

Proposed Bike Lanes for Fall 2021 – Summer 2022 Resurfacing Program

Results of Virtual Public Engagement #2 and Construction Update

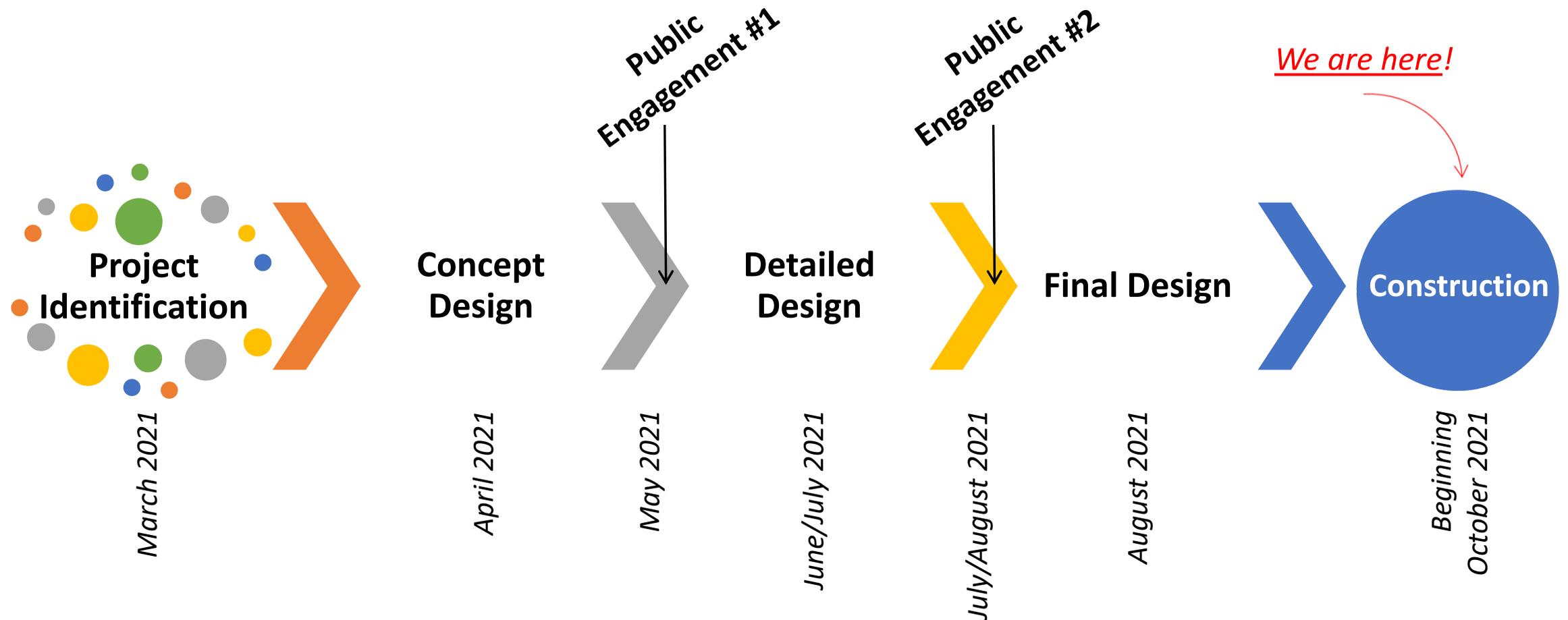
October 2021



Project Overview

- Six (6) new bike facilities are proposed to be installed as part of the Department of Public Works' (DPW) annual citywide paving and resurfacing program for FY22 that runs from fall 2021 through summer 2022
- The corridors were identified based on the [2015 Richmond Bicycle Master Plan](#) and support the City's [Vision Zero Action Plan](#) by using our [Better Streets](#) multimodal approach to improve safety for all
- Each proposed project includes safety improvements, such as high-visibility crosswalks for people who walk, accessible curb ramps for people who roll, and dedicated space for people who bike or scoot

Project Timeline



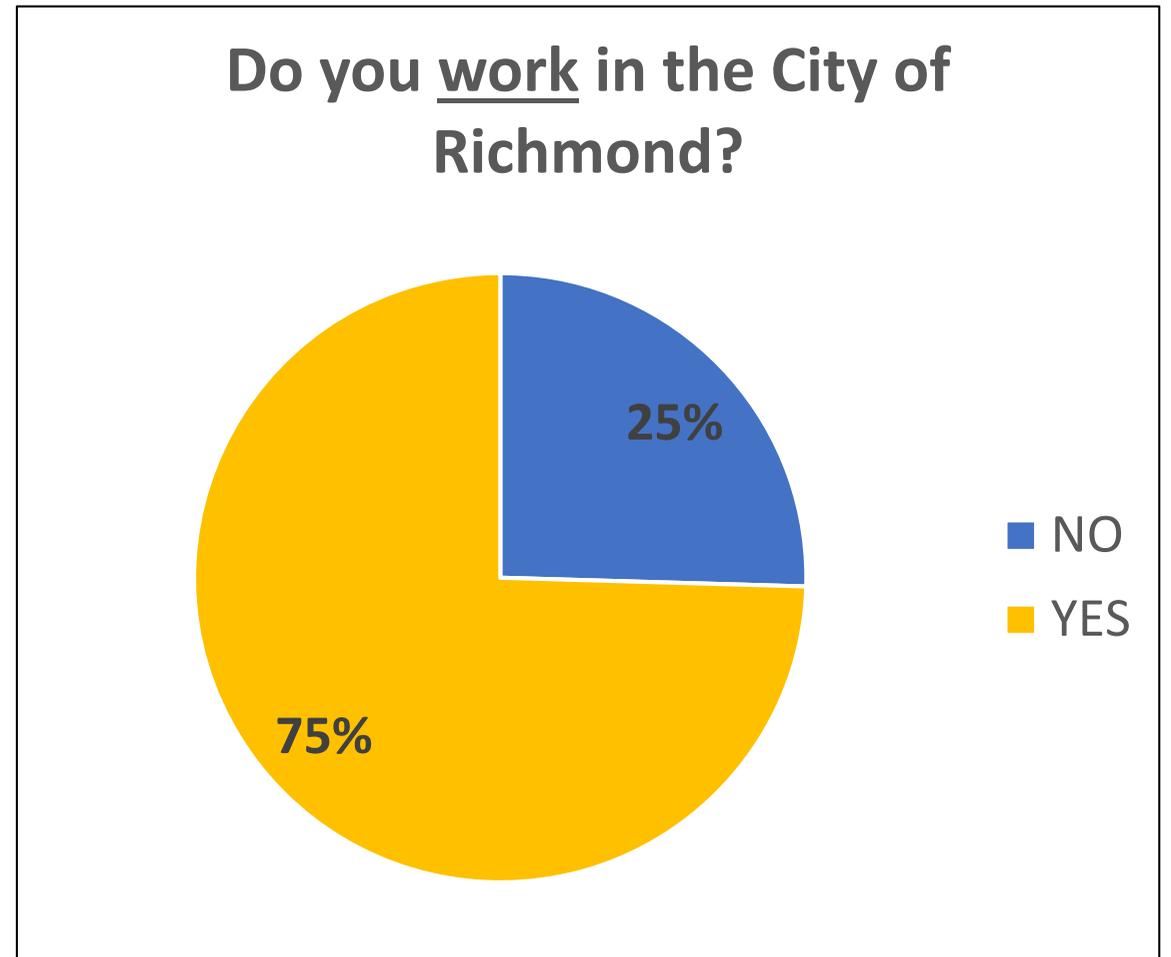
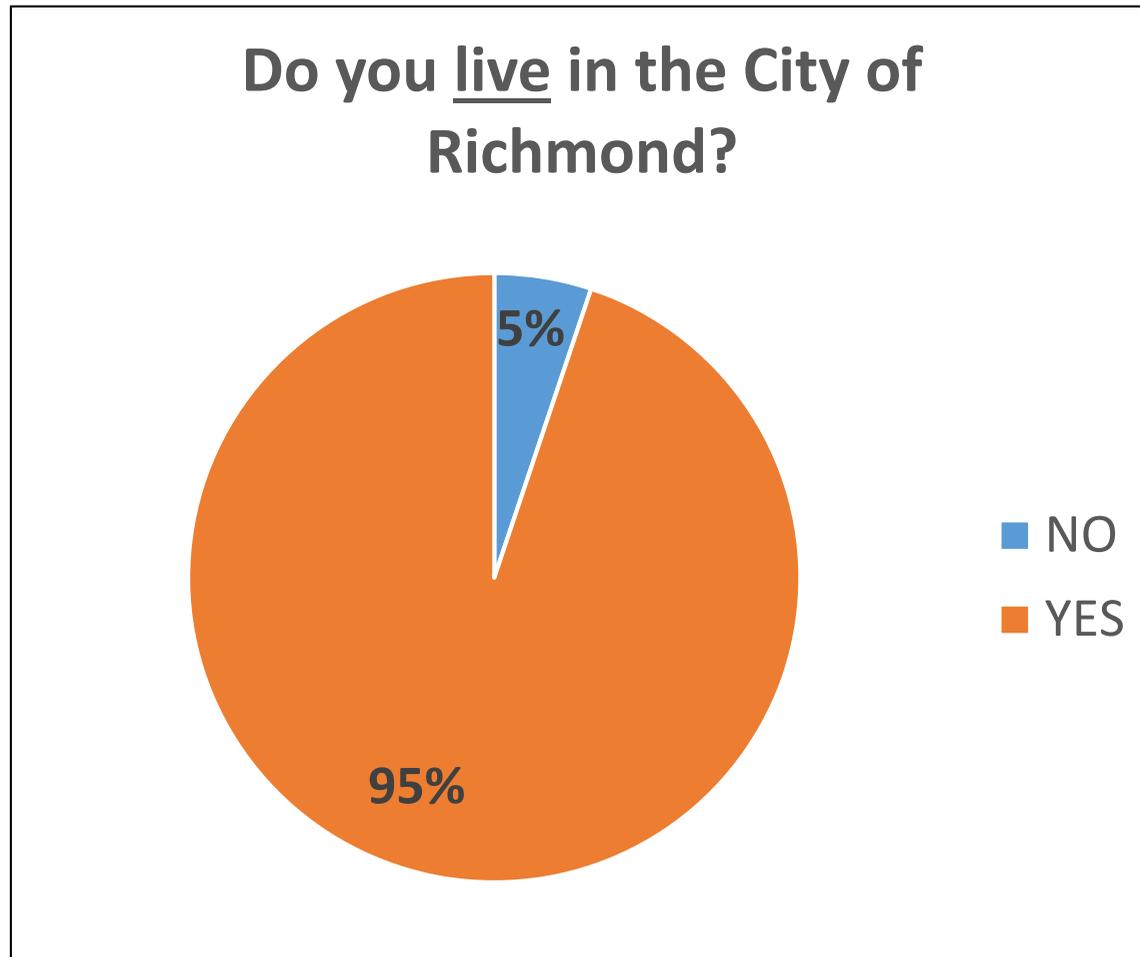
Proposed Corridors

