



# **RICHMOND CONNECTS**

**Steering Committee**

**July 25, 2023**

**Zoom**



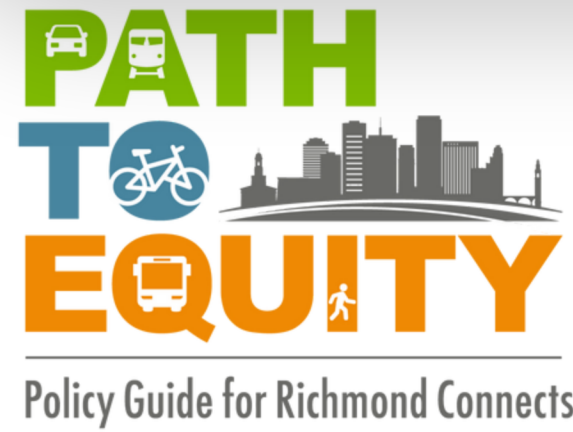
DEPARTMENT OF  
**PUBLIC  
WORKS**

# Agenda

- 1 Project and Schedule Update
- 2 Outreach Update
- 3 Long-Term Scenario Planning
- 4 Next Steps

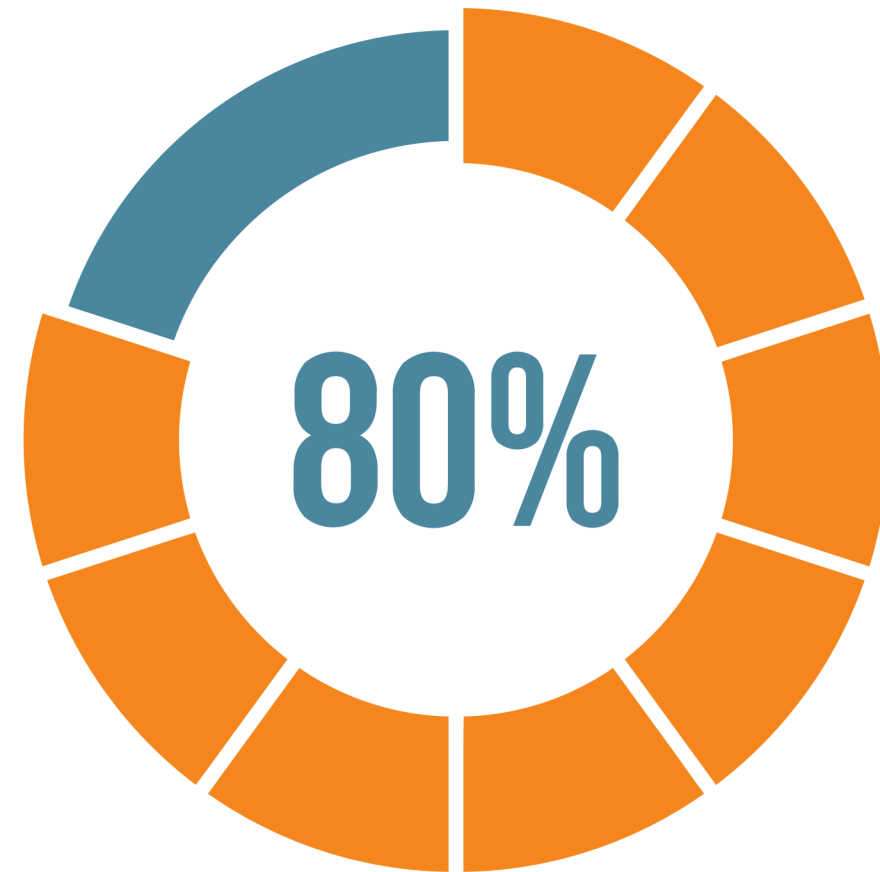
# Complete

Adopted by Council May 2022



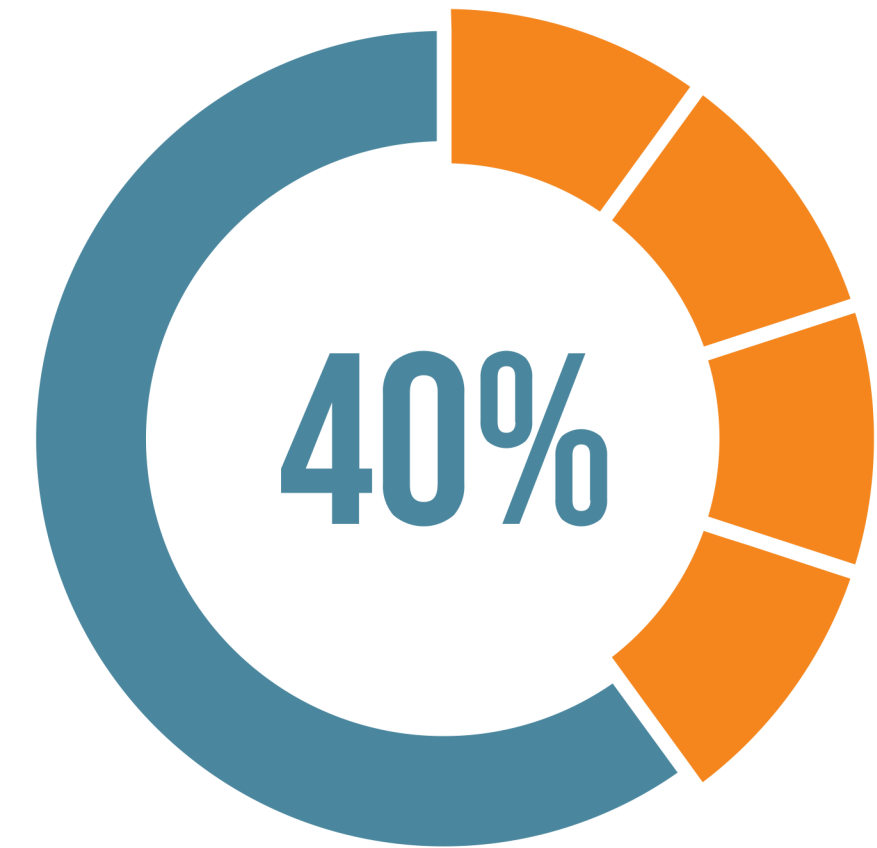
# In Process

March 2022 - October 2023



# Early Stages

February 2023 - December 2023



In Process  
March 2022 - October 2023

 **RICHMOND  
CONNECTS  
ACTION PLAN**



**Needs**

**Implementation**

**Policy**

**Recommendations**

**Recap:**

- Finalized Needs: March
- Finalized Need Narratives: June

# In Process

March 2022 - October 2023



## ACTION PLAN

### Recap:

- Narrowed 8k existing projects & public project ideas to 2k: April, May
- Overlap with mapped needs, removed those that didn't influence a high need area or segment: June
- Developed new ideas for unmet needs: June
- Published to survey and posters for public prioritization: July

Implementation

**YOU ARE  
HERE**

**Recommendations**

Policy

# Steady Outreach

Needs

- Advisory Committee Recommendations Workshop
- July-August outreach to 'vote' on top recommendations
- Survey Promotion: Online, Utility Mailers, In-Person Pop Ups.
- C of C Focus: Telephone town halls, pop up events, focus groups

Implementation

Recommendations

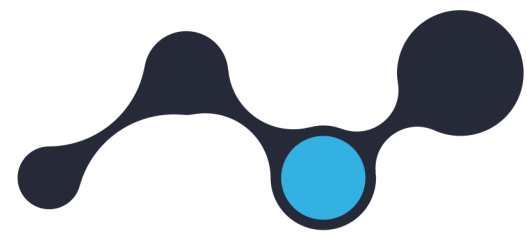
YOU ARE  
HERE

Future:

- Project level outreach
- Program development outreach
- Lighter, Quicker, Cheaper design workshops
- City Council and CIP outreach

Policy

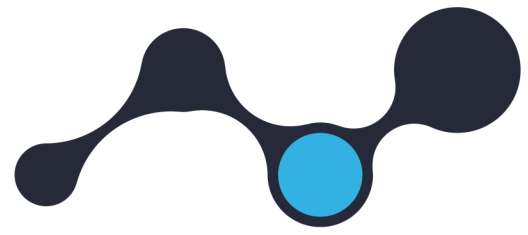




# Recommendations

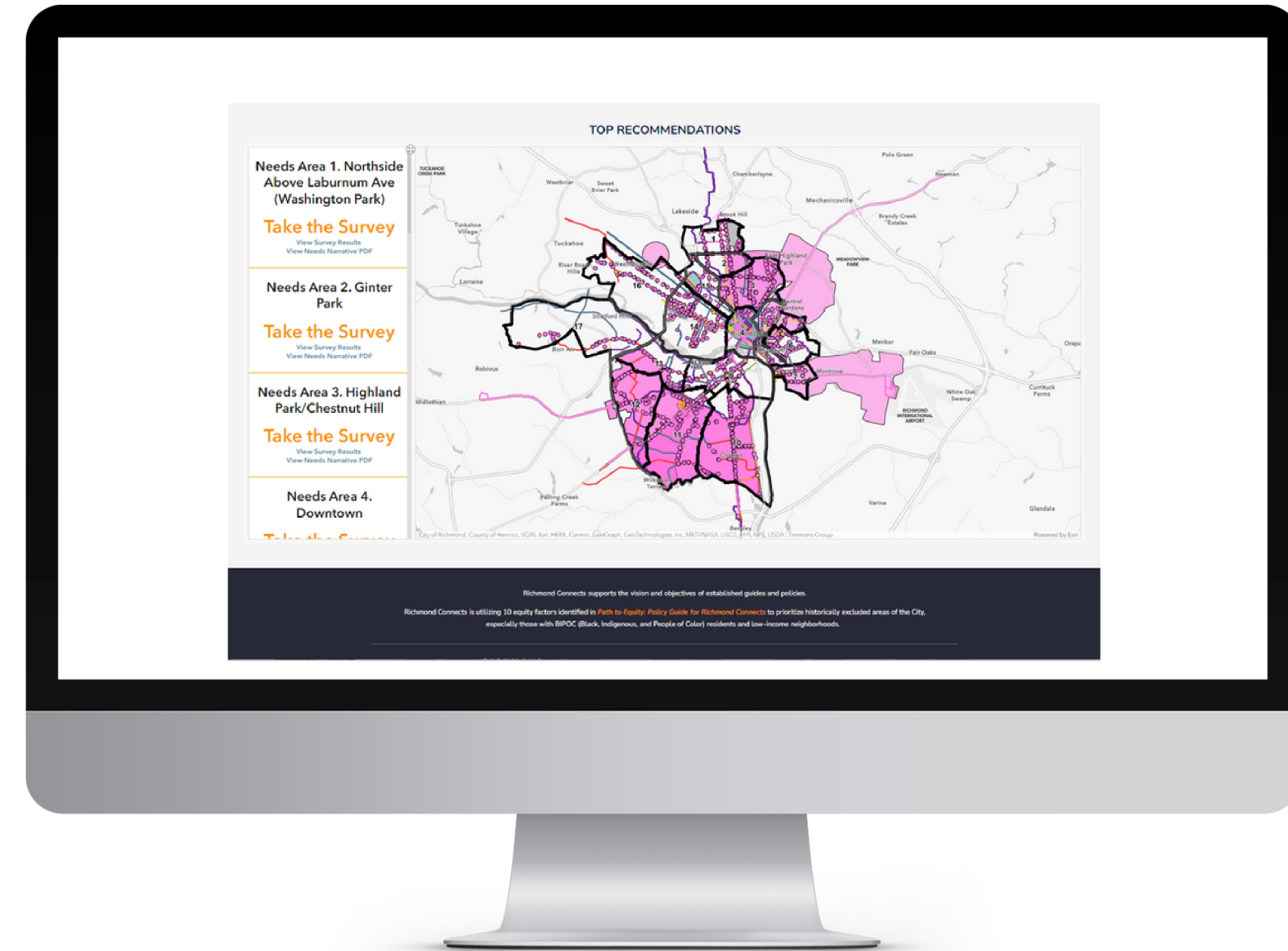
- Available at [www.rvaconnects.com](http://www.rvaconnects.com)
- 10-20 Projects for each Needs Area
- Taking posters out into community
  - Gilpin and Southwood resource days, NNO, Pop-Ups
- Print and digital versions of mapping and project lists, and survey available
- City-Wide programmatic needs will be prioritized by Focus Groups
  - Over 100 programmatic and city-wide recommendations



