



PHASE 4 SURVEY RESULTS

This document describes the surveys that collected public feedback on the draft recommendations for Richmond Connects - the City of Richmond's strategic multimodal transportation plan.



**CITY OF
RICHMOND**

Office of Equitable Transit and Mobility

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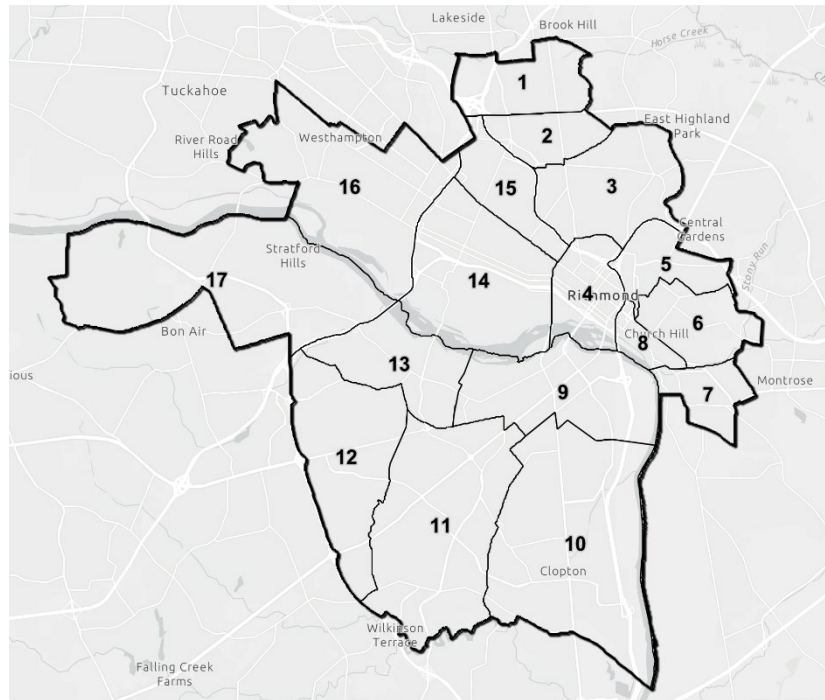
Background

In the first three phases of community engagement, the *Richmond Connects* team collected public input to identify equity-based transportation needs and distill these needs into top needs within Communities of Concern.

The *Richmond Connects* team combined this public input with the results from the data-driven needs analysis and defined the top equity-based transportation needs for 17 different areas (i.e. the 17 Needs Areas) of Richmond.

In Phase 4, the *Richmond Connects* team began developing












recommendations to address the top needs. This work included cataloging thousands of past plan recommendations and analyzing thousands of prior survey results. Based on this data and input, the *Richmond Connects* team identified 7 to 16 recommendations to meet the top equity-based transportation needs in each of the 17 Needs Areas.



Map of the 17 Needs Areas in the City of Richmond. The Richmond Connects process defined 17 different areas of Richmond according to each area's equity-based transportation needs.

These recommendations represent projects that meet a Tier 1 need in at least one of the 11 Investment Need Categories. Some recommendations are taken directly from a past planning effort, such as the *Richmond 300* Master Plan or The City of Richmond's Department of Public Work's database of Capital Improvement Program projects. Other recommendations came from public input. Several recommendations were developed by the *Richmond Connects* team to fulfill a Tier 1 need.

Some recommendations are unique to one Needs Area. Other recommendations, like the Fall Line Trail and North-South Bus Rapid Transit, are relevant to multiple Needs Areas.

Investment need categories	
Pedestrian	
Bike	
Transit	
Freight	
Land Use	
Safety	
Connectivity	
Maintenance	
Economic Development	
Technology	
Sustainability	

Phase 4 Survey Purpose and Goals

The purpose of the Phase 4 survey was to get public feedback on and gauge community support for the 7-16 top recommendations for each Needs Area. The *Richmond Connects* team developed 17 different surveys - one for each Needs Area.

The *Richmond Connects* team set a goal of 6,794 survey responses, which represents 3 percent of the City's population. The team also set a goal of reaching at least 1 percent of the population in each Needs Area.

The survey was designed to be taken online or on paper. The *Richmond Connects* team expected the majority of survey responses would be collected online due to the ease and convenience of online surveys. Based on past experiences, the team expected the total online survey responses would not be representative of the overall City demographics. The team expected the online survey responses would over-represent people who identify as white and under-represent people who are low-income, Hispanic, under 25 years old, and over 65 years old. The *Richmond Connects* team engaged in a variety of in-person engagement activities that focused specifically on getting input from these groups to minimize the under-representation as much as possible.

Survey Questions

Respondents chose which Needs Area survey they wanted to fill out. They could fill out all 17 surveys if they wanted to.

Each survey had five sections. The first three sections asked respondents about the 8-16 draft recommendations for that Needs Area.

The first section presented each recommendation individually and asked the respondent, "Do you think this recommendation is a high priority?" Respondents could select either Yes or No. There was no limit on how many recommendations they could say yes to.

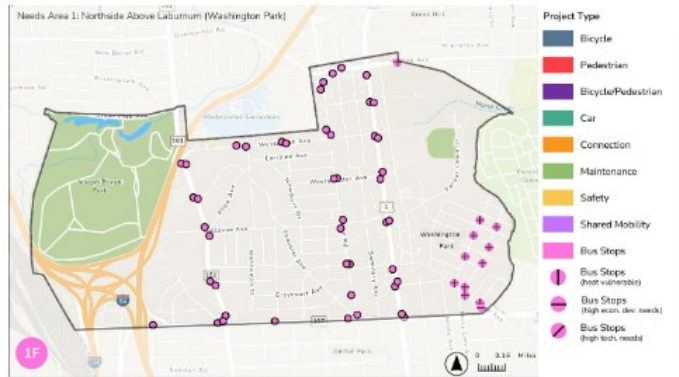
The second section presented all recommendations for the Needs Area and asked, "Which 5 recommendations do you think are the MOST important?" Respondents then selected five of the 8-16 recommendations.

The third section asked, "Do you have any comments about the top recommendations?" Respondents could write in comments in an open text box.

The fourth section asked a question about electrified mobility, related to the City's Electric Vehicle Action Plan. The last section was optional and asked respondents to provide information on their age, income, gender, race, ethnicity, and if they participated in prior planning efforts.

Response Collection Methods

Survey responses were collected both online and through paper surveys. The online survey was advertised through e-blasts to the Richmond Connects email list, text messages to the Richmond Connects text message list, City of Richmond social media, and press releases. The *Richmond Connects* team asked the Richmond Connects Steering Committee, Richmond



1F Add seating, shelter, and amenities at bus stops*

Provide seating, shelter, and trash cans at all bus stops. In heat-vulnerable areas, also provide cooling elements at bus stops.

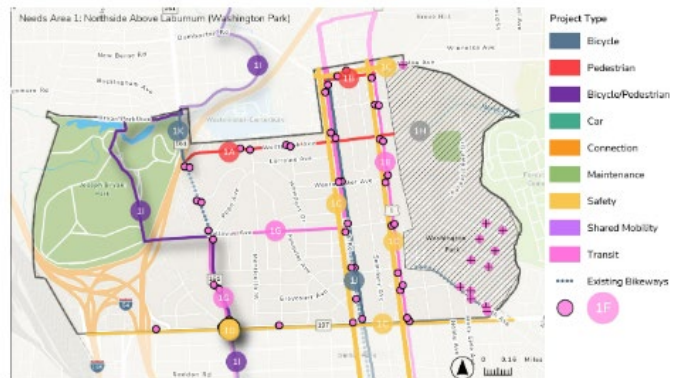
Do you think this recommendation is a high priority?

Yes No

Image of Question 1 for Recommendation 1F. This question was repeated for all recommendations in Section 1.

Section 2

In this section, you will be asked to pick five (5) recommendations you think are the most important.



Most Important Recommendations*

Select five (5) recommendations you think are the most important.

1A Sidewalks along Westbrook Ave.

1B Streetscape improvements on Azalea Ave.

1C Pedestrian safety improvements on Chamberlayne Ave, Brook Rd, Laburnum

Image of Question 2. The second section of the survey contained this one question, which asked respondents to select five of the recommendations.

Connects Advisory Committee, and Richmond City Councilmembers and Councilmember liaisons to share the survey with their contacts and constituents.

In order to counter the usual bias of online surveys, the *Richmond Connects* Engagement Team did extensive, in-person outreach to Community of Concern areas, especially those that had the fewest survey responses for their Needs Area. These engagement efforts are documented in more detail in the Richmond Connects Phase 4 Engagement Summary.



Social media post advertising the survey on City of Richmond's Facebook page.



High school seniors fill out paper copies of the survey at George Wythe High School.

Who Responded

The surveys were open for responses from July 7, 2023 through September 15, 2023. A total of 8,591 survey responses were collected, **surpassing the overall goal of 6,794 responses citywide**. As shown in **Table 1** below, **the goal of 1% for each Needs Area was reached**. Several Needs Areas exceeded the 1% goal. As expected, the Needs Areas with the highest equity needs had some of the lowest response rates.

More than half of the responses came from Needs Area 14: Near West End. One of the recommendations for Needs Area 14 was to Close Carytown to Cars, a very popular proposal that was one of the most mentioned recommendations in past surveys. Many news outlets and social media publicized the link to this specific survey.

