

TRANSIT CHOICES TO CONNECT OUR CITY.

Phase 1 & 2 Outreach and Survey Results
and Policy Choices

Introduction

Why a Transit Network Plan for Richmond?

- Create seamless connections to BRT and throughout the bus system.
- Ensure the city's transit system corresponds to the city's values and priorities.
- Create a "blueprint" for the city's transit system
- Support existing and future land use patterns and economic development strategies.

Why are we here today?

- Summarize Phase 1 and Phase 2 public and stakeholder feedback
- Provide policy direction recommendation for the plan based on public and stakeholder feedback
- Receive City Council feedback on the policy direction for the plan by October 14, 2016

Transit Network Plan Timeline



Richmond Transit Network Plan Phase 1 Choices

Every transit agency has to choose a point on the spectrum . . .

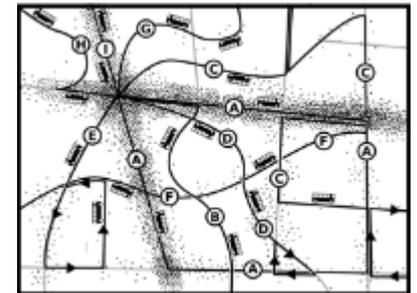
High Ridership

"Think like a business."



High Coverage

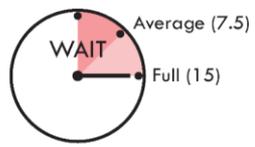
"Access for all"



An ideal policy: *"Devote __% of our budget to the Ridership Goal, and the rest to the Coverage Goal"*



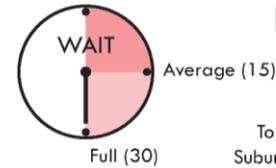
Ridership vs Coverage = Waiting vs Waiting



