

MAYOR'S PEDESTRIAN, BICYCLING AND TRAILS PLANNING COMMISSION

REPORT



Presented to:

Dwight C. Jones, Mayor

Presented by:

The Mayor's Pedestrian, Bicycling and Trails Planning Commission

November 2010

MAYOR'S PEDESTRIAN, BICYCLING AND TRAILS PLANNING COMMISSION

REPORT TO DWIGHT C. JONES, MAYOR OF CITY OF RICHMOND

NOVEMBER 4, 2010

CAROLYN N. GRAHAM AND CHAMPE BURNLEY
CO-CHAIRS

A Message from the Co-Chairs Of the Pedestrian, Bicycle, Trails and Planning Commission

As Co-Chairs, and the guiding force of the wonderful work experience of the Pedestrian, Bicycle, Trails and Planning Commission, we wish to personally thank each person for serving on the Commission, and for those of you who were not officially appointed to the Commission, but who took time out of your busy schedules to attend meetings, and provide input by way of e-mails and phone calls.

To the Commissioners, your hard work on the work groups is especially noted and appreciated. We note the creative insight, knowledge, passion, and ongoing participation that you contributed to this work; it demonstrates the kind of investments that Richmond's citizens are making to help "Build a Better Richmond".

This report is your report. It could not have been done without you and your commitment. Your constructive dialog, active review of materials, review and critique of presentations, and attendance at all of the meetings were invaluable. We look forward to your ongoing participation as we advance this tremendous body of work.

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Mayor's Order #2010-02 For the Establishment of the Pedestrian, Bicycling, and Trails Planning Commission

WHEREAS by the authority vested in me as Mayor of the City of Richmond I do hereby create the **Pedestrian**, **Bicycling**, and **Trails Planning Commission**; and

WHEREAS under this authority, the Pedestrian, Bicycling, and Trails Planning Commission is hereby established to give my Administration advice on ways to incorporate bicycling and walking as viable methods of transportation in the City of Richmond; and

WHEREAS the City of Richmond seeks to support pedestrian and bicycle travel by becoming a community where walking and bicycling are integral parts of the transportation system; and

WHEREAS according to the City of Richmond Transportation Plan and the City of Richmond Master Plan 2000 - 2020, the current transportation system in the City of Richmond is not friendly to pedestrians and bicyclists. There are limited pedestrian or bicycle routes with limited signage; a lack of walking and bicycle maps and park and lock facilities; limited venues for the ease of exercise for disabled residents; few bike racks on buses; and lack of pedestrian and bicycle safety education; and

WHEREAS according to the *Centers for Disease Control*, changes to the community environment to promote physical activity offer the most practical approach to preventing and reducing obesity and associated diseases. Automobile trips that can be safely replaced by walking or bicycling offer the first target for increased physical activity in communities; and

WHEREAS the development of a well-publicized and effective system of pedestrian and bicycle trails could be an effective selling point for economic development and tourism efforts; and

WHEREAS citywide bicycling programs improve the environment by reducing a city's dependence on motor vehicles, reduce traffic by getting more cars off of the roads, and improve the health of its residents by promoting physical activity; and

WHEREAS the City of Richmond seeks to promote methods of active transportation.

I, Dwight C. Jones, Mayor of the City of Richmond, do hereby set forth to develop a Pedestrian, Bicycling, and Trails Planning Commission, and do hereby Order that:

The Pedestrian, Bicycling, and Trails Planning Commission will review adopted citywide transportation plans and develop recommendations consistent with making Richmond a Tier One City. These recommendations will aid my Administration in the creation of a Richmond City Pedestrian, Bicycling, and Trails Plan that will include education, safety, and public awareness campaigns.

In WITNESS WHEREOF, I have hereto set my hand and caused the City of Richmond to be affixed.

DONE at the City of Richmond, this 21 day of May two thousand and ten.

Dwight C. Jones

Date

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REPORT OF THE

MAYOR'S PEDESTRIAN, BICYCLING, AND TRAILS PLANNING COMMISSION Mayor's Order #2010-02

On May 21, 2010, Mayor Dwight C. Jones established the *Mayor's Pedestrian*, *Bicycling, and Trails Planning Commission* ("Commission") to give his administration advice on ways to incorporate walking and bicycling as viable methods of transportation in the City of Richmond. Further, Mayor Jones indicated in the enabling document, that he believed that the City of Richmond could, "support pedestrian and bicycle travel by becoming a community where walking and bicycling are integral parts of the transportation system."

Central to the Pedestrian, Bicycling and Trails Planning Commission's understanding were the research and perspectives embodied in the *City of Richmond Transportation Plan* and the *City of Richmond Master Plan 2000-2010*, both of which viewed the current transportation system in the City as being unfriendly to pedestrians and bicyclists. These plans also noted that there were limited pedestrian or bicycle routes and limited signage in the city; as well a lack of walking and bicycle maps and park and locker facilities; limited venues for the ease of exercise for disabled residents; and, lack of pedestrian and bicycle safety education.

¹ Mayor's Order #2010-02, pg. 1.

Mayor Jones also noted the benefits of physical activity to reducing the high incidence of obesity that exist in the City of Richmond. Opening the city's streets to pedestrians and bicyclists would help to change the community's environment and promote physical activity in an environment that needs to promote a healthy, more physically oriented culture.

The work of this Commission grew out of the energies and commitment of a group of committed individuals – government employees, citizens, neighbors and friends- who believed that the City of Richmond can achieve the goal of a pedestrian/ bike friendly way of being over the next two years. That belief has been the spirit that guided their work.

REPORT OF THE

MAYOR'S PEDESTRIAN, BICYCLING, AND TRAILS PLANNING COMMISSION Mayor's Order #2010-02

Executive Summary

In virtually every major city in America, especially those along the Atlantic Seaboard, walking and bicycling are long-established means of getting about in the older, larger cities in the Northeast corridor, and are routinely integrated into the system of buses, subways, elevated trains, taxis and the millions of personal vehicles that move millions of workers, students, tourists and other travelers at every conceivable hour, seven days weekly.

In addition, to the actual health benefits and the positive perceptions that would be created by the large scale inclusion of people walking and bicycling all over the City of Richmond, it would be made clear to residents, and visitors alike that great cities are communities where walking and bicycling are integral parts of the transportation system.

The Commission was installed by Mayor Dwight C. Jones on June 9, 2010, and began its work with 23 commission members appointed by the Mayor.

Excitement over the Commission's work and its charge were instantaneous, and seven new members were added prior to the second meeting. Meetings were held once a month, and were attended by residents who became aware of the Commission's work and were supportive of the city's willingness to address safety and alternative modes of transportation issues.

The objective established by the Commission was to create a clear, plan that would allow for multiple mobility strategies to enhance pedestrian and bicyclists access to city thoroughfares.

Specifically, the Commissions' goals were to,

- Create a low-cost plan that would include an education process, and allow for painting of roadways and streets;
- Establish short-term goals that could be implemented within an 18-24 month time line;
- Integrate solutions to a pedestrian-bike friendly environment;
- Seek achievable goals for 2011-2012;
- Establish short and long term goals;
- Identify baseline statistics for the City and the State;
- Align City of Richmond's Commission's initiatives with an existing city that has a commission already in place, and that has measures and awards.

Prior to the first meeting, staff were charged with determining what other cities, both in the U.S. and abroad, had done to embrace and create more pedestrian-friendly environments. They made presentations to the Commission at its first meeting on models from Cincinnati, OH which adopted its *Bicycle Transportation Plan* in April 2010, and Scottsdale, AR, which adopted its *Bicycle Transportation Master Plan* in January 2008. Other cities reviewed were

Amsterdam (1978); Fairfax, VA; New York, NY (2009-2010); Durham, NC; Montreal, Canada; Minneapolis, MN; and Portland, OR.

Subsequent to the first meeting, committee co-chairs met to determine the best way to proceed with the work to ensure that a solid set of short- and long-term recommendations would be identified. The following task force structures were decided upon, and members self-selected the task force they wanted to serve on:

Economic Development Public Policy/Legislation

Grants/Funding Infrastructure and Physical Design

Metrics/Evaluation Outreach Education/Safety

Commission meetings were designed to allow for a free flow of dialogue among attendees; the presentation of task force committee updates; and, several special presentations. For example, Jeff Fitch, Director of Marketing for Sports Backers from Anthem Moonlight shared information about biking activities being sponsored by Sports Backers, which included family long and short mile rides, and other family-centered activities such as health information, and a bike decorating contest for prizes.

Ian Lockwood, a nationally renowned engineer specializing in planning and designing of pedestrian friendly communities. Mr. Lockwood's presentation compared and contrasted streets and sidewalks—communities—designed to support healthy, less car intensive lifestyles. He presented information from communities that had embraced a philosophy to become pedestrian friendly by narrowing streets

to reduce the speed and flow of vehicular traffic; brought housing closer to the street, widened sidewalks, created round abouts to slow traffic, etc. Mr. Lockwood posited that when streets are walkable, they encourage a healthy lifestyle, and are comfortable, engaging, and accessible. Cities thus become convenient and connected; and downtowns become vibrant, safe, etc. Mr. Lockwood's presentation was both inspiring and informative.

Buck Ward, Segway of Richmond, and a Commission member commenting on Mr. Lockwood's presentation said,

...I wanted to share with the Committee how impressed I was with the vision, knowledge and creativity that Ian Lockwood so eloquently displayed in his presentation yesterday to the Bike Commission. I thought his ideas were inspiring and could serve as a wonderful foundation for a sustainable downtown and complement many of the initiatives our Commission is working on. Ideally, I would hope some of Ian's ideas are ultimately incorporated into our recommendations to Mayor Jones. Of the many statements he made which resonated with me and which I have thought for a long time, "Richmond has the potential to be one of the coolest cities in the country" stands out. So much needs to be changed though. The river, the islands, the hills, historic buildings, the views, etc. all are waiting for a vision putting it altogether which Ian began to lay out in many of the ideas and visuals he presented. Importantly, I think they are especially complementary to the work our Commission is doing! I live and work downtown, and see all the untapped potential we have. I think biking, walking, and sustainability in general were all captured and addressed perfectly in so many of the visuals we saw in his presentation and could work very well here in some form or fashion.

Making the pedestrian the focus and priority is a refreshingly simple approach I frankly had never thought about. Ian pointed out very convincingly that walkability in general, beautiful trees, wider sidewalks, contrasted and safe bike lanes, narrower two lane roads, roundabouts, sustainable alternatives, and accessible parking strongly attract and translate into economic vibrancy! Many excellent and compelling examples, which surely complement the work we are doing, and that I think we should keep in mind as we move towards making our recommendations. We have a whole river largely ignored until recently yet still remain largely detached from downtown commerce and the community. I personally would love to hear more of Ian's ideas and take advantage of his creativity and experience as we think through our recommendations to Mayor Jones.

Tarisa Moran, Planner, Planning and Review Department, City of Richmond presented design standards for bike racks in the city, and shared vendor information about bike racks used nationwide.

Amy George, Graphic, Information Systems Analyst, Office of the Assessor of Real Estate, City of Richmond, and a city biker, presented an analysis of accidents involving pedestrians, bikes and vehicles in the City of Richmond. Her presentation listed key "trouble spots" in the city where vehicles have hit bicyclists, and/or walking pedestrians. Ms. George's full presentation appears in the appendix of the document (See Appendix A). The city's downtown, Fan area and portions of the Northside and East End are noted in her presentation as particularly troubling for bicyclists and pedestrians. Table 1 below lists the high accident corridor areas of the city:

CITY OF RICHMOND HIGH ACCIDENT CORRIDORS

Bicycles	Pedestrians
West Cary St.	East Broad St.
West Broad St.	West Broad St.
West Main St.	West Cary St.
West Leigh St.	West Leigh St.
East Broad St.	West Main St.
East Main St.	East Cary St.
East Cary Street	East Main St.
Floyd Ave	West Grace St.
Park Ave.	East Marshall St.
North Harrison St.	N. 21st St.
Chamberlayne Pkwy.	Midlothian Tpke.
Chamberlayne Ave.	Hull St.
North Ave.	Jeff Davis Hwy.
Midlothian Tpke	Forrest Hill Ave.
Forest Hill Ave.	Broad Rock Blvd.
Broad Rock Blvd.	Warwick Rd.
Hull St.	North Ave.
Jeff Davis Hwy.	Chamberlayne Ave. Fairfield Ave. Brookland Park Blvd.

The Commission met monthly, and a strong communications network evolved that encouraged participation and information sharing across the city.

Reports, websites, and videos that focused on other cities' efforts were shared by way of this network. From the information shared, alternative, multi-modal systems of transportation are emerging in cities across the United States. Lifestyle changes, environmental considerations, and economic benefits appear to be the primary motivators for the changes that are occurring nationwide. Other communities in Virginia are moving towards becoming more pedestrian and bicyclist friendly. In September, Arlington, VA announced a Capital Bikeshare Program with 1,100 bikes and 110 stations in the District metropolitan area. Several Virginia cities have applied for and been awarded, "Bicycle Friendly Community Awards" 1

Commission and hundreds of highly-motivated participants including public officials, university students, cycling aficionados and interested patrons met at the Carillon in Byrd Park and viewed presentations and recommendations developed by the Commission's task forces. The September 20, 2010, meeting was the end result of meetings which began some eight weeks earlier with sub-committees and task forces focusing on the issues facing the City of Richmond as decisions are made to

¹ League of American Bicyclists Bike Friendly Awards, http://www.bikeleague.org/programs/bicyclefriendlyamerica/index.php.

implement the recommendations and bring about the possibilities within Mayor Jones' vision for creating a pedestrian friendly city.

The Commission reconvened on September 29, 2010 to evaluate the recommendations received in the forum, and decided to streamline the recommendations which were the products of the task forces. The Commission selected the top five recommendations as representative of those feasible for implementation in a short-term period; and which would be presented to Mayor Jones.

The Commission prioritized the list of recommendations as follows:

- Create a Pedestrian, Bike, Trails Coordinator Position;
- Implement "Complete Streets" –set policy and design standards;
- Develop a dedicated funding stream for changing the infrastructure;
- Establish education/safety programs for all;
- Formally adopt the Mayor's Pedestrian, Bicycle and Trails

 Planning Commission recommendations and prioritization of
 greenways, blueways, trails, on-road bicycle routes, and pedestrian
 routes as official routes of the City of Richmond.

Introduction

The City of Richmond's climate is conducive for walking and using a variety of modes of transportation most months of the year. The city is situated in a region where the geography is compact enough that many facilities such as schools, grocery stores, shops, offices and other points of interest are easily accessible using non-motorized transportation. Richmond's mass transit buses serve as an important link for combining walking and biking with mass transit in a multi-modal transportation system. Its limitations are artificial, and will have to be re-thought in years to come if the region is to be fully accessible and easy to navigate and enjoy by families, children/youth, and persons with disabilities and those choosing to age in place.

The Mayor's Pedestrian, Bicycling and Trails Commission ("Commission") is not the first to evaluate the conditions for bicyclists and pedestrians in the city; these issues were addressed in the 2000-2011 City Master Plan, which concluded that, "Currently, much of the roadway systems in the city is conducive to neither bicycle nor pedestrian travel. Many of the city's major transportation corridors lack streetscape elements to encourage pedestrian use."²

The Commission entered its work process recognizing that its efforts were likely to add to a corpus of work that currently existed on the subject. Nevertheless, it believes, and is hopeful that the time is right and the commitments from both the

² 2010-2010 Richmond Virginia Master Plan, p. 37: http://www.richmondgov.com/planninganddevelopmentreview/PlansMaster.aspx.

administration and the City Council are just what have been needed to finally move the pendulum in favor of those wishing to make the city more pedestrian friendly.

Recent efforts by the city demonstrate a readiness for change. For example, under the Jones administration, the city has adopted a commitment to going "green", and adopted sustainable policies that extend even to transportation. The empanelling of this Commission and the recent adoption of a resolution by the City Council are further indications of this commitment.

The Commission's work is intended to convey the general consensus that it believes the city can correct many of the previously identified problems it has had, and revise the transportation system so that it is conducive and inviting for pedestrian and bicyclists travel. Further, providing facilities and encouraging attitudinal shifts through broad public education policies that promote walking and biking will encourage Richmonders to adopt active lifestyles, which are an important element in reducing chronic health issues facing our citizens.

The recommendations embodied in this report are presented with great hope and expectations that we can and will do better as a city to make this truly a better place for all of our residents to live and recreate.

The Process

The task forces met for approximately eight weeks (June-September), garnered public input through a survey posted on the internet for approximately three weeks; and at a public forum attended by well over 200 residents—public officials, university students, and interested patrons.

Data on locations of crashes involving motor vehicles and bicyclists and pedestrians from 2000 through 2010 were also compiled and presented to the gathering as part of a context-setting exercise (See Appendix A).

Four task forces presented their preliminary recommendations—a subset of each of the group's overall reports—at the meeting held at the Carrillon in Byrd Park on September 20.

Persons attending the public forum were asked to work in small groups (approximately 12 at a table) and, after viewing each task group's presentation, provide feedback on the importance of each group's recommendations and their recommended priorities (See Appendix B) for additional details associated with these recommendations). The community's top priorities follow, and are separated according to the task groups' presentations:

Community's Priority Rankings

Policy Recommendations

- 1. Recommendation 3P: Create full-time Bike, Pedestrian, and Trail Coordinator position
- 2. Recommendation 4P: Richmond adopts a, "Complete Streets" policy moving forward
- 3. **Recommendation** 2P: Incent employees to use alternate transportation
- 4. Recommendation 1P: Recommend Policies to Promote Alternative Transportation Modes for Commuters

Economic Development

- 1. Recommendation 1ED: Rethink our Bridges so that streets are welcoming and "Complete Streets"
- 2. Recommendation 4ED: Connect people to natural attractors—gravity points Capitalize on what is existing
- 3. Recommendation 5ED: Percent of large-scale projects devoted to City's bike-pedestrian infrastructure
- 4. Recommendation 2ED: Rethink our Streets "Striping the parking lane makes drivers feel safer, too-defines the space for everyone" and is an incremental step towards creating complete streets--the ultimate goal
- 5. Recommendation 3ED: Plan for the Pedestrian

Infrastructure

- 1. **Recommendation** 1D: The City should formally adopt the P.B.T.P.C. recommendations and prioritization of greenways, blueways, trails, on-road bicycle routes, and pedestrian routes as official routes of the City of Richmond
- 2. **Recommendation** 2D: Formalize operational and Capital Improvement funding for trail, greenway, blueway, pedestrian and on-road route facilities construction and maintenance
- 3. **Recommendation** 3D: Purchase equipment needed to develop and maintain trail, greenway, pedestrian, blueway, and on-road facilities and create 4-6 permanent positions to build and maintain these facilities
- 4. **Recommendation** 4D: City should reinstate maintenance of all pedestrian steeps and walk ways from Church Hill to Bottom and work with P.B.T.P.C. to develop recommendations for "Scenic Road Ways"
- 5. Recommendation 5D: Develop docks along Kanawha Canal to facilitate boater access and boat taxi service

Education

- 1. **Recommendation** 5E: Once established streets are designated as recommended routes, signage is posted to remind all to share the roadway
- 2. **Recommendation** 3E: Partner with RPS and RPD to heavily promote National Walk to School Day Make this highly visible with Council members walking to a school. Expand in Spring to a monthly/weekly event
- 3. **Recommendation** 4E: Maps of recommended walking/riding trails be made available at public buildings. Safety guidelines printed on back
- 4. **Recommendation** 2E: Proclamation from Mayor- "Live Here, Bike Here"; "Richmond Loves Pedestrians"
- 5. Recommendation 1E: Hire a public relations firm to create a multi-media campaign directed to all

Task Force Priorities

Policy/Legislative Priorities (See Appendix C):

- Incent employees to use alternate transportation;
 - ✓ Promote bike racks at offices & public buildings
 - ✓ Offer incentives for workplace showers and lockers
 - ✓ Incentives for using mass transit
 - ✓ Educate employers and citizens on existing tax credits
 - ✓ Investigate feasibility of Zip cars and bike share programs
- Create full-time Pedestrian, Bike and Trail Coordinator position;
 - ✓ Position would be responsible for implementing recommendations & coordinating departments
- Richmond adopts a, "Complete Streets" policy moving forward;
 Complete streets are roadways designed and operated to enable safe,
 attractive and comfortable access and travel for all users. Pedestrians,
 bicyclists, motorists, and public transport users of all ages and abilities are
 able to safely and comfortably move along and across a complete street
- Adopt all or part of Richmond MPO Bicycle Pedestrian Plan;
- Review and update current City Ordinances regarding bicycling and pedestrian issues;
- Introduce City Council Resolution supporting bike and pedestrian efforts;
- Work with congressional delegations to gain support and funding.

Economic Development Priorities (See Appendix D):

- Rethink bridges as gateways into the city. (Once in the city, connect people to natural, historic landmarks, retail and restaurants);
- Rethink our Street. While "complete streets" are the ultimate goal, an
 incremental first step is striping a parking lane. This makes drivers and
 passengers feel safer as well when exiting their automobiles, and should be
 considered as standard treatment for City streets;
- For new large scale development projects, designate a percent of the [development] costs to bike/pedestrian infrastructure. As an economic incentive, the City initially should provide a rebate for this infrastructure, until it becomes standard practice;
- Plan for pedestrians by adding trash cans, wider sidewalks, street lights, furniture and identifiable crosswalks.

Infrastructure and Physical Design Priorities (See Appendix E):

The community recommended utilizing the trials by formally adopting the Pedestrian, Bicycling and Trails Planning Commission's Plan by,

- Prioritizing greenways, blueways, trails, on-road bicycle, and pedestrian routes as official routes of the City of Richmond;
- Formalize operational and capital improvement for facilities construction and maintenance;

- Purchase equipment and hire 4-6 permanent positions needed to develop and maintain the trails, greenways, and on-road facilities;
- Reinstate "Scenic Road Ways" and develop docks along Kanawha Canal to facilitate boater access and boat taxi service;
- Establish streets that are designated as recommended routes.

Outreach Education/Safety Priorities (See Appendix F):

- Use signage that designates roadway to be shared by all;
- Partner with Richmond Public Schools to promote walk to school programs and safety issues - involve council in the process;
- Provide maps in public places with safety guidelines printed on the back.
- Establish a tag line e.g. "Live Here, Bike Here Richmond loves pedestrian;"
 and,
- Hire a public relation firm to create a multi-media campaign directed to all residents.

Metrics/Evaluation Priorities (See Appendix G):

- The City should establish metrics needed for future tracking of bicycle,
 pedestrian and trails related implementation efforts and changes in numbers
 over time. Measures for consideration include but are not limited to:
 - ✓ the number of bikeway miles implemented
 - ✓ the number of bicycle & pedestrian crashes

- ✓ the number of bicycle & pedestrian fatalities
- ✓ the number of bicycle parking spaces
- ✓ expenditures for bicycling, walking and trails facilities
- ✓ percentage of students bicycling and walking to school
- ✓ percentage of workers who bicycle to work
- ✓ percentage of workers who walk to work
- ✓ percentage of workers who take public transportation to work
- ✓ Vehicle Miles Traveled (VMT)
- ✓ Childhood Obesity
- The City should develop an annual performance tracking report that includes targets for each of the established metrics;
- The City should submit an application to the League of American Bicyclists –
 Bicycle Friendly Community Program;
- The City should include questions regarding non-motorized transportation in the resident satisfaction survey currently under development by the Auditor's Office;
- The City should officially adopt the 2004 Regional MPO Bicycling and Pedestrian Plan.

Grants/Funding Priorities (See Appendix H):

COORDINATION

In order to be eligible and competitive for funding, no matter the source, the City should ensure that all applications are coordinated among all appropriate City departments. In cases of ongoing funding sources, such as the Regional Surface Transportation Program (RSTP), the Congestion Mitigation and Air Quality (CMAQ) Program, or the Transportation Enhancement (TE) Program, it is necessary to ensure that recipient projects are progressing and that completed projects have moved to closeout. Additionally, the City should present a single high priority application for funding sources, such as TE, instead of applying for a number of uncoordinated, small projects (for example crossing enhancements) that dilute pool of possible projects and ultimately compete with each other.

PROJECTS BEFORE FUNDING

Recognizing that there is a sequential process to grant seeking whereby projects are identified and scoped before applications are developed and submitted, the City should identify and develop projects prior to seeking funding. This proactive approach results in more competitive grant proposals that better address the identified need. Further, it results in fewer surprises during project implementation, which increases the likelihood for project success. Finally, once projects have been identified and developed, City staff should prepare budgets and narratives that can be used in grant applications as opportunities arise.

• Prioritization

The Commission should prepare prioritized list of projects for submission to the Mayor for his consideration. Further, the prioritized list of projects should be presented to the Mayor with enough time for him to consider them for inclusion in the Capital Improvement Plan.

REGIONAL PLANS

The Final Draft Regional Bicycle and Pedestrian Plan (VDOT, 2004) should be formally adopted by City Council and regional partner jurisdictions should be encouraged to do the same. Additionally, projects identified and prioritized for implementation should be promoted by the City through the Metropolitan Planning Organization (MPO) for inclusion in the next Long-Range Transportation Plan (LRTP) update.

• RECOGNIZE PRIVATE SECTOR INVESTMENT

The City should recognize the efforts of private sector investments and encourage continued private investment. Examples of such might include:

- ✓ Investor ribbon-cutting ceremony
- ✓ Signage recognizing private investor of particular trail(s)
- ✓ Corporate Citizenship Awards

In addition to the survey from the public forum, an electronic survey was created and posted on the internet to gather broad public input. The survey consisted of 22 items including: priority rankings, multiple choice questions and

user comments. The survey was widely publicized in an effort to ensure broad representation of citizen's input. Mediums chosen for posting the survey were the City of Richmond's website, the <u>Richmond Times Dispatch</u>, various blogs, bike clubs and electronic distribution. Posters were also printed and distributed around the city.

A public survey was launched on September 20 and ran to October 14, 2010; 1,138 citizens responded to the survey and, while the survey cannot be recognized as being statistically valid as it does not recognize the city's population as a whole, the Commission acknowledges and appreciates the great input of those who did take the time to respond with their opinions.

It is further noted that the responses received were supportive and overwhelmingly positive of the city's efforts. One of the questions posed on the survey sought to test the public's opinion about the friendliness of the city for bikers and walking pedestrians. Approximately 98 percent of those responding thought it "important" or "very important" that the City of Richmond be a safe, bikeable/ walkable city. (See Survey Results Appendix D).

Summary of survey³

The call for participation in the survey was however broad, with the survey link being provided on the city & mayor's web sites, articles about the commission's work with links to the survey in the times dispatch (and on web site), the survey was also distributed through a number of electronic lists. The degree to which the link to the survey was transmitted through social networking, and forwarded emails cannot be known.

Demographically, the average age is of those that responded is 39.5 with a range of 14 to 82 years or age. It is noted that not all respondents live or work in the City.

Survey Questions:

How frequently do you use walking, personal automobile, bus / mass transit, bicycle or other forms of transportation for your daily needs.

Under daily use, there were greater than 1700 cumulative responses for all the available options. From this it is clear that many respondents to the survey use more than one form of transportation each day. This could be multiple modes to get to a single destination e.g. to and from work or different modes of transport for different tasks.

³ This was not a scientifically conducted survey with a randomly selected audience; rather the sample is one of convenience, and likely respondents were skewed to individuals for whom this topic is of personal interest.

Recommendation: As the City develops metrics to track transportation mode share, the survey tools will need to be sophisticated enough to capture "multimode" commuters and individuals who use different transportation modes depending on distance or task.

Although unrelated to the task of the commission the City should take note of the small percentage of individuals who use bus or mass transit; 85% of respondents indicated that they rarely or never use the bus or mass transit. Reduction of automobile traffic within the City will require examination of the barriers to bus use and implementation of strategies to overcome these barriers.

How important is it to you that Richmond is a bikeable / walkable city?

Over 97% of the respondents to the survey indicated that it is Very important (90%) or Important (7%) that Richmond be a bikeable and walkable city.

Please describe the majority use of your bike riding:

A total of 64% of the respondents to the survey who bicycle use it predominately for recreation, while only 36% use it predominately for shopping, errands, commuting etc.

Taken together with respondents comments on why they do not bicycle more, indicates that within this sample of respondents there are a large percentage

of individuals who, if they felt safe riding on Richmond streets would increase their utilitarian use of the bicycle.

That there is an available population that can be tapped to increase utilitarian bicycling, and thus reduce automobile use is also evident from the responses to a previous question where 89% of respondents indicated that on average they ride their bike at least one time per week.

Why do you walk or bike (respectively), a list of choices was provided.

In both cases the primary reasons were for exercise/health and enjoyment. Only 5.9% of survey respondents indicated that they walked to get to work, and 10.6% indicated that they biked to get to work. "The 2009 National Household Travel Survey (NHTS), reported walking trips accounted for 10.9 percent of all trips reported, while one percent of all trips reported were taken by bike" (reference The National Bicycling and Walking study: 15 year status report.

Either Richmond is doing far better than the rest of the nation on mode share for bicycling trips and worse than the national average for walking or survey respondents were skewed. We suspect the later given the mode of survey distribution.

What is the average distance you bike ride:

The majority of respondents indicated that their average ride was less than 6 miles one way.

The majority of motor vehicle trips taken within the US are less than 3 miles, therefore, the distance typically traveled by bike by this group of respondents is well within distances that would be expected for utilitarian trips.

What prevents you from bicycling more often, a list of choices were given, and respondents were allowed to give additional items.

Respondents were allowed to check more than one response; and on average respondents indicated nearly 5 items.

The top five responses were: No bike paths, bike lanes, or bike routes;

Unsafe/unlawful motorists' behavior; Bikeways / roads are in poor condition;

Uncomfortable bicycling on roads with motor traffic; insufficient bike parking or storage.

Indicate whether the city's infrastructure for was safe and conducive to walking.

The majority of respondents indicated that sidewalks, crosswalks, and bridges were in the fair to good range.

What are your preferred facilities for bicycling or walking - A list of choices given. Respondents were asked to rate each on a Likert scale from Very Important to Not Needed.

Nearly all the listed items were rated as important or very important.

Respondents rated all of the facilities and the question did not ask participants to rank order their preferences.

The responses to this question indicate a strong desire for improved infrastructure. However the specific responses should not drive decisions of infrastructure choice at any given location. The choice of infrastructure needs to be carefully fit to the specifics of each roadway / intersection.

What improvements would influence you to ride more often?

This question has an overlap with the previous question, although asked from a different frame of reference, and although there was overlap in the listed choices the lists were not identical. Combinations of infrastructure and non-infrastructure items were listed.

Each listed item was rated on a Likert scale from Very Likely to Very Unlikely. All but one of the listed items had average ratings of very likely or somewhat likely.

Although there was little separation in ratings, the top five improvements were: More bike lanes on major streets; Bicycle Boulevards; More multi-use paths; Widened Outside/Curb lanes on major streets; increased maintenance of bike lanes, routes, etc.

What would increase the number of people who ride bikes in Richmond?

Thus again addressing a similar issue but from yet a slightly different perspective. The items listed for this question were all non-infrastructure items. Each item was rated on a Likert scale of Very Important to No Interest.

Again all listed items received average rankings of Very important to somewhat important. The top five items from this list were: Public awareness campaign (bicyclists' rights, responsibilities and health and environmental benefits of bicycling); Education for k-12 students; Bicycle Information Webstie; User friendly bicycle maps and guides; Education programs for motorists.

There was also opportunity for respondents to provide input via open ended questions.

Respondents were asked to provide the primary reason why they did not walk or bike in the city if they did not walk or bike in the city. Over 260 responses were given. While the short time from survey closure to this report has not allowed detailed analysis of the comments, there is an obvious theme to the responses. The vast majority of the responses reference concerns for safety and or lack of suitable roads or facilities; lack of awareness of bicyclist, pedestrian and motorists' rights and responsibilities was also mentioned frequently.

Respondent were asked to list neighborhoods or areas and roadways or intersections that were dangerous or difficult for pedestrians or bicyclists. The responses to these two questions fill 110 pages and have not been analyzed. From the length of the list, it is clear survey respondents see many areas of the City that can be improved for bicyclists and pedestrians.

The Commission reconvened on September 29, 2010 to evaluate the recommendations received in the forum, and decided to streamline the recommendations by selecting the top five as representative of those feasible for implementation in a short-term (60-90 day) period, and which would be presented to the Mayor.

The Commission prioritized the list of recommendations as follows:

- Create a Pedestrian, Bike, Trails Coordinator Position;
- Implement "Complete Streets" –set policy and design standards;
- Develop a dedicated funding stream for changing the infrastructure;
- Establish education/safety programs for all;
- Formally adopt the Mayor's Pedestrian, Bicycle and Trails Planning
 Commission recommendations and prioritization of greenways,
 blueways, trails, on road bicycle routes, and pedestrian routes as
 official routes of the City of Richmond.

The Commission decided to continue to meet, and formulate sub-categories with the newly formed position that will assume responsibility for this function.

Included in the appendices are the reports and recommendations of each task force.

Financial Estimates of Top Three Recommendations

- 1. Create a Pedestrian, Bicycle and Trails Coordinator Position: Base salary: \$80,000-\$105,000.00 annually
- 2. Implement policy for "Complete Streets" design standards
 In most jurisdictions, the "Complete Streets" concept is variable and flexible.
 Most are designed to balance safety and convenience for everyone using the road. On the low expense side, directional signage, lane painting within existing roads to identify lanes for cyclists or pedestrians, redefined or raised crosswalks and bicycle racks. Staff recommends signage as a first step.

 Assume a cost of \$250.00 per sign including installation approximately 4,000 signs could be installed throughout the City of Richmond at a total cost of \$1Million. This cost can be reduced if the signs are made internally. Line painting is estimated to cost \$250,000, for labor and materials. Total estimated cost for signage and street painting should range from \$750,000-\$1.250Million.
- 3. Establish education/safety program for all
 Staff estimates that this can be done for approximately \$150,000.00
- 4. Establish greenways, blueways, trails and pedestrian routes. Build public relations capacities and networks.

 The greenways, blueways and trails portion of the initial recommendations will be coordinated with a number of other initiatives that are being planned and executed by the Richmond Area Metropolitan Planning Organization (RAMPO). Whereas many of the proposed intra-city trails will be within City of Richmond parks and green spaces, we want to flow into them seamlessly from the bike paths we seek to identify and highlight. By definition greenways are special paths for bicyclists and blue ways are water paths or trails developed with launch points, camping locations and points of interest for canoeists and kayakers.

