Complete Streets in the Richmond Region
Presentation outline

What are Complete Streets?
Why do we need them?
What we’ve been up to.
What’s next?
What are Complete Streets?
Why do we need Complete Streets?

- Safety
- Resilience
- Economy
- Health
- Livability
Why do we need Complete Streets?

- Safety
- Resilience
- **Economy**
- Health
- Livability
Pedestrian fatalities have been steadily increasing. 2016 and 2017 were the most deadly years since 1990.
Gateway to Ashland
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%*
- Traffic deaths among motor vehicle occupants **decreased** by 6.1%

*from 2009 to 2017
Virginia is the 23rd most dangerous state for people walking.
143 People Died While Walking
Pedestrian Fatalities by Localities in PlanRVA, 2008 to 2017

- Henrico: 47
- Richmond: 44
- Chesterfield: 32
- Hanover: 13
- New Kent: 4
- Goochland: 2
- Powhatan: 1
- Ashland: 0
- Charles City: 0
Pedestrian Fatalities per 100,000 in PlanRVA, 2008 to 2017

- Richmond: 1.99
- New Kent: 1.95
- Henrico: 1.45
- Hanover: 1.26
- Chesterfield: 0.95
- Goochland: 0.9
- Powhatan: 0.35

National Average: 1.55
Virginia Average: 1.04
Pedestrian Fatalities per 100,000 by Race in PlanRVA, 2008 to 2017

- Black/African American: 1.73
- White: 1.11
- Hispanic/Latino: 1.09
- Asian or Pacific Islander: 0.89
Collision & injury costs

Employment levels

Property values

Private sector investment

Net new businesses

Source: SGA (2015)
Case study: Orlando, FL
Case study: Orlando, FL
Case study: Orlando, FL

- 40% collisions
- 71% injuries
- 30% people biking
- 23% people walking
Case study: Orlando, FL

- 77 net new businesses
- 560 new jobs
- 80% property values along Edgewater Drive
- 70% property values within 0.5 miles
What we’ve been up to
What’s next

Policies

Practices

Network