

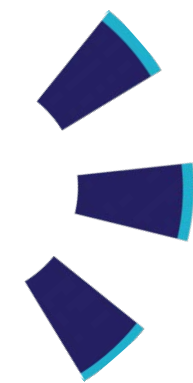


RICHMOND CONNECTS



Advisory Committee Meeting #3

February 21, 2023



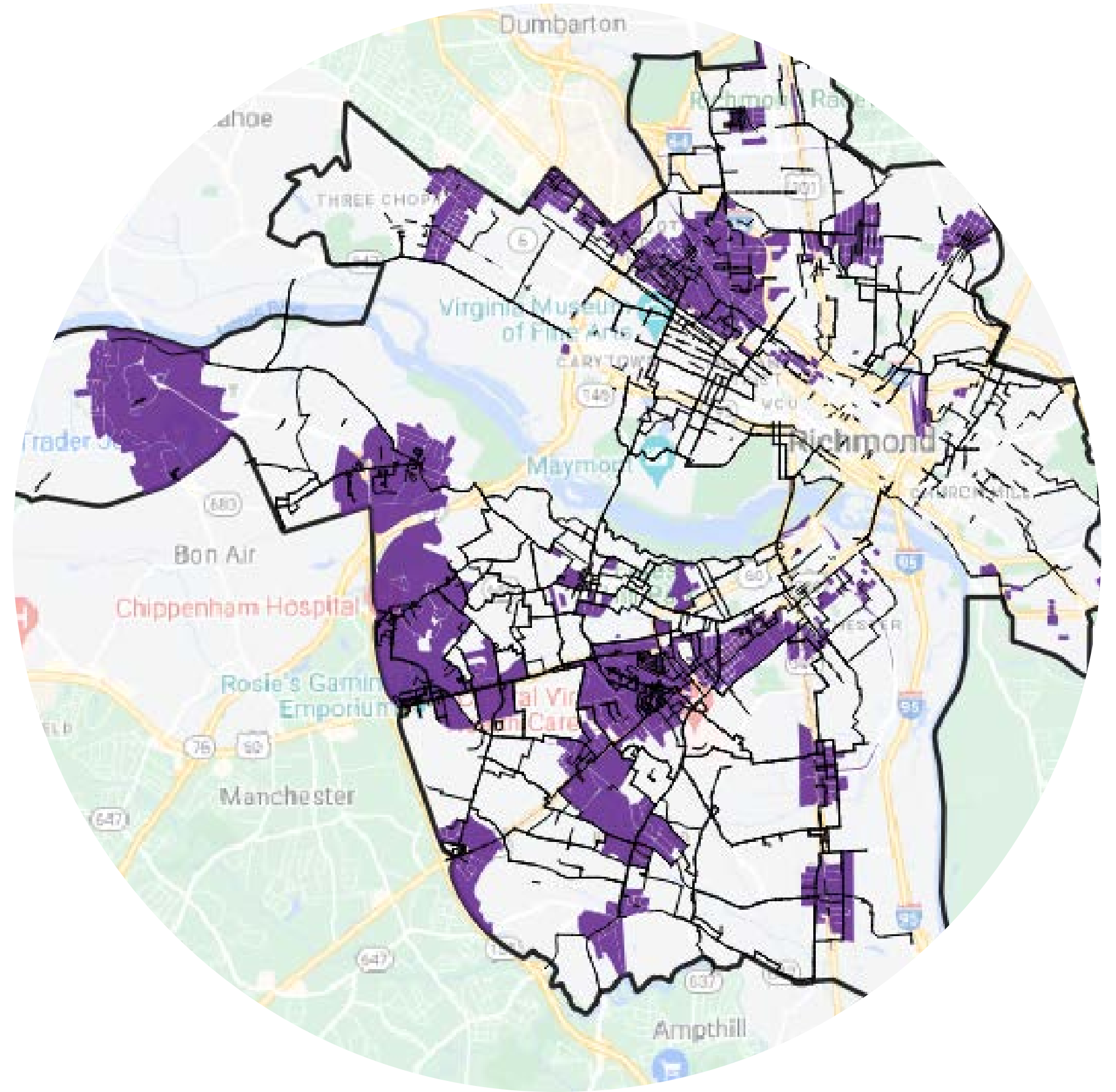
Today's Agenda

- 1 What's new since October?
Finalizing the Needs Analysis
- 2 What's new since October?
Engagement Phase 2 complete
- 3 Upcoming Community Engagement
Phases 3 & 4
- 4 Upcoming Work Session - Late March
Recommendations for High Need Areas
- 5 Long-Term Planning
Introduction to Scenario Planning

1

What's new since October?

Finalizing the Needs Analysis



Recap..

Equity Factors

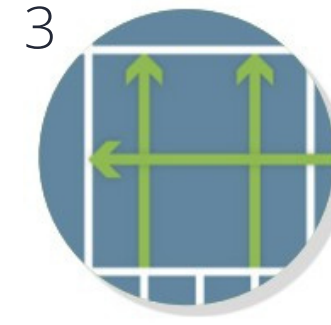
Transportation investments will:



1
Improve access to housing, jobs, services, recreation, and education, addressing remaining inequities created by redlining.



2
Reconnect and revitalize communities to address inequities created by the highway system's dissection of neighborhoods.



3
Improve neighborhood connectivity and revitalize the fabric of the communities negatively impacted by urban renewal.



4
Improve access to housing, jobs, services, and education to address the isolation of low-income inner ring suburbs where families are pushed.



5
Address gaps in the multimodal network and utilize new planning tools to improve safety and accessibility deficiencies stemming from traditional car-centric planning.

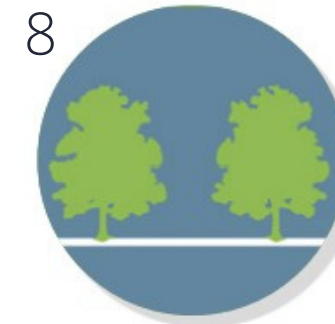
We met in September of 2021 and developed these statements.



6
Equitably increase the safety and comfort of cyclists and pedestrians, connecting communities of concern to opportunities.



7
Improve reliability of transit and other non-car services to increase access and remove barriers to opportunities for communities of concern.



8
Prioritize the needs of socially vulnerable users and address climate and environmental equity as identified in RVAGreen 2050.



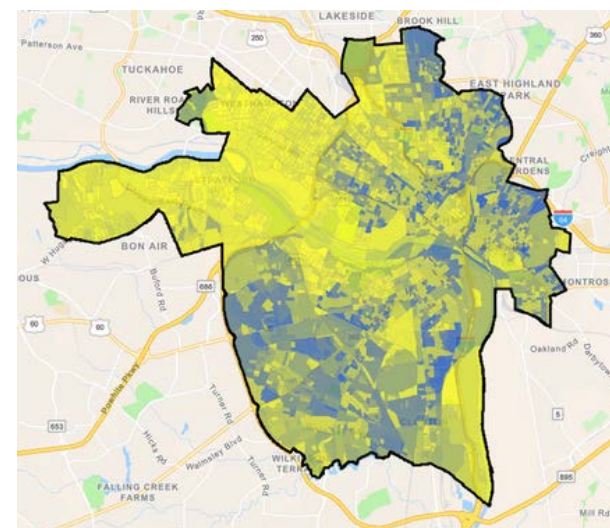
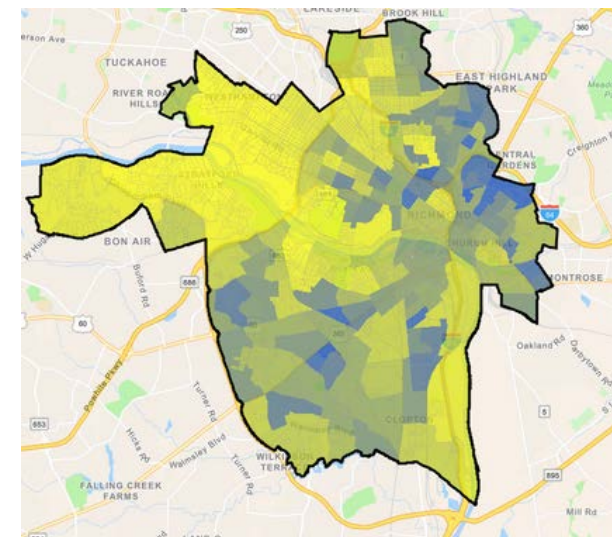
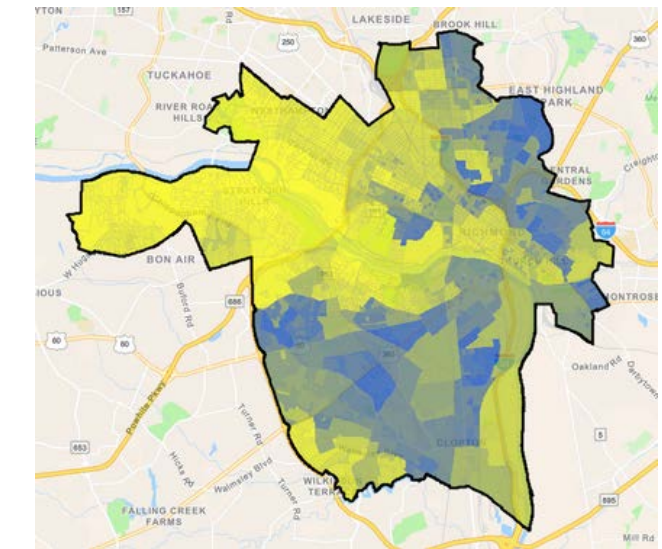
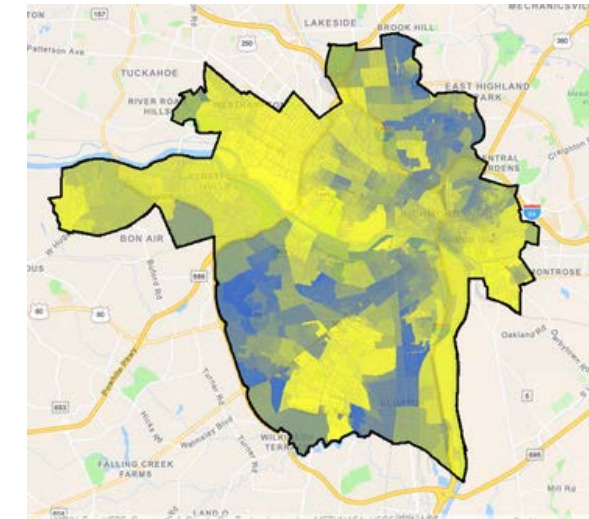
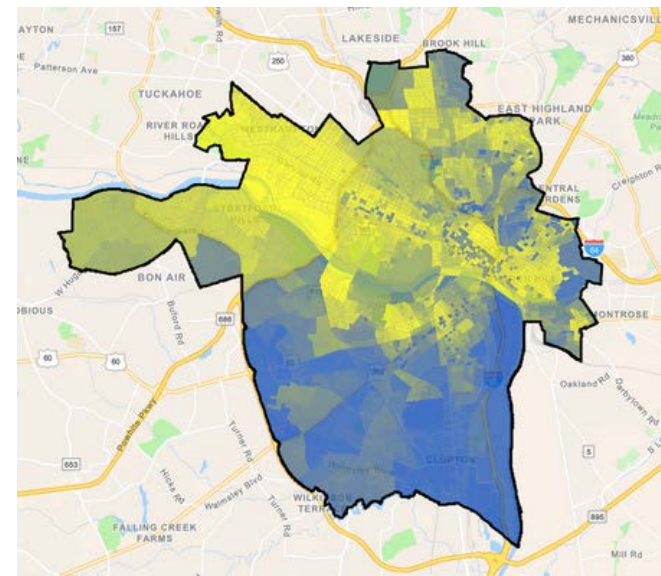
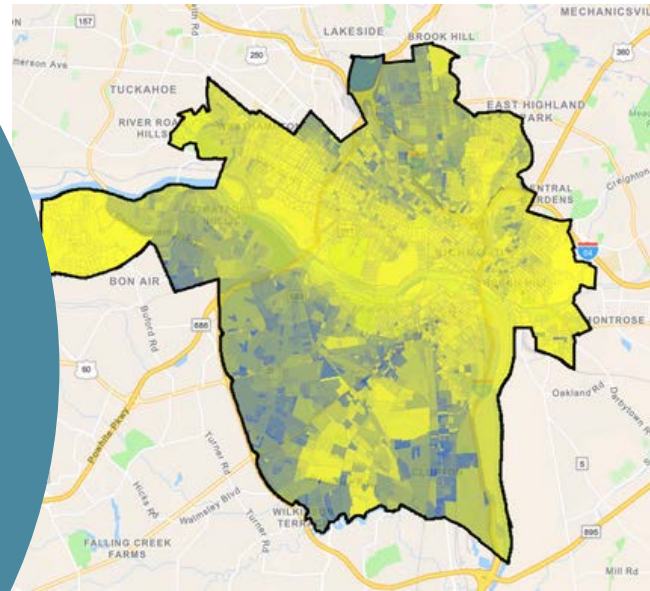
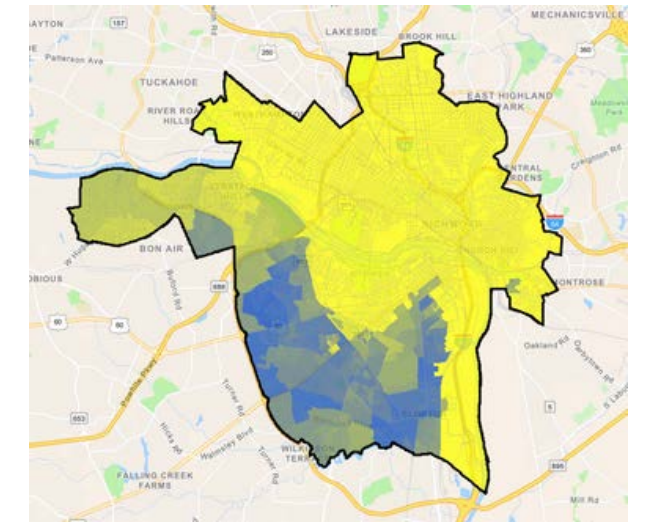
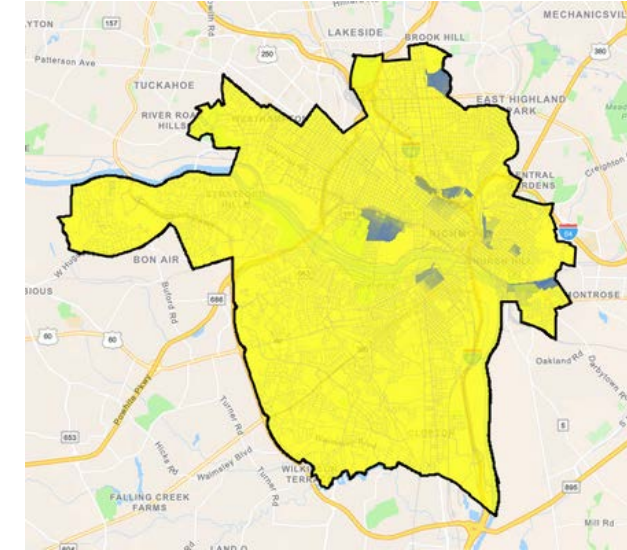
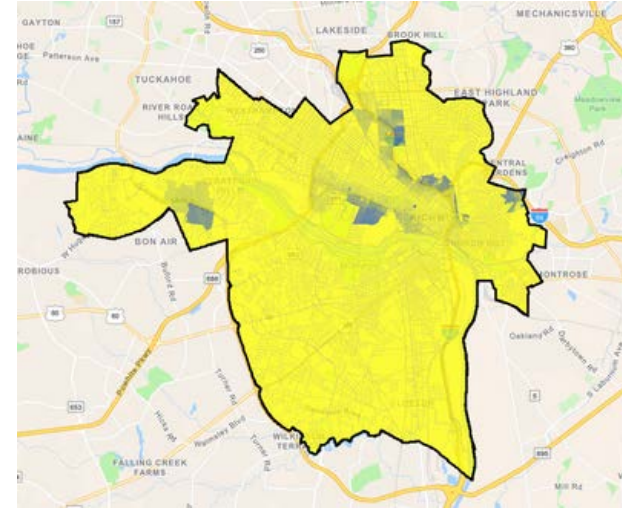
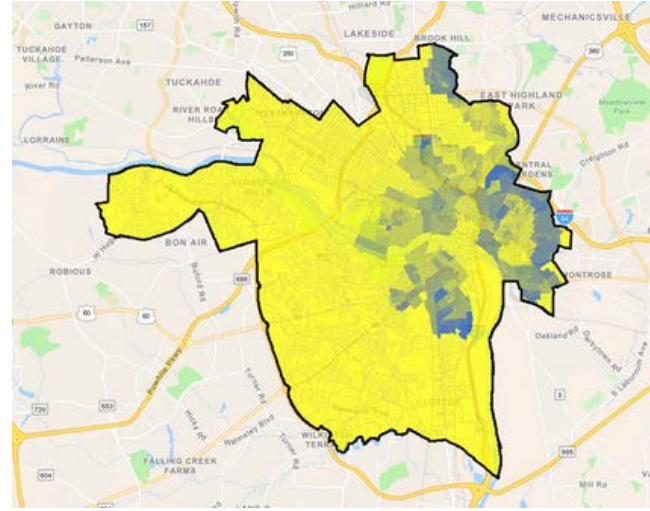
9
Prioritize densely populated areas of communities of concern including communities of color, low-income communities, senior and limited mobility populations, families traveling with children, and at-risk youth.



10
Focus on improving climate resiliency for the most impacted communities.

Recap...

Summer and Fall
of 2022 we
Mapped the
Equity Factors



Recap...

