

Roanoke Valley Transportation PLANNING ORGANIZATION



Staffed by the
REGIONALcommission

Roanoke Valley TRANSIT VISION PLAN

PART 5: Recommendations

September 2016 FINAL DRAFT

This recommendation is based upon results from the workforce and commuter propensity analyses and trip flow analysis. The recommendation is also supported by the Glenvar Community Plan, Roanoke County's 2005 Community Plan, the City of Salem's Comprehensive Plan, the Roanoke Valley-Alleghany Regional Commission's Age Wave Study, and the RVTPO's Planning for Elderly and Disabled Mobility Study.

Table 3.1-2 | Recommendation 1I - Routes 911/922

		Current Routes 85/86	Proposed Routes 85/96	Proposed Routes 911/922
Days of Service		Mon-Sat	Mon-Fri	Mon-Fri
Frequency (minutes)	M-F Peak	30	60	60
	M-F Midday/ Evening	60	60	---
	Saturday	60	60	---
	Sunday	---	---	---

Recommendation 1K: Implement a new circulator connecting the activity centers of Crossroads, Hollins/Plantation Road, the DMV and other key locations in North Roanoke County

The Exit 146/Plantation Road area is the second largest employment center in the Roanoke Valley. Nearby Hollins University is a hub of activity with a large student population eager to be better connected with the regional transit system. The DMV was the most requested addition to the transit system, and many businesses nearby as well as the Green Ridge Recreation Center and Hollins Library would benefit from being transit accessible.

Create a new weekday-only circulator (Route 1) providing a one-way hourly loop connecting key North Roanoke County activity centers to the Crossroads Shopping Area.

This recommendation is based upon public input, the results of the workforce and commuter propensity analyses, and the trip flow analysis. The City of Roanoke Comprehensive Plan, Vision 2001-2020, the Roanoke County 2005 Community Plan, the Hollins Area Plan, and the RVTPO Congestion Management Process Plan also support this recommendation.

Table 3.1-3 | Recommendation 1K - Route 1

		Current	Proposed
Days of Service		N/A	Mon-Fri
Frequency (minutes)	M-F Peak	---	60
	M-F Midday/ Evening	---	60
	Saturday	---	---
	Sunday	---	---

Recommendation 1L: New peak hour service between the Roanoke Centre for Industry and Technology and Downtown Roanoke to improve access to key employment sites for area residents

Create a new peak service (Route 311) connecting Downtown Roanoke to RCIT/Blue Hills (*note: six-month trial service began in January 2016 via the 31X*).

This recommendation is based upon results from public input, as well as through the workforce propensity analysis and Home-Based Work trip flow analysis. A survey of RCIT tenants was completed in 2014 which also indicated great need and desire among RCIT employers to provide the service. The

Recommendation 2G: Create new cross-town service connecting the key destinations of Lewis Gale, Towers Shopping Center, and Carilion improving access for residents

A new route is recommended to facilitate easier travel across the region without needing to transfer in Downtown Roanoke.

Create a new east-west route (Route 2) connecting Lewis Gale, Towers Shopping Center, and Carilion. This route provides new connections while reinstating the lost connection between routes 61/62 (Brambleton Avenue) and Towers Shopping Center in the short-term due to the reallocated service to add a connection to Cave Spring.

This recommendation is based upon feedback from public input and is supported by the City of Roanoke's Comprehensive Plan, Vision 2001-2020, and the Route 419 Corridor Study.

Table 4.1-3 | Recommendation 2G - Route 2

		Current	Proposed
Days of Service		N/A	Mon-Sat
Frequency (minutes)	M-F Peak	---	60
	M-F Midday/ Evening	---	60
	Saturday	---	60
	Sunday	---	---

Recommendation 2H: Reduce dependency on paratransit services and provide new connections for residents via a new circulator connecting key destinations in Vinton and Eastern Roanoke County

Areas in Vinton that are underserved by fixed-route transit experience high paratransit demands. Public input indicates a need for basic service coverage to destinations in Eastern Roanoke County.

Create a new hourly circulator (Route 24) to connect A Porter's Haven, Clearview Manor, Lakedrive Plaza, Downtown Vinton, East Vinton Plaza Shopping Center, and William Byrd High School.

This recommendation is based upon feedback received from the Town of Vinton, an analysis of high trip generators, and public input. This recommendation is supported by the RVTPO Bus Stop Accessibility Study.

