

Proposed Route Changes for GLTC

RECOMMENDATIONS FROM THE TRANSIT DEVELOPMENT
PLAN (TDP) THAT HAVE BEEN DEVELOPED FROM DATA
COLLECTED AND ANALYZED OVER THE LAST YEAR

Proposed GLTC Routes 1A/1B



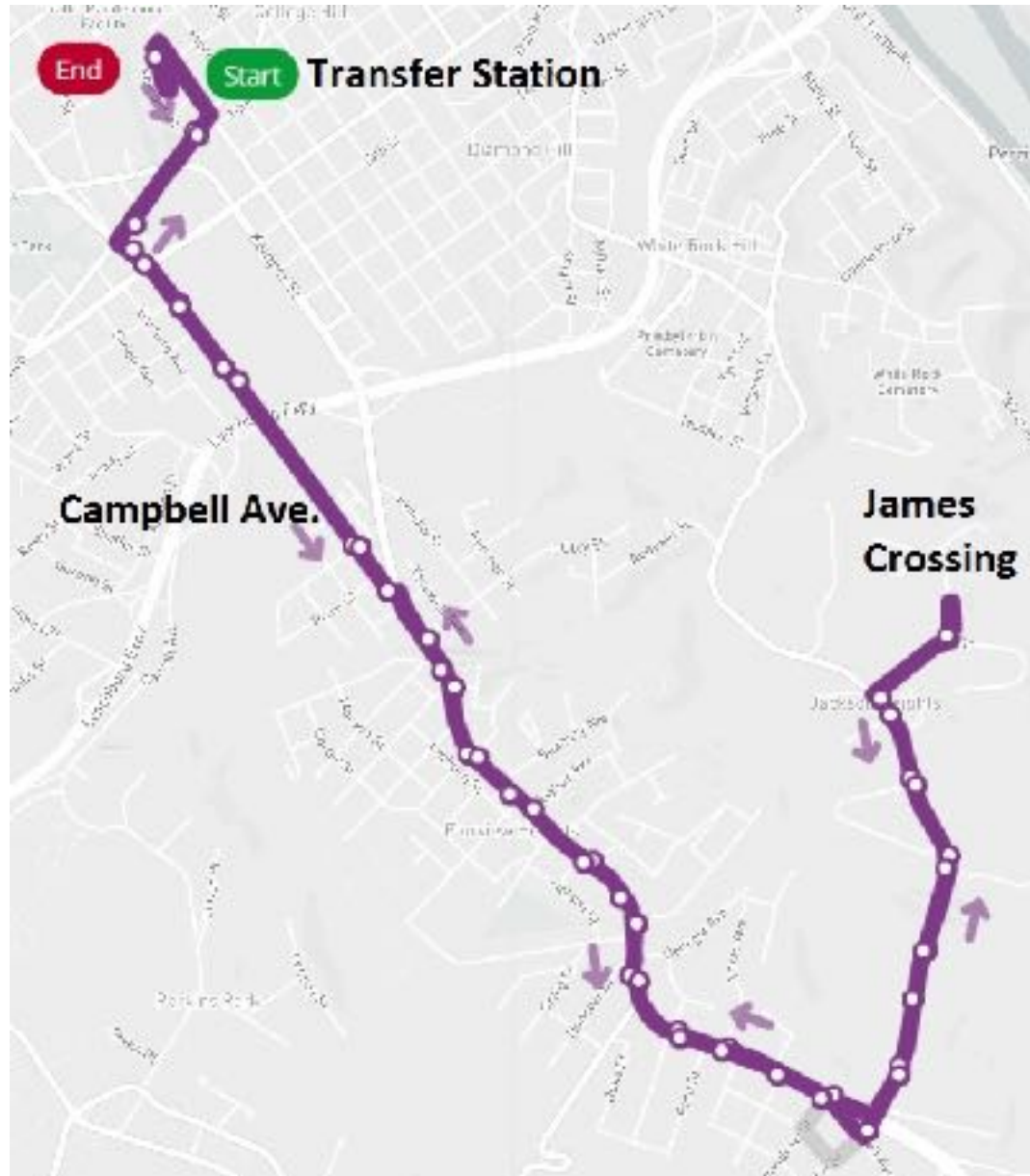
Changes

- Routes will service the Transfer Station from 5th Street in addition to Park Ave

Benefits

- Routes service Transfer Station every 30 minutes
- Direct Service from Transfer Station to Dearington/LGH, Federal/Hollins, & Downtown
- Quicker Service to The Plaza Dearington, LGH, and McGurk House on Saturdays when the 1B doesn't operate

Proposed Route 2



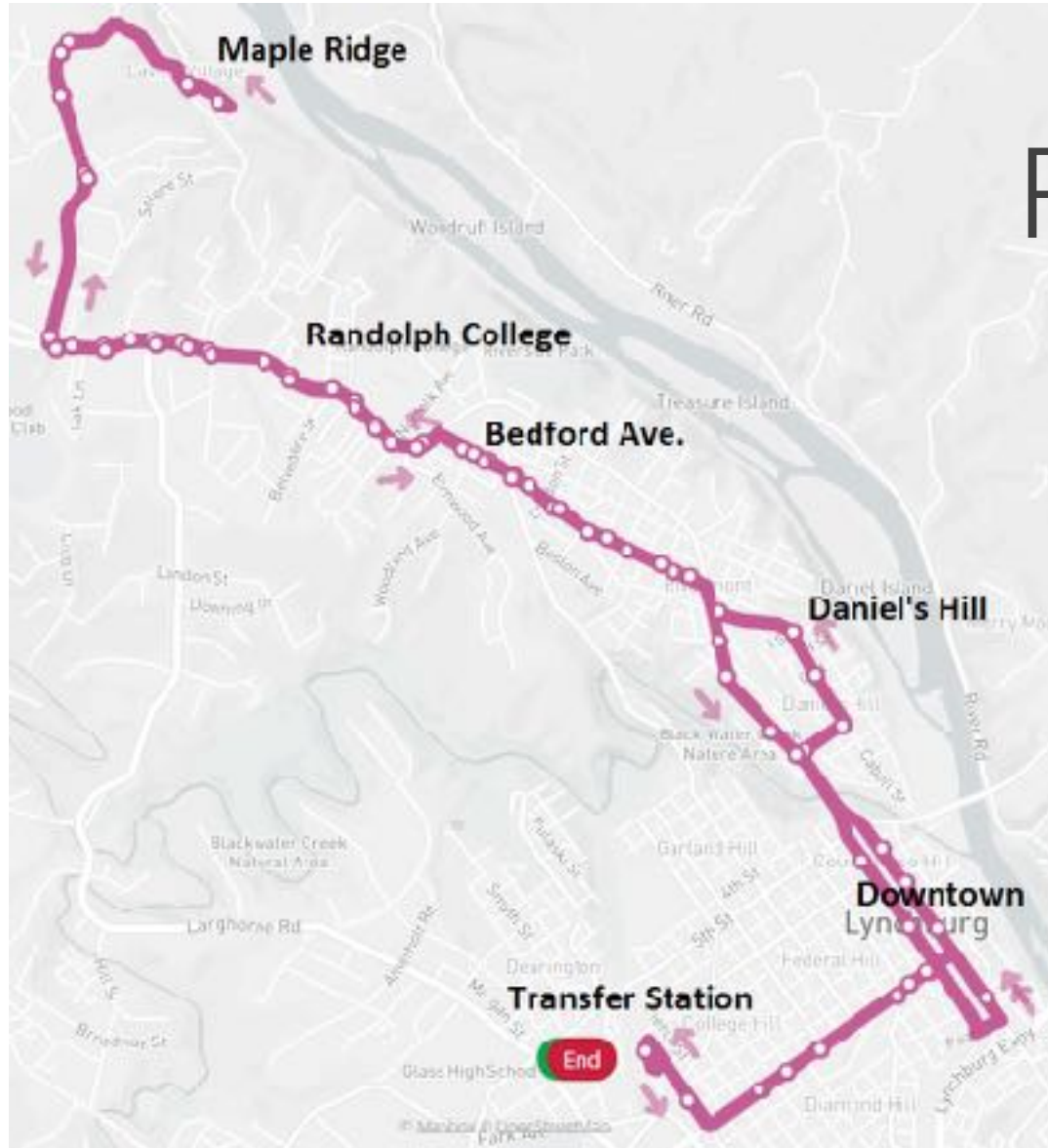
Changes

- No change to route alignment
- Adjusting time schedule to depart the Transfer Station at :15 and :45 of each hour. (Departs at :45 on Saturdays)
- Extending 30 minute frequency after 6 pm Monday-Friday (Reduced from 1 hour frequency)

Benefits

- Quicker connections and shorter layover times at the Transfer Station
- 30 minute frequency extended to end of service Monday-Friday

