

# **RRTPO Complete Streets Policy Recommendation**

**VAPDC/VAMPO Training Conference  
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Presentation by:

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RRPDC



# Complete Streets – Agenda

## **1. Background**

- Why Complete Streets?
- Federal and State Guidance

## **2. Complete Streets in the Richmond Region**

- Timeline
- What is the Richmond Region Already Doing?

## **3. Policy Development**

- Policy Elements
- Proposed Vision

# Complete Streets – Definition



Complete Streets are for everyone. Roadways are planned, designed, operated, and maintained to enable safe access for ALL users, of all ages and abilities; including:

- **Pedestrians**
- **Bicyclists**
- **Motorists**
- **Freight**
- **Transit**

# Why Complete Streets?

## Federal

- Community Connections
- Sustainable Communities

## State

- Multimodal System Design Guidelines
- CTB Bicycle & Pedestrian Policy

## Region

- Complete Streets Policy
- Guiding Principles & Strategies

# Complete Streets – Background



CREDIT: [Smart Growth America](#)

# Complete Streets – Agenda

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# Complete Streets – Richmond Region



Jefferson Davis Highway, Richmond

Credit: RRTPO

**Not a complete street.**

# Complete Streets – Background





# Complete Streets – Richmond Region

## Principles of Complete Streets:

- ☐ Bus-only lanes
- ☐ Bus rapid transit
- ☐ Sheltered bus stops
- ☐ Median pedestrian islands
- ☐ Accessible pedestrian signals
- ☐ Curb extensions
- ☐ Curb cuts
- ☐ Neighborhood greenways
- ☐ Low-traffic, low-speed residential streets
- ☐ Narrow residential streets with sidewalks
- ☐ Traffic circles
- ☐ Modern roundabouts
- ☐ Protected bike lanes
- ☐ Buffered bike lanes
- ☐ Separated multiuse paths
- ☐ Multiuse trails on rural roads
- ☐ Shoulders & sidewalks on bridges
- ☐ Main streets
- ☐ Shared commercial streets
- ☐ Angled head-out parking

# Complete Streets – 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	Protected/buffered bike lanes	Separated multiuse paths	Rural roads with shared use trail	Paved shoulders on bridges
Ashland			F C		F C		P		F C		C				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	F C P		F				F	F
Hanover					F C P F	C P F	P	F C P F	C P F	C P F	P F			C P F	
Henrico	F	P	C		F C		C		C		P			C	
New Kent					C	C		C		C				C	
Powhatan							F P	C P F	C P F		P F				
Richmond	C P	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

# Complete Streets – Richmond Region

## Principles of Complete Streets:

- ✓ **Bus-only lanes**
- ✓ **Bus rapid transit**
- ✓ **Sheltered bus stops**
- ✓ **Median pedestrian islands**
- ✓ **Accessible pedestrian signals**
- ✓ **Curb extensions**
- ✓ **Curb cuts**
- ☐ **Neighborhood greenways**
- ✓ **Low-traffic, low-speed residential streets**
- ✓ **Narrow residential streets with sidewalks**
- ✓ **Traffic circles**
- ✓ **Modern roundabouts**
- ✓ **Protected bike lanes**
- ✓ **Buffered bike lanes**
- ✓ **Separated multiuse paths**
- ✓ **Multiuse trails on rural roads**
- ✓ **Shoulders & sidewalks on bridges**
- ☐ **Main streets**
- ☐ **Shared commercial streets**
- ✓ **Angled head-out parking**

