

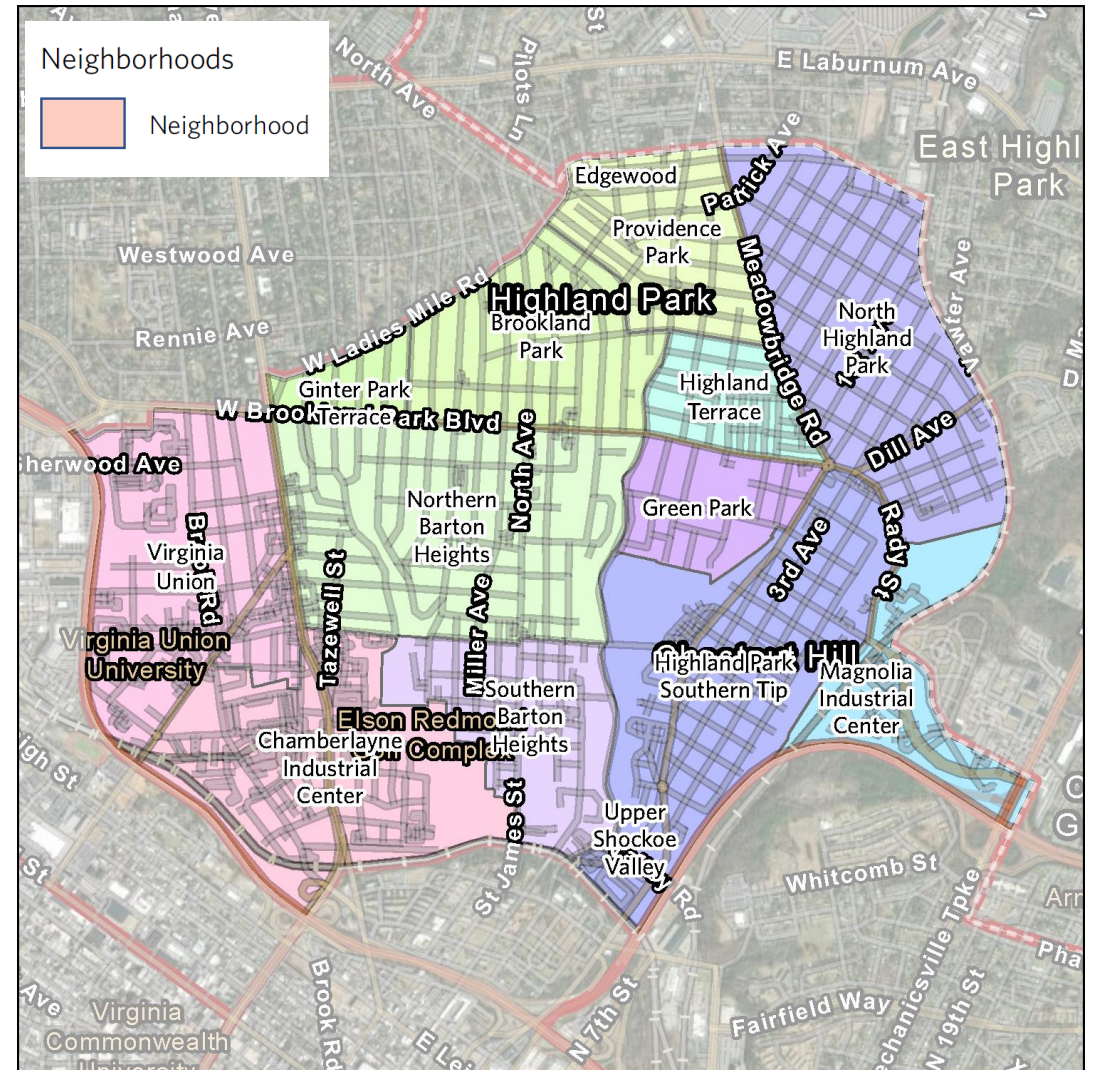
Transportation Needs and Recommendations

Need Area 3: Northside Highland Park/Chestnut Hill



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:

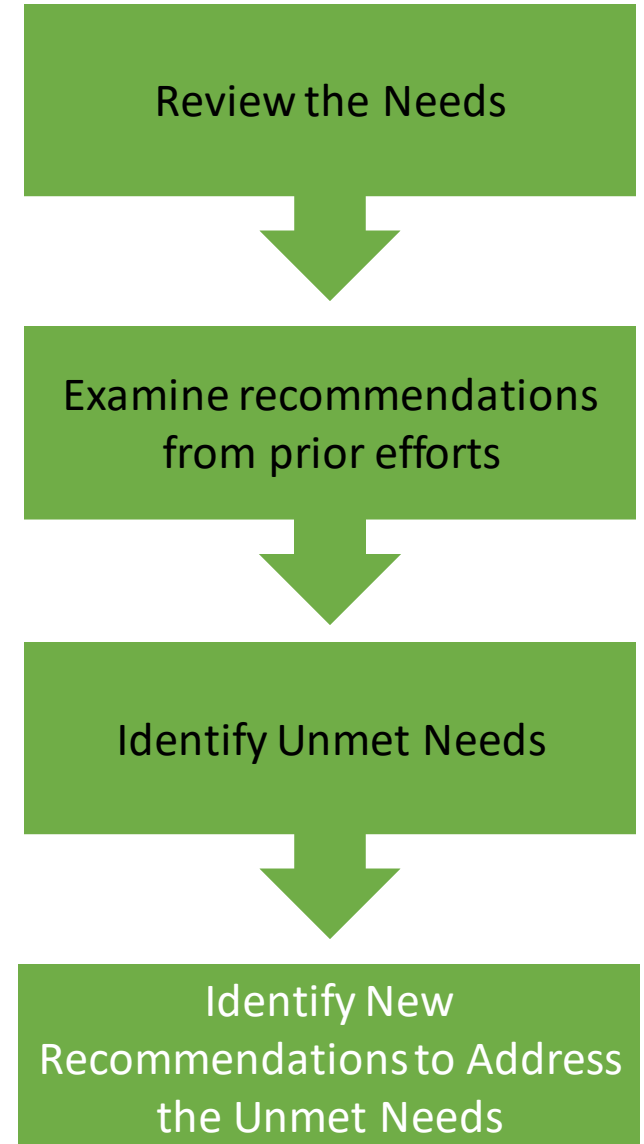
- Work through some examples of how we are identifying and vetting recommendations.
- Get your feedback on which existing recommendations are most important to address the top needs.
- Identify new recommendations to address unmet top needs.

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 |



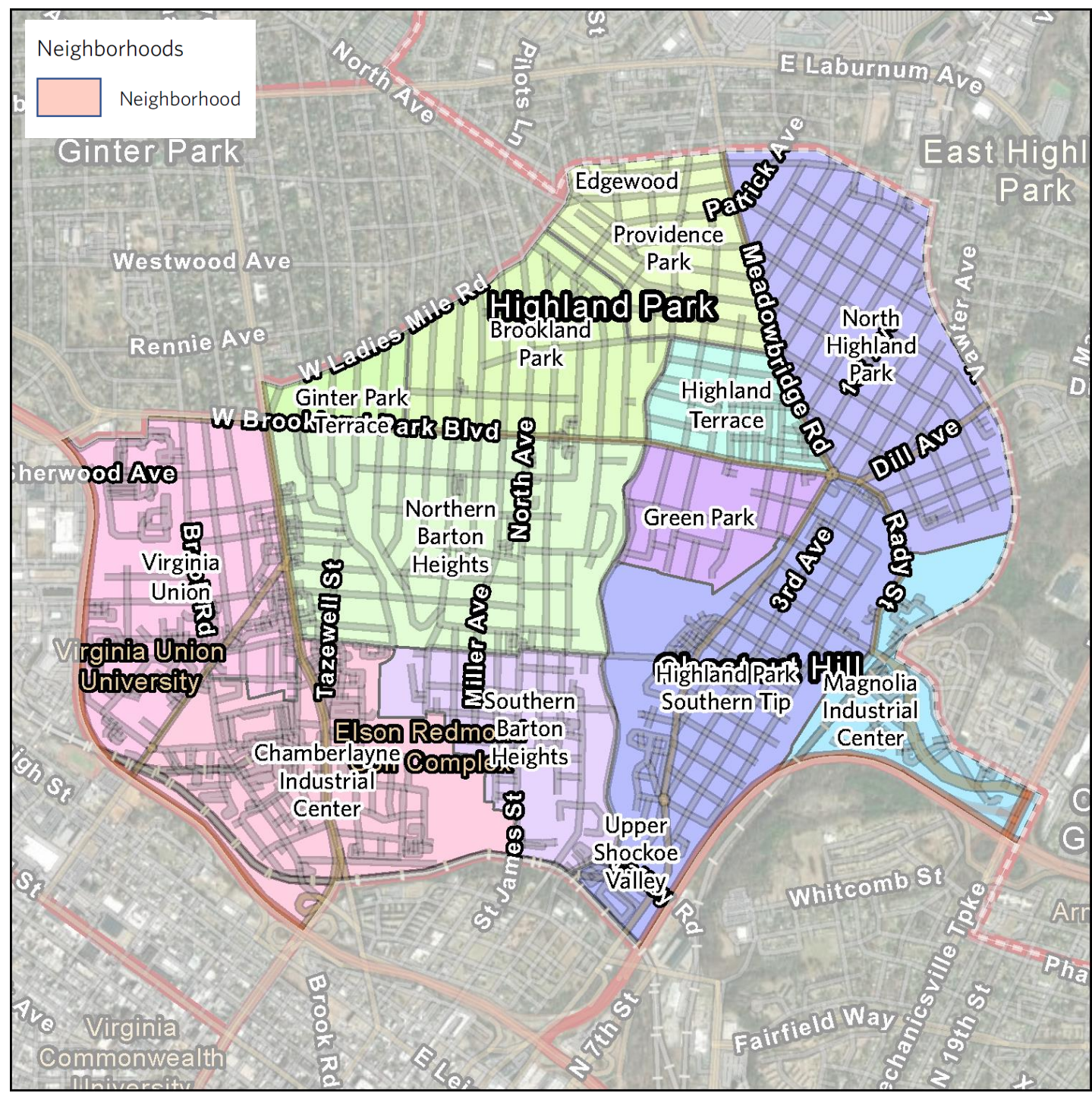
Quick Review:

Land Use & Transportation Context

Communities of Concern

Transportation Inequities

Transportation Needs



What is this area like today?

Land Use

- Primarily residential area.
- Commercial uses along Chamberlayne Ave. Small scale commercial uses line Brookland Park Blvd.
- Virginia Union University and Chamberlayne industrial area in the southwest.
- Priority Growth Nodes (Richmond 300 Master Plan):
 - VUU/Chamberlayne
 - Brookland Park
 - Six Points
 - Micro node at North Ave and Dove St/Wickham St

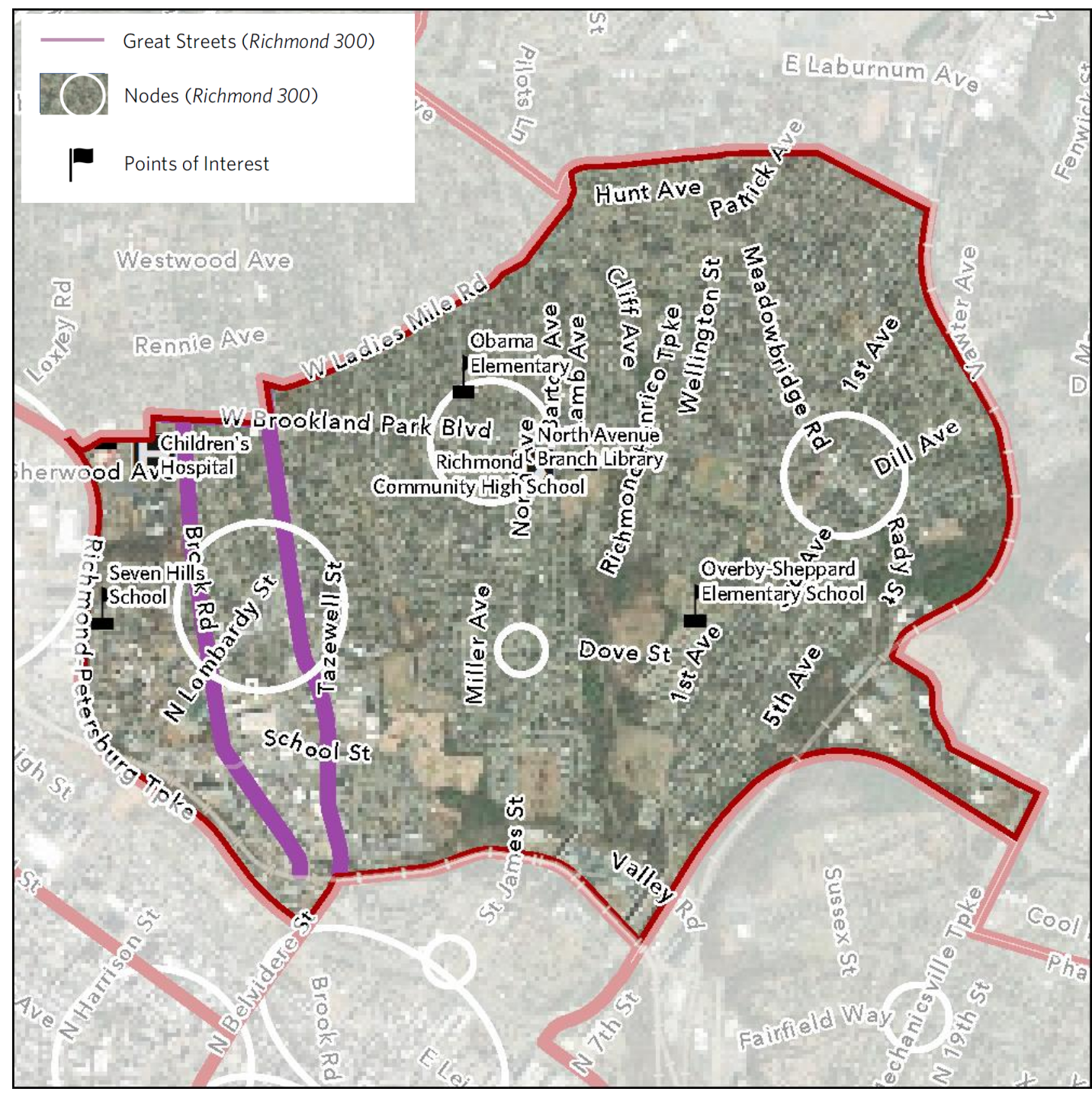
Transportation

- Chamberlayne Ave, Brook Rd, and Brookland Park Blvd are major connectors
- GRTC Routes 1, 2, 3, 14, and 20
- “Great Streets” (Richmond 300 Master Plan):
 - Chamberlayne Ave
 - Brook 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.

