

Richmond Connects Advisory Committee

MEETING SUMMARY

April 18, 2023 | 9:00 am to 12:00 pm | Main Street Station, Richmond, VA

Attendees

Andreas Addison, Richmond City Councilor, 1st District (West End)

Boz Boschen, Path to Equity Ambassador, Museum District

Aaron Bond, City of Richmond Department of Planning and Development Review (PDR)

Anedra Bourne, Venture Richmond

Loren Brown, City of Richmond Department of Housing and Community Development (HCD)

Patrick Griffin, James River Shuttles

John Hamilton, Richmond Area Bicycling Association, Richmond resident

Jakob Helmboldt, City of Richmond Department of Public Works (DPW), Pedestrian and Trails Coordinator

Mary Higdon, Mosby Court resident

Adam Hohl, City of Richmond

Tameka Jefferson, Richmond Region Tourism

Tarshell Johnson, Mosby Court resident

Katherine Jordan, Richmond City Councilor, 2nd District (North Central)

Nicole Keller, PlanRVA (RRPDC)

Samantha Lewis, PDR

Brian Mercer, PDR

Michelle Peters, HCD

Cecelia Ramos, Latino Coalition

Yessenia Revilla, PDR

Patricia Robinson, GRTC

Aquanetta Scott, Path to Equity Ambassador

Laura Thomas, City of Richmond Office of Sustainability

Brantley Tyndall, Bike Walk RVA, Sports Backers

Daniel Wagner, Virginia Department of Rail and Public Transportation DRPT

Faith Walker, RVA Rapid Transit

Richmond Connects Team

Chenice Brown, OETM

Windy Campbell, On Point Transportation PR

Leandra Colella, Timmons Group

Jessica Dimmick, EPR

Vlad Gavrilovic, EPR

Brandon King, OETM

Ernest Moore, OETM

Dironna Moore Clark, OETM

Atiba Muse, OETM

Kelli Rowan, OETM

Thomas Ruff, Timmons Group

Brad Shelton, Michael Baker International

Paul Trapp, Timmons Group

Ebony Walden, Ebony Walden Consulting

MEETING SUMMARY

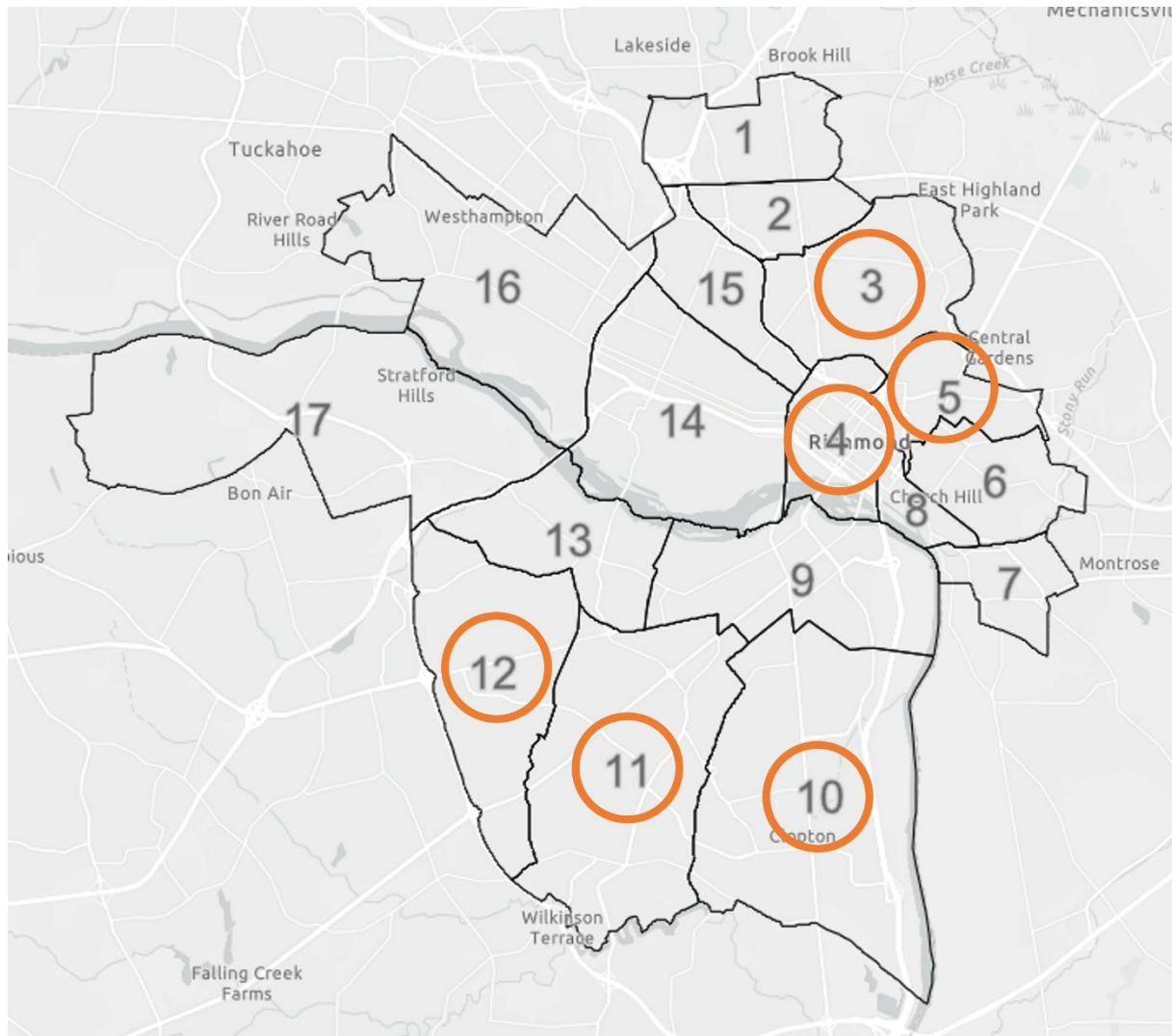
This meeting of the Advisory Committee was a work session to share the process for developing recommendations for the near-term action plan. After a brief overview of where we are in the Richmond Connects process, participants broke into six small groups, each tackling a different area of the city.

