Proposed Bike Lanes for Summer 2021 – Summer 2022 Resurfacing Program

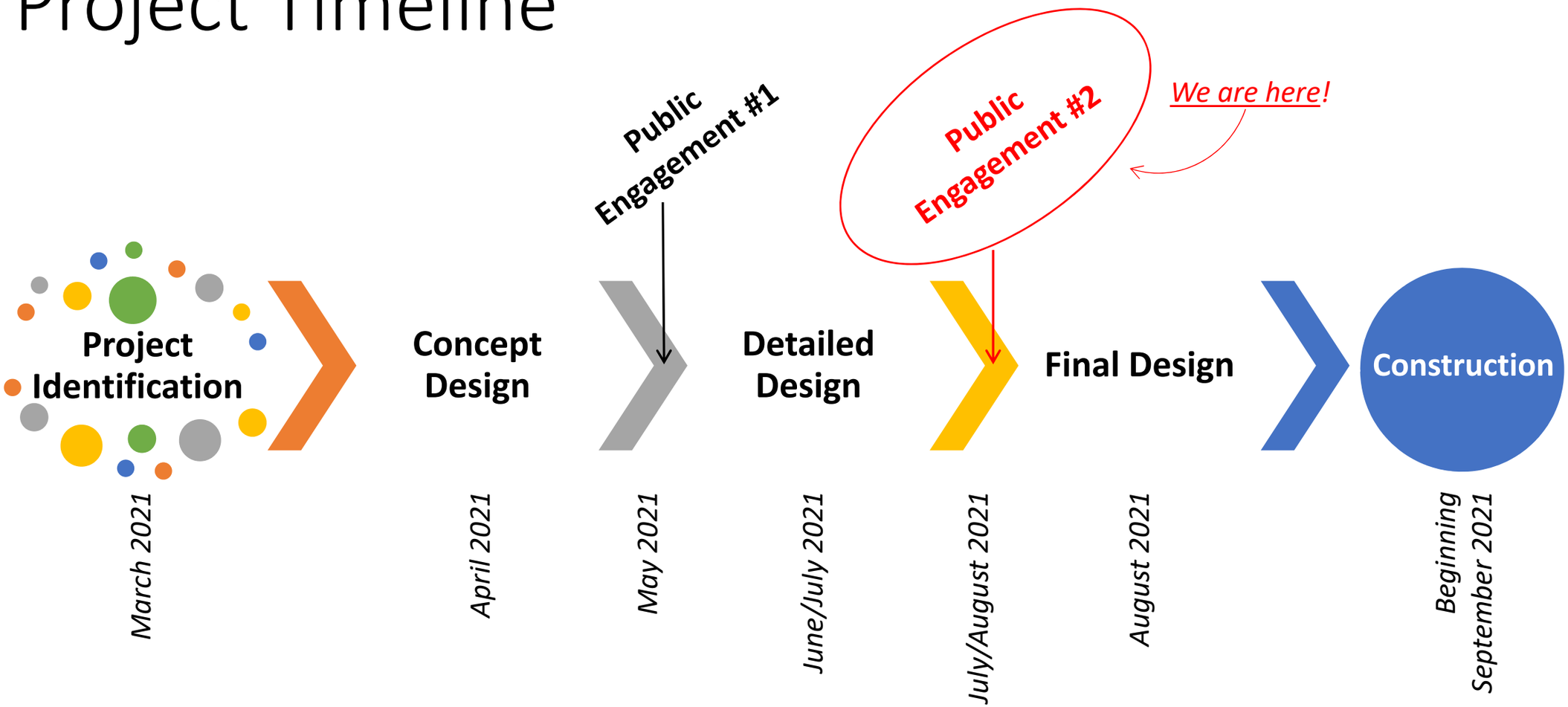
Virtual Public Engagement #2

July 25 – August 11, 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 summer 2021 through summer 2022
- The corridors were identified based on 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 to bike or scoot

Project Timeline



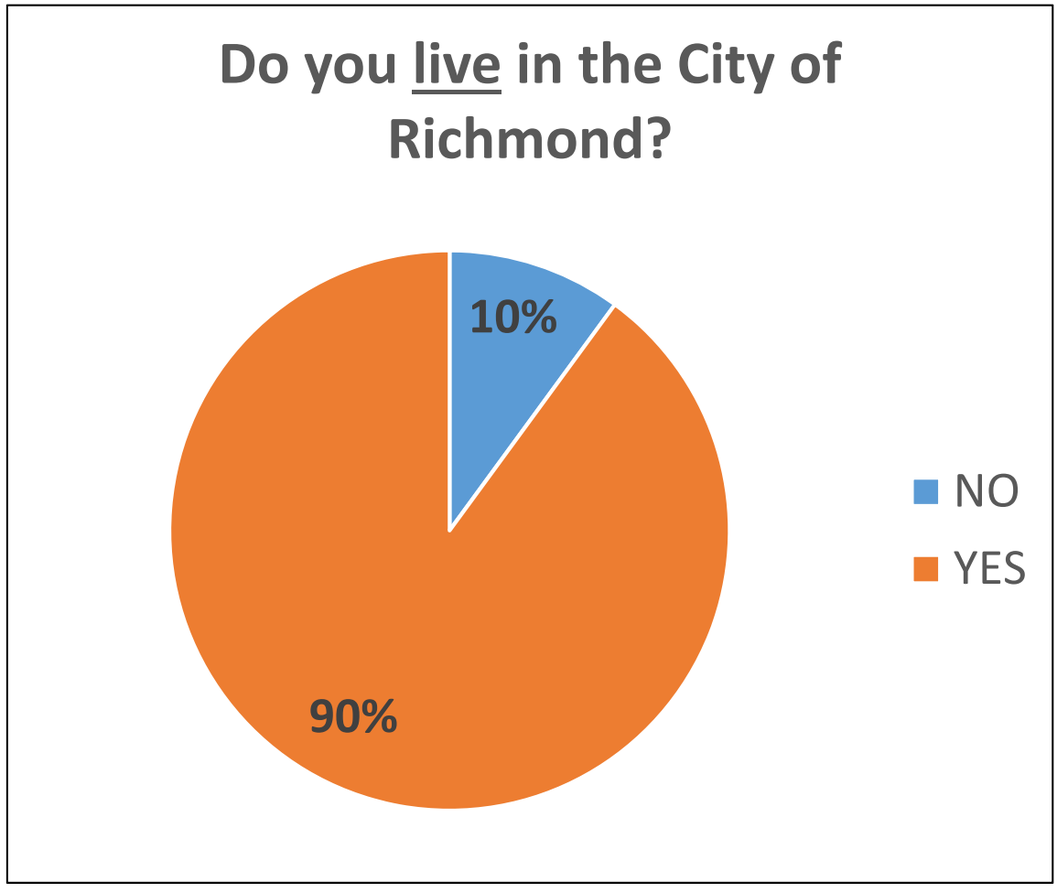
Proposed Corridors

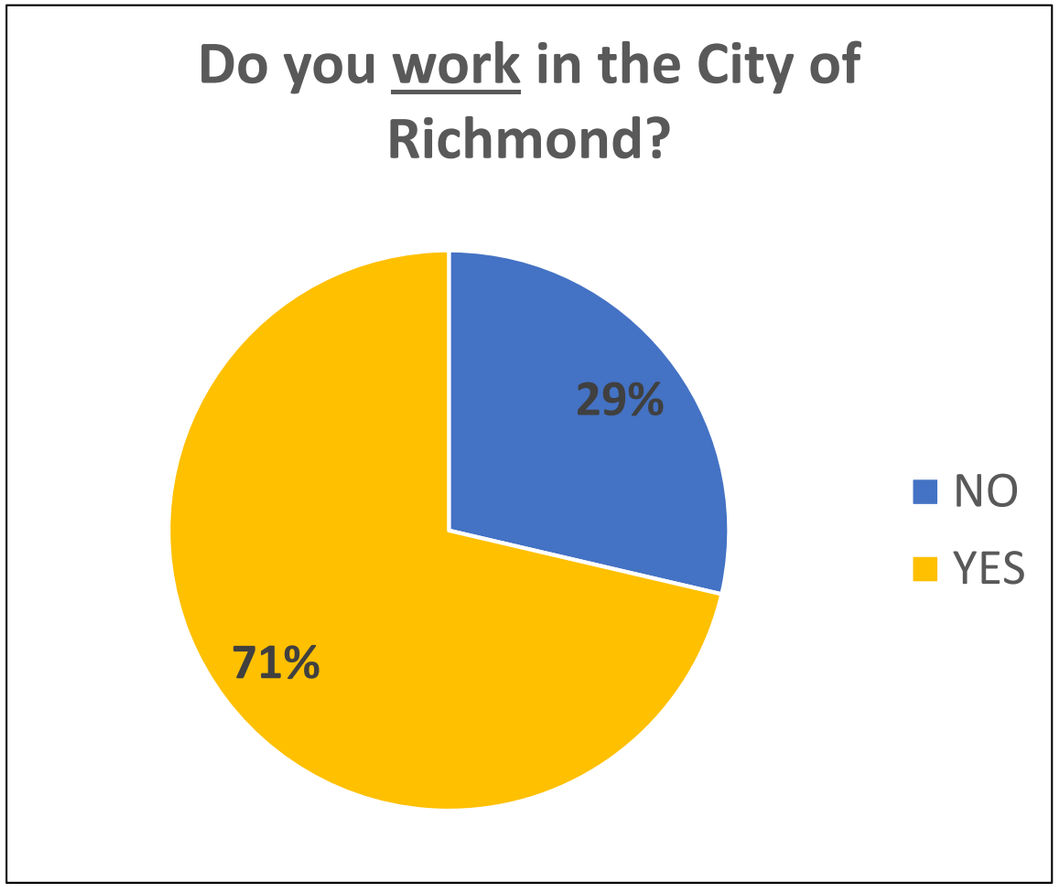
- Brookland Parkway, from Arthur Ashe Boulevard/Hermitage Road to Brook Road (0.8 miles)
- Colorado Avenue, from Hampton Street to Dance Street (0.9 miles)
- Grove Avenue, from Shadwell Road to Seneca Road (0.8 miles)
- Marshall Street, from 29th Street to 21st Street (0.5 miles)
- Walmsley Boulevard,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

Summary of Public Engagement #1

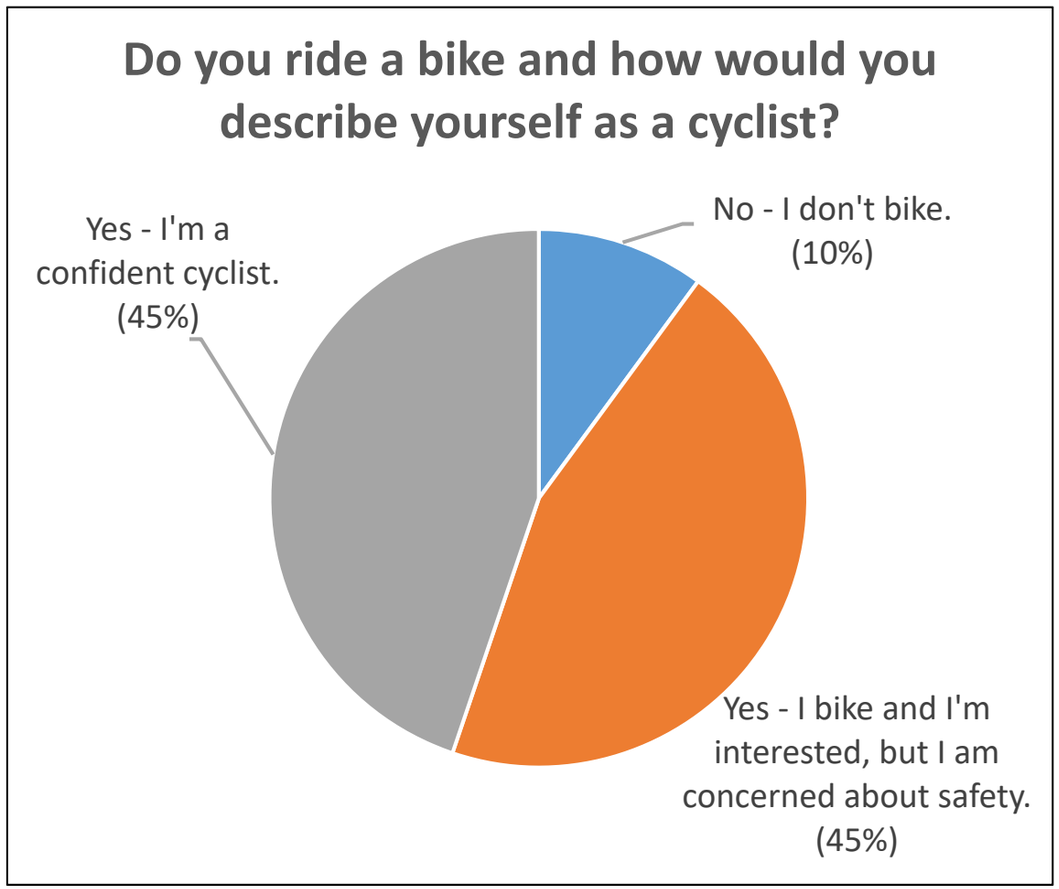
- The online survey ran from May 16 through May 30, 2021
- Concept designs were shown, including cross-section options for each section/corridor
- Respondents rated the options for each section/corridor from “Strongly Approve” to “Strongly Oppose”
- Over 1,100 responses recorded (**THANK YOU!**)
- Over 1,200 individual comments received

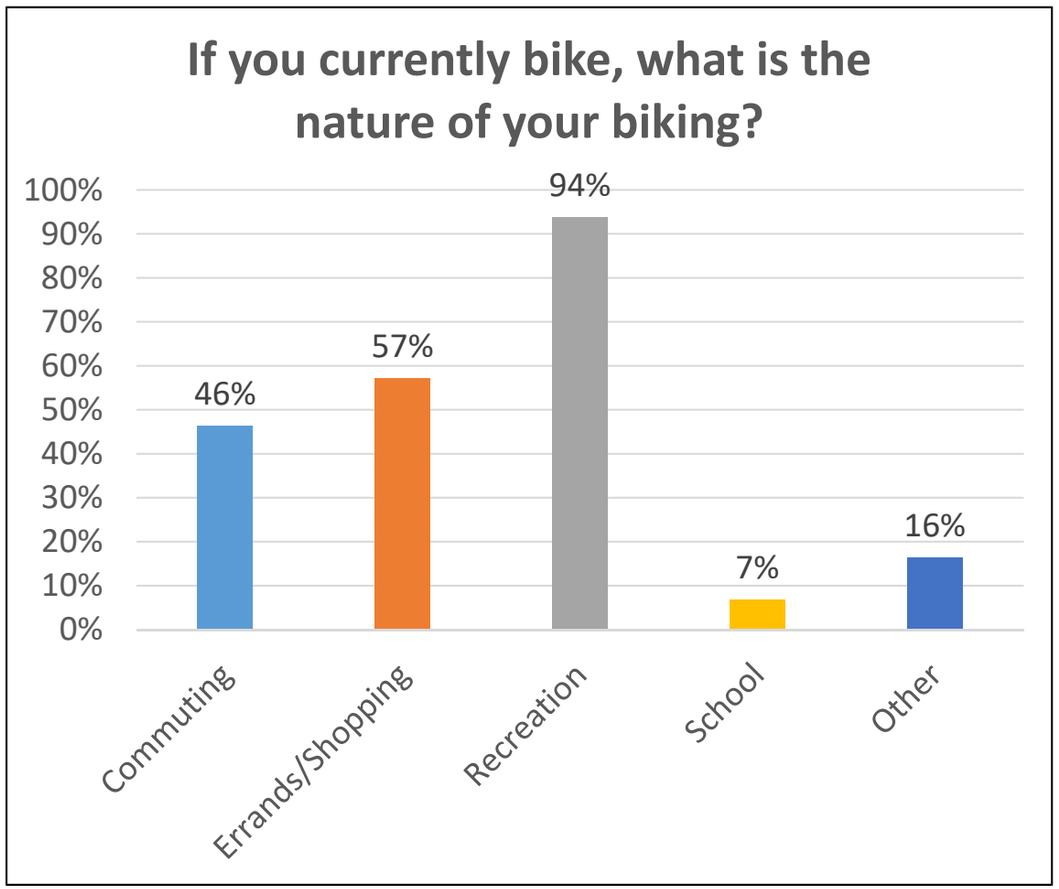
Summary of Public Engagement #1





Summary of Public Engagement #1





Public Engagement #2

- Fill out the survey to provide general feedback on each of the proposed projects.

