



Essential Transit Infrastructure Plan

Improving Accessibility and Connectivity

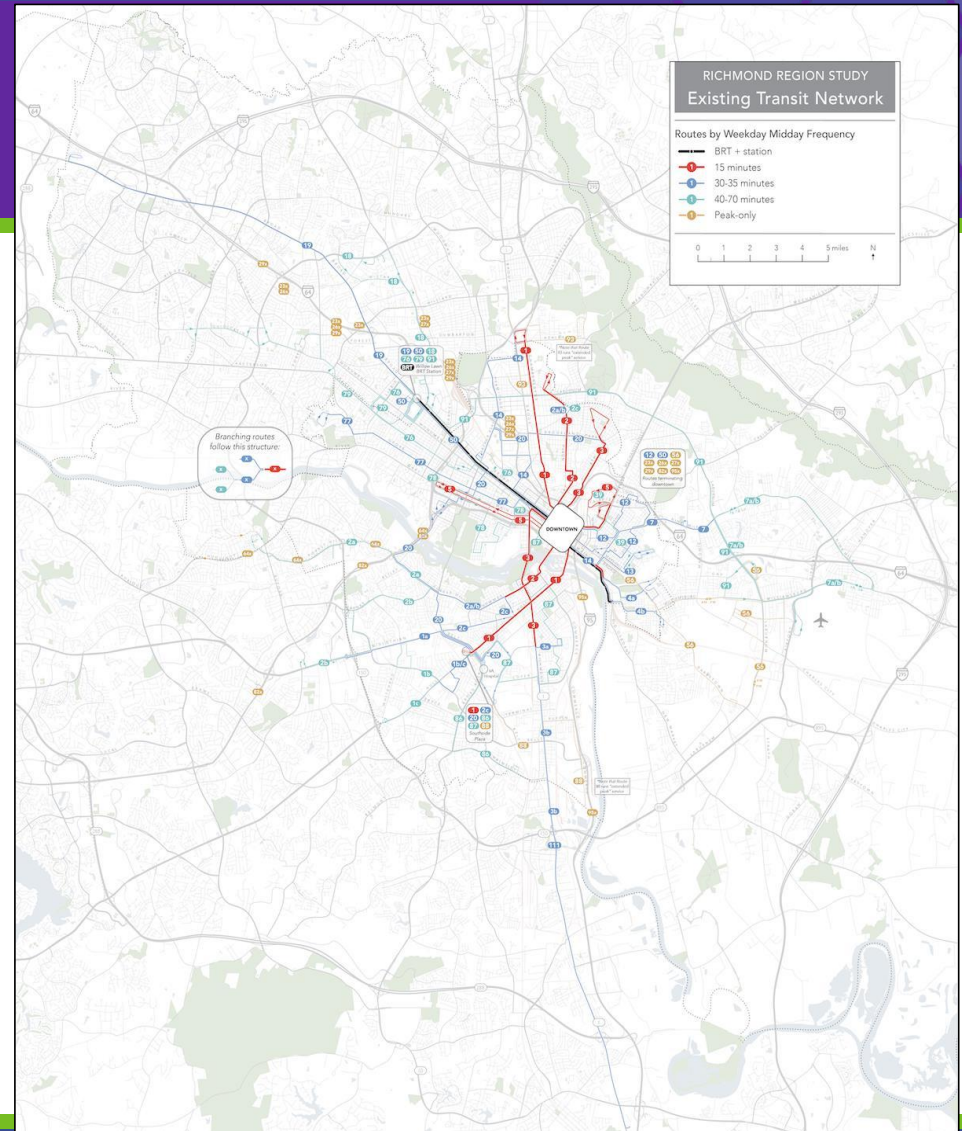
Adrienne Torres, Chief Development Officer

Background

GRTC Network

GRTC Connects People Through:

- Local Bus
- The Pulse BRT
- Commuter/Express Bus
- Paratransit Van
- Vanpool
- Carpools/Rideshares
- Multi-Modal Connections

