

Document	Comment No.	Focus of Comment	Page Number	New Page Number	Comment	Response
EF	1	Equity Factor 3: Transportation investments will improve neighborhood connectivity and revitalize the fabric of the communities negatively impacted by urban renewal	N/A	N/A	Importantly, not just urban renewal, but urban disinvestment.	This Equity factor is a response to weight that the public specifically placed on the history of Urban Renewal as part of the survey. Equity Factors 1 and 2 specifically relate to the divestment of urban areas.
EF	2	Transportation investments will improve access to housing, jobs, services, and education to address the isolation of low-income inner ring suburbs where families are pushed.	N/A	N/A	Transportation dollars should be spent wisely and efficiently. If there is a demonstrable need to add bus service to a low-income neighborhood with a lot of people who need public transportation, then do it. But don't waste money adding buses/drivers and bus routes that won't get a high degree of ridership, which of course has been the case in the past. Nobody pushes low-income people anywhere--that is more activist nonsense; low-income people live in areas where housing is less expensive, because they have to. That's been the case for all Americans, white and black, for ages. If you don't earn a lot of money, you move/live in a neighborhood where housing is cheaper. Nobody makes anyone live anywhere	Specific transportation recommendations will be drafted as part of the Richmond Connects process. The Path to Equity report, especially in the Transportation and Land Use Injustices chapter, outlines the myriad ways in which BIPOC and low-income people have been displaced both outright and due to subsequent gentrification. As housing costs rise in the dense, walkable core of the city, poorer residents are unable to remain and thus move to the more affordable housing areas in the city. These areas have typically experienced minimal transportation improvements since their development, resulting in much higher transportation costs for low income people.
EF	3	Equity Factor 1: Transportation investments will improve access to housing, jobs, services, and education to address remaining inequities created by redlining.	N/A	N/A	Redlining wasn't the only planning/policy tool used that ended up restricting access to these things - I would also include single family housing/zoning to this description.	This Equity factor is a response to weight that the public specifically placed on the history of Redlining as part of the survey. Equity Factor 4 specifically addresses suburban-style development.
EF	4	Equity Factor 10: Transportation improvements will focus on improving climate resiliency for the most impacted communities	N/A	6	It would be helpful to provide an example of climate resiliency.	Climate Resiliency will be added to the glossary.
EF	5	Equity Factor 9: Transportation investments will improve reliability of transit and other non-car services to increase access and remove barriers to opportunities for communities of concern.	N/A	6	communities of concerns feels charged to me. I would recommend historically marginalized communities from the definition	In equity planning in the untied states, Communities of Concern is the preferred term to describe groups of people or geographic areas that suffer from inequities. Historically marginalized communities can contribute to communities of concern, but in some cases historically marginalized communities are no longer of concern. One example of this instance is when a formerly low-income neighborhood is completely gentrified, leaving the original community of concern displaced to other areas. This is defined in the glossary.
EF	8	Equity Factor 9: Transportation investments will prioritize densely populated areas of communities of concern including communities of color, low-income communities, senior and limited mobility populations, families traveling with children, and at-risk youth.	N/A	N/A	This factor is in conflict with Factor #4. Taken together, these factors could lead to investment in areas, such as Jackson Ward, that are densely populated and bisected by urban highways but already gentrifying, while disinvesting in the neighborhoods with much greater need, such as the areas near the mobile home parks on the Southside.	This Equity Factor is prioritizing areas that have dense populations of communities of concern, it is not prioritizing generally dense populations. Areas like the mobile home parks would likely fall under this equity factor as the population living there are low-income.
EF	9	Equity Factor 10: Transportation improvements will focus on improving climate resiliency for the most impacted communities.	N/A	28	I don't know what is meant by "climate equity", but I hope it means comfort and protection from the elements for bus passengers. It seems so insulting to see people waiting for the bus with nowhere to sit, or with somewhere to sit but unprotected from the harsh summer sun, or the rain, or the cold and wind. This should be prioritized.	Climate equity refers to broader challenges such as the heat island effect, flooding, and vehicle emissions. Currently, GRTC is installing more bus shelters in the region. Specific recommendations to improve bus stops will be included in the Richmond Connects Plan. These notes will be added to the Regional Context section.