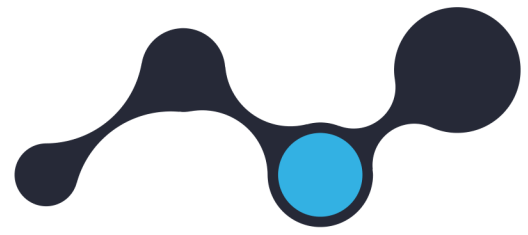


# Recommendations

- Next Steps:
  - On-going public review of top recommendations
  - Using public feedback, project readiness, feasibility & funding eligibility screening, develop action plan
    - Go from approx. 250 top recommendations to top 30-40

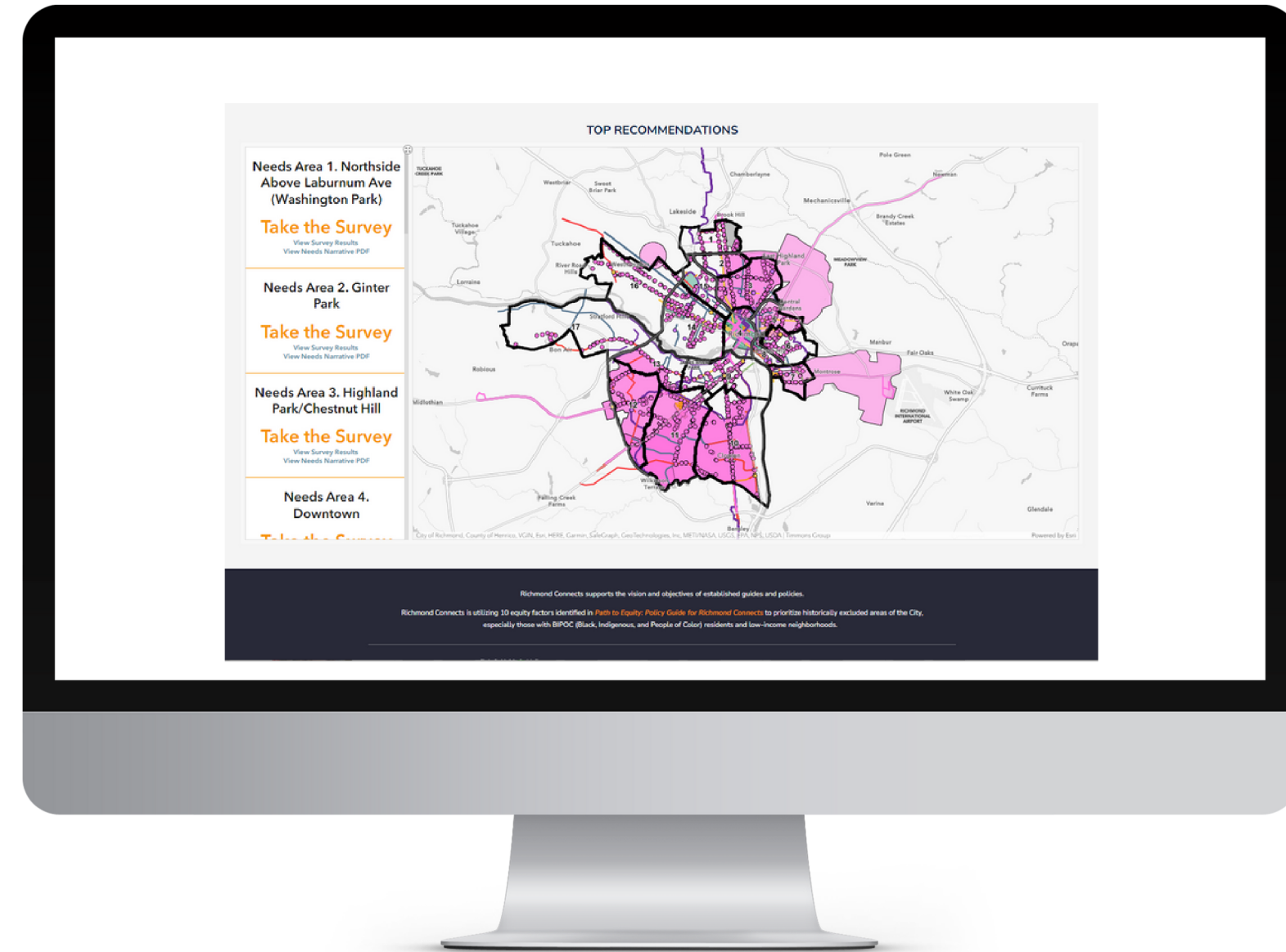


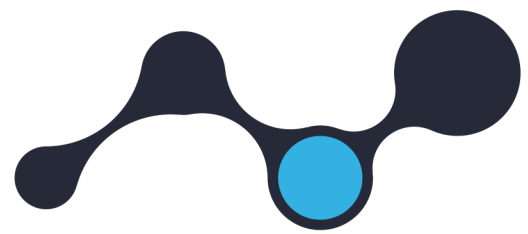




# Recommendations

- Next Steps: SHARE! SHARE! SHARE!!  
[www.rvaconnects.com/survey4](http://www.rvaconnects.com/survey4)





# Recommendations

## TOP RECOMMENDATIONS

Needs Area 1.  
Northside Above  
Laburnum Ave  
(Washington Park)

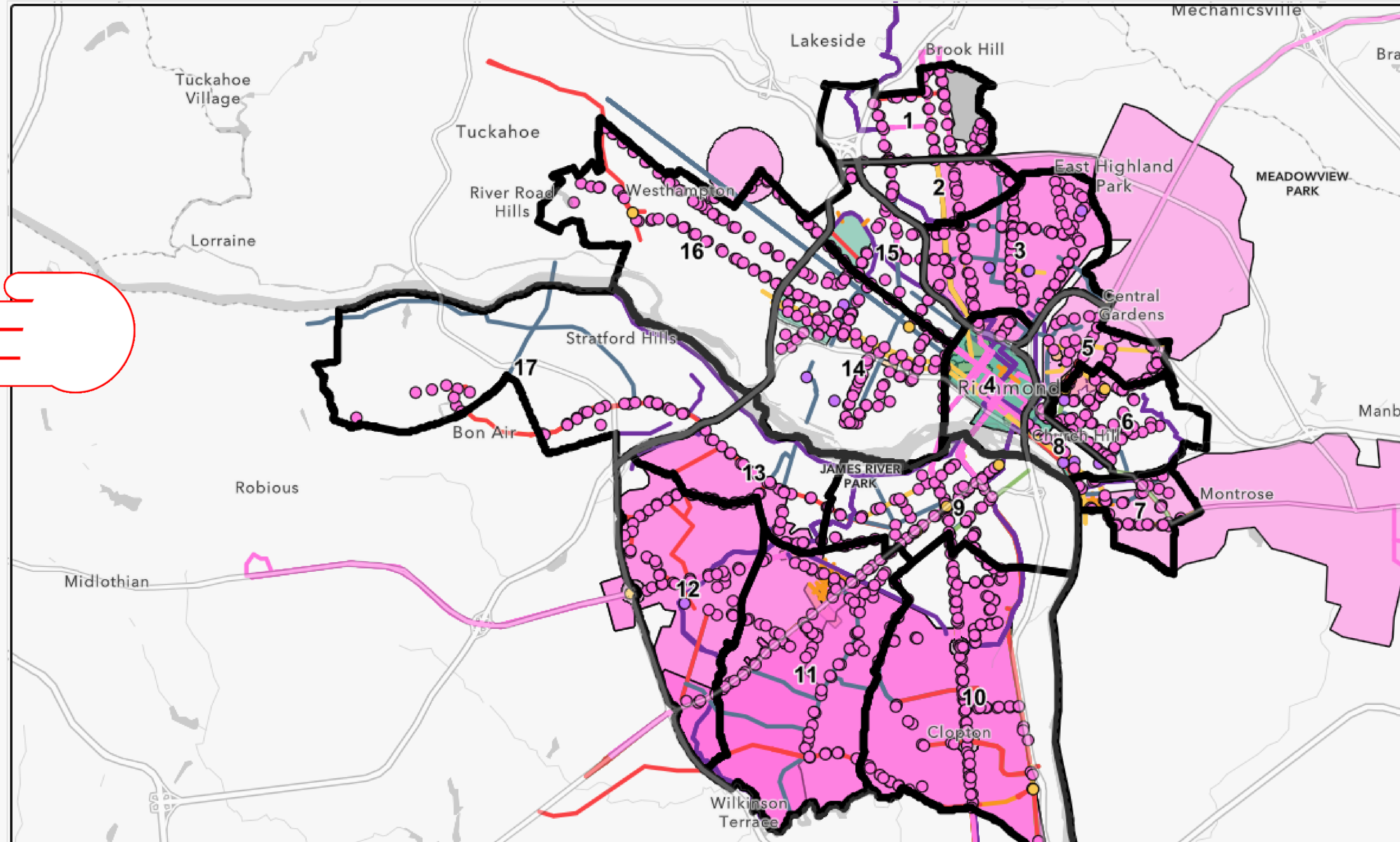
Take the  
Survey

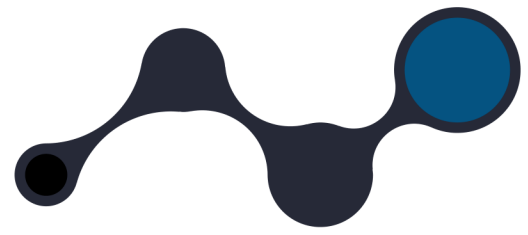
[View Survey Results](#)  
[View Needs Narrative PDF](#)

