



E Corridor Inventory

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.

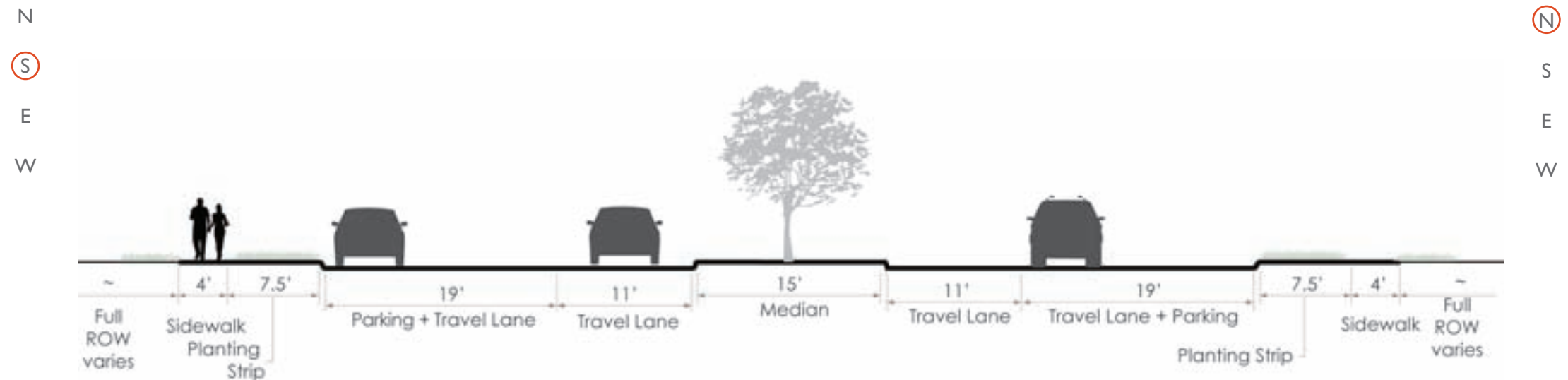
CHAPTER CONTENTS

OVERVIEW

CORRIDOR INVENTORY & OBSERVATIONS

CUT SHEETS

Cross section between Azalea Avenue and Westwood Avenue



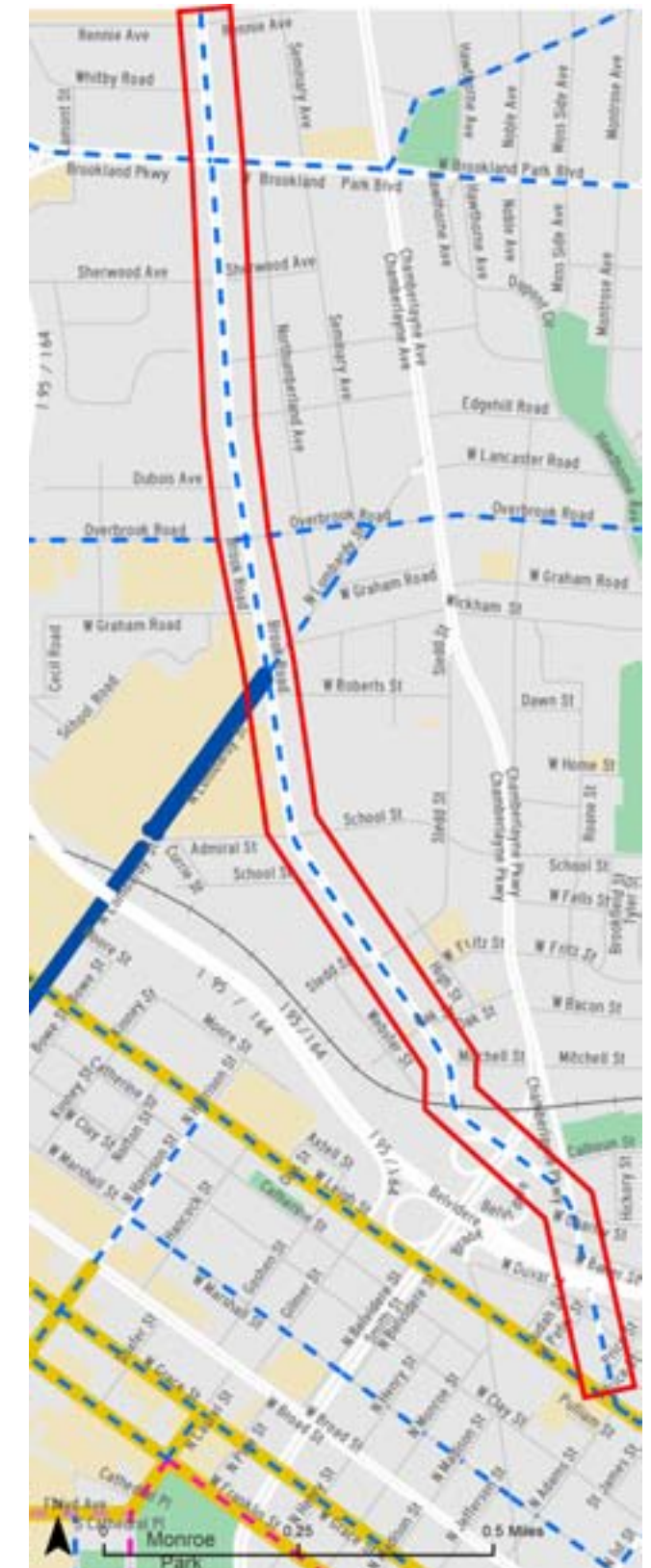
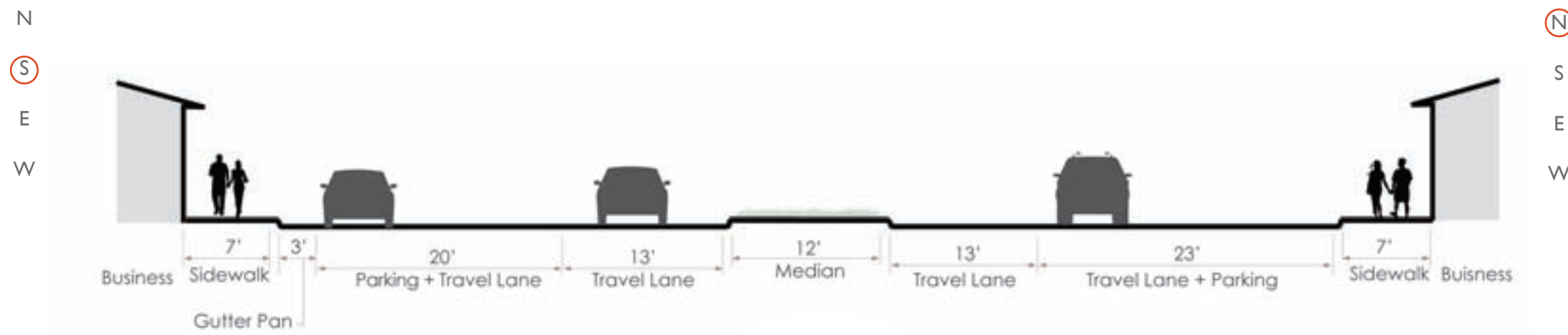
OPPORTUNITIES AND CHALLENGES

- 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

CORRIDOR LENGTH: 3.8 MILES

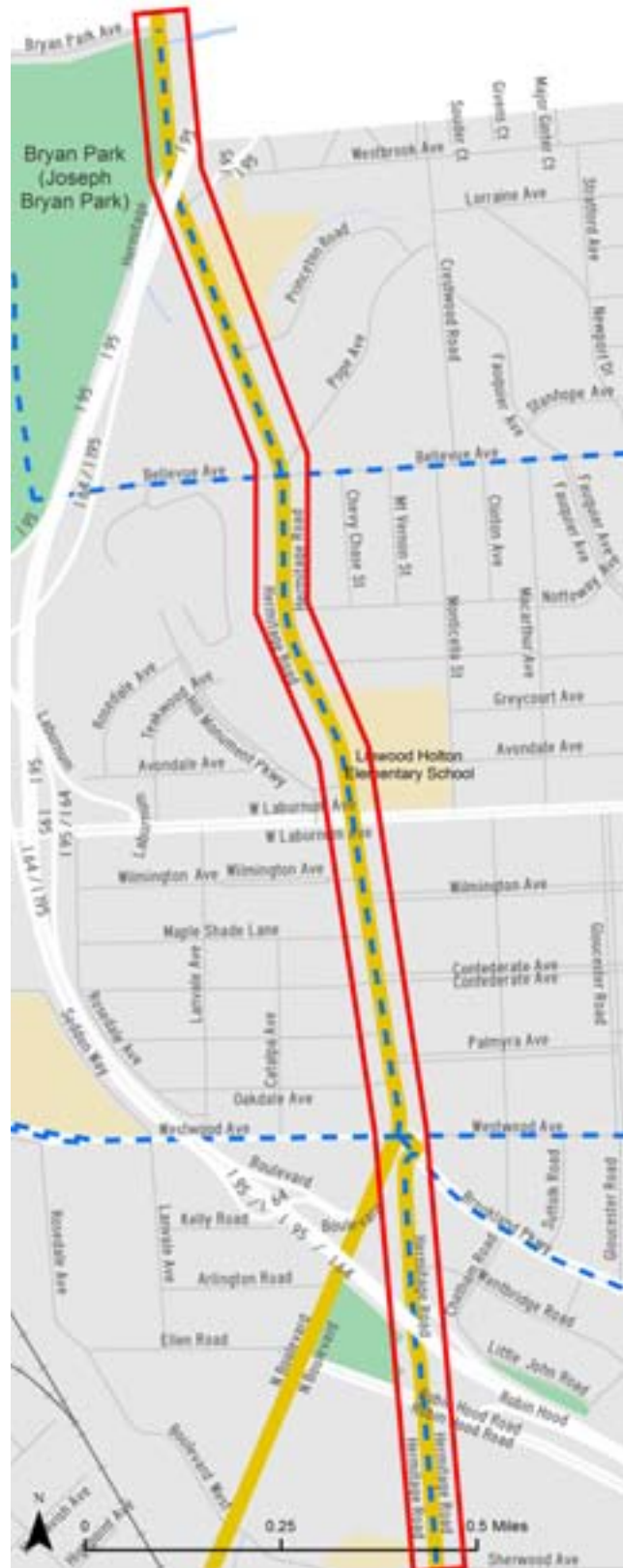
1. BROOK ROAD FROM CITY LINE TO LEIGH STREET - (SHEET 2 OF 2)

