

Greater RVA Transit Vision Plan: Phase 2

Evaluating High-Frequency Corridors for Near-Term Implementation

Project Purpose

- Build upon the Greater RVA Transit Vision Plan Phase 1 (2017) and recent transit improvements in the Richmond region
- Identify recommendations that can be implemented in the near term to advance toward the long-term vision in Phase 1

The Greater RVA Transit Vision Plan was endorsed in April 2017. Since then...

- Pulse BRT
- GRTC Expansion to Short Pump
- Implementation of the Richmond Transit Network Plan
- US 1/301 Transit Service Study and Demonstration Project

...But what's next?

What is the difference between Phase 1 and Phase 2?

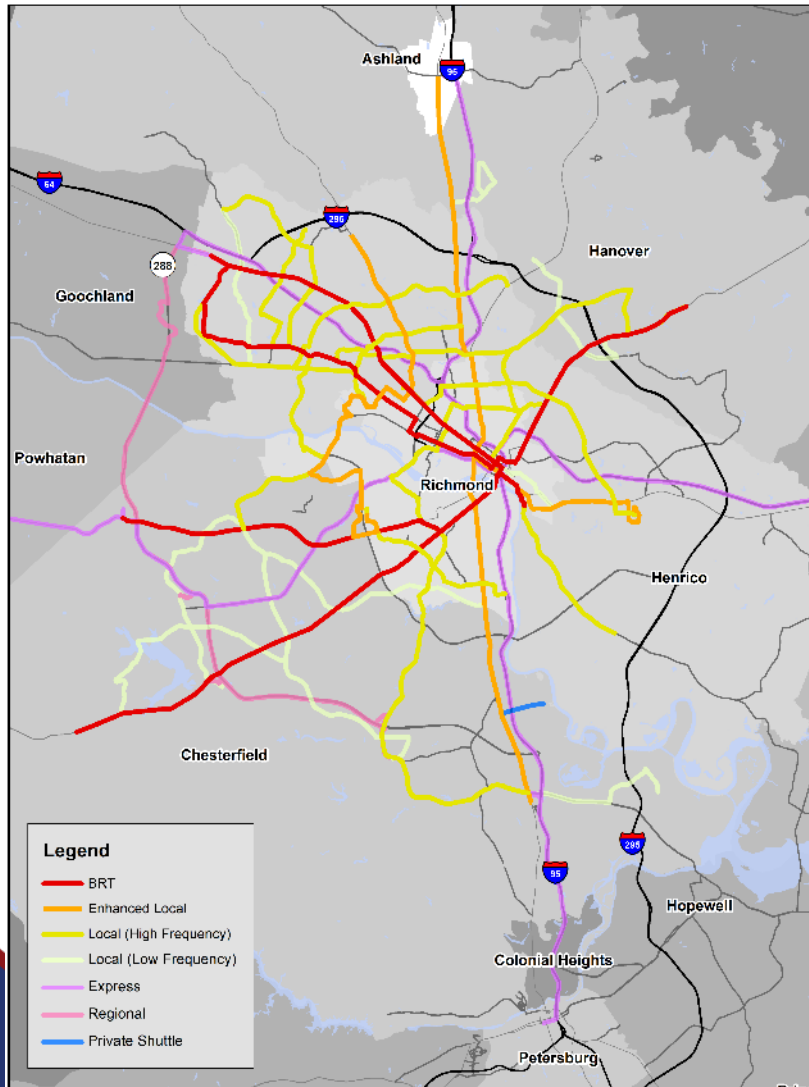
Phase 1

- Long-range vision to 2040
- Focused on future development
- Identified 34 corridors of all types (BRT, local, express)
- Specified long-range service level for each corridor

