



# 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:

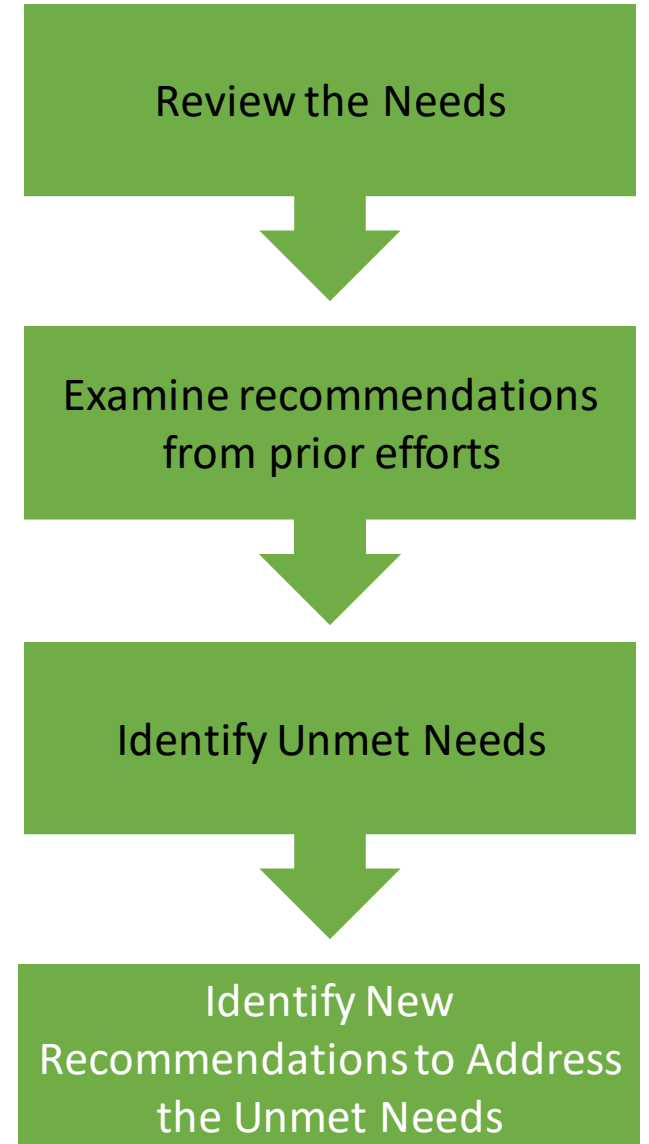
- Work through some examples of how we are identifying and vetting recommendations.
- Get your feedback on which existing recommendations are most important to address the top needs.
- Identify new recommendations to address unmet top needs.

## 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     |



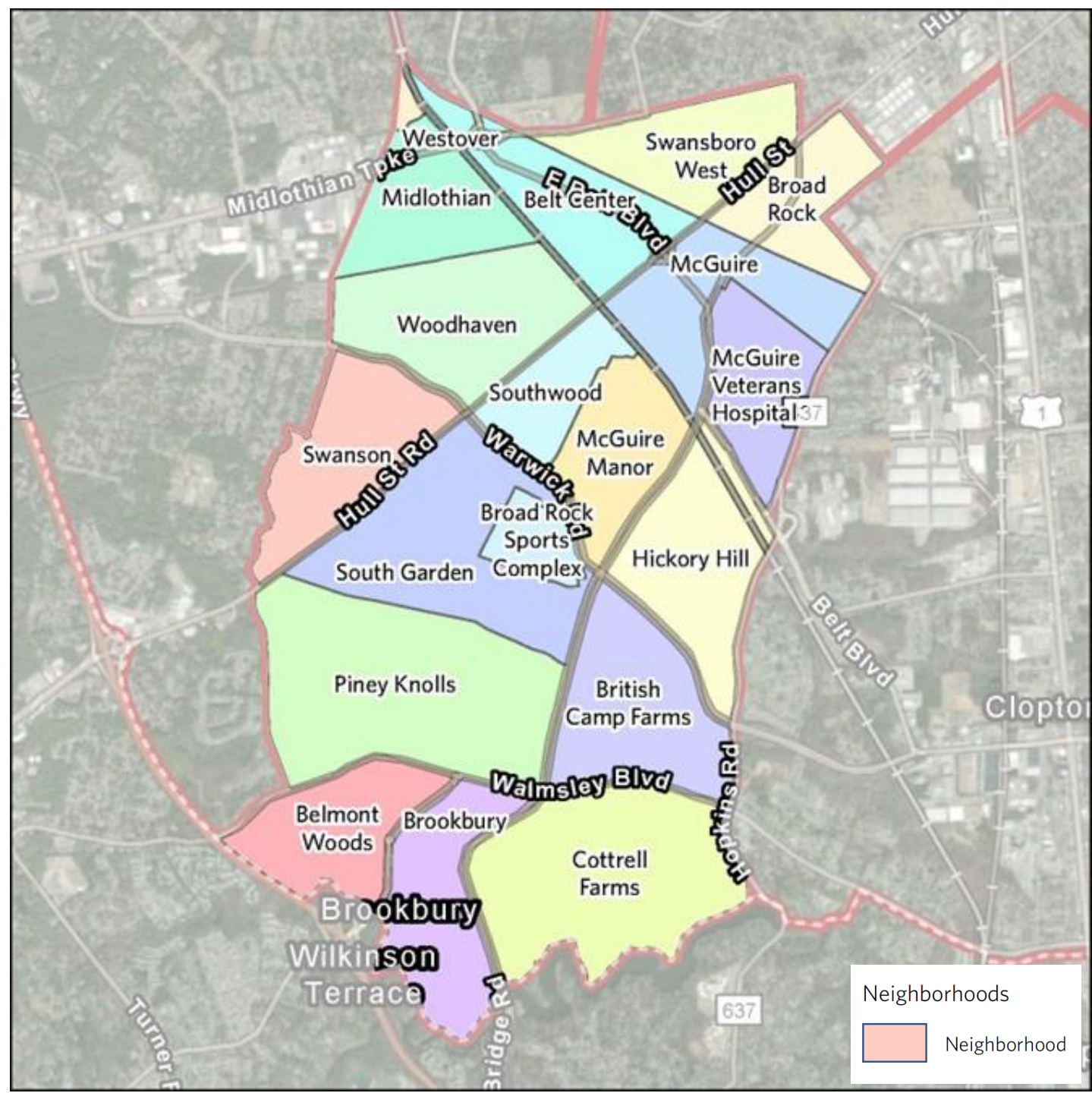
# Quick Review:

Land Use & Transportation Context

Communities of Concern

Transportation Inequities

Transportation Needs





# What is this area like today?

## Land Use

- Primarily low-density residential neighborhoods with older housing stock
- Major destinations: Southside Plaza, VA Hospital
- Nodes (Richmond 300 Master Plan):
  - Southside Plaza Priority Growth Node
  - Hull/Warwick Neighborhood Node
  - Micro Node at Broad Rock Blvd & Warwick Rd
  - Micro Node at Broad Rock Blvd & Walmsley Blvd

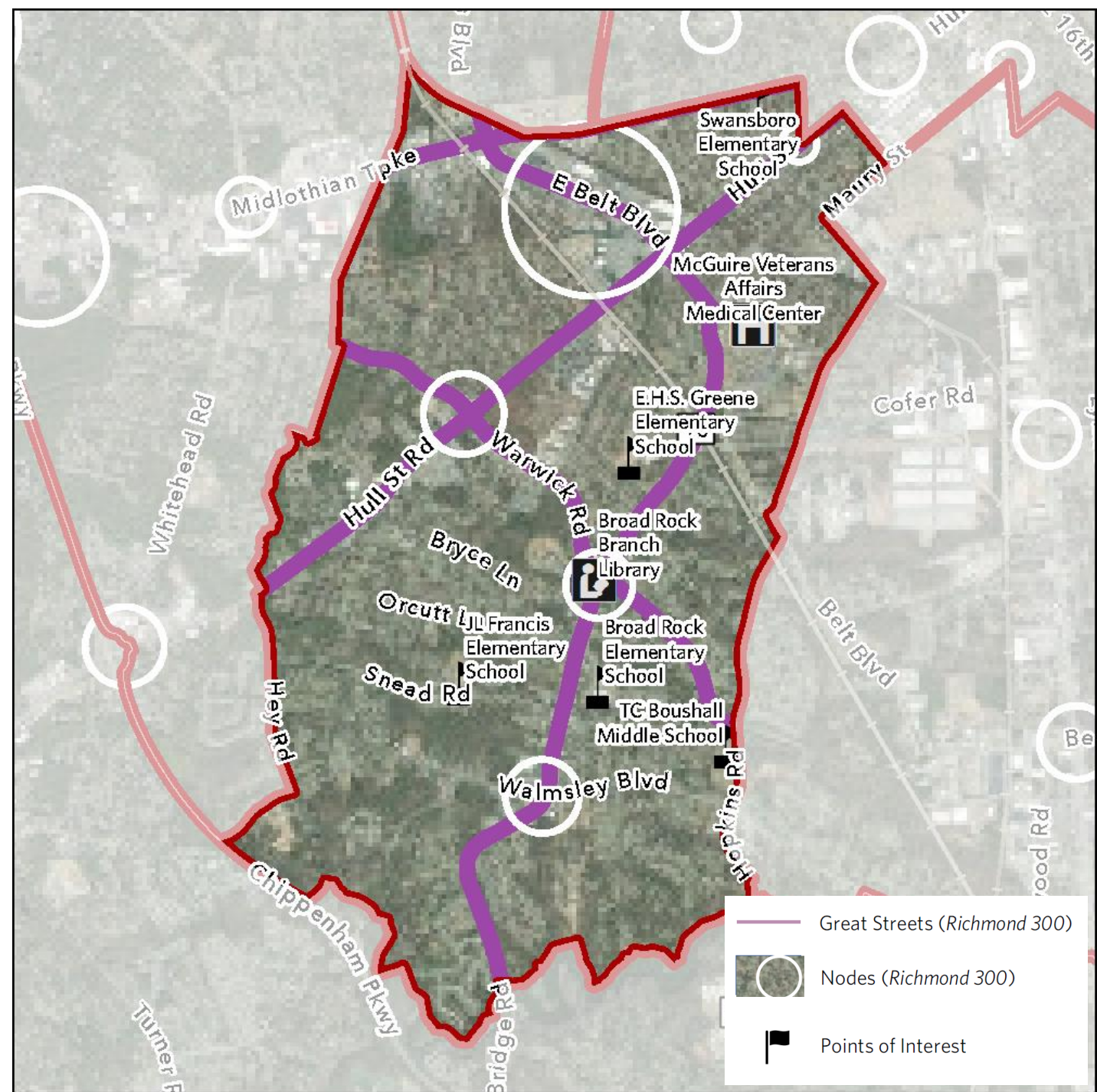
## Transportation

- Hull Street Road, Broad Rock Blvd, Hopkins Rd:
  - 2-3 lanes each direction
  - Part of the high-injury street network
- Southside Plaza – major transfer hub for GRTC Routes 1A, 1B, 1C, 2C, 20, 86, 87, 88
- “Great Streets” (Richmond 300 Master Plan):
  - Hull Street Road
  - Belt Boulevard
  - Broad Rock Boulevard
  - Warwick Road

**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.





# 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 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.**

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.**

Equity Factor Scores

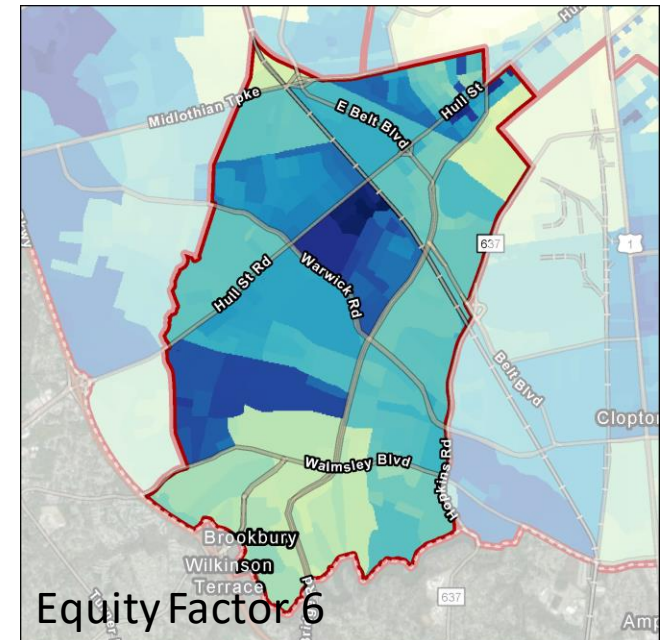
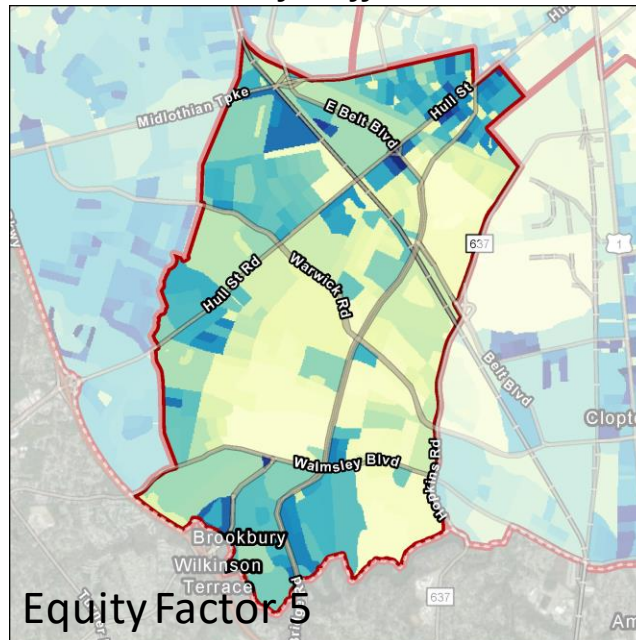
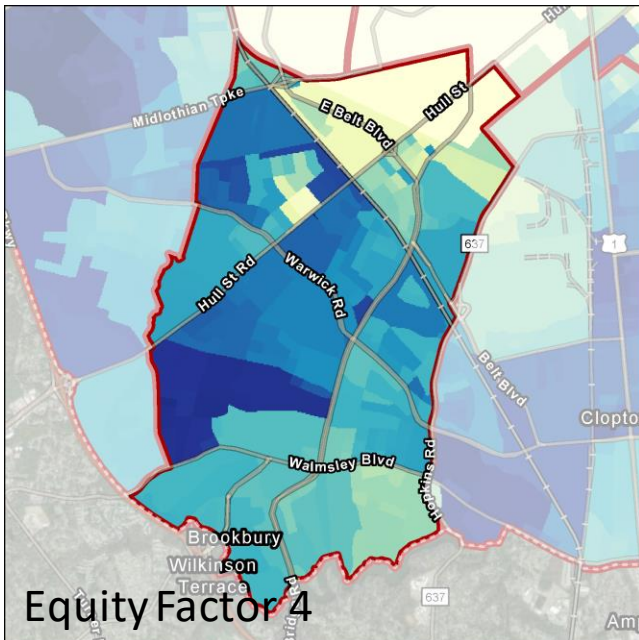