The James River Parks are ideal for both greenways and blueways; other City of Richmond parks can provide extensive greenways and trails without the ambience of the river. The Virginia Capital Trail Project is building a 55 mile multi-million dollar bicycle and pedestrian trail with \$8 million Federal (ARRA) dollars and multi-jurisdictional (RAMPO) funds supplying the other \$21.292 million.

The costs of developing greenways and blueways needs to logically follow the process on installing signage, doing lane designations educating motorists, cyclists and pedestrians and all of the other work that builds on the City of Richmond's existing infrastructure. Any costs associated with concrete, steel and asphalt will require funds like those mentioned in the RAMPO projects, or would have to be part of a larger Capital Improvements Project.

A study on "Routing the East Coast Greenway through Richmond" makes a number of suggestions that begin with understanding the existing conditions in the City of Richmond and its potential as part of the East Coast Greenway. The greenway is estimated to cover 15 miles within Richmond and is projected to traverse and impact the areas around Cannon Creek, the James River Park Reedy Creek and Pocosham Creek.

The study includes a detailed cost estimate that totals just under \$9 million and has approximate annual maintenance costs of \$147,000.

Blueways, depending upon their number and placements would not have the same cost measurements, because they are not measured in 'costs per mile'.

One of the final cost estimates we must consider is the use of public relations professionals in the process of implementing and maintaining this initiative. Costs can range from relatively low if we use a smaller firm or larger, if a higher overhead firm is selected. These costs could range from \$75,000 per year to well over \$150,000 per year, depending upon the costs of

concept development, marketing strategies and production costs for either printing or media.

\$80,000 - \$105,000 Pedestrian, Bicycle and Trails Coordinator position \$150,000 Safety and Education \$75,000 - \$150,000 Public Relations \$750,000 - \$1,250,000 Signage and street painting \$1,065M - \$1.505M

Summary:

The Commission recommends that the city set aside at least \$1.5M initially in the 2011/12 budget to begin making the changes necessary to making the City of Richmond a more pedestrian friendly city. The Commission notes that initial investments are being made in 2011 city surplus funding to address initial steps with trails that will ultimately result in trails being expanded and linked across the region.

Conclusion

As the Commission reviews the work that took place over the past six months, it is pleased. Pleased to have been given an opportunity by Mayor Jones to be trusted with the responsibility to formulate responsible policy that, if implemented, will radically change the way our citizens respond to their environment as individuals who embrace a multi-modal philosophy for movement throughout the city.

We took our charge seriously and aimed at recommendations designed to make Richmond a more pedestrian friendly city where everyone has place and meaning in the execution of their daily activities.

We have tried to present the administration with a document that it will be proud to advance to the City Council and the citizens of this city; and will find ease in implementing over the next two years. We recognize that funding and other constraints are likely to impact the progress that has begun with the execution of this document. However, we are hopeful that ultimately, as a community, we can move the hopes and aspirations embodied in this document forward, such that within the next five years we can look back and see a city that is clean, safe, and friendly to everyone: walkers, the disabled, bikers, and those who choose more traditional modes of transportation.



OFFICE OF DEPUTY CHIEF ADMINISTRATIVE OFFICER HUMAN SERVICES

900 E. Marshall Street, Ste 330 Richmond, Virginia 23219

(804) 646-5823

APPENDICES

Mayor Dwight C. Jones Pedestrian, Bicycling, and Trails Planning Commission



Appendix A



SAFETY ST

SPATIAL ANALYSIS OF RPD INCIDENT DATA 2000-2010

OFFICE OF THE CITY ASSESSOR

BY THE NUMBERS

CYCLISTS HIT BY VEHICLES:

2000-2003: ~214

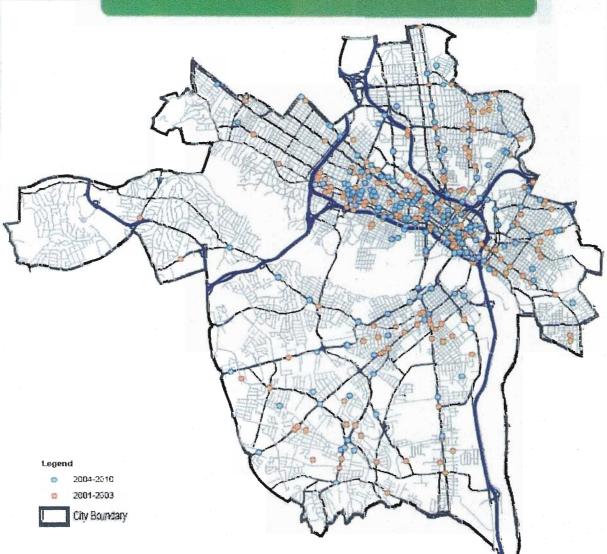
2004-2010: 196

PEDESTRIANS HIT BY VEHICLES:

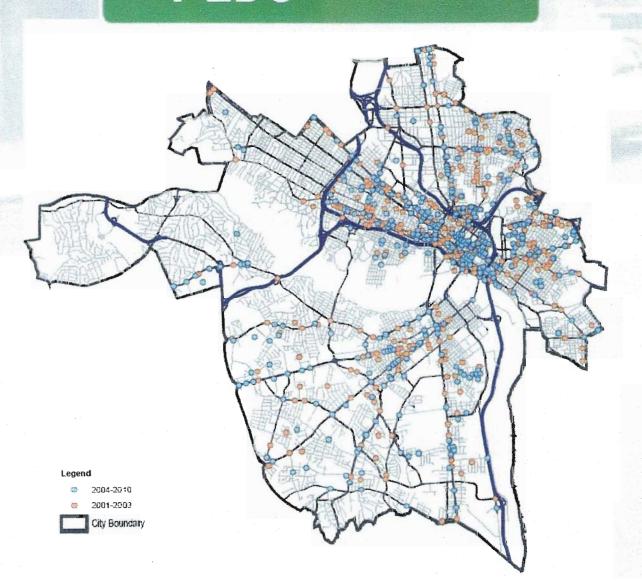
2000-2003: ~457

2004-2010: 518

CYCLISTS VS CARS



PEDS VS CARS



W BROAD ST W CARY ST E BROAD ST **GROVE** AVE W MAIN ST CHAMBERLAYNE AVE MIDLOTHIAN TPKE FOREST HILL AVE NORTH AVE BROAD ROCK BLVD E MAIN ST W LEIGH ST E LEIGH ST FLOYD AVE HULL ST JEFF DAVIS HWY PARK AVE CHAMBERLAYNE PKWY E CARY ST

N HARRISON ST

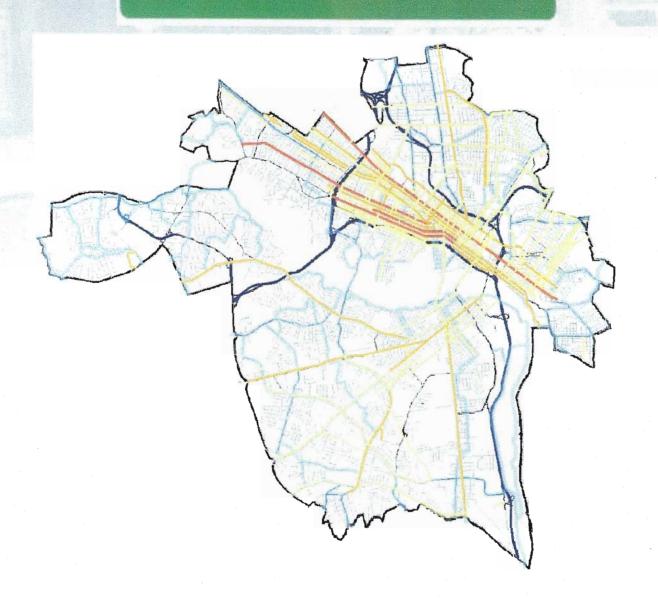
DANGEROUS RD

←CYCLISTS

PEDESTRIANS→

W BROAD ST MIDLOTHIAN TPKE W CARY ST HULL ST JEFF DAVIS HWY E BROAD ST FOREST HILL AVE W MAIN ST NORTH AVE CHAMBERLAYNE AVE **BROOKLAND PARK BLVD** E CARY ST W GRACE ST E MAIN ST BROAD ROCK BLVD W LEIGH ST E MARSHALL ST FAIRFIELD AVE N 21ST ST WARWICK RD

ACCIDENT CORR



FIRST PRIORITY

GROVE AV

W MAIN ST

W BROAD ST

FOREST HILL AV

W FRANKLIN ST

NORTH AV

FLOYD AV

N HARRISON ST

BROAD ROCK BLVD

JEFFERSON DAVIS HWY

WATER ST

SECOND PRIORITY

MONUMENT AV **BOULEVARD** BROOKLAND PARK BLVD MEADOWBRIDGE RD RICHMOND HENRICO TPKE S BELVIDERE ST

BAINBRIDGE ST WARWICK RD HULL STREET ROAD E 16TH ST

MAGNOLIA ST PHAUP ST N 28^{TH ST} E BROAD ST E FRANKLIN ST **COWARDIN** AV S MEADOW ST N LOMBARDY ST BELT BLVD

N 3RD ST

N 2ND ST

N 1ST ST

S HARRISON ST

MORE CONCERNS

M TEICH 21

W CARY ST

CHAMBERLAYNE AVE

HULL ST

MIDLOTHIAN TPKE

PARK AVE

W GRACE ST

ROBINSON ST

0 51

E LEIGH ST

E MAIN ST

DOCK ST

E CANAL ST

Appendix B



MAYOR'S PEDESTRIAN, BICYCLING, AND TRAILS PLANNING COMMISION

DWIGHT C. JONES, MAYOR

SEPTEMBER 20, 2010

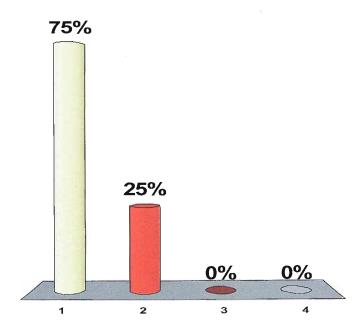
Public Policy/Legislation

Recommendation 1P:

Recommend policies to promote alternative transportation modes for commuters

Strongly Agree
Agree
Disagree

Strongly Disagree



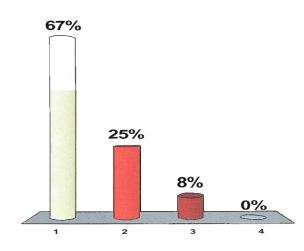
Recommendation 2P: Incent employees to use alternate transportation

Examples:

Promote bike racks at offices & public buildings Offer incentives for workplace showers and lockers Incentives for using mass transit

Educate employers and citizens on existing tax credits Investigate feasibility of Zip cars and bike share programs.

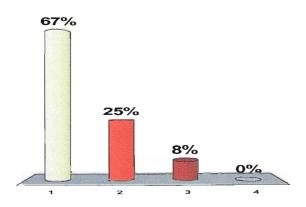
- Strongly Agree
- Agree
- 3. Disagree
- Strongly Disagree



Recommendation 3P: Create full-time Bike, Pedestrian, and Trail Coordinator position

Position would be responsible for implementing recommendations & coordinating departments. What is your opinion?

- 1 Strongly Agree
- 2. Agree
- 3. Disagree
- Strongly Disagree

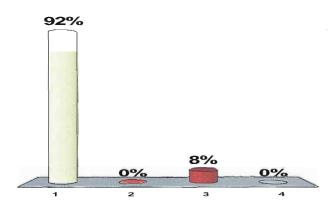


Recommendation 4P:

Richmond adopts a, "Complete Streets" policy moving forward

Complete streets are roadways designed and operated to enable safe, attractive and comfortable access and travel for all users. Pedestrians, bicyclists, motorists, and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street

- Strongly Agree
- Agree
- Disagree
 - Strongly Disagree



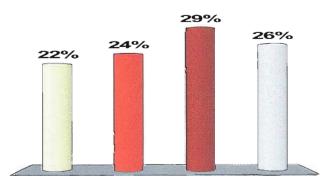
Please rank in order of priority

Recommendation 3P: Create full-time Bike, Pedestrian, and Trail Coordinator position

Recommendation 4P: Richmond adopts a, "Complete Streets" policy moving forward

Recommendation 2P: Incent employees to use alternate transportation

Recommendation 1P: Recommend Policies to Promote Alternative Transportation Modes for Commuters

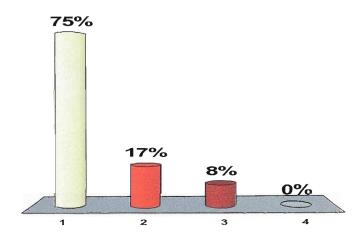


Economic Development

Recommendation 1ED: Rethink our Bridges so that streets are welcoming and "Complete Streets"

Mayo (14th St.), Manchester (9th St.), Martin Luther King, Lee (Belvidere)

- Strongly Agree
- 2. Agree
- 3. Disagree
- Strongly Disagree



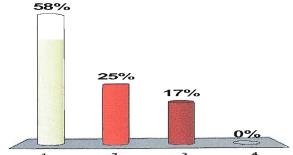
Recommendation 2ED:

Rethink our Street. While "complete streets" are the ultimate goal, an incremental first step is striping a parking lane. This makes drivers and passengers feel safer as well when exiting their automobiles, and should be considered as standard treatment for City streets

Streets

Malvern, Grace, Jeff Davis Hwy, Cary, 2nd, East Marshall Oliver Hill Parkway, Commerce, Boulevard, Broad, Belvidere, Cowardin, Midlothian, Hull

- **Strongly Agree**
- Agree
- 3 Disagree
- Strongly Disagree



Recommendation 3ED: Plan for the Pedestrian

trashcans, wider sidewalks, street lights, furniture keep sidewalks clear, maintained, street trees, beautification, crosswalks

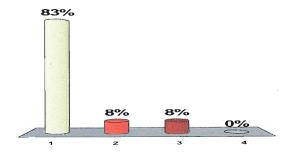
Strongly Agree
Agree
Disagree
Strongly Disagree

Recommendation 4ED:

Connect people to natural attractors—gravity points Capitalize on what is existing

Carytown, Waterfront Parks, Boulevard Museums, Tredegar, Valentine Byrd Park, Maymont, Pump House, Bryan Park, VCU Galleries, Sports arenas, Transportation Hubs, Shockoe Slip/Bottom

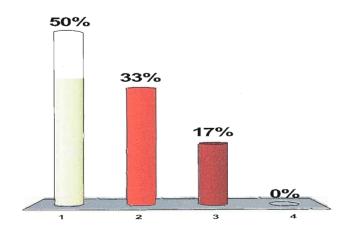
- **Strongly Agree**
- Agree
- Disagree
- Strongly Disagree



Recommendation 5ED:

Percent of large-scale projects devoted to City's bike-pedestrian infrastructure. There will be a cost added to the development cost dedicated to bike-pedestrian infrastructure. As an economic incentive, the City initially should provide a rebate for this infrastructure, until it becomes standard practice

- Strongly Agree
- Agree
- 3. Disagree
- Strongly Disagree



Please rank in order of priority

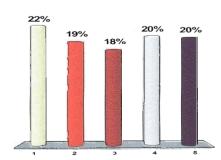
Recommendation 1ED: Rethink our Bridges so that streets are welcoming and "Complete Streets"

Recommendation 4ED Connect people to natural attractors—gravity points Capitalize on what is existing

Recommendation 5ED: Percent of large-scale projects devoted to City's bike-pedestrian infrastructure

Recommendation 2ED: Rethink our Streets - "Striping the parking lane makes drivers feel safer, too—defines the space for everyone" and is an incremental step towards creating complete streets--the ultimate goal

Recommendation 3ED: Plan for the Pedestrian

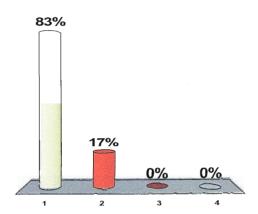


Infrastructure and Physical Design

Recommendation 1D:

The City should formally adopt the P.B.T. Planning Commission recommendations and prioritization of greenways, blueways, trails, on-road bicycle routes, and pedestrian routes as official routes of the City of Richmond

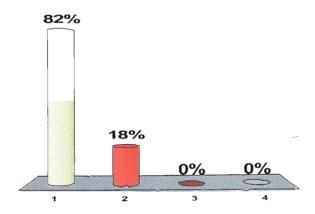
- **Strongly Agree**
- Agree
- Disagree
- Strongly Disagree



Recommendation 2D:

Formalize operational and Capital Improvement funding for Trail, Greenway, Blueway, Pedestrian and on-road route facilities construction and maintenance

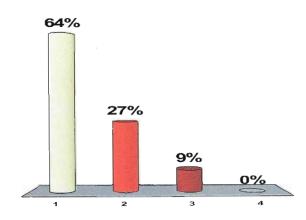
- Strongly Agree
- 2. Agree
- Disagree
- Strongly Disagree



Recommendation 3D:

Purchase equipment needed to develop and maintain Trail, Greenway, Pedestrian, Blueway, and on-road facilities and create 4-6 permanent positions to build and maintain these facilities

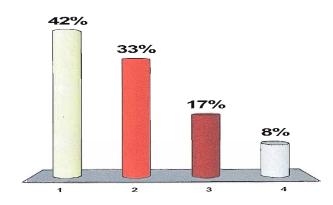
- **Strongly Agree**
- Agree
- 3 Disagree
- Strongly Disagree



Recommendation 4D:

City should reinstate maintenance of all pedestrian steeps and walk ways from Church Hill to The Bottom and work with P.B.T. Planning Commission to develop recommendations for "Scenic Road Ways"

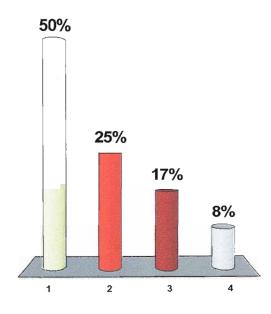
- Strongly Agree
- 2. Agree
- **Disagree**
- 4 Strongly Disagree



Recommendation 5D:

Develop docks along Kanawha Canal to facilitate boater access and boat taxi service

- Strongly Agree
- 2. Agree
- 3. Disagree
- Strongly Disagree



Please rank in order of priority

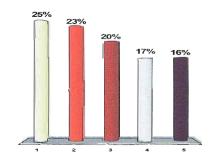
Recommendation 1D: The City should formally adopt the P.B.T.P.C. recommendations and prioritization of greenways, blueways, trails, on-road bicycle routes, and pedestrian routes as official routes of the City of Richmond

Recommendation 2D: Formalize operational and Capital Improvement funding for Trail, Greenway, Blueway, Pedestrian and on-road route facilities construction and maintenance

Recommendation 3D: Purchase equipment needed to develop and maintain Trail, Greenway, Pedestrian, Blueway, and onroad facilities and create 4-6 permanent positions to build and maintain these facilities

Recommendation 4D: City should reinstate maintenance of all pedestrian steeps and walk ways from Church Hill to Bottom and work with P.B.T. Planning Commission. to develop recommendations for "Scenic Road Ways"

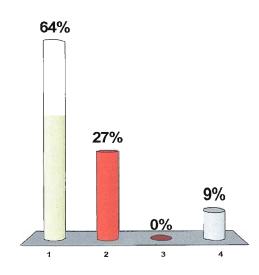
Recommendation 5D: Develop docks along Kanawha Canal to facilitate boater access and boat taxi service



Recommendation 3E:

Partner with RPS and RPD to heavily promote National Walk to School Day. Make this highly visible with Council members walking to a school. Expand in Spring to a monthly/weekly event

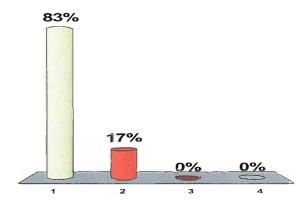
- Strongly Agree
- Agree
- 3. Disagree
 - Strongly Disagree



Recommendation 4E:

Maps of recommended walking/riding trails be made available at public buildings. Safety guidelines printed on back

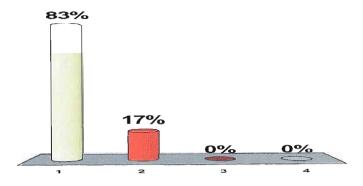
- Strongly Agree
- Agree
- 3 Disagree
- Strongly Disagree



Recommendation 5E:

Once established streets are designated as recommended routes, signage is posted to remind all to share the roadway

- Strongly Agree
- 2. Agree
- Disagree
 - Strongly Disagree



Please rank in order of priority

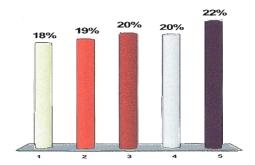
Recommendation 5E: Once established streets are designated as recommended routes, signage is posted to remind all to share the roadway

Recommendation 3E: Partner with RPS and RPD to heavily promote National Walk to School Day. Make this highly visible with Council members walking to a school. Expand in Spring to a monthly/weekly event

Recommendation 4E: Maps of recommended walking/riding trails be made available at public buildings. Safety guidelines printed on back

Recommendation 2E: Proclamation from Mayor- "Live Here, Bike Here"; "Richmond Loves Pedestrians"

Recommendation 1E: Hire a public relations firm to create a multi-media campaign directed to all.



Mayor Dwight C. Jones Pedestrian, Bicycling, and Trails Planning Commission Presentation

Public Policy/Legislation Recommendations

Economic Development

Infrastructure and Physical Design

Outreach and Education

Appendix C



Public Policy/Legislation

Mayor Dwight Jones's Pedestrian, Bicycling and Trails Planning Commission

Policy Workgroup Recommendations

Carolyn Graham, Laurie Mehler, Paz Ochs, Alicia Zatcoff, Tom Bowden
Charles Price and Champe Burnley





Recommendation 1:

Solicit public input and feedback on Commission recommendations through a public forum and survey tools.



Mayor's Bike, Pedestrian and Trail Commission Free Online Surve Survey Mayor Jone's Bike, Pedestrian and Trail Commission wants citizen input on how we can make Richmond a more bike and pedestrian friendly city. Please take a minute or two and share your thoughts on what we can do to improve our city for you. We want your input! Thanks for your candid feedback and assistance. Where do you live? (Please enter your zip code.) 2) Where do you work or go to school? (Please enter your zip code.) 3) How old are you? How frequently do you use the following modes of transportation for your daily needs: (going to work, school, shopping, etc.)

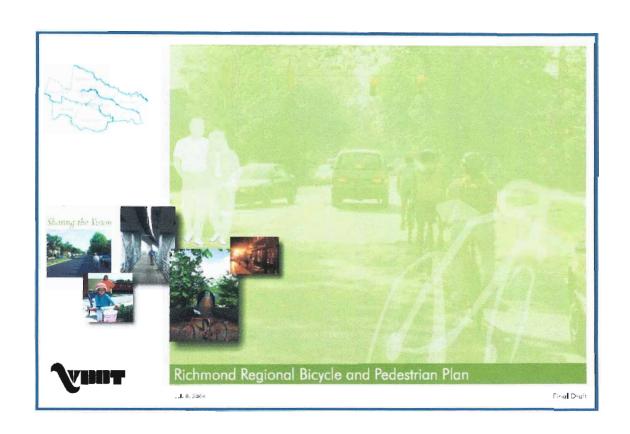
http://bit.ly/RVA-Ped-Bike-Trail-Survey



Recommendation 2:

Adopt all or part of Richmond MPO Bike Ped Plan







Recommendation 3:

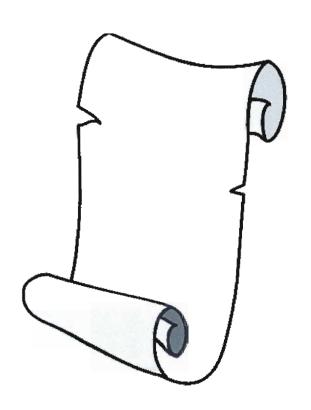
Review and update current City Ordinances regarding bicycling and pedestrian issues





Recommendation 4:

Introduce City Council Resolution supporting bike and pedestrian efforts







Recommendation 5:

Adopt and embrace a policy for "Complete Streets"

Complete Streets are roadways designed and operated to enable safe, attractive and comfortable access and travel for **all** users. Pedestrians, bicyclists, motorists, and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street.



Recommendation 6:

Recommend Policies to Promote Alternative Transportation Modes for Commuters



- Incent employees to use alternate transportation
- Promote bike racks at offices & public buildings
- Offer incentives for workplace showers and lockers
- Incentives for using mass transit
- Educate employers and citizens on existing tax credits
- Investigate feasibility of Zip cars and bike share programs

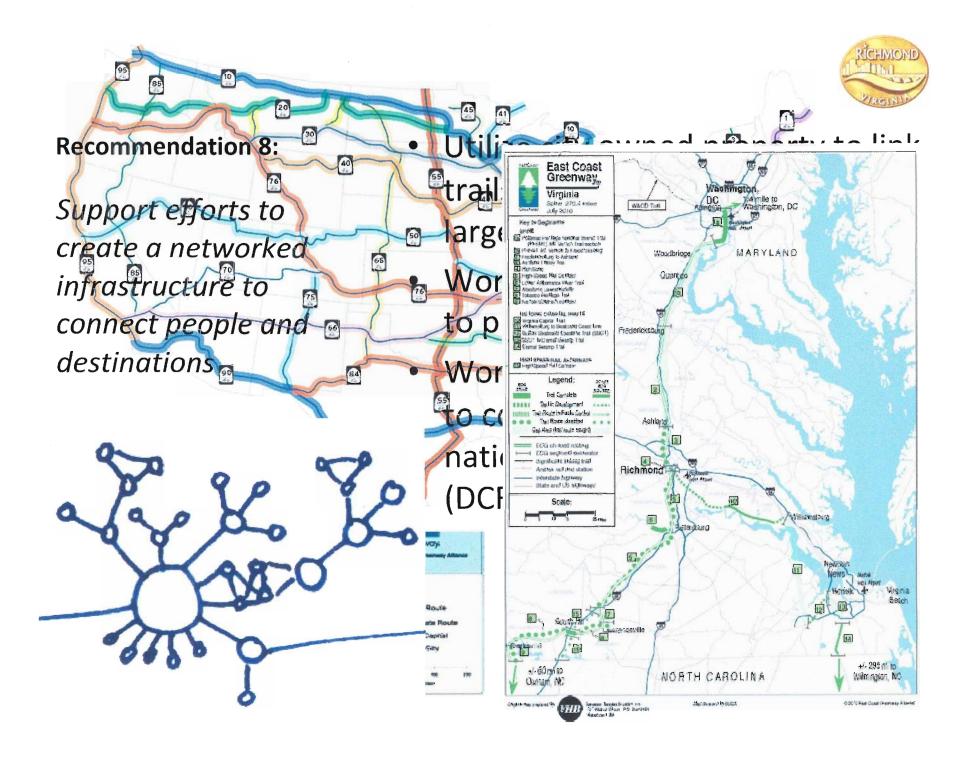


Recommendation 7:

Work with congressional delegations to gain support and funding



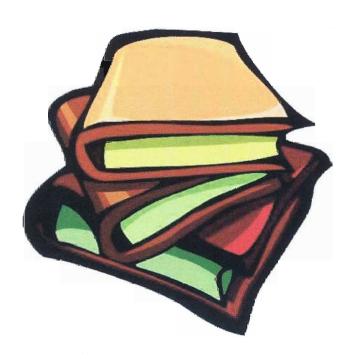
- Legislation under consideration will impact Bike, Ped and Trail initiatives:
- Federal transportation re-authorization
- H.R. 1443, Complete Streets Act
- H.R. 4021, Safe Routes to High Schools Act
- H.R. 3734, Urban Revitalization and Livable
 Communities Act
- H.R. 4722, Active Community Transportation Act





Recommendation 9:

Create full-time Bike, Ped and Trail Coordinator position Position would be responsible for implementing recommendations & coordinating departments.





Let's create a framework to...





















Public Policy/Legislation Recommendations

Recommendation 1: Recommend Policies to Promote Alternative Transportation Modes for Commuters

Recommendation 2: Incent employees to use alternate transportation

- Promote bike racks at offices & public buildings
- Offer incentives for workplace showers and lockers
- Incentives for using mass transit
- Educate employers and citizens on existing tax credits
- Investigate feasibility of Zip cars and bike share programs

Recommendation 3: Create full-time Bike, Ped and Trail Coordinator position Position would be responsible for implementing recommendations & coordinating departments.

Recommendation 4: Richmond adopts a, "Complete Streets" policy moving forward:

Complete streets are roadways designed and operated to enable safe, attractive and comfortable access and travel for all users. Pedestrians, bicyclists, motorists, and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street.

Appendix D



Economic Development

Economic Dev. Subcommittee

Dr. Mark Cooper

Jay Paul

Buck Ward

Jennifer Wampler

Meetings held:

August 11 & 18

Sept. 1 & 2

Consultations with City staff from

Community Development and

Economic Development

How can we improve our Gateways, slow down traffic through the City, encourage people to stop & shop, and encourage business relocation?

Expand the way we think about economic development

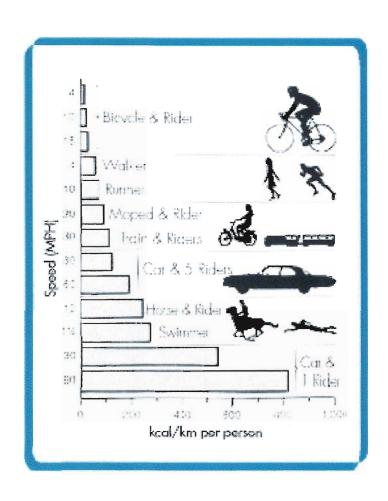
First—its cheaper

Less up front cost for bike parking—more to invest in streetscape and amenities

- Cost to purchase and install bike racks:
 \$150 to \$300 each (parks two bikes)
- Cost to purchase and install bike lockers:
 \$1000 to \$4000 each (parks two bikes)
- Cost to provide car parking space: \$2200 surface lot, \$12,500 -\$35,000 garage
- Number of bike spaces in one car space:
 10–12

Less impervious space!!

Second...it's the right thing to do! Infrastructure supports choice



Medical costs associated with physical inactivity/poor diet exceed \$78.5 billion annually.

Virginia = \$375M annually

One hundred calories can power a cyclist for three miles, but it would only power a car 280 feet

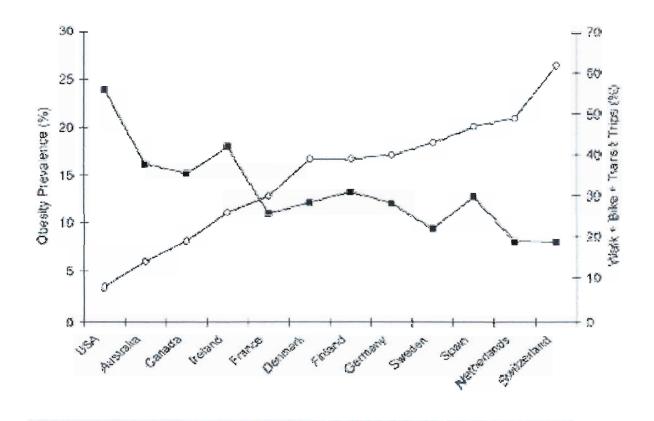
Decrease emissions from car exhaust--40 % of urban driving is less than 2 miles

Walking, Cycling, & Obesity Rates

16% of our GDP is spent on medical care Increases in obesity accounted for 27 percent of the increased cost of health care spending between 1987 and 2001

Alert, energetic, cheerful, fit employees





Third, the Return on Investment

From the Center for Disease Control...

 "Our study found that public health strategies that promote <u>physical activity</u> are cost effective, and compared with other well-accepted prevention strategies, such as treatment for <u>high cholesterol</u> or <u>motor vehicle</u> air bags, offer good value for the money spent," said Larissa Roux, M.D., Ph.D., lead author of the <u>study</u>.

"The annual economic impact of cyclists is nine times the initial costs of the bicycle facilities built in the region."

NC Outer Banks Study Pathways to Prosperity

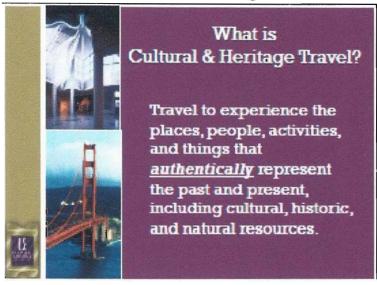
W&OD trail—45 miles Northern Virginia RPA

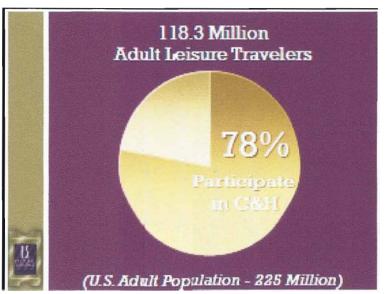
- --1.7+ million visitors annually
- --\$6.6 million nonlocal spending, \$5.3 million local spending
- --34 local jobs

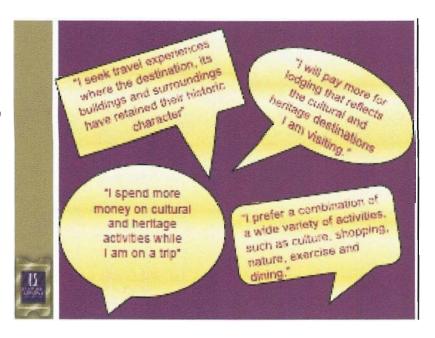
North Carolina – Outer Banks Bike Path

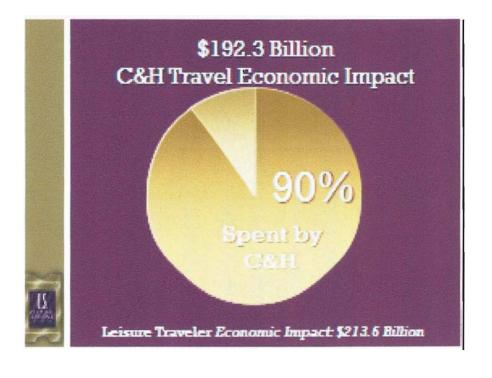
- \$6.3 million to build
- \$60 million economic impact annually (NC DOT Study, 2003)
- Support 1,400 jobs
- Great Allegheny Passage—132 miles
 - \$7.5 million in wages
 - \$40 million direct spending by users, 2008 (\$7.5 mil in 2001)
 - Business owners attribute 25 % of sales to trail
 - Quebec La Route Verte 2,480 miles signed
 - \$134 million spent annually by users
 - \$38 million in government revenues, Supports 2,861 jobs

Top Tourism Activities in USA—shopping, dining, cultural & heritage travelers









- Interested in experiences where the destination has retained its' historical character.
- Want an educational experience
- Explorers of different cultures - learn about history
- Like to stimulate their minds - be intellectually challenged.



