



# Route 77 - Grove

Route Discussion

October 14, 2020

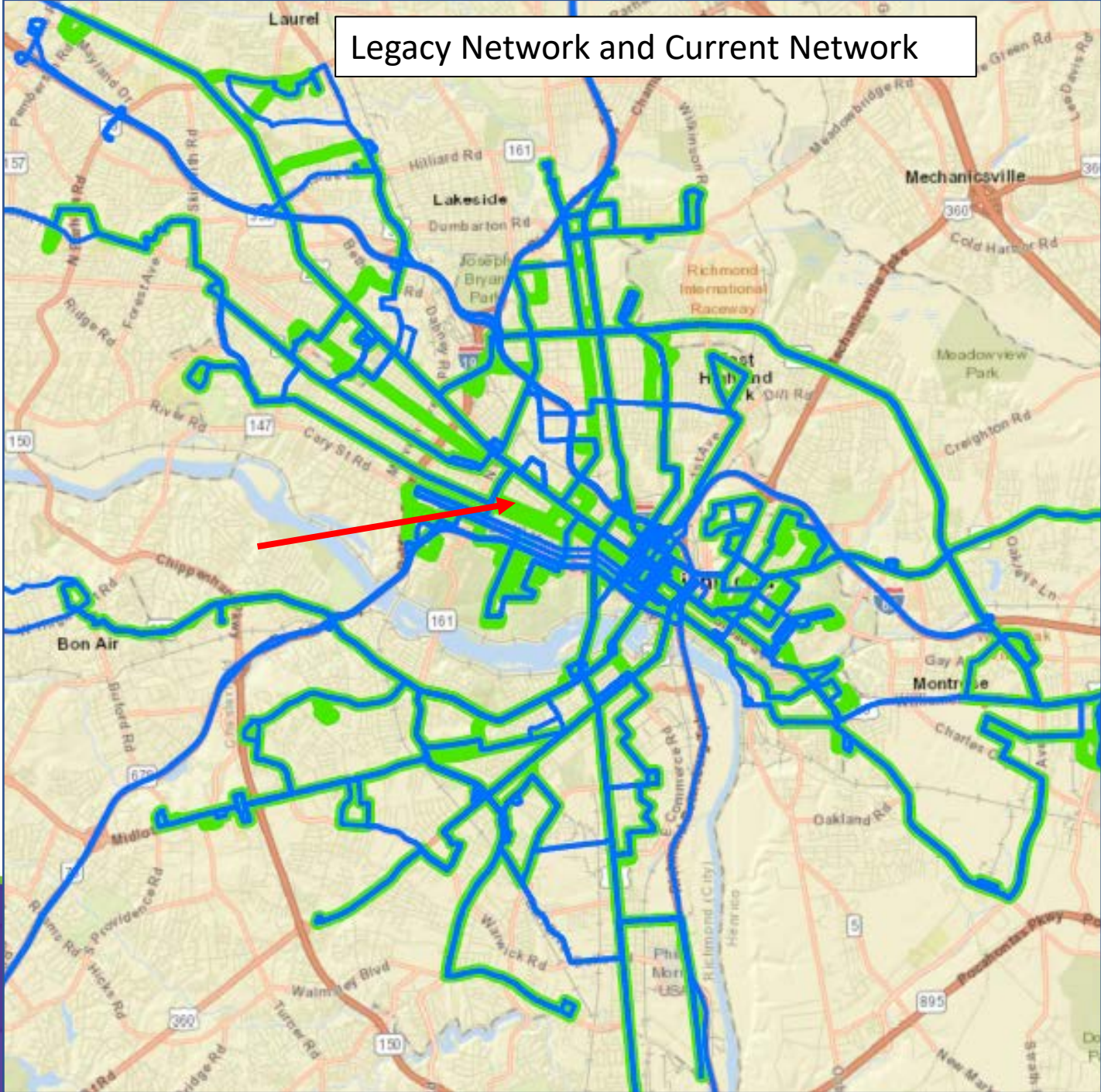
# Overview

- Background
- Stop Placement Process
- Outreach
- Feedback
- Route Performance
- Next Steps

# Background – Network Redesign

- 2016
  - Construction begins on the Pulse
  - City of Richmond led effort for Network Redesign
  - Outreach
- 2017
  - Outreach
  - Final Plan
- 2018
  - Implementation
  - Transit Development Plan Approved

# Legacy Network and Current Network



Feedback from Redesign identified a gap in the new system and a need to add service back on Grove avenue between downtown and U of R.