  Link: https://www.surveymonkey.com/r/YHSG3SR

- Review and comment on the detailed designs. A summary of each corridor is provided in the following slides.

  Link: https://richmond.konveio.com/bikelanes

- Public comment period open:

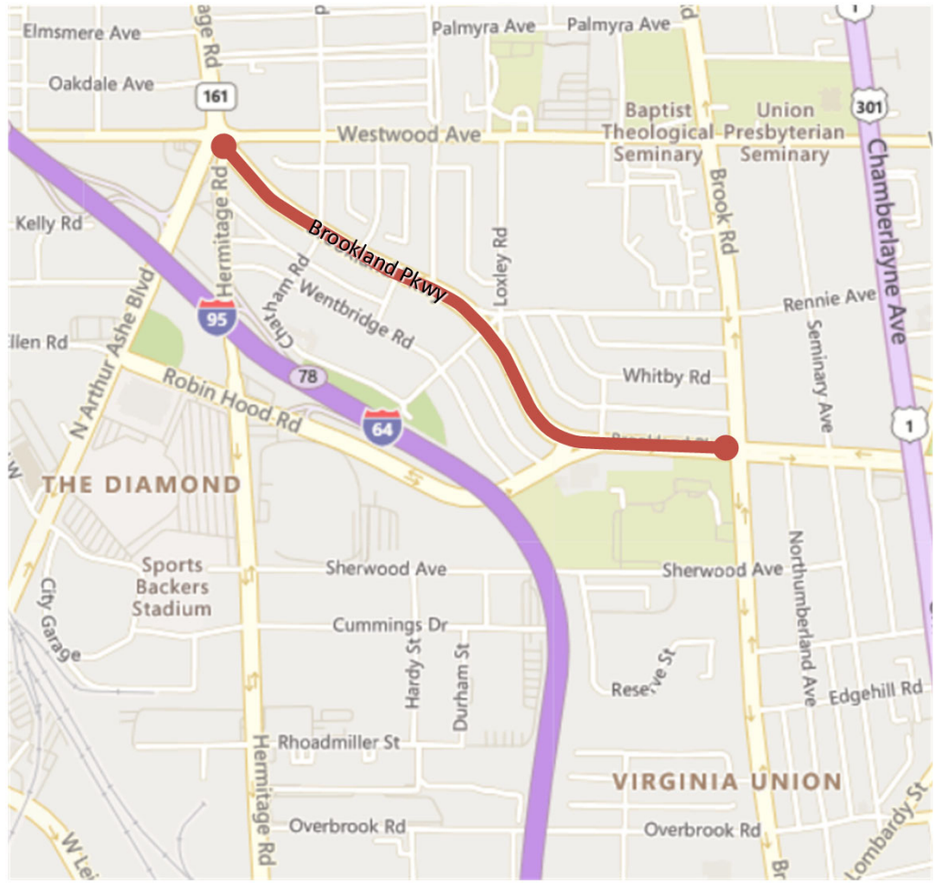
  Sunday, July 25 through Wednesday, August 11, 2021

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

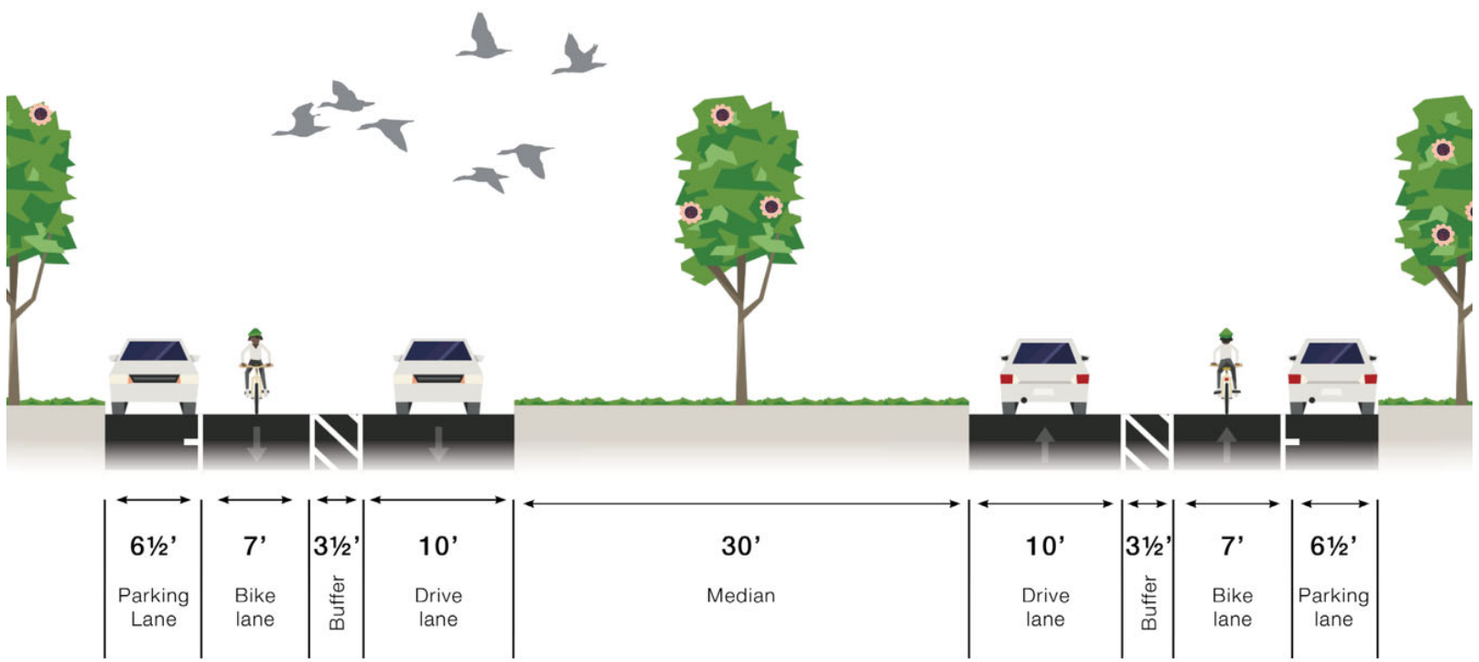


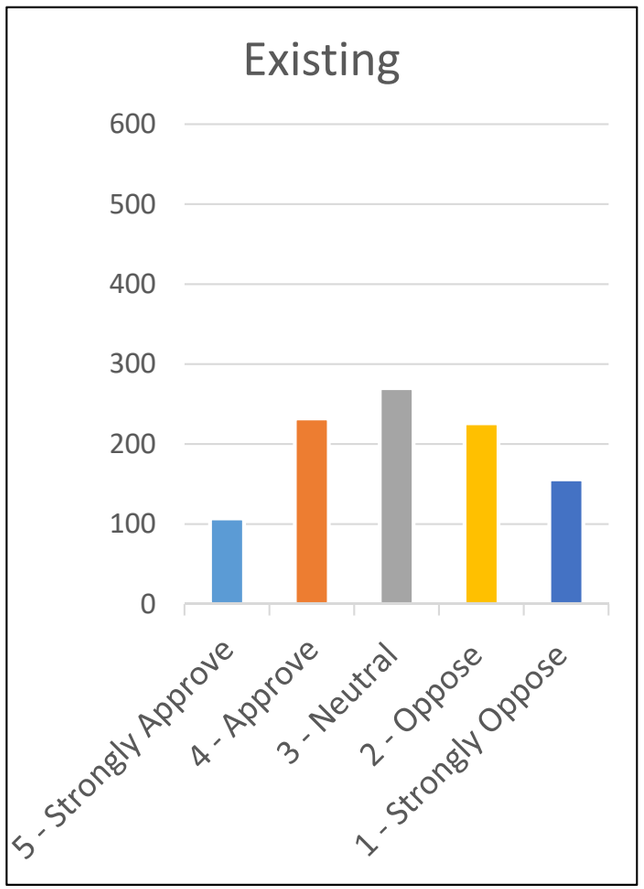
Brookland Parkway – May Survey Results

- Presented “Existing Conditions” + 2 Options
  1. Curbside parking-protected bike lanes
  2. Median-side buffered bike lanes with curbside parking
- Received over 1,000 responses and nearly 400 comments
- Comments included:
  - Concerns about speeding and use of the existing buffered bike lane to illegally pass on the right
  - Support for protected bike lanes, like those on nearby Brook Rd
  - Request for regular sweeping of bike lanes and for physical barrier between parked cars and curbside bike lanes

Brookland Parkway – May Survey Results

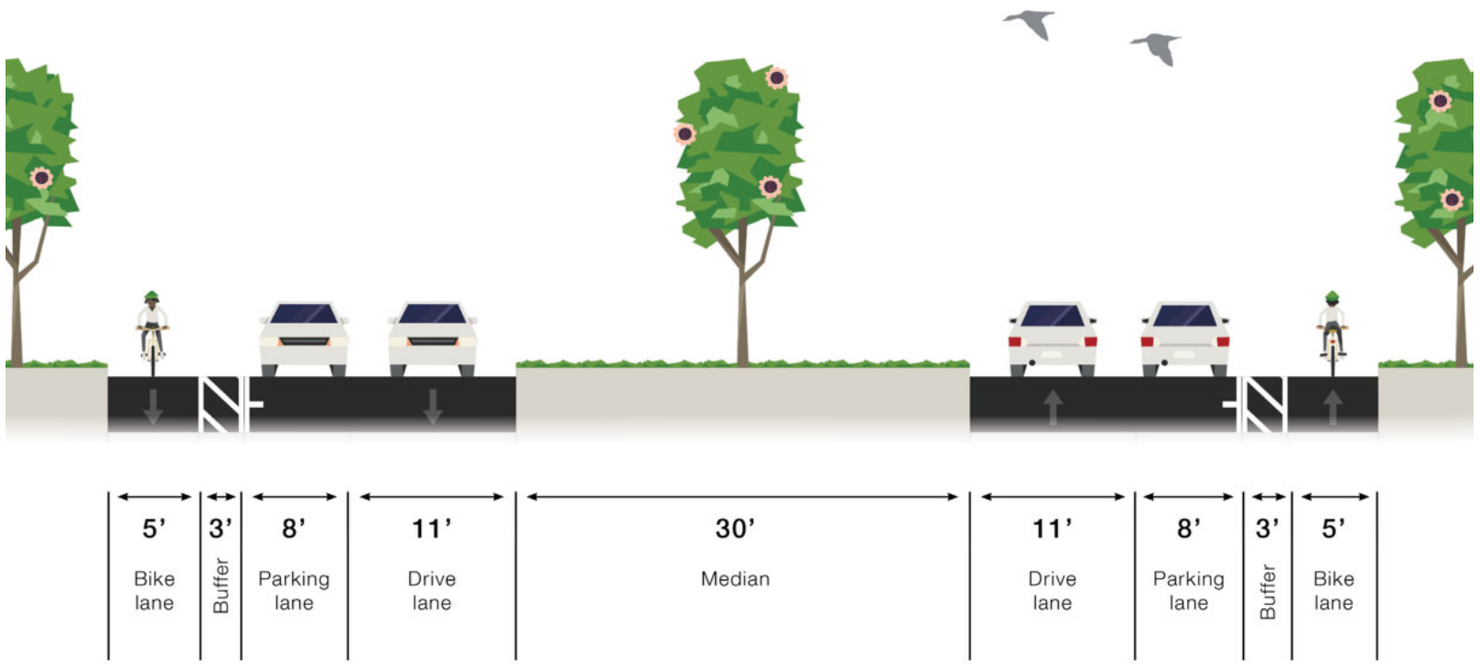
Existing Conditions

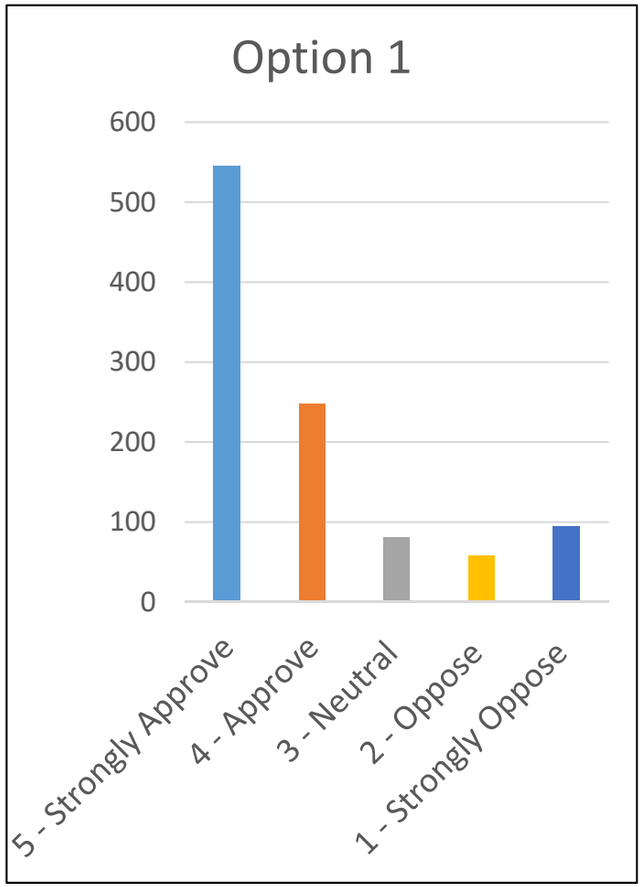




Brookland Parkway – May Survey Results

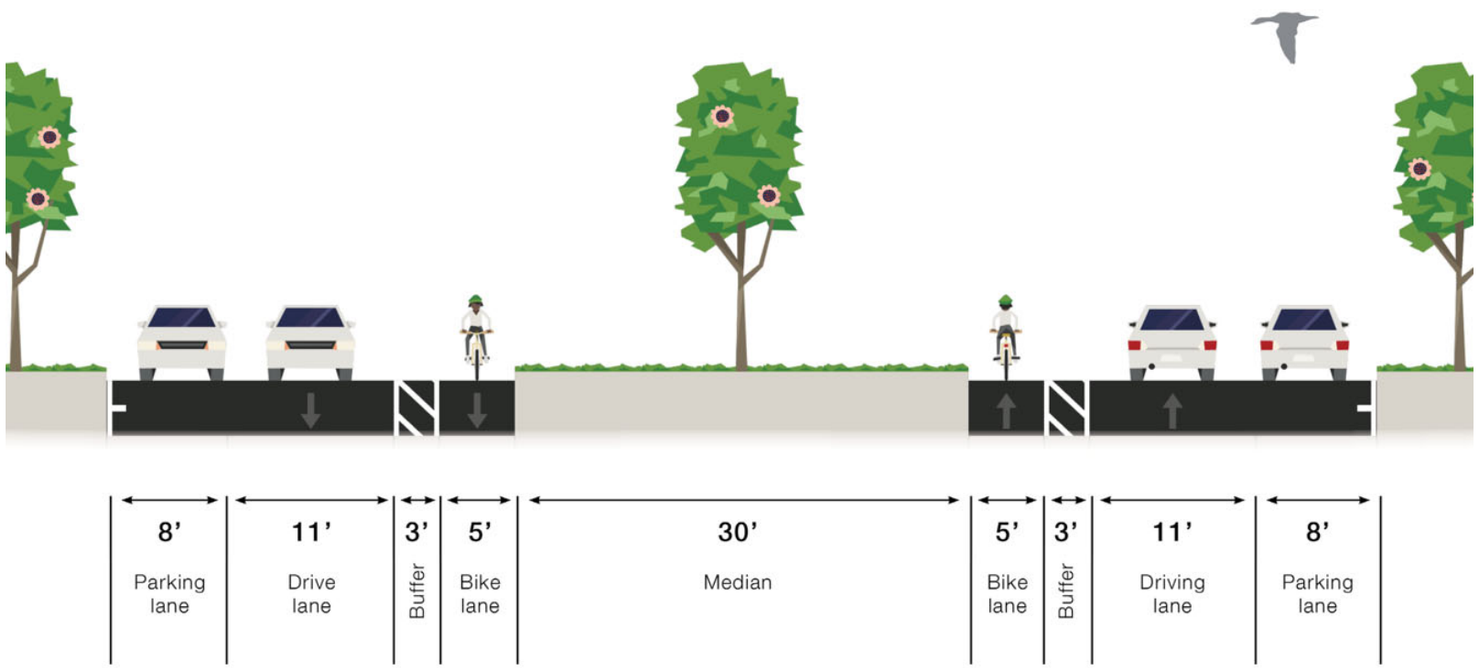
Option 1 – Parking-Protected Curbside Bike Lanes

