

INTRODUCED: November 12, 2019

A RESOLUTION No. 2019-R065

To request that the Chief Administrative Officer cause the City's Administration to develop and implement a comprehensive plan to make certain improvements to the City's infrastructure for pedestrian safety.

\_\_\_\_\_  
Patron – Mr. Addison

\_\_\_\_\_  
Approved as to form and legality  
by the City Attorney  
\_\_\_\_\_

PUBLIC HEARING: DEC 9 2019      AT 6 P.M.

WHEREAS, the Council supported the development of a Vision Zero traffic safety program in the City of Richmond by Resolution No. 2016-R011, adopted March 7, 2016, and reaffirmed its support through Resolution No. 2017-R093, adopted March 12, 2018, to reduce traffic fatalities and serious injuries in road traffic to zero by the year 2030, through comprehensive planning including promoting improvements in surface transportation performance and safety for travelers; and

WHEREAS, in support of the City's Vision Zero traffic safety program, the Council believes that it is in the best interests of the citizens of the City of Richmond to request that the Chief Administrative Officer cause the City's Administration to develop and implement a

AYES:            9            NOES:            0            ABSTAIN: \_\_\_\_\_

ADOPTED:      DEC 09 2019      REJECTED: \_\_\_\_\_      STRICKEN: \_\_\_\_\_

comprehensive plan to make certain improvements to the City's infrastructure for pedestrian safety;

NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF RICHMOND:

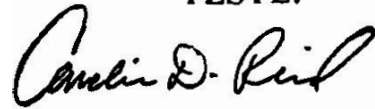
That the Chief Administrative Officer is requested to cause the City's Administration to develop and implement a comprehensive plan to make certain improvements to the City's infrastructure for pedestrian safety, which includes the following:

1. A commitment to the continued installation of leading pedestrian interval signals at stoplight-controlled intersections that also include bicycle lanes, public transit lanes or stops, and other shared-use paths.
2. A recommendation that development projects, to the extent permitted by law, include new pedestrian safety improvements including sidewalks, marked crosswalks, protected bicycle lanes, shared-use paths, and legal curbside zones for rideshare and delivery uses.
3. A commitment to the continued authorization for and implementation of policies supporting street art in no parking zones and high visibility street corners.
4. Installation of pedestrian safety signs directing motorists to yield to pedestrians in accordance with the document entitled "Better Streets, City of Richmond," also known as the Better Streets Manual, prepared by Vanasse Hangen Brustlin, Inc., and utilized by the Department of Public Works.
5. A commitment to the continued operation of RVA311 for citizens and businesses to request the installation of bicycle and shared mobility device parking stations in no parking zones and high visibility street corners.

6. A commitment to the continued consideration and processing of citizen requests for dedicated ride-share loading zones along major commercial corridors to divert ride-share traffic away from bicycle lanes, bus lanes, and no parking lanes.

7. The submission of a report to the Council concerning the City's existing streetlight lumen minimums for City streets, including streets within the City's High Injury Street Network as designated by the Department of Public Works and the preparation of a citywide plan for improving streetlight lumen standards to the enhance pedestrian safety along the City's High Injury Street Network, reduce the City's "carbon footprint," and reduce light pollution.

**A TRUE COPY:  
TESTE:**

A handwritten signature in black ink, appearing to read "Amelia D. Reed".

**City Clerk**



# Richmond City Council

The Voice of the People

Richmond, Virginia

## Office of the Council Chief of Staff

### Ordinance/Resolution Request

**TO** Allen Jackson, Richmond City Attorney  
Richmond Office of the City Attorney

**THROUGH** Meghan K. Brown *MKB*  
Interim Council Chief of Staff

**FROM** William E. Echelberger, Jr, Council Budget Analyst *[Signature]*

**COPY** Andreas D. Addison, 2<sup>nd</sup> District Representative  
Haskell Brown, Deputy City Attorney  
Daniel Wagner, 2<sup>nd</sup> District Council Liaison

**RECEIVED**

OCT 14 2019

OFFICE OF THE CITY ATTORNEY

**DATE** October 14, 2019

**PAGE/s** 1 of 3

**TITLE** RVA Streets for All Initiative - Implementing Resolutions

This is a request for the drafting of an  Ordinance  Resolution

**REQUESTING COUNCILMEMBER/PATRON**

Andreas D. Addison, 2<sup>nd</sup> District Representative

**SUGGESTED STANDING COMMITTEE**

Land Use, Housing, and Transportation

**ORDINANCE/RESOLUTION SUMMARY**

The patron requests the following 19 resolutions to implement the RVA Streets for All Initiative:

