



City of Richmond

900 East Broad Street
2nd Floor of City Hall
Richmond, VA 23219
www.richmondgov.com

Meeting Minutes - Final Urban Design Committee

Thursday, August 20, 2015

10:00 AM

Council Chambers (2nd Floor) of City Hall

This is a special meeting of the UDC to discuss the Greater Richmond Transit Company plans for Bus Rapid Transit

Call to Order

Ms. Almond called the meeting to order at 10:08 a.m.

Roll Call

Present: 7 - Chair Andrea Almond, Vaughn Garland, Bryan Green, Giles Harnsberger, Vice Chair Andrea Levine, Jill Nolt and Robert Smith
Absent: 3 - Chris Arias, Doug Cole and Andrew P. Gould

Staff Present

Mr. Jeff Eastman, PDR
Ms. Tara Ross, PDR
Mr. Mark Olinger, Director, PDR
Mr. James Hill, PDR
Ms. Lory Markham, PDR
Mr. Will Palmquist, PDR
Ms. Kathleen Onufer, PDR
Ms. Yesse Revilla, PDR
Mr. Matthew Ebinger, PDR

Others Present

Mr. David Green, GRTC
Mr. Stephen McNally, GRTC
Ms. Carrie Rose Pace, GRTC
Mr. Garland Williams, GRTC
Ms. Ashley Mason, GRTC
Ms. Selena Cuffee-Glenn, City CAO
Mr. Grant Neely, Mayor's Office
Mr. Don Marks, Mayor's Office
Mr. Lee Downey, DCAO
Mr. Douglas Dunlap, ECD
Ms. Vickey Badger, ECD
Mr. Josh Son, ECD
Mr. Emmanuel Adediran, DPW
Mr. M. Khara, DPW
Mr. Travis Bridewell, DPW
Mr. Enrique Burgos, DPW
Ms. Lynne Lancaster, DPW
Mr. Brian Copple, DPW
Mr. Matt Welch, City Attorney's Office

Ms. Amy Inman, Va. Dept. of Rail and Public Transportation
Mr. Anoush Nejad, Kimley-Horn and Associates
Ms. Ashley Lickliter, Kimley-Horn and Associates
Ms. Danielle Soriano, Kimley-Horn and Associates
Mr. David Capparuccini, Kimley-Horn and Associates
Mr. Charles Badger, Wendel Companies
Mr. Shawn Beachy, Wendel Companies
Mr. Dean Gowen, Wendel Companies
Rev. Ben Campbell
Ms. Lynn McAteer
Ms. Lucy Meade, Venture Richmond
Ms. Lisa Sims, Venture Richmond
Mr. Roy Brown
Rev. Dominic Carter
Ms. Theresa Moore
Ms. Lisa Guthrie
Mr. Stewart Schwartz, Partnership for Smart Growth
Mr. Mark McMinn
Mr. Nicholas Smith
Ms. Zoe Anne Green
Mr. Brad Sauer
Mr. Montague Magruder
Mr. Mitch Johnson
Mr. Daniel Joseph
Ms. Carolyn Chavis
Ms. Jeanne Pupke
Ms. Suzanne Hall
Ms. Nancy Weimar
Ms. Jane Dowrick
Mr. Paul Brown

Approval of Minutes

[ID 2015-018](#) Regular Meeting of July 9, 2015

A motion was made by Ms. Levine, seconded by Ms. Harnsberger, that the minutes from the July 9, 2015 meeting be adopted. The motion carried by the following vote:

Aye: 6 - Almond, Garland, Green, Harnsberger, Levine and Smith

Abstain: 1 - Nolt

Secretary's Report

Mr. Eastman stated that at their July 20th meeting, the Planning Commission approved the Emergency Communications Center building addition and the Justice Center identifying sign on the Consent agenda with UDC recommendations. The Belmont/W. Belmont roundabout was approved unanimously on the Regular agenda with UDC recommendations and with the recommendation to work with a citizen who had provided information regarding bicycle accomodation.

Consideration of Continuances and Deletions from Agenda

There were no continuances or deletions.

CONSENT AGENDA

There were no items on the Consent Agenda.

REGULAR AGENDA

1. [UDC No. 2015-19](#) Conceptual Location, Character and Extent Review of the Greater Richmond Transit Company plans for a Bus Rapid Transit system along Broad Street, N. 14th Street and E. Main Street from the intersection of W. Broad Street and Staples Mill Road on the west to the intersection of E. Main Street and Orleans Street on the east

Attachments: [UDC Report to CPC](#)
[Staff Report to UDC](#)
[Location Map](#)
[Application & Plans](#)
[GRTC Roadway Concepts](#)
[Commission of Architectural Review Advisory Statement](#)
[Letters of Opposition](#)
[Letters of Support](#)

Mr. Eastman made his presentation based upon the staff report.

Ms. Carrie Rose Pace, GRTC Public Relations Manager acknowledged the City's Chief Administrative Officer, Ms. Selena Cuffee-Glenn.