Investment need categories

Pedestrian



Bike



Transit



Freight



Land Use



Safety



Connectivity



Maintenance



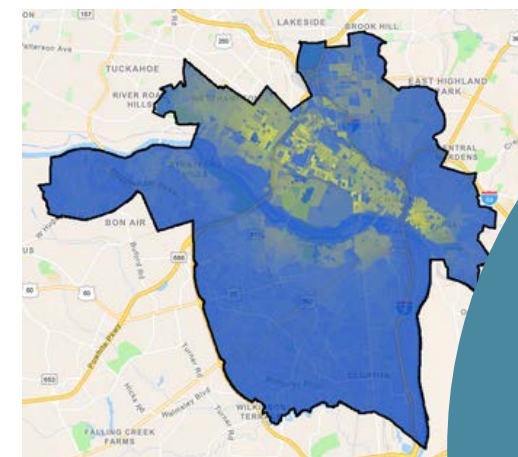
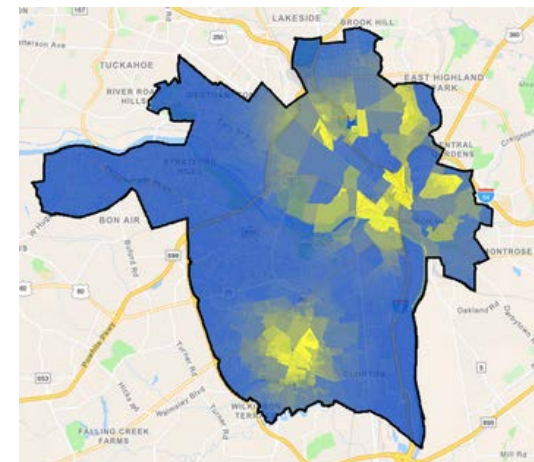
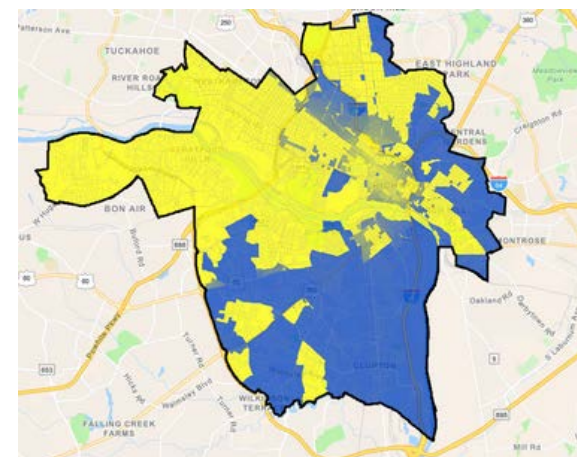
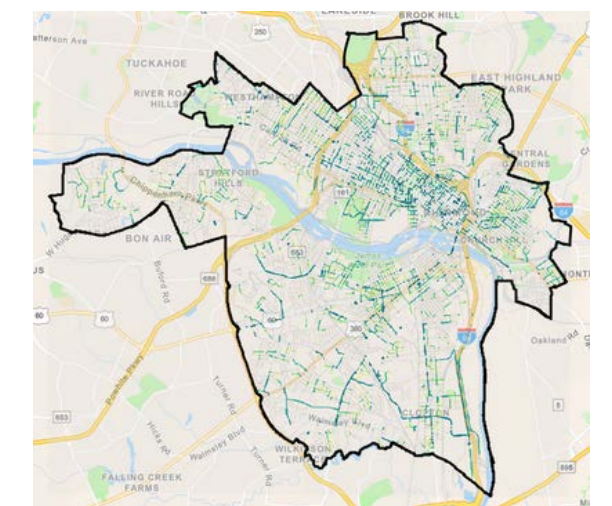
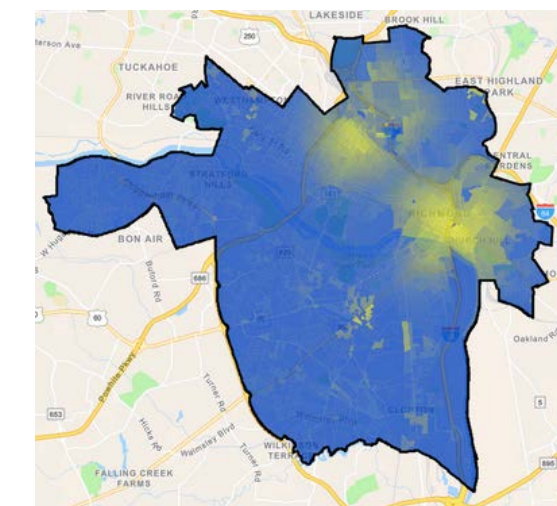
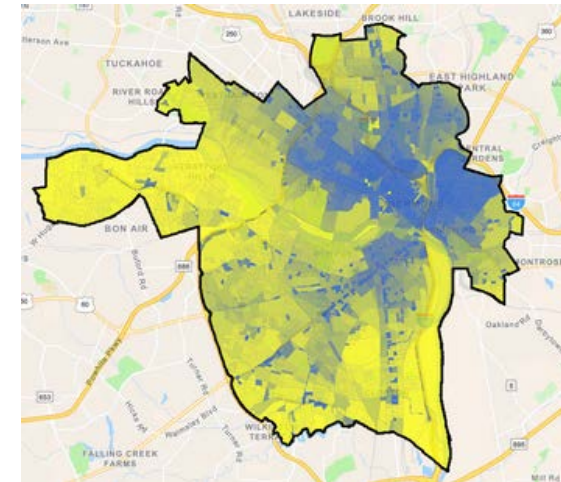
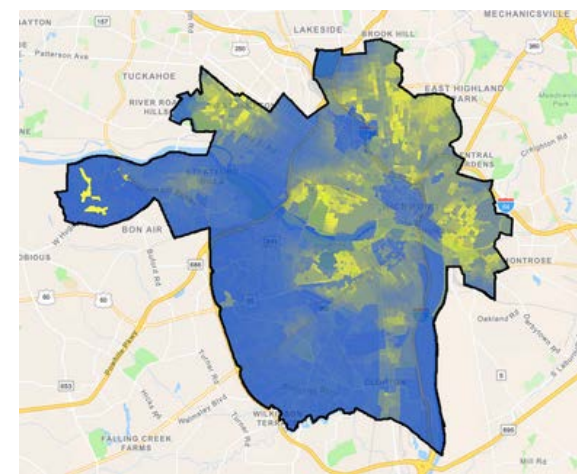
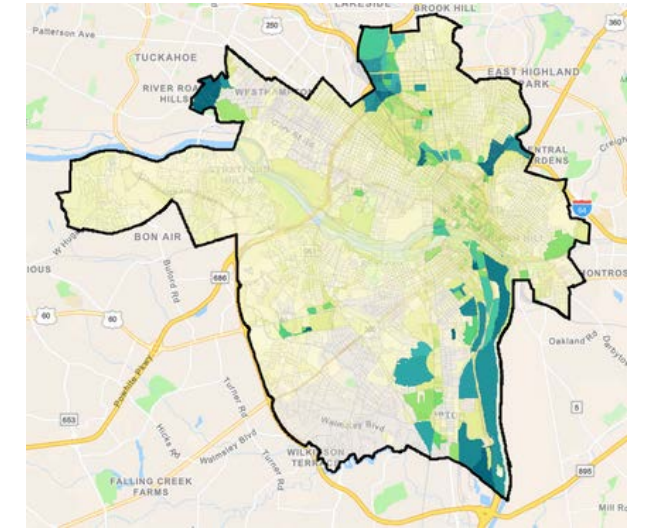
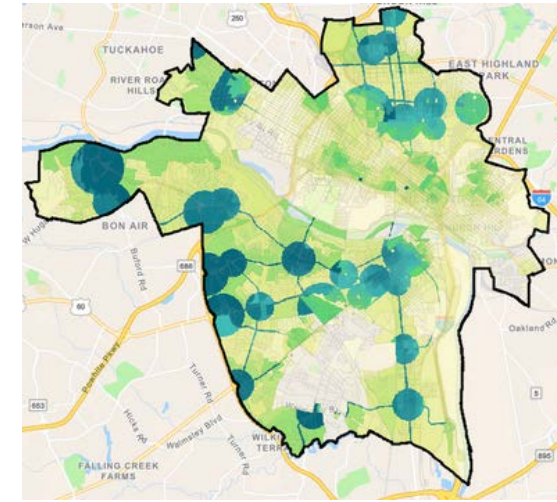
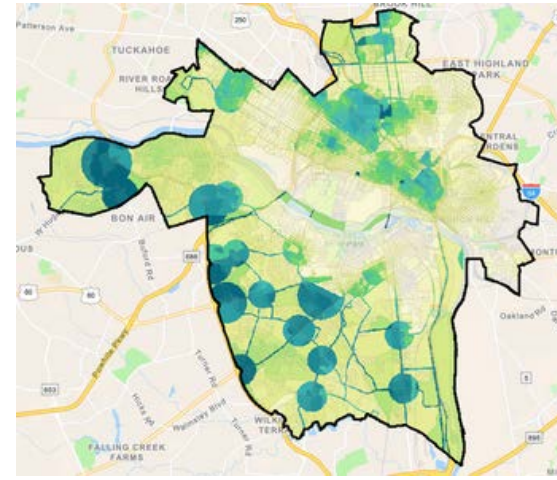
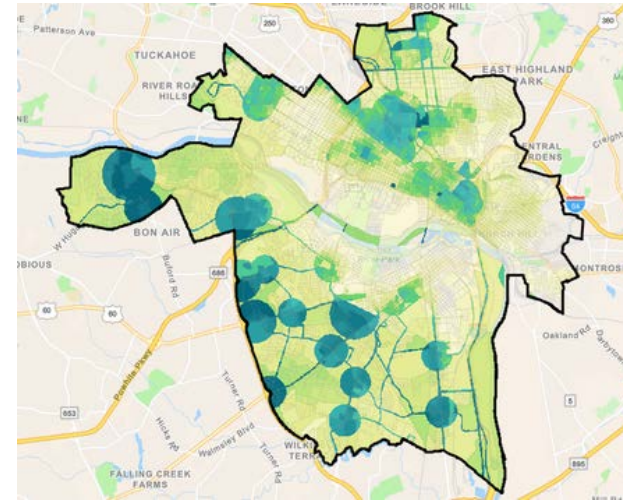
Economic Development



Technology



Sustainability

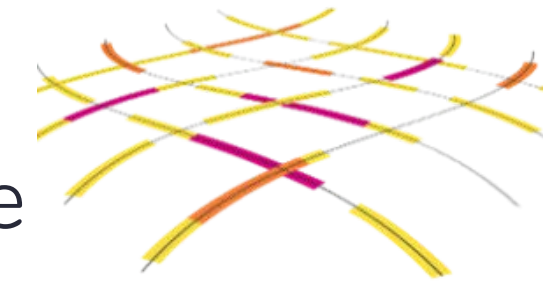


Summer and Fall of 2022 we mapped the transportation related infrastructure Investment Needs for the City (INCs)

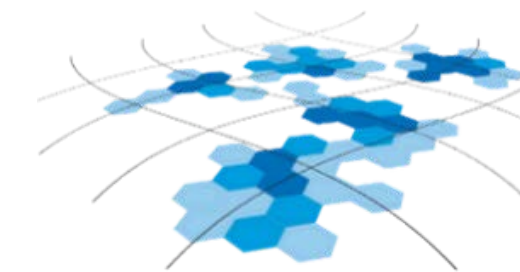
Recap...

Winter 2022,
weighted the
transportation
needs with
equity factors

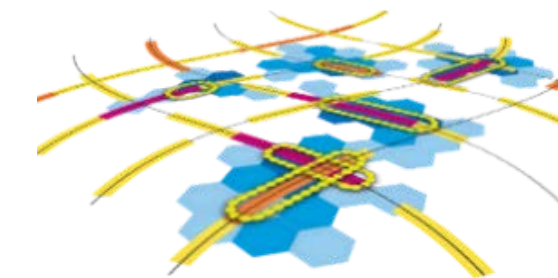
11 Investment
Need Category Composite
Maps



10 Equity Factor
Composite Maps

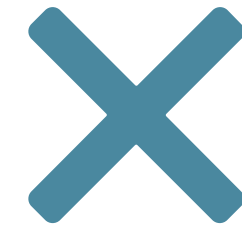
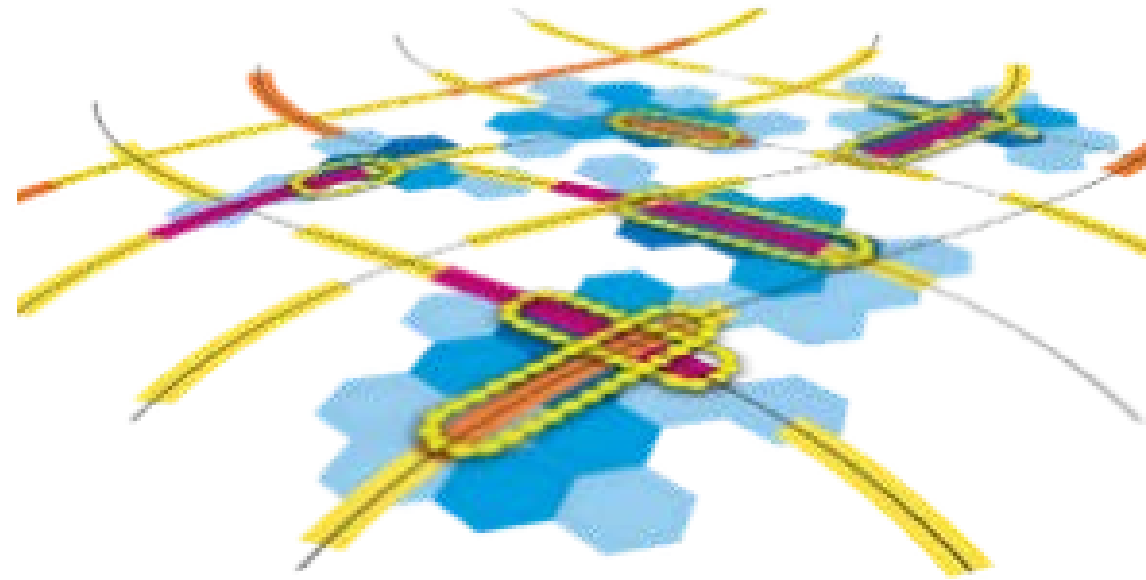


11 INC * 10 EFs = 11
integrated Maps



Recap...

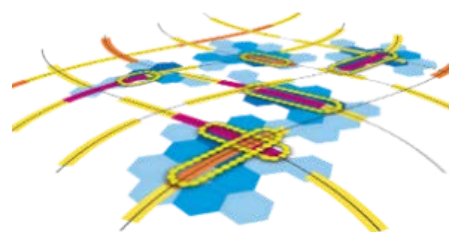
Winter 2022,
weighted the
transportation
needs with
equity factors



