

Richmond Regional
**Transportation
Planning
Organization**

SUPPORTED BY **PlanRVA**
THE REGIONAL
COMMISSION

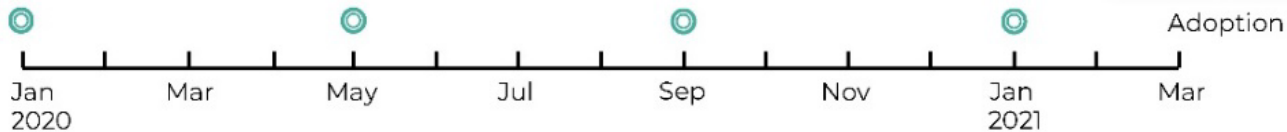
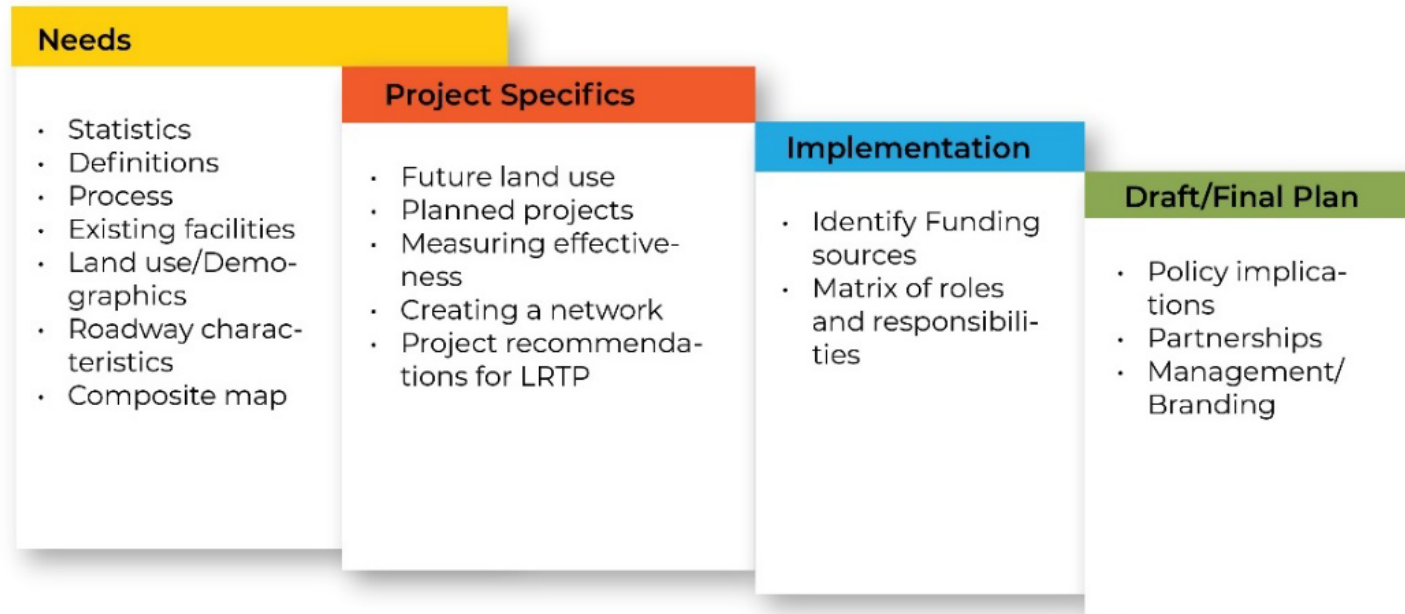
Connect RVA 2045



Richmond Regional Bicycle & Pedestrian Plan update Technical Advisory Committee

December 8, 2020

Plan Schedule



● Steering Committee Meeting

Guidance for Vision, Goals, Objectives and PM



Vision

The vision statement will describe the region's transportation aspirations in a concise manner, focus on what is important, and provide a foundation for all other aspects of the Connect RVA2045 long range plan.

Goals

The goals will describe a series of desired end states for the region's transportation system informed by the vision – and will provide foundation for objectives and performance measures.

Objectives

The objectives will describe specific, measurable statements that support achievement of the goals.

Performance Measures (PM)

The performance measures provide the technical mechanism (data) to monitor progress towards objectives, goals, and vision.



Vision Statement

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.

