



Richmond Regional Bicycle & Pedestrian Plan

Henrico County Active Transportation Work Group

April 15, 2020

Presentation by: PlanRVA staff

Richmond Regional Bicycle & Pedestrian Plan

Agenda

- **Purpose, roles & responsibilities**
- **Existing infrastructure & data review**
- **Needs assessment for region**
- **Key plan elements**
- **Ashland to Petersburg Trail Study**
- **Needs assessment for regional localities**
- **Questions**

Credit: PlanRVA

Richmond Regional Transportation Planning Organization

Ashland | Charles City | Chesterfield | Goochland | Hanover | Henrico | New Kent | Powhatan | Richmond



Richmond Regional Bicycle & Pedestrian Plan

Purpose, Roles & Responsibilities

- Long Range Transportation Plan (LRTP)
- PlanRVA team and primary responsibilities
- Project Steering Committee team, time commitment and responsibilities
- To be completed by PlanRVA staff, no consultant



connectrva2045.org

Long Range Transportation Plan (LRTP)

- Guides the region's transportation investments over the next 20 years.

Richmond Regional Bicycle & Pedestrian Plan

Since the 2004 plan...

- [Richmond Bicycle Master Plan](#)
- [Chesterfield Bikeways & Trails](#) (comp plan)
- [Hanover Active & Healthy Living Chapter](#)
- [Ashland Parks & Recreation Master Plan](#)

Construction & dedication

- [Virginia Capital Trail](#)
 - T. Tyler Potterfield Bridge
 - Huguenot Bridge
 - Cannon Creek Greenway
-
- [East Coast Greenway](#) designations & some signed routes



CREDIT: PlanRVA

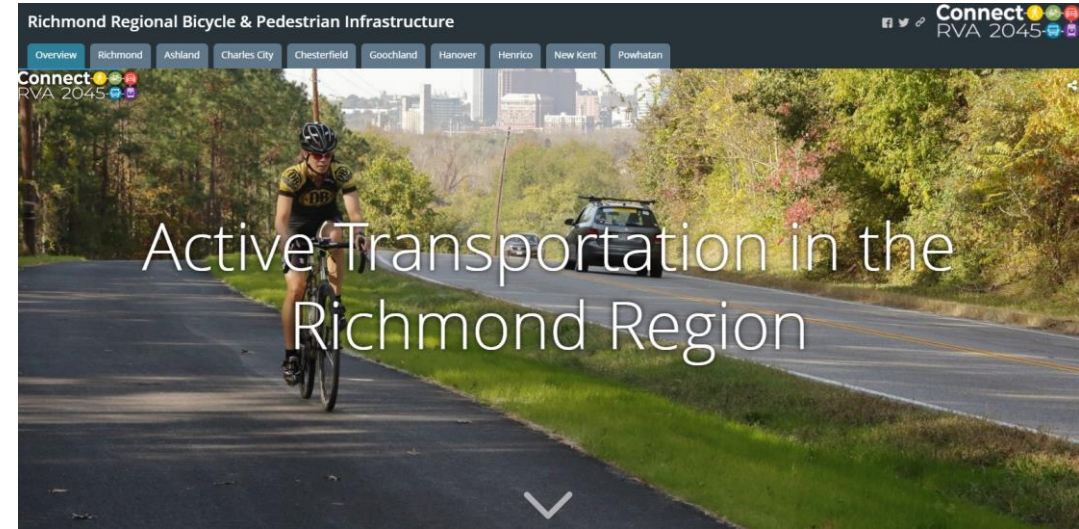
Richmond Regional Bicycle & Pedestrian Plan

Existing Infrastructure & Data Review

Collected GIS data from each locality in the region:

- Bicycle
- Pedestrian
- Park & trails
- Regional & national routes

We are still gathering this data and will continue to enhance the map.