Fourth

- Prefer trips with a variety of activities
- Like to bring back local/regional memorabilia
- Prefer destinations with historic character

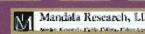




Richmond well positioned to be a leading destination The Cultural & Heritage Travelar Research Study







for the Cultural & Heritage Traveler

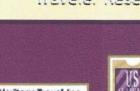
Cultural & Heritage Travelers Represent ALL **Demographic Groups**





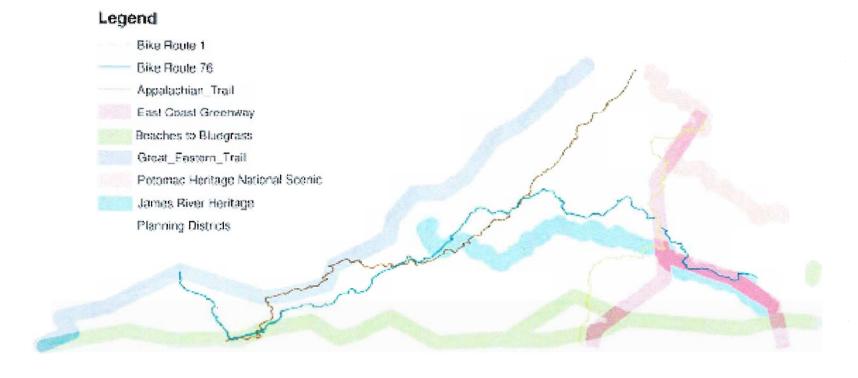
Less than \$800:

■ Cultural/Heritage Travelers ■ Non Cultural/Heritage Travelers





Richmond is a trail town!



Recommendations: 1.Provide Gateway Moments

Trail TownsCapturing Trail-Based Tourism

A guide for the communities In Pennsylvania

2. Establish Right Mix of Business

- Full service bicycle shops
- Camping
- Bed & breakfasts
- Hotel, inn, hostel
- Restaurants/vending
- Ice Cream/coffee shops
- Bar or tavern
- Art galleries, museums

- Bike rental
- Convenience/quick stop
- Grocery
- Drug store
- ATM
- Bookstore
- Laundromat
- Cybercafés

3. Rethink our Bridges

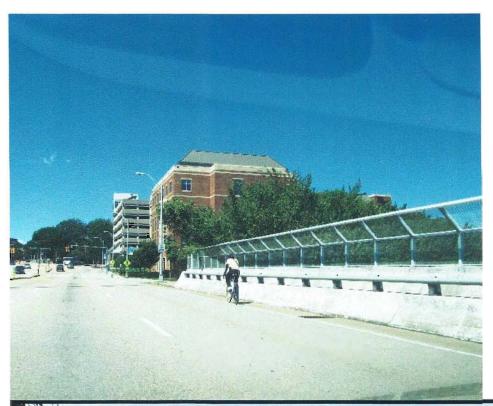


Mayo (14th St.)

Manchester (9th St.)

Martin Luther King

Lee (Belvidere)



"Distinction comes in changing the environment. If we can't erect different buildings, we can change the dynamic on the streets. Welcome and embrace two wheels. Making downtown a Mecca for bicycles would be one of those game-changers. Add scooters and Segways and suddenly our streets are about people." Tom Sylvestri, RTD





4. Rethink our Streets





"Striping the parking lane makes drivers feel safer, too—defines the space for everyone"

Hull
Midlothian
Belvidere/Cowardin
Broad
Boulevard
Commerce
Oliver Hill Parkway
East Marshall
2nd Street
Cary Street
Malvern
Grace
Jeff Davis Hwy

5. Plan for the Pedestrian

Trashcans

Wider sidewalks

Street lights, furniture



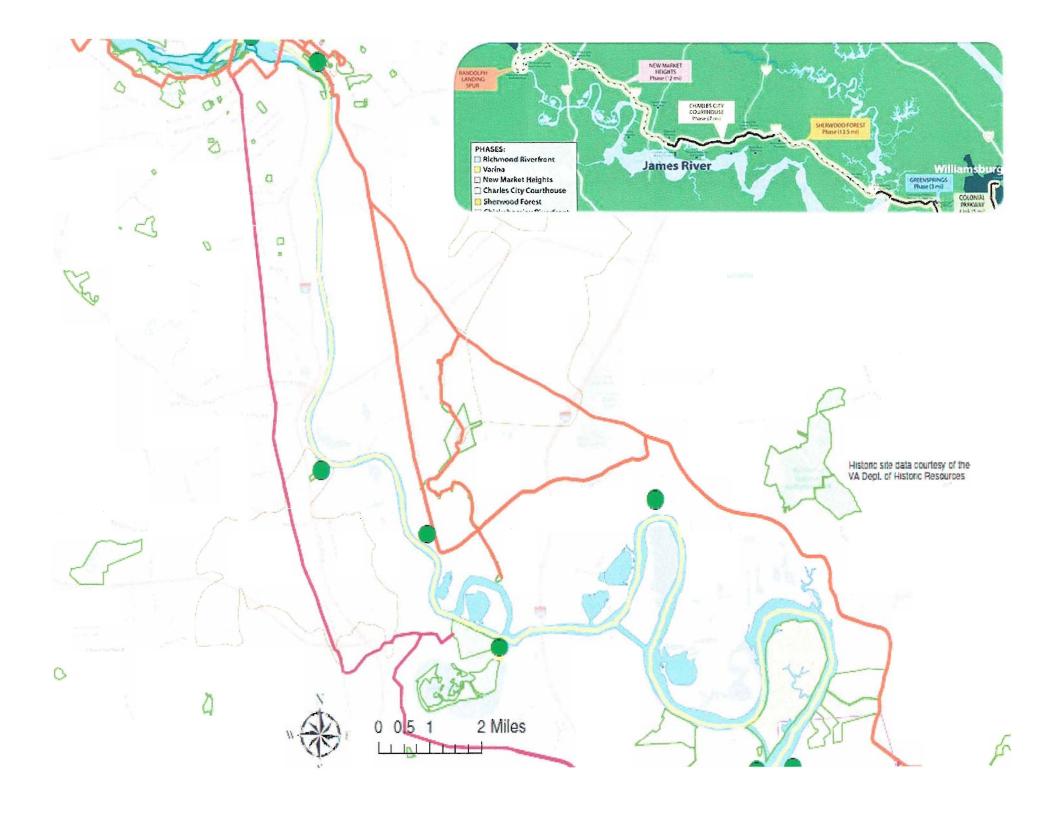


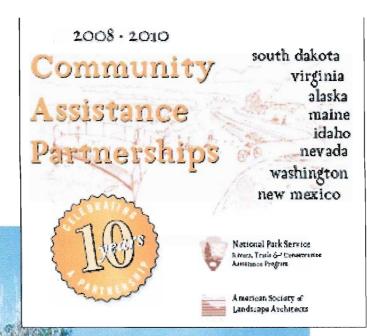


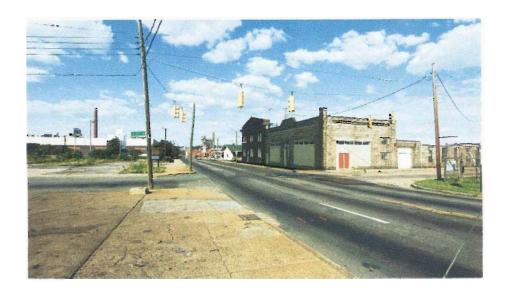


Examples: Jefferson Davis









Hull



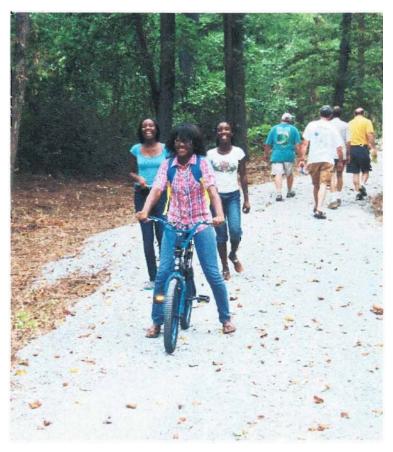






Broad

East End Transformation



Opportunity: Cannon Creek Greenway

7. Connect people to natural attractors— gravity points Capitalize on what is existing (Power of 10)



Carytown

Boulevard Museums

Tredegar

Valentine

Byrd Park

Maymont

Pump House

Bryan Park

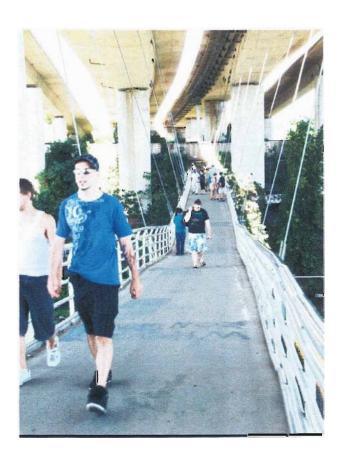
VCU

Galleries

Sports arenas

Transportation Hubs

Waterfront Parks



Permanent infrastructure serves commuters and special events & festivals

Cap-to-Cap Century

McDonalds X-Country Festival

James River Adventure Games

Ukrops Monument 10K

Anthem Moonlight Ride

SunTrust Marathon

Dominion River Rock

Duathlon

These events build social capital and get people moving!





120,313 Participants \$\$\$ 12.24 million

- City should provide incentives to encourage bike and pedestrian friendly development (rebates, tax forgiveness, loans)
- Percent of large-scale projects devoted to City's bike-ped infrastructure
- 10. Explore changing ordinances to encourage bicycle culture (exclude bike/ped amenities from assessment, stop & stay at red light, one-way streets
- 11. Study what traffic lights can be changed to flashing red (always, non-peak hour)
- 12. Establish metric (1 mile for year?) for changing over existing infrastructure
- 13. Partner with VCU/Wilder School to study economic impact of trail network in Richmond

- 14. <u>Assess Business Amenities</u> (bike racks, restrooms, overall hours of operation, outdoor vending machines)
- 15. Evaluate Public Amenities (crosswalks, sidewalks, bike paths, way finding signs, gateway signs, local maps, marketing materials, medical services, camping, public restrooms
- 16. Promote a Trail Town image
- 17. Conduct Trail Town Retail Promotions
- 18. Consider water taxi from Tredegar to Pump House
- 19. Require developers to incorporate bike lanes/sidewalks/showers/racks/lockers—offer rebates for these improvements
- 20. See specific recommendations-E&C Dev Policy Paper

Economic Development Top Recommendations

Recommendation 1: Rethink our Bridges so that streets are welcoming and "Complete Streets."

Recommendation 2: Rethink our Street. While "complete streets" are the ultimate goal, an incremental first step is striping a parking lane. This makes drivers and passengers feel safer as well when exiting their automobiles, and should be considered as standard treatment for City streets.

Recommendation 3: Plan for the Pedestrian.

Recommendation 4: Connect people to natural attractors— gravity points Capitalize on what is existing.

Recommendation 5: Percent of large-scale projects devoted to City's bike-ped infrastructure. There will be a cost added to the development cost dedicated to bike-ped infrastructure. As an economic incentive, the City initially should provide a rebate for this infrastructure, until it becomes standard practice.

Economic & Community Development Policy Papers, working draft Recommendations for additional text from Economic Dev. Subcommittee

Page 22 under Neighborhood Revitalization of Nine Mile Road/25th Street corridor

Add number 6.

Transform Oliver Hill Parkway into a broad landscaped highway divided by a planted median strip, as befits the name, and add a bike lane (example below). Continue this treatment as far south as possible to connect East end residents to the river.



Page 23, Jefferson Davis Highway Add number 4.

Continue street improvements initiated in Chesterfield through the City along this statedesignated historic highway. (Example below)



Economic & Community Development Policy Papers, working draft Recommendations for additional text from Economic Dev. Subcommittee

Page 24, Hull Street Add number 5.

Acquire and develop the James River Branch Rail Trail as a linear park in an area

underserved with parkland.



Page 25, Brookland Park Boulevard

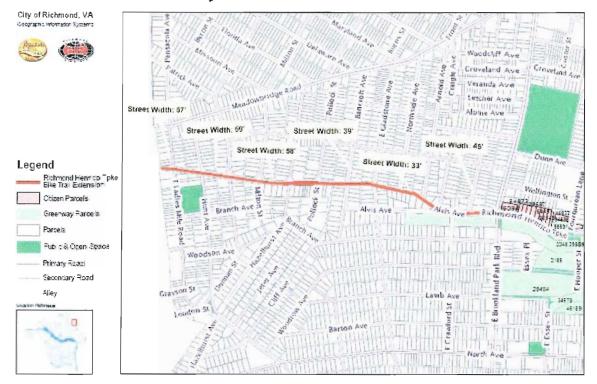
Develop the Cannon Creek Greenway and the Richmond Henrico Turnpike bike trail extension and link these improvements to the Oliver Hill Parkway through bike lanes or sharrows on existing road network.

Cannon Creek Greenway



Economic & Community Development Policy Papers, working draft Recommendations for additional text from Economic Dev. Subcommittee

Cannon Creek Greenway



Page 26, North Boulevard Area redevelopment Add number 2, short term actions Boulevard vehicular lanes should be placed on a "road diet" to enable the addition of bicycle lanes.

Appendix E

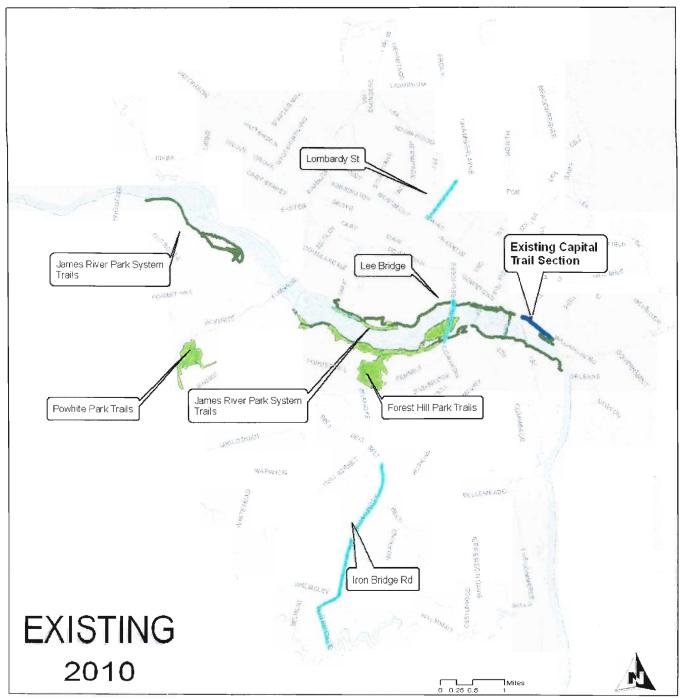


Infrastructure and Physical Design

Mayors Cycling and Pedestrian Commission



Infrastructure Sub-Committee

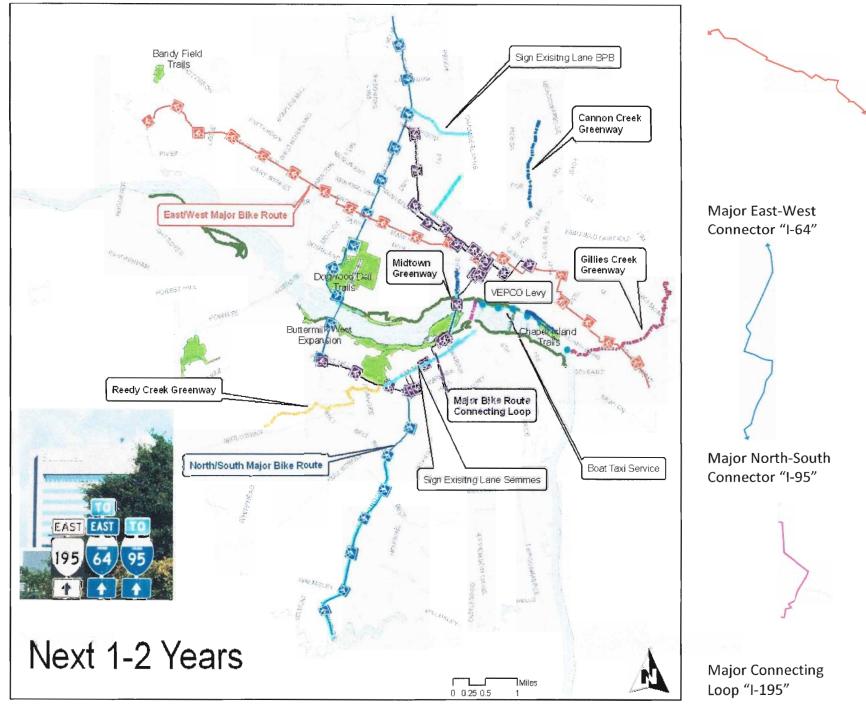


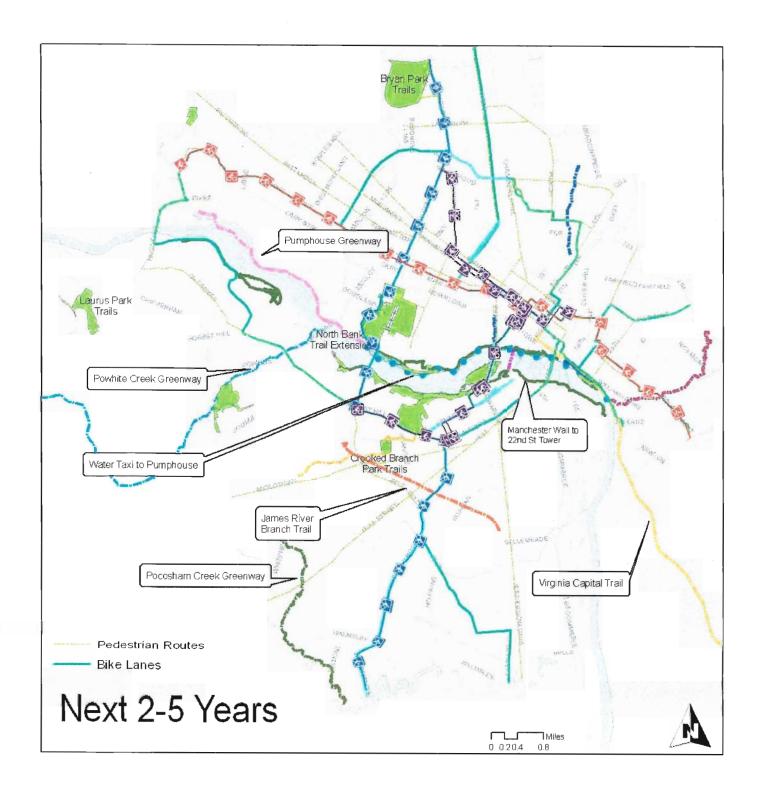


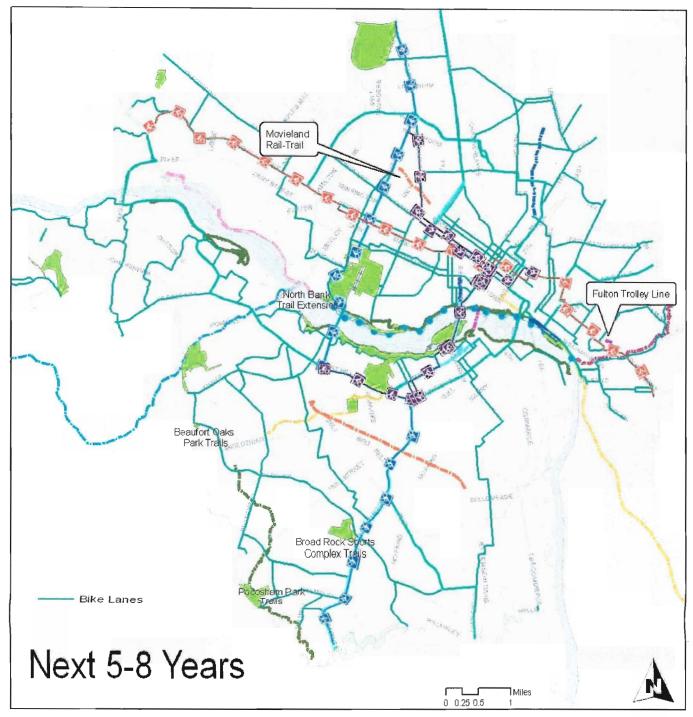
James River Park Trail Source: Richmond Times Dispatch



Capital to Capital Trail
Source: Rockett's Landing







Mayors Cycling and Pedestrian Commission



Infrastructure Sub-Committee

Infrastructure and Physical Design Top Recommendations

Recommendation 1: The City should formally adopt the P.B.T. Planning Commission recommendations and prioritization of greenways, blueways, trails, on-road bicycle routes, and pedestrian routes as official routes of the City of Richmond.

Recommendation 2: Formalize operational and Capital Improvement funding for Trail, Greenway, Blueway, Pedestrian and on-road route facilities construction and maintenance.

Recommendation 3: Purchase equipment needed to develop and maintain Trail, Greenway, Pedestrian, Blueway, and on-road facilities and create 4-6 permanent positions to build and maintain these facilities

Recommendation 4: City should reinstate maintenance of all pedestrian steeps and walk ways from Church Hill to Bottom and work with P.B.T. Planning Commission. to develop recommendations for "Scenic Road Ways."

Recommendation 5: Develop docks along Kanawha Canal to facilitate boater access and boat taxi service.

Mayor Dwight Jones' Pedestrian, Bicycling Planning Commission

General Recommendations:

- City should make the comprehensive design and prompt implementation of a primary east-west and a primary north-south bicycle and pedestrian route "Bike Ped I-95 and I-64," as the core of the City's pedestrian and on-road bicycle networks.
- City Department of Public works should work with the P. B. T. P. C to develop and adopt Richmond standards for standards for greenway, bicycle, and pedestrian infrastructure improvements.
- City DPW and the P.B.T. P. C should work with volunteers to do an existing condition assessment of on-road bicycle routes, pedestrian routes, and greenways for use in planning improvements.
- City should appropriate a portion of tree planting and safety improvement budgets for designated greenways, pedestrian routes, and on-road bicycle routes.
- Greenways, blueways, trails, on-road bicycle routes, pedestrian routes, and greenways should be adopted as official routes of the City of Richmond.
- The City Department of Public Works should maintain adopted greenways, trails, pedestrian routes, on-road bicycle routes, and blueways as GIS layers available to all GIS Users and post versions of the routes on Google Earth.

Recommendations for Trail and Greenway Development:

- Upgrade/develop formal trail head facilities on existing and planned trails
- 2. Purchase equipment needed to develop trail facilities more efficiently with park staff and volunteers
- 3. Develop Bike Park Facility at Gillies Creek Park in conjunction with the Gillies Creek Greenway
- Formalize operational and Capital Improvement funding for trail construction and maintenance
- Develop and produce Maps of trail system to be sold- funds generated should go into fund for trail maintenance and development
- 6. Develop projects on City land first!
- Create a coordinated approach to working with CSX and Norfolk Southern for Trail and Greenway developments

8. Use "Recreational Easements" to develop Trail and Greenway projects that need to cross private land

Pedestrian Infrastructure Recommendations

- City should designate a major network of pedestrian and pedestrian/bicycle routes
- City should evaluate the feasibility of limiting right hand turns on dedicated designated routes and in the vicinity of commercial areas, schools, community facilities, and parks.
- City should develop sidewalks, crosswalks w/ ped signals, and Curb cuts with in a 5 min. walking radius of any and all commercial areas, schools, community facilities, and parks and designated pedestrian and pedestrian/bicycle routes.
- 4. City should reinstate maintenance of all pedestrian steeps and walk ways from Church Hill to Bottom.
- 5. Develop walking routes with maps and interpretive signs along designated cultural and historical routes.

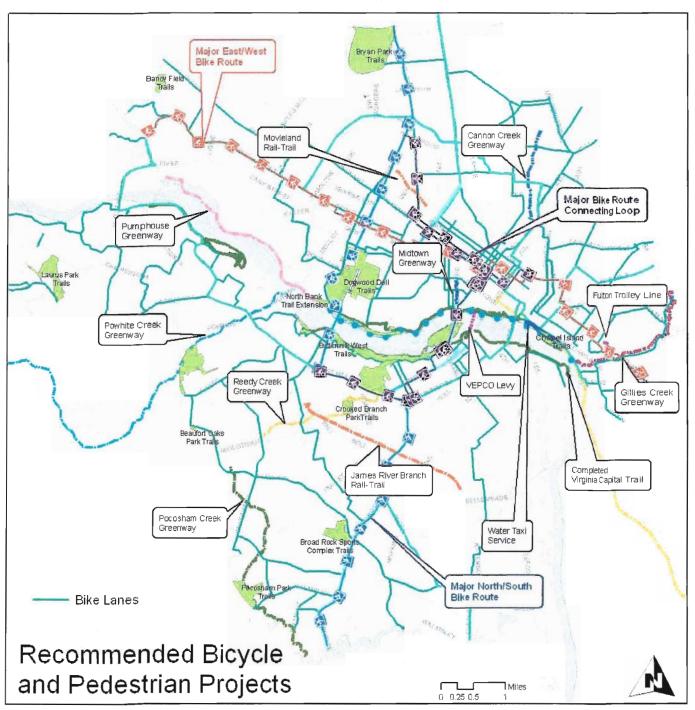
On-Road Bicycle Network Recommendations

- City should designate and improve a three-tiered onroad bicycle network. "Bike-Ped I-95 and I-64" would form the first tier, a second tier of major on-road bicycle routes would feed into and connect "I-95 and I-64," and a third tier of neighborhood routes would feed into and connect tiers one and two.
- City Department of Public Works should work with the P. B. T. P. C to evaluate all three tiers of the on-road bicycle network and, with priority given to routes that can be quickly and inexpensively improved, design and implement bike-friendly paving, signage, and stripeing for the network.

Blueway Infrastructure Development Recommendations:

- 1. Upgrade existing river access facilities
- 2. Develop docks along Kanawha Canal to facilitate boater access and boat taxi service
- Create coordinated "river safety message" and disseminate through PSA's and media releases





This map is for planning and discussion purposes only. Created by RRPDC for the City of Richmond August 2010.







Appendix F



Outreach and Education

Pedestrian, Bicycling and Trails Commission

Education and Outreach Committee

- Mark Cooper
- Craig Dodson
- Sheryl Finucane
 - Sylvia Gale
 - Mike Gilbert
 - Mike Welch





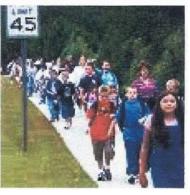


Short Term Goals

o Proclamation from Mayor "Live Here, Bike Here"; "Richmond Loves Pedestrians"

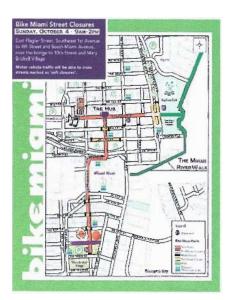






- Partner with RPS and RPD to heavily promote National Walk to School Day. Make this highly visible with Council members walking to a school. Expand in Spring to a monthly/weekly event.
- Once established streets are designated as recommended routes, signage is posted to remind all to share the roadway.

Short Term Goals

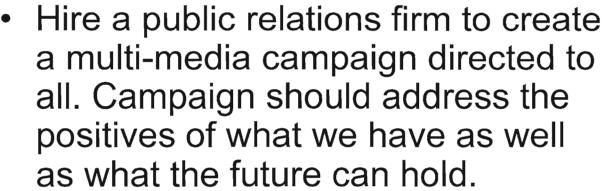




- Maps of recommended walking/riding trails be made available at public buildings. Safety guidelines printed on back.
- Construct permanent maps in parks to illustrate walking/cycling trails with mileage markers.
- Utilize mailings to citizens (Utility bills, etc) to provide share the road reminders and to promote walking/cycling
- Utilize Channel 17 for vision of the future

Long Term Goals





 Create a city position(s) to promote and direct alternative transportation. Will coordinate with VDOT.

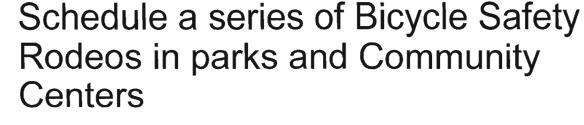
 Partner with tourism to demonstrate the benefits of exploring Richmond by foot or bike.





Long Term Goals







Work with School Health Advisory Board to ensure bicycling and walking are incorporated into physical education classes.



- Create a bike rental system/exchange for citizens once they arrive downtown. Critical for the development of Main Street Station as a hub.
- Coordinate City's plan with regional plan

Outreach and Education Top Recommendations

Recommendation 1: Hire a public relations firm to create a multi-media campaign directed to all. Campaign should address the positives of what we have as well as what the future can hold.

Recommendation 2: Proclamation from Mayor- "Live Here, Bike Here"; "Richmond Loves Pedestrians"

Recommendation 3: Partner with RPS and RPD to heavily promote National Walk to School Day. Make this highly visible with Council members walking to a school. Expand in Spring to a monthly/weekly event.

Recommendation 4: Maps of recommended walking/riding trails be made available at public buildings. Safety guidelines printed on back.

Recommendation 5: Once established streets are designated as recommended routes, signage is posted to remind all to share the roadway.

Appendix G



Mayor's Pedestrian, Bicycling and Trails Commission

Report of the Metrics and Evaluation Working Group

September 7, 2010 Draft

Contents

- Background
- Topics Discussed
- Recommendations
- Potential Data Sources

Background

- Members on the Metrics and Evaluation Working Group are:
 - Ralph Davis, Chairman
 - Dr. Carolyn Graham, Commission Co-Chair
 - Champe Burnley, Commission Co-Chair
 - Dr. Sheryl Finucane
 - Rachel Flynn,
 - Chris Johnston
- Meeting held on August 24th

Topics Discussed

- Need for the City to establish metrics and implement a program for regular monitoring of metrics
- 2004 Draft Richmond Regional MPO Bicycling and Pedestrian Plan
 - Plan was not adopted
 - Results still valid
- VCU has bike plan in development and is in the early stages of a developing a walkability study
- The Auditor's Office Resident Satisfaction Survey currently under development
 - Bike, pedestrian and trails questions?
- Motor vehicle parking
 - Why Relationship between availability of spaces, ease of motor vehicle use, and percent mode share for motor vehicle use

Topics Discussed Cont'd

- League of American Bicyclists Bicycling Friendly Community Program
 - Benchmark for Bicycling Program Evaluation
- Mass transit:
 - Walkability to bus stop locations
 - Usage of bike racks on busses
- 27% of Richmond city residents do not own a motor vehicle
- Need for the city to coordinate various plans
 - New downtown plan
 - Riverfront plan
 - City transportation plan
 - Vision for Boulevard
 - Regional Bicycling and Pedestrian Plan

Recommendations

- 1. The City should establish metrics needed for future tracking of bicycle, pedestrian and trails related implementation efforts and changes in numbers over time.

 Measures for consideration include but are not limited to:
 - the number of bikeway miles implemented,
 - the number of bicycle & pedestrian crashes,
 - the number of bicycle & pedestrian fatalities,
 - the number of bicycle parking spaces,
 - expenditures for bicycling, walking and trails facilities,
 - percentage of students bicycling and walking to school,

Recommendations Cont'd

Measures Cont'd

- percentage of workers who bicycle to work
- percentage of workers who walk to work
- percentage of workers who take public transportation to work
- Vehicle Miles Traveled (VMT)
- Childhood Obesity
- Other
- 2. The City should develop an annual performance tracking report that includes targets for each of the established metrics

Recommendations Cont'd

- 3. The City should submit an application to the League of American Bicyclists Bicycle Friendly Community Program
- 4. The City should include questions regarding non-motorized transportation in the resident satisfaction survey currently under development by the Auditor's Office
- 5. The City should officially adopt the 2004 Regional MPO Bicycling and Pedestrian Plan

Potential Data Sources

- League of American Bicyclists (www.bikeleague.org)
- Alliance for Biking and Walking (www.peoplepoweredmovement.org)
- America Bikes (americabikes.org/)
- American Community Survey (www.census.gov/acs/www/)
- Bikes Belong Coalition (bikesbelong.org/)
- Pedestrian and Bicycling Information Center (bicyclinginfo.org)
- Richmond Area Mid-Atlantic Off Road Enthusiasts (richmond-more.org)
- HIA: Health initiative
- CDC general obesity data; childhood obesity data; Achieve Healthy Communities Grants
- Cool Cities Commission

Questions

Appendix H





Potential Grant Sources for Bicycle, Pedestrian, and Trails Projects

Submitted by Mayor Jones' Pedestrian, Bicycling and Trails Commission Grants Working Group



9/29/2010



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1. Introduction

1.1. CHARGE

The Pedestrian, Bicycling and Trails Grants Working Group has been tasked with identifying potential grant resources for Pedestrian, Bicycling and Trails projects and to make grant-related recommendations. This document represents the fruit of the Working Group's work.

1.2. COMMITTEE MEMBERSHIP

Committee Chair: Ralph Davis, Principal Ralph Davis Associates LLC

Membership: Champe Burnley, President of Virginia Bicycling Federation

Jay Paul, Vice Chairman of the Virginia Capital Trail Foundation
Jennifer Wampler, VA Department of Conservation and Recreation
Anne Darby, Richmond Regional Planning District Commission

Viktoria Badger, City of Richmond

Christopher Johnston, City of Richmond

2. RECOMMENDATIONS

The following recommendations have been developed for consideration.