Ms. Cuffee-Glenn stated that this is an extraordinary opportunity not only of our City but for our region. Ms. Cuffee-Glenn stated that BRT is designed to provide an efficient and affordable transit service for our community, to provide access to economic and service opportunities but also expand a regional transit opportunity for this area. Ms. Cuffee-Glenn thanked all of their partners, the U.S. Department of Transportation, the Commonwealth of Virginia, GRTC the sponsor, Henrico County and stated that this is something that they are very proud of. Ms. Cuffee-Glenn stated that they look forward to receiving comments from the Committee along with their feedback and guidance and stated that they want this project to be palatable for our citizens, for our region and for the future of this community.

Ms. Pace gave a detailed presentation of the Bus Rapid Transit plans.

Mr. Shawn Beachy with Wendel Architects gave a presentation about station architectural features, design and aesthetics.

Ms. Nolt inquired how this system will network into the existing bus system, especially on Broad Street where there are bus stops. She inquired if the plan is to retain or remove those stops. Ms. Pace stated that this is not about one line it's about the entire body of their system. Ms. Pace stated that there is a companion route analysis that is a part of this project that looks at the health of the overall system and that the ultimate goal is to keep the trip time or improve it regardless of how many bus connections you make. Ms. Pace stated that they are looking at how to better facilitate connections between the different pieces of the system and it could be as simple as relocating a local fixed bus stop to better connect with the BRT stop route or it could be a transfer bay. Ms. Pace stated that they are also conducting a more thorough look specifically at

neighborhoods to the east end which comprise of several different groups including Church Hill and Fulton and there is potential for a more extensive look over the entire system. Ms. Nolt inquired if they had any maps or visuals that shows existing locations of bus stops along this route that shows which ones will be retained or removed. Ms. Pace stated that they are examining that right now so they don't have a visual of it at this time and stated that there are more than 2000 bus stops in their system right now some of which are on Broad Street that will consolidated. Ms. Nolt stated that is really important component to show the public because some of the distances between the bus stops are quite a way apart and if they can show that they have a network of buses that can get you there it would justify their location of bus stops. Ms. Pace stated that is exactly the purpose of maintaining local fixed route services in addition to the BRT so they do still provide that block by block access for people who are not going to make that longer distance between the two stops.

Ms. Harnsberger inquired if they could speak about the decision to move or relocate the stop from Hamilton to Cleveland. Ms. Pace stated that they received public input especially from Scotts Addition requesting that there be better connectivity there and to also serve the Museum District and they also looked at future growth which they all know is happening right now. Ms. Pace stated that in Scotts Addition it is tremendous to see what is happening in that specific neighborhood from a business standpoint so that is ultimately how that decision was made looking at those center of activities and future activities.

Mr. Smith stated that it seems like quite a distance between Chantilly and Cleveland; almost a mile and a half and inquired if there was some consideration for balancing that so there isn't such a great distance between those two particular stops. Ms. Pace stated that the location that have been arrived at for the 30% conceptual design they did look at the distance and that is how they are feeding into the local system will be so important making sure people understand how if they do need to get somewhere in between those two stops they can safely access a curbside local fixed route operation to get them to that destination.

Mr. Green inquired are there provisions for public parking at either Willow Lawn or Rocketts Landing and Ms. Pace stated that at this time Henrico County is aggressively pursuing the opportunity for park and ride locations at either terminus especially because those would fall within their jurisdiction. Ms. Pace stated that in the early phase of the study Anthem had accommodated for a park and ride but for reasons unknown to the project partners they have since pulled back on that and stated that they hope they will be able to come back to the table with that. Ms. Pace stated that the Science Museum has verbally committed to being a natural mid-point to park and ride destination and stated that they are continuing their conversations and exploring how they can be a part of that.

Ms. Levine stated that regarding the median versus the curbside going from 4th to 14th Street they had \$1.8 million in addition to be able to do a median so that means a median has been studied and looked at and how that median could and would work in that scenario. Ms. Levine inquired if the buses were purchased yet and Ms. Pace stated no and stated but their 30% design is based on the 40' compressed natural gas bus. Ms. Levine inquired if they were only available as single side opening and Ms. Pace stated that they are American industry standard which will have 2 doors on a 40' bus on the right side and if they choose to custom design a bus they lose seating capacity. Ms. Levine stated that commuting parking is very important factor in the success of the whole system and inquired if the QR coding is a revenue producing possibility. Ms. Pace stated that the QR code is still being investigated and they are looking into augmented reality in which you hold up your phone to an item and it will have an interactive video. Ms. Pace stated that this is a place where organizations and businesses can invest in this but there hasn't been a specification for what the cost will

