

Complete Streets in the Richmond Region

Community Transportation Advisory Committee

November 21, 2019

Presentation Outline

What are Complete Streets?
Why do we need them?
What have we been up to?
What's next?

What are Complete Streets?



Why do we need Complete Streets?

- ⑩ Safety
- ⑩ Resilience
- ⑩ Economy
- ⑩ Health
- ⑩ Livability





Smart Growth America
Improving lives by improving communities



National Complete Streets Coalition

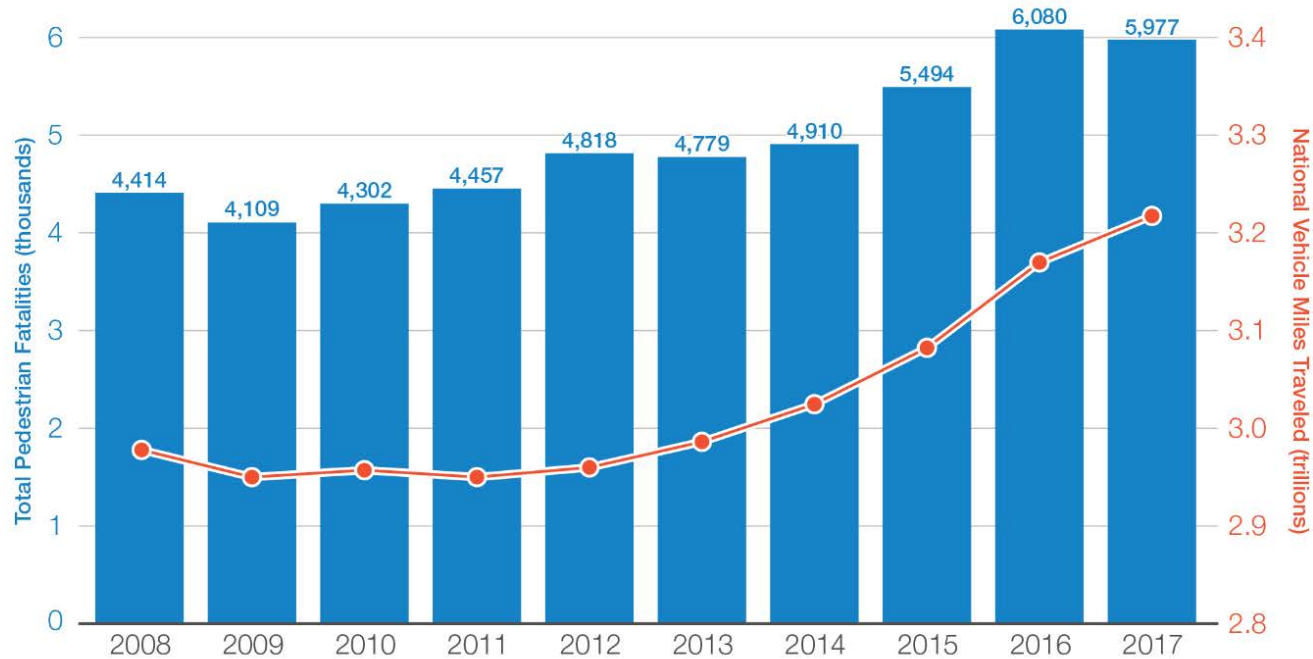


2019 **DANGEROUS**
BY DESIGN



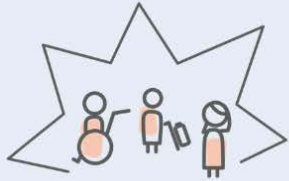
Pedestrian fatalities have been steadily increasing.

2016 and 2017 were the most deadly years since 1990.



BY THE NUMBERS

From 2008 to 2017:



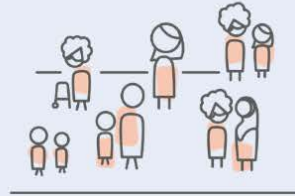
Pedestrian deaths
increased by

↑ 35.4%



Vehicle miles traveled
increased by

↑ 8.1%



Walking as a share of all trips
increased by

↑ less than 1%*

*from 2009 to 2017



Traffic deaths among motor vehicle occupants
decreased by

↓ 6.1%

2019 **DANGEROUS**
BY DESIGN



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National Complete
Streets Coalition

