

C. Mobility & Access

Objective: Provide a framework for a “well-connected community” designed to promote a culture of walking and cycling.

Major routes follow Richmond’s existing grid and provide important cross-city and cross-downtown corridors.

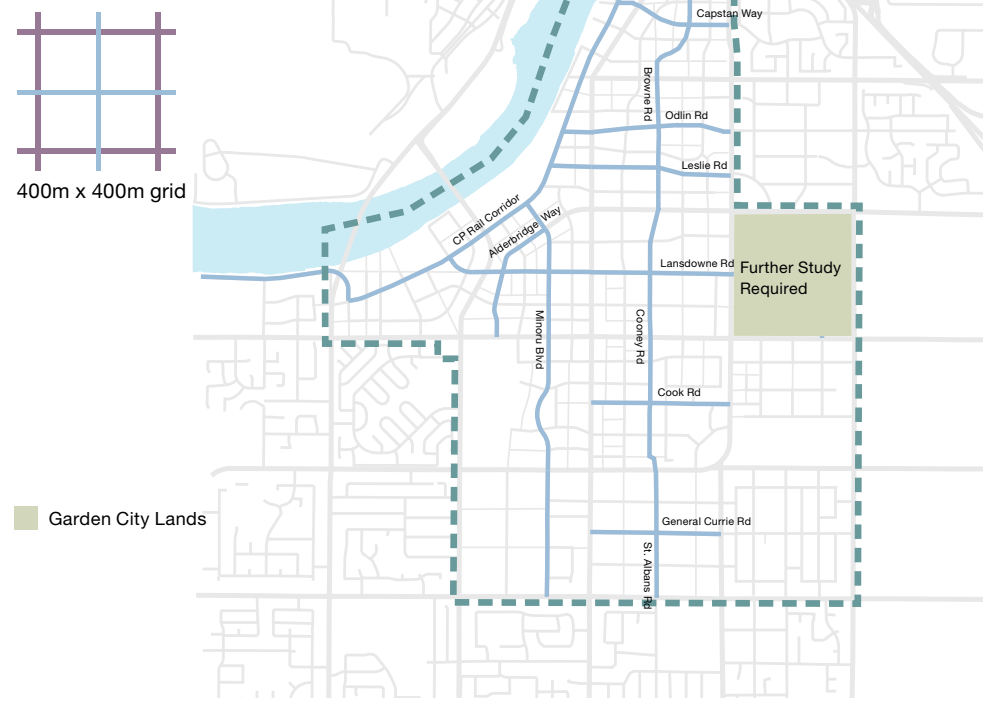
Major Thoroughfares

Streets following Richmond’s existing 800 m grid provide important city and downtown through-routes for transit, bikes, and cars and prominent, attractive “addresses” for new urban development.



Major Streets

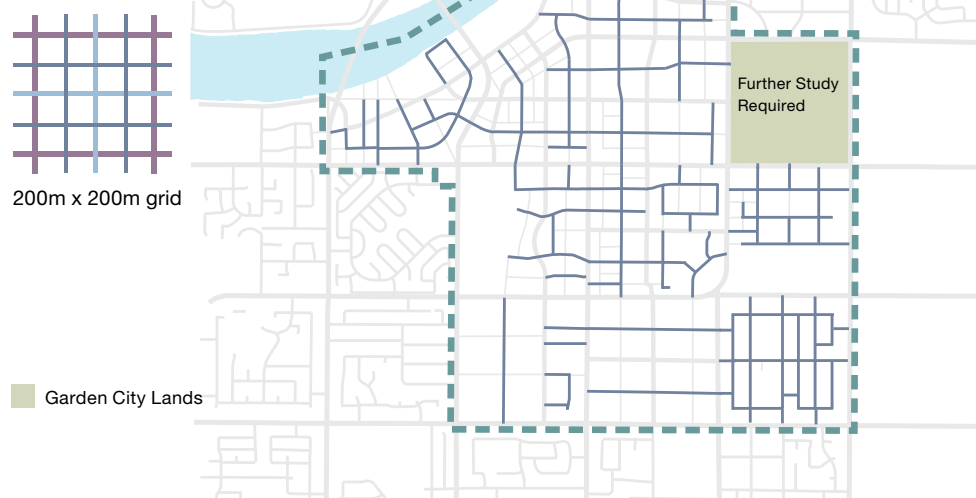
Secondary streets, many of which already exist, are spaced at +/-400 m (5 min. walk) intervals and provide properties with both high visibility and attractive, pedestrian-friendly settings.



