Multimodal Complete Streets
CTAC Request

Richmond Regional Transportation Planning Organization
September 6, 2018

Presentation by:
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Transportation Planning Team Coordinator
RRPDC
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
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
- Freight
- Bicyclists
- Transit
- Motorists
- Freight
- Transit
- Emergency Response
MM Complete Streets – Background

Sept. 2017
- Complete Streets – A National Perspective
- Complete Streets – What Can the Richmond Region Do?

Nov. 2017
- Complete Streets – What the Region is Already Doing

Jan. 2018
- DRPT’s Multimodal System Design Guidelines
- Best practices, integrated approach, planning guidance

Mar. 2018
- CTAC Complete Streets Strategies
- CTAC Complete Streets Guiding Principles

May 2018
- CTAC Complete Streets Policy Recommendation to RRTPO
- Proposed Vision, Strategies and Guiding Principles
Align w/ Federal & State Partners

Federal
- Community Connections
- Sustainable Communities

State
- Multimodal System Design Guidelines
- CTB Bicycle & Pedestrian Accom. Policy

Region
- Complete Streets Policy, and/or
- Guiding Principles & Strategies for project development
...in the Richmond Region

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Policy Development

Safety
Equity
Health
Economic Development
Livability
Environment
Aesthetics

*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
**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

- 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