New River Valley
Metropolitan Planning Organization

AGENDA
2:00 PM
September 1, 2016

I. DECLARATION OF A QUORUM AND CALL TO ORDER

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES OF MAY 5, 2016 MEETING (Attachment # 1)

IV. ELECTION OF OFFICERS FOR 2016-2017 (Attachment #2)

V. SELECTION OF REGULAR MEETING DATE

VI. PUBLIC ADDRESS

A. Each speaker is limited to five minutes with a total of thirty minutes maximum for public address.

VII. OLD BUSINESS –

Support for MPO submittal of Smart Scale project request under the Smart Scale Program –

At the last MPO meeting, the Board authorized the MPO Director to develop an application pursuant to a request from William Fralin for extension of the Smart Road from its current end to I- 81. Authorization to submit the application is needed. (Suggested resolution is in Attachment # 3.)

VIII. NEW BUSINESS –

A. Approval of the MPO Regional Transit Study –

The MPO contracted with the New River Valley Regional Commission (NRVRC) to conduct a regional study of transit. The focus was to investigate potential enhancements at overlapping and high volume bus stop locations. Particular focus was on appearance and accessibility. Two surveys were conducted as well as a peer review. The TAC has reviewed the study and recommends approval. (The Study and suggested resolution is in Attachment # 4.)

B. Approval of study projects for FhWA PL and FTA 5303 funds –

The TAC reviewed requests for study projects for FY 16-17 for utilizing both Federal Highway Planning funds as well as Federal Transit funds. One project was identified for the Federal Highway funding. That project would update the MPO Freight Plan that was approved in 2008. Funding would be split over two fiscal years. There were two projects identified to utilize the Federal transit planning funds. These two studies would duplicate the Bus Stop Safety and Accessibility Study that was done for Blacksburg for Radford and Pulaski. The study for Pulaski Area Transit would be a joint project with the NRVRC with funding coming from ARC funds and the SPR Rural Work Program for the RC as well as the MPO. The $30,000 would be split equally among the three funding sources, $10,000 each. The study for Radford Transit would involve funding from the MPO and ARC funds and the $30,000 study costs would be split equally, $15,000 each. The TAC recommends approval. (Task orders and suggested resolutions are in Attachment # 5.)

C. Support for Smart Scale project requests by localities –

Projects to be submitted for funding to VDOT under the Smart Scale Program (formerly HB2) need endorsement from the MPO. The TAC compiled a list of projects that will be submitted and recommends approval. (A project list and individual resolutions are in Attachment # 6.)

D. Approval of Amendment # 3 to the 2015-18 Transportation Improvement Program (TIP) –

This amendment is necessary because VDRPT has included additional funding for Radford Transit and VDOT has requested a new Rail project grouping to include a railroad grade crossing upgrade in the Town of Christiansburg. The Amendment has been advertised in the local papers, posted on the MPO website, distributed to the MPO email list, Interested Parties list, and the Regulatory Agency list. No comments were received. The TAC has reviewed and recommends approval. (Amendment # 3 and suggested resolution are in Attachment # 7.)

IX. EXECUTIVE DIRECTOR REPORT

A. VDOT report – Ken King

B. Long Range Plan update

C. VTRANS update

D. Development of TDPs for BT, RT, and PAT

E. Passenger rail update

F. Other items

X. OTHER BUSINESS

XI. INTO CLOSED MEETING

PROPOSED RESOLUTION:

BE IT RESOLVED, The MPO Policy Board hereby enters into Closed Meeting for the purpose of discussing the following:

Section 2.1-3711 (1) Discussion, Consideration, or Interviews of Prospective Candidates for Employment; Assignment, Appointment, Promotion, Performance, Demotion, Salaries, Disciplining or Resignation of Specific Officers, Appointees or Employees of Any Public Body

1. Personnel Matter

XII. OUT OF CLOSED MEETING

PROPOSED RESOLUTION:

BE IT RESOLVED, The MPO Policy Board hereby ends their Closed Meeting to return to Regular Session.

XIII. CERTIFICATION OF CLOSED MEETING

WHEREAS, The MPO Policy Board has convened a Closed Meeting on this date pursuant to an affirmative recorded vote and in accordance with the provisions of the Virginia Freedom of Information Act; and

WHEREAS, Section 2.2-3711 of the Code of Virginia requires a certification by the Policy Board that such Closed Meeting was conducted in conformity with Virginia law.

NOW, THEREFORE, BE IT RESOLVED, The MPO Policy Board hereby certifies that to the best of each member's knowledge (i) only public business matters lawfully exempted from open meeting requirements by Virginia law were discussed in the closed meeting to which this certification resolution applies, and (ii) only such public business matters as identified in the motion conveying the closed meeting were heard, discussed or considered by the Policy Board.

VOTE:

AYES: _____

NAYS: _____

ABSENT DURING VOTE:

ABSENT DURING MEETING:

XIV. ANNUAL PERFORMANCE REVIEW OF EXECUTIVE DIRECTOR AND AMENDMENT TO EMPLOYMENT AGREEMENT (Attachment # 8.)

XV. NEXT SCHEDULED MEETING

The next scheduled meeting is October 6, 2016 at 2:00 PM in the Montgomery County Government Center.

X. ADJOURNMENT

New River Valley
Metropolitan Planning Organization
755 Roanoke Street
Christiansburg, VA 24073

Minutes

May 5, 2016

MEMBERS PRESENT:	Craig Meadows	-Montgomery County
	Anne McClung	-Town of Blacksburg
	Michael Sutphin	-Town of Blacksburg
	Michael Barber	-Town of Christiansburg
	Adam Carpenetti	-Town of Christiansburg
	Basil Edwards	-City of Radford
	Kevin Byrd	-NRVRC
	Jay Lindsey	-DRPT
	Michael Gray	-VDoT
	Steve Mouras	-Virginia Tech
	Tom Fox	-Blacksburg Transit
	Brian Booth	-Radford Transit
	Dan Brugh	-NRV MPO
	Randal Gwinn	-Recording Secretary
ABSENT:	Ken King	-VDoT
	Tammye Davis	-FHWA
	Joe Guthrie	-Pulaski County
	Annette Perkins	-Montgomery County
	Fritz Streff	-New River Community College
	Tony Cho	-Federal Transit Administration-Region 111
	Michael St. Jean	-VA Tech/Montgomery Regional Airport Authority
	Bruce Brown	-City of Radford
	James Perkins	-Radford University
	Monica Musick	-Pulaski Transit
OTHERS PRESENT:	Tyler Humphreys	-Radford Transit
	Laura Harmon	-Radford University

DECLARATION OF QUORUM AND CALL TO ORDER

Chairman F. Craig Meadows declared a quorum and called the meeting to order at 2 P.M.

APPROVAL OF AGENDA

Craig asked for comments on the proposed agenda. Hearing none, he asked to hear a motion for approval of the agenda.

On a motion by Michael Barber seconded by Adam Carpenetti and carried unanimously, the proposed meeting agenda was approved.

APPROVAL OF MINUTES OF JANUARY 7, 2016 MEETING

Craig asked for comments on or corrections to the meeting minutes from the January 7, 2016 Policy Board meeting. Hearing none he then called for a motion to approve the minutes.

On a motion by Michael Barber seconded by Michael Sutphin and carried unanimously, the minutes dated January 7, 2016 were approved.

PUBLIC ADDRESS

There were no citizens wishing to address the group.

OLD BUSINESS

There were no items of old business needing addressed.

NEW BUSINESS

Approval of the 2016-17 Unified Planning Work Program (UPWP)

Dan Brugh presented a brief overview of the proposed 2016-17 UPWP. The draft document was prepared by the TAC and has been advertised on our web site, in the local newspapers and by email to our MPO Interested Parties and Regulatory Agency distribution lists. No comments were received.

The finial funding includes a slight increase from the current year for the PL and Transit Planning funds. The TAC recommends approval of the draft 2016-17 UPWP document as well as its supporting annual resolutions which are included in the UPWP portion of the meeting packet.

There was no discussion on the draft document and Craig asked for a motion for approval of the 2016-17 UPWP as presented.

Michael Barber moved to approve the 2016-17 UPWP and its supporting resolutions as a group. Basil Edwards seconded the motion and the group of resolutions carried unanimously. The resolutions follow in their entirety:

New River Valley
Metropolitan Planning Organization

May 5, 2016

Resolution approving the NRV MPO FY 2016-17 Unified Planning Work Program

On a motion by Mike Barber seconded by Basil Edwards and carried unanimously,

WHEREAS, the 2016-17 Unified Planning Work Program (UPWP) will serve as the basis for all Federal (FHWA, FTA) funding participation and will be included in all requests for transportation planning funds, and

WHEREAS, the UPWP details all transportation and transportation related planning activities anticipated in the upcoming fiscal year; and

WHEREAS, the Request for Comment was advertised in The Roanoke Times, The News Journal, and News Messenger for thirty days; and

WHEREAS, Comments were also solicited from the MPO Email list, the MPO Interested Parties, and the Governmental Regulatory Agencies; and

WHEREAS, No public comments were received, and

WHEREAS, the Technical Advisory Committee recommends approval.

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization Policy Board hereby approves the FY 2016-17 Unified Planning Work Program dated May 5, 2016 attached, and authorizes the Executive Director to make any administrative changes as requested by the Federal Highway Administration, Federal Transit Administration, VDRPT, or VDoT.

_____

F. Craig Meadows, Chairman

New River Valley
Metropolitan Planning Organization

May 5, 2016

Resolution to authorize the Executive Director/ Chairman to execute annual agreements with VDoT, VDRPT, and Montgomery County

On a motion by Mike Barber, seconded by Basil Edwards and carried unanimously,

WHEREAS, the MPO receives funding from VDoT for expenditures made for MPO activities; and

WHEREAS, the Policy Board has approved the Unified Planning Work Program (UPWP) for 2016-17; and

WHEREAS, an agreement needs to be executed for expenditure of these funds.

NOW, THEREFORE, BE IT RESOLVED, the MPO Policy Board authorizes the Executive Director/Chairman to execute agreements with VDoT, VDRPT, and Montgomery County as fiscal agent, subject to approval by Montgomery County, the Montgomery County Attorney, the MPO Chairman and the MPO Executive Director.

_____

F. Craig Meadows, Chairman

New River Valley
Metropolitan Planning Organization

May 5, 2016

Resolution to authorize the Executive Director/ Chairman to execute annual FTA Certifications and Assurances.

On a motion by Mike Barber, seconded by Basil Edwards and carried unanimously,

WHEREAS, the MPO receives funding from FTA for expenditures made for MPO activities; and

WHEREAS, the MPO needs to annually certify that the MPO is adhering to all Federal Regulations.

NOW, THEREFORE, BE IT RESOLVED, the MPO Policy Board authorizes the Executive Director/Chairman to execute the annual Certifications and Assurances for FTA.

_____

F. Craig Meadows, Chairman

New River Valley Metropolitan Planning Organization

May 5, 2016

Planning Grant Resolution

On a motion by Mike Barber, seconded by Basil Edwards and carried unanimously,

WHEREAS, the New River Valley Metropolitan Planning Organization anticipates receipt of Fiscal Year 2016 Federal Transit Administration (FTA) Section 5303 Planning and Technical Studies Grant;

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization authorizes the New River Valley Metropolitan Planning Organization Executive Director to procure and contract for the receipt and eligible use of the FTA Section 5303 grant funds that may be received by the New River Valley Metropolitan Planning Organization, noting that the City of Radford, the Towns of Blacksburg and Christiansburg, and Counties of Montgomery and Pulaski will commit the equal funding of the local match for the aforementioned grant.

BE IT FURTHER RESOLVED, that the New River Valley Metropolitan Planning Organization authorizes the Metropolitan Planning Organization Executive Director to submit a FTA Section 5303 grant application and to contract with the Virginia Department of Rail and Public Transportation for the receipt of said FTA funds as is necessary; and including the compliance with applicable laws, regulations, guidelines, and assurances of the United States and the Commonwealth of Virginia, and for the state portions of the matching funds as necessary.

Certification

The undersigned duly qualified and acting as authorized officials of the New River Valley Metropolitan Planning Organization certifies that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Policy Board of the New River Valley Metropolitan Planning Organization on May 5, 2016.

F. Craig Meadows, Chairman

J. Dan Brugh, Executive Director

New River Valley
Metropolitan Planning Organization

May 5, 2016

Resolution authorizing the filing of an application with the Virginia Department of Rail and Public Transportation, for grants of federal funds under the Federal Transit Act Section 5303 program and state matching funds.

On a motion by Mike Barber, seconded by Basil Edwards and carried unanimously,

WHEREAS, the contract for financial assistance will impose certain obligations upon this Body, including the provision of the local funds to support project costs; and

WHEREAS, a recipient of Federal Transit Administration Funding is required to provide certifications and assurances that all pertinent Federal statutes, regulations, executive orders and directives will be obeyed and it is the intent of this Body to comply fully with all required certifications and assurances; and

WHEREAS, it is the goal of this Body that minority business enterprises (disadvantaged business enterprise and Women business enterprise) be utilized to the fullest extent possible in connection with this project, and that definitive procedures shall be established and administered to ensure that minority business shall have the maximum feasible opportunity to compete for contracts and purchase orders when procuring construction contracts, supplies, equipment contracts, or consultant and other services:

NOW THEREFORE, BE IT RESOLVED BY THE NEW RIVER VALLEY METROPOLITAN PLANNING ORGANIZATION,

1. That the Chairperson of the Policy Board is authorized to prepare and file an application on behalf of New River Valley Metropolitan Planning Organization with the Virginia Department of Rail and Public Transportation for federal and state financial assistance under the Federal Transit Administration Section 5303 Program and State Aid Program.

2. That the Chairperson of the Policy Board is authorized to execute and file with such application all necessary certifications and assurance or any other document required by Virginia Department of Rail and Public Transportation in connection with the application or the project.

3. That the Chairperson of the Policy Board is authorized to set forth and execute Minority business enterprise (disadvantaged enterprise business and woman enterprise) policies and procedures in connection with procurements under this project.

4. That the Chairperson of the Policy Board is authorized to execute a grant agreement on behalf of the New River Valley Metropolitan Planning Organization, with the Virginia Department of Rail and Public Transportation to aid in the financing of the project.

5. That the Chairperson of the Policy Board hereby certifies that the local share of the project costs identified in the application shall be made available to the project from resources available to this Body.

The undersigned duly qualified and acting Executive Director of the New River Valley Metropolitan Planning Organization Policy Board certifies that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the New River Valley Metropolitan Planning Organization held on May 5, 2016.

_____

F. Craig Meadows, Chairman

New River Valley
Metropolitan Planning Organization

May 5, 2016

Designation Resolution

On a motion by Mike Barber, seconded by Basil Edwards and carried unanimously,

BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization authorizes the New River Valley Metropolitan Planning Organization Policy Board Chairperson to authorize the Town of Blacksburg and City of Radford as the designated recipients for the receipt and eligible use of available FTA and VDRPT Operating and Capital Funds.

Certification

The undersigned duly qualified and acting as authored officials of the New River Valley Metropolitan Planning Organization certifies that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Policy Board of the New River Valley Metropolitan Planning Organization on May 5, 2016.

F. Craig Meadows, Chairman

J. Dan Brugh, Executive Director

Approval of the Route 11 in Fairlawn Corridor Study

Dan reported that the Corridor Study on Route 11 in Fairlawn between the New River Bridge and Route 114. The Policy Board approved conducting the Study in November of 2014 and it is now complete. A survey was conducted and a number of public meetings were held to solicit input from citizens and businesses. The completed Study contains recommendations to improve the safety and operation of Route 11, VDOT has reviewed and approves of these recommendations. The TAC has also reviewed the Study and recommends approval.

Following Dan's comments there was a brief discussion as to whether the recommended improvements would impinge on underground utility work currently ongoing in the area and it was agreed that this would have to be monitored should construction of the recommended improvements begin.

Discussions on the draft document having ended Craig asked to hear a motion on the suggested resolution Dan had prepared.

On a motion by Mike Barber, seconded by Adam Carpenetti and carried unanimously, the Route 11 in Fairlawn Corridor Study was approved and follows in its entirety:

New River Valley
Metropolitan Planning Organization

May 5, 2016

Resolution accepting the final report prepared by Whitman, Requardt, and Associates, LLC for Route 11 in Fairlawn Corridor Study.

On a motion by Mike Barber, seconded by Adam Carpenetti, and carried unanimously,

WHEREAS, the Pulaski County requested the MPO to conduct a corridor study of Route 11 between the New River bridges and Route 114 for operational and safety enhancements, and

WHEREAS, a study was conducted by the MPO On Call Consultant Whitman, Requardt, and Associates LLC, and

WHEREAS, a draft final report has been developed by the Consultant and reviewed by the TAC, and

WHEREAS, the TAC recommends approval.

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley MPO accepts the final report for the Route 11 in Fairlawn Corridor Study dated May 5, 2016.

_____

F. Craig Meadows, Chairman

Approval of the New River Valley MPO Title VI Plan

Dan reported that the current plan was approved in 2012 and last year's review of the Title VI Plan by VDOT found it satisfactory. VDRPT reviewed the Plan last November and found it unacceptable therefore the New River Valley Regional Commission assisted the MPO in developing a revised Plan based on comments received from VDRPT. The Draft Plan was sent to DRPT for review and we have not heard anything back from them yet. We have advertised the Draft Plan for comment in the Roanoke Times, the News Messenger, and the News Journal. It was also sent out for review to the MPO Interested Parties and Regulatory Agencies as well as the MPO email list with no comments having been received. The TAC has reviewed the Draft

Plan and recommends Policy Board approval. In addition, approval to make any adjustments necessary if and when any comments are received from VDRPT is also requested.

Following Dan's comments Anne McClung requested that Kali Casper be named in one of the open slots for Blacksburg representatives in the list of members included in the document. Dan agreed to make the requested edit.

Discussions on the Draft Plan having ended Craig asked to hear a motion on the suggested resolution Dan had prepared.

On a motion by Anne McClung, seconded by Adam Carpenetti and carried unanimously, the New River Valley MPO Title VI and Limited English Proficiency Plan dated May 5, 2016 was approved and follows in its entirety:

New River Valley
Metropolitan Planning Organization
May 5, 2016

Resolution approving the NRV MPO Title VI and Limited English Proficiency Plan

On a motion by Anne McClung, seconded by Adam Carpenetti and carried unanimously,

WHEREAS, the NRV MPO has the responsibility under provisions of the Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process for the metropolitan planning area; and

WHEREAS, the MPO is required to comply with Title VI requirements of the Civil Rights Act of 1964 as amended, and other related statutes prohibiting discrimination on the basis of race, religion, color, national origin, sex, age, or disability; and

WHEREAS, the MPO, as recipient of federal financial assistance, must have a Title VI and Limited English Proficiency (LEP) approved Plan; and

WHEREAS, the current MPO Title VI Policy needed revision and updating; and

WHEREAS, the MPO TAC has developed a revised Title VI and Limited English Proficiency Plan and advertised it for public comment for 30 days, and

WHEREAS, comments were also solicited from the MPO Interested parties and Government Regulatory Agencies; and

WHEREAS, no comments were received; and

WHEREAS, the TAC recommends approval of the Title VI and Limited English Proficiency Plan dated May 5, 2016.

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley MPO approves the MPO Title VI and Limited English Proficiency Plan dated May 5, 2016.

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BE IT FURTHER RESOLVED that the Executive Director is authorized to make any administrative adjustments needed as a result of final review by VDRPT or VDOT.

_____

F. Craig Meadows, Chairman

Support for Submitting an application for the Completion of the Smart Road to I-81 under HB2

Dan reported that in April he and Craig attended a meeting at Virginia Tech with Commonwealth Transportation Board Members William Fralin and Court Rosen in attendance. The primary purpose of the meeting was to discuss the Western Perimeter Road Project which was submitted as a Revenue Sharing Project by Montgomery County on behalf of Virginia Tech. Due to the $35 million cost of the project Mr. Fralin and Mr. Rosen wished to have a clearer understanding of what it involved and why it was needed. During the meeting the discussion turned to other items such as the HB2 projects that were submitted by the localities and the MPO. In addition Mr. Fralin requested that the NRV MPO consider submitting an HB2 application for the completion of two lanes of the Smart Road to I-81. The purpose would be to provide a usable transportation facility that could also be used as a testing facility. Due to the anticipated cost of this project additional funding would also need to be requested under one or more special funding programs from Federal Highways (FhWA).
There will be a meeting later this month with VA Tech and the Smart Road group to discuss the logistics of going forward with this project should it be approved. The application would need to be submitted this year, by October 31st, as no HB2 requests will be accepted next year due to the implementation of only accepting requests in alternating years after 2016. This request would have no negative impact on any other projects submitted since they are scored independently, therefore support is recommended.

There was a brief discussion after Dan finished his report then Craig asked to hear a motion on the suggested resolution Dan had prepared.

On a motion by Mike Barber, seconded by Adam Carpenetti and carried unanimously, the resolution approving development of an application for funding of the completion of the Smart Road to I-81 was approved and follows in its entirety:

New River Valley
Metropolitan Planning Organization

May 5, 2016

Resolution approving Development of an application for funding of the completion of the Smart Road to I-81.

On a motion by Mike Barber, seconded by Adam Carpenetti, and carried unanimously,

WHEREAS, two miles of the Smart Road have been constructed and have been used as a facility to test technologies that improve transportation safety and reliability; and

WHEREAS, Virginia Tech is developing a research presence in Roanoke that will significantly increase the traffic commuting between the two Valleys; and

WHEREAS, additional funding may be available from specific grant programs through the Federal Highway Administration (FhWA), particularly in the Innovation area; and

WHEREAS, the completed facility may be able to provide both a research and usable transportation facility; and

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley MPO supports the extension of the Smart Road as a research and transportation facility and directs the MPO Executive Director to work with VDOT and others as necessary to develop an application for funding under HB2 to VDOT.

_____

F. Craig Meadows, Chairman

EXECUTIVE DIRECTORS REPORT

VDOT Project Update

Michael Gray reported that Ken King will be working in Richmond for the next several months and Ken Wallace from Central Office will be fulfilling Ken's duties during the majority of his absence. Insofar as VDOT projects there is nothing new of note to report at this time.

Passenger Rail Update

Dan reported on the Passenger Rail initiative. As of now the future of this effort is in the hands of DRPT and Norfolk Southern. The NRV Regional Commission and the Bristol MPO have joined the NRV MPO as co-applicants for the next phase of the study and our application is now being reviewed and is likely to be funded. We will know if it is when the Six Year Plan comes out in draft on May 18th or 19th, however if any information becomes available before then, it will be sent out to you.

Transit Study Project Update

Erik Olsen reported on the progress of the Regional Transit Study. The NRV Regional Commission conducted the study and submitted a draft report to Dan at the end of April. The TAC is reviewing the draft report and should make a recommendation on it at their next meeting. It is hoped that the findings in the report can be used in the TDP efforts this fall.

Long Range Plan Update

Dan reported on the progress of the LRP update. Funding numbers are being received from VDOT however Dan and Mike have more work to do on this as the numbers we've been given for projects from now until 2040 are less than those projects in the current Six Year Plan. The next update will be coming soon and we will go forward without having a new model from VDOT. We expect to have a draft document sometime this fall. WRA's contract for work on the update will be ended as they have completed their portion.

VTRANS update

Michael reported on the efforts that have happened on the VTRANS update thus far. Two surveys have been sent out, one to the PDC's and MPO's and a second to the Localities. Those surveys need returned soon as there will be a regional workshop in Roanoke on May 16th and a consolidated needs report based on the survey results will be presented and discussed at that meeting.

HB2 Update

Dan reported that the Christiansburg Cambria Street project has been removed from the Six Year Plan by the Governor's Office. Efforts are ongoing to get this project restored before the Six Year Plan is finalized.

Michael reported that two projects were removed from the Six Year Plan and two other projects were inserted.

Michael also stressed that VDOT needs the MPO's, PDC's and Localities to inform them of potential projects as soon as possible, especially if VDOT assistance with submitting the projects is desired. VDOT hopes to have all notices of projects from them by mid-August. Also in June VDOT will be issuing new guidance on how the scoring of projects will be conducted.

Development of TDP's for BT, PAT and RT

Dan reported on the MPO request to DRPT for funding for the use of one consultant to do all three Transportation Development Plans at one time. Consensus is that using just one consultant to prepare the TPD's for Blacksburg Transit, Radford Transit and Pulaski Area Transit will lower the overall cost and result in more consistency across the Plans. It is hoped that we will have the final answer from DRPT by the end of May.

Other Items

None

OTHER BUSINESS

None

NEXT SCHEDULED MEETING

Craig announced that the next scheduled meeting is June 2, 2016 at 2:00 PM in the Montgomery County Government Center.

X. ADJOURNMENT

There being no further agenda items to discuss, Craig adjourned the meeting at 2:50 PM.

Attest: _____

F. Craig Meadows, Chairman

New River Valley
Metropolitan Planning Organization

ELECTION OF OFFICERS

In accordance with the bylaws of the MPO, officers are elected for a one year term. Officers are eligible for re-election and each of the officers must be from different jurisdictions.

Current officers are:

Craig Meadows, Chairman

Anne McClung, Vice Chairman

New River Valley
Metropolitan Planning Organization

ELECTION OF CHAIRMAN

- MPO Director announces the floor is open to receive nominations for Chairman. No seconds are required for nominations.

  Motion by_____for_____

  Motion by_____for_____

- Other nominations

- MPO Director will ask for a motion to close nominations

- Moved, seconded that nominations be closed…discussion…vote taken to close nominations.

- Vote taken on nominations for Chairman

  All those in favor of _____

  All those in favor of _____

- By a vote of ____, _____is elected Chairman

At this point, the MPO Director
will vacate the chairman's chair and
the newly elected Chairman will be seated

New River Valley
Metropolitan Planning Organization

ELECTION OF VICE CHAIRMAN

- The Chairman will open the floor for nominations for Vice Chairman. No seconds are required for nominations.

  Motion by_____for_____

  Motion by_____for_____

- Other nominations

- Motion to close nominations

- Moved, seconded that nominations be closed…discussion…vote taken to close nominations.

- Vote taken on nominations for Vice Chairman

  All those in favor of _____

  All those in favor of _____

- By a vote of ____, _____is elected Vice Chairman

New River Valley
Metropolitan Planning Organization

September 1, 2016

Resolution approving Submitting an application for funding of the completion of the Smart Road to I-81.

On a motion by _____, seconded by _____, and carried unanimously,

WHEREAS, two miles of the Smart Road have been constructed and have been used as a facility to test technologies that improve transportation safety and reliability; and

WHEREAS, Virginia Tech is developing a research presence in Roanoke that will significantly increase the traffic commuting between the two Valleys; and

WHEREAS, additional funding may be available from specific grant programs through the Federal Highway Administration (FhWA), particularly in the Innovation area; and

WHEREAS, the completed facility may be able to provide both a research and usable transportation facility; and

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley MPO supports the extension of the Smart Road as a research and transportation facility and directs the MPO Executive Director to submit an application for funding under the Smart Scale program to VDOT.

_____

F. Craig Meadows, Chairman

New River Valley
Metropolitan Planning Organization

September 1, 2016

Resolution accepting the final report prepared by the New River Valley Regional Commission for the Regional Transit Study.