- Brookland Parkway, from Arthur Ashe Boulevard/Hermitage Road to Brook Road (0.8 miles)
- Colorado Avenue, from Hampton Street to Dance Street (0.9 miles)
- Grove Avenue, from Shadwell Road to Seneca Road (0.8 miles)
- Marshall Street, from 29th Street to 21st Street (0.5 miles)
- Walmsley Boulevard, from the west City line to Belmont Road (1 mile)
- Warwick Road, from Hull Street to Richmond Highway (3 miles)

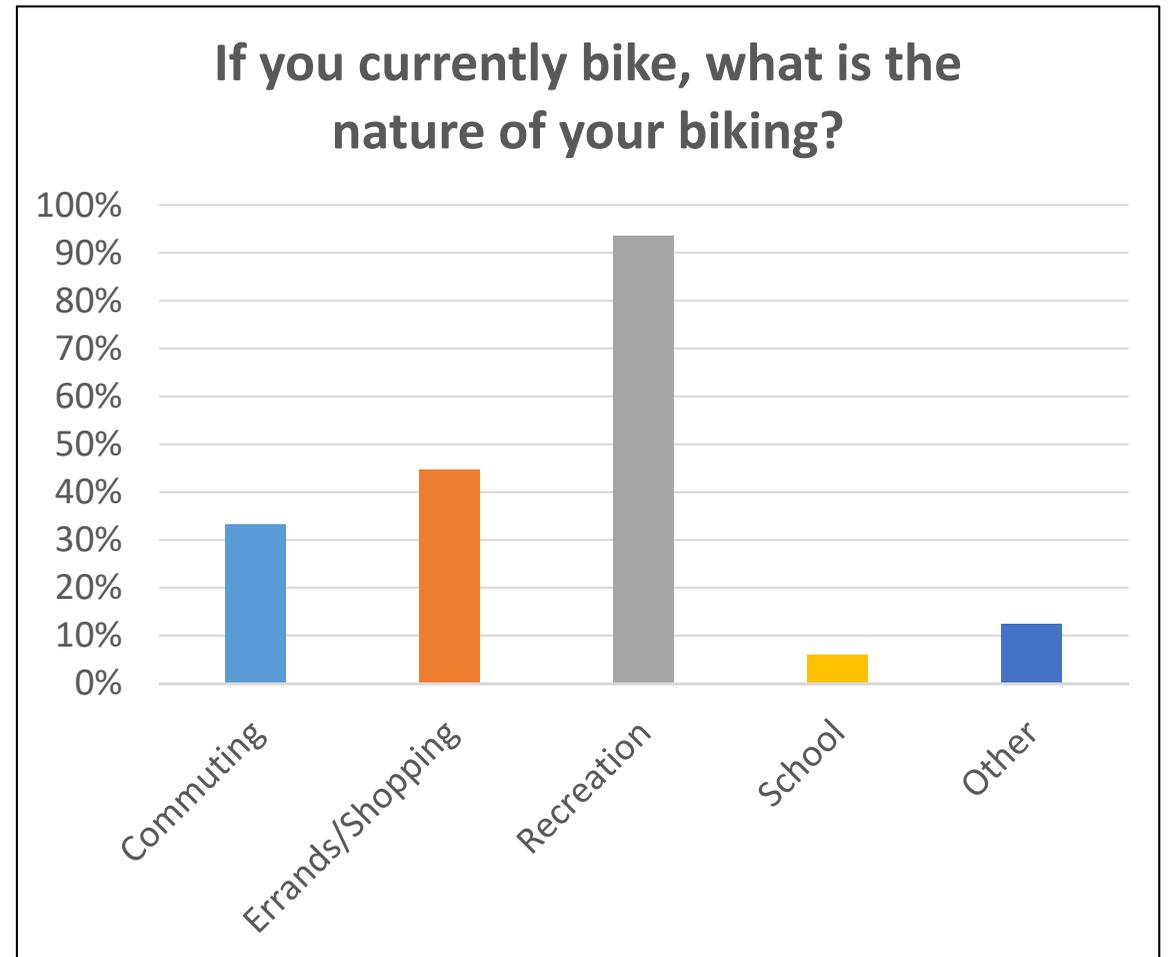
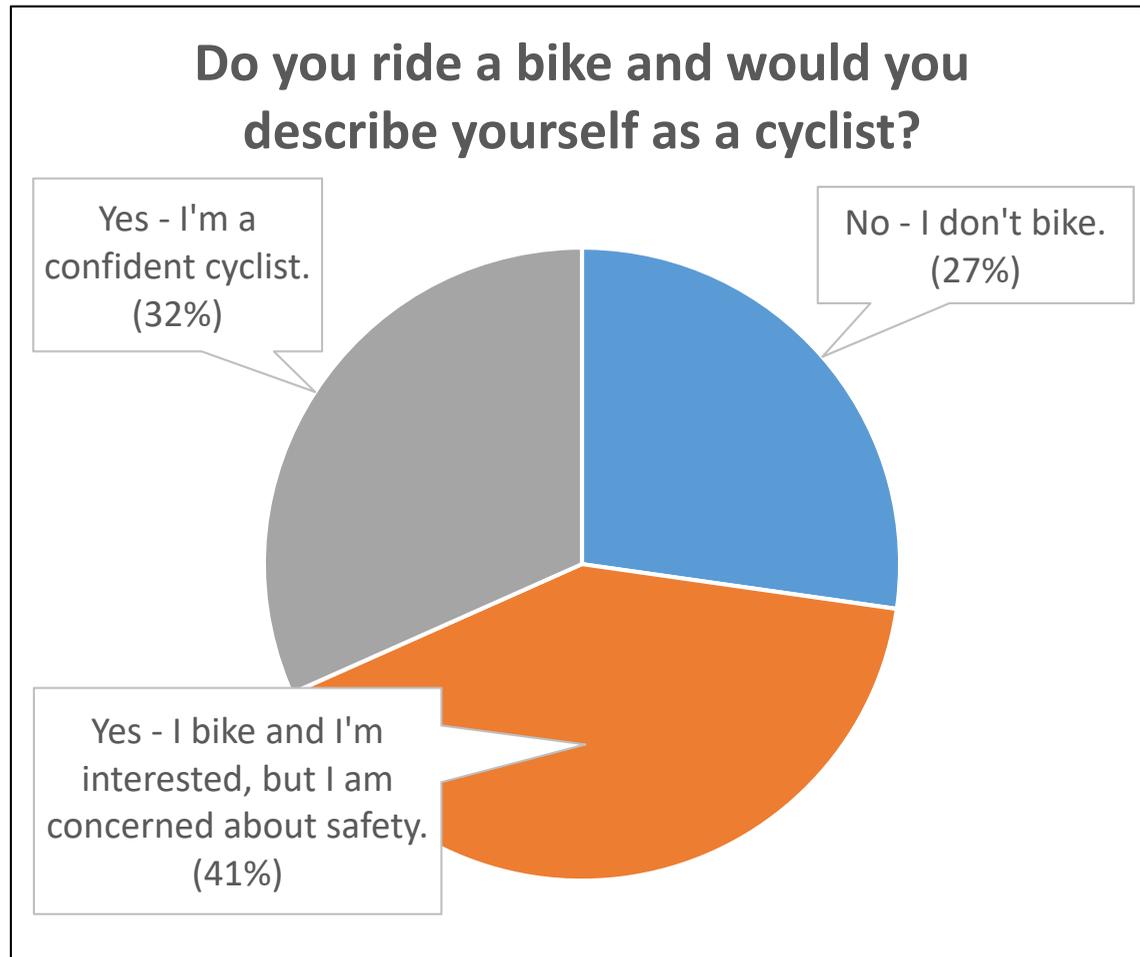
Summary of Public Engagement #2

- The online survey ran from July 25 through August 11, 2021
- Respondents rated the proposed designs for each corridor from “Strongly Approve” to “Strongly Oppose”
- Over 2,100 survey responses recorded (**THANK YOU!**)
- Over 2,000 individual comments received
- Detailed design drawings were also provided for comment

