

Mayor Dwight Jones' Pedestrian, Bicycling Planning Commission

Infrastructure Sub-Committee

General Recommendations:

1. 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.
2. 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.
3. 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.
4. City should appropriate a portion of tree planting and safety improvement budgets for designated greenways, pedestrian routes, and on-road bicycle routes.
5. Greenways, blueways, trails, on-road bicycle routes, pedestrian routes, and greenways should be adopted as official routes of the City of Richmond.
6. 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:

1. 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
4. Formalize operational and Capital Improvement funding for trail construction and maintenance
5. 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!
7. 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

1. City should designate a major network of pedestrian and pedestrian/bicycle routes
2. 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.
3. 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

1. City should designate and improve a three-tiered on-road 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.
2. 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 striping 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
3. Create coordinated "river safety message" and disseminate through PSA's and media releases