Minimize Waiting



6 MINUTES WALKING +
7.5 MINUTES WAITING =
13.5 MINUTES TOTAL



Minimize Walking

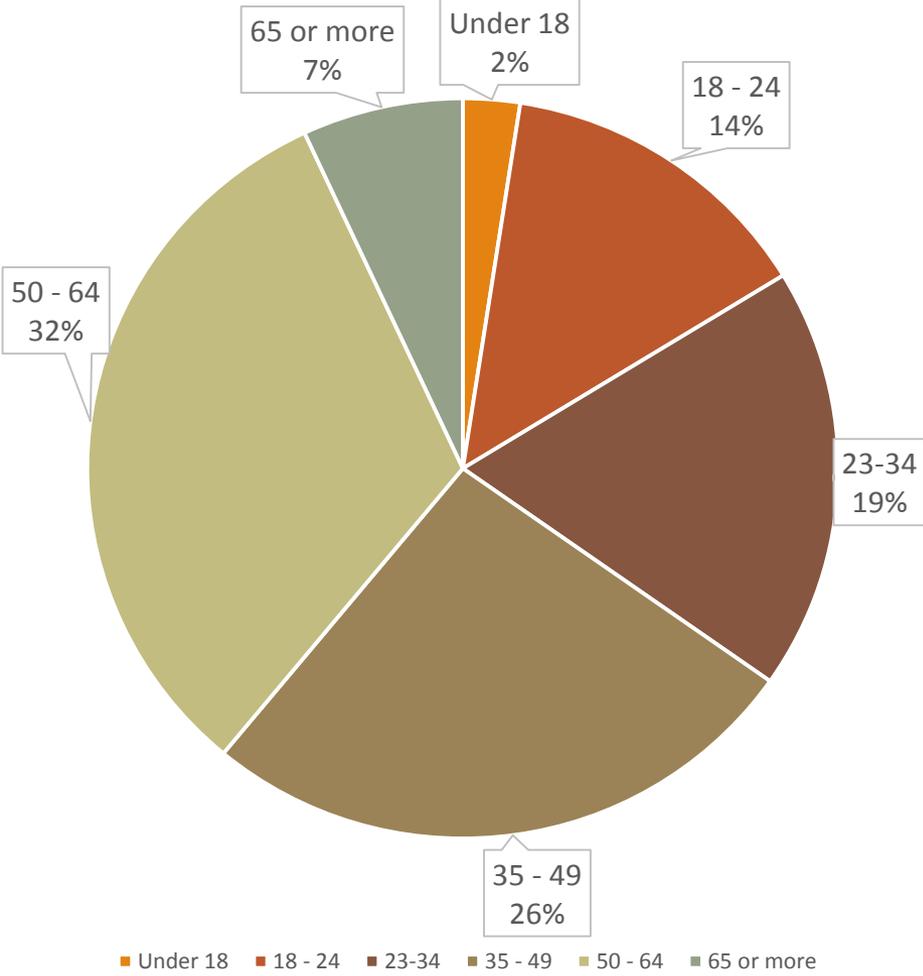


2 MINUTES WALKING +
15 MINUTES WAITING =
17 MINUTES TOTAL

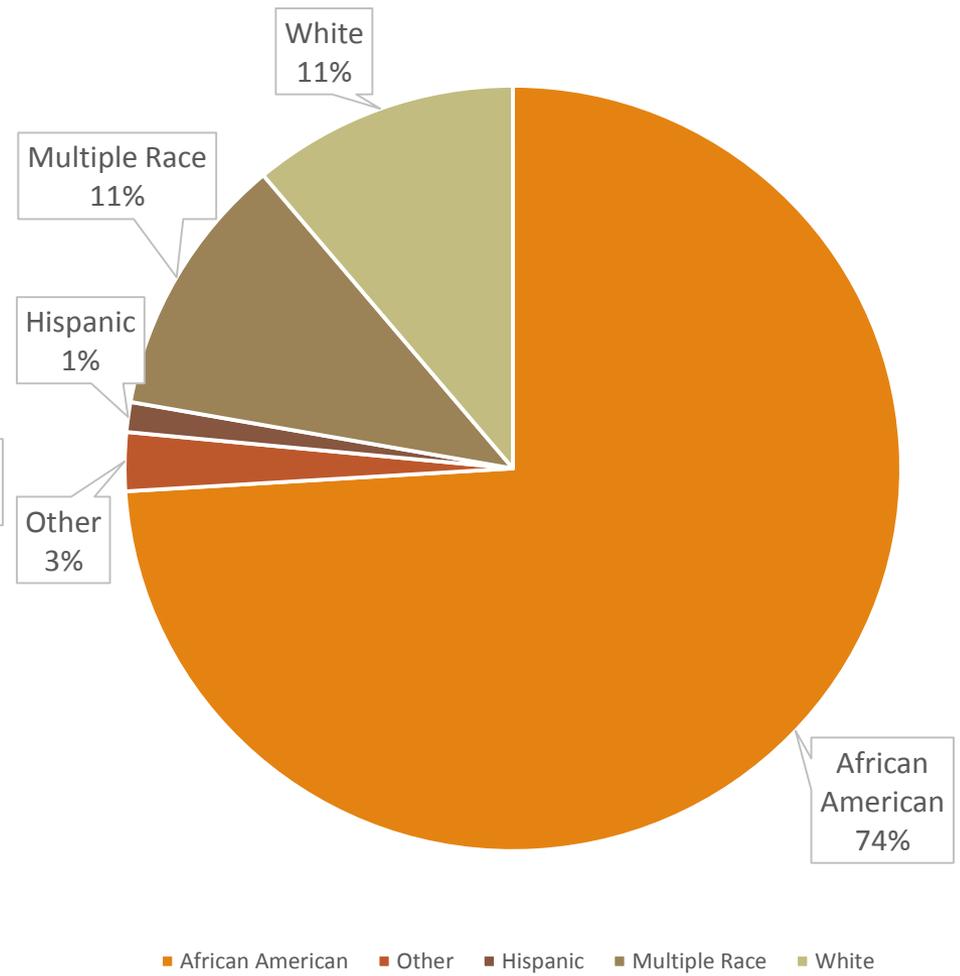


Phase 1

On Board Survey Age of Respondents

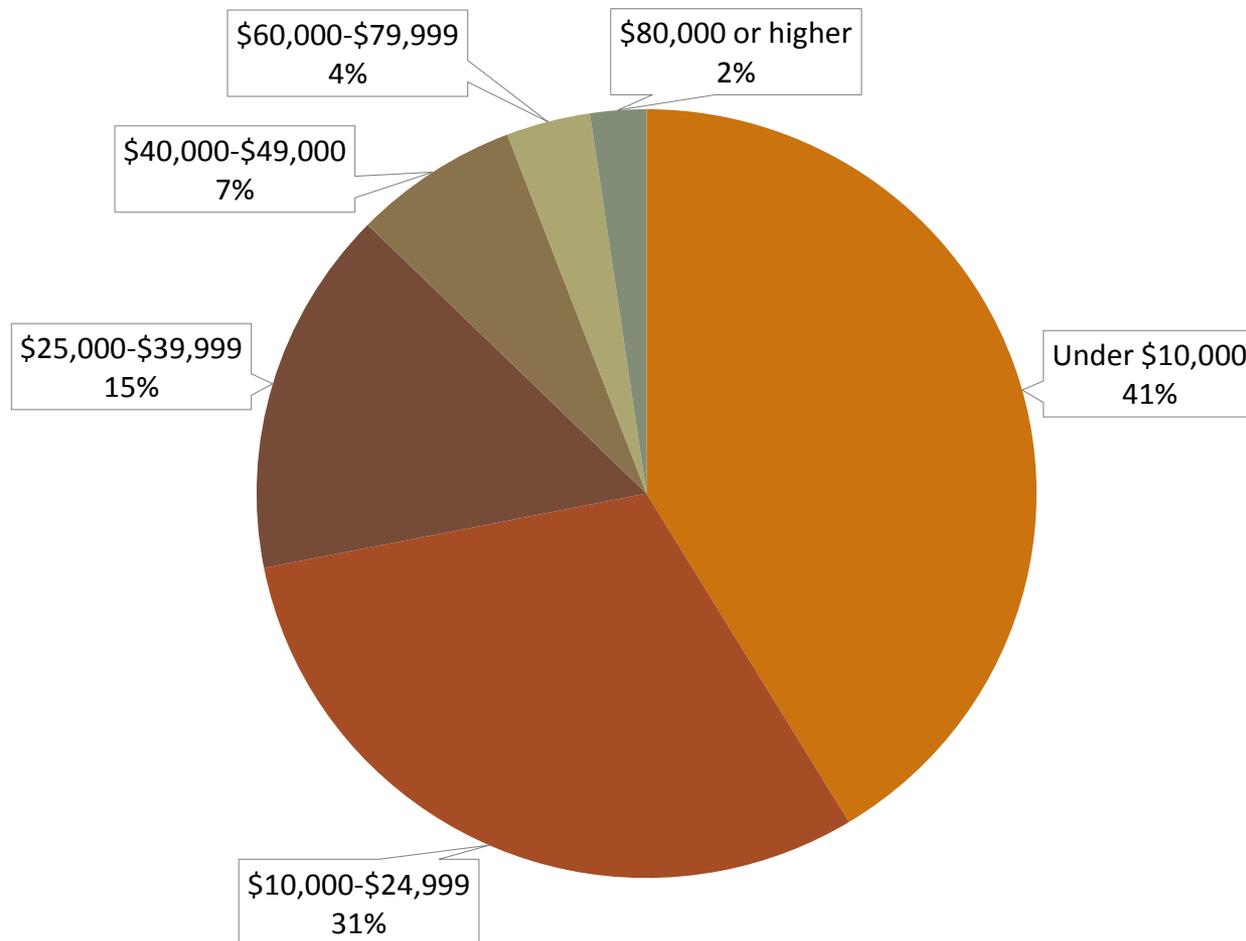


On Board Survey Race of Respondents



n=2,121

On Board Survey Income of Respondents



Summary of Feedback

2000 Onboard Survey Responses

Phase 1

Strong desire to move toward less waiting rather than less walking

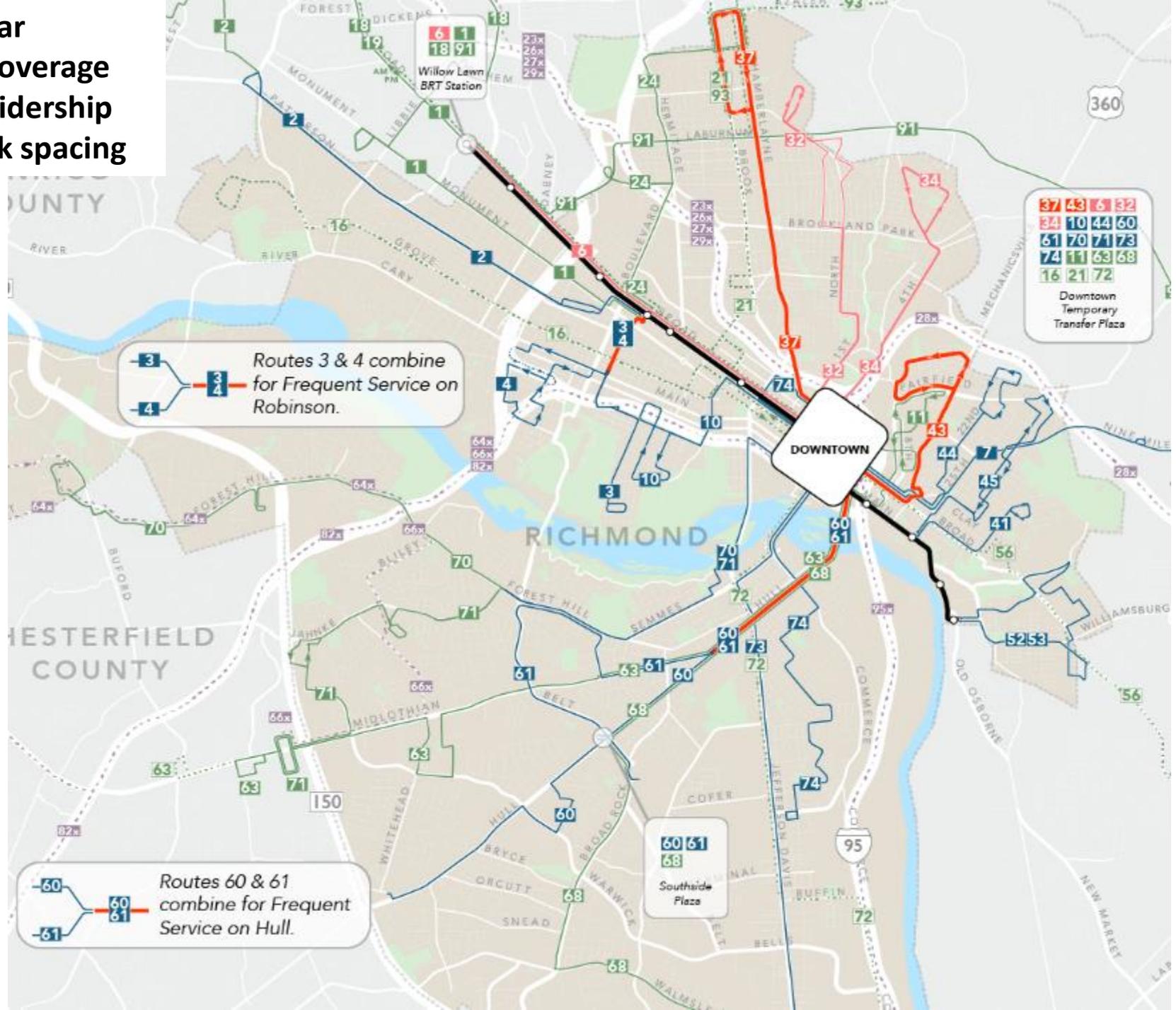
- Implies a higher frequency network ...
 - ... which implies less coverage.

Stakeholder consensus was around 70% of budget pursuing high ridership

- ... and just 30% providing coverage in low-ridership places
- In contrast, today GRTC spends about 50% of the budget covering low-ridership places.

