



RICHMOND CONNECTS

Lighter, Quicker, Cheaper

**Planning Commission Meeting 1/20/26
Office of Equitable Transit & Mobility,
DPW**

Presented by: Brandon King

Background

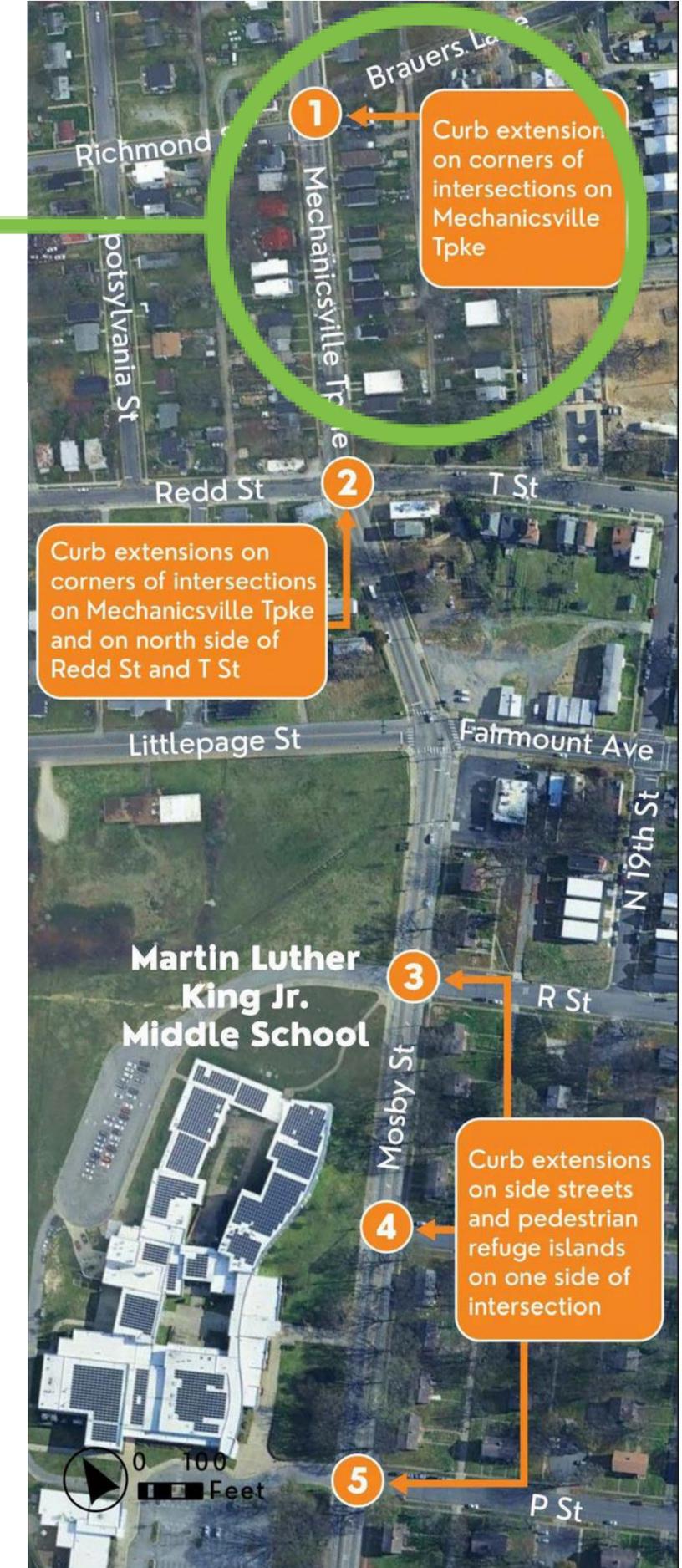
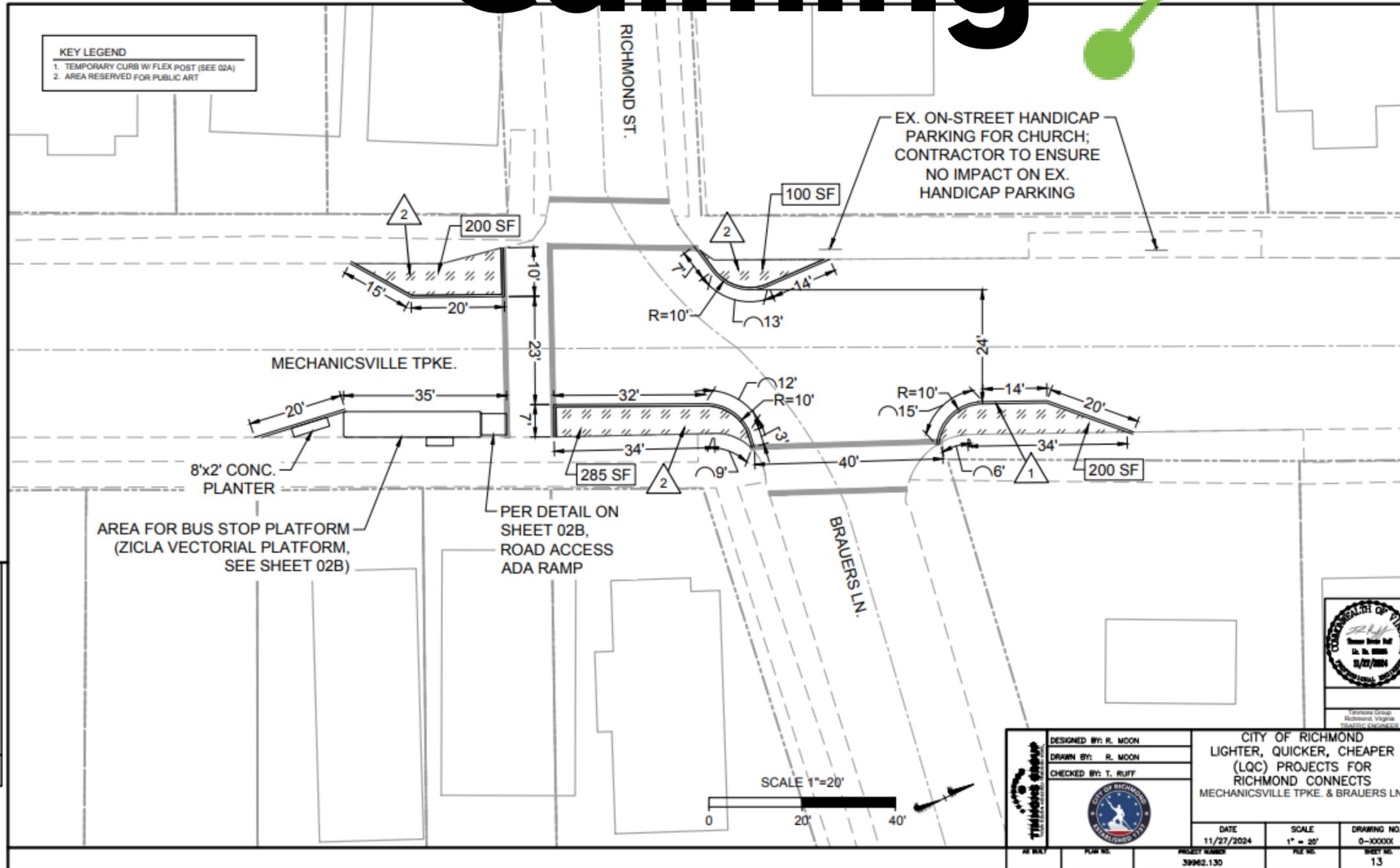
- Asked to bring more information on bus boarding platform - Jan. 22, 2025.
- Presented in February 4, 2025, conditional approval of bus platform upon reporting out one month after installation.
- May 20, 2025 presented:
 - bus driver & public surveys
 - boarding/alighting observations
 - recommendation from city traffic engineer

