RICHMOND CONNECTS

Steering Committee Meeting

January 24, 2022
10AM to 12PM
Zoom

RVAconnects.com

Agenda

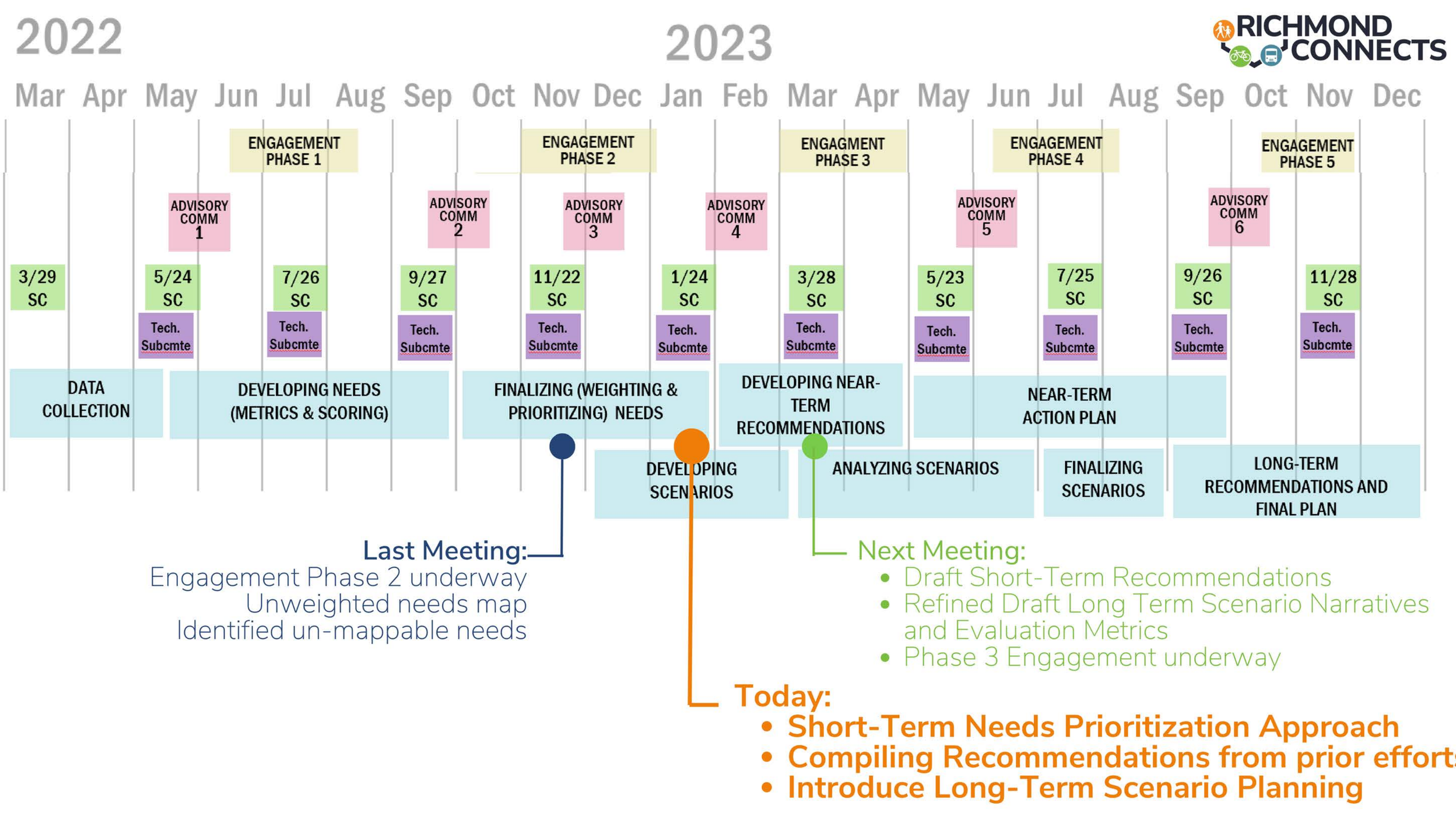
1. Project and Schedule Update
2. Prioritization of Needs
3. Recommendations
4. Long-Term Scenario Planning
5. Next Steps

November Steering Committee Meeting

- Update on Phase 2 Engagement then underway
- Presented the unweighted needs maps and reviewed them as homework afterwards
- Breakout groups to review and identify additional un-mappable needs

1

Project and Schedule Update


2022
2023
RICHMOND CONNECTS
Mar Apr May Jun Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec
ENGAGEMENT PHASE 1
ENGAGEMENT PHASE 2
ENGAGMENT PHASE 3
ENGAGEMENT PHASE 4
ENGAGEMENT PHASE 5
ADVISORY COMM 1
ADVISORY COMM 2
ADVISORY COMM 3
ADVISORY COMM 4
ADVISORY COMM 5
ADVISORY COMM 6
3/29 SC
5/24 SC
7/26 SC
9/27 SC
11/22 SC
1/24 SC
3/28 SC
5/23 SC
7/25 SC
9/26 SC
11/28 SC
Tech. Subcmte
DATA COLLECTION
DEVELOPING NEEDS (METRICS & SCORING)
FINALIZING (WEIGHTING & PRIORITIZING) NEEDS
DEVELOPING SCENARIOS
DEVELOPING NEAR-TERM RECOMMENDATIONS
ANALYZING SCENARIOS
NEAR-TERM ACTION PLAN
FINALIZING SCENARIOS
LONG-TERM RECOMMENDATIONS AND FINAL PLAN
Last Meeting:
Engagement Phase 2 underway
Unweighted needs map
Identified un-mappable needs
Next Meeting:
Draft Short-Term Recommendations
Refined Draft Long Term Scenario Narratives and Evaluation Metrics
Phase 3 Engagement underway
Today:
Short-Term Needs Prioritization Approach
Compiling Recommendations from prior efforts
Introduce Long-Term Scenario Planning

Steering Committee Big Asks

1. General consensus on the needs prioritization approach
2. Ideas for prioritization of non-mappable needs
3. Ideas for long-term scenario forecasts and resources you may have

2

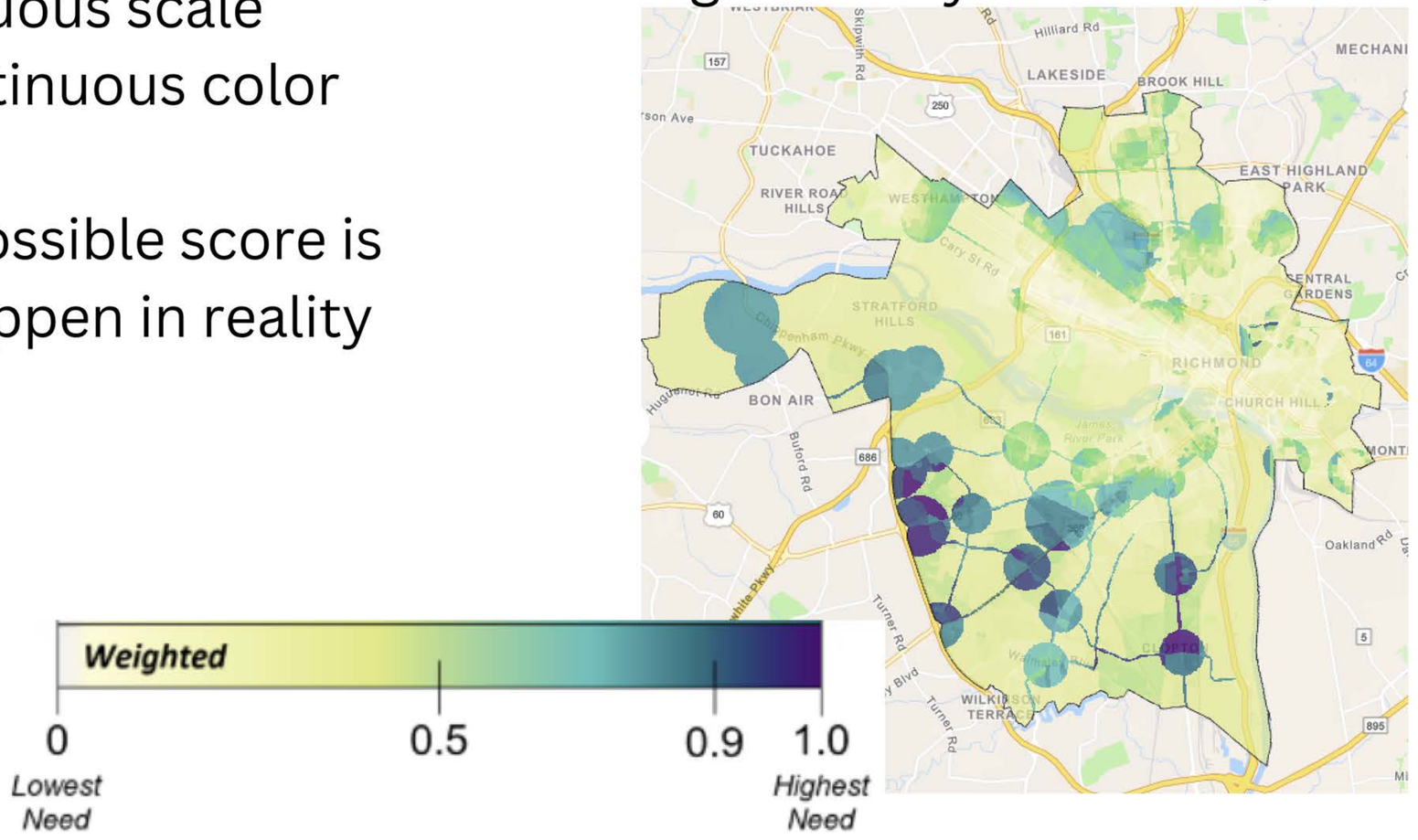
Prioritization of Needs

Weighted Needs Maps

https://bit.ly/3H1iVjT

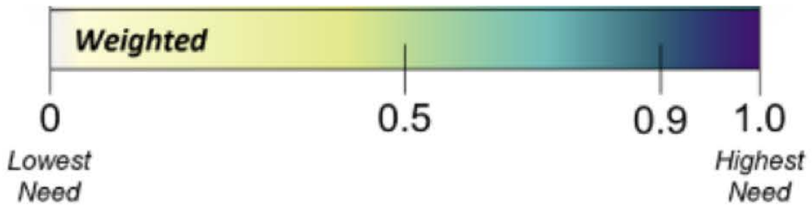
- Score: 0 to 1 on continuous scale
- Map symbology on continuous color ramp
- Theoretically highest possible score is 1.0, but that doesn't happen in reality

Weighted Bicycle Needs (INC 1a)



Tiered Needs

- Convert continuous score spectrum into four Need Levels



First Draft of Need Level Definitions

Need Level	Weighted Need Score
High Need	0.8 - 1.0
Medium Need	0.6 - 0.8
Low Need	0.4 - 0.6
No Need	0.0 - 0.4

What do the Need Levels mean?

- Simply shows the level to which an area registers in the needs analysis
- All relative to areas within Richmond
- Need Level is one among several criteria considered for what projects are moved forward

Tiered Needs

First Draft of Need Level Definitions

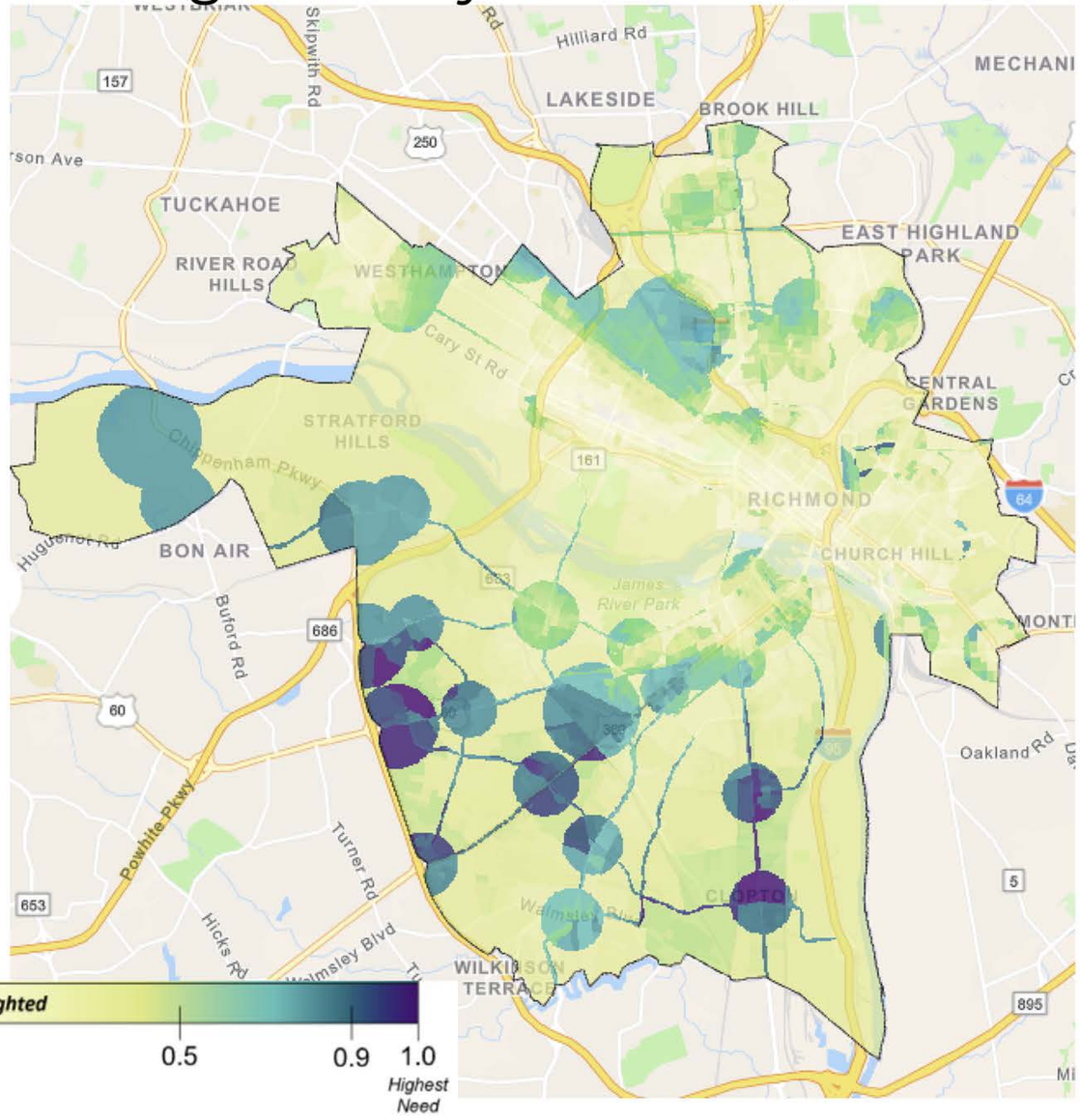
Need Level	Weighted Need Score
High Need	0.8 - 1.0
Medium Need	0.6 - 0.8
Low Need	0.4 - 0.6
No Need	0.0 - 0.4

Let's review a few of the Need Maps.

