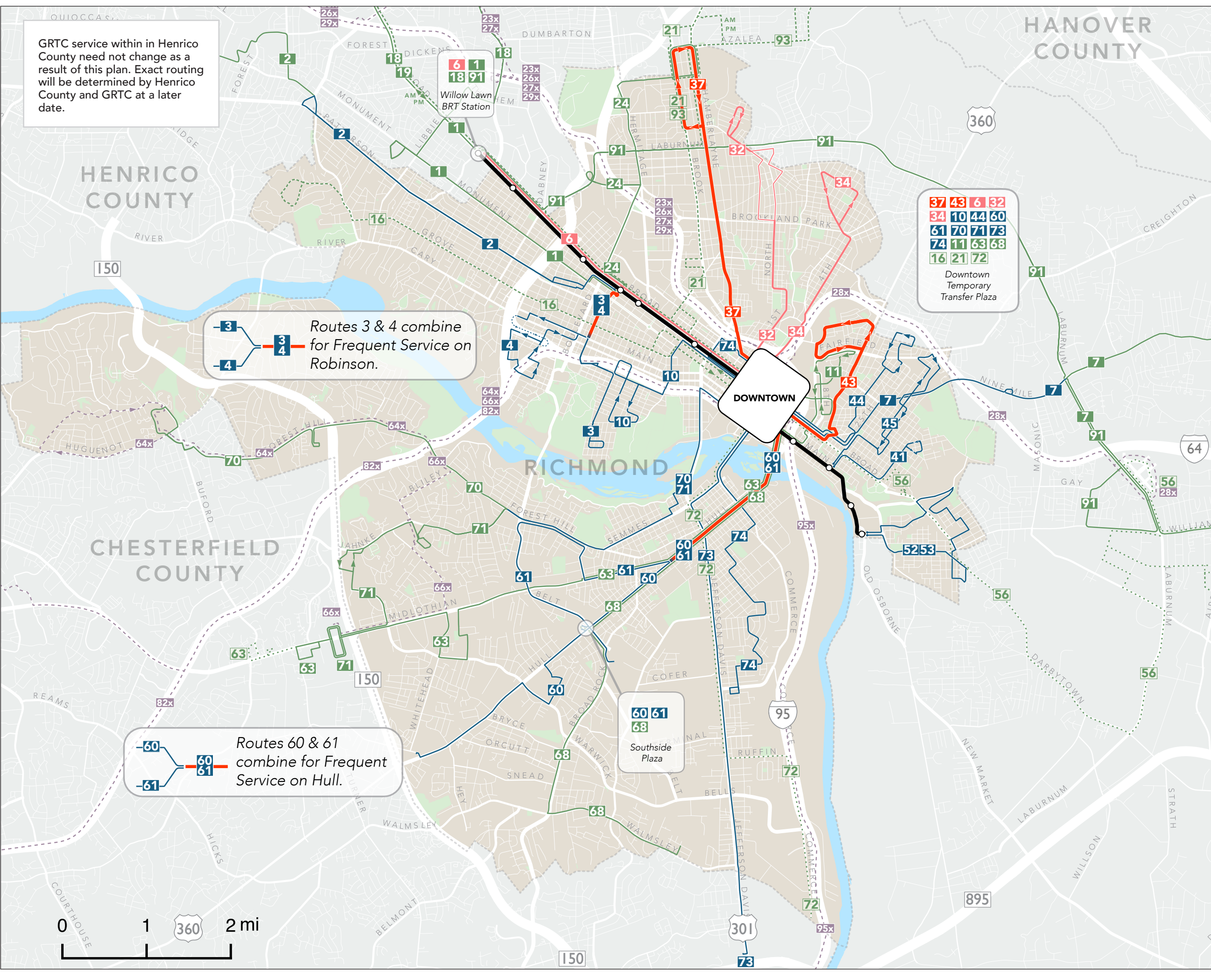


GRTC service within in Henrico County need not change as a result of this plan. Exact routing will be determined by Henrico County and GRTC at a later date.



