

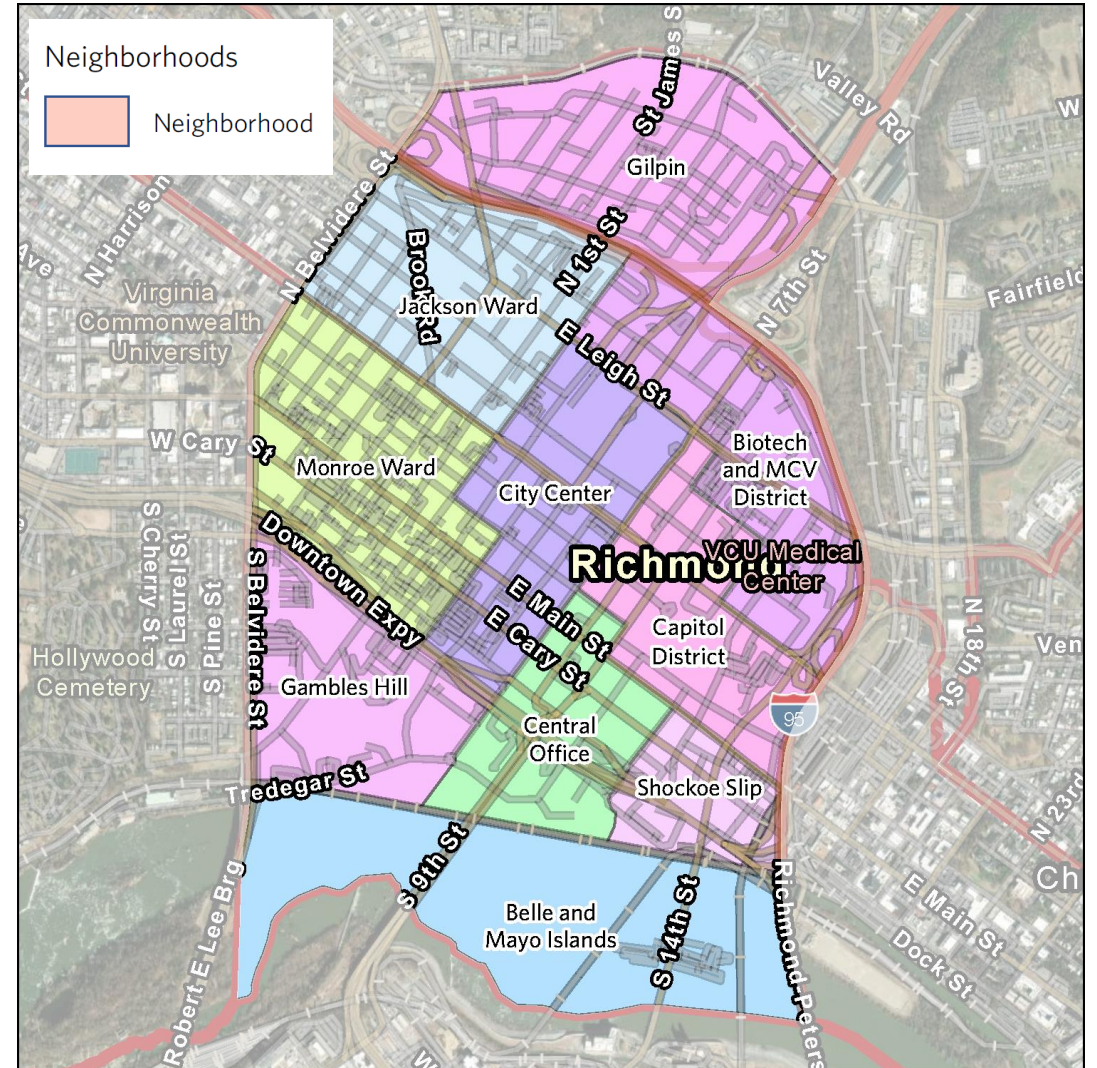
# Transportation Needs and Recommendations

## Need Area 4: Downtown, including Gilpin



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:

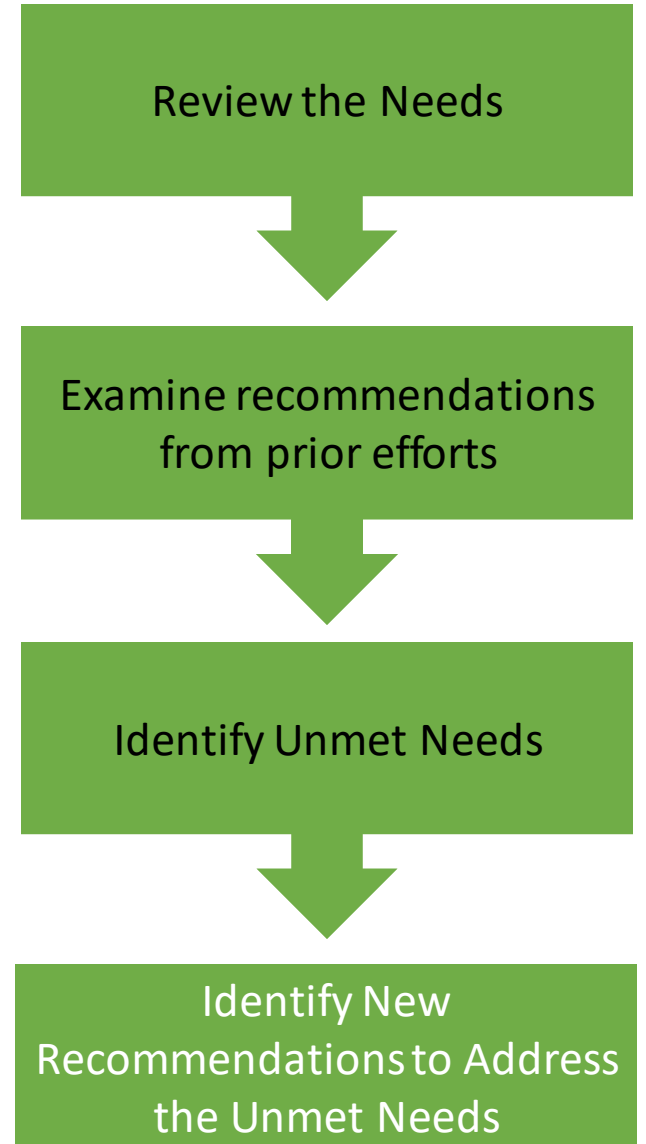
- Work through some examples of how we are identifying and vetting recommendations.
- Get your feedback on which existing recommendations are most important to address the top needs.
- Identify new recommendations to address unmet top needs.

## 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     |



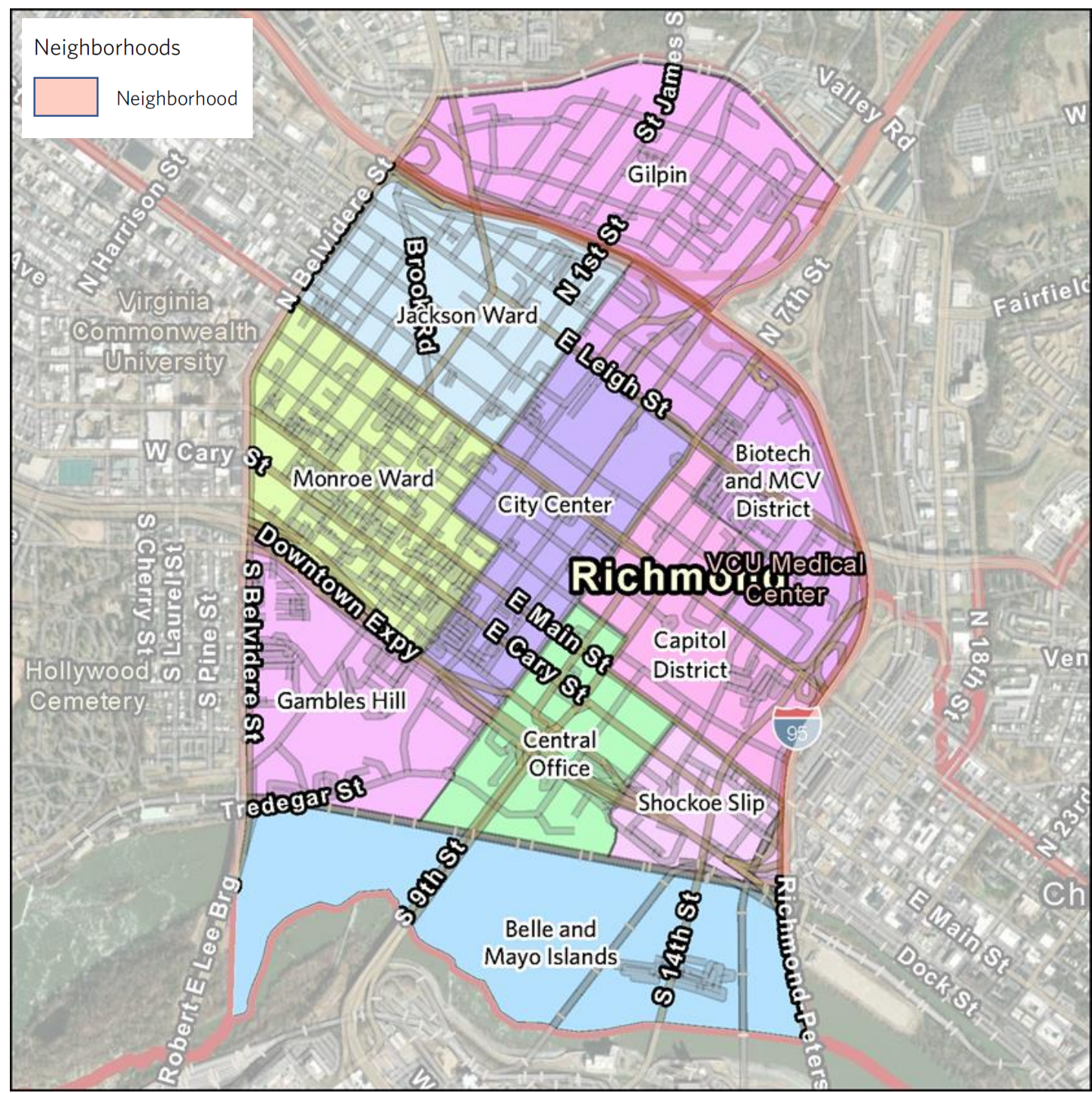
# Quick Review:

Land Use & Transportation Context

Communities of Concern

Transportation Inequities

Transportation Needs



# What is this area like today?

## Land Use

- Downtown core of the Richmond metro area. High density government and institutional uses
- Jackson Ward is a historically black neighborhood.
- Gilpin Court public housing
- Priority Growth Nodes (Richmond 300 Master Plan):
  - Downtown Core
  - Jackson Ward
  - Monroe Ward

## Transportation

- Broad Street BRT and many other GRTC bus routes serve the area
- “Great Streets” (Richmond 300 Master Plan):
  - Broad Street
  - Belvidere Street

**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

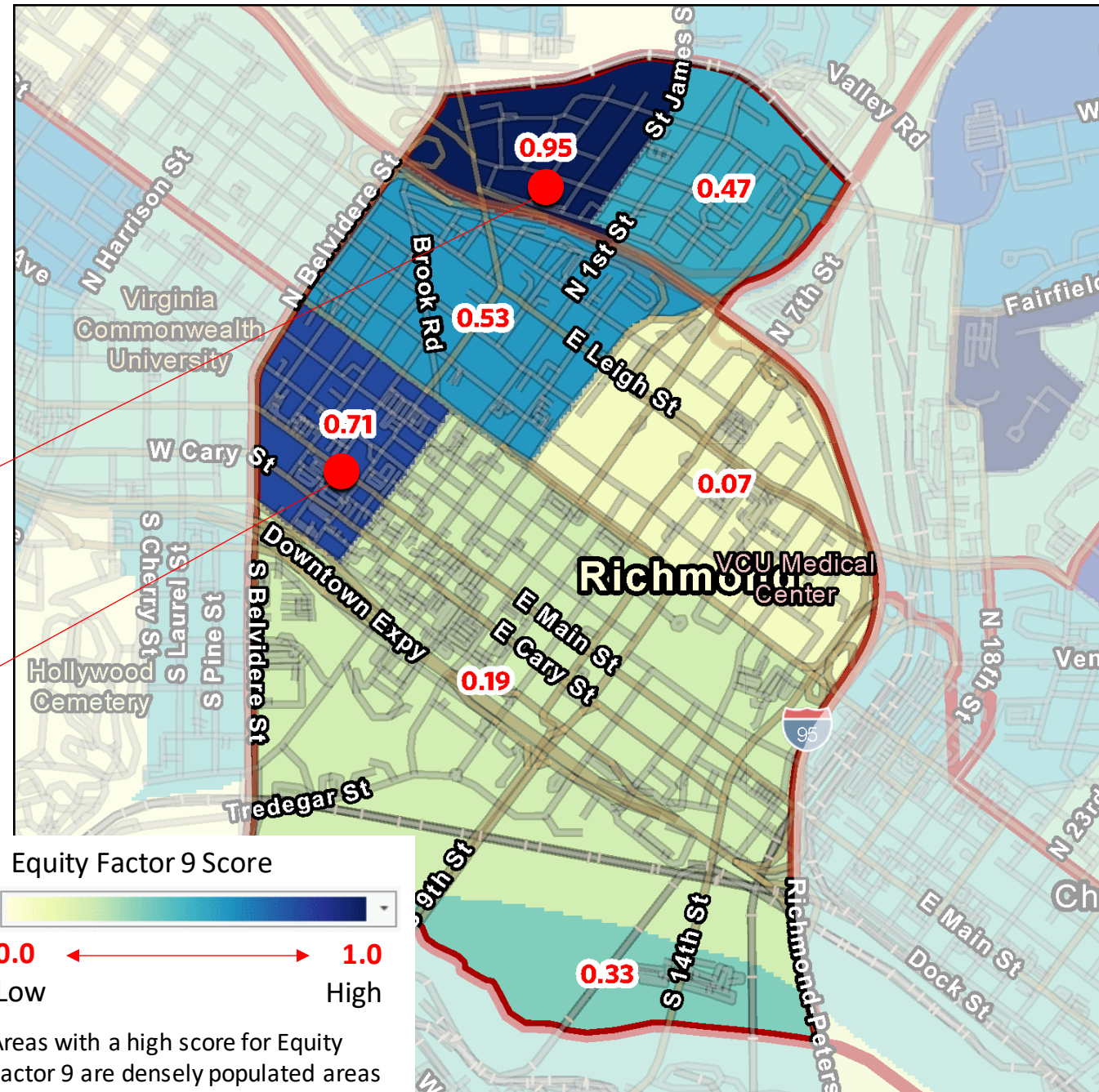
Several neighborhoods in this area have a high percentage of residents in Communities of Concern, including **BIPOC, renters, at-risk youth, low-income, and non-English Primary**

