



# 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:

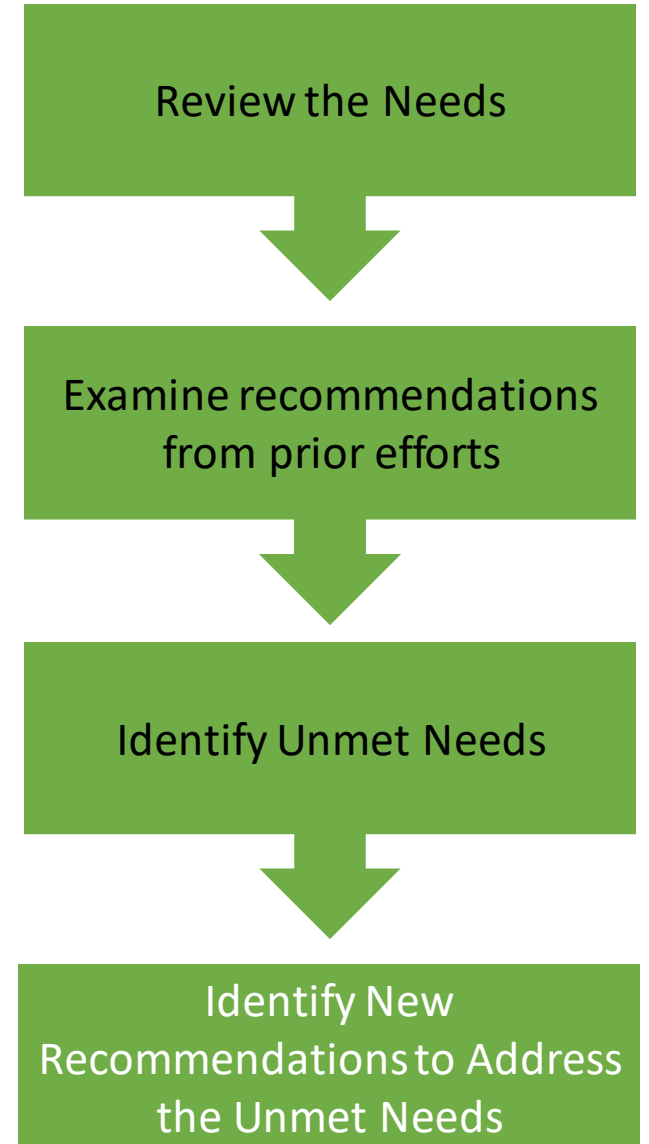
- Work through some examples of how we are identifying and vetting recommendations.
- Get your feedback on which existing recommendations are most important to address the top needs.
- Identify new recommendations to address unmet top needs.

## 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     |



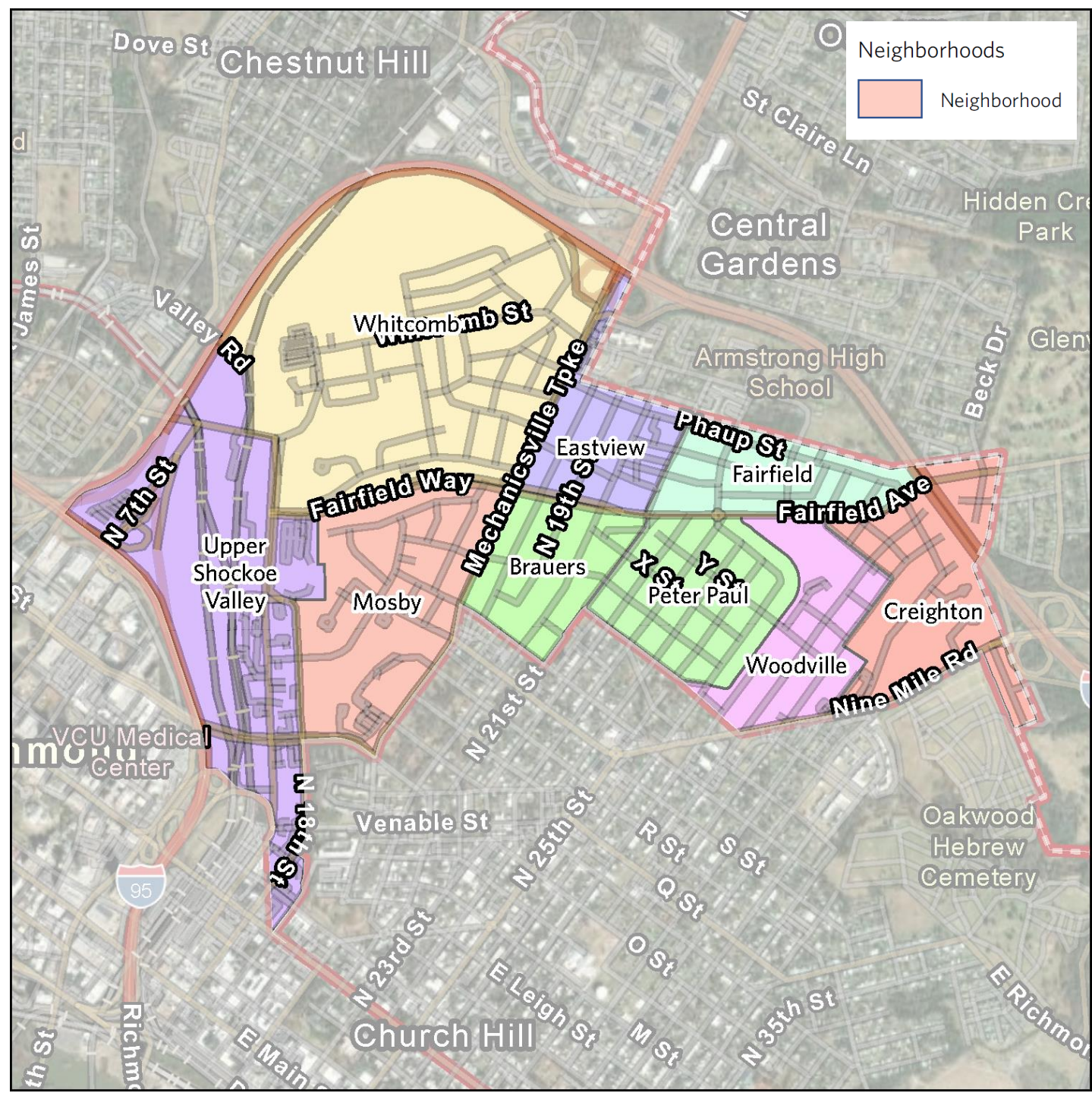
# Quick Review:

Land Use & Transportation Context

Communities of Concern

Transportation Inequities

Transportation Needs



# What is this area like today?

## Land Use

- Primarily residential area with Whitcomb, Fairfield and Mosby Court public housing areas.
- Institutional and industrial uses in western pocket adjacent to rail lines
- Richmond 300 Master Plan Micro Nodes:
  - Mechanicsville Turnpike at Fairfield Ave/Fairfield Way
  - Mosby St at Leigh St

## Transportation

- Mechanicsville Tpk and Fairfield Way/Fairfield Ave are part of the high-injury street network.
- GRTC Routes 5 and 12 serve the area
- “Great Streets” (Richmond 300 Master Plan):
  - Fairfield Ave/Fairfield Way
  - Peter Paul Blvd

**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

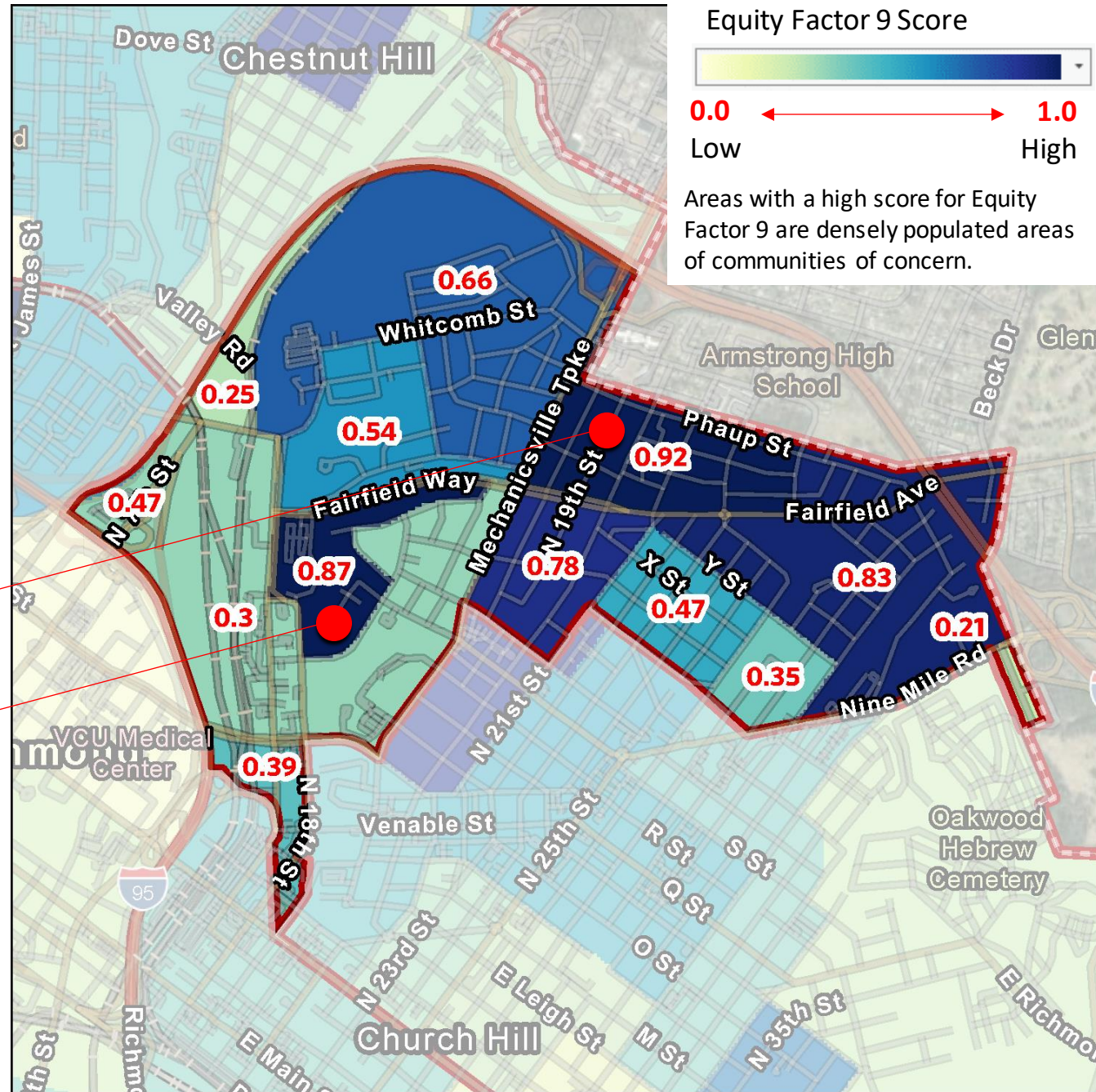
*Several neighborhoods in this area have a high percentage of residents in Communities of Concern, including BIPOC, BIPOC renter, low-income, and at-risk youth.*

*In this area of Eastview/Fairfield:*

- 96% of residents are BIPOC
- 78% of residents are BIPOC renters
- 25% of residents are at-risk youth