Table 1: Survey Results by Needs Area

Needs Area	Population within Needs Area	Survey Responses	Percent of Population Reached
1	7,338	245	3%
2	5,686	247	4%
3	16,308	173	1%
4	11,361	550	5%
5	9,927	99	1%
6	11,122	224	2%
7	4,762	103	2%
8	5,040	161	3%
9	13,294	260	2%
10	14,789	261	2%
11	24,834	237	1%
12	16,937	195	1%
13	10,264	459	4%
14	36,727	4,792	13%
15	6,399	217	3%
16	18,689	219	1%
17	12,995	149	1%
Total	226,472	8,591	4%

Comparing the Survey Respondent Demographics to Richmond Population

The *Richmond Connects* team compared the demographic answers of the survey respondents to the overall City of Richmond population. The demographic questions were optional. Not all survey respondents answered these questions. The results below show the percentage of survey respondents for those that answered each demographic question.

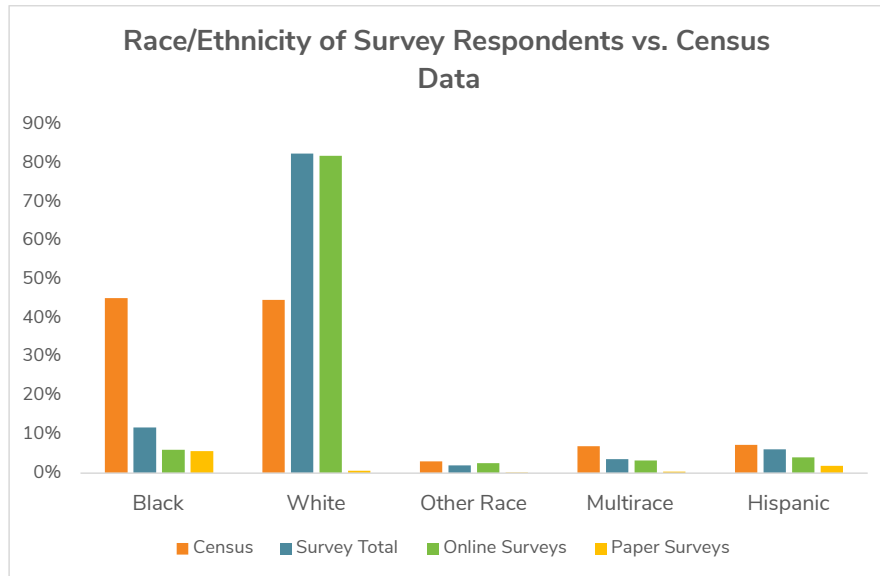
Race and Ethnicity

The Richmond Connects Phase 4 surveys asked respondents how they describe their race separately from what is their ethnicity. Race and ethnicity are presented together in the graph below, although they are presented as separate questions in the U.S. Census.

As shown in the graph below, 45 percent of City of Richmond residents identify as Black or African American alone. Only 10 percent of survey respondents who answered the question on race identified as Black or African American alone.

As expected, survey respondents over-represented people who identify as White alone, and under-represented people who identify as Black or African American, Other Race, or Multi-Racial. Survey respondents also slightly under-represented people with Hispanic ethnicity.

As further described in the Phase 4 Engagement Summary, the in-person engagement efforts were focused on getting as many responses from people who identify as Black or African American, Other Race, Multi-Racial, or who are Hispanic to counter the expected under-representation of those groups as much as possible.

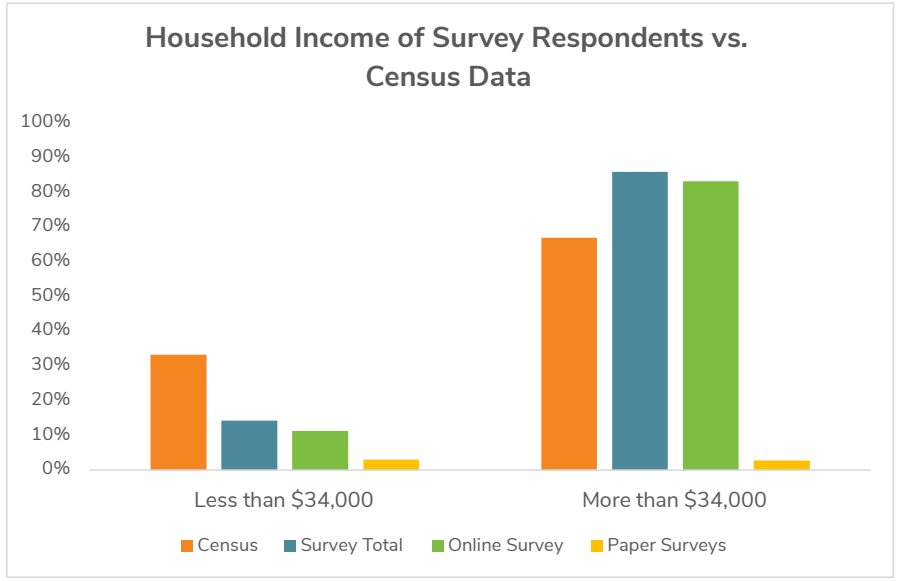


Income and Poverty

The Richmond Connects Phase 4 surveys asked respondents if their annual household income is below \$34,000. This question was a proxy for identifying persons in poverty. The federal poverty line is a combination of income and persons living in the household. Outreach specialists encouraged the *Richmond Connects* team to keep the survey questions as simple as possible.

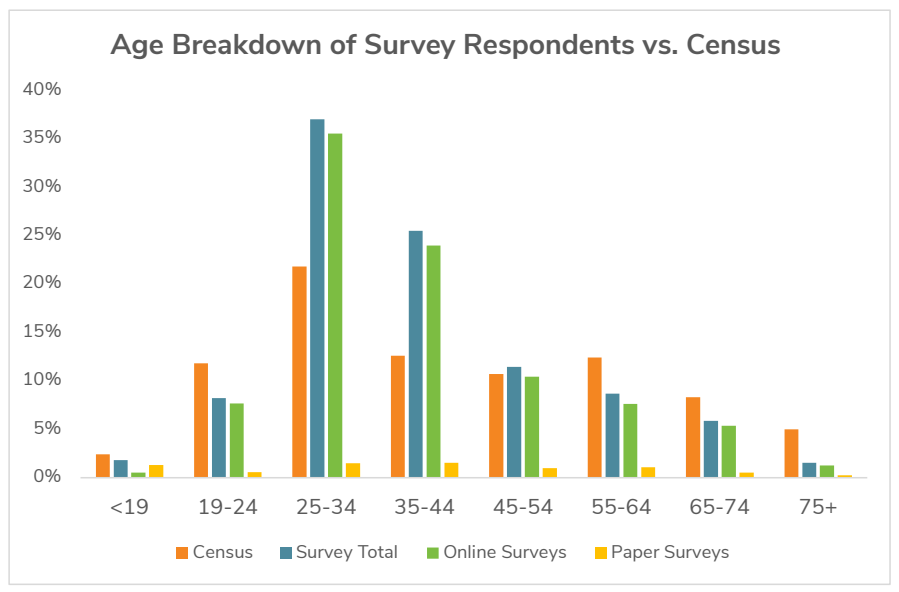
According to the U.S. Census 2022 Population Estimates, 20 percent of Richmonders are in poverty. 14 percent of survey respondents who answered the income question indicated their annual income was below \$34,000.

As expected, the survey respondents under-represent persons in poverty. The in-person engagement efforts focused on obtaining as many responses from persons living in low-income households as possible to counter this expected under-representation.



Age

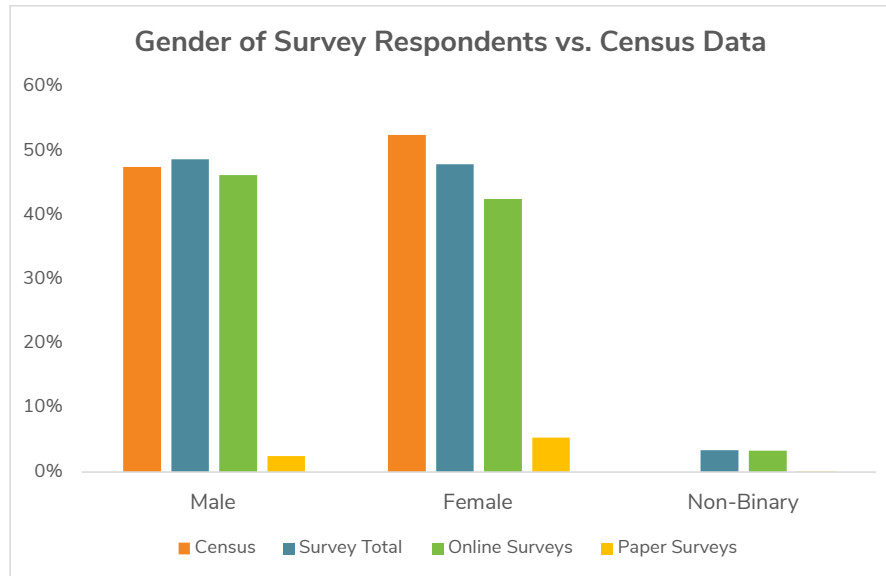
The Richmond Connects Phase 4 surveys asked respondents to select their age range. As shown in the graph below, the survey respondents over-represented people between the ages of 25 and 44 years old. As expected, people under 25 years old and people aged 55 years and older were under-represented. The in-person engagement efforts focused on getting responses from younger persons and older persons to counter this expected under-representation as much as possible.



Gender

The Richmond Connects Phase 4 survey asked people to identify their gender as male, female, non-binary, or other. Approximately 50 percent of survey respondents selected male, and 50 percent selected female. This is roughly in proportion to the gender

proportions of the overall City of Richmond population, though males were slightly over-represented in the survey as compared to Richmond overall. The Census lists only male and female as options, so there is no official statistic to compare non-binary or other genders to our survey respondents.



