

AGENDA

RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

STEERING COMMITTEE RICHMOND REGIONAL BICYCLE & PEDESTRIAN PLAN BikePedRVA 2045

Wednesday, July 14, 2021

10 a.m. to 11:30 a.m. (In person preferred and online option)

James River Boardroom

9211 Forest Hill Avenue, Suite 200, Richmond 23230

If you cannot attend in person, please join our Zoom meeting from your computer, tablet or smartphone.

<https://planrva-org.zoom.us/j/85324170877?pwd=aDczODNDQUl3M2pGS2YzSWxjZFUrZz09>

Meeting ID: 853 2417 0877 Passcode: 171794

Find your local number: <https://planrva-org.zoom.us/u/kcgYEe6DLN>

NOTE: We will ask that everyone please keep their microphones and phones on mute until you are speaking. We ask that everyone identify themselves first when speaking so we can more accurately record the activities of the meeting. Staff will monitor the chat throughout the meeting to assure we do not overlook anyone wishing to participate in the discussion.

Welcome & Introduction *(5 minutes)*

Where we are in the planning process *(5 minutes)*

- Began January 2020
- Met in June, July, September, October, December, January 2021, March
- Ninth meeting July 14-preliminary draft excluding Implementation

Regional Bike-Ped Plan in Context with ConnectRVA 2045 *(5 minutes)*

- Milestone Dates & Timeline for completion
- Constrained Plan approval & review
- Public Review Aug 16-Sept 15
- Coordination of *BikePedRVA 2045* with *ConnectRVA 2045*

Bicycle and Pedestrian Projects spreadsheet

(10 minutes)

- Brief review of list of projects (See attached)
- Characterizing projects using mapped data (examples from ArcGIS mapping)

BikePedRVA 2045 Draft Plan (Phase I)

(45 minutes)

We will spend most of the meeting discussing the draft of the plan. Highlights of our discussion will include:

- Planning approach and data analysis
- Six Big Ideas
- Strengths, Weaknesses, and Opportunities
- Implementation

Wrap-Up/Going Forward

(15 minutes)

Provide input to PlanRVA staff by **July 27** — Review/comments on draft plan (Phase I) and project list:

- Provide any corrections or additions to project list;
- Provide corrections and input on the draft plan, including planning approach, Big Ideas, SOW, policy analysis, etc.

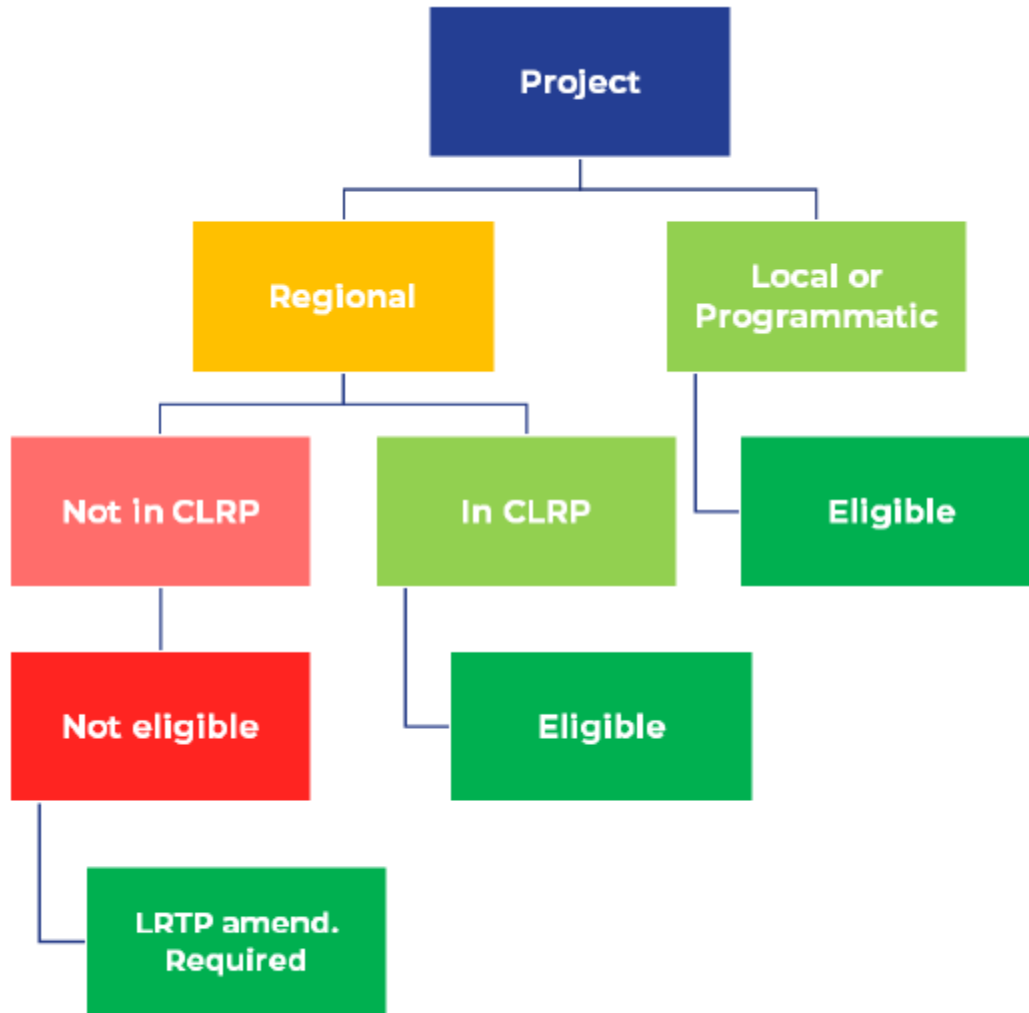
To be scheduled in August/September-Individual meetings on implementation tools and approaches by localities