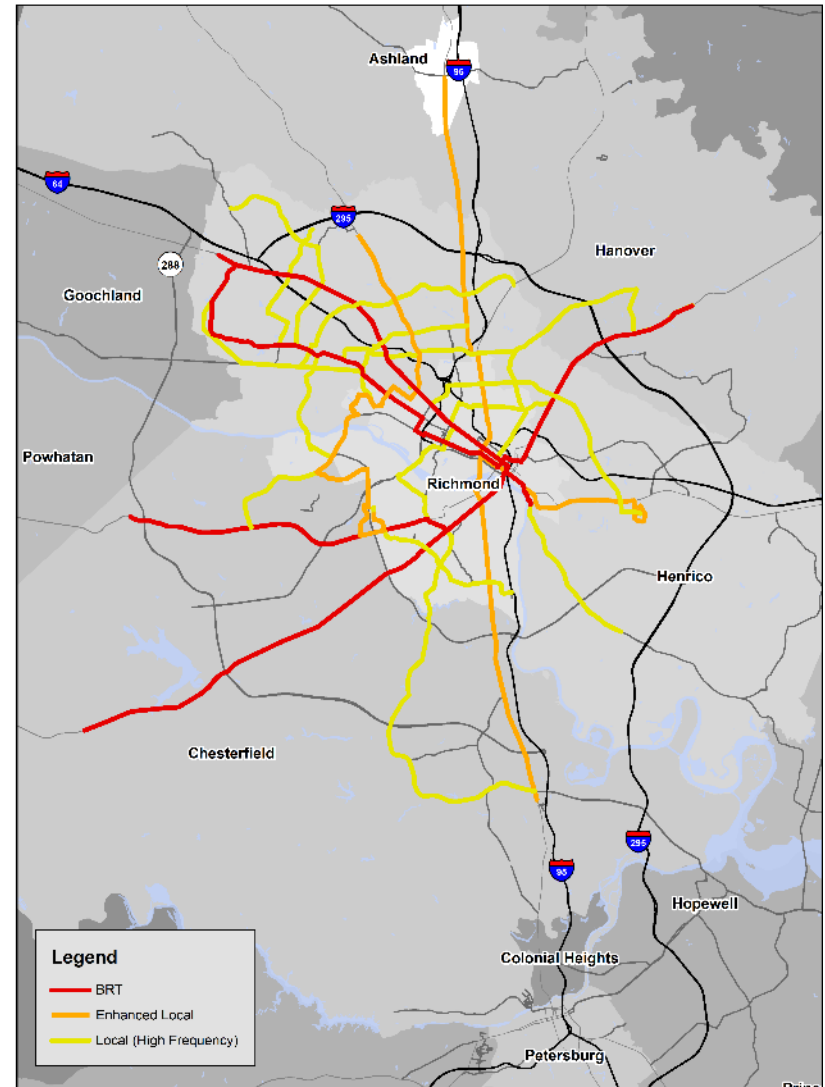
Phase 2

- Near-term implementation strategy for next 5 years
- Focused on existing conditions and near-term development
- Limited to 20 high-frequency corridors
- Will determine near-term service levels

Phase 1 Network



Phase 2 Network



Phase 2 Analysis Plan

Screening → **Detailed Analysis** → **Recommendation Development**

- Activity Density
- Employment & Workers
- Environmental Justice & Transit-Dependency
- Existing Network Layout
- Near-Term Development
- Steering Committee Feedback

**Phase 1
Corridor
Review**

**Initial Phase
2 Segment
Analysis**

- Existing Transit Performance
- Community Resources
- Pedestrian Facilities
- Roadway Characteristics

