Overview
On November 19th and 20th the consultant team conducted a day field work session along 17 corridors identified by the City and project team as key connections in need of bicycle infrastructure improvements. The following cut sheets 1 to 17 present an assessment of the existing conditions of each corridor.
OPPORTUNITIES AND CHALLENGES

- Connects the northern neighborhoods with Downtown Richmond
- On-street parking utilization is minimal and intermittent
- J. Sergeant Reynolds Community College, local seminaries and residents are primary users of on-street parking
1. BROOK ROAD FROM CITY LINE TO LEIGH STREET - (SHEET 2 OF 2)

Cross section between I-95 Bridge and Overbrook Road

Corridor Inventory | E-3
OPPORTUNITIES AND CHALLENGES

• Connects the northern neighborhoods with Downtown Richmond
• North of Westwood Avenue the curb lane is wide and allows parking but is too narrow to be striped (~16’ curb lane)
• Three lane cross section north of Bellevue Avenue
• Parking utilization is relatively low along the corridor

Cross section between W Laburnun Avenue and Westwood Avenue
4 Lanes with curb parking and raised median
2. HERMITAGE ROAD FROM CITY LINE TO BROAD STREET (SHEET 2 OF 2)

Cross section between Robin Hood Road and W Clay Street
5 Lanes with raised median

Corridor Inventory | E-5
Corridor Length: 2.9 Miles
3. NORTH AVENUE FORM HAZELHURST AVENUE TO HILL STREET

**OPPORTUNITIES AND CHALLENGES**

- Connects the northern neighborhoods with Downtown Richmond
- It would require elimination of parking which looks to be utilized to a significant degree
- Review of off-street parking is recommended

**Corridor Length:** 1.9 Miles

**Cross section between W Essex Street and Poe Street**

- 2 Lanes with curb parking
- Full ROW varies
- Parking + Travel Lane
- Travel Lane + Parking
OPPORTUNITIES AND CHALLENGES

- Connection between northern neighborhoods
- Mostly residential uses along the route, with intermittent on-street parking
- Bike boulevard or similar treatment may be appropriate
5. BROOKLAND PARK BOULEVARD FROM HERMITAGE ROAD TO 3RD AVENUE (SHEET 1 OF 2)

OPPORTUNITIES AND CHALLENGES

• Connection to Richmond Community High School and Canon Creek Greenway
• Geometrics vary with fewer lanes on W. Brookland Park Boulevard which is slated for streetscaping
• Existing narrow parking lane on Brookland Parkway is used intermittently
• A road diet should be considered along this corridor

Corridor Length: 2.5 Miles
5. BROOKLAND PARK BOULEVARD FROM HERMITAGE ROAD TO 3RD AVENUE (SHEET 2 OF 2)

Corridor Length: 2.5 Miles

Cross section between Meadowbridge Road and Lamb Avenue
2 Lanes with curb parking
6. GROVE AVENUE FROM THREE CHOPT ROAD TO DOOLEY AVENUE (SHEET 1 OF 2)

OPPORTUNITIES AND CHALLENGES
- Connection between western neighborhoods and Carytown
- Mostly residential uses along the route
- A road diet with a bike line may be appropriate

Corridor Length: 2.6 Miles
6. GROVE AVENUE FROM THREE CHOPT ROAD TO DOOLEY AVENUE (SHEET 2 OF 2)

Cross section at bridge over I-195
2 Lanes with curb parking on one side

Corridor Length: 2.6 Miles
7. MEADOW STREET FROM BROAD STREET TO COLORADO AVENUE

OPPORTUNITIES AND CHALLENGES

- Connects to outdoor attractions and Byrd Park
- Existing sharrows; no width for adding a bike lane without the removal of a travel lane
- North-South corridor between William Fox Elementary and Binford Middle School
8. COLORADO AVENUE/HARRISON STREET FROM FLOYD AVENUE TO MEADOW STREET

OPPORTUNITIES AND CHALLENGES

- Connects to outdoor attractions and Byrd Park
- Colorado Avenue is a wide street in some locations with minimal parking utilization; other sections of the corridor have higher parking utilization
- Low traffic volume may not warrant bike lanes, calming or route signage with existing sharrows may be more appropriate

Cross section between Grayland Avenue and Eggleston Street
2 Lanes with curb parking

Corridor Length: 1.3 Miles
9. ROBINSON STREET/SPOTTSWOOD ROAD/PARK DRIVE FROM FRANKLIN STREET TO NICKEL BRIDGE

Cross section between Stuart Avenue and Monument Avenue
2 Lanes with curb parking