Low

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 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

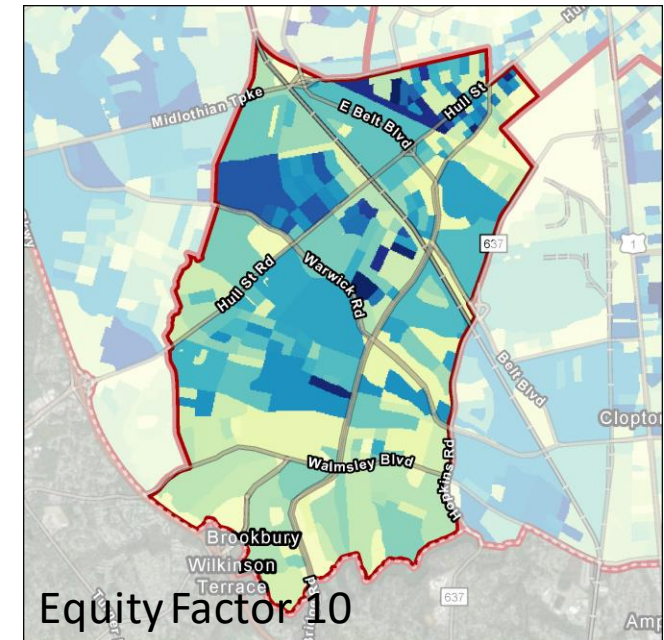
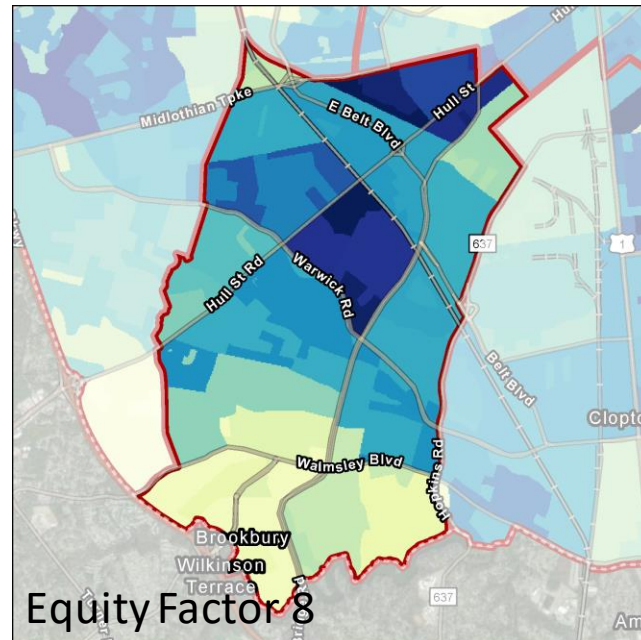
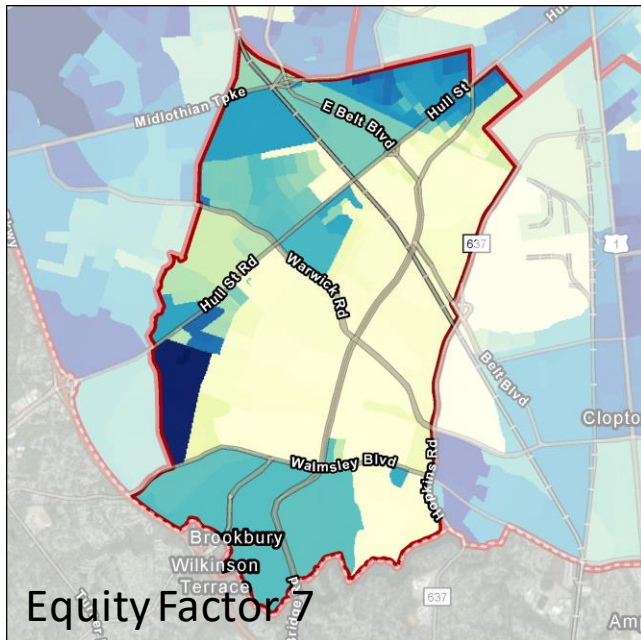


Low

High

Fewer  
Inequities

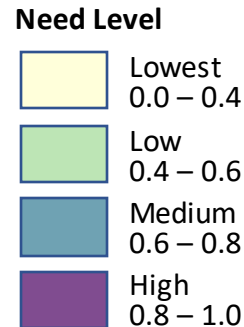
Greater  
Inequities













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

# What are the transportation needs?

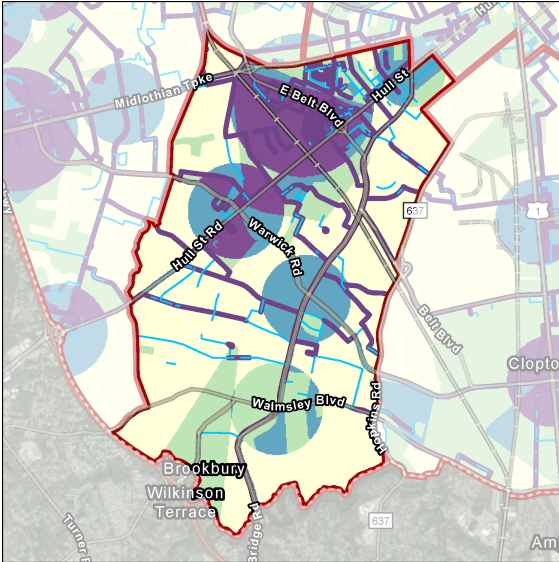
- Path to Equity defines 11 Investment Need Categories
  - They represent the transportation vision, goals, and objectives in the Richmond 300 Master Plan.
- Needs were analyzed for each Investment Need Category
- There are 4 Levels of Need:
  - High
  - Medium
  - Low
  - Lowest
- Every area of the 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.



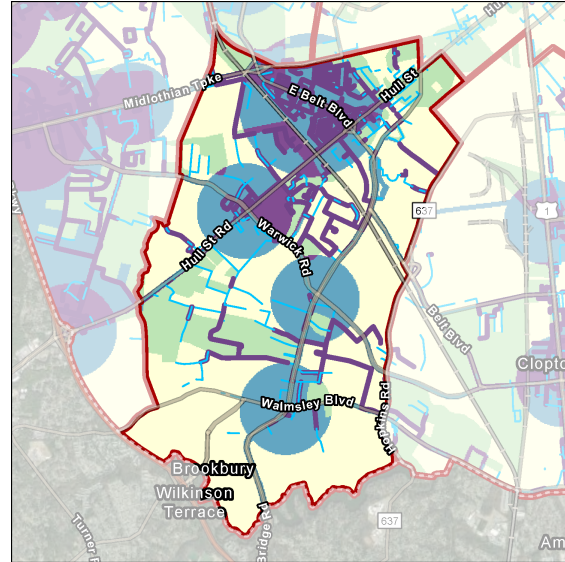
Investment need categories	
Pedestrian	
Bike	
Transit	
Freight	
Land Use	
Safety	
Connectivity	
Maintenance	
Economic Development	
Technology	
Sustainability	



