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*CONNECTING OUR CITY WITH TRANSIT*

Draft Recommended Transit Network

# Introduction

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## Why a Transit Network Plan for Richmond?

- Create seamless connections to BRT and throughout the bus system.
- Ensure the city's transit system corresponds to the city's values and priorities.
- Support existing and future land use patterns and economic development strategies.

## Why are we here today?

- Review prior Phase 1 and Phase 2 public and stakeholder feedback
- Present the Draft Recommended Network

# Transit Network Plan Timeline

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# Richmond Transit Network Plan Phase 1 Choices

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

## High Ridership

*“Think like a business.”*

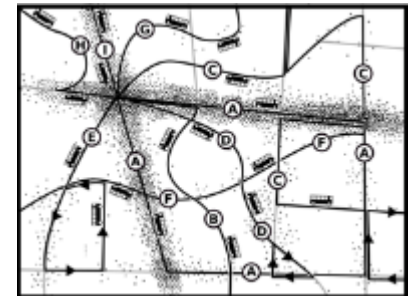


An ideal policy: *“Devote \_\_% of our budget to the Ridership Goal, and the rest to the Coverage Goal”*



## High Coverage

*“Access for all”*



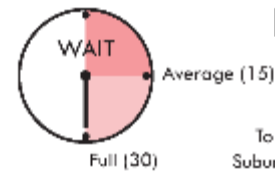
# Ridership vs Coverage = Waiting vs Waiting



## 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

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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

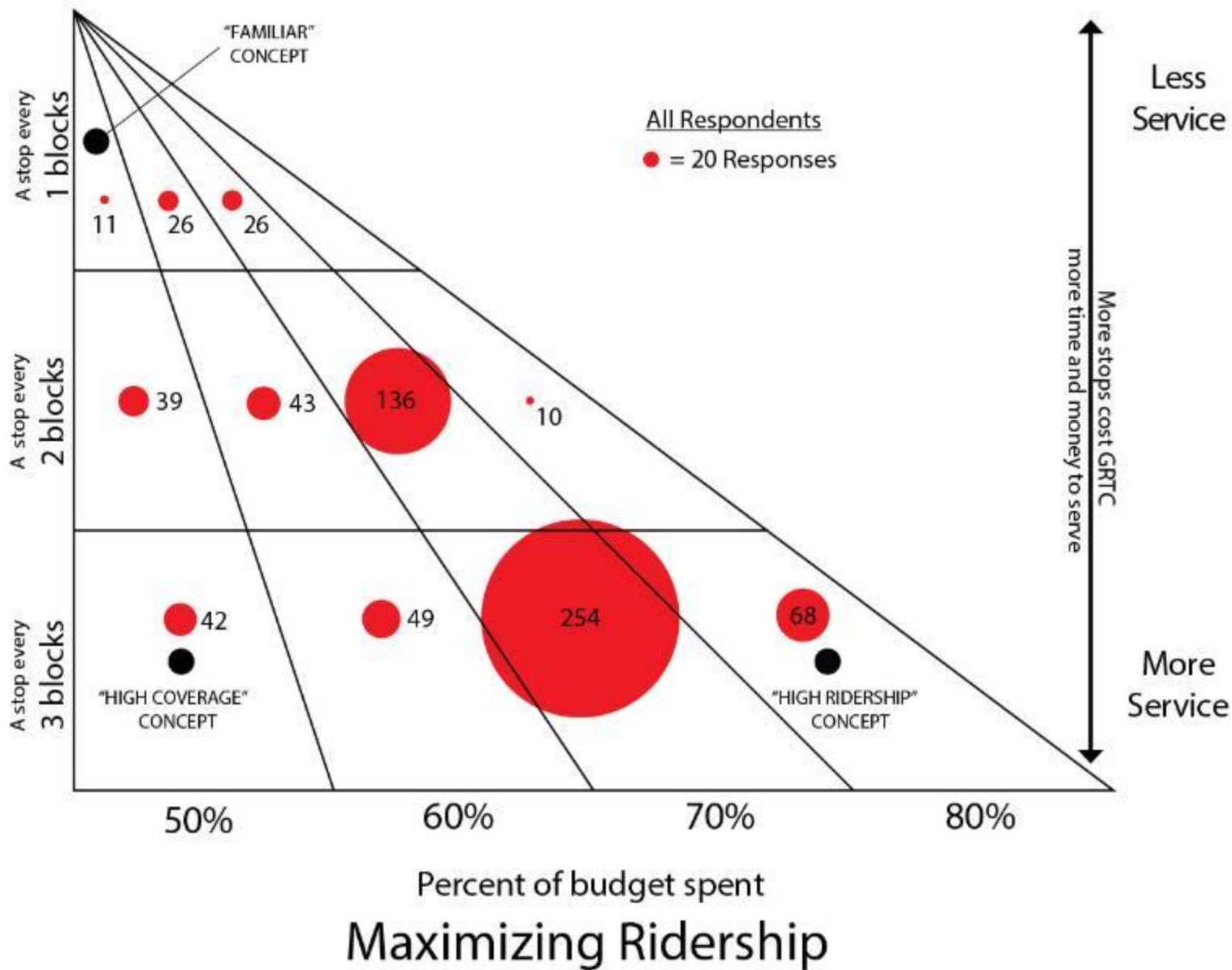
- ... and just 30% providing coverage in low-ridership places
- In contrast, today GRTC spends about 50% of the budget covering low-ridership places.

# Transit Network Concepts for Richmond

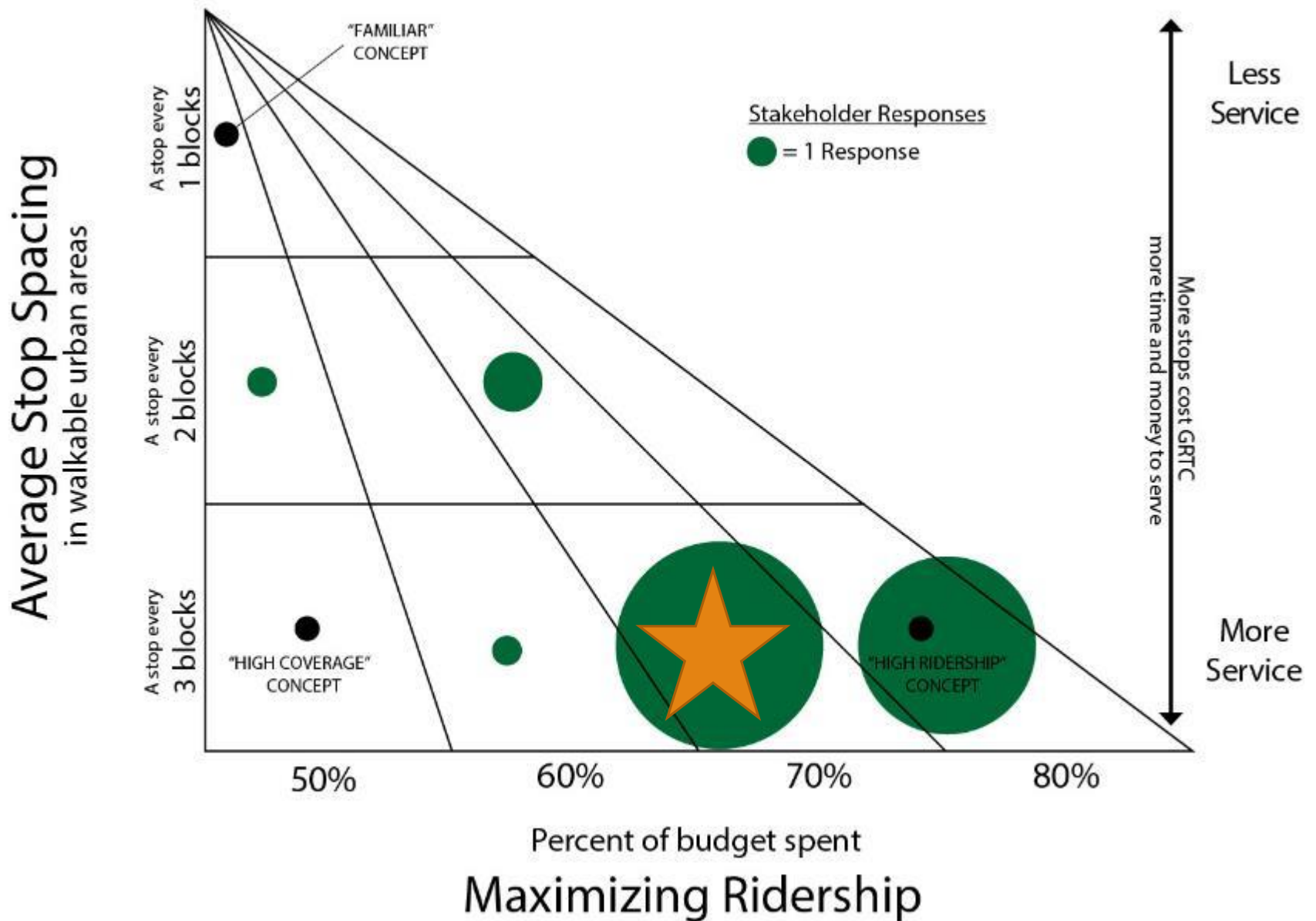
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# Average Stop Spacing in walkable urban areas



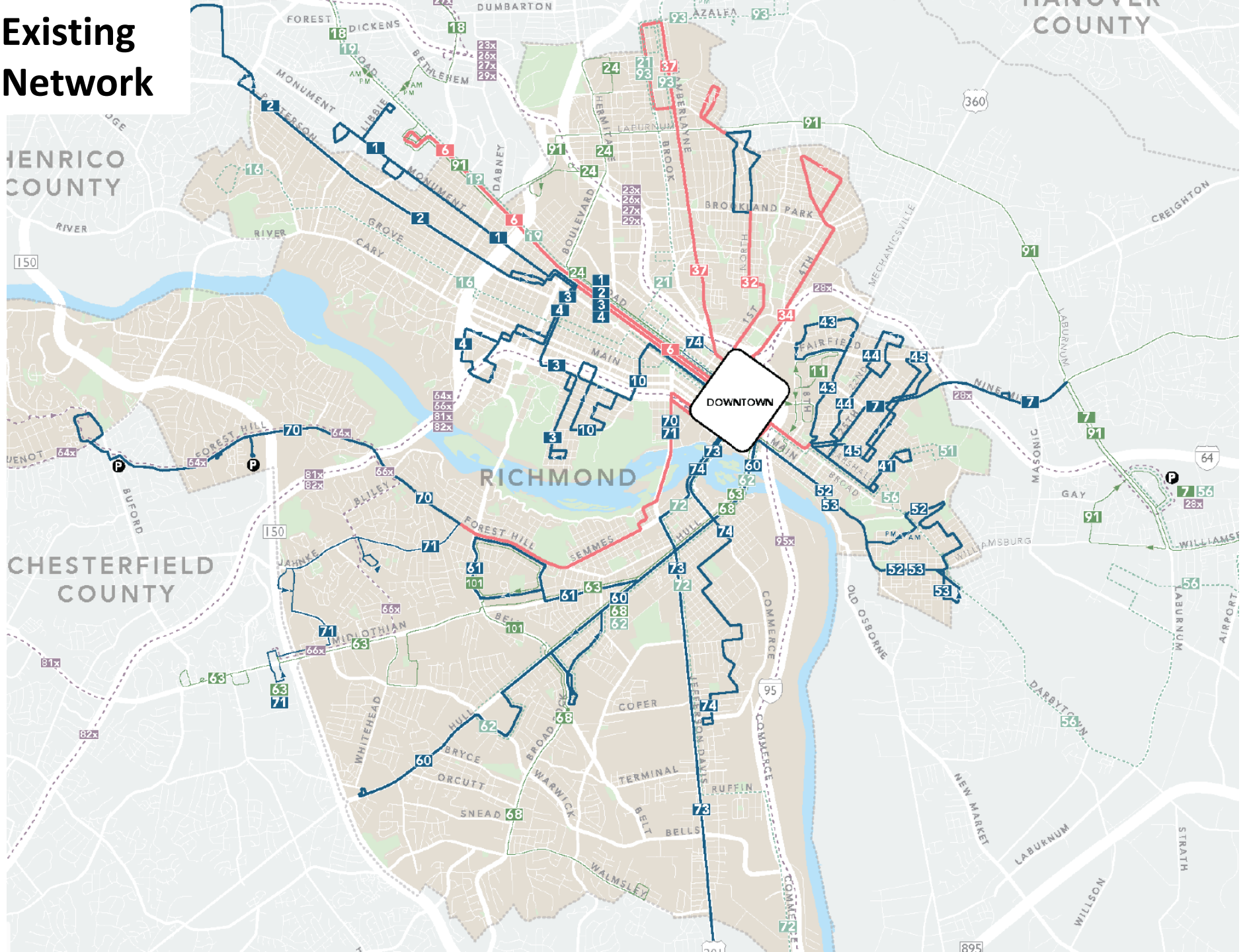
# Recommended Policy Direction: 70% Ridership, 30% Coverage



