

JULY 15, 2021

Rebekah Cazares

Disability Inclusive Transportation

Assessing First Mile Last Mile Conditions in the Richmond Region

Purpose

To increase access to public transportation services in the Richmond region for individuals with disabilities.



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- Analyze the Richmond region for barriers in the built environment
 - Make recommendations for physical improvements
 - Promote development processes that are inclusive of all people

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DEFINING DISABILITY

**A PHYSICAL IMPAIRMENT
THAT SUBSTANTIALLY
LIMITS ONE OR MORE
MAJOR LIFE ACTIVITIES**

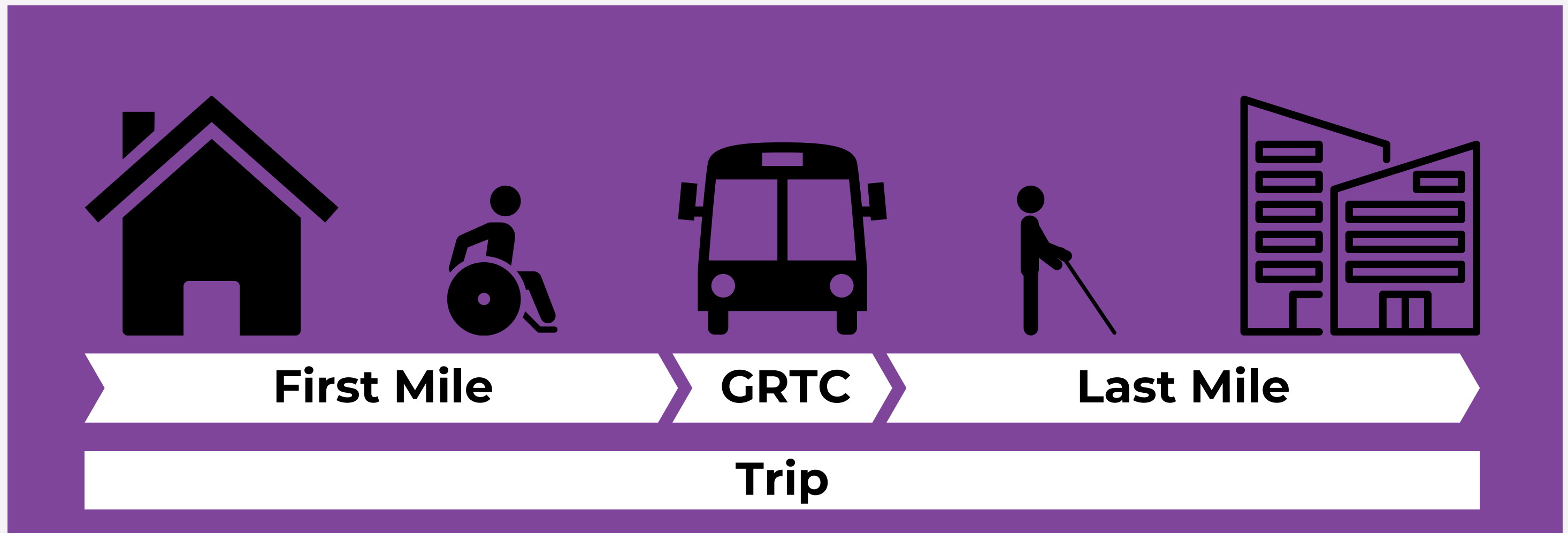
AMERICANS WITH DISABILITIES ACT (ADA)

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AN INDIVIDUAL’S TRIP IS UNDERSTOOD AS THE ENTIRE JOURNEY FROM ORIGIN TO DESTINATION