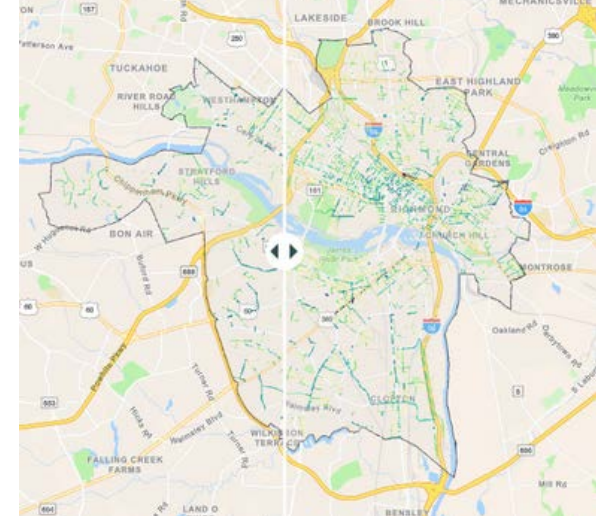
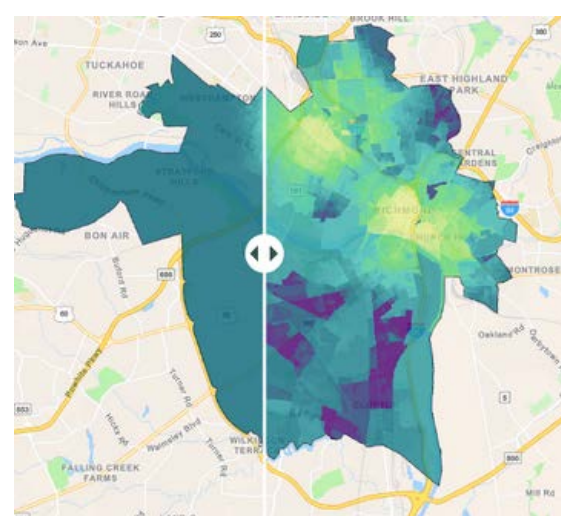
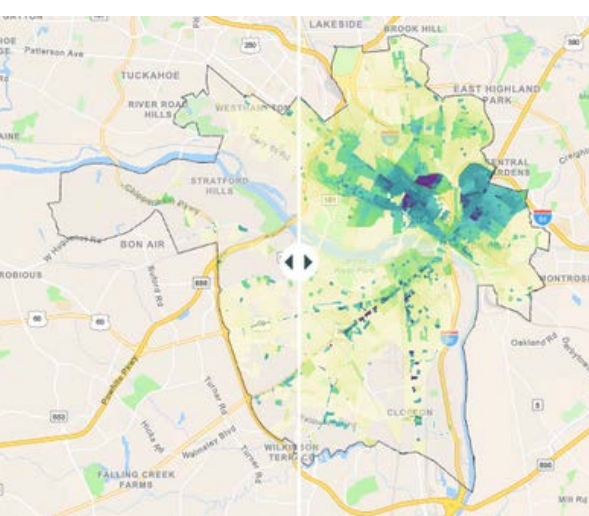
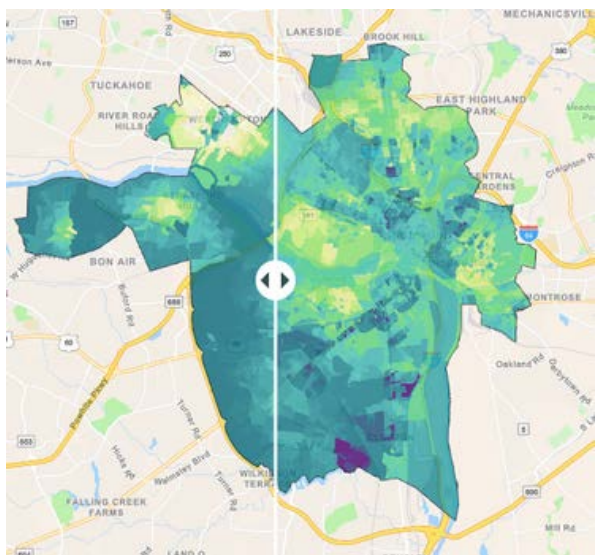
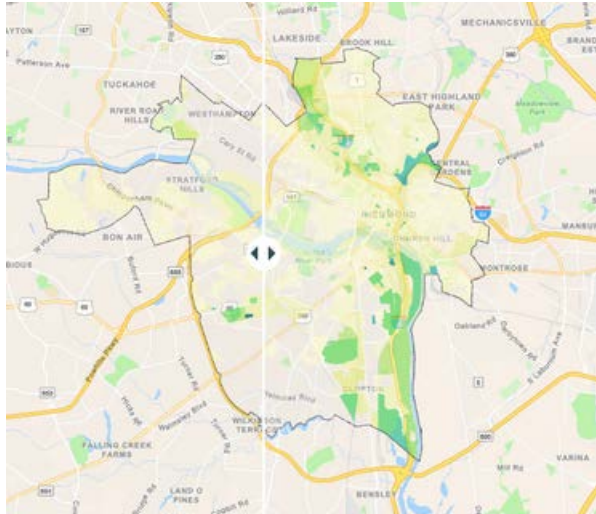
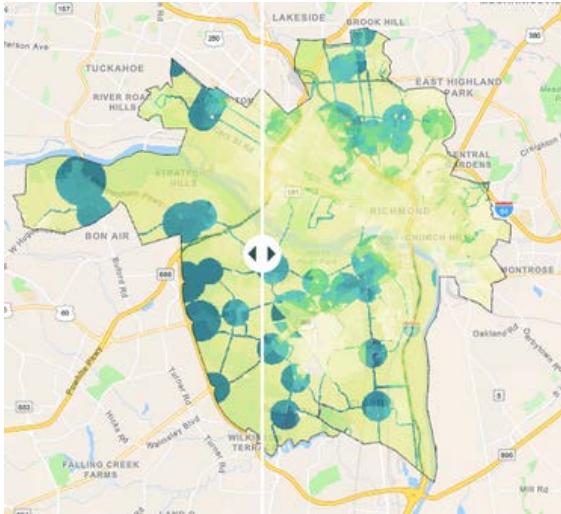
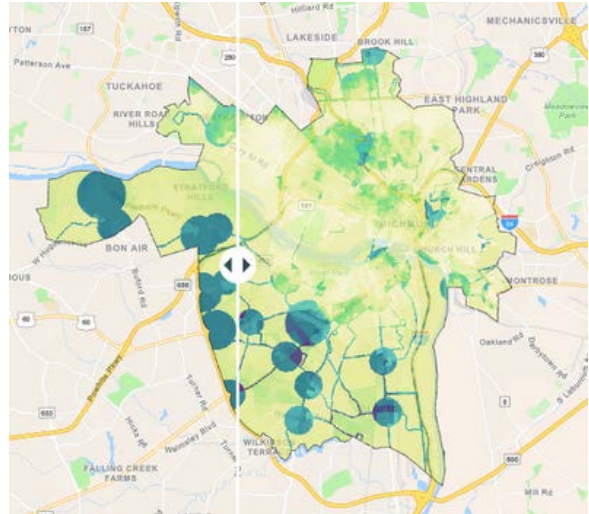
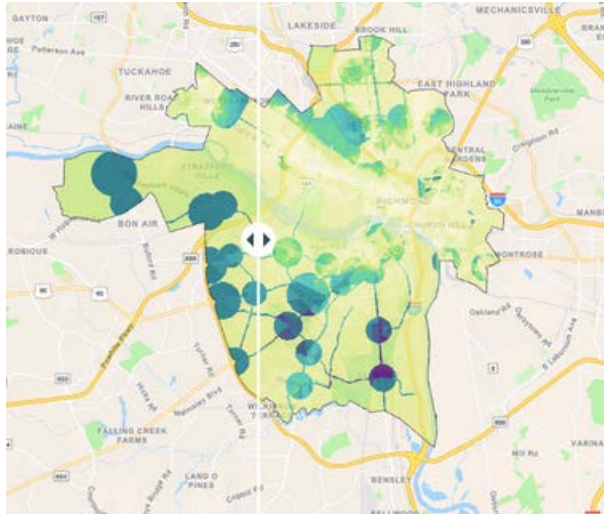
11



Recap...



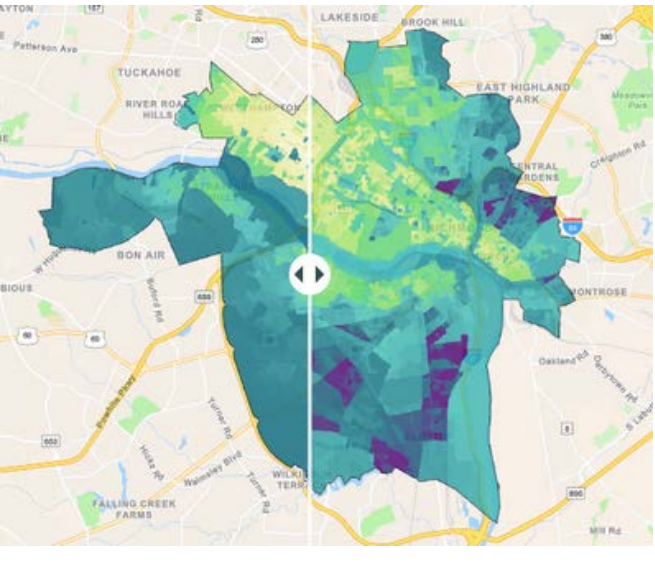
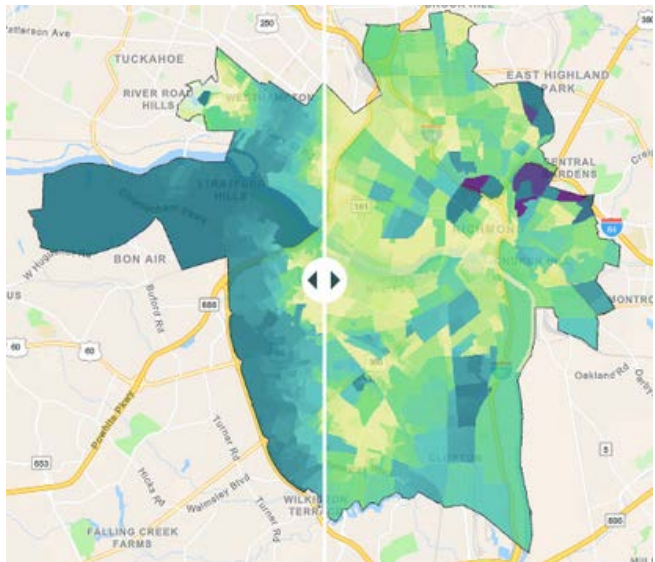
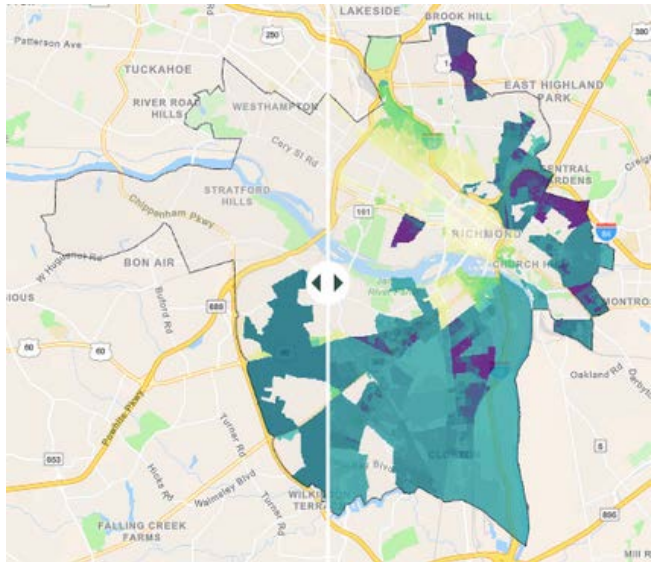
Shared the equity weighted, tiered needs maps in January



Unweighted Need Map
Left



Weighted Need Map
Right

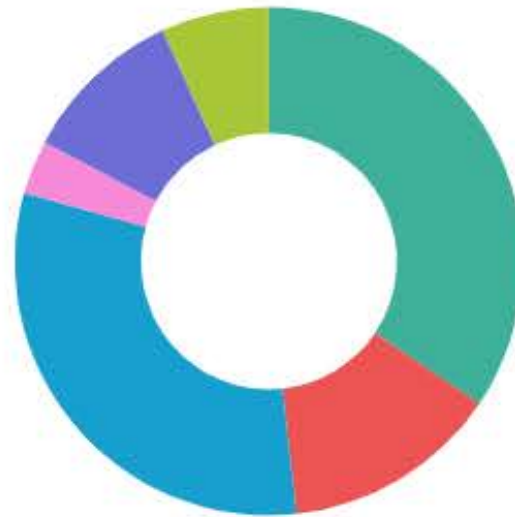


Recap...

Comments on the equity weighted, tiered maps in January did not change methodology

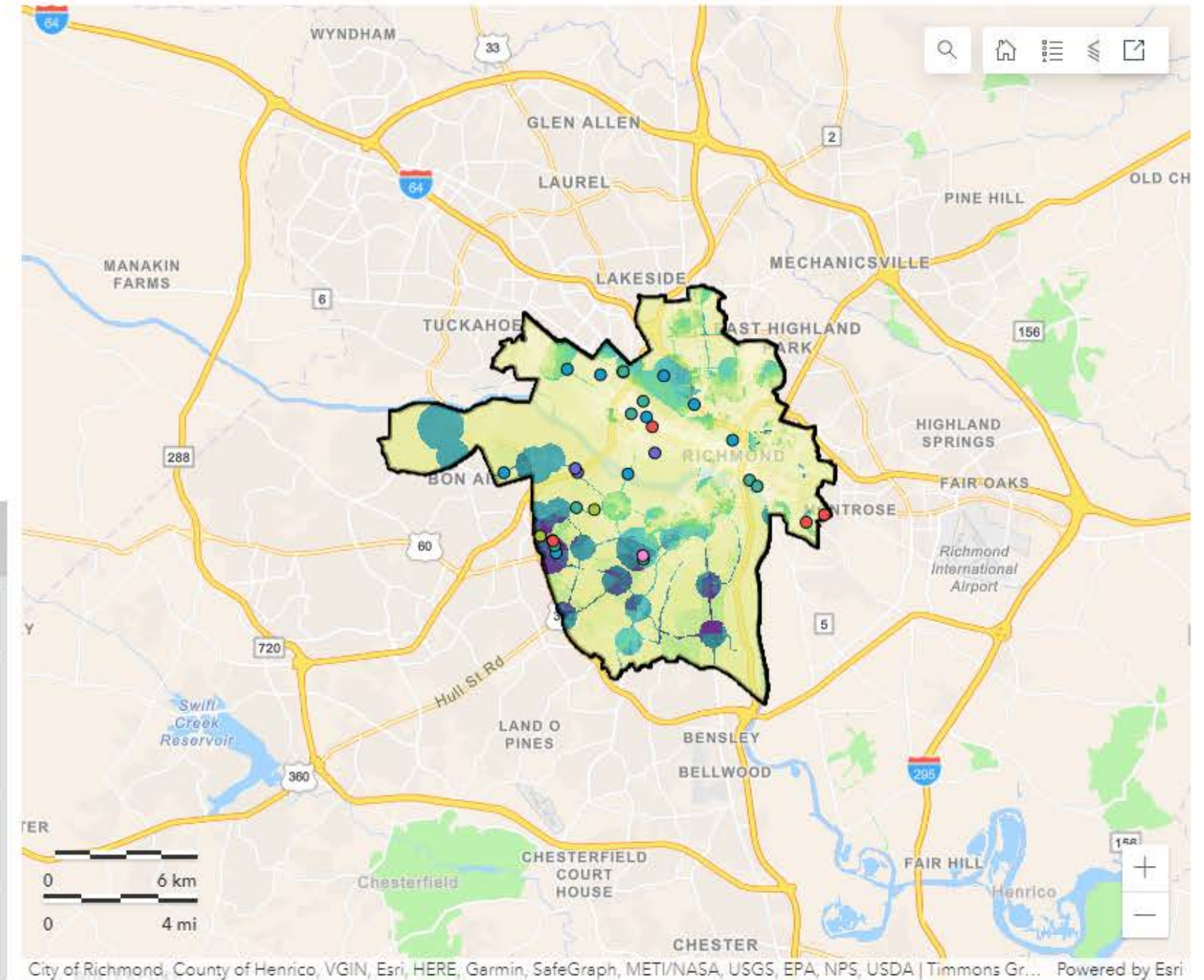
Comments Received

29



- Pedestrian Need (INC 10 1b)
- Transit Need (INC 2) 4
- Bicycle Need (INC 1a) 9
- Land Use Need (INC 4) 1
- Safety/Security Need 3 (INC 5)
- Connectivity Need 2 (INC 6)

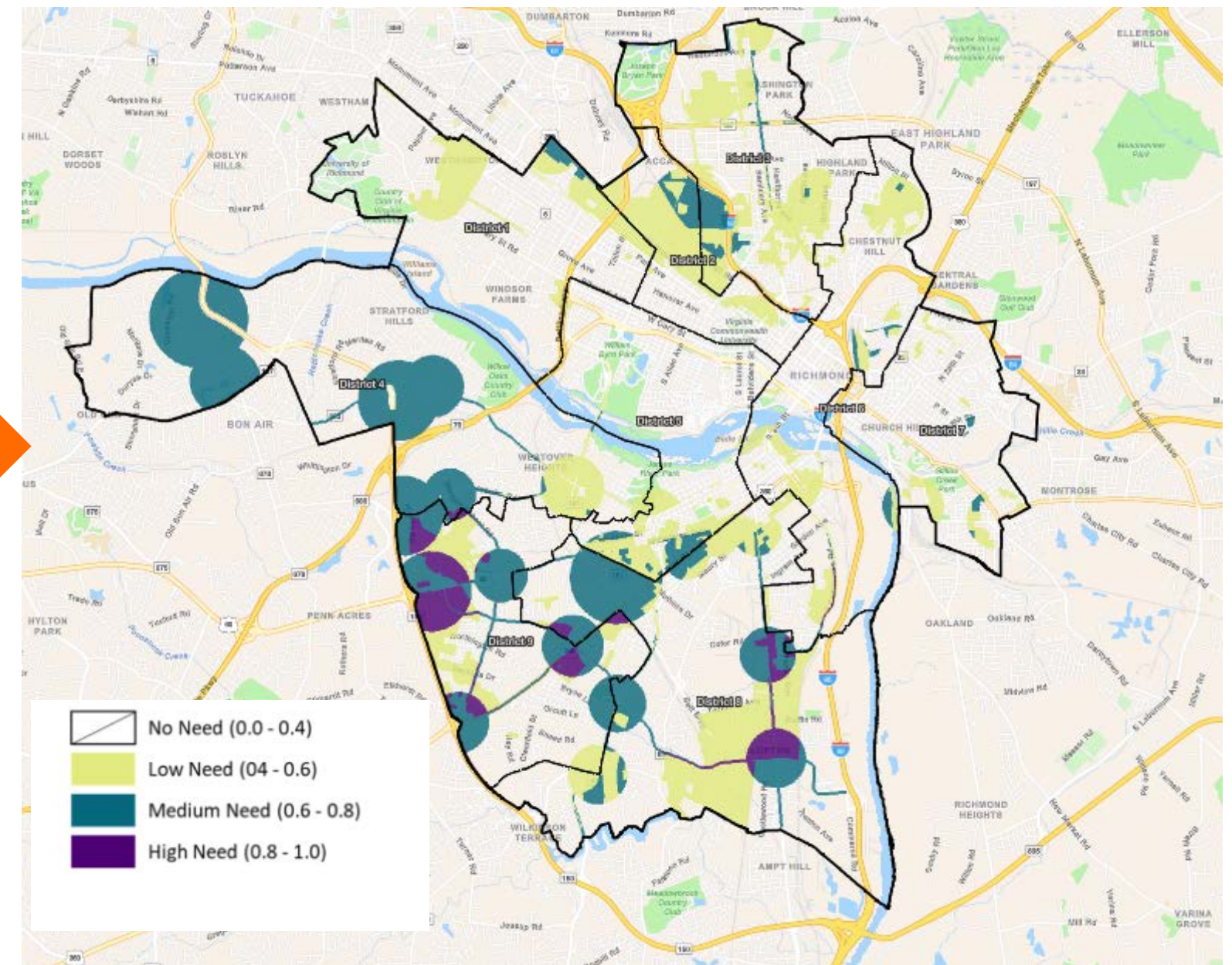
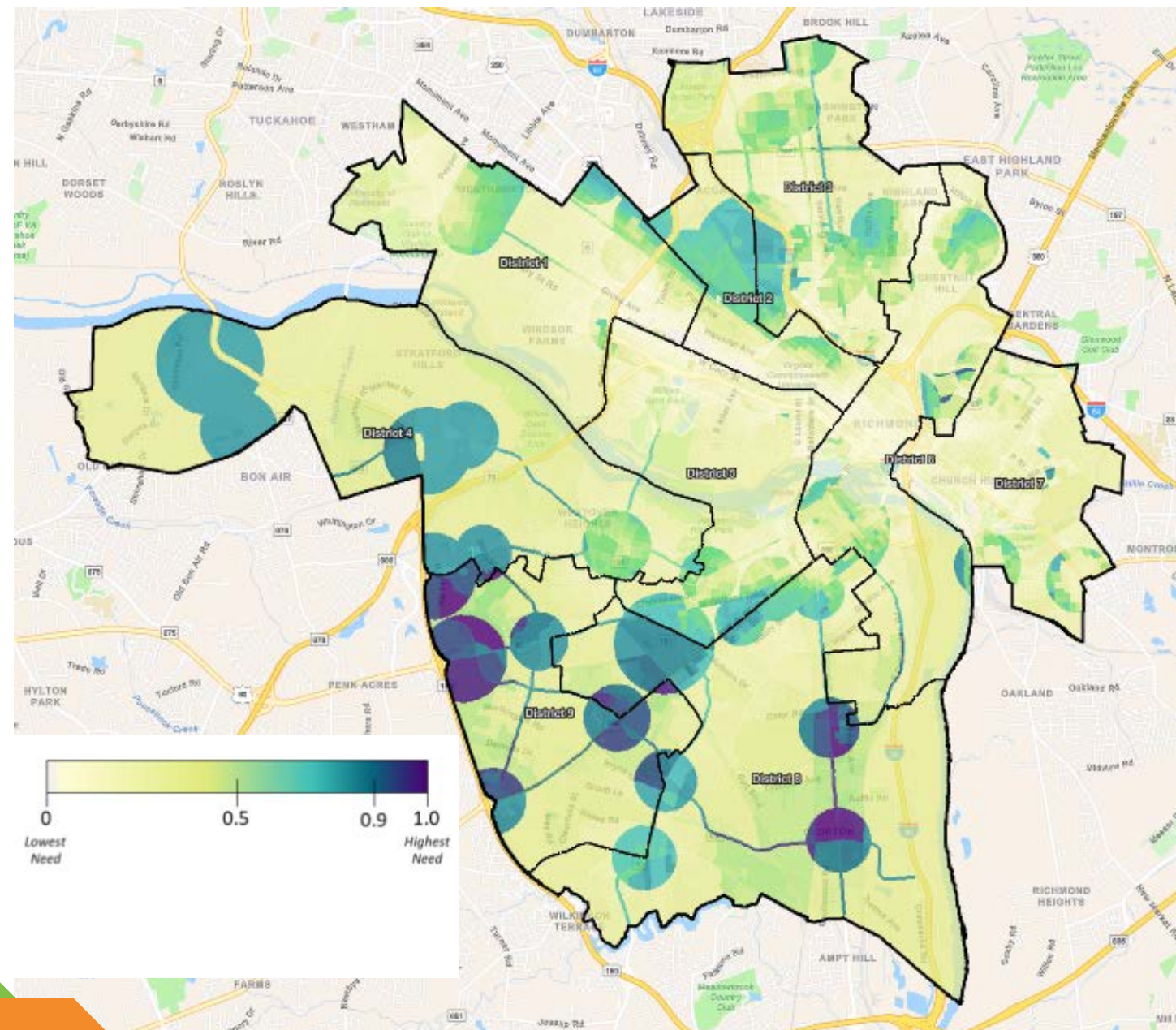
- Category:** Bicycle Need (INC 1a) *Received on January 23, 2023*
Comment: Please consider bike lanes on West Carnation head over Midlothian onto Warwick. This will align with RVA Bike Share station coming to Warwick.
- Category:** Bicycle Need (INC 1a) *Received on January 31, 2023*
Comment: Bike Lanes!
- Category:** Bicycle Need (INC 1a) *Received on February 1, 2023*
Comment: The Floyd Ave bikeway has been a failure, as compromises were made that eliminated some of the design features that would have deterred car drivers from using Floyd Ave as a thru-street. This can be fixed in part by eliminating the option for vehicles to turn onto Floyd from major N-S cross streets like Boulevard, Robinson, and Meadow.
- Category:** Bicycle Need (INC 1a) *Received on February 2, 2023*
Comment: Biking in this area is incredibly dangerous and we need protected/separated bike infrastructure to get over broad/train tracks and 64/95.
- Category:** Bicycle Need (INC 1a) *Received on February 2, 2023*
Comment: This bridge should have a dedicated bike infrastructure rather than sharing with pedestrians on the sidewalk. Honestly, make the bridge one way for cars (can switch half way through the day) and convert one of the lanes to bike only.