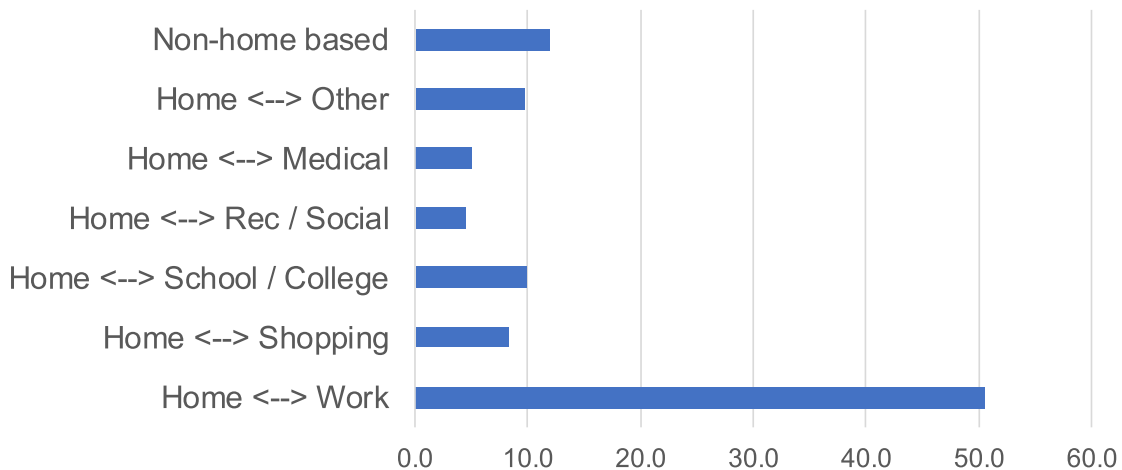


Background

GRTC Connects People To

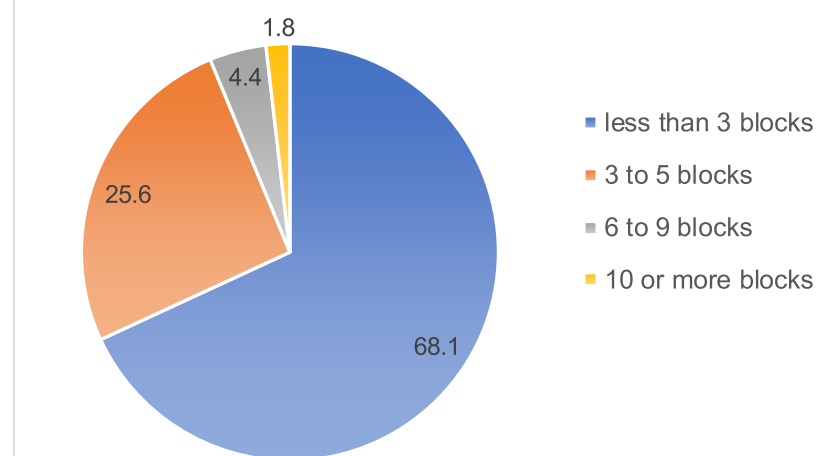
GRTC Originally Projected to Serve 10,000,000 Trips in FY21

GRTC system all trips



Half of GRTC trips are for part of the commute. On the express routes, 92 percent of travelers are going between home and work.

GRTC system all trips

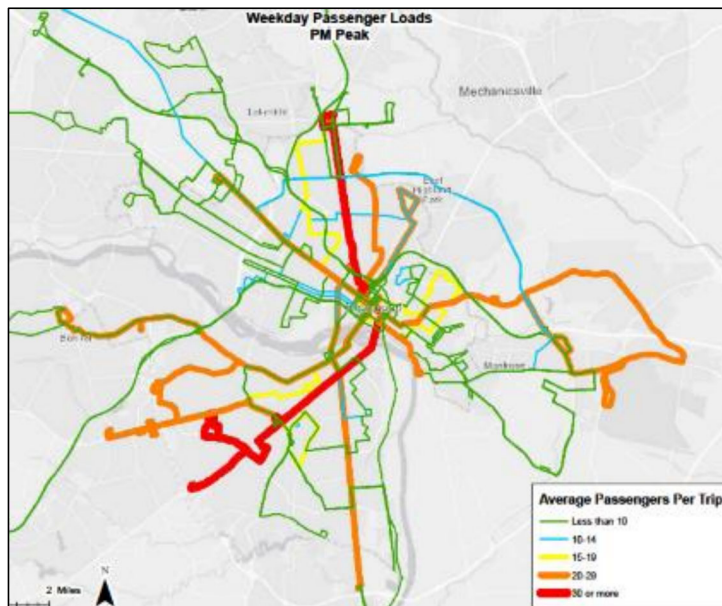


A very small share of riders who walk to their home end bus stop have to walk more than five blocks to catch the bus.

