

7: Conclusions and Next Steps

Overall, the city has a well connected grid street system, generally good operating traffic conditions, a high-performing transit system and many multimodal features and connections. Although most people in Richmond currently commute to work by single occupancy vehicles, there are opportunities to reduce this mode share and increase transit and alternative mode shares to increase sustainable transportation within the city overall. Most city roadways suffer from relatively little congestion, though there are some particular corridors and spot locations with congestion issues. While about one-third of city streets are in poor condition, the proposed paving program will reduce this problem in the next five years.

GRTC Transit System serves most of Richmond, but its span of service and frequency of service can be improved to increase patronage in the future. Also, the connections between Richmond and adjacent jurisdictions via GRTC is limited, though this is largely not within the control of GRTC. Operating improvements that could improve patronage include investing in alternative transit service profiles like BRT and implementing a downtown transfer center.

Richmond has numerous multimodal transportation connection points including the Richmond International Airport, Main Street Station, the Port of Richmond and various other freight and passenger depots in and around the city. One critical concern, however, is the connections between many of these multimodal hubs is lacking and, in particular, the transit, bicycle and pedestrian connections between many of these hubs need improvement to create a truly multimodal transportation system.

By adopting the Mayor’s Pedestrian, Bicycle and Trails Planning Commission Report, the City has taken its first major steps towards adopting a Complete Streets focus. While many parts of the city have good pedestrian infrastructure, newer, more suburban areas lack many pedestrian facilities. The city’s existing bicycle infrastructure, however, is particularly lacking.

Richmond’s existing density and design are generally supportive of alternative transportation modes, but much more can be done from a land use perspective to create a city more hospitable to multimodal transportation. In particular, higher densities, mixed uses, a more connected street system, a reduction in street-fronting surface parking and improving the management of on and off-street parking downtown would all lead to a better integrated multimodal transportation system. Also, the sometimes confusing pattern of one-way streets in downtown Richmond could be improved to improve connectivity.

The issues and deficiencies noted in this report will form the basis of developing recommendations for improving transportation. In addition, recommendations for improvements in the operation and maintenance of the entire inventory of transportation within the City, as shown in the table, will be addressed. On-going maintenance and improvement of roadways, sidewalks, signal systems, and multimodal connections will be incorporated into the future plans as well. When complete, the Richmond Connects plan will address all five of these focus areas with recommended improvements to create a truly multimodal and sustainable transportation system for Richmond.



Transportation Infrastructure Inventory			
Roadway			
Lane Miles of Roadway	1909.9		
	<i>Good Condition</i>	632.2	33.1%
	<i>Fair Condition</i>	680.9	35.7%
	<i>Poor Condition</i>	596.8	31.2%
Bridges	57		
Culverts	24		
Signalized Intersections	469	278 Converted to LED 41 In Process of Conversion	
Signalized Pedestrian Crossings	5	3 Converted to LED	
Flashers	25	25 Converted to LED	
Sidewalk			
Miles of 5-foot Equivalent Sidewalk	760		
Requests for Sidewalk Repair	490	Est. cost \$15 Million	
Requests for New Sidewalk	164	Est. cost \$12 Million	
Bicycle Facilities			
Miles of Marked Bicycle Lanes	1.1		
Miles of Sharrow Marked Bike Routes	0		
Bicycle Parking Racks	No Data		
Transit Infrastructure			
GRTC Routes	23 Local 12 Express		
GRTC Buses or Vans	161		
GRTC Bus Stops	1,655	Within City	
GRTC Bus Stops with Benches Only	365	Within City	
GRTC Bus Stops with Shelters and Benches	91	Within City	
Miles of Dedicated Transit Lanes	0		
Bus Transfer Centers	0		
Multimodal Infrastructure			
At Grade Railroad Crossings	53		
	With Mainline Railroads	24	
	With Branch Lines	29	
Active Passenger Rail Platforms at Main Street Station	1		