Needs Area 2. Ginter  
Park

Take the  
Survey

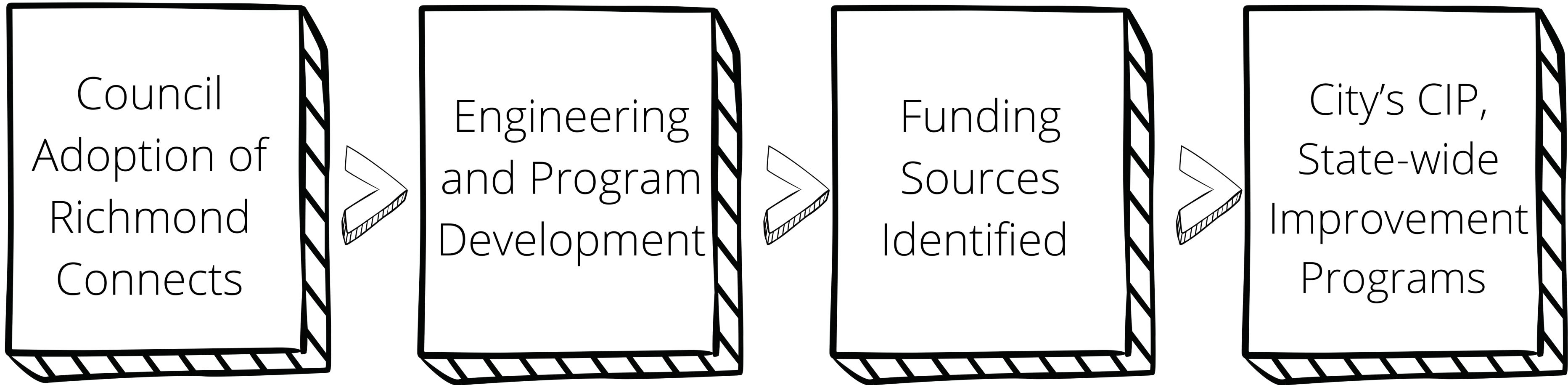
[View Survey Results](#)  
[View Needs Narrative PDF](#)

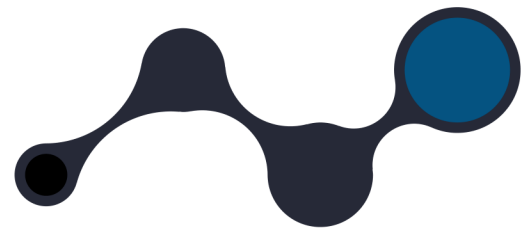




# Future: Implementation

**Fall 2023 +**





# Future: Implementation

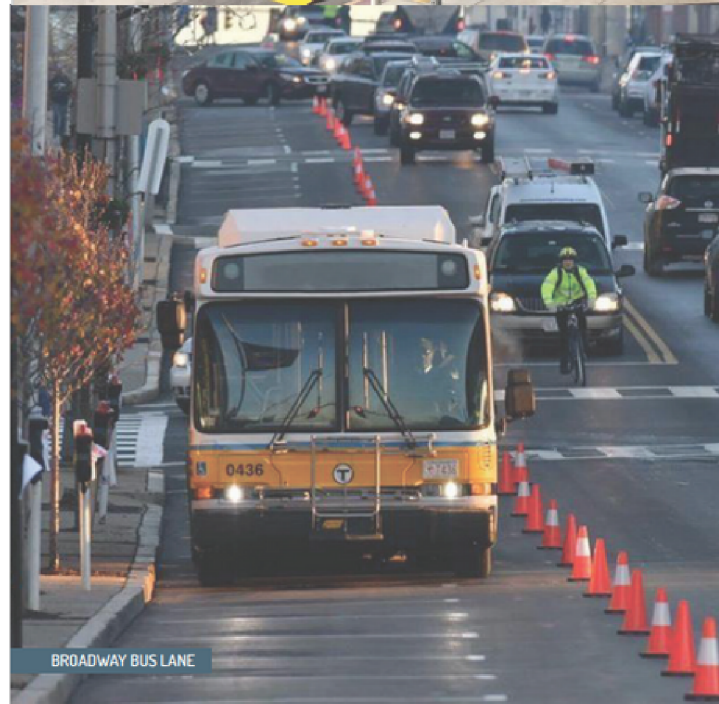
## Fall 2023 +

### Temporary Traffic and Routing Solutions

### Bus stops, Parking Lots, and Street Amenities

### Public Art and Safety Culture Art

Lighter  
Quicker  
Cheaper



## 2 Outreach Update

- Survey Launched July 10
- Buckslips in utility mailers
- Completed 2 in-person events
- One eblast has gone out
- Social media scheduled for next 4 weeks
- Telephone Town Halls Scheduled for 8/7 and 8/8
- Focus groups TBD Last two weeks in August focus on programmatic rec's
- *Underrepresented to date: Fulton, Fairfield, Midlothian/German School Road, Route 1 Corridor*

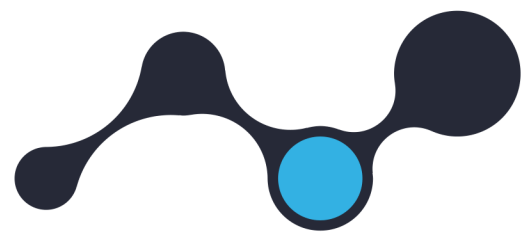


986

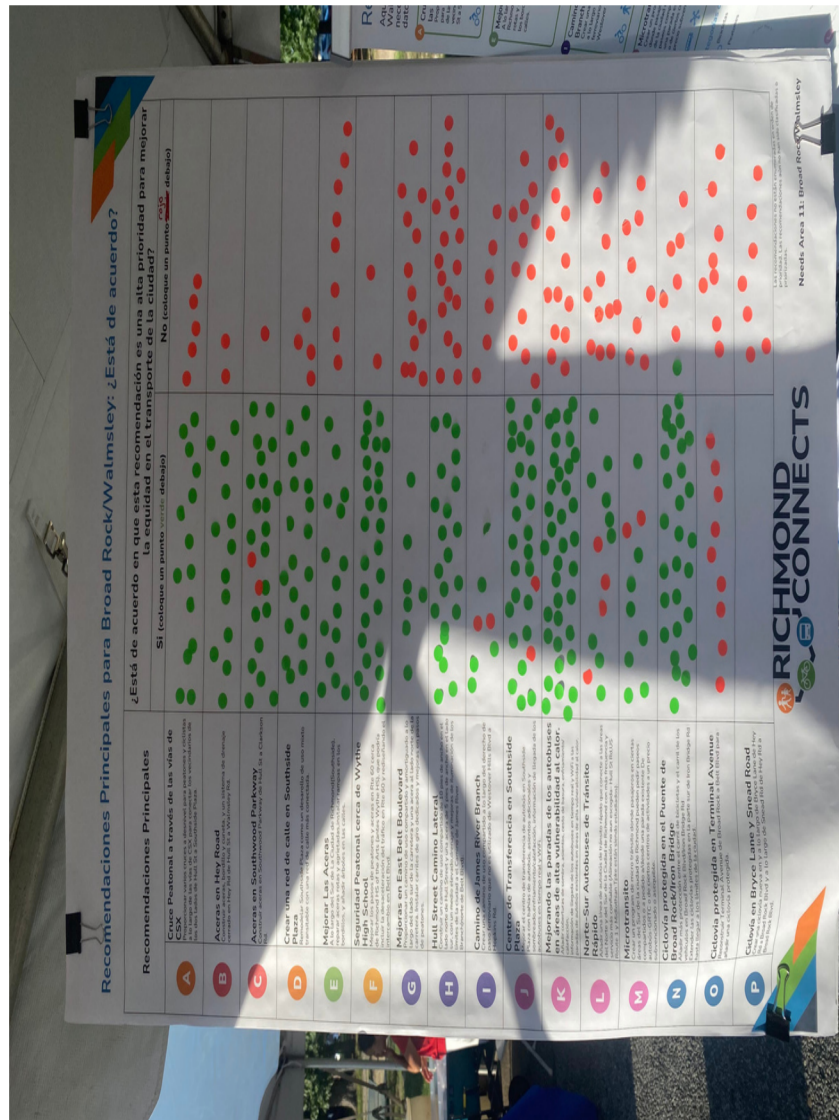
Responses Online

138

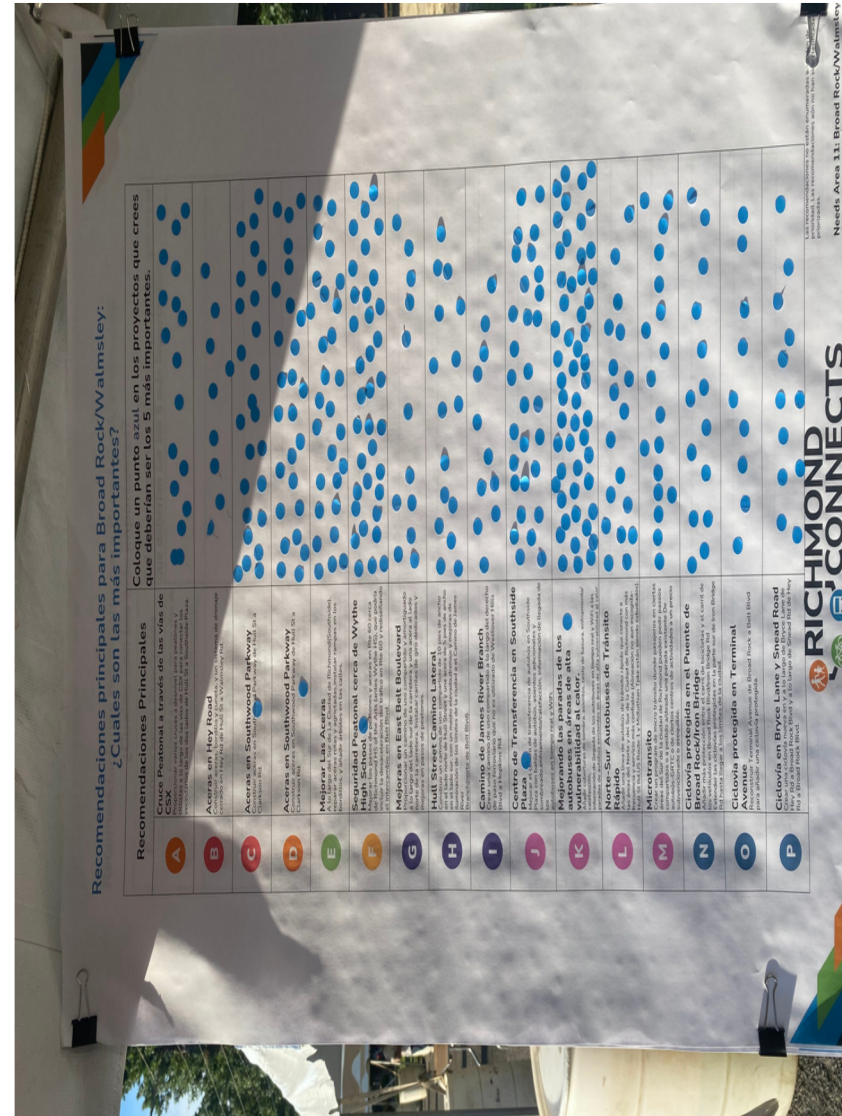
Responses on Paper



# Recommendations



Do you think this is a priority? Yes/No



Select your Top 5



# Long-Term Scenario Planning

- A Scenario Planning Process Recap
- B Scenario Draft Networks
- C Accessibility Model Output Metrics

# Scenario Planning for Richmond Connects

## Goal:

Improve equity through transportation investments.