In the Gilpin neighborhood:

- 97% of residents are renters
- 93% of residents are BIPOC renters
- 51% of residents are at-risk youth

In this area of Monroe Ward:

- 68% of residents live in low-income households
- 25% 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

Equity Factor Scores



Low

High

Fewer

Greater

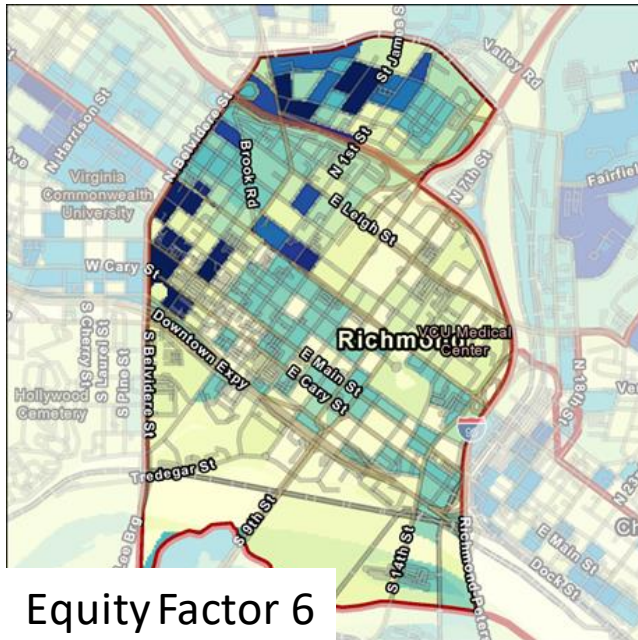
Inequities

Inequities

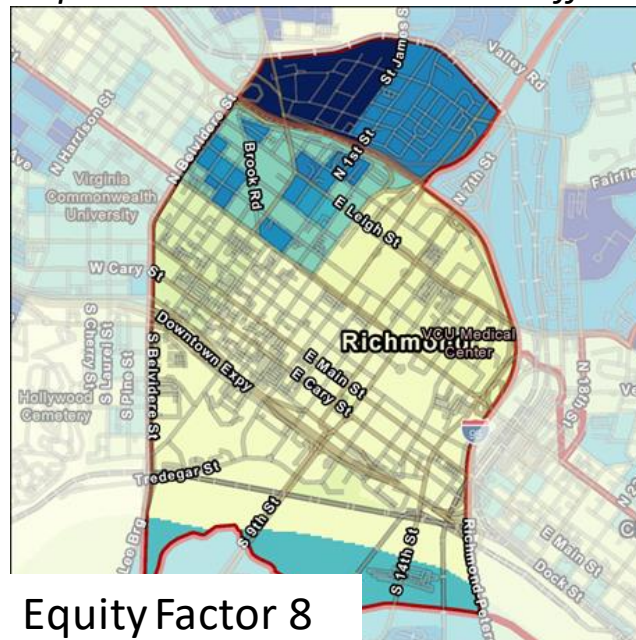
*It's hard to get around by walking or biking because it **doesn't feel safe**, or **there aren't direct paths** to get where you need to go.*

*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.*

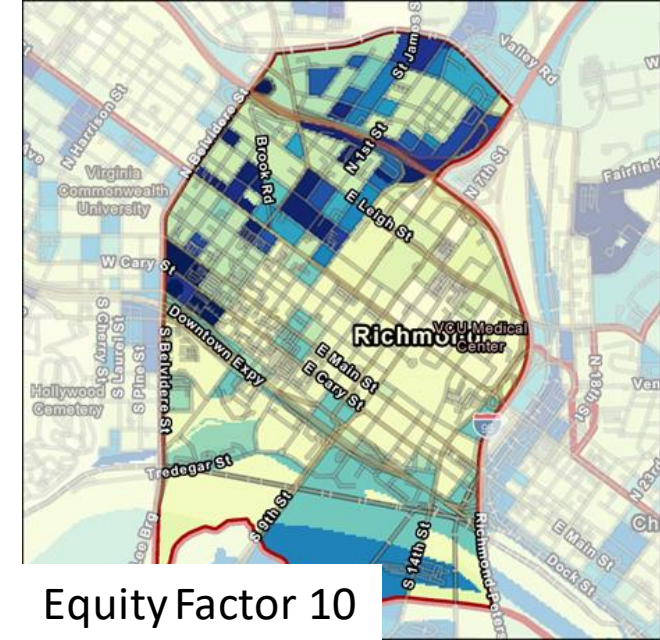
*Roads in these areas are in a **flood risk zone** and vulnerable to disruption due to climate change, and there is a high density of Communities of Concern.*



Equity Factor 6



Equity Factor 8



Equity Factor 10

*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

Greater

Inequities

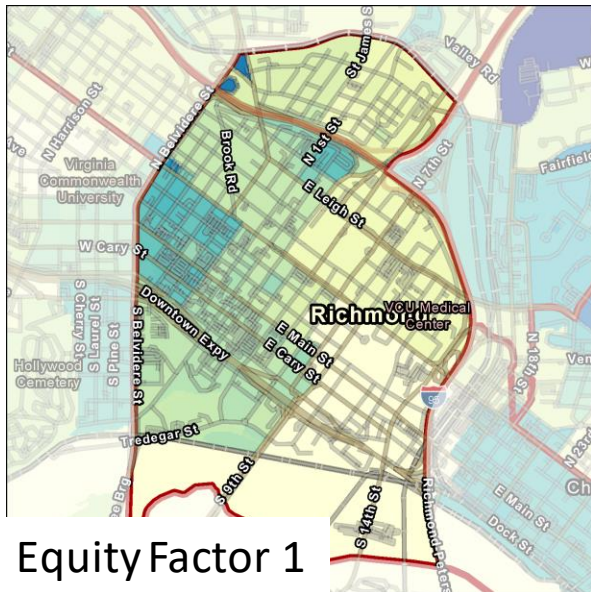
Inequities

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

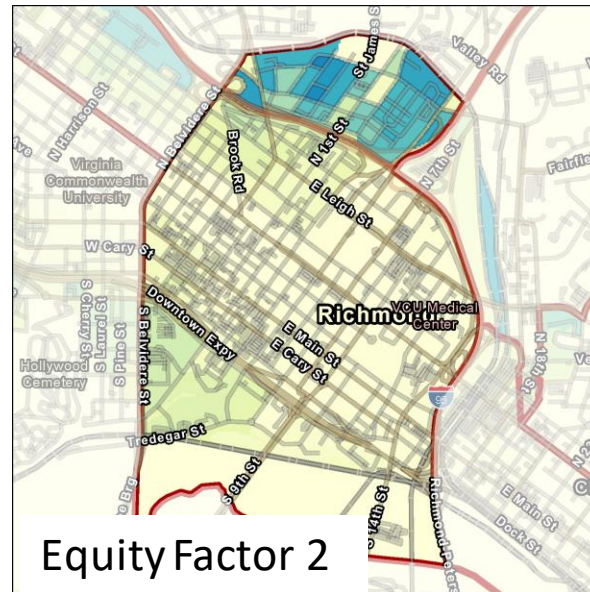
**Neighborhoods were dissected by highway construction**, and still have high concentrations of **low-income BIPOC populations** and **low rates of BIPOC home ownership**.

Areas were affected by **urban renewal projects** and still have high concentrations of **low-income BIPOC populations** and **low rates of BIPOC home ownership**.

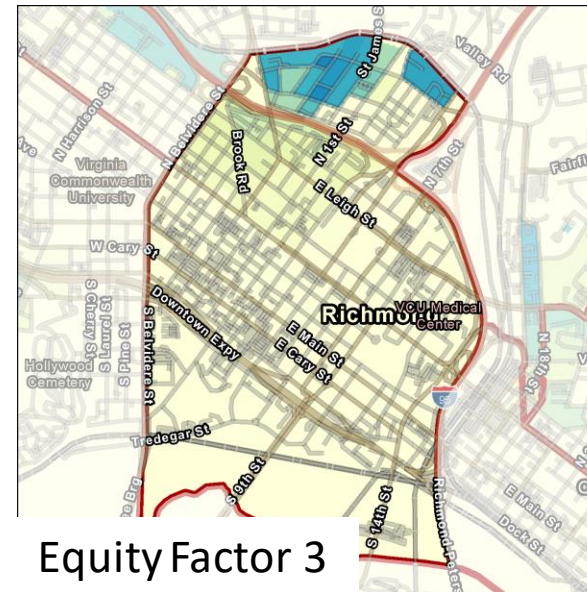
It's hard to get to the places you most need to because **transit service is either infrequent or unreliable**, especially for **Communities of Concern**.



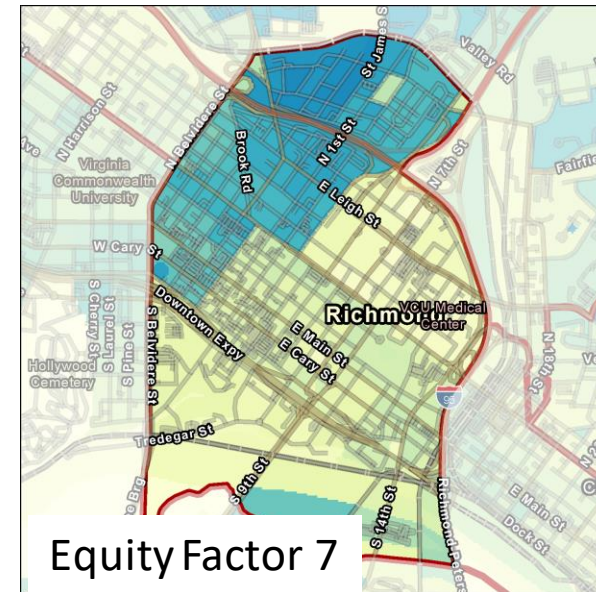
Equity Factor 1



Equity Factor 2



Equity Factor 3

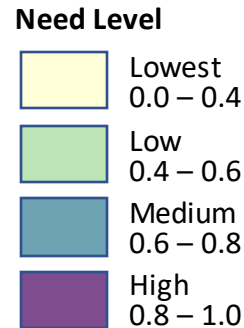












Equity Factor 7

These statements are most true in the dark blue areas.

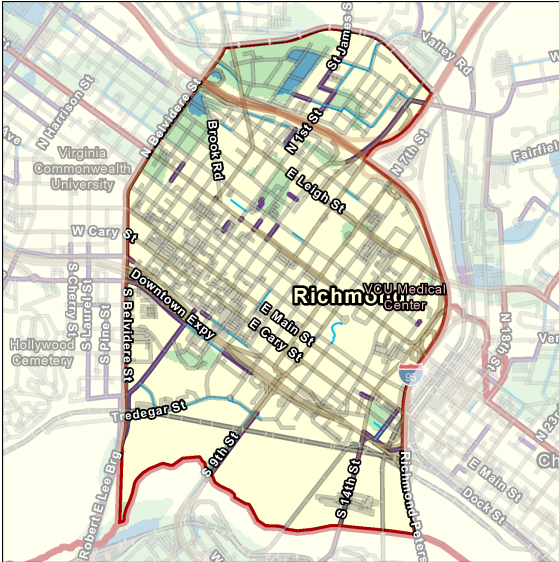
# What are the transportation needs?

- 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.

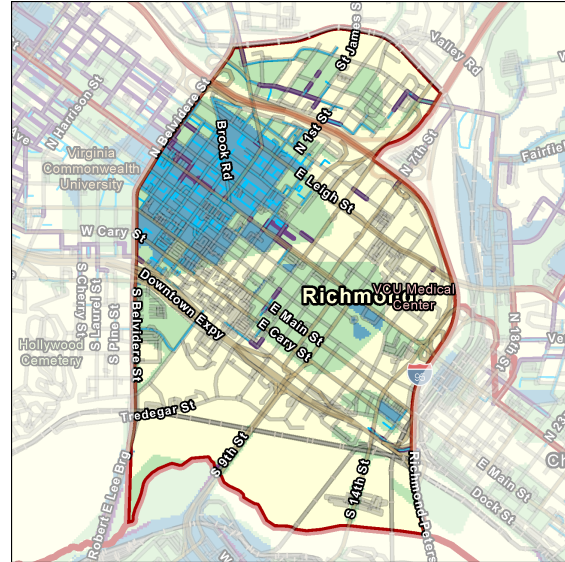


Investment need categories	
Pedestrian	
Bike	
Transit	
Freight	
Land Use	
Safety	
Connectivity	
Maintenance	
Economic Development	
Technology	
Sustainability	

