

# Future Connections

The Future Connections Map depicts the envisioned transportation networks that will provide access to and among Nodes.

The elements in the Future Connections Map described in this section are great streets, street typologies, greenways and on-street bike facilities, enhanced transit, street connections, interchanges, and bridges. The policy recommendations related to these future connections are found in Goals 6 through 10.

## Great Streets

Great Streets, shown in Figure 15, are significant entrances to the city and serve as major connectors between city destinations. Great Streets are roadways that require robust attention to make them prominent promenades to the city. Some parts of the Great Streets shown on the Future Connections Map are quite beautiful and should be replicated in other parts of the city. For instance, Ashe Boulevard as it runs through the Museum District is a beautiful promenade with wide sidewalks, street trees, buried power lines, and buildings that address the street with windows, doors, and porches that engage the street. However, as it travels north toward I-95/I-64, its splendor is diminished. As the areas around Ashe Boulevard near the Diamond Site are redeveloped, it is envisioned that the street would be beautified and become a truly Great Street.

## Street Typologies

The character of a street changes as the adjacent land uses change. The Street Typology Map, shown in Figure 15, depicts four Street Typologies which are applied to the most frequently-used streets (those with high annual average daily traffic (AADT)). When planners, developers, and transportation engineers plan for changes to buildings and the street along the streets identified in this map, they should all work closely together to ensure the street design meets the needs of the envisioned land uses:

### Major Mixed-Use Streets

- Carry high volumes of vehicles, pedestrians, and bicycles, through commercial and mixed-use areas
- Prioritize use and density-scaled sidewalks and crosswalks
- Require form elements, such as buildings to the street with parking in the rear, as well as building windows and entrances on the street
- Incorporate streetscape features, such as trees, benches, and trash receptacles
- Ideal locations for transit routes and transit stops
- Prioritize the curbside for walking, bicycling, transit, and short-term parking access and loading for local shops and restaurants

### Major Residential Streets

- Carry high volumes of vehicles, as well as pedestrians and bicycles, through residential neighborhoods
- Prioritize for creating sidewalks and crosswalks
- Install street trees as a buffer between sidewalk and street
- Ideal locations for transit routes and transit stops
- Ensure low street speed by utilizing traffic calming measures

### Major Industrial Streets

- Carry high volumes of vehicles, including a high percentage of truck traffic, through industrial areas
- Prioritize sidewalks and crosswalks
- Install street trees with a buffer between sidewalk and street
- Ideal locations for transit routes and transit stops

### Limited Access Highways

- Interstate, Downtown Expressway, Chippenham Parkway, and other limited-access highways that do not allow for non-vehicular access

