

CONNECTING OUR CITY WITH TRANSIT

Draft Recommended Transit Network

Transit Network Plan Timeline



- **January – May**

- **Abstract Questions**
- On-Board Survey
- Web Survey
- Public Meetings
- Stakeholder Meeting
- Individual Meetings with Council Members

- **May – October**

- **Concepts**
- Web and Rider Survey
- Public Meetings
- Core Design Retreat with GRTC
- Individual Meetings with Council Members

- **October – February**

- **Draft Network**
- Public Meetings
- Web and Rider Survey
- Mini-Core Design Retreat with GRTC
- Individual Meetings with Council Members

Phase 1

Project Kick-Off

February and March 2016

- Individual Meetings with Council Members to Introduce the Richmond Transit Network Plan (RTNP) Process
- Presentation to Planning Commission on February 16, 2016

April 2016

- Stakeholder Meeting on April 16, 2016
- GRTC Board Briefing, April 19, 2016
- Public Meetings

Phase 2

RTNP Concepts and Values

June 2016:

- Individual Meetings with Council Members
- Stakeholder Meeting on June 21 2016
- Land Use, Housing and Transportation Committee Presentation, June 21 2016
- Media Briefing, June 30 2016

July and August 2016:

- Public Meetings in July and August
- Over 1,000 flyers distributed, table surveying at transfer plaza, flyers on GRTC buses

October 2016

- Individual Meetings with Council Members
- Council Organizational and Development Committee Briefing, October 3 2016
- GRTC Board Briefing, October 19

Media Coverage

- Richmond Free Press Article: “GRTC seeks public’s ideas at four meetings” published July 26
- RTD Article: “Richmond presents 3 concepts for bus system redesign, wants feedback”, front page of July 5th edition (Tuesday).

Phase 3

Draft Transit Network Plan

January and February 2017

- Individual Meetings with Council Members
- Stakeholder Meeting on January 17, 2017
- Presentation to Land Use, Housing and Transportation Committee, January 17, 2017
- Media Briefing, January 17
- Ongoing Public Meetings
 - Meeting notice on all buses
 - Hundreds of flyers distributed
 - Public surveying at transfer plaza,

Media Coverage

- Richmond Free Press Article, published January 20
- RTD Article, front page of Metro section, January 18
- NBC12 Segment on Evening News, January 17

Phase 3

Draft Transit Network Plan

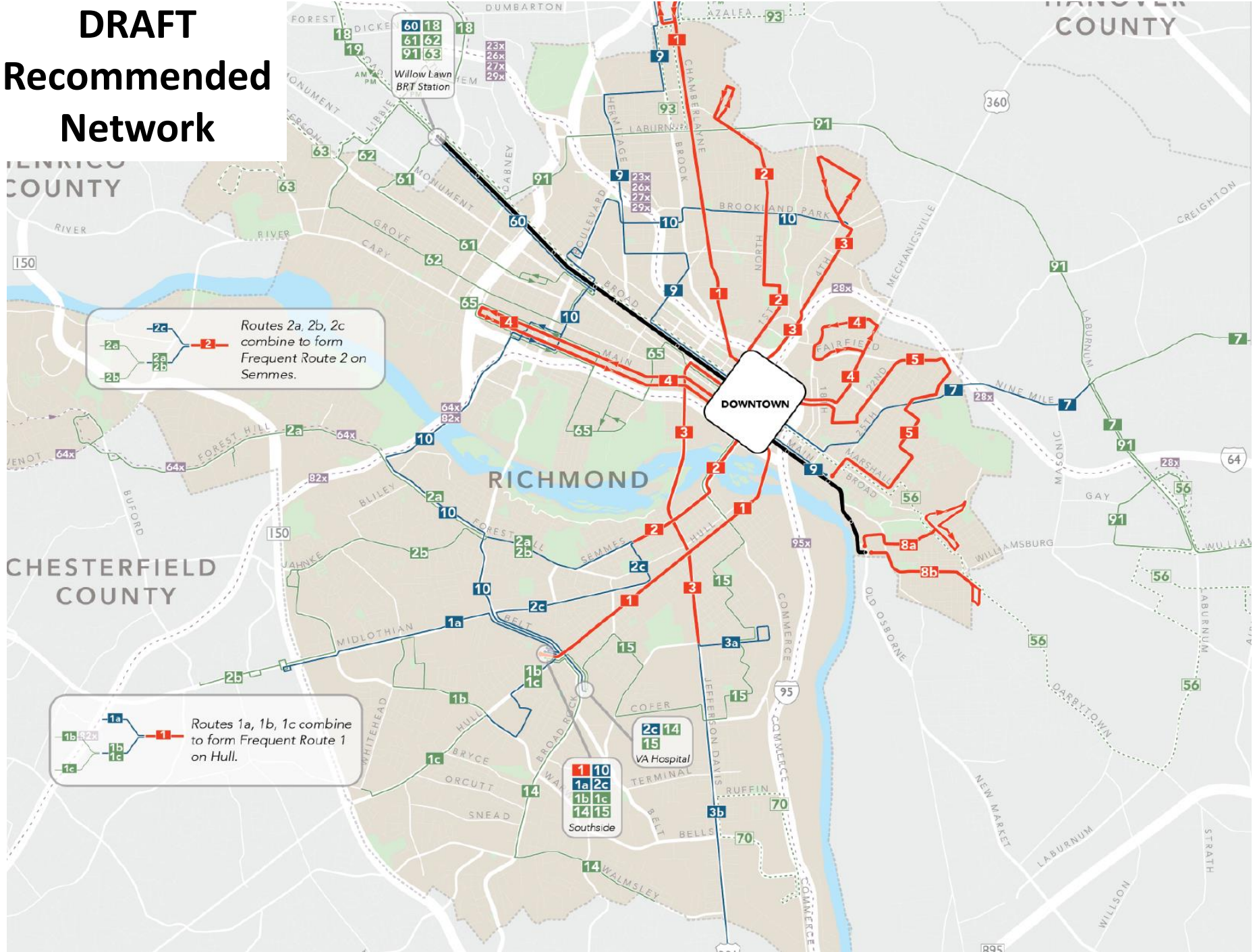
Information and Outreach:

- Draft Report and Supporting Materials on Website: www.richmondtransitnetwork.com
- Online and paper survey for feedback from the public
- Public Meetings - Ongoing
- Study team will be at transfer plaza for surveying this week.
- Comments and surveys responses will be accepted through **February 17.**

Daytime Network

DRAFT

Recommended Network



How are residents affected?

	Existing Network	Draft Recommended Network	Change
	"Person-Trips" (service access weighted by population)		
Minority residents	5,710,519,200	6,025,766,780	+6%
White residents	4,231,226,630	3,999,854,995	-5%
All residents	9,941,745,830	10,025,621,775	+1%

Changes in Coverage

Areas Adding Service	Population	Jobs
Commerce Rd/Hillside Court	93	100
Cofer Road Area	556	286
Subtotal of Added Areas	649	386
Areas Losing Service	Population	Jobs
German School Road Area	-71	-3
Windsor Farms	-57	-3
Subtotal of Lost Areas	-128	-9
Total Change in Coverage	521	377

Residents are calculated based on 2014 ACS 5-year estimates. Jobs are calculated based on LEHD LODES 2014 dataset. Only jobs or residents within the City of Richmond are counted.