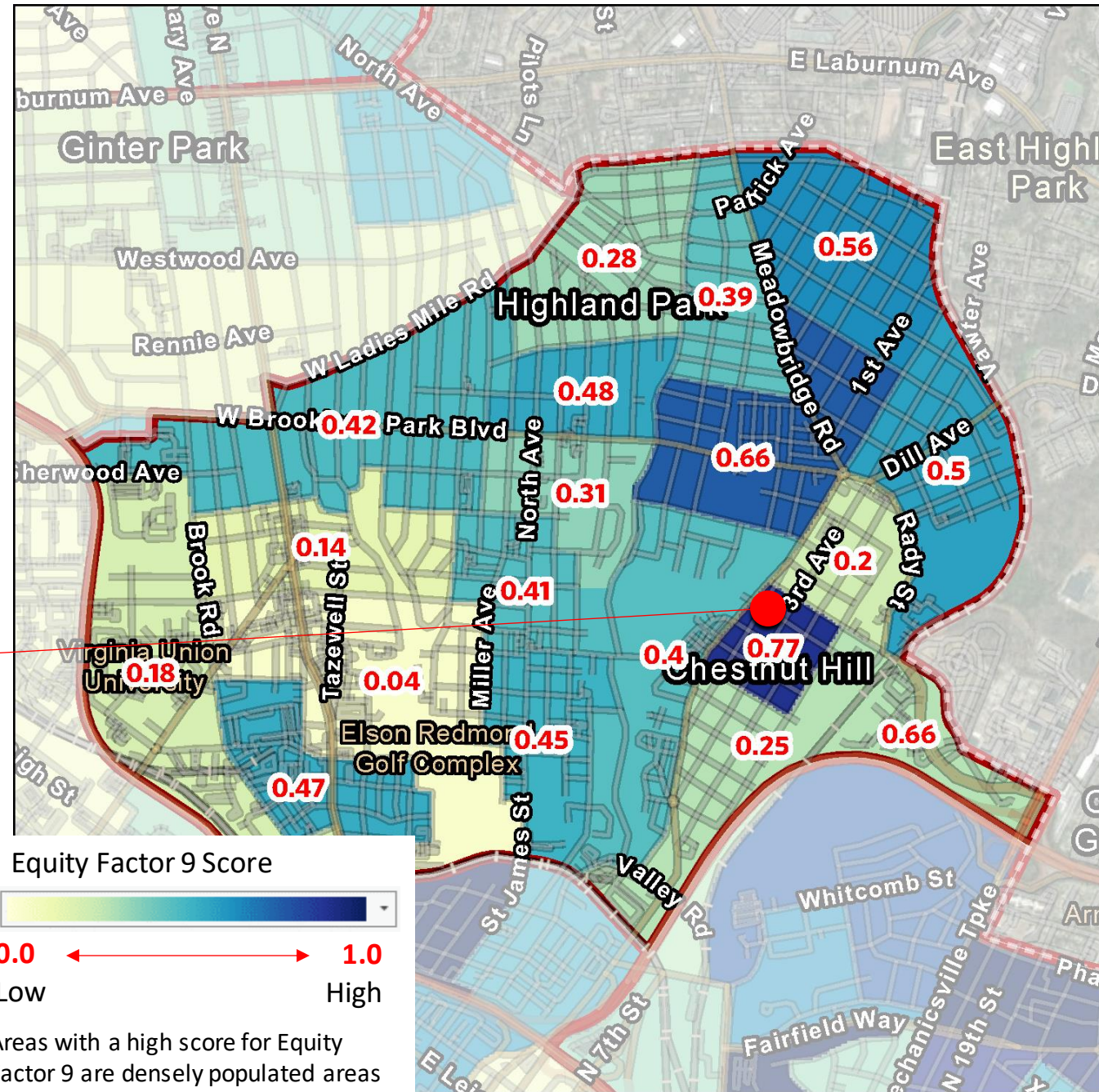


Communities of Concern

Several neighborhoods in this area have a high percentage of residents in Communities of Concern, including **BIPOC, BIPOC renter, at-risk youth, low-income, and limited mobility.**

In this area of Chestnut Hill:

- 90% of residents are BIPOC
- 60% of residents are low-income
- 19% 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

*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.*

*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.*

Equity Factor Scores

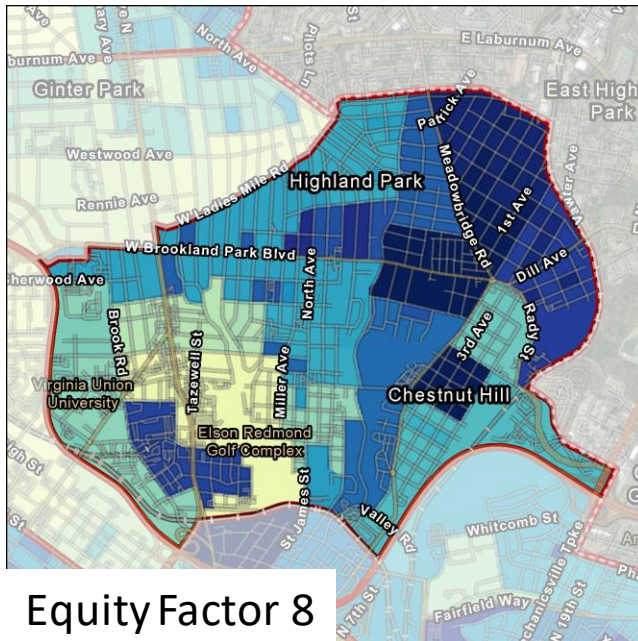


Low

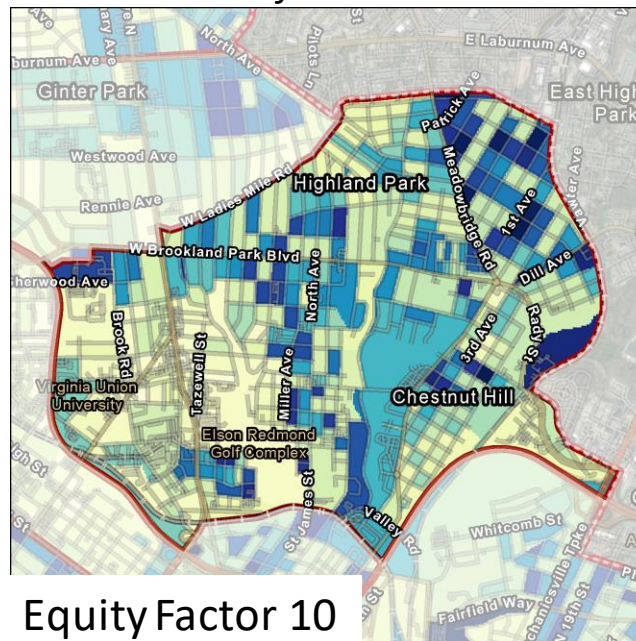
High

Fewer
Inequities

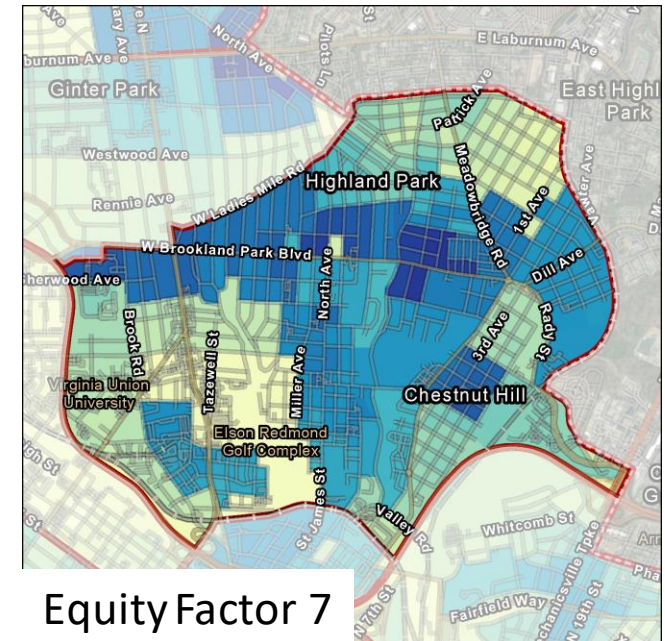
Greater
Inequities



Equity Factor 8



Equity Factor 10



Equity Factor 7

These statements are most true in the dark blue areas.

What are the transportation inequities in this area?

Richmond Equity Factors

Equity Factor Scores

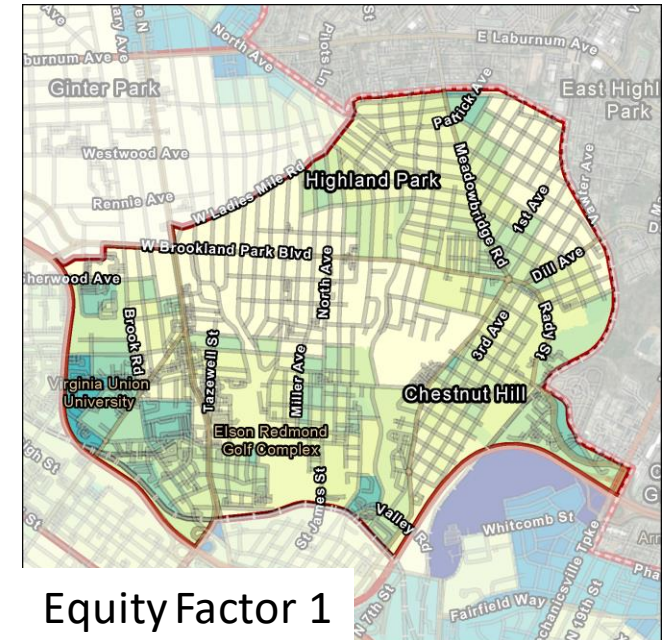
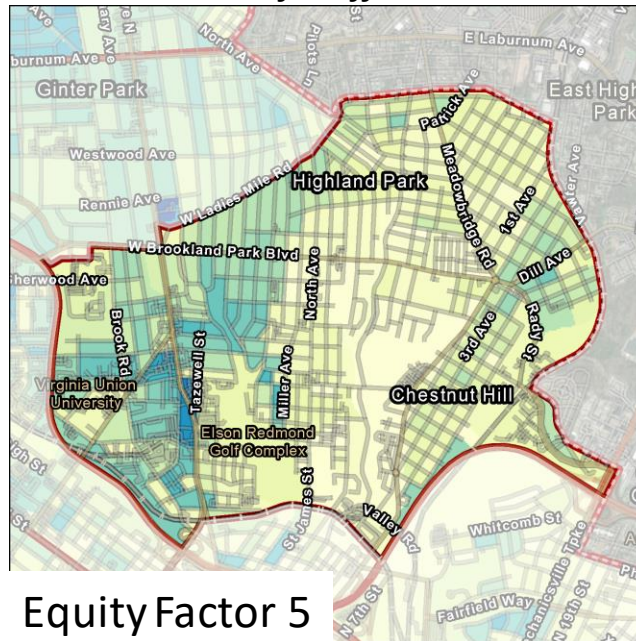
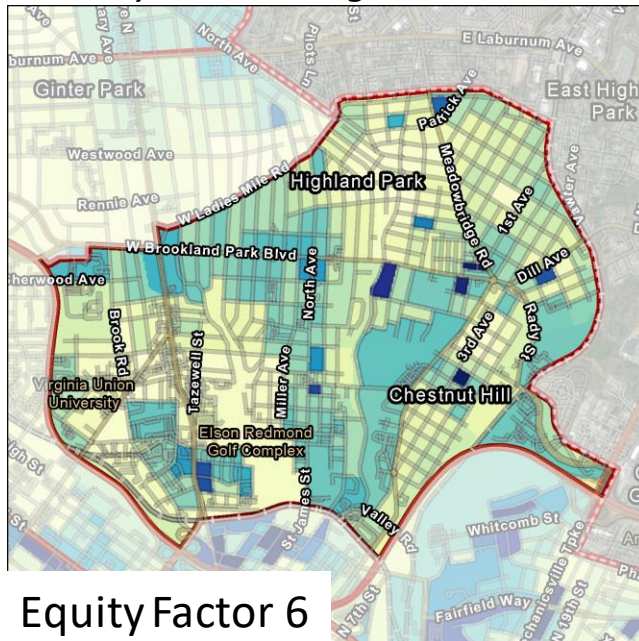


Low High
Fewer Inequities Greater Inequities

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

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.

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



Equity Factor 6

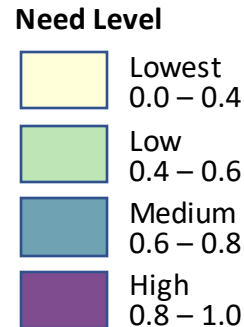
Equity Factor 5










Equity Factor 1

These statements are most true in the dark blue areas.

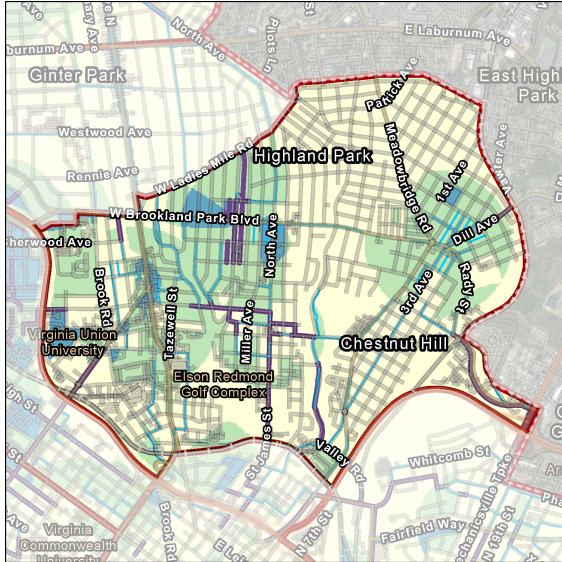
What are the transportation needs?

- 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.