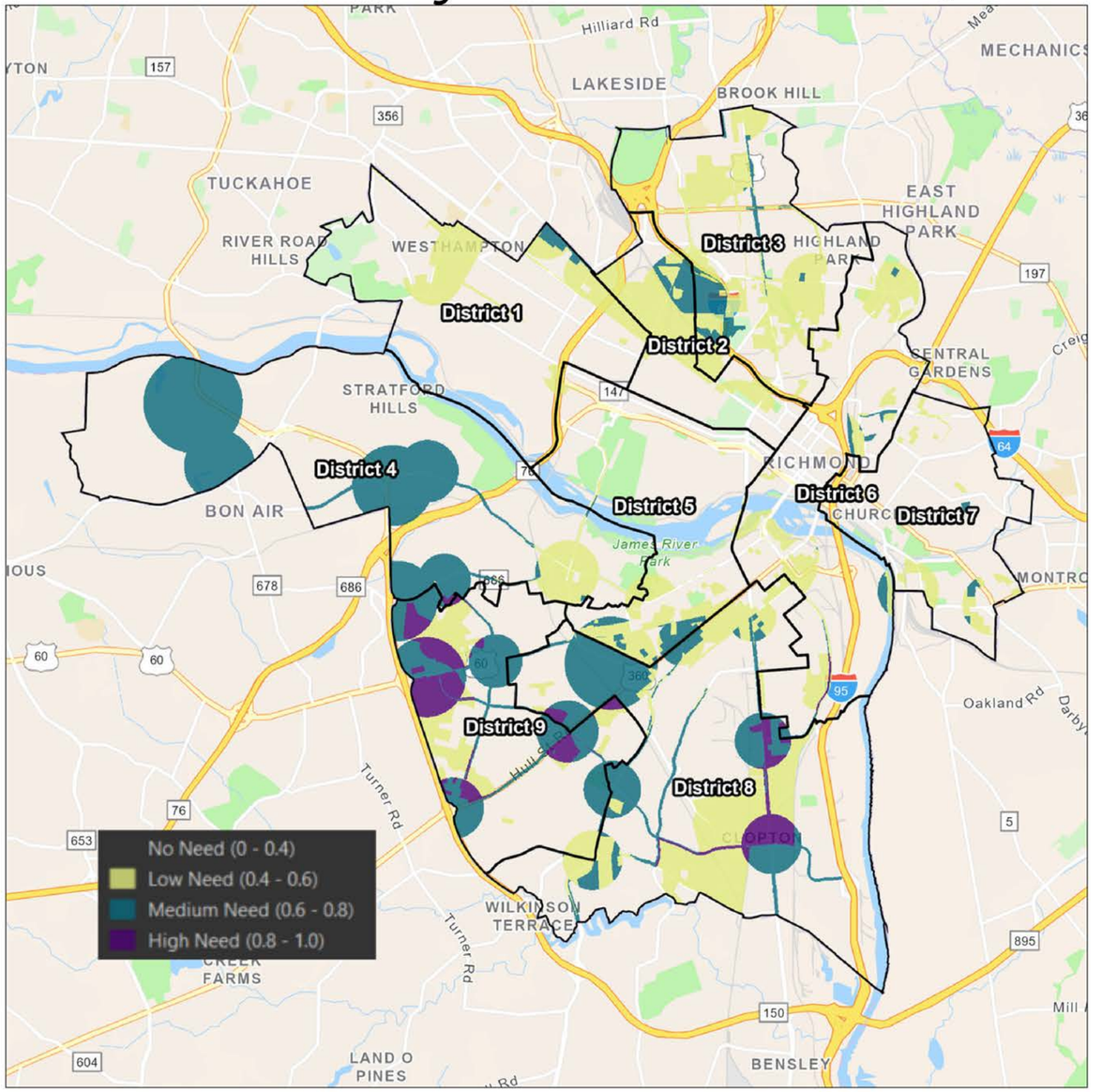
Do these break-points for Need Levels make sense?

http://bit.ly/3D7Hm2M

Weighted Bicycle Needs (INC 1a)

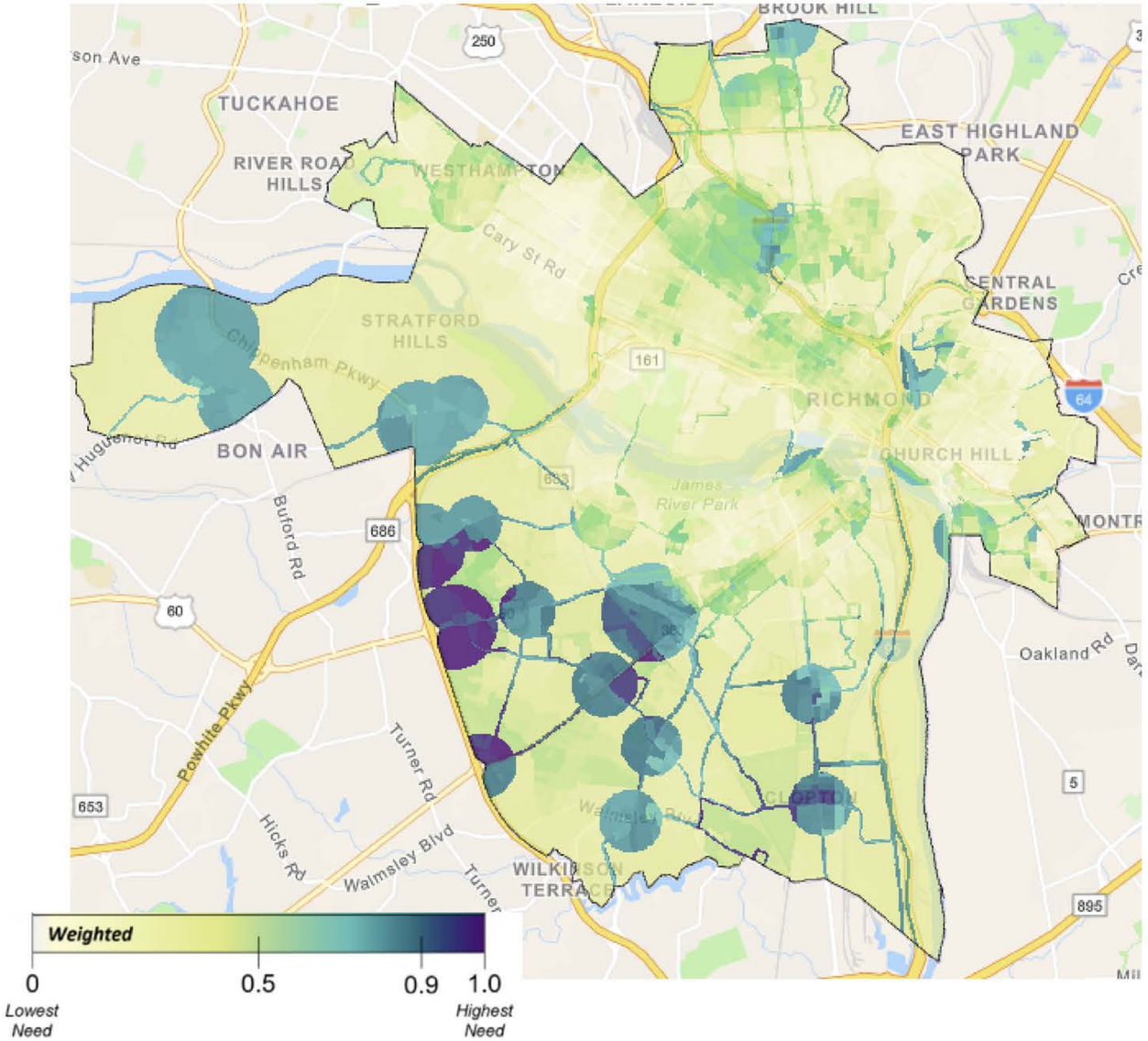


Tiered Bicycle Needs (INC 1a)

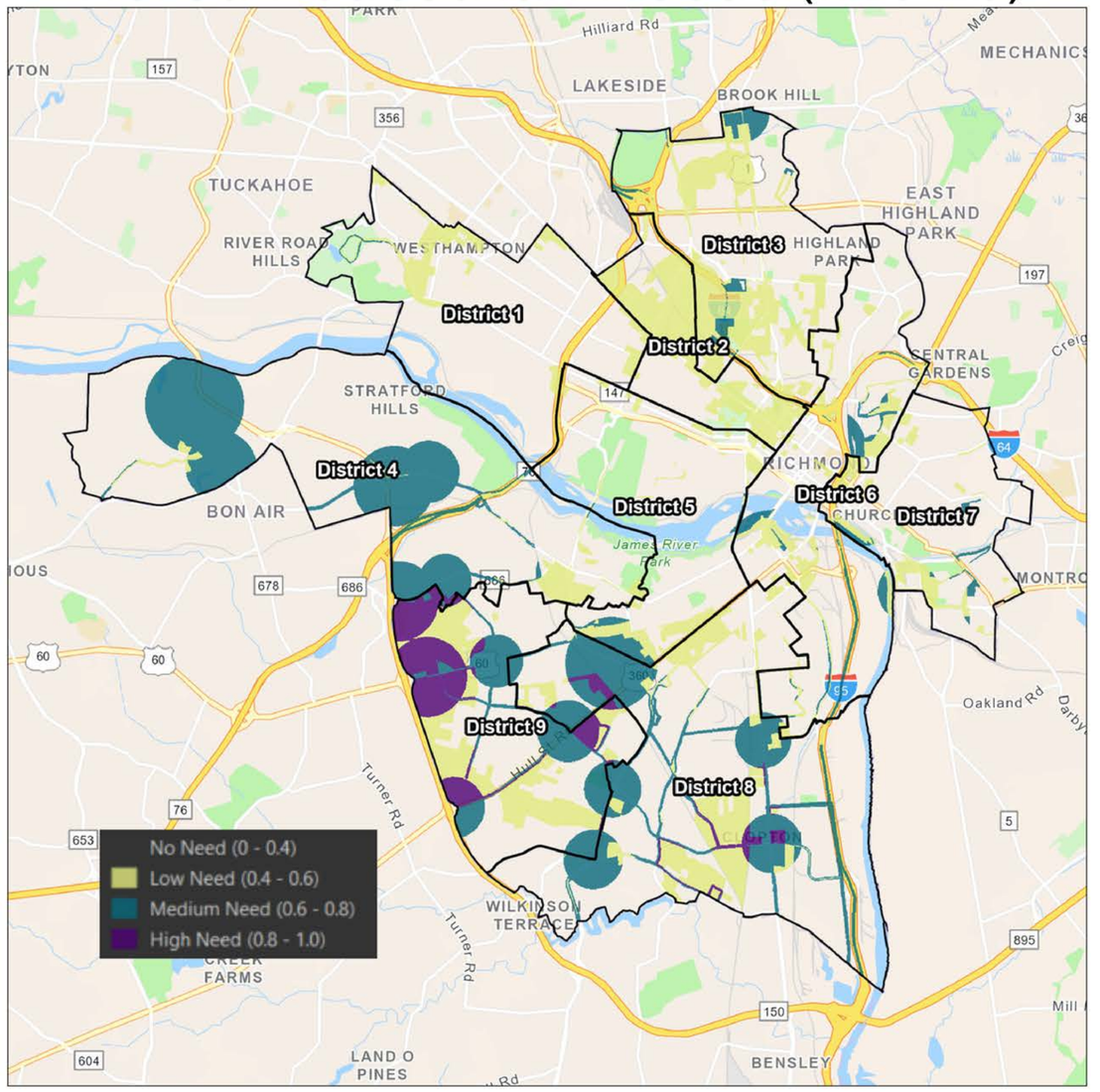


View these maps interactively at http://bit.ly/3D7Hm2M

Weighted Pedestrian Needs (INC 1b)



Tiered Pedestrian Needs (INC 1b)