2.1. COORDINATION

In order to be eligible and competitive for funding, no matter the source, the City should ensure that all applications are coordinated among all appropriate City departments. In cases of ongoing funding sources, such as the Regional Surface Transportation Program (RSTP), the Congestion Mitigation and Air Quality (CMAQ) Program, or the Transportation Enhancement (TE) Program, it is necessary to ensure that recipient projects are progressing and that completed projects have moved to closeout. Additionally, the City should present a single high priority application for funding sources, such as TE, instead of applying for a number of uncoordinated, small projects (for example crossing enhancements) that dilute pool of possible projects and ultimately compete with each other.

2.2. PROJECTS BEFORE FUNDING

Recognizing that there is a sequential process to grant seeking whereby projects are identified and scoped before applications are developed and submitted, the City should identify and develop projects prior to seeking funding. This proactive approach results in more competitive grant proposals that better address the identified need. Further, it results in fewer surprises during project implementation, which increases the likelihood for project success. Finally, once projects have been identified and developed, City staff should prepare budgets and narratives that can be used in grant applications as opportunities arise.



2.3. PRIORITIZATION

The Commission should prepare prioritized list of projects for submission to the Mayor for his consideration. Further, the prioritized list of projects should be presented to the Mayor with enough time for him to consider them for inclusion in the Capital Improvement Plan.

2.4. REGIONAL PLANS

The Final Draft Regional Bicycle and Pedestrian Plan (VDOT, 2004) should be formally adopted by City Council and regional partner jurisdictions should be encouraged to do the same. Additionally, projects identified and prioritized for implementation should be promoted by the City through the Metropolitan Planning Organization (MPO) for inclusion in the next Long-Range Transportation Plan (LRTP) update.

2.5. RECOGNIZE PRIVATE SECTOR INVESTMENT

The City should recognize the efforts of private sector investments and encourage continued private investment. Examples of such might include:

- Investor ribbon-cutting ceremony
- Signage recognizing private investor of particular trail(s)
- Corporate Citizenship Awards

3. POTENTIAL GRANT OPPORTUNITIES

3.1. GRANTS

Grants are financial or other resources awarded to finance or otherwise support a particular activity or facility and which generally do not need to be paid back. Public and private organizations sponsor grant programs for various reasons. Before developing a grant proposal, it is important to understand the goals of the funding organization in general and of the grant opportunity in particular. This can be accomplished through a thorough review of the Catalog of Federal Domestic Assistance (CFDA), Notice of Funding Availability (NOFA), Request for Proposals (RFP), or Request for Applications (RFA) and through discussions with the information contact listed therein.

It is important for an applicant to become familiar with eligibility requirements and other criteria related to the organization and grant program from which assistance is sought. Applicants should be aware that the basic requirements, application forms, information, deadlines, format, and procedures will vary among potential funders.

The lists potential grant opportunities that follow are comprised of foundations, government agencies, and private sources that have a history of or may be interested in funding pedestrian, bicycling, or trail programs or facilities. Please note, that none of the funders listed here are guaranteed to provide funding for Richmond's projects; they are only identified as potential grant resources.

The lists of potential funding sources are organized in the broad categories that are not necessarily mutually exclusive. The categories include: bicycle and pedestrian; trails and greenways; health, safety, and social justice; and other. As you review these sources, please keep the following points in mind:

• Foundations typically provide funds only to nonprofit organizations and only rarely provide funding for local government projects. In cases where only nonprofit organizations are



eligible, the City may still participate in a grant application by partnering with a nonprofit that will act as the fiscal agent.

- A funder's available resources and funding interests are subject to change from year to year.
 If a funder has funded pedestrian, bicycling, or trails projects in the past, it does not necessarily mean that it currently funds similar projects. The opposite is also true.
- Before deciding to apply for a grant, do some hard, in-depth planning and analysis of your proposed project. All public and private funding sources demand a precise, brief, and clear presentation explaining:
 - o The existing problem or problems your project seeks to address.
 - o The expected the results long and short-term.
 - o The project's organization, staffing, budgetary needs, and costs of implementation.
- It takes time for grant proposals to be developed and, if awarded, for funds to become available. If you need funds now, you have started too late.

4. BICYCLE AND PEDESTRIAN PROJECTS

The bicycle and pedestrian list includes funders that are interested in bicycle and pedestrian transportation, as opposed to recreation. These funders' primary concern is for improving the efficiency of the transportation system as well as improving the accessibility and number of modal choices available to travelers.

4.1. REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP)

Funding Type: MPO/Federal

Overview

The Surface Transportation Program (STP) was established by the 1991 Federal Intermodal Surface Transportation Efficiency Act (ISTEA) and continued with the passage of the Transportation Equity Act for the 21st Century (TEA-21), and now the Safe, Affordable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU). Funds are directed to projects and programs for a broad variety of transit and highway (includes streets and roads). Thirty percent of the STP apportionment is distributed through the urbanized areas of the state through MPOs, and is referred to as RSTP.

Project Eligibility: Highway projects; bridges; transit capital improvements; carpool, parking, **bicycle and pedestrian facilities**; safety improvements and hazard elimination; research; traffic management systems; surface transportation planning; transportation enhancement activities and control measures; and wetland and other environmental mitigation.

Award Range: Varies

Match: 80% Federal and 20% local (provided by VDOT)



Link: http://www.richmondregional.org/Urban Transp-MPO/MPO Div Cats/tip.htm

Restrictions

Projects are brought before the MPO by the jurisdiction's MPO representative and weighed against other projects. Projects that compare favorably to other projects and are eligible will be awarded funding. Projects must be included in the MPO's Long-Range Transportation Plan (LRTP) in order to be considered eligible for funding. It is important to note that the number of projects that are not progressing or have not moved to closeout negatively affect the jurisdiction's eligibility for new funding.

4.2. Transportation Enhancement (TE) Program

Funding Type: VDOT / Federal

Overview

The 1991 Federal Intermodal Surface Transportation Efficiency Act (ISTEA) introduced the Transportation Enhancement Program (TE). The purpose of the TE program is to provide a funding source for 12 categories of eligible project types, including the provision of bicycle facilities. VDOT's Transportation Enhancement Program provides funding for local bicycle facility design and construction efforts, along with projects in other categories. In 2009, VDOT's Transportation Enhancement Program allocated around \$19 million to support multimodal projects throughout the state.

Award Range: Varies

Match: Requires 20%

Link: http://www.virginiadot.org/business/prenhancegrants.asp

Restrictions

MPO endorsement of project applications required. The MPO's practice has been to grant a blanket endorsement to all applicants in region that have been endorsed by area local governments or by quasi-jurisdictional entities in the region.

Due Date: Varies

4.3. FHWA

Funding Type: Federal

Overview

TEA-21 Transportation and Community System Preservation Pilot Program (TCSP) was introduced in 1998, to encourage governments to integrate transportation services with community needs such as community development, environmental protection, preservation of green space, and access to jobs and services. Consistent with livable community's concepts, it is designed to encourage activities that meet the following goals: improve the efficiency of the transportation system; reduce the impact of transportation on the environment; reduce the need for costly future infrastructure investments; provide people with better access to jobs, services, and trade centers; encourage private-sector





development patterns that achieve these goals. This grant has funded community trail construction and planning projects in the past, provided they meet the stated mission. Although originally a discretionary program (competitive grant open to all eligible), it appears that since FY2006 the TCSP has become a channel for funding transportation projects included as Congressional Appropriations (see below info). Annual solicitation is open only to those projects included in the Appropriations Bill -- see Web site for more details and contact info for DOT program officer

Award Range: Varies - from \$200,000 to over \$1,000,000 -- see appropriations info below

Match: TCSP requires 20%; not clear if this applies to appropriated projects

Link: http://www.fhwa.dot.gov/tcsp/index.html

Due Date: See Appropriations section - solicitation issued in January

Restrictions

It appears that since FY2006, TCSP has been used only to fund congressionally approved transportation projects.

4.4. BIKES BELONG COALITION

Funding Type: Private

Overview

The Bikes Belong Coalition offers two categories of grants: facility grants and advocacy grants. Eligible facility projects include: bike paths, trails, and bridges; mountain bike facilities; bike parks; BMX facilities. Eligible advocacy projects include: programs that transform city streets, such as bike paths; innovative pilot projects; initiatives that have a significant political impact. They do not fund master plans, feasibility studies, etc, nor do they fund signage, kiosks. See Web site for full details.

Award Range: Up to \$10,000

Match: No specific match required; however will not fund more than 50% of total project costs

Link: http://www.bikesbelong.org/grants

Due Date: Quarterly cycle, next deadline is November 30, 2010

Restrictions

Both non-profits and government agencies can apply; however, priority is given to: bicycle organizations, coalitions, and associations—particularly those that have not received Bikes Belong funding in the past, and/or projects that build coalitions for bicycling by collaborating the efforts of bicycle industry and advocacy

Notes

Funded mountain bike trail in James River Park System, 2005 - Richmond MORE was applicant.



4.5. LOCAL TECHNICAL ASSISTANCE PROGRAM (LTAP)

Funding Type: State/Federal

Overview

Local Technical Assistance Program provides technical workshops, seminars, and short courses on various topics. This program has provided workshops on bicycle planning and design issues in the past, including technical design workshops and Safe Routes to Schools workshops. The program also coordinates funding and provides administrative and technical assistance to localities on locally administered projects.

Link: http://ltap.cts.virginia.edu/

5. TRAILS/GREENWAYS PROJECTS

The trails and greenways list includes opportunities aimed primarily at recreational opportunities. These funders are interested in enhancing recreational opportunities, environmental conservation, contiguous greenspace, or generally improving the quality of life.

5.1. VA DIVISION OF LEGISLATIVE SERVICES - VIRGINIA CHESAPEAKE BAY RESTORATION FUND

Source Type: State

Overview

Grants funded through VA Chesapeake Bay license plate sales. Most awards are to projects that aim to restore Chesapeake Bay (CB) watershed areas or educate people about Bay conservation and its unique environment. Projects must be focused on the Bay and its watershed. In past years, at least 3 awardees used funds for developing or enhancing environmental education trails. Implementing such an educational interpretation into a trail project, particularly one adjacent to a CB-feeding waterway, would likely be eligible.

Award Range

\$1,250 to \$15,500

Match: No match required

Link: http://dls.state.va.us/CBRFAC.HTM

Due Date: Oct. 1, 2010

Restrictions

State/local/non-profit all eligible; projects must align with annual priorities (see link); no capital construction

5.2. THE CONSERVATION FUND - KODAK AMERICAN GREENWAYS

Source Type: Private



Overview

The Conservation Fund, in partnership with Kodak and National Geographic, provides small grants to stimulate the planning and design of greenways in communities throughout America. The annual grants program was instituted in response to the President's Commission on Americans Outdoors recommendation to establish a national network of greenways. In addition to this grant program, the Conservation Fund also offers communities services for greenway planning and development. For 2010, the Program anticipates awarding up to 50 percent of the grants to those greenways projects that involve natural, cultural, and/or socio-political historical themes.

Award Range: Max award is \$2,500; average is \$500-\$1000

Link: http://www.conservationfund.org/node/245

Due Date: March 31 through June 30 each year

Restrictions

Non-profits and govt. entities are eligible; however, strong preference is given to non-profits

5.3. VA DEPT OF FORESTRY - URBAN AND COMMUNITY FORESTRY ASSISTANCE GRANTS

Funding Type: State

Overview

Annual grant program with multiple categories focused on urban/community forests and related projects. The Planning Category includes "Greenway Development Planning" as an eligible activity. Grant funding under this category may be applied to corridor and resource assessment, feasibility studies, maps and drawings, promotional and educational materials, and organizational development and staffing. Previous years included for planting grants which could potentially be used to plant trees along greenways, trails; this category was not listed in 2010.

Award Range: For FY2010, \$1000 to \$15,000

Match: 50%, in-kind and/or cash

Link: http://www.dof.virginia.gov/urban/index.shtml

Due Date: 2010 passed; 2011 TBA

Restrictions

Reimbursement grant; proposals will be ranked within each category, therefore multiple projects in different categories would be allowable.

Notes

Department of Public Works Urban Forestry Division has been awarded through this grant the past three years.



5.4. VA DEPT OF CONSERVATION AND RECREATION - RECREATIONAL TRAILS FUND

Funding Type: State

Overview

The Recreational Trails Program (RTP) is a reimbursement grant program that provides for the creation and maintenance of trails and trail facilities. The program is funded through the Federal Highway Administration (FHWA) and administered by the Virginia Department of Conservation and Recreation (DCR). RTP grants are for projects with primarily recreational value rather than those with more utilitarian transportation value. A two-phase application process is used for the grant cycle. The first phase requires applicants to submit a Preliminary Application. The second phase requires completion of the Proposal Description and Environmental Screening Application (PDESA). Only those applicants selected to advance to the second phase need to complete the PDESA.

Award Range: \$25,000 to \$100,000

Match: 20%, in-kind (including volunteer time, donations) or cash

Link: http://www.dcr.virginia.gov/recreational_planning/trailfnd.shtml

Due Date: 2010 not posted

Restrictions

Project must address trail related goals in the Virginia Outdoor Plan, or be listed in approved local/regional trail plan. Grants may go to private organizations, city governments, county governments or other government entities but must be considered in accord with guidance from the Virginia Recreational Trails Advisory Committee. An optimal 30 percent of trail program funds will be used for motorized recreational trail uses, and 30 percent will be used for non-motorized recreational trails uses. Forty percent of trail funds must be given to project proposals with the greatest number of compatible recreational purposes, which provide for innovative recreational trail corridor sharing (multiple-use trails), or both.

Notes

2007 awards included \$40K for the Belle Isle Circumferential Trail, Richmond. In 2009, DPRCF submitted application for Reedy Creek; it was not selected to move on to second round (full proposal)

5.5. AMERICAN HIKING SOCIETY - NATIONAL TRAILS FUND

Funding Type: Private

Overview

Created in 1998, American Hiking Society's National Trails Fund is the only privately supported national grants program providing funding to grassroots organizations working toward establishing, protecting and maintaining foot trails in America. Many of the region's favorite trails need major repairs due to an enormous backlog of badly needed maintenance. National Trails Fund grants help give local organizations the resources they need to secure access, volunteers, tools, and materials to protect America's cherished hiking trails.



Beginning in 2010, all National Trails Fund applicants will be required to be members of the Alliance of Hiking Organizations - Info must be requested through email.

Award Range: \$500 to \$5000

Match: None noted

Link: https://americanhiking.org/NTF.aspx

Due Date: 2010 deadline closed - 2011 not posted

Restrictions

Non-profit (501c3), grassroots trail supporting organizations only.

5.6. VA DEPT OF CONSERVATION AND RECREATION - VIRGINIA LAND CONSERVATION FOUNDATION (VLCF)

Funding Type: State

Overview

The VLCF provides state funding used to help localities purchase land for conservation. Land categories include open spaces and parks, natural areas, historic areas, and farmland and forest preservation. A portion of the awarded funds may also be used for the development of properties purchased in fee simple by the Fund for public use. In extraordinary cases, LVCF will award funds for properties already purchased. The Open Spaces and Parks, Natural Areas, and Historic Areas category could be of interest if purchase of land is part of a trail plan; although presumable the property would have to have a larger public use (as a park, conservation area, historic site with trails as part of its use.)

Award Range: No less than \$50,000, for minimum total project cost of \$100,000. 2008 awards ranged from \$108,590 to \$1,030,000

Match: 50% (cash, pass-through, or partial donation - see link to guidelines)

Link: http://www.dcr.virginia.gov/virginia land conservation foundation/

Due Date: Per Web site: "Plans for future grant rounds will be unknown until at least after April 2010. Call (804) 225-2048.

Restrictions

Two year project completion, specific easement restrictions (see link to guidelines!); non-profits are also eligible, but only if land purchased is held or co-held by public entity (again, see guidelines)

5.7. VA DEPT OF CONSERVATION AND RECREATION - LAND AND WATER CONSERVATION FUND (LWCF), (A/KA/A VIRGINIA OUTDOORS FUND)

Funding Type: State



Overview

LWCF is a grant-in-aid program for the acquisition and development for public outdoor recreation areas and facilities, which would be most useful for acquiring land for a bike/pedestrian use park. Grants are for public bodies only. The LWCF program requires that all areas helped with LWCF funds be maintained in perpetuity as public outdoor areas. The program is a reimbursement program, meaning that the sponsoring agency should be capable of financing the project while requesting periodic reimbursement. The 2010 LWCF grant round focused on awarding funds to projects that: 1) increase access to state waters for recreational purposes, 2) acquire and/or protect lands for public outdoor recreation purposes, and/or 3) enhance recreational experiences for the user.

Award Range: for 2010, \$50,000 to \$125,000

Match: 50% minimum (preference given to more)

Link: http://www.dcr.virginia.gov/recreational planning/vof.shtml

Due Date: March 2010 - 2011 not announced yet

Restrictions

This program is for government entities only. All recipients of grant funds for acquisition and/or development projects will be required to maintain and operate the funded area in perpetuity for public outdoor recreation use as outlined in the Land & Water Conservation Fund Act of 1965. All recipients of grant funds will be required to submit two copies of a Section 6 (f)(3) boundary map (see Page 8). All recipients of grant funds will be required to record in the deed of the property that the area is protected through Section 6 (f)(3) of the Land and Water Conservation Fund Act.

Notes

Annual LWCF funding used to be much larger; it is based on congressional appropriations, which until recently had been shrinking to the point where only five awards are made per year. President Obama and Congress have tried to increase funding to this program, which if successful would increase potential in 2011.

6. HEALTH, SAFETY AND SOCIAL JUSTICE PROJECTS

The health, safety, and social justice list identifies funders who fund projects that are aimed at improving health, safety, and social justice outcomes. These funders may be willing to fund pedestrian, bicycling, and trails projects if the projects proposed result in improvements to health, safety, and social justice. Examples may include projects that target safer street crossings, obesity reduction, or environmental threat remediation/mitigation.

6.1. CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM

Funding Type: MPO/Federal

Overview





Funds are allocated for those regions designated by the EPA as a nonattainment or maintenance area for the Clean Air Act (CAA) air quality standards. The Richmond/Petersburg nonattainment area (for ozone air quality standards) covers only the following jurisdictions: Cities of Richmond, Petersburg, Colonial Heights, Hopewell, and Petersburg; Counties of Charles City, Hanover, Henrico and Prince George. CMAQ funds can only be used for projects and programs in these jurisdictions.

An emissions reduction analysis must be conducted for each proposed project demonstrating that its implementation will result in reduction of harmful emissions. CMAQ funds cover a wide range of transportation projects and programs that can be shown to improve air quality. Highway capacity improvement projects and transportation planning studies are not eligible uses.

Federal funds generally require a 20% match (provided by the state). Total federal and state funds allocated to the MPO for FY2011 (actual allocation) and projected for FYs 2012 through 2014 are as follows:

•	FY11 (actual)	\$7,644,541
•	FY 12 (projected)	\$7,731,710
•	FY 13 (projected)	\$7,855,983
•	FY 14 (projected)	\$8,081,960

Award Range: Varies

Match: No

Link: http://www.richmondregional.org/Urban Transp-MPO/MPO Div Cats/tip.htm

Restrictions

6.2.EPA – Brownfields

Source Type: Federal

Overview

EPA Brownfields grants can be used to assess and clean-up properties with a history of industrial waste. Grants are available in the following categories: assessments; clean-up; revolving loan fund; job training; and training, research, and technical assistance. A priority for EPA is the "sustainable reuse of brownfields," which means that projects that transform properties into recreation areas, greenspace, or trails for public use would be attractive. Assessment grants can be community wide or site specific. Since Richmond has an existing community-wide assessment grant, these monies can be used for specific sites. The specific sites would be eligible for future site-specific assessment and clean-up grants. Clean-up grants following an assessment would be a good way to fund the actual transformation into trail/greenspace.

Award Range

Typically \$200K for assessments & clean-up; up to \$350K for assessments if waiver is obtained

Match: No match for assessments; 20% for clean-up grants and loans

Link: http://www.epa.gov/brownfields/grant_info/index.htm



Due Date: FY2011 - October 15, 2010

Restrictions

Assessments: only one community assessment and one site-specific assessment allowed per entity per year.

Note

The City's Department of Economic and Community Development (DECD) has applied in the past; current assessment project being managed by that department. DECD's intention is to apply again this year. Contact Lisbeth Coker at 646-3792 or Lisbeth-Coker@richmondgov.com

6.3. SAFE ROUTES TO SCHOOL

Funding Type: State/Federal

Overview

The Virginia Department of Transportation's (VDOT) Safe Routes to School Program (SRTS) assists interested localities and schools in the development of plans, activities, and infrastructure improvements to make bicycling and walking to school a safe and appealing transportation option for students in kindergarten through eighth grade. The Safe Routes to School Program is a federally-funded program created under Section 1404 of the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). As written in SAFETEA-LU, the purpose of the SRTS program to: enable and encourage children, including those with disabilities, to walk and bicycle to school; make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. VA has a two step process: non-infrastructure and infrastructure. Schools must first have a School Travel Plan approved. Then, it will be eligible to fund infrastructure improvements that are recommended in the Plan. Richmond Public Schools (RPS) was awarded evaluation grant in 2009; they are partnering with the Division of Public Works to identify potential infrastructure (bike/pedestrian) improvement needs around schools.

Award Range: Infrastructure grants up to \$500,000

Match: None required; preference given to localities that leverage local funds

Link: http://www.vdot.virginia.gov/programs/ted Rt2 school pro.asp

Due Date: None listed; Web site says updated program info will be uploaded in fall 2010.

Restrictions

Must be a partnership between City and school district; proposed projects must be consistent with approved School Travel Plan and walking/biking needs identified in data collection.

Notes



RPS is conducting an evaluation of its elementary schools; DPW had initial meetings to partner on infrastructure needs.

6.4. VDOT'S HIGHWAY SAFETY IMPROVEMENT PROGRAM

Funding Type: State/Federal

Overview

The Highway Safety Improvement Program (HSIP) is a Federal Highway Administration (FHWA) program that funds highway safety projects aimed at reducing highway fatalities and serious injuries. It was established as a part of SAFETEA-LU. Through the program, VDOT identifies areas with potential safety issues and analyzes any deficiencies in order to develop potential countermeasures. Using this analysis, it prioritizes and schedules improvement projects. The HSIP includes the Highway Safety Program (HSP), Bicycle and Pedestrian Safety Program (BPSP), High Risk Rural Road Program (HRRRP), and Highway-Rail Grade Crossing Safety Program (H-RGCP). The Bicycle and Pedestrian Safety Program provides funding to localities via a competitive grant process for low-cost bicycle and pedestrian safety projects. These projects are implemented by the localities.

Award Range: Up to \$1 million.

Match: 10% match required

Link: http://www.virginiadot.org/business/ted_app_pro.asp

6.5. NEIGHBORHOOD TRAFFIC PROGRAMS

Funding Type: State/Federal

Overview

VDOT offers many programs under the umbrella of the Residential Traffic Management Program to help localities address traffic issues at the neighborhood and subdivision level. For example, the Traffic Calming Program provides tools to slow traffic on local streets without restricting access to subdivisions or residential neighborhoods. Reduced motor vehicle travel speeds make it safer and more comfortable to bike on local streets, especially for less experienced riders. Traffic calming measures may be funded at the local level, through a partnership between the local and state government or through secondary road construction funds.

Link: http://www.virginiadot.org/programs/is-VDOTCommunityPrograms.asp

6.6. VIRGINIA DEPARTMENT OF MOTOR VEHICLES HIGHWAY SAFETY PROGRAMS

Funding Type: State/Federal

Overview

RICHMOND

<u>Pedestrian, Bicycling and Trails Commission:</u> Grants Working Group Report and Recommendations

The National Highway Safety Act of 1966 provides federal grants to states to support coordinated national highway safety programs. The Virginia Highway Safety Office (VAHSO), located in DMV, is responsible for administering these federal highway safety funds. The VAHSO also serves in a coordinating role in various highway safety-related initiatives.

The VAHSO provides grants for programs which are designed to reduce the number of fatalities, injuries and related economic losses resulting from traffic crashes on Virginia's roadways. Local governments, law enforcement agencies, state agencies, academic institutions, and private non-profits can apply for National Highway Traffic Safety Administration pass-through funding for projects related to various areas of highway safety.

Award Range: varies

Match: A 20% local match is required

Link: http://www.dmv.state.va.us/webdoc/safety/grants/index.asp

Due Date: DMV issues a news release regarding grant applications in February of each year. Applications are due by March 15 and grants are awarded in July.

Contact: Butch Letteer, Community Transportation Programs Manager, phone: (804) 378-3431, fax: (804) 378-3440, email: butch.letteer@dmv.virginia.gov

7. HERITAGE /TOURISM

7.1. TOURISM MARKETING LEVERAGE PROGRAM

Funding Type: VA Tourism Corporation

Overview

The Virginia Tourism Corporation (VTC) Marketing Leverage Program is designed to stimulate new tourism marketing programs through the creation of tourism partnerships and to extend the "Virginia is for Lovers" campaign. The objective of this program is to leverage limited marketing dollars, resulting in increased visitor spending. A minimum of three entities must partner financially to apply for funding consideration. Partners may consist of Virginia towns, cities, counties, convention and visitors bureaus, chambers of commerce, other local or regional destination marketing organizations (DMO), private businesses, museums, attractions, cultural events, and other not-for-profit entities. DMOs are not required to be a financial partner; however, all applications must include a letter of support from each DMO(s) within the project coverage area. DMOs can be – and are encouraged to be – partners in the application.

Award Range: There are two levels of funding Tier I and Tier II. The range for Tier I is up to \$5,000 and the range for Tier II is \$5,001 to \$25,000.



Match: 1:1 match required for Tier I and a 2:1 match required for Tier II (two dollars from partners matched by one dollar from VTC).

Link: http://www.vatc.org/pam/leverageprog.asp

Notes

All partners in the application <u>must</u> be listed on <u>www.Virginia.org</u> and must provide a reciprocal link to <u>www.Virginia.org</u> from their website. One partner must serve as the lead partner who will administer the program. The lead applicant can only be the lead partner in one program per funding cycle and the program can apply only in one funding tier. A potential vendor of services for or to the application partnership program, either directly or indirectly, cannot be a partner in the application. Applicants are encouraged to seek services through a competitive bid process and are encouraged to utilize SWAM (Small Business, Women, or Minority-Owned) vendors, when possible.

7.2. TOURISM AND THE ARTS MARKETING PROGRAM

Funding Type: VA Commission for the Arts/VA Tourism Corporation

Overview

The Virginia Commission for the Arts and the Virginia Tourism Corporation have created a special grant program to help Virginia arts organizations, working in partnership with the local tourism industry, with direct expenses for tourism promotion efforts. This objective can be accomplished through actions including the following:

- Encouraging and stimulating investment by combined efforts of local, regional and statewide entities for cultural marketing initiatives.
- Marketing Virginia as a year-round travel destination for individuals and groups.
- Marketing the arts and cultural attractions of Virginia to international travelers.

Award Range: \$5,000

Match: 1:1 match responsibility. The match is a cash match only. No in-kind services or costs will be allowed for matching purposes.

Link: http://www.vatc.org/pam/funding.asp

Due Date: October 4, 2010

Restrictions

Eligible applicants are partnerships of at least three entities with the lead applicant required to be a Virginia Commission for the Arts General Operating Support grantee. Each partner must make a financial contribution to the project. (Note: The Commission's General Operating Support grantees have been reviewed for artistic quality, effective management and service to the community. A list of General Operating Support grantees can be found on the Commission's website www.arts.virginia.gov). Other partners can be the local or regional tourism promotion office, other arts organizations, Virginia towns, cities, convention and visitor bureaus, chambers of commerce, private businesses, museums, and other attractions.



Notes

Funding will be awarded on a merit scale, based upon the overall score given to the application by the Virginia Commission for the Arts / Virginia Tourism Corporation review committee. In making decisions on grant applications, the Virginia Commission for the Arts / Virginia Tourism Corporation review committee will consider such factors as type and scope of the applying organization, the organization's additional resources, the impact and priority of the proposed project, the timetable, the number of applications received, the dollar amounts of the applications received and most importantly the impact of the project's ability to increase and track overnight stays and visitor revenue in the community.

7.3. PRESERVE AMERICA GRANT PROGRAM

The Preserve America matching-grant program provides planning funding to designated Preserve America Communities to support preservation efforts through heritage tourism, education, and historic preservation planning.

Through these grant projects our country gains a greater shared knowledge about the Nation's past, strengthened regional identities and local pride, increased local participation in preserving the country's cultural and natural heritage assets, and support for the economic vitality of our communities.

Award Range: The minimum grant request is \$15,000 Federal share (resulting in a total project cost of \$30,000). The maximum grant request is \$250,000 (resulting in a total project cost of \$500,000).

Match: Grants will be awarded through a competitive process and each grant will require a dollar-for-dollar, non-Federal match, which can be in the form of cash or in-kind donated services for grant-assisted work.

Link: http://www.nps.gov/history/hps/hpg/index.htm

Due Date: Applications were due by February 12, 2010; another round will likely be open in early 2011.

Restrictions:

Eligible applicants are communities that have been designated as a *Preserve America Community*. For information on how to be designated as a *Preserve America* community, contact the Advisory Council on Historic Preservation at (202) 606-8503, email achp@achp.gov, or visit www.preserveamerica.gov.

Notes:

Preserve America grants support planning, development, and implementation of innovative activities and programs in heritage tourism such as surveying and documenting historic resources, interpreting historic sites, planning, marketing, and training. Successful applicants will emphasize creative projects that promote and preserve the community's cultural resources. Successful projects will involve public-private partnerships and serve as models to communities nationwide for heritage tourism, education, and economic development. The Preserve America review panel will give special consideration to projects that engage and employ youth, especially those projects with a service learning component.



7.4. SAVE AMERICA'S TREASURES GRANT PROGRAM

Save America's Treasures grants are available for preservation and conservation work on nationally significant intellectual and cultural collections and nationally significant historic properties. Intellectual and cultural artifacts and collections include artifacts, collections, documents, sculpture, and other works of art. Historic properties include historic districts, buildings, sites, structures and objects

Award Range: The minimum grant request for historic property projects is \$125,000 Federal share. The maximum grant request for all projects is \$700,000 Federal share.

Match: A dollar-for-dollar, non-Federal match is required.

Link: http://www.nps.gov/history/hps/treasures/index.htm

Due Date: Applications were due by May 21, 2010; another round will likely be open in early 2011.

Restrictions:

Properties must be listed in the National Register of Historic Places at the national level of significance or be designated as a National Historic Landmark at the time of application in order to be eligible for Save America's Treasures grants.

8. OTHER

8.1. PRIVATE SECTOR

The Private sector represents an important source of funds for trail development in Richmond. To date, \$568,000 in private sector contributions have been expended on actual construction of the Virginia Capital Trail in Richmond. The Virginia Capital Trail Foundation has received \$300,000 from Meade Westvaco Corporation for signs and educational programs, \$110,000 from Dominion Virginia Power for electronic kiosks, and \$25,000 from CSX Corporation. Private entities and individuals have also contributed in in-kind donations valued at \$42,000. In addition, Richmond Mid-Atlantic Off Road Enthusiasts (RA-MORE) have received \$68,000 in private donations since 2004, which has provided funding for off road trail projects in Richmond.

8.2. Volunteerism

Volunteerism is an important form of civic engagement that has provided considerable value to pedestrian and bicycle trails throughout Richmond. Volunteers have helped build and maintain miles of trails in Richmond, including rock work and bridges. Notable examples include North Bank Trail, Buttermilk Trail, and trails in Forest Hill Park. This often under-recognized source of assistance not only provides tangible results, it can also be used a source of in-kind match for grant applications that require a local match.

According to Richmond Mid-Atlantic Off Road Enthusiasts (RA MORE), volunteers have provided 12,500 volunteer hours since 2004 through RA-MORE that have benefitted City parks. The Virginia Employment Commission (VEC) estimates the 2009 Virginia average hourly value of volunteer time is \$20.93. Using



the VEC number, volunteers working through RA MORE have contributed work valued at \$261,625 (in 2009 dollars) since 2004. In addition, the Richmond Department of Parks and Recreation and Community Facilities (DPRCF) estimates that volunteers provide over 1,000 hours annually through DPRCF directly to trails. Using 2009 Virginia average hourly value of volunteer time (VEC), DPRCF trail volunteers annually contribute work valued at over \$20,930.

8.3. FEDERAL APPROPRIATION

Funding Type: Federal

Overview

Other communities across the country have obtained federal appropriation (i.e. earmarks) to fund large greenway and trail projects, usually ones with a regional scope or impact. The City engages in an annual appropriations request process, managed through the Department of Budget & Strategic Planning's Grants Office. The City's Chief Administrative Officer and Mayor will ultimately decide what is submitted and how it is prioritized.

Award Range: According to a recent search, earmarks up to \$750,000 were given to greenway and trail projects nationally.

Match: Usually 20%, but a higher locality investment may make the project seem more attractive

Link: http://earmarks.omb.gov/

Due Date: to the federal representatives usually by early January – the City's internal process will begin in October or November.

Restrictions

The earmark process starts at the local level. Municipalities collect information on worthy projects, and then the decision is made at the Executive/Council level which projects will be presented to Congressional representatives for funding requests. October through April is the annual cycle for this process.

8.4. Lowe's Charitable and Educational Foundation

Funding Type: Private

Overview

Lowe's funds local projects, with a focus on community improvement and public education projects. Community improvement projects that fall within the following focus areas: park and neighborhood beautification and enhancements (flowers, trees, fresh paint, etc.); building repair/renovation and landscaping enhancements of facilities serving the community; community garden, park, or playground projects; community clean-up initiatives; Outdoor learning environments such as educational gardening programs

Award Range: \$5,000 to \$25,000



Match: None required

Link: http://www.lowes.com/cd_The+Lowes+Charitable+and+Educational+Foundation_474741445

Due Date: Rolling

Restrictions: 501c3 and public agencies serving areas where Lowe's operates a store(s) are eligible.

Appendix I



Mayor's Pedestrian, Bicycling, and Trails Planning Commission Online Survey





Question 1:	Where do you live?
Question 2:	Where do you work or go to school?
Question 3:	How old are you?
Question 4:	How frequently do you use the following modes of transportation for your daily needs?
Question 5:	How frequently do you use Richmond's cycling or pedestrian trail system?
Question 6:	How important is it to you that Richmond is a bikeable/walkable city?
Question 7:	Why do you walk?
Question 8:	Why do you bike?
Question 9:	If you don't walk or bike in the City please tell us the primary reason why you choose not to.