OPPORTUNITIES AND CHALLENGES
- Connects to outdoor attractions, Byrd Park, and an Elementary School
- Robinson Street doesn’t have width to accommodate bike lanes
- Spottswood Road has low traffic volume
- Ditch typical currently; unsure of drainage structures

Corridor Inventory
10. 2ND STREET FROM LEIGH STREET TO BRIDGE

OPPORTUNITIES AND CHALLENGES

- Connects Downtown with the Lee Bridge and Oregon Hill
- Virginia War Memorial may have adequate roadway width to include on-street bike facilities
- A contraflow lane should be considered and evaluated to allow access to 2nd Street from Oregon Hill without having to cross Belvidere Street
- The curb lanes are peak hour travel lanes

Corridor Length: 1.1 Miles
11. MOSBY/MARSHALL/BROAD/GOVERNMENT FROM LEIGH STREET TO CITY LINE (SHEET 1 OF 2)

Oppotunities and Challenges

- The corridor has existing sharrows
- Connection to Chimborazo Park
- Important corridor for Martin Luther King Jr Middle School, Bellevue Elementary School, George Mason Elementary School, and Chimborazo Elementary School

Cross section between N. 26th Street and Chimborazo Boulevard
2 Lanes with curb parking

Corridor Length: 2.7 Miles
11. MOSBY/MARSHALL/BROAD/GOVERNMENT FROM LEIGH STREET TO CITY LINE (SHEET 2 OF 2)

Cross section between Jennie Scher Road and Carlisle Ave
4 Lane road

Corridor Length: 2.7 Miles
**OPPORTUNITIES AND CHALLENGES**

- Connection to Westover Hills Elementary School and George Wythe High School
- Connects to multiple area parks and the Boulevard Bridge
- Wide outside lane has adequate width for a bicycle facility; however, removal of parking will need to be considered
- Roadway access points increase as you approach Forest Hill Ave

**Cross section between Deveonshire Road to Reedy Avenue**
- 4 Lanes with curb parking and raised median

**Corridor Length:** 2.7 Miles
12. BELT BOULEVARD FROM BRIDGE TO BROAD ROCK BOULEVARD (SHEET 2 OF 2)

Cross section between Jennie Scher Road and Carlisle Ave

4 Lane road

Corridor Length: 2.7 Miles
13. FOREST HILL AVENUE FROM WESTOVER HILLS BOULEVARD TO BAINBRIDGE STREET

**Corridor Inventory**

**Cross section between Forest Hill Park and Westover Hills**

- **2 Lanes with curb parking**

**OPPORTUNITIES AND CHALLENGES**

- Connects to Forest Hill Park
- Parking utilization is minimal; however, residents have expressed the desire to maintain current parking
- A Complete Street redesign would increase safety and awareness along the corridor

**Corridor Length: 1.5 Miles**
14. BROAD ROCK BOULEVARD FROM FOREST HILL AVENUE TO BELT BOULEVARD

**OPPORTUNITIES AND CHALLENGES**

- Existing bike lanes on the southern end of corridor
- Most of the corridor has sharrows and inadequate width to include bike lanes (from Maguire Hospital southward)
- Connection to Hunter Holmes McGuire VA Medical Center

**Corridor Length: 1.2 Miles**
OPPORTUNITIES AND CHALLENGES

- Parking lane width is too narrow (approximately 6 ft) and parked cars often illegally park on the curb
- Parking utilization is minimal
- Off-street parking is available for most houses
- The corridor is a critical connection to the Manchester bridge
16. COWARDIN AVENUE BETWEEN SEMMES AVENUE & ROBERT E. LEE MEMORIAL BRIDGE

OPPORTUNITIES AND CHALLENGES

- The corridor is an important connection across the James River into downtown
- Opportunity for bicycle facility along wide shoulder
- Difficult navigation onto bridge from Cowardin Ave due to northbound ramp conflict

Corridor Inventory | E-23
OPPORTUNITIES AND CHALLENGES

- The corridor has sharrows and is designated as US Bike Route 1
- The Buttermilk and Reedy Creek Trails run north of Riverside Drive. A formalized connection or rerouting through the trails will need to be explored further
- Connection to Canoe Run Park and James River Park System
17. RIVERSIDE DRIVE FROM WESTOVER HILLS BOULEVARD TO W. 29TH STREET (SHEET 2 OF 2)

Cross section between 43rd Street and W. 29th Street
2 Lane road

Corridor Length: 2.7 Miles