PTE	1	General Comment	N/A	N/A	This is an impressive document. Its commitment to education via history of Richmond, definitions of concepts and pre and post pictures is commendable. I support the direction wholly. The interaction and siting of the document within Richmond 300, RVA Green 2050 and the other many planning documents allows people to knit together the big picture. We must commit ourselves to actual implementation of this plan in as rapid a fashion as we can manage.	We appreciate your comment!
PTE	2	General Comment	N/A	26	Would love a mention of e-bikes somewhere in this document as they are one of the keys to reducing car ownership and transportation cost burdens. Not to get into them in detail, but just as a transportation mode of the future and the type of electric vehicles that localities have the resources to encourage through grants, subsidies, and loans.	Notes on E-Bikes and OETM's role in their planninA10:F12g and implementation will be added to the Local Context section
PTE	3	Equity Factor 8: Transportation investments will prioritize the needs of socially vulnerable users and address climate equity (heat island effect, air-quality, water-quality) as identified in RVAGreen 2050.	3	25	I'd like to see an acknowledgement that Richmond is explicitly trying to reduce emissions and that transit policy can reduce the causes of climate change and not just soften or mitigate the effects.	This is one of the goals of RVAGreen 2050 and is stated in the document on page 25.
PTE	4	Timeline of Transportation Injustices (Not Inclusive)	10	10	Should include 'land use' in section title	The term "land use" will be added to this title.
PTE	5	In the 1950s, the City began demolishing through the center of the neighborhood to construct what would become I-95/64, leaving it irreparable separated.	11	11	First, I think you mean "irreparably". And, more important, "irreparable" means that it can never be fixed/repared. Yet, Richmond 300 specifically sets a goal to knit the neighborhoods back together.	The Jackson Ward of the 1930s was a contiguous, Black-majority neighborhood. In the 1940s, RRHA purchased and demolished the northern section of the neighborhood to construct Gilpin Court. Fifteen years later, the Richmond-Petersburg Turnpike Authority demolished several blocks of the neighborhood to construct the interstate. In more recent history, Jackson Ward has experienced high levels of gentrification and has become increasingly more white than Black. While an interstate cap could begin to heal some of the wounds of the past, it would not likely cap the entire interstate and could not repair the decades of lost opportunities taken from the former residents of the neighborhood. The word irreparable will be replaced by irreparably.
PTE	6	In 1986, what would become the Greater Richmond Convention Center was constructed on multiple blocks of Navy Hill. After the start of construction of the BioTechnology Research Park in 1992, the Blues Armory was the only remaining building in the former Navy Hill Neighborhood.	15	15	Perhaps this statement needs clarification, however the armory is not the only building remaining in Navy Hill. The John Marshall House, the Putney Houses, and the Valentine all remain, for example.	This will be corrected in the document.
PTE	7	Low-income Beyond this wind-carried pollution, the construction of low-income communities around polluting land uses is common due to the devalued land.	18	18	Typo: erase "Low-income"	This typo will be removed in the document
PTE	8	Neighborhood Profile: Manchester and Blackwell	21	24	These neighborhood profiles are largely backward-facing and ignore neighborhoods south of Bellemeade / Coffey and east of Hull that have high poverty today and have faced disinvestment from the city in the recent past.	The intent of the neighborhood profiles is to provide real examples of past injustices. To make this story more complete, a South Side profile will be added to discuss the unique challenges that this part of Richmond faces.
PTE	9	The lack of viable alternative modes including regional transit, a connected bicycle network, and a full-coverage pedestrian network creates a heavy reliance for Richmonders of all incomes on private vehicles to get to their jobs, to shop, to see family and friends, and/or to access recreation.	22	3	Seems like there is a lot of skirting around this, but it would be nice to plainly say that reducing car use and increasing transit and active transportation funding is an equity goal aimed at giving people the opportunity to access society more fully.	Equity Factors 5, 6, and 7 directly address this.