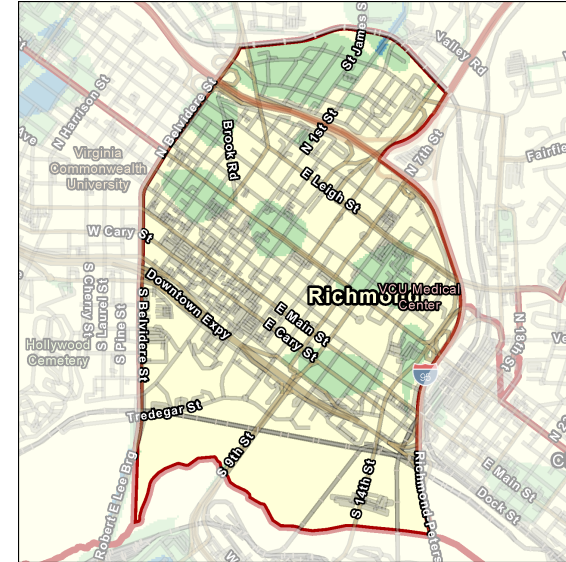
INC 1A: Bicycle Needs



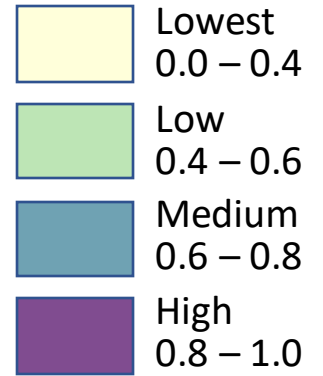
INC 1B: Pedestrian Needs



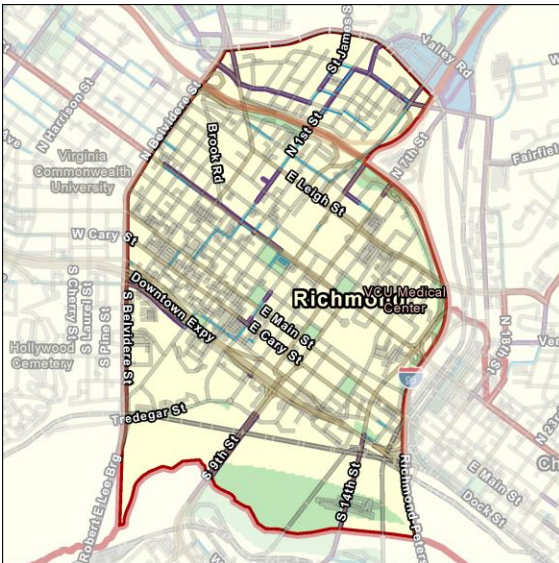
INC 2: Transit Needs



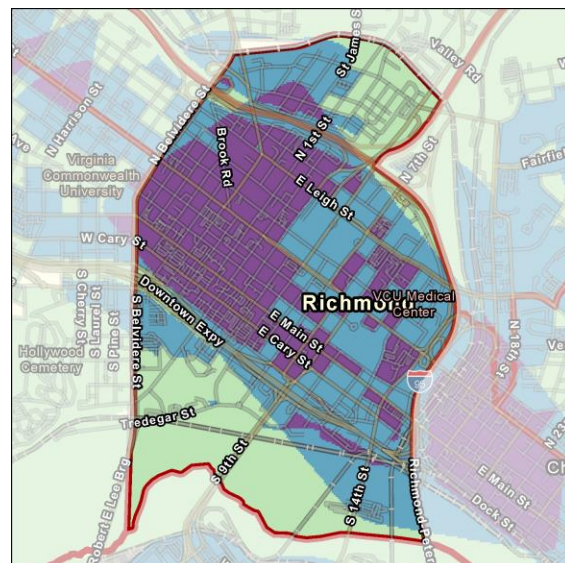
**Need Level**



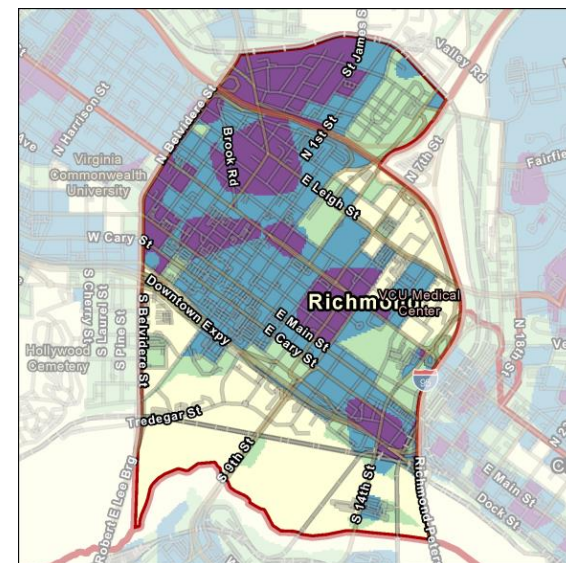
INC 3: Freight Needs



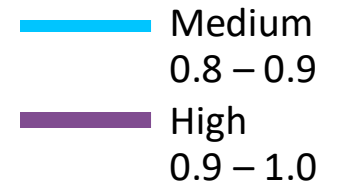
INC 4: Land Use Needs



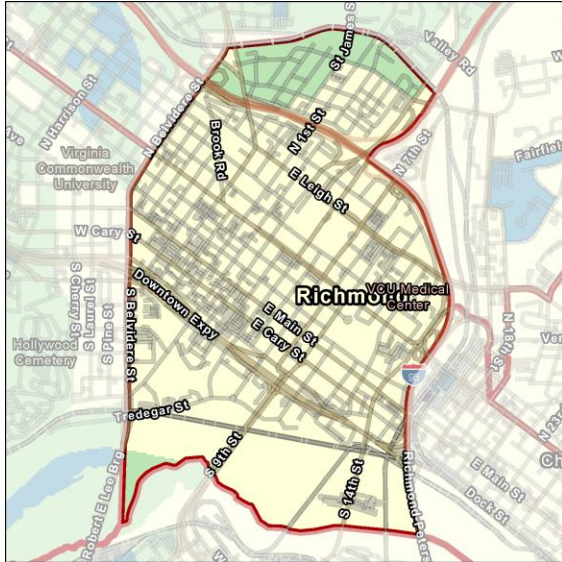
INC 5: Safety/Security Needs



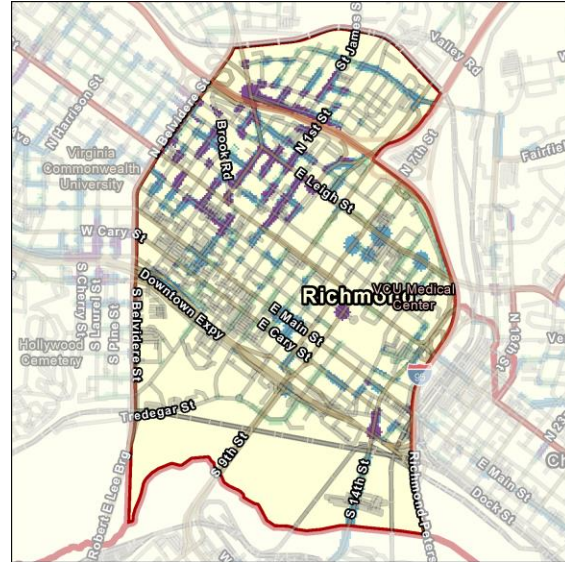
**Network Need**



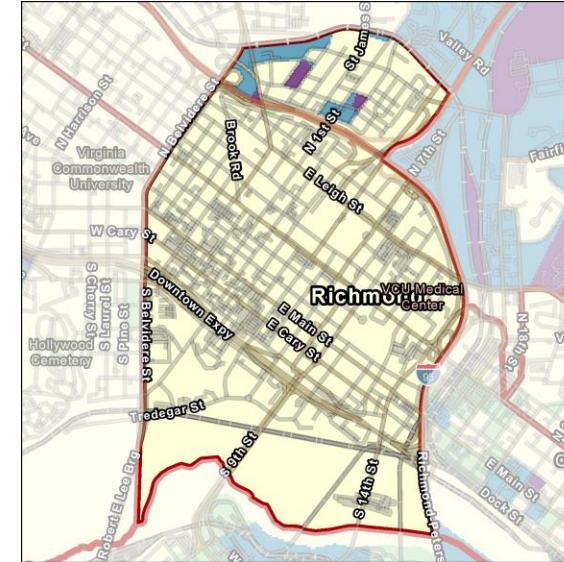
INC 6: Connectivity



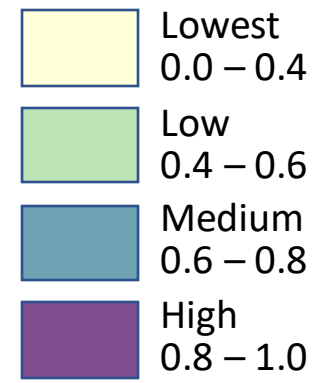
INC 7: Maintenance



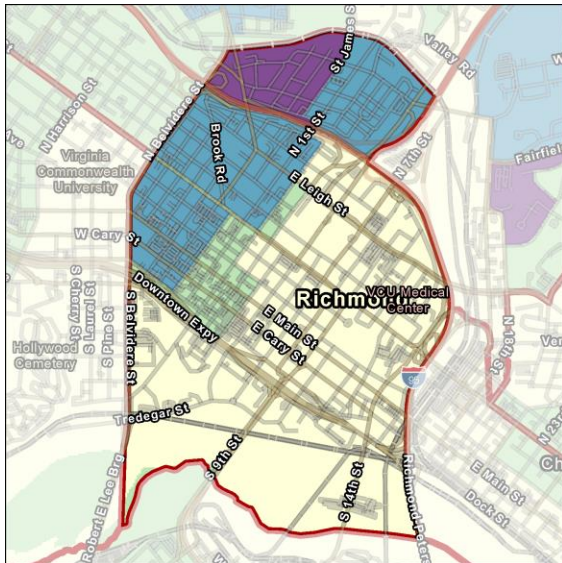
INC 8: Economic Development



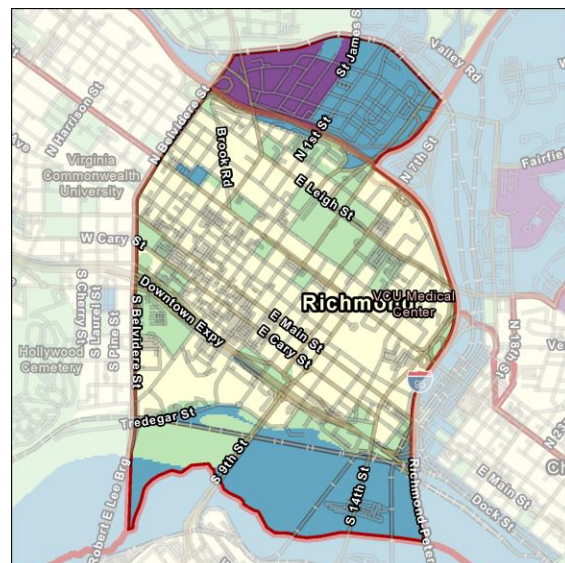
Need Level



INC 9: Technology



INC 10: Sustainability



# Work Session on Needs and Recommendations

PEDESTRIAN NEEDS

Investment Need Category 1B

# Pedestrian Needs

Walk trips from Communities of Concern use these streets the most:

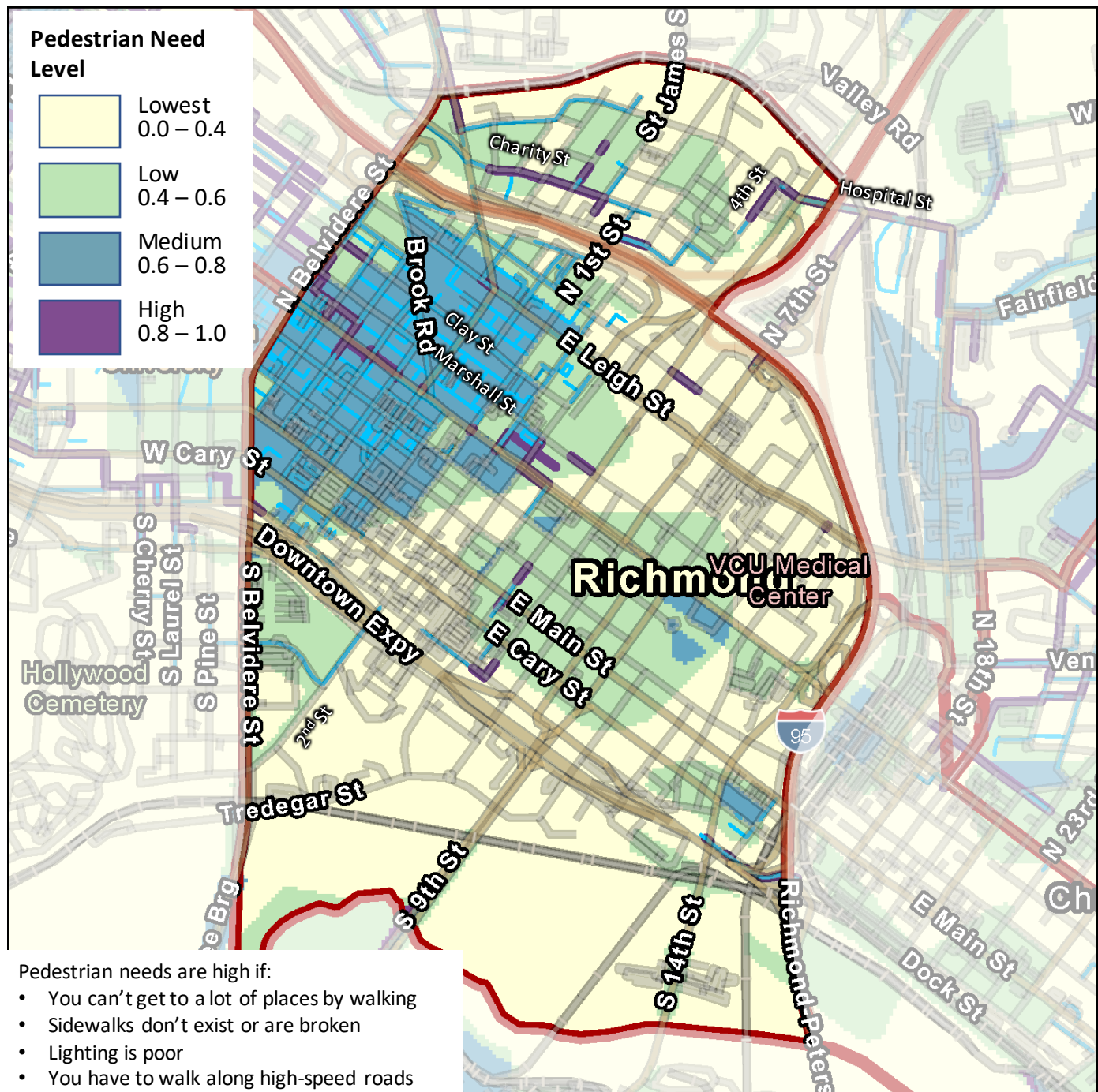
- Charity Street in Gilpin
- 4<sup>th</sup> St, Hospital St over to Fairfield
- Entire street network in Jackson Ward and western Monroe Ward