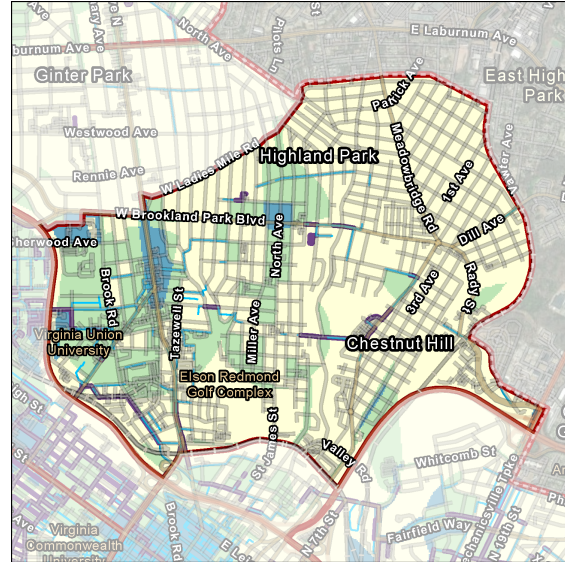


Investment need categories	
Pedestrian	
Bike	
Transit	
Freight	
Land Use	
Safety	
Connectivity	
Maintenance	
Economic Development	
Technology	
Sustainability	

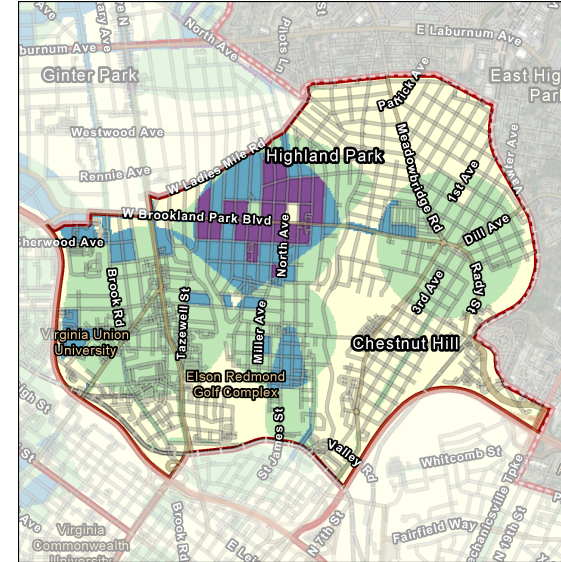
INC 1A: Bicycle Needs



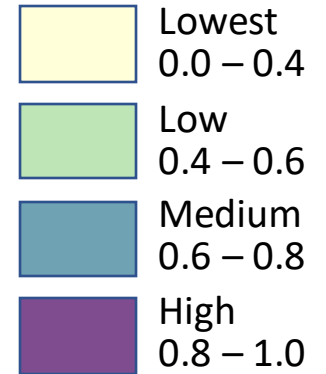
INC 1B: Pedestrian Needs



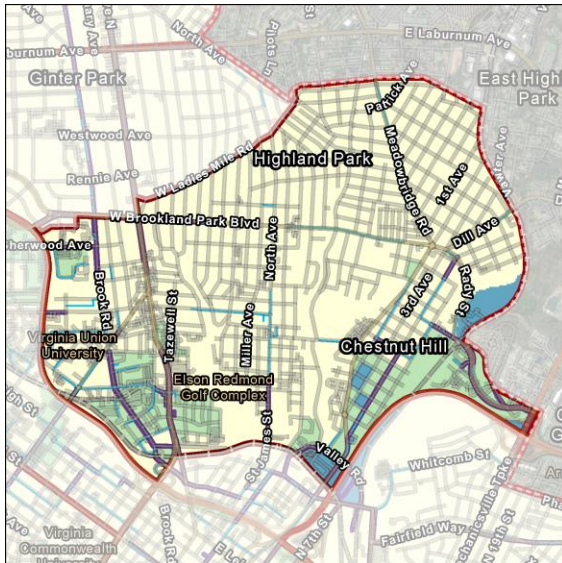
INC 2: Transit Needs



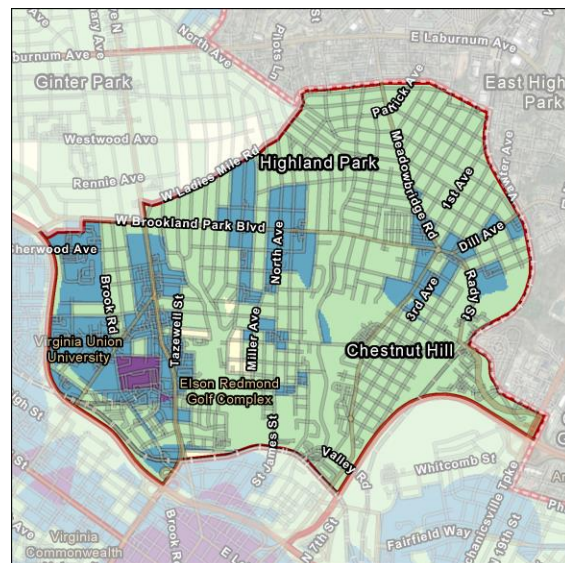
Need Level



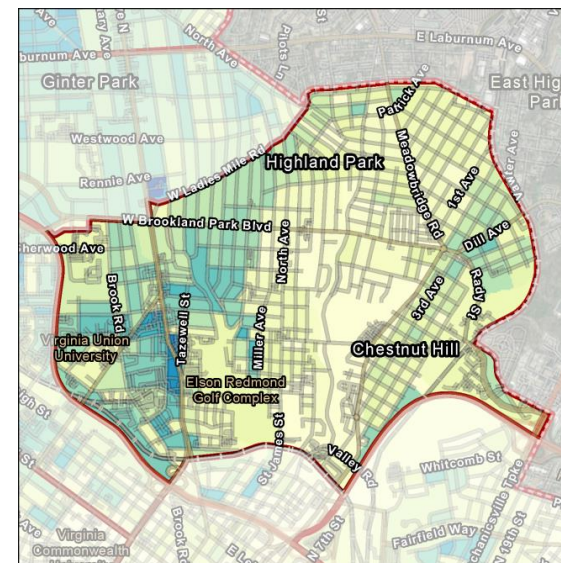
INC 3: Freight Needs



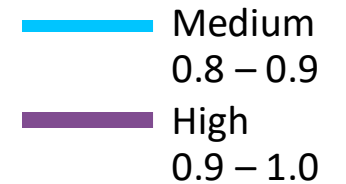
INC 4: Land Use Needs



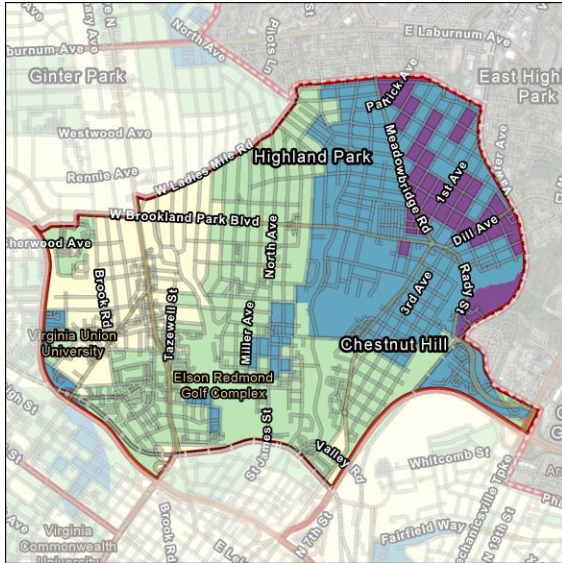
INC 5: Safety/Security Needs



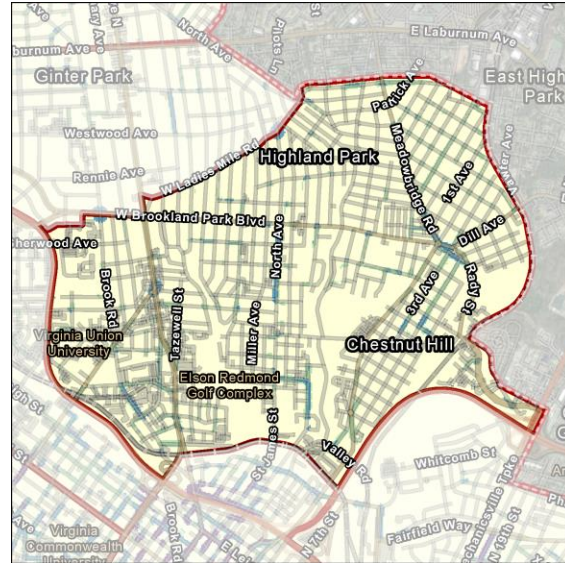
Network Need



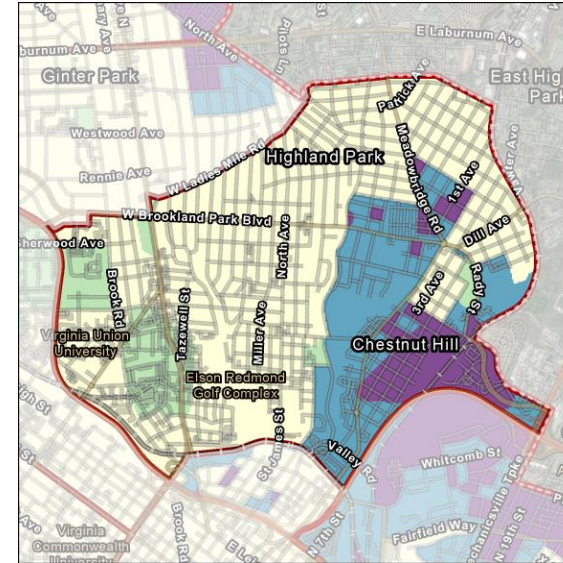
INC 6: Connectivity



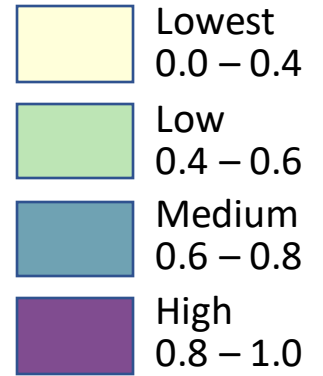
INC 7: Maintenance



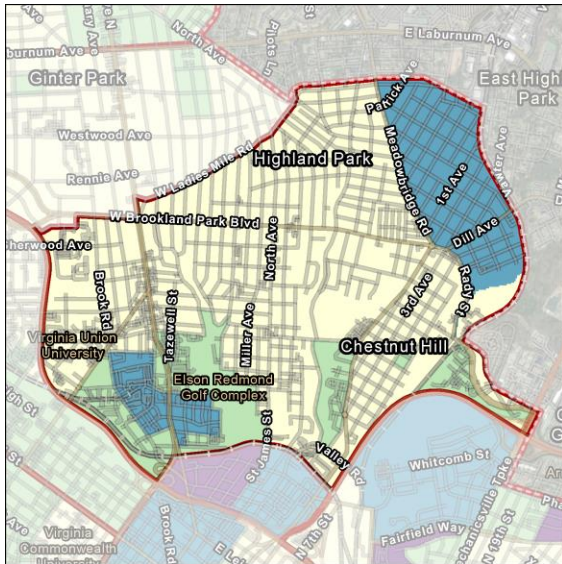
INC 8: Economic Development



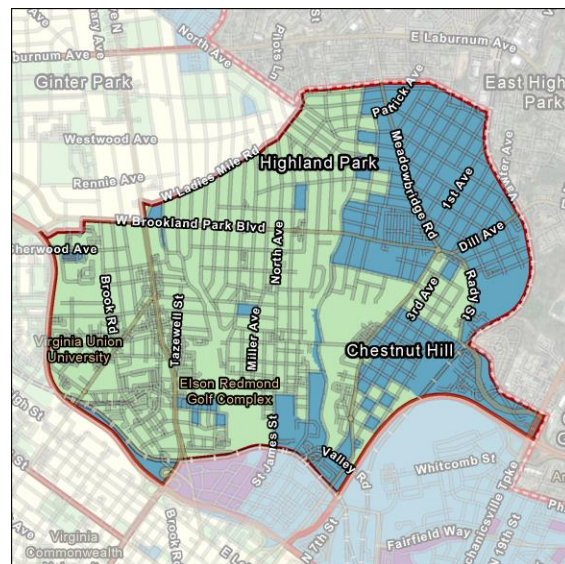
Need Level



INC 9: Technology



INC 10: Sustainability



Work Session on Pedestrian Needs and Recommendations

PEDESTRIAN NEEDS

Investment Need Category 1B

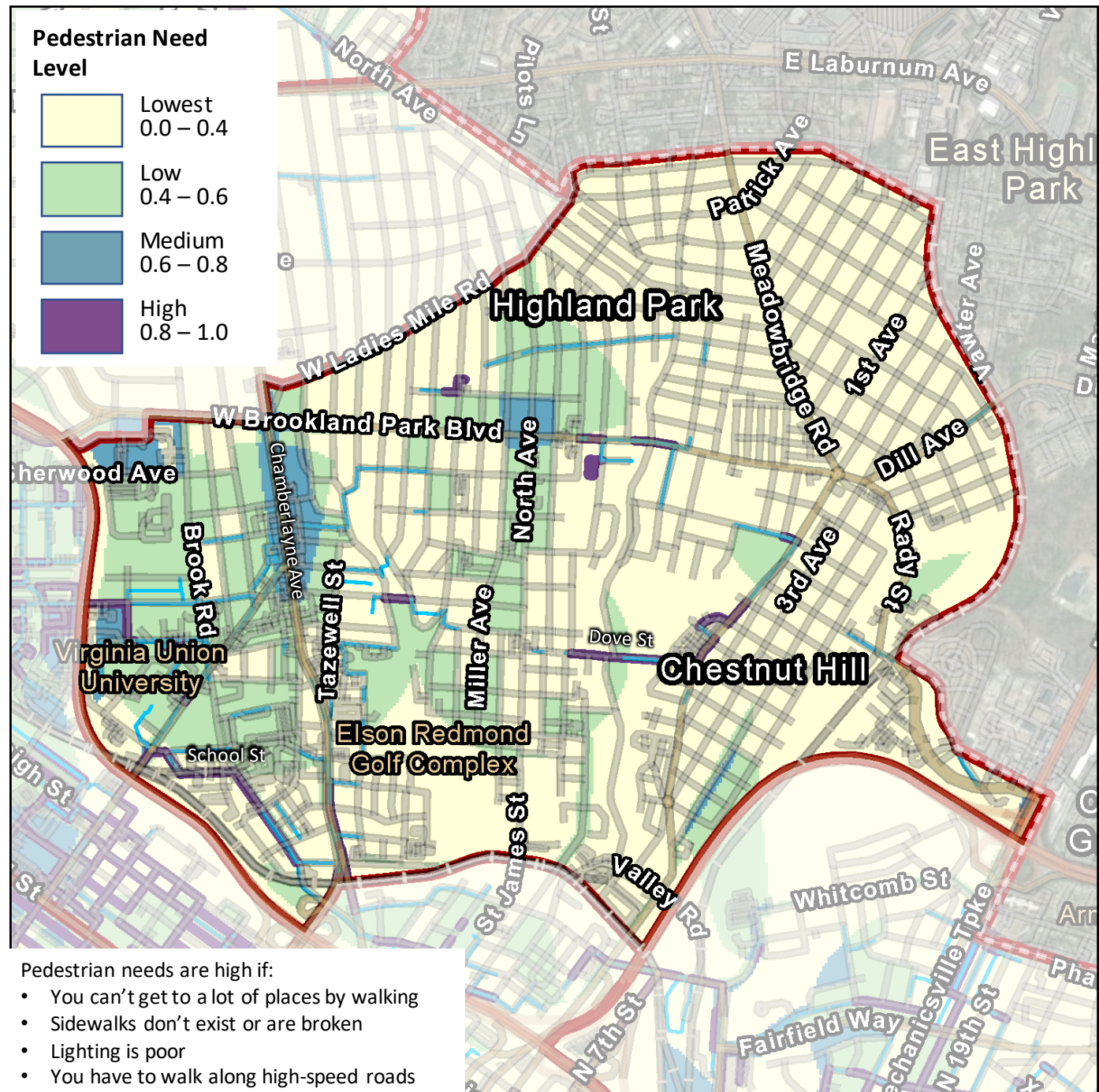
Pedestrian Needs

Highest Pedestrian Needs:

- High-speed traffic and crossing the street feels unsafe (“super” needs from public input):
 - North Ave
 - Chamberlayne Rd
 - Brook Rd
- Dove St, 1st Ave near Overby-Sheppard Elem. School
- Brook Rd, School St connecting VUU to Gilpin and Downtown
- Poor sidewalk condition throughout Highland Park

In general, there are few “high” pedestrian needs in this area

- Generally, you can get to a lot of places by walking
- Sidewalks exist and are generally in good condition, compared to other areas in the City
- You don’t have to walk along high-speed roads
- There is adequate lighting and street trees

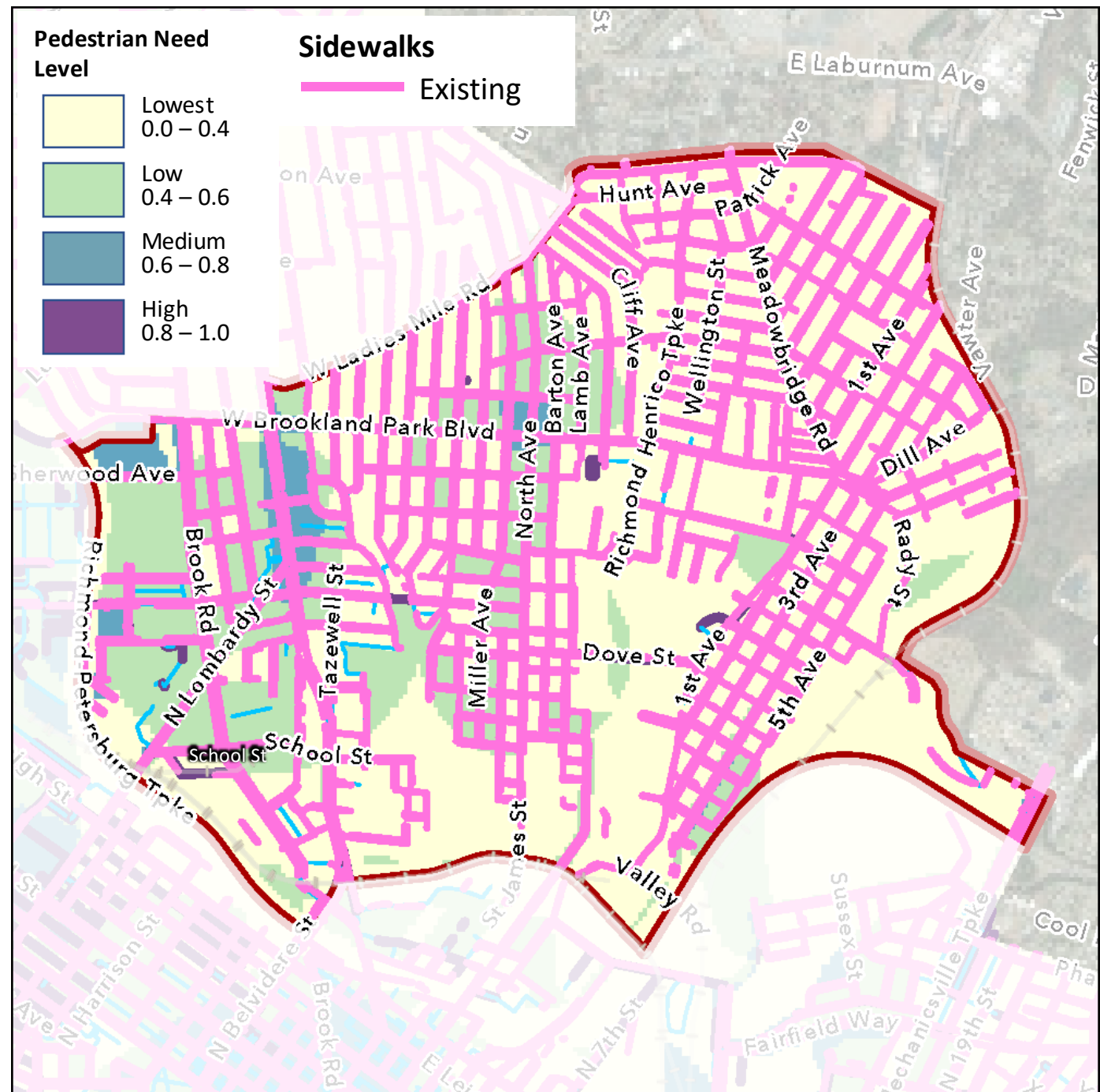


Pedestrian needs are high if:

- You can't get to a lot of places by walking
- Sidewalks don't exist or are broken
- Lighting is poor
- You have to walk along high-speed roads
- Lack of street trees

Pedestrian Needs & Existing Facilities

- Almost every street in this area has sidewalks.
- Sidewalk gaps:
 - Dove St, 1st Ave near Overby-Sheppard Elem. School
 - Sidewalk missing on south side of Dove Street
 - Brook Rd, School St connecting VUU to Gilpin and Downtown
 - Sidewalk missing on School St between Brook Rd and Currie St
- Sidewalk condition varies.

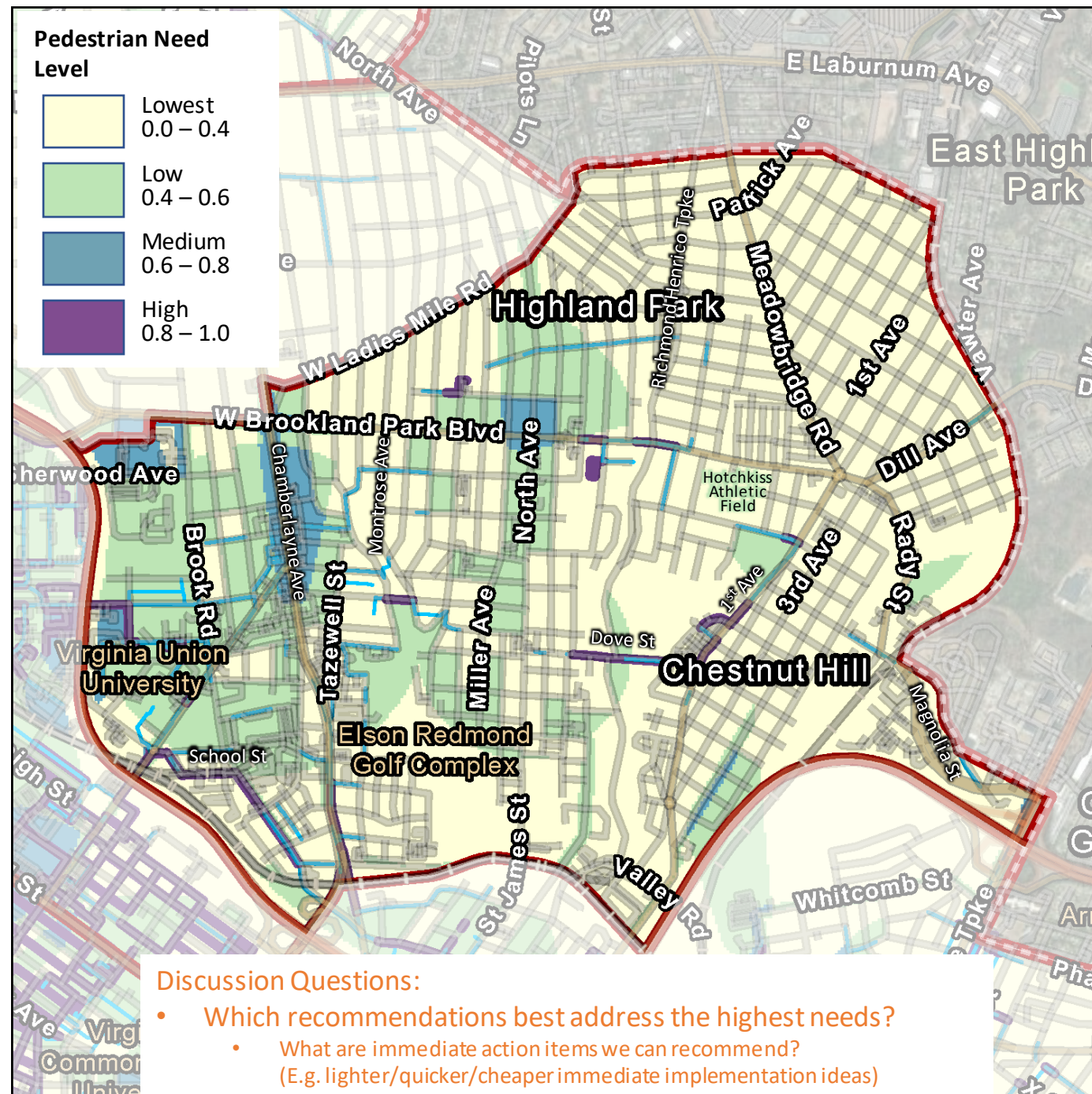


What pedestrian projects have already been identified?

Existing Recommendations from Prior Efforts	Source(s)
Speed tables installation at Richmond Henrico Tpke between Hazelhurst Ave and Milton Ave	DPW CIP
Improve safety for pedestrians at Chamberlayne Ave at Brookland Park Blvd	DPW CIP
Improve safety for pedestrians at Chamberlayne at Lombardy St	DPW CIP
Replacement of Lombardy Street over CSX Bridge and upgrade of pedestrian and bicycle facilities along Lombardy St from Leigh St to Admiral St	DPW CIP
Fall Line Trail shared-use path	DPW Pending Bikeways

What other recommendations are in the poster map to address pedestrian needs?

New Project Ideas from Richmond Connects Public Input
Improve sidewalks, enhance pedestrian crosswalks, and traffic calming on Richmond Henrico Tpke
Enhance pedestrian crosswalks on North Ave
Add crosswalk and signage on Brookland Park Blvd at Montrose Ave
Enhance pedestrian crossings on Brookland Park Blvd at Hotchkiss Athletic Field
Add roundabout at Brookland Park Blvd and Richmond Henrico Turnpike
Add roundabout at Magnolia St and Rady St
Traffic calming on 1 st Ave

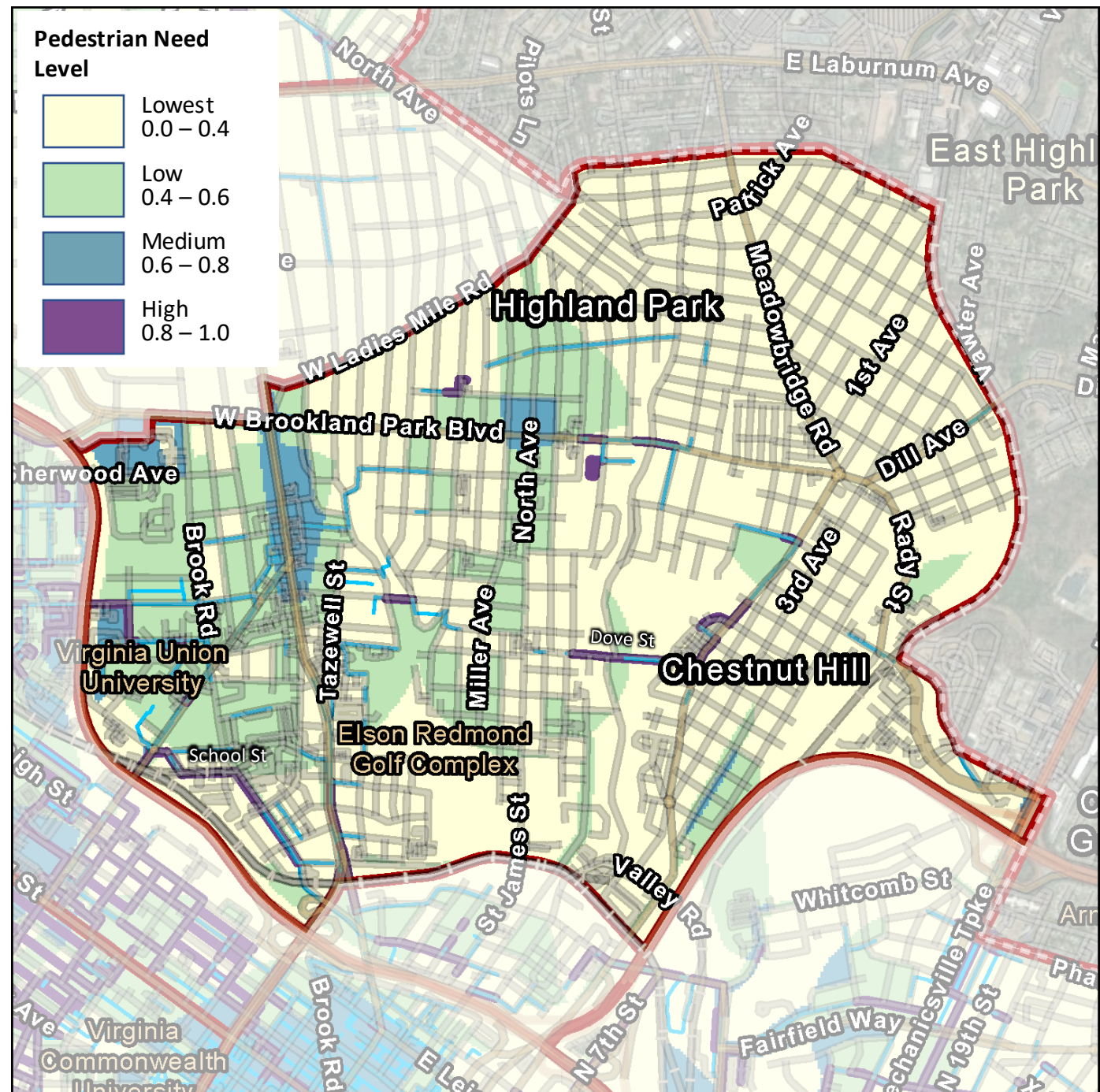


Discussion Questions:

- 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?