Where are we now?

Move from continuous gradient of scores to low, medium, and high need.

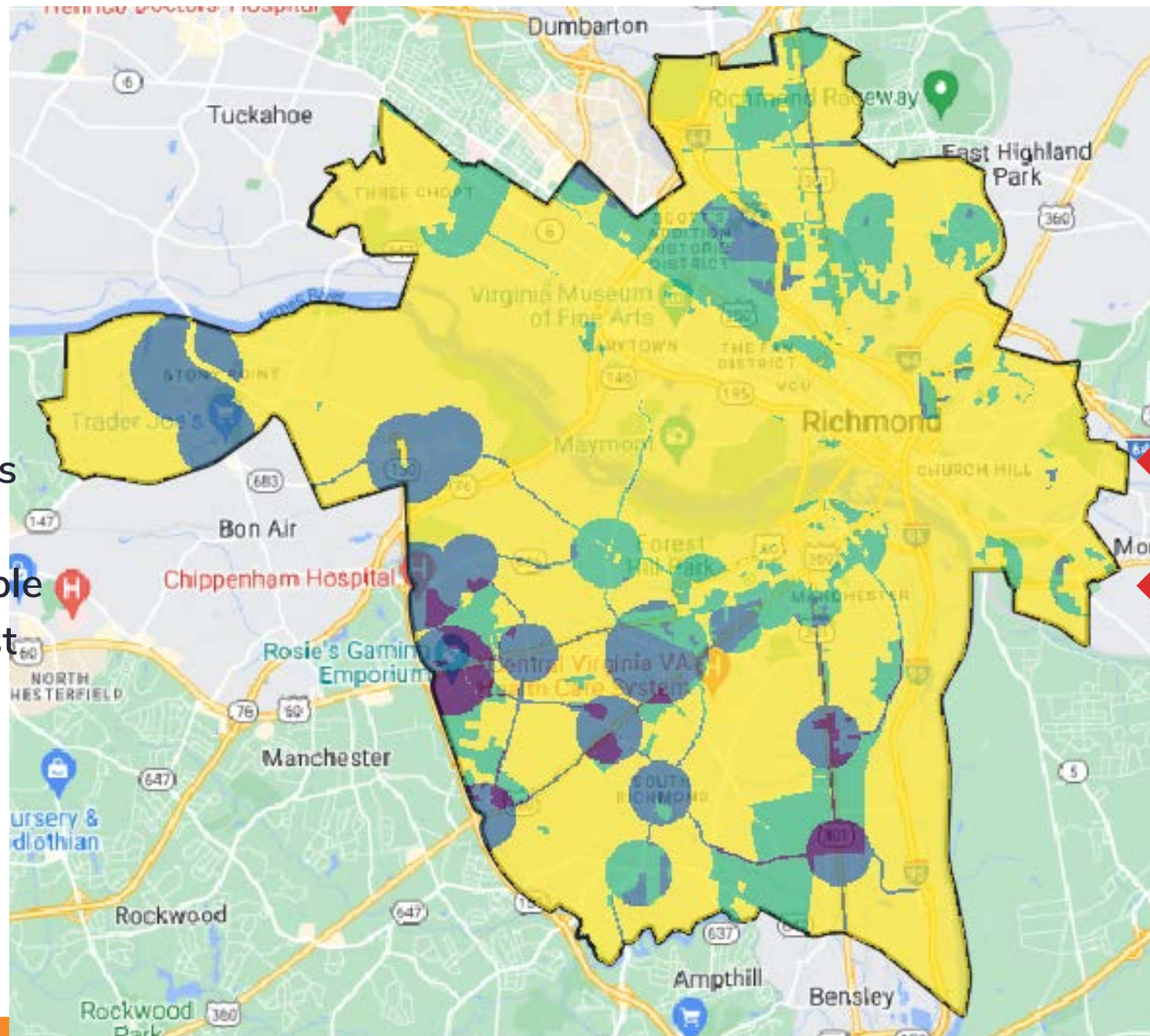
Why? So we can focus our recommendations development on the high needs.



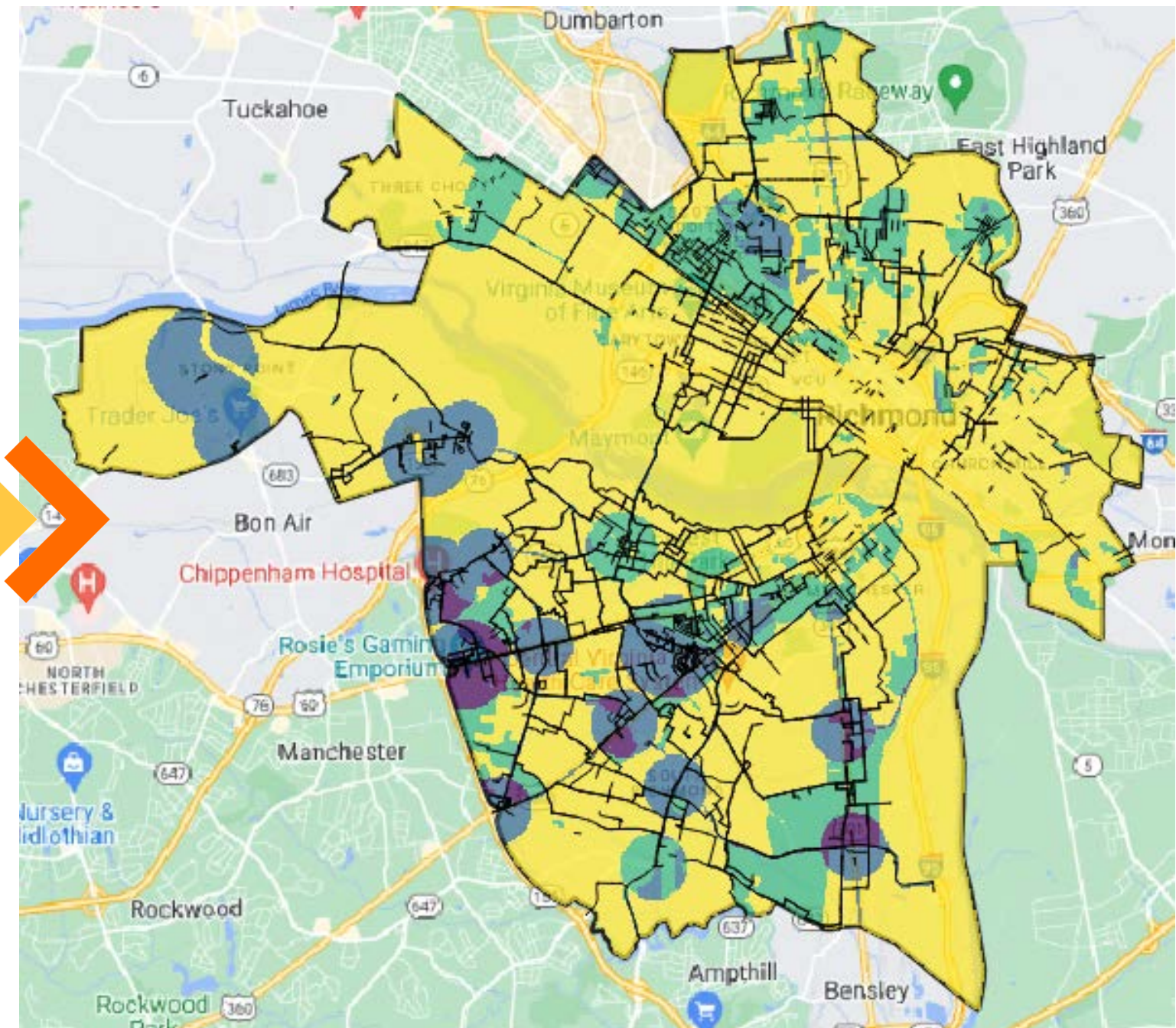
Where are we now?

Move from only zonal to addition of network based needs for bike, walk and freight needs. Why? So we can focus our recommendations development both policy driven locations as well as on corridors used by our high needs zones.

INC1A
(Yellow is lowest need; purple is highest need)



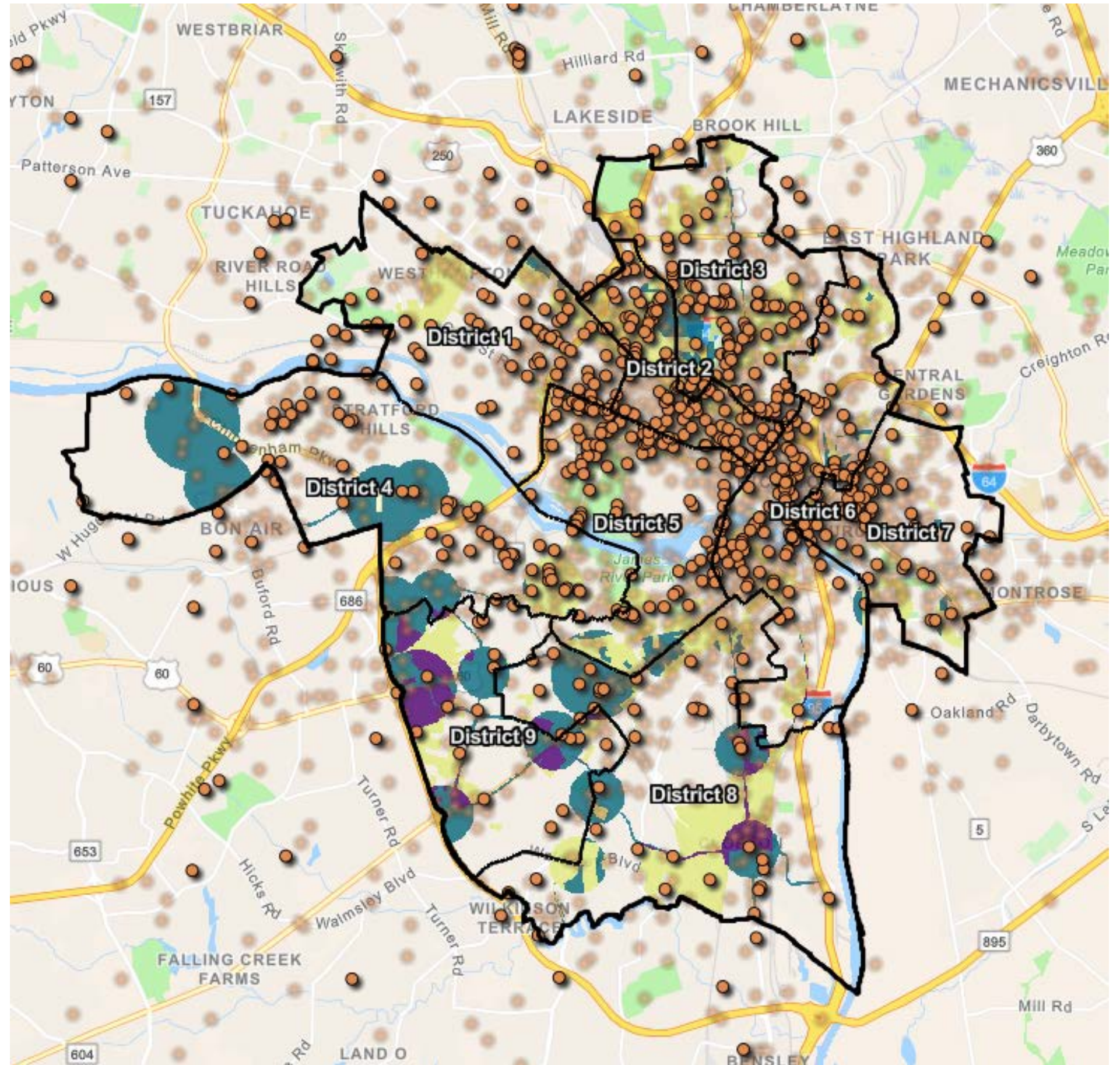
INC1A
(black lines are high-need network links)



What about all the public input?!

What has shared has been completely data driven. We have so much rich public input, and it does not always match!

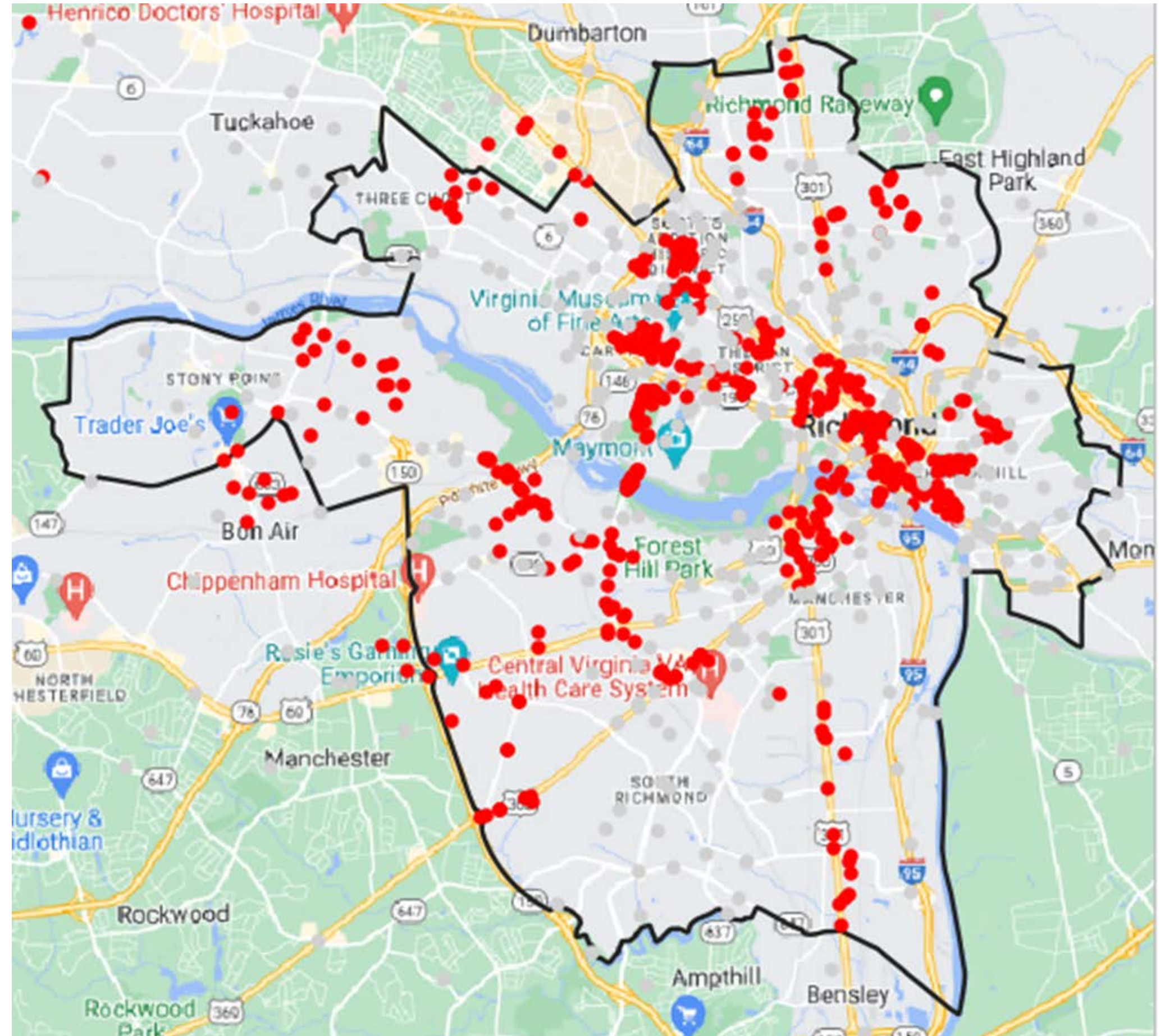
The team has tagged ALL comments for which INCs they relate to.



