

RSTP Project Profile – Systemwide Improvements to Bus Stop Accessibility

Candidate Project

Please limit overall application to a maximum of 5 pages (11 pt. font 1.5 spacing) – supporting materials such as a previous study or aerial photography may be submitted as an addendum and not subject to 5 pages maximum.

1. Project Sponsor(s): Greater Roanoke Transit Company (Valley Metro)

2. Proposed Implementing Agency: Greater Roanoke Transit Company (Valley Metro)

3. Project Description and Attached Aerial Showing Proposed Improvement Location:

Valley Metro provides 2.4 million trips/year. There are more than 900 bus stops in the region's transit system and most are not accessible to people with disabilities. This project will primarily utilize the Bus Stop Accessibility Study, approved by the MPO Policy Board in September 2013, to identify locations throughout the transit system most in need of improvements due to current or potential bus stop activity. Another resource, the Draft Pedestrian Vision Plan has identified more than 200 locations on major roads in the region that require improvements for pedestrians accessing public transit. Curb ramps, sidewalk connections, accessible landing pads, bus shelters, benches, pedestrian refuge medians, crosswalks, signage or other improvements will be provided as needed by the specific bus stop locations. Bus stop accessibility projects will be located throughout the system which spans the City of Salem, City of Roanoke, Town of Vinton, and Roanoke County. Attachment 1 shows where bus stops are located in the region; Attachment 2 shows examples of bus stop locations in the region needing improvements.

4. Detailed Scope of Work, proposed Schedule and Relation to Other Projects or Project Phases, Project Status, and Other Funding Sources: (attach document if extra space is needed – please refer to overall application limit noted above)

This project is scalable in that the requested amount is not enough to improve all of the region's needed bus stop improvements, but it is enough to get started on many of the most pressing needs. More can be added to the project as funds become available, or the project can be reduced if fewer funds are available. The project is scalable in that the number of bus stops to be made accessible will vary due the costs of the needed improvements particular to each stop. Although this funding request is not tied specifically to an existing project, Valley Metro intends to install more bus shelters at bus stops in the future and has programmed \$80,000 for each of three years starting in FY2016 from available FTA 5339 funds. It would be beneficial to supplement these shelter improvements with pedestrian access improvements.

Items 5-9 Pertain to Highway Projects:

5. Functional Classification: N/A

6. Existing Traffic Volume and Level of Service with Improvement: N/A

7. Existing Volume/Capacity: N/A

8. Future Traffic Volume or Projected Ridership with Service Implementation:

No projections have been made to model the effects of improved infrastructure on bus ridership.

9. Future Volume/Capacity and Level of Service: N/A

10. Estimated Project Cost by Phase (Preliminary Engineering, Right-of-Way (including utilities) and Construction (including administration): (attach a detailed cost estimate and/or budget to support your application)

Cost Estimate:

| | |
|---|--------------------|
| Engineering/Design Consultant Fees: | \$100,000 |
| Surveying Fees: | \$20,000 |
| VDOT/Locality Review Charges: | \$25,000 |
| Right of Way/Utility Relocation: | \$0 |
| Various Improvements to Bus Stops and Access to Bus Stops (e.g. curb ramps, ADA landing pads, bus shelters, benches, pedestrian crossings-median refuge, crosswalks, signage, etc.) | \$690,000 |
| Inspection Fees | \$10,000 |
| Contingency (15%) | \$150,000 |
| Construction VDOT/Locality oversight charges | \$5,000 |
| TOTAL Project Costs: | \$1,000,000 |

11. RSTP Candidate Project Rating Factors - Please explain how the candidate project relates to each of the following selection criteria: (each criteria will be assessed by the number of points indicated for a maximum total of 120 points).

A. Regional Project Consideration (30 points) – Assessed on the extent to which the project benefits, impacts and/or is sponsored by more than one eligible recipient. A combination of these factors will be used to assess point value. An individual project may earn some points by benefiting the region even if only one eligible recipient is the project sponsor.

The proposed project would positively impact the region by improving the pedestrian network and making bus stops easier, safer, and more comfortable for people to get to and wait at, particularly for older adults and people with disabilities. Making bus stops more accessible will

enable the fixed-route bus option for more people, especially people with disabilities allowing them greater mobility freedom and less reliance on paratransit services.

While the number of bus stops in each locality has not been determined, improvements will be sought in all localities served. Nearby businesses and services will benefit from the improvements to bus stops because people will feel more comfortable using public transit to access those locations.