"Improved equity" defined as "Improved access to opportunities and reduced barriers" (based on equity agenda). i.e. which elements have what impacts to accessibility, and for whom.

## Desired Outcomes:

Information policy-makers and decision-makers can use on the tradeoffs of different investment directions.

Data and findings that policy-makers can use to realize R300 vision, PTE and RVAGreen policy.





# Defining Scenarios



## Scenario A: Equitable Transit

Major investments in transit service. City is fully connected with high-frequency bus routes including several BRT lines. Getting anywhere by transit is safe, easy, and convenient.



## Scenario B: Active Nodes

Major investments in pedestrian and bicycle infrastructure focused on Richmond 300 Nodes. Walking and biking within Nodes is easy, safe, and convenient. Connections between Nodes are also provided.



## Scenario C: Emerging Technology

Major investments to prepare for and use technology to provide environmentally sustainable mobility options, including e-bikes, electric vehicles, transit vehicle priority, and shared mobility options. Distribution and adoption is available for all.

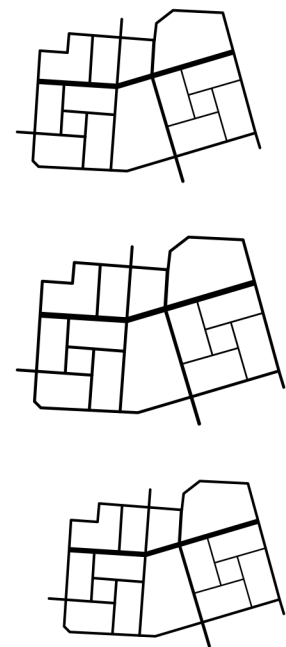
Recap from prior meetings:

# Scenario Planning

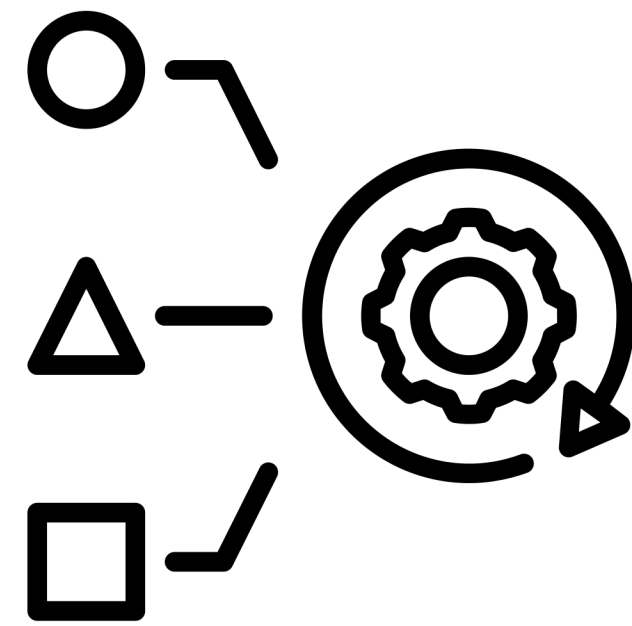


## Measures

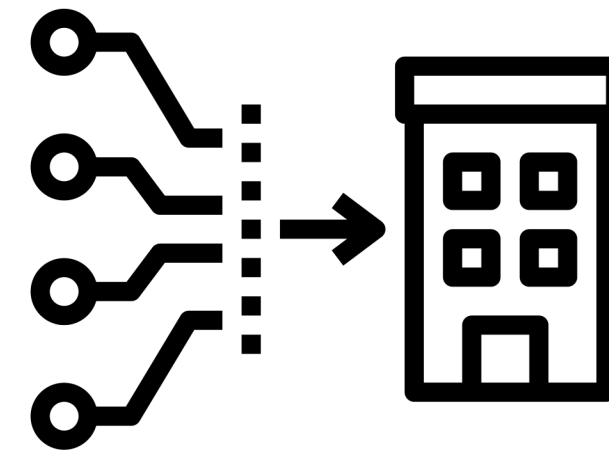
3 Scenario Networks



Run in Accessibility Model

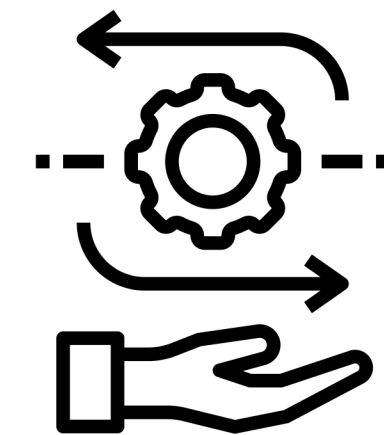


Outputs: Accessibility Scores



See how different packages of investments improve access for Communities of Concern to jobs, green space, etc.

Post Processing Qualitative Measures



Assess the risks of the different scenarios on climate vulnerability, housing affordability, gentrification, etc.

# Draft Networks



## What's different in each scenario:

- Transit Routes and Frequencies
- Bus Stops
- Pedestrian & Bicycle Facilities
- Micro-mobility
- Electric Vehicle Charging Stations

## What's the same in every scenario:

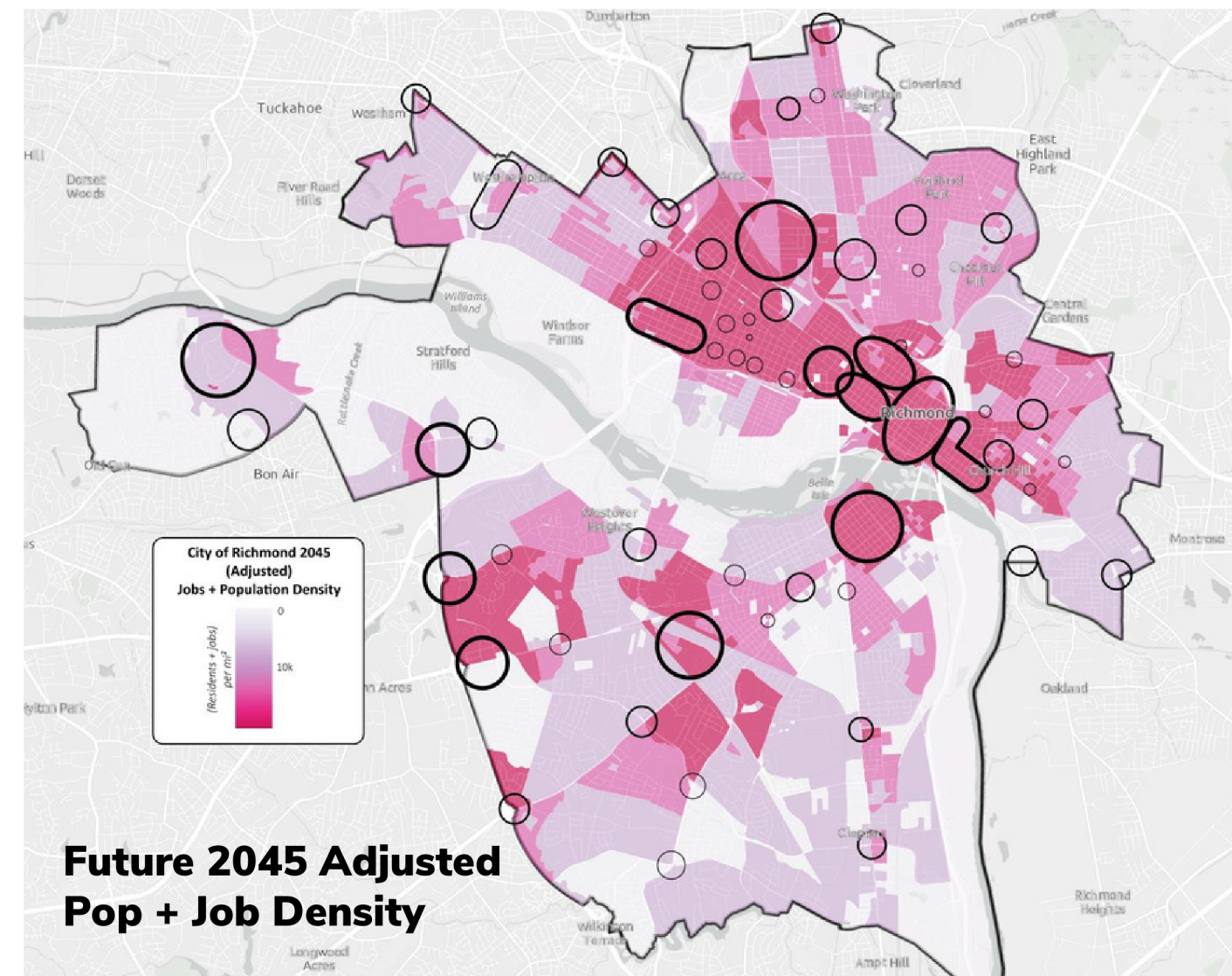
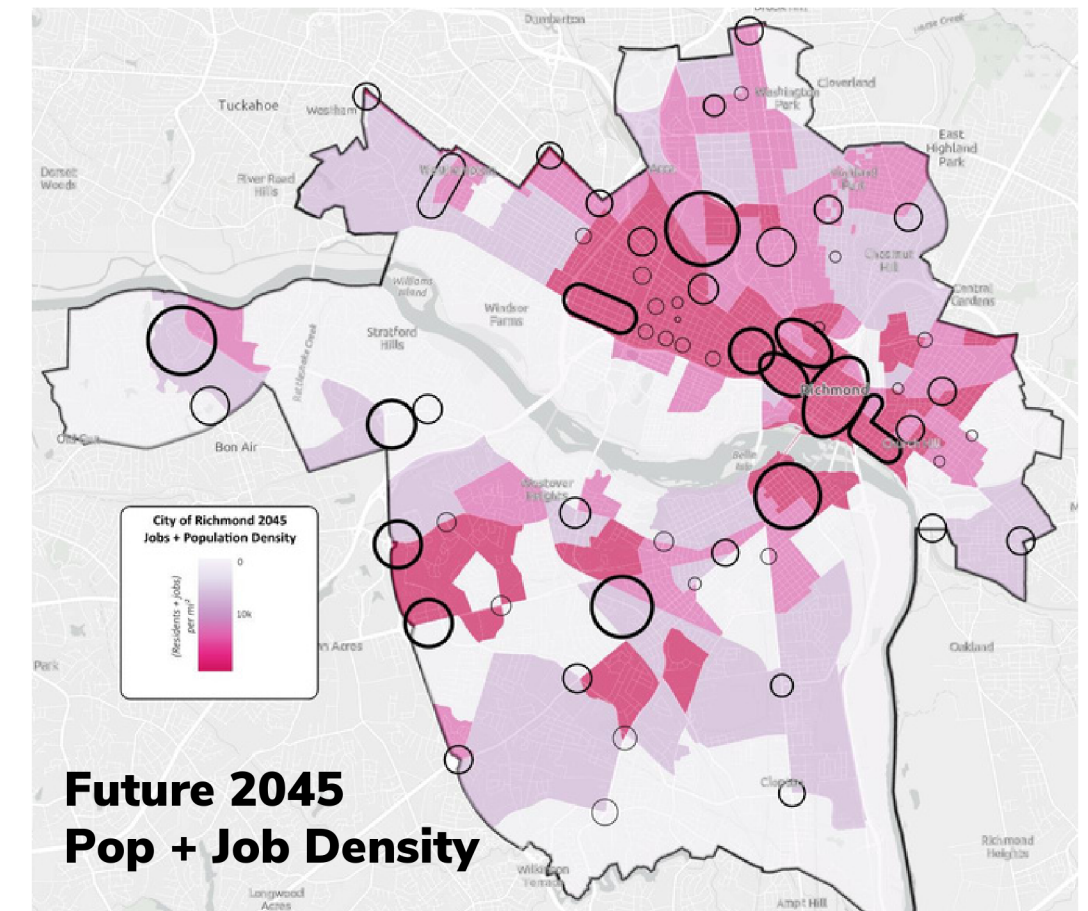
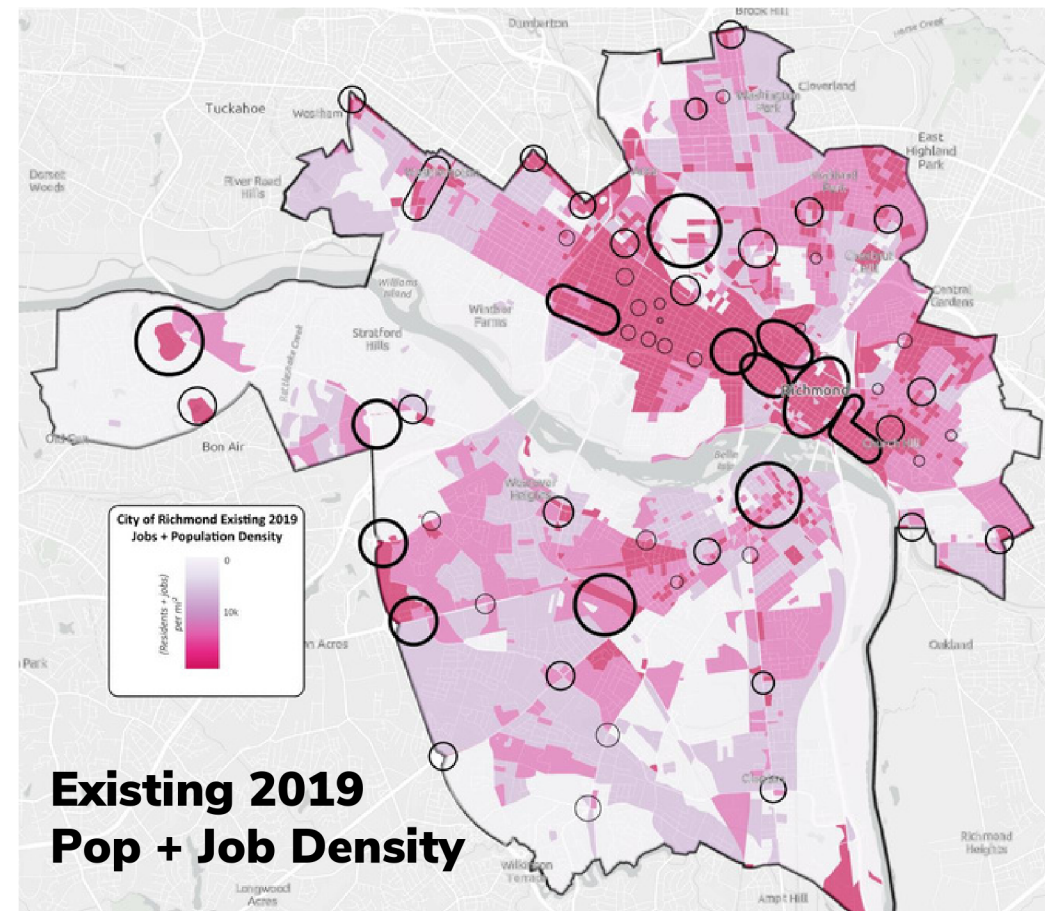
- Land use and growth assumptions

