

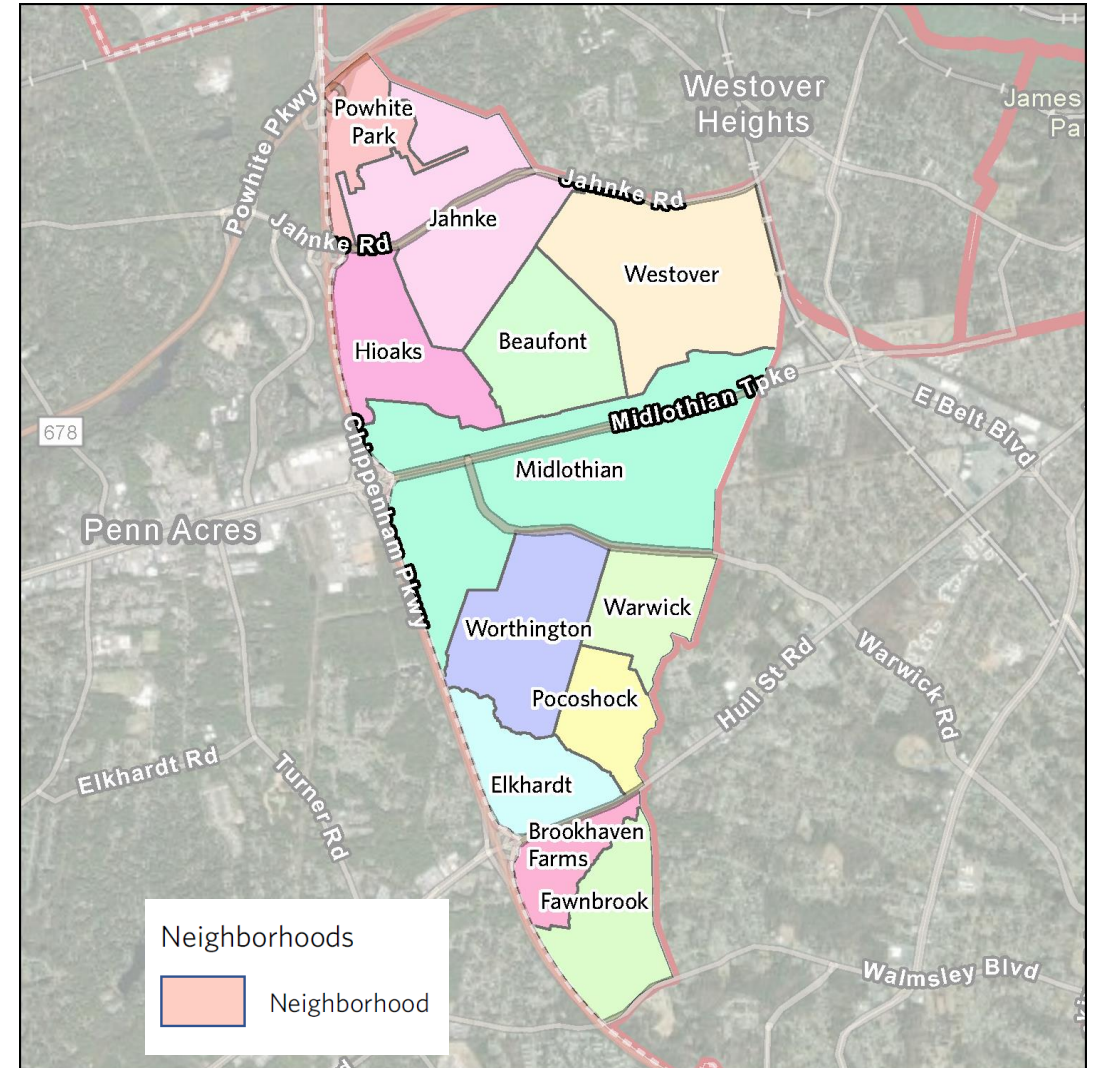
Transportation Needs and Recommendations

Need Area 12: Midlothian/German School Road 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:

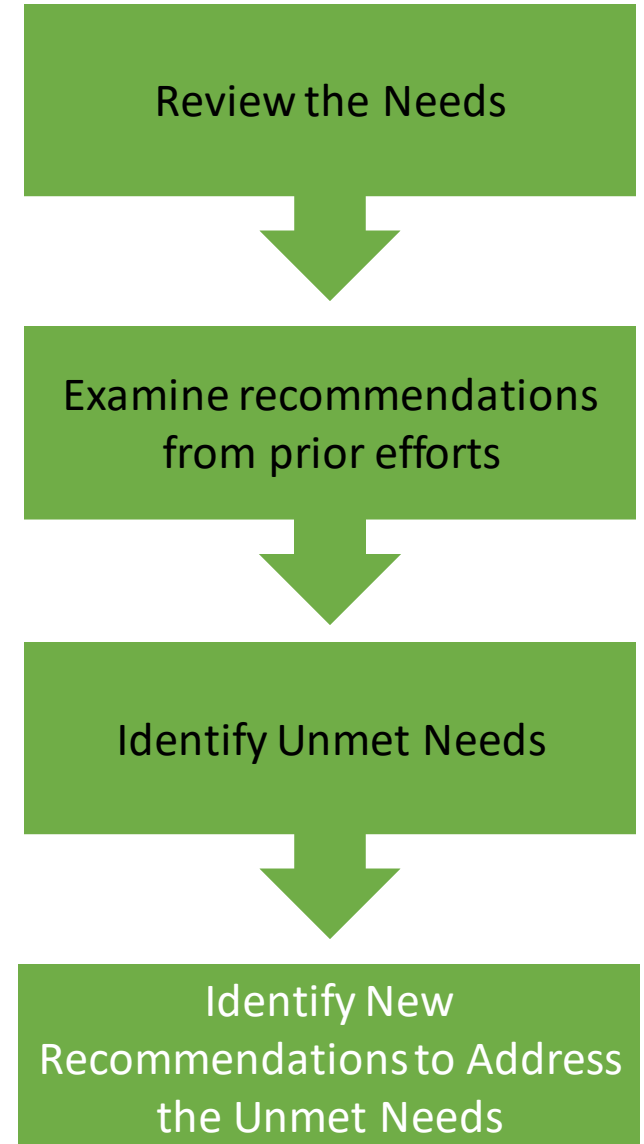
- Work through some examples of how we are identifying and vetting recommendations.
- Get your feedback on which existing recommendations are most important to address the top needs.
- Identify new recommendations to address unmet top needs.

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 |



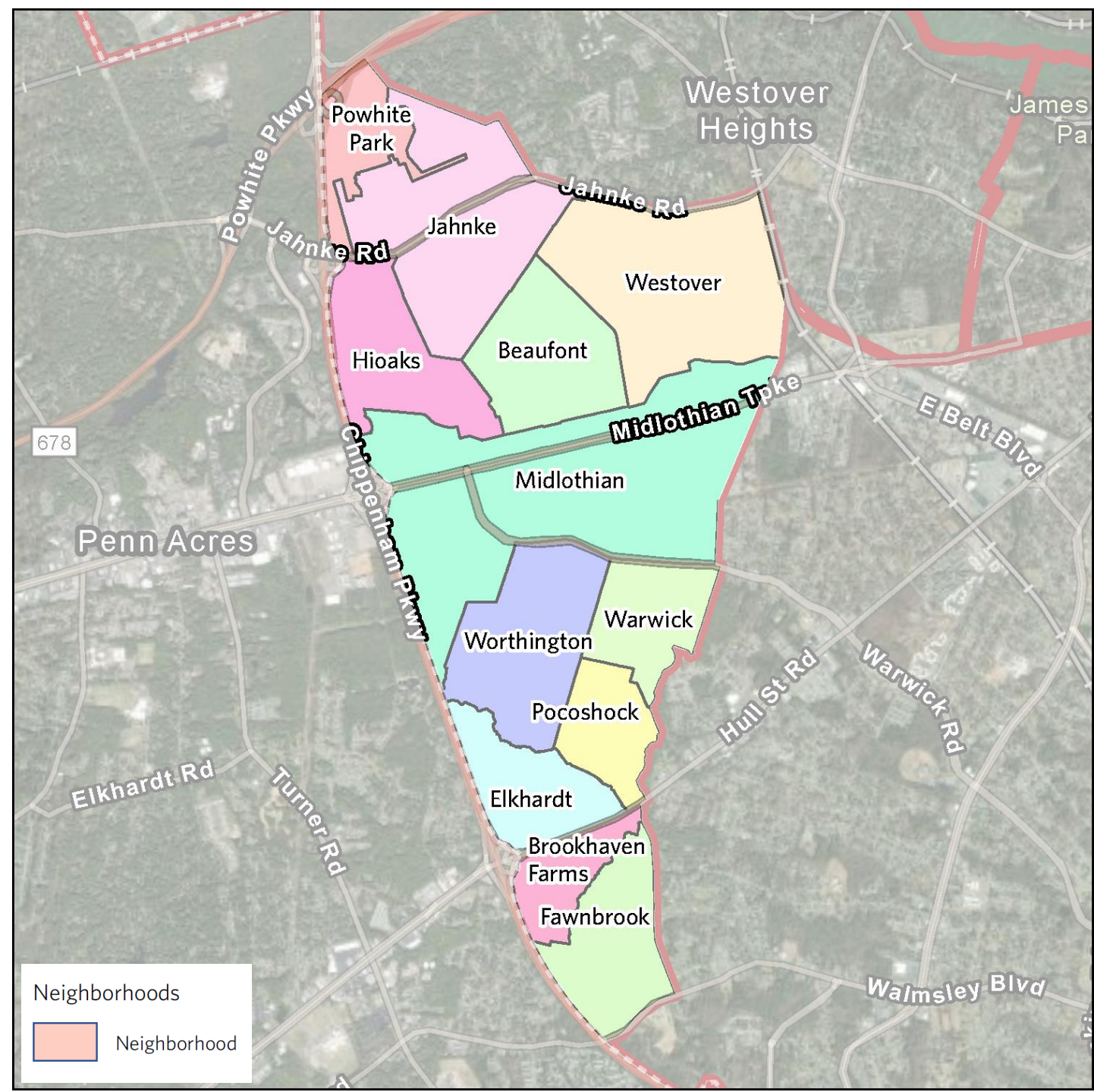
Quick Review:

Land Use & Transportation Context

Communities of Concern

Transportation Inequities

Transportation Needs



What is this area like today?

Land Use

- Today: Low-density industrial and commercial uses. Low-density single-family neighborhoods developed in the 1950s - 1980s. The aging housing stock is more affordable than other parts of the City.
- Richmond 300 Master Plan Nodes

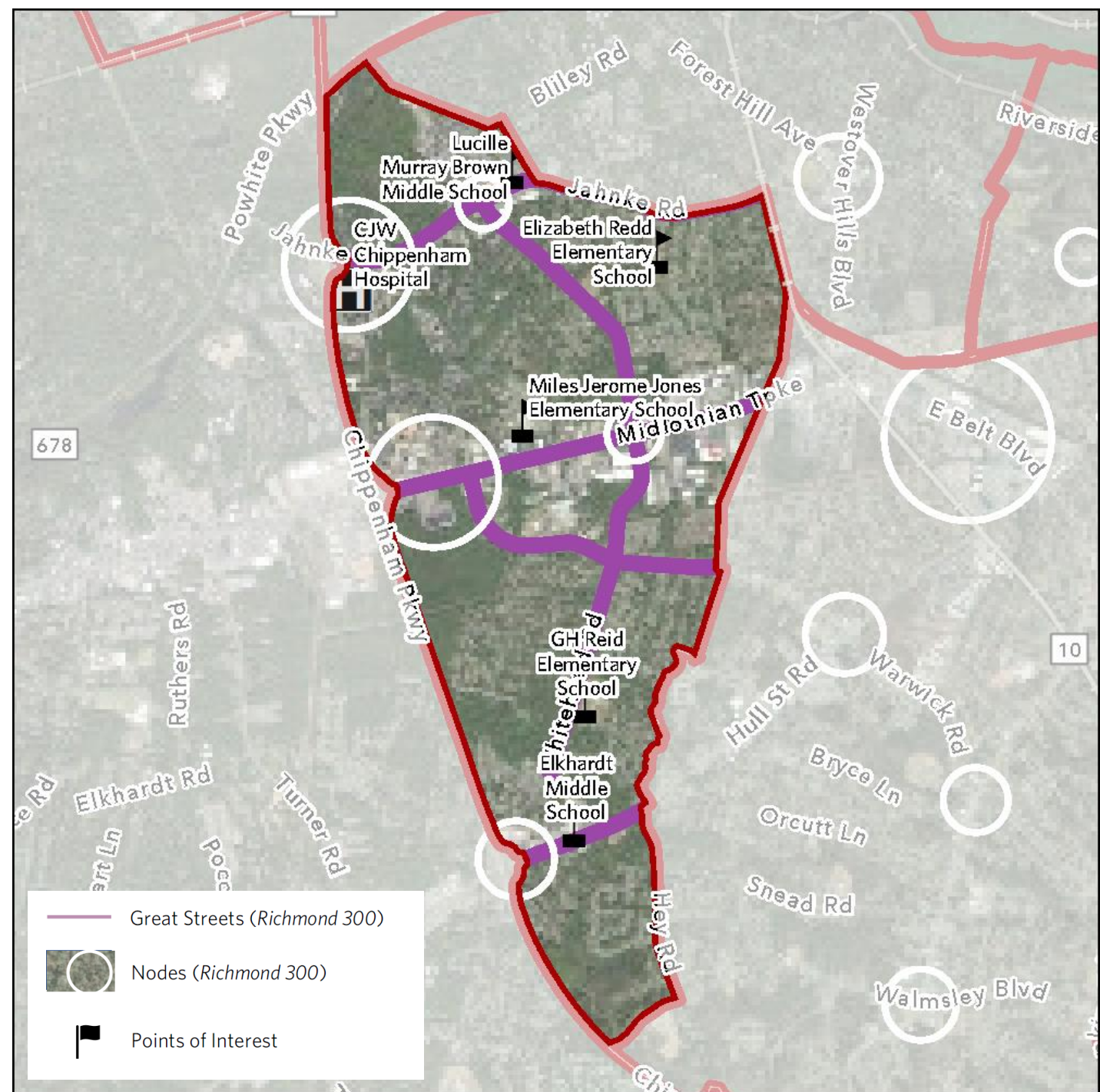
Transportation

- Midlothian Turnpike is a 6-lane 35-mph arterial road, part of the high-injury street network
- GRTC Routes 1A, 1B, 1C, and 2B serve the area
- Great Streets (Richmond 300 Master Plan):
 - Midlothian Turnpike
 - German School Road & Whitehead Rd
 - Warwick Road
 - Jahnke 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.

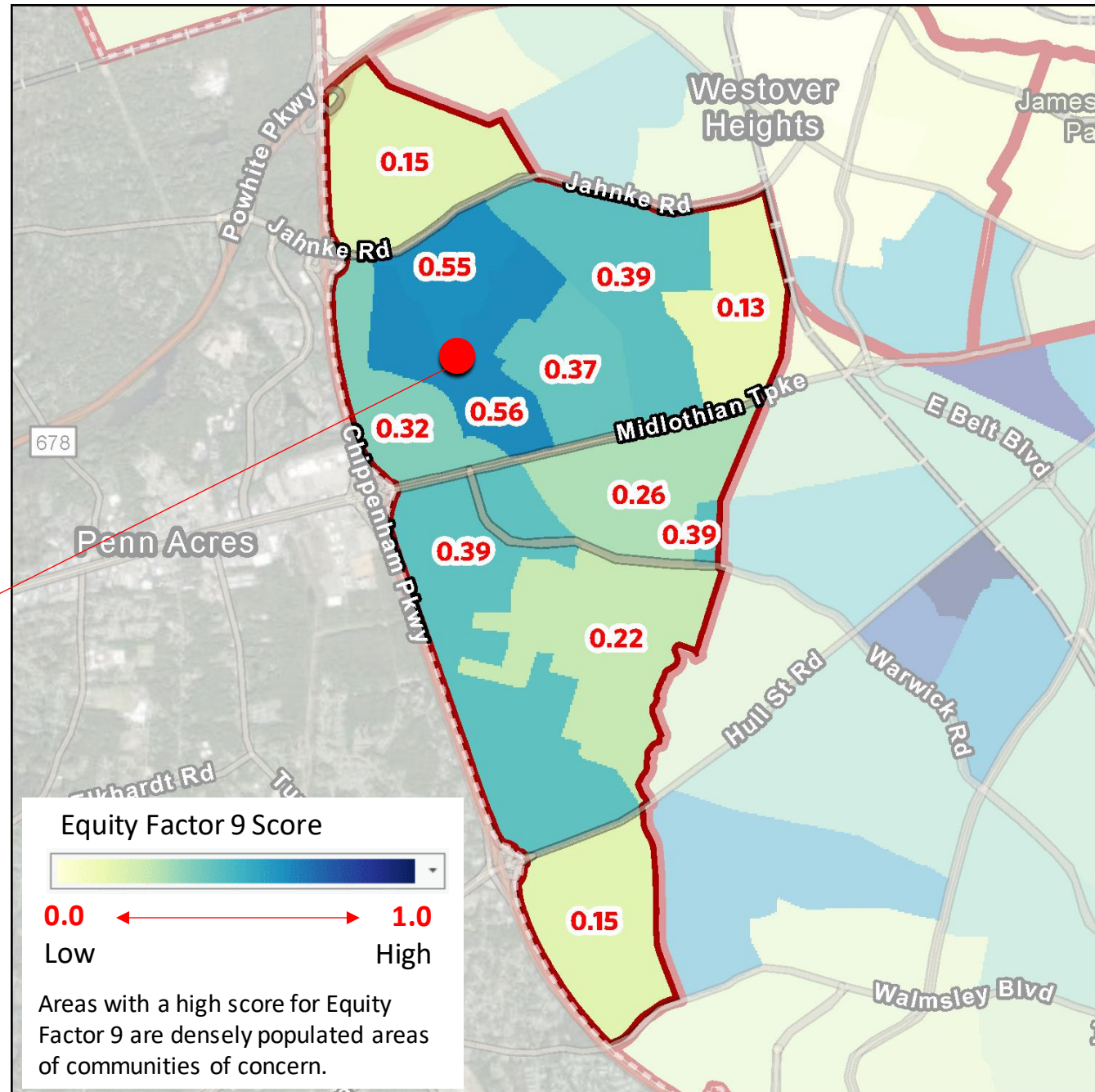


Communities of Concern

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

In portions of the Beaufont, Hioaks, and Jahnke neighborhoods:

- 85% of residents are renters
- 76% of residents are BIPOC renters
- 31% of residents are at-risk youth



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 **very 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 along a high-speed (35+ mph) multi-lane facility.