Cross section between I-95 Bridge and Overbrook Road



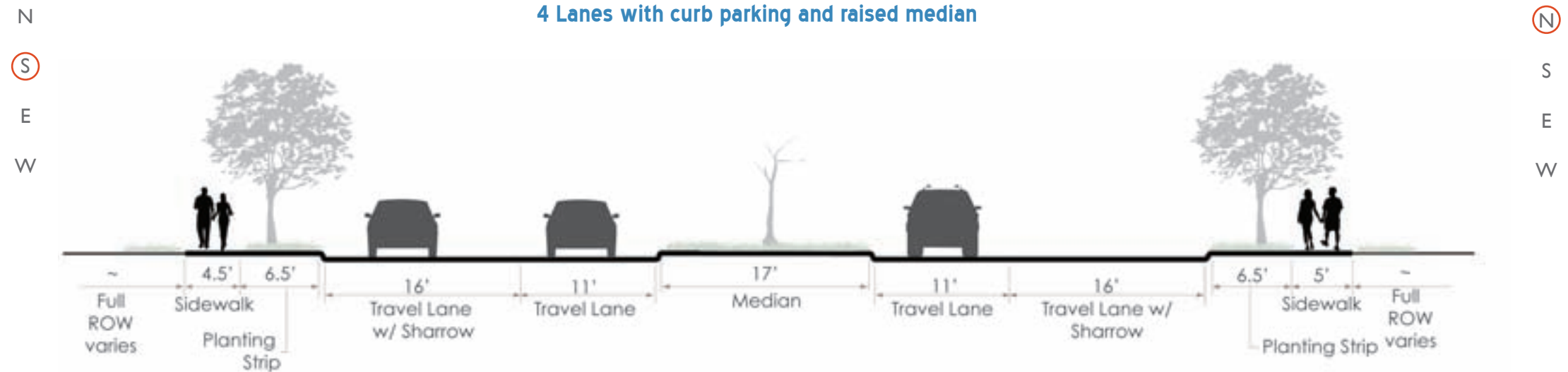
CORRIDOR LENGTH: 3.8 MILES

2. HERMITAGE ROAD FROM CITY LINE TO BROAD STREET (SHEET 1 OF 2)



CORRIDOR LENGTH: 2.9 MILES

Cross section between W Laburnun Avenue and Westwood Avenue
4 Lanes with curb parking and raised median



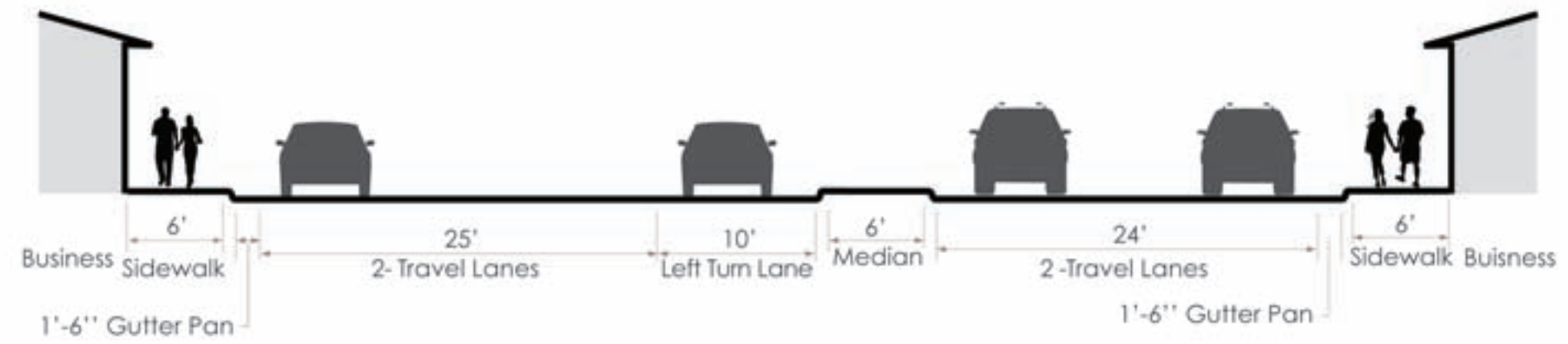
OPPORTUNITIES AND CHALLENGES

- 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

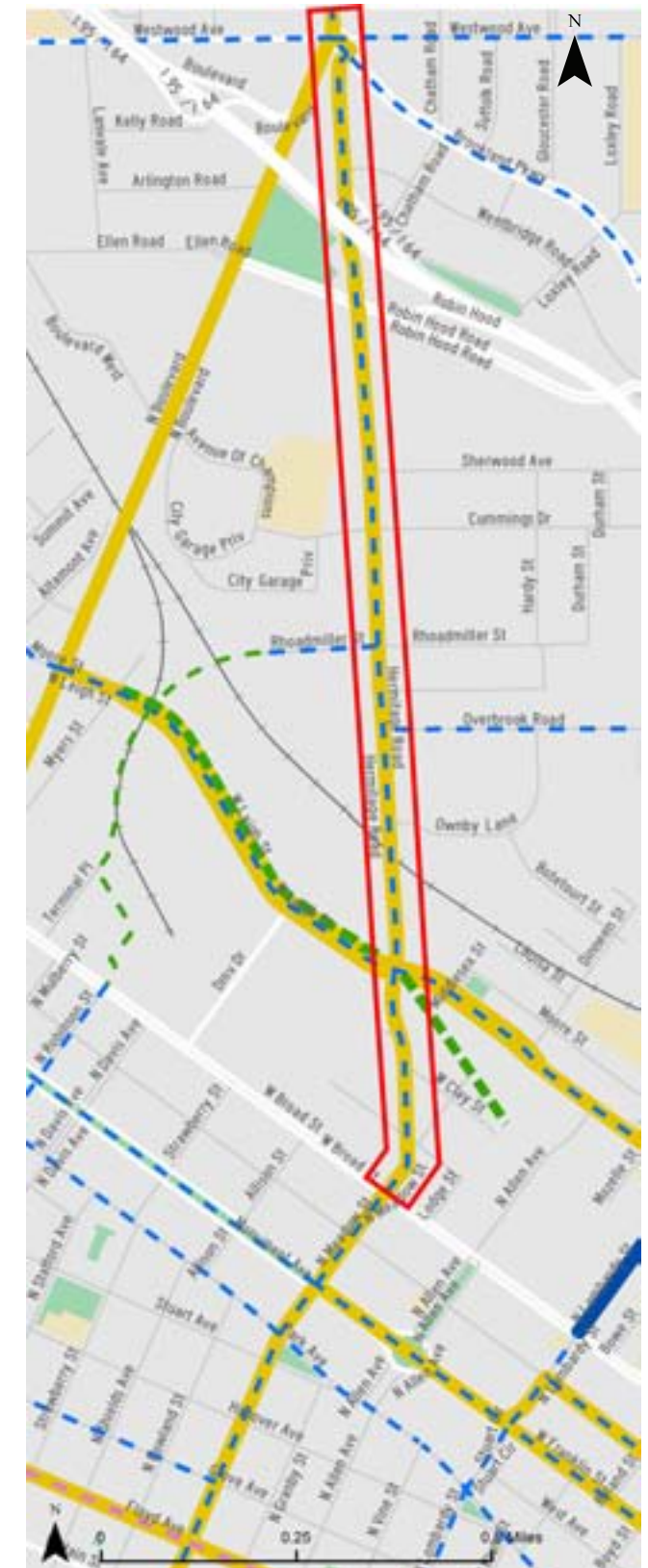
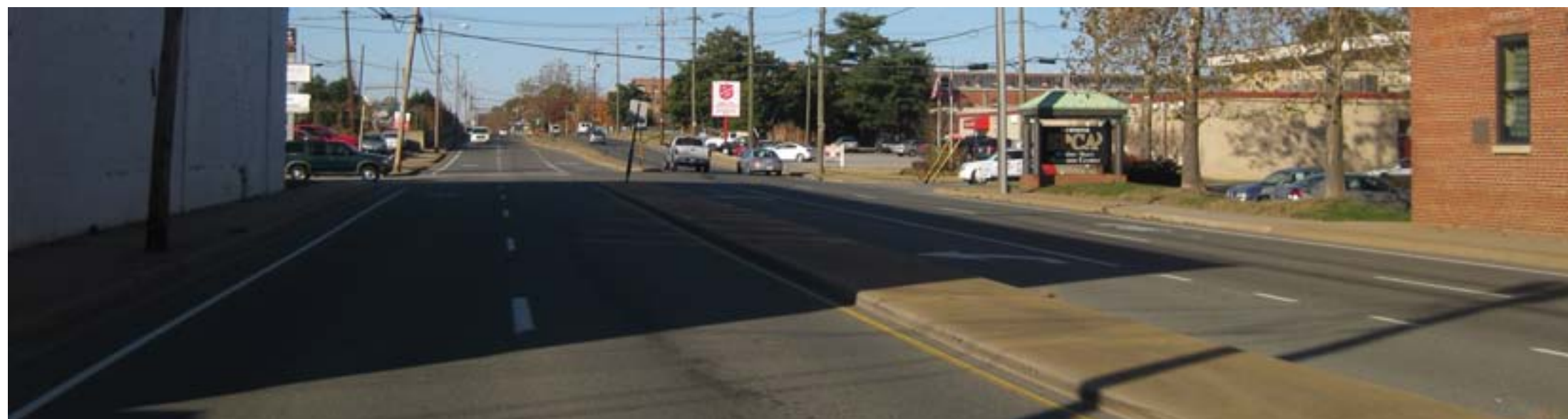
2. HERMITAGE ROAD FROM CITY LINE TO BROAD STREET (SHEET 2 OF 2)