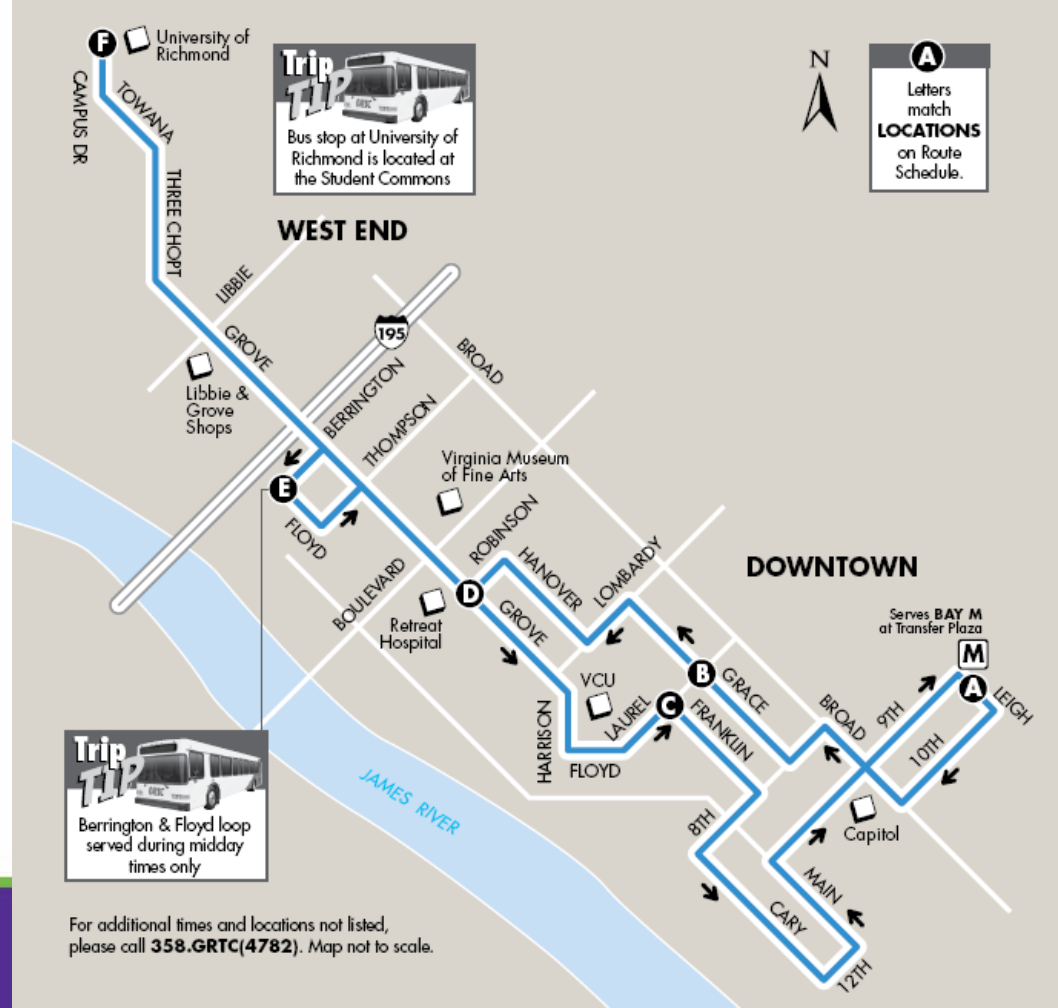
Funding permissible GRTC prioritized this request for 2020.

