

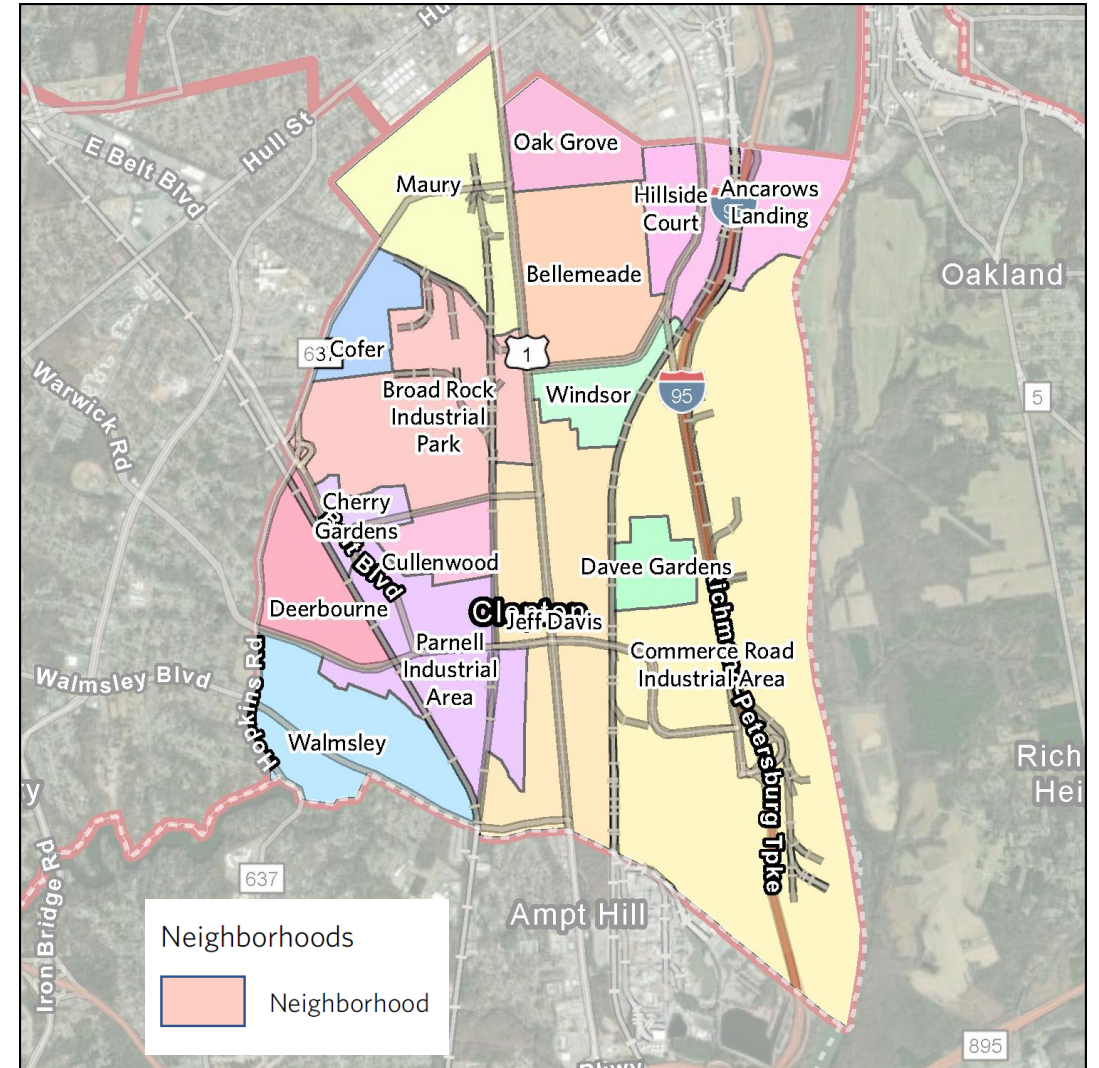
# Transportation Needs and Recommendations

## Need Area 10: Southside Route 1 Corridor Area



Advisory Committee Workshop

4/18/2023



# Small Group Introductions

## Introduce yourself!

- Name
- Organization or Community  
Ambassador (if applicable)
- Where you live
- Is this your first Richmond Connects meeting?

# What are we doing today?

## Meeting Purpose:

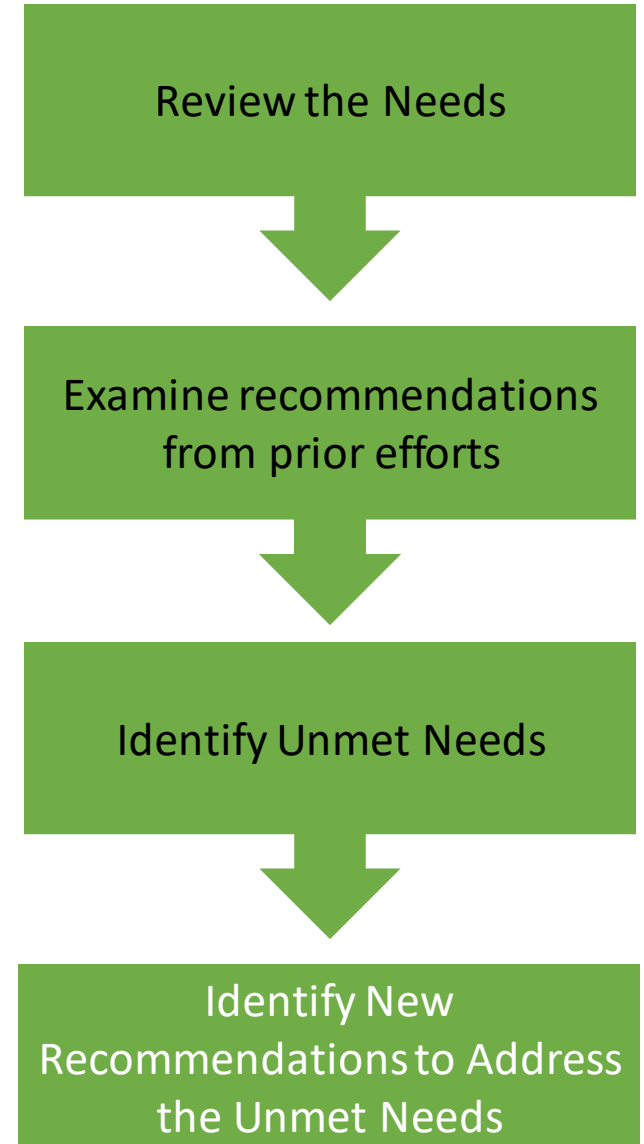
- Work through some examples of how we are identifying and vetting recommendations.
- Get your feedback on which existing recommendations are most important to address the top needs.
- Identify new recommendations to address unmet top needs.

## Over the next 2 hours:

- Work in small groups focusing on the needs and recommendations in one area

## Agenda

- |                     |                                                       |
|---------------------|-------------------------------------------------------|
| 9:15 am – 9:30 am   | Quick review of area context and transportation needs |
| 9:30 am – 11:15 am  | Discuss recommendations, gaps, and new project ideas  |
| 11:15 am – 12:00 pm | Come back to big group for report out and wrap up     |





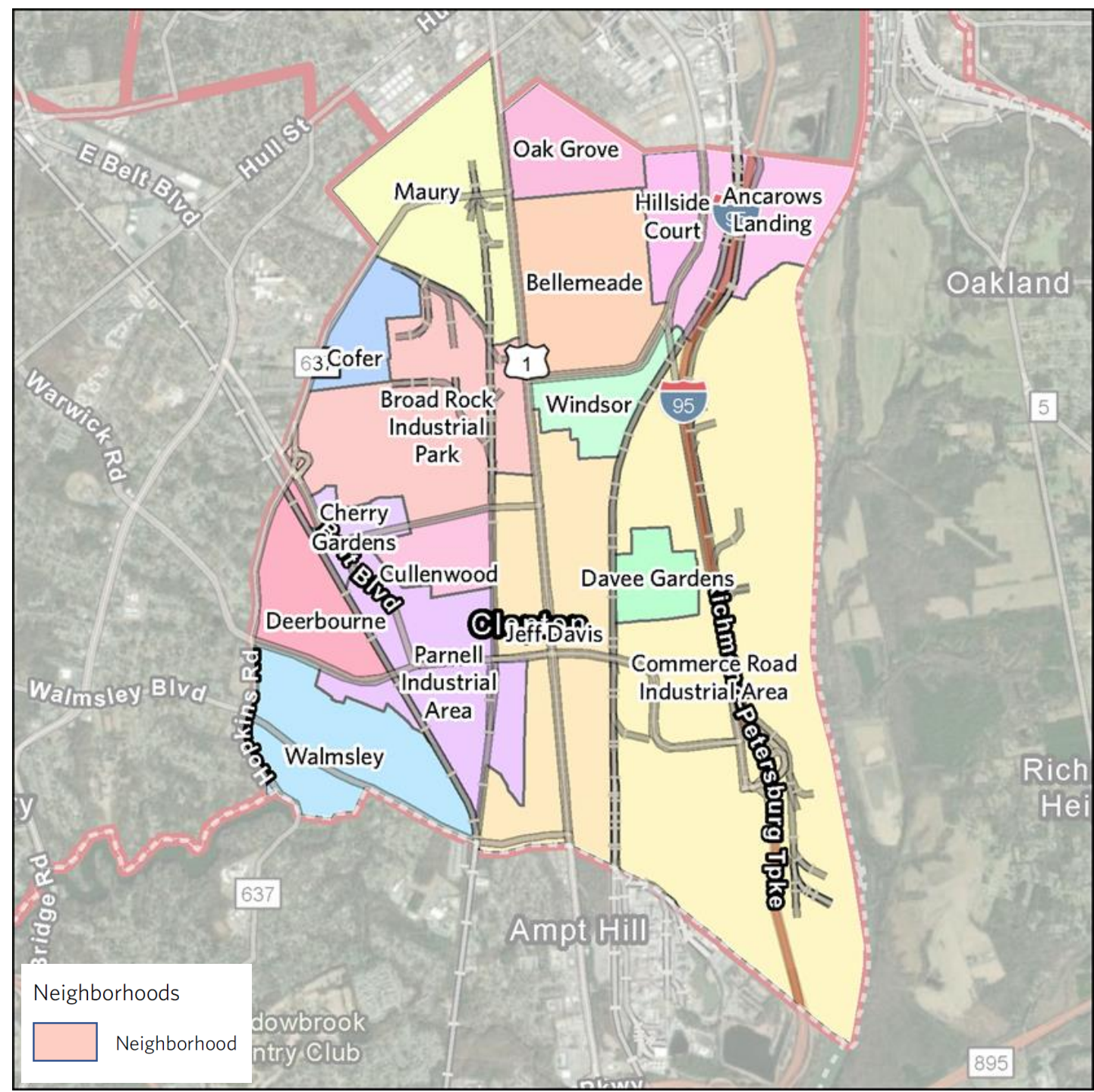
# Quick Review:

Land Use & Transportation Context

Communities of Concern

Transportation Inequities

Transportation Needs





# What is this area like today?

## Land Use

- Single use industrial and commercial uses line Route 1, with affordable single- and multi-family neighborhoods behind. Large industrial areas including Parnell Industrial area, Phillip Morris, and Richmond Marine Terminal. Hillside Court public housing.
- Priority Growth Nodes (Richmond 300 Master Plan):
  - Route 1 at Bellemeade Rd
  - Route 1 at Bells Rd/Warwick Rd

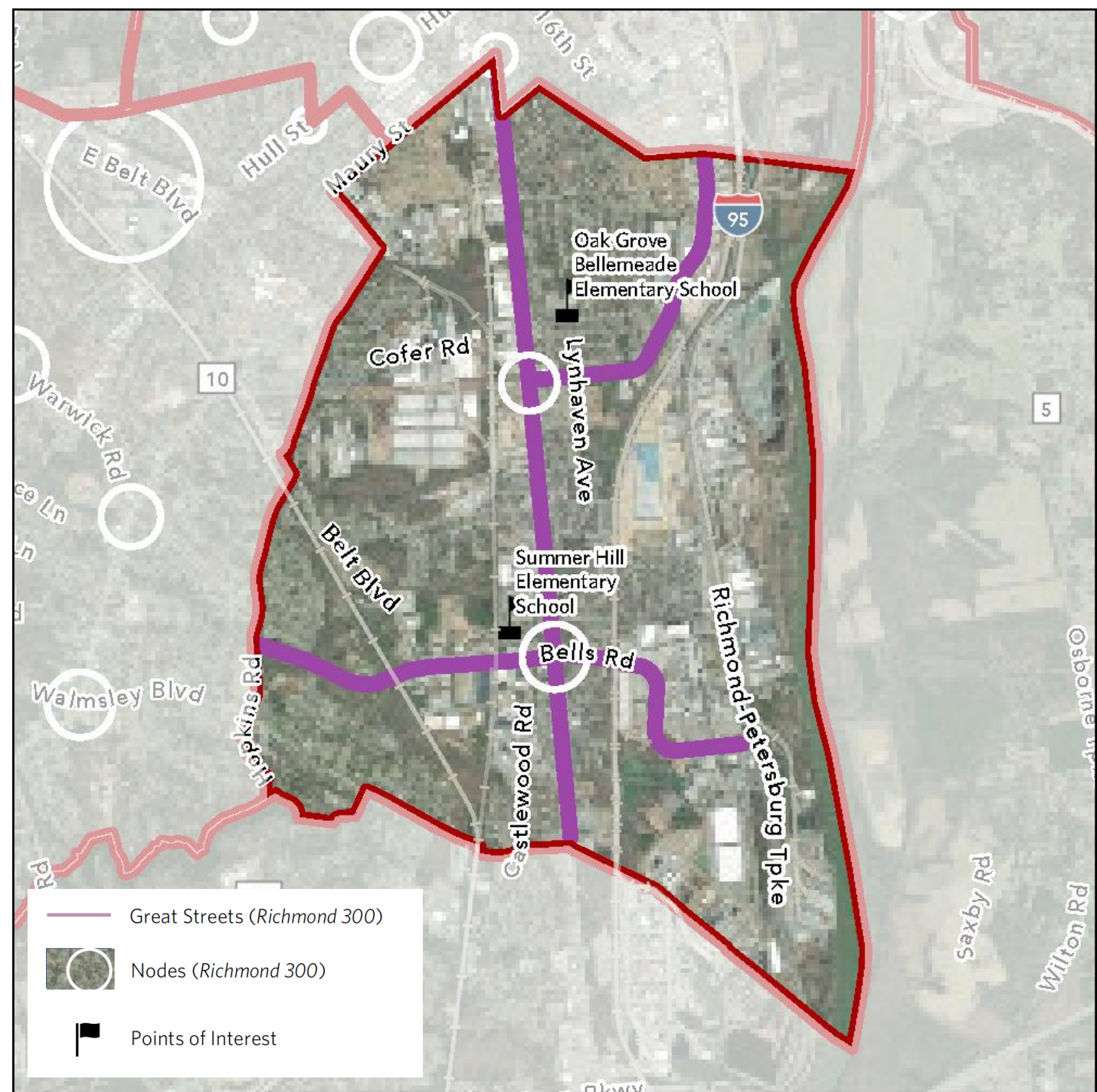
## Transportation

- Route 1 is a 6-lane 40-mph arterial road, part of the high-injury street network
- Hopkins Rd is also part of the high-injury street network.
- GRTC Routes 3A, 3B, 86, 87, 88 serve the area
- “Great Streets” (Richmond 300 Master Plan):
  - Route 1
  - Warwick Rd/Bells Rd
  - Bellemeade Rd/Commerce Rd

**Nodes** are “places where people and jobs are today and continue to grow in the future.”

**Great Streets** are “significant entrances to the city and serve as major connectors between city destinations.”

The **High Injury Street Network** is the 7 percent of Richmond’s road mileage that accounts for 62 percent of fatal and serious injury crashes.