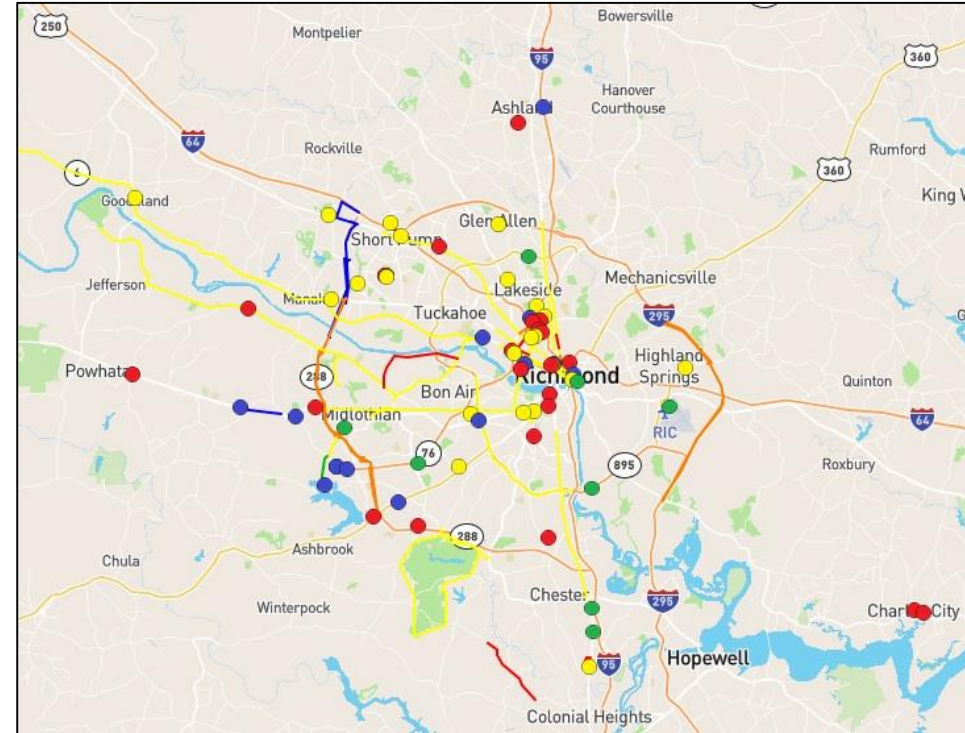
<https://arcg.is/1rnv8m>

Richmond Regional Bicycle & Pedestrian Plan

Needs Assessment WikiMap

Our interactive map to gather feedback to help pinpoint areas to acknowledge bicycle and pedestrian connectivity issues and concerns.

Part of our information gathering process for ConnectRVA 2045 (Long Range Transportation Plan).