# Complete Streets – Richmond Region



**Bus Rapid Transit – Debut scheduled for June 24.**



# Complete Streets – Richmond Region



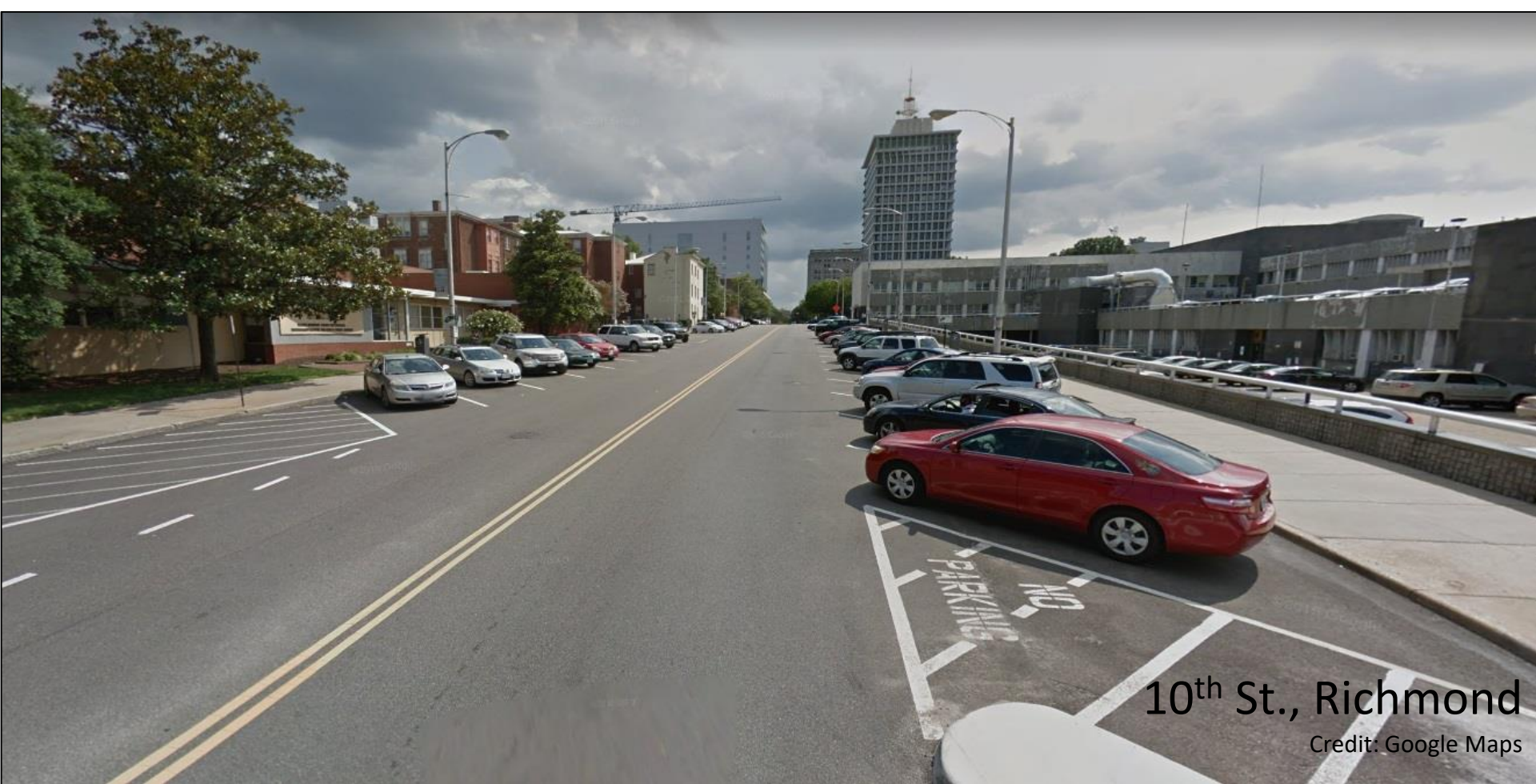
Idlewood St., Richmond

Credit: RRTPO

## Roundabouts and traffic circles



# Complete Streets – Richmond Region



10<sup>th</sup> St., Richmond

Credit: Google Maps

## Angled head-out parking



# Complete Streets – Richmond Region



Mohawk Dr., Chesterfield

Credit: Google Maps