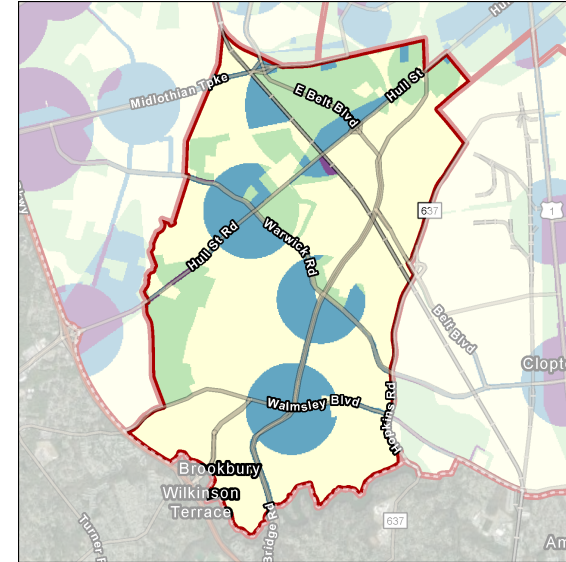
### INC 1A: Bicycle Needs



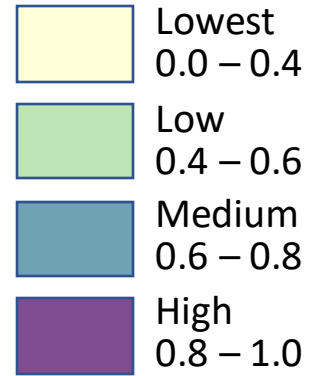
### INC 1B: Pedestrian Needs



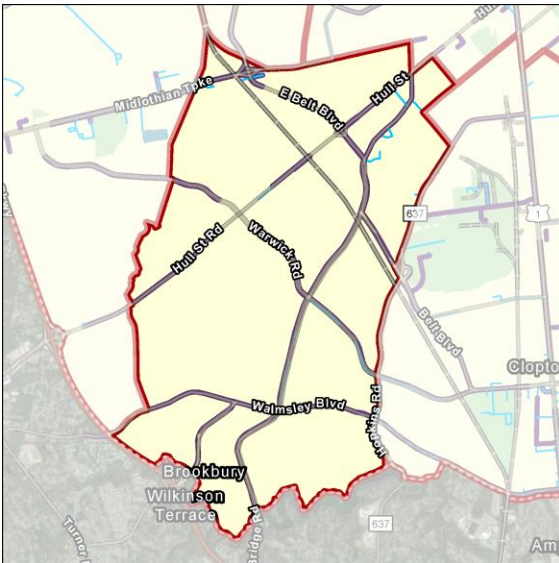
### INC 2: Transit Needs



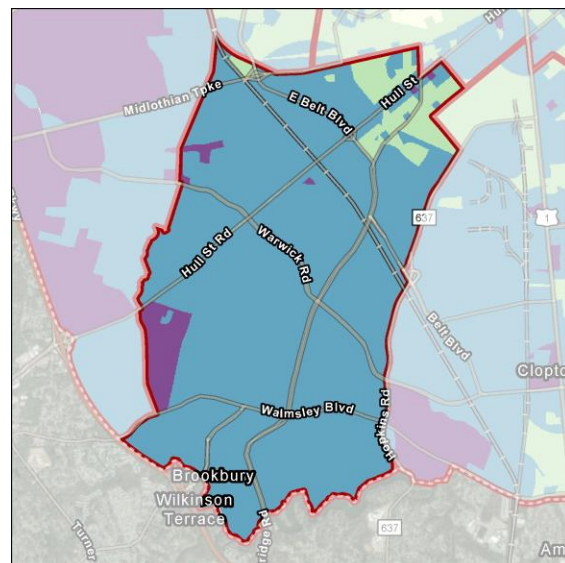
#### Need Level



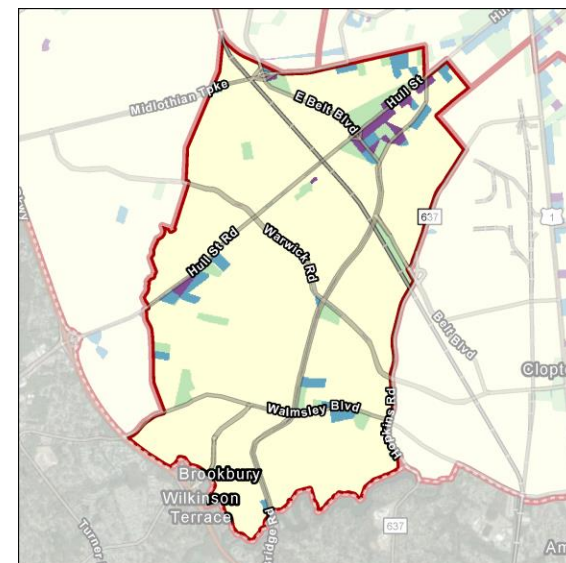
### INC 3: Freight Needs



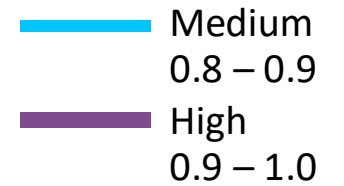
### INC 4: Land Use Needs



### INC 5: Safety/Security Needs

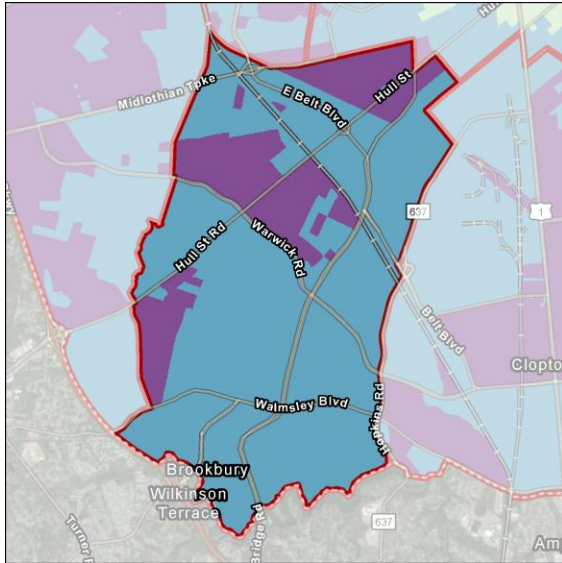


#### Network Need

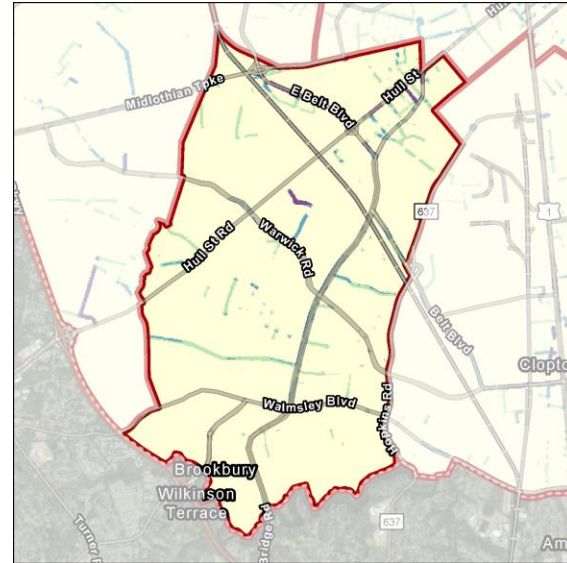




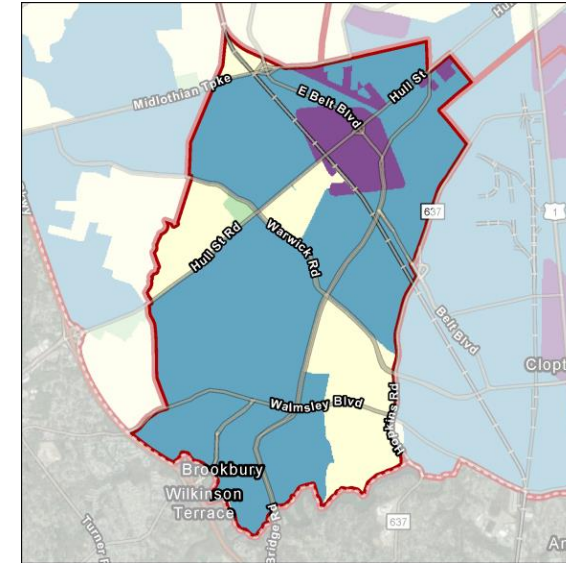
### INC 6: Connectivity



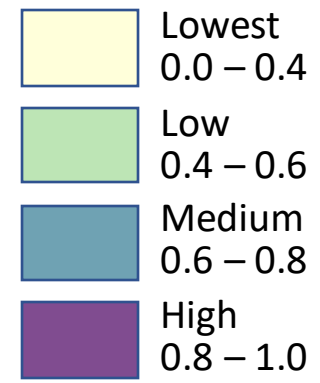
### INC 7: Maintenance



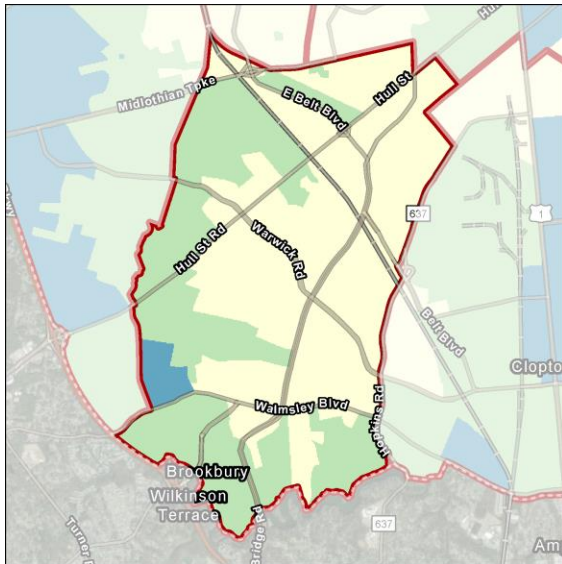
### INC 8: Economic Development



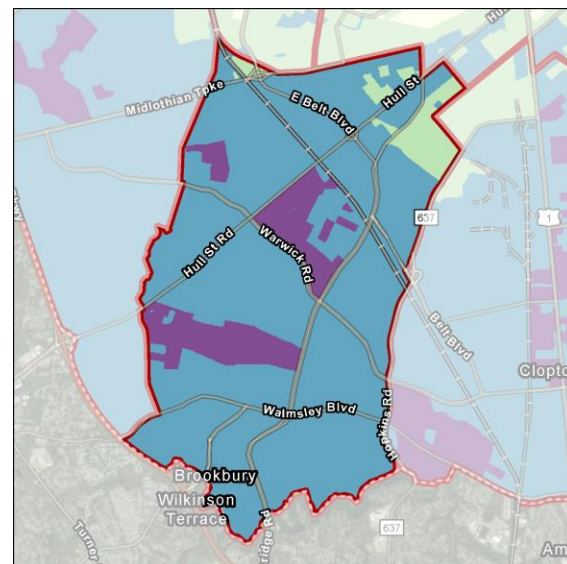
#### Need Level



### INC 9: Technology



### INC 10: Sustainability



# Work Session on Needs and Recommendations

PEDESTRIAN NEEDS

Investment Need Category 1B

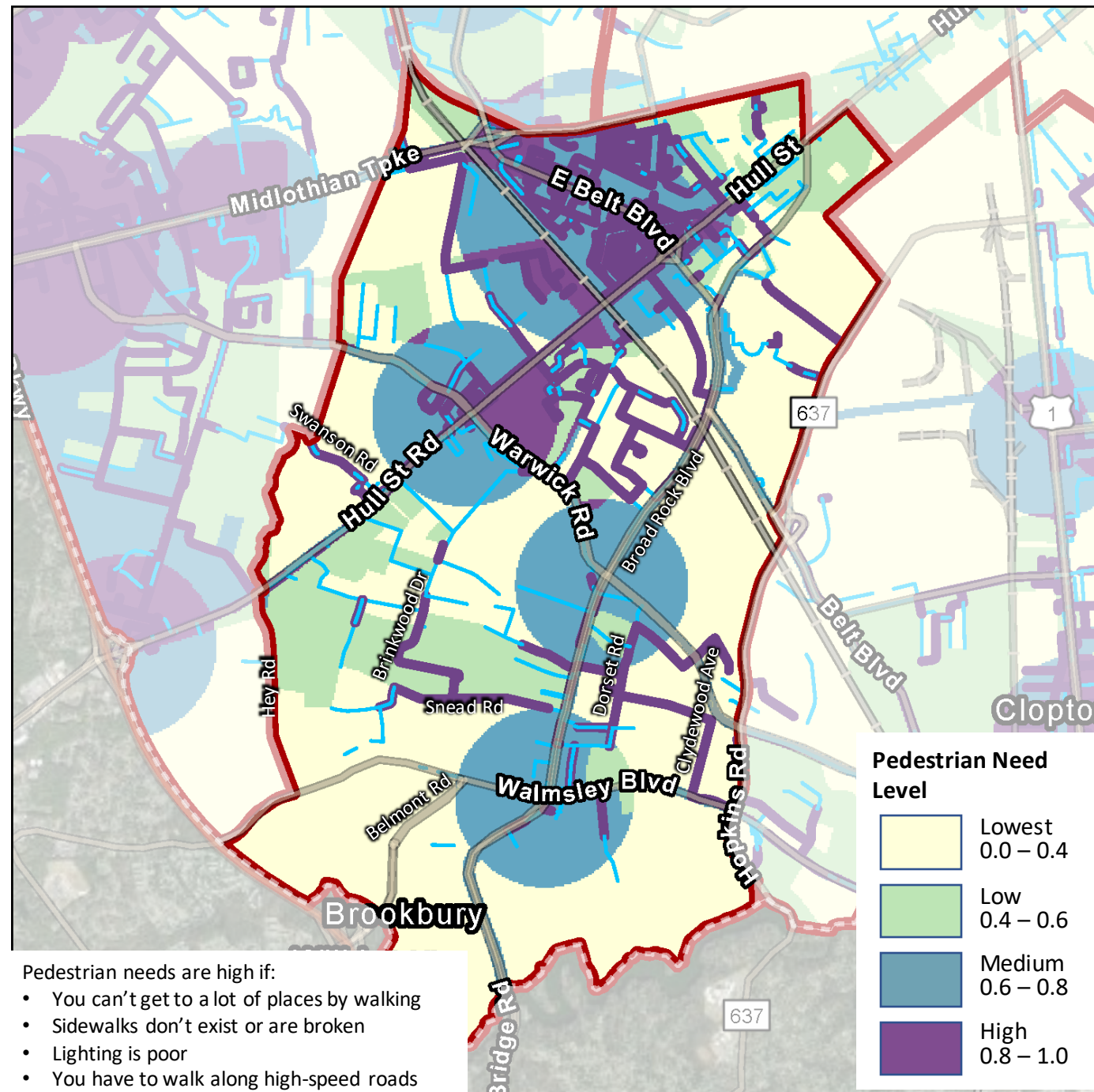
# Pedestrian Needs

Pedestrian needs are highest:

- In and around Southside Plaza
- Connecting routes between major roads
  - Snead Rd
  - Brinkwood Dr/White Oak Dr
  - Swanson Rd
  - Dorset Rd

“Super” Needs from public input:

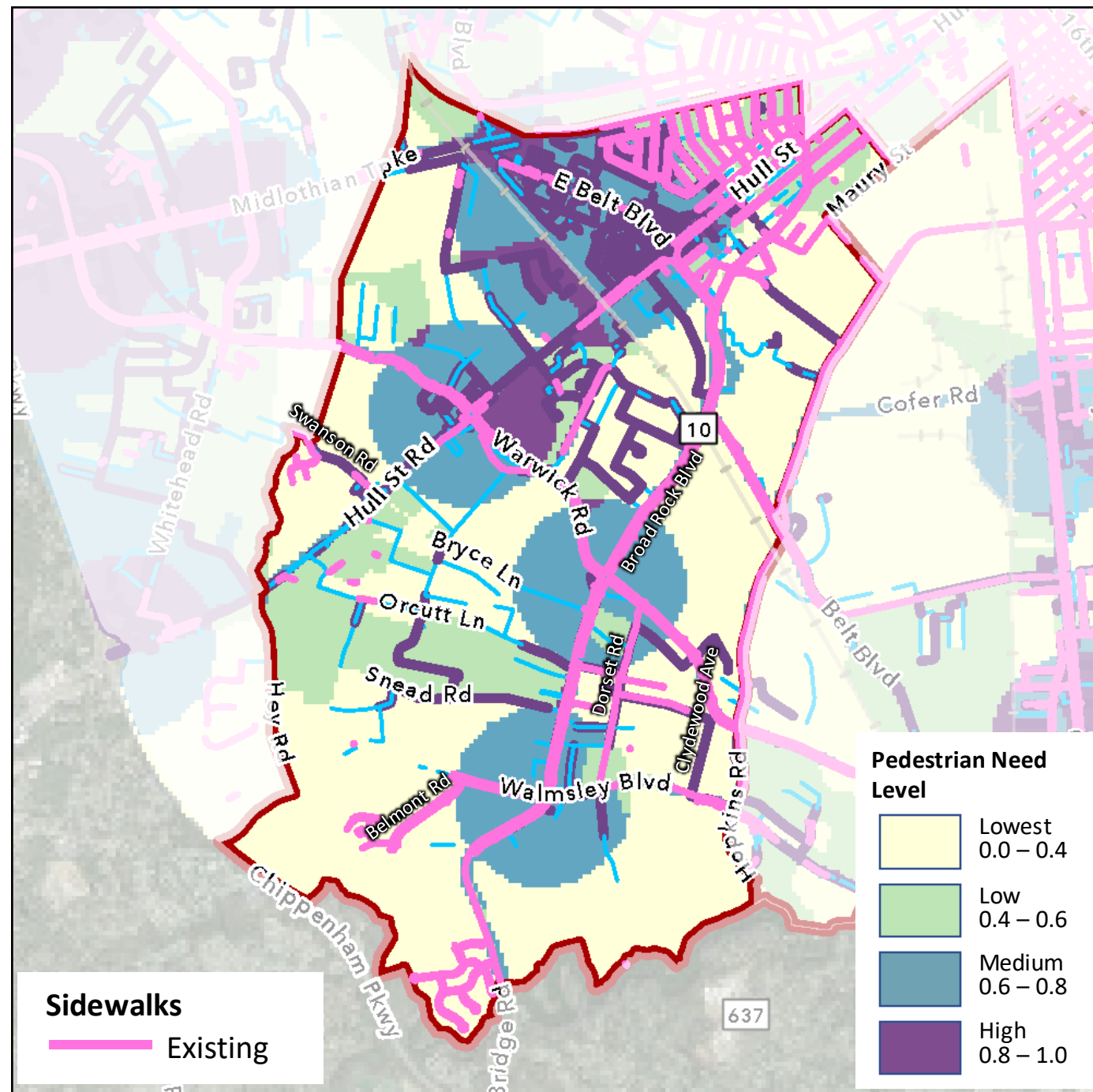
- Speeding and/or missing sidewalks:
  - Hull Street Rd
  - Broad Rock Blvd
  - Walmsley Blvd
  - Southside Plaza
- Pedestrian crossings feel unsafe at
  - Broad Rock Blvd & Walmsley Blvd
  - Broad Rock Blvd & Snead Rd
  - Hull Street Rd & Hey Rd