# Background

1970



2018





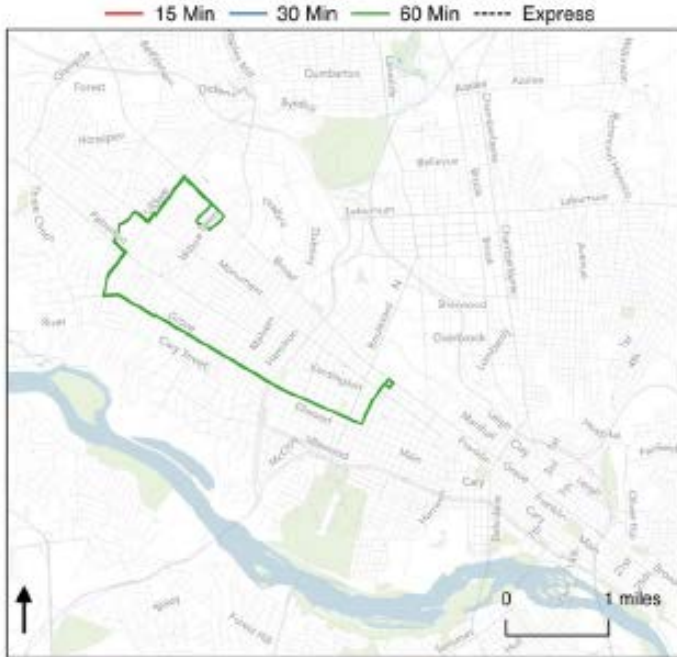
# Service Improvement SI:12 Route 77

Routing: Extend eastern terminus from Robinson/Broad to downtown via Grove Ave.

Frequency: No change

Span: No change

Additional Residents		Additional Jobs	
1,000	0.11%	300	0.07%
Additional Residents In Poverty		Additional Minority Residents	
200	0.17%	100	0.02%



Existing System



Service Improvement

- Intended ridership market: lifeline, students
- Extending Route 77 via Grove Avenue, through VCU, along a path similar to the Route 16.
- Provide a one seat ride from Westhampton area to downtown instead of forcing a transfer at Robinson and Broad.
- Part of RTNP to provide additional coverage within the Fan.

Route 77	Annual Miles	Annual Cost
Pre - Sept	152,224	\$ 1,237,581
Post - Sept	111,548	\$ 906,885
Difference	40,676	\$ 330,696