Transit Network Concepts for Richmond

Familiar
50% Coverage
50% Ridership
1 block spacing



6 1
18 91
Willow Lawn
BRT Station

Routes 3 & 4 combine
for Frequent Service on
Robinson.

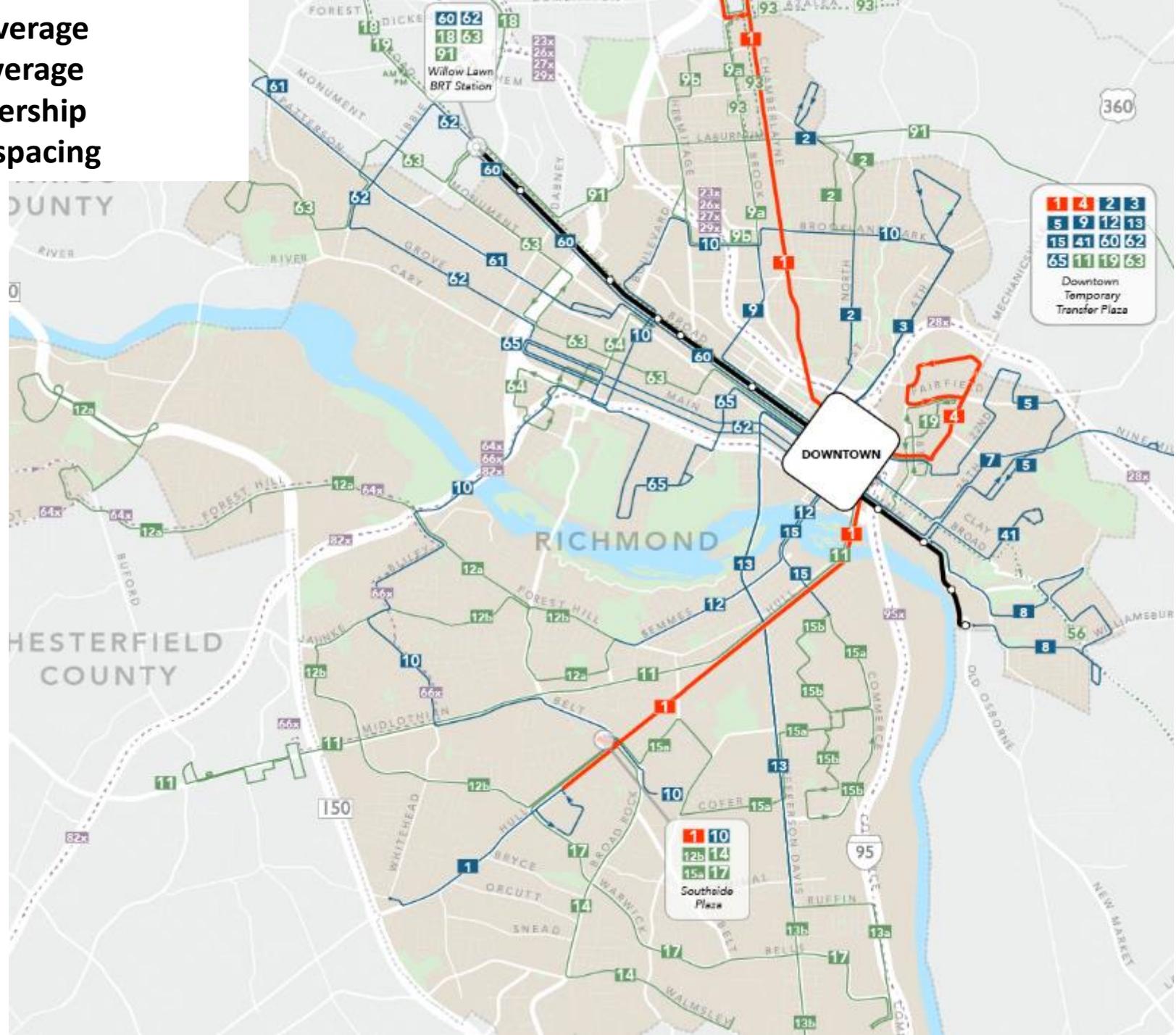
37	43	6	32
34	10	44	60
61	70	71	73
74	11	63	68
16	21	72	

Downtown
Temporary
Transfer Plaza

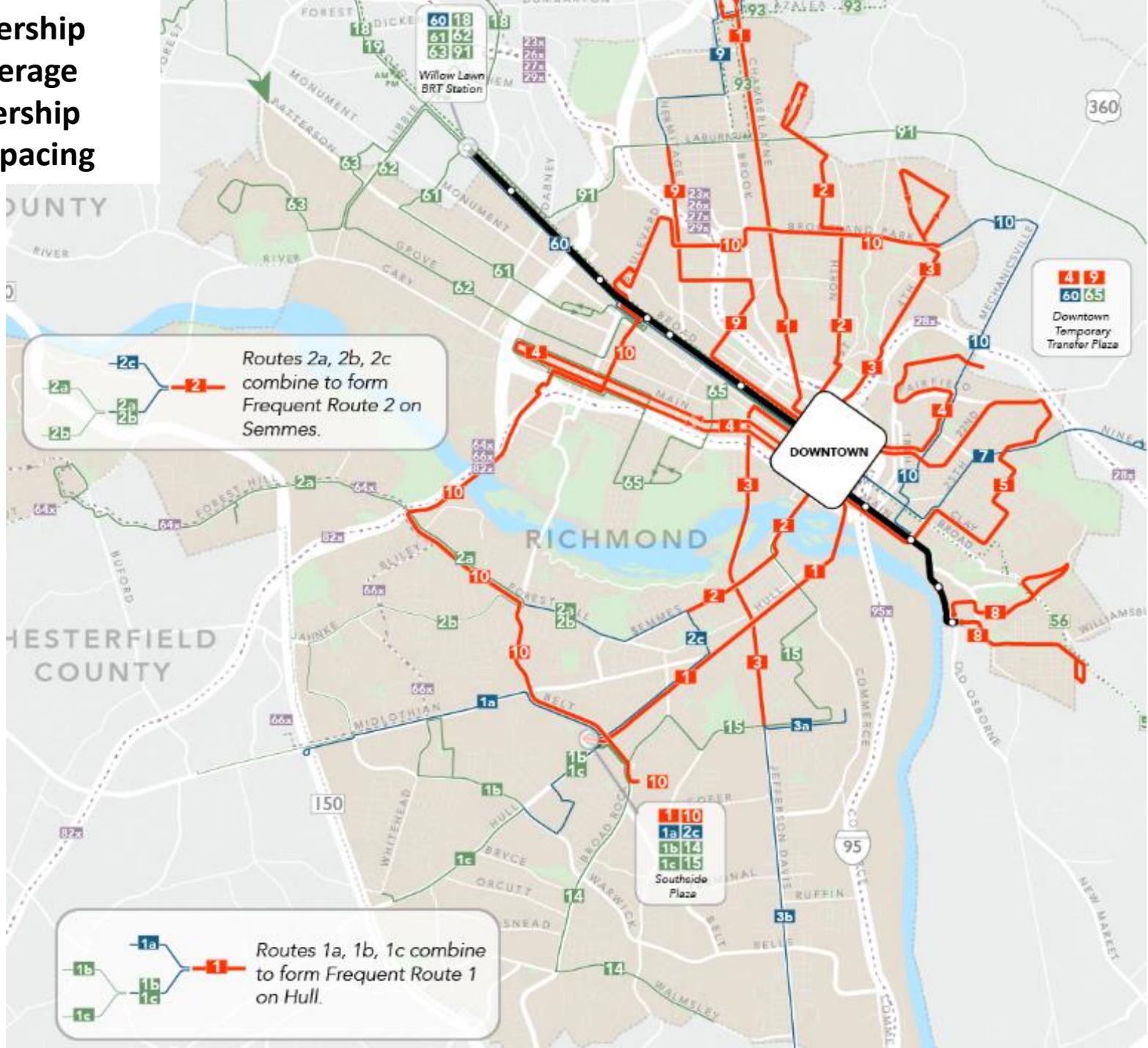
Routes 60 & 61
combine for Frequent
Service on Hull.