Results for: Dwight C. Jones, Mayor, Pedestrian, Bicycle and Trail Planning Commission Survey

1) Where do you live? (Please enter your zip code.)

Average: 402,475.90 Range: 2,322<=>232,253,343

Median: 23,223 Total Responses: 1,226

2) Where do you work or go to school? (Please enter your zip code.)

Average: 218,421.25 Range: 0<=>232,301,723

Median: 23,221 Total Responses: 1,193

3) How old are you?

Average: 39.67
Range: 14<=>82

Total Responses: 1,223

4) How frequently do you use the following modes of transportation for your daily needs (going to work, school, shopping, etc.):

	Daily	Weekly	Monthly	Rarely	Never	Responses	Average Score
Walking	556 (47.93%)	272 (23.45%)	64 (5.52%)	175 (15.09%)	93 (8.02%)	1160	1.87 / 4 (46.75%)
Personal Auto	812 (67.61%)	262 (21.82%)	27 (2.25%)	39 (3.25%)	61 (5.08%)	1201	1.38 / 4 (34.50%)
Bus or Mass Transit	39 (3.65%)	48 (4.49%)	77 (7.21%)	304 (28.46%)	600 (56.18%)	1068	3.38 / 4 (84.50%)
Bicycle	391 (32.88%)	362 (30.45%)	106 (8.92%)	164 (13.79%)	166 (13.96%)	1189	2.04 / 4 (51.00%)
Other	31 (4,99%)	42 (6.76%)	44 (7.09%)	125 (20.13%)	379 (61.03%)	621	3.09 / 4 (77.25%)
							2.03 / 4 (50.67%)

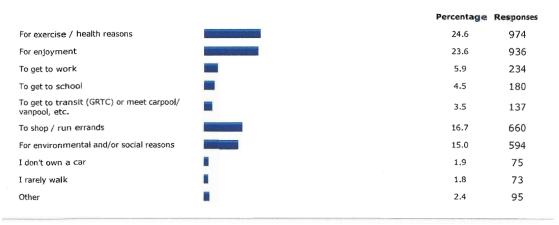
5) How frequently do you use Richmond's cycling or pedestrian trail system?

		Percent agis	Responses
Frequently		40.3	490
Occasionally		20.9	254
Once in a while		12.2	149
Infrequently	The state of the s	12.5	152
Never		14.1	172
		Total responses:	1217

6) How important is it to you that Richmond is a bikeable/ walkable city?

Very Important	Important	ок	Not Important	Don't Care	Responses	Average Score
1101 (89.95%)	93 (7.60%)	19 (1.55%)	7 (0.57%)	4 (0.33%)	1224	1.14 / 5 (22.80%)
						1.14 / 5 (22.80%)

7) Why do you walk? (check all that apply)



8) Why do you bike? (check all that apply)

		Percentage	Responses
For exercise / health reasons		22.0	1033
For enjoyment		22.1	1036
Competition		5.6	262
To get to work		10.6	497
To get to school		4.8	224
For my job	1	1.7	80
To get to transit (GRTC) or meet carpool/ vanpool, etc.	1	1.3	60
To shop / run errands		13.5	635
For environmental and/or social reasons		14.6	685
I don't bike	•	2.3	110
Other	I and the second second	1.5	71

If you don't walk or bike in the City please tell us the primary reason why you choose not to.

(all results shown)

- I don't own a bike. I do walk short distances, but rarely to shop.
- I don't live or work close to the city.
- My zip code is dangerous. When the Cotton club lets out the streets are like a 3rd world country, the cops just turn on sirens and sit in the streets. It is terrible.
- not convenient. Constantly changing work schedule. I may be called to a meeting across town at any point and can't afford to wait for a bus, and it would likely be too far to walk or bike and in heels, that's just an accident waiting to happen.
- Not enough trails. Too much car trafic on the roads.
- Live on Cary St. Road and there are no sidewalks or bike trails. Would walk to exercise class if there were a sidewalk.
- I stick to the capital trail because biking anywhere near downtown would be risking my life and I don't want my wife stuck with my student loans!

- I don't think it is safe to do so in most areas of the city. I would love to see more bike lanes and trails troughtout the city.
- Safety. There is little space for bikers on narrow roads with two lanes of cars and so many parked cars.
- I would bike and walk much more if the streets around my neighborhood were safer and had bike lanes. Jahnke Road needs serious improvement to its sidewalks and some stretches of the road do not have any sidewalk at all. The street is too narrow to walk or bike safely. Forest Hill Ave could also benefit greatly from an added bike lane.
- Bike is in need of repair.
- Richmond seems constructed to accommodate the majority of traffic motorized. Walking and biking those routes is unsafe. And we're approaching the DT/ET change when I believe more pedestrians are injured or killed than at any other time. There don't seem to be walk/bike routes in my area.
- I dont't do it more because the bike trail in the city are dangerous. Too small and not accessable.
- Richmond roads are very bike unfriendly Richmond roads are not designed for biker safety Can't ride to the bike and trail system from home
- I live in the county
- I don't bike because I don't have a functional bike. If I did I would bike more often
- It is too dangerous to bike in the city. I know too many people that have gotten hit by cars while biking in the Fan area. My husband and I go trail riding at the state parks on the weekends.
- Other than the walking/biking nature trails, there are no walking or biking paths that don't put walkers/bikers in a perilous situation. I would use my bike as my primary mode of transportation if Richmond had some safe bike routes, I live in Stratford Hills and work downtown and think it's ridiculous that I can't ride my bike to and from work. Additionally, I would like to walk to the shops that I live near, but I think that the shopping corridor along Forest Hill between Powhite and Chippenham needs to be improved. I think the sidewalks need to be wider and further removed from the road. Additionally, there is no safe place for someone to bike along that area. It is only fair to everyone (drivers included) if the bikers have a separate lane of travel.
- Not sure where the trails are? The sidewalks are crowded in the Fan.
- Hard to do so safely with few bike paths. Would dust off my bike in the basement if the city were more biker-friendly.
- I live in Stratford Hills, and Cherokee Road is the main linking road to the major areas around here. Unfortunately, it is extremely dangerous to walk or bike on. There should absolutely be at least one sidewalk put in on this road. Just the other day I saw an elderly man and a woman with a child walking back home from shopping on Cherokee, with no shoulder or sidewalk for them to use. Very dangerous. If there were more sidewalks in this area, I would definitely feel inclined to walk for shopping reasons. When I work downtown, I choose walking over driving as often as possible.
- I don't feel safe biking in the same lanes used by cars. I wish bike lanes were available in the city. Currently my biking is recreational and limited; I wish I could use it for shopping, errands, etc.
- I rarely bike mostly because it's not safe and there are no easy places to store my bike at my destinations.
- Traffic/safety and fear of bike being stolen
- Live in Henrico
- Live in Henrico
- I don't have a bike.
- I do much less biking since moving to Bon Air. The main reason is that a person could get killed trying to bike along Forest Hill Avenue once it gets past boulevard and there is no longer a bike lane.
- Dangerous streets
- biking downtown is not safe
- I have balance issues and I am looking at getting a tricycle.
- too much traffic and heat
- Currently not bikeable at all. Nor very walkable. I live next to Willow Lawn Ctr. Sidewalks are not continuous, making it hard for me to walk there and around. People getting off bus scattered because sidewalks were not continuous. I would ride my bike in city if it were safe.
- Traffic and lack of separate bike paths. It's too dangerous to ride from Mechanicsville to downtown Richmond because of traffic
- not in my habits
- Before I moved here, I used to walk to work, which I loved. However, to d so here, I'd b=need to walk along roads that don't have sidewalks (like Cherokee). Now I just walk the dog around the neighborhood and Pony Pastures.
- Richmond needs bike lanes. The public needs to be educated to obey traffic laws when riding bikes and \mathfrak{C}_{i} keted when they fail to do so , like any other vehicle
- Not easy to do it.
- Fear of traffic accidents, unsmooth roads.
- I don't like to bike, but I do like to walk.
- N/A
- too many cars and no bike path, it is not safe
- Safety, litter/garbage/animal waste on sidewalks. Lack of proper/safe curb cuts.
- not safe on city streets
- It is not safe to ride a bike once you get out of a residential area.
- I don't bike because it is too dangerous. Cars to not respect cyclists in this city and it frightens me.
- not enough bike lanes or crosswalks and crossing lights, i also like to use my scooter but there are no good parking spaces for them. (take a regular car space and you can turn it into scooter only space and fit 4 or more in it at a time!

more and more scooter are sold everyday in the city. some lights still are not sensitive enough for our light weight scooters either

- There is no where to safely walk or bike. When I say safely, there may be rules of the road to allow bikers, but those rules are ridiculous to think a 4 ton vehicle can accomodate a 150 lb bike and biker when they swerve into traffic to get out of the way of parked cars. 1/3 of the road may "belong" to a bike, but it is not a safe rule for either the biker or the driver.
- I don't own a bike.
- There are not enough bike lanes in the city. I don't like riding in traffic. We need bike paths connecting all neighborhoods.
- i would bike daily if there were safe bike lanes- but I'm really worried about traffic
- not safe. i work in Manchester on Hull Street and it is very dangerous to cross the Street even for lunch. City needs to
 institute parking on Hull from River to Commerce as requested, this was approved but has not been initiated, this will
 slow down traffic, allow people to access retail and office spaces on Hull. City needs to allow bike racks on sidewalk
 where space allows.
- no time
- Lack of safe, well marked bike paths.

Also, need parking infrastructure particularly at buildings including office and retail

- Ease of use/convenience
 Safety is also a concern
- It is very hard to bike in this city due to safety reasons there are no bike lanes and there are no real areas set aside for biking.
- It is very hard to bike in this city due to safety reasons there are no bike lanes and there are no real areas set aside for biking.
- Where I live, in Church Hill, it is very dangerous to bike, especially along Broad Street or Main Street. The vehicles do not typically follow the posted speed signs.
- It's not safe. Cars drive like maniacs in many places and there is inadequate separation for bikes.
- I live out by Stoney Point and I walk there. Otherwise walking is not practical.
- I have back and kneee problems so I do not do as much, but I'm getting them fixed so I can bike
- Lack of bike lanes on Grove, Cary, Patterson
- I think I'm a wimp: too many reports of cyclists inside the city getting hit. I am careful when driving to give cyclists a lot of space between us, but too many people drive too fast and too many don't stop at the 4-way stop signs at my corner (Grove & Rowland).
- The schools location(s) is not condusive to walking for both children. Not everyone in the family has a bike. Children are so young still for long distances. I use the YMCA for exercise.
- I do walk and bike, but since I had my baby 2 months ago, I am much more reluctant to do so. When I take my baby out in his stroller, I want to walk on the sidewalk, but many of the sidewalks don't have the sloping curves at the end so I can ease his stroller off. So, I can jostle him around taking him up and down the curbs, or walk in the street, which I feel is unsafe. When biking, I feel I have more and more close calls with the cars that are out. Many of my friends have been hit. People honk at me when I have the right of way, which I can't believe is still happening they need to be educated! And with so many streets with stop signs/lights at every other intersection well if you bike much, you know how unenjoyable it is to keep stopping and starting each time you hit an intersection. It's like going nowhere slow.
- My neighborhood (Fulton Hill)only had a few sidewalks. Most people walk in the middle of the street. Also, there is little to walk to. The biking "system" isn't fully in place, so it can be tricky and unsafe to bike at times. Also, there are enough places to park bikes. I would bike to work if I felt safer.
- I rarely bike in the city because it is not bike-friendly, i.e., there are not seriously dedicated bike lanes and not enough bike racks. Richmond lacks a bike culture, which I imagine would develop if more biking was encouraged. I have been to bike friendly cities with dedicated bike and walking trails (see Ft. Collins, CO, for instance) and it is wonderful to see so many people walking and using bikes for transportation. It also relieves the streets of traffic and parking problems, reduces pollution, and contributes to a camaraderie among townspeople as well as promotes a healthy lifestyle.
- unsafe due to traffic and having to ride on major roads
- I don't bike because there are no separate bike roadways in the city
- I would bike more if it was safer.
- i ride to work sometimes, but is quite unpleasant with no bike lane and could be made much safer in the city
- I do not bike on city streets because of safety concerns. All my city biking is on the recreational trails.
- Not safe
- The only reason I don't do this more is usually related to the weather or the distance I have to travel.
- unsafe roads from my home in Henrico into the city
- Becuase you take your life in your hands. NoVA has great bike trails where you can bike everywhere without ever being on a road. Bike trails are connected from park to park and it's possible to bike pretty much anywhere. But here it's too dangerous.
- Too dangerous to bike; very few bike lanes
- I park and ride to work.
- Use wheelchair
- I AM IN A WHEELCHAIR
- I don't have a bike because i don't feel safe riding it on the roads around my neighborhood or to get downtown to work, I would definitely ride more if it was a safer option
- I don't bile often because the City streets don't have bike paths so it's too dangerous to ride the 2 miles to do my shopping

However, to go to work or to run longer errand trips which may take me further from home, I find it difficult to identify safe routes.

- I run daily vs. biking. I do not own a bike.
- I primarily feel unsafe on a bike around heavy vehicle traffic.
- Too much traffic for biking. James River bike trails much too rugged for me. I only bike for enjoyment on relatively flat trails in nature on vacation.
- too dangerous on the roads
- gave my bicycle away
- I do walk in the neighborhood
- no bicycle lanes for safe bicycle travel in the city.
- The streets in my neighborhood have dangerous drop offs. Even if I could bike to the bus stop near my house, the bus route defined by the GRTC website would take over two hours to get to work on.
- lack of bike lanes and greenways
- I do bike but I would bike more frequently if there were better bike lanes and the City promoted a biking culture. I would also LOVE to be able to bike to work and for shopping if there were better trails/lanes.
- Not a resident, however I shop, work, and enjoy the entertainment that the city offers.
- Don't bike for safety reasons not only do i have to navigate busy roads to go the 3.8 miles from home to work, I'm not comfortable as a single woman on the streets
- Didn't know that there were biking/hiking safe trails in the City.
- I would bike a lot more in the city if there were adequate bike lanes and interconnected bike paths like Northern VA has.
- There are not enough bike lanes!!!
- roads in southside are unsafe for bicyclists so I can't get to areas for good cycling.
- I would cycle if the roads were safer to do so. Sad that we do not have a cycle friendly city...the sentiment seems to be anti-cycle. I take my bike to other cities and ride around. I wish that Richmond was more cycle/pedestrian friendly. If i get on a bike in Richmond to go to the store, work, etc...i would likely be hit by a car.
- I was a triathlete, but a back injury forced me to quit. Riding on Richmond roads is frightening. Drivers seem to object to our being. I stooped riding to work for this reason.
- My bike was stolen, haven't been able to replace it yet. But when I did bike it was hard to weave in and out of traffic
- there are no bike lanes. Unsafe.
- I don't bike because it seems dangerous the bicycle lanes are narrow and not consistent.
- Don't feel comfortable riding in traffic on main streets
- No way to bike into the City (work) without traveling on 55 mph roads with heavy car & truck traffic.
- At a previous employer I did walk to work. Current employer is too far so I bike when teh weather is permitable
- I would absolutely bike to work daily if there were bike lanes.but it is too dangerous on Semmes Ave & Forest Hill Ave with all the auto traffic.
- I find it intimidating to cross the Nickle Bridge and ride my bike on Richmond streets. But I am trying to get over this
 intimidation. It helps that there are more people aware of bikers, but the last time I rode, a driver tried to knock me off
 the road. We need bike lanes!
- I don't bike because I don't have a bike. I would consider investing in a bike and biking to work if there were bike lanes.
- not many bike paths close to my home fear of my personal safety in overly wooded areas
- I don't walk or bike as much as I'd like. Richmond and the surrounding areas are not set up well for pedestrians. As such, drivers are rarely in tune to pedestrians. This creates not only dangerous situations, but also creates frustrations and hostility.
- I don't bike because I do not like to ride my bike on city streets. If trails existed in the city I would bike to run errands and for exercise.
- I can walk in the City, but I don't bike as there are no bike lanes. I am afraid I will be hit by a car.
- I walk but I don't bike except rarely. No specific reason for not biking.
- WOULD DO ALOT MORE BIKING IF WE HAD REAL BIKE LANES. WOULD EVEN RIDE TO WORK
- Lack of respect from drivers and general safety.
- I do not bike in the city because there is no bike lane and as a beginning cyclist, I am not comfortable being on the road with cars.
- Not enough bike friendly routes. Do not feel safe from crime.
- I would walk and bike a lot more if I felt we had a better system for walkers and cyclists.
- it is very frustrating that I can't walk down monument from one end to the other on a sidewalk, and all the gravel shoulders are very dangerous on a bike ot get out of the way of cars, and are dangerous for my motorcycle
- I would if it were safer to ride Patterson Avenue into the city.
- Unsafe streets for biking keeps me from biking more often.
- I have a young child who just got her first bike. I would like to be able to feel like we could bike safely in the city, but right now, there's no way I'll let her ride anywhere but on the sidewalk in front of our house.
- I currently do not own a bike.
- Traffic. Bike lanes are needed.

- no really good bike trails
- no room on road, too dangerous, I would LOVE to be able to bike more, as a commuter, and not have to drive.
- don't trust drivers
- Not aware of safe avenues for biking
- The drivers of cars, suvs and other vehicles, it seems to me that most people driving think its fun to scare a cyclist, and the way the city is designed is not bike friendly there should be more bike racks like there is in other major cities across the us.
- I want to bike to work (VCU), to Carytown for shopping, and home to Southside, but parts of the routes seem unsafe due to the lack of bike friendly routes.
- No safe place to do so
- The streets do not feel safe and there is little in the way of designated areas through main street areas.
- Not feasible for work, shopping, or dining.
- I don't bike to work, even though it's perfect biking distance, because I'm afraid of traffic on Broad and Main Streets, where I'd have to travel. The street design is not safe for bicyclists.
- I don't walk or bike as much as I'd like because the city is not pedestrian or cycling friendly.
- Poor roarways.
- too old
- I don't bike in the City because I'm not in good enough shape to bike 10 miles from home to work and because of fears for my safety due to traffic and crime.
- live too far from work, bus line is several blocks away from my aparment, and with the city is too unsafe for me to take public transportation, especially with my line of work.
- Have you seen the narrow lanes and streets of the City, I would have a death wish to ride a bike. If they open a bike lane, yes I would venture to ride. Henrico county don't have sidewalks to walk or ride a bike.
- Not sure I could ride one anymore, even though they say you never forget once you get on . . .
- I don't bike as often as I would like (such as biking to work) because I don't feel like there are good bike lanes in the city.
- Honestly because I don't feel it's safe enough for bicyclists on City roads. There aren't enough bike lanes and there are too many red light runners in this area.
- See above. I own a bike, it is in my shed collecting dust and cobwebs as are thousands of others in the Richmond area!
- Would love to bike to work but need bike lanes! Drivers cut it too close. A bike lane gives bikers room not to be nudged off the road.
- Dangerous, no bike lanes
- Lack of safe routes
- Commuting on bicycle from some of the suburbs to downtown is difficult/dangerous without roads with a shoulder or some type of cycling path.
- Dangerous with traffic and lack of bike lanes.
- I would love to be able to ride my bike from home to work in the City, but it's simply too dangerous with no dedicated bike baths running east to west.
- I actually avoid biking within the city as I feel it is unsafe. No bike lanes, most motorists are unaware of cycling laws, etc.
- Don' own a bike but would like to in the future.
- There are almost no designated bike lanes in the city.
- Fear of accident
- Enjoy walking in the city. Do not own a bike as I do not feel safe on city streets.
- I would bike more frequently if there were better paths.
- Need more trails
- I use a wheelchair but bike paths are good for me too.
- Primary reason is lack of safe bike paths to and from places of destination such as work. I would commute to work via Bike if I felt there was a safe path to do so.
- The main roads in my neighborhood (Cherokee Rd.) are not safe for walking or biking.
- Lack of dedicated cycle/pedestrian routes. In Richmond cycling is a destination activity. The city itself isn't condusive to travel by bicycle.
- I would love to bicycle to places and ride for other than recreational reasons, but don't feel safe on the roads. I don't think the city is bike friendly. Very limited trail & bike lane system. I'm used to cities like Indianapolis and Boulder. As a result, I bike very infrequently here.
- My kids are still small but as they get older I hope we can all explore Richmond together on bikes
- The route to work appears to be unsafe for bicyclists. (curves, very small bike path)
- Cars are a threat physically and are loud and smelly.
- It's not a choice! I live in Bon Air and would love to ride my bike to work, which is only 3 miles away, but it would mean riding on Midlothian Turnpike dangerous! My husband and I frequently put our bikes on the car and go downtown, or to the Brandermill/Woodlake trails, to Pocahontas, or to the James River Park system but you can't bike to or from anywhere it's only for enjoyment, not a mode of transportation. I'd love to be able to bike to a grocery

store or to a library but there's no safe infrastructure to do so.

- I biked when I was younger now my job requires the use of a car.
- Motorists do not recognize pedestrian right of way and law enforcement does not enforce pedestrian right of way laws. It is scary to cross the busy streets that define our neighborhood with children.
- Would bike to more places if there were bike lanes. Prefer using a bike over a car. We try to bike to restaurants for lunch but often it is very dangerous.
- Motorists do not recognize pedestrian right of way and law enforcement does not enforce pedestrian right of way laws. It is scary to cross the busy streets that define our neighborhood with children.
- Too dangerous, discourteous to auto's that actually pay for road construction and maintanence through license fees
- I am uncomfortable bikiing on roads with moter traffic and no bike lanes. Even though there is a bike path on the Boulevard bridge, you are supposed to dismount and walk.
- Age and too many hills in my neighborhood.
- Danger (impact) from auto users concern me cell phone use has made this worse. Main routes are very poorly signed so as to make it clear to auto users that bikers need some consideration
- There are not safe places to bike and/or walk outside of my neighborhood.
- get run over by a car
- I would bike more if bike lanes were available so I could do so safely.
- I don't ride because I don't feel safe riding w/ traffic.
- I don't bike simply for personal reasons (small children @ home, not enough time) someday soon I hope to get back
- There is not a safe place to ride a bike to work...too many cars both on the road and parked on the side of the road.
- Traffic, lights, poor roads
- 1. Afraid of getting hit by a car while biking.
- Near complete absence of dedicated bike paths.
 Sidewalks uneven, I find myself constantly tripping over uneven pavement when walking down richmond sidewalks, even though I am not usually one to be uncoordinated.
- From my house there are NO truly safe roads to bike on, e.g., Huguenot Road, Huguenot Bridge, River Road, Cary
- Roads are not safe no shoulders, narrow lanes, and drivers not aware that we have rights on the roads like they do.
- because I do not live there
- Well I live 45 miles from where I work. But have always wanted to ride to work from another location which would be about 14 miles. The reason I don't is because Richmond is an unsafe place for cyclist. I would love to have the option to ride into work 2 the 3 times a week. It would help me get my excercise in.
- it is unsafe, no bike lanes or trails in and out of city
- 1. Afraid of getting hit by a car while biking.
- 2. Near complete absence of dedicated bike paths.
- 3. Sidewalks uneven, I find myself constantly tripping over uneven pavement when walking down richmond sidewalks, even though I am not usually one to be uncoordinated.
- There are insufficient bike lanes; the streets are too narrow; there is little consideration by auto drivers for the needs of bicyclists
- There are insufficient bike lanes; the streets are too narrow; there is little consideration by auto drivers for the needs of bicyclists
- I do, but chose my "routes" very carefully. It is very unfortunate living in the Brandermill area that the ingress/egress makes you go out of your way just to get somewhere &/or to avoid driver(auto.) confrontations...there are only a couple of ways to get across the James River and there is NO useage for the Rt. 288 road(there could have been a separate side for cycling/walking/running/etc.) across at this point...because there is not...one must go way far west(Prison loop or Maidens Landing) or go down Old Gun...that is a HUGE mileage spread in between. The land/space is already there. When I travel to other cities/areas outside of Richmond....I see this & ask why Richmond/ Metro cannot do the same...
- Don't bike in city due to poor road conditions and traffic
- I don't walk to shopping because I live off Chippenham Parkway and there's no way to walk to the nearby large shopping area at Chippenham and Forest Hill Avenue. I would like to consider walking if there were sidewalks.
- Biking in Richmond is dangerous due to lack of bike lanes
- Unsafe.
- I have bad knees so walking is better than biking. I use to bike more than ten miles a day.
- I don't walk or bike as much as I would like to because there are few bikeable routes to and from where I need to go and because many of the places I need to go are too far. I would LOVE to walk and bike more , please help it happen!
- I don't bike as much as I'd like because of safety reasons...I'm older and not as fast as younger bikers
- No bike lanes and I have 3 small children.

- I am a teacher, so it is dark when I leave for work. Most of the roads I need to use are too narrow and unsafe for bicycle traffic in the dark early morning hours.
- Distance relative to my health and fitness
- Too many cars and no bike lanes too dangerous
- I blke but prefer to ride a scooter as it is easier to get up and down the many hills of Richmond. Please confided making the city safer for scooter riders too.
- I cant get there safely on a bike.
- too dangerous!!!
- Rodes are narrow; a lot of cars/street parking. Not as safe.
- THe primary reason is safety. Walking or biking is not as safe as traveling in my car.
- I run in the City but it would be to scary to ride a bike.
- lack of bike lanes, lack of respect for bikes and pedestrians. why don't we have the signs in pedestrian walkways that say pedestrians have the right of way-state law to stop for pedestrians? no well marked pedestrian walkways
- I do not really bike because I do not feel safe. There are no designated bike lanes.
- Main Roads are not safe for biking
- It's not safe in my neighborhood, the Maymont Park neighborhood, because we don't have sidewalks ... but the trails down by the River are great!
- i don't bike in the city as much because it's really dangerous-it's like taking your life in your hands every time i go out.
- Even though I do bike, I don't like to because other bikers do not follow the rules of the road and it does not seem to be very safe
- It is diffcult to walk in several areas. I also have safety issues with walking
- N/A
- No longer bike since prefer to walk if within few blocks, or use car if more than several.
- Not Safe
- Too dangerous, no bike paths
- I don't own a bike.
- i don't feel safe biking in the city with the heavy traffic
- dangerous drivers
- I would be more inclined to bike in the city if there were better bike lanes and
- I don't bike in the city because motorists aren't as conscientious of cyclists as they should be making the risk far greater than in most any other city. Richmond hasn't done enough to promote awareness of cyclist and the Right of Way laws.
- · It's very dangerous on the roads. Need a bike system preferably separate paths but bike lanes at a minimum
- · I'm tempted to stop cycling due to safety concerns. There are no bike lanes, trails on my commutes and drivers pay little attention to commuters.
- It's not easy and it's not part of the City's culture. I lived in Portland OR and never thought twice about riding anywhere in the City. That is not the case in Richmond.
- My elementary age children need better safety measures to ride in the city.
- I visit Richmond to ride the trails and would ride for shopping after a bike and ride if there was safe bike lanes.
- I almost never bike, because it is dangerous and scary.
- Difficult to cross I-64 from the west end without encountering high speed traffic
- Narrow streets prohibit road sharing.
- No Job!! But when I did have a job, I walked to everything. I commuted from New Kent.
- When I don't it's b/c there are no bike lanes to my destination.
- lack of pathways for biking
- N/A
- none
- too dangerous on some of our roads
- I don't live or work in "the City", so that's not really a valid question. I'd walk/bike more in the west end of Henrico
 County if they actually made it safe to do so, but without sidewalks or bike lanes and all development keyed to the
 automobile, it's hard.
- In the east end there are no bike lanes and traffic is very hostile to cyclists. The roads are very difficult to ride on because of pot holes/road damage/etc. However, I do bike on the weekends.
- Richmond is not a safe city for non-automotive traffic. I can barely park and get out of my car on my (residential, 25MPH) street without nearly being run over. Riding my bike, even around the residential neighborhood is a dangerous proposition.
- I used to ride my bicycle far more often than I do now. I have had so many friends hit by cars on their bicycles that I have almost completely lost confidence in not only my own ability to stay safe while on one, but moreover the ability of drivers on the road to drive with caution and awareness. It is extremely important that Richmond move in the direction of countless other cities in this country to make its roads safe for ALL modes of transportation.
- Bad drivers make bicycling dangerous, even on semi busy roads
- Biking in the city is very dangerous. Cars do not respect crosswalks or pedestrians, especially in high-pedestrian,

high-bike areas like VCU. We need more signs saying CARS MUST STOP FOR PEDESTRIANS IN CROSSWALK PER VA LAW or something. Cars in Richmond are very aggressive towards non-car travelers.

- There is no safe way to do so. I wish that I could, I would run more errands and do more shopping in the city if I could park my car and then walk or ride from place to place instead of having to drive everywhere.
- It's too dangerous to bike in the city.
- I rarely walk or bike in the city. I'd like to use walking and biking for my promiary modes of transportation but living outside of the Fan, I find it hard to make that a reality. I live in Fulton Hill and there aren't even sidewalks on every block. There's also no sidewalk connecting Fulton Hill to Church Hill. Therefore, when walking my dog, i must walk in the road which is very scary and unsafe.
- no safe place to ride
- Safety. Growing up in Richmond, I can attest that there are little thugs that will end my life for my shiny bike.
- I would love to walk/bike more but there are no SAFE areas to do so. West End has no such facility to support such activities.
- I tried to ride around the river and got lost on the South side and got lost in the train yards. It was very scary with my two 11 year old boys.
- i do both, but some transportation corridors are prohibitive to easily bike where you need to go.
- It's too dangerous. I live right off of Forest Hill Avenue and even crossing that street on a bike (much less on foot) is dangerous. It's the main connector in my neighborhood and nearly impossible to avoid.
- I walk everywhere! I would love to bike places, but I don't want to ride my bike on the road. I think it's inconvenient and dangerous for both bikers and those driving cars.
- few bike lanes
- No specific bike lanes dangerous for bikers and autos when the two forms of transportation try to share the same space
- I dont walk or bike alone especially when it gets dark in the morning or at night because of safety both from people
 and from cars. Further, it's dangerous to bike; sidewalks are broken up, cars are parked on the street which pushes you
 closer to traffic and we have no bike lanes.
- NA
- No bike lanes and narrow streets, I do walk in the city but nearly get run over by people on bikes, Also very poor sidewalhs 1100-1300 W. Cary St.
- I do not bike to work anymore because of lack of a good safe route.
- I walk whenever feasible and intend to bike but need to buy one.
- Feel unsafe cycling on the roads and there are no bike paths or accessible routes from where I live.
- don't live in an area with a good walkway to Hull Street.
- I lived in the City for three years, with no car, walking, biking and taking the bus everywhere. Now, living in Glen Allen, but still spending most of my leisure time downtown means I have to drive, because there aren't many safe roads to bike on, and there's no mass transit. I ride a scooter to save gas, when I'm not working, but mass transit and bike lanes would be great.
- I lived in the City for three years, with no car, walking, biking and taking the bus everywhere. Now, living in Glen Allen, but still spending most of my leisure time downtown means I have to drive, because there aren't many safe roads to bike on, and there's no mass transit. I ride a scooter to save gas, when I'm not working, but mass transit and bike lanes would be great.
- I don't bike as much in Virginia Beach because it's WAY TOO DANGEROUS.
- It's too dangerous to blke from my house near Maymont to my job at the Monroe Bldg downtown. I should be able to ride less than 3 miles without so much stress.
- Inner city of richmond is NOT pedestrian/bike friendly . VERY unsafe.
- To congested downtown,the GRTC Buses have a hard enough time looking out for bikers & walkers who have no respect for drivers, they really take the phrase, "We have the right-of-way to a new level.
- I used to bike commute out to work in Henrico, but there is no safe biking route from, basically, Three Chopt & Patterson to Broad & Gaskins. Unfortunately, most of my commute is outside of Richmond.
- I would love to bike to and from work, but it just doesn't feel safe. We need better bike lanes and driver education/bike awareness. I think most of Richmond (outside of VCU students) see cyclists as a nuisance.
- I do bike and run around Richmond, but would do it more if it were more biker and walker/runner friendily.
- I do bike very often but do so at my own risk. I would like to see more bike infrastructure such as bike lanes, etc that would make it safer to bike in the city.
- There aren't many suitable roads for riding & many drivers don't know how to act around cyclists
- It is VERY hard to bike in this city!!! I would bike everywhere if I could but the "cycling system" in Richtmond is either non-existent or poorly planned at best.
- Bikes and cars do not belong on the same street. State law needs to be changed to require bikes to stay on the sidewalk or other thoroughfare that is completely separated from motorized vehicles.
- traffic unsafe
- Because of the traffic within the city both car and pedestrian
- as stated above too dangerous, no walking signals to cross busy streets such as west broad
- When I don't bike, its because I would need to travel a road that isn't safe for bikers (narrow or non-exilstent bike lanes).
- You need to extend the city sidewalks from where they end on Carry Street down to the new Huganot Brildge which is going to have new sidewalks on both sides of it but the city dosen't have any sidewalks that go up to it from the old main system

Question 10:	Please describe the majority of your bike riding.
Question 11:	On average how many days per week do you ride your bike?
Question 12:	Do you typically wear a helmet when you ride your bike?
Question 13:	What is the average distance of your rides? (oneway)
Question 14:	What prevents you from biking more often?
Question 15:	Overall do you feel city infrastructure (sidewalks, crosswalks, etc.) is safe and conducive to walking?
Question 16:	Please rate your level of preference for each of the following bicycle and pedestrian facilities.
Question 17:	Which Richmond neighborhoods or areas are particularly difficult for pedestrians or bicyclists and why?
Question 18:	Which Richmond roadways and intersections are particularly difficult for pedestrians or bicyclists and why?
Question 19:	Would the following improvements influence you to bike more often: (Please rate each improvement by likelihood of influencing you to bike more often.)
Question 20:	Please rate how important you feel the following areas would be to increase the number of people who ride bicycles in Richmond:
Question 21:	Other comments or suggestions:

- It's unsafe
- ~ I ride a mountain bike within the city so I can ride off road. I find virginia drivers very unfriendly to bikes and it's very dangerous to try to ride.
- I do bike, but my main fear is always being run over by cars because they are impatient when it comes to bikes.
- n/a

10) Please describe the majority of your bike riding:



11) On average how many days per week do you ride your bike?