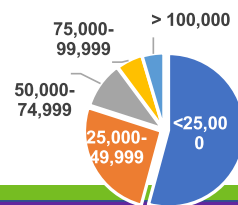
Background

Defining GRTC's Target "Market"

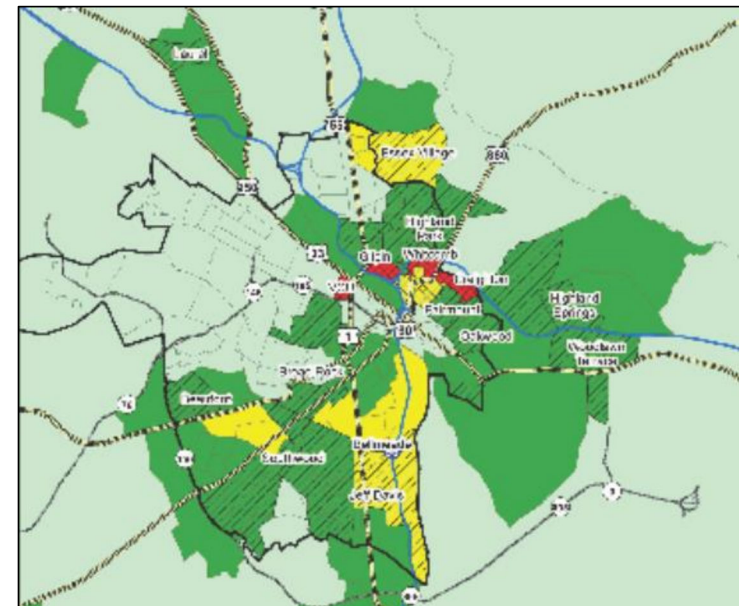
COVID Essential Transit Trips



- 54% of the people served by GRTC have an annual household income below \$25,000.
- 79% have annual household incomes below \$50,000
- 92% of respondents use GRTC to travel between home and work



Economically Distressed Areas



Average per capita income = \$29,829

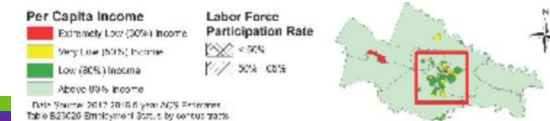
- Red = 30% per capita income
- Yellow = 50%
- Green = 80% per capita income

Average labor force participation = 65%

- Hatch is 50% to 65%
- Double Hatch is <50%

Richmond Regional Comprehensive Economic Development Strategy FY18

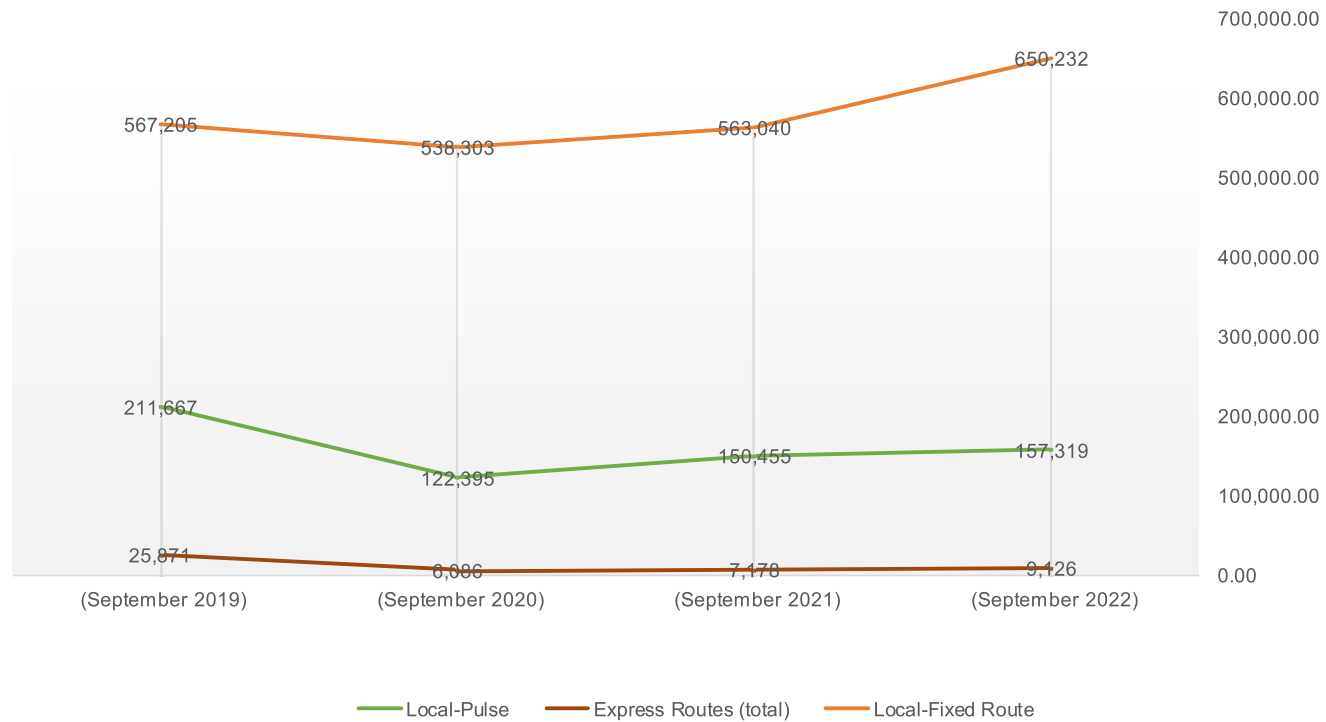
Labor Force Participation in RRPC's Most Distressed Neighborhoods