Familiar Concept

Transit Service Type and Frequency:

- Bus Rapid Transit**
Every 10-15 minutes, all day
- Frequent Network**
Every 15 minutes, all day
- Every 20 minutes**
- Every 30 minutes**
- Every 60 minutes**
- Peak Only**
- Express Service**
- Combined schedules yield better frequency**
- Park and Ride**
- County Boundaries**

This is not a proposal.

This is one of three Concepts. These Concepts illustrate a spectrum of choices for the City of Richmond.

This Concept is designed to be as similar as possible to the current transit network, while incorporating the new Pulse on Broad Street. In addition, all routes have been set to have "clockface" frequencies (every 15, 20, 30 or 60 minutes) so that schedules are memorable and predictable throughout the day.

This Concept assumes that buses continue to travel at 11 mph. This slow speed is due in large part to the presence of a bus stop nearly every block, on many routes. Closely-spaced stops make transit slower, which costs passengers time. It also costs GRTC more budget to run slower service, rather than more frequent service.

The other two Concepts assume that bus stops would be spaced more widely. This decision, alone, would free up about 25% of the existing budget to spend on higher frequencies or more coverage.



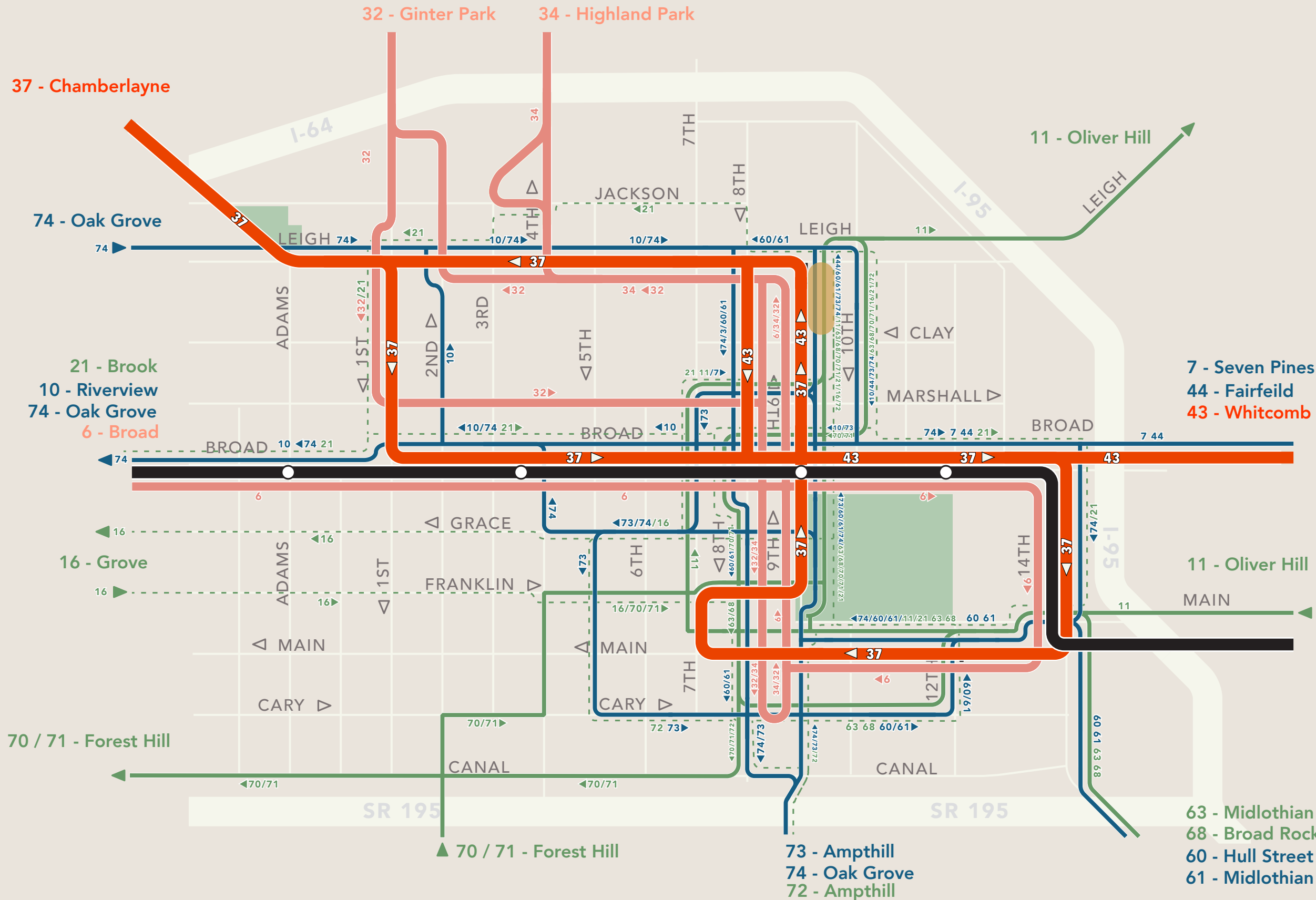
FAMILIAR CONCEPT

DOWNTOWN ROUTINGS

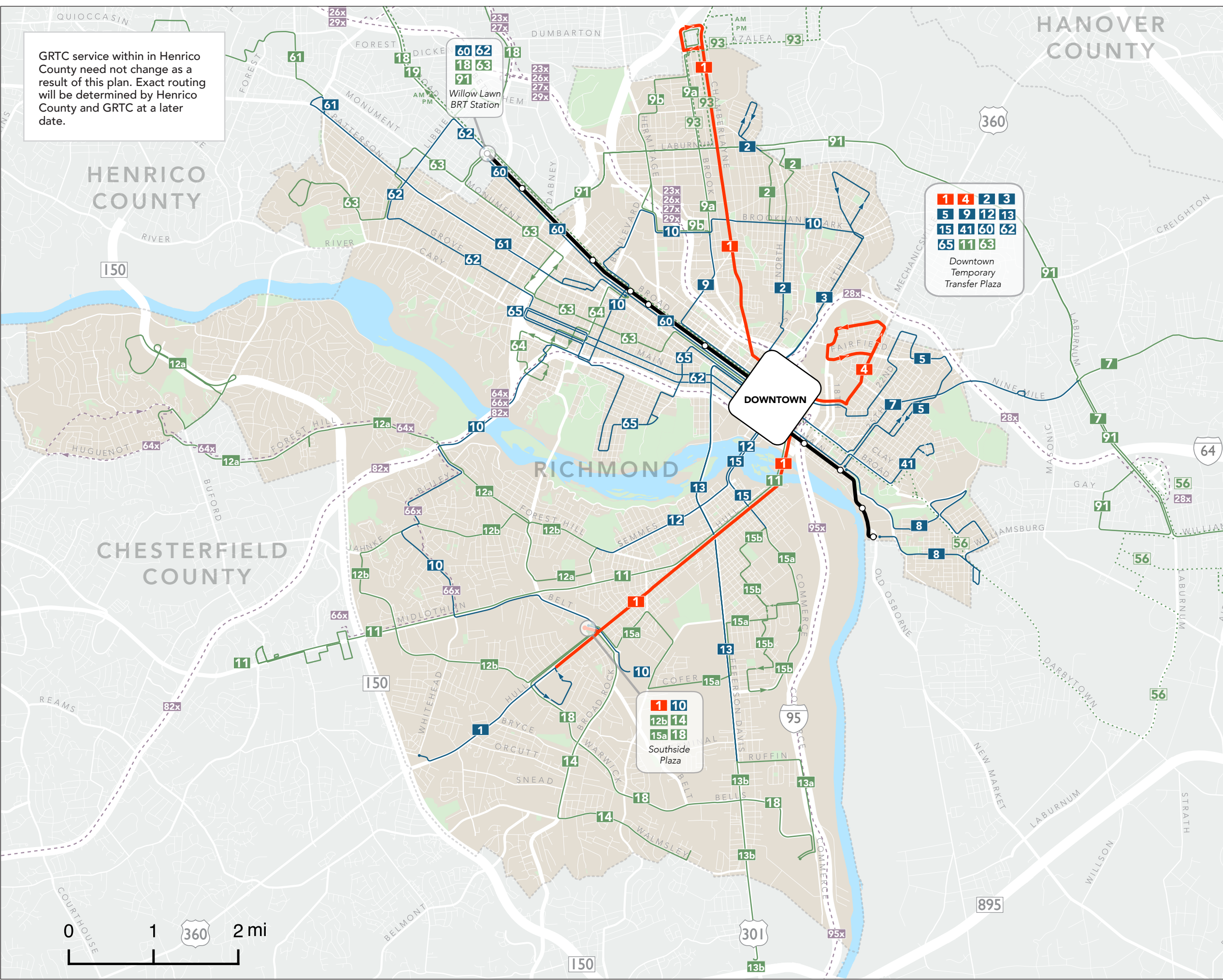
Transit Service Type and Frequency:

-  **Bus Rapid Transit**
Every 10-15 minutes, all day
-  **Frequent Network**
Every 15 minutes, all day
-  Every 20 minutes
-  Every 30 minutes
-  Every 60 minutes
-  Peak Only Service
-  Temporary Transit Plaza

(Express buses are not shown)











GRTC service within in Henrico County need not change as a result of this plan. Exact routing will be determined by Henrico County and GRTC at a later date.



High Coverage Concept

Transit Service Type and Frequency:

-  **Bus Rapid Transit**
Every 10-15 minutes, all day
-  **Frequent Network**
Every 15 minutes, all day
-  **Every 30 minutes**
-  **Every 60 minutes**
-  **Peak Only**
-  **Express Service**
-  **Park and Ride**
-  **County Boundaries**

1 4 2 3
5 9 12 13
15 41 60 62
65 11 63
Downtown
Temporary
Transfer Plaza

1 10
12b 14
15a 18
Southside
Plaza

This is not a proposal.

This is one of three Concepts. These Concepts illustrate a spectrum of choices for the City of Richmond.

This Concept shows a network that maximizes coverage. In order to do so, it spreads service across the city to cover every place where transit might be needed, regardless of whether it would generate high ridership. As a result of spreading transit so thinly, most routes are infrequent, so waits for service are long.

This Concept assumes that buses can travel at an average of 14 mph, rather than today's 11 mph. Achieving this higher speed makes some of the coverage shown on this map affordable. But getting to this higher speed would require that the City and GRTC adopt uniform bus stop spacing across the city. This would mean that in many places, instead of a stop on *every* corner there would be a stop on every *third* corner.

Without this change to stop spacing, about 20% of the service represented on this map could not be afforded.