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

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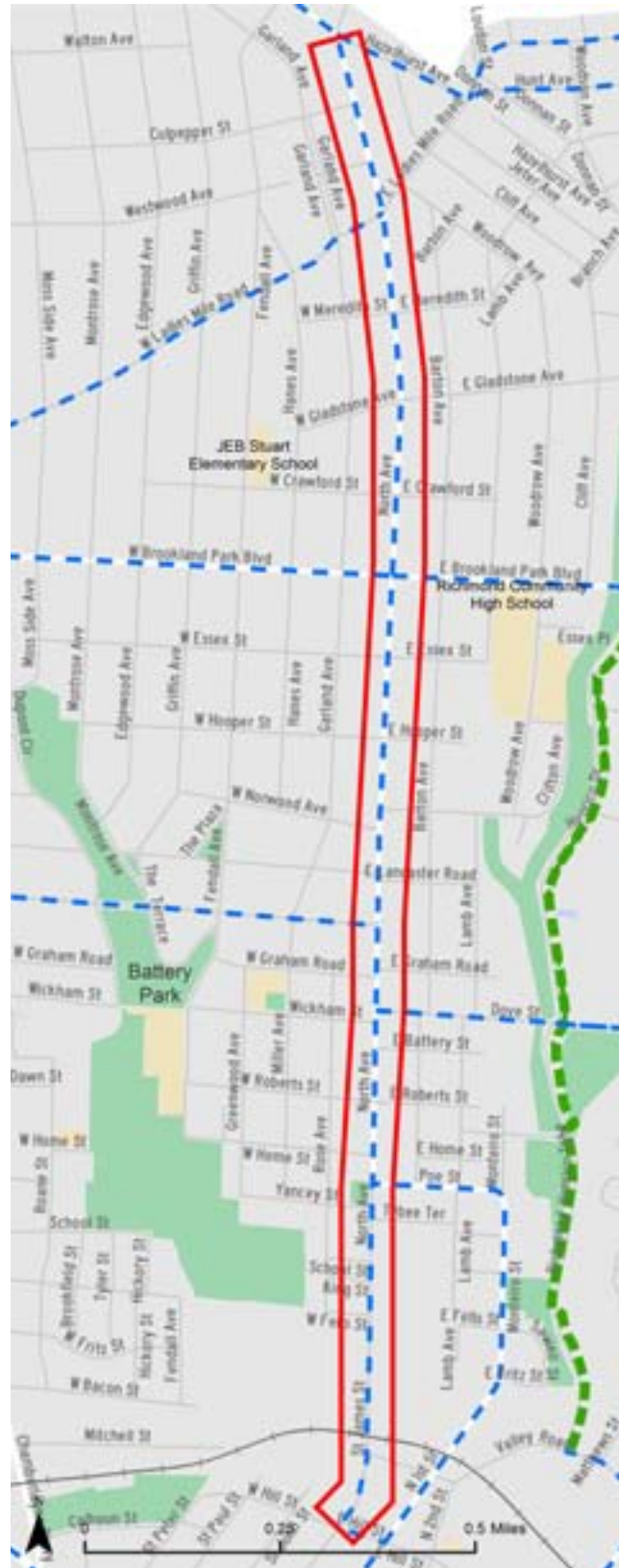


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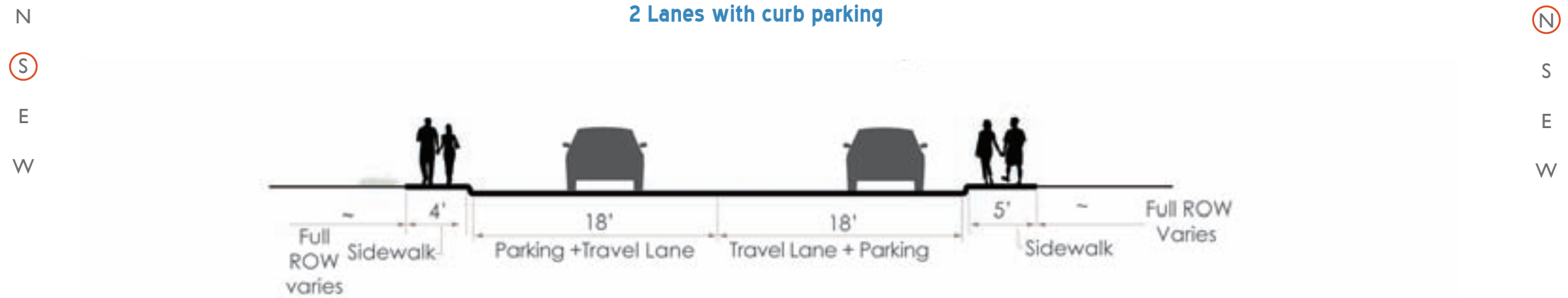


CORRIDOR LENGTH: 2.9 MILES

3. NORTH AVENUE FORM HAZELHURST AVENUE TO HILL STREET



Cross section between W Essex Street and Poe Street
2 Lanes with curb parking

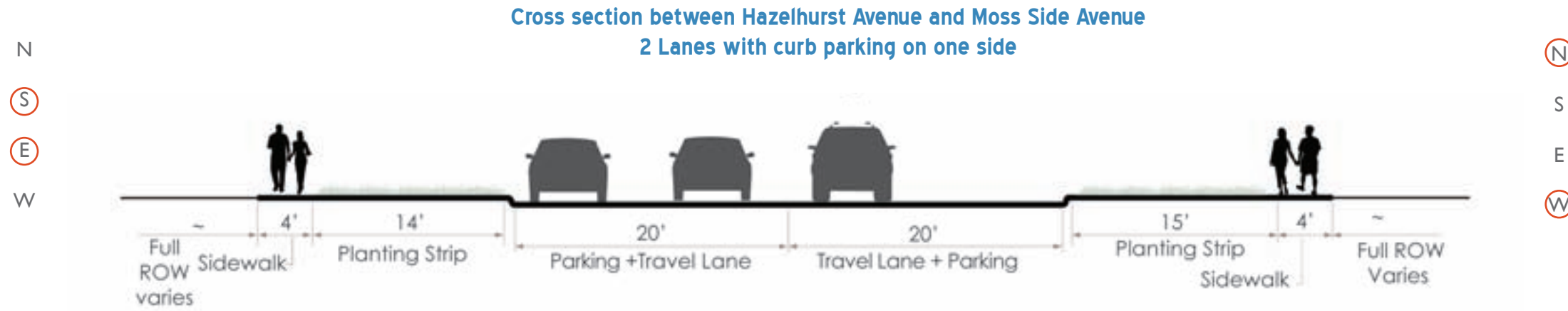


OPPORTUNITIES AND CHALLENGES

- 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

4. NORTH AVENUE/CLAREMONT AVENUE FROM HAZELHURST AVENUE TO BROOK ROAD

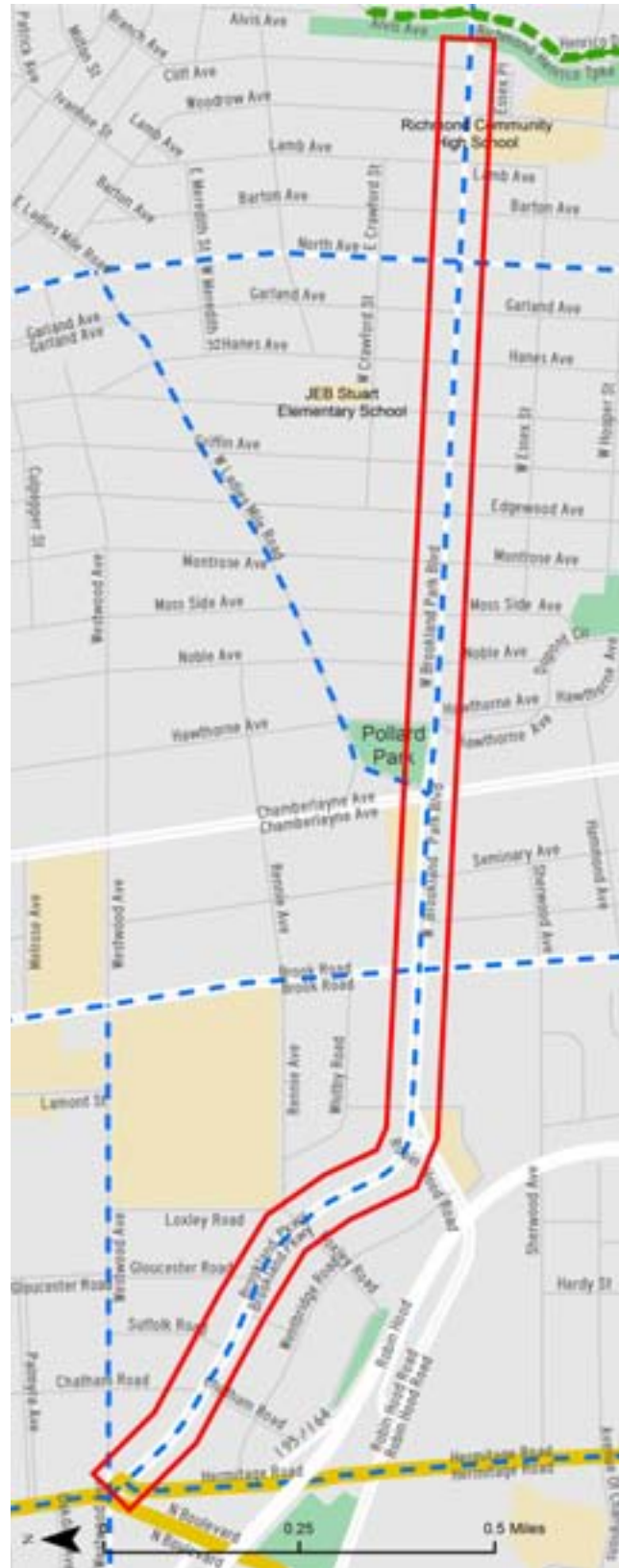


CORRIDOR LENGTH: 0.9 MILES

OPPORTUNITIES AND CHALLENGES

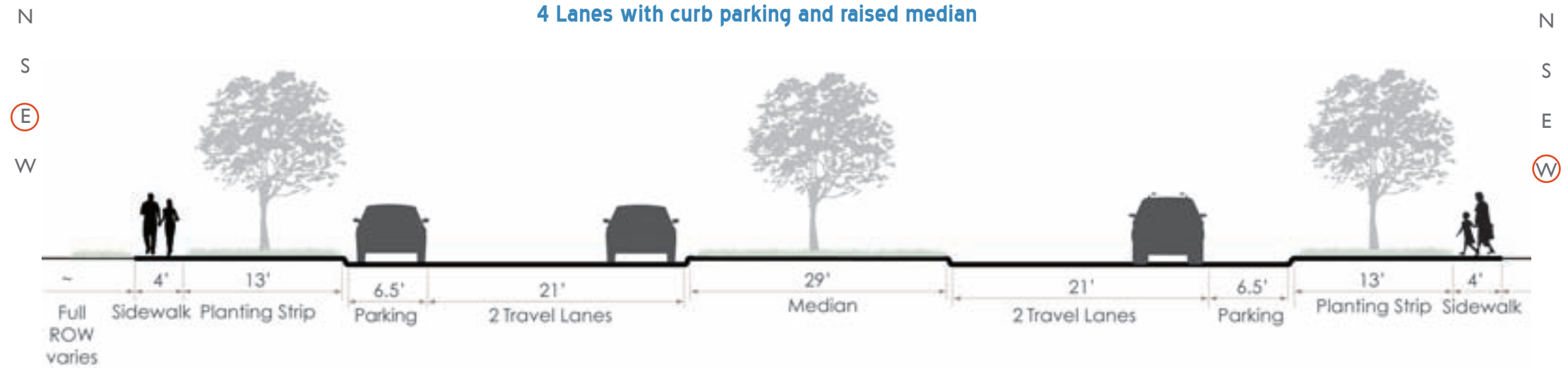
- Connection between northern neighborhoods
- Mostly residential uses along the route, with intermittent on-street parking
- Bike boulevard or similar treatment may be appropriate