# Pedestrian Needs & Existing Facilities

- Robust sidewalk network north of Belt Blvd
- Sparse sidewalk network south of Belt Blvd, limited to major connector roads
- Notable sidewalk gaps:
  - Hull Street Rd between Warwick Rd and Southside Plaza
  - Snead Rd
  - Brinkwood Dr/White Oak Dr
  - Orcutt Ln
  - Swanson Rd
  - Walmsley Blvd west of Belmont Rd



# What pedestrian projects have already been identified?

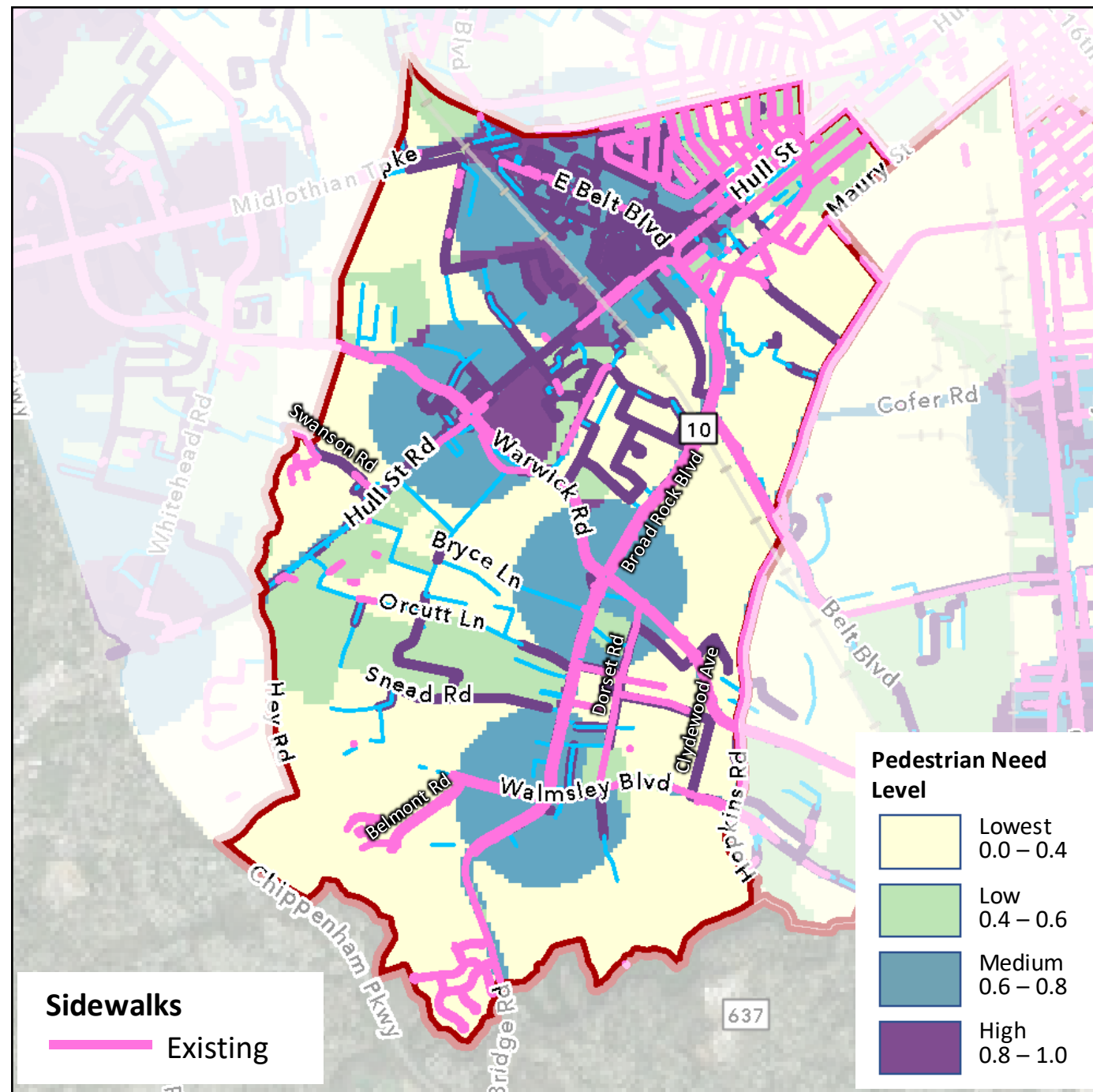
Existing Recommendations from Prior Efforts	Source(s)
Hull Street Rd Phase 1: shared use path and sidewalks from Hey Rd to Warwick Rd	DPW CIP
Sidewalk installation on Southwood Parkway from Hull St to Clarkson Rd	DPW CIP
Pedestrian safety improvements at Hull St & Belt Blvd	DPW CIP
Hey Rd sidewalk and other improvements	DPW CIP
East Coast Greenway shared use path along Broad Rock Blvd	East Coast Greenway, 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, traffic calming, and road diet along Hull Street Road
Add sidewalks along Belt Blvd
Redevelop Southside Plaza as a walkable mixed-use community
Enhance pedestrian crossing at Broad Rock Blvd & Snead Rd

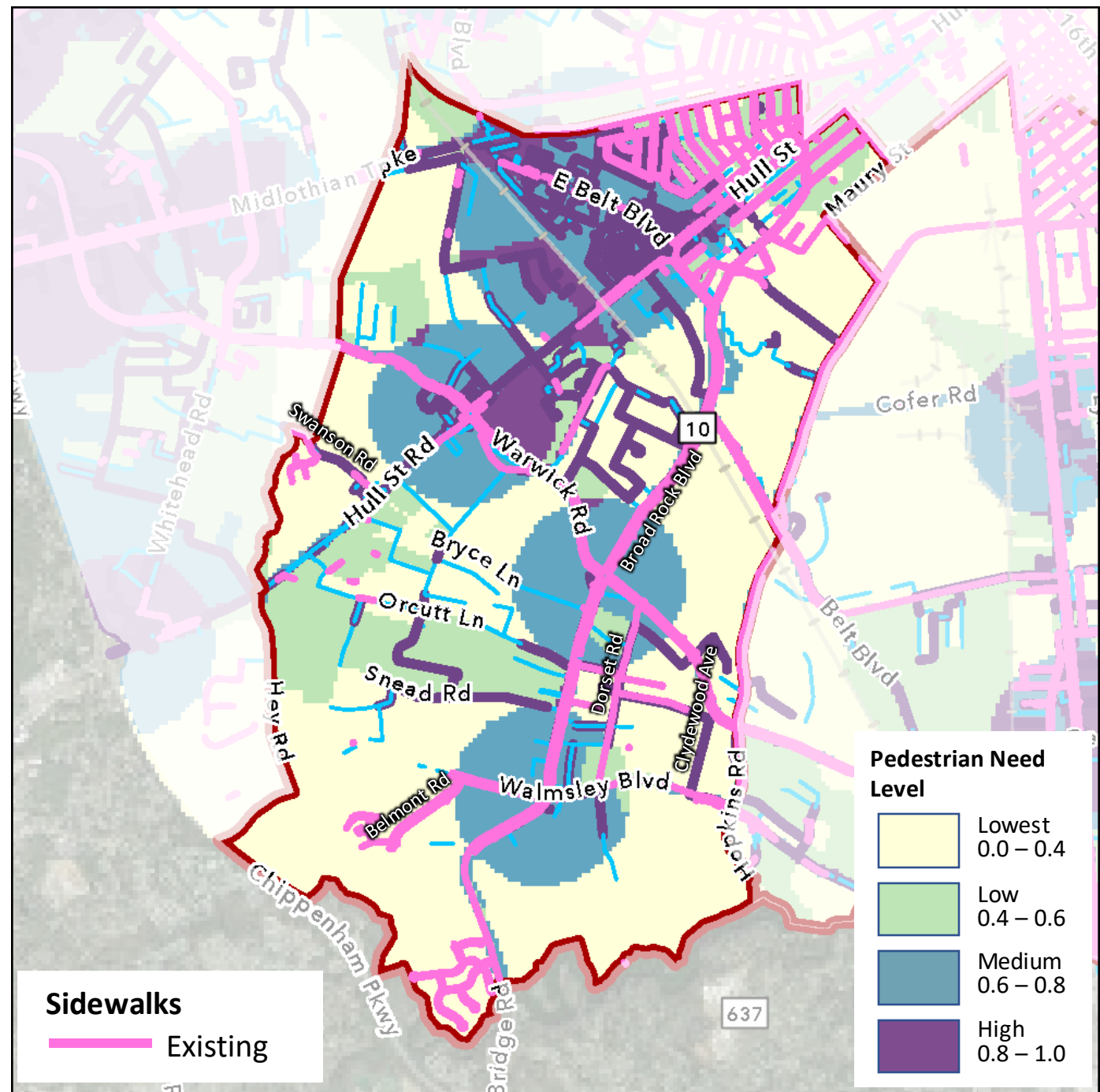
## Discussion Questions:

- 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?

- Need more robust sidewalk network in and around Southside Plaza
- Sidewalk gaps along high use connectors
  - Snead Rd, Swanson Rd, Brinkwood Dr/White Oak Dr, Clydewood Ave
- General lack of sidewalks in residential neighborhoods
- Others?



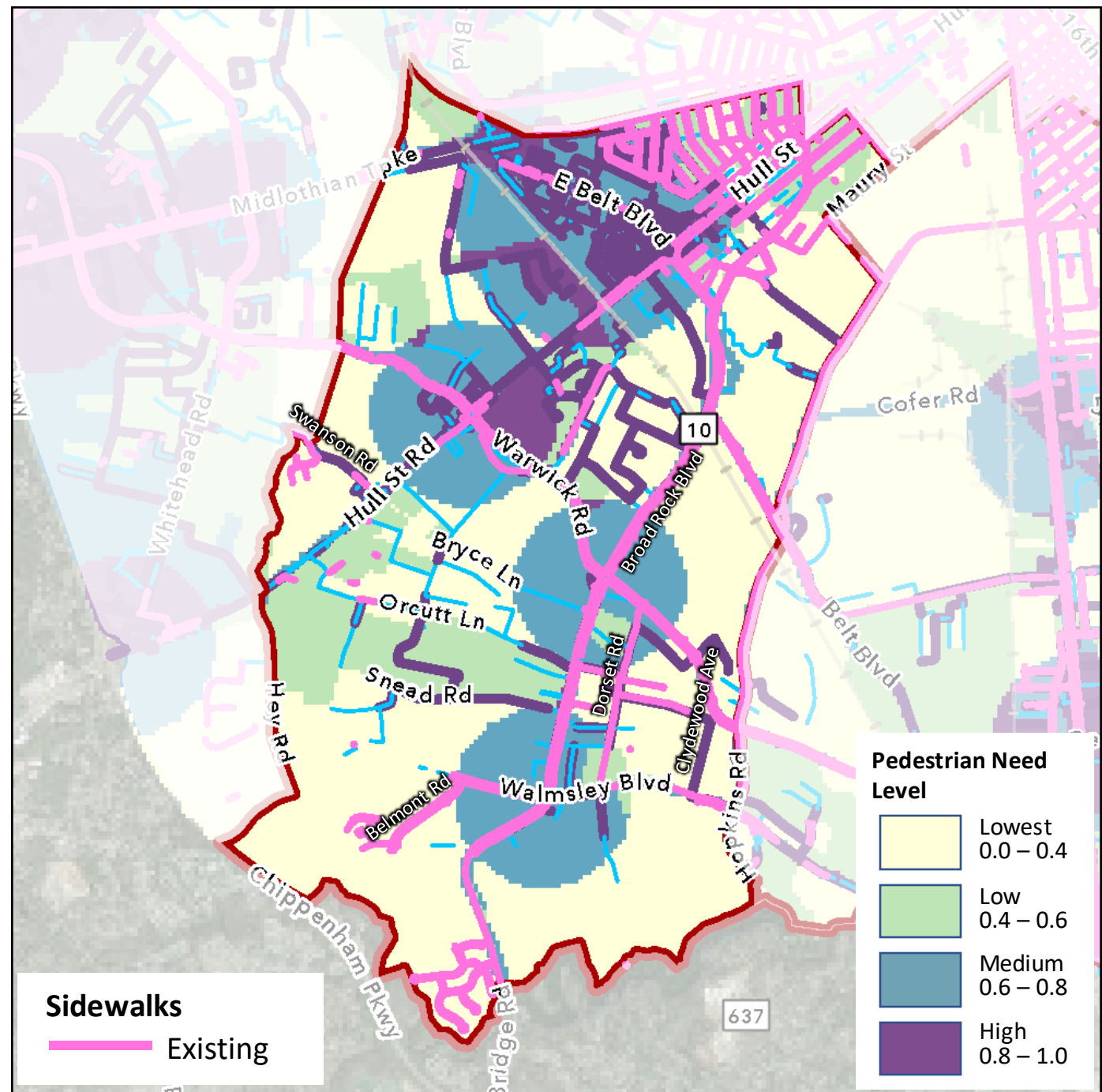


# How can we address the unmet pedestrian needs?

1. Install sidewalks and marked pedestrian crossings in and around Southside Plaza
2. Install sidewalks on key connectors, including Snead Rd, Swanson Rd, Brinkwood Dr/White Oak Dr, Clydewood Ave

