



CITY OF
RICHMOND



ACTION PLAN

2024 EDITION

Actions and Strategies for Improving
Transportation Equity in Richmond

Part of the Richmond Connects
Strategic Multimodal Transportation Plan



City of Richmond
Office of Equitable Transit & Mobility
Draft Version for Public Review 11/21/2023

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INTRODUCTION

Transportation investments have the potential to transform Richmond into a more equitable city where all residents can thrive.

Past transportation decisions have created injustices that have harmed people of color, low-income communities, and other marginalized groups of people. These injustices and the burdens they place persist today. Access to opportunities is not equal for all Richmonders. The color of your skin and the neighborhood you live in often determine how easy or hard it is to get around. Getting to employment, education, food, healthcare, and other destinations is much more burdensome for some Richmonders than others.

Richmond Connects is one piece of the City of Richmond's efforts to change. It's a plan to create a different future - where everyone has ample access to opportunities, and where no group of people encounters more barriers to safe and reliable transportation than any other group.

The Richmond Connects process will result in three plan documents:

1. The **Richmond Connects Strategic Plan** is the multimodal transportation plan for the City of Richmond. This comprehensive document identifies projects and strategies to make transportation in Richmond more equitable, based on a rigorous equity-centered data analysis and equity-focused community engagement.
2. The **Richmond Connects Near-Term Action Plan** showcases the most important project and strategy recommendations with specific next steps for the next 5 to 10 years.
3. The **Richmond Connects Long-Term Scenario Plan** will guide transportation investments into the 2050 planning horizon.

This document is the **Richmond Connects Near-Term Action Plan**.

The content of the Richmond Connects plans emerged from an inclusive process that amplified community voices often overlooked in decision-making. The process identifies transportation injustices of the past, maps current access barriers, and emphasizes an inclusive, data-driven approach to create an equitable transportation network.

In Richmond Connects, "equity in transportation" means removing barriers and increasing access to opportunities, so that no group faces more barriers to accessing opportunities than any other.

Richmond Connects Equitable Transportation Vision

IMAGINE IF RICHMOND TRANSPORTATION WAS EQUITABLE



In 2037, 6-year-old Isabella lives in a home that is affordable to her single parent, Alex.



Isabella and her friends can safely walk to school on a network of well-maintained, safe sidewalks and trails. Richmonders stop for pedestrians, are educated on road safety, and care deeply about walkers and bikers.

Isabella's family can quickly and easily visit each other by taking a network of Bus Rapid Transit lines that connect North, South, East, and West corners of the city.



Isabella's Uncle can take a free ride to work in an electric van to the neighboring county where he has full-time salaried job. Her cousin Tim rides the same van to daycare for free.



Isabella's parent is able to navigate her Grandmother's wheelchair on accessible sidewalks to a multimodal hub, where she can easily and safely get her to a doctor's appointment. There is shade along her trip and landscaping helps her stay cool.



Isabella's family and friends can all easily get to parks, community gardens, shopping, and other activities on bikes and don't have to worry about their safety when riding in bike lanes.



Isabella's parent is later able to take a bus ride to her night shift at the local hospital. She can stop at a local grocery store on her way home and access healthy food options. She feels safe and secure and the bus is frequent and reliable and free.



Isabella's family, friends, and neighbors can move throughout the city regardless of their income and race - everyone has the same opportunities and all can thrive.



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What is this Plan?

The Action Plan lays out two lists of actions:

- **High Priority Projects:** these are infrastructure projects and transit service improvements to physically change Richmond's transportation system to be safer and more equitable
- **High Priority Strategies:** these are programmatic and policy changes to address issues that infrastructure projects alone cannot solve

Together, these projects and strategies are investments aimed at empowering communities, removing access barriers, and creating safer and more equitable walking, biking, and transit options. They are the City of Richmond's immediate priorities based on equity-focused community input and a robust analysis of data.

As the City of Richmond works through these immediate actions, the Richmond Connects Action Plan will be updated periodically, so that it continues to serve as the City's guiding action plan for making transportation equitable.

It's about equity, not equality. The [Path to Equity](#) explains how transportation investments over the past 150+ years have been inequitable and discriminatory. The results of these disparities are present today. The areas of Richmond with the highest percentages of Communities of Concern have the poorest access to destinations by walking, bicycling, and transit (see Figure 1).

A "Community of Concern" is a geographic location or group of similar people who have been traditionally marginalized. For the purpose of data analysis, Richmond Connects defines a Community of Concern as an area where a high percentage of the population are Black, Indigenous, or people of color (BIPOC), low-income, seniors, renters, non-English primary, at-risk youth, BIPOC renters, or limited mobility. The numeric thresholds and analysis methods are described in the Richmond Connects Strategic Transportation Plan. See [Path to Equity](#) for more information.

In developing the high priority projects and strategies in this Action Plan, the Richmond Connects team focused on addressing transportation injustices of the past and current access barriers. Overall, the plan aims to allocate transportation dollars to areas with the greatest historical and current inequities.

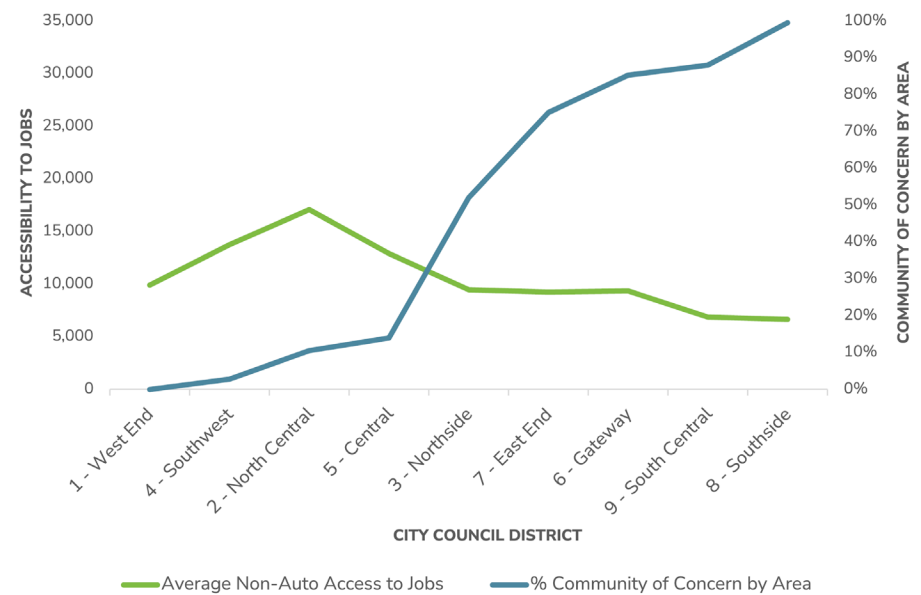


Figure 1. Accessibility to Jobs by Council District vs. % Community of Concern Area. Accessibility by non-auto modes is worse in Districts with high percentages of Communities of Concern, where non-auto access is most needed.

Richmond Connects “Big Moves”

1

Rethink Essential Transit Infrastructure: Bus Stops Dignified as a Placemaking Opportunity.

Richmonders were loud and clear that waiting at the bus stop out of the elements was a priority, and the plan prioritizes improvements based on equity-centered needs. The recommendations elevate the GRTC essential transit infrastructure plan to a Richmond City priority.



2

Act Quick: Responsive Lighter, Quicker, Cheaper projects to address safety NOW.

Safety projects are abundant in the plan. Many of these are identified as an opportunity to implement the LQC program recommendation. We cannot wait 10 years to solve these problems and this plan identifies opportunities to act quickly.



3

Achieve Spatial Justice Through Transit: Transportation access is a Civil Right and all Richmonders deserve access.

Recommendations like the North-South running Bus Rapid Transit and new bus service on Mechanicsville Turnpike will provide key access for the essentials of daily life.



4

Close the Gaps: Address accessibility and affordability through recommended equity-centered programming and actions.

Building bike lanes and new transit service only matters if it's affordable and connects to something, many programs described within aim to link land-use and transportation to ensure transportation connects to relevant places. It also offers recommendations on how to provide free or reduced fees, or increase access to, programs for our most vulnerable Richmonders.



5

Sidewalks, Sidewalks, Sidewalks: Restore and close gaps in the sidewalk network as a means of mending the fabric of social connectivity.

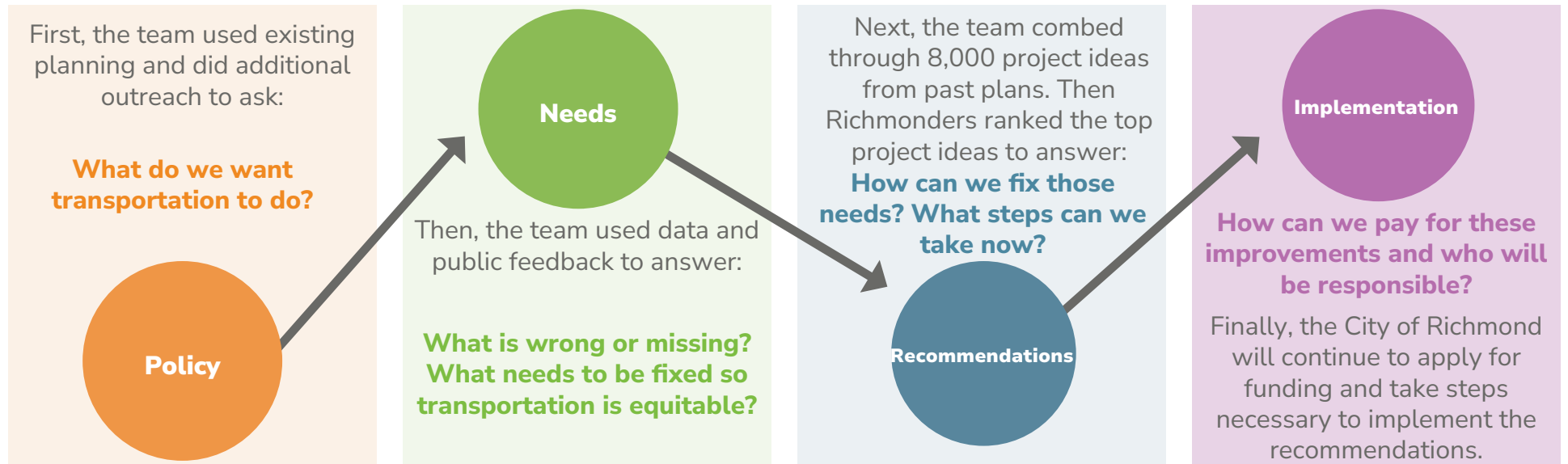
Sidewalks connect many Richmonders to their community and to essential destinations. Communities with no sidewalks or trails, or whose walkways are in disrepair are left disconnected. The plan proposes a new program to fund major sidewalk construction and identifies specific sidewalk and trail projects that are needed most.



An Equity-Centered Process

The process was rooted in a data-driven process that sought to define equity-centered transportation needs. It identified transportation system needs and people needs separately, and combined them to identify equitable outcomes that redress past injustices and remove barriers today. The data analysis was centered around 11 Investment Need Categories and the 10 Equity Factors defined in the Path to Equity. This process is documented in the full Richmond Connects Strategic Transportation Plan.

RICHMOND CONNECTS PROCESS



The process was driven by equity-centered community engagement at every step. Beyond data analysis, the equitable transportation needs were identified through thousands of public comments. In every stage of plan development, continuous community engagement focused on meeting people where they were, listening to traditionally underrepresented communities, and compensating people for their time and knowledge. Public support, especially among Communities of Concern, was the highest weighted criterion for selecting both high priority projects and strategies.

The ambitious list of projects and strategies in this Action Plan reflect the priorities of thousands of Richmonders, especially those who currently face barriers to accessing opportunities. There are many projects that didn't make it to this final list. Other priority projects and strategies are included in the Richmond Connects Strategic Transportation Plan. While the path to achieving transportation equity in Richmond will not be quick or easy, the City of Richmond is committed to taking this path. This Richmond Connects Action Plan provides the first next steps.

How we got feedback:

Paper & Online Surveys

Focus Groups

Advisory Committee

Paid Community Ambassadors

Gift Card Incentives

OVER 30
Community events and pop-ups in targeted locations

How we got the word out:

Website Updates

Text Messages

Flyers & E-Blasts

Telephone Town Halls

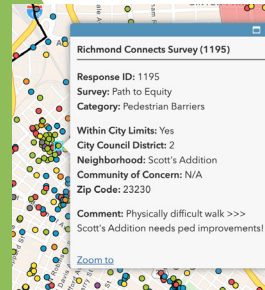
Videos & Facebook Lives

ALL IN
Multimedia, multi-prong approach

3,390
Previous Path-to-Equity & Richmond 300 Surveys Used



1,102
'What is Needed?' Surveys Filled Out



8,591
'Rank the Projects' Surveys Filled Out

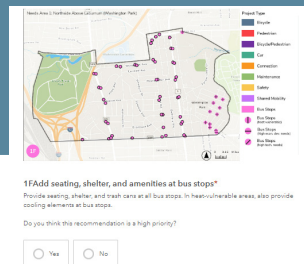
Richmonders Said What Was Needed



Richmonders Said Which Needs Were Most Important



Richmonders Ranked Their Top Projects
4% of Richmonders took the survey



626
In-Person Surveys in Phase 4

17 of 17 Areas Met 1% (or more) of Population Target



HIGH PRIORITY PROJECTS



HIGH PRIORITY PROJECTS

High priority projects are the projects most critical to improving transportation equity in Richmond. This is a list of projects that address the highest equity needs. These are mappable projects that are infrastructure improvements and transit service improvements. The high priority projects are presented in three categories.

PRIORITIZE WHAT THE PEOPLE NEED: Highest priority for implementation. These projects directly address issues that Communities of Concern said were most needed, with extra weight given to projects that are direct investments in disinvested areas. These projects may be difficult to implement, but are the most important to move the needle on transportation equity. These projects are also called “Priority Projects”, and they are listed first in the High Priority Projects table.

FINISH WHAT WE STARTED: These projects are already underway. They have already received funding for design and implementation. Filling any remaining funding gaps is a priority to bring these projects to completion, making the best use of taxpayer dollars. There are two types of projects within this category:

- Priority Completion Projects - These projects were included in the draft list of recommendations presented to the public in the Phase 4 survey, and meet a top equity need.
- Other Completion Projects - These are projects that were not included in the Phase 4 survey of draft recommendations. These are projects currently in the City’s Capital Improvement Program and meet an equity need identified in the Richmond Connects needs analysis process.

MOVE FORWARD WITH WHAT WE CAN: These projects are “low-hanging fruit.” They are low-cost or easily implementable, and have at least

a moderate level of support from the general public and Communities of Concern. These projects are also called “Shorter Term/First Steps Projects”.

The High Priority Projects are displayed in the map in Figure 2. The subsequent pages list the projects. **Prioritize What the People Need - Priority Projects** are listed first, then the **Finish What We Started** projects, and then the **Move Forward With What We Can** projects. Projects are ranked by their Support Score. More information on each project is provided in the Appendix.

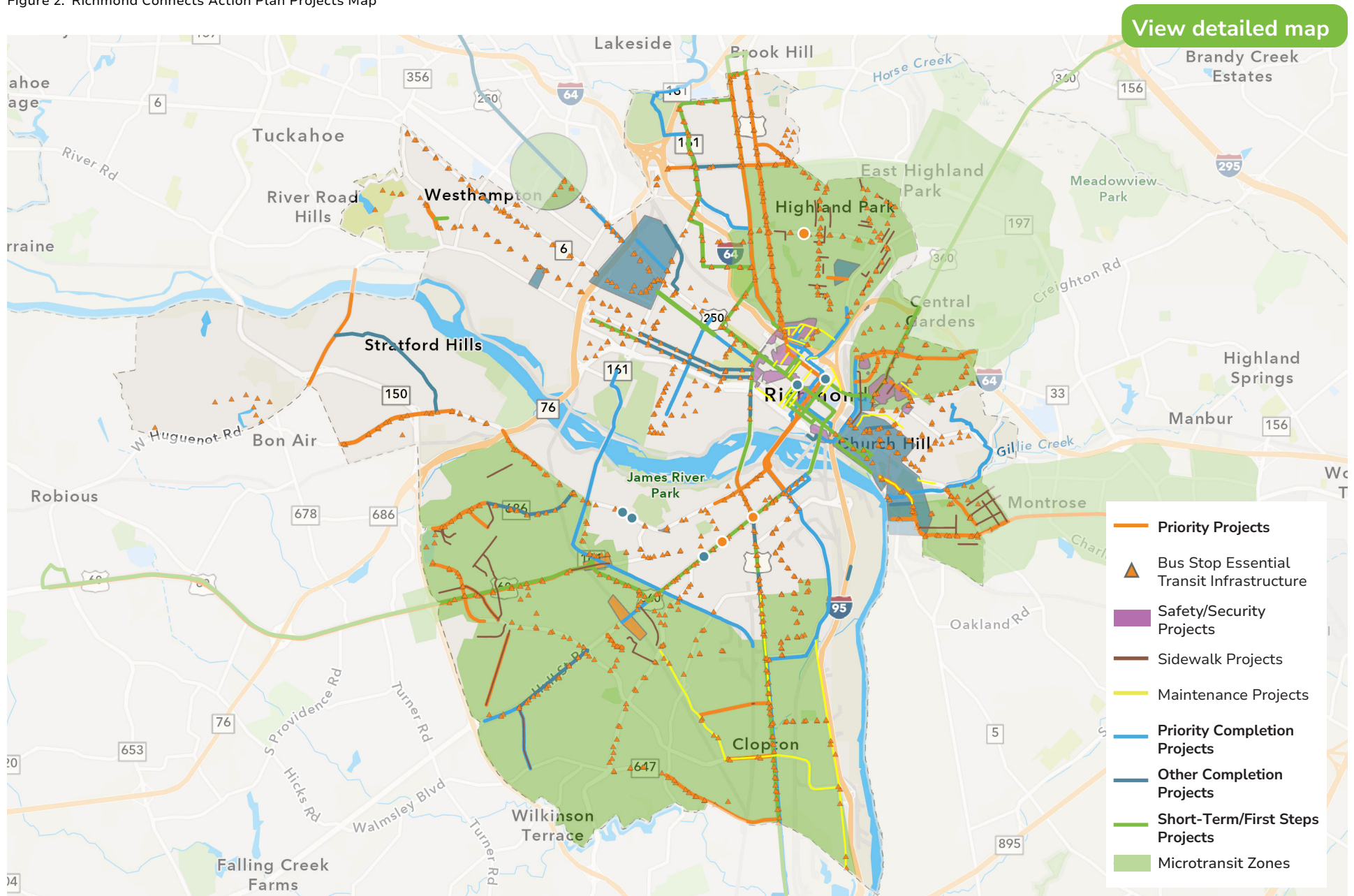
The High Priority Project List displays the following information:

- Project ID
- Project Name
- Cost - A high-level general magnitude of cost
- Support Score - This number shows the level of support the project has from the general public and Communities of Concern. It’s a number from 1 (lowest support) to 5 (highest support). The scores were computed from the results of the survey on draft recommendations. Up to 4 points were possible based on the survey results, and an extra point was given to projects that are direct investments in Community of Concern areas. The survey and analysis methods are described in more detail in the Richmond Connects Strategic Transportation Plan.
- Page Reference - More information on the project, including an explanation of why this project is a priority for improving transportation equity in Richmond, a full project description, and immediate next steps, are provided in the Appendix.

Cost Legend

\$ - \$0-\$500,000 (low cost)
\$\$ - \$500,000-\$3 million (moderate cost)
\$\$\$ - \$3 million-\$10 million (high cost)
\$\$\$\$ - \$10 million+ (very high cost)

Figure 2. Richmond Connects Action Plan Projects Map



HIGH PRIORITY PROJECTS LIST

PRIORITY PROJECTS
PRIORITY COMPLETION
OTHER COMPLETION
SHORTER-TERM PROJECTS

Rank	Project ID	Project Name	Cost	Support Score	Page Reference
1	4C	Richmond Connects Equity-Driven Sidewalks Projects	Very High (\$\$\$\$)	5.0	54
2	5B	Mosby Street/ Mechanicsville Turnpike Pedestrian Safety Improvements	Moderate (\$\$)	5.0	55
3	1C.3	Laburnum Avenue Safety Improvements	High (\$\$\$)	5.0	56
4	1C.1	Chamberlayne Avenue Pedestrian Safety Improvements	High (\$\$\$)	4.9	57
5	1C.2	Brook Road Traffic Calming and Pedestrian Safety Improvements	High (\$\$\$)	4.9	58
6	12C	Midlothian Turnpike Safety Improvements - German School Road to Carnation Street	Very High (\$\$\$\$)	4.9	59
7	10A.1	Bells Road Sidewalks	High (\$\$\$)	4.9	60
8	10A.2	Walmsley Boulevard Shared Use Path	Very High (\$\$\$\$)	4.9	61
9	10A.3	Terminal Boulevard Shared Use Path	High (\$\$\$)	4.9	62
10	3A	North Avenue Pedestrian Safety Improvements	Moderate (\$\$)	4.8	63
11	6D	Church Hill Street Lighting	Moderate (\$\$)	4.7	64
12	12A	Jahnke Road Pedestrian Improvements - Blakemore Road to Hioaks Road	High (\$\$\$)	4.7	65
13	9A	Semmes Avenue and Cowardin Avenue Traffic Calming and Safety Improvements	High (\$\$\$)	4.6	66
14	1F	Essential Transit Infrastructure (Shelters, seating, and trash cans) at Bus Stops	Individual Stop = Low (\$) Overall = Very High (\$\$\$\$)	4.6	67
15	5C	Fairfield Pedestrian Security and Shade Project	Low (\$)	4.5	68
16	4A	Downtown Safety Spot Improvements	Low (\$)	4.5	69
17	7B	Government Road Streetscape Improvements	Very High (\$\$\$\$)	4.5	70
18	7G	Pulse Bus Rapid Transit Eastern Extension	High (\$\$\$)	4.3	71
19	9C	Hull Street Intersection Pedestrian Improvements - Hull Street at US Route 1, Hull Street at Midlothian Turnpike	High (\$\$\$)	4.3	72
20	3B	Dove Street Pedestrian Safety Improvements	Moderate (\$\$)	4.2	73
21	6A	Fairmount Avenue Pedestrian Safety Improvements and Traffic Calming	Moderate (\$\$)	4.2	74
22	11F	Richmond High School of the Arts Pedestrian Safety Improvements	Very High (\$\$\$\$)	4.2	75
23	12B.1	Southside Pedestrian Improvements - Old Warwick Road north of US Route 60	Moderate (\$\$)	4.2	76
24	12B.2	Southside Pedestrian Improvements - Old Warwick Road south of US Route 60	Moderate (\$\$)	4.2	77

HIGH PRIORITY PROJECTS LIST

PRIORITY PROJECTS
PRIORITY COMPLETION
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SHORTER-TERM PROJECTS

Rank	Project ID	Project Name	Cost	Support Score	Page Reference
25	12B.3	Southside Pedestrian Improvements - Carnation Street	Moderate (\$\$)	4.2	78
26	12B.4	Southside Pedestrian Improvements - German School Road	Moderate (\$\$)	4.2	79
27	12B.5	Southside Pedestrian Improvements - Whitehead Road	High (\$\$\$)	4.2	80
28	5A.1	Coalter Street Traffic Calming	Low (\$)	4.1	81
29	5A.2	Fairfield Avenue/Fairfield Way Traffic Calming	Low (\$)	4.1	82
30	7A	Williamsburg Road/Williamsburg Avenue Traffic Calming	Moderate (\$\$)	4.1	83
31	1A	Westbrook Avenue Pedestrian Improvements	Low (\$)	4.1	84
32	4K	Richmond Connects Equity-Centered Pavement Maintenance Prioritization	Very High (\$\$\$\$)	4.1	85
33	4G	Reconnect Jackson Ward	Very High (\$\$\$\$)	4.0	86
34	13A	Forest Hill Avenue Pedestrian Safety Improvements - Dorchester Rd to Powwhite Pkwy	Very High (\$\$\$\$)	3.9	87
35	1E	North-South Bus Rapid Transit	Very High (\$\$\$\$)	3.9	88
36	11A	Southside Plaza Pedestrian Connections Across Railroad Tracks	Very High (\$\$\$\$)	3.9	89
37	16A	Three Chopt Road Sidewalks	High (\$\$\$)	3.8	90
38	17A	Forest Hill Avenue Traffic Streetscape	Moderate (\$\$)	3.8	91
39	17F	Huguenot Road Bikeway	Moderate (\$\$)	3.8	89
1	9B	Hull Street Streetscape - Mayo Bridge to 9th Street	n/a	4.8	104
2	5J	Oliver Hill Way Bike Lanes	n/a	4.6	104
3	6C	Shockoe Valley Street Improvements	n/a	4.5	104
4	11C	Southwood Parkway Sidewalks	n/a	4.2	104
5	12F	Hull Street Improvements Phase II - Hey Road to Brookhaven Drive	n/a	3.7	104
6	15C	Arthur Ashe Boulevard Bridge Replacement	n/a	3.7	105
7	11B	Hey Road Improvements	n/a	3.6	105
8	16D	Broad Street Streetscape with Pulse BRT Expansion	n/a	3.5	105
9	6F	Gillies Creek Greenway	n/a	3.4	105
10	15B	Clay Street Streetscape Improvements	n/a	3.4	106

HIGH PRIORITY PROJECTS LIST

The "Other Completion" projects without a public input score - those in the darker blue - were added after the survey was published and represent existing CIP projects that meet an equity need.

PRIORITY PROJECTS
PRIORITY COMPLETION
OTHER COMPLETION
SHORTER-TERM PROJECTS

Rank	Project ID	Project Name	Cost	Support Score	Page Reference
11	14H.1	Franklin Street Cycle Track - Lombardy Street to Belvidere Street	n/a	3.2	106
12	14G	Allen Avenue Bike-Walk Street	n/a	3.0	106
13	14J	State Route 161 Bicycle Infrastructure	n/a	2.9	107
14	1I	Fall Line Trail	n/a	2.6	107
15	11H	Hull Street Shared Use Path - Arizona Drive to James River Branch Trail	n/a	2.6	107
16	3L	Rowen Avenue/ N 5th Street/ N 3rd Street Bike Lanes	n/a	2.5	107
17	11I	James River Branch Trail	n/a	1.6	107
-	C1	Cary Street Safety Curb Extensions	n/a	n/a	108
-	C2	Forest Hill Avenue Pedestrian Safety Improvements - 41st & 43rd Streets	n/a	n/a	108
-	C3	Hull Street at 29th Street Pedestrian Hybrid Beacon	n/a	n/a	108
-	C4	Main Street Safety Curb Extensions	n/a	n/a	108
-	C5	Richmond Highway Phase II Improvements	n/a	n/a	108
-	C6	Richmond Signal System Phase IV	n/a	n/a	109
-	C7	Riverfront/ Orleans BRT Streetscape Improvements	n/a	n/a	109
-	C8	Scott's Addition BRT Streetscape Improvements	n/a	n/a	109
-	C9	Scott's Addition Green Space	n/a	n/a	109
-	C10	Shockoe Bottom BRT Streetscape Improvements	n/a	n/a	110
-	C11	Centralized Transit Signal Priority and Emergency Vehicle Preemption	n/a	n/a	110
-	C12	Highland Grove/ Dove Street Redevelopment	n/a	n/a	110
-	C13	Jefferson Avenue Improvements	n/a	n/a	110
-	C14	Laburnum Median Improvements	n/a	n/a	111
-	C15	Nicholson Street Streetscape	n/a	n/a	111
-	C16	Richmond Fiber Optic Network System	n/a	n/a	111
-	C17	Semmes Avenue, Forest Hill Avenue and Dundee Avenue Pedestrian Safety and Operational Enhancements	n/a	n/a	111
-	C18	Street Lighting - General	n/a	n/a	112

HIGH PRIORITY PROJECTS LIST

The "Other Completion" projects without a public input score - those in the darker blue - were added after the survey was published and represent existing CIP projects that meet an equity need.