Public comments:

- Diagonal intersections along Brook Rd at Clay St and Marshall St feel unsafe
- Poor lighting, feels unsafe in Jackson Ward
- Pockets of poor sidewalk condition

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

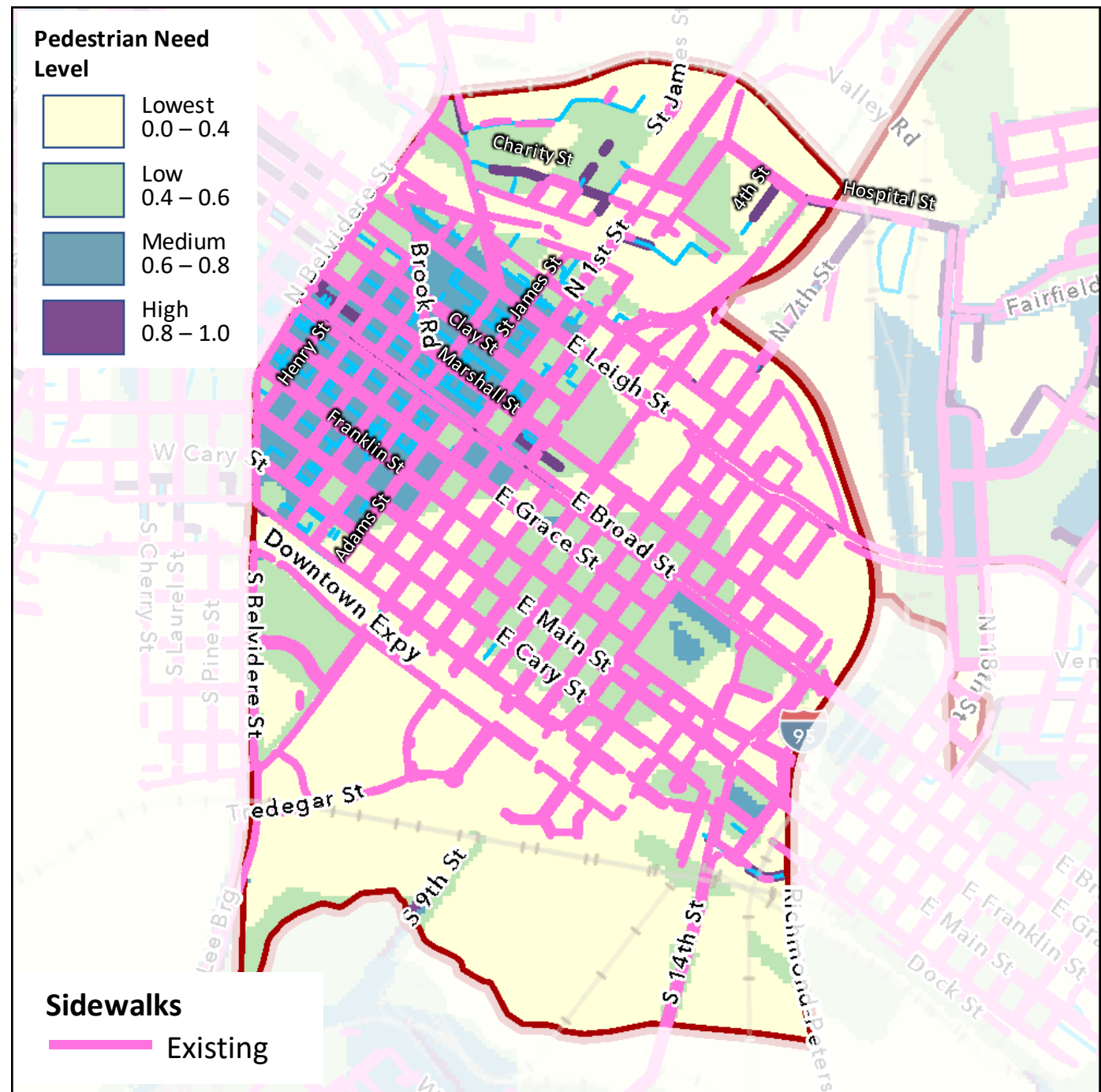
- Generally, you can get to a lot of places by walking
- Sidewalks exist, with varying degrees of maintenance condition
- You don’t have to walk along high-speed roads



- 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.
- Pedestrians use alleys between streets.
- Sidewalk condition varies, with pockets of very poor condition.
  - Poorest conditions include:
    - Henry St between Franklin St and Grace St
    - Clay St between Henry St and Monroe St
    - Marshall St between Adams St and 1<sup>st</sup> St
    - St James St from Clay St to Leigh St

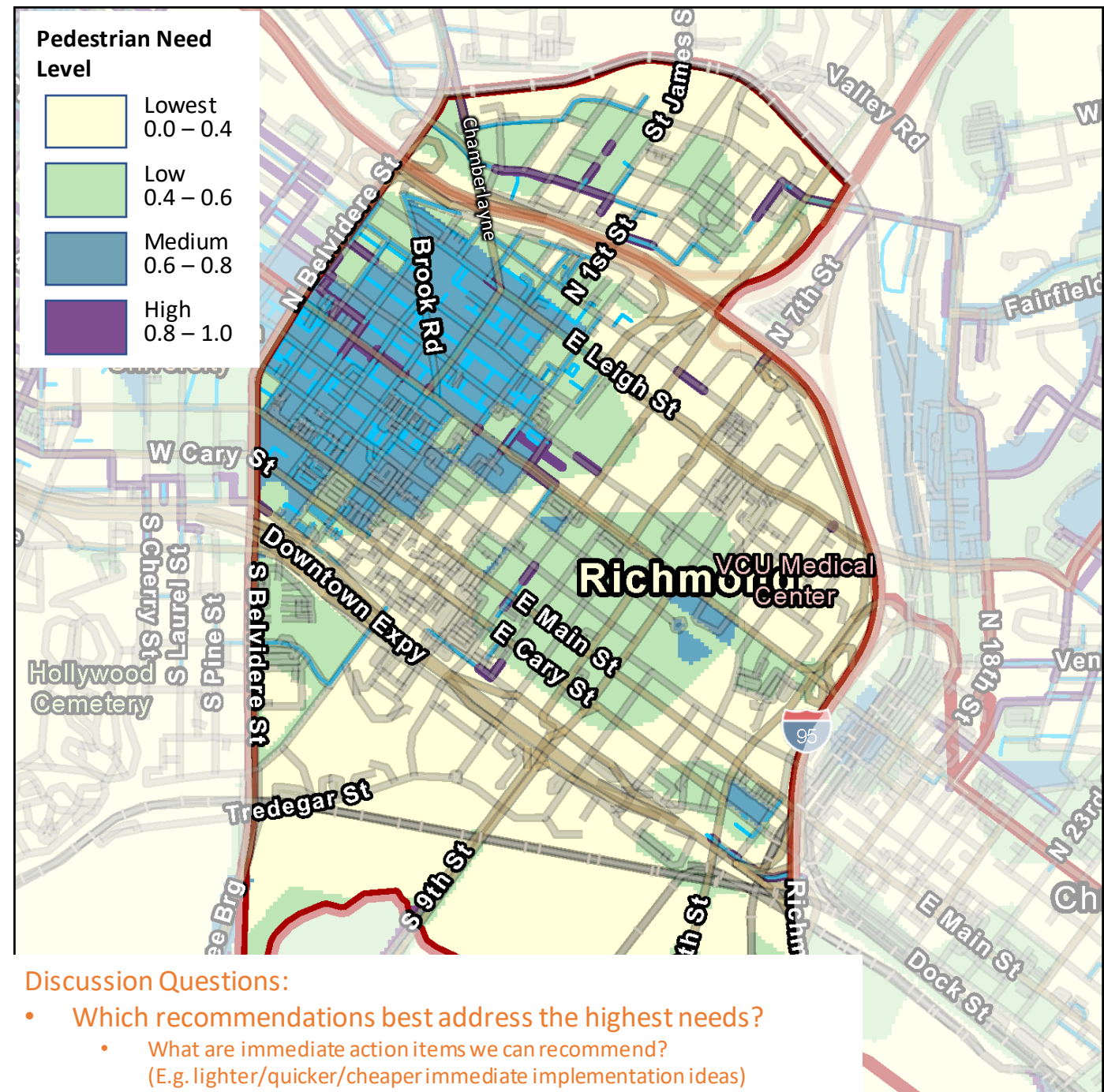


# What pedestrian projects have already been identified?

Existing Recommendations from Prior Efforts	Source(s)
Install High-Intensity Activated Crosswalk Beacon (HAWK) at the intersection of Leigh St and Brook Rd	DPW CIP
Roadway, drainage, utility, pedestrian and bicycle improvements on Leigh St from 4 <sup>th</sup> St	DPW CIP
Improve pedestrian safety at 7 <sup>th</sup> and 9 <sup>th</sup> Streets between Byrd St and Canal St	DPW CIP
Accessible ramp from southside of Canal Walk to street grade at Virginia St and E Byrd St, new bike and pedestrian improvements	DPW CIP
Install new sidewalks and ADA compliant ramps on north and south side of Tredegar St from 5 <sup>th</sup> St to the bridge	DPW CIP

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

New Project Ideas from Richmond Connects Public Input
Add pedestrian crosswalks, traffic calming, and speed enforcement on Chamberlayne
Improve sidewalks in Gilpin, Jackson Ward, and Monroe Ward
Convert downtown streets to 2-way traffic
Close part of Grace Street and Cary Street to car traffic
Add a shared use path and traffic calming on the Manchester Bridge



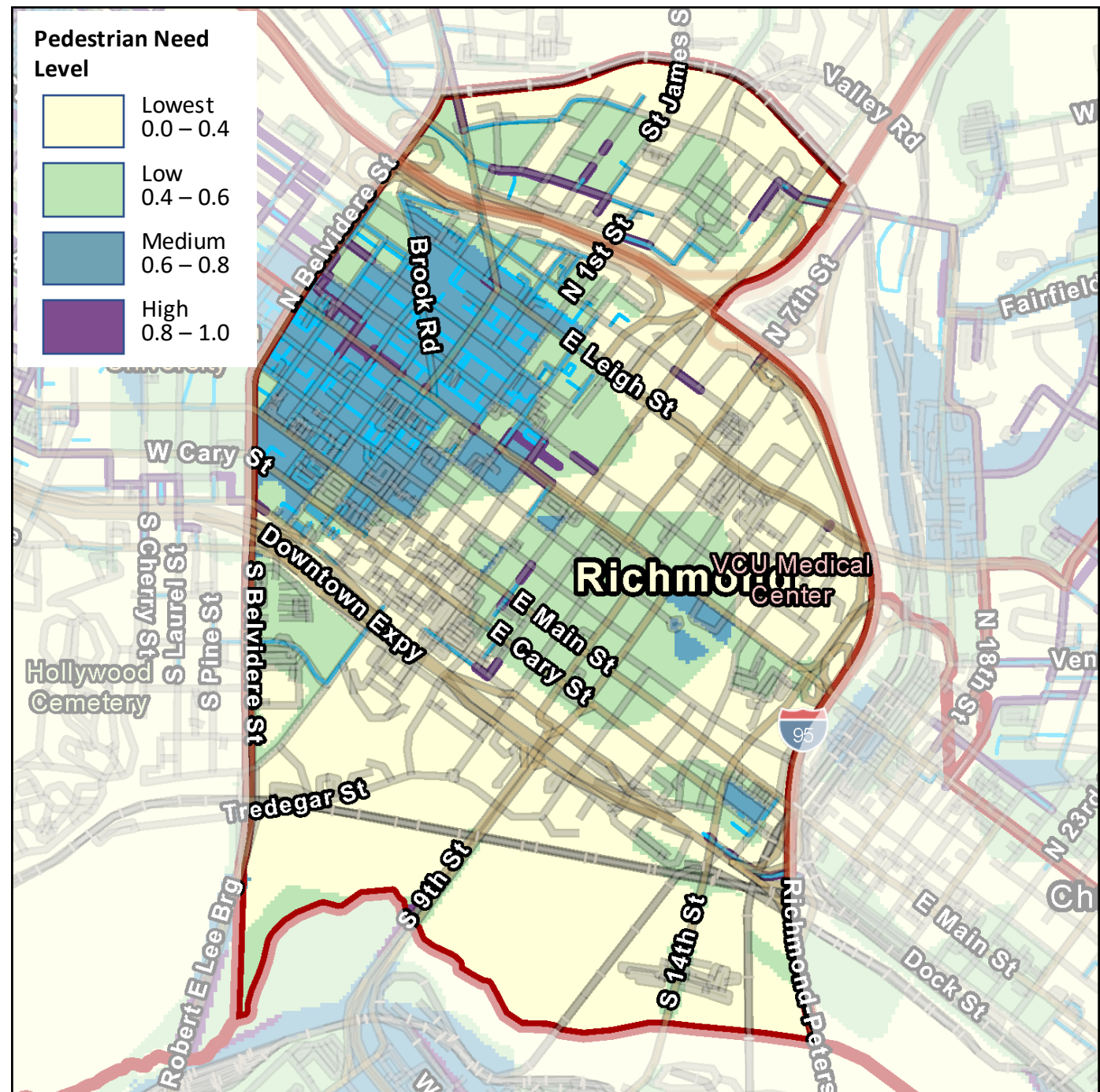
## Discussion Questions:

- 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?

- Fix broken sidewalks
- Hospital Street lacking sidewalks on south side of street
- Diagonal intersections on Brook Rd feel unsafe
- Others?