Source: LA Metro

FMILM APPROACH



Source: Rebekah Cazares

FMLM Barriers

INACCESSIBLE SIDEWALKS



UNSAFE CROSSING AREAS



INADEQUATE BUS STOPS



PHOTO SOURCE: RICHMOND TIMES DISPATCH

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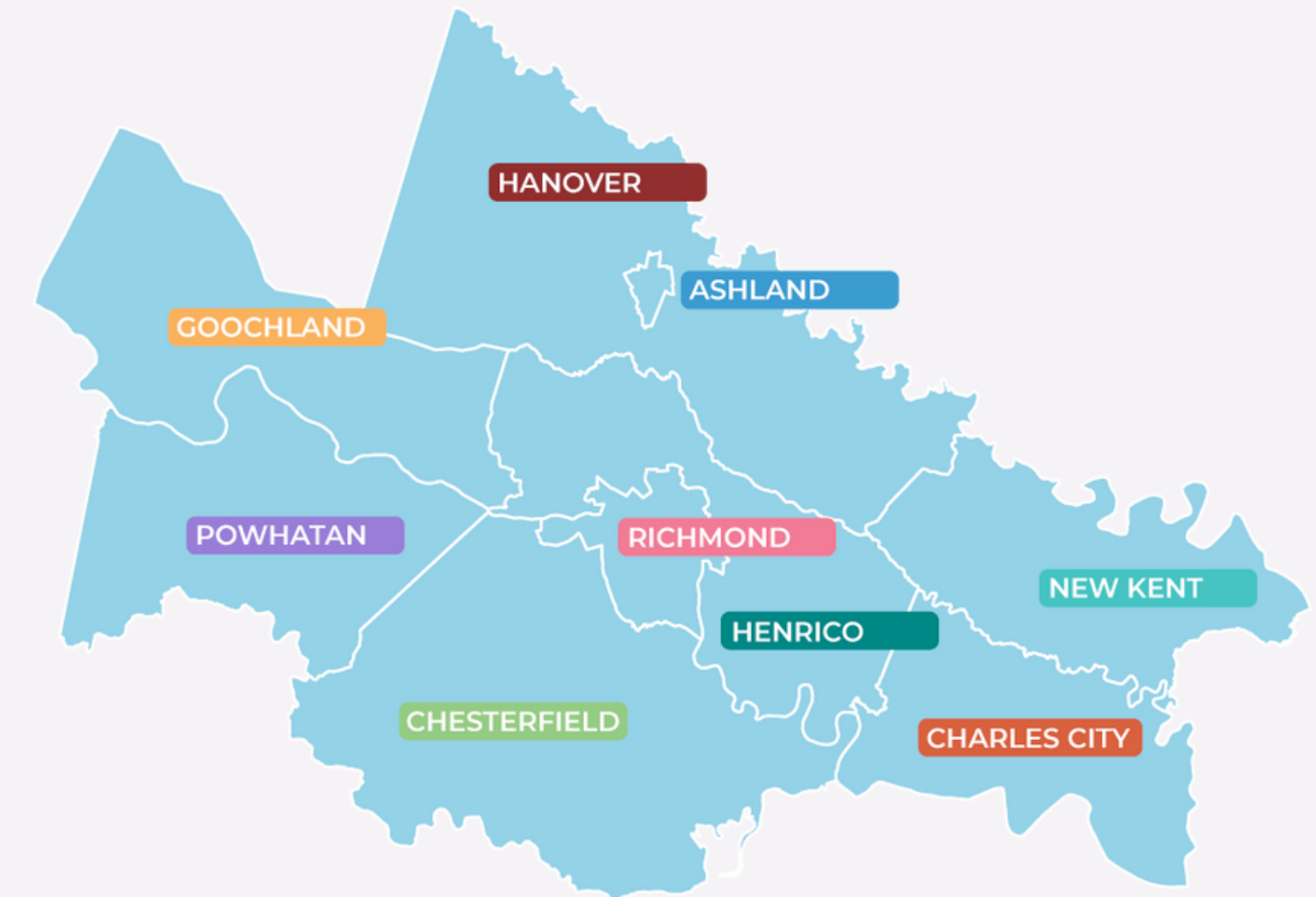
DISABILITY INCLUSIVE
DEVELOPMENT