PRIORITY PROJECTS
PRIORITY COMPLETION
OTHER COMPLETION
SHORTER-TERM PROJECTS

Rank	Project ID	Project Name	Cost	Support Score	Page Reference
-	C19	Street Lighting - LED Conversion	n/a	n/a	112
-	C20	Westhampton Area Improvements - Phase III	n/a	n/a	112
-	C21	Deepwater Terminal Road Connector to Goodes Street	n/a	n/a	112
-	C22	Hull Street Improvements Phase I - Hey Road to Warwick Road	n/a	n/a	112
-	C23	Jahnke Road Improvements Blakemore Road to Forest Hill Avenue	n/a	n/a	112
-	C24	Maury Street Streetscape	n/a	n/a	113
-	C25	Richmond Highway Improvements	n/a	n/a	113
-	C26	Route 5 Relocation/Williamsburg Road Intersection Improvement	n/a	n/a	113
-	C27	Science Museum BRT Shared Use Path	n/a	n/a	113
-	C28	Capital Trail/Canal Walk Connector to Brown's Island - Phase 1	n/a	n/a	113
-	C29	Cherokee Road Roadside Safety Improvements	n/a	n/a	113
-	C31	Belvidere Street Gateway - Phase IV	n/a	n/a	114
-	C32	Biotech Research Park Roadway Improvements	n/a	n/a	114
-	C33	Mary Munford Elementary School Pedestrian Safety Improvements	n/a	n/a	114
-	G1	Western Pulse Extension	n/a	n/a	114
-	G2	GRTC Dedicated Lanes Study	n/a	n/a	114
-	G3	Downtown Transfer Center	n/a	n/a	114
1	14C	Study and Demo Car-Free Shopping Corridors	Low (\$)	3.7	115
2	8A	Dock Street Pedestrian Improvements	Moderate (\$\$)	3.6	116
3	12H	GRTC Route 1A (Midlothian Turnpike) Improvements	Moderate (\$\$)	3.5	116
4	10J	Richmond Highway Transit Improvements	Moderate (\$\$)	3.4	117
5	1J	Brook Road Bike Lanes Protection	Low (\$)	3.4	117
6	1G	GRTC Route 14 Increased Frequency	Moderate (\$\$)	3.4	118
7	14H.2	Monument Avenue Bike Lanes	Moderate (\$\$)	3.2	118
8	16E	Willow Lawn Park-and-Ride	Moderate (\$\$)	3.1	118

HIGH PRIORITY PROJECTS LIST

PRIORITY PROJECTS
PRIORITY COMPLETION
OTHER COMPLETION
SHORTER-TERM PROJECTS

Rank	Project ID	Project Name	Cost	Support Score	Page Reference
9	2E	Link: On-Demand Microtransit	Moderate (\$\$)	3.1	119
10	5E	Mechanicsville Turnpike Bus Route	Moderate (\$\$)	2.7	120
11	16B	York Road Sidewalks	Low (\$)	2.7	120

LIGHTER, QUICKER, CHEAPER IMPLEMENTATION

Transportation projects are often expensive and securing the funding to construct them can take many years. Some improvements can be implemented on a temporary, interim basis with lighter materials or tested out with removable materials. The City intends to implement components of some of the High Priority Projects using this “Lighter, Quicker, Cheaper (LQC)” implementation strategy.

When a project is implemented in a LQC manner, it does not mean the LQC version replaces a more permanent installation. LQC installations are meant to provide temporary improvements quickly, until the permanent solution can be implemented. LQC projects are implementing components of recommendations, and the full permanent improvement will follow.

The project information in the Appendix identifies potential LQC applications, which may include:


- **Bikeway improvement:** A dedicated path provides increased safety for cyclists by separating them from vehicular traffic. These can be short-lived pop-up demonstration projects or Quick Build projects using interim materials to bridge the gap for more permanent installations, such as vertical barriers or wider buffers.
- **Crosswalk improvement:** Temporary or demonstration pedestrian safety measures such as high visibility crosswalks, pedestrian refuges within crossings, or curb extensions can slow down cars and make the street more pedestrian-friendly.
- **Demonstration of potential improvements:** Demonstration events are intended to test public support for a project before longer-term solutions are implemented. They are a community engagement tool to collect user feedback and help determine the design and material for permanent improvements.

- **Interim street furniture:** Temporary structures to protect riders from the elements and seating can be placed at bus stops awaiting more permanent improvements. As GRTC works through its Essential Transit Infrastructure plan to improve amenities at bus stops over the next five years, we can bridge the gap and develop a moveable seating/shelter solution that can be transported from stop to stop as they receive permanent infrastructure.
- **Traffic calming:** Traffic calming measures are intended to lower vehicular speeds, especially on neighborhood roads or commercial corridors where there are many pedestrians and cyclists. Potential improvements include roundabouts, pedestrian refuge islands, raised crosswalks, curb bump-outs, “road diets”, centerline hardening, and chicanes.

HIGH PRIORITY STRATEGIES




HIGH PRIORITY STRATEGIES

Bike Programmatic Recommendations 	These bicycle strategies are designed to address barriers to opportunity that are faced by low-income and BIPOC Richmonders. In many instances, destinations are not reachable by bike and are out of range for walking, thus limiting the opportunities available. These strategies aim to provide access to bikes and make biking safer, ensuring Richmonders can use this mode comfortably. Many of the roads in Richmond were designed with cars in mind, and retrofitting them to accommodate bikes make progress towards redressing the named injustices of car-centric planning (EF5) and the suburbanization of poverty (EF4). Bike strategies also address climate equity (EF8) and resiliency (EF10) by reducing the dependence on pollution-creating fossil fuels and providing alternative modes during climate events.				
Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
BIKE LANE BARRIERS: Install temporary barriers between bike lanes and car lanes for a brief test period.	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem that drivers don't share the road, aren't friendly with bicyclists, and park in bike lanes.	DPW	OETM	Hire a Lighter, Quicker, Cheaper coordinator. Identify appropriate staff to lead this effort, use the Richmond Connects needs assessment and project list to develop a pipeline for bike lane demo projects. Identify key metrics of success on which DPW/OETM should collect data during demos. Identify dedicated funding for demo projects and a dedicated project manager for implementing and monitoring these demo projects. OETM should advocate for these demos, provide support in acquiring funding, and support DPW project managers.	Yes; install temporary barriers (bollards, planters, etc.) between bike and car lanes to test which are best.
PUBLIC SAFETY CAMPAIGN: Conduct a campaign to remind bicyclists and drivers of their rights and responsibilities and how to safely share the road, including how to safely park and avoid bike lanes. Also promote health benefits of using the bike lanes.*	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem that drivers don't share the road, aren't friendly with bicyclists, and park in bike lanes.	DPW Communications Team	OSC, RPD, Office of the Mayor. Community partners such as BikeWalk RVA, VA Community Voice, Safe-Routes-to-School, local universities, Strong Towns, etc.	Identify funding and community partnerships. Community partnerships should be utilized to help develop and spread messaging, and set and track campaign objectives. Implementation steps may also include partnerships with local news organization, and possible small grants to community partners to help disseminate collectively-defined messaging.	Yes; signage to post "no parking" in bike lanes, allow and incentivise community organizations to place 'notices' on cars in the bike lanes.
MORE BIKE RACKS: Install more bike racks and bike corrals, and provide free locks or locks on racks, focusing on Communities of Opportunity areas first.*	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified need for more bike racks.	DPW	PDR, OETM, Private Developers, Community Partners	Identify funding and community partnerships. Define parameters for eligibility for free bike locks. Define parameters for priority locations for bike racks working with community organizations and businesses.	Yes; install bike corrals in parking spaces.

HIGH PRIORITY STRATEGIES

Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
MULTIMODAL BIKE LANES: Allow people who use wheelchairs to ride in the bike lanes.*	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified lack of access to bikes if low income, and the cost burden on owning and maintaining a bike or using bikeshare e-bikes.	DPW, OETM, City Council		Research precedents, complete risk and benefit analysis, and present ordinance to City Council.	-
ACCESS TO BIKES: Make RVA bikeshare free for RRHA and other low-income residents permanently and reduce the price of bikeshare on an income-based sliding scale for all Richmonders. Make sure bike share is distributed equitably by adding more bikeshare stations near bus stops and low-income communities, add alternative sit-on bikes for those with limited mobility, explore options for family bike carts, and remove rental time and distance limits. For those without access to free bikeshare, recycle and fix up old bicycles, and give them to low-income residents for free through an application process.*	This was in the top 5 strategies identified by the Richmond Connects Advisory Committee. This addresses the publicly identified lack of access to bikes if low income, and the cost burden on owning and maintaining a bike or using bikeshare e-bikes.	OETM	BikeWalk RVA, other community partners.	Assess funding availability for additional subsidies for low-income bike riders, as well as alternative cycle models with sit on bikes and/or bikes with side cars or carts for children. Complete a bikeshare and bike access plan to document the costs of, benefits of, and precedents for bike-share and bike access improvements and programs.	Yes; have bike cards available to check out at public libraries.


HIGH PRIORITY STRATEGIES

Pedestrian Programmatic Recommendations 	These strategies addresses the injustices created by car-centric planning (EF5) that historically overlooked the safety and security of pedestrians and favored higher speeds for cars. These strategies also address barriers to opportunity faced by communities with low pedestrian accessibility and poor safety outcomes today (EF6). Additionally, these programs promote walking and addresses climate equity (EF8) and resiliency (EF10) by reducing the dependency on pollution-creating fossil fuels and creating alternative routes during climate events. May of these strategies combined with the mapped improvements will begin to redress the connectivity and accessibility issues created by urban renewal projects (EF3), by redlining (EF1), and by the dissection of neighborhoods by the interstate system (EF2)				
Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
BETTER STREET LIGHTING: Install more night lighting on streets with lots of crashes so drivers can see people walking better, and replace street lights with LED bulbs and run them off solar power so they still work when the power goes out. Develop an equity-based process to figure out which areas have the most crashes, crimes, or beautification needs, and install more lighting with solar-powered LED bulbs in these areas first.*	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified need for better lighting.	DPU, DPW	OETM, Mayor's Office & Council, Community Partners, Richmond Police Department	Convene a community meeting to discuss street lighting prioritization process and seek feedback on ways to make it more equitable. Seek additional dedicated CIP funding to implement street lighting projects using an equity-based, community-led prioritization process. Revise internal processes to include equity, climate justice, and crime risks in street lighting priorities. Support PDR in developing public realm standards to include requirements for pedestrian-level lighting per the Master Plan objective 4.4.	Yes; demo with movable construction lights, solar powered lights.
FIX BUS STOPS AND SIDEWALKS NEAR DISABLED COMMUNITIES: Identify disability 'hotspots' where lots of neighbors have physical disabilities, like near assisted living group homes or senior living, and fix the streets and sidewalks in these areas first, and make upgrades to make bus stops in these areas 100% ADA compliant.	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem that a lack of access is exacerbated for disabled Richmonders.	DPW	Richmond's Office of Aging & Disabilities Services, Community Partners such as Senior Connections, Disability advocacy groups, OTHERS	Review and revise prioritization rubric used to determine maintenance and ADA upgrade priority, to include disability hotspots as a priority. Complete ADA audit for the entire city, or complete ADA audit for disability hotspots first (currently only complete for the downtown core and adjacent neighborhoods). Hire an ADA compliance position and allocate annual CIP funds dedicated to ADA compliance.	Yes, demo temporary/movable ADA ramps made of rubber.
NEW TECHNOLOGY FOR PEDESTRIANS WITH DISABILITIES: Research and install new technology for traffic signals and crosswalks to make it safer and easier for people who are blind or visually impaired to cross the street.*	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem that a lack of access is exacerbated for disabled Richmonders.	DPW, OETM	OIPI, VDOT	Hire an emerging technology coordinator. Research emerging technologies and test improvements via demonstration projects before large investments are made.	Yes, demo technologies in hotspots.

HIGH PRIORITY STRATEGIES

Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
<p>DEVELOPMENT REQUIREMENTS: When a new building is being constructed, require the builders to provide sidewalks, street trees, benches, other improvements that make it feel more comfortable for pedestrians, and not just designed for cars. Discourage the creation of new surface parking lots along pedestrian-oriented and transit accessible corridors.*</p>	<p>This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem that Richmond is too car-centric overall.</p>	PDR	OETM, DPW, Private Developers, Community Advocates	<p>Create a zoning overlay in Nodes and along Great Streets that specifies more complete and prescribed minimums for improvements to the transportation infrastructure. Consider zoning and taxation mechanism to discourage surface lots in favor of multi-story parking garages on less square feet, or multimodal improvements with a logical nexus to the development project.</p>	-
<p>PRIORITIZE HANDICAP PARKING: Preserve limited street parking for handicapped residents when parking is removed or moved elsewhere.*</p>	<p>This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem that Richmond is too car-centric overall, and access is exacerbated for disable Richmonders.</p>	DPW Parking & Capital Projects, DPW Right-of-Way, PDR	OETM, Private Developers	<p>Update COR parking assessment as part of overall curbside management plan, to include additional consideration for handicap parking as the priority parking for downtown.</p>	Yes, signage.
<p>SLOW DOWN INTERSECTIONS AND PRIORITIZE NON-CAR TRAVELERS: Install features at intersections that make cars slow down at crosswalks and make it easier for drivers to see pedestrians trying to cross the street. Combine with pedestrian friendly design and pedestrian detection signals that prioritize non-car users to get the green light/walk sign faster, making bus, walking, and bikes the priority at intersections.*</p>	<p>This was in the top 5 strategies identified by the Richmond Connects Advisory Committee. This addresses the publicly identified problem that Richmond is too car-centric overall.</p>	DPW		<p>Support current signal timing adjustments and advocate for continued improvements to prioritize non-car travelers at intersections. New paint and visibility improvements, curb extensions, vertical features, lighting improvements can all be installed at intersections to improve pedestrian safety.</p>	Yes, movable planters, paint, flex posts, rubber pedestrian islands, raised pedestrian crosswalks, etc. can be installed in a LQC manner.


HIGH PRIORITY STRATEGIES

Transit/Bus Programmatic Recommendations 	These strategies are designed to make taking the bus and microtransit more convenient and will help increase transit accessibility. They work to address the reliability issues and barriers to opportunity that they create (EF 7). Increasing transit and shared mobility will address the accessibility challenges created by the injustice of car-centric planning (EF 5) and will connect low-income and BIPOC communities with opportunity. Additionally, these programs make taking the bus more appealing, and addresses climate equity (EF8) and resiliency (EF10) by reducing the dependency on pollution-creating fossil fuels and creating alternative routes during climate events.				
Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
PRIORITIZE BUS RELIABILITY: Prioritize spending money to hire more bus drivers, buy more buses, and improve technology including signal technology to make the bus system more reliable, starting with the areas and bus routes that are late or off-schedule most frequently.	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem of unreliable bus service and the limitations to GRTC service hours.	GRTC, DPW	OETM, COR Representatives on GRTC board	Advocate for a transparent process to prioritize reliability concerns and mitigation strategies through a comprehensive, publicly-shared reliability assessment and reliability improvement plan. Reliability issues stemming from City of Richmond owned assets (e.g. signal timing) should be named and priority given to these improvements as they are identified.	-
FARE-FREE GRTC: Prioritize keeping the bus free.	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem of unpredictability in how long fare-free will remain in place. It also addresses the publicly identified problem of Richmond being too car-centric overall.	GRTC	OETM, COR Representatives on GRTC board	OETM, working with GRTC, support and advocate for a 10 year commitment to fare-free.	-
TRAIN MORE BUS DRIVERS: Combine city agencies' abilities and make a program to bring in and train more bus drivers from low-income areas and high schools.	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem of unreliable bus service and the limitations to GRTC service hours and addresses the publicly identified driver shortage problem at the time of the survey.	GRTC, OCWB	DMV, RPS, Higher Education Institutions	Work with DMV to support existing programs to increase CDL drivers such as the 'troops-to-trucks' program that trains ex-military civilians to get a CDL, which can be used to drive busses. Work with DMV, Office of Community Wealth Building, Mayor's Youth Academy, Richmond Public Schools, local community colleges, local universities and other partners to develop pipeline programs to train at-risk-youth for jobs in the transit industry.	-

HIGH PRIORITY STRATEGIES

Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
<p>STRATEGIC INVESTMENT: Prioritize innovative micro-transit and other shared-mobility solutions in areas with not covered by current fixed-route service, and focus funding on improving fixed route where it exists rather than implementing new types of shared-ride services in these existing coverage areas.</p>	<p>This was in the top 5 strategies identified by the community of opportunity focus groups. It addresses the publicly identified need for more transit in the edges of the City.</p>	<p>GRTC, OETM</p>		<p>Continue to support GRTC in providing micro-transit and other non-traditional transit to communities not currently served by reliable, frequent fixed route service.</p>	<p>Yes, pilot microtransit and other shared rides.</p>


HIGH PRIORITY STRATEGIES

Freight Programmatic Recommendations 	There is a logical nexus between freight and poor health and wealth outcomes for vulnerable Richmonders. We saw disruptions to the supply chain during the pandemic, and understand that our low-income and BIPOC neighborhoods are most at risk to these disruptions. These strategies are designed to increase food access and add redundancy and resiliency to the supply chain (EF10) while balancing the needs of pedestrians, bicyclists, and busses in the same right-of-way. Improving access to food overall will help redress the inaccessibility to fresh food retailers in areas previously redlined (EF 1), in areas impacted by urban renewal (EF3), and in disconnected suburbs where families are pushed (EF4).				
Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
DELIVERY MANAGEMENT: Figure out how to manage delivery trucks, vans, drones, and robots traveling on the roads and sidewalks, and parking next to the curb. Develop methods (signs, phone apps) to help delivery drivers find loading zones off of main streets.	This was in the top 5 strategies identified by the community of opportunity focus groups. This was designed to address the publicly identified problem of truck traffic circling city streets and the lack of truck restrictions on some roads.	OETM, DPW	DMV	Complete a curbside and ROW management plan to include assessment of delivery modalities and need for regulating ordinances. Hire an emerging technology coordinator to assess drone and robot delivery modes.	-
MAXIMIZE PORT AND RAILWAYS: Make sure that Richmond's port and railways are being used to their full capacities to help city growth, ensure goods make it to city stores and job sites, and to create full time jobs. Support the Richmond Marine Terminal and freight rail as economic development engines for the City. Ensure truck access to the Richmond Marine Terminal is in alignment with Vision Zero objectives.*	This was in the top 5 strategies identified by the community of opportunity focus groups. This was designed to address the publicly identified problem of truck traffic circling city streets and the lack of truck restrictions on some roads. The more freight that can be moved via the port and rail, the less truck traffic there will be.	Port of Richmond, DRPT	OETM, DPW, Economic Development	Work closely with the Port of Richmond to assess barriers to capacity building and threats to port resiliency to be included in the next update of the Richmond Connects action plan via a food or general resiliency plan.	-
FOOD ACCESS AND URBAN FARMING: Provide funding to community organizations and collectives working on food insecurity and food access. Prioritize funding and land for local food production, and provide incentives to mobile farm pantries and farmers markets on wheels.*	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem that the supply chain is vulnerable most prominently for low-income Richmonders.	OOS	OETM, Economic Development, PCRFB, OCWB, Chamber of Commerce	Identify funding to support these programs and identify lead staff.	Yes, pop-up mobile community gardens, raised planters, and farm stands.

HIGH PRIORITY STRATEGIES

Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
EDIBLE LANDSCAPING IN PARKS: Plant trees, bushes and other landscaping that will grow fruits & vegetables in public parks & green spaces. Allow for planting by residents in city-owned green spaces.*	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem that the supply chain is vulnerable most prominently for low-income Richmonders.	PCRFB	OETM, OOS	Identify funding to support these programs and identify lead staff.	Yes, pop-up mobile community gardens, raised planters, and farm stands.
FREE GROCERY DELIVERY: Provide money to cover grocery delivery service fees for low-income and elderly areas and neighborhoods in food deserts.	This was in the top 5 strategies identified by the community of opportunity focus groups. This was to address the publicly identified problem that grocery delivery services and fees continue to exacerbate inequities.	OETM	RRHA, OCWB, DSS, Office of Aging & Disability Services	Develop program parameters and seek grant funding.	Yes, pilot program.
FOOD RESILIENCY PLANNING & ZONING: Complete a supply chain resiliency plan for low-income Richmond neighborhoods that describes how to get people food access when transportation, health, or climate emergencies happen. Ensure zoning updates allow for flexible use of space to meet food insecurity and resiliency issues identified through this planning. Further develop program parameters for food access in this plan.	This was in the top 5 strategies identified by the Richmond Connects Advisory Committee. This addresses the publicly identified problem that the supply chain is vulnerable most prominently for low-income Richmonders.	OOS	PDR, OETM, PlanRVA	Identify funding to support this planning effort and identify lead staff.	-


HIGH PRIORITY STRATEGIES

Land-Use Programmatic Recommendations 	These strategies are designed to increase food access, increase access to affordable housing near transit, and increase access to wealth building opportunities. Overall, these strategies will help redress the inaccessibility and lack of investment in areas previously redlined (EF 1), in areas impacted by urban renewal (EF3), and in disconnected suburbs where families are pushed (EF4). Good coordination of land-use and transit planning with future development is also vital to supporting an expanded network of busses and shared mobility. This more connected transit and micro mobility network reduced barriers to opportunity for those who cannot afford a car and helps to provide redundancy in modes for climate events. These strategies combined with the mapped network improvements will help redress the reliability issues (EF7) and the climate resiliency issues (EF10) identified by Richmonders.				
Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
HOUSING VOUCHERS: Make sure landlords honor housing choice vouchers and don't use them as a way to discriminate in housing applications. Ensure transit oriented developments offer affordable units and those units are filled with voucher recipients. Increase awareness and improve relationships with landlords regarding the Housing Choice Voucher program, particularly in areas within Nodes and a half mile of high-frequency transit stops, and highlight the new State Law (HB6 Virginia Fair Housing Law), which prevents landlords from discriminating against renters with Housing Choice Vouchers.*	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified need for affordable housing near transit oriented development. While this is not intrinsically a transportation recommendation, the Community of Concern focus groups felt it warranted inclusion as access to affordable housing near transit is key to equitable access to transit. If affordable housing is not promoted near transit stops, access will continue to be limited.	RRHA	HCD, OETM, PDR	Coordinate with RHHA and PDR on implementing all legally allowable affordable housing incentives to be used in transit oriented developments, and to track voucher use in these TOD areas to ensure access to TOD for low-income Richmonders. Create a TOD task force within the City to research and deploy incentives and zoning strategies to require affordable housing in TOD zones. This task force could also be responsible for sharing information with TOD developers on the Virginia Fair Housing Law.	-
ACCESS TO FOOD: Bring more grocery stores and farmers markets to low-income areas, ensure they are served by frequent transit, and make sure they have affordable prices and good quality.	This was in the top 5 strategies identified by the community of opportunity focus groups. It addresses the publicly identified need for more grocery retailers near transit.	DECD	PDR, GRTC, OETM, OOS	Complete a food access assessment and identify sites for grocery store and market to developers and provide incentives.	Yes, pop-up mobile community gardens, raised planters, and farm stands.

HIGH PRIORITY STRATEGIES

Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
HELP RESIDENTS BECOME HOMEOWNERS: Provide education to residents on credit and buying a house. Give grants to existing community members to buy or fix up houses to build wealth and preserve existing neighborhoods (i.e. preventing neighborhoods from being redeveloped from out-of-town developers). Create incentives for small and local developers.*	This was in the top 5 strategies identified by the community of opportunity focus groups. It addresses the publicly identified need for affordable housing near transit and in nodes.	OCWB	Community Partners like Maggie Walker Land Trust, Project Homes, Habitat for Humanity, Rebuild Together. Department of Housing and Community Development.	Help OCWB, DHCD, others to apply for grants and seek resources to establish and expand existing programs.	-
ZONING REWRITE: Ensure the zoning rewrite addresses building up the nodes, encourages housing density near transit, limits surface parking in nodes, works to supply diversity in housing, and addresses home ownership barriers.*	This was in the top 5 strategies identified by the Richmond Connects Advisory Committee. It addresses the publicly identified need for affordable housing near transit and in nodes, the publicly identified need for the 'right' amount of parking, and the publicly identified need to tie parking to affordable housing.	PDR	OETM, Community Partners	PDR and OETM to advocate for City Council to include zoning updates that address these transit oriented development needs and affordable, accessible housing needs.	-
ACCESS TO PARKS: Create new parks throughout the city so all Richmond residents live within a ten minute walk of a park. When deciding where to put a new park, make sure residents can get to the park by riding the bus or provide new bus service there.*	This was in the top 5 strategies identified by the Richmond Connects Advisory Committee. This addresses the publicly identified problem of limited bus service areas and the lack of access to greenspace and community space.	PCRF	OETM, GRTC, PDR	OETM to work with parks to share transportation accessibility modeling tools to highlight areas with the least parks access by walking and taking the bus. Assist PCRF with future planning to ensure coordination with transportation assets.	Yes, pop-up parklets and 'park'-ing days demonstrating parking lots and other sites as potential regreening/park sites.
COORDINATE TRANSIT AND DEVELOPMENT: Ensure GRTC is included in conversations with Richmond's Office of Equitable Development, Planning and Development Review, Office of Equitable Transit and Mobility, and Department of Public works, to ensure new housing and new development is coordinated with transit planning.*	This was in the top 5 strategies identified by the Richmond Connects Advisory Committee. This addresses the publicly identified problem of limited affordable housing near transit.	PDR, GRTC	OETM	Establish a TOD task force that meets quarterly to collaborate on TOD.	-

HIGH PRIORITY STRATEGIES

Safety Programmatic Recommendations 	Safety was frequently cited by Richmonders as the main reason they do not walk, bike, or ride the bus. These strategies work to redress the injustice of a legacy of car-centric planning (EF5) that overlooked the needs of walkers and bikers in favor of moving cars faster. They work to create safe connections to opportunity for low-income and BIPOC communities(EF 6) and improve access overall.				
Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
PUBLIC SAFETY CAMPAIGN: Conduct a safety campaign to teach drivers, bicyclists, and pedestrians their rights and responsibilities and how to safely share the road, and to discourage distracted driving and distracted walking.*	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem that safety 'culture' and awareness is lacking, and that drivers do not share the road. It also addresses the publicly identified problem of poor enforcement for drivers, including for illegal parking & not stopping for crosswalks.	RPD, DPW	OETM, OSC, Community Partners	Identify key staff and funding sources. Work with community organizations to designate key messages that are culturally appropriate.	Yes, pop-up events and education resources.
SAFE ROUTES TO SCHOOL: Continue to seek more money for Safe Routes to School safety projects like more school crossing guards, school bus monitors, and better school-zone speed enforcement.*	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem that safety 'culture' and awareness is lacking, that drivers do not share the road, and that kids are unsafe in front of schools.	Safe-Routes-to-School, VDOT	RPS, OETM, Community Partners	OETM to advocate for City funds to be allocated to SRFs for them to leverage for additional funds.	-


HIGH PRIORITY STRATEGIES

Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
<p>CROSSWALK VISIBILITY: Improve intersections to make sure drivers can see people crossing the street and people waiting to cross, and implement drastically increased lighting at unsafe intersections.*</p>	<p>This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem that safety 'culture' and awareness is lacking, and that drivers do not share the road.</p>	<p>DPW</p>		<p>Assess street lighting improvement prioritization for pedestrian safety. Make a transparent and accessible process to ensure additional street lights are placed at safety needs areas,</p>	<p>Yes, potential improvements include temporary or movable pedestrian refuge islands, raised crosswalks, curb bump-outs, test "road diets", centerline hardening, and chicanes. Also includes intersection murals, and crosswalk murals (before crosswalk, not to impeded striping).</p>
<p>PUBLIC AMENITIES: Install more benches throughout the city and build free-standing public restrooms along routes where lots of people walk, or provide financial incentives to businesses for allowing public use of restrooms.</p>	<p>This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem that people walking and biking have nowhere to rest and use the restroom safely.</p>	<p>PDR, DPW</p>	<p>OETM, Community Partners</p>	<p>Identify key staff and funding sources. Work with community organizations to designate key areas of need.</p>	<p>Yes, temporary benches, parklets, and pop-up placemaking events.</p>