# Stop Placement Process

- Placement Guidelines

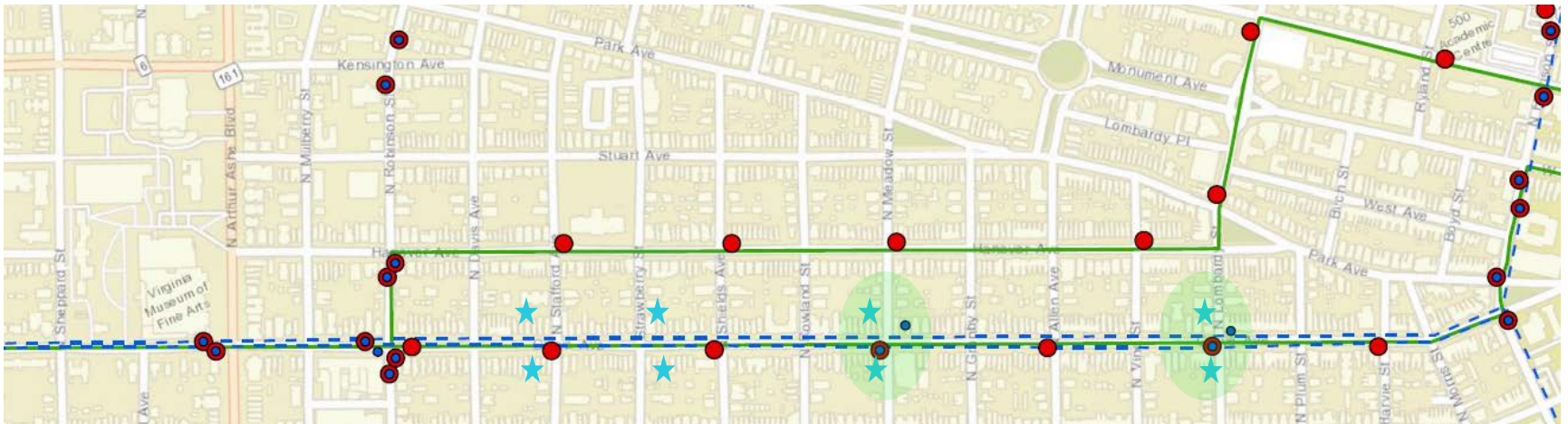
*Table 2-5 Bus Stop Spacing Guidelines*

- | Service Area Type   | Distance Between Stops (feet) | Stops per Mile      |
|---------------------|-------------------------------|---------------------|
| Core (Richmond CBD) | 900-1200                      | 5                   |
| Urban               | 600-1200                      | 4-5                 |
| Suburban            | 600-2500                      | Varies <sup>1</sup> |
| Rural               | 600-2500                      | Varies <sup>1</sup> |

<sup>1</sup> In suburban and rural areas, the predominant factor affecting stop spacing and location is the ability to find safe locations for stops along the road and where riders can cross the street. Stop spacing can be closer together and not reduce the average speed of buses in these areas, because the lower density of activity typically means that most stops will not have riders waiting during every trip.

- Accessibility
- Connections to other routes
- Previous Stop Locations

# Stop Placement Process



- Legacy Network Stops (Route 16)
- Current Network Stops (Route 77)
- Proposed Locations for Public Comment



# Stop Placement Process

- Conversations with City on Improvements

## Capital Improvement Program

Transportation

### CITY WIDE TRAFFIC CALMING MEASURES

**CATEGORY:** TRANSPORTATION

**FOCUS AREA:** TRANSPORTATION

**LOCATION:** CD – CITYWIDE PP - ALL

**EST. COMPLETION DATE:** ONGOING

**DEPARTMENT:** PUBLIC WORKS

**SERVICE:** COMPLETE STREETS / VISION ZERO

**FUND:** 0601

**AWARD(s) #:** 500361 (GO BOND)



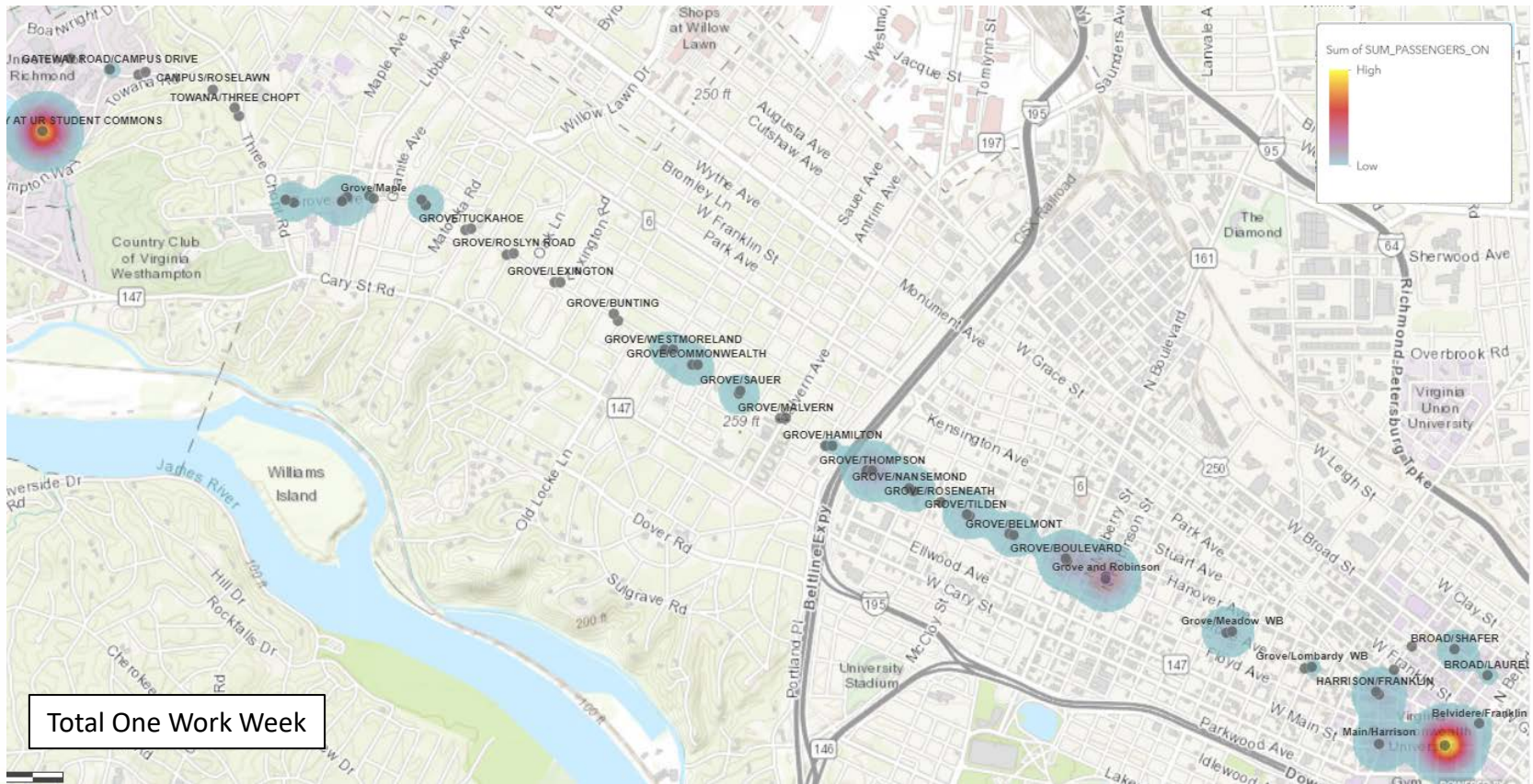
**DESCRIPTION & SCOPE:** This project provides for the installation of traffic calming measures (e.g. residential calming circles, pedestrian safety curb extensions, speed cushions, splitters and raised crosswalks). To reduce speeding traffic and improve pedestrian and bicycle safety and connectivity on certain neighborhood streets through the installation of physical traffic calming measures.