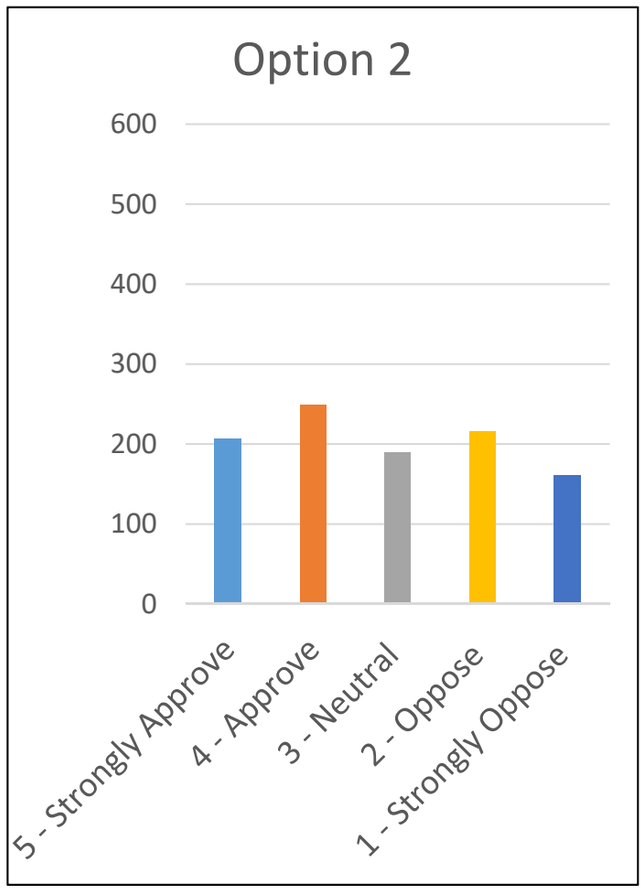




Brookland Parkway – May Survey Results

Option 2 – Median-Side Buffered Bike Lanes



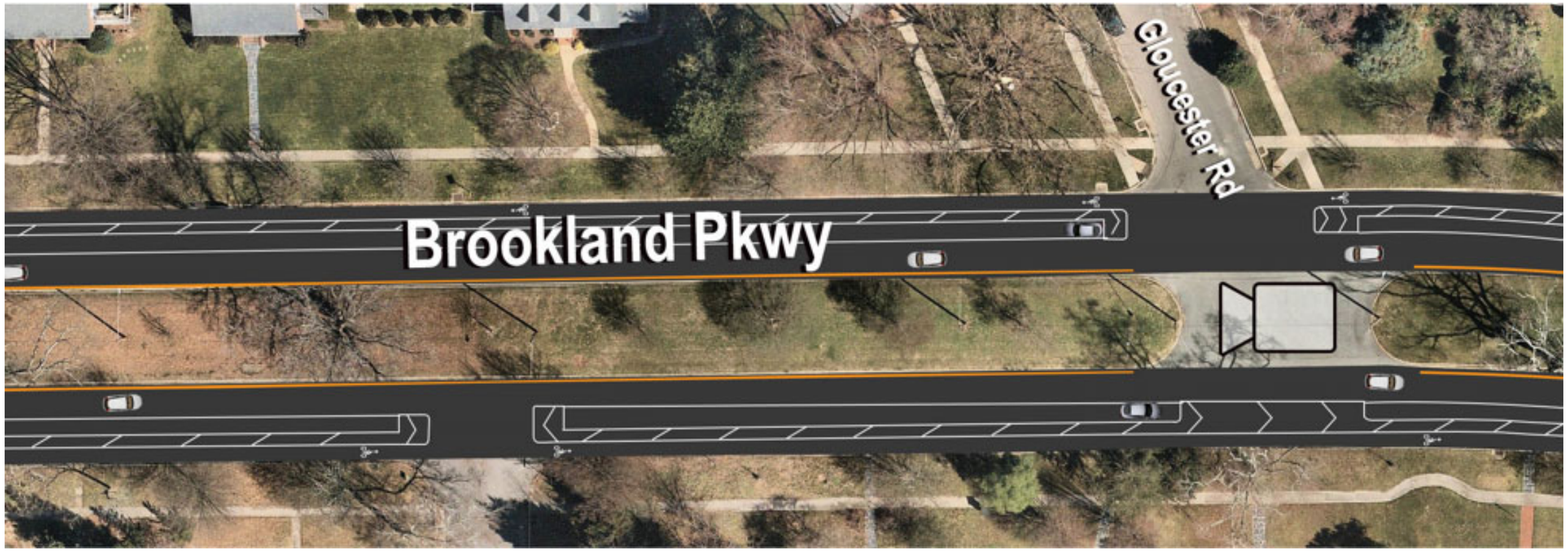


Brookland Parkway – Detailed Design

- Option 1 (Parking-Protected Curbside Bike Lanes) chosen as preferred alternative, including:
  - Addition of flexposts within the buffer, similar to what is provided on the nearby Brook Rd lanes
  - Evaluation of intersections at Rennie Ave/Loxley Rd and Robin Hood Rd

Brookland Parkway – Detailed Design

Brookland Parkway – Detailed Design

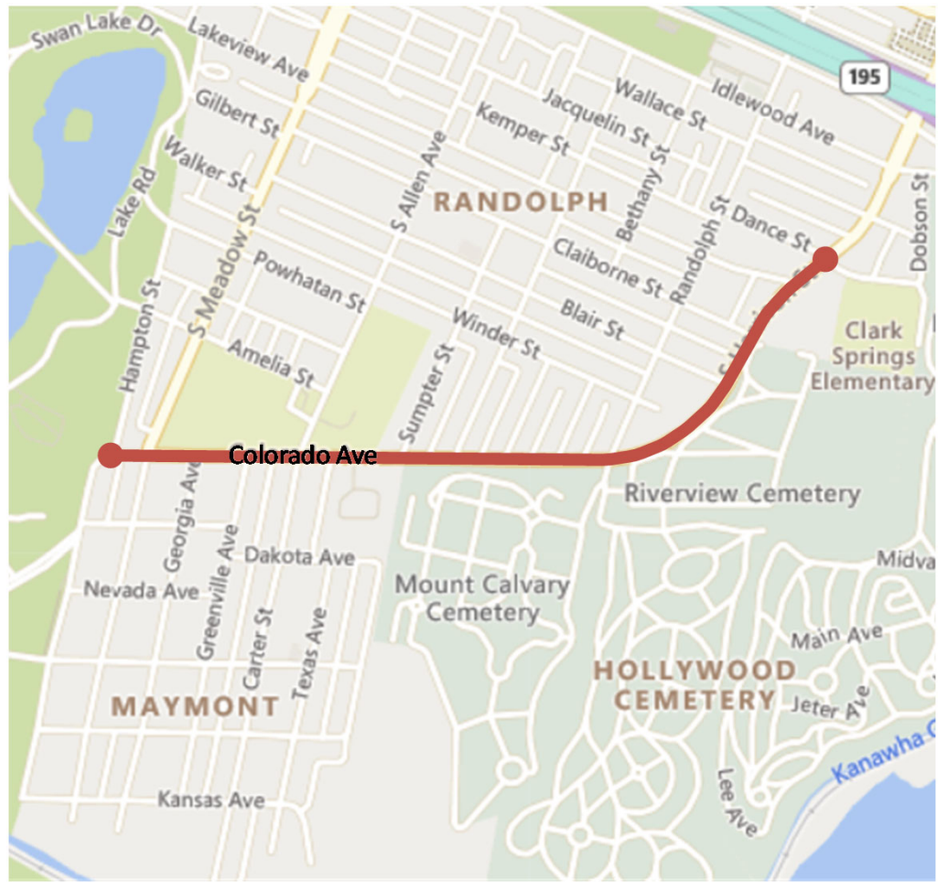


Colorado Avenue – Project Overview

Limits: Hampton Street to Dance Street

Length: 0.9 miles

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

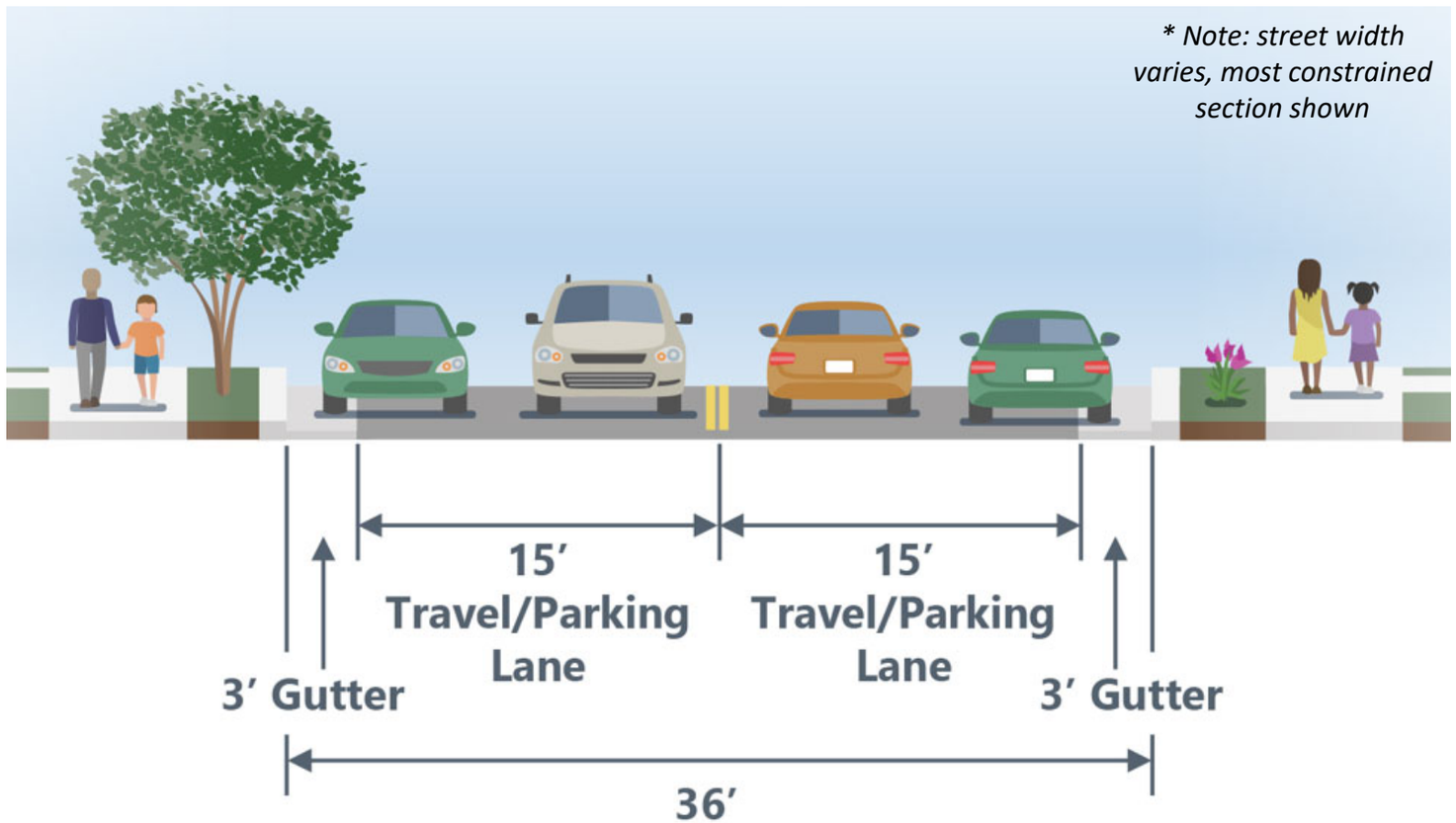


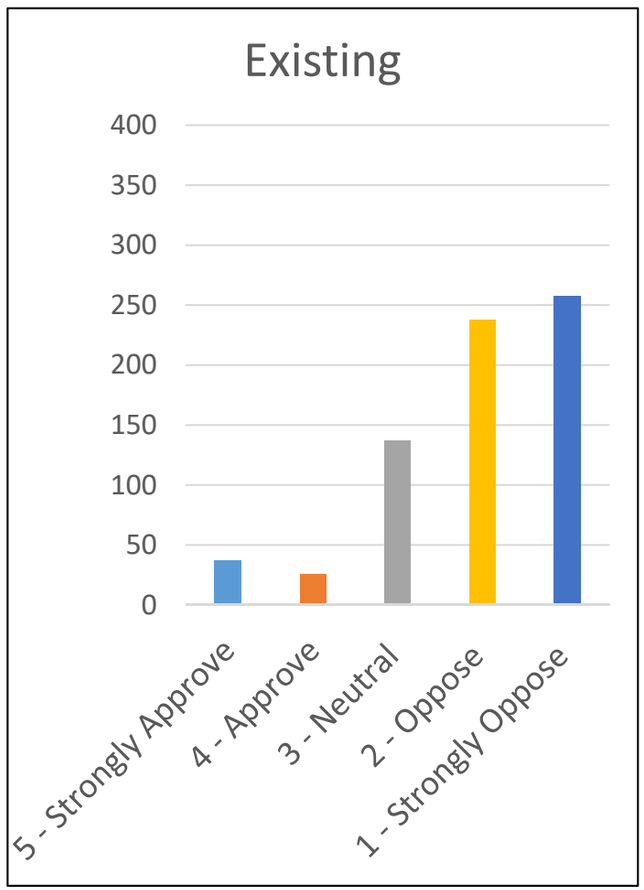
Colorado Avenue – May Survey Results

- Presented “Existing Conditions” + 3 Options
  1. Two-way cycletrack on 1 side with no on-street parking
  2. One-way buffered bike lanes (both directions) with no on-street parking
  3. One-way buffered bike lane on 1 side with parking on opposite side
- Received over 700 responses and nearly 200 comments
- Comments included:
  - Concerns about existing travel speeds
  - Support for proposed facility to connect nearby schools and parks
  - Request for physical barrier between the bike lane and adjacent travel lane