Summary of Public Engagement #2



Summary of Public Engagement #2

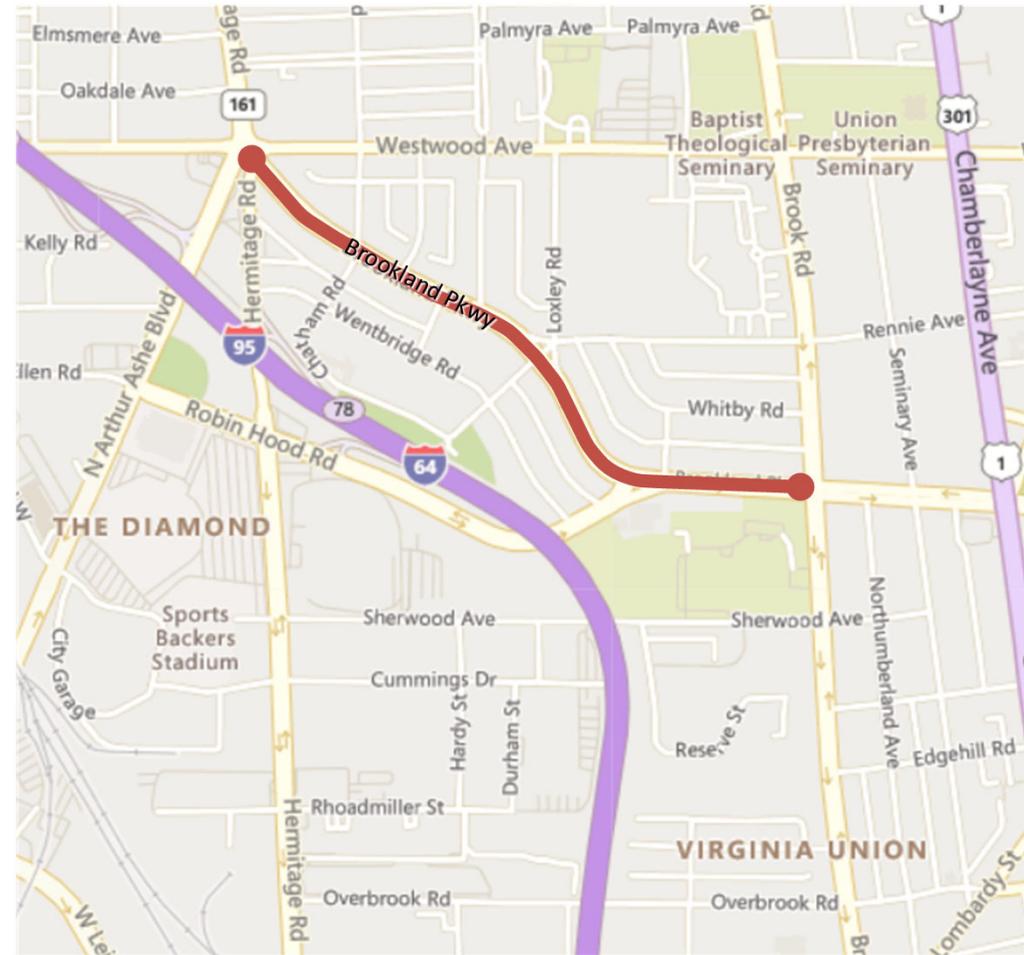


Brookland Parkway – Project Overview

Limits: Arthur Ashe Boulevard/
Hermitage Road to Brook Road

Length: 0.8 miles

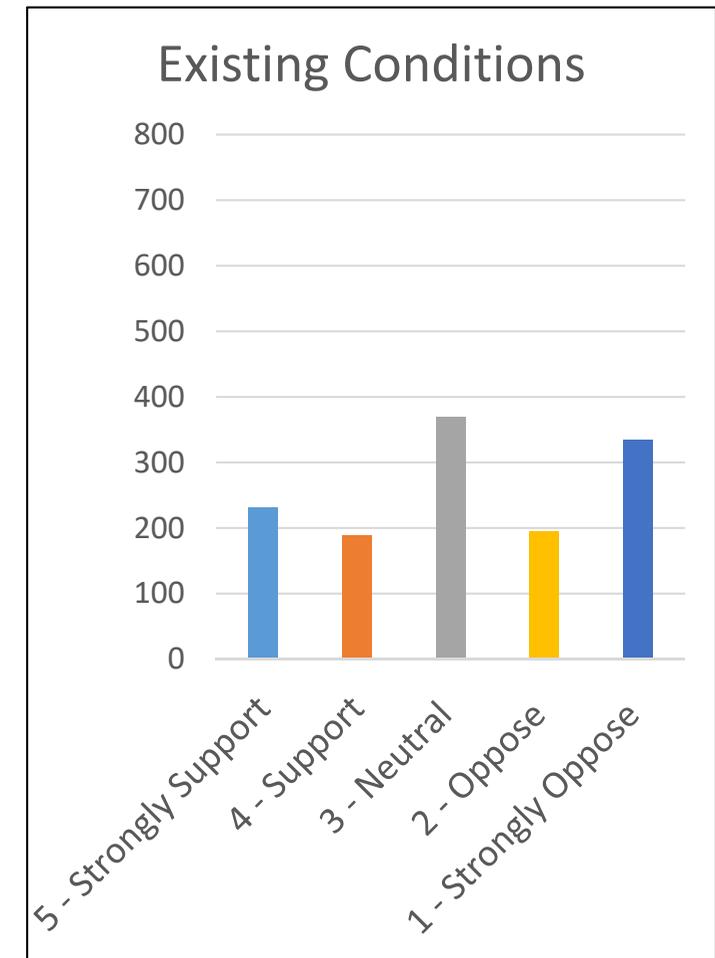
Summary: convert existing
parking-adjacent buffered bike
lanes to protected bike lanes



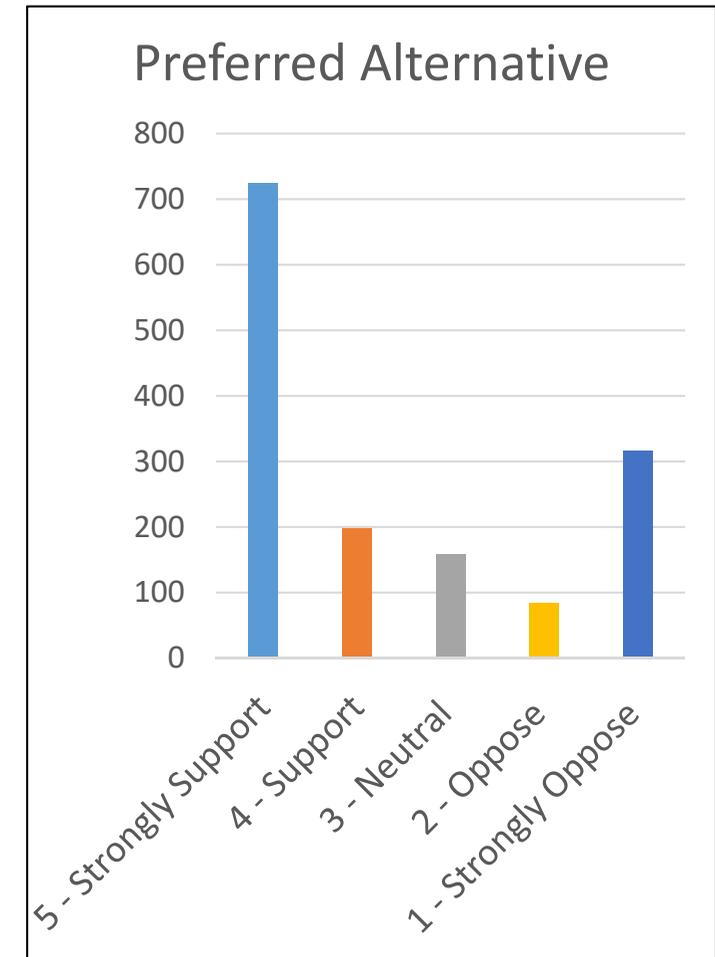
Brookland Parkway – July Survey Results

- Presented “Existing Conditions” + “Preferred Alternative”
 - Preferred Alternative: Curbside parking-protected bike lanes
- Received over 1,300 responses and nearly 400 comments
- Comments included:
 - Support for intersection reconfigurations at Loxley Rd/Rennie Ave and Robin Hood Rd
 - Request for additional marked crosswalks across Brookland Pkwy and for evaluation of existing 35mph speed limit
 - Request for additional street sweeping to prevent debris and trash accumulation in the bike lane

Brookland Parkway – July Survey Results



Brookland Parkway – July Survey Results



Brookland Parkway – Next Steps

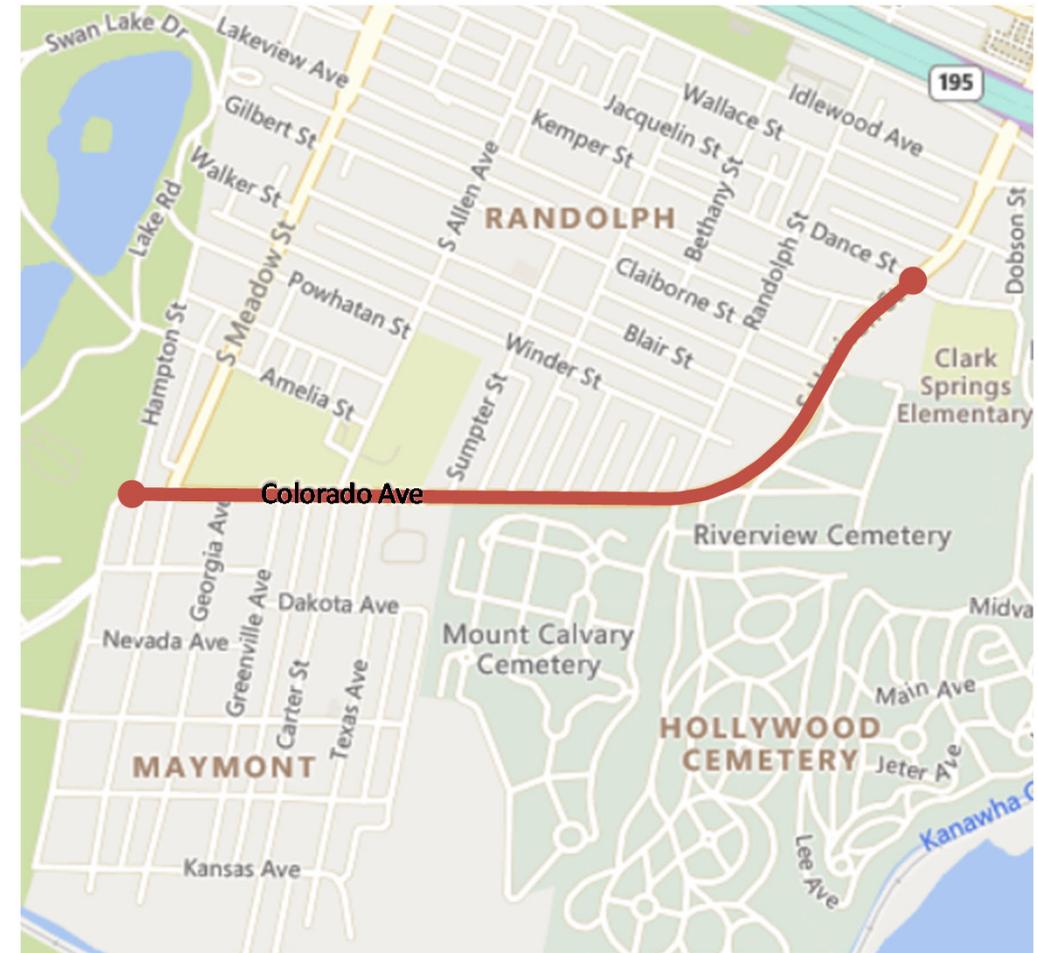
- Design finalized based on comments, moving to construction with repaving of roadway
- Following construction, DPW will monitor traffic speeds and evaluate reduction in speed limit
- DPW will work with Bike-Walk RVA to provide educational materials to nearby residents about the new roadway and parking configuration