# Phase 3: Recommended Network

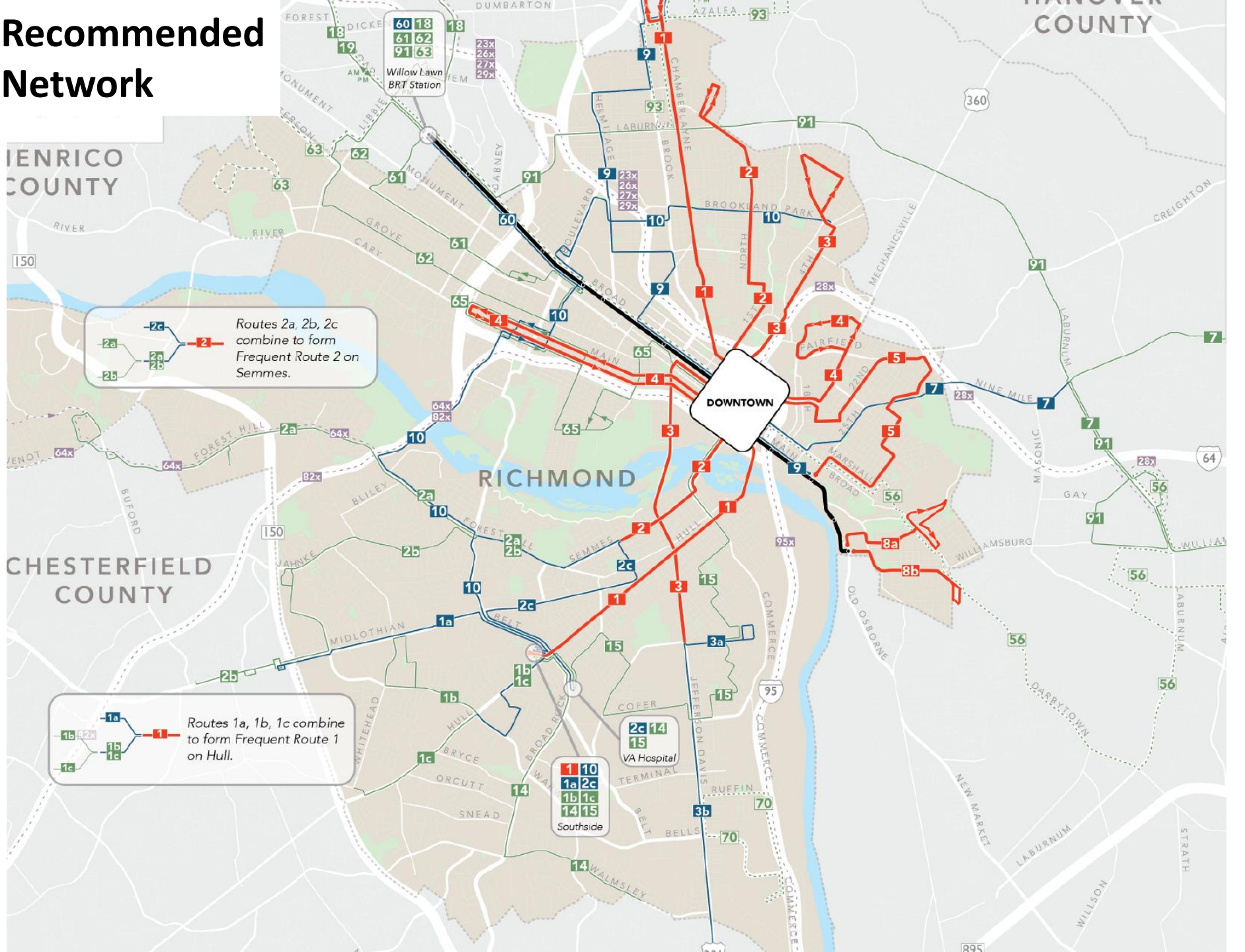
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# Existing Network





# Recommended Network








# DRAFT RECOMMENDED NETWORK

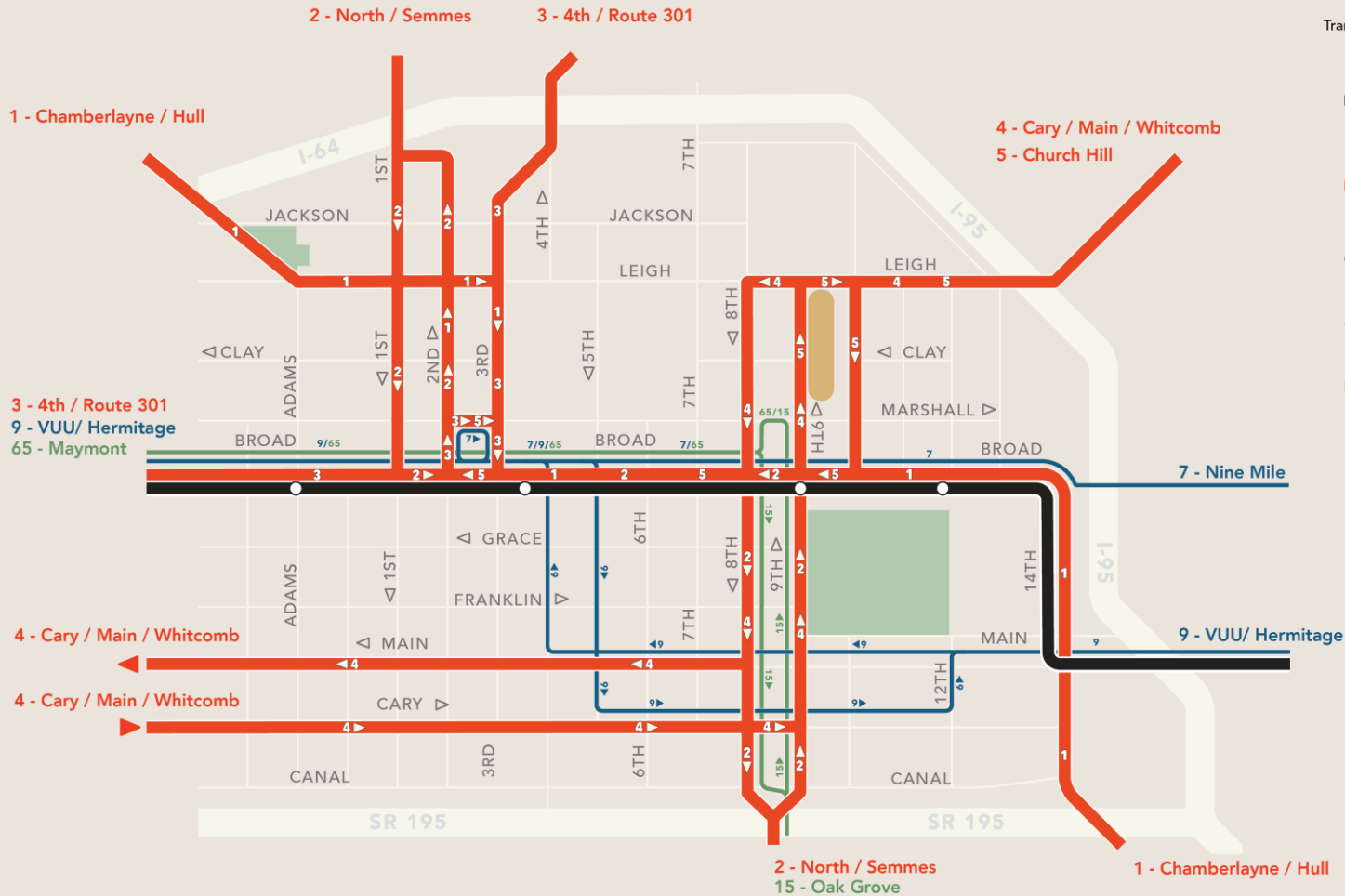
## Daytimes, on weekdays and Saturdays

### DOWNTOWN ROUTINGS

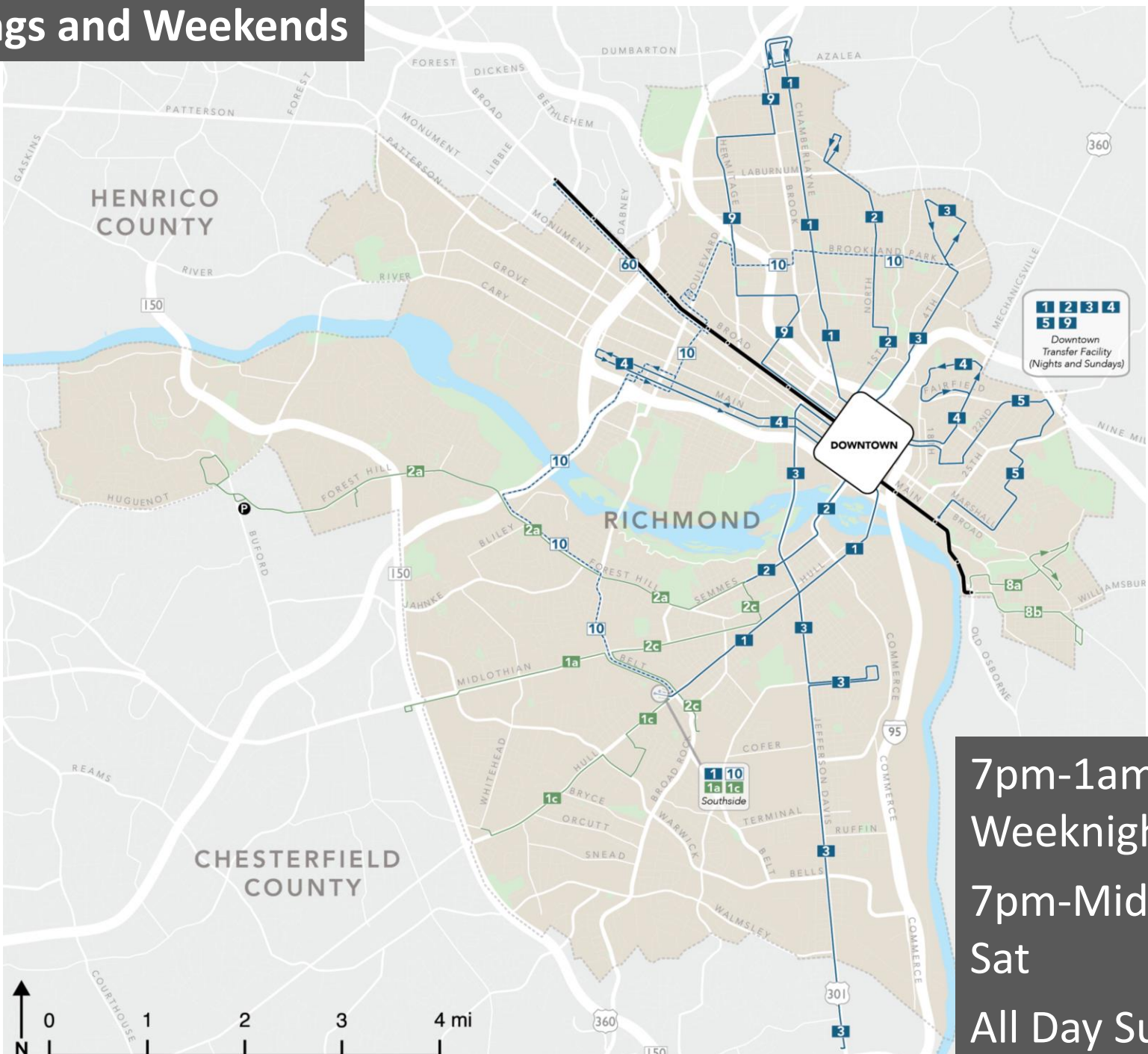
Transit Service Type and Frequency:

-  **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)



# Evenings and Weekends

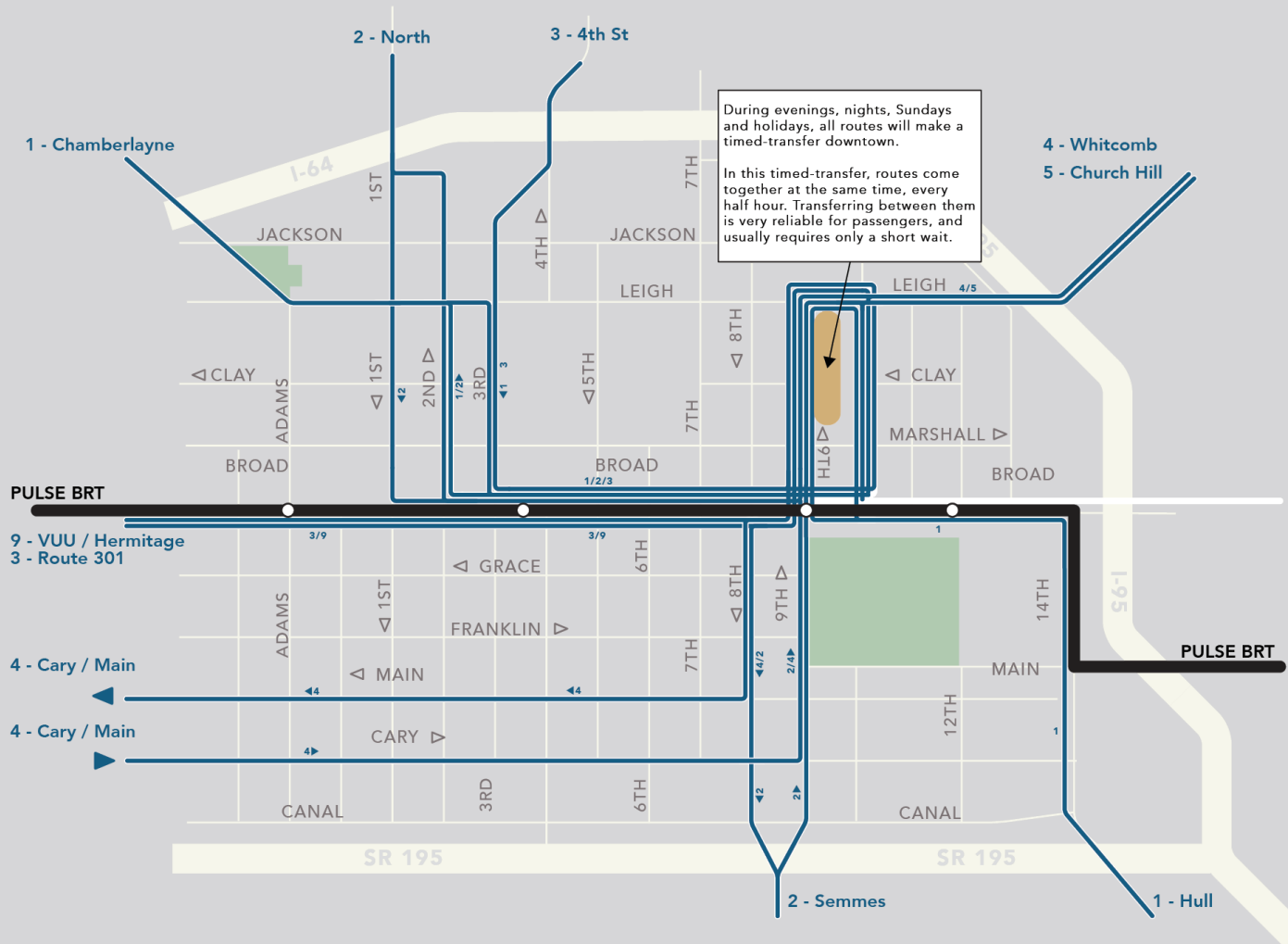


7pm-1am  
Weeknights  
7pm-Midnight  
Sat  
All Day Sun



# 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.



# Key Features and Benefits

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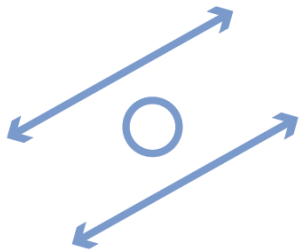