On a motion by _____, seconded by _____, and carried unanimously,

WHEREAS, the MPO contracted with the New River Valley Regional Commission (NRVRC) to conduct a Regional Transit Study to evaluate and make recommendations for overlapping and high volume bus stop locations, and

WHEREAS, the study was conducted by the NRVRC and

WHEREAS, a draft final report has been developed by the Regional Commission and reviewed by the TAC, and

WHEREAS, the TAC recommends approval.

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley MPO accepts the final report for the Regional Transit Study.

_____
F. Craig Meadows, Chairman

Regional Transit Study

New River Valley Metropolitan Planning Organization

DRAFT

Approved: _____

New River Valley MPO

NRVRC

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INTRODUCTION

The study process was led by the New River Valley Regional Transit Coordinating Council (RTCC). The RTCC was created as a result of a 2010 study on regional transit organization structures by the New River Valley Metropolitan Planning Organization and New River Valley Regional Commission. The RTCC creates more dialog across the region and provides a stronger multi-jurisdictional/multi-system perspective.

In July 2012, the group identified two key priorities for the region's public transportation partners to work on: 1) identify a common technology platform between service providers; and 2) enhance the presence of public transit stops at overlapping service locations. The 2016 Regional Transit Study aims to complete the second strategy identified by the RTCC.

In 2014, the NRV Regional Commission purchased ArcGIS Online and provided a seat for an NRV Metropolitan Planning Organization funded intern. The partnership enabled the region's transit agencies to collaboratively complete the first goal identified by the RTCC. The New River Valley Transit GIS Portal is now available online here: nrvrc.org/nrvmpo/transit/.

Scope and Method

The purpose of this study is to investigate potential enhancements at overlapping and high-volume bus stop locations that could improve the perception of public transportation in the region. Overlapping stops create opportunities to ultimately expand the service area beyond a single community. High-volume stops create opportunities for transit agencies to educate and retain current users. Particular focus is on the physical appearance and accessibility to information about existing public transit services.

Identifying overlapping and high-volume bus stop locations was the first step in the planning process. A project webpage (nrvrc.org/regionaltransitstudy/) provides public access to the draft plan, supporting documents, and other related project information. The RTCC served as the working committee to offer feedback and input on project deliverables and includes a minimum of the following representation: Blacksburg Transit, Radford Transit, Pulaski Area Transit, Smart Way, Town of Blacksburg, Town of Christiansburg, City of Radford, Montgomery County, Pulaski County, Radford University, and Virginia Tech.

A review of local Transit Development Plans and Comprehensive Plans revealed anticipated changes at existing stops and future service overlaps. Case studies of similar systems and subject were compiled for applicability to the circumstances of the region's bus stops.

Two surveys were conducted to solicit community feedback: a rider survey available on-line and through on-site interviews, and an employer survey to gauge the perceived availability of transit service for their employees at home and the work site.

Regional stakeholders participated in a Peer Review event with subject experts who identified their experiences and research in implementing improved transit services and facilities. The final study identifies policy and capital investment strategies. A short-term (3-year) and long-term (6-year) action plan outlines recommendations to elevate public transit as a preferred transportation choice in the New River Valley region.

OVERVIEW OF NRV TRANSIT SERVICES

Transit services are currently provided in the Counties of Montgomery and Pulaski, the City of Radford, and the Towns of Blacksburg and Christiansburg. In 2015, a total of five unique public transit operators had routes/stops that overlapped at eight locations throughout the region.

The following stops serve more than one transit system in the region:

- New River Valley Mall
- Laurel/Sycamore (Kmart)
- Exit 118 Park and Ride
- VT Corporate Research Center
- Kroger Fairlawn
- Walmart Fairlawn
- Blacksburg Municipal Building
- Squires Student Center

Transit Providers

Six transit operators serve stops evaluated in this study – one private and five publicly funded. Below is some general information about the services each provider offers and their respective annual operating budgets.

Blacksburg Transit

www.blacksburg.gov/index.aspx?page=791

FY2016 operating budget: $6,665,947

Blacksburg Transit (BT) provides a traditional bus system in Blacksburg that operates on a published time schedule of 12 routes with over 300 stops connecting major shopping, educational and residential areas. BT also offers "access for individuals" for those with physical disabilities unable to use a traditional bus system.

In Christiansburg, BT operates two routes: the Explorer route, which offers a traditional scheduled bus stop system; and the Go Anywhere service, which is a call ahead reservation-based service that picks you up and drops you off at a destination of your choice. Lastly, there is a Christiansburg-to-Blacksburg weekday commuter service.

Radford Transit

www.radfordtransit.com

FY2016 operating budget: $1,390,965

Radford Transit provides public transit to the citizens of Radford, Radford University students, faculty and staff and those who live in the surrounding areas with six routes. It is operated by New River Valley Community Services, through a joint partnership between Radford University, Radford City, the Virginia Department of Rail and Public Transportation, and the Federal Transit Administration.

Pulaski Area Transit

www.pulaskitransit.org

FY2016 operating budget: $584,403

Pulaski Area Transit (PAT) operates 7 am to 5 pm on Monday thru Friday, and 9 am to 3 pm Saturday. Users can call for a pick-up at or near their location with an approximate wait time of 15 minutes. PAT also runs a demand-response system which requires a 24-hour notice. The system serves Pulaski County with an extended route to the New River Community College campus in Montgomery County.

Smart Way (Valley Metro)

www.smartwaybus.com

FY2016 operating budget: $7,977,553

Valley Metro is the public transportation provider serving the Roanoke Valley with approximately 30 daily routes. In addition to its traditional bus service, it also provides commuter bus service between the City of Roanoke and the New River Valley with the Smart Way. The service begins in downtown Roanoke at Valley Metro's Campbell Court Transportation Center and ends at the Virginia Tech Squires Student Center. The return route, from the New River Valley to the Roanoke Valley, is the exact reverse.

District 3

www.district-three.org/transit

FY2016 operating budget: $1,898,172

District Three Public Transit is operated as a Joint-Exercise of Powers entity by the localities of the Mount Rogers Planning District. They provide public transit service in 10 separate locality systems ranging from fixed-loop, demand-response, and deviated-fixed. A New Freedom Bristol-to-Roanoke route along the Interstate 81 corridor from Washington County as far north as the Roanoke Valley, including a stop in the New River Valley, operated until 2015 when the services was discontinued due to lack of funding. The Bristol to Roanoke route ran on Mondays.

Megabus

us.megabus.com/top-routes.aspx

Megabus is a low-cost, express bus service offering city center-to-city center travel purchased via the Internet on coach-style double-decker buses with free wi-fi and at-seat plug ins. They have an undetermined number of routes, listing 18 “popular” routes on their website and claim service to 120 cities. At least seven cities are directly accessible from the NRV’s stop in Christiansburg.

FINDINGS AND RECOMMENDATIONS

This section provides an overview of the key findings and recommendations identified through the study process.

Overlapping Stops

Key findings and recommendations for overlapping stops include the following:

- Establish a time check at enhanced and/or hub service environment stops to synchronize arrival/departure times. Improve connectivity and expand service area of regional network and decrease waiting times.
- Ensure that all overlapping stops are handicapped accessible and create connections with surrounding bicycle and pedestrian infrastructure within a half-mile radius.
- Expand existing services for commuters and non-emergency medical trips. Examples might include: a morning connection between the Town of Christiansburg and Radford, and new connections to the Carilion NRV Medical Center.
- Provide a contact phone number for the appropriate transit provider(s) at each stop. The number could direct transit users to a mobility manager that is jointly funded by all service providers, or individual numbers could be incorporated into branding components at each stop.
- Incorporate shelters and passenger information (schedules, route info, etc.) at enhanced and/or hub service environment stops. Convey permanence and create opportunities for others to learn about existing transit services. Additionally, create an area that reduces exposure to poor weather conditions and intense sunlight.

High-Volume, Single Provider Stops

The original intent of this study was to also incorporate high-volume stop locations; however, the need to explore overlapping service strategies became the primary focus. Table 2 (page 11) identifies recommendations that could be applied at high-volume stops. High-volume stop locations will be examined in future bus stop safety and accessibility studies.

Conceptual Plans

NRV Mall Concept

Potential multimodal hub featuring: enhanced pick-up/drop-off area, climate controlled seating areas, interactive information center, large shelter, commuter parking, and connectivity with the Huckleberry Trail. The image (below) illustrates how a multimodal hub could be incorporated between the two existing stops at the NRV Mall and Regal Cinema.

Walmart – Fairlawn Concept

Initiate communication with property owner to develop a more defined transit stop, inclusive of: bus turn-outs, real-time passenger information technology, and interactive information center. The image (below) illustrates how an underutilized area near the side-entrance could be enhanced to provide turnouts for two or more buses.

Planning and Policy

Bus stops are only a single component of attracting and retaining ridership. Service availability, diversity in ridership, connectivity to other modes of transportation, and even bus operators have a role in the quality of a public transportation system. Public transportation systems are heavily subsidized by federal, state, and local tax dollars. As a result, enhancements to the existing services require constant data collection and analysis. For example: each transit agency is responsible for maintaining a Transit Development Plan that outlines services and investments over a constrained six-year planning horizon.

In 2005 the Transportation Research Board released the *Elements Needed to Create High Ridership Transit Systems: Interim Guidebook.*[1] The guide outlines specific types of operating and capital investments recommended for different service environments. Tables 1 and 2 (below) are products of the TRB Guidebook. The recommendations are intended to be used as a starting point when considering transit improvements. Note: each stop is unique and may require certain amenities even if ridership potential is low. As an example, a shelter might be recommended at stops with longer waits.

Table 1: TRB Service Environment Recommendations

Strategy	Service Environment				
	large urban*	medium urban	small urban	rural	suburb
Increase route coverage	+	+	+	+	+
Route restructuring	+	+	+	+	+
Improved schedule/route coordination	+	+	+	+	+
Increased service frequency	+	+	+	-	+
Increased span of service	+	+	+	-	+
Improved reliability/on-time performance	+	+	+	-	+
Improved travel speed/reduced stops	+	+	-	-	+
Targeted services	+	+	+	+	+
Passenger facility improvements	+	+	+	-	+
New/improved vehicles	+	+	+	-	+
Increased security	+	+	+	+	+
Increased safety	+	+	+	+	+

Key: + applicable - not applicable or appropriate *not applicable in NRV

[1] TCRP H-32: Interim Guidebook, 2005. Retrieved: http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_webdoc_32.pdf

The focus of this study is to identify passenger facility improvements that are suitable and most effective at overlapping bus stop locations. Strategies should align with specific transit agency operating goals. For example, goals may include:

- Route coverage: a majority (51%) of households in high density areas should be within a half-mile of existing bus routes
- Travel time: ratio of bus travel time compared to auto travel time should be less than 1.5 (30 minute trip by auto should take no more than 45 minutes by bus)
- Reliability: 90% on-time departures for weekday trips
- Attract and retain ridership: stops with 50 or more daily boardings/alightings should include: level concrete pad, adequate lighting, bus stop sign, route map and schedules, standard shelter, and a trash receptacle

Improving passenger facilities plays a key role in attracting and retaining ridership. The table[2] (below) provides examples of amenity considerations based on daily ridership.

Table 2: TRB Amenities vs. Ridership

Amenity	Daily Customer Boarding Activity				
	< 50	51 - 100	101 - 300	301 - 500	501 <
Level concrete pad	+	+	+	+	+
Safe access	+	+	+	+	+
Adequate lighting	+	+	+	+	+
Bus stop signs	+	+	+	+	+
Route map and schedules	+	+	+	+	+
Standard shelter	-	+	+	+	+
Trash receptacle	-	+	+	+	+
Detailed schedule	-	-	+	+	+
Larger/multiple shelters	-	-	+	+	+
Benches in shelter	-	-	+	+	+
System map	-	-	-	+	+
Real-time travel information	-	-	-	+	+
Potential conversion to transit center	-	-	-	-	+

Key: + applicable - not applicable or appropriate

The Regional Commission utilized the Transportation Research Board's *Elements Needed to Create High Ridership Transit Systems: Interim Guidebook* in combination with the American Public Transportation Association's 2010 *Recommended Practice for Bus Rapid Transit Stations and Stops* [3] to link service environments to existing overlapping stops in the region. Stops were classified in to three service environments: 1) Basic, 2) Enhanced, and 3) Hub.

[2] TCRP H-32: Interim Guidebook, 2005. WMATA Regional Bus Study, Table 5-7. Retrieved: http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_webdoc_32.pdf

[3] APTA Standards Development Program, APTA BTS-BRT-RP-002-10, 2010. Retrieved: http://www.apta.com/resources/standards/Documents/APTA-BTS-BRT-RP-002-10.pdf

Basic Stop

Also referred to as a curbside stop, a basic service environment is a designated point located adjacent to an existing bus route. This stop typically has the fewest amenities and is inexpensive and quick to install; however, the stops do not communicate permanence nor do they attract "choice" riders (riders that have other means of transportation). At a minimum, the stops should include branding elements and basic safety/accessibility features. Overlapping stops that could be classified as Basic Stops in the NRV include: Kmart – Christiansburg, Kroger – Fairlawn, Blacksburg Municipal, and the Andrews Building Corporate Research Center (CRC).

Enhanced Stop

The enhanced service environment is similar to a basic stop; however, more passenger amenities are present. This stop is also considered a lower cost and typically features a shelter, passenger information, seating, lighting, and branding elements. Stop features increase the visibility of public transit services and accommodate low to moderate demand. In addition, the amenities require little space when compared to a larger hub. Overlapping stops that could be classified as Enhanced Stops in the NRV include: Walmart – Fairlawn, Exit 118 Park and Ride, NRV Mall, Blacksburg Municipal, and the Andrews Building CRC.

Hub Stop

Also referred to as a transit station, the hub service environment is a substantial facility. The stops create an attractive image for public transit services and convey permanence. In addition, the stops accommodate higher levels of capacity when compared to enhanced and basic stops. Passenger amenities should include handicapped accessibility, lighting, shelter(s), trash receptacles, level boarding, real-time passenger information, and advanced fare collection. The service environments are recommended especially when higher demand is expected, passenger experience is a high priority, where it is desired to protect passengers from weather conditions, or when transit-oriented development is desired or proposed. Overlapping stops that could be classified as Hub Stops in the NRV include: Squires Student Center, NRV Mall, and the Exit 118 Park and Ride.

The NRV Transit System Characteristics section provides a more detailed review and potential strategies for each of the existing overlapping service locations in the region. Service Environments – Linking Design to Scale provides minimum and optimum design recommendations that incorporate user survey feedback and planning/policy guidance.

PLAN IMPLEMENTATION

The New River Valley Regional Transit Coordinating Council (RTCC) met on March 15, 2016 to establish a prioritized short-term and long-term action plan. Each action plan identifies potential partnerships, investments, and policy goals for the next three to six years.

3-year Action Plan

Table 3: 3-Year Action Plan

ID	Goal	Partners	Complete	Cost
1	Establish a time-check at existing higher-volume overlapping stops, synchronizing arrival/departure to meet demand. Establish additional overlapping service stops. Improve connectivity of regional network and decrease waiting times.	Blacksburg Transit, Pulaski Area Transit, Radford Transit, and Smart Way service operators. Towns of Blacksburg, Christiansburg, and Pulaski; Counties of Montgomery and Pulaski; the City of Radford; and Radford University and Virginia Tech	December 2016	none or low
2	Ensure that all overlapping stops are handicapped accessible and create connections with surrounding bicycle and pedestrian infrastructure within a ½-mile radius.	Towns of Blacksburg, Christiansburg, and Pulaski; Counties of Montgomery and Pulaski; the City of Radford; Radford University and Virginia Tech; and NRVMPO and NRVRC	June 2019	medium to high
3	Expand existing services. Examples: Christiansburg and Radford morning connection that features more stops downtown (both locations), and new services to the Carilion NRV Medical Center.	Blacksburg Transit, Pulaski Area Transit, and Radford Transit service operators. Towns of Blacksburg, Christiansburg, and Pulaski; Counties of Montgomery and Pulaski; the City of Radford; Radford University and Virginia Tech; and NRVMPO and NRVRC	June 2019	medium to high
4	Provide a phone number and schedule at enhanced and hub service environment stops. Provide a phone number at every overlapping stop.		June 2018	low to medium

6-year Action Plan

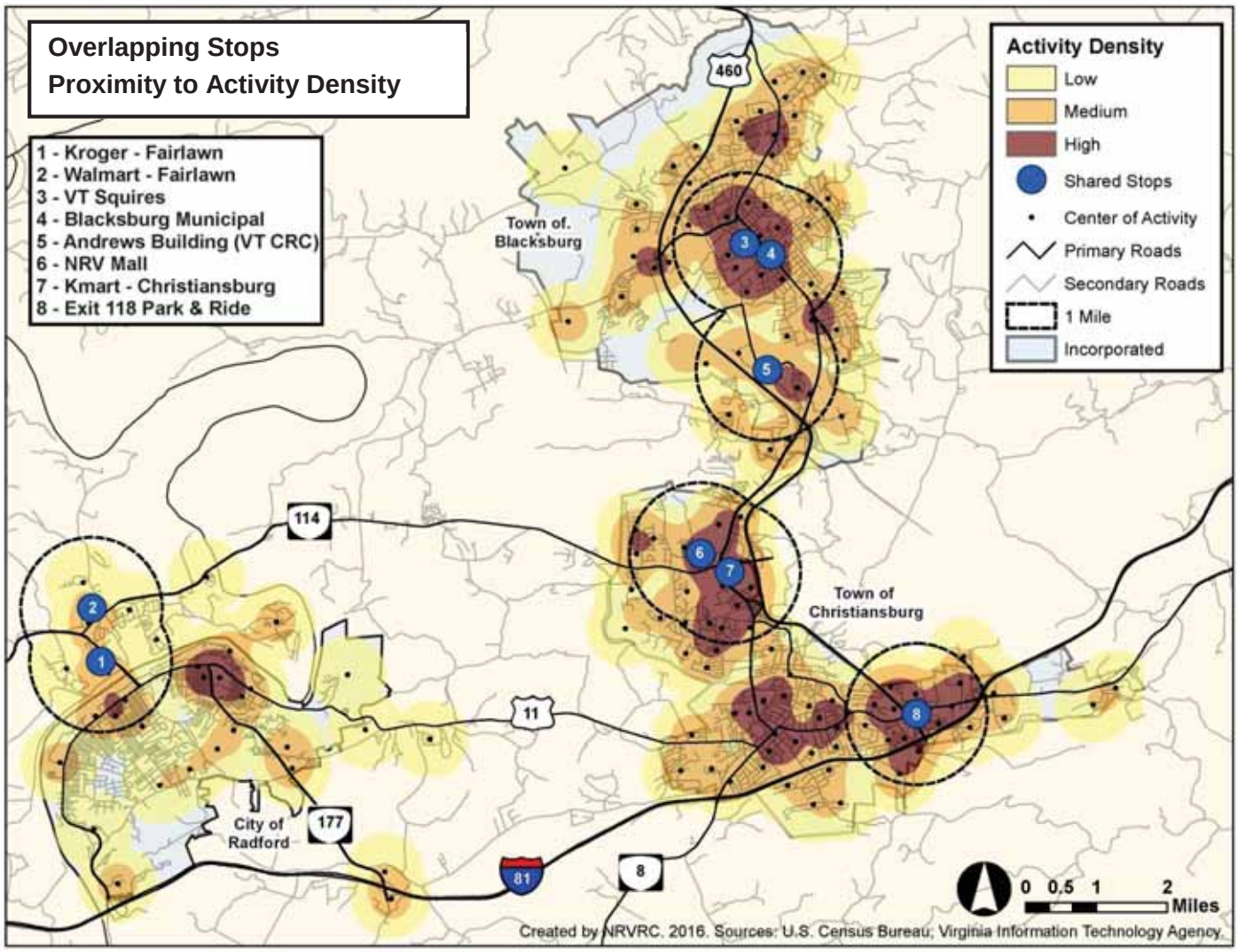
Table 4: 6-Year Action Plan

ID	Goal	Partners	Complete	Cost
1	Incorporate more amenities (passenger information, seating, shelter, etc.) at enhanced and/or hub service environment stops. Convey permanence and create opportunities for others to learn about existing transit services. Improve and/or create communication between overlapping services. Ability to inform potential user transfers.	Blacksburg Transit, Pulaski Area Transit, and Radford Transit service operators. Towns of Blacksburg, Christiansburg, and Pulaski; Counties of Montgomery and Pulaski; the City of Radford; Radford University and Virginia Tech; and NRVMPO and NRVRC	June 2020	low to medium
2	Construct a regional transit hub at the proposed NRV Passenger Rail Station.		December 2020	medium to high
3	Create rapid commuter bus lines at key times between the universities and the Town of Christiansburg.		June 2021	medium to high
4	Create and/or expand services that provide access to and from affordable housing developments.		December 2021	medium to high
5	Enhance connectivity between NRV services and the Smart Way.	Blacksburg Transit, Pulaski Area Transit, Radford Transit, and Smart Way service operators. Towns of Blacksburg, Christiansburg, and Pulaski; Counties of Montgomery and Pulaski; the City of Radford; and Radford University and Virginia Tech	June 2022	low to medium
6	Create a method for transit users to cross services platforms with a single ID and/or fare.		December 2022	low to medium
7	Overlapping service stops get branded and marketed.		December 2022	low to medium
8	Establish a method for bus operators to report user feedback, and evaluate service/amenity improvements.	Blacksburg Transit, Pulaski Area Transit, and Radford Transit service operators. Towns of Blacksburg, Christiansburg, and Pulaski; Counties of Montgomery and Pulaski; the City of Radford; and Radford University and Virginia Tech	December 2022	none or low

NRV TRANSIT SYSTEM CHARACTERISTICS

Each transit system is unique and tailored to meet specific community needs. Over time a service is adjusted to meet demands that maximize a system's ability to serve its customers. Identifying a system's optimum performance involves understanding where the highest and lowest frequencies of trips are generated, otherwise known as "activity characteristics." The image (below) illustrates overlapping service locations proximity to activity centers (highest densities of population and employment) in the New River Valley MPO region.

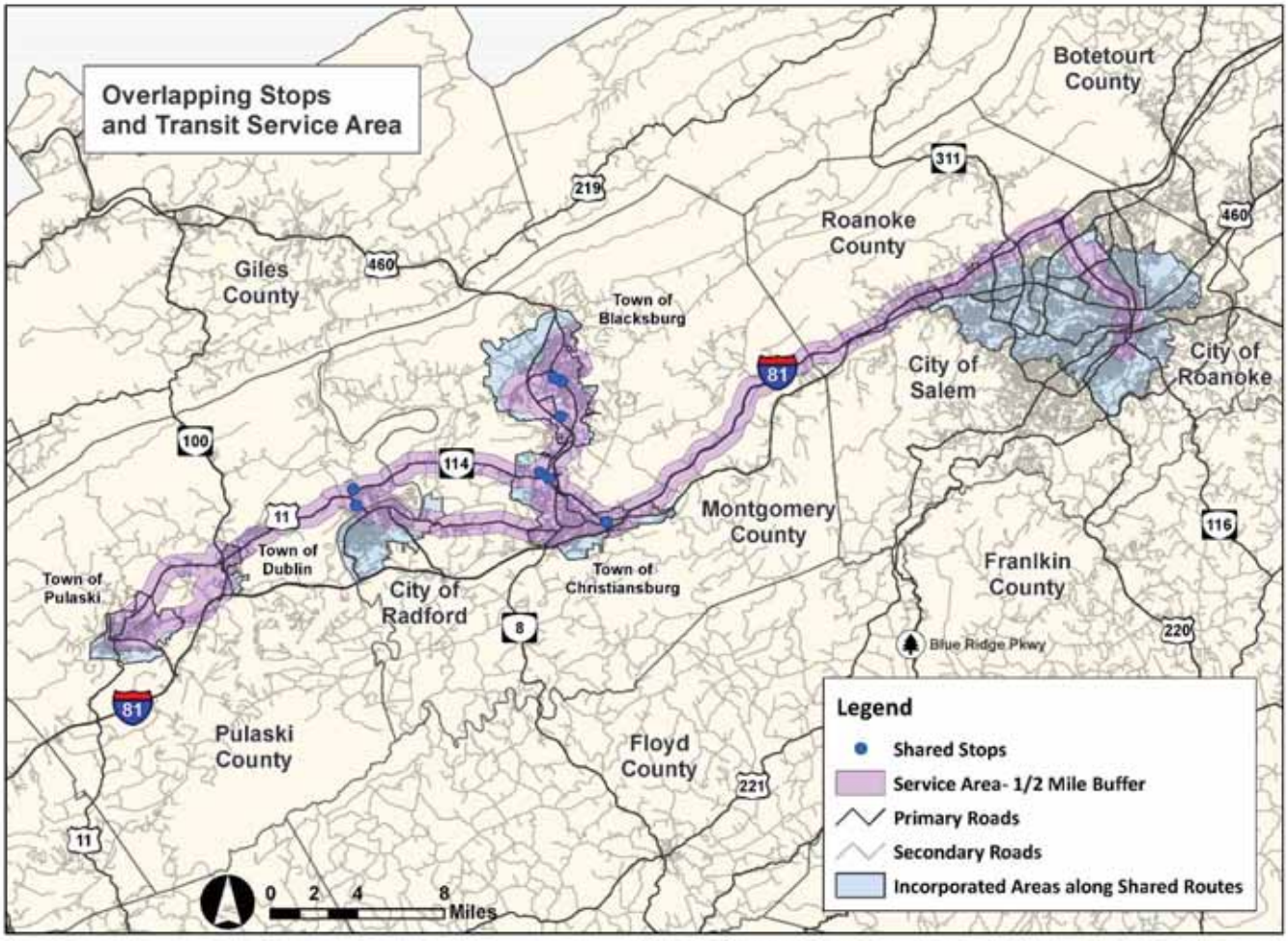
The Virginia Department of Rail and Public Transportation's *Multimodal Design Guidelines* further define levels of activity as Transect Zones (T1 – T6). The urbanized portions of the New River Valley range from a T1 (less than 2 jobs + population per acre) to a T4 (more than 20 jobs + population per acre). Although centers of activity are not delineated below, T4 zones appear in the darkest color of the heat map; T3 zones appear in light orange; and T2 zones appear in light yellow.



Squires, Blacksburg Municipal Building, NRV Mall, and Kmart stops are all within one mile (biking distance) of five or more T4 zones (highest concentrations of population + employment). Linking these stops with a strong network of bicycle and pedestrian infrastructure would expand the region's multimodal transportation system and may also increase ridership. Exit 118 stop is in close proximity to many T4 zones, but also a combination of more T3 and T2 zones. For stops that are located in predominantly T3/T2 zones, creating a stronger network for pedestrians within a half-mile radius is appropriate. The Virginia Tech Corporate Research Center stop and Kroger and Walmart stops in Fairlawn are also closer to more T3/T2 zones.