Colorado Avenue – Project Overview

Limits: Hampton Street to Dance Street

Length: 0.9 miles

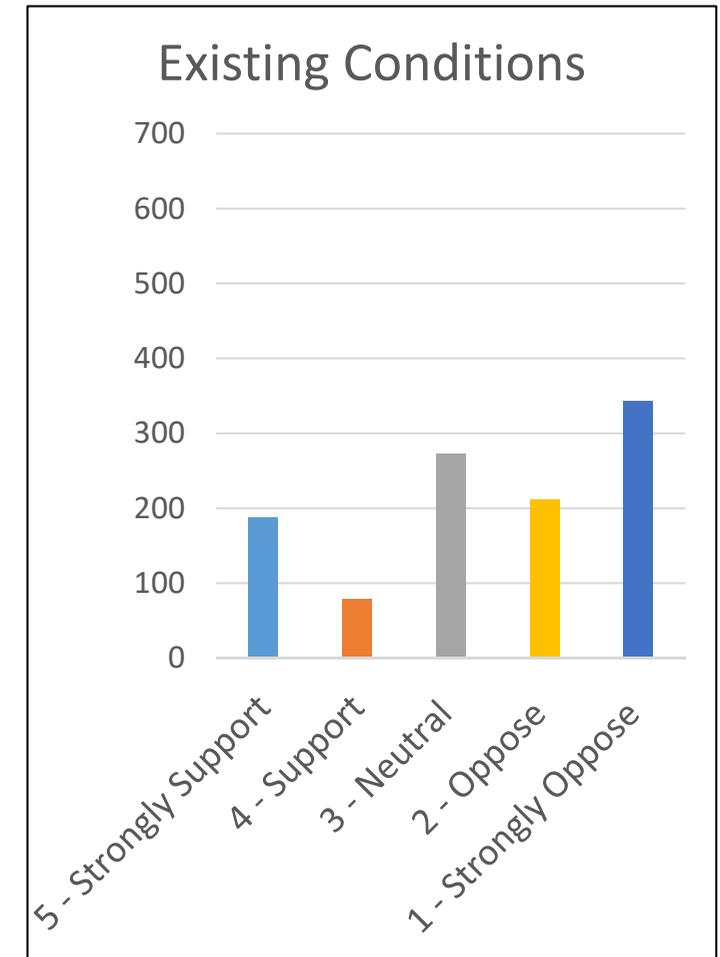
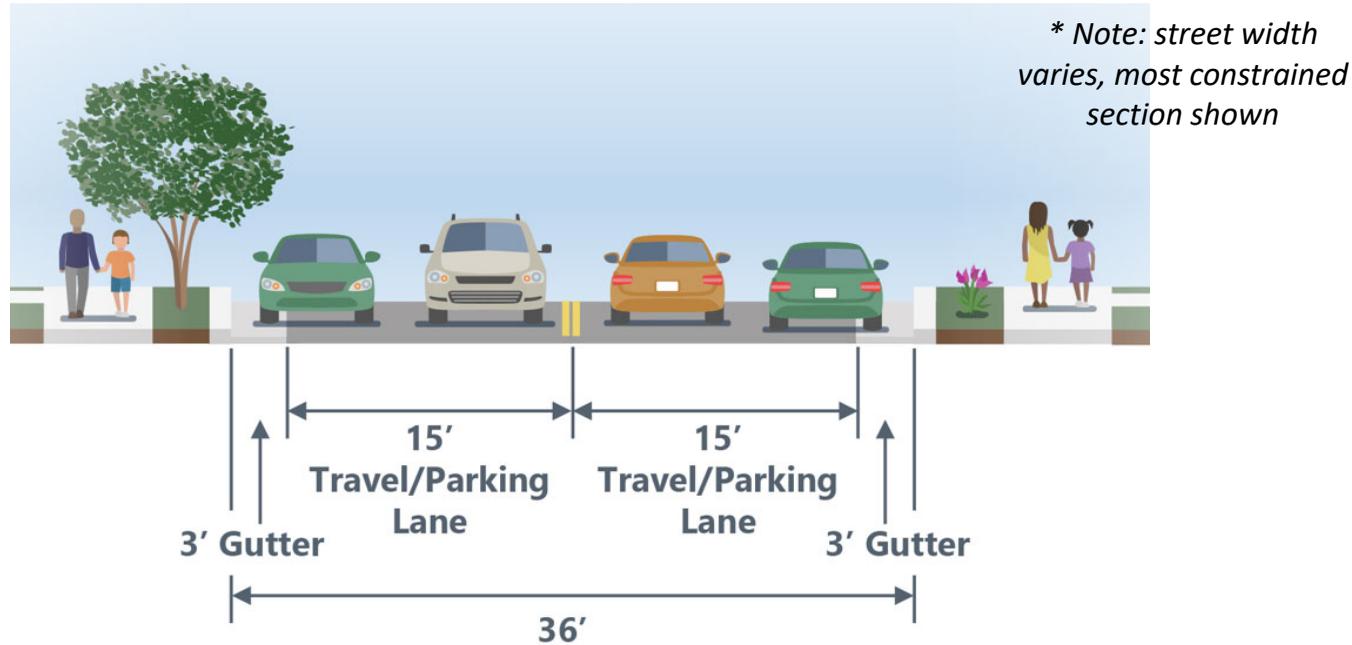
Summary: no existing bike facility, addition of separated bike lanes



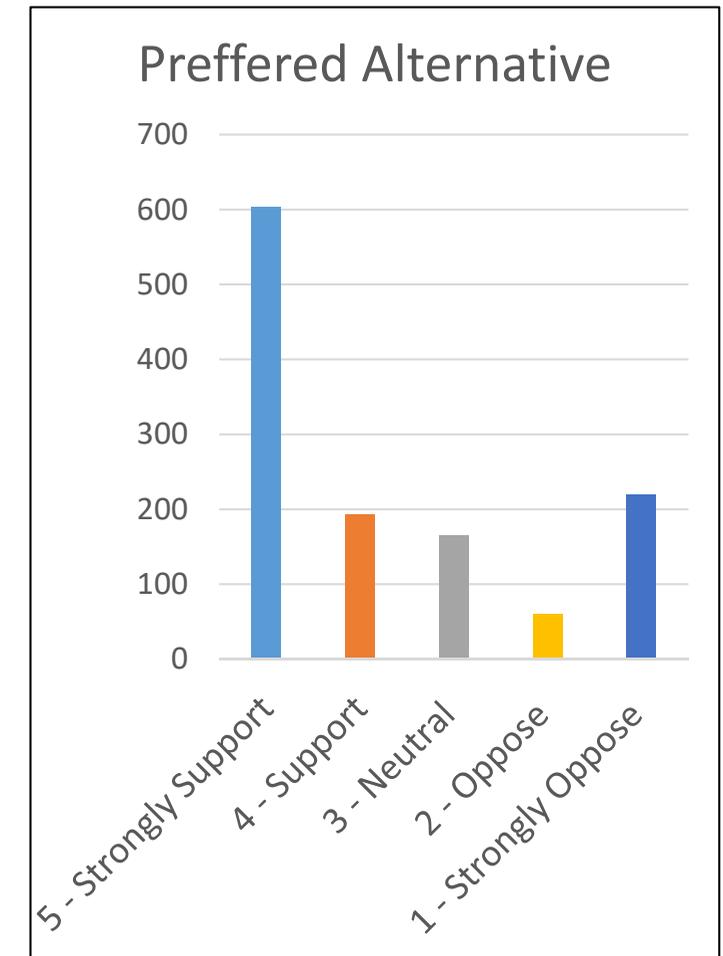
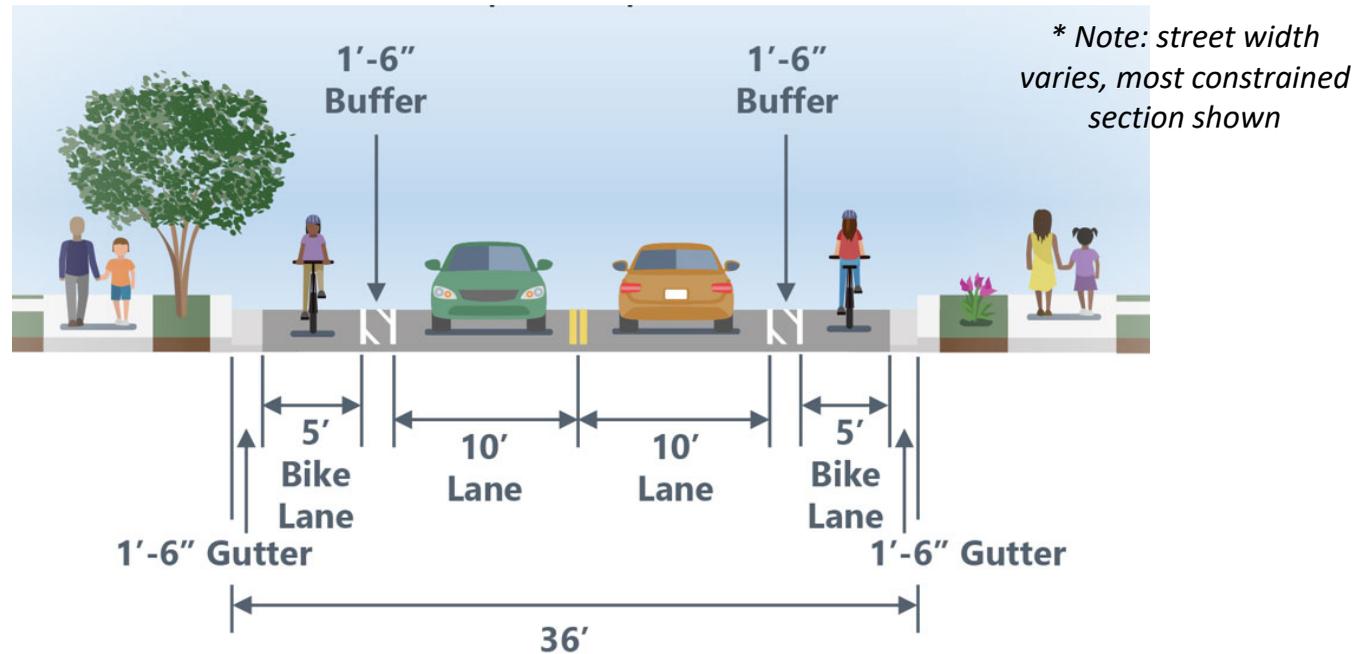
Colorado Avenue – July Survey Results