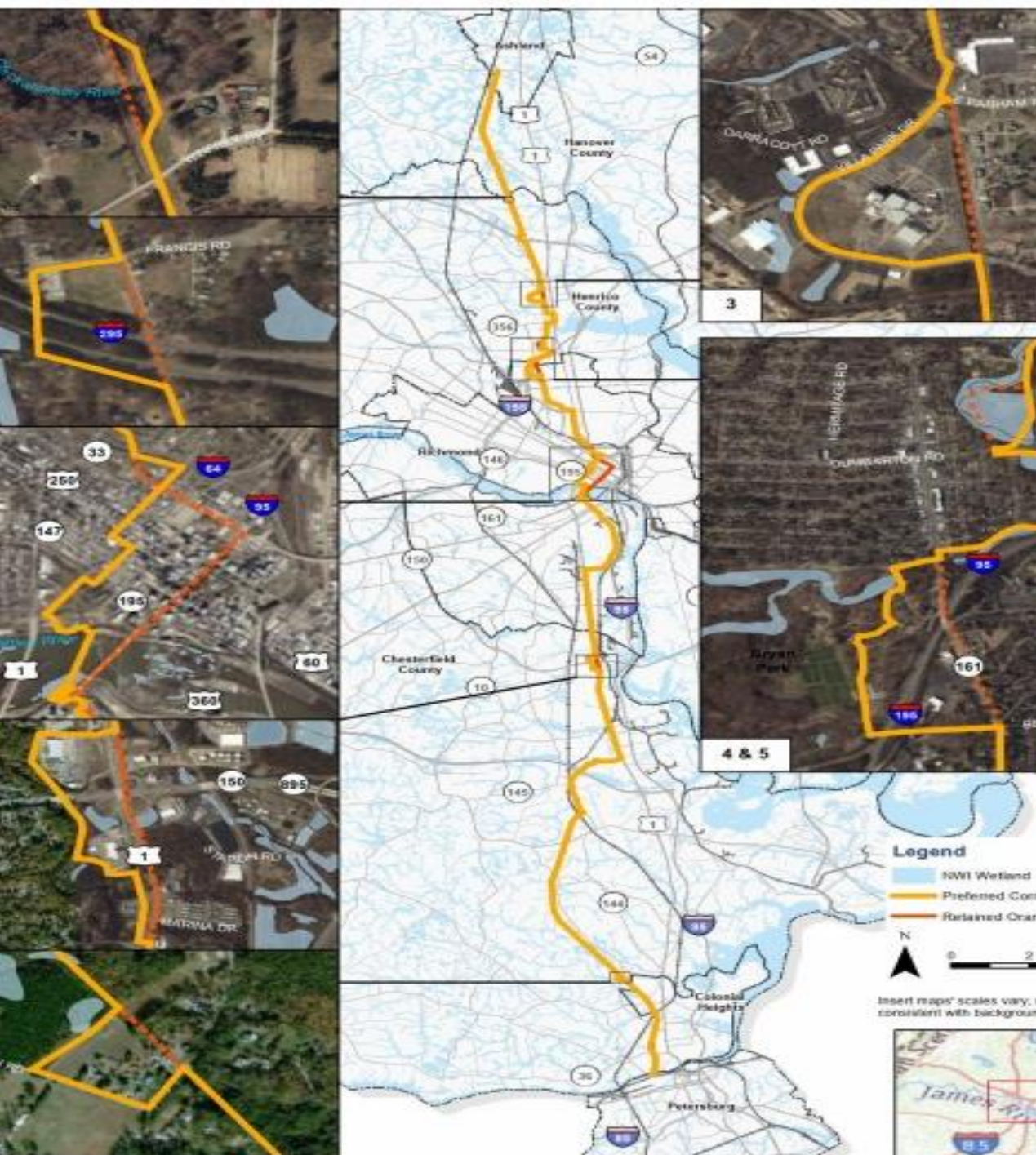


connectrva2045.org/needs-assessment-wikimapping.com/ConnectRVA2045.html

Ashland to Petersburg Trail Study

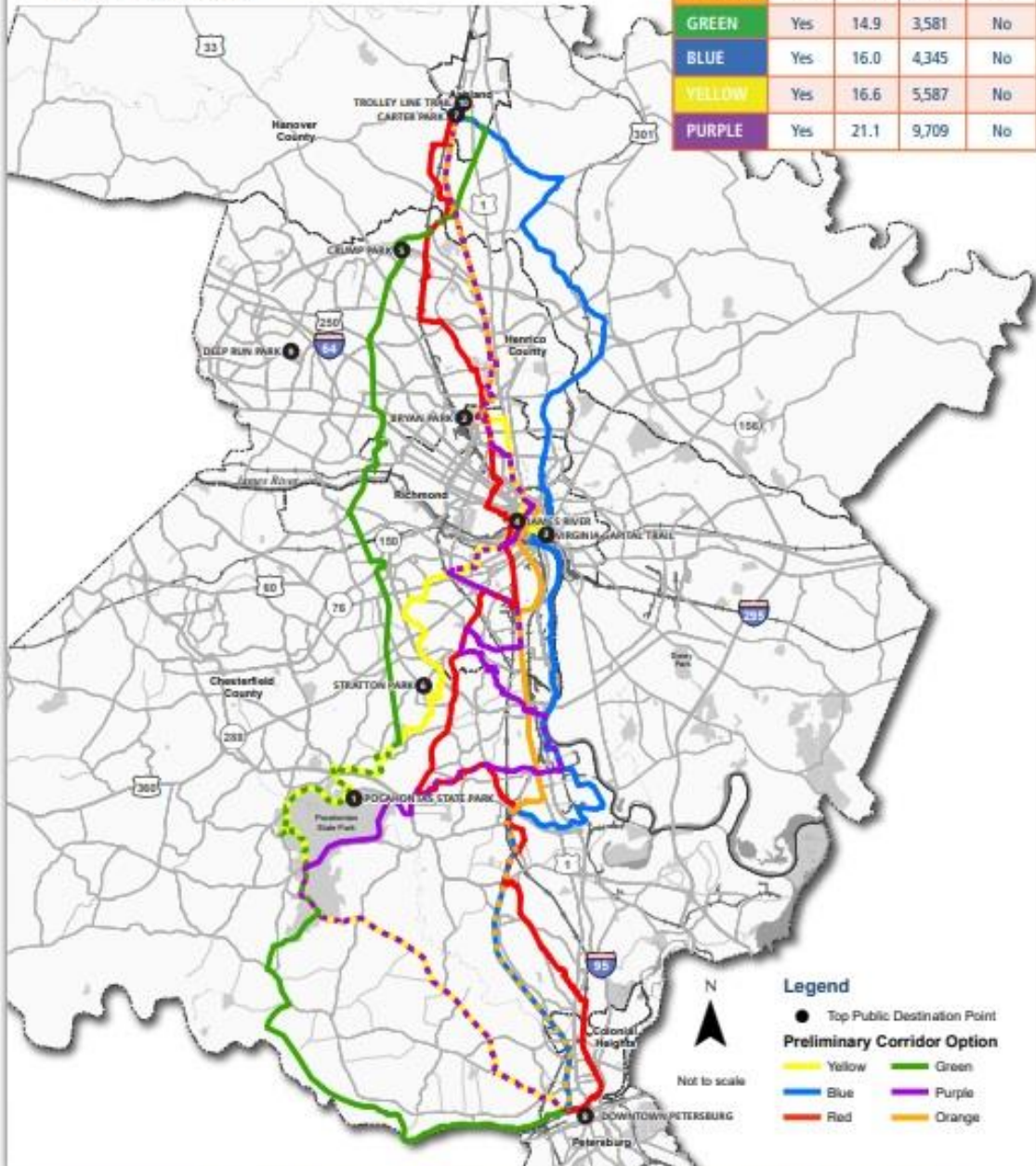
VDOT worked with seven regional localities in the study

- Feedback from state and federal agencies, affected localities, special interest groups, and general public
- Trail would be logical reroute for [East Coast Greenway](#), US Bicycle Route 1
- Consultant currently working with localities on renaming process
- **Study:** ATPTrailStudy.org