Minor routes break up Richmond’s super-blocks and provide the fine-grain network necessary to support a pedestrian-oriented pattern of higher density urban development.

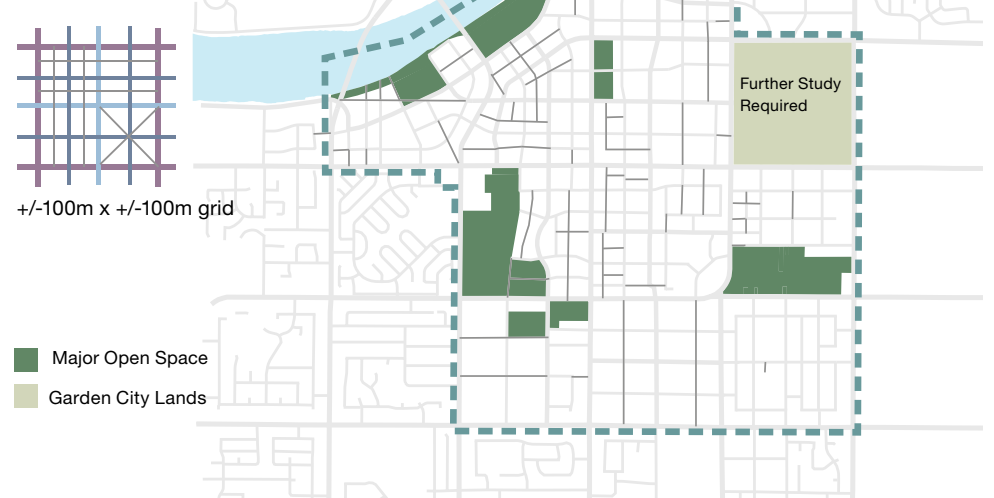
Minor Streets

Local streets, spaced at convenient +/-200 m (2-1/2 min. walk) intervals, place an emphasis on pedestrian comfort that makes them attractive as a residential, business, shopping, or recreation setting.

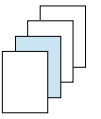


Lanes

Urban blocks are subdivided with services lanes and mews (including, in some instances, indoor pedestrian routes through shopping centres) providing access for loading, parking, and servicing and convenient mid-block, pedestrian and bike routes.



C. Mobility & Access



To create urban environments that enhance the experience and ability of people to move in comfort, dignity, and scale with Richmond's urbanizing downtown.

Major Thoroughfares

Broad, tree-lined avenues are home to prominent "addresses" and enhanced by special features designed to complement and support pedestrian and cyclist use.



Major Streets

Major, walkable, tree-lined, urban streets provide important "front doors" for businesses and residential uses along key cross-City Centre routes.