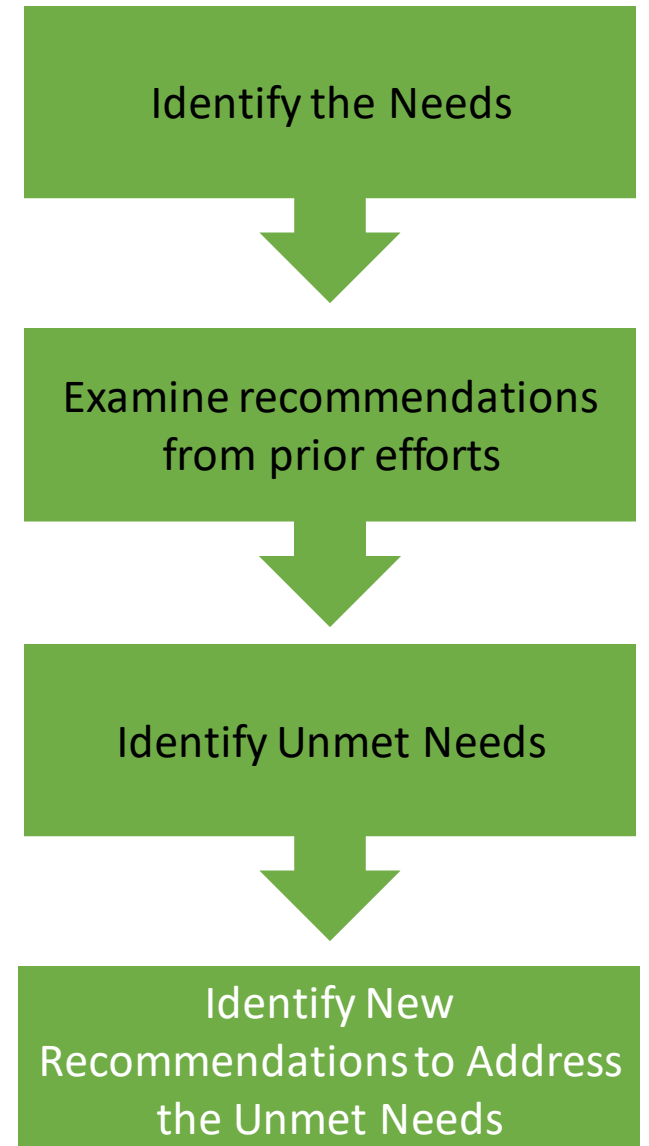
## Discussion Questions:

- 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



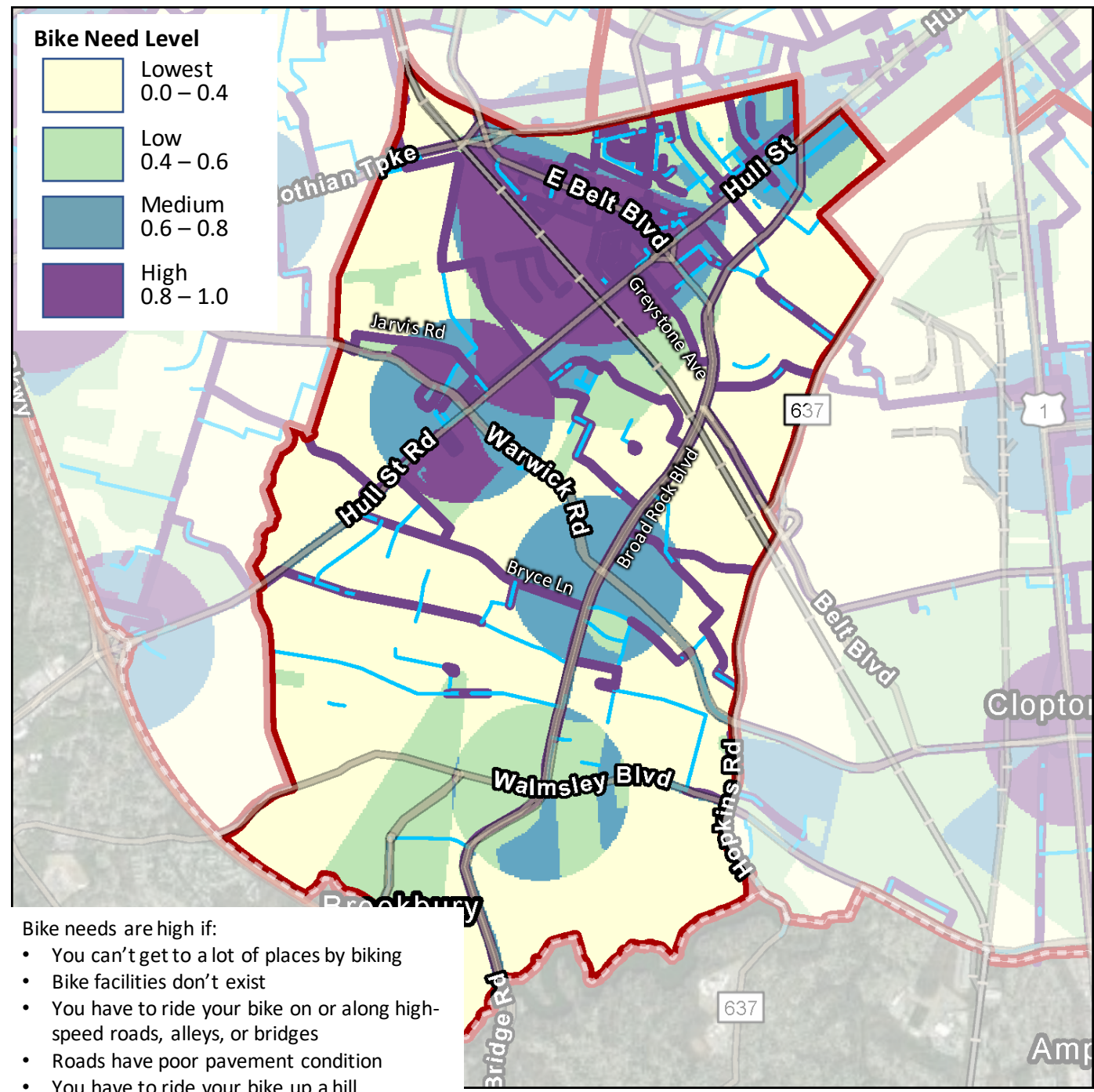
# Bicycle Needs

- Bike trips from Communities of Concern use these streets the most:

- Streets in and around Southside Plaza
- Broad Rock Blvd
- Jarvis Rd
- Bryce Lane
- Greystone Ave

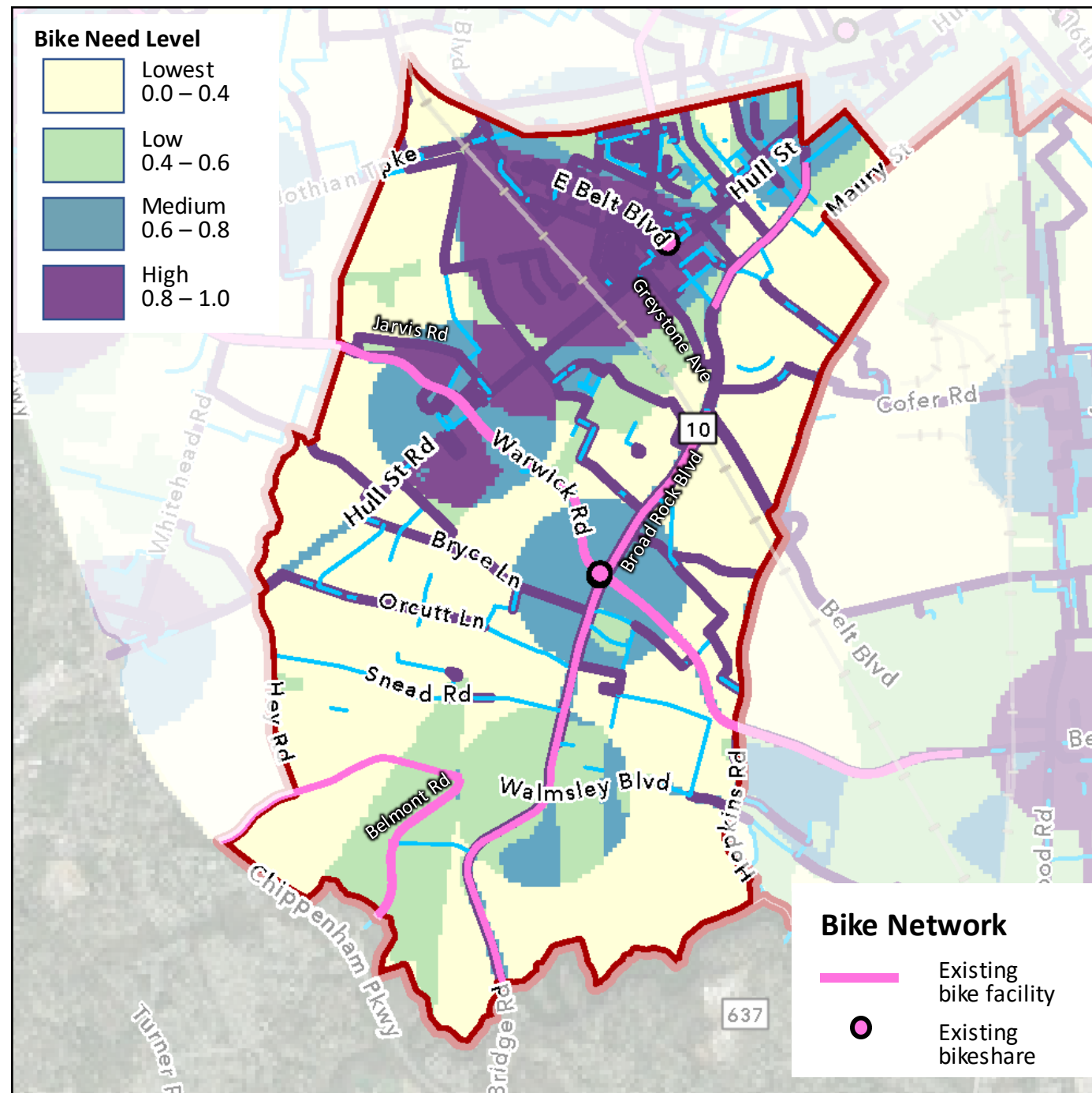
- Comments from public input:

- *Vehicles drive too fast*
- *Lack of bicycle facilities on Hull Street Rd*
- *Lack of bikeshare in Southside*



# Bicycle Needs & Existing Facilities

- Bicycle facilities exist along Broad Rock Blvd and Warwick Rd
- Key link of Broad Rock Blvd missing near VA Hospital
- Lack of bicycle facilities in and around Southside Plaza
- Bike lanes on Broad Rock Blvd are not buffered



QUICK GUT-CHECK:

Does this make sense?

Thumbs up or thumbs down?