- The Preliminary Evaluation included consideration of six corridor options based on:
- Ability to meet purpose and need, considering the following need elements:
 - Safety, including areas of concern identified by VDOT's Pedestrian Safety Action Plan
 - Connectivity, including public and STAG defined destinations of interest
 - Consistency with existing or planned active transportation facilities
 - Environmental conditions

CORRIDOR OPTION	Purpose and Need Met?	Wetlands (Acres)	Streams (Linear Feet)	Retain for Detailed Evaluation
RED	Yes	8.0	3,112	Yes
ORANGE	Yes	9.6	2,307	Yes
GREEN	Yes	14.9	3,581	No
BLUE	Yes	16.0	4,345	No
YELLOW	Yes	16.6	5,587	No
PURPLE	Yes	21.1	9,709	No



Ashland to Petersburg Trail Study

VDOT studied six corridors connecting Town of Ashland to City of Petersburg

- Evaluation of existing conditions
- Chose corridor least impactful to environmental resources
- Identify preferred corridor for multi-use trail covering a distance of about 44 miles
- Results released February 4
- Estimated: \$106,363,875
- Completed ahead of potential SMART SCALE applications
- **Study:** ATPTrailStudy.org

Credit: VDOT

Richmond Regional Bicycle & Pedestrian Plan

Key plan elements for Bike/Ped:

- Bicycle & pedestrian inventory
- Regional & local priority corridors
- Park trails & connectivity
- Regional signage?
- Maintenance schedules (road diets?)
- Transit connections
- Identified in comp/master plan?



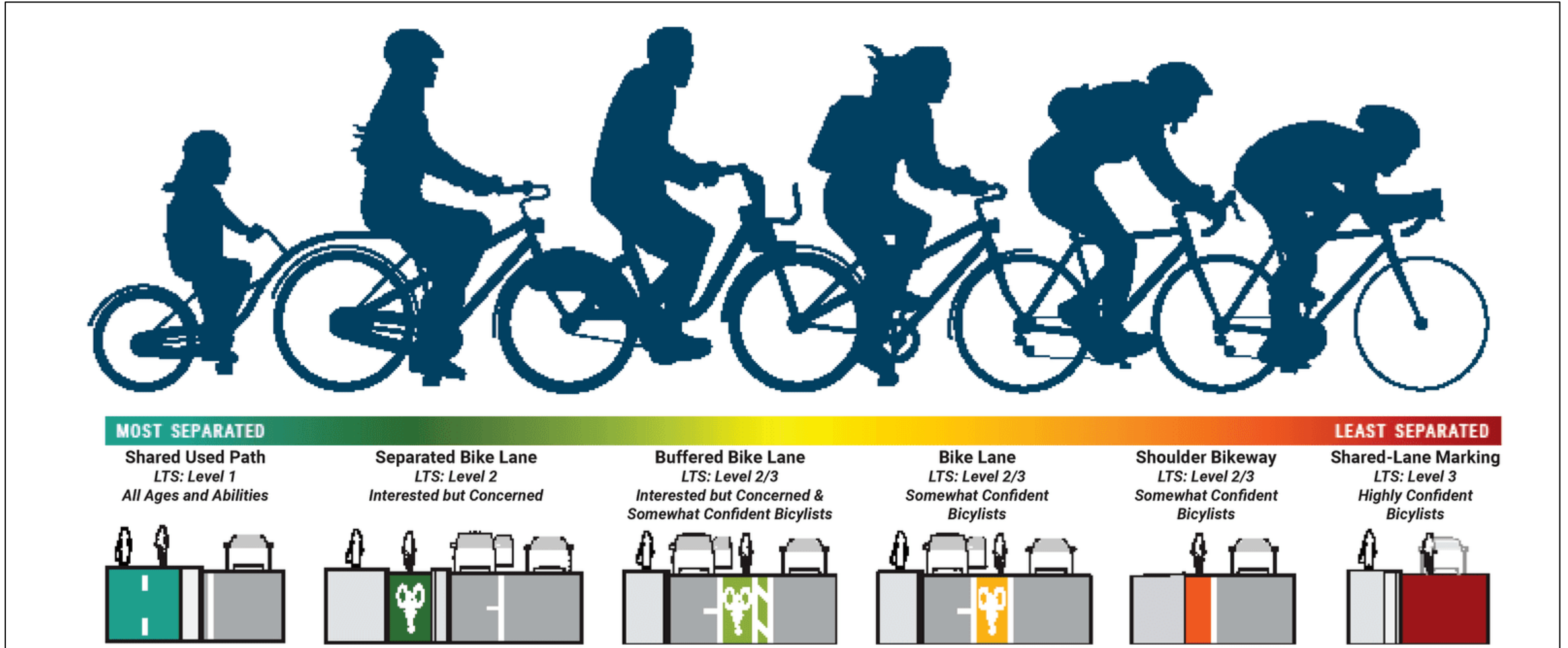
CREDIT: PlanRVA

Richmond Regional Transportation Planning Organization

Ashland | Charles City | Chesterfield | Goochland | Hanover | Henrico | New Kent | Powhatan | Richmond