Adjustments for Demographic Representation

Recognizing the representation imbalances observed in the survey responses, the Richmond Connects team endeavored to adjust aggregate recommendation priority rates to more closely reflect the true demographic breakdown of the city. Ideally, such an analysis would reweight these responses relative to all combinations of collected demographic characteristics. However, this goal was constrained by the desired scope of the summaries and the demographic responses themselves:

- For reweighting to work properly, there needed to be at least one respondent in each demographic category to be reflected in the reweighting (and ideally more). The more demographic information included, the less likely it was to observe this minimum required sample size.
- For consistency in reporting adjusted results, the above sample size requirement had to hold for all needs areas. Even if there was at least one respondent in a particular demographic category in 16 of 17 needs areas, that category would be invalid.
- For the purpose of making like-to-like comparisons, the above sample size requirement had to hold for the subset of the population determined to be “Communities of Concern” in addition to the population as a whole. This is required because survey summarization seeks to observe recommendation priorities amongst communities of concern, and compare these rates to those observed across the entire city population. A person was determined to be in a community of concern if they were Black/African American, low-income, or both Hispanic and older than 65.

After accounting for these constraints, as well as considering the key underserved populations in the city of Richmond, the following four categories were selected to be the basis of representation adjustments:

- Black and low-income
- Black and not low-income
- Not black and low-income
- Not black and not low-income

Using these demographic categories, survey responses were adjusted to match the true representation of black and low-income status in each needs area.

The adjustment itself took the form of a weighted average. First, in each needs area, the true population shares in each of the four demographic categories was calculated using Replica's synthetic population from 2022 (Replica is a proprietary travel data service provider; their synthetic population is derived from the US Census, among other sources). Next, the "expected" number of respondents in each category was calculated by multiplying the true population shares by the total number of respondents in the needs area. Then, for each recommendation priority question in the needs area, the expected number of affirmative responses was calculated by applying the rate of affirmative responses in the survey to the expected total by category. Finally, composite rates were derived by summing the affirmative responses by question and dividing by the total number of respondents.

This representation adjustment was made for all statistics covering the population of an entire needs area. Unfortunately, due to the aforementioned constraints, such adjustments were not possible in subsets of the population (e.g., by age, race).

Survey Results by Needs Area

The results for each Needs Area survey are presented in the following sections.

The survey results are reported in multiple response categories based on demographics:

- All respondents
- Under 25 years of age vs. Over 25 years of age
- Over 65 years of age vs. Under 65 years of age
- Race
- Low-income vs. Not low-income
- Ethnicity

The survey results are also presented for two multi-factor groups:

- Black/Brown, Hispanic, or Low-Income
- Over 65 years of age AND (Black/Brown, Hispanic, or Low-Income)

The tables of survey results present the results for each question.

- Q1: Percent of respondents who selected Yes, the recommendation is a high priority
- Q2: Percent of respondents who selected the recommendation as one of the top 5 most important

Needs Area 1: Northside Above Laburnum Avenue (Washington Park)

The survey for Needs Area 1 presented 11 recommendations.

ID	Title	Description
1A	Sidewalks along Westbrook Ave.	Add sidewalks and curb & gutter/storm drainage improvements along Westbrook Ave. with marked crosswalks on local neighborhood streets.
1B	Streetscape improvements on Azalea Ave.	Install new streetscape with shared use paths and roadway conversion on Azalea Ave from Brook Rd to Chamberlayne Ave. Work with Henrico County to coordinate redevelopment of Azalea streetscape west of City Line.
1C	Pedestrian safety improvements on Chamberlayne Ave, Brook Rd, Laburnum Ave, and Azalea Ave	Provide more frequently spaced marked crosswalks (ideally every ~600 feet), traffic-calming, and pedestrian safety features on Chamberlayne Ave, Brook Rd, Laburnum Ave, and Azalea Ave. Improvements could potentially include striping crosswalks and installing rectangular rapid flashing beacons or pedestrian hybrid beacons at currently unsignalized locations. Identify other improvements for pedestrian safety and pedestrian access to future transit infrastructure.
1D	Improve intersection of Laburnum Ave and Hermitage Rd	Provide intersection improvement alternatives analysis with public engagement process for future construction project at Laburnum Avenue at Hermitage Road Intersection
1E	North-South Bus Rapid Transit	Introduce a new bus rapid transit line that connects Northside and Southside Richmond with buses arriving more frequently and more reliable service. GRTC is currently studying potential routes for this new service. GRTC is examining Chamberlayne Ave (US 1) in Northside, and either Midlothian Turnpike (US 60), Hull Street Road (US 360) or Richmond Highway (US 1) in Southside.
1F	Add seating, shelter, and amenities at bus stops	Provide seating, shelter, and trash cans at all bus stops. In heat-vulnerable areas, also provide cooling elements at bus stops.
1G	Increase frequency on GRTC Route 14	Increase GRTC Route 14 (Hermitage/East Main) frequency to every 15 minutes.
1H	Ridesharing vouchers	Provide vouchers or subsidies for ridesharing or other transit alternatives to improve job access in areas with high Economic Development needs.
1I	Fall Line Trail	Create a connected path for walking and cycling from Ashland to Petersburg. In this area, the Fall Line Trail is proposed to go through Bryan Park, Bellevue Ave, and Hermitage Rd, however the alignment is not finalized and is subject to change.
1J	Brook Road Bike Lanes Protection	Add more protective barriers and enforce penalties for parking vehicles in the Brook Road bike lanes
1K	Extend buffered bike lanes on Hermitage Rd	Extend the buffered bike lanes on Hermitage Rd from Westbrook Ave north to Henrico County line and south to I-95 and work with Henrico County to extend the bike lanes further north. South of I-95, identify the appropriate bike infrastructure to implement.

Needs Area 1 Survey Results

Category	Comparison	No. of Responses	Ques .	1A	1B	1C	1D	1E	1F	1G	1H	1I	1J	1K
All	ALL RESPONDENTS - Unadjusted	245	Q1	75%	62%	87%	83%	77%	80%	58%	54%	69%	70%	69%
			Q2	45%	28%	79%	60%	52%	59%	28%	18%	48%	42%	40%
	All Respondents - Adjusted	245	Q1	79%	67%	89%	83%	83%	84%	61%	65%	62%	65%	61%
			Q2	44%	35%	84%	59%	62%	64%	33%	26%	34%	31%	27%
Communities of Concern	Communities of Concern - Adjusted	44	Q1	84%	70%	91%	82%	89%	89%	64%	77%	48%	55%	43%
			Q2	59%	43%	89%	55%	80%	66%	34%	36%	16%	16%	7%
Under 25	Under 25	9	Q1	100%	89%	100%	100%	100%	100%	100%	67%	100%	89%	100%
			Q2	67%	44%	89%	67%	56%	56%	33%	0%	33%	22%	33%
	Over 25	218	Q1	75%	61%	88%	83%	78%	80%	57%	56%	69%	70%	68%
			Q2	43%	27%	80%	60%	52%	60%	28%	20%	49%	42%	40%
Over 65	Over 65	22	Q1	77%	73%	68%	82%	59%	77%	36%	50%	64%	55%	55%
			Q2	59%	36%	77%	68%	36%	73%	27%	41%	36%	23%	23%
	Under 65	205	Q1	76%	60%	91%	83%	81%	81%	61%	57%	71%	73%	71%
			Q2	42%	26%	81%	59%	54%	58%	28%	17%	50%	43%	41%
Race	Black Only	31	Q1	84%	74%	94%	81%	90%	94%	71%	87%	48%	55%	42%
			Q2	52%	45%	100%	52%	77%	71%	42%	39%	6%	13%	3%
	Black + Multirace	34	Q1	79%	74%	91%	82%	91%	94%	68%	85%	50%	53%	44%
			Q2	47%	47%	97%	56%	76%	74%	41%	35%	9%	15%	3%
	Black + Multirace + Other	34	Q1	79%	74%	91%	82%	91%	94%	68%	85%	50%	53%	44%
			Q2	47%	47%	97%	56%	76%	74%	41%	35%	9%	15%	3%
	White	169	Q1	76%	61%	88%	82%	78%	80%	60%	52%	76%	76%	76%
			Q2	41%	25%	76%	61%	47%	58%	25%	15%	58%	47%	46%
Low Income	Low Income	22	Q1	86%	68%	86%	86%	91%	82%	55%	68%	45%	55%	50%
			Q2	50%	45%	77%	59%	82%	68%	32%	36%	23%	18%	9%
	Not Low Income	193	Q1	74%	60%	88%	81%	78%	80%	59%	54%	72%	72%	71%
			Q2	42%	25%	81%	60%	50%	59%	28%	18%	51%	44%	40%
Ethnicity	Hispanic	7	Q1	71%	86%	86%	86%	86%	100%	57%	57%	86%	71%	71%
			Q2	29%	43%	86%	57%	43%	100%	0%	0%	29%	57%	57%
	Hispanic + Other	20	Q1	80%	75%	95%	85%	80%	85%	55%	75%	65%	55%	65%
			Q2	35%	40%	90%	55%	40%	70%	20%	45%	40%	20%	45%
	Non-Hispanic	186	Q1	74%	61%	87%	83%	80%	82%	61%	55%	70%	74%	71%
			Q2	43%	27%	78%	62%	53%	61%	29%	17%	49%	44%	37%
Black/Brown, Hispanic, or Low-Income	Black, Multi, Other OR Hispanic OR Low-Income	52	Q1	81%	71%	88%	83%	88%	90%	63%	73%	54%	56%	48%
			Q2	54%	42%	87%	56%	75%	71%	31%	31%	19%	21%	13%
	White AND Non-Hispanic AND Not Low-income	139	Q1	73%	58%	88%	81%	78%	81%	58%	50%	76%	78%	77%
			Q2	39%	22%	78%	63%	45%	58%	27%	14%	57%	52%	44%

