

From: [Renate Forssmann-Falck](#)
To: [Eastman, Jeff R. - PDR](#)
Cc: CRosePace@ridegrt.com
Subject: PC Meeting
Date: Friday, September 04, 2015 3:47:40 PM

Dear Mr. Eastman,

I copied for your perusal the following comments, which I presented to the Fan District Association. I am planning the PC meeting on Tuesday.

July 28, 2015

BRT's IMPACT on Broad Street

I have lived on 819 West Broad Street since 1999 with two goals: practicing psychiatry and aging in place. I own two buildings (819 & 821) with 3 commercial and three residential units. I have witnessed how volatile this area is. Businesses have come and gone and still do. Separated neighborhoods, Carver and now Scott's Addition became connected with the Fan and the Museum District respectively.

BRT claims that their project brings jobs, and furthers economic development. However, the overarching issue seems to be combating poverty.

I. Promises made:

- 1) Increase of property values of 12% in 20 years. This increase may just cover inflation and increase of cost of living.
- 2) Saving 36 hours per year means 6 minutes a day – who cares?
- 3) 406 jobs created – jobs, which are temporary as they are construction jobs.

II. The reality is:

- 1) Neighborhoods would again be separated: Fan – Carver; Museum District – Scott's Addition and the newly created "Arts District."
- 2) Lack of parking would seriously compromise accessibility. Who would want to come downtown for dinner or shopping, if there is no parking? Parking is already a problem as VCU, residents and customers compete with the available sparse parking. Any loss would be disastrous!
- 3) Resulting in job losses and eventually the stagnation of further economic development because new business would not move in and closing of current businesses.

4) Traffic congestion especially when the Siegel Center has events. As it is now, it already is a nightmare for the residents here. I cannot fathom how the parking deck on Harrison, Broad and Shafer could be used with a BRT station on Shafer without creating major gridlock. We just went through the high school graduations!

5) New planned developments on Allison Street might be in jeopardy.

6) We would have two bus routes a rapid one and a “snail” one - does not make any sense. Nobody questions that public transportation needs an overhaul – actually, it has been discussed for probably 20 years if not more. In order to make public transportation a viable means of getting around quickly and safely requires such an overhaul of the entire public transportation system not a piecemeal approach as the BRT provides. Having the BTR planning and implementing without such an overall plan for the public transportation is simply myopic.

7) What is going to happen with the Frist Friday events, what with the food festival we just had, with the Christmas Parade bringing people and business downtown, what with the development of the Arts District?

8) Finally, the claim that transportation is a way of ameliorating poverty is faulty. Research has shown repeatedly and consistently that education is a key factor for decreasing poverty. Therefore, the City would have \$7.5 million to spend on improving education.

III. Personally, my livelihood and future living on Broad Street would be compromised. I cannot see how to age in place with these changes. How would I navigate my neighborhood in ten years being then in my eighties?

Devotion and hard work has brought development and life to a deserted inner city area. We have come a long way and cannot let this be destroyed. I understand that Richmond needs a viable public transportation system. I wholeheartedly support public transportation. If the current plan for BRT were the first implementation of a longitudinal plan providing public transportation to the greater Richmond area, I could support it, but not this piecemeal. This narrowly conceptualized project reminds me of the failed Street Market Project! We do not need another costly project that does not remedy the poor public transportation system in Richmond.

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From: [Bernadette Snyder](#)
To: [Eastman, Jeff R. - PDR](#)
Subject: PC comments for Conceptual BRT Design
Date: Tuesday, September 08, 2015 11:05:41 AM

Mr. Eastman,

My name is Bernadette Snyder and I am a resident of Lakeside. While not living within the city limits of Richmond, I do a fair amount of travel to, from, and around downtown and the Fan district. I am opposed to spending \$54 million on the GRTC "Pulse" plan because where the money should be spent instead is to improve the current public transit system in the city and surrounding areas such as Lakeside, Short Pump, and Eastern Henrico.

I have spent substantial time in Washington DC and New York City, both of which have excellent public transit, and am ashamed to even say we have public transit in Richmond. To get from one place to another often requires making one or more cross-overs, wait time between buses is significant, and there are not enough stops to Henrico County, even though much of the county is generally considered "Richmond."

Thank you for carrying my comments to the board.

Sincerely,
Bernadette Snyder