Table 4.1-4 | Recommendation 2H - Route 24

		Current	Proposed
Days of Service		N/A	Mon-Fri
Frequency (minutes)	M-F Peak	---	60
	M-F Midday/ Evening	---	60
	Saturday	---	---
	Sunday	---	---

Recommendation 2I: Improve regional connectivity with new peak hour service between Greenfield/Daleville, Plantation Road and Downtown Roanoke providing transit access to key destinations

Businesses and employment abound in Downtown Roanoke, the Hollins/Plantation Road area, and in Greenfield/Daleville. Create a new route (Bus Route 220) with peak morning and afternoon limited stop express service between Downtown Roanoke, I-81 Exit 146/Plantation Road, and Daleville/Greenfield to provide travel options to employment sites.

This recommendation is based upon results received from the public input, through feedback from the Steering Committee and the commuter propensity analysis. It is supported by the RVTPO

5.1 New Routes

Recommendation 3M: Create a new connection between Salem and Crossroads via DMV/Plantation Road providing new access to area residents to key destinations and services

New service from Goodwill Salem/Lakeside Plaza at Route 419/East Main Street to Crossroads via the DMV, Green Ridge Road, Peters Creek Road, Plantation Road and Williamson Road. This recommendation builds off the short-term recommendation 1A, by providing an hourly bus bi-directionally between Salem, North Roanoke County, and the City of Roanoke.

This recommendation is based upon results from the commuter propensity analysis and is supported by the Hollins Area Plan, City of Roanoke Comprehensive Plan-Vision 2001-2020, Roanoke County 2005 Community Plan, City of Salem Comprehensive Plan, and the RVTPO Congestion Management Process Plan.

Table 5.1-1 | Recommendation 3M - Route 7

		Current	Proposed
Days of Service		N/A	Mon-Sat
Frequency (minutes)	M-F Peak	---	60
	M-F Midday/ Evening	---	60
	Saturday	---	60
	Sunday	---	---

Recommendation 3N: Quick and continuous connections between Grandin Village, Downtown Roanoke, and Downtown Vinton

The Grandin Village, Downtown Roanoke, and Downtown Vinton all offer unique opportunities to live a car-light lifestyle and are in close proximity to each other. As these activity centers and the neighborhoods between them continue to grow and attract residents and employees that appreciate a multimodal lifestyle, a more robust transit connection throughout the day will strengthen these communities.

The new Route 7135 would complement Routes 71/72 and 35/36 to provide increased frequency, every 30 minutes, on the portion of those routes between Grandin Village, Downtown Roanoke, and Downtown Vinton/Kroger on Hardy Road.

This recommendation is based upon public input and the results from the residential propensity analysis. It is supported by the Vinton Area Corridors Plan, the RVTPO Congestion Management Process Plan, and the City of Roanoke's Comprehensive Plan, Vision 2001-2020.

Table 5.1-2 | Recommendation 3N - Route 7135

		Current	Proposed
Days of Service		N/A	Mon-Fri
Frequency (minutes)	M-F Peak	---	---
	M-F Midday/ Evening	---	60
	Saturday	---	---
	Sunday	---	---

Recommendation 30: New service connecting residents and businesses between Troutville, Hollins, the VA Medical Center and Lewis Gale

As the U.S. 11 corridor grows in North Roanoke County and Botetourt County, a new cross-town connector will provide travel options for citizens between these areas and the Salem medical centers.

A new hourly route connecting Troutville, Hollins, the VA Medical Center and Lewis Gale is recommended that provides new access for residents to key destinations and services and improves regional connectivity.

This recommendation is needed to provide a basic coverage connection for residents between growing areas in the north part of the region, key destinations, and services. Improved access to employment centers and a non-auto travel option would be provided.

This recommendation is supported by the RVTPO Congestion Management Process Plan and the City of Salem Comprehensive Plan.

Table 5.1-32 | Recommendation 30 - Route 117

		Current	Proposed
Days of Service		N/A	Mon-Sat
Frequency (minutes)	M-F Peak	---	30
	M-F Midday/ Evening	---	60
	Saturday	---	60
	Sunday	---	---

5.2 Other Service Changes

Recommendation 3A: Create a highly connected, activity filled corridor between Crossroads Shopping Area and Downtown Roanoke

To make it easier and more attractive for people to travel to/from destinations along Williamson Road, around Crossroads and Downtown Roanoke, additional service frequency is recommended.

Increase peak frequency in the Williamson Road corridor on Routes 21/22 to every 15 minutes and add Sunday service.

This recommendation is based upon feedback from the frequent corridor propensity analysis. It is supported by the RVTPO Congestion Management Process Plan and the City of Roanoke's Comprehensive Plan, Vision 2001-2020.

Table 5.2-1 | Recommendation 3A - Routes 21/22

		Current	Proposed
Days of Service		Mon-Sat	Mon-Sun
Frequency (minutes)	M-F Peak	30	15
	M-F Midday/ Evening	60	30
	Saturday	60	60
	Sunday	---	60

Recommendation 3G: Make the connection between Salem and Crossroads more appealing to more people through increased frequency.