# Communities of Concern

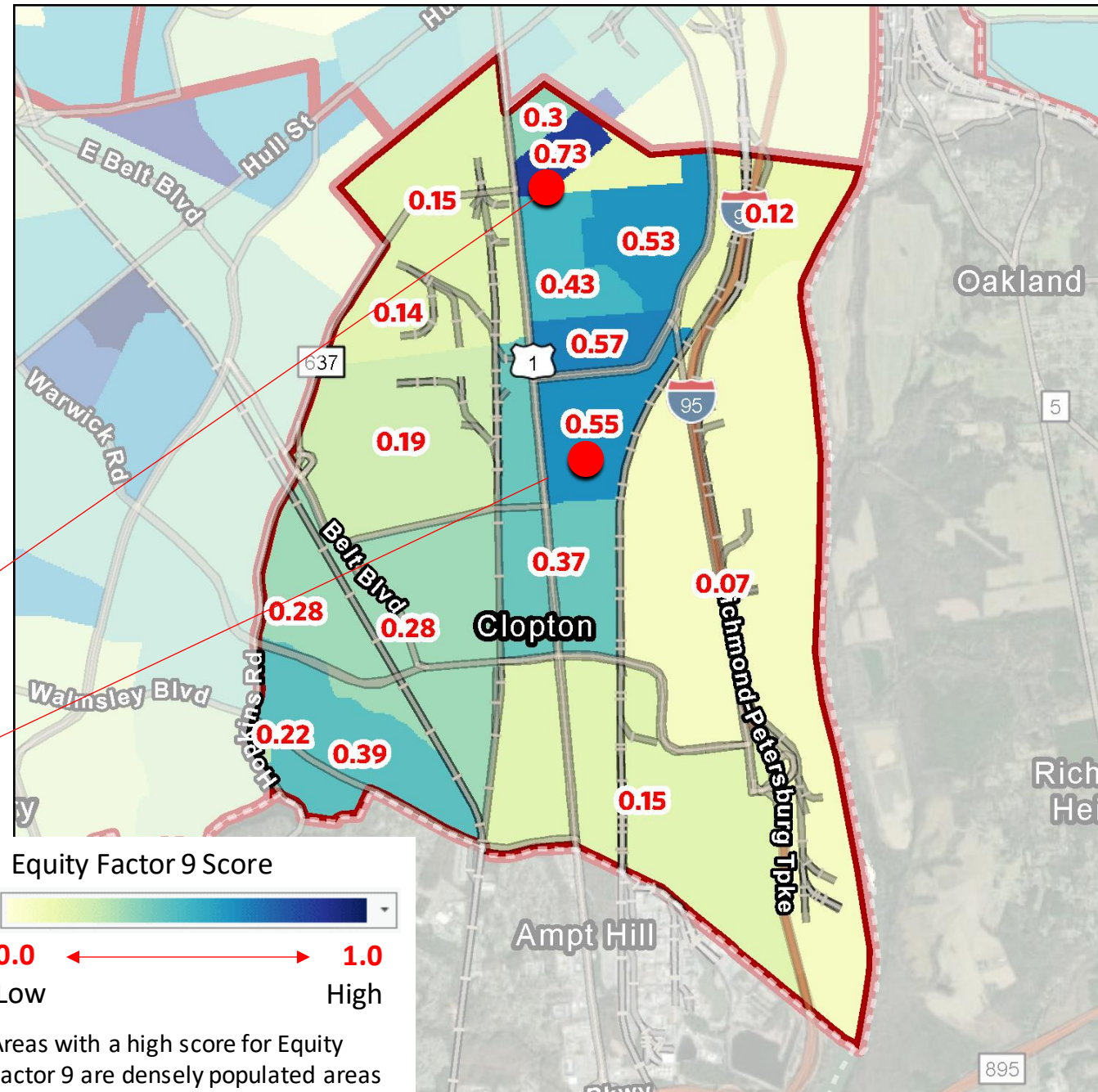
Several neighborhoods in this area have a high percentage of residents in Communities of Concern, including **BIPOC, BIPOC renters, at-risk youth, non-English primary, and low-income.**

In a portion the Oak Grove neighborhood:

- 97% of residents are BIPOC
- 23% of residents are at-risk youth

In the Windsor neighborhood:

- 92% of residents are renters
- 62% of residents are non-English primary





# Equity Factors

The Advisory Committee for Path to Equity wrote 10 equity factor statements in 2021.

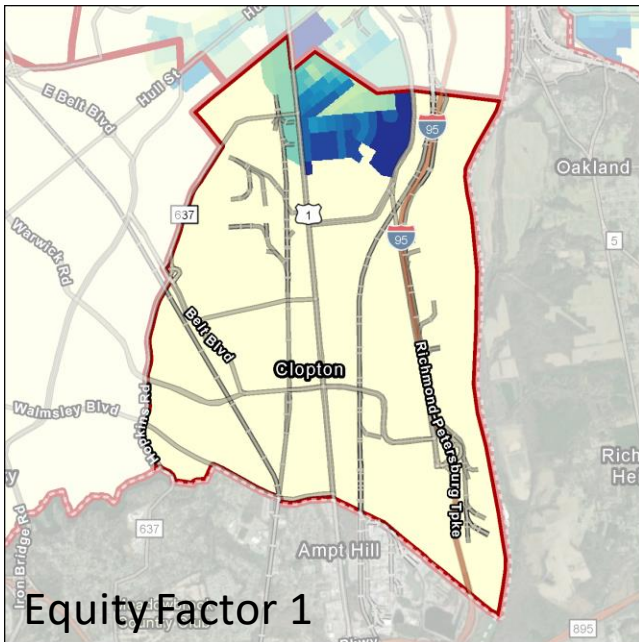
They describe **how transportation investments in Richmond Connects will improve equity** by overcoming barriers and injustices.

- 1 Transportation investments will **improve access** to housing, jobs, services, recreation, and education, addressing remaining inequities created by **redlining**.
- 2 Transportation investments will **reconnect and revitalize** communities to address inequities created by the **highway system's dissection of neighborhoods**.
- 3 Transportation investments will **improve neighborhood connectivity** and revitalize the fabric of the communities negatively impacted by **urban renewal**.
- 4 Transportation investments will **improve access** to housing, jobs, services, and education to address the isolation of **low-income inner ring suburbs** where families are pushed.
- 5 Transportation investments will **address gaps in the multimodal network** and utilize new planning tools to improve safety and accessibility deficiencies stemming from **traditional car-centric planning**.
- 6 Transportation investments will **equitably increase the safety and comfort** of **cyclists and pedestrians**, connecting communities of concern to opportunities.
- 7 Transportation investments will **improve reliability** of **transit and other non-car services** to increase access and remove barriers to opportunities for communities of concern.
- 8 Transportation investments will **prioritize the needs** of socially vulnerable users and address **climate and environmental equity** (heat island effect, air-quality, water-quality) as identified in RVA Green 2050.
- 9 Transportation investments will **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 Transportation investments will **focus on improving climate resiliency** for the most impacted communities.

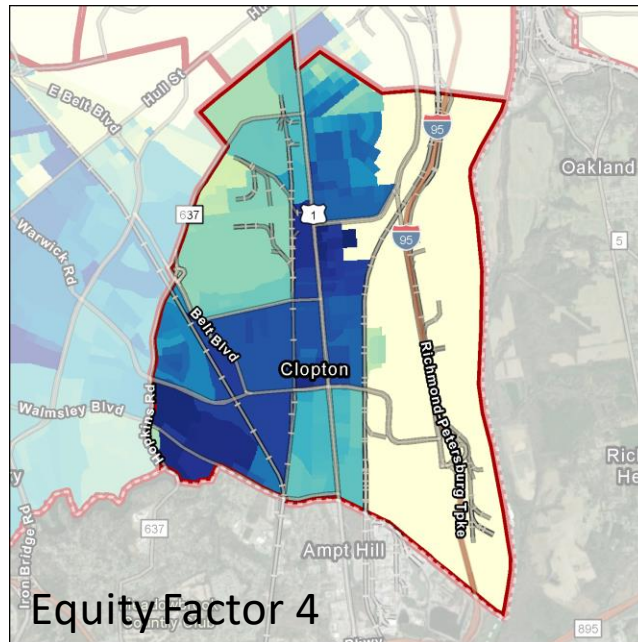
# What are the transportation inequities in this area?

## Richmond Equity Factors

Portions of this area were **redlined** and still have high concentrations of **low-income BIPOC populations** and **low rates of BIPOC home ownership**.

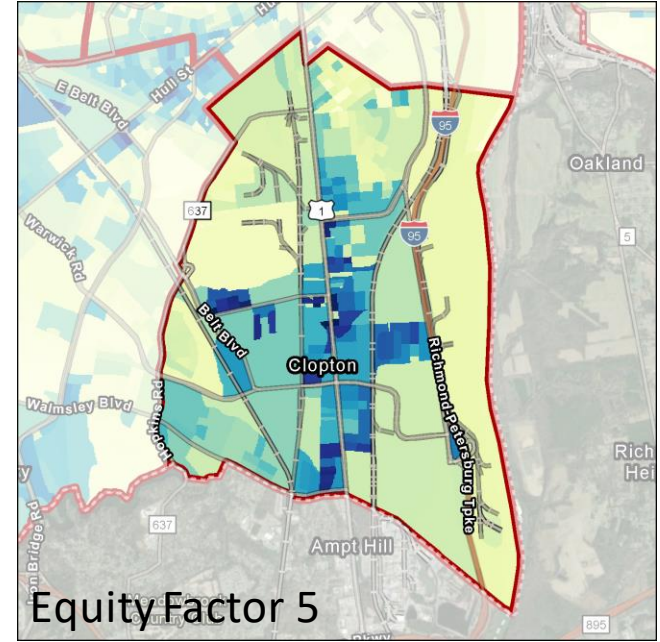


Portions of this area are **inner ring suburbs** that have **poor accessibility** and are **largely low-income**.



In this area, you are **limited in how many things you can get to by walking, biking, and taking the bus.**

To get around by walking or biking, you have to walk or ride your bike on a high speed (35+ mph) road with 4+ lanes of traffic.



Equity Factor Scores



Low

High

Fewer Inequities

Greater Inequities

These statements are most true in the dark blue areas.



# What are the transportation inequities in this area?

## Richmond Equity Factors

*It's hard to get around by walking or biking because **there aren't direct paths** to get where you need to go, or **it doesn't feel safe**.*

*It's hard to get to the places you most need to because **transit service is either infrequent or unreliable**, especially for Communities of Concern.*

*There is a high density of Communities of Concern, and areas are **more prone to flooding** during intense precipitation events, have **high heat vulnerability**, and experience **urban heat island effect**.*

***Roads** in these areas **are in a flood risk zone** and vulnerable to disruption due to climate change, and there is a high density of Communities of Concern.*

Equity Factor Scores

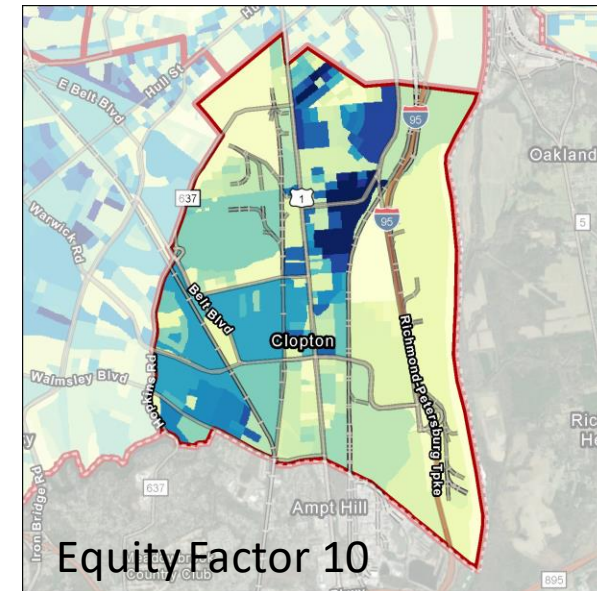
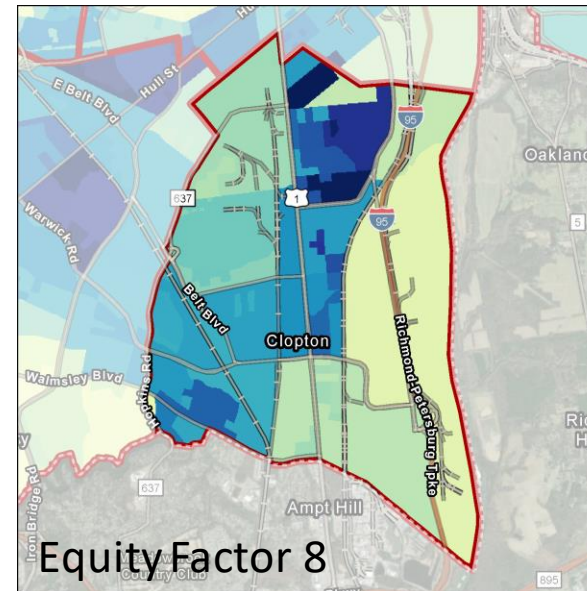
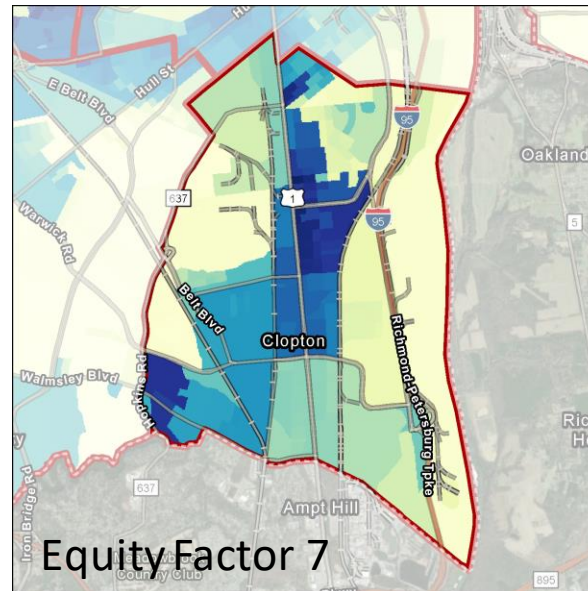
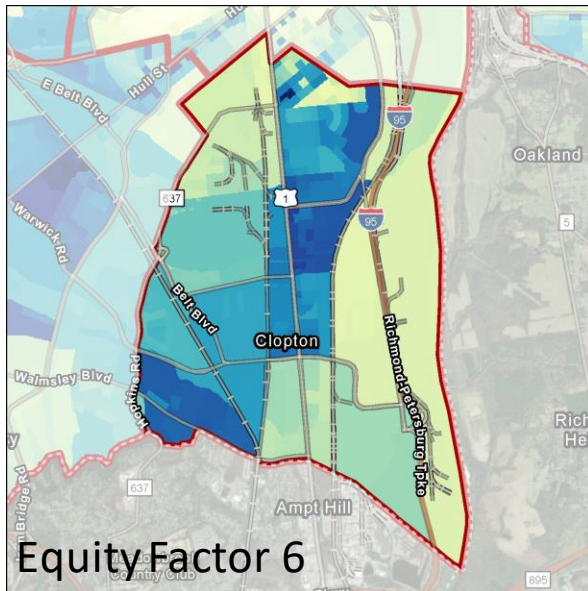


Low

High

Fewer Inequities

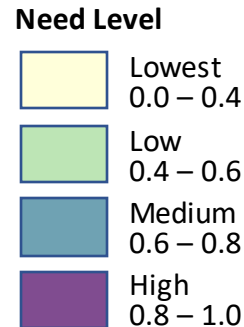
Greater Inequities














*These statements are most true in the dark blue areas.*

# What are the transportation needs?

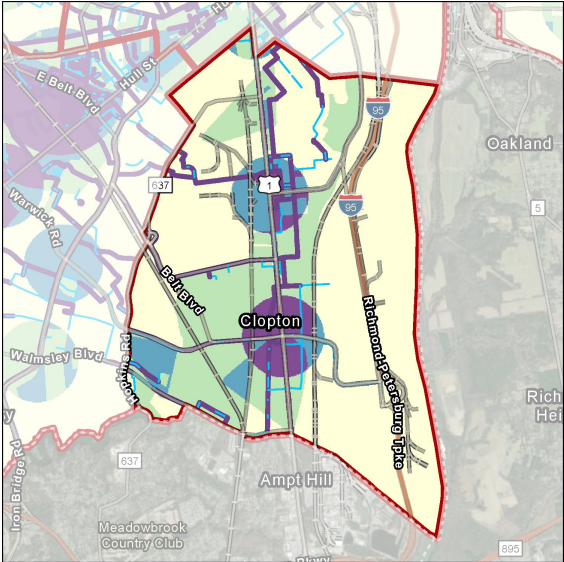
- Path to Equity defines 11 Investment Need Categories
  - They represent the transportation vision, goals, and objectives in the Richmond 300 Master Plan.
- Needs were analyzed for each Investment Need Category
- There are 4 Levels of Need:
  - High
  - Medium
  - Low
  - Lowest
- Every area of the City falls into one of these 4 Need Levels
- Pedestrian, Bike, and Freight Investment Need Categories also have Network Needs
  - High network needs are streets that people who live in high need areas use to get to their destinations.