Colorado Avenue – May Survey Results

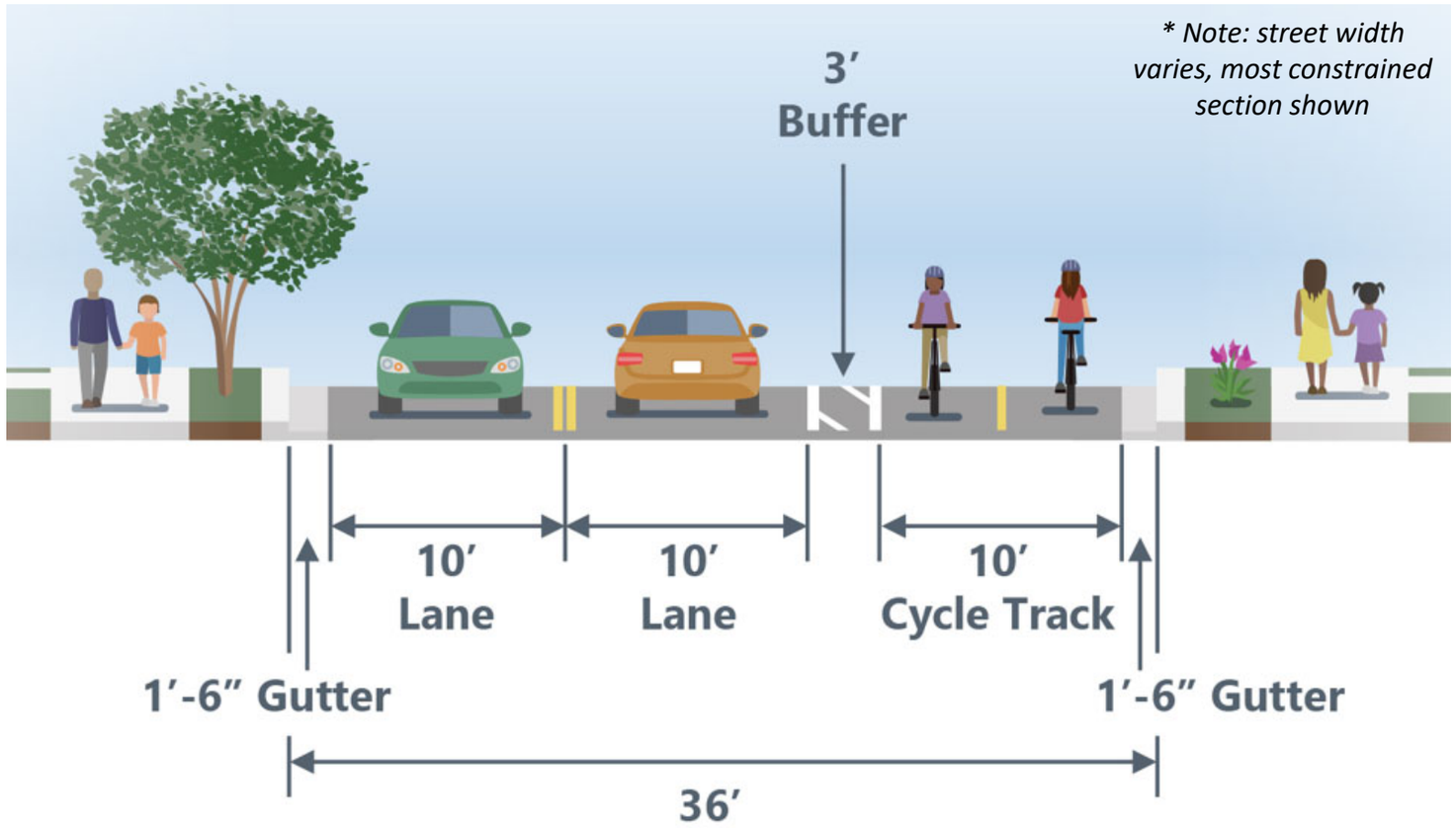
Existing Conditions

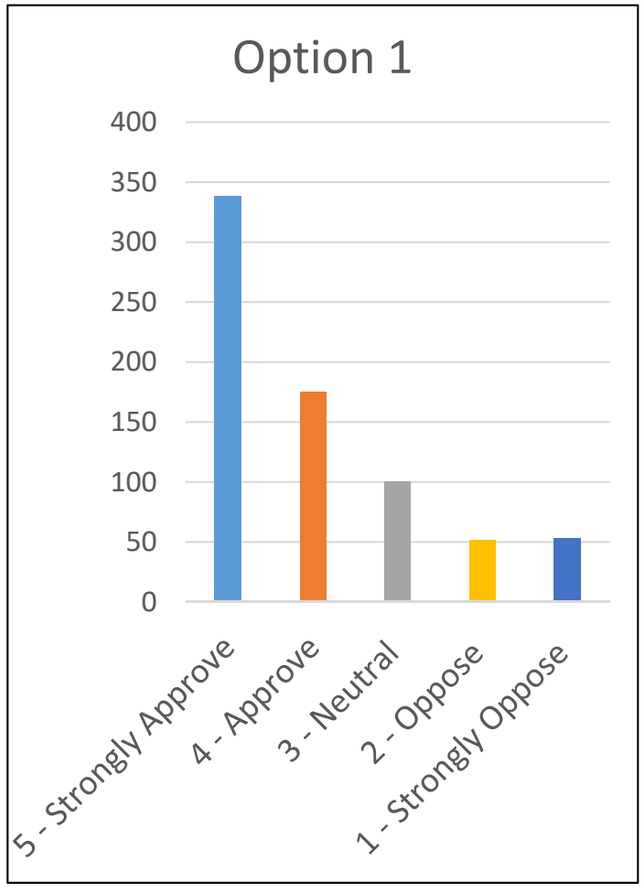




Colorado Avenue – May Survey Results

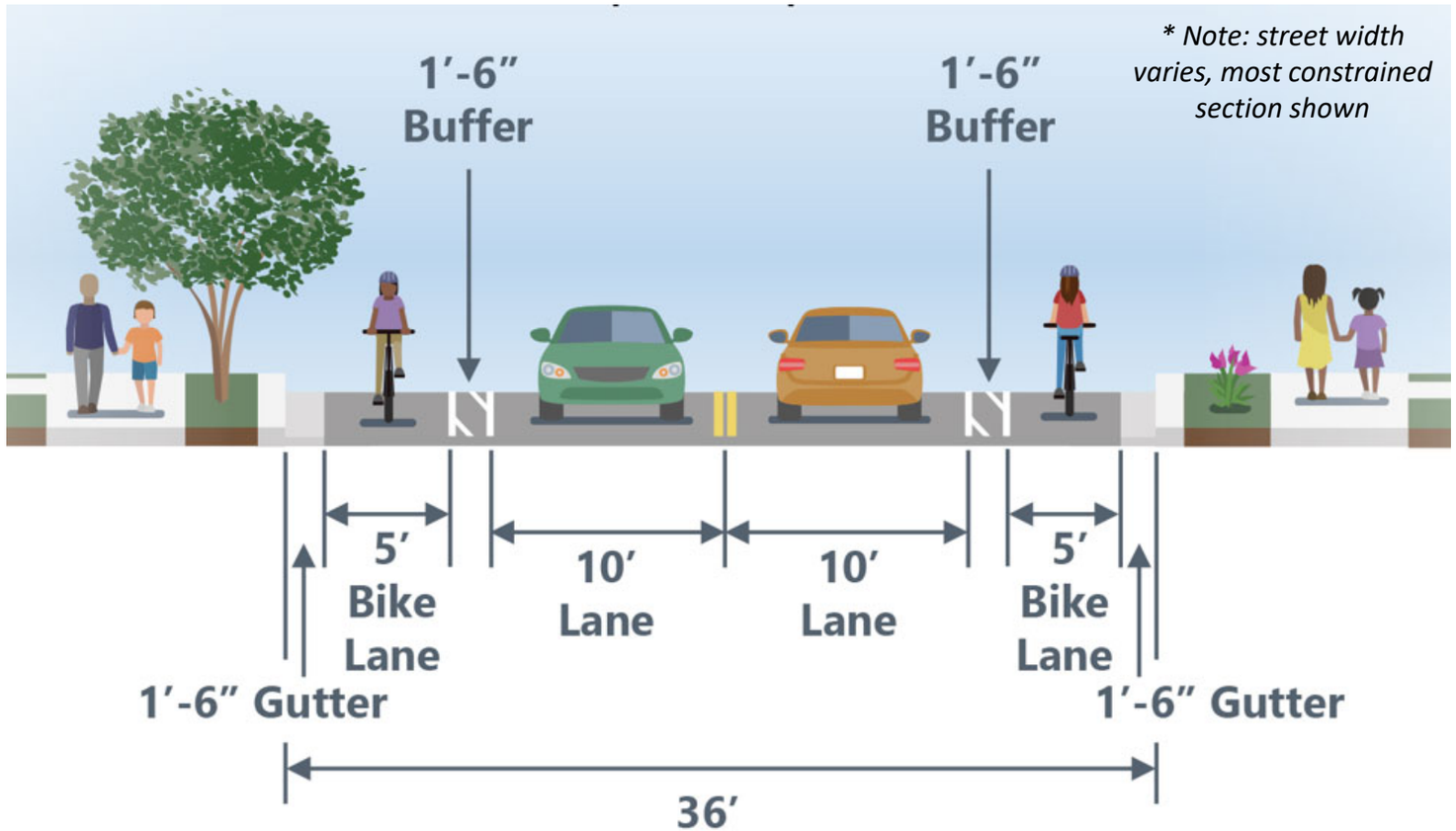
Option 1 – Two-Way Cycletrack on 1 Side

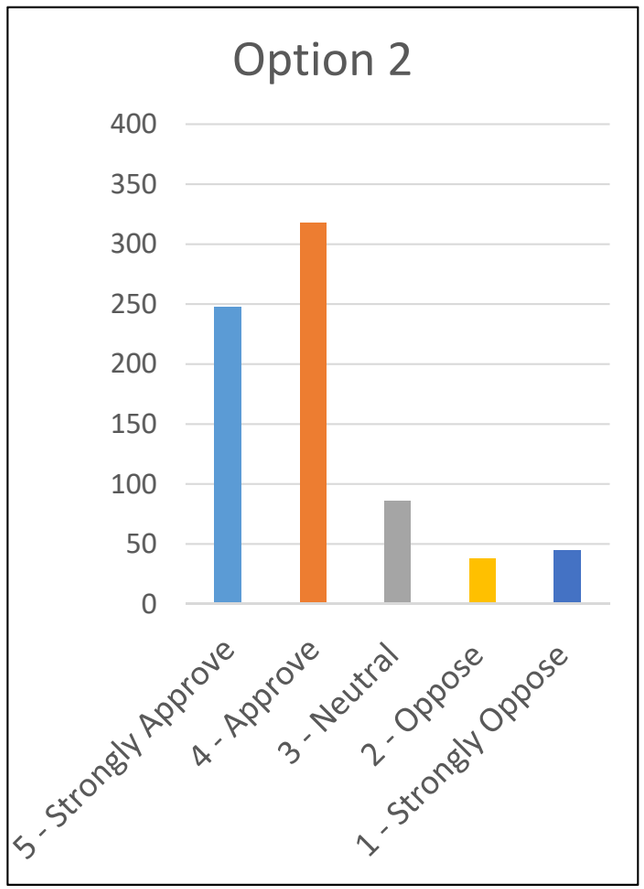




Colorado Avenue – May Survey Results

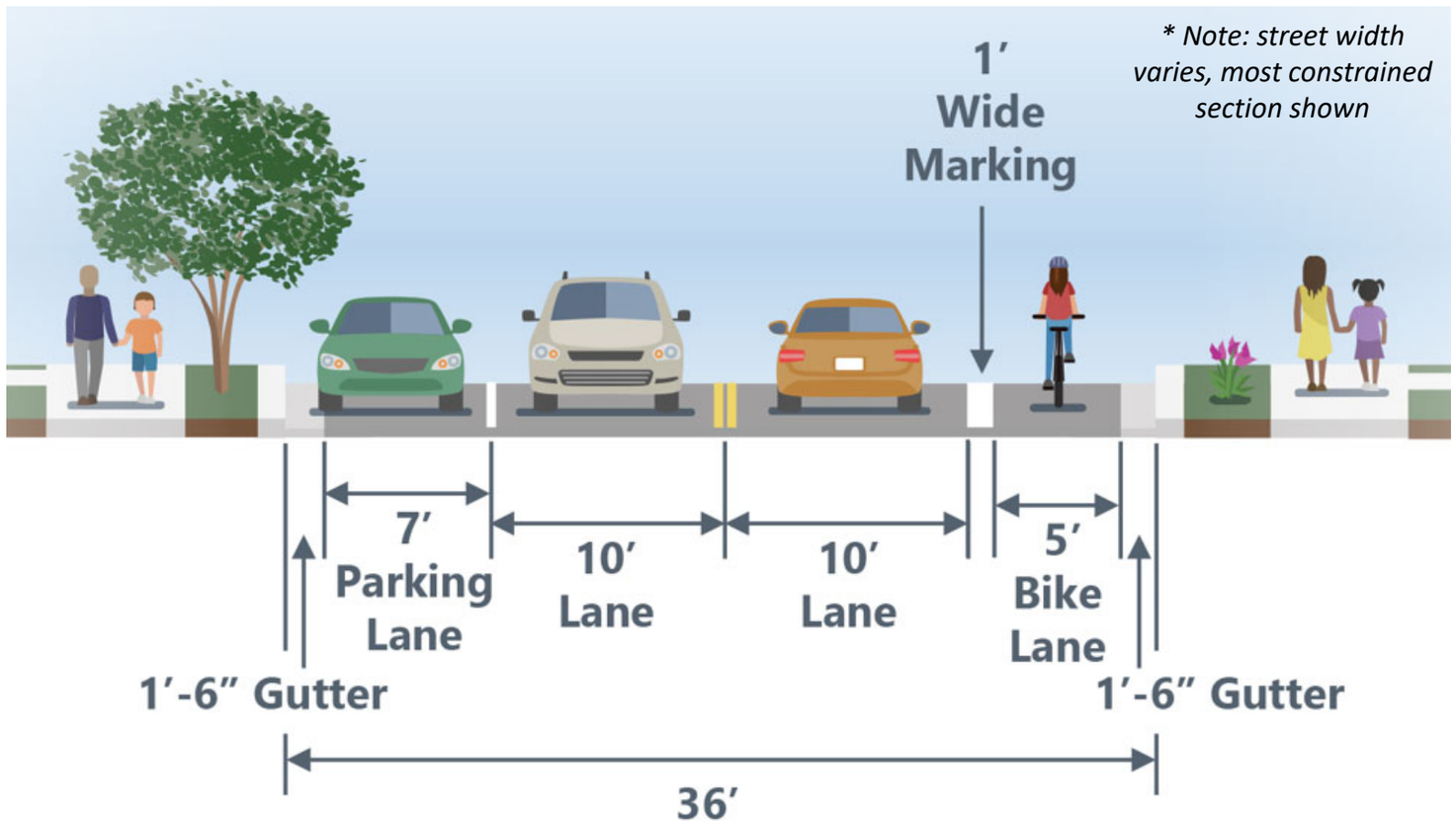
Option 2 – One-Way Buffered Bike Lanes on Each Side