*In Mosby Court:*

- 92% of residents are low-income
- 85% of residents are BIPOC



# 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

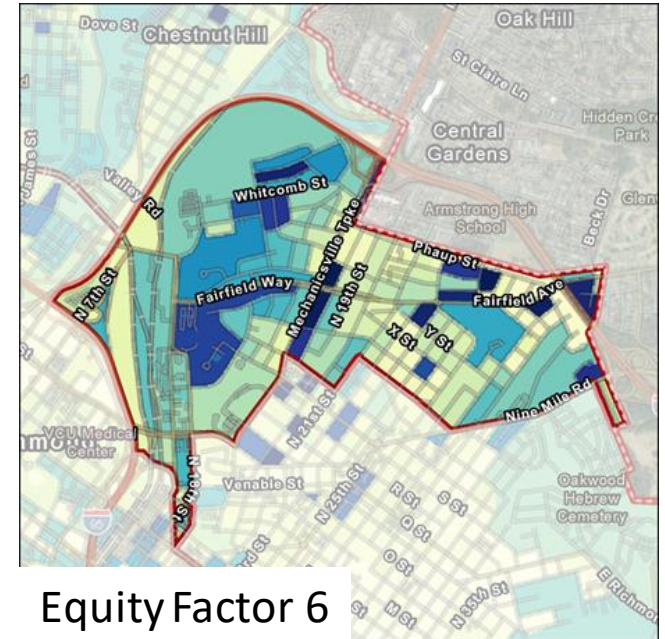
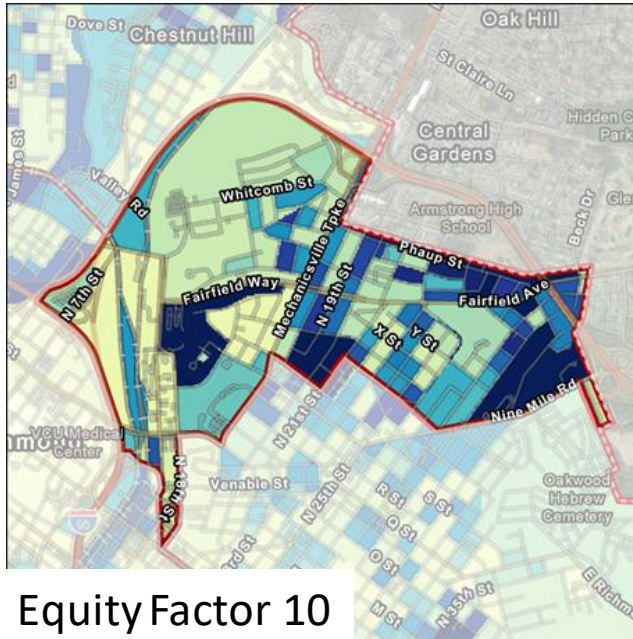
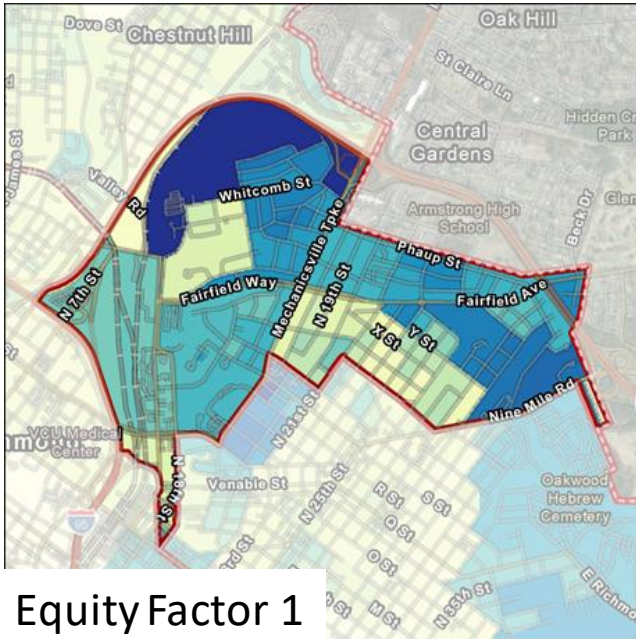
Fewer Inequities

Greater Inequities

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

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



Equity Factor 1

Equity Factor 10

Equity Factor 6

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**.*

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

Equity Factor Scores

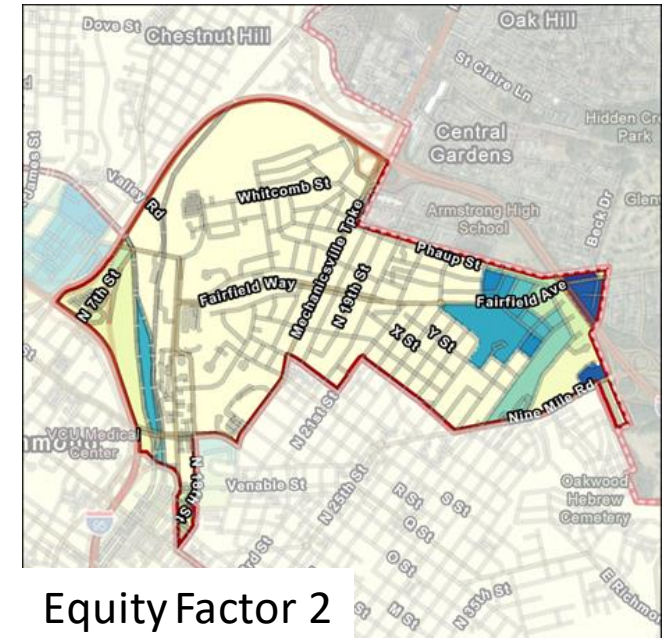
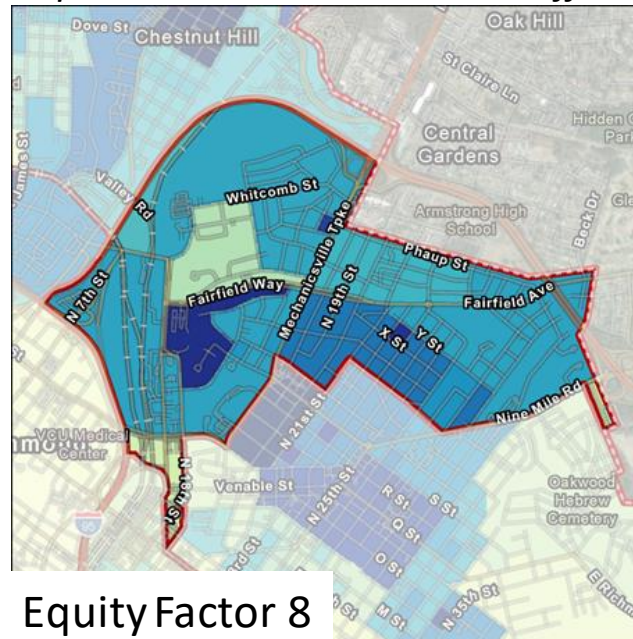
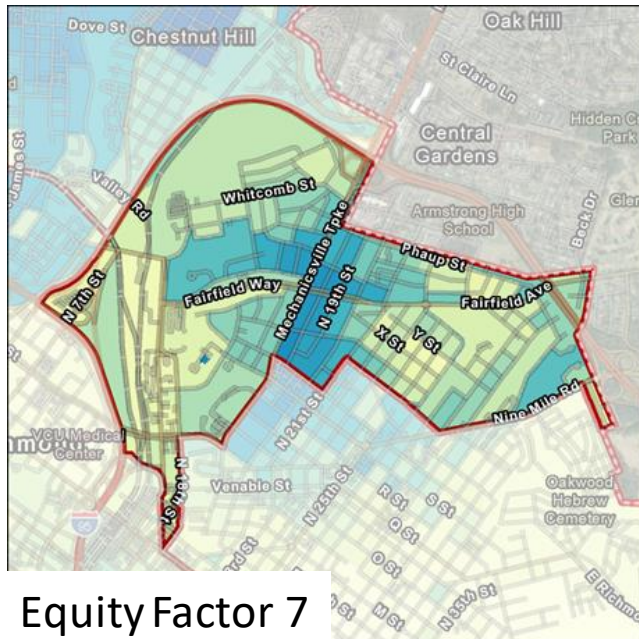


Low

High

Fewer Inequities

Greater Inequities



Equity Factor 7

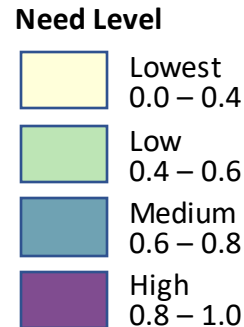
Equity Factor 8












Equity Factor 2

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

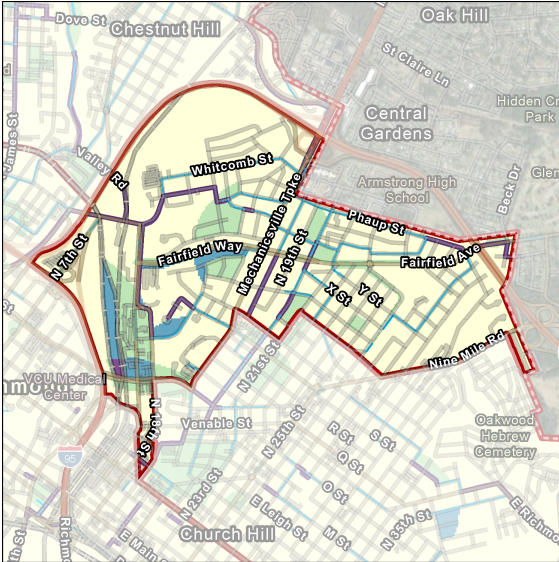
# What are the transportation needs?

- 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.