		Percentage	Responses
0		11.9	142
1	The state of the s	15.5	185
2		13.5	162
3		14.8	177
4		12.7	152
5		9.9	119
6		6.0	72
7		15.7	188
		Total responses:	1197

12) Do you typically wear a helmet when you ride your bike?



13) What is the average distance of your rides (one-way)?



14) What **prevents** you from biking more often? (check all that apply)

		Percentage	Responses
No bike paths, bike lanes or bike routes		17.3	940
Insufficient bike parking or storage		7.5	406
No showers at work		5.2	282
Links/ connections to surrounding counties		6.0	323
Bikeways / roads are in poor condition	and the same of th	11.7	636

Unsafe / unlawful motorists behavior		15.4	838
Unsafe / unlawful bicyclists behavior	1	2.1	116
Uncomfortable bicycling on roads with motor traffic		10.4	564
Destinations are too far away		4.0	218
To much crime in areas I would need to ride through	I .	2.1	113
I have too many things to carry		3.7	202
I travel with small children	1	1.8	95
I don't have enough time	•	2.6	143
Insufficient lighting		3.2	175
Weather		4.8	260
I have no interest in biking	1	0.5	25
Other	I .	1.7	91

15) Overall do you feel city infrastrucuture (sidewalks, crosswalks, etc). is safe and conducive to walking?

	Great	Good	о.к	Fair	Bad	N/A	Responses	Average Score
Sidewalks	55 (4.51%)	380 (31.17%)	381 (31.26%)	237 (19.44%)	154 (12.63%)	12 (0.98%)	1219	3.07 / 6 (51.17%)
Crosswalks	35 (2.88%)	387 (31.88%)	440 (36.24%)	218 (17.96%)	118 (9.72%)	16 (1.32%)	1214	3.04 / 6 (50.67%)
Bridges	38 (3.15%)	271 (22.47%)	330 (27.36%)	306 (25.37%)	211 (1 7. 50%)	50 (4.15%)	1206	3.44 / 6 (57.33%)
								3.18 / 6 (53.04%)

16) Please rate your level of preference for each of the following bicycle and pedestrian facilities.

For examples of these facilities, click on the highlighted text below

Multiuse Bike Paths (Paved bike/ walking trails separated from the street)

On Street Bikelanes

Bike Routes (Roads - signed and numbered for easier navigation. Often long distance

touring routes.)

Sharrows (Lanes that are shared by both cars and bicycles)

Unpaved Trails (Single track, "mountain bike" trails)

Rail Trails

Bike Boulevards (Lightly-trafficked streets that prioritize bicycles. They are designed

to discourage motor vehicle through traffic.

(For a more in-depth explanation of bicycle boulevards click $\underline{\text{here}}$ or $\underline{\text{here.}}$)

	Very Important	Important	Neutral	Not Important	Not Needed	Responses	Average Score
Marked Crosswalks	591 (49.50%)	415 (34.76%)	166 (13.90%)	14 (1.17%)	8 (0.67%)	1194	1.69 / 5 (33.80%)
Adequate Sidewalks	625 (52.52%)	429 (36 . 05%)	117 (9.83%)	12 (1.01%)	7 (0.59%)	1190	1.61 / 5 (32.20%)
Off-Street Paved Bike Paths	536 (44.89%)	388 (32.50%)	224 (18.76%)	34 (2.85%)	12 (1.01%)	1194	1.83 / 5 (36.60%)
On-Street Bike Lanes	832 (69.51%)	263 (21.97%)	77 (6.43%)	13 (1.09%)	12 (1.00%)	1197	1.42 / 5 (28.40%)

Traffic lanes marked with Sharrows	499 (43.13%)	308 (26.62%)	252 (21.78%)	62 (5.36%)	36 (3.11%)	1157	1.99 / 5 (39.80%)
Bike Routes	629 (53.04%)	360 (30.35%)	163 (13.74%)	27 (2.28%)	7 (0.59%)	1186	1.67 / 5 (33.40%)
Unpaved Trails or Dirt Paths	292 (25.11%)	335 (28.80%)	408 (35.08%)	101 (8.68%)	27 (2.32%)	1163	2.34 / 5 (46.80%)
Rail Trails	381 (32.90%)	380 (32.82%)	335 (28.93%)	50 (4.32%)	12 (1.04%)	1158	2.08 / 5 (41.60%)
Bicycle Boulevards (a shared roadway designed to give priority to cycling traffic)	591 (49.96%)	341 (28.83%)	188 (15.89%)	35 (2.96%)	28 (2.37%)	1183	1.79 / 5 (35.80%)
Shared Roadways (no bikeway designation or bicycle facilities	159 (14.29%)	214 (19.23%)	393 (35.31%)	205 (18,42%)	142 (12.76%)	1113	2.96 / 5 (59.20%)
I don't bike and never will regardless of facilities.	14 (2.60%)	8 (1.49%)	101 (18.77%)	40 (7.43%)	375 (69.70%)	538	4.40 / 5 (88.00%)
							2.04 / 5 (40.76%)

- 17) Which Richmond neighborhoods, or areas are particularly difficult for pedestrians or bicyclists and why?
 - 1. Area and Problem:
 - 2. Area and Problem:
 - 3. Area and Problem:
 - 4. Area and Problem:
 - 5. Area and Problem:
- 18) Which Richmond roadways and intersections are particularly difficult for pedestrians or bicyclists and why?
 - 1. Roadway or Intersection and Problem:
 - 2. Roadway or Intersection and Problem:
 - 3. Roadway or Intersection and Problem:
 - 4. Roadway or Intersection and Problem:
 - 5. Roadway or Intersection and Problem:
- 19) Would the following improvements influence you to bike more often: (Please rate each improvement by likelihood of influencing you to bike more often.)

	Very Likely	Somewhat Likely	No Influence	Unlikely	Very Unlikely	Responses	Average Score
More Bike Lanes (Separate Lanes for bikes) on Major Streets	913 (78.50%)	171 (14.70%)	48 (4.13%)	10 (0.86%)	21 (1.81%)	1163	1.33 / 5 (26.60%)
More Signed Bike Routes	540 (47.49%)	337 (29.64%)	201 (17.68%)	29 (2.55%)	30 (2.64%)	1137	1.83 / 5 (36.60%)
More Multi-Use (off-street) Paths	696 (61.38%)	267 (23.54%)	133 (11.73%)	18 (1.59%)	20 (1.76%)	1134	1.59 / 5 (31.80%)
Bicycle Boulevards (shared roadways designed to give priority to cycling traffic)	732 (63.76%)	272 (23.69%)	94 (8.19%)	23 (2.00%)	27 (2.35%)	1148	1.55 / 5 (31.00%)
							1 67 / 5

Widen Outside/Curb Lanes on Major Streets (easier to share lanes with cars)	678 (59.53%)	309 (27.13%)	93 (8.17%)	27 (2.37%)	32 (2.81%)	1139	(32.40%)
More On-Road Bike Signage Signage reminding drivers to share the road	486 (43.12%)	323 (28,66%)	224 (19.88%)	59 (5.24%)	35 (3.11%)	1127	1.97 / 5 (39.40%)
More Education, Encouragement and Enforcement Programs	515 (45.74%)	329 (29.22%)	202 (17.94%)	50 (4.44 %)	30 (2.66%)	1126	1.89 / 5 (37.80%)
Increased Maintenance (sweeping/repairs to bike lanes, routes, paths, and landscape trimming, etc.)	627 (54.86%)	330 (28.87%)	151 (13.21%)	14 (1.22%)	21 (1.84%)	1143	1.66 / 5 (33.20%)
More Bicycle Parking/Storage	397 (35,48%)	373 (33.33%)	287 (25.65%)	33 (2.95%)	29 (2.59%)	1119	2.04 / 5 (40.80%)
Showers and Lockers at Work	314 (28.97%)	229 (21.13%)	421 (38.84%)	53 (4.89%)	67 (6.18%)	1084	2.38 / 5 (47.60%)
							1.78 / 5 (35.62%)

20) Please rate how important you feel the following areas would be to increase the number of people who ride bicycles in Richmond:

	Very Important	Somewhat Important	Probably Not	No Interest	Responses	Average Score
User-friendly Bicycle Maps and Guides	588 (50.95%)	455 (39.43%)	97 (8.41%)	14 (1.21%)	1154	1.60 / 4 (40.00%)
Route Planning and Assistance for Bicyclists	513 (44.65%)	465 (40.47%)	152 (13.23%)	19 (1.65%)	1149	1.72 / 4 (43.00%)
Bicycle Information Website	625 (54.63%)	426 (37.24%)	83 (7.26%)	10 (0.87%)	1144	1.54 / 4 (38.50%)
Education Programs for Motorists	606 (52.97%)	348 (30.42%)	169 (14.77%)	21 (1.84%)	1144	1.65 / 4 (41.25%)
Education Programs for Law Enforcement Personnel	581 (51.05%)	363 (31.90%)	165 (14.50%)	29 (2.55%)	1138	1.69 / 4 (42.25%)
Education Programs for Adult Cyclists	499 (43.73%)	439 (38.48%)	175 (15.34%)	28 (2.45%)	1141	1.77 / 4 (44.25%)
Education Programs for Elementary, Middle/Junior, and High School Students	665 (58.18%)	367 (32.11%)	98 (8.57%)	13 (1.14%)	1143	1.53 / 4 (38.25%)
Bikeshare program	453 (40.02%)	410 (36.22%)	216 (19.08%)	53 (4.68%)	1132	1.88 / 4 (47.00%)
Public Awareness Campaign Focused on Bicyclists Rights, Responsibilities, and the Health and Environmental Benefits of Bicycling	757 (66.17%)	302 (26.40%)	74 (6.47%)	11 (0.96%)	1144	1.42 / 4 (35.50%)
,						1.64 / 4 (41.10%)

21) Other comments or suggestions:

(all results shown)

⁻ Bike lanes.

⁻ This would make for more jobs for city workers and we need to do everything possible to create more jobs for residents.

⁻ Pick a major east/west route from the VCU area all the way out to the museum district and create a bicycle only route, then heavily ticket any moving violations offenders that are using non-designated routes

⁻ light rail down broad st

⁻ as someone who recently got a ticket in the fan area for running a red light on my bike(i stopped, looked both ways, then proceeded through the 2 lane intersection, then fought it in court and won) I feel there is a need for different laws pertaining to cycling in the city. It is absolutely impossible for a bike to stop at every stop sign and at every light in the fan while there is no traffic around. I feel this inhibits my freedom on a bike, and does not add to the safety on the

road. I know when there is a car coming up to an intersection long before I reach the intersection, and my fellow bike friends agree. It makes us more paranoid trying to look out for cops, therefore making biking LESS safe, than just letting us get to our class or gym or wherever we are going. Maybe in the city limits, stop signs could be treated as yield signs and stop lights be treated as stop signs. Thank you for letting me give my opinion.

- more bike lanes or wider curb lanes would be best encouragement for increased cycling in central virginia
- auto driver ed should include respecting cyclist's rights to use roadways and need to check for bikes before opening car doors.
- Do the bike share, that would be great, also send more police to 23219, somebody stole my bike and my neighbors bike.
- biking to work will likely NEVER be an option for me, because of the type of work I do, the # of trips I have to make before coming to work (daycare, school, etc.) and the amount of stuff i have to carry. I am definitely considering starting to bike recreationally and for exercise purposes.
- build separate communter trails along james river from west end of town to allow commuters to ride away from automobiles. Trails would connect from Huguenot bridge to lee bridge.
- This is a critical issue and I'd thrilled this administration understands how many problems (traffic, smog, obesity, asmtha, etc.) could be improved through a dedicated investment in biking. I think the best bang for the buck is in bike lanes (urban) and separate trails/paths (suburban).
- Bike lanes will not really help anything. If anything, they will confuse people by having two or more types of roads with extra rules and signs. What is needed is education aimed at increasing cyclist and motorist awareness of the rules and tolerance of each other. This will help people to interact properly in traffic, rather than trying to separate them with more rules and signs. Thank you very much for doing this.
- Richmond has so much potential to become a Green city and set an example to other communities let's make it happen!
- I love this city. Always trying to make things better.
- If you build it, please plan for future upkeep!! That is the problem with a lot of projects in this city money up front, but no money when repairs are needed!
- I love riding my bike for transportation and I feel with a few smart improvements, more people will choose to bike rather than drive their cars more frequently.
- Richmond needs to start by obeying the state law for yielding to pedestrians in the crosswalk, like many other cities have enforced across the state. Bike lanes, ideally separated from the road, will make transportation much easier for cyclist, especially in the fan where it is flat and well suited for biking/
- Road conditions are critical. Pitted roads are navigable only by low-speed bikes, which are not useful for anything but leisure riding. Suggestion: take one east-west road or combination of roads from downtown out as far as Libbie, and make 1 lane each way a haven for bikes; repave it and keep it maintained; and watch what happens. If you want to get people riding appreciable distances in the broadest possible spectrum of weather conditions, they have to trust the roads. That is not currently possible
- From Where I live in 23235, I simply cannot leave my neighborhood without encountering roads that are dangerous for cyclists. I would love to cycle to stores and with my children, but Richmond's streets seem to be constructed solely with motor vehicle traffic in mind.
- I worked years ago supporting the laws to get bicycles considered a vehicle in VA. Many cyclists behave properly except for the groups of 3 or more that like to spread out across the roadway. But on the whole, cyclists are doing a better job of conducting themselves in the roadway than the walking pedestrian. I'm tired of going to work in the dark and being faced with people walking in the travel lane wearing dark clothes because they don't want to use the sidewalk for fear of tripping. Weekends have also become a problem with dozens of runners in the street that have no regard for cars. The city seems to have no concern for enforcement to keep the runners out of the street much less the travel lanes. Somebody is going to get hurt.
- Let's don't spend millions of tax dollars to create unused facilities. Just because we can complete surveys in the comfort of our chairs doesn't mean we'll use the facilities. We do need practical bike routes, e.g., to school, work, shopping, not just recreational routes. Our dependence on the car for short trips is for speed and convenience. Until bike routes provide safety, speed and convenience, most of us will still use cars and trucks.
- Separate paved bike paths will do more for cycling than anything else. Developing a major east west connector either along the river or a major railroad coridor would be very important. Ultimately people need to ride enough to feel safe on their bikes before taking on traffic.
- Richmond is a fantastic city with a strong grassroots cyclists who are pushing to city forward. I strongly believe Richmond can become a sustainable example by embracing the cyclist movement. The most important goals:
- 1. Highly connective network. I bike throughout this city, over all the bridges. It is extremely dangerous. A complete cycling infrastructure is necessary.

 2. Bike lanes are not the answer. By giving us our own lane, motorists ignore us and speed by extremely close. If bike
- lanes must be used, they should be extremely wide to give us adequate space from motor traffic and well maintained cleaned of glass, rocks, etc.
- 3. On major streets, enlarging the "slow" lane and adding sharrows and signage would be fantastic. Broad is a great example. Bike lanes would not work on broad because cyclist need to position themselves with traffic at intersections

Thank you for you time. My name is Kelly Hall and I am an urban planning graduate student at VCU. My focus is sustainable cities - including alternative modes of transportation and food issues. I've work with a city to build a bicycle infrastructure. Additionally, I am a cyclist - biking approximately 40 miles a week just for commuting, errands, and getting to friends homes. I am more than willing to assist and give my opinions for Richmond's cycling advancement. My contact information is below.

- Do a study and look at Denver, Colorado bike trails. They have bike trails in the parks and separate routes from
- The bike lane on Lombardy is a good start, but I would love to see these on all major roads in the city. So many students and residents rely on bicycles as their sole transport and pay the same taxes motorists do. Their infrastructure should be improved equally.
- A big part of what makes a city friendly to pedestrians and bicyclists is the distance between things. Surface parking

lots are terrible for the city's long term health, and adjusting the zoning laws to discourage their creation rather than require it would do a world of good.

- Thank you for taking the time to collect information on Richmond walking and biking! Lots of people here in Richmond are interested in turning this city into a bike friendly city!
- I am thrilled that this discussion is taking place.
- Richmond is my hometown and it has so much to offer, but it really needs to beef up its pedestrian/bike paths. I have lived in and visited cities that aren't nearly as nice as Richmond, but that have fantastic bike trails that pretty much enable someone to live without a car. For example, Lansing, Michigan doesn't hold a candle to Richmond, but it's park system and its Rails to Trails system is one of the best that I have ever encountered. Richmond could be a much more desirable city if it allowed for more transportation (and recreation) options.
- We have such a beautiful city and need having bike paths would increase tourism, which would boost our economy. The James River would be a great place to start and have better quality bike/walking paths. One concern that comes to mind is "crime"!
- I thought this was a survey about Pedestrains and Bicycling, However, this appears to a be survey about Bicycling. Let's not forget the needs and health benefits of walking for all pedestrains. Individuals with and without disAbilities are a part of the community and for whatever reasons, do not bike but require many conditions in order to also travel safely as a pedestrain. Where are the questions listing conditions that would make people more interested in walking???
- If I knew of safer places to ride a bike I would do more than just commute. I started biking because it was faster than driving to work and twice as fast as the bus. It is also practically free, Its been about 3 years. Motorists have gotten better about sharing the roads. My biggest complaint is the amount of bikers riding irresponsibly. For example, riding against traffic, not stopping at innersections, etc. It makes the safe riders look bad too.
- Public awareness and campaigns focused on bicyclist rights, and meaningful enforcement would be easy and worthwhile steps for improving cycling in Richmond
- Because parking is difficult downtown, encouraging cycling would also help address this problem.

Also, Richmond drivers tend to not care about pedestrians or cyclists. So, making it well-known that RVA is a cyclingand pedestrian-friendly city, and encouraging their understanding of this is needed too.

And, again, please please please fix the city roads downtown. So many potholes, horrible patching jobs, worn-down streets. All these issues make it difficult for cycling (and driving!) Plus, as an RVA native, the state of our roads makes me embarrassed for Richmond. We want and deserve better.

- Any chance that Richmond could offer a moped registration system similar to what they use in Roanoke? If 49cc scooters had to have a moped plate, it would make a huge difference in the rate of theft of scooters and other small motorbikes.
- Education for Adult DRIVERS
- Motorists pose the highest dangers to cyclists. Although many cyclists use hand signals, and protective wear, we still
 have to look out for the careless driver, the inconsiderate person, the hasty driver, the cyberspaced person, and others,
 when the cyclist is the only person in a great amount of danger
- Team up with surrounding counties. Become known as the area with the most bike paths nationally. It would be so attractive to outsiders to come live in the city/county of bike paths.

should be a requirement of any new construction in any new residential development.

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should be a requirement of any new construction in any new residential development.

- If driving is made inconvenient for the masses, people will take public transportation or bike/walk. I think the
 Richmond Folk Festival can be an example of people willing to leave their cars far away from their final destination.
 Perhaps a combination of decreased parking spaces and increased public transportation options (including bike shares)
 could help.
- This is great that you are reaching out and hear what we have to say . the more Richmond can support excrise, a variety of communiting options, and the balance of population growth the better!
- In my opinion, lack of space preceeds all issues. I distinctly remember being so frustrated as a bike commuter when I would ride on the shoulder and motorists would yell at me out of their window "Get off the road!" So I would move to ride on downtown sidewalks, and pedestrians would yell at me "Get off the sidewalk!" Routes and trails and parks sound wonderful, but please put money towards the heart of the city streets and county roads so that motorists and cyclists can reach the same destination safely. I feel blessed to have a voice in this matter.
- Bike education should focus on the bike drivers. I see bike drivers all the time on sidewalks, without helmets, driving against traffic, not following traffic laws, and not yielding to pedestrians while on sidewalks or paths. Especially on the Nickel Bridge. It gets very congested on the sidewalk across the bridge on weekends when the weather is nice. All this attention on bikes seems to have given bike drivers a sense of entitlement.
- Q #20 the education needs to be directed toward motorists increase awareness of bikers share the road.
- I don't bike but would love to see others have an easier time of it.

And I will devote prayer time towards putting plans and voices into action.

- I hope you are able to get some decent bike paths constructed. It is frustrating to visit other cities that are far advanced of our town!!
- When considering improvements to bike/walking paths in parks, please think about keeping open the possibility of adding horses to the mix. Several cities have done this with great success and it would attract responsible, involved citizens to use our parks in a new way. Also, consider some kind of incentive to people to walk or bike, like the city did with Rock Richmond. people could sign up to log miles/days walked/biked instead of driving and could turn in completed cards for rewards (water bottles, bike pumps, etc.)
- Great survey!
- Bikers need to obey the same traffice laws as drivers as we share the road That means no running red #ights and stop signs, no lane weaving, no riding in the center of the lane and impeding traffice, giving signals etc, educate bikers and we all can share the road equally, Ticket offenders both drivers and bikers, ticket rude drivers especially and bullying

bikers. And keep bikers OFF the sidewalk unless you will educate them not to speed down sidewalks and use bells or something to warn peds that you are coming behind them

- I am a new cyclist this year and I took the Adult bicycle saftey class for \$10. It was the best experience I have had on my bike and so very very helpful in my safety as a cyclist and also as a motorist!
- I need to be in better shape to ride my bike to work.
- Richmond is potentially a great city to bike in, but I don't feel safe going the place I would like to ride. I would definitely take my bike more often if the roads were safer for bicyclists. Why does the city do things like build a canal walk to attract people and prohibit bikes from riding on this one place that would be safe? Wouldn't it have made since to include a bike path in the plan?
- With childhood obesity skyrocketing we need to be encouraging kids (AND their parents) to ride their bikes or walk/run to school/work everyday, promoting a healthy lifestyle will last a lifetime otherwise we are teaching our kids one always rides a bus or car to travel anywhere even if around the corner. We are too soft of a society.
- We are a bike town!
- I have worked as a bike messenger downtown and ridden James River Park trails for over 15 years. I love Richmond and really want to see us grow with the rest of the country!
- Clean the sidewalks. Enforce litter and animal waste laws to help pay for improvements.
- Coordinate your work with rails to trails and county governments. These projects should be linked.
- Separate cars from bikes. Require bike racks for new developments
- When walking the trash that i find in all areas of the Fan is disturbing. I would love some campaign to encourage neighbors to police their own areas. No one in my neighborhood accepts any responsibility for daily cleanup. It frustrates me picking up everyone's trash. I find myself mumbling about moving out of the city every time I have to do it. There was a trash can tipped over down my alley this morning. I had my small child and did not have time to pick up my neighbors trash. I know that I will still have to do it at the end of the day, though. I will probably be mumbling again too.
- the east end would greatly benefit from bike lanes into downtown and to the parks. Crosswalks to our parks, between our neighborhoods in Fulton Hill and to the river. We have a great neighborhood that is attracting more and more professionals and families that want to live in a quiet friendly neighborhood with yards for dogs and kids but easy access to downtown and the river HELP US maintain and advance our growing popularity and environmental awareness. We have loads of Dental students that actually skateboard to school everyday of good weather! We ride bikes and scooters to our jobs in the financial district we now ride our bikes and scooters to (henricos) white oak village to shop. We want safter access to the city and all of the great things we live near! Thanks!
- More people will cycle or walk if there is safe infrastructure for them to do so. The danger comes when cars are adjacent to cyclists or pedestrians.
- Education of the "rights of cyclists" are futile when the danger is for cyclists going up against a 4ton vehicle. Doesn't matter who is in the right when you are dead. Another problem is cyclists know the "rules" and choose to ignore certain aspects such as wearing a helmet, adhering to all traffic signage such as stop signs and stop lights, and staying within the alloted amount of space for a bicyle by weaving in and out of traffic.
- Connecting bike paths throughout the city would be one of the most important transformations for this city.
- Check othe cities plans to improve cycling especially Portland Oregon, Boulder Co. Chicago, London, Amsterdam. they have already done the homework for what works and does not
- More often than not, motorists drive as close to bicyclists as possible to try and run them off the road. This is dangerous and unacceptable.
- Richmond has such great potential to be a wonderful blke-friendly city. Richmond is small enough to be really blke friendly.

 Marked blke lanes and blke parking will really help.
- Make Richmond a bike friendly city, and more young college educated, co-minded professionals will migrate from bigger cities and stay here.
- Thanks!
- All new road construction should require provision for cyclists and pedestrians.
- thanks for putting this together....maybe the city will finally 'get it'
- A major effor to make Richmond a bicycle friendly city would yield much benefit healthy riders, fewer autos on road, favorable publicity for city could attract individuals and businesses to locate IN THE CITY
- Obviously, more biking and walking would mitigate our obesity epidemic, reduce greenhouse gas emissions, and possibly encourage a more civil citizenry!
- Making/creating more bike routes is a good idea. Any 'programs' for adult law enforcement/cyclist should be on a voluntatary website. I am not aware of what Bike Share is or what type of Program it would be. How would students in Elementary grades be educated? Would this require parents to be involved in their education. Motorists should know the law which is (I believe) to share the road.Route planning could again, be on a or the Richmond-wide webpage. This way bikers know that it is always available to them. The biggest thing to me would be to make available the bike trails (like the ones that NC has in the outer banks-along the side of the highways) My brother is an experienced cyclist but even he has fallen due to slick roadways. He puts himself in danger every time he rides because he is sharing the roadways. I don't know what the expense would be to the city of Richmond for the creation of bike lanes on the roadways. But this would avoid dangerous crashes. There are inexperienced bikers on the roads who certainly contribute to crashes as well.
- congrats on all your hard work!
- I love the idea that education programs for motorists would work, but I can't imagine many drivers would sign up voluntarily. Even I find it frustrating when cyclists are holding up traffic when I drive and I am one! This is why bike lanes would make such an improvement.
- I'm happy to see this issue being brought forth.
- Education won't solve bicycle/motorist problems because only those already predisposed to shared road safety will benefit. People who aren't interested simply will not learn. What needs attention is the actual bicycle/pedestrian infrastructure: more lanes, safer lanes, and cleaner lanes.

means of transportation on public ways. I hope it can be combined with a better and more effective public motorized transport system too. I think a good model might be the system in Portland Oregon. I spent 4 months there and was astonished at the speed, comfort, efficiency and flexibility of that system and how it affected the positive ambience and liveability of the whole metropolitan and suburban area.

- I have friends for whom biking is their only form of transportation, and it would be wonderful if it could be safer for them. Some of them ave been hit. Drivers don't watch out fr bikes or think they need to share the road.
- I would love to see more bike lanes and green ways. Also more connections between parks and trail sections. City wide bike riding program to fight childhood obesity, diabetes and unhealthy lifestyles.
- Henrico County needs a bike plan!
- I appreciate the initial effort to make the roads of Richmond more user friendly to walkers and cyclists.
- It would be fantastic if the Capital trail towards Varina could be completed before its scheduled date of 2014!
- Re-mark bike lanes on the Lee Bridge which were a requirement of the federal monies.

Clean up the Broad Rock Boulevard bike lane, its nearly been abandoned by the city.

The bike lane in front of Virginia Union is very poorly designed and constructed

- enhanced biking opportunities would rejuvinate our community and make it a more desire place to live, work and play
- I have lived in many major and minor cities across the US. I can say without reservation that RVA is the most pedestrian/cyclist UNfriendly city in which I've lived. I cannot wait until my graduate program is completed, so that I can ride my bike safely in a city that respects cyclist and pedestrians alike.
- Thank you for offering this survey.
- THANKS
- I want to see multiuse bike paths througout the city to provide a cheaper means of transportation
- cycling is also a tourist attraction. I know many people who base their vacations on cities that are interested and seeable by bike
- Richmond has a chance to get this right. The City is dieing it isn't attracting businesses, educated taxpayers, tourism or econmic development. It's whithering on the vine. Making Richmond a bike and pedestrian friendly city could do more to revitazize the city than anything else. I've visited cities around the world and those communities that are bike and pedestrian friendly are vibrant, alive and thriving. DON'T SQUANDER THIS CHANCE TO MAKE RICHMOND THE GREAT CITY IT ONCE WAS!
- Please finish the capital trail.
- Education/promotion largely useless. Need infrastructure changes to create continuous, safe bicycle routes across and between all areas of the city (so that I can actually go from one place to another safely on a bike) (see Madison, WI, or Portland, OR). For pedestrians in Carytown, need more crosswalks and, most importantly, need to give (and enforce) right of way of pedestrians in crosswalks over cars (see any city in New England). Richmond can be a bike/pedestrian city, but only if resources and priorities are actually redirected towards those ends versus towards automobiles. Promotion and exhortation is just a feel-good waste of time.
- As a cyclists and having ridden in may states across the country, the items Richmond needs to be considered a where cyclists want to ride include better/wider shoulders, these shoulders should also be kept clean/clear of tire and other debris for the saftey of both cyclists and drivers, also educating drivers that they need to share the road with cyclists and giving them room as they pass you on the road, i.e. 2 feet to help educate using road signs could be helpful
- I think these ideas above would encourage younger people, new riders and tourists to travel by foot and bike. Also, other non-traditional modes of transport may be encouraged, such as roller blading, skate boarding, etc. I think all of these alternatives should be considered. I also think, if you build it they will come and conversely, the more bikers and walkers we have, the more bikers and walkers we will have! Biking and walking are contageous!
- Easy access to comfortable and clean bathing facility would be great. Plus, secure storage because many bikes are very expensive.
- If GRTC, Richmond & the surrounding counties could cooperate & make a few changes regarding cyclist safety, Richmond would be almost an ideal transportation city for people w/out cars.
- If Richmond can create and adopt a Pedestrian, Bicycle and Greenway Plan it will definitley be able to fund a lot of great projects and programs with local, state, and fed \$. This type of Mayor's commission is great, but what if the next mayor is not interested. Then we have nothing.
- I believe that Richmond can benefit from becoming more bike friendly. On an everyday basis, more workers would commute to work and reduce traffic and parking. Currently it is a fact of life that many VCU students use bikes as their primary mode of transportation. Bike lanes would make this safer. As far as VCU, I believe that the school needs a program to educate students regarding safe biking and following traffic laws (no running red lights, use lights at night, etc.) For bikes and cars to get along, everyone needs to follow the rules of the road. It seems that many bikes think that the rules don't apply to them.

Richmond has a business opportunity to attract visitors with a bike friendly environment. As a base, the Capital trail would link the historic cities of Williamsburg and Richmond. A bike friendly loop of historic sights around Richmond would be a draw. Visitors would need a place to sleep and places to eat....good business.

Lastly, making Richmond bike friendly would make Richmond a better place to live.

- allow bikes to cross james River via 288
- 1. Complete Virginia Capital trail
- 2. Improve biking routes/trails to showcase the rich history of Richmond
- 3. Build/improve bike routes along the beautiful James River along city skylines
- I ride in traffic but I have so many friends who don't feel comfortable doing that esp. with children. Please hasten and get the cap to cap trail going. That is going to make such a tremendous difference to families who will feel safe on that trail.
- Education is not the answer here. Bike and pedestrian pathways are.
- We live in Varina and ride approx 100 miles per week for exercise and recreation. We can't wait for the completion of the Capital to Capital Trail.which will provide safety for all riders from road traffic.

- I truly feel bike lanes on major east/west and north/south routes with lower vehicular speeds would go along way towards people feeling safe enough to ride bicycles more often. It always seems like a battle between inconsiderate bicyclists and inconsiderate drivers and no one wins that way.
- I am glad to see the Mayor incorporating bicyclists and pedestrians into his future plan for the city. The US is too autocentric and I think it's great that he is pushing for people to have more options to travel around the city than just using the car. This will alleviate some traffic congestion, clean the air, and encourage people to get out and exercise.
- Motorists in Richmond (region) are notorious for not sharing the road with pedestrians or cyclists. There is also a huge red light running problem, but that's a different story. However, some cyclists do not engender respect from motorists when they show little regard for the law by continually running red lights and stop signs. This is especially aggravating when a car has the legal right of way over the bike, for instance if a car is stopped at a 4 way stop and a bike approaches the intersection on a cross street, shouldn't the bike stop at the intersection as the car was first one there & stopped and therefore has the right of way? This does not usually happen. It's just, lets all play by the same rules here.

On a final note, I've traveled to Amsterdam (and all over Europe). I know cyclists, pedestrians, and autos can coexist on the same roadways, often in "healthier" proportions than they do here. They can all agree to follow the same rule book - relatively happily. We just have to get there - physically on the ground and in the mental attitude realm.

- I think Richmond and the surrounding areas need more commuter routes to areas of commercial and recreational interest such as Short Pump, Midlothian, Chesterfield, Willow Lawn, RIC Airport (could have a bike check at the airport/bike rental system for visiting parties), and Petersburg. I often use a vehicle to access these locations because it is difficult to find a safe, lightly trafficked route. Installing bike lanes, or boulevards (especially to commercial areas like Short Pump) would encourage bikers to take longer rides out of the city while decreasing motorway traffic and air pollution. This would also allow individuals without vehicles to access commercial areas.

 Another priority should be to maintain at least one or two decent biking routes through the city (running N/S and E/W). Hanover Ave is highly trafficked by bikers and is a mainly residential street that could be transformed into a bike boulevard. The fan is also in need of bike lanes on roads with heavier traffic such as Broad, Boulevard, Belvidere, Main,
- The only reason I come to Richmond is to ride the Capital Trail
- What I miss in Richmond that I enjoyed in other places, are options for long walks (can be bikeable) in safe, shady places away from traffic and traffic noise, such as rail trails.
- If there are incentives for employees to provide shower facilities, I'd sure like to know about them.

I would run to work if there was a shower.

- Cyclists who commute like to use the most direct route. Wider curbside lanes make this possible.
 Also, cyclists avoid hills. Identify "high roads" and make them more bike friendly. (ex. Huguenot Road, Forest Hill Ave., Chamberlayne Ave., Patterson Ave.)
- thanks for asking!

and Leigh.