# What bicycle projects have already been identified?

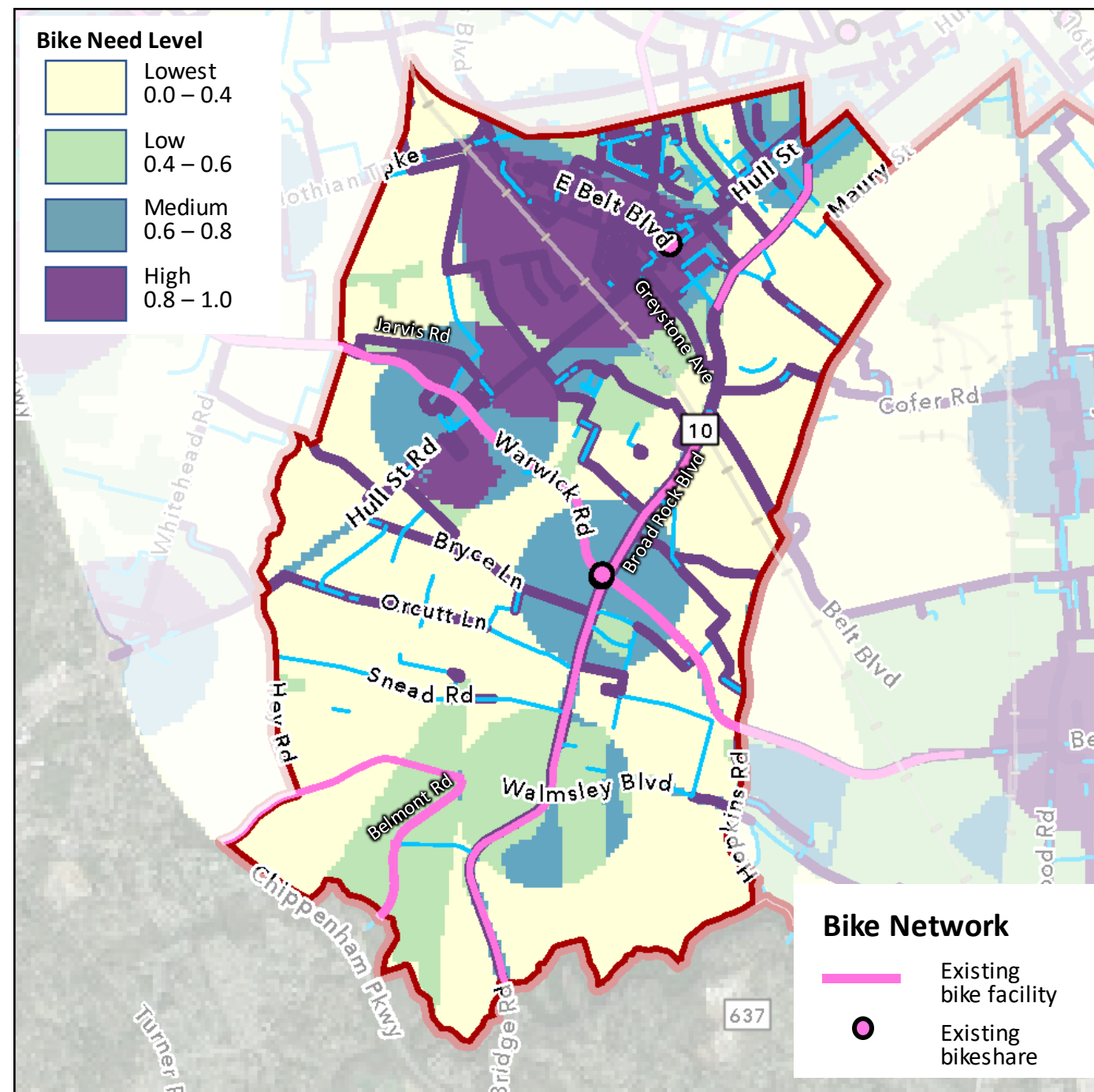
Recommendation	Source(s)
East Coast Greenway	East Coast Greenway, Richmond 300
James River Branch Trail	DPW Pending Bikeways
Hull Street Rd shared use path	DPW CIP, BikePedRVA 2045, Richmond 300
Pocosham Greenway	DPW Pending Bikeways

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

New Project Ideas from Public Input
Add bike lanes on Hull Street Rd
Add more bikeshare stations in Southside

## Discussion Questions:

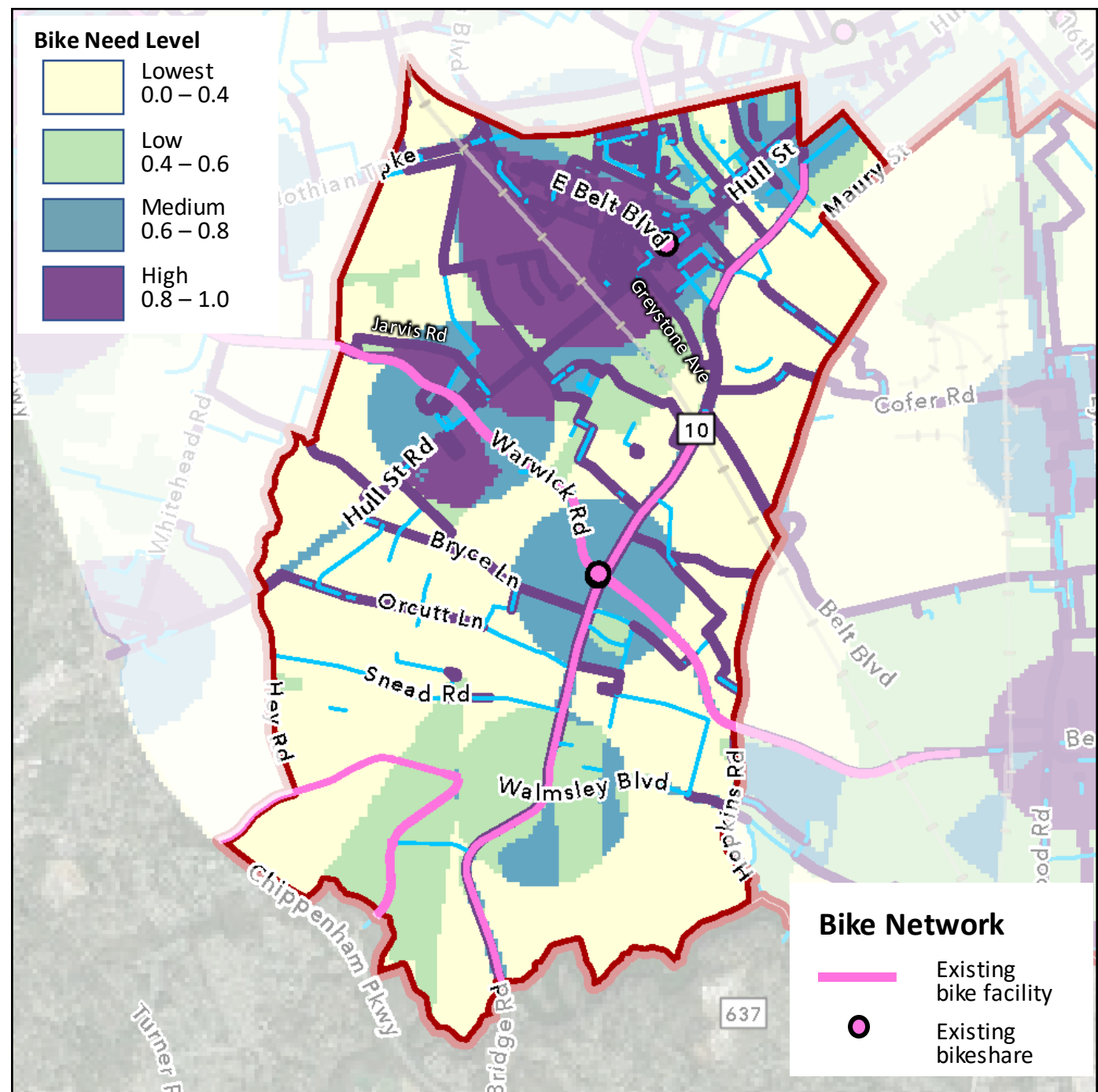
- Which recommendations best address the highest needs?
  - What are immediate action items we can recommend? (E.g. lighter/quicker/cheaper immediate implementation ideas)





# What bicycle needs are not addressed?

- Lack of bicycle facilities in and around Southside Plaza
- Need more east-west bicycle facilities
- Others?

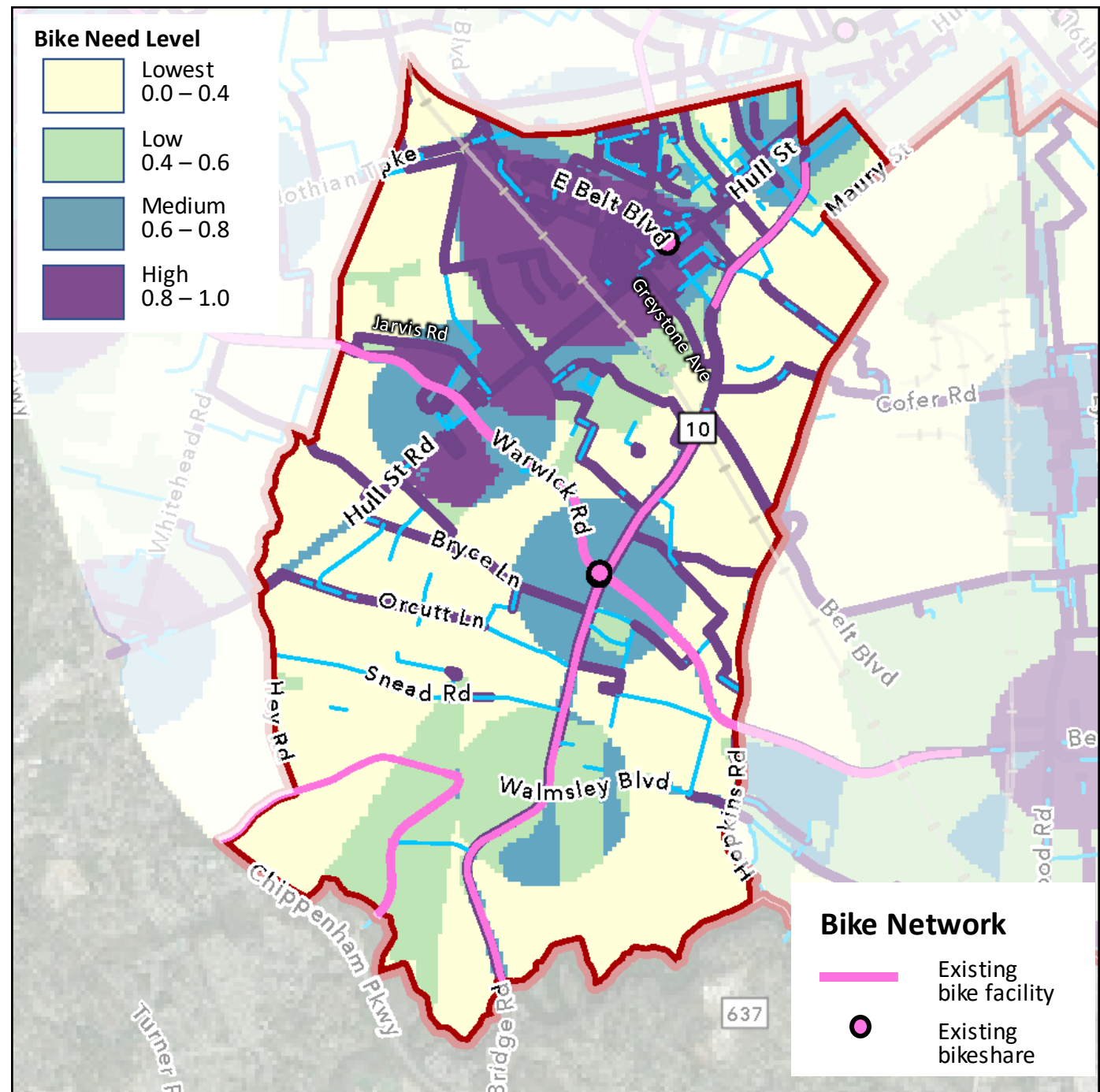


# How can we address the unmet bicycle needs?

1. Identify potential bicycle routes in and around Southside Plaza
2. Bicycle lanes on key connections:
  - Snead Road, Bryce Lane, Jarvis Rd, Greystone Ave

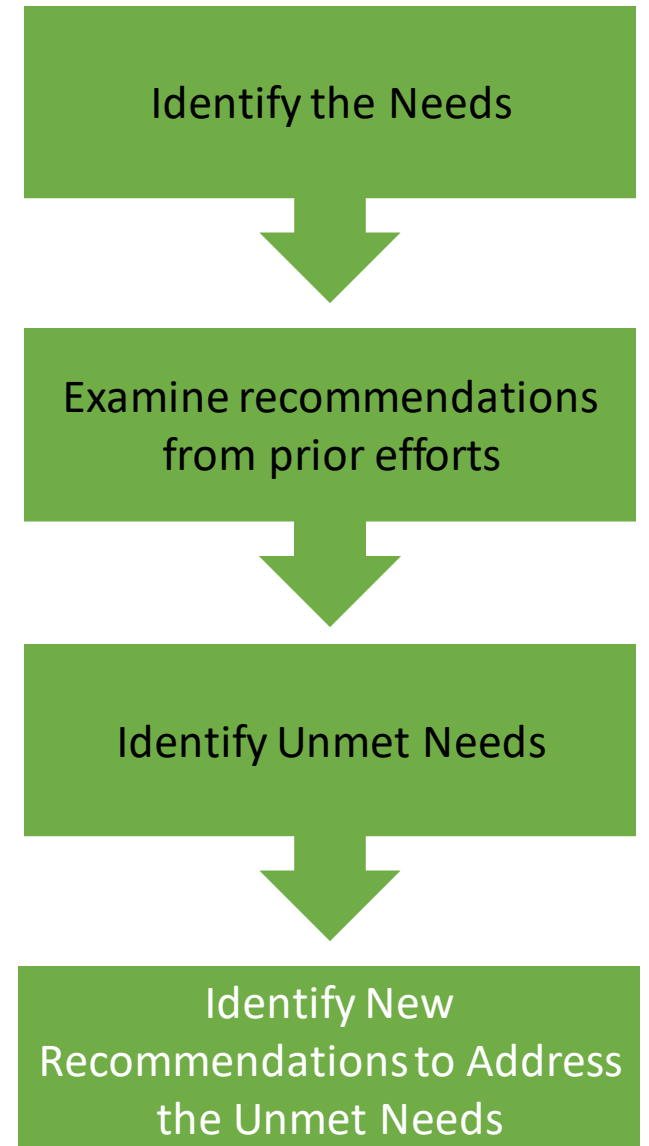
## Discussion Questions:

- 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

Some areas are relatively well-served by transit.