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

Equity Factor Scores

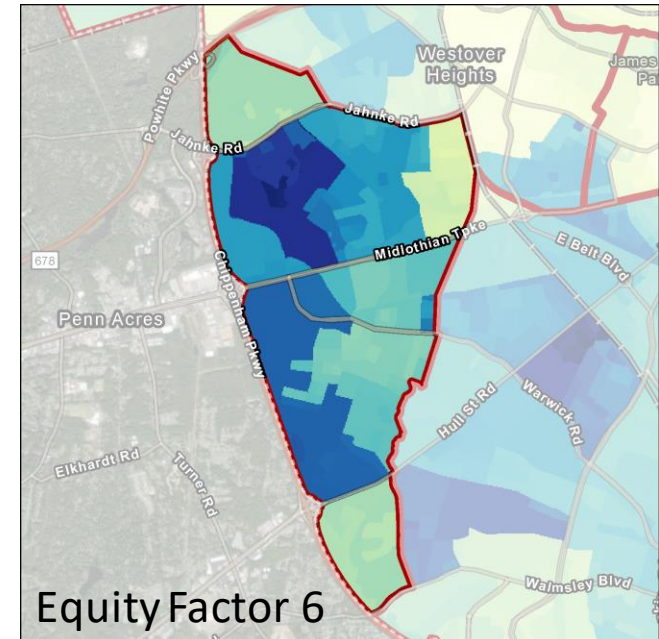
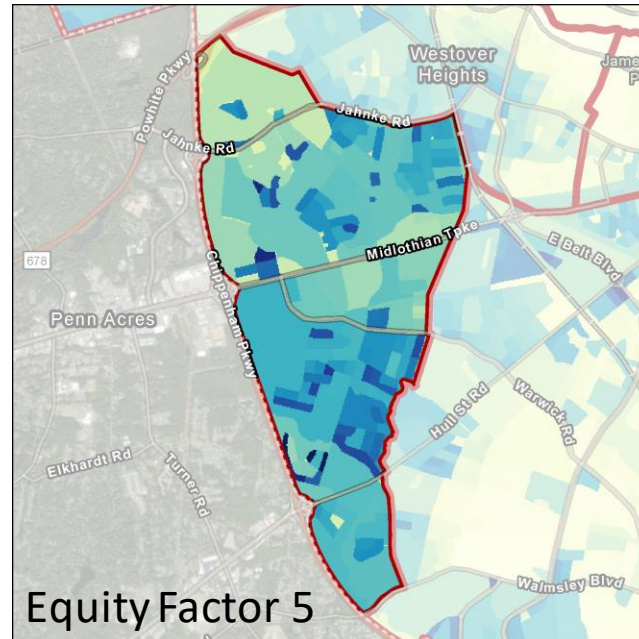
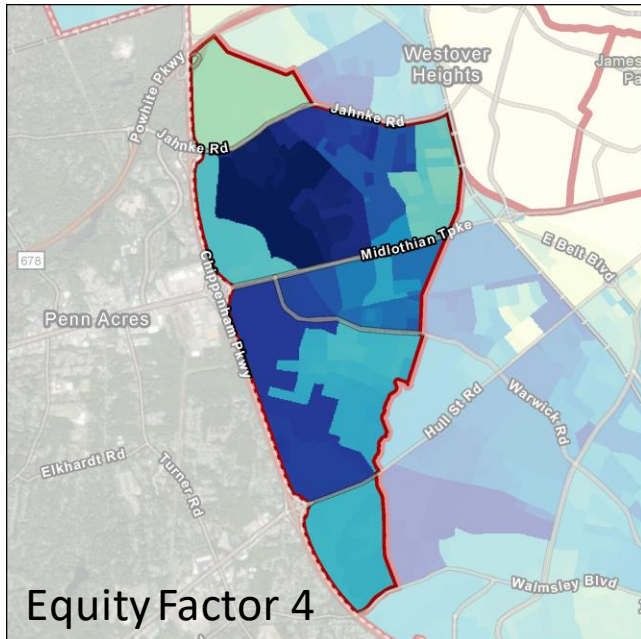


Low

High

Fewer Inequities

Greater Inequities



What are the transportation inequities in this area?

Richmond Equity Factors

Transit service is neither frequent nor reliable, making it hard to get to places you need to go to, especially for Communities of Concern.

*Some portions of this area north of Midlothian Turnpike are **in the Reedy Creek floodplain** and will be more prone to flooding during intense precipitation events.*

*Some neighborhoods in this area have a **medium to high heat vulnerability index**.*

Equity Factor Scores

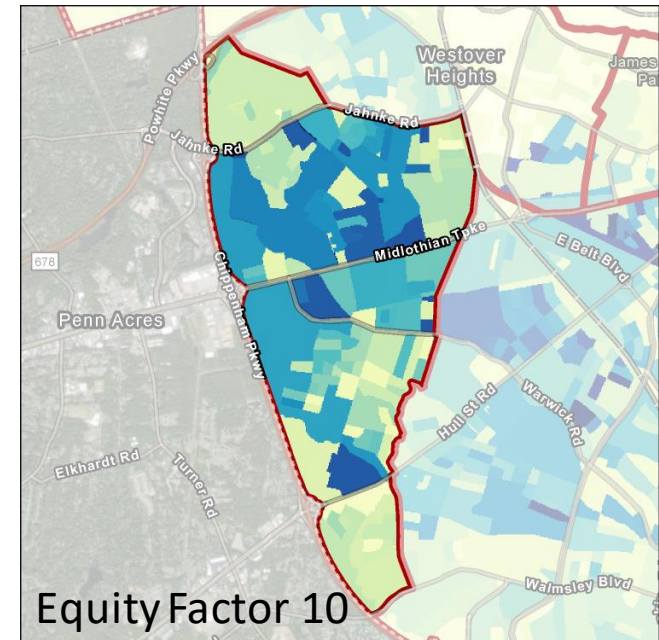
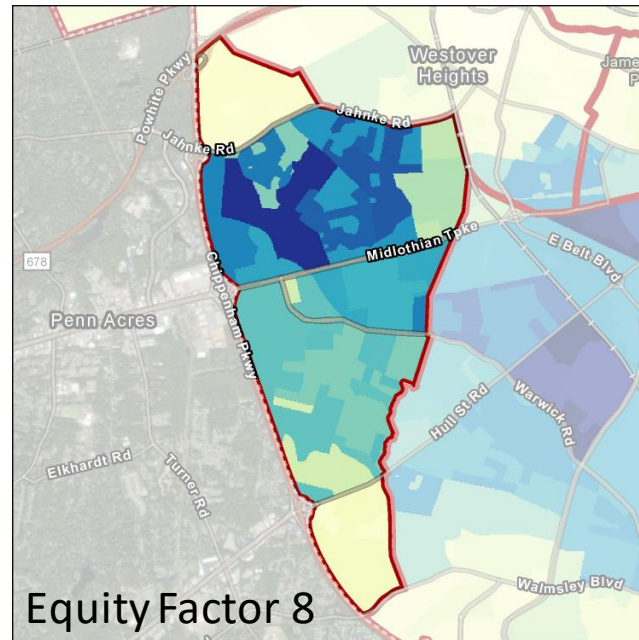
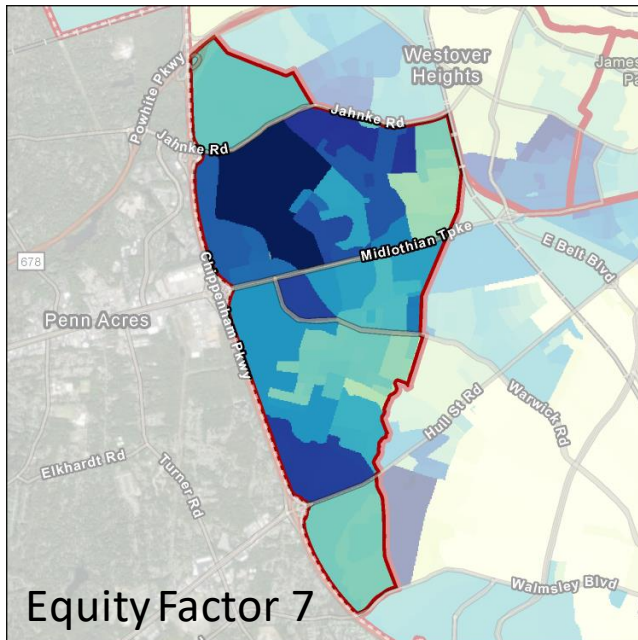


Low

High

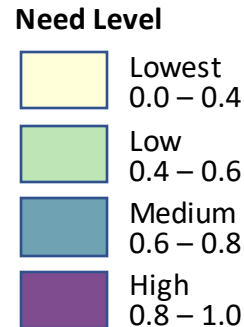
Fewer
Inequities

Greater
Inequities



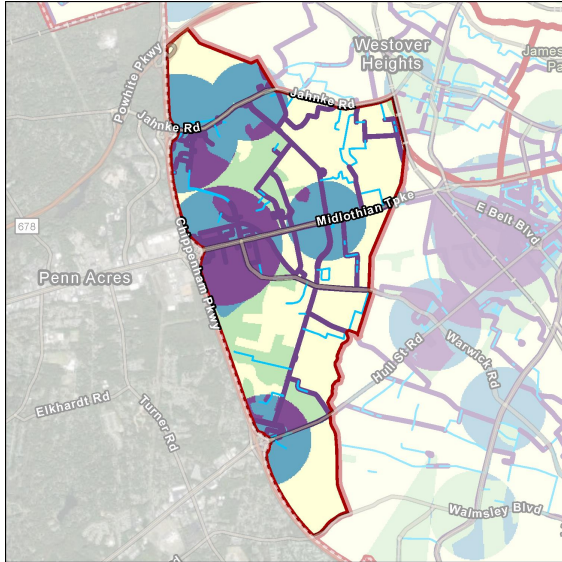
What are the transportation needs?

- 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.

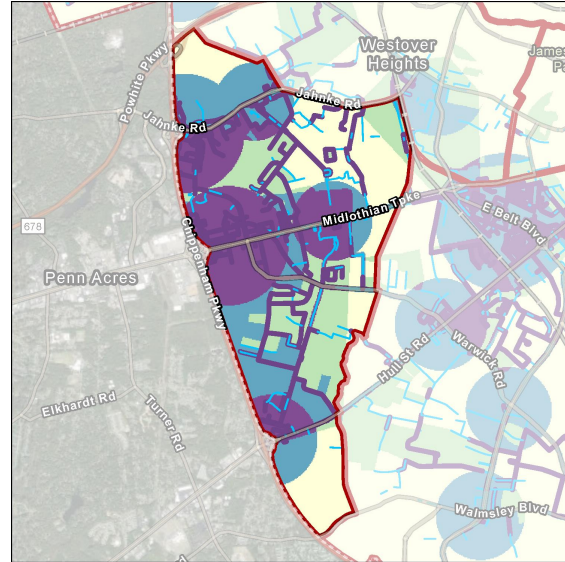


Investment need categories	
Pedestrian	
Bike	
Transit	
Freight	
Land Use	
Safety	
Connectivity	
Maintenance	
Economic Development	
Technology	
Sustainability	