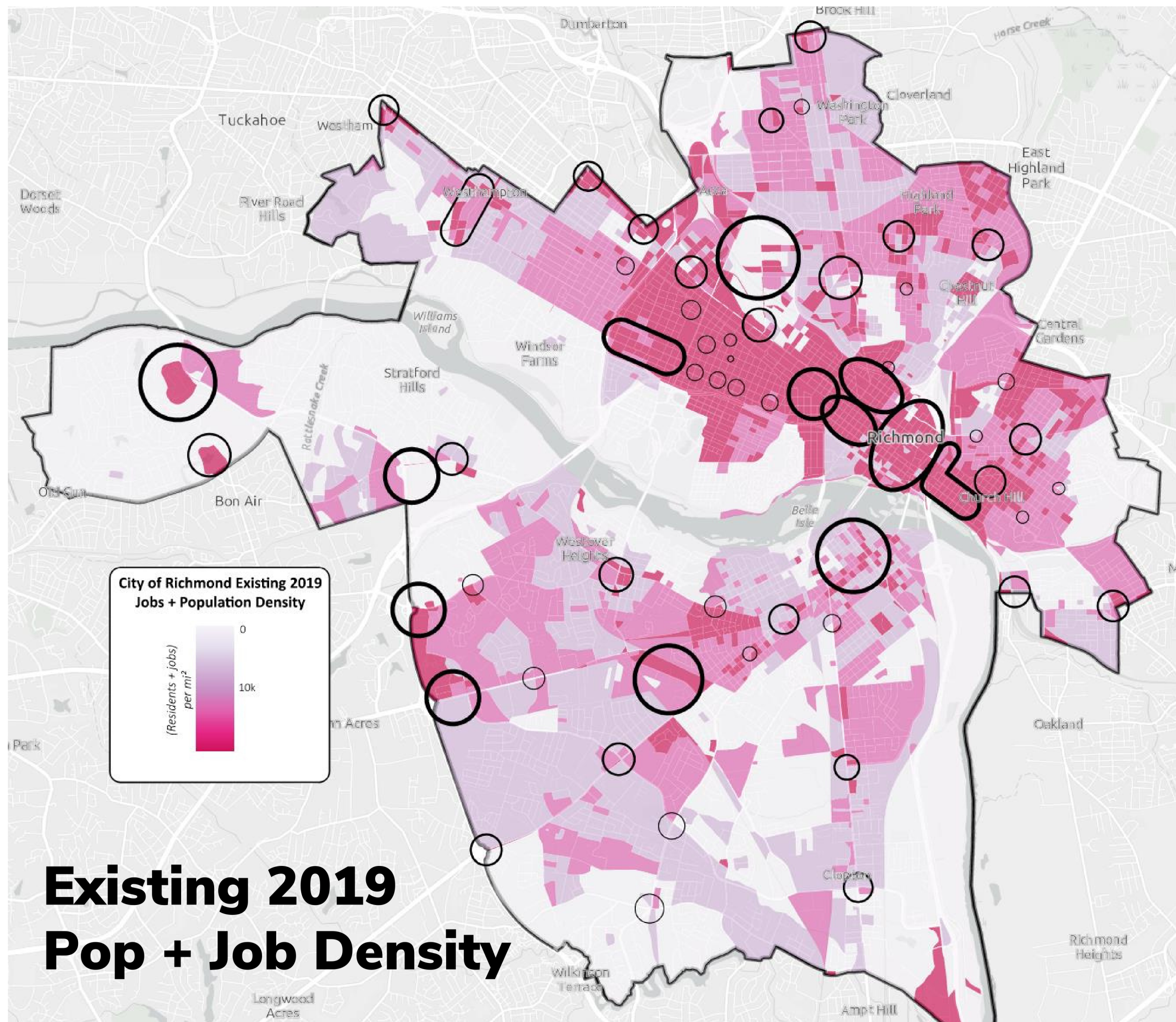


# Growth and Land Uses

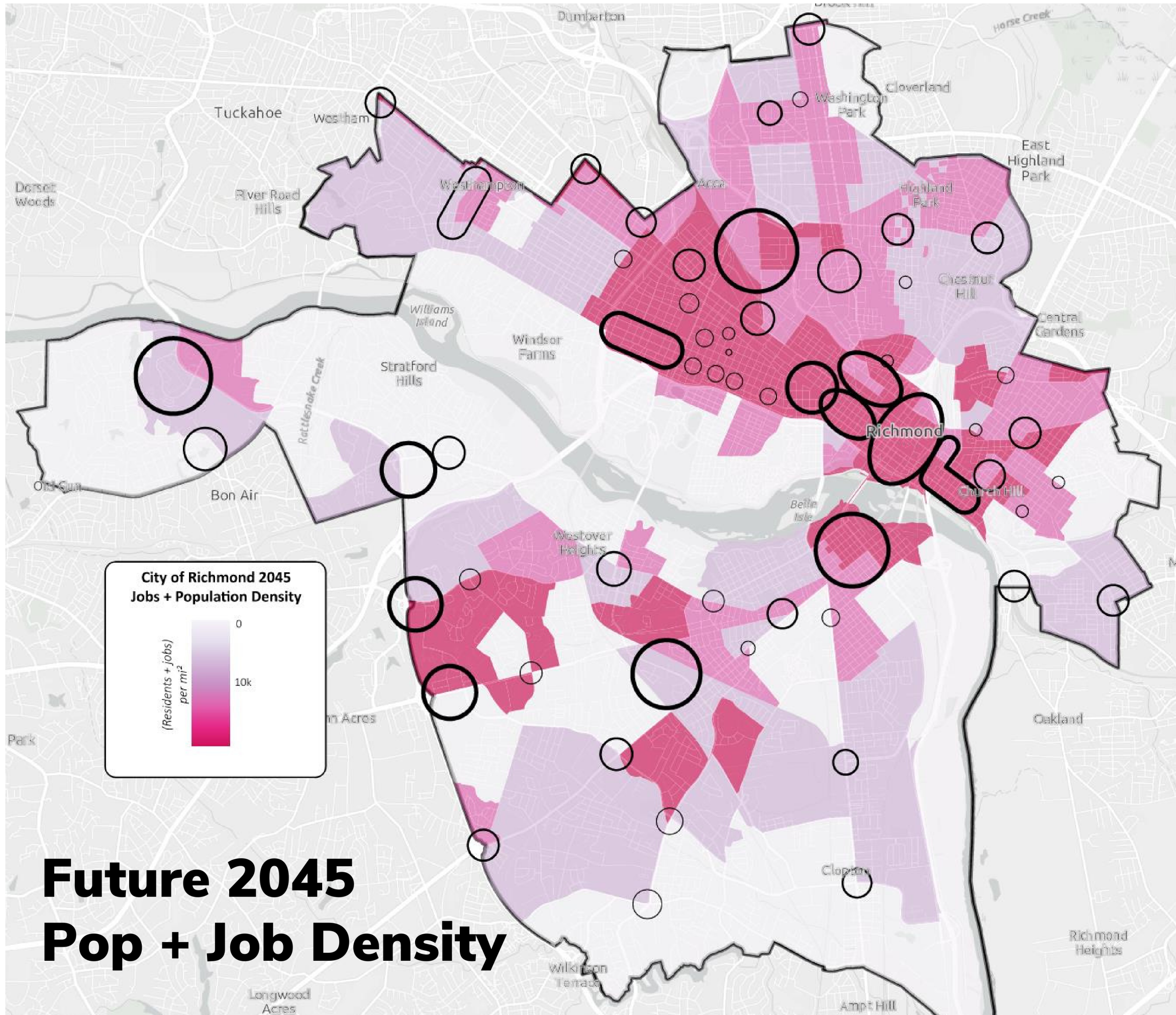
## All Scenarios

- Magnitude of growth from PlanRVA 2045 forecast
  - 53,500 new residents (24% growth citywide)
  - 14,000 new jobs (9% growth citywide)
- Growth redistributed to focus on R300 Priority Growth Nodes, consistent with City's recent "tabletop" analysis
  - Southside Plaza, the Diamond, Manchester, and Shockoe Bottom (population)
  - Southside Plaza, Stony Point, Downtown (jobs)
- Other assumptions:
  - Breakdown of jobs by educational attainment follows trend of last decade
  - Destinations grow in proportion to population
  - Destination demand is a function of existing destinations and future population