Proposed Route 3A/3B



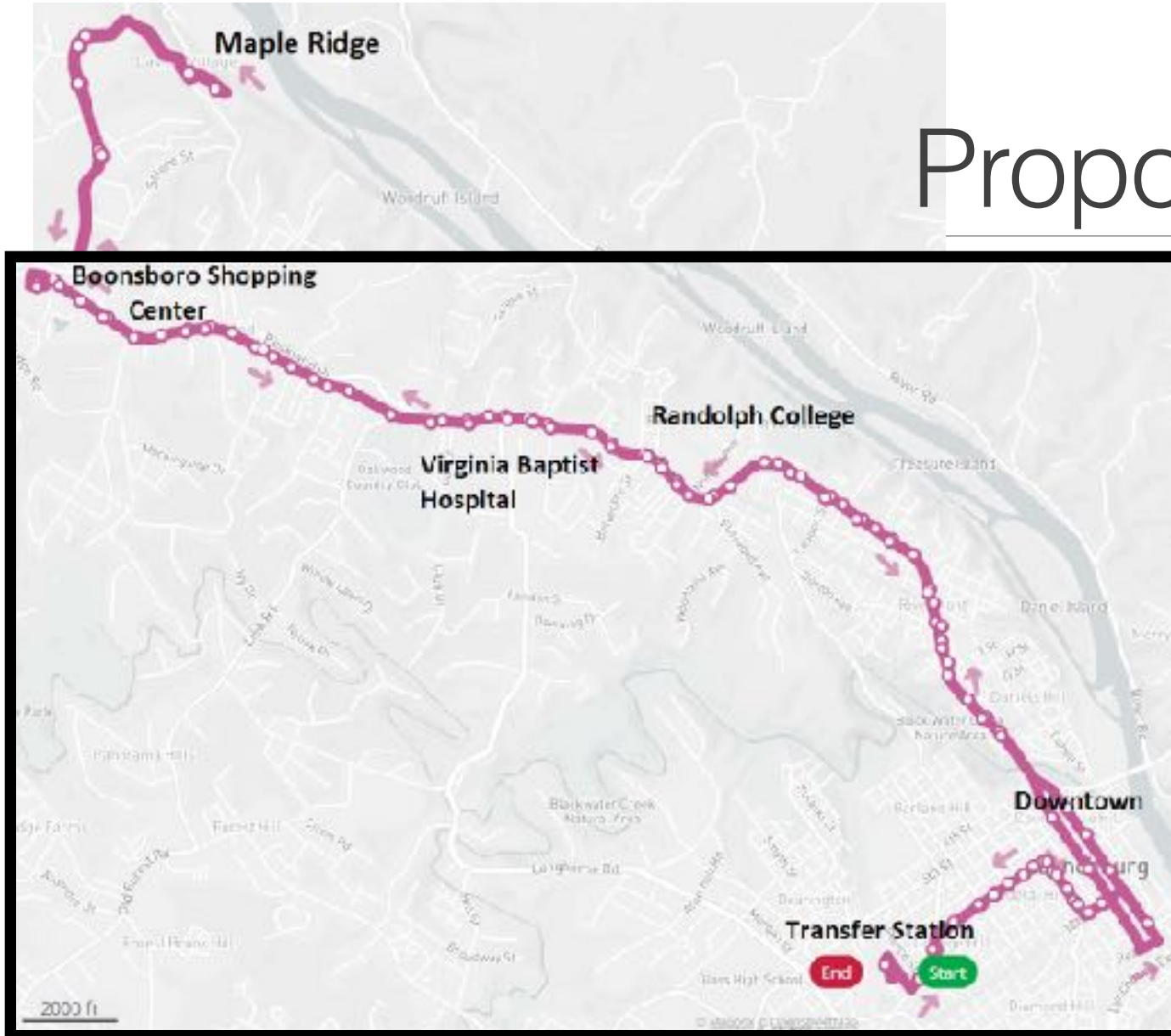
Changes

- Service added to Church Street from 12th Street to Pearl Street on Inbound and Outbound

Benefits

- Additional stops added downtown near the YMCA and Lighthouse Community Center
- 30 minute frequency will be added to this area of downtown

Proposed Route 3A/3B



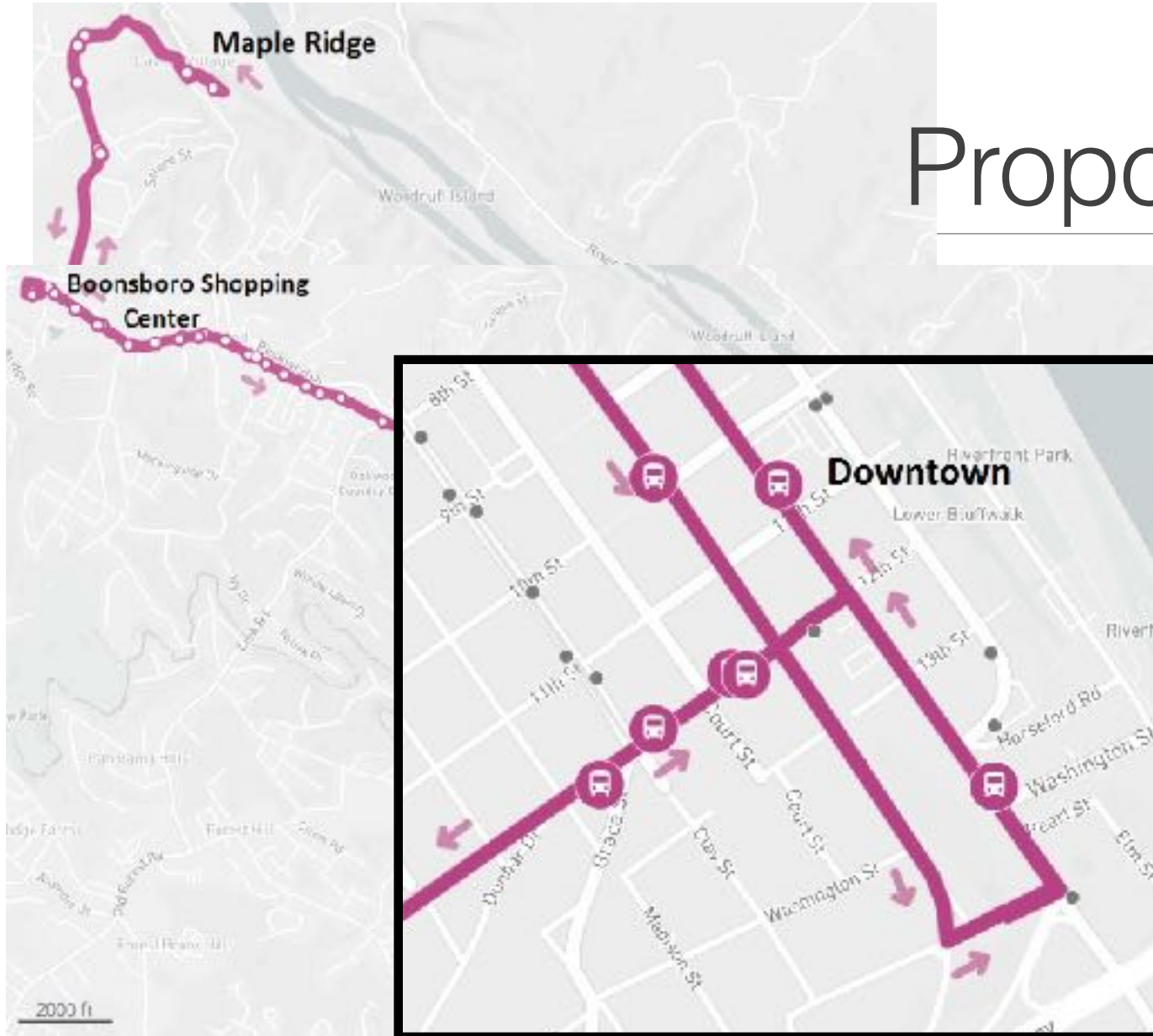
Changes

- Service added to Church Street from 12th Street to Pearl Street on Inbound and Outbound

Benefits

- Additional stops added downtown near the YMCA and Lighthouse Community Center
- 30 minute frequency will be added to this area of downtown

Proposed Route 3A/3B

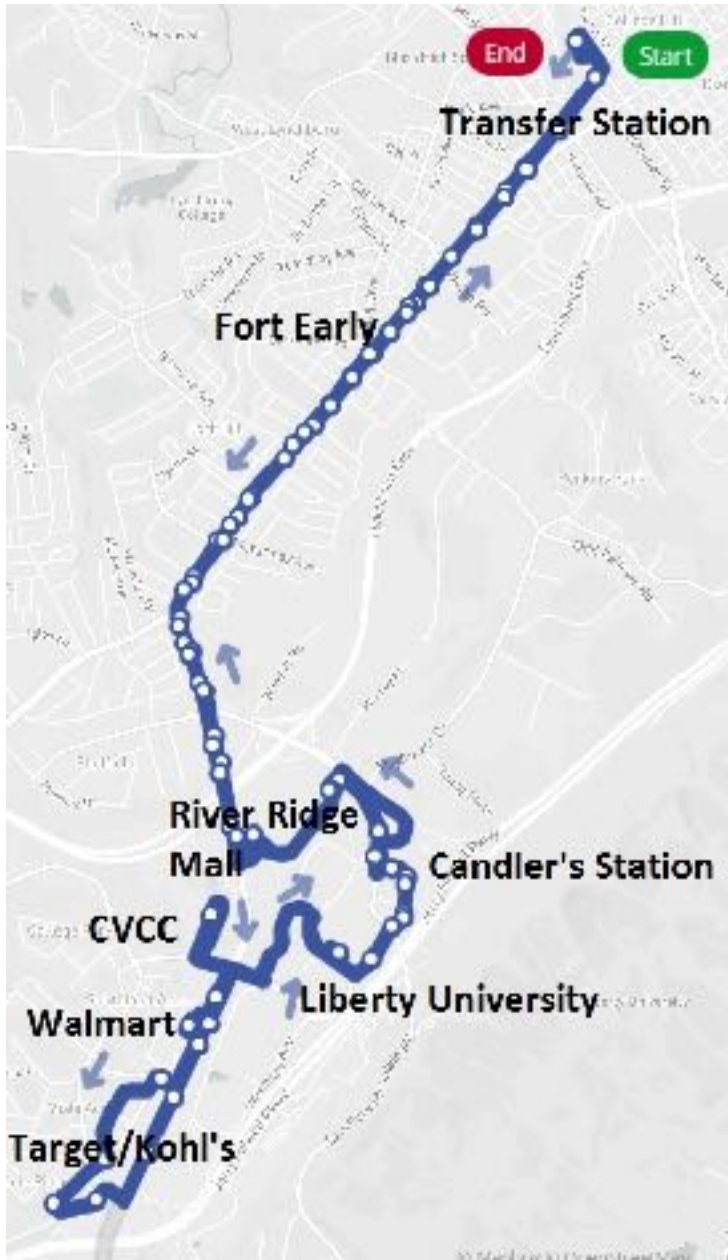


Changes

- Service added to Church Street from 12th Street to Pearl Street on Inbound and Outbound