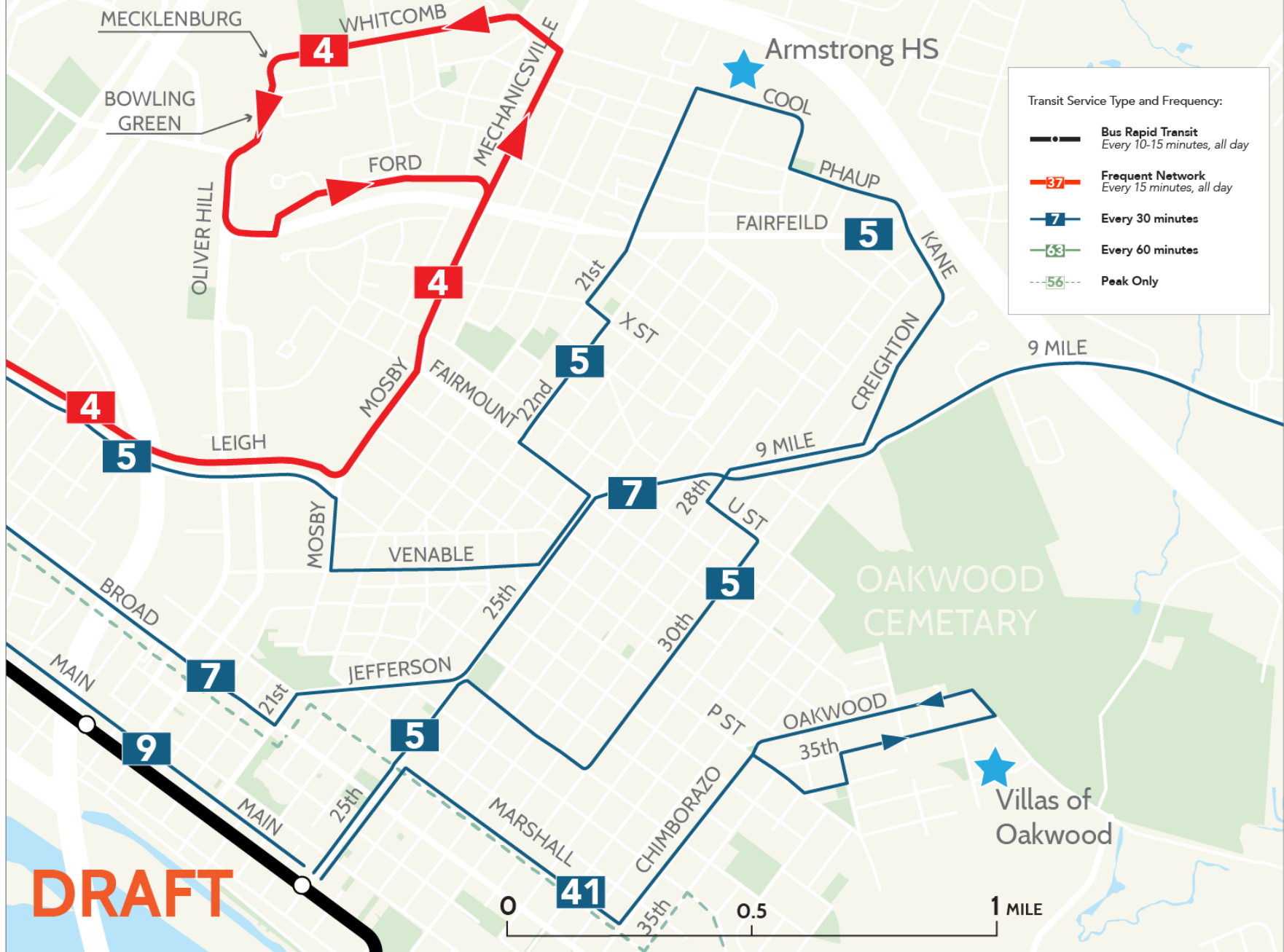
Revisions Based on Public Comment

DRAFT RECOMMENDED NETWORK



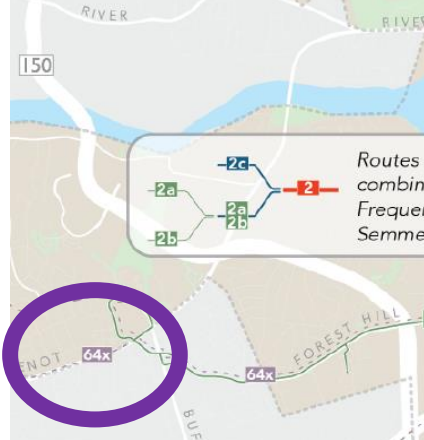
Revised Network for East End

DRAFT



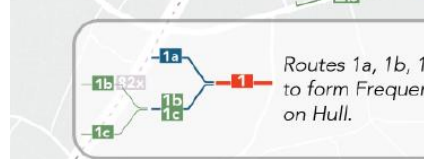
DRAFT

Other Potential Revisions based on public comments

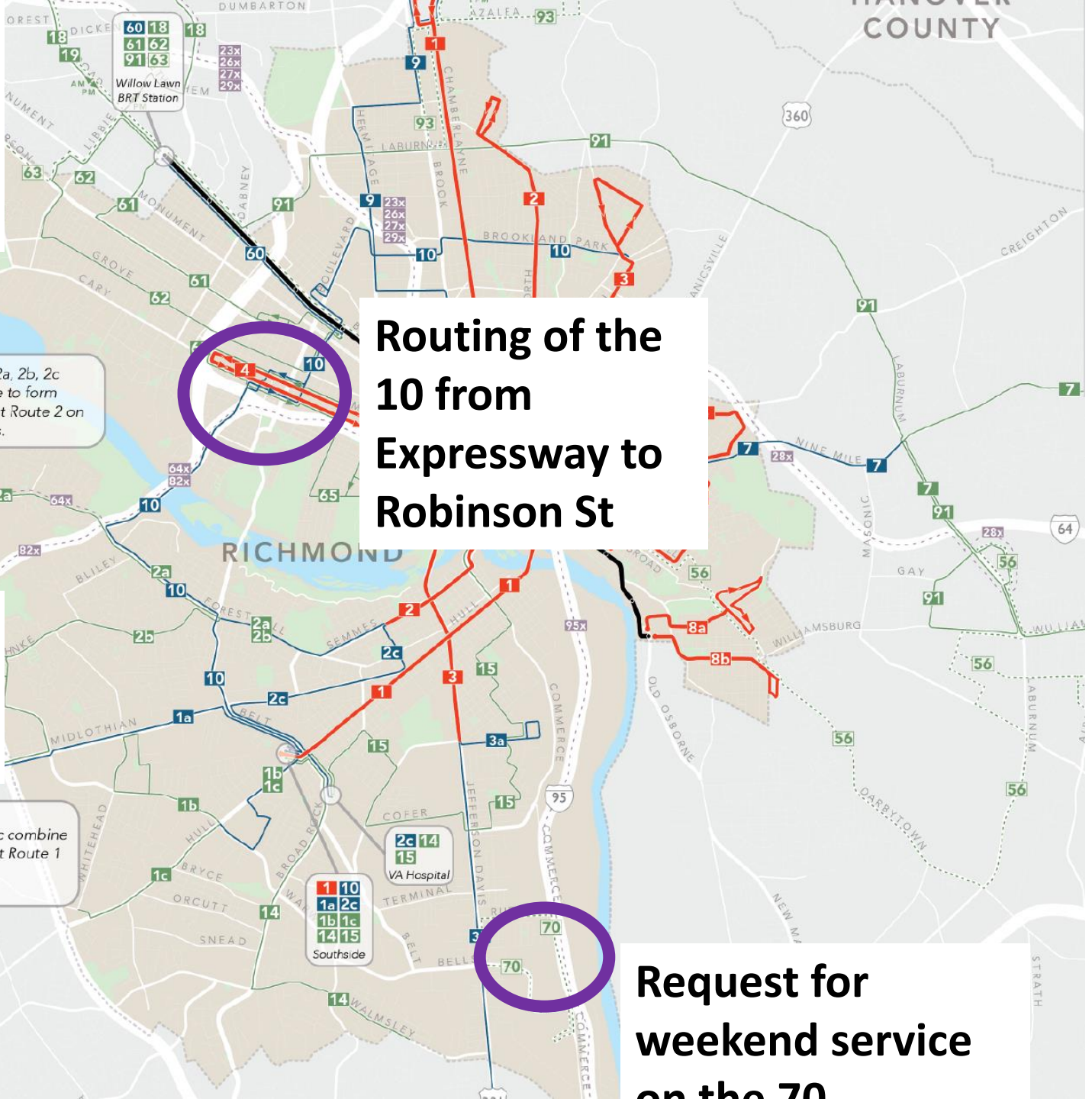


Routing of the 10 from Expressway to Robinson St

Changes to 64x schedule to add trips



Request for weekend service on the 70



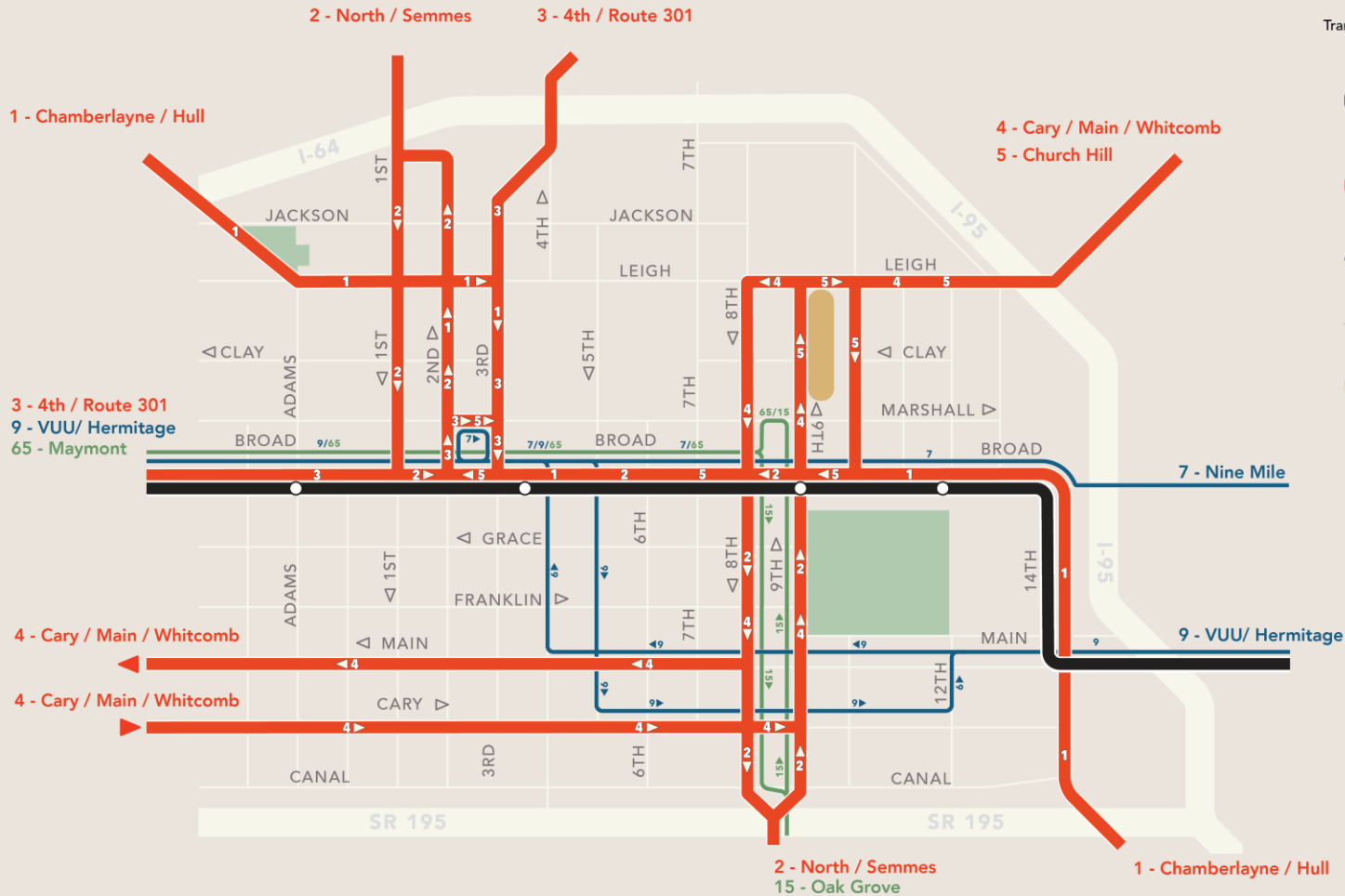
DRAFT RECOMMENDED NETWORK

Daytimes, on weekdays and Saturdays

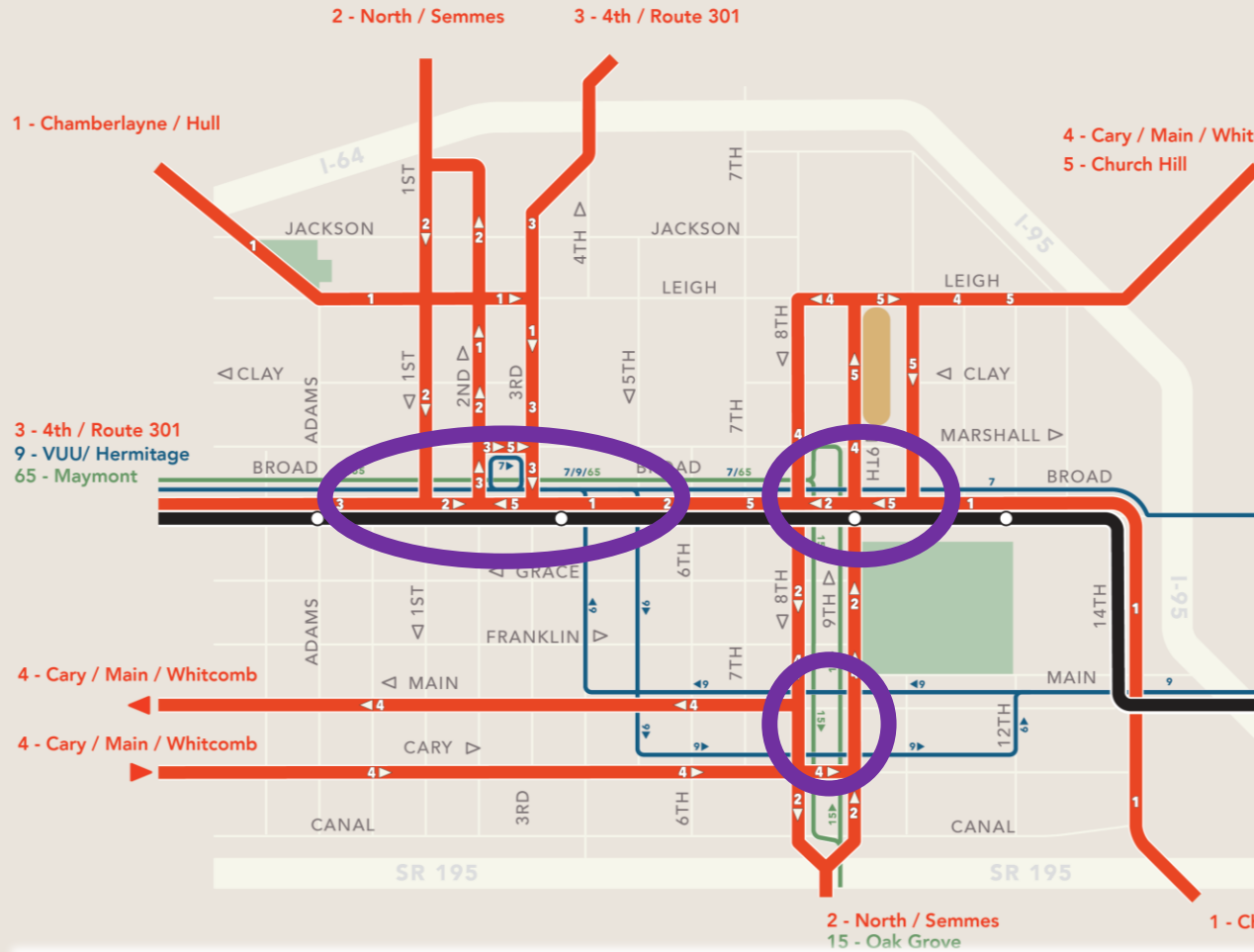
DOWNTOWN ROUTINGS

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**
 -  **Temp. Transit Plaza**
- (Express buses are not shown)



DRAFT RECOMMENDED NETWORK Daytimes, on weekdays and Saturdays



Majority of transfers would occur along Broad St from 1st to 10th Streets

Many would occur around Main/Cary and 8th/9th

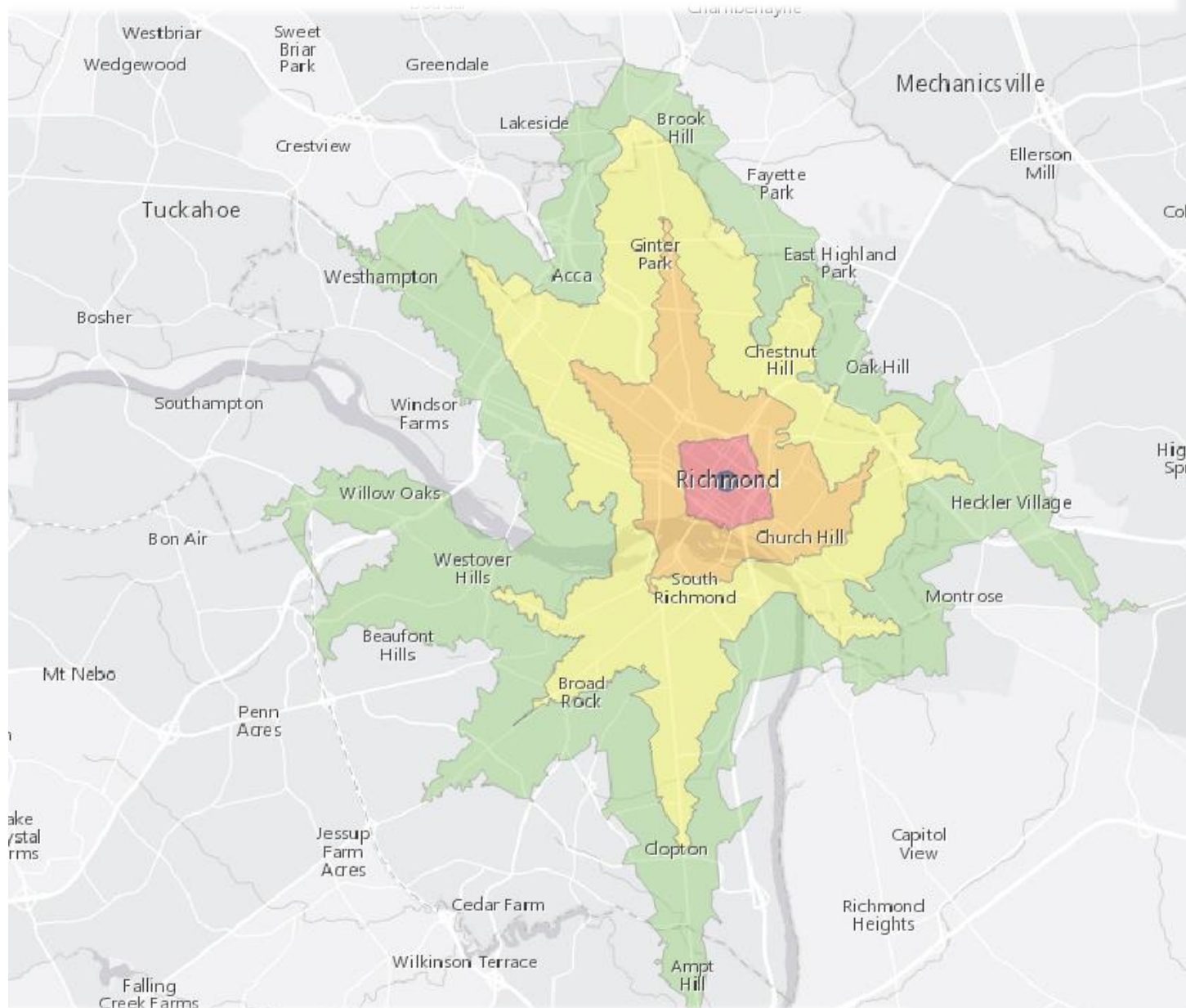
90% of boardings occur between 5am and 7pm.

The vast majority of riders would not need to use any downtown transfer facility Mon-Sat

Downtown Transfers Daytime

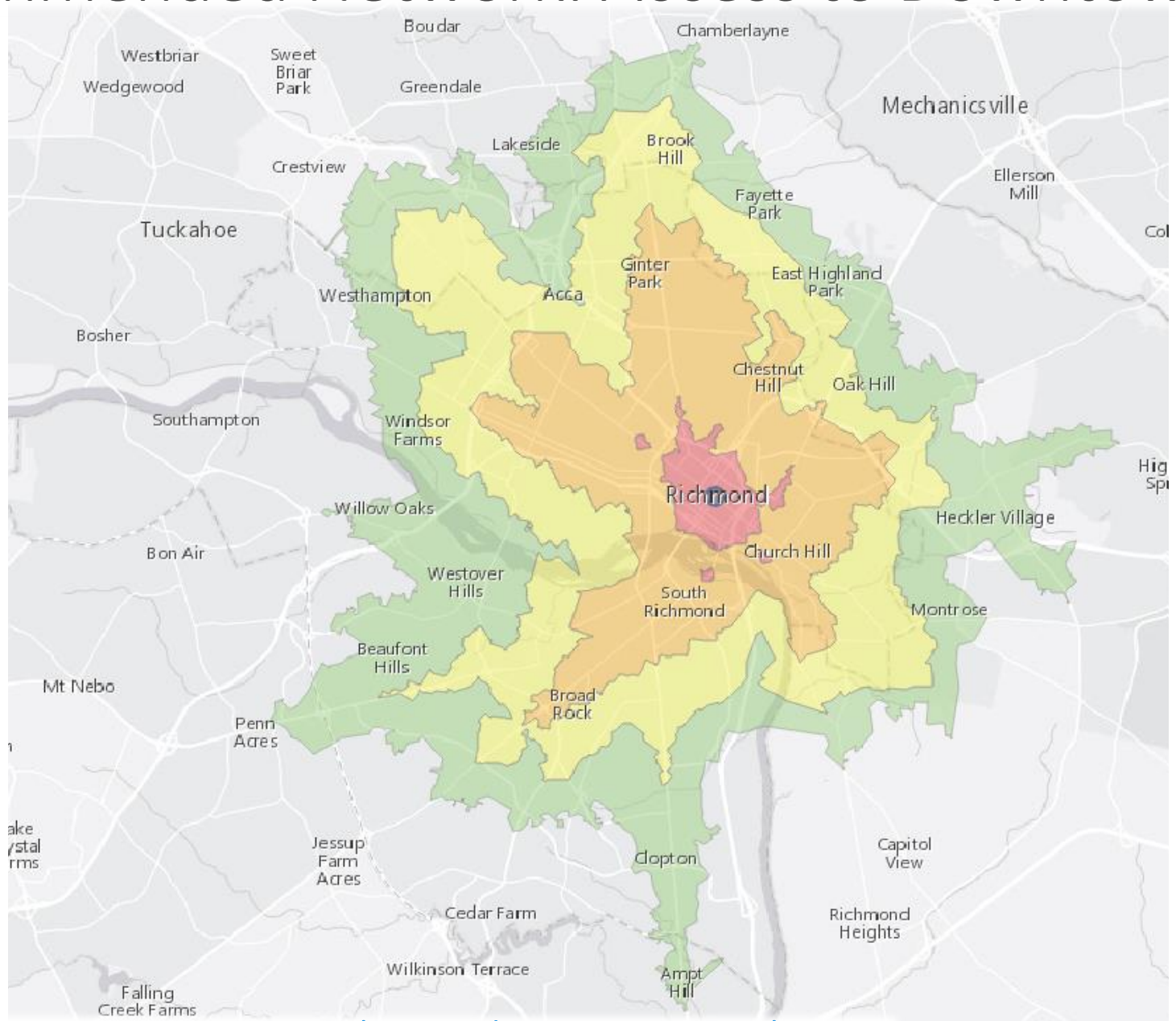
Performance

Existing Network: Access to Downtown



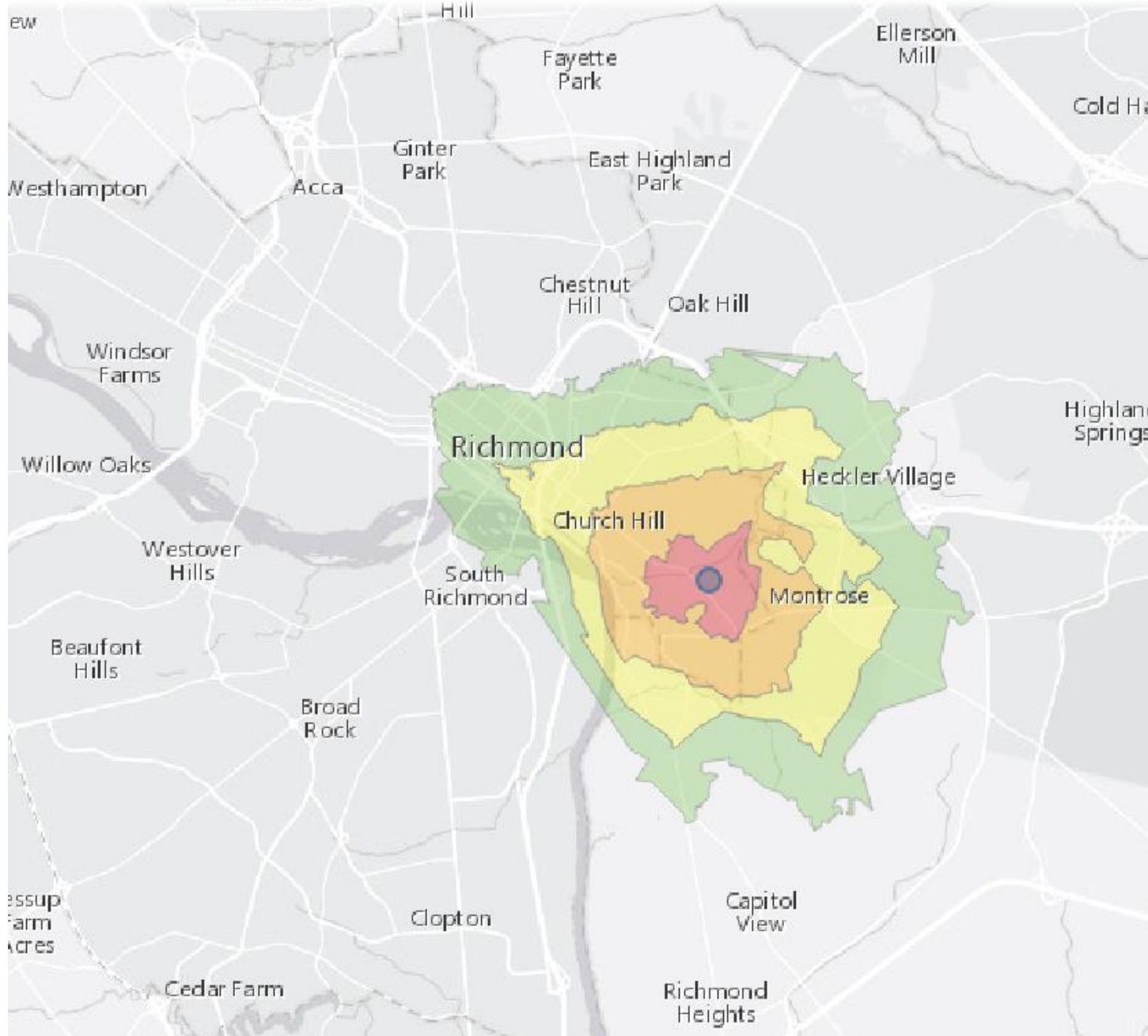
Make your own at www.richmondtransitnetwork.com