DISABILITY INCLUSIVE DEVELOPMENT CONSISTS
OF TWO MAIN STRATEGIES: **INCLUDING THE
PERSPECTIVES AND RIGHTS OF PEOPLE WITH
DISABILITIES** IN ALL DEVELOPMENT ACTIVITIES,
WHILE AT THE SAME TIME **EMPOWERING
PEOPLE WITH DISABILITIES** THROUGH
DISABILITY-SPECIFIC PROJECTS

GOUJAN ET AL., 2013

9 LOCALITIES
2,615 SQ MILES
1,000,000 +
RESIDENTS

11.6% OF ALL
RESIDENTS
LIVE WITH
SOME FORM OF
DISABILITY



Source: PlanRVA

THE GRTC'S BUS
TRANSIT
NETWORK
SYSTEM &
MOBILITY
COORDINATION
ACCOMMODATE
COMMUTERS

REGIONAL
ORGANIZATIONS
& PLANNING
EFFORTS HELP TO
GUIDE
DEVELOPMENT
DECISIONS

THE RICHMOND REGION

Existing Conditions

GRTC Services

GRTC TRANSIT SYSTEM FLEET & SERVICES

GRTC
TRANSIT SYSTEM

GRTC
FIXED ROUTE SERVICE



GRTC
FIXED ROUTE SERVICE



GRTC
EXPRESS SERVICE



SPECIALIZED TRANSPORTATION
C-VAN | CARE



PHOTO SOURCE: CITY OF RICHMOND

RRTPO & CVTA

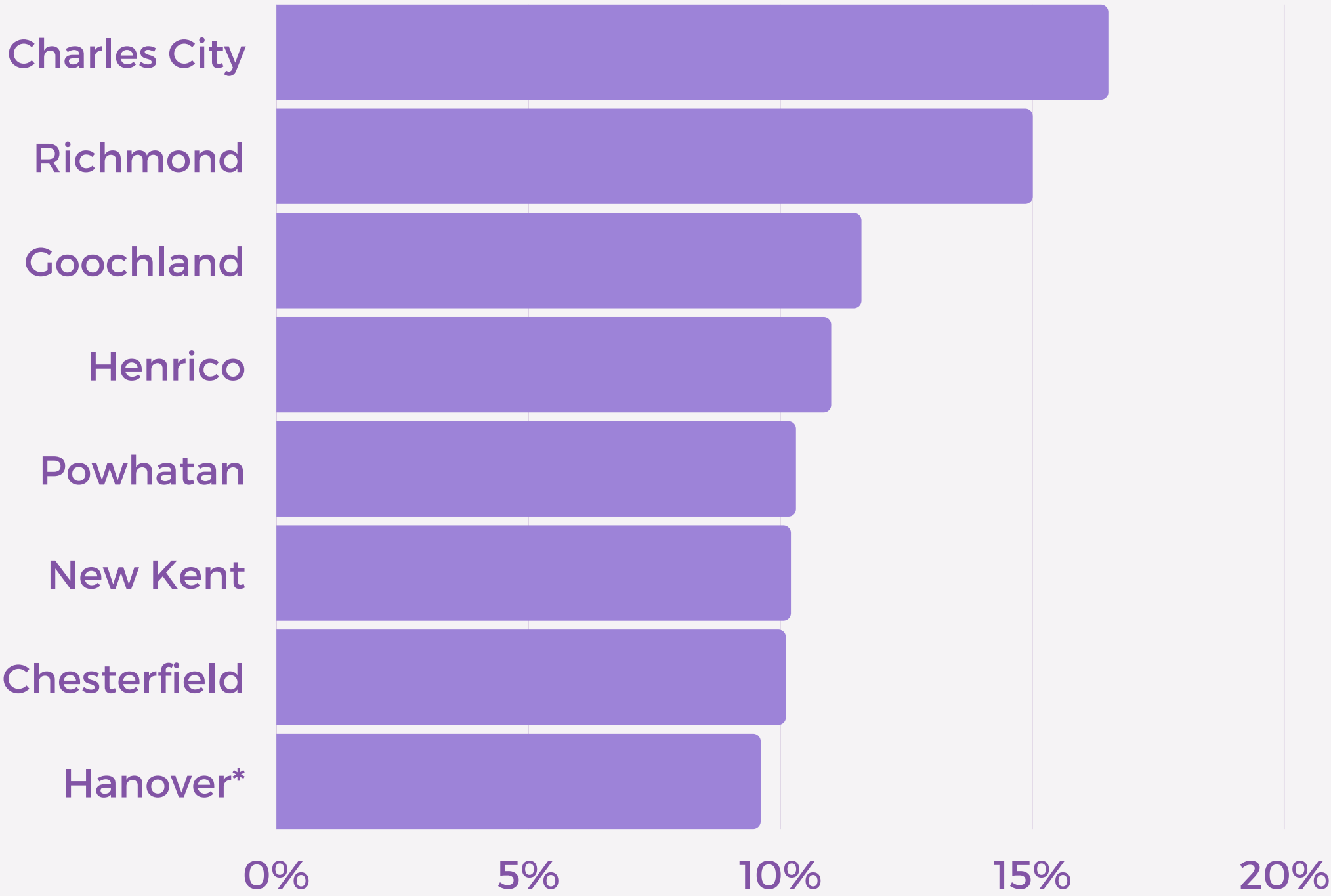
- Policy-making organization
- Comprised of agencies, elected officials, and PlanRVA staff support
- Produces plans and projects, as well as provides funding to make transportation improvements