Bicycle needs AND bicycle comments

Public Comments Clustered

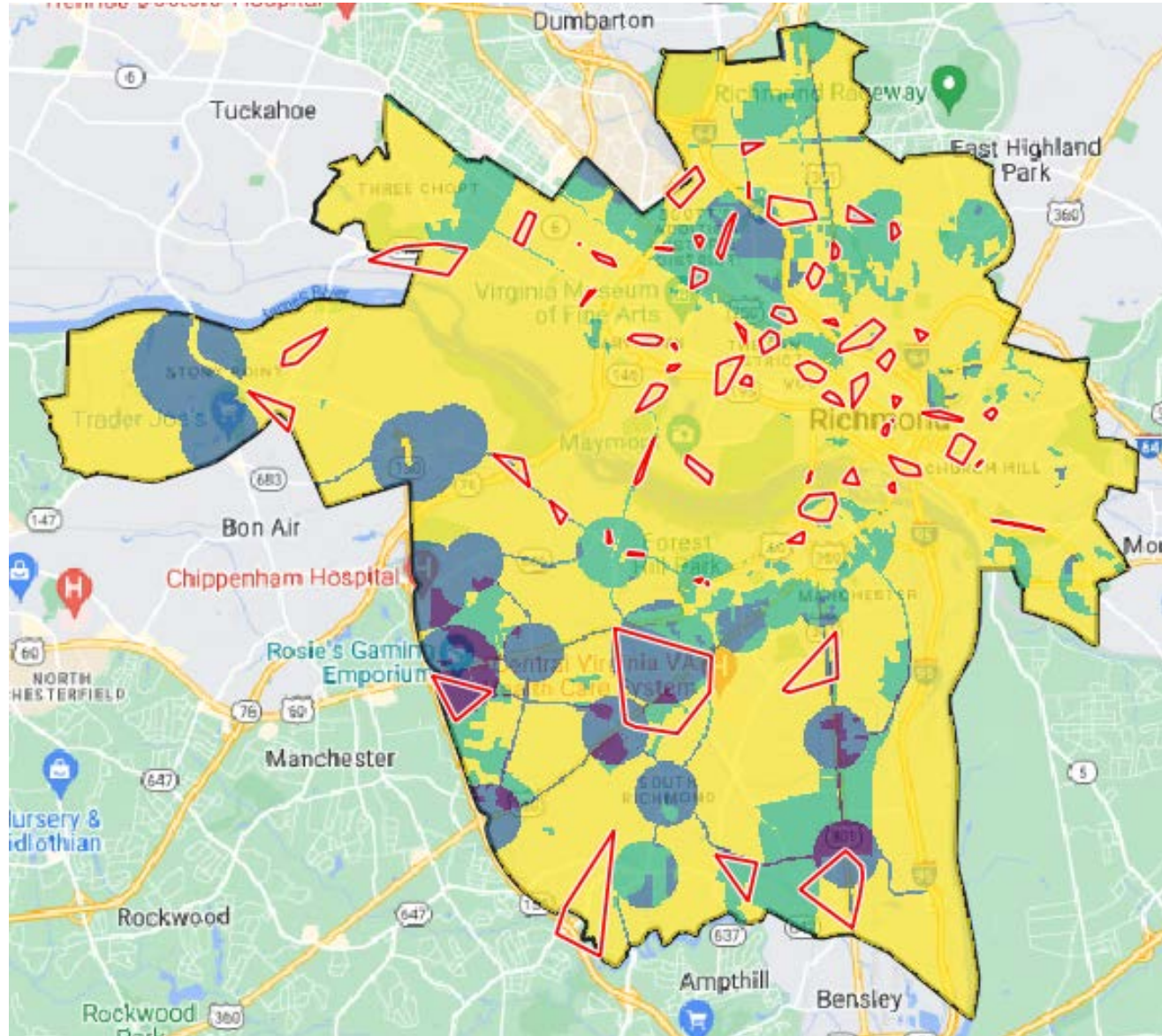
Used a premade DBSCAN algorithm to identify clusters of comments that controls for density of comments



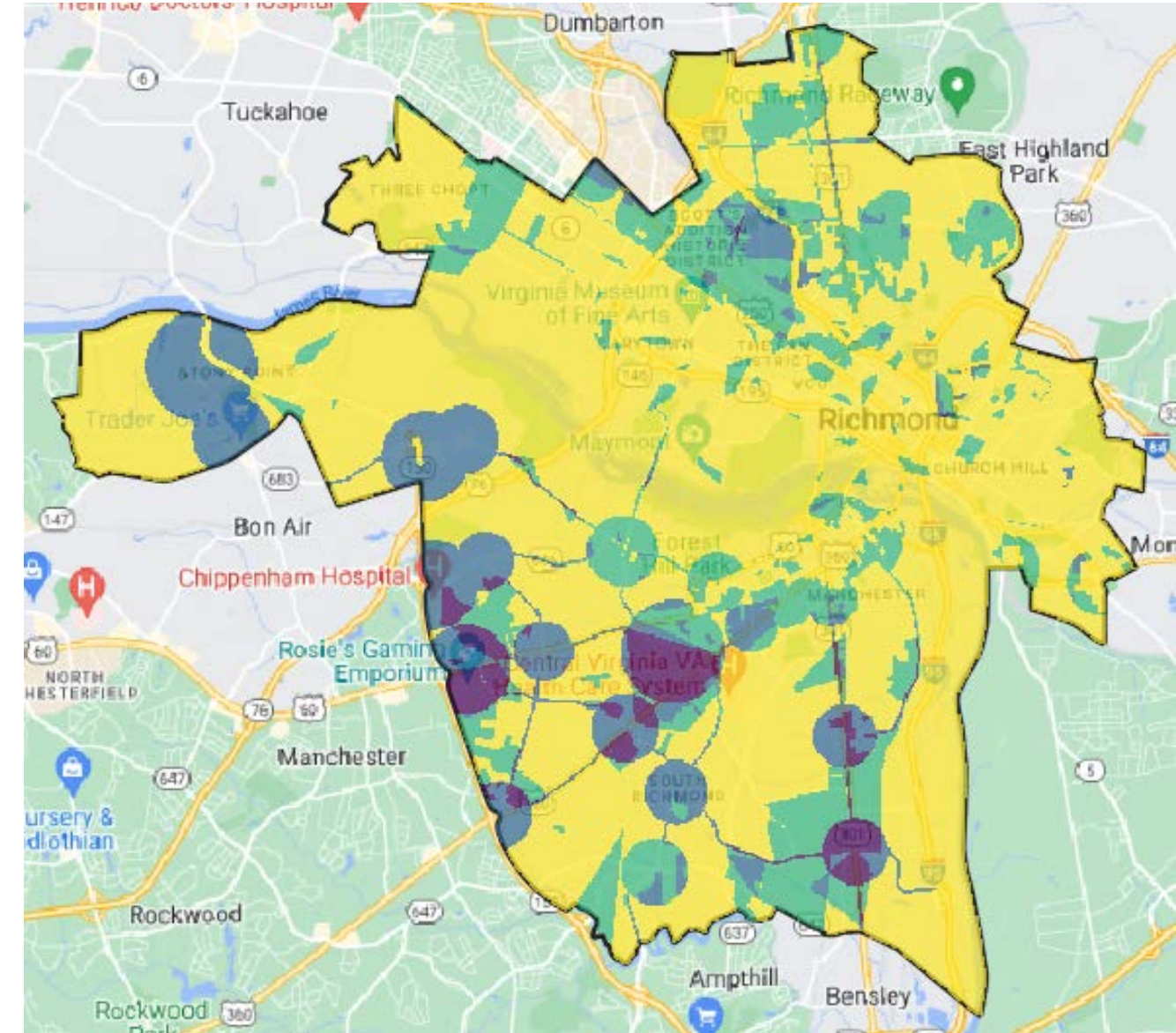
Clusters 'Bump-Up' Needs

Add 'back' weight to publicly
identified needs

Bumps up one tier



Tiered INC1A (Bicycle Needs)
with bike-related comment clusters overlaid



Tiered INC1A (Bicycle Needs)
with high-comment areas "bumped up"

What about needs that can't be mapped?!

144
Non Map-able
Needs

<https://storymaps.arcgis.com/collections/dd8db5a531c644ae9d3905a697756fbc?item...>

RICHMOND CONNECTS Richmond Connects Map Collection

Map Collection Overview Richmond Connects Website Survey Responses Dashboard Needs Analysis Mapping Composite Map Options **Weighted Needs Maps** Continuous vs Tiered Mapping

Welcome Needs Maps Provide/Review Comments Next Steps

Investment Need Category 1a: Bicycle

A bicycle need is revealed:

- where access is significantly degraded by the absence of bicycle facilities or the presence of low-quality facilities, or
- where bike-share facilities are beyond a short walking distance,
- with less tolerance for poor/underperforming accessibility in:
 - Richmond 300 Nodes
 - along Great Streets
 - along the high injury street network

06 / 11

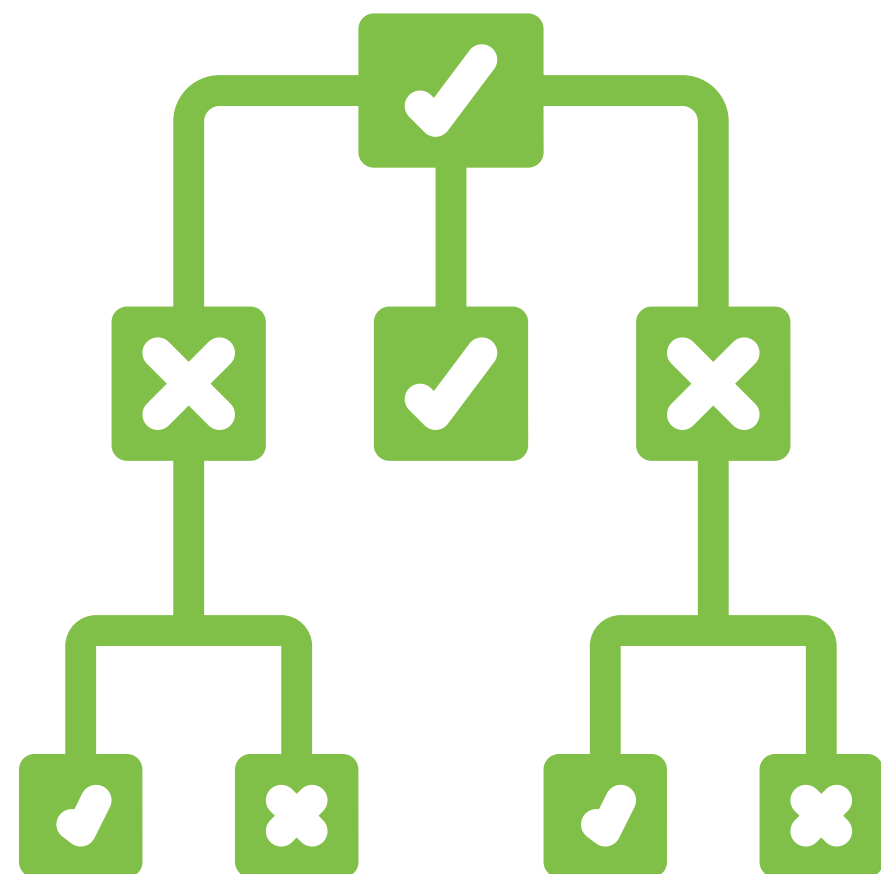
Slide 4 of 13 English (U.S.)

Give feedback to Microsoft

067%

What about needs that can't be mapped?!

Qualitative Refinement



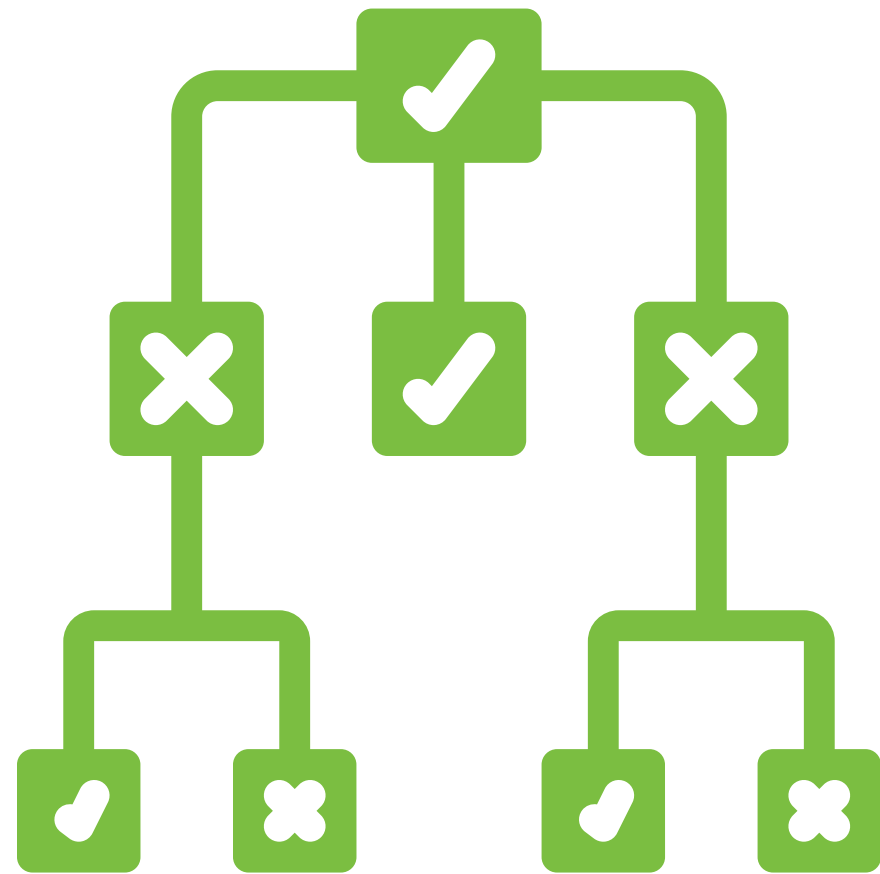
144 Non Map-able Needs

Does this represent an infrastructure improvement project or type of project? (If so, move out of needs to considerations for recommendations)

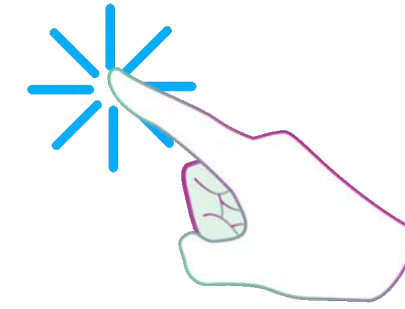
Does this align with a mappable need and will be addressed by those recommendations? (If so, move out of needs to considerations for recommendations)

104 Non Mapable Needs

Programmatic Needs



104 Non Map-able Needs



We are here

Been a common theme?

Directly impacts our communities of concern? What communities would benefit most from the proposed action, C of C?

Does this align with a community of concern identified 'super' needs and what we heard in the focus groups were the priorities?

Further Refinement of Non Mapable Needs

Next Steps

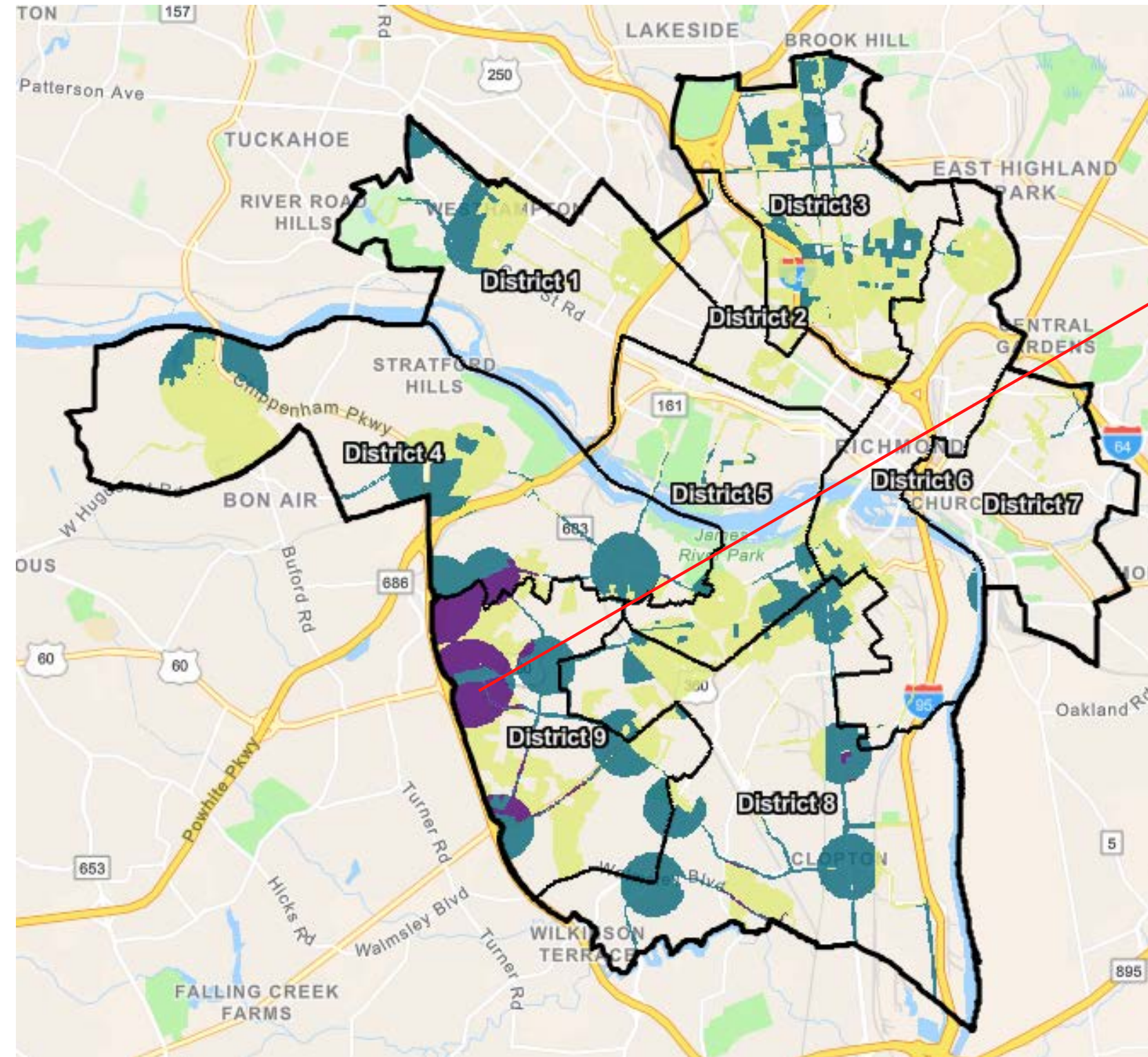
- Formulate narratives for highest needs
- Finalize non-mappable needs
- Pull existing recommendations
- Develop new recommendations



Next Steps

- Formulate narratives for highest needs

Tiered Transit Needs (INC 2)



Example

[Midlothian/Chippenham](#)

High transit need because:

- Infrequent, unreliable bus service, lacking shelters and benches
- On high injury network
- Great Street
- in a Node
- High concentration of Communities of Concern
- Inner ring suburb,
- Car-centric planning

High pedestrian need...