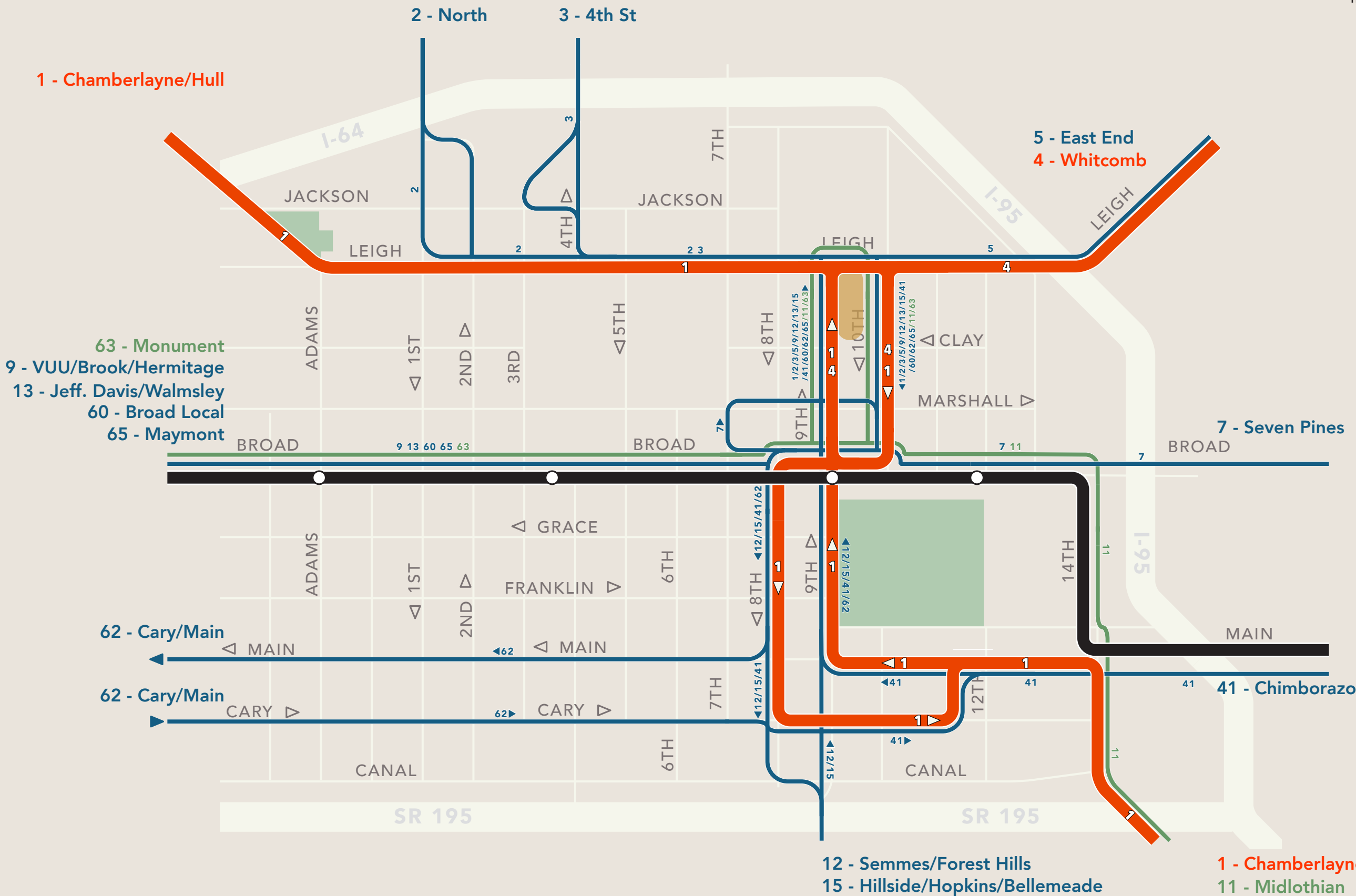
COVERAGE CONCEPT

DOWNTOWN ROUTINGS

Transit Service Type and Frequency:

-  **Bus Rapid Transit**
Every 10-15 minutes, all day
-  **Frequent Network**
Every 15 minutes, all day
-  Every 20 minutes
-  Every 30 minutes
-  Every 60 minutes
-  Temporary Transit Plaza

(Express buses are not shown)











GRTC service within in Henrico County need not change as a result of this plan. Exact routing will be determined by Henrico County and GRTC at a later date.

Routes 2a, 2b, 2c combine to form Frequent Route 2 on Semmes.

Routes 1a, 1b, 1c combine to form Frequent Route 1 on Hull.

High Ridership Concept

Transit Service Type and Frequency:

-  **Bus Rapid Transit**
Every 10-15 minutes, all day
-  **Frequent Network**
Every 15 minutes, all day
-  **Every 30 minutes**
-  **Every 60 minutes**
-  **Peak Only**
-  **Express Service**
-  **Park and Ride**
-  **County Boundaries**