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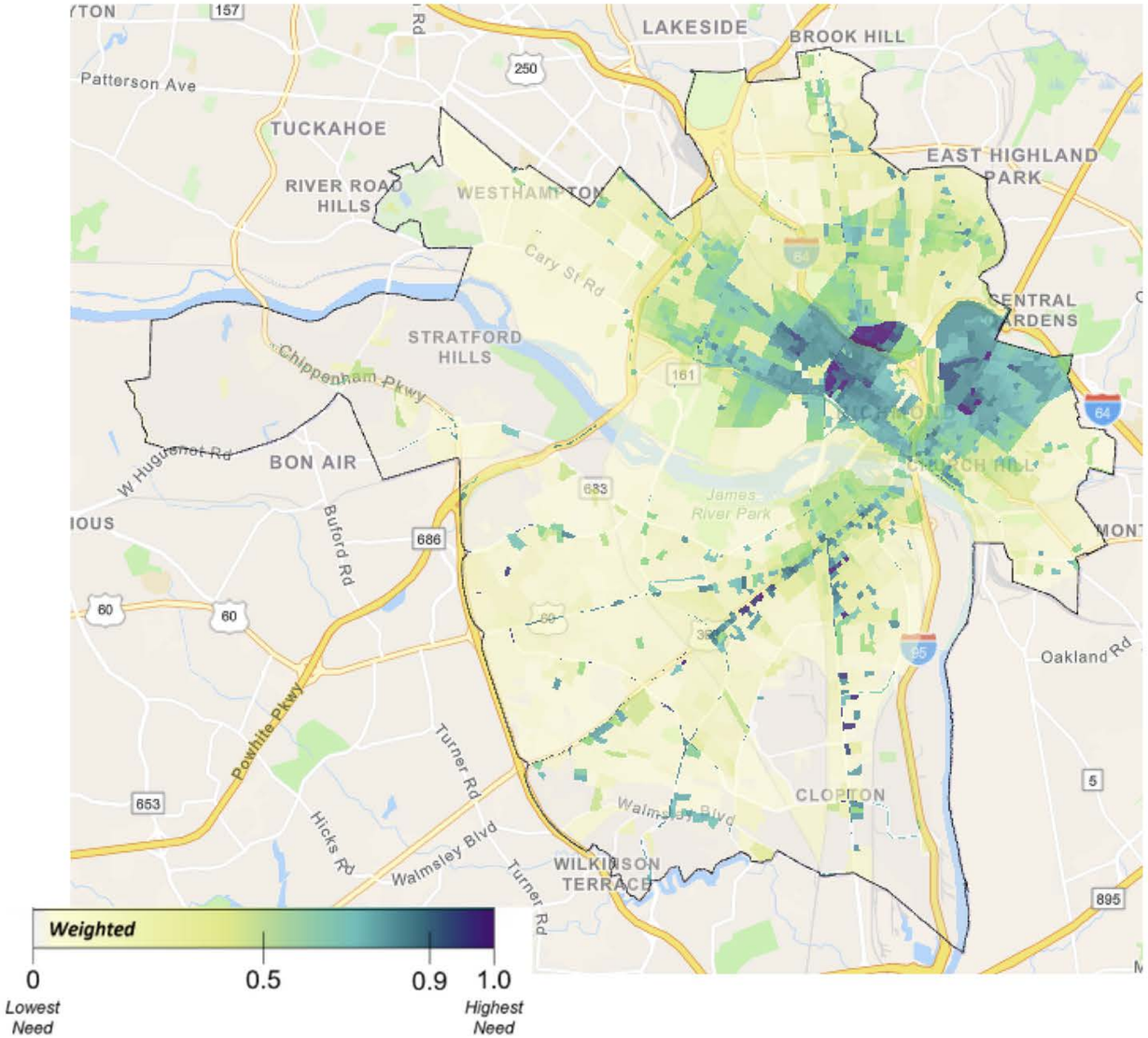
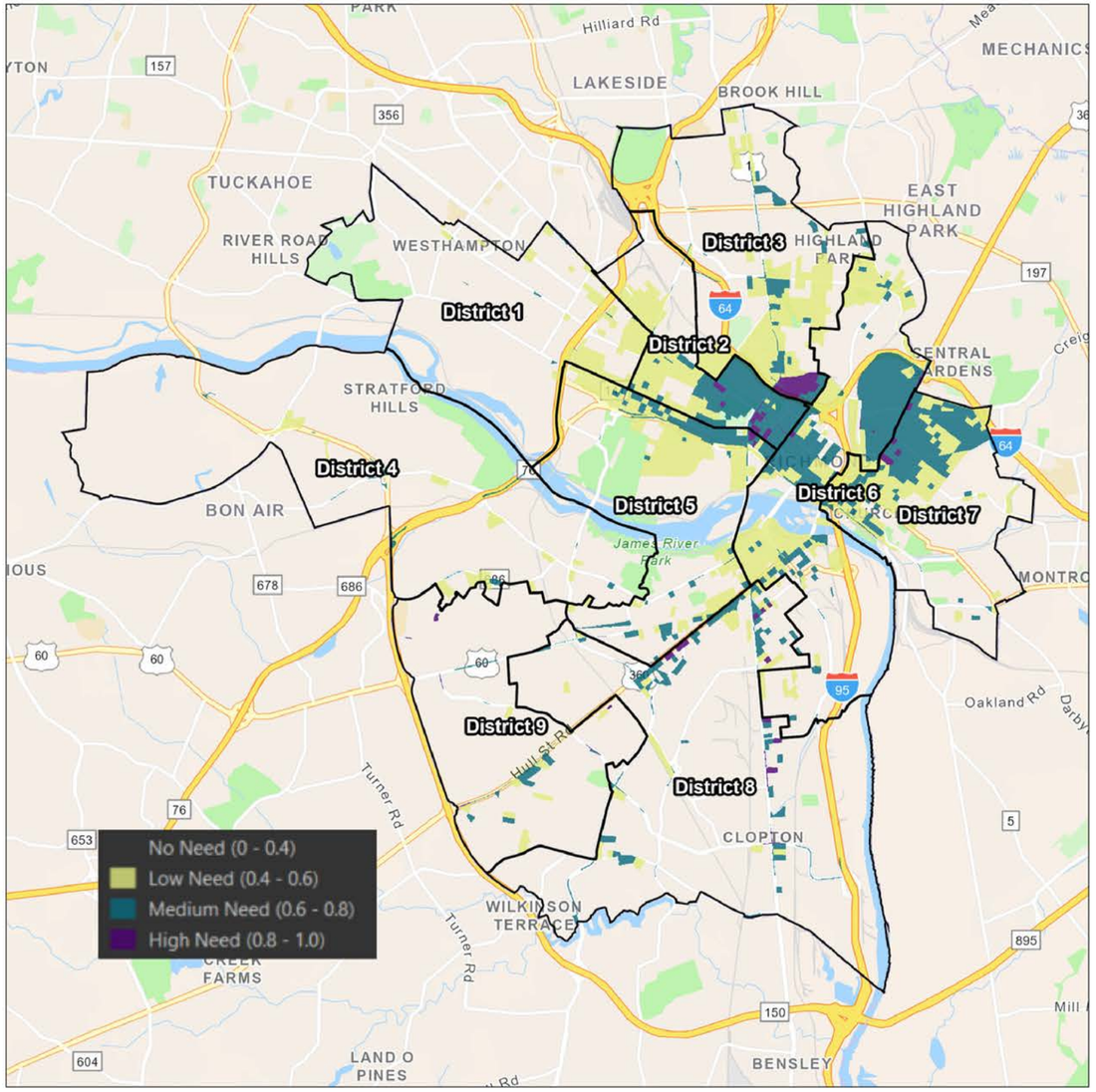
Weighted Safety/Security Needs (INC 5)



Tiered Safety/Security Needs (INC 5)



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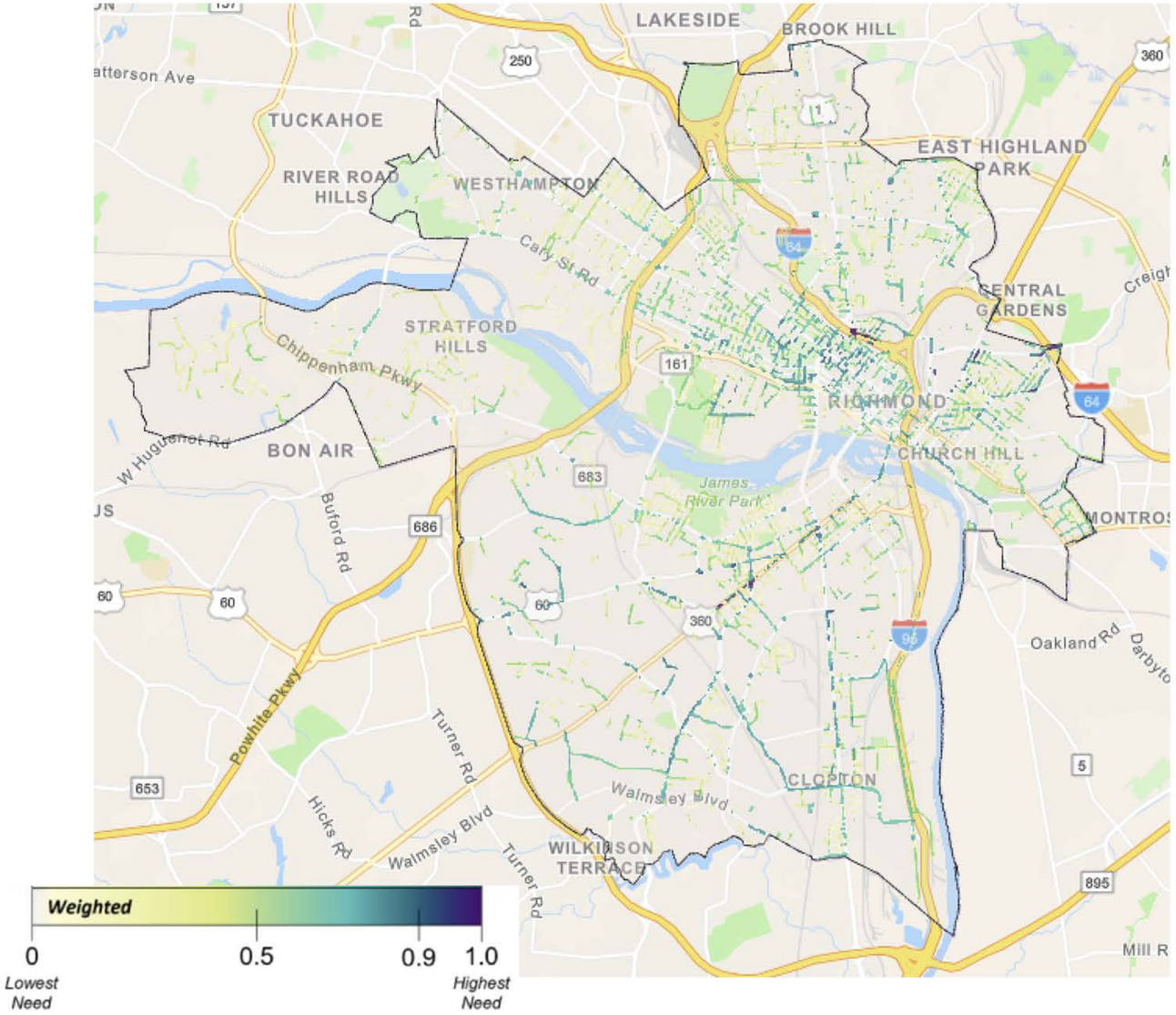
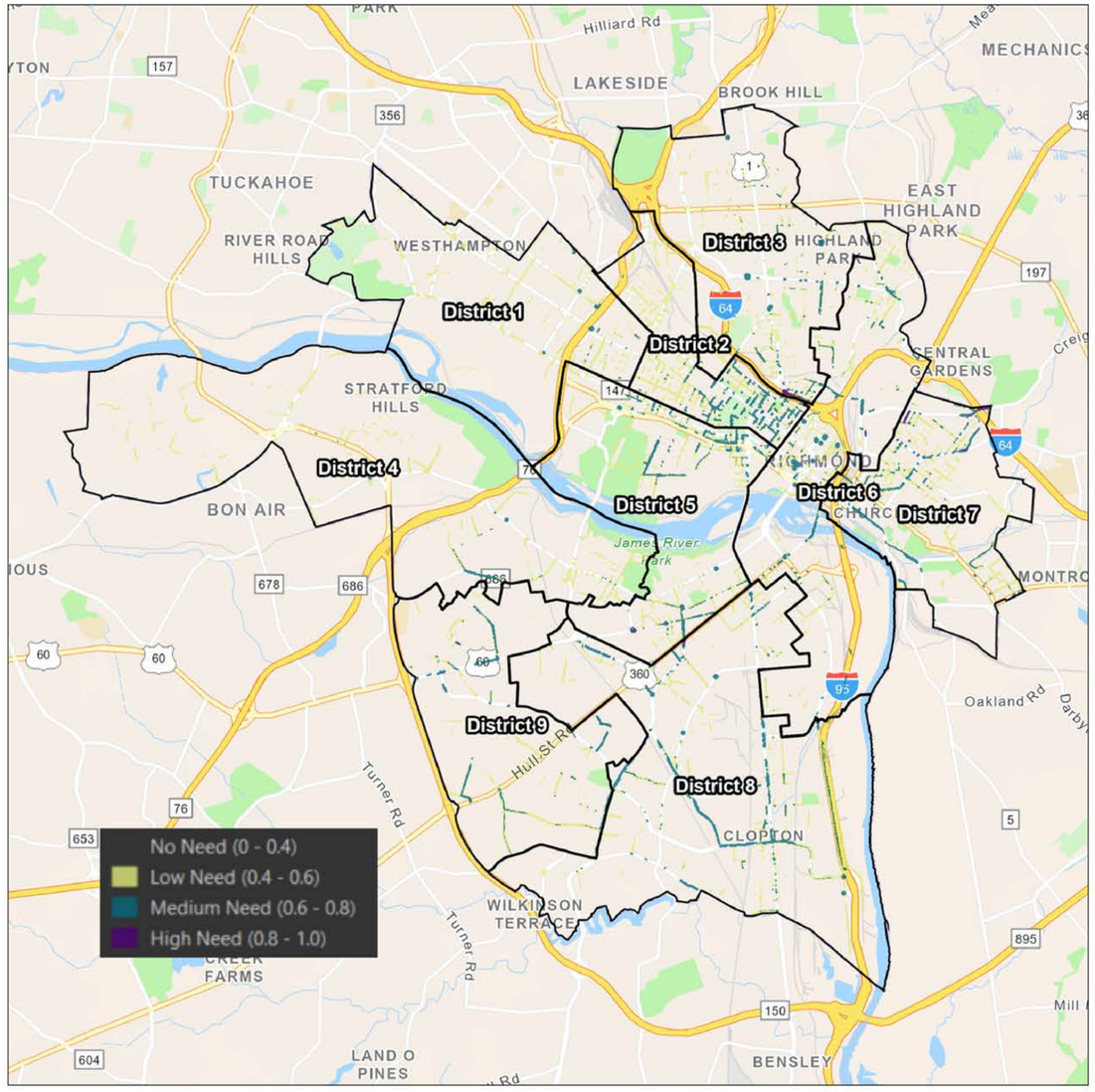
Weighted Maintenance Needs (INC 7)



Tiered Maintenance Needs (INC 7)



View these maps interactively at http://bit.ly/3D7Hm2M

POLL: Do you agree with these break points?