Benefits

- Additional stops added downtown near the YMCA and Lighthouse Community Center
- 30 minute frequency will be added to this area of downtown



Proposed Route 4

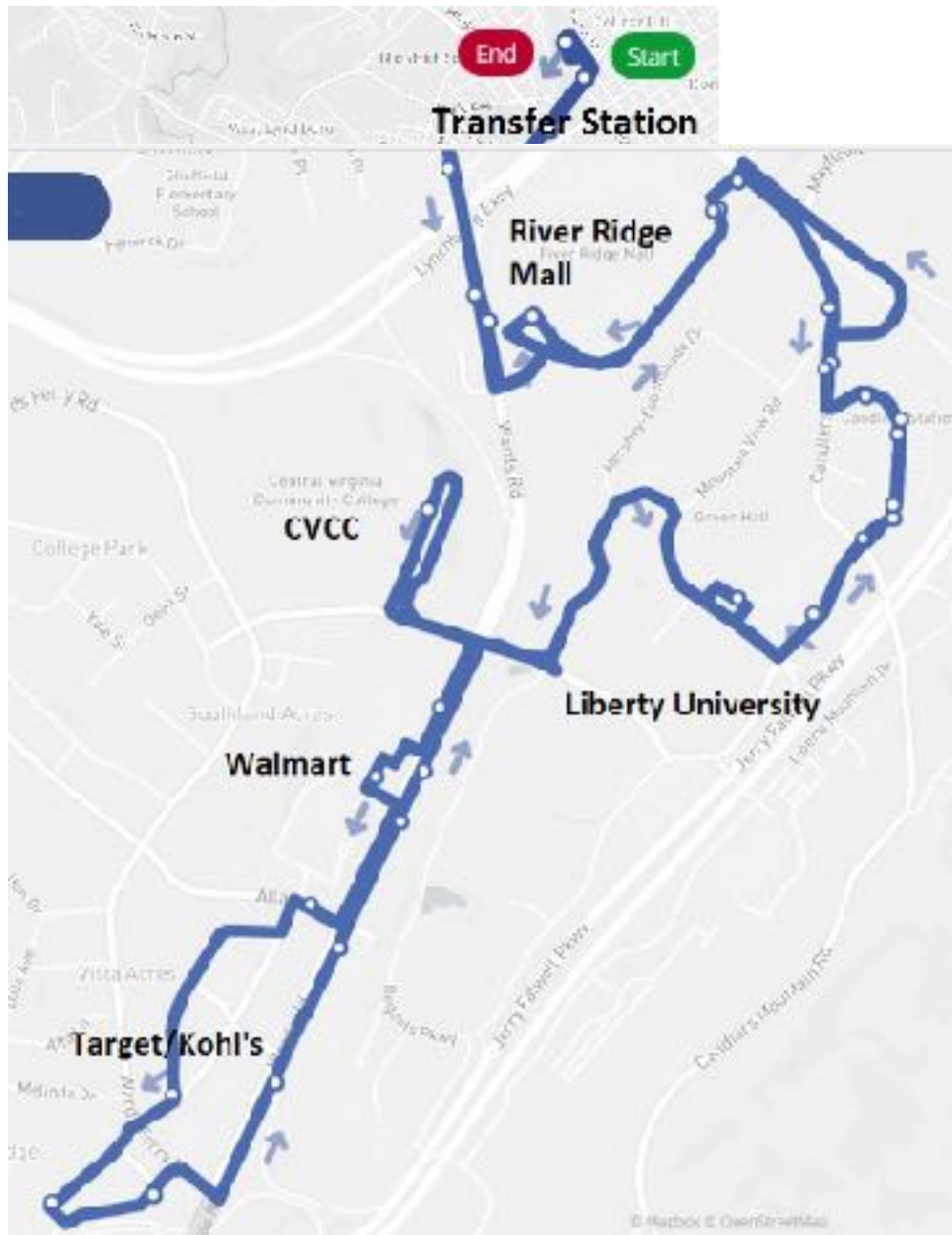
(Previously 4A/4B)

Changes

- Route 4A and 4B will be combined to run one larger loop
- From the Mall, routes would service Liberty University before going to Wards Road
- Kohls and the Airport will be added on the end of this route (Airport would only be serviced on a limited schedule)

Benefits

- Increased frequency to Liberty University and Wards Road (45 minute frequency instead of 1 hour frequency)
- Direct connections from Liberty University campus to CVCC and Wards Road



Proposed Route 4

(Previously 4A/4B)

Changes

- Route 4A and 4B will be combined to run one larger loop
- From the Mall, routes would service Liberty University before going to Wards Road
- Kohls and the Airport will be added on the end of this route (Airport would only be serviced on a limited schedule)

Benefits

- Increased frequency to Liberty University and Wards Road (45 minute frequency instead of 1 hour frequency)
- Direct connections from Liberty University campus to CVCC and Wards Road



Proposed Route 5

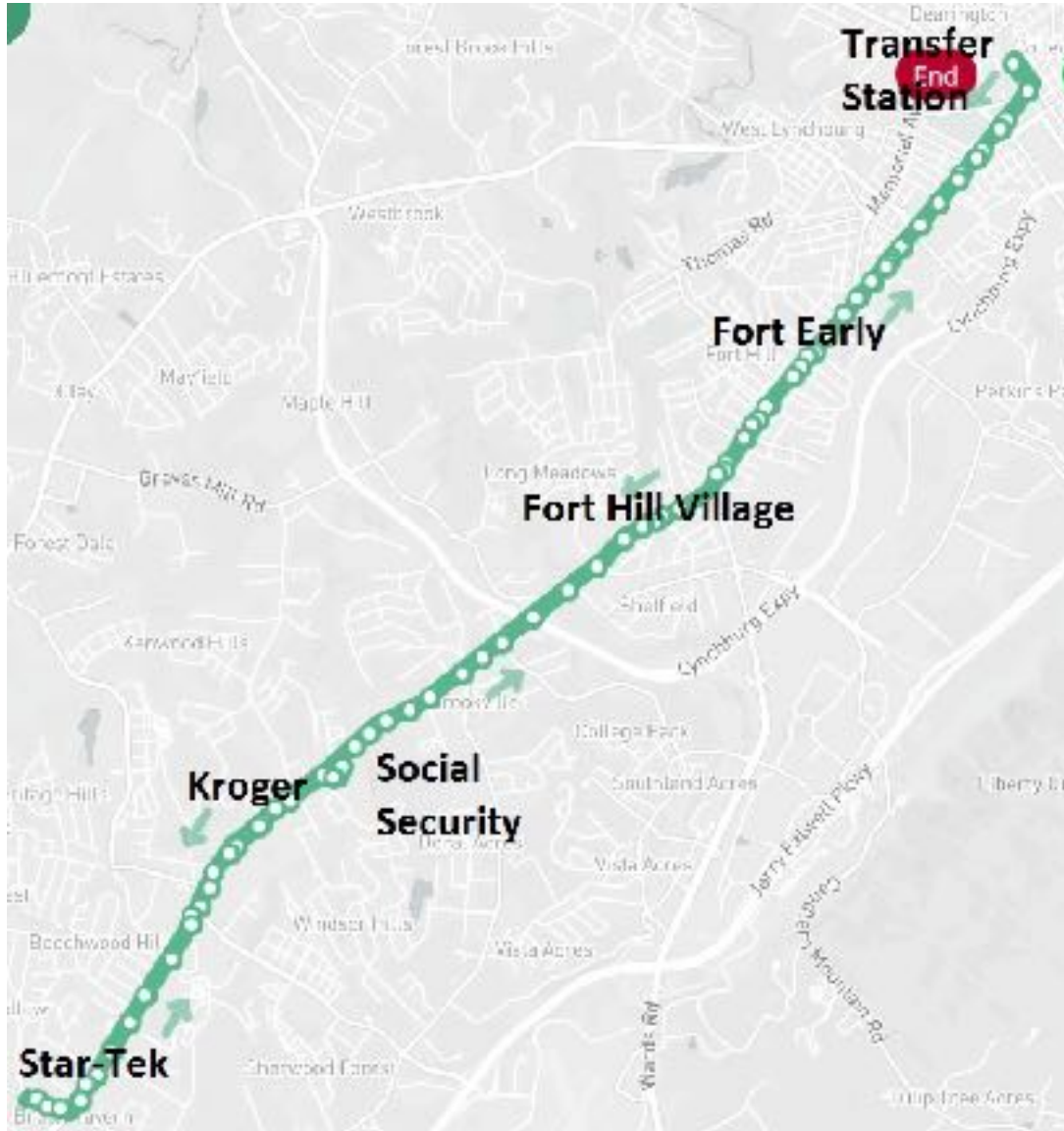
Changes

- No changes to route alignment
- Adjusting time schedule to depart the Transfer Station at :15 of each hour

Benefits

- Quicker connections and shorter layover times at the Transfer Station
- Interlined with Proposed Route 11 (Previously 7X) for direct route to Timberlake (Route 4x is being eliminated)