Existing

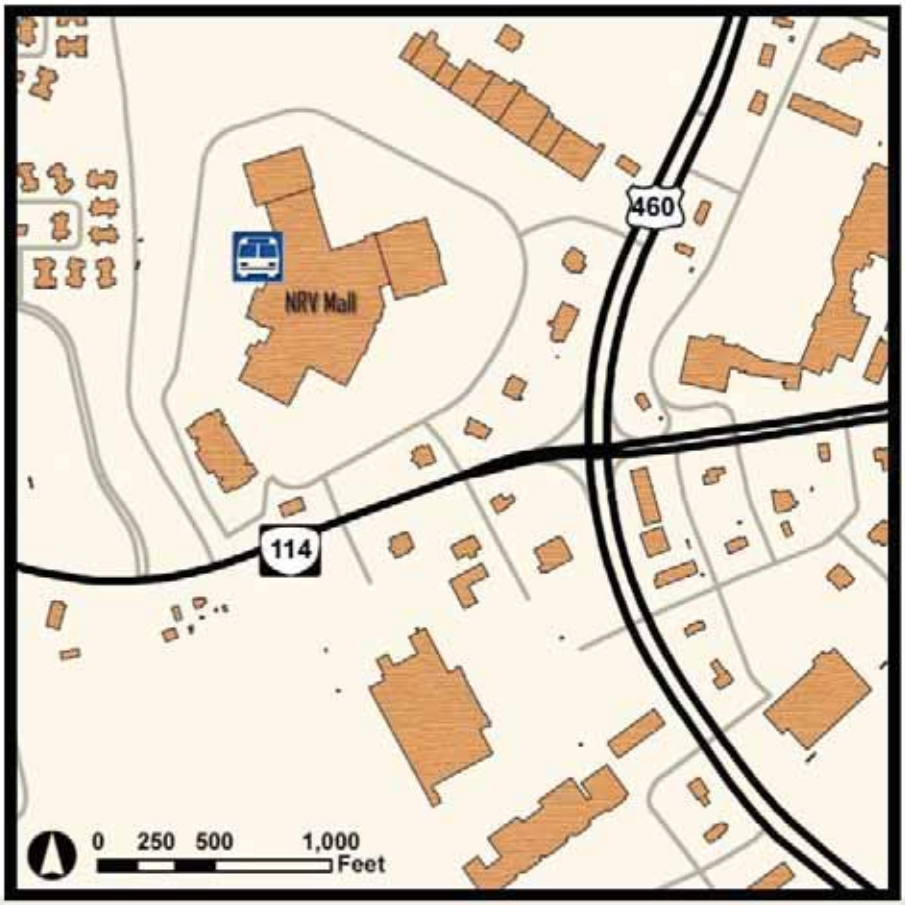
The reason(s) a person may choose or not use transit is known as a behavioral characteristic. The image (below) illustrates the overlapping stops' potential service area. This section aims to identify potential behavioral characteristics at overlapping service locations and evaluates each stop in more detail, including: route coverage (households within the service area), schedule coordination (ability to transfer from one service to another), information (map of route, schedule, contact info, etc.), accessibility (% of households within a half-mile connected by sidewalk or trail), safety (lighting, waiting area, visibility, etc.), and amenities (shelter, bench, and others based on service environment). Stops are scored high, moderate, or needs improvement in each category.



Created by NRVRC. 2016. Sources: U.S. Census Bureau; Virginia Information Technology Agency.

New River Valley Mall Stop

Enhanced/Hub
SERVICE ENVIRONMENT



Existing Conditions			
Route Coverage		Accessibility	
Schedule/Coordination		Safety	
Transit Information		Amenities	

high moderate needs improvement

Overview

Annual Ridership: more than 40,000

Location: adjacent to VA Primary Route 114 and US Route 460 Business.

Stop Characteristics: the New River Valley Mall serves as a retail and institutional hub for the region, and is served by Blacksburg Transit, Radford Transit, and Pulaski Area Transit. Transit Development Plans (TDP's) identify the New River Valley Mall and the surrounding area as an integral component to regional connections. At the time of survey, there were no lights or seating at this stop. There is a bike rack and trash receptacles towards the entrance of the mall, but none at the stop. A standard 5' sidewalk wraps around the mall and serves as a waiting area for this stop. There is no shelter. Close to Huckleberry Trail but not clear how to get to trailhead. Ample parking.

Overlapping Routes: Blacksburg Transit's Two Town Trolley and 241 Commuter Routes; Radford Transit's Route 40/41; and Pulaski Area Transit's New River Express service.

Schedule: BT: little morning service, making it difficult for commuting to work at the mall or surrounding business. Does run late on Friday and Saturday. RT: Mainly an afternoon route, but does stop earlier on Saturday. PAT: Only 8:50 AM and 1:50 PM.

Short-Term Strategies

Consolidate NRCC and Regal Cinema stops. Initiate communication with new property owners. Explore options for indoor and outdoor seating, real-time passenger information, and educational materials about transit services. Align transit schedules and establish a time-check.

Long-Term Strategies

Potential multimodal hub featuring: enhanced pick-up/drop-off area, climate controlled seating areas, interactive information center, large shelter, commuter parking, and connectivity with the Huckleberry Trail.

Exit 118 Park and Ride Stop

Enhanced/Hub
SERVICE ENVIRONMENT

Existing Conditions			
Route Coverage		Accessibility	
Schedule/Coordination		Safety	
Transit Information		Amenities	

high moderate needs improvement

Overview

Annual Ridership: less than 10,000

Location: adjacent to US Route 460 Business and Interstate 81.

Stop Characteristics: the Exit 118 Park and Ride serves the region as both a park and ride lot and as a regional transit stop. Transit Development Plans recognize the Exit 118 Park and Ride as a greater regional connection that extends beyond the New River Valley. Located near the intersection of I-81 and Highway 460, it is strategically located as a crossroads stop. The lot is owned by VDOT and features a number of amenities, including: a larger shelter, benches, and lighting. There is also route information posted, with ample parking specifically for the stop. This stop is currently not connected to trails or sidewalks and is isolated from main road.

Overlapping Routes: Blacksburg Transit's Explorer Route; and two outside transit providers also connect to the stop: The Smart Way and Megabus.

Schedule: BT's Explorer Gold loop arrives at 10:00 AM and the bus leaves at 10:45 AM, so there is a wait. Similar scenario at 2:00/2:40 PM. Does not work well for those trying to commute to Roanoke from this stop in the evening since the last stop time is 6:20 PM and the Smart Way leaves at 6:15 PM. You would have to wait until 7:10 PM for the next one. Megabus departs at four times only, with two times within the 2:00 PM hour, 2:55 AM, and 3:55 AM. There are no other services at this time that would accommodate these early morning departures.

Short-Term Strategies

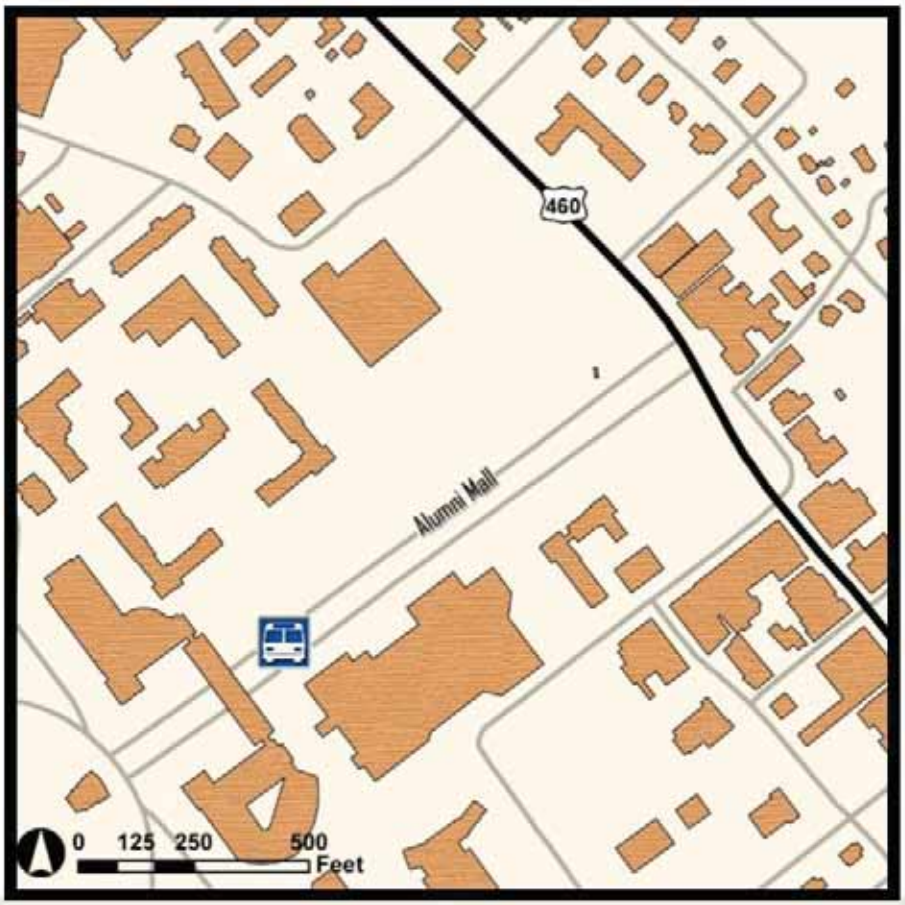
Construct a kiosk area/ information hub that highlights public and private transportation services, and local attractions, particularly within 1/2 mile walking distance from the stop. Align transit schedules and establish a time-check.

Long-Term Strategies

Install an interactive information center, climate controlled seating areas, indoor restrooms, and charging stations.

Squires Student Center Stop

Hub
SERVICE ENVIRONMENT



Existing Conditions			
Route Coverage		Accessibility	
Schedule/Coordination		Safety	
Transit Information		Amenities	

high moderate needs improvement

Overview

Annual Ridership: more than 300,000

Location: adjacent to Alumni Mall and US Route 460 Business.

Stop Characteristics: Squires Student Center currently serves as a regional transit stop for Virginia Tech. It includes two stops, one on either side of Alumni Drive outside the Squires Student Center. This is a high occupancy stop, with the most boardings and alightings of any other stop reviewed. The westbound stop has one shelter, many benches, and route schedules. There is lighting, but no trash receptacles on this side. The eastbound stop has many benches, a shelter, trash receptacles, but no posted schedules. It is close to restroom facilities within the Squires Student Center. Both stops are connected to the campus sidewalk network.

Overlapping Routes: while only the eastbound stop overlaps with other service providers, proximity between the stops prompt analysis of both as one. Most Blacksburg Transit routes stop here; Radford Transit Route 40/41, and The Smart Way.

Schedule: the Smart Way departs at 7:00 AM, while BT's first route departs at 7:10 AM. Otherwise, regular intervals with the Main Street and Harding routes make connections to the Smart Way easier.

Short-Term Strategies

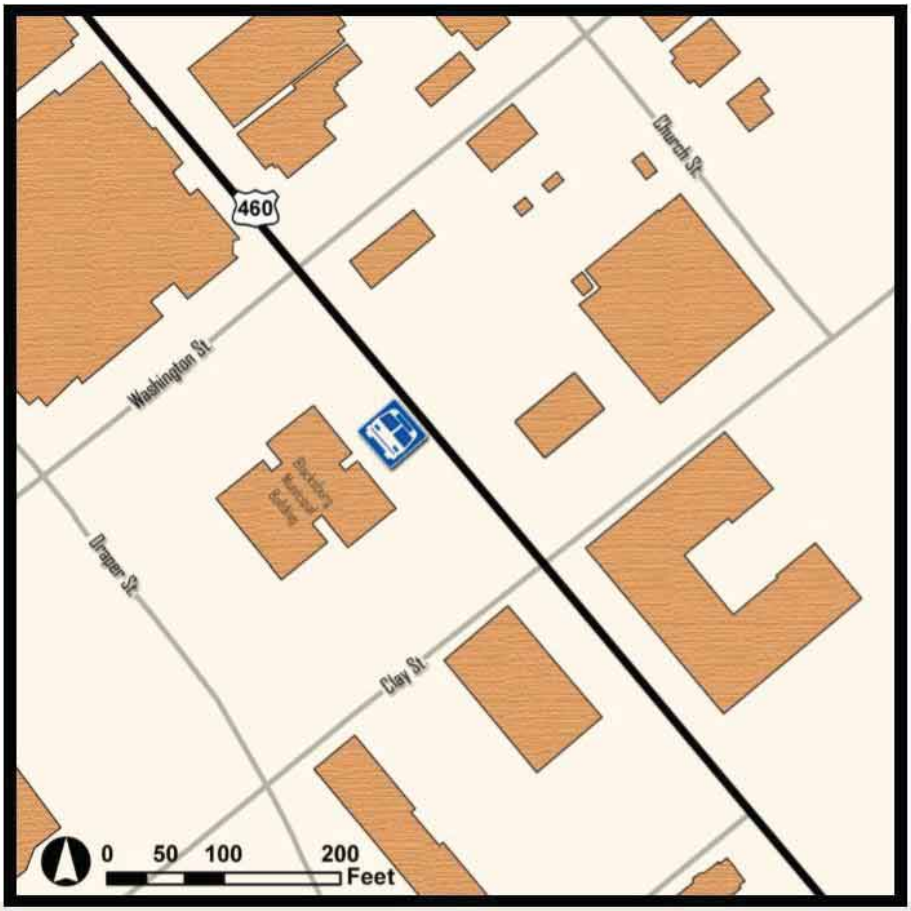
Provide shelters, seating, trash receptacles, and a kiosk area that highlights passenger services. Align transit schedules and establish a time-check.

Long-Term Strategies

Relocate overlapping services to the Blacksburg Multimodal Transfer Facility. The new Hub should incorporate bikeshare, and interactive information about alternative transportation and local attractions.

Blacksburg Municipal Building Stop

Basic/Enhanced
SERVICE ENVIRONMENT



Existing Conditions			
Route Coverage		Accessibility	
Schedule/Coordination		Safety	
Transit Information		Amenities	

high moderate needs improvement

Overview

Annual Ridership: less than 10,000

Location: adjacent to US Route 460 Business.

Stop Characteristics: the Blacksburg Municipal Building stop serves downtown Blacksburg. This stop is handicapped accessible, has a shelter, lighting, benches, and a trash receptacle. A route schedule is also available, but only for the Smart Way services.

Overlapping Routes: this stop is currently served by Blacksburg Transit, Radford Transit, and The Smart Way.

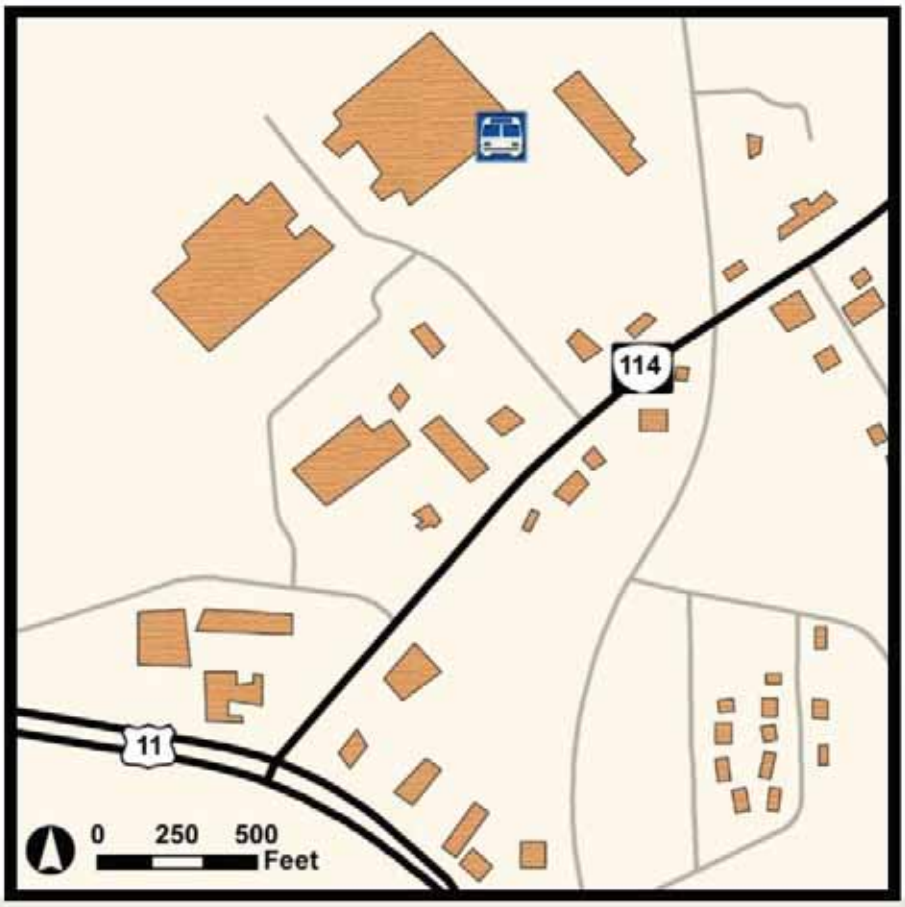
Schedule: connection times between RT and BT are good, due to the frequency of the Main Street routes. The Smart Way and the 240 Commuter miss each other by seven minutes in the morning.

Short-Term Strategies

Incorporate more transit branding elements and construct a kiosk area that highlights passenger services. Align transit schedules and establish a time-check.

Walmart–Fairlawn Stop

Enhanced
SERVICE ENVIRONMENT



Existing Conditions			
Route Coverage		Accessibility	
Schedule/Coordination		Safety	
Transit Information		Amenities	

high moderate needs improvement

Overview

Annual Ridership: more than 15,000

Location: adjacent to VA Primary Route 114 and US Route 11.

Stop Characteristics: this is a major retail destination stop for the Radford and Pulaski County communities. The stop has no seating or shelter, but is handicapped accessible. It is not near any trash receptacles and has ambient lighting from surrounding buildings and parking lot.

Overlapping Routes: currently, this stop is used by Radford Transit's Route 20 and Route 40; and Pulaski Area Transit's New River Express Route.

Schedule: Route times do not currently align, with differences varying from 10 minutes to over an hour between transfers.

Short-Term Strategies

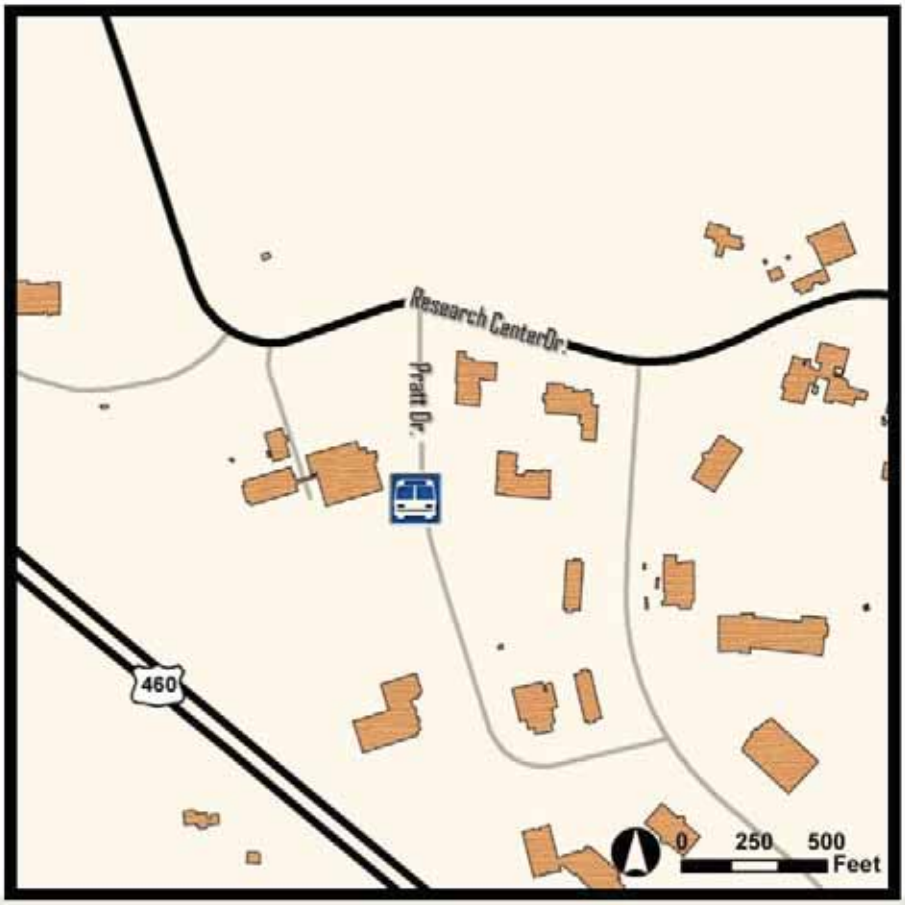
Incorporate more transit branding elements, provide seating, and install a shelter. Construct a kiosk area that highlights passenger services. Align transit schedules and establish a time-check.

Long-Term Strategies

Initiate communication with property owner to develop a more defined transit stop, inclusive of: bus turn-outs, real-time passenger information technology, and interactive information center.

Andrews Building Southbound (CRC) Stop

Basic/Enhanced
SERVICE ENVIRONMENT



Existing Conditions			
Route Coverage		Accessibility	
Schedule/Coordination		Safety	
Transit Information		Amenities	

high moderate needs improvement

Overview

Annual Ridership: more than 10,000

Location: adjacent to Pratt Drive and Research Center Drive.

Stop Characteristics: the Pratt Drive/ Andrews Building stop serves the Corporate Research Center as a regional transit stop. It is one of the few overlapping stops with a pull-out bay for buses. It has a shelter and parking nearby. There is also access to an extensive sidewalk and trail network. Currently, there are no trash receptacles, lighting, or schedules.

Overlapping Routes: this stop is overlapped with services from Blacksburg Transit and the Smart Way.

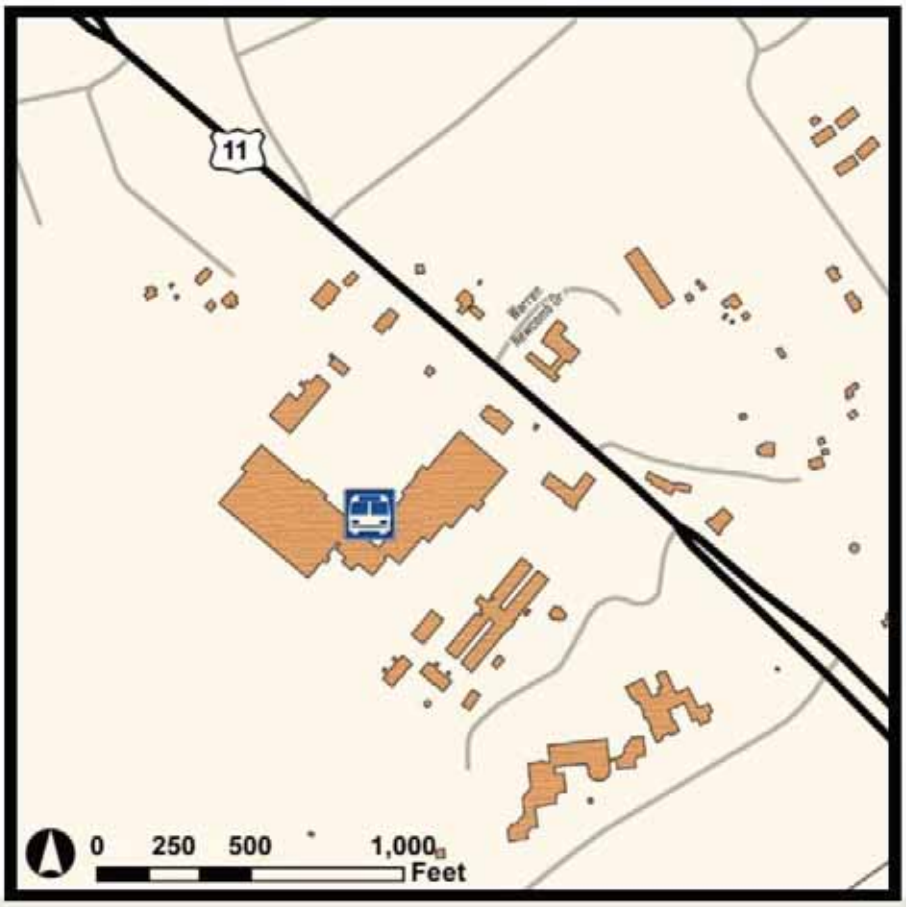
Schedule: Blacksburg 241 Commuter arrives 12 minutes after the Blacksburg-Roanoke Smart Way bus leaves. Customers have to wait until 8:32AM for the next Smart Way bus. The only other time Blacksburg Transit serves the stop is at 5:35 PM, two minutes after the Roanoke to Blacksburg Smart Way bus leaves.

Short-Term Strategies

Add lighting around shelter for improved safety. Incorporate more transit branding elements and passenger information. Align transit schedules and establish a time-check.

Kroger–Fairlawn Stop

Basic
SERVICE ENVIRONMENT



Existing Conditions			
Route Coverage		Accessibility	
Schedule/Coordination		Safety	
Transit Information		Amenities	

high moderate needs improvement

Overview

Annual Ridership: more than 5,000

Location: adjacent to US Route 11 and Warren Newcomb Drive.

Stop Characteristics: this stop serves the Radford and Pulaski County communities as a major grocery stop, with other amenities surrounding the stop. The stop is located at a plaza within the business complex, where there is both covered and exposed seating. Overhangs from the surrounding buildings provide shelter. There is lighting surrounding the stop from adjacent buildings and parking areas, and there are trash receptacles. The stop is somewhat dirty during the spring and summer due to the birds that perch around the stop. The stop is handicapped accessible and there is no transit schedule at this stop.

Overlapping Routes: Radford Transit's Route 20 and Route 40; and Pulaski Area Transit's New River Express. The two vehicles do not currently stop at the same place – RT stops near the cinema, and PAT stops at the Kroger entrance.

Schedule: for the most part, schedules are not aligned in the morning, but do align at 11:05 AM. Otherwise, there is a 15-30 minute gap between stop times.

Short-Term Strategies

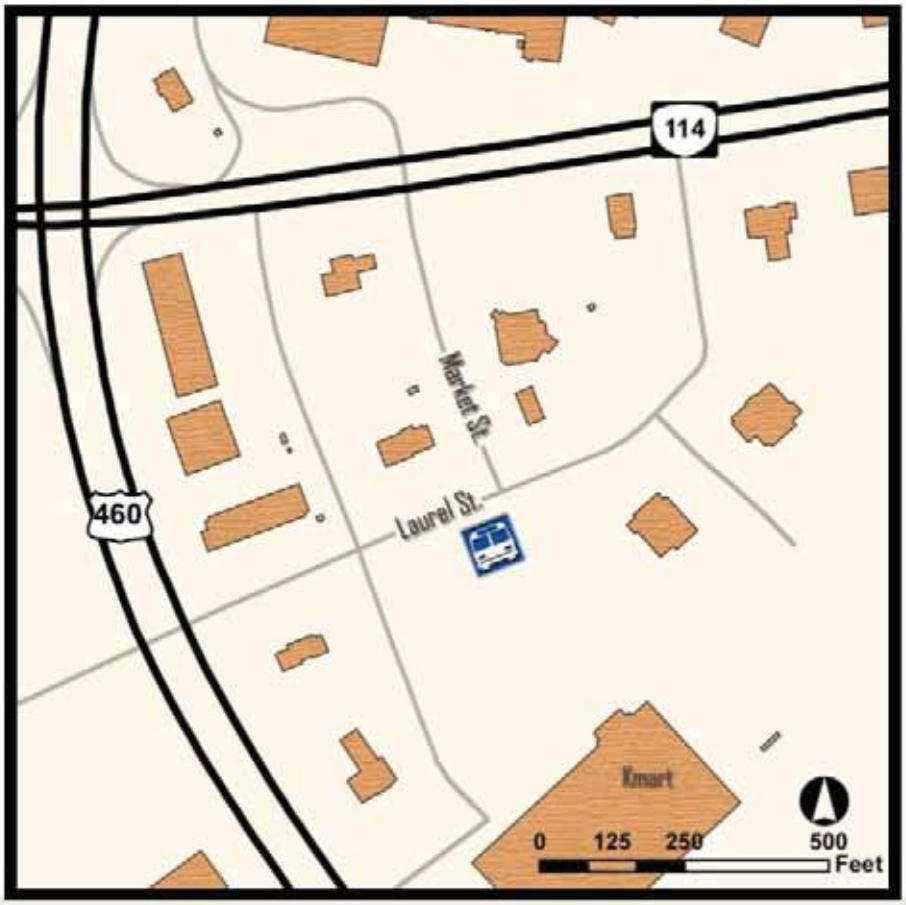
Incorporate more transit branding elements and passenger information. Align transit stops and schedules, and establish a time-check.