5. BROOKLAND PARK BOULEVARD FROM HERMITAGE ROAD TO 3RD AVENUE (SHEET 1 OF 2)



CORRIDOR LENGTH: 2.5 MILES

Cross section between Brook Road and Hermitage Road
4 Lanes with curb parking and raised median



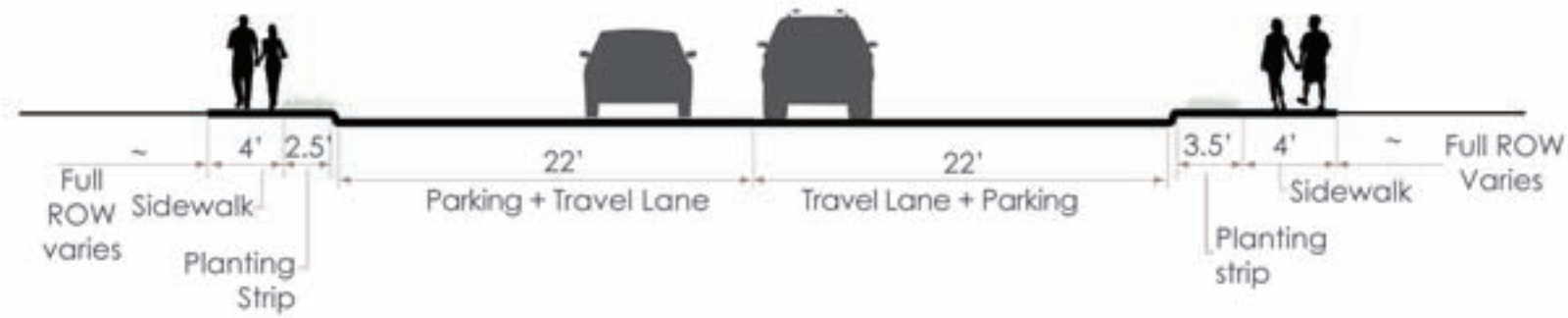
OPPORTUNITIES AND CHALLENGES

- 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

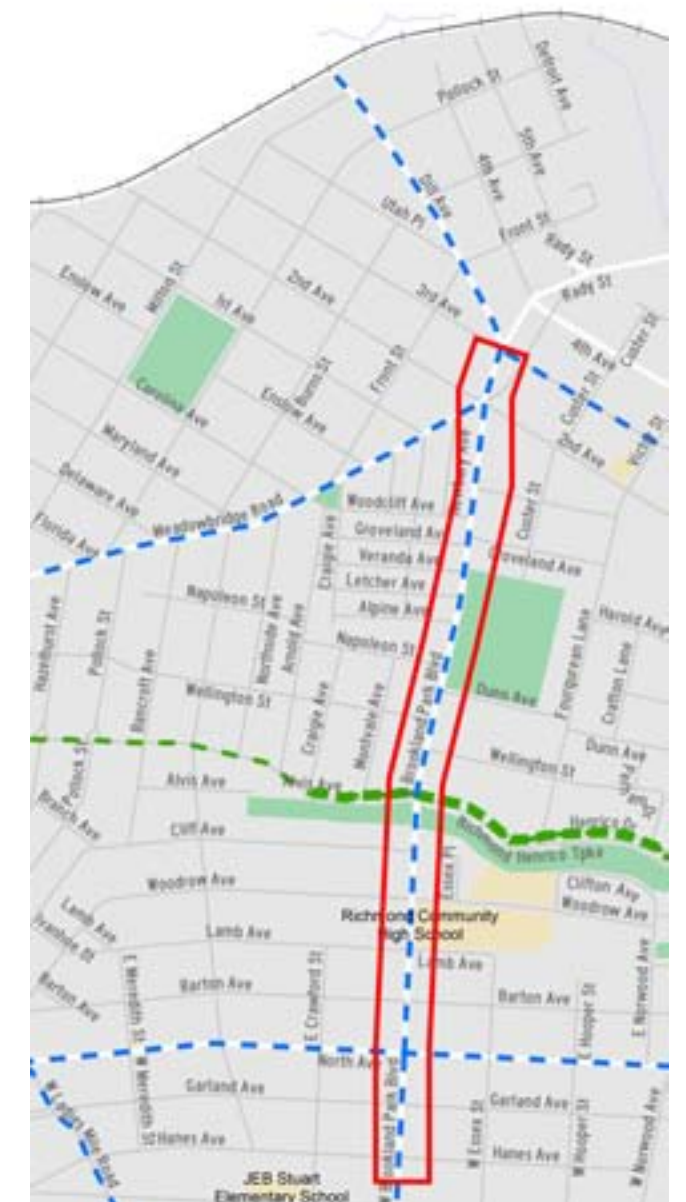
5. BROOKLAND PARK BOULEVARD FROM HERMITAGE ROAD TO 3RD AVENUE (SHEET 2 OF 2)

Cross section between Meadowbridge Road and Lamb Avenue
2 Lanes with curb parking

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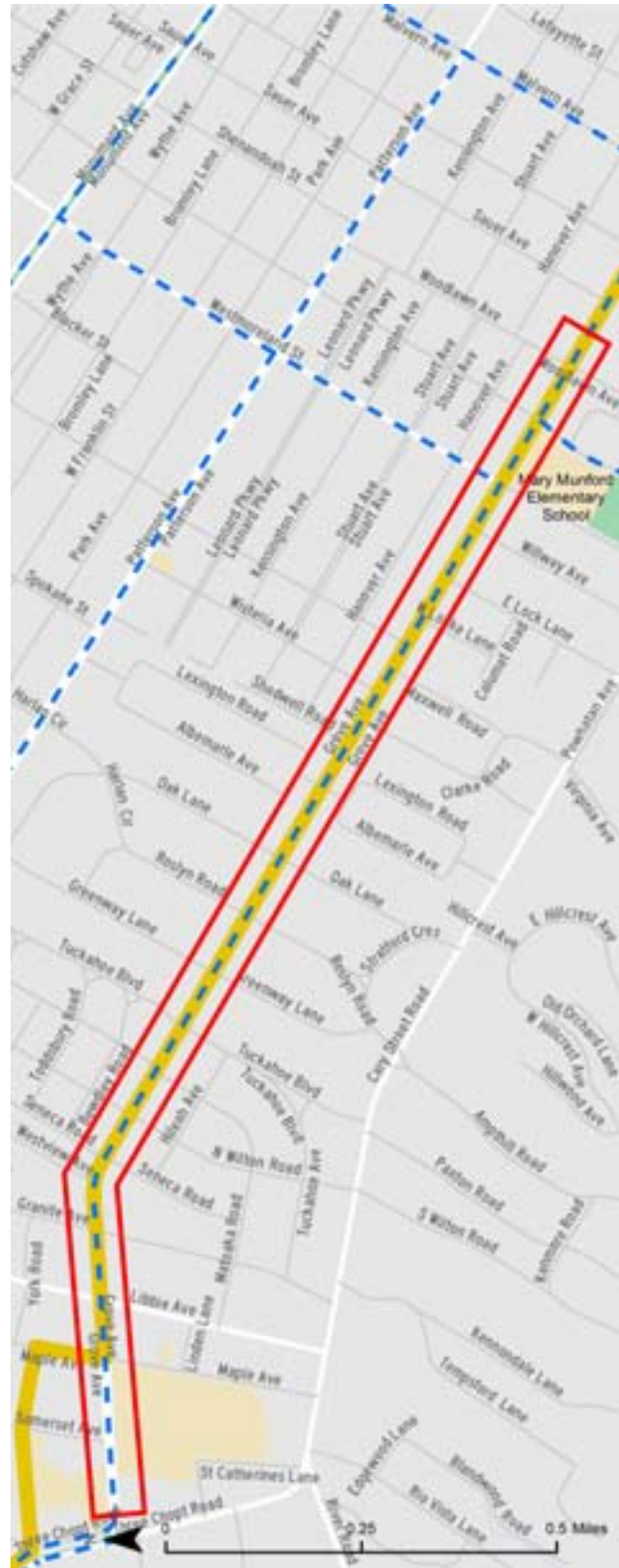