Background

Ridership Trends

YoY Fixed Route Total Ridership Trends



Background

Ridership Trends and Bus Stops

- 29,000 trips are taken per weekday
- 5,000 trips begin at a Pulse Station (17%)
- 24,000 trips begin at a Local Bus Stop (83%)



Pulse Station Infrastructure Investment

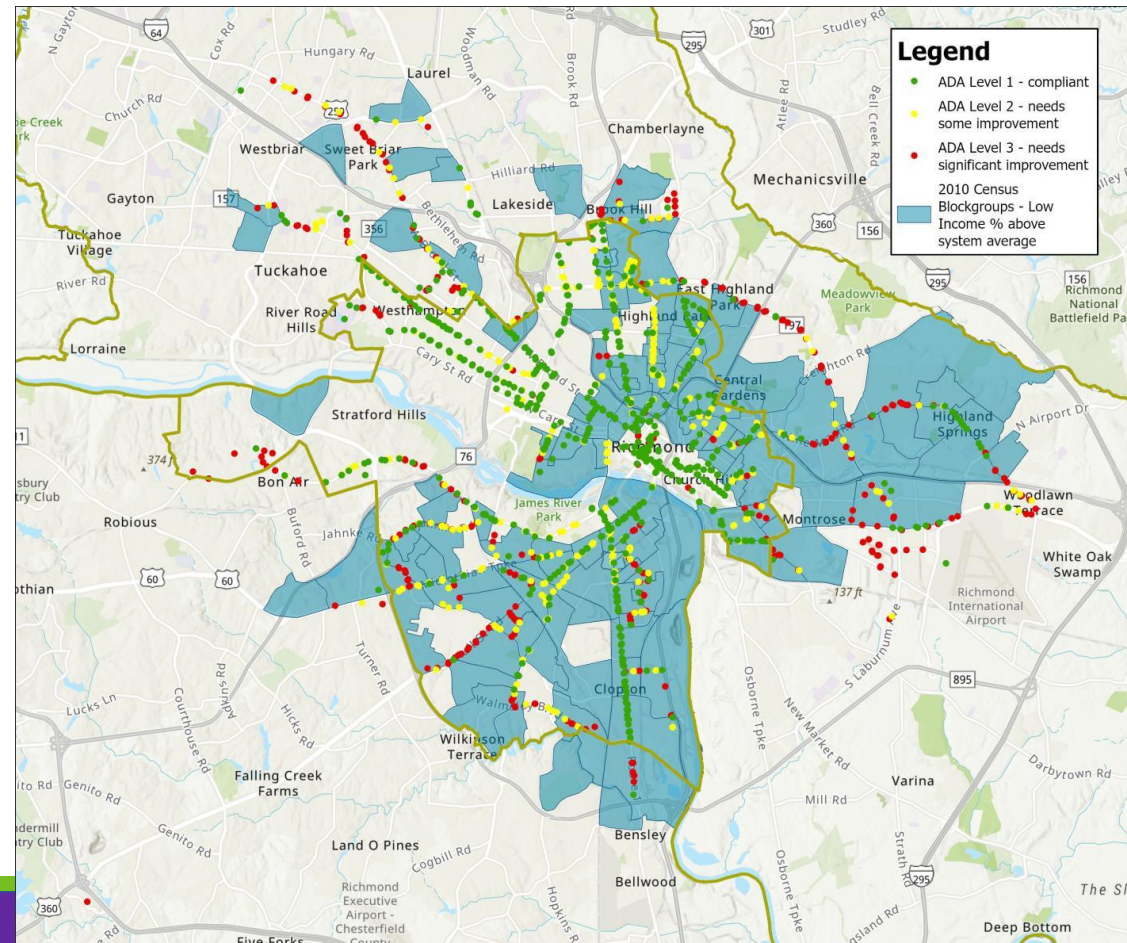
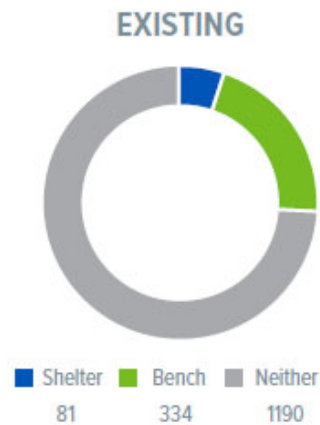


Underinvestment at Local Bus Stops

Background

Underinvestment at Local Bus Stops

- 1,609 local bus stops in the GRTC network
- 26% have either a bench or a shelter
- Less than 50% are ADA compliant
- Inequity in infrastructure investment with greater need in low-income areas