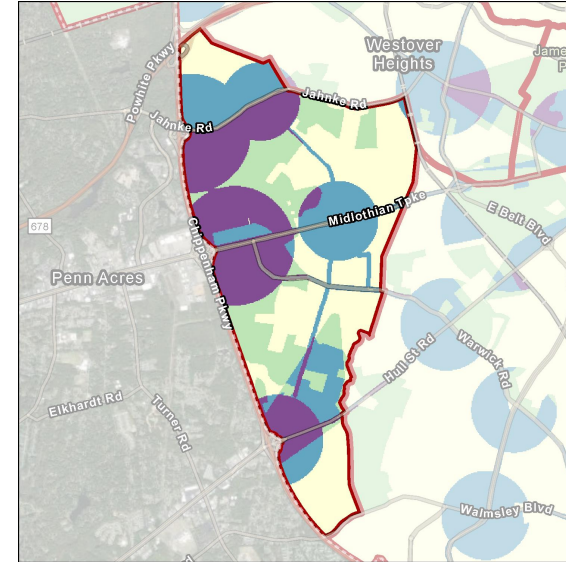
INC 1A: Bicycle Needs



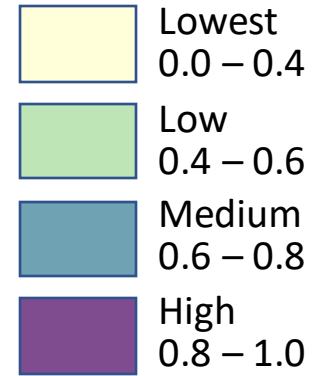
INC 1B: Pedestrian Needs



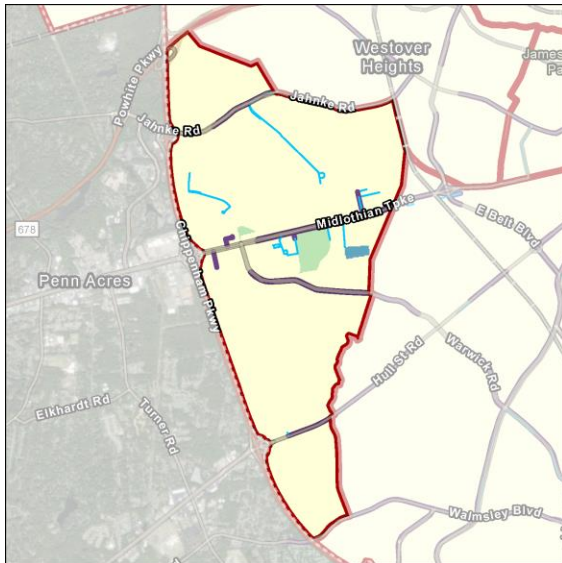
INC 2: Transit Needs



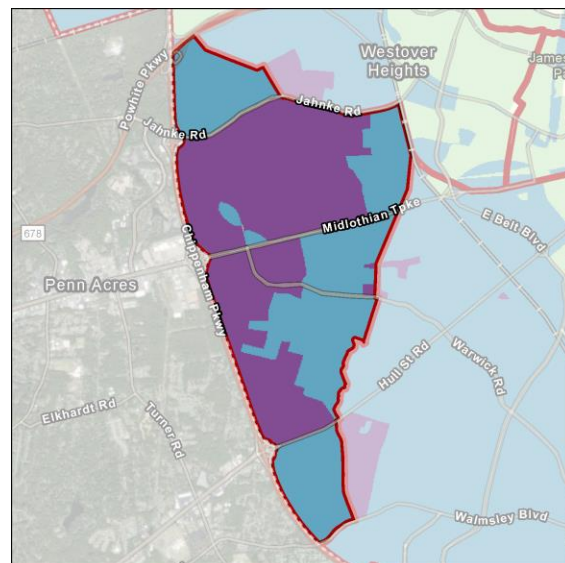
Need Level



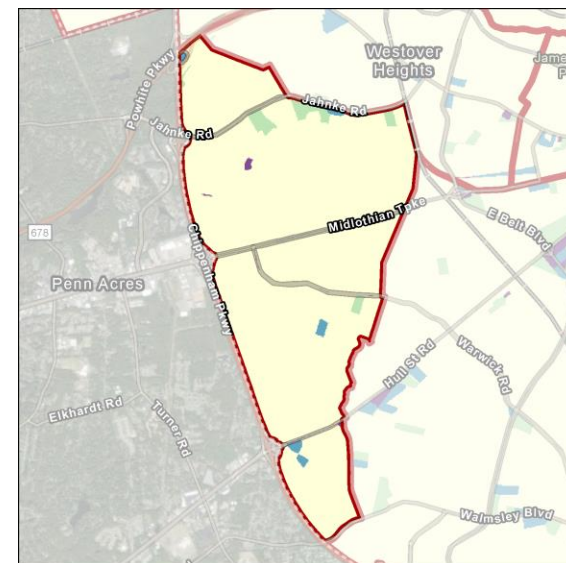
INC 3: Freight Needs



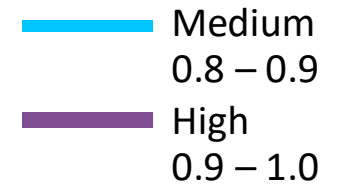
INC 4: Land Use Needs



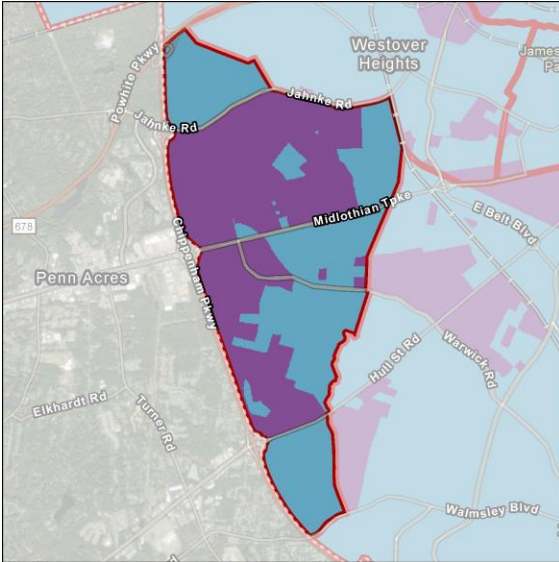
INC 5: Safety/Security Needs



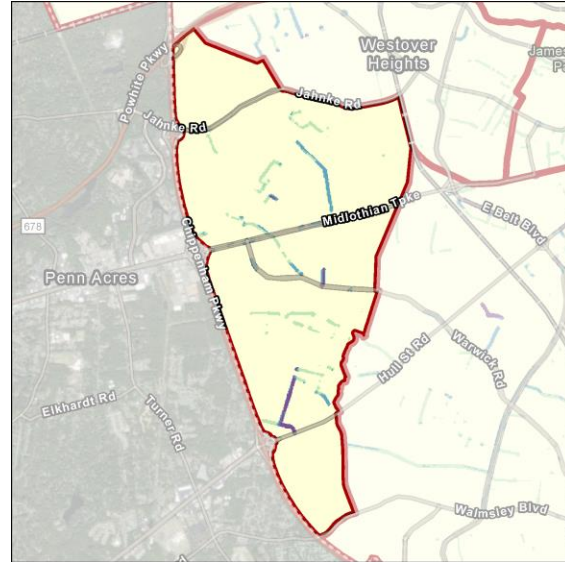
Network Need



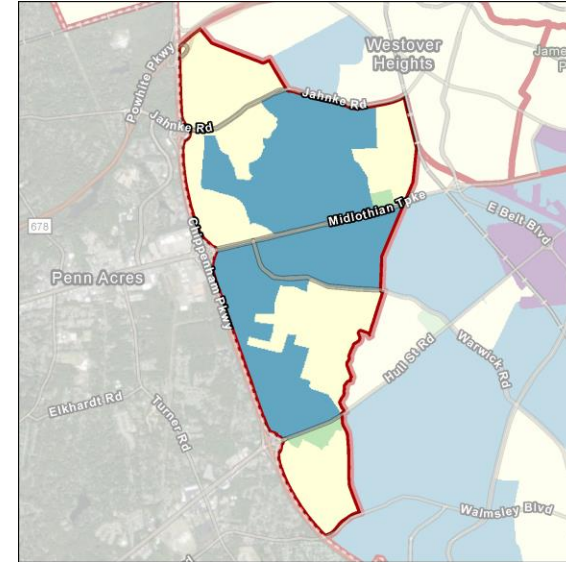
INC 6: Connectivity



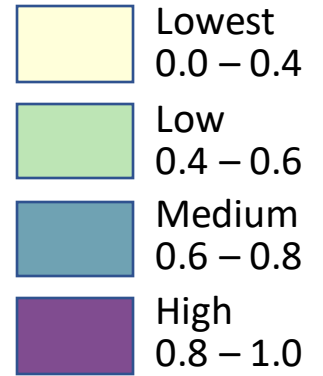
INC 7: Maintenance



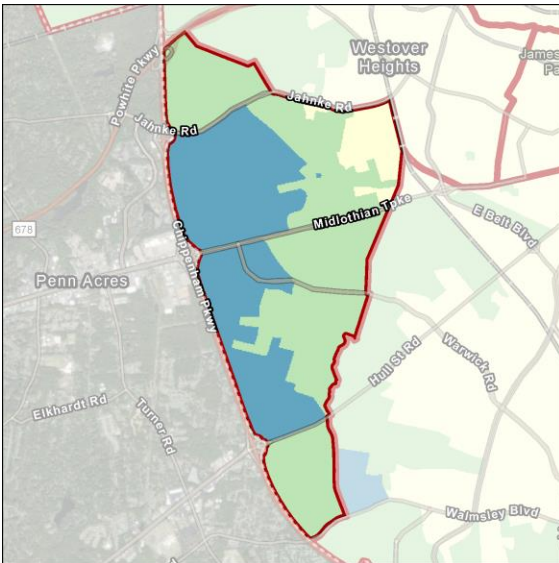
INC 8: Economic Development



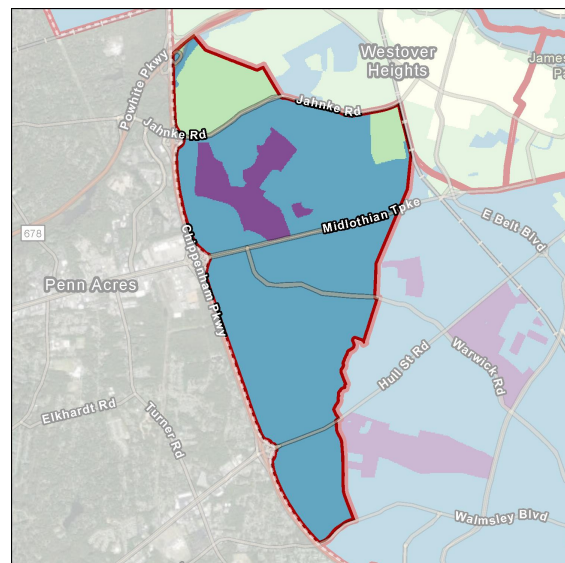
Need Level



INC 9: Technology



INC 10: Sustainability



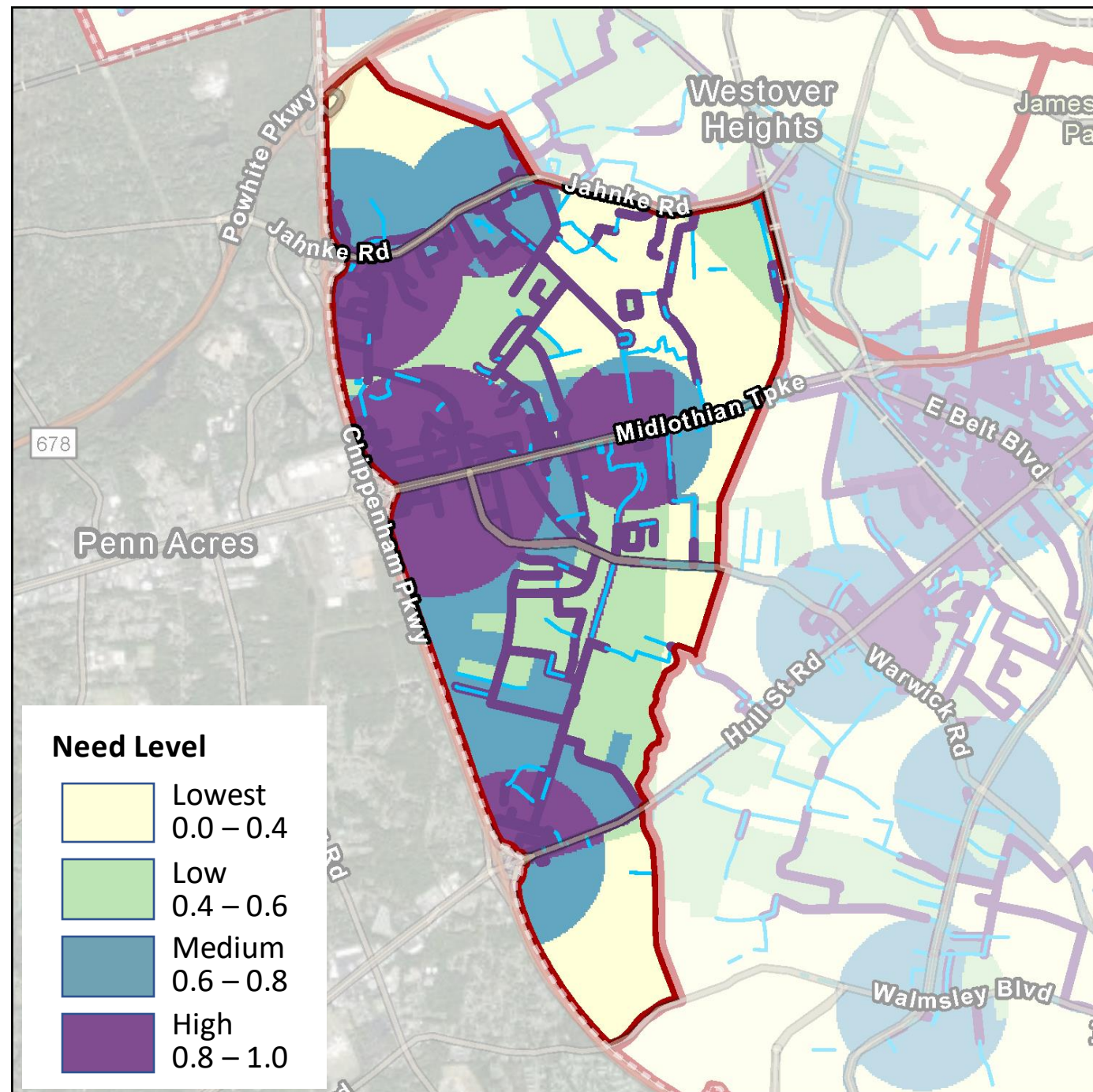
Work Session on Needs and Recommendations

PEDESTRIAN NEEDS

Investment Need Category 1B

Pedestrian Needs

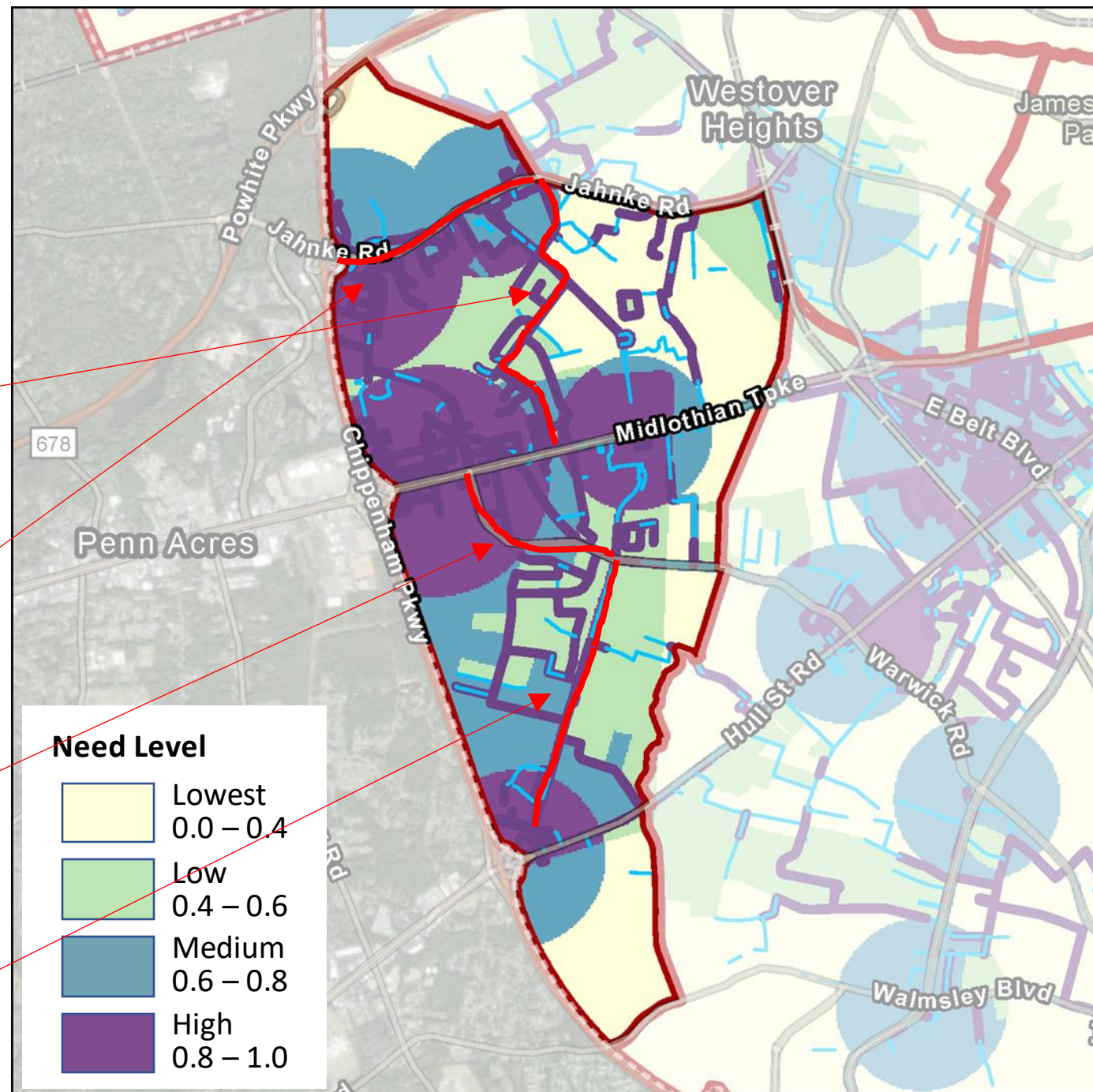
- Pedestrian needs are among the highest in the entire City, especially near the Nodes on Midlothian Turnpike.
- Destinations are not close.
- Connectivity is poor.
- Pedestrian facilities that do exist have poor quality of service.
 - Broken sidewalks
 - Poor lighting
 - Adjacent to high-speed traffic
 - Lack of street trees



Pedestrian Needs

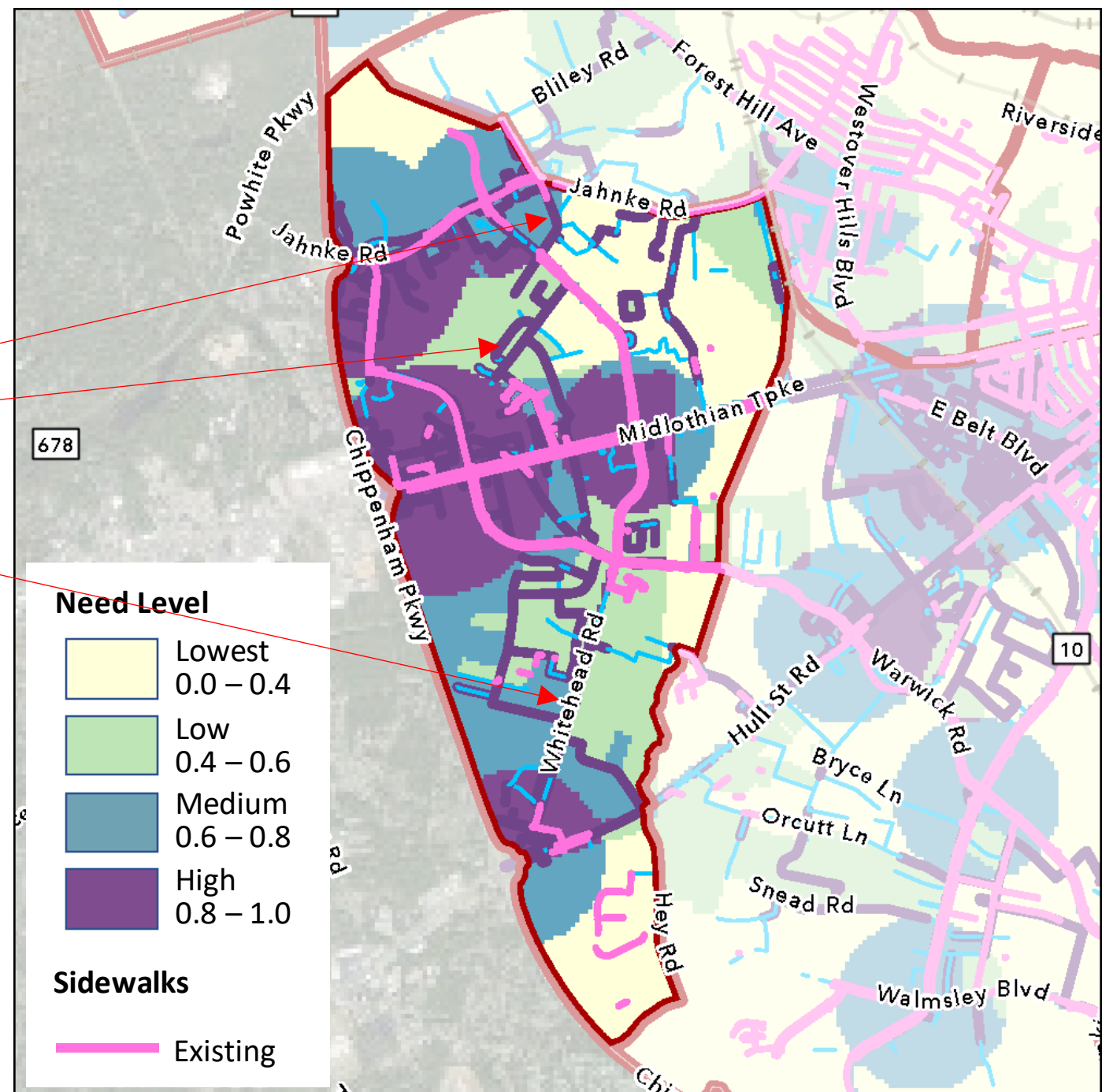
Critical pedestrian connections
(highest network need score):

- Beaufont Hills Dr > Vevadel Dr > Deter Rd > German School Rd > Glenway Dr > Blakemore Rd
- Jahnke Rd west of German School Rd, and connecting streets south of Jahnke Rd
- Carnation St/ Warwick Rd between Midlothian Tnpk and German School Rd
- Whitehead Rd from Elkhart Rd to German School Rd



Pedestrian Needs & Existing Facilities

- Sidewalks missing along key connections:
 - Glenway Rd/ Blakemore Rd
 - Deter Rd
 - Whitehead Rd
- Marked crosswalks exist at signaled intersections on Midlothian Turnpike, but can span for ½ mile between marked crosswalks
- Richmond residents agree safer pedestrian crossings are needed on Midlothian Turnpike (Super Need)
 - Also, missing and broken sidewalks are present all throughout Southside (Super Need)



QUICK GUT-CHECK:

Does this make sense?