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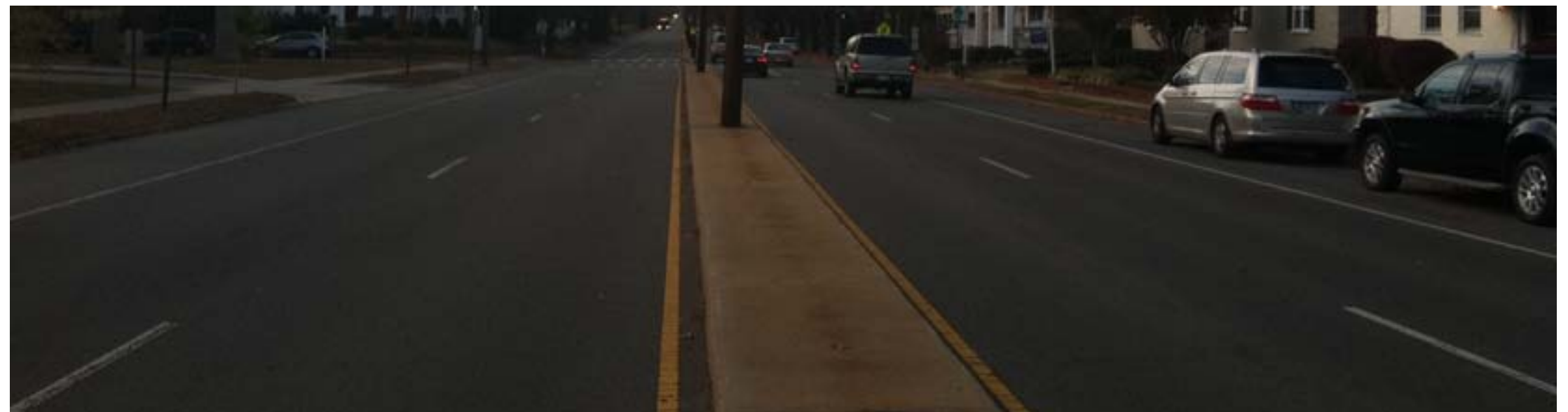
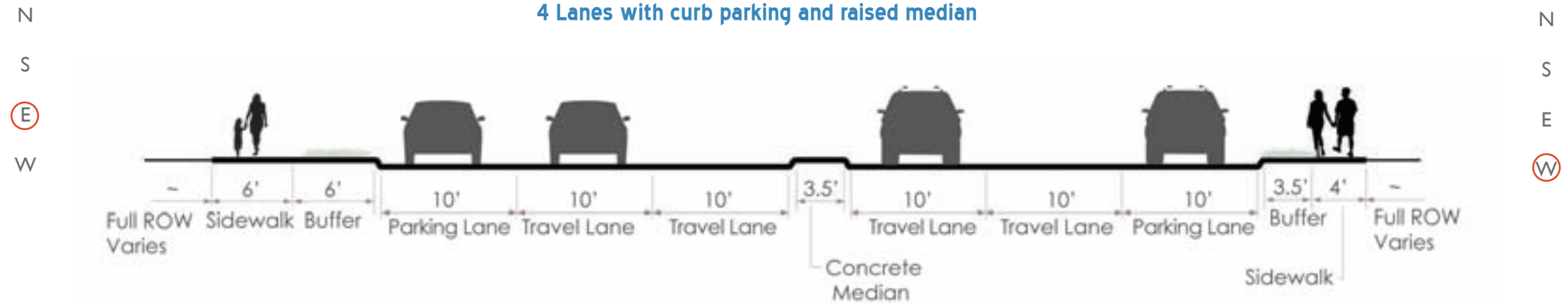
CORRIDOR LENGTH: 2.5 MILES

6. GROVE AVENUE FROM THREE CHOPT ROAD TO DOOLEY AVENUE (SHEET 1 OF 2)



CORRIDOR LENGTH: 2.6 MILES

Cross section between Westmoreland Street and Westview Avenue
4 Lanes with curb parking and raised median



OPPORTUNITIES AND CHALLENGES

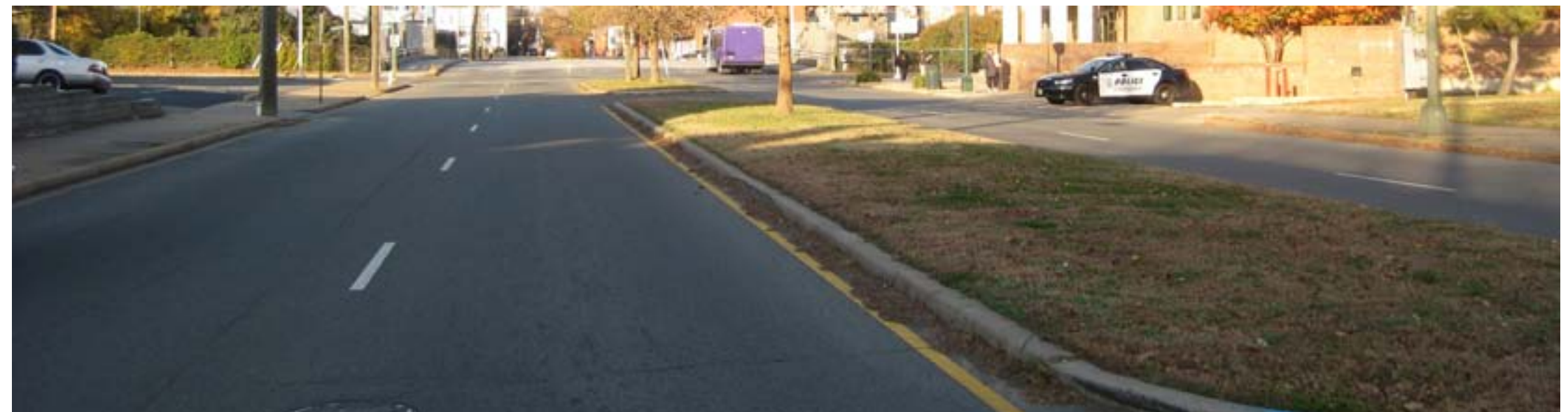
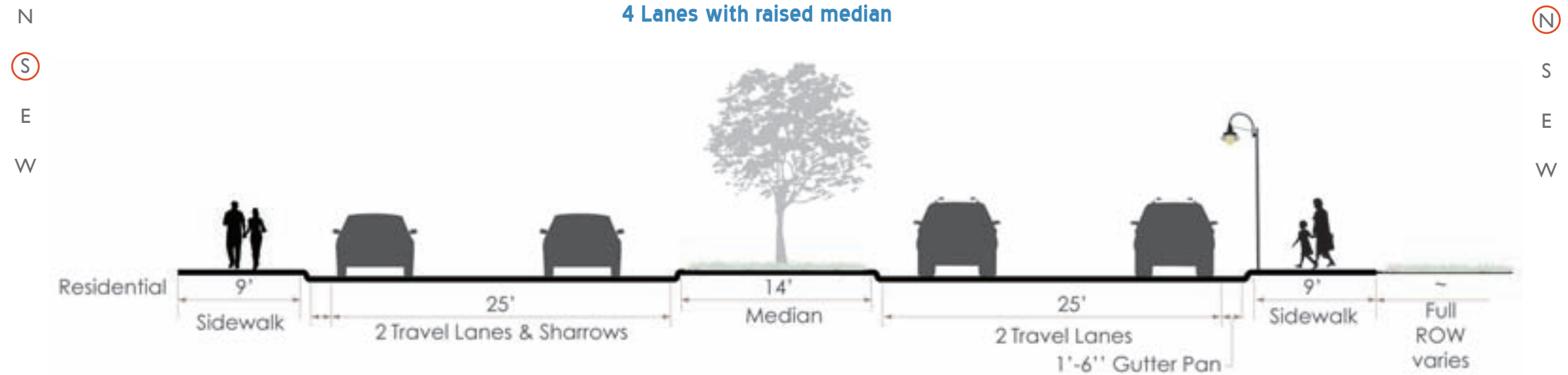
- Connection between western neighborhoods and Carytown
- Mostly residential uses along the route
- A road diet with a bike line may be appropriate

7. MEADOW STREET FROM BROAD STREET TO COLORADO AVENUE



CORRIDOR LENGTH: 1.5 MILES

Cross section between Idlewood Avenue and Hanover Street
4 Lanes with raised median



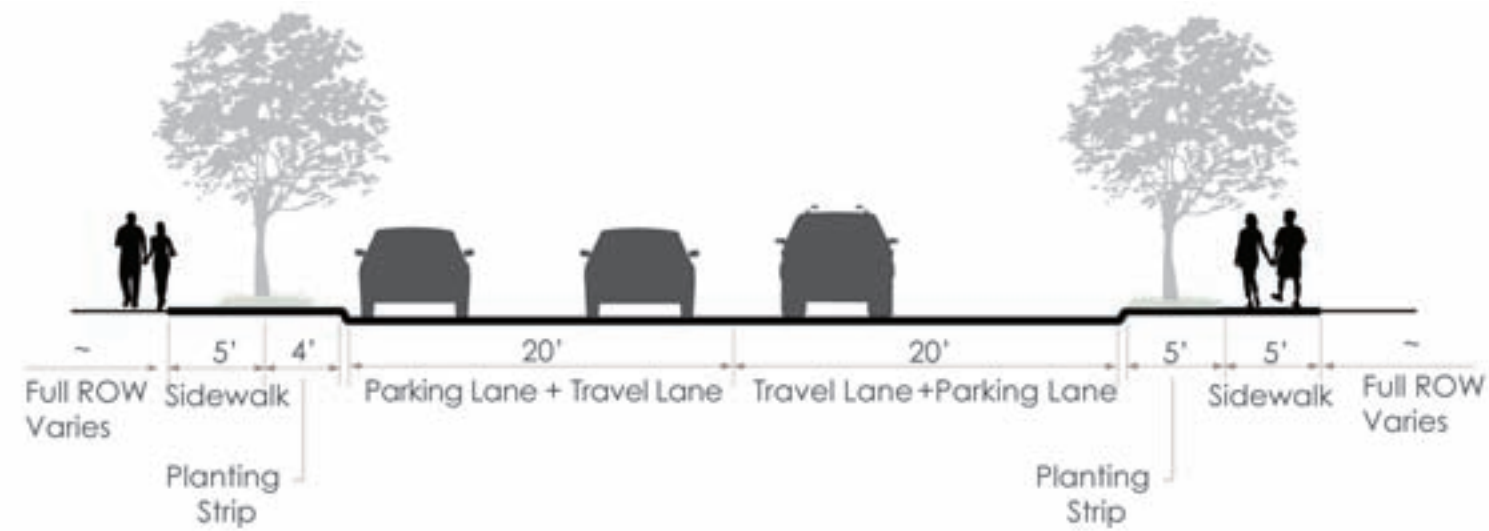
OPPORTUNITIES AND CHALLENGES

- 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

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

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CORRIDOR LENGTH: 1.3 MILES

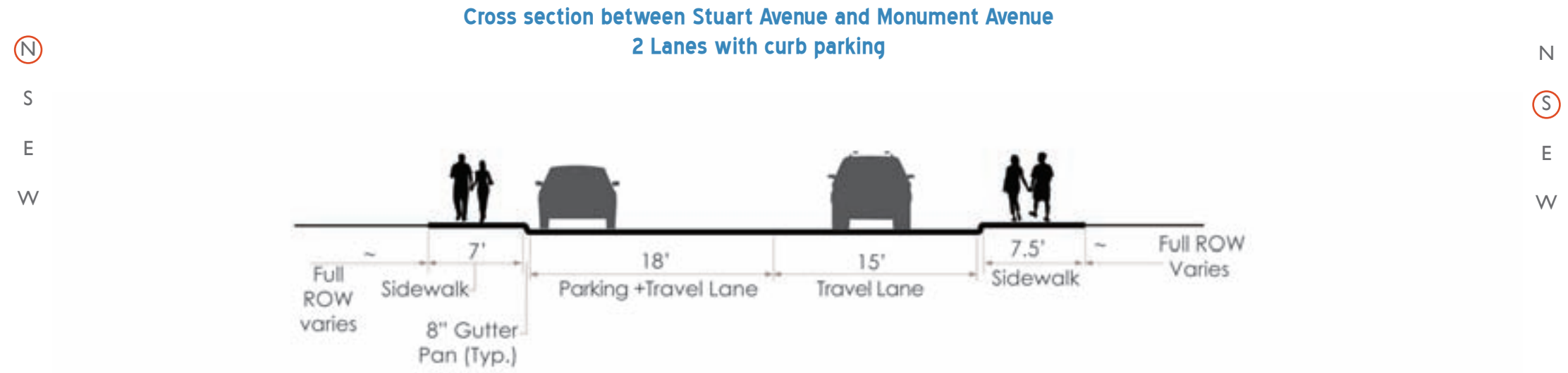
OPPORTUNITIES AND CHALLENGES

- 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 sharrow may be more appropriate