GUIDING PRINCIPLES

- 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. Ensure choice** among all travel options (private vehicle, transit, bike, walk) regionwide.
- 3. Prioritize completion of regional bicycle & pedestrian networks** for individual and community health.
- 4. Make last-mile transit access a priority** for a more resilient transportation system.
- 5. Incorporate context sensitive design of all facilities** to reduce conflicts and enhance sustainable communities.
- 6. Build Equity** into all transportation planning and spending in the region with focus on connecting historically disregarded communities to employment and services.

GOAL 1. Safety

Zero traffic-related pedestrian and cyclist fatalities

Objectives

- Reduce the number of crashes
- Eliminate fatalities and serious injuries

GOAL 2. Environment/Land Use/Health

Decrease in the number of days with an Air Quality Index above 50 as measured by EPA

Objectives

- Recognize bike/ped as viable transportation mode as well as recreation for people
- Reduce transportation related pollutants
- Reduce Vehicle Miles Traveled (VMT) per capita
- Increase number of trips travelled through active transportation modes
- Improve work/life balance

GOAL 3. Equity/Accessibility

Improve accessibility and mode choice for all people including considerations for level of stress or comfort (LOC) in travel by bicycle or on foot.

Objectives

- Increase in bike lane miles with an LOC of **x**
- Increase in number of transit stops served by sidewalks.
- Increase access to jobs and community services via transit, walking and biking for disadvantaged populations.
- Increase access to jobs and community services via walking, biking, and transit.

GOAL 4. Economic Development

Improve bike/ped connectivity and mobility for strong economic vitality

Objectives

- Improve reliability of travel to and within regional activity centers, and from one center to another.
- Focus on creating a strong sense of place throughout the region; recognize the need for talent attraction
- Increase multimodal access to tourist destinations.

GOAL 5. Mobility/Resiliency

Increase mobility and mode choice, and maintain the transportation system in a state of good repair (including bike/ped infrastructure and facilities).

Objectives

- Increase the percent of the network that incorporate complete streets elements.
- Increase system efficiency through technology advances.
- Enhance bike/ped system reliability by making maintenance a priority.

RICHMOND REGIONAL BICYCLE & PEDESTRIAN PLAN GUIDING PRINCIPLES:

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. Ensure choice among all travel options (private vehicle, transit, bike, walk) regionwide.
3. Prioritize completion of regional bicycle & pedestrian networks for individual and community health.
4. Make last-mile transit access a priority for a more resilient transportation system.
5. Incorporate context sensitive design of all facilities to reduce conflicts and enhance sustainable communities.
6. Build Equity into all transportation planning and spending in the region with focus on connecting historically disregarded communities to employment and services.

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 	<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 • Measurable health benefits, options: <ul style="list-style-type: none"> ○ Health Opportunity Index (VDH) ○ Social Vulnerability Index (CDC) 	

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 Comfort of x • 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 a LOC of x 	
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; talent attraction • 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 	

Possible Attributes to Identify Projects of Regional Significance

- Project Scale
 - Local
 - Regional
 - Beyond Regional
- Function
 - Neighborhood
 - Connector
 - Spine
- Time band
 - Near term – FY22 – 27
 - Mid-term – FY28 – 33
 - Long term – FY34 – beyond
- Facility type
 - Shared Use Path
 - Cycle Tracks
 - One-way protected
 - Raised
 - Two-way protected
 - Bike Lanes
 - Buffered
 - Buffered with protection/delineators
 - Conventional
 - Bicycle Boulevards
 - Neighborhood greenway?
 - Sidewalks
 - Hierarchy of function
- Status
 - Concept
 - Proposed in adopted plan or study
 - In phased development
 - Funded
 - Complete

List of Bike Ped Projects

ORGANIZING ELEMENTS--REGIONAL SPINES

Fall Line (formerly Ashland to Petersburg Trail)

- Lakeside Community Trail (Henrico, Fall Line, 3 phases, TA-Set Aside)
- Brook and Hilliard Road Diet (Henrico, Fall Line, RSTP/CMAQ)
- Parham Road/Hungary Road (Henrico, Fall Line – UPC 115001, SMART SCALE)
- Woodman Road Extended (Henrico, Fall Line – UPC 113476, SYIP)
- Chickahominy River Crossing (Henrico-Hanover, SMART SCALE)
- Route 1/Walmsley-Bellemeade (Richmond, Fall Line, SMART SCALE)
- Route 1/Dwight-Getting (Chesterfield, Fall Line, TA-Set Aside)
- Route 1/Marina Dr. pedestrian HAWK (Chesterfield, Fall Line, TA-Set Aside)
- Route 1/Falling Creek Ave. to Food Lion (Chesterfield, Fall Line, SMART SCALE)
- 2nd/3rd Street (Richmond, Fall Line, TA-Set Aside)
- Tredegar St. (Richmond, multiple phases, Fall Line, TA-Set Aside)
- Commerce Road pedestrian safety project Phase I (Richmond, potential Fall Line, TA-Set Aside)
- Ashland Trolley Line boardwalk [nearly complete] (Ashland, UPC 103393, RSTP/CMAQ)