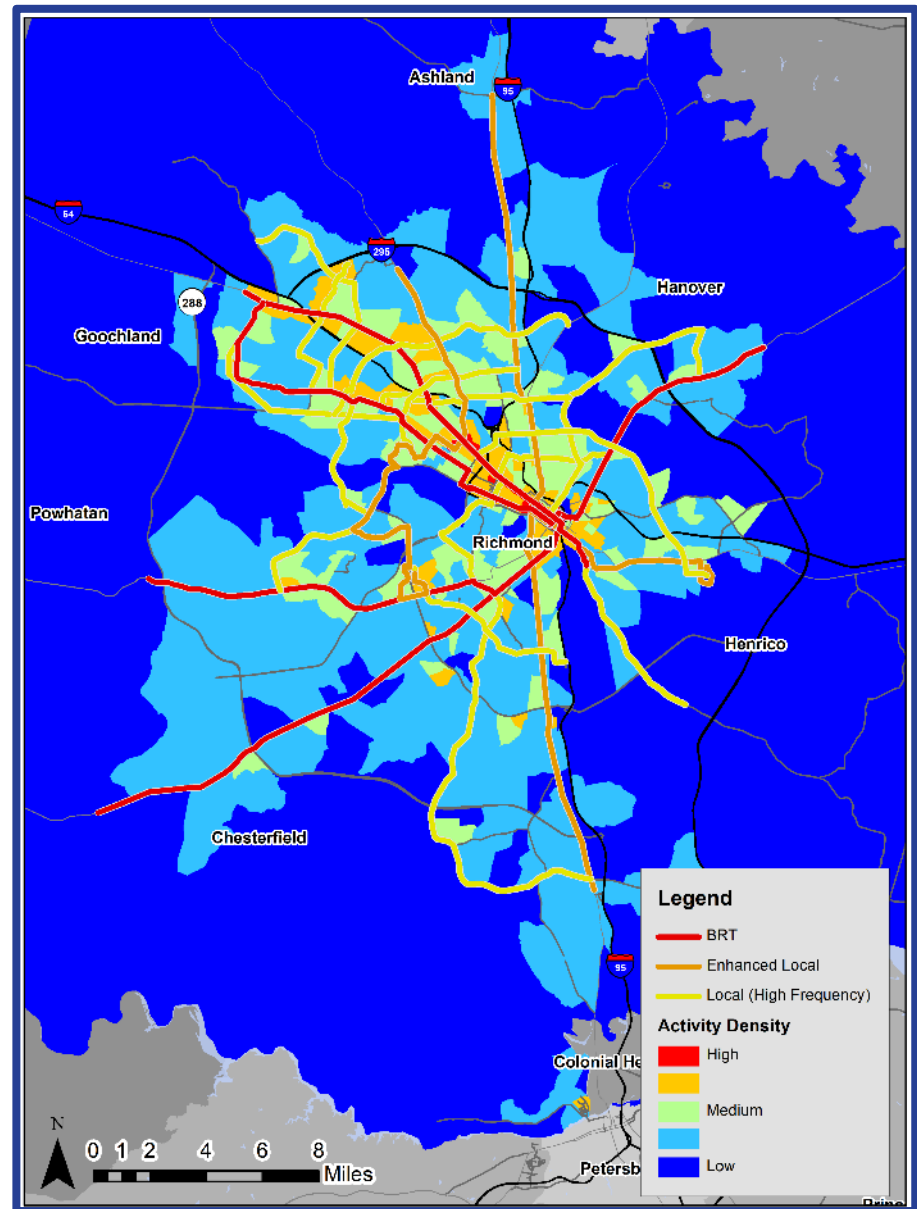
- O&M Cost Estimates
- Capital Cost Estimates
- ROI
- Funding Resources

**Refined Phase 2
Segment
Analysis**

Screening Methodology

Activity Density