Each small group reviewed the results of the needs analysis, examined existing recommendations from prior planning efforts and studies, and discussed which recommendations best meet the equity-based needs. The



groups also identified needs that prior recommendations did not address, and developed ideas for how to address the unmet needs.

The meeting materials are available at www.RVAconnects.com/committees. Presentations and poster maps for each group are provided. A summary of the discussion for each group is provided in the following sections. The Advisory Committee meeting covered six of the 17 Need Areas of the city.



The Advisory Committee covered six of the 17 Need Areas in breakout groups during the meeting.

Need Area 3: Northside - Highland Park/Chestnut Hill Area

Need Area 3 Group Participants: A

- **Andreas Addison**, Richmond City Councilor, 1st District (West End)
- **John Hamilton**, Richmond Area Bicycling Association, Richmond resident
- **Daniel Wagner**, Virginia Department of Rail and Public Transportation
- **Ebony Walden**, Ebony Walden Consulting (facilitator)
- **Paul Trapp**, Timmons Group (recorder)

Pedestrian Needs and Recommendations

The group agreed the following recommendations would best address the highest pedestrian needs:

Recommendation	Source(s)	Discussion
Improve safety for pedestrians at Chamberlayne Ave at Brookland Park Blvd	DPW CIP	Chamberlayne needs improved pedestrian experience all around. Especially at key intersections. Maybe raised crosswalk or bulb outs to make pedestrians a priority. needs improved bike/ped accommodations and traffic calming; could coincide with proposed GRTC north-south BRT project
Improve sidewalks, enhance pedestrian crosswalks, and traffic calming on Richmond Henrico Tpke	Public Input	
Enhance pedestrian crosswalks on North Ave	Public Input	Especially at intersections – raised crosswalks

The group believed these recommendations were **not** as critical to meeting the equity-based pedestrian needs in this area:

Recommendation	Source(s)	Discussion
Roundabouts on Brookland Park/Henrico and Rady and Magnolia	Public Input	Wasn't sure if roundabout necessary but raised crosswalks, bump outs or some level of tactical urbanism perhaps

Pedestrian needs that are not addressed by existing recommendations from prior efforts, and **new recommendations** that would address these unmet needs:

Unmet Need	New Recommendation
Dove Street east to west near Richmond Henrico Turnpike	Dove Street – consider potential roundabout or other traffic calming ideas where Dove Street crosses Richmond-Henrico Turnpike at the Cannon Creek Greenway; a proposed multi-family development on the northeast quadrant of this intersection may bring additional bikes and pedestrians through this area

Folks thought the recommendations were fine based on the needs. Namely recommended raised crosswalks, bulb outs, traffic calming or some tactical urbanism at major intersections on Chamberlayne (between Lombardy and Brookland park) and Brookland Park (Chamberlayne to Rady), North Avenue and at intersections along Richmond Henrico Turnpike and fix broken sidewalks throughout the Highland Park. Identify potential barriers to implementation early in the process

Bicycle Needs and Recommendations

The group agreed the following recommendations would best address the highest bicycle needs:

Recommendation	Source(s)	Discussion
Add bike infrastructure on Chamberlayne Ave and Overbrook Rd	Public Input	We focused on these areas

The group believed these recommendations were **not** as critical to meeting the equity-based bicycle needs in this area:

Recommendation	Source(s)	Discussion
North Avenue south of Overbrook Rd	Richmond Connects project team	Group felt since there is a bike connection on Richmond Henrico turnpike, didn't need an additional connection on North, as the hill going down and up and the narrow road here was a lot – have better wayfinding and encourage people to cross

Bicycle needs that are not addressed by existing recommendations from prior efforts, and **new recommendations** that would address these unmet needs:

Unmet Need	New Recommendation
Another safe connection downtown besides North Avenue (high need shown on map for North Avenue south of Overbrook Rd)	Improve bike connection/safety crossing the two bridges into downtown (between 3 rd and 5 th , not sure)
No facilities on Overbrook Rd	Install a bicycle facility on Overbrook Rd
Unsafe on Magnolia St east of Rady St	Install a bicycle facility on Magnolia St east of Rady St

Other Bicycle Needs and Recommendations

Need more bike wayfinding, especially in areas where bicyclists are vulnerable (e.g. pinch points, trail ending locations, near interstate ramps/connections, etc.) These happen between Northside and Downtown specifically at the end of Richmond Henrico Turnpike and connecting to downtown and canal walk/capital trail.

Overall Process Reflections: We discussed making sure bike infrastructure had continuity or safe alternatives after bike paths have ended. Those are the most dangerous points. Improving bike, ped and transit along Chamberlayne came across as a priority and better bike connections to downtown through the neighborhood – already have Richmond Henrico – wayfinding for a clear path when terminates at valley road (this is a dangerous area), encourage and improve facility safety at 3rd and 5th street bridge crossing

(separated lane, traffic passes fast there), no need for lane at North (very steep and good alternatives exist, improve those and make connections clear after designated lanes terminate).