- Traffic calming/speed management on North Ave
- Traffic calming/speed management and safer crossings on Brook Rd
- Sidewalk missing on south side of Dove Street
- Sidewalk missing on School Street between Brook Rd and Currie St
- Poor sidewalk condition throughout Highland Park
- **Others?**

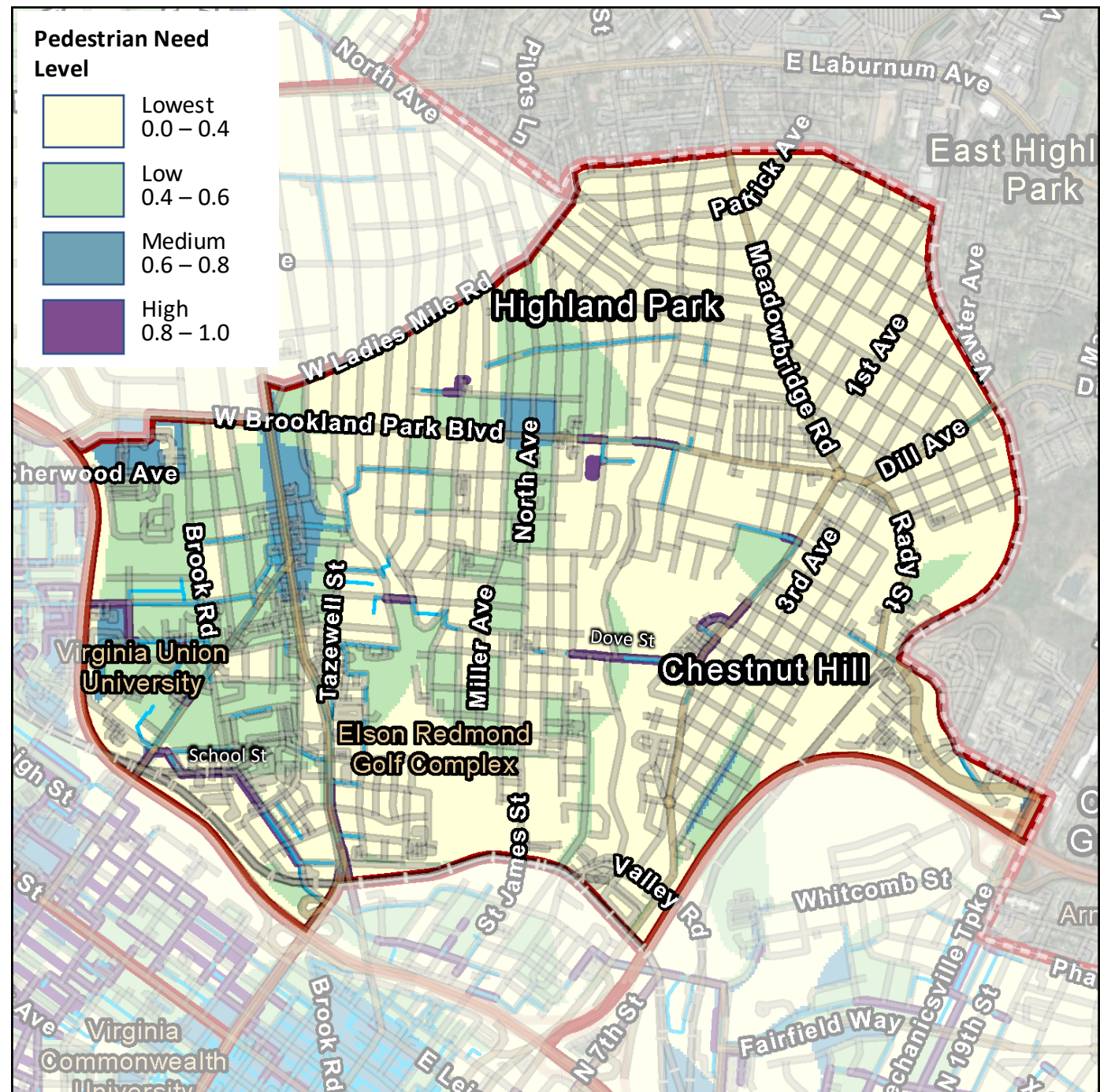


How can we address the unmet pedestrian needs?

1. Identify traffic calming/speed management opportunities on North Ave and Brook Rd
2. Fill in missing sidewalk gaps on Dove Street and School Rd
3. Allocate more CIP funds to sidewalk maintenance in Highland Park

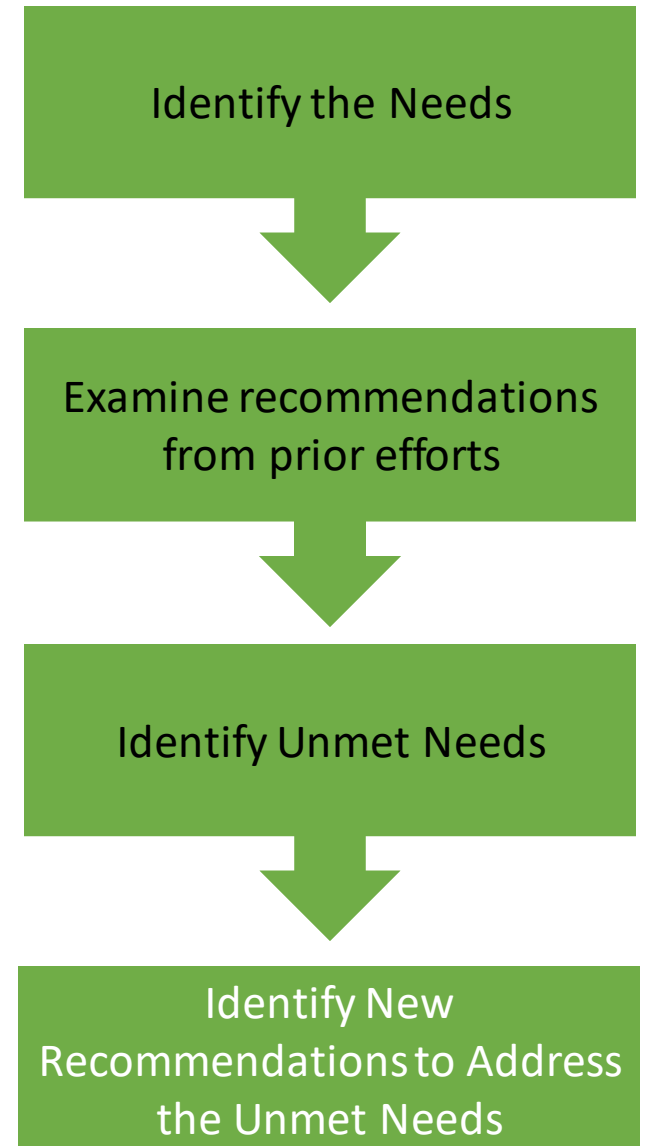
Discussion Questions:

- 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?



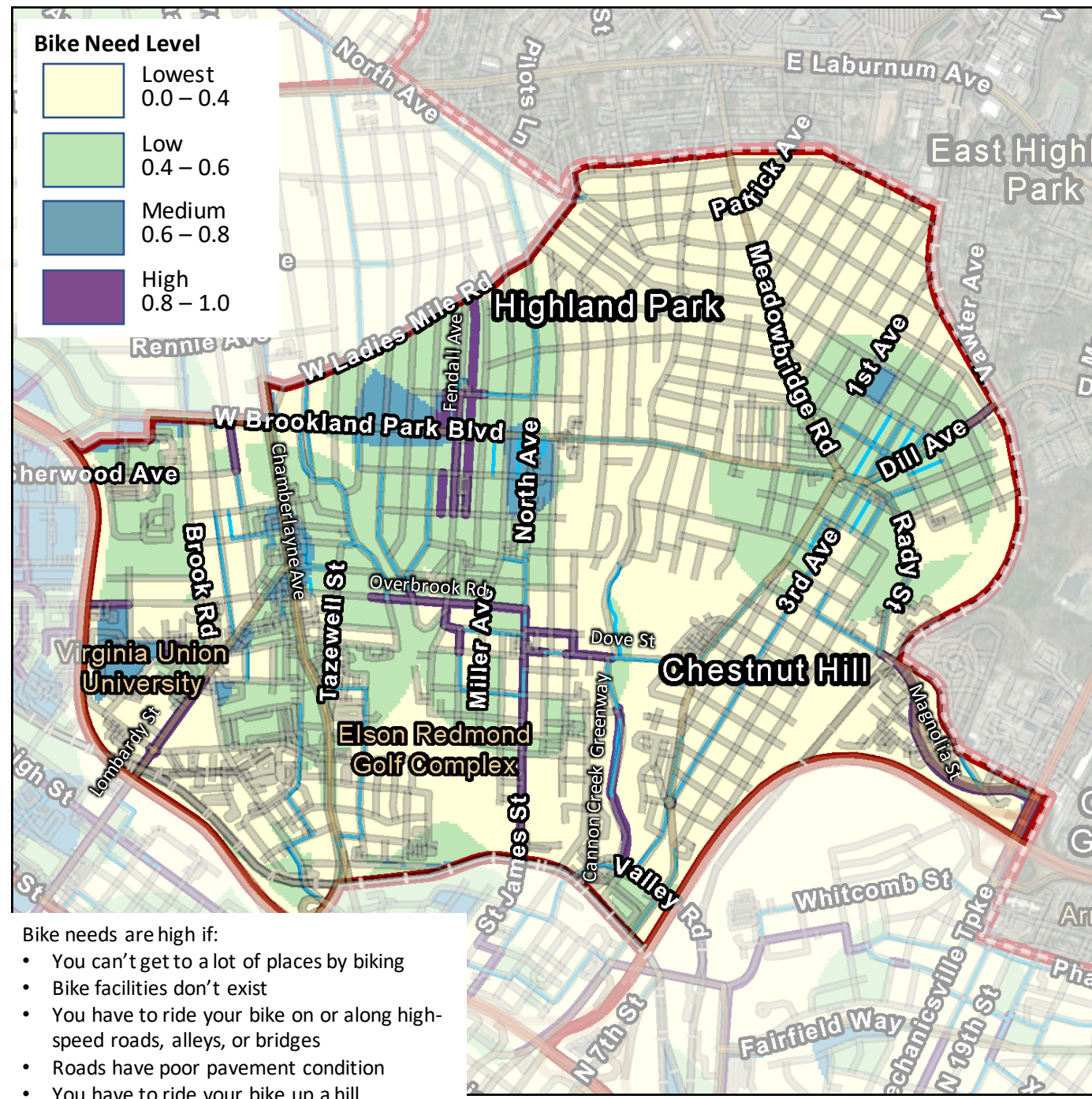
Work Session on Bicycle Needs and Recommendations

BICYCLE NEEDS

Investment Need Category 1A

Bicycle Needs

- Bike trips from Communities of Concern use these streets the most:
 - Overbrook Rd
 - North Ave south of Overbrook Rd
 - Lombardy St south of Brook Rd
 - Fendall Ave, and alley parallel to east
 - Cannon Creek Greenway along Richmond Henrico Turnpike
 - Magnolia St
- “Super” needs from public input:
 - *Riding a bike on Brookland Park Blvd feels unsafe*
 - *Riding a bike from Downtown to Northside feels unsafe*



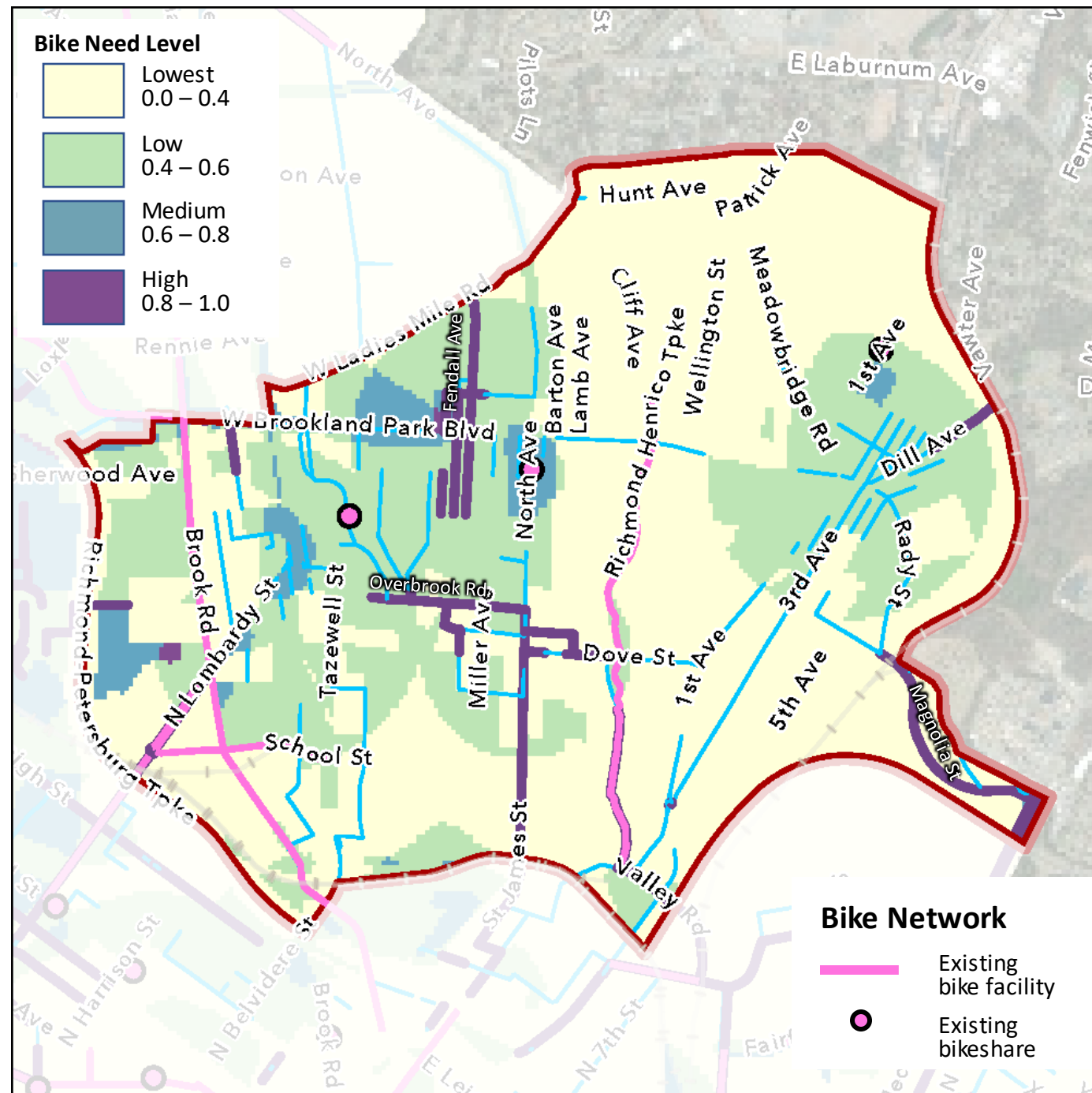
Bicycle Needs & Existing Facilities

- Bicycle facilities exist along some key north-south streets
 - Richmond Henrico Turnpike
 - Brook Rd
- Some key connections are lacking
 - Overbrook Rd
 - North Ave south of Overbrook Rd
 - Fendall Ave
 - Magnolia St

QUICK GUT-CHECK:

Does this make sense?