Richmond Regional Bicycle & Pedestrian Plan



CREDIT: City of Bothell, Washington

Bicycle Facilities

Level of Traffic Stress by Facility



Shared Use Path

- Physically separated from motor vehicle traffic
- Comfortable for a wide range of users
- Provides connectivity to on-street bicycle network
- May not serve all destinations directly

Level 1 Most Separated

- All Ages and Abilities



Buffered Bike Lane

- Increases riding space and comfort by adding a painted buffer to a standard bike lane
- Buffer located either between the bike lane and automobile travel lane, or between bike lane and parking
- Appropriate on medium- to high-volume streets

Level 2/3

- Interested but Concerned Bicyclists
- Somewhat Confident Bicyclists



Bike Lane/ Shoulder Bikeway

- Marks dedicated space for bicyclists on the street with pavement markings
- Appropriate on medium- or low-volume streets

Level 2/3

- Somewhat Confident Bicyclists



Shared-Lane Marking

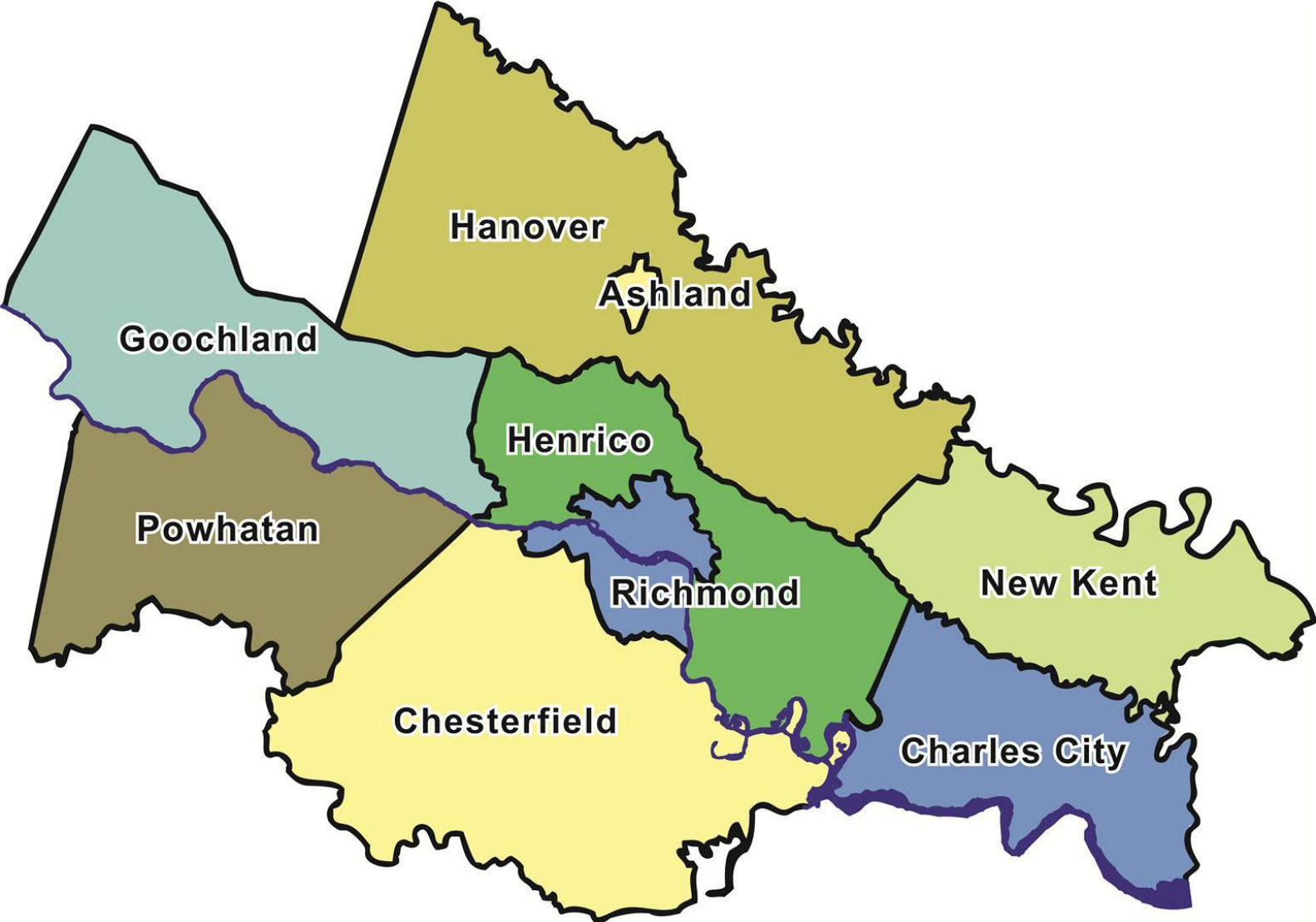
- Shows both bicyclists and drivers where bicyclists should ride on street for safe travel
- Reinforces that bicyclists belong in the lane and drivers must share the road
- Appropriate on low- and medium-volume streets where bicycle lanes cannot be accommodated