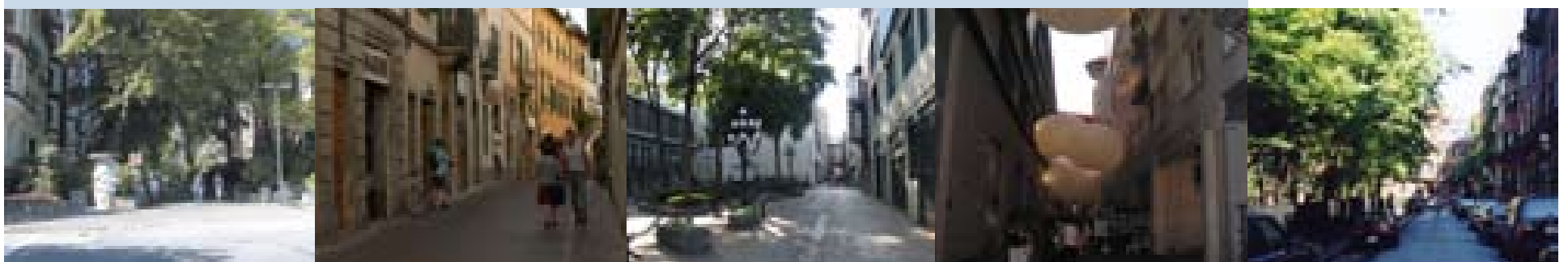
Minor Streets

Narrow, pedestrian-scaled streets serve local shops and residents, allowing cars, bikes, and people to mix to create an animated setting conducive to community building.

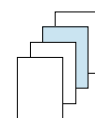


Lanes

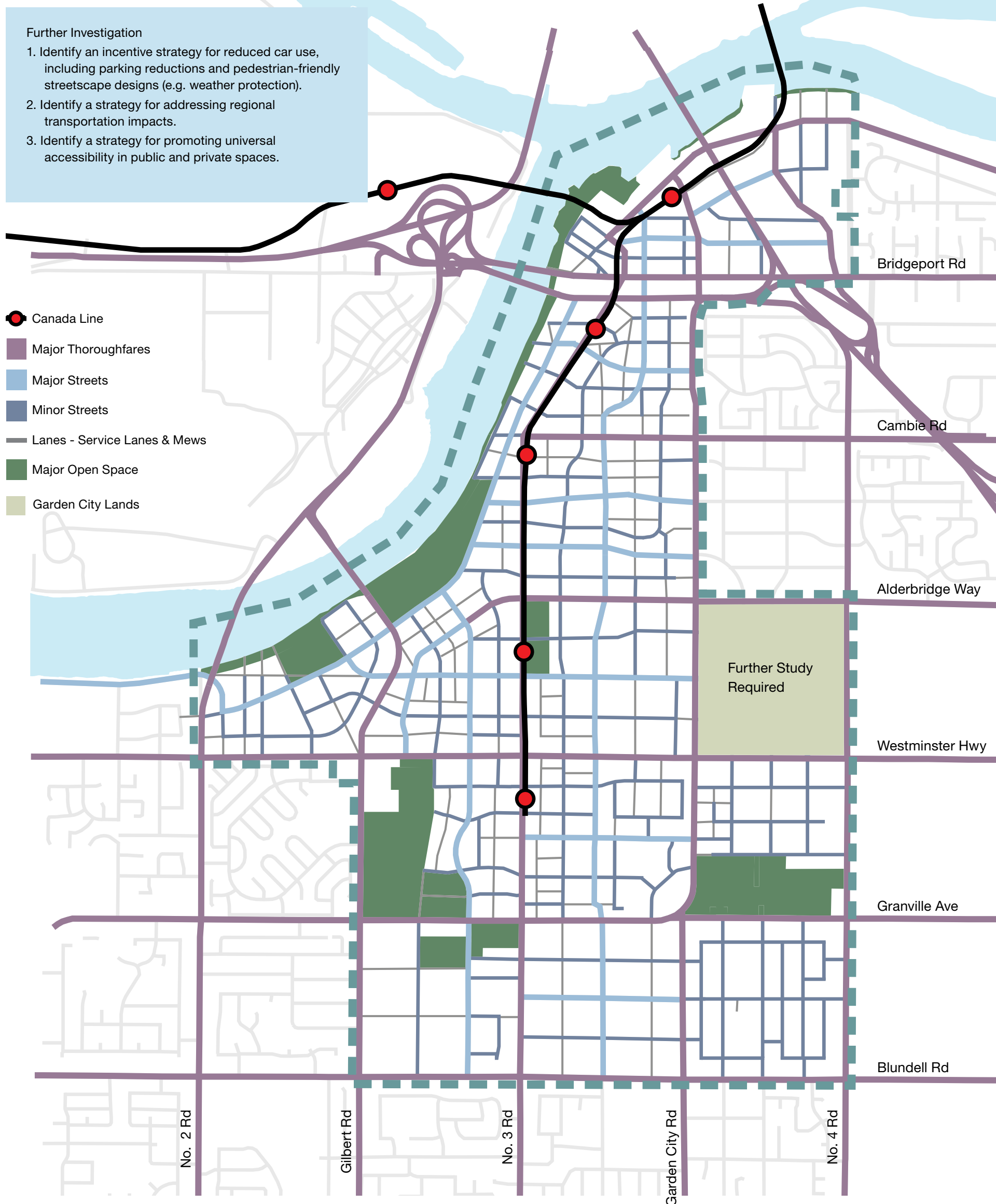
Slow routes designed for shared vehicle, bike, and pedestrian use in support of adjacent businesses and residents.