**Low-traffic, low-speed, narrow residential streets**



# Complete Streets – Richmond Region



Huguenot Bridge

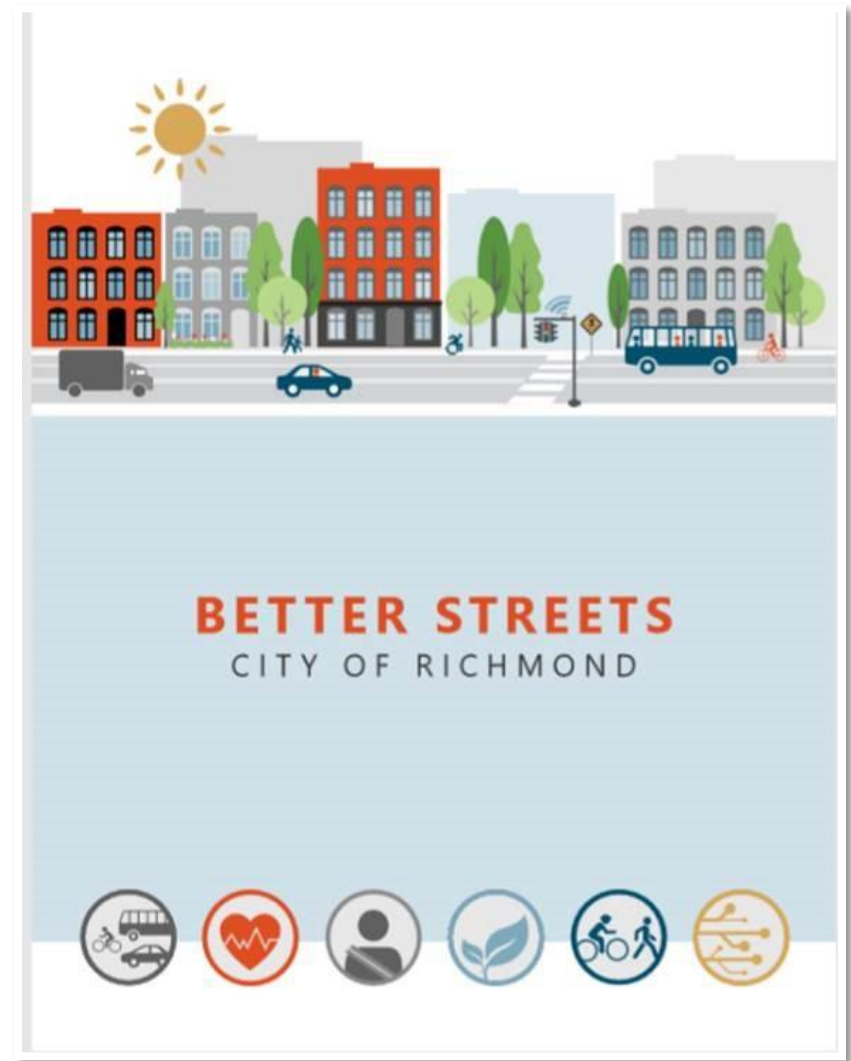
Credit: Google Maps

**Paved shoulders & sidewalks on bridges**



# Complete Streets – Richmond Region

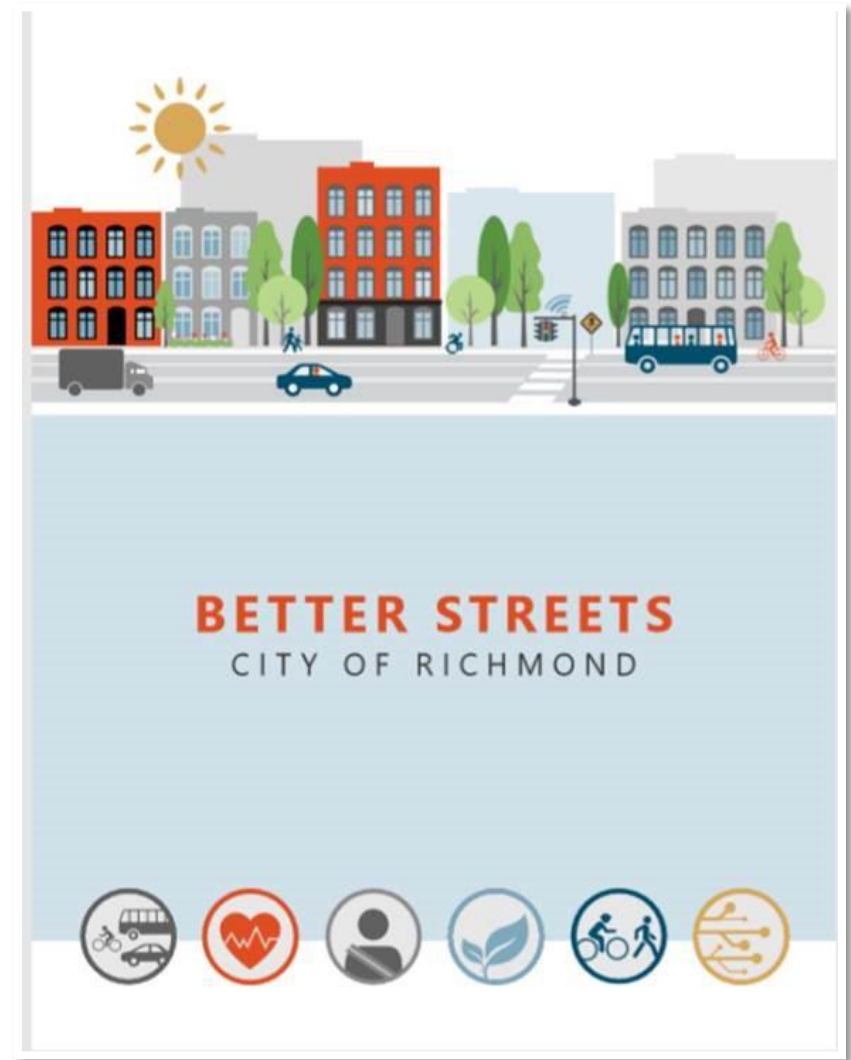
- **Oct. 2014:** City of Richmond adopted a Complete Streets policy.
- Set to release “**Better Streets**” manual to guide the city’s efforts.
- Integrates Complete Streets policy with city design standards and construction specifications.



