

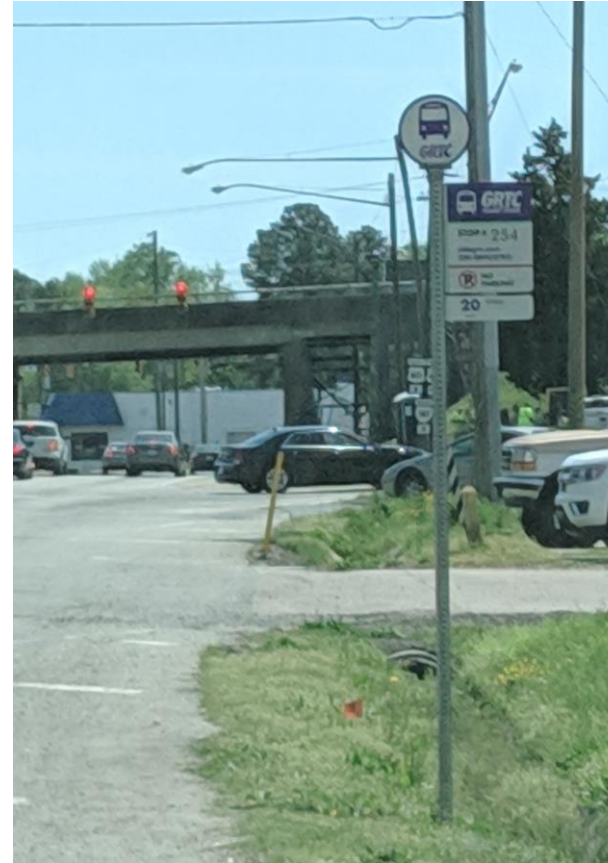


PlanRVA Active Transportation Work Group

May 18, 2021



GRTC & Active Transportation



Bus Stop Spacing

- Provides a general idea of where a stop should go and how many stops should be on a route
- Close enough to be convenient in dense areas
- Far apart in more rural areas- fewer activity centers and lower demand
- Flexible to accommodate for poor pedestrian infrastructure, specific land uses, and site conditions

GRTC Bus Stop Spacing Guidelines

Service Area Type	Distance Between Stops (feet)	Stops per Mile
Core (Richmond CBD)	900-1200	5
Urban	600-1200	4-5
Suburban	600-2500	Varies ¹
Rural	600-2500	Varies ¹