Level 3 Least Separated

- Highly Confident Bicyclists

Level 4 No Facility

Richmond Regional Bicycle & Pedestrian Plan



CREDIT: PlanRVA

Richmond Regional Transportation Planning Organization

Ashland | Charles City | Chesterfield | Goochland | Hanover | Henrico | New Kent | Powhatan | Richmond



Richmond Regional Bicycle & Pedestrian Plan

Work commute	Bike		Walk	
	2017	2018	2017	2018
Charles City	0.00%	0.00%	2.86%	3.61%
Chesterfield	0.08%	0.06%	0.67%	0.68%
Goochland	0.00%	0.00%	0.57%	0.21%
Hanover	0.31%	0.32%	1.63%	1.43%
Henrico	0.06%	0.05%	0.89%	0.76%
New Kent	0.00%	0.00%	0.83%	0.93%
Powhatan	0.00%	0.00%	0.87%	0.77%
Richmond	1.94%	2.19%	5.73%	5.24%
Regionwide	0.47%	0.51%	1.87%	1.72%

SOURCE: 2018: ACS 5-year estimates B08301; workers 16 years and over

Richmond Regional Bicycle & Pedestrian Plan

Charles City County

- Has a [comprehensive plan](#) with guidance for bicycles and pedestrians
- Strong east-west multiuse path with the Virginia Capital Trail (VCT)
- Developed spur from VCT to Lawrence Lewis Park
- Working with VDOT on another spur trail from the county courthouse complex that would travel north across Route 5 and extend to the Charles City County schools along Route 155



CREDIT: PlanRVA

Richmond Regional Bicycle & Pedestrian Plan

Chesterfield County

- [Bicycle and Trails chapter](#) of comp plan
- Implementing through ongoing development; working to tailor developers' site plans
- Looking for greater separation between vehicular traffic and pedestrians and bicycles
- Precedent with choices between multiuse paths vs. sidewalk (i.e., along Hull Street Rd/US360)
- Connections along Courthouse Rd. to Pocahontas S.P./Ride Center remain priority

ATP Trail:

- Prioritizing projects along the Jefferson Davis Highway/Route 1 corridor



CREDIT: PlanRVA

Richmond Regional Bicycle & Pedestrian Plan

Goochland County

- [Comprehensive plan](#) includes guidance for bicycle and pedestrian infrastructure
- Priorities are toward pedestrian safety
- Want to develop pedestrian networks in nodes (villages) in Courthouse and Centerville areas
- Improving traffic flow and slowing speeds
- West Creek Parkway area, will continue to develop the planned multiuse East End Trail



CREDIT: PlanRVA

Richmond Regional Bicycle & Pedestrian Plan

Hanover County

- [Active and Healthy Living Neighborhoods](#) chapter in comprehensive plan
- 3 large nodes of sidewalk infrastructure mainly along developing areas in Mechanicsville, Rutland community along Atlee Station Rd., Town of Ashland
- New developments along Sliding Hill Road with existing bike/ped infrastructure. Looking to close gaps between Atlee Station Road, Hanover County Airport, New Ashcake Road

ATP Trail:

- Joint application with Henrico for SMART SCALE funding to bridge Chickahominy River



CREDIT: PlanRVA

Richmond Regional Bicycle & Pedestrian Plan

Town of Ashland

- Recently completed transportation plan for town's [comprehensive plan](#)
- Pilot community for a Complete Streets planning effort with PlanRVA
- Working to improve connectivity for bicycles and pedestrians

ATP Trail:

- Funds in place to construct their portion of Trolley Line Trail to connect to Hanover's Ashland Trolley Line Trail Park



CREDIT: PlanRVA

Richmond Regional Bicycle & Pedestrian Plan

New Kent County

- Has a [comprehensive plan](#) with guidance for bicycles and pedestrians
- Main pedestrian infrastructure is sidewalk network in courthouse area, schools complex, and within developments
- Network of signed bicycle routes throughout the county



CREDIT: PlanRVA

Richmond Regional Bicycle & Pedestrian Plan

Powhatan County

- [Comprehensive plan](#) includes guidance for bicycle and pedestrian infrastructure
- Studying continuing the sidewalk network along Route 13/Old Buckingham Rd. to connect west of Fighting Creek Park to schools complex
- Dedicated bike lanes on recently-widened segment of Route 711/Huguenot Trail between Route 288 and Chesterfield County line (Robious Rd.)
- Now allows golf carts with 25 mph limits of courthouse