be. Ms. Pace stated that they want to provide this and the maintenance of the destination will be up to each of the groups that are participating in it. Ms. Pace stated that the median decision comes down to safety and costs and stated that those are two that made that decision and when you are talking about transferring from curbside to the median running in that particular section extending it all the way down to 9th or 14th Street they are looking at 1.8 million dollars added on to the cost because median running is more expensive than curbside. Ms. Pace stated that the dedicated curbside lanes does exist today for local service and stated that if you keep a median running bus lane you know have one single travel lane and the curbside lane also to exist for the local bus. Ms. Pace stated that now they will taking up two of the downtown lanes for bus service as opposed to one and that is one of the concerns with having it being median running in that particular section. Ms. Pace stated that another thing about the median lanes is that the highest intensity of on and off pedestrian and riders getting off and on of their services is in this section on the curbside. Ms. Pace stated that for the speed, efficiency and safety of facilitating those connections between local fixed routes and for the BRT it is conducive to have them on the curbside. Ms. Pace stated that finally it comes down to a geometric design issue of how do you make that turn going from Broad Street south onto 14th Street and turn on Main Street and stated that to facilitate that turn the bus needs a certain distance and width and 14th Street is the widest option of the north south lanes that were considered to make that connection between Broad and Main and also still service the high activity center including the Virginia Commonwealth University Medical Center.

Mr. Green inquired if the buses has been contracted and Ms. Pace stated that there is a process called procurement and the procurement process has not begun yet for these buses. They are on the board but no exchange of money or procurement activities yet.

Ms. Levine stated that are trying to look into the future of light rail in Richmond and the median translates better for the final solution. Ms. Levine inquired what will happen to this transition if now they are at curbside as far as light rail goes. Ms. Pace stated that to her understanding if they are looking into the future for what happens next it will be the design to solve that solution and stated that in the future the 19' wide median will have to be demolished where there are planters and trees existing today to allow for median running.

Ms. Nolt inquired if there is was any long range planning for moving the regular buses off of Broad Street onto secondary routes so that you don't have two bus lanes on Broad Street. Ms. Pace stated that when you ask those kinds of questions they are getting into something called a Title 6 which is a Federal Transit Authority requirement in which there can be no adverse effect essentially to any civil rights issues and that it is to keep the services at the level which it is. Ms. Pace stated that you can make incremental small changes to local routes to help better facilitate connections and movement. Ms. Pace stated that fixed routes can sometimes be misleading because you think fixed and that it's set in stone but the reality is that fixed routes change often but when you get more than a 10% change to a route that is a considered a significant change and goes through a very extensive Title 6 review through the FTA. Ms. Pace stated that they anticipate that future changes will happen because that is the nature of fixed bus route services.

Ms. Almond inquired about the losing of traffic lane because of having dual bus lanes and inquired if traffic counts for that part of Broad Street would be a problem. Ms. Pace stated that the traffic capacity of use on Broad Street is under 30,000 and is a six lane highway which can accommodate more than 50,000 at peak capacity and stated that 4 lanes that will be for automobile traffic and stated that once BRT is operational it will be 30,000 and the current automobile usage is still below that 4 lane 30,000 level. Ms. Pace stated that they know with mode shift of 10 to 15% of people who currently drive a car that do not use public transit in any way will find this as an attractive, affordable and

competitive alternative to their car. Ms. Almond stated that it sounds like there wouldn't be any concern to lose the traffic lane based on the numbers and Ms. Pace stated that she will defer that question to the City Traffic Engineer.

Mr. Travis Bridewell with Department of Public Works Traffic Engineering stated that there is about 25 to 30 thousand vehicles a day on Broad Street along the corridor and they will definitely need the 2 or 3 lanes in each direction given the capacity.

Mr. Green inquired if they could speak to the crossover on 14th Street and staff recommendations of moving it off 14th Street because they have some congestion during rush hour and inquired how they would address moving the buses through that corridor. Mr. Bridewell stated that he knows the staff report mentions Governor Street and they will consider it and study it and there is a congestion issue for 14th Street north bound. Mr. Bridewell stated that there is a long range plan to improve that intersection with a 95/64 overlap study that they did a few years ago. Mr. Bridewell stated that they have that in the house bill too and they will be recommended that as a project. Mr. Bridewell stated that they have some things in the works.

Ms. Harnsberger stated that she is not clear whether Governor Street is or is not an option based on the turn radius of the bus and Ms. Pace stated that she knows that 14th Street is their widest option. Mr. Bridewell stated that Governor Street is closed to through traffic and it's only for state employees and that is one thing they would consider staff recommendation that Mr. Eastman had to study that and see what the options are. Ms. Harnsberger inquired about the median on 2nd Street and east that there may be structural changes in the city existing median and stated that she understood from the application that it was 9th to 11th that was being considered for construction. Ms. Pace stated that she reference 2nd to 8th because there is an existing wide median that will not be touched.