60 61
68
Southside
Plaza

High Coverage
50% Coverage
50% Ridership
3 block spacing



High Ridership
20% Coverage
80% Ridership
3 block spacing



Public Outreach Summary

Public Meetings (all were 6-8pm with a presentation at 7pm):

- July 26, Southside Community Services Center, 4100 Hull Street Road
- July 27, DMV Richmond Central Services Center, 2300 West Broad Street
- August 3, Powhatan Community Center, 5051 Northampton Street
- August 4, Community High School, 201 East Brookland Park Blvd
- August 8, Fairfield Court Boys and Girls Club, 2506 Phaup St
- August 9, Hillside Court Community Center, 1500 Harwood Street
- August 10, Mosby Court Community Center, 1543 Coalter Street
- August 24, Calhoun Community Center, (Gilpin Court), 436 Calhoun Street

Transfer Plaza Outreach

- Four days of in person survey and outreach, Sept 12, 14, 21 and 22

Facebook and Twitter push

- Online videos, two Facebook ads (still in progress)
- Reached over 14,000 people, 641 engagements and over 5,000 video views.

Public Outreach Summary

Flyers

- 500 distributed to East End RRHA facilities, residences and businesses by Peter Paul Development Center volunteers
- 100 distributed to Southside Plaza area business by Baker staff
- Over 500 distributed to Gilpin Court residences by local volunteers
- RRHA staff posted notices at all tenant offices
- Flyers on every GRTC bus starting late July

Email blasts

- From project team to stakeholders and prior public meeting attendees
- Multiple mentions in GRTC Pulse Blog email blasts

Media Coverage

- RTD Article: “Richmond presents 3 concepts for bus system redesign, wants feedback”, front page of July 5th edition (Tuesday).
- Richmond Magazine article: “Modeling Transit”, posted July 28.
- Richmond Free Press Article: “GRTC seeks public’s ideas at four meetings” published July 26
- Radio feature on WCVE, September 15 at 8:44am and 5:44 pm
- Numerous mentions by RVA Rapid Transit and Good Morning RVA (formerly RVA News)

Public Survey Summary

Results

- 893 Total Responses
 - 604 Responses via Online Survey
 - 289 Responses via Paper Survey



Transit choices to connect our city

Transit Network Concepts Survey

1. What matters to you?

Please select your TOP 5 priorities below. RANK them from 1-5 (with 1 being the MOST important). Use each number ONLY ONE TIME.

- | | |
|--|---|
| <input type="checkbox"/> Access for everyone | <input type="checkbox"/> Shorter walks to the bus |
| <input type="checkbox"/> Shorter waits between buses | <input type="checkbox"/> Higher ridership |
| <input type="checkbox"/> Longer service hours | <input type="checkbox"/> Faster bus speeds |
| <input type="checkbox"/> More coverage | <input type="checkbox"/> Service in busy places |

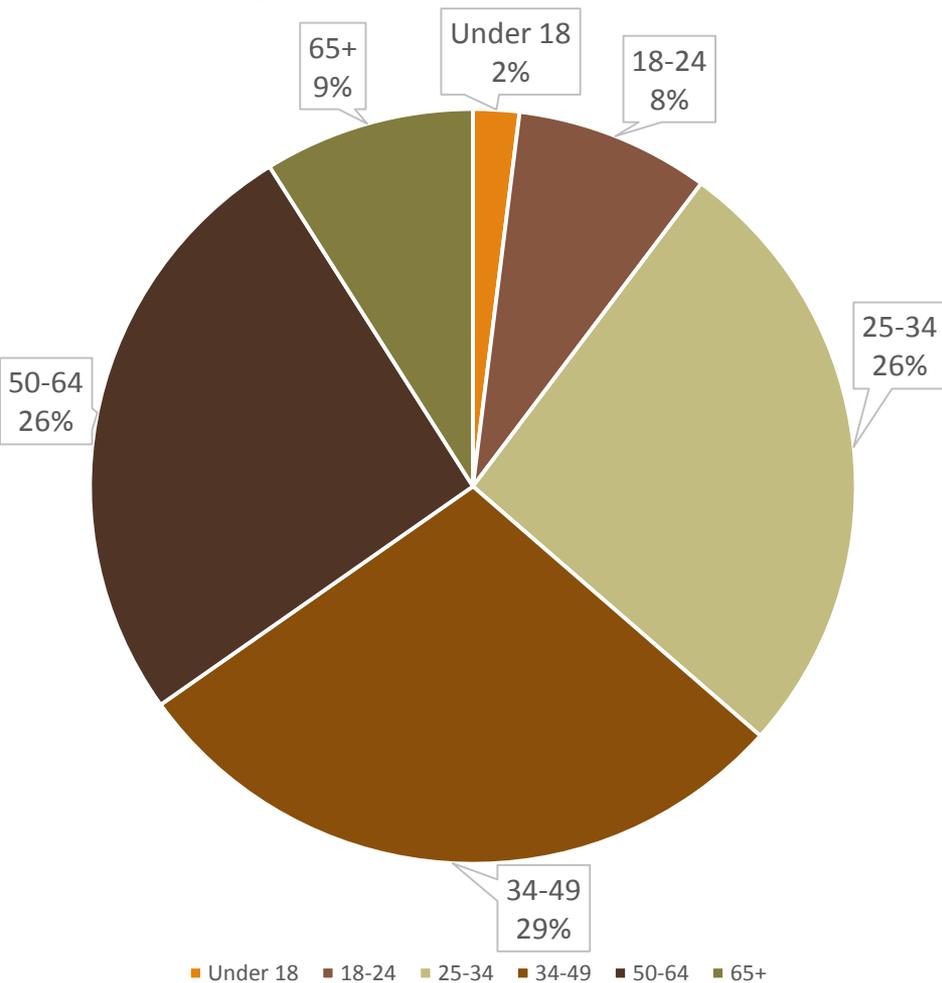
2. How would you rate the concepts?

Circle a number next to each concept below to indicate how you like that concept relative to others.

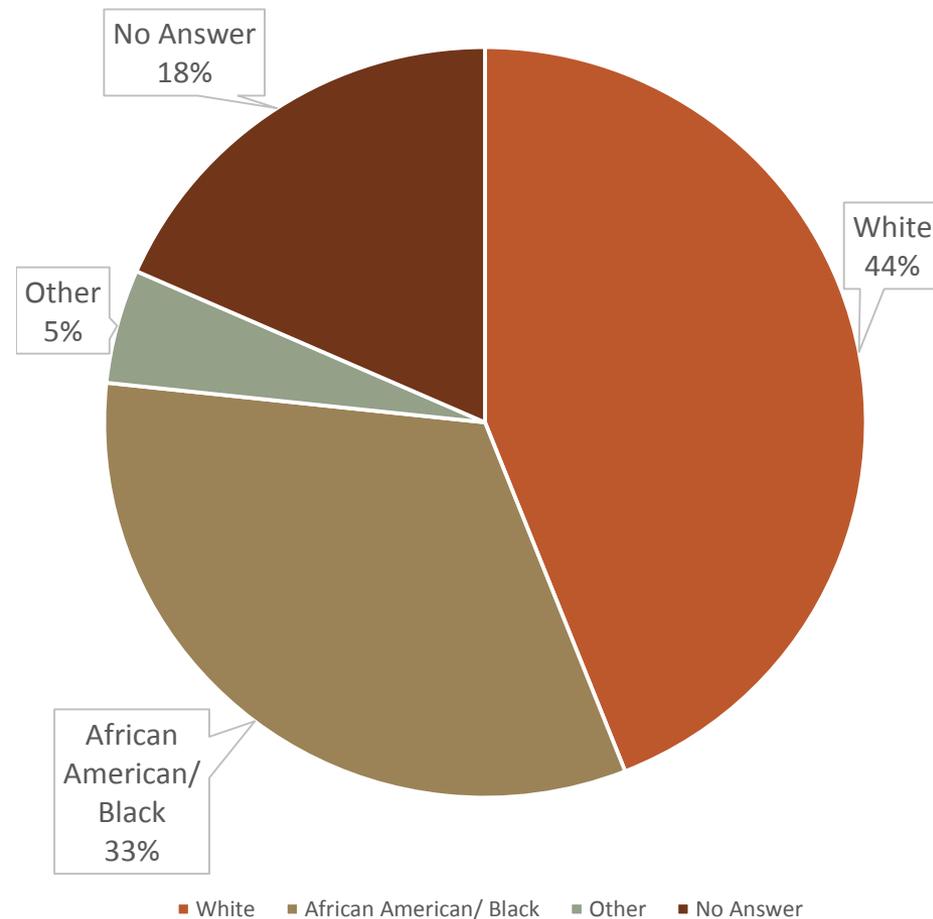
	Dislike		Neutral		Like
Familiar	1	2	3	4	5
High Coverage	1	2	3	4	5
High Ridership	1	2	3	4	5