Our Commitment

Guiding Principle

- To champion social and economic mobility by prioritizing connecting people to essential human services and needs.
- To create multi-modal partnerships that connect to high-frequency public mass transit support essential connections between affordable housing, quality employment, food, education, and health care
- To prioritize the development of interconnected mobility infrastructure and services for historically underserved and economically distressed communities

Essential Transit Infrastructure Plan

Overview

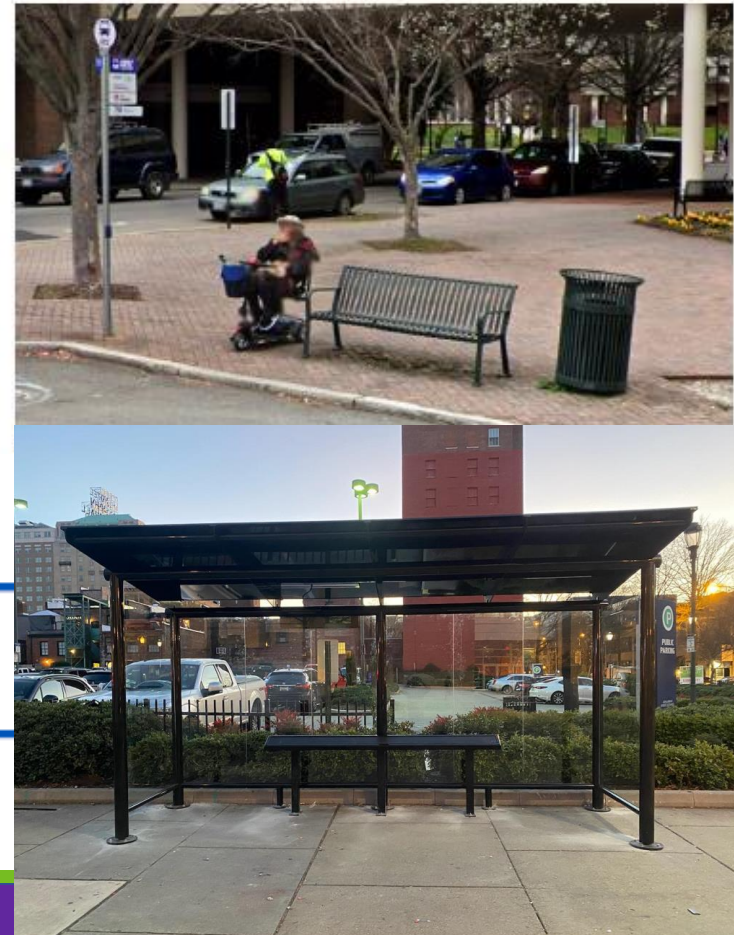
- Increase in infrastructure at local bus stops
 - Benches
 - Shelters
 - Trash Cans
 - ADA Landing Pads
- Adopted by GRTC Board July 2022

GOAL 1:

GRTC's goal is for 50–75% of stops to have a shelter or seating by 2027.

GOAL 2:

Improve ADA compliance at bus stops through coordination with the jurisdictions.



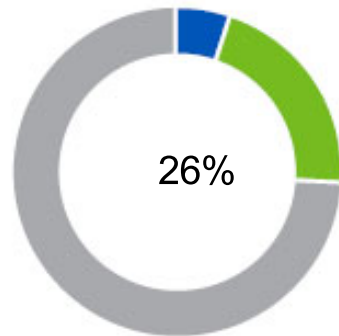
Essential Transit Infrastructure Plan

Overview

ATTAINABLE & MODERATE SCENARIOS:

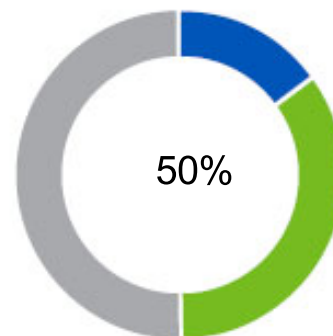
ASPIRATIONAL SCENARIO:

EXISTING



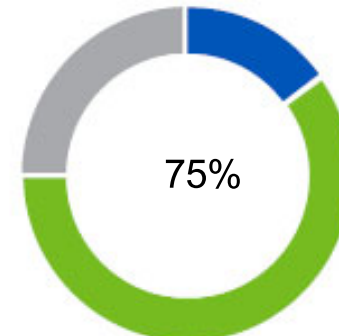
■ Shelter 81 ■ Bench 334 ■ Neither 1190

5-YEAR GOALS



■ Shelter 241 ■ Bench 563 ■ Neither 805

5-YEAR GOALS



■ Shelter 241 ■ Bench 965 ■ Neither 403

Attainable
\$11M BUDGET

Moderate
\$14.5M BUDGET

Aspirational
\$28.6M BUDGET

**Moderate includes larger investment in landing pad improvements*

Essential Transit Infrastructure Plan

Site Selection – Qualification Rubric

RIDERSHIP SCORE

Is a number between **0** and **500+**.

is equal to Average Daily Boardings (ADB) of each stop.