Proposed Route 11 (Previously 7X)



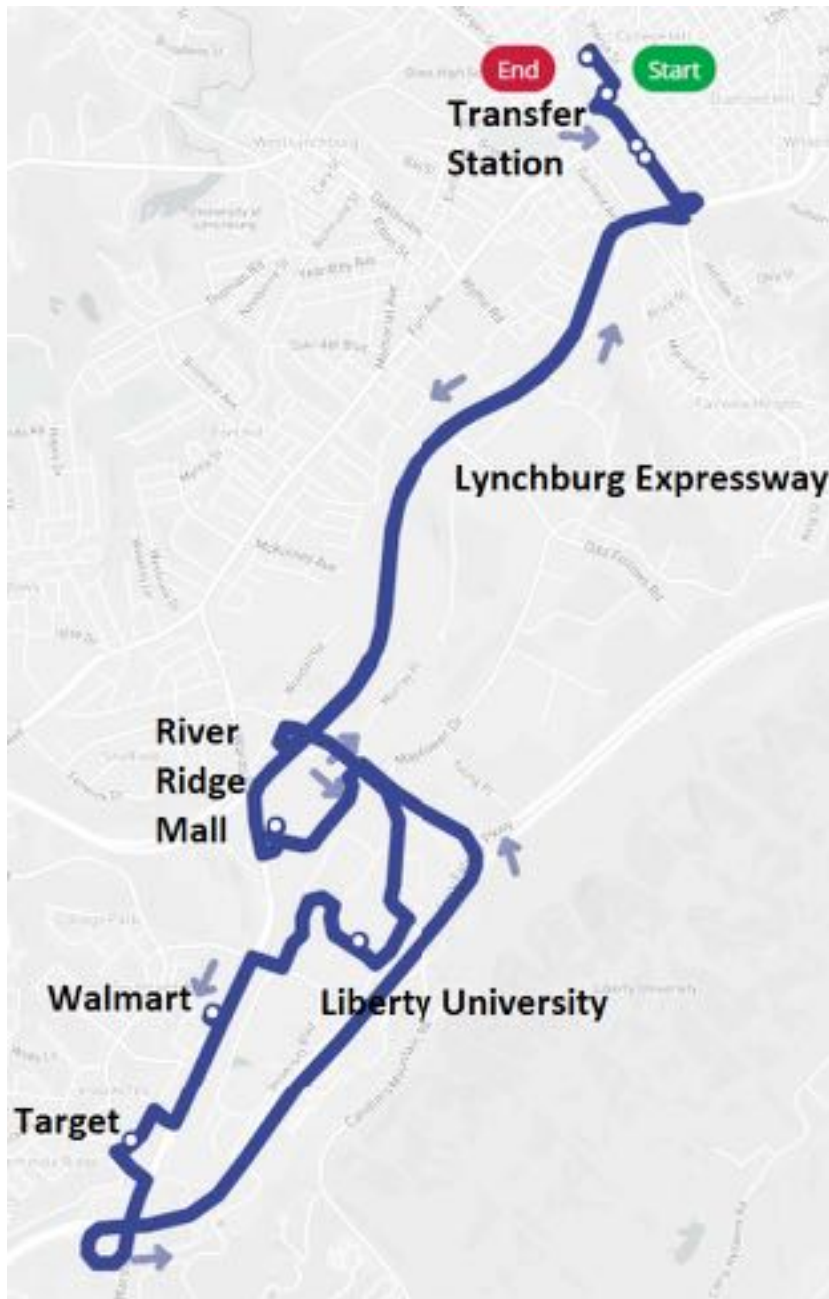
Changes

- No changes to route alignment
- Route will operate limited service every 2 hours during the day Monday - Friday. (Current evening service will remain)

Benefits

- Direct route from the Transfer Station to Timberlake during weekdays
- Interlined with Route 5/Madison Heights (Route 4x is being eliminated)

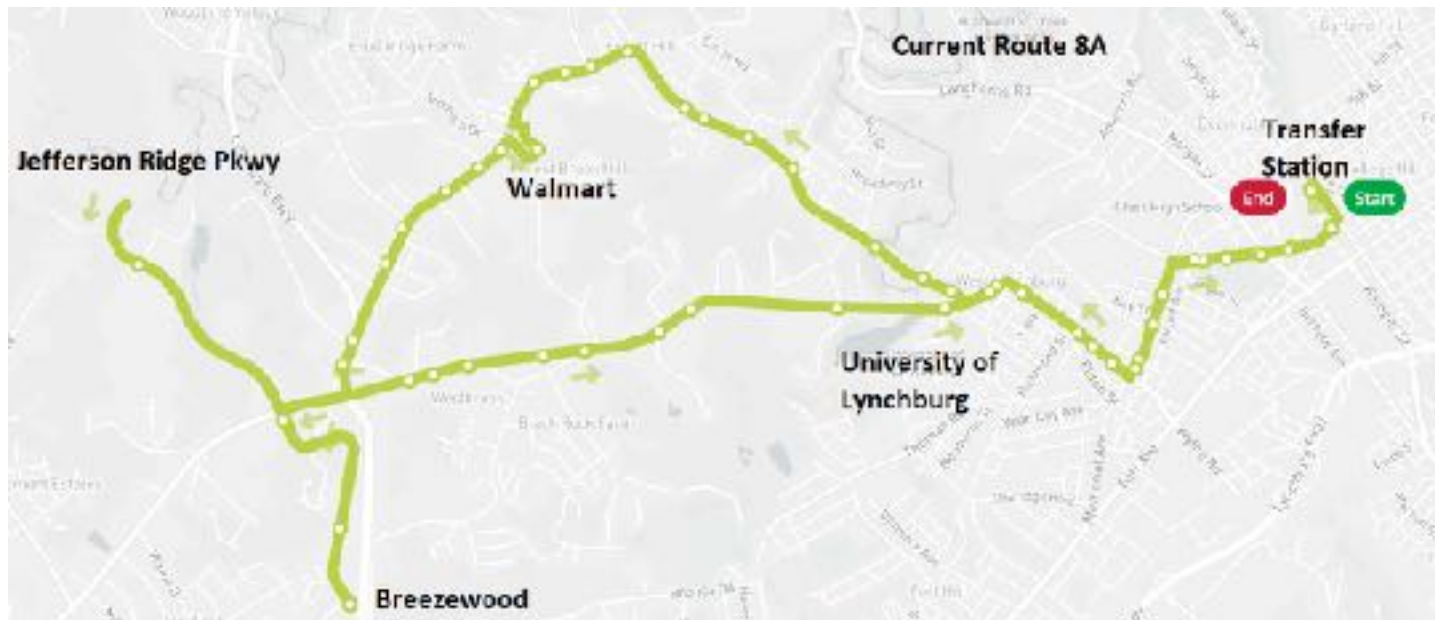
Elimination of Route 4X



Changes

- Route 4X previously provided an express run from the Transfer Station to River Ridge Mall, Liberty University, and Wards Road
- This route is being eliminated due to increased frequency on Route 4 and multiple other routes connecting at River Ridge Mall
- Resources from the 4X is being reallocated to provide direct service from the Transfer Station to Timberlake Road via the Proposed Route 11 (Previously 7X)

Proposed Route 8 (Previously 8A)



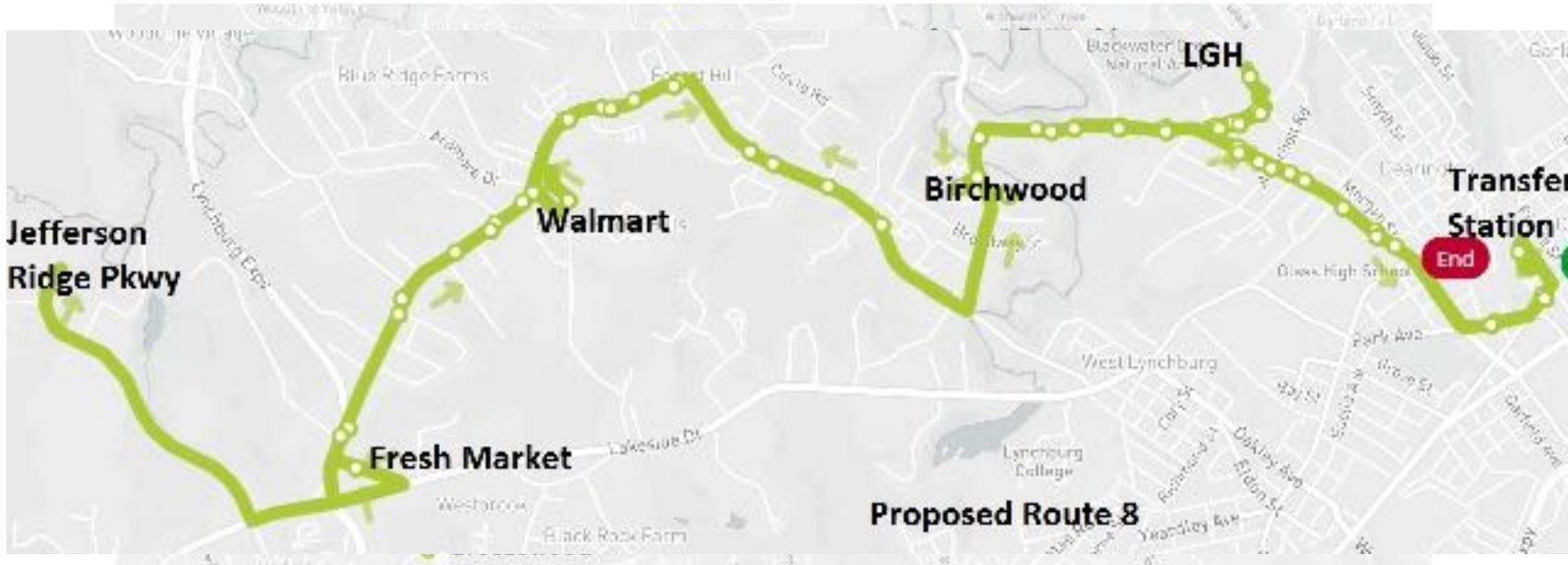
Benefits

- Direct connections from Langhorne Road & Birchwood to Old Forest Road
- Bi-directional service allows for getting to and from destinations quicker along Old Forest Road on Saturdays
- Added connections with Proposed Routes 6 and 12 (Previously 8B) at Fresh Market