9. ROBINSON STREET/SPOTTSWOOD ROAD/PARK DRIVE FROM FRANKLIN STREET TO NICKEL BRIDGE



CORRIDOR LENGTH: 2.2 MILES



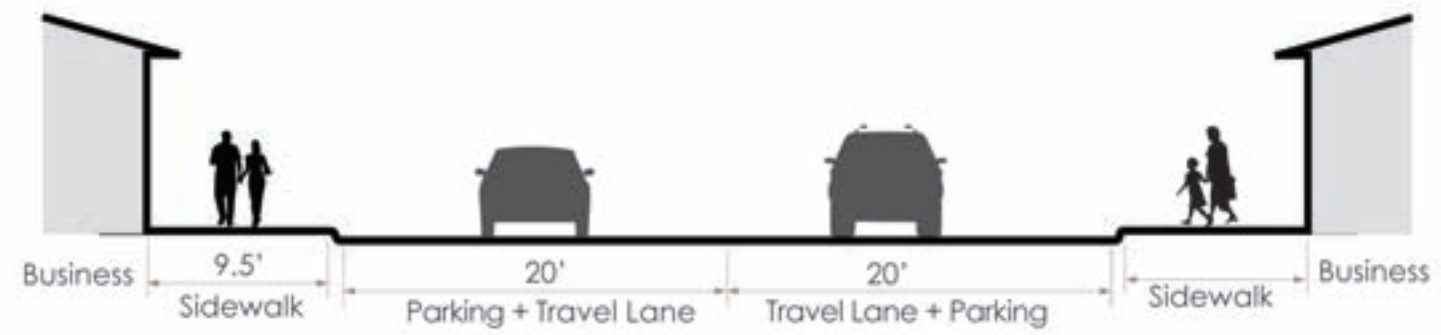
OPPORTUNITIES AND CHALLENGES

- 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

10. 2ND STREET FROM LEIGH STREET TO BRIDGE

Cross section between E. Canal Street and E. Cary Street
2 Lanes with curb parking

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CORRIDOR LENGTH: 1.1 MILES

OPPORTUNITIES AND CHALLENGES

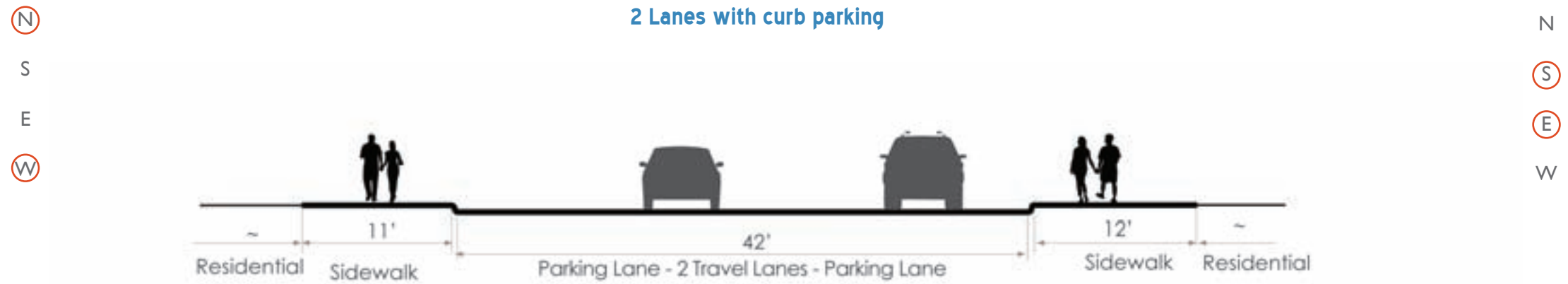
- Connects Downtown with the Lee Bridge and Oregon Hill
- Virginia War Memorial may have adequate roadway width to include on-street bike facilities
- A contraflow lane should be considered and evaluated to allow access to 2nd Street from Oregon Hill without having to cross Belvidere Street
- The curb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

11. MOSBY/MARSHALL/BROAD/GOVERNMENT FROM LEIGH STREET TO CITY LINE (SHEET 1 OF 2)



CORRIDOR LENGTH: 2.7 MILES

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



OPPORTUNITIES AND CHALLENGES

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

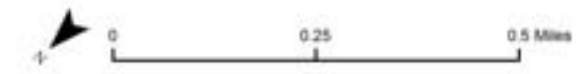
11. MOSBY/MARSHALL/BROAD/GOVERNMENT FROM LEIGH STREET TO CITY LINE (SHEET 2 OF 2)

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

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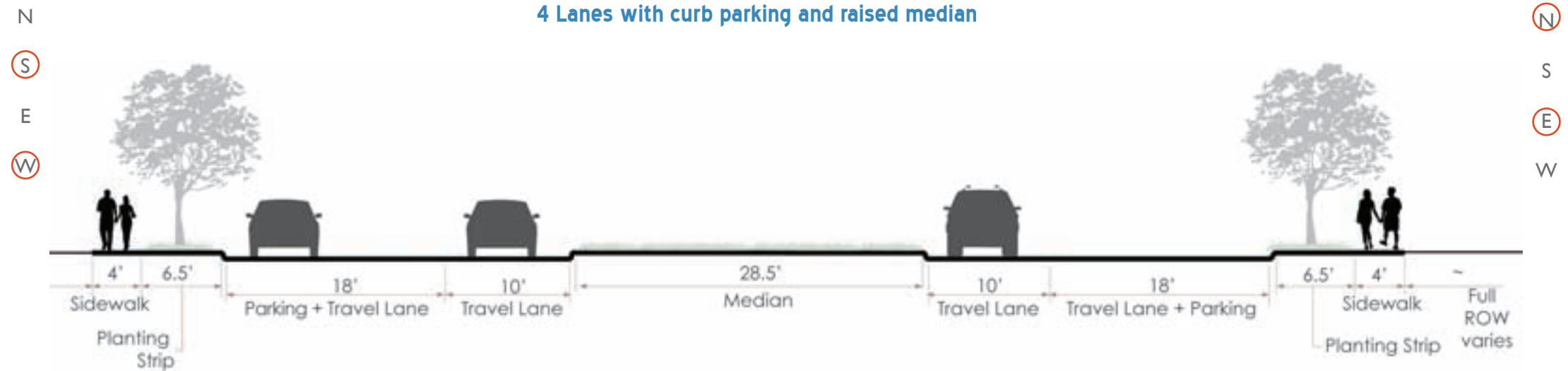
CORRIDOR LENGTH: 2.7 MILES

