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.

- Analyze the Richmond region for barriers in the built environment
- Make recommendations for physical improvements
- Promote development processes that are inclusive of all people
A PHYSICAL IMPAIRMENT THAT SUBSTANTIALLY LIMITS ONE OR MORE MAJOR LIFE ACTIVITIES

AMERICANS WITH DISABILITIES ACT (ADA)
AN INDIVIDUAL’S TRIP IS UNDERSTOOD AS THE ENTIRE JOURNEY FROM ORIGIN TO DESTINATION

Source: LA Metro

Source: Rebekah Cazares
FMLM Barriers

INACCESSIBLE SIDEWALKS

UNSAFE CROSSING AREAS

INADEQUATE BUS STOPS

PHOTO SOURCE: RICHMOND TIMES DISPATCH
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

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

Source: PlanRVA
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

RRTPO provides expert planning advice and staff support

Established by the 2020 General Assembly of Virginia

Provides new funding opportunities for priority transportation investments across the region

SOURCE: PLANRVA
# Regional Disability Demographics

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

*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.
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**

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Richmond City</td>
<td>57.70</td>
</tr>
<tr>
<td>Charles City</td>
<td>47.42</td>
</tr>
<tr>
<td>Henrico</td>
<td>41.16</td>
</tr>
<tr>
<td>Chesterfield</td>
<td>36.47</td>
</tr>
<tr>
<td>Goochland</td>
<td>28.92</td>
</tr>
<tr>
<td>New Kent</td>
<td>28.57</td>
</tr>
<tr>
<td>Hanover</td>
<td>26.56</td>
</tr>
<tr>
<td>Powhatan</td>
<td>23.49</td>
</tr>
<tr>
<td>Region</td>
<td>36.29</td>
</tr>
</tbody>
</table>

**AVERAGE PERCENT POPULATION SCORES**

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Richmond City</td>
<td>63.78</td>
</tr>
<tr>
<td>Henrico</td>
<td>51.00</td>
</tr>
<tr>
<td>Charles City</td>
<td>45.90</td>
</tr>
<tr>
<td>Chesterfield</td>
<td>41.74</td>
</tr>
<tr>
<td>New Kent</td>
<td>40.16</td>
</tr>
<tr>
<td>Goochland</td>
<td>35.32</td>
</tr>
<tr>
<td>Hanover</td>
<td>32.74</td>
</tr>
<tr>
<td>Powhatan</td>
<td>28.61</td>
</tr>
<tr>
<td>Region</td>
<td>42.41</td>
</tr>
</tbody>
</table>
Case Study

STUDY AREA:
CENSUS TRACT 202

PHOTO SOURCE: GOOGLE MAPS, 2019
96.2% of all residential areas are within a quarter miles distance of a bus stop.
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.
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.).

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?