# Complete Streets – Richmond Region

## Better Streets principles:

- ☐ Safe
- ☐ Green
- ☐ Active
- ☐ Healthy
- ☐ Multimodal
- ☐ Smart



# Complete Streets – Richmond Region



**June 1:** Richmond dedicated nearly a mile of protected bike lanes on Franklin Street in downtown Richmond on June 1.



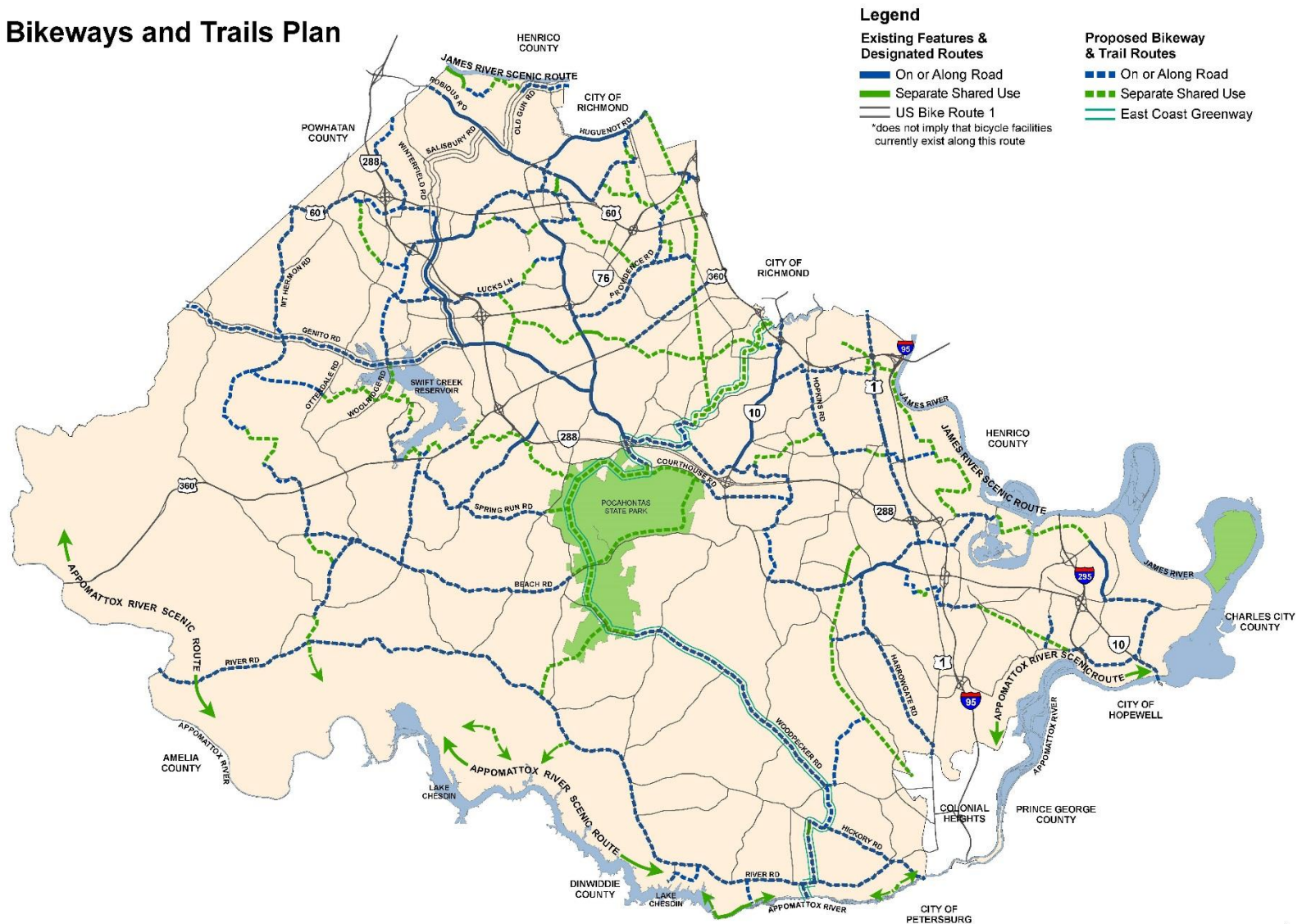
# Complete Streets – Richmond Region



**Mayor Levar Stoney:** "No one in this city should lose their life biking to work, or walking to work, or even driving to work. And that's why we are still committed to Vision Zero. "