- Established by the 2020 General Assembly of Virginia
- RRTPO provides expert planning advice and staff support
- Provides new funding opportunities for priority transportation investments across the region

Regional Disability Demographics

Jurisdiction	Total Population	% with Disability
Charles City	7,126	16.50%
Richmond	224,798	15.50%
Goochland	23,536	11.60%
Henrico	335,283	11.00%
Powhatan	29,147	10.30%
New Kent	21,347	10.20%
Chesterfield	340,848	10.10%
Hanover*	109,595	9.60%
Region	1,091,680	11.60%



HANOVER* INCLUDES ASHLAND
SOURCE: 2017 AMERICAN COMMUNITY SURVEY 5-YEAR ESTIMATES



REGIONAL ANALYSIS

Overview of the region to locate areas with high concentrations of people with disabilities and other transportation disadvantaged groups.

RANKED SCORING PROCESS

All 240 census tracts were ranked based on the findings from the regional analysis to determine a location most in need of assessment.

CASE STUDY

Completed a First Mile Last Mile infrastructure assessment in the study area to determine any barriers or room for improvements.

Approach

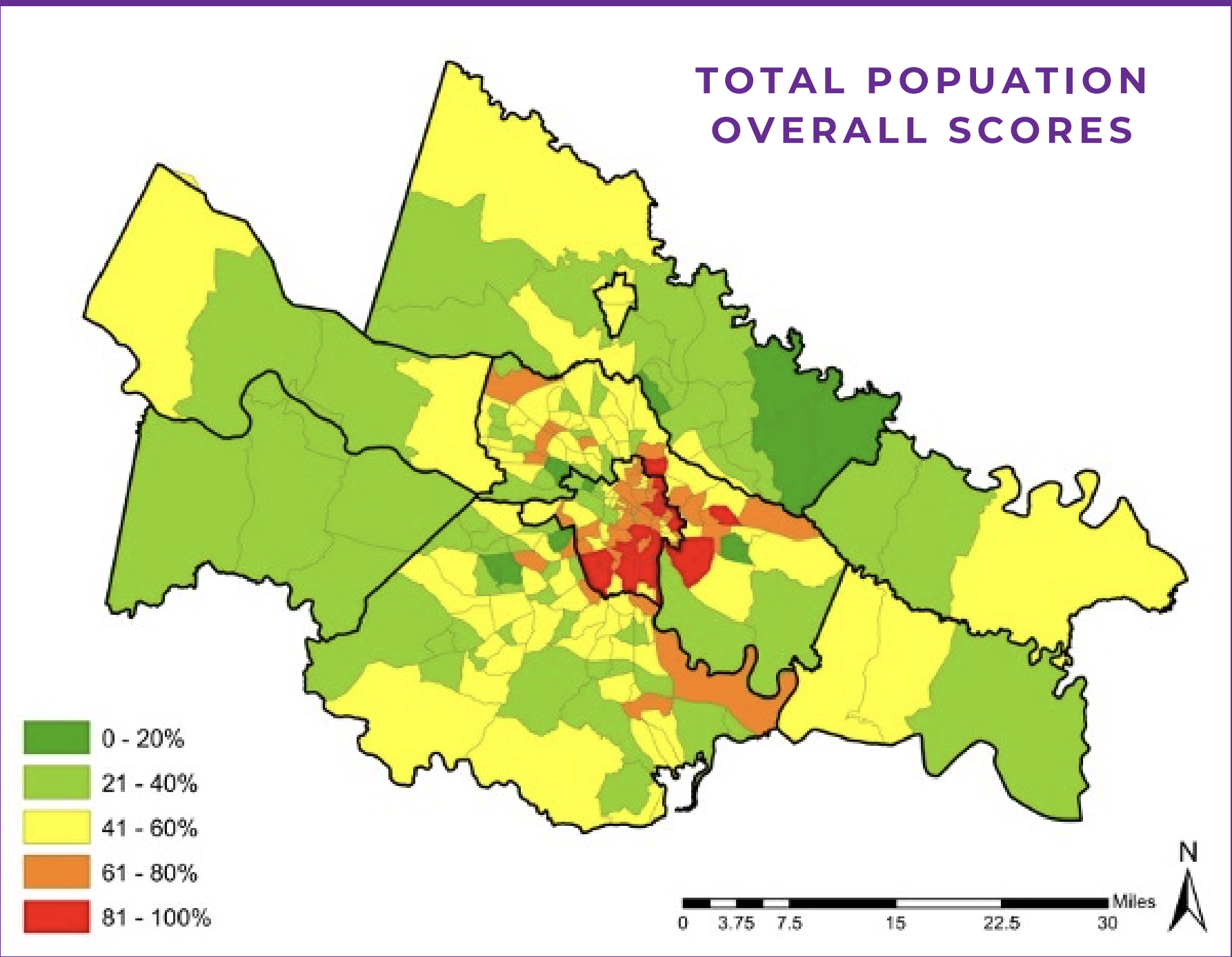
Regional Analysis

Demographics Analyzed:

- Disability
- Age 65 and Up
- Poverty Level
- Race
- Households with no car
- Utilizing public transportation

- The varying demographics present a variety of challenges or advantages
- Richmond City, Henrico, and Chesterfield accounted for the majority of the highest total population and percent population data across all criteria points
- While smaller in population size, Charles City, Goochland, and Powhatan revealed higher percent population totals

Ranked Scoring



*SCORES ARE ON DISPLAYED ON A 100 SCALE, WITH
100 BEING THOSE MOST IN NEED OF ASSESSMENT*

**AVERAGE
TOTAL
POPULATION
SCORES**

Jurisdiction	Totals
Richmond City	57.70
Charles City	47.42
Henrico	41.16
Chesterfield	36.47
Goochland	28.92
New Kent	28.57
Hanover	26.56
Powhatan	23.49
Region	36.29

**AVERAGE
PERCENT
POPULATION
SCORES**

Jurisdiction	Totals
Richmond City	63.78
Henrico	51.00
Charles City	45.90
Chesterfield	41.74
New Kent	40.16
Goochland	35.32
Hanover	32.74
Powhatan	28.61
Region	42.41