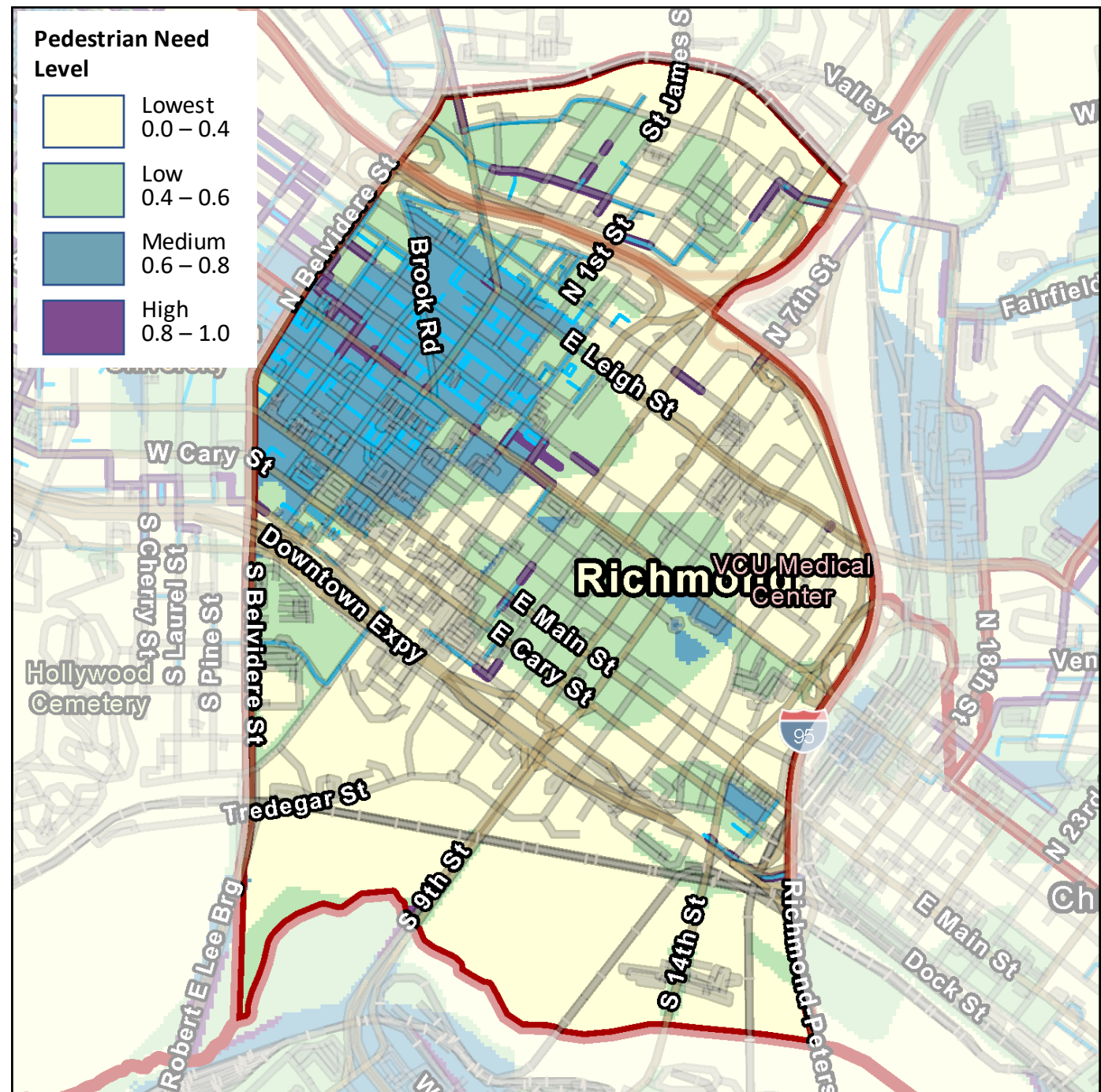


# How can we address the unmet pedestrian needs?

1. 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.
2. Develop concepts for improving pedestrian safety at the diagonal intersections on Brook Rd

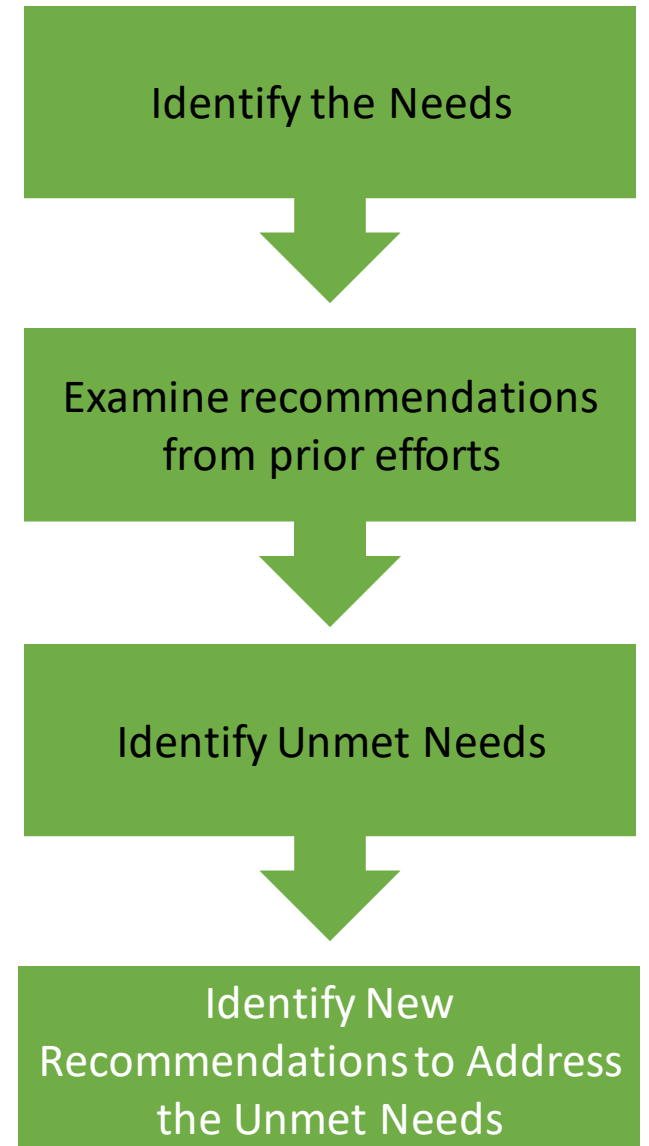
## Discussion Questions:

- 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?



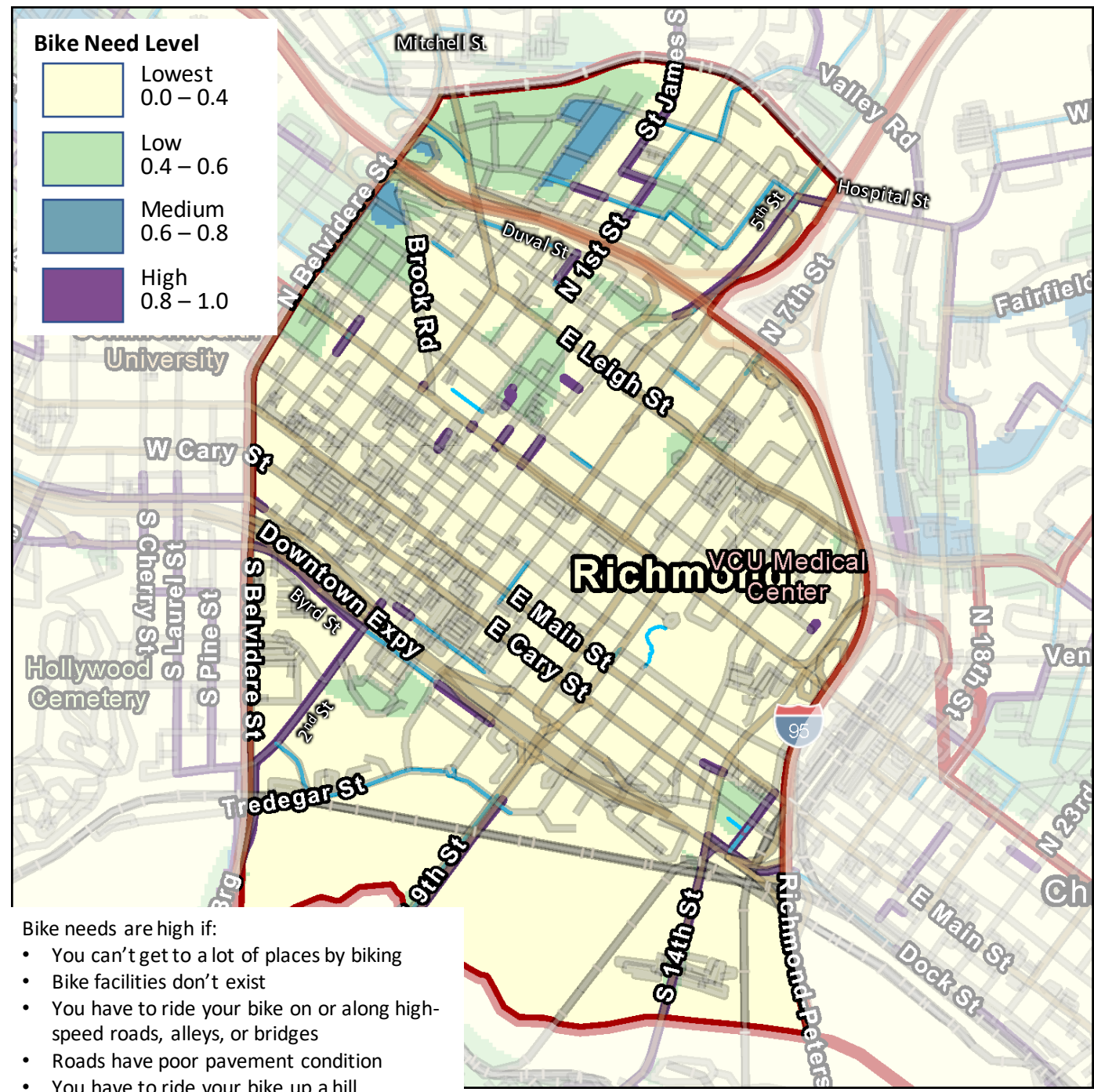
# Work Session on Needs and Recommendations

BICYCLE NEEDS

Investment Need Category 1A

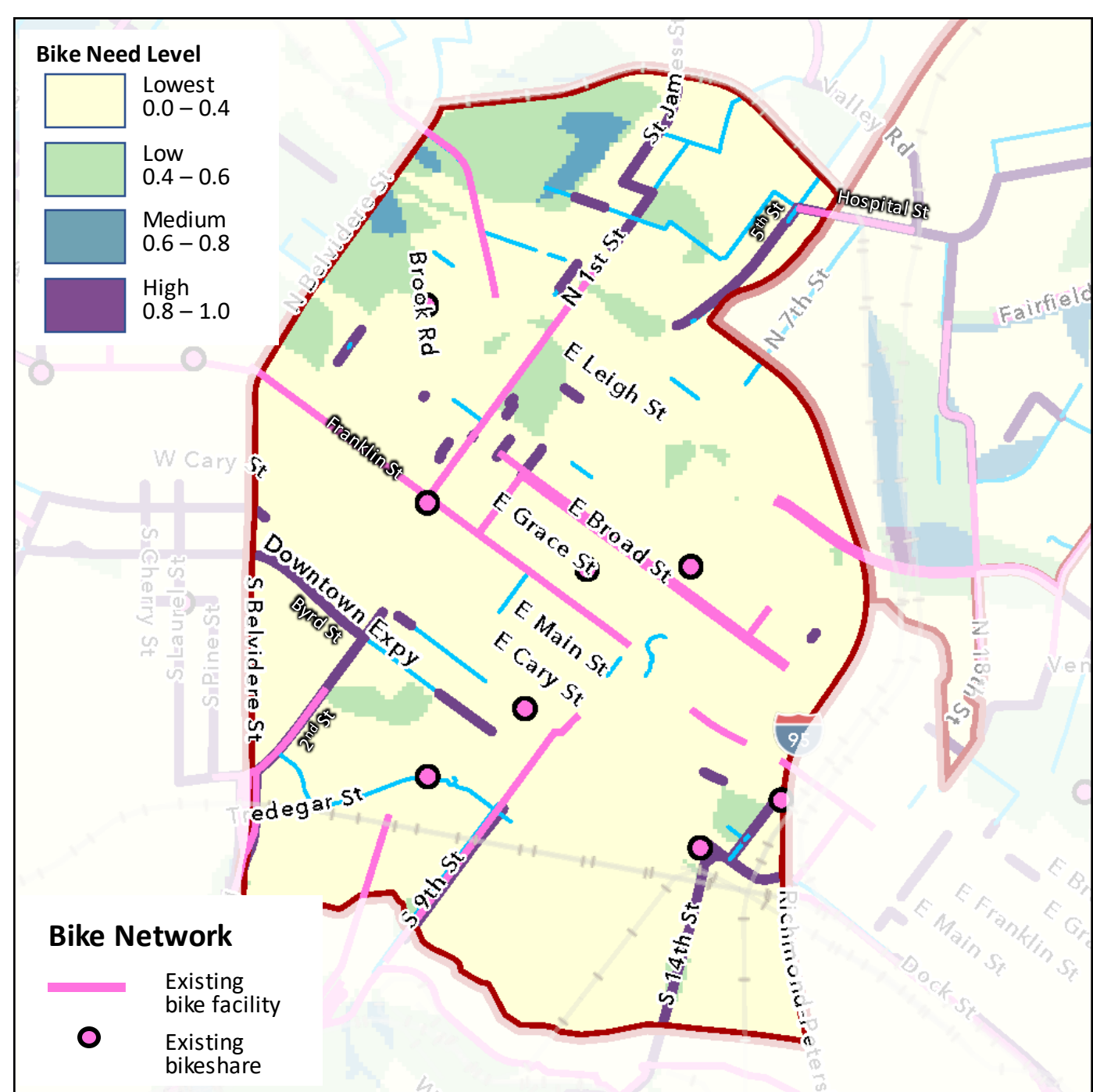
# Bicycle Needs

- Bike trips from Communities of Concern use these streets the most:
  - Byrd St, 2<sup>nd</sup> St south of Downtown Expy
  - 5<sup>th</sup> St, Hospital St over to Fairfield
  - 1<sup>st</sup> St to St James St in Gilpin
  - All 3 bridges over James River
  - 14<sup>th</sup> St bridge to Dock St
- Public Comments:
  - *Vehicles go too fast over bridges, need physical buffer for bike lanes*
  - *Bike lanes aren't connected*
    - *Brook Rd bike lanes from Northside end at Mitchell St without good options for getting to downtown*
    - *1<sup>st</sup> St bike lanes end at Duval St and don't go north of I-95*