Transit Needs and Recommendations

The group agreed the following recommendations would best address the highest transit needs:

Recommendation	Source(s)	Discussion
Add shelters and benches to 50% of GRTC bus stops	GRTC Essential Transit Infrastructure Plan	Generally, that shelters and benches need to be added where possible along all routes in this area
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	BRT along Chamberlayne would be a great improvement to access and equity in the area
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	The 1 route is a good route but is often not on time, so improving that service is necessary to connect to downtown

The group believed these recommendations were **not** as critical to meeting the equity-based transit needs in this area:

Recommendation	Source(s)	Discussion
Add BRT along Brookland Park Blvd	Public Input	No need for BRT along Brookland Park, just need to increase frequency of the 20 to every 15 minutes

Transit needs that are not addressed by existing recommendations from prior efforts, and **new recommendations** that would address these unmet needs:

Unmet Need	New Recommendation
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)	Group supports this
Add closer spaced bus stops on North Ave would affect bus running times	Group supports this
Add lighting to bus stops along North Ave to improve safety	Group supports this, also add shelters and benches
There might be another potential location for a north-south connections point in the neighborhood, perhaps along Fendall	Supports the idea of another N/S connection in neighborhood potentially on Fendall, but needs to be studied for the best place and how to best to either connect to 20 or 1 route

Other Transit Recommendations:

- Any proposed park & ride facilities
- Consider micro-transit for last-mile connectivity between park and ride and downtown

The consensus was generally to improve Route 1 performance (on-time), make Route 20 more frequent (every 15 min), and add shelters and bus stops.

Need Area 4: Downtown, including Gilpin

Need Area 4 Group Participants:

- **Anedra Bourne**, Venture Richmond
- **Samantha Lewis**, PDR
- **Brian Mercer**, PDR
- **Patricia Robinson**, GRTC
- **Vlad Gavrilovic**, EPR (facilitator)
- **Atiba Muse**, OETM (recorder)

Pedestrian Needs and Recommendations

The group agreed the following recommendations would best address the highest pedestrian needs:

Recommendation	Source(s)	Discussion
Connecting Gilpin Court to Downtown		
Providing lighting in Jackson Ward		Critical for safety
Addition of Brook Road and Leigh Street pedestrian improvements		
Belvedere St. from Leigh to Broad need wider sidewalks		Major multimodal corridor - Also bike facilities needed
High visibility crosswalks in Jackson Ward		
Areas close to 9 th & Canal and 7 th & Canal		Exit from Downtown Expressway makes this area very hazardous to pedestrians
Manchester Bridge		Cars speed along this stretch

The group believed these recommendations were **not** as critical to meeting the equity-based pedestrian needs in this area:

Recommendation	Source(s)	Discussion
Biotech area		This area will be redeveloped and will include bike/ped improvements

Bicycle Needs and Recommendations

The group agreed the following recommendations would best address the highest bicycle needs:

Recommendation	Source(s)	Discussion
Hospital Street at RR Tracks		Needs safety improvements
All of Leigh Street		Needs protected bike lanes
Addition of Brook Road and Leigh Street pedestrian improvements		
Belvedere St. from Leigh to Broad need wider sidewalks		Major multimodal corridor - Also bike facilities needed

The group believed these recommendations were **not** as critical to meeting the equity-based bicycle needs in this area:

Recommendation	Source(s)	Discussion
Fall Line Trail through Gilpin		Need more education and buy in from the Gilpin community
St. James St.		Very steep and narrow – difficult to retrofit for bikes
Bank Street		Currently has restricted access
East Broad St.		Our maps show that it has bike access but the lane markings say “Bus Only”

Other Needs and Recommendations

- A regional Park & Ride is needed
- Need Dark Sky lighting
- Consider designing crosswalks as public art projects
- Make the transit transfer center permanent in Downtown
- Coordinate our efforts with the Jackson Ward and Gilpin planning efforts
- Coordinate our timing with VCU, State, GRTC, CCSAP planning efforts
- Remove the “silos” of different city departments doing different plans and coordinate with our effort
- Note that currently funded projects don’t have regional benefit while some of the unfunded ones do
- What about people in wheelchairs with special mobility needs?
- Overarching need to restrict right turns on red throughout the City
- Recommend sustainable design features such as pervious paving, reflective paint and adding tree canopy

Need Area 5: East End – Fairfield Area

Need Area 5 Group Participants:

- **Mary Higdon**, Mosby Court resident/ RRHA Community Representation
- **Tarshell Johnson**, RRHA Community Representation
- **Aquanetta Scott**, Path to Equity Ambassador
- **Kelli Rowan**, OETM (facilitator)
- **Ernest Moore**, OETM (recorder)

Pedestrian Needs and Recommendations

The group agreed the following recommendations would best address the highest pedestrian needs:

Recommendation	Source(s)	Discussion
<i>Shared use path on CSX right-of-way in Shockoe Valley</i>	Richmond 300	The group thought this would be a great addition and would provide much needed pedestrian connectivity between Northside and their neighborhoods, as long as access to it from their neighborhoods was considered.
<i>Add sidewalks along Mechanicsville Turnpike</i>	Public Input	The group discussed that gaps in the sidewalk were a priority.
<i>Allocate more CIP funds to sidewalk maintenance.</i>	Richmond Connects Project Team	The group felt this was also needed.
<i>Install frequent marked crosswalks with pedestrian safety measures (e.g. flashing beacons, signage) on Mechanicsville Turnpike and Fairfield Ave/ Fairfield Way.</i>	Richmond Connects Project Team	The group had a resounding YES to this recommendation, and thought this could be a prime <u>opportunity for LQC solutions.</u>
<i>Identify traffic calming/speed management opportunities on Mechanicsville Turnpike and Fairfield Ave/ Fairfield Way.</i>	Richmond Connects Project Team	The group had a resounding YES to this recommendation, and thought this could be a prime <u>opportunity for LQC solutions.</u>