Recommended Network: Access to Downtown

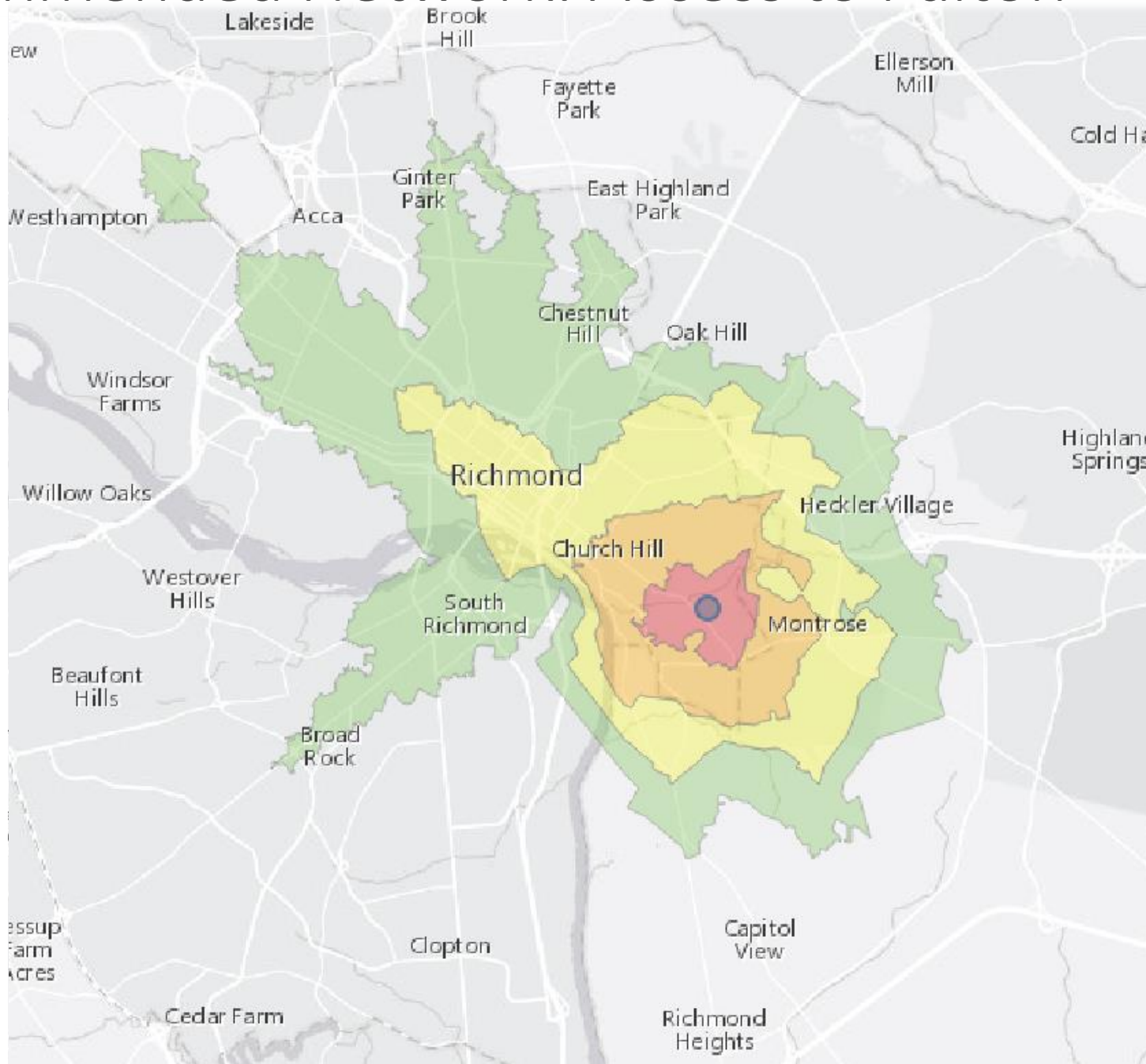


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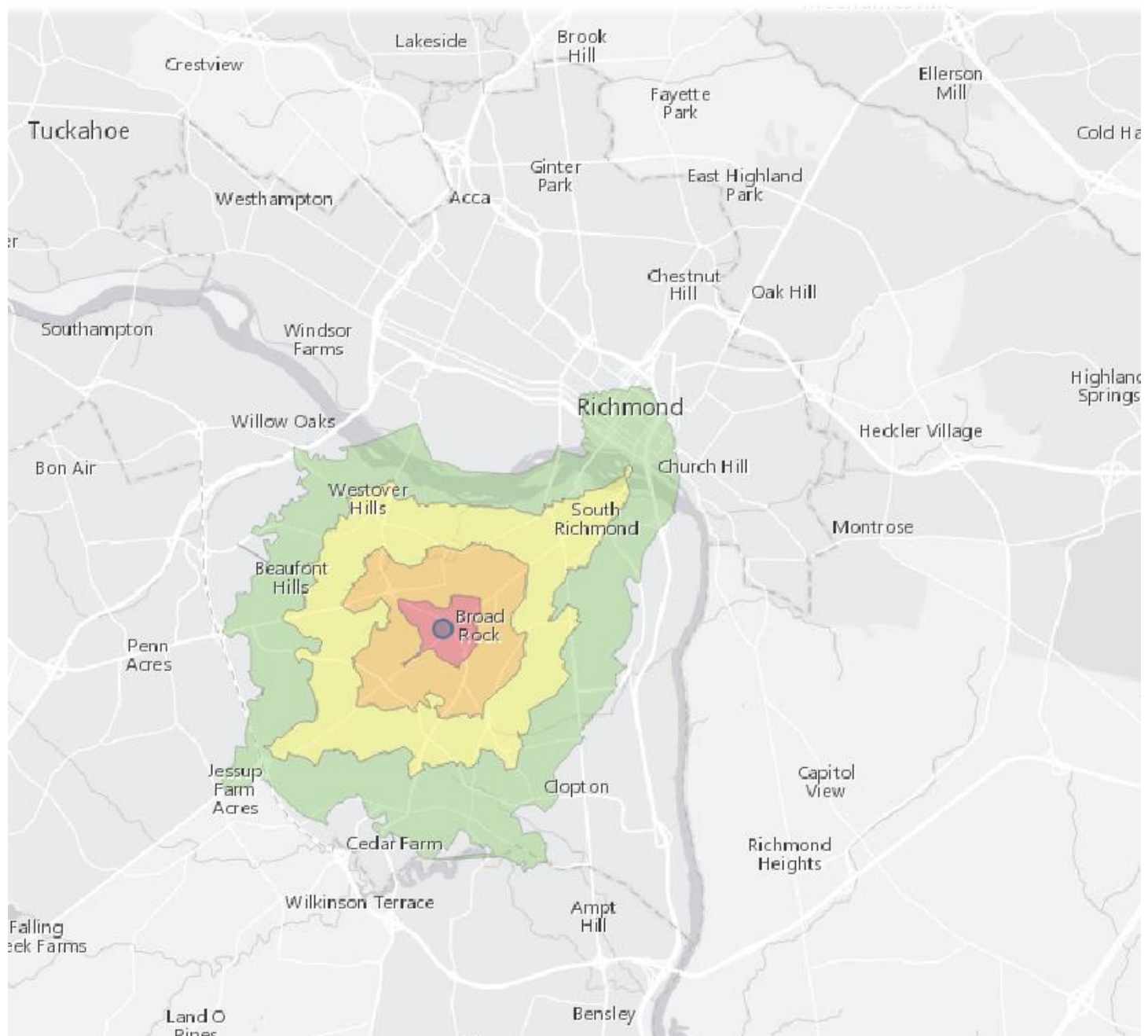
Existing Network: Access to Fulton



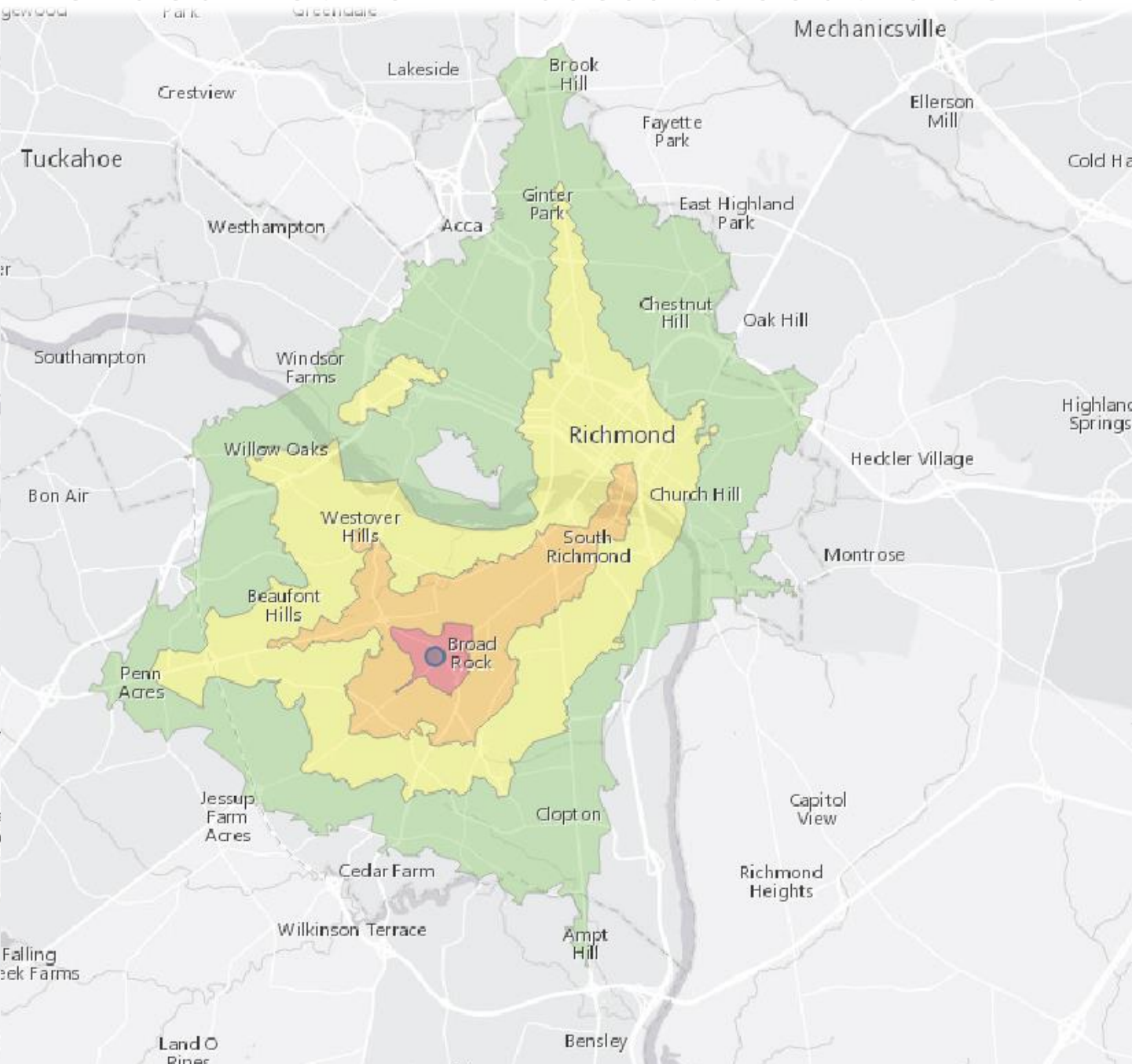
Recommended Network: Access to Fulton



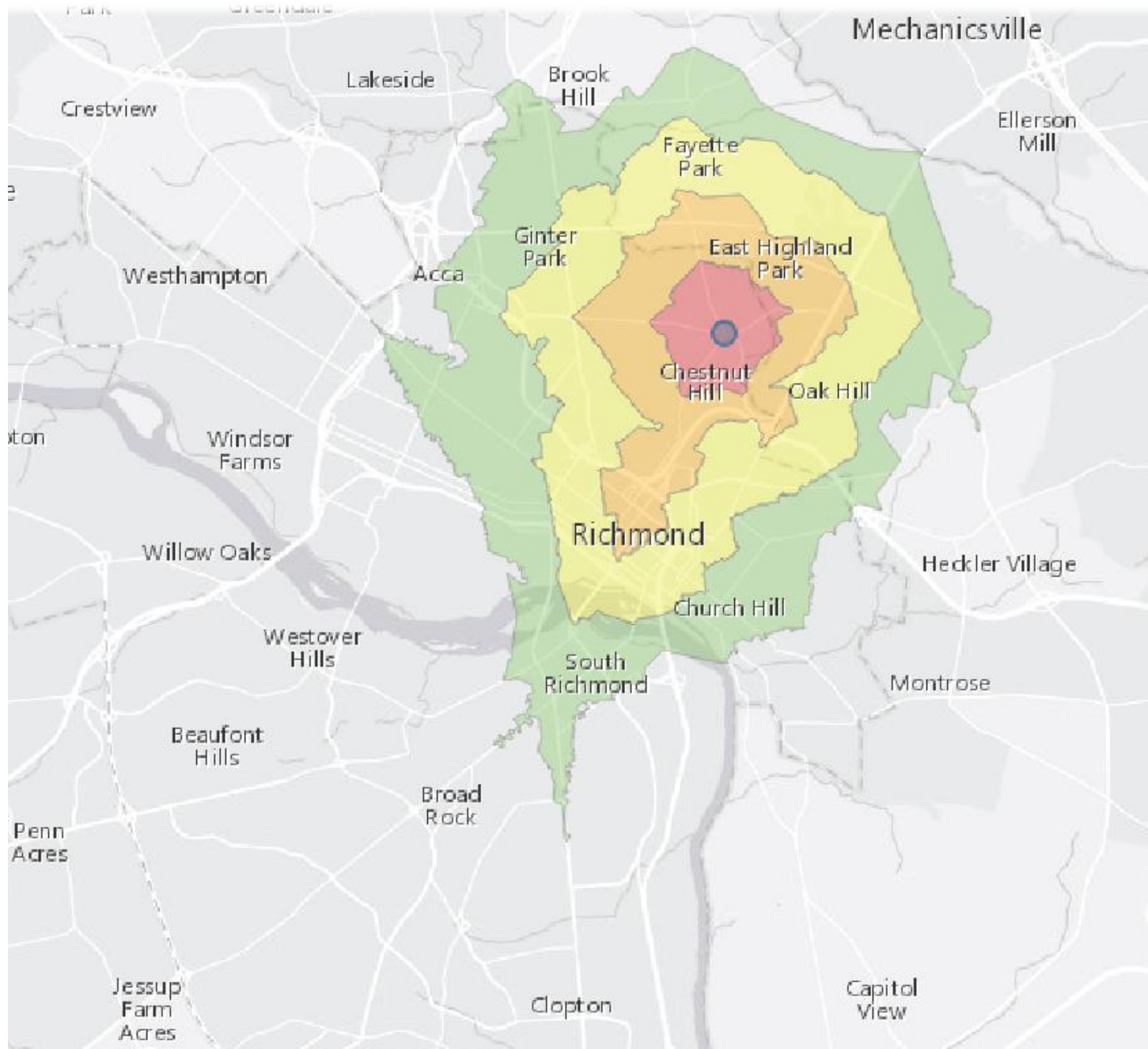
Existing Network: Access to Southside Plaza



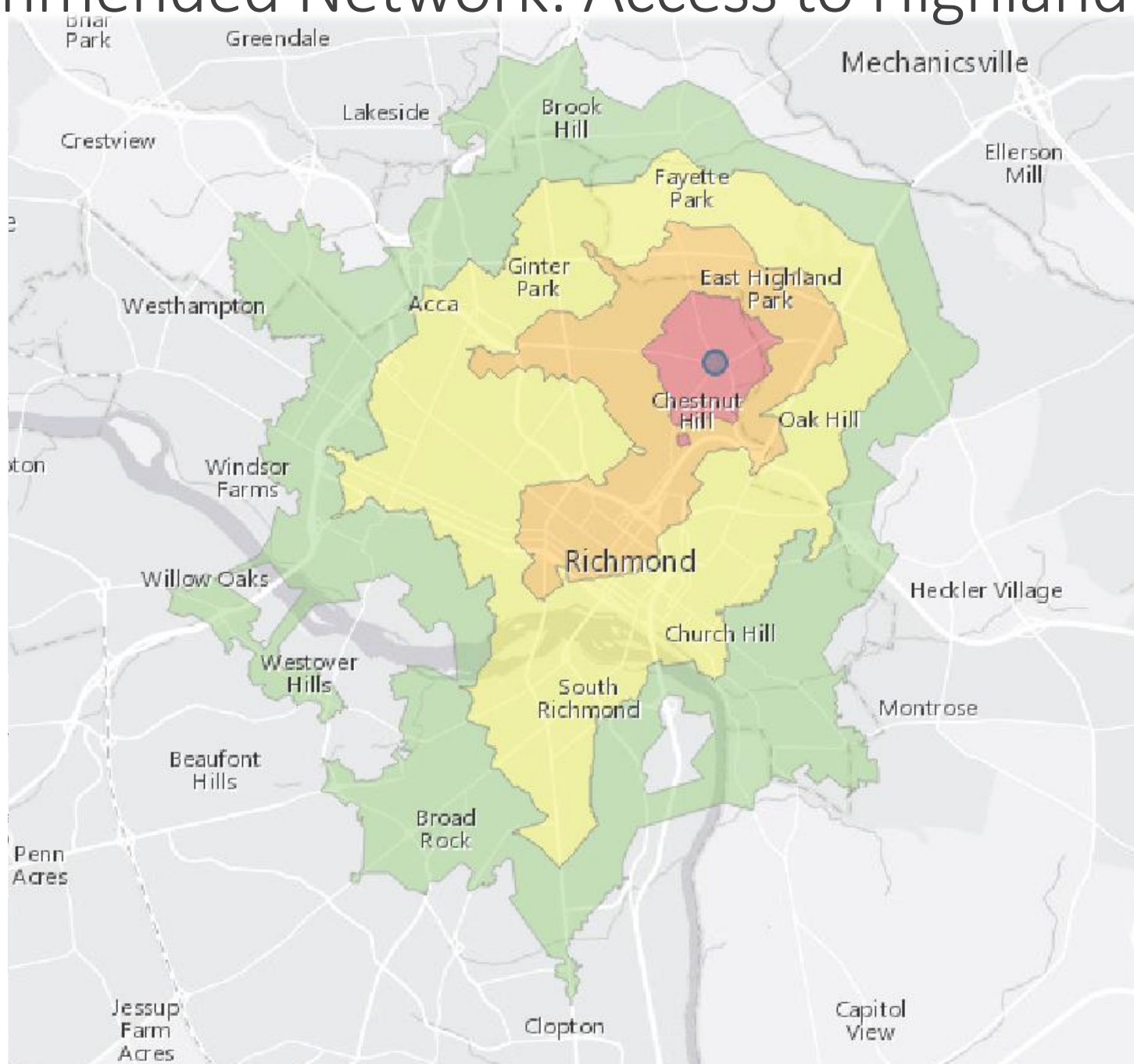
Recommended Network: Access to Southside Plaza



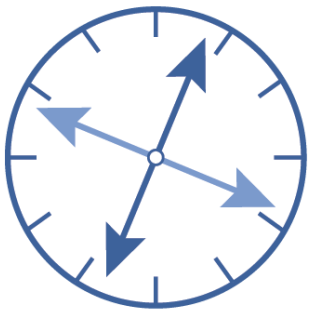
Existing Network: Access to Highland Park



Recommended Network: Access to Highland Park



Key Features and Benefits



CLOCKFACE FREQUENCIES are easier to remember and facilitate timed connections



5 THROUGH-ROUTES with one-seat rides across town



IMPROVES service on weekends, especially Saturdays



COST-NEUTRAL by reallocating existing budget with 3% contingency

Key Features and Benefits

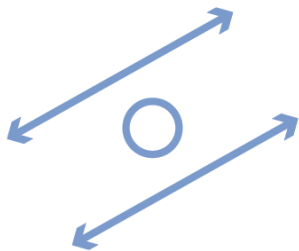


BRT ACCESS

through direct, easy connections at 8 Pulse BRT stations



MAINTAINS nearly all existing transit coverage



FEWER DOWNTOWN TRANSFERS required for many West End, Northside, Southside and East End connections



FASTER - 5 new high-frequency (every 15 min) routes and fewer stops

Next Steps

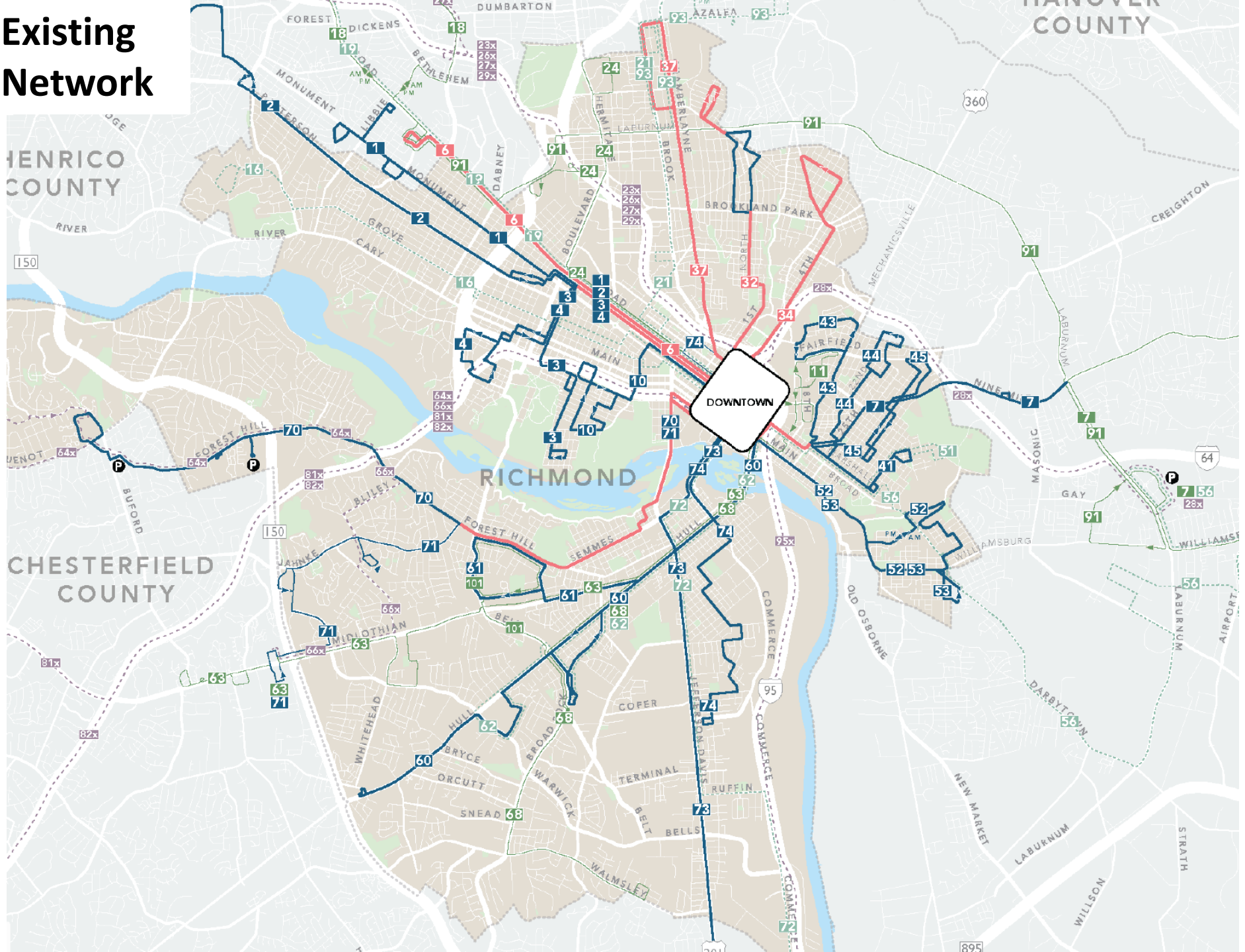
- Summarize public input on Draft Transit Network Plan
- Revise Plan and Publish Final Plan
- Handoff to GRTC for Implementation
 - Public informational and educational meetings for the Final Transit Network Plan by GRTC in starting in March.
 - Ongoing educational meetings, outreach and marketing throughout implementation phases.
 - City staff will continue to participate with GRTC in public outreach throughout implementation.