Phase 2

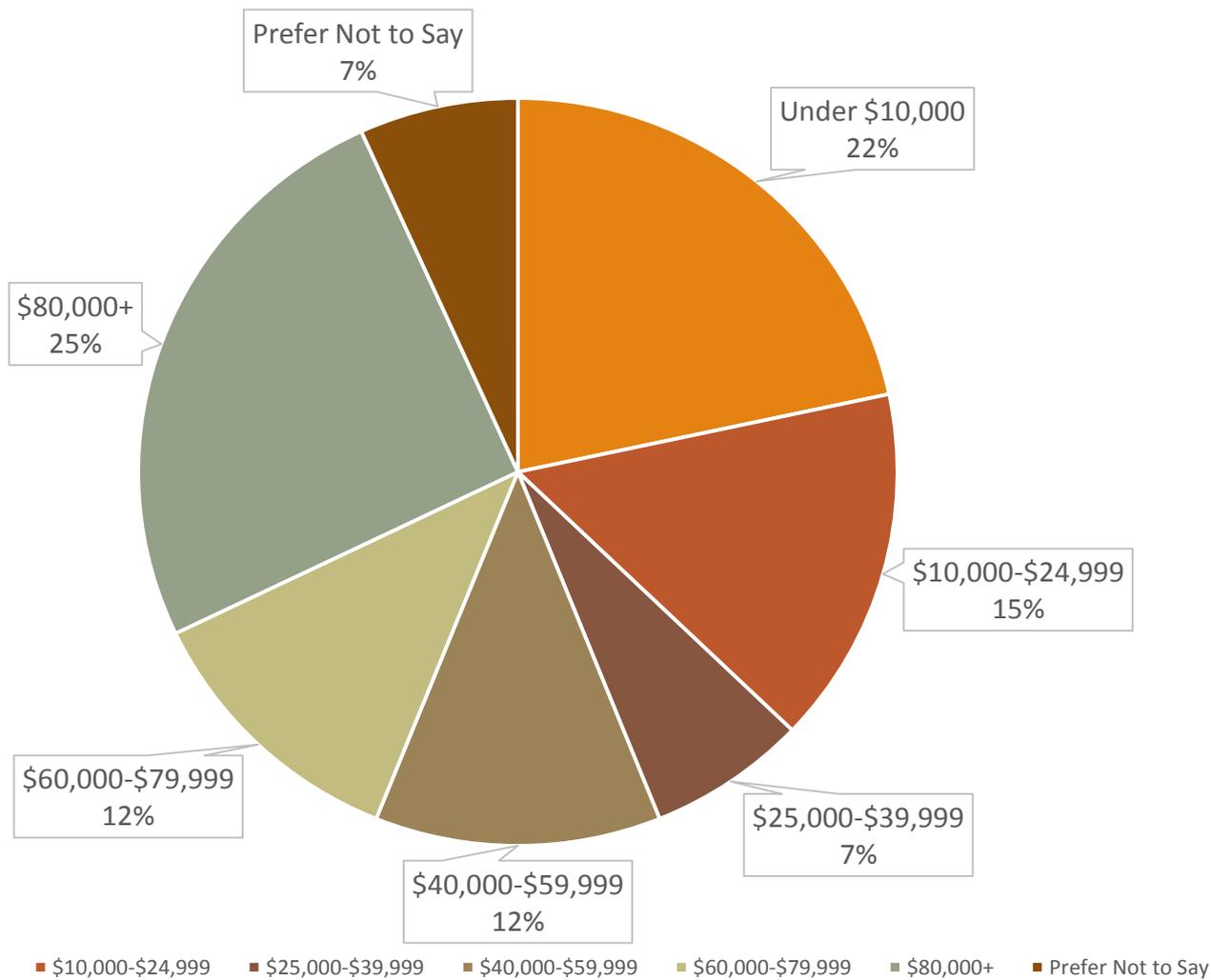
Age Distribution of Respondents



Race Distribution of Respondents



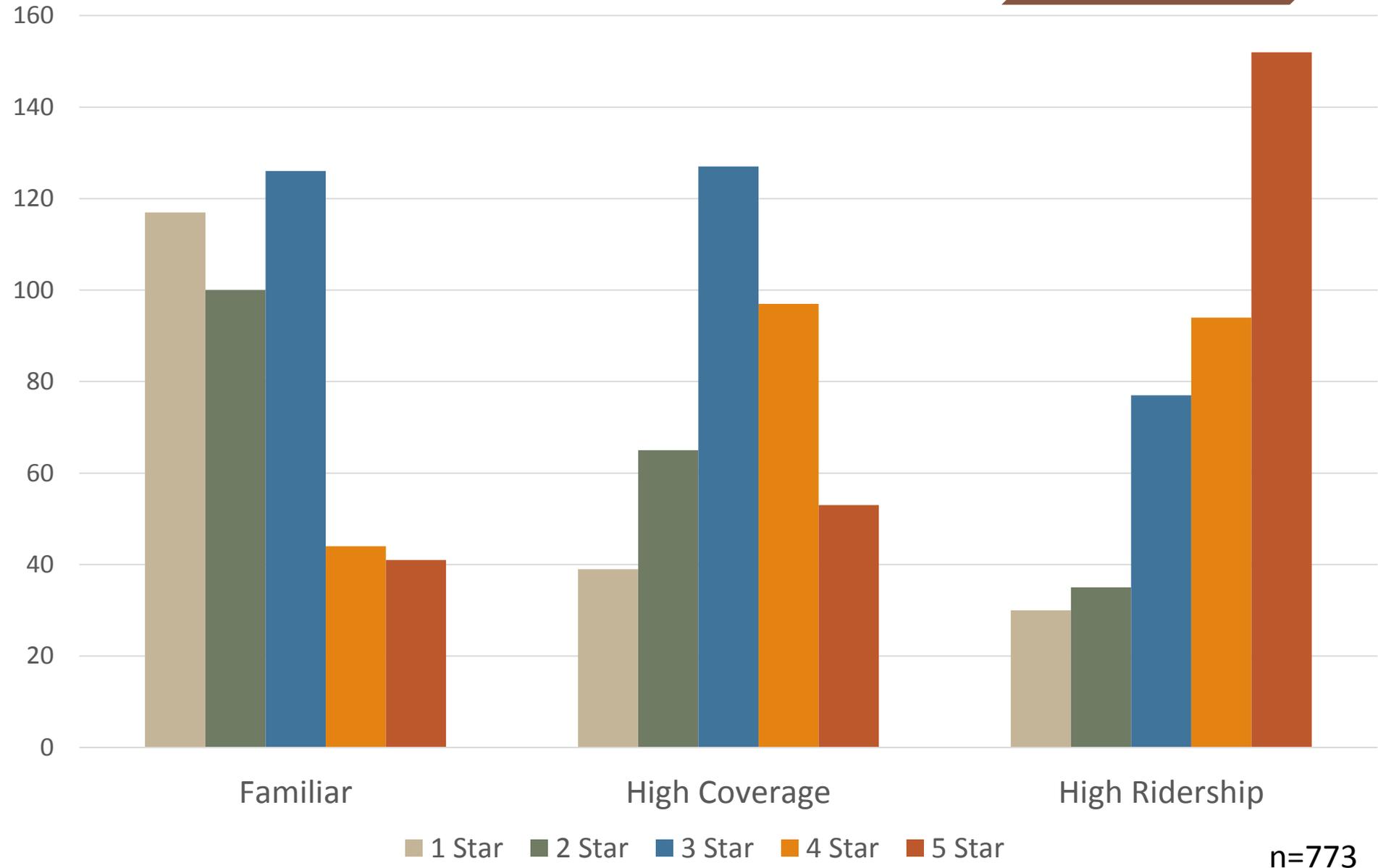
Income Distribution of Respondents



Concept Rankings



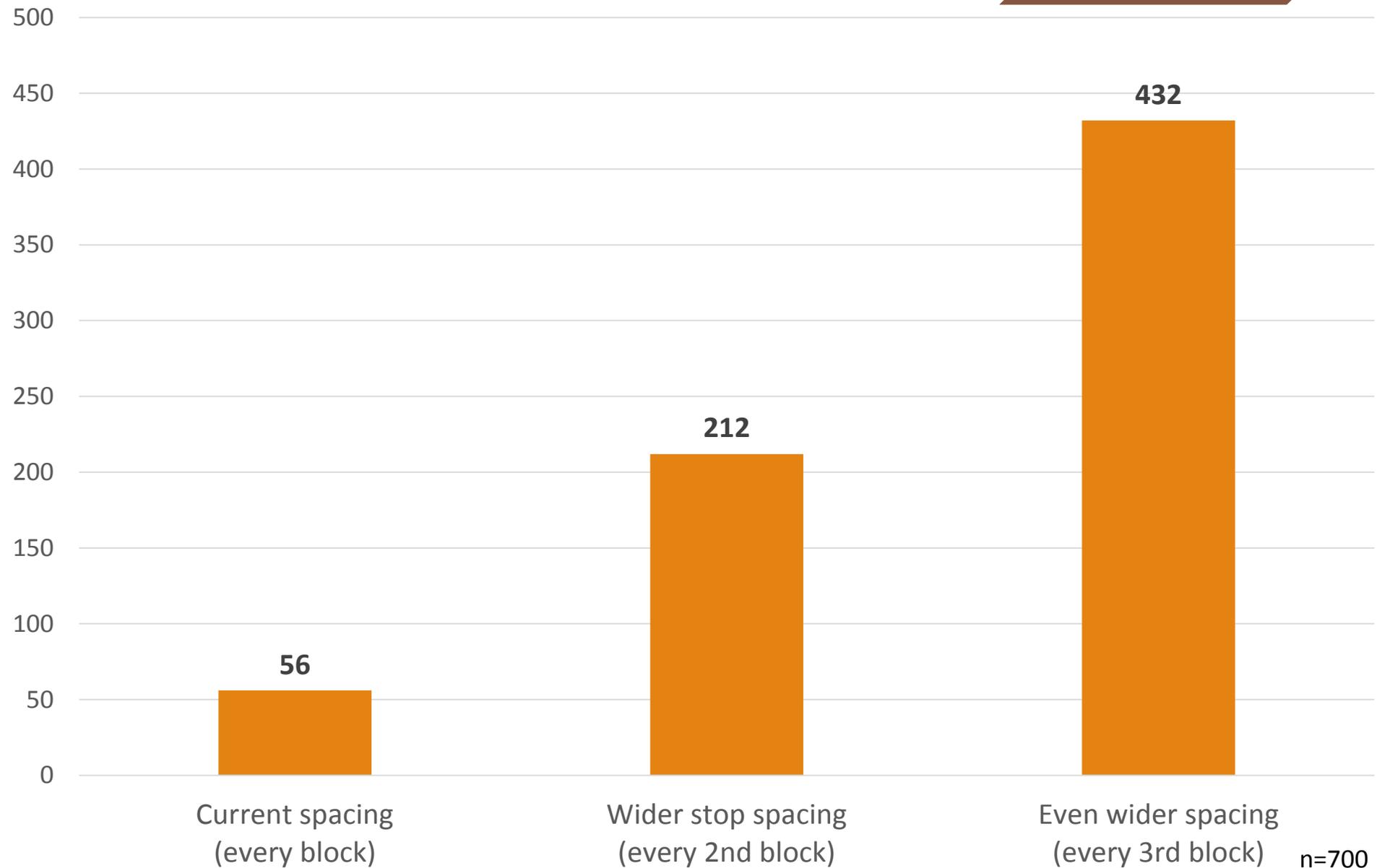
Phase 2



n=773

Context Sensitive Stop Spacing Responses

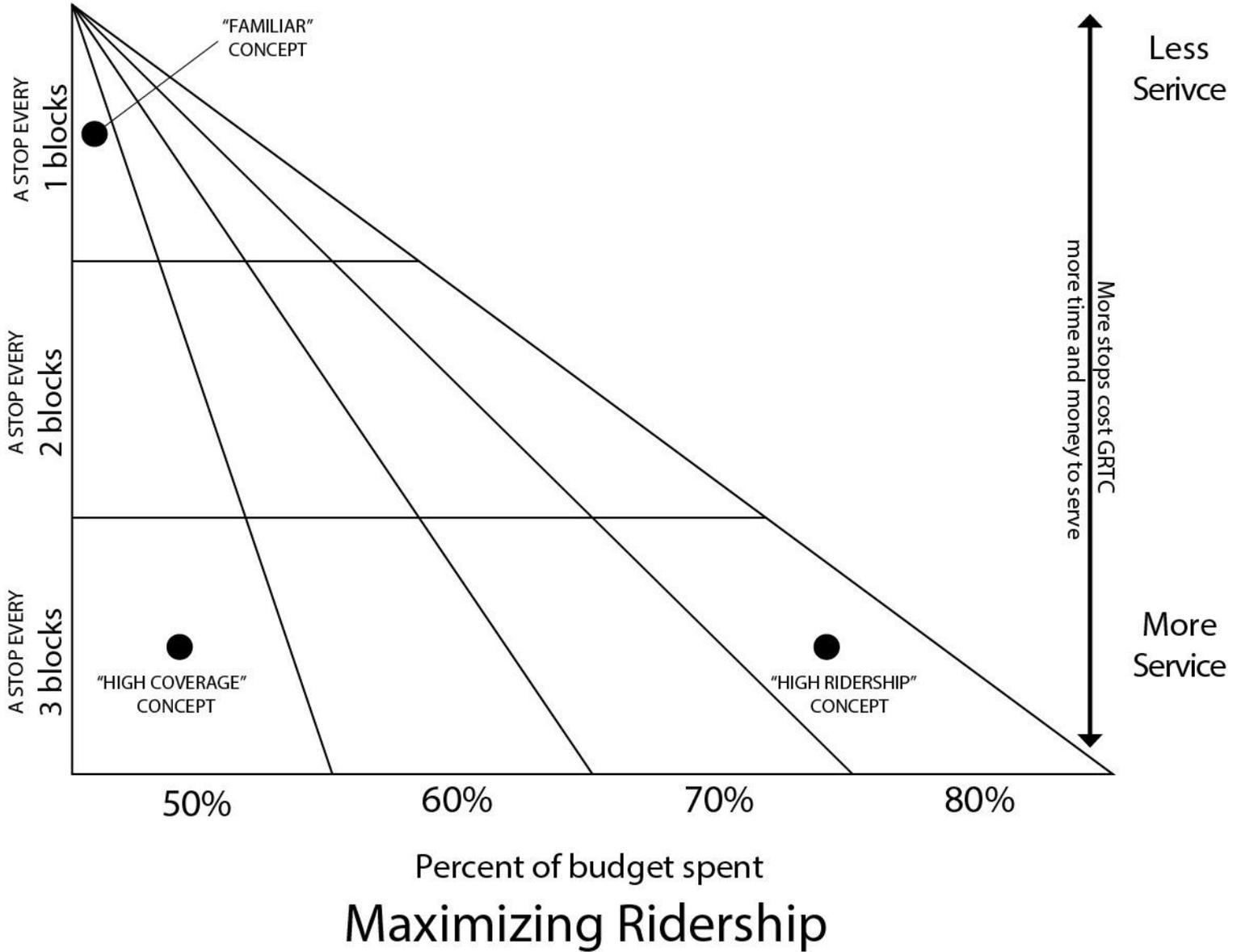