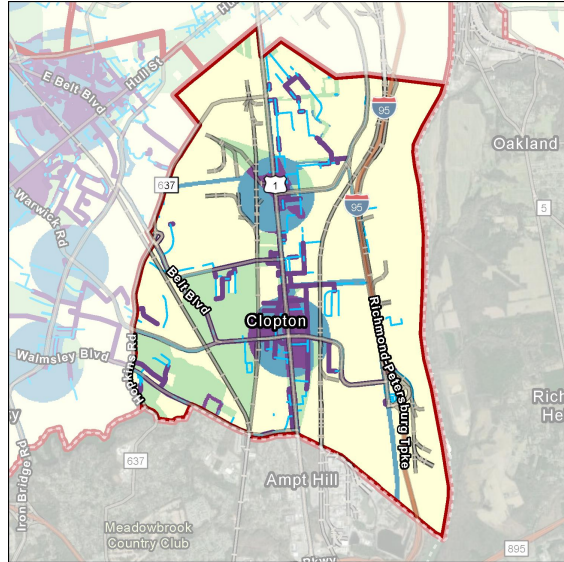
Investment need categories	
Pedestrian	
Bike	
Transit	
Freight	
Land Use	
Safety	
Connectivity	
Maintenance	
Economic Development	
Technology	
Sustainability	



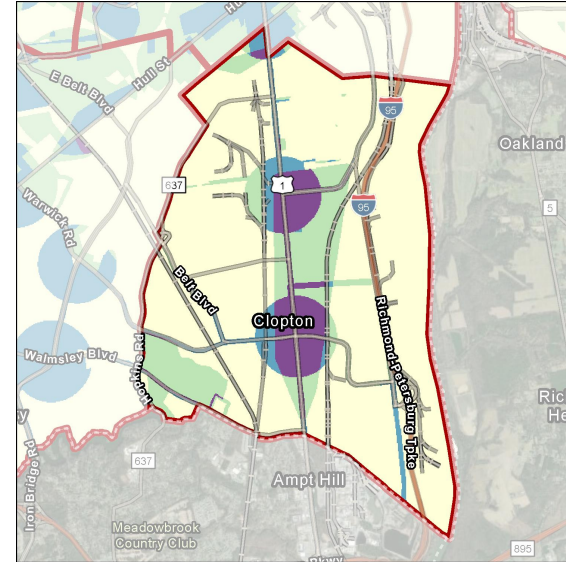
INC 1A: Bicycle Needs



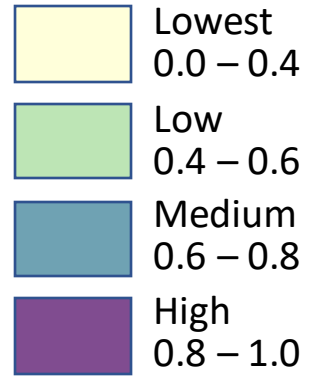
INC 1B: Pedestrian Needs



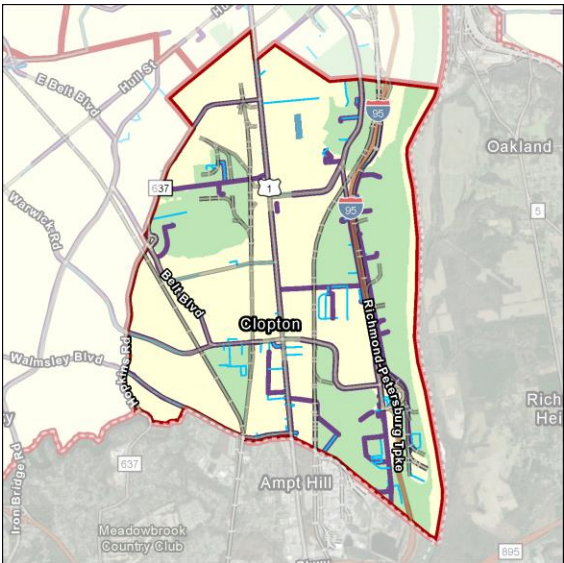
INC 2: Transit Needs



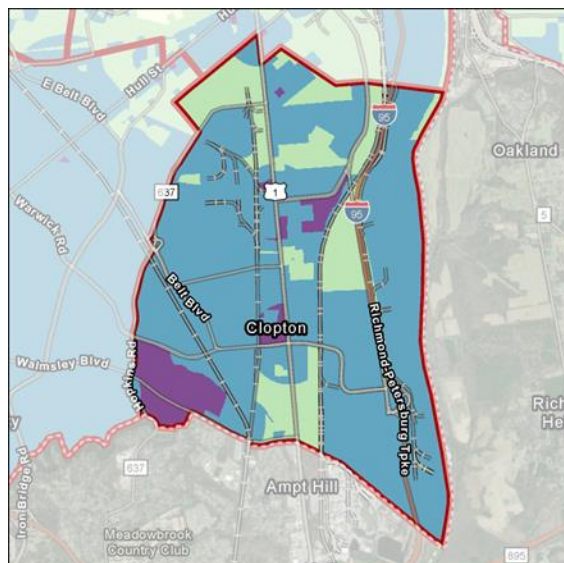
**Need Level**



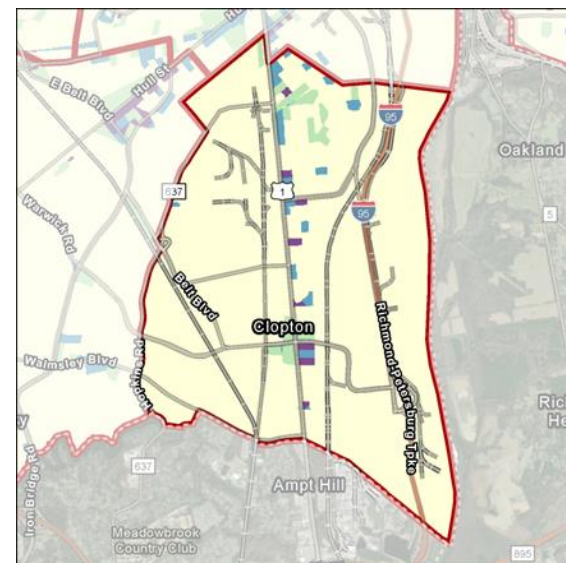
INC 3: Freight Needs



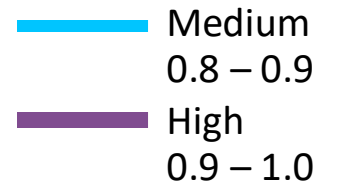
INC 4: Land Use Needs



INC 5: Safety/Security Needs

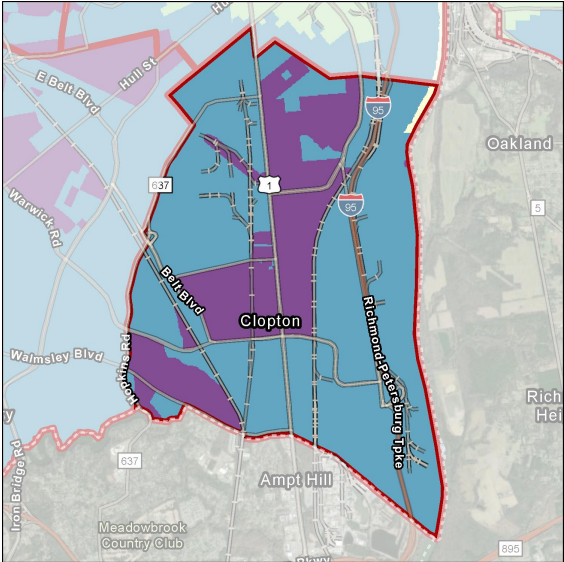


**Network Need**

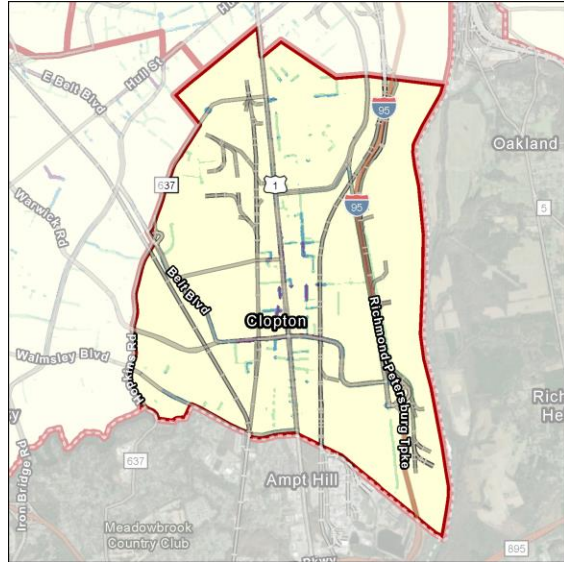




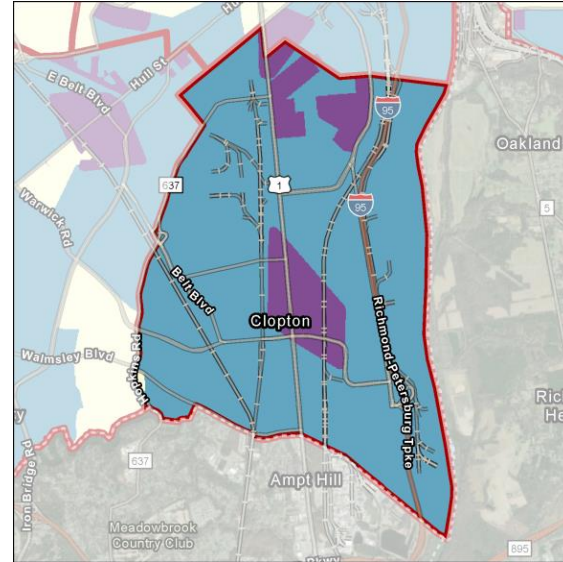
### INC 6: Connectivity



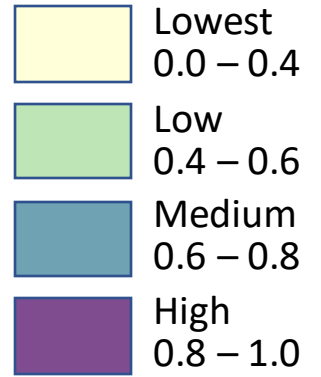
### INC 7: Maintenance



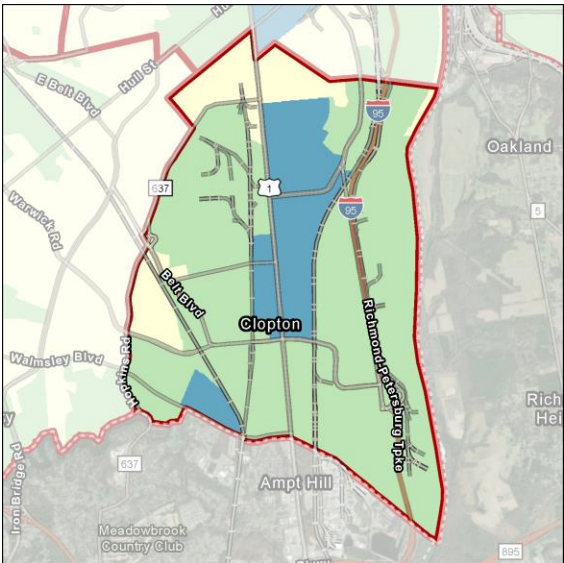
### INC 8: Economic Development



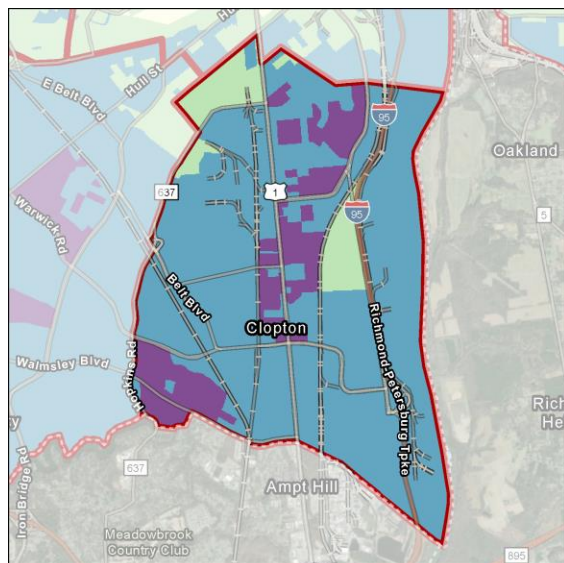
#### Need Level



### INC 9: Technology



### INC 10: Sustainability



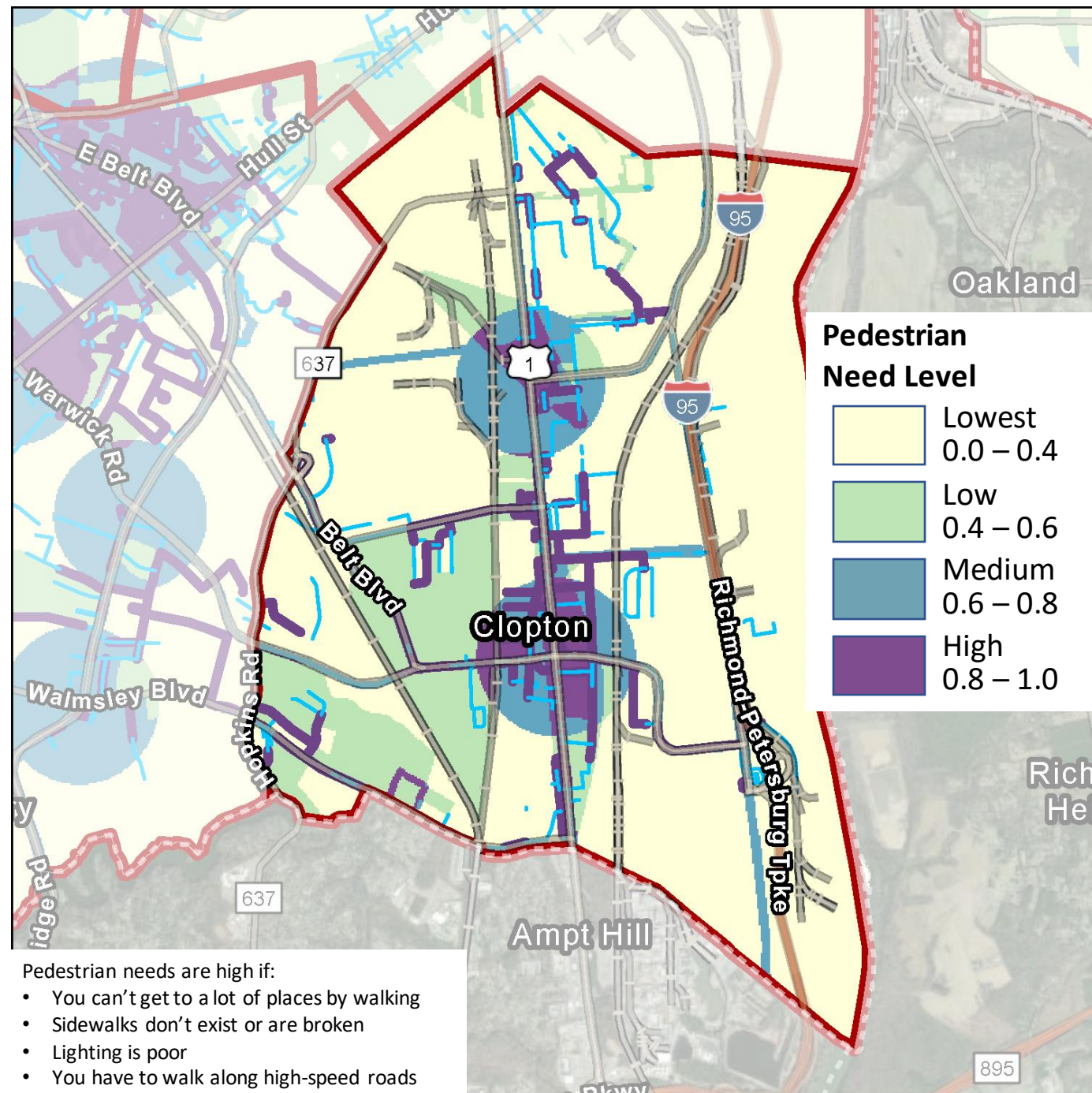
# Work Session on Needs and Recommendations