- A. Requesting the Mayor to include the following funding items in the proposed FY20-21 Budget:
  1. Establishing a dedicated full-time employee position of Vision Zero Coordinator to work under DPW;
  2. Allocating baseline funding of \$1 million in annual CIP dollars to City of Richmond budget specifically to work toward City's Vision Zero goals (\$1 million does not include VZ coordinator or applicable staff salaries)
  3. Adding additional RPD traffic officers for dedicated enforcement along High Injury Street Network;
  4. Allocating funding to fill vacancies or necessary new positions within DPW and PDR to achieve stated policy goals within the Omnibus package, including, but not limited to inspectors, Vision Zero Engineers, etc.
- B. Requesting the Chief Administrative Officer to make the following changes to the City's built environment:
  5. Requesting installation of leading pedestrian interval signals at all stoplight-controlled intersections that also include a bike lane or other shared-use paths,

6. Require developers to include new sidewalks, crosswalks and markings, protected bike lanes, shared-use paths & plans for legal curbside drop off rideshare or deliveries;
  7. Supporting the permission of street art in 'No Parking Zones' and high visibility street corners;
  8. Supporting the inclusion of "must yield to pedestrians signs" to "Complete Streets" design1;
  9. Calling for codification of a process into RVA311 or citizens and businesses to request the installation of bike racks/share mobility device parking stations in no parking zones and high visibility street corners;
  10. Supporting development of a process to identify and designate ride-share zones in major commercial corridors to divert ride-share traffic away from bus lanes, no parking zones, bike lanes, etc., and allowing areas such as loading zones could be permitted for such use;
  11. Supporting creation of Streetlight Lumen Guidelines for the City of Richmond street network;
  12. Calling for an increase of streetlight lumen minimums along the High Injury Street Network;
- C. Requesting changes to the rules of the road to prioritize safety and inclusivity over traffic flow by:
13. Calling for the establishment of a process for towing and booting cars parked illegally in crosswalks, bus lanes, and bicycle lanes. Cars can be booted in a safe and legal parking zone within a three-block radius of where the violation occurred;
  14. Requesting dedicated funding for automated enforcement to address red-light violations;
  15. Calling for the reinvestment of net revenue from automated enforcement into Vision Zero projects;
- D. Expressing Council's Support for sustained learning and data collection to inform future policy and investment by:
16. Calling for DPW to identify intersections across the city with the highest volumes of pedestrian traffic, and to study the effects of installing all-walk signals at those identified intersections with the goal of improving safety for pedestrians, cyclists and other multi-modal users, and drivers;
  17. Calling for the integration of a Vision Zero or Violation of Public Right of Way category into RVA311 that allows residents to submit photographs of offending vehicles. Reporting data could be used by RPD for targeted enforcement purposes;
  18. Calling for the expansion of Safe Routes to School to all schools, and integrating Vision Zero principles into the school transportation policies and efforts at Richmond Public Schools,
    - a. Private school partnerships can be included in Safe Routes to Schools; and
    - b. Appropriate funding levels for staff and restructure shall be allocated.
- E. Setting and publishing goals to promote sustainability and equity by:
19. Calling for the Administration to present the updated Richmond Connect Multimodal Transportation Plan for City Council adoption; adding

additional goals if not already included:

- a. Establishing a goal of 50% of all commutes by public transportation, biking, walking, or any mode other than personal vehicle within 12 years of the adoption of the plan;
- b. Establishing comprehensive plan to ensure equitable access to public transportation in all districts, including a list of transit priority need areas that DPW or the relevant City of Richmond department has identified as having a below average transit access rating;
- c. Publishing and management of GIS map of "High Injury Street Network" that DPW has identified as having an above average number of crashes leading to a death or serious injury in the previous two years, or that DPW certifies as being at high risk of a crash that could lead to death or serious injury in the future;
- d. Establishing and reporting quarterly to City Council interim goals for City's Vision Zero Action Plan, including speed reduction goals.

## BACKGROUND

### Summary:

- The requested resolutions are intended to:
  - Support and extend the City's Vision Zero program, as set out in Resolutions 2016-R011 and 2017-R093,
  - Create and facilitate an inclusive streetscape that may be used safely and comfortably by all,
  - Encourage adoption of policies and procedures that encourage multi-modal transportation use over personal vehicle use, and
  - Re-assert the importance of pedestrian primacy in responsible urban growth.
- The patron believes that, through cross-departmental partnerships, empowerment of multi-modal community members, and a commitment to transparency and accountability, the City of Richmond will be able to improve safety, quality of life, and long term environmental sustainability for its residents.

## FISCAL IMPACT STATEMENT

Fiscal Impact Yes  No

Budget Amendment Required Yes  No

### Estimated Cost or Revenue Impact

An expenditure of resources, including staff time, will be required. The costs cannot be estimated at this time.

Attachment/s Yes  No

Richmond City Council Ordinance/Resolution Request Form/updated 10.5.2012 /srs