Thank you!!

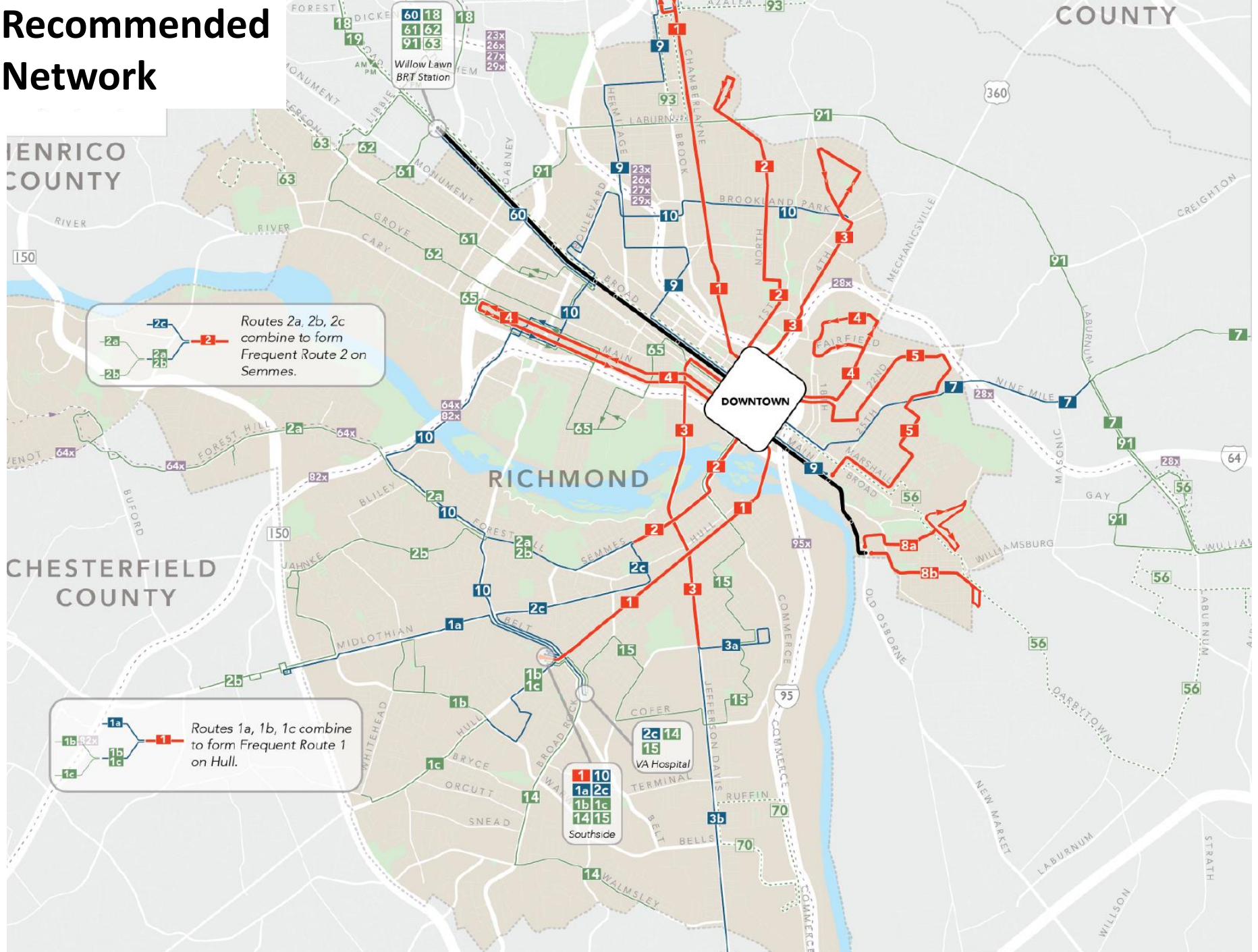
Questions??

Additional Slides for Q & A

Existing Network

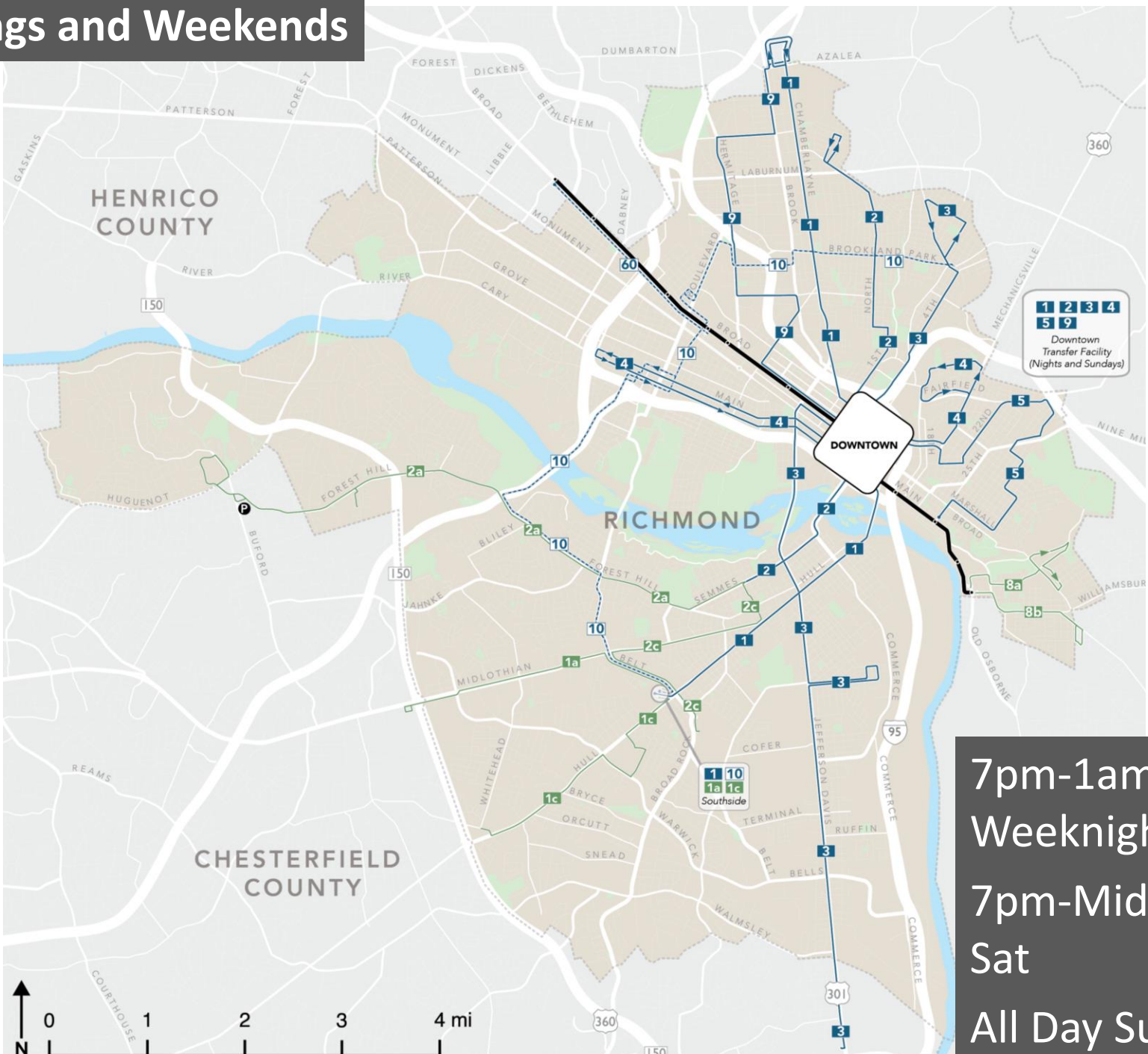


Recommended Network



Evening Network

Evenings and Weekends



1 2 3 4
5 9
Downtown
Transfer Facility
(Nights and Sundays)

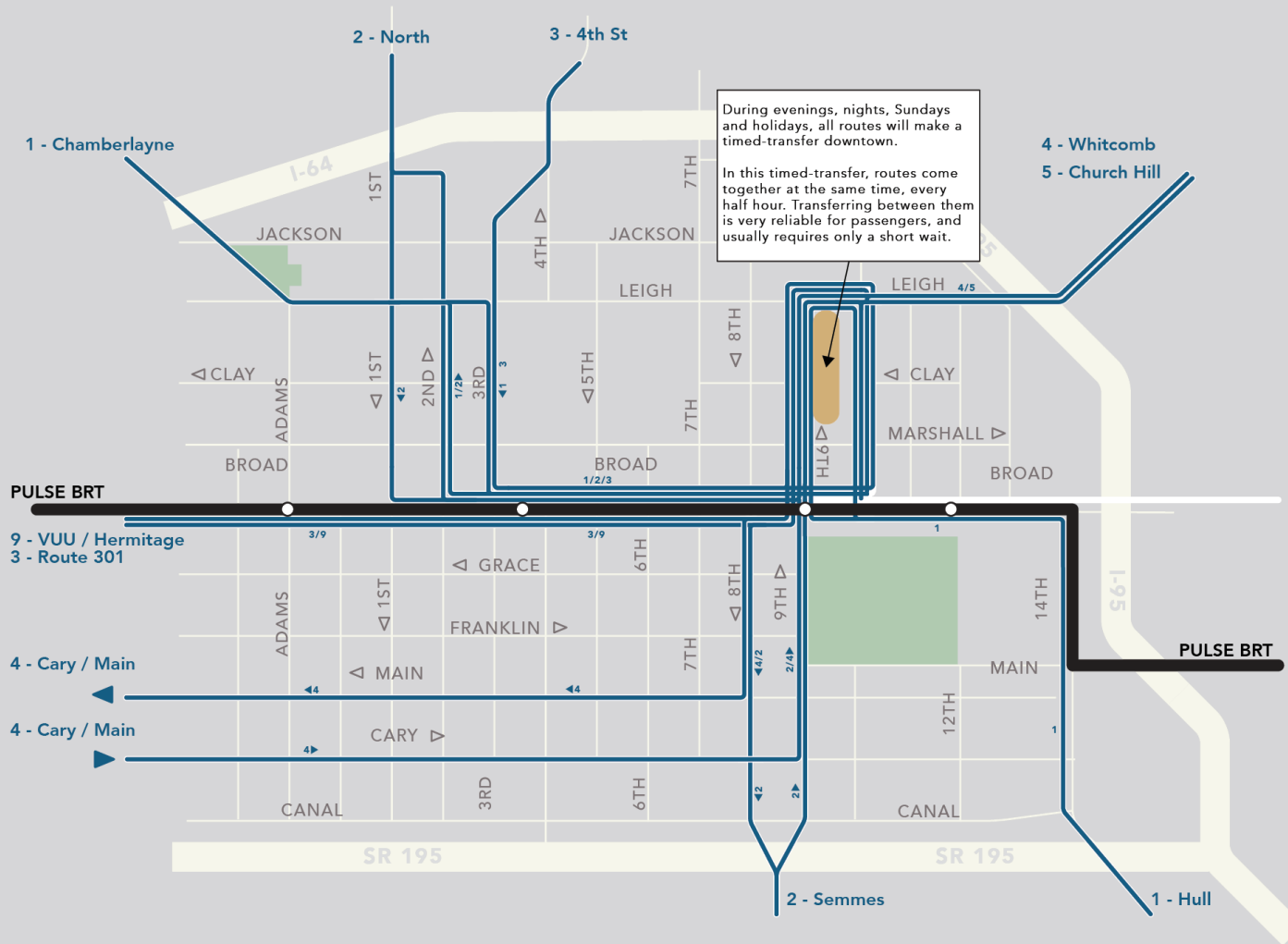
1 10
1a 1c
Southside

7pm-1am
Weeknights
7pm-Midnight
Sat
All Day Sun






DRAFT RECOMMENDED NETWORK

Weekday nights and Sundays



DOWNTOWN ROUTINGS

Transit Service Type and Frequency:

-  **Bus Rapid Transit**
Every 10-15 minutes, all day
-  **Every 30 minutes**
-  **Temp. Transit Plaza**

This network would operate during the following periods:

- Weekdays: 7pm to end of service
- Saturdays: 7pm to end of service
- Sundays: All day

At night and on Sundays, when the frequencies of all routes are lower, transfers made at random between a pair of routes will take longer. For this reason, the network will include a timed-transfer downtown, in which all buses arrive downtown at the same time, and sit together for a few minutes so that passengers can transfer among any two routes.

For more information about the frequencies of route branches at night, see the map of Evenings & Late Night Service, and the table of Route Frequencies and Span.

Phase 1 Choices

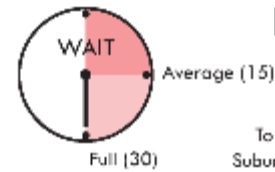
Ridership vs Coverage = Walking vs Waiting



Minimize Waiting



6 MINUTES WALKING +
7.5 MINUTES WAITING =
13.5 MINUTES TOTAL



Minimize Walking



2 MINUTES WALKING +
15 MINUTES WAITING =
17 MINUTES TOTAL



Summary of Feedback

2,000 Onboard Survey Responses

Phase 1

Strong desire to move toward less waiting rather than less walking

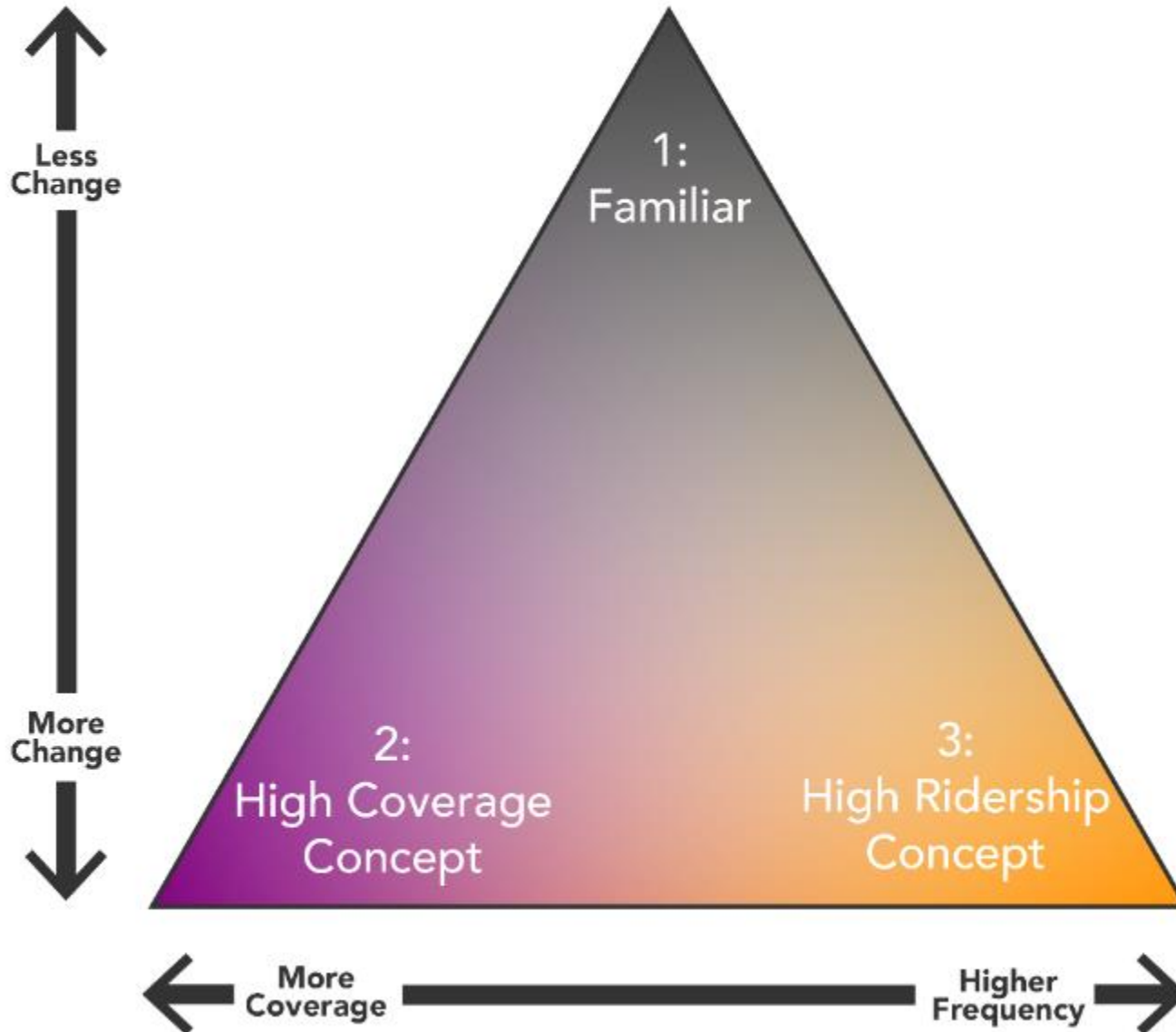
- Implies a higher frequency network ...
 - ... which implies less coverage.