The group believed these recommendations were **not** as critical to meeting the equity-based pedestrian needs in this area:

Recommendation	Source(s)	Discussion
<i>Convert Oliver Hill Way and N. 18th St from one-way to two-way.</i>	DPW CIP	The group thought this may be a helpful improvement, and noted this is not a priority for them, but discussed how the bus stop on Oliver Hill Way is unsafe and causes issues and slowing down traffic may help.
<i>Add a roundabout at Mechanicsville Turnpike at Littlepage Street.</i>	Public Input	The group felt this recommendation may be too much, and suggested considering light timing and other safety measures, turning lights, or other less intensive fixes. It was suggested that perhaps this could be tested as a LQC project.

Pedestrian needs that are not addressed by existing recommendations from prior efforts, and **new recommendations** that would address these unmet needs:

Unmet Need	New Recommendation
Safety Needs for Pedestrians along Mosby St.	<i>Safety Improvements in front of MLK Middle and Leigh Street Viaduct intersection.</i> In front of MLK Middle on Mosby St. needs something LQC. This was again raised as a high area of concern for residents. Mike Sawyer, City Engineer, stopped by the table and explained the plan for a large roundabout at this intersection. Group members felt that may help but also felt that sometimes roundabouts are intimidating for pedestrians in their neighborhoods. It was discussed how a LQC option, such as a raised pedestrian crosswalk in front of MLK middle, and LQC intersection modifications could be implemented immediately while the city awaits roundabout installation.
Safety Needs for Seniors	<i>Parking for seniors on Mosby Street.</i> It was discussed how due to bicycle routing and multimodal redesign of Mosby St., that many seniors along that corridor lost their parking. It was discussed that there seems to be adequate space behind that stretch of RRHA units to accommodate alley parking. <i>Education on bus routes accessible to seniors.</i>

Transit Needs and Recommendations

The group agreed the following recommendations would best address the highest transit needs:

Recommendation	Source(s)	Discussion
Bus rapid transit along Mechanicsville Turnpike from the Pulse downtown to Mechanicsville and beyond I-295, with 10-15 minute service. <i>*The group felt 30 minutes service was more feasible, not BRT*</i>	Plan RVA Transit Vision Network	The need for this service was noted as highest of the high! This would remove several barriers to accessing employment and food. A discussion was had on what frequency was right for this potential route, and the group felt 30 minute service would be sufficient, nothing that the existing BRT recommendation would be great in an ideal world but felt 30 minute service may be more achievable.
Add shelters and benches to 50% of GRTC bus stops	GRTC Essential Transit Infrastructure Plan	<i>Covered Shelters at Bus Stops was the priority.</i> This also emerged as a priority, and discussed how <u>LQC tactics</u> could be used to provide temporary shelters while GRTC implements its ETI plan.
Install closer spaced crosswalks with flashing beacons on Fairfield Way and Fairfield Ave at bus stops	Richmond Connects Project Team	Support this. Unsafe to cross.
Install better lighting at bus stops near Mosby Court	Richmond Connects Project Team	Support this, but again ask for closer spacing of stops on the 5 & 12 and need stop amenities for all routes, including lights.

The group believed these recommendations were **not** as critical to meeting the equity-based transit needs in this area:

Recommendation	Source(s)	Discussion
Increase frequency on Route 5 to every 10 minutes	GRTC Regional Public Transit Plan FY 2023	This was supported, but the group felt adding more closely spaced stops (on route 5 AND 12) and stop amenities was priority before funds were used to increase frequency.

Transit and related needs that are not addressed by existing recommendations from prior efforts, and **new recommendations** that would address these unmet needs:

Unmet Need	New Recommendation
Walk Access to Bus Stops and Unmet Safety Needs (need closer together bus stops, need to be in your neighborhood)	<i>Accessible Bus Routes on Peter Paul Blvd.</i> (former Jefferson St. GRTC route). Participants felt the stops needed to be closer together along this route, so seniors did not have to walk as far, and that the new routes were so much harder to access. The group felt the old bus route was much better at serving the residents, and requested a review of how that decision was made. There was a feeling that community members were not consulted on the GRTC redesign. It was noted it is unlikely to return to the old route, but perhaps additional stops could be added in targeted areas for seniors.
Technology Needs for Transit	<i>Rider Education, Digital kiosks for schedule and times, stop wayfinding.</i> Participants felt the GRTC App is not user friendly, and expressed that many residents are still unable to navigate the GRTC routes. Adding some accessible wayfinding and route-planning tools to the Fairfield stops could help this. One participant expressed that she was taught young that for any GRTC route, if you stay on it long enough, it will eventually lead back to downtown/Broad Street, and since she didn't think that was true any longer, many folks felt insecure about navigating the network. More clear wayfinding and outreach is needed to help fix this problem.
Economic Development & Transit Need	<i>Smaller vans would be great for employment and grocery destinations.</i> It was discussed how traveling with groceries on GRTC is difficult, and having a van to get back with groceries would be great for RRHA residents. They discussed they usually just shop wherever they can get a ride, and that the one local/walkable bodega practices price-gouging and had very poor quality food. They also discussed how people are using TNCs to go out past City limits to get employment, and more connectivity would be helpful to employment destinations not on GRTC routes.

