BROAD STREET RAPID TRANSIT STUDY

Public Scoping Meetings

February 24 and 25, 2010
Purpose of Meeting

- Provide introduction to the Study
  - Project background and study area
  - Study process
  - Schedule

- Receive your input
  - Purpose and need for improvements
  - Alternatives under study
  - Issues/topics to be studied in Environmental Assessment

Virginia Department of Rail and Public Transportation
Introduction
Broad Street Rapid Transit Study

- Joint Study by GRTC Transit System and DRPT
- Transit improvements recommended for Broad Street for many years
- Recent regional planning efforts recommend Bus Rapid Transit for Broad Street:
  - GRTC Comprehensive Operations Analysis (2008)
  - Richmond Regional Mass Transit Study (2008)
  - City of Richmond Downtown Master Plan (2009)
This study will focus on 7-mile section between Willow Lawn and Rocketts Landing:
- Highest passenger boardings on GRTC’s network
- Most density that connects residential areas with employment centers
- Consistent with phasing recommended in Richmond Regional Mass Transit Study (2008)

Future studies will focus on area from Willow Lawn to Short Pump
Current study being conducted to comply with FTA’s Small Start Program:

- FTA requires a series of detailed studies to determine if a project is eligible for federal grant money
- FTA ranks projects across the U.S. to determine which will get funding
### Alternatives Analysis

<table>
<thead>
<tr>
<th>Phase</th>
<th>Question to Answer</th>
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</table>
| Scoping and Problem Definition| What problems are we trying to solve?  
What areas are we trying to connect?  
How can we get people involved? |
| Alternatives Development      | Which areas need stations?  
What path should the alternative take?  
What possible conflicts and opportunities should we be aware of? |
| Analyze and Refine Alternatives| Where should the stations be located?  
How will the alternative fit on the street?  
What are some of the impacts and benefits that may result? |
| Adopt a Locally Preferred Alternative| How much will the alternatives cost?  
How many people will use the system?  
How can we move the project forward? |
Environmental Assessment

- Process used to study the impacts and benefits of alternatives
  - Required to receive federal funding
  - Ensures compliance with National Environmental Policy Act (“NEPA”)
  - Requires public and agency input
- Documents impacts and specifies measures to reduce or eliminate impacts

We are Here

Scoping
Alternative Definition
Impact Assessment
Environmental Assessment
Public Circulation
FONSI or EIS
What is Scoping?

- Is a partnership with the public to understand issues and concerns
  - Begins formal NEPA process
  - Determines the range of feasible alternatives to be addressed
  - Identifies issues related to the project
  - Determines the extent of the environmental analysis
Topics Covered in an EA

- Purpose and Need for Improvements
- Alternatives Considered
- Land Use and Socioeconomics
- Neighborhoods and Community Facilities
- Land Acquisition, Displacements and Relocations
- Environmental Justice
- Cultural Resources
- Parklands and Recreational Resources
- Visual and Aesthetic Resources
- Geology and Soils
- Water Resources and Water Quality
- Wetlands, Floodplains and Drainage
- Wildlife and Vegetation
- Rare, Threatened, and Endangered Species
- Air Quality
- Noise and Vibration
- Hazardous and Contaminated Materials
- Energy
- Public Safety and Security
- Transit Service
- Roadways and Traffic
- Bicycle and Pedestrian Facilities
## Key Project Milestones

<table>
<thead>
<tr>
<th>Major Task</th>
<th>Schedule</th>
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<tbody>
<tr>
<td>Scoping/Define Purpose and Need</td>
<td>Fall 2009-Winter 2010</td>
</tr>
<tr>
<td>Develop Initial Alternatives</td>
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<td>Public Meeting #1</td>
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<td>Conduct Initial Screening</td>
<td>Winter 2010-Summer 2010</td>
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<td>Define Remaining Alternatives in Detail</td>
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<td>Evaluate Station Locations</td>
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<td>Public Meeting #2</td>
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<tr>
<td>Conduct Detailed Evaluation of Alternatives</td>
<td>Summer 2010 – Spring 2011</td>
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<td>Final Results of Alternatives Analysis</td>
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<td>Publication of Environmental Assessment</td>
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<tr>
<td>Recommend Locally Preferred Alternative</td>
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<tr>
<td>Public Meeting #3</td>
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Purpose and Need for Improvements
What is the **Purpose and Need Statement**?