Increase peak and midday frequency to 30 minutes on the new Route 3 between Salem/Lakeside Plaza and Crossroads, which was created in the medium-term (Recommendation 2E).

Table 5.2-8 | Recommendation 3G - Route 3

		Current	Proposed
Days of Service		Mon-Sun	Mon-Sun
Frequency (minutes)	M-F Peak	60	30
	M-F Midday/ Evening	60	30
	Saturday	60	60
	Sunday	60	60

Recommendation 3D: Create easy access and improve connectivity between Hollins/Plantation Road and the DMV

Increase weekday frequency to 30 minutes and add Saturday/Sunday service to Route 1, which was created in the short-term (Recommendation 1K).

This recommendation is supported by the Hollins Area Plan, the City of Roanoke's Comprehensive Plan, Vision 2001-2020, the Roanoke County 2005 Community Plan, and the RVTPO Congestion Management Process Plan.

Table 5.2-9 | Recommendation 3D - Route 1

		Proposed Short Term	Proposed Long Term
Days of Service		Mon-Fri	Mon-Sun
Frequency (minutes)	M-F Peak	60	30
	M-F Midday/ Evening	60	30
	Saturday	---	60
	Sunday	---	60

Recommendation 3J: Provide a consistent all-day connection between Greenfield/Daleville via Plantation Road to Downtown Roanoke

Increase the frequency on the new "Bus Route 220", which was created in the medium-term (Recommendation 2I), to hourly all-day service and add Saturday service.

This recommendation is based upon public input, Steering Committee input, and the results from the commuter propensity analysis. It is supported by the Hollins Area Plan, the RVTPO Congestion Management Process Plan, and the Roanoke County 2005 Community Plan.

Table 5.2-10 | Recommendation 3J - Route 220

		Proposed Medium Term	Proposed Long Term
Days of Service		Mon-Fri	Mon-Sat
Frequency (minutes)	M-F Peak	75	60
	M-F Midday/ Evening	---	60
	Saturday	---	60
	Sunday	---	---

to one-half of a mile for pedestrians and up to three miles for cyclists; these radii should be the focus for improving active transportation connections to transit.¹⁸

The design of bus stops themselves and the amenities provided at stops can also play a role in building better connections to/from transit. All transit stops should be sited to maximize connections to existing pedestrian and bicycle accommodations. All stops should be fully ADA accessible, where feasible. At busier locations, bicycle racks or even secure bicycle storage should be provided to aid in bike-transit trips.

7.4 Park and Ride Connections

The transit network recommendations for the Roanoke Valley connect Botetourt County, Roanoke County, the City of Salem, the City of Roanoke, and the Town of Vinton with fixed-route services. Two additional localities, Bedford County and Montgomery County, are also within the Roanoke Valley Transportation Planning Organization study area yet the densities and land uses do not lend themselves to consistent fixed-route transit connections. Instead, local stakeholders recommended incorporating more opportunities for their residents to connect with the fixed-route transit network through park-and-ride facilities. Through the Valley Metro surveys, it was shown that residents beyond the extent of the current transit network do use the fixed-route services. Therefore, it will be important moving ahead to create more places where people can connect with the transit network through park-and-ride facilities.

¹⁸ Ibid

The following park-and-ride locations should be studied further to improve access to transit. The need for the park-and-ride lot coincides with the recommended services in the each timeframe.

SHORT-TERM:

- ▲ CLOVERDALE ROAD/U.S.460, ROANOKE/BOTETOURT COUNTY
- ▲ BYPASS ROAD/WASHINGTON BOULEVARD, TOWN OF VINTON
- ▲ TANGLEWOOD MALL, ROANOKE COUNTY
- ▲ GLENVAR/U.S. 460, ROANOKE COUNTY
- ▲ BRAMBLETON AVENUE/COLONIAL AVENUE, ROANOKE COUNTY

MEDIUM-TERM:

- ▲ U.S. 460/ROUTE 419, CITY OF SALEM
- ▲ CLEARBROOK, ROANOKE COUNTY
- ▲ HOLLINS/PLANTATION ROAD, ROANOKE COUNTY
- ▲ U.S. 220 NORTH/I-81 EXIT 150 OR DALEVILLE/GREENFIELD, BOTETOURT COUNTY

LONG-TERM:

- ▲ TROUTVILLE, BOTETOURT COUNTY

In addition to enabling more people to access transit, the development of more park-and-ride lots in the Roanoke Valley would enable new carpooling opportunities as well as free long-term parking options for Amtrak or airport connections.