Thumbs up or thumbs down?

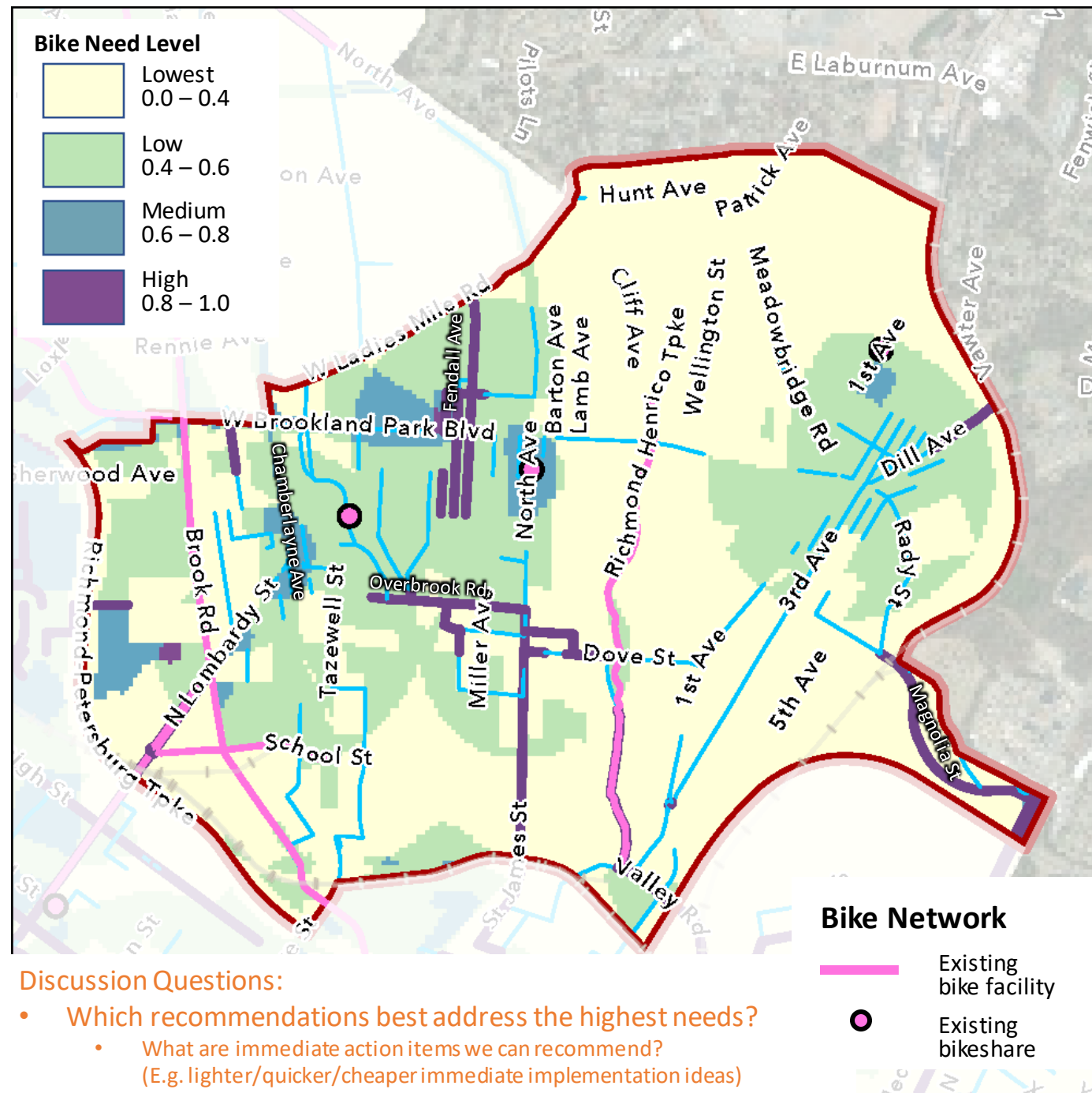


What bicycle projects have already been identified?

Recommendation	Source(s)
Fall Line Trail shared use path on Brook Rd	DPW Pending Bikeways, BikePedRVA 2045, Richmond 300
Bike lane on Dove St from North Ave to Richmond Henrico Tpke	DPW Pending Bikeways
Climbing Lane on Magnolia St from 1 st Ave to Rady St	DPW Pending Bikeways, BikePedRVA 2045
Bike lane on Lombardy Street from Brook Rd to Chamberlayne Ave	Richmond 300, VUU Chamberlayne Plan, 2015 Bike Master Plan
Bike boulevard on Fendall Ave/N. 1 st St	Richmond 300, 2015 Bike Master Plan

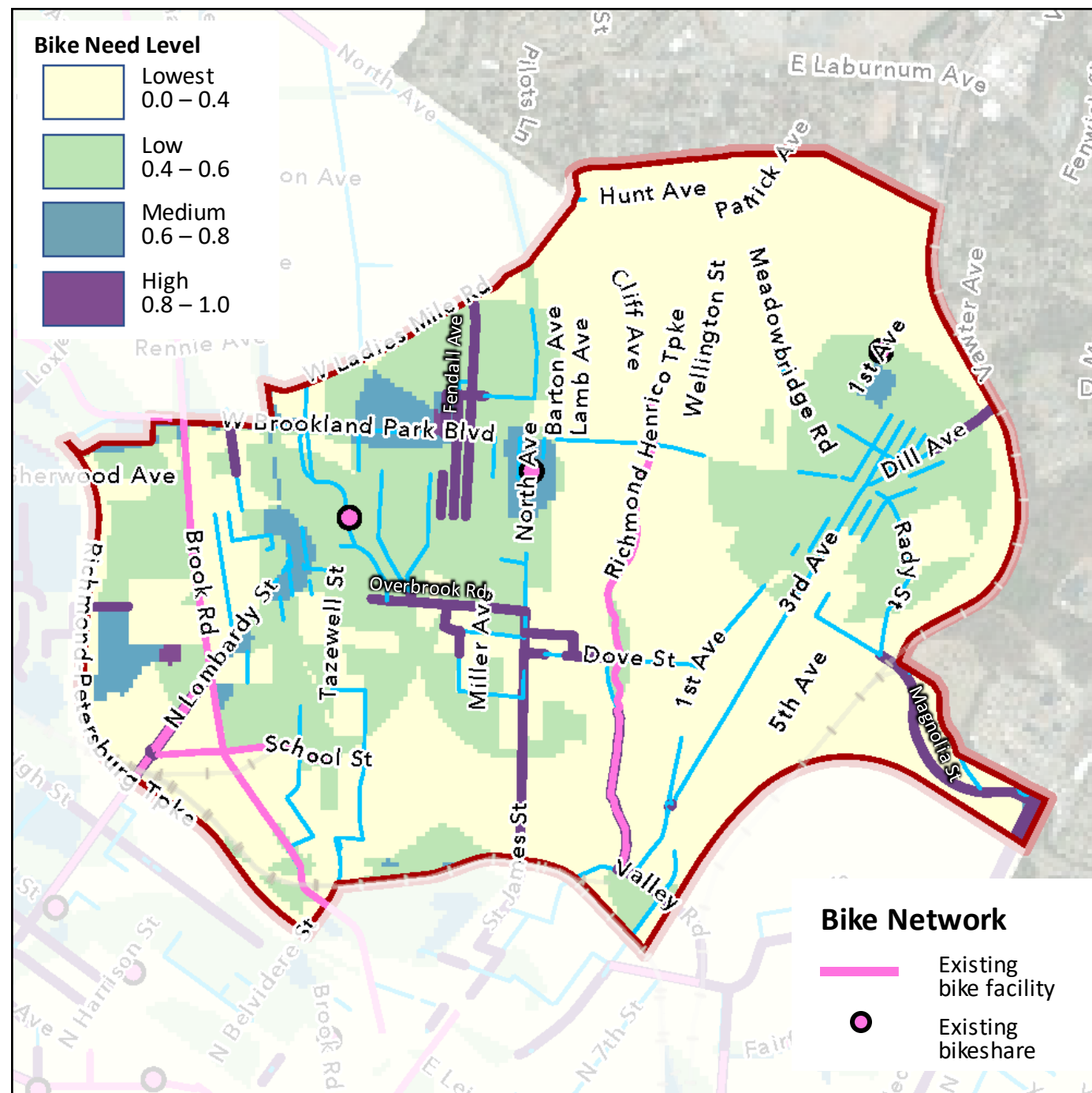
What other recommendations are in the poster map to address bicycle needs?

New Project Ideas from Public Input
Extent Brookland Park Blvd bike infrastructure past Brook Rd. Enhance Brookland Park Blvd bike infrastructure with more signage and protection.
Add bike infrastructure to Ladies Mile Rd
Enhance Brook Rd bike infrastructure and parking enforcement. Extend bike infrastructure south.
Add bike infrastructure on Chamberlayne Ave



What bicycle needs are not addressed?

- No east-west bicycle facility on Overbrook Rd
- No bicycle facility on Magnolia St east of Rady St
- Others?

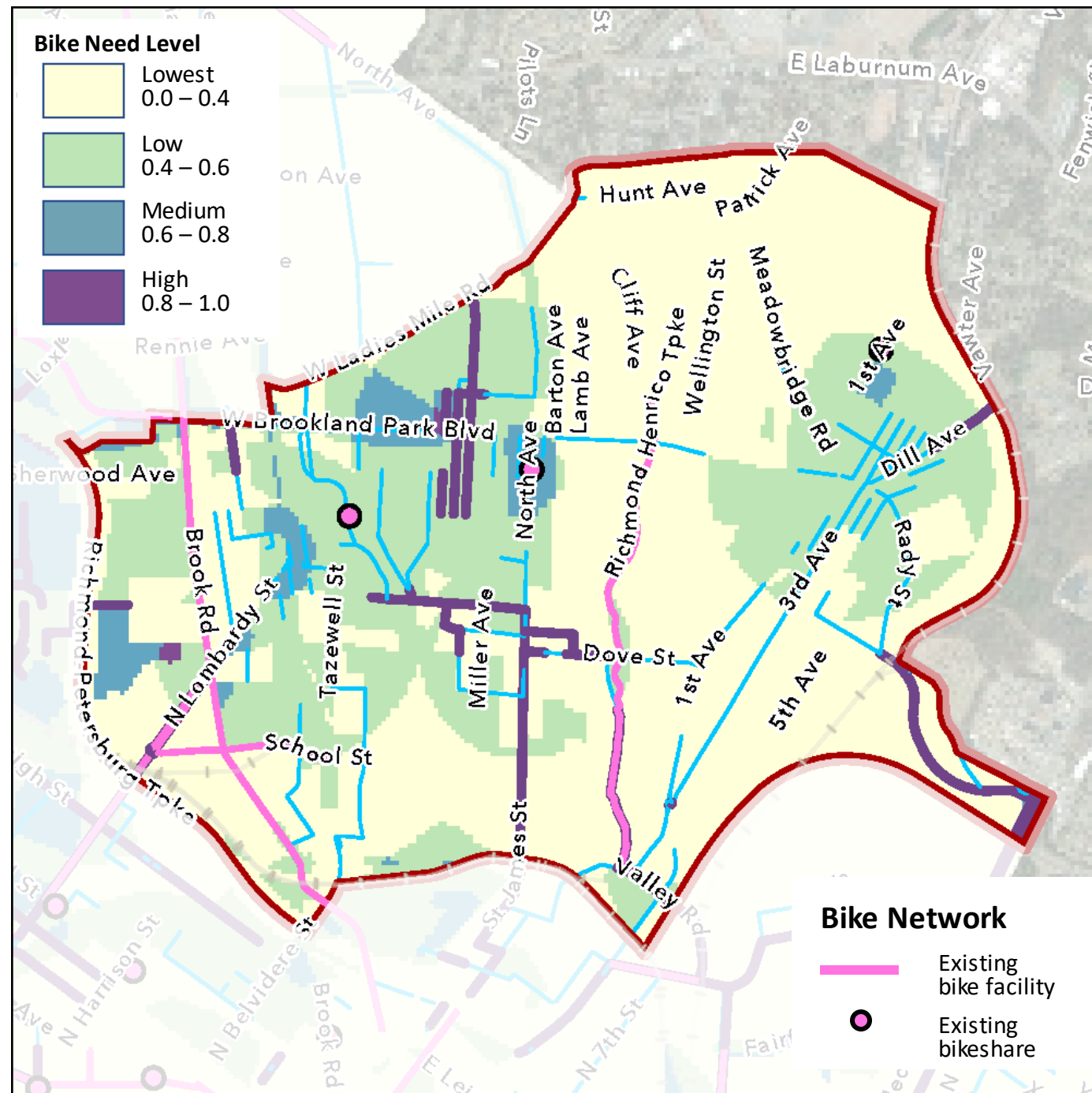


How can we address the unmet bicycle needs?