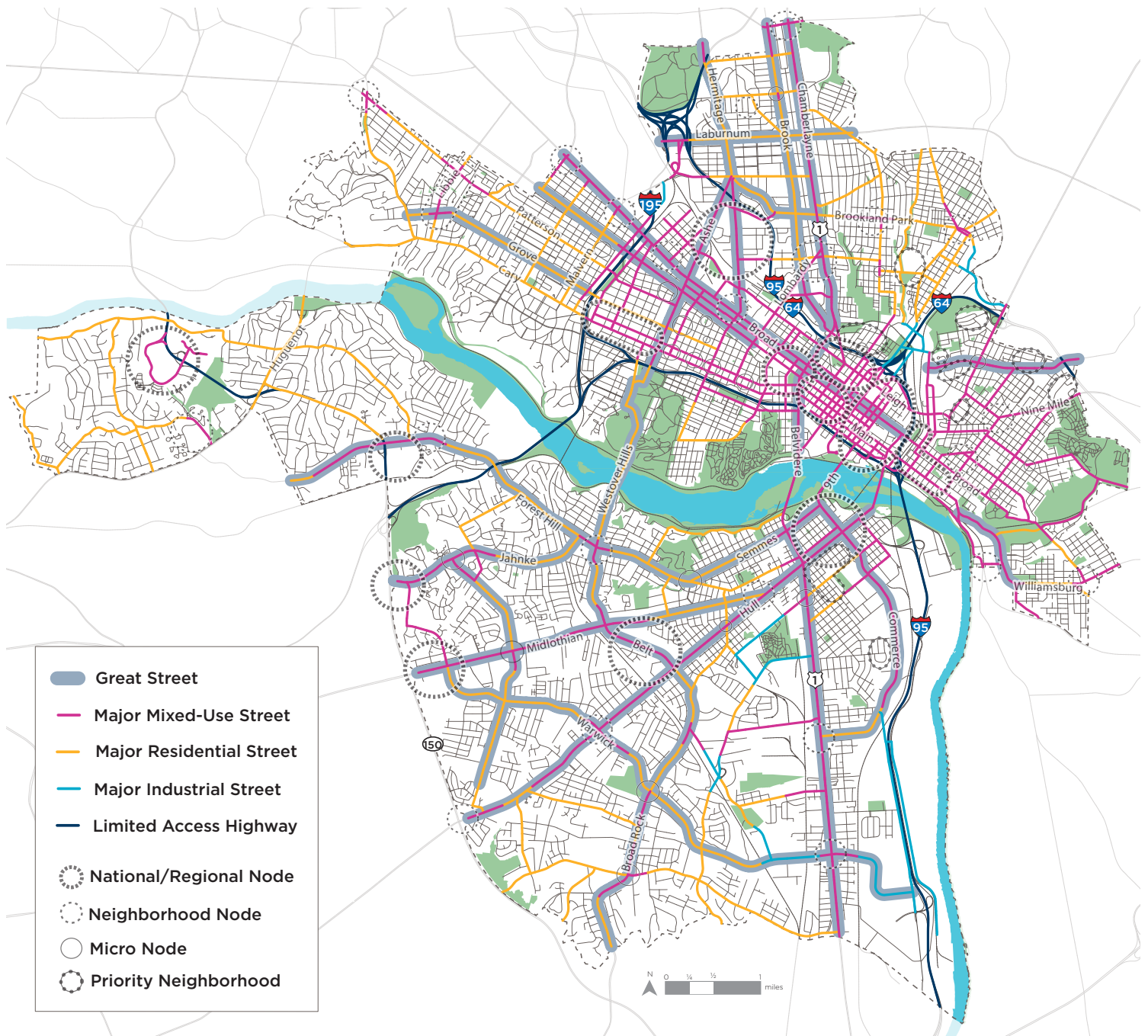


FIGURE 15 // Great Streets and Street Typologies Map

## Greenways

Richmond 300 identifies a network of greenways. A greenway is a universally accessible paved path that is a minimum of 8-feet wide and intended for non-vehicle users. Examples of greenways in Richmond are the Canon Creek Greenway and the Virginia Capital Trail. Greenways are sometimes also referred to as shared use-paths. Non-vehicle users are pedestrians, joggers, cyclists, rollerbladers, skateboarders, wheelchair users, people pushing strollers, and other users that are not using a vehicle for transportation.

Multi-use trails are not shown on this map. Multi-trails are very important recreation routes in the city and should be expanded and maintained, but Richmond 300 does not include multi-use trails on these future connections maps. A multi-use trail is a single track or natural surface trail that is open to one or more user groups. In Richmond multi-use trail users groups are hikers and bikers, but elsewhere user groups might include horses, ATV's etc.

The objectives and strategies related to greenways are found in multiple sections of Richmond 300, but mainly in Goal 8 and Goal 17.

## On-Street Bicycle Facilities

Figure 16 also depicts existing and proposed On-Street Bicycle Facilities, which were adapted from the Bike Master Plan and the Pulse Corridor Plan. The intent of the On-Street Bicycle Facilities is to provide infrastructure for bicycles and other non-vehicle users. Richmond 300 does not specify the exact type of On-Street Bicycle Facility (i.e., buffered bike lane, protected bike-lane, cycle track, bike/walk boulevard, etc.) but rather by showing these lines on the Future Connections Map, this Plan is stating that some type of bike infrastructure should be included on this road. This Plan does not consider a sharrow as an adequate form of on-street bicycle infrastructure. The objectives and strategies related to on-street bicycle facilities are in Goal 8.