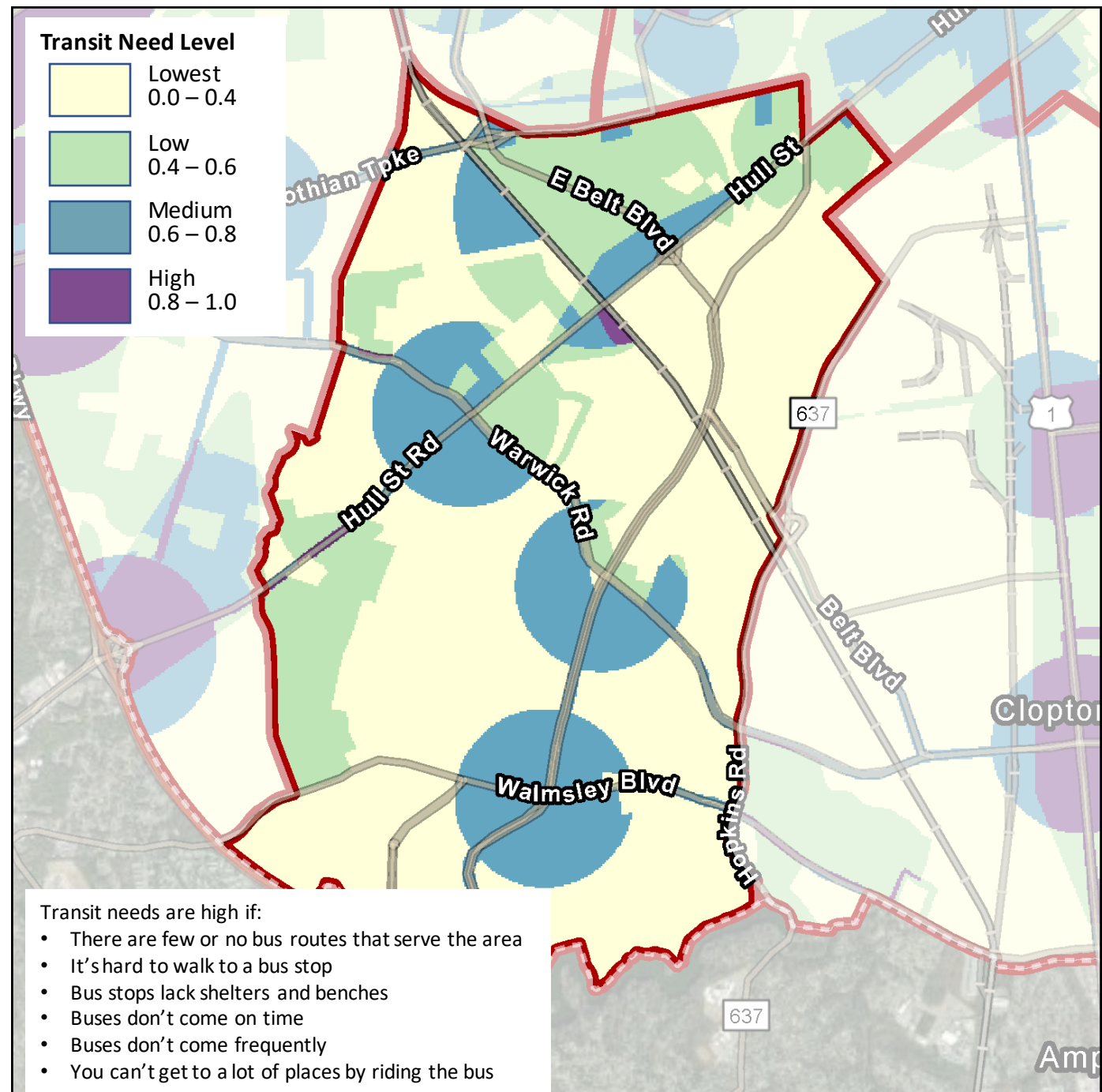
Transit needs highest in and around the Richmond 300 Nodes.

“Super” needs from public input:

- *Southside Plaza transfer point needs shelters, benches, and other amenities, as well as sidewalk access*
- *Bus service on Southside generally is infrequent and bus stops do not feel safe*

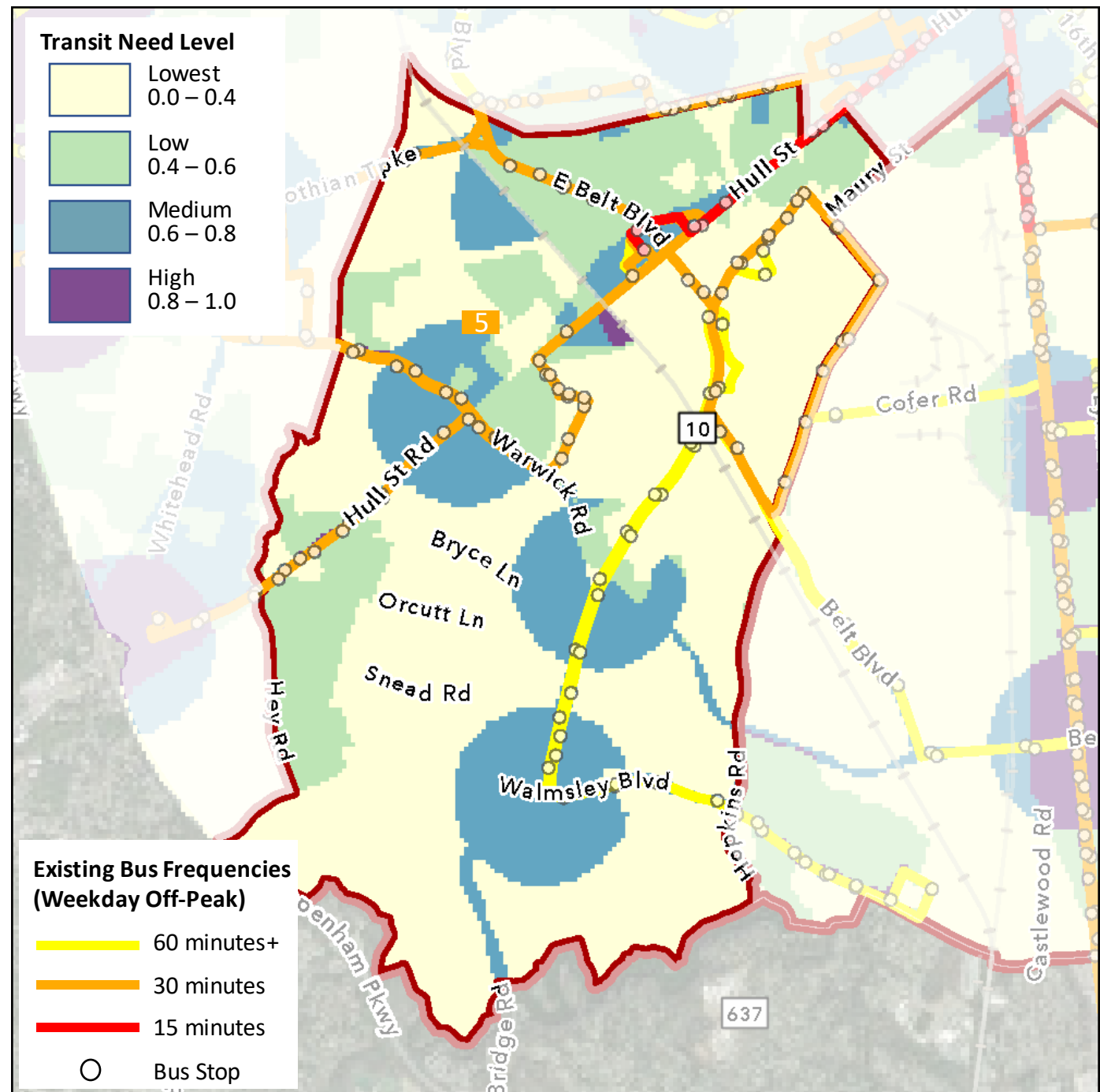
Other public comments:

- *Bus stops need more covered benches – too hot!*
- *Too many transfers*



# Transit Needs & Existing Service

- Routes 1ABC provide service every 10 minutes to Southside Plaza, then split into 30 minute service
- Route 2C (Hull/Elkhardt via Southside Plaza) – 30 minutes
- Route 86 (Broad Rock/Walmsley) – 60 minutes
- Route 87 (Bellemeade/Hopkins) – 60 minutes
- Route 88 (Belt/Bells/Ruffin) – Peak hour only service





# What transit improvements have already been identified?

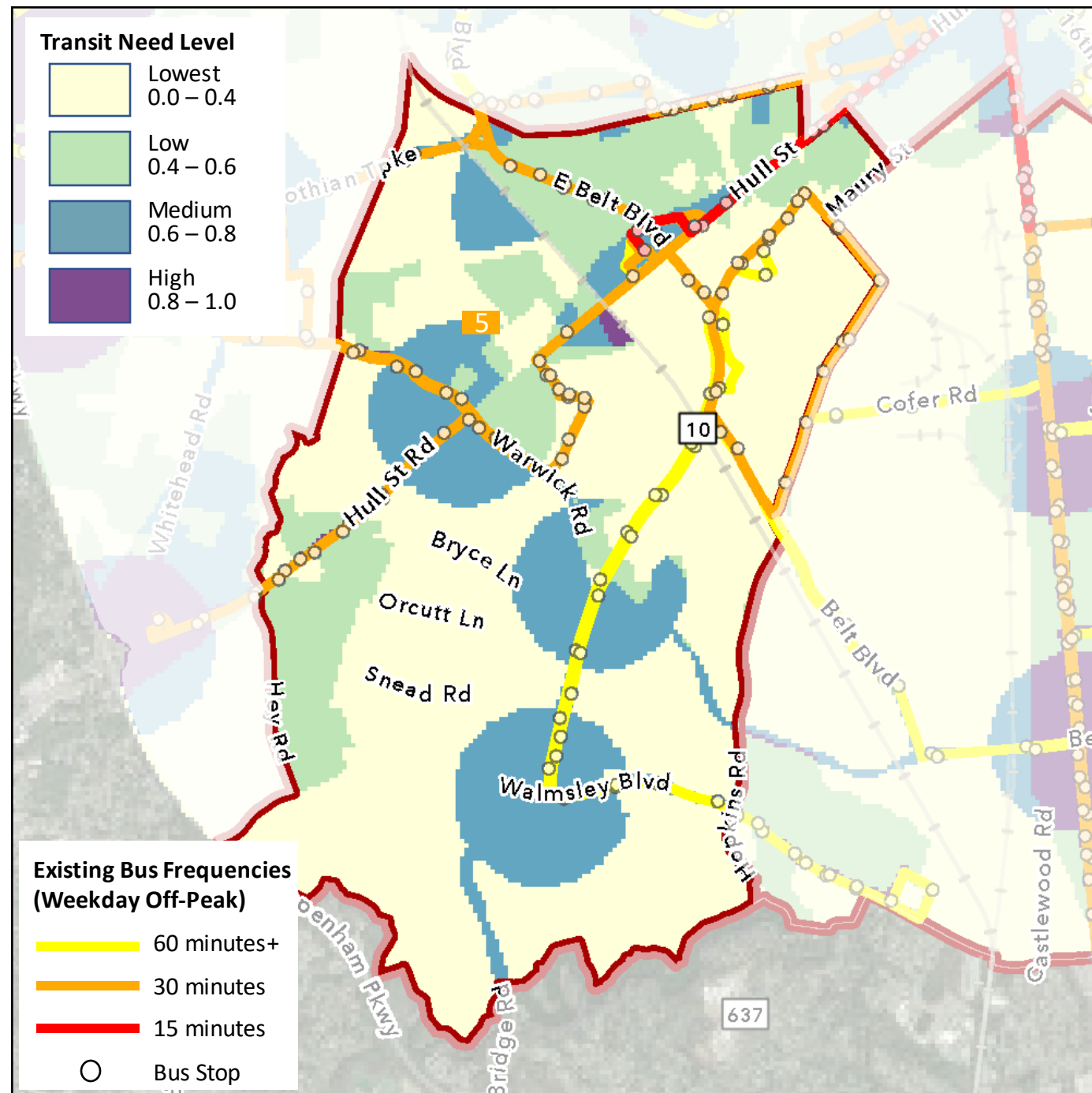
Recommendation	Source(s)
Add shelters and benches to 50% of GRTC bus stops	GRTC Essential Transit Infrastructure Plan
New Route 84 along Broad Rock Blvd to Wilkinson Terrace	GRTC Regional Public Transit Plan FY 2023
New Route 85 from Southside Plaza to Chesterfield Government Plaza	GRTC Regional Public Transit Plan FY 2023
Bus rapid transit along Hull Street Rd	Greater RVA Transit Vision Plan Network
New local bus route Bells Rd/Warwick Rd/Carnation from Clopton/Phillip Morris to Chippenham Hospital	Greater RVA Transit Vision Plan Network