Long-Term Strategies

Connect nearby residential neighbor-hoods and businesses with sidewalks and/or trails, particularly within 1-mile of stop.

Kmart–Christiansburg Stop

Basic
SERVICE ENVIRONMENT



Existing Conditions			
Route Coverage		Accessibility	
Schedule/Coordination		Safety	
Transit Information		Amenities	

high moderate needs improvement

Overview

Annual Ridership: less than 5,000

Location: adjacent to Laurel Street and Market Street.

Stop Characteristics: this stop serves the retail areas on the east side of Franklin Street/Business Route 460 in Christiansburg. The stop is well shaded, has a bench, trash receptacle, and lighting. Although it does have a sidewalk to the intersection, it does not connect to a greater sidewalk network. Parking is available in the adjacent parking lot.

Overlapping Routes: this stop is currently being serviced by Blacksburg Transit and the Smart Way.

Schedule: connections to BT's Two Town Trolley line to the Smart Way vary from 12:50 PM through 5:50 PM, with wait times ranging 0-30 minutes. The Explorer Loop also varies in wait time.

Short-Term Strategies

Incorporate more transit branding elements and passenger information. Align transit stops and schedules, and establish a time-check.

Long-Term Strategies

Connect nearby residential neighbor-hoods and businesses with sidewalks and/or trails, particularly within 1-mile of stop.

The table (below) reviews overlapping stop proximity to key user demographics including: low-income households, households with 1-vehicle or less, and minority, elderly, and limited English speaking proficiency families. The analysis is based on 2014 US Census ACS block group statistics within a half-mile (walking distance) of existing transit routes.

Table 5: Overlapping Stop Demographic Analysis

Stop ID	Count Housing Units	Demographic Data (shown as percentage of the block group total)									
		Minority	+/- Project Area*	LEP	+/- Project Area*	Poverty	+/- Project Area*	1 Vehicle or Less	+/- Project Area*	65 or Older	% +/- Project Area*
NRV Mall	40,201	13.9%	0.3%	1.0%	-0.4%	23.7%	-0.4%	39.5%	1.4%	12.3%	0.0%
Exit 118	25,479	18.1%	4.5%	2.7%	1.3%	29.1%	5.0%	44.2%	6.1%	9.3%	-3.0%
VT CRC	22,057	18.8%	5.2%	3.0%	1.7%	32.0%	8.0%	45.9%	7.9%	8.7%	-3.5%
Squires	35,169	16.9%	3.2%	2.1%	0.7%	32.0%	8.0%	41.0%	2.9%	8.9%	-3.3%
Municipal Building	34,973	16.9%	3.2%	2.1%	0.8%	32.1%	8.1%	41.1%	3.0%	8.9%	-3.3%
Kmart	25,479	18.1%	4.5%	2.7%	1.3%	29.1%	5.0%	44.2%	6.1%	9.3%	-3.0%
Walmart Fairlawn	24,146	11.6%	-2.1%	0.1%	-1.2%	20.2%	-3.9%	37.1%	-1.0%	14.4%	2.1%
Kroger Fairlawn	24,146	11.6%	-2.1%	0.1%	-1.2%	20.2%	-3.9%	37.1%	-1.0%	14.4%	2.1%
Totals & Averages	62,592	13.6%	[x]	1.3%	[x]	24.0%	[x]	38.1%	[x]	12.2%	[x]

*+/- difference between average of all stops.

Note: currently excludes Smart Way route data for Roanoke County, City of Roanoke, and City of Salem.

Future Overlapping Stops

Downtown Blacksburg and Christiansburg Mini-hub(s)

Blacksburg Transit's Transit Development Plan (TDP) identifies downtown Blacksburg and Christiansburg as prime locations for a mini-hub. A mini-hub could offer transfer opportunities for multiple local or regional services. Mini-hubs sometimes offer passenger amenities and destination travel at a smaller scale. Blacksburg's mini-hub would be a component of a larger transit-oriented development. The exact location of this stop has not been determined.

I-81/ Route 8 Park and Ride

Though informally used now, Pulaski Area Transit's TDP identifies developing the I-81/Route 8 Park and Ride as part of a Floyd Commuter Service. Blacksburg Transit also identifies a Floyd Commuter service in their TDP. No infrastructure improvements were recommended, but would be needed in order to support future service. Future land-use for this stop is Business/Commercial.

New River Valley Medical Center

Currently, there is no transit service to the New River Valley Medical Center (NRVMC). Blacksburg Transit's TDP recommends future development of a Plum Creek/NRVMC service. Radford Transit also suggests future scheduled service to NRVMC using an extended Route 20 schedule. No infrastructure is recommended for the development of this site. Future land-use for this area by Montgomery County is as an Urban Development Area, a special designation by the State of Virginia where different types of land-use can take place and specific planning processes must be followed.

Virginia Tech Multimodal Transfer Facility

Blacksburg Transit's largest planned stop is the Virginia Tech Multimodal Transfer Facility. This facility will serve as a central location for all transit service at the Virginia Tech campus, featuring a total of 22 bus bays. A 12,000 square foot, two-story building, will feature many amenities for riders. The facility will also feature paratransit drop-off and pickup, kiss and ride drop off, bikeshare, and bicycle parking/storage. The facility is planned to support up to 5,000 boardings and alightings per day.

This new facility will affect BT, RT, and Smart Way routes. Current overlapping stops may lose regional relevance, such as Squires Student Center. Future land-use for this area is to be Civic.

Other Regional Stops

Both Blacksburg Transit and Pulaski Area Transit TDP's identifies future service to Floyd and Giles Counties. PAT identifies a need for a future Floyd Commuter Service, and a potential new regional stop in Pearisburg. Although BT does not identify specific stops, they do identify the possibility of extending future service to these areas, and could provide connections between services.

TRANSIT SYSTEM REVIEW

This section highlights feedback received from subject experts, local transit users, and case studies. Subject experts participated in a roundtable discussion and provided a unique perspective from regional services program development and alternative transportation technologies. Local transit user feedback was collected through a public survey and employer survey. A total of three case studies also provide planning concepts that could be applicable in the New River Valley.

Peers

In October 2015, The Regional Transit Coordinating Council was joined by representatives from GoTriangle Transit and the Virginia Tech Transportation Institute (VTTI) for a roundtable discussion about overlapping bus stops. As a Peer Reviewer, each expert was asked to share ideas regarding physical improvements, schedule enhancements, branding/marketing approaches, and educational strategies.

Since 2004, GoTriangle Transit has coordinated services for a 3-county, 2-University region. A total of eight transit providers explored trip planner apps, fare box technologies, and overall consolidation of services. An idea that's recently gained traction is the GoSmart brand, which serves as a springboard for GoTransit, GoVanpool, GoCarpool, GoBike, GoWalk, and more. In addition, focusing on updating Google Transit Feed and providing real-time arrival departure information at active bus stops has been instrumental to increasing ridership and communication between partners. GoTriangle currently utilizes a $5 vehicle registration fee, 5% vehicle rental tax, and a half-cent county sales tax in two counties to support alternative transportation programs.

VTTI recently partnered with Blacksburg Transit on a $1.85M TIGGER grant, focusing on the evaluation of real-time communication technologies. The research team evaluated more than fifteen types of technology, ranging from smartphone applications to touch-screen kiosks. After several experiments and public outreach activities, the research uncovered several challenges to maintaining a smartphone application that is compatible with both android and iOS devices. Additionally, people generally felt uncomfortable approaching and using touch screen kiosks. The final recommendation was to develop a texting application that bridged the gap between smartphones and other devices.

Users

During the public survey period the Commission received countless calls, not to complete the survey, but rather to ask about the bus schedule. Some transit users would offer a suggestion to improve the conditions of the stop, but often declined to take the entire survey. The survey was open during moderate, good, and poor weather conditions – enabling the team to collect a comprehensive assessment of existing bus stop and service conditions.

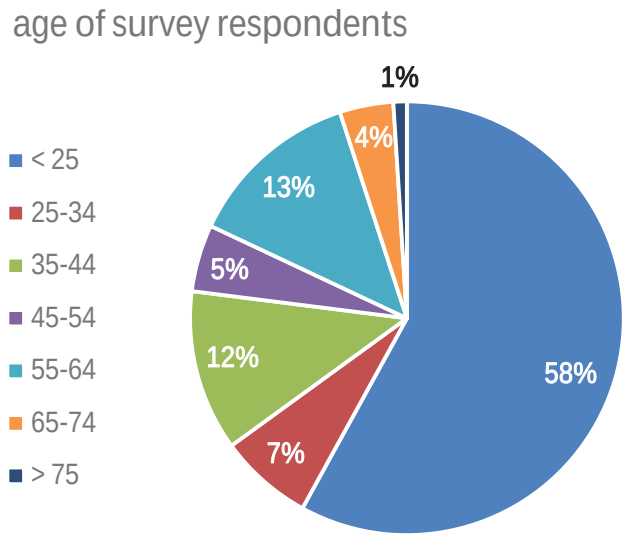
In general, user feedback was relatively consistent. Existing transit users were looking for real-time service information, good lighting, a place to sit, and some form of protection against extreme weather conditions. User perspectives included:

- bigger bus stop signs so that the stops would be easier to locate
- map, schedule, and number to call for trip planning
- shelter for shade and cover from rain/snow
- many users appreciated the bus stops near businesses and heavily populated areas in their community
- providing heated waiting areas at higher volume stops during cooler months
- ability to see a bus approaching the stop, having enough time to prepare for boarding
- alert buttons, similar to on-campus blue-light systems to make passengers feel safer
- approximately 37% of survey respondents estimated their travel time **to work** by bus at less than 15 minutes. Compared to the same trip by car (71%), share a ride (64%), bike (36%), and walk (9%)
- approximately 75% of survey respondents estimated their travel time **to school** by bus at less than 15 minutes. Compared to the same trip by car (95%), share a ride (92%), bike (64%), and walk (34%)

Bus Rider Survey

A survey was conducted to sample the transit user's view of the bus stops, with particular focus on overlapping stops and each system's high-volume stops. The questions, which are included in the Appendix of this report, asked about stop amenities, relative safety and comfort, and the rider's experience of trips to a primary destination.

A total of 806 surveys were collected between April 2015 and February 2016. Responses included Radford Transit (64.3%), Blacksburg Transit (27.1%), Smart Way at (6.7%), and Pulaski Area Transit (1.6%) users. The District 3 service, which was discontinued during the survey period, is represented with less than one percent of responses. The most frequent stop of respondents in each system were: Squires Student Center (BT and Smart Way), New River Community College Main Campus (PAT), and Lot A (RT).



In general, riders would like to find the following **amenities** at their bus stop: bus schedules (56%), benches or other seating (45%), shelter (38%) and lighting (37%). Other items receiving attention included: trash can, bike rack, and bus stop sign. Additional suggestions included: better lighting, parking, restrooms, and current bus status (such as a text service or sign with estimated arrival times).

Most riders found their stops to be comfortable (62%), while only 10% are uncomfortable. Physical amenities making passengers feel comfortable included a shelter, seating, and lighting. Non-tangible features that make the sites comfortable included a stop's location near other activities and destinations, openness and visibility to surroundings, high frequency of service, ease of getting to the stop, and restrooms. Suggestions for making their stops more comfortable included: shelter, seating, lighting, and information on the bus arrival/schedule/route.

While most riders felt comfortable at their stops, **even more felt safe** (74%) and only 4% did not feel safe. These numbers reflect a higher sense of safety than comfort at the bus stops surveyed. What makes the stops feel safe for riders includes proximity to other activity, lighting, open space and visibility to passersby, shelter, and security cameras. A few also noted emergency call features and police presence (patrols) that made stops feel safe. When indicating what could make a stop feel safer, several respondents mentioned an emergency call phone/button as well as lighting/better lighting.

Most ride the bus anywhere from **one to five days a week**. Those riding multiple times each week identify their primary destination as work or school. Interestingly, riders using the bus five days a week list driving as their most frequent additional means of transportation – this suggests these drivers may be "choice" riders, those who would otherwise drive if transit were not available but choose to ride for reasons not related to access to a vehicle. Those riding less than five days a week identified errands and social activities as their primary destination.

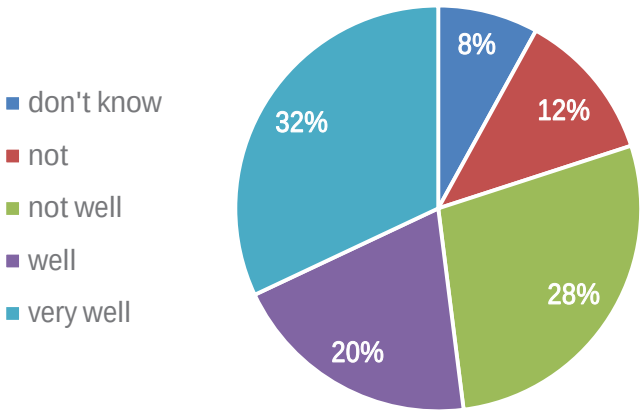
Riders were asked to identify their approximate **travel times** to primary destinations by bus, driving, walking, cycling, and sharing a ride. Most riders could reach their destination by bus or car within 30 minutes. People travelling to school estimated travel times of less than 15 minutes by bus, driving and ride sharing. Riders running errands spent less than 30 minutes on the bus, but could reach their destination in less than 15 minutes by car.

NRV riders choose transit because…

- they save money on gas and car maintenance
- it's good for the environment
- they don't have access to their own car
- it helps reduce congestion
- it reduces stress
- the park and ride lot makes it easier to take the bus
- it's more convenient than trying to find a parking spot
- they can use their bike as part of the trip
- It's cheaper than paying for parking

Employer Survey

An employer survey was deployed to collect general feedback on transit accessibility for employees. Surveys were completed by 24 employers within Blacksburg, Christiansburg, Radford, and Dublin.



Employers were asked which transportation options (other than driving alone) their employees used for commuting. Half of employers estimate that their **employees are carpooling and cycling to work**. Slightly more than a quarter also estimate employees are walking and taking the bus.

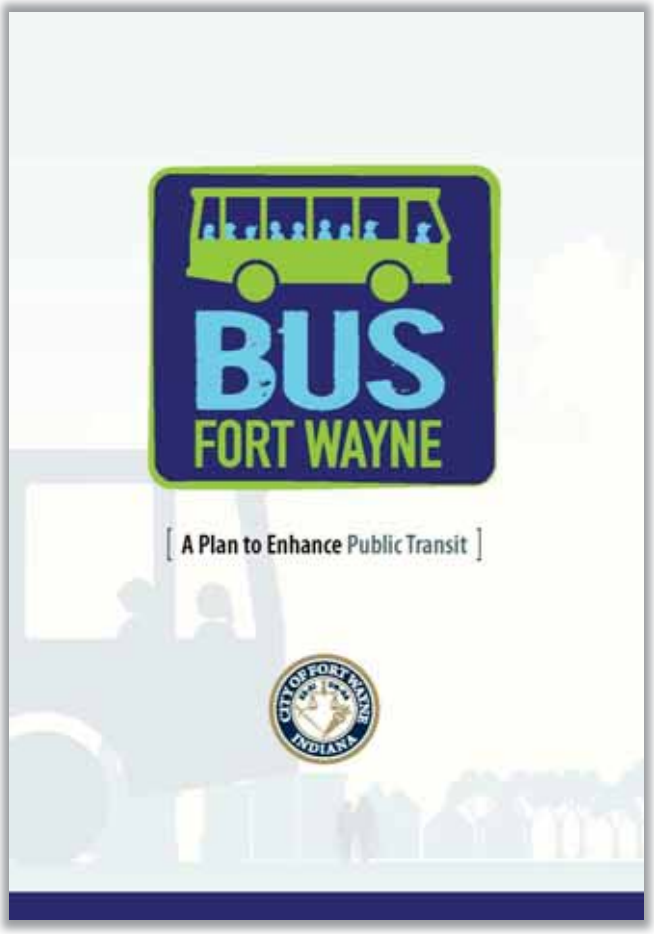
Employers overwhelming believe the use of **public transit would be important** (56% somewhat and 15% very) to their employees. Those who do not believe their employees are well-served by transit also consistently rate it important to their employees.

Some employer survey respondents noted service is available near the work site, but their employees are often coming from more rural areas where service is not currently available. In these instances, it was suggested that a service geared to work hours serving a central meeting point traveling to the worksite might be of interest to employees.

Case Studies

Case Study 1 – Attracting Choice Riders

In 2013, the City of Fort Wayne, Indiana developed a plan to establish public transit as a preferred transportation choice for the Fort Wayne and Allen County community. The primary purpose of the work was to establish goals and policies to guide smart decision making for transit. In general, the existing system primarily served populations who may be considered transit-dependent. One of the key strategies the local stakeholders identified was to attract riders who make a conscious choice to use public transportation instead of their car.



Fort Wayne partners engaged their surrounding community to identify several objectives, including:

- enhancing high-use bus stop locations with amenities and technology to improve the bus riding experience
- evaluate service delivery options to determine cost effective delivery strategies that optimize ridership potential
- expand ridership among transit dependent and choice rider market

Implementation strategies were categorized in to four timing schedules: 1-2 years, 2-5 years, 5-10 years, and continuous. Strategies included: enhancing the ease and ability of transit riders to understand and track bus routes/locations/schedules; conducting routine surveys to measure public sentiment towards services; creating new educational and marketing resources; working directly with employers to encourage transit use; and developing programs that inform youth how to use public transit and get around the community.

The final step involved monitoring services to ensure consistent arrival and departure throughout the fixed route and demand-response system. Additionally, the City and transit operator would work collaboratively to monitor, maintain, and provide safe transit infrastructure, including: ADA ramps, bus stop waiting pads, connecting sidewalks, appropriate lighting, signage, and shelters. For more information visit: www.fwcitilink.com

Case Study 2 – Fares

In reviewing transit systems generally, the study team also reviewed the role of fares. For most transit systems, fares are used to offset the cost of operations, but do not fund the entirety of a system. What is certain in most, if not all, systems is that fares do not recover operating costs. For this reason, a system that is "fare-free" was reviewed.

Cache Valley Transit District (CVTD) is a transit provider of the Cache Valley in northern Utah, a community of 115,000. CVTD provides local, fixed-route, commuter, and paratransit services to the communities within Cache Valley. The Transit District also serves the student body of Utah State University, connecting their campus to different parts of the community. In 2015, it served more than 2 million riders, and received the 2015 Urban Community Transit System of the Year Award from the Community Transportation Association.

Since 1994, CVTD has operated fare-free. A 2012 transit study of the system by an independent transportation planning firm concluded that CVTD should remain fair-free for the following reasons:

- the expenses of collecting the fare is generally greater than the revenue generated from the fare
- charging a fare causes scheduled travel times to be lengthened because of the additional time needed for passenger to deposit the fare
- charging a fare makes it more difficult for CVTD to meet its mission of reducing the dependency on the automobile and supporting efforts to improve air quality, by reducing ridership
- collecting fares creates real and perceived barriers to using public transit, known as "Hassle Factors"
- charging a fare makes it more difficult for CVTD to meet the Envision Cache Valley principle to "Provide a balanced transportation with enhanced public transportation options" by reducing ridership

Benefits noted from being fare-free by CVTD include:

- simplicity of operation, as there is no need for back-end accounting, secure storage of funds, or marketing and distribution of fare media
- short dwell times (no one standing in line to pay, causing bus delays) and avoids disputes between operators and passengers regarding properly paid fares
- there are no capital and maintenance costs associated with fare collection systems and technology

For more information visit: www.cvtdbus.org

Case Study 3 – Enhancing the Presence of Transit

Between 2005 and 2009, several transport measures were implemented in more than 60 European metropolitan areas. The CIVITAS initiative developed twelve policy and advice notes documents to share key lessons learned during the planning, implementation, and operation phases of enhancing the quality of public transportation services. Making public transport more attractive for citizens was the focus topic of the eleventh document.

CIVITAS partners identified several measures to amplify the image, as well as the quality of public transportation, including:

- automatic vehicle location and management tools
- environmentally friendly vehicles
- redeveloping a brand that raises the recognition of the (improved) public system
- offering price schemes, and providing access to other environmentally friendly modes of transportation

The implementation of each strategy had initial costs for equipment, training, and land acquisition. Furthermore, there were several factors that ensured the successful implementation of strategies, including: cooperation between project stakeholders, market research clearly defining requirements and target groups, and political support.

The final step involved evaluating the indicators defined by stakeholders in order to assess the impacts, such as: ridership, social acceptance, and rating of the quality by users. CIVITAS recommends evaluating measures for 6 – 36 months, depending on the scale of investment. The CIVITAS Initiative is a European action that supports cities in the implementation of an integrated sustainable, clean and energy efficient transport policy. For more information visit: www.civitas.eu

SERVICE ENVIRONMENTS – LINKING DESIGN TO SCALE

In 2010, the American Public Transportation Association released a *Recommended Practice for Bus Rapid Transit Stations and Stops*[4] guidance document. The guidance document is intended to assist transit agencies, local governments, planners, developers, and others interested in developing new and/or enhancing existing transit systems. Furthermore, the guidance document acknowledges the key role that bus stops play in overall transit system's performance. Examples of good stop design influences the following:

- attract new riders
- promote visibility and facilitate branding of the system
- provide shelter from the weather
- ensure safe accessibility for all, including people with disabilities
- provide passengers with information, including system maps and real-time arrival info
- safe environment that incorporates cameras, lighting, security phones, and fencing
- attractive environment that incorporates landscaping and public art
- ensure ease of access to other modes of transportation

The guide outlines specific design solutions for bus stops based on a number of parameters, including passenger demand, project budget, available right-of-way, and more. In the New River Valley, existing bus stop characteristics have many variables, including ridership, number of intersecting services, proximity to other modes of transportation, and property ownership. However, the region's stops could be categorized into three simple types of stops: 1) Basic, 2) Enhanced, and 3) Station/Hub. The table (shown below) provides an overview of recommended minimum and optimum applications for each Service Environment.

Table 6: Service Environment Design Strategies

Service Environment		Design Strategy									
		branding	lighting	contact info	bench	shelter	alert system	real-time info	time check	enhanced wait area	mode connect
minimum	Basic	+	+	+							
	Enhanced	+	+	+	+	+			+		
	Station/Hub	+	+	+	+	+	+	+	+		
optimum	Basic	+	+	+	+	+					
	Enhanced	+	+	+	+	+	+	+	+		
	Station/Hub	+	+	+	+	+	+	+	+	+	+

[4] American Public Transportation Association. "Bus Rapid Transit Stations and Stops." APTA BTS-BRT-RP-002-10. 1666 K Street, NW, Washington, DC, 20006-1215. October, 2010.

SUMMARY

The 2016 New River Valley Regional Transit Study provides recommendation strategies and application techniques that are targeted towards enhancing the presence of public transit at overlapping service locations. Resources compiled include: planning and policy tools, peer review recap, bus rider and employer surveys, and case studies. In addition, the Regional Transit Coordinating Council developed action plans that include goals for the next three to six years.

Recommendations for overlapping stops included 1) assigning a service environment that links demand to minimum design requirements; 2) synchronizing arrival/departure times to improve connectivity and expand the service area; 3) creating bicycle and pedestrian infrastructure within a ½-mile of stop locations; 4) expanding commuter and non-emergency trip services; and 5) providing more amenities, such as passenger information, shelters, seating, and phone number(s).

The application of each strategy is anticipated to have varying impacts towards attracting and retaining ridership. Several individual communities and regions have implemented similar approaches. The peer review and individual case studies contained in this study provide some insight and lessons learned during the application of specific strategies, approaches to evaluating investments/policy changes, and adapting to public transit user needs.

While this study outlines potential enhancements from a user-based perspective, transit agencies also face challenges with funding and retaining bus operators. The Regional Transit Coordinating Council offers a forum for sharing resources, learning about funding opportunities, and identifying collaborative solutions – ensuring that the quality of public transit continues to be high in the New River Valley.

For additional information about the project, visit: http://nrvrc.org/regionaltransitstudy/.

APPENDICES

Appendix A1 – Working Committee

The Regional Transit Study was led by the New River Valley Regional Transit Coordinating Council. 2015 Membership included:

- Town of Christiansburg, James Vanhoozier
- Town of Blacksburg, Debbie Swetnam
- Floyd County, Lydeana Martin
- Montgomery County, Emily Gibson
- Pulaski County, Jared Linous
- City of Radford, James Hurt
- Virginia Tech, Debbie Freed
- Radford University, James Perkins
- New River Community College, Tony Nicolo
- Blacksburg Transit, Erik Olsen
- Pulaski Area Transit, Monica Music
- Radford Transit, Brian Booth
- NRV Agency on Aging, Tina King
- NRV Mobility Coordination, Chris Blankenship
- NRV Metropolitan Planning Organization, Dan Brugh
- NRV Regional Commission, Elijah Sharp
- Ride Solutions, Christy Straight
- VA Department of Rail and Public Transportation, Jay Lindsey
- VA Department of Rail and Public Transportation, Neil Sherman

Appendix A2 – Project Management Team

The Regional Transit Study was developed by the New River Valley Regional Commission, under contract to the New River Valley Metropolitan Planning Organization. The project team included:

- Kevin R. Byrd, Executive Director
- Elijah N. Sharp, Director of Planning & Programs
- Michael Gottfredson, Regional Planner
- Zachary D. Swick, Data Systems Manager
- Stephen D. Price, GIS Intern
- Christy Straight, Regional Planner II

Appendix B1 – NRV Mall Concept

This section features larger images of the NRV Mall concept, developed for planning purposes only.