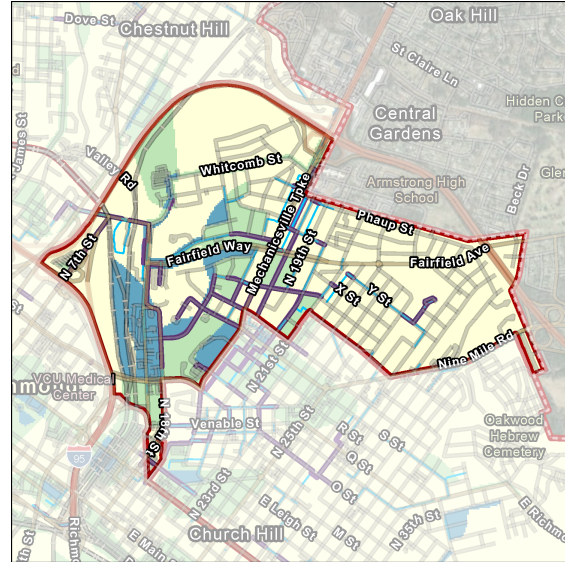


Investment need categories	
Pedestrian	
Bike	
Transit	
Freight	
Land Use	
Safety	
Connectivity	
Maintenance	
Economic Development	
Technology	
Sustainability	