12. WESTOVER HILLS BOULEVARD FROM BRIDGE TO BROAD ROCK BOULEVARD (SHEET 1 OF 2)



CORRIDOR LENGTH: 2.7 MILES

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



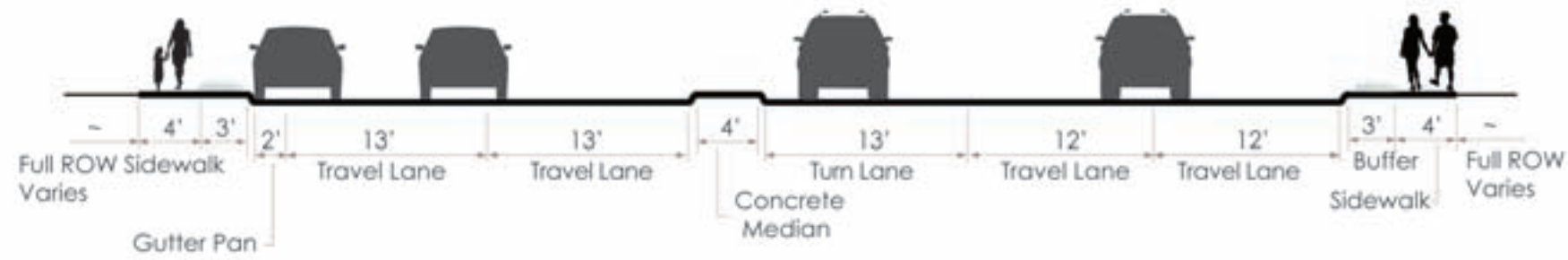
OPPORTUNITIES AND CHALLENGES

- 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

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

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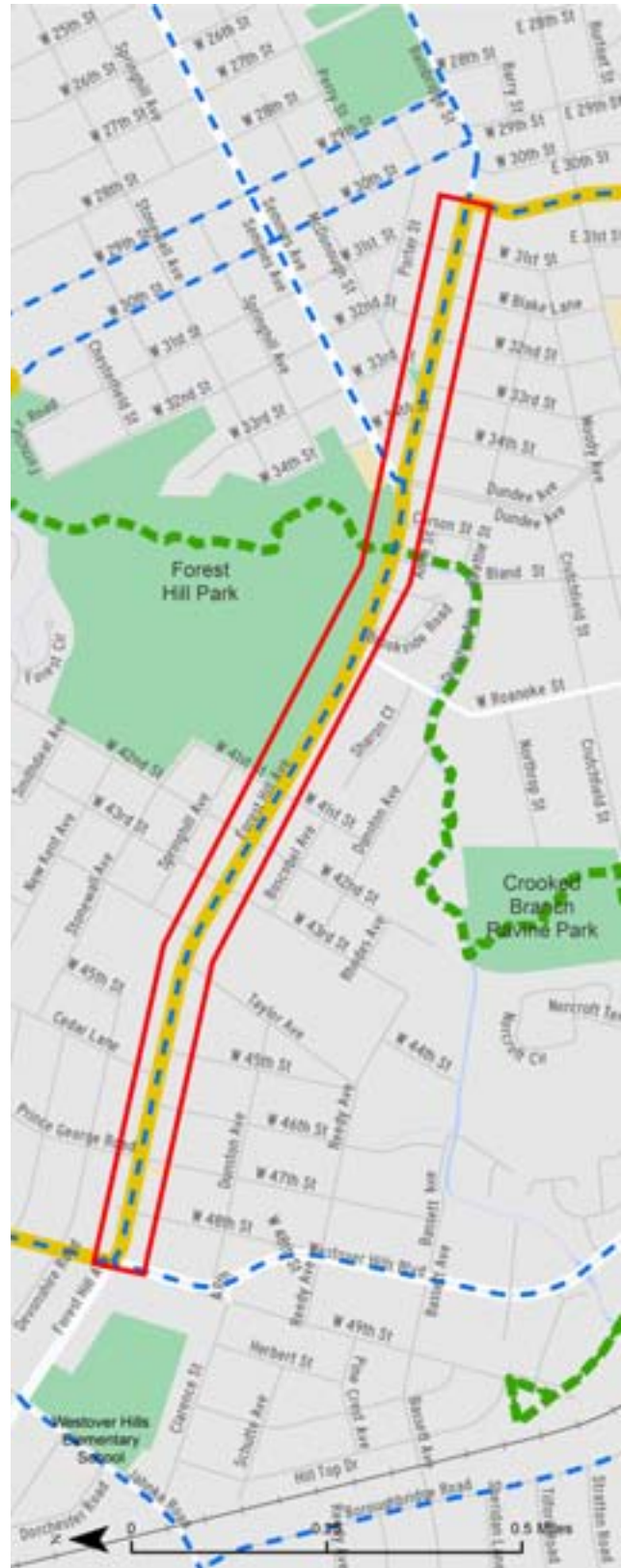


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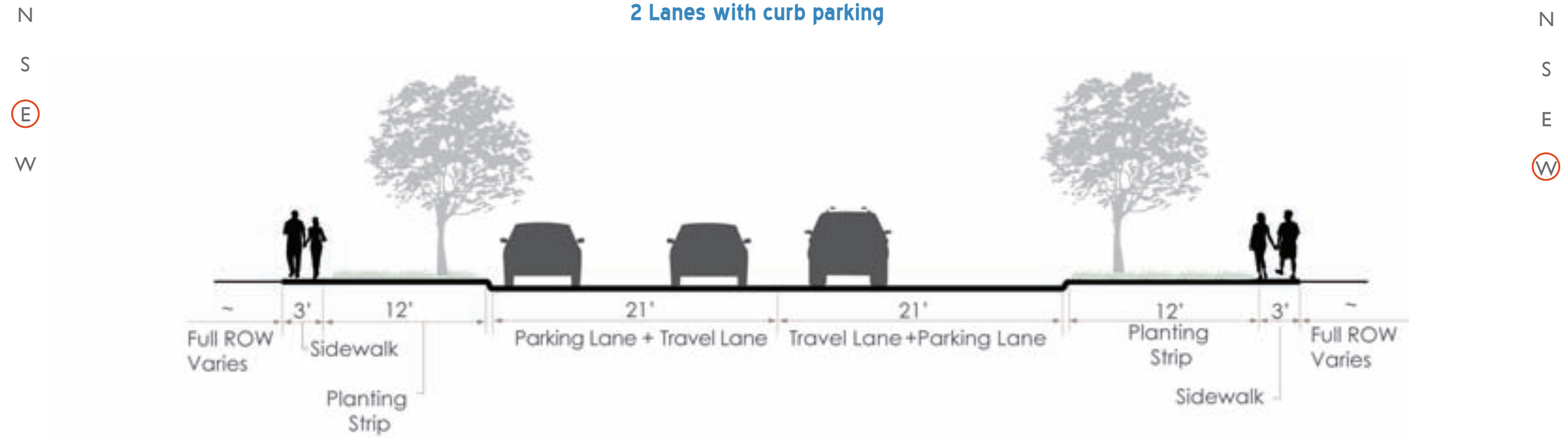
CORRIDOR LENGTH: 2.7 MILES

13. FOREST HILL AVENUE FROM WESTOVER HILLS BOULEVARD TO BAINBRIDGE STREET



CORRIDOR LENGTH: 1.5 MILES

Cross section between Forest Hill Park and Westover Hills
2 Lanes with curb parking



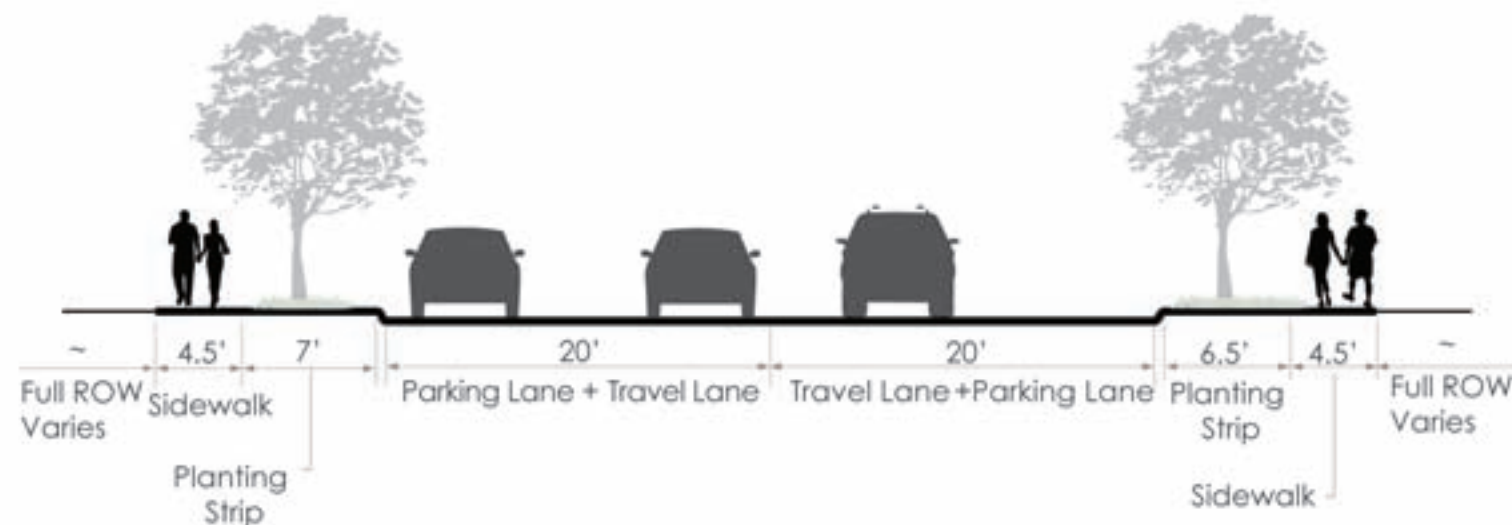
OPPORTUNITIES AND CHALLENGES

- 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

14. BROAD ROCK BOULEVARD FROM FOREST HILL AVENUE TO BELT BOULEVARD

Cross section between 32nd Street and Belt Boulevard
2 Lane road

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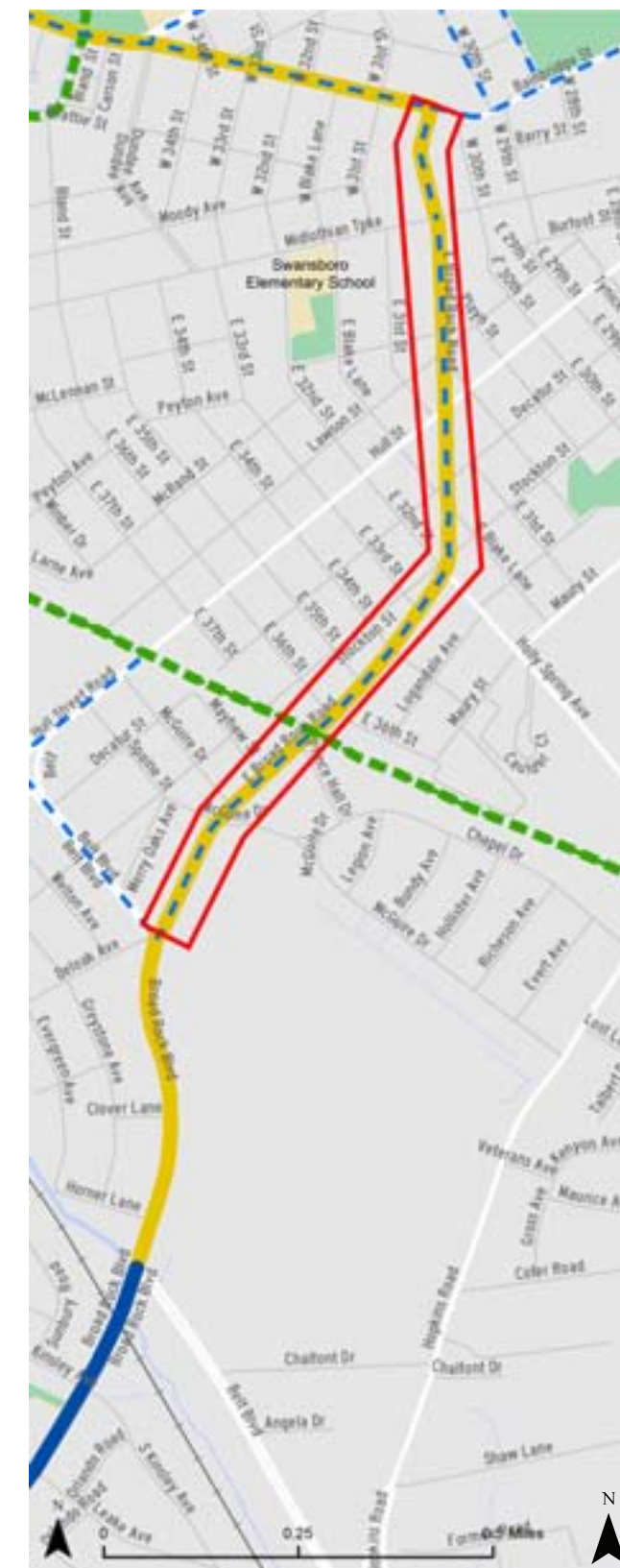