NRV Mall Transit Stop Process

Process:

1. Identify routes for stop
2. Identify type of vehicle
3. Identify how many would use this stop
4. Identify design standards for bus stop
5. Identify the standards for the number of people using this stop

Step 1: Identify future routes for stop

Routes	RT	PAT	BT
#	40	New River Express	Two Town Trolley, Merrimac/ Hightop/Warmhearth, Christiansburg Commuter

Step 2: Identify type of vehicle

Type of Vehicle	RT	PAT	BT
Body on chassis, 12-14 passenger		1	1
Medium duty shuttle (26,000 lbs, 30-40 ft)	1		
30' – 40' New Flyer Standard Bus (19,000 – 39,000 lbs)			2
Total	5		

Step 3. Identify how many people would use the site at maximum buildout

People	RT	PAT	BT
# of Buses	1	1	3
Persons per bus	28	14	14-42
Total persons riding	28	14	98
Estimate max % at stop	50%	50%	50%
Estimate # of people at stop	14	7	49
Total	Maximum 70 passengers at site		

Step 4: Identify design standards for bus stop

Design Standards	RT	PAT	BT
Pickup	Curbside/ far side/ bays		
Pad material	Asphalt/ concrete		

Step 5: Identify standards for how many people use the stop

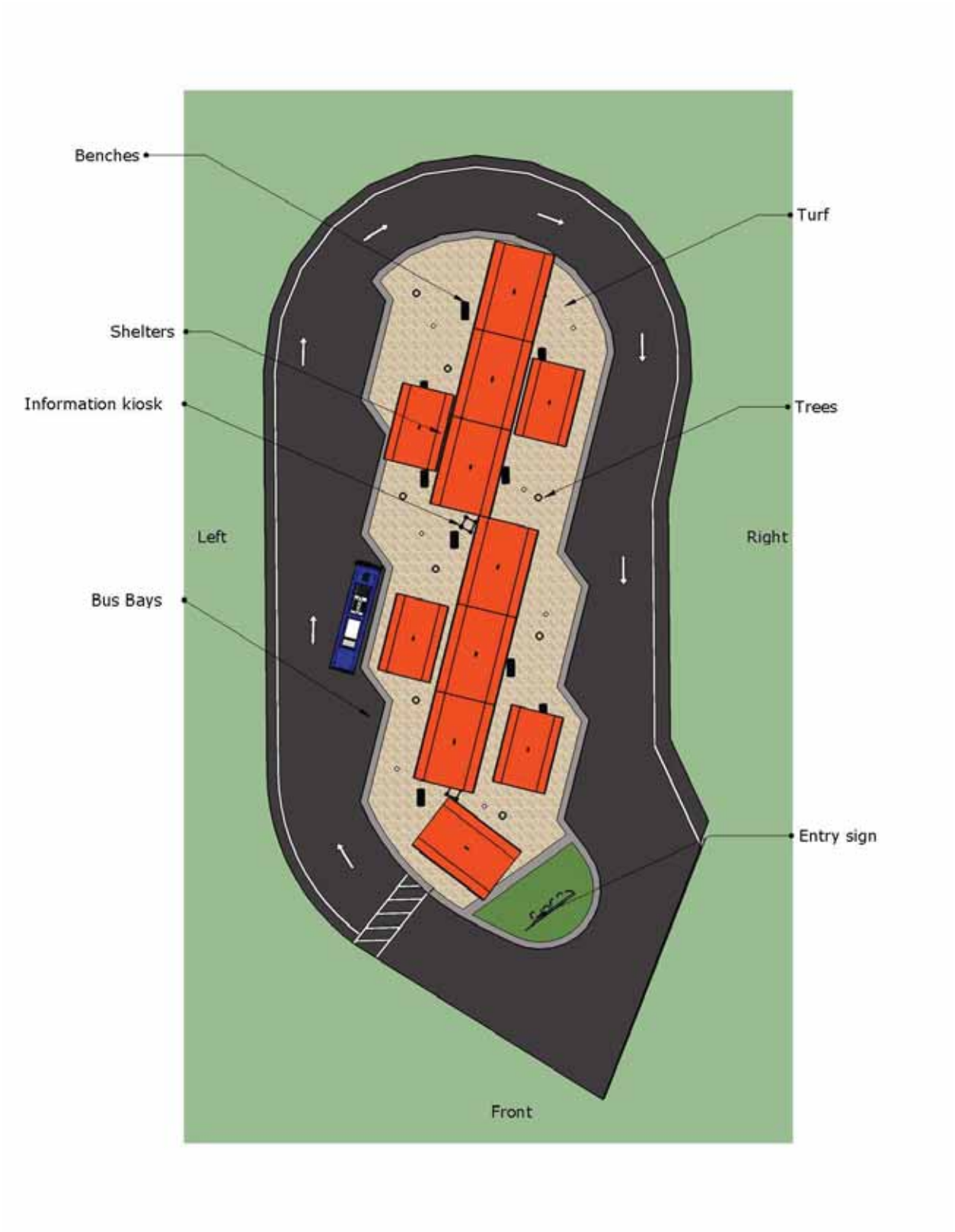
Bus Stop Standards (WMATA 2009)	Enhanced Service Bus Stop	Transit Center
Bus Stop Sign	Yes	Yes
ADA 5' x 8' Landing Pad	Yes	Yes
Sidewalk	Yes	Yes
Lighting	Yes	Yes
Seating	Yes	Yes
Expanded boarding/ alighting area (rear door access)	Site Specific	Yes
Bus Bay	Site Specific	Yes
Shelters	1	2+
Trash Receptacles	Yes	Yes
Information Case	Yes	Yes
System Map	Yes	Yes
Real-time display (LED + audio)	Yes	Yes
Interactive Phone System On-site	No	Yes

An enhanced stop would have a clear, unobstructed, paved boarding area. The boarding area is recommended 8-feet wide (perpendicular to curb) by 5-feet deep (parallel to curb) and connected to a well-lit sidewalk. If there are more than 500 boardings and alightings per day and/or the stop might serves multiple routes, then it would be a Transit Center stop.

This stop should have the following:

1. Stop sign
2. Up to five 5' x 8' ADA landing areas, or up to five sawtooth bus bays at 66' length, or up to five curbside stops at 90-feet each
3. Connection to 5' sidewalk
4. Lighting
5. At least two benches
6. Two shelters
7. Trash receptacle
8. Information board and system map
9. Ability to show real-time information

NRV Mall Transit Stop- Plan View

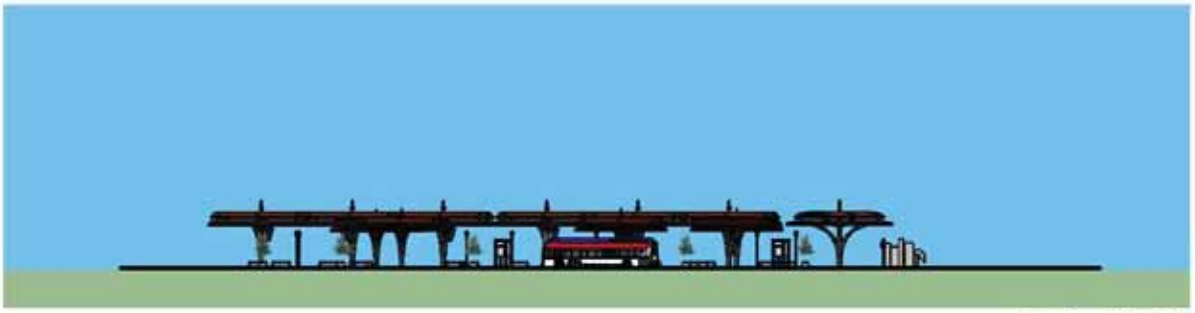


NRV Mall Transit Stop-Section Elevations

Front View

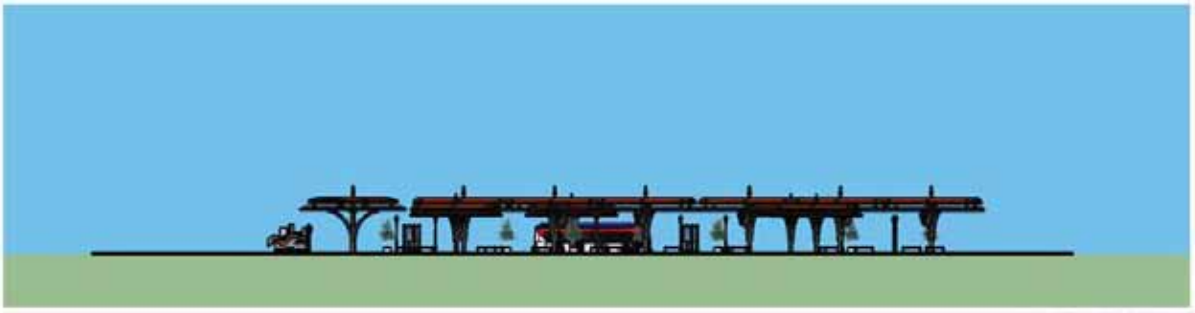
Scale: 1"=30'

Left Side



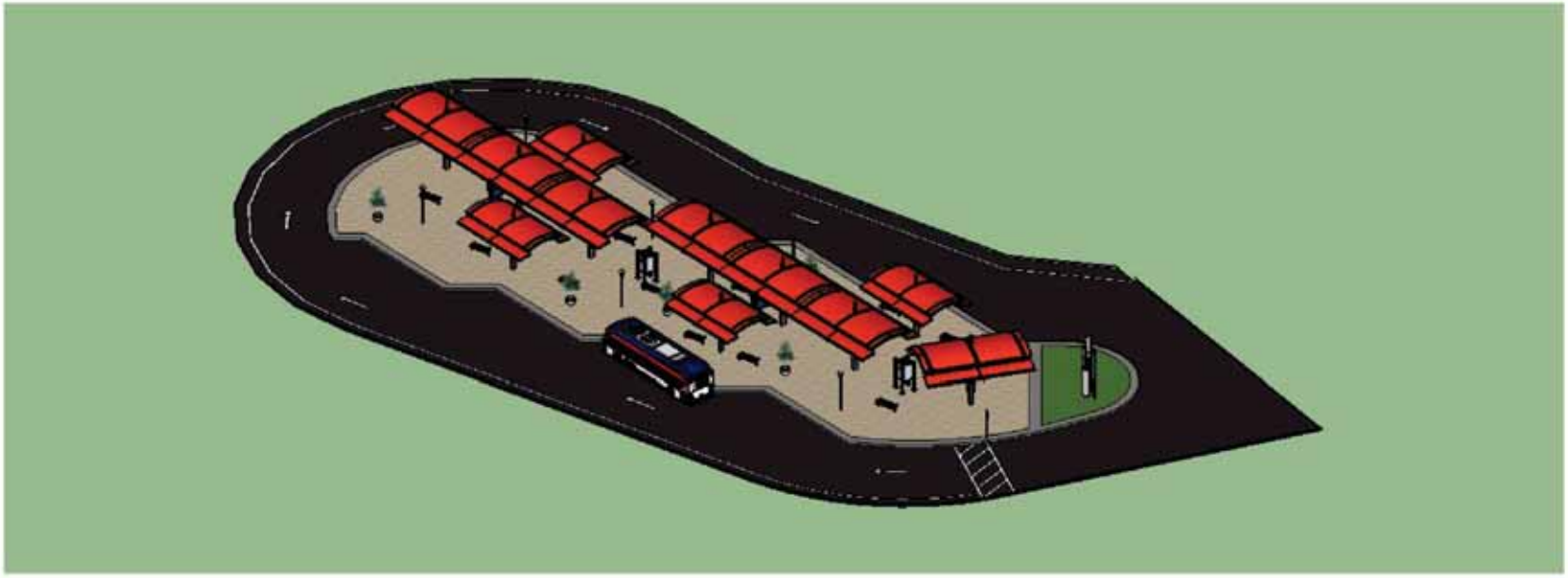
Scale: 1"=60'

Right Side



Scale: 1"=60'

Walmart Transit Stop-Orthogonal View



Scale: 1"=50'

Appendix B2 – Walmart Concept

This section features more detailed images of the Walmart concept, developed for planning purposes only.

Walmart Transit Stop Design Process

Process:

1. Identify routes for stop
2. Identify type of vehicle
3. Identify how many would use this stop
4. Identify design standards for bus stop
5. Identify the standards for the number of people using this stop

Step 1: Identify routes for stop

Routes	RT	PAT
#	20, 30 (proposed)	New River Express, Draper to Fairlawn, Belspring-Parrrott

Steps 2: Identify type of vehicle

Type of Vehicle	RT	PAT
Body on chassis, 12-14 passenger	1	3
Medium duty shuttle (10000-26000 lbs, 30-40 ft.)	1	
Total	5	

Step 3: Identify how many people would use this stop at maximum buildout

People	RT	PAT
# of Buses	2	3
Persons per bus	12 (possibly 28)	14
Total persons riding	24 (56)	42
Estimate max % at stop	50%	50%
Estimate # of people at stop	28	21
Total	Maximum 33 to 49 passengers at site	

Step 4: Identify bus design standards for bus stop

Design Standards	RT	PAT
Pickup	Curbside/ far side/ bays	
Pad material	Asphalt/ concrete	

Step 5: Identify the standards for the number of people using this stop

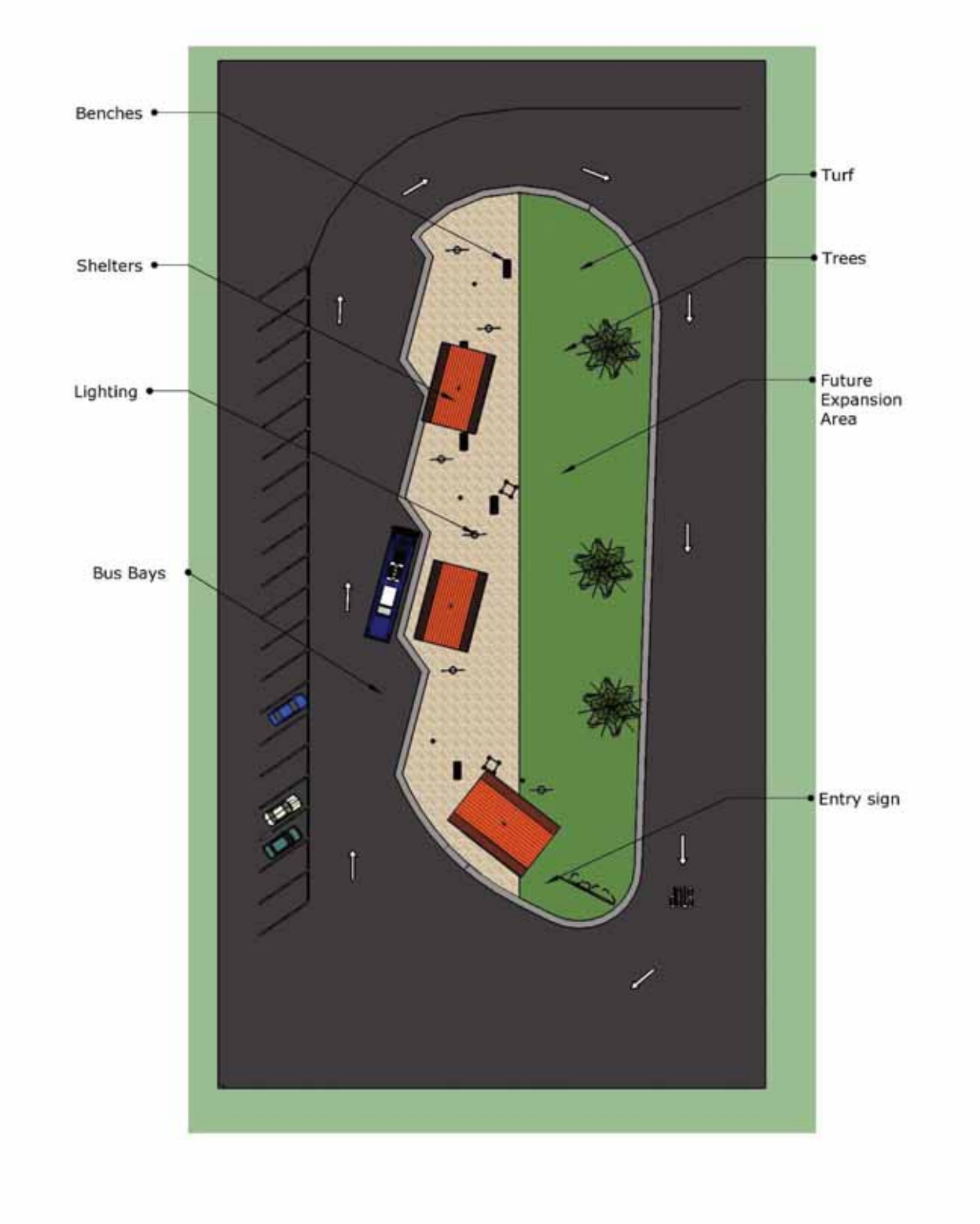
Bus Stop Standards (WMATA 2009)	Enhanced Service Bus Stop	Transit Center
Bus Stop Sign	Yes	Yes
ADA 5' x 8' Landing Pad	Yes	Yes
Sidewalk	Yes	Yes
Lighting	Yes	Yes
Seating	Yes	Yes
Expanded boarding/ alighting area	Site Specific	Yes
Bus Bay	Site Specific	Yes
Shelters	1	2+
Trash Receptacles	Yes	Yes
Information Case	Yes	Yes
System Map	Yes	Yes
Real-time display (LED + audio)	Yes	Yes
Interactive Phone System On-site	No	Yes

An enhanced stop would have a clear, unobstructed, paved boarding area. The boarding area is recommended 8-feet wide (perpendicular to curb) by 5-feet deep (parallel to curb) and connected to a well-lit sidewalk. If there are more than 500 boardings and alightings per day and/or the stop might serves multiple routes, then it would be a Transit Center stop.

This stop should have the following:

1. Stop sign
2. Up to five 5' x 8' ADA landing areas, or up to five sawtooth bus bays at 66' length, or up to five curbside stops at 90 feet each
3. Connection to 5' sidewalk
4. Lighting
5. At least two benches
6. Two shelters
7. Trash receptacle
8. Information board and system map
9. Ability to show real-time information

Walmart Transit Stop-Plan View



Walmart Transit Stop-Section Elevations

Front View

Scale: 1"=30'

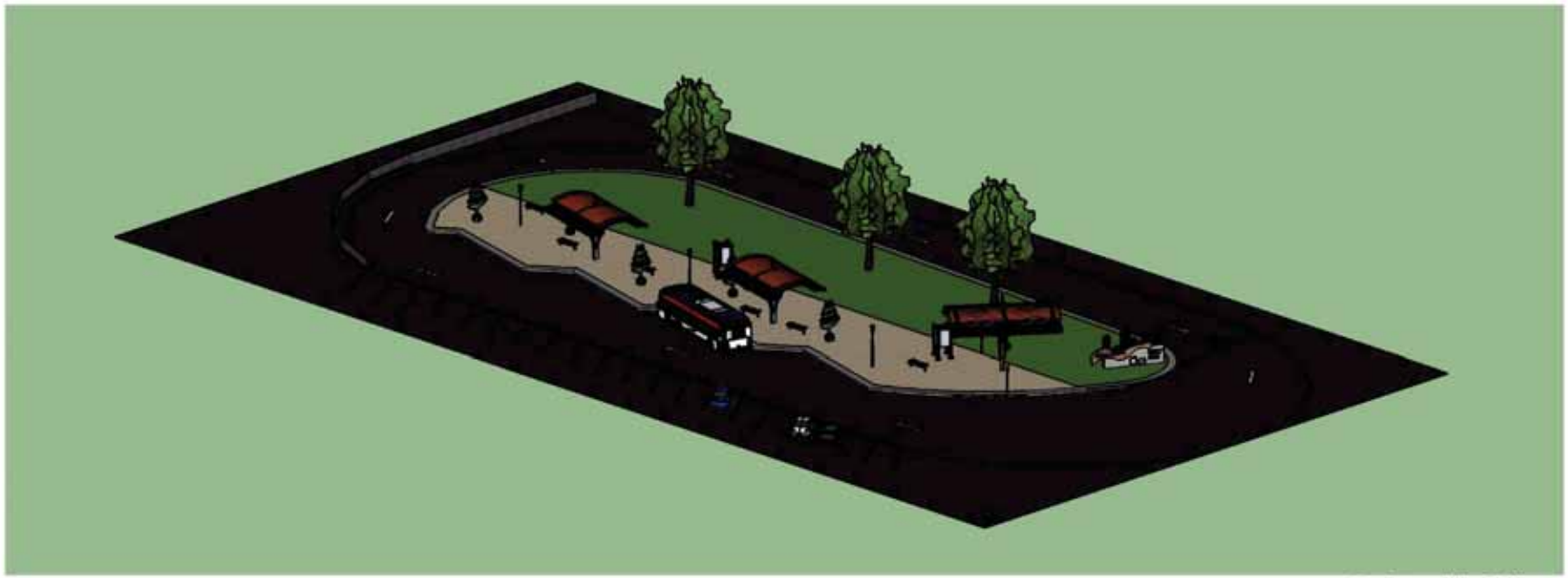
Left Side

Scale: 1"=60'

Right Side

Scale: 1"=60'

Walmart Transit Stop-Orthogonal View



Scale: 1"=50'

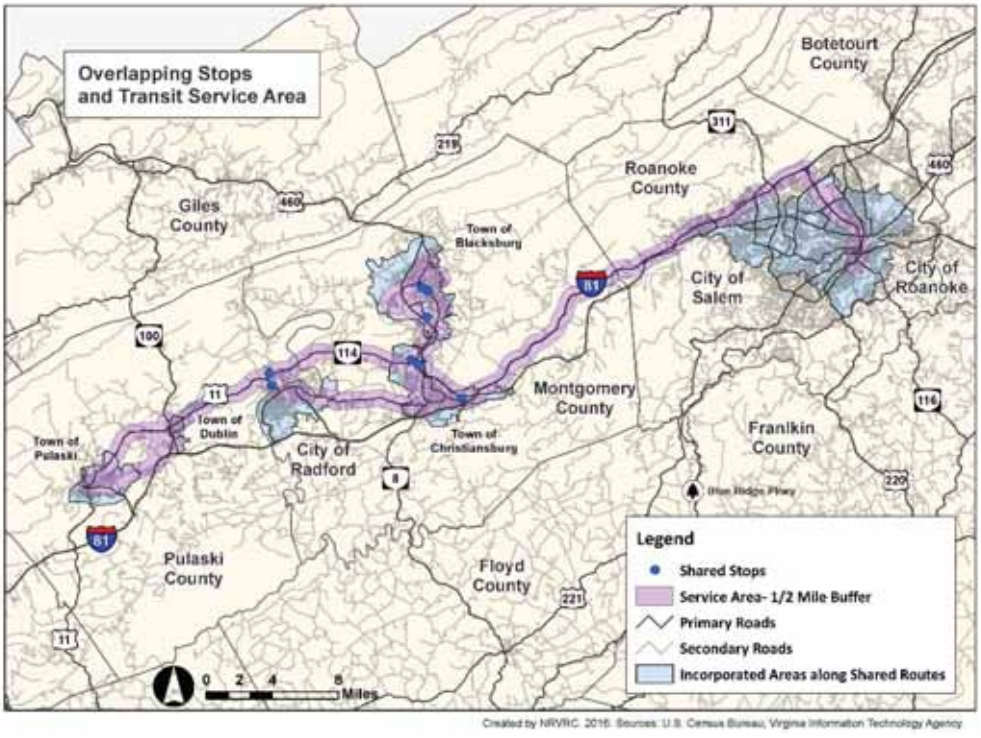
Appendix C – Transit Service Proximity Analysis

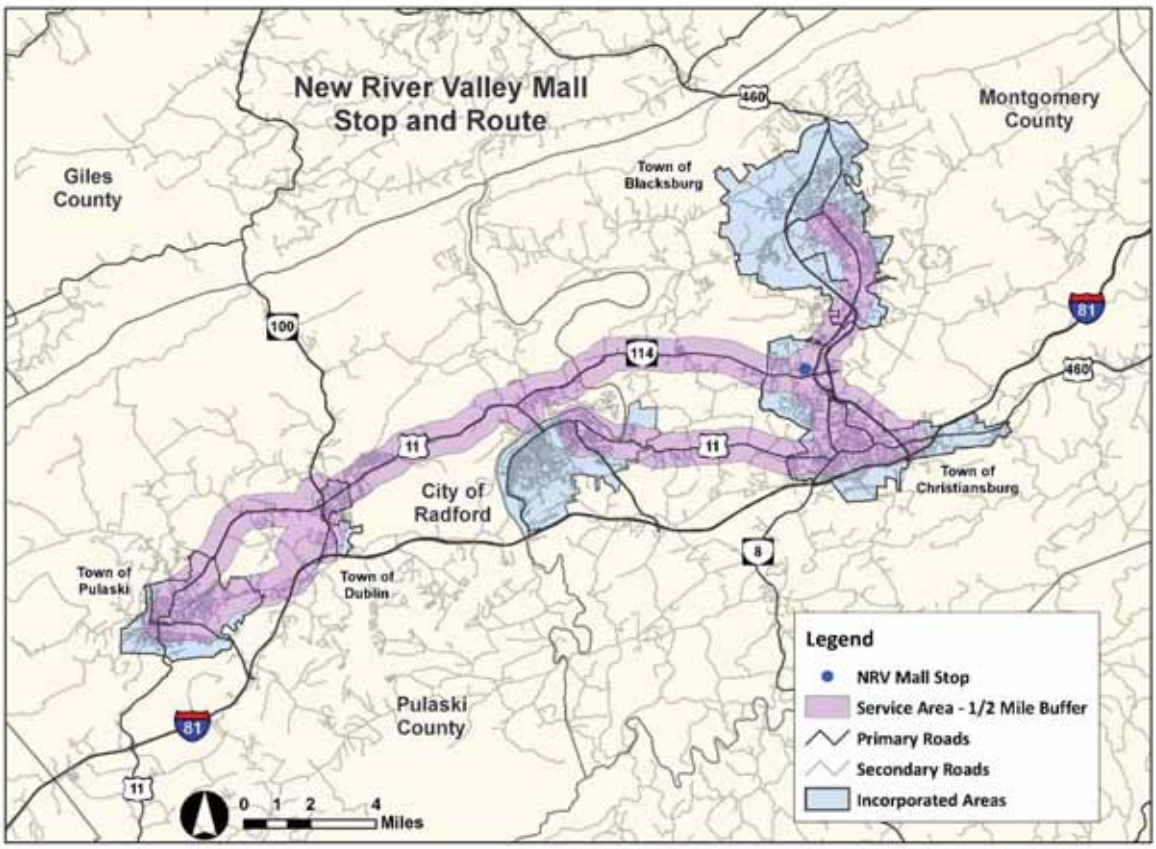
This section provides supporting documentation for the Overlapping Stop Demographic Analysis. The analysis was based on 2014 Census ACS block group statistics within a half-mile (walking distance) of existing transit routes. The mapping (pages 49 – 52) corresponds with the data shown in the table (below).