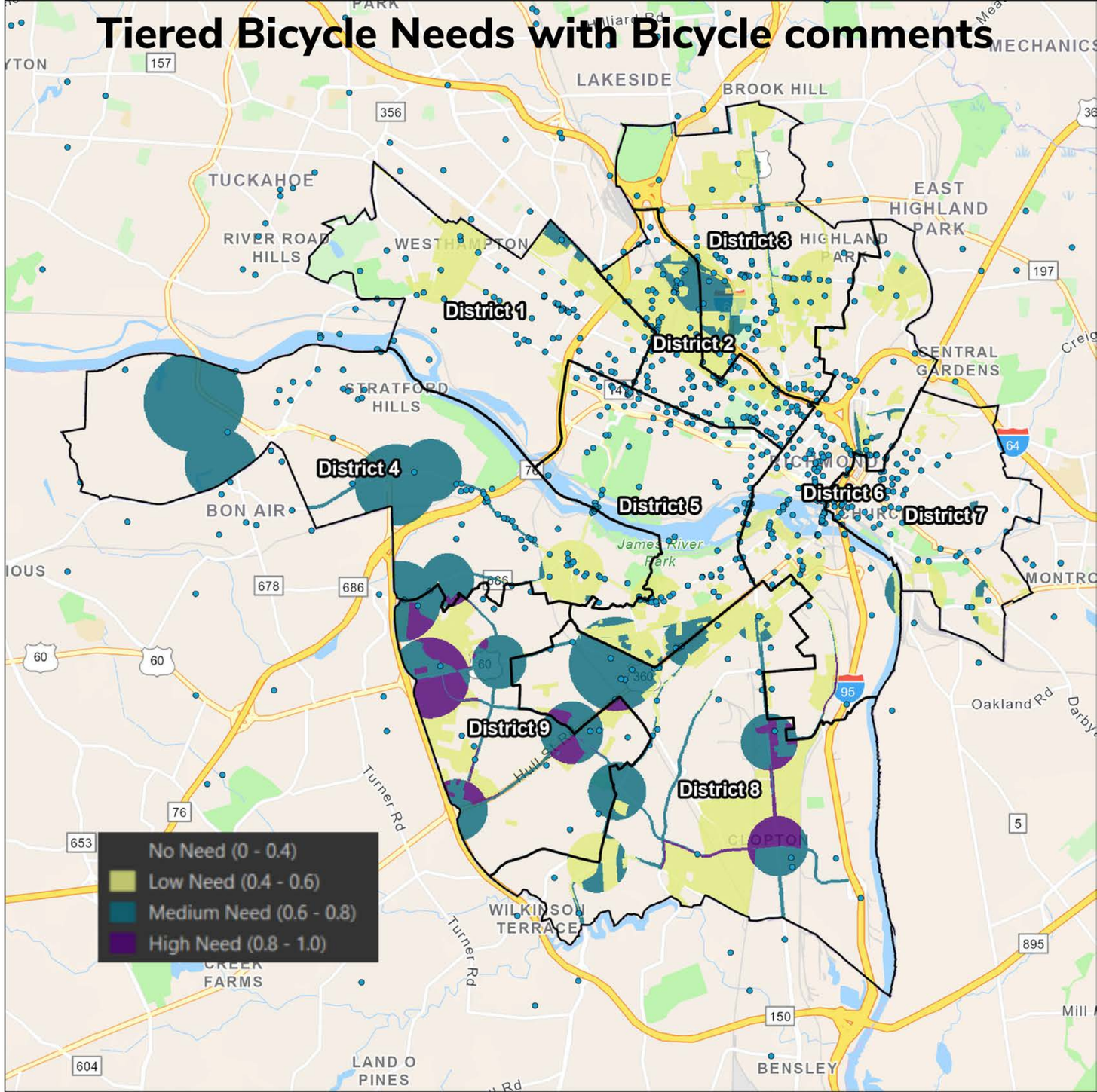
First Draft of Need Level Definitions

Need Level	Weighted Need Score
High Need	0.8 - 1.0
Medium Need	0.6 - 0.8
Low Need	0.4 - 0.6
No Need	0.0 - 0.4

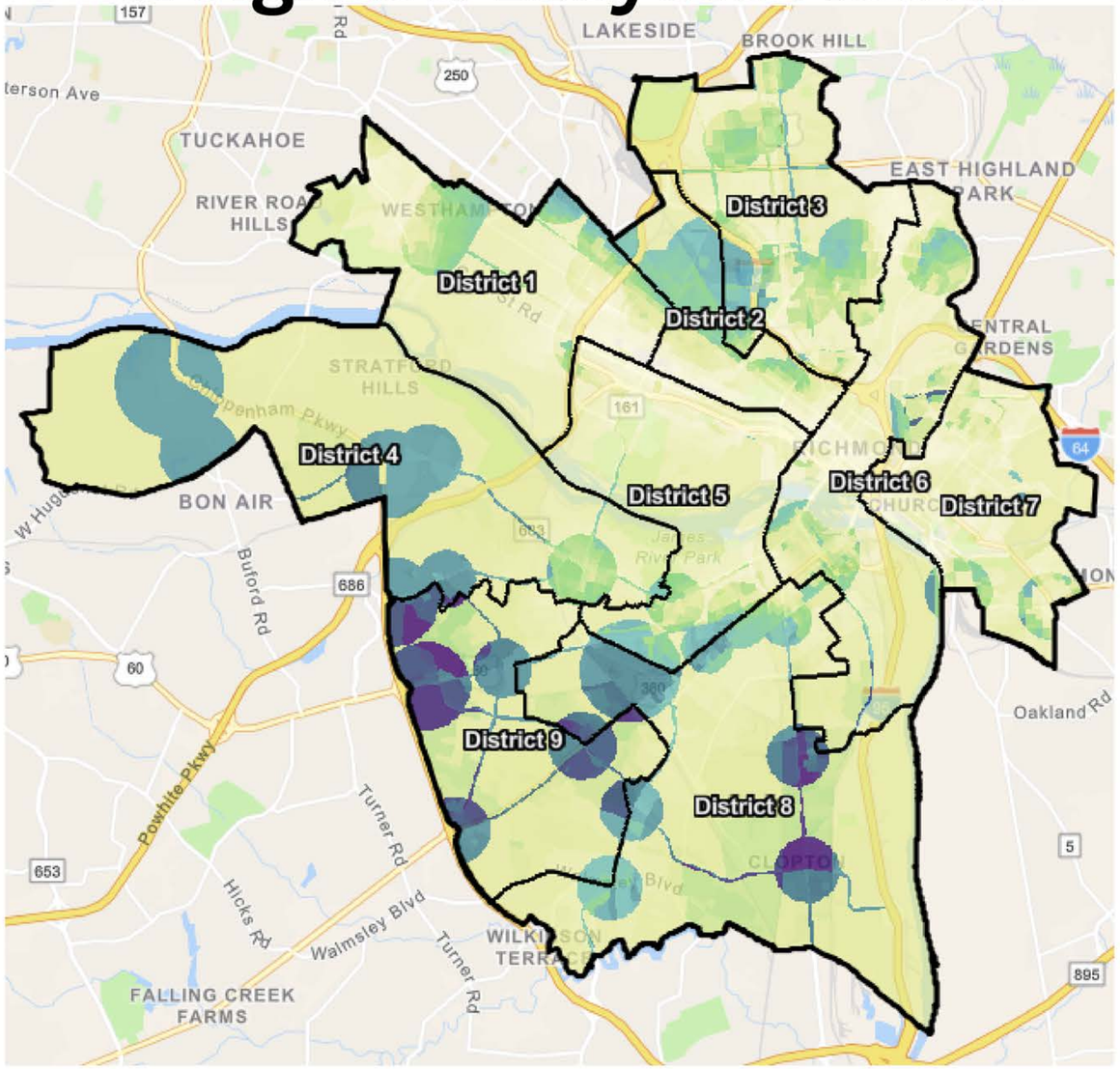
How to incorporate public input?

In some cases, the spatial pattern of Public Comments is the inverse of the data-driven Need areas.

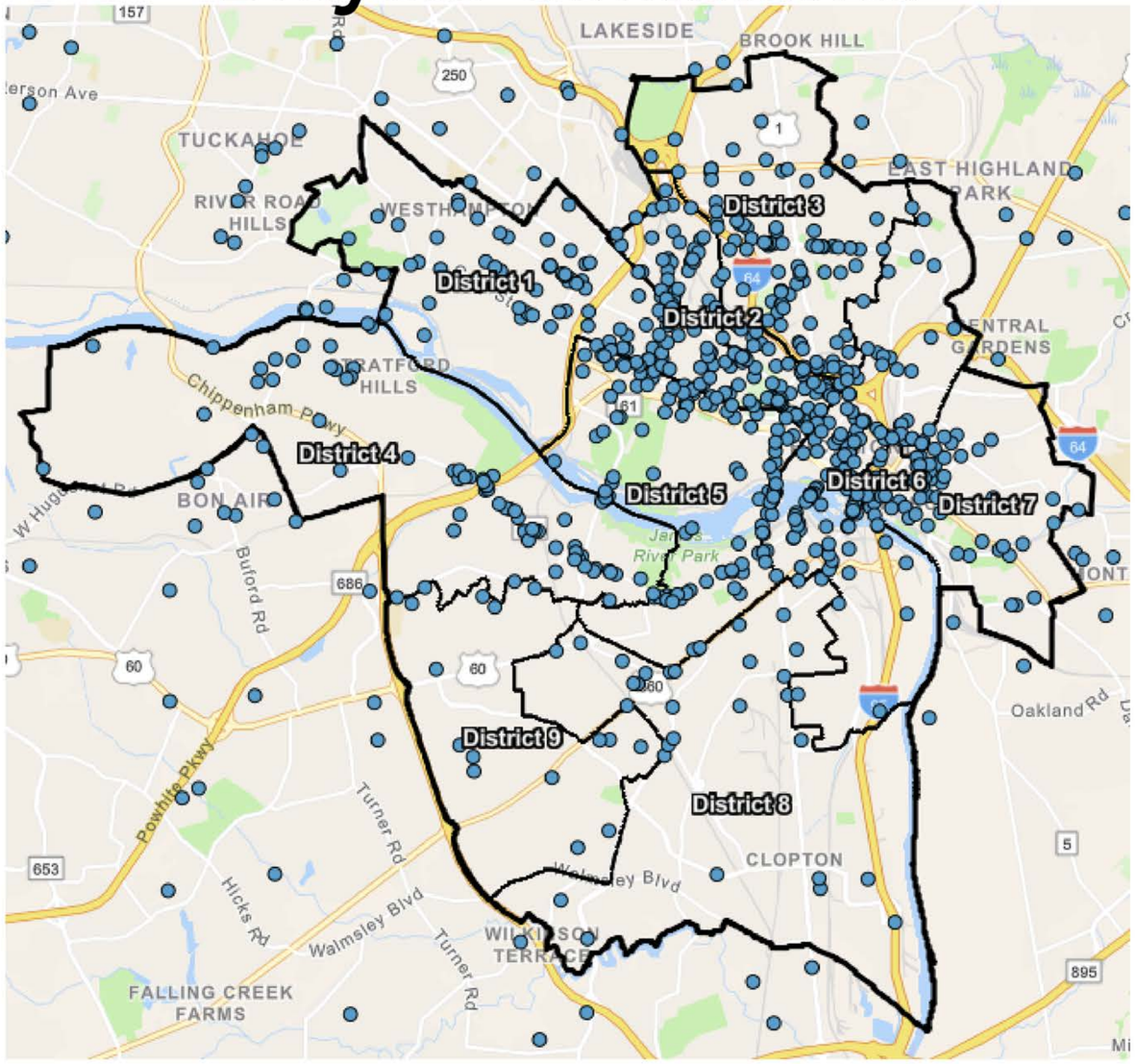
As shown to the right for INC 1a Bicycle, the areas with the greatest density of public comments are the opposite of the areas we identified as the highest bicycle Needs.