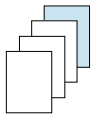
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The framework proposes an approach that puts walking and cycling first as the way to best manage and balance the needs of pedestrians, cyclists, transit, and drivers in the City Centre's emerging urban environment.

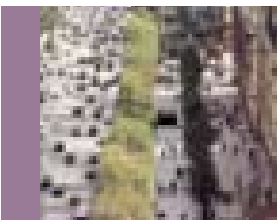



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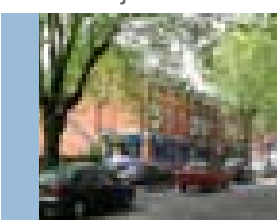

The framework proposes four main street types.

Major Thoroughfares

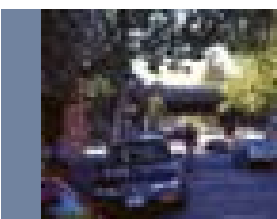

<p>Purpose</p> <p>A prominent “address”, especially attractive to larger-scale mixed-use and commercial developments (e.g., office buildings, hotels, etc.) desiring strong visual recognition.</p> <p>A walkable, moderate to high speed (50 - 60 km/hr) arterial situated in an urban environment and primarily intended to accommodate city-wide and City Centre traffic traveling longer distances.</p>	<p>Size</p> <p>A long corridor with a minimum of 4 travel lanes, plus left-turn lanes and a landscaped centre median.</p> <p>Set in a grid pattern with streets spaced roughly 800 m apart (e.g., a 10 minute walk).</p>	<p>Parking</p> <p>In some cases, on-street parking may be provided (e.g., at off-peak hours).</p> <p>Pedestrians</p> <p>Special measures provided to help minimize traffic impacts (e.g., noise, etc.) and create a comfortable, attractive pedestrian environment (e.g., “greenways” landscaping, etc.).</p> <p>Bicycles</p> <p>On-street bike lanes and, in some cases, off-street bike paths.</p> <p>Transit</p> <p>A high ridership transit corridor that may accommodate rapid transit.</p> <p>Trucks</p> <p>A primary goods movement and emergency response route.</p> <p>Driveways</p> <p>Designed to restrict direct vehicle access to fronting properties.</p>
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Major Streets