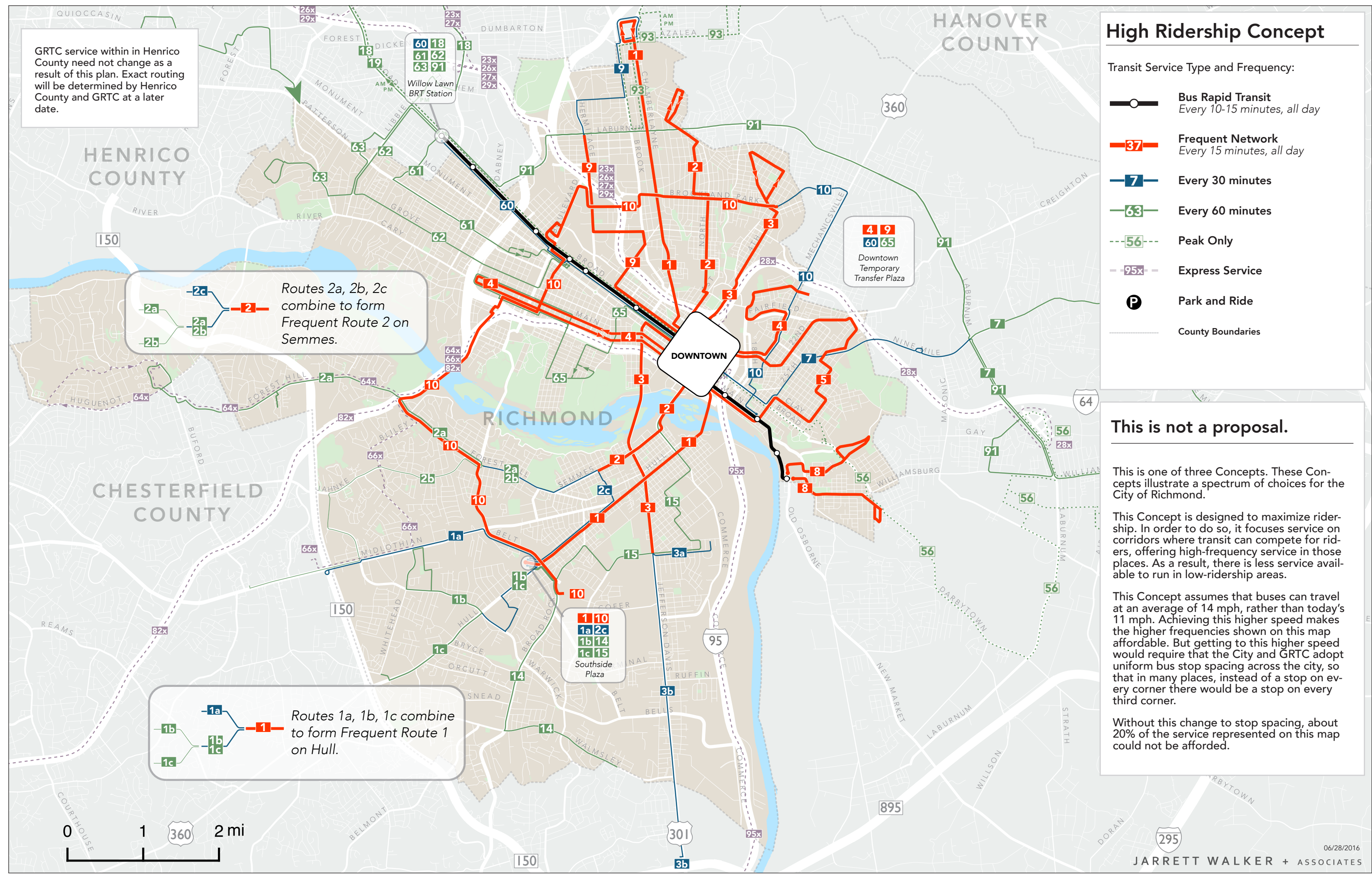
This is not a proposal.

This is one of three Concepts. These Concepts illustrate a spectrum of choices for the City of Richmond.

This Concept is designed to maximize ridership. In order to do so, it focuses service on corridors where transit can compete for riders, offering high-frequency service in those places. As a result, there is less service available to run in low-ridership areas.

This Concept assumes that buses can travel at an average of 14 mph, rather than today's 11 mph. Achieving this higher speed makes the higher frequencies shown on this map affordable. But getting to this higher speed would require that the City and GRTC adopt uniform bus stop spacing across the city, so that in many places, instead of a stop on every corner there would be a stop on every third corner.


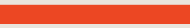




Without this change to stop spacing, about 20% of the service represented on this map could not be afforded.



RIDERSHIP CONCEPT

DOWNTOWN ROUTINGS

Transit Service Type and Frequency:

-  **Bus Rapid Transit**
Every 10-15 minutes, all day
 -  **Frequent Network**
Every 15 minutes, all day
 -  Every 20 minutes
 -  Every 30 minutes
 -  Every 60 minutes
 -  **Temporary Transit Plaza**
- (Express buses are not shown)