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OPPORTUNITIES AND CHALLENGES

- 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



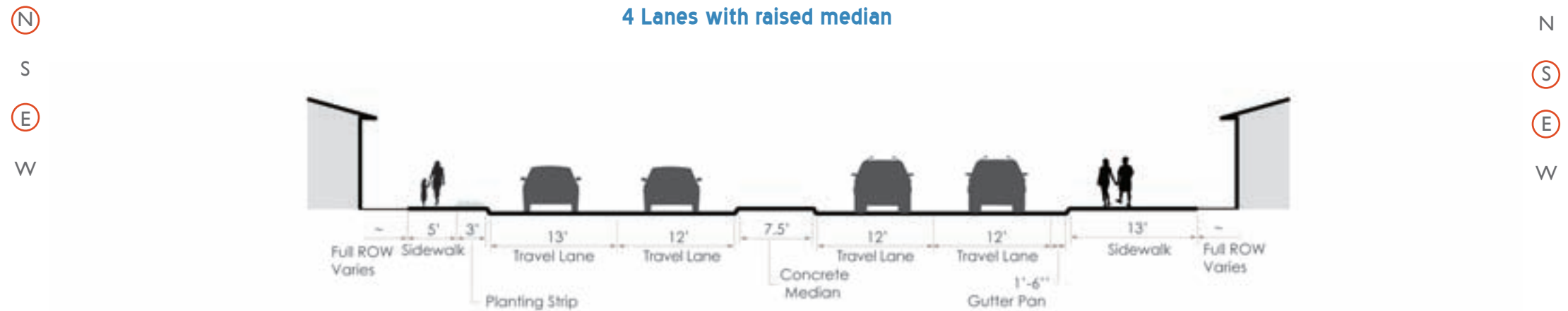
CORRIDOR LENGTH: 1.2 MILES

15. SEMMES AVENUE FROM FOREST HILL AVENUE TO 15TH STREET



CORRIDOR LENGTH: 1.1 MILES

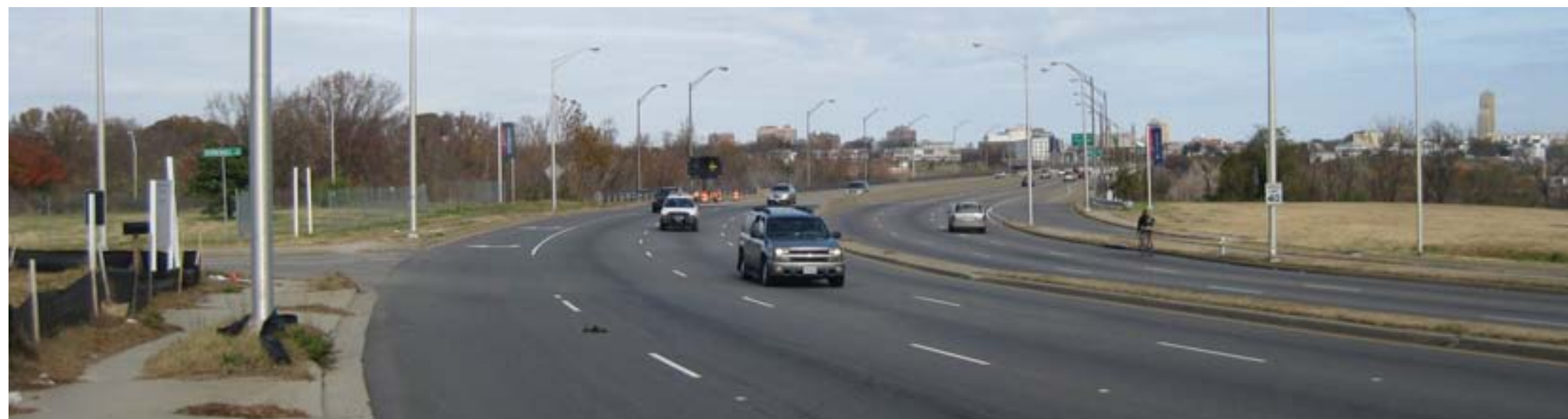
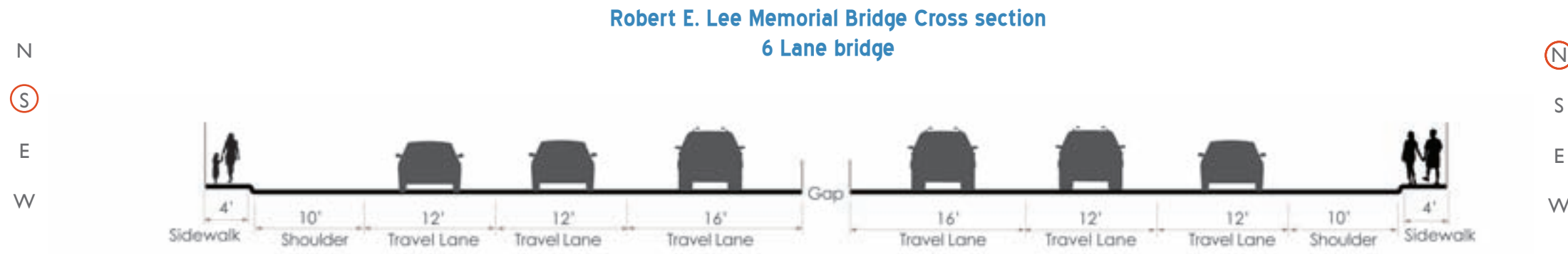
Cross section between Cowardin Avenue and 22nd Street
4 Lanes with raised median



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



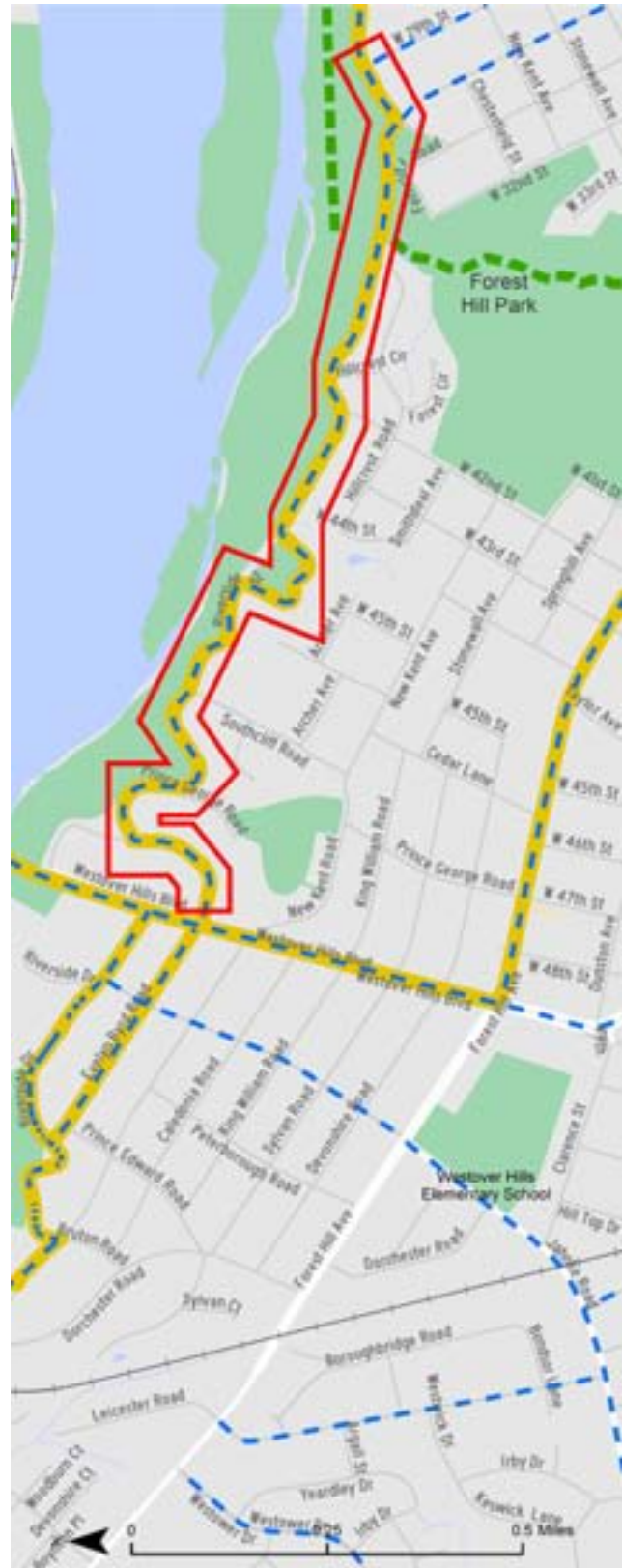
OPPORTUNITIES AND CHALLENGES

- 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 LENGTH: 0.5 MILES

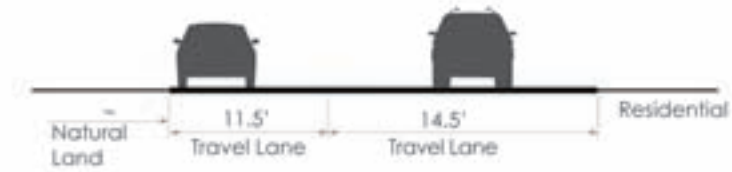
17. RIVERSIDE DRIVE FROM WESTOVER HILLS BOULEVARD TO 9TH STREET (SHEET 1 OF 2)



CORRIDOR LENGTH: 2.7 MILES

Cross section between Westover Hills Boulevard and W. 29th Street
2 Lane road

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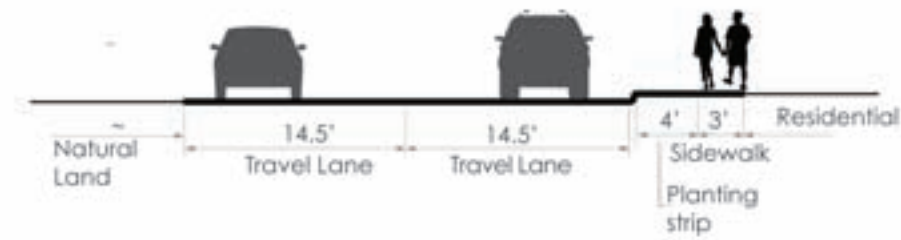
OPPORTUNITIES AND CHALLENGES

- 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

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CORRIDOR LENGTH: 2.7 MILES