## **BRT ACCESS**

through direct, easy connections at 8 Pulse BRT stations



**MAINTAINS** nearly all existing transit coverage



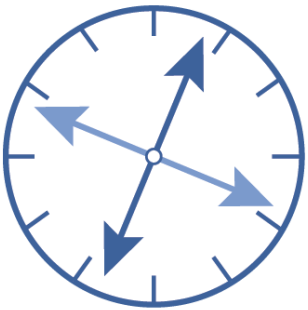
**FEWER DOWNTOWN TRANSFERS** required for many West End, Northside, Southside and East End connections



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

# Key Features and Benefits

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**CLOCKFACE FREQUENCIES** are easier to remember and facilitate timed connections



**5 THROUGH-ROUTES** with one-seat rides across town

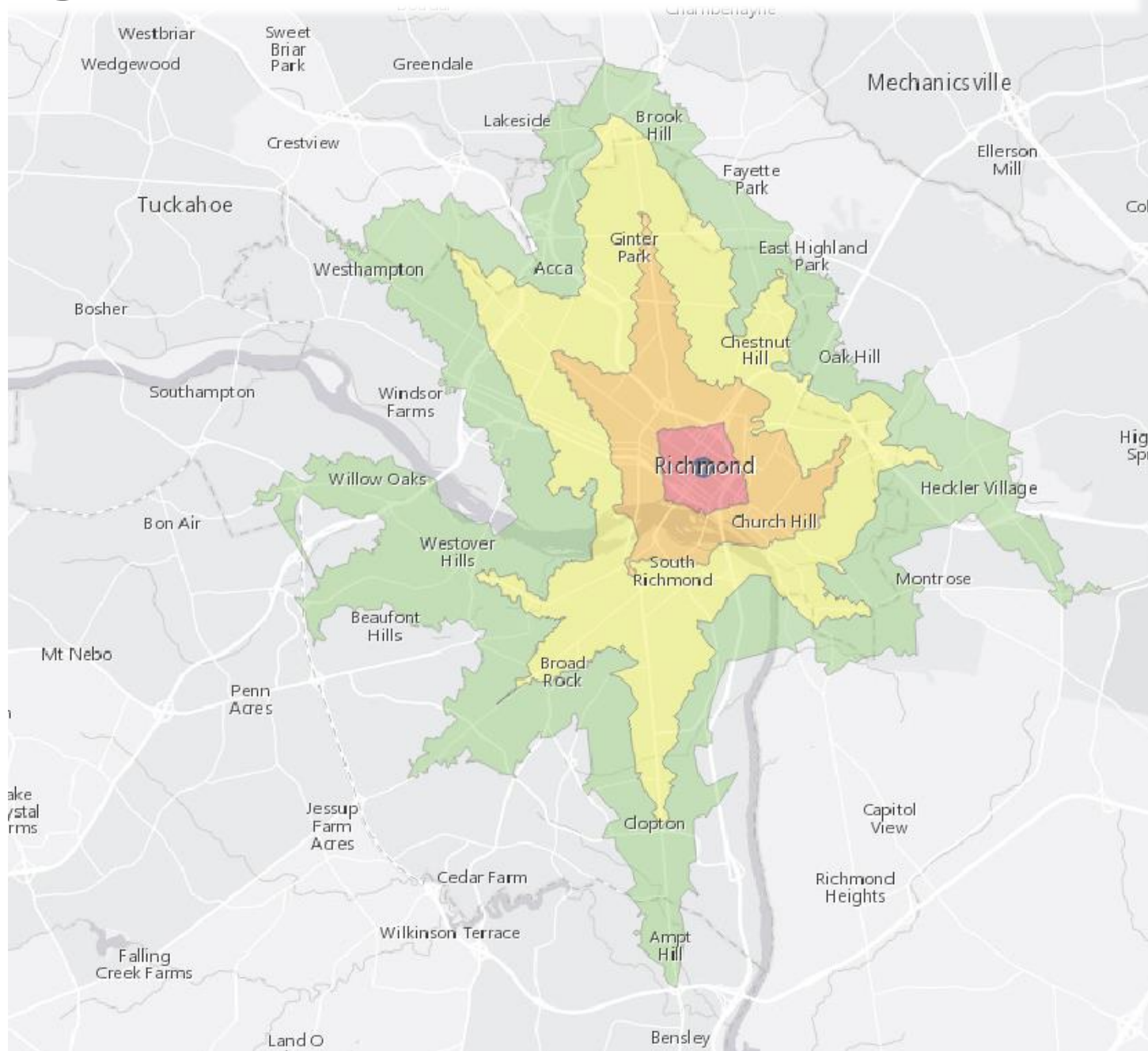


**IMPROVES** service on weekends, especially Saturdays

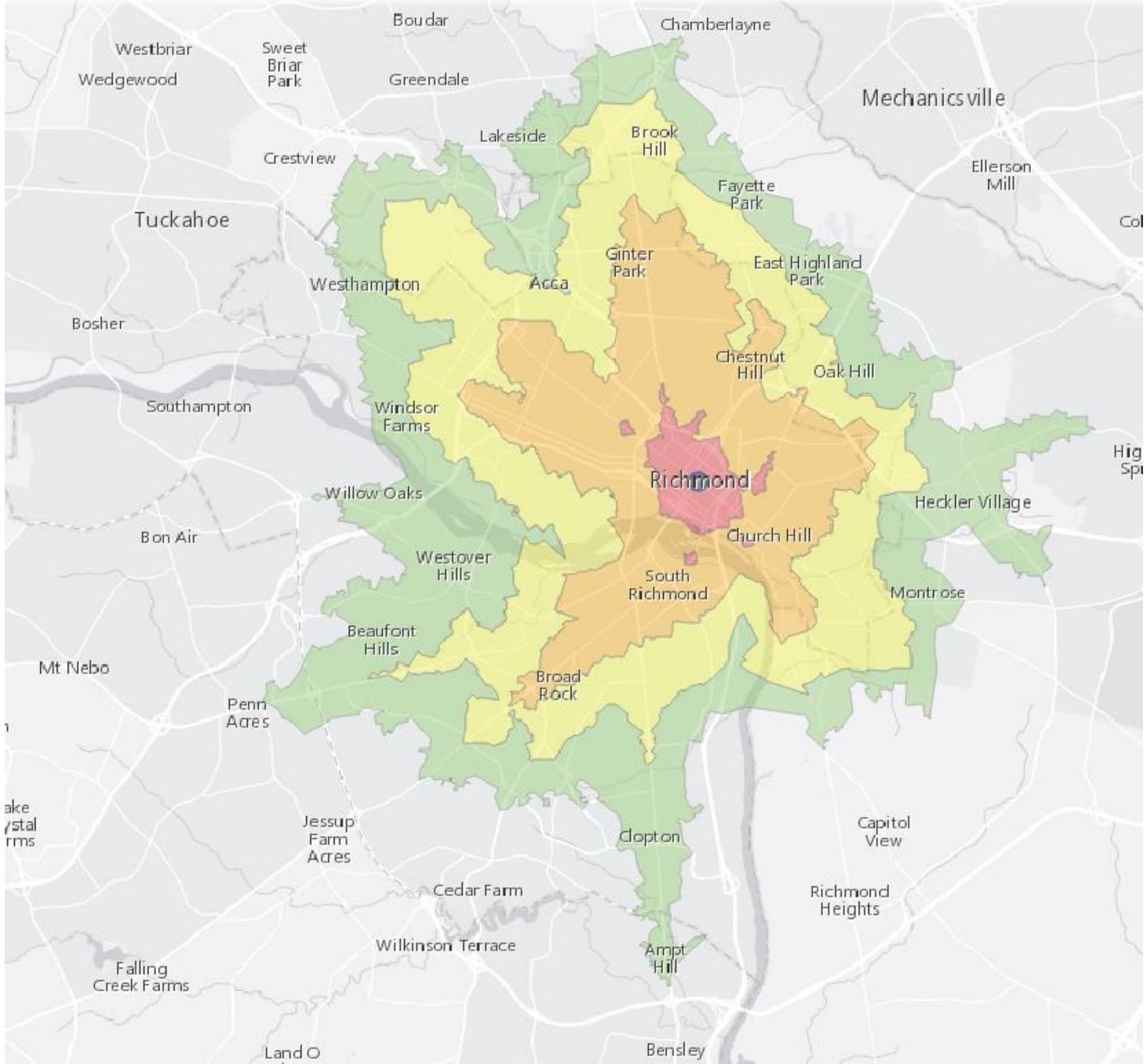


**COST-NEUTRAL** by reallocating existing budget with 3% contingency

# Existing Network: Access to Downtown

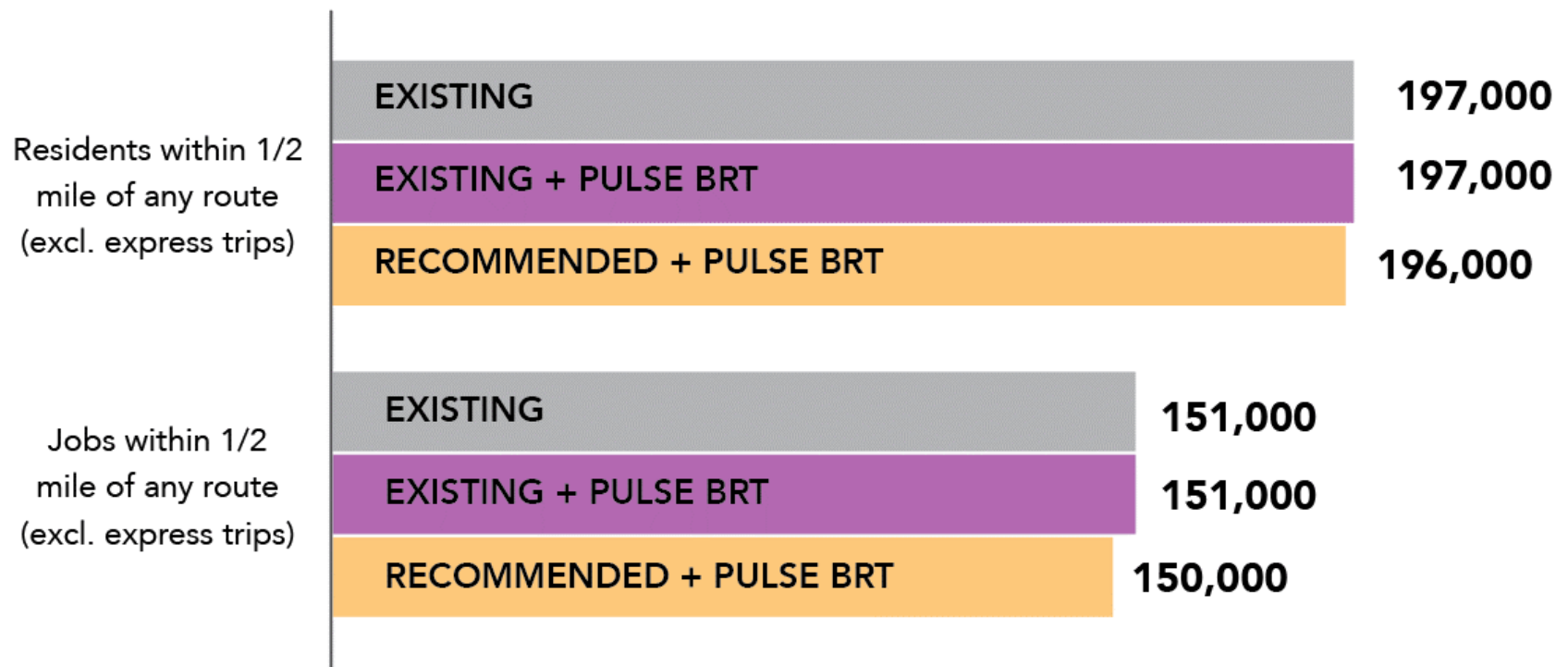


# Recommended Network: Access to Downtown



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

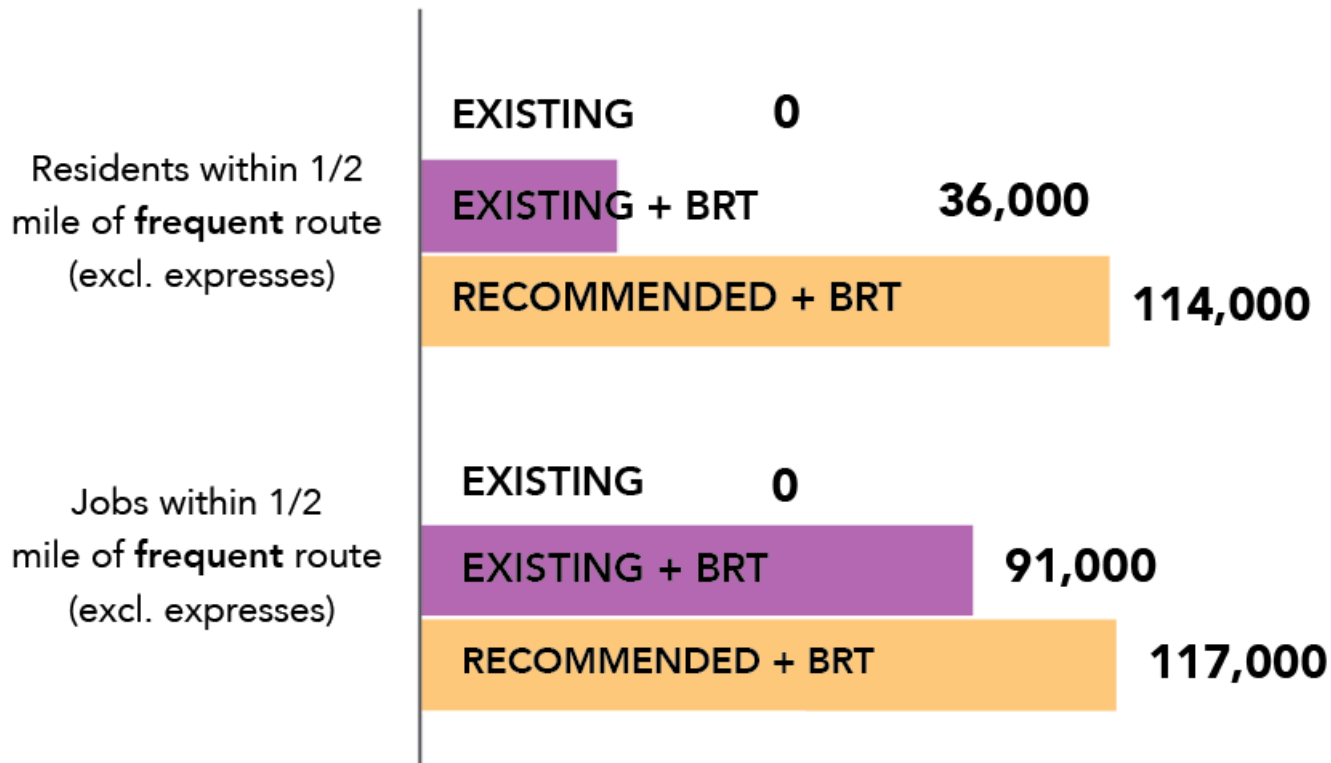
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Residents are calculated based on 2014 ACS 5-year estimates. Jobs are calculated based on LEHD LODES 2014 dataset. Only jobs or residents within the City of Richmond are counted.