Thumbs up or thumbs down?

What pedestrian projects have already been identified?

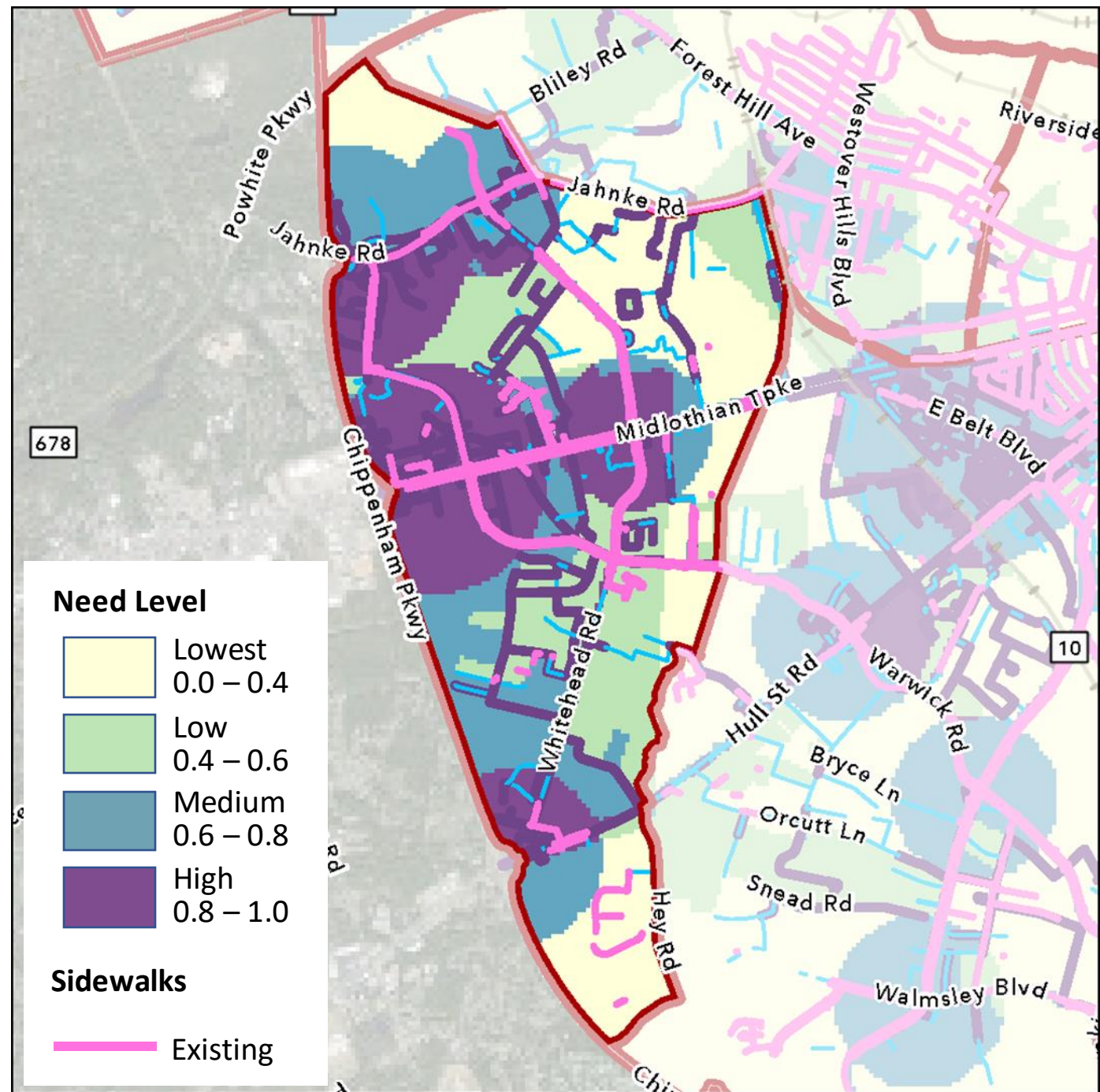
Existing Recommendations from Prior Plans	Source(s)
Shared Use Paths: Pocosham Greenway, Reedy Creek Greenway, East Coast Greenway, proposed powerline right-of-way	Richmond 300 Master Plan, James River Park System Master Plan, RVA Proposed Greenway Network
New roadway connection across Chippenham Parkway	Richmond 300 Master Plan, public input
Midlothian Turnpike is a "Great Street" and a "Major Mixed Use Street"	Richmond 300 Master Plan
Introduce street grid in Midlothian/Chippenham Node	Richmond 300 Master Plan

What other recommendations in the poster map address pedestrian needs?

New Project Ideas from Richmond Connects Public Input
More pedestrian crossings across Midlothian Turnpike
Add sidewalks on Janke Rd, Elkhardt Rd, and Hull Street Rd
Fix broken sidewalks all across Southside
Put speed bumps on Midlothian Turnpike

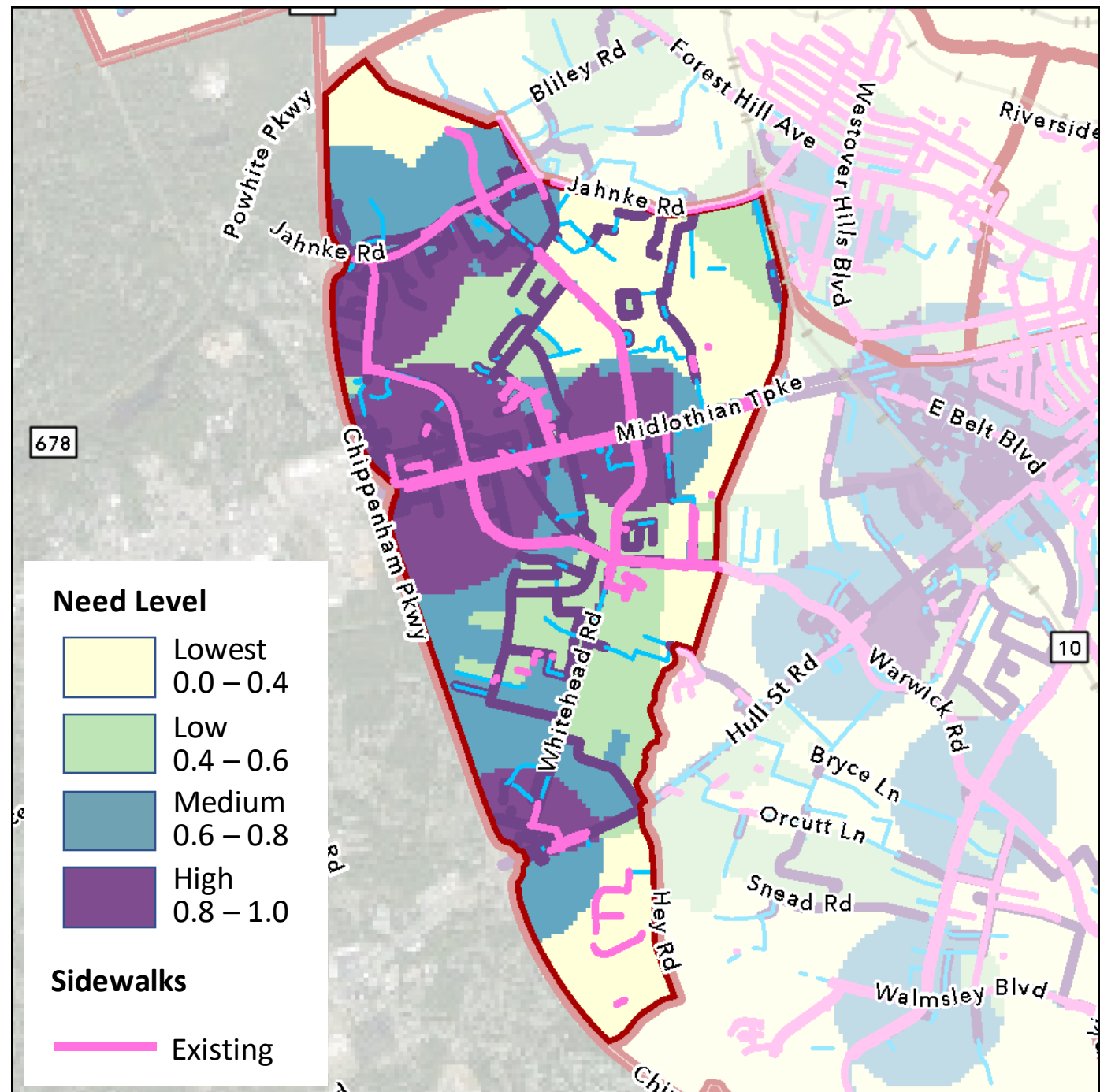
Discussion Questions:

- 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?

- Midlothian Turnpike needs safer and more frequent pedestrian crossings
- Sidewalks on Deter Rd
- Sidewalks on Whitehead Rd
- Fix broken sidewalks all throughout Southside
- Others?

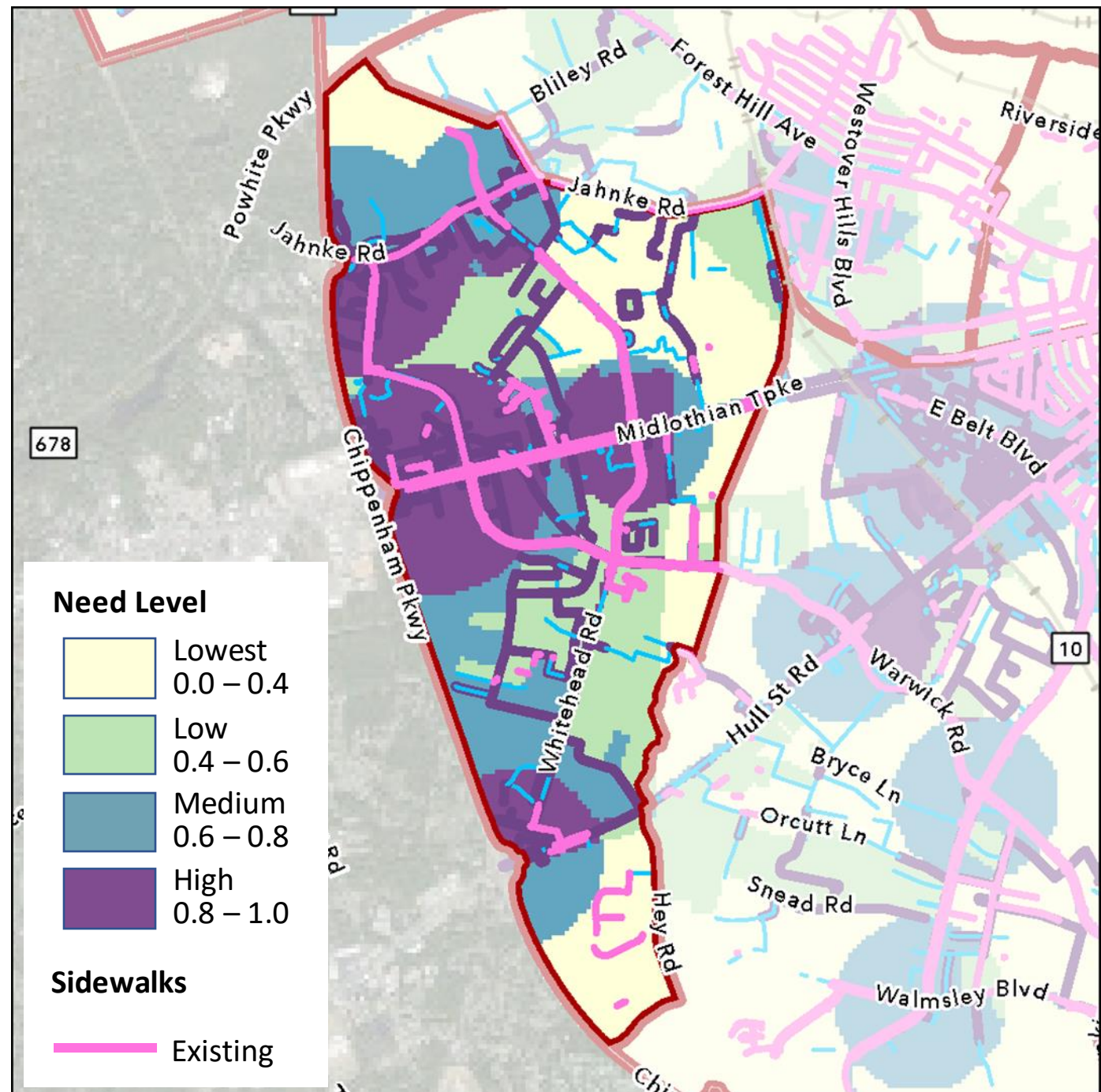


How can we address the unmet pedestrian needs?

1. Identify opportunities for closer spaced crosswalks on Midlothian Turnpike, especially at Old Warwick Road.
2. Install sidewalks on Deter Rd and Whitehead Rd.
3. Examine feasibility of adding new sidewalks on Carnation St (east side), Old Warwick Rd, Arcadia St, Atmore Dr, and Old Warwick Rd.
4. Develop a small area plan and development pattern for Midlothian/Chippenham Node to guide pedestrian-oriented development with connected street network with short block lengths.
5. 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.

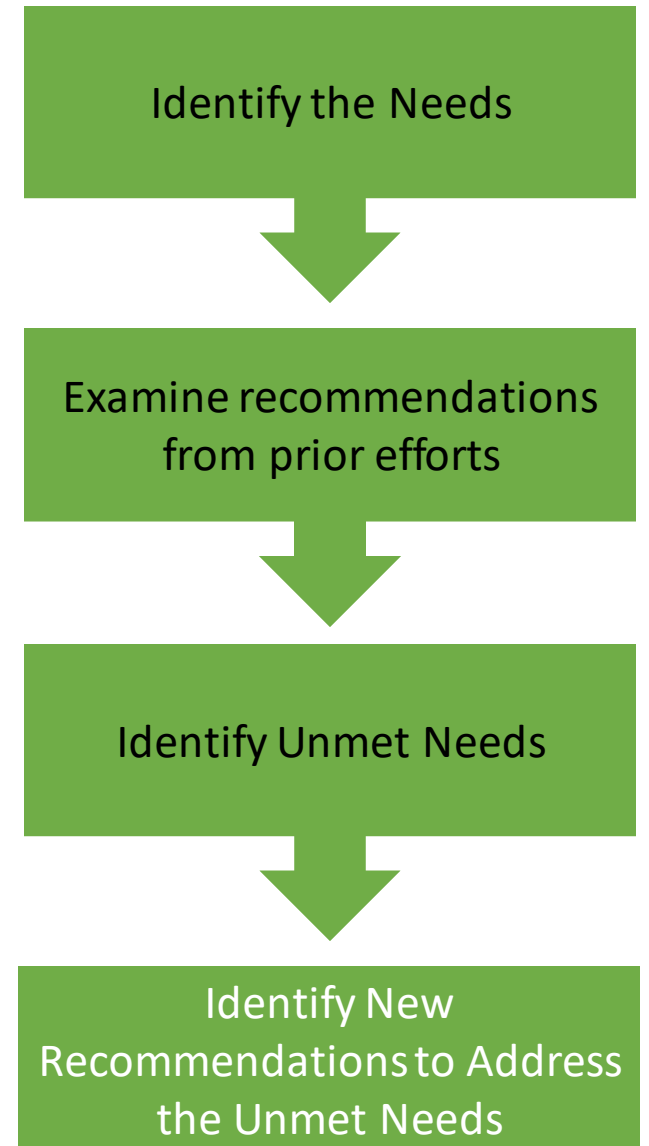
What do you think of these ideas?

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?