B. Support the Economic Vitality of the Metropolitan Area (10 points) - (project serves a corridor with commercial and/or industrial development growth by adding capacity with improvements such as adding travel lanes to existing streets, new interchanges or bridge replacement/ widening)

Many people in the Roanoke Valley depend on fixed-route transit and paratransit to access jobs, goods, medical and other services. Safe and easy to access bus stops support people's ability to use transit and access the functions which support their daily needs. People's comfort, safety, and ability to access public transit in turn support the economic vitality of the region. By investing in a more accessible public transit system, local governments could reduce the cost of complementary paratransit service if more trips can be accommodated by fixed-route service.

C. Increase the Safety and Security of the Transportation System (10 points) - (project includes provision to help prevent accidents, such as railroad crossings, or pedestrian safety/security)

This project would help increase the safety of the transportation system by making it safer for pedestrians/transit riders to access and wait at bus stops. Many bus stops lack basic accommodations and are not accessible to people with disabilities.

D. Increase the Accessibility and Mobility Options Available to People and/or Freight (10 points) - (project includes provision for improvements such as transit capital acquisition, intermodal connection, park & ride lots, carpool/vanpool projects, bike lanes or sidewalk modifications to comply with the Americans with Disability Act of 1990)

This project seeks to increase accessibility and mobility options available to people, specifically in people's ability to access bus stops to use the region's transit system. The region's population is aging; as more people live longer, their challenge will be how to remain independent especially as many people suffer disabilities with age. The region's fixed-route

transit system can help people remain independent longer as long as they feel comfortable and safe accessing it through the pedestrian network and bus stops. Many safety improvements are needed as identified in the Bus Stop Accessibility Study and Draft Regional Pedestrian Vision Plan to bring the region's bus stops into compliance with the Americans with Disabilities Act of 1990. As part of this project, bus stops and the adjacent routes people use to access them will be modified to comply with the ADA.

E. Protect and Enhance the Environment, Promote Energy Conservation, and Improve Quality of Life (10 points) - (project includes provision for improvements that involve the reduction of fuel consumption, wetlands mitigation or improve natural wildlife habitats)

The project will improve people's quality of life, especially the elderly and people with disabilities, by making the physical improvements necessary to enable the freedom of moving around the region using public transit. This project aims to promote transit use which in turn promotes energy conservation through less reliance on paratransit and personal automobiles. The project protects the environment by making improvements to previously disturbed lands. Minimal increases in impervious surfaces will result from this project.

F. Enhance the Integration and Connectivity of the Transportation System, Across and Between Modes, for People and/or Freight (10 points) - (project includes provision improvements such as an intermodal facility, park & ride lot, sidewalk improvement or bicycle facility)

The proposed project enhances the integration and connectivity of the pedestrian and transit modes of transportation. Public transit relies on a good pedestrian network. By making bus stops and the pedestrian connections to them safer and accessible, the region's multimodal transportation system is improved. As a result of this project, people will feel more comfortable using the transit system because the surrounding pedestrian network is safer.

G. Promote Efficient System Management and Operation (10 points) - (project includes provision for improvements such as congestion/management systems, signal coordination, turn lanes and intelligent transportation system applications)

Making bus stops accessible is a shared responsibility between Valley Metro, who manages the transit system, and local governments and the Virginia Department of Transportation who manage the pedestrian network. By working together, the pedestrian and transit networks will be more efficient and function better as components of the regional transportation network.

H. Emphasize the Preservation of Existing Transportation System (10 Points) - (project includes provision for system preservation, such as resurfacing, rehabilitation of pavement, roadway or bridge replacement)

The proposed project will preserve the existing transportation system by making existing bus stops and sidewalks functional for people with disabilities and an increasingly older population. The existing transit system will be supported by enabling more people to take advantage of fixed-route transit services.