Other Needs and Recommendations

- *Mosby should get the next free bikeshare.* While this group felt biking was the least used mode by their community members, they did see the value for the younger generations to have bike access. They were surprised to hear of the Fairfield free bike-share pilot and thought all the communities should have the free-bike share as a priority. This needs to happen before all the bike lane improvements as they don't have bikes to access the lanes.
- *Covered Shelters at Bus Stops as LQC Opportunity.* This also emerged as a priority, and discussed how LQC tactics could be used to provide temporary shelters while GRTC implements its ETI plan.
- *Safety Improvements in front of MLK Middle and Leigh Street Viaduct intersection.* In front of MLK Middle on Mosby St. needs something LQC. This was again raised as a high area of concern for residents. Mike Sawyer, City Engineer, stopped by the table and explained the plan for a large roundabout at this intersection. Group members felt that may help but also felt that sometimes roundabouts are intimidating for pedestrians in their neighborhoods. It was discussed how a LQC option, such as a raised pedestrian crosswalk in front of MLK middle, and LQC intersection modifications could be implemented immediately while the city awaits roundabout installation.
- *Parking for seniors on Mosby Street.* It was discussed how due to bicycle routing and multimodal redesign of Mosby St., that many seniors along that corridor lost their parking. It was discussed that there seems to be adequate space behind that stretch of RRHA units to accommodate alley parking.

Overall Process Reflections

The group felt in general the process worked well. There was a general consensus that the priority should be transit and walking over biking for these communities; this was noted in response to the large number of bike improvements versus other modes. The group generally felt ok with most of the recommendations, but noted several project ideas that were a priority for their communities, as described above.

Need Area 10: Southside – Route 1 Corridor Area

Need Area 10 Group Participants:

- **Aaron Bond**, City of Richmond Department of Planning and Development Review (PDR)
- **Jakob Helmboldt**, City of Richmond Department of Public Works, Pedestrian and Trails Coordinator
- **Yessenia Revilla**, PDR
- **Faith Walker**, RVA Rapid Transit
- **Nicole Keller**, PlanRVA
- **Thomas Ruff**, Timmons Group (facilitator)
- **Chenice Brown**, OETM (recorder)

Pedestrian Needs and Recommendations

The group agreed the following recommendations would best address the highest pedestrian needs:

Recommendation	Source(s)	Discussion
Sidewalk and ADA ramp improvements on Webber Ave and Royall Ave. Speed tables on Royall Ave.	DPW CIP	Glad to hear of any speed reduction or traffic calming elements. Improved sidewalk good

Recommendation	Source(s)	Discussion
Commerce Rd, Bells Rd improvements incl. sidewalks	DPW CIP	Would like to see more pedestrian connections north along Commerce Road. Planned improvements are good but don't have connections to other areas.
Fall Line Trail, James River Branch Trail	DPW Pending Bikeways	Fall line trail and spurs connections were discussed at multiple times throughout. Official alignment is along Route 1/301, however, DPW and others are pushing to relocate to the east onto Lynhaven Avenue. This would make more residential connections, remove safety/conflict points on Route 1, and be easier to install through the corridor given ROW.
Connection between 2 dead ends on Walmsley Blvd	Richmond 300	Extensive discussion on whether there is value in connecting these 2 portions of road. If connected, it will provide a more direct route for Southside residents to reach I-95. However, current pattern helps keep industrial area disconnected from residential and commercial area.
Traffic calming in Hillsdale Court	Public input	Many of the neighborhoods have at least 1 high speed corridor. Would like to see traffic calming in each neighborhood.
Sidewalks on Walmsley, Bellemeade, Bells, Commerce	Public input	General agreement that as you head south in this area, limited to no sidewalks are provided. Route 1 has sidewalks but there are no other routes between neighborhoods. Residents have to always travel back to Route 1 to head N/S, lack of parallel or connecting routes.

Pedestrian needs that are not addressed by existing recommendations from prior efforts, and **new recommendations** that would address these unmet needs:

Unmet Need	New Recommendation
N/S Sidewalks or other neighborhood connectors	Residents have to always travel back to Route 1 to head N/S, lack of parallel or connecting routes. Fall Line Trail alignment could provide another N/S option.

Bicycle Needs and Recommendations

The group agreed the following recommendations would best address the highest bicycle needs:

Recommendation	Source(s)	Discussion
Fall Line Trail preferred and alternate route	DPW Pending Bikeways	The group wants the Fall Line Trail however possible. The preferred alignment is to travel down Lynhaven Avenue rather than US Route 1. Overall connections between Commerce Road and the entire area are good to expand accessibility, lack of current routes for bicyclists to travel to/from jobs or commercial areas.

Shared use path on CSX right-of-way north of N. Hopkins Rd	Richmond 300	The group was very adamant that more railroad conversions to trail/bike options was needed. Wanted to discuss extending this section further south of Hopkins Road if possible. Work with City to push for more from railroads.
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The group generally supported all identified bicycle recommendations.

The group believed these recommendations were **not** as critical to meeting the equity-based bicycle needs in this area:

Recommendation	Source(s)	Discussion
Add bike infrastructure to US 1 Richmond Highway		The group determined that adding bicycle infrastructure to US Route 1 may create additional safety concerns. More interested in better neighborhood/local options for bike routes along slower, less busy streets.