- Presented “Existing Conditions” + “Preferred Alternative”
 - Preferred Alternative: One-way buffered bike lanes (both directions) with no on-street parking
- Received over 1,200 responses and over 200 comments
- Comments included:
 - Request for additional marked crosswalks across Colorado Ave and construction of missing sidewalk segments
 - Request for additional street sweeping to prevent debris and trash accumulation in the bike lane
 - Concerns over loss of on-street parking

Colorado Avenue – July Survey Results



Colorado Avenue – July Survey Results



Colorado Avenue – Next Steps

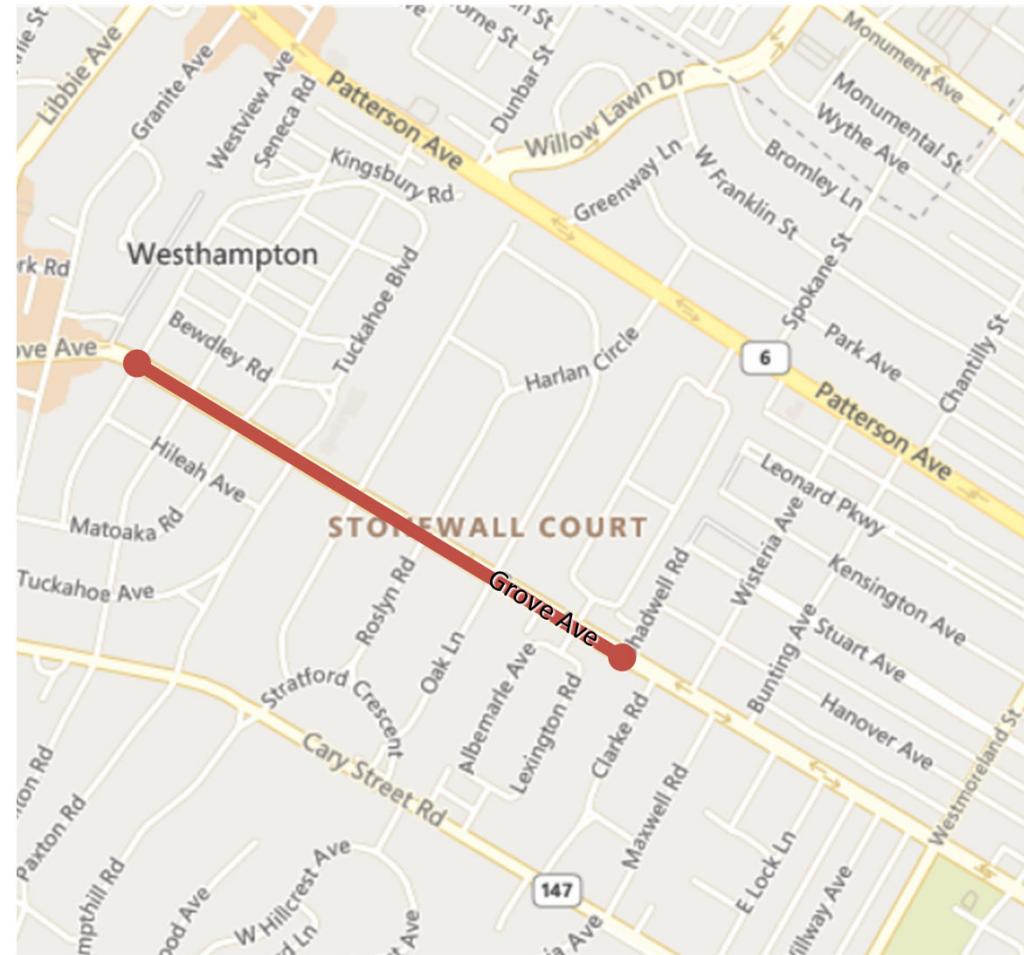
- Design finalized based on comments
- Roadway removed from paving schedule, so bike lane project will be completed when roadway is resurfaced
- While existing curb ramps will be upgraded to be ADA-compliant as part of the paving program, additional sidewalk segments are outside the scope of this project

Grove Avenue – Project Overview

Limits: Shadwell Road to Seneca Road

Length: 0.8 miles

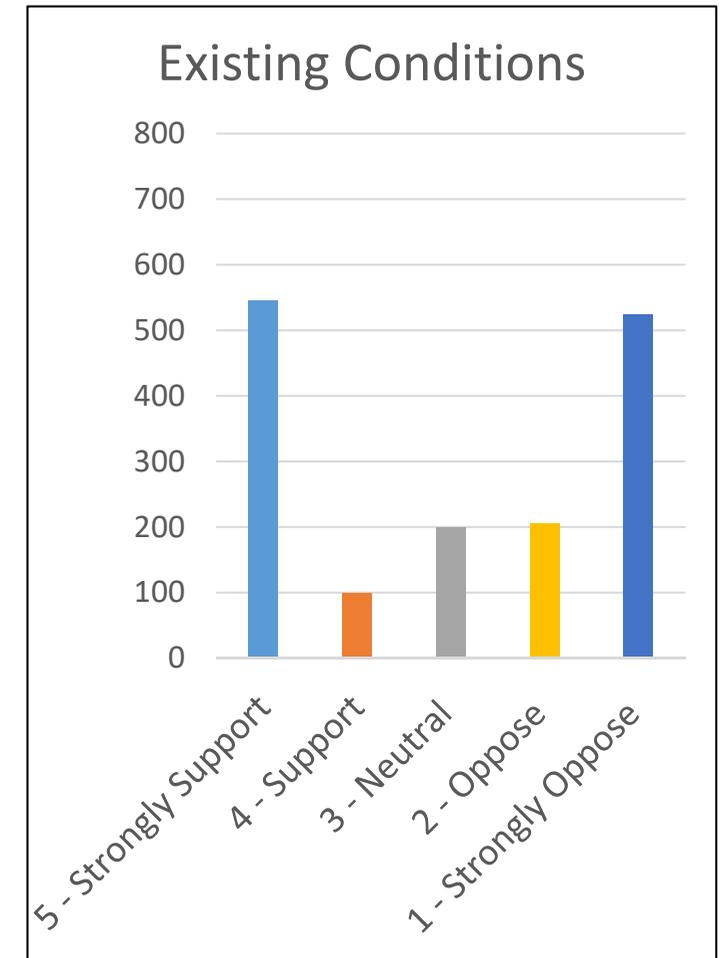
Summary: existing shared lane markings (sharrows), addition of separated bike lanes



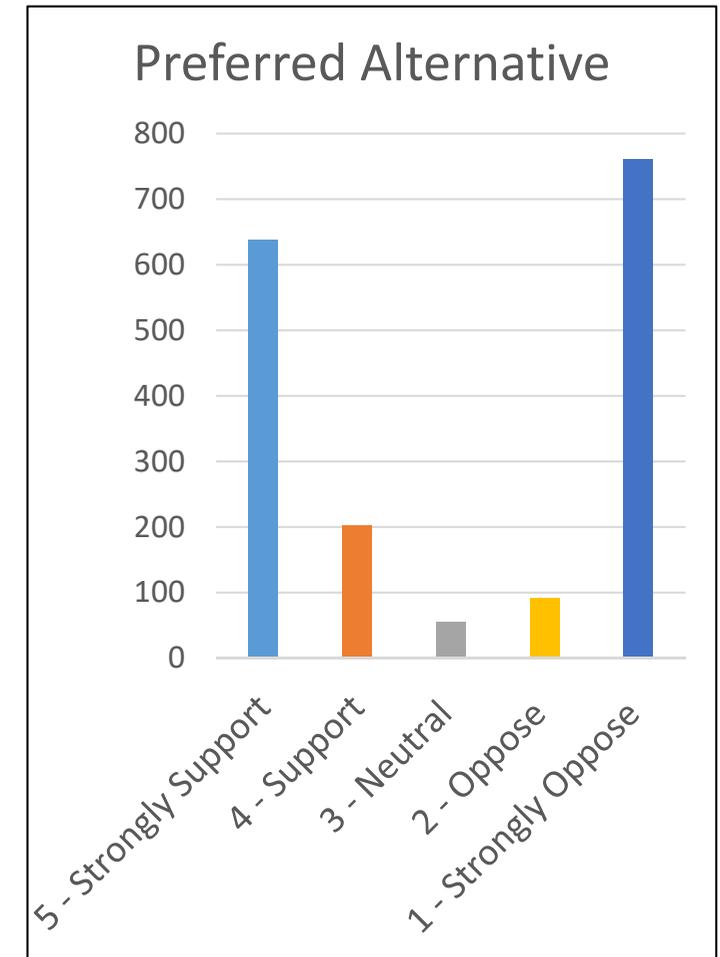
Grove Avenue – July Survey Results

- Presented “Existing Conditions” + “Preferred Alternative”
 - Preferred Alternative: Buffered bike lanes in existing parking lane (parking removed)
- Received over 1700 responses and nearly 800 comments
- Comments included:
 - Concerns over removal of on-street parking for residences without access to side- or off-street parking, as well as for businesses along the corridor
 - Support for traffic calming and improvements to bike infrastructure along entire corridor