CREDIT: PlanRVA

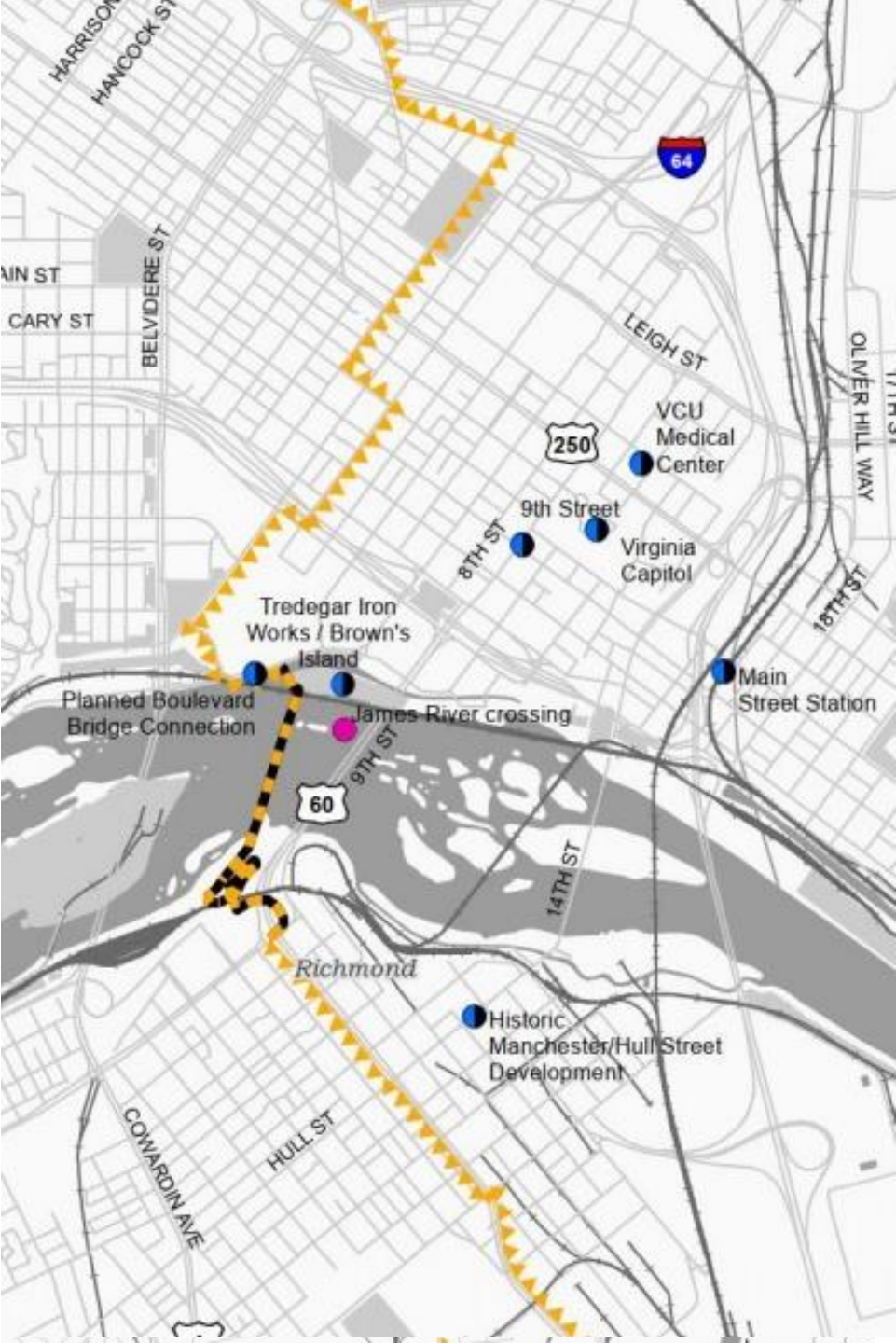
Richmond Regional Bicycle & Pedestrian Plan

City of Richmond

- Pedestrian safety is highest priority
- [Bike master plan](#), no pedestrian master plan
- [Better Streets](#) (complete streets)
- [Vision Zero Action Plan](#)
- [Richmond 300: A Guide For Growth](#) (soon)
- Capitol Square plan expected to begin soon
- Limited ROW, retrofitting bike infrastructure can be difficult; prefer road diets
- 50 miles of bike infrastructure (end of 2020)
- 575 miles with no sidewalks; prioritizing
- Capacity concerns on sidewalks in more densely populated areas, especially at peak and at crossings in busy areas



CREDIT: PlanRVA



Ashland to Petersburg Trail Study

City of Richmond priorities include:

- Connections along Hermitage Rd., Brookland Parkway, Brook Rd. into Jackson Ward and downtown
- Contraflow bike lanes on 1st & 2nd streets
- Cross James River at Potterfield Bridge
- Multiuse path/sidewalk through Manchester and South Richmond
- Planning for connections with Chesterfield along Jefferson Davis/Rt 1 (not identified in Bike Master Plan)