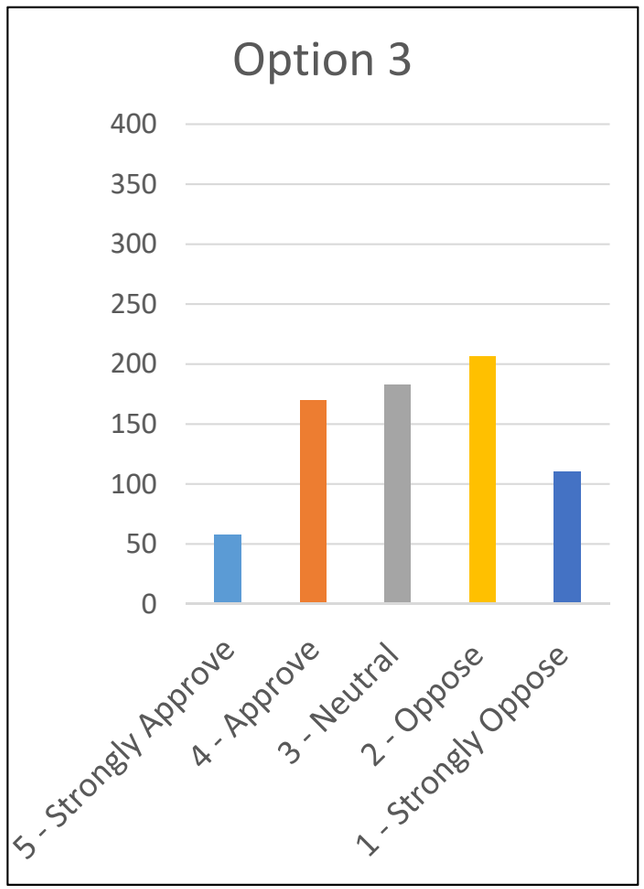




Colorado Avenue – May Survey Results

Option 3 – One-Way Buffered Bike Lane on 1 Side with Parking



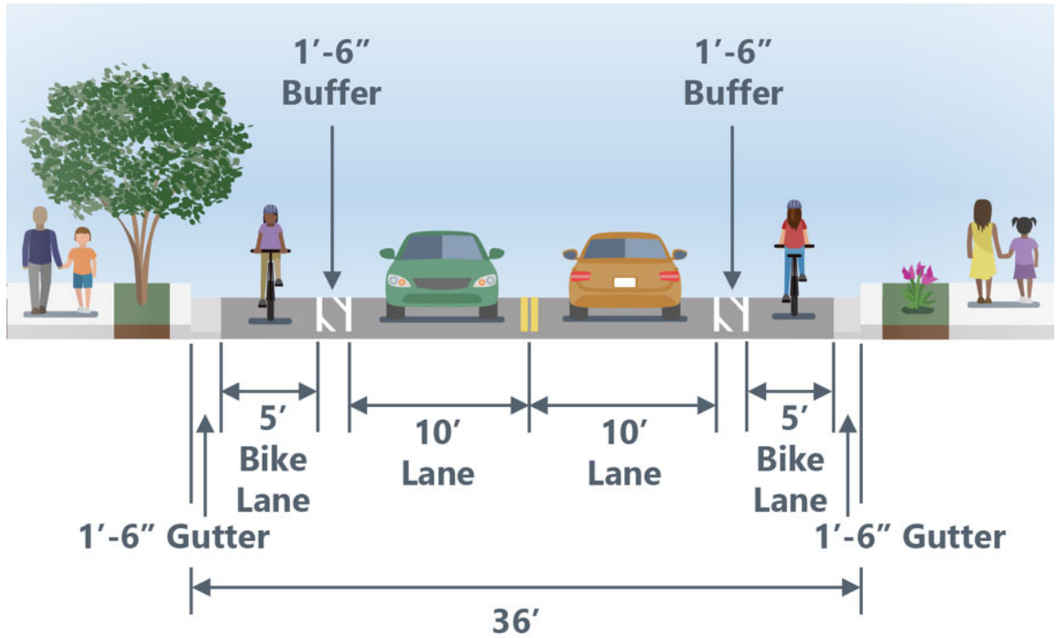


Colorado Avenue – Detailed Design

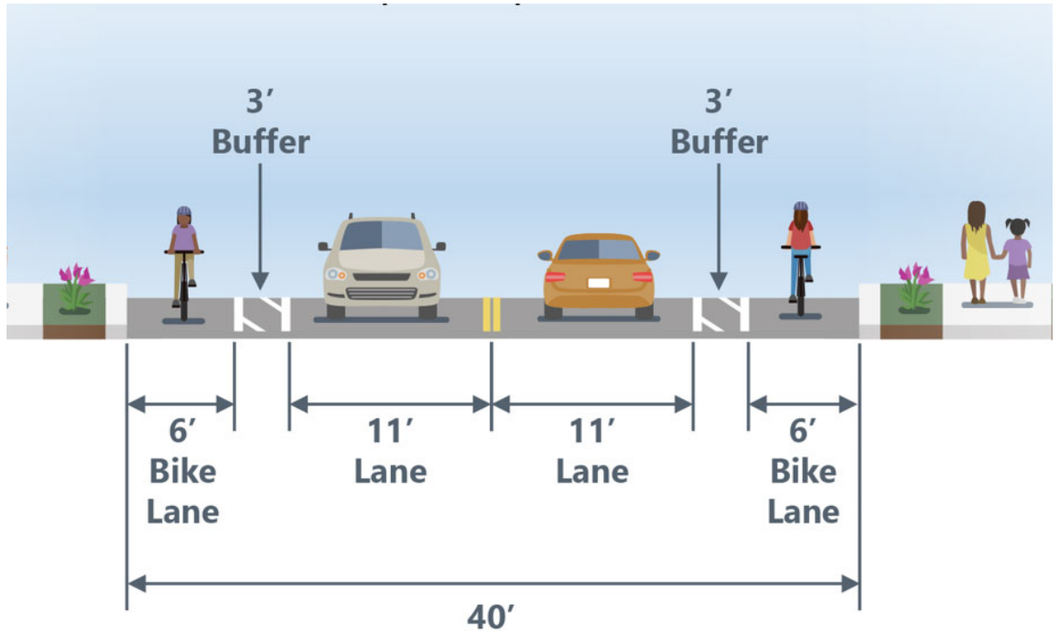
- Option 2 (One-Way Buffered Bike Lanes on Each Side) chosen as preferred alternative, including:
  - Addition of flexposts within the buffer, similar to other “protected” bike lane facilities in the City
  - Retention of 2 existing accessible parking spaces on 1700 block
- While Option 1 had high percentage of respondents strongly supporting, concerns over accommodating existing GRTC bus stops and turn conflicts at intersections with two-way cycletrack make Option 2 more favorable

Colorado Avenue – Detailed Design

From Hampton Street to Randolph Street



From Randolph Street to Dance Street



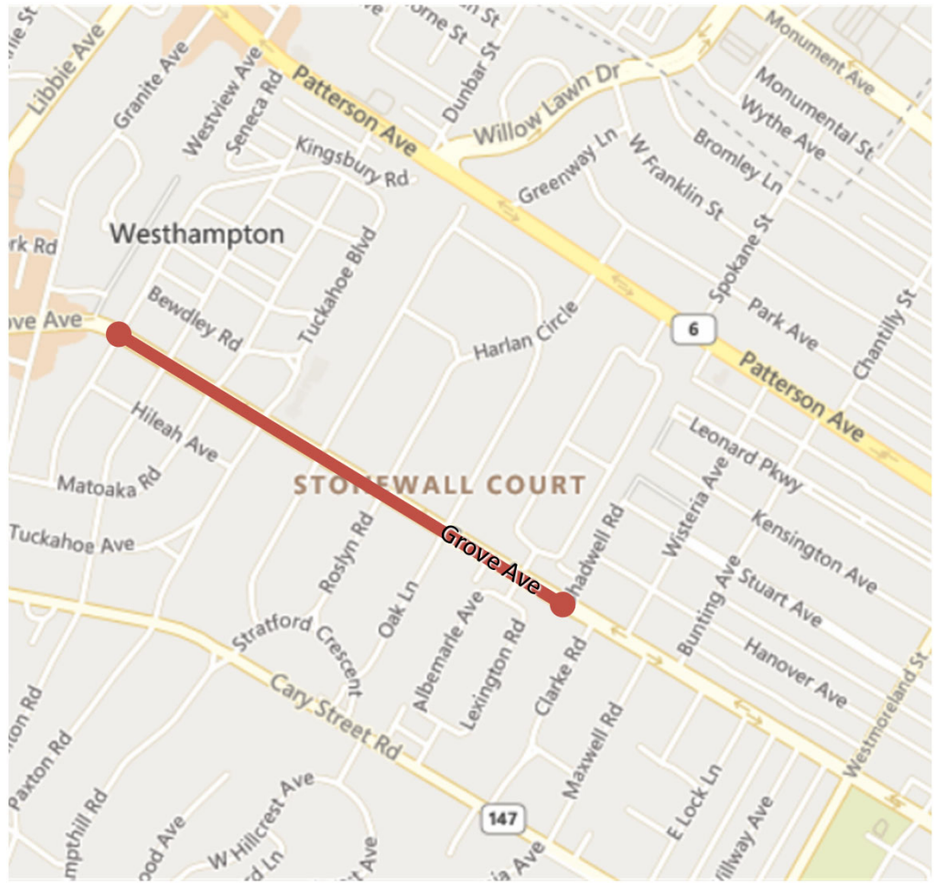
Colorado Avenue – Detailed Design

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

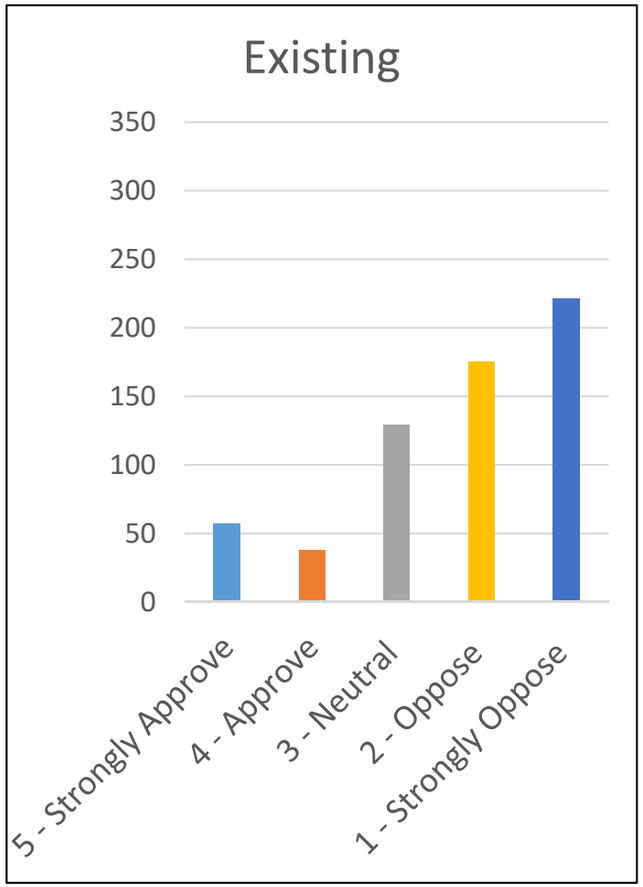


Grove Avenue – May Survey Results

- Presented “Existing Conditions” + 3 Options
  1. Buffered bike lanes in existing parking lane (parking removed)
  2. Curbside parking-protected bike lanes (1 travel lane in either direction removed, parking retained)
  3. Curbside buffered bike lanes with separate jog lane (1 travel lane in either direction and parking removed)
- Received nearly 650 responses and over 200 comments
- Comments included:
  - Concerns over existing speeds and congestion impacts of removing travel lane
  - Support for facility for use by existing cyclists and joggers

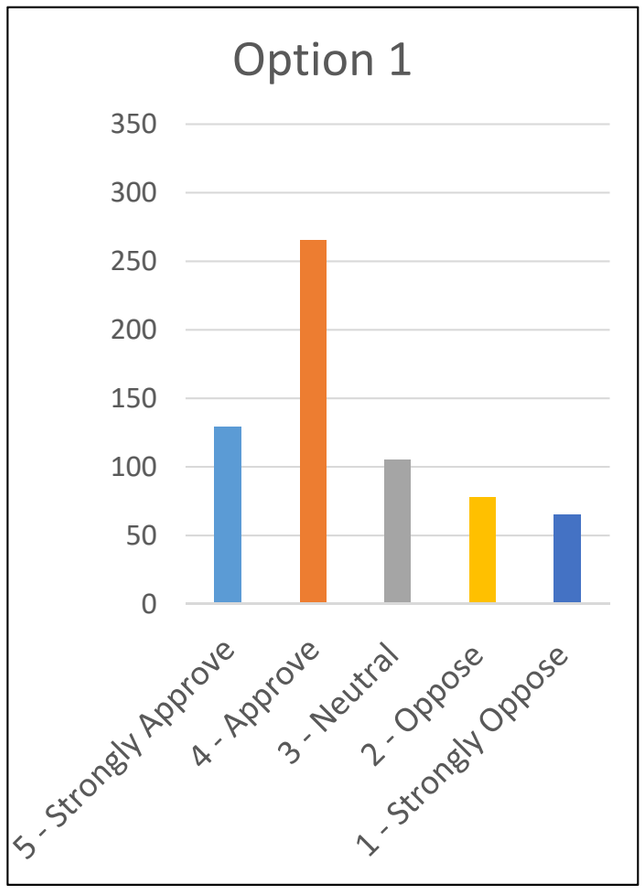
Grove Avenue – May Survey Results

Existing Conditions



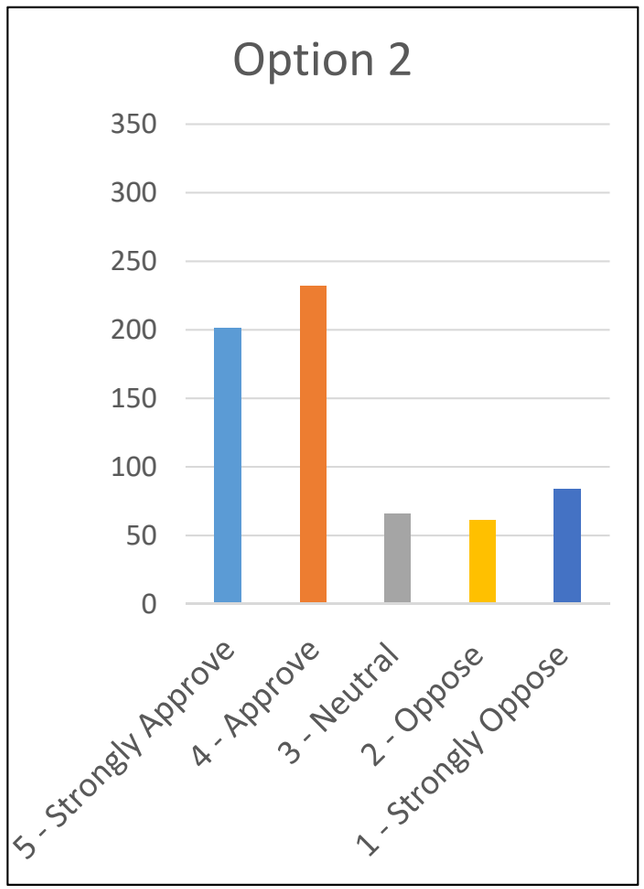
Grove Avenue – May Survey Results

Option 1 – Buffered Bike Lanes



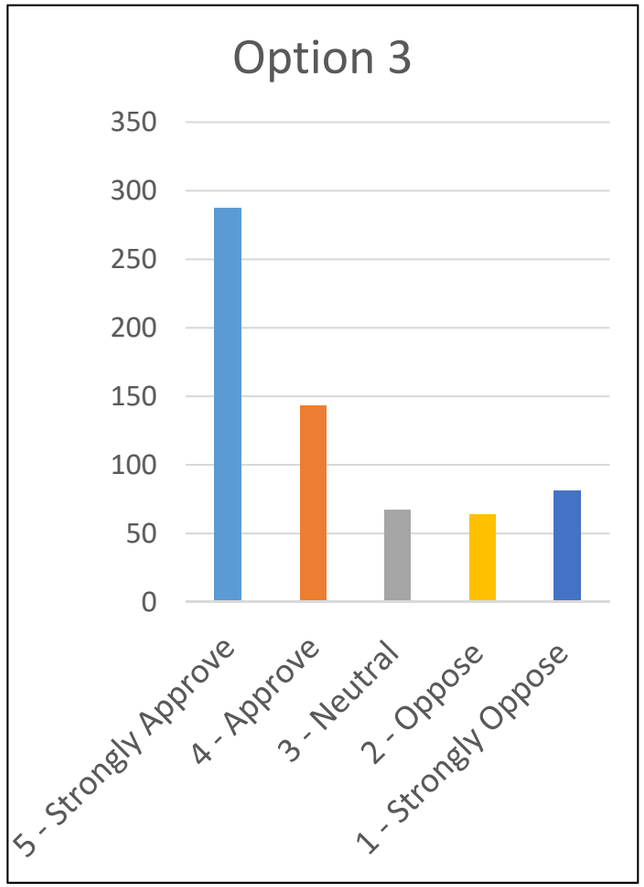
Grove Avenue – May Survey Results

Option 2 – Parking-Protected Bike Lanes



Grove Avenue – May Survey Results

Option 3 – Buffered Bike Lanes with Jog Lane



Grove Avenue – Detailed Design

- Option 1 (Buffered Bike Lanes) chosen as preferred alternative
- Feedback (strongly approve vs. approve) varied over the 3 options provided, but general support was expressed for the addition of bike facilities along the corridor
- Due to short project segment, decision was made to retain 2 travel lanes in either direction at this time
- While strong support for a separate “jog lane”, the width of proposed bike lane + buffer should provide enough room for joggers and cyclists