PTE	10	RRTPO is currently drafting Connect RVA 2045, the regional Long Range Transportation Plan (LRTP).	28	28	Should be "ConnectRVA 2045"	References to "Connect RVA 2045" will be changed to "ConnectRVA 2045"
PTE	11	RRTPO is currently drafting Connect RVA 2045, the regional Long Range Transportation Plan (LRTP).	28	28	ConnectRVA is now complete and adopted as of 10/4/2021	References to ConnectRVA 2045 as a draft will be updated to reflect its adoption.
PTE	14	General Comment: Survey	35	36	I find it very upsetting that the surveyed results are not indicative of the demographics of the city. It's especially concerning that there is insufficient representation of marginalized populations and communities that are underserved and lack resources. It seems that a project focused on equity would have been cognizant of surveying accurately. I did see the language that was added that acknowledged an awareness of this inaccurate sampling, but didn't see any plans of action to ensure accurate representation moving forward.	The survey's primary component, the injustice ranking, was broken out by race, income, and family status within this chapter. The survey results are able to be analyzed by any demographic collected. In a two-month period, the survey collected nearly 2,000 responses. This can be compared to the Richmond300 survey, which ran for five months and received nearly 5,000 responses. Outlined in this same chapter are the ways in which OETM specifically targeted low-income and BIPOC communities, as well as the accommodations made for those without computers or smartphones and for Richmond's Spanish-language population. This survey provided the basis for the Equity Factors, which were refined by BIPOC and low-income resident leaders, listed at the beginning of the document. Path to Equity is a foundational plan for Richmond Connects and is intended to ensure that the much larger public outreach component of Richmond Connects will operate in an equitable way.
PTE	15	Participant Race chart	35	36	This category is not labeled.	The legend will be adjusted in the document.
PTE	16	Most common neighborhoods table	36	37	This is listed twice.	The second instance of the Museum District will be removed.
PTE	17	Objective 9.6 Implement parking strategies that effectively manage supply and demand of parking, as identified in the Parking Study Report, and improve the physical appearance of parking.	42	N/A	It's hard to see how we can simultaneously upgrade pedestrian and cyclist infrastructure and maintain enough on-street parking to satisfy "demand". Rather, we need strategies to reduce the amount of infrastructure devoted to subsidized parking.	Richmond Connects will provide recommendations on bicycle and pedestrian infrastructure. That plan will take a multimodal approach and provide solutions that make Richmond more accommodating to all modes, not just the automobile.
PTE	18	Investment Needs Table: Richmond 300	45	46	For Objectives: 4.4, 9.4, 10.1, 10.3, 14.4, 14.5-please mark Sustainability investment need category.	These changes will be applied to the Investment Needs Categories table.
PTE	19	Investment Needs Table: Richmond 300	49	50	Missing objectives 17.3 and 17.5-please add	These objectives will be added to the Investment Needs Categories table.
PTE	20	Investment Needs Table: RVAgreen 2050 -Buildings and Energy Pathway, Objective 3	50	51	mark econ dev & technology	These changes will be applied to the Investment Needs Categories table.
PTE	21	Investment Needs Table: RVAgreen 2050 -Buildings and Energy Pathway, Objective 4	50	51	mark econ dev & technology	These changes will be applied to the Investment Needs Categories table.
PTE	22	Investment Needs Table: RVAgreen 2050 -Buildings and Energy Pathway, Objective 2	50	51	Mark econ development	These changes will be applied to the Investment Needs Categories table.
PTE	23	Investment Needs Table: RVAgreen 2050 -Transportation and Mobility Pathway, Objective 3	50	51	mark econ dev	These changes will be applied to the Investment Needs Categories table.
PTE	24	Investment Needs Table: RVAgreen 2050 -Transportation and Mobility Pathway, Objective 1	50	51	I'm curious why bicycle and pedestrian infr. has not been checked for this line - Is the city not interested in helping city employees to commute and move through the city on foot and by bike?	These changes will be applied to the Investment Needs Categories table.
PTE	25	Investment Needs Table: RVAgreen 2050 -Waste Reduction and Recovery Pathway, Objective 2	51	52	mark technology	These changes will be applied to the Investment Needs Categories table.