Stop ID	Count Housing Units	Demographic Data (shown as percentage of the block group total)									
		Minority	+/- Project Area*	LEP	+/- Project Area*	Poverty	+/- Project Area*	1 Vehicle or Less	+/- Project Area*	65 or Older	% +/- Project Area*
NRV Mall	40,201	13.9%	0.3%	1.0%	-0.4%	23.7%	-0.4%	39.5%	1.4%	12.3%	0.0%
Exit 118	25,479	18.1%	4.5%	2.7%	1.3%	29.1%	5.0%	44.2%	6.1%	9.3%	-3.0%
VT CRC	22,057	18.8%	5.2%	3.0%	1.7%	32.0%	8.0%	45.9%	7.9%	8.7%	-3.5%
Squires	35,169	16.9%	3.2%	2.1%	0.7%	32.0%	8.0%	41.0%	2.9%	8.9%	-3.3%
Municipal Building	34,973	16.9%	3.2%	2.1%	0.8%	32.1%	8.1%	41.1%	3.0%	8.9%	-3.3%
Kmart	25,479	18.1%	4.5%	2.7%	1.3%	29.1%	5.0%	44.2%	6.1%	9.3%	-3.0%
Walmart Fairlawn	24,146	11.6%	-2.1%	0.1%	-1.2%	20.2%	-3.9%	37.1%	-1.0%	14.4%	2.1%
Kroger Fairlawn	24,146	11.6%	-2.1%	0.1%	-1.2%	20.2%	-3.9%	37.1%	-1.0%	14.4%	2.1%
Totals & Averages	62,592	13.6%	[x]	1.3%	[x]	24.0%	[x]	38.1%	[x]	12.2%	[x]

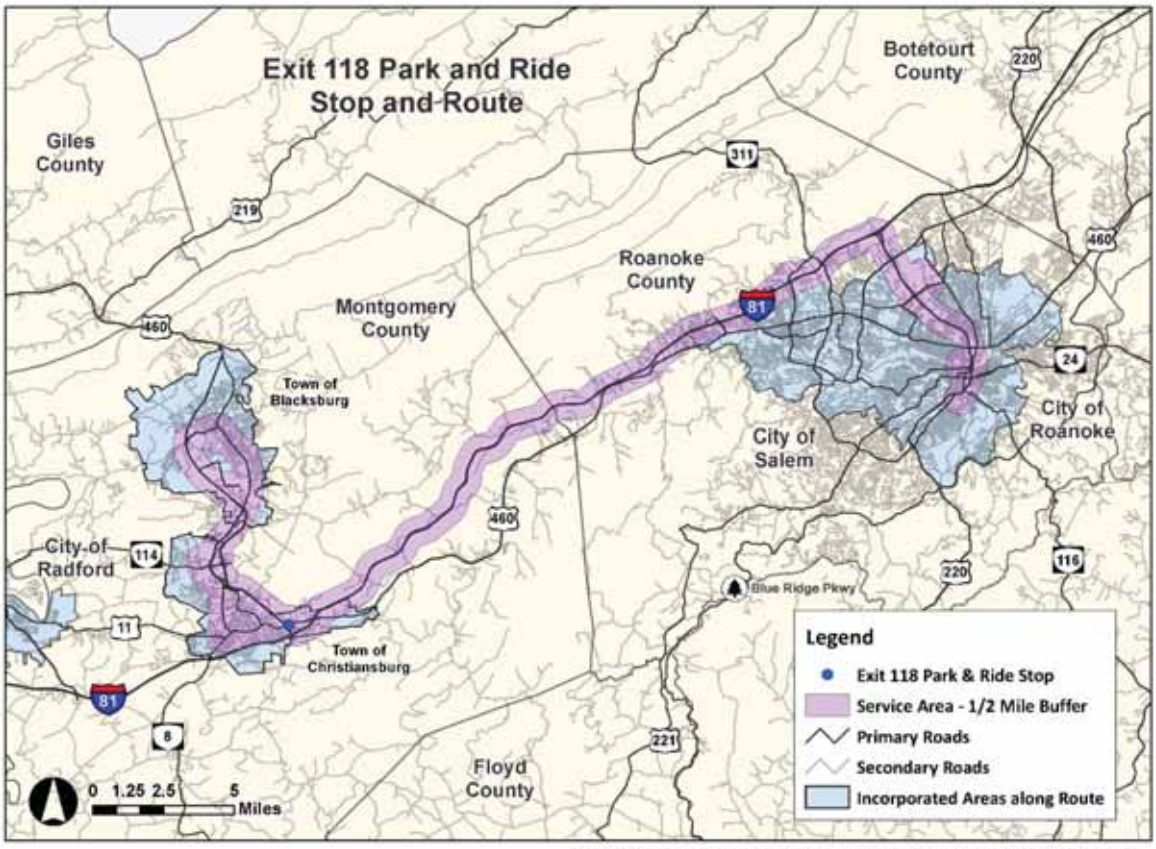
*+/- difference between average of all stops.

Note: currently excludes Smart Way route data for Roanoke County, City of Roanoke, and City of Salem.

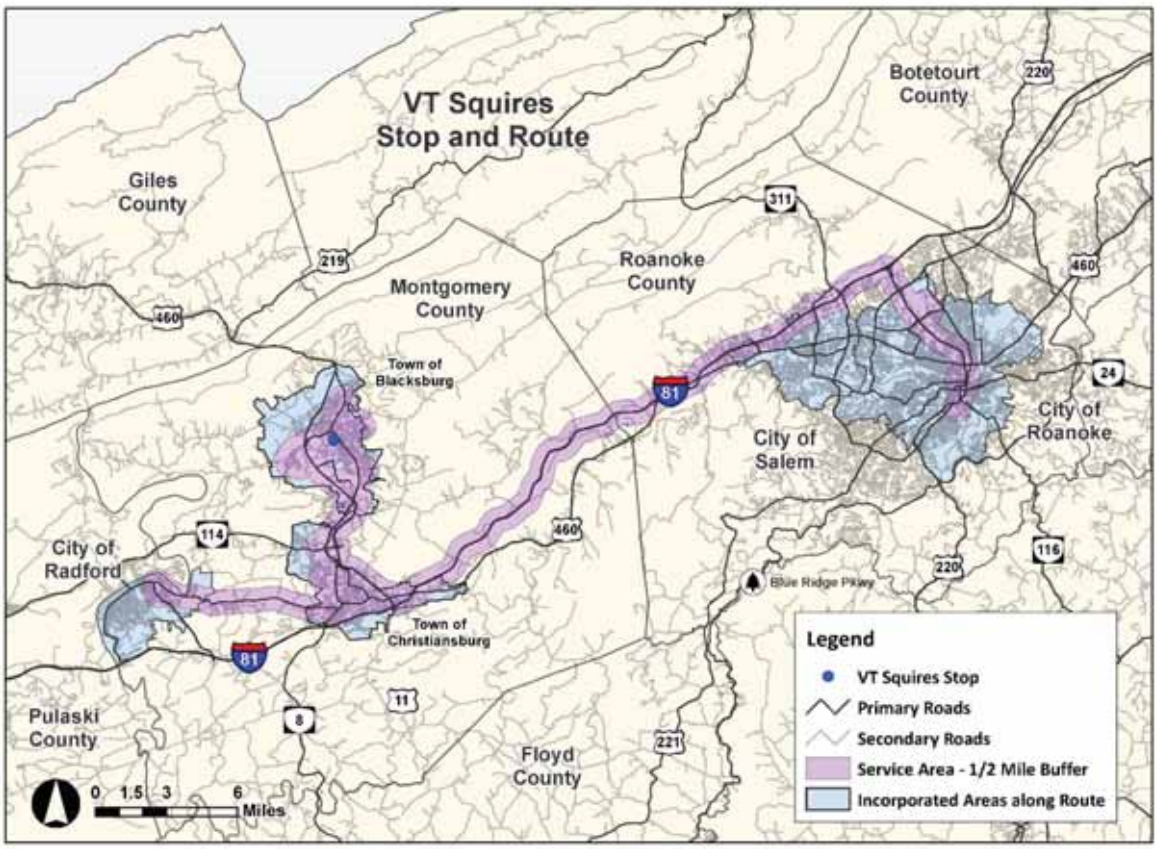




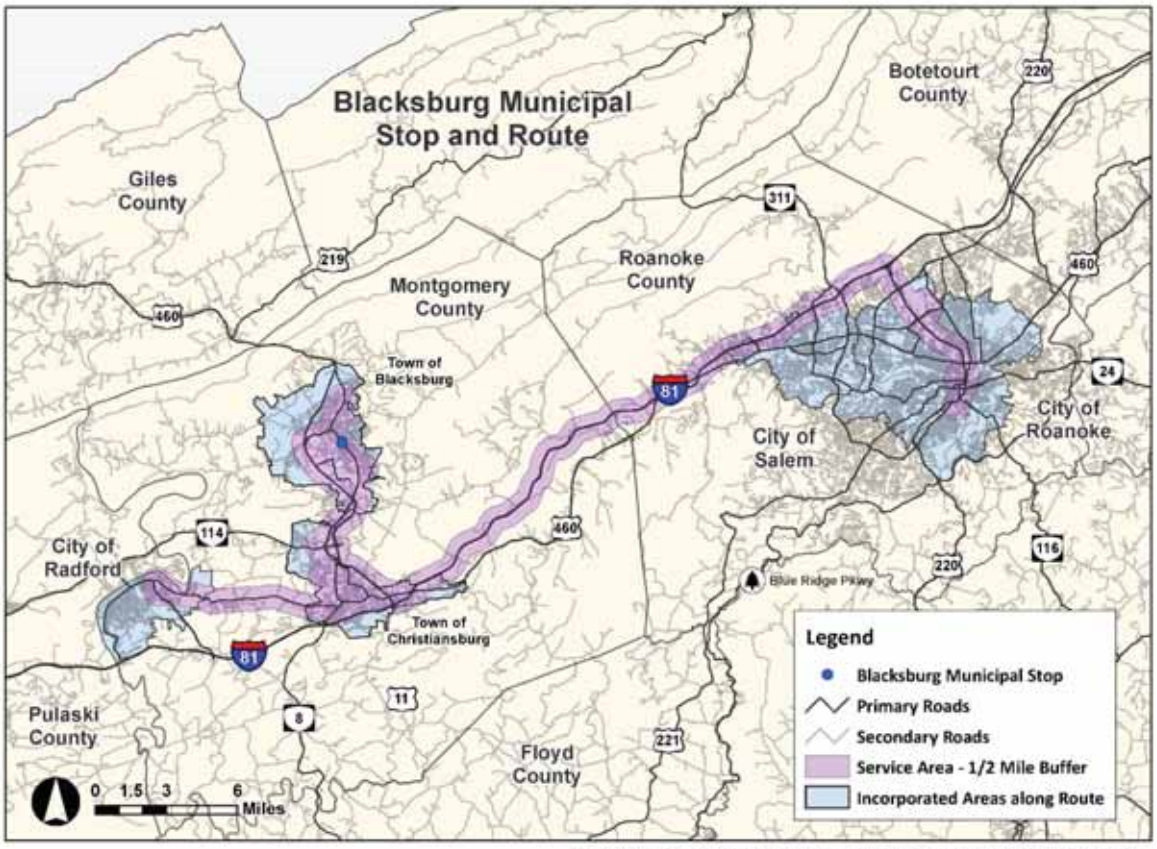
Created by NRVRC. 2016. Sources: U.S. Census Bureau; Virginia Information Technology Agency.



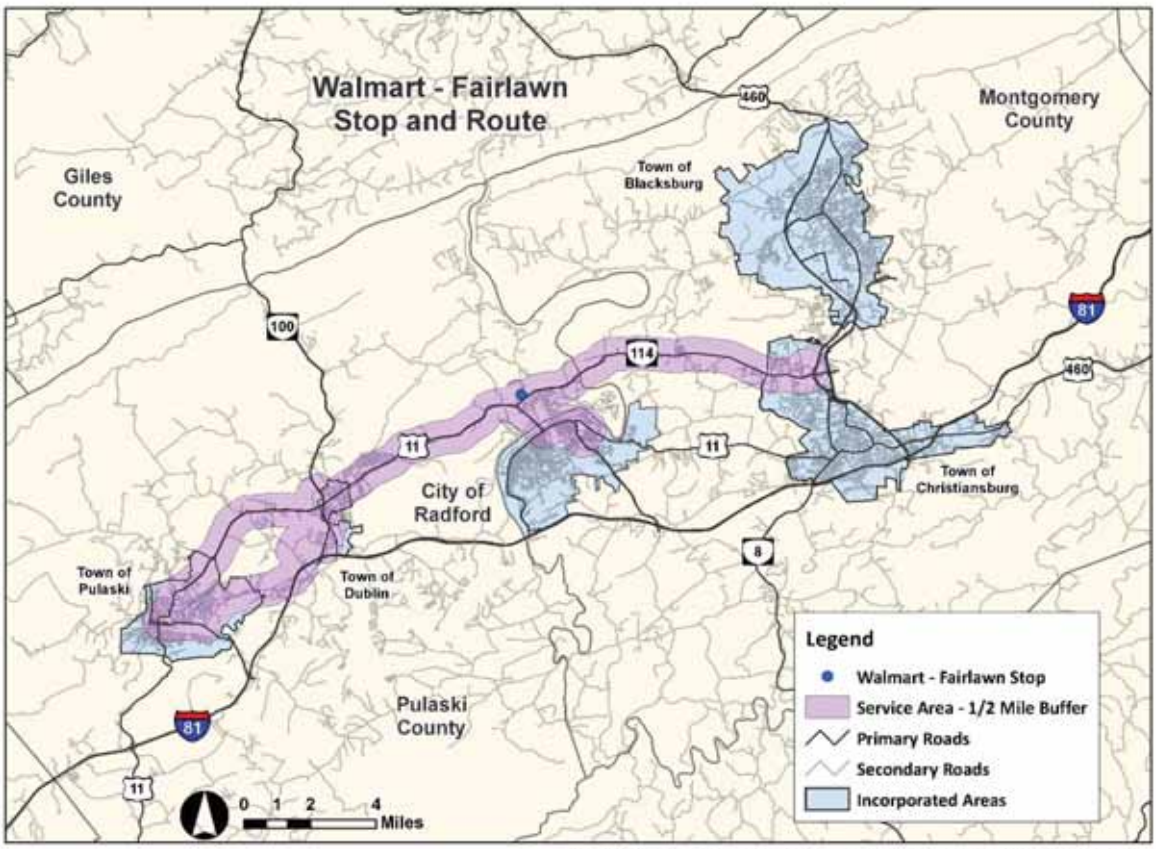
Created by NRVRC. 2016. Sources: U.S. Census Bureau; Virginia Information Technology Agency.



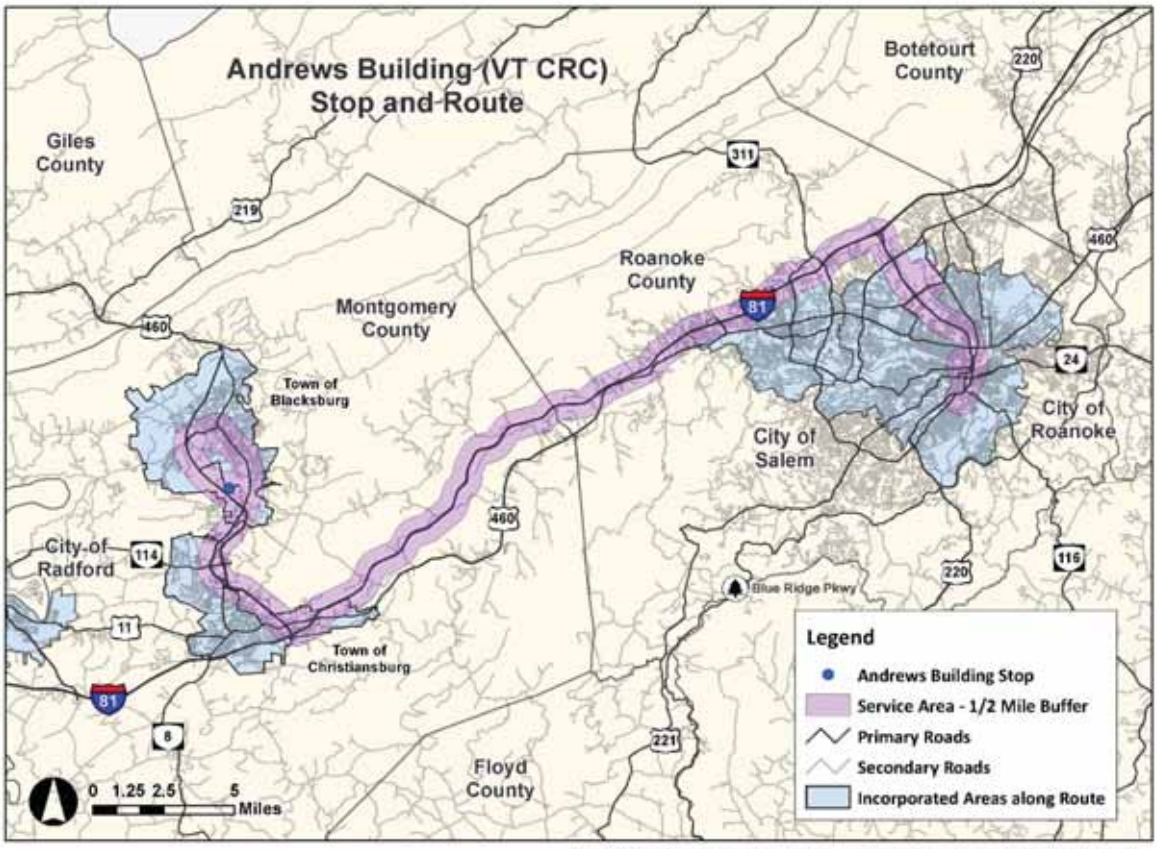
Created by NRVRC. 2016. Sources: U.S. Census Bureau; Virginia Information Technology Agency.



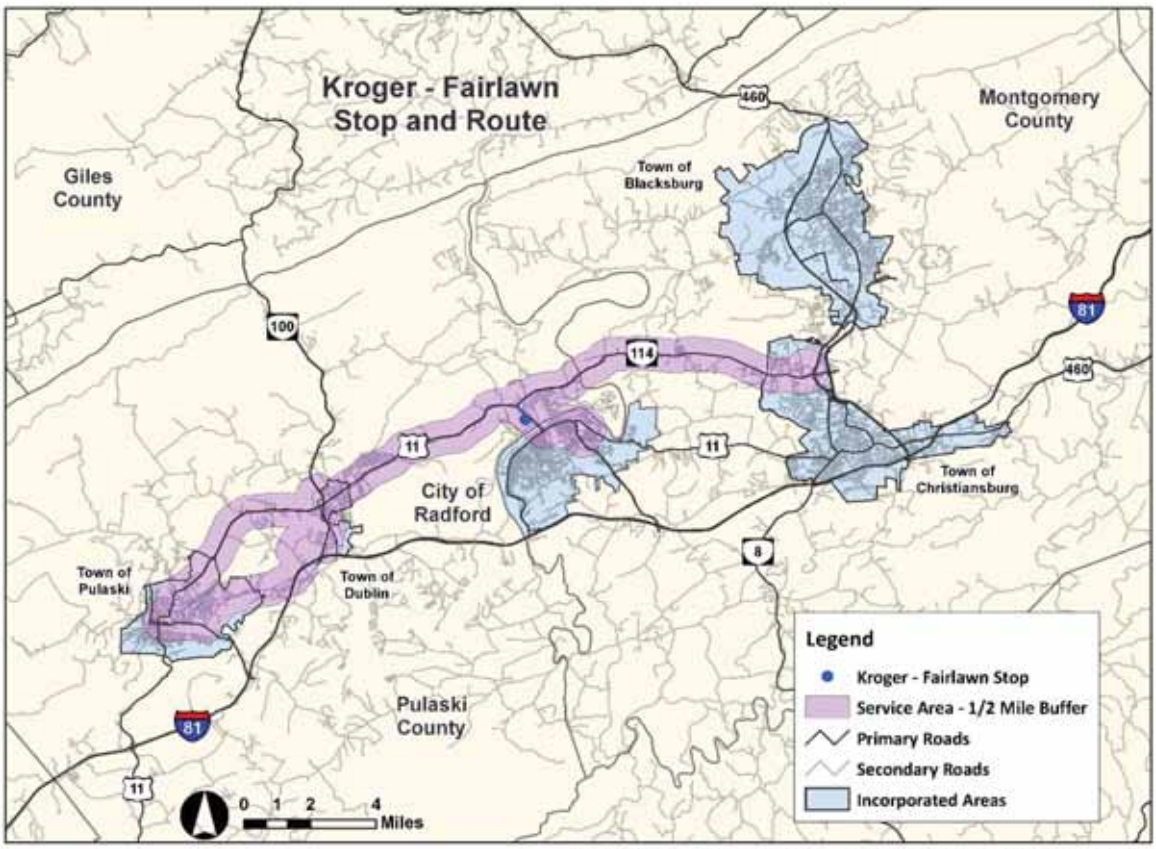
Created by NRVRC. 2016. Sources: U.S. Census Bureau; Virginia Information Technology Agency.



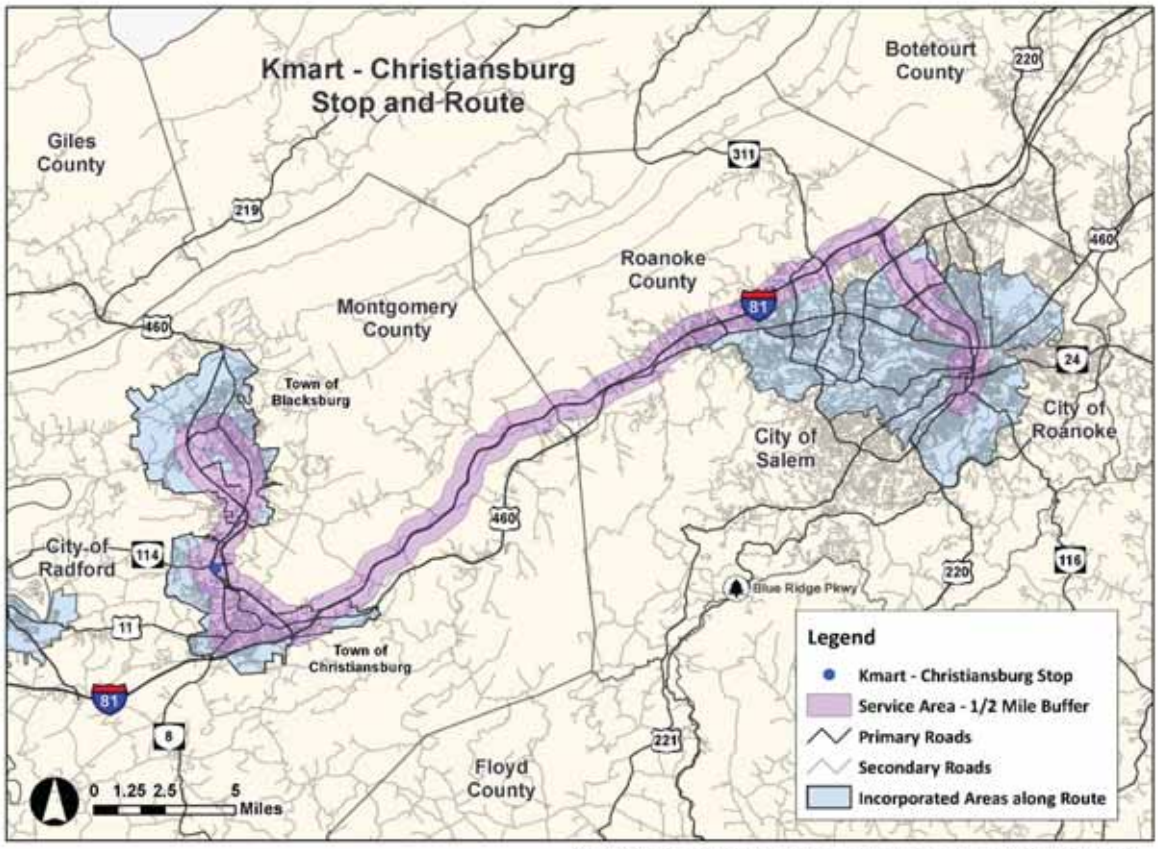
Created by NRVRC. 2016. Sources: U.S. Census Bureau; Virginia Information Technology Agency.



Created by NRVRC. 2016. Sources: U.S. Census Bureau; Virginia Information Technology Agency.



Created by NRVRC. 2016. Sources: U.S. Census Bureau; Virginia Information Technology Agency.



Created by NRVRC. 2016. Sources: U.S. Census Bureau; Virginia Information Technology Agency.

Appendix D – Bus Rider Survey

The Bus Rider Survey was open from April 2015 to February 2016. Survey notices were placed at overlapping and high-volume bus stops. The notices provided a QR Code and bit.ly link for smart phones to link directly to the survey. Additionally, in-person surveys were completed at overlapping service locations. In total, more than 800 responses were collected. An example of the notice is shown below and the in-person survey follows on subsequent pages.

Bus Rider's Survey

Information gathered in this survey will be used to examine improvements for the busiest bus stops used in the region. This study will identify what works and what improvements are needed at bus stops as part of efforts to make using the bus an attractive transportation option.
We appreciate your help in completing this survey. Please note

- Individual responses will remain confidential.
- If you feel uncomfortable with any question, you can skip it.
- The survey will take approximately 5 minutes to complete.

Your Transit System (circle one) Blacksburg / Radford / Pulaski / SmartWay

List Your Most Frequently Used Bus Stop _____

Q1. What conveniences are available at the bus stop?

- Bus schedule
- Bus stop sign
- Bench or other seating
- Shelter
- Trash can
- Lighting (after dark)
- Bike rack
- Other

_____

Q2. What conveniences would you like to see at this stop?

- Bus schedule
- Bus stop sign
- Bench or other seating
- Trash can
- Lighting (after dark)
- Bike rack
- Other

_____

Q3. How comfortable do you feel while waiting for your bus at this stop? Please rate on a scale of 1 to 5, with 1 being completely uncomfortable and 5 being completely comfortable.

_____

What features would make this stop more comfortable?

_____

Q4. How safe do you feel while waiting for your bus at this stop? Please rate on a scale of 1 to 5, with 1 being completely unsafe and 5 being completely safe.

_____

What features would make this stop safer?

_____

Q5. How many days of the week do you use the bus? Indicate with a number from 1 to 7. _____

Q6. What is your primary destination when riding the bus?

- o Work
- o School
- o Errands
- o Appointments
- o Social activities

Q7. How many minutes does it take to get to your usual destination by each of these means of transportation?

	Less than 15 minutes	15-29 minutes	30-44 minutes	45-59 minutes	60 minutes or more
Bus	o	o	o	o	o
Bike	o	o	o	o	o
Walk	o	o	o	o	o
Share a ride	o	o	o	o	o
Other	o	o	o	o	o

Please specify what "Other" is _____

Q8. Is the bus your primary means of transportation?

- o Yes
- o No

If you answered no above, what other means of transportation do you use? (Check all that apply)

- Drive
- Bike
- Walk
- Share a ride

Q9. Do you change buses to get to your destination?

- o Yes
- o No

If you answered yes, how many times do you change buses? _____

How many minutes do you wait when you change buses? _____

Q10. What stops would you use if they were safer or more comfortable? Please tell us what would make those stops better, too.

_____

Q11. Please provide any other comments or additional information we should consider for the study below.

_____

Q12. In what ZIP code is your home located? _____

Q13. What is your age?

- o 25 or younger
- o 25-34
- o 35-44
- o 45-54
- o 55-64
- o 65-74
- o 75 or older

Q14. Are you female or male?

- o Female
- o Male

Q15. How much total combined money did all members of your HOUSEHOLD earn last year? This includes income received by members of your HOUSEHOLD that are 18 years of age or older.