Grove Avenue – Detailed Design

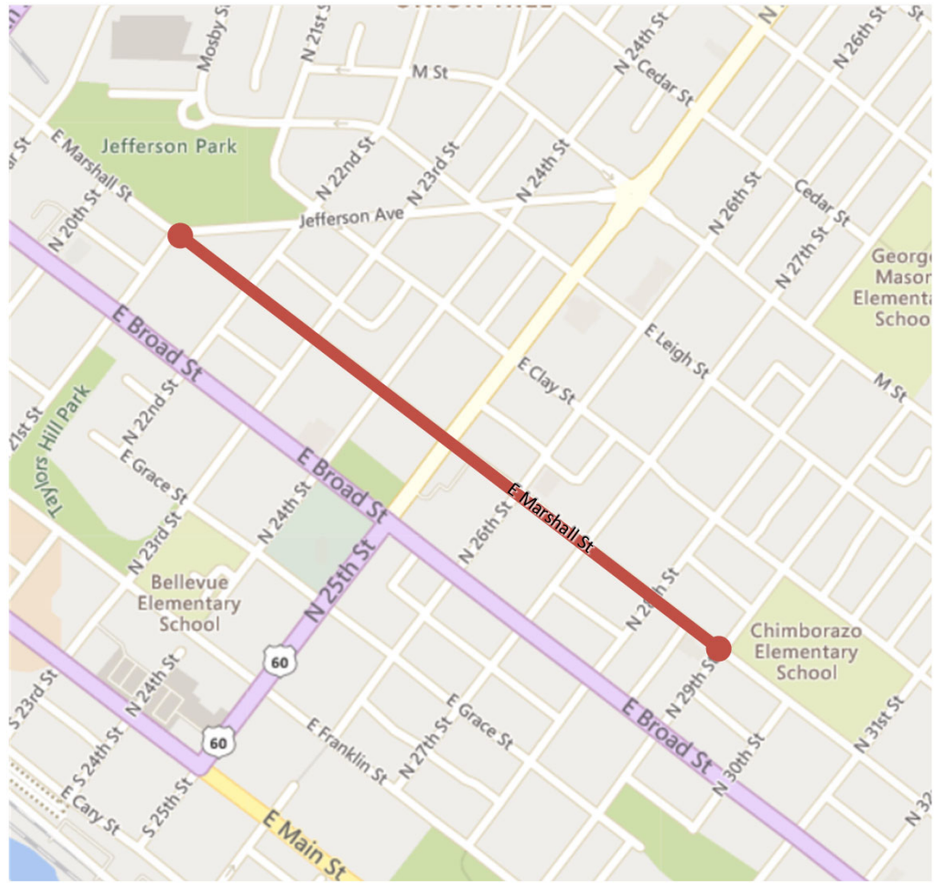
Grove Avenue – Detailed Design

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”

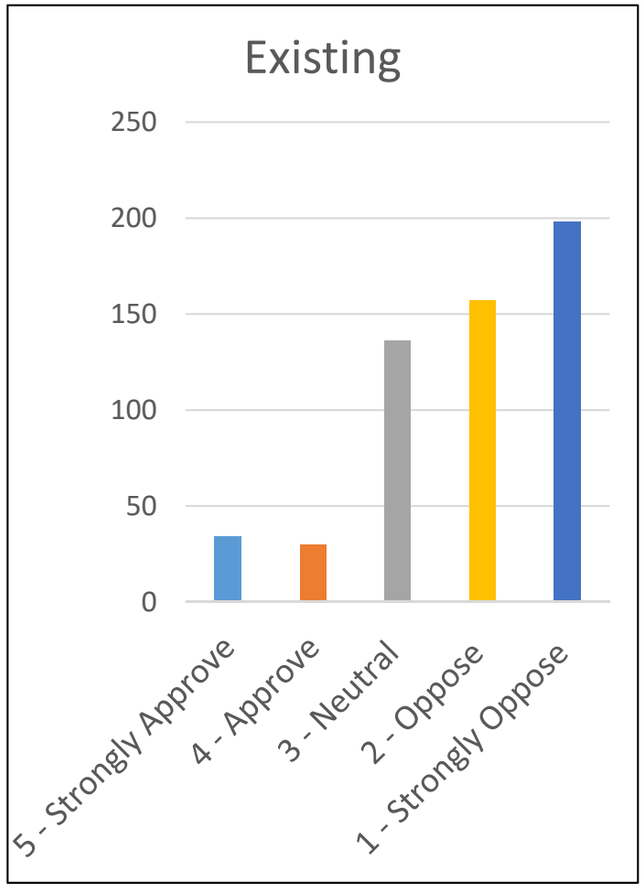


Marshall Street – May Survey Results

- Presented “Existing Conditions” + 2 Options
  1. Shared lane markings with addition of painted centerline
  2. Yield street with advisory bike lanes
- Received over 550 responses and nearly 200 comments
- Comments included:
  - Concerns about existing travel speeds
  - Concern that addition of centerline would cause people driving to closely pass those cycling
  - Interest in the “advisory bike lane” concept but concern over the application on this street only leading to confusion

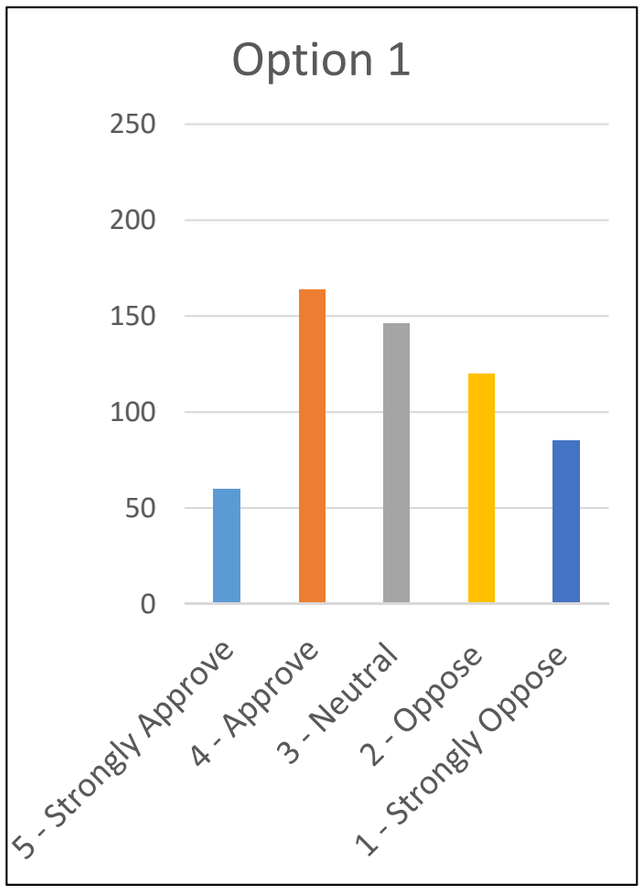
Marshall Street – May Survey Results

Existing Conditions



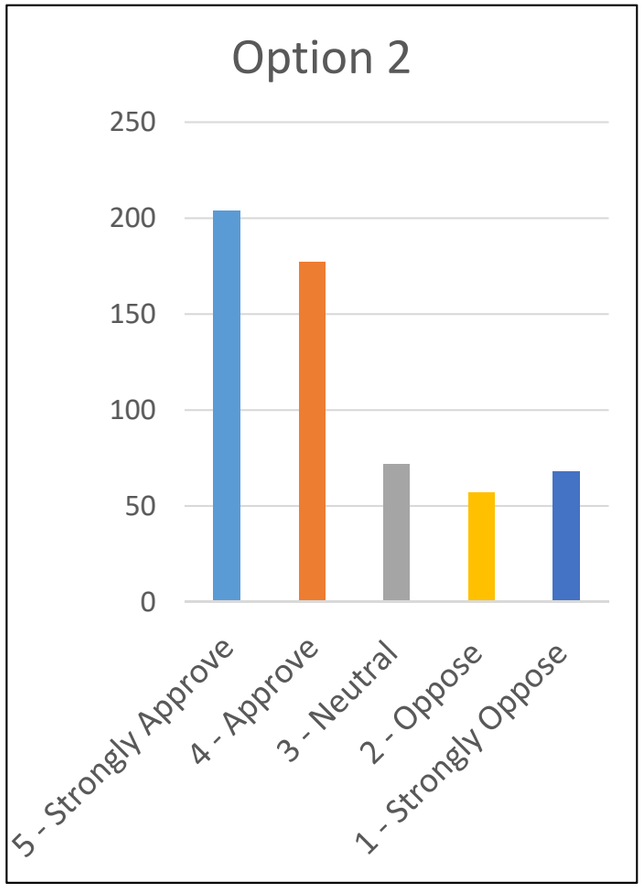
Marshall Street – May Survey Results

Option 1 – Shared Lane Markings with Centerline



Marshall Street – May Survey Results

Option 2 – Yield Street/Advisory Bike Lanes



Marshall Street – Detailed Design

- Modified Option 1 (Shared Lane Markings) chosen as preferred alternative, including:
  - No centerline added, except for short segments (20-ft) added at intersections to help calm traffic
  - Corner clearance markings to delineate existing on-street parking
  - Marked crosswalks at every intersection, including side streets
- While there was support for the “Advisory Bike Lane” concept, conflicts with existing bus service on a “Yield Street” make the concept infeasible at this time. Also a new type of facility should be Citywide application with robust education effort

Marshall Street – Detailed Design

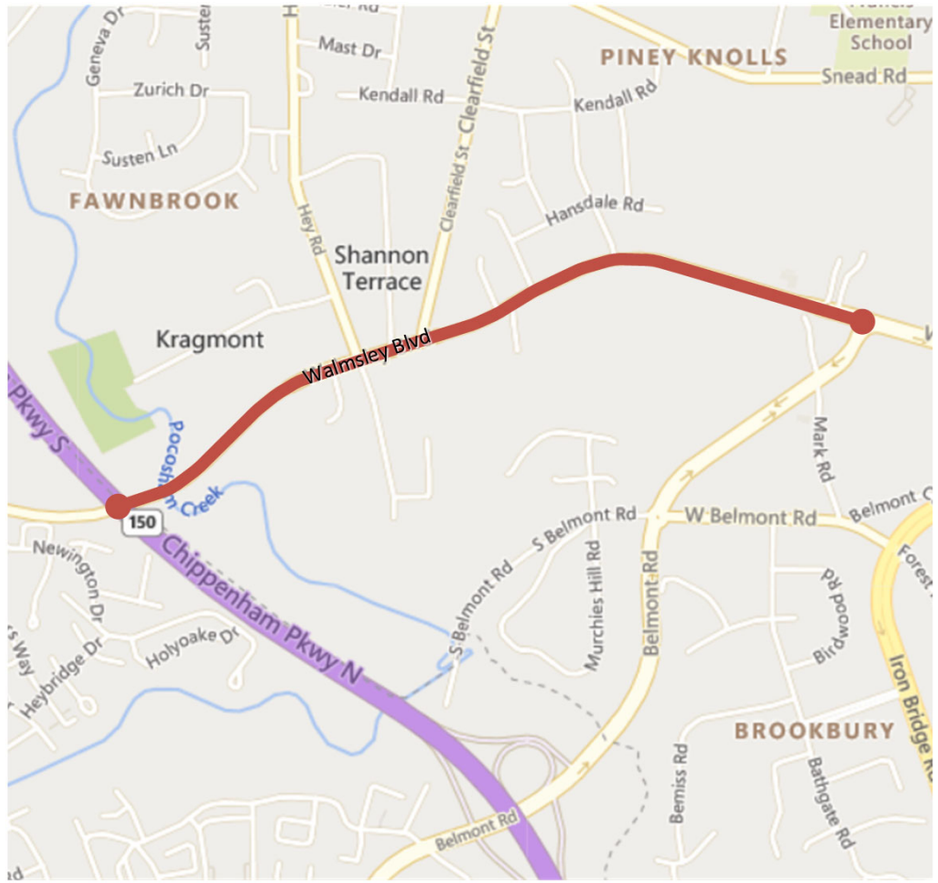
Marshall Street – Detailed Design

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

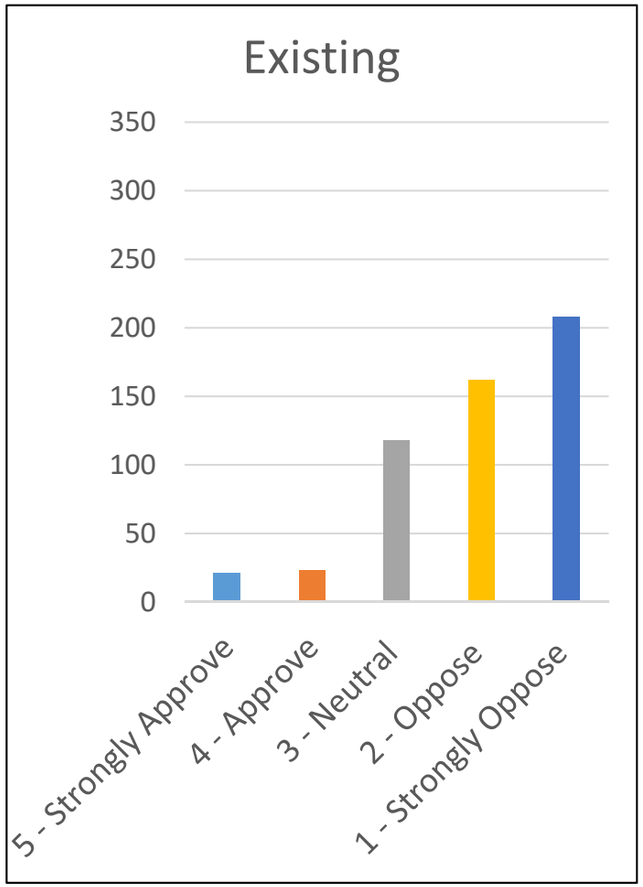


Walmsley Boulevard – May Survey Results

- Presented “Existing Conditions” + 1 Option
  1. Paved shoulder-running bike lanes
- Received over 500 responses and over 100 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

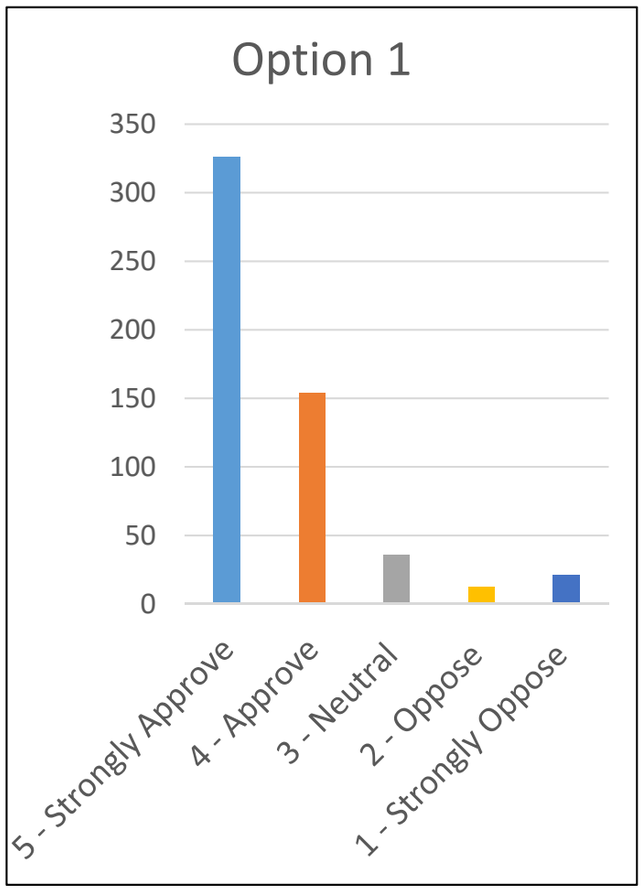
Walmsley Boulevard – May Survey Results

Existing Conditions



Walmsley Boulevard – May Survey Results

Option 1 – Shoulder-Running Bike Lanes

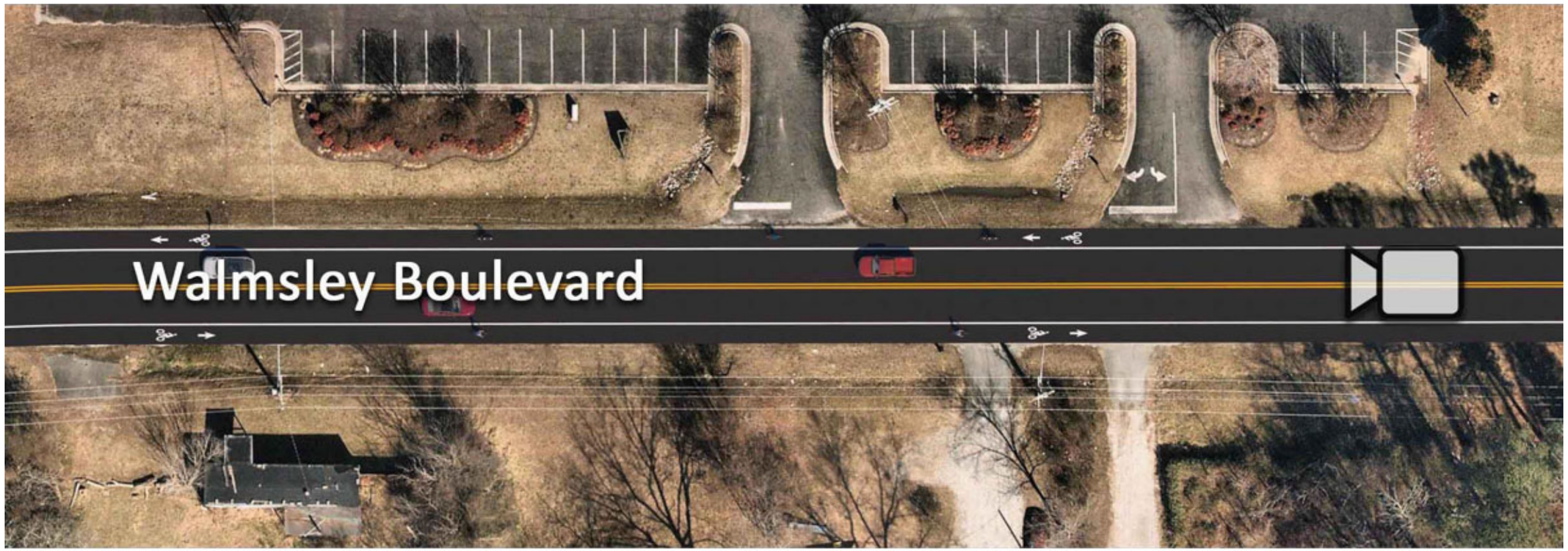


Walmsley Boulevard – Detailed Design

- Moving forward with Option 1 (Shoulder-Running Bike Lanes)
- While there is strong support for the addition of sidewalk, that is unfortunately outside the scope of this project.