PEDESTRIAN NEEDS

Investment Need Category 1B

# Pedestrian Needs

- Pedestrian needs are highest:
  - in and around Route 1 Nodes
  - along Walmsley Blvd
- Destinations are not close.
- Connectivity is poor.
- Pedestrian facilities that do exist have poor quality of service.
  - Broken sidewalks
  - Poor lighting
  - Adjacent to high-speed traffic
  - Lack of street trees

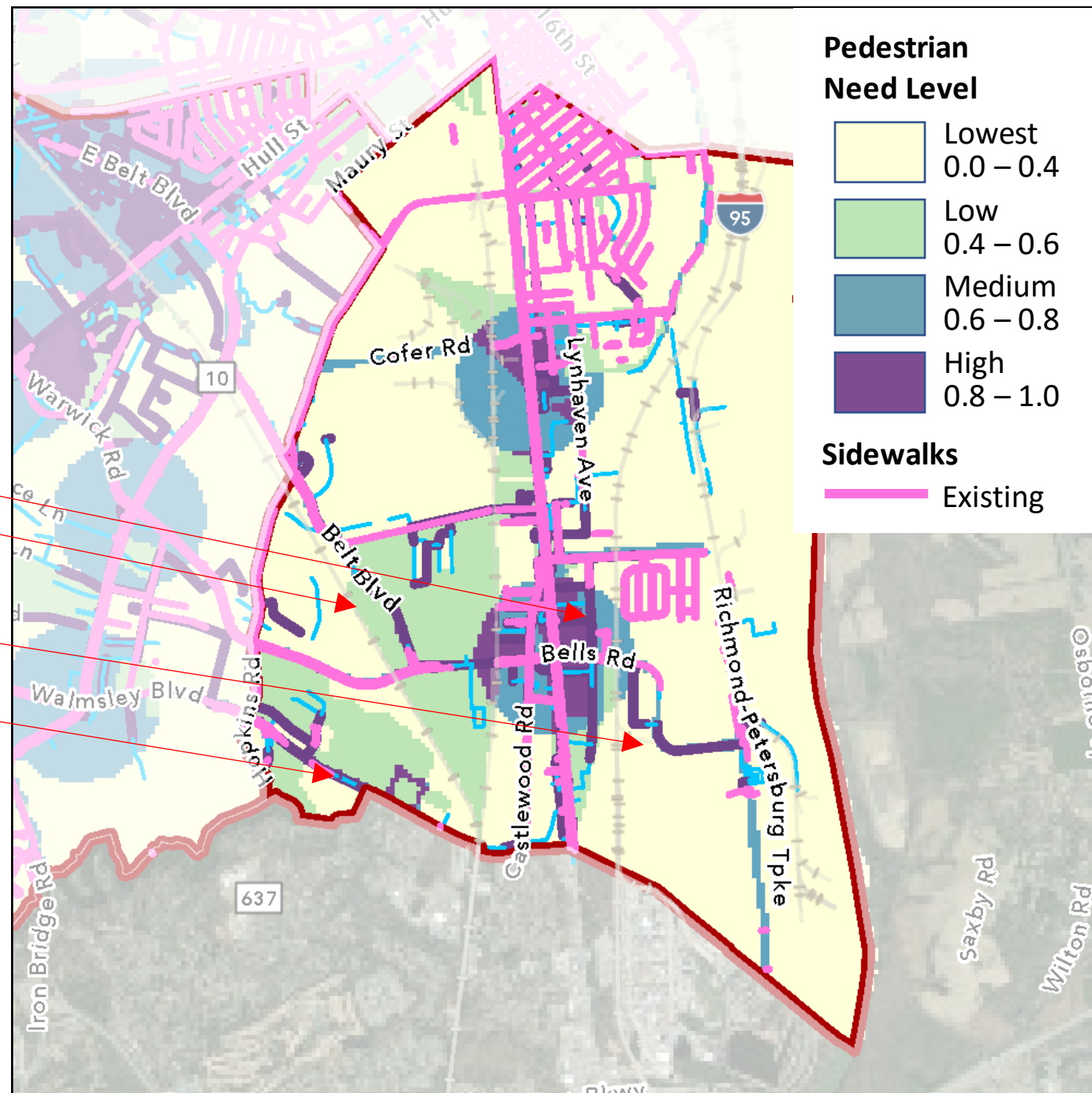




# Pedestrian Needs & Existing Facilities

- Sidewalks missing along key connections:
  - Lynhaven Ave near Bells Rd
  - Belt Blvd south of Terminal Ave
  - Bells Rd east of Rt 1
  - Walmsley Blvd
- Marked crosswalks are infrequent along Route 1 and along Bells Rd

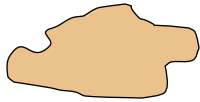
QUICK GUT-CHECK:  
Does this make sense?  
Thumbs up or thumbs down?



# Super Needs from Richmond Connects Public Input

## “Super” Needs

*“Super” Needs were raised repeatedly in Communities of Concern during Richmond Connects Engagement Phases 1 and 2.*



Fill in missing sidewalks and fix broken sidewalks (all throughout Southside).  
Bus service is infrequent and bus stops lack shelters and benches



Pedestrian safety and/or traffic calming improvements



Noted location difficult for pedestrian crossing



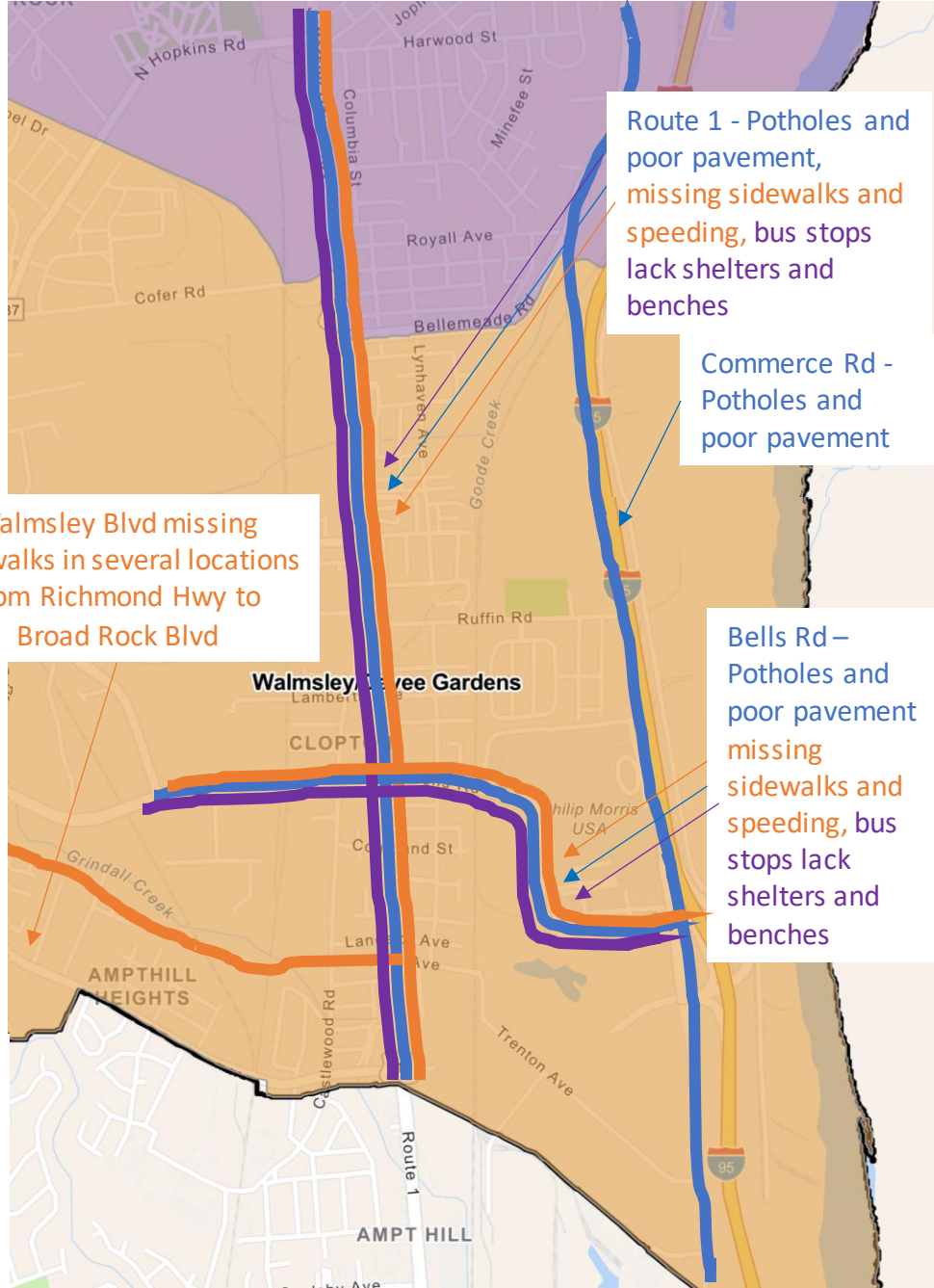
Pavement condition improvements



Bicycle connection



Bus shelters and benches



# What pedestrian projects have already been identified?

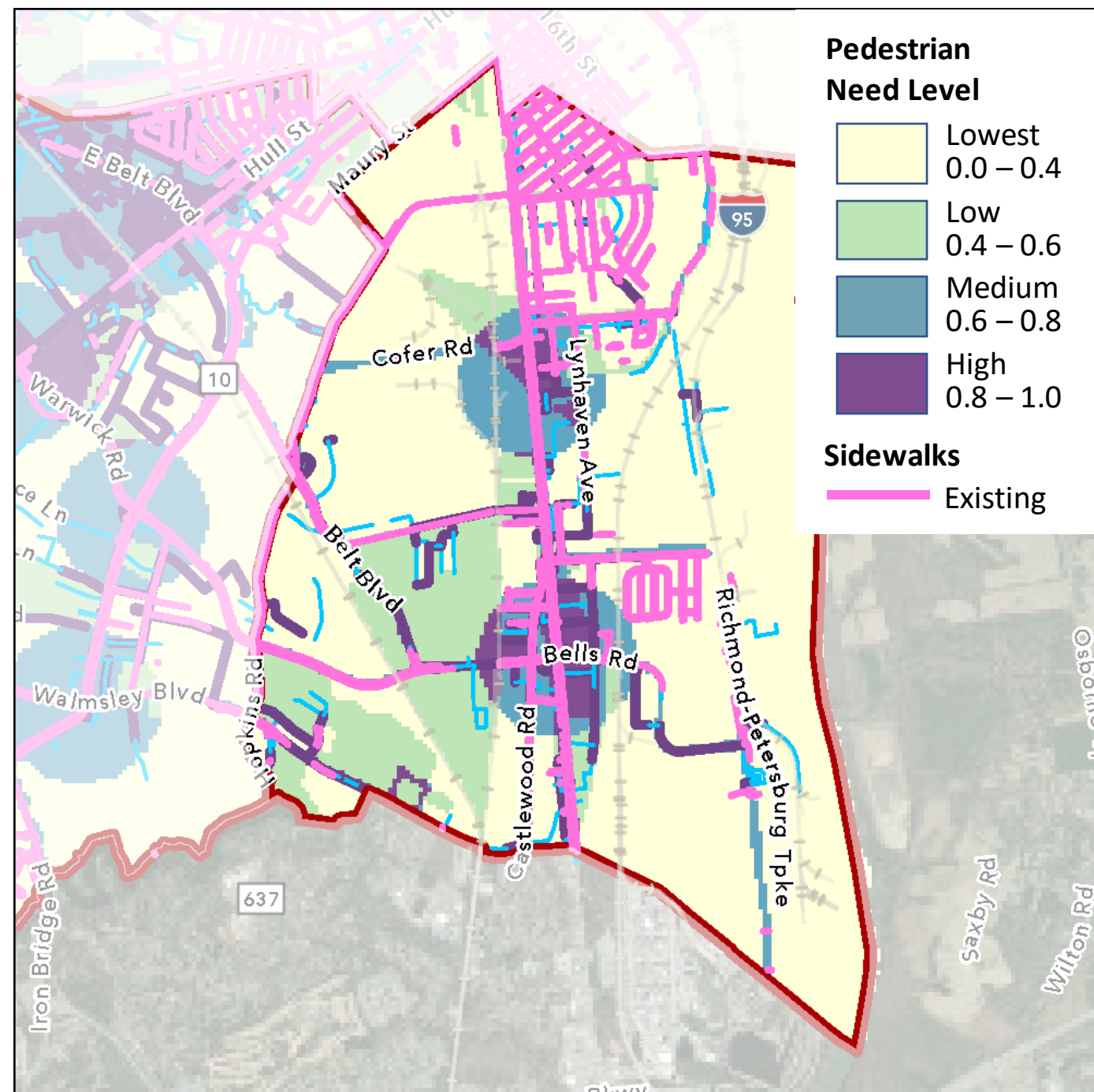
Existing Recommendations from Prior Efforts	Source(s)
Sidewalk and ADA ramp improvements on Webber Ave and Royall Ave. Speed tables on Royall Ave.	DPW CIP
Commerce Rd, Bells Rd improvements incl. sidewalks	DPW CIP
Fall Line Trail, James River Branch Trail	DPW Pending Bikeways
Shared use paths (multiple – see poster map)	Richmond 300, RVA BikePed 2045
Connection between 2 dead ends on Walmsley Blvd	Richmond 300

*What other recommendations in the poster map address pedestrian needs?*

New Project Ideas from Richmond Connects Public Input
Add sidewalks along Walmsley Blvd
Add sidewalks in Bellemeade
Traffic calming in Hillsdale Court
Shared-use path along Commerce Rd
Add sidewalks along Bells Rd