As detailed in GRTC's Transit Development Plan 2018-2028, section 2.3.4

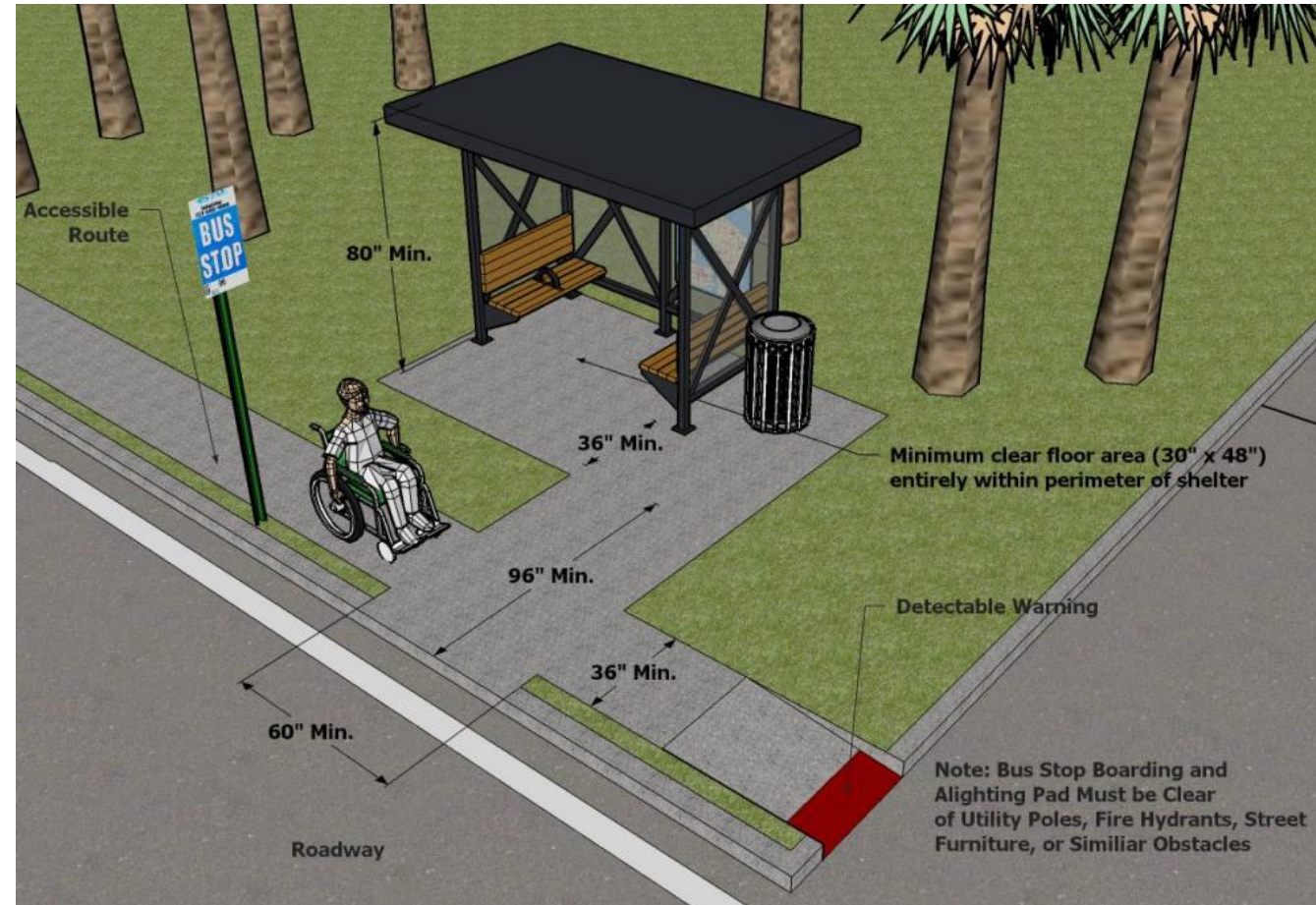
Stop Placement

- Considerations:
 - Safety of:
 - Pedestrians & Riders
 - Vehicles & other modes we share the roadway with
 - Buses
 - Sidewalk connectivity
 - Avoid “floating” landing pads
 - Crosswalks
 - Ideally signalized
 - Avoid unsignalized mid-block crossings
 - Line-of-sight respected
 - Far-side of intersection preferred



ADA Compliance

- Bus Stop requirements:
 - 5'x8' Landing Pad
 - Continuous with curb
 - 36" sidewalk clearance around obstructions/amenities
 - Connected to sidewalk network
 - Curb cuts/ramps



ADA Compliance- Cost of Improvements

- GRTC is responsible for landing pads and clearances at the bus stops
- Coordination with jurisdictions is necessary for all other requirements beyond the stop itself



ADA Compliance- Prioritizing Improvements

- Older stops are “Grandfathered” under ADA
- GRTC continues to work to bring all stops to full compliance
- Coordinating with jurisdictions to include bus stops into large-scale jurisdictional projects



Bus Stop Amenities



Bus Stop Amenities- Criteria

Average Daily Boardings

Qualifies for a shelter:

35	without additional requirements
25	if stop is in a geographical area of priority need
25	<p>if it meets two of the following requirements:</p> <ul style="list-style-type: none"><input type="checkbox"/> adjacent to major activity/employment centers<input type="checkbox"/> adjacent to hospitals or social service agencies<input type="checkbox"/> adjacent to senior housing or apartments with 250+ units<input type="checkbox"/> adjacent to schools<input type="checkbox"/> route intersections<input type="checkbox"/> 30 minute or greater headway