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

New Project Ideas from Public Input
Add bus rapid transit along Hull Street Rd
Add a waiting room with restrooms and cameras at Southside Plaza

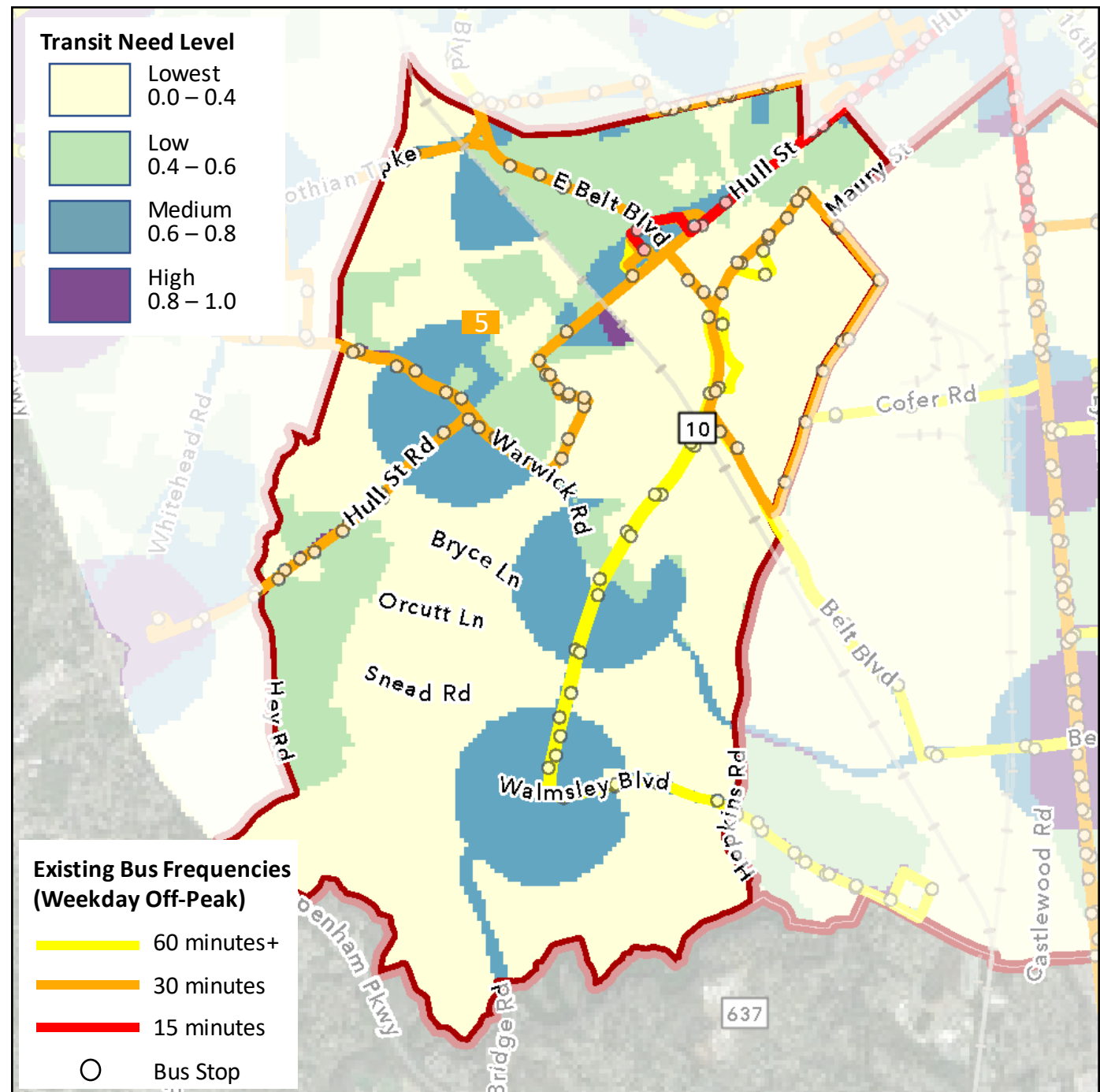
## Discussion Questions:

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



# What transit needs are not addressed?

- Pocket of high transit need just over the rail line from Southside Plaza
- Others?



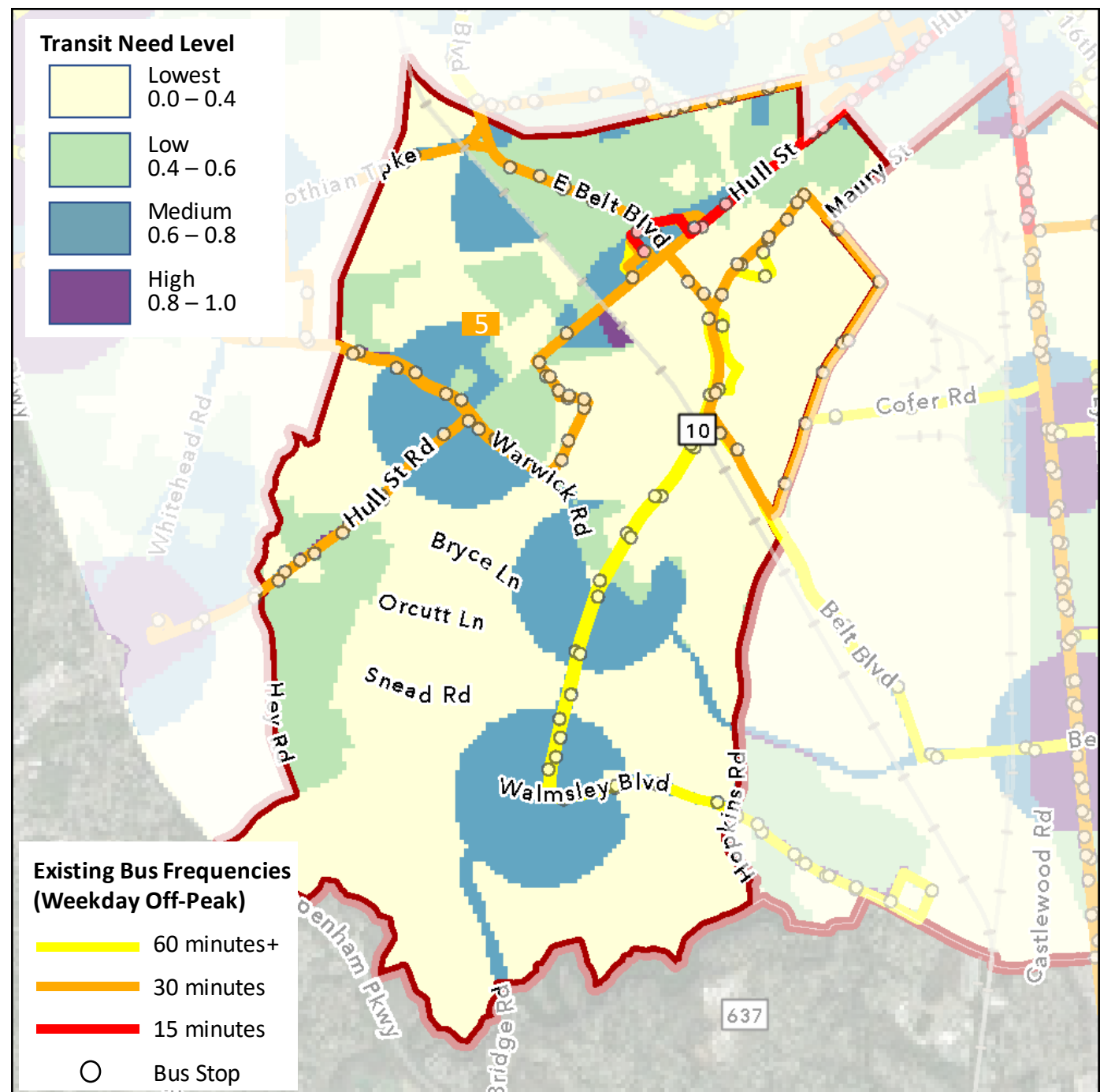
# How can we address the unmet transit needs?

1. Strengthen walk access from the area just over the railroad tracks to Southside Plaza with dedicated pedestrian facility and enhanced crossings on Hull Street Rd

2. Others?

## Discussion Questions:

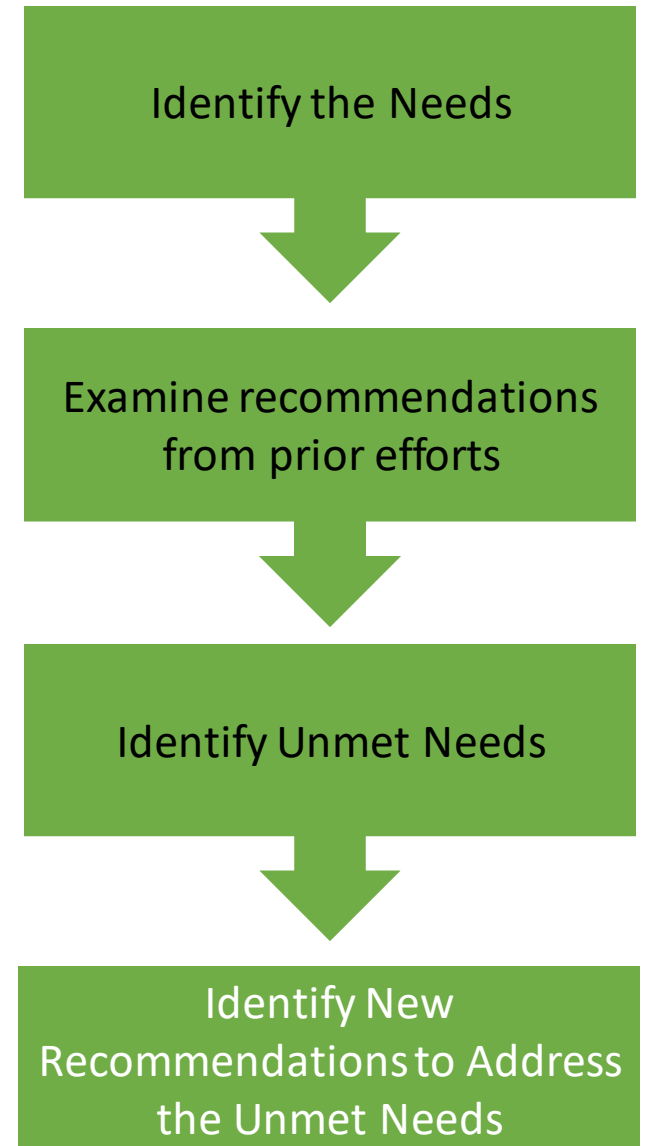
- What do you think of these ideas?
- Do you have other ideas of what could be done to address the transit needs here?





# 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?

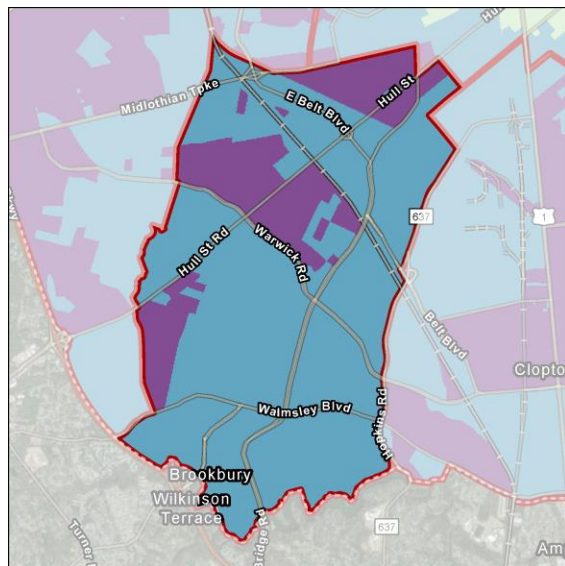


Other Needs

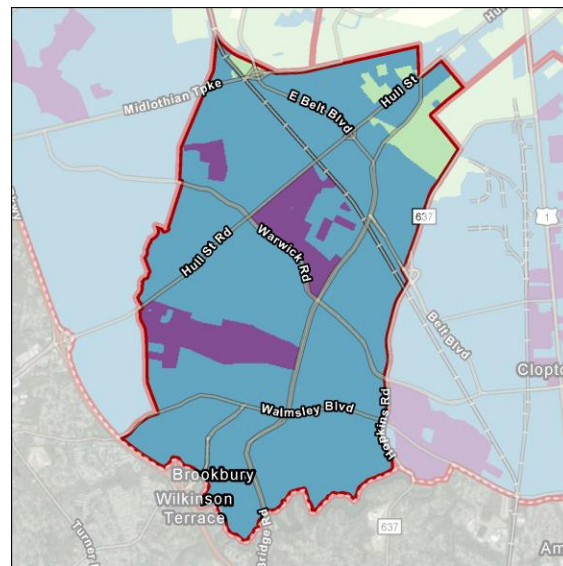
# Other Investment Need Categories

- Some areas have high needs in the Economic Development, Sustainability, and Safety/Security investment need categories.

INC 6: Connectivity



INC 10: Sustainability



INC 8: Economic Development