**HISTORY & KEY MILESTONES:** Sixteen projects were completed in 2009, thirteen in 2010, forty-seven in 2011, thirty-seven in 2012, seventeen in 2013, sixteen in 2014, nine in 2015, ten in 2016 and nine in 2017. Twelve projects are planned for FY2019.

# Outreach

Task	Date	Recipients	Comment Period	Description	Feedback
Public Meeting 1	Feb	U of R			
Public Meeting 2	Feb	St. Mary's			
Public Meeting 3	Feb 13th	Main Library			
City Review Meeting 1	Feb 20th	City of Richmond Staff			
Online Survey	Feb - July	Website - survey monkey	5 months	Included the stop proposals	105 responses, 58 responses for Route 77 (44 support, 14 no), 37 responses for route 77 stop locations (min 15 in support of stops, 0 against, 23 mix of general comment and additional stops requested)
Initial Letters	March 3rd	143 Letters, including FDA	14 day comment	8 stops - meadow, stafford, lombardy, strawberry	17 comments: 11 No (5 Strawberry, 5 Meadow, 1 Lombardy), 6 Support
Original Effective Date	May 10th			COVID Delayed Implementation	
Public Meeting Notice	July 17th	FDA Included in Distribution List			
Public Meeting 4	July 23rd	Virtual			
City Review Meeting 2	July 29th	City of Richmond Staff		Shared the stop final stop recommendations	
2nd Letters	July 30th	13 letters, (hospital block)	14 day comment	Feedback add one at Robinson eastbound	No comment
Effective Date	September 13th				

# Route Performance - Stops



# Route Performance - Ridership

## Average Ridership by Day

Weekday	Route 50	Route 76	Route 77	Route 79	Total
July 1 - Sept 11	186	54	131	146	517
Sept 11 - Oct 12	284	110	95	162	651

## Average Ridership by Day

Saturday	Route 50	Route 76	Route 77	Route 79	Total
July 1 - Sept 11	126	29	55	n/a	210
Sept 11 - Oct 12	272	44	39	n/a	355

## Average Ridership by Day

Sunday	Route 50	Route 76	Route 77	Route 79	Total
July 1 - Sept 11	107	26	55	n/a	188
Sept 11 - Oct 12	165	31	41	n/a	237



# Next Steps

- Continue to monitor route and stop performance
- Consider alternatives depending on performance:
  - Stop adjustments
  - Frequency changes
  - Curb bump outs