Transportation Performance Measures Richmond Region Progress Report 2019

Bicycle/Pedestrian Crashes - Richmond Region

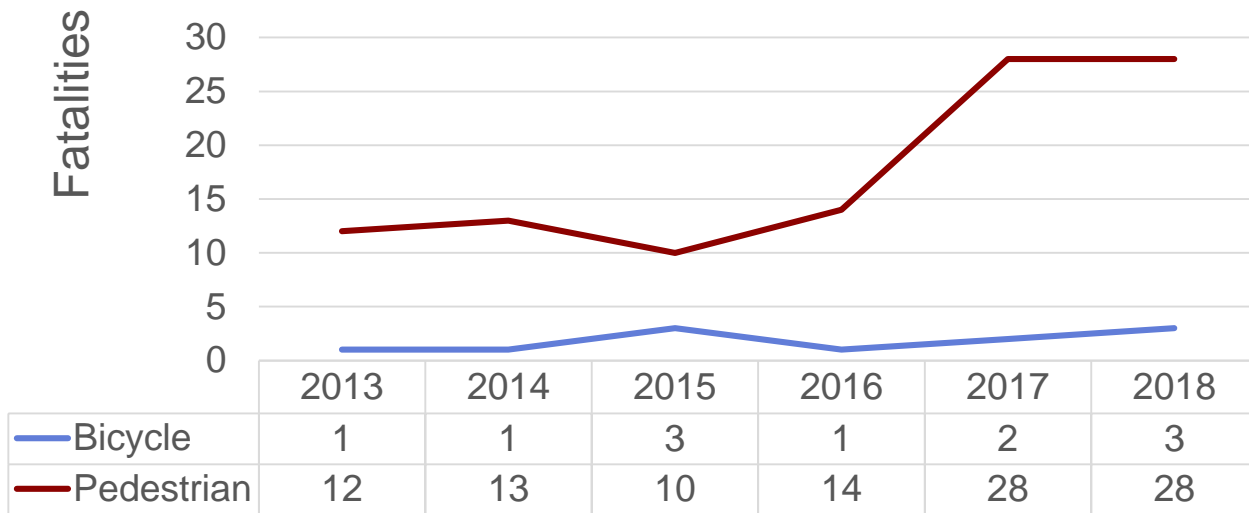
Crashes

300
250
200
150
100
50
0

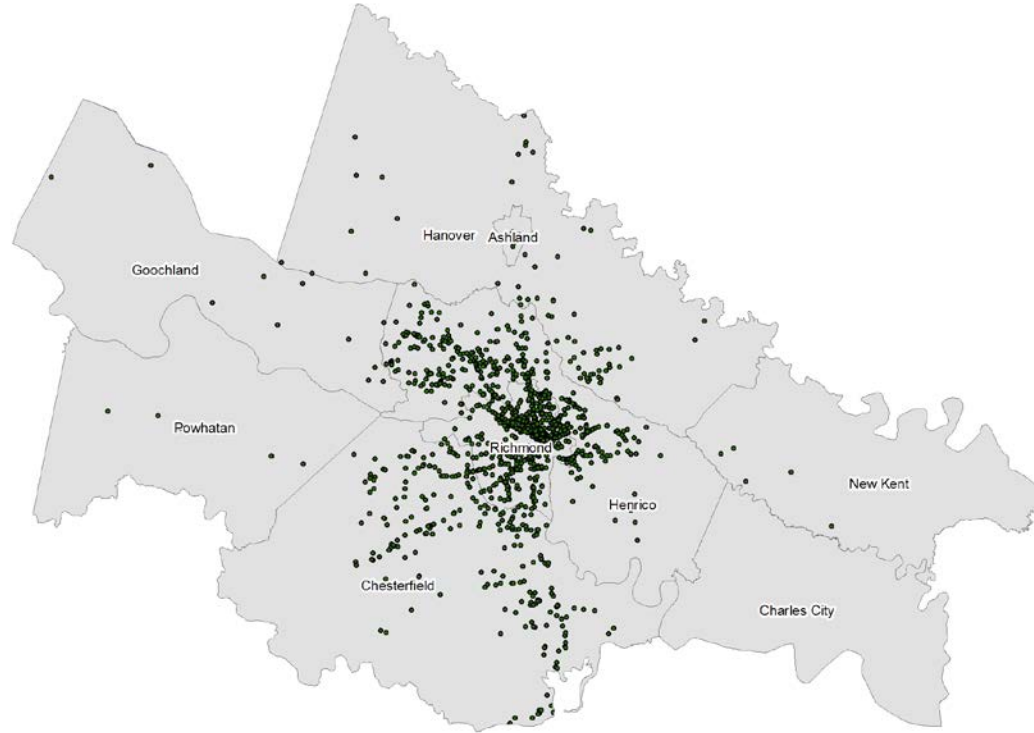
| | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|---|------|------|------|------|------|------|
|  Bicyclists | 121 | 116 | 101 | 105 | 101 | 104 |
|  Pedestrians | 245 | 255 | 249 | 262 | 249 | 281 |