Category	Comparison	No. of Responses	Ques .	1A	1B	1C	1D	1E	1F	1G	1H	1I	1J	1K
Over 65 AND (Black/Brown, Hispanic, or Low-Income)	Over 65 AND (Black, Multi, Other OR Hispanic OR Low-Income)	4	Q1	100%	75%	75%	100%	75%	75%	50%	100%	25%	50%	50%
			Q2	50%	50%	75%	50%	75%	75%	50%	75%	0%	0%	0%
	Over 65 AND White AND Non-Hispanic AND Not Low-income	14	Q1	64%	79%	71%	86%	64%	79%	29%	43%	86%	64%	64%
			Q2	50%	29%	79%	79%	36%	79%	21%	29%	50%	29%	21%
Survey Type	Paper Surveys	0	Q1											
			Q2											
	Online Surveys	245	Q1	75%	62%	87%	83%	77%	80%	58%	54%	69%	70%	69%
			Q2	45%	28%	79%	60%	52%	59%	28%	18%	48%	42%	40%

Key Findings from Needs Area 1 Survey Results

The recommendations that had the **highest support** for all respondents and across all response categories were:

1C: Pedestrian safety improvements on Chamberlayne Ave, Brook Rd, Laburnum Ave, and Azalea Ave

Recommendation 1C had the highest selection rates in both questions among all responses overall and among respondents under 25 years old and among respondents who identify as black. It also had the highest selection rates among respondents over 65 years old for Question 2.

1D: Improve intersection of Laburnum Ave and Hermitage Rd

Recommendation 1D had the highest selection rates among respondents over 65 years old for Question 1.

1E: North-South Bus Rapid Transit

Recommendation 1E had the highest selection rates among low-income respondents for both questions.

1F: Add seating, shelter, and amenities at bus stops North-South Bus Rapid Transit

Recommendation 1F had the highest selection rates among Hispanic respondents for both questions.

Other notable findings:

- Recommendation 1H (Ridesharing vouchers) had the lowest support in both questions among all responses overall. Respondents who identify as Black or multiple races often selected this recommendation in Question 1, demonstrating support for it. However, these same respondents often did not include it in their top 5. Although respondents who were over 65 and black, multi-race, other race, Hispanic, or low-income were a small sample size of 4 respondents, all 4 respondents said this was a top recommendation, and 3 of the 4 included it in their top 5.
- While most respondents overall and all of the response categories agreed that Recommendations 1A (Sidewalks along Westbrook Ave.) and 1B (Streetscape improvements on Azalea Ave.) were top recommendations in Question 1, these recommendations were not often selected for inclusion in the top 5 in Question 2.
- Overall support for Recommendations 1I (Fall Line Trail), 1J (Brook Road Bike Lanes Protection), and 1K (Extend buffered bike lanes on Hermitage Rd) were generally lower than the others for all responses overall. Support among respondents who identify as Black or low-income were particularly low.

Needs Area 2: Ginter Park

The survey for Needs Area 2 presented 10 recommendations.

ID	Title	Description
2A	Pedestrian safety improvements on Chamberlayne Ave, Brook Rd, and Laburnum Ave	Provide more frequently spaced marked crosswalks (ideally every ~600 feet), traffic-calming, and pedestrian safety features on Chamberlayne Ave, Brook Rd, and Laburnum Ave. Improvements could potentially include striping crosswalks and installing rectangular rapid flashing beacons or pedestrian hybrid beacons at currently unsignalized locations. Identify other improvements for pedestrian safety and pedestrian access to future transit infrastructure.
2B	Improve intersection of Laburnum Ave and Hermitage Rd	Provide intersection improvement alternatives analysis with public engagement process for future construction project at Laburnum Avenue at Hermitage Road Intersection.
2C	Roundabout at Hermitage, Arthur Ashe, Westwood, and Brookland Pkwy	Replace the existing intersection configuration at Hermitage Rd, Arthur Ashe Blvd, Westwood Ave, and Brookland Pkwy with a modern roundabout.
2D	North-South Bus Rapid Transit	Introduce a new bus rapid transit line that connects Northside and Southside Richmond with buses arriving more frequently and more reliable service. GRTC is currently studying potential routes for this new service. GRTC is examining Chamberlayne Ave (US 1) in Northside, and either Midlothian Turnpike (US 60), Hull Street Road (US 360) or Richmond Highway (US 1) in Southside.
2E	Microtransit	Create a microtransit program where riders can request shared, on-demand rides to or from existing GRTC transit stops and potentially other activity centers at a subsidized, affordable rate in certain Northside areas.
2F	Add seating, shelter, and amenities at bus stops	Provide seating, shelter, and trash cans at all bus stops.
2G	Increase frequency on GRTC Route 14	Increase GRTC Route 14 (Hermitage/East Main) frequency to every 15 minutes.
2H	Fall Line Trail	Create a connected path for walking and cycling from Ashland to Petersburg. In this area, the Fall Line Trail is proposed to go along Hermitage Rd and Brookland Pkwy, however the alignment not finalized and is subject to change.
2I	Extend buffered bike lanes on Hermitage Rd	Extend the buffered bike lanes on Hermitage Rd from Westbrook Ave north to Henrico County line and south to I-95 and work with Henrico County to extend the bike lanes further north. South of I-95, identify the appropriate bike infrastructure to implement.
2J	Brook Road Bike Lanes Protection	Add more protective barriers and enforce penalties for parking vehicles in the Brook Road bike lanes

Needs Area 2 Survey Results

Category	Comparison	# Responses	Ques.	2A	2B	2C	2D	2E	2F	2G	2H	2I	2J
All	All Responses - Unadjusted	247	Q1	84%	73%	54%	72%	49%	80%	57%	66%	68%	69%
			Q2	77%	67%	41%	51%	25%	65%	37%	47%	47%	43%
	All Responses - Adjusted	247	Q1	85%	65%	49%	74%	57%	77%	58%	55%	58%	65%
			Q2	81%	67%	40%	54%	36%	69%	44%	35%	36%	38%
Communities of Concern	Communities of Concern - Adjusted	41	Q1	78%	56%	49%	80%	66%	73%	63%	54%	61%	66%
Under 25	Under 25	8	Q2	71%	71%	41%	46%	49%	66%	49%	62%	34%	41%
			Q1	63%	75%	50%	88%	75%	63%	88%	63%	50%	88%
	Over 25	204	Q1	87%	73%	55%	74%	51%	82%	58%	67%	69%	70%
			Q2	78%	66%	41%	50%	24%	65%	36%	48%	48%	45%
Over 65	Over 65	25	Q1	80%	84%	48%	72%	56%	92%	36%	36%	48%	56%
			Q2	88%	84%	36%	56%	24%	80%	36%	20%	36%	40%
	Under 65	187	Q1	87%	71%	56%	74%	51%	80%	62%	71%	71%	72%
			Q2	77%	65%	42%	49%	26%	63%	36%	51%	48%	43%
Race	Black Only	18	Q1	89%	50%	39%	78%	72%	72%	56%	33%	39%	56%
			Q2	89%	67%	39%	61%	56%	78%	56%	11%	17%	28%
	Black + Multirace	26	Q1	81%	54%	42%	77%	73%	73%	58%	46%	42%	62%
			Q2	77%	69%	42%	46%	54%	81%	58%	23%	19%	31%
	Black + Multirace + Other	27	Q1	81%	52%	44%	78%	70%	74%	56%	44%	41%	63%
			Q2	78%	67%	44%	48%	52%	81%	56%	22%	19%	33%
White	153	Q1	89%	78%	58%	75%	50%	84%	58%	73%	74%	76%	
		Q2	80%	63%	40%	50%	20%	64%	31%	53%	52%	47%	
Low Income	Low Income	28	Q1	71%	54%	54%	86%	57%	68%	75%	61%	71%	71%
			Q2	64%	71%	36%	46%	46%	57%	50%	39%	39%	50%
	Not Low Income	171	Q1	89%	76%	57%	74%	51%	83%	56%	68%	69%	71%
			Q2	81%	65%	43%	50%	22%	65%	33%	51%	48%	42%
Ethnicity	Hispanic	19	Q1	79%	74%	47%	84%	63%	79%	58%	74%	74%	
			Q2	68%	74%	53%	37%	42%	63%	32%	32%	42%	58%
	Hispanic + Other	29	Q1	83%	79%	52%	72%	62%	83%	72%	55%	72%	69%
			Q2	79%	72%	48%	31%	41%	59%	31%	31%	52%	55%
	Non-Hispanic	159	Q1	89%	71%	58%	75%	50%	81%	57%	69%	70%	72%
			Q2	79%	64%	42%	52%	23%	64%	36%	51%	47%	42%
Black/Brown, Hispanic, or Low Income	Black, Multi, Other OR Hispanic OR Low Income	50	Q1	80%	60%	48%	82%	66%	76%	66%	58%	62%	66%
			Q2	74%	66%	42%	46%	46%	70%	46%	34%	32%	44%
	White AND Non-Hispanic AND Not Low Income	127	Q1	91%	76%	60%	73%	46%	83%	55%	71%	72%	75%
			Q2	82%	64%	42%	51%	17%	62%	32%	54%	50%	46%
Over 65 AND (Black/Brown, Hispanic, or Low Income)	Over 65 AND (Black, Multi, Other OR Hispanic OR Low Income)	7	Q1	71%	71%	57%	71%	57%	100%	43%	29%	57%	71%
			Q2	86%	86%	43%	43%	29%	86%	57%	0%	29%	43%
	Over 65 AND White AND Non-Hispanic AND Not Low Income	14	Q1	93%	86%	50%	71%	57%	93%	36%	43%	57%	64%
			Q2	93%	79%	36%	57%	14%	79%	29%	29%	43%	43%