# Bicycle Needs & Existing Facilities

- Bicycle facilities exist, but missing key connections
  - Leigh Street west of viaduct
  - 1<sup>st</sup>/2<sup>nd</sup> St between Franklin and Byrd
  - 9<sup>th</sup> St north of Cary St
- Lack of dedicated bicycle facilities on streets that bicyclists use frequently:
  - Byrd St
  - 14<sup>th</sup> St
  - 5<sup>th</sup> St
  - St James St



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

# What bicycle projects have already been identified?

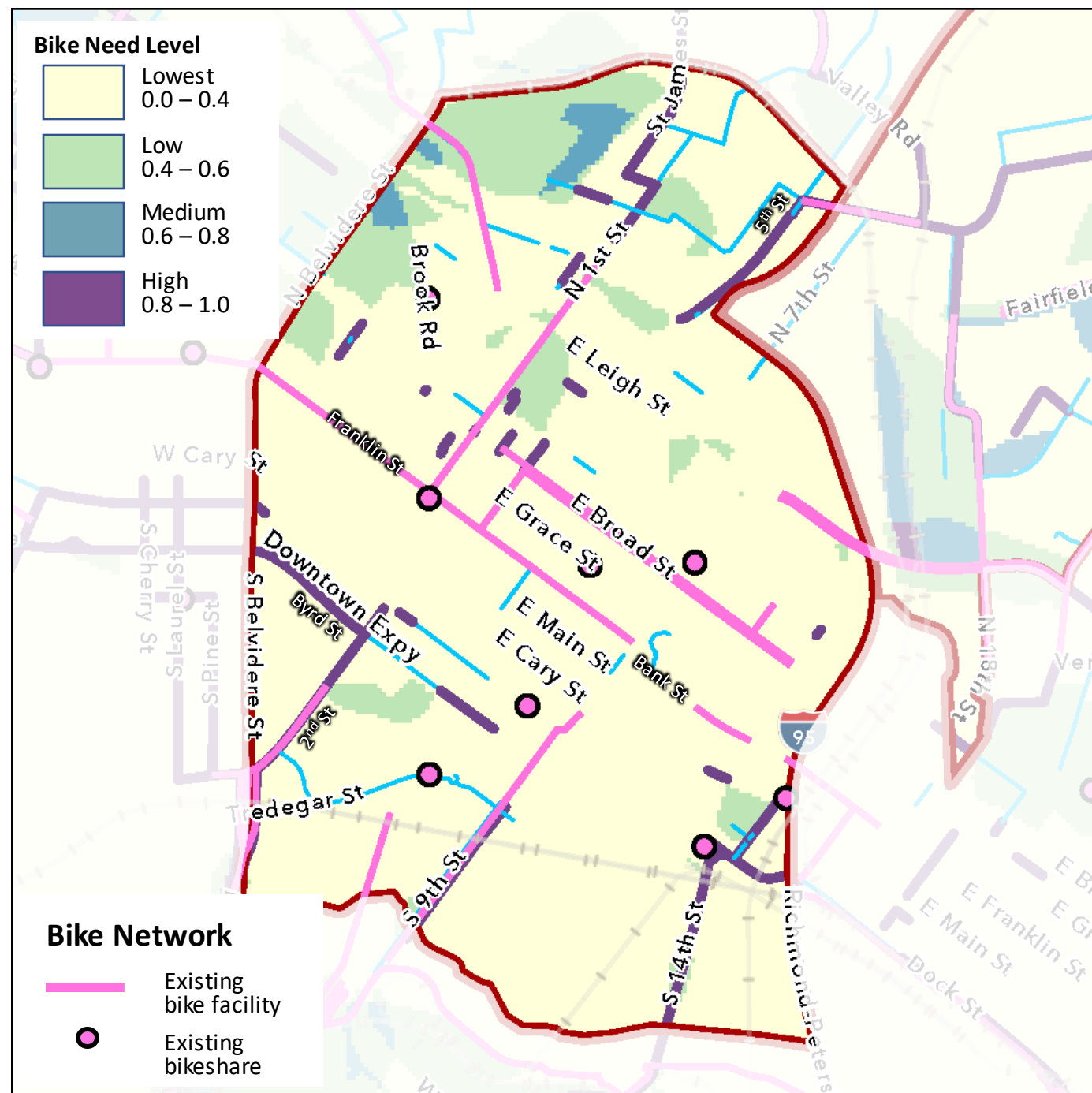
Recommendation	Source(s)
Fall Line Trail (Brook Rd to Leigh St to 9 <sup>th</sup> St)	DPW Pending Bikeways, BikePedRVA 2045
Separated bike lane on N 5 <sup>th</sup> St/Rowen Ave	DPW Pending Bikeways
Separated bike lanes on 1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> , and Byrd Streets	DPW Pending Bikeways
Climbing bike lane on Bank St	DPW Pending Bikeways
Kanawha Canal Trail shared use path	DPW Pending Bikeways

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

New Project Ideas from Public Input
Extend and enhance Leigh St bike infrastructure between Scott's Addition and Church Hill
Extend and enhance N 1 <sup>st</sup> St bike infrastructure with dedicated bike signals
Add bike infrastructure to Broad Street
Extend Franklin St bike infrastructure west
Add bike infrastructure to Mian/Ellwood

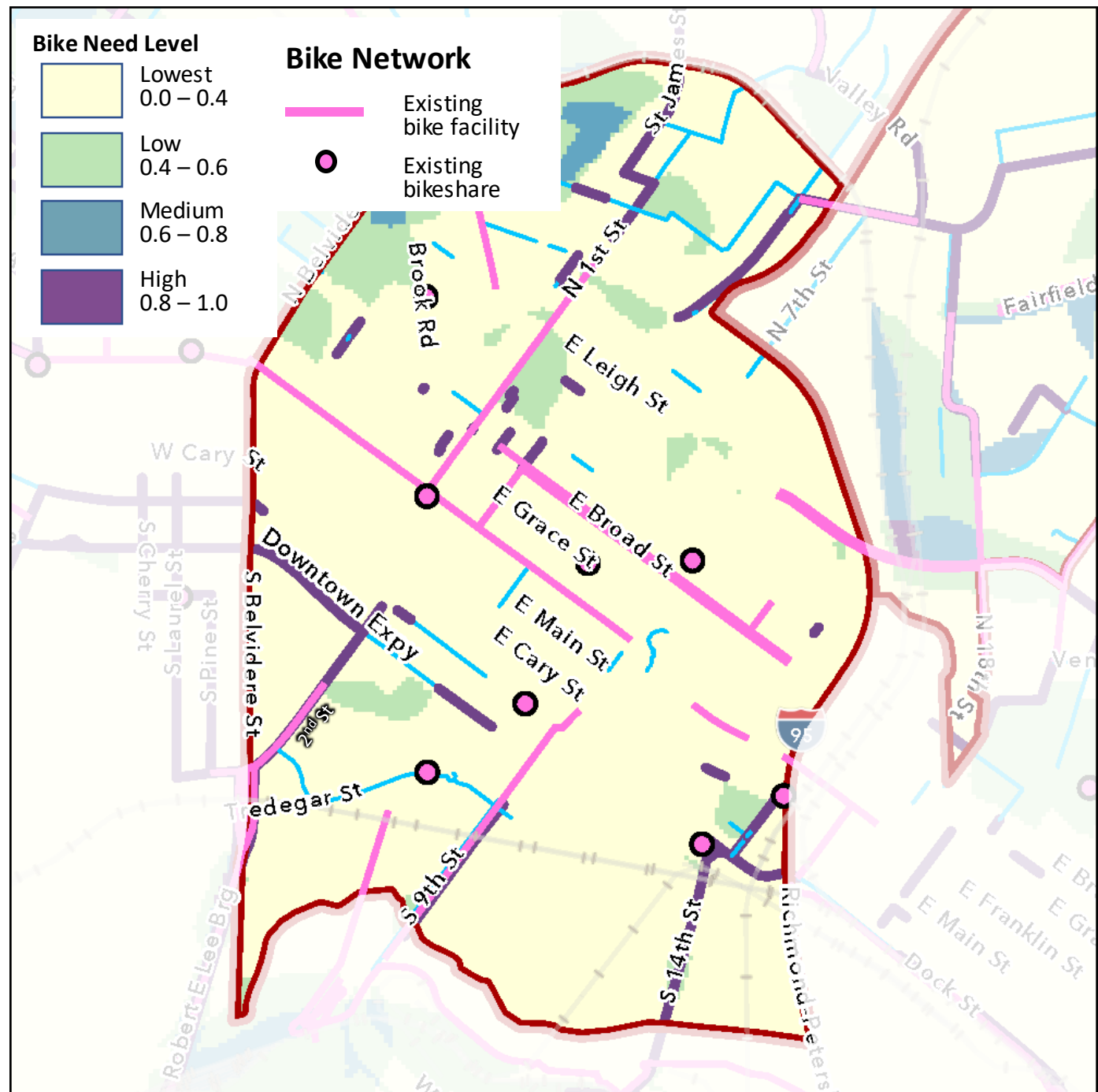
## Discussion Questions:

- 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?

- Vehicles go too fast over all 3 bridges
- Bike trips from Communities of Concern frequently use St James St, which has no bike infrastructure
- Others?



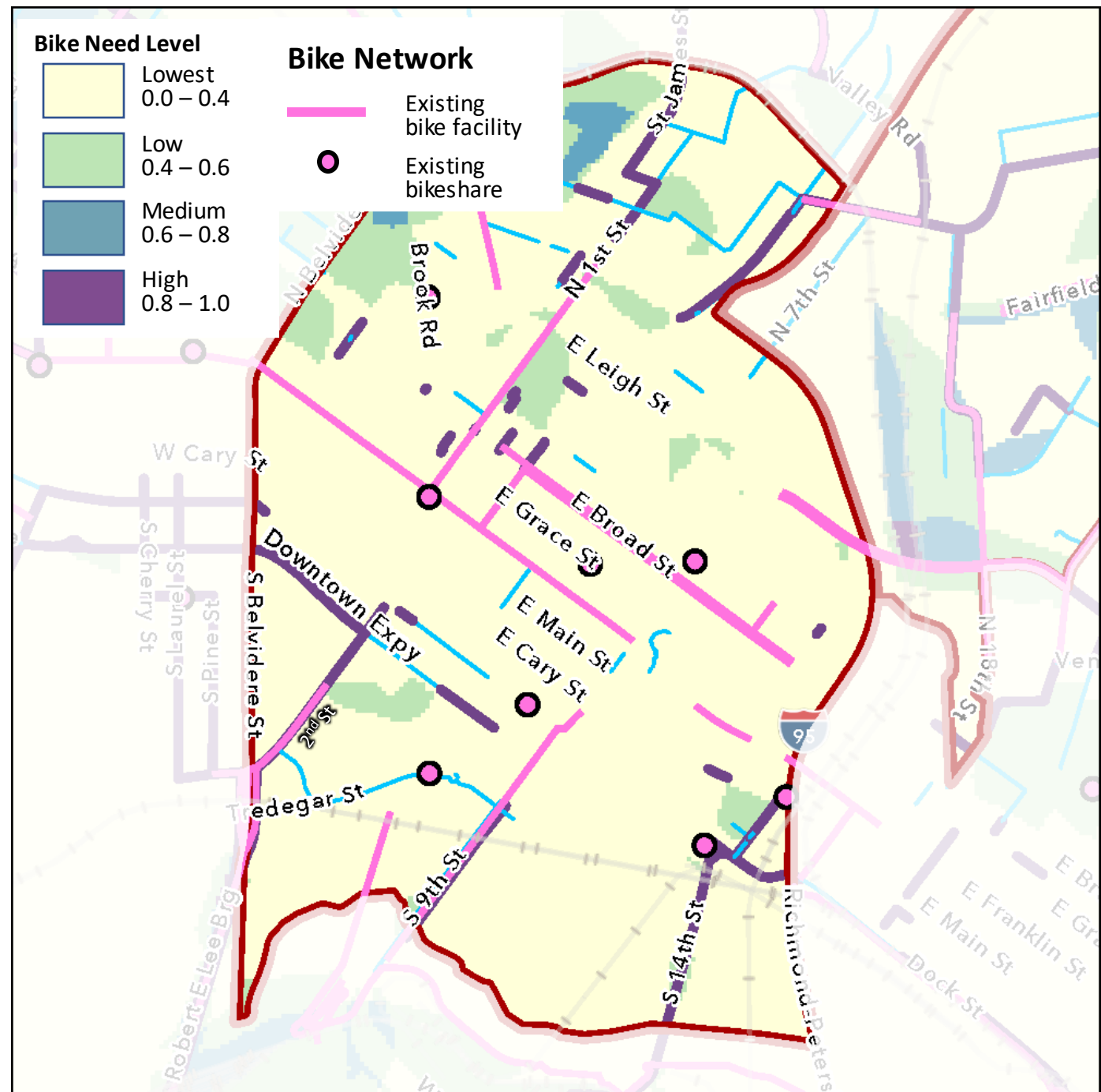


# How can we address the unmet bicycle needs?

1. Traffic calming on Belvidere and 14<sup>th</sup> Street bridges
2. Add bike infrastructure on St James Street
3. Others?