## Discussion Questions:

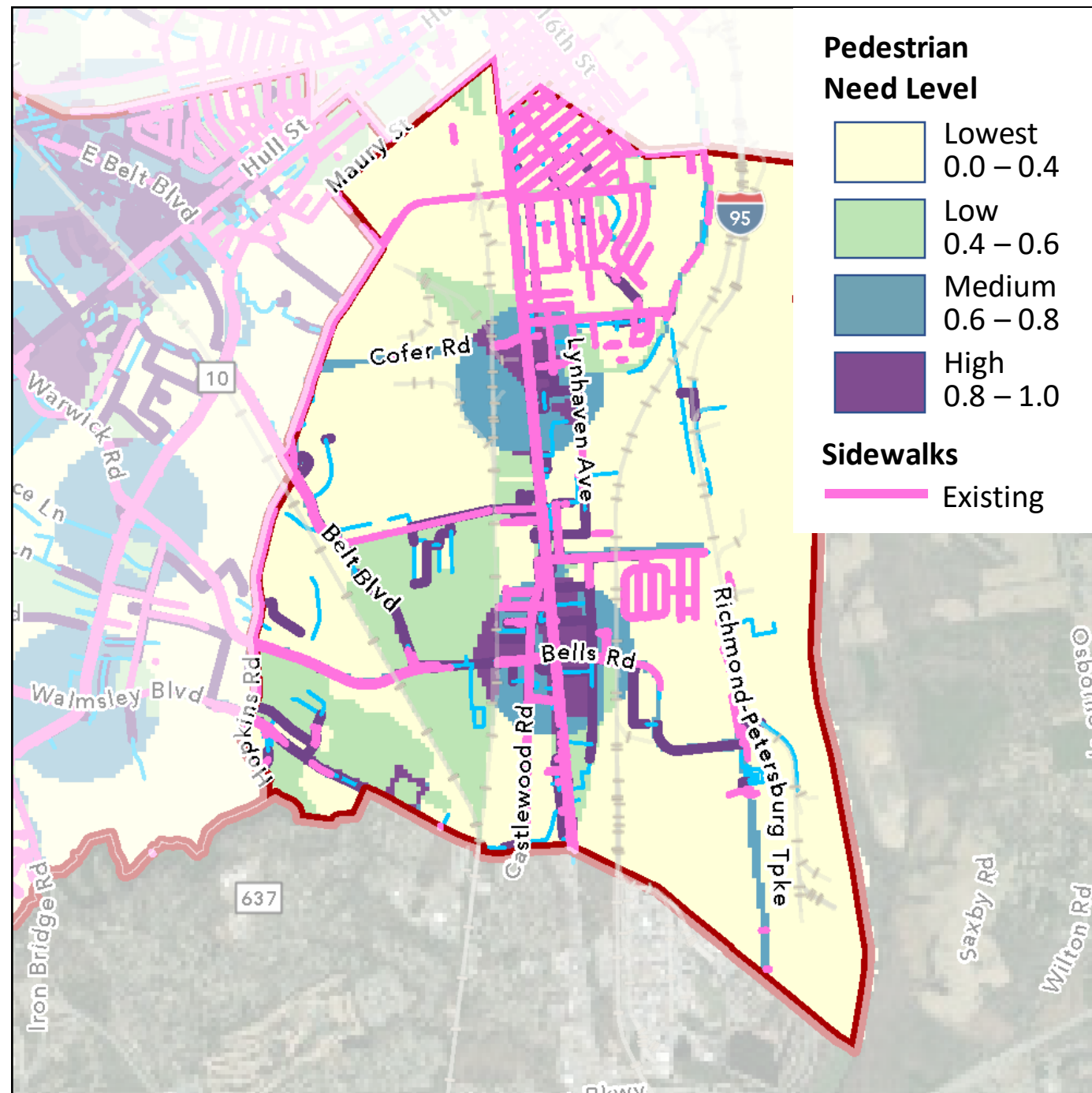
- Which recommendations best address the highest needs?
  - What are immediate action items we can recommend? (E.g. lighter/quicker/cheaper immediate implementation ideas)





# What pedestrian needs are not addressed?

- Sidewalks are missing on high need portions of Lynhaven Ave and Belt Blvd
- Fix broken sidewalks all throughout Southside
- Marked crosswalks on Route 1 are too far apart
- Others?

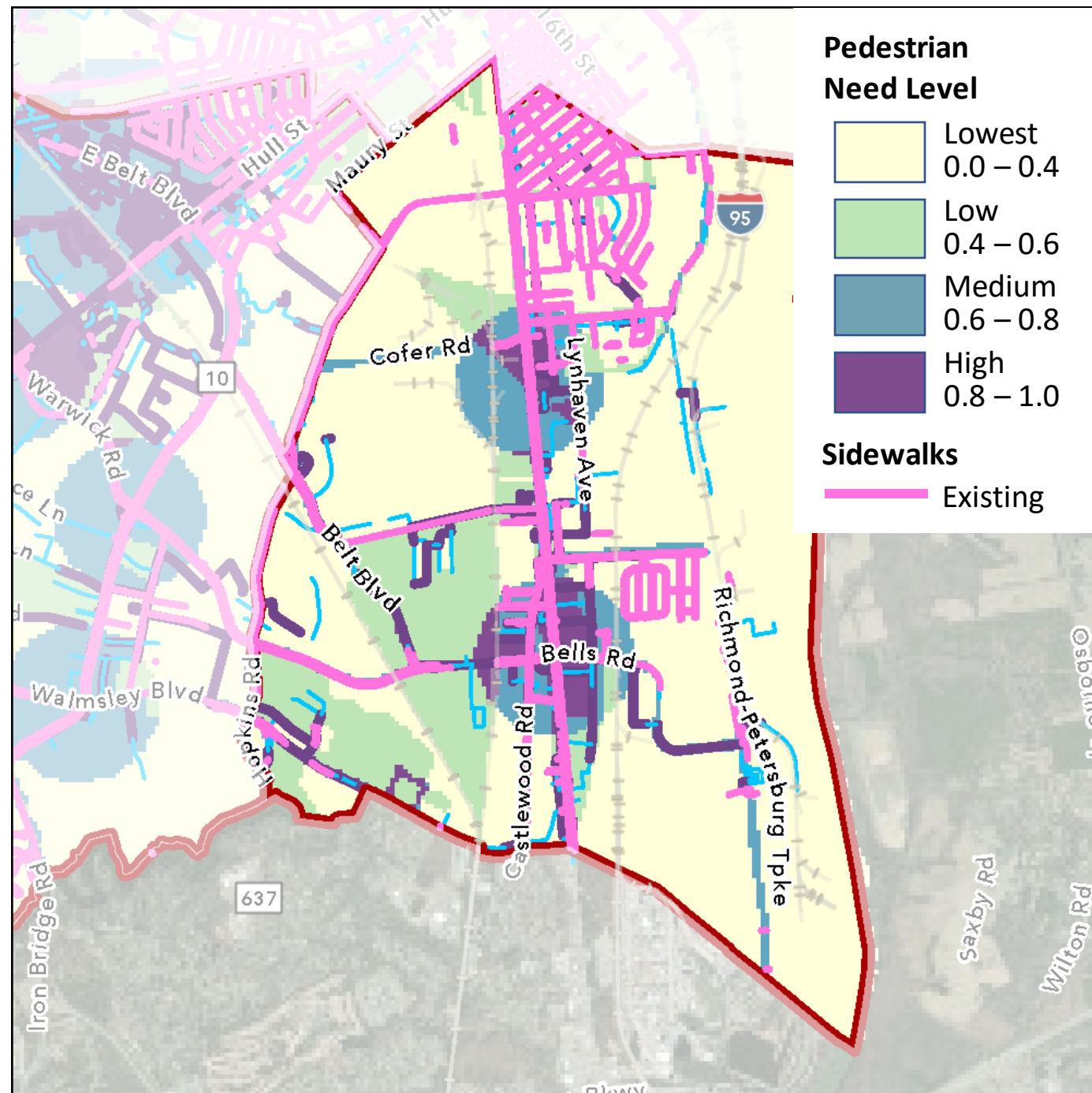


# How can we address the unmet pedestrian needs?

1. Identify opportunities for adding more marked crosswalks on Route 1.
2. Install sidewalks on missing portions of Lynhave Ave, Belt Blvd, and along east-west cross-streets in the Rt 1/Bells Rd Node.
3. Develop a project for CIP funds to allocate more money to maintenance for fixing broken sidewalks, especially in the high need areas and along high need segments.

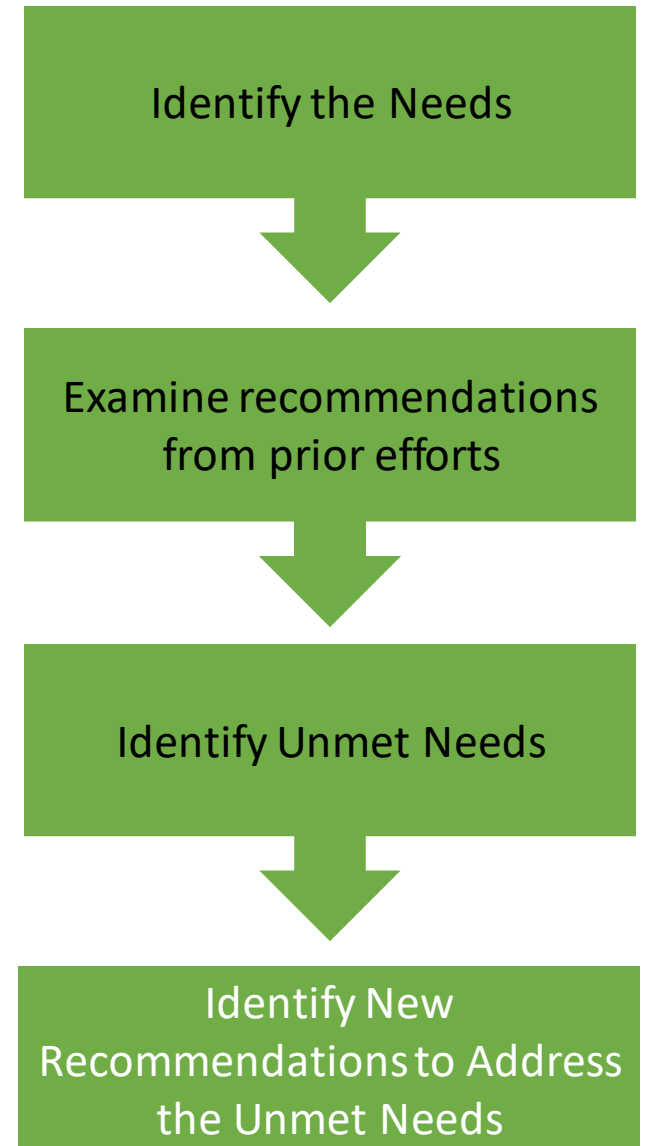
## Discussion Questions:

- What do you think of these ideas?
- Do you have other ideas of what could be done to address the pedestrian needs here?



# Reflection and Discussion

- What do you think of this process to develop recommendations?
- Any suggestions on how we should modify this process?
- How well does this process serve our goal of improving equity?
  - Who will benefit most from these recommendations?





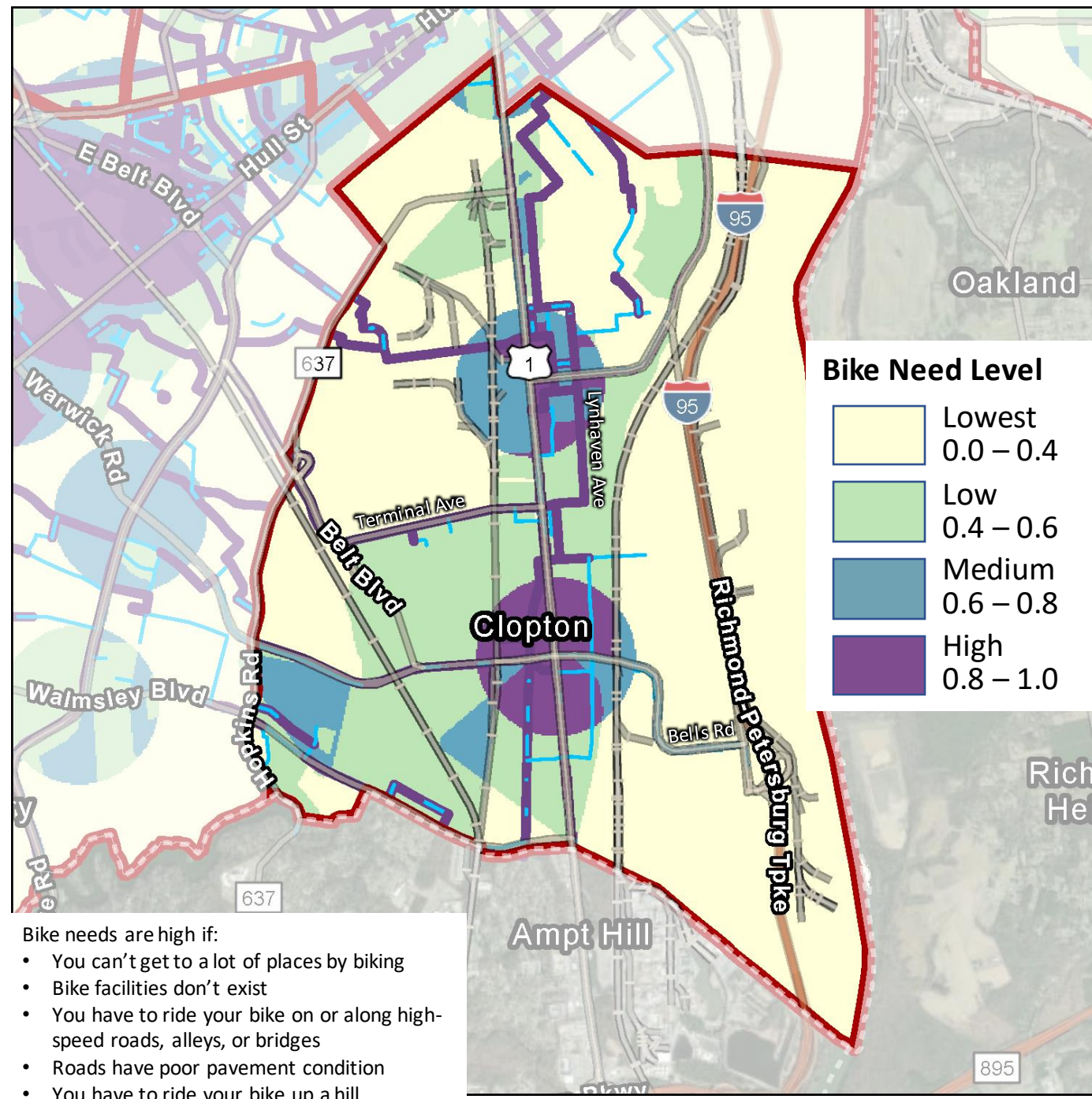
# Work Session on Needs and Recommendations

BICYCLE NEEDS

Investment Need Category 1A

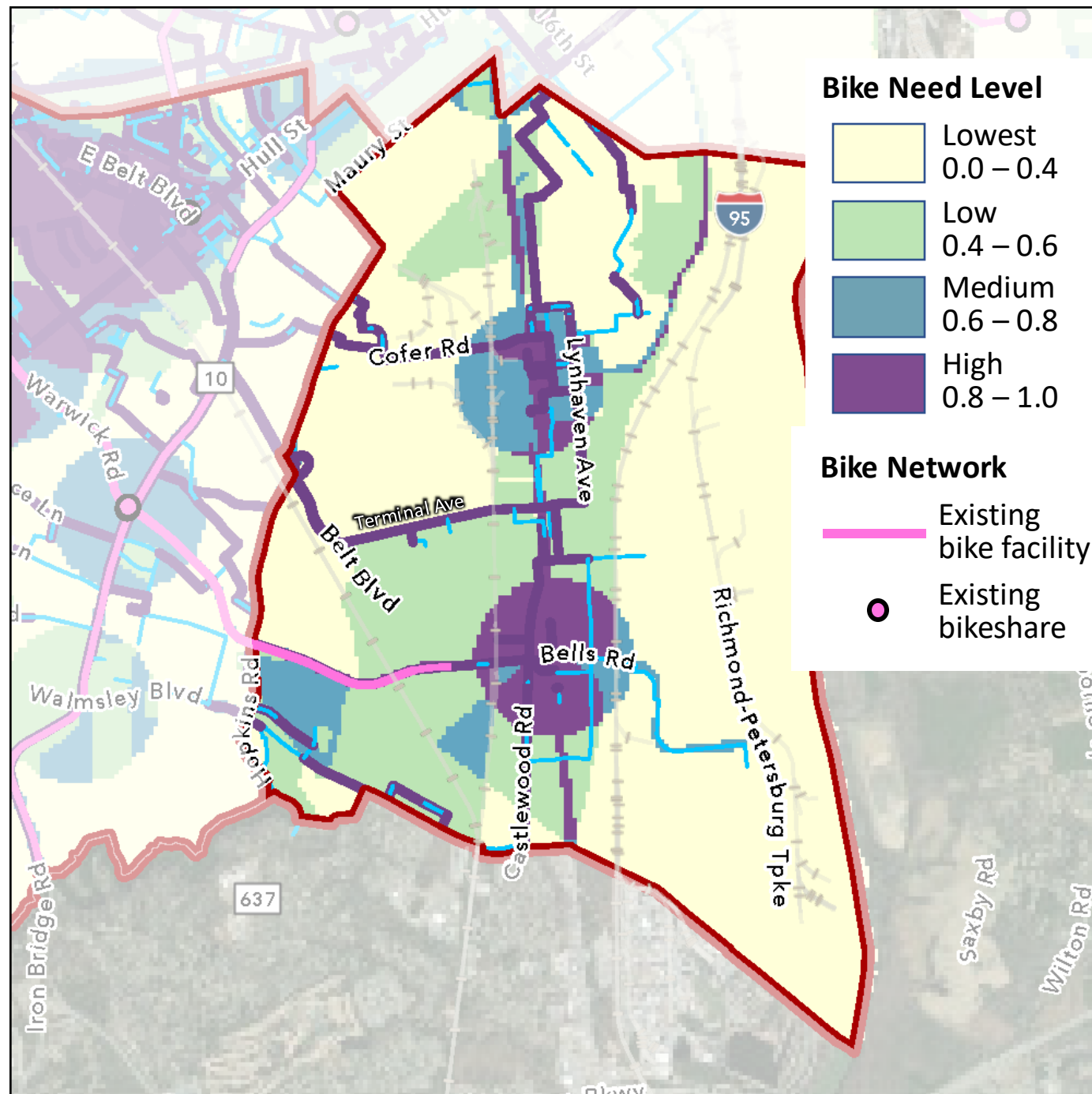
# Bicycle Needs

- Poor bike accessibility, esp. to jobs, shopping, and healthcare
- Key Bike Connections:
  - US 1 Richmond Hwy
  - Lynhaven Ave
  - Terminal Ave
  - Bells Road
  - Walmsley Blvd
- High need areas within US 1 Richmond Hwy/ Bells Rd Node
- Public Comments:
  - *Bike lanes needed on Lynhaven Ave*



# Bicycle Needs & Existing Facilities

- Only existing bicycle facility is bike lanes on Warwick Rd
- More fine-grained network of facilities needed within R300 Nodes
- Nearest bikeshare stations are far away
  - Warwick at Broad Rock



QUICK GUT-CHECK:

Does this make sense?