- In the words of "Field of Dreams", if you build it, they will come. The dream requires vision and taking a risk.
- cyclists on roadways shared with cars should be required to wear helmets, should not be allowed to use headphones/earbuds while riding, and should be required to know laws of the road, potentially should be required to have some sort of training or license as with driver's license, although some of the proposed improvements might "nice" there are other issues that seem much more relevant and a better use of the city's funds
- I am currently a law enforcement officer
- I really hope that we could get more bike designated areas. I would certainly do a great deal more biking.
- Have you noticed that cyclists are not supposed to ride on the nickel bridge, but they do? Existing bicycle lanes must be too narrow how else can you explaing the cyclists riding down the middle of Riverside Drive? I think some of the success of a bike program boils down to more lanes for cyclists, more enforcement for both cyclists and motorists. I nearly hit a VCU student the other day who failed to adhere to traffic patterns and dodged around a car into my lane of travel.
- Biking lanes along major access roads into the city, such as Williamsburg road, Broad Street, Staples Mill, etc.
- Your survey pays too little attention to pedestrians' needs. We need better crosswalks and a law like they have in New England and elswhere that cars must yield to pedestrians in marked crosswalks where there are no signals. Put midblock crosswalks in Carytown! Change signals so that left-turning traffic does not have the green when the walk like is on. Read the book "The Invisible Gorilla" to understand why signs and driver "education" is inadequate and ineffective.
- I think signage and education is the wrong approach. It will only be as good as the people willing to listen to it. The problem drivers are still going to be a problem. The people that listen to the stuff probably are courteous enough already to give bikers and pedestrians extra room. I think we need infrastructure and physical improvements to make Richmond a better bicycle community. Plus the population of people is constantly changing, education would have to be constant to reach everyone and keeping the new population educated. Infrastructure is more permanent and is a physical sign of the progress saying bikers are welcome.
- In the 12 years that I have lived here, I would say that Richmond is making progress. I applaud that progress because making our city more pedestrian friendly and bicycle friendly changes the nature of a city. We have a wonderful river and some great Mt biking areas but it is difficult to get places on a bicycle without crossing some fairly dangerous spots.
- Education is not as effective as newspaper coverage of enforcement for both cars and bikes. Safe riding means coexistence, not supremacy. That the car always wins should be drilled into the heads of youngsters. I quit riding to DSCR from Forest Hills because fear exhausted me. I was a green beret, SCUBA and sky diver. I know fear, but riding in Richmond is over the top.
- I have an 18 mi one way work commute from Mechanicsville to Broad & Glenside. I would ride my bike (rather than drive) at least once or twice per week if I could get there using roads that were more bike friendly (i.e. less traffic, lower speed limits, dedicated lanes).
- Road shoulders are NOT enough. There must be adequately wide lanes for cyclists. Richmond at least needs a "Three Foot" law so motorists would be required to give bikers a 3-foot berth on roads. Too many bikers are being clipped and hit by motorists who refuse to share the road and give adequate berth.
- The Mayor and City government are doing a great job compared to years past. I'm glad to see you are truely invested in improving our city. Making the city more pedestrian and biker friendly is one way to increase our quality of life. I'm

looking forward to seeing some results!

- the only thing that would make a difference for me is if there were separate paths that motorists couldn't use.
- The bicyclists in the Forest Hill Westover neighborhoods follow NO rules. They run through red lights, do not stop at Stop signs and pass on either side including at intersections. There are times I don't even like driving through my own neighborhood for fear of running down a person on a bicycle because they are NOT following any rules at all.
- If conditions were optimum and my safety on the road better, I would definitely bike to work most of the time.
- Get moving on this. It will be a great asset for the city!
- Please make more road for bicyclists on the roadways, not just for the safety of the bikers but also for the cars. Cars have to slow considerably for bikes which contributes to road rage and unsafe, hasty lanes merges to get around the cyclist; no matter how aware of bike rights or saintly the driver. This city is fantastic and should be much more accessible by bike for it's citizens (esp those of us without or with limited access to a car).
- If you build/designate bike lanes, trails or wider shoulders, more people will ride their bikes. Everything else is secondary. And please prioritize routes that people could take to school, work or shopping.
- CARS START AND STOP WITH THE PUSH OF A PEDAL. BIKE GO PHYSICAL EFFORT, WE ARE AN IMPERFECT LOT AND WE DON'T COME TO FULL STOPS LIKE WE SHOULD BUT THE REALITY IS DON'T COPS HAVE SOMETHING BETTER TO DO THAN GIVE A BIKER A TICKET?
- please get progressive and make richmond a bike friendly area this will encourage people to reside in the city and tourism. we need something to be known for and bike friendly would be a good place to start. Bike riding is becoming popular for all ages. Just check the stats on bike sales it impressive, thankyou
- I have heard of unheard of exchanges between police officers and cyclist. I can't believe how cyclists are discriminated against. Cyclists getting tickets for not riding far enough right (a single rider) when there are NO shoulders on the road? Education for law enforcement is a MUST and enforcement of the bicyclist rights is a MUST. It is always in favor of the motorist. Motorists have road rage and yell at cyclist to get off of the road and swerve and try to drive as close to them as possible to scare them. This seems to be encouraged because law enforcement is supporting the motorists and therefore it seems that cyclist have no rights. I came from Minneapolis/St. Paul where they have the most amazing bike trail system. EVERYONE bikes to work. There are restaurants and shops on the bike trails. It saves the roads and makes it such an enjoyable place to be. They are so popular that they even have bike lanes and pedestrian lanes because they are so heavily used by everyone! PLEASE, PLEASE fix our city. The lames river park system is just one example of how great an impact it can have on the city and draw people and events here. The more they are used, the safer those areas are as well.
- check out berkeley, ca's bike boulevards! Hanover ave., Kensington ave, Franklin St, Allen St....all are great boulevard options. I think residents would appreciate the lighter traffic, less pollution, etc. and cycling would be infinitely safer.
- The sidewalks need to be permeable, if they were many roots could grow small and not rip up sidewalks. and it would be nice if monument and three chopt had consistent sidewalks all the way down them
- I know its hard, but get the counties involved as well. Get sportsbackers to sponsor more bike events.
- Thank you!
- Thank you for creating the survey! Hope it helps improve the blke routes in the Richmond metro area. Especially if we get rails to trails in the area!!!
- I'm really glad this is happening!
- OMG!this would be so amazing if Richmond could leap out of the dark ages and into the 21st century! I would love my taxes to go for this, this over so many other things.

and if Richmond can do this...maybe just maybe it can grasp health prevention and I could have a job and stay in Richmond to see it all happen!

Please, please please make it happen

- Other major cities have organized bike rides. I have done the NY ride. Richmond should do one of these where they
 shut down the streets and have a major ride. Richmond is beautiful and historic. It would draw many cyclists and
 provide tourism money to the city.
- We have almost no bike paths in greater Richmond right now which is crazy. There are lots of bikers, but no bike paths. Every biker is ONE LESS CAR
- Enforce current traffic laws! When I walk to work at VCU from my parked car, pedestrians are too afraid to cross intersection marked with stop signs, since most drivers don't stop and/or are looking only in the other direction for traffic. Speeding, turning on red when marked no turn on red, all of these result in less reaction time or interest in yielding to pedestrians. As a pedestrian, I've been hit by a car twice in the 3 years since moving to Richmond, and nothing has been done to the drivers in either case since I was not seriously injured!
- This movement is long overdue! Let's make it happen! Europe has been doing this for years, so can we
- Need off road bike baths like they have in Northern Virginia. We do not have anything that is safe for families to ride distances w/o having to cross busy automobile intersections
- We moved here from NYC a few years ago. The main issue I have with this area is that no one walks or uses alternate means of transportation to get around. I live 2 miles from shops and would easily bike to get items, but there are no paths or sidewalk to even use (or even walk)!! Nothing is lit!

Please try and get this city and the surrounding counties out enjoying the weather, getting exercise and offering your residents an easier way to get places!!

Thank you for the survey!

- I realize that some of my problem roadways are just outside of the City, underlining the need for regional cooperation. I would love to ride my bike to work and would do so if a safe route were available. Thanks for putting this together and allowing the citizens to speak. Just the fact that we are having this discussion is a huge step in the right direction!
- The main concern I have when cycling is of cars and motorists in general that do not respect cyclists, or know the laws that pertain to city cycling, this has caused me to have accidents and almost be run over a few times because the driver did not understand things as simple as hand signals.
- bike lanes on floyd and grove are great. we need a lane getting out to the west end. we also need a lane going perpendicular to floyd/grove(on meadow street would be nice, its connects all the way through, and there is a lot of traffic on meadow, sometimes it feels unsafe to bike there, but you have to). Big pot holes can take out a biker, so maintenance is important. Greater awareness to the public of what cars need to do to be respectful towards bikers is

important too.

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- too long of a survey & I wonder about costs of improvements
- What is the purpose? Reducing the number of cars on the road? promoting citizens' health? will changes line up w county routes? invite county riders? The parks have too many riders and are suffering great damage. Many people have stopped walking the trails because of the bikes, and it's no use talking to Ralph W., as he sees the bikes as an income
- Richmond is very far behind in this. Our city would blossom if all the history we're so proud of was accessible by bikes and pedestrians.
- Richmonds culture seems strongly divided between cyclist support and intolerance for cyclists. Everyday someobody shouts from a motor vehicle at me while I'm riding, whether it be mockingly, or out of some kind of spite or anger towards bloycles. Please help people to understand that bloycles have an equal right on the road, and that just because an individual is driving a big car with large shiny rims, they are not givin the right to belittle cyclists and harass them.
- Thanks for putting this together. It means a lot that the city government wants this input. I don't live in the city, but I do work, run and ride there, and contribute to the city with my business.
- Thank you for caring enough to produce this survey! Richmond has many bikers but the conditions could be much safer. I've biked and commuted to work on a bike in London, England, Arlington, VA and Charlotte, NC. Arlington had the best network of off road paved trails and made it very easy to bike around town. Please consider bike lanes, paved paths and other safety solutions for bikers coming to work and running errands. For those of us who also ride off road (dirt), please continue your partnerhip with the various groups in town who do the trail work and continue to expand the network of trails. One of the reasons I live in the Fan is that I can bike to almost all the places I need to for errands. The other reason is that the acces to the amazing off road trail system is so convinient. When I moved to Richmond, on and off road trail access were deciding factors in where I decided to live.
- Education is key both for drivers and bicyclists to change the mindset and get people to share the road. Both groups seem to think they own the roads.
- black people don't understand why anyone would want to ride a bike. educate the blacks. I know it's historically difficult, but try harder.
- A focus of walking and cycling in neighborhoods for youth, parents, and elderly is attractive to me. Seeing large numbers of employees riding bikes to work (perspiration, time, etc.) is difficult to imagine ever happening. I love the idea; reality and practicality are against it.
- I don't bike and at my age, I don't think I will start. However, I do walk and / or run on city roadways most days of the week. Any improvements for biking should also benefit pedestrians, particularly runners. My wife & I have long hoped for improved pedestrain access along Cherokee Rd. This would allow pedestrain access to the commercial areas of Forest Hill Ave.
- Continue to complete the CAP2CAP Trail in Richmond City limits!
- My 1st choice would be to ride the bus, but the bus stops (for routes 27, 25, 18 & 6) are inconvenient to my office &/or home. Safe bike routes would make family recreational biking a more attractive option.
- Being able to bike and walk places is one of the reasons we moved from Henrico County into Richmond city, but there are definitely many improvements that could be made to make biking easier. I have small children and don't feel comfortable riding in on-road bike lanes with them on their bikes or in a bike trailer. Multi-use paths that actually linked from one part of the city to another would revolutionize my life! I would love to be able to get to a grocery store by bike, to a playground, to the library. The city would be healthier, and with more people out and about, crime would probably be lower, too. When we choose a place to vacation, we look to see if there are greenways, so I imagine a real system of multi-use paths would be attractive, not only to the citizens of Richmond, but to tourists as well.
- Although I am not very far from my job in relation to my home, I feel that Richmond City isn't a bikeable community. It isn't very bikeable/walkable and would LOVE to see this city thrive with bike/ped! It has great potential, but citizens need to know they feel safe biking/walking in their city. If bike lanes were present and we had "complete streets,"we'd be a thriving bike/ped community. VCU/MCV students and downtown employees could bike/walk safely!
- In order to enhance fitness and address obesity in the City, Henrico County and other counties need to be on board to have sidewalks and Bike lanes for the kids and resident of the community to maintain health. Kudos to City of Richmond for this new venture!!!
- Bike-friendliness would be great PR for Richmond!
- I am not against special bike paths or rail trails, but no where in this "SURVEY" are there any questions or concerns as to how to pay for all this stuff obviously tax payers will foot the bill just as they do now or maybe the bike enthusiast would be willing to pick up the tab by paying user fees and a special tax on all things bicycle! Sharing roads with poor drivers and slow moving auto traffic is dangerous enough without adding bicyles to the mix! Bike paths would be a really "nice" "green" thing but again who pays? Question is the topography and weather of Richmond really conducive to "fun" cyling? Last just when and where will the results of this survey be published or at least availble for public access?
- The utter lack of bicycle paths in a city of this size is a major disappointment to me.
- Very important to create a Bicycle Czar for Richmond.
- Routes need to be identified and modified to allow bikers to safely get across town- North South East and West.
 Promoting routes for neighborhoods to get to the BowTie Cinemas would be a great start- Bike Day at the movies.
- Please, please, please, please get them to widen roads in and around Richomnd. There are so few bike lanes and shoulders.
- Richmond has an opportunity to do something right and truly forward-thinking! Please don't do this half-baked! Look at complaints about bike lanes in NYC, really consider needs of bikes and pedestrians in relation to traffic. Look to see how they do things in a biking culture like the Netherlands. A lot will depend on being able to influence culture change, which is difficult, but we need to get away from relying so much on cars. Would love to see something like what they do in Paris on weekends block roads to cars- this would be nice downtown and along the river, or even to close the Nickel bridge to car traffic on weekends so cyclists could ride on it legally (I'd even pay the \$.35 toll for the privilege). Organize "slow" rides around various parts of town to get people out on their bikes and to have a safer way to learn to

be comfy on streets and raise awareness. Create bike routes near elementary schools (and make sure there are good bike racks) and encourage students and teachers to ride - I used to ride 1 mile (alone) in 1st-5th grade but see neighborhood kids waiting to ride the bus for a mere 5 blocks. When the Huguenot bridge gets redone it should have real bike lanes (not sure why the new Nickel bridge does not).

- where possible, reserve an entire lane of urban roads for bicyclists make biking a preferable alternative to driving a
 car as it'll be cheaper, safer, and faster. Don't expect education to change car drivers' attitudes that bikes are secondclass road users.
- The biggest impediments I hear to cycle commuting are lack of bike lanes and lack driver education about rules of the road.
- Richmond could be very accessible by both foot and bike if properly planned.
- Where there are bike lanes, they are often uneven and tend to disappear completely after a certain distance. I am not sure if designated bike lanes are as important as providing wider, clean shoulders and/or wider lanes to allow for cars and bicycles to coexist.
- If Richmond is serious about getting itself on the map, take advantage of the thriving sports culture that exists here. Runners, bikers, kayakers do more to promote cycling!!
- Most cyclists already know the local routes to get around. The problem is "getting around". We have to share the streets with motorists that do not respect cyclists. Also, there are no bike lanes which would make a huge difference. Even on Rt.1 for Bikes there is way too much car traffic. All streets, or at least major streets need separate bike lanes. In Europe they are built into the sidewalks. Many sidewalks have a bricked middle section that is only for bicycles.
- I believe sharrows are a complete waste of money. Bike lanes can be a waste or a positive investment, depending on where you put them. Reconfiguring roads from 4 lanes to 3 (2 travel lanes, one turning lane) with bike lanes works well, I think. Putting bike lanes on major roads with high-speed traffic is wasteful b/c no one want to ride there anyway. I had not heard of bike boulevards but they sound like a good idea. I think a central bike info website would be great, esp. if regular riders can post info to a searchable database on what roads are good and which ones to avoid for hiking.
- I think education is key. Currently it seems we have a motorist vs cyclists attitude on our streets. Scares me so I do not bike in our city.
- Thank you for making Richmond more pedestrian/bike friendly. I suggest that bike lanes & separate paths be mandatory for all new housing/building/neighborhood contructions. Many places in the West End (Henrico County) are so dangerous because only cars have room to get anywhere.
- Working with surrounding couties
- More curb cuts would help bike riders and wheelchair users.
- I biked/commuted more often during the 6 years I lived in Northern Va as the network of bike trails in Alexandria & Arlingtono was extensive (W&OD trail, Mount Vernon trail). It would be wonderful to have a comparable trail system in Richmond.
- I bike with my Little Sister in the Big Brother/Big Sister program. Last year she could not ride a bike. Now we go all over Bryan Park, but we want more paths that are safe for us.
- Too many motorist do not understand the concept of sharing the road. They believe bikers should be relegated to sidewalks (very bad) or bike trails. As a bike commuter and competitive cyclist I spend a lot of time interacting with motor vehicles. Many just think we shouldn't be on the same roads.
- Making existing major roadways more bike friendly (i.e. bike lanes) in my opinion is first priority. For example, Rt 5 and Old Osbourne Trnpk are heavy bike routes into rural roads, but only a VERY NARROW strip of road available for bicyclists and roads where auto speeds can get to 45-55mph! I'm sure there are many major roads in the Richmond area that are in need of bike lanes.
- If the biking infrastructure improves there could be more bike rentals for tourists or even bike tours of downtown Richmond. I used to live in the Fan and I think bike safety/stealing would be a critical issue in this area (and maybe others). Visible bike racks may help encourage students to ride to restaurants in the Fan.
- Increase bicycle and pedestrian education in drivers education programs in schools. My teenaged daughter recently took drivers ed and had NOTHING about cyclists in her classroom or behind the wheel education
- Traveling from home to work via bike isn't an option for me personally. I have young children and travel with materials for my job. My main interest is biking for enjoyment and health, but I consider myself a novice. I'd love to take my children biking in areas of the city, but like many moms ~ I need detailed information to feel confectable and prepared (and safe). Where's a family appropriate trail? How long is it? What can we learn along the way? Is there a restroom nearby, even a cooperating local business with a bike rake?
- Richmond would be a great city with more bicycle/ped access. I live near Pony Pasture and I would love to ride my bike to the farmers market at Forest Hill Park but I fear for my life riding on Forest Hill. It would be great to ride to the library too. I also would walk there but there is no pedestrian access. It is a shame as this is part of the James River Trail System and the Forest Hill Improvement Project for this segment of Forest Hill Avenue did not include the interchange short sighted. There is very heavy pedestrian and cyclist traffic in this area and improvements are desparately needed.
- I have enjoyed living in a bike-friendly city in the past. The motorists were all aware to expect bicycles and to watch out for us. Motorist education is important.
- Thanks for doing this!
- I see many distracted and aggressive drivers and do not feel safe riding on the side of a busy road, a separate lane or sidewalk would make a huge difference.
- When I travel to DC on business, I am so jealous of all of the off street trails that allow people to commute to work. The James River Park trail would be an ideal bike commuter route if it were lengthened and paved. I realize this survey is for city residents but the entire area could benefit from more attention to bike/pedestrian traffic. What we've got now is a closed loop: very few people walk/bike, so it's assumed there's no interest, so there are no infrastructure improvements, so no one walks/bikes.
- THANK YOU for making this happen. Richmond is a great running place, I can't wait for it to be an equality wonderful cycling city, too.
- I travel throughout the Eastern United States. I spent several days in Boston recently. Boston has a reputation for rude drivers. Despite this reputation, I found Boston to be an incredibly easy city to walk in. Simply put, Boston motorists respect pedestrians and will almost always yield to pedestrians (often even when the motorist actually has

right of way). I feel totally comfortable walking through Boston with my three year old. I feel nervous walking three blocks to the playground from my home in Richmond. Motorist education and serious enforcement of pedestrian right of way is desperately needed in Richmond. Desperately.

- the trail to Williamsburg needs to be completed on the Richmond end. Charles City has completed about 7 miles. Having a complete trail from historic Richmond, past the plantations, and into historic Williamsburg & Jamestown should draw lots of tourists. With a couple of B&B's along the route cyclists could spend time at the plantations and then stop at a B&B and then ride on to Wmsburg. I would be on that route a great deal and many of my cycling friends would love it too.
- roads with vertical signage and on pavement markings would help drivers understand that drivers share the road with bicycles. Most cyclists are drivers too, but not all drivers are cyclists. We see both side of the situation. Cyclists need education also, especially ones that ride in larger groups and tend to ignore road signs. Need to encourage more cycling in the west end. I commute from U of R area to Innsbrook several times a week on my bike. I have patched together a relatively safe route, but it can still be challenging.
- A bike only bridge across the James. This city / region would really benefit from a trail from downtown to Short Pump area. Something like the W&OD trail in Northern VA.
- ALL people on the roads (including bicycles and Motorcycles) need to obey ALL of the traffic laws. If bicyclist want motor vehicles to recognise them they must travel in a safe and lawful manner. In rural areas I have seen many bicyclist riding side by side, weaving, and generally riding in an unsafe manner but I have never seen the police stop or otherwise correct the unsafe and/or unlawful actions.
- Anything we can do to increase people's exercise, period, is worthwhile and important to all!
 Thank-you to the Mayor of Richmond for showing interest in bicycling.
- You need to start charging bike riders to pay for use of the public roadways with fees, licenses, license plates, registration, and insurance just as a motorized vehicle does. Same for Vespas and motorized scooters.
- Would like to know status of East Coast Greenway route selection
- Richmond could be a bike friendly city with major improvements for its citizens and major attraction to people looking to live here
- It is very important to establish bike lanes on major and minor thoroughfares in Richmond. Drivers' consideration of bikers is very poor. Making bike lanes will make biking MUCH safer.
- I strongly support efforts to get America off its auto addiction and onto the use of its cardiovascular systems
- Motorists do not yield to pedestrians in crosswalks. In Carytown it is particularly bad.
 Sppeding on Forest Hill Ave is out of control and without any law enforcement.
- I travel to Northern Virginia just to ride the bike trails there. Richmond should develop trails along the river. I ride river road, but have to divert to Westover Hill Blvd. IT would be great if you could ride a paved trail/road up and down both sides of the river.
- Bike lanes are crucial, as is education.especially for motorists and cyclists who don't read the newspapers or surf the Internet... signage and advertisements would be very helpful.
- keep up the good work. We have to start somewhere and if people know how good it is for them and how much it would save them (for \$500/mo) along with safer routes like suggested by this effort I think we will improve our region
- I spent many years of my life running an educational cycling co-op in Los Angeles. We worked as a DIY bilke shop where volunteers would teach customers or members on simple repairs, therefore making them more self sufficient. We also held educational workshops, gave every customer a map, and a copy of the vehicle code, and sold safety items for next to nothing. Over that time, groups of us lobbied successfully to the mayor of Los Angeles and the surrounding cities to pledge more support to cyclists. I mention this because I've lived and ridden tens of thousands of miles in cities all over the country, and Richmond is by far one of the best to bike in. There are so many great natural features that beset this city with the ability to be a destination for how future urban planning can work. BUT, the major problem is the complete lack of ANY indication that thousands of cyclists are on these roads daily. Given the relatively low traffic speeds and short blocks in most of Richmond, all it would take are some simple "Share the Road" signs, and maybe a few bike lanes, and things would really start to improve. Please let me help out in some way! I'd love to be doing this kind of work again! Here's a link to a friend's blog that might help you see how other cities are dealing with these issues: http://www.bikesidela.org/
- "Sharing the road" is a two-way street and the worst offenders are bicycle riders who flaunt basic traffic laws (running red lights, going into oncoming traffic lanes to get around stationary vehicles, etc.). Unless the police crack down on abuses by cyclists, motorists will be justifiably suspicious of bicycle riders and the roadways will not be entirely safe and welcoming for law-abiding bicycle riders.

 Wide shoulders or bike lanes on major city thoroughfares, along with more bike parking/storage and showers and

lockers in workplaces are what it will take to encourage more bicycle commuting.

- As a life long bike rider, city and country, I think that most of the problem here lies with motorists. Streets are wide, sidewalks are generous, but drivers are inattentive and dangerous and do not follow basic rules of the road.
- Thanks for taking this seriously and looking into improvements. I have many friends who use their bikes daily;
 improvements benefit us all!
- The City does not often seem overcrowded. I would be happy to live here. Happier if there were considerable planning for bicycles.
- Glad to see this is being addressed as cycling is a big part of my life and I live in the city. Would like it to be easier and safer and prettier to bike in the city.
- support Va Capital Trail!!!
- Thanks for requesting public input regarding this project. I have wished for this change for many years. Richmond is otherwise such a wonderful place to live, I am encouraged that our city may, at last, join other progressive locales in becoming friendly toward bicyclists and pedestrians.

My family and I also stand ready to frequent the Capital Bicycle Trail whenever it can be completed.

- I'm glad to see the city of richmond taking this initiative and hope it results in our city becoming more bike friendly such as Portland and Boulder
- I live in Chesterfield and would commute by bike, but the roads that connect the 288/360 intersection are dangerous for cyclists. If the neighbor hoods were connected so I could stay off the major roadways, I would ABSOLIDTELY commute to work on my bike at least twice a week, weather permitting. If there were an additional 18 inches of

pavement between the white lines and the curb, that would be a big deal too - something to keep me out of the travel lanes.

- I would believe that if dedicated bike lanes provided access through multiple neighborhoods (Fulton to Fan- via Church Hill, Downtown, Jackson Ward) people would move about our city on bike and foot more often- go to work, visit other neighborhoods and their assets (parks, restaurants, etc...) and shopping.
- Downtown athletic clubs should offer just a shower service for cyclists who do not need the other facilities The city
 and state could promote the shower only membership to reduce parking and traffic problems
- check out Washington DC's red bike program and the bicycle lane on Pennsysvannia Ave.now that is a step in the right direction!
- Thank you for considering all this! I think these changes could not only make Richmond a better place to live, but it will improve its reputation as a cosmopolitan, forward-thinking city.
- $\ We should improve the infrastructure in the Richmond metropolitan area to encourage bicycle commuting \ and \ to \ make it safe$
- I just think it is a shame that most of bikers in Richmond area go to outlying counties to ride or to other cities, i.e. Williamsburg or D.C.

it would be so nice to just go out your door and be able to get on a bike path instead of having to put your bike on the car and drive somewhere to ride.

- I think it is a great idea to make Richmond a more biker/walker friendly city. I believe if the bike paths are there they will definitely be used. I currently live in the City of Richmond and people use the sidewalks and pathways that are currently there all the time. We just need more!!
- Thanks for requesting public input regarding this project. I have wished for this change for many years. Richmond is otherwise such a wonderful place to live, I am encouraged that our city may, at last, join other progressive locales in becoming friendly toward bicyclists and pedestrians.

My family and I also stand ready to frequent the Capital Bicycle Trail whenever it can be completed.

- Incorporation of Bike lanes should be part of all new infrastructure improvements, including cross James bridges to make it easier to commute to work.
- With Richmond taking a regional lead on bike issues, the surrounding localities will join in, thereby reducing the overall cost to Richmond. The net gain will be a regional system the would tie-in and rival the Cap2Cap trail. Cyclists = revenue.
- City of Richmond should look at other cities with successful bicycle mgmt programs for best practices. As a bicycle commuter, I see bridge and road shoulders as almost unridable because of glass and debris. Frequent sweeping can help this out.
- I generally ride more miles in a given week than some drivers complete. What I see is so much animosity to cyclists, lack of space for both, no links, drivers not KNOWING the rules of the road and overall impatient to cyclists. The MORE cyclists that are seen/on the road....will help this situation immensely!!! I see it in other municipalities...so I know it can happen here!!! As a cyclist, I absolutely LOVE to cycle around Richmond!!! The area is so NEAT to ride in & around in....BUT the above would make it so much more appealing! It's very frustrating to HAVE to map your route based on anoidance of bad drivers, lack of space, safety, NO ROADS to use, etc. www.ridewithgps.com
 This is what I use to map my ride!!!
- I am an avid biker, but I believe the transportation system should be built first for our feet.walking. We have got to get adult riders off the sidewalks.it is dangerous to walkers.
- You're asking the right questions, but you already know the answers. It's time to make bikes and pedestrians a priority. Richmond doesn't have to be Short Pump, where if you don't have a car you can't cross the street.
- while I currently ride recreationally, I have in the past and currently prefer being able to commute on bicycle if i can be sure that my safety is not compromised.
- moving here from Norther VA I found I really missed the paved trails, that could take you all over the DC area and 50+ miles away. Most neighborhoods had easy access to the trails. Would really like to see Richmond finish the Cap to Cap portion from Richmond out, and get off road or at least bike lanes going East to West and North to south.
- Like the idea of offering incentives to employers/building owners to set up showers so people can cycle to work and be able to shower. However, safety is an issue with that... I think alot of people would be willing to pay a monthly fee for access to showers where security or a monitor system is set up. There is a shower in the building where I work, but it is in a very accessible area... not very secure. Since so many companies (especially small ones) lease their office space, it might help to target the companies who own the buildings rather than all of the employers.
- The James River system is a prime candidate for a paved rail trail to connect the Far West End/UofR area to Downtown Richmond and the East End (and eventually the trail to Williamsburg). Once the East End is connected, there is a great opportunity to connect bike trails north to the Civil War battlefields in the East End (e.g., Seven Pines).
- I live in Bellevue and riding downtown to work is fun, easy and quick. I've actually found that the drivers in Richmond are courteous to bike riders, but I do feel that more designated lanes for bikes would help the relationship between bikes and cars. I don't ride any more because I just had a baby, but it's my absolute dream to be able to bike with my son to day care and then to continue on to work. Richmond is SUCH a bike friedly city there are so few hills and such a grid design this could be the Copenhagen or Amsterdam of the US.
- I ride because I love it. Not much will deter me, but improvements focused on cyclist safety are greatly appreciated. Any efforts to protect the cyclist, get more people on bikes (& out of cars) and make the metro area more bike friendly and bike aware are good efforts. EDUCATION & AWARENESS FOR GRTC BUS DRIVERS ARE PARAMOUNT. Those drivers are just plain dangerous to cyclists.
- A study of bicycle accidents would be informative. Some collaboration with local emergency departments could probably provide a wealth of information
- if i were more certain that streets were safe for riders, I would be likely to ride
- There is no walking path/exercise circuit for residents south of the river except the one near the Lee Bridge. Residents who live far west of that have no alternatives. The annexed area of the city lacks sidewalks. I must walk in the streets among school busses from nearby Southampton School in order to exercise. I would really like a walking path. To walk along the river is beautiful but, again, one has to walk in the street.
- I bike daily with my children to school, grocery shopping, parks, library, farmers market, church. We live close enough to do all these activities. I am teaching my children to ride safely which means that they have to ride on the sidewalks

most of the time. We need save routes to school. In the past three years at Mary Munford, I have seen a significant increase in the number of bikers and walkers. I have spoken to many parents and they need safe routes to school to cross Monument Ave at Commonwealth and Patterson at Commonwealth. I look forward to some great changes to our streets! Thank you.

- If Richmond were a more bike friendly city, the quality of my life would dramatically improve.
- Too late now for me, but for younger citizens this is important
- Thanks for doing this!
- The recommendations of the Mayor's Commission are great. The community needs to work together to make them happen.
- Thanks for the interest
- Both Denver and Minneapolis have implemented excellent bike-share programs throughout the cities, with great success. These programs are wonderful models for other cities, including Richmond.
- There are so many bike enthusiasts in Richmond but I don't feel like this is a bike-friendly city to ride in. Coming from San Diego to Richmond, I find riding here much more challenging due to narrow roads, lack of bike lanes, and lack of awareness among drivers.
- Thanks for conducting the survey
- Bikeshare is a good idea!!!
- Wow! I am almost excited about our city being more bike friendly. Hope this works.
- I am really a runner, but better biking/parking lanes, lighting and education is key. And as mentioned up above, ticket cyclist that do not follow the law of the road like do in Europe. ie stop at stop lights/sign, go with traffice. A well lit (reflectors and/or lights) cyclist and runner is an alive cyclist and runner.
- Thank you for having this opportunity. I hope something comes of it. Just help with the crazy drivers out there and provide places to house the bike. Just like the 10K Walk through Time, have one for cycling too.
- Please take into account runners-Richmond has a huge population of runners that will spend money in the City-more paths that can be multi-use for bikes, runners and walkers would benefit everyone!
- I want more bike lanes/paths, wider roads for bikes in the Richmond Region!!!!
- I would bike to work so much more if City of Richmond employees had designated showers at City Hall!
- every improvement to a road should include an area for pedestrians and bikers. These two methods of recreation/work will draws tourists and new residents to our city
- in the Fan and Carytown, speadbumps and other slowing measures would do much to make biking and walking saferthanks!
- many bicyclists do not obey traffic laws like they are supposed to, which is very dangerous to bikers and motorists. I see many people who run red lights on their bikes and do not wear helmets, education and enforcement would be good for them as well.
- I love this city, I love that everything is close enough to walk and bike to, I also want to teach my kids to enjoy these things. As well as getting exercise, it is great for environment, but it is also kind of scary to have my kids with me.
 Motorist are unaware of cyclist rights, and many cyclist are unaware of laws.
- I went to the sub-committee meeting on Monday, September 20 and I would like to thank everyone who presented there for their hard work and dedication. I love riding my bike around the city, but it is not always easy and safe. Thank you for your time and giving the average cyclist a voice.
- PLEASE start enforcing parking rules! In the fan, people should not be able to park their cars with more than 12 inches between the car and the curb, nor should they be allowed to park so close to the intersection that a cyclist has no line of sight to check for oncoming traffic. Also, the city could make a great deal of revenue by issuing tickets for such violations.
- Please for the sake of our communities health, safety, and future implement more bike paths for commuting and recreation. During this years anthem ride more than 1,000 showed up to bike ride in Richmond. The interest in cycling is here we just need to move into the future to ensure Richmond is a progressive and greener city.
- i think the majority of problems are caused by an increase of pedestrians and bike riders, and a motorist population that doesn't know how to handle the change. also, a jot of new cyclists that don't understand their legal responsibilities.
- my low income wide street low traffic volume is a bikers heaven, except for the long stretches of cobble (but dont get rid of the cobbles- just fix/widen the gutters) Most folks are good with the bikes, but the high traffic volume/ low parking option areas are dangerous during peak hours. That is a multi layer design/engineering task. Lack of lock-up fixtures (and the proponderance of misplaced lock-up fixtures that eliminate at least half of the number of bikes that could be locked to them) are teh biggest issue for me and the folks who have to navigate around teh bikes that are locked inappropriately.
- It seems to me, based on the thoughtfulness of the questions, that there is already some understanding of the need, and the solution. Richmond needs to take a pro-active stand on educating the public on what their responsibility is as cyclists, and as motorists. Whatever we do regarding the travel safety and availability to cyclists, we need to be sure to continue to offer clear behavioral guidance by guaranteeing that State Code covers the new system, rather than an antiquated system.