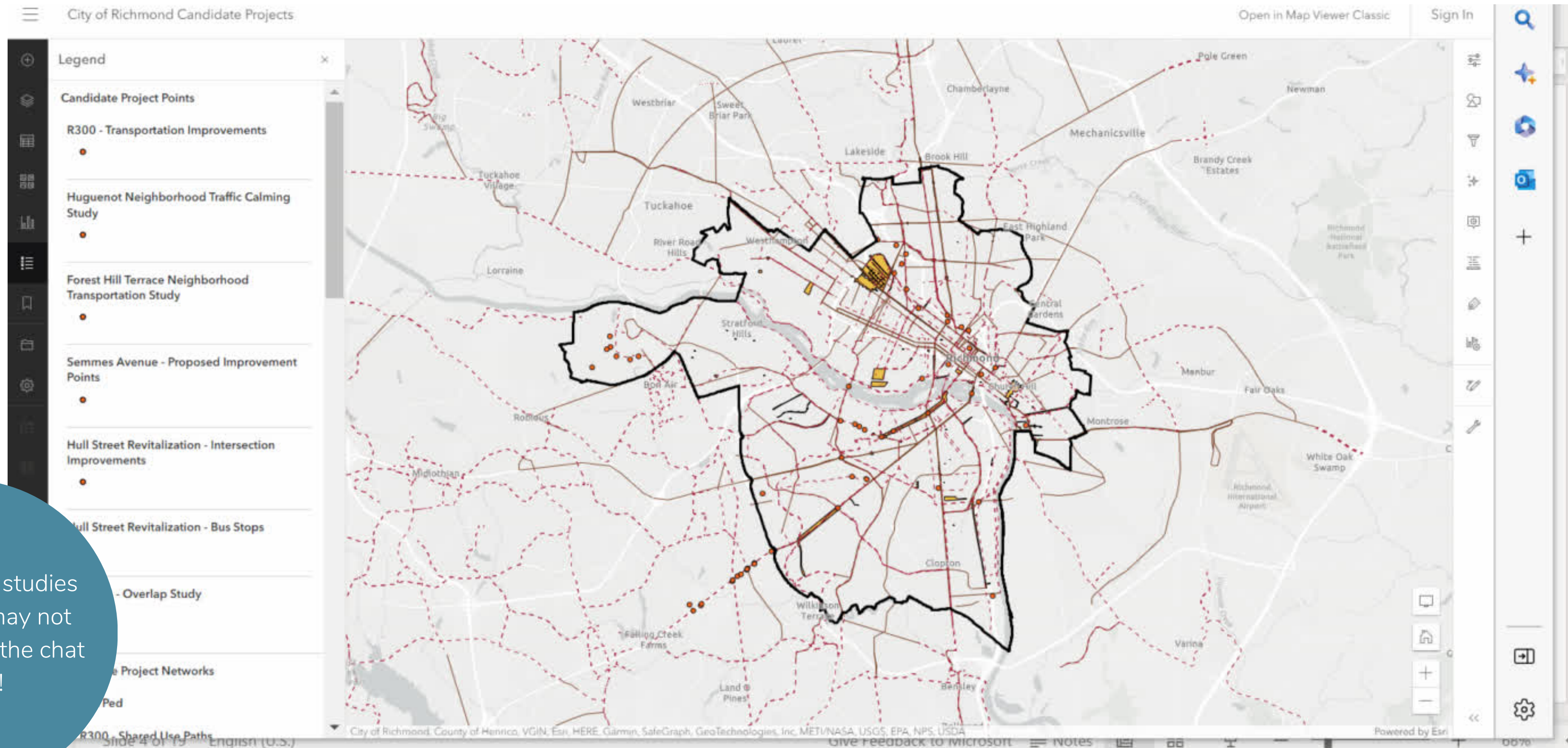
High bicycle need...

High land use need...

High connectivity need...

Next Steps

- Pull existing recommendations



Put additional studies or plans we may not know about in the chat please!!

Next Steps

- Develop new recommendations



2

What's new since
October?

**Engagement
Phase 2 is
complete**





Engagement Phase 2

In-Person Pop-Ups

Focus Group Sessions

Weighted Needs Map
Survey Feedback

90-Second Video

Website Updates

E-Blasts

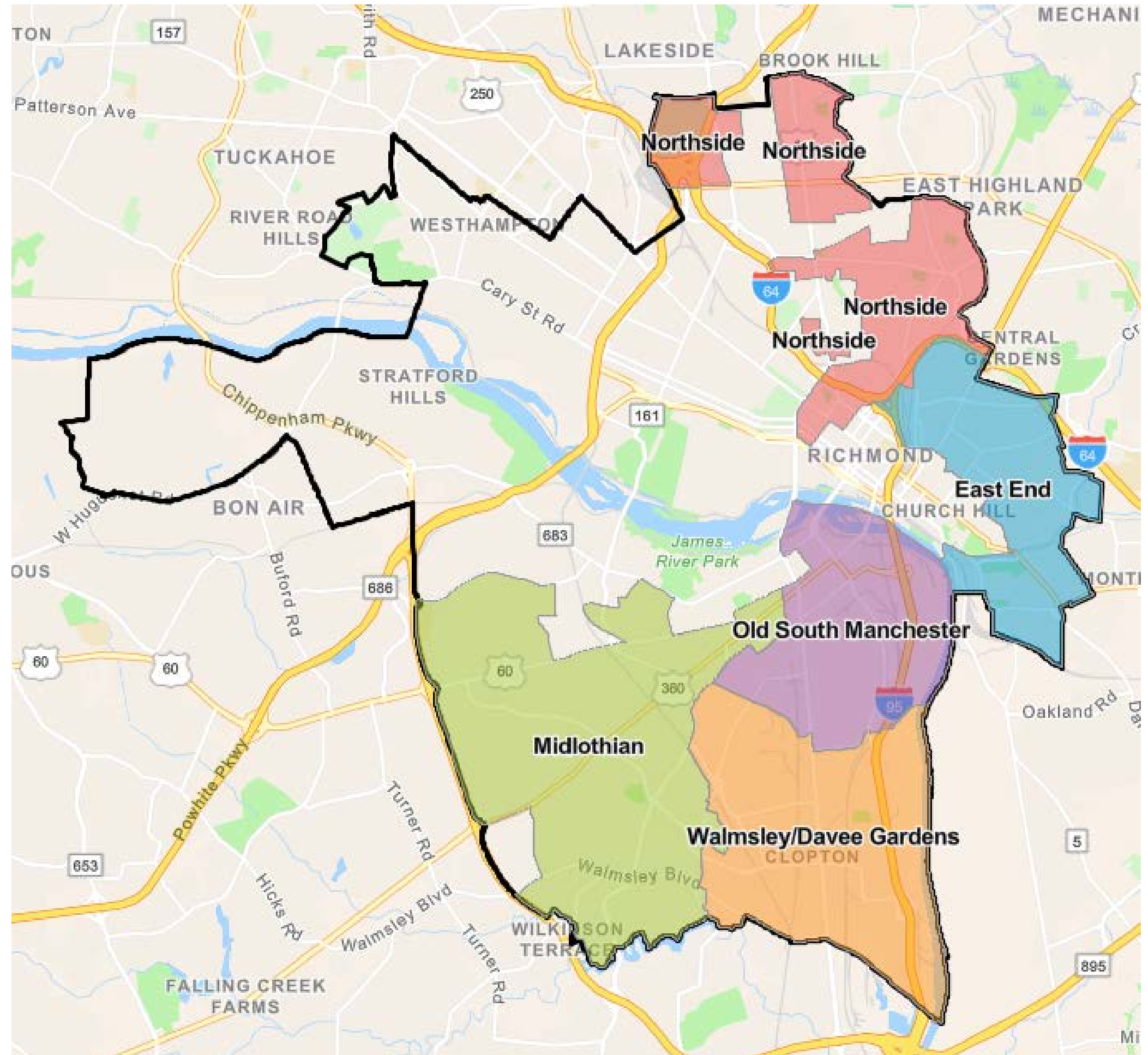
Opt-In for Text
Messages

In-Person Pop-Ups: Validating the Needs

Identified top 10 issues from
Phase 1 public input in
Communities of Concern :

- Northside
- East End
- Walmsley
- Manchester
- Midlothian

Communities of Concern Areas



In-Person Pop-Ups

What would you fix first?

These are the top issues in the East End focus area that Richmonders identified in prior surveys.

Choose up to 3 issues you think should be fixed first, and put a dot in the white box above the photo.

Place your dots in this area!

Riding a bike on the Leigh Street viaduct feels unsafe



Crossing the street feels unsafe, especially at Mechanicsville Tpke and Fairfield Ave



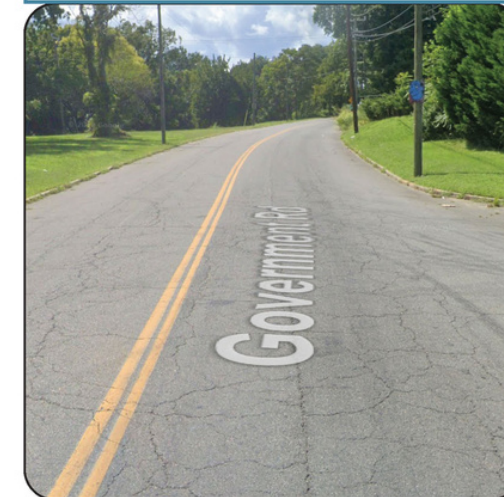
Crossing Mosby Street at MLK Middle School feels unsafe



Speeding on Fairmount Ave.



Many streets lack sidewalks, and existing sidewalks are cracked



In-Person Pop-Ups



Event & Location	Day	Communities of Concern
John Marshall High School Family Engagement Night	Nov. 15, 2022	Northside – primarily low-income African American families
Neighborhood Resource Center COVID Testing Day	Nov. 20, 2022	East End
Kanawha Plaza Grand Illumination RVA	Dec. 2, 2022	Northside, Manchester – all demographics
Big Apple Grocery Pop-Up	Dec. 3, 2022	Walmsley – primarily Spanish-speaking, African American, and low-income
Christmas on MacArthur	Dec. 10, 2022	Northside
Hillside Community Holiday Event	Dec 10, 2022	Manchester – primarily low-income African American
Q-Market Pop-Up, 1167 Southwood Pkwy	Dec. 17, 2022	Walmsley – primarily Hispanic
Southside Plaza Pop-Up	Dec. 17, 2022	Walmsley
Night Market at Stone Brewery	Dec. 18, 2022	East End – primarily white
Rays Barber Shop Holiday Toy Drive	Dec. 18, 2022	Northside – primarily low-income African American
Peter Paul Development Center Family Dinner	Dec. 20, 2022	East End – low income, all Communities of Concern
Southside Community Center	Dec. 29. 2022	Walmsley
Broad Rock Community Center	Dec. 29. 2022	Walmsley

East End

Rank	Top Issue in Community of Concern	Total # of Dots	Neighborhood Resource Center COVID Testing Day	Peter Paul Development Center family dinner	Night Market at Stone Brewery	Focus Group
1	Many streets lack sidewalks, and existing sidewalks are cracked	42	3	23	10	7
2	Crossing Mosby Street at MLK Middle School feels unsafe	40	0	34	0	6
3	Crossing the street feels unsafe, especially at Mechanicsville Tpke and Fairfield Ave	36	0	28	0	8
4	Potholes and poor pavement, especially on Williamsburg Rd and Government Rd	26	8	0	13	5
5	Speeding on Fairmount Ave	23	0	21	0	2
6	Bicycle connections lacking between Fulton and Rocketts Landing	21	0	0	17	4
7	No shelters at benches and bus stops	20	4	8	4	4
8	Buses are infrequent and require too many transfers from East End, especially Fulton	13	8	0	0	5
9	Speeding and lack of pedestrian crossings on Williamsburg Rd	11	7	0	0	4
10	Riding a bike on the Leigh Street viaduct feels unsafe	3	0	0	3	0



Sidewalks lacking along Williamsburg Rd



Pedestrian crossing facilities on Mosby St at MLK Middle School



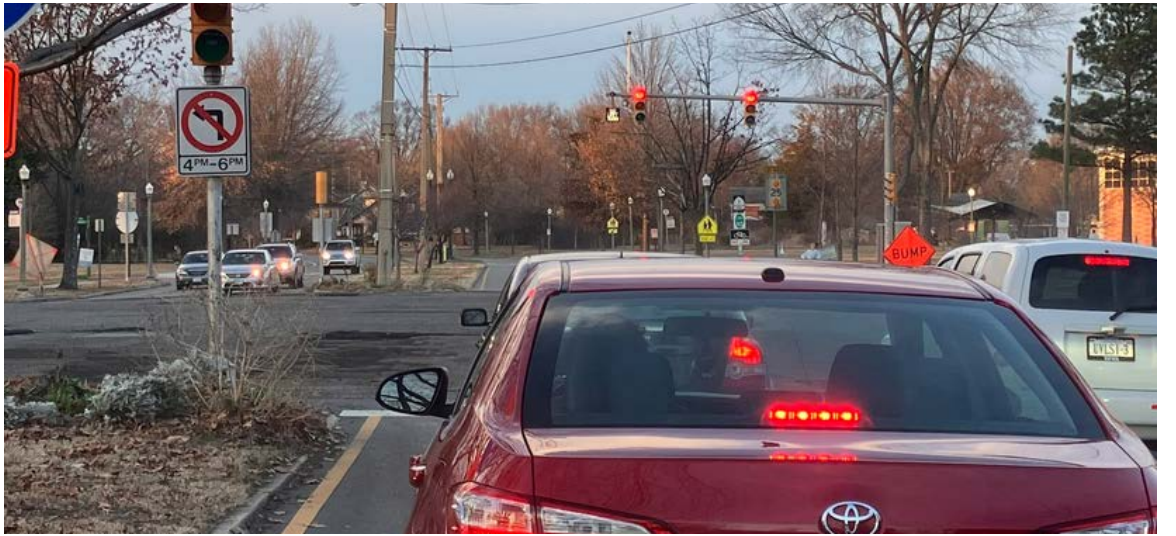
Crossings at Mechanicsville Tpke and Fairfield Ave

Northside

Rank	Top Issue in Community of Concern	Total # of Dots	John Marshall High School Family Engagement Night	Kanawha Plaza Illuminate RVA	Rays Barber Shop Holiday Toy Drive	Christmas on MacArthur	Focus Groups
1	Many streets lack sidewalks or existing sidewalks are broken	65	0	10	7	43	5
2	Speeding on major streets, like Laburnum Ave, Brook Rd, and Chamberlayne Ave	57	3	6	11	33	4
3	Intersection at Laburnum Ave and Hermitage Rd feels unsafe	55	1	6	0	47	1
4	Pulse BRT does not serve Northside	41	1	4	9	22	5
5	Potholes and poor pavement on streets	34	0	4	7	18	5
6	Riding a bike from Northside to downtown feels unsafe	33	0	4	0	28	1
7	Lack of bus stops, especially near senior housing	30	0	9	0	14	7
8	Crossing the street on North Avenue feels unsafe	28	2	12	12	0	2
9	Walking and riding a bike on Chamberlayne feels unsafe	27	3	3	6	13	2
10	Riding a bike on Brookland Park Blvd feels unsafe	12	0	2	0	9	1



Cracked sidewalk on Chamberlayne



Laburnum and Hermitage Intersection



Wide lanes on Laburnum Ave.