Thumbs up or thumbs down?



# What bicycle projects have already been identified?

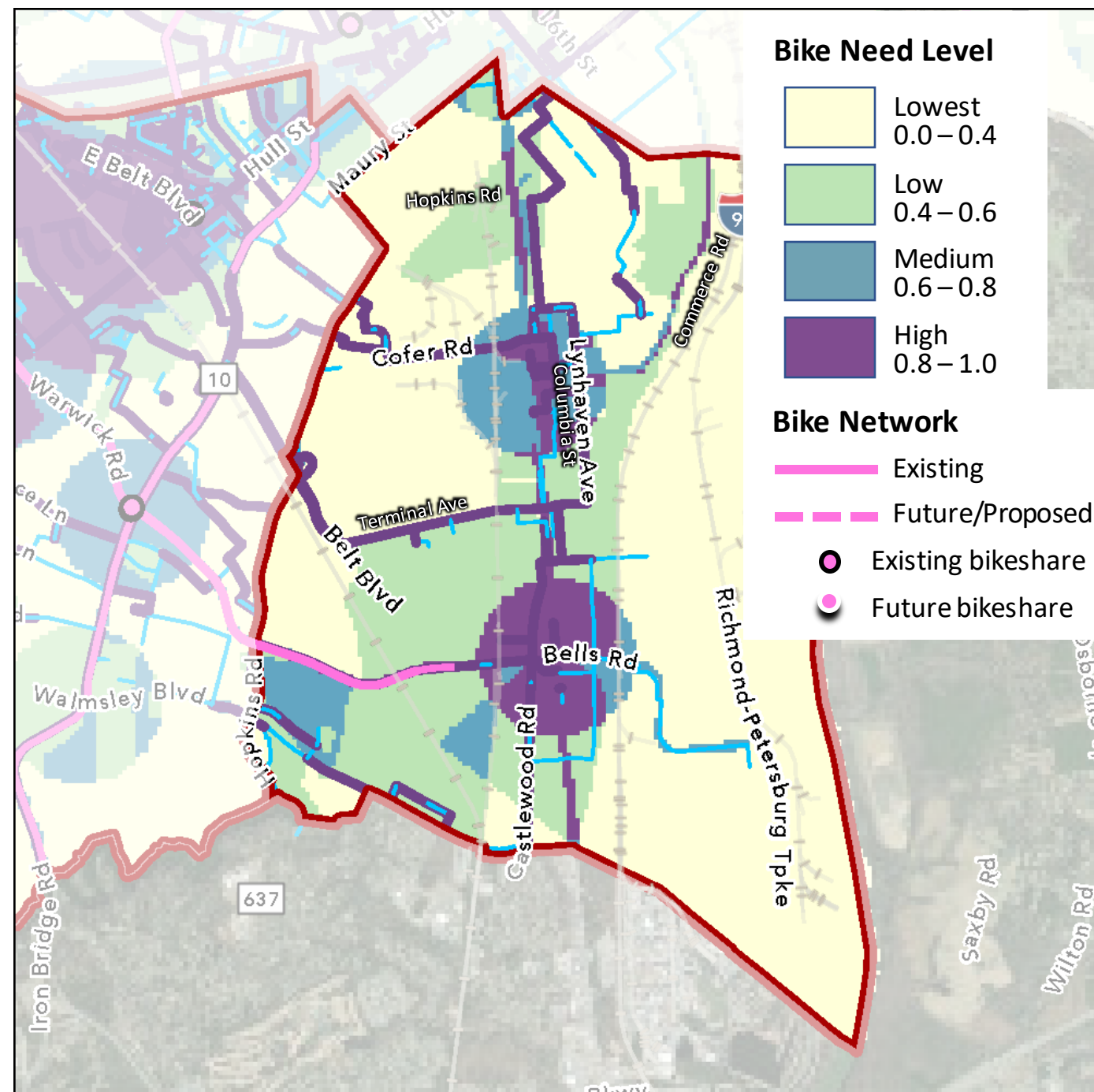
Recommendation	Source(s)
Fall Line Trail preferred and alternate route	DPW Pending Bikeways
Bike lane on Bells Rd/Warwick Rd	DPW Pending Bikeways
James River Branch Trail	DPW Pending Bikeways
Shared use path on CSX right-of-way north of N. Hopkins Rd	Richmond 300
Bellemeade Green Street: bike/ped trail	Bellemeade Green Street

*What other recommendations in the poster map address bicycle needs?*

New Project Ideas from Public Input
Add bike infrastructure to US 1 Richmond Highway
Add shared use path along Commerce Rd
Add bike infrastructure along Columbia St

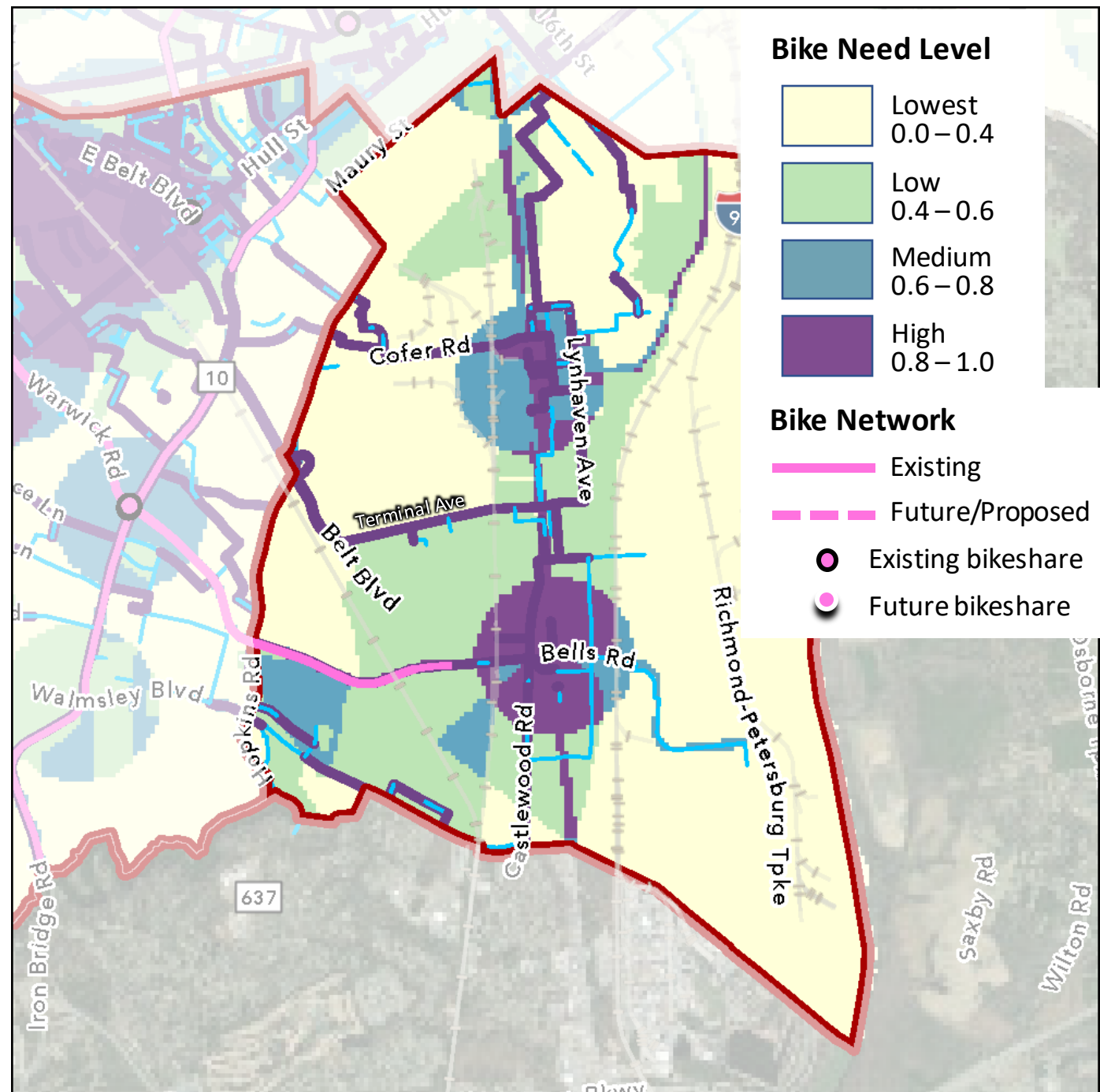
## Discussion Questions:

- Which recommendations best address the highest needs?
  - *What are immediate action items we can recommend? (E.g. lighter/quicker/cheaper immediate implementation ideas)*
  - *Which recommendations do not meet a need?*



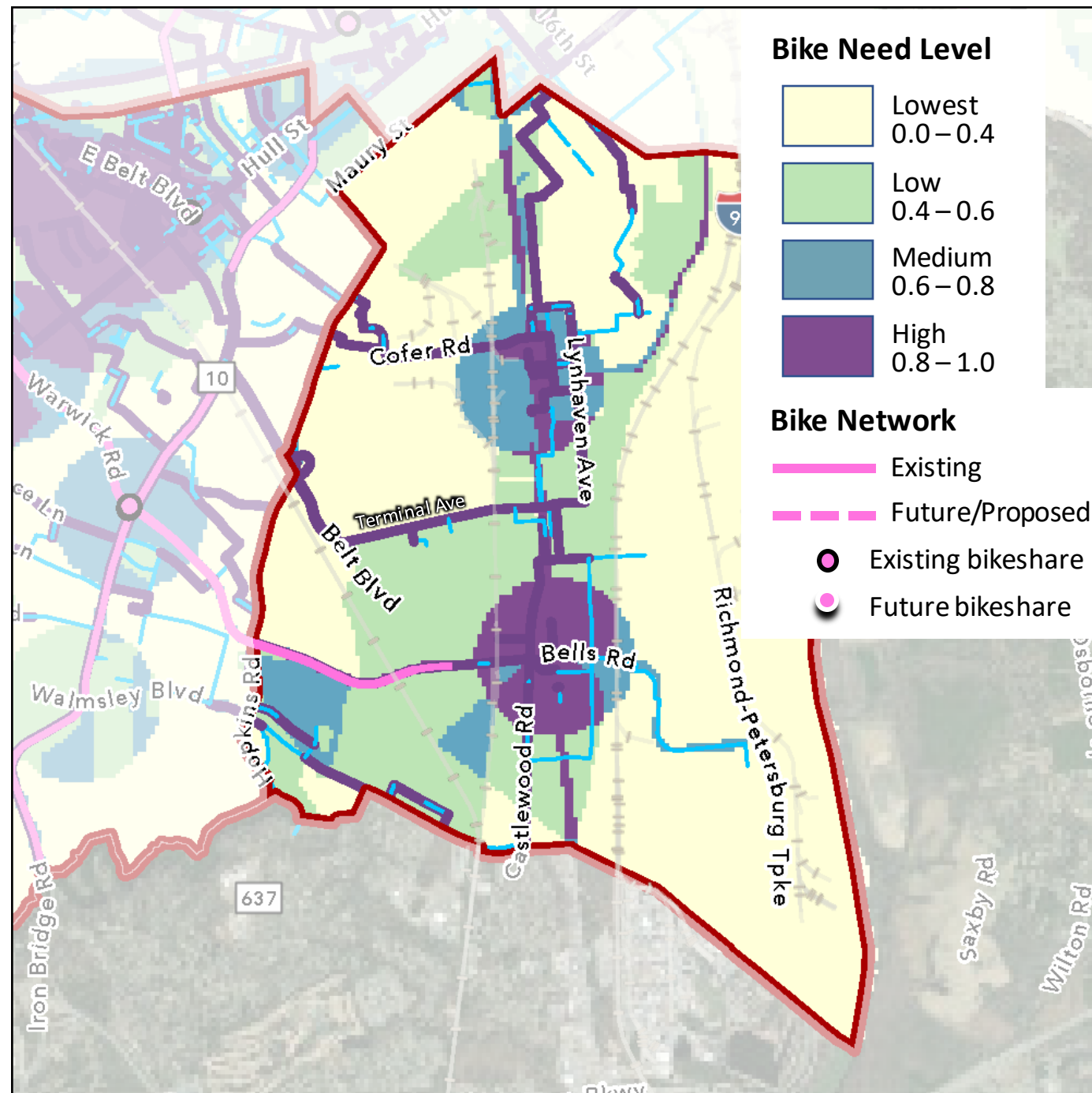
# What bicycle needs are not addressed?

- No bicycle facilities on Terminal Ave
- Others?



# How can we address the unmet bicycle needs?

1. Implement a bicycle facility on Terminal Ave
2. Others?



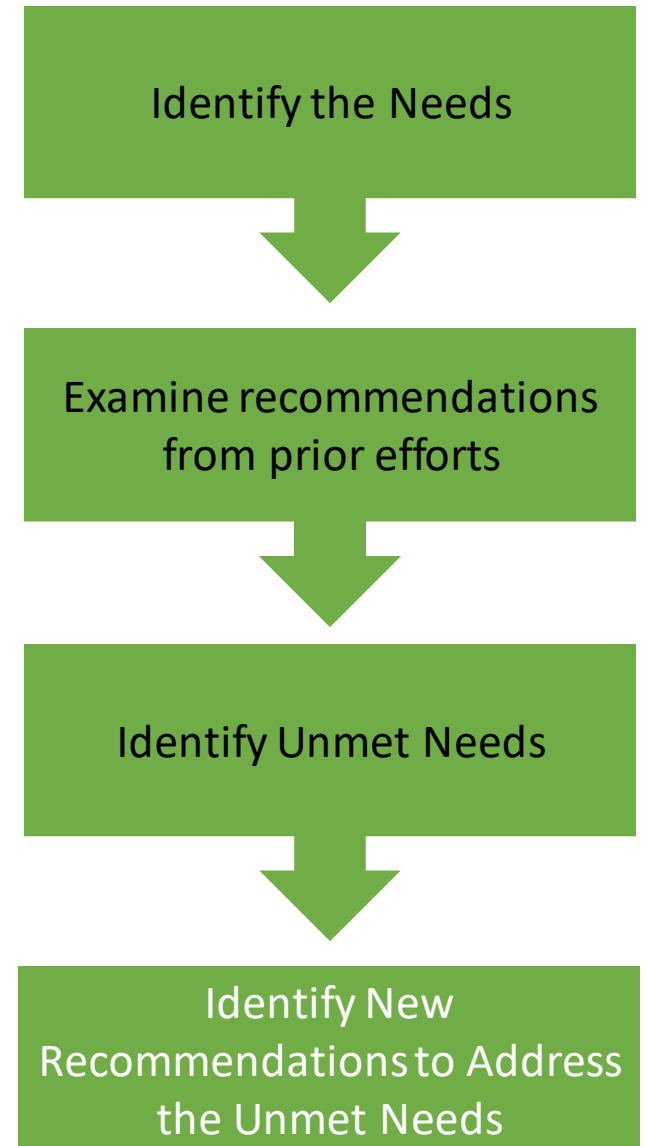
## Discussion Questions:

- What do you think of these ideas?
- Do you have other ideas of what could be done to address the bicycle needs here?