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

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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.

# Public Outreach

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Draft Report and Supporting Materials on Website:  
[www.richmondtransitnetwork.com](http://www.richmondtransitnetwork.com)

Online and paper survey for feedback from the public

## Public Meetings

- January 18, 12-2pm, Main Public Library Auditorium, 101 E Franklin St
- January 18, 6-8pm, DMV Central Office, 2300 W Broad St
- January 19, 6-8pm, VCU Sports Medicine Building, 1300 W Broad St
- January 21, 12-2pm, Peter Paul Development Center, 1708 N 22nd St
- January 24, 6-8pm, Calhoun Center (Gilpin Court), 436 Calhoun St
- January 26, 6-8pm, Partnership for Families Northside, 800 W Graham St
- January 30, 6-8pm, Hillside Court Community Center, 1500 Harwood St
- January 31, 6-8pm, Southside Community Services Center, 4100 Hull St

Study team will be at transfer plaza for 4-5 days between Jan 17 and Feb 10.

# Next Steps

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Summarize public input on Draft Plan

Revise Plan and Publish Final Plan

Handoff to GRTC for Implementation

- Round of informational and educational meetings by GRTC in March and April
- More educational meetings, outreach and marketing throughout implementation phases



# Thank you!!

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## Questions??

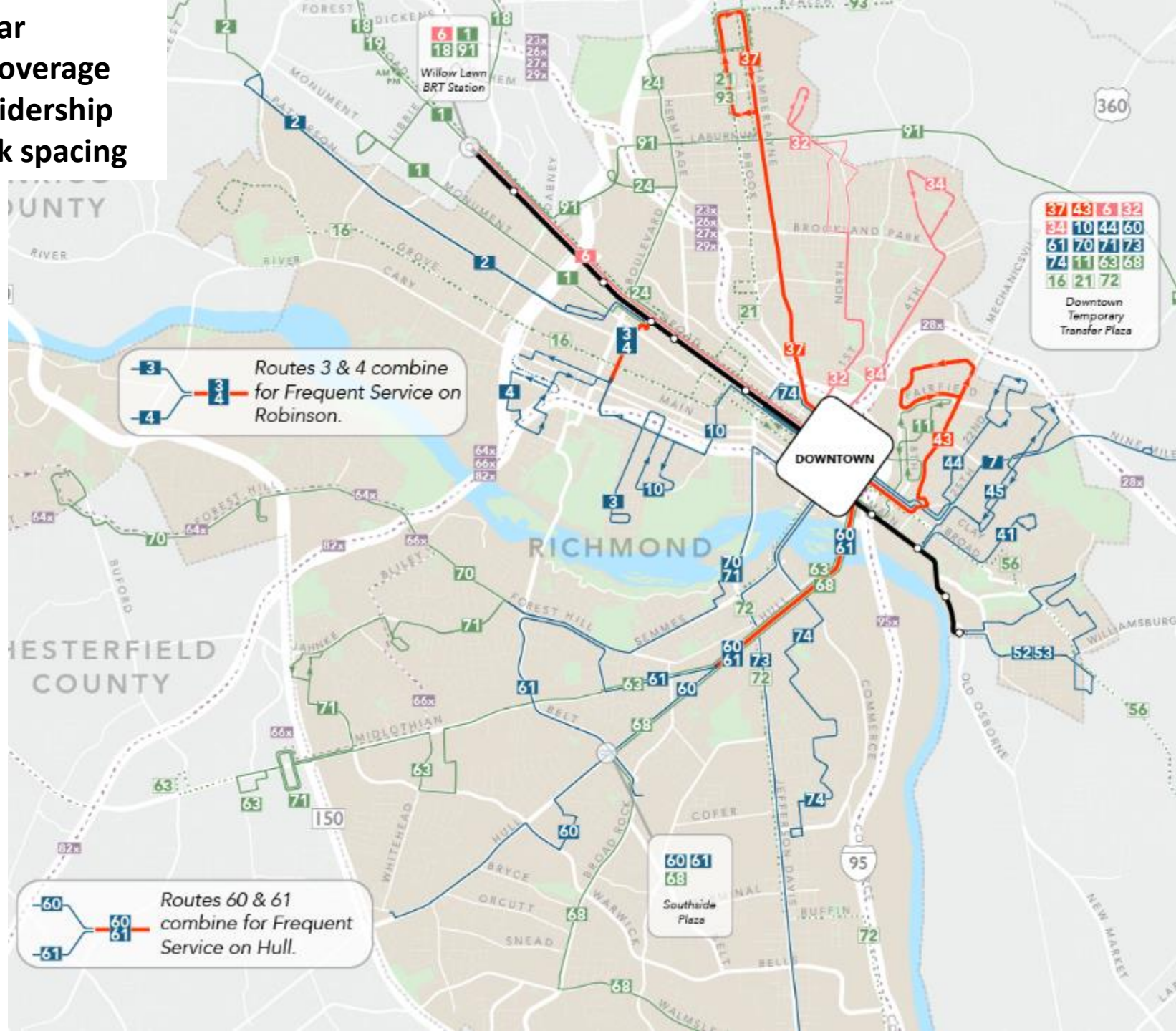
# Additional Slides for Q & A

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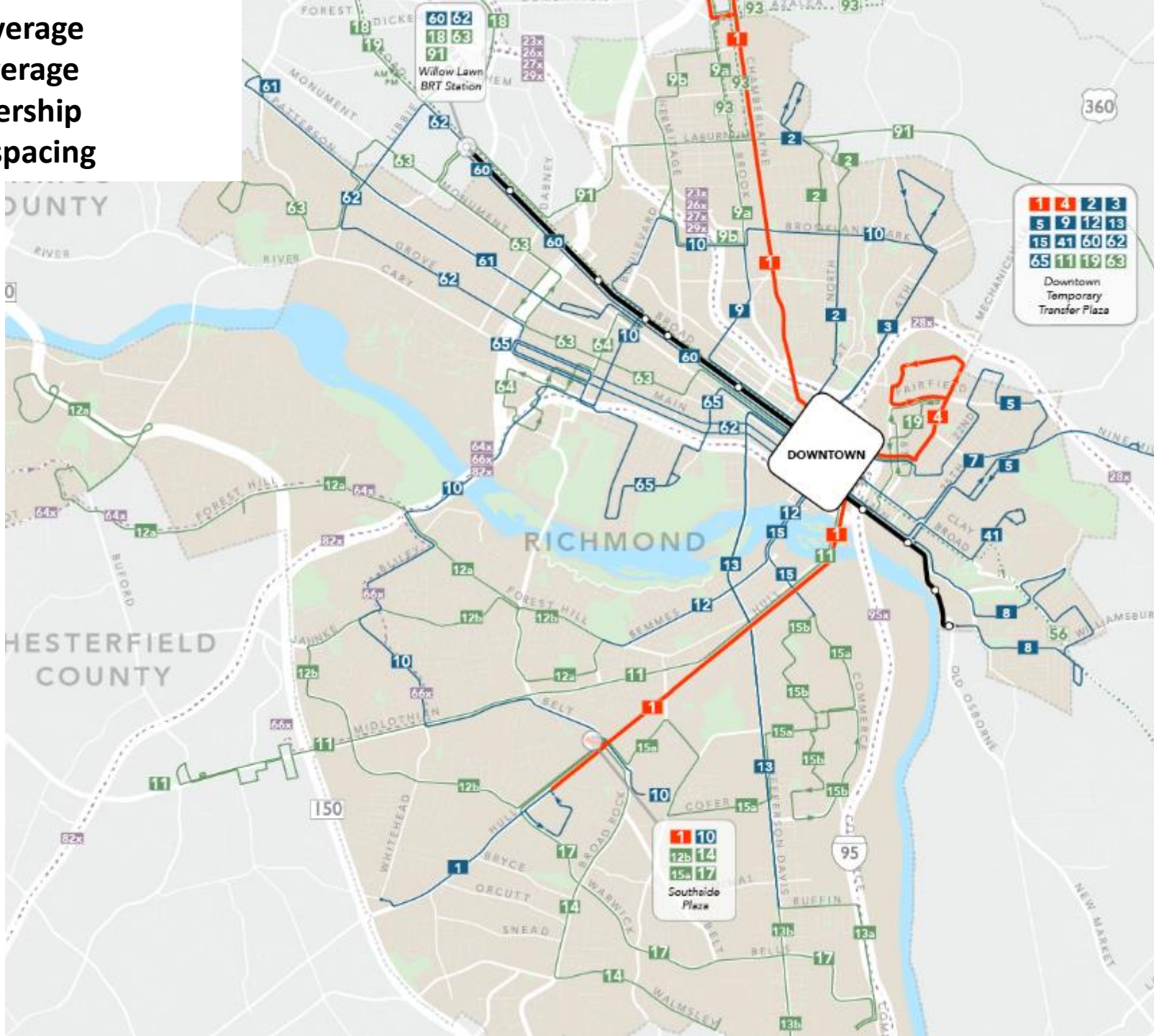
# Transit Network Concepts for Richmond

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Familiar  
50% Coverage  
50% Ridership  
1 block spacing

