

Equitable Transportation - DRAFT

Vision: Richmond prioritizes the movement of people over the movement of vehicles through a safe, reliable, equitable, and sustainable transportation network. Develop and consistently update and improve upon a multi-modal transportation system that anyone can easily use. Enhance walking, biking, and transit options so they are the most convenient and used forms of transportation in Richmond; thereby improving the natural environment and our health. Expand multi-modal connections to the region and the nation.

Timeframe
 S = short-term (2-5yrs)
 M = mid-term (5-7 yrs)
 A = aspirational (10+ yrs)

PDR = Dept. of Planning & Dev. Review
 DPW = Dept. of Public Works

DED = Dept. of Economic Dev.
 DPU = Dept. of Public Utilities

Discussion prompts:

1. Omit and add strategies. Can the strategies be grouped more? What's missing?
2. Make edits to the text of the strategy. Finish filling out the table. If you can't think of any "next steps," then maybe this strategy is not feasible, or the strategy needs to change significantly. Are there plans already in the works to implement this strategy?

Topic/Goal	subtopic	Strategies	Next Steps	Time Frame	Ongoing	Lead	Support
Active Transportation	TDM	Develop a city-led TDM program to encourage employers to implement TDM strategies	- Encourage individuals to seek non-single-occupancy-vehicle modes of transport to complete daily tasks				
Active Transportation	Land Use	Increase density and locate jobs and services along existing major transit corridors	See High-Quality Places section				
Active Transportation	Land Use	Coordinate land use decisions with existing and planned transit assets to increase transportation choices, decrease reliance on automobiles, increase access to jobs, goods, services, and maximize the economic, environmental and public health benefits of transit	- See High-Quality Places section - Encourage collaboration across PDR, DED, HCD, and DPW to establish TOD priority sites and align zoning and infrastructure improvements accordingly				

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Active Transportation	Transit	Invest in improving and sustaining transit service to serve existing and new riders	<ul style="list-style-type: none"> - Maintain a good state of bus stop repair - Develop park and ride areas where appropriate - Extend service hours along key routes and increase frequency 				
Active Transportation	Transit	Expand transit service and incorporate new technology to serve new markets	<ul style="list-style-type: none"> - Investigate the creation of a North-South bus rapid transit line running down Chamberlayne and Hull or Route 1 South or Midlothian Turnpike - Review the East End bus routes - Explore creating an infill BRT station at or near Hamilton/Broad and Lombardy/Broad 				
Active Transportation	Transit	Improve inter-modality at hubs sites	<ul style="list-style-type: none"> - Improve bicycle and pedestrian facilities at hubs to encourage inter-modality and connect to transit stops - Facilitate active transportation by establishing safe bike/ped connections between hubs and other key destinations - Maximize mobility for seniors, children, and transit-dependent populations by mixing residential and commercial uses at hubs and providing density bonuses at hubs for mixed-income developments 				

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Active Transportation	Bike/Ped	Expand and improve on- and off-street networks serving pedestrians and bicyclists	<ul style="list-style-type: none"> - Develop a greenway in South Side by converting abandoned rails into trails - Build the planned network of bicycle infrastructure as shown in the Bike Master Plan, and amended in the Pulse Corridor Plan and this plan - Fill in gaps in sidewalk connections, focusing first on areas within a 1/4 mile of high-frequency transit and elementary schools - Expand the bike sharing program to include more stations in more sections of the city - Improve streetscape amenities. Identify funding to improve street furniture along major corridors, prioritizing the growing population of residents over 55 years old - Plant street trees to provide shade - Install pedestrian-level lighting - Explore the creation of permanent or temporary non-vehicular spaces - like weekend closures of River Road and reclaiming excess vehicle space for pedestrian plazas - Install bike amenities (like shelters, bike parking, restrooms) along bike routes 				