Grove Avenue – July Survey Results



Grove Avenue – July Survey Results



Grove Avenue – Next Steps

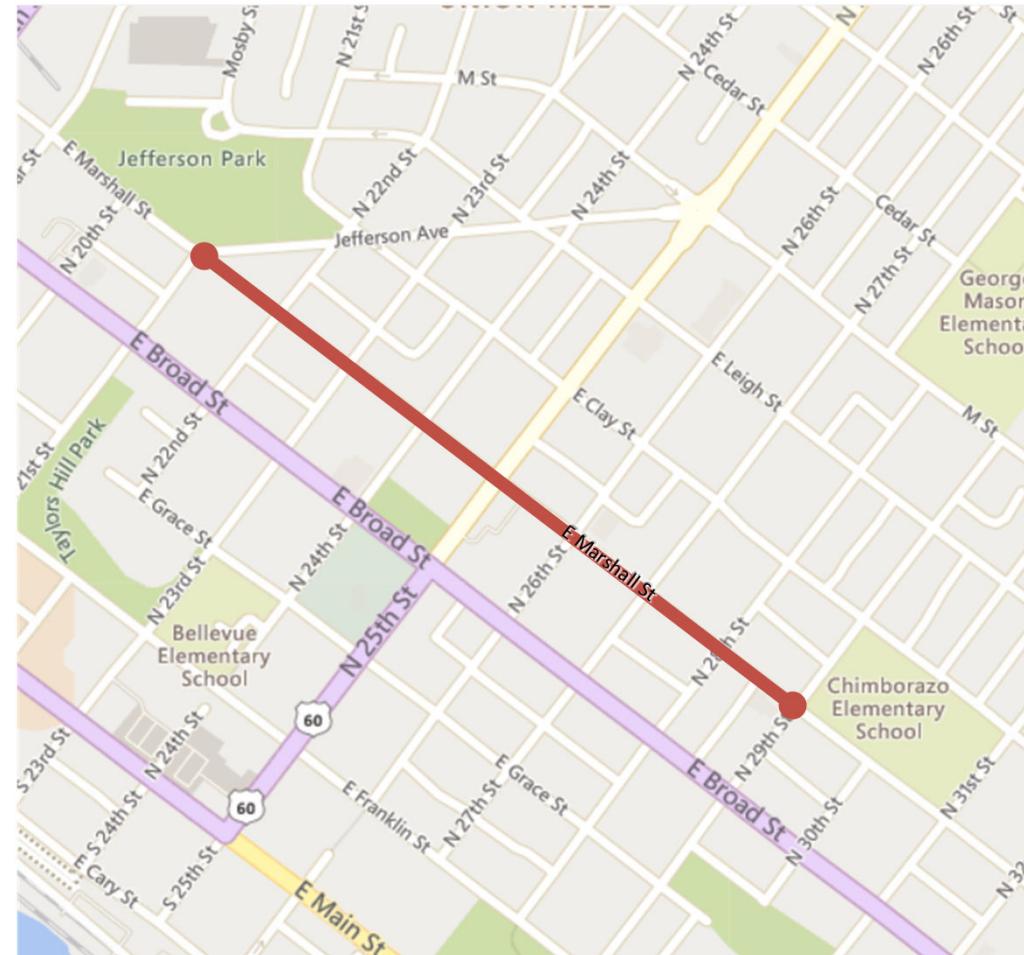
- DPW will not move forward with the proposed bike lane project at this time
- The street is still included as part of the paving program and will be resurfaced, but the existing conditions will be restored and no additional improvements are proposed
- Support for traffic calming and bike infrastructure improvements was expressed but additional engagement and a comprehensive plan to address needs of the community is required

Marshall Street – Project Overview

Limits: 29th Street to 21st Street

Length: 0.5 miles

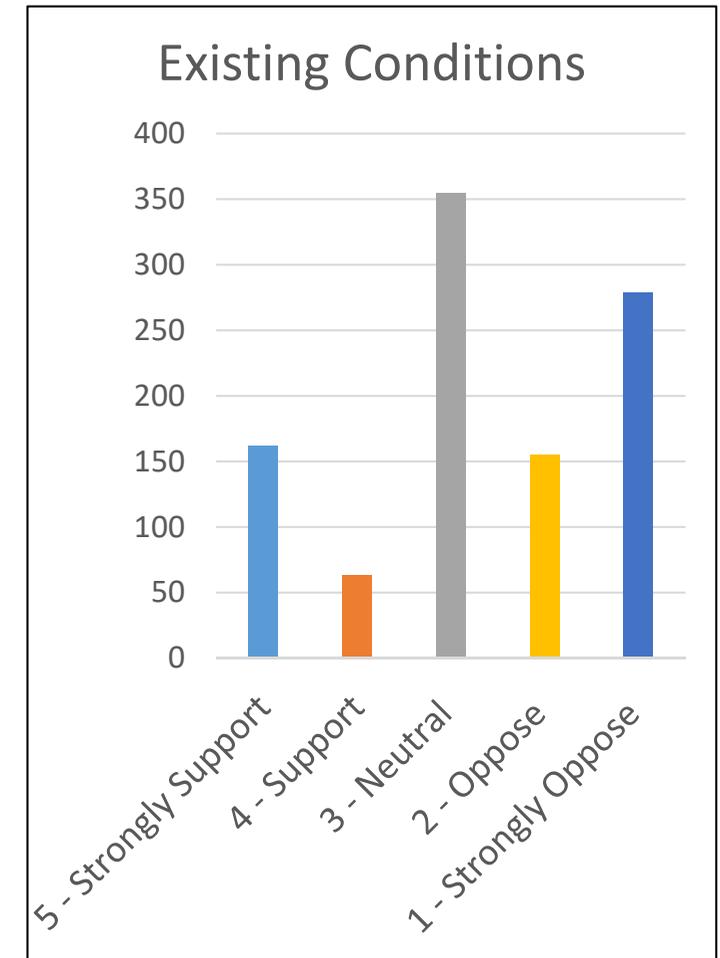
Summary: existing shared lane markings (sharrows) on some blocks, addition of treatments as designated “bike-walk street”



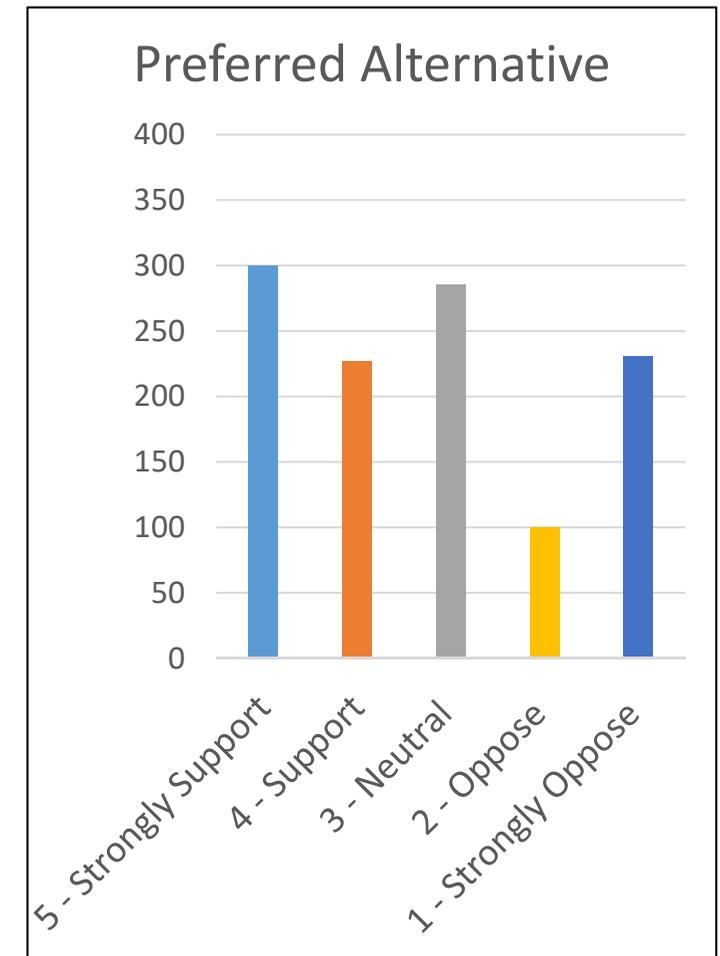
Marshall Street – July Survey Results

- Presented “Existing Conditions” + “Preferred Alternative”
 - Preferred Alternative: Shared lane markings
- Received over 1,000 responses and over 300 comments
- Comments included:
 - Concerns about existing travel speeds/traffic volumes and requests for additional improvements
 - Concern over use of shared lane markings and not separated bike infrastructure

Marshall Street – July Survey Results



Marshall Street – July Survey Results



Marshall Street – Next Steps

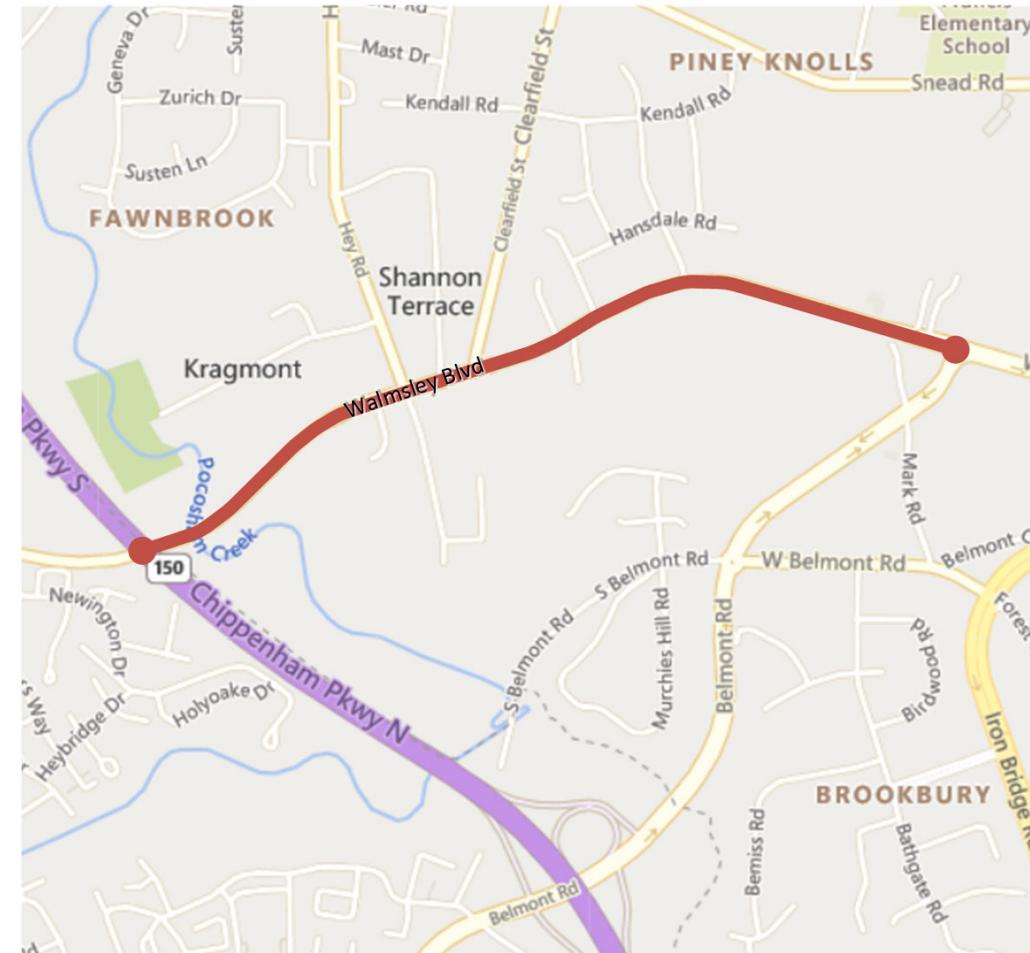
- Design finalized based on comments, moving to construction with repaving of roadway