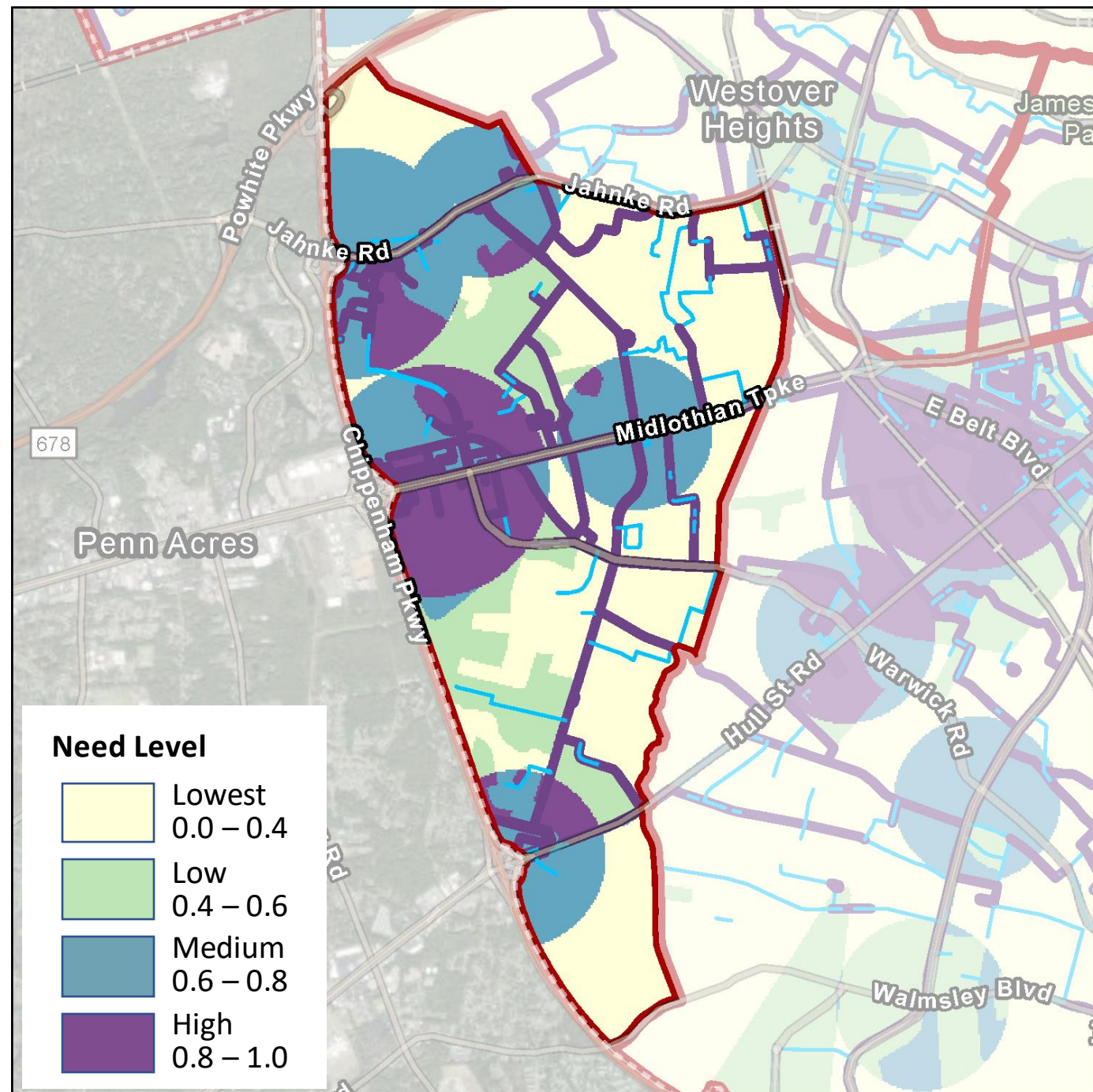
Work Session on Needs and Recommendations

BICYCLE NEEDS

Investment Need Category 1A

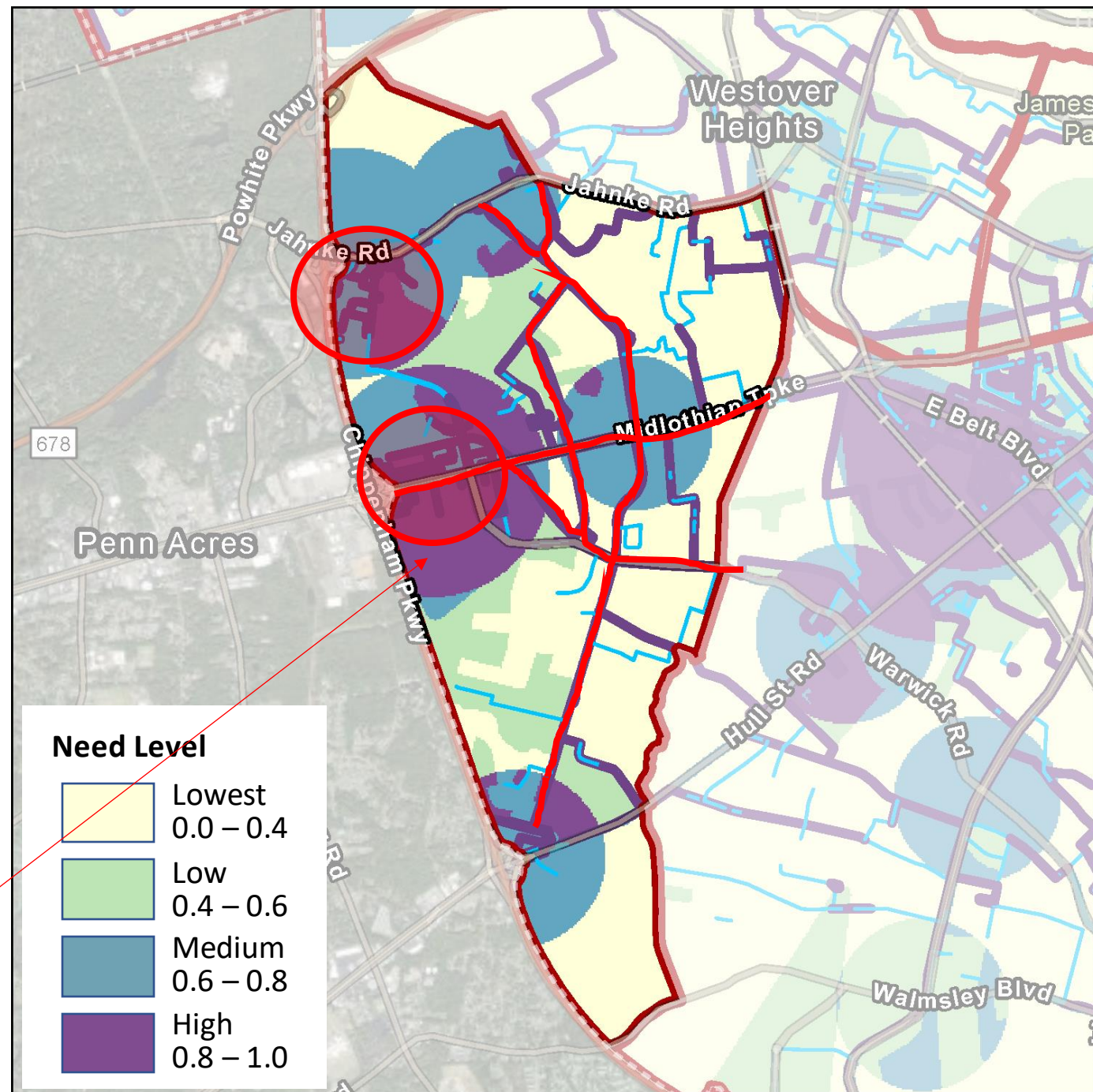
Bicycle Needs

- Poor bike accessibility, esp. to jobs, shopping, and healthcare
- Key Bike Connections:
 - Midlothian Turnpike
 - Whitehead Rd
 - German School Rd
 - Glenway Dr > Blakemore Rd
 - Beaufont Hills Dr > Vevadel Dr
 - Deter Rd
 - Warwick Rd > Old Warwick Rd
- High Need networks within Nodes
- Public Comments:
 - *Potential future bike/ped connection along utility line*
 - *Enhanced bike facilities are needed along Midlothian Turnpike*



Bicycle Needs

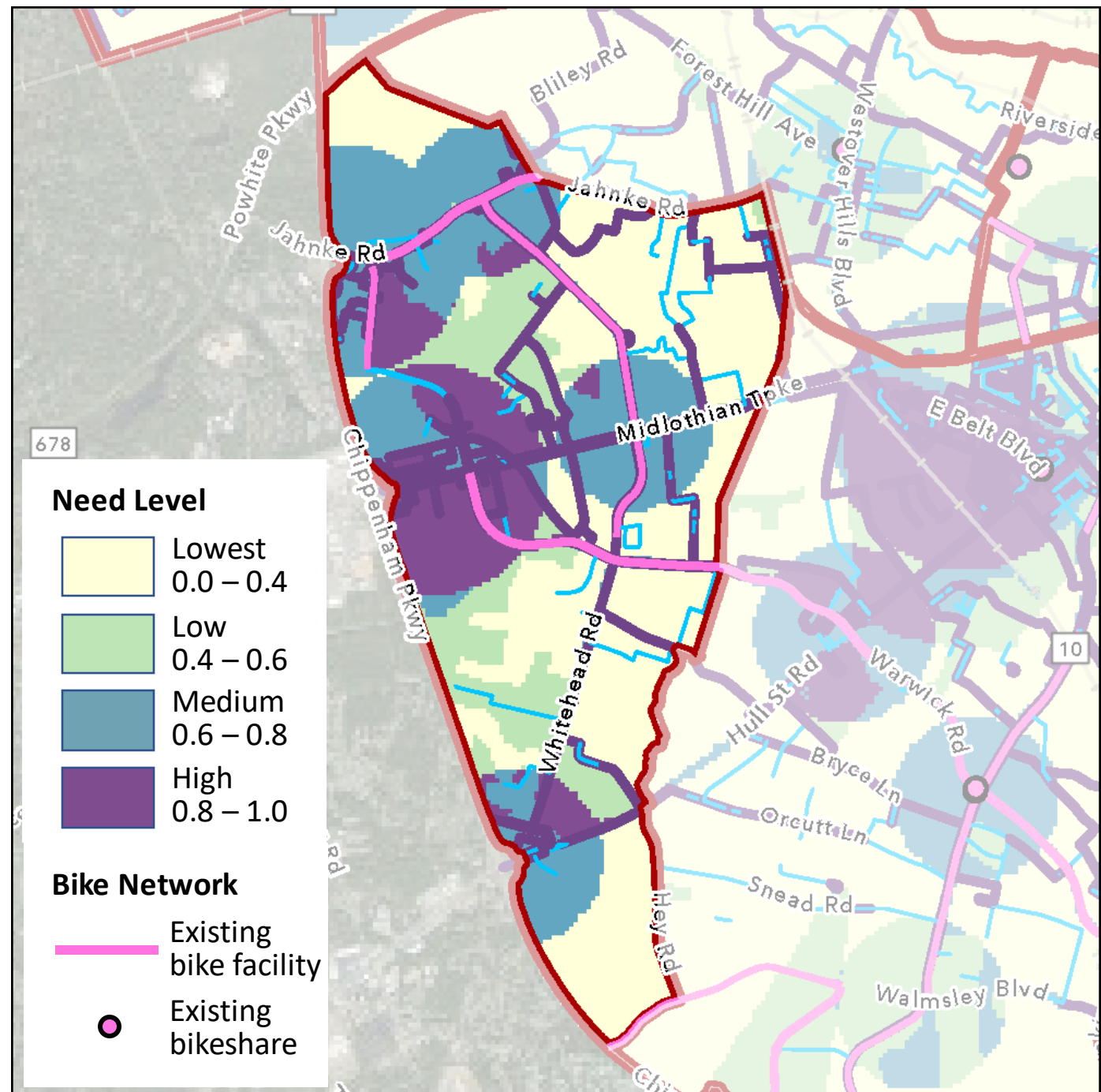
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 - Warwick Rd > Old Warwick Rd
- High Need networks within Nodes
- Public Comments:
 - *Potential future bike/ped connection along utility line*
 - *Enhanced bike facilities are needed along Midlothian Turnpike*



Bicycle Needs & Existing Facilities

- Facilities missing along key connections:
 - Whitehead Rd
 - Beaufont Hills Dr > Vevadel Dr
 - Deter Rd
 - Old Warwick Rd
- More fine-grained network of facilities needed within R300 Nodes
- Nearest bikeshare stations are miles away
 - Westover Hills Library
 - Southside Plaza
 - Warwick at Broad Rock

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



What bicycle projects have already been identified?

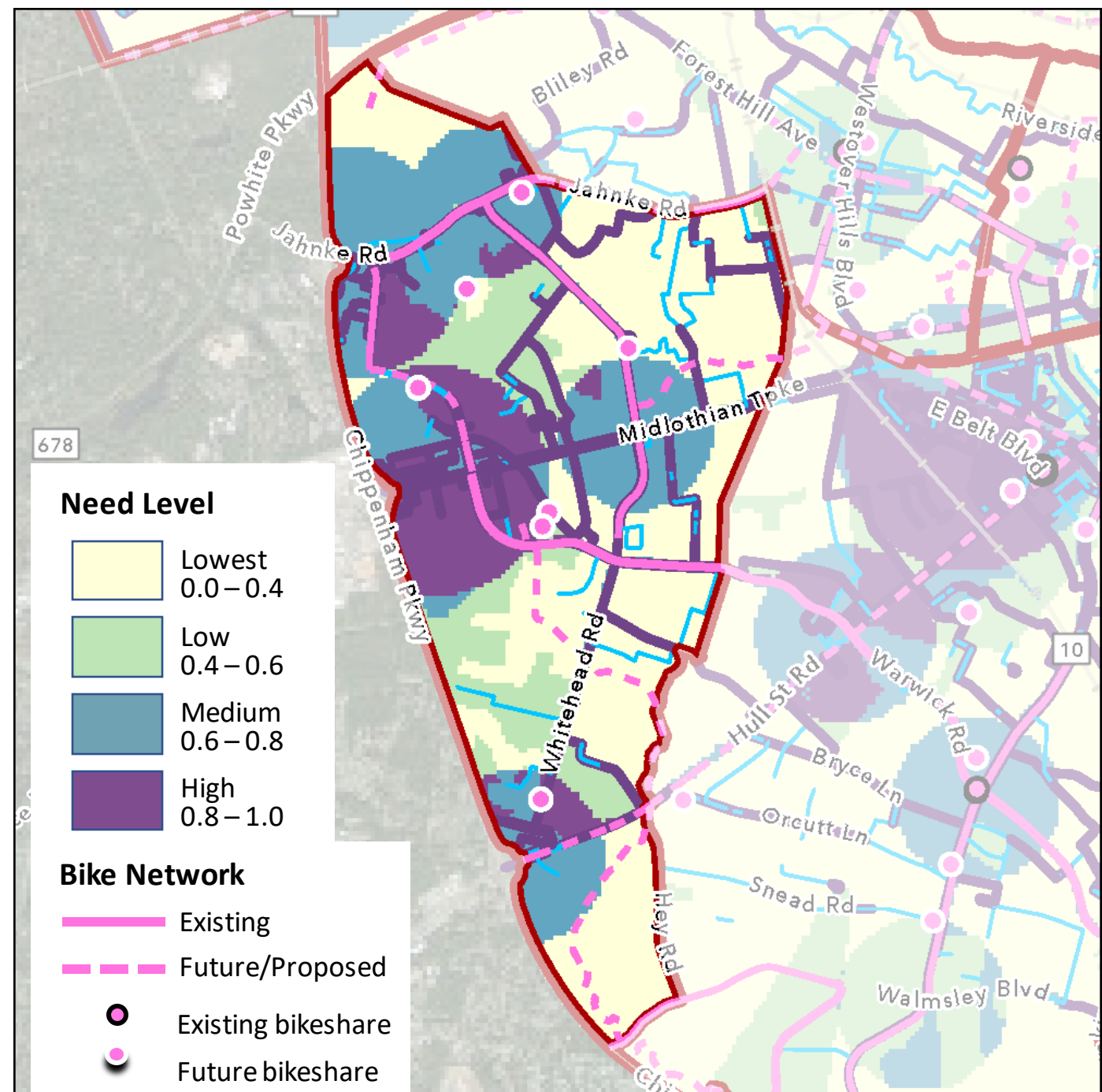
Recommendation	Source(s)
Bike lanes on Warwick Rd from Midlothian Tpk to Hull St Rd	DPW CIP, Richmond 300, BikePed RVA, public input
Bike lanes on Carnation Street	DPW CIP, Richmond 300, others
Shared Use Paths: Pocosham Greenway, Reedy Creek Greenway, East Coast Greenway, proposed powerline right-of-way	Richmond 300 Master Plan, James River Park System Master Plan, RVA Proposed Greenway Network

What other recommendations in the poster map address bicycle needs?