Category	Comparison	# Responses	Ques.	2A	2B	2C	2D	2E	2F	2G	2H	2I	2J
Survey Type	Online	247	Q1	84%	73%	54%	72%	49%	80%	57%	66%	68%	69%
			Q2	77%	67%	41%	51%	25%	65%	37%	47%	47%	43%
	Paper	0	Q1										
			Q2										

Key Findings from Needs Area 2 Survey Results

- Pedestrian safety improvements on Chamberlayne Ave, Brook Rd, and Laburnum Ave (2A) had the highest level of support across all demographic groups, with Adding seating, shelter, and amenities at bus stops (2F) following closely behind.
- Improving the intersection of Laburnum and Hermitage (2B) also had high support, but was considered less of a priority among low-income and non-White respondents.
- Adding a roundabout at Hermitage, Arthur Ashe, Westwood, and Brookland Pkwy (2C) and the Fall Line Trail (2H) had the lowest levels of support among all groups. 2H was especially unpopular among non-white respondents.
- Microtransit (2E) was slightly more popular for Communities of Concern, especially for non-white respondents.
- Among all groups, North-South Bus Rapid Transit (2D) was given a fairly high priority score, but reflected low ‘top 5’ support.

Needs Area 3: Highland Park/Chestnut Hill

The survey for Needs Area 3 presented 14 recommendations.

ID	Title	Description
3A	Pedestrian safety improvements on Chamberlayne Ave, Brook Rd, and North Ave	Provide more frequently spaced marked crosswalks (ideally every ~600 feet), traffic-calming, and pedestrian safety features on Chamberlayne Ave, Brook Rd, and North Ave. Improvements could potentially include striping crosswalks and installing rectangular rapid flashing beacons or pedestrian hybrid beacons at currently unsignalized locations. Identify other improvements for pedestrian safety, especially at key intersections on Brookland Park Blvd at Chamberlayne Ave, at North Ave, and at the Hotchkiss Community Center.
3B	Pedestrian safety improvements on Dove Street	Fill in missing sidewalks and improve pedestrian crossings on Dove Street, a key connection near Overby-Sheppard Elementary School.
3C	Improve sidewalk conditions	Throughout this area, repair broken and cracked sidewalks, infill missing sidewalks, install curb ramps, and add street trees.
3D	Fall Line Trail	Create a connected path for walking and cycling from Ashland to Petersburg. In this area, the Fall Line Trail is proposed to go along Brook Rd, however the alignment is not finalized and is subject to change.
3E	North-South Bus Rapid Transit	Introduce a new bus rapid transit line that connects Northside and Southside Richmond with buses arriving more frequently and more reliable service. GRTC is currently studying potential routes for this new service. GRTC is examining Chamberlayne Ave (US 1) in Northside, and either Midlothian Turnpike (US 60), Hull Street Road (US 360) or Richmond Highway (US 1) in Southside.
3F	Microtransit	Create a microtransit program where riders can request shared, on-demand rides to/from existing GRTC transit stops or certain activity centers at a subsidized, affordable rate in certain Northside areas.
3G	Add seating, shelter, and amenities at bus stops	Provide seating, shelter, and trash cans at all bus stops. In heat-vulnerable areas, also provide cooling elements at bus stops. In high technology need areas, add real-time bus arrival information and WiFi. High technology need shows areas where significant portions of the population are unbanked, have limited access to high-speed internet or a cell phone, or with no access to bikeshare.
3H	Bikeway on Overbrook Road	Add a bikeway (facility type TBD) on or along Overbrook Road, which is a key bicycle connection between neighborhoods in the east, new growth in the west, and Battery Park. A potential first segment could be from North Avenue to Chamberlayne Avenue.
3I	Bikeway on Fendall Ave and N 1st St	Add a bikeway (facility type TBD) connecting the existing protected bike lanes on N 1st Street at Duval St in Downtown over I-95/I-64, continuing north on N 1st St to Monteiro St, to Poe St, to Home St, and north on Fendall Ave to North Ave near the Henrico County line.
3J	Magnolia Street Bikeway	Add a bikeway on Magnolia St from 1st Ave to Mechanicsville Turnpike.
3K	Bikeway on Brookland Park Blvd	Provide a bikeway on Brookland Park Boulevard to address concerns about not feeling safe riding a bicycle on this road.
3L	Separated bike lane on N 5th St/Rowen Ave	Separated Bike Lane on N 5th St/Rowen Ave from Trigg St to Jackson St, providing a dedicated bike connection from Downtown to Northside

ID	Title	Description
3M	Extend Lombardy St bike lanes	Extend Lombardy St bike lanes on N Lombardy Street from Overbrook Road to Brook Road
3N	Bikeshare stations	New bikeshare stations at locations like VUU, at Battery Park, at Ann Hardy Plaza, at the North Ave. Library, and on the Cannon Creek Greenway.

Needs Area 3 Survey Results

Category	Comparison	# Responses	Ques.	3A	3B	3C	3D	3E	3F	3G	3H	3I	3J	3K	3L	3M	3N
All	All Respondents - Unadjusted	173	Q1	89%	87%	94%	57%	82%	57%	86%	72%	66%	56%	80%	69%	69%	61%
			Q2	69%	43%	65%	29%	51%	18%	59%	29%	18%	13%	46%	16%	17%	25%
	All Respondents - Adjusted	173	Q1	92%	89%	98%	45%	85%	71%	83%	61%	55%	62%	71%	65%	58%	62%
			Q2	73%	55%	75%	25%	56%	23%	69%	17%	8%	13%	30%	8%	14%	35%
Communities of Concern	Communities of Concern - Adjusted	44	Q1	93%	86%	98%	41%	84%	77%	82%	55%	52%	64%	68%	64%	50%	61%
			Q2	75%	57%	73%	27%	59%	27%	66%	9%	2%	16%	25%	9%	14%	41%
Under 25	Under 25	6	Q1	67%	83%	100%	33%	83%	67%	100%	50%	50%	33%	83%	50%	67%	83%
			Q2	67%	50%	100%	50%	67%	33%	83%	0%	0%	0%	17%	0%	0%	33%
	Over 25	154	Q1	90%	88%	94%	58%	83%	58%	86%	73%	68%	56%	79%	70%	68%	60%
			Q2	70%	42%	63%	27%	52%	17%	59%	29%	19%	13%	47%	16%	18%	26%
Over 65	Over 65	11	Q1	91%	91%	100%	55%	100%	73%	91%	82%	73%	100%	55%	82%	73%	64%
			Q2	73%	27%	64%	27%	73%	0%	82%	0%	9%	27%	36%	9%	18%	55%
	Under 65	149	Q1	89%	87%	94%	57%	82%	57%	86%	72%	66%	52%	81%	68%	68%	60%
			Q2	70%	44%	64%	28%	51%	19%	58%	30%	19%	11%	47%	16%	17%	24%
Race	Black Only	33	Q1	94%	91%	100%	39%	88%	76%	82%	58%	48%	67%	67%	64%	55%	64%
			Q2	76%	61%	82%	21%	58%	24%	76%	12%	3%	12%	21%	3%	12%	39%
	Black + Multirace	38	Q1	95%	87%	97%	42%	87%	76%	82%	58%	53%	66%	68%	61%	53%	66%
			Q2	71%	58%	74%	21%	53%	24%	74%	13%	5%	16%	26%	8%	13%	45%
	Black + Multirace + Other	40	Q1	95%	85%	95%	40%	85%	75%	83%	58%	53%	63%	68%	60%	50%	63%
			Q2	73%	58%	73%	20%	53%	25%	75%	13%	8%	15%	28%	8%	13%	43%
	White	108	Q1	86%	87%	94%	63%	83%	51%	88%	78%	73%	54%	84%	72%	75%	59%
			Q2	68%	37%	63%	29%	55%	14%	55%	33%	23%	10%	54%	20%	19%	20%
Low Income	Low Income	23	Q1	96%	83%	96%	52%	87%	83%	83%	61%	65%	74%	74%	74%	57%	78%
			Q2	74%	43%	61%	30%	65%	30%	61%	4%	0%	17%	22%	13%	22%	57%
	Not Low Income	129	Q1	87%	88%	94%	58%	82%	51%	87%	74%	67%	51%	80%	68%	71%	57%
			Q2	68%	42%	66%	28%	51%	12%	58%	33%	22%	12%	53%	17%	17%	20%
Ethnicity	Hispanic	7	Q1	100%	43%	86%	43%	86%	57%	86%	43%	57%	29%	71%	29%	57%	29%
			Q2	86%	29%	71%	14%	57%	14%	86%	14%	29%	0%	43%	0%	29%	29%
	Hispanic + Other	16	Q1	94%	63%	88%	44%	75%	63%	75%	50%	50%	38%	56%	38%	44%	44%
			Q2	63%	44%	63%	25%	56%	25%	69%	13%	19%	13%	31%	13%	25%	44%
	Non-Hispanic	129	Q1	88%	90%	95%	59%	84%	53%	88%	74%	67%	55%	80%	71%	71%	61%
			Q2	68%	42%	66%	28%	51%	12%	58%	33%	22%	12%	53%	17%	17%	20%

