



October 2, 2015

City of Richmond
Urban Design Committee
900 East Broad Street
Room 510
Richmond, VA 23219

RE: Response to UDC/Planning Commission Comments from September 9, 2015 PC Meeting Minutes

UDC/PC Comment #14: *That the BRT planning team considers an alternate design for the walk-through stations that would provide better pedestrian flow.*

Applicant Response: The design team considered alternate station configurations to provide better pedestrian flow for the walk-through stations.

Option 1 was to have pedestrian flow towards the back of the station, directly in front of the truss. This would require moving the ticketing machines to the front of the platform (less protected) and removing some benches. This option would not provide any additional width to the pedestrian path “pinch point” of the station. This option is far from an ideal solution.

Option 2 was to keep the current configuration but widen the “pinch point” of the ramps as much as possible. We were able to achieve this in a couple of ways. First, the ramps at each end of the station were changed to be less than 5% slope, thus not requiring handrails and that extra width is now part of pedestrian movement through the ramps. Second, we were able to widen the ramps a few more inches by reducing the size of the landscaped wedges that are adjacent to each ramp. Finally, we reduced the width of the brick knee walls to provide more ramp width.

The second option maximizes the pedestrian travel width while maintaining all elements of the station design and will be incorporated into the technical requirements documents for the BRT project.

SUPPORTING DOCUMENTATION

See attached sketches.