Mr. Garland thanked the applicants for the work that they have been doing and stated that it is amazing what they have done so far. Mr. Garland asked about providing a bike path along with the service due to the increase in the use of bikes. Ms. Pace stated that one of the things that they learned from Max Hepp-Buchanan with Bike/Walk RVA is that the current speed limit is 25mph through this section of downtown although people don't obey that speed limit, so it doesn't feel safe for some bike riders. Ms. Pace stated that they are moving to multimodal options and by implementing median running dedicated bus lanes it acts as a traffic calming tool. Mr. Garland inquired if these lanes are going to be open to citizens when it is not being used by GRTC. Ms. Pace stated that the lanes are dedicated 24/7 lanes and when the buses are not in service during the overnight hours she can't speak to what people chose to use them for. Ms. Pace stated that one thing they mentioned is the growth of the businesses in the Scotts Addition area and along Route 5 and those are alcohol businesses which generates a tremendous amount of revenue for the city through taxes and also through supporting these businesses. Ms. Pace stated that when you are talking about supporting these businesses in a safe way you want to have an attractive frequent affordable travel option that after you have consumed alcohol you can get to and from your destination in a safe way.

Ms. Harnsberger stated that there are employees in those establishments that need to get home as well and she is very pleased to hear that they are having extended hours. Ms. Pace stated that the hours of operations that was presented was 5:30 am to 11:30 pm on weekdays and 6am to 11:30 pm on weekends are the minimum hours that are proposed and there is potential for extension.

Mr. Garland stated that it is really important that the BRT connect to the different communities and one of the communities that they are missing is Fulton Hill. Mr. Garland stated that he thinks that is really important for those individuals who live in that

community to be able to access that transportation throughout the city. Mr. Garland stated that he has heard recently that there is an actual system that is being proposed about adaptive technologies that allows the knowledge of where the bus is and if it is close the turn signals will turn off.

Ms. Ashley Licklitter, Traffic Engineer with Kimley-Horn and Associates, stated that is something that the design team is considering and their biggest focus is on safety and making sure that anyone that makes a left turn across those lanes can do so in a safe manner. Ms. Licklitter stated that all of this is factored back to safety and they will continue to explore that and the biggest issue is to figure out how to detect exactly where the bus is and exactly when it is going to arrive and if someone can turn safely before the bus gets there.

Ms. Nolt inquired if the applicants can highlight where the walk through stations are located and the private property dimensions that are present behind these stations. Ms. Nolt also inquired about the dimensions of the ramp when there is through traffic going through the bus station. Mr. Beachy showed photos of where the stations are located. Ms. Nolt inquired if the property lines behind these station have zero setback and inquired if there was potential for that a private property owner would want to build a structure to their property line. Ms. Nolt also inquired what future limitations will this give to future property owners in these locations. Mr. Olinger stated that the setbacks varies along the districts but the stations are all in right-of-way and shouldn't effect setbacks. Ms. Nolt stated that in some of the curbside walkthroughs in the back of the stations it looks like it might be a foot off of that property line and stated that these are special locations where they are not providing a sidewalk behind they are expecting public traffic to move through the stations if they are not using the buses their still moving through those stations. Mr. Beachy stated yes.

Mr. Garland inquired if they explain a little about Route 5 and if that stop is needed. Ms. Pace stated that Route 5 is looking at future activity of the brewery and a restaurant and that the location came from the 5 year study. Ms. Pace introduced Ms. Amy Inman from the Virginia Department of Rail and Public Transportation to discuss why Route 5 location was selected.

Ms. Inman stated that they looked at a variety of options when they were selecting the actual route alternatives and one of the things they were looking for was travel time and getting to the destination of Rocketts Landings. Ms. Inman stated that Route 5 was the most direct access into the Rocketts Landing area and they did look into other ways of getting to Rocketts Landings but that was the preferred route. Ms. Inman stated that they want to make sure that they are tying in to those surrounding neighborhoods and providing access and the companion study should help to provide that level of access to the BRT.

Mr. Olinger stated that one of the things that they are doing as a companion piece to this funding through DRPT and through the City budget is to look at development opportunities around each of the station locations. Mr. Olinger stated that the great thing about this particular station is that it is the closest station with direct access to the riverfront along the system and it is immediately adjacent to the Virginia Capital Trail. It is also the bistro for Stone brewery but this is also an area in the down river portion of the City where there is opportunity for significant amounts of additional growth. Mr. Olinger stated that he thinks what they are looking at right now is the existing condition and he would continue to have people think about what the long-term vision is for that part of the City including as one of the jumping off points for some of the exciting recreational functions that they have. The route really doesn't connect you to the river anywhere else but it is right in front of you as you get off at this stop. Mr. Garland stated that he totally agrees with Mr. Olinger and that he is wondering if this actual bus stop would be better served if it was moved closer towards the interstate and Lucky Strike

factory. Mr. Garland stated that when you have access to the river which is right the down the road from you and feels that it is a better option.