## Enhanced Transit Routes

The Enhanced Transit Routes shown in Figure 17 are transit corridors envisioned to have high-frequency service (ideally every 10 minutes, but likely 15 minutes) and longer service hours (ideally 24/7, but likely less). The Future Land Use Map shows a mix of residential, employment, and commercial uses along these Enhanced Transit Routes to accommodate a higher number of future riders (residents, visitors, and employees) within close proximity of the Enhanced Transit Route. These objectives and strategies related to Enhanced Transit are in Goal 8.



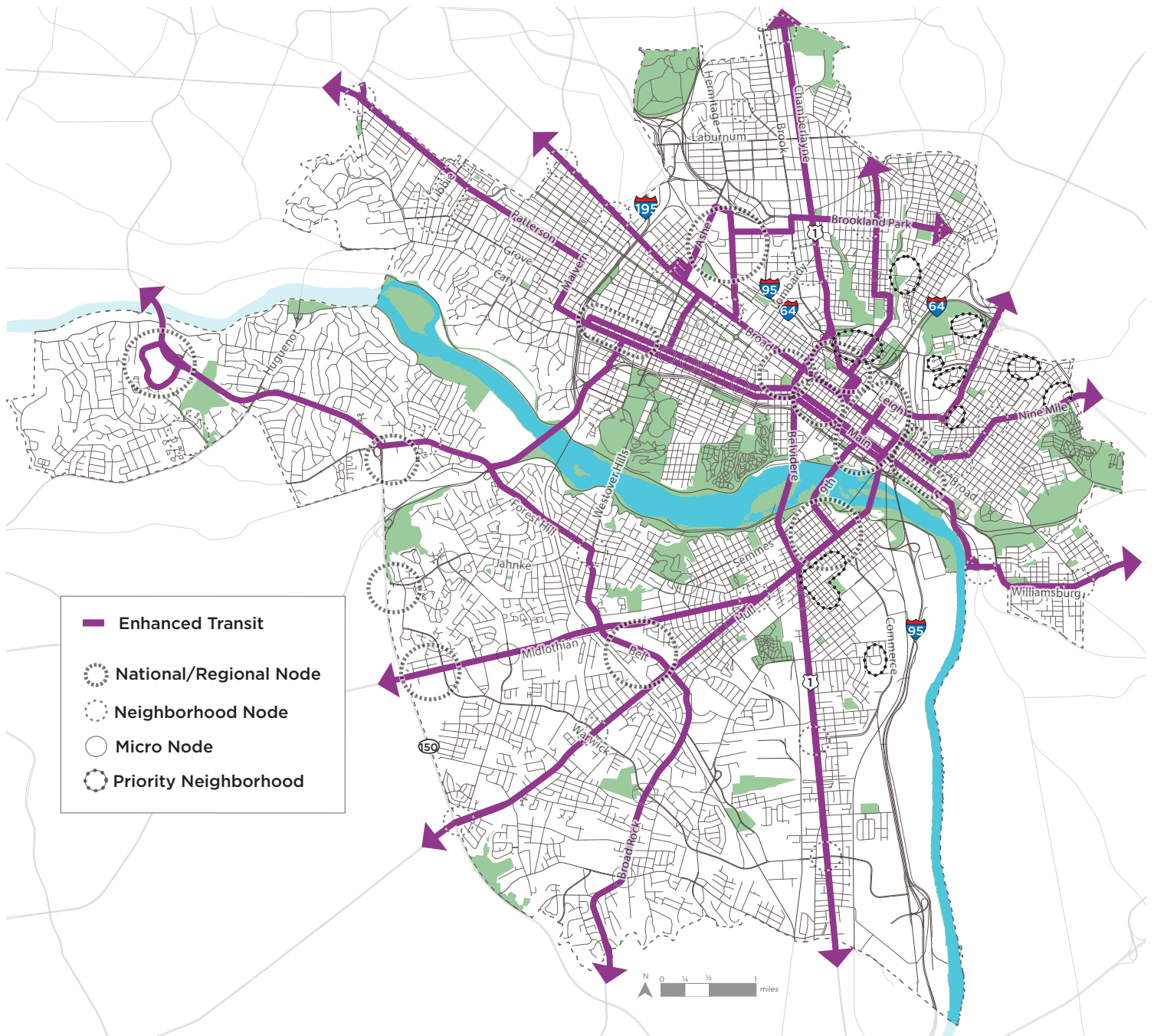


FIGURE 17 // Enhanced Transit Map

## Street Connections, Interchanges, and Bridges

Urban planners and transportation planners have long argued in favor of creating gridded street networks. Gridded street networks allow all users to easily traverse an area without getting lost in dead ends and being funneled to congested main roads. Gridded street networks also increase the connectivity of an area and make it easier to reach key destinations. Figure 18 shows areas of the City where there are large-scale opportunities to introduce a gridded street network, such as the Ashe/Hermitage site.

Figure 18 also identifies several locations for highway interchange improvements, bridge rehabilitation or replacement, and new bridge connections, which are briefly described below and in Goal 9.

- 1 Improvements at the interchange of Saunders Avenue with Westwood Avenue.
- 2 Improvements at the interchange of I-95/64 with Arthur Ashe Boulevard.
- 3 A new bridge over the CSX railroad that connects Norfolk Street from Scott's Addition to Hamilton Street to the west increases connectivity between these neighborhoods.
- 4 A new pedestrian/bike bridge over the CSX railroad that connects Scott's Addition to the north increases connectivity and provides direct access to Greater Scott's Addition, an area of great redevelopment potential.