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Active Transportation	Last Mile	Expand options for last mile connections to/from transit	<ul style="list-style-type: none"> - Expand and improve on- and off-street networks serving pedestrians and bicyclists - Expand and encourage TNCs, bike sharing, scooter sharing, and other emerging technologies to assist with last mile connections - Coordinate with major employers to establish shuttles to/from transit 				
Active Transportation	Bike/Ped	Improve safety for pedestrians and bicyclists and reduce crashes involving bicyclists and pedestrians	<ul style="list-style-type: none"> - Implement the Vision Zero Action Plan - Adopt sidewalk standards tied to the Better Streets classification system that reflect future land use designations - Revise the City Code to protect pedestrian space from sidewalk encroachments due to construction projects - Limit the creation of new driveways where possible - Prohibit front-loaded parking - Design intersections so that traffic operations maximize pedestrian and bicyclist safety (develop standards for mid-block and uncontrolled crossings) - Expand Safe Routes to Schools Program to all schools - Expand the use of traffic-calming devices to slow traffic (focus initial bike and pedestrian infrastructure improvements along the high-injury network) 				

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Active Transportation	Regional Transportation	Strengthen connections to points outside of Richmond via bus and rail service	<ul style="list-style-type: none"> - Expand and maintain passenger rail service to Main Street Station, including high speed rail - Continue to offer regional bus service and ensure multi-modal options are available near regional bus stations 				
Better Streets	Bridges	Improve and create bridges to ensure a high level of reliability, access, and safety	<ul style="list-style-type: none"> - Develop and implement a plan for improving the Mayo Bridge - Investigate improvements to the Nickel Bridge - Develop a feasibility study to create a bridge connecting Norfolk Street to Hamilton Street 				
Better Streets	Streets	Continue to improve and maintain streets and highways throughout the city	<ul style="list-style-type: none"> - Establish a "Fix-it-first" approach to using funding for operation and maintenance of infrastructure - Develop the Richmond Connects plan, to include a long-term infrastructure plan for streets and highways with a multi-modal strategy - Expand and maintain a system of alleyways to manage circulation and expand the green alleyway program - Support the creation of a new I-95 highway interchange at Bells - Improve interchanges at Bellemeade/I-95 and Maury/I-95 - Improve interchanges along I-95/I-64 through Richmond 				

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Better Streets	Streets	Implement a complete streets approach to ensure right-of-way provides safe access for all users in alignment with the future land use categories	<ul style="list-style-type: none"> - Using the Better Streets manual as a guide, reconsider the space provide for cars, buses, parking, pedestrians, and bikes in concert with the future land use anticipated for areas - As streets are reconstructed, redesign and rebuild them as complete streets with integrated transit, and pedestrian, bike, and vehicular safety measures 				
Better Streets	Streets	Strengthen the road network by preventing superblocks and introducing the grid	<ul style="list-style-type: none"> - Explore capping highways to re-establish connections between disconnect areas - Downtown Expressway between 2nd and 7th, and 1-95 at Jackson Ward - Require new large developments to connect to existing neighborhoods and develop a gridded street network - Where feasible, convert one-way streets to two-way streets 				
Better Streets	Congestion	Control automobile congestion through traffic management and planning	<ul style="list-style-type: none"> - Implement the recommendations in the Parking Study report - Discourage the creation of new surface parking lots along pedestrian friendly and transit accessible corridors 				
Better Streets	Funding	Explore additional sources of revenue for maintaining infrastructure	<ul style="list-style-type: none"> - Partner with constituents to determine the feasibility of allocating new revenue to support transportation projects 				

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Smart Transportation	Shared Mobility	Encourage shared mobility platforms	<ul style="list-style-type: none"> - Encourage car-sharing programs - Develop curbside management guidelines for transportation network companies (TNCs) such as Lyft and Uber 				
Smart Transportation	Emerging Technology	Establish an office to manage new mobility and emerging transportation technologies	<ul style="list-style-type: none"> - Develop a new mobility policy to manage TNCs and other emerging programs - Identify metrics and data sharing the City would like to receive from new mobility partners to help shape future policy 				
Smart Transportation	Emerging Technology	Utilize technology to manage the curb	<ul style="list-style-type: none"> - Gather data and evaluate how the curb is being used and then consider pricing models - Create permitting process for new mobility services and other users to access the curb 				