1. Install a bicycle facility on Overbrook Rd
2. Install a bicycle facility on Magnolia St east of Rady St
3. Other ideas?

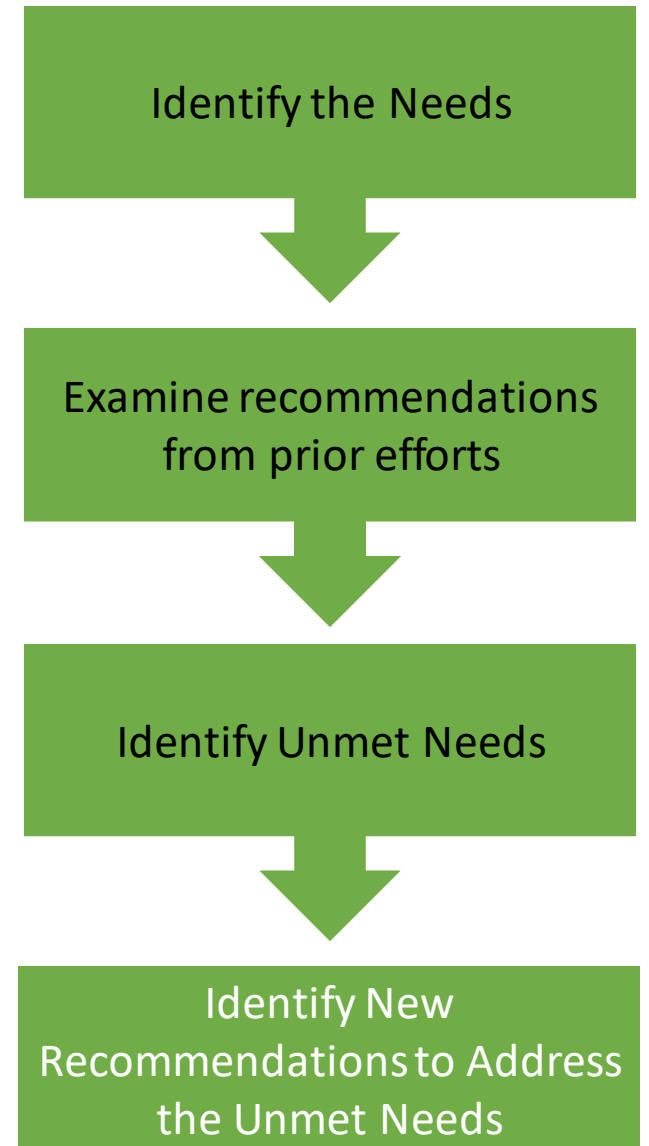
Discussion Questions:

- 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 Transit Needs and Recommendations

TRANSIT NEEDS

Investment Need Category 2

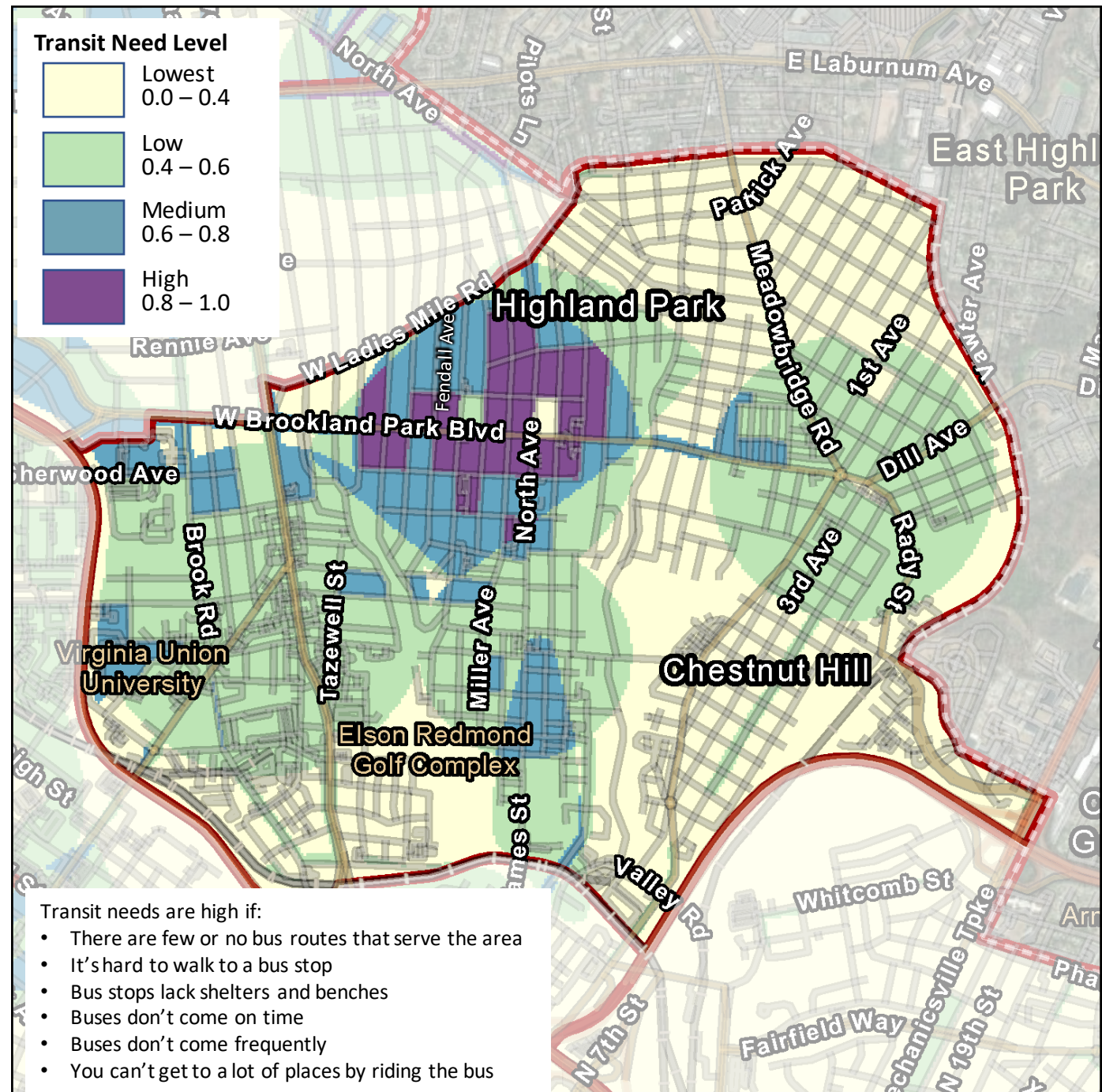
Transit Needs

Transit needs are highest in the Brookland Park neighborhood node

- Buses are unreliable – on-time performance here is among the worst in the entire City
- Lack of shelters and benches at bus stops
- Public comments:
 - Not enough bus stops. Too far to walk, especially for older adults who live in this neighborhood.
 - Route 20 along Brookland Park Blvd doesn't come frequently enough. Too many transfers
 - Hard to access bus stop on North Ave at Essex St. Bus stop feels unsafe
 - Unable to find a seat at bus stop on North Ave at Gladstone Ave

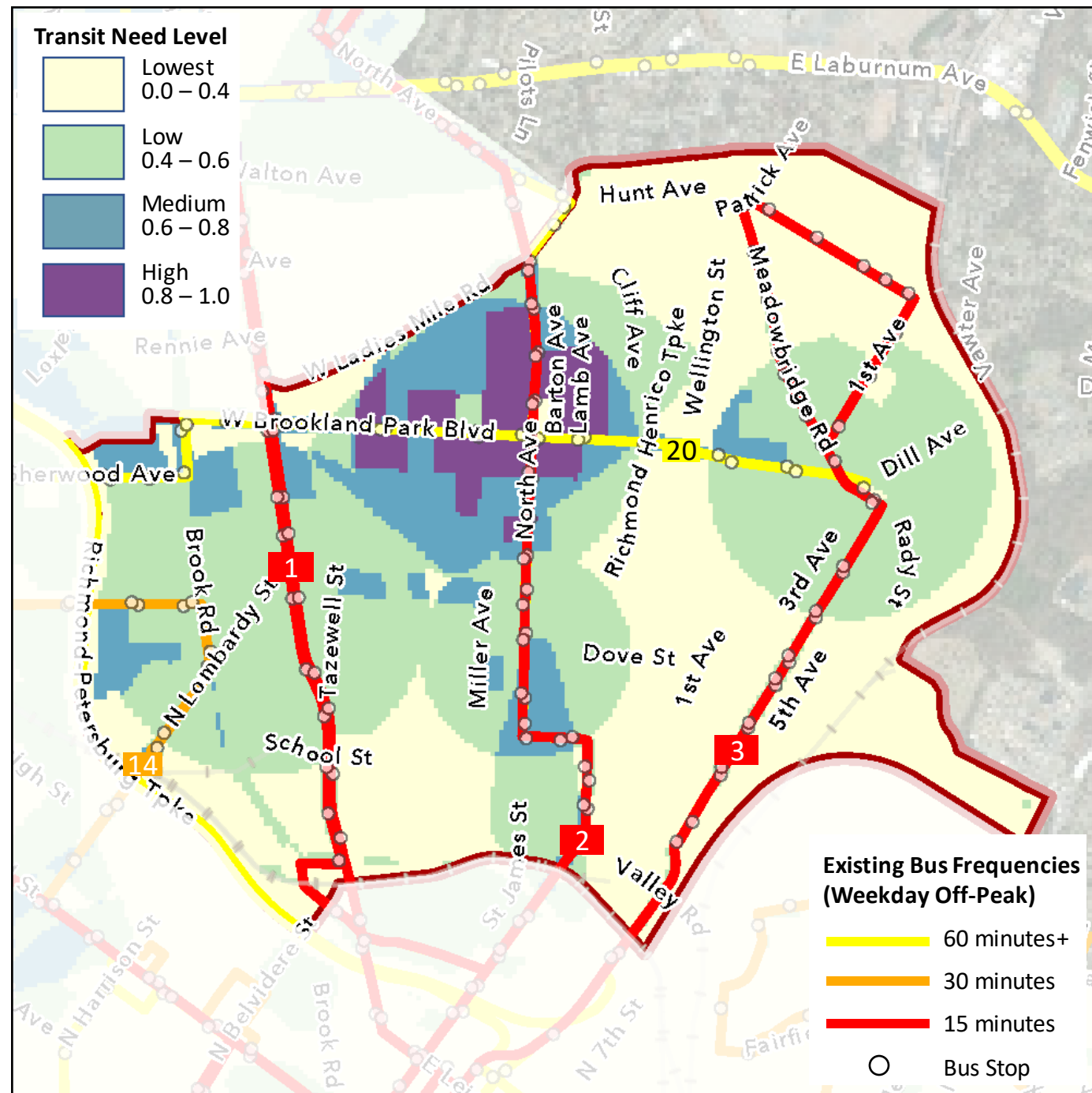
“Super” needs from public input:

- *Pulse bus rapid transit does not serve Northside*



Transit Needs & Existing Service

- Route 1 along Chamberlayne
 - Every 15 minutes
- Route 2 along North Ave
 - Every 15 minutes
- Route 3 along 5th Ave
 - Every 15 minutes
- Route 20 along Brookland Park Blvd
 - Every 30 minutes during peak
 - Every 60 minutes during off-peak
- Route 14 – Overbrook Rd, Brook Rd, Lombardy St
 - Every 30 minutes



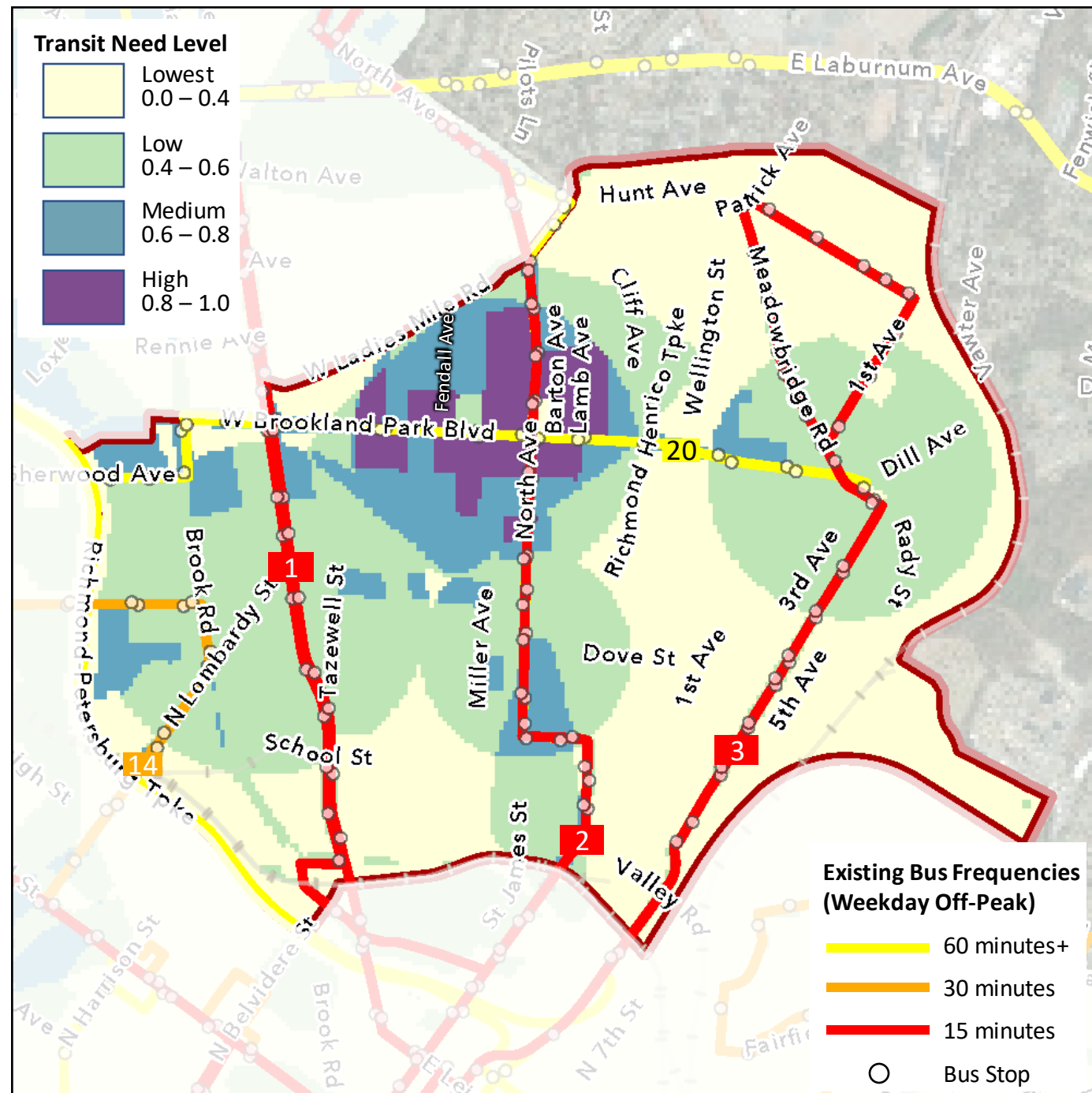
What transit improvements have already been identified?