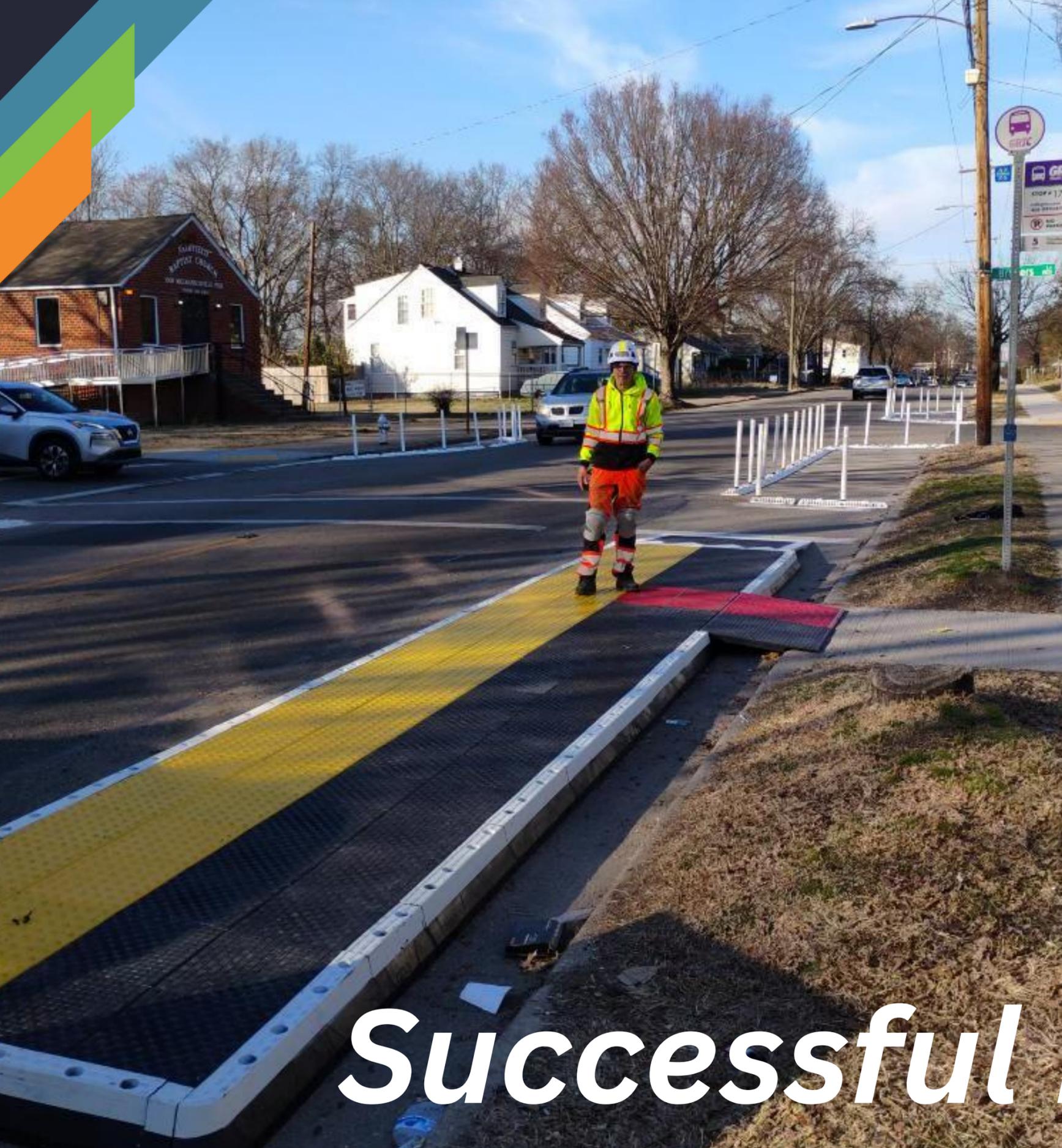


Traffic

Pilot LQC Project

Calming



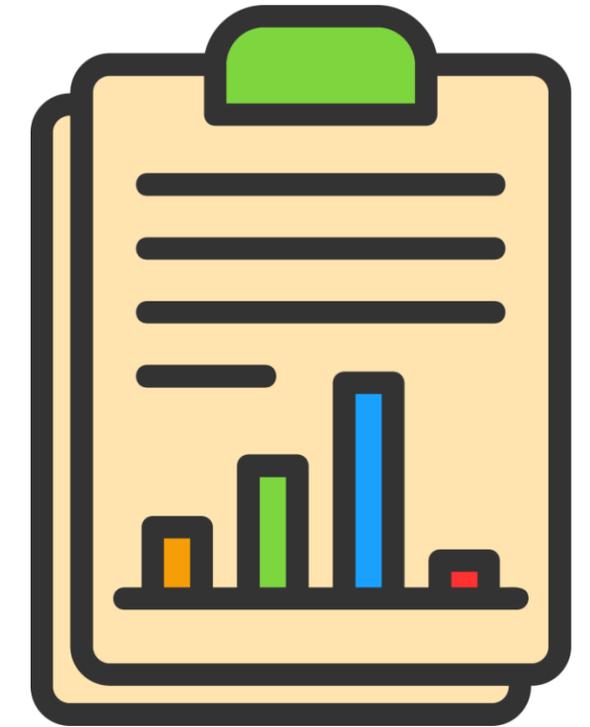


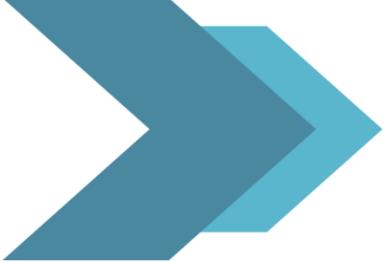
Successful Installation

Reportin

 Immediate, present to CPC in Spring:

- a. Any citizen complaints/praises
 - i. On-going citizen feed-back via online & field survey, signs seeking feedback are already posted
- a. Field observations by OETM
- b. GRTC observations and driver feedback



 **3 Month Time Period** (summer 2025)

- a. Initial speed reductions - 2-3 month lag between data collection & availability with current data providers
- b. Seeking grant funds from state to test some real-time monitoring

 **One Year** (February 2026)

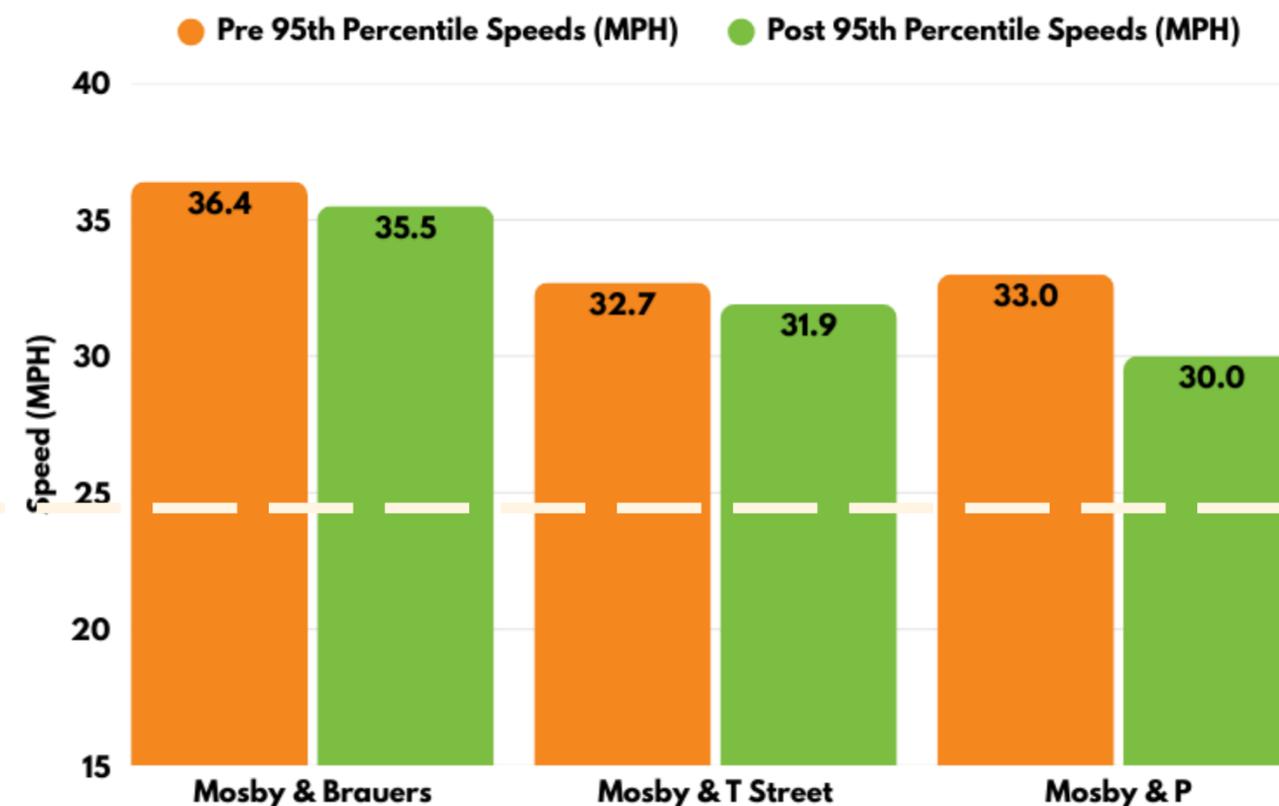
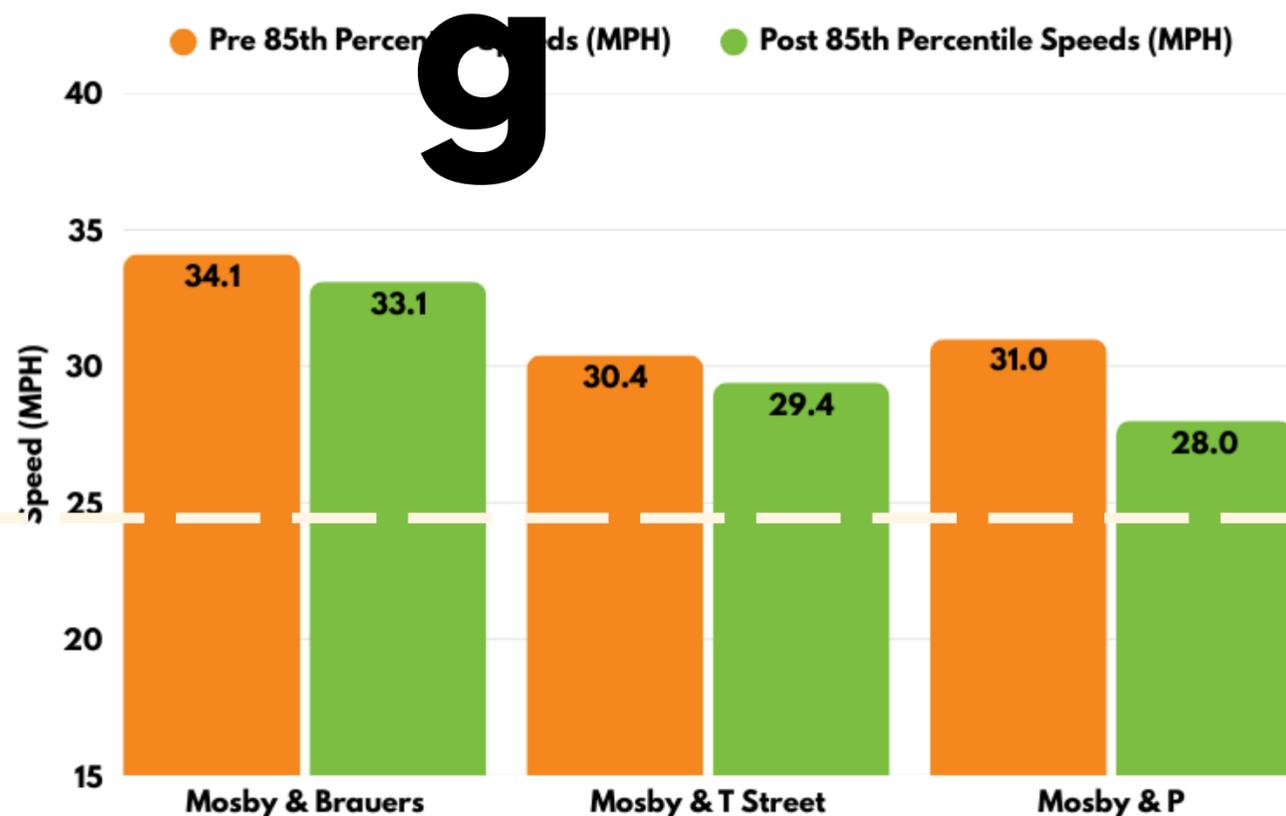
- a. Near misses (want to capture similar month for weather skews)
- b. Full report on speed reductions and improvements from whole corridor project