HIGH PRIORITY STRATEGIES

Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
<p>PUBLIC INPUT IN POLICING: Facilitate grassroots efforts for community policing, and lead a public outreach process so Richmonders can define and communicate how they want the police to enforce traffic and safety laws, including consideration for increases in enforcement as well as creation of an enforcement reporting system to allow Richmonders to report both excessive and insufficient enforcement.</p>	<p>This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem that enforcement (and lack of enforcement) can have unintended harm to BIPOC communities. It also addresses the publicly identified problem of poor enforcement for drivers, including for illegal parking & not stopping for crosswalks.</p>	RPD	OETM, DPW, OSC	Identify key staff and funding sources. Work with community organizations to identify how and when to hold community meetings to develop a community policing strategy for each neighborhood.	-
<p>COMPLETE STREETS: Revisit how projects are developed to ensure projects are developed with multiple modes, not piecemeal. Consider corridor planning along the Master Plan designated great streets to ensure improvements are inclusive of all modes safely.</p>	<p>This was in the top 5 strategies identified by the Richmond Connects Advisory Committee. This is also a staff pick. It also addresses several publicly identified needs across many categories such as those relating to bike and ped safety, and the car-centric nature of Richmond overall.</p>	DPW, OETM	VDOT	Complete a legislative agenda and educational materials for key city leaders to document what transportation funding processes need to be changed to accomplish this holistic programming of funds. Develop key talking points and bill amendments to advocate for from our state and national legislators. Develop an equity scorecard for reviewing all large transportation projects.	-


HIGH PRIORITY STRATEGIES

Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
Connectivity Programmatic Recommendations 	<p>These strategies work to redress the disconnectivity created by redlining (EF1), by the dissection of neighborhood by the highways (EF2), the disconnectivity created by urban renewal projects (EF3). Improving connectivity also helps improve access to opportunities for low-income and BIPOC richmoners, and addresses gaps in the multimodal network created by car-centric planning (EF5).</p>				
<p>INTERCONNECTED TRAILS: Create an interconnected parks system that is connected by trails and greenways so people can travel throughout the city without having to get on the road throughout the city, with primary sections connecting to nodes and great streets. Also, consider railroad alignments as places to build more trails ('rails-to-trails'). *</p>	<p>This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem that Richmond is too car centric overall.</p>	DPW, PCRF	OETM, PDR, VDOT, planRVA, DED	Create a parks and trails map to assess gaps. Seek alternative parks funding to accomplish trails. Work with VDOT's office of trails, Department of Conservation, and tourism groups to raise capital for such a network.	-
<p>BILINGUAL TRANSPORTATION INFORMATION & SIGNAGE: Distribute resources both online and in hard copy, and in both Spanish and English, about Richmond's transportation options and how to use them. Work with Greyhound, Amtrak, GRTC, and other regional travel providers to ensure materials, signs, and booking platforms are available in both English and Spanish.</p>	<p>This was in the top 5 strategies identified by the community of opportunity focus groups.</p>	GRTC, Amtrak, Greyhound	OETM, The Office of Immigrant and Refugee Engagement	OETM and Office of Immigrant and Refugee Engagement to do a comprehensive review of signs for language accessibility.	Yes, signage.
<p>WHEELCHAIR RIDES: Get the word out that people who use wheelchairs can get same-day, direct, non-stop rides through Round Trip and UZURV, and help low-income people pay for this service</p>	<p>This was in the top 5 strategies identified by the community of opportunity focus groups.</p>	OETM, GRTC	Department of Aging & Disability Services, Community Partners like Senior Connections, planRVA	OETM to assist on-the-ground information dissemination about this existing program.	Yes, signage and awareness materials.
<p>EXPAND GRTC: Support GRTC bus route expansion and spend city money to advertise the areas around bus stops to builders and businesses as good places to put more affordable housing and good paying jobs</p>	<p>This was in the top 5 strategies identified by the Richmond Connects Advisory Committee.</p>	GRTC, PDR	OETM	Establish a TOD task force that meets quarterly to collaborate on TOD.	-

HIGH PRIORITY STRATEGIES

Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
<p>TRY BIKE-WALK OR SLOW STREETS: Experiment with temporarily closing some streets to car traffic or creating “bike-walk streets” that are designed for people to walk in the street and cars go slow around them.*</p>	<p>This was in the top 5 strategies identified by the Richmond Connects Advisory Committee. It addresses the publicly identified problem that Richmond is too car-centric overall.</p>	<p>DPW, OETM</p>	<p>PDR, Community Partners</p>	<p>Incorporate into an OETM Lighter/Quicker/Cheaper program to demo creative solutions to the most pressing transportation problems.</p>	<p>Yes, demo days possible.</p>


HIGH PRIORITY STRATEGIES

Maintenance Programmatic Recommendations 	Maintaining the system that is already on the ground was a high priority for Richmonders. Access is degraded by broken sidewalks, trash in the bike lanes, and Richmonders with disabilities face even more challenges because of maintenance issues. Addressing maintenance will help address the gaps in accessibility and improve access to opportunities. Focusing maintenance on those communities who need it most will address climate vulnerability (EF8), will increase the safety and comfort of pedestrians (EF6), and will generally create a sense of place in areas impacted by past injustices such as redlining and urban renewal (EF 1, 3). Also, creating a more transparent maintenance process will help build trust and understanding between Communities of Opportunity and the City of Richmond, and be more inclusive of the needs of those typically left out of the decision making process.				
Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
MAINTENANCE TRACKER: Create an online tracker for maintenance projects in the 311 app so residents can see what is being worked on and when it is expected to be completed, as well as what is up next.	This was in the top 5 strategies identified by the community of opportunity focus groups. It addresses the publicly identified need for more maintenance and the perceived lack of maintenance.	OSC	DPW, VDOT, DIT	Office of Strategic Communication to coordinate with DPW and OETM on key messaging and need for upgrades to 311.	-
MAINTENANCE INFORMATION & TRANSPARENCY: Educate Richmonders on who to call for road and sidewalk maintenance, how they can help spread the word, and what maintenance they and their neighbors are responsible for. Promote the 311 app, phone line, and website and continue to make maintenance prioritization and implementation transparent.	This was in the top 5 strategies identified by the community of opportunity focus groups. It addresses the publicly identified need for more maintenance and the perceived lack of maintenance.	OSC	DPW, VDOT, DIT	Office of Strategic Communication to coordinate with DPW and OETM on key messaging and need for upgrades to 311.	-
MAINTENANCE PROGRESS SHARING: Host events every 6 months to share city maintenance progress and work with residents to determine what needs to happen next. Ensure City Council members and decision makers have a role in these meetings and that they are located in the community.	This was in the top 5 strategies identified by the community of opportunity focus groups. It addresses the publicly identified need for more maintenance and the perceived lack of maintenance.	OSC	DPW, VDOT, DIT, OETM	Work with city Councilors to determine time and places to host progress meetings.	-

HIGH PRIORITY STRATEGIES

Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
BIKE LANE AND STREET CLEANING: Clean both the bike and regular travel lanes more frequently.	This was in the top 5 strategies identified by the community of opportunity focus groups. It also addresses the publicly identified problem of trash in the bike lane and in the gutter.	DPW	VDOT	DPW to publish bike and street cleaning schedule and make adjustments to do so more frequently. Ensure city trash cans are emptied frequently to discourage littering.	-
FIX SIDEWALKS NEAR DISABLED COMMUNITIES: Identify disability 'hotspots' where lots of neighbors have physical disabilities, like near assisted living group homes or senior living, and fix the streets and sidewalks in these areas first.	This was in the top 5 strategies identified by the community of opportunity focus groups. It addresses the publicly identified problem that a disability exacerbates an existing lack of pedestrian accessibility.	DPW	OETM, Office of Aging and Disability Services	Develop mobility challenged hotspots map and incorporate into sidewalk maintenance prioritization.	-


HIGH PRIORITY STRATEGIES

Economic Development Programmatic Recommendations 	Barriers to accessing opportunity are addressed by these strategies by both removing those barriers, and by attracting jobs and retailers closer to these communities so that transportation barriers are minimized. Many areas that were previously redlined, disconnected by the highway or urban renewal project, and areas in non-urban land use patterns from car-centric planning (EF 1-4), have fewer employment centers and grocery stores nearby, and are disconnected from opportunities unless they can afford a car. Incentivizing development in these areas as well as providing new accessibility outside of these areas will improve access to opportunity.				
Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
FREE RIDES TO WORK AND DAY CARE: Expand the free rides to work program, which includes childcare drop offs, encourage employers to pay for this to offset costs, and give priority to Richmonders living in unsafe areas.	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified need for more affordable options to get to work, as well as the barriers to accessing affordable child care.	OETM	OCWB, DSS	Secure additional funding and vendors to provide this service. Assign a dedicated manager to this program in OETM.	-
ASSESS GENTRIFICATION RISK: Before a new building is built or large transportation project implemented, evaluate the risks and benefits to equity and displacement, and figure out how to make sure existing residents don't get pushed out and have education on and access to abatement and displacement mitigation programs.	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem of gentrification and displacement of long time Richmonders and vulnerable residents.	OETM, PDR	Private developers, community partners	Require the use of an equity development scorecard as part of the development review process and part of the DPW transportation project implementation workflow.	-
NODE IDENTITY BRANDING: Create an attractive easy-to-recognize identity for areas where more jobs and housing are desired, like in the Southside Nodes, to attract builders and businesses and bring more shopping, affordable housing, transit service, and jobs to these areas.*	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem of the limited service areas for busses, the lack of affordable housing near transit, the lack of access to jobs, and the lack of wealth building opportunities.	PDR, OSC, CAO Office	OETM	Continue the Node task force meetings in the CAO's office to develop priority nodes for branding work. Pursue small area planning grants, designate Nodes as UDAs to access state planning dollars.	Yes, pop-up placemaking and wayfinding.

HIGH PRIORITY STRATEGIES

Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
COMMUNITY VISION: Work with community residents to create a vision for what the community should look and feel like in the future in low-density areas where more housing and jobs are needed, like Southside Nodes. Set city policy to make sure new roads, paths, and buildings are built in line with that vision.*	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem of the limited service areas for busses, the lack of affordable housing near transit, the lack of access to jobs, and the lack of wealth building opportunities.	PDR	Community Partners such as VA Community Voice, neighborhood associations, and local economically disadvantaged developers.	Pursue small area planning grants, designate Nodes as UDAs to access site planning dollars.	Yes, pop-up placemaking and wayfinding.
WEALTH-BUILDING & HOME OWNERSHIP RESOURCES: Create a central place where low-income and minority residents could go to get information on homeownership and household financial planning, including info and help applying for home and maintenance loans and grants, financial literacy classes, and help with investing. Provide education to residents on credit and buying a house. Give grants to existing community members to buy or fix up houses to build wealth and preserve existing neighborhoods (i.e. preventing neighborhoods from being redeveloped from out-of-town developers). Create incentives for small and local developers.*	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses a publicly identified need for more wealth building opportunities.	HCD, OCWB	OETM, PDR, Community Partners like Maggie Walker Land Trust, Project Homes, Habitat for Humanity, Rebuild Together.	Help OCWB, DHCD, others to apply for grants and seek resources to establish and expand existing programs.	-
FREE GROCERY TRIPS: Provide free Lyft/Uber rides to and from the grocery store for low-income residents and seniors, or consider providing free grocery delivery services.	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem of food deserts.	OETM	DSS, RRHA	Identify key staff and dedicated funding. Start with a small pilot.	Yes, pilot program.
ATTRACT GROCERY STORES: Leverage transportation dollars to attract grocery developments in food deserts, in conjunction with PDR.*	This was in the top 5 strategies identified by the Richmond Connects Advisory Committee. This addresses the publicly identified problem of food deserts.	PDR	OETM, DPW	Do a tabletop assessment of food deserts or use existing food desert mapping to locate sites for improvement and promotion to grocery retailers.	-


HIGH PRIORITY STRATEGIES

Technology Programmatic Recommendations 	Technology has the potential to both enhance connectivity as well as create additional barriers for vulnerable Richmonders. These strategies aim to circumvent the need for a smart phone in some instances, and also create more transparency through the available information sharing on such smartphones and via web-based platforms. A delicate balance is needed to ensure the benefits of technology are not lost on those in the fringes of Richmond society. These strategies aim to improve access to such connectivity creating technology and prioritize such improvements in areas who that need it most (EF9).				
Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
ALL-INCLUSIVE TRANSPORTATION TECHNOLOGIES AND MARKETING: Figure out how to make sure everyone, including non-English speakers, people who don't have smartphones or a bank account, or people who have a physical disability, can still fully benefit from using new transportation technology (Uber/Lyft, electric and driverless vehicles, and car-sharing). Help educate people on disability transportation services offered already (eg. CARES and USERV GRTC programs). *	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem of accessing transportation technology if you do not have a bank card, a smart phone, are disabled, or are not an English speaker.	OETM	Office of Aging and Disability Services, RRHA, OCWB, Office of Immigrant & Refugee Engagement, OSC	Explore information kiosks and booking kiosks as an option for multimodal hubs. Explore internet connectivity at bus station and multimodal hubs. Work with experts on accessibility for ESL and senior populations to document barriers to accessing transportation technology. Hire an emerging technology coordinator who will also be tasked with how to maintain accessibility to those technologies for vulnerable Richmonders.	Yes, kiosks can be done LQC.
BUS ARRIVAL TIME DISPLAYS: Add real-time displays showing bus arrival times to bus stops, especially in low-income areas.	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem of accessing transportation technology if you do not have a smartphone.	GRTC	OETM	OETM to collaborate with GRTC on applying for grants to accomplish this.	-
AFTER-HOURS RIDES: Invest money in an uber-like service where bus riders can take a shared van instead of the bus from their block (instead of a bus stop) to their destination during hours that the bus doesn't run, and take this van for free if they are low-income.	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem of limited GRTC service hours and the safety issues of taking the bus at night.	GRTC, OETM		OETM to collaborate with GRTC on applying for grants to accomplish this.	Yes, pilot possible.

HIGH PRIORITY STRATEGIES

Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
<p>MOBILITY AND PARKING APP: Create a user-friendly app to help RVA residents find street parking in real-time, and see prices and restrictions in advance. It should also include trip planning for alternative modes, serving as a multimodal guide to key destinations (health care, parks, shopping, etc.) and should describe the alternatives such as walk routes, bike routes, and bus routes, schedules, and transfers to minimize travel time.</p>	<p>This was in the top 5 strategies identified by the community of opportunity focus groups. It addresses the publicly identified need to provide the right amount of parking to encourage multimodal use but provide access when needed.</p>	<p>OSC, DPW</p>	<p>OETM, PDR, DPW, DIT</p>	<p>A full parking assessment, ADA compliant assessment, and curbside management plan need to be completed first before requirements of such an app would be possible.</p>	<p>-</p>

HIGH PRIORITY STRATEGIES

Sustainability Programmatic Recommendations 		The inequitable impacts of climate volatility , flooding, high heat days, and poor air quality is well documented. These strategies aim to create mitigation measures to protect the most vulnerable Richmonders from climate impacts, and create pathways to address food insecurity, green building, and health impacts of climate events (EF8, 10).			
Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
USE COOLER MATERIALS: Use light color asphalt, light color roofs, and roofs with plants (green roofs) to cool the air and reduce heat.*	This was in the top 5 strategies identified by the community of opportunity focus groups.	DPW	OSC, OETM, PDR, VDOT, Private Developers	OSC to continue conversation to embed climate sensitive building practices into city policies. OSC to research and share best practices with DPW on new materials and risks and benefits of using them.	-
COOLING CENTERS: Provide shade and cooling areas like cooling centers at community centers and libraries, and shelters and solar-powered fans at bus stops, with special attention paid to transit transfer centers. Figure out where temperatures are the hottest and which communities are most at risk for heat-related illnesses, and provide shade and cooling in these areas first.*	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem of heat islands.	DPW, GRTC, OETM		Convene a heat island working group to collaborate across departments to find funding and staff to implement.	Yes, pop-up cooling stations on high heat days possible. Also, movable planters and shade structures are possible.
SUSTAINABLE BUILDING & CONTRACTING REQUIREMENTS: Change the requirements for new buildings so builders, including the City, are required to put in sidewalks and street trees, and use materials that reduce flooding, keep pollution out of rivers and streams, and don't make the air hotter. Require City contracts to prioritize vendors that are minority-owned and energy-efficient contractors that use green-energy and green-vehicles and green-certifications.*	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem of heat islands, and the need for a reduction if GHG emissions.	OOS	PDR, OMBE, Procurement Office	Asses if green practices can be incorporated into COR contracting process. OSC to continue conversation to embed climate sensitive building practices into city policies. OSC, OETM to work with PDR and City Council to develop heat island overlays that have strict requirements for heat mitigation elements.	-

HIGH PRIORITY STRATEGIES

Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
MORE PLANTS & EDIBLE LANDSCAPING: Plant more trees, plants, landscaping, and other green infrastructure along streets throughout the City to create more shade, absorb rainwater, provide food, and improve water quality. Plant fruit and vegetable producing landscaping along sidewalks and in green spaces where possible. Encourage neighbors to 'adopt' these gardens and tend to them.*	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem of food deserts.	OOS, DPW, PCRF	Local universities, Community Partners	Identify staff, such a city arborist to tackle this. Starting with research on costs, benefits, and pedicents for this practice. With with local universities and community partner to test pilot plots.	Yes, pop-up mobile community gardens and movable raised planters.
COMMUNITY LOCATED FOOD & EDUCATION: Bring fresh-food vendors into communities through partnerships, allow fee-free vegetable vending on site and in neighborhood parks, and bring education on environmental and bodily health into the communities at the same time. *	This was in the top 5 strategies identified by the community of opportunity focus groups. This addresses the publicly identified problem of food deserts.	PCRF, Richmond Area Health District	Community Partners	Identify key staff and funding needed.	Yes, pilot possible.
EQUITABLE ELECTRIFICATION: Make sure EV charging is sited equitably and that electrified mobility like EVs and e-bikes are accessible and affordable. Implement the recommendations from the OETM and OOS Electric Vehicle Action Plan.*	This was in the top 5 strategies identified by the Richmond Connects Advisory Committee. It addresses the publicly identified problem of the cost barriers to electric mobility.	OOS, OETM		Adopt EV action plan and implement. Hire an emerging Technology Coordinator to research and promote collaboration with the City on deployment of these technologies in an equitable way.	-
ELECTRIFY TRANSIT & SHARED MOBILITY: Transition GRTC buses to electric buses. Increase the number of Uber/Lyft and other vehicles for hire and car-share vehicles that are electric vehicles. Assist with development and deployment of EV technology.	This was in the top 5 strategies identified by the Richmond Connects Advisory Committee. It addresses the publicly identified problem of the cost barriers to electric mobility.	GRTC, OOS, OETM		Hire an emerging Technology Coordinator to research and promote collaboration with the City on deployment of these technologies in an equitable way.	-

HOW WE DO BUSINESS

Equally as important as what projects and programs we implement, is how we implement them. In order to achieve the goals of the adopted Equity Agenda, the City of Richmond must take an “equity in all policies” approach.¹ This means the outcomes and distinct recommendations of this plan cannot be taken as a comprehensive shift towards equity in transportation without an accompanying update to ‘how we do business’ across all of the City, including all of DPW. If the same guiding principles, equity factors, equitable transportation vision, and equity agenda that guided this process are not implemented across all levels of decision making and investment in transportation, equity goals will not be realized.

Several themes and policy challenges in ‘How we do business’ as a City government have emerged through this process. Many of which do not fit neatly into a line on a map or a bounded, action oriented strategy or program that can be prioritized. Many of these challenges represent institutional, pervasive, systemic culture shifts and policy changes that must happen from the inside out. The Guiding Principles (Figure 5), laid out in the Path to Equity lay the groundwork for these ‘How We Do Business’ strategies, listed in the table on the following page.

WALK THE WALK, NOT JUST TALK THE TALK

Ensure that implementation and enforcement of any policy, program, or regulation does not disproportionately impact or burden, or displace, low-income communities and communities of color, and lifts up everyone.

PUT YOUR MONEY WHERE YOUR MOUTH IS

Ensure taxpayer money spent on transportation projects, in city procurement, and for employee labor are weighted towards reducing income disparities and addressing the growing wealth gap in low-income communities and communities of color/BIPOC.

LISTEN MORE THAN YOU TALK

Ensure outreach is equitable, community-based, accessible to all, begins early in the process, and that communities are given decision-making power.

Figure 5. Guiding Principles from the Path to Equity Policy Guide.

¹ https://planning-org-uploaded-media.s3.amazonaws.com/publication/download_pdf/Planning-for-Equity-Policy-Guide-rev.pdf

HOW WE DO BUSINESS

Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
How We Do Business & Staff Picks					
<p>LIGHTER QUICKER CHEAPER PROGRAM: Develop a program with dedicated funding to implement quick fixes and demo projects for the most pressing transportation needs. This program should eventually be a Richmond led process that is supported by City Staff and funding.</p>	<p>The length of time to plan, engineer, fund, and implement a transportation project can be stifling to community safety and equity. Communities need a grassroots process to design, fund, and quickly build improvements to their neighborhoods, with support from City staff. This will move the needle towards community-led processes and represents the highest level of citizen power and redresses the placative nature of many engagement processes.</p>	OETM, Richmonders	DPW, Participatory Budgeting Committee, City Council, Community Partners	Develop program parameters, develop guidebook for LQC process for Richmonders to follow, identify dedicated funding for annual program.	-
<p>PEOPLE LED PROCESSES: Support and expand participatory budgeting and people-led planning processes, shifting to true community voice and power. Empower communities to have a direct vote on how their tax dollars are spent and how planning is accomplished.</p>	<p>Key components of environmental justice include deferring to local knowledge and co-creating solutions.¹ Moving towards people-led processes gives power back in the hands of disenfranchised communities and builds change from the bottom up rather than top down. It allows for the highest degree of citizen participation and embodies the goals of empowering communities.</p>	Richmonders	OETM, DPW, City Council, CAO, Finance	Collaborate with participatory budgeting committee already underway.	-

1 https://planning-org-uploaded-media.s3.amazonaws.com/publication/download_pdf/Planning-for-Equity-Policy-Guide-rev.pdf

HOW WE DO BUSINESS

Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
<p>SHIFT THE CAR NARRATIVE: Work with Richmonders to raise awareness and education around disparities created by a car-centric culture, and the history of this injustice and disparities it has perpetuated. Continue to research and measure outcomes of car-centric design and culture on health and wealth outcomes.</p>	<p>Much of the systemic and embedded conversation around transportation involves single-occupant vehicles, aka cars. The shift towards car-free and car-lite lifestyles requires the support of significant programmatic and infrastructure improvements. A community understanding why it is important to reduce car trips is vital to this effort. This information is not readily available and a lack of understanding of the purpose of certain multimodal improvements means these projects often face resistance, including from internal DPW staff. An inside out culture must happen for this to take hold and make lasting change.</p>	<p>Richmonders</p>	<p>City-wide</p>	<p>Partner with community organizations to help distribute information on benefits of non-car modes and what improvements must be made to accomplish this mode shift. Acknowledge discomfort and provide data and tools to support this shift.</p>	<p>-</p>

HOW WE DO BUSINESS

Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
<p>MESSAGING TRANSPARENCY: Develop guidelines for temporary signs and information kiosks to accompany construction of improvements. Communicate what is underway and what are the benefits via signage at implementation sites.</p>	<p>Knowledge is power. Richmonders often lack the knowledge to understand the intent of certain roadway treatments and improvements, and only see it as a burden or a taking. The City of Richmond must work to improve messaging and information sharing about every transportation project this is implemented. Benefits must be documented with data, research and evidence based decision making must be transparent. Messaging cannot rely only on digital means; signs, placards, information kiosks, in-person ambassadors, and pamphlets must be considered as information sharing mechanisms every time a project is planned or started on City streets.</p>	<p>OSC, OETM, DPW, City Council</p>	<p>City-wide</p>	<p>City to research, develop, and deploy alternative messaging strategies other than digital only.</p>	<p>-</p>
<p>PRIORITIZATION & FUNDING EQUITABLY & WHOLISTICALLY: Incorporate equity into the processes for prioritizing sidewalk, maintenance, roadway maintenance and other ongoing improvement line items in the CIP. Make these processes transparent and community driven. Work to break down silos in transportation funding such as bus stops vs. sidewalks, which come from completely different funding mechanisms. Continue work within DPW to incorporate improvements into existing funding streams and improvement programs (e.g. bike lanes with pavement maintenance), and bundling projects to accomplish multiple modal improvements in one project.</p>	<p>True transportation equity cannot be accomplished until equity is weaved into every prioritization, funding, and implementation mechanism.</p>	<p>OETM, DPW, City Council</p>	<p>City-wide</p>	<p>City to assess all DPW prioritization process for adherence to equity goals. Develop equitable transportation scorecard for all processes.</p>	<p>-</p>

HOW WE DO BUSINESS

Strategy Description	Need Addressed & Inclusion Justification	Who's Responsible - Primary	Who's Responsible - Support	First Next Steps	LQC
PROGRAMMATIC FUNDING: Consider ways to elevate programs into the same status of importance as capital improvements. Oftentimes programmatic recommendations receive cents compared to the dollars that capital projects receive, when these can often close the gaps in accessibility for the most vulnerable residents.	True transportation equity cannot be accomplished until equity is weaved into every prioritization, funding, and implementation mechanism.	OETM, DPW, City Council	City-wide	Research barriers to programmatic funding, propose legislative changes to overcome those, and lobby local legislators to change funding categories to improve funds for equitable programming not just capital improvements.	-
ACQUIRE FUNDING EQUITABLY: Research and deploy equitable practices in municipal bonding and other revenue generating mechanisms.	True transportation equity cannot be accomplished until equity is weaved into every prioritization, funding, and implementation mechanism.	CAO, Finance	OETM, DPW, City Council	Consider partnerships with Public Finance Initiative and other organizations already activating in this space. ²	-
PROCURE EQUITABLY: Purchase from disadvantaged businesses. Incorporate equity in the required components of procurement scoring criteria.	True transportation equity cannot be accomplished until equity is weaved into every prioritization, funding, and implementation mechanism.	City Wide		Assess weaknesses and strengths of current procurement processes for transportation projects, and advocate for inclusion of equity-based scoring criteria to be mandatory in procurements. ³	-
HIRE EQUITABLY: Promote workforce equity when making hiring decisions and acknowledge city dollars can close the wealth gaps.	True transportation equity cannot be accomplished until equity is weaved into every prioritization, funding, and implementation mechanism.	City Wide		Utilize GARE resource guides on how to make public sector jobs opportunities for advancing racial equity. ⁴	-

2 <https://www.nlc.org/wp-content/uploads/2022/11/Racial-Equity-and-Bonds-Brief-2.pdf>

3 [https:// racialequityalliance.org/wpcontent/uploads/2015/12/GAREContract_For_Equity.pdf](https://racialequityalliance.org/wpcontent/uploads/2015/12/GAREContract_For_Equity.pdf)

4 [Public-Sector-Jobs-Final1.pdf](#) (racial equity alliance.org)

USING THIS PLAN

This plan will feed projects and programs into multiple funding streams for years to come. Funding large transportation projects can be complex and require pulling funding from multiple sources, including local, regional, state and federal dollars. The Department of Public Works and its Office of Equitable Transit and Mobility will work to develop project applications based on the projects prioritized in this document. Some LQC (Lighter, Quicker, Cheaper) projects may be implemented as soon as spring 2024. Others may not come to fruition for years as planning, community engagement, design and engineering, and environmental work is completed. Others may have engineering completed but still not be implemented for several years at the city works to piece together funding.

Richmonders can help move projects forward by writing their representatives and council members, and continue to advocate for system level change in the way State and Federal dollars are allocated across project types. Richmonders can also get involved through the OETM lighter, quicker, cheaper program being developing in 2024.

