OCTOBER PUBLIC MEETINGS

October 19-20, 2010
Welcome

The purpose of tonight’s meeting is to gather your feedback about the alternatives under detailed study.
Meeting Agenda

- Project Process and Schedule
- February Public Meetings
- Initial Screening of Alternatives
- Development of Study Alternatives
  - Cost Effectiveness and User Benefit
  - Corridor Districts and Station
- Summary of Findings
Project Process

Federal Small Starts Program

Alternatives Analysis ↔ Environmental Analysis

Project Development

Construction

Service Begins
Project Schedule

- Alternatives Analysis
- LPA (Locally Preferred Alternative)
- Environmental Assessment
- FTA SSA (FTA Small Starts Application)
- Project Development
- FTA PCGA (FTA Project Construction Grant Agreement)

We are here
February Public Meetings

Introduce the study scope and purpose, outline project steps and analyses.
Public Input

- Support for Enhanced Transit Service
  - Concerns regarding implementation
  - Concern regarding alignment
- Support Transit Oriented Development
- Support for Intermodal Connections
- Funding Concerns
To identify and remove from further consideration those alternatives which contain fatal flaws or irresolvable impacts or issues.
Initial Screening

- Eliminate alternatives least likely to meet the Purpose and Need of the project

- Process:
  - Measure alternatives for ability to meet project goals
  - Take public input into account
  - Identify alternatives to carry forward
  - Refine remaining alternatives

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<th>Goals</th>
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<td>Improve Local and Regional Mobility</td>
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<td>Support Economic Development</td>
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<td>Promote Livable TOD Development</td>
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<td>Provide Attractive Transportation Choices</td>
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<td>Optimize Return on Investment</td>
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<td>Enhance Environmental Quality</td>
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<td>Route Length (mi.)</td>
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<td>Miles of Dedicated Bus Lanes</td>
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<td>Intelligent Transportation Systems</td>
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Initial Screening Results

Remove Build 2 from further study

Requires long-term testing of the market

Decision not to preclude potential future implementation
Initial Screening Results

- Remove Build 2 from further study (requires long term testing of market)
- Move Transition to 14th Street (serve major attracts, use largest north-south ROW)
- Revise Station Locations (reduce number of stations, condense station distance in downtown)
- Retain all other alternatives (No Build, Baseline, Build 1)
Alternatives for Detailed Study

- **No-Build**
  - Current bus operations with already committed improvements
  - Required by FTA to be used as a comparison to the baseline and build alternative

- **Baseline**
  - Limited stop bus service along the existing Route 6 alignment that would bypass local stops; only stopping at the proposed stations in the build

- **Build**
  - Bus Rapid Transit service utilizing dedicated lanes in various segments of the corridor
Project Justification Criteria
Project Development

- Develop Detailed Definition of Alternatives
- Evaluate alternatives with project justification criteria
Costs vs. Benefits

**Costs**
- Guideway
- Stations
- Fare Collection

**Benefits**
- Faster Bus Speed
- Walking/Waiting
- Faster On/Off

*Measured For All Users
User Benefits: Example

- Streamlined transfers
- Off-board ticketing
- Low floor buses
- Dedicated lanes
- Sidewalk & crosswalk improvements
- Signal priority
Transit Supportive Elements

- **Density & Land Use Mix**
  - Number of jobs and households in station area
  - Activity types and trip generators

- **Land Development Potential**
  - Underutilized land
  - Expected growth

- **Multimodal Accessibility**
  - Street network
  - Bike/Pedestrian facilities
  - Connections to transit
Corridor Districts and Stations

Analysis of the Build Alternative
Station area is a ¼ mile radius (5 minute walk)
Excludes station overlap and undevelopable areas
West End

- Suburban commercial and low density residential land use
- Limited multimodal connections
- Auto-oriented with large surface parking lots, numerous driveways and curb cuts
West End

- Lower volumes of bus traffic (21 buses/hr AM)
- Traffic LOS A-C
- Lower density land uses

Solutions
- Use general travel lanes
- Limit number of stations to improve travel times
- Consider Park and Rides
Illustration of Curbside Guideway Station
Museum/VCU

- Concentration of major civic attractions
- Transitions from strip development to older commercial/redeveloped
- Bordered by medium density residential to the south, and industrial and commercial to the north
**Museum/VCU**

**Conditions**
- Moderate volumes of bus traffic (20-29 buses/hr AM)
- Traffic LOS A-C
- Local buses cannot pass one another

**Solutions**
- Median lane to bypass local buses
- Split platforms to minimize ROW impacts
- Stations closer together than West End
Illustration of Median Guideway Station
Downtown

- Major employment destination
- Transitions from finer-grain commercial uses to larger scale institutional buildings at Adams Street
- Raised median and high visibility crosswalks are present
Downtown

**Conditions**
- High volumes of bus traffic (36-48 buses/hr AM)
- Traffic LOS A-C
- Increased auto-bus conflicts
- One bus at a time boards at stations

**Solutions**
- Widen shoulder bus lane to improve speeds, minimize conflicts
- Use fewer stations with longer platforms
- Spread user benefits for all routes on Broad St.
Illustration of Consolidated Station
**East End**

- Historic development character with new, infill and redevelopment constrained by water and land features (steep slopes)
- Lower density residential and employment area
- Substantial change anticipated with continued infill/redevelopment
East End

**Conditions**
- Low volumes of bus traffic (0-12 buses/hr AM)
- Traffic LOS A-C
- Constrained ROW (4 lanes)

**Solutions**
- Use general travel lanes and on-street bus stops
- Limit number of stations to improve travel times
- Consider Park and Ride at Rocketts Landing
Illustrative Curb Side Platform Station
• Evaluate ridership, user benefits, and costs
• Identify Locally Preferred Alternative for environmental impact evaluation
• Next public meeting in Spring 2011
- Your Input Counts!
- Public input is one of three main areas analyzed in the decision-making process
Stay Involved!

- Your participation in this study is important!
- Other ways to stay involved:
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  - Project contact:
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QUESTIONS