

Multimodal Complete Streets CTAC Request

**Richmond Regional Transportation
Planning Organization
September 6, 2018**



Presentation by:

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Multimodal Complete Streets Agenda

1. Background

- CTAC
- Complete Streets
- Timeline
- Federal, State and Regional priorities
- What is the Richmond Region already doing?

2. Policy Development

- Policy Elements
- Proposed Vision
- Guiding Principles and Strategies

3. TPO Action Requested

Richmond Regional Transportation Planning Organization

- **Responsible for developing plans and programs that support a multimodal transportation system to benefit the region**
- **Required to align processes with state and federal partners**
 - **Consider all modes of transportation**
 - **Emphasis on connectivity and accessibility for all citizens**

Community Transportation Advisory Committee (CTAC)

- **RRTPO standing committee to provide citizen input**
 - **There shall be a CTAC to the TPO**
 - **Purpose is to advise the TPO on issues, plans, studies, and other matters for providing citizen input**
 - **Resolutions approved by the CTAC shall be presented to the TPO**

Multimodal Complete Streets



Complete Streets are for everyone. Roadways are planned, designed, operated, and maintained to enable safe access for ALL users, of all ages and abilities; including:

- **Pedestrians**
- **Bicyclists**
- **Motorists**
- **Freight**
- **Transit**
- **Emergency Response**