<p>Purpose</p> <p>An important “front door” location for commercial and residential uses desiring both high visibility and a strongly pedestrian-oriented environment.</p> <p>A walkable, moderate speed (50 km/hr or less) collector primarily intended to link the City Centre’s Urban Villages and accommodate local traffic.</p>	<p>Size</p> <p>A long corridor with 2-4 travel lanes plus left-turn lanes.</p> <p>Set in a grid pattern with streets spaced roughly 400 m apart (e.g., a 5 minute walk).</p>	<p>Parking</p> <p>In some cases, on-street parking may be provided (e.g., at off-peak hours).</p> <p>Pedestrians</p> <p>A primary pedestrian route enhanced with special landscape features and furnishings.</p> <p>Bicycles</p> <p>On-street bike lanes preferred, but enhanced outside lanes accommodating shared bike/vehicle use may be provided in some cases.</p> <p>Transit</p> <p>A local transit corridor attracting higher ridership.</p> <p>Trucks</p> <p>A secondary goods movement and emergency response route.</p> <p>Driveways</p> <p>In some cases, limited direct vehicle access to fronting properties may be provided in the form of multi-property shared driveways.</p>
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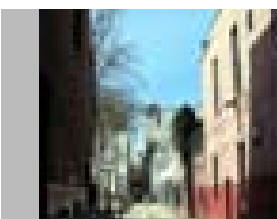

Minor Streets

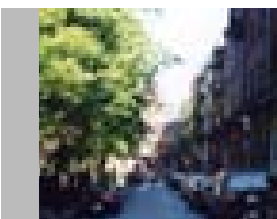

<p>Purpose</p> <p>A local street attractive to commercial and residential uses desiring a comfortable, pedestrian-oriented, urban environment.</p> <p>A walkable, low speed (50 km/hr or less) route primarily intended to serve fronting properties and provide for vehicle, bicycle, and pedestrian circulation within each of the City Centre’s villages.</p>	<p>Size</p> <p>A corridor of varying length with 2 travel lanes.</p> <p>Set in a grid pattern with streets spaced roughly 200 m apart (e.g., a 2-1/2 minute walk).</p>	<p>Parking</p> <p>On-street parking typical</p> <p>Pedestrians</p> <p>Pedestrian-oriented streetscape design predominates encouraging lower vehicle travel speeds and, in some cases, situations where vehicles, pedestrians, and bicycles enjoy “equal” priority.</p> <p>Bicycles</p> <p>Enhanced outside lanes accommodating shared bike/vehicle use encouraged and, in some cases, mixed vehicle/bike traffic.</p> <p>Transit</p> <p>A possible local transit corridor</p> <p>Trucks</p> <p>Local goods movement and emergency response.</p> <p>Driveways</p> <p>May provide direct vehicle access to fronting properties where impacts on the pedestrian environment can be minimized.</p>
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Lanes — Service Lanes & Mews

Service Lane

Mews

<p>Purpose</p> <p>A mid-block route, the purpose of which is to support fronting properties in the form of a:</p> <p>» Service Lane: Primarily intended for vehicle access for loading, parking, and servicing purposes.</p> <p>» Mews: Primarily intended as a multi-modal route accommodating a mid-block bike/pedestrian linkage (e.g., to a transit node or other major/minor destination) with limited or restricted vehicle movement.</p>	<p>Size</p> <p>A short corridor (e.g., 5 blocks or less), 6 m to 9 m wide, and designed to allow 2 vehicles to pass.</p> <p>Situated to subdivide larger city blocks in one or two directions to create a grid pattern with corridors set at 100 m to 200 m intervals (e.g., 1-1/4+ minute walk).</p>	<p>Parking</p> <p>Limited to places for short-term stopping and, in some cases, vehicle loading.</p> <p>Pedestrians</p> <p>» Service Lane: Provides access to fronting properties in the form of mixed pedestrian/vehicle/bike traffic, but, in some cases, may include sidewalks along one or both sides of the roadway.</p> <p>» Mews: Provides a pedestrian route (with or without bikes) and limited or restricted vehicle movement.</p> <p>Bicycles</p> <p>» Service Lane: Provides access to fronting properties in the form of mixed pedestrian/vehicle/bike traffic.</p> <p>» Mews: In some cases may provide a bike route (with or without shared pedestrian use) and limited or restricted vehicle movement.</p> <p>Transit</p> <p>Not applicable</p> <p>Trucks</p> <p>Primary location of goods loading/delivery for fronting properties.</p> <p>Driveways</p> <p>As required</p>
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