50+

20 – 49

2 - 19

EQUITY SCORE

is a number between **0** and **40**.

Awards points based on use, route type, and socioeconomic factors*.

any

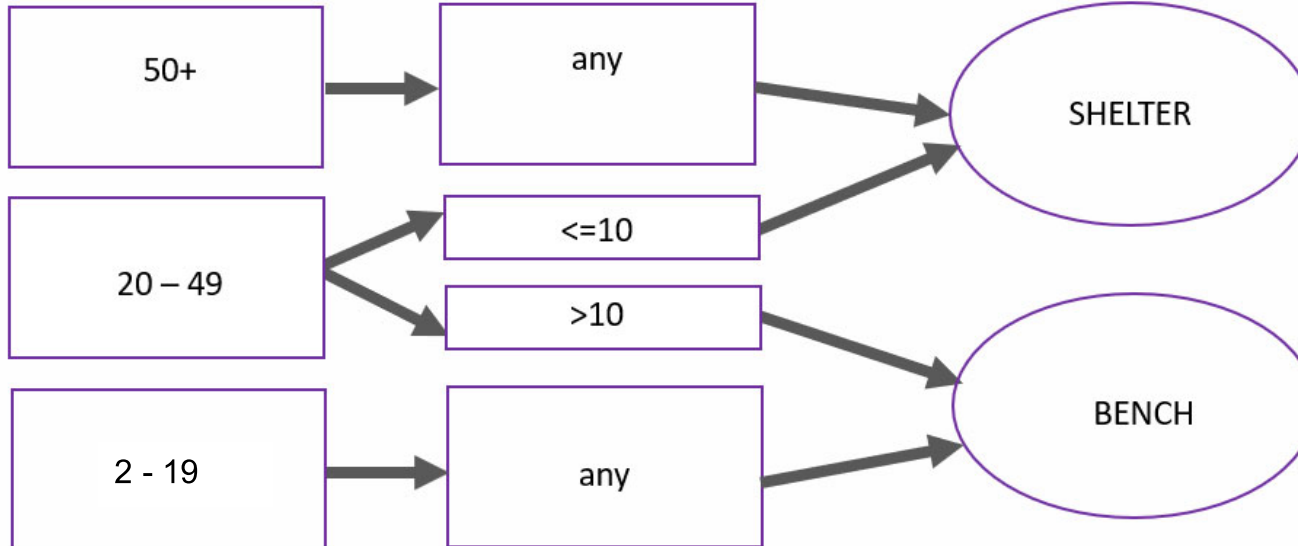
≤ 10

> 10

any

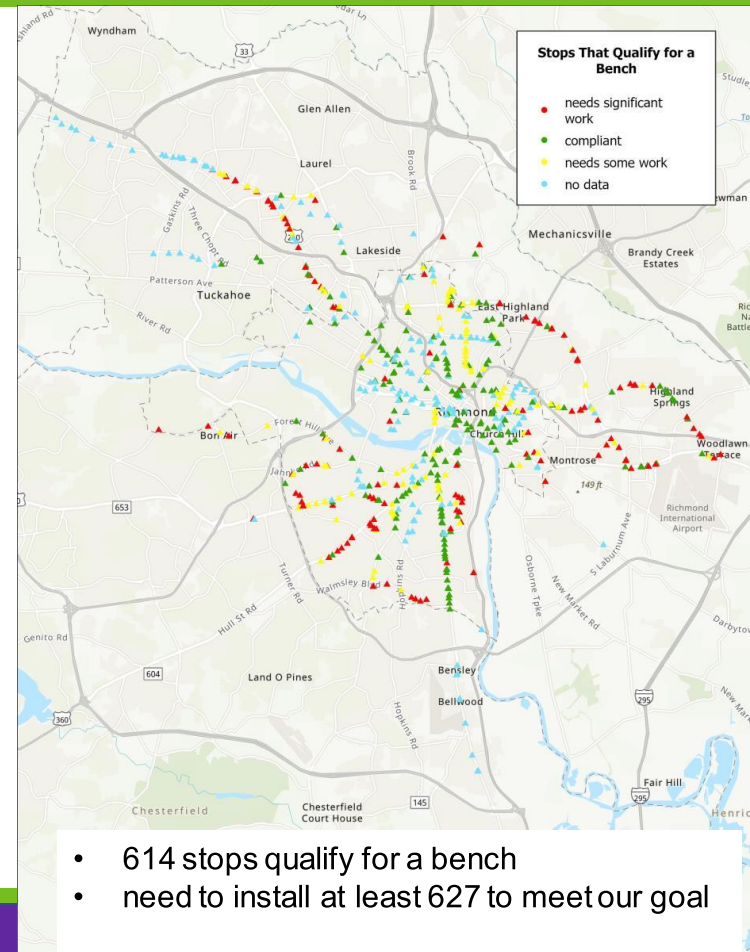
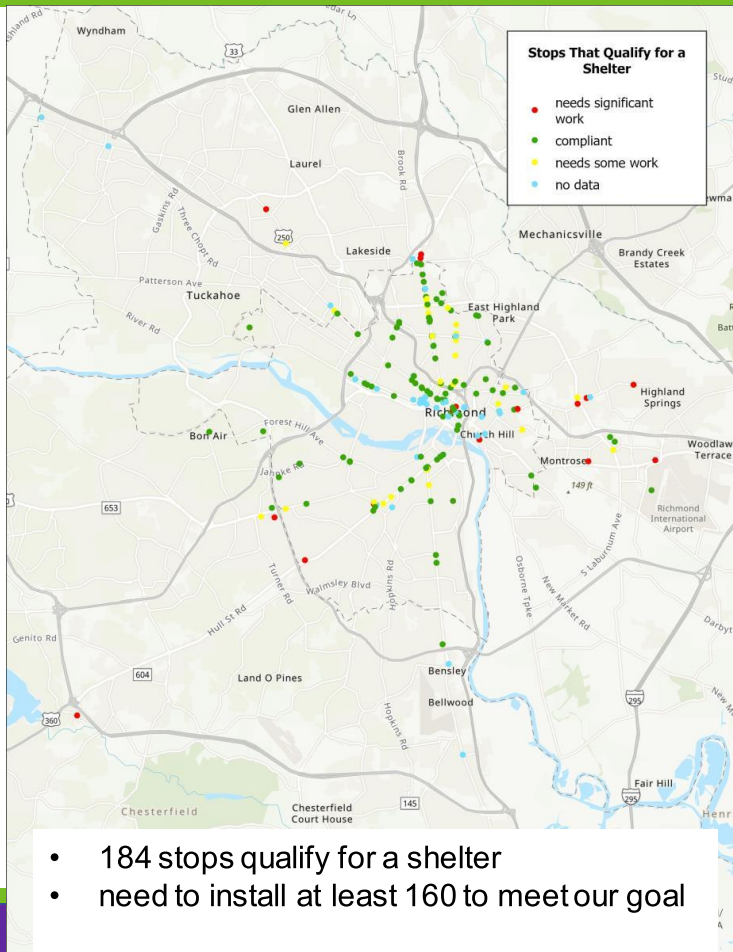
SHELTER

BENCH



Essential Transit Infrastructure Plan

Site Selection – Aspirational Scenario



Essential Transit Infrastructure Plan

Site Selection – Workflow

STOP SELECTION

GRTC proactively evaluates stops and recommends improvements and/or ETI placement in accordance with our placement goals and guidelines.

Additionally, CTAs, transit riders, stakeholders, and the public at large may request stop evaluation at any time for ETI placement. Requests will be evaluated against the rubric and will be subject to GRTC and jurisdictional approval.

STOP SELECTION & PRELIMINARY REVIEW

- GRTC qualifies stops as ETI-eligible based on rubric
- GRTC performs site visit to preliminarily gauge site suitability and available right-of-way (ROW)
- GRTC reviews sites internally and submits ETI recommendation to jurisdiction (with option for joint site visit) for final approval

SURVEY, DESIGN, & ENGINEERING

Engineers perform any survey, engineering, and design work necessary for approved sites

AQUIRE EASEMENT (IF NECESSARY)

Is available ROW sufficient for ETI installations?