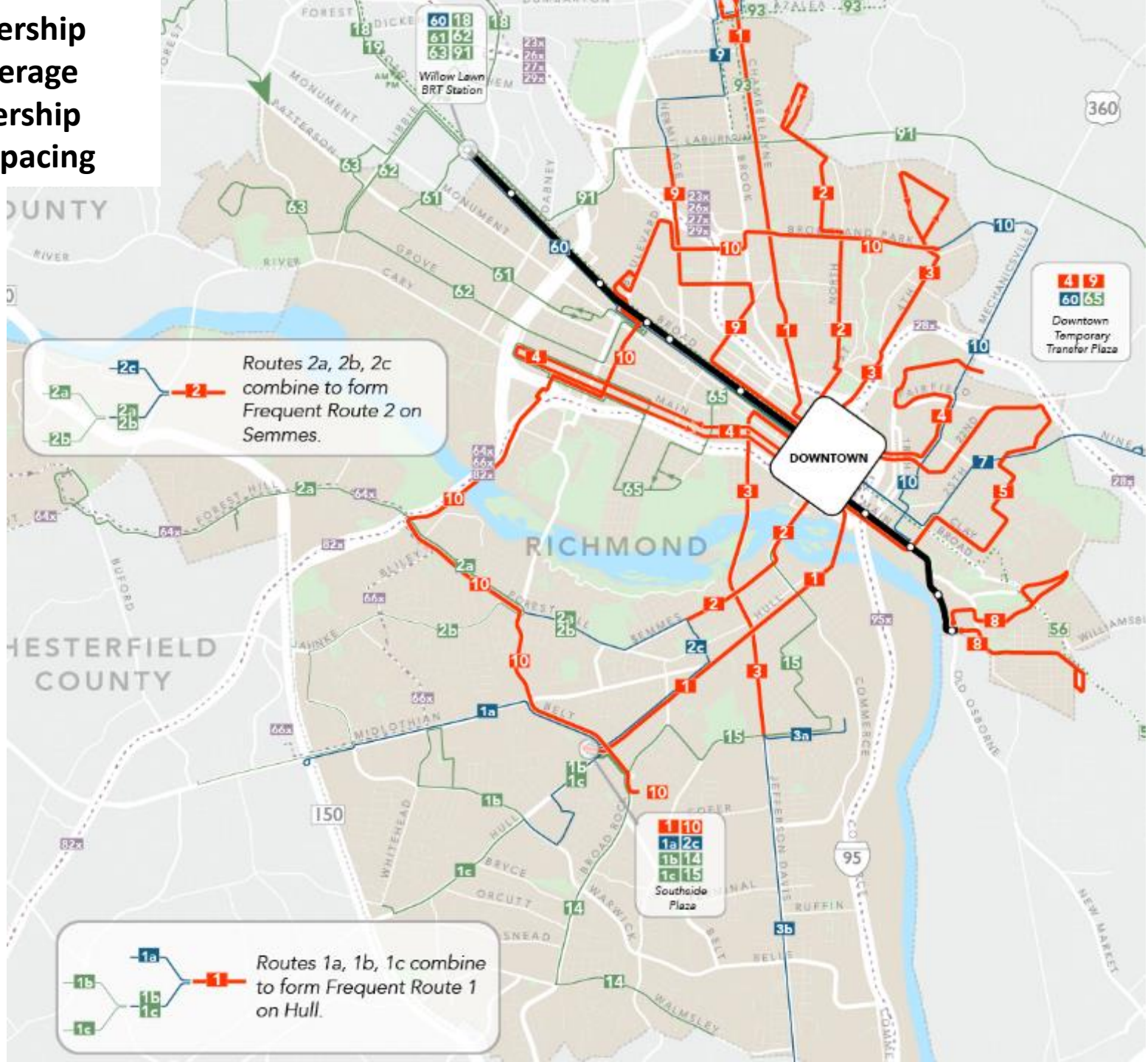


High Coverage  
50% Coverage  
50% Ridership  
3 block spacing



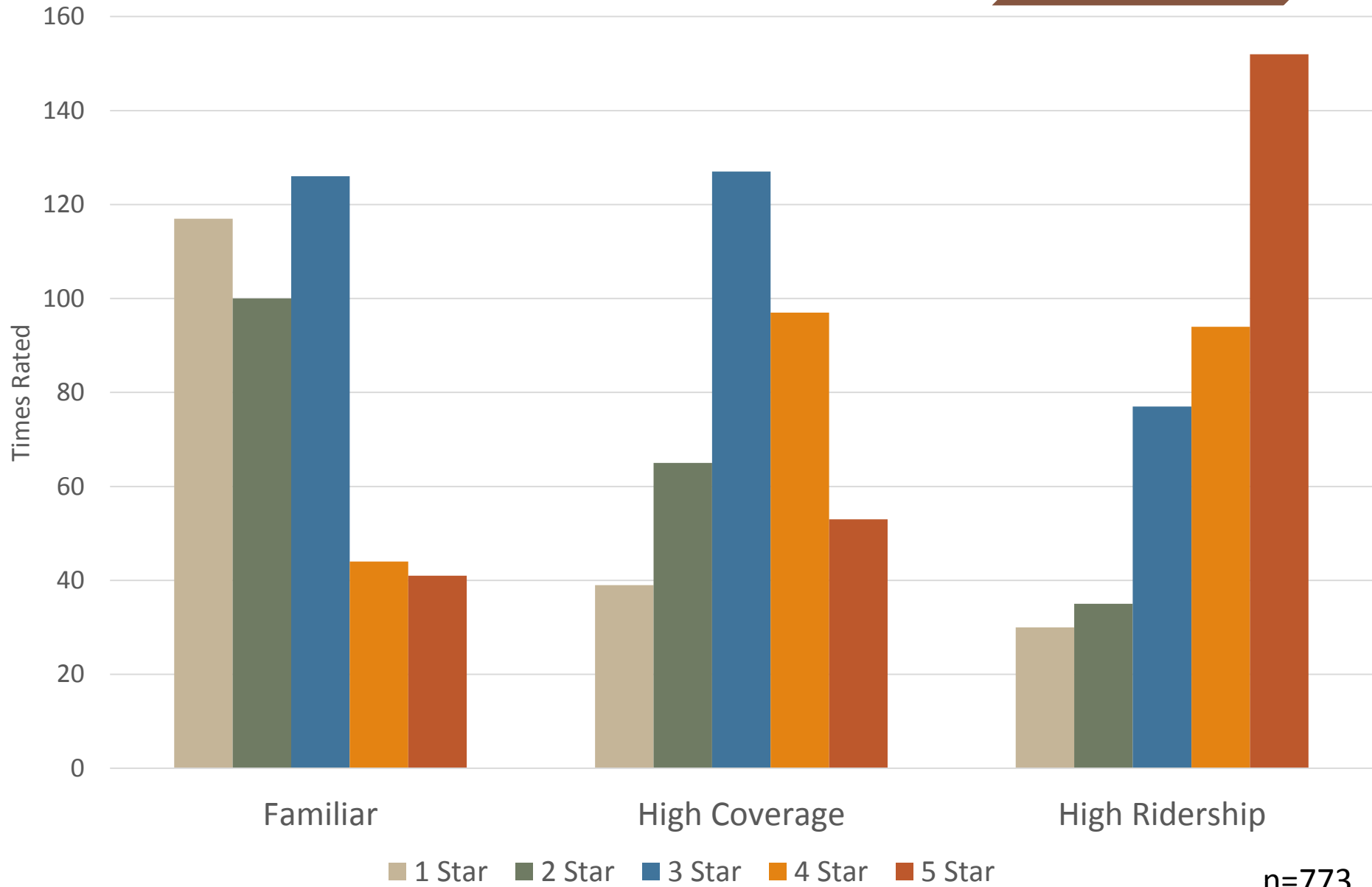


High Ridership  
20% Coverage  
80% Ridership  
3 block spacing



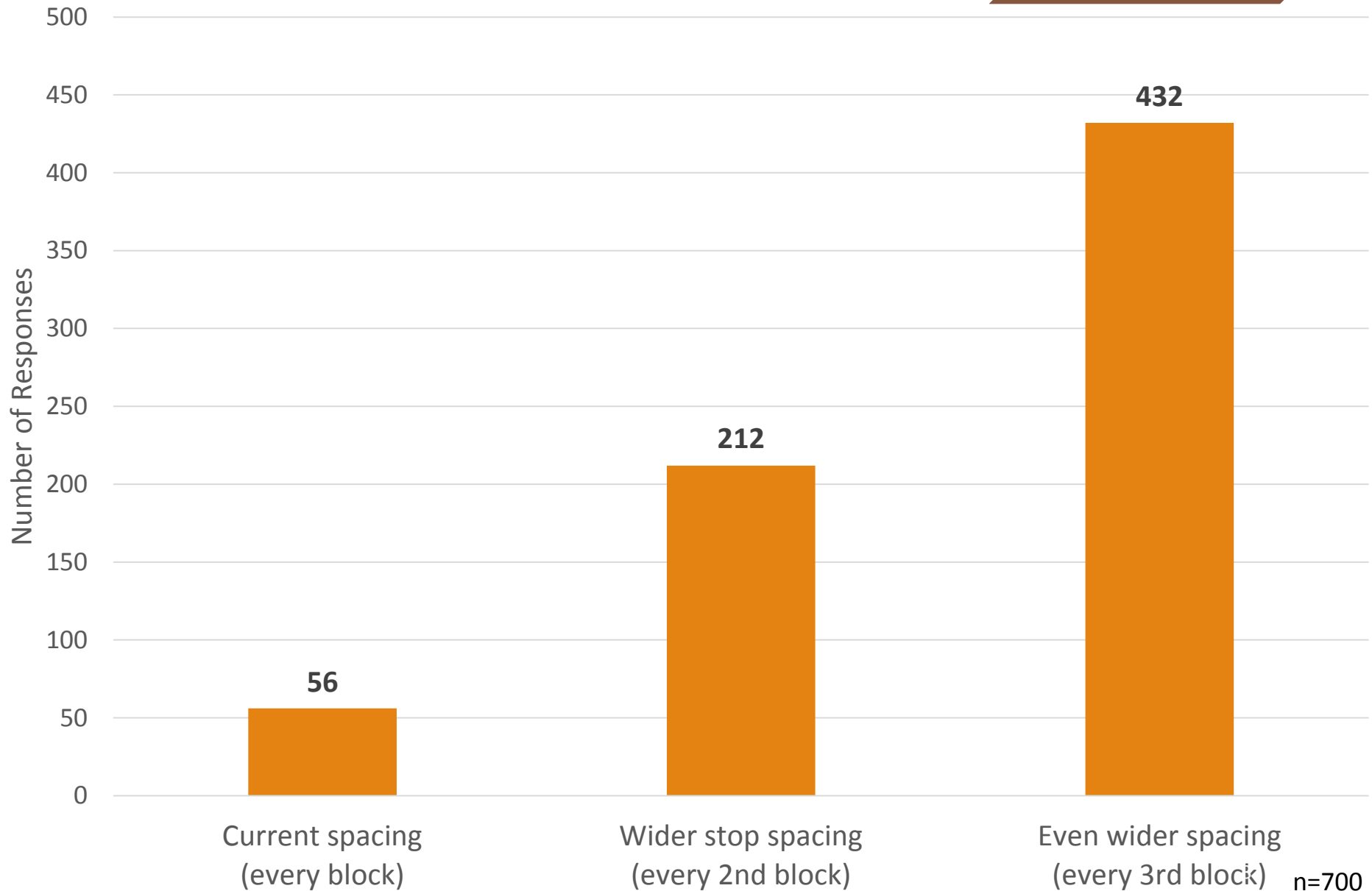
# Concept Rankings

Phase 2



# Context Sensitive Stop Spacing Responses

Phase 2

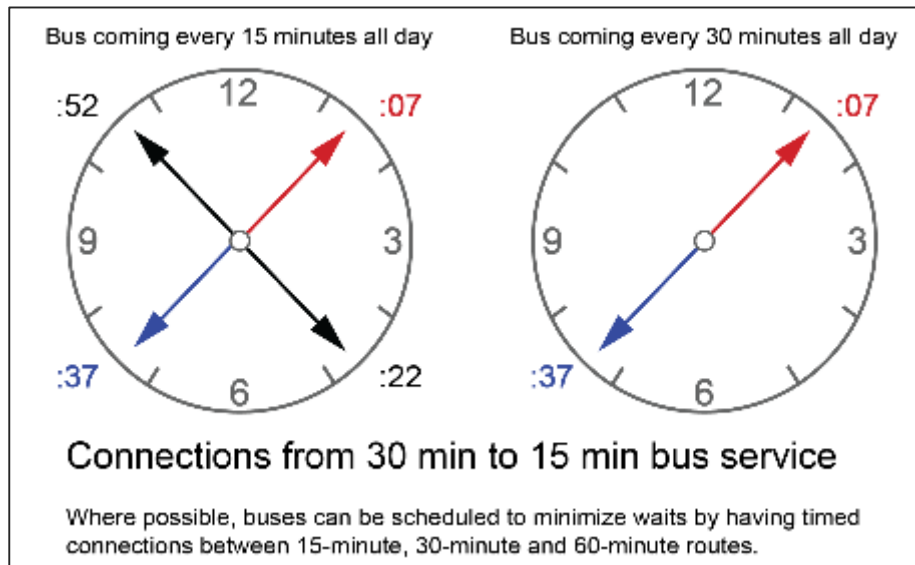




# Design Principles

Phase 3

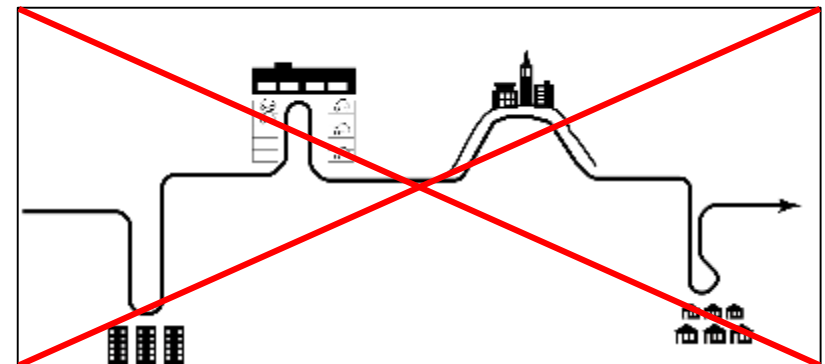
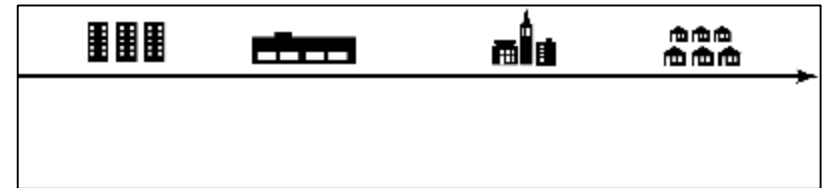
## Consistent Frequencies



Easier schedules for riders to understand.

Simpler, well-timed connections.

## Directness

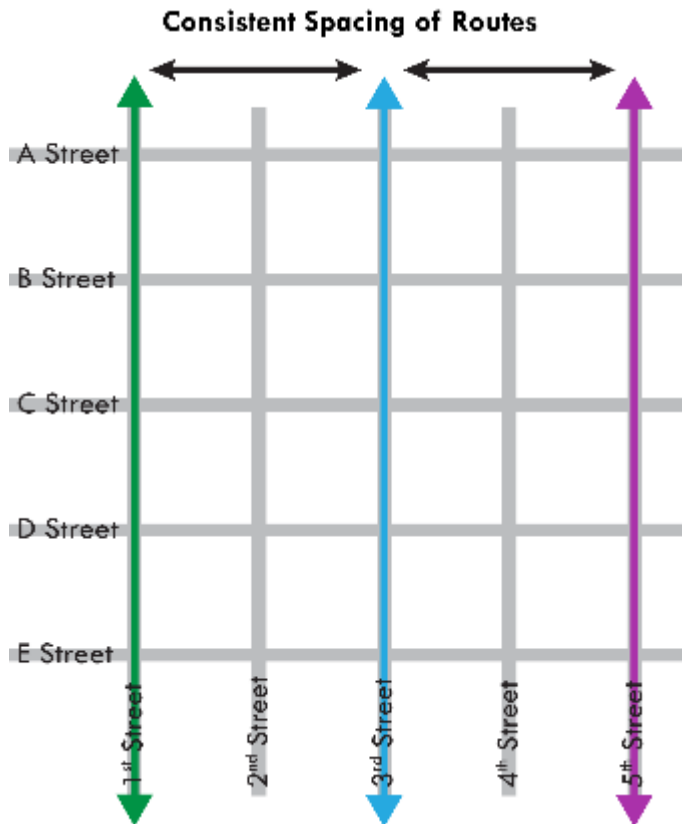


Faster, more reliable service.