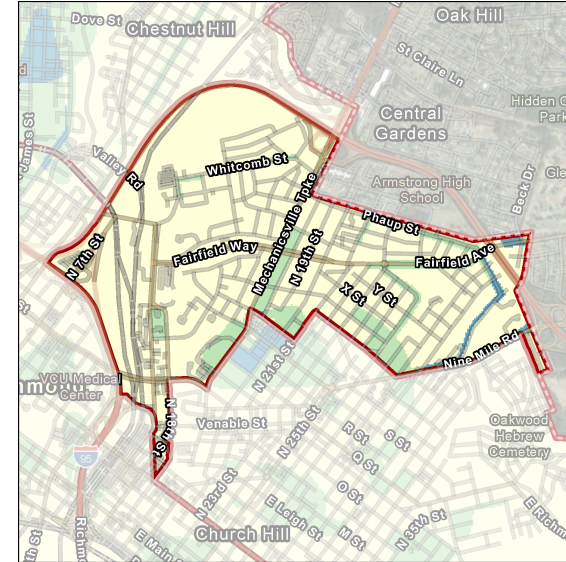
INC 1A: Bicycle Needs



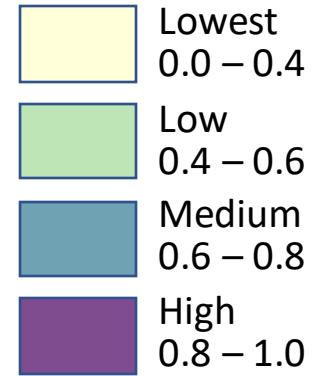
INC 1B: Pedestrian Needs



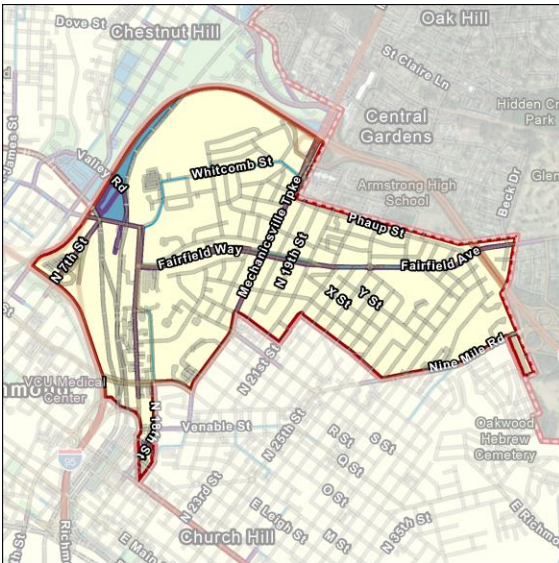
INC 2: Transit Needs



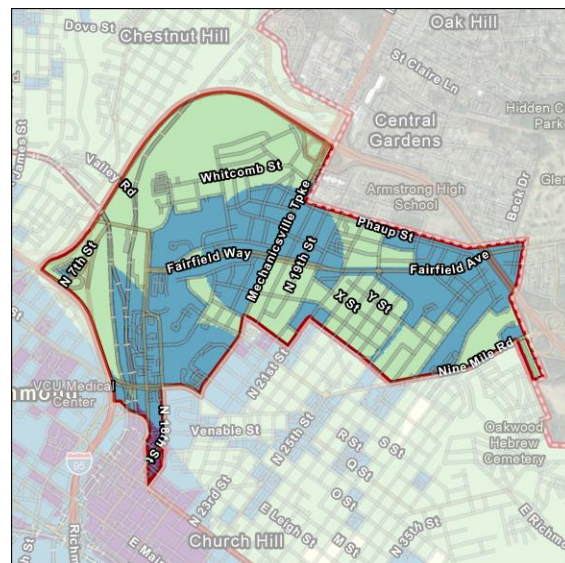
**Need Level**



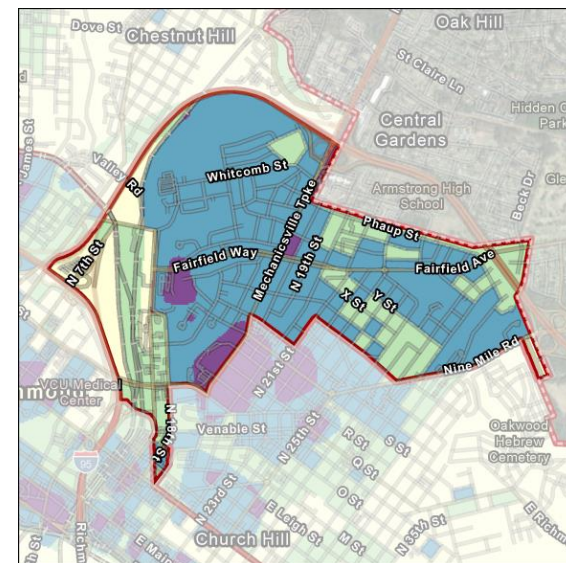
INC 3: Freight Needs



INC 4: Land Use Needs



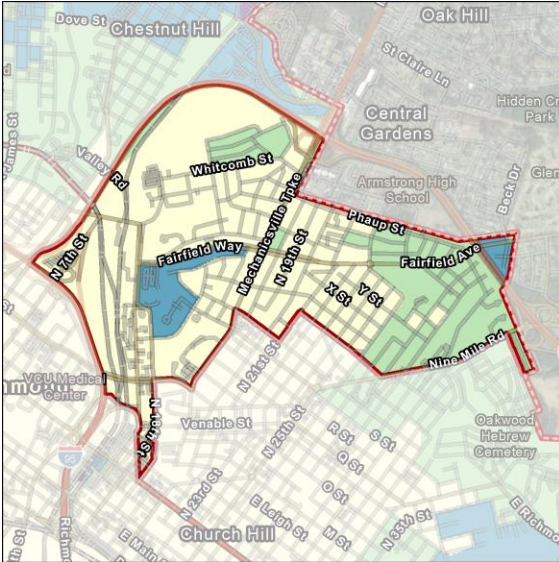
INC 5: Safety/Security Needs



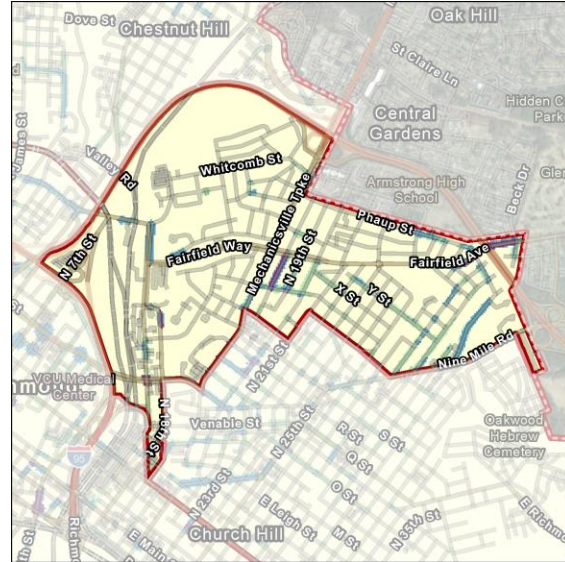
**Network Need**



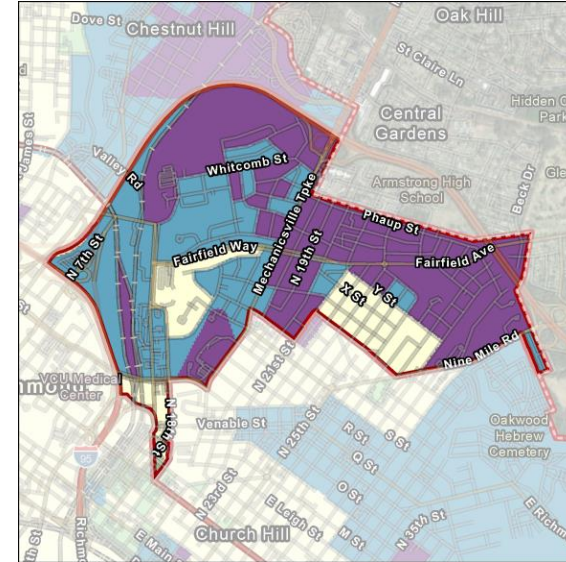
INC 6: Connectivity



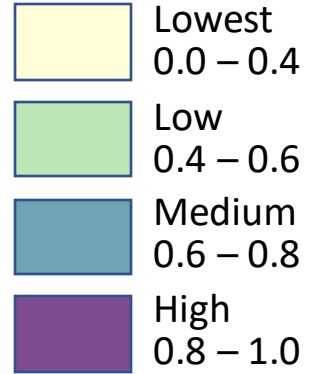
INC 7: Maintenance



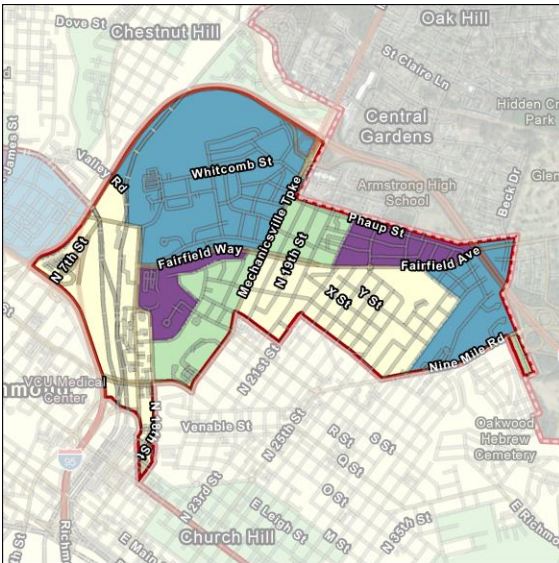
INC 8: Economic Development



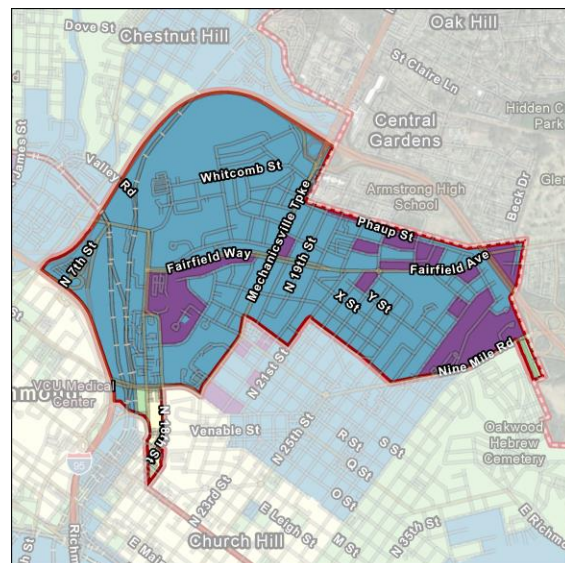
Need Level



INC 9: Technology



INC 10: Sustainability



# Work Session on Needs and Recommendations

PEDESTRIAN NEEDS

Investment Need Category 1B

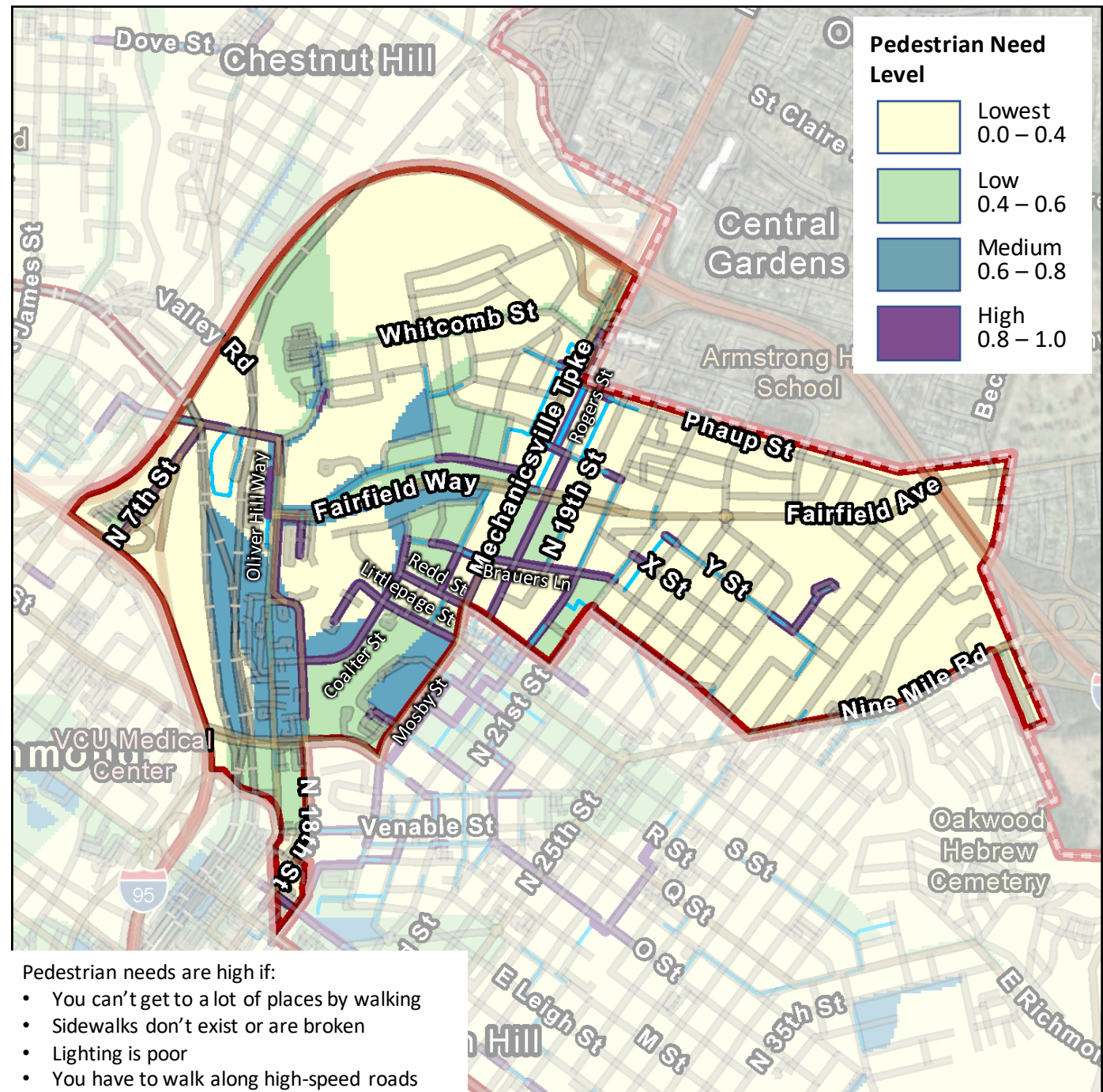
# Pedestrian Needs

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

- Rogers St
- Mechanicsville Turnpike
- Coalter St
- Littlepage St
- Redd St/T St
- Brauers Ln
- 18<sup>th</sup> St/ Oliver Hill Way

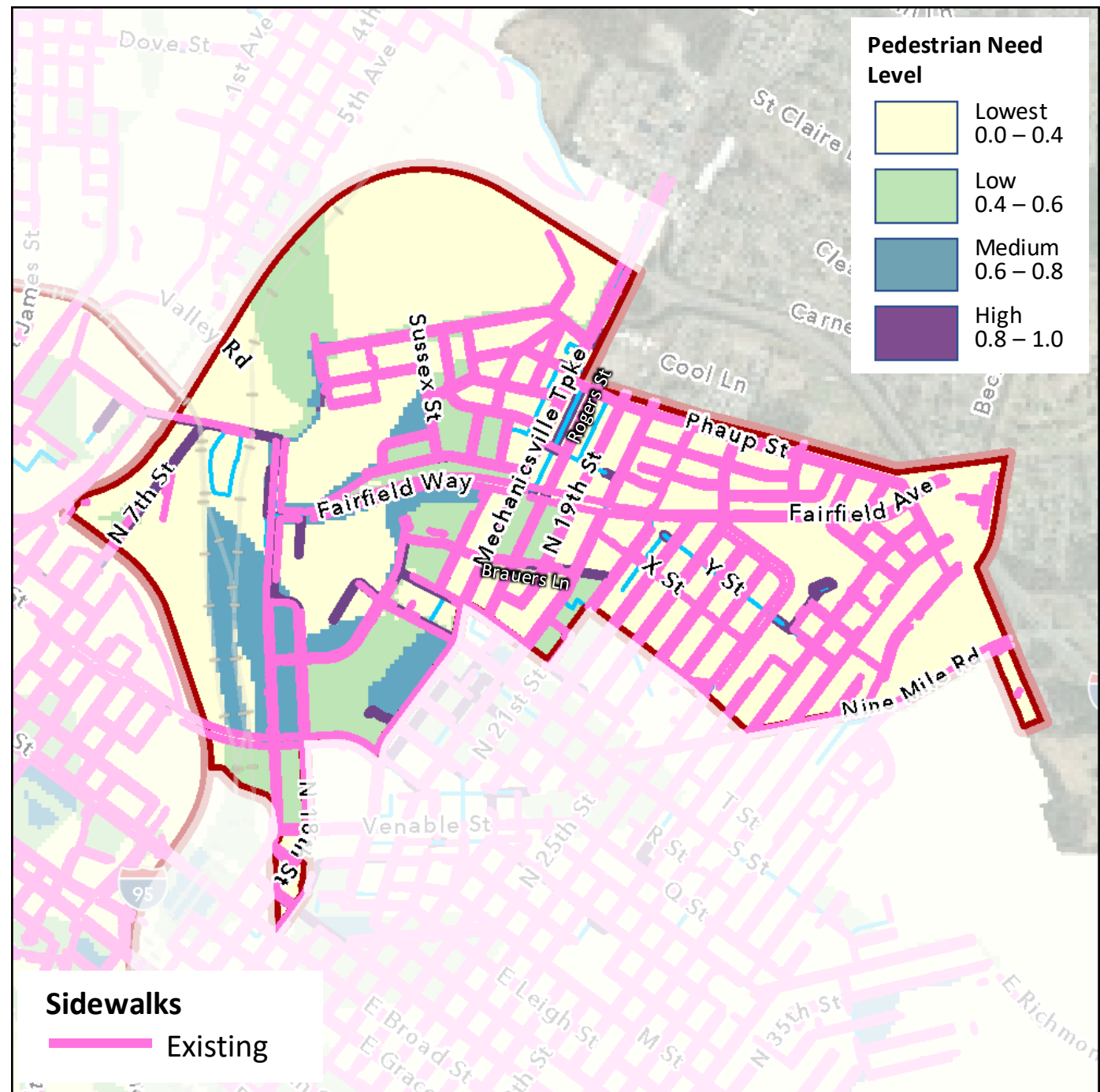
“Super” needs from public input:

- Mechanicsville Turnpike feels unsafe to cross, especially at Redd St/T St and Fairfield Ave
- Need safer ways to cross Fairfield Ave, especially to/from bus stops
- Speeding on Coalter Street
- Mosby St– Speeding in front of MLK Middle School. Difficult for pedestrians to cross. Drivers don’t use left turn lanes properly.
- Broken sidewalks throughout East End



# Pedestrian Needs & Existing Facilities

- Almost every street in this area has sidewalks.
- Sidewalk condition varies, with pockets of very poor condition.
  - Poorest conditions include:
    - Mechanicsville Tpke between Brauers Ln and Fairfield Ave
    - 19<sup>th</sup> St between Brauers Ln and Fairfield Ave
    - Rogers St between Brauers Ln and Fairfield Ave



# What pedestrian projects have already been identified?

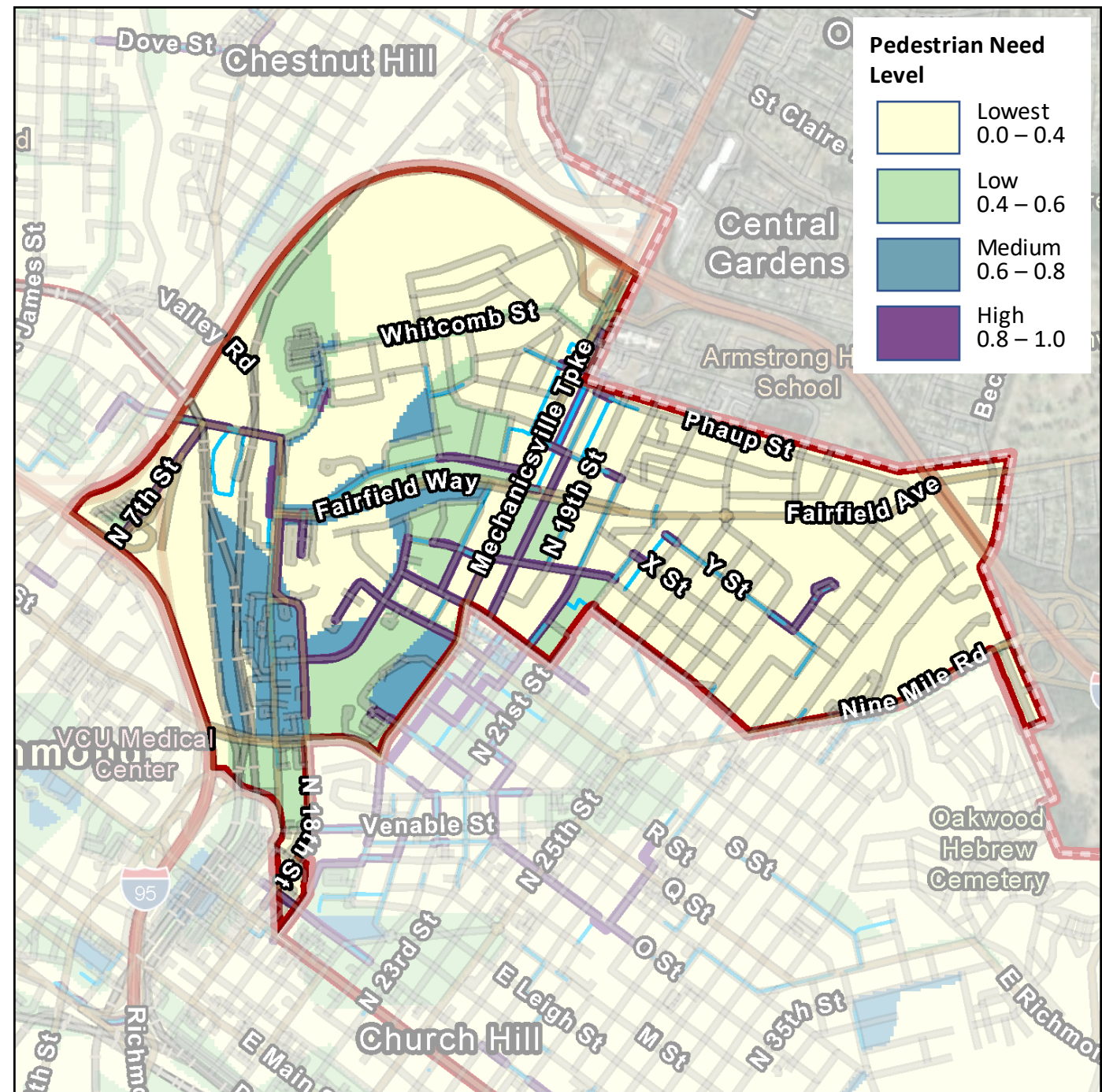
Existing Recommendations from Prior Efforts	Source(s)
Shared use path on CSX right-of-way in Shockoe Valley	Richmond 300
Convert Oliver Hill Way and N. 18 <sup>th</sup> St from one-way to two-way	DPW CIP