Reportin

New data! Initial speed reductions



Take-aways:

- General reductions in speeds 1-4mph, depending on the segment examined
- Consistent with expected results from research
- Seems most impactful in front of MLK Middle
- Will continue to monitor and increase data sample size

Caveats:

- This is preliminary data, and based on Urban SDK data DPW purchased. We are looking to independently verify this speed data set and compare to other available data sets.
- Will also want to compare 12 months pre project to 12 months of post-project data, or more!!

Citizen Feedback

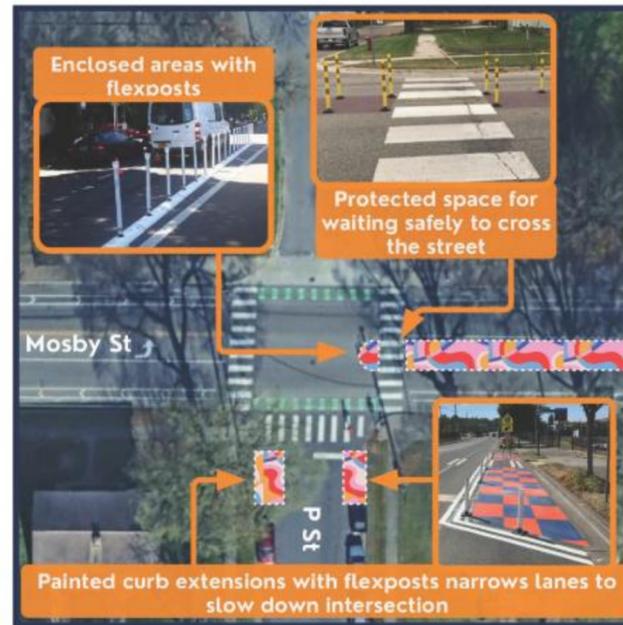
Site-Specific Survey Results

RICHMOND CONNECTS
LIGHTERQUICKERCHEAPER

CITY OF RICHMOND
ESTABLISHED 1731

Safety Improvements Coming Soon! Take a look!