Transportation Performance Measures Richmond Region Progress Report 2019

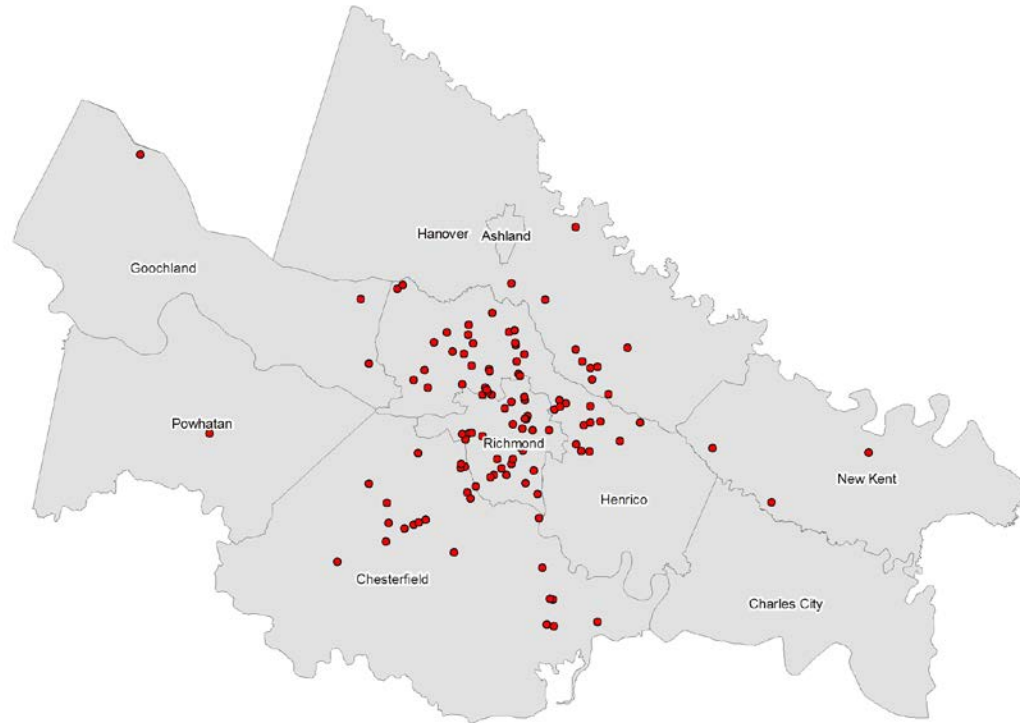
Bicycle/Pedestrian Fatalities - Richmond Region



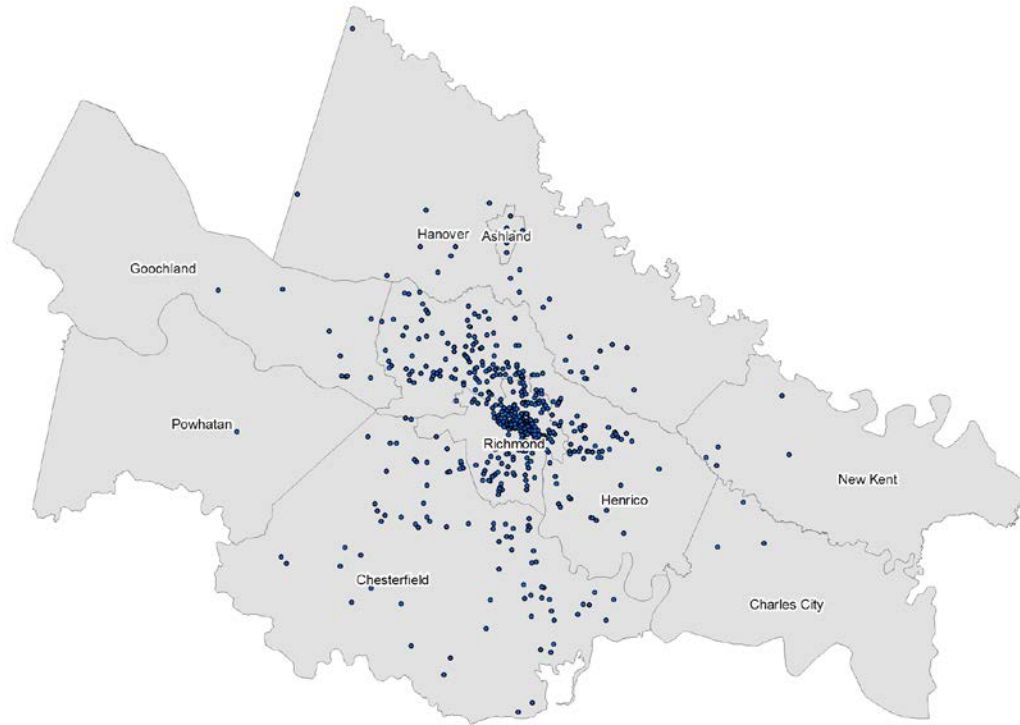
Richmond Region--1,589 Pedestrians Injured