- o Less than $10,000
- o $10,000 - $19,999
- o $20,000 to $34,999
- o $35,000 to $49,999
- o $50,000 to $74,999
- o $75,000 to $99,999
- o $100,000 or more

Q16. Which of the following categories best describes your employment status? (Check all that apply)

- o Employed
- o Not employed, looking for work
- o Not employed, NOT looking for work
- o Retired
- o Homemaker
- o Student
- o Unable to work

Q17. Please complete this sentence: I choose transit because

- o I don't have access to my own car
- o the park and ride lot makes it easier to leave my car and take the bus
- o I save money on gas and car maintenance
- o I can use my bike as part of my trip
- o it's good for the environment
- o it helps reduce congestion
- o it reduces stress

Your accurate responses are valuable to us in creating safe and useful bus stops. Thank you for participating in this important initiative.

You can submit this survey by mailing or dropping it off to
Christy Straight
New River Valley Regional Commission
6580 Valley Center Drive, Suite 124
Radford, VA 24141

Appendix E – Employer Survey

Employers Transit Service Survey

1. What is your business street address?

Address

Address (continued)

City, Zip Code

2. To the best of your knowledge, which of the following options (other than driving alone) do your employees use to get to work? (You can select more than one.)

- [ ] Carpooling
- [ ] Taking the bus (Transit)
- [ ] Walking
- [ ] Cycling

3. To the best of your knowledge, how important would the use of public bus service (transit) be to your employees?

- ◯ Very important
- ◯ Somewhat important
- ◯ Not important

4. Please rate how well your work site(s) is served by bus stops?

- ◯ Very well-served (stops within a half-mile of your site and near employees' homes)
- ◯ Well-served (stops within walking or cycling distance near your site, probably near your employees' homes)
- ◯ Not well-served (no stops within a half-mile of your site and near employees' homes)
- ◯ Not served (no stops within walking or cycling distance near your site, probably near your employees' homes)
- ◯ Don't know

5. Please provide any comments you may have about transit, including suggestions for improving existing transit services or considerations for new transit services.

We appreciate your help in completing this survey. Information gathered will be used to examine improvements for the busiest bus stops used in the region. If you have any questions about the survey or further discuss transportation options, please contact:

Christy Straight
Regional Planner
New River Valley Regional Commission
phone: 540-639-9313

The bus rider's survey will be open until February 5 to solicit feedback from current bus riders about the most-used stops. That survey can be accessed here: https://www.surveymonkey.com/r/MPOTransitStudy. Please feel free to share this link with your employees.

Appendix F – Components of Design

This section provides references to bus stop design resources.

Name	Publisher	Date Published
APTA BRT Stations and Stops Best Practices	American Public Transportation Association	October 2010
Enhancing the quality of public transport services	CIVITAS	2010
RTA Bus Stop Design Guidelines	Riverside Transit Agency	August 2015
ESPA Accessible Pathways to Bus Stops and Transit Facilities: A Process Guide	Easter Seals Project ACTION	June 2009
ESPA Accessible Transportation in Rural Areas: An Easter Seals Project ACTION Resource Sheet	Easter Seal Project ACTION	March 2003
Toolkit for the Assessment of Bust stop Accessibility and Safety	Easter Seals Project ACTION	2014
Rethinking the Suburban Bus Stop: Place-Making in the Suburbs	Airport Corridor Transportation Authority	2014
TCRP Report 19: Guidelines for the Location and Design of Bus Stops	Transit Cooperative Research Program	1996
TCRP Web Document 32: Elements Needed to Create High Ridership Transit Systems: Interim Guidebook	Transit Cooperative Research Program	December 2005
Transit Facilities Design Manual	SunLine Transit Agency	December 2006

Appendix G – Peer Review Packet

A Peer Review was held on October 5, 2015. Subject experts joined representatives of the Regional Transit Coordinating Council for a roundtable discussion and lunch. A packet was provided to the reviewers ahead of the meeting, to help acclimate them with our area.

NRV Regional Transit Study – Project Overview

In 2010, the New River Valley Metropolitan Planning Organization and New River Valley Regional Commission partnered to develop a transit organization study. The purpose of the work was to evaluate potential opportunities to create new services, establish partnerships, and increase funding competitiveness for transit stakeholders in the region. Through a series of committee meetings, surveys, and one-on-one meetings with individual stakeholders; a Regional Transit Coordinating Council (RTCC) was established.

The RTCC is intended to create more dialog across the region between public transit providers. While the RTCC provides a stronger multi-jurisdictional/multi-system perspective, a disadvantage is that no new revenue sources have been generated. The inaugural meeting of the RTCC was held on July 17, 2012. The group identified two key priorities for the region's partners to work on: 1) identify a common technology platform between service providers; and 2) enhance the presence of public transit stops at overlapping service locations.

In 2014, the NRV Regional Commission purchased ArcGIS Online and provided a seat for an NRV Metropolitan Planning Organization funded intern. The partnership enabled the region's partners to work collaboratively to complete the first goal identified by the RTCC. The New River Valley Transit GIS Portal is now available online here: http://nrvrc.org/nrvmpo/transit/.
The 2015 Regional Transit Study aims to complete the second strategy identified by the RTCC.

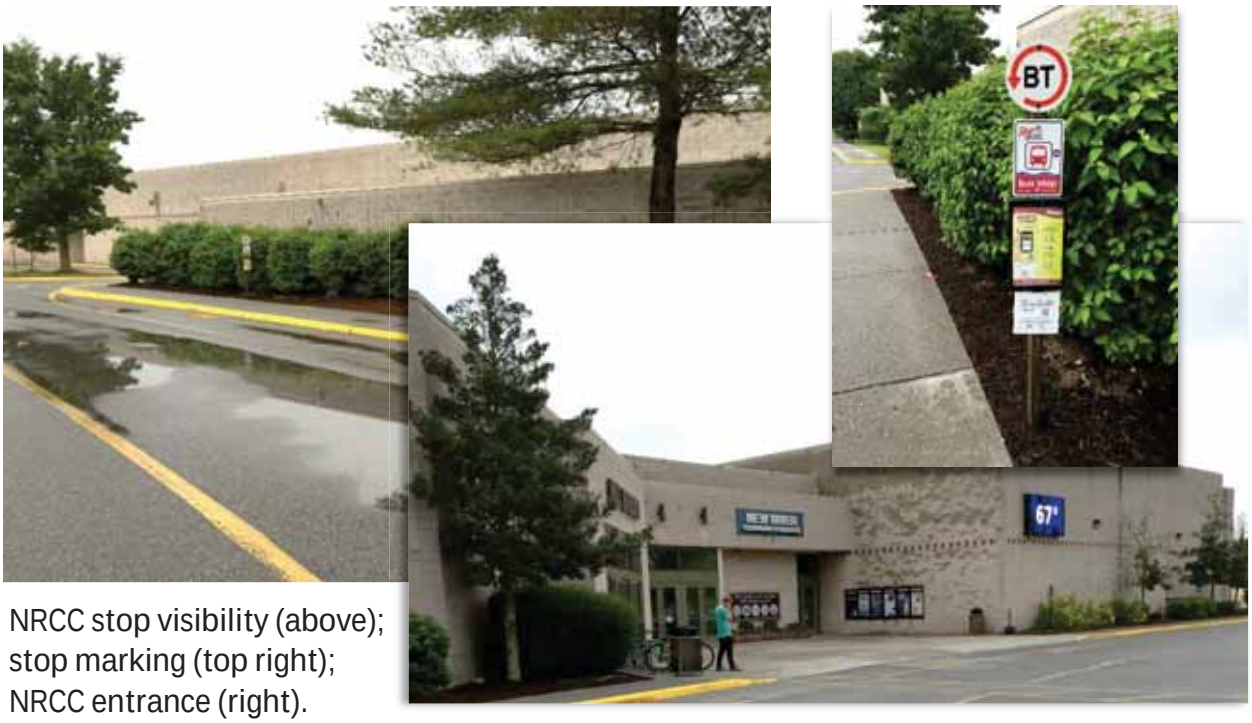
The purpose of the work is to investigate potential enhancements at overlapping and high-volume bus stop locations. Particular focus will be on the physical appearance and accessibility to information about existing public transit services. The final product will outline potential partnerships, investments, and changes that elevate the presence of public transit. Furthermore, identify strategies that elevate public transit as a preferred transportation choice in the New River Valley. A project website is available online here: http://nrvrc.org/regionaltransitstudy/.

Overlapping Stops

Transit services are currently provided in the Counties of Montgomery and Pulaski and the City of Radford. A total of five unique public transit operators have routes/stops that overlap at nine unique locations throughout the region. For the purpose of this Peer Review, four stops have been selected that reflect the range of amenities/services indicative of stops throughout the region. The following section provides a map, photos, list of service providers, and current schedules.

As a Peer Reviewer, do you have suggestions for physical improvements, schedule enhancements, branding/marketing approaches, and or educational strategies that you would recommend? What is the role of technology in transit and what are consumers receptive to?

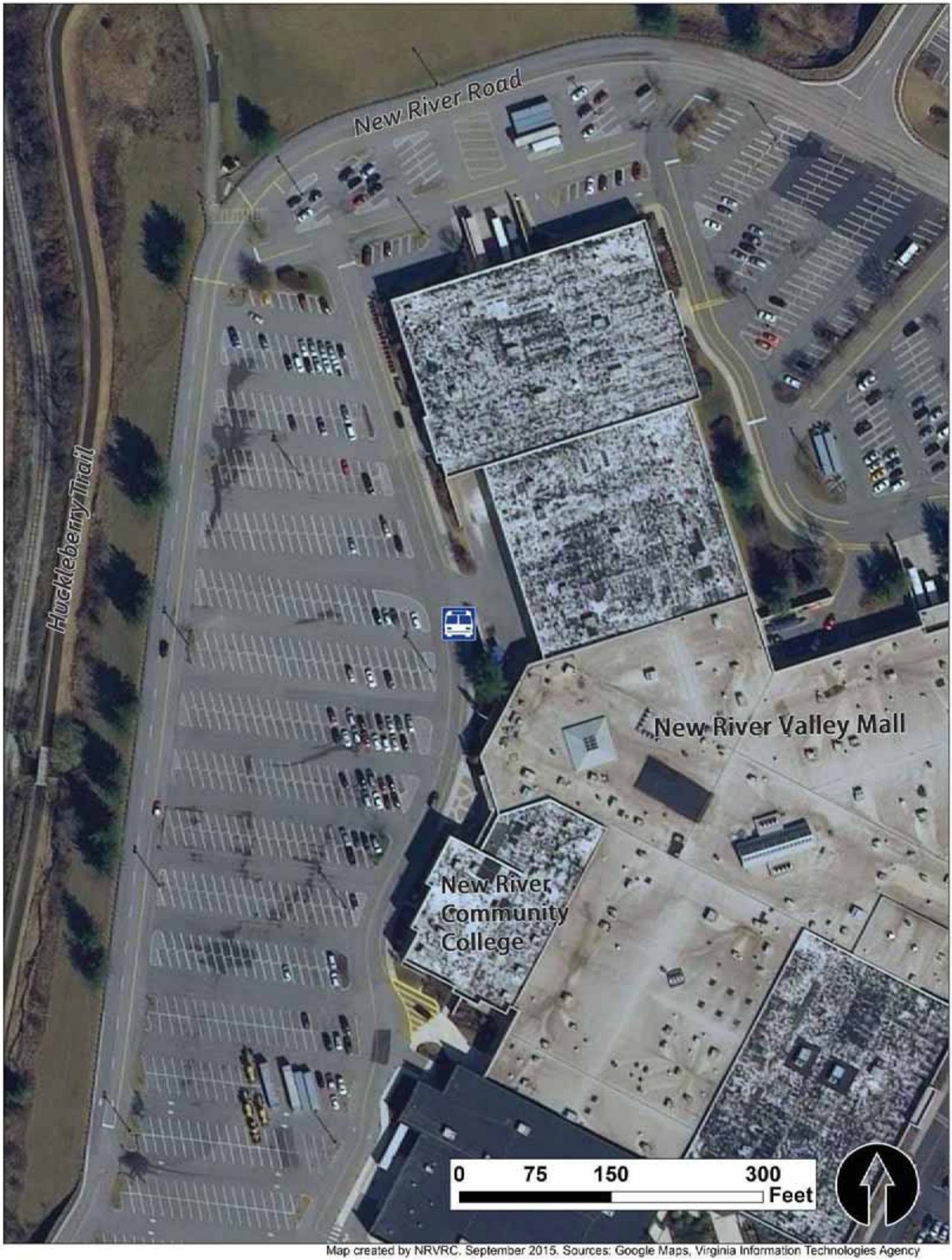
NRV Mall (Christiansburg) Stop



NRCC stop visibility (above); stop marking (top right); NRCC entrance (right).

Time Frame		Service Provider		
		BT	PAT	RT
Monday thru Wednesday	Before 9am	x	x	
	9am -2pm	x	x	
	2pm-5pm	x		x
	After 5pm	x		x
Thursday thru Friday	Before 9am	x	x	
	9am -2pm	x	x	
	2pm-5pm	x		x
	After 5pm	x		x
Saturday	Before 9am			
	9am -2pm	x		x
	2pm-5pm	x		x
	After 5pm	x		x
Sunday	Anytime	x		

Annual Boardings: 13,985. This number was calculated by adding together the average April and September 2014 boarding data from BT and RT, multiplying them by 12, then multiplying them by 0.85. (((904+467) x 12) x 0.85). PAT is not included, because they recently began service.
Population + Jobs within ½ mile: 3,845
Population + Jobs within 1 mile: 8,701
Note: Only location where all three NRV service providers overlap. Few stop amenities.



Map created by NRVRC. September 2015. Sources: Google Maps, Virginia Information Technologies Agency

Corporate Research Center (Blacksburg) Stop

CRC stop (above); pedestrian crossing (top right); parking for 3 (right).

Time Frame		Service Provider	
		BT	Smart Way
Monday thru Friday	Before 9am	x	x
	9am -2pm		x
	2pm-5pm		x
	After 5pm	x	x
Saturday	Before 9am		x
	9am -2pm		x
	2pm-5pm		x
	After 5pm		x
Sunday	Anytime		

Annual Boardings: 1,594. This number was calculated by multiplying the average April and September 2014 boarding data from BT by 12, then multiplying by 0.85, then adding the annual total from The Smart Way. (((135*12)*.85) + 217).
Population + Jobs within ½ mile: 2,485
Population + Jobs within 1 mile: 6,238
Note: Location where two service providers that originate in a different MPO overlap.

Map created by NRVRC. September 2015. Sources: Google Maps, Virginia Information Technologies Agency, Virginia Tech Corporate Research Center

Walmart (Fairlawn, Pulaski County) Stop

Fairlawn Walmart stop (above); stop visibility (top right).

Time Frame		Service Provider	
		PAT	RT
Monday thru Friday	Before 9am	x	x
	9am -2pm	x	x
	2pm-5pm	x	x
	After 5pm		x
Saturday	Before 9am		
	9am -2pm		x
	2pm-5pm		x
	After 5pm		x
Sunday	Anytime		

Annual Boardings: 9,213. This number was calculated by multiplying the average April and September 2014 boarding data from RT by 12, then multiplying by 0.85, then adding the annual total from PAT. (((813*12)*.85) + 920)
Population + Jobs within ½ mile: 993
Population + Jobs within 1 mile: 4,603
Note: University and community services overlap at a grocery store.

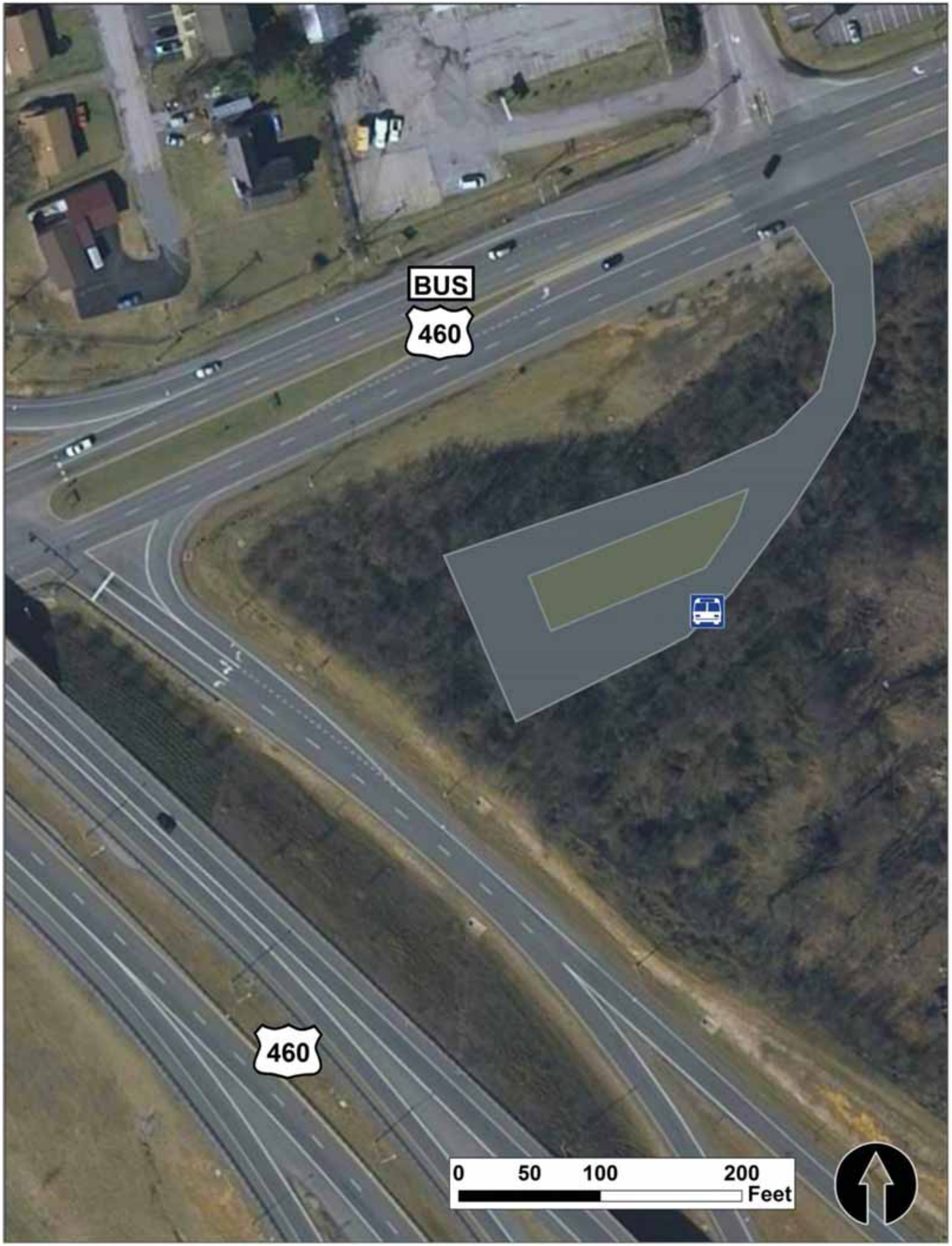
Map created by NRVRC. September 2015. Sources: Google Maps, Virginia Information Technologies Agency

Exit 118 Park and Ride (Christiansburg) Stop

Park and Ride Stop (above); stop shelter/information (top right).

Time Frame		Service Provider			Private Service
		BT	Smart Way	District 3	Mega Bus
Monday thru Wednesday	Before 9am	x	x	x	x
	9am -2pm	x	x		
	2pm-5pm	x	x	x	x
	After 5pm	x	x		
Thursday thru Friday	Before 9am	x	x		x
	9am -2pm	x	x	x	
	2pm-5pm	x	x	x	x
	After 5pm	x	x		
Saturday	Before 9am		x		x
	9am -2pm		x		
	2pm-5pm		x		x
	After 5pm		x		
Sunday	Anytime				x

Annual Boardings: 5,538. This reflects The Smart Way only, as the other service providers did not provide us with the ridership data for this stop.
Population + Jobs within ½ mile: 3,845
Population + Jobs within 1 mile: 8,701
Note: Location where services from three different MPO regions overlap. Megabus departures are 3:55am and 2:55pm (BT arrives 55 minutes early, District 3 arrives 45 minutes late, Smart Way arrives70 minutes early)


BUS
460
460
0
50
100
200
Feet

Transit Providers

This section includes general information about the services each provider offers and annual operating budget.

Blacksburg Transit

(http://www.blacksburg.gov/index.aspx?page=791)

FY2016 operating budget: $6,665,947

BT provides a traditional bus system in Blacksburg that operates on a published time schedule of 12 routes with over 300 stops connecting major shopping, educational and residential areas. BT also offers "Access for individuals" for those with physical disabilities unable to use a traditional bus system. In Christiansburg, BT operates two routes: the Explorer route offers a traditional scheduled bus stop system; the Go Anywhere service is a call ahead reservation-based service which can pick you up at a safe location of your choice and deliver you to your destination. Lastly, there is a Christiansburg-to-Blacksburg weekday commuter service.

Radford Transit

(http://www.radfordtransit.com)

FY2016 operating budget: $ 1,390,965

Radford Transit provides public transit to the citizens of Radford, Radford University students, faculty and staff and those who live in the surrounding areas with six routes. It is operated by NRVCS Transit Services, through a joint partnership between Radford University, Radford City, the Virginia Department of Rail and Public Transportation, and the Federal Transit Administration.

Pulaski Area Transit

(http://www.pulaskitransit.org)

FY2016 operating budget: $ 584,403

Pulaski Area Transit (PAT) operates 7 am to 5 pm, Monday thru Friday service and 9-to-3 Saturday service. Users can call for a pick-up at or near their location with an approximate wait time of 15 minutes. PAT also runs a demand-response system which requires a 24-hour notice.

Smart Way (Valley Metro)

(http://www.smartwaybus.com)

FY2016 operating budget: $ 7,977,553

Valley Metro is the public transportation provider serving the Roanoke Valley with approximately 30 daily routes. In addition to its traditional bus service, it also provides commuter bus service between Roanoke and the New River Valley with the Smart Way. The service begins in downtown Roanoke at Valley Metro's Campbell Court Transportation Center and ends at the Virginia Tech Squires Student Center. The route from the New River Valley to the Roanoke Valley is the exact reverse.

District 3

(http://www.district-three.org/transit)

FY2016 operating budget: $ 1,898,172

District Three Public Transit is operated as a Joint-Exercise of Powers entity by the localities of the Mount Rogers Planning District. They provide public transit service in 10 separate locality systems ranging from fixed-loop, demand-response, and deviated-fixed, as well as the New Freedom Bristol-to-Roanoke route along the Interstate 81 corridor from Washington County as far north as the Roanoke Valley, including a stop in the New River Valley. The Bristol to Roanoke route runs on Mondays.

Megabus

(http://us.megabus.com/top-routes.aspx)

Megabus.com is a low-cost, express bus service offering city center-to-city center travel purchased via the Internet on coach-style double-decker buses with free wi-fi and at-seat plug ins. They have an undetermined number of routes, listing 18 “popular” routes on their website and claim service to 120 cities. At least seven cities are directly accessible from their Christiansburg stop.


New River Valley
MPO


NRVRC

NRVMPO Bus Stop Safety and Accessibility Study – Pulaski Area Transit

Task Order between the New River Valley Metropolitan Planning Organization and New River Valley Regional Commission

1. Agreement: This TASK ORDER is issued pursuant to the terms and conditions of this agreement between the New River Valley Metropolitan Planning Organization (hereinafter referred to as the MPO) and the New River Valley Regional Commission (Commission).

2. Purpose: The purpose of this project is to utilize a data-driven prioritization tool to guide the efficient allocation of resources to bus stop improvements within the Pulaski Area Transit service area. The process will be led by a Technical Committee composed of representatives from Pulaski Area Transit, the Town of Pulaski, New River Community College, and the MPO. Prioritization criteria will be used to evaluate and rank up to 40 existing bus stops identified, by the Technical Committee. Detailed recommendations will be developed for ten "high priority" bus stops. The study will also include recommendations for key transit corridors and the Pulaski Area Transit system as a whole.

3. Scope of Service: The scope of services contained under this TASK ORDER include, but are not limited to the following:

   Task 1: Kickoff and Data Collection
   - Establish a Technical Committee, consisting of a minimum of one representative from each of the following: Pulaski Area Transit, Pulaski County, New River Community college, and the New River Valley Metropolitan Planning Organization.
   - Compile and review existing plans, studies, and data.
   - Identify priority bus stop locations (maximum of 30).
   - Technical Committee meeting: review and approve data-driven prioritization criteria.
   - Task estimated completion – February 2017

   Task 2: Existing Conditions Analysis
   - Coordinate a field visit to document the existing conditions of each bus stop.
   - Examine statewide and national examples.
   - Technical Committee meeting: review existing bus stop inventory data.
   - Task estimated completion – March 2017

   Task 3: Prioritize Bus Stops and Develop Recommendations
   - Apply data-driven prioritization criteria and identify preliminary site ranking.
   - Technical Committee meeting: review preliminary site ranking and develop detailed recommendations for the top ten "high priority" locations.
   - Public Meeting: review preliminary study findings and provide comment.
   - Task estimated completion – May 2017

   Task 4: Plan Development
   - Technical Committee meeting: review public comments.
   - Draft Bus Stop Safety and Accessibility Study.
   - Technical Committee meeting: review and approve Study.
   - Present plan to MPO Technical Advisory Committee.
   - Present plan to other groups as needed.
   - Task estimated completion – June 2017

4. Period of Performance: The work to be performed under this TASK ORDER shall be started on or about January 1, 2017 and continued until June 30, 2017 unless otherwise amended under the provisions of this TASK ORDER.

5. Cost of Service: The cost of service shall not exceed $10,000 billed to the MPO. The MPO will be billed quarterly as expenses are incurred. The Commission will match this project with $10,000 in ARC funds and $10,000 in SPR Rural Work Program funded staff time, to provide a total project value of $30,000.

6. The MPO agrees to make available any and all information, documentation or records requested by the Commission in order to complete the identified services outlined in this Task Order.

7. Amendment and Termination: This TASK ORDER may be amended or terminated at any time by written agreement between the MPO and the Commission.

New River Valley Regional Commission
Kevin R. Byrd
Executive Director

_____ _____
DATE

New River Valley Metropolitan Planning Organization
J. Dan Brugh
Executive Director

_____ _____
DATE

NRVMPO Bus Stop Safety and Accessibility Study – Radford Transit

Task Order between the New River Valley Metropolitan Planning Organization and New River Valley Regional Commission

1. Agreement: This TASK ORDER is issued pursuant to the terms and conditions of this agreement between the New River Valley Metropolitan Planning Organization (hereinafter referred to as the MPO) and the New River Valley Regional Commission (Commission).

2. Purpose: The purpose of this project is to utilize a data-driven prioritization tool to guide the efficient allocation of resources to bus stop improvements in the Radford Transit service area. The process will be led by a Technical Committee composed of representatives from Radford Transit, the City of Radford, Radford University, and the MPO. Prioritization criteria will be used to evaluate and rank up to 40 existing bus stops identified, by the Technical Committee. Detailed recommendations will be developed for ten "high priority" bus stops. The study will also include recommendations for key transit corridors and the Radford Transit system as a whole.