Yes

No

Aquire Easement

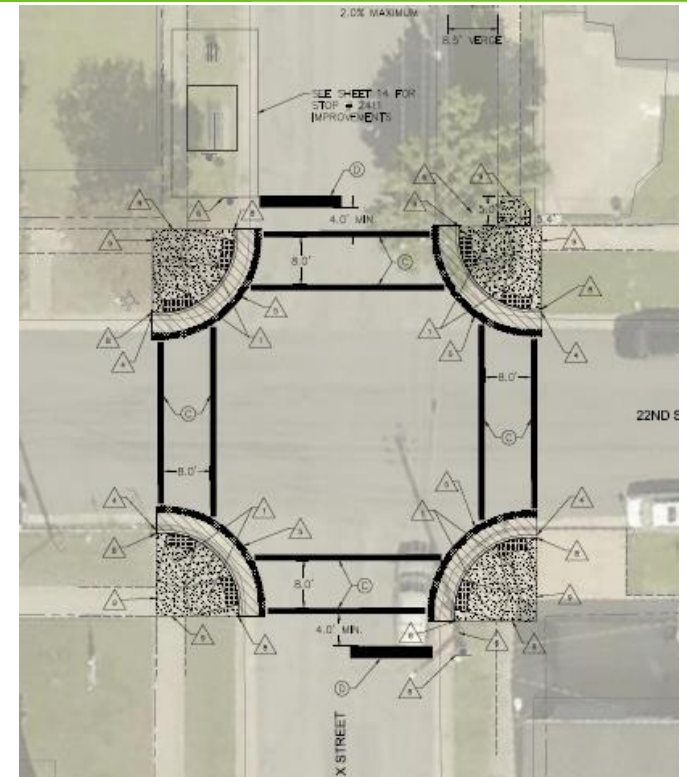
CONSTRUCTION

Construction and Installation*

Essential Transit Infrastructure Plan

Coordination with Jurisdictions for Additional Investment

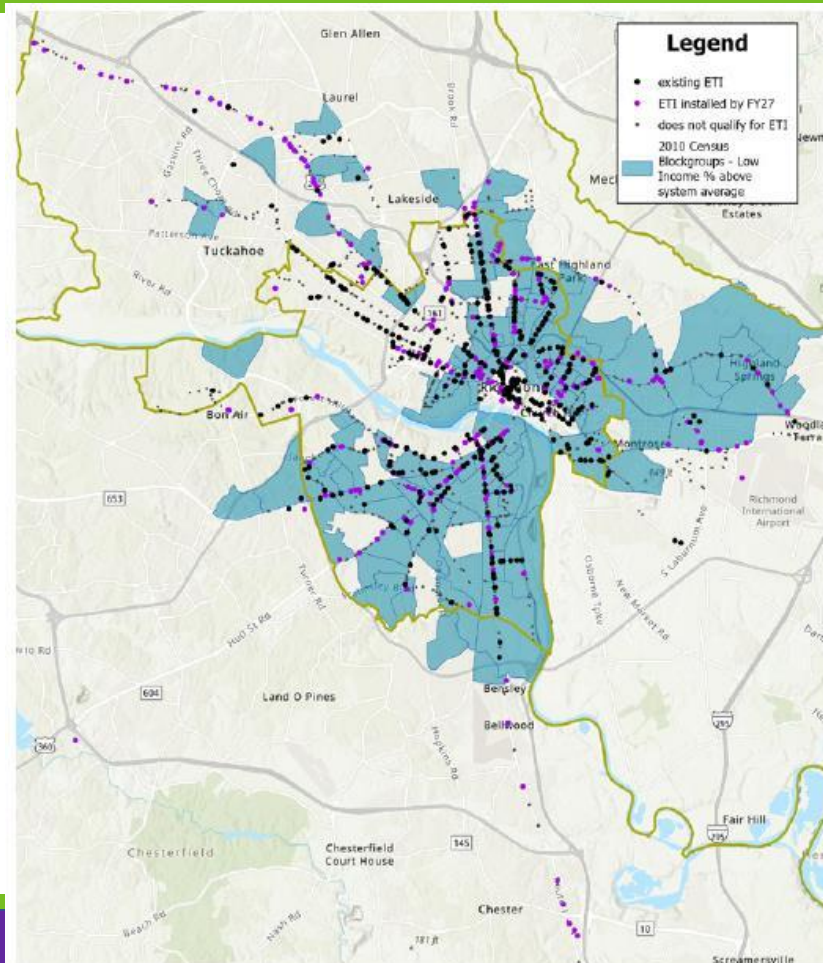
- Cost estimates are high level planning estimates for landing pad improvements only.
- Not included in the costs are the more holistic site improvements to the surrounding area, such as storm drains, retaining walls, possible ROW acquisition, etc that will require jurisdictional coordination and additional funds.



City of Richmond Coordinated Project to Improve Transit Accessibility through CMAQ

Essential Transit Infrastructure Plan

Expected Outcome



Essential Transit Infrastructure Plan

Challenges

FUNDING CHALLENGES

Our more ambitious goals come at a higher cost.

COORDINATION

Our more ambitious ADA improvement goals require a higher level of coordination with jurisdictional projects and additional funding.

CURRENT MANUFACTURING CLIMATE: SUPPLY CHAIN DELAYS and INFLATION

Shelters, benches, and trash can production are experiencing the same supply chain issues that are plaguing construction and manufacturing sectors nationwide.

Inflation continues to affect construction projects.

Essential Transit Infrastructure Plan

Next Steps

- Site Review
- Jurisdictional Coordination
- Funding/Grant Applications
- Engineering
- Construction

Questions

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