I. Cost/Benefit Consideration (10 points)

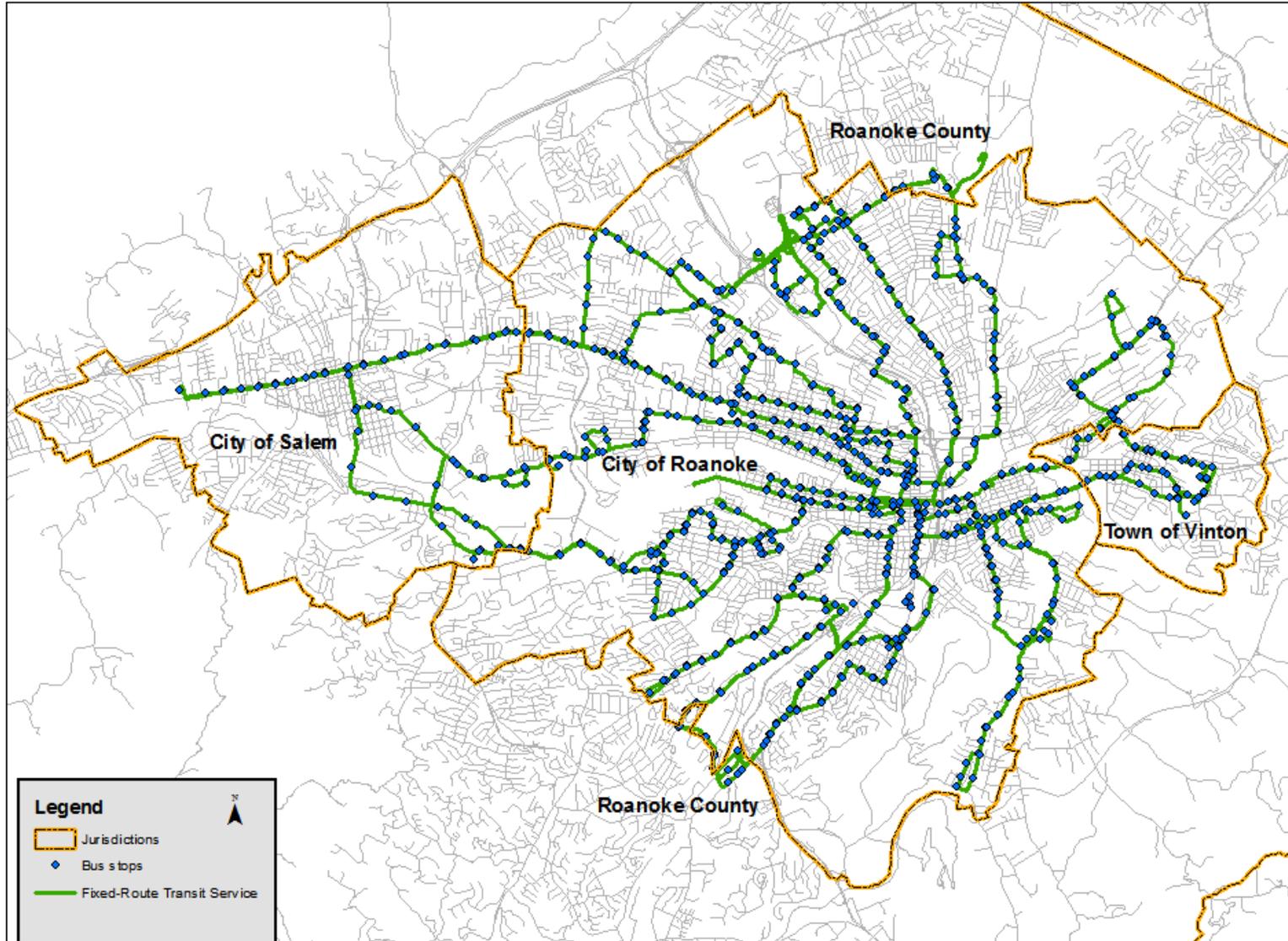
The benefit of investing regional funds to make the existing public transit system and its associated pedestrian connections safer, more attractive, functional, and accessible to people in the community, especially the elderly and disabled, outweighs the cost of making the improvements.

J. Projects included in previous plans that had a public input process associated with the plan (10 points) - (i.e. local plans or other regional plans).

The improvements that would be accomplished as part of this project have been included primarily in two documents: the Bus Stop Accessibility Study (BSAS) approved by the MPO Policy Board in September 2013 (Attachment #3), and the Draft Pedestrian Vision Plan (Attachment #4) to be adopted by the MPO Policy Board in Fall 2014. The BSAS was requested by Valley Metro and conducted by the Regional Commission with additional assistance from RADAR and the Blue Ridge Independent Living Center. The Draft Pedestrian Vision Plan solicited public input through several methods, and the recommendations have been thoroughly reviewed by regional and local technical staff.

ATTACHMENT 1: MAP OF BUS STOP LOCATIONS IN THE ROANOKE VALLEY MPO AREA

Roanoke Valley Fixed-Route Bus Stops



**ATTACHMENT 2: PICTURES OF EXAMPLE BUS STOP LOCATIONS NEEDING IMPROVEMENTS
IN THE ROANOKE VALLEY MPO AREA**