Mr. Smith inquired about the station design and the totem and stated that they don't have a rendering showing them a view but he is concerned about the totem being something that because of its scale and mass could interrupt the sight line down the corridor. Mr. Smith inquired if they could integrate more bike racks. He also asked if the roof structure slopes in the back. Mr. Beachy stated that they slope back in the center to allow for drainage. Mr. Smith inquired about drainage and Mr. Beachy stated that the scupper there would be designed for the really heavy rainfall but they could increase the backs so the water doesn't splash over and hit people from behind. Mr. Beachy stated that they will look at the details but the rain will come down to a specific scupper and then it is going to connect to a down spout.

Ms. Almond inquired how the water will come down to the planting beds and Mr. Beachy stated that they are still working on some of the details and stated that the downspouts will come down the center of the truss and then split on the bottom of it to go down to the outer columns into the ground.

Mr. Dean Gowen, landscape architect with Wendel Companies, stated that the idea would be that the downspouts would come down and connect to a subservice below where the plant root system is into a perforated line. Mr. Gowen stated that it happens a lot in urban areas when you want the water to go below and disperse where the roots are rather than surface watering which ends up evaporating. Mr. Gowen stated that the idea would be that it is fairly leveled pipe perforated that would disperse the water to the root system where it is needed.

Mr. Smith stated that he read that the landscape treatments may have an additional provision for maintenance that is not afforded in the funding allotment and one of the things that he sees throughout the city is these medians that are landscaped really beautifully to begin with but then are overgrown with weeds. Mr. Smith stated that they have to find funding to make sure that they are kept up and there has to be a consistent maintenance schedule for those. Mr. Smith inquired about lighting and illumination for these stations and the use of cedar and other warm materials and stated that there are opportunities to play with the lighting and light sources and levels and making sure to keep within certain level because they don't want them to over light them. Mr. Smith stated that they could play with up-lighting on the warm cedar ceiling so that they have this kind of canopy that this destination that they are coming too. Mr. Smith stated that they could play with the light under the benches. Mr. Beachy stated that they do have some opportunities with that and they have some custom light designs that is showing the vertical piece on the truss and they actually have a chance to perforate the sides and allow light to spill out from the side and they will take a look at that. Mr. Beachy stated that they also looked at integrating lights from the sidewalks that would shoot up but that is a maintenance issue.

Mr. Garland stated that they should look into the light exhibit they did at 1708 Gallery on Broad Street where they did lights in the sidewalk and that they haven't had any problems with them.

Mr. Green stated that he largely understand the transparency of the walls but he is a little concerned about what the roof structure does not so much in the direct view but the breadth of the roof and the wing design actually puts a lot of roof plane right in the view of any pedestrian passing through the corridor. Mr. Green stated that his concern is that there is a lot of roof mass that they are actually blocking more of the buildings from view. Mr. Green stated that it is a big, thick roof slab and asked if there is any way to bring that thickness down to minimize. Mr. Beachy stated that they looked at that option and one of the reasons that the roof extends is because they are trying to really

influence the idea of motion with it. A comment came up before if they should stop the roof at the columns where the pedestrian area is. Mr. Beachy stated that the issue with that is if you stand on that edge you will get wet on the sides in that area and they are also covering the ticket machines. Mr. Beachy stated that at this station the ticket machine is covered by the roof and the reason they put the glass panel on the wing there is to help block some of that rain that might hit it on the side. Mr. Beachy stated that it is a functionality issue because they are trying to protect the machines and to protect someone that is standing there and if they narrow it will limit their capacity.

Mr. Garland inquired about the road drainage issues in the front of the stations. Mr. Beachy stated that will be done by the traffic engineers and they will look at pitching the water away from it so it doesn't stand in front of the stations.

Ms. Harnsberger stated that they have approved some higher capacity bike racks and inquired why they made the decision to go with the lower capacity bike racks. Mr. Beachy stated that these are up for discussion and not set in stone.

Mr. Garland stated that a lot of people are using shared bikes and he would love for GRTC to look into that as a way for people to get around the city more. Ms. Pace stated that they are already aware of a city goal to have a bike share program and as they move forward it is their hope and goal to position those bike share locations very close to or beside each station when approved.

Ms. Nolt inquired about the roof form of the shelter and stated that the form of the shelter is fine but the roof does feel a little heavy and inquired if the roof structure and the structural truss will lighten up a bit. Ms. Nolt stated that she appreciates the contextual material pallet that has been put together but she is not sure if they had to use a traditional roof deck assembly with the wood deck and the standing seam metal roof. Ms. Nolt stated that maybe there are some alternative systems that would lighten up those assemblies a little bit and she is not in love with the brick and would be interested in seeing some alternate materials studies that will relate to that. Mr. Beachy stated that there were 2 designs that were brought to the public and this is the one that was chosen and in the previous one they used polycarbonate roof panels which were lighter. Mr. Beachy stated that in the design language it's tough to introduce a material like that into something like this and they can take another look at it but that is one of the reasons they didn't go with it because they didn't blend well. Ms. Nolt stated that it is good to know that it has been cited but maybe they need to thin up the roof assembly in some way. Mr. Beachy stated that they are looking into that and stated that this is an early graphic and they hope it will thin up.