Changes

- Route will service Langhorne Road, LGH and Birchwood before proceeding to Old Forest Road (Route 10 is being eliminated)
- Follows Old Forest Road, Hill Street, and Langhorne Road on inbound to Transfer Station
- Service to Lakeside Drive, and Oakley Avenue will be covered by the Proposed Route 12 (Previously 8B)

Proposed Route 8 (Previously 8A)



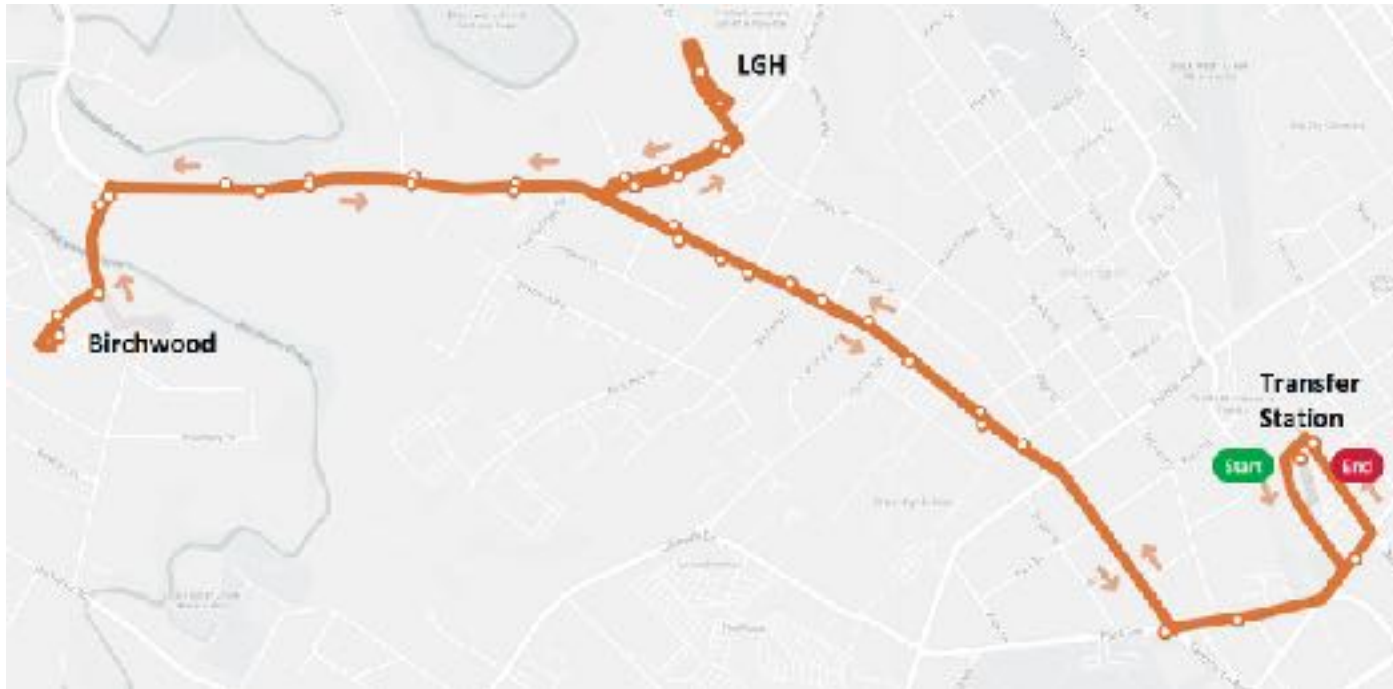
Benefits

- Direct connections from Langhorne Road & Birchwood to Old Forest Road
- Bi-directional service allows for getting to and from destinations quicker along Old Forest Road on Saturdays
- Added connections with Proposed Routes 6 and 12 (Previously 8B) at Fresh Market

Changes

- Route will service Langhorne Road, LGH and Birchwood before proceeding to Old Forest Road (Route 10 is being eliminated)
- Follows Old Forest Road, Hill Street, and Langhorne Road on inbound to Transfer Station
- Service to Lakeside Drive, and Oakley Avenue will be covered by the Proposed Route 12 (Previously 8B)

Elimination of Route 10

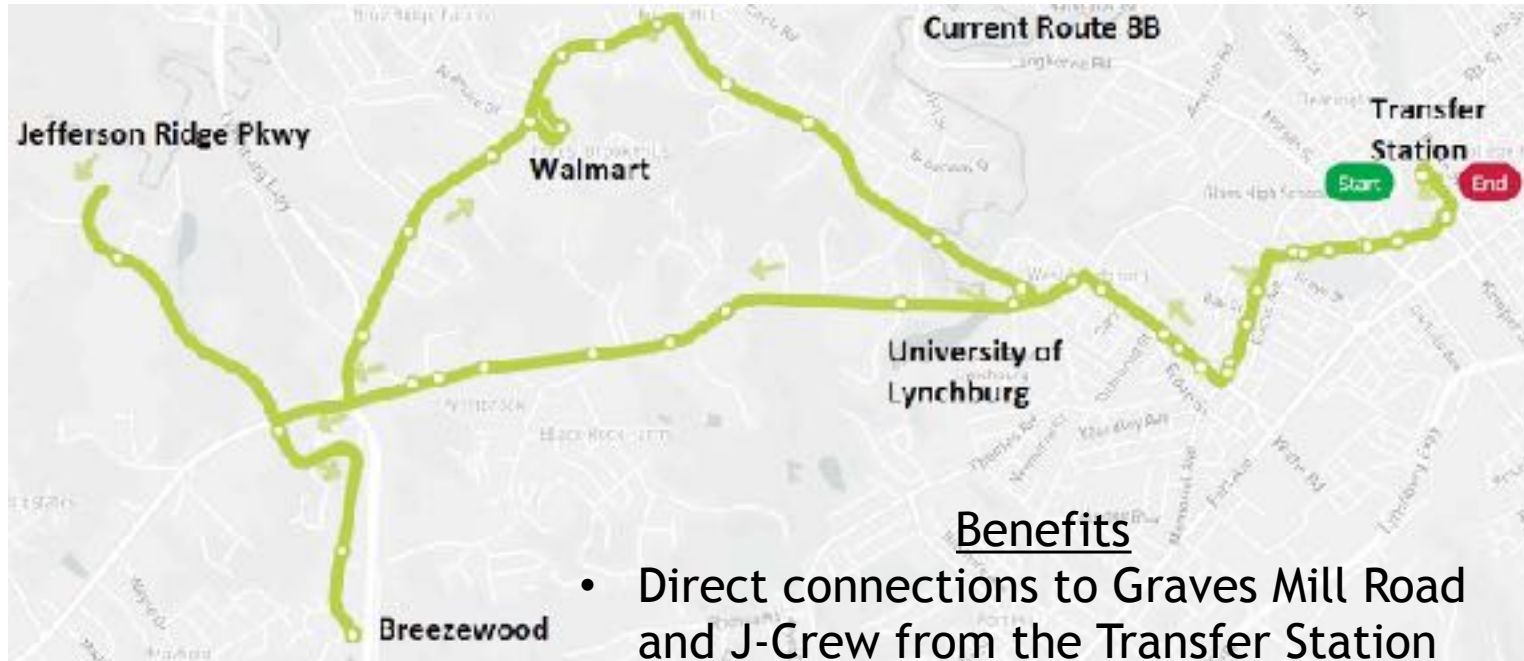


Changes

- Route 10 previously provided service from the Transfer Station to LGH and Birchwood
- This Route is being eliminated as the Proposed Route 8 will be covering the same area on both the inbound and outbound.
- The resources from this route are being allocated to assist providing more direct service between the Transfer Station, Downtown, and River Ridge Mall

Proposed Route 12

(Previously 8B)