Recommendation	Source(s)
Add shelters and benches to 50% of GRTC bus stops	GRTC Essential Transit Infrastructure Plan
Extend Route 3a to Azalea and Chamberlayne	GRTC Regional Public Transit Plan FY 2023
Increase frequency on Route 1 to every 10 minutes. Extend Route 1b to Brook and Parham every 30 minutes.	GRTC Regional Public Transit Plan FY 2023
Enhanced local service every 15-20 minutes on Route 1 North from the Pulse BRT downtown to Ashland along US 1	Greater RVA Transit Vision Plan Network
New local bus route along Brookland Park Rd from Rt 360 to Chesterfield Government Center (15-20 minute frequencies) (Route 22)	Greater RVA Transit Vision Plan Network

New Project Ideas from Public Input	
Add transit route along Fendall Ave	
Add BRT along Brookland Park Blvd	

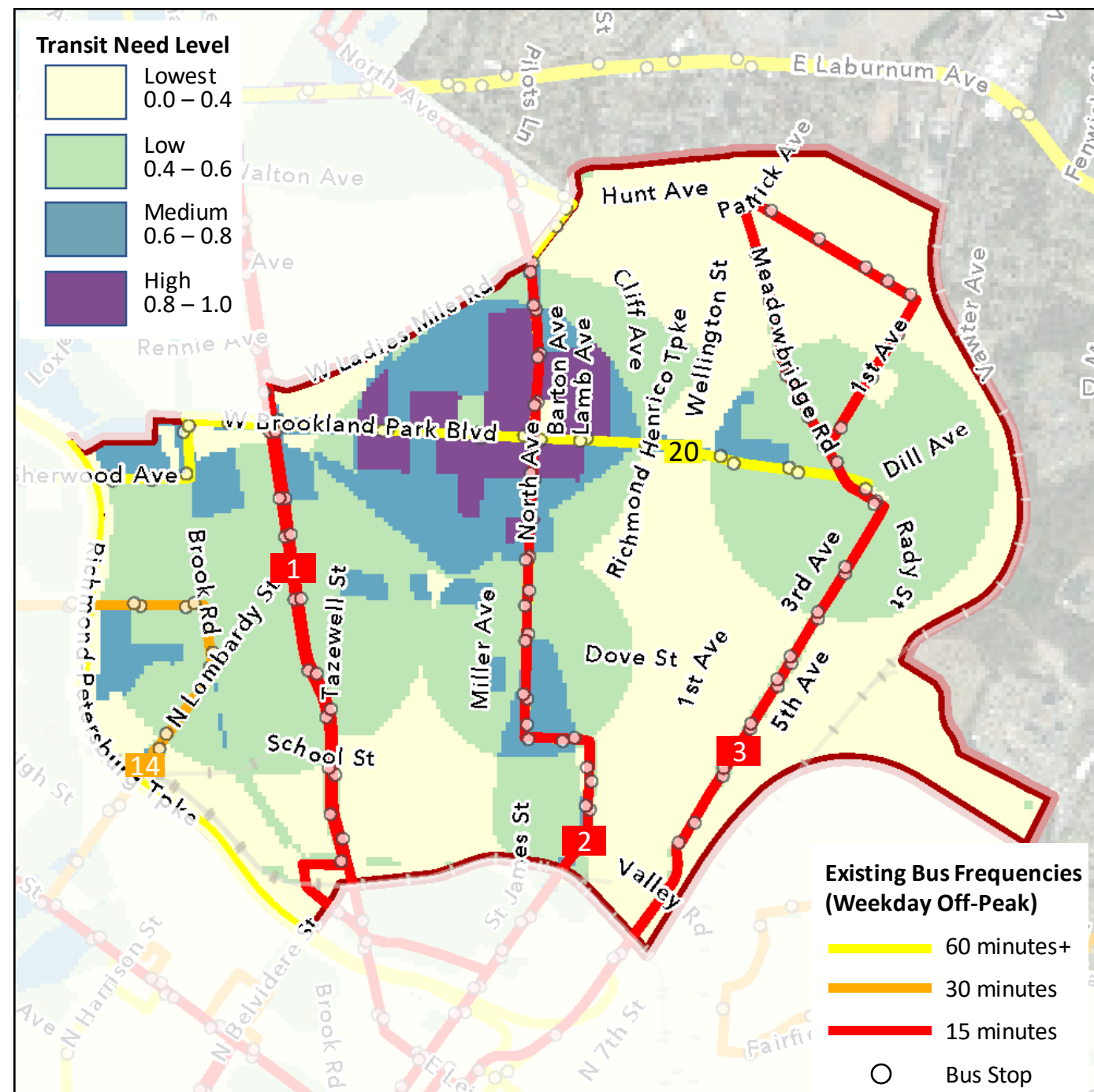
Discussion Questions:

- 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?

- Pulse bus rapid transit does not serve Northside
- Not enough bus stops in Brookland Park neighborhood. Too far to walk, especially for older adults who live in this neighborhood.
- Hard to access bus stop on North Ave at Essex St. Bus stop feels unsafe
- Others?

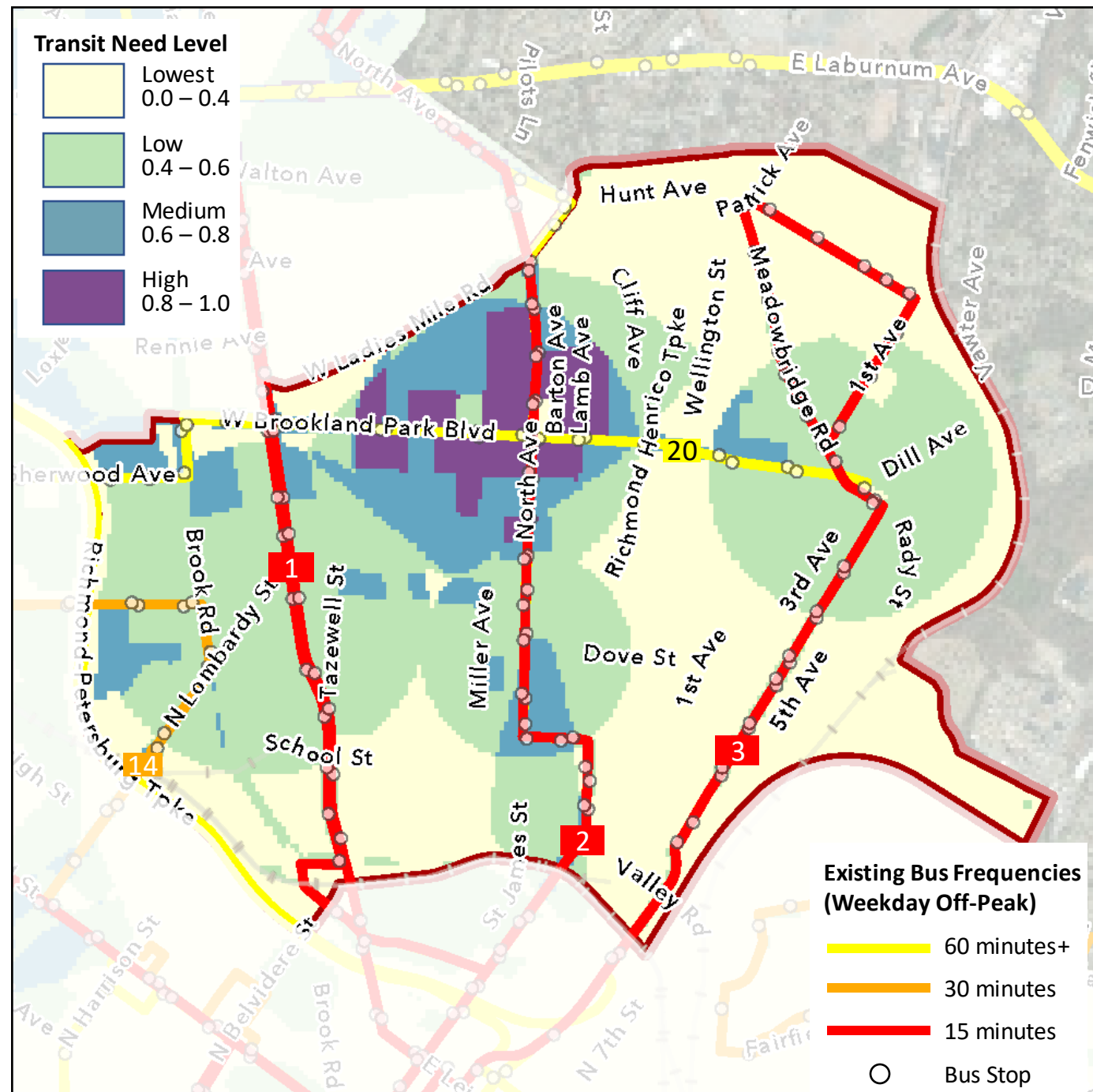


How can we address the unmet transit needs?

1. GRTC is currently studying a north-south alignment for bus rapid transit, that could include service like the existing Pulse along U.S. 1 (Chamberlayne)
2. Study how much adding closer spaced bus stops on North Ave would affect bus running times
3. Add lighting to bus stops along North Ave to improve safety

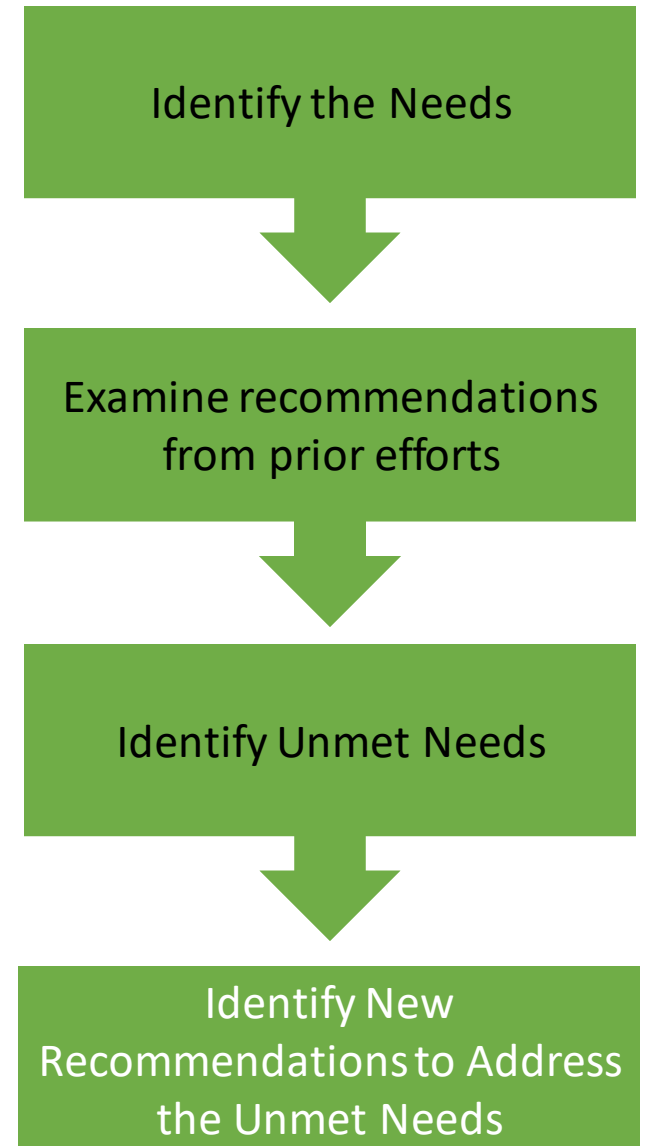
Discussion Questions:

- 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?

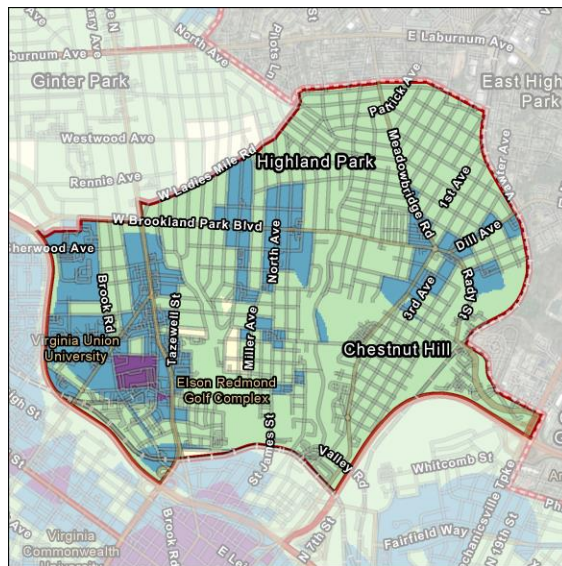


Other Needs

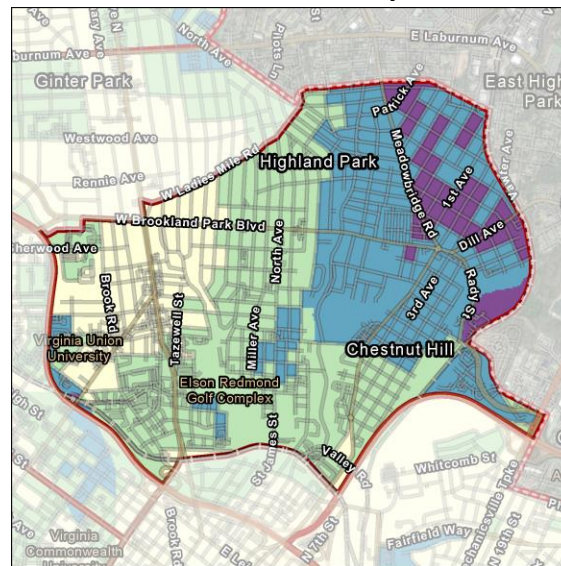
Land Use, Connectivity, Economic Development

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

INC 4: Land Use Needs



INC 6: Connectivity



INC 10: Economic Development