Walmsley Boulevard – Detailed Design

Walmsley Boulevard – Detailed Design

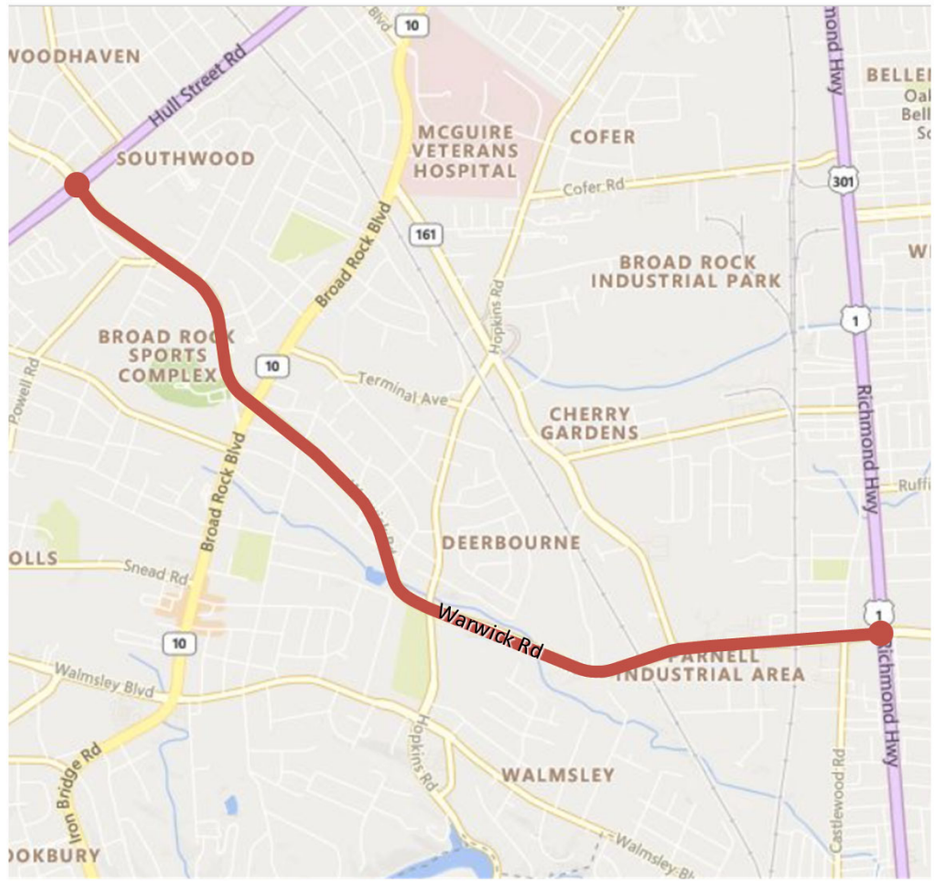


Warwick Road – Project Overview

Limits: Hull Street to Richmond Highway

Length: 3 miles

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

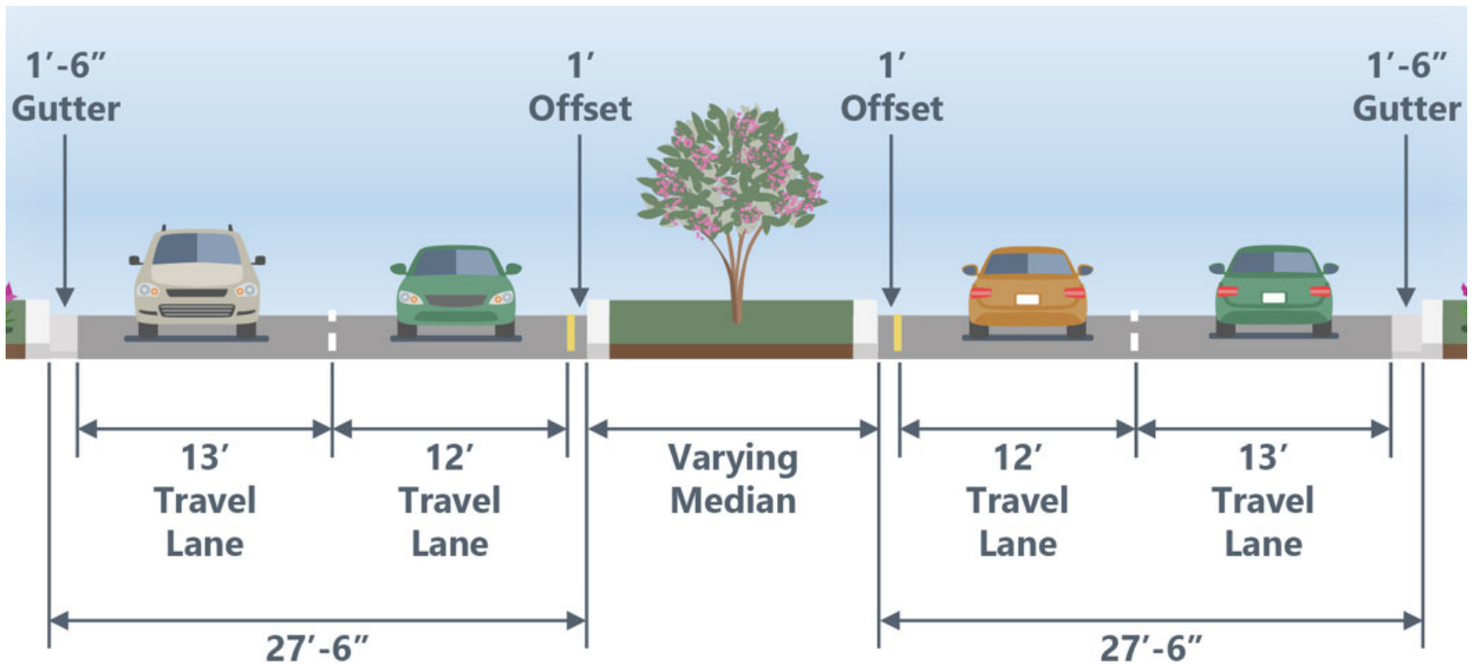


Warwick Road – May Survey Results

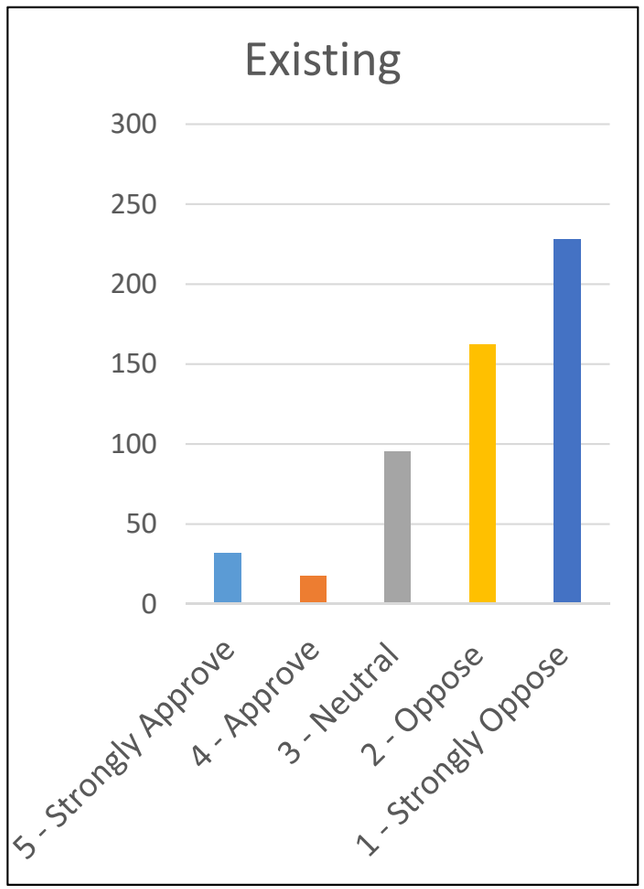
- Presented “Existing Conditions” + 3 Options
  1. Curbside buffered bike lanes with wide buffers
  2. Buffered bike lanes with standard buffer width and curbside shoulder
  3. Median-side buffered bike lanes
- Received nearly 550 responses and over 125 comments
- Comments included:
  - Support for dedicated bike facility in the Southside and requests for additional protection within the buffer and connections to other nearby facilities
  - Support for wide bike lane buffers due to existing travel speeds along corridor
  - Concerns that the shoulder concept would lead to driving in the bike lane

Warwick Road – May Survey Results

Existing Conditions

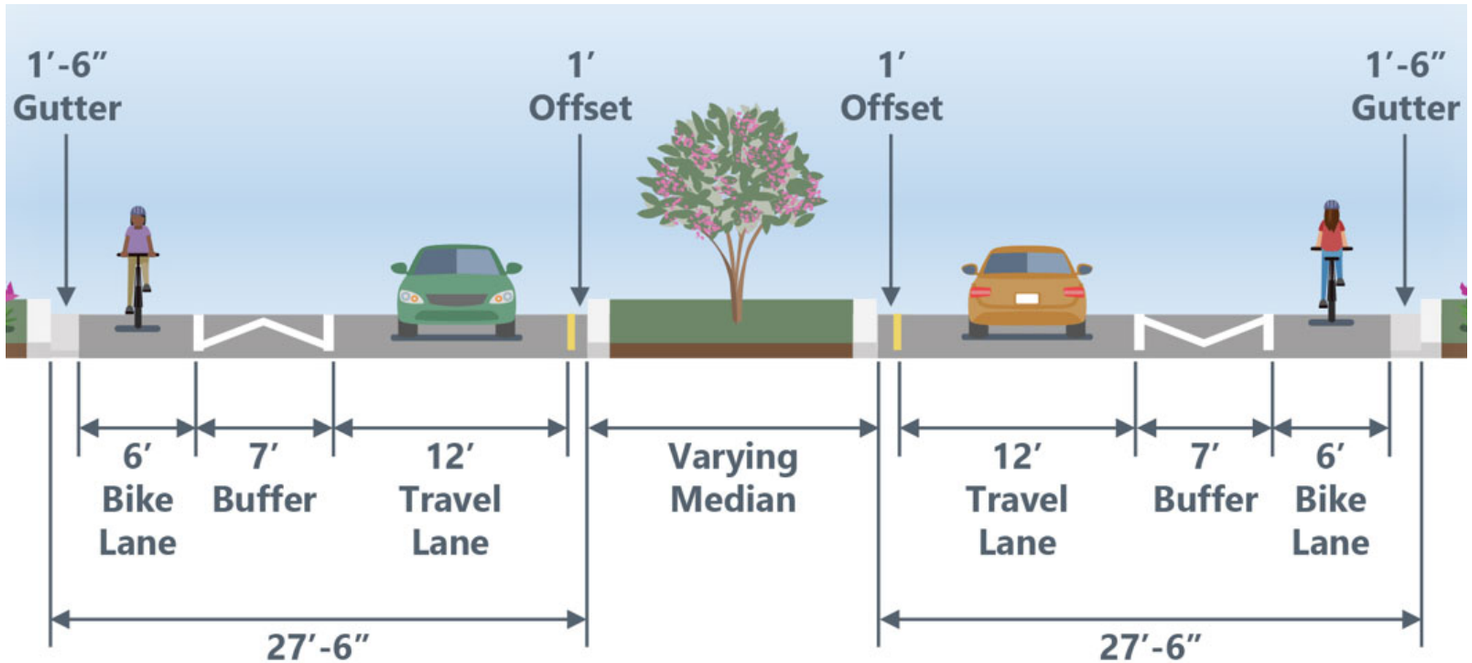


** Note: street width varies, section between Hopkins Rd & Belt Blvd shown*



Warwick Road – May Survey Results

Option 1 – Curbside Bike Lanes with Wide Buffers



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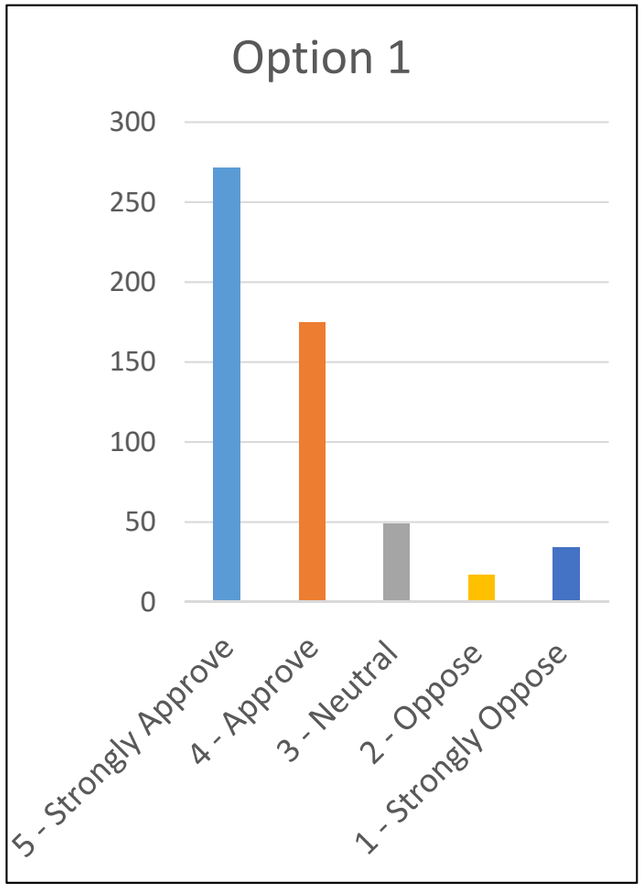
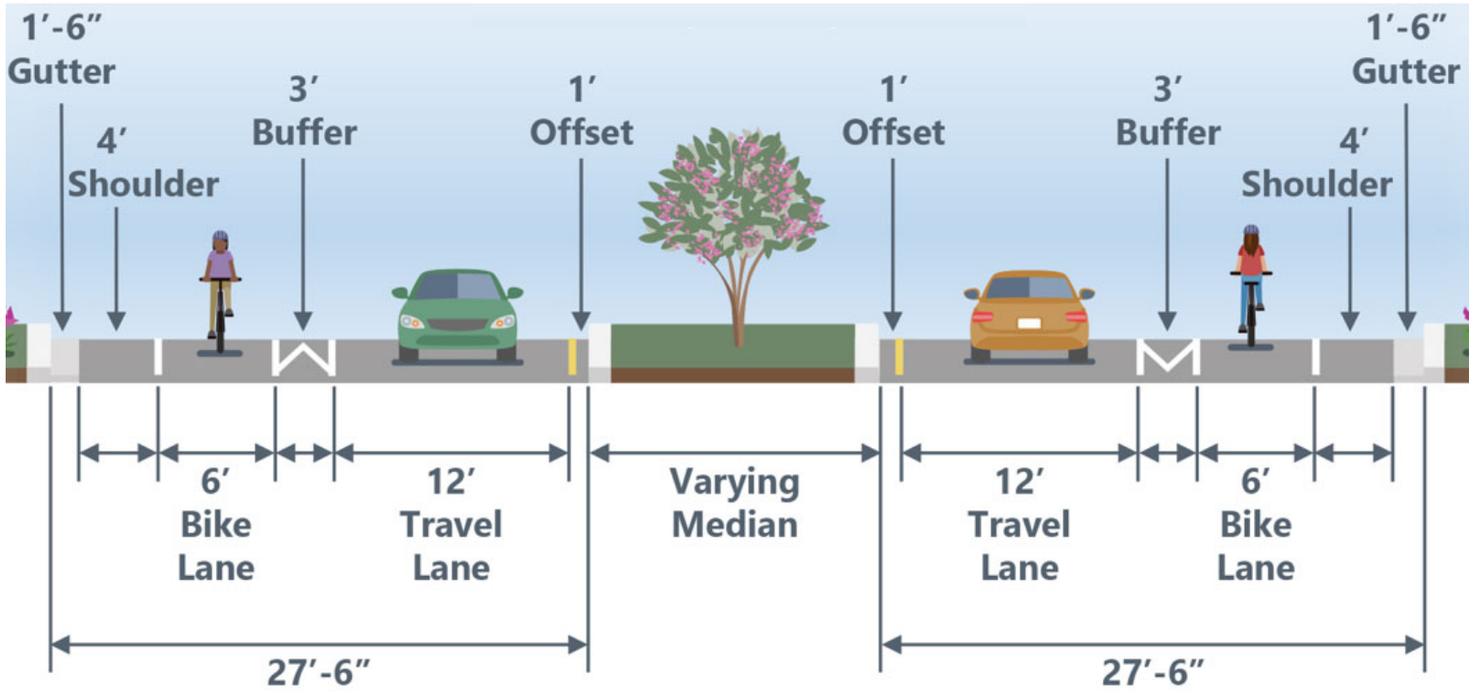