- 5 A new landmark bridge between W. Leigh Street and the Diamond site increases connectivity and provides direct access to Greater Scott's Addition, an area of great redevelopment potential.
- 6 Improvements at the interchange of I-95/64 with Chamberlayne Avenue.
- 7 Capping the existing I-95/64 interstate between Jackson Ward and Gilpin Court with future development and/or open space reconnects previously severed neighborhoods to each other, providing not only enhanced connectivity but a sense of place and continuum of urban design that a bridge alone would not provide.
- 8 Capping the existing Downtown Expressway between lower Monroe Ward and Gambles Hill with future development and/or open space reconnects previously severed neighborhoods to each other, providing not only enhanced connectivity but a sense of place and continuum of urban design that a bridge alone would not provide.
- 9 Improvements at this interchange of I-95 with Broad Street.
- 10 Rehabilitation of the Nickel Bridge to expand accommodations for pedestrians and bicycles, and add transit.
- 11 Rewatering of the historic Kanawha Canal serves as a recreational amenity and tourism attraction that would provide small, non-motorized boats access between Byrd Park and the James River, as well as enhance the sense of place along a proposed future greenway.
- 12 Rehabilitation or placement of the Mayo Bridge.
- 13 Reopening of the historic canal locks serves as a recreational amenity and tourism attraction that would provide boats access between the James River and the Haxall Canal.
- 14 A new street connection resulting from the extension of Carnation Street under Chippenham Parkway increases access and connectivity between neighborhoods in Richmond and Chesterfield County.
- 15 A new street connection between Richmond and Chesterfield County under Chippenham Parkway would connect the recent development at Stonebridge in Chesterfield County with potential future development of the large tract of land south of Midlothian Turnpike.