- Documents the *purpose for the project*
- Establishes *why the project is needed*
- Sets *goals and objectives*
To identify a package of improvements that will provide rapid, reliable transit service to increase overall mobility and serve existing patterns of transit-oriented development and redevelopment.
Need for Improvements

- Need to **improve local** and regional mobility
  - Area highways congested
  - 48 buses/direction/peak hour
  - High traffic leads to bus bunching and low reliability
  - Existing peak-hour bus lanes contribute to conflicts and accidents
Need for Improvements

- Need to support **livable, transit-oriented** development
  - Downtown Richmond experienced 20% increase in density since 2000
  - Land use plans recommend pedestrian friendly, mixed-use development
  - Existing land use patterns in Richmond and Henrico County favor redevelopment
Need for Improvements

- Need to provide **attractive transportation choices**
  - Improve transit travel times
  - Improve reliability
  - Improve convenience, efficiency of transfers

*By Auto: 10 min.*  
*On Route 6: 30 min.*
Need for Improvements

- Need to *enhance the environment*
  - Encourage more sustainable growth patterns
  - Contribute to better regional air quality
Alternatives Under Study
Alternatives Under Study

- Three types of alternatives will be included in the study:
  - No-Build Alternative
  - Baseline Alternative
  - Build Alternatives
No Build Alternative

- Represents future conditions of the corridor if no improvements are made beyond those already programmed.
- Includes all existing and committed transportation facilities and services that will be operational in the year 2015.
- Used to assess the performance of the other alternatives.
Baseline Alternative

- The lowest-cost alternative for addressing the needs in the corridor
- Required by the Federal Transit Administration to evaluate the project under the Small Starts Program
- Represents the best that can be done to meet the needs without a major capital investment
Baseline Alternative
Initial Build Alternatives

- Address corridor needs through **capital investment**
- Provide a peak-period, fixed guideway for some or all of the corridor
- Include other amenities such as signal priority, low floor vehicles, frequent service
## Initial Alternatives

<table>
<thead>
<tr>
<th></th>
<th>No-Build Alternative</th>
<th>Baseline Alternative</th>
<th>Build Alternatives</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Route Length (mi.)</strong></td>
<td>n/a</td>
<td>7.6</td>
<td></td>
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<tr>
<td><strong>Miles of Dedicated Bus Lanes</strong></td>
<td>0.75</td>
<td>0.75</td>
<td>3.4</td>
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<tr>
<td><strong>Number of Stations</strong></td>
<td>Existing Local Stops</td>
<td>16</td>
<td></td>
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<tr>
<td><strong>Peak/Off-Peak Frequency (min.)</strong></td>
<td>n/a</td>
<td>10/15</td>
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<tr>
<td><strong>Fare Collection</strong></td>
<td>On-Board (Cash, Go Cards)</td>
<td>Off-Board Proof of Purchase (BRT Tickets)</td>
<td></td>
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<tr>
<td><strong>Vehicles</strong></td>
<td>Existing GRTC Vehicles</td>
<td>Dedicated BRT Vehicles</td>
<td></td>
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<tr>
<td><strong>Intelligent Transportation Systems</strong></td>
<td>Existing Traffic Control Systems</td>
<td>Signal Priority at Intersections along Bus Lanes</td>
<td></td>
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<tr>
<td><strong>Branding</strong></td>
<td>None</td>
<td>Stations Only</td>
<td>Stations, Vehicles, Guideway, Signage, Marketing</td>
</tr>
</tbody>
</table>
Build Alternative 1
Build Alternative 2
General Existing Conditions
Guideway Options: Exclusive Curb Lane
Guideway Options:
Exclusive Curb Lane w/ Parking
Guideway Options:
Exclusive Median Lane
Public Participation and Input
Your Input Counts!

Public input is one of three main areas analyzed in the decision-making process.

- Technical & Environmental Feasibility
- Cost
- Public & Stakeholder Input
Stay Involved!

- Your Voice Can Make a Difference!
  - Comment forms are available at tonight’s meeting
  - Website: http://study.ridegrtc.com
  - Project contact:
    Larry Hagin, Director of Planning
    GRTC Transit System
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    Richmond, VA 23224
    (804) 474-9345