Manchester

Rank	Top Issue in Community of Concern	Total # of Dots	Kanawha Plaza Illuminate RVA	Hillside Community Holiday Event	Focus Group
1	Drivers do not stop for pedestrians in crosswalks	19	7	10	2
2	Many streets lack sidewalks and lighting at night	18	9	7	2
3	Crossing the street feels unsafe, especially Hull St, Semmes Ave, and Cowardin	16	6	8	2
4	Potholes and poor pavement	14	11	0	3
5	Bus stops lack shelter and benches	13	6	5	2
6	Intersections at Cowardin Ave, Hull St, and Semmes Ave feel unsafe	10	3	5	2
7	Pulse BRT does not serve Southside	9	2	5	2
7	Belvidere, Manchester, and Mayo Bridges feel unsafe for walking and bicycling	9	6	0	3
8	Infrequent bus service and lack of stops in Southside	7	5	0	2
9	Speeding along Hull St	6	4	0	2



Crosswalks in Downtown



Lack of sidewalks in Bellemeade/Oak Grove



Pedestrian conditions on Semmes Ave

Walmsley

Rank	Top Issue in Community of Concern	Total # of Dots	Big Apple Grocery	Broad Rock & Southside Community Centers	Q-Market and Southside Plaza	Focus Group
1	Potholes and poor pavement maintenance on Rte 1 (Richmond Hwy)	15	5	4	5	1
2	Potholes and poor pavement maintenance on Commerce Rd	13	6	1	4	2
3	No shelters and benches at bus stops	12	3	5	4	0
4	Many streets in Southside lack sidewalks, and existing sidewalks are broken	11	3	5	2	1
4	Missing sidewalks on Rte 1 (Richmond Hwy)	11	1	1	8	1
5	Speeding on Rte 1 (Richmond Hwy)	10	2	5	3	0
5	Lack of sidewalks on Walmsley Blvd	10	3	3	3	1
6	Infrequent bus service and lack of stops in Southside	6	2	1	2	1
7	Very few bike paths in Southside	6	1	3	1	1
8	Potholes and poor pavement maintenance on Bells Rd	4	1	2	0	1



Potholes on Rte 1 at Bells



No shelter or bench on GRTC stop on Rte 1



Pavement condition on Commerce Rd

Midlothian

Rank	Top Issue in Community of Concern	Total # of Dots	Focus Group
1	Missing sidewalks on Hull St, Hey Rd, and Elkhardt Rd near River City Middle School	1	1
1	Potholes and poor road maintenance throughout Southside, especially Old Warwick Rd and Hull St	1	1
1	Dangerous pedestrian crossings along Midlothian Tpke	1	1
1	Southside Plaza bus transfer station lacks sidewalks and amenities	1	1
1	Speeding along Hull St	1	1
1	Bus service is infrequent and bus stops do not feel safe	1	1
1	Missing sidewalks along Hull St	1	1
2	Speeding and missing sidewalks on Broad Rock Rd	0	0
2	Very few bike paths in Southside	0	0
2	Missing and broken sidewalks throughout Southside	0	0



Lack of sidewalks on Elkhardt Rd



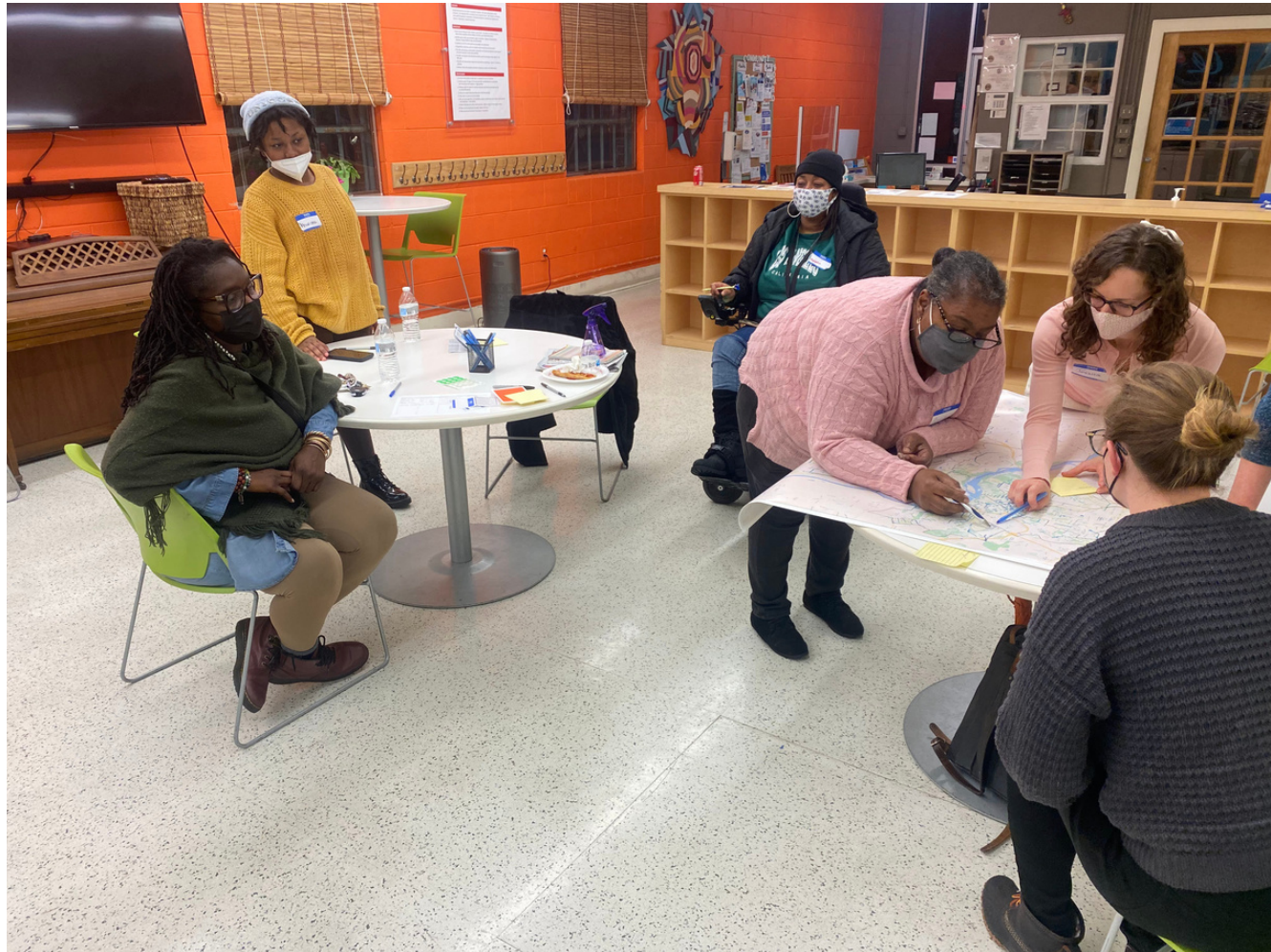
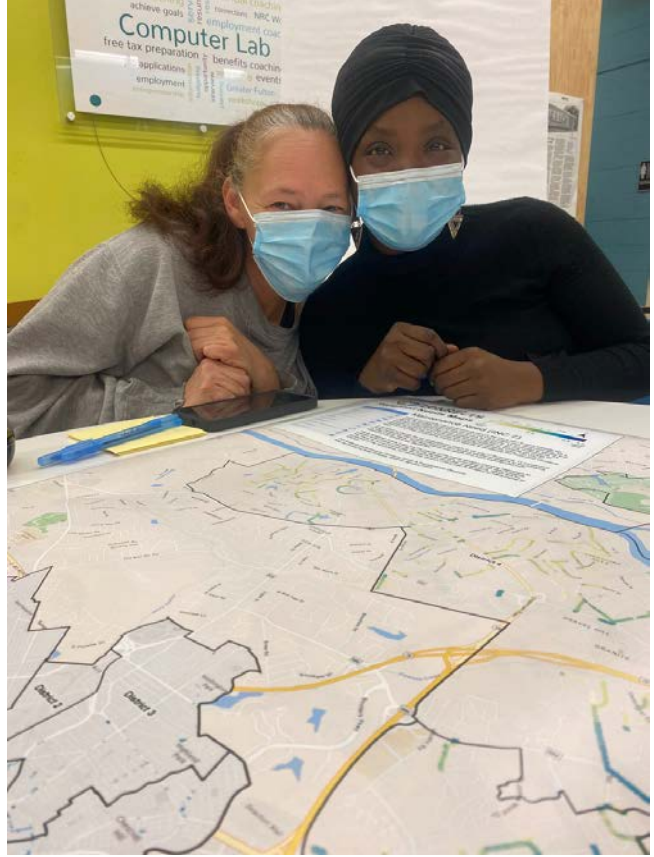
Potholes near Southside Community Center



Unsafe pedestrian environment on Midlothian Tpke

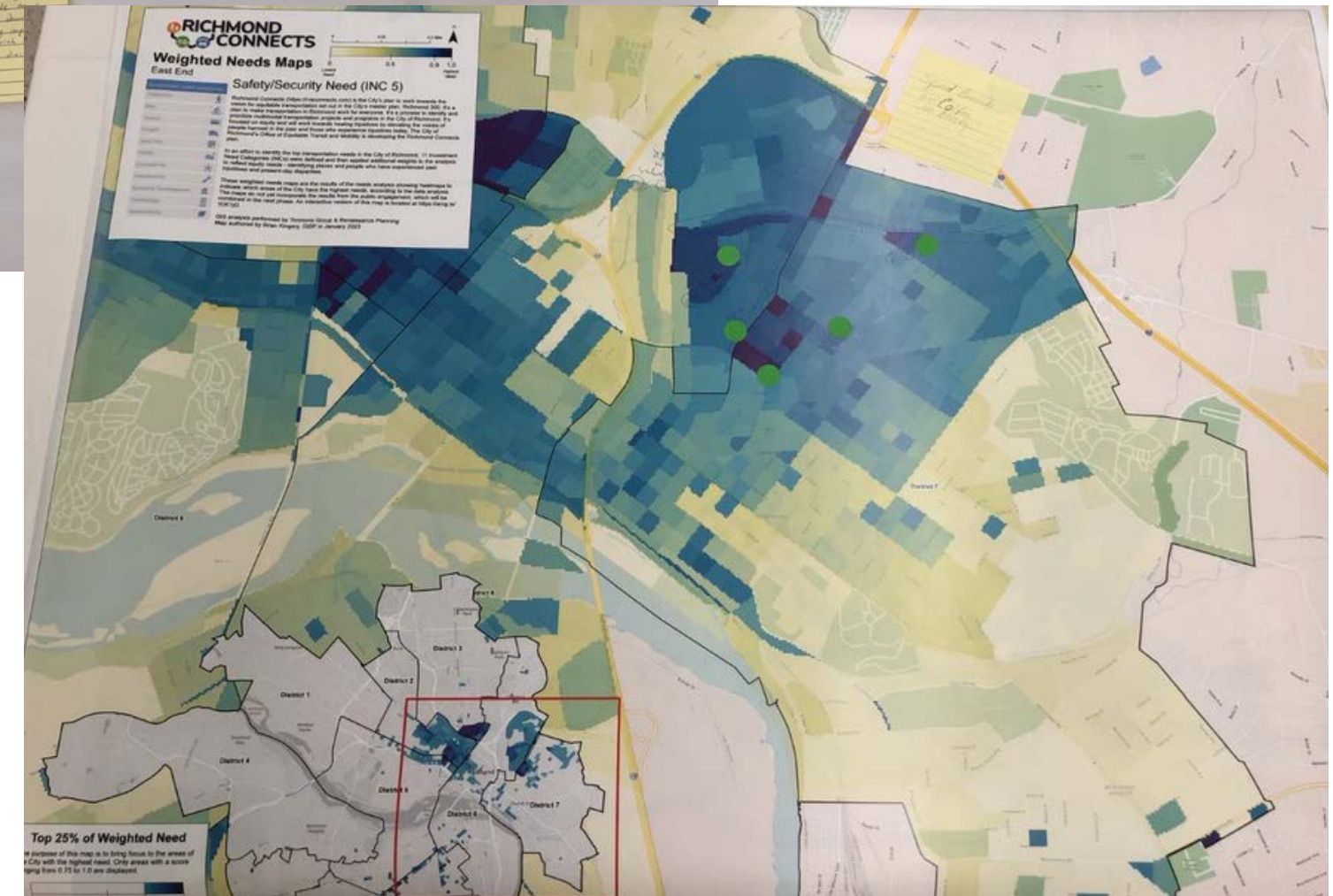
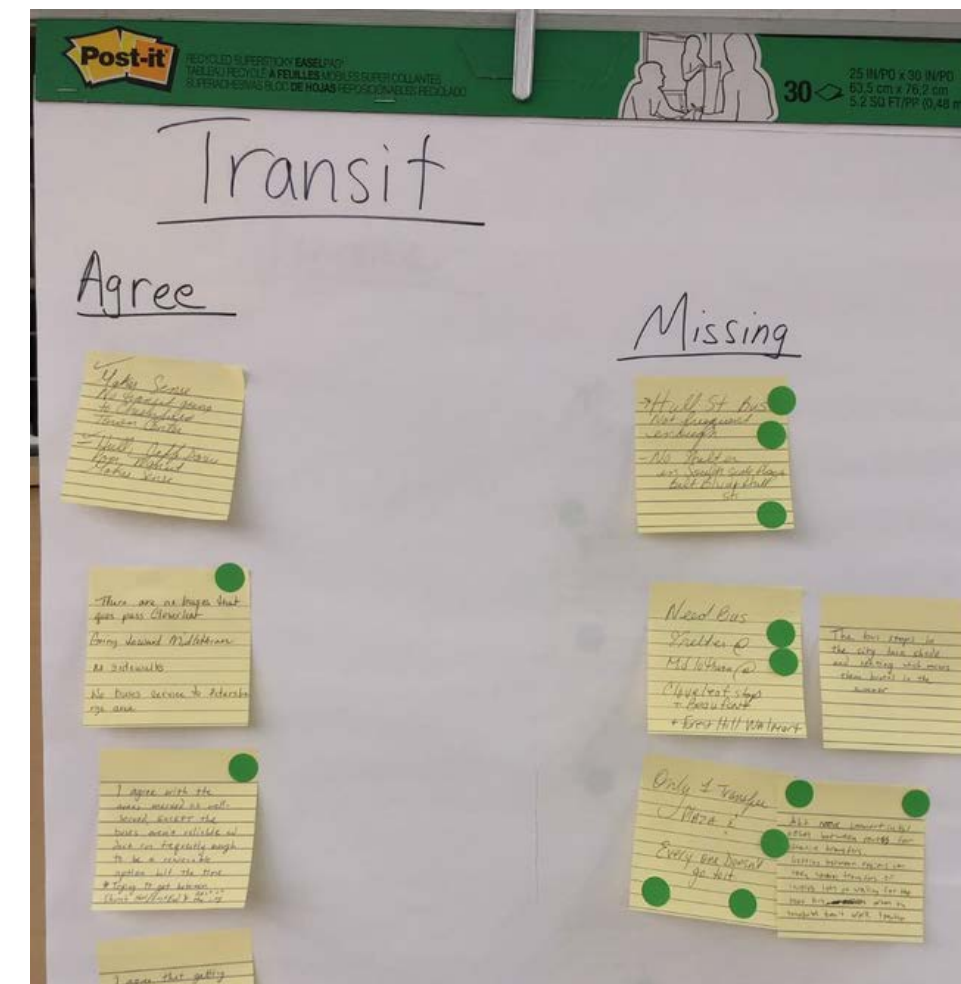
Focus Groups

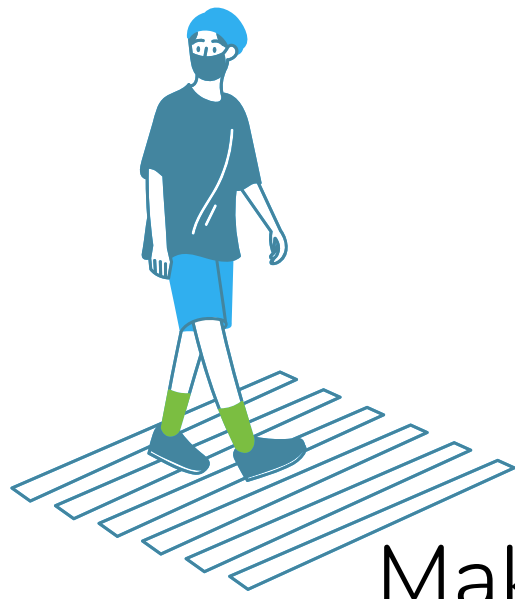
East End	Neighborhood Resource Center	Jan. 19th
Southside	Hull Street Library	Jan 26th
Northside	Six Points Innovation Center	Feb 2nd



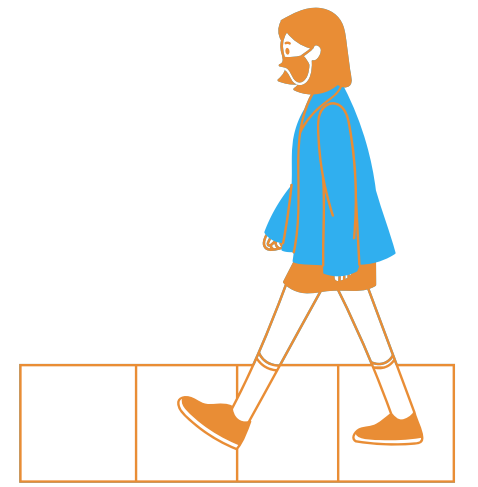
Focus Groups

- Participants reviewed the weighted needs maps from the data-driven analysis
 - What makes sense?
 - What's missing?
- Participants examined the top 10 needs on the banners and identified those that were mentioned during the focus group
 -





East End Focus Group



Makes Sense:

- General agreement with highest need areas
- Southside has highest pedestrian needs in City
- Fairfield Ave needs more pedestrian signs
- High maintenance needs on Fairfield Ave and Nine Mile Rd

What's Missing:

- Nuances missing in the visualization of the needs maps
- Downtown, Shockoe, and Church Hill are inaccessible for pedestrians with mobility issues
- Bike lanes needed on select streets - 25th St, Williamsburg Rd
- Bike lanes in downtown and east end don't connect to each other
- Speeding is a major contributor to roads that do not feel safe
- Sidewalk repair on several streets - Fulton Hill, Williamsburg Rd



Southside

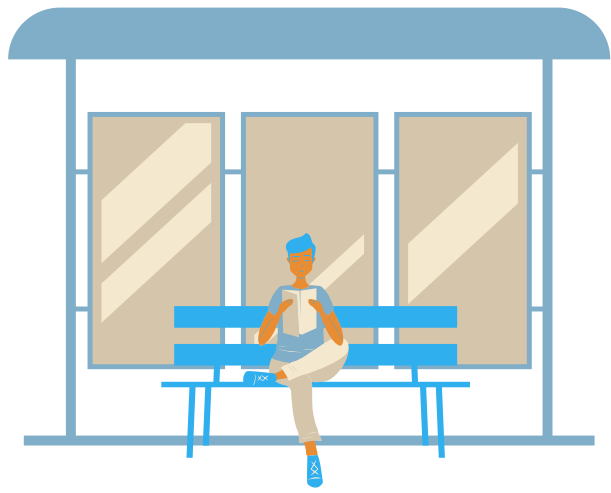


Makes Sense:

- High pedestrian needs and high bicycle needs in all Southside Nodes
- Difficult to bike on Rte 1 and along Midlothian Tnpk
- Agreement with some select high need safety spots
- Agree with high maintenance need spots where areas need sidewalk replacement

What's Missing:

- Hull Street by the river should be higher pedestrian need
- Mayo Bridge should be higher bike need
- Bus stops need shelters
- Oak Grove Playground (Gordon Ave @ 21st St) should be higher safety need
- Roundabout at Maury off I-95 causes confusion
- Select nuances about areas with potholes and broken sidewalks



Northside



Makes Sense:

- High bike needs on Chamberlayne
- High safety needs in Gilpin

What's Missing:

- Need bike lanes in Gilpin that connect to other areas in the City
- Roundabouts feel unsafe because many drivers don't know how they're supposed to work
- Fendall Ave should be high transit need - transit service was eliminated from this road.
- Shelters and trash cans needed at bus stops

Focus Group and Banner Outreach Highlights

Super Needs!