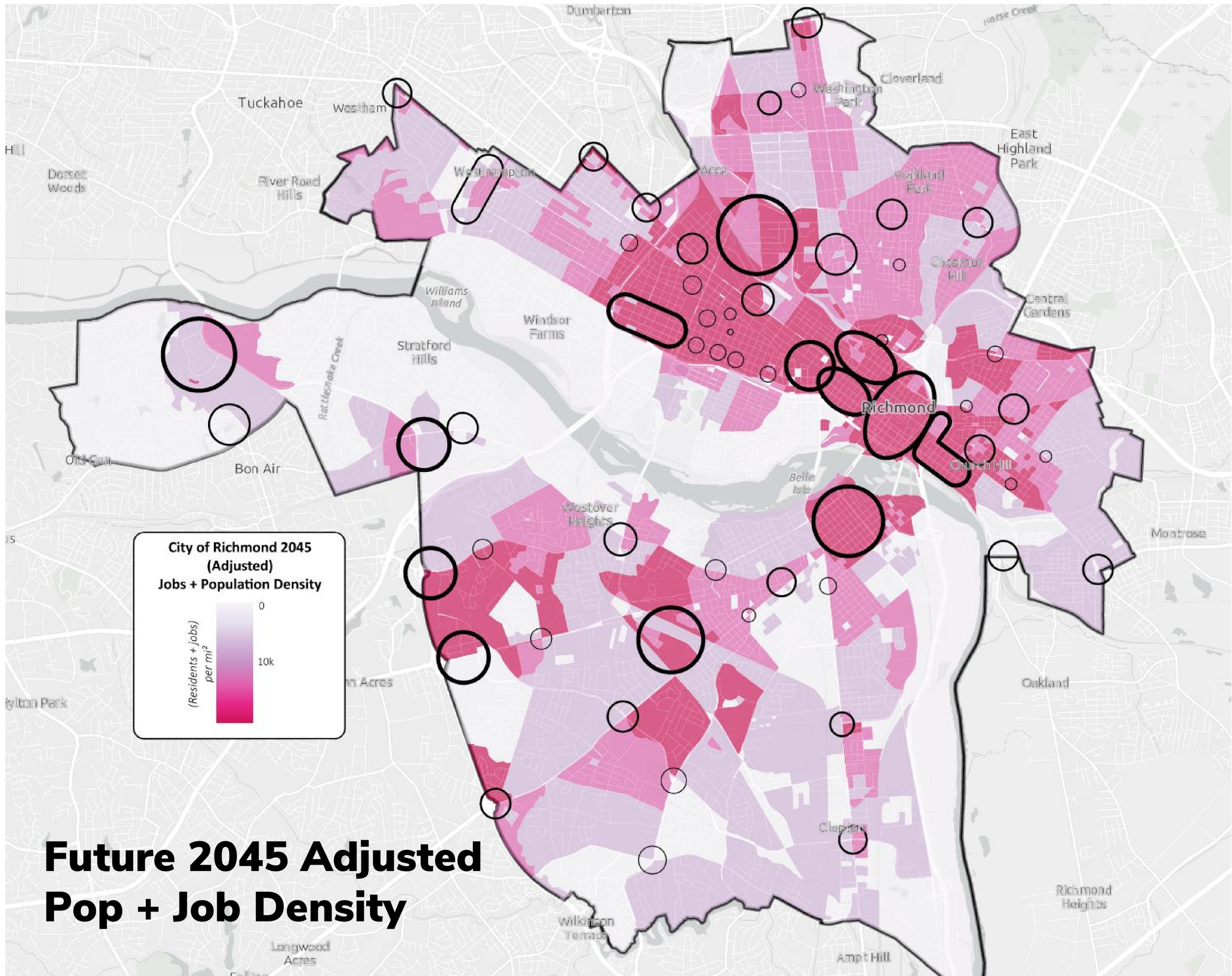




# Existing 2019 Pop + Job Density



# Future 2045 Pop + Job Density

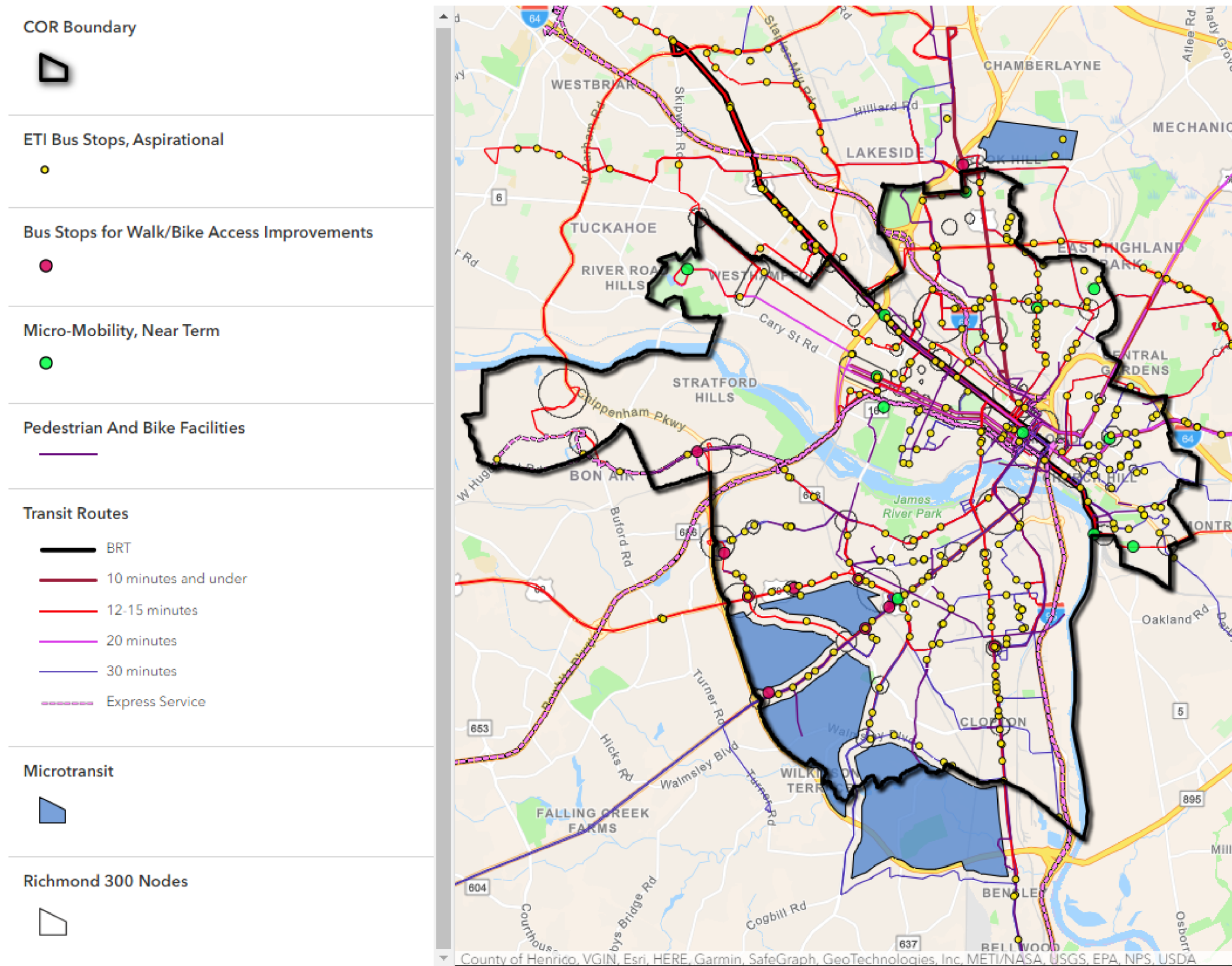


# Future 2045 Adjusted Pop + Job Density

# Draft Networks

## Scenario A Equitable Transit

- Transit service is ~3x what it is today
  - Core routes have all-day frequency of every 15 mins or better. At least 30-min frequency on branches and outer/coverage routes.
  - All routes run from 5 am to 1 am, 7 days a week.
  - 3 Microtransit Zones in low-street connectivity areas for coverage, 7 am to 10 pm, 7 days a week.
- Essential Transit Infrastructure improvements at bus stops reflect GRTC's Aspirational Scenario
- Bicycle and pedestrian improvements at high-frequency transit stops
- Near-term bikeshare and scooter locations



Explore the Scenario A draft network:

[bit.ly/RcScenA](https://bit.ly/RcScenA)

