

# PROJECT RECOMMENDATIONS FROM PRIOR EFFORTS

## NEEDS AREA 4: DOWNTOWN INCLUDING GILPIN

### FUNDED PROJECTS\*

FUNDED PROJECTS HAVE FUTURE FUNDING IDENTIFIED FOR ALL OR A PORTION OF THE PROJECT.

MAP KEY	PROJECT DESCRIPTION	SOURCE(S)
A	Install High-Intensity Activated Crosswalk Beacon (HAWK) at the intersection of Leigh St with Brook Rd.	DPW CIP
B	Leigh St from 4th St. to MLK Bridge: roadway, drainage, utility, pedestrian and bicycle improvements	DPW CIP
C	Improve pedestrian safety at 7th and 9th between Byrd St and Canal St	DPW CIP
D	Accessible ramp from southside of Canal Walk to street grade at Virginia St and E Byrd St; new bike and pedestrian improvements	DPW CIP
E	Install new sidewalks and ADA compliant ramps on north and south side of Tredegar St from 5th St to the bridge	DPW CIP
F	Pedestrian improvements along Belvidere St	DPW CIP
A	Fall Line Trail shared-use path	DPW Pending Bikeways
B	Separated bike lane on N 5th St/Rowen Ave	DPW Pending Bikeways
C	Separated bike lanes on 1st, 2nd, 3rd, and Byrd Streets	DPW Pending Bikeways
D	Climbing bike lane on Bank St	DPW Pending Bikeways
E	Kanawha Canal Trail shared-use path	DPW Pending Bikeways
F	Capital Trail - Potterfield Bridge Connector	DPW Pending Bikeways
●	Bus stop has improvements identified in GRTC's Essential Transit Infrastructure Plan. GRTC's goal is for 50% of bus stops to have a shelter or seating by 2027.	GRTC
●	Near-term bike share station	RVA Bikeshare

### UNFUNDED PROJECTS\*

UNFUNDED PROJECTS HAVE BEEN IDENTIFIED IN OTHER PLANS OR EFFORTS, BUT DO NOT HAVE FUNDING IDENTIFIED.

MAP KEY	PROJECT DESCRIPTION	SOURCE(S)
A	Regional park & ride need area	Park & Ride Needs
A	N. 9th St: Visibility enhancements, stop/yield signage, and curb extensions	2018 PSAP
B	Broad St: pedestrian signal heads at signalized intersections, high visibility crosswalks, and raised median islands at pedestrian activity centers; certain mid-block locations may be suitable for PHBs.	2018 PSAP
C	Franklin St: Curb extensions and parking restrictions, high visibility crosswalks, and evaluation of pedestrian signal phasing or LPI at signalized intersections	2018 PSAP
A	Shared lane on N 5th St/Rowen Ave from E. Broad St to Willow St	2015 Bike Master Plan, BikePed 2045, Richmond 300
B	Shared lane on W. Marshall St west of N. 2nd St	2015 Bike Master Plan
C	Cycle track on Main St from VCU to Shockoe Bottom	2015 Bike Master Plan
D	Shared lane on Bank St from State Capitol to N 25th St	2015 Bike Master Plan
E	Shared lane on 14th St/Mayo Bridge	2015 Bike Master Plan
F	Shared lane on E Grace St from N 3rd St to N 9th St	2015 Bike Master Plan
G	Buffered bike lanes on 1st & 2nd/Duval Streets from Belvidere St to Highland Park	2015 Bike Master Plan, BikePed 2045, Richmond 300
H	Cycle track on 8th St from Cary St to Leigh St	2015 Bike Master Plan, Richmond 300
A	Bike facility on Leigh St from Sauer's Gardens to Adams St	Richmond 300
B	Bike facility on N. Adams St from Leigh St to Franklin St	Richmond 300
C	Bike facility on 5th St from E Broad St to Tredegar St	Richmond 300
D	Shared-use path along CSX ROW north of Gilpin	Richmond 300
—	Enhanced transit service on many Downtown routes, including 1, 1A, 1B, 1C, 2, 2A, 2B, 2C, 3, 3A, 3B, 9, 10, 23x, 26x, 27x, 28x, and 29x	2017 Transit Network Plan, RRTPO Transit Vision Plan, Richmond 300
A	Create a gridded street network in City Center Innovation District. Reconnect N 6th St from Leigh St to Broad St. Reconnect E Clay St from 5th St to 10th St. Construct a new street parallel to Leigh St to connect 5th St and 7th St while allowing Leigh St to remain below grade for parking access.	City Center Small Area Plan, Richmond 300
B	New bridges over I-95 or deck over	Reconnect Jackson Ward, Richmond 300
C	Deck over Downtown Expressway	Richmond 300
○	New bikeshare locations or e-scooter nodes	RVA BikeShare

RICHMOND 300 NODES

\*Funding status is reflective of committed and anticipated funding, and reflects assumptions made by the Richmond Connects team based on the data provided over the course of 2022 and 2023, and is subject to change as funding plans shift and may not be reflective of the most recent funding allocations.