We invite Richmonders to stay in touch with the City to track project status, and be on the lookout for additional community engagement opportunities as projects move forward through many stages of development and delivery.



GLOSSARY

CAO: Chief Administrative Officer

DED: Department of Economic Development

DIT: Department of Information Technology

DMV: Department of Motor Vehicles

DPU: Department of Public Utilities

DPW: Department of Public Works

DRPT: Virginia Department of Rail and Public Transportation

DSS: Department of Social Services

GRTC: Greater Richmond Transit Company

HCD: Housing & Community Development

OETM: Office of Equitable Transportation & Mobility

OCWB: Office of Community Wealth Building

OSC: Office of Strategic Communications

OOS: Office of Sustainability

PCRf: Parks, Recreation, and Community Facilities

PDR: Planning and Development Review

planRVA: Richmond region's Metropolitan Planning Organization

RPD: Richmond Police Department

RPS: Richmond Public Schools

RRHA: Richmond Redevelopment and Housing Authority

VDOT: Virginia Department of Transportation



CREDITS

Photos from Richmond Tourism Photo Library, Office of Strategic Communications and Civic Engagement Flickr, Science Museum of Virginia, RICToday.

APPENDIX A: HIGH PRIORITY PROJECTS DETAILS

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

4C: Richmond Connects Equity-Driven Sidewalks Projects

Support Score: 5.0

Cost: Very High (\$\$\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>Communities of Concern and the general public consistently said filling in sidewalk gaps and fixing broken sidewalks was a top priority need, especially in Southside, East End, and other areas in Communities of Concern, where sidewalks are lacking and a lot of people rely on walking to get around.</p> <p>This recommendation had the highest support from Communities of Concern and the general public in the survey of draft recommendations in many neighborhoods throughout the City. Many people said fixing sidewalks was the #1 improvement needed to make transportation in Richmond equitable.</p> <p>This recommendation prioritizes sidewalk gaps and maintenance in areas with high equity needs for pedestrian safety (EF6) and in areas densely populated with Communities of Concern (EF9).</p>	<p>"New citywide program to fill sidewalk gaps, repair broken sidewalks, install curb ramps, and add street trees and native landscaping in areas with the highest equity-based needs, using heat-reflective/light colored materials in high heat areas, and permeable materials in high flood areas.</p> <p>Projects for pursuing first include:</p> <ul style="list-style-type: none"> - 16 new sidewalk construction projects in Southside representing the highest equity-based pedestrian needs, - 9 new sidewalk construction projects in Fulton, identified by Communities of Concern as a Super Need, and - 60 blocks of sidewalk repair projects in Highland Park and Fairfield <p>These projects are listed separately in the Priority Sidewalk Gap Projects and Priority Sidewalk Repair Projects tables, but they are not a comprehensive list of all sidewalk projects within Tier 1 equity-weighted need areas. "</p>	<ol style="list-style-type: none"> 1. Create a new line item in the Capital Improvement Program with dedicated annual funding for equity-driven sidewalk projects. 2. Pursue funding for the Priority Sidewalk Gap Projects. New sidewalk construction projects in Southside and Fulton far exceed current available funding and project limits. These projects should be pursued in smaller segments. The City should work with VDOT and federal/state legislators and program administrators to determine new ways of funding these large sidewalk construction projects. 3. Prioritize sidewalk repair for Priority Sidewalk Repair Projects. Sidewalks on these streets in Fairfield and Highland Park are in disrepair. Communities of Concern repeatedly said these need to be fixed. 4. Revise the sidewalk maintenance process and project development process to prioritize sidewalk repair and filling in sidewalk gaps in Communities of Concern. This could be accomplished by: <ul style="list-style-type: none"> - Developing a new citywide sidewalk dataset (or modifying the existing dataset) to identify sidewalk gaps - Developing a process for keeping the new sidewalk dataset up-to-date and using it to identify highest-priority sidewalk projects for the new program based on equity needs - Combining this information with the equity-based pedestrian need scores and sidewalk condition scores 5. Pursue some of these sidewalk projects through CVTA funding because they connect to the Fall Line Trail and/or Capital Trail. Richmond Connects also encourages incorporation of BRT as qualifying connectors in the CVTA eligibility criteria (e.g. sidewalk connections to BRT will become eligible for CVTA regional funding).

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

5B: Mosby Street/ Mechanicsville Turnpike Pedestrian Safety Improvements

Support Score: 5

Cost: Moderate (\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>Communities of Concern consistently said crossing the street feels unsafe on Mosby Street and Mechanicsville Turnpike. This was a top public comment in the East End.</p> <p>The data-based needs analysis identified Tier 1 equity-based Pedestrian and Safety/Security needs here. This recommendation had the highest support from Communities of Concern and the general public in the survey of draft recommendations in the Fairfield area.</p> <p>This recommendation will improve infrastructure in previously redlined areas (EF1), slow traffic in areas with equity needs related to bike/pedestrian safety (EF5), and add green infrastructure in areas with disparate climate impacts (EF8, EF10). It is located in an area with densely populated Communities of Concern (EF9).</p>	<p>Various potential improvements may be considered at 11 intersections on Mosby Street/Mechanicsville Turnpike, including:</p> <ul style="list-style-type: none"> - high visibility crosswalks, - crosswalk signage, - curb extensions to shorten crossing distances and slow vehicle speeds, - pedestrian median refuges, - rectangular rapid flashing beacons, and - curb ramp improvements. <p>Not all improvements will be installed at all 11 intersections.</p> <p>Improvements could also include:</p> <ul style="list-style-type: none"> - a raised crosswalk in front of the school entrance - marking lane edge lines to visibly narrow road widths to slow vehicle speeds - converting Mechanicsville Turnpike south of I-64 from 4 lanes to 2 lanes to slow vehicle speeds <p>These improvements will be vetted with the community to determine which improvements get implemented.</p>	<ol style="list-style-type: none"> 1. Identify benefits and drawbacks of potential improvements, including analysis of traffic impacts of potential roadway conversion, fire/EMS impacts of raised crosswalks or other vertical speed management features. 2. Share drawings of the options for improvements with the community and discuss the pros and cons. Work with the community to finalize the concept, and make sure the community supports it. 3. Develop engineering plans for improvements. 4. Identify and allocate funding. <p>LQC option: Crosswalk improvement</p>

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

1C.3: Laburnum Avenue Safety Improvements

Support Score: 4.9

Cost: High (\$\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>Communities of Concern consistently said speeding on Laburnum Avenue is a problem, and the intersection of Laburnum Avenue and Hermitage Road feels unsafe. These were identified as Super Needs.</p> <p>The data-driven needs analysis identified Tier 1 equity-based Pedestrian and Safety/Security needs on Laburnum Avenue near Hermitage Road. Pedestrian safety improvements had high support from Communities of Concern and the general public in the survey of draft recommendations.</p> <p>This recommendation would improve infrastructure in previously redlined areas (EF1) and improve walkability in areas with equity needs related to car-centric planning (EF4), bike/pedestrian safety (EF5), and disparate climate impacts (EF8).</p>	<p>Improvements to slow vehicle speeds and improve pedestrian safety crossings could include installing pedestrian hybrid beacons and curb extensions at several intersections along Laburnum Avenue. These intersections could include:</p> <ul style="list-style-type: none"> - Laburnum Avenue at Montrose Avenue - Laburnum Avenue at Noble Avenue - Laburnum Avenue at Seminary Avenue - Laburnum Avenue at Rosedale Avenue <p><i>A pedestrian hybrid beacon already exists at the intersection of Laburnum Avenue and Monticello Street.</i></p> <p>Pedestrian median refuge islands could also be installed at the intersections of Laburnum Avenue at Montrose Avenue, and Laburnum Avenue at Noble Avenue.</p> <p>Roundabouts may be an option at several intersections. Roundabouts are proven to reduce vehicle speeds and reduce severe crashes. Intersections that could be considered for roundabouts include:</p> <ul style="list-style-type: none"> - Laburnum Avenue at Brook Road - Laburnum Avenue at Chamberlayne Avenue - Laburnum Avenue at North Avenue. <p><i>Additionally, a study is currently underway for the intersection of Laburnum Avenue and Hermitage Road to determine the best configuration for the intersection, which may include a roundabout.</i></p> <p>These improvements will be vetted with the community to determine which improvements get implemented.</p>	<ol style="list-style-type: none"> 1. Complete the intersection study of Laburnum Avenue and Hermitage Road to identify feasible options that benefit all modes. Discuss the pros and cons with the community. Include the community to decide which configuration to implement. 2. Share drawings of the potential improvements at the other intersections along Laburnum Avenue with the community, and discuss the pros and cons. Work with the community to finalize the improvements at each intersection, and make sure the community supports them. 3. Prepare the engineering design plans. Identify and allocate funding. <p><i>LQC options: Crosswalk improvements, traffic calming</i></p>

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

1C.1: Chamberlayne Avenue Pedestrian Safety Improvements

Support Score: 4.9

Cost: High (\$\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>Communities of Concern and the general public consistently said walking along and riding a bike on Chamberlayne Avenue feels unsafe, citing speeding as a contributing factor. Crossing Chamberlayne feels unsafe, especially at John Marshall High School and Westbrook Avenue.</p> <p>The data-driven needs analysis revealed high equity-driven safety/security needs along Chamberlayne Avenue. Pedestrian safety improvements on Chamberlayne Avenue was the highest supported recommendation in the survey on draft recommendations in several Northside areas. Chamberlayne Avenue is part of the high-injury street network. GRTC is planning bus rapid transit service along Chamberlayne Avenue.</p> <p>This recommendation will improve infrastructure in previously redlined areas (EF1) and improve walkability in areas with equity needs related to car-centric planning (EF4), bike/pedestrian safety (EF5), and disparate climate impacts (EF8).</p>	<p>Improvements are already in various phases of implementation at many intersections along Chamberlayne Avenue. These include:</p> <ul style="list-style-type: none"> - Pedestrian Hybrid Beacons at Westminster Avenue (SS4A), Walton Avenue (HSIP), and Hammond Avenue (SS4A), and Sledd Street (SS4A) - High visibility crosswalks at North Avenue, Laburnum Avenue, and Brookland Park Boulevard - Red light running camera at Overbrook Road - New traffic signal at Bacon Street - Signs and pavement markings at unsignalized intersections - Flashing yellow arrows and high visibility signal backplates at signalized intersections - Transit stop accessibility improvements at 7 bus stops south of Brookland Park Blvd - Streetlight LED conversions south of Brookland Park Blvd <p>Consider seeking an additional pedestrian hybrid beacons at Westbrook Avenue for access to Henderson Middle School and at North Avenue.</p> <p>In addition, a roadway conversion may be considered at along Chamberlayne to convert one of the two lanes in each direction to a bus-only lane. This potential improvement would need to be studied for feasibility and traffic impacts. GRTC Route 1 currently runs along Chamberlayne Avenue. GRTC and the City are planning to implement bus rapid transit along Chamberlayne Avenue. A roadway conversion could implement bus only lanes prior to construction of the BRT stations to improve bus reliability and calm general traffic speeds.</p> <p>Implementation of these improvements should involve conversations with the community to make sure they are adequately addressing the identified needs.</p> <p>The buffered bike lanes on Brook Road provide a protected bicycle facility for north-south travel parallel to Chamberlayne Avenue. Hardening the bike lanes protection on Brook Road is part of another Recommendation 1J.</p>	<ol style="list-style-type: none"> 1. Share drawings of the potential improvements at intersections along Chamberlayne Avenue with the community. Work with the community to identify additional improvement locations. 2. Study the potential roadway conversion. Share the findings with the community, and work with the community and GRTC to develop the preferred concept. 3. Prepare the engineering design plans. Identify and allocate funding. <p><i>LQC options: Crosswalk improvements, traffic calming, roadway conversion demonstration</i></p>

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

1C.2: Brook Road Traffic Calming and Pedestrian Safety Improvements

Support Score: 4.9

Cost: High (\$\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>Communities of Concern consistently said speeding along Brook Road is an issue. This was identified as a Super Need.</p> <p>This recommendation will improve infrastructure in previously redlined areas (EF1) and improve walkability in areas with equity needs related to car-centric planning (EF4), bike/pedestrian safety (EF5), and disparate climate impacts (EF8).</p>	<p>Potential improvements may include:</p> <ul style="list-style-type: none"> - installing marked crosswalks and concrete islands in the buffer between the bike lanes and the vehicle lanes on either side of crosswalks, potentially with landscaping and vegetation - pedestrian hybrid beacons at select intersections - roundabouts, which are proven to slow vehicle speeds and reduce severe crashes, potentially at Laburnum Avenue and/or Brookland Parkway <p>These improvements will need to be studied for feasibility, and will be vetted with the community to determine which improvements get implemented.</p> <p>Recommendation 1J to harden the buffer between the bicycle lanes and vehicle lanes on Brook Road is related, and could potentially be combined with these recommendations into one project.</p>	<ol style="list-style-type: none"> 1. Study the potential roundabout and pedestrian hybrid beacons for feasibility. 2. Share drawings of the potential improvements and study findings with the community. Work with the community to finalize the improvements. 3. Prepare the engineering design plans. Identify and allocate funding. <p><i>LQC options: Crosswalk improvements, traffic calming</i></p>

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

12C: Midlothian Turnpike Safety Improvements - German School Road to Carnation Street Support Score: 4.8 Cost: Very High (\$\$\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>Although sidewalks and crosswalks at signalized intersections were installed along Midlothian Turnpike in 2011, Communities of Concern consistently said pedestrian crossings on Midlothian Turnpike feel unsafe.</p> <p>The data analysis revealed very high equity-weighted pedestrian needs along this section of Midlothian Turnpike. There is a high density of Communities of Concern that live near and walk along Midlothian Turnpike. This section of Midlothian connects two Nodes. This recommendation was very highly supported in the survey of draft recommendations among all respondents overall and especially among Community of Concern respondents.</p> <p>This recommendation will add infrastructure and connect previously redlined communities/separated communities (EF1, EF4, EF9). Improves pedestrian safety and reduces need for car ownership (EF5, EF6).</p>	<p>Potential improvements for pedestrian crossings on Midlothian Turnpike may include:</p> <ul style="list-style-type: none"> - ADA curb ramp improvements, pedestrian signal upgrades, and pedestrian median refuges islands with push-buttons at signalized intersections - Close entrances within 100 ft of intersections - Install two pedestrian hybrid beacons to provide safe crossing opportunities between signalized intersections. - Install bus shelters and benches at bus stops. - Widen sidewalk on north side from 5 ft to 8-to-10 ft to serve as a shared-use path for bicyclists and pedestrians. - Consolidate entrances to create more continuous path with fewer points of conflict with turning vehicles. - Adding a traffic signal at Old Warwick Road with crosswalks, curb ramps, and pedestrian signals. <p>Additionally, GRTC and the City are planning bus rapid transit on Midlothian Turnpike. A roadway conversion to provide bus-only lanes could be studied, which might help to slow traffic speed and improve the pedestrian experience.</p> <p>These potential improvements need to be examined in more detail to determine feasibility. They will be vetted with the community to determine which improvements get implemented.</p>	<ol style="list-style-type: none"> 1. Examine feasibility and identify benefits and drawbacks of the potential improvements. 2. Share drawings of the potential improvements and study findings with the community. Work with the community to finalize the improvements. 3. Prepare the engineering design plans. Identify and allocate funding. <p>LQC option: Roadway conversion demonstration</p>

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

10A.1: Bells Road Sidewalks

Support Score: 4.8

Cost: High (\$\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>Communities of concern consistently said missing sidewalks and speeding on Bells Road are important issues that need to be addressed. These were identified as Super Needs.</p> <p>The data-based analysis revealed Tier 1 equity-weighted pedestrian and bicycle needs along Bells Road. Bells Road at Richmond Highway is a Richmond 300 Node. Pedestrian improvements on Bells Rd, Walmsley Blvd, and Terminal Ave was a highly supported recommendation in the survey on draft recommendations among Communities of Concern and the general public.</p> <p>This recommendation will improve pedestrian safety to connect Communities of Concern to opportunities (EF6) and provide an investment in pedestrian infrastructure in low-income inner ring suburbs where families are pushed (EF4).</p>	<p>On-street separated bike lanes on Bells Road were installed in 2023 from Richmond Highway to the west, connecting to the separated bike lanes on Warwick Road.</p> <p>Potential improvements include:</p> <ul style="list-style-type: none"> - filling in missing sidewalk gaps on Bells Road between Richmond Highway and Belt Boulevard - marking crosswalks across Bells Road, potentially with a rectangular rapid flashing beacon or pedestrian hybrid beacon at Belt Boulevard and at the bus stops just west of Castlewood Road <p>These improvements would need to be examined in more detail to determine feasibility. They will be vetted with the community to determine which improvements get implemented.</p>	<ol style="list-style-type: none"> 1. Examine feasibility and identify benefits and drawbacks of the potential improvements. 2. Share drawings of the potential improvements and study findings with the community. Work with the community to finalize the improvements. 3. Prepare the engineering design plans. Identify and allocate funding.

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

10A.2: Walmsley Boulevard Shared Use Path

Support Score: 4.8

Cost: Very High (\$\$\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>Communities of concern consistently said the lack of sidewalks on Walmsley Boulevard is a major concern. This was identified as a Super Need. People frequently walk on this road, including to and from Boushall Middle School.</p> <p>The data-based analysis revealed Tier 1 equity-based pedestrian and bicycle needs on Walmsley Boulevard. Pedestrian improvements on Bells Rd, Walmsley Blvd, and Terminal Ave was a highly supported recommendation in the survey on draft recommendations among Communities of Concern and the general public.</p> <p>This recommendation will provide a safe connection for walking and bicycling in a low-income inner ring suburb (EF4), and improve pedestrian safety in a car-centric area (EF5) where the lack of walk and bike connections limit access (EF6).</p>	<p>Potential improvements to Walmsley Boulevard from Richmond Highway to Hopkins Road include:</p> <ul style="list-style-type: none"> - constructing a shared use path for pedestrians and bicyclists on the north side of Walmsley Blvd - installing marked crosswalks across Walmsley Blvd, potentially with rectangular rapid flashing beacons at bus stop locations <p>These improvements would need to be examined in more detail to determine feasibility. They will be vetted with the community to determine which improvements get implemented.</p>	<ol style="list-style-type: none"> 1. Examine feasibility and identify benefits and drawbacks of the potential improvements. 2. Share drawings of the potential improvements and study findings with the community. Work with the community to finalize the improvements. 3. Prepare the engineering design plans. Identify and allocate funding.

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

10A.3: Terminal Boulevard Shared Use Path

Support Score: 4.8

Cost: High (\$\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>The data-based analysis revealed Tier 1 equity-based pedestrian and bicycle needs on Terminal Avenue. Terminal Avenue is a key connection between US Route 1 and Belt Boulevard.</p> <p>Pedestrian improvements on Bells Rd, Walmsley Blvd, and Terminal Ave was a highly supported recommendation in the survey on draft recommendations among Communities of Concern and the general public.</p> <p>This recommendation will provide a safe connection for walking and bicycling in a car-centric (EF5), low-income inner ring suburb (EF4), where the lack of walk and bike connections limit access (EF6).</p>	<p>Sidewalk was recently installed on the south side of Terminal Avenue. There is a ~200-ft gap in the sidewalk across the railroad track.</p> <p>This recommendation includes:</p> <ul style="list-style-type: none"> - closing the gap over the railroad track - widening the existing sidewalk to convert it to a shared-use path for pedestrians and bicyclists, providing a comfortable off-road bicycle connection <p>These improvements would need to be examined in more detail to determine feasibility. They will be vetted with the community to determine which improvements get implemented.</p>	<ol style="list-style-type: none"> 1. Examine feasibility and identify benefits and drawbacks of the potential improvements. 2. Share drawings of the potential improvements and study findings with the community. Work with the community to finalize the improvements. 3. Prepare the engineering design plans. Identify and allocate funding.

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

3A: North Avenue Pedestrian Safety Improvements

Support Score: 4.8

Cost: Moderate (\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>Communities of Concern consistently said crossing North Avenue feels unsafe, especially at Brookland Park Boulevard. This was identified as a Super Need.</p> <p>The data analysis revealed a Tier 1 equity-based pedestrian need on North Avenue between Laburnum Avenue and Chamberlayne Avenue.</p> <p>Improving pedestrian safety on Chamberlayne Ave, Brook Road, and North Avenue was highly supported in the survey of draft recommendations in the Highland Park needs area, especially among Communities of Concern.</p> <p>This recommendation will improve infrastructure in previously redlined areas (EF1) and improve walkability in areas with equity needs related to car-centric planning (EF5), bike/pedestrian safety (EF6), and disparate climate impacts (EF8).</p>	<p>Potential improvements along North Avenue include:</p> <ul style="list-style-type: none"> - Marking crosswalks and installing curb extensions to shorten pedestrian crossing distances at Montrose Avenue, Nottingham Place, Moss Side Avenue, Corbin Street, Piney Road, and Old Brook Road. - Installing a roundabout, which can reduce vehicle speeds and reduce severe crashes, at the intersection of North Avenue at Laburnum Avenue, with improved access management and pedestrian infrastructure. - Making pedestrian improvements at the intersection of North Avenue and Brookland Park Blvd by removing turn lanes and installing curb extensions to shorten pedestrian crossing distances, and introducing a pedestrian-only “scramble” signal phase where pedestrians can move in any direction. <p>These improvements will need to be examined in more detail to determine feasibility. They will be vetted with the community to determine which improvements get implemented.</p>	<ol style="list-style-type: none"> 1. Examine feasibility and identify benefits and drawbacks of the potential improvements. 2. Share drawings of the potential improvements and study findings with the community. Work with the community to finalize the improvements. 3. Prepare the engineering design plans. Identify and allocate funding. <p><i>LQC Options: Traffic calming, introduce pedestrian scramble signal phase which would allow all pedestrians to cross at once without any conflicting car traffic and without lane modifications, demonstration test of turn lane closures</i></p>

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

6D: Church Hill Street Lighting

Support Score: 4.6

Cost: Moderate (\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>The data analysis identified specific pockets of very high equity-based safety/security needs in the Church Hill/Nine Mile Road area. Communities of Concern expressed support for increasing lighting in these areas. This recommendation was very highly supported in the survey of draft recommendations.</p> <p>This recommendation invests in infrastructure in a previously redlined area (EF1), with bike/pedestrian safety equity needs (EF6).</p>	<p>Install pedestrian-scaled aesthetically-pleasing lighting in areas with high equity-based transportation safety/security needs.</p>	<ol style="list-style-type: none"> 1. Develop a process to incorporate equity needs in the prioritization of installing new lights and/or replacing bulbs with LED. 2. Conduct a study to examine the urban design of high security need areas and identify opportunities for applying CPTED principles in these areas.

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

12A: Jahnke Road Pedestrian Improvements - Blakemore Road to Hioaks Road

Support Score: 4.6

Cost: High (\$\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>The data analysis revealed Tier 1 equity-based Pedestrian needs along Jahnke Rd. The equity-based needs west of German School Road are among the highest in the City, primarily due to very poor walk accessibility in an area of high density of Communities of Concern, connecting two Richmond 300 Nodes.</p> <p>Public comments identified Jahnke Road as feeling unsafe for pedestrians. This recommendation was highly supported in the survey on draft recommendations in the Midlothian/German School Road needs area.</p> <p>This recommendation will add connections for inner ring suburbs (EF4), improve pedestrian safety, and reduce need for car ownership (EF5, EF6).</p>	<p>The City is currently implementing a project on Jahnke Road from Forest Hill Avenue to Blakemore Road that will include sidewalks and shared use paths.</p> <p>This recommendation is focused on improving pedestrian safety west of Blakemore Road, where the equity-based need analysis score is highest, past where the current project ends.</p> <p>Potential improvements include:</p> <ul style="list-style-type: none"> - Installing sidewalk or a shared use path on the north side of Jahnke Road between German School Road and Hioaks Road. - Installing a new crosswalk with pedestrian hybrid beacon at the bus stop between Blakemore Rd and German School Rd to provide direct pedestrian crossing. - Installing a new crosswalk with pedestrian hybrid beacon at bus stop between Westover Gardens Blvd and Hioaks Rd to provide direct pedestrian crossing. - Improved crossing facilities with ADA curb ramps and pedestrian push-buttons at Westover Gardens Blvd. <p>These improvements will need to be examined in more detail to determine feasibility. They will be vetted with the community to determine which improvements get implemented.</p>	<ol style="list-style-type: none"> 1. Examine feasibility and identify benefits and drawbacks of the potential improvements. 2. Share drawings of the potential improvements and study findings with the community. Work with the community to finalize the improvements. 3. Prepare the engineering design plans. Identify and allocate funding. <p><i>LQC Option: Crosswalk improvements</i></p>

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

9A: Semmes Avenue and Cowardin Avenue Traffic Calming and Safety Improvements

Support Score: 4.6

Cost: High (\$\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>Communities of Concern consistently voiced concerns about not feeling safe crossing the street along Semmes Avenue and along Cowardin Avenue. This was identified as a Super Need. Communities of Concern identified the intersection of Semmes Avenue and Cowardin Avenue as feeling unsafe.</p> <p>The data analysis identified equity-based safety/security needs along Semmes Avenue and Cowardin Avenue. This recommendation was highly supported in the survey on draft recommendations by both Communities of Concern and the general public.</p> <p>This recommendation will improve walkability in an area with high equity needs related to pedestrian safety (EF6).</p>	<p>Potential improvements could include:</p> <ul style="list-style-type: none"> - Intersection improvements at Semmes Avenue and Cowardin Avenue, including removing southbound right turn lane, ADA curb ramp improvements, and changing lane configurations to provide median refuge and reduce pedestrian crossing distances. - Roadway conversion on Semmes Avenue, potentially converting outer through lane to a parking lane to slow speeds, reduce pedestrian crossing distances, and buffer the bicycle lane. - Roadway conversion on Cowardin Avenue to reduce the number of through lanes to 2-lanes in the NB/SB directions to reduce speeds, allow for improvements to turn lanes, reduce pedestrian crossing distances, and possibly wider medians. <p>These improvements will need to be examined in more detail to determine feasibility. They will be vetted with the community to determine which improvements get implemented.</p>	<ol style="list-style-type: none"> 1. Examine feasibility and identify benefits and drawbacks of the potential improvements. 2. Share drawings of the potential improvements and study findings with the community. Work with the community to finalize the improvements. 3. Prepare the engineering design plans. Identify and allocate funding. <p><i>LQC Options: Crosswalk improvements, traffic calming</i></p>

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

1F: Essential Transit Infrastructure (Shelters, seating, and trash cans) at Bus Stops

Support Score: 4.5

Cost: Very High (\$\$\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>Communities of Concern consistently said the lack of shelters and seating at bus stops is a very high priority. It was one of the most commonly voiced needs throughout the city. This recommendation was highly ranked in the survey of draft recommendations across nearly every area of the city.</p>	<p>Work with GRTC to install shelters, seating, trash cans, and other items at bus stops, prioritizing bus stops with high equity-based needs first.</p> <p>Work with GRTC to incorporate cooling elements at bus stops in heat-vulnerable areas, public art at bus stops in high economic development need areas, and real-time bus arrival information and WiFi in high technology need areas.</p>	<p>Work with GRTC to develop a process for identifying and implementing infrastructure elements for highest priority bus stops, incorporating the equity-based analysis of needs from Richmond Connects, including cooling elements at bus stops in heat-vulnerable areas, public art at bus stops in high economic development need areas, and real-time bus arrival information and WiFi in high technology need areas.</p>

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

5C: Fairfield Pedestrian Security and Shade Project

Support Score: 4.5

Cost: Low (\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>The data analysis revealed several areas in Fairfield have some of the highest safety/security needs in the City based on fatal and serious injury crashes and reported crimes. Some of these areas also have high heat vulnerability and high urban heat island effect. The Tier 1 need areas for Safety/Security are also where the population includes high concentrations of Communities of Concern. There were a cluster of safety-related comments in these areas.</p> <p>This recommendation addresses safety concerns in areas with densely populated Communities of Concern (EF9) and high equity needs for bike/pedestrian safety (EF6).</p>	<p>Improve/increase lighting along streets and in alleys in high security needs areas, with special consideration for lighted shade structures to address both heat-island effects and night time security.</p>	<p>Conduct a study to examine the urban design of high security need areas and identify opportunities for applying CPTED principles in these areas.</p>