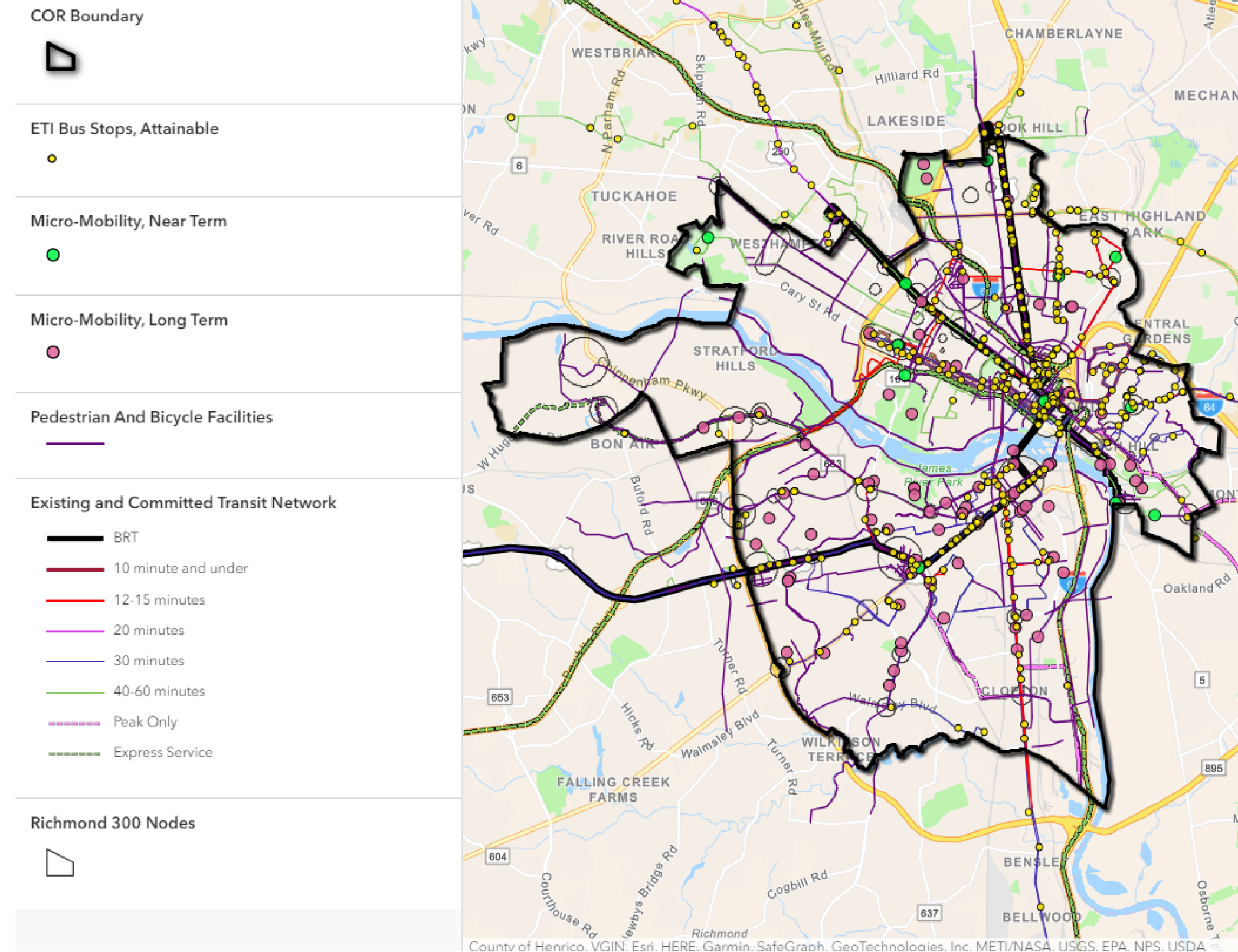


# Draft Networks

## Scenario B

### Active Nodes

- Robust investment in pedestrian and bicycle facilities
  - All shared use path, sidewalk, streetscape, traffic calming, and bike lane projects identified in prior plans and studies that connect within or between Nodes are implemented.
  - New street grids proposed from Richmond 300 within Nodes are constructed.
- All near-term and long-term bikeshare and scooter locations are installed
- "E+C" Transit Improvements
  - FY24 Regional Public Transit Plan funded improvements and unfunded improvements in City
  - Essential Transit Infrastructure improvements at bus stops reflect GRTC's Attainable/Moderate Scenario



Explore the Scenario B draft network:

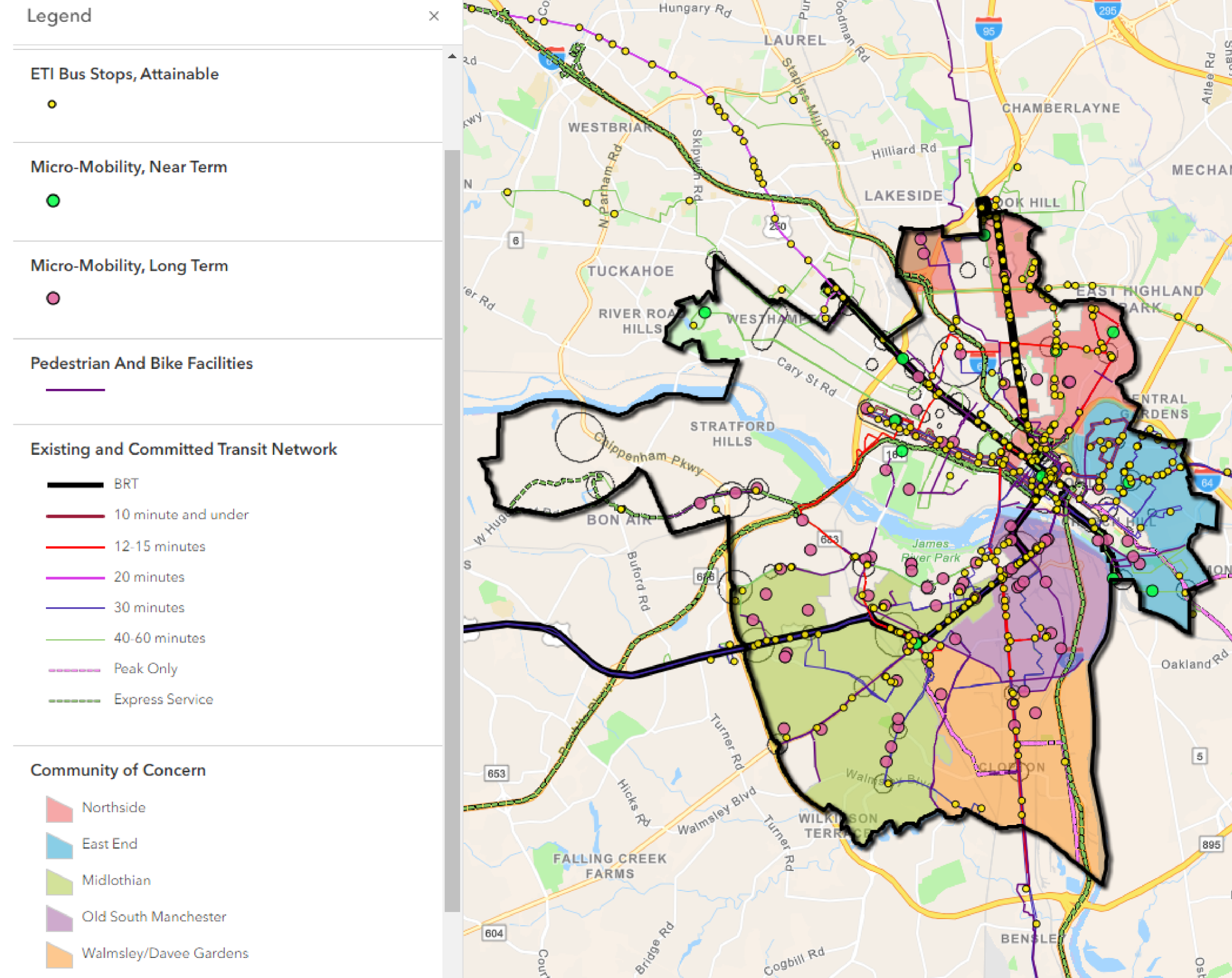
[bit.ly/RcScenB](https://bit.ly/RcScenB)

# Draft Networks

## Scenario C

### Emerging Technology

- City proactively invests in making EV ownership and EV use attainable to Communities of Concern
  - EV charging stations reallocated with greater percentage into Community of Concern areas than Scenarios A & B
- Greater adoption of e-bikes
  - Bike speeds increase, bike access improves
- All near-term and long-term bikeshare and scooter locations are installed
- "E+C" Transit Improvements
  - FY24 Regional Public Transit Plan funded improvements and unfunded improvements in City
  - Essential Transit Infrastructure improvements at bus stops reflect GRTC's Attainable/Moderate Scenario
- Select transit corridors receive upgrades to enable transit signal priority and/or queue jumps
  - Select transit corridors TBD



Explore the Scenario C draft network:

[bit.ly/RcScenC](https://bit.ly/RcScenC)

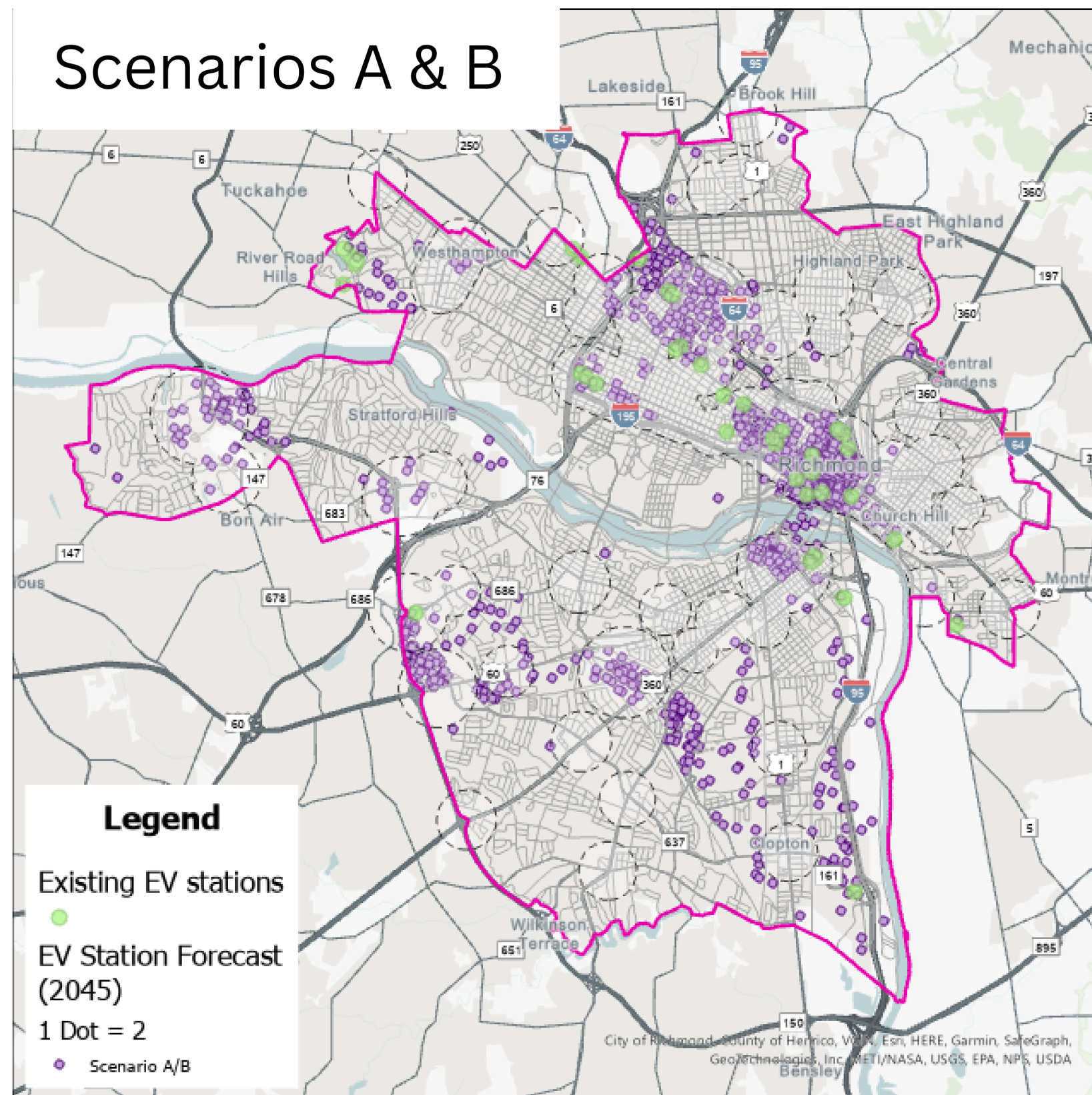
# Electric Vehicle Charging Stations

- Shift to EVs and demand for charging stations is a global shift that will play out over the coming years.
- All scenarios assume the same number of EV charging stations citywide.
- In Scenarios A & B, it is assumed the location of EV charging stations generally follows the pattern of EV ownership and charging locations today - in typically more affluent areas (Downtown and West End).
- In Scenario C (Emerging Technology), the locations of EV charging stations are modified to reflect the City taking a proactive approach to bringing stations to underserved populations to make EV ownership and use more broadly available.