Weighted Bicycle Needs



Bicycle Comments



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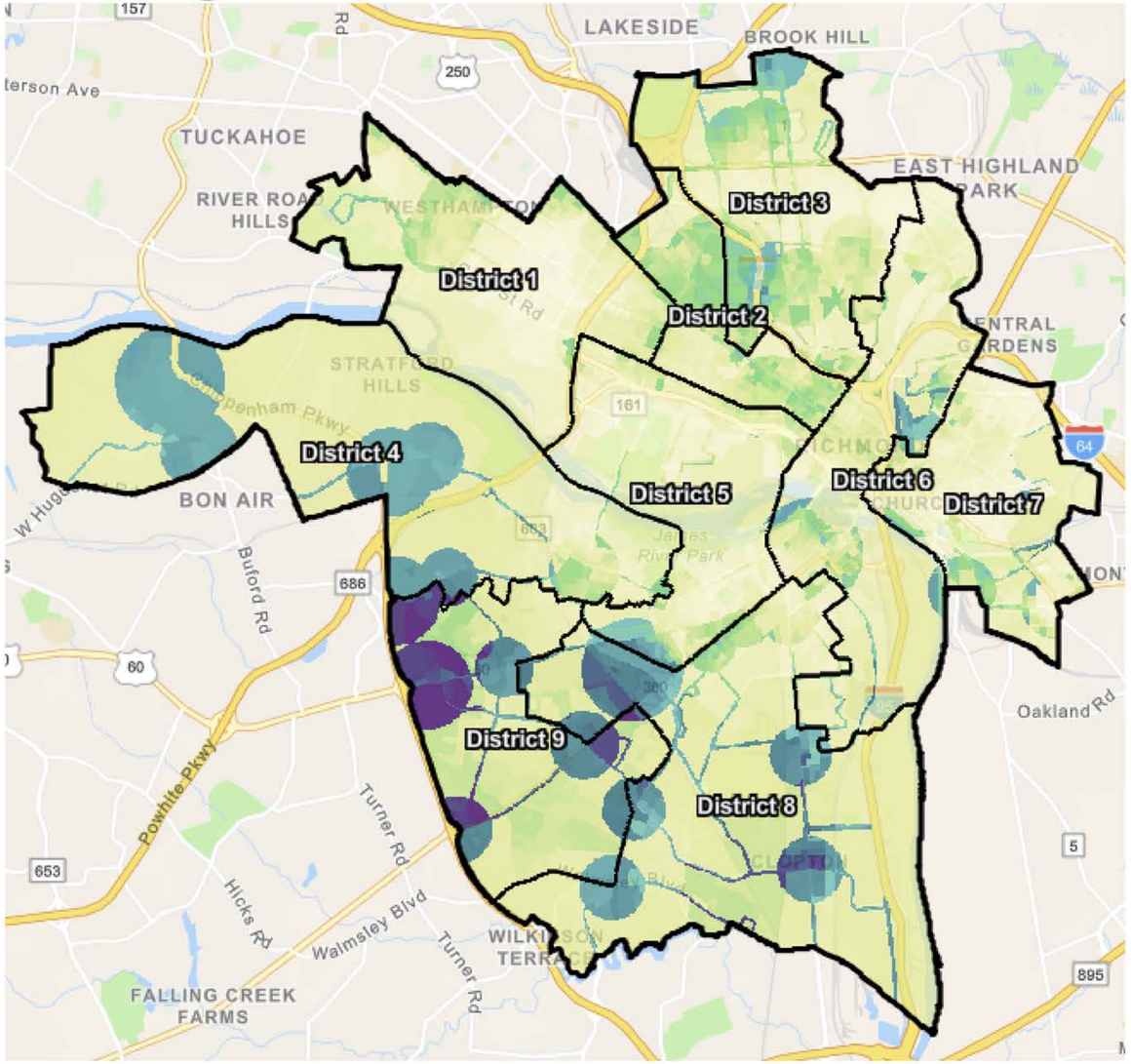
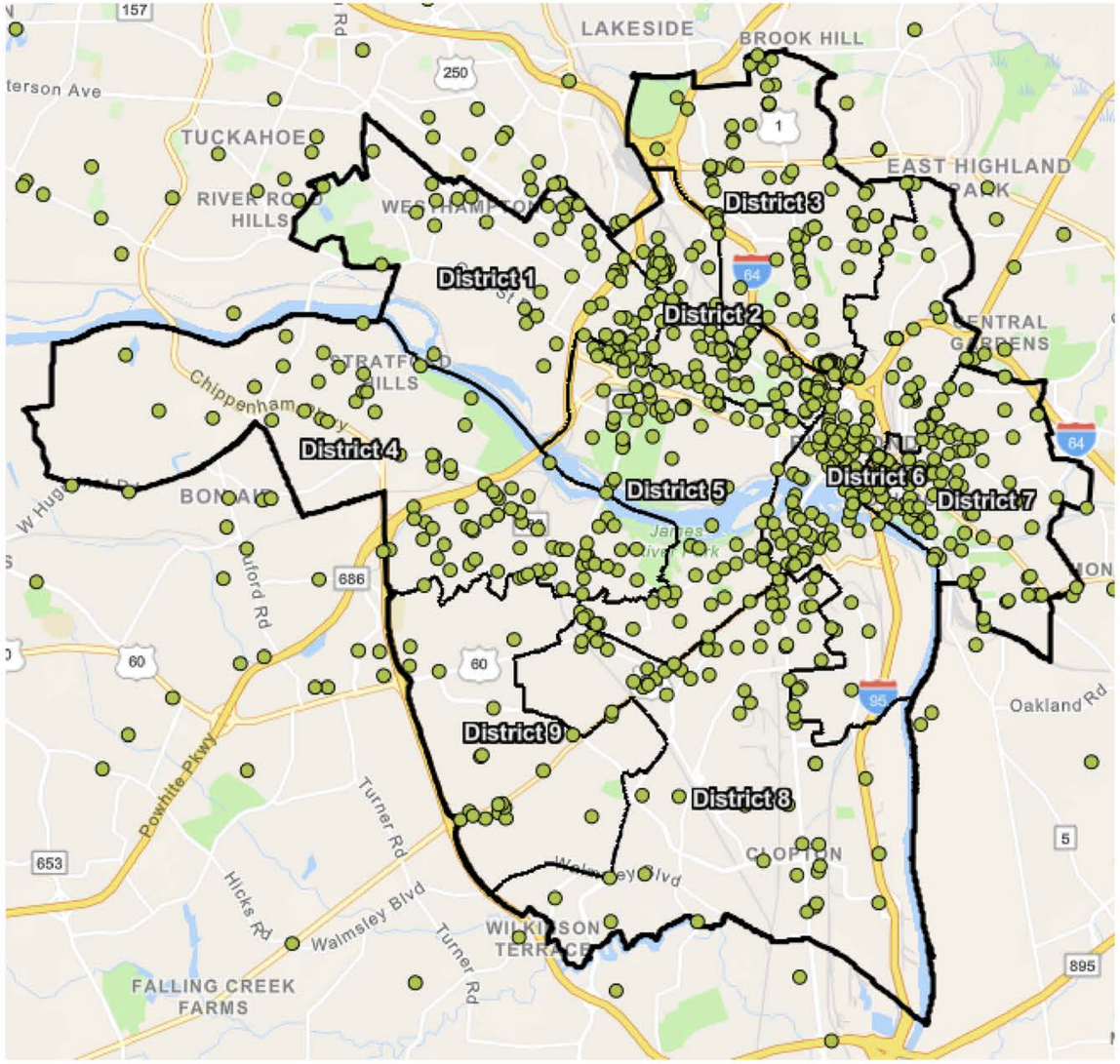
Weighted Pedestrian Needs



Pedestrian Comments



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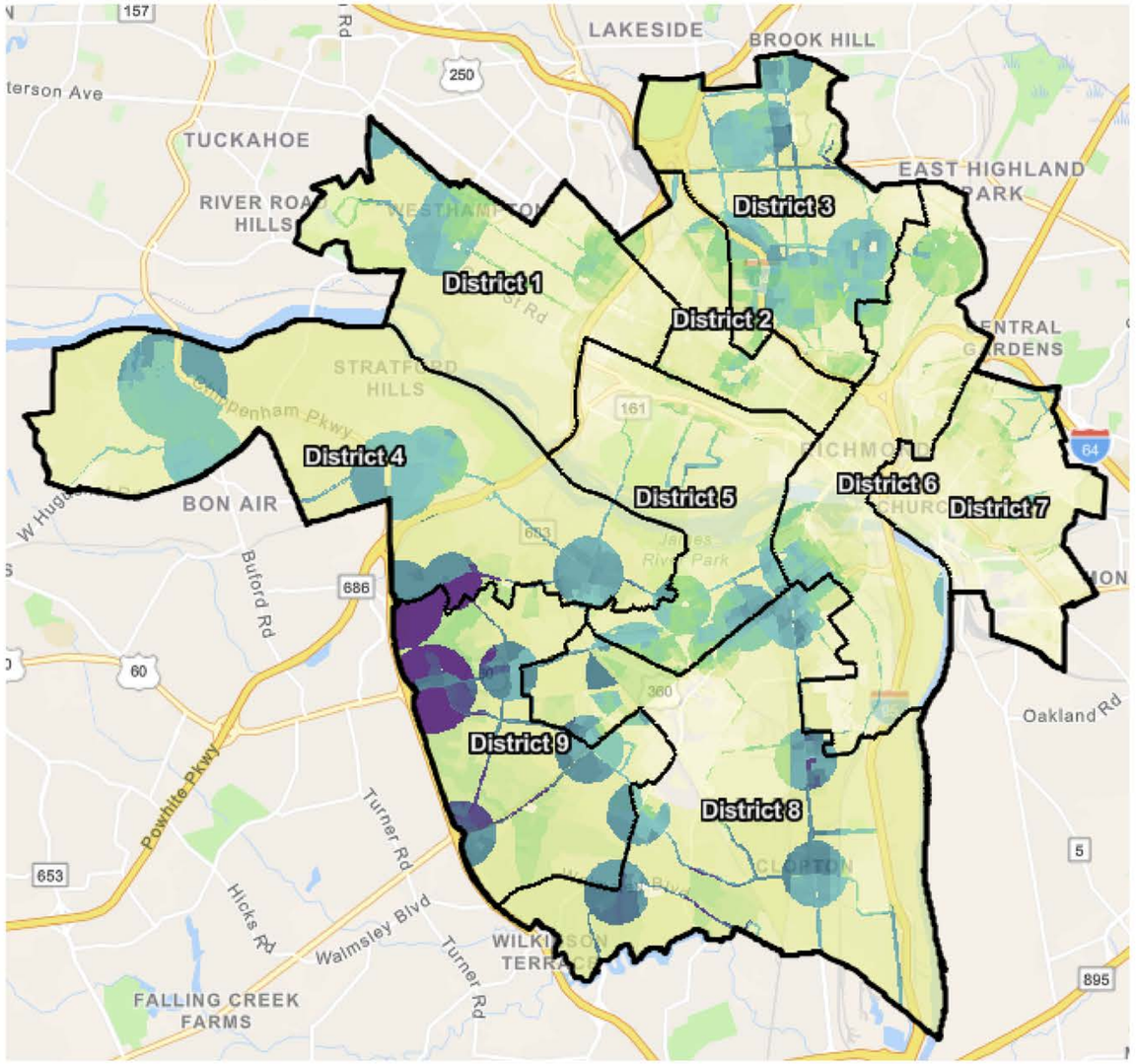
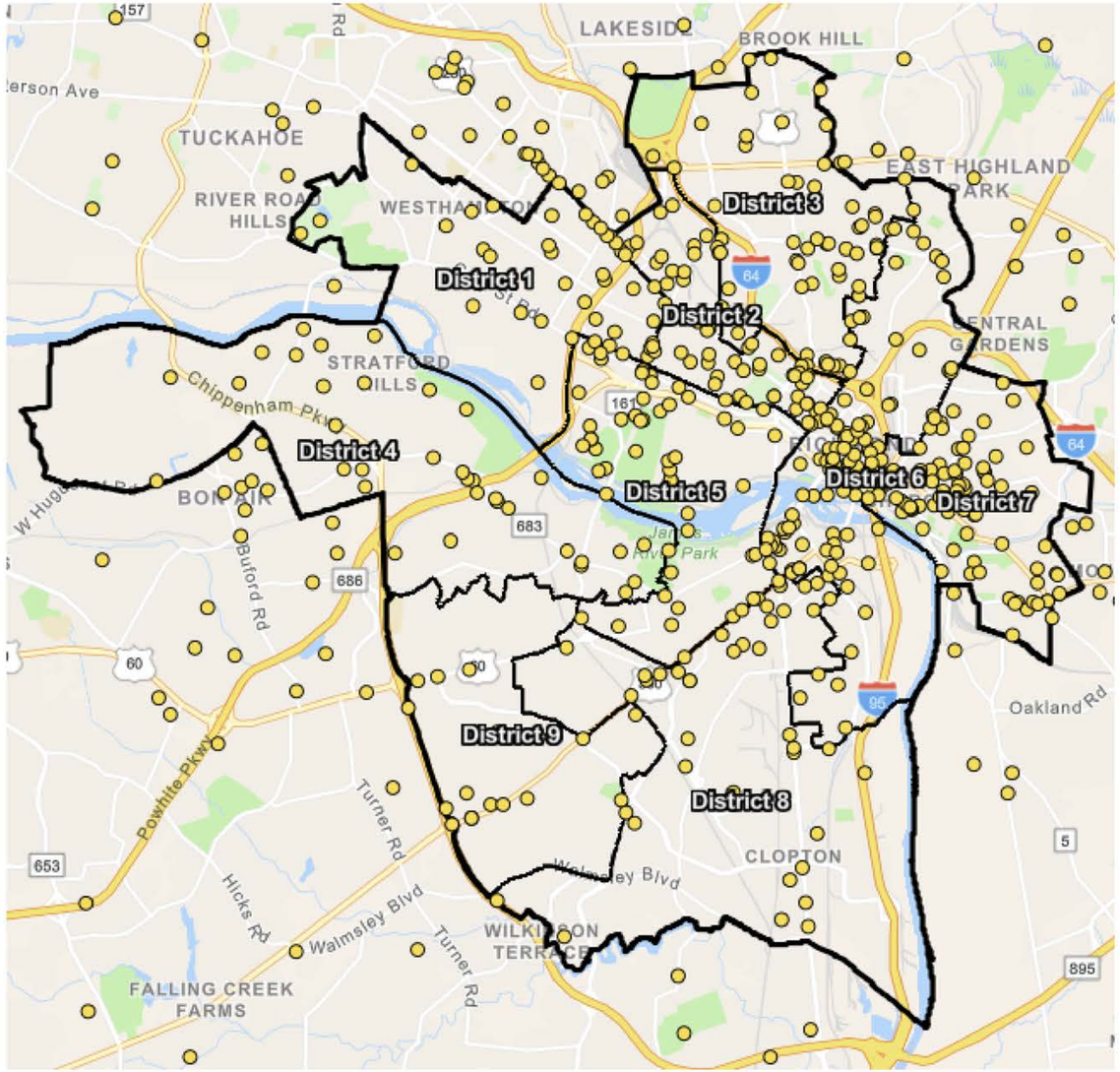
Weighted Transit Needs



Transit Comments



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Other Issues on Public Input

- We not only have the 5,000+ public comments from online surveys, we also have the several dozen comments and validation of the site-specific Needs from the **Pop Up questionnaires**

These questionnaires targeted some top scoring Needs in specific neighborhoods

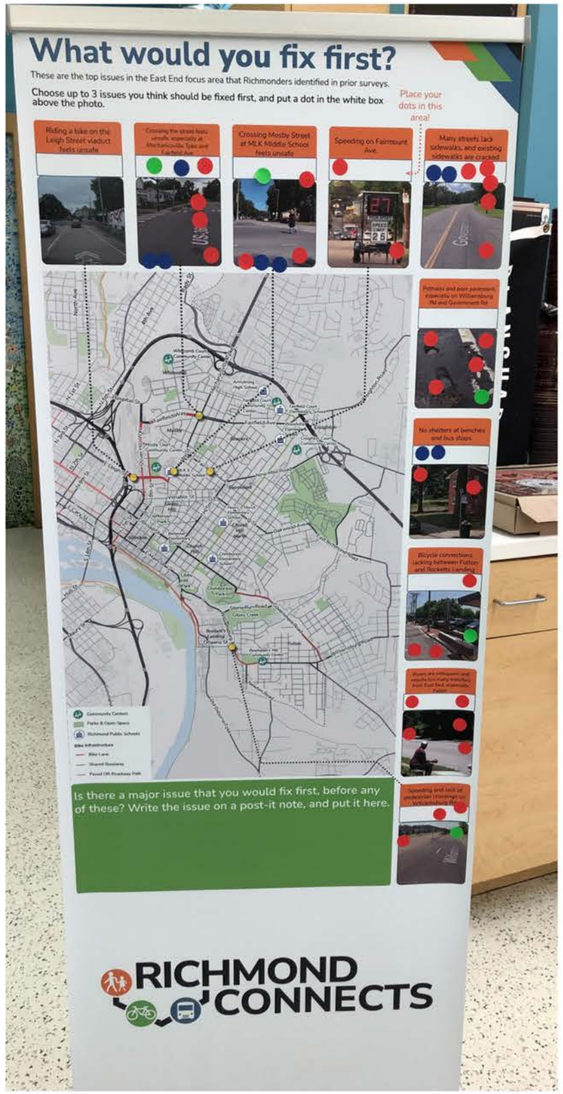
They represent a "super weighting" for certain site specific Needs but are not the same spatial category as other Needs (they are points, not area polygons).

East End - What would you fix first?