Category	Comparison	# Responses	Ques.	3A	3B	3C	3D	3E	3F	3G	3H	3I	3J	3K	3L	3M	3N
			Q2	70%	40%	65%	29%	54%	15%	60%	32%	19%	11%	50%	16%	17%	23%
Black/Brown, Hispanic, or Low Income	Black, Multi, Other OR Hispanic OR Low Income	50	Q1	94%	80%	96%	44%	86%	72%	82%	56%	56%	58%	70%	60%	52%	58%
			Q2	78%	52%	70%	26%	58%	24%	68%	12%	8%	14%	28%	8%	16%	38%
	White AND Non-Hispanic AND Not Low Income	93	Q1	85%	90%	94%	63%	84%	48%	90%	78%	73%	54%	84%	73%	75%	61%
			Q2	66%	38%	62%	27%	53%	12%	57%	37%	23%	10%	57%	19%	19%	22%
Over 65 AND (Black/Brown, Hispanic, or Low Income)	Over 65 AND (Black, Multi, Other OR Hispanic OR Low Income)	8	Q1	88%	88%	100%	38%	100%	75%	88%	75%	63%	100%	50%	75%	63%	63%
			Q2	63%	38%	50%	25%	75%	0%	88%	0%	0%	25%	38%	13%	25%	63%
	Over 65 AND White AND Non-Hispanic AND Not Low Income	1	Q1	100%	100%	100%	100%	100%	0%	100%	100%	100%	100%	0%	100%	100%	0%
			Q2	100%	0%	100%	100%	100%	0%	100%	0%	0%	0%	0%	0%	0%	0%
Survey Type	Online	173	Q1	89%	87%	94%	57%	82%	57%	86%	72%	66%	56%	80%	69%	69%	61%
			Q2	69%	43%	65%	29%	51%	18%	59%	29%	18%	13%	46%	16%	17%	25%
	Paper	0	Q1														
			Q2														

Key Findings from Needs Area 3 Survey Results

- Improving sidewalk conditions (3C) had the highest level of support among all demographic groups, with Pedestrian safety improvements on Chamberlayne Ave, Brook Rd, and North Ave (3A) following closely behind.
- Bikeway on Fendall Ave and N 1st St (3I) and Magnolia St Bikeway (3J) were the least popular recommendations. For 3I, non-white respondents especially didn't prioritize it compared to white respondents.
- Bikeway on Overbrook Rd (3H) was popular among non-Communities of Concern but unpopular for Communities of Concern.
- Add seating, shelter, and amenities at bus stops (3G) was fairly popular among all demographic groups, though it was put into the top 5 more by Communities of Concern, especially those white, non-Hispanic, and non-low income respondents.

Needs Area 4: Downtown

The survey for Needs Area 4 presented 14 recommendations.

ID	Title	Description
4A	Enhance safety in areas with safety/security concerns	Add more street lamps, pedestrian crossings, and traffic calming, and convert existing street lamps to LEDs in specified areas of high safety/security need.
4B	Convert Main and Cary Streets to two-way	Change traffic direction on Main and Cary Streets from one-way to two-way, creating a safer environment for pedestrians, bicyclists, and motor vehicles
4C	Improve sidewalks	Throughout Downtown, including Gilpin, repair broken and cracked sidewalks, install curb ramps, and add street trees. Include native landscaping that retains water, provides food and shade, and/or consider pavement types that are permeable and light colored in sustainability needs areas.
4D	Close Baker Street to cars	Close Baker Street from N 1st St to Brook Rd to car traffic and add street trees, creating a shaded pedestrian- and bike-only street. Include native landscaping that retains water, provides food and shade, and/or consider pavement types that are permeable and light colored in sustainability needs areas.
4E	Fall Line Trail	Create a connected path for walking and cycling from Ashland to Petersburg that goes through Downtown Richmond and across the James River (alignment not chosen yet).
4F	Shared-use path from Scott's Addition to Shockoe	Create new shared-use path for walking and cycling to connect Scott's Addition, Downtown, and Shockoe Bottom that could connect with Gilpin and the Calhoun Community Center. The alignment is not final and is subject to change.
4G	Reconnect Jackson Ward	Develop a community-driven design for Reconnect Jackson Ward, using US DOT funding of \$1.35 million, for a bridge with connections for pedestrians and bicyclists over I-95.
4H	Reconnect Clay and 6th Streets	After the demolition of the Coliseum, build a new road to reconnect 6th Street from Leigh to Marshall, and a new road to reconnect Clay Street between 5th and 7th.
4I	Add seating, shelter, and amenities at bus stops	Provide seating, shelter, and trash cans at all bus stops. In heat-vulnerable areas, also provide cooling elements at bus stops. In high technology need areas, add real-time bus arrival information and WiFi. High technology need shows areas where significant portions of the population are unbanked, have limited access to high-speed internet or a cell phone, or with no access to bikeshare.
4J	North-South Bus Rapid Transit	Introduce a new bus rapid transit line that connects Northside and Southside Richmond with buses arriving more frequently and more reliable service. GRTC is currently studying potential routes for this new service. GRTC is examining Chamberlayne Ave (US 1) in Northside, and either Midlothian Turnpike (US 60), Hull Street Road (US 360) or Richmond Highway (US 1) in Southside.
4K	Pavement maintenance	Throughout Downtown, including Gilpin, fix potholes and repave roads that are in poor condition. Where possible, include pavement types that are permeable and light colored in sustainability needs areas.

ID	Title	Description
4L	Parking Recommendations for Downtown/Shockoe	Implement the following recommendations to reduce reliance on surface parking in Downtown/Shockoe: pursue opportunities for public/private parking asset development, identify opportunities for shared parking, and create an on-street parking permit program.
4M	Protected bike lane on 1st/2nd Streets	Extend 1st St protected bike lane north to Highland Park and extend 2nd St bike lanes north to Franklin St, creating a fully connected north-south bikeway through Downtown
4N	Protected bike lane on 5th Street	Create protected bike lanes on N. 5th St over I-95 and into Highland Park. These will connect to the protected bike lanes that are coming soon on 3rd St in Downtown.

Needs Area 4 Survey Results

Category	Comparison	# Responses	Ques.	4A	4B	4C	4D	4E	4F	4G	4H	4I	4J	4K	4L	4M	4N
All	All Respondents - Unadjusted	488	Q1	87%	43%	93%	57%	74%	76%	78%	47%	86%	78%	76%	49%	71%	70%
			Q2	57%	29%	56%	14%	42%	42%	48%	11%	60%	45%	34%	18%	27%	17%
	All Respondents - Adjusted	488	Q1	92%	68%	96%	45%	70%	76%	78%	61%	90%	89%	88%	61%	69%	72%
			Q2	60%	41%	74%	25%	33%	27%	60%	14%	70%	41%	56%	34%	36%	25%
Communities of Concern	Communities of Concern - Adjusted	134	Q1	91%	71%	96%	46%	69%	76%	80%	63%	93%	90%	90%	60%	64%	67%
			Q2	60%	41%	75%	26%	30%	22%	64%	15%	74%	40%	60%	35%	34%	25%
Under 25	Under 25	33	Q1	82%	30%	94%	67%	88%	79%	82%	21%	88%	76%	82%	52%	85%	79%
			Q2	61%	18%	52%	15%	48%	27%	45%	6%	85%	55%	36%	18%	21%	12%
	Over 25	395	Q1	88%	46%	92%	57%	73%	78%	78%	48%	87%	80%	76%	50%	71%	70%
			Q2	57%	31%	56%	13%	41%	45%	48%	10%	59%	45%	32%	16%	28%	19%
Over 65	Over 65	31	Q1	87%	32%	94%	58%	65%	74%	81%	71%	90%	81%	90%	48%	68%	68%
			Q2	77%	23%	68%	3%	32%	35%	45%	16%	65%	39%	52%	13%	23%	10%
	Under 65	397	Q1	88%	46%	92%	58%	75%	78%	78%	44%	87%	80%	75%	50%	73%	71%
			Q2	56%	30%	54%	14%	42%	44%	48%	10%	61%	46%	31%	17%	27%	19%
Race	Black Only	30	Q1	87%	53%	90%	57%	77%	73%	83%	67%	90%	83%	83%	53%	53%	53%
			Q2	63%	27%	57%	20%	27%	17%	60%	30%	60%	30%	47%	27%	23%	13%
	Black + Multirace	42	Q1	90%	48%	88%	55%	74%	71%	81%	60%	88%	76%	88%	52%	52%	52%
			Q2	69%	24%	60%	17%	21%	17%	57%	29%	62%	33%	50%	24%	24%	14%
	Black + Multirace + Other	46	Q1	89%	46%	85%	54%	72%	72%	80%	57%	89%	76%	85%	50%	52%	52%
			Q2	70%	22%	59%	20%	22%	22%	57%	26%	61%	35%	48%	22%	26%	13%
	White	342	Q1	88%	45%	93%	59%	75%	79%	80%	43%	87%	82%	74%	49%	76%	74%
			Q2	56%	30%	55%	13%	44%	46%	49%	8%	62%	48%	29%	15%	27%	18%
Low Income	Low Income	47	Q1	89%	49%	94%	72%	70%	79%	83%	40%	91%	83%	81%	40%	68%	64%
			Q2	53%	34%	53%	17%	38%	30%	49%	2%	74%	51%	45%	15%	19%	19%
	Not Low Income	356	Q1	87%	46%	92%	57%	76%	78%	79%	46%	87%	81%	75%	49%	74%	73%
			Q2	56%	30%	54%	13%	43%	46%	49%	11%	60%	46%	30%	15%	28%	18%
Ethnicity	Hispanic	10	Q1	90%	60%	90%	60%	80%	80%	100%	60%	90%	70%	60%	50%	50%	60%
			Q2	50%	40%	50%	10%	40%	40%	70%	10%	60%	50%	50%	0%	20%	10%
	Hispanic + Other	34	Q1	85%	35%	88%	53%	62%	76%	82%	53%	85%	71%	79%	59%	56%	56%