3. Scope of Service: The scope of services contained under this TASK ORDER include, but are not limited to the following:

   Task 1: Kickoff and Data Collection
   - Establish a Technical Committee, consisting of a minimum of one representative from each of the following: Radford Transit, City of Radford, Radford University, and the New River Valley Metropolitan Planning Organization.
   - Compile and review existing plans, studies, and data.
   - Identify priority bus stop locations (maximum of 30).
   - Technical Committee meeting: review and approve data-driven prioritization criteria.
   - Task estimated completion – February 2017

   Task 2: Existing Conditions Analysis
   - Coordinate a field visit to document the existing conditions of each bus stop.
   - Examine statewide and national examples.
   - Technical Committee meeting: review existing bus stop inventory data.
   - Task estimated completion – March 2017

   Task 3: Prioritize Bus Stops and Develop Recommendations
   - Apply data-driven prioritization criteria and identify preliminary site ranking.
   - Technical Committee meeting: review preliminary site ranking and develop detailed recommendations for the top ten "high priority" locations.
   - Public Meeting: review preliminary study findings and provide comment.
   - Task estimated completion – May 2017

   Task 4: Plan Development
   - Technical Committee meeting: review public comments.
   - Draft Bus Stop Safety and Accessibility Study.
   - Technical Committee meeting: review and approve Study.
   - Present plan to MPO Technical Advisory Committee.
   - Present plan to other groups as needed.
   - Task estimated completion – June 2017

4. Period of Performance: The work to be performed under this TASK ORDER shall be started on or about January 1, 2017 and continued until June 30, 2017 unless otherwise amended under the provisions of this TASK ORDER.

5. Cost of Service: The cost of service shall not exceed $15,000 billed to the MPO. The MPO will be billed quarterly as expenses are incurred. The Commission will match this project with $15,000 in ARC funds to provide a total project value of $30,000.

6. The MPO agrees to make available any and all information, documentation or records requested by the Commission in order to complete the identified services outlined in this Task Order.

7. Amendment and Termination: This TASK ORDER may be amended or terminated at any time by written agreement between the MPO and the Commission.

New River Valley Regional Commission
Kevin R. Byrd
Executive Director

_____ _____
DATE

New River Valley Metropolitan Planning Organization
J. Dan Brugh
Executive Director

_____ _____
DATE

NRVMPO Regional Freight Mobility Plan

Task Order between the New River Valley Metropolitan Planning Organization and New River Valley Regional Commission

1. Agreement: This TASK ORDER is issued pursuant to the terms and conditions of this agreement between the New River Valley Metropolitan Planning Organization (hereinafter referred to as the MPO) and the New River Valley Regional Commission (Commission).

2. Purpose: The purpose of this project is to comprehensively review and update the 2009 MPO Freight Study. In addition to examining the existing freight transportation system (rail, air, and trucking) particular emphasis will be placed on developing strategies to proactively address future goods movement. The plan outcomes will include the identification of a primary freight network and specific operational enhancements.

3. Scope of Service: The scope of services contained under this TASK ORDER include, but are not limited to the following:

   Task 1: Kickoff and Data Collection
   - Establish a Technical Committee, comprised of existing New River Valley Metropolitan Planning Organization Technical Advisory Committee members; one representative from: NRV Economic Development Alliance and NRV Comprehensive Economic Development Committee; and at a minimum two representatives from the private sector.
   - Compile and review existing plans, studies, and data.
   - Develop and distribute a freight survey
   - Technical Committee meeting: review existing plans, studies, data, and the draft survey.
   - Task estimated completion – October 2016

   Task 2: Existing Conditions Analysis
   - Examine statewide and national examples.
   - Launch online freight survey and conduct in-person and/or phone surveys with companies.
   - Develop draft existing multimodal freight analysis, utilizing DOT and FHWA freight data.
   - Compile and analyze initial survey feedback.
   - Technical Committee meeting: review existing multimodal freight network and identify the primary regional freight network; review preliminary survey feedback.
   - Task estimated completion – March 2017

   Task 3: Identify Primary Freight Network and Develop Recommendations
   - Technical Committee meeting: identify regional freight network strengths and weaknesses.
   - Collect and compile relevant information for freight network critical areas.
   - Close survey and compile results.
   - Technical Committee meeting: develop specific operational enhancement strategies for the freight network (segment, intersection, connectivity, accessibility, safety, etc.).
   - Public Meeting: enable public to review and comment initial study findings.
   - Task estimated completion – October 2017

   Task 4: Plan Development
   - Compile data, committee/public feedback, and prepare a draft Regional Freight Mobility Plan.
   - Technical Committee meeting: review and approve Study.
   - Amend study contents as needed.
   - Present plan to MPO Technical Advisory Committee.
   - Present plan to other groups as needed.
   - Task estimated completion – March 2018

4. Period of Performance: The work to be performed under this TASK ORDER shall be started on or about July 1, 2016 and continued until June 30, 2018 unless otherwise amended under the provisions of this TASK ORDER.

5. Cost of Service: The cost of service shall not exceed $40,000 billed to the MPO. The MPO will be billed quarterly as expenses are incurred, estimated $20,000 in FY 17 and $20,000 in FY 18.

6. The MPO agrees to make available any and all information, documentation or records requested by the Commission in order to complete the identified services outlined in this Task Order.

7. Amendment and Termination: This TASK ORDER may be amended or terminated at any time by written agreement between the MPO and the Commission.

New River Valley Regional Commission
Kevin R. Byrd
Executive Director

_____ _____
DATE

New River Valley Metropolitan Planning Organization
J. Dan Brugh
Executive Director

_____ _____
DATE

New River Valley
Metropolitan Planning Organization

September 1, 2016

Resolution to approve conducting a Bus Stop Safety and Accessibility Study for Pulaski Area Transit.

On a motion by _____ seconded by _____ and carried unanimously,

WHEREAS, the NRV MPO conducted a Bus Stop Safety and Accessibility Study for the Town of Blacksburg; and

WHEREAS, that study provided valuable information that could be used in prioritizing improvements, and

WHEREAS, similar information would be useful to the other transit providers within the NRV MPO, and

WHEREAS, the Executive Director has obtained a task order and budget from the New River Valley Regional Commission to perform this study for Pulaski Area Transit; and

WHEREAS, the study cost will be split evenly between Appalachian Regional Commission (ARC) funding, the Regional Commission using their SPR Rural Work Program funds, as well as NRV MPO funding, and

WHEREAS, the NRV MPO funding will come from the FTA Section 5303 Transit Planning Funds in the 2016-17 UPWP, and

WHEREAS, the TAC has reviewed and recommends approval.

NOW, THEREFORE BE IT RESOLVED that:

The Policy Board approves the Bus Stop Safety and Accessibility Study for Pulaski Area Transit; and

FURTHER, the NRV MPO authorizes the Executive Director to execute a contract on behalf of the NRV MPO with the New River Valley Regional Commission to accomplish this work.

Approved _____

F. Craig Meadows, Chairman

New River Valley
Metropolitan Planning Organization

September 1, 2016

Resolution to approve conducting a Bus Stop Safety and Accessibility Study for Radford Transit.

On a motion by _____ seconded by _____ and carried unanimously,

WHEREAS, the NRV MPO conducted a Bus Stop Safety and Accessibility Study for the Town of Blacksburg; and

WHEREAS, that study provided valuable information that could be used in prioritizing improvements, and

WHEREAS, similar information would be useful to the other transit providers within the NRV MPO, and

WHEREAS, the Executive Director has obtained a task order and budget from the New River Valley Regional Commission to perform this study for Radford Transit; and

WHEREAS, the study cost will be split evenly between Appalachian Regional Commission (ARC) funding as well as NRV MPO funding, and

WHEREAS, the NRV MPO funding will come from the FTA Section 5303 Transit Planning Funds in the 2016-17 UPWP, and

WHEREAS, the TAC has reviewed and recommends approval.

NOW, THEREFORE BE IT RESOLVED that:

The Policy Board approves the Bus Stop Safety and Accessibility Study for Radford Transit; and

FURTHER, the NRV MPO authorizes the Executive Director to execute a contract on behalf of the NRV MPO with the New River Valley Regional Commission to accomplish this work.

Approved _____

F. Craig Meadows, Chairman

New River Valley
Metropolitan Planning Organization

September 1, 2016

Resolution to approve updating the NRV MPO Freight Study.

On a motion by _____ seconded by _____ and carried unanimously,

WHEREAS, the NRV MPO developed a study on freight movement within the MPO in 2008; and

WHEREAS, the study needs to be updated to provide current information and data, and

WHEREAS, the New River Valley Regional Commission (NRVRC) has developed a task order and cost to conduct the study, and

WHEREAS, the funding will come from the "Special Studies" budget item in the 2016-17 and 2017-18 UPWPs, and

WHEREAS, the TAC has reviewed and recommends approval.

NOW, THEREFORE BE IT RESOLVED that:

The Policy Board approves this requested study; and

FURTHER, the NRV MPO authorizes the Executive Director to execute a contract on behalf of the NRV MPO with the New River Valley Regional Commission to accomplish this work.

Approved _____

F. Craig Meadows, Chairman

Smart Scale Project Requests by Locality

Town of Blacksburg –

1. Improve safety at the intersection of US Route 460 Bypass and N. Main Street by construction of a grade separated interchange to eliminate dangerous left turning movements along US Route 460 Bypass, N. Main Street, Farmingdale Lane and Bishop Road.
2. 2 - Bus Shelters in Christiansburg - $40,000
3. 2 - Bus Shelters in Blacksburg - $33,000
4. 2 - 60 foot articulated buses - $1,930,000

Montgomery County –

1. Intersection improvements at US Route 114 and Prices Fork Road (SR 685) - turn lanes and pedestrian accommodations.
2. Expansion of turn lane safety projects on US Route 8 between Auburn Middle and High School and the Fairview Church/Union Valley Road (SR 669) intersection- tie in the current safety project at the intersection with the SRTS project for through lane improvements and pedestrian accommodations.

Town of Christiansburg –

1. N. Franklin Street – Peppers Ferry Road, N.W. Connector Route
2. Intersection upgrade at N. Franklin Street and Depot Street to add dedicated left turn lanes for northbound and southbound N. Franklin Street traffic
3. Realignment of W. Main Street/Phlegar Street intersection to align with Radford Street

Pulaski County –

1. Route 11 in Fairlawn - The project will include the addition of a left turn lane to the North bound lane of Route 11 at the intersection of Route 11 and Route 114, the addition of a right turn lane to the North bound lane of Route 11 for traffic entering the shopping center, and various improvements to commercial entrances, and the addition of sidewalks.

City of Radford –

1. Construct a new 2 lane Connector Road – The road would connect Tyler Avenue with East Main Street. The project is partially funded and this is a resubmittal.

New River Valley
Metropolitan Planning Organization
September 1, 2016

Resolution of support for a request to VDOT under the Smart Scale Program for funding of the Intersection Improvements on Route 460 in the Town of Blacksburg.

On a motion by _____, seconded by _____, and carried unanimously,

WHEREAS, Smart Scale required development of guidelines for requests for transportation projects, and

WHEREAS, Virginia has developed these guidelines in order to prioritize projects statewide; and

WHEREAS, the Town of Blacksburg has requested funding for improvements to the intersection of Route 460 and North Main Street (Route 460 Business); and

WHEREAS, Route 460 is one of the Corridors of Statewide Significance (COSS), and

WHEREAS, MPO support is needed for requests on a Corridor of Statewide Significance, and

WHEREAS, this request is identified as need "E" on Segment E2 of the Heartland Corridor and this intersection is also identified as a Top 100 Fatal and Injury location; and

WHEREAS, this project would construct a new interchange, and

WHEREAS, this project is in the MPO 2040 Long Range Transportation Plan (LRTP) Vision Plan, and

WHEREAS, the Technical Advisory Committee recommends approval.

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization Policy Board hereby endorses the request from the Town of Blacksburg and supports it's consideration under both the Statewide High Priority Program Funding and the Salem District Grant Funding.

_____

F. Craig Meadows, Chairman

New River Valley
Metropolitan Planning Organization

September 1, 2016

Resolution of support for a request to VDOT under the Smart Scale Program for funding of two bus shelters and amenities in the Town of Christiansburg.

On a motion by _____, seconded by _____, and carried unanimously,

WHEREAS, Smart Scale required development of guidelines for requests for transportation projects, and

WHEREAS, Virginia has developed these guidelines in order to prioritize projects statewide; and

WHEREAS, the Town of Blacksburg for Blacksburg Transit has requested funding for a project to install two solar shelters and pads in Christiansburg; and

WHEREAS, the Technical Advisory Committee recommends approval.

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization Policy Board hereby endorses the request from the Town of Blacksburg and supports its consideration under both the Statewide High Priority Program Funding and the Salem District Grant Funding.

_____

F. Craig Meadows, Chairman

New River Valley
Metropolitan Planning Organization

September 1, 2016

Resolution of support for a request to VDOT under the Smart Scale Program for funding of two bus shelters and amenities in the Town of Blacksburg.

On a motion by _____, seconded by _____, and carried unanimously,

WHEREAS, Smart Scale required development of guidelines for requests for transportation projects, and

WHEREAS, Virginia has developed these guidelines in order to prioritize projects statewide; and

WHEREAS, the Town of Blacksburg for Blacksburg Transit has requested funding for a project to install two solar shelters and pads in Blacksburg; and

WHEREAS, the Technical Advisory Committee recommends approval.

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization Policy Board hereby endorses the request from the Town of Blacksburg and supports its consideration under both the Statewide High Priority Program Funding and the Salem District Grant Funding.

_____

F. Craig Meadows, Chairman

New River Valley
Metropolitan Planning Organization

September 1, 2016

Resolution of support for a request to VDOT under the Smart Scale Program for funding of two new sixty foot articulated buses for Blacksburg Transit.

On a motion by _____, seconded by _____, and carried unanimously,

WHEREAS, Smart Scale required development of guidelines for requests for transportation projects, and

WHEREAS, Virginia has developed these guidelines in order to prioritize projects statewide; and

WHEREAS, the Town of Blacksburg has requested funding for a project to fund two new sixty foot articulated buses; and

WHEREAS, the Technical Advisory Committee recommends approval.

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization Policy Board hereby endorses the request from the Town of Blacksburg and supports its consideration under both the Statewide High Priority Program Funding and the Salem District Grant Funding.

_____

F. Craig Meadows, Chairman

New River Valley
Metropolitan Planning Organization

September 1, 2016

Resolution of support for a request to VDOT under the Smart Scale Program for funding of intersection improvements at Route 114 and Route 685 in Montgomery County.

On a motion by _____, seconded by _____, and carried unanimously,

WHEREAS, Smart Scale required development of guidelines for requests for transportation projects, and

WHEREAS, Virginia has developed these guidelines in order to prioritize projects statewide; and

WHEREAS, Montgomery County has requested funding for construction of turning lanes and pedestrian accommodations at the intersection of Route 114 and Route 685; and

WHEREAS, this project is in the MPO 2040 Long Range Transportation Plan (LRTP), and

WHEREAS, the Technical Advisory Committee recommends approval.

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization Policy Board hereby endorses the request from Montgomery County and supports its consideration under both the Statewide High Priority Program Funding and the Salem District Grant Funding.

_____

F. Craig Meadows, Chairman

New River Valley
Metropolitan Planning Organization

September 1, 2016

Resolution of support for a request to VDOT under the Smart Scale Program for funding of additional intersection improvements at Route 8 and Route 669 in the Montgomery County.

On a motion by _____, seconded by _____, and carried unanimously,

WHEREAS, Smart Scale required development of guidelines for requests for transportation projects, and

WHEREAS, Virginia has developed these guidelines in order to prioritize projects statewide; and

WHEREAS, Montgomery County has requested funding to expand the current safety project providing turning lanes at Route 8 and Route 669; and

WHEREAS, this addition will tie in the current safety project and the Safe Routes to School projects by providing additional lane improvements as well as pedestrian accommodations, and

WHEREAS, this project is in the MPO 2040 Long Range Transportation Plan (LRTP), and

WHEREAS, the Technical Advisory Committee recommends approval.

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization Policy Board hereby endorses the request from Montgomery County and supports its consideration under both the Statewide High Priority Program Funding and the Salem District Grant Funding.

_____

F. Craig Meadows, Chairman

New River Valley
Metropolitan Planning Organization

September 1, 2016

Resolution of support for a request to VDOT under the Smart Scale Program for funding of the Connector Road in the Town of Christiansburg

On a motion by _____, seconded by _____, and carried unanimously,

WHEREAS, Smart Scale required development of guidelines for requests for transportation projects, and

WHEREAS, Virginia has developed these guidelines in order to prioritize projects statewide; and

WHEREAS, the Town of Christiansburg has requested funding for a project known as the Connector Road; and

WHEREAS, this request is for a new four lane divided highway with controlled access between Pepper's Ferry Road (Route 114) and Cambria Street; and

WHEREAS, this project is in the MPO 2040 Long Range Transportation Plan (LRTP), and

WHEREAS, the Technical Advisory Committee recommends approval.

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization Policy Board hereby endorses the request from the Town of Christiansburg and supports it's consideration under both the Statewide High Priority Program Funding and the Salem District Grant Funding.

_____

F. Craig Meadows, Chairman

New River Valley
Metropolitan Planning Organization

September 1, 2016

Resolution of support for a request to VDOT under the Smart Scale Program for funding of intersection improvements at Franklin Street and Depot Street in the Town of Christiansburg.

On a motion by _____, seconded by _____, and carried unanimously,

WHEREAS, Smart Scale required development of guidelines for requests for transportation projects, and

WHEREAS, Virginia has developed these guidelines in order to prioritize projects statewide; and

WHEREAS, the Town of Christiansburg has requested funding for construction of left turning lanes on Franklin Street at its intersection with Depot Street; and

WHEREAS, this project is in the MPO 2040 Long Range Transportation Plan (LRTP), and

WHEREAS, the Technical Advisory Committee recommends approval.

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization Policy Board hereby endorses the request from the Town of Christiansburg and supports it's consideration under both the Statewide High Priority Program Funding and the Salem District Grant Funding.

_____

F. Craig Meadows, Chairman

New River Valley
Metropolitan Planning Organization

September 1, 2016

Resolution of support for a request to VDOT under the Smart Scale Program for funding of intersection realignment at West Main Street at Phlegar Street in the Town of Christiansburg.

On a motion by _____, seconded by _____, and carried unanimously,

WHEREAS, Smart Scale required development of guidelines for requests for transportation projects, and

WHEREAS, Virginia has developed these guidelines in order to prioritize projects statewide; and

WHEREAS, the Town of Christiansburg has requested funding for realignment of Phlegar Street at its intersection with West Main Street to align with Radford Street; and

WHEREAS, this project is in the MPO 2040 Long Range Transportation Plan (LRTP), and

WHEREAS, the Technical Advisory Committee recommends approval.

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization Policy Board hereby endorses the request from the Town of Christiansburg and supports it's consideration under both the Statewide High Priority Program Funding and the Salem District Grant Funding.

_____

F. Craig Meadows, Chairman

New River Valley
Metropolitan Planning Organization

September 1, 2016

Resolution of support for a request to VDOT under the Smart Scale Program for funding of intersection improvements along Route 11 in Fairlawn in Pulaski County.

On a motion by _____, seconded by _____, and carried unanimously,

WHEREAS, Smart Scale required development of guidelines for requests for transportation projects, and

WHEREAS, Virginia has developed these guidelines in order to prioritize projects statewide; and

WHEREAS, Pulaski County has requested funding for improvements on Route 11 in Fairlawn identified in a study done by the NRV MPO; and

WHEREAS, these improvements will include the addition of turn lanes and access management, and

WHEREAS, this project is in the MPO 2040 Long Range Transportation Plan (LRTP), and

WHEREAS, the Technical Advisory Committee recommends approval.

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization Policy Board hereby endorses the request from Pulaski County and supports it's consideration under both the Statewide High Priority Program Funding and the Salem District Grant Funding.

_____

F. Craig Meadows, Chairman

New River Valley
Metropolitan Planning Organization

September 1, 2016

Resolution of support for a request to VDOT under the Smart Scale Program for funding of a new Connector Road in the City of Radford.

On a motion by _____, seconded by _____, and carried unanimously,

WHEREAS, Smart Scale required development of guidelines for requests for transportation projects, and

WHEREAS, Virginia has developed these guidelines in order to prioritize projects statewide; and

WHEREAS, the City of Radford has requested funding for a project known as the New Two Lane Connector; and

WHEREAS, this request is for a new two lane highway between Tyler Avenue (Route 177) and East Main Street (Route 11); and

WHEREAS, this project is in the MPO 2040 Long Range Transportation Plan (LRTP), and

WHEREAS, the Technical Advisory Committee recommends approval.

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization Policy Board hereby endorses the request from the City of Radford and supports it's consideration under both the Statewide High Priority Program Funding and the Salem District Grant Funding.

_____

F. Craig Meadows, Chairman

GROUPING	Maintenance : Traffic and Safety Operations					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY15	FY16	FY17	FY18
CN	Federal - STP/F		$2,332,126	$2,909,645	$2,669,524	$2,799,440
MPO Note						

GROUPING	Construction : Rail					
ROUTE/STREET					TOTAL COST	$570,234
	FUND SOURCE	MATCH	FY15	FY16	FY17	FY18
PE	Federal - STP/RAIL	$0	$38,500	$78,271	$0	$0
RW	Federal - STP/RAIL	$4,600	$0	$0	$41,400	$0
CN	Federal - STP/RAIL	$37,317	$0	$0	$335,850	$0
CN AC	Federal - AC	$0	$0	$0	$32,433	$0
MPO Note		TIP AMD to add CN_Rail grouping to New River Valley MPO & add UPC 105608: update based on current estimate & actual oblig's; add $$38,500 (STP) FFY15 & $78,271 (STP) FFY16 PE phase; add $41,400 (STP) FFY17 RW phase; add $335,850 (STP) FFY17 & $32,433 (AC-Other) FFY17 CN phase. (lco 12/7/15)				

Appendix A

Projects by Grouping

Construction : Bridge Rehabilitation/Replacement/Reconstruction

System	UPC	Jurisdiction / Name / Description	Street (Route)	Estimate
Interstate		Christiansburg	0081	$10,917,668
	93074	RTE. 81 - APPROACHES AND BRIDGES OVER ROUTE 8		
		FROM: Christiansburg SCL TO: 0.035 Mile North of Christiansburg SCL		
Interstate		Montgomery County	0081	$5,248,611
	93075	RTE. 81 - Mont. Co. Approaches to I-81 bridges over Route 8		
		FROM: 0.200 Mile South of Christiansburg SCL TO: Christiansburg SCL (0.2000 MI)		
Primary		Montgomery County	0114	$5,014,379
	18866	RTE 114 - BRIDGE REPLACEMENT ON WBLOVER NS RAILWAY		
		FROM: 1.07 MILE EAST MONTGOMERY-PULASKI CL TO: 0.21 MILE EAST MONTGOMERY-PULASKI CL (0.8700 MI)		
		Linked with Parent UPC 50030		
Primary		Montgomery County	0114	$15,206,734
	50030	RTE 114 - WBL BRIDGE REPLACEMENT OVER THE NEW RIVER		
		FROM: 0.21 MILE EAST MONTGOMERY-PULASKI CO LINE TO: MONTGOMERY-PULASKI CO LINE		
		Linked with child UPC 18866		
Secondary		Montgomery County	CANNERY ROAD (0773)	$3,281,675
	90087	RTE. 773 - BRIDGE REPLACEMENT (STR. 6132)		
		FROM: Intersection Rte. 626 TO: 0.089 miles north intersection Rte 626 (0.0890 MI)		
Construction : Bridge Rehabilitation/Replacement/Reconstruction Total				**$39,669,067**

STIP ID:	CRAD011	Title: Purchase Surveillance/Security Equipment			Recipient: City of Radford			
Flexible STP				20		Flexible STP	20	City of Radford
State				4		State	4	City of Radford
Local				1		Local	1	City of Radford
Year Total:				25		Total Funds	25	City of Radford
Description:	Amendment - Add new project and funding for FY17 $25K (add Flex STP $20K, State $4K, local $1K) in accordance with Draft FY17 SYIP.							
	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	Total FY 2015-2018		

STIP ID:	NRVC001	Title: Paratransit Vehicles			Recipient:	New River Valley Community Services		
FTA 5310		156	104	104	120	FTA 5310	484	NRV CS
State						State	-	NRV CS
Local		39	26	26	30	Local	121	NRV CS
Year Total:	**-**	**195**	**130**	**130**	**150**	***Total Funds:***	**605**	NRV CS
Description:								

STIP ID:	NRVC001	Title: Intercity Bus Capital Project			Recipient:	New River Valley MPO		
ADTAP		1,875				ADTAP	**1,875**	NRV MPO
State		375				State	**375**	NRV MPO
Local		94				Local	**94**	NRV MPO
Year Total:	**-**	**2,344**	**-**	**-**	**-**	***Total Funds:***	**2,344**	NRV MPO
Description:								

New River Valley
Metropolitan Planning Organization

September 1, 2016

Resolution Approving Amendment #3 for the 2015-18 TIP

On a motion by _____ seconded by _____ and carried unanimously,

WHEREAS, the MPO approved the 2015-2018 Transportation Improvement Program (TIP) in June, 2014, and

WHEREAS, additional funding was found by VDRPT that could be utilized by Radford Transit and this additional funding needs to be included in the MPO TIP, and

WHEREAS, VDOT has requested a new Rail project grouping to include a rail crossing upgrade in the Town of Christiansburg, and

WHEREAS, Amendment #3 was advertised for public comment, sent to the MPO email list, posted it on the MPO website, and sent it to the MPO Interested Parties and Governmental Review Agencies, and

WHEREAS, no comments were received,

WHEREAS, the TAC recommends approval.

NOW, THEREFORE BE IT RESOLVED that the New River Valley Metropolitan Planning Organization approves Amendment # 3 to the 2015-18 TIP.

_____

F. Craig Meadows, Chairman

New River Valley Metropolitan Planning Organization

September 1, 2016

Amendment to Employment Agreement

On a motion by _____ seconded by _____ and carried by a vote of _____ with _____ members absent,

BE IT RESOLVED, By the MPO Policy Board that Section (4)1 of the Employment Agreement between John Daniel Brugh and the ~~Blacksburg/Christiansburg/ Montgomery Area~~ New River Valley Metropolitan Planning Organization dated July 22, 2003 is hereby amended effective August 7, 2016 as follows:

(4) COMPENSATION

1. Salary

The MPO shall pay Brugh an annual salary rate of ~~$48,000~~ ~~$48,960~~ ~~$51,408~~ ~~$53,464~~ ~~$55,600~~ ~~$58,380~~ ~~$59,548~~, ~~$61,334, $66,057(5.7% retirement adjustment, 2% performance), $68,039, $69740,~~ **$72,530, _____** annual salary shall be paid to Brugh in a manner applicable to the fiscal agent for the MPO. The MPO and Brugh may mutually agree to adjust the salary of Brugh during the term of this Agreement. Any adjustment made during the life of this agreement shall be in the form of an amendment and become part of this agreement, but it shall not be deemed that MPO and Brugh have entered into a new agreement. It is agreed that MPO shall review Brugh's performance June of each calendar year.

_____

F. Craig Meadows, Chairman