Phase 2



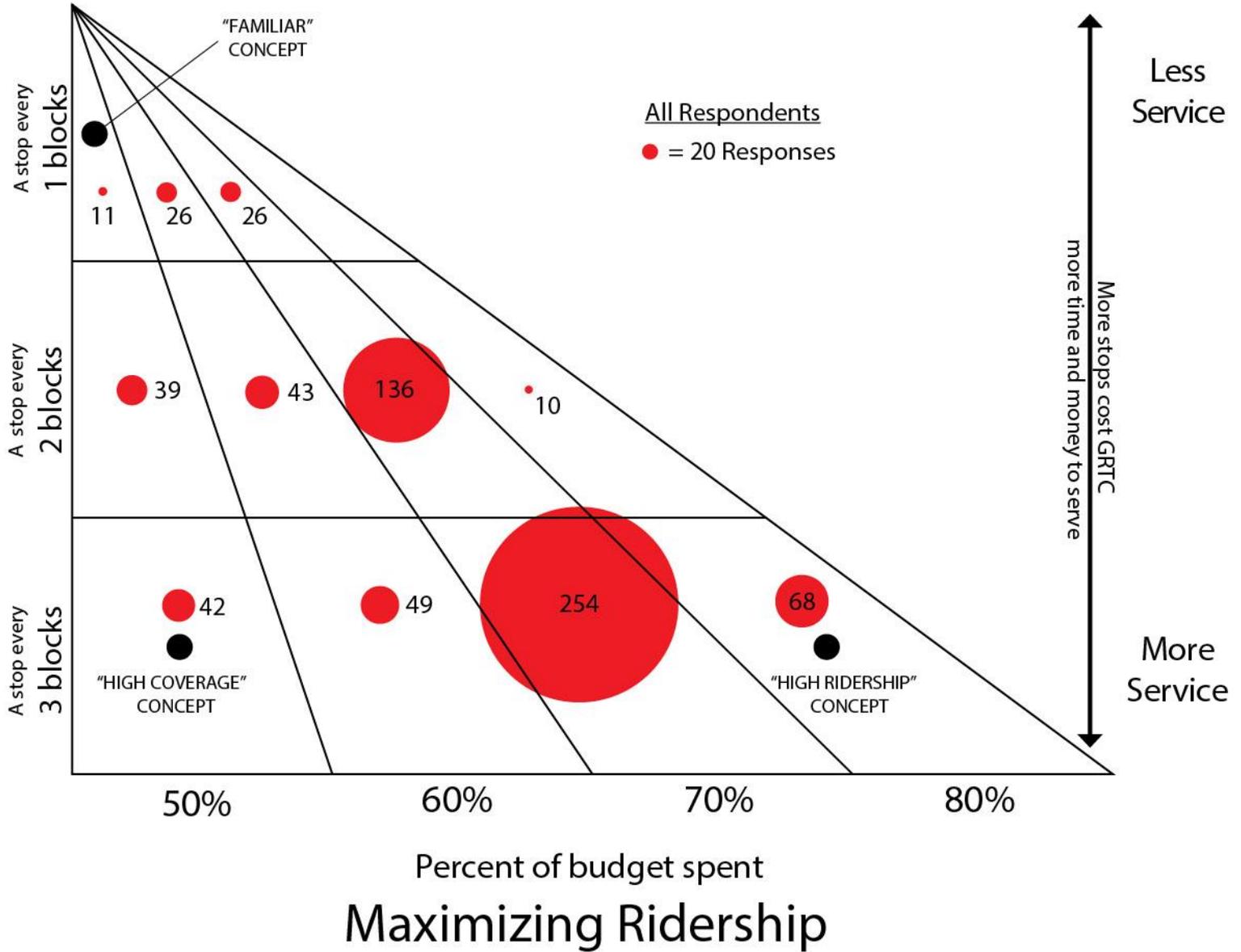
Phase 2

Responses Mapped to Policy Choices

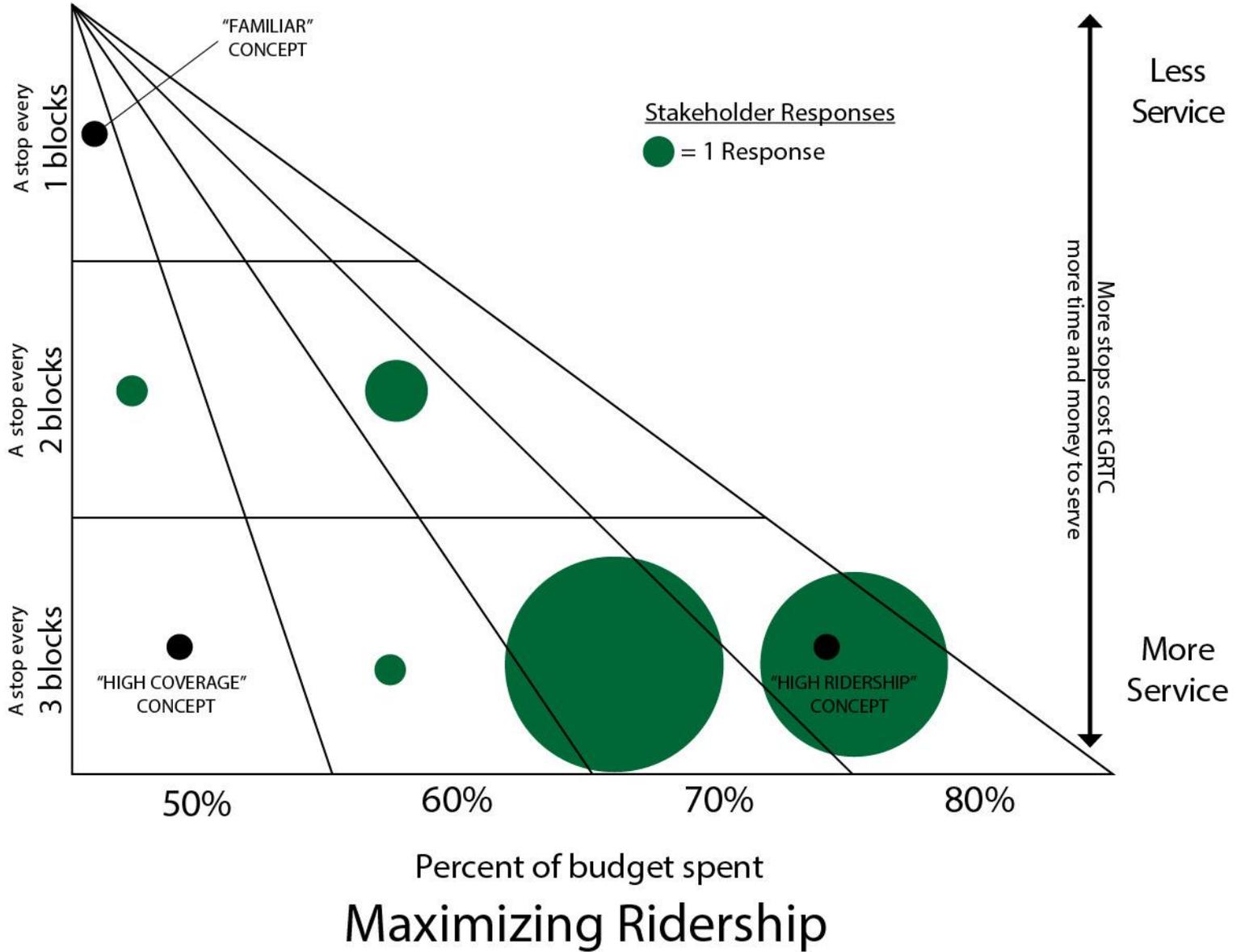
Average Stop Spacing in walkable urban areas



Average Stop Spacing in walkable urban areas



Average Stop Spacing in walkable urban areas



Operating Budget Assumptions

AND COSTING APPROACH

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Operating Budget Assumptions

GRTC Forecast of 2017-2018 Operations

- Based on forecasted budget of fixed route service.
 - Excludes paratransit
- All-in total revenue hours of service = 393,000
- Removed Chesterfield and Henrico service hours to use only City funded service hours.