Case Study

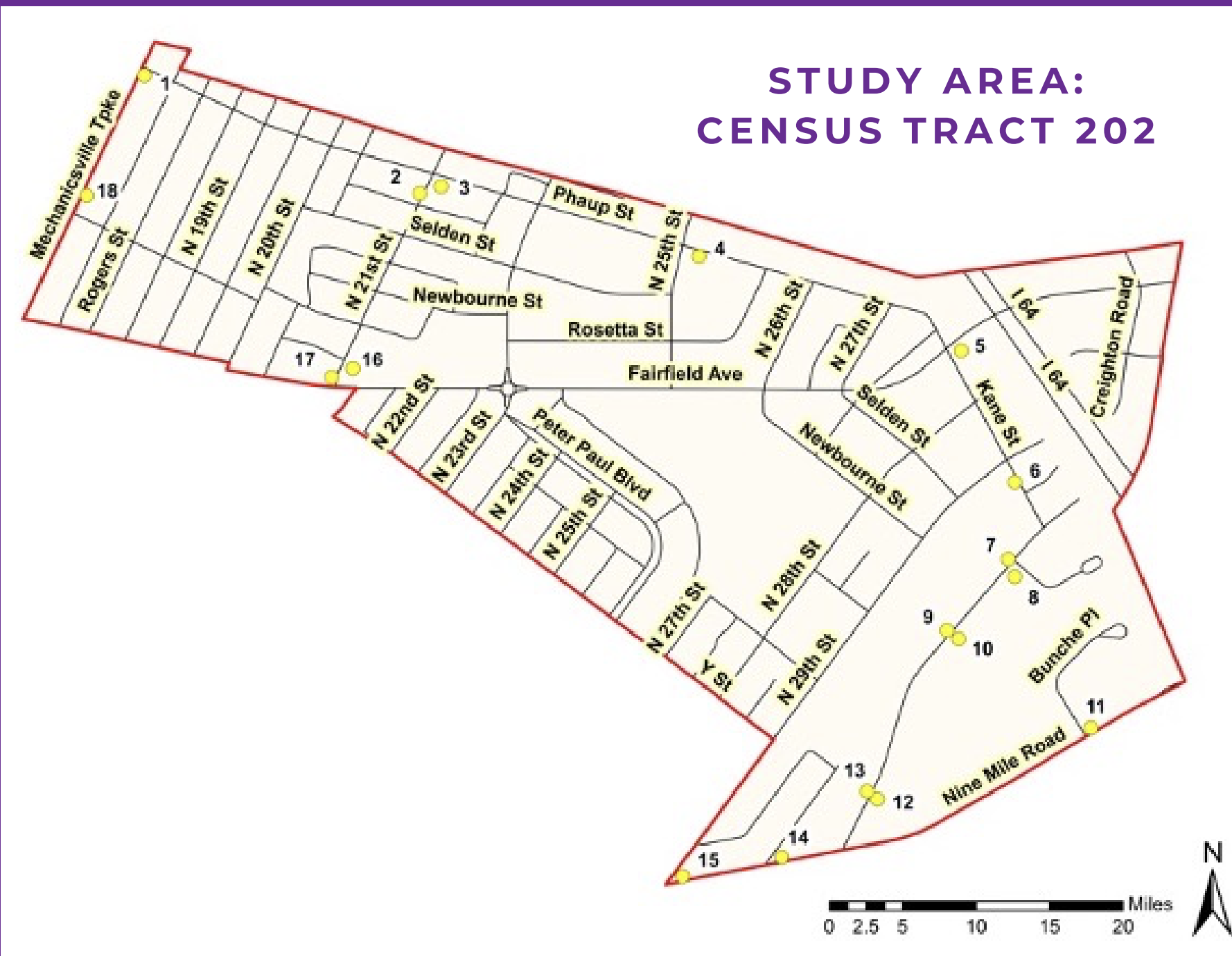


PHOTO SOURCE: GOOGLE MAPS, 2019

Connectivity Assessment

**96.2% OF ALL
RESIDENTIAL AREAS
ARE WITHIN A
QUARTER MILES
DISTANCE OF A BUS
STOP**

- GRTC Bus Stops
- 1/4 Mile Buffer
- ▭ Study Area
- ▭ Residential Area



GOAL ONE

CREATE A BUILT ENVIRONMENT FREE OF FIRST MILE LAST MILE BARRIERS

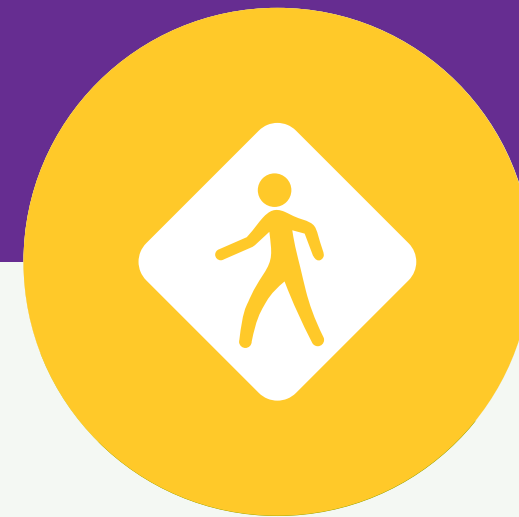


OBJECTIVE 1.1

Address FMLM barriers in the region's high need areas

ACTIONS

- Use FMLM checklist to evaluate other census tracts.
- Allocate funding or increase funding to make major improvements.



OBJECTIVE 1.2

Increase pedestrian safety

ACTIONS

- Continue to promote Vision Zero and advocate for similar initiatives.
- Prioritize new and improved bus stop amenities.

GOAL TWO

PROMOTE CONNECTED TRANSPORTATION SYSTEMS TO IMPROVE MOBILITY
FOR ALL PEOPLE



OBJECTIVE 2.1

*Plan for multimodal
transportation systems*

ACTIONS

- Prioritize improved walkability and encourage transit-oriented development.
- Extend GRTC bus services to include those underserved but in need.



OBJECTIVE 2.2

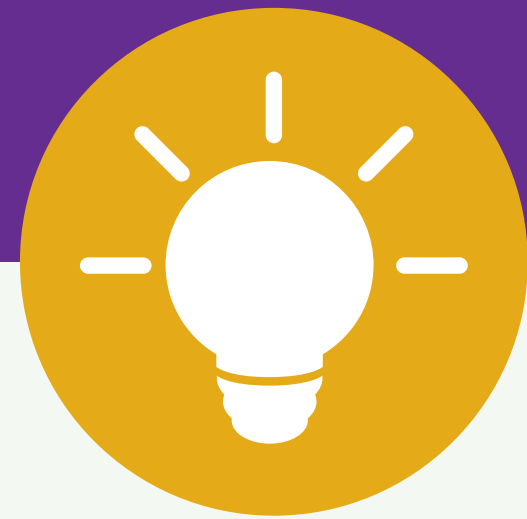
*Invest in mobility coordination
services to improve accessibility
for people with disabilities*

ACTIONS

- Localities use a portion of Central Virginia Transportation Authority (CVTA) funds to enhance transportation services (i.e., contract demand-response service, additional fixed-route services, enhancing volunteer driver programs, etc.)

GOAL THREE

ENSURE THAT TRANSPORTATION PLANNING PROCESSES ARE INCLUSIVE OF THE DISABILITY COMMUNITY



OBJECTIVE 3.1

Seek out diverse participation throughout the entire planning process that includes transportation disadvantaged groups

ACTIONS

- Develop a committee or advisory group to represent the disability community and advocate for their needs.
- Partner with groups that have a connection to the disability community to improve outreach efforts.



OBJECTIVE 3.2

Focus aspects of community outreach efforts to prioritize the needs of people with disabilities

ACTIONS

- Work with localities to promote increased education and awareness surrounding disability, ADA transition plans, etc.

Implementation Timeline

Short Term

First Year
2022

Mid-Term

2-3 Years
2023-2024

Long-Term

4-5 Years
2025-2026

Ongoing

Thank you!

QUESTIONS?