# Reflection and Discussion

- How did this example differ from the first? What worked? What didn't?
- Any additional suggestions on how we should modify this process?
- How well does this process serve our goal of improving equity?
  - Who will benefit most from these recommendations?



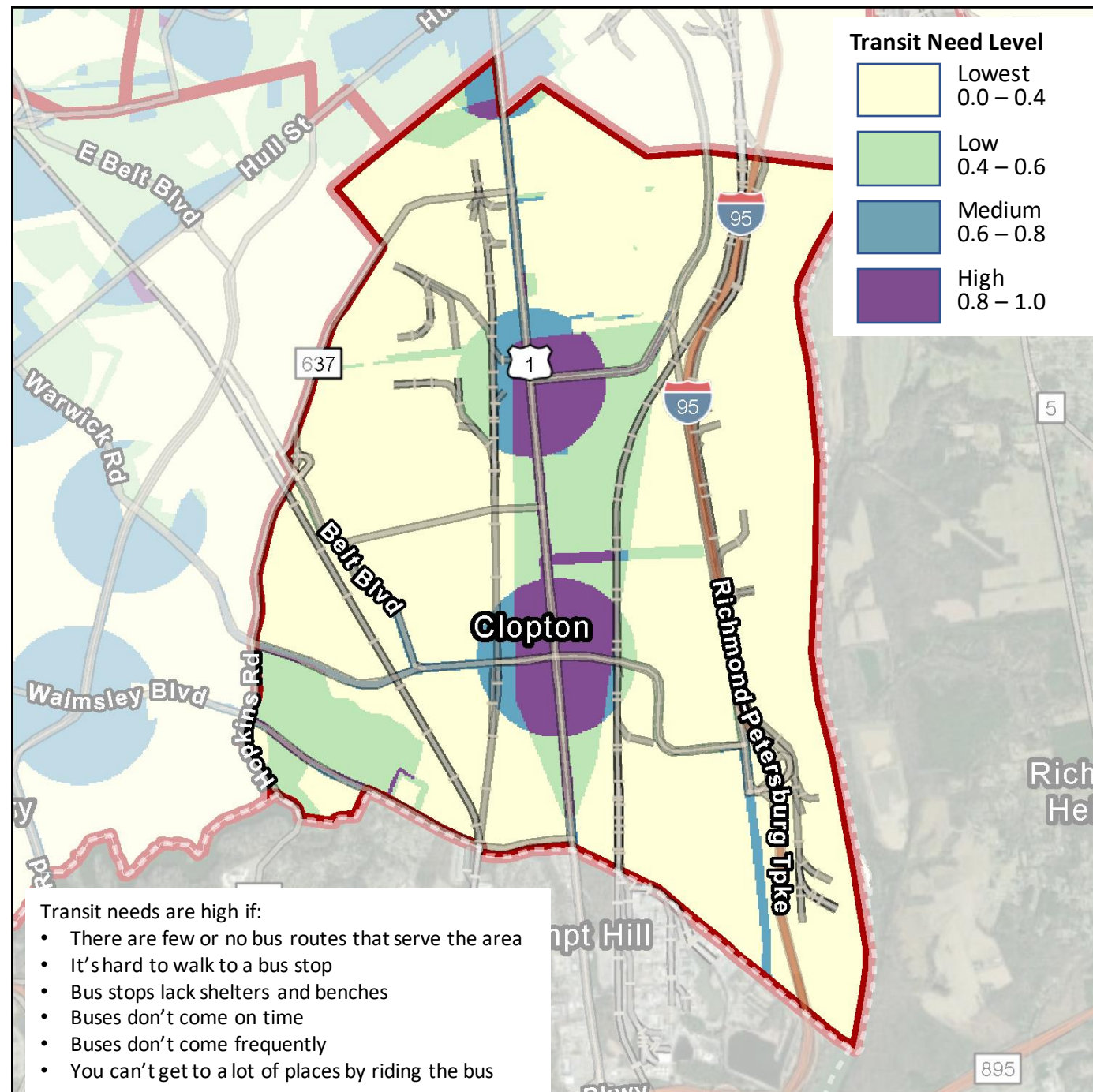
# Work Session on Needs and Recommendations

TRANSIT NEEDS

Investment Need Category 2

# Transit Needs

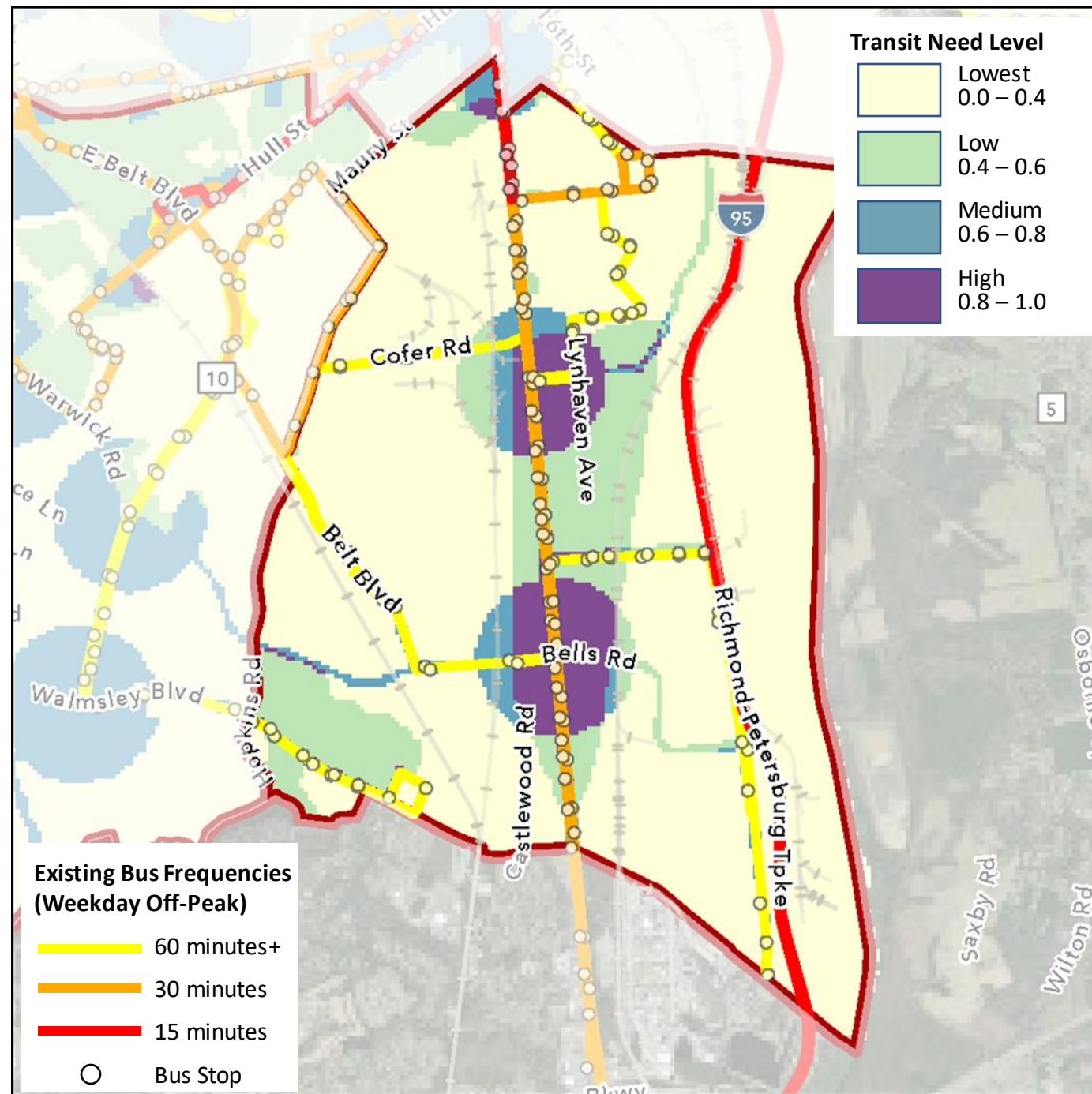
- Transit needs are highest in the Nodes along US 1 Richmond Highway
- It's hard to get places by transit from here because:
  - Buses don't come frequently (30 to 60 minute service)
  - Buses are unreliable – poor on-time performance
  - Lack of shelters and benches at bus stops
  - Lack of sidewalk and bike facility connections to bus stops
- “Super” Needs from public input:
  - *Bus service is infrequent and bus stops lack shelters and benches, especially on US 1 Richmond Highway and Bells Rd*





# Transit Needs & Existing Service

- Route 3A, 3B, 3C
  - 30 minute service along US 1 Richmond Highway
- Route 87
  - 60 minute service along Cofer Rd
- Route 88
  - Peak-only 60 minute service along Belt Blvd



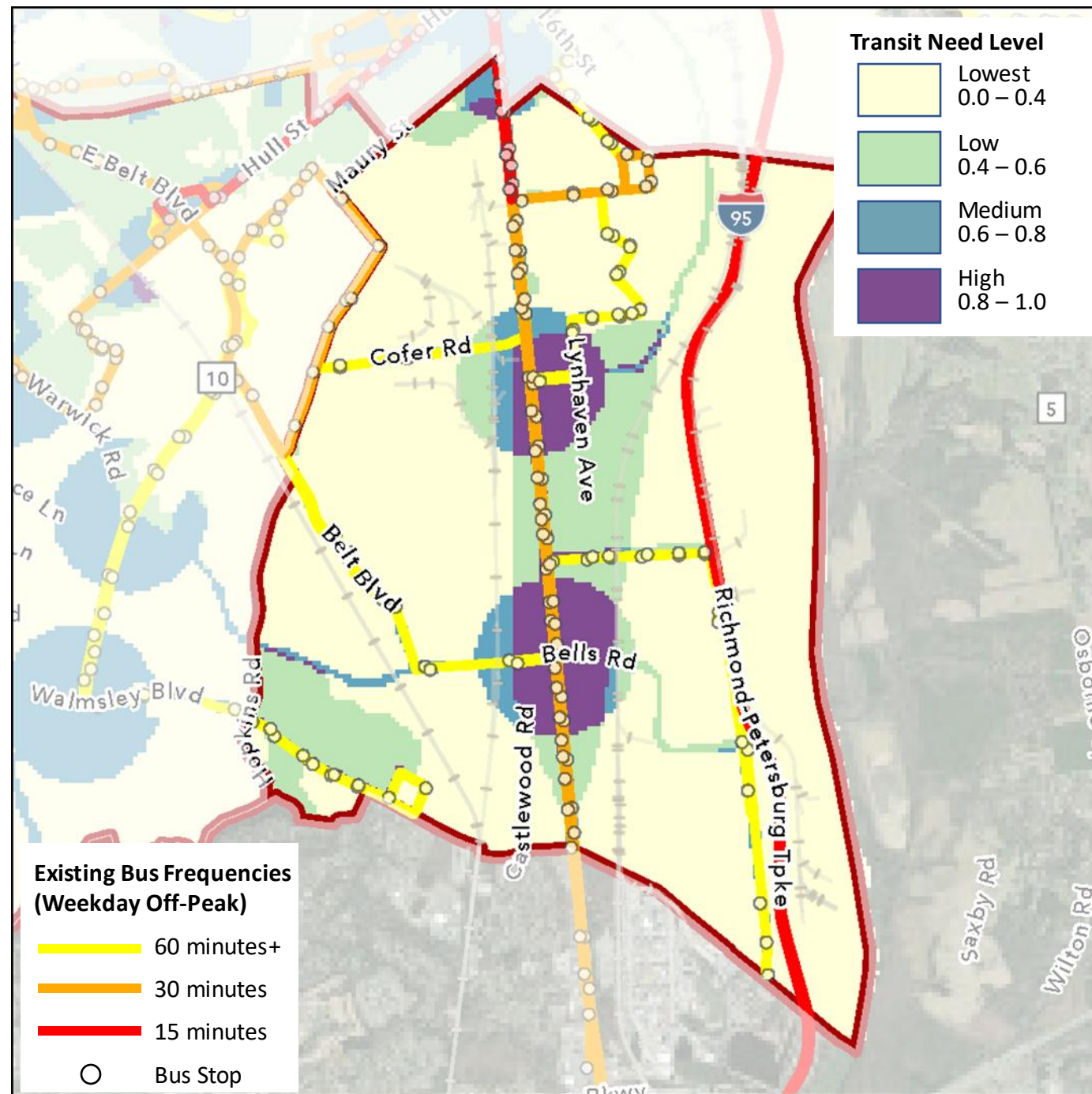
# What transit improvements have already been identified?

Recommendation	Source(s)
Add shelters and benches to 50% of GRTC bus stops	GRTC Essential Transit Infrastructure Plan
Enhanced transit service on Routes 3A and 3B. Enhanced local service (15-20 minute frequencies) along US 1 Richmond Highway from the Pulse BRT south to Chester along Richmond Highway	Greater RVA Transit Vision Plan Network

New Project Ideas from Public Input
Add bus rapid transit along US 1 Richmond Highway
Add more transit routes to/from Walmsley

## Discussion Questions:

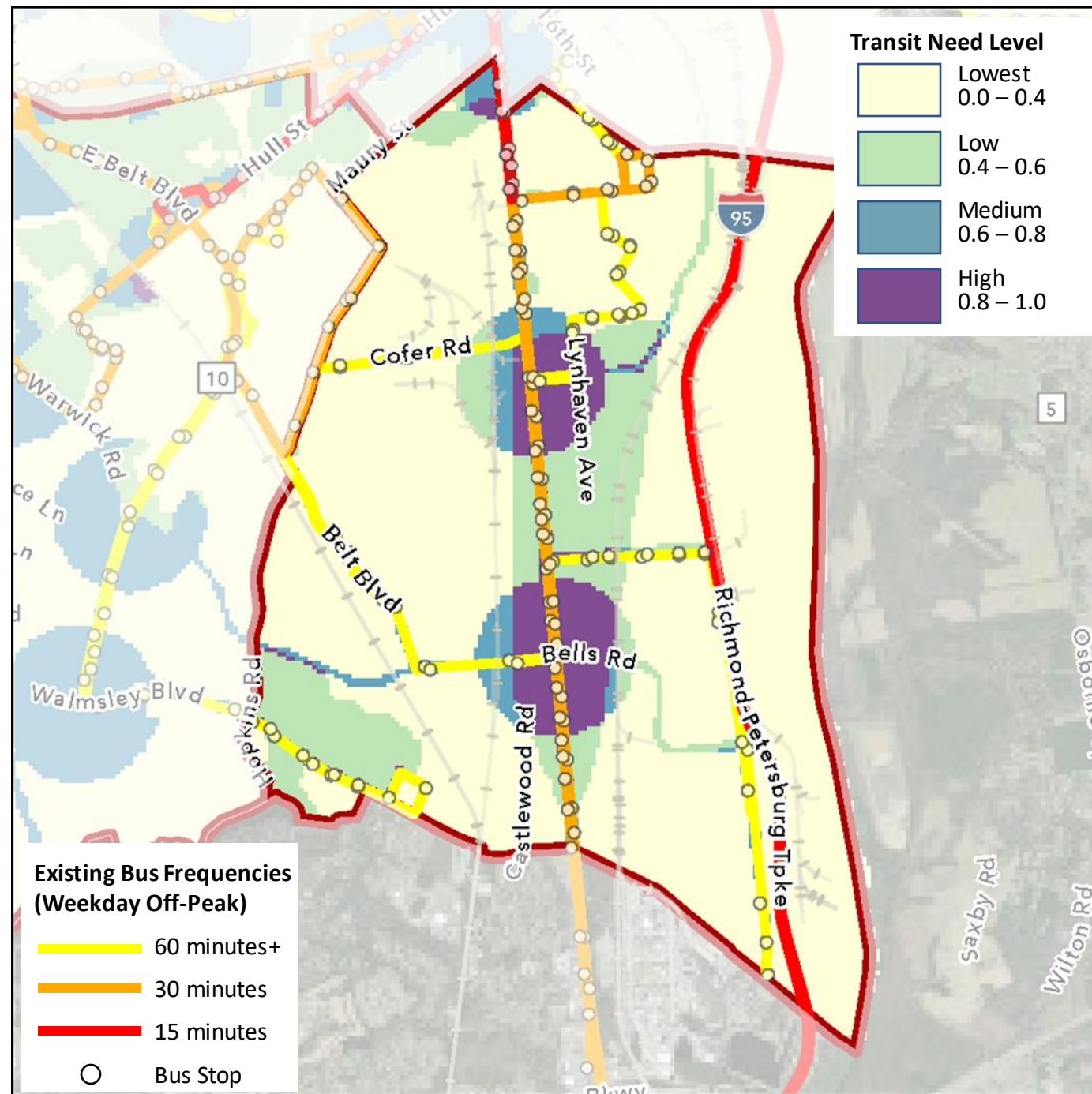
- Which recommendations best address the highest needs?
  - What are immediate action items we can recommend? (E.g. lighter/quicker/cheaper immediate implementation ideas)
  - Which recommendations do not meet a need?