New Project Ideas from Public Input
Add shared use path in powerline right-of-way

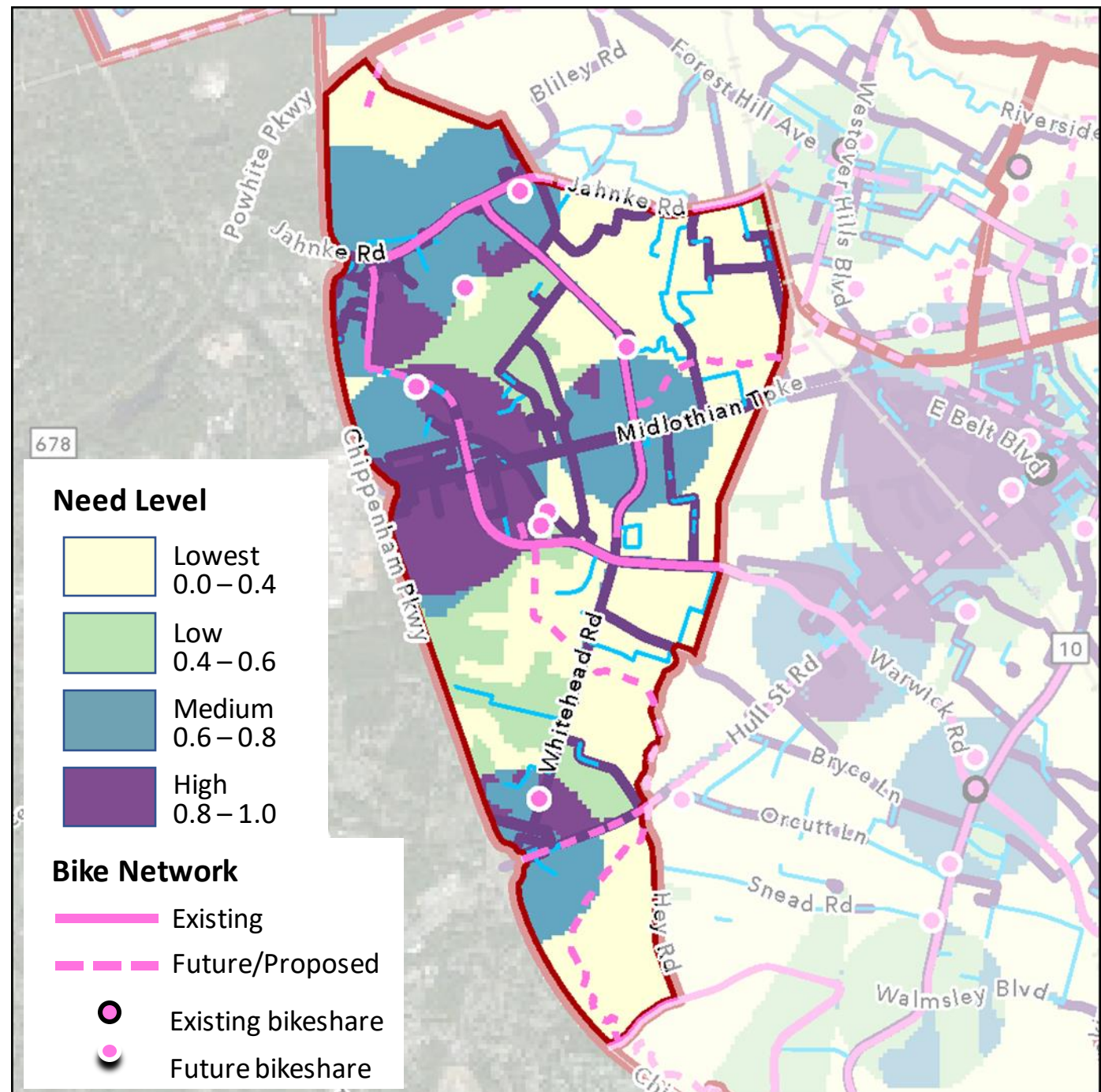
Discussion Questions:

- 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?

- Bicycle facility needed on Whitehead Road, connecting to Node at Hull St Rd & Chippenham Pkwy
- Bicycle facility needed on Deter Rd, Beaufont Hills Rd
- Fine-grained network of bicycle facilities needed within Nodes
- Others?

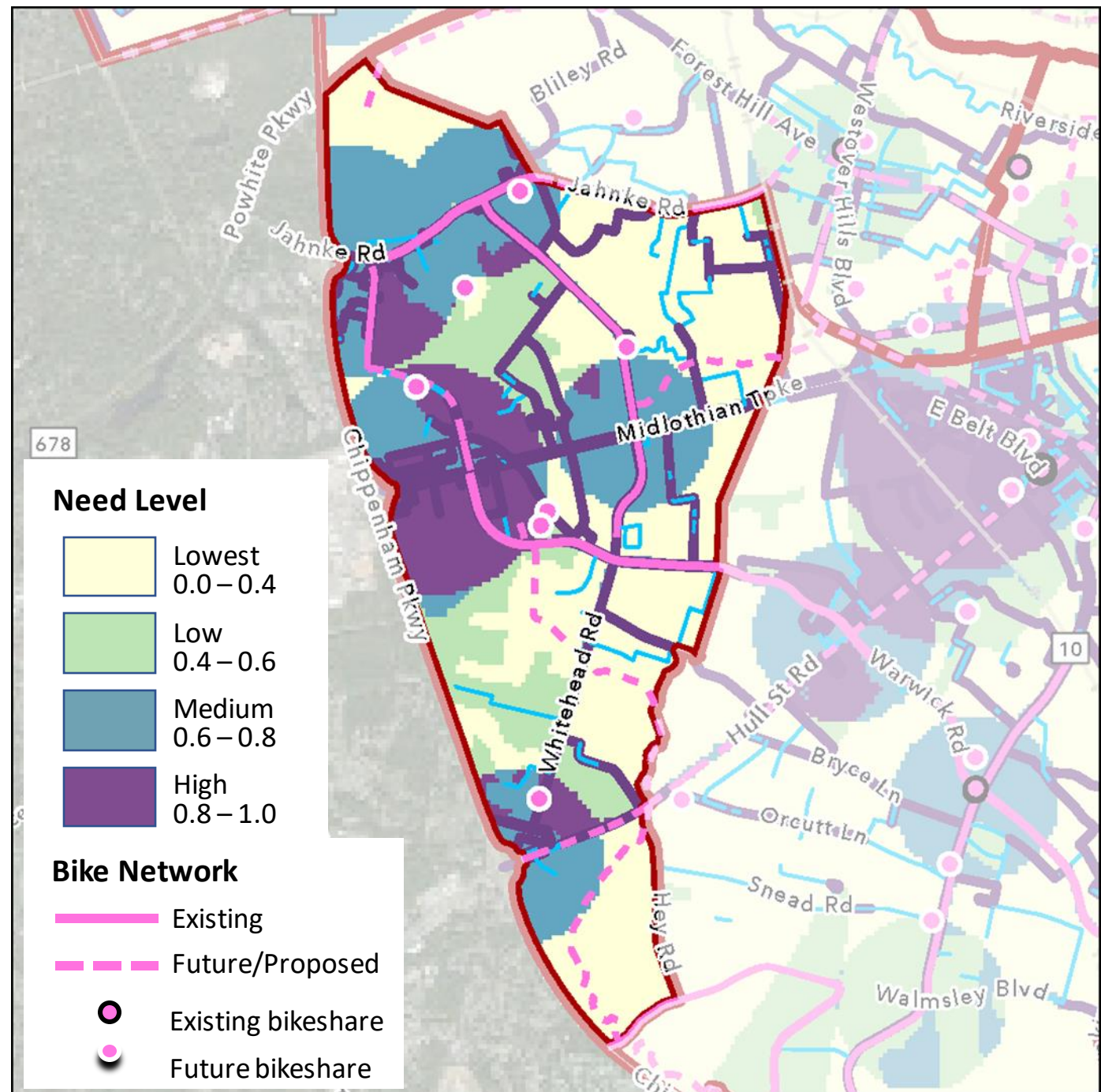


How can we address the unmet bicycle needs?

1. Conduct feasibility studies for bicycle facility on Whitehead Rd, Deter Rd, and Beaufont Hills Rd
2. Develop a small area plan and development pattern for Midlothian/Chippenham Node with bicycle facilities to provide fine-grained network of facilities
3. Examine options for facility improvements within Jahnke Road Nodes

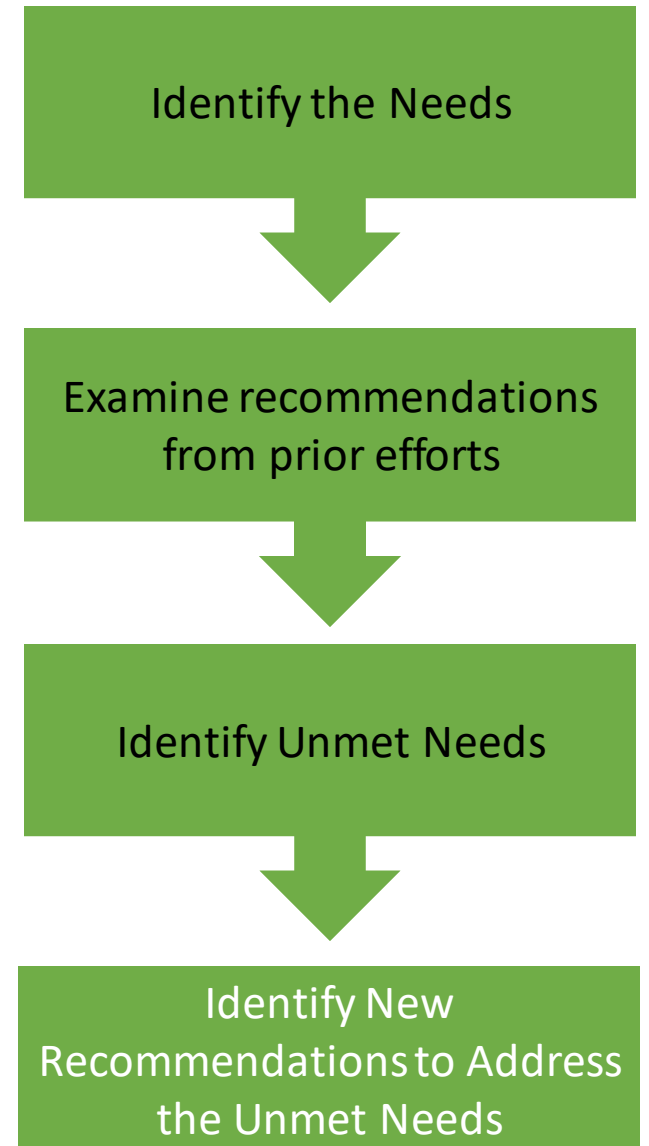
What do you think of these ideas?

Do you have other ideas of what could be done to address the pedestrian needs here?



Reflection and Discussion

- 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?



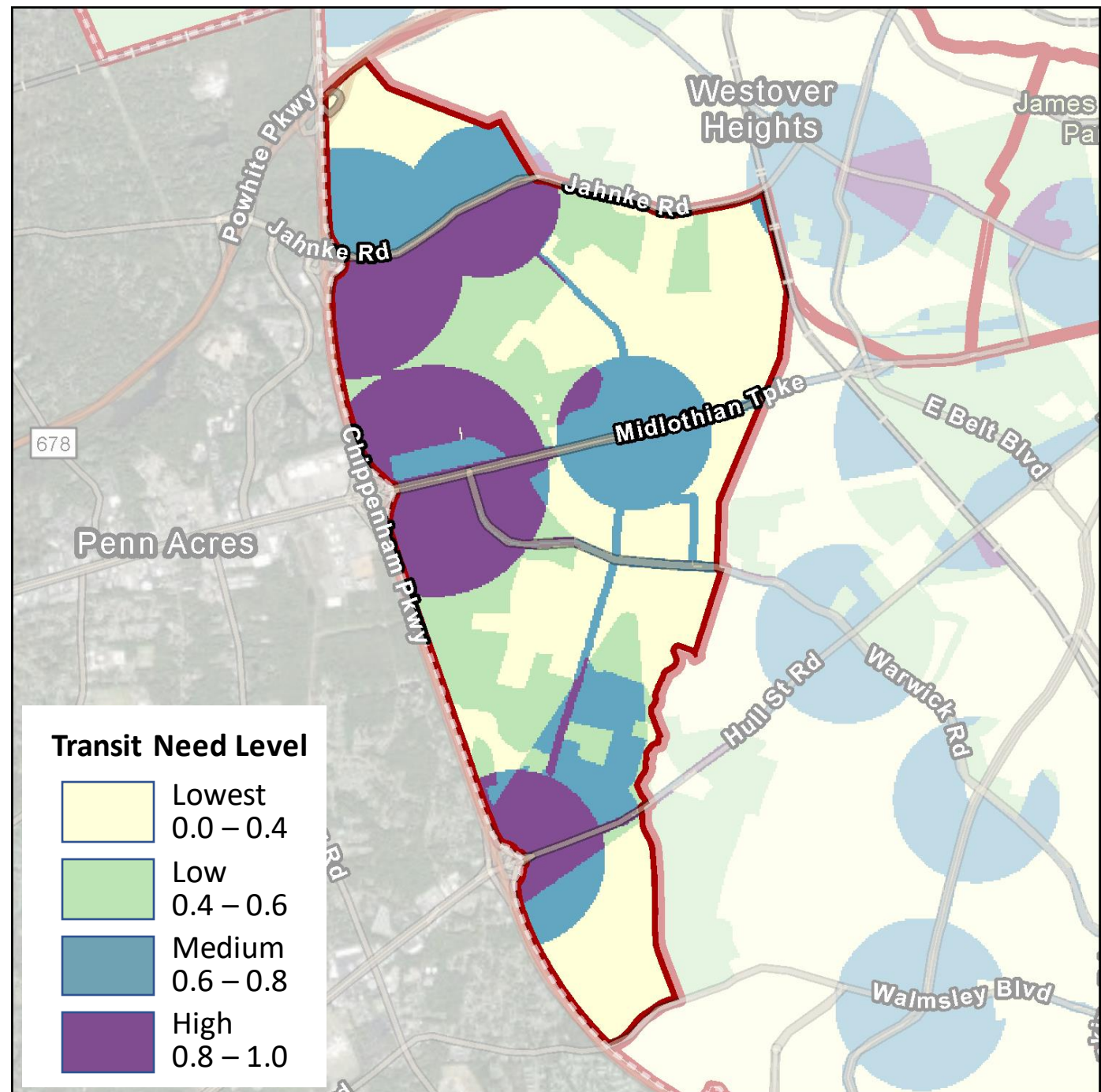
Work Session on Needs and Recommendations

TRANSIT NEEDS

Investment Need Category 1A

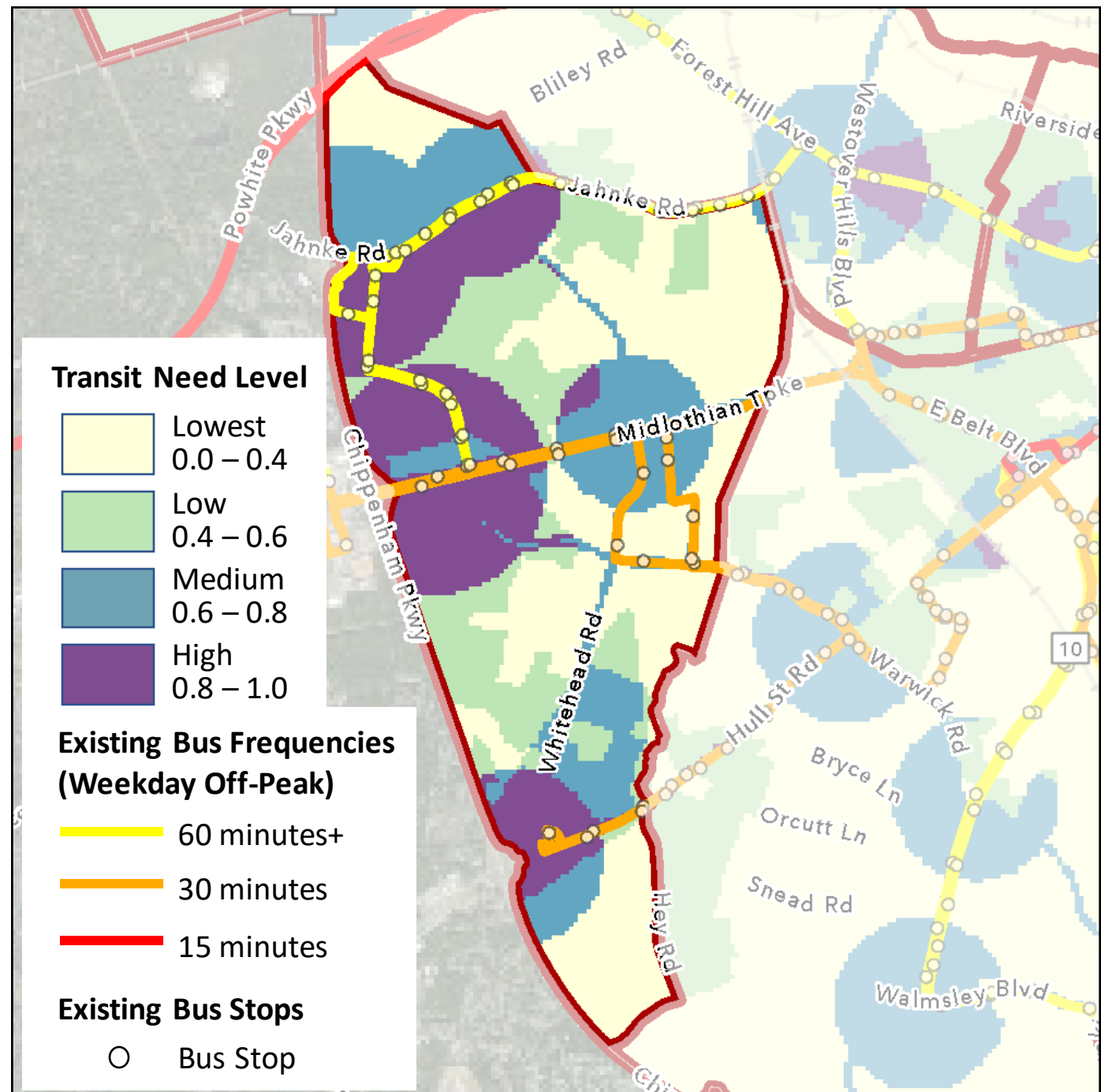
Transit Needs

- Some portions of this area have the highest transit need scores in the entire City
 - Midlothian/Chippenham Node
 - Hull St/Chippenham Node
 - Other Node areas are high too
- It's hard to get places by transit from here because:
 - Many places are not near a bus route
 - Buses don't come frequently. Only 1 bus every 30 to 60 minutes.
 - Lack of shelters and benches at bus stops
 - Lack of sidewalk and bike facility connections to bus stops
- Public Comments:
 - *Buses don't come frequently enough, especially along Midlothian Tpk*
 - *Bus stop shelters don't feel safe*