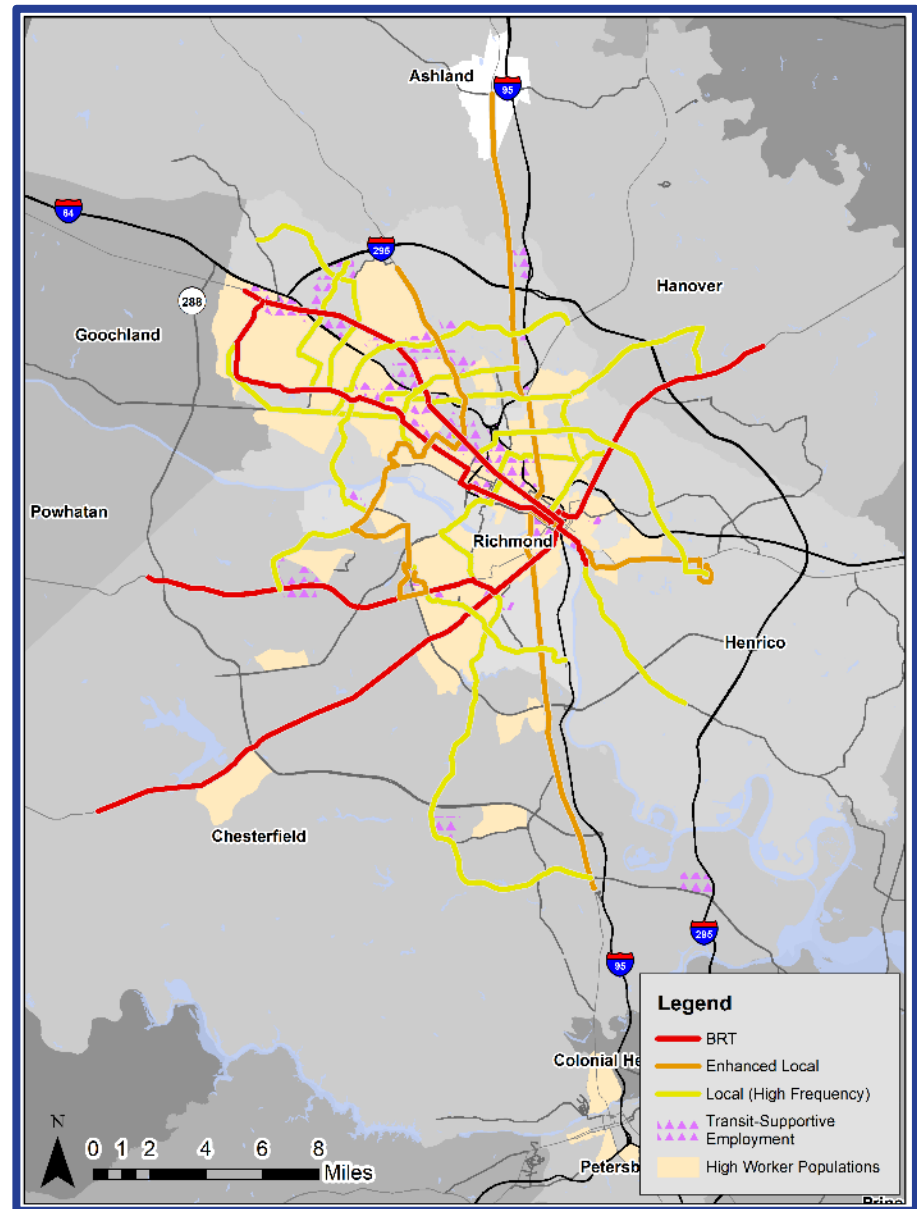
- 2017 Employment + Population per Acre
- DRPT's Multimodal Design Guidelines recommend different types of service by different density levels