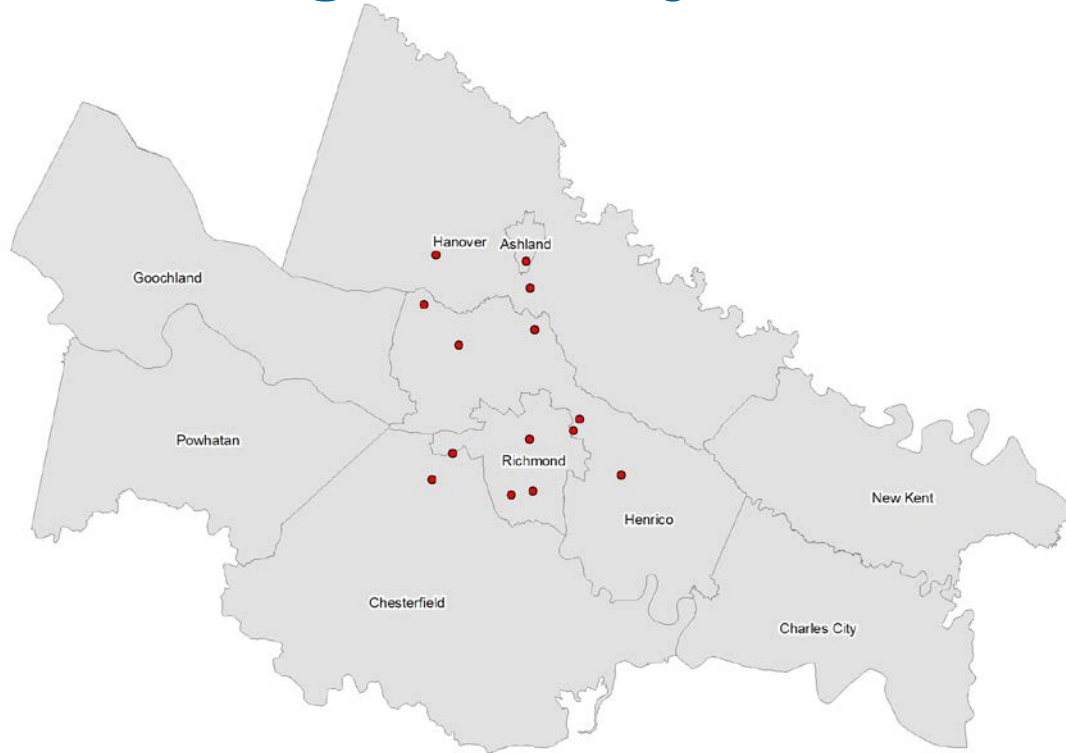
Richmond Region-115 Pedestrian Fatalities



Richmond Region- 699 Cyclists Injured



Richmond Region-14 Cyclist Fatalities





Smart Growth America
Making Neighborhoods Great Together



National Complete
Streets Coalition

SAFER STREETS, STRONGER ECONOMIES

Complete Streets project outcomes
from across the country



MARCH 2015



Collision & injury costs



Employment levels



Property values



Private sector investment



Net new businesses



Richmond Regional
**Transportation
Planning
Organization**

SUPPORTED BY **PIARRVA**
PLANNING

What we've been up to!