rva.gov/public-works/lqc

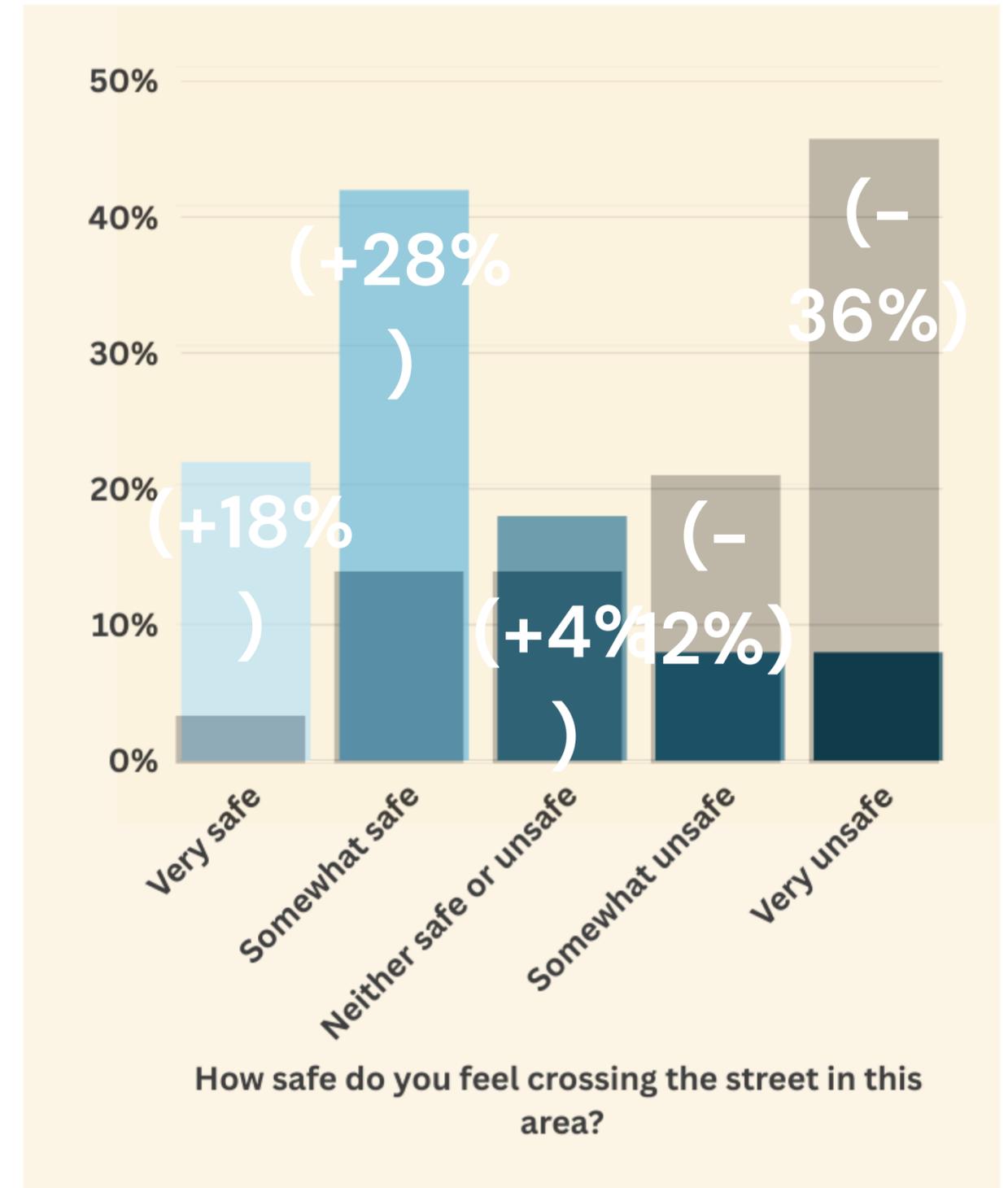
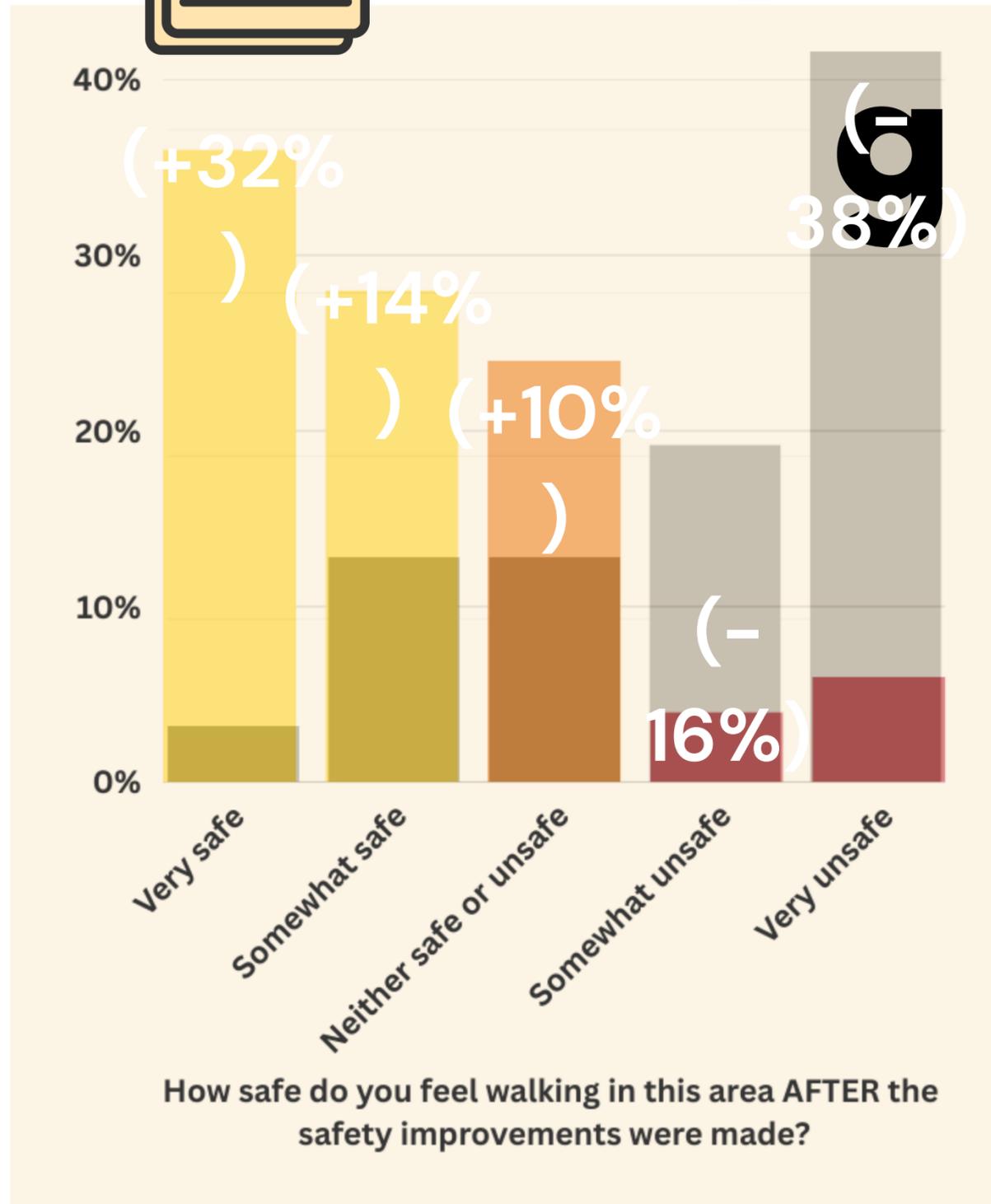


Signs in community at project site direct folks to online survey, outreach coordinator has also been out with paper copies



Reportin

Post-Installation Public Perception Survey



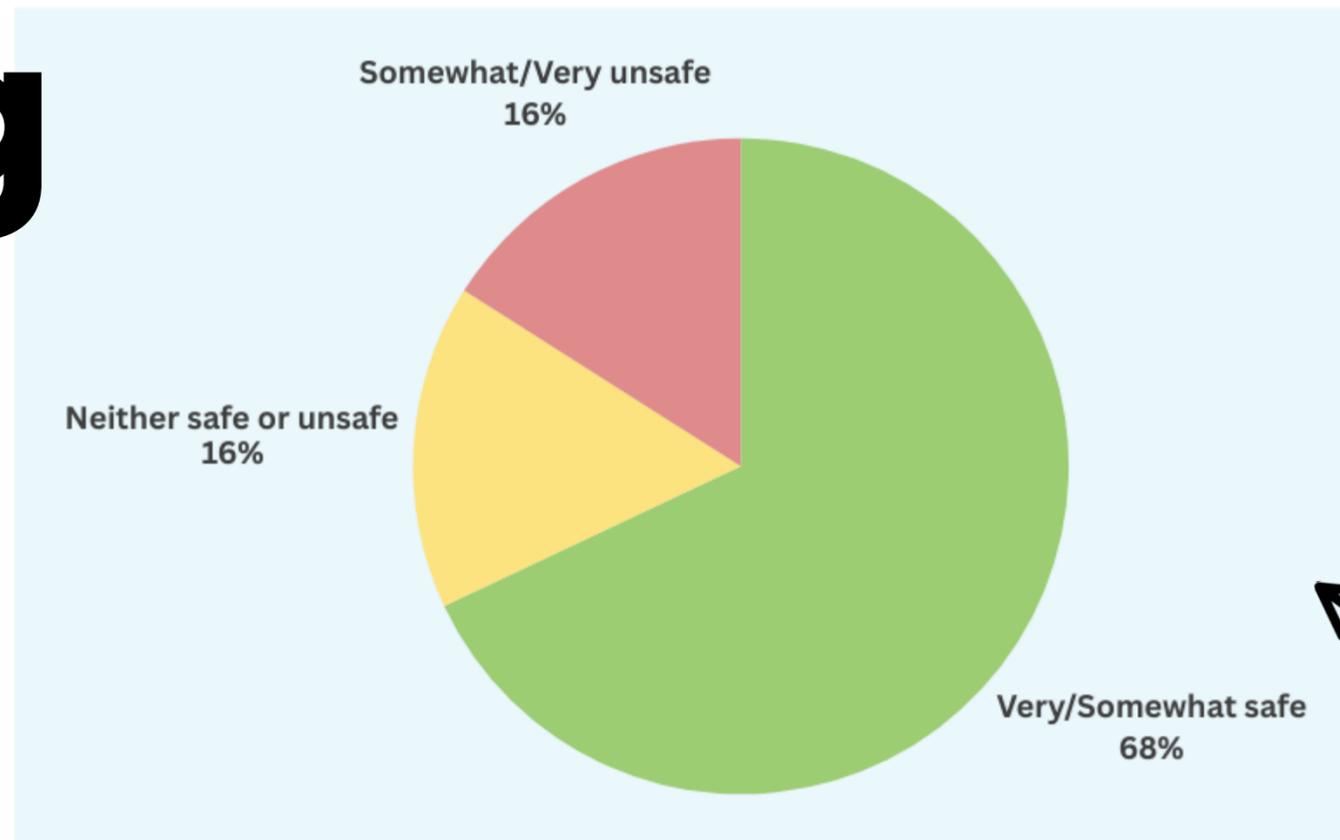
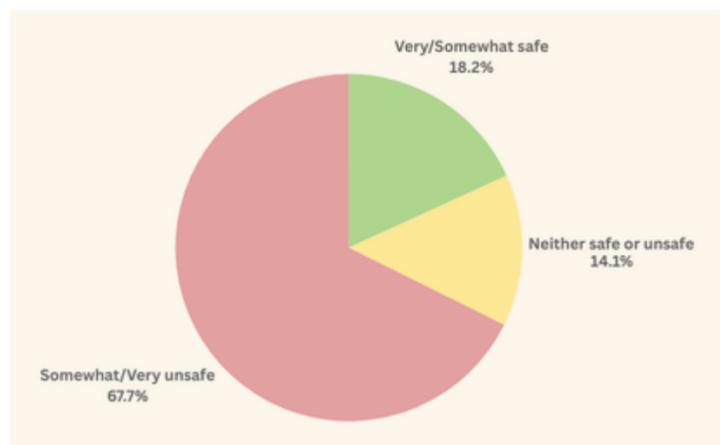
Post-Installation Public Perception Survey