	NRC-Neighborhood resource center Covid testing day	12/20/22 Peter Paul Development Center family dinner	Night Market at Stone Brewery 12/17/2022	
Riding a bike on the Leigh Street viaduct feels unsafe	*0*	0	3	
Crossing the street feels unsafe, especially at Mechanicsville Tpke and Fairfield Ave	*0*	28	0	
Crossing Mosby Street at MLK Middle School feels unsafe	*0*	34	0	
Speeding on Fairmount Ave	*0*	21	0	
Many streets lack sidewalks, and existing sidewalks are cracked	*3*	23	10	
Potholes and poor pavement, especially on Williamsburg Rd and Government Rd	*8*	0	13	
No shelters at benches and bus stops	*4*	8	4	
Bicycle connections lacking between Fulton and Rocketts Landing	*0*	0	17	
Buses are infrequent and require too many transfers from East End, especially Fulton	*8*	0	0	
Speeding and lack of pedestrian crossings on Williamsburg Rd	*7*	0	0	

Proposed Approach:

1. **Public input can bump up an area to the next Need Level**
   a. The discrepancy between the data-based high-need areas and the high input areas shows that our approach is valid because neither data-driven alone or public-comment alone would have yielded a fair result
   b. Medium Need areas with high levels of public input can become High Need areas, etc.
2. **Top Needs from Communities of Concern areas become "super needs" that are automatically assigned the highest need level.**
   a. Focus group input will further validate the "super needs"
   b. These needs are the least represented in the survey results, but are validated as highest needs in COCs



Poll: What do you think about this proposed approach?

A. I like it, no concerns

B. I like it, but I have questions

C. I don't think this is a good approach, I have serious concerns

Discussion:

If you have questions or want to raise serious concerns, do so in the chat or raise hand

Where we are going

Near-Term Action Plan outcomes:

1. List of prioritized projects
   - Project ideas in high need areas
   - Identified in prior efforts (e.g. unfunded CIP projects) or come from public input
   - Project ideas in medium, low, or no need areas may be included depending on other criteria
2. List of action items
   - High need areas without well-defined project ideas

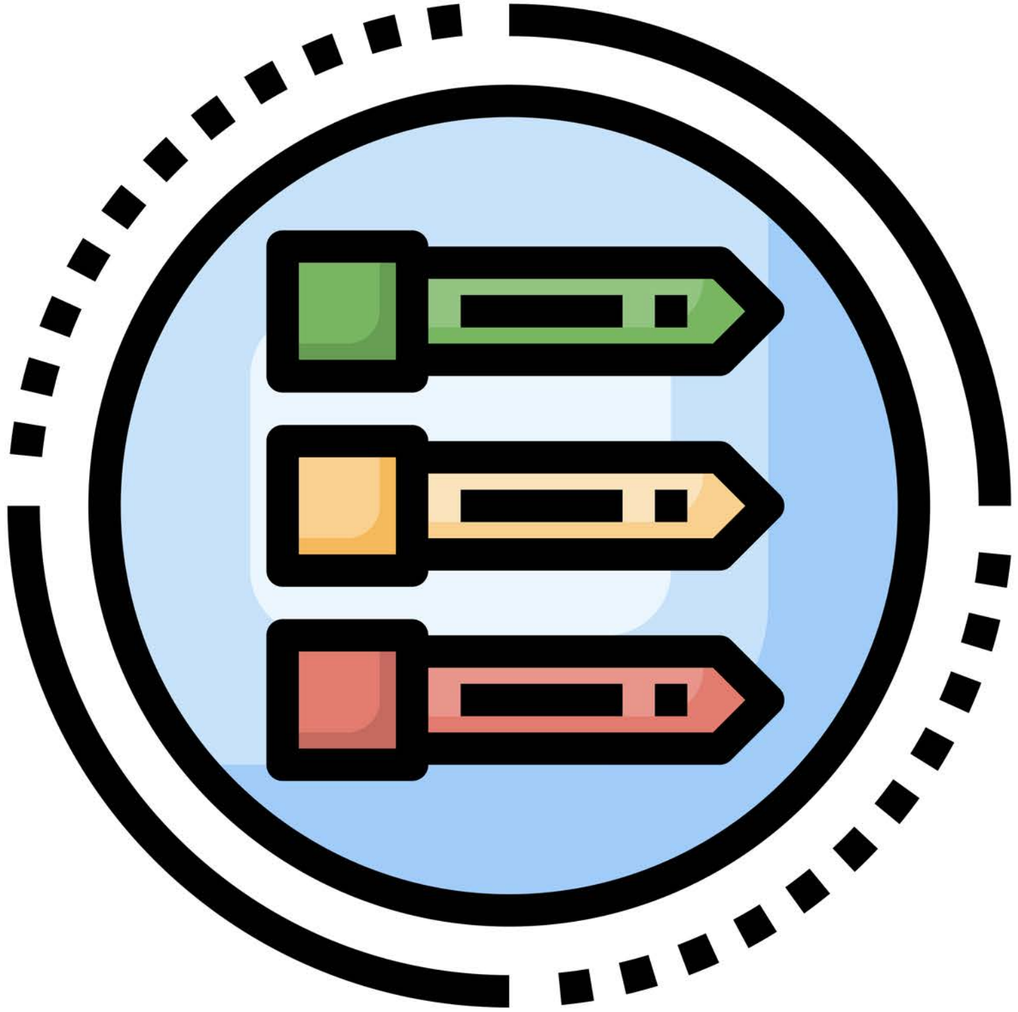
ID	Project Name/Description	Need Level [1]	Project Readiness [2]	Project Type	Cost Category [4]	Primary Potential Funding Source [3]
246	Install additional safety features at Boush St and Brooke Ave mid-block crossing. Widen the pedestrian refuge island.	High	Ready	Pedestrian signals and crosswalk projects	Low	CIP (ARPA?)
208.1	School Zone Flashing Beacon at Crossroads Elementary School on Tidewater Drive.	High	Ready	Pedestrian signals and crosswalk projects	Medium	ARPA
150	Complete missing sidewalks on Shoop Ave from Chesapeake Blvd to St Mihiel Ave	High	Ready	Sidewalk projects	Low	CIP
211	Pedestrian Signals on Granby St at Adm Taussig Blvd.	Moderate	Ready	Pedestrian signals and crosswalk projects	Medium	CIP/ARPA

Example Action Item:
Develop a small area plan for these nodes in western Southside along Midlothian Turnpike and Chippenham Pkwy.

Prioritizing 'Un-mappable' needs

Example of Non-Mappable Bike Needs

- Lack of shared-use paths
- Drivers don’t share the road, aren’t friendly with bicyclists, park in bike lanes
- Missing bike lanes to connect to important areas
- Cost of bikeshare



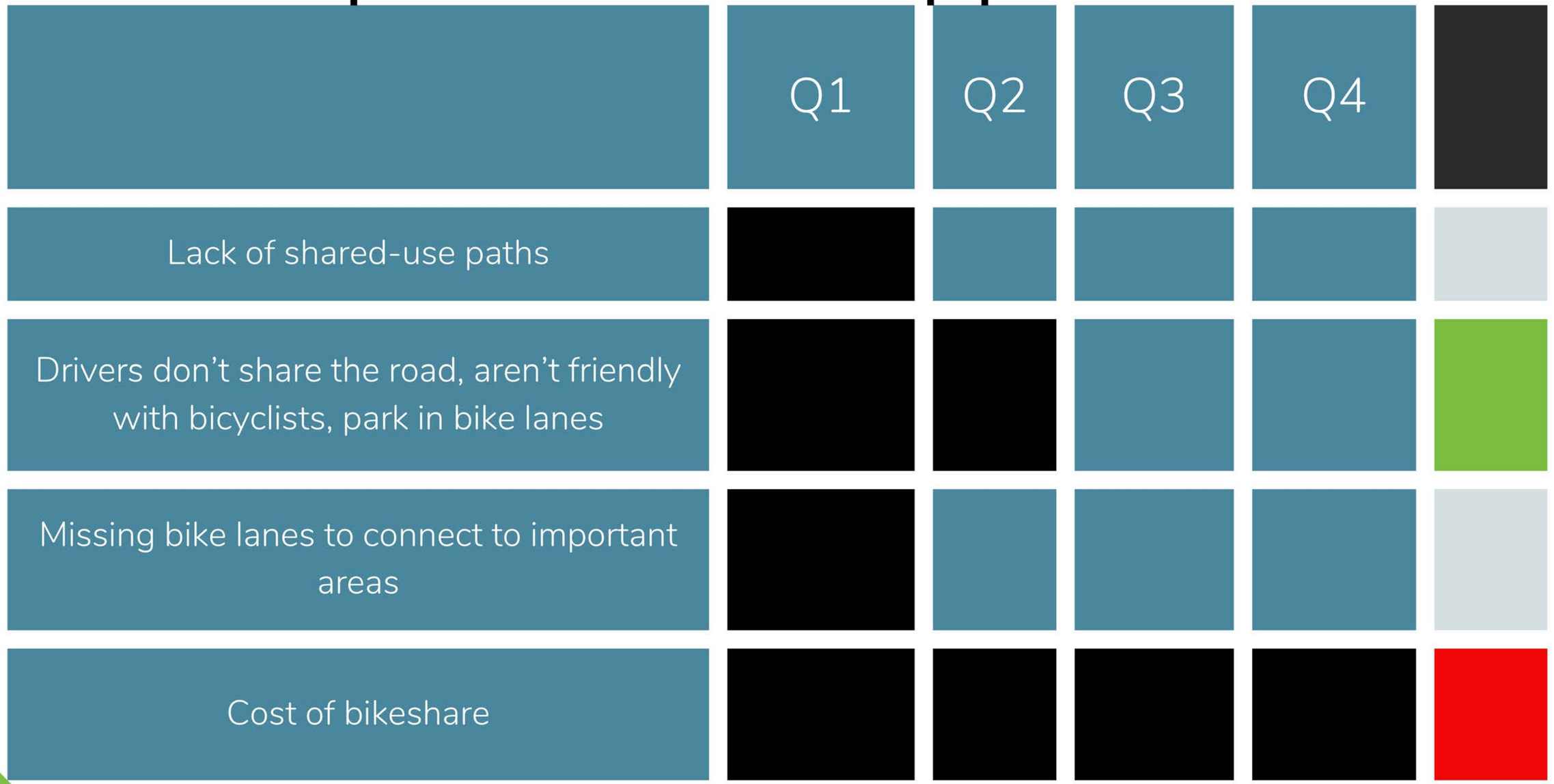
How do we determine if something is important?

- Does this represent an 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)

- Been a common theme? Top % of comments mentioned this?
- 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?

Example of Non-Mappable Needs



How do we determine if an un-mappable need is important?

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

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Are these the right questions? POLL

How do we determine if an un-mappable need is important?

What else can we use to ask questions of the non-mappable needs and determine what is most important for equity in Richmond?

Other qualitative scoring sheets like the equity score card we could look for additional questions?

Ideas in the chat or raise hand.

3

Recommendations

Compiling from prior efforts

Recommendations

- Project ideas and other recommendations already exist from prior efforts (Summary of Plans)

- The Team combed through the prior plans, studies, etc. and pulled out all potential project ideas and other location-specific recommendations.

- We are working on pulling all potential recommendations into a master online map.

- Goal: Ability to click on any area in City and see what recommendations have already been thought of.

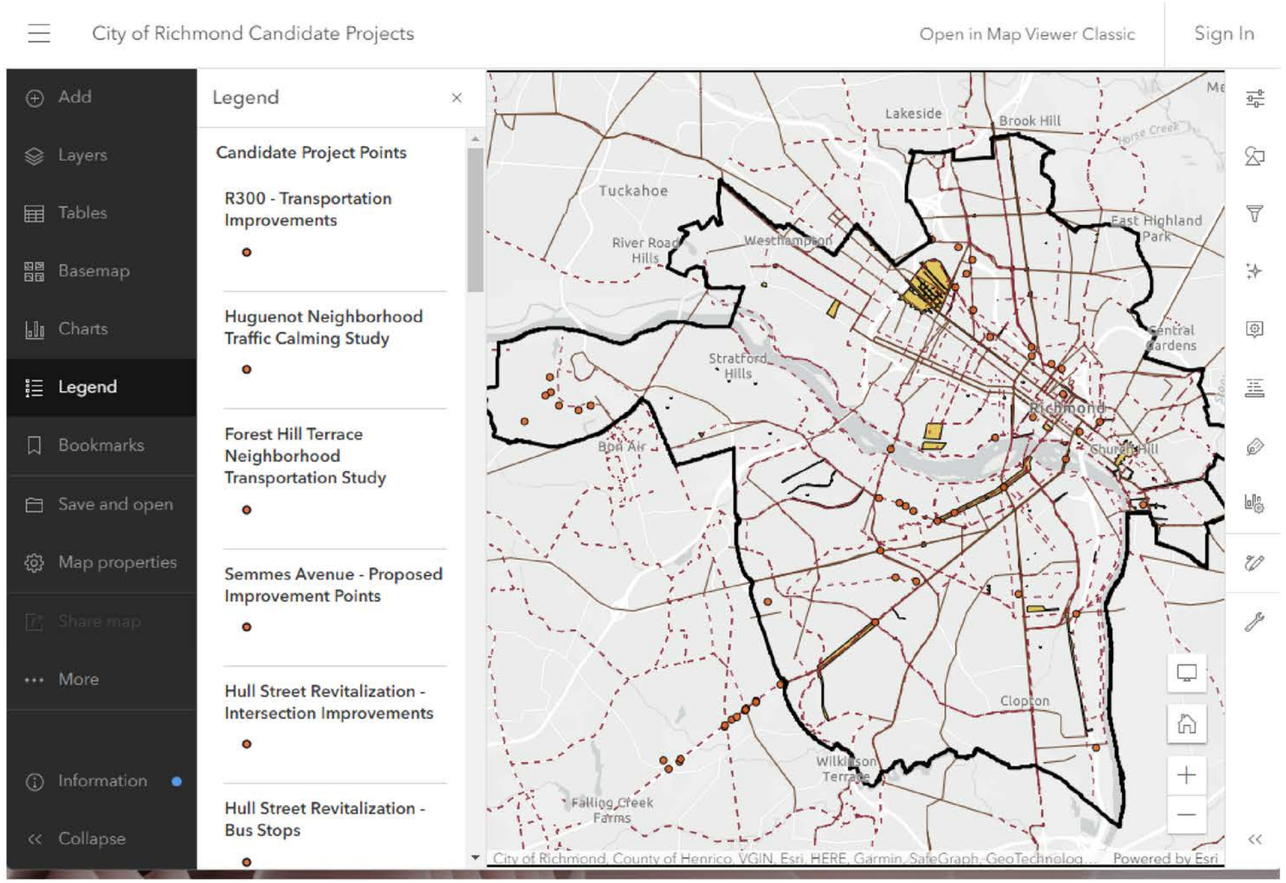
We mined:

- Equity Plans and Documents
- Comprehensive and Long-Range Plans
- Bicycle & Pedestrian Plans
- Transit Plans and Studies
- Safety and Traffic Studies
- Neighborhood and Small Area Plans
- Site Master Plans
- Parks Plans
- Sustainability Plans
- Economic Development Studies
- Freight Plans
- Unfunded CIP projects
- VDOT STARS and Project Pipeline Studies
- and more!!