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

New Project Ideas from Richmond Connects Public Input
Add sidewalks along Mechanicsville Turnpike
Traffic calming and pedestrian crosswalks with signage along Fairfield Ave
Traffic calming along Mosby St. at MLK Middle School
Add a roundabout at Mechanicsville Turnpike at Littlepage Street

## Discussion Questions:

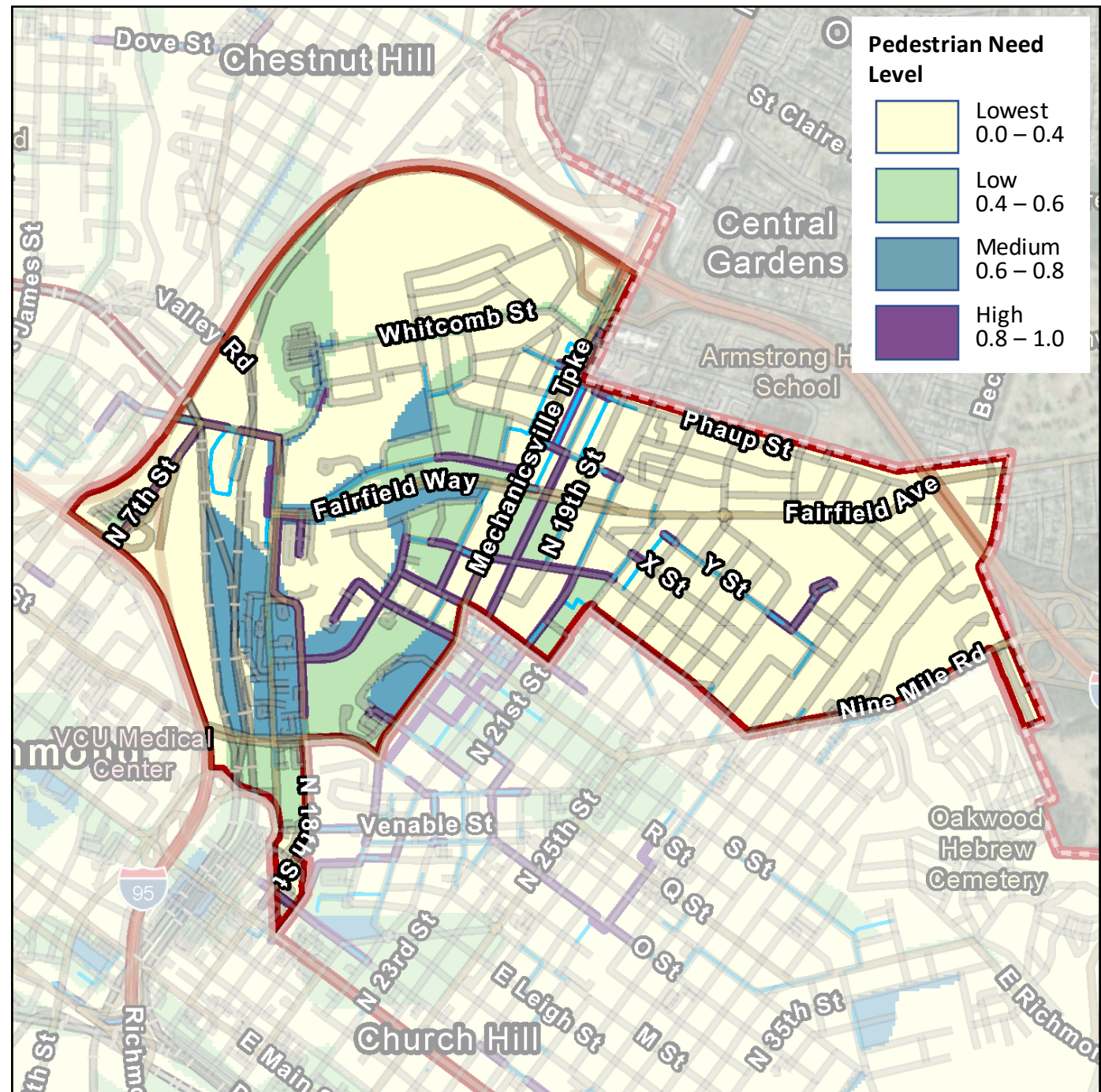
- Which recommendations best address the highest needs?
  - What are immediate action items we can recommend? (E.g. lighter/quicker/cheaper immediate implementation ideas)





# What pedestrian needs are not addressed?

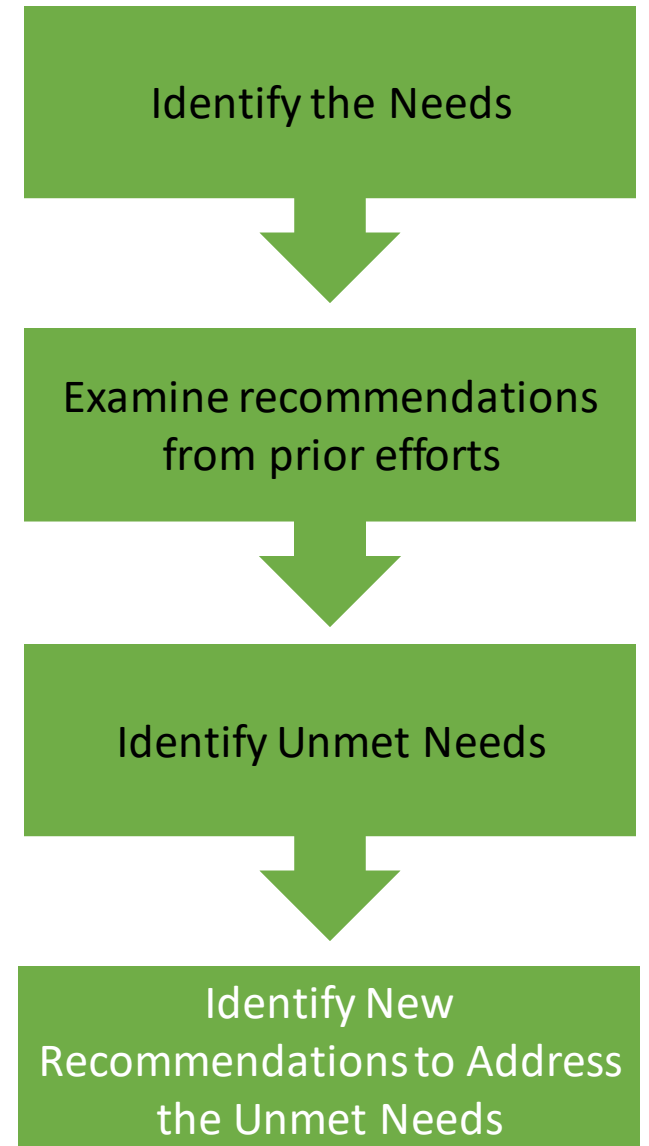
- Poor sidewalk conditions
- Lack of safe pedestrian crossings on Mechanicsville Tpke
- Lack of safe pedestrian crossings on Fairfield Ave/Fairfield Way, esp. at bus stops
- Others?





# 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





# What bicycle projects have already been identified?

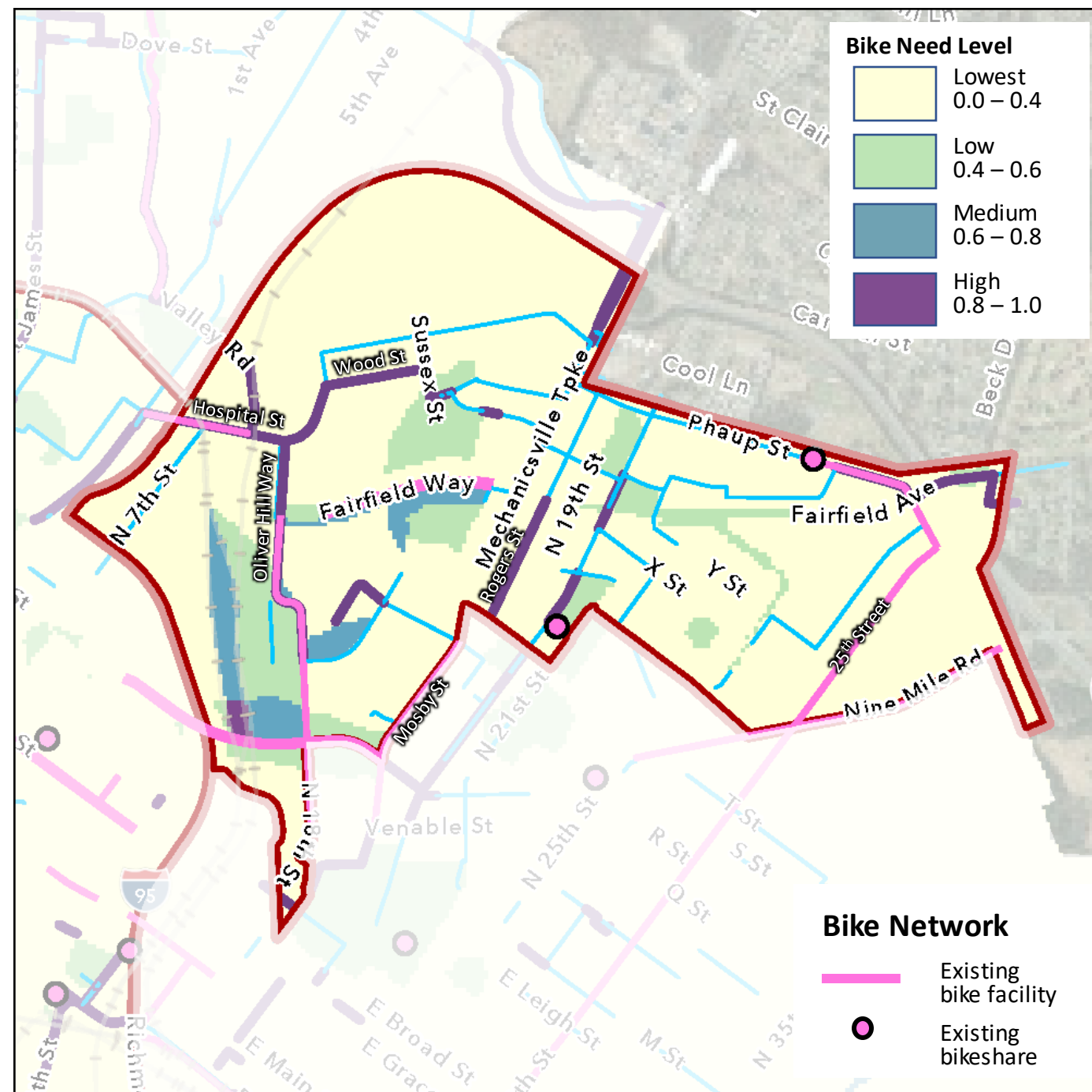
Recommendation	Source(s)
Buffered bike lane on Oliver Hill Way (Cannon Creek connector)	DPW Pending Bikeways, BikePedRVA 2045
Separated bike lane on Fairfield Ave from N. 26 <sup>th</sup> St to Creighton Rd	DPW Pending Bikeways, BikePedRVA 2045
Bike boulevard on Fairfield Ave from Oliver Hill Way to eastern city limits	2015 Bike Master Plan, Richmond 300
Shared use path on CSX right-of-way in Shockoe Valley	Richmond 300
29 <sup>th</sup> Street Bike Walk Boulevard	BikePedRVA 2045