# Design Principles

Phase 3

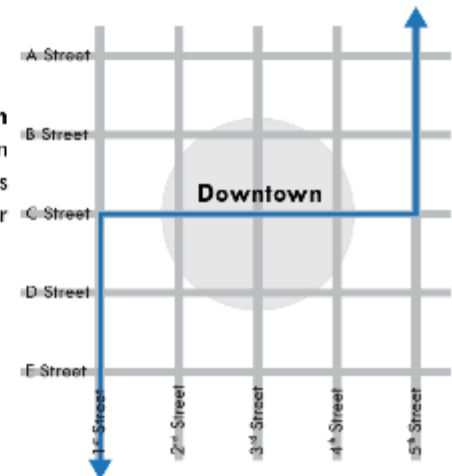
## Consistent Route Spacing



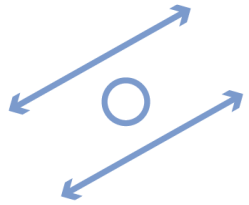
## Through Routing Across Town



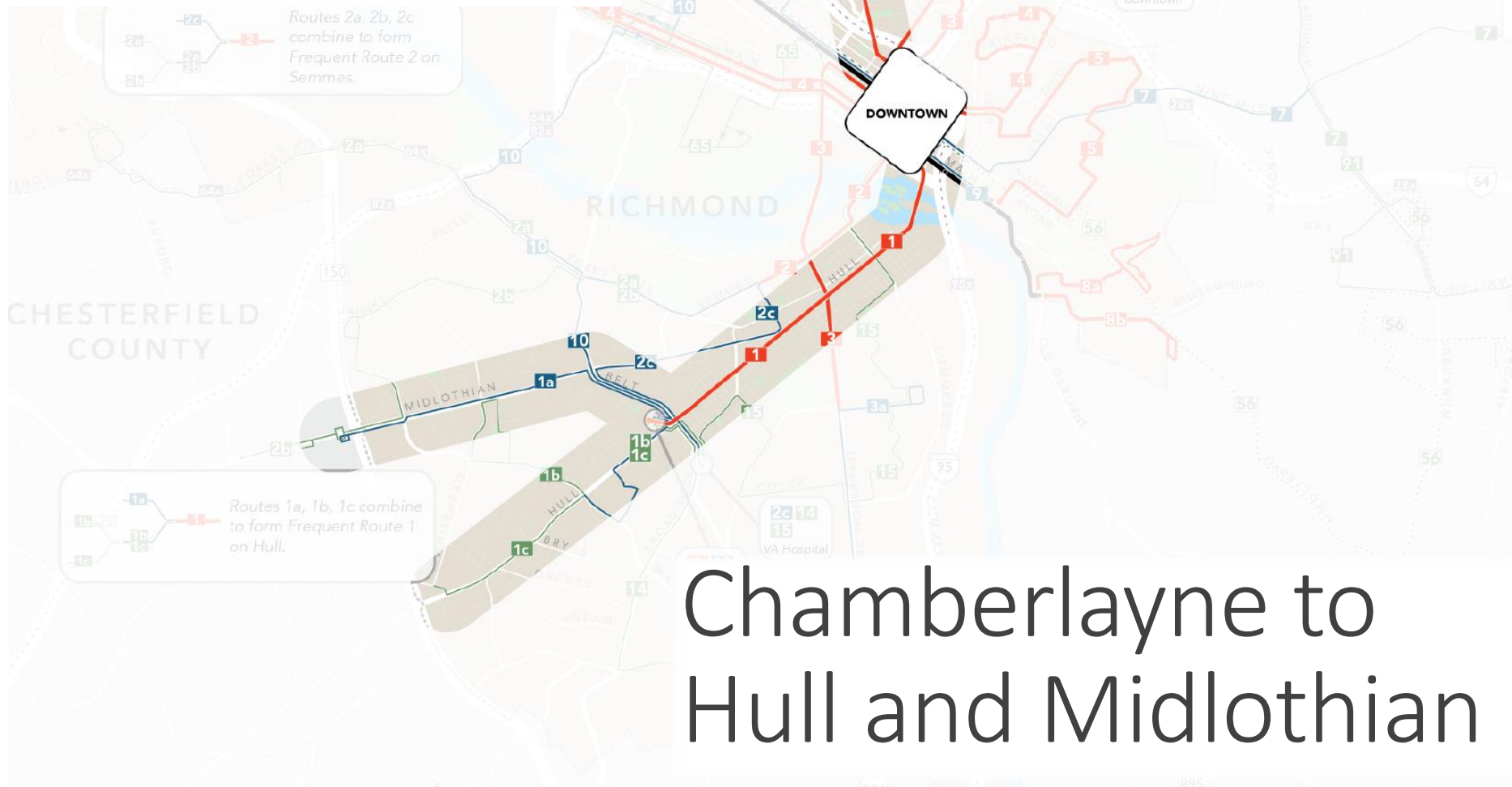
**Routes Run Through Downtown**  
Fewer transfers downtown  
Faster cross town travel times  
Requires smaller transfer center



# Through Routes

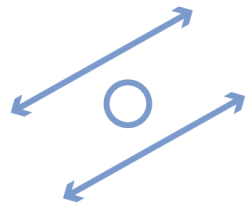


**FEWER DOWNTOWN  
TRANSFERS** required for  
many West End, Northside,  
Southside and East End  
connections

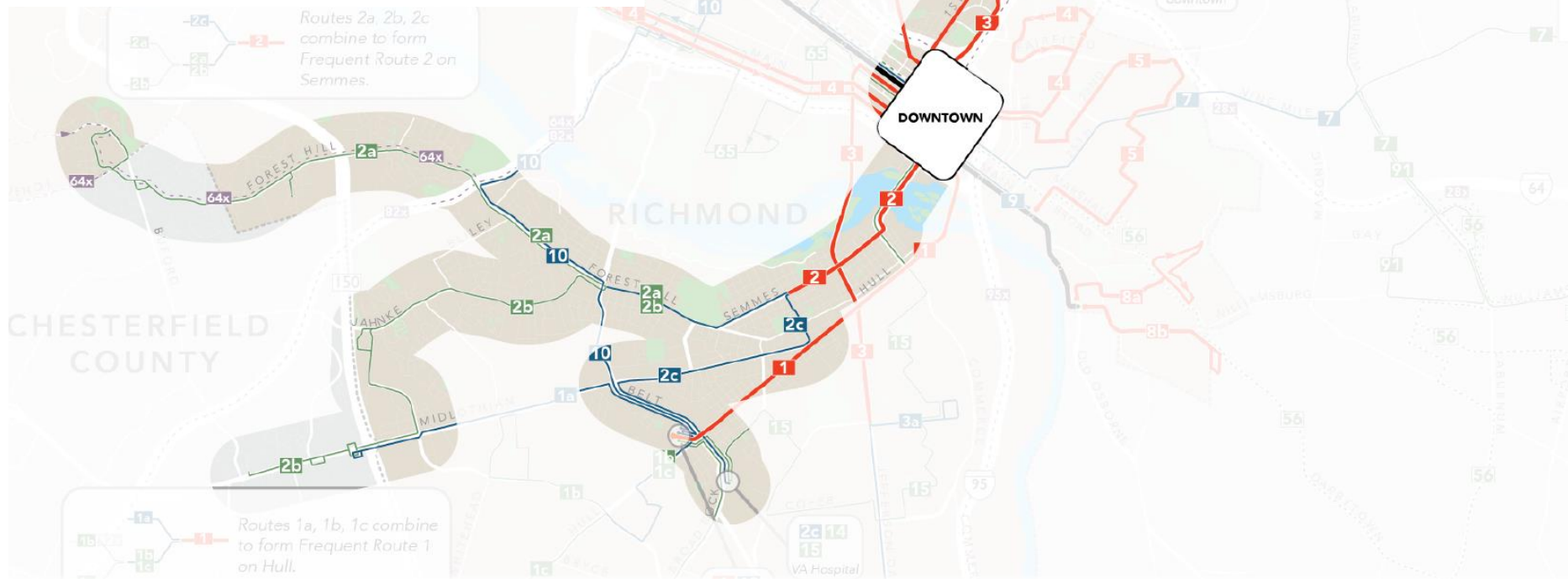


## Chamberlayne to Hull and Midlothian

# Through Routes

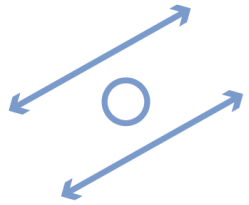


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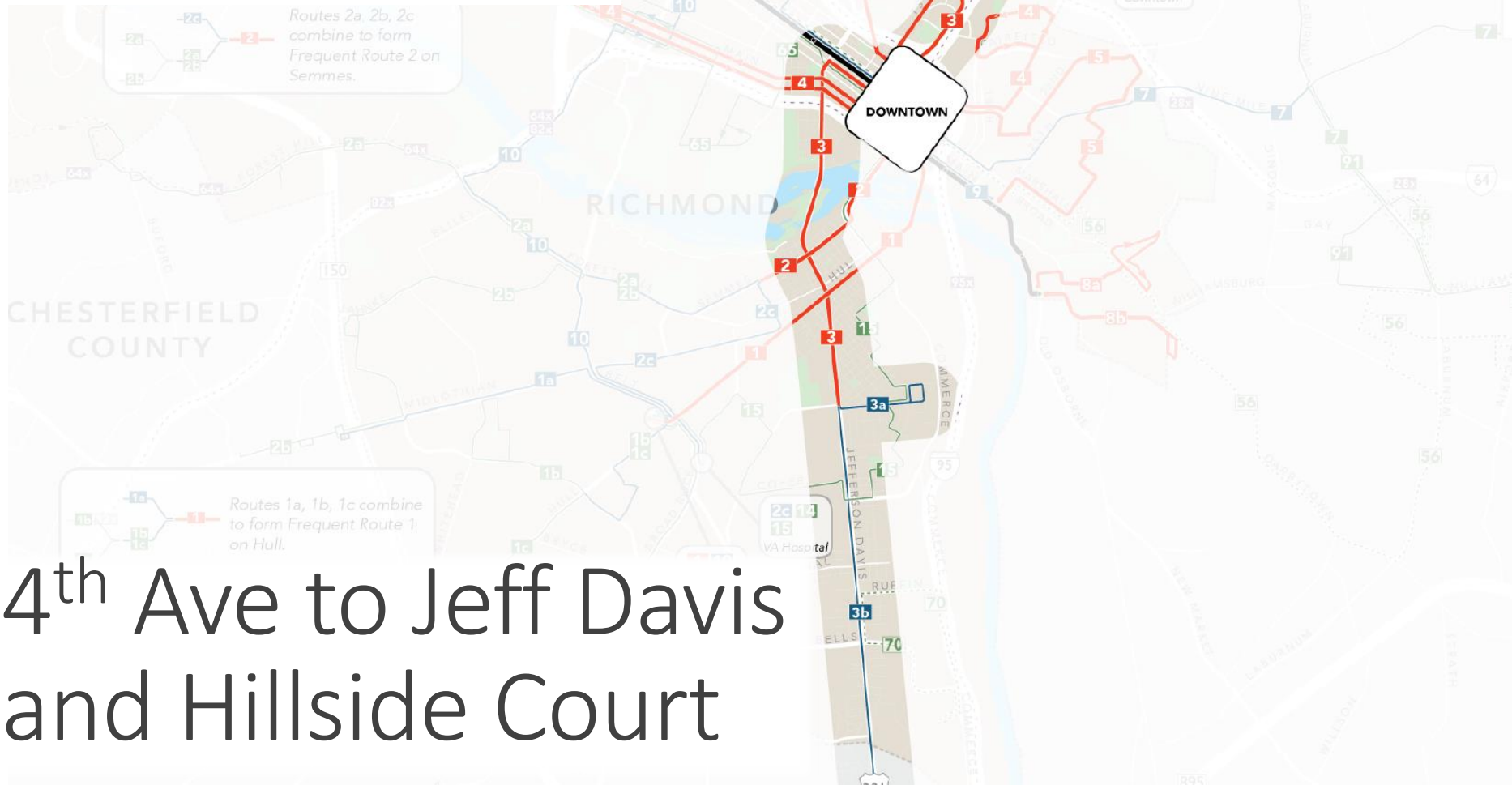


North Ave to Semmes/Forest Hill,  
Jahnke and Midlothian

# Through Routes



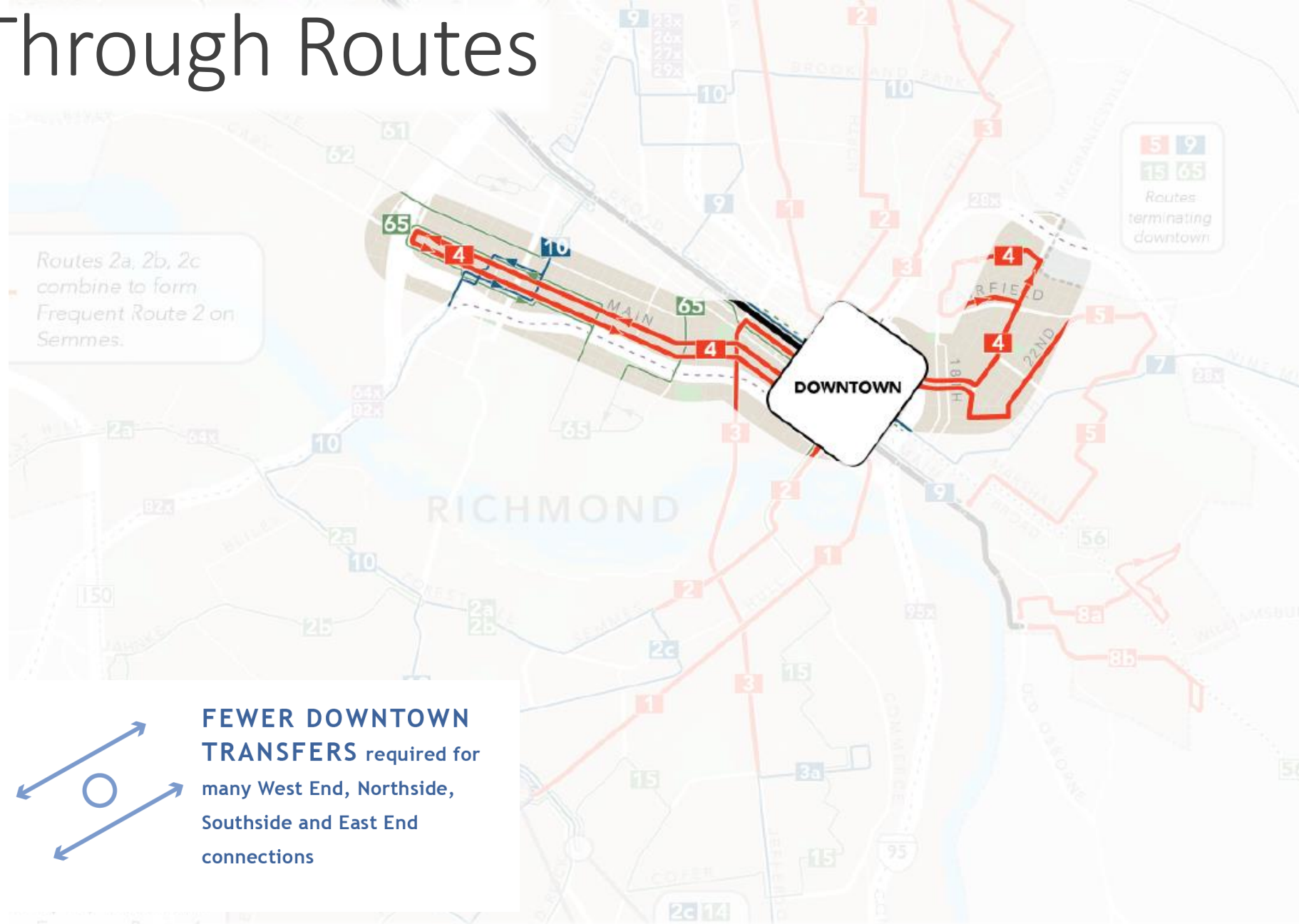
**FEWER DOWNTOWN TRANSFERS** required for many West End, Northside, Southside and East End connections