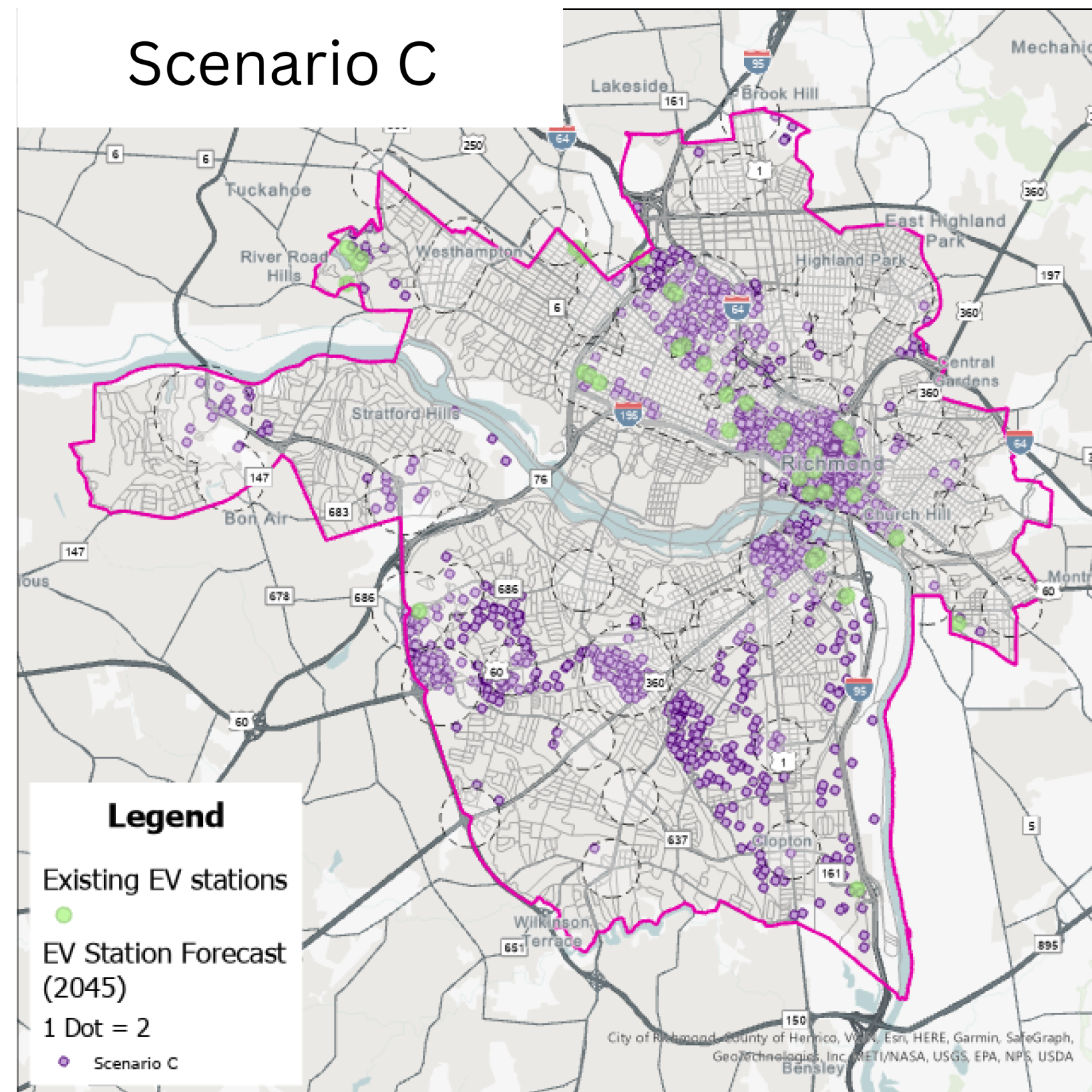


# Electric Vehicle Charging Stations

## Scenarios A & B



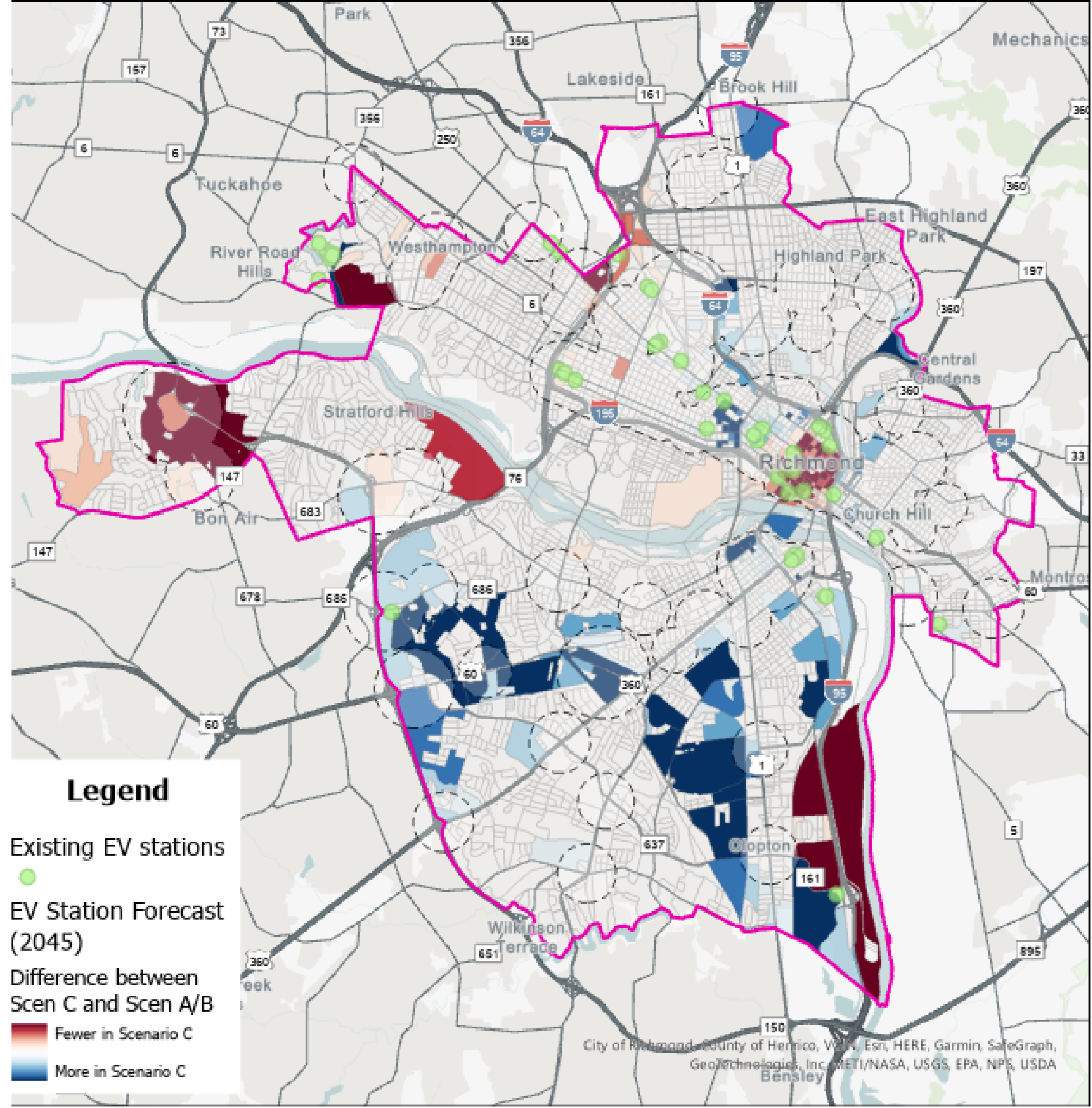
## Scenario C



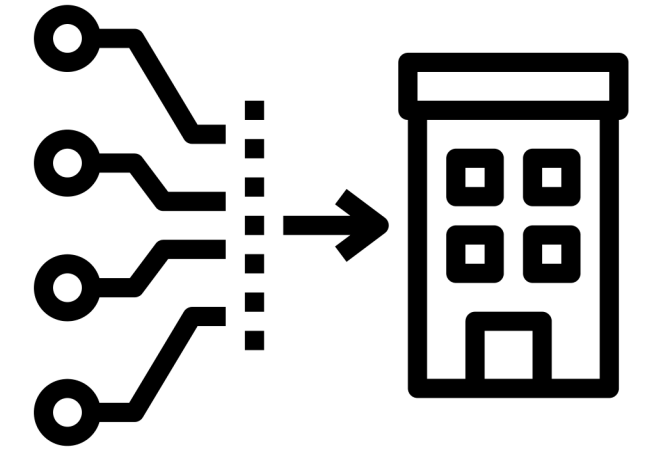
# Electric Vehicle Charging Stations

Scenario C has fewer EV charging stations in Downtown and the West End.

Scenario C has more EV charging stations in Southside and north of I-64/I-95



# Accessibility Model Output Metrics



## Accessibility

(by purpose)

- Change in accessibility
- Change in quality-of-service index
- Change in connectivity index
- Change in relevance index

## Travel Choices

- Destination types
- Modes

## Travel Outcomes

- Percent of Great Street mileage implemented
- Percent of high injury street network improved
- VMT reduction
- Trip length/duration reduction
- Mode choice improvements

## Next Steps - for US



- **Action Plan:**

- Feasibility, Project Readiness, Cost Assessment
- Develop project concepts further
- Action Plan Draft - September/October
- On-Going EV & Micro-transit work to feed into Action Plan

- **Scenario Plan:**

- Run accessibility model, Interpret and share results
- Post Model Qualitative Assessment
- Host focus group to help interpret impacts to equity

4

## Next Steps - for YOU



- 1. Review scenario maps by 8/1**
- 2. Share survey link!**
- 3. Come to NNO events**