Screening Methodology

Employment and Working Populations

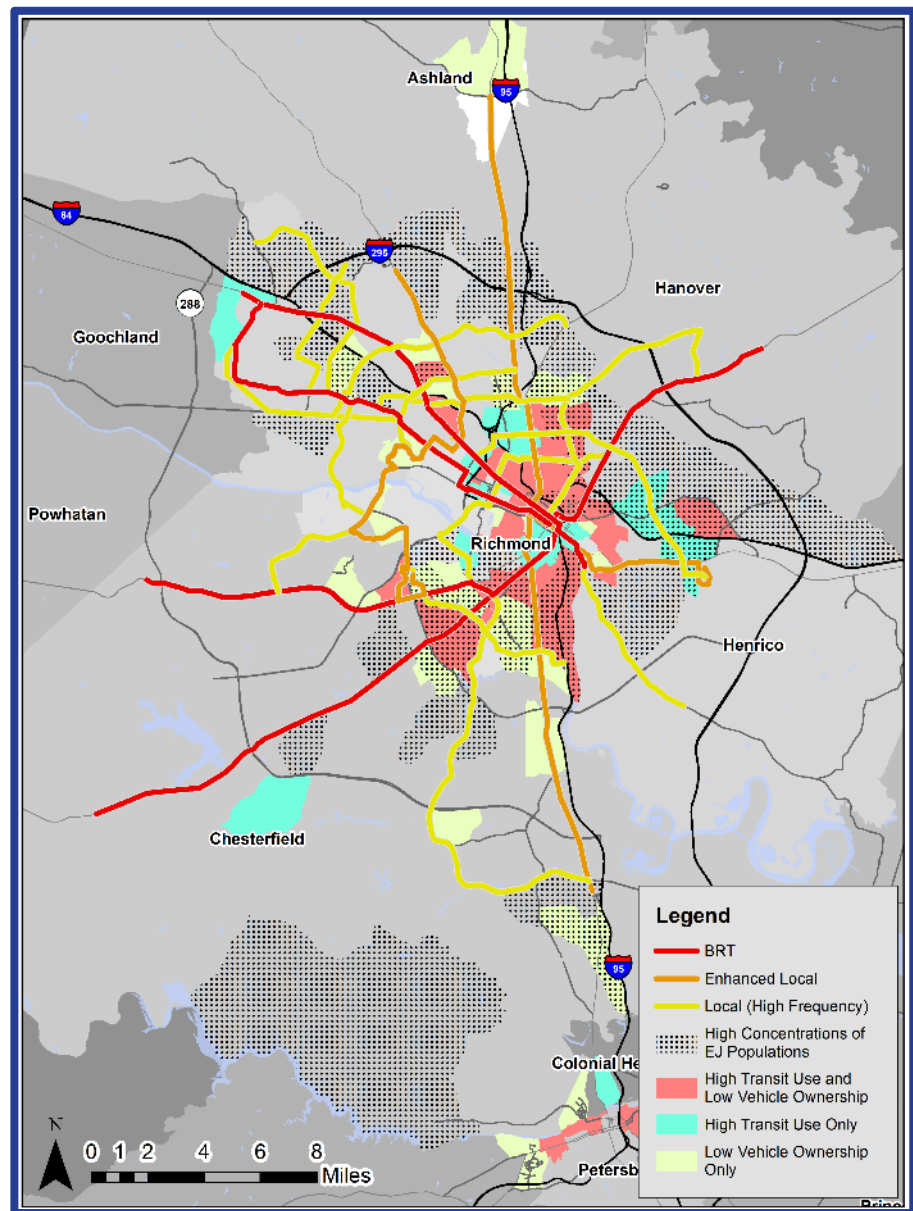
- **Transit-Supportive Employment:** Areas meeting DRPT's thresholds for transit by employment alone.
- **High Worker Populations:** Top quartile of tracts in the region of workers per square mile (approximately 1,500 workers per square mile or greater)