# What transit needs are not addressed?

- Buses are unreliable – poor on-time performance
- Others?



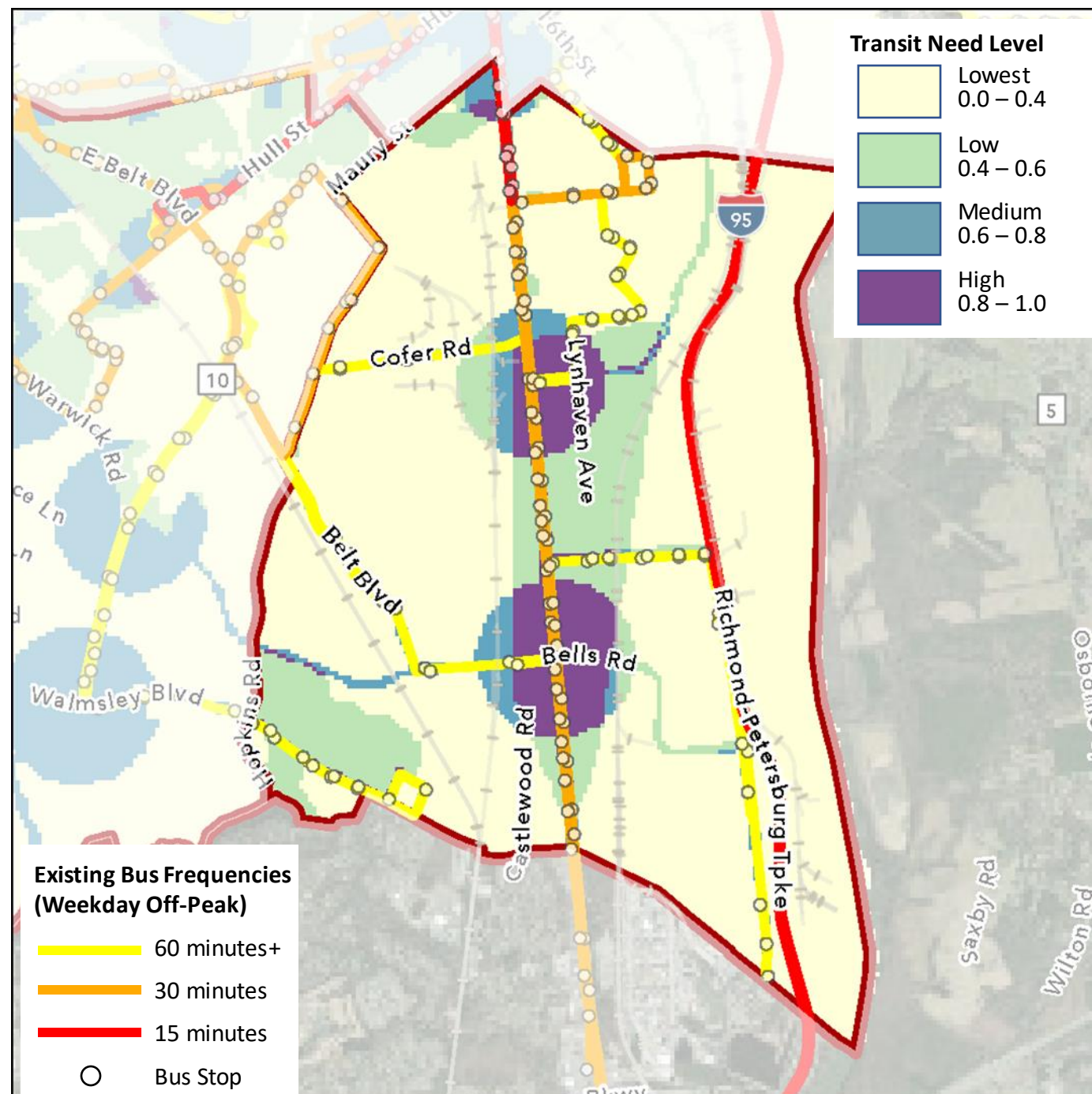


# How can we address the unmet transit needs?

## 1. Identify improvements for reliability

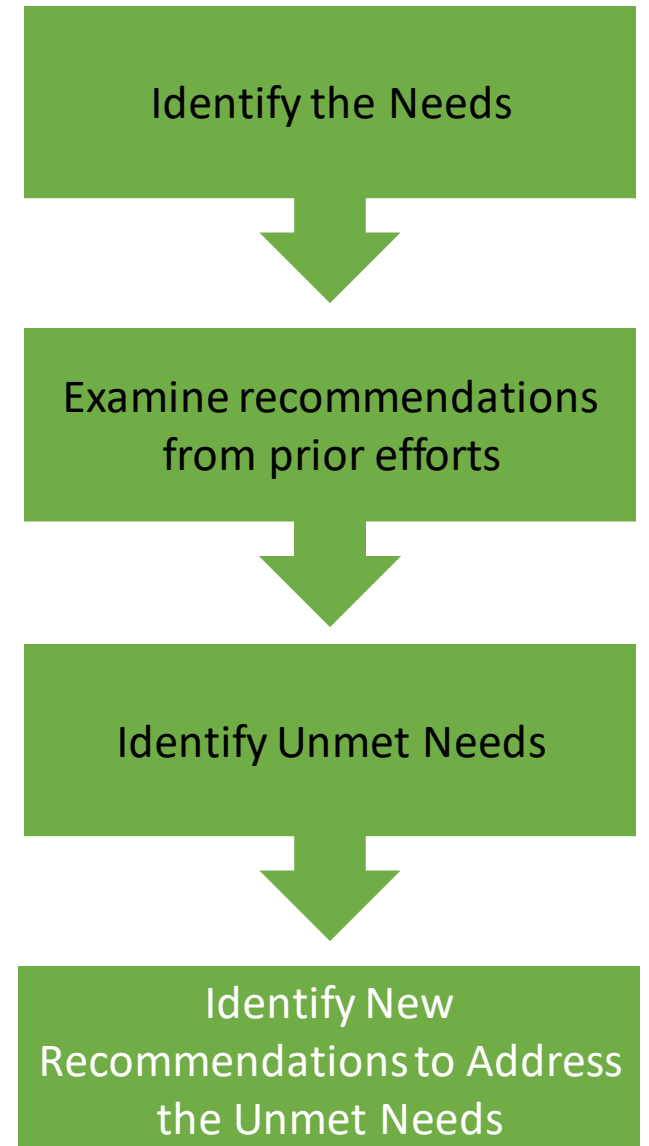
### Discussion Questions:

- What do you think of these ideas?
- Do you have other ideas of what could be done to address the transit needs here?



# Reflection and Discussion

- How did this example differ from the first? What worked? What didn't?
- Any additional suggestions on how we should modify this process?
- How well does this process serve our goal of improving equity?
  - Who will benefit most from these recommendations?

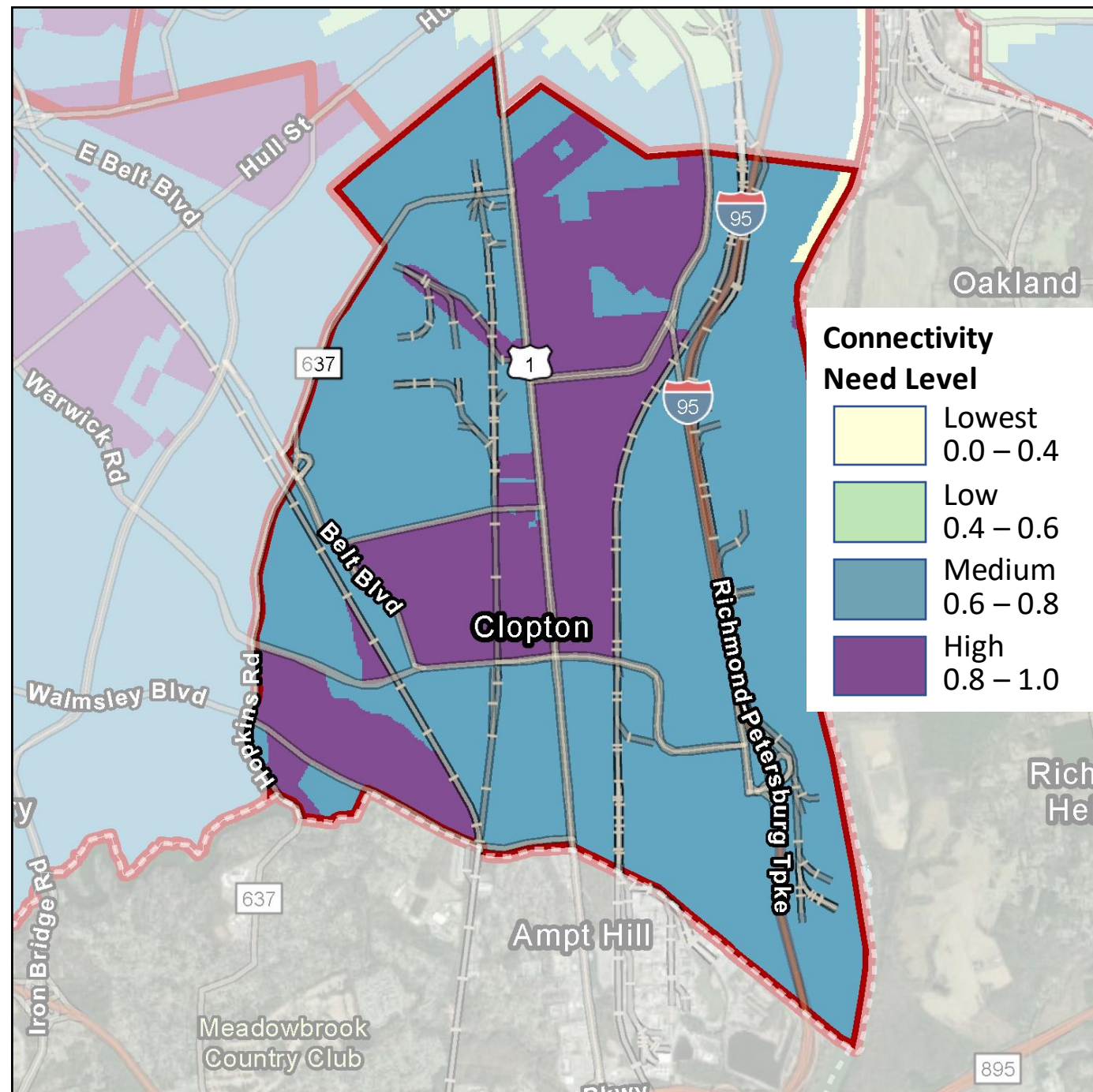


Other Needs



# Connectivity Needs

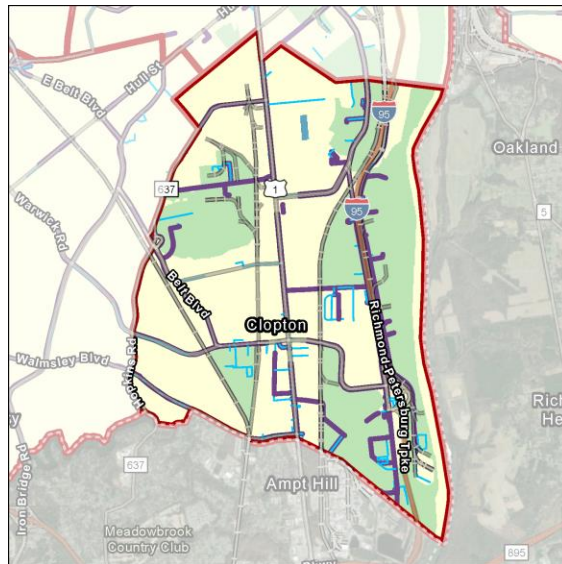
- You can't get to a lot of places by walking or biking because streets are not closely connected.
- You can't get to a lot of places by bus because there aren't a lot of bus routes.
- It takes you a lot longer to get anywhere because the streets are disconnected or far apart.
- There is no inter-city rail or inter-city bus service nearby.



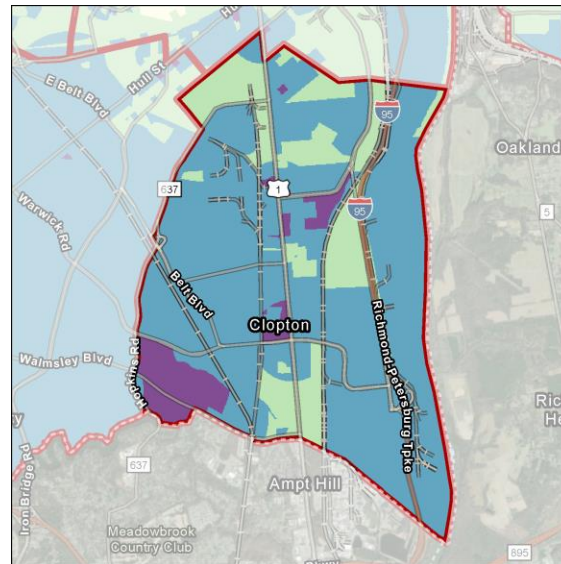
# Other Investment Need Categories

- Some areas have high needs in the Freight, Land Use, and Economic Development investment need categories.

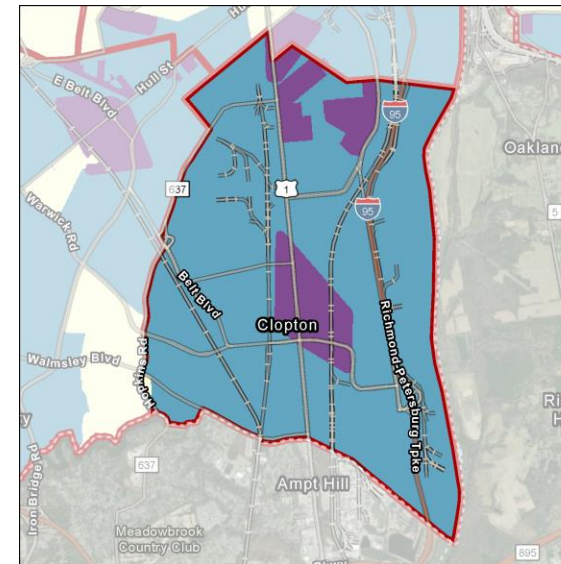
INC 3: Freight



INC 4: Land Use



INC 8: Economic Development



## Need Level