Town of Ashland Workshops

Workshop #1 (April 25, 2019)

- Introduction to Complete Streets
- Elements of roadway and community design that impact Complete Streets
- Audit of documents, policies, and practices that affect Ashland's streets
- Complete streets implementation
- Identifying priorities

Workshop #2 (June 25-26, 2019)

- Local context: The City of Richmond's Vision Zero initiative and Better Streets Manual
- Design guidelines from the inside out
- Elements of a Complete Streets policy
- Local context: Experiences in Ashland
- Crafting a Complete Streets policy
- Walking audit and design exercise of State Route 54

Re-imagining Ashland's Gateway



SAFER STREETS. STRONGER ECONOMIES.

COMPLETE STREETS OPEN HOUSE

Monday, September 23, 2019
Henrico County's Tuckahoe Library
4:00-7:00 PM



Hear about how our region can work together to make streets function effectively for everyone, regardless of age, ability or mode of travel. For more info go to planrva.org/transportation/complete-streets.



Q1: What purpose(s) do you think are served by more “complete” streets for everyone?

- Safety, less auto dependence, lower emissions
- Access and equity
- Access to jobs, tourism and more
- Getting people to places to shop, services, jobs
- Improves neighborhood aesthetics and health
- Promotes physical activity
- Spurs economic development

Q2 Are there any streets in your community that would benefit from a Complete Streets approach? Which ones?

- Starling Drive between Patterson and Regency
- Broad Street toward western Henrico
- Huguenot Road
- Stony Run Parkway and East Richmond Road
- Patterson Ave
- Nine Mile Road between AP Hill Ave and N. Airport Dr
- Main Street, Broad St, Brook Road, 9th Street/Bridge Park
- Jeff Davis, Arthur Ashe Blvd, Jahnke Road

Imagine Complete Streets in your community



What's next



Policies

Practices

Network

Complete Streets in 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 | Separated/buffered bike lanes | Rural roads with shared use trail | Paved shoulders on bridges |
|--------------|----------------|-----|---------------------|----------------|---|---|------------------------|--------------------------------------|-----------------------------|-------------------------------|---------------------------|-------------------------------|-----------------------------------|----------------------------|
| Ashland | | | F C | | F C | | P | | F C | C | | F | | F |
| Charles City | | | | | | | | F | | | | | | |
| Chesterfield | | | | | C P F | C P F | C P F | C P F | C P F | C P F | | | C P F | |
| Goochland | | | F | | F | F | F | F | C P F | F | | | F | F |
| Hanover | | | | | F C P F | C P F | P F | C P F | C P F | C P F | | | C P F | |
| Henrico | F | P | C | | F C | C | C | C | C P | P | | | C | |
| New Kent | | | | | C | C | | C | C | C P | | | 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 | |

| | |
|---|----------------------|
| C | Constructed |
| P | Planned |
| F | Future Consideration |
| | No Plans |
| | Not Applicable |

Web-Based Guideline toolbox

Incomplete Vs. Complete Streets



Vehicular-Only Space: 78%
People/ Non-Motorized Space: 22%

- 1 Frontage Surface Parking Lot
- 2 Narrow, Unlandscaped Sidewalk
- 3 Vehicular-Only Travelway
- 4 No On-Street Parking

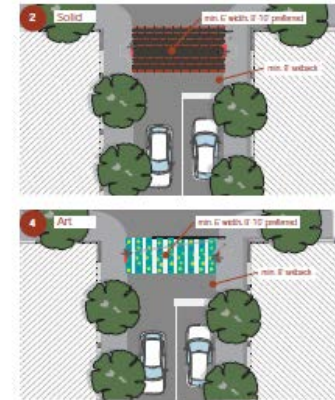
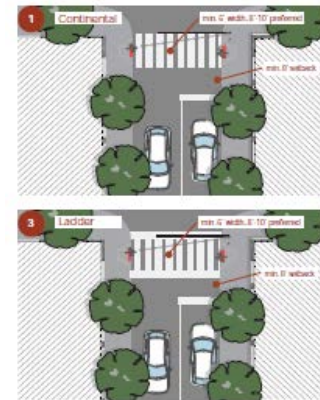


Vehicular-Only Space: 46%
People Space: 54%

- 1 Active, Pedestrian-Oriented Frontage
- 2 Landscaped Sidewalk
- 3 Variable Curbside Use
- 4 Bicycle Lane
- 5 Traffic-Calmed Vehicular Travelway
- 6 On-Street Parking

Complete Streets Best Practice Management Guide - Complete Streets 10

Walking High-Visibility Crosswalk



Complete Streets Best Practice Management Guide - Best Practices 37

*Illustrative only, borrowed from *Complete Streets: A Guide to Best Management + Design Practice* for Lewiston-Auburn, ME