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

4A: Downtown Safety Spot Improvements

Support Score: 4.4 Cost: Low (\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>The data analysis results indicate the areas highlighted in Gilpin, Jackson Ward, Monroe Ward, and the Downtown Core have some of the highest Safety/Security equity needs in the City. These areas have high rates of violent and property crimes and high fatal and serious injury crash rates, especially crashes involving pedestrians. These areas were also clusters of safety-related public comments.</p> <p>This recommendation is located in an area with densely populated communities of concern (EF9).</p>	<p>Add more street lamps, pedestrian crossings, and traffic calming, and convert existing street lamps to LEDs in specified areas of high safety/security need.</p>	<p>Conduct a study to examine the urban design of high security need areas and identify opportunities for applying CPTED principles in these areas.</p>

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

7B: Government Road Streetscape Improvements

Support Score: 4.4

Cost: Very High (\$\$\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>The data analysis revealed a Tier 1 equity need in the Economic Development category in some areas on the west side of Government Road, primarily due to low market values, and amplified by a high density of Communities of Concern populations. The proposed sidewalk, ornamental lighting, and ADA ramp investments would provide a visible sign of investment in this area.</p> <p>This recommendation is an investment in infrastructure in a previously redlined area negatively impacted by urban renewal (EF1, EF2) with equity needs related to bike/pedestrian safety (EF6). It is located in an area with densely populated communities of concern (EF9).</p>	<p>The City is seeking funding to complete the stabilization of the Chimborazo Park slope failure, which includes Government Road.</p> <p>In addition to the slope repair, potential improvements on Government Road to help address the Economic Development needs could include:</p> <ul style="list-style-type: none"> - constructing new sidewalk to fill in sidewalk gaps - constructing ADA-compliant curb ramps - pedestrian-scaled ornamental lighting <p>These improvements will need to be examined in more detail to determine feasibility. They will be vetted with the community to determine which improvements get implemented.</p>	<ol style="list-style-type: none"> 1. Examine feasibility and identify benefits and drawbacks of the potential improvements. 2. Share drawings of the potential improvements and study findings with the community. Work with the community to finalize the improvements. 3. Prepare the engineering design plans. Identify and allocate funding. <p><i>LQC Options: Crosswalk improvements, traffic calming</i></p>

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

7G: Pulse Bus Rapid Transit Eastern Extension

Support Score: 4.3

Cost: High (\$\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>Communities of Concern consistently said bus service in the East End is infrequent and requires too many transfers. This was identified as a Super Need.</p> <p>Providing bus service to the airport was a common public comment. East end residents representing Communities of Concern said they need bus service to White Oak Village to access grocery stores and other stores. Bus rapid transit would also represent an economic investment in this area.</p> <p>This recommendation is economic investment in a previously redlined area (EF1), reduces car dependency in an area with high equity needs related to car-centric planning (EF5) and bike/pedestrian safety (EF6). It is located in an area densely populated with Communities of Concern (EF9).Q20</p>	<p>Extend Pulse Bus Rapid Transit (BRT) to the Richmond Airport via Williamsburg Rd.</p>	<ol style="list-style-type: none"> 1. Conduct a study to identify desired densities for near-term bus and long-term BRT service, as well as barriers for implementing service, and actions to increase densities and improve readiness. 2. Implement Microtransit zone for Montrose/White Oak Village that improve transit access for Fulton residents. 3. Work with Henrico County to implement Mobility Hubs at Airport and White Oak Village

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

9C: Hull Street Intersection Pedestrian Improvements - at US Route 1 and at Midlothian Turnpike Support Score: 4.2 Cost: High (\$\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>Communities of Concern consistently said these two intersections (Hull St at US Route 1 and Hull St at Midlothian Tpk) feel unsafe. This was identified as a Super Need. General public comments noted these intersections as pedestrian barriers, and that sidewalks and roads need to be fixed.</p> <p>The data analysis shows a Tier 1 safety/security need at the intersection of Hull Street and US Route 1 due to a high number of serious crashes.</p> <p>Improves walkability in areas with high equity needs for pedestrian safety (EF6), transit reliability (EF7), and disparate climate impacts (EF8).</p>	<p>Potential improvements at the intersection of Hull Street and US Route 1 could include:</p> <ul style="list-style-type: none"> - improvements to the bus stop at the southwest corner <p>Potential improvements at the intersection of Hull Street and Midlothian Turnpike could include:</p> <ul style="list-style-type: none"> - Marked crosswalks closer to the bus stops, possibly relocating the bus stop locations - Reconfiguring lanes on intersection approaches to shorten pedestrian crossing distances - Considering converting the intersection to a roundabout, which can slow vehicle speeds and reduce crash potential - Introducing a pedestrian-only “scramble” signal phase where pedestrians can move in any direction <p>These improvements will need to be examined in more detail to determine feasibility. They will be vetted with the community to determine which improvements get implemented.</p>	<ol style="list-style-type: none"> 1. Examine feasibility and identify benefits and drawbacks of the potential improvements. 2. Share drawings of the potential improvements and study findings with the community. Work with the community to finalize the improvements. 3. Prepare the engineering design plans. Identify and allocate funding. <p><i>LQC Option: Temporary demo test of lane configuration changes</i></p>

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

3B: Dove Street Pedestrian Safety Improvements

Support Score: 4.2 Cost: Moderate (\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>The data analysis revealed a Tier 1 Pedestrian equity need on Dove Street from Lamb Ave to 1st Avenue. This is a key pedestrian connection to Overby-Sheppard Elementary School. This is a key connection for pedestrians, especially Communities of Concern. Public comments noted the lack of lighting at night on Dove Street.</p> <p>This recommendation will improve walkability in an area with equity needs related to pedestrian safety (EF6), transit (EF7) and disparate climate impacts (EF8).</p>	<p>Proposed improvements include new sidewalk, ADA improvements, and lighting along Dove Street from Lamb Avenue to Althea Street, with new connection to Cannon Creek Greenway. This project will require road widening and potential drainage improvements near Richmond-Henrico Turnpike.</p>	<ol style="list-style-type: none"> 1. Examine feasibility and identify benefits and drawbacks of the potential improvements. 2. Share drawings of the potential improvements and study findings with the community. Work with the community to finalize the improvements. 3. Prepare the engineering design plans. Identify and allocate funding. <p><i>LQC Option: Crosswalk improvement</i></p>

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

6A: Fairmount Avenue Pedestrian Safety Improvements and Traffic Calming

Support Score: 4.2

Cost: Moderate (\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>Communities of concern in the East End consistently said speeding is a concern on Fairmount Avenue. This was identified as a Super Need. They noted it is difficult for pedestrians to navigate the roundabout at 25th Street and Fairmount Ave. Public comments mentioned drivers not yielding to pedestrians and speeding.</p> <p>This recommendation will improve pedestrian safety (EF6) and invest in infrastructure in a previously redlined area (EF1).</p>	<p>Potential improvements on Fairmount Avenue may include:</p> <ul style="list-style-type: none"> - ADA curb ramp improvements and curb extensions to narrow the lane widths, slow vehicles, make pedestrians more easily visible to drivers, and reduce pedestrian crossing distances at unsignalized intersections - high visibility crosswalk marking patterns and in-road signage to warn drivers of the possible presence of pedestrians - speed tables and/or traffic circles at select intersections, pending review of heavy vehicles and volumes - potential crosswalk improvements at the roundabout at 25th Street, including potentially moving the crosswalks closer to the roundabout. <p>These improvements will need to be examined in more detail to determine feasibility. They will be vetted with the community to determine which improvements get implemented.</p>	<ol style="list-style-type: none"> 1. Examine feasibility and identify benefits and drawbacks of the potential improvements. 2. Share drawings of the potential improvements and study findings with the community. Work with the community to finalize the improvements. 3. Prepare the engineering design plans. Identify and allocate funding. <p><i>LQC Options: Temporary speed table/ traffic circle/ in-roadway signs for pedestrians, and high visibility crosswalk markings; Paint and post daylighting of intersections.</i></p>

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

11F: Richmond High School of the Arts Pedestrian Safety Improvements

Support Score: 4.2

Cost: Very High (\$\$\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>Communities of Concern consistently voiced concerns about the lack of safe pedestrian access to Richmond High School of the Arts (formerly George Wythe High School), including a lack of safe pedestrian crossings across Midlothian Turnpike and lack of pedestrian paths near the grade-separated interchange of Midlothian Turnpike and Belt Blvd. This was identified as a Super Need. Communities of Concern noted that a high school student was killed walking home from school. The data analysis reveals Tier 1 equity needs for Pedestrian, Safety/Security, and Connectivity categories.</p> <p>This recommendation will connect suburban students to their school (EF4), improve pedestrian safety and reduce the need for car ownership/use especially for low-income students (EF5, EF6, EF9).</p>	<p>The James River Branch Trail is being constructed in the CSX right-of-way, next to the Richmond High School of the Arts. The trail will have crossings at Midlothian Turnpike, Crutchfield Atrreet, and Hull Street.</p> <p>Potential improvements could include:</p> <ul style="list-style-type: none"> - Pedestrian crossing with pedestrian hybrid beacon across Midlothian Turnpike at high school entrance - Shared-use path along Old Midlothian Turnpike with crossing at Belt Blvd and CSX railroad - Redesign the grade separated interchange for multimodal safety improvements, and provide pedestrian facilities (sidewalks and crosswalks) along Midlothian Turnpike from high school to Covington Road. - Roadway conversion on Midlothian Turnpike east of Belt Boulevard to slow traffic speeds <p>These improvements will need to be examined in more detail to determine feasibility. They will be vetted with the community to determine which improvements get implemented.</p>	<ol style="list-style-type: none"> 1. Examine feasibility and identify benefits and drawbacks of the potential improvements. 2. Share drawings of the potential improvements and study findings with the community. Work with the community to finalize the improvements. 3. Prepare the engineering design plans. Identify and allocate funding.

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

12B.1: Southside Pedestrian Improvements - Old Warwick Road north of US Route 60 Support Score: 4.2 Cost: Moderate (\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>The data analysis identified Old Warwick Road as being one of the highest Tier 1 equity need segments for pedestrian improvements in one of the highest pedestrian need areas. This is a key sidewalk gap in an area with a high density of Community of Concern populations where many people rely on walking to meet daily needs, where pedestrian accessibility is poor due to both lack of safe pedestrian facilities and lack of destinations within walking distance. Advisory Committee members confirmed the need to fill sidewalk gaps here. This street is on the border of the Midlothian/Chippenham Node. Filling in missing sidewalks was a Super Need identified by Communities of Concern throughout Southside.</p> <p>This recommendation will improve pedestrian safety (EF6), connect communities (EF2, EF4), and increase access for those with limited mobility (EF9).</p>	<p>The proposed improvement on Old Warwick Road north of US Route 60 (Midlothian Turnpike) is to fill the sidewalk gap from Carnation Street to Midlothian Turnpike, and provide an improved crossing at the intersections with Carnation Street and Everglades Drive.</p> <p>This improvement may be combined with 12B.2 into one larger project.</p> <p>Recommendation 12C (Midlothian Turnpike Safety Improvements - German School Road to Carnation Street) includes a potential new traffic signal with pedestrian crossing at Old Warwick Road. This could also be incorporated into this project.</p>	<p>Prepare the engineering design plans. Identify and allocate funding.</p>

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

12B.2: Southside Pedestrian Improvements - Old Warwick Road south of US Route 60 Support Score: 4.2 Cost: Moderate (\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>The data analysis identified Old Warwick Road as being one of the highest Tier 1 equity need segments for pedestrian improvements in one of the highest pedestrian need areas. This is a key sidewalk gap in an area with a high density of Community of Concern populations where many people rely on walking to meet daily needs, where pedestrian accessibility is poor due to both lack of safe pedestrian facilities and lack of destinations within walking distance. Advisory Committee members confirmed the need to fill sidewalk gaps here. This street is on the border of the Midlothian/Chippenham Node. Filling in missing sidewalks was a Super Need identified by Communities of Concern throughout Southside.</p> <p>This recommendation will improve pedestrian safety (EF6), connect communities (EF2, EF4), and increase access for those with limited mobility (EF9).</p>	<p>The proposed improvement on Old Warwick Road south of US Route 60 (Midlothian Turnpike) is to fill in sidewalk gaps from Midlothian Turnpike to Warwick Drive.</p> <p>This improvement may be combined with 12B.1 into one larger project.</p> <p>Recommendation 12C (Midlothian Turnpike Safety Improvements - German School Road to Carnation Street) includes a potential new traffic signal with pedestrian crossing at Old Warwick Road. This could also be incorporated into this project.</p>	<p>Prepare the engineering design plans. Identify and allocate funding.</p>

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

12B.3: Southside Pedestrian Improvements - Carnation Street Support Score: 4.2 Cost: Moderate (\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>The data analysis identified Carnation Street as being one of the highest Tier 1 equity need segments for pedestrian improvements in one of the highest pedestrian need areas. This is a key sidewalk gap in an area with a high density of Community of Concern populations where many people rely on walking to meet daily needs, where pedestrian accessibility is poor due to both lack of safe pedestrian facilities and lack of destinations within walking distance. Advisory Committee members confirmed the need to fill sidewalk gaps here. This street is on the border of the Midlothian/Chippenham Node. Filling in missing sidewalks was a Super Need identified by Communities of Concern throughout Southside.</p> <p>This recommendation will improve pedestrian safety (EF6), connect communities (EF2, EF4), and increase access for those with limited mobility (EF9).</p>	<p>The proposed improvements on Carnation Street are:</p> <ul style="list-style-type: none"> - Fill in sidewalk gaps from Warwick Road to Hioaks Road - Add marked pedestrian crossings at: <ul style="list-style-type: none"> - Old Warwick Road/Atmore Drive - Sugar Maple Drive/Warwick Road - Tim Price Way 	<ol style="list-style-type: none"> 1. Examine the identified potential crosswalk locations, and examine other potential crossing locations. Evaluate the need for additional signage or other features at new crosswalks. 2. Share the concepts with the community. Work with the community to finalize the crossing locations and treatments. 2. Prepare engineering design plans. Identify and allocate funding.

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

12B.4: Southside Pedestrian Improvements - German School Road

Support Score: 4.2

Cost: Moderate (\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>The data analysis identified German School Road from Glenway Drive to Jahnke Road as being one of the highest Tier 1 equity need segments for pedestrian improvements in one of the highest pedestrian need areas. This is a key sidewalk gap in an area with a high density of Community of Concern populations where many people rely on walking to meet daily needs, where pedestrian accessibility is poor due to both lack of safe pedestrian facilities and lack of destinations within walking distance. Advisory Committee members confirmed the need to fill sidewalk gaps here. This street is in the Micro Node at German School Road and Jahnke Road. Filling in missing sidewalks was a Super Need identified by Communities of Concern throughout Southside.</p> <p>This recommendation will improve pedestrian safety (EF6), connect communities (EF2, EF4), and increase access for those with limited mobility (EF9).</p>	<p>The proposed improvements on German School Road are:</p> <ul style="list-style-type: none"> - Fill in sidewalk gaps from Glenway Drive to Jahnke Road - Add marked pedestrian crossings at: <ul style="list-style-type: none"> - Glenway Drive - Alexander Apartments/Renaissance Apartments entrances - Food Lion entrance 	<ol style="list-style-type: none"> 1. Examine the identified potential crosswalk locations, and examine other potential crossing locations. Evaluate the need for additional signage or other features at new crosswalks. 2. Share the concepts with the community. Work with the community to finalize the crossing locations and treatments. 2. Prepare engineering design plans. Identify and allocate funding.

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

12B.5: Southside Pedestrian Improvements - Whitehead Road Support Score: 4.2 Cost: High (\$\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>The data analysis identified Whitehead Road as being one of the highest Tier 1 equity need segments for pedestrian improvements in one of the highest pedestrian need areas. This is a key sidewalk gap in an area with a high density of Community of Concern populations where many people rely on walking to meet daily needs, where pedestrian accessibility is poor due to both lack of safe pedestrian facilities and lack of destinations within walking distance. Advisory Committee members confirmed the need to fill sidewalk gaps here. This street is a key connection to Reid Elementary School and to the Hull/ Chippenham Neighborhood Node. Filling in missing sidewalks was a Super Need identified by Communities of Concern throughout Southside.</p> <p>This recommendation will improve pedestrian safety (EF6), connect communities (EF2, EF4), and increase access for those with limited mobility (EF9).</p>	<p>The proposed improvements on Whitehead Road are:</p> <ul style="list-style-type: none"> - Fill in sidewalk gaps from Elmbridge Road to Ellis Woods Way - Add marked pedestrian crossings at: <ul style="list-style-type: none"> - Daytona Drive - Wheaton Road - Worthington Road - Swanson Road 	<ol style="list-style-type: none"> 1. Examine the identified potential crosswalk locations, and examine other potential crossing locations. Evaluate the need for additional signage or other features at new crosswalks. 2. Share the concepts with the community. Work with the community to finalize the crossing locations and treatments. 2. Prepare engineering design plans. Identify and allocate funding.

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

5A.1: Coalter Street Traffic Calming

Support Score: 4.1 Cost: Low (\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>Communities of Concern consistently said speeding along Coalter Street is an issue. This was identified as a Super Need.</p> <p>The data analysis revealed a Tier 1 equity-based Pedestrian need Coalter Street. Focus groups confirmed speeding is an issue on Coalter Street, especially near Redd Street, and said speed bumps are needed.</p> <p>This recommendation will improve infrastructure in a previously redlined area (EF1), slow traffic in an area with equity needs related to bike/pedestrian safety (EF5), and add green infrastructure in an area with disparate climate impacts (EF8, EF10). It is located in an area with densely populated Communities of Concern (EF9).</p>	<p>Potential improvements on Coalter Street may include:</p> <ul style="list-style-type: none"> - speed tables - raised crosswalks at bus stops - traffic circles at unsignalized intersections - raised intersections - curb extensions at intersections to reduce vehicle speeds and make pedestrians more visible to drivers - striping lane edge lines to narrow lane widths to slow vehicle speeds - removing on-street parking and bringint the curb further into the street to slow vehicle speeds and plant vegetation and trees to reduce urban heat island effect <p>These improvements will need to be examined in more detail to determine feasibility. They will be vetted with the community to determine which improvements get implemented.</p>	<ol style="list-style-type: none"> 1. Examine feasibility and identify benefits and drawbacks of the potential improvements. 2. Share drawings of the potential improvements and study findings with the community. Work with the community to finalize the improvements. 3. Prepare the engineering design plans. Identify and allocate funding. <p><i>LQC Option: Temporary speed bumps</i></p>

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

5A.2: Fairfield Avenue/ Fairfield Way Traffic Calming

Support Score: 4.1

Cost: Low (\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>Communities of Concern consistently said crossing the street on Fairfield Avenue feels unsafe. This was identified as a Super Need. Focus groups identified speeding on Fairfield Avenue as an issue along the entire street, especially for the safety of children and seniors. Fairfield Avenue and Fairfield Way are on the High Injury Street Network, with high rates of fatal and serious injury crashes, several involving loss of vehicle control or pedestrians.</p> <p>This recommendation will improve infrastructure in a previously redlined area (EF1), slow traffic in an area with equity needs related to bike/pedestrian safety (EF5), and add green infrastructure in an area with disparate climate impacts (EF8, EF10). It is located in an area with densely populated Communities of Concern (EF9).</p>	<p>Potential improvements on Fairfield Avenue east of 20th St could include:</p> <ul style="list-style-type: none"> - curb extensions with vegetation to slow vehicle speeds and make pedestrians more visible to drivers - removing parking (completely or just a portion) and replacing asphalt with vegetation to reduce urban heat island effect <p>Potential improvements on Fairfield Avenue between 20th St and Mechanicsville Turnpike could include:</p> <ul style="list-style-type: none"> - modifying the crosswalks to provide refuge in the median <p>Potential improvements on Fairfield Way west of Mechanicsville Turnpike could include:</p> <ul style="list-style-type: none"> - hardening the buffer between the vehicle lane and bicycle lane, potentially with vegetation - widening the median to remove asphalt and add more trees <p>These improvements will need to be examined in more detail to determine feasibility. They will be vetted with the community to determine which improvements get implemented.</p>	<ol style="list-style-type: none"> 1. Examine feasibility and identify benefits and drawbacks of the potential improvements. 2. Share drawings of the potential improvements and study findings with the community. Work with the community to finalize the improvements. 3. Prepare the engineering design plans. Identify and allocate funding. <p><i>LQC Option: Crosswalk improvements?</i></p>

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

7A: Williamsburg Road/ Williamsburg Avenue Traffic Calming

Support Score: 4.1

Cost: Moderate (\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>Communities of Concern consistently said speeding and lack of safe pedestrian crossings on Williamsburg Road are imporant issues. These were identified as a Super Needs.</p> <p>This recommendation will invest in infrastructure in a previously redlined area (EF1), with bike/ pedestrian safety equity needs (EF6). It is located in an area densely populated with Communities of Concern.</p>	<p>Potential improvements on Williamsburg Avenue/ Williamsburg Road east/north of Hatcher Street include:</p> <ul style="list-style-type: none"> - Roadway conversion from 2 lanes each direction to 1 lane each direction to slow vehicle speeds. Asphalt can be converted to sidewalks with wide vegetated buffers or other use with vegetation to reduce urban heat island effect - Pedestrian hybrid beacons at one or more locations, potentially: <ul style="list-style-type: none"> - Stony Run Road - Admiral Gravelly Blvd - Orleans Street - Goddin Street - Plant trees or other vegetation along the road to visually enclose the space. <p>Potential improvements on Williamsburg Road west of Hatcher Street include:</p> <ul style="list-style-type: none"> - Curb extensions at unsignalized intersections to slow vehicle speeds and make pedestrians more visible to drivers - Raised crosswalks - Rectangular rapid flashing beacons at select intersections <p>These improvements will need to be examined in more detail to determine feasibility. They will be vetted with the community to determine which improvements get implemented.</p>	<ol style="list-style-type: none"> 1. Examine feasibility and identify benefits and drawbacks of the potential improvements. 2. Work with property owners to identify locations for planting trees and vegetation. Property owners along Williamsburg Ave/Rd include City of Richmond Dept. of Parks & Recreation, Dept. of Public Utilities, Economic Development Authority, and Fulton Village HOA. 3. Share drawings of the potential improvements and study findings with the community. Work with the community to finalize the improvements. 4. Prepare the engineering design plans. Identify and allocate funding. 5. Work with PDR to put PHB locations into plans to require new development to provide. <p><i>LQC Option: Crosswalk improvements, Traffic calming</i></p>

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

1A: Westbrook Avenue Pedestrian Improvements

Support Score: 4.0

Cost: Low (\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>The data analysis revealed a Tier 1 equity-based Pedestrian need on Westbrook Avenue from Henderson Middle School to W Seminary Avenue. Sidewalks are missing on Westbrook Avenue between Chamberlayne Ave and Brook Rd.</p> <p>This recommendation will increase pedestrian safety and reduce the need for car ownership (EF5, EF6). It will improve connectivity for Communities of Concern (EF7).</p>	<p>Add sidewalks along Westbrook Avenue from Brook Road to Chamberlayne Avenue. Add marked crosswalks, if needed.</p> <p>The Dept. of Public Works has requested CIP funding for a project to make drainage improvements along Westbrook Avenue. This project has not been selected for funding. If this project is selected for funding in the future, it should also include sidewalk construction.</p>	<ol style="list-style-type: none"> 1. Conduct a study to determine the appropriate crossing treatment(s) and location(s) between Brook Road and Chamberlayne Avenue. 2. Prepare design plans for sidewalk improvements as a stand-alone project (without drainage improvements). If drainage improvement project proceeds, incorporate sidewalks into that project. <p><i>LQC Option: Crosswalk improvements</i></p>

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

4K: Richmond Connects Equity-Centered Pavement Maintenance Prioritization

Support Score: 4.0

Cost: Very High (\$\$\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>Communities of Concern consistently identified poor pavement condition as an issue needing to be addressed along several roads including Williamsburg Rd and Government Rd in the East End, generally throughout Downtown including Gilpin, and on Commerce Road, Bells Road, Richmond Highway, and Belt Boulevard in Southside. These were identified as Super Needs. Pavement condition was also a common theme in the public comments.</p> <p>This recommendation will prioritize pavement maintenance requests from Communities of Concern (EF9).</p>	<p>The Priority Pavement Maintenance Projects table lists roadways that Communities of Concern have identified as needing to be repaved. Move these repaving projects to the top of the repaving cycle list and/or seek funding for additional funds to repave these roads.</p>	<p>Move the paving projects identified in Priority Pavement Maintenance Projects table to the top of the repaving cycle list so they are completed first, and/or seek funding for additional funds to repave these roads.</p>

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

4G: Reconnect Jackson Ward

Support Score: 4

Cost: Very High (\$\$\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>The data analysis revealed Tier 1 needs for Bicycle, Pedestrian, and Freight modes where a connection between Jackson Ward and Gilpin over I-95 would provide needed connectivity. Many public comments noted the lack of destinations and services in Gilpin, which a reknitting of Gilpin with Jackson Ward would help address. The lack of bicycle connections from Downtown to Northside was also a Super Need identified by Communities of Concern.</p> <p>This recommendation will improve connectivity in an area affected by neighborhood dissection (EF2) and with bike/pedestrian safety needs (EF6).</p>	<p>Community-driven process to reconnect the Jackson Ward neighborhood over I-95 through the design of a bridge over I-95 with connections for pedestrians and bicyclists.</p>	<p>Continue to work with residents to design, seek funding for, and implement connection over I-95 to reconnect Jackson Ward and Gilpin neighborhoods.</p>

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

13A: Forest Hill Avenue Pedestrian Safety Improvements - Dorchester Rd to Powhite Pkwy Support Score: 3.9 Cost: Very High (\$\$\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>The data analysis revealed a Tier 1 equity-based Pedestrian need along Forest Hill Avenue. There is no sidewalk along the south side of Forest Hill Avenue between Dorchester Rd and the Powhite Parkway interchange. Public comments mentioned the lack of sidewalks and need for safer pedestrian facilities on Forest Hill Avenue.</p> <p>This recommendation will add a pedestrian connection in an inner ring suburb(EF4). It will increase pedestrian safety and reduce the need for car ownership (EF5, EF6).</p>	<p>Potential improvements on Forest Hill Avenue from Dorchester Road to Powhite Parkway include:</p> <ul style="list-style-type: none"> - Installing new sidewalk along the south side, tying into the existing sidewalk on the north/ west side of the Powhite Parkway interchange - Adding pedestrian crosswalks and pedestrian hybrid beacons, specific locations to be determined. 	<ol style="list-style-type: none"> 1. Identify potential crosswalk locations. Evaluate the need for additional signage or other features at new crosswalks. 2. Share the concepts with the community. Work with the community to finalize the crossing locations and treatments. 3. Prepare engineering design plans. Identify and allocate funding.