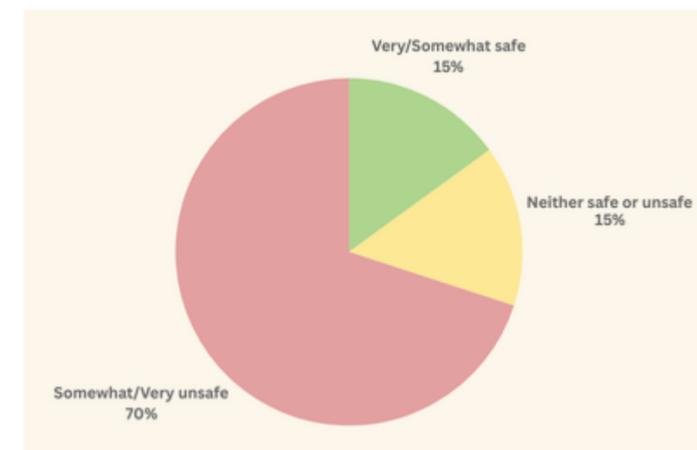
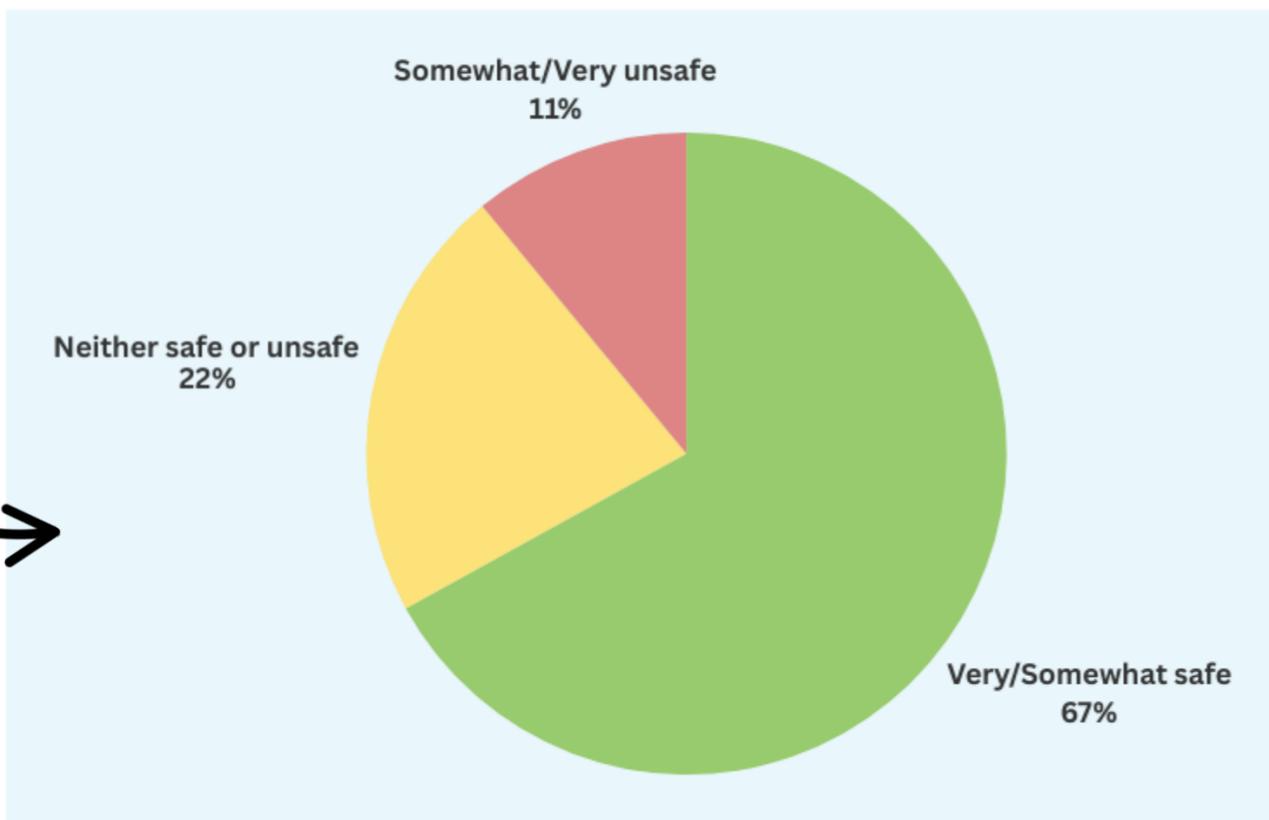
Reportin



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Based on
new responses
since
May 20, 2025



How safe do you feel walking along the street AFTER these safety improvements were made?