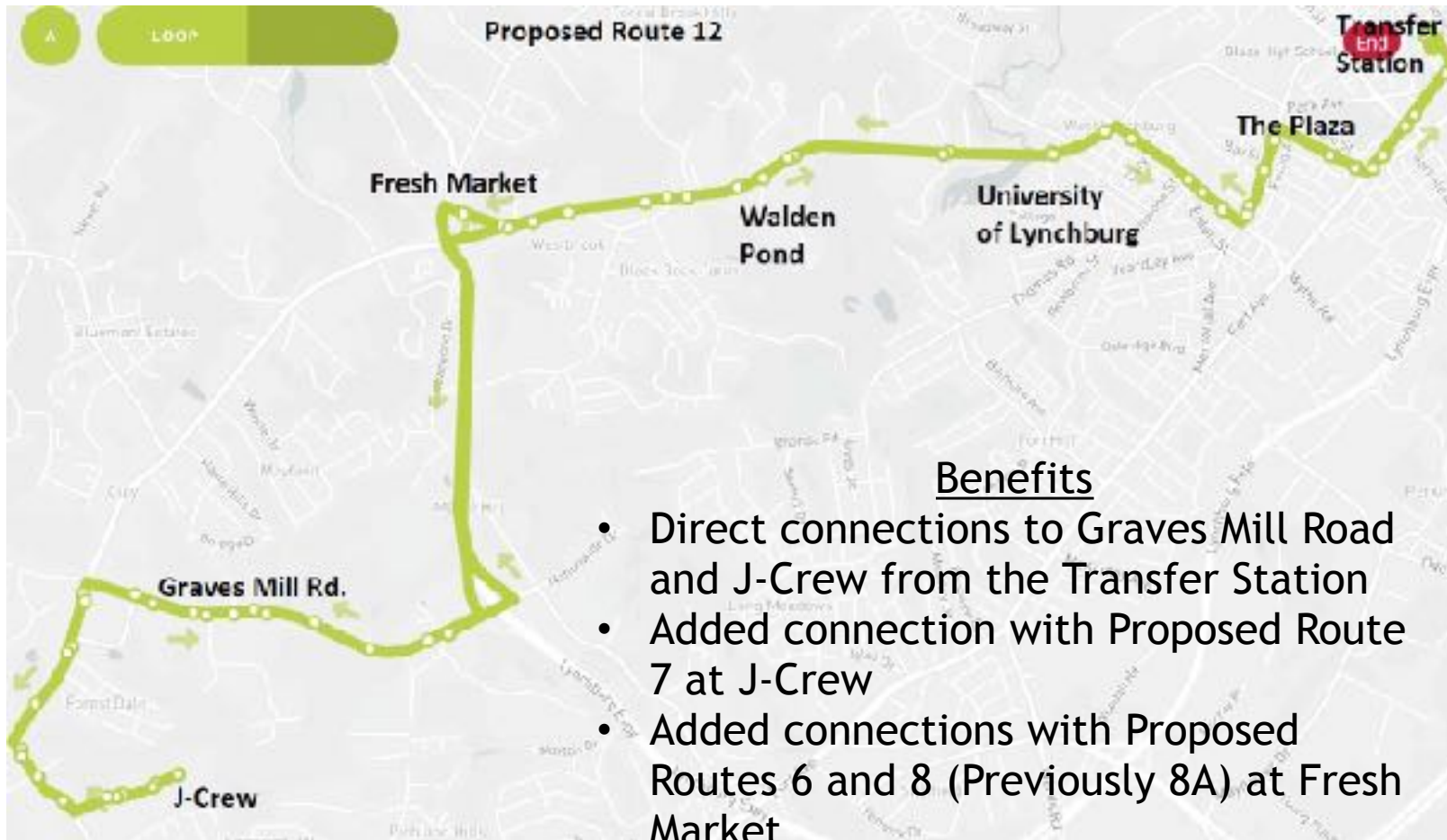
Benefits

- Direct connections to Graves Mill Road and J-Crew from the Transfer Station
- Added connection with Proposed Route 7 at J-Crew
- Added connections with Proposed Routes 6 and 8 (Previously 8A) at Fresh Market

Changes

- Operates Monday through Friday
- Departs Transfer Station at : 15 of each hour
- Route will service Graves Mill Road, Forest Road, and J-Crew (Previously covered by Route 7)
- Follows Lakeside Drive and Oakley Avenue on inbound to Transfer Station
- Service to Old Forest Road will be covered by the Proposed 8

Proposed Route 12 (Previously 8B)



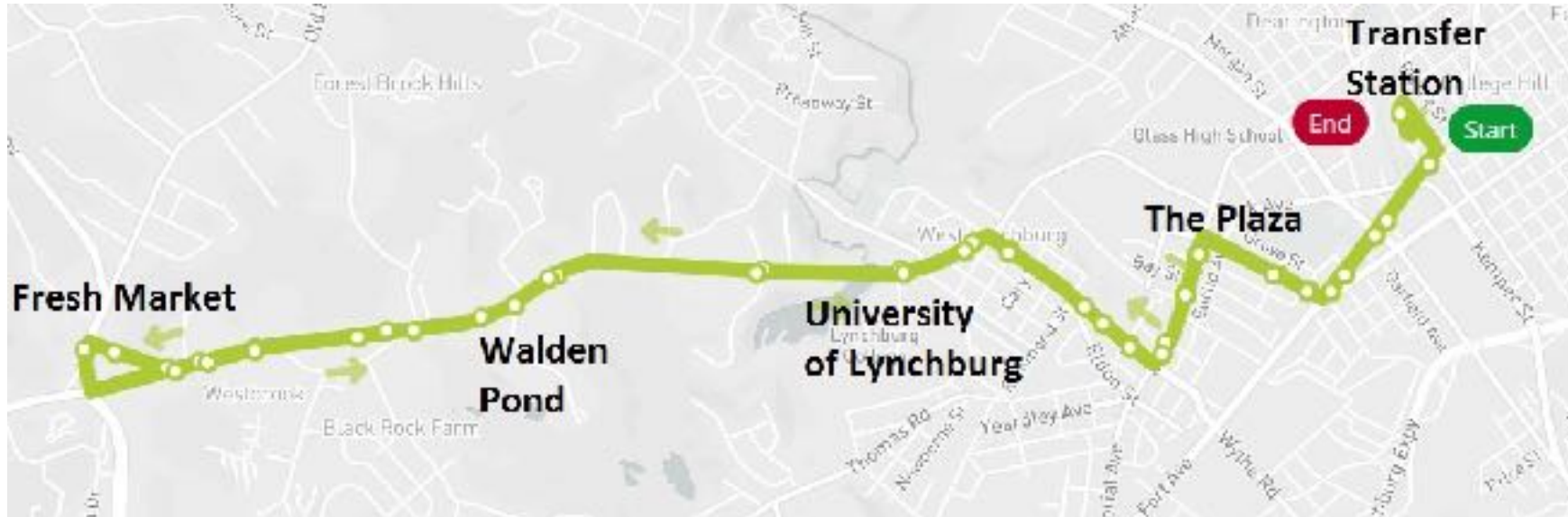
Benefits

- Direct connections to Graves Mill Road and J-Crew from the Transfer Station
- Added connection with Proposed Route 7 at J-Crew
- Added connections with Proposed Routes 6 and 8 (Previously 8A) at Fresh Market

Changes

- Operates Monday through Friday
- Departs Transfer Station at : 15 of each hour
- Route will service Graves Mill Road, Forest Road, and J-Crew (Previously covered by Route 7)
- Follows Lakeside Drive and Oakley Avenue on inbound to Transfer Station
- Service to Old Forest Road will be covered by the Proposed 8

Proposed Route 12X

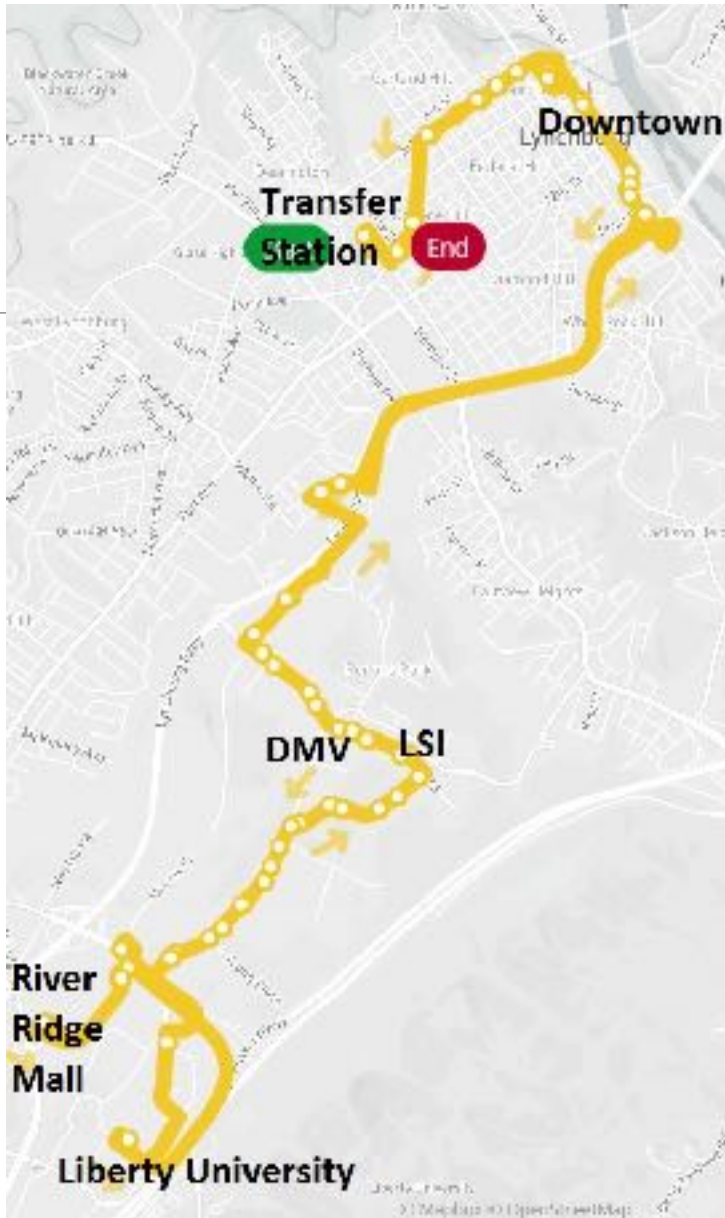


Benefits

- Bi-directional service allows for getting to and from destinations along Lakeside Drive quicker.
- Added connections with Proposed Routes 6 and 8 (Previously 8A) at Fresh Market