For instance, if we have rights on the roadway, according to code, how do those rights change when we have separate bike paths. And, if we have bike paths, how does a cyclist make a left hand turn? S/he will have to cross motorist traffic. When there is no bike path, motorists will assume that gutters and parking lanes will become the cyclists alternative. Much needs to be done.

- There are grocery stores within 2-3 miles from my house that I don't feel safe biking to because of the high traffic and high speeds cars are traveling. I would definitely ride my bike to run errands if there were dedicated bike lanes, separate paths, or widened lanes so that I could feel safe from being hit by a car, especially when I have my child with me. In fact, I would prefer to use my bike rather than my car and would do so often if it were safer in my area.
- Education for all (motorists, cyclists, pedestrians) and some rules or standards for cyclists would go a long way in keeping all happy, behaved, reduce accidents and maybe help non-cyclists feel safe to try it too
- http://urbanvelo.org/bicycle-rolling-stop-animation-idaho-stop-law/ http://bikeportland.org/2009/01/14/idaho-stop-law-faq-13387 enact laws allowing the rolling stop at stop signs, and complete stops at redlights(no waiting for green), as idaho has

done (see the links above for more info). bikes are not cars and should not be treated as such. requiring a full stop at every stop sign is inefficient for a cyclist and so discourages people from cycling more often, as the greatest effort that is exerted during cycling is starting from a stop; waiting for a green light at an intersection is not only impractical but dangerous for a cyclist, as he is then forced to ride alongside cars through the intersection often times risking being hit by a car turning right without a signal and an unaware driver, instead of coming to a stop, looking through the intersection, and then going through to a stretch of open road where it is much easier to avoid dangerous drivers, at the very least, all lights in the city should be timed so that a vehicle traveling about 10 mph will catch all green lights, since this is about the average speed of a cyclist.

NO PENALTIES FOR NOT RIDING IN BIKE LANES

NO HELMET LAWS

focus on maintaining safe streets to ride onn and enforcing on motorists the cyclist's right to the road

BAN RIDING ON THE SIDEWALK IT IS DANGEROUS AND SHOULD BE MADE ILLEGAL

bike police demonstrate the poorest cycling etiquette of any single group I have seen, they need to be reeducated and there needs to be more enforcement of laws on them.

- Dedicated bike/recreation paths would be beneficial to Richmond in so many ways. It would: encourage residents to bike and to bike more often; encourage greater excercise among residents in general; increase community; improve the city's overall quality of life; potentially draw people to visit neighborhoods they previously disregarded; and benefit tourism in the area. Richmond has so much potential!
- Similar to 30 years ago, require bike registration, yet require pass quiz on bike related laws. Enforce traffic violations by bikers (such as riding on left, wrong way on one-way road, no lights at night, riding through red lights or not stopping at stop signs).
- I like the woder lanes to accommodate cyclist with traffic & sharrows on the road. Cars need to know that even if a road is not marked as a designated bike route that bikes can still legally ride there.
- I share the following video of rush hour in Utrecht Netherlands to give an idea of what a bicycle friendly Richmond might look like: http://www.youtube.com/watch?v=UlQYP4WN-5w
- I also saw this article on the benefits of making biking a primary mode of transportation in the city: http://www.alternet.org/environment/148239/how_we_can_ignite_a_bicycle_revolution_in_the_u.s.?page=entire
- Bike routes should be interconnected. For example, bike routes on Broad and Main are much more useful if there are also bike routes on Belvedere, Harrison, and Lombardy.
- (Come to think of it, i think that' the major drawback of riding the GRTC not enough convenient circular connecting routes.)
- Biking is important, but so poorly supported in this city! We need bike lanes of all types and increased signage to make people feel safe biking.
- WOW! This is so exciting and I hope it will actually lead to ACTION on at least some of these items!
- A rail-to-trail or multi-use trail in the city would be phenomenal. Richmond is already a mecca for races (for example, xterra, usat duathlon, etc). The cycling community is huge in Richmond...
- why not fashion a "bike superhighway" from the Fan to downtown by improving some of the lesser used alleyways and road corridors along I-195. Put stop signs on automobile roads to allow bicycle traffic right-of-way
- A bikeshare program would be amazing for Richmond...it would not only be more environmental friendly, but also decrease drunk driving
- I used to bike in Richmond all the time, but the number of near-accidents from the combination of unobservant drivers & poor bike infrastructure has made me drive my car more than I bike.
- I lived in a city with bike bouleavrds (Vancouver, BC, Canada) and biked almost daily. Would love to see that here.
- please please please ticket drivers who do not stop to let pedestrians cross WITH the light.
- On the west coast, they have for rent caged, locked bike storage in the parking decks. These structures promote
 cycling and greatly reduce fear of having your bike stolen while running errands, working, etc. and the long term cost to
 income ratio makes it a win-win for everyone.
- I know there is a Virginia Capital Trail currently under construction but I think that trail alone, if properly advertised and promoted, can do a lot in terms of promoting cycling and a healthy lifestyle for Rihcmonders. Paved running trails would also be an asset for those who live on the Hull st and Iron Bridge rd areas.
- More bike lanes and bike trails please!
- Open more single track and rail-trail systems. Get people on bikes in a fun and safe way and soon they will want to use bikes in many ways. I know this from personal experience.
- I talk with a lot of folks who admire my commuting by bike but do not commute themselves by bike because they are scared of traffic due to lack of bike lanes, paths and crosswalks
- The improvement in the citys roadways as well as bicycle parking I feel would greatly improve the city for cyclists.
- Public Awareness is top priority in my opinion.
- It will help diffuse and educate self-centered and unaware individuals.
- First of all thank you for finially doing this. I have been riding my bike in this area since 1996 and the drivers here are crazy. People seem to enjoy driving fast in the city and it endangers anyone on a bike.

One thing that I would like to see is people ridding with the flow of traffic. This is a bad habbit that some have gotten into because they think that if they can see the car then they can doge the car. Last time I checked two objects moving towdars each other is worse than two objects moving in the same direction. The other comment that I would make is that the roads need to be cleaned up and paved appropriately. Some of the patches that have been done realy makes no sense because a large hump is similar to a hole. The bump throws you just as much but does not ruin you rim.

- I love the downtown mountainbike trails!!! I ride 3 to 4 nights a week downtown and shop and dine in the City to show my support and thanks. The City of Richmond has done a fantastic job meeting the needs of multiple trail users. Nathan Burrell and Ralph White should be cannonized!
- I live and work in Henrico and am ashamed of what a poor job it does in this regard. Henrico County is negligent in its

responsibilities to provide adequate bike (on and off-road) and pedestrian facilities. This is why I want to move to the City. At least the City cares about and does something for alternative modes of transportation.

- After several years of cycling in and around the city, I know which streets are going to be safer/more bike friendly to ride on (ex: park ave, in stead of broad). For the most part, busy, dangerous streets can be avoided on bike by using alternative routes, but this is not always the case. I would love to see more bike lanes like the one on lombardy st. north of broad st. Bicycle boulevards would be phenomenal. Another major issue I have is crossing the river. The "safest" way would be to take the Belvedere bridge. I would love to see some sort of bike-friendly crossing near the nickel bridge. Another major problem I run into is negativity from motorists (yelling, throwing stuff, swerving at me, passing dangerously close, etc.). Having a designated cycling area on the road will help this as well as general awareness and respect to cyclists. Finally, I find that a lot of cyclists can be pretty clueless about what they can and can not do. I take care to follow the rules of the road and make my presence less annoying to motorists, but, as a motorist myself, I find some cyclists are not respectful of all the users of the road. Cyclist awareness, therefore, would be hugely helpful, I think.
- I would also like yearly statistics on transportation accidents in Richmond. Cooperation with the counties would also be nice. Most recreational road cyclists do not just stick to Richmond city a metro wide program of education and road planning would be fantastic.
- I think we all want Richmond to be a Bike City. Let's do it!!!!
- I think its great that this is even being discussed and looked at. Richmond is so absolutely beautiful, with so many wonderful and diverse neighborhoods. The ability to ride, safely, along Cherokee and River to the Pony Pasture, etc. would be wonderful. A bike path in that area would be something I would love to see, as well as many other areas. Thank you.
- AWARENESS AND EDUCATION!
- Love that you are taking this information. Thank you!
- Forest Hill park for the southside Farmers market is a perfect cycling destination; but no bike racks! I am very excited that there seems to be real interest in making Richmond a more bike friendly community. I have felt that the city has put the cart before the horse somewhat, encouraging more biking, w/o making necessary infrastructure improvements to allow for safer, more efficient biking options. I hope the Mayor will be committed to making improvements for both biking and pedestrian accessibility. I loathe the trend of sprawling development in the surrounding counties and the city that is completely car centric.
- One of the problems in the Fan & West of the Boulevard is that the city does such a horrible job patching the streets! Sometimes the patched road is harder to bike down than it was before it was patched.
- Please pass a city law that a car must park within X distance (24 inches?) from a city curb. This would increase cyclist safety so much if it were enforced! Particularly on one-way roads when a cyclist must get to the left side of the left lane in order to turn left.

Also, if you do motorist education, it seems many motorists don't look before swinging out their car doors into what would be the bike lane.

Please, please avoid police fining cyclists at all costs. I really think that there are so many more motor vehicles out there, and drivers doing illegal things with multi-ton vehicles, and roads that are designed for them not us ("us" being cyclists). We are in many ways doing a tremendous service to the city by cutting down on cars, and reducing parking needs, and not contributing to the air Code Alert days. I was once stopped on my bike by a well-meaning cop because I used a red light like a stop light to cross a street (Grove Ave) with NO oncoming traffic in either direction. This isn't Germany or Denmark, where cyclists are respected, have their own lanes, and should follow the rules of the infrastructure available to them. This is Richmond. We have hardly any infrastructure compared to cars, much less our own cycling red lights as in Europe. The cop just scolded me and warned me but I sincerely feel that he could have caught three drivers running red lights who were putting peoples lives in danger (not their own as much!) versus myself who was only risking personal harm, and less than if I chose to rock climb or jump rocks on the James . both legal activities! Get my drift? Treat a multi-ton vehicle with the potential to kill differently than you would treat a bike. Here'a a good intro to cyclist sentiment:

http://bikewriterscollective.com/

Another perspective:

http://www.kenkifer.com/bikepages/advocacy/pay.htm

Finally, please give scooter drivers their OWN parking options or just allow them to park on the sidewalk NOT on the bike parking. That is not right that they use bike parking to lock up their scooters, and bike parking should perhaps have signs that say NO SCOOTERS. But they need their own option.

- Though I am a resident of the suburbs (as a grad student), I am both an avid cyclist, and spend a large amount of my free-time within the city proper (and a strong civic interest); thus I have been following this as an important issue.

Years ago (in the '70s), my father used to commute to MCV via bike from his parents house all the way from out near Midlo TPK & Courthouse Rd. For us today (out near Robious), the distance to the downtown isn't the big deterrent - it's the connectivity of safe routes across the metro. Sometimes we take our bikes into the downtown and surrounds and ride from there, as there are limited ways to get there from the inner surrounding counties.

Thanks for listening!

- Thank you for any help in making Richmond a better bicycle city. Hopefully when I retire and move back to the city many improvements will be made. THANKS
- Please ensure that bike facilities (bike lanes, sharrows, etc) are installed according to widely accepted standards. Some lanes already in place in Richmond are unusable and/or dangerous. The general standard for lanes is 4 feet and placed such that a cyclist in the lane is far enough from parked cars to not be "doored." Same with sharrows: must be far enough out in the lane to avoid being hit by doors.

Please also consider TRAFFIC CALMING measures as part of a broader Complete Streets program. Actual and perceived safety of pedestrians and cyclists depends a great deal not just on driver education but also on speed and volume of traffic.

If Richmond really wants to be bike friendly, my view is that we should have a combination of bike boulevards and wherever possible bike lanes separated from traffic. Cities in Europe with the largest percentage of trips taken by bike have this kind of infrastructure. Even the most bike-friendly American cities have far lower percentages, in part for this reason.

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- I recently visited Reno Nevada, Reno is one of the most bike friendly area's I have ever ridden in. while the trail system in Reno is extensive, and explores the desert country side, the urban bike amenities were numerous and impressive. They included bike lanes painted on the major thoroughfares around the city, allowing a cyclist to travel easily and safely downtown. Also available to the Reno cyclist was a Tyveck map of all the mass transportation options Reno had to offer. tyveck is a plastic material that works much like paper expect it is tear resistant and waterproof. While informing cyclists of where bike routes and buses were, the map also highlighted Nevada's laws concerning cycling. If Richmond were to follow this example, and perhaps contact those involved in Reno's mass transit system, Richmond would become much more bike friendly with only a small investment, lane paint and maps are not expensive ways of going bike friendly. A more bike friendly Richmond, one that supports cycling, will ultimately stimulate its own local economy, and lessen the damage done to its roadways by supporting low impact cycling as a viable commuting option.
- Thank you for taking the time to solicit opinions on this important topic!
- I would LOVE, LOVE, LOVE the city so much more if I could bike everywhere I wanted to go. I like in Henrico, but will be moving to the city in the near future.
- I think the public needs to be reminded quarterly that bicyclists have a legal right to ride on the road and that it's actually illegal for bicyclists to ride on the sidewalks. I've been harassed multiple times by people in cars who honk at length, yell obscenities or nearly hit me on purpose while engaging in the above behavior. This is not acceptable behavior by motorists.
- I think the key to improving cycling conditions in Richmond is to resurface and maintain roads in gross disrepair, possibly install bicycle lanes with sharrows, increase the number of "Share the Road" signs, crackdown on reckless motorist behavior that endangers cyclists and increase the amount of public bicycle storage throughout the city.
- I think the key to improving cycling conditions in Richmond is to resurface and maintain roads in gross disrepair, possibly install bicycle lanes with sharrows, increase the number of "Share the Road" signs, crackdown on reckless motorist behavior that endangers cyclists and increase the amount of public bicycle storage throughout the city.
- Working w/ city traffic planners to identify and control speed on secondary and residential roads to make cycling safer.
- Please spend some money on quality bike racks. They are very simple and effective in attracting cyclists. They look like an upside down U, they are made of metal and they are cemented or bolted (with shear bolts) to the ground. They do not look like cheesy corporate art. They do not look like decorative furniture. They are functional and effective at maintaining the secure, upright position of bicycles and that is all they do. Like car parking stalls, they enable people to go to work, to go shopping, and to otherwise engage in commerce which is good for our local economy.
- This is an important way for our city to come into the 21st century. Let's make it happen!
- i have been almost hit by not only civilians but marked police cars not paying attention to what they are doing.
- I am so grateful that the City of Richmond is considering the health and environmental benefits of making more bikefriendly spaces. With education and increased participation, fewer motorists will view us as interlopers instead of rightfully and respectfully sharing the road.
- I feel that more basic enforcement of traffic laws would be very helpful for the safety of all. I so often see city or state police either turn a blind eye or are oblivious to traffic violations right in front of them, or that they are not obeying traffic laws themselves. Speeding (without flashing lights) and not using turn signals being the most basic. I would also take the bus more often if the #13 route was reinstated or some other route that was from mid-Church Hill along Main St or Canal/Dock St.
- Creating a bike-to-work culture would be great, so it is normal, not deviant, for people to do so.
- I believe legislation making it illegal for cyclists to ride on sidewalks ALONG WITH blke lanes would make a huge difference. I also think if we care about cyclists we should mandate helmets (they're as important as seatbelts). Please remember that potholes that are safe for cars to cross can be very dangerous for cyclists.
- Thank you for taking this into consideration.
- None
- i think the public needs to have the common belief and opinion that Richmond is a biking city, and together they can become a more beautiful and healthy (less obese) city.
- department of human powered transportation

hit me up if i can be more help, thank you for doing this

- cyclists need more rights
- Take a cue from Chicago. They have wonderful bike lanes all along Lake Michigan that enable a cyclist or jiogger to travel the entire city. Think how great that would be if we could do that along the James River.
- As a frequent cyclist I've encountered plenty of aggressive drivers while I was obeying traffic laws; at the same time I'm appalled by cyclists who ignore or are unaware of traffic laws b/c they hurt me and all cyclists in the long run. Education at all levels and of all constituencies is key.
- I believe that greater education of the laws regarding bicycles, both to cyclists and motorists, is the single most important way to make Richmond a more bicycle friendly city. I would also like to see Richmond change its laws regarding cyclists and redlights/stop signs, as many cities have begun doing. This would allow cyclists to use Stop signs as yields and stop lights as stop signs. Stopping and waiting in an intersection for no reason other than a signal, especially in the wrong part of town, can be dangerous. But mostly it is just tiring and annoying. Bicyclists are more exposed to what is going on around them, because they are not inside a car, so they can easily make judgments that drivers can not.
- Coordinate with Richmond Police to do targeted enforcement against unsafe behavior by both drivers and bicyclists.

For drivers, this means targeting drivers who tailgate or fail to yield to pedestrians (other cities have even done stings where a cop walked back and forth through a crosswalk, dressed in very bright colors, and ticketed everyone who didn't stop for him.) For bicyclists, this means issuing warnings or tickets to bicyclists who don't wear helmets, run traffic signals in an unsafe way, and/or don't have lights at night.

- I strongly believe that Richmond has full potential to become a very efficient and productive cycling city. We need to change people's attitudes toward bicycling by educating motorists on sharing the road. As cyclists, we need to be aware of traffic laws as well in order to gain motorists respect.
- AWESOME WORK! Please make all materials from the 9/20 meeting available in one central location with an EASY bit.ly link (all lower case, short). Loved the meeting but would have liked more info in advance of what was going to be presented and how we were to vote because that was confusing we kind of made it up as we went because we couldn't hear/understand.
- Richmond is a beautiful city with a lot to offer-best seen by bicycle.
- It would be nice if the City worked together with the counties to make an area-wide effort to have safe and useful biking and pedestrian facilities. But city and counties work together? I might as well ask for a pony...
- I think a public awareness campaign is a great idea if new amenities are implemented for cyclists and pedestrians.
 Bike lanes bike lanes bike lanes.
- PSA on correct side of the road to ride a bike (with traffic)
- I really hope this is taken seriously. All these ideas are great. VCU needs to take some responsibility for building parking deck after parking deck without making campus or the city safer for bicycles at all. There need to be safe ways to ride our bikes as members of the community. I have had to spend thousands of dollars on surgery for an accident that was not my fault. What about folks with no insurance. I'm excited that someone would like to make a difference.
- This is great. I would love to bike more if the city was amenable to it
- It's worth noting that the bike lanes that I do encounter on my daily and weekly rides are very much appreciated! On Jahnke Rd, and Robious Rd, for example, they make a world of difference. In many cases, it's as simple as painting a line to give cyclists a sense of security. Forest Hill, on the other hand, is a nightmare for cyclists! Not only is it part of Bike Rt. 1, but it's a popular conduit for southside mountain bikers to access the JRPS trails. Riding any stretch of Forest Hill is incredibly dangerous and just unsettling for cyclists.
- I'm glad the city is addressing this. We have a lot of residents who do not own cars, and it is very dangerous and difficult for them to get around. We should encourage more pedestrian and bike traffic, and help cars and drivers understand how to not injure or kill bike riders and pedestrians.
- I think it's terrific that these ideas are even in play. It's awesome that RVA has come this far. Let's hope we keep going.
- Off street bicycle thoroughfares are essential
- Love the Bikeshare program idea! (Paris, France has one!).
- Again, a walkable/bikable city is the best way to tell a modern, forward-thinking city. This is a healthy way to go; for the people and for the city, this will make a positive impression on their future.
- It would be so fantastic if Richmond was more bike/pedestrian friendly!
- I don't want the city to WASTE my tax dollars. Please make sound, logical decisions.
- The Fan area is a nightmare for drivers and cyclists. It's got to be safer for everyone!
- I travel alot across the country and Richmond is the worst city to ride a bike in (on the streets, our mtb trails are excellent)I have seen. We really need to focus on this issue, there are so many benefits to our citizens from prompting bicycling.
- I appreciate the push for the alternative transportation movement in Richmond
- Thanks for all the hard work!
- Thank you for having this survey! I heard about it on the news and couldn't wait to get home to fill it out. :) I feel strongly that there should be off-road bike/walking paths in Richmond!
- There needs to be a cycling link from the city to the outlying counties and it seems that River Road is the logical road west. Goochland is the only county that provides any shoulder on River Road. Can't we just get a shoulder or bike lane from the city into Henrico to Goochland?
- RVA has such an opportunity. Connect great attributes we have river-
- Canal Walk must be opened to cyclists. Then it would get some use. Segways are allowed on parts, so should bikes. WE can handle the stairs until Reynolds is finished. Connect Cap to Cap with Belle Isle to South Side....an amazing loop, most of it off-road then becomes available, all by changing the negative signs on the Canal Walk. Thanks for doing this.
- A lot of the parking lanes have insufficient quality of road, leading to accidents. Cars and new bikers in the city are unaware of proper bike practice, or are afraid to bike correctly. Many roads have blind spots while turning in a car that could lead to a cyclist or pedestrian related accident. Actual bike lanes seem like a good solution, but they need to be enforced by cops. The one on Lombardy and Broad is frequently violated by cars.
- Question #5 what is the city's "trail system"?

Regarding the meeting at the Carillon - the ranking exercise seamed disorganized and some of the topics really missed the mark. In discussing with others people were skeptical that this process is heading in the right direction. Another comment was that it was disturbing that last night's exercise might actually be the basis for deciding on action items.

I was unsure of the purpose for the crash data presentation. Amy George's comments left me confused as to how this will be used. There are some major flaws in the analysis, conclusions, and assumptions in terms of identifying "dangerous" roads or saying they need bike lanes. I hope this is not the basis for any decision making. I appreciate her efforts, but it misses the mark badly.

In general the recommendations seem to be very broad and sometimes not specific to Richmond. What is the next step in terms of formulating action items? I'm not sure where this process is taking us. Just food for thought in formulating the details. Thanks for getting this initiative off the ground, but please make sure it is on target with the actual needs of the city.

- On street parking should be substituted on major streets for bike lanes. There is an excess of available parking in the city, on-street parking is not necessary in all places. This is a low cost method to implement bike lanes all throughout

the city, implementation costs would simply be some stripping, signage, and enforcement.

- FIX THE POTHOLES!!! And do a good job, Please.
- I skiped #5 b/c I have never heard of and don't know what is meant by "Richmond's cycling or pedestrian trail system". I know it is a niche transport mode, but I think the segways should be included in this planning. As a commuter bicyclist I am confident that I can travel wherever a segway can go and I have noticed where segways are banned bicycles soon are too. Speaking of bans... I wasn't even allowed to walk my bike through the Folk Music Festival last year. I had to go all the way around the event just to get to the desigated bicycle parking. A little traning of the gate staff might have made them a little more understanding and helpful. I am a very big fan of the bike patrols used by the Richmond Police and applaud these officers. I think it makes them very accessible, obviously helps to create healthy law enforcement officers and sets a good example to the community of current or would be bike riders. I would be very curious to hear what input these officers can provide on this topic and which roadways and neighborhoods they find particularly problematic.
- I walk to work and run on the sidewalks in the city of Richmond. Over the past few years, I have noticed more and more bicyclists riding on the sidewalks. This causes problems in areas such as the VCU campus, Shockoe, and Carytown, where the sidewalks are often crowded with pedestrians. Furthermore, as a bicyclist, runner, and walker, I am frustrated by the way motorists fail to yield to pedestrians at intersections, especially Belvedere and W. Franklin. I have already been hit by a motorist who was on a cell phone at the intersection where I was trying to cross the street. It angers me that car drivers are so negligent of basic laws and courtesy. A car can do a lot of physical damage to a pedestrian or bike rider even if the car is not going very fast.
- Emphasize the economic advantages of having Complete Streets
- The 9.20 meeting was a mess. Will group presentations be available anywhere? I'm a John Forester vehicular cyclist advocate. The very best things the city can do for cyclists: maintain right hand of rights of way, enforce standards for road patching (on contractors and city workers), think about design issues with cyclists in mind (e.g. right turn only lanes force me into a riskier center traffic lane), evaluate roads and guide riders towards safer route alternatives.

Do the low hanging fruit first and target resources to solve multiple transit issues that include cycling concerns. Other solutions dedicated solely to cycling are for later. On the bicycle parking issue, the major improvement is to locate parking (locking facilities) in areas sheltered from rain

and sun - a rarely selected alternative.

- Off street bike lanes would be ideal, i think the rail trail sounds like a great idea. At a minimum I would bike to work if there were bike lanes on the major roads (Monument for me personally). Just a few off street bike lanes would be needed. Most people would be fine with a little on road riding (especially if there were bike lanes) to get to and from the off street bike paths. I biked to work last year for a few weeks until I couldnt handle the close calls with cars on the major roads (monument, grove, main, cary). It simply takes too long if you try to make constant turns on the less travelled roads. Very excited and hope this brings some positive changes!
- The roads in richmond are the biggest problem. Too many aggressive drivers who don't understand the rules of the
- The amount of citizens using bicycles as their mode of transportation is growing everyday. Most students who attended VCU use bicycles to get to a from school for convenience, lack of parking, exercise, and because many don't own cars. On top of the high volume of bike traffic that the students of VCU produce, there are a large number of local residents who use bicycles as well. I have friends I know personally who have gotten hit on bicycles by cars when they were obeying traffic laws and got injured as a result. I feel that we should make it a priority to ensure bicycle safety by creating proper bicycle lanes designed for cyclists to avoid collisions. I also believe that designated bike lanes along with educational programs could also help cyclists stay in the lanes and be aware of traffic laws to reduce risk. I feel that since cyclists are freeing up road space along with using an environmentally friendly mode of transporation, we should make accomodations for bicycles and make Richmond a more bike-friendly city overall. I believe that it would make the world of difference and also help traffic issues of cars having to avoid cyclists in narrow streets.
- Around the VCU area many bicyclists their their bikes on the sidewalks, often too fast, despite the presence of pedestrians. It's not only students, but VCU police as well. I would suggest an awareness campaign for students to let them know they should be riding in the street, as well as enforcement targeted at aggressive motorists so that bicyclists feel comfortable using the streets.
- Public awareness is important. We need to accept and be aware that biking is part of the Richmond culture. Look at cities such as San Diego, Austin, etc where it is common to see bikers commuting or enjoying fitness. Drivers In Richmond seemed to think that bikers are just a hazard and in some ways they are right because there are no safe paths or routes designated for bikers where the biker feels safe and the driver isn't scared of hitting the biker. It needs to be a part of our cultural and a campaign would help. A campaign would explain to Richmonders tht bikers are welcomed and part of our environment not an abnormality.
- I've been reading about bike systems in cities for years and have been waiting until the MUTCD manual was updated for 2010. It was supposed to include Sharrows, which I thought were the most suitable option for most arterial roads in the city, given the lack of road width. In December 2009, the new MUTCD was published allowing the use of Sharrows without special exception, as had been the case previously. I fully support sharrows on most arterial roadways and also support bike boulevards. Thanks for taking the time to hear from the cyclists of the city.
- I believe education for all (including automotive users)and a little city support for pedestrians and cyclist will go a long way. Thank you.
- \cdot I may not ride a bike but any improvement to the citys walkways and streets is a good improvement for walkers, bus riders, and bikers.
- Richmond has a big bicycle community. Engaging them, getting them involved, and communicating with them will help make any efforts the City might take more effective.
- Having the Capitol of Virginia set the precedent for the rest of the state shows so much real leadership. Thank you
- I like the idea of bike boulevards and select bike-friendly streets. I feel that paying bike lanes on every major street (broad, midlo tpke etc.) Isn't the best idea. As a cyclist I know which streets to avoid because they're dangerous, busy or whatever. There's always another way on less busy streets , and if those less busy streets were even more bike friendly, that would be great. Our transportation infrastructure was designed around the fact that roads are for cars...period. However, roads can certainly be made more bike friendly and should since cycling is becoming a more prevalent form of transportation, but as a motorist as well as a cyclist, a balance must be met.
- Hope the City of Richmond will finally do something instead of talking about things!!
- I like the idea of bike boulevards and select bike-friendly streets. I feel that paving bike lanes on every major street (broad, midlo tpke etc.) Isn't the best idea. As a cyclist I know which streets to avoid because they're dangerous, busy or whatever. There's always another way on less busy streets , and if those less busy streets were even more bike

friendly, that would be great. Our transportation infrastructure was designed around the fact that roads are for cars...period. However, roads can certainly be made more bike friendly and should since cycling is becoming a more prevalent form of transportation, but as a motorist as well as a cyclist, a balance must be met.

- More (any) urban planning that includes cycling infrastructure!!
- I don't know what a Bikeshare Program is....
- Richmond should embrace the Virginia Capital Trail and work to finish the trail and link it to the rest of Richmond and beyond. Richmond should also have a full time position making sure Cycling is promoted and maps are available to travelers letting them know about good long rides to do and explore our area.
- If I were to commute on bike, most of my commuting would be in Henrico. Please keep the surrounding counties involved with Infrastructure development.
- Also need support in surrounding counties Henrico, Hanover
- Thank you very much for taking the time to focus on the needs of cycling in Richmond! The city could be great with just a little help in cycling infrastructure.
- See http://bicycling.511.org/ for excellent trip planning for both bikes and transit.
- Richmond has a lot of cyclists but no awareness about them or encouragement. This is an excellent way to improve environmental conditions in the city as well promoting a healthy lifestyle. It would also help the roadways and traffic, Promoting cycling is a win-win situation in every area.
- The best public campaign would start with increasing the number of safe bike lanes/paths/options. The public will see them being used much more and they will advertise themselves. This will start a cycle of positive reinforcement.
- Cleanup existing street like Riverside drive
- As I said above, bikes and cars have no business being on the same road. This is one of the reasons I try not to go into the city by bike or car.
- Another item that would improve the situation would be better laws protecting cyclists...and even more importantly-ENFORCEMENT of those laws both on the street by police and in the courts by prosecutions of those who break the laws and threaten the life/health of cyclists by "buzzing" them and other aggressive behavior (of which I have experienced many, many times).
- I fully support the mayor's efforts to increase and improve bicycling in Richmond. When visiting other cities (e.g., Denver, Boise, San Diego, Harrisonburg VA, etc) I often wished that Richmond valued cycling as much as these places. The mayor's current effort is a good start at promoting healthier lifestyles and improving quality of life. If implemented, bicycle and pedestrian pathways will certainly improve Richmond's image both with residents and our guests. I applaud this effort, it's long overdue. In addition, let me encourage you to pull the surrounding counties into this effort. It would be a shame for these improvements to end at city limits.
- The problem with the "share the road" campaign that Virginia has been pushing for years is that when it comes to cyclists in Richmond, they want the road AND the sidewalk. They do not obey traffic laws, frequently cutting in and out of cars, riding up beside cars, holding on to or leaning against cars while they are stopped and have no respect for pedestrians even though walking is still the healthiest form of transportation.
- culture of not sharing road by cyclists and motorists
- Good on ya for taking the initiative to improve the city's facilities. Richmond's geography and topography make it a great place to ride, it would be awesome to see more people doing it.
- Police officers in richmond seem to single out cyclists and ride without lights at night while giving out tickets for that. Many officers contradict eachother on what the laws are on lights.
- THANK YOU for doing this! Please give bikes more room!
- Please don't waste a bunch of money on consultants & PR, like you're about to do.
- Richmond is the unspoken cycle capital of Virginia. Make this happen. People like bike friendly cities. They
 intentionally move to these places. Cycling infrastructure is cheap, easy to implement, but mostly, it fits our
 personality. We like open air patios, short trips to the river, closely grouped bars and restaurants, casual days outside,
 and traveling at our own pace.

The idea to add major routes North/South and East/West is GREAT! It's a short bike to the counties, where road cycling is huge (The sheriff in Hanover road bikes every week) and it would be a huge cultural connection to readily link the urban with the suburban and rural. Do it Richmond.

- Develop a system of bike paths/routes that are connected so that we can go far. Develop bike parking with good bike racks that allow for locking the back wheels with a U-lock. Visit Minneapolis and Portland, OR for examples. By doing this you are likely to attract more young, innovative people! I'm happy to serve on an advisory board having lived in MPLS and in Oregon
- I think Richmond could make another name for itself by becoming more bike friendly. I think you'd be surprised how many MORE people would bike if the roads were safer.
- Take a look at cities that are bike friendly- like Portland, Oregon, and other places out in the west. There are many
 more bike friendly cities there, and they tend to be healthier cities. Maybe Richmond and the suburbs could use their
 ideas.
- I am so impressed by the progress the PBTPC!
- I would like to have separate bike lanes on Broad Street, Main St, and Cary St stretching the reaches of the Fan to Downtown to Church Hill. Portland, OR should be what Richmond strives to be when it comes to having bike lanes. They have a bike commuter map and looking at their government site have over 100 miles of shared bike lanes made in the last decade. This is the single biggest deterrent for me biking more and I would love to see Richmond take a progressive step and creating bike lanes on those three major roads. Please do this, it would jumpstart Richmond into being a Progressive City on the east coast
- I'm sure some people downplay work showers but that would make a HUGE difference for me. Other than that, i think Richmond finally knows that bike lanes/paths are what we need above all else. Thank you so much for doing this!

(FYI, the crazy lady who sat next to me tonight at your forum was a suburbanite who said she was considering moving to the city if this all goes well!)

- this is a biking city despite the absolute lack of any support or infrastructure, imagine the possibilities with just a little effort and money, go richmond go!

3. City :: 4. State:: 5. Zip:: 6. email::

environmental benefits of cycling....this is where we have to start.

- For a city to be bike-friendly, public education is important. drivers need to be aware of how to share, and bikers need to know that they need to follow traffic laws and cannot just fly willy-nilly through every red light without even slowing down. Mutual cooperation between road-users is a must. Bikers would be much, much safer and sharing would be much easier if bike lanes were put on heavier-trafficked roads.
- HIre city bicycle and pedestrian planner/coordinator
- Keeping pedestrians safe from cyclists is of importance, too. Bikes should never be ridden on sidewalks, unless a child is the one riding. Too many times my children and I have been nearly hit as we exit our home & vehicle by bikers traveling quickly on pedestrian byways.

22)	OPTIONAL : If you would like to be notified about public workshops or other important project milestones, please provide your contact information below. If you prefer one method of contact (e.g. email only), please provide only that information.
1	I. Name::
2	2. Address::