Stakeholder consensus was around 70% of budget pursuing high ridership

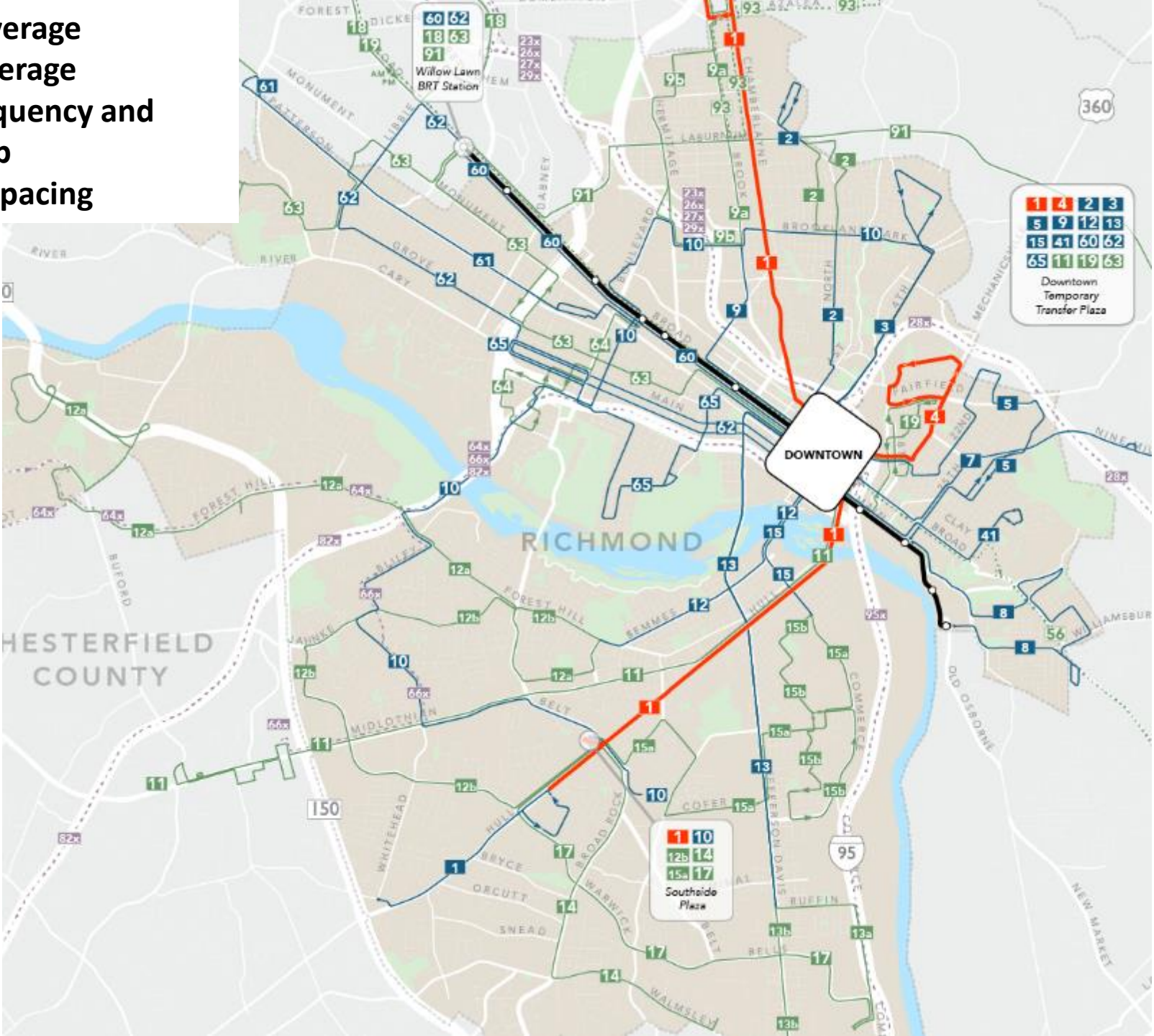
- ... and just 30% providing coverage in low-ridership places
- In contrast, today GRTC spends about 50% of the budget covering low-ridership places.

Transit Network Concepts for Richmond

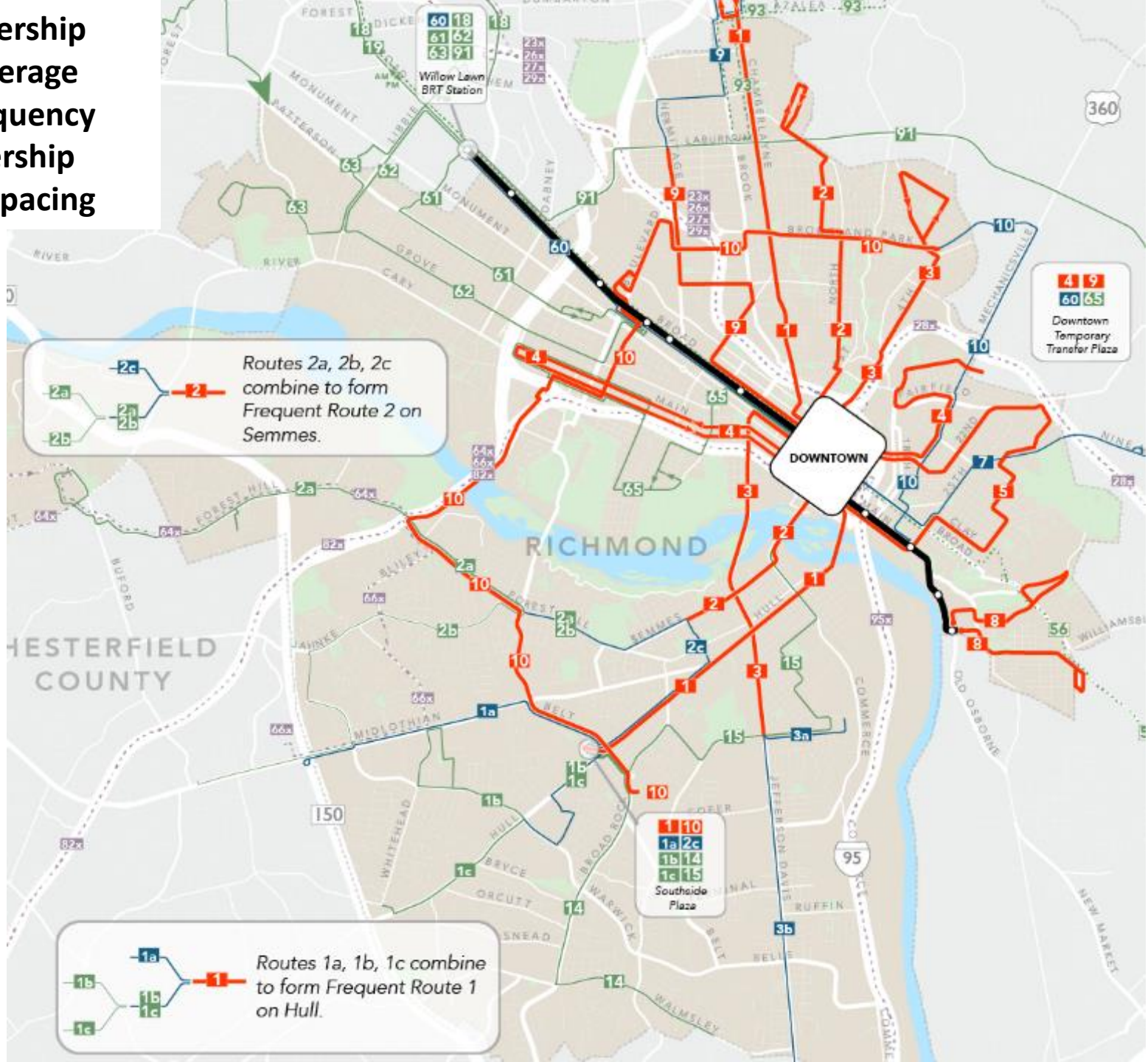
Spectrum of Choices for Richmond's Transit Network



High Coverage
50% Coverage
50% Frequency and Ridership
3 block spacing



High Ridership
20% Coverage
80% Frequency
and Ridership
3 block spacing

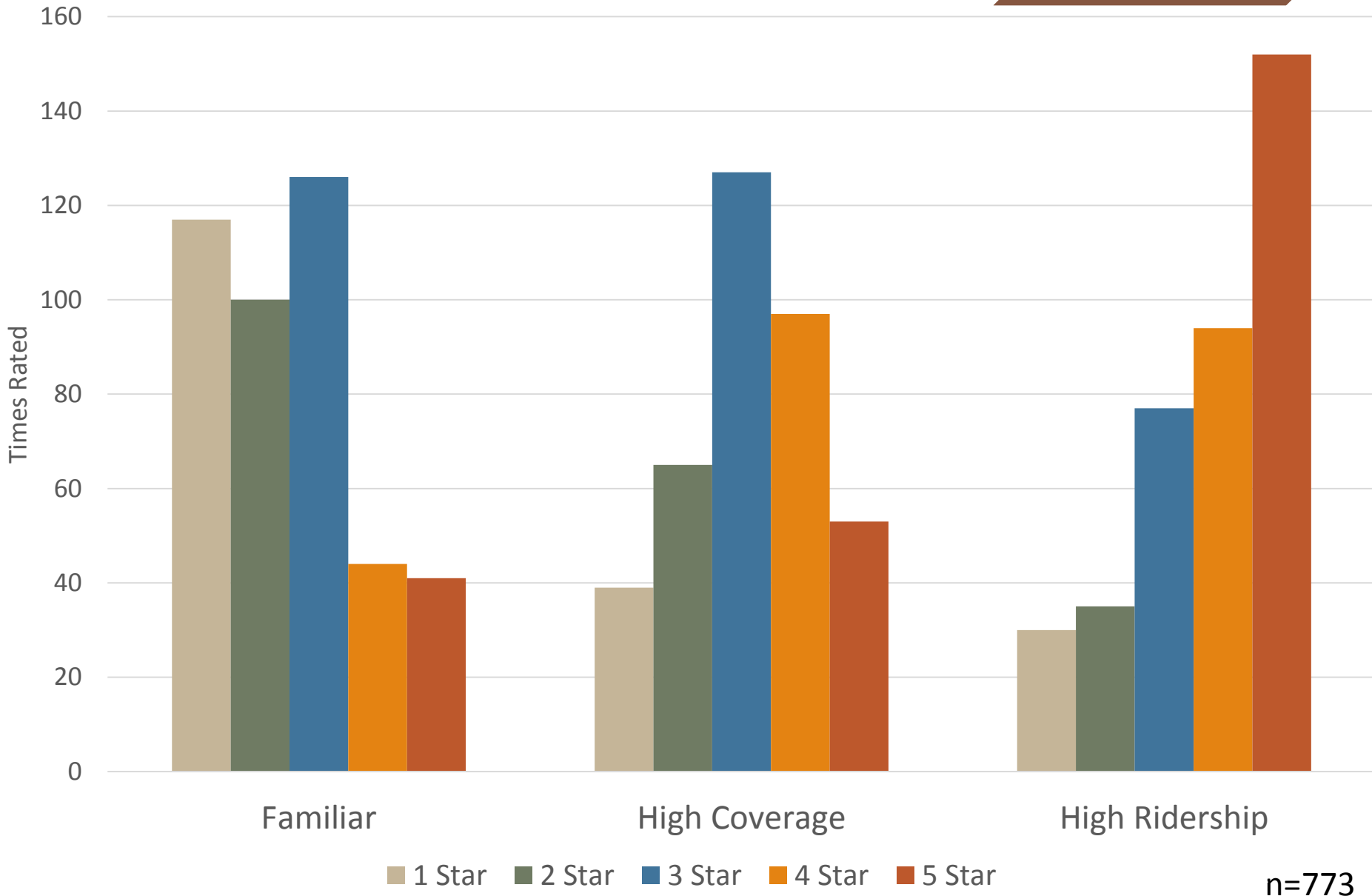


Routes 2a, 2b, 2c
 combine to form
 Frequent Route 2 on
 Semmes.

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

Concept Rankings

Phase 2

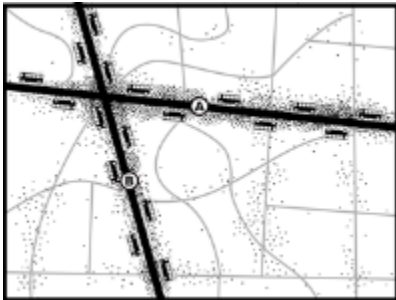


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Every transit agency has to choose a point on the spectrum . . .

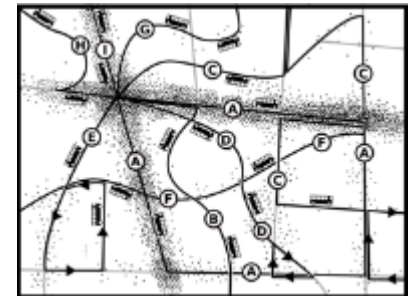
High Ridership

"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"*



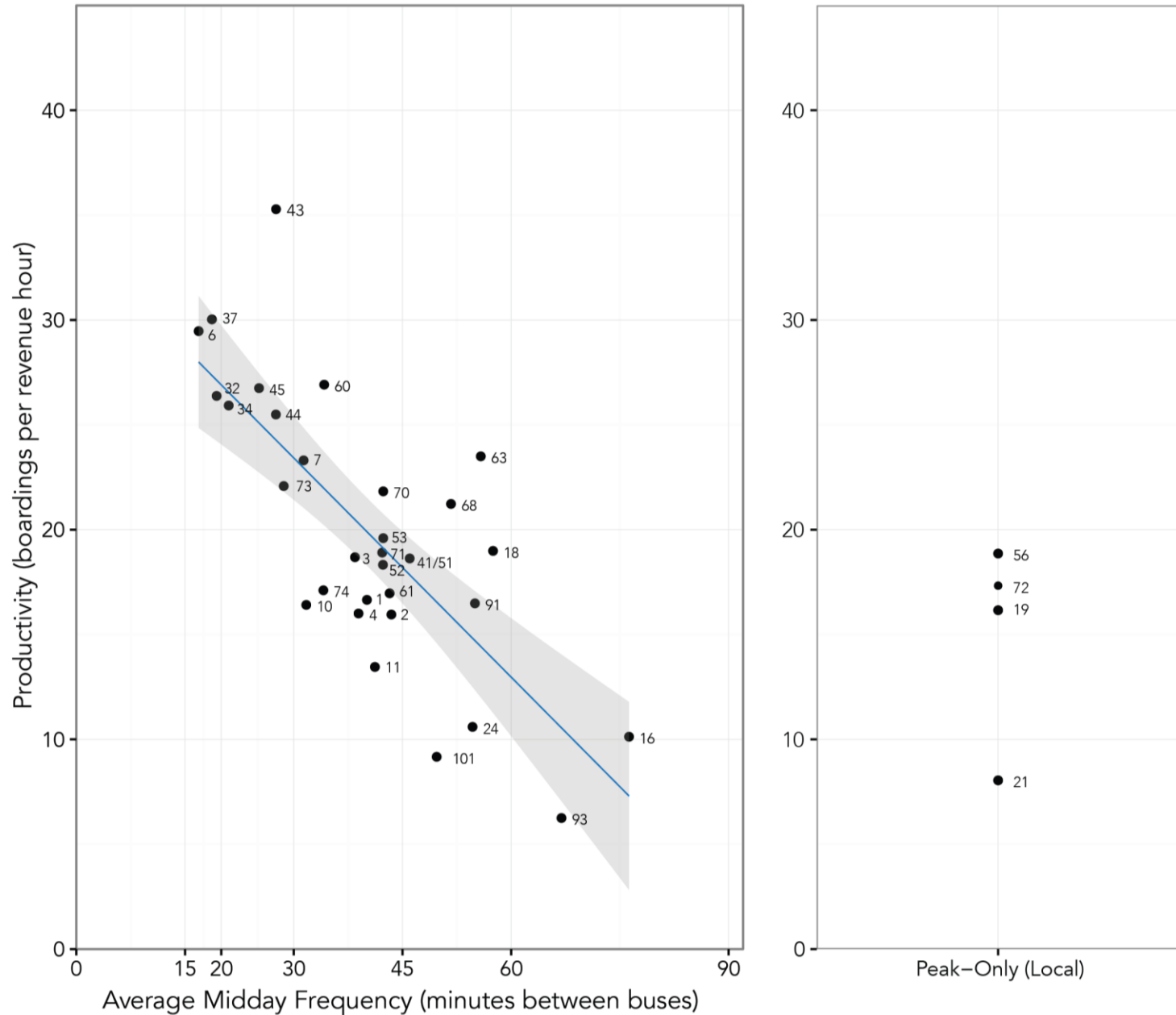
Frequency is hard to explain to someone who doesn't use transit.