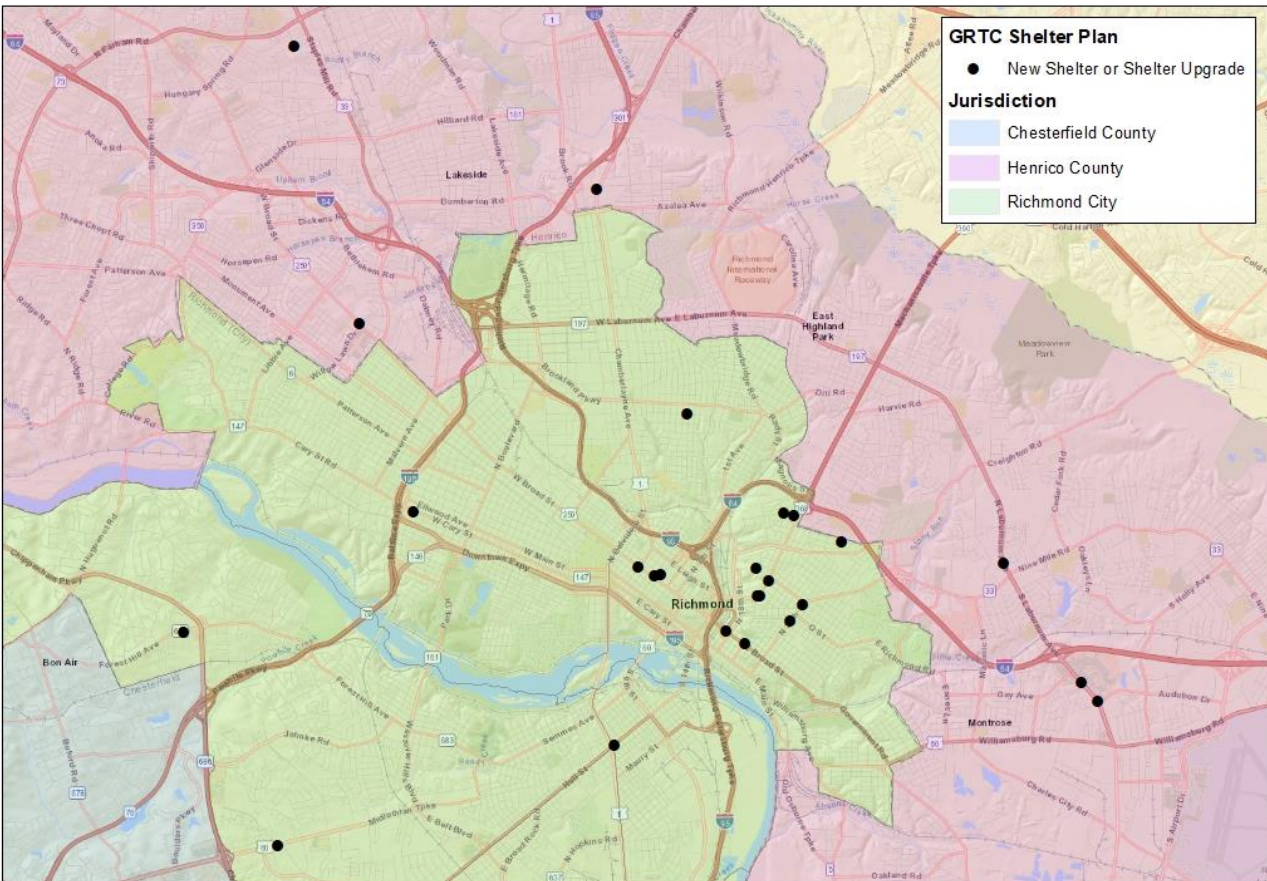
Bus Stop Amenities- Shelter Plan

- Continue to work toward a 5-year capital shelter plan
 - Update annually
- We used criteria to identify and prioritize stops that could benefit most
- Work with the jurisdiction determine which sites to move forward with