Changes

- Operates on Saturdays only
- Depart Transfer Station at : 15 of each hour
- Express Route to service Oakley Avenue and Lakeside Drive on Saturdays
- Route will Terminate at Fresh Market and return to Transfer Station
- Will interline with Route 2 on Saturdays to fill the gap left by the elimination of Route 10 (Route operating from the Transfer Station to Birchwood)



Proposed Route 9

Changes

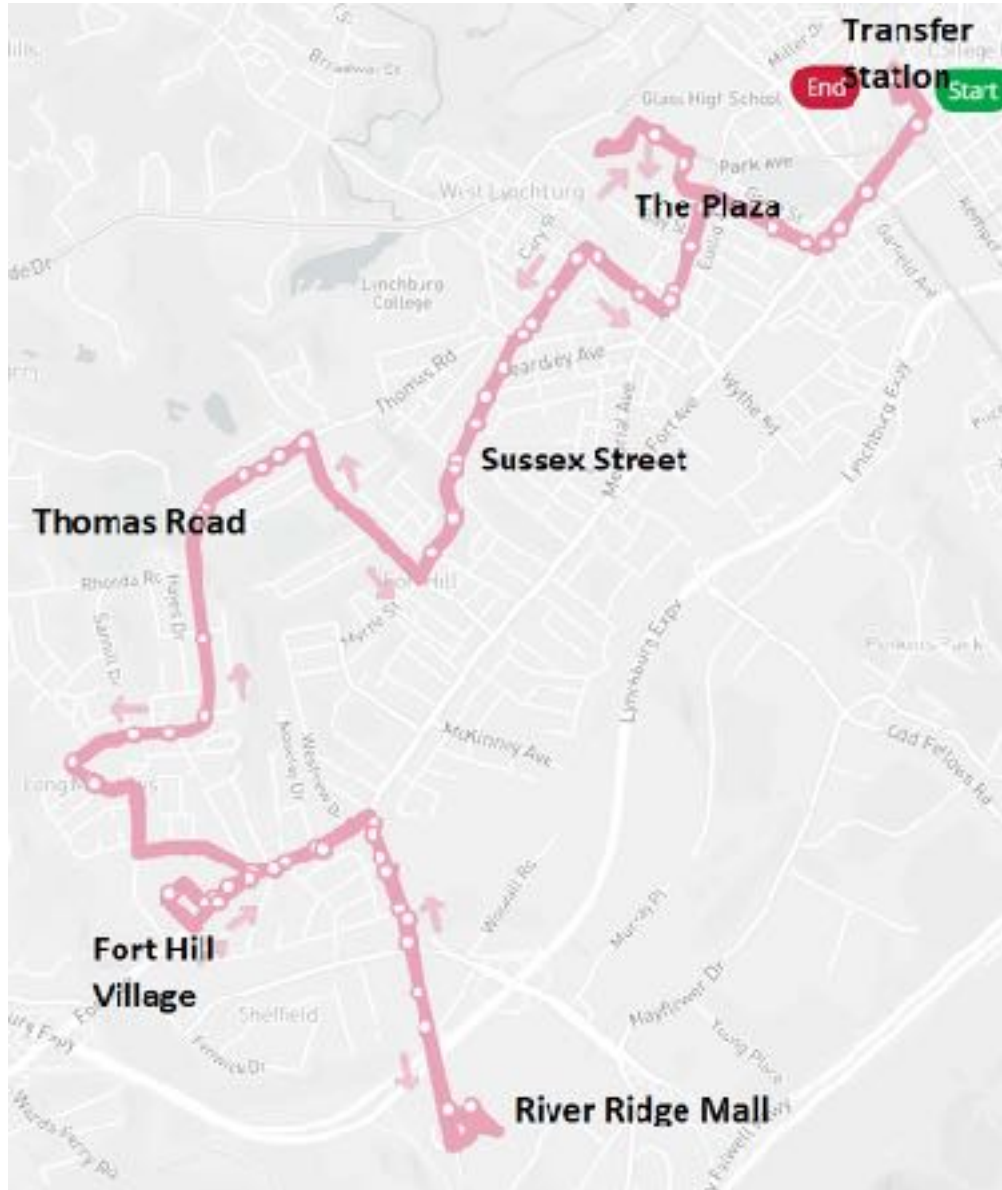
- Route will take 5th Street to service Downtown before proceeding to Albert Lankford, Mayflower & Odd Fellows Road. After servicing Mayflower it will proceed to River Ridge Mall and Liberty University
- On inbound it will follow Mayflower and Odd Fellows Road back to Downtown.
- Adjusting time schedule to depart the Transfer Station at :15 of each hour.

Benefits

- Direct route from Downtown to the River Ridge Mall and Liberty University
- Quicker connections and shorter layover times at the Transfer Station
- Additional direct service option from Transfer Station to Downtown

Proposed Route 10

(Previously 6/7 & 7/6 Loop)



Changes

- Route will follow Sussex Street to Perrymont Avenue to Thomas Road and Sandusky Drive on both the inbound and outbound to and from the Transfer Station
- From Fort Hill Village the route will extend to River Ridge Mall to connect with additional routes.
- Service will be eliminated from Westview Drive, Myrtle Street, and a portion of Thomas Road (From Perrymont to Richmond Street).

Benefits

- Increased frequency along Sussex Street, Perrymont Avenue, Thomas Road, and Sandusky Drive.
- Increased connections at River Ridge Mall, connecting with Routes 4, 6, 7, and 9



Proposed Route 6

Changes

- Route will provide a direct connection from Old Forest Road (via Fresh Market) to River Ridge Mall via:
 - Nationwide Drive (Previously covered by Route 7)
 - Graves Mill Road from Nationwide to Timberlake (Previously covered by Route 7)
 - Leesville Road
 - Wards Ferry Road from Wards Road to Harvard Street
 - River Ridge Mall

Benefits

- Direct connection from Old Forest Road to River Ridge Mall without going to the Transfer Station
- Bi-directional service added to Wards Ferry Road and Leesville Road
- Connections with Proposed Routes 8 (Previously 8A) and 12 (Previously 8B) at Fresh Market and Routes 4, 7, 9, & 10 (Previously 6/7 & 7/6 Loop) at River Ridge Mall



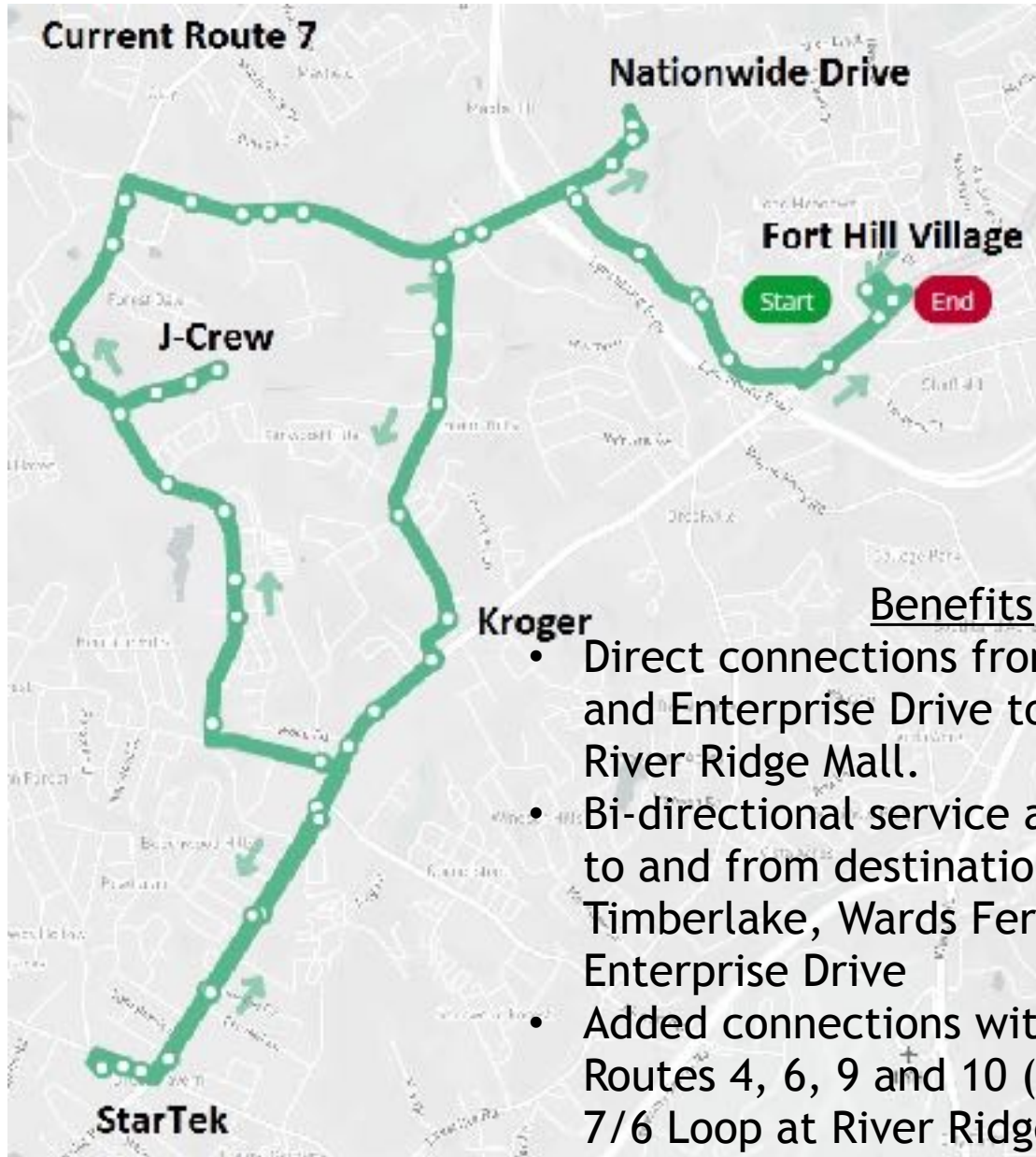
Proposed Route 6

Changes

- Route will provide a direct connection from Old Forest Road (via Fresh Market) to River Ridge Mall via:
 - Nationwide Drive (Previously covered by Route 7)
 - Graves Mill Road from Nationwide to Timberlake (Previously covered by Route 7)
 - Leesville Road
 - Wards Ferry Road from Wards Road to Harvard Street
 - River Ridge Mall