# Complete Streets – Richmond Region

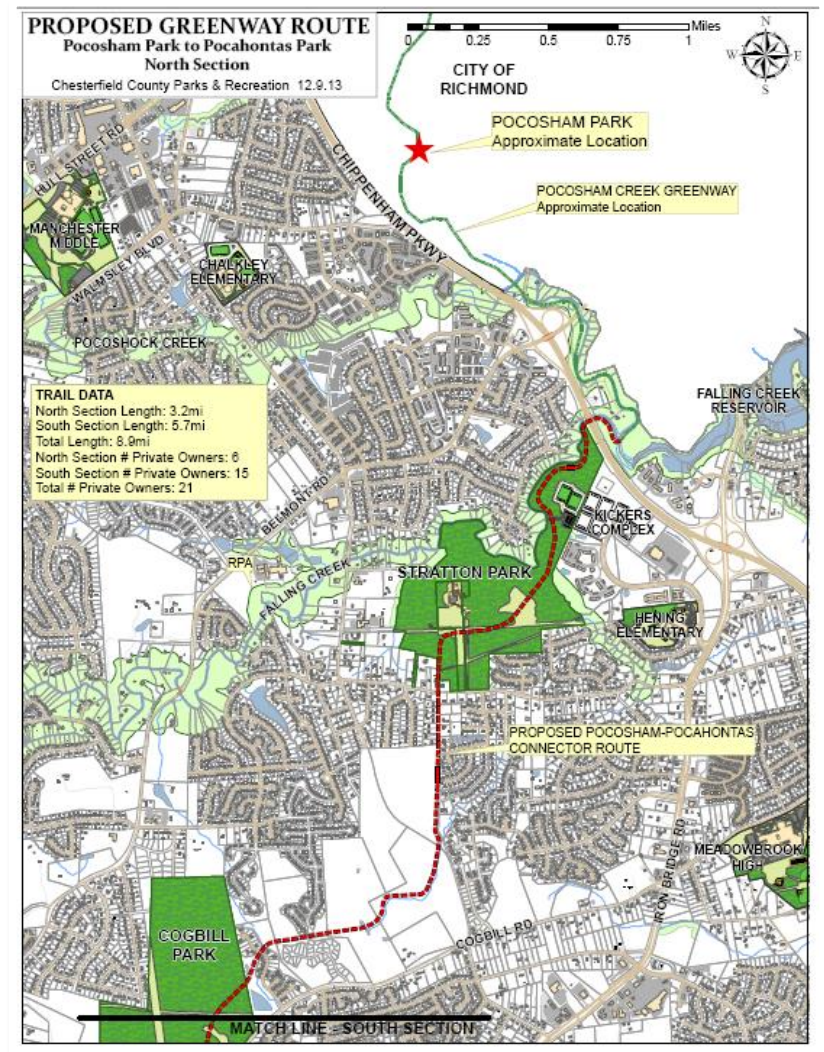
## Bikeways and Trails Plan



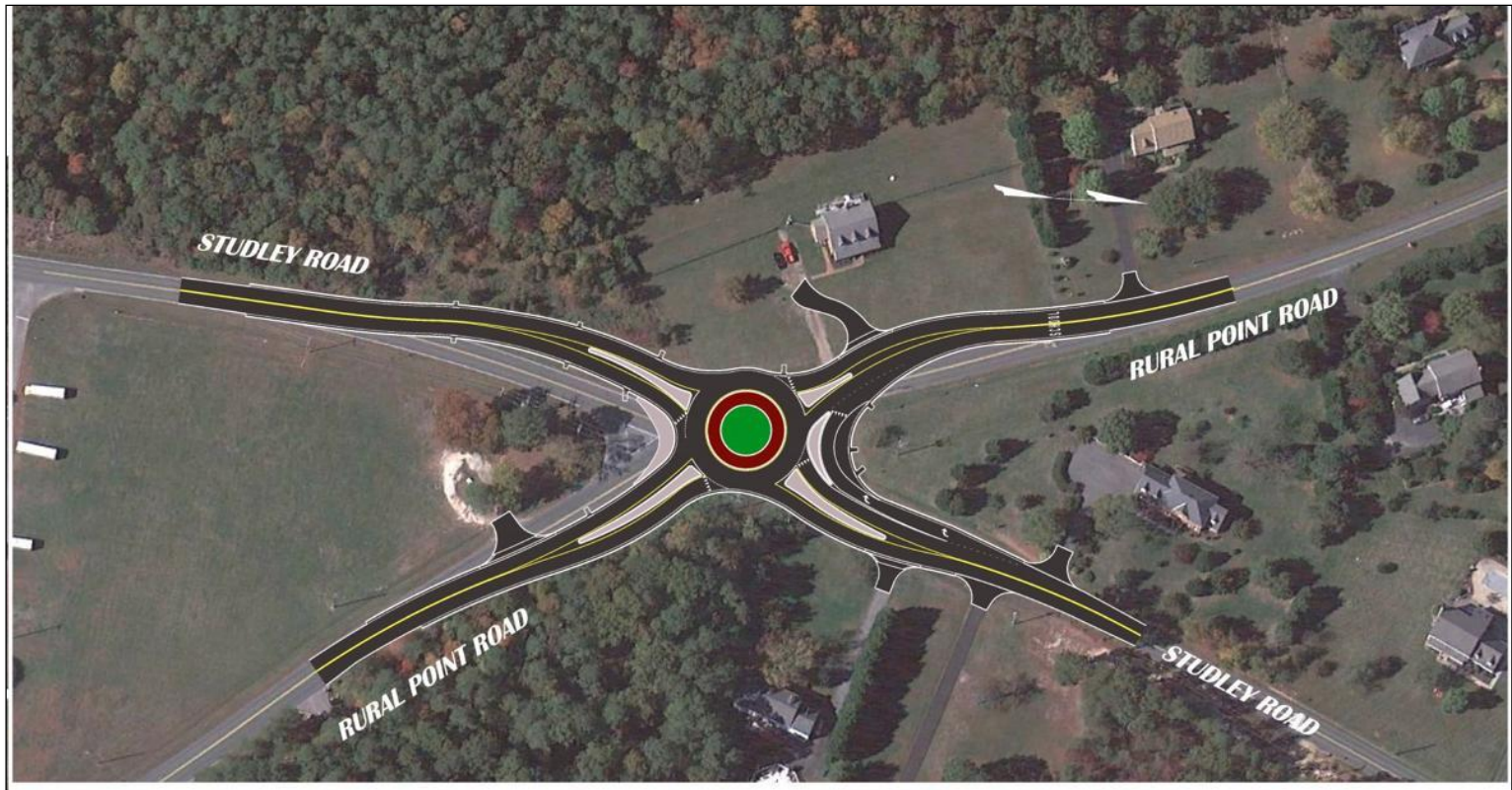


# Complete Streets – Richmond Region

- **UPC 111105**  
**Chesterfield County**  
**Stratton Park**  
**(TAP funding)**
- Sidewalk & multiuse path, should begin East Coast Greenway realignment
- \$1.1 million
- Could take bike/ped off 45mph roadway, connect to Pocahontas State Park