Participation in Public Review of *ConnectRVA 2045* coming to a library near you August 16-September 15

Resource Links for Committee Review and Reference

- DRAFT: [Richmond Regional Active Transportation Plan Update story map](#)
- [SharePoint planning resource page](#) & [Google Drive for plan images](#)
- [DRAFT- PlanRVA Active Transportation Projects list](#)
- [DRAFT BikePedRVA 2045 \(Phase I\) plan for review](#)

PlanRVA Project Inclusion Guidelines (ConnectRVA 2045)



Flowchart showing TIP and Regional Funding Eligibility

Regional Projects (must be in the L RTP)

(Drawn from 23 CFR § 450.104 Regionally Significant for Air Quality Conformity)

1. Roadway Projects

- Project on roads included in the RTC Model's transportation network
 - Capacity change (add/remove lane; changing use of lanes e.g. HOT or HOV lanes, bus only lanes)
 - Realignment, extension or relocation
 - New interchanges/ interchange modifications
 - Over/underpasses
- New road or alignment which would normally be coded in the RTC Model's transportation network

Ashland | Charles City | Chesterfield | Goochland | Hanover | Henrico | New Kent | Powhatan | Richmond

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2. Bridge Projects (SGR)

- Replacement/major rehabilitation of National Bridge Inventory (NBI) structures on National Highway System (NHS)

3. Transit Projects

- New dedicated transit right-of way
- All new proposed regional transit routes
 - Transit service with limited stations and high operating speed (express bus)
 - Fixed route or demand response transit routes that cross jurisdictional boundaries or link origins and destinations in different jurisdictions
- New or relocated transit centers/stations
- New Park & ride lots with 100 spaces or more
- Park & ride lot expansions to existing lots that require 100 or more new spaces

4. Bike/Ped Projects

- Projects on segregated lanes within dedicated rights of way
- Projects of independent utility that are part of a larger multi-jurisdiction network or significantly contribute to filling identified gaps in an existing bike/ped network
- Projects that directly connect and support the existing transit service

5. Intermodal Projects

- Capacity change in Intermodal corridors.
(Richmond Region's intermodal corridor includes highways, navigable waterways and rail lines linked to the regional hubs including RMT, RIC, regional airports, major railroad yards and stations and distribution and warehousing facilities throughout the region).

6. SYIP Projects

- All projects listed in the latest SYIP become projects for Time Band 1 in the LRTP. These projects are exempt from ranking and prioritization process.

Programmatic & Local Projects (Not in the LRTP)

1. Roadway Projects

- Any projects on road not included in the RTC Model's transportation network
- The following work on any road (drawn from 40 CFR § 93.126 list of exempt projects)
 - Rehabilitation and maintenance
 - Safety Projects
 - Operations
 - Intersection improvements

2. Bridge Projects (SGR)

- Replacement/major rehabilitation of National Bridge Inventory (NBI) structures outside the National Highway System (NHS)

3. Transit Projects

- New bus purchase
- Bus shelter/stop improvements
- Transit maintenance and operations of facilities
- Park and ride lots under 100 spaces
- TDM programs

