GRTC Bus Rapid Transit
Public Meeting #7
July 27 & 28, 2015
Where Are We Now?

- Conceptual 30% Design Plan Complete (Preliminary Engineering)
- 14 Station Locations Finalized (5 Center, 9 Curbside)
- Median Running Stretch: Standard Median Width 4FT
- NEW Traffic Lights Proposed & Pedestrian Crossings
Thank YOU for Public Comments!

• Safety & use for all
• Station locations and spacing
• North/South connectivity across Broad Street for vehicles, pedestrians, and bicyclists (including left turns)
• Median & Lane widths
• Preserve parking/loading zones on Broad Street wherever possible
What’s the Project Schedule?

GRTC BUS RAPID TRANSIT PROJECT
OVERALL PROJECT SCHEDULE

PRELIMINARY ENGINEERING
Prepare Preliminary Design Concept Plans

SEMI-FINAL DESIGN
Prepare Design Plans and Specifications

FINAL DESIGN
Prepare Construction Packages

Bidding Phase
Equipment Packages
Utilities Construction Package
Signals & Systems Construction Package
Stations Construction Package
Roadway Construction Package

CONSTRUCTION

October 2017
Begin Operations
TEST & ACCEPT

Public Meetings

Community Meetings to be attended by GRTC at regular scheduled periods

Construction Manager
Select Construction Manager for Project Oversight Services

UDC = Urban Design Committee
PC = Planning Commission
PS&E = Plans, Specifications and Estimates

Kimley-Horn
What Will the Stations Look Like?
Staples Mill Westbound (Day)
Staples Mill Westbound (Night)
Robinson Eastbound (Day)

Bike Parking
Rocketts Landing (Night)
GRTC Bus Rapid Transit (BRT) Project
GRTC Bus Rapid Transit (BRT) Project
How Will Buses Move into Median Stations?
Median Widths

- Thompson to Sheppard: 4 feet median
  3 feet at left-turns
- Sheppard to Harrison: 4 feet median
  2 feet at left-turns
- Harrison to Pine: 6 feet median
- Pine to Foushee: 4 feet median
  2 feet at left-turns
Typical 4FT Median

Sheppard to Foushee - Proposed Typical

11' 10' 11' 4' 11' 10' 11'
Wider 6FT Median

Harrison to Pine – Left Turns

11’  11’  11’  6’  11’  10’  11’  11’
Wider 16FT Median Downtown

Proposed - 4 Lane Section

11'  11'  11'  16'  11'  11'  11'
Broad Street User Access

- Accommodate All Users:
  - Pulse Buses
  - Local Buses
  - General Traffic
  - Pedestrians/Bicycles

- Change in Left-Turn Movements
  - Today: shared lanes with through traffic
  - Proposed: dedicated lanes for turning vehicles
Lights, Left-Turns & New Crosswalks
17 Left Turns Through Median-Running Section of Broad Street

- **Westbound: Adams to Thompson**
  - 7 left turns – Monroe, Belvidere, Harrison, Meadow, Robinson, Sheppard and Tilden. (Boulevard under review by City.)

- **Eastbound: Thompson to Adams**
  - 10 left turns – Roseneath, Sheppard, Terminal, Davis, DMV, Allison, Meadow, Allen, Bowe and Belvidere. (Boulevard under review by City.)

- **New Signals Proposed**
  - Tilden & Monroe. (Orleans & Byrd)
Pedestrian / Bicycle Access

- 6 NEW dedicated pedestrian crosswalks across Broad at controlled crossings (Strawberry, Goshen, Pine, Henry, Madison and Jefferson) & at 37 signalized intersections.
- 6FT pedestrian refuge.
Pedestrian and Bicyclist Crossings

- Strawberry St
- Goshen St
- Pine St
- Henry St
- Madison St
- Jefferson St
- Tilden, Monroe, Byrd & Orleans will be signalized
Parking
Thompson to 14th

• Today: 708 on-Broad Street free, paid, & loading spaces

• Also: 8,000 + parking spaces within one block of Broad
  ▪ 6,434 short-term & long-term public & private off-street parking facilities
  ▪ On side streets: 1,008 free, paid, & loading spaces
## Future Parking
**Thompson to 14th**

<table>
<thead>
<tr>
<th>Subarea</th>
<th>Existing Parking Spaces</th>
<th>Proposed Change in Number of Spaces</th>
<th>Preserved Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thompson Street to Sheppard Street</td>
<td>124</td>
<td>-99</td>
<td>25</td>
</tr>
<tr>
<td>Sheppard Street to Lombardy Street</td>
<td>244</td>
<td>-94</td>
<td>150</td>
</tr>
<tr>
<td>Lombardy Street to Foushee Street</td>
<td>246</td>
<td>-85</td>
<td>161</td>
</tr>
<tr>
<td>Foushee Street to 4th Street</td>
<td>38</td>
<td>+28</td>
<td>66</td>
</tr>
<tr>
<td>4th Street to 14th Street</td>
<td>56</td>
<td>-56</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>708</strong></td>
<td><strong>-306</strong></td>
<td><strong>402</strong></td>
</tr>
</tbody>
</table>
## Parking Demand vs. Supply