4<sup>th</sup> Ave to Jeff Davis  
and Hillside Court



# Through Routes

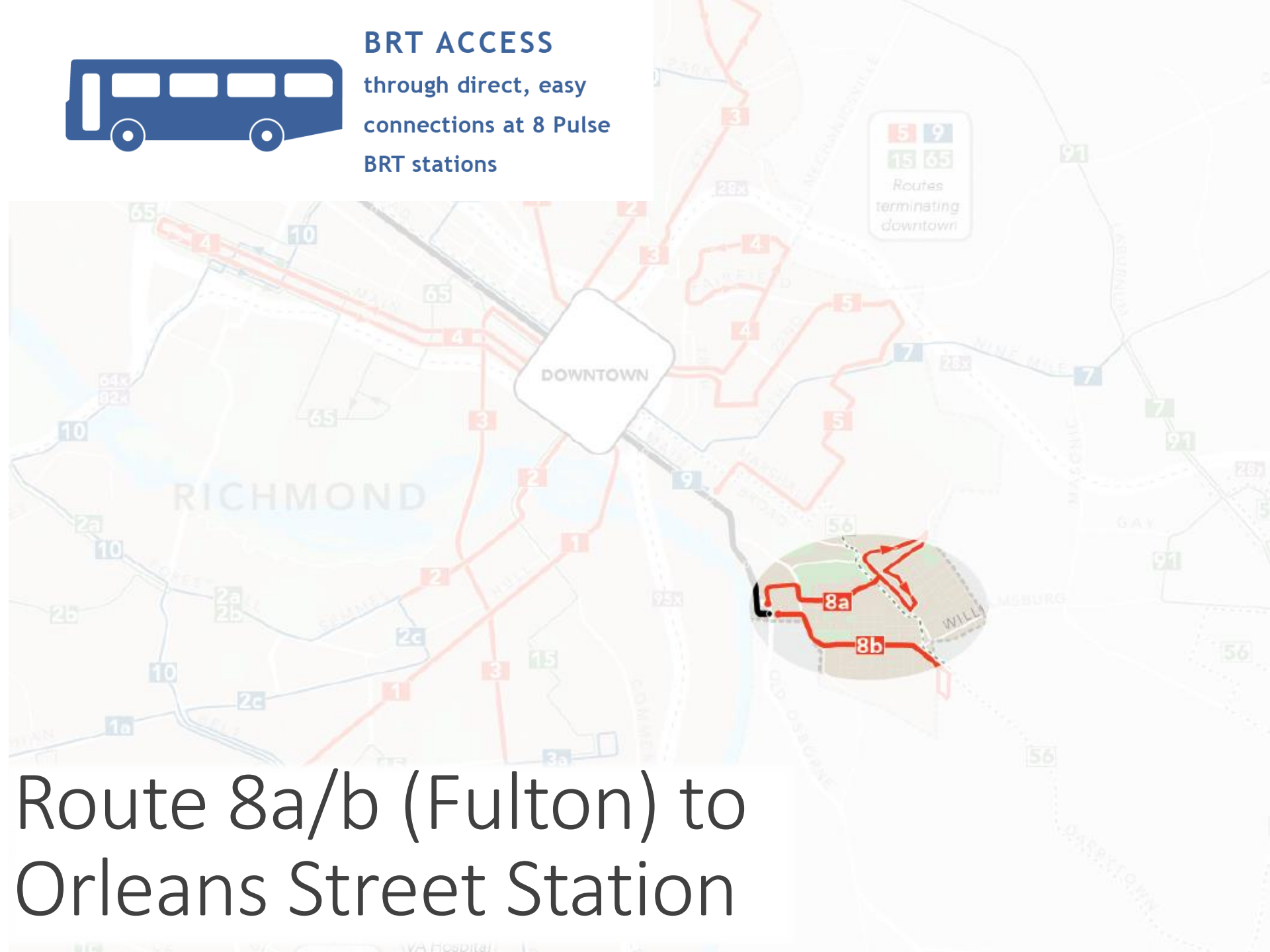


## Mechanicsville Tpke to Main/Cary



## BRT ACCESS

through direct, easy  
connections at 8 Pulse  
BRT stations

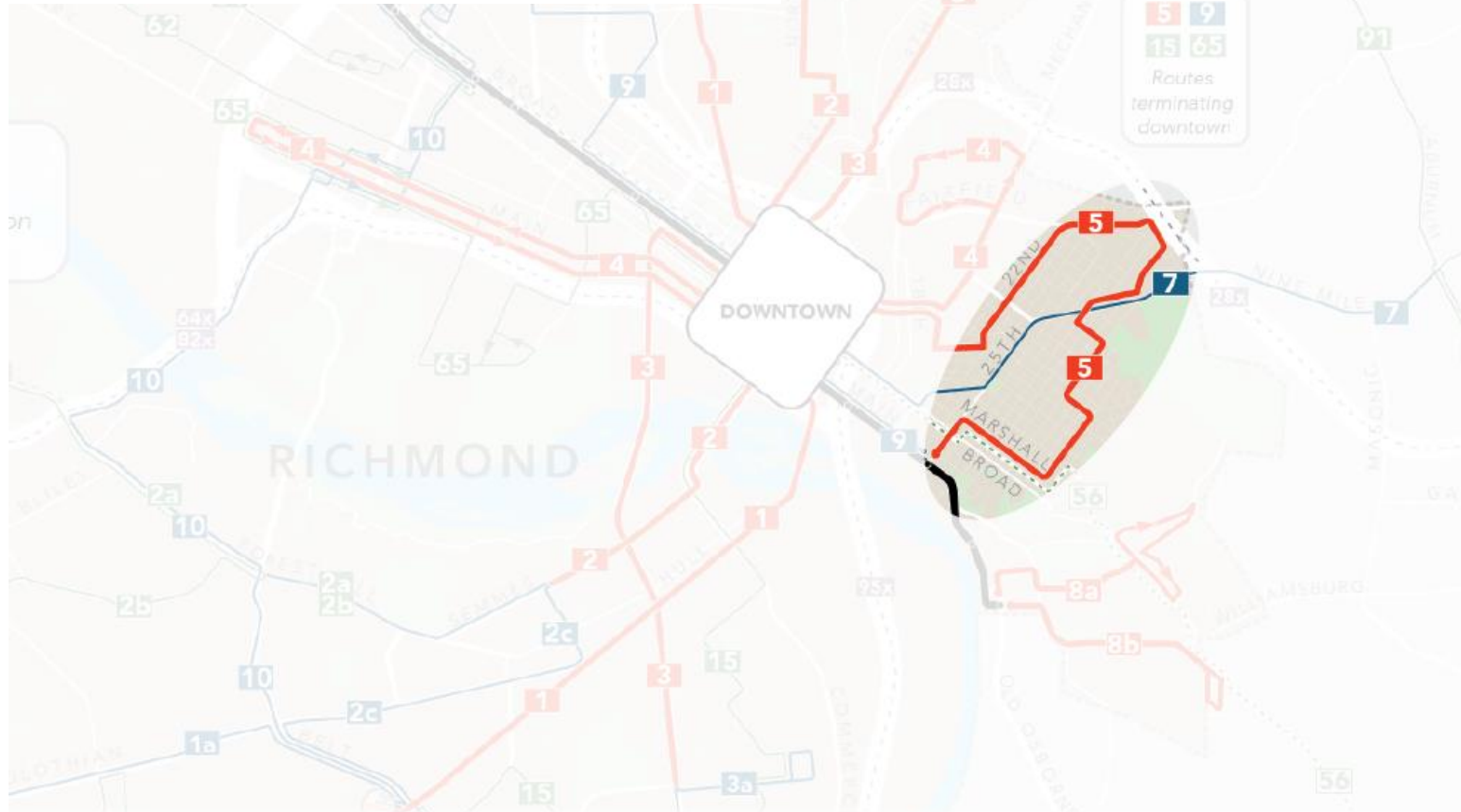


# Route 8a/b (Fulton) to Orleans Street Station



## BRT ACCESS

through direct, easy  
connections at 8 Pulse  
BRT stations



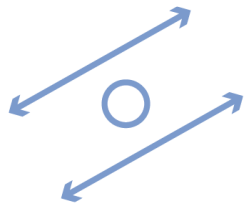
Route 5 (Church Hill and  
Oakwood) to 24<sup>th</sup> Street Station



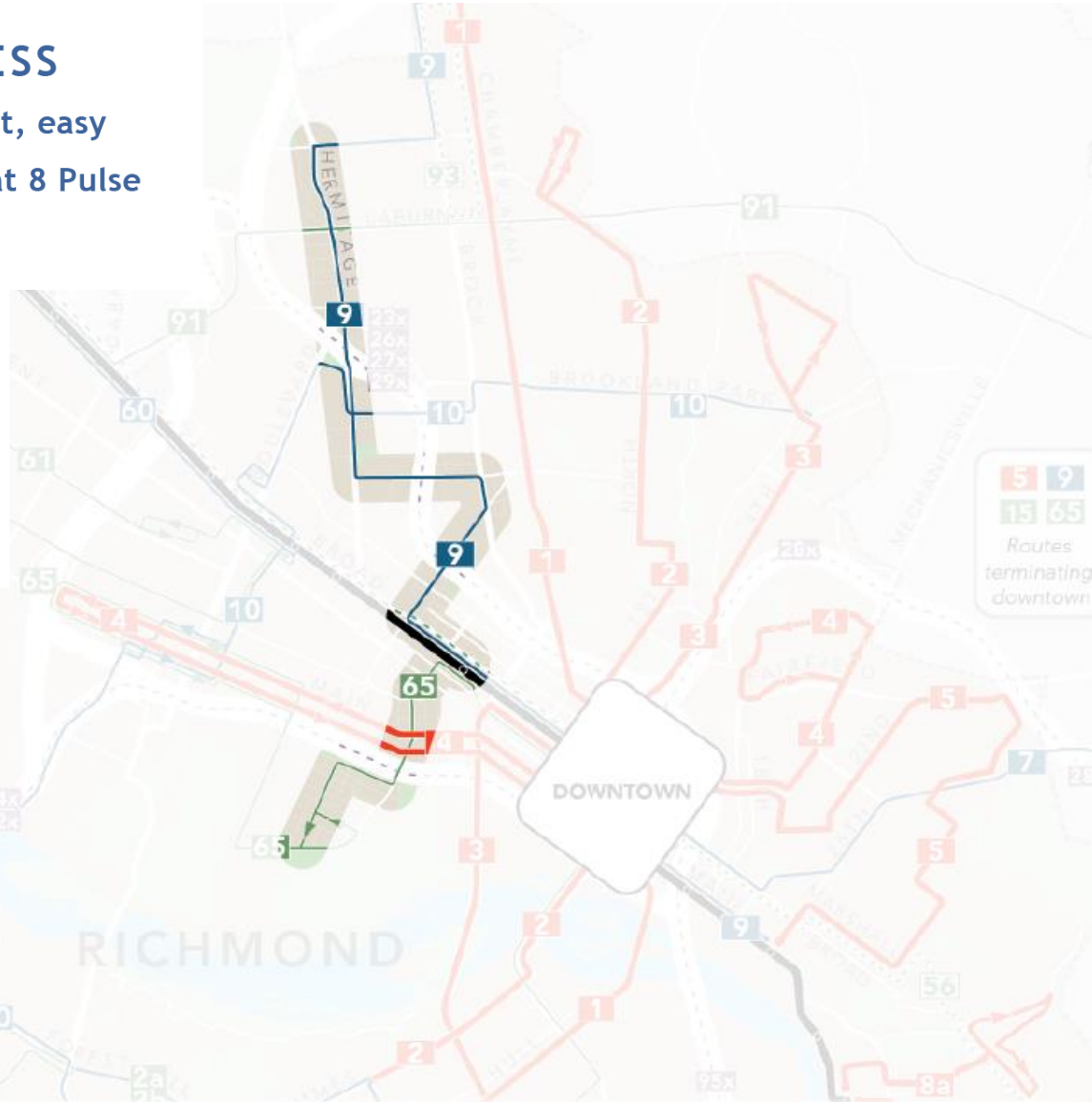


## BRT ACCESS

through direct, easy  
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BRT stations



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



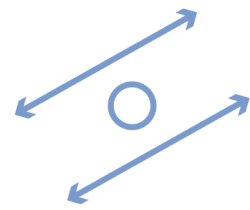
Route 65 (Randolph) and Route 9 (VUU  
and Hermitage) to VCU/VUU Station