Bicycle needs that are not addressed by existing recommendations from prior efforts, and **new recommendations** that would address these unmet needs:

Unmet Need	New Recommendation
Bike lanes/shared use paths on Hopkins, Castlewood, Terminal	Options for parallel bike networks or other alternatives to move bicycle traffic off of US Route 1 and access the neighborhoods better

Transit Needs and Recommendations

The group agreed the following recommendations would best address the highest transit needs:

Recommendation	Source(s)	Discussion
Add shelters and benches to 50% of GRTC bus stops	GRTC Essential Transit Infrastructure Plan	Agreed with this plan and wanted to make sure Route 1 was prioritized due to high ridership.
Enhanced transit service on Routes 3A and 3B. Enhanced local service (15-20 minute frequencies) along US 1 Richmond Highway from the Pulse BRT south to Chester along Richmond Highway	Greater RVA Transit Vision Plan Network	Top need identified by the group. If future BRT is not an option on this route, then increased bus frequency is absolute.
Add bus rapid transit along US 1 Richmond Highway		The group was supportive of looking at ways to expand reliable, high speed, dedicated spaces for BRT on US Route 1. US Route 1 corridor has a high ridership and connections to Chesterfield County, which may be valuable.

Transit needs that are not addressed by existing recommendations from prior efforts, and **new recommendations** that would address these unmet needs:

Unmet Need	New Recommendation
Bus only lanes on Route 1	Given 6-lanes on Route 1, wanted to investigate removing 1 lane of traffic in each direction to create bus only lanes to give transit priority.
Last mile considerations to get people to destinations	Improve sidewalks, bike shares, microtransit, paratransit, leverage existing privately operated fleets

Other Needs and Recommendations

- Sustainability and resilience needs to be incorporated into any recommendations or developments in this area. High needs based on flood impacts.
- Shared use path can be an opportunity for creating community amenities if the proper marketing is applied to ensure that each neighborhood understands what they can reach/utilize nearby rather than just selling the total through value.
- Safety on Maury Street was a big topic. Maury Street should be made to reduce the truck traffic and force more trucks onto Route 1 and Commerce Road. Maury Street is a residential street and needs to be improved to match the typical section to the neighborhood. Lots of crossings and connectivity to/from Maury Street would be helpful.
- Overall, the group was supportive of BRT on US Route 1 Richmond Highway. However, if BRT can only be advanced on one corridor south of the James River, the group thought US Route 60 Midlothian Turnpike would be a better option. BRT on US Route 1 is a recommendation, but not a top priority. The group thought the higher priority is to increase the frequency of the regular transit routes on US Route 1, not BRT-level infrastructure. The group discussed the possibility of repurposing one of the through lanes to be a bus only lane (similar to Broad Street) but no other physical infrastructure changes that go with a BRT (signal upgrades, signal priority, raised platforms, etc.) The goal would be to provide more frequency in a dedicated lane to speed service up, without going through the cost of a full BRT.
- Improved and increased access to transit service on Walmsley Boulevard is still needed.
- Recommendation to complete a Small Area Plan for the Route 1 corridor. Lots of potential but no overarching plan of development.
- New development along Lynhaven Avenue at Bellemeade Road has opened up an opportunity for a new park on Goode Creek. City is currently working to coordinate a land swap with the developer to implement a new park in this neighborhood. Park will be called Broad Rock Creek Park.
 - Discussion around need to understand that this park will be partially in the floodplain and may represent a limited ability to develop.
 - How to best develop this park for the neighborhood.
 - Provide sidewalk/bike connections to Lynhaven Ave and the surrounding neighborhood.
 - Great opportunity to provide connection to the Fall Line Trail
- Overall, lack of inter-neighborhood connectivity was an issue. So much reliance on connections to US Route 1 but not in other connections – from a vehicle, bike, ped standpoint.

- City is about to start work on new small area plans for Hillside Court & Maury area, to include some input from Oak Grove and Bellemeade neighborhoods. These plans will help incorporate additional needs that are specific to those areas.
- Recommend park and ride area to coincide with the Fall Line Trail alignment or the CSX railroad alignment just north of Hopkins Road. This could be a good area to combine uses so that people can have adequate space to park to bike into the City on the FLT, take a bus, have microtransit or ridesharing, and be near the Route 1 corridor. Could be useful for residents and recreational if adequate access to neighborhood is provided.
- Long term discussion of connections to Henrico County over the James River. New development is planned along Route 5 that could provide housing, commercial, grocery stores, and jobs. Current travel time between the 2 areas is roughly 20 minutes even in limited traffic and only by car. No simple way to walk, bike, or use transit for this connection. Allows for potential future connection to Capital Trail along Route 5 in Henrico. 2 options were considered – at the I-95 interchange with Walmsley Boulevard or near the Bellemeade/Commerce intersection.
- Although the group agreed with pedestrian improvements along Commerce Road, some were concerned that the number of industrial land uses in this area would not make this a great area for those types. Wanted to find ways to connect northern Commerce Road to other neighborhoods by other means.

Overall Process Reflections

- The group thought the entire process has been very data driven and covers elements very well. Difficult to get through all items given the time constraints but appreciate the opportunity.
- Wanted to dive into resiliency and potential flood impact recommendations.
- The group generally was supportive of the work completed.