We reviewed all of the documents originally compiled in the Review of Plans in April-May 2022

Recommendations

Work-in-progress online map
https://bit.ly/3Xw2iEm



Recommendations

You can help!

- Thomas and Kelli will be asking if GIS shapefiles exist. Please respond!

- Review the map and suggest additional recommendations and project ideas from other efforts if they are not already included.

Work-in-progress online map
https://bit.ly/3Xw2iEm

4

Long Term Scenario Planning

Poll: Have you participated in a scenario planning process before?

a. yes

b. no

Put in chat what scenario process you participated in prior to this one.

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 visioning possible future changes and different policy and investment options.
- Scenarios translate complex thoughts into descriptions about what could be in the future

FHWA Scenario Planning Guidebook, 2011.

Scenario Planning for Richmond Connects

Goal:

Improve equity through transportation investments.

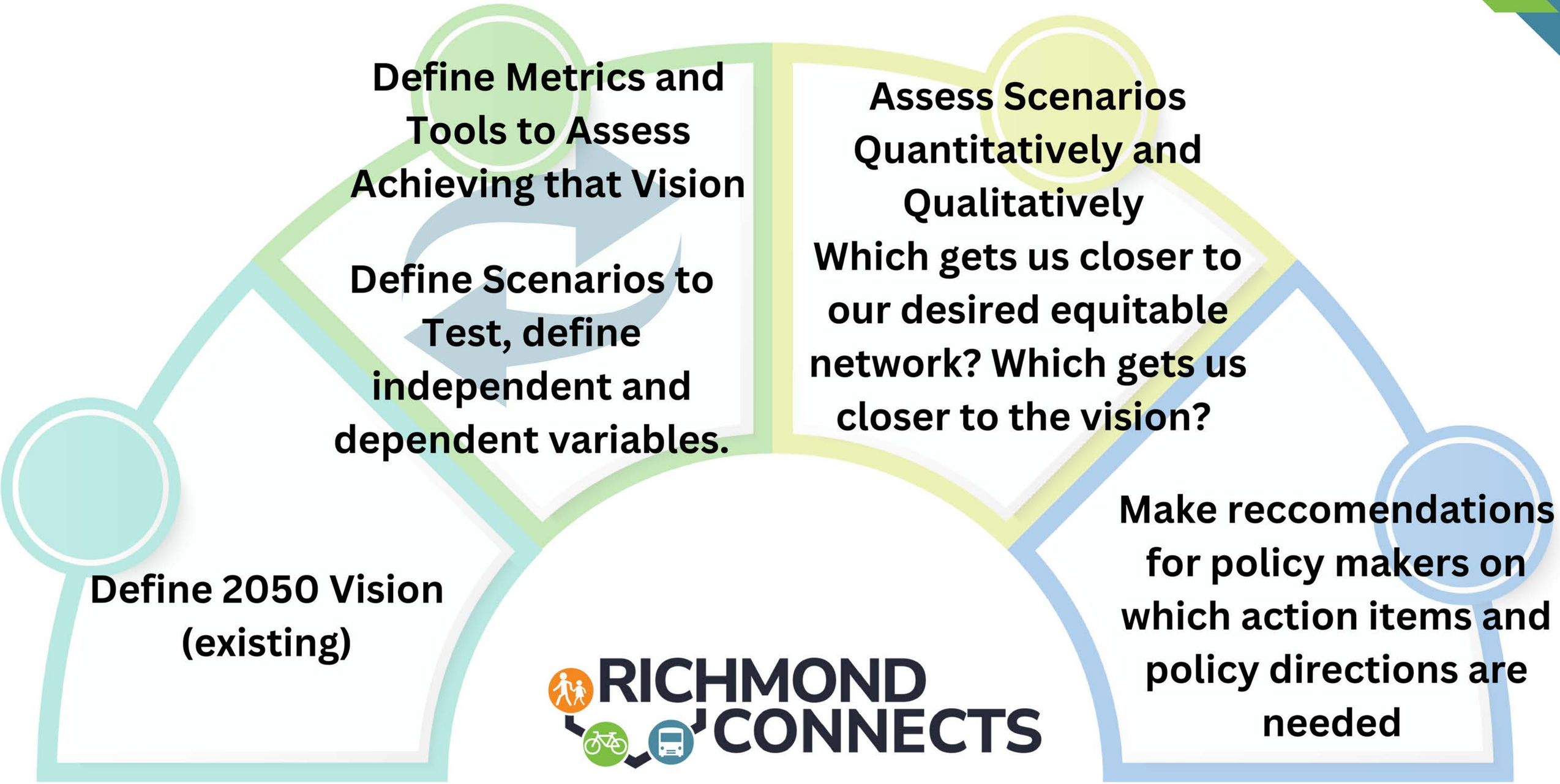
What does it mean to "improve equity"?
Improve access to opportunities and reduce barriers.

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 Process



Scenario Planning Process

Long-Term Vision

Richmond prioritizes the movement of people over the movement of vehicles

through a safe, reliable, equitable, and sustainable transportation network.

Walking, biking, and transit options are the most convenient and most frequently used forms of transportation in Richmond, thereby improving the natural environment and our health.

Richmond's multi-modal transportation system is easy for all people to use and seamlessly connects Richmond neighborhoods and attractions to each other, the region, and the nation.

Vision for Equitable Transportation from Richmond 300

Scenario Planning Process

Define Metrics and Tools to Assess Achieving that Vision

Define Scenarios to test, define independent and dependent variables.

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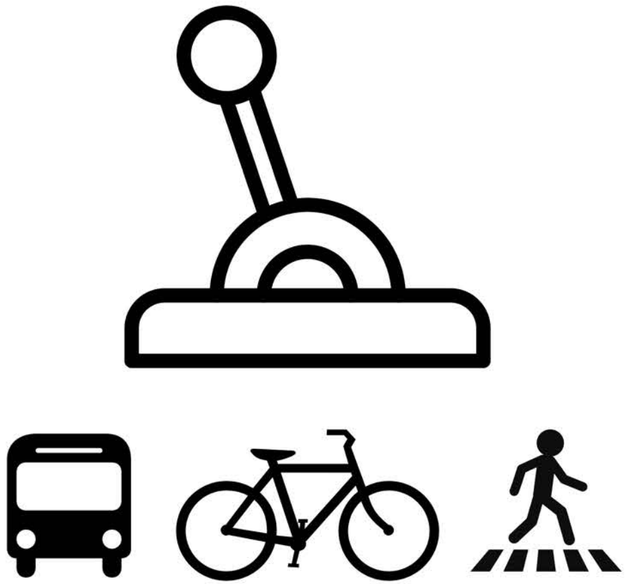
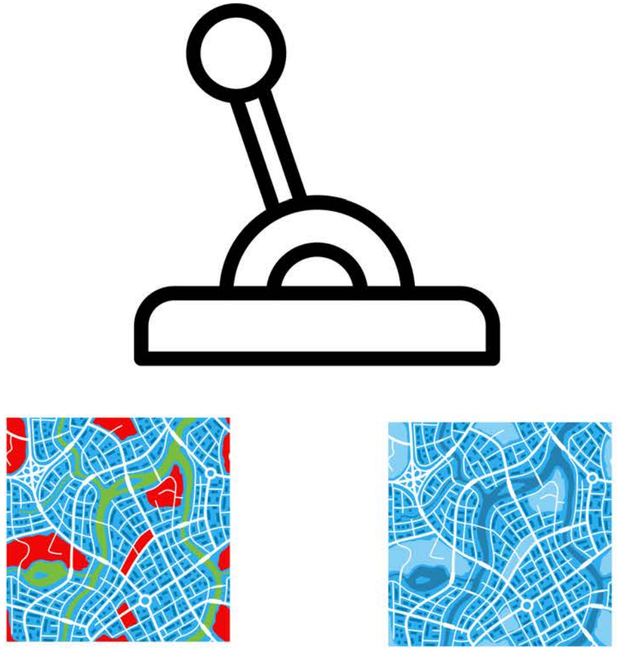
Variables that 'Pull the Lever'

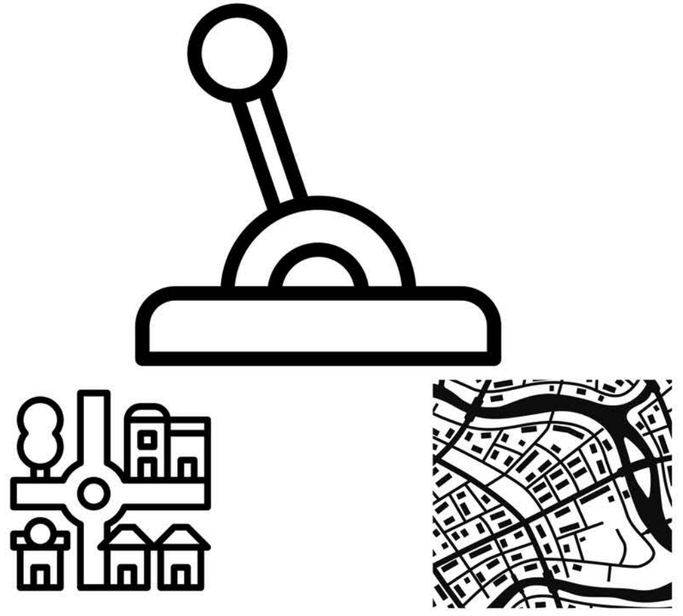
Modal Levers



Spatial Levers



Scale of Investment



Scenarios Evaluation Metrics

PATH TO EQUITY

Policy Guide for Richmond Connects

RICHMOND 300

A GUIDE FOR GROWTH

City of Richmond RVAgreen 2050

Variables that 'Remain Constant'

Can you help us predict the future?

Want to hold constant several elements of future prediction:

- land use
- climate predictions
- economic stability
- potential displacement 'zones' and gentrification boundaries
- displacement 'receiving' areas
- future parks locations
- future hospitals, other community needs
- future Community of Concern Areas
- 2050 Flooding and heat risks geographically

Variables that 'Remain Constant'

What variables can you help us predict? Do you have future forecasts for 2045 or 2050 for any of these or other elements?

Put ideas in the chat or raise your hand.

5

Next Steps

Process Steps
Near-Term Action Plan

Finalize the Tiered Needs

Finish compiling recommendations from prior efforts

Translate public comments into additional recommendations

Assign need levels to recommendations

Pull out High Need areas, develop recommendations and action items

Develop recommendations for top non-mappable needs

Process Steps
Long-Term Scenario Plan

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Define draft metrics for evaluating the scenarios

Compose draft narratives for what each scenario is

Gather public input on what the scenarios should be

Finalize the scenarios and begin analysis

Upcoming Meetings

TBD within next 2 weeks

Technical Committee

Draft scenario planning approach, scenario narratives, and evaluation metrics

February 21

Advisory Committee

Preview of Engagement Phase 3

March 28

Steering Committee

Draft recommendations

Revised scenarios ready for analysis

Extra slides

Potential Scenarios

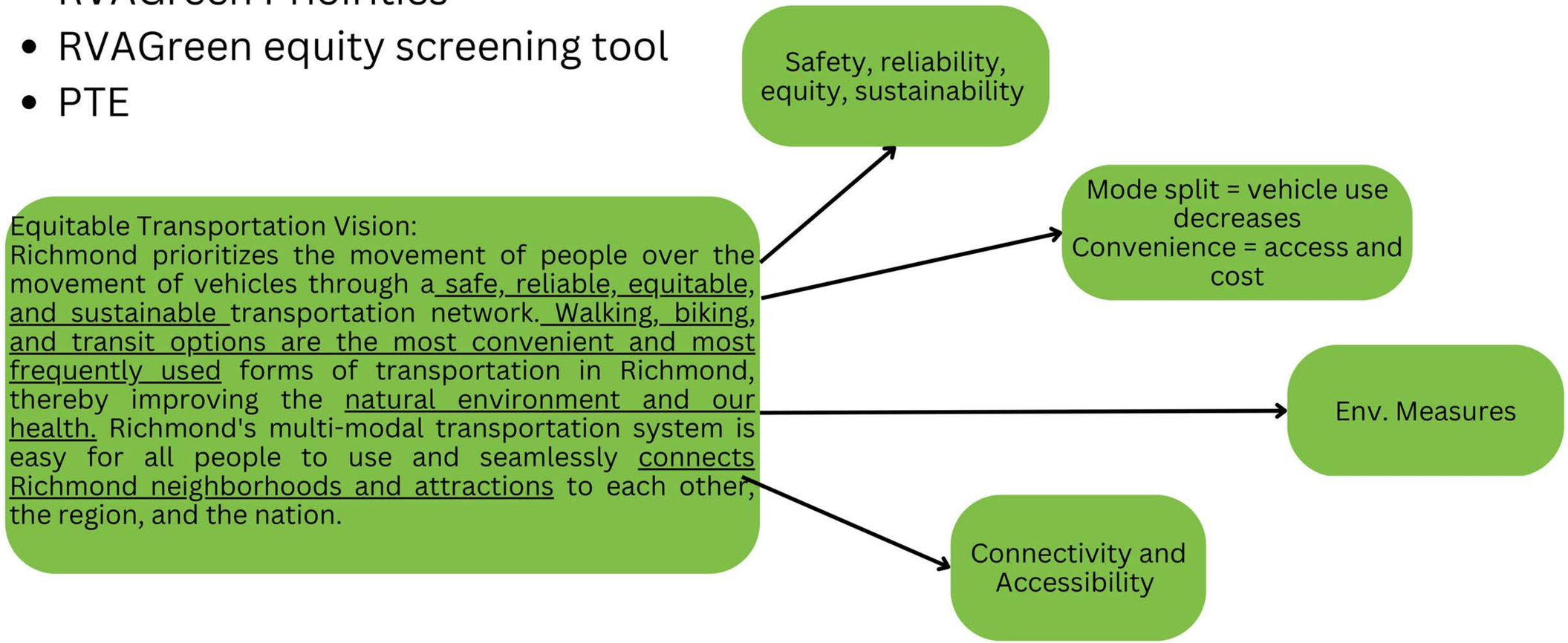
Variables to manipulate in each scenario:

- Transit network, accessibility and quality
  - including modeling micro transit, BRT, subsidized on demand services, fare free
- Bike network, accessibility, and quality
  - include bike share and ebike
- Walk network, accessibility, and quality
  - trails network
- Roadway capacity and parking capacity, speed , car share, EV uptake
- Cost of modes (level of subsidy and Govt support) vehicle operating costs, fares, etc. are not in the accessibility scores
- Other policies (like fare free) that could have a big impact

What we measure those against

Look to existing policy to guide metrics:

- R300 Vision and transportation vision
- RVAGreen Prioirities
- RVAGreen equity screening tool
- PTE



Potential Metrics

Look to existing policy to guide metrics:

- R300 Vision and transportation vision
- RVAGreen Prioirities
- RVAGreen equity screening tool
- PTE

Equity Factors

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 connnectivity 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**.
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.