Ms. Almond stated that since there is not going to be irrigation in the plant palette she thinks that some of the plants are probably not the best choices, like the hydrangea. Mr. Beachy stated that it is not fully defined at this point and they will work with the City. Mr. Beachy stated that the planters are very small and they are trying to gain as much soil volume as they can. Ms. Almond stated that they would like to see a palette that is very drought tolerant.

Public Comment

Mr. Roy Bryant stated that the project is beautiful and he would love to ride this bus but he isn't going to be able to ride this bus. Mr. Bryant stated that the way the way the bus route is set they are going to pass him by. Mr. Bryant stated that all he asked was them to put a loop in at Route 5 at Admiral Gravelly Boulevard where people that been in homes for years way before Rocketts Landing can ride the bus. Mr. Bryant stated that he is asking them that in order for them to stay in line with Title 6 for accessibility for all citizens where they will be able to at least have accessibility at the beginning of east end. Mr. Bryant stated let every citizen have the ability to get on the bus and not have

segregation at the beginning of Rocketts Landing. Mr. Bryant stated that the NAACP has a resolution that states they are on board with them if the put in a loop in at Rocketts Landing that goes around to Admiral Gravelly Boulevard.

Mr. Dominick Carter, the clergy organizer for RVA Rapid Transit, stated that he is for the BRT and for a regional transit system. Mr. Carter stated that they believe if they put bus rapid transit on all four corridors: Route 1, Brook Road, Hull Street, Midlothian they have now doubled the access to jobs. Mr. Carter stated that they see this as a start as well as an opportunity to see what is possible. Mr. Carter stated that they considered what it would be like if they had a regional rapid transit system in metropolitan Richmond with transportation that connected out to the counties, where people could get to the airport and Short Pump. Mr. Carter stated that what it would be like if they broke that division and actually represented ourselves as one metropolitan city. Mr. Carter stated that they have over 60 clergyman in Richmond who have signed on in support of this and they want more for Richmond in terms of public transportation and connectivity. Mr. Carter stated that they want to know exquisitely what they can do to make this a better Richmond and make access to jobs and quality of life for our citizens.

Mr. Ben Campbell, currently working with RVA Rapid Transit, stated that they are really talking about beginning a modern metropolitan Rapid Transit System for this century. Mr. Campbell stated that this work is going on all around the world right now and what they need to know about Metropolitan Richmond is that they are 92nd out of the top 100 cities that have access to jobs by public transportation. Mr. Campbell stated that they are moving but what is really exciting is to hear the work that the Committee is doing, the work that the community has been doing to try to make this thing energetic, and strong to make the streetscape right and to make it generate economic development. Mr. Campbell stated that Richmond has been paralyzed and this is a game changer for us and the more attractive and strong they make the City the more the Committee does their work the better it's going to be.

Ms. Teresa Moore stated that she was born here and has lived here most of her life. Ms. Moore stated that she owns her own consultant business and she is incredibly compassionate about workforce development. Ms. Moore stated that she believes in Bus Rapid Transit and the extraordinary opportunity it provides for Richmond not only for 2017 but also for the future. Ms. Moore gave some examples of how the BRT will help the citizens by using the BRT because parking downtown is very frustrating, time consuming and costly. Ms. Moore stated that she is very excited about bus rapid transit and stated that the Richmond that she know and love is an amazing opportunity here in our evolution. Ms. Moore stated that she appreciates the tone of this conversation and the work that they are doing and that the project planners are doing to make it even better because when they all work together they come up with a great solution.

Ms. Lisa Guthrie, the Executive Director of the Virginia Transit Association, thanked the Committee for their careful consideration of the proposal. Ms. Guthrie stated that the VTA is a very strong supporter of the Bus Rapid Transit project and stated that the latest census revealed that the population of walkable urban and suburban areas grew much faster than the countries growth rate over the last 10 years. Ms. Guthrie stated that over 60 percent of transit riders are going to and from work and stated that businesses are locating near transit because it expands our access to their pool of employees and customers. Ms. Guthrie stated that for every dollar communities invest in public transportation approximately 4 dollars is generated in economic returns. Ms. Guthrie went on to say that this is truly the start of something very promising in Richmond.

Mr. Stewart Schwartz, the Policy Chair for the Partnership of Smarter Growth, stated that they are an 11 year organization and they have been supporting the revitalization of

the city, the new transit, bicycle investments and the walkable mixed use communities throughout the region. Mr. Schwartz stated that they are strong supporters of the investment in BRT in the City and stated that they know there has been some strong opposition from certain quarters but when you look into the questions that they are asking are similar questions that they have asked. Mr. Schwartz stated that they are strong supporters of the system and stated that over the last couple of months they have seen some positive responses from GRTC and improved public engagement. Mr. Schwartz stated that they are in a critical 2 month period where they all need to roll up their sleeves and make sure they have all the design details right so that when they go to 60 percent design they have a great consensus package that has addressed all of the issues. Mr. Schwartz stated that GRTC has been responsive and made some changes. Mr. Schwartz stated that the east end connectivity is absolutely critical.

