

INTRODUCED: December 12, 2016

A RESOLUTION No. 2016-R092

As Amended

To express the City's position on certain policy questions with regard to bus routes and stops in the city raised during the development of a Transit Network Plan for the city.

Patron – Mayor Stoney

Approved as to form and legality
by the City Attorney

PUBLIC HEARING: JAN 9 2017 AT 6 P.M.

WHEREAS, the Council of the City of Richmond, by adopting Resolution No. 2016-R018 on March 28, 2016, supported the Broad Street Bus Rapid Transit Project, hereinafter referred to as the "Pulse," but asked that the Greater Richmond Transit Co. conduct studies, solicit public input, and report to the Council on connectivity strategies and mechanisms that will ensure greater transit connectivity to the Pulse's route; and

WHEREAS, the City, working with the Greater Richmond Transit Co., has caused the completion of a study and the preparation of a report, known as the "Choices Report" and identified as the first step in the City of Richmond's Transit Network Plan, that presents several choices for the future of public transportation in the city concerning such matters as whether to maximize ridership or coverage and how to space bus stops; and

AYES: 9 NOES: 0 ABSTAIN: _____

ADOPTED: FEB 13 2017 REJECTED: _____ STRICKEN: _____

WHEREAS, the Council desires to express the City's sense with regard to certain significant questions raised by the Choices Report;

THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF RICHMOND:

That it is the desire of the City that City officials and the Greater Richmond Transit Co. take such steps as may be necessary to cause the final Transit Network Plan for the city of Richmond to reflect the following policy choices:

1. The Greater Richmond Transit Co. should allocate 70 percent of its operating budget for routes that provide frequent service and achieve high ridership and 30 percent of its operating budget for routes that provide coverage to less populated areas.

2. The Greater Richmond Transit Co. should space bus stops so that:

a. Routes in urban, walkable areas of the city have an average of five bus stops per mile in each direction; and

b. Routes in suburban, less walkable areas of the city may have bus stops spaced more closely together based on the availability of safe street crossings, the availability of sidewalks, and the level of street connectivity.

3. The Greater Richmond Transit Co. should implement the Transit Network Plan for the city of Richmond concurrently with the implementation of the Pulse or no later than nine months after the Greater Richmond Transit Co. obtains adequate funding to implement the Transit Network Plan, whichever occurs last.



CITY OF RICHMOND
INTRACITY CORRESPONDENCE

O & R REQUEST

NOV 28 2016
4-5951
Chief Administration Office
City of Richmond

O&R REQUEST

DATE: December 2, 2016

TO: The Honorable Members of City Council

THROUGH: Dwight C. Jones, Mayor [Signature]

THROUGH: Selena Cuffee-Glenn, Chief Administrative Officer [Signature]

THROUGH: Peter L. Downey, DCAO Planning & Economic Development [Signature]

FROM: Amy Inman, Sr. Administrator for Multimodal Transportation & Strategic Planning, Economic & Community Development [Signature]

RE: To encourage the development of the Richmond Transit Network Plan

ORD. OR RES. No. _____

PURPOSE: To encourage the development of the Richmond Transit Network Plan

REASON: Since January of 2016, the City of Richmond and GRTC worked in close collaboration to convene a robust public outreach process to advance the development of the Richmond Transit Network Plan (RTNP). The RTNP will serve as a blueprint for making seamless connections with the Pulse Bus Rapid Transit line, by modernizing local transit service to increase reliability for all users. This resolution expresses the desire of the City Council that the final Richmond Transit Network Plan be inclusive of the following:

- GRTC Operating Budget Allocation - 70% of the operating budget will be allocated for routes that provide frequent service and achieving high ridership; 30% of the operating budget will support the goal of providing coverage to less populated areas.
GRTC establish a stop spacing policy, specifying that within walkable, urban parts of Richmond, transit routes will have an average of five stops per mile per direction. In suburban and less walkable parts of the City stops may be spaced more closely together but stop placement should consider the availability of safe street crossings, the presence or absence of sidewalks and the level of street connectivity.
Prioritize implementation of Richmond Transit Network Plan concurrently with the opening of The Pulse.

RECEIVED
EDITION:
DEC 12 2016
OFFICE OF CITY ATTORNEY

RECOMMENDATION: Approval is recommended by the City Administration

BACKGROUND: On March 28, 2016, City Council approved Resolution No. 2016-R018 to support the Broad Street Bus Rapid Transit project. As approved, City Council requested the following to occur:

1. Comprehensive studies concerning the best and most accessible routes for users of the Pulse, intra-community connectivity strategies and mechanisms that will ensure greater transit connectivity to the Pulse service from neighborhoods, commercial corridors and areas in the City of Richmond not adjacent to the proposed Pulse route, including, but not limited to, the East End.
2. Engage and solicit input from the public regarding such studies and proposed connectivity strategies and mechanisms.

Since this time, the City and GRTC worked to develop three transit network concepts to help the general public, key stakeholders and elected officials visualize how different goals would result in different transit system designs. Through the public meeting process, the project team discussed the different transit network concepts with the general public, stakeholders and elected officials to understand their individual values associated with public transportation. Surveys were conducted online, on-board buses and in person at the GRTC transfer plaza in a manner that included existing riders, the general public and key stakeholders to determine their preferences with respect to the goals of maximizing ridership vs. providing broad geographic coverage, as well as their preferences on spacing of bus stops. The public engagement process and the completed surveys have provided meaningful input to determine the appropriate allocation of operating budget to ridership vs coverage. The Choices Report, transit network concepts, public meeting materials and presentations may be referenced online at <http://www.richmondtransitnetwork.com>.

FISCAL IMPACT / COST: N/A

BUDGET AMENDMENT NECESSARY: N/A

REVENUE TO CITY: N/A

DESIRED EFFECTIVE DATE: Upon Adoption

REQUESTED INTRODUCTION DATE: December 12, 2016

CITY COUNCIL PUBLIC HEARING DATE: January 9, 2017

REQUESTED AGENDA: Consent Agenda

RECOMMENDED COUNCIL COMMITTEE: Land Use, Housing & Transportation

CONSIDERATION BY OTHER GOVERNMENTAL ENTITIES: N/A

O&R Request

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AFFECTED AGENCIES: N/A

RELATIONSHIP TO EXISTING ORD. OR RES.: Res. No. 2016-R018

REQUIRED CHANGES TO WORK PROGRAM(S): None

ATTACHMENTS: N/A

STAFF: Amy Inman