Walmsley Boulevard – Project Overview

Limits: the west City line to Belmont Road

Length: 1 mile

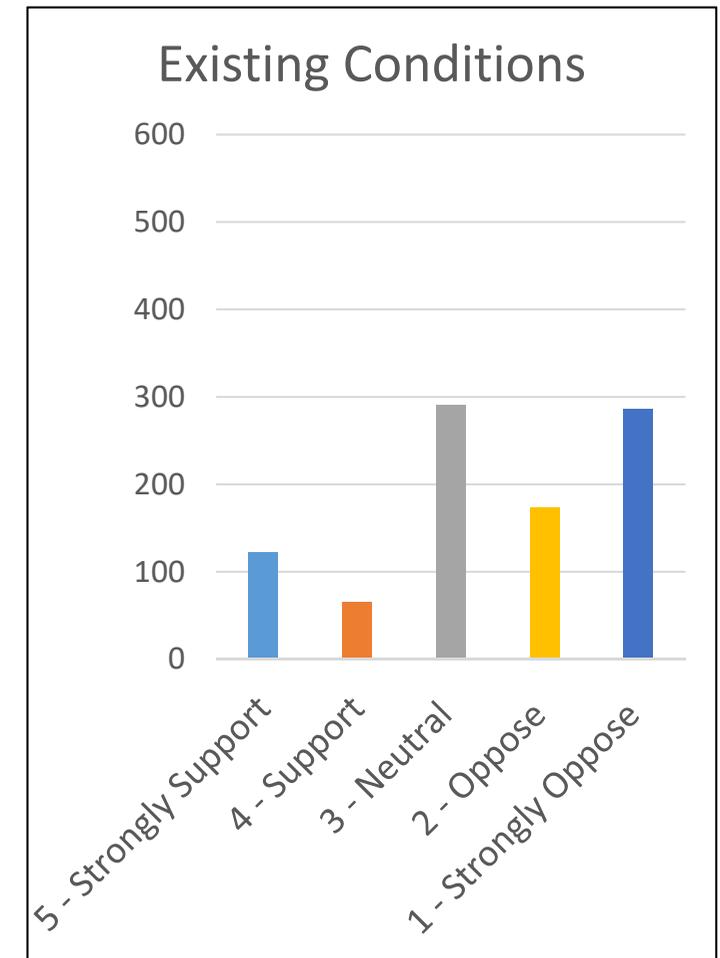
Summary: no existing bike facility, addition of shoulder-running bike lanes



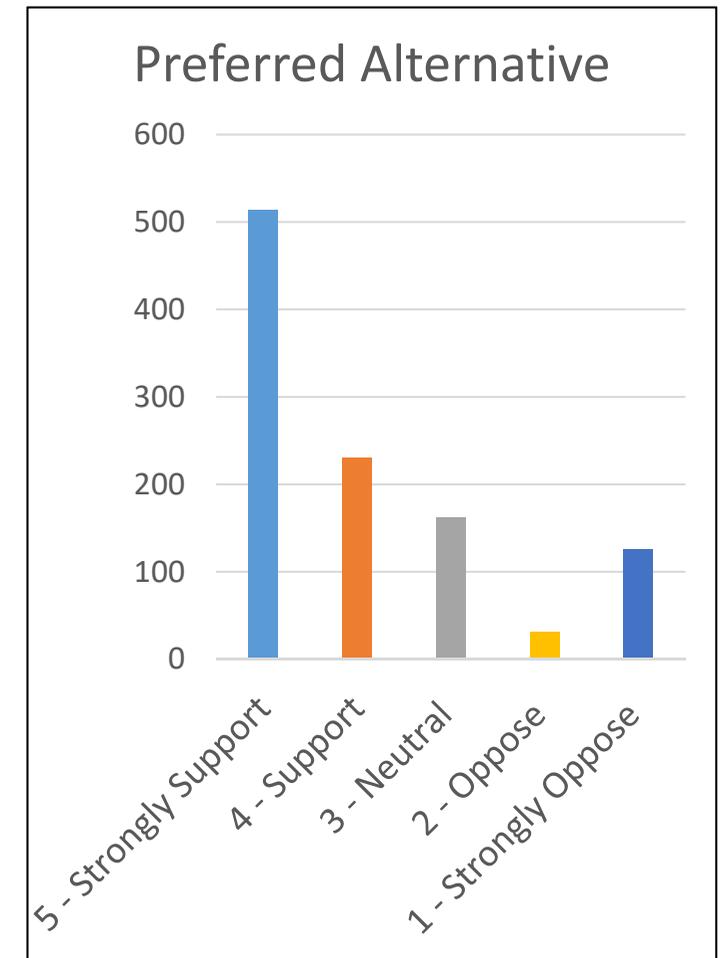
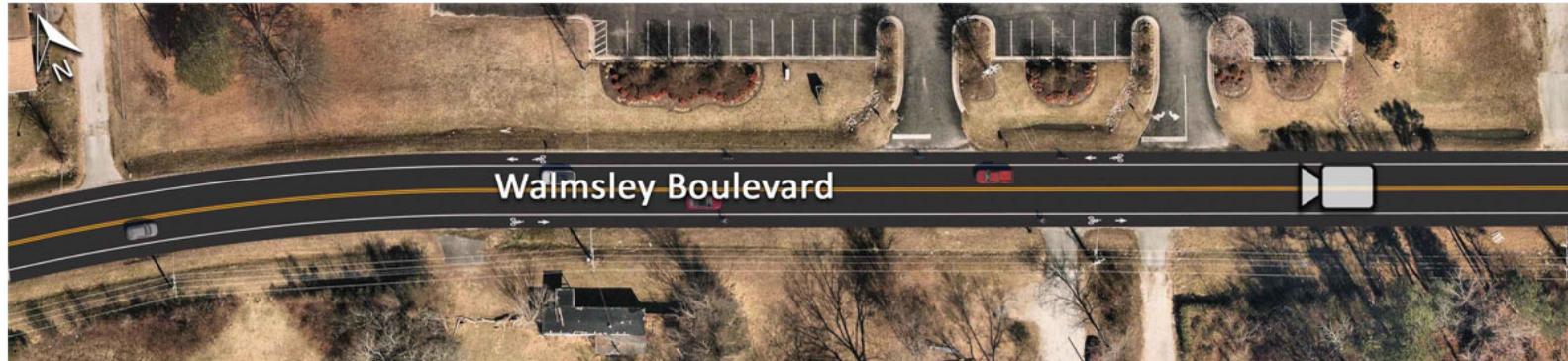
Walmsley Boulevard – July Survey Results

- Presented “Existing Conditions” + “Preferred Alternative”
 - Preferred Alternative: Paved shoulder-running bike lanes
- Received over 1,000 responses and nearly 200 comments
- Comments include:
 - Concerns about existing travel speeds and comfort of shoulder bike lanes for those who cycle
 - Request for maintenance of the shoulder, including sweeping of gravel that accumulates
 - Need for dedicated space for those who walk as current sidewalks end at Belmont Road

Walmsley Boulevard – July Survey Results



Walmsley Boulevard – July Survey Results



Walmsley Boulevard – Next Steps

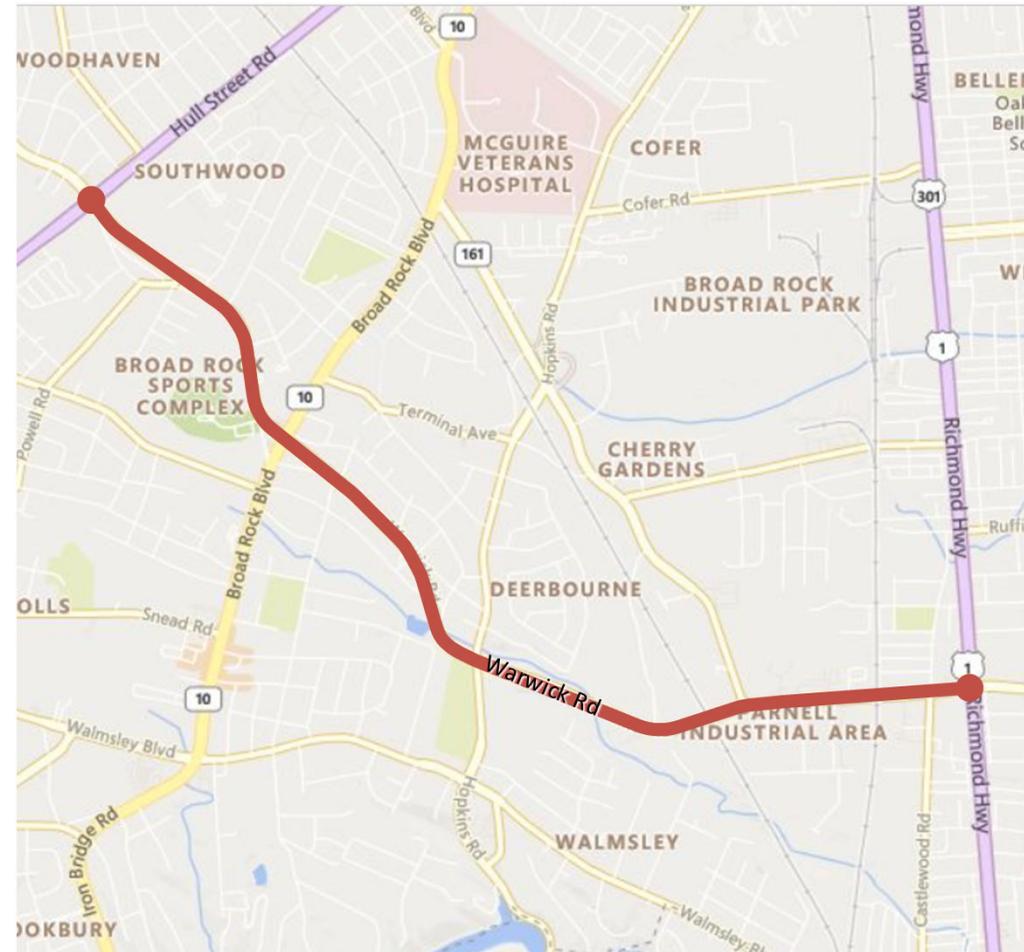
- Design finalized based on comments, moving to construction with repaving of roadway
- While there is strong support for the addition of sidewalk, that is unfortunately outside the scope of this project