Mr. Mark Hickman, the Senior Manager for Government and Community Affairs at the Greater Richmond Chamber of Commerce, stated that he commends GRTC and the project partners for the incredible work that they have done on this project so far. Mr. Hickman stated that he appreciates the work from this Committee is to improve the design of the BRT line. Mr. Hickman stated that the Richmond Business Council of the Greater Richmond Chamber had recently voted to support the BRT project and an official statement on that is forthcoming. Mr. Hickman stated that the Greater Richmond Chamber itself prioritizes workforce development and millennial attraction and retention and having shorter BRT commute times will mean more passengers, better access to more jobs and a better workforce for more local businesses. Mr. Hickman stated that Greater Richmond is competing with other metropolitan areas to attract and to retain young professionals who are vital to our region's economic growth. Mr. Hickman stated that BRT will benefit workers, shoppers, visitors and transit users of all ages and all backgrounds. Mr. Hickman stated that they encourage all residents to learn more about BRT and to continually engage in public meetings like these to be fully informed and constructively contribute to this breakthrough project for our region.

Mr. Nicholas Smith stated that he strongly supports the project and stated that the GRTC has taken a lot of time to consult with residents, neighborhood groups, businesses and other stakeholders. Mr. Smith stated that he thinks that they have done a great job with the parking, turning, cross street access, shelter, landscaping and all other elements. Mr. Smith stated that the staff recommendations from the City as well as the recommendations from the Commission of Architectural Review were well founded and should be supported by this Committee. Mr. Smith stated that people say that Richmond needs to invest more in transit and this will help do that and this will have buses on major streets like the Boulevard and Belvidere. Mr. Smith stated that if people want to be able to connect from one bus to another going across town they will need to have stops at those intersections because a number of the stops are placed 2 or 3 blocks away. Mr. Smith requested that those stops be placed at the major corridors. Mr. Smith stated that widened the 11 or 12 ft. lanes will increase the speed and read the lane width recommendations from the UDC guidelines. Mr. Smith stated that in the future they should think about having street cars. Mr. Smith stated that he hopes they support a more pedestrian, bicycle and transit focus urban boulevard in our city.

Ms. Zoe Anne Green stated that she lives in the Museum District and that she is speaking for the RVA Coalition for Smart Growth. Ms. Green stated that there are a lot of people who think the coalition is against BRT but that is not the case although there are elements that are concerning to them. Ms. Green stated that they are looking for some transparency and to have some questions answered that they couldn't find anywhere else. Ms. Green stated that she wants to commend GRTC and the City Of Richmond for answering the questions that they asked with thoughtful and inclusive answers. Ms. Green read comments from Matthew Stanley the chairman that stated that the BRT will run from the median to the curb and stated that for consistency the plan should be modified to favor one or the other. Ms. Green went on to say that the

buses themselves will be an integral to the success of these transportation improvements a design utilizing buses with a single sided doors required them to snake left or right along the route to line up with stations in the median and stated that buses to with two doors should be incorporated in the plan. Ms. Green discussed left hand turns, parking, connectivity and loading zones and stated that there should be some kind of park and rides at these stations.

Mr. Brad Sauer, Executive Vice President of C. F. Sauer Company, stated that he supports BRT. Mr. Sauer stated that they are planning a mixed use project which will be called the Sauer Center and stated that Whole Foods will be one of their tenants and there will be one other national retailer in the first phase of the project. Mr. Sauer stated that BRT is an integral part of their plan and they believe that it is very critical to the regional nature of the project that they are planning. Mr. Sauer stated that it is the right project and is long enough, cheap enough and fast enough and will be a big success in his opinion.

Mr. Montague McGruder stated that he is mainly neutral on the project. Mr. McGruder stated that he does agree with the concept that they do need to have an improved way of public transportation in the City and he agrees that the BRT is the way forward but he disagrees with the current design. Mr. McGruder stated that he does not agree with the fact the one portion runs in the median and at another point it runs in the traffic. Mr. McGruder stated that he thinks it should run on the curb until it gets to the Henrico County line and then make its left turn into Willow Lawn. Mr. McGruder stated that he believes that all parking should be abolished on environmental justice grounds and stated that they do need to have a better public transit system and stated that BRT will be the best for it. Mr. McGruder stated that the BRT as it is proposed needs some serious modifications.