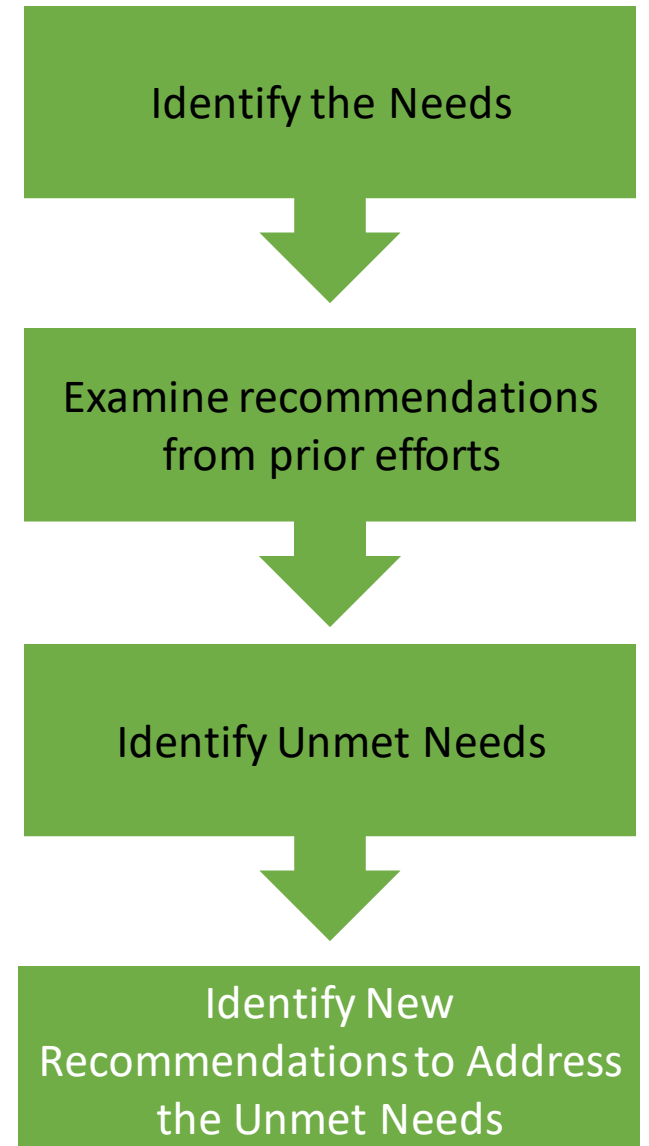
## Discussion Questions:

- 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

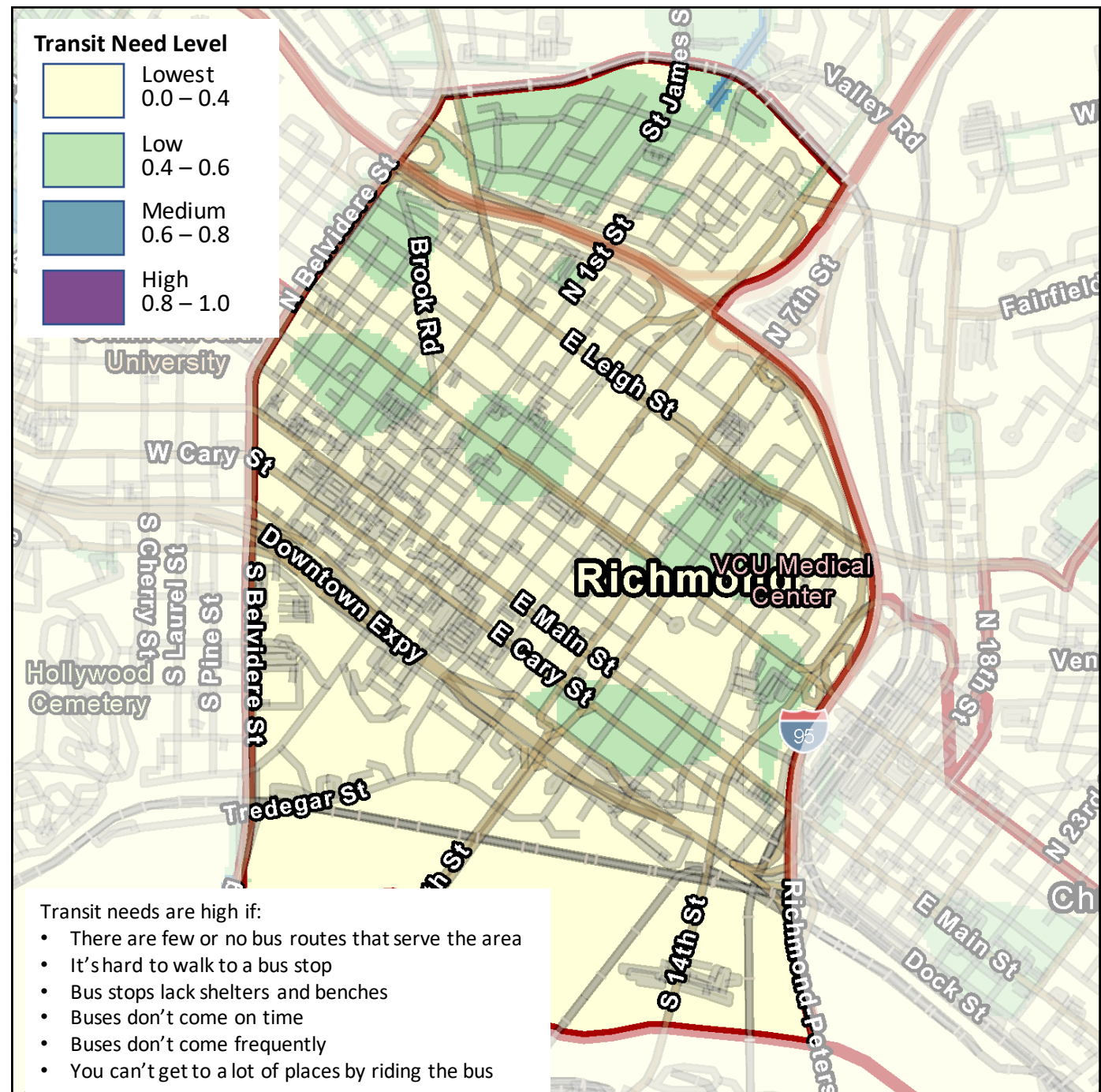
Investment Need Category 1A

# Transit Needs

Transit needs are low throughout the area

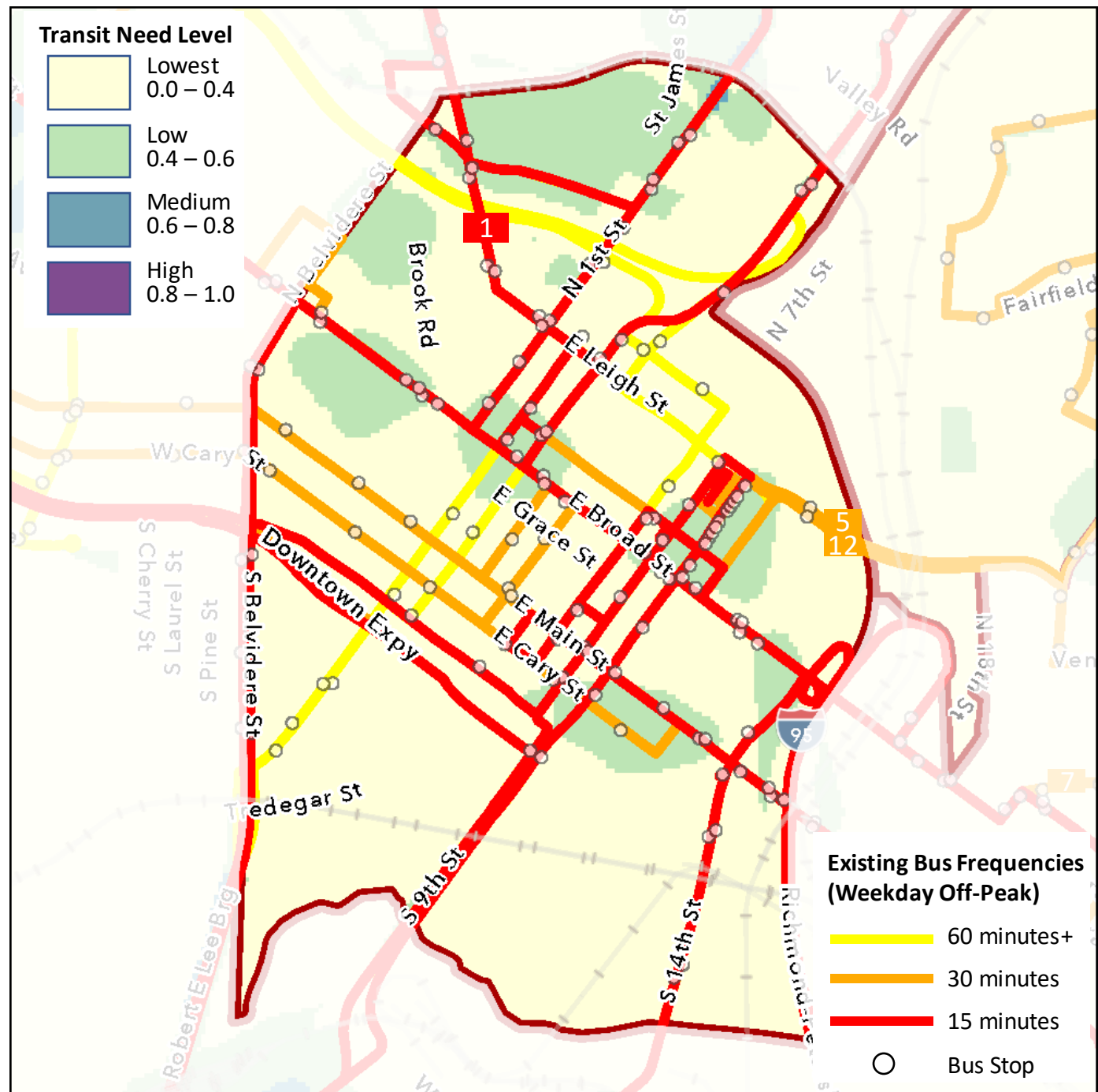
Public comments:

- Difficult to transfer from Pulse to local bus service, sometimes required to cross busy Broad Street. Why can't all buses use the Pulse stations?
- Bus stops feel unsafe, too exposed to sun/weather
- Bus ride takes too long, does not run on time



# Transit Needs & Existing Service

- Robust network of high frequency routes serving this area.
- Transit accessibility here is the best in the City.



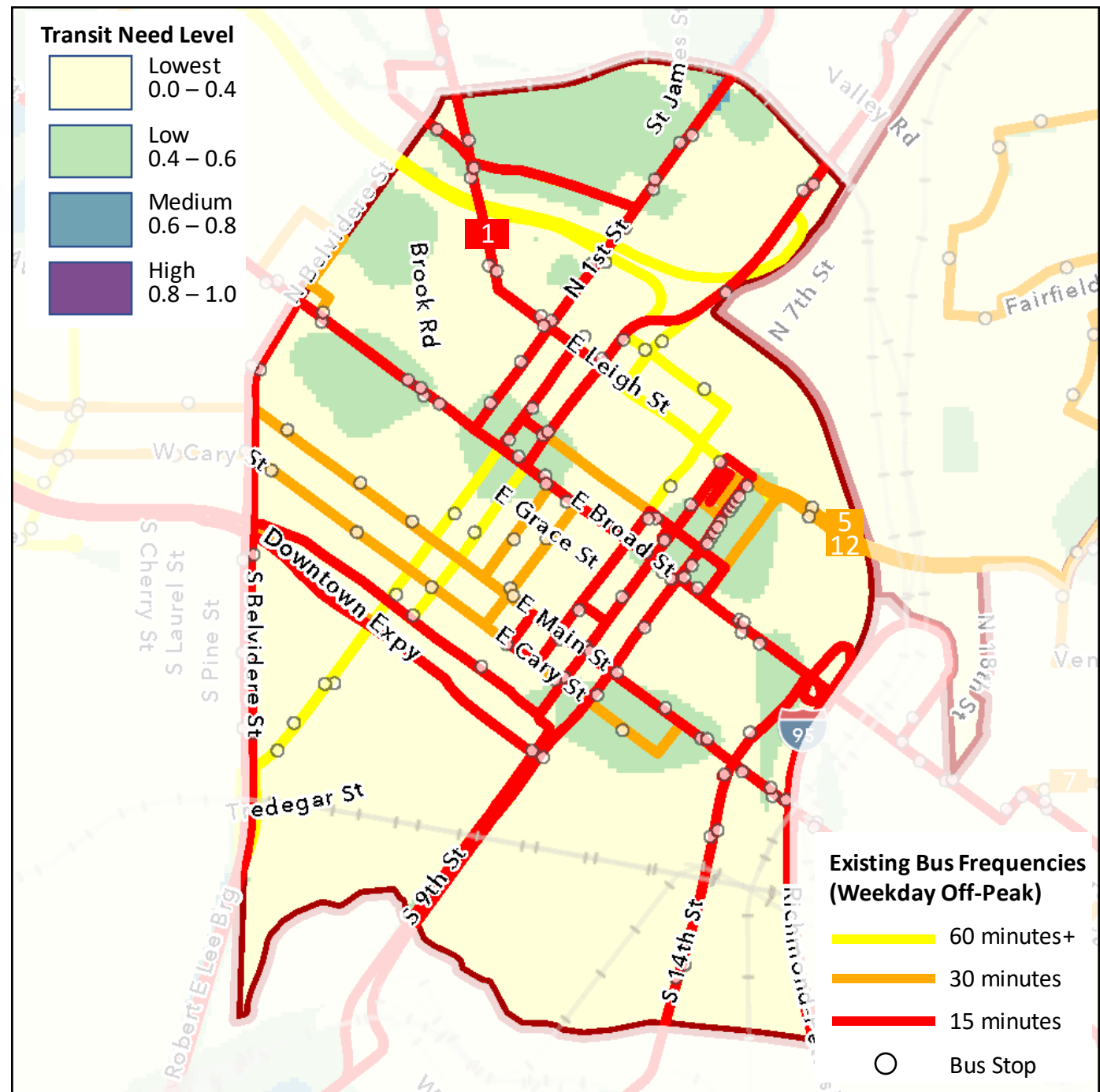
# What transit improvements have already been identified?