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

1E: North-South Bus Rapid Transit

Support Score: 3.8

Cost: Very High (\$\$\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>Bringing the Pulse BRT service to Northside and Southside was a top public comment, including among Communities of Concern. It fulfills some Tier 1 equity-based Transit needs. Some areas, including east of Chamberlayne Ave have high Economic Development needs, which this would also help to address.</p> <p>This recommendation will improve connectivity in inner-ring suburb areas (EF4) and areas with high equity needs related to car-centric planning (EF5) and transit (EF6).</p>	<p>Work with GRTC to implement a new Pulse bus rapid transit (BRT) line that serves Northside and Southside. The locally preferred alternative from the GRTC North-South BRT Study is Chamberlayne Avenue, through Downtown to serve Gilpin, across the Manchester Bridge into Southside Richmond, along Hull Street, Belt Boulevard, and Midlothian Turnpike to Chesterfield Towne Center.</p>	<p>Support GRTC to determine the specific alignment through downtown and conduct the NEPA study. Support efforts to seek funding for design and implementation.</p> <p>This recommendation is related to Recommendation 1C.1 Chamberlayne Avenue Pedestrian Improvements. Elements of that recommendation may be relevant to this recommendation, and vice versa.</p>

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

11A: Southside Plaza Pedestrian Connections Across Railroad Tracks

Support Score: 3.8

Cost: Very High (\$\$\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>The residential neighborhoods on the west side of the CSX tracks have poor connectivity to Southside Plaza. This is in an area with Tier 1 equity-based Pedestrian and Bicycle Needs. There is also a pocket of Tier 1 Transit need on the south side of Hull Street on the west side of the CSX tracks. This is an area critical for connectivity to the Southside Plaza bus transfer center. The CSX tracks are a barrier to connectivity. The data analysis shows areas west of the CSX tracks have Tier 1 Connectivity needs. There is also a Tier 1 Economic Development need in this area.</p> <p>The Richmond 300 Master Plan identified providing a connection across the CSX tracks as a future connection in conjunction with a shared use path along the powerline right-of-way to connect to Southside Plaza.</p> <p>This recommendation will improve pedestrian safety (EF6) and connect separated areas of the city (EF2).</p>	<p>Potential options for making these connections could include:</p> <ul style="list-style-type: none"> - Utilize Deloak Avenue right-of-way to connect to the Southwood Apartments property - Convert Hull Street Road bridge to 2 lanes each direction with more space for pedestrian and bicyclists, with connections directly from Azalea Avenue - Shared-use path in the powerline right-of-way, following the alignment proposed in Richmond 300 <p>These improvements will need to be examined in more detail to determine feasibility. Some will be very high cost. They will be vetted with the community to determine which improvements get implemented.</p>	<ol style="list-style-type: none"> 1. Examine feasibility and identify benefits and drawbacks of the potential improvements. 2. Share drawings of the potential improvements and study findings with the community. Work with the community to finalize the improvements. 3. Prepare the engineering design plans. Identify and allocate funding.

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

16A: Three Chopt Road Sidewalks

Support Score: 3.8

Cost: High (\$\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>The data analysis revealed a Tier 1 equity-based Pedestrian need along Three Chopt Road from Grove Avenue to Towana Rd, then continuing along Towana Rd to Campus Drive. This connects the Westhampton Neighborhood Node and destinations near Grove Avenue and York Road with the University of Richmond. Needing sidewalks along Three Chopt Road was a common public comment in this area.</p> <p>This recommendation will improve pedestrian safety and access (EF6) and reduce need for car ownership (EF5).</p>	<p>Potential improvements could include:</p> <ul style="list-style-type: none"> - Installing sidewalk with curb and gutter along Three Chopt Road from Towana Rd to Grove Ave - Utilizing old streetcar right-of-way that parallels Three Chopt Road to provide a pedestrian and bicycle facility - Installing sidewalk or other pedestrian facility along Towana Road to connect to University of Richmond campus 	<ol style="list-style-type: none"> 1. Examine feasibility and identify benefits and drawbacks of the potential improvements. 2. Share drawings of the potential improvements and study findings with the community. Work with the community to finalize the improvements. 3. Prepare the engineering design plans. Identify and allocate funding.

PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

17A: Forest Hill Avenue Streetscape

Support Score: 3.8

Cost: Moderate (\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>The data analysis revealed Tier 1 equity-based Pedestrian and Bicycle needs along Forest Hill Avenue. This was also reflected in public comments.</p> <p>This recommendation will improve safety in an area affected by car-centric planning (EF5) which has high equity needs for bike/ pedestrian safety (EF6).</p>	<p>A streetscaping project to add curb and gutter, sidewalks, bike lanes, street lighting, landscaping, and drainage was completed on Forest Hill Avenue from East Junction Powhite Parkway to Hathaway Road in FY 2022.</p> <p>This recommendation is to extend the streetscaping project west to the City line, and add Pedestrian Hybrid Beacon crossings at Kenmore Road, Huguenot High School entrance, and Lansdale Road.</p> <p>These improvements will need to be examined in more detail to determine feasibility. They will be vetted with the community to determine which improvements get implemented.</p>	<ol style="list-style-type: none"> 1. Examine feasibility and identify benefits and drawbacks of the potential improvements. 2. Share drawings of the potential improvements and study findings with the community. Work with the community to finalize the improvements. 3. Prepare the engineering design plans. Identify and allocate funding.

Prioritize What The People Need - High Priority Projects

17F: Huguenot Road Bikeway

Support Score: 3.8

Cost: Moderate (\$\$)

What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?
<p>The data analysis revealed a Tier 1 equity-based Bicycle need on Huguenot Road. This need was echoed in public comments.</p>	<p>Potential improvements on Huguenot Road could include:</p> <ul style="list-style-type: none"> - Shared use path from the Huguenot Bridge through the Chippenham Parkway interchange - Roadway conversion to repurpose one vehicle lane in each direction to a bicycle facility - Improvements to the Chippenham Parkway interchange to provide pedestrian and bicycle facilities. <p>These improvements will need to be examined in more detail to determine feasibility. They will be vetted with the community to determine which improvements get implemented.</p>	<ol style="list-style-type: none"> 1. Examine feasibility and identify benefits and drawbacks of the potential improvements. 2. Share drawings of the potential improvements and study findings with the community. Work with the community to finalize the improvements. 3. Prepare the engineering design plans. Identify and allocate funding.

PRIORITY BUS STOP INFRASTRUCTURE PROJECTS

GRTC is actively working to identify and prioritize bus stops for installing shelters, benches, trash cans, and landing pads. These types of infrastructure are referred to as “essential transit infrastructure” or ETI. GRTC’s Essential Transit Infrastructure Plan outlines GRTC’s implementation goals and strategies for installing this infrastructure. One of these goals is for 50% of GRTC bus stops to have a shelter or seating by 2027. To meet this goal, GRTC will need to install 160 shelters and 225 benches over five years. GRTC developed a scoring system (i.e. “qualification rubric”) that considers usage and equity to qualify stops for ETI placement over the next five years. GRTC’s ETI qualification rubric is spelled out in its ETI Plan document. The Richmond Connects team developed a “Richmond Connects Bus Stop Equity Need Index” that is intended to help GRTC prioritize which bus stops should receive shelters and benches first. This index is based on the equity-based Transit Investment Need Category (INC 2) score and heat vulnerability.

SHELTERS

GRTC’s ETI qualification rubric identifies 165 bus stops within the City of Richmond that meet the ridership and equity criteria to be “shelter eligible.” Of these 165 bus stops, 133 do not already have a shelter. The Richmond Connects team calculated the Richmond Connects Bus Stop Equity Need Index for each these 133 bus stops. The results are presented in Figure 6.

BENCHES

GRTC’s ETI qualification rubric identifies 622 bus stops within the City of Richmond that meet the ridership and equity criteria to be “bench eligible.” Of these 622 bus stops, 429 do not already have a bench. The Richmond Connects team calculated the Richmond Connects Bus Stop Equity Need Index for each these 429 bus stops. The results are presented in Figure 7.

PRIORITIZING FOR IMPLEMENTATION

The City of Richmond is working with GRTC to prioritize the bus stops for shelter and bench installation to reflect the highest equity needs as identified in Richmond Connects.

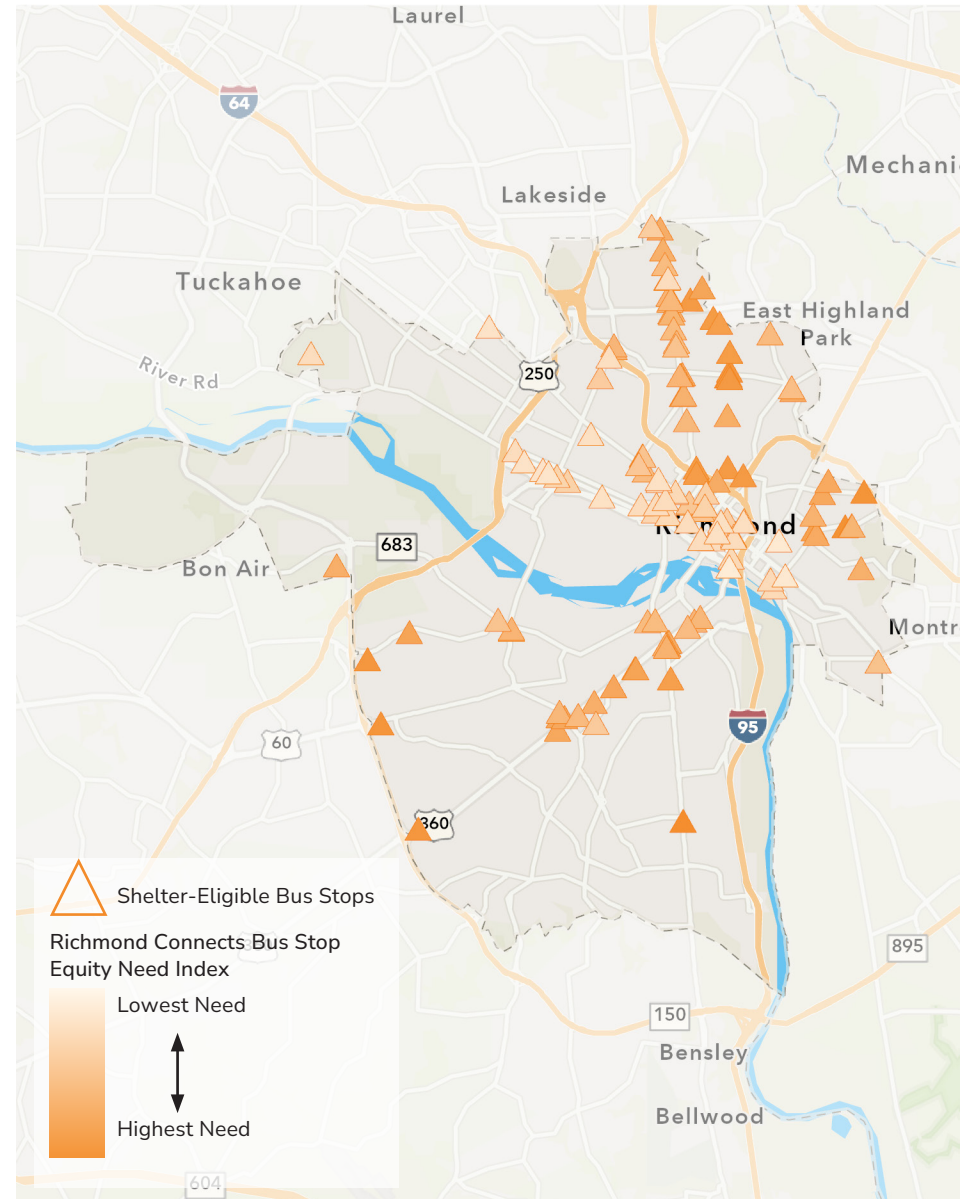


Figure 6. Map of Shelter-Eligible Bus Stops without Shelters

PRIORITY BUS STOP INFRASTRUCTURE PROJECTS

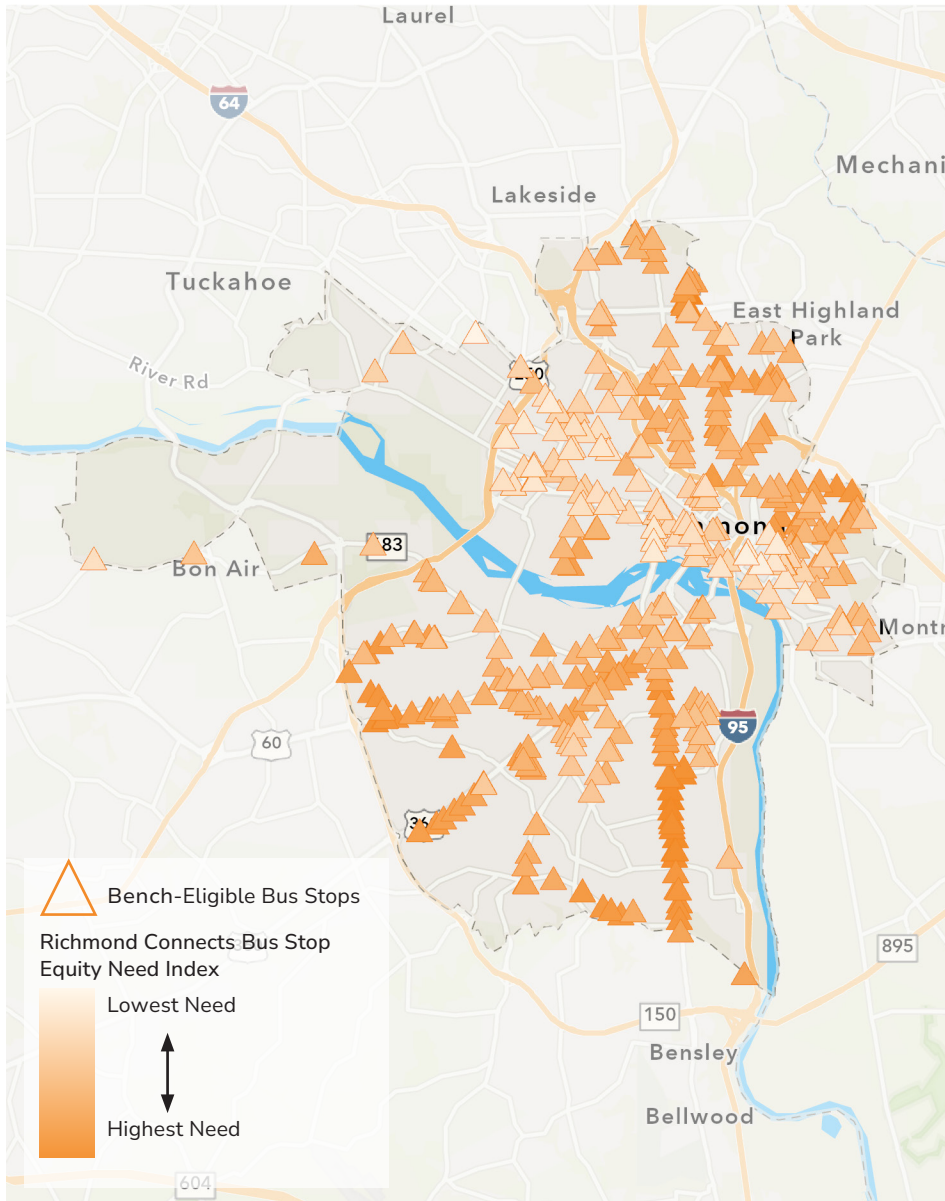


Figure 7. Map of Bench-Eligible Bus Stops without Benches

PRIORITY SIDEWALK GAP PROJECTS

Map ID	Project Locations and Extents	Approximate length of sidewalk	Right-of-Way Considerations	Ballpark Cost
Fulton Sidewalk Gap Projects				
1	Carlisle Ave from Government Rd to Randall Ave	3,000	None	\$742,000
2	Carlisle Ave from Union St to Fulton St	3,000	None	\$1,540,000
3	Goddin St from Williamsburg Ave to Parker St	6,000	Major	\$8,646,000
4	Fenton St from Bunn Ave to Kemp Ave	3,200	Minimal	\$1,592,500
5	Central Ave from Newman Rd to Williamsburg Rd	4,000	Major	\$5,928,000
6	Nelson Street from Waverly St to Parker St	2,600	None	\$651,000
7	Randall Ave from Fenton St to Williamsburg Rd	4,700	Minimal	\$2,358,500
8	Rawlings St from Government Rd to Kemp Ave	4,300	Minimal	\$3,202,500
9	Waverly Ave from Williamsburg Rd to Nelwood Drive	2,500	None	\$3,675,000
Southside Sidewalk Gap Projects				
10	Terminal Ave over CSX Tracks	1,900	None	\$1,440,000
11	Hey Road from Hull Street to Walmsley	8,800	Minimal	\$13,179,000

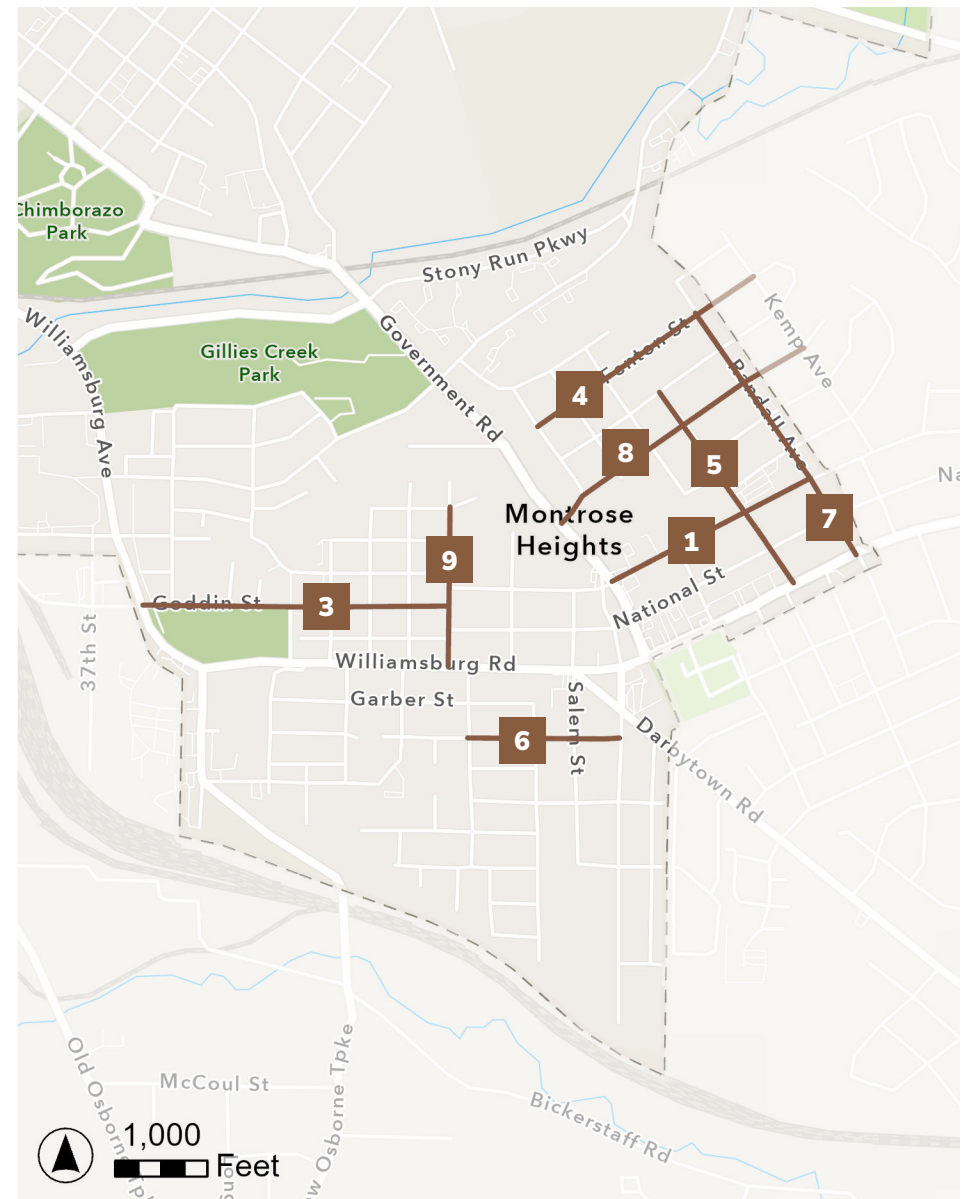


Figure 8. Map of Fulton Sidewalk Gap Projects

PRIORITY SIDEWALK GAP PROJECTS

Map ID	Project Locations and Extents	Approximate length of sidewalk	Right-of-Way Considerations	Ballpark Cost
12	Whitehead Rd from Elmbridge Rd to Warwick Rd	9,100	Major	\$13,605,000
13	Deter Rd from Vaden Dr to German School Road	5,500	Minimal	\$8,301,000
14	Vevadel Dr from Deter Rd to Beaufont Hills Ct	750	Minimal	\$730,000
15	Greystone Rd from Hull Street Rd to Horner Ln	5,900	Minimal	\$8,805,000
16	Bells Rd from Industry Ave to CSX	2,300	Major	\$3,480,000
17	Midlothian Turnpike from Ferguson Rd to Richmond High School of the Arts	5,300	None	\$24,009,500
18	Lasalle Dr/Labrook Concourse from Deter Rd to Warwick Rd	10,300	Minimal/Major	\$15,402,000
19	Winter Rd from Warwick Rd to McDowell Rd	5,000	None	\$7,500,000
20	Marlowe Rd from Hioaks Rd to Jahnke Rd	1,600	Minimal	\$1,590,000
21	Empearl Dr from Marlowe Rd to Luton Ln	2,200	Minimal	\$3,291,000

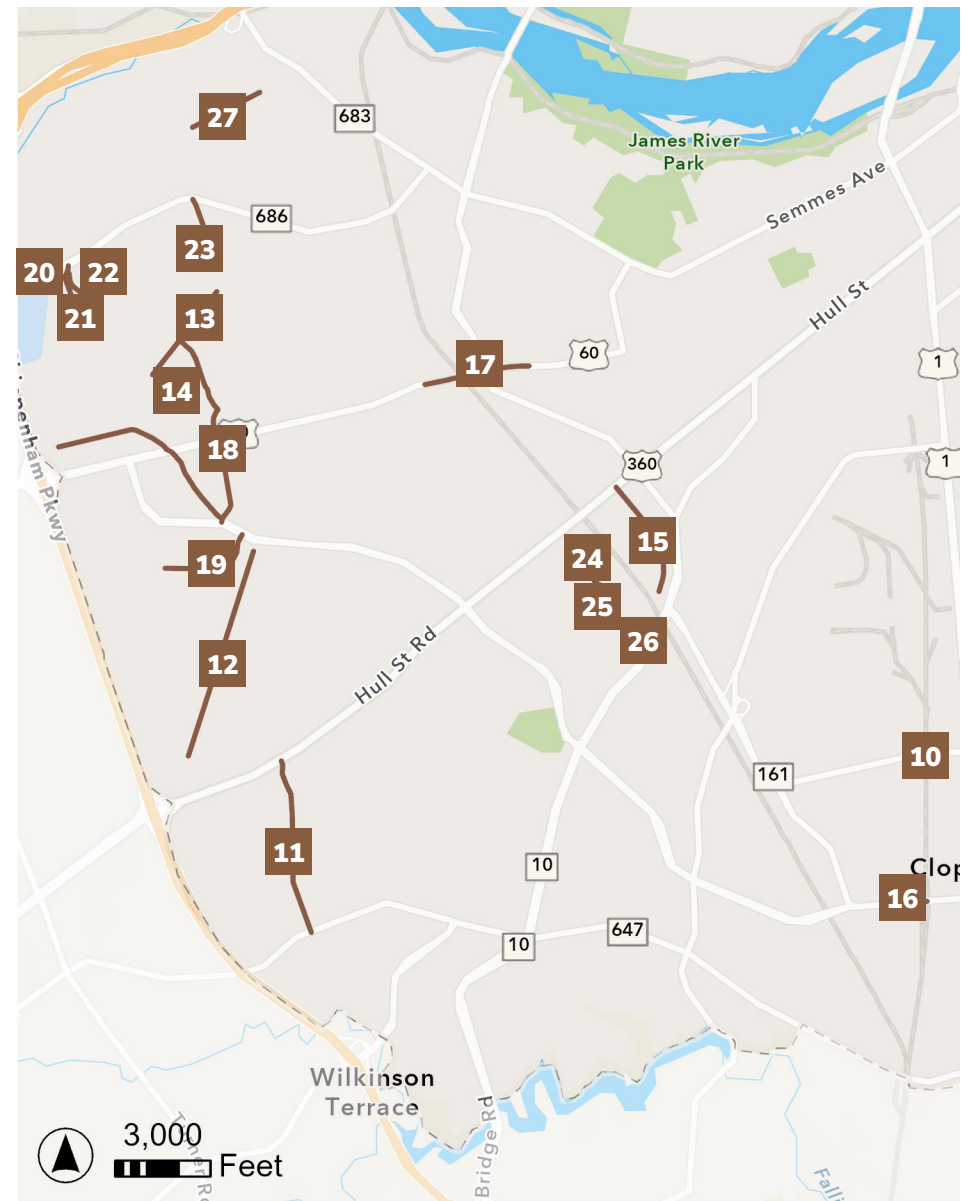


Figure 9. Map of Southside Sidewalk Gap Projects

PRIORITY SIDEWALK GAP PROJECTS

Map ID	Project Locations and Extents	Approximate length of sidewalk	Right-of-Way Considerations	Ballpark Cost
22	Ashley Park from Marlowe Rd to where Tier 1 need segment ends	1,400	See notes	\$1,350,000
23	Glenway Dr from German School Rd to Blakemore Rd, Blakemore Rd from Glenway Dr to Jahnke Rd	3,300	Minimal	\$3,300,000
24	Clarkson Rd from Treehaven Dr to Kingswood St	1,600	Minimal	\$1,560,000
25	Kingswood St from Clarkson Rd to Kinsley Ave	1,300	Minimal	\$1,292,000
26	Kinsley Ave from Kingswood St to Broad Rock Blvd	3,300	Major	\$4,986,000
27	Bliley Rd from Whitlone Dr to Old Willow Ct	2,416	Minimal	\$2,416,000

PRIORITY SIDEWALK REPAIR PROJECTS

Map ID	Project Locations and Extents	Approximate length of sidewalk	Sidewalk Condition Score(s)	Ballpark Cost
Highland Park Sidewalk Repair Projects				
1	4th Avenue from Cypress St to Juniper St	1,500	13-15	\$146,000
2	3rd Avenue from Myrtle St to Spruce St	350	8-15	\$35,600
3	Spruce St from 3rd Ave to 2nd Ave	350	8-16	\$35,600
4	4th Avenue from Brookland Park Blvd to Magnolia St	2,800	0-16	\$283,000
5	5th Avenue from Magnolia St to Custer St	1,500	8-15	\$154,500
6	3rd Avenue from Burns St to Custer St	3,400	13-16	\$338,000
7	2nd Avenue from Burns St to Brookland Park Blvd	2,200	8-11	\$220,600
8	Arnold Ave from Carolina Ave to Napoleon St	1,700	8	\$174,000
9	Northside Ave from Meadowbridge Rd to Napoleon St	1,300	8	\$132,000
10	Highland Street from Delaware Ave to Maryland Ave	350	8-21	\$34,200
11	Meadowbridge Rd from Pensacola Ave to Patrick Ave	1,200	9-10	\$123,000