Ms. Harnsberger asked what the status of the curb management study and when will the results of that study be available so that during implementation of this the businesses can benefit from that. Mr. Olinger stated that they have had a number of conversations with transportation engineering about looking at that and that in the presentation that the applicant presented they tried to be sensitive on which side of the street parking is located. Mr. Olinger stated that there is more work to be done to figure out where they can reclaim spaces and or loading. Mr. Olinger stated that they have had conversations with transportation engineering about going out and walking the site and taking another look at some of these things to see where they can pick up some spaces or to move some things around to make it more accessible to more of the businesses along the corridor. Mr. Olinger stated that their hope will be that by the time the Committee sees this again some of those questions can be addressed.

Ms. Levine stated that there should be more research on the median versus the curb and stated that \$1.8 million in the scheme of things as they move forward doesn't seem like a whole lot of money compared to what this project is and also the future of our transportation. Ms. Levine also stated that she would for them to consider the advisory statement from CAR which she felt really hit a lot of the important points and some that were not in the staff recommendations. Ms. Levine stated that the bike racks should have a tremendous amount of inclusion and they should consider a stop at Admiral Gravelly.

Mr. Garland stated that the Fulton Hill stop is really crucial for that neighborhood and the shared bikes could make a lot of revenue for the City by adding that to the bus stops. Mr. Garland stated that it is really important that they look at the adaptive technology feature for the signals.

Mr. Green stated that as a CAR member 95 percent of their concerns were addressed by simply reducing the automobile lane width to 10' and moving the 3 downtown

stations that are slated currently as curb station into median running stations. Mr. Green stated that those would address all of the concerns that would impact the historic districts. Mr. Green stated that if they could get everything in the middle and that would set up a lot of good things to come in the future.

Mr. Smith inquired if that means changing the width of the existing road and Mr. Green stated that it would only involve narrowing the lane widths and picking it up in the center.

Ms. Almond read a list of comments and recommendations made during the meeting to prepare for the motion.

A motion was made by Ms. Almond, seconded by Ms. Harnsberger, that this Location, Character and Extent Item be recommended for conceptual approval with the following conditions:

- That the BRT planning team investigates utilizing a median-running operation from N. Foushee Street to N. 9th Street and what potential impacts not doing so would have on plans for a future light-rail system, fully recognizing the need for two general purpose lanes and the addition of left turn lanes and local transit stops as needed.
- That the BRT planning team investigates utilizing Governor Street as opposed to N. 14th Street to make the connection to E. Main Street.
- That the BRT planning team continues to study opportunities to provide additional left turn movements from Broad Street, particularly at N. Boulevard and N. Lombardy Street, fully recognizing the impact to parking totals and the important role that parking provides as a buffer for pedestrians from moving travel lanes.
- That the final plans include details for each station showing the dimensions, materials and finishes of all structural components and amenities.
- That the final plans show the location of each station and the businesses/buildings adjacent to them to determine the impact of the station on the adjacent private properties.
- That the BRT planning team and applicable City agencies develop a plan to provide a buffer (planters/street trees/bike racks, etc.) in areas along the corridor where on-street parking will be removed in order to enhance the streetscape for pedestrians.
- That the City Department of Public Works coordinates with GRTC to examine areas where curb cuts could be closed or reduced in width to allow for additional on-street parking.
- That the final plans include a tree survey, showing the location, size and species of all trees that will be removed along the project corridor as a result of this project.
- That the City Department of Public Works Urban Forestry Division coordinates with GRTC to provide deciduous, shade-producing street trees in areas adjacent to those where existing trees will be removed, or, if space is not available in the vicinity, in other areas along the BRT corridor.
- That the final plans include a signage package, to include signs placed upon or adjacent to the roadway as well as station identifying signage. This package should include materials, finishes and dimensions of the signs.
- That the final plans include a lighting plan for the stations, to include make, model and finish of any light fixture; light source and light color temperature. LED lights with a color temperature of 3000k are recommended. The lighting plan should also include a representative photometric diagram for at least one of the stations.
- That the BRT planning team provide a plan showing how the existing bus stops along the BRT route will be impacted and how they connect into the BRT stations.

- That the plant palette is adjusted to include more drought tolerant and native species.
- That the BRT planning team considers an alternate design for the walk-through stations that would provide better pedestrian flow.
- That the BRT planning team ensure that the totem design does not block views.
- That the BRT planning team considers more options to uplift the BRT stations.
- That the BRT planning team seeks to reduce the mass of the station roof form, particularly for the three downtown curb-running locations.
- That the BRT planning team considers providing higher capacity bike racks at stations.
- That the BRT planning team and the City considers locating bike share stations near the BRT stations.
- That the BRT planning team investigate providing better connectivity and service to communities in the east end.
- That a 10' vehicular lane width is maintained except for bus lanes.
- That the BRT planning team investigate using adaptive technology for left turn movements.

This item was forwarded to the City Planning Commission for their meeting on September 8, 2015.

Aye: 7 - Almond, Garland, Green, Harnsberger, Levine, Nolt and Smith

OTHER BUSINESS

There was no other business.

Adjournment

Ms. Almond adjourned the meeting at 1:03 p.m.