Category	Comparison	# Responses	Ques.	4A	4B	4C	4D	4E	4F	4G	4H	4I	4J	4K	4L	4M	4N
	Non-Hispanic	351	Q2	59%	26%	59%	18%	24%	44%	68%	18%	53%	32%	47%	9%	26%	18%
			Q1	89%	46%	93%	58%	76%	79%	81%	44%	87%	82%	75%	48%	75%	74%
			Q2	56%	29%	55%	13%	44%	44%	49%	9%	61%	48%	30%	17%	27%	18%
Black/Brown, Hispanic, or Low Income	Black, Multi, Other OR Hispanic OR Low Income	87	Q1	87%	47%	90%	62%	74%	76%	82%	48%	92%	79%	79%	46%	60%	59%
			Q2	57%	29%	55%	18%	33%	28%	56%	14%	67%	45%	43%	17%	22%	16%
	White AND Non-Hispanic AND Not Low Income	279	Q1	88%	46%	93%	58%	76%	80%	82%	44%	87%	82%	74%	48%	77%	76%
			Q2	55%	31%	53%	13%	44%	48%	49%	8%	61%	48%	27%	16%	28%	18%
Over 65 AND (Black/Brown, Hispanic, or Low Income)	Over 65 AND (Black, Multi, Other OR Hispanic OR Low Income)	3	Q1	67%	0%	100%	67%	0%	100%	100%	67%	100%	100%	100%	67%	33%	33%
			Q2	67%	0%	100%	0%	0%	67%	67%	33%	33%	33%	67%	33%	0%	0%
	Over 65 AND White AND Non-Hispanic AND Not Low Income	21	Q1	95%	38%	95%	48%	76%	76%	86%	71%	90%	86%	90%	43%	71%	71%
			Q2	81%	24%	71%	5%	33%	24%	52%	10%	62%	43%	52%	10%	24%	10%
Survey Type	Online	488	Q1	87%	43%	93%	57%	74%	76%	78%	47%	86%	78%	76%	49%	71%	70%
			Q2	57%	29%	56%	14%	42%	42%	48%	11%	60%	45%	34%	18%	27%	17%
	Paper	0	Q1														
			Q2														

Key Findings from Needs Area 4 Survey Results

- Improving sidewalks (4C) and adding seating, shelter, and amenities at bus stops (4I) were the two most popular recommendations among all demographic groups. 4I was slightly more popular for Communities of Concern, notably for low-income and Black/Brown communities.
- Reconnecting Clay and 6th Streets (4H) and Parking Recommendations for Downtown/Shockoe (4L) were the least popular recommendations. 4H was much more popular for non-white and Hispanic respondents as compared to Non-Hispanic white respondents.
- Protected bike lane on 5th St (4N) was more popular among White respondents compared to non-White respondents.
- Fall Line Trail (4E) and Shared-use path from Scott's Addition to Shockoe (4F) had low rates of being in respondents' top 5 while still having high prioritization levels.

Needs Area 5: Fairfield

The survey for Needs Area 5 presented 10 recommendations.

ID	Title	Description
5A	Traffic calming on Coalter Street and Fairfield Ave	Identify traffic calming solutions on Coalter St and Fairfield Ave that include heat island-sensitive landscaping and building materials.
5B	Pedestrian safety improvements on Mechanicsville Tpke and Mosby Street	Identify traffic-calming and pedestrian safety improvements on Mechanicsville Tpke and Mosby St. This could include more frequently spaced marked crosswalks and flashing beacons. This would include improvements for safer pedestrian crossings at the intersections of Mechanicsville Tpke at Fairfield Ave, Mechanicsville Tpke at Redd St/T St, and in front of the MLK Middle School.
5C	Enhance safety in areas with safety/security concerns	Improve/increase lighting along streets and in alleys in high security needs areas, with special consideration for lighted shade structures to address both heat-island effects and night time security.
5D	Improve sidewalk conditions	Throughout this area, repair broken and cracked sidewalks, infill missing sidewalks, install curb ramps, and add street trees. Include native landscaping that retains water, provides food and shade, and/or consider pavement types that are permeable and light colored in sustainability needs areas.
5E	Bus rapid transit along Mechanicsville Tpke	Establish a bus rapid transit line that would run along Mechanicsville Tpke.
5F	Add seating, shelter, and amenities at bus stops	Provide seating, shelter, and trash cans at all bus stops. In heat-vulnerable areas, provide cooling elements at bus stops. In high economic development need areas, add public art at bus stops. In high technology need areas, add real-time bus arrival information and WiFi. High technology need shows areas where significant portions of the population are unbanked, have limited access to high-speed internet or a cell phone, or with no access to bikeshare.
5G	Microtransit	Create a microtransit program where riders can request shared, on-demand rides to/from existing GRTC transit stops or certain activity centers at a subsidized, affordable rate in certain East End areas.
5H	Shared-use path on Valley Road	Add a shared-use path on Valley Rd from Richmond-Henrico Tpke to Hospital St.
5I	Bikeway on Hospital Street/Bowling Green Road/Wood Street	Add a bikeway (facility type TBD) to Hospital St, Bowling Green Rd, and Wood St from Gilpin to Sussex St.
5J	Bikeway on Oliver Hill Way	Add bikeway (facility type TBD) on Oliver Hill Way from Hospital St to Venable St.

Needs Area 5 Survey Results

Category	Comparison	# Responses	Ques.	5A	5B	5C	5D	5E	5F	5G	5H	5I	5J
All	All Responses - Unadjusted	99	Q1	86%	93%	91%	94%	77%	87%	65%	64%	67%	64%
			Q2	70%	89%	65%	80%	55%	63%	24%	17%	16%	22%
	All Responses - Adjusted	99	Q1	81%	97%	94%	93%	70%	84%	68%	53%	57%	54%
			Q2	77%	94%	74%	79%	49%	67%	23%	10%	12%	14%
Communities of Concern	Communities of Concern - Adjusted	61	Q1	85%	95%	93%	93%	75%	89%	75%	64%	62%	61%
			Q2	75%	92%	77%	85%	52%	57%	25%	10%	11%	15%
Under 25	Under 25	5	Q1	100%	80%	100%	60%	100%	80%	80%	80%	100%	60%
			Q2	80%	80%	80%	40%	80%	60%	20%	20%	20%	20%
	Over 25	85	Q1	85%	95%	89%	96%	74%	88%	65%	61%	65%	64%
			Q2	69%	91%	65%	82%	51%	64%	26%	15%	15%	22%
Over 65	Over 65	23	Q1	74%	91%	96%	91%	70%	87%	70%	52%	52%	52%
			Q2	78%	100%	78%	91%	35%	65%	17%	13%	4%	17%
	Under 65	67	Q1	90%	96%	88%	96%	78%	88%	64%	66%	72%	67%
			Q2	67%	87%	61%	76%	58%	63%	28%	16%	19%	24%
Race	Black Only	59	Q1	86%	95%	93%	93%	76%	92%	76%	66%	64%	63%
			Q2	75%	92%	76%	85%	51%	59%	25%	10%	12%	15%
	Black + Multirace	59	Q1	86%	95%	93%	93%	76%	92%	76%	66%	64%	63%
			Q2	75%	92%	76%	85%	51%	59%	25%	10%	12%	15%
	Black + Multirace + Other	59	Q1	86%	95%	93%	93%	76%	92%	76%	66%	64%	63%
			Q2	75%	92%	76%	85%	51%	59%	25%	10%	12%	15%
White	27	Q1	85%	93%	81%	96%	74%	81%	48%	63%	74%	70%	
		Q2	56%	89%	44%	70%	67%	63%	30%	26%	19%	37%	
Low Income	Low Income	25	Q1	80%	100%	96%	92%	64%	92%	68%	48%	56%	52%
			Q2	80%	96%	76%	72%	40%	80%	24%	8%	12%	12%
	Not Low Income	53	Q1	87%	92%	87%	96%	79%	85%	60%	66%	72%	68%
			Q2	66%	87%	57%	81%	58%	57%	26%	19%	21%	28%
Ethnicity	Hispanic	3	Q1	67%	67%	67%	100%	67%	33%	67%	33%	33%	0%
			Q2	67%	100%	67%	100%	100%	33%	33%	0%	0%	0%
	Hispanic + Other	14	Q1	79%	86%	86%	93%	86%	71%	71%	71%	57%	57%
			Q2	57%	93%	79%	86%	71%	50%	29%	7%	14%	14%
	Non-Hispanic	55	Q1	87%	95%	87%	95%	75%	87%	56%	60%	69%	69%
			Q2	71%	87%	64%	78%	56%	64%	22%	16%	15%	27%
Black/Brown, Hispanic, or Low Income	Black, Multi, Other OR Hispanic OR Low Income	63	Q1	84%	94%	92%	94%	75%	87%	75%	63%	62%	59%
			Q2	75%	92%	76%	86%	54%	57%	25%	10%	11%	14%
	White AND Non-Hispanic AND Not Low Income	22	Q1	91%	95%	82%	95%	77%	86%	45%	64%	77%	77%
			Q2	59%	91%	36%	73%	64%	64%	23%	32%	18%	41%
Over 65 AND (Black/Brown, Hispanic, or Low Income)	Over 65 AND (Black, Multi, Other OR Hispanic OR Low Income)	22	Q1	77%	91%	95%	91%	73%	86%	73%	55%	55%	55%
			Q2	77%	100%	77%	91%	36%	64%	18%	14%	5%	18%