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

New Project Ideas from Public Input
Add bike infrastructure to 25 <sup>th</sup> Street
Add bike infrastructure to Hospital Street
Add bike infrastructure on Nine Mile Road

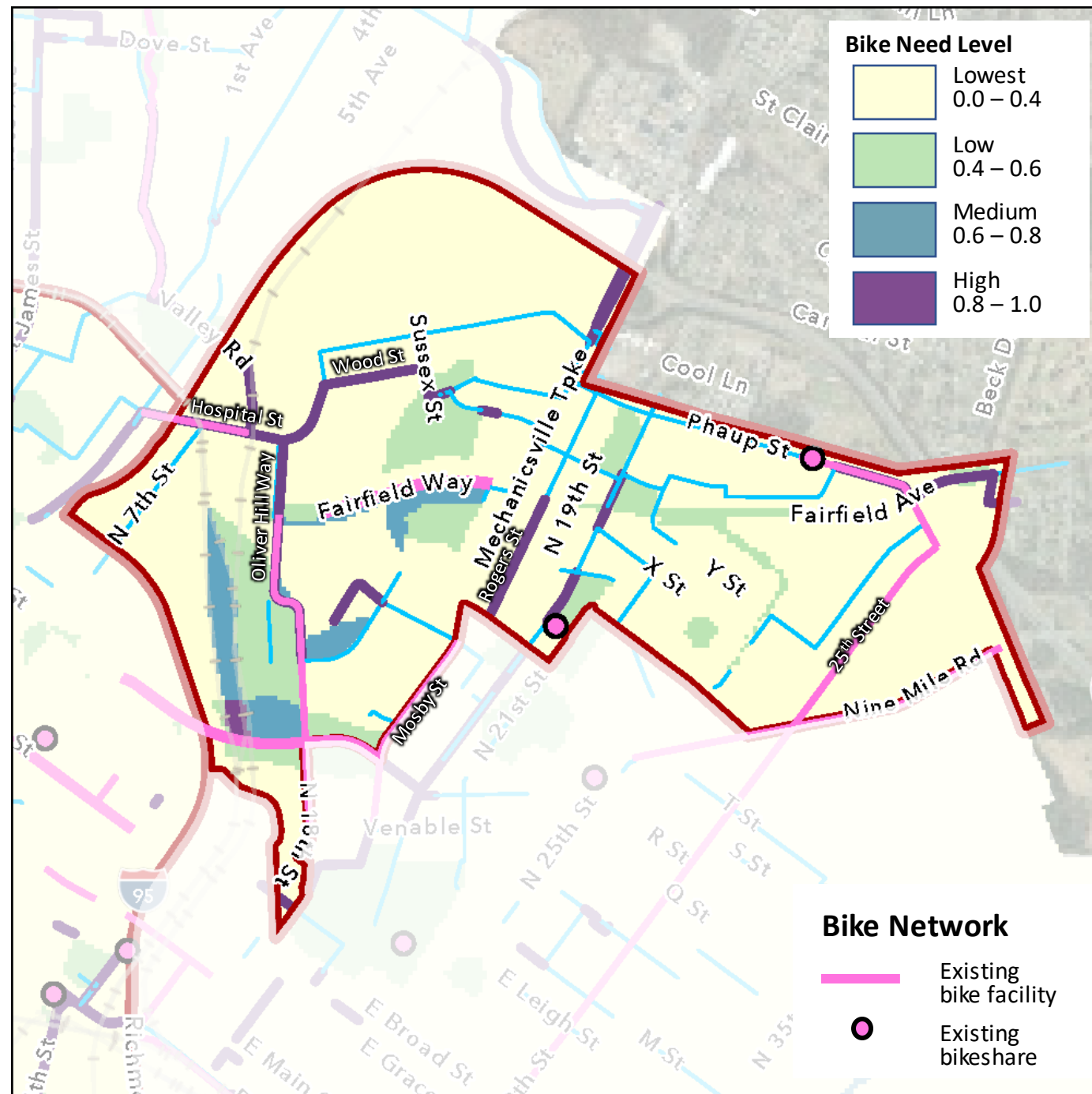
## Discussion Questions:

- 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?

- Bike facilities lacking on key streets that bicyclists use:
  - Wood Street
  - Rogers St
- Bike and car conflicts on Mosby St in front of MLK Middle School
- **Others?**



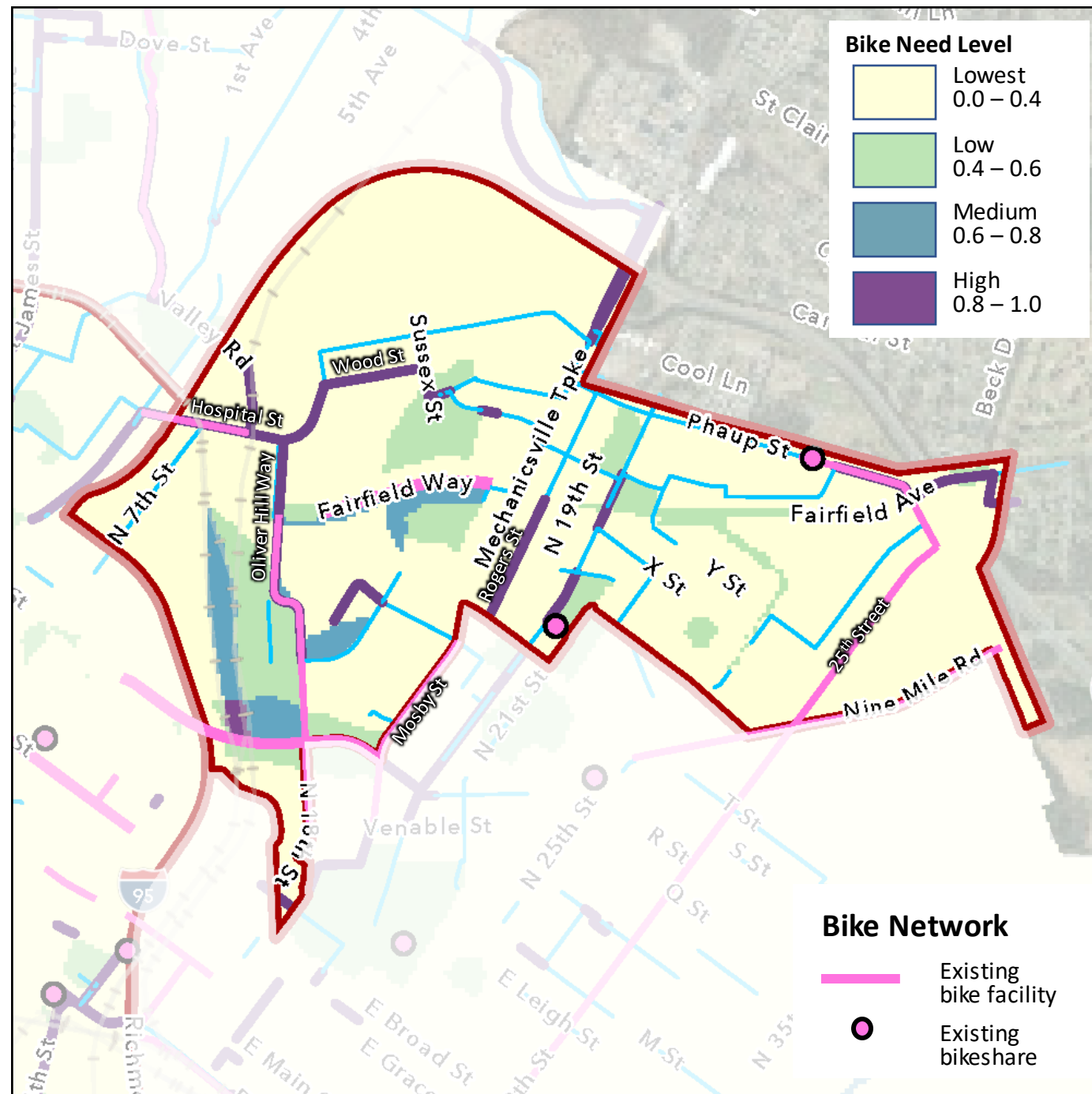


# How can we address the unmet bicycle needs?

1. Add bicycle facilities to Rogers Street and Wood Street
2. Examine options for improvements to Mosby Street in front of MLK Middle School

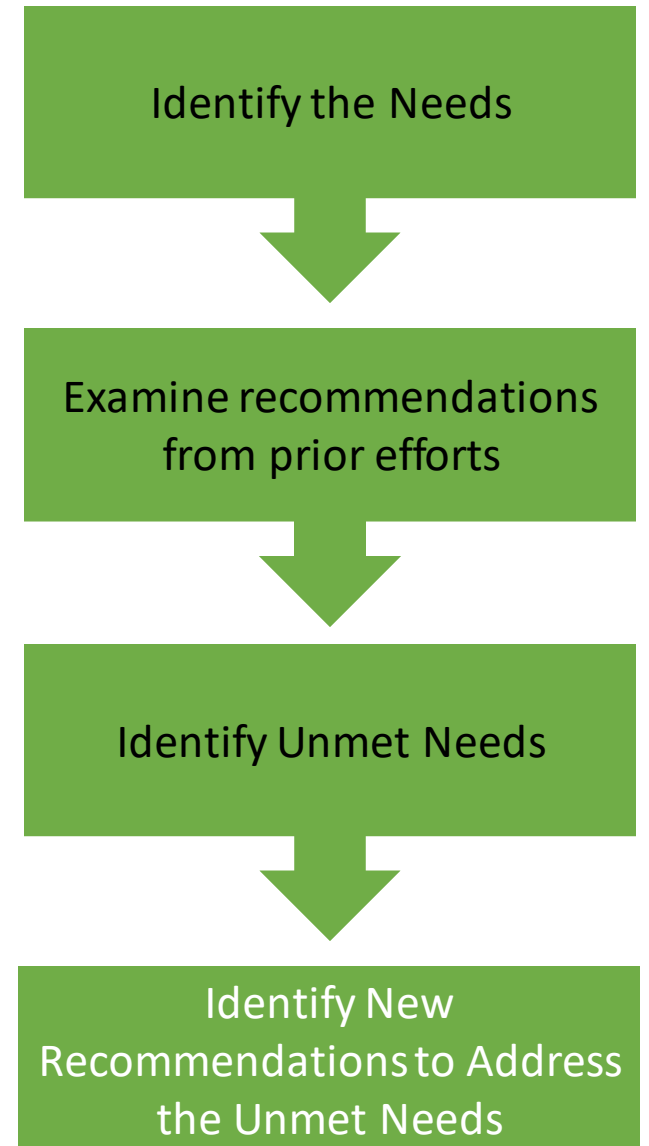
## Discussion Questions:

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



# Reflection and Discussion

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



# Work Session on Needs and Recommendations

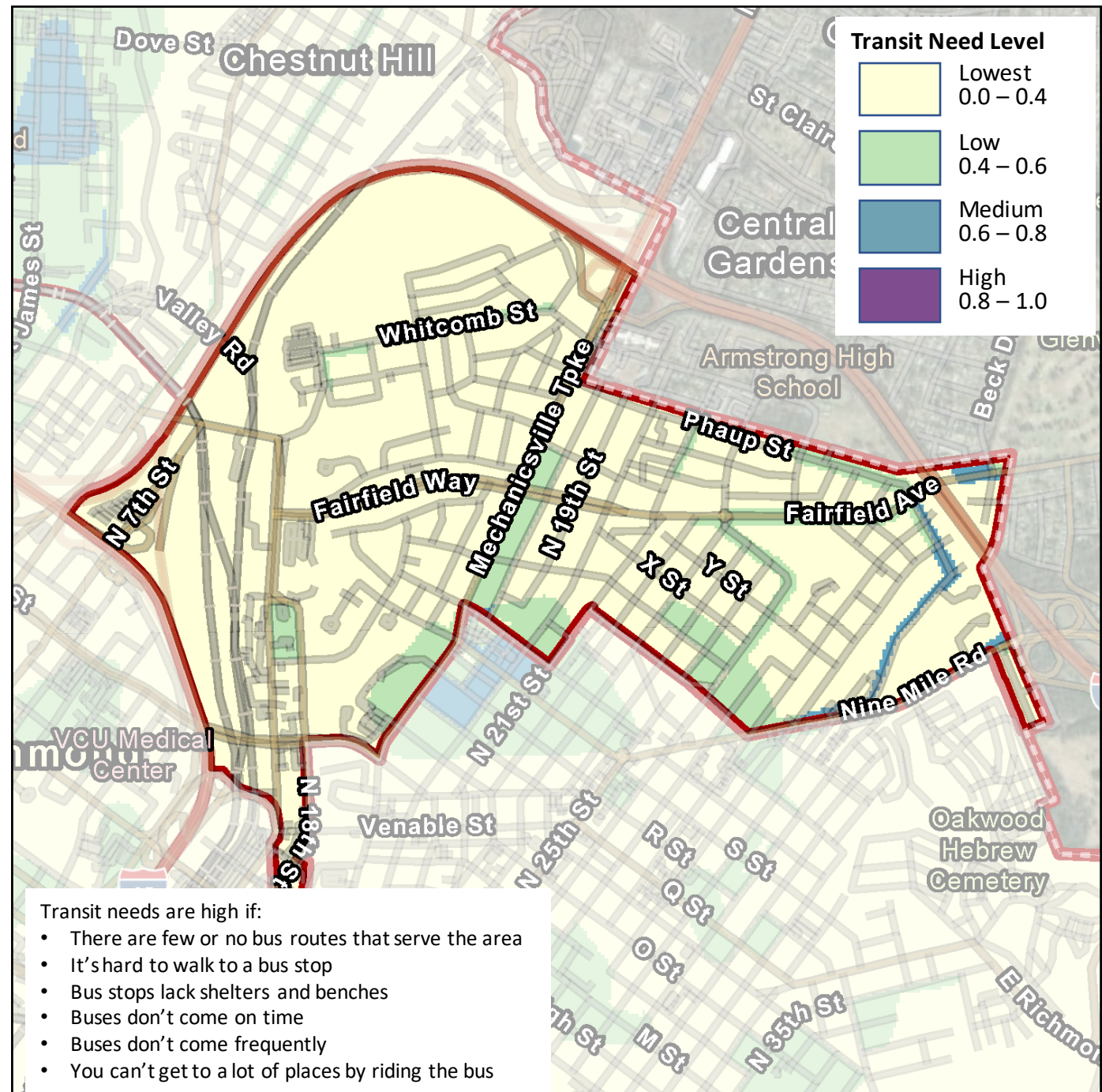
TRANSIT NEEDS

Investment Need Category 2

# Transit Needs

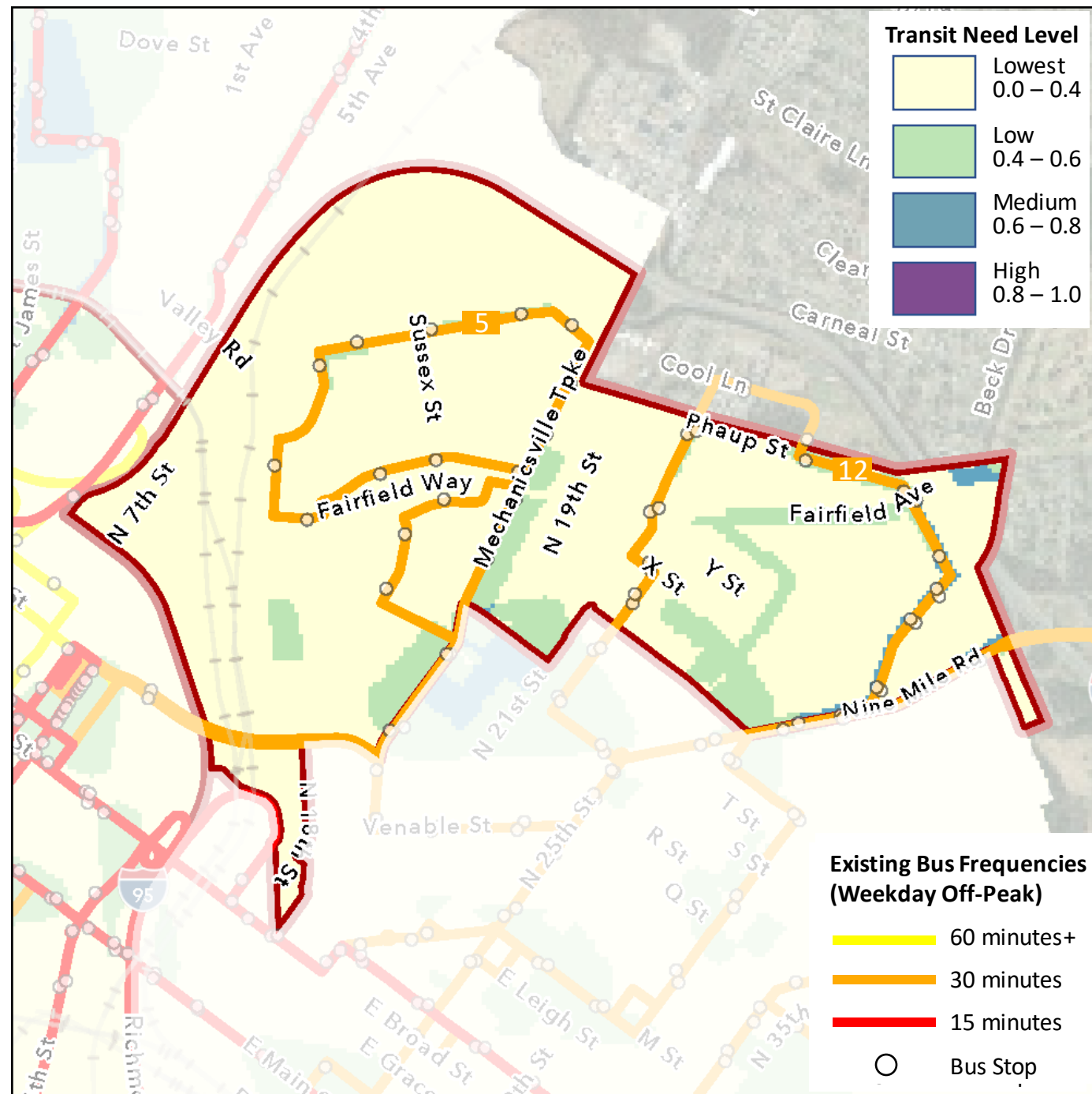
Transit needs are generally low throughout this area.

- Public comments:
  - Buses are unreliable
  - Long waits at bus stops
  - No protection from sun/weather
  - Need safer ways to cross Fairfield Ave at bus stops
  - Bus stops don't feel safe, especially at Mosby Court
  - Bus ride takes too long



# Transit Needs & Existing Service

- Route 5 – Cary/Main/Whitcomb
  - Every 30 minutes
- Route 12 - Church Hill
  - Every 30 minutes



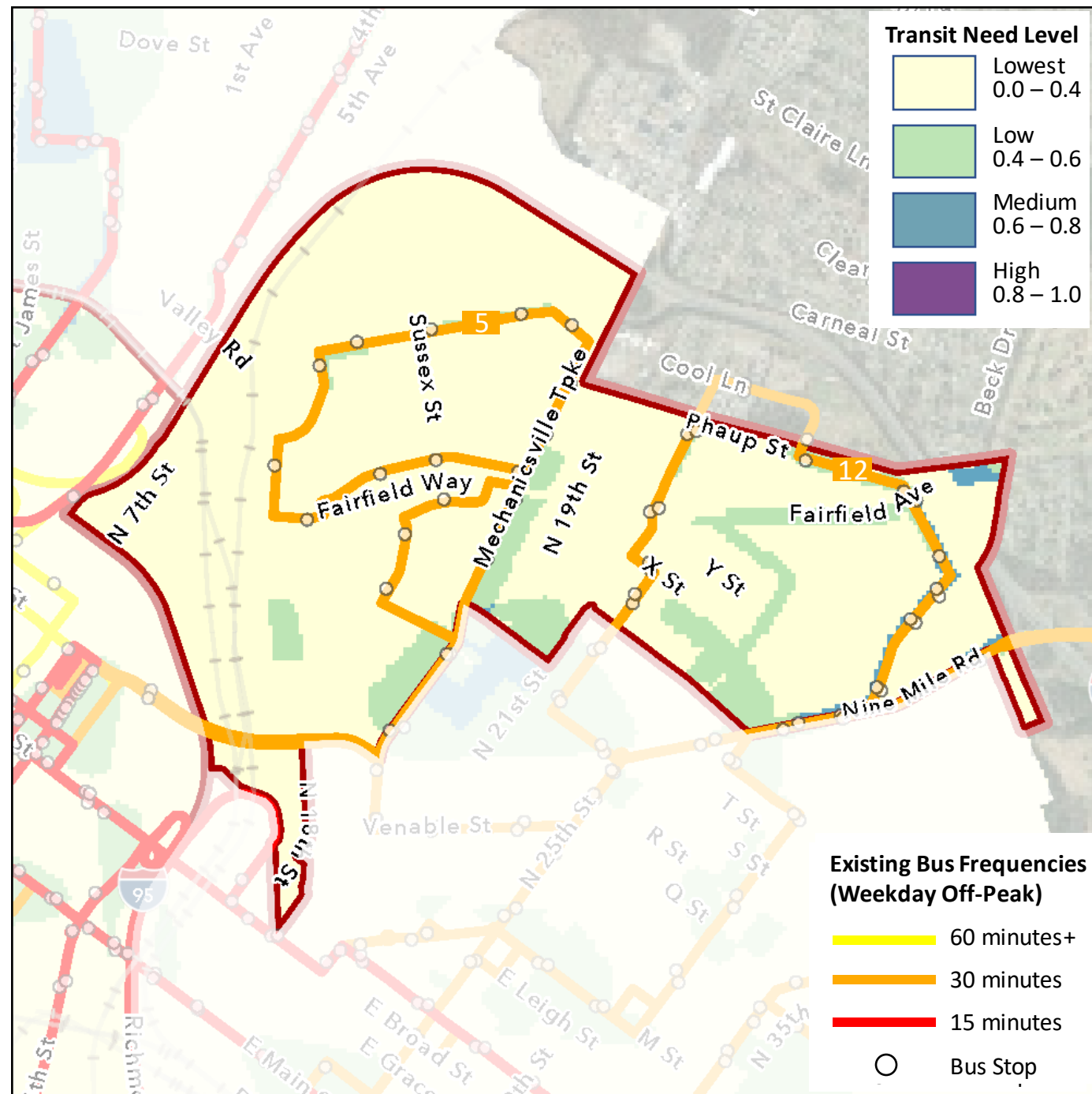
# What transit improvements have already been identified?