- Elevators
- Traffic signals

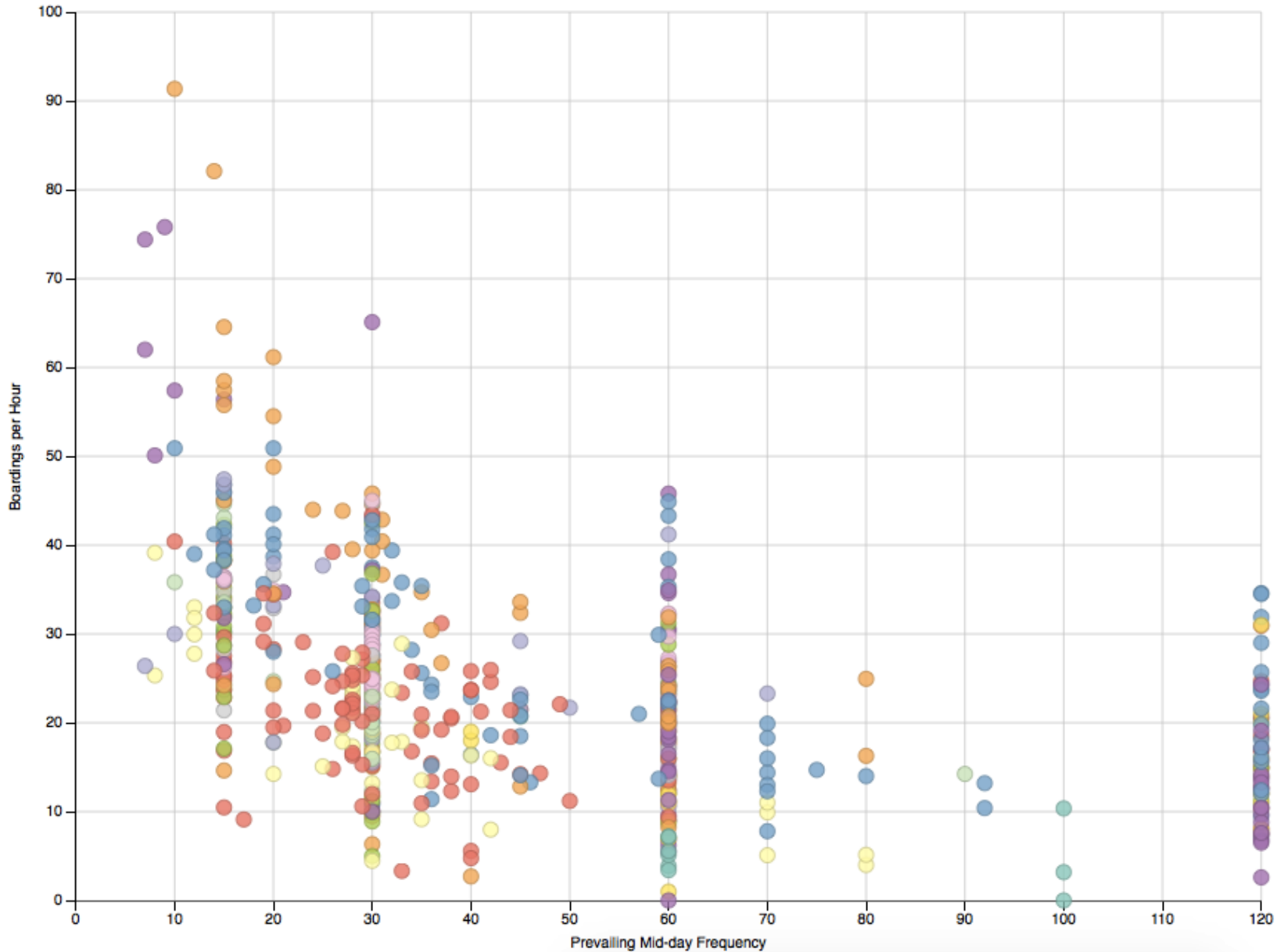


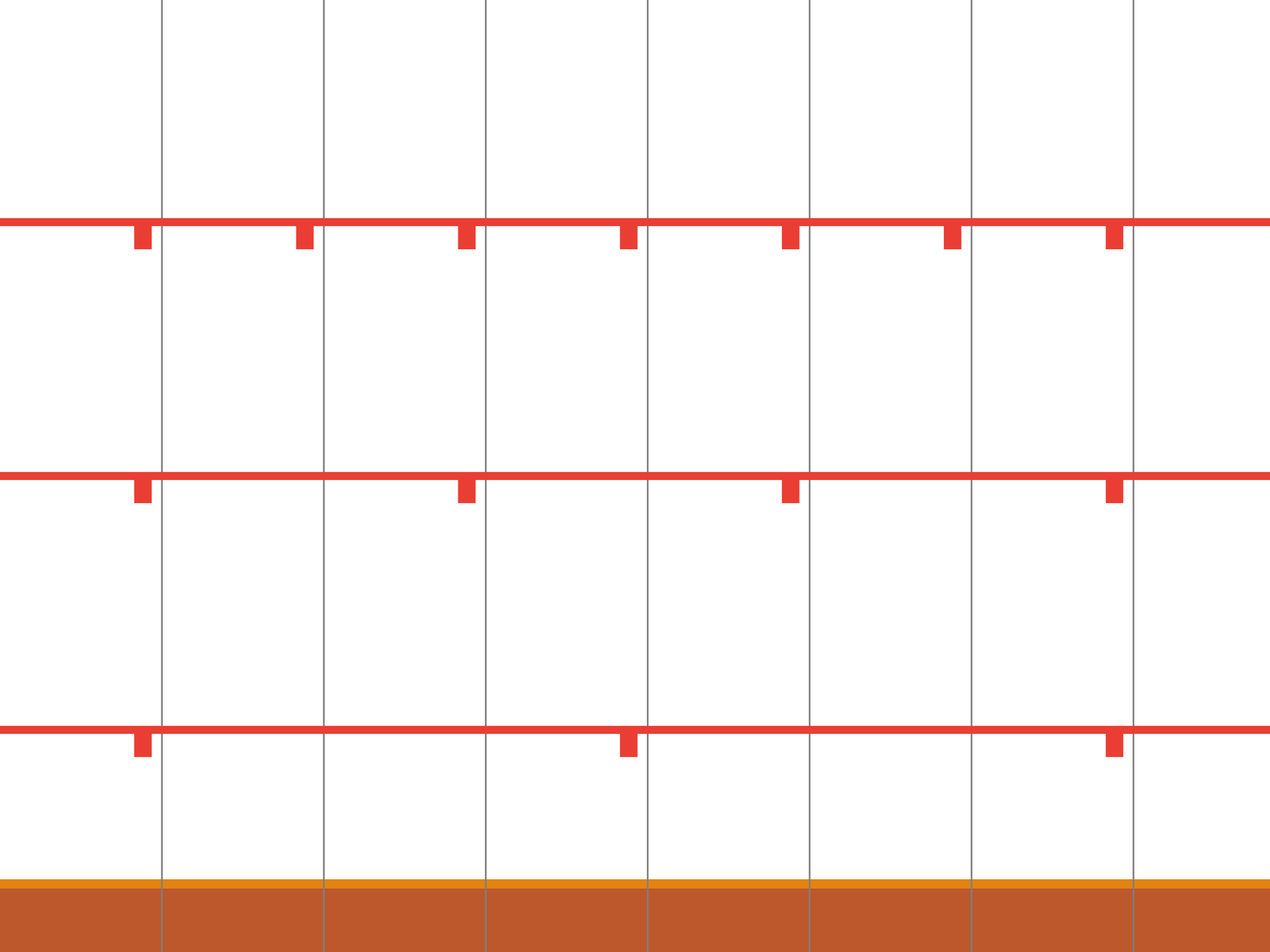
A gate at the end of your driveway that opens only once an hour???

As frequency increases, ridership increases in Richmond . . .



. . . and everywhere else

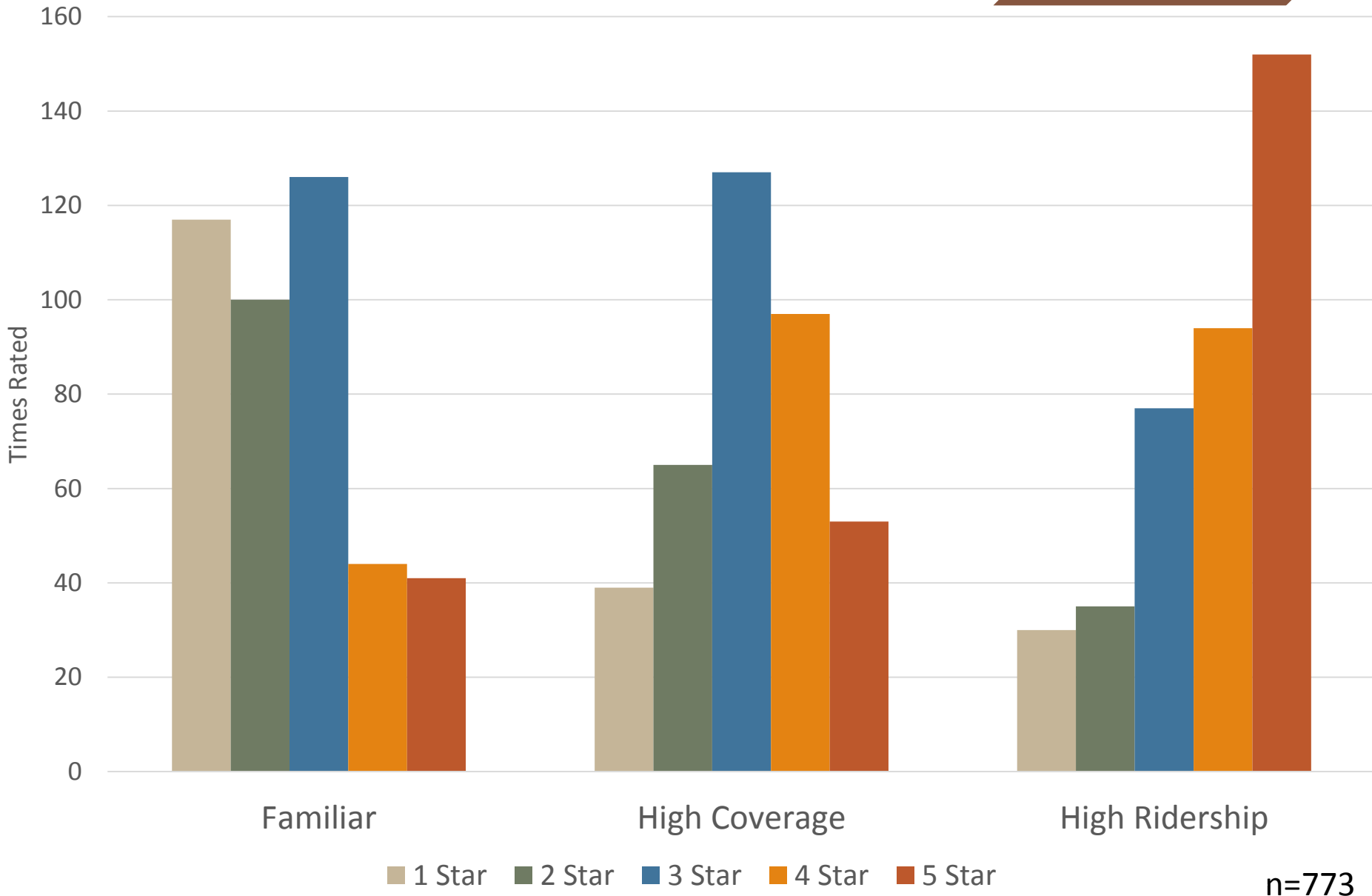






Concept Rankings

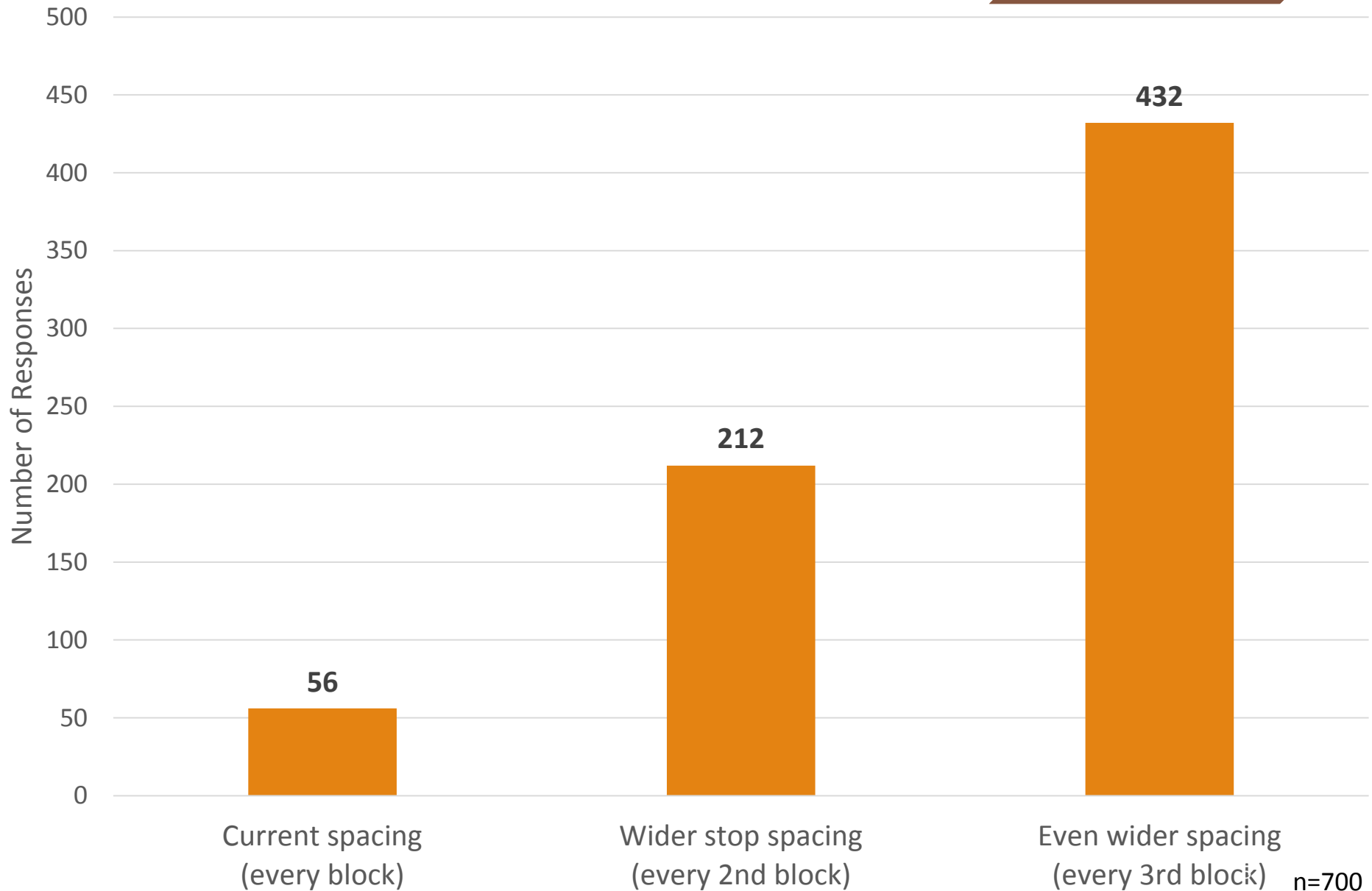
Phase 2



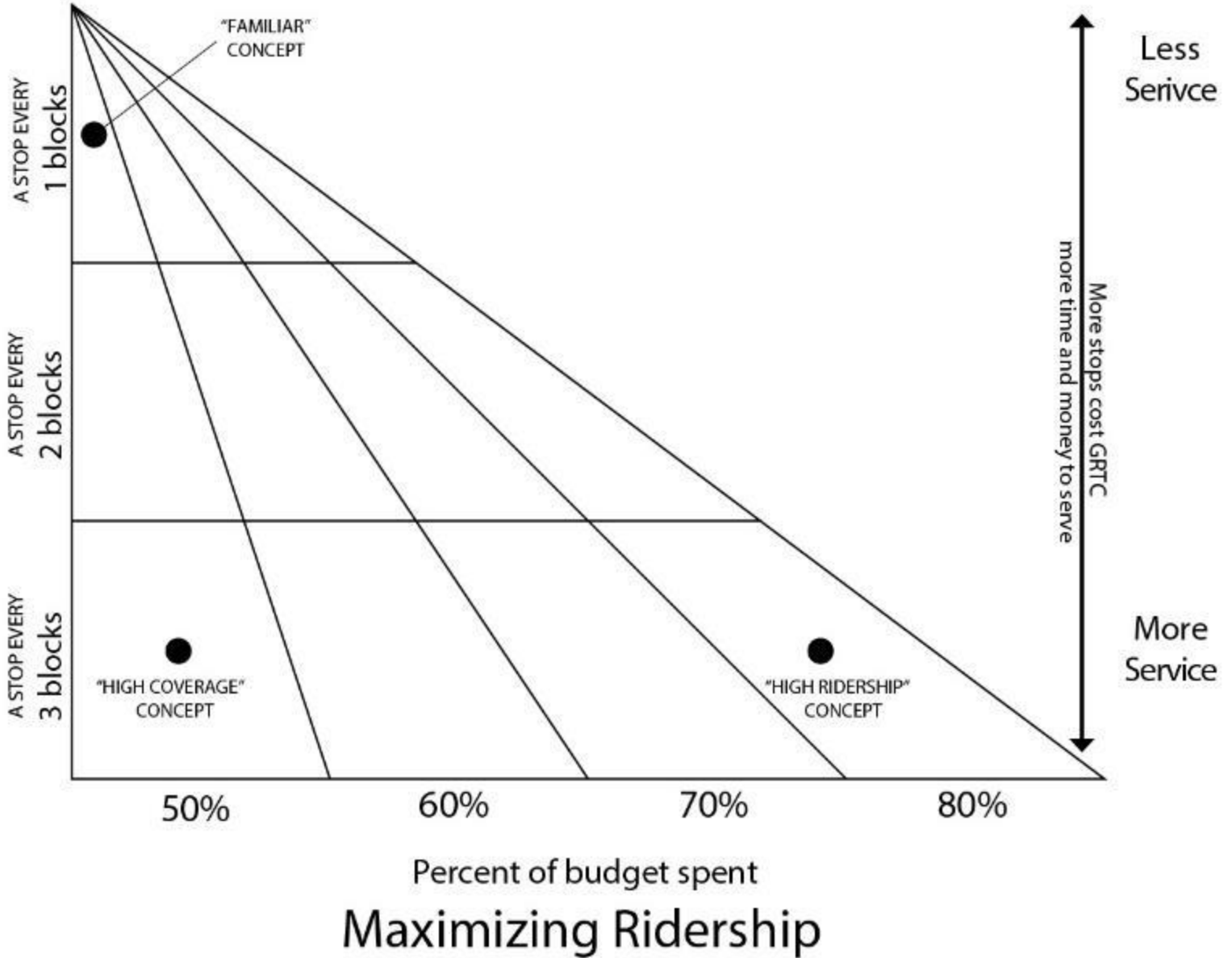
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Context Sensitive Stop Spacing Responses