Revenue Hours Assumptions

	Familiar Concept	High Coverage and High Ridership Concepts	Notes
2018 City of Richmond Revenue Hours (local + BRT)	+361,179	+361,179	GRTC provided this projection in May. No Henrico or Chesterfield services included.
2018 BRT cost	-23,007	-23,007	The revenue hours that were included for BRT operation were then backed out of the budget.
Implementation and contingency set-aside (3%)	0	-10,145	Because the Familiar network represents minimal change from the existing network, no implementation funding or contingency was set aside for that concept.
Henrico's Route 7	+13,770	+13,770	To ensure we could seamlessly add evening and weekend service to Route 7 within the city, we brought Route 7 back "onto the books" and added both its cost and its budget to our costing spreadsheet.
Target Design Budget for each Concept	= 351,942	= 341,797	The estimated cost of each concept is within 1% of this target design budget.

Concept and Recommendation

Operating Costs Calculation

Routes mapped and distances calculated in online tool (Remix)

Spreadsheet then calculates costs for each time period by

- $\text{Distance} / \text{Speed} \times 60 \text{ Minutes} = \text{Run Times}$
- $\text{Run Times} + 13\% \text{ (Recovery and Driver Break Time)} = \text{Cycle Time}$
- $\text{Cycle Time} / \text{Frequency} = \# \text{ of Vehicles \& Drivers (Rounded up to whole number)}$
- $\# \text{ of Vehicles (Drivers)} \times \text{Span of Service} = \text{Daily Revenue Hours}$

Route 62 Mid Day Service:

- $16.63 \text{ miles} / 14\text{mph} \times 60 \text{ min} = 71.3 \text{ min Run Time}$
- $71.3 \text{ min} + 13\% \text{ (recovery and driver break time)} = 80.5 \text{ min Cycle Time}$
- $80.5 \text{ min Cycle Time} / 30 \text{ min Frequency} = 2.68$
2.68 rounded to next whole = 3 buses running per hour during mid day
- $3 \times 8 \text{ hours (Span of Service)} = 24 \text{ hours of service per weekday in the mid day}$

Budget Assumption Updates

Daily revenue hours for weekdays and weekend service are aggregated.

All days are aggregated to annual total.

Annual totals are held within 1% of budget

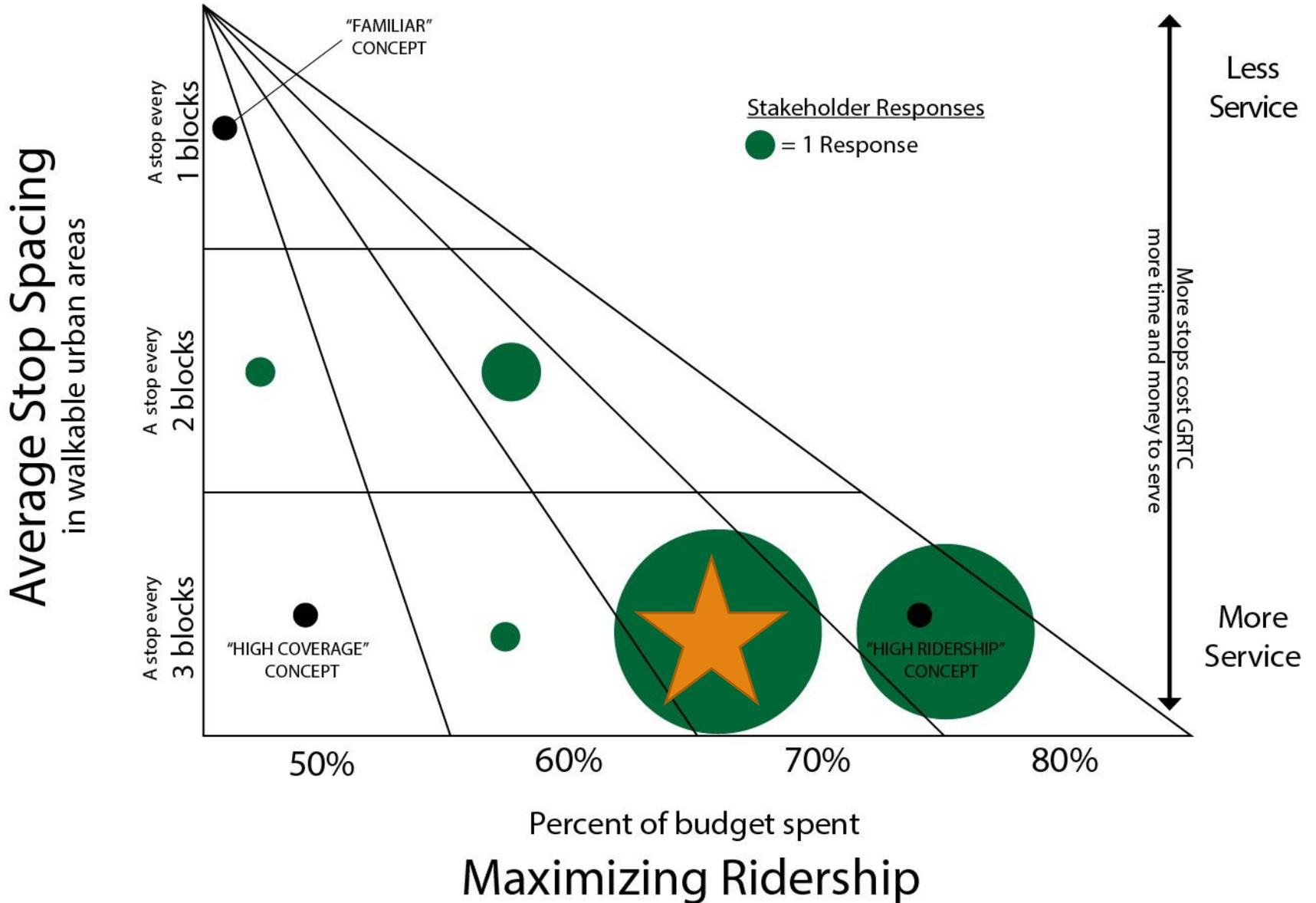
- 351,942 annual hours for Familiar
- 341,797 annual hours for High Coverage and High Ridership
 - 3% of budget is held back to assist with implementation for High Coverage and High Ridership
 - This equates to approximately \$1 Million in operating budget

GRTC is reviewing and updating budget and operating forecasts

Annual operating hour assumptions will be updated prior to draft recommendation development.

RTNP Policy Direction

Recommended Policy Direction: 70% Ridership, 30% Coverage



Next Steps

October

- Review Phase 2 Results and Policy Recommendation at October 3 Organization Development Committee Meeting
- **Receive Your Feedback on Policy for Ridership vs Coverage and Stop Spacing by October 14, 2016**
- Jarrett Walker Mini-Core Design Retreat to Develop Draft Network Plan

November

- Introduce Policy Resolution to City Council Based on Public and Stakeholder Input
 - 70% Ridership, 30% Coverage, 3-Block Stop Spacing

December

- City Council Action on Policy Resolution

January

- Public Release of Draft Network Plan
- Phase 3 Stakeholder and Public Meetings
- Present Draft Network to GRTC Board

February

- Finalize and Publish Recommended Network Plan
- Release Final Network Plan to Public and GRTC Board

Thank you!!

Questions??