Transit Needs & Existing Service

- Route 1A along Midlothian
 - Every 30 minutes Mon-Sat until 7pm
 - Every 60 minutes in the evening
 - Every 45 minutes all-day Sun
- Route 1B along Warwick
 - Every 30 minutes Mon-Sat until 7pm
 - No evening/Sun service
- Route 1C along Hull to Elkhardt
 - Every 30 minutes Mon-Sat until 7pm
 - Every 60 minutes in the evening
 - Every 45 minutes all-day Sun
- Route 2B along Jahnke to Midlothian
 - Every 60 minutes daily, evening, and weekends

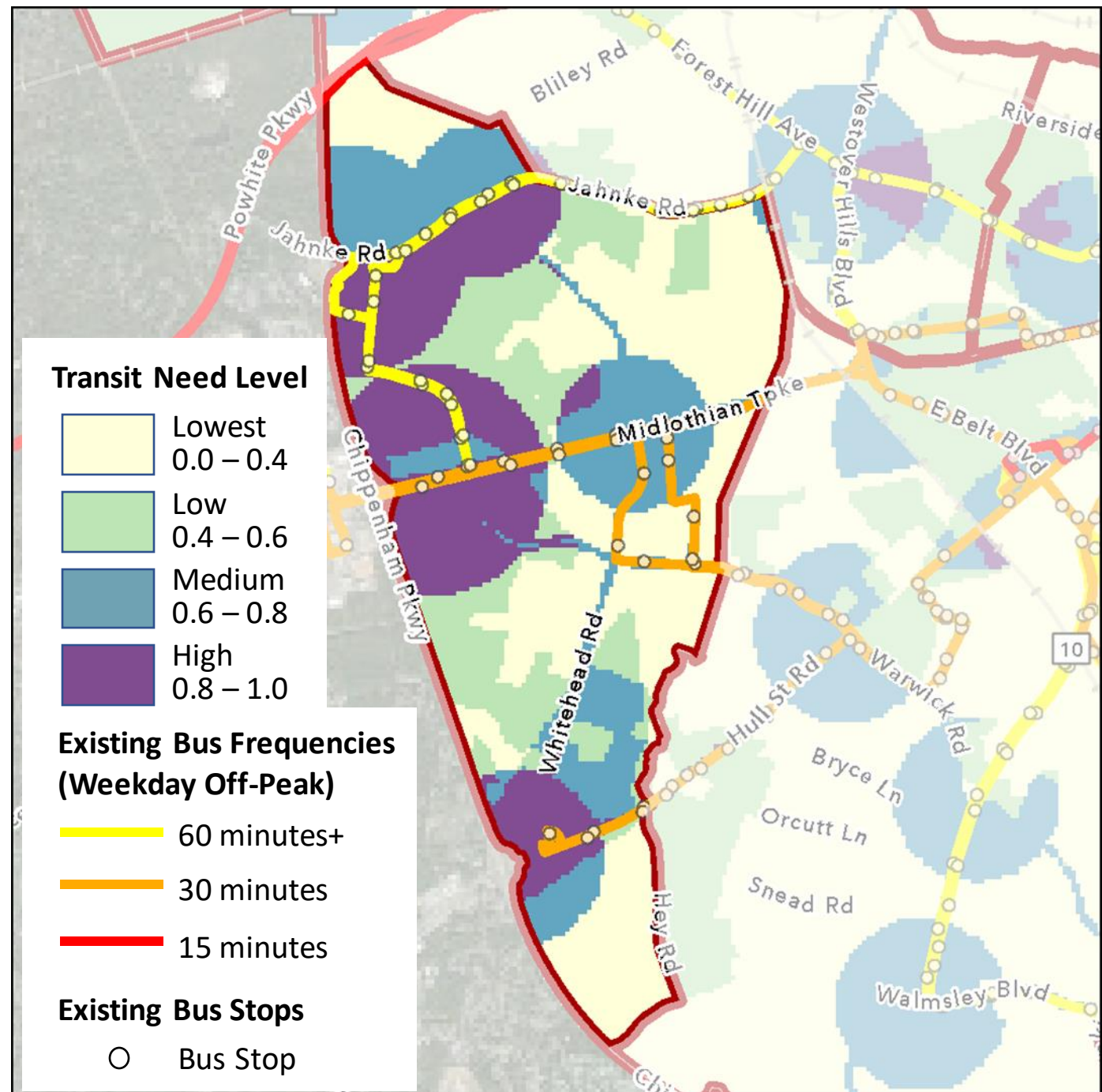


What transit improvements have already been identified?

Recommendation	Source(s)
Add shelters and benches to 50% of GRTC bus stops	GRTC Essential Transit Infrastructure Plan
Extend Route 1A to Chesterfield Town Center	GRTC Regional Public Transit Plan FY 2023
Bus Rapid Transit service (10-15 minute frequencies) on Midlothian Turnpike to Westchester Commons	Greater RVA Transit Vision Plan Network
Staples Mill Road/Regional Connector (Route 16) from the Midlothian BRT to Willow Lawn Broad Street Pulse (15-20 minute frequencies)	Greater RVA Transit Vision Plan Network
New Route 44 (15-20 minute frequencies) with local service along Warwick Rd/ Carnation from Clopton/Phillip Morris to Chippenham Hospital	Greater RVA Transit Vision Plan Network

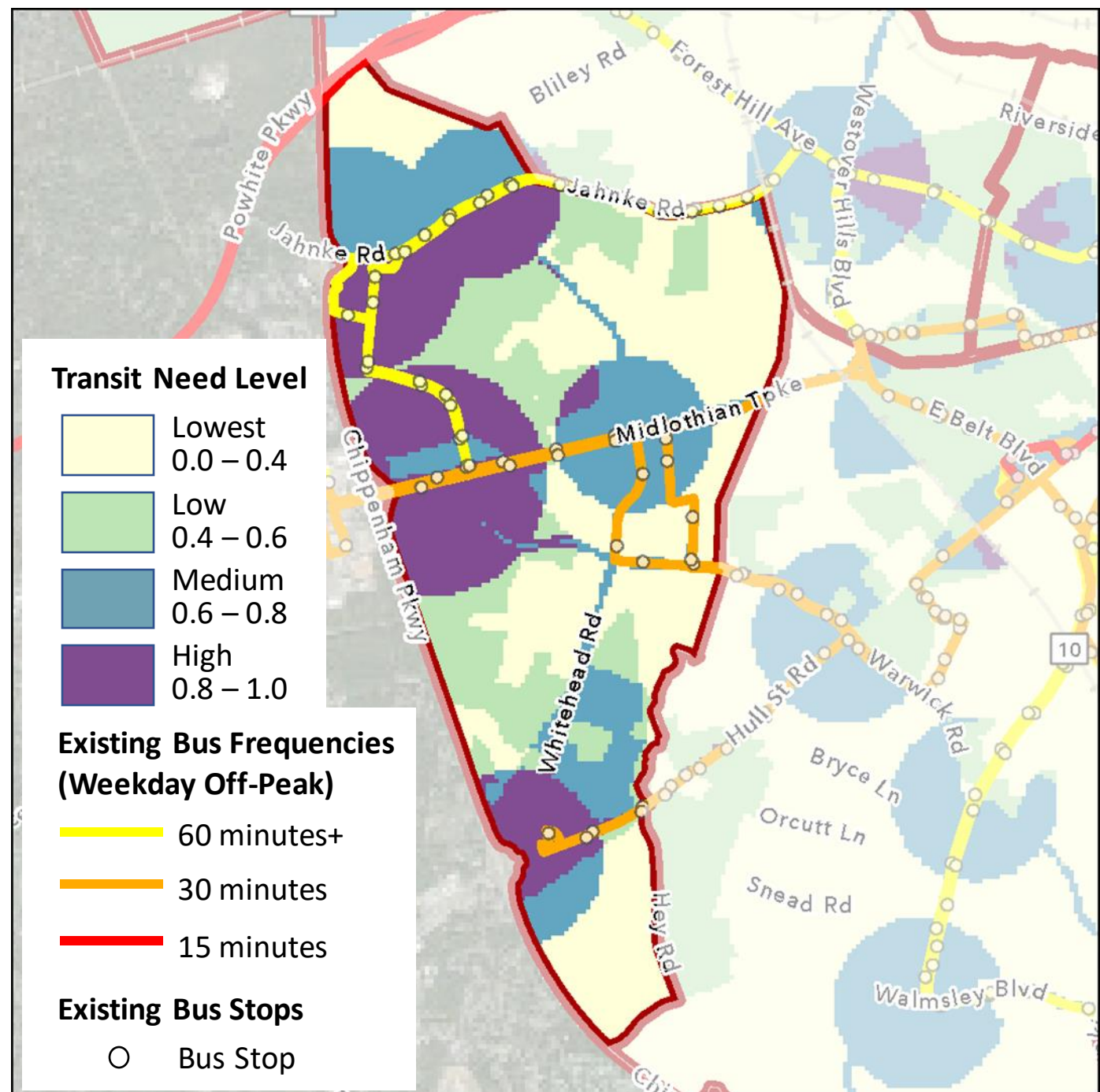
Discussion Questions:

- 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?

- High transit needs along Whitehead Road
- Overall low density of destinations
- Others?

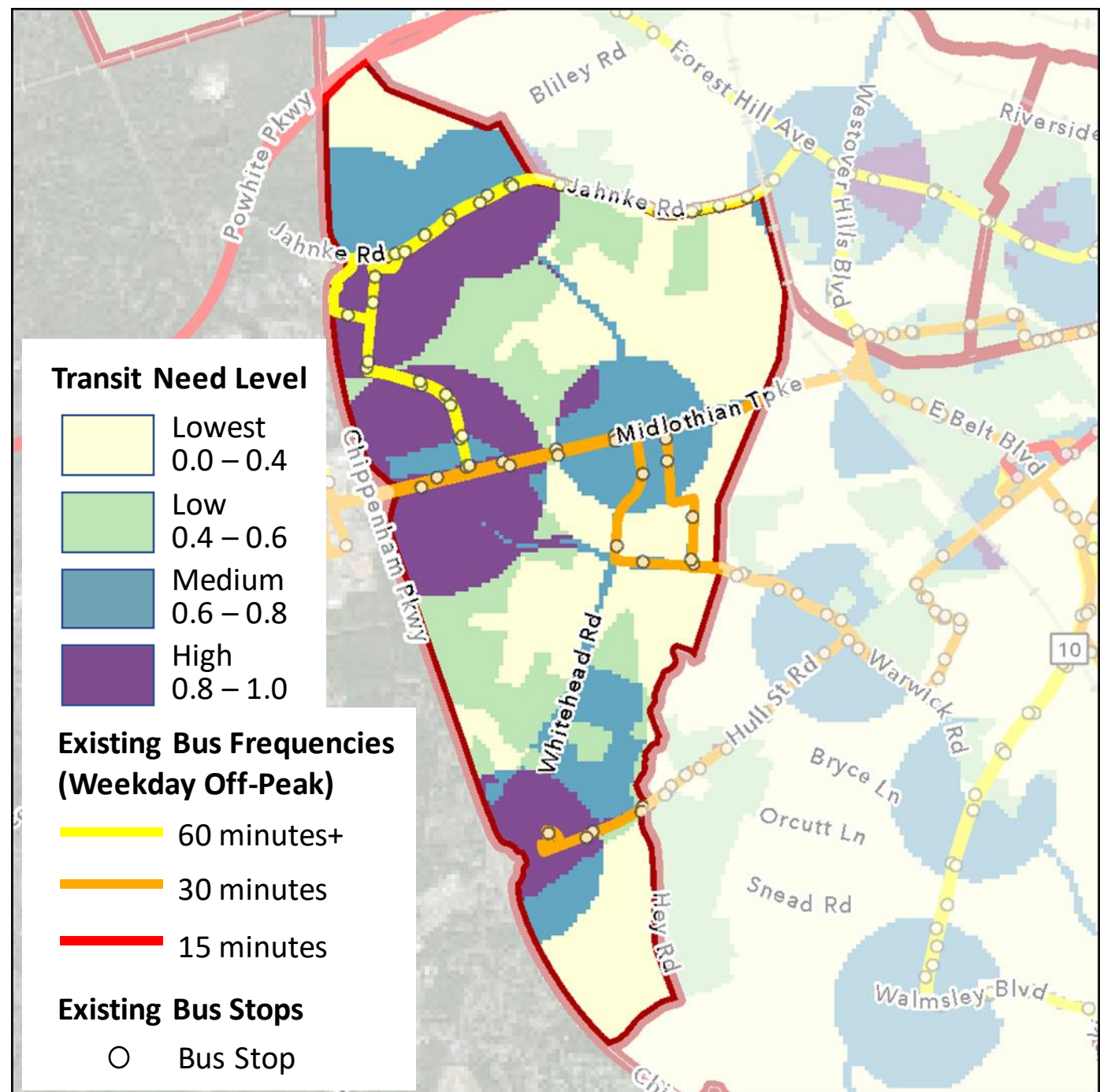


How can we address the unmet transit needs?

1. Develop a small area plan and development pattern to increase destinations and guide development to be transit-oriented
2. Continue the North-South BRT Study to determine feasibility of BRT on Midlothian Turnpike
3. Examine micro-transit potential in this area

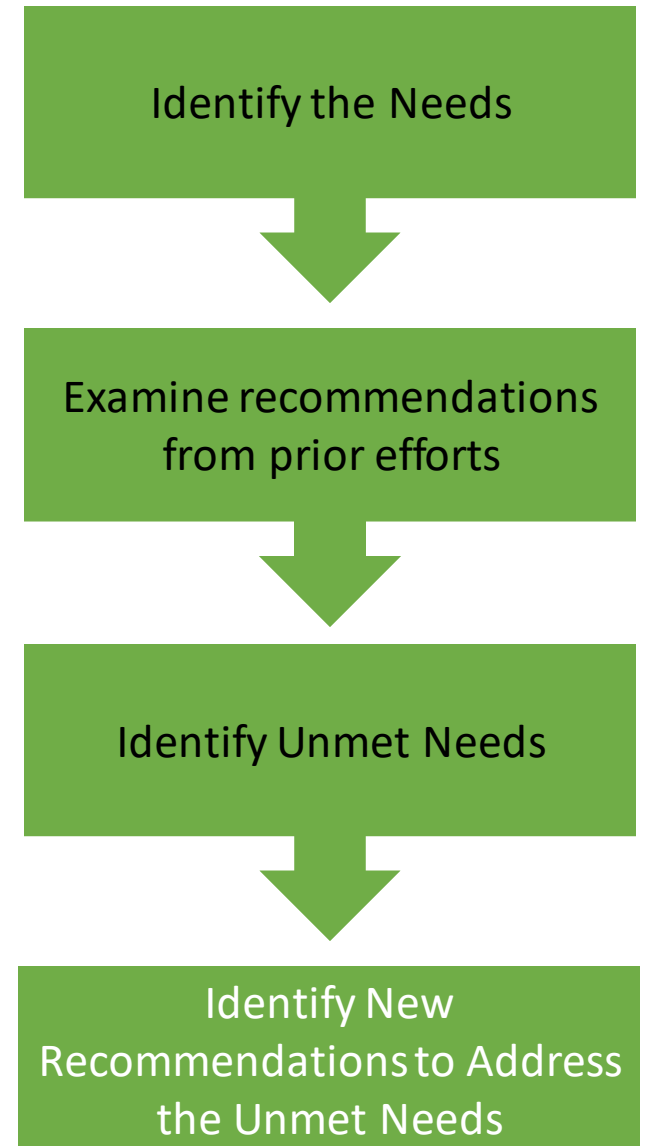
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- How well does this process serve our goal of improving equity?
 - Who will benefit most from these recommendations?