Phase 2

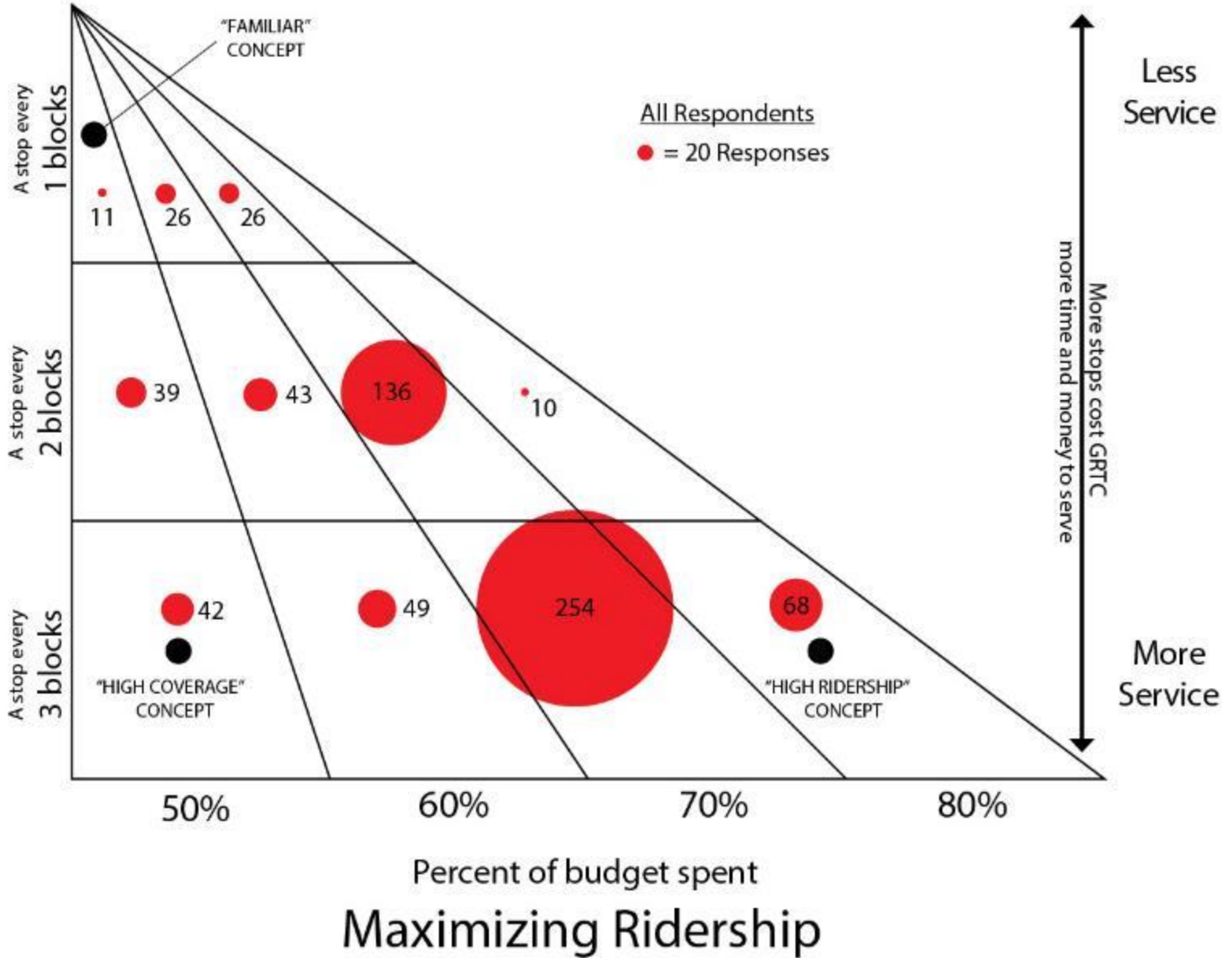


Average Stop Spacing in walkable urban areas

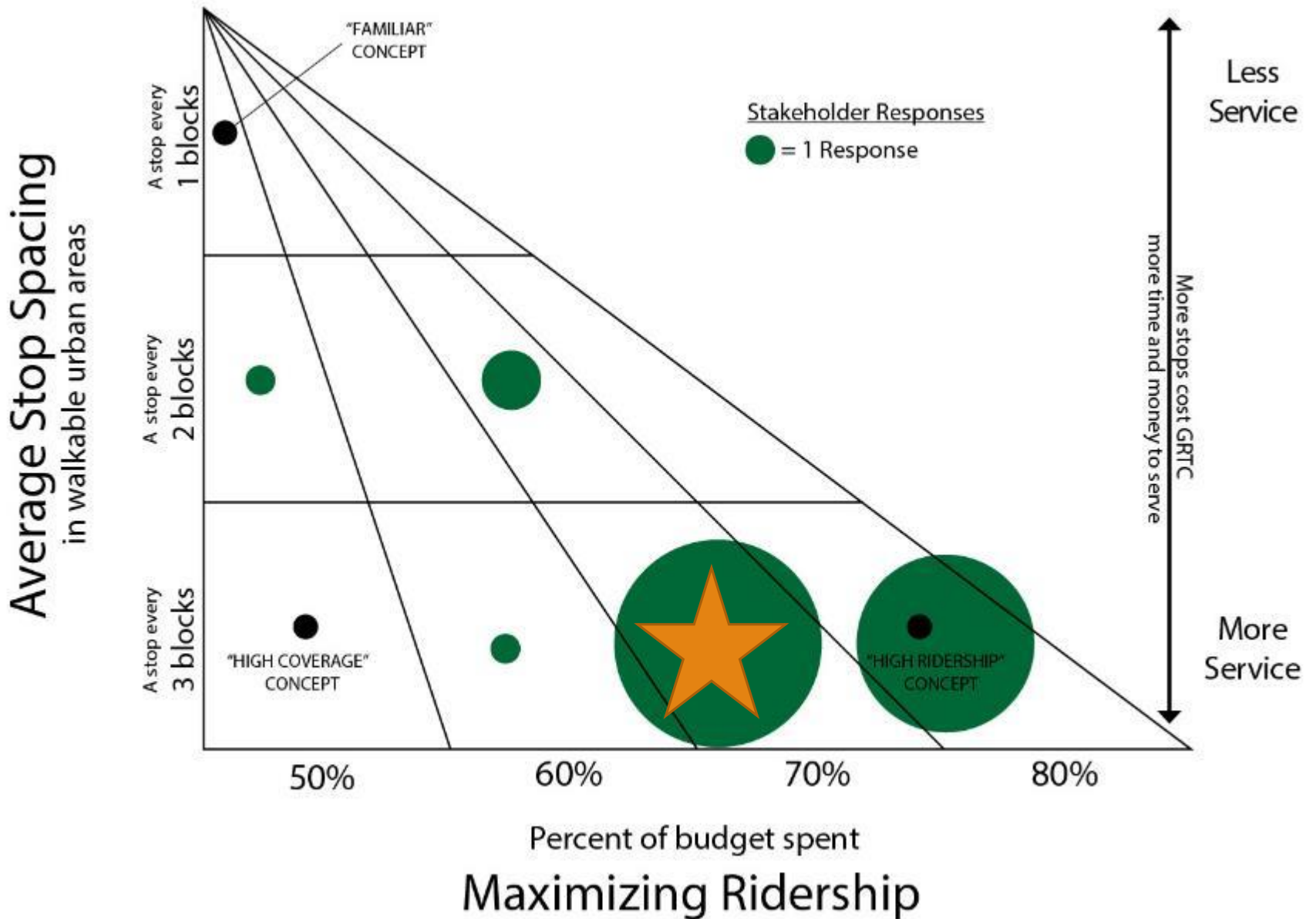


Maximizing Ridership

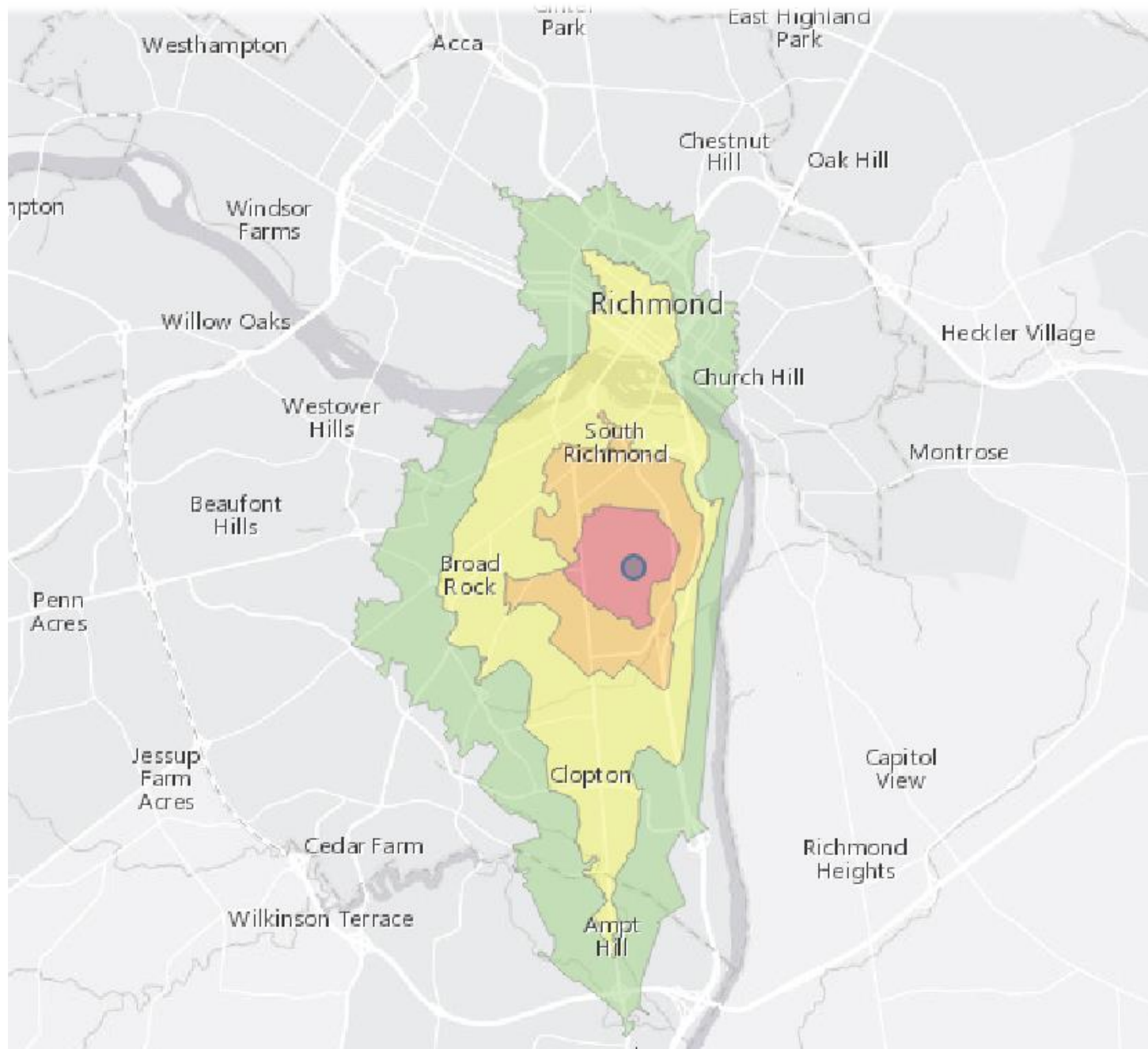
Average Stop Spacing in walkable urban areas



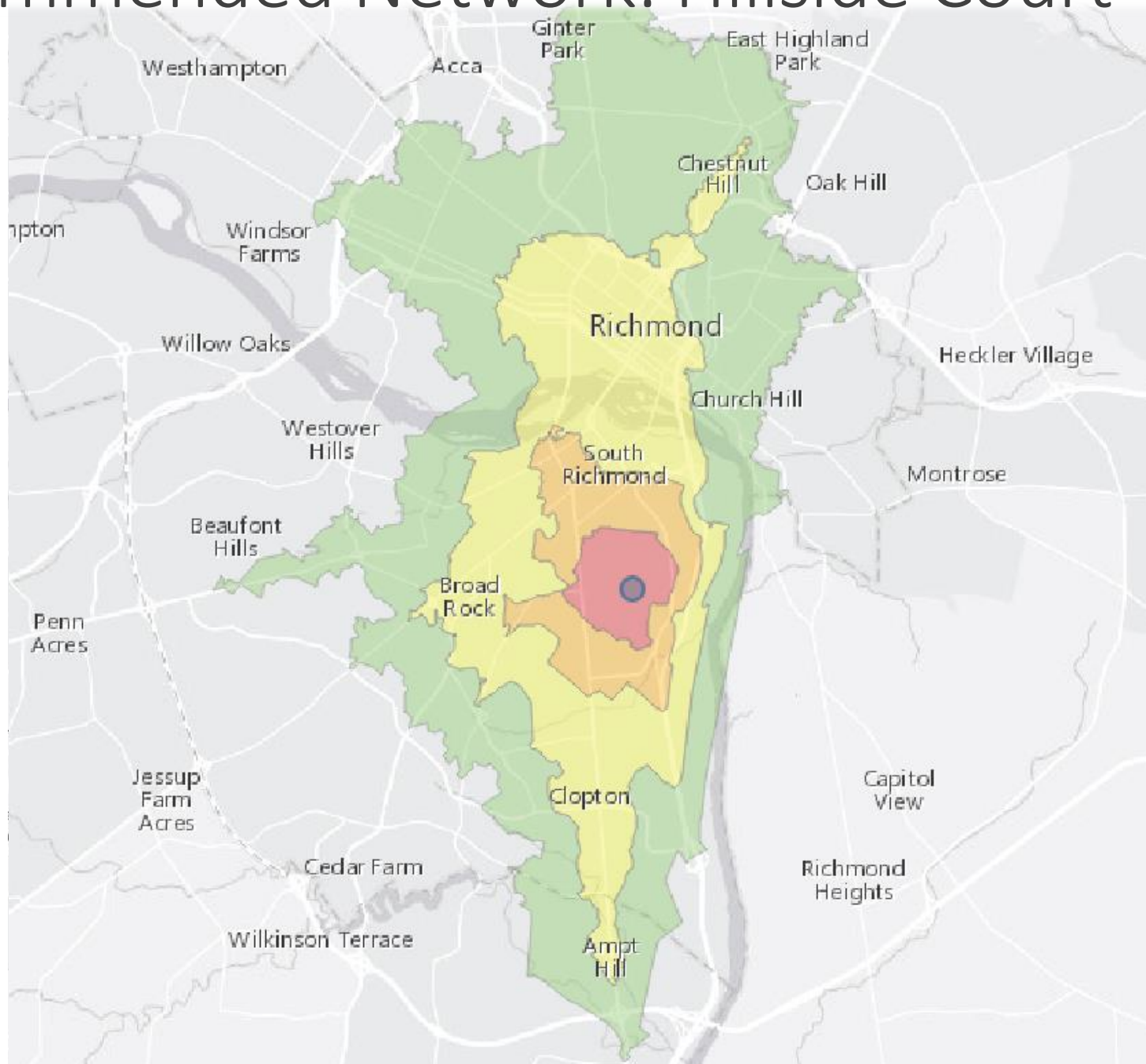
Recommended Policy Direction: 70% Ridership, 30% Coverage