Benefits

- Direct connection from Old Forest Road to River Ridge Mall without going to the Transfer Station
- Bi-directional service added to Wards Ferry Road and Leesville Road
- Connections with Proposed Routes 8 (Previously 8A) and 12 (Previously 8B) at Fresh Market and Routes 4, 7, 9, & 10 (Previously 6/7 & 7/6 Loop) at River Ridge Mall



Proposed Route 7

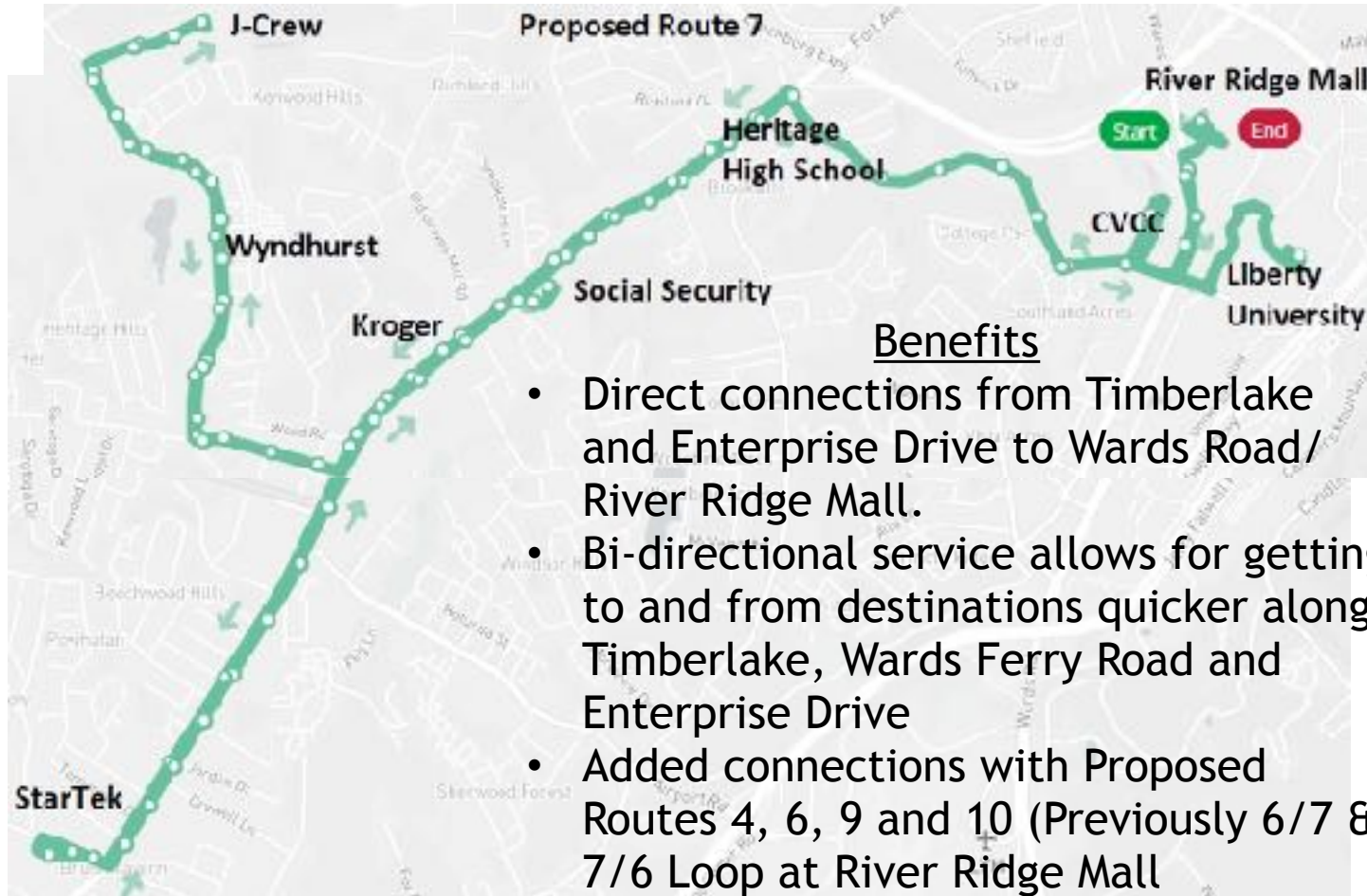
Changes

- Route will provide service from StarTek and J-Crew to River Ridge Mall, via Enterprise Drive, Timberlake Road, Wards Ferry Road (from Timberlake), CVCC, and Liberty University.
- Hourly service will be provided from River Ridge Mall to Laxton Road
 - J-Crew/Enterprise Drive and StarTek will receive service on alternating hours
- Service along Old Graves Mill Road will be eliminated and Graves Mill Road will be services by Proposed Routes 6 and 12 (Previously 8B)

Benefits

- Direct connections from Timberlake and Enterprise Drive to Wards Road/ River Ridge Mall.
- Bi-directional service allows for getting to and from destinations quicker along Timberlake, Wards Ferry Road and Enterprise Drive
- Added connections with Proposed Routes 4, 6, 9 and 10 (Previously 6/7 & 7/6 Loop at River Ridge Mall)

Proposed Route 7



Benefits

- Direct connections from Timberlake and Enterprise Drive to Wards Road/River Ridge Mall.
- Bi-directional service allows for getting to and from destinations quicker along Timberlake, Wards Ferry Road and Enterprise Drive
- Added connections with Proposed Routes 4, 6, 9 and 10 (Previously 6/7 & 7/6 Loop at River Ridge Mall)

Changes

- Route will provide service from StarTek and J-Crew to River Ridge Mall, via Enterprise Drive, Timberlake Road, Wards Ferry Road (from Timberlake), CVCC, and Liberty University.
- Hourly service will be provided from River Ridge Mall to Laxton Road
- J-Crew/Enterprise Drive and StarTek will receive service on alternating hours
- Service along Old Graves Mill Road will be eliminated and Graves Mill Road will be services by Proposed Routes 6 and 12 (Previously 8B)

Summary of Proposed Changes

Service Reductions

- Service is being eliminated to Breezewood Drive (Current Routes 8A & 8B), Old Graves Mill Road (Current Route 7), Westview Drive/ Myrtle Street/portion of Thomas Road (Perrymont Ave. to Richmond St.) (Current Route 6/7 Loop)
- Current Route 10 (Transfer Station to Birchwood) is being eliminated and covered by the Proposed Route 8 (Previously 8A)
- Route 4x is being eliminated and that service is being moved to operate the Route 11 (Current 7X) on alternate hours of the Route 5 during the day.
- Enterprise Drive would operate on a 2 hour frequency

Enhancements

- 30 minute frequency on Route 2 extended to end of service Monday - Friday
- Direct connection from Old Forest Road to River Ridge Mall
- Direct connection from the Transfer Station to Timberlake
- Elimination of one way service by adding bi-directional service to Wards Ferry Road, Leesville Road, Timberlake Road, Enterprise Drive, and Graves Mill Road
- Increase frequency to Wards Road and Liberty University

Mid Term/Long Range Proposals

These recommendations are provided to be considered over the next 3 to 10 years.
All of these recommendations would require additional funding to implement.

- **Proposed New Routes**
 - Service from J-Crew/Enterprise Drive to Greenview Drive/Cornerstone to Wards Road, Liberty University, and River Ridge Mall.
 - Estimated Additional Cost of Operation - \$ 319,300
 - Service from Boonsboro Shopping Center to Old Forest Road (via the 501/Desmond T. Doss Expressway) to River Ridge Mall/Wards Road.
 - Estimated Additional Cost of Operation - \$ 319,300
- **Increase Span of Service**
 - Routes 1B, 2, and 4 would extend service hours later on weekdays to have each route end at 10 pm.
 - Estimated Additional Cost of Operation - \$ 144,200
 - Routes 5, 9, and 11 (Current Route 7X) would extend service hours later on weekdays to have each route end around 8 pm.
 - Estimated Additional Cost of Operation - \$ 123,600
- **Increased Frequency**
 - Routes 3A, 3B, and 4 would increase to 30 minute frequency.
 - Estimated Additional Cost of Operation - \$ 1,371,000 and Capital - \$ 2,632,000
- **Saturday Service Improvements**
 - Routes 1B and 12 (Previously 8B) would have serviced added on Saturdays and Routes 6 and 7 would increase on Saturdays.
 - Estimated Additional Cost of Operation - \$ 168,200
- **Sunday Service**
 - Reinstating Sunday Service.
 - Estimated Additional Cost of Operation - \$ 1,140,600

Proposed Timeline

Below is a proposed timeline for when the Proposed Changes presented could take effect. The changes that would take effect do not include any of the Mid Term/Long Range Proposals on the previous slide.

This timeline is subject to extension based on customer feedback and direction of the Board of Directors

- Months of August and Early September - Public Meetings for Public Education and Input
- Late September or Early October - Public Hearing with the Board of Directors to hear and review input
 - Consideration for approval to authorize changes would occur at this time.
- Mid to Late October - Route Changes take effect