MM Complete Streets – Background



Align w/ Federal & State Partners

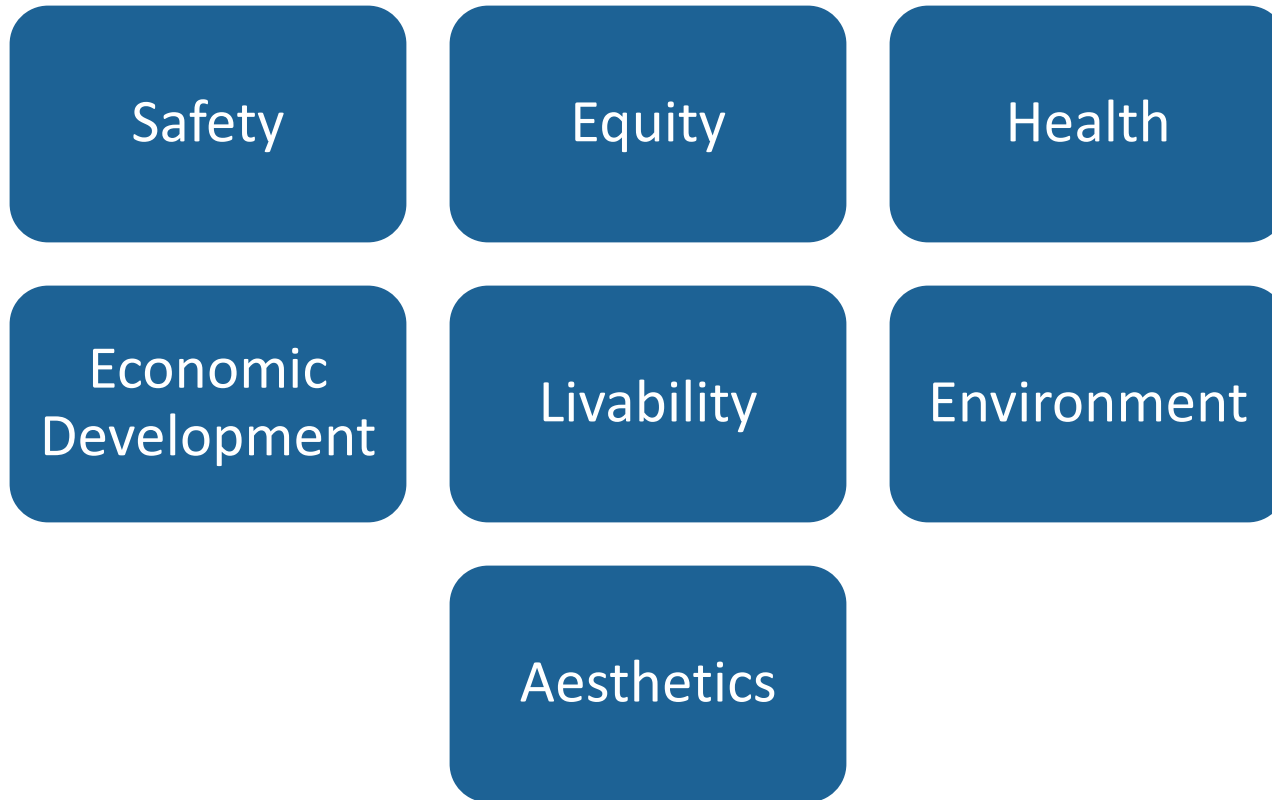


...in the Richmond Region

	Bus only lanes	BRT	Sheltered bus stops	Angled parking	Low-traffic, low-speed narrow residential streets	Narrow residential streets with sidewalks	Neighborhood greenways	Traffic circles & modern roundabouts	Curb cuts & curb extensions	Accessible pedestrian signals	Median pedestrian islands	Protected/buffered bike lanes	Separated multiuse paths	Rural roads with shared use trail	Paved shoulders on bridges
Ashland			F C		F C	P		F C	C	F		F P			F
Charles City								F				F P	C		
Chesterfield				C P F	C P F	C P F	C P F	C P F	C P F	F		F P		C P F	
Goochland		F	F		F	F	F	C P		F		F P	F		F
Hanover				F C P F	C P F	P	C P F	C P F	C P F	P F		P F		C P F	
Henrico	F	P	C		F C	C	C	C	C P	P	P	C P F	C	C	
New Kent					C	C		C		C P			C	C	
Powhatan						F	P	C P F	C P F	P F		P			
Richmond	C P	C P	C P	C P	C P	C P	C P	C P	C P	C P	C P	C P		C	

C	Constructed
P	Planned
F	Future Consideration
	No Plans
	Not Applicable

Policy Development



Remain sensitive to local and regional context

Policy Elements

- ☐ Vision
- ☐ For ALL users, all modes
- ☐ For ALL projects and phases
- ☐ Clear, accountable exceptions
- ☐ Network approach
- ☐ Federal and State planning and design guidance
- ☐ Context sensitive decision-making
- ☐ Addresses regional performance measures
- ☐ Implementation steps
- ☐ Cross-reference other regional initiatives



Proposed Vision

The regional Complete Streets Policy builds upon existing principles to promote a multimodal transportation system that safely and effectively accommodates and provides access for all users and modes, including motorists, bicyclists, pedestrians, transit passengers, freight, emergency response vehicles, and citizens of all ages, abilities and income levels.



Guiding Principles & Strategies



Education



Pedestrian



Bicycle



Parking



Bus Stops



Multimodal Complete Streets CTAC Request

- **May 17, 2018** CTAC took action to make request to TPO
- **June 28, 2018** Executive Committee briefing
- **June 28, 2018** CTAC Chair report to TPO

CTAC Request of RRTPO

REQUESTED ACTION: Request RRTPO to refer the consideration and development of a regional Multimodal Complete Streets Policy to TAC with a report back from TAC within six months of date of referral.

Staff concurs with CTAC request.



Thank You!

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Guiding Principles & Strategies



Education

- Partner with DMV (or other applicable agencies) to incorporate more bicycle and pedestrian safety into drivers' license training and testing
- Partner with DOE (or other entities) to incorporate more bicycle and pedestrian safety into curricula



Guiding Principles & Strategies



- Barriers / distance between vehicle lanes and sidewalks or shared-use paths
- Sidewalks / shared-use paths are wide enough to accommodate all users
- Pedestrian crossings are ADA compliant



Guiding Principles & Strategies



- Barriers / distance between vehicle lanes and bike lanes or shared-use paths (if feasible)
- On-road bicycle lanes are clearly and consistently distinguished from vehicle lanes
- On-road infrastructure will not adversely impact cyclists



Guiding Principles & Strategies



Parking

- Alternative parking design to protect cyclists and pedestrians



Guiding Principles & Strategies



Bus Stops

- Sheltered stops along sidewalks / shared-use paths
- Clear, consistent marking of bus stop locations