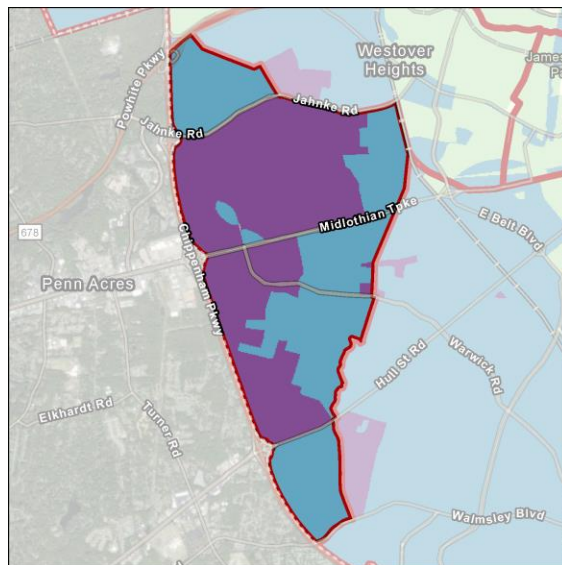


Other Needs

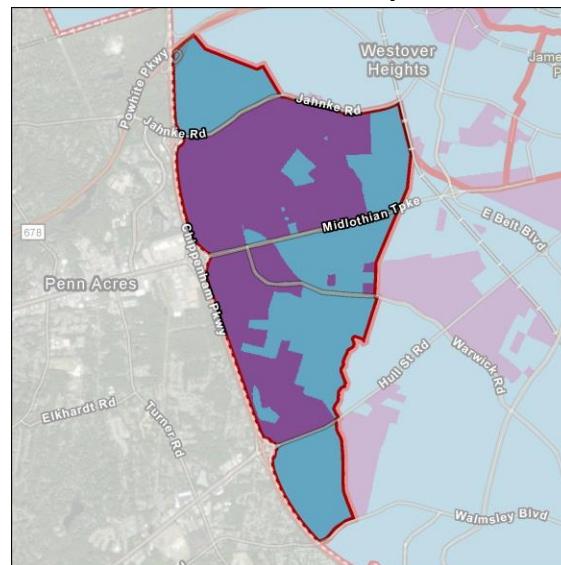
Land Use, Connectivity, Sustainability

- Majority of area has high land use needs, high connectivity needs, and some sustainability needs.

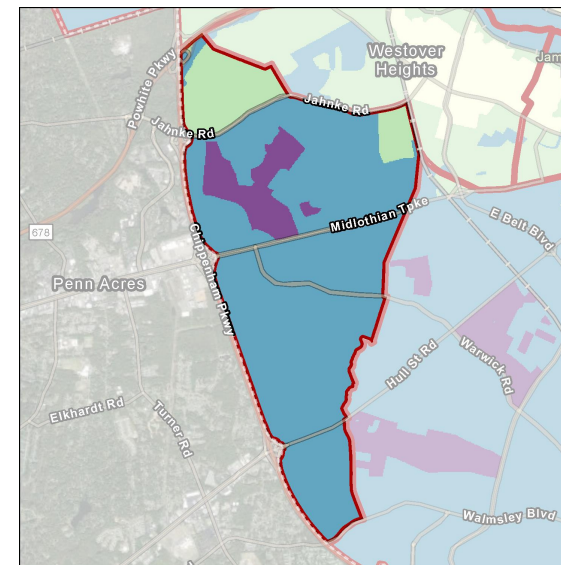
INC 4: Land Use Needs



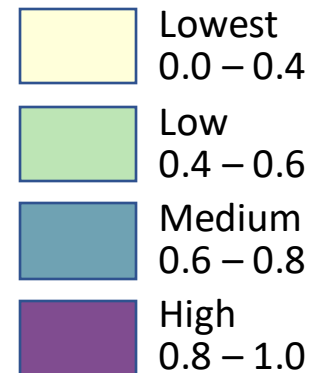
INC 6: Connectivity



INC 10: Sustainability



Need Level



Land Use Needs

INC 4

- Primary driver of land use need in industrial/commercial areas is **high surface parking land area**.
 - A lot of the land within the Chippenham/Midlothian Node is devoted to surface parking.
- Primary driver of land use need in residential neighborhoods in this area is **lack of quality open space**.



INC4 - Land Use (needs basis)

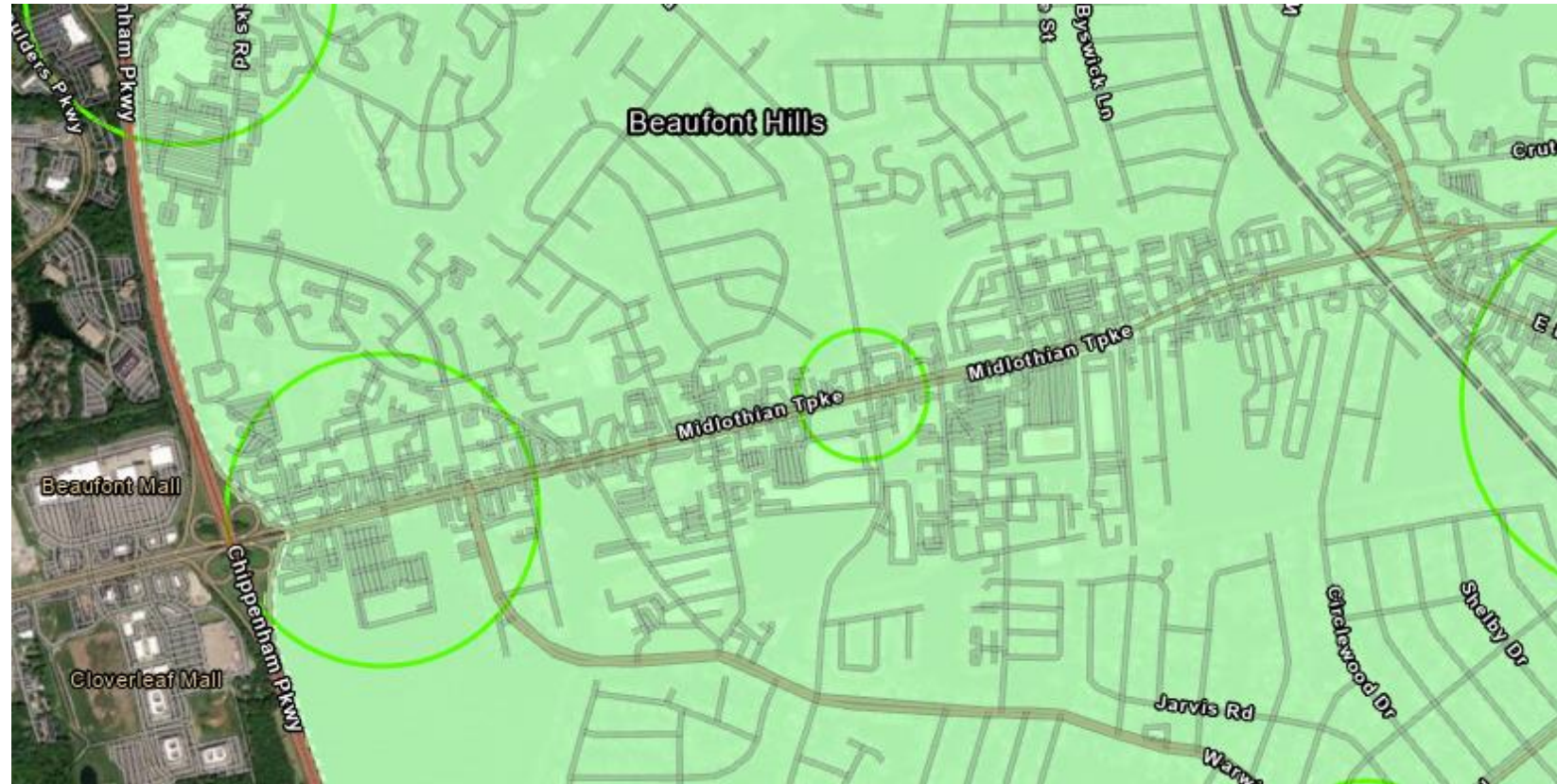
INC4 Raw need basis

- High surface parking land area
- Lack of quality open space
- Lack of relevant competitive access
- Underdeveloped Great Street

Connectivity Needs

INC 6

- Primary driver of connectivity need is **no intercity rail/bus within 15 minutes.**
- The **disconnected street network** is also a major contributor to connectivity needs.
 - Observed accessibility for walk, bike, and transit is significantly lower than potential accessibility under a well-connected network.



✓ INC6 - Connectivity (needs basis)

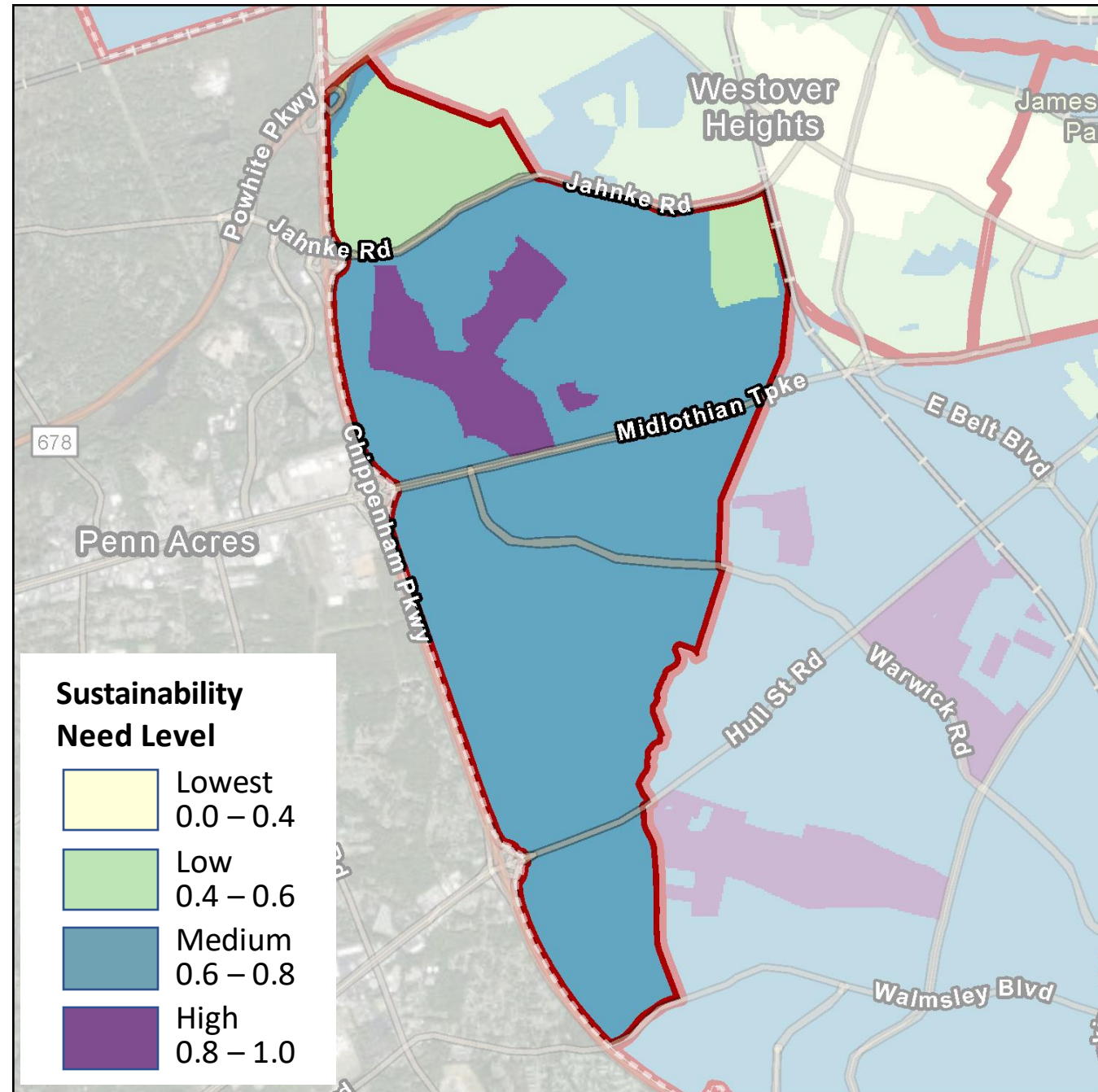
INC6 Raw need basis

- New connectivity would boost acco
- No intercity rail/bus within 15 min
- Trips are circuitous

Sustainability Needs

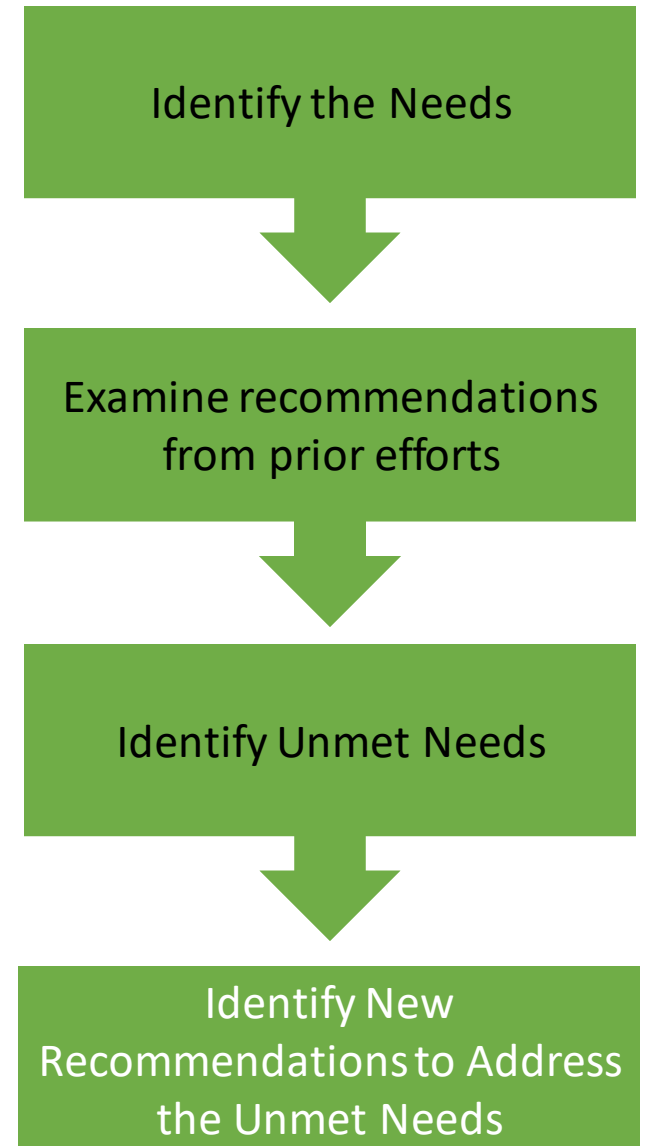
INC 10

- Low access to electric vehicle charging stations is the primary driver for this area.
- Flood risk is also substantial in this area.
- Continue strategies from RVAGreen 2050.



Reflection and Discussion

- What are some “a-ha!”s can you share with the larger group?
- What worked in this process?
- What are your 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?



EXTRA SLIDES

Recommendations Spreadsheet – Pedestrian Needs

ID	Recommendation	Type	Source	Area ID	Area Name	Level of Importance	Why?	Is this the right project? (Considerations)
						High, Medium, Low	Does it overlap with or address a need?	Does a project actually address a high need? (E.g. should the recommendation for a bike lane be a shared use path instead?)
<i>Recommendations Specific to Smaller Area focused on Midlothian Turnpike Nodes and corridor</i>								
37	Add more frequently spaced crosswalks on Midlothian Turnpike (e.g. at Old Warwick Rd and other median breaks or mid-block locations).	Pedestrian	NEW	12	Midlothian/ German School Rd area	HIGH	Pedestrian needs along Midlothian Tpk are among the top few highest pedestrian needs in the City. Unsafe pedestrian crossings on Midlothian Turnpike is a Super Need repeatedly voiced by residents in Communities of Concern. This recommendation aligns with R300 Nodes and Great Streets designations. Midlothian Tpk is part of High Injury Street Network.	Crosswalks already exist at signalized intersections. Installing new crosswalks would likely require installing pedestrian hybrid beacons or other signalized forms of traffic control.
41	Conduct an engineering study to identify specific improvements for Midlothian Turnpike to make it safer for pedestrian crossings (e.g. slower speeds, road diet, raised intersections, protected intersections, etc.)	Pedestrian	NEW	12	Midlothian/ German School Rd area	HIGH	Pedestrian needs along Midlothian Tpk are among the top few highest pedestrian needs in the City. Unsafe pedestrian crossings on Midlothian Turnpike is a Super Need repeatedly voiced by residents in Communities of Concern. Public input included asking for speed bumps on Midlothian Turnpike. This recommendation aligns with R300 Nodes and Great Streets designations. Midlothian Tpk is part of High Injury Street Network.	
38	Add sidewalks on Carnation Street from Midlothian Tpk to Hioaks Rd	Pedestrian	NEW	12	Midlothian/ German School Rd area	HIGH	Pedestrian needs in the Midlothian/ Chippenham node are among the top highest need Street has bus stops that need s	
39	Add sidewalks within the Midlothian/ Chippenham Node (on Carnation Street, Old Warwick Rd, Atmore Dr, Arcadia St, and Wyck St)	Pedestrian	NEW	12	Midlothian/ German School Rd area	HIGH	Pedestrian needs in the Midlot are among the top highest need	

THIS IS AN EXAMPLE OF WHERE WE ARE GOING. Each project won't just be a line on a map. It will also be a row in a table that also feasibility considerations, readiness, and potential funding sources.