PTE	26	Investment Needs Table: RVAgreen 2050 -Waste Reduction and Recovery Pathway, Objective 3	51	52	mark econ dev	These changes will be applied to the Investment Needs Categories table.
PTE	27	Investment Needs Table: RVAgreen 2050 -Environment Pathway, Objective 1	52	53	mark land use	These changes will be applied to the Investment Needs Categories table.
PTE	28	In 2019, Richmond had the third highest number of cars per household in the United States with over a quarter of households in the city having more than three vehicles.	22	22	Thank you for the draft of this fascinating report. I'm not convinced about the success of Conveio, so I wanted to make sure to converse with you about page 22. First, I know you didn't mean to say that in 2019, Richmond had the third highest number of cars per household in the country. Maybe Metro Richmond. Maybe the three surrounding counties. But not Richmond City. I am assuming the latest statistics are consistent with those that were true a decade ago: over 60% of Richmond city residents live in households with one or no car; and over 60% of the residents of the surrounding three counties live in households with two or more cars. However, I am interested in where you got the data listing (metro?) Richmond as the third highest in auto-per-household in the country, and also, if you know, where you or Addison got the 20.8% of workers having access to transit figure. Important figures, and I assume accurate, but I'd love to know the source. Thank you for this good work.	This comment is a correct assessment of the original statement. This sentence will be edited to more accurately reflect the source.
PTE	29	General Comment	N/A	N/A	You guys did a great job with the RVAgreen 2050 linkages! I added my comments on the Konveio document. Thank you!	We appreciate your comment!
PTE	30	Equity Factor 1 and 8	3	3	Under Equity Factor 1, we recommend adding "public spaces" or "public parks" to the list of areas needing improved access. And Equity Factor 8 refers to addressing "climate equity (heat island effect, air-quality, water-quality)"; we suggest expanding this to "climate and environmental equity," since air quality and water quality are environmental justice concerns beyond their relation to climate change.	The term "recreation" will be added to Equity Factor 1. The term "environmental" will be added to Equity Factor 8.
PTE	31	Glossary	6	6	We suggest adding a definition of "resilience" or "climate resilience" to the Glossary of Terms since some community members may not be familiar with this term and it can be interpreted in very different ways. The definition should encompass both measures to adapt to climate change impacts and efforts to protect and enhance natural resiliency features (such as wetlands, forests, and other greenspaces) that help to minimize these impacts.	A definition of climate resiliency will be added to the glossary.
PTE	32	Environmental Hazards	30	31	Page 19 discusses federal environmental justice efforts and briefly mentions the Department of Environmental Quality's role in administering Virginia's environmental justice program. We suggest also noting the passage of the Virginia Environmental Justice Act in 2020, which established a Commonwealth policy to promote environmental justice and applies to all state agencies.	A reference to this act will be added
PTE	33	Federal Context	31	32	In the section on federal context starting on page 30, we suggest adding discussion of the recent passage of IJA, which will provide an enormous influx of federal funding for transportation, including record funding for public transit and electric vehicle charging. A number of its programs also direct or prioritize funding to underserved and disadvantaged communities. IJA's investments will play a central role in transportation planning and funding over the next several years and warrants mention as part of the current federal context.	A section on the transportation bill will be added to the document.

PTE	34	Investment Needs Table: Richmond 300	45-49	46-50	<p>Finally, in the tables identifying "investment needs categories" related to Richmond 300 goals, we recommend designating additional categories for several of the listed objectives to better capture their potential benefits:</p> <ul style="list-style-type: none"> o Objective 1.4: Add "Bicycle and Pedestrian" and "Safety" o Objective 4.4: Add "Connectivity" o Objective 7.1: Add "Bicycle and Pedestrian" o Objective 8.3: Add "Safety" o Objective 10.4: Add "Transit" and "Freight" o Objective 14.5: Add "Bicycle and Pedestrian" o Objective 15.1: Add "Transit" and "Freight" o Objective 17.6: Add "Bicycle and Pedestrian" 	These changes will be applied to the Investment Needs Categories table.