<table>
<thead>
<tr>
<th>Subarea</th>
<th>Maximum Utilization (%)</th>
<th></th>
<th>Peak Period(s)</th>
<th>Maximum Existing Spaces Used</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Daytime</td>
<td>Nighttime</td>
<td>Weekend</td>
<td></td>
</tr>
<tr>
<td>Thompson Street to Sheppard Street</td>
<td>7%</td>
<td>3%</td>
<td>5%</td>
<td>12 - 1 PM Weekday</td>
</tr>
<tr>
<td>Sheppard Street to Lombardy Street</td>
<td>32%</td>
<td>30%</td>
<td>48%</td>
<td>10 - 11 PM Saturday</td>
</tr>
<tr>
<td>Lombardy Street to Foushee Street</td>
<td>71%</td>
<td>67%</td>
<td>89%</td>
<td>10 - 11 PM Saturday</td>
</tr>
<tr>
<td>Foushee Street to 4th Street</td>
<td>63%</td>
<td>47%</td>
<td>76%</td>
<td>1 - 2 PM Saturday</td>
</tr>
<tr>
<td>4th Street to 14th Street</td>
<td>54%</td>
<td>29%</td>
<td>86%</td>
<td>1 - 2 PM Saturday</td>
</tr>
<tr>
<td>Corridor-wide Peak</td>
<td>43%</td>
<td>39%</td>
<td>57%</td>
<td>10 - 11 PM Saturday</td>
</tr>
</tbody>
</table>
Parking Preservation: Thompson to 14th

• 708 were expected to be removed. You said, “Save more parking!”

• Back to the drawing board! Design modified based on your community input.

• New proposed design: preserve approximately 402 parking spaces on Broad St.
Why can’t all spaces be saved?

• BRT stations are in right-of-way
• Public & Partner Feedback for:
  ▪ More vehicular left-turns
  ▪ Wider medians for pedestrian refuge
  ▪ Wider travel lanes
• Existing curb to curb space varies along route
NEW Info: Loading Zones
(We need your feedback!)

- New loading zone study in July 2015
- About 35% of loading zones are used regularly (but may have peaks)
- Proposal:
  - Keep 35 of today’s 90 loading zones
    - 23 remain on Broad Street
    - 12 shift to side streets
  - Loading zones with 0% usage are converted to parking.
- FYI: 105 loading zones are on side streets within one block of Broad Street
GRTC Local Bus Routes Study

- Study is on-going!
- Analyzing existing bus routes & how they can improve trip efficiency along with Pulse service.
- Examples:
  - Bus stop locations
  - Transfer Plaza bay assignments
  - Links between Local Routes & Pulse service
Local Bus Study: What’s Next?

- Study Goal: Improve existing service in coordination with the Pulse service.
  - Better connect neighborhoods to essential services, jobs & retail.
  - Each neighborhood has specific needs.

- Coming Soon: Public Meetings regarding each route’s proposed changes & improvements to existing service.
Construction Manager

- GRTC has decided to pursue a Construction Manager option for:
  - Constructability Reviews
  - Construction Management & Assistance to GRTC to bid different construction packages:
    - Equipment Package
    - Utilities Construction
    - Signals & Systems Construction
    - Stations Construction
    - Roadway Construction Package
  - Construction Management & Inspection Services
  - Integration, Testing & Commissioning
Construction Plan

- Procurement for Construction Manager late Summer – Fall 2015
- GRTC expects a successful proposer by December 2015
- Construction begins August 2016
- Station construction expected to be 3 to 4 months per station
- Pulse service expected October 2017
What Else is Next?

• Project Presentations to:
  - Urban Design Committee August 20, 2015
  - Planning Commission September 8, 2015
• Incorporate conditions/comments into design
• Semi-Final Design Phase (60% Design) work
• October 2015 Public Meeting #8
• January 2016 Public Meeting #9
• Submit 60% Design to Stakeholders Feb. 2016
GRTC Pulse Bus Design
40FT CNG BRT+
Breakout Sessions: Workshops

• Two rounds: 20 minutes each with Q&A
• Four Rooms:
  - LOWER LEVEL: Left-Turns, Pedestrian Crossings, New Lights, Roadway Design & Vissim Model Demo
  - COMMUNITY ROOM 119: Construction Preview & Architectural Design
  - CLASSROOM 118: Economic Impact
  - GALLERY ROOM 115: Parking
Workshop Summaries

1. Roadway Design
2. Construction & Architecture
3. Economic Impact
4. Parking
Public Comment

• Please share your feedback!
  ▪ Return the form before you leave, or mail it to us.
  ▪ Email brt@ridegrtc.com

• More Q&A time: one minute per person until meeting end-time is called.

• THANK YOU!
CONNECT WITH US ON SOCIAL MEDIA AFTER THE EVENT!

@ridegrtc  @grtc_transit  @grtc_CEO  @ridegrtc  ridegrtc

GRTC TRANSIT SYSTEM
GET READY TO CONNECT