Agenda

1. Project Background
2. Project Overview
3. Funding
4. Project Schedule
5. Public Outreach and Comments
6. Station Locations, Design and Branding
7. Benefits
8. Project Alternatives
9. Break-Out Workshops
10. Report from Workshop Team Leaders
11. Next Steps
12. Questions and Discussion
Project Background

- **Richmond Rail Transit Feasibility Study**  
  (VDOT and Richmond Regional TPO, 2003)  
  - Described the benefits of BRT service to the metro area  
  - Identified corridors for preliminary analysis and screening, including the Broad Street Corridor

- **Comprehensive Operations Analysis**  
  (GRTC, 2008)  
  - Examined current operating system and provided recommendations to improve future public transportation services  
  - Recommended BRT in two phases

- **Richmond Regional Mass Transit Study**  
  (DRPT and Richmond Regional TPO, 2008)  
  - Identified several corridors that focus on local and regional rail service
Transit Improvements

- Streamlined transfers
- Low floor buses
- Sidewalk & crosswalk improvements
- Dedicated lanes
- Off-board ticketing
- Signal priority
Funding

- **Broad Street Rapid Transit Study**
  - $1.8 million
    - DRPT and GRTC

- **Engineering and Design**
  - $4 million
    - FTA, DRPT and City of Richmond

- **Vehicles, Equipment and Construction**
  - $49.8 million
    - US DOT, DRPT, City of Richmond and Henrico County
Near Term Update

Project Management Plans ▲ Nov 3
- Project Management Plan
- Quality Management Plan
- Capital, Budget and Schedule Update Report
- Real Estate Acquisition Management Plan

Data Collection and Analysis ▲ Nov 3
- Utility Surveys
- Geotechnical Investigations
- Surveying and Mapping

Public Outreach ▲ Nov 3
- Public Outreach Plan (GRTC)
- Branding Activities

Project Concept Plan and Approach ▲ Nov 12
- Project Scoping Workshop
- Construction Approach Workshop
- Risk Management Workshop

Public Meeting

Engineering Studies and Reports ▲ Jan - Feb
- Parking and Traffic Study
- Basis of Roadway Design
- Basis of Urban Design and Landscaping
- Systems Engineering Management Plan
- Drainage Design Report
- Geotechnical and Pavement Design Report
- Station Locations Report
- Basis of Stations Design
- Capital and Operating Plan
- Safety and Security Report
- Systems Integration and Commissioning Report
- Real Estate Acquisition Report

Preliminary Design Plans and Specs (30%) ▲ May 20
- Roadway Widening and Modifications Plan
- Utility Design and SUE Plans
- Electrical/Traffic ITS Plans
- Value Procurement documents

Permits ▲ May 20
- Permit Applications
- Final Environmental and Historical Clearances

CAR
- Scope CMAR/CMGC work
- Develop Selection Criteria
- Assist GRTC with Procurement

30% Design Plans, Specs And OPC ▲ Jul 31
Public Outreach

• Presented initial and station concept plans
• Public meetings on January 26 and 27
• Community and neighborhood meetings
  ▪ Scotts Addition Neighborhood Association
  ▪ Church Hill Association / East End Civic Association
  ▪ 2nd Precinct MPACT
  ▪ Broad and Grace Street Merchants Association
  ▪ Fan District Association
• Presentations
  ▪ Urban Design Committee
  ▪ Planning Commission
  ▪ Commission of Architectural Review
  ▪ Land Use, Housing and Transportation Committee
  ▪ Henrico and Richmond Business Councils
Public Comments

- Preserve parking on Broad Street wherever possible
- Vehicular and pedestrian access across Broad Street
- Proposed station locations and spacing
Current Status

• Discussed public comments with project partners
• Developed two new corridor design alternatives
  ▪ Parking vs. left-turn lanes
  ▪ Parking vs. wider median
• Presenting new alternatives to the public
• Conduct public workshop for additional input
Station Locations
Project Benefits

- Current riders who switch from buses to BRT will save 36 hours per Year
- Increases Property Values by 12% or $1.1 Billion over 20 Years
- New riders who switch from driving to BRT will save $816 per Year in Transportation Costs
- A trip between Downtown and Willow Lawn
  - Travel time in minutes
  - 21 min BRT
  - 35 min local bus
- Reduces Crash Rates by 8%-31%
- Creates 406 Jobs during Design and Construction
- BRT is faster than regular buses
  - Average Speed (mph)
  - Local Bus 8.0 mph
  - BRT 13.2 mph
Summary of GRTC BRT Economic Impacts

- Initial investment largely bus purchase
- Construction generates economic activity of approximately $50M
- Ongoing investment in operations and value of travel time annual savings provide long-term benefit of more than $13M
- Regional average annual tax revenue approximately $4.6M over 20 years

Projected Economic Impacts of GRTC BRT

- One Time: $60,000,000
- Annual Spending: $50,000,000
- Annual Regional: $40,000,000
- Regional: $30,000,000
- Regional: $20,000,000
- Regional: $10,000,000
- Regional: $0
Parking Preservation

• At the January 2015 public meetings, 708 parking spaces / loading zones were expected to be removed per the project design from the five year BRT planning study.

• The planning level design has been modified as a result of community input.

• The two design concepts presented today are expected to preserve approximately 450 parking spaces / loading zones.

• All parking spaces in the project corridor cannot be preserved due to the BRT stations and left-turn lanes which are being incorporated into the existing curb to curb space.
Parking Preservation

• Except for blocks with a BRT station or a left-turn storage lane, parking spaces will be preserved:
  - On one side of Broad Street between Thompson Street and Sheppard Street
  - On both sides of Broad Street between Sheppard Street and Foushee Street

• Areas where parking spaces will be maintained or increased:
  - On Broad Street between Foushee Street and 4th Street
  - On 14th Street between Broad Street and Main Street
  - On Main Street from 14th Street to Pear Street
Broad Street User Access

• Accommodate All Users:
  ▪ BRT Buses
  ▪ Local Buses
  ▪ General Traffic
  ▪ Pedestrians/Bicycles

• Change in Left-Turn Movements
  ▪ Today: shared lanes with through traffic
  ▪ Proposed: dedicated lanes for turning vehicles
Pedestrian / Bicycle Access

- Dedicated pedestrian accommodations across Broad Street at 7 controlled crossings with pedestrian refuge and 37 signalized intersections
Station Locations

- Willow Lawn to 195 Mixed Flow 2.0 Miles
- 195 to Sheppard Median Running 0.6 Miles
- Sheppard to Foushee Median Running 2.0 Miles
- Foushee to 4th St Mixed Flow 0.2 Miles
- 4th St to 14th St Curb Running 0.6 Miles
- 14th St to Rocketts Landing Mixed Flow 2.2 Miles
Roadway Modifications

Alternative 1

Alternative 2
Roadway Modifications

Typical

Stations

Left-Turn Lanes
Questions and Discussion
Staying Informed

• GRTC’s website www.ridegrtc.com
• Register your email address for updates
• Email us at brt@ridegrtc.com
• Follow us on Twitter @GRTC_CEO and @GRTCTransit
  and Facebook at RideGRTC