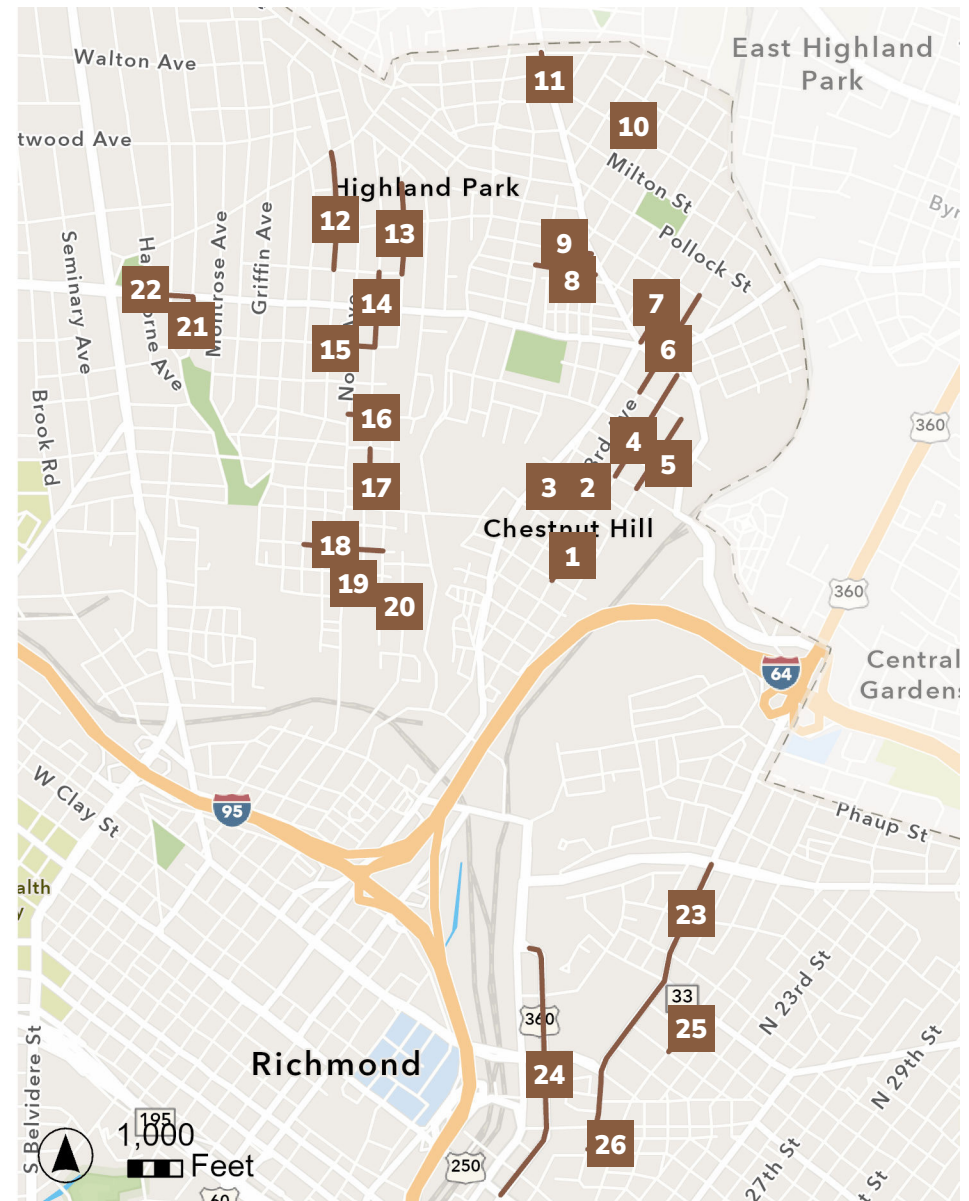


Figure 10. Map of East End & Highland Park Sidewalk Repair Projects

PRIORITY SIDEWALK REPAIR PROJECTS

Map ID	Project Locations and Extents	Approximate length of sidewalk	Sidewalk Condition Score(s)	Ballpark Cost
12	Garland Ave from Crawford Ave to Ladies Mile Rd	1,800	8-17	\$178,000
13	Lamb Ave from Crawford Ave to Meredith St	1,900	0-10	\$188,600
14	Barton Ave from Crawford Ave to Essex St	1,100	8-17	\$111,200
15	Essex St from Barton Ave to Garland Ave	1,100	8-15	\$106,000
16	Norwood Ave from Lamb Ave to North Ave	1,000	0-15	\$98,000
17	Barton Ave from Graham Rd to Lancaster Ave	600	8-15	\$60,000
18	Roberts St from Lamb Ave to Miller Ave	2,000	9-18	\$209,200
19	Poe St from Lamb Ave to North Ave	550	0-13	\$56,000
20	Lamb Ave from Minor St to Poe St	300	9-13	\$32,000
21	Moss Side Ave from Essex St to Brookland Park Blvd	1,000	13-15	\$109,000
22	Brookland Park Blvd from Hawthorne Ave to Moss Side Ave	1,200	8-16	\$118,000

Map ID	Project Locations and Extents	Approximate length of sidewalk	Sidewalk Condition Score(s)	Ballpark Cost
East End Sidewalk Repair Projects				
23	Mechanicsville Turnpike/Mosby St from Fairfield Ave to Venable St	5,500	8-19	\$550,200
24	18th St from Balding St to Broad St	1,900	8-13	\$195,000
25	N 20th St from Q St to Fairmount Ave	800	9-14	\$78,700
26	Cedar St from Mosby St to 21st St	400	14	\$39,000

PRIORITY PAVEMENT MAINTENANCE PROJECTS

Map ID	Project Locations and Extents	Project Length (ft)	Pavement Condition Score(s)	Ballpark Cost
Downtown & Gilpin Pavement Maintenance Projects				
1	N 3rd St from Jackson St to N 5th St	800	Fair-Serious(17.96-57)	\$92,000
2	N 2nd St from Broad St to Leigh St	1,300	Poor-Very Poor (37.33-47.84)	\$154,000
3	N 10th St from Marshall St to Duval St Conn	1,600	Poor-Serious (24.16-47.69)	\$190,000
4	Canal St from Jefferson St to 2nd St	1,300	Poor-Very Poor (40.24-46.49)	\$155,000
5	5th St from Canal St to Grace St	1,600	Poor-Serious(24.99-43.05)	\$188,000
6	4th St from Canal St to Grace St	1,600	Poor-Very Poor (34.44-42.49)	\$107,000

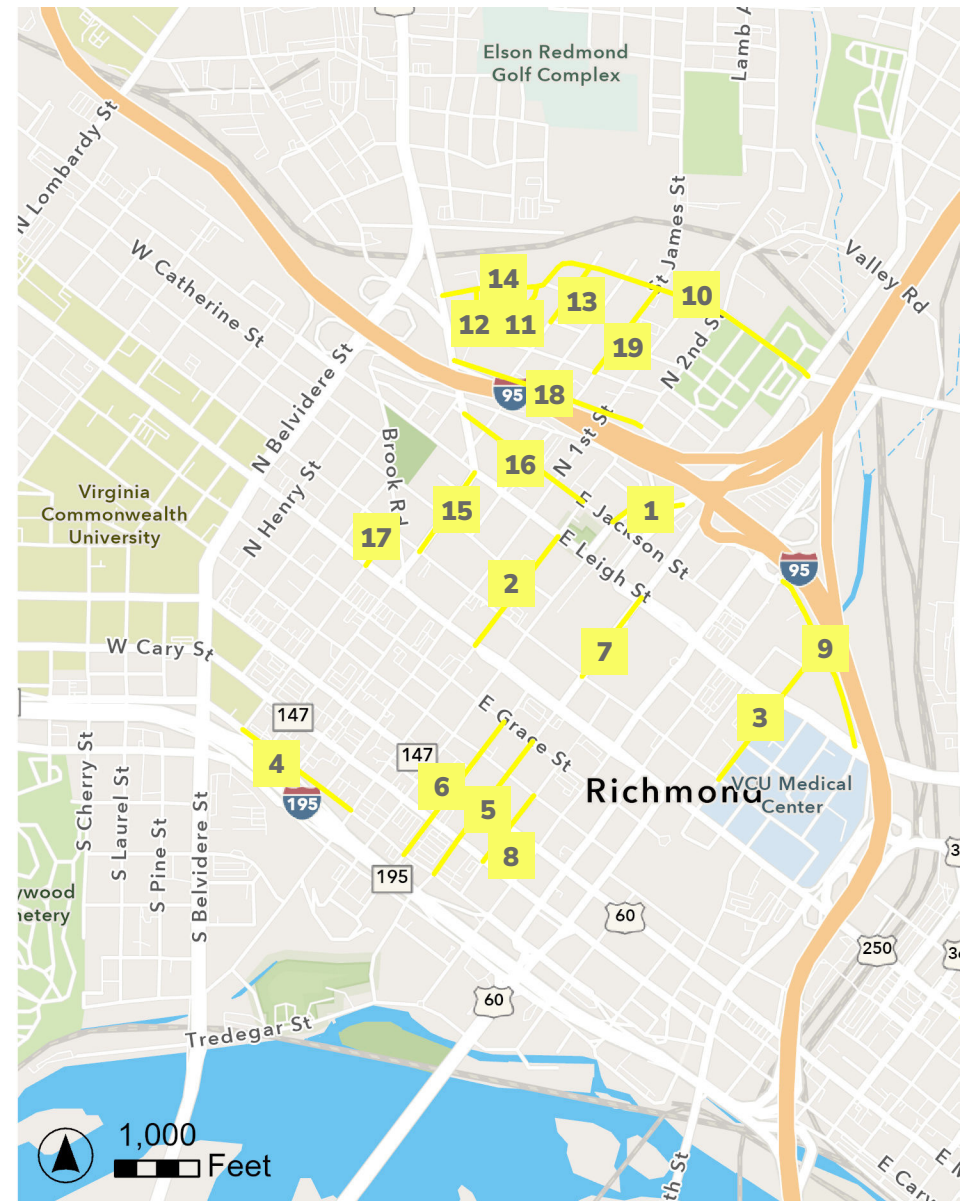


Figure 11. Map of Downtown/Gilpin Pavement Maintenance Projects

PRIORITY PAVEMENT MAINTENANCE PROJECTS

Map ID	Project Locations and Extents	Project Length (ft)	Pavement Condition Score(s)	Ballpark Cost
7	5th St from Marshall St to Leigh St	900	Very Poor (40.15)	\$188,000
8	6th St from Cary St to Franklin St	800	Very Poor (27.6-40.15)	\$94,000
9	Duval St Conn from N 8th St to N 13th St	1,700	Very Poor-Serious (22.36-39.32)	\$205,000
10	Hill St/Hospital Street from St Peter St to N 5th St	2,600	Poor - serious (15.3-38.29)	\$311,000
11	St Peter St from Charity St to Hill St	900	Very poor-Serious (13.51-38.06)	\$110,000
12	Hickory St from Calhoun St to Charity St	500	Very poor (35.91)	\$57,000

Map ID	Project Locations and Extents	Project Length (ft)	Pavement Condition Score(s)	Ballpark Cost
13	St Paul St from Federal St to Hill St	600	Very Poor (28.82-31.34)	\$75,000
14	Calhoun St from Chamberlayne Ave to St Peter St	1,000	very poor-serious (15.7-29.47)	\$115,000
15	Adams St from Marshall St to Leigh St	900	Very Poor (26.49-28.44)	\$110,000
16	Jackson St from Chamberlayne Pkwy to N 2nd St	1,400	Very Poor-Serious (16.05-27.17)	\$169,000
17	Jefferson St from Broad St to Marshall St	400	Serious (25.28)	\$44,000
18	Baker St from Chamberlayne to N 2nd St	2,400	Serious (14.2-23.77)	\$108,000
19	St. James St from Hill St to Federal St	1,300	Serious (25.26)	\$80,000

PRIORITY PAVEMENT MAINTENANCE PROJECTS

Map ID	Project Locations and Extents	Project Length (ft)	Pavement Condition Score(s)	Ballpark Cost
East End Pavement Maintenance Projects				
20	Cedar St from Broad St to 27th St	4,100	Poor-Serious (48.49-10.88)	\$493,000
21	Williamsburg Ave from Main St to Nicholson St	3,000	Very Poor (40.38-27.22)	\$357,000
22	T Street from 21st St to 25th St	1,300	Serious-Failed (21.34-7.63)	\$158,000
23	Government Road from Broad St to Glenwood Ave	1,300	Serious (19.44)	\$151,000

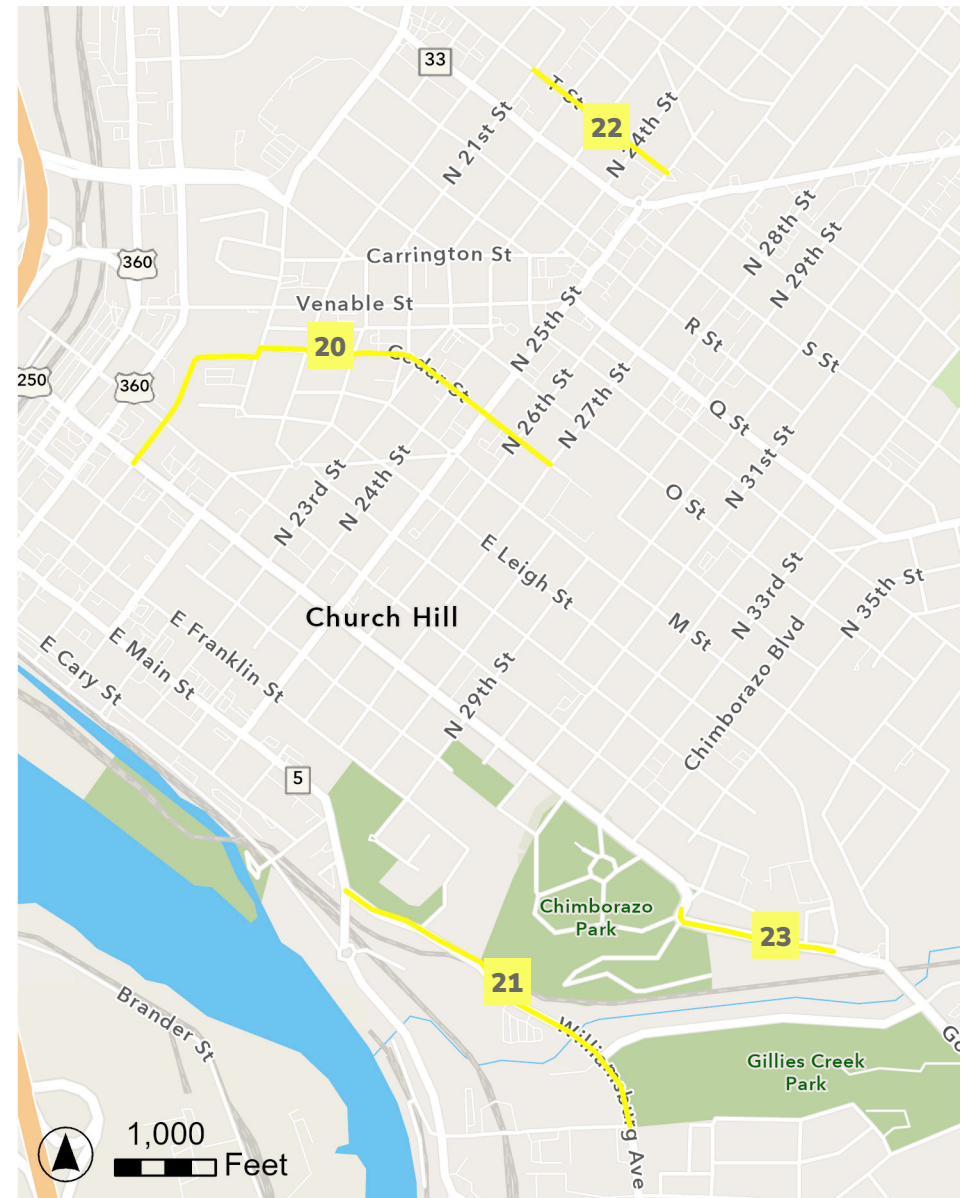


Figure 12. Map of East End Pavement Maintenance Projects

PRIORITY PAVEMENT MAINTENANCE PROJECTS

Map ID	Project Locations and Extents	Project Length (ft)	Pavement Condition Score(s)	Ballpark Cost
Southside Pavement Maintenance Projects				
24	Richmond Hwy from Hopkins Rd to Terminal Ave	7,700	Satisfactory-Very Poor (76.26-33.79)	\$921,000
25	Belt Blvd from Broad Rock Blvd to Bells Rd/ Warwick Rd	8,900	Satisfactory-Serious (73.11-15.32)	\$1,063,000
26	Bells Road from Belt Blvd to Commerce Road	9,700	Poor-Serious (14.9-46.32)	\$1,166,000
27	Commerce Road from Bellemeade Rd to Dupont Site Rd	15,800	Poor-Very Poor (12.78-43.14)	\$1,894,000

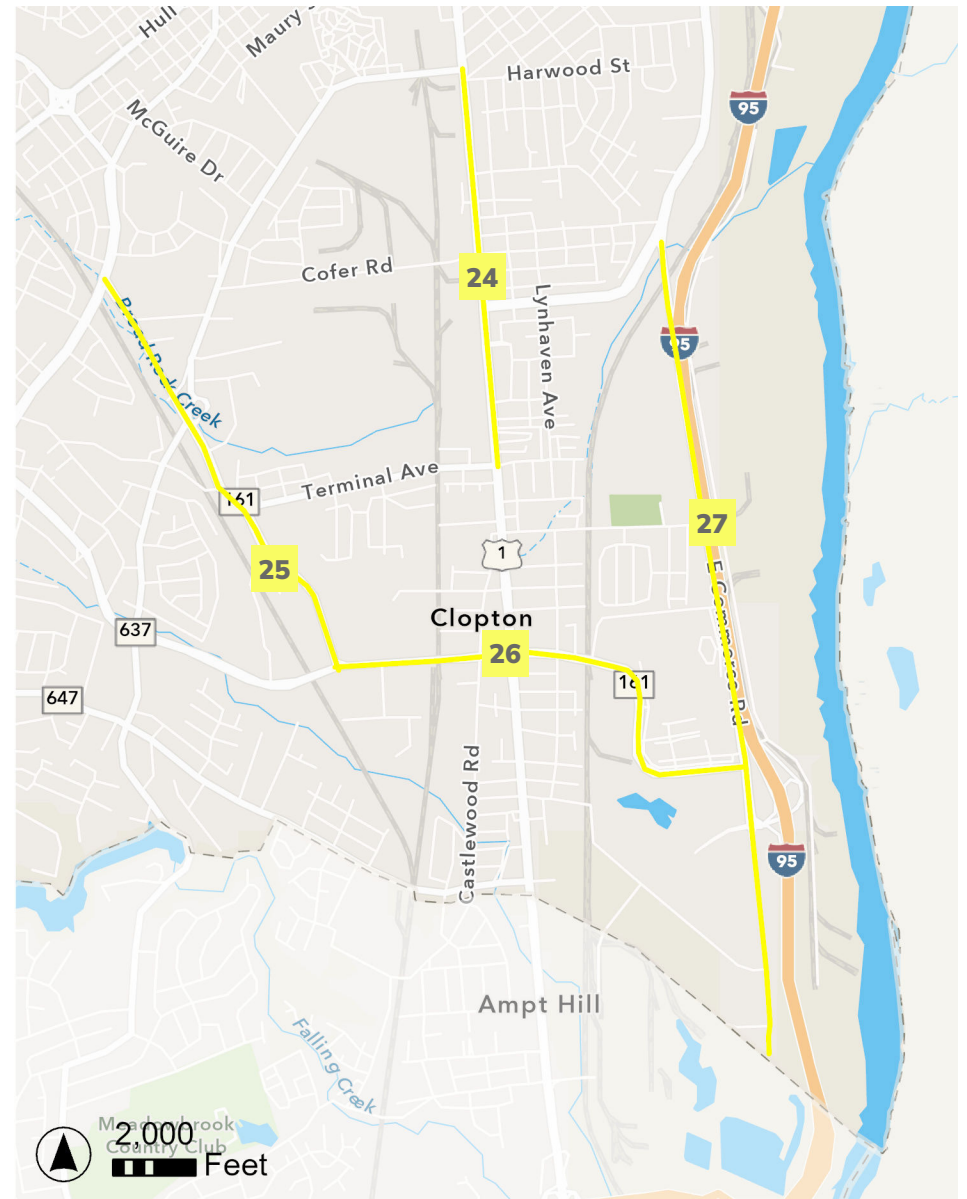


Figure 13. Map of Southside Pavement Maintenance Projects

FINISH WHAT WE STARTED - PRIORITY COMPLETION PROJECTS

ID	Project Name	Equity Need	Description	Immediate Next Steps	Support Score
9B	Hull Street Streetscape - Mayo Bridge to 9th Street	Communities of Concern identified Hull Street at the Railroad Museum as a Super Need because of its constraints and need for pedestrian and bicycle improvements. Improves walkability in areas with high equity needs for pedestrian safety (EF6), transit reliability (EF7), and disparate climate impacts (EF8).	Complete the Hull Street Streetscape project from Mayo Bridge to 9th Street	n/a	4.8
5J	Oliver Hill Way Bike Lanes	The data analysis revealed a Tier 1 equity-based Bicycle need on Oliver Hill Way. Creates bicycle facility in an area with high equity needs for bike safety (EF6). Located in an area with densely populated communities of concern (EF9) with disparate climate impacts (EF8).	Finish designing and building the bicycle facility on Oliver Hill Way from Hospital Street to Grace Street	Implement project with identified and allocated funds. Fill remaining project funding gaps to bring the project to 100% completion.	4.6
6C	Shockoe Valley Street Improvements	The data analysis revealed Tier 1 equity-based needs for Pedestrian, Bicycle, and Safety/Security need categories.	Complete the Shockoe Valley Street Improvements project	Implement project with identified and allocated funds. Fill remaining project funding gaps to bring the project to 100% completion.	4.5
11C	Southwood Parkway Sidewalks	The data analysis indicates this improvement will address Tier 1 equity-based needs in the Pedestrian, Connectivity, and Sustainability categories. Connects suburbs where communities of concern live (EF4, EF9). Increases pedestrian safety and reduces need for car ownership (EF5, EF6).	Complete construction of the approved sidewalk design project.	Complete construction of the approved sidewalk design project.	4.2
12F	Hull Street Improvements Phase II - Hey Road to Brookhaven Drive	The data analysis indicates this project will address Tier 1 equity-based needs in the Bicycle, Pedestrian, Safety/Security, Connectivity, and Economic Development. Adds infrastructure to previously redlined and separated communities (EF1, EF4, EF9). Improves pedestrian safety and reduces need for car ownership (EF5, EF6).	Seek remaining funding for and implement the Hull Street Improvements Phase II project (Chippenham Parkway to Hey Road). Modify the design to include more frequently spaced pedestrian crosswalks with pedestrian hybrid beacons. Incorporate native landscaping that retains water and provides food and shade, and considers permeable pavement into the design.	Implement project with identified and allocated funds. Fill remaining project funding gaps to bring the project to 100% completion.	3.7

FINISH WHAT WE STARTED - PRIORITY COMPLETION PROJECTS

ID	Project Name	Equity Need	Description	Immediate Next Steps	Support Score
15C	Arthur Ashe Boulevard Bridge Replacement	Data analysis reveals a Tier 1 Bicycle and Tier 1 Pedestrian need. Improves pedestrian and cyclist safety and access (EF6).	Design and construct the replacement bridge for Arthur Ashe Boulevard over the CSX railroad. Incorporate dedicated bicycle and pedestrian facilities into the bridge design.	Implement project with identified and allocated funds. Fill remaining project funding gaps to bring the project to 100% completion. Work with engineers to incorporate desired bicycle and pedestrian infrastructure into design.	3.7
11B	Hey Road Improvements	The data analysis indicates this improvement will address Tier 1 equity-based needs in the Pedestrian, Connectivity, and Sustainability categories. Public comments confirmed the need for sidewalks on Hey Road. Connects suburbs to city (EF4), Improves pedestrian safety and reduces need for car ownership (EF5, EF6). Also increases opportunities for communities of concern (EF9).	Implement the Hey Road Improvements CIP project. In the design of this project, include native landscaping that retains water and provides food and shade, and/or consider pavement types that are permeable and/or light colored.	Implement project with identified and allocated funds. Fill remaining project funding gaps to bring the project to 100% completion.	3.6
16D	Broad Street Streetscape with Pulse BRT Expansion	Public comments included a new BRT station at Malvern Avenue. Reduces car dependency in areas affected by car-centric planning (EF5).	Multimodal safety and operational improvements to the 0.5 mile stretch of Broad Street from Hamilton Street to Commonwealth Avenue. Improvements include two new Bus Rapid Transit (BRT) curbside stations, sidewalk and ADA accessible ramp improvements, pedestrian crossing improvements, access management, and other streetscape amenities.	Complete the Broad Street Streetscape Pulse BRT Expansion Phase I project using the already allocated funding.	3.5
6F	Gillies Creek Greenway	The data analysis reveals this connection would link to the Tier 1 need Virginia Capital Trail, enhancing connectivity in an area of high densities of Communities of Concern. Invests in green bike/pedestrian infrastructure in a previously redlined area negatively impacted by urban renewal (EF1, EF2) with equity needs related to bike/pedestrian safety (EF6). Located in an area with densely populated communities of concern (EF9).	Implement the portions of the Gillies Creek Greenway with funds already allocated. Identify funding to design and construct remaining portions.	Implement project with identified and allocated funds. Fill remaining project funding gaps to bring the project to 100% completion.	3.4

FINISH WHAT WE STARTED - PRIORITY COMPLETION PROJECTS

ID	Project Name	Equity Need	Description	Immediate Next Steps	Support Score
15B	Clay Street Streetscape Improvements	Clay Street in Scotts Addition has Tier 1 Pedestrian and Tier 1 Bicycle needs. Calms traffic in an area affected by car-centric planning (EF5).	Convert and improve the typical section of Clay Street from a two-lane, one-way street to a two-lane, two-way street along the 0.5 mile stretch between Arthur Ashe Boulevard and Belleville Street by providing a 10' travel lane in each direction, a 6' bike lane along the eastbound side of the corridor, and a parking lane on both sides of the corridor between Sheppard Street and Roseneath Road. This project will further improve multimodal safety and operations by providing traffic calming and access management through curb bump-outs and removing redundant entrances to parcels, and by providing bike, ped, and transit access improvements and crossing accommodations at two intersections and at two bus stops.	Implement project with identified and allocated funds. Fill remaining project funding gaps to bring the project to 100% completion.	3.4
14H.1	Franklin Street Cycle Track - Lombardy Street to Belvidere Street	Extending the existing Franklin Street cycle track was a top public comment. Creates bicycle facility in areas with bike/pedestrian safety needs (EF6) affected by car-centric planning (EF5). Located in areas with densely populated communities of concern (EF9).	Design and implement protected bike lanes on Franklin Street from Belvidere Street to Lombardy Street.	Complete design and fill funding gaps to ensure 100% project completion.	3.2
14G	Allen Avenue Bike-Walk Street	The data analysis indicates this project will address a Tier 1 equity-based need in the Bicycle and Safety/Security categories. Creates an active transportation corridor in previously redlined areas (EF1) impacted by neighborhood dissection (EF2) and urban renewal (EF3). Located in areas with densely populated communities of concern (EF9) with disparate climate impacts (EF8).	Implement the Allen Avenue bike-walk street that has already been designed.	Implement project with identified and allocated funds. Fill remaining project funding gaps to bring the project to 100% completion.	3.0

FINISH WHAT WE STARTED - PRIORITY COMPLETION PROJECTS

ID	Project Name	Equity Need	Description	Immediate Next Steps	Support Score
14J	State Route 161 Bicycle Infrastructure	The data analysis reveals this project addresses a Tier 1 equity-based need in the Pedestrian and Connectivity categories, and it was a top public comment. Creates bicycle facility in areas with bike/pedestrian safety needs (EF6) affected by car-centric planning (EF5).	Create separated bike infrastructure on State Route 161 (Westover Hills Boulevard / 49th Street from James River Branch Trail to Boulevard Bridge; Park Drive from the Boulevard Bridge to Blanton Avenue and from Blanton Avenue to French Street).	Implement project with identified and allocated funds. Fill remaining project funding gaps to bring the project to 100% completion.	2.9
1I	Fall Line Trail	The Fall Line Trail was one of the most repeated public comments. It will provide connectivity in some areas with Tier 1 pedestrian and bicycle needs. Creates active transportation corridor in areas with high equity needs related to car-centric planning (EF5), bike/pedestrian safety (EF6), and disparate climate impacts (EF8).	Create a connected path for walking and cycling from Ashland to Petersburg. Several portions of the trail are in various phases of design and implementation.	Continue to design and implement the Fall Line Trail to provide a continuous connected path for walking and bicycling throughout the entire City of Richmond, connecting Ashland to Petersburg.	2.6
11H	Hull Street Shared Use Path - Arizona Drive to James River Branch Trail	The data analysis indicates this project will address Tier 1 equity-based needs in the Bicycle, Pedestrian, Safety/Security, Connectivity, and Economic Development. Adds infrastructure to previously redlined areas (EF1, EF9), connects inner ring suburbs (EF4), improves pedestrian safety and reduces need for car ownership (EF5, EF6).	Implement the Hull Street Shared Use Path Improvements project that will provide a shared use path and sidewalk along Hull Street between Arizona Drive and the James River Branch Trail using the already allocated funding.	Implement project with identified and allocated funds. Fill remaining project funding gaps to bring the project to 100% completion.	2.6
3L	Rowen Avenue/ N 5th Street/ N 3rd Street Bike Lanes	The data analysis revealed a Tier 1 need on 5th Street north of I-95. Communities of Concern consistently voiced a need for a bicycle connection from downtown to Northside. This was identified as a Super Need. Creates an active transportation corridor, improving connectivity in an area affected by neighborhood dissection (EF2) and with bike safety needs (EF6).	Build the bike lanes on 3rd Street in Downtown and the separated bike lanes on N 5th St/Rowen Ave from Trigg Street to Jackson Street that have already been designed.	Implement project with identified and allocated funds. Fill remaining project funding gaps to bring the project to 100% completion.	2.5
11I	James River Branch Trail	The data analysis indicates this project will address Tier 1 equity-based needs in the Bicycle, Pedestrian, Connectivity, and Economic Development. Improves safety for pedestrians and cyclists and reduces need for car ownership (EF5, EF6). Adds green space and connects communities of concern to it (EF8, EF9, EF10).	Implement the James River Branch Trail using the already allocated funding.	Implement project with identified and allocated funds. Fill remaining project funding gaps to bring the project to 100% completion.	1.6

FINISH WHAT WE STARTED - OTHER COMPLETION PROJECTS

ID	Project Title	Equity Need	Description	Immediate Next Steps
C1	Cary Street Safety Curb Extensions	Tier 1 INC 5 (Safety/Security) - several Tier 1 areas along Cary Street between Belvidere and Boulevard. Tier 1 INC 1b (Pedestrian) - Some sections of Cary Street between Belvidere and Boulevard have Tier 1 need segments.	Provide funding for the installation of pedestrian safety intersection curb extensions at stop controlled intersections on West Cary Street between Belvidere Street and Arthur Ashe Boulevard.	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.
C2	Forest Hill Avenue Pedestrian Safety Improvements - 41st & 43rd Streets	Tier 1 INC 5 (Safety/Security) need at Forest Hill Avenue at 43rd Street.	Reduce pedestrian crossing distances along this urban arterial utilizing traffic calming measures on Forest Hill Avenue at 41st Street and 43rd Street, gaining greater pedestrian stopping/yielding compliance by motorists, and resolving vehicle conflicts to improve traffic flow.	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.
C3	Hull Street at 29th Street Pedestrian Hybrid Beacon	"Missing sidewalks and speeding along Hull Street" is a Super Need, which reflects a general feeling of being unsafe from a pedestrian perspective.	Install a Pedestrian Hybrid Beacon (PHB) traffic signal device on US Route 360 (Hull Street) at 29th Street to provide a place for people of all ages and abilities to safely cross the street.	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.
C4	Main Street Safety Curb Extensions	Tier 1 INC 1b (Pedestrian) and INC 5 (Safety/Security) needs	Install pedestrian safety intersection curb extensions at stop controlled intersections on West Main Street between Belvidere Street and Arthur Ashe Boulevard. The landscaped curb extensions will minimize the crossing distance and exposure to pedestrians on two main corridors connecting the Virginia Commonwealth University (VCU) area and the Museum District.	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.
C5	Richmond Highway Phase II Improvements	Tier 1 INC 1b (Pedestrian) and INC 5 (Safety/Security) needs	Multi-modal safety and operations improvements along the 0.4-mile stretch of Richmond Highway between Maury Street and Hull Street by providing dedicated left-turn lanes for adjoining streets in both directions at its intersections with Decatur Street and Maury Street, adding pedestrian signal control accommodations and crossing improvements at Decatur, Stockton, and Maury, filling in missing sidewalks for Americans with Disabilities (ADA) compliance, consolidating/ eliminating unnecessary driveway entrances, and providing bike, pedestrian & transit access improvements along the corridor.	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.