Credit: VDOT

Richmond Regional Bicycle & Pedestrian Plan

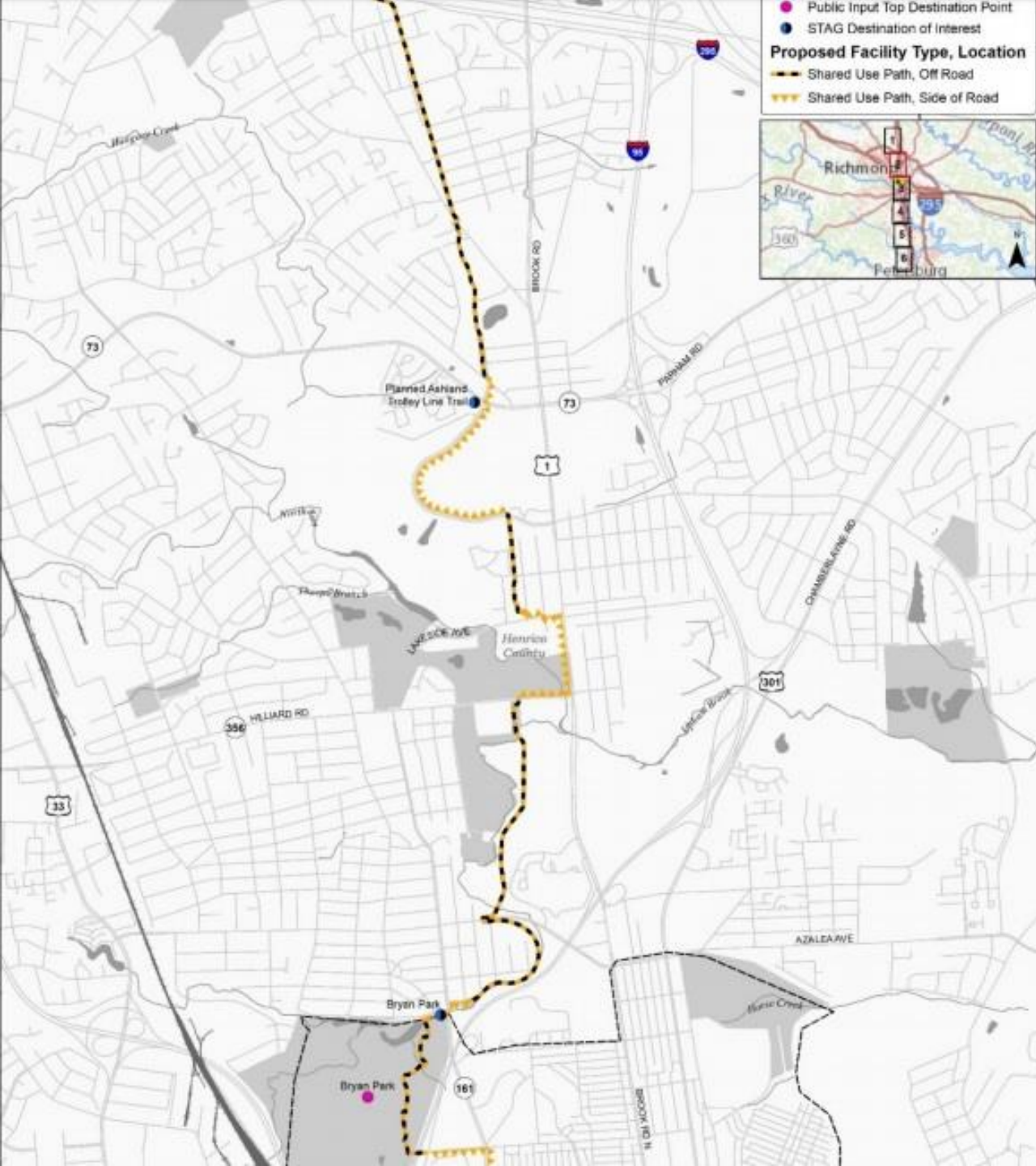
Henrico County

- Beginning work on a bicycle and pedestrian chapter, part of [comprehensive plan update](#)
- Focused on developing bicycle infrastructure
- Expect to continue to fill gaps with sidewalks
- Looking for opportunities to connect neighborhoods, like with [Nuckols Road Trail](#)
- Bridge decks on Skipwith and Pemberton roads are up for rehabilitation by VDOT; will be more pedestrian- and bike-friendly



CREDIT: PlanRVA

Ashland to Petersburg Trail Study



Henrico priorities include:

- RSTP funds to study Parham Rd./Villa Park Dr.
- TA funds for [Lakeside Community Trail](#)
- Joint application with Hanover for SMART SCALE funding to bridge Chickahominy River
- Spur trails to Glover Park and River Mill development

Future:

- More potential for spurs along the trail?
- Connections to Staples Mill, train station?
- Lewis Ginter Botanical Gardens?

Credit: VDOT

Richmond Regional Bicycle & Pedestrian Plan

Thank you!

Richmond Regional Transportation Planning Organization

Ashland | Charles City | Chesterfield | Goochland | Hanover | Henrico | New Kent | Powhatan | Richmond