Assumptions

Variables to project and hold steady in each scenario:

- Land use via master plan, nodes and future land use types to accommodate projected growth - 2045 adopted estimates? Sources?
- Where will communities of concern stay versus re-locate?
- Parks match parks master plan, green space also
- Flooding scenario, heat scenario - predictions in moderate scenarios from RVA green work
- Hold forces outside of our control (demand for goods delivery, transition to driverless vehicles) steady, and just test various packages of policies and projects? Or have forces outside our control also vary as independent variables in the scenarios?

Segmentation: Communities of Concern vs. non- CoC; percent change across measures?

Units: parcel or zonal segmentation units? Blocks?

Assumptions

Can't measure what we can't model

Big scale can show us variabilities - can be lots of small things, or few big things

Can discuss risks and opportunities

Quantifiable Metrics:

- Change in accessibility for Communities of Concern to:
  - green space
  - relevant jobs
  - healthcare
  - food
- Sustainability?

Qualifiable/Non-measurable Metrics:

- Change in affordability
- Potential for Displacement
- Safety Implications

What we <u>can</u> measure:

- change in accessibility to jobs
- change in accessibility to green space

Other policy considerations to ask of each scenario?

What land-use would be needed to actually support this scenario? What policies will be needed to ensure folks are not involuntarily displaced?

Potential Metrics

- Equity - equitable access to jobs we can do all purposes in the tool
- Equitable access to green space
- Equitable access to grocery stores (food access) will we try to guess where future grocery stores are? Is this part of the master plan?
- Key to discuss- how does this gentrify - a “potential to gentrify” metric?(two things come to mind, using the GAP-TA gentrification risk outputs: (1.) where is there growth in assumed lu forecast that also has high gentrification risk? (2.) what is the anticipated access increase in areas with high gentrification risk?
- Safety this could be tricky to address in the long term. To the extent the scenarios can be represented as projects along existing segments, we could assess the number/mileage of safety needs where investments are envisioned?

Potential Metrics

- Maintenance burden I am not a fiscal impact expert but I've heard there's a rule of thumb that for roads, you basically buy the road again every 10 years through maintenance. In any case, this is probably best expressed at a citywide level just summarizing each scenario's package of investments.
- Env equity
  - Air quality/emissions transportation-based emissions can pivot from VMT estimates. I would submit that the others are not really natural metrics for RC as transportation infra and services are not the primary drivers of outcomes (even parking is a LU issue, e.g.). Maybe we could just talk about the level of investment that is exposed to these places?
  - Tree canopy
  - Heat island effects
  - Flooding risk of pop and infrastructure

Potential Metrics

- Traffic- vmt and delay (if all growth is reliant driving!) Implies running the regional travel model to get at potential delay statistics. VMT could be assessed off-model.
- Mode split (vision says more walk, bike, ride than drive) Implies the need for mode choice modeling (the regional model probably would not be adequate for non-motorized estimation). Model dev would be a heavy lift (probably not supportable with current budget)
- Transportation cost burden- Average household transportation cost emulate H+T methodology, maybe? Or pivot from VMT + vehicle ownership models.

Gentrification Considerations

Notes on gentrification dynamics from GAP TA:

- Bike investments often are disproportionately made in areas with lower BIPOC pop and/or higher income.
- Bike investments may lead to income increases but little evidence of race/ethnicity change
- "Given the complicated relationships between transportation improvements and gentrification, this research points to the fact that municipalities should also concern themselves with equity in the allocation of mobility-supportive investments among marginalized communities, while also considering the consequences of future transportation improvements."

Upshot: RC's proactive investment of non-motorized infrastructure in disadvantaged areas is probably cutting against the grain of prevailing investment trends and unlikely to lead directly to displacement

Gentrification Considerations

Notes on gentrification dynamics from GAP TA:

- While difficult to establish causal relationships, transit investments and TOD are often more clearly associated with property value increases (implies rent increases).
- TOD does not clearly lead to displacement of disadvantaged residents in all urban areas. Local and regional politics, growth trends, and other factors muddy the water.

Upshot: RC's proactive investment of transit infrastructure in disadvantaged areas does not necessarily elevate gentrification/displacement risk, but prevailing population and market trends should be considered to ensure appropriate policy support in relevant affected areas.

Gentrification Considerations

Notes on gentrification dynamics from GAP TA:

- Geography of areas where gentrification may have recently occurred (or be in process) align closely with Communities of Concern in RC. (maps from page 60 of report)
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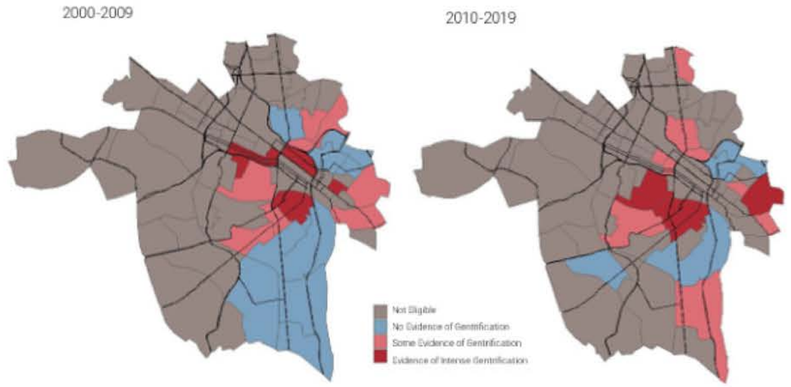
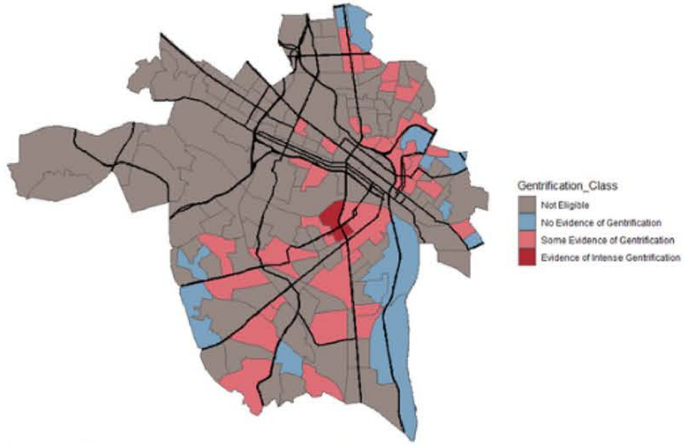
Figure 65: Evidence of Gentrification over the Last Two Decades in Census Tracts in Richmond, VA



Source: EBP analysis of American Community Survey tables B19013, B25064, B25077 and B15002 and Decennial Census data tables P053, H060, H085 and P037. Larger maps are included in the Appendix.

Figure 66: Evidence for Gentrification in Richmond Block Groups from 2012-2019



Source: EBP analysis using 2012-2019 5-year Sample American Community Survey Data. As block group level education attainment data is unavailable prior to the year 2012, this analysis cannot be completed for prior historical years at this level of geographic detail. Tract level analysis is provided above. Please note that data suppression and sample bias are significant challenges when analyzing census data at the census block group level.

Gentrification Considerations

Notes on gentrification dynamics from GAP TA:

- "Transportation investment policy should also be conducted with special attention to equity. Past research and the study team's analysis of Richmond suggest that transportation (and other infrastructure) investments, rather than triggering gentrification, may be disproportionately placed in areas where higher income populations are increasing. Conversely, investments may be less prevalent in areas where poverty is increasing, particularly in suburban pockets of poverty, where because of lower densities public transit is less effective or more costly." (page 64)

Gentrification Considerations

Notes on gentrification dynamics from GAP TA:

- Strategies:
  - Most effective:
    - TOD-based affordable housing policies are among the most effective tools for mitigating the possible impact of transit-induced gentrification by supporting housing affordability and helping maintain access to public transportation for low-income households
  - Mixed success:
    - Community land and housing trusts
    - Tenant right to purchase covenants
    - Rent controls or rent stabilization
    - Limits on big box retailing or other chain retailers

Gentrification Considerations

Notes on gentrification dynamics from GAP TA:

- Resources:
  - https://arch.umd.edu/about-school/news-events/umd-study-targeted-housing-policy-key-preventing-transit-induced
  - https://www.jchs.harvard.edu/blog/strategies-for-responding-to-gentrification
  - https://thenextsystem.org/fighting-gentrification-best-practices
  - https://www.bloomberg.com/news/articles/2021-05-19/small-businesses-are-victims-of-gentrification-too

Potential Metrics

How to measure equity in the long-term? Ideas from screening tool? Other thought provoking tools?

Engagement & Communication

Priority Considerations	Suggested Data & Metrics
• Does this engage and empower historically disenfranchised communities in a meaningful, authentic, and culturally appropriate manner? • How have communities (including historically disenfranchised) been engaged? • Does this help foster effective long-term relationships and trust between diverse communities and local government?	• **What data tell you the answer to the question?** • Demographic information for those engaged in the process • Frequency of and number of outlets for engagement • Number of partner organizations involved
Additional Considerations	
• Does this promote ongoing activities to update and involve the community? • Are there opportunities to expand engagement? • Does this align with and support historically disenfranchised communities' priorities, creating an opportunity to leverage resources and build collaborative partnerships?	

Government Accountability

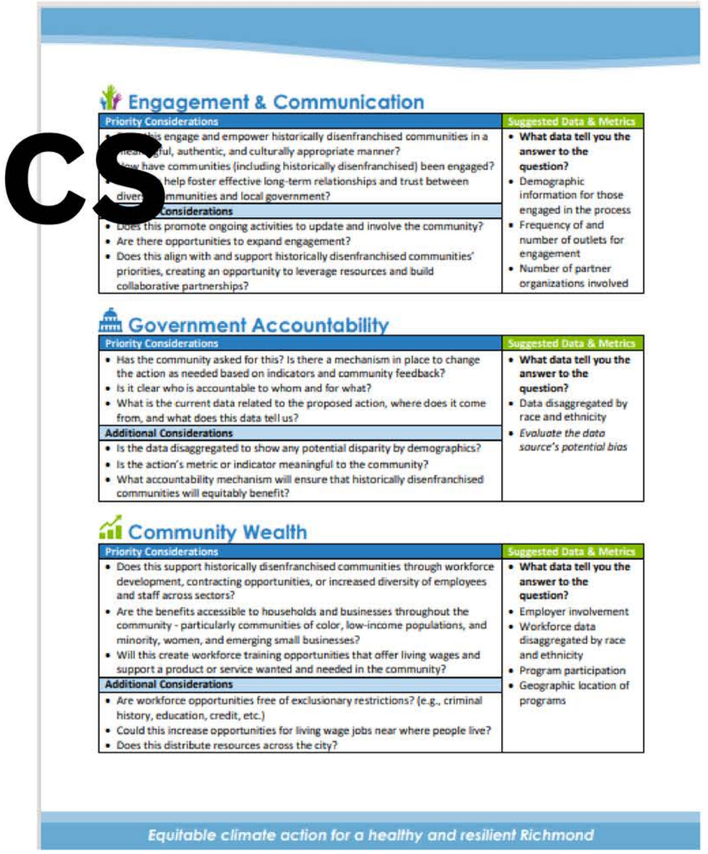
Priority Considerations	Suggested Data & Metrics
• Has the community asked for this? Is there a mechanism in place to change the action as needed based on indicators and community feedback? • Is it clear who is accountable to whom and for what? • What is the current data related to the proposed action, where does it come from, and what does this data tell us?	• **What data tell you the answer to the question?** • Data disaggregated by race and ethnicity • *Evaluate the data source's potential bias*
Additional Considerations	
• Is the data disaggregated to show any potential disparity by demographics? • Is the action's metric or indicator meaningful to the community? • What accountability mechanism will ensure that historically disenfranchised communities will equitably benefit?	

Community Wealth

Priority Considerations	Suggested Data & Metrics
• Does this support historically disenfranchised communities through workforce development, contracting opportunities, or increased diversity of employees and staff across sectors? • Are the benefits accessible to households and businesses throughout the community - particularly communities of color, low-income populations, and minority, women, and emerging small businesses? • Will this create workforce training opportunities that offer living wages and support a product or service wanted and needed in the community?	• **What data tell you the answer to the question?** • Employer involvement • Workforce data disaggregated by race and ethnicity • Program participation • Geographic location of programs
Additional Considerations	
• Are workforce opportunities free of exclusionary restrictions? (e.g., criminal history, education, credit, etc.) • Could this increase opportunities for living wage jobs near where people live? • Does this distribute resources across the city?	

Potential Metrics

How to measure equity in the long-term? Lots of thoughts on the research to be found online..



Engagement & Communication

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Equitable climate action for a healthy and resilient Richmond

comparison is made between these Communities of Concern (target group) and the remainder of the region (comparison group)

- disadvantaged groups will share equitably in the benefits
- "individual-level population segmentation approach, compared to using the zonal segmentation approach done in practice"?
- measure the distribution of costs and benefits among travelers
-

Potential Scenarios

Transit is king- Transit network, a dense TOD node centric transit network with BRT in multi directions serving all corners of city with well connected micro transit options that are free for low to moderate incomes, all bike and walk infrastructure is focused on connecting to BRT within nodes.

Connectivity and infrastructure is king - Corridor-level complete street and infrastructure connectivity focused, highway capping projects get completed, all complete streets have protected bike lanes and complete sidewalks, connected higher frequency transit (less BRT/high frequency focused but increased coverage) with focus on connecting nodes to each other, includes bigger investment in multi-use trails that are accessible for all wheels . Is this the package modeling lots of small changes, but lots of them?

Car remains king -Walk/bike investments keep with a slow pace (matching current funding %s) with improvements focused on existing walkable areas, maintenance, and protecting safety for areas already with access. EV and other technologies?

Do these capture all the forces we want to test?
Are these grouped togther appropriately?