How safe do you feel crossing the street AFTER these safety improvements were made?



Reportin

What did the neighbors have to say AFTER the project was completed?

Survey Question: Is there anything else you would like to tell us about this location? Questions, concerns, or areas that need additional attention?

This is just amazing

This makes getting the bus feel safer
-Lynece

It looks NICE! Makes it feel like someone is bringing a change.

I have lived in this area for 30+ years. This is a good thing.
-Bernard

This bus platform is great! Need more around the city
Sarah - VCU worker

This is good - I see traffic slowing

This has been needed long ago

I see traffic slowing down more
- Sunshine

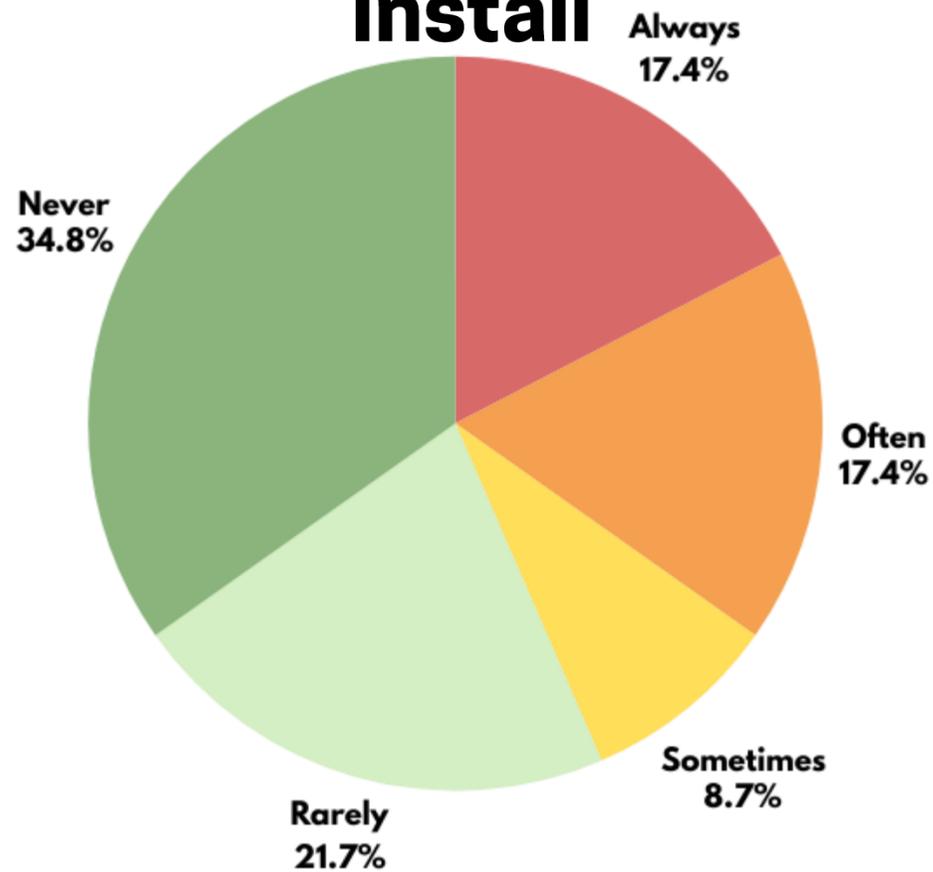
Reporting

GRTC Driver Survey

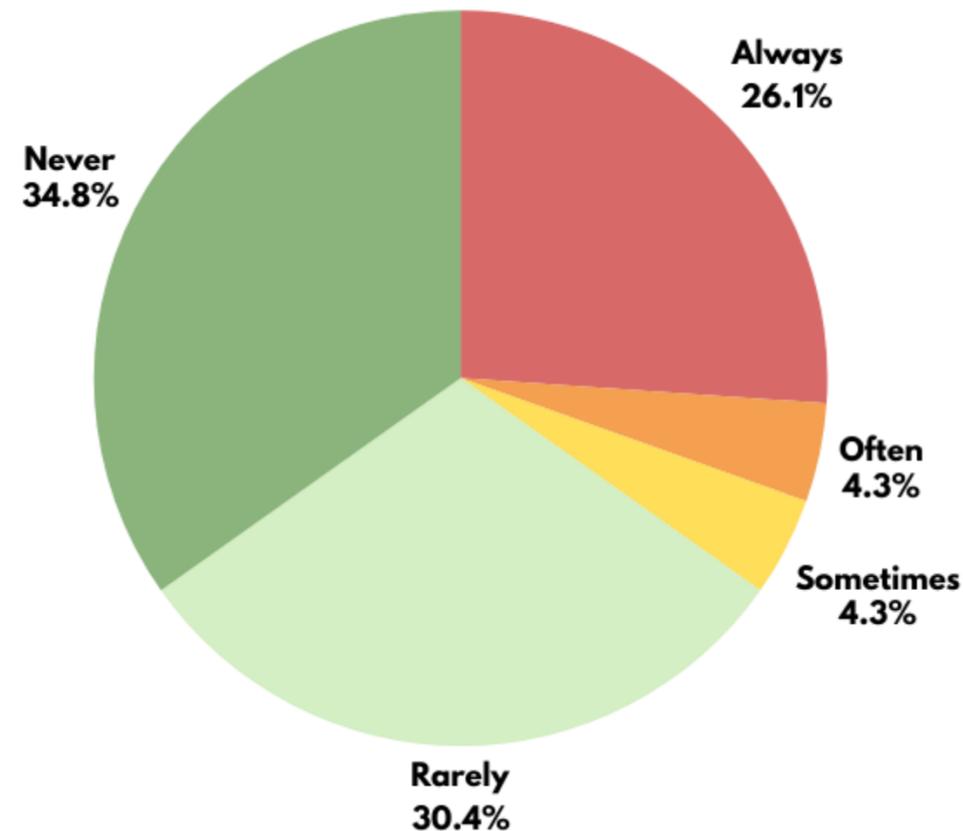
How often did drivers pass you while servicing this stop?
 Takeaway: Not a significant change before and after platform install