4. Bike/Ped Projects

- Bike and pedestrian infrastructure within or adjacent to the existing right-of-way

5. Intermodal Projects

- All other intermodal projects (purchase, maintenance) not listed in the regional projects list

6. ITS Projects

7. Planning Studies (including PE only projects)

8. All other projects not specifically listed in the Regional Projects List

BikePedRVA 2045 Guiding Principles, Vision, Goals & Objectives

RICHMOND REGIONAL BICYCLE & PEDESTRIAN PLAN GUIDING PRINCIPLES:			
<ol style="list-style-type: none"> 1. Provide Safe, multi-modal regional transportation system recognizing that vehicle speed and conflict between modes lead to higher roadway injury and fatality rates. 2. Build Equity into all transportation planning and spending in the region with focus on connecting historically disregarded communities to employment and services. 3. Ensure choice among all travel options (private vehicle, transit, bike, walk) regionwide. 4. Prioritize completion of regional bicycle & pedestrian networks for individual and community health. 5. Make last-mile transit access a priority for a more resilient transportation system. 6. Incorporate context sensitive design of all facilities to reduce conflicts and enhance sustainable communities. 			
VISION: The Richmond Region provides mobility for people of all ages and abilities through a safe, continuous, recognizable, and intuitive pedestrian and bicycle network. Efforts to make walking and biking a safe travel mode are well-integrated into all regional and local comprehensive and related plans, implementing ordinances and guidelines to equitably enhance the quality of life, strengthen local economies, and preserve the natural environment.			
Goals	Objectives	Plan Performance Measures	Federal Performance Measures
Safety			
Zero traffic-related pedestrian and cyclist fatalities.	<ul style="list-style-type: none"> • Reduce the number of crashes • Eliminate fatalities and serious injuries 	<ul style="list-style-type: none"> • Crash rate, bike/ped • Crash frequency, bike/ped • Changes at priority locations along high injury network as defined for 2019 base year 	Number of fatalities Rate of fatalities Number of serious injuries Rate of serious injuries Number of non-motorized fatalities and serious injuries
Environment/Land Use/Health			
Decrease in the number of days with an Air Quality Index above 50 as measured by EPA	<ul style="list-style-type: none"> • Recognize bike/ped as viable transportation mode not only recreation • Reduce transportation related pollutants • Reduce VMT per capita • Increase number of trips traveled through active transportation modes • Improve work/life balance • Provide more active transportation access to EJ populations which are also located in areas with a very low or low Health Opportunity Index (HOI) 	<ul style="list-style-type: none"> • % Increase in distance available to bike/ped users across the region • Sensitive features/resiliency • Air pollution • VMT per capita • Connections within and to activity centers • Health Opportunity Index (VDH) overlap with EJ population areas 	

Bike-Ped Steering Committee

July 14, 2021

Equity/Accessibility			
<p>Improve accessibility and mode choice for all people including considerations for level of stress or comfort (LOC) in travel by bicycle or on foot.</p>	<ul style="list-style-type: none"> • Increase in bike lane miles with a Level of Stress (LOS) of 2 or better • Increase in # of transit stops served by sidewalks • Increase access to jobs and community services via transit, walking and biking for EJ populations • Increase access to jobs and community services via walking, biking and transit 	<ul style="list-style-type: none"> • # of Jobs accessible by bike/ped • # of Jobs accessible to EJ population • # of Community Destinations accessible to EJ populations and all populations by bike/ped • # of bike/ped connections to transit stops with at a LOS level of 2 	
Economic Development			
<p>Improve bike/ped connectivity and mobility for strong economic vitality</p>	<ul style="list-style-type: none"> • Improve reliability of travel to and within regional activity centers, and from one to another • Focus on creating a strong sense of place throughout the region with focus on attracting talent • Increase multimodal access to tourist destinations 	<ul style="list-style-type: none"> • Increases in property values with addition of bike/ped elements • # of activity centers with bike/ped facilities • Ease of travel measures-wayfinding, facilities and services along the route and at destinations for bike/ped 	
Mobility/Resiliency			
<p>Increase mobility and mode choice, and maintain the transportation system in a state of good repair</p>	<ul style="list-style-type: none"> • Increase the percent of the network that incorporates complete streets elements • Increase system efficiency through technology advances • Enhance bike/ped system reliability by making maintenance a priority 	<ul style="list-style-type: none"> • Person Throughput by bike/ped • Person Hours of Delay • Pavement quality, including shoulders, bike lanes, sidewalks, and trails • Bridge quality and accommodations for bike/ped 	