# Complete Streets – Richmond Region



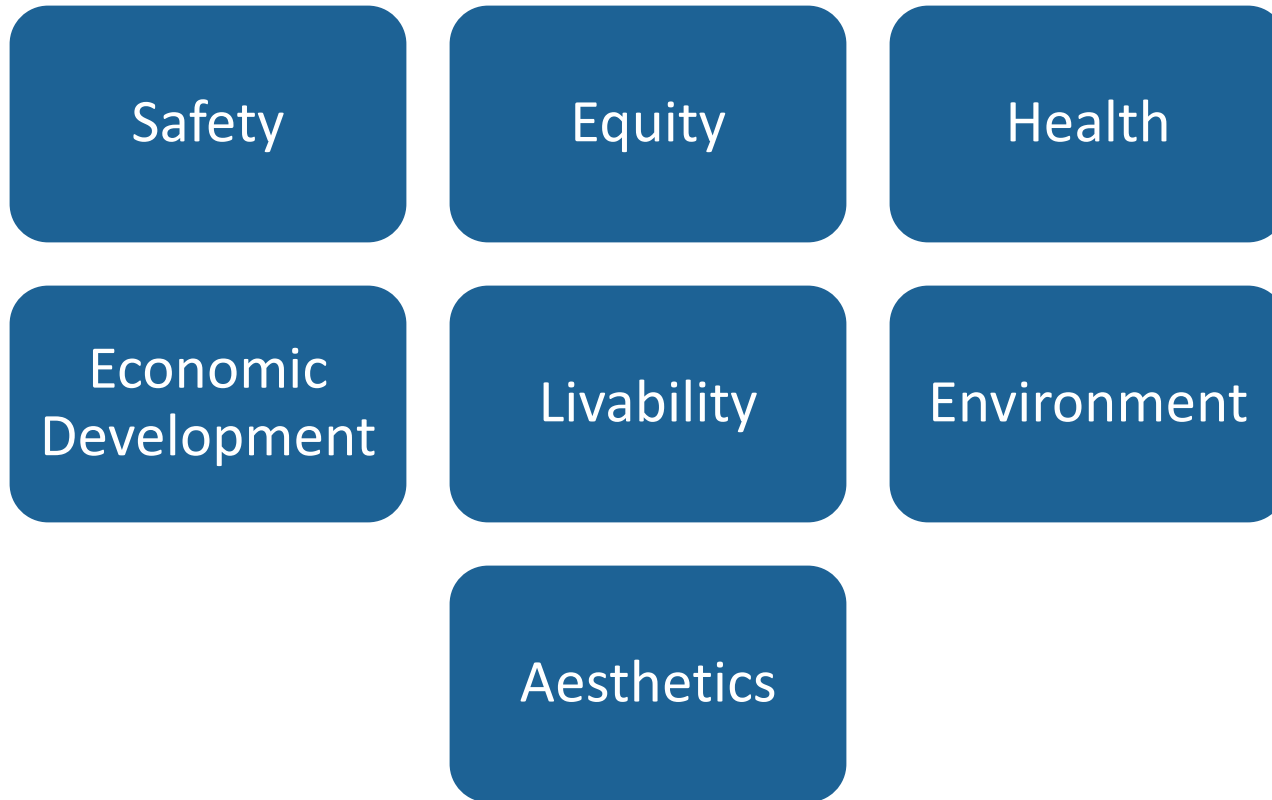
- **UPC 104875 - Hanover County (RSTP funding)**
- Roundabout at Studley-Rural Point roads - \$1.8 million

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- 3. Policy Development**
  - Policy Elements
  - Proposed Vision



# Policy Development



**\*Remain sensitive to local and regional context\***

# Policy Elements

- ☐ Vision
- ☐ For ALL users, all modes
- ☐ For ALL projects and phases
- ☐ Clear, accountable exceptions
- ☐ Network approach
- ☐ Federal and State planning and design guidance
- ☐ Context sensitive decision-making
- ☐ Addresses regional performance measures
- ☐ Implementation steps
- ☐ Cross-reference other regional initiatives



# Proposed Vision

*A regional Complete Streets Policy that builds upon existing principles to promote a multimodal transportation system that safely and effectively accommodates and provides access for all users and modes, including motorists, bicyclists, pedestrians, transit passengers, freight, emergency response vehicles, and citizens of all ages, abilities and income levels.*



# Thank You!

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# Fredericksburg



**Multituse paths:** Cowan Drive in Fredericksburg.