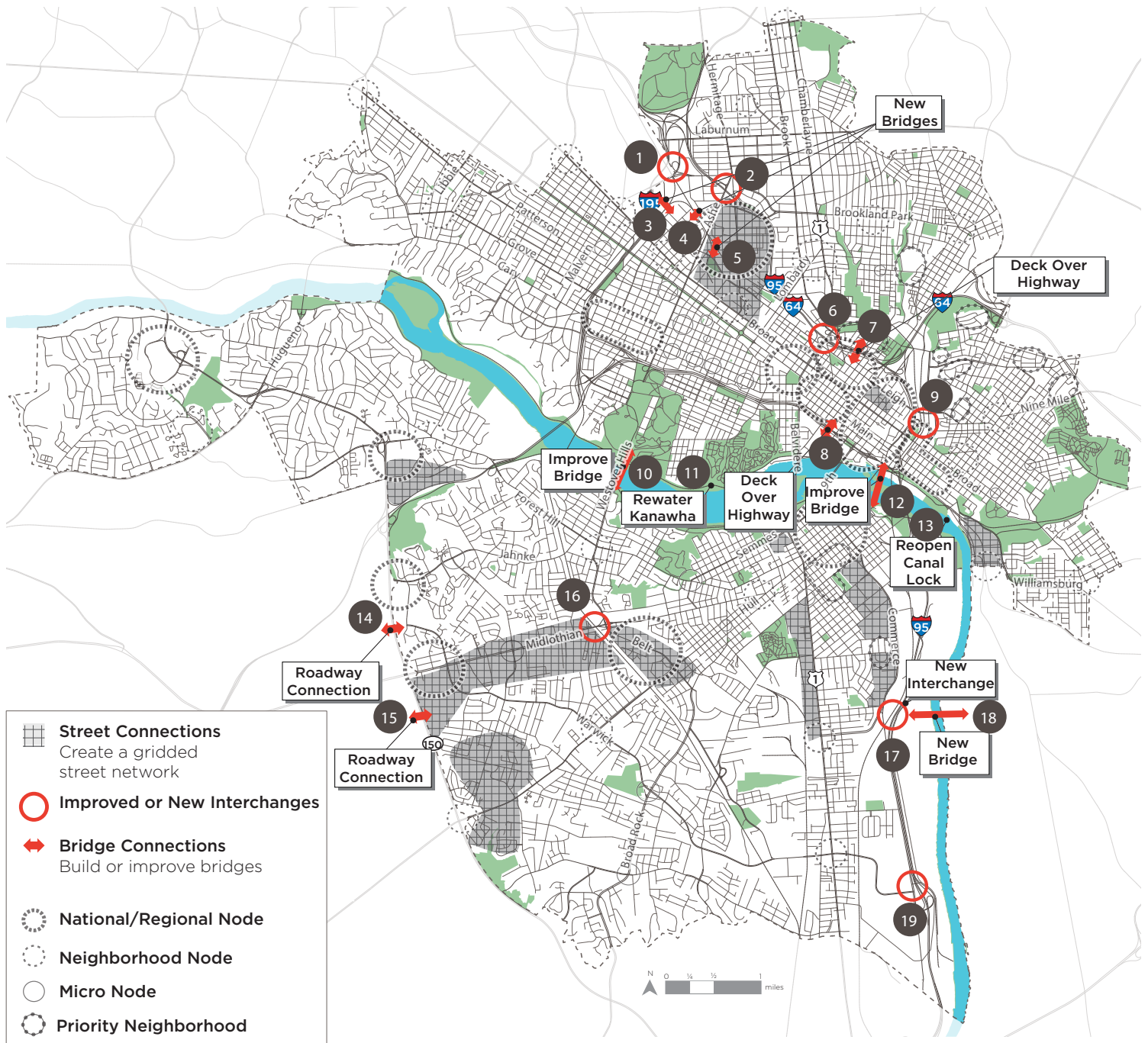


FIGURE 18 // Connections, Interchanges, and Bridges Map



- 16 A reconfigured interchange of Midlothian Turnpike and Belt Boulevard would increase pedestrian and bicycle safety. Changing this interchange to an at-grade intersection would soften the overall impact of roadway infrastructure on the area, enhancing the overall urban design as potential future redevelopment takes place around the interchange and south to Southside Plaza.
- 17 A new interchange of I-95/64 with Bellemeade Rd would provide direct access to industrial areas along the River and alleviate the need for trucks to travel longer distances through residential neighborhoods.
- 18 A new, multi-modal bridge across the James River connecting Richmond and Henrico County, providing enhanced regional connections and access to I-95 that would divert traffic away from local roadways, including E. Main Street through Shockoe Bottom which is stressed by continued development in eastern Henrico County.
- 19 Improvements at the interchange of I-95 with Bells Road allows for better access and connectivity by providing more movement directions than the current interchange allows, supporting operations at the Richmond Marine Terminal.