Recommendation	Source(s)
Add shelters and benches to 50% of GRTC bus stops	GRTC Essential Transit Infrastructure Plan
Increase frequency on Route 5 to every 10 minutes.	GRTC Regional Public Transit Plan FY 2023
Bus rapid transit along Mechanicsville Turnpike from the Pulse downtown to Mechanicsville and beyond I-295, with 10-15 minute service.	Greater RVA Transit Vision Plan Network

New Project Ideas from Public Input
Add transit route along Oliver Hill Way

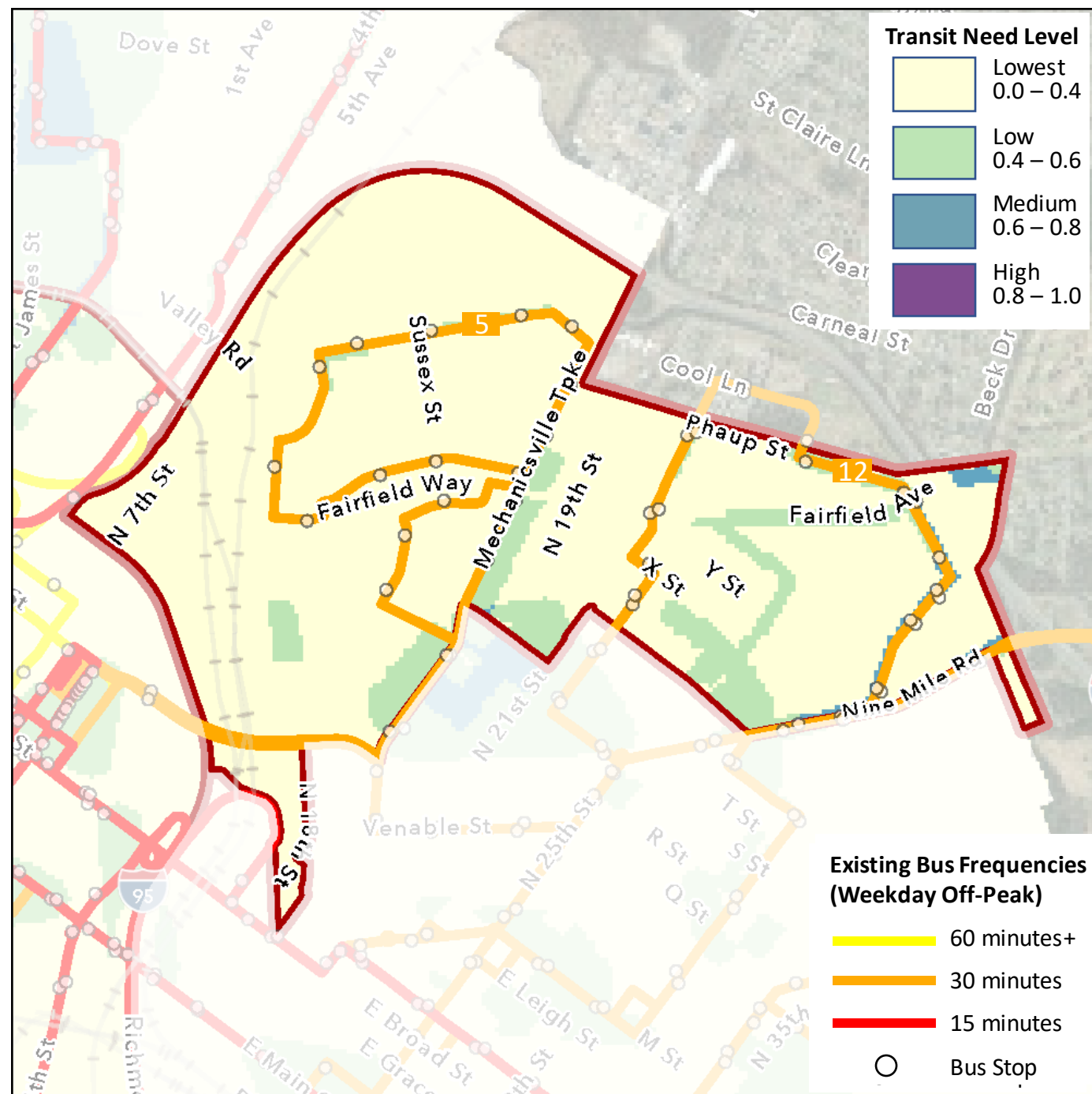
## Discussion Questions:

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



# What transit needs are not addressed?

- Need safer ways to cross Fairfield Ave at bus stops
- Bus stops don't feel safe, especially at Mosby Court
- Others?

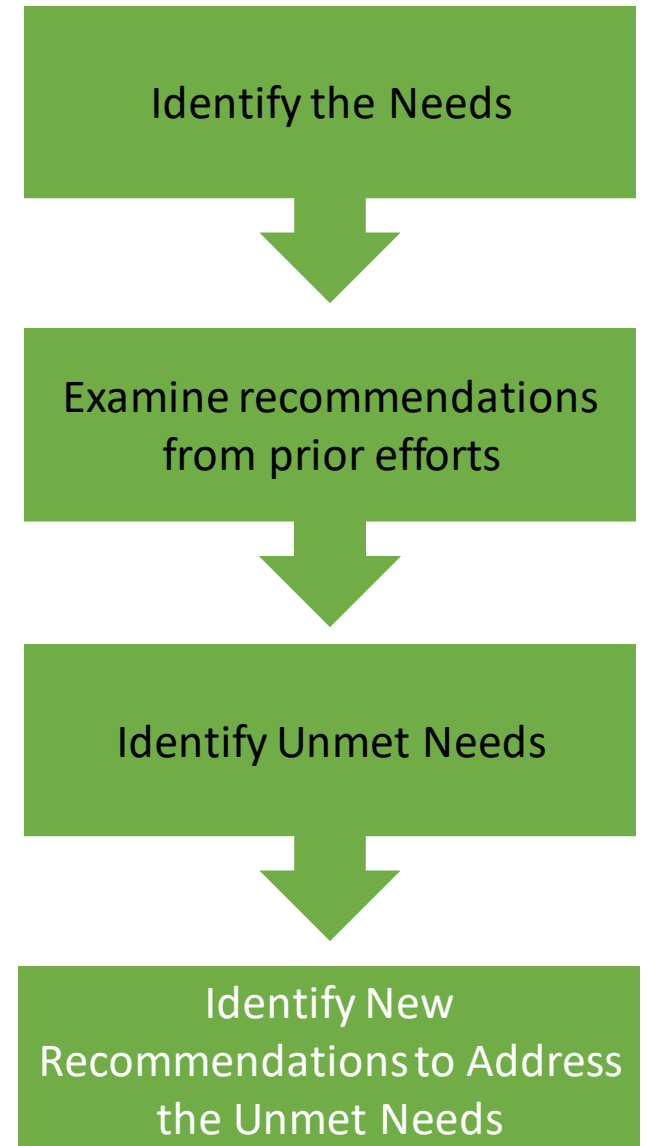






# Reflection and Discussion

- How did this example differ from the first? What worked? What didn't?
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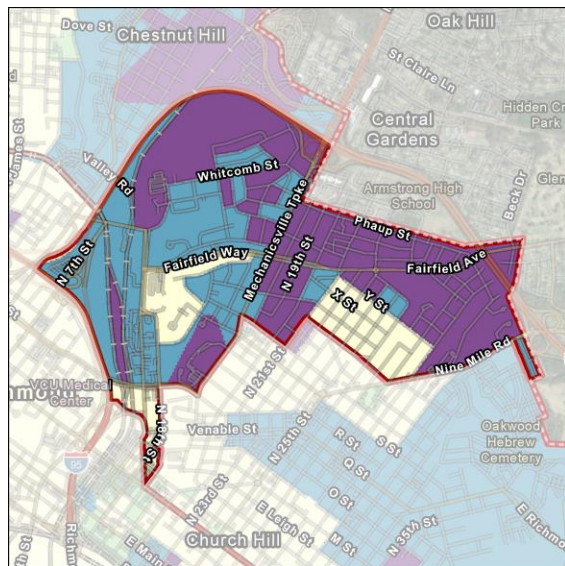


Other Needs

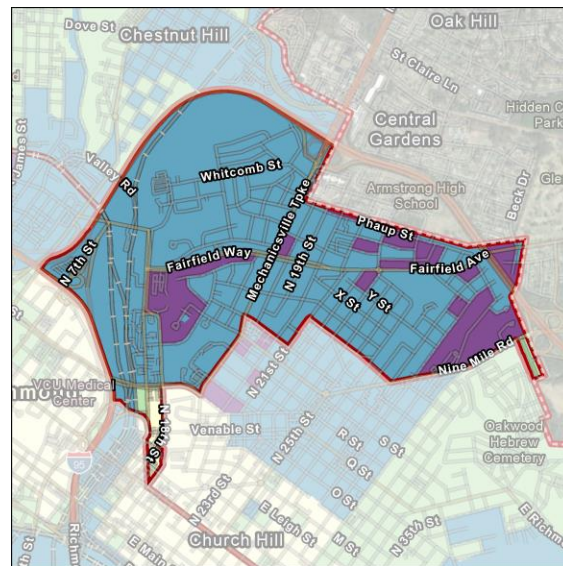
# Other Investment Need Categories

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

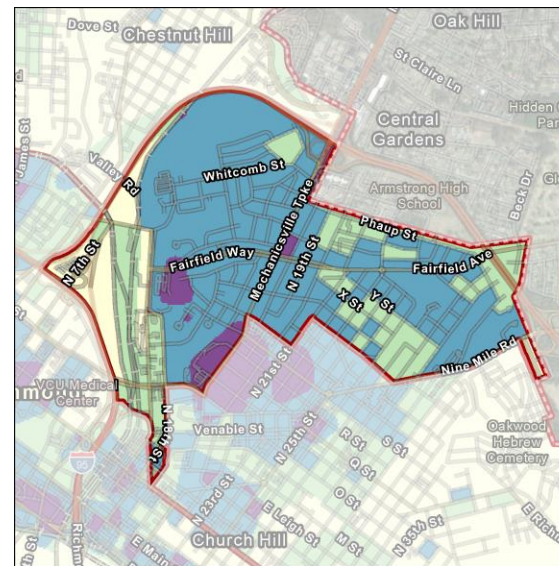
INC 8: Economic Development



INC 10: Sustainability



INC 5: Safety/Security



## Need Level