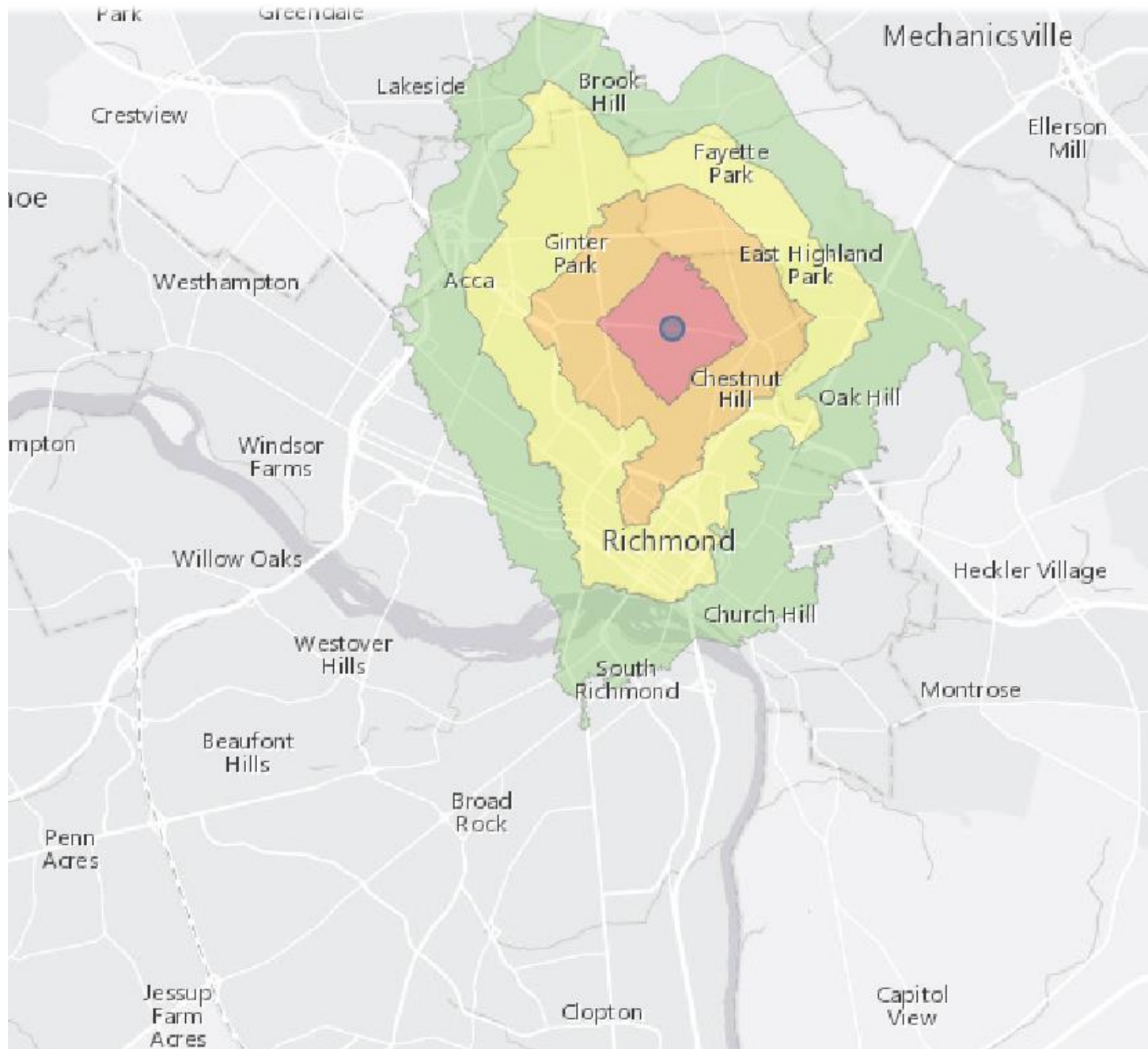
Existing Network: Hillside Court



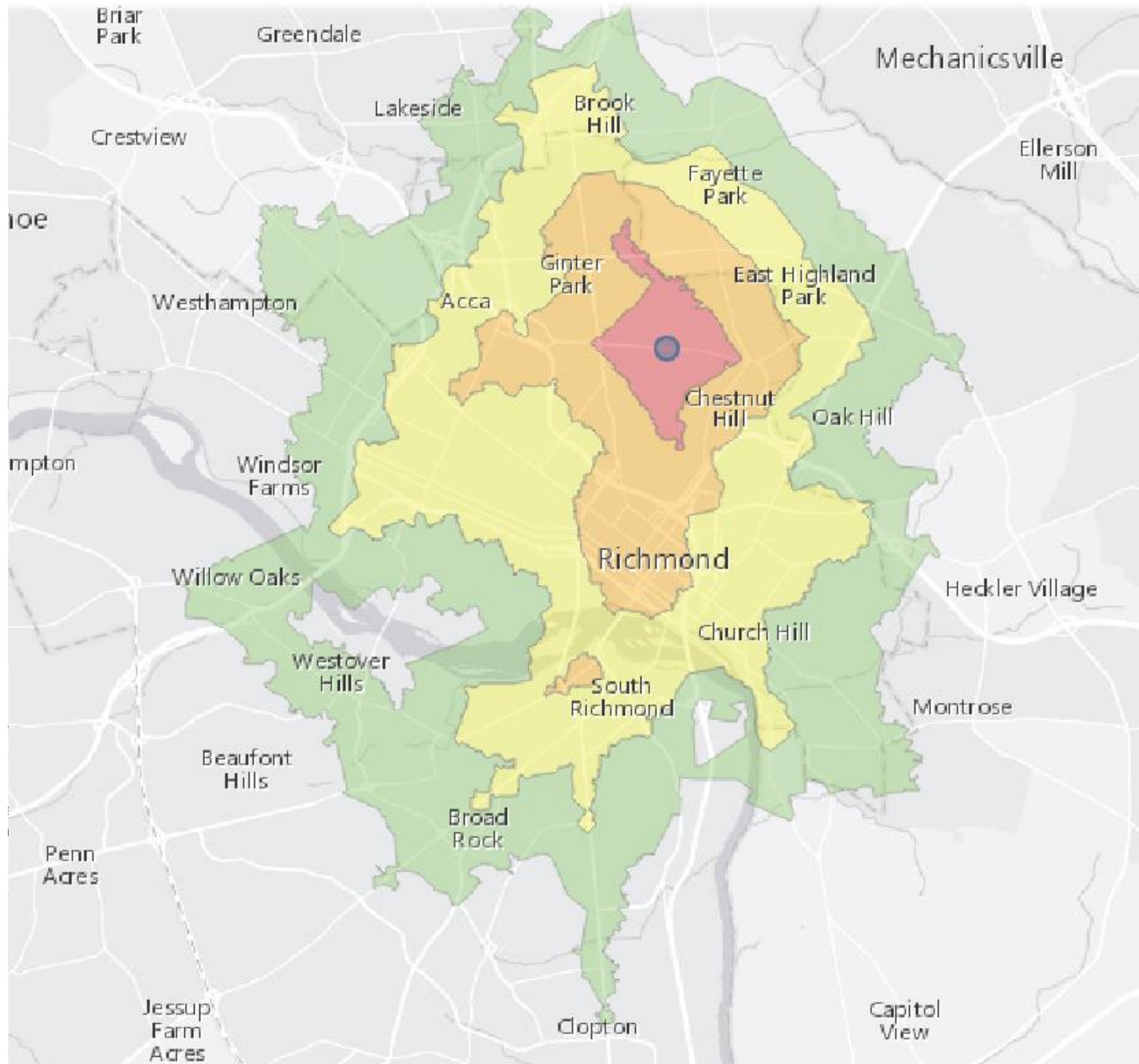
Recommended Network: Hillside Court



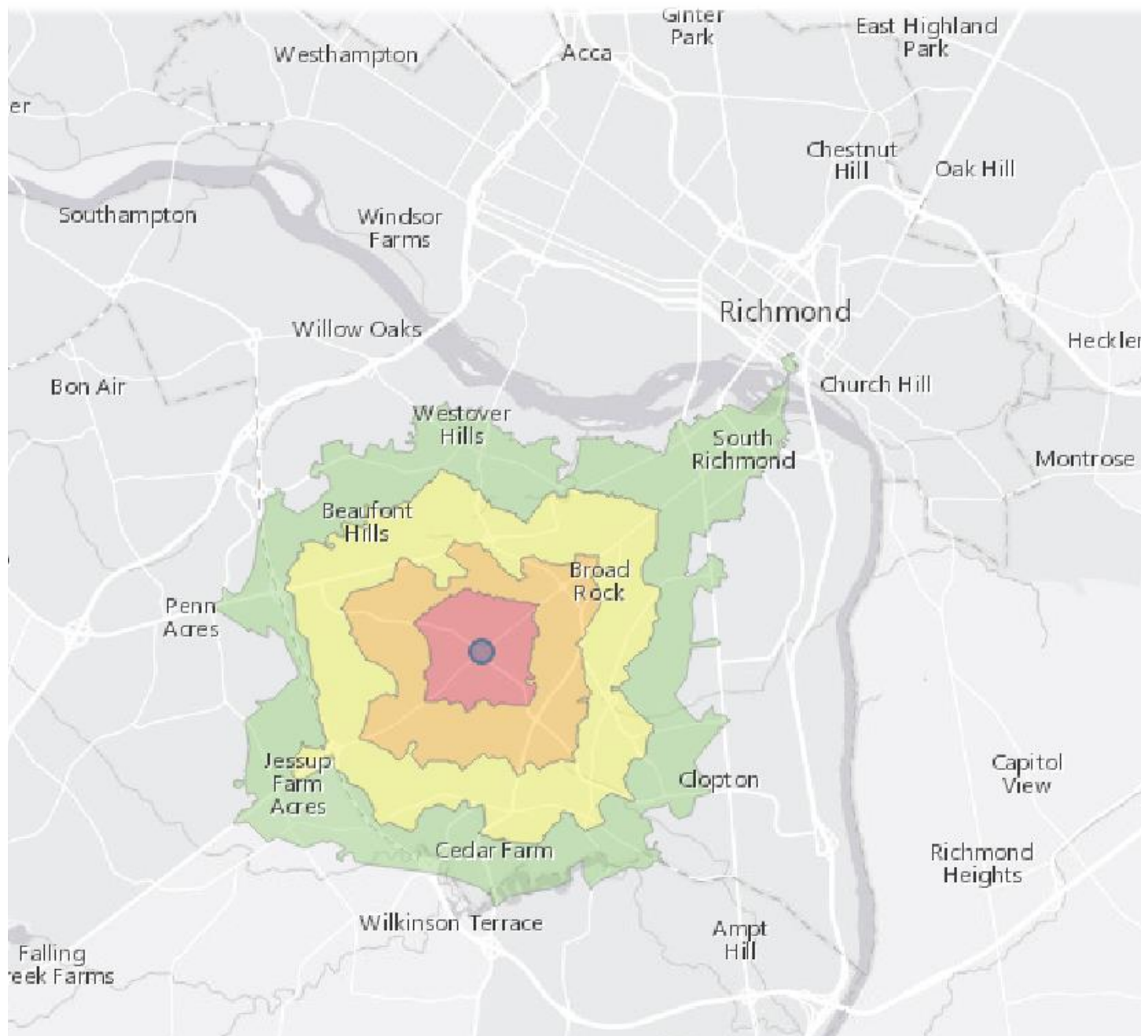
Existing Network: Access to Brookland Park Blvd



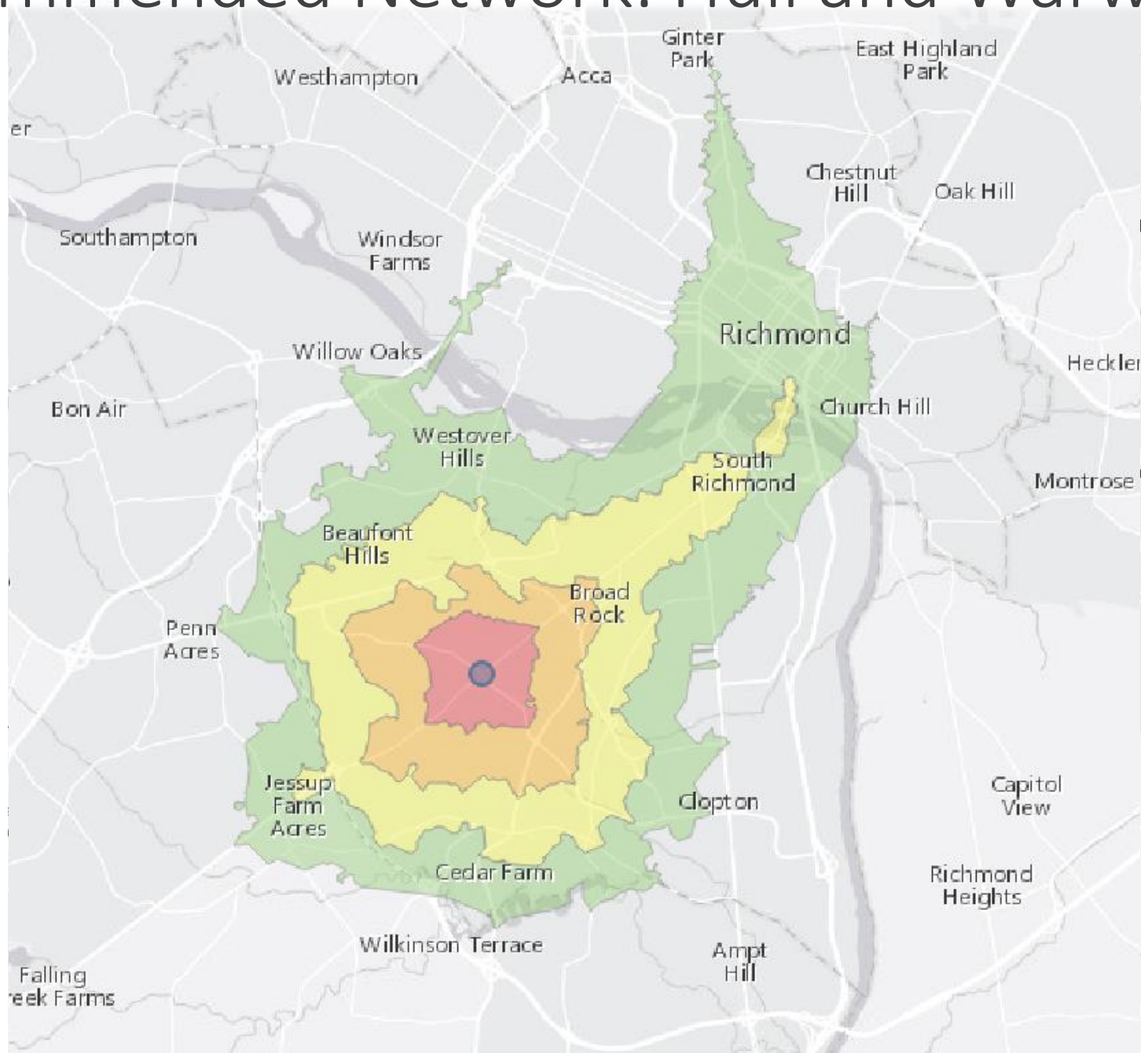
Recommended Network: Access to Brookland Park Blvd



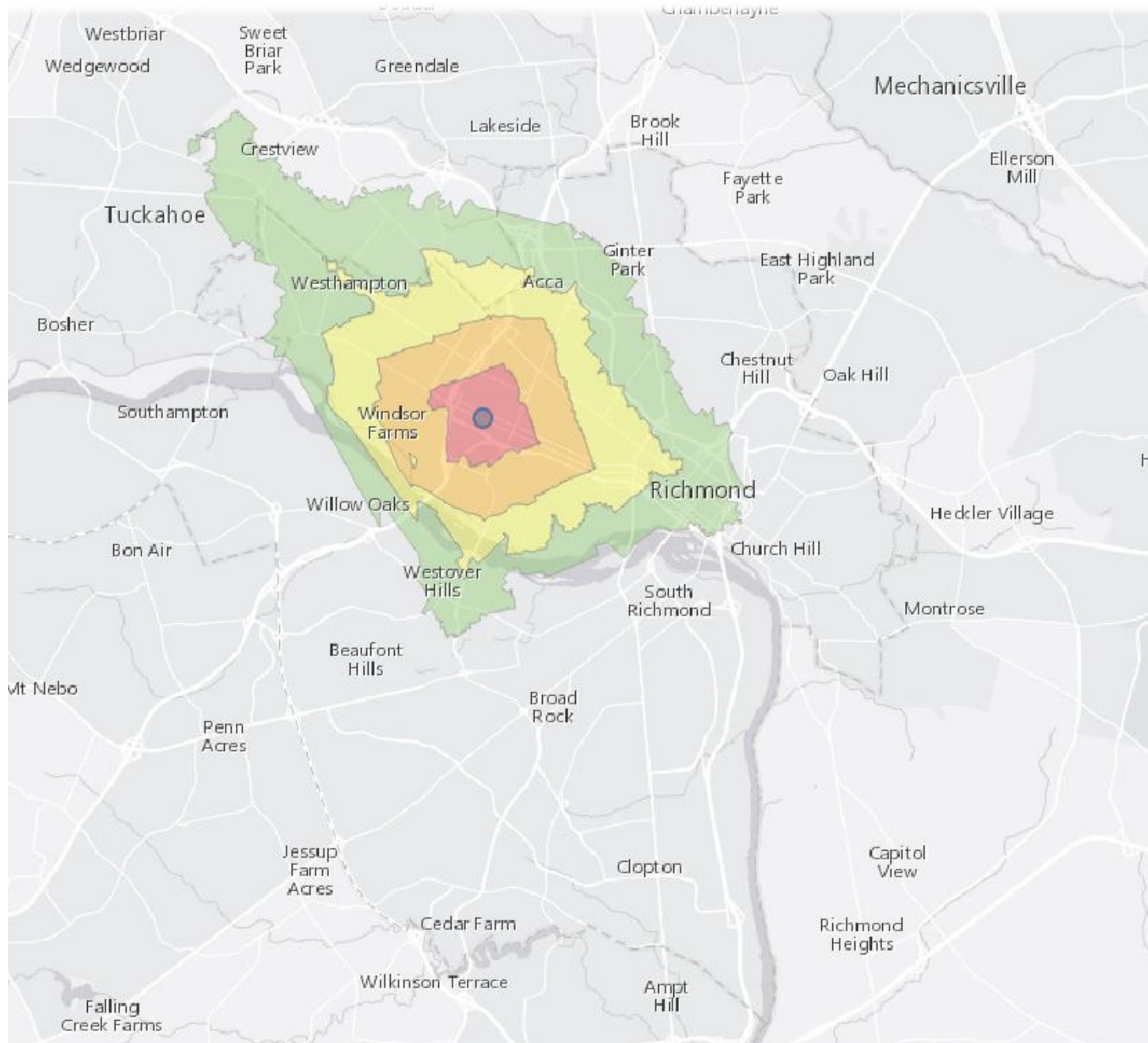
Existing Network: Hull and Warwick



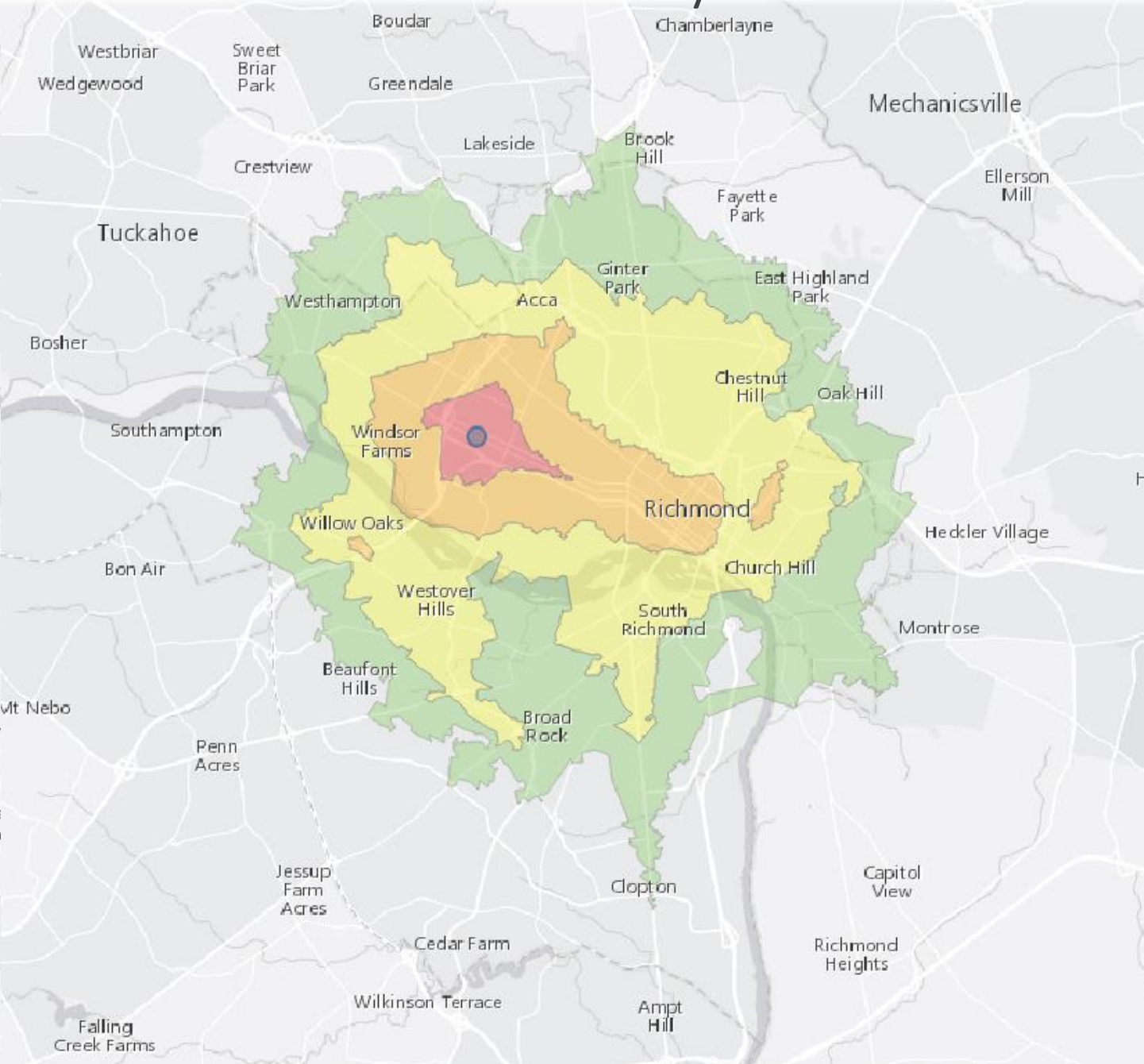
Recommended Network: Hull and Warwick



Existing Network: Carytown



Recommended Network: Carytown



Coverage

How many residents or jobs
are near **any** service?

New Coverage Numbers Coming Monday Afternoon

Residents are calculated based on 2014 ACS 5-year estimates. Jobs are calculated based on LEHD LODES 2014 dataset. Only jobs or residents within the City of Richmond are counted.

GRTC routes within Henrico County need not change as a result of this Plan. However, where those routes connect with the City of Richmond network is proposed to change. Exact routing of GRTC routes within Henrico County will be determined by GRTC and Henrico through a separate process.

HENRICO COUNTY

HANOVER COUNTY

Draft Recommended Network

Areas within 1/2 mile of any bus route

- Areas outside of service
- Areas retaining or gaining service

Daytime Weekday and Saturday 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**

DOWNTOWN

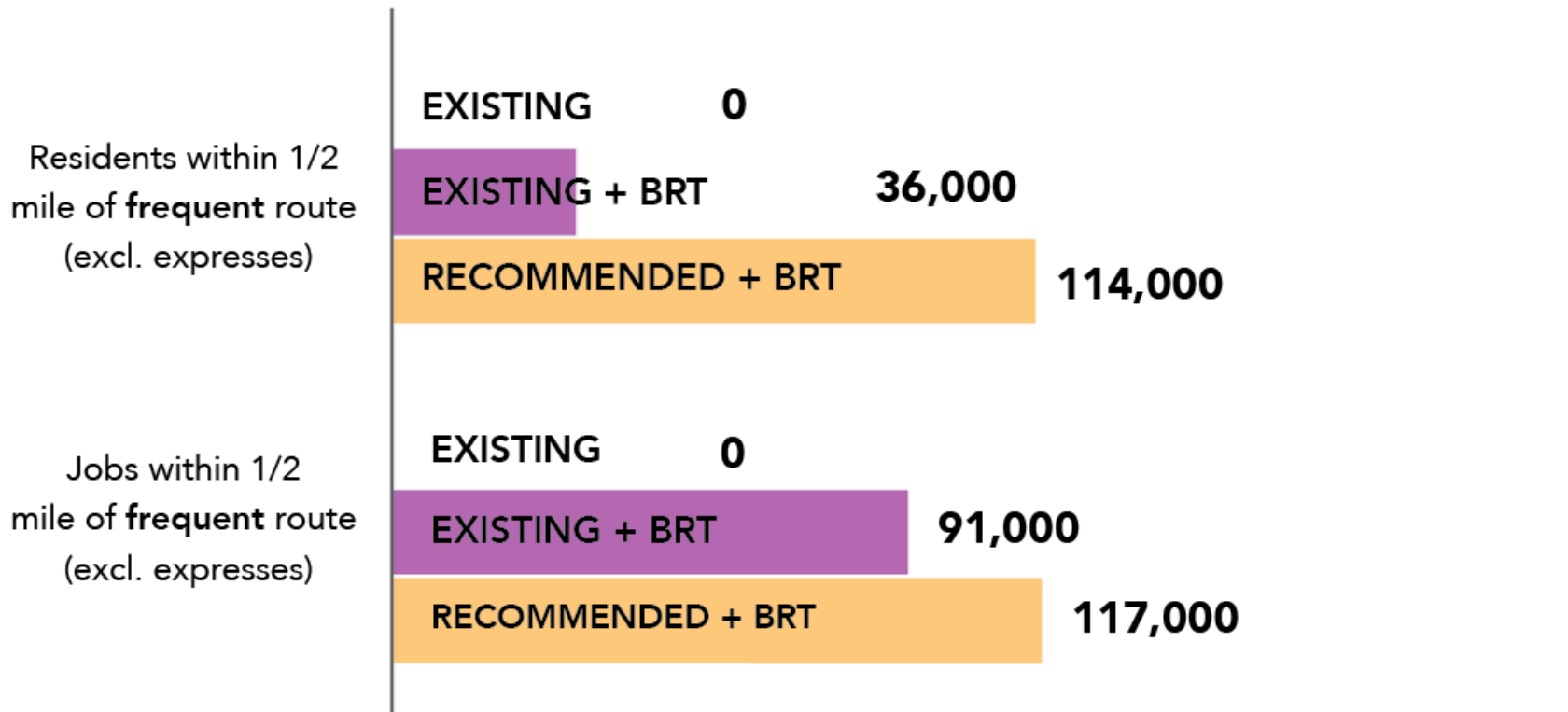
RICHMOND

CHESTERFIELD COUNTY

HENRICO COUNTY



How many residents or jobs are near **Frequent** service?



Residents are calculated based on 2014 ACS 5-year estimates. Jobs are calculated based on LEHD LODES 2014 dataset. Only jobs or residents within the City of Richmond are counted.