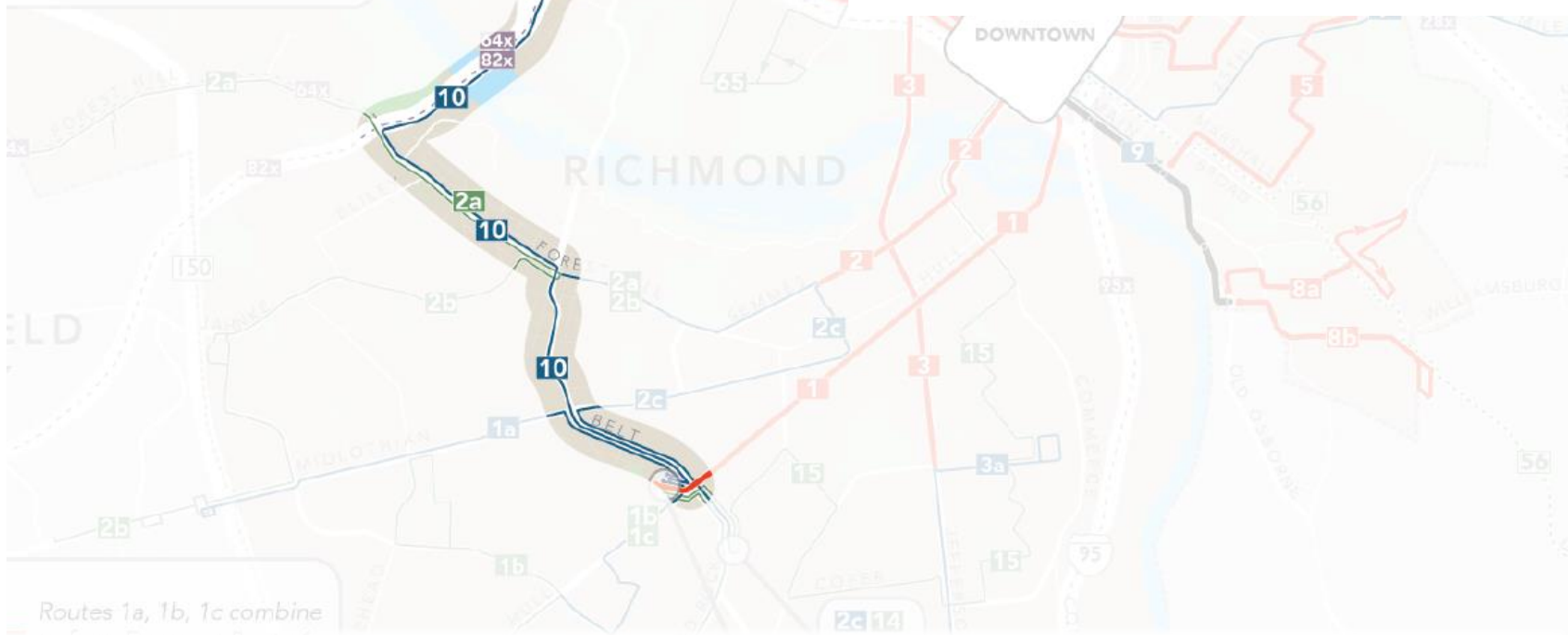
Routes 61 and 62 connect West End to Robinson Station



**BRT ACCESS**  
through direct, easy connections at 8 Pulse BRT stations



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



Orbital Route 10 connects Northside and Southside to Robinson and Cleveland Stations

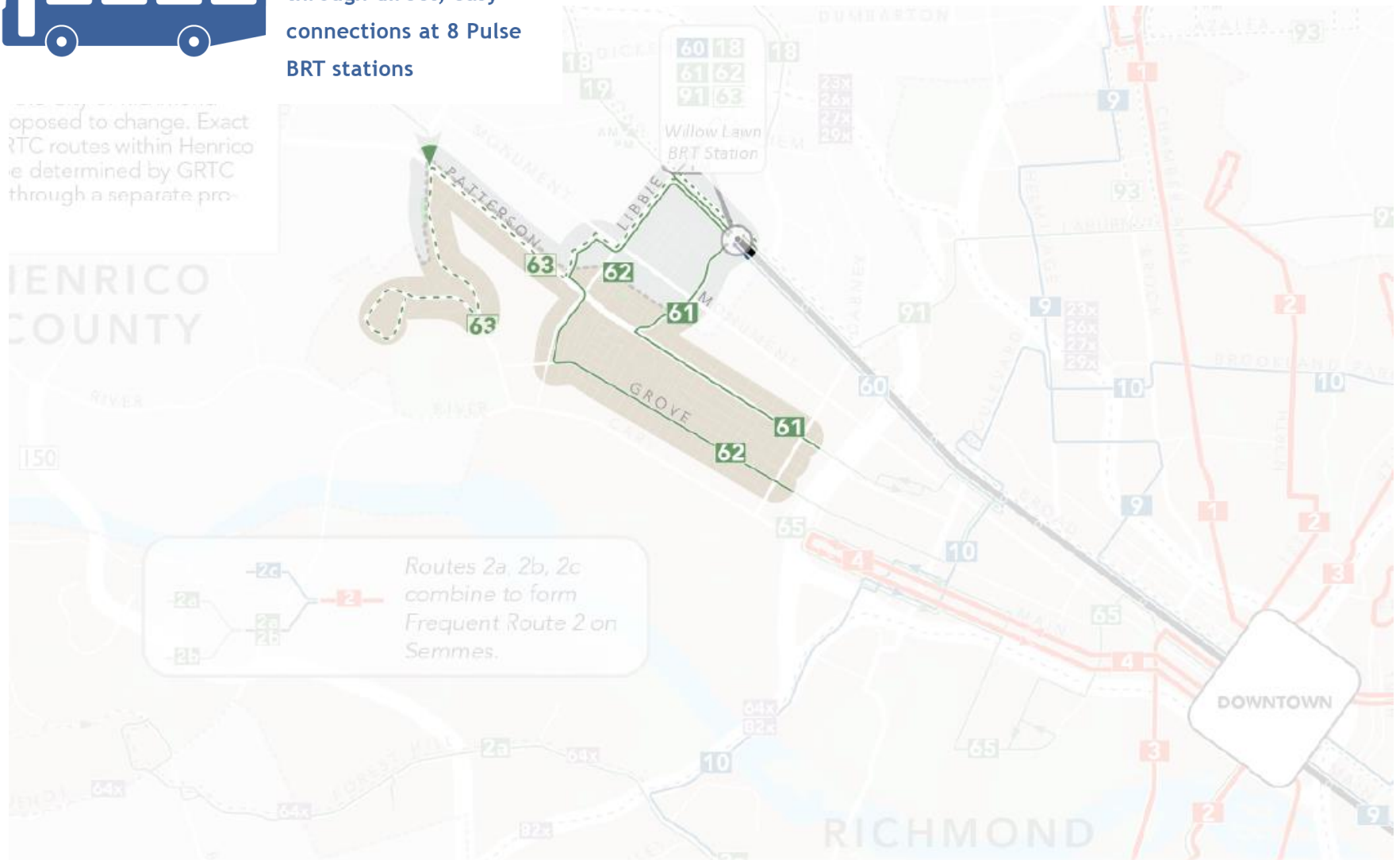


## BRT ACCESS

through direct, easy  
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BRT stations

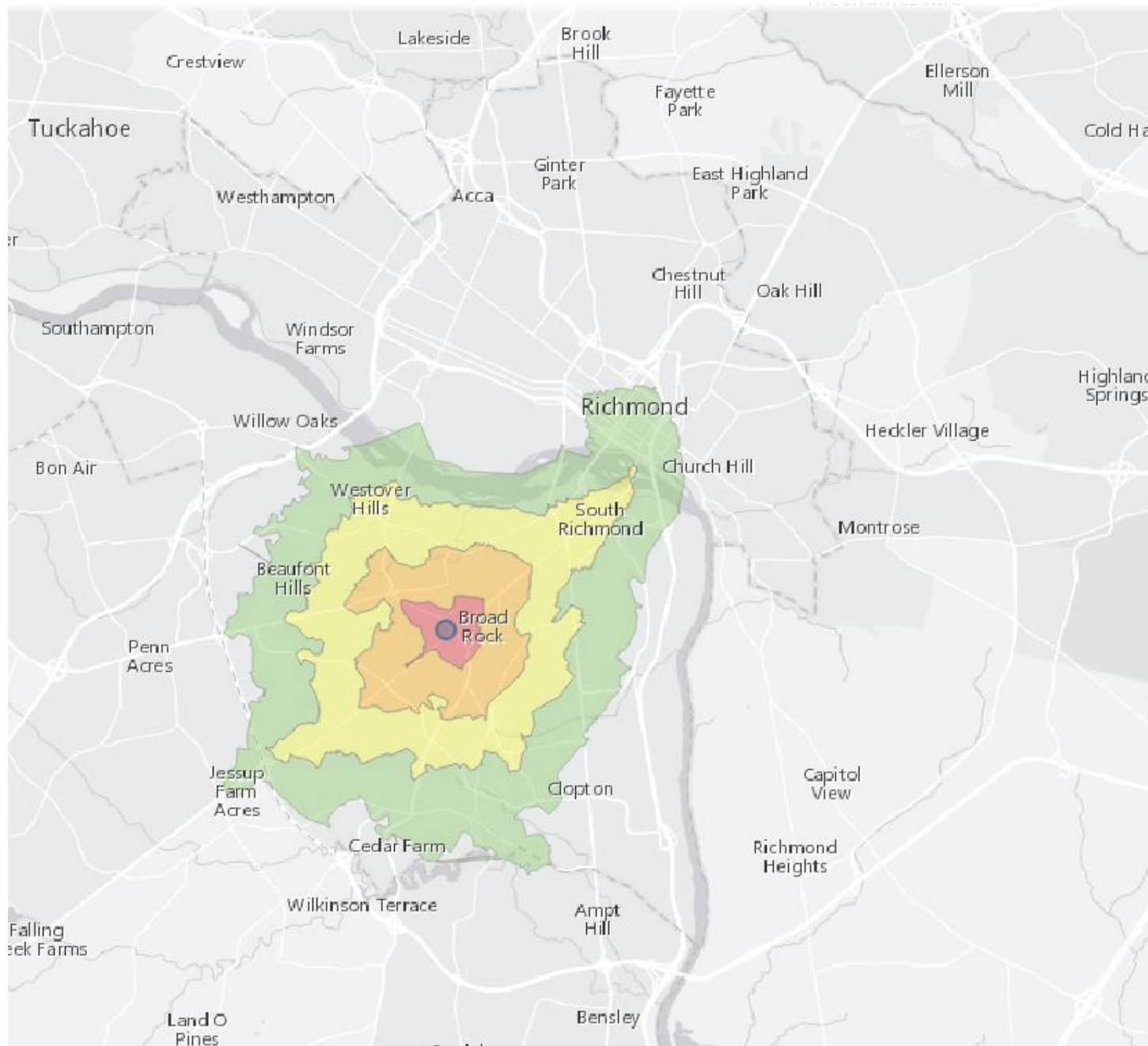
oposed to change. Exact  
RTC routes within Henrico  
e determined by GRTC  
through a separate pro-

HENRICO  
COUNTY



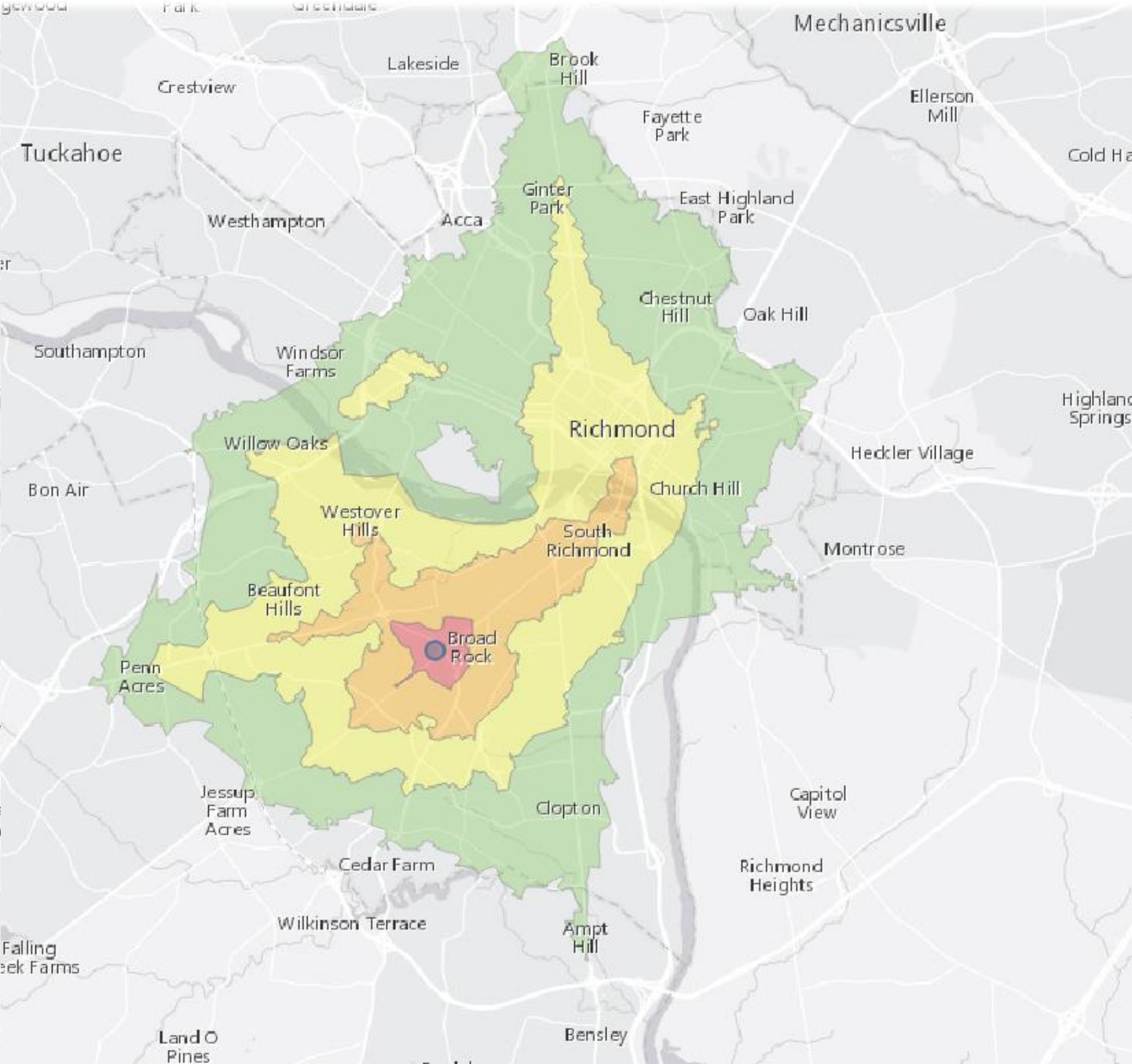
Routes 61, 62 and 63 connect West End  
and U of R to Willow Lawn Station

# Existing Network: Access to Southside Plaza





# Recommended Network: Access to Southside Plaza



# Existing Network: Access to Fairfield Court