PTE	35	Equity Factor 9	3		<p>I would really like to see transportation officials preview and test out their plans with children of all-ages and abilities. We know that more recent solutions like ride sharing and AVs are not friendly to children, but we should also take a look at how Europeans configure their transit systems. Folding and stowing a stroller while carrying the contents, then climbing on to a bus or train is a major deterrent. This is exacerbated because so many people who've recently birthed may not be recovered or will have a lengthy recovery process. If we have the infrastructure to accommodate a wheelchair, parents with small children and babies should be accommodated similarly.</p> <p>We also need decision makers and engineers to take more walks with small kids in strollers, walking, and on scooters/bikes. Our bike/ped infrastructure is lack in support for all ages and abilities.</p>	Equity Factor 9 addresses families traveling with children. Specific strategies and design recommendations should take place in Richmond Connects.
PTE	36	The City invited renowned urban planner Harland Bartholomew to create a comprehensive plan for Richmond just after the close of WWII. Bartholomew's plan proposed a city of walkable neighborhoods with schools and parks at their centers, but only for wealthier whites. This plan proposed removal, displacement, and destruction for city-designated slums and constructing highways in their place. ²⁵	16		<p>I think in general, it would be great to use this injustice as motivation for some of the work that's being done by programs like Richmond City Safe Routes to School & even work being done within Richmond Public Schools. Perhaps a reflection on this in the goals.</p> <p>Several RPS schools were built as de facto segregated schools for Black students during Massive Resistance, by building them adjacent to public housing communities as well</p>	Strategic and programmatic level recommendations will be completed in Richmond Connects. Equity Factor 2 is intended to address the neighborhood dissection injustice, and programs like Safe Route to School could follow as recommendations.
PTE	37	VDOT administers several funding programs for transportation projects. These programs include the State of Good Repair (SGR) Program, the Highway Safety Improvement Program, and the Revenue Sharing Program. These programs fund smaller projects and system maintenance that are not covered by or unlikely to be competitive for SMART SCALE funding.	30		<p>Do TAP or SRTS grants fall under SGR funding? Funding for the statewide Safe Routes to School Non-Infrastructure program is in jeopardy. We have been directed to apply for TAP funding, and don't yet know the fate of our program, just as we're finally seeing support at the local and federal lever for Safe Routes programs.</p>	Funding programs to support the recommendations (to be developed in Richmond Connects) will be identified for the top recommendations at a later phase.
PTE	38	The Virginia Office of Transportation Research and Innovation requested the completion of a study on electric vehicles in 2020. The study acknowledges that BIPOC and low-income communities in Virginia receive a disproportionate level of exposure to deadly vehicle emissions.	30		<p>Sadly, many of our schools are located in areas where air quality is low, and asthma rates are high. We are going to be working on measuring vehicle emissions at arrival and dismissals at several schools across the city in the coming months.</p>	Looking forward to seeing this data.
PTE	39	EQUITY FACTOR 1: Transportation investments will improve access to housing, jobs, services, recreation, and education, addressing remaining inequities created by redlining.	55		<p>When addressing goals and solutions around improving transportation access to education, Richmond City Safe Routes to School would love a shout out! We work to encourage families to choose active transportation for their students, while working to improve conditions for students who walk and roll to school. If there are any particular details of our work that that may support this narrative, don't hesitate to reach out!</p>	Please stay engaged during recommendation development.
PTE	40	EQUITY FACTOR 4: Transportation investments will improve access to housing, jobs, services, and education to address the isolation of low-income inner ring suburbs where families are pushed.	55		<p>We place an emphasis on serving Title I schools and schools located on the city's High Injury Network.</p>	
PTE	41	Greenlining Institute Summary Section	59		<p>Supporting active transportation access for Richmond Public Schools' students means more than the just the hugely important task of educating our students. As we learned very quickly when the pandemic hit, so many of our students rely on their public school for access to three meals a day, medical care, and social services.</p>	Equity Factors address access to education. Please stay engaged during metric development to ensure access to public schools is captured appropriately.