Warwick Road – Project Overview

Limits: Hull Street to Richmond Highway

Length: 3 miles

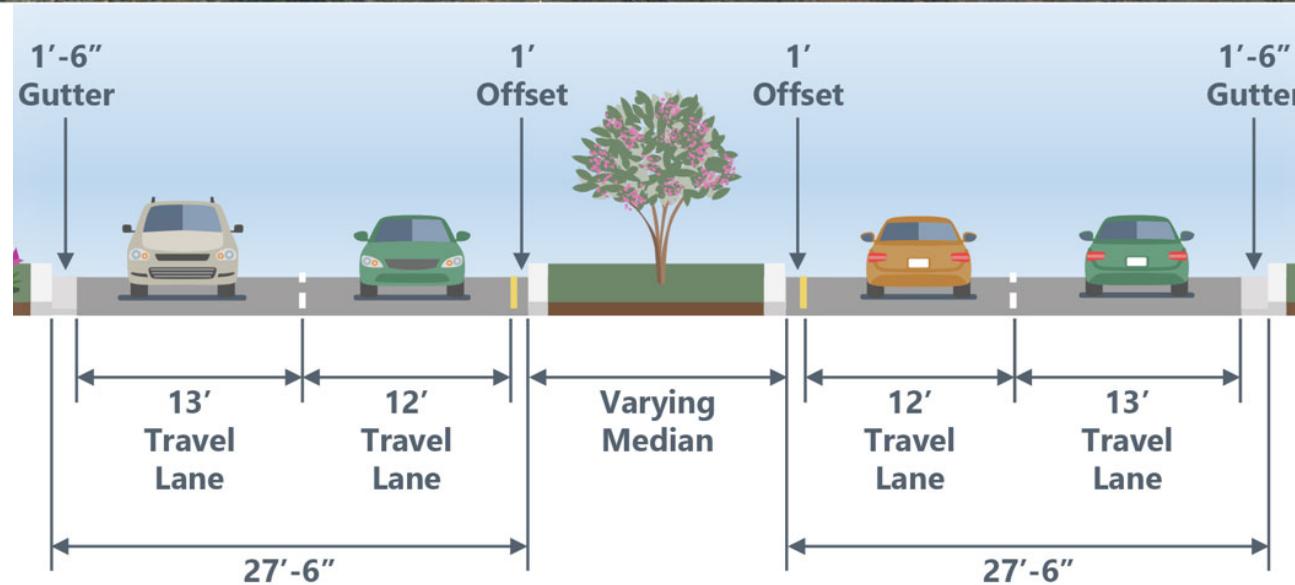
Summary: no existing bike facility, addition of separated bike lanes



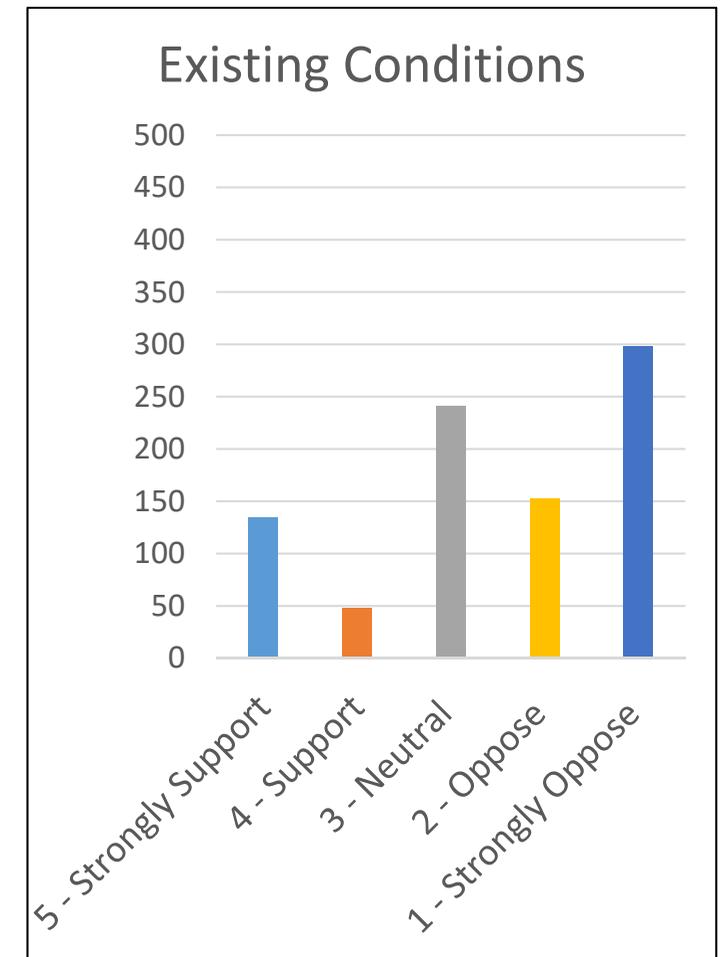
Warwick Road – July Survey Results

- Presented “Existing Conditions” + “Preferred Alternative”
 - Preferred Alternative: Curbside buffered bike lanes with wide buffers
- Received nearly 1,000 responses and nearly 200 comments
- Comments included:
 - Support for dedicated bike facility in the Southside and requests for additional protection within the buffer and connections to other nearby facilities
 - Support for wide buffer to separate bike and vehicle lanes but concern that buffer may be used for illegal passing
 - Concern over existing travel speeds along the corridor and support for traffic calming and evaluation of speed limit

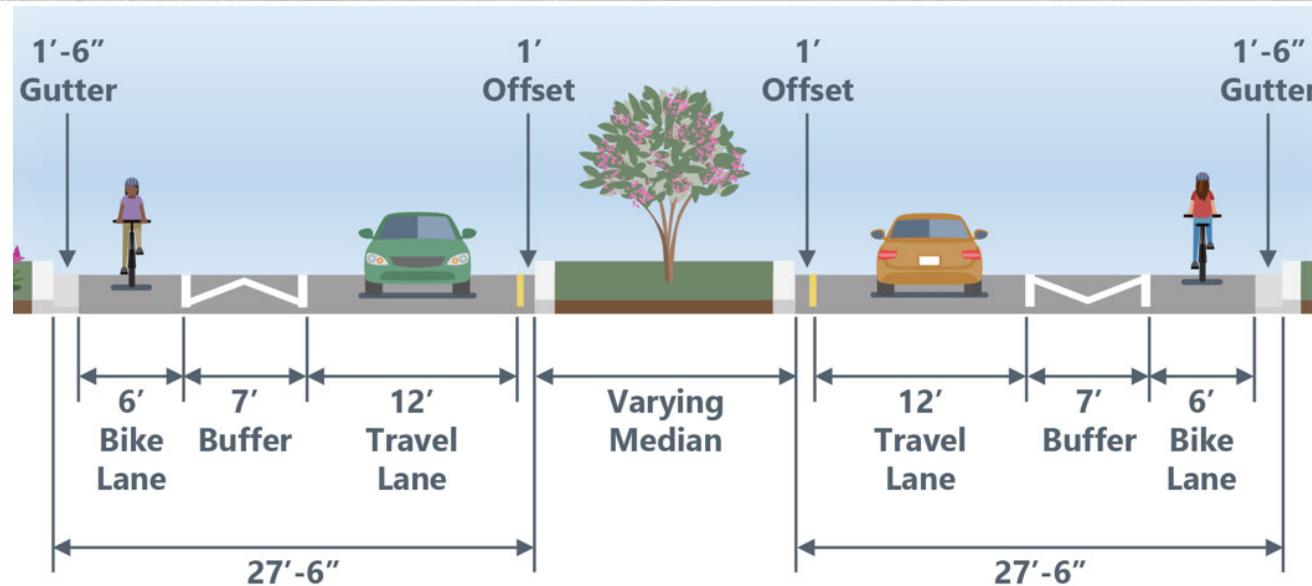
Warwick Road – July Survey Results



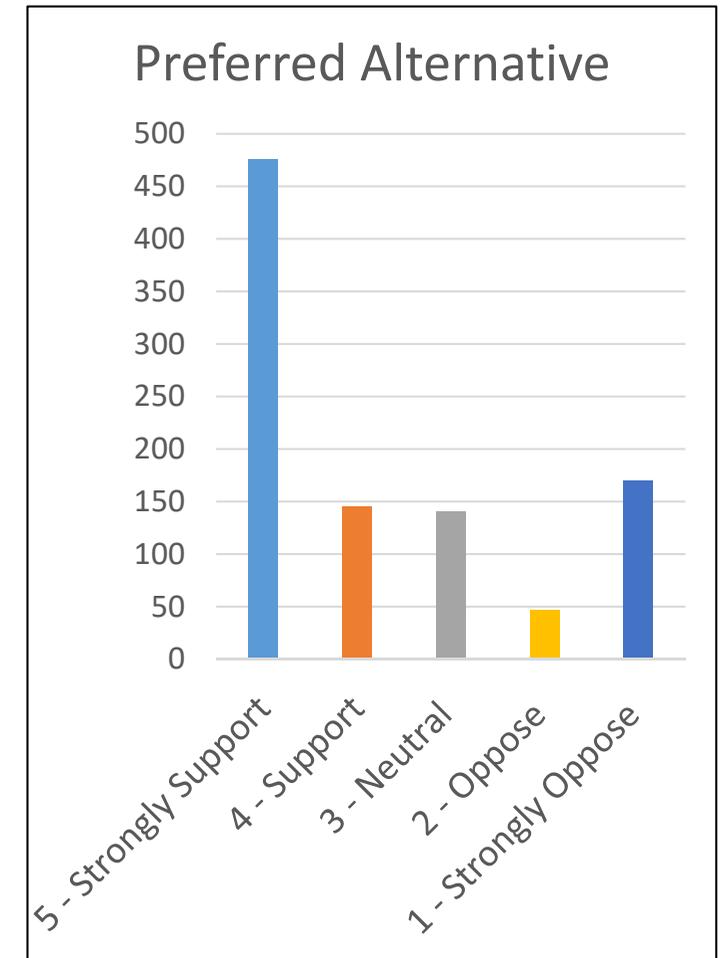
* Note: street width varies, section between Hopkins Rd & Belt Blvd shown



Warwick Road – July Survey Results



* Note: street width varies, section between Hopkins Rd & Belt Blvd shown



Warwick Road – Next Steps

- Design finalized based on comments, moving to construction with repaving of roadway
- Following construction, DPW will monitor traffic speeds and evaluate reduction in speed limit
- DPW will work with Bike-Walk RVA to provide educational materials to nearby residents about the new roadway configuration

Questions/Comments?

- If you have questions or comments, please contact the project manager:

Emily Dalphy

Phone: [646-0346](tel:646-0346)

Email: Emily.Dalphy@RVA.gov