3

Upcoming Community Engagement

Phases 3 & 4

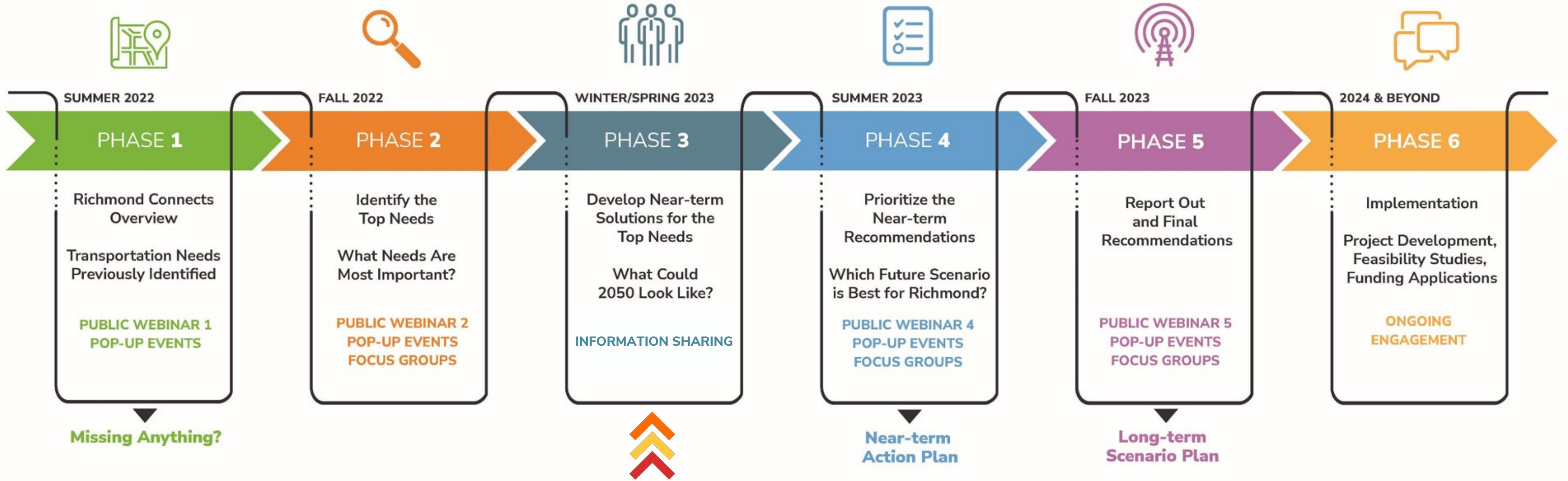




RICHMOND CONNECTS

COMMUNITY ENGAGEMENT TIMELINE

Powered by Path to Equity: Policy Guide



Community-based insights guided by the Richmond Connects Advisory Committee, Steering Committee and Technical Subcommittee.

3

Phase 3


- Save 'Big Push' for Phase 4
Recommendations Validation and
Prioritization
- Information Sharing at this phase



3

Phase 3

Key Messages:

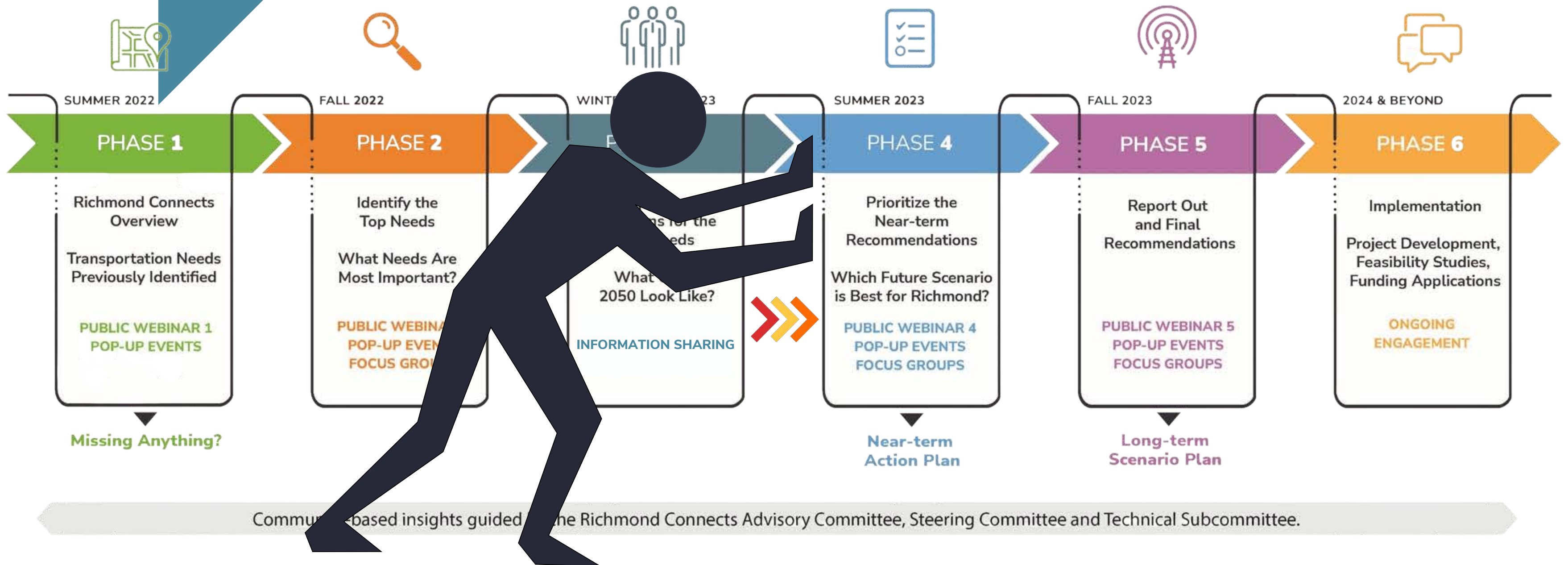
- *What could 2050 look like?* Scenario planning is underway to answer that
 - *Stay tuned!* We are developing a list of projects and programs to best meet the needs identified via the public and the data
- 

BIG PUSH in Phase 4

RICHMOND CONNECTS

COMMUNITY ENGAGEMENT TIMELINE

Powered by Path to Equity: Policy Guide





3

Phase 4

All hands-on-deck approach!

- Pop-ups targeting Communities of Concern
- Focus Groups
- Web Blasts and Social Media
- Telephone Town Halls
- Utility Mailers
- Text Messaging

3 Phase 4

Key Messaging: Share project recommendations.

Ask: Which are your priorities?

Simplify! Example: If you had \$100, which projects would you spend it on?



3

Phase 4 - Poll!

Do you agree with the plan to save the big engagement effort for once we have project recommendations?

A. Yes, people find it easier to react to projects.

B. No, I think this glosses over too many steps that need public feedback.

C. I don't know or I have no opinion on it.

4

Upcoming Work
Session

**Recommendations
for High Need
Areas**



Workshop with Advisory Committee

- Late March/Early April
- Will have draft recommendations to share
- Will work together to develop additional recommendations and fill in the gaps
- Will send out final story map with top needs to review and brainstorm BEFORE we get together.
- This is our chance to think CREATIVELY on how to fix these problems.



Workshop with Advisory Committee

POLL:

Which method would you prefer?

- a. Breakout groups by Mode
- b. Breakout groups by Council District
- c. Breakout groups by other Neighborhood breakdown
- d. Breakout groups by Master Plan Node and Corridors groupings
- e. Other (type in the chat)



Workshop with Advisory Committee

POLL:

Would you prefer to...

- a. Rotate between all stations - smaller amount of time but get to visit and give feedback on all stations
- b. Spend the whole time on one or two stations - getting to go in depth but not commenting on all stations



5

Long-Term Planning

Introductions to 2050 Scenarios



What is scenario planning?

Preparing for uncertainty by anticipating potential future changes

Adobe Communications Team

Exploring alternative options before formulating a plan of action

Chakraborty et. al., 2011

Planning for the future by exploring multiple possibilities of what might happen

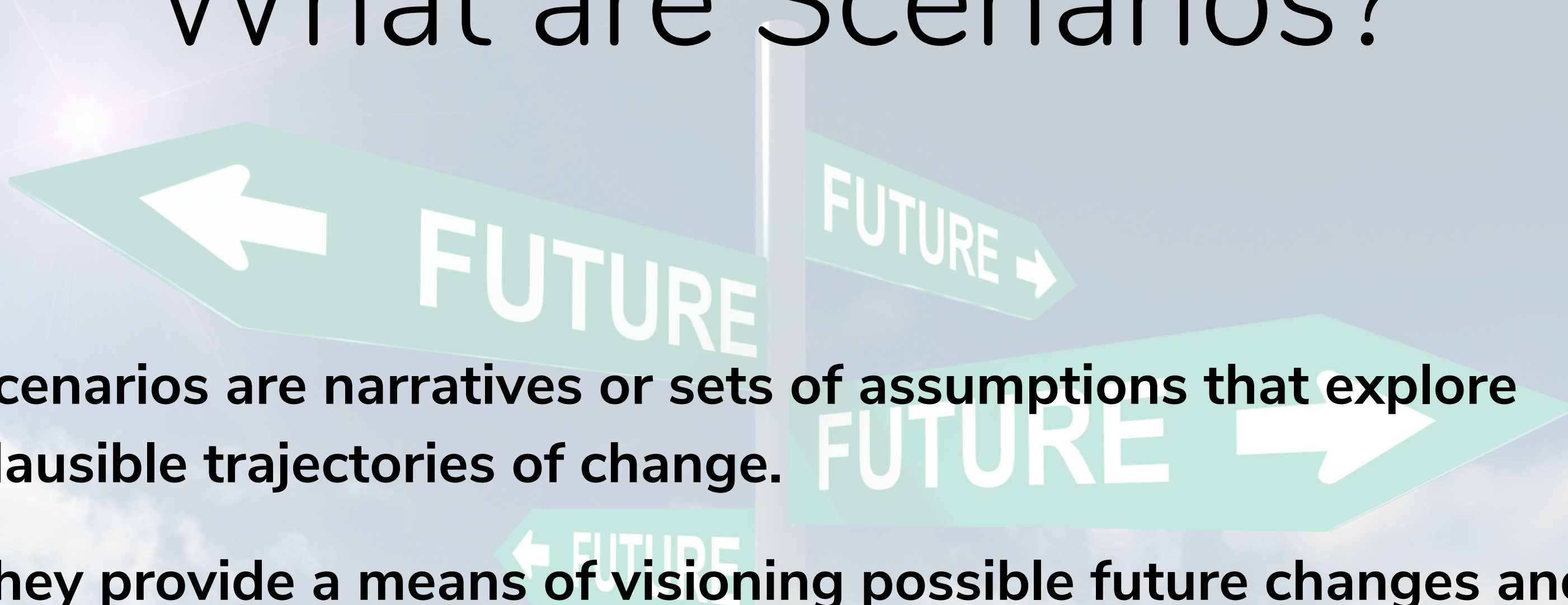
Lincoln Institute of Land Policy



The goal of scenario planning is to provide a comprehensive view of the interrelated pros and cons of potential futures by breaking out of traditional decision-making through an analysis of different possibilities.

Scenario Planning, UPDB, June 2012

What are Scenarios?

- 
- **Scenarios are narratives or sets of assumptions that explore plausible trajectories of change.**
 - **They provide a means of envisioning possible future changes and different policy and investment options.**
 - **Scenarios translate complex thoughts into descriptions about what could be in the future**

Scenario Planning for Richmond Connects

Goal:

Improve equity through transportation investments.

"Improve equity" defined as 'Improve access to opportunities and reduce barriers' (based on equity agenda). Ask, which elements in each scenario have what impacts to accessibility, and for whom.

Desired Outcomes:

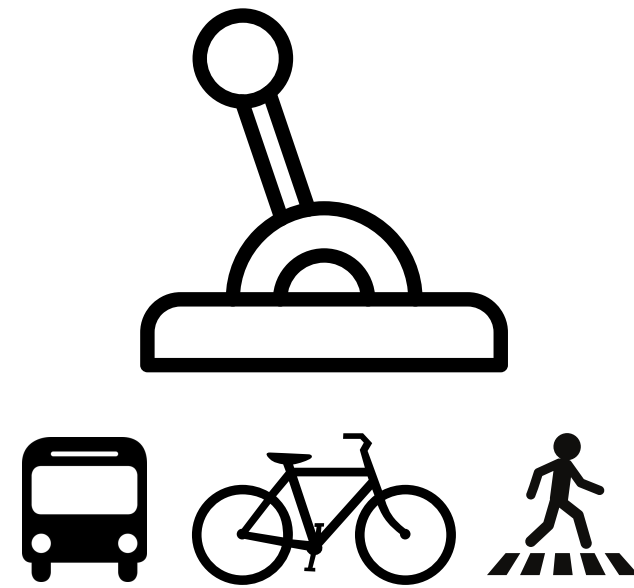
Actionable recommendations for policy-makers to realize R300 vision, PTE and RVAGreen policy.

Information policy-makers and decision-makers can use on the tradeoffs of different investment directions.

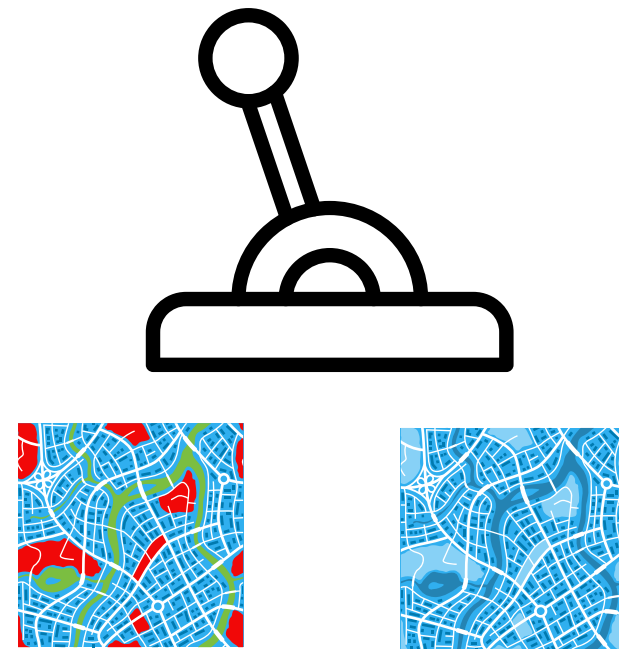


Scenario Planning Levers

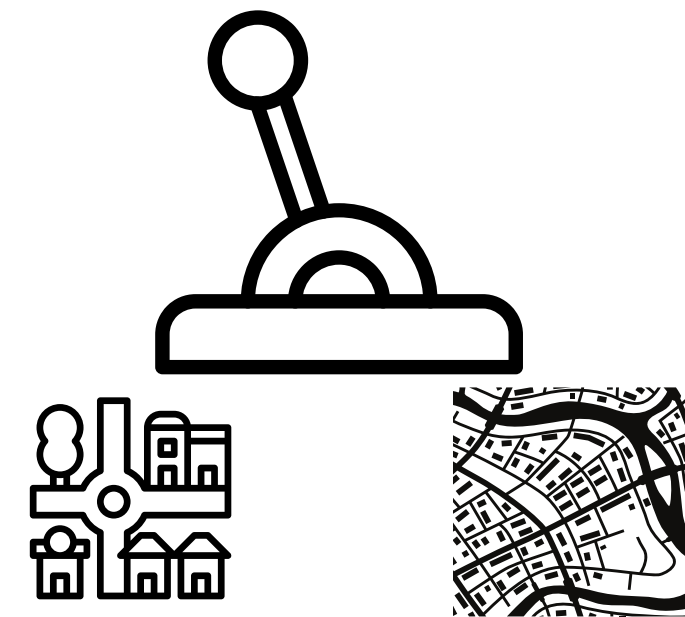
Modal Levers



Spatial Levers



Scale of Investment



Unprogrammed transportation network improvements are 'independent variable'
i.e. they are what we change in each scenario

Defining Scenarios

	Modal Emphasis	Spatial Lever	Scale of Investment Lever
Scenario A: Equitable Transit	Majority of investments go to better transit service. Bike/ped improvements are focused on access to high-frequency transit stops.	City-based: improve transit service from COC areas to good-paying jobs	Fewer projects funded. Projects that are funded are high cost, higher capacity transit
Scenario B: Active (Walkable & Bikeable) Nodes	Majority of investments go to bike & ped infrastructure and micro-mobility	Neighborhood-based; focused on Nodes	Lots of small (lower cost) projects.
Scenario C: Emerging Technology	Invest in preparing for electric vehicles, e-bikes, and shared economy	Regional-based: Investments focused on reaching long distance destinations outside the city	A mix of small localized infrastructure investment with large programmatic investments.

Defining Scenarios

Poll:

Do these 3 scenarios capture the 'potential futures', you and your organization would like to see tested?

- A. Yes, you have my OK to move forward.
- B. Mostly yes, but I would like to provide more comments on the variables.
- C. No, I think these are missing the mark.
- D. Don't know/don't have an opinion

Scenario A:
Equitable Transit

Scenario B:
Active (Walkable
& Bikeable)
Nodes

Scenario C:
Emerging
Technology

Thank you!

Send us any additional studies or plans to pull existing recommendations.

Be thinking creatively about how we can address the top needs!