Recommendation	Source(s)
Add shelters and benches to 50% of GRTC bus stops	GRTC Essential Transit Infrastructure Plan
Increase frequencies on GRTC Routes 1 and 5 to every 10 minutes. Increase frequencies on GRTC Route 7 to every 15 minutes	GRTC Regional Public Transit Plan FY 2023
Enhanced local bus service every 15-20 minutes on GRTC Route 1 North from the Pulse BRT downtown to Ashland along US 1	Greater RVA Transit Vision Plan Network
Enhanced local bus service every 15-20 minutes from the Pulse BRT downtown to Richmond International Airport	Greater RVA Transit Vision Plan Network

New Project Ideas from Public Input
Consolidate stops along Pulse line so that local buses can use Pulse stations instead of having separate stations
Add BRT and bus only lanes on Chamberlayne
Add a transit route directly connecting Shockoe to Downtown

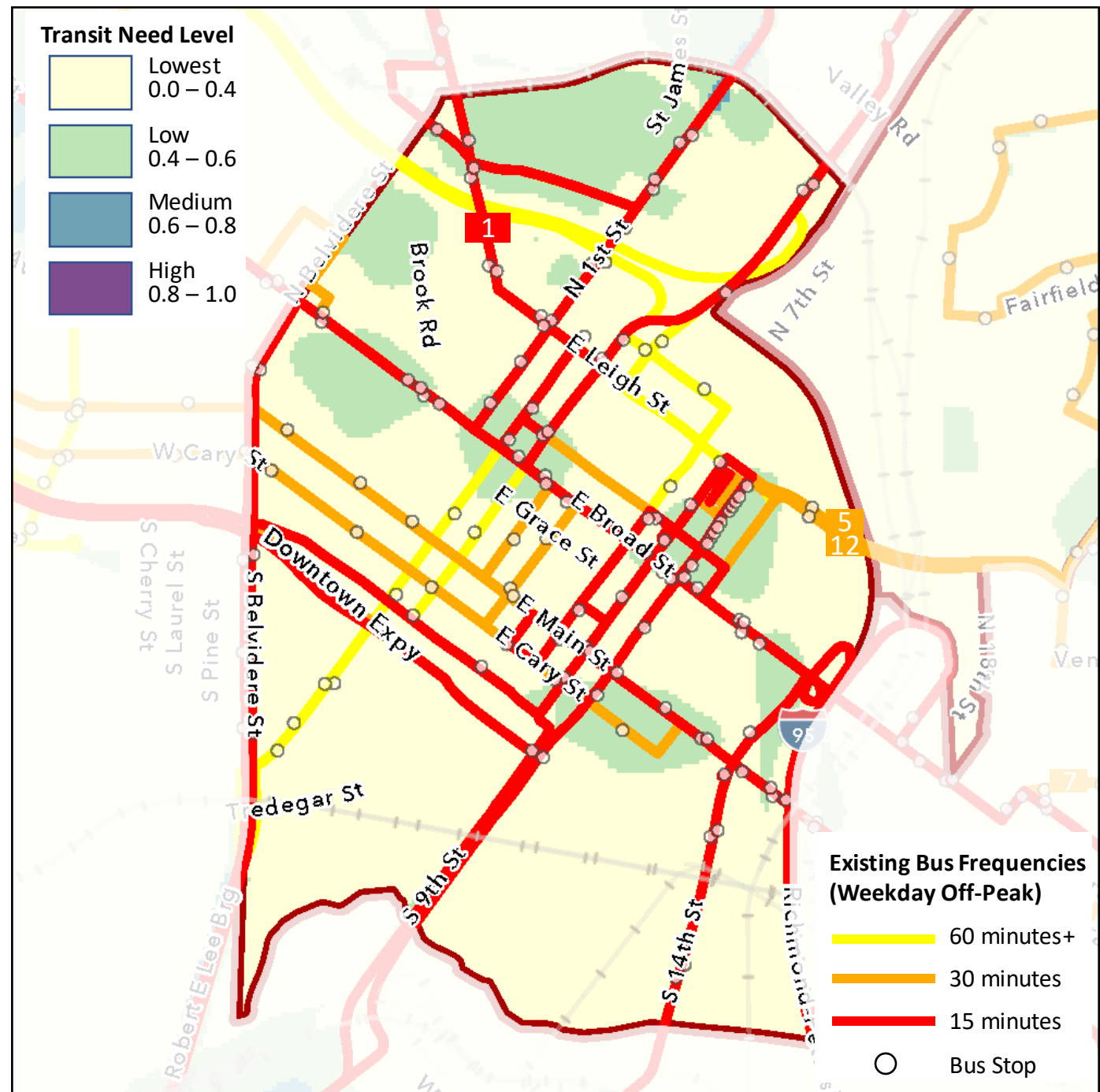
## Discussion Questions:

- 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?

- Bus ride takes too long, does not run on time
- Others?

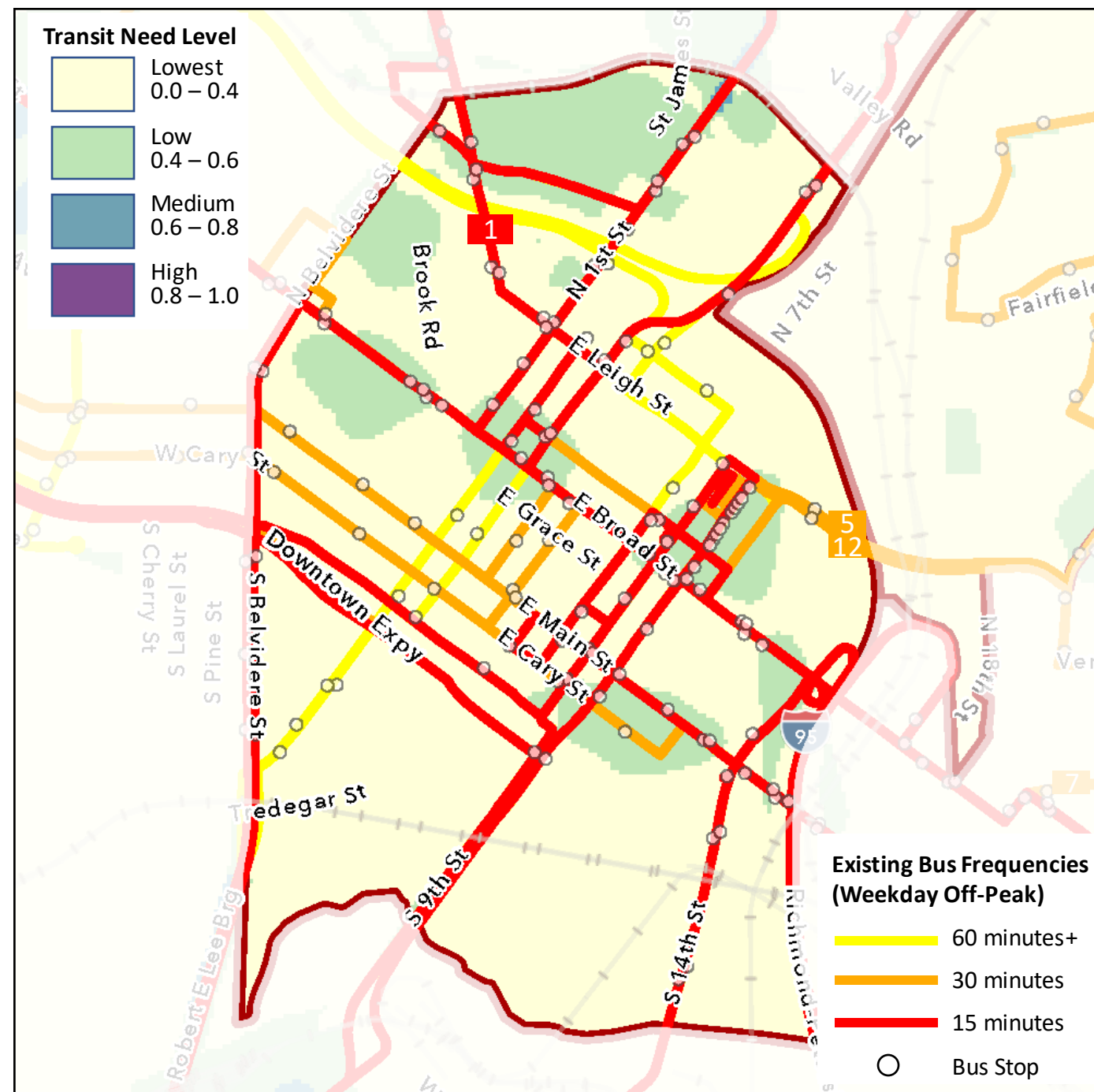


# How can we address the unmet transit needs?

1. Identify transit reliability improvements that can benefit local bus routes
2. Consider allowing local bus routes to use BRT lanes and stations to improve local bus performance and shorten travel times

## Discussion Questions:

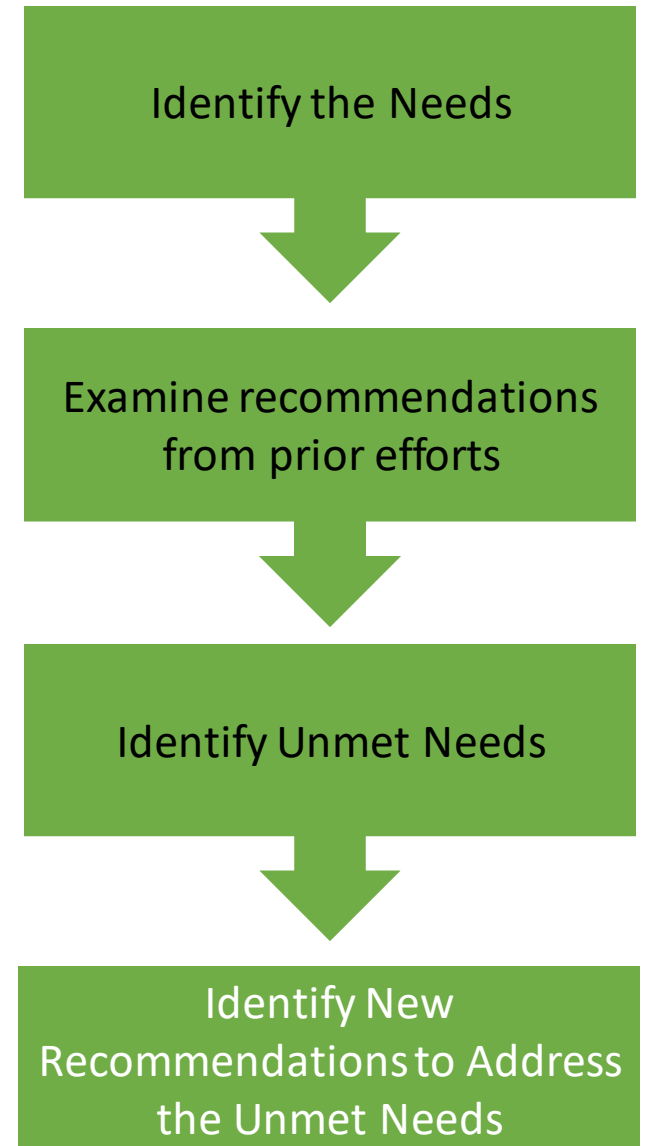
- What do you think of these ideas?
- Do you have other ideas of what could be done to address the transit needs here?





# Reflection and Discussion

- How did this example differ from the first? What worked? What didn't?
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- How well does this process serve our goal of improving equity?
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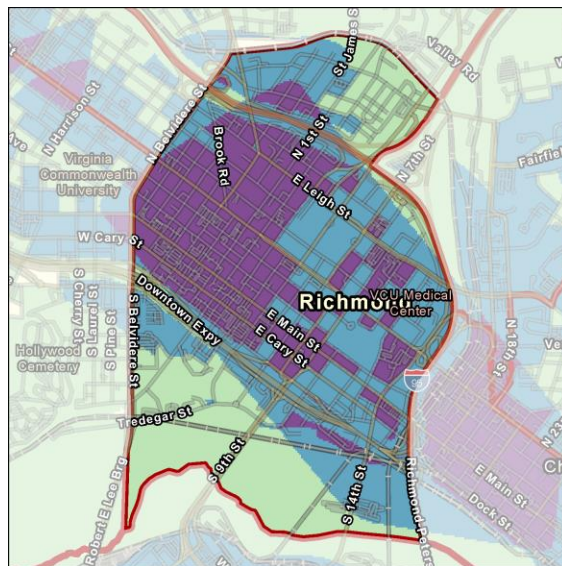


Other Needs

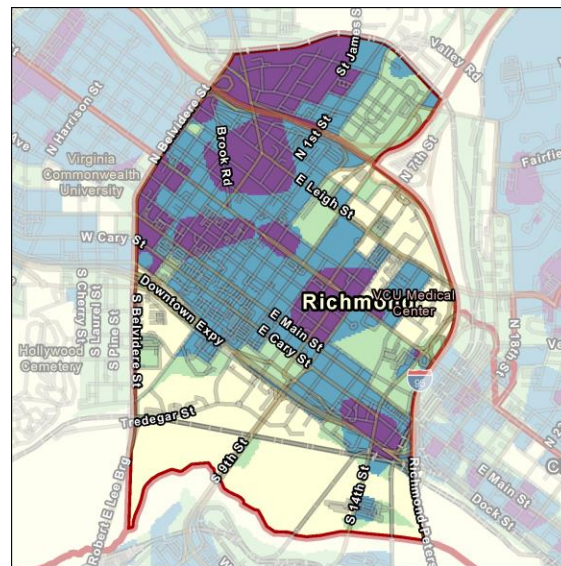
# Land Use, Safety/Security, Maintenance

- Some areas have high needs in the Land Use, Safety/Security, and Maintenance investment need categories.

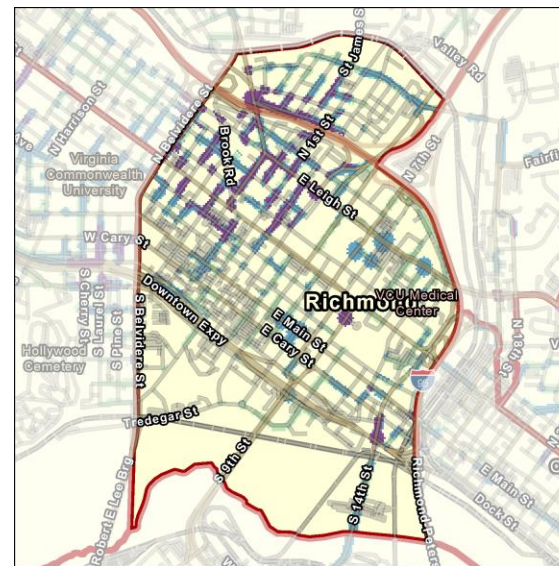
INC 4: Land Use



INC5: Safety/Security



INC 7: Maintenance



## Need Level