List of Bike Ped Projects

Virginia Capital Trail

Charles City Courthouse multiuse trail [Complete] (Charles City – UPC 97688)

- Courthouse to Courthouse Trail (Charles City and New Kent)
- River's Rest Spur Trail, Wilcox Neck or other (Charles City County)
- Dorey Park Trail (Henrico – UPC 106184, SYIP)
- Gillies Creek Greenway/Gillies Creek to Oakwood Cemetery (Richmond – UPC 113490, 113429)

Appomattox River Trail

Appomattox River Trail-25 mile greenway under development along both sides of the Appomattox River (in urban areas) and connects to the Fall Line Trail in Petersburg. The following bridge locations connect to the Richmond region:

- Chesterfield into Dinwiddie-1.5 miles east of Brasfield Dam at Lake Chesdin
- Chesterfield/VSU into Petersburg-part of Fall Line and East Coast Greenway (SMART SCALE)
- Petersburg/Colonial Heights west of I-95-connection to Fall Line west

List of Bike Ped Projects

Locally identified projects

- Skipwith Road/I-64 bridge repair/improvements (Henrico – UPC 111290)
- Pemberton Road/I-64 bridge repair/improvements (Henrico – UPC 111291)
- Nuckols Road Trail (Henrico, Nuckols Rd. at Springfield headed east – UPC 107175, TA-Set Aside)
- Richmond-Henrico Turnpike improvements (Henrico – UPC 110911, 111716, SYIP)
- Cannon Creek Greenway (Richmond – UPC 106246)
- Bellemeade Park Trail (Richmond)
- Rt 161/Boulevard Bridge to Blanton Ave and Blanton Ave to French St bike lanes (Richmond)
- East End Trail/West Creek Trail (Goochland – UPC 113430)
- Path to connect Stratton Park to Pocahontas State Park (Chesterfield – UPC 111105)
- Courthouse trail from Courts Complex Rd to Rt 10 (Chesterfield, SMART SCALE)
- Dundas Road mulituse trail (Chesterfield, SMART SCALE)
- Boulders Trail Project (Chesterfield)
- Winterpock Trail along Hull Street Road (Chesterfield)
- Route 60, Providence Rd.-Wadsworth Dr., multiuse trail (Chesterfield, SMART SCALE)
- Route 60, between Chippenham Parkway-Boulders Parkway, sidewalk & multiuse trail (Chesterfield, SMART SCALE)

List of Bike Ped Projects

Long-term projects (localities)

- James River Park/Greenways (Richmond, a handful, identified in JRPS plan)
- Pocosham Greenway, extension of Reedy Creek to Chesterfield (Richmond)
- Scotts Addition Greenway/Boulevard Trail (Richmond300)
- James River Branch Line (Richmond300, SMART SCALE)
- Hull Street Road, multiuse path and sidewalk (Richmond-Chesterfield, SMART SCALE)
- Scott Rd. bridge over I-95? (Henrico)
- Upper Chickahominy Linear Park and Multiuse Trail (Hanover)
- Bicycle lanes/trail, Route 6 to Goochland Courthouse (James River Heritage?)
- Bicycle lanes/trail, Route 711/Huguenot Trail to US522/Powhatan State Park (James River Heritage?)

List of Bike Ped Projects

Long-term projects (regional)

- Three Notch'd Trail (Charlottesville to Richmond Region from west)
- James River Heritage Trail (along James River to west on north or south bank)
- Off-road trail sections of US Bike Route 1 (redesignate to Fall Line?)
- Off-road trail sections of US Bike Route 76 (redesignate to Fall Line?)
- Off-road trail sections of US Bike Route 176 (redesignate to Virginia Capital Trail with bypass Henrico-Hanover)
- Off-road trail sections of East Coast Greenway (redesignate to Fall Line?)

Connect RVA 2045



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