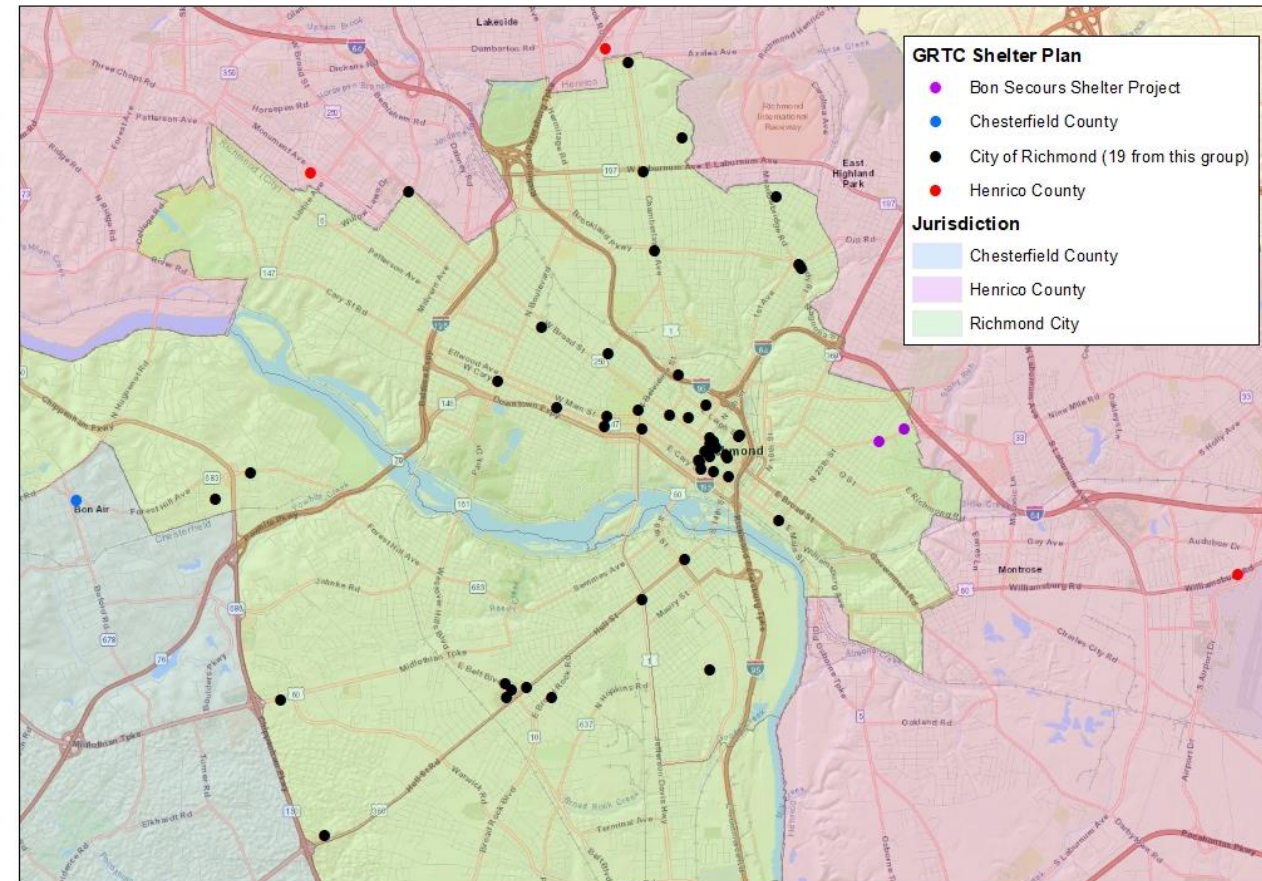


Bus Stop Amenities- Shelter Plan

FISCAL YEAR 2021



FISCAL YEAR 2022



Locations pending site review

Questions?