Need Area 11: Southside – Broad Rock/Walmsley Area

Need Area 11 Group Participants:

- **Boz Boschen**, Path to Equity Ambassador
- **Carla Childs**, Richmond Economic Development
- **Patrick Griffin**, James River Shuttles
- **Tameka Jefferson**, Richmond Region Tourism
- **Brantley Tindall**, Sports Backers
- **Brad Shelton**, Michael Baker International (facilitator)
- **Windy Campbell**, On Point Transportation PR (recorder)

Pedestrian Needs and Recommendations

The group agreed the following recommendations would best address the highest pedestrian needs:

Recommendation	Source(s)	Discussion
Hull Street Rd Phase 1: shared use path and sidewalks from Hey Rd to Warwick Rd	DPW CIP	Hull St is one of the locations with the most pedestrian fatalities.

Recommendation	Source(s)	Discussion
Pedestrian safety improvements at Hull St & Belt Blvd	DPW CIP	Hull St is one of the locations with the most pedestrian fatalities. Southside Plaza area experiences a high level of pedestrian activity.

The group generally agreed with all other pedestrian recommendations. The group was not supportive of shared lanes as a pedestrian solution.

Pedestrian needs that are not addressed by existing recommendations from prior efforts, and **new recommendations** that would address these unmet needs:

Unmet Need	New Recommendation
Pedestrian access to Francis Elementary School	Pedestrian enhancements along Snead Rd corridor and adjacent neighborhoods.
Improve safety on Broad Rock for bike, ped, and bus	
Populations have difficult accessing transit at Southside Plaza at Broad Rock Blvd	Add dedicated signal to help people cross to reach transit.

Bicycle Needs and Recommendations

The group agreed the following recommendations would best address the highest bicycle needs:

Recommendation	Source(s)	Discussion
Hull Street Shared Use Path	DPW CIP, BikePedRVA 2045, Richmond 300	Hull Street is in need of bike improvements.
Shared lane on Boroughbridge Rd	2015 Bike Master Plan	Not specifically a high priority, but it was noted shared lanes are okay here due to low density.
Shared lane on Bryce Lane	2015 Bike Master Plan	Not specifically a high priority, but it was noted shared lanes are okay here due to low density.

Generally supported all identified recommendations. Greenways need supplemental connectivity for local users to reach destinations. Group generally agreed with all other bicycle recommendations

The group believed these recommendations were **not** as critical to meeting the equity-based bicycle needs in this area:

Recommendation	Source(s)	Discussion
Shared lane on Snead Road from Whitehead Road to Broad Rock Blvd	2015 Bike Master Plan, BikePed2045	Snead Rd is not good as a shared lane as Snead Rd does not have sufficient Right of Way. Put a shared use path on one side of the road.

Bicycle needs that are not addressed by existing recommendations from prior efforts, and **new recommendations** that would address these unmet needs:

Unmet Need	New Recommendation
Improve safety on Broad Rock for bike, ped, and bus	
Southside Plaza is a good location for bikeshare. With bus transfer and numerous services, it would be good location for bike to bus trip chaining.	
Snead Rd corridor has no alternate routes.	Improved connectivity around Francis school.
Improvements are needed on Broad Rock and Warwick	

Transit Needs and Recommendations

The group agreed the following recommendations would best address the highest transit needs:

Recommendation	Source(s)	Discussion
Add shelters and benches to 50% of GRTC bus stops	GRTC Essential Transit Infrastructure Plan	Stops currently lack amenities
Add restrooms at Southside Plaza	Public input	Need improved restroom facilities

Group generally agreed with all other transit recommendations

Transit needs that are not addressed by existing recommendations from prior efforts, and **new recommendations** that would address these unmet needs:

Unmet Need	New Recommendation
Frequency in transit can create a pedestrian safety issue as people rush to cross high traffic streets to reach a bus that may run only every 60 minutes.	Increase bus frequency.
Last mile considerations to get people to destinations	Improve sidewalks, bike shares, microtransit, paratransit, leverage existing privately operated fleets (shuttles, vanpools, RideFinders)
Include timely stops from nodes to James River Park system, Forest Hill, Pony Pasture, etc.	James River Shuttles considering this service
Strong need for transit south of Walmsley and along Warwick Road	Improve service in these areas

Other Needs and Recommendations

- Overall connectivity is a strong need
- Sustainability is an issue
 - Older houses
 - Renters depend on landlords for maintenance
 - Car/Auto dependent land use

- Grocery Store access is needed
 - Only store is across from Southside Plaza
 - Small bodegas on Broad Rock
 - An additional grocery store down Broad Rock would encourage transportation improvements and generate activity
- VA Hospital is an island
 - Draws people to the area, but there is no opportunity for people to spend money in the community, no other businesses adjacent.
- Be intentional with road design going into neighborhoods.
- Engage City Council to inform their constituents on the Richmond Connects process.

Overall Process Reflections

- Appreciated opportunity to review recommendations.
- Found background information on the process conducted to date to be helpful.

Need Area 12: Southside – Midlothian/German School Rd Area

Need Area 12 Group Participants:

- **Michelle Peters**, City of Richmond Dept. of Housing and Community Development
- **Cecelia Ramos**, Latino Coalition
- **Jessica Dimmick**, EPR (facilitator)
- **Brandon King**, OETM (recorder)

Pedestrian Needs and Recommendations

The group agreed the following recommendations would best address the highest pedestrian needs:

Recommendation	Source(s)	Discussion
Jahnke Road improvements incl. sidewalk	DPW CIP	This portion of Jahnke Road is high need and lacks sidewalks on both sides of the road
Hey Road improvements incl. sidewalk	DPW CIP	Hey Rd is a high pedestrian need without sidewalks. There are ditches on the road here.
Crooked Branch Greenway shared use path, Pocosham Greenway shared use path, and East Coast Greenway	DPW Pending Bikeways, Richmond 300	These three recommendations together form a connection that touches and connects several of the high pedestrian need areas. These recommendations are also located in areas of high Connectivity need.
Sidepath/shared use path on Hull Street Road	DPW Pending Bikeways	This section of Hull Street Road lacks sidewalks and is a high pedestrian need.
Shared use path in powerline right-of-way	Richmond 300	This path would serve a high need area and help make connections.
Shared use path behind River City Middle School	Richmond 300	This path is in a high pedestrian need area and would provide a needed connection.