Warwick Road – May Survey Results

Option 2 – Curbside Bike Lanes with Shoulder



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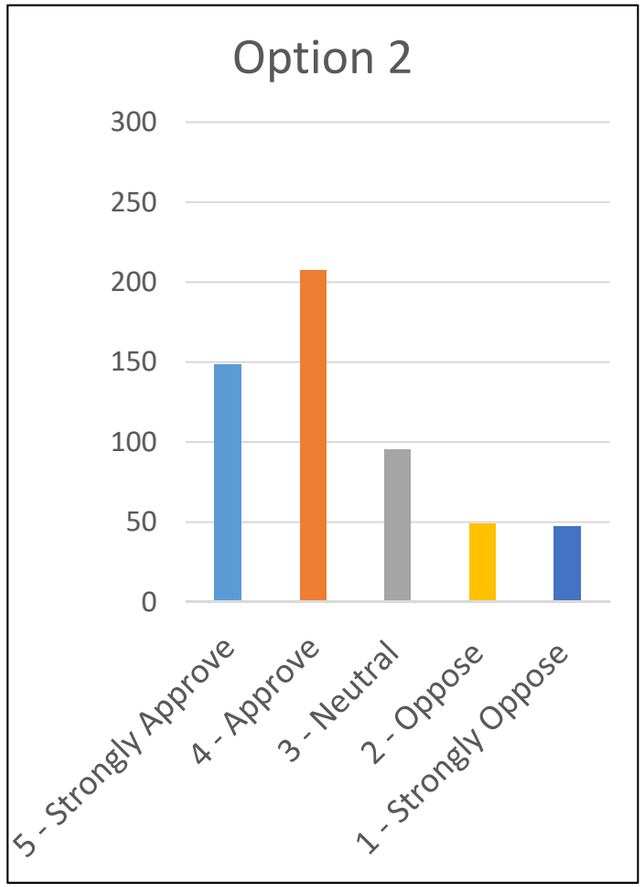
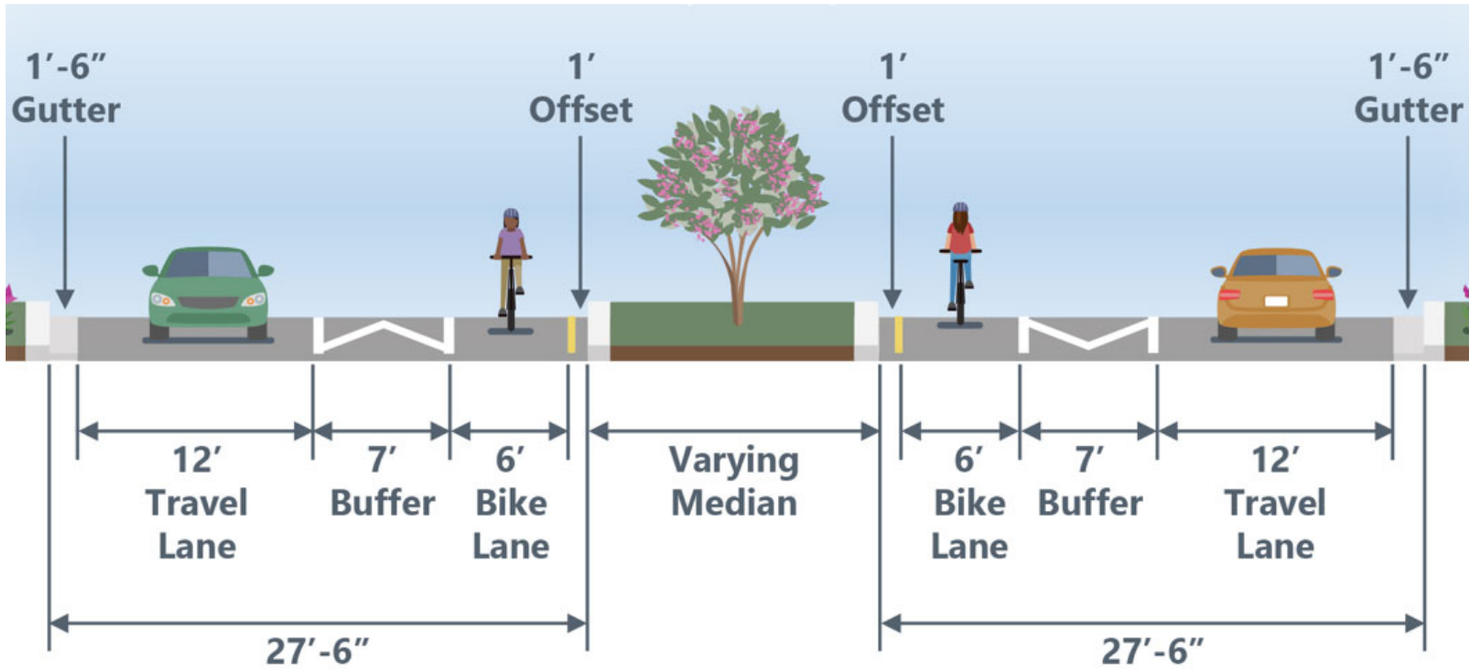
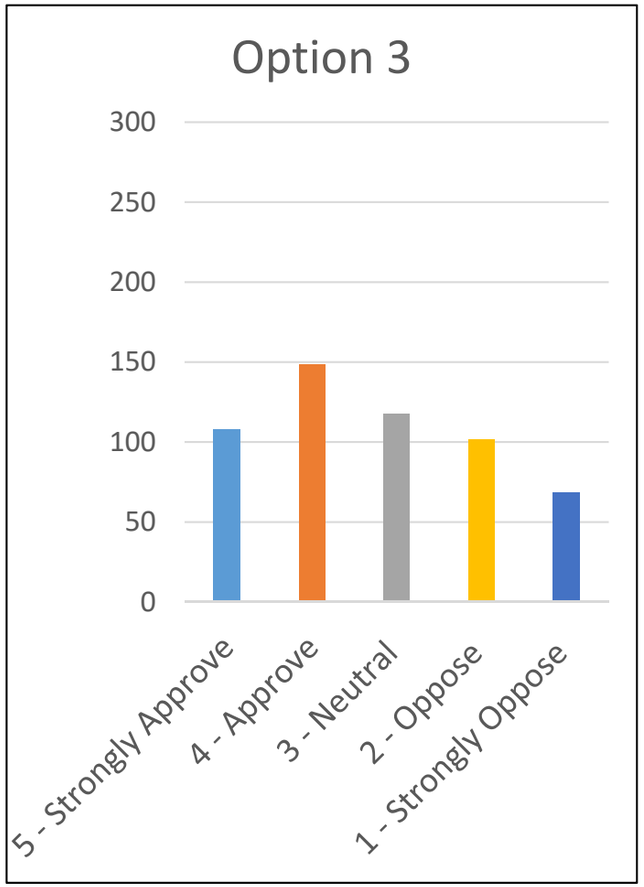


Warwick Road – May Survey Results

Option 3 – Median-Side Buffered Bike Lanes



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

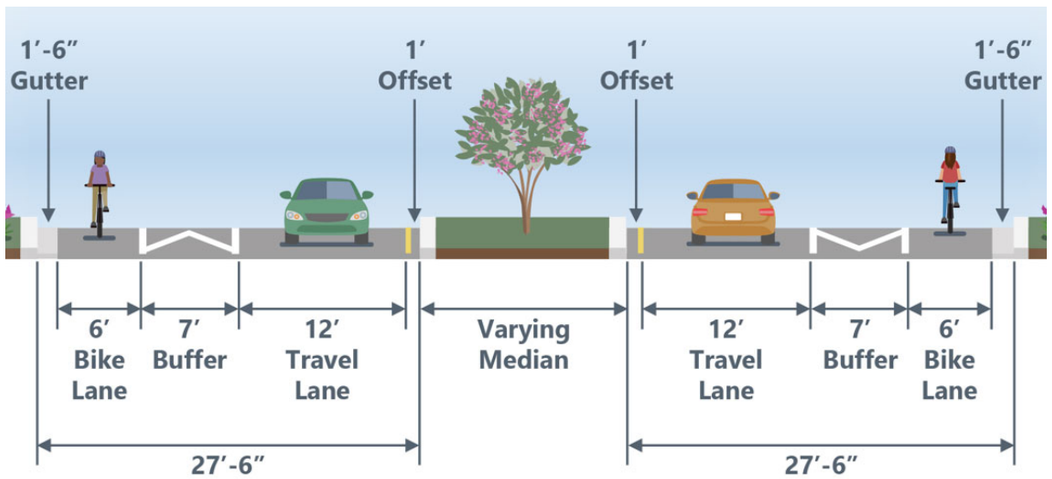


Warwick Road – Detailed Design

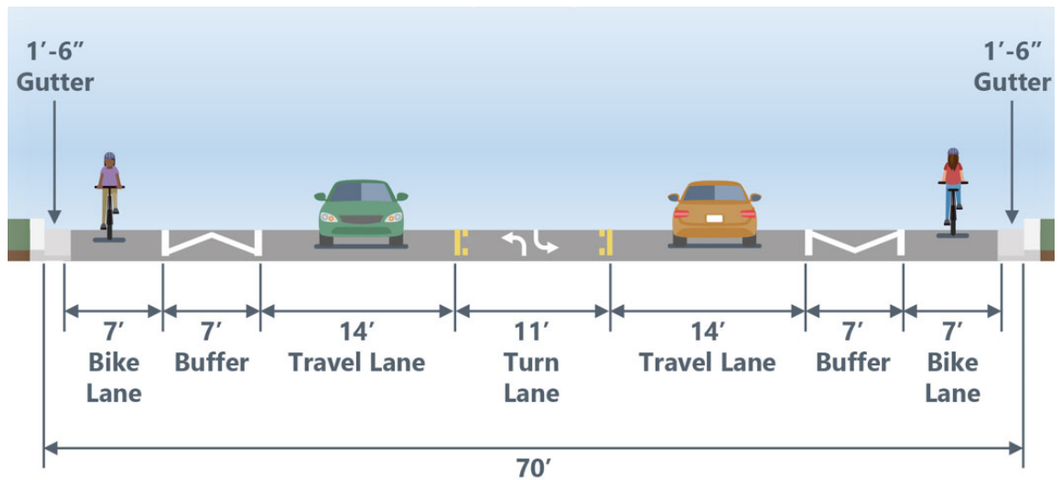
- Option 1 (Curbside Bike Lanes with Wide Buffers) chosen as preferred alternative, including:
  - Addition of flexposts within the buffer
  - Two-stage left-turn turn boxes to connect to north-south bike lanes on Broad Rock Road
  - Additional intersection treatments to align with removal of travel lane along corridor

Warwick Road – Detailed Design

From Hull Street to Belt Boulevard

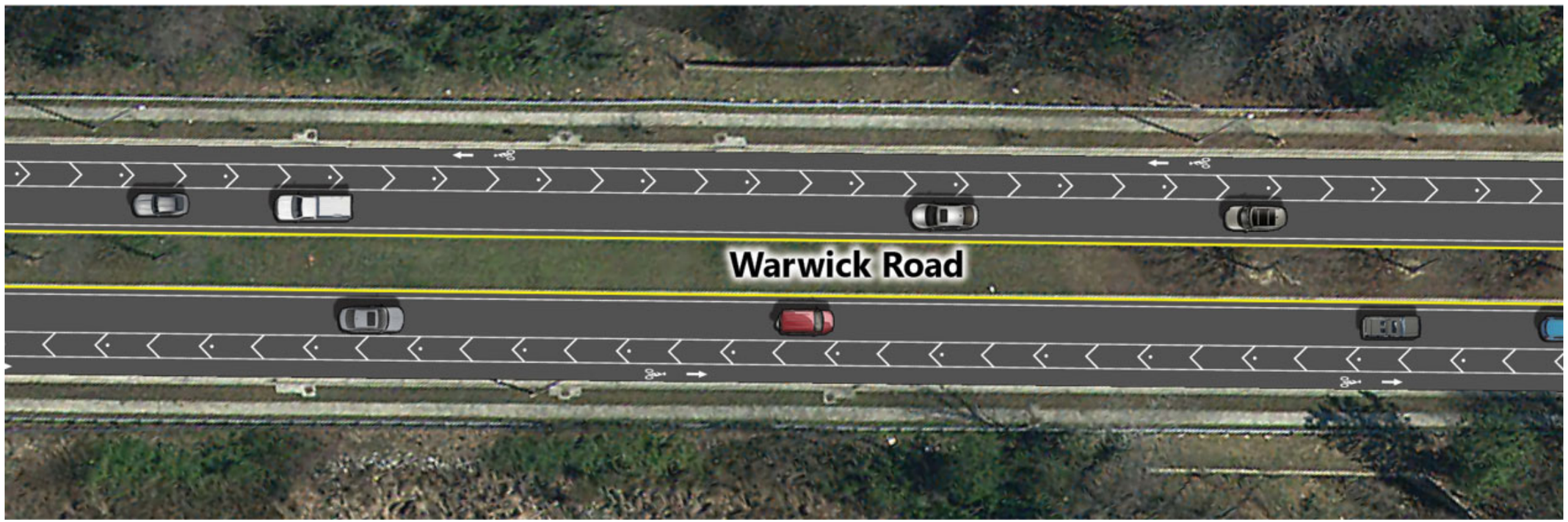


From Belt Boulevard to Richmond Highway



** Note: street width is 1-ft narrower on either side of median (26′-6″) between Hull Street and Hopkins Road, where buffer will be 6-ft*

Warwick Road – Detailed Design



Next Steps

- DPW will use the feedback provided in the survey and on the detailed design plans to finalize the design and plan for each proposed facility before implementation begins in September.
- If you have other questions or if you need an alternate way to provide comment, please contact the project manager:

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