Screening Methodology

Environmental Justice and Transit Dependent Populations

- **Environmental Justice:** Index of several population types: low-income households, elderly populations, populations with limited English proficiency, non-white or Hispanic populations, and low vehicle ownership populations
- **Transit-Dependent Populations:** Highest quartile of tracts by transit mode share, lowest quartile of tracts by average vehicle ownership



Recommendation Example

Route 1 to Ashland Corridor

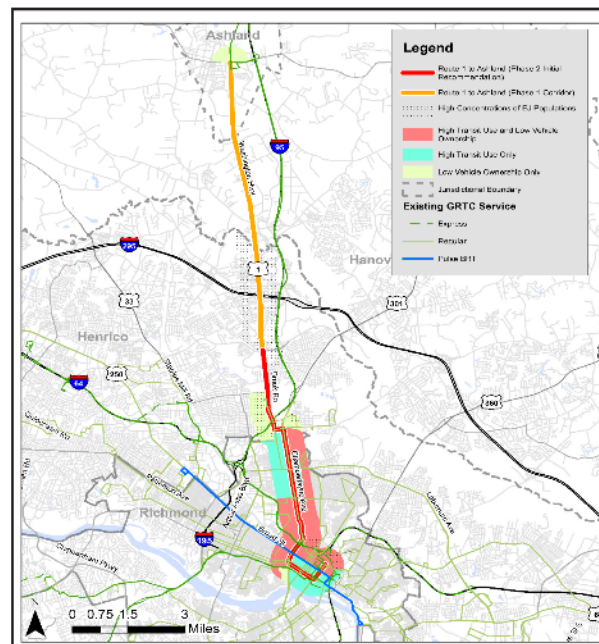
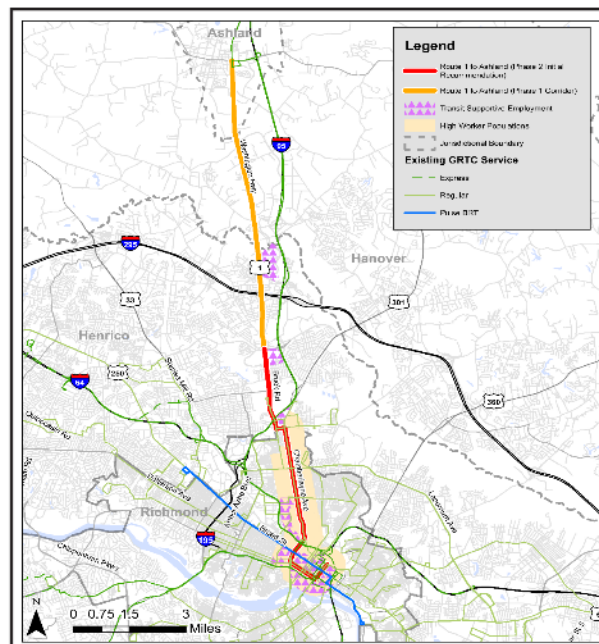
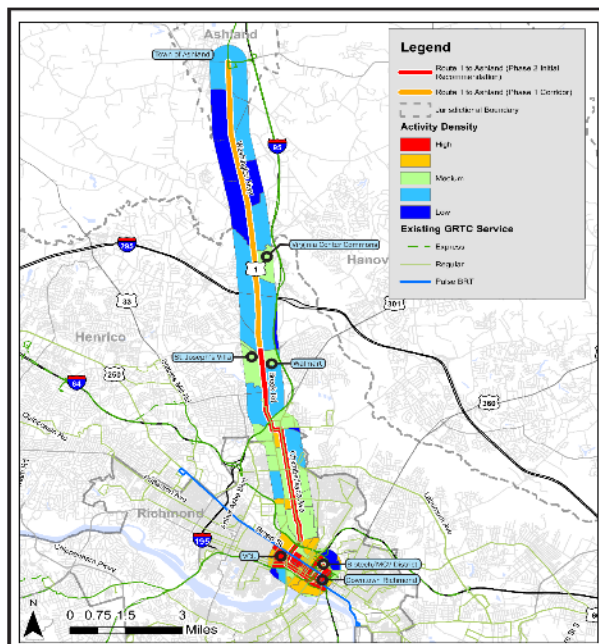
RECOMMENDATION:
Partial Phase 1 Corridor Recommended