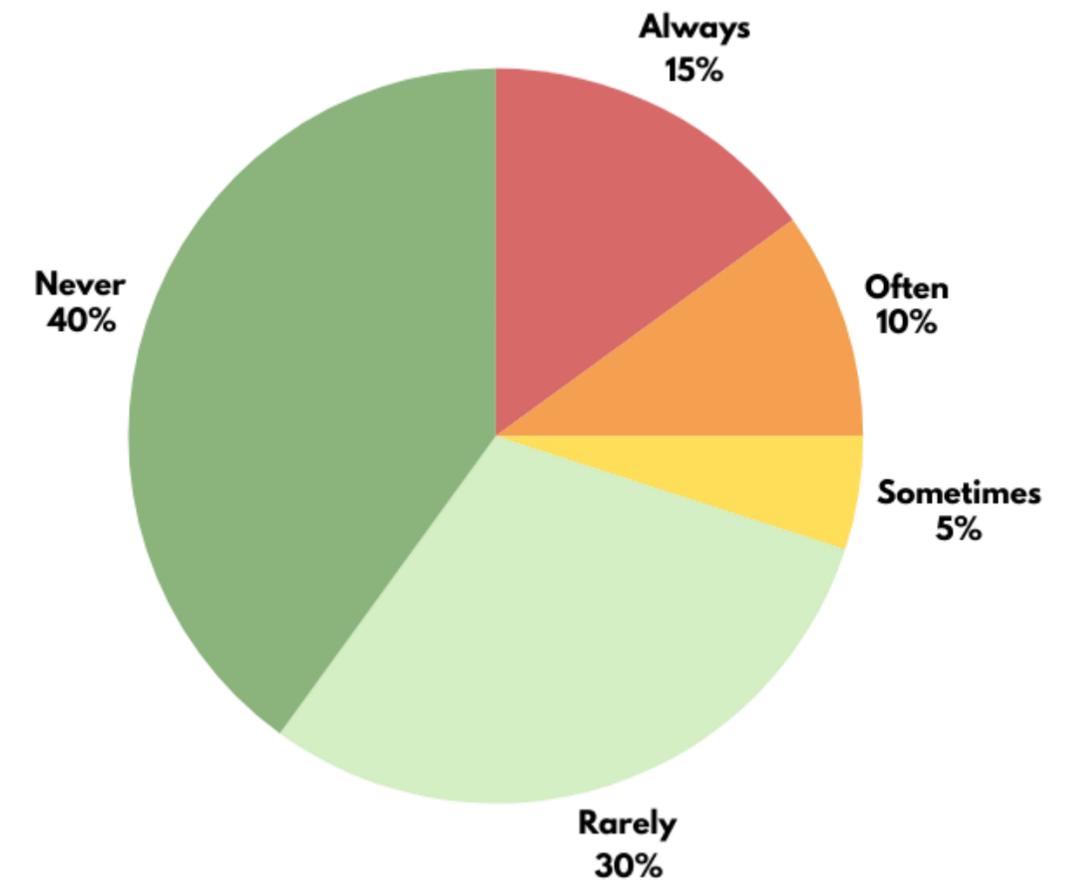
Before Platform Install



2 Month After Platform Install



8 Months After Platform Install



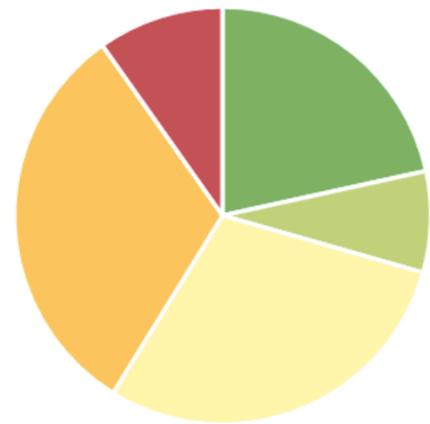
Reporting

GRTC Driver Survey

Before Platform Install

How difficult is it to board and alight with both doors at the curb? (Easy 1; 5 Hard)

Findings: Mixed bag right after install. Has shifted towards middle or ambivalent. Overall less feel it is very hard or very easy.

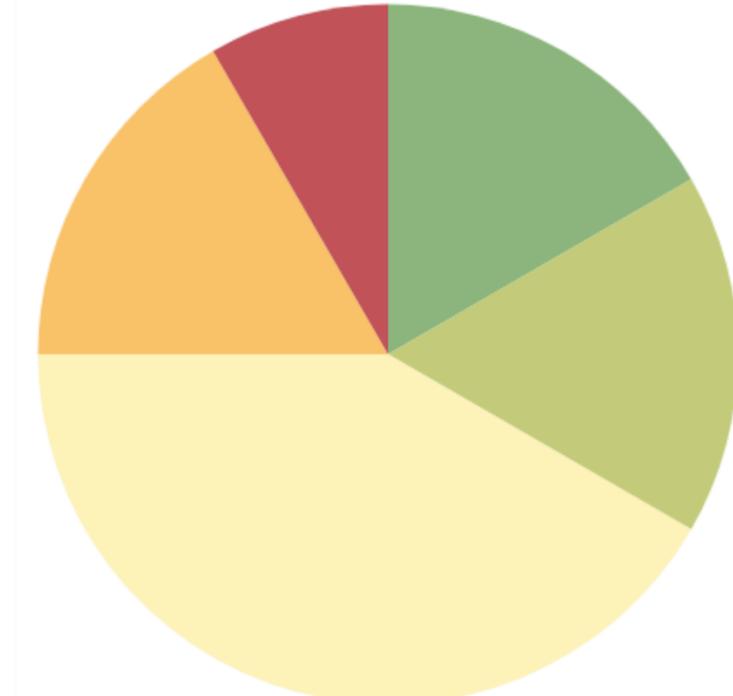


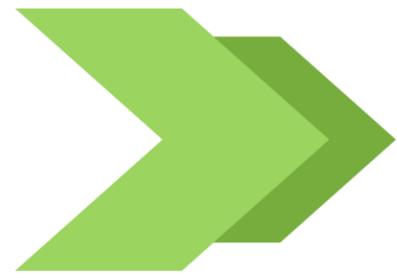
- 1 EASY
- 2
- 3
- 4
- 5 HARD

3 Months After Platform Install



8 Months After Platform Install





Reporting

Field Observations

Observed for 3 more hours, 3 different days in September. Combined with spring data (from 5 days, 5 hours).

- About 16% of cars that got stuck behind a bus passed the bus. (12% in spring, 16% in fall, small sample sizes more likely to contribute to this than an actual trend)
- About 1 out of every 4 times the bus was stopped, a car passed it.
- This is similar to the pre-install conditions (as recorded by the bus drivers, no one collects this data regularly)
- City Traffic engineer opinion = not frequent enough boardings and alightings for concern. Recommendation is continue to monitor.



Long Term - Assess for Success



Pic credit: DC DOT Minnesota Avenue SE Bus Priority -
Permanent Platforms could follow



Pic Credit: NACTO
*Potential to make curb
extensions permanent and
include stormwater
infrastructure*

- Revisit design with data from LQC
- 3-5 years: Move into new test pilot with different design, remove LQC, or seek funding for permanent infrastructure

Thank You



DEPARTMENT OF
**PUBLIC
WORKS**

Office of Equitable
Transit & Mobility

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