GRTC Broad Street BRT Project
Public Informational Meeting

Monday, January 26, 2015 (Main Street Station)
Tuesday, January 27, 2015 (Department of Motor Vehicles)
Agenda

1. BRT Concept
2. Project Overview
3. Project Corridor
4. Service Plan
5. Proposed Cross Sections
6. Parking Issues
7. Station Concepts
8. Branding
9. Project Funding
10. Project Schedule
11. Questions and Answer Session
A Better Transit Service for the Greater Richmond Region

Bus Rapid Transit (BRT) is an integrated system of facilities, equipment, services and amenities that improve the *speed, reliability* and *identity* of bus transit.
Elements of BRT

- **Running ways** with dedicated transit lanes or mixed use lanes with transit signal priority or queue jumps to reduce delays for transit vehicles.
Elements of BRT

- **Faster service** through higher station spacing to consolidate boarding and alighting and reduce dwell time and delays
- **Accessible, safe, secure and attractive stations** with sheltered stations and raised platforms for level boarding
Stations

- Different than Bus Stops
- Level Boarding
- Amenities
- Public art
- Landscaping
- Security
- Accessibility
Elements of BRT

• Easy-to-board, attractive, and *environmentally friendly* vehicles

• *Frequent* service with longer hours of operation

• *Distinctive* system identity such as *branding* of vehicles/stations with unique design elements
BRT Vehicles

- Stylized
- Sliding Doors
- Clean Natural Gas (CNG)
Elements of BRT

- **Intelligent Transportation Systems** to provide real-time passenger information, transit signal priority for improved travel times, closed circuit TV for safety and security and emergency phones

- **Efficient, off-board fare collection** system
Design Components

- Colorized, distinct lanes
- Transit Signal Priority
- Real-time bus arrival
- Off Board Fare Collection
- Security Cameras
- Emergency Phones
Project Corridor

- Route length: 7.6 miles - From Willow Lawn to Rockett’s Landing
- Dedicated bus lanes: Thompson Street to Adams Street (median lanes) and 4th Street to 14th (curb lanes)
- 14 stations: 5 center and 9 curbside stations with 4 consolidated stations with local routes
Service Plan

- Weekdays: 5:30am - 11:30pm.
- Weekends 6:00 am - 11:30 pm
- 10 minutes (peak) and 15 minutes (off-peak)
- Improved performance: 65% increase in bus speed
- Estimated ridership: 3,000 + daily boardings with 500 new daily riders
- Fares: Same as local bus fare (currently $1.50)
Existing & Proposed Mixed Flow Segment

Adams to 1st Street – Existing

Adams to 1st Street – Mixed-Traffic
Existing & Proposed Median Running Segment

Sheppard to Adams - Existing

Sheppard to Adams - Option A
Transitions Between Median Stations

(Robinson)
Parking Supply along Corridor

Parking Distribution
Thompson Street to 14th Street

- VCU Off-Street: 2810, 95%
- Downtown Off-Street
- Broad Street On-Street
- Side Streets On-Street: 3024, 44%
- 1015, 12%
- 708*, 9%

*This number represents the worst-case number of on-street parking spaces to be removed; depending on final geometric design, as many as 100 of these spaces may be maintained.
Scheme 1 – Curb Station
Scheme 1 – Night Time
Scheme 1 – Median Station
Scheme 1 – Night Time
Scheme 1 – Day/Night Comparison
Scheme 2 – Night Time
Scheme 2 – Median Station
Scheme 2 - Interior
Scheme 2 – Day/Night Comparison
Stations Next Steps

- GRTC will select one Station Design alternative to advance to the preliminary design
- Selected design alternative will be presented to the Planning Commission and UDC Board
Project Branding and Identity

• GRTC has worked with the Stakeholders to select names and identify for the program
• Public was polled during December 2014
• Five top names were selected for further evaluation: The Rapid; RVA Connex; The Current; The Pulse; Blynk
• GRTC Board will select a final name
• GRTC will develop logo and branding concept during the next three months
Project Funding
$49.8 Million

Funding Contribution

- **FTA/USDOT**: $24,900,000, 50%
- **DRPT**: $16,900,000, 34%
- **Local Agencies**: $8,000,000, 16%

TIGER Grant – Transportation Investment Generating Economic Recovery
**Project Schedule**

- **October 2014**: Basis of Design Plan (Completed)
- **July 2015**: 30% Design Package
- **April 2016**: 60% Design Complete & Guaranteed Maximum Price from CMAR
- **Prepare Preliminary Design Plans and Specifications**
- **Prepare Design for the BRT Project**
- **CMAR Procurement**: Select Implementation Contractor Construction Manager-at-Risk
- **Design Packages (Sequenced)**
- **Prepare Construction Packages**
- **CONSTRUCTION THROUGH CMAR**
  - Equipment Packages
  - Utilities Construction Package
  - Signals & Systems Construction Package
  - Stations Construction Package
  - Roadway Construction Package
- **October 2017**: Begin Operations
- **TEST & ACCEPT**

*Community Meetings to be attended by GRTC at regular scheduled periods*
Questions and Answers