The group believed these recommendations were **not** as critical to meeting the equity-based pedestrian needs in this area:

Recommendation	Source(s)	Discussion
Powhite Greenway shared use path	DPW Pending Bikeways	There was only a small portion of this greenway in this Need Area, and it does not connect to a high need area.

Pedestrian needs that are not addressed by existing recommendations from prior efforts, and **new recommendations** that would address these unmet needs:

Unmet Need	New Recommendation
Flynn Road is high pedestrian need and has a lot of pedestrians, but no sidewalks	Install sidewalks along Flynn Road
Sidewalk gaps on Whitehead Rd between Warwick Rd and Elkhart Dr	Install sidewalks on Whitehead Road
No sidewalk on Glenway Drive, which pedestrians use to connect between German School Rd and Jahnke Rd	Install sidewalks on Glenway Drive

Transit Needs and Recommendations

The group agreed the following recommendations would best address the highest transit needs:

Recommendation	Source(s)	Discussion
Extend GRTC Route 1A to Chesterfield Town Center	GRTC Regional Public Transit Plan FY 2023	Provides access to higher paying jobs, employment centers, education, retail, and other opportunities for people who live in the purple high need transit areas, especially communities of concern
Add shelters and benches to 50% of GRTC bus stops	GRTC Essential Transit Infrastructure Plan	Adding shelters and benches to bus stops is very important and would improve transit for people in the highest need areas. Bus stops in the highest need areas (Nodes) should be prioritized.
Bus Rapid Transit service (10-15 minute frequencies) on Midlothian Turnpike to Westchester Commons	Greater RVA Transit Vision Plan Network	Extending transit service to Westchester Commons with high frequency would provide much needed access to higher paying jobs, employment centers. The service does <u>not</u> need to be BRT, but should be high frequency.
Enhanced transit service on GRTC Routes 1A, 1C, and 2B	RRTPO Transit Vision Plan	While it was unclear what the proposed service enhancements were, the group agreed that making these existing routes more frequent would provide better access to the high need populations and communities of concern in this area.
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	This would be a new bus service that would provide access to employment at Willow Lawn for people who live in the highest need areas here.

The group believed these recommendations were **not** as critical to meeting the equity-based transit needs in this area:

Recommendation	Source(s)	Discussion
Enhanced transit service on GRTC Route 1B	RRTPO Transit Vision Plan	The existing GRTC Route 1B does not serve the highest need (purple) areas in this Need Area (Midlothian/Chippenham Node, Hull St Rd/Chippenham Node, southern portions of Nodes along Jahnke Rd).

Transit needs that are not addressed by existing recommendations from prior efforts, and **new recommendations** that would address these unmet needs:

Unmet Need	New Recommendation
Areas not within walking distance of the bus stops along the main corridors (Midlothian Turnpike, Jahnke Rd) still have transit needs. There are elderly people, people with disabilities, and other people who cannot make a long walk to a bus stop, and who need to be served by transit. This is especially true in the neighborhoods between Jahnke Rd and Midlothian Turnpike.	Examine micro-transit potential in the area between Jahnke Rd and Midlothian Turnpike. Use micro-transit as a “gap-filler” in the less dense areas that are high Communities of Concern.
A lot of people who don’t have personal transportation and who could ride the bus don’t know how to ride it. Information at the bus stops is not posted in Spanish. A lot of people don’t know the bus is free.	Provide resources to organizations who already provide services to educate people, especially elderly, low-income, and/or Spanish-speaking people on how to use transit. Target this outreach in the high need areas. <ul style="list-style-type: none"> • Unemployment offices – advertise the available connections to employment centers • Make language at bus stops and on the bus bilingual

Other Needs and Recommendations

The group did not have enough time to discuss the bicycle needs and recommendations or other needs. Connectivity needs were discussed as part of the pedestrian discussion, and the group noted the Crooked Branch Greenway shared use path, Pocosham Greenway shared use path, and East Coast Greenway recommendations connect together in an area of high connectivity need.

Overall Process Reflections

The group agreed the process of identifying the equity based needs, examining the recommendations from prior efforts, identifying unmet needs, and identifying new recommendations to address the unmet needs was very logical and worked well.

The group believed that the process will result in outcomes that benefit the people who don’t have transportation options today – the “people whose shoes aren’t under the table.”

The group discussed transportation equitably more broadly. “What makes it [i.e. bus service, transportation] inequitable is that it’s not there, whether you choose to use it or not.” The group believed that the provision of the transportation service and facility would be equitable, and that it should not have to be justified by the number of people who would use it.

The group also said the Richmond Connects outreach team has done a great job at reaching out to the communities, especially by engaging people at community events and out in the community.

Next Steps

The Richmond Connects team is preparing for Phase 4 outreach, which will be the final push of public engagement. This phase will ask residents what recommendations they think are most important.

NEXT ADVISORY COMMITTEE MEETING

Anticipated for August 2023 as an online meeting.