FINISH WHAT WE STARTED - OTHER COMPLETION PROJECTS

ID	Project Title	Equity Need	Description	Immediate Next Steps
C6	Richmond Signal System Phase IV	Addresses non-mappable needs including pedestrian detection, crosswalk timing, new technology for pedestrians with disabilities, etc.	Integrate intersections with traffic control signals to the City's traffic management software. The project provides installation of new system networks, servers, computers, conduits, fiber optic cable, wireless communication, traffic monitoring cameras and traffic signal controllers, cabinets, and other traffic signal equipment such as transit signal priority and emergency vehicle preemption	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.
C7	Riverfront/ Orleans BRT Streetscape Improvements	Addresses super need: Fill in missing sidewalks and fix broken sidewalks (all throughout East End)	Streetscape improvements around the East Riverfront and Orleans BRT Stations, a project area bound by Virginia Capital Trail to the west, Carlisle Avenue to the east, Broad Street to the north, and Hatcher Street to the south. The Complete Streets process will be used to add streetscape improvements including a combo of new sidewalks and sidewalk widening for a consistent sidewalk width, ADA-compliant curb ramps, crosswalks, and pedestrian scale lighting.	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.
C8	Scott's Addition BRT Streetscape Improvements	Tier 1 INC 1b (Pedestrian) need	Streetscape improvements to the half mile walkshed around the Scott's Addition BRT Stations, bound by Hamilton Street to the west, N. Arthur Ashe Boulevard to the east, Patton Avenue to the north, and Stuart Avenue to the south. The Complete Streets Process will be used to address traffic pattern concerns and add streetscape improvements including new sidewalks, crosswalks, push buttons, ramps, and pedestrian scale lighting.	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.
C9	Scott's Addition Green Space	Tier 1 INC 1a (Bicycle) and INC 1b (Pedestrian) needs	Construct a pedestrian/bike trail in the Scott's Addition neighborhood. The proposed trail would be located on City property along a portion of Patton Avenue, south of the CSX rail line between Roseneath Road and North Boulevard. This trail will provide for the addition of green space for use residents and visitors to a rapidly developing neighborhood.	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.

FINISH WHAT WE STARTED - OTHER COMPLETION PROJECTS

ID	Project Title	Equity Need	Description	Immediate Next Steps
C10	Shockoe Bottom BRT Streetscape Improvements	Top public comment. Recommendation 8A. Tier 1 INC 5 (Safety/Security) need is present between Cary St and Main St. No Tier 1 INC 5 need north of Main Street. No significant Tier 1 INC 1a (Bicycle) or INC 1b (Pedestrian) needs	Pedestrian safety and accessibility improvements to the Shockoe Bottom BRT stations, bound by 17th Street to the west, 30th Street to the east, M Street to the north, and the Virginia Capital Trail to the south. Improvements include: pedestrian scale lighting, brick sidewalk construction, curb ramps and crosswalks, installing an RRFB on Dock Street at 25th Street and Pear Street, installing a PHB crossing west of Pear, new sidewalk, improved signing and striping at rail crossings along Dock and Pear, and clearing the 27th Street stairs at Main Street to provide access to Church Hill.	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.
C11	Centralized Transit Signal Priority and Emergency Vehicle Preemption	Addresses non-mappable needs including poor transit service reliability, strategy to address this with technology solutions	Integrate the City's traffic signal system with the Region's Automated Vehicle Location (AVL) systems to improve safety operations and travel speeds for transit vehicles, emergency vehicles, and other City-operated vehicles equipped with AVL.	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.
C12	Highland Grove/ Dove Street Redevelopment	Fill in missing sidewalks and fix broken sidewalks all throughout Northside is a Super Need. There is a Tier 1 need for INC 1b (Pedestrian) on Dove Street from 1st Ave to Lamb Ave. There is a Tier 1 need for INC 8 (Econ Dev) just east of here in Chestnut Hill.	Infrastructure improvements supporting the Richmond Redevelopment and Housing Authority (RRHA)'s development of the former Dove Street Redevelopment Area, which included construction of 139 residential units. The project includes planning, design, and improvements to right-of-way, streets, sidewalks, landscaping, streetscape and ornamental lighting, water and sewer and connection fees, and other utilities that will be designed and constructed by RRHA and approved by the City of Richmond.	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.
C13	Jefferson Avenue Improvements	There are Tier 1 INC 1a and INC 1b segments leading up to Jefferson Ave on Marshall St and 21st St. Green infrastructure on this project addresses some non-mappable sustainability needs (as a practice for including green infrastructure for these types of projects).	Improvements to the Jefferson Avenue corridor, reconstructing a portion of the 1/3-mile corridor to include traffic calming, pedestrian and bicycle infrastructure, and green infrastructure.	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.

FINISH WHAT WE STARTED - OTHER COMPLETION PROJECTS

ID	Project Title	Equity Need	Description	Immediate Next Steps
C14	Laburnum Median Improvements	Speeding on Laburnum Avenue is a Super Need. There is a Tier 1 INC 1b (Pedestrian) need on Laburnum between Hermitage and MacArthur Ave. Narrowing the median to provide parking lanes that people feel more comfortable parking in could be a traffic calming measure.	Paving and infrastructure improvements to Laburnum Avenue focused on narrowing the median on Laburnum between Brook Road and Heritage to allow for the expansion of parking lanes.	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.
C15	Nicholson Street Streetscape	“Fill in missing sidewalks and fix broken sidewalks all throughout East End” is a Super Need. Not a Tier 1 need for INC 1b (Pedestrian), INC 5 (Safety/Security), or INC 6 (Connectivity)	Pedestrian safety improvements along Nicholson Street between Williamsburg Avenue and East Main Street. Street enhancements along Nicholson Street include: sidewalks, landscaping, lighting, street side parking and intersection and pedestrian safety improvements at Williamsburg Avenue.	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.
C16	Richmond Fiber Optic Network System	Addresses strategies including technology to meet non-mappable needs.	Implement a city-owned fiber optic network. This fiber optic network system project will create a city-wide fiber optic cable infrastructure that can be used to advance many technology initiatives. A fiber optic network for internal city use is an essential next step in technological data needed for government service. Fiber optics offers unlimited capacity, long life, and superior resilience to downtime. In addition to supporting City buildings, the system will be used to support fire station alerting, cameras, next generation 9-1-1, and the next generation radio system.	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.
C17	Semmes Avenue, Forest Hill Avenue and Dundee Avenue Pedestrian Safety and Operational Enhancements	“Crossing the street feels unsafe on Semmes Avenue” is a Super Need.	Provide funding for pedestrian safety and operational improvements within the existing school zone at the intersection of Semmes Avenue, Forest Hill Avenue, and Dundee Avenue. This project includes two phases. Phase I is the construction of a new traffic control signal that relies on Phase II scope of reconnecting traffic from westbound Forest Hill Avenue to northbound 34th Street.	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.

FINISH WHAT WE STARTED - OTHER COMPLETION PROJECTS

ID	Project Title	Equity Need	Description	Immediate Next Steps
C18	Street Lighting - General	Enhances safety/security in high need areas. Need for better lighting is a non-mappable need, and was a high-priority strategy in the Phase 4 focus group discussion.	Provide funding for installation of new street lights at various locations based on requests of citizens, the Police Department, and the Department of Public Works Traffic Engineering Division. This project also provides for an upgrade to the electric distribution system, upgrades to four electric sub-stations, and ancillary electric work required due to CIP projects undertaken by other departments within the City of Richmond.	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.
C19	Street Lighting - LED Conversion	Enhances safety/security in high need areas. Need for better lighting is a non-mappable need, and was a high-priority strategy in the Phase 4 focus group discussion. Converting street lights to LED was supported.	Provide funding for street lighting projects including the installation of LED street lights based on a transition to newer lighting technology, and conversion of current street lighting to LED street lights.	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.
C20	Westhampton Area Improvements - Phase III	There is a Tier 1 INC 5 (Safety/ Security) need on Patterson between Westview Ave and Seneca Rd. There is a Tier 1 INC 3 (Freight) need on both Grove and Patterson streets.	Install streetscape amenities along the Grove Avenue and Patterson Avenue corridors. The project includes installation of sidewalk, handicap ramps, and streetlights and pavement markings, and street furniture. The project will be completed in three phases. This request is for Phase III on North side of Patterson Avenue from Granite Avenue to Seneca Road.	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.
C21	Deepwater Terminal Road Connector to Goodes Street	Deepwater Terminal Road has a Tier 1 INC 3 (Freight) need	Design and construction to extend Deepwater Terminal Road 0.69 miles north to Goodes Street. The project will consist of a two-lane roadway with shoulders and drainage ditches. Location: Deepwater Terminal Road to Goodes Street	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.
C22	Hull Street Improvements Phase I - Hey Road to Warwick Road	Super Need and Tier 1 INC 1b (Pedestrian) need	Road improvements including a raised median, turn lanes, curbs, gutters, bike lanes, a new sidewalk/shared use path on the north side of Hull Street and new sidewalks on the south side of Hull Street, street lighting and an underground drainage system.	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.
C23	Jahnke Road Improvements Blakemore Road to Forest Hill Avenue	Fulfills tier 1 need in INC1A, INC1B, INC6, public comments	Improve 2 lanes with sidewalk, bike trail, signal upgrade, landscape, and closed drainage system.	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.

FINISH WHAT WE STARTED - OTHER COMPLETION PROJECTS

ID	Project Title	Equity Need	Description	Immediate Next Steps
C24	Maury Street Streetscape	Super Need in Southside: "Fill in missing sidewalks and fix broken sidewalks. Drivers do not stop for pedestrians in crosswalks. Lack of lighting at night." Maury Street from Commerce Rd to 4th St is a Tier 1 INC 3 (Freight) need. There is a Tier 1 bicycle need segment on 7th street leading to Maury Street	This 0.25 mile corridor will bring complete street and operational/safety improvements to Maury Street from the planned and funded I-95 Roundabout Interchange Project gateway feature to Commerce Road, a major principal arterial, for better access to the Richmond Marine Terminal land uses. Location: Maury Street from 4th Street to Commerce Road	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.
C25	Richmond Highway Improvements	Super Need throughout Southside.	Improvement of the intersection at Hopkins Road and Richmond (formerly Jefferson Davis) Highway. The scope will focus on the re-alignment of the intersection, a new traffic signal and improved pedestrian accommodations. Location: Richmond Highway from Chesterman Avenue to Decatur Street	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.
C26	Route 5 Relocation/ Williamsburg Road Intersection Improvement	Super Need throughout East End	Design, right-of-way acquisition, and construction to improve the intersection at East Main Street and Williamsburg Avenue with new sidewalks, landscaping and signal. Location: Williamsburg Road @ E. Main Street	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.
C27	Science Museum BRT Shared Use Path	Tier 1 INC 1a (bicycle) and INC 1b (pedestrian) needs	Development of a paved bicycle and pedestrian connection and shared-use path. Location: Broad Street at Robinson Street, to Terminal Place, to Leigh Street, and to Altamont Avenue in Scott's Addition.	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.
C28	Capital Trail/Canal Walk Connector to Brown's Island - Phase 1	There is a Tier 1 INC 1a (Bicycle) need across both Manchester and Mayo bridges, and a Super Need of "bridges feel unsafe for walking and bicycling." This project works toward the unmappable need of Richmond being too car-centric overall. It would enhance the connectivity of the network of Richmond's off-road trails.	Improvements to the Virginia Capital Trail connection to the Tyler T. Potterfield Memorial Bridge located on Brown's Island, via the Canal Walk in downtown Richmond. Improvements include construction of an ADA-accessible ramp from the south side of the Canal Walk up to street grade at Virginia Street and E. Byrd Street; a barrier-separated bike lane extending along E. Byrd Street to the city floodwall, and a short segment of paved path accessing the walkway along Haxall Point.	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.
C29	Cherokee Road Roadside Safety Improvements	There is a Tier 1 INC 1A (Bicycle Need) along Cherokee Rd. A paved shoulder will provide more space for bicyclists, however, it could also encourage higher speeds, and does not provide a dedicated facility for bicyclists.	Construct a six foot wide paved shoulder on the north side of Cherokee Road between North Huguenot Road and Forest Hill Avenue. Additionally, the project will improve safety and drainage for the Cherokee Road corridor by adding swales on each side of the roadway.	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.

FINISH WHAT WE STARTED - OTHER COMPLETION PROJECTS

ID	Project Title	Equity Need	Description	Immediate Next Steps
C31	Belvidere Street Gateway - Phase IV	There is a Tier 1 INC 1b segment on Belvidere to the north.	Improves pedestrian access and safety along Belvidere Street at various intersections. Location: Belvidere Street from Idlewood Avenue to Rowe Street	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.
C32	Biotech Research Park Roadway Improvements	There is a small Tier 1 INC 1b (Pedestrian) need segment on Jackson St between 5th St and Navy Hill Dr. N	Street, traffic, and streetscape improvements related to the Biotechnology Research Park. Location: 800 E Leigh Street	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.
C33	Mary Munford Elementary School Pedestrian Safety Improvements	Small Tier 1 INC 1b (Pedestrian) need segment at school entrance.	Installation of school flasher assemblies on both Cary Street and Grove Avenue, and a stamped asphalt crosswalk at the intersection of Grove Avenue and Commonwealth Avenue. Location: Cary Street, Westmoreland Street, Grove Avenue, Commonwealth Avenue	Continue to implement and fund this project with allocated funding. Fill funding gaps to ensure 100% project completion.
G1	Western Pulse Extension	Extending frequent reliable BRT westward will improve overall access to jobs, including higher-paying jobs systemwide. Improving access to higher paying jobs outside of Richmond city limits was a common theme in discussions with Communities of Concern.	Extend the Pulse BRT westward along Broad Street from its current terminus at Willow Lawn to Short Pump.	Continue to work with GRTC and PlanRVA to study and pursue funding for the Pulse extension to Short Pump.
G2	GRTC Dedicated Lanes Study	Making GRTC bus service more reliable was a common theme in discussions with Communities of Concern. Investments like bus-only lanes, transit signal priority, and queue jumps are infrastructure investments that can improve bus service reliability.	GRTC is conducting a study to identify locations for bus priority treatments to improve on-time performance and reliability system wide. In addition, feasible segments of the existing Pulse BRT route will be identified to convert to peak or all-day dedicated bus only lanes in order to achieve and maintain greater than 50% dedicated lanes on the Pulse corridor	Support GRTC to identify locations for and implement bus priority treatments to improve on-time performance and reliability.
G3	Downtown Transfer Center	Improving the existing GRTC bus system and having comfortable, safe spaces to wait for transfers was a common theme in discussions with Communities of Concern.	Work with GRTC to identify a permanent location for the Downtown Transfer Center that is accessible to the high frequency Pulse BRT and a focal point of the Downtown	Continue to work with GRTC to advance discussions about a permanent, highly visible, centralized location for the Downtown Transfer Center, and seek funding opportunities.

MOVE FORWARD WITH WHAT WE CAN - SHORT-TERM PROJECTS

Project ID	Project Name	Support Score	What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?	Cost
14C	Study and Demo Car-Free Shopping Corridors	3.7	<p>Making Cary Street a pedestrian, bicycle, and transit-only street was the most common public comment during the Richmond Connects Phase 1 survey. Public input indicated strong support for closing Cary Street to car traffic. Cary Street east of Powhite Parkway is on the High Injury Street Network. The data analysis indicates a Tier 1 equity-based need for Safety/Security on Cary Street near Arthur Ashe Boulevard. Several pedestrians have been severely injured in crashes on Cary Street between Arthur Ashe Blvd and Thompson St.</p> <p>In general, closing streets to car traffic promotes walking and bicycling, and is a good strategy for achieving the vision of equitable transportation in the Richmond 300 Master Plan. This recommendation would improve walkability in areas with high bike/pedestrian safety needs (EF6).</p>	Identify opportunities for using Richmond's streets to create great places for people through temporary or permanent street closures, such as weekend closures of Cary Street in Carytown for bicycle, pedestrian, and retail use.	<p>Identify potential locations with resident and business support for Cyclovia (weekend street closure) demonstrations, which could include Cary Street in Carytown or other locations.</p> <p>Study the potential access, safety, traffic, and business benefits and drawbacks of closing the street to vehicles and identify time periods for temporary testing. Conduct temporary tests with data collection to validate impacts</p>	Low (\$)

MOVE FORWARD WITH WHAT WE CAN - SHORT-TERM PROJECTS

Project ID	Project Name	Support Score	What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?	Cost
8A	Dock Street Pedestrian Improvements	3.6	<p>The data analysis indicates a Tier 1 equity-based Safety/ Security need on Dock Street. A common theme in the public comments was crossing Dock Street feels unsafe for pedestrians because of lack of crosswalks and cars going too fast.</p> <p>This recommendation will invest in previously redlined area (EF1) and improves walkability in areas with equity needs related to bike/ pedestrian safety (EF6) and disparate climate impacts (EF8). It is located in area with densely populated communities of concern (EF9).</p>	Design and implement raised intersections, and curb ramp improvements to slow vehicle speeds on Dock Street from 18th St to Pear St and provide more frequent and safe pedestrian crossings to access the Virginia Capital Trail. Speed tables have already been installed.	Develop engineering design plans. Implement.	Moderate (\$\$)
12H	GRTC Route 1A (Midlothian Turnpike) Improvements	3.5	<p>More frequent bus service along Midlothian Turnpike and extending bus service to Chesterfield Towne Center was a common need identified in public comments, including from Communities of Concern, especially for better job access. This will improve connections for previously redlined areas and widespread communities (EF1, EF4), reduce the need for car ownership, and increase opportunities for financial mobility (EF5, EF7, EF9).</p>	Increase the frequency of bus service along Midlothian Turnpike from Downtown Richmond to Stonebridge to every 15 minutes, and make permanent the bus route extension from Stonebridge to Chesterfield Towne Center.	Work with GRTC to identify needed resources to increase frequency on GRTC Route 1A that runs along Midlothian Turnpike. Support GRTC to find permanent funding sources for service to Chesterfield Towne Center.	Moderate (\$\$)

MOVE FORWARD WITH WHAT WE CAN - SHORT-TERM PROJECTS

Project ID	Project Name	Support Score	What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?	Cost
10J	Richmond Highway Transit Improvements	3.4	The data analysis revealed Tier 1 equity-based transit needs along Richmond Highway, especially south of Cofer Road, including in the Route 1/Bellemeade and Route 1/Bells Road Nodes. Public comments indicated buses do not run frequently enough along US Route 1 in these areas. Infrequent bus service along Richmond Highway was identified as a Super Need among Communities of Concern. This will improve transportation access (EF7), increase chances for economic growth/ personal financial mobility (EF1, EF9), connect suburbs, and mitigate necessity of owning a car (EF4, EF5).	Increase bus frequencies along US Route 1 (Richmond Hwy) (GRTC Bus Route 3B/3C) to from every 30 minutes to every 15-20 minutes.	Implement Microtransit service in the Broad Rock/ Cherry Gardens/ Richmond Highway zone to improve transit accessibility along US Route 1. Work with GRTC to increase GRTC Route 3B frequency from 30 minutes to 15-20 minutes.	Moderate (\$\$)
1J	Brook Road Bike Lanes Protection	3.4	Cars parking in bike lanes was a common issue identified throughout the Richmond Connects process. This recommendation will improve bike safety in areas impacted by car-centric planning (EF4), with high equity needs related to bike/ pedestrian safety (EF5), and with disparate climate impacts (EF8).	Install fixed bollards and concrete median between bike lanes and parking lanes. Median could include green infrastructure with stormwater management features.	Prepare engineering design plans. Identify and allocate funding.	Low (\$)

MOVE FORWARD WITH WHAT WE CAN - SHORT-TERM PROJECTS

Project ID	Project Name	Support Score	What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?	Cost
1G	GRTC Route 14 Increased Frequency	3.4	The data analysis revealed Tier 1 equity-based transit needs along Hermitage Road. Several public comments noted it takes too many transfers to get to this area by transit. This recommendation will improve transit reliability for areas with high equity needs related to car-centric planning (EF5) and transit (EF7).	Increase frequency on GRTC Route 14 (Hermitage/East Main) from 60 to 30 minutes, and eventually to 15 minutes.	Support GRTC's increasing frequency on Route 14 from 60 to 30 minutes by 2028. Advocate for increased frequency to 15 minutes.	Moderate (\$\$)
14H.2	Monument Avenue Bike Lanes	3.2	Extending the existing Franklin Street cycle track was a top public comment. Monument Avenue is a Tier 1 equity-based Bicycle need.	Design and implement protected bike lanes on Monument Avenue from Lombardy Street/Stuart Circle to Arthur Ashe Boulevard, and eventually to Henrico County line.	Present potential design to community for input and feedback. Finalize design. Identify and allocate funding and/or implement with repaving if possible.	Moderate (\$\$)
16E	Willow Lawn Park-and-Ride	3.1	Having a park-and-ride near the Willow Lawn BRT station was a top public comment. This recommendation will help reduce car dependency in an area affected by car-centric planning (EF5).	Identify a location for a park-and-ride near the Willow Lawn Pulse Bus Rapid Transit terminus. This recommendation may also be relevant to the Rocketts Landing end of line BRT station too.	Support Henrico County in efforts to identify and implement park-and-ride at Willow Lawn. City of Richmond Dept. of Planning & Development Review to conduct a study of potential opportunities, risks, and benefits of acquiring land within City limits for park-and-ride to serve Willow Lawn BRT station.	Moderate (\$\$)

MOVE FORWARD WITH WHAT WE CAN - SHORT-TERM PROJECTS

Project ID	Project Name	Support Score	What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?	Cost
2E	Link: On-Demand Microtransit	3.1	Microtransit extends the reach of the transit system, improving transit accessibility especially in areas with the highest equity-based transit needs, but where land use densities are not high enough to justify fixed route transit service. It also complements fixed route transit service by making a connection between low density neighborhoods and transit stops, especially valuable for seniors and persons with limited mobility who cannot walk long distances to access the bus stop. This creates on-demand transit options for areas impacted by car-centric planning (EF5) and with high equity needs for bike/pedestrian safety (EF6), and transit reliability (EF7). Focused in densely populated areas of communities of concern (EF9).	Create a new Microtransit program where riders can request on-demand shared rides to or from GRTC bus stops or other activity centers in high equity-need areas.	Implement the microtransit zones as outlined in the Richmond Microtransit study. Implement Mobility Hubs as described in the Richmond Microtransit study.	Moderate (\$\$)

MOVE FORWARD WITH WHAT WE CAN - SHORT-TERM PROJECTS

Project ID	Project Name	Support Score	What is the Need? Why is this Project a Priority to make transportation more equitable?	What should be done?	What are the first Action Steps?	Cost
5E	Mechanicsville Turnpike Bus Route	2.7	The data analysis revealed a Tier 1 equity-based Economic Development need in the Fairfield, Eastview, Brauers, and Whitcomb areas. Mechanicsville Turnpike is one of five corridors in the 2017 Greater RVA Transit Vision Plan planned for BRT. Bus Rapid Transit in this corridor would provide an economic investment in the area and provide better transit access to these areas that have high densities of Communities of Concern. This would improve reliability for areas with high equity needs related to transit (EF7). It is located in areas densely populated with Communities of Concern (EF9).	Create a Bus Rapid Transit (BRT) route along Mechanicsville Turnpike from the Pulse downtown to Mechanicsville and beyond I-295 (vicinity of Walnut Grove).	Support GRTC to begin new bus route along Mechanicsville Turnpike to Laburnum Ave by 2028. PDR and Office of Community Wealthbuilding to begin an economic development initiative in Fairfield to address Tier 1 Economic Development needs.	Moderate (\$\$)
16B	York Road Sidewalks	2.7	The 1-block segment of York Road from Three Chopt Road to Somerset Avenue connects to a Tier 1 Pedestrian need segment. This project is included because it is a short segment of sidewalk construction.	Design and implement new sidewalk construction to fill in sidewalk gaps on York Road from Three Chopt Road to Somerset Avenue	Develop engineering design plans. Seek funding.	Low (\$)



**CITY OF
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