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Activity Density

Employment and Workers

Environmental Justice and Transit Dependent



Corridor Description

- Connects the Downtown Transfer Plaza to the Town of Ashland via US Route 1
- Serves the City of Richmond, Henrico County, Hanover County, and the Town of Ashland

Major Destinations

- Biotech/MCV District
- Downtown Richmond
- Virginia Commonwealth University
- St Joseph's Villa
- Walmart - Parham Road
- Virginia Center Commons
- Town of Ashland

Connecting GRTC Service

- Pulse BRT (Peak: 10 min, Off-Peak: 15 min, Night: 30 min)
- Routes 3A/B/C (Combined: 15 min, Individual: 30 min, Night: 30 min)
- Route 5 (Peak/Off-Peak: 15 min, Night: 30 min)
- Route 14 (All Day: 30 min)
- Route 20: (All Day: 30 min)
- Route 91 (All Day: 60 min)
- Route 102X (Seasonal)

Overlapping GRTC Service

- Routes 1A/B/C (Combined: 15 min, Individual: 60 min)
- Route 93 (Peak Only: 40 min)

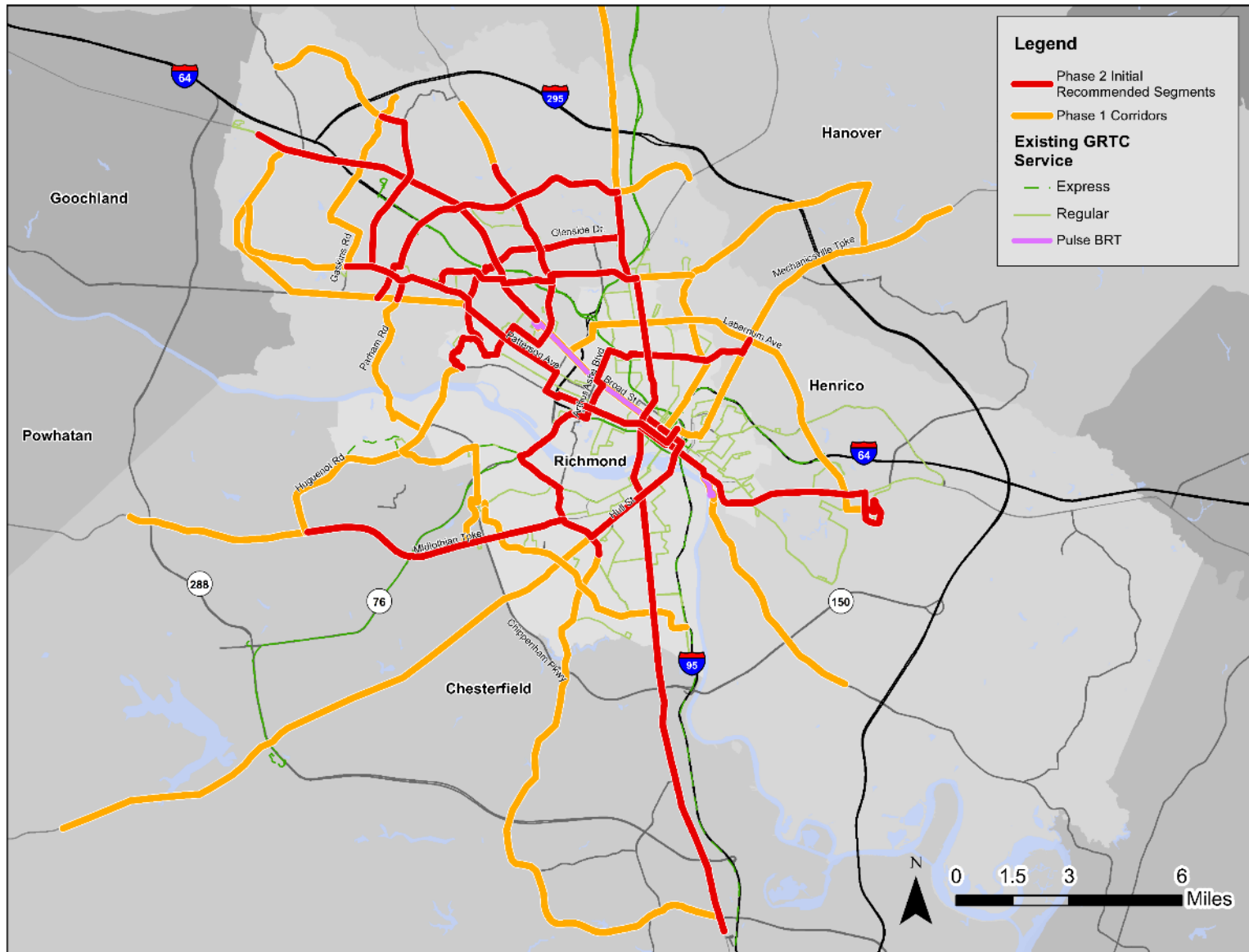
Potential Future Development

- River Mill: 1,000 home development planned near Virginia Center Commons with a mix of town-homes, apartments, and single-family homes
- Chickahominy Falls: Age-restricted development with 430 units north of Virginia Center Commons
- School Street Apartments: 200-unit apartment complex near Virginia Union University
- 2009 Brook Road Apartments: 224-unit apartment complex near Virginia Union University
- Canopy at Ginter Park: 301-unit apartment complex near Union Presbyterian Seminary

GRTC Rider Feedback

- Overall interest in connections to Virginia Center Commons. Connection from Azaela Mall to Walmart at Parham Road is most crucial, but connection to Virginia Center Commons would address safety issues for pedestrians. Commuters from Ashland to Downtown Richmond are currently relying on seasonal express service to King's Dominion.

DRAFT Phase 2 Initial Segments



DRAFT Phase 2 Initial Segments

Full Phase 1 Corridor:

- Broad Street - Short Pump
- Airport via Route 60
- Jeff Davis South to Chester

Partial Phase 1 Corridor:

- Midlothian Turnpike
- West End South
- Route 1 to Ashland
- West End Route 6 – Staples Mill/Route 33
- Glenside to Midlothian
- Iron Bridge Road – City to Jeff Davis
- West End and Midlothian
- West End Route 4 – Pemberton Nuckols
- West End Route 7 – Regency to Azalea

Phase 1 Corridor Not Recommended for Near-Term:

- Hull Street
- Mechanicsville Turnpike
- Laburnum Avenue – Willow Lawn to Airport
- Route 5 South
- Lee Davis Road
- Warwick Road
- West End Route 3 – Lauderdale
- West End Route 5 – Innsbrook

Next Steps

- **Revise initial segments based on stakeholder feedback**
- **Detailed analysis on initial segments:**
 - Nearby community facilities
 - Roadway and pedestrian infrastructure
 - Existing transit performance
- **Develop recommended level of transit service for each corridor:**
 - Headways and Hours of Service
 - Ridership Projections
 - Capital and Operating Costs
 - Potential Funding and Revenue Sources
- **Prioritize package of corridors for near-term implementation**

Schedule

	August	September	October	November	December	January
Screening	★					
Detailed Analysis			★			
Recommendations Development				★	★	★

- ★ Steering Committee composed of GRTC, DRPT, City of Richmond, Henrico County, Chesterfield County, Hanover County, Town of Ashland, RideFinders, and CTAC representatives