Category	Comparison	# Responses	Ques.	5A	5B	5C	5D	5E	5F	5G	5H	5I	5J
	Over 65 AND White AND Non-Hispanic AND Not Low Income	0	Q1										
			Q2										
Survey Type	Paper	54	Q1	87%	94%	96%	94%	78%	91%	80%	63%	63%	63%
			Q2	81%	91%	76%	83%	48%	57%	26%	11%	11%	15%
	Online	45	Q1	84%	91%	84%	93%	76%	82%	47%	64%	71%	64%
			Q2	56%	87%	51%	76%	62%	69%	22%	24%	22%	31%

Key Findings from Needs Area 5 Survey Results

- Pedestrian safety improvements on Mechanicsville Tpke and Mosby Street (5B) was by far the most popular recommendation, though slightly less popular for those few respondents under 25.
- Improving sidewalk conditions (5D) was the second most popular recommendation, but it was very unpopular for those respondents under 25.
- Shared-use path on Valley Rd (5H) was the least popular recommendation among all demographic groups. It was much less popular for low-income than non-low-income respondents.
- Traffic calming on Coalter St and Fairfield Ave (5A) and Enhancing safety in areas with safety/security concerns (5C) were also among the top recommendations for all demographic groups, though they were both less popular for white respondents as compared to black respondents.

Needs Area 6: Church Hill/Nine Mile

The survey for Needs Area 6 presented 11 recommendations.

ID	Title	Description
6A	Pedestrian safety improvements and traffic calming on Fairmount Avenue	This recommendation would provide traffic-calming and safety improvements for pedestrians on Fairmount Avenue from Mosby Street to 25th Street. This recommendation would include additional traffic-calming and pedestrian safety improvements, including addressing pedestrian safety concerns at the roundabout at Fairmount Ave and 25th St.
6B	Pedestrian and bicycle safety improvements and traffic calming on Mosby Street	Provide traffic-calming and pedestrian safety improvements on Mosby Street near MLK Middle School from Leigh Street Viaduct/ O Street to Fairmount Avenue.
6C	Shockoe Valley street improvements	Convert Oliver Hill Way and 18th Street from one-way streets to two-way streets. Construct new traffic signal at Oliver Hill Way and Broad St. Install roundabouts at Venable St and Mosby St intersection, I-95 exit and Oliver Hill way intersection, and Mosby St and Leigh St intersection. Drainage and safety improvements.
6D	Nighttime Lighting	Add more nighttime lighting along streets and in alleys in areas with high security needs.
6E	Improve sidewalks in East End	Repair broken and cracked sidewalks, fill in missing sidewalk segments, install curb ramps, and add street trees. Include native landscaping that retains water, provides food and shade, and/or consider pavement types that are permeable and light colored in sustainability needs areas.
6F	Gillies Creek Greenway	Shared use path along Gillie Creek connecting Oakwood Cemetery to Gillies Creek Park and the Virginia Capital Trail. The proposed trail in this area would run through Oakwood Cemetery, along Richmond Road, and down Jennie Scher Road to Stony Run Parkway.
6G	Add seating, shelter, and amenities at bus stops	Provide seating, shelter, and trash cans at all bus stops. In heat-vulnerable areas, also provide cooling elements at bus stops.
6H	Mechanicsville Turnpike Bus Rapid Transit	Create a Bus Rapid Transit (BRT) route along Mechanicsville Turnpike from the Pulse downtown to Mechanicsville and beyond I-295 (vicinity of Walnut Grove).
6I	Pavement maintenance	Repave streets with potholes and poor pavement condition, including Government Rd and Mosby St. Where possible, include pavement types that are permeable and light colored in sustainability needs areas.
6J	Bikeway connecting Leigh Street Viaduct to Government Road	Provide a dedicated bikeway from the Leigh Street Viaduct to Government Road. One option for the alignment could follow Mosby Street to Princess Anne Avenue to N 21st Street to E Clay Street to N 23rd Street to Marshall Street to N 35th Street to Glenwood Avenue.
6K	New bikeshare station	New bikeshare station near the intersection of Venable St and Mosby St.

Needs Area 6 Survey Results

Category	Comparison	# Responses	Ques.	6A	6B	6C	6D	6E	6F	6G	6H	6I	6J	6K
All	All Respondents - Unadjusted	224	Q1	83%	88%	64%	75%	94%	68%	88%	63%	70%	71%	38%
			Q2	56%	65%	32%	48%	72%	42%	68%	32%	36%	44%	6%
	All Respondents - Adjusted	224	Q1	92%	89%	71%	84%	91%	65%	89%	68%	79%	54%	33%
			Q2	57%	56%	33%	71%	73%	35%	75%	29%	39%	22%	10%
Communities of Concern	Communities of Concern - Adjusted	23	Q1	96%	87%	65%	91%	87%	65%	83%	70%	87%	39%	22%
			Q2	57%	52%	35%	91%	74%	30%	65%	30%	48%	4%	13%
Under 25	Under 25	10	Q1	100%	80%	90%	70%	90%	30%	100%	80%	80%	40%	30%
			Q2	80%	80%	30%	70%	60%	20%	100%	30%	10%	20%	0%
	Over 25	197	Q1	83%	88%	62%	75%	94%	69%	88%	62%	69%	73%	37%
			Q2	55%	65%	32%	46%	73%	42%	66%	32%	36%	46%	6%
Over 65	Over 65	8	Q1	88%	88%	63%	100%	88%	63%	75%	25%	63%	63%	25%
			Q2	38%	63%	38%	63%	88%	25%	75%	25%	63%	25%	0%
	Under 65	199	Q1	83%	88%	64%	74%	94%	67%	89%	64%	69%	71%	37%
			Q2	57%	66%	32%	47%	72%	42%	67%	32%	33%	45%	6%
Race	Black Only	15	Q1	100%	93%	80%	93%	87%	60%	93%	73%	87%	40%	33%
			Q2	60%	47%	33%	93%	73%	27%	87%	27%	40%	0%	13%
	Black + Multirace	21	Q1	95%	90%	71%	95%	90%	62%	90%	71%	86%	38%	29%
			Q2	57%	52%	29%	81%	81%	29%	81%	24%	48%	5%	14%
	Black + Multirace + Other	21	Q1	95%	90%	71%	95%	90%	62%	90%	71%	86%	38%	29%
			Q2	57%	52%	29%	81%	81%	29%	81%	24%	48%	5%	14%
	White	160	Q1	81%	87%	64%	73%	94%	66%	88%	62%	64%	75%	38%
			Q2	54%	69%	32%	44%	69%	43%	66%	35%	33%	51%	6%
Low Income	Low Income	13	Q1	92%	85%	54%	92%	77%	62%	69%	69%	92%	46%	15%
			Q2	62%	62%	38%	92%	69%	23%	54%	38%	46%	8%	8%
	Not Low Income	188	Q1	82%	88%	65%	74%	96%	68%	89%	62%	69%	73%	38%
			Q2	56%	69%	31%	43%	73%	43%	68%	31%	33%	48%	5%
Ethnicity	Hispanic	5	Q1	80%	80%	60%	80%	80%	20%	80%	40%	40%	40%	20%
			Q2	100%	100%	20%	60%	80%	0%	60%	20%	40%	20%	0%
	Hispanic + Other	14	Q1	86%	93%	57%	79%	86%	50%	79%	50%	57%	64%	29%
			Q2	64%	86%	21%	50%	86%	29%	57%	21%	50%	29%	7%
	Non-Hispanic	171	Q1	83%	87%	67%	76%	95%	67%	90%	64%	68%	73%	39%
			Q2	56%	65%	32%	47%	71%	41%	70%	33%	31%	48%	5%
Black/Brown, Hispanic, or Low Income	Black, Multi, Other OR Hispanic OR Low Income	33	Q1	91%	85%	61%	91%	88%	58%	85%	67%	79%	39%	21%
			Q2	61%	61%	30%	79%	79%	27%	67%	27%	52%	9%	9%
	White AND Non-Hispanic AND Not Low Income	139	Q1	81%	87%	67%	72%	96%	68%	90%	63%	64%	77%	41%
			Q2	53%	68%	31%	40%	69%	45%	70%	36%	29%	53%	5%
Over 65 AND (Black/Brown, Hispanic, or Low Income)	Over 65 AND (Black, Multi, Other OR Hispanic OR Low Income)	2	Q1	100%	50%	0%	100%	100%	50%	50%	50%	100%	50%	0%
			Q2	50%	50%	0%	100%	50%	50%	50%	50%	100%	0%	0%

Category	Comparison	# Responses	Ques.	6A	6B	6C	6D	6E	6F	6G	6H	6I	6J	6K
	Over 65 AND White AND Non-Hispanic AND Not Low Income	4	Q1	75%	100%	100%	100%	100%	75%	100%	25%	50%	75%	50%
			Q2	25%	50%	50%	50%	100%	0%	100%	25%	75%	25%	0%
Survey Type	Online	224	Q1	83%	88%	64%	75%	94%	68%	88%	63%	70%	71%	38%
			Q2	56%	65%	32%	48%	72%	42%	68%	32%	36%	44%	6%
	Paper	0	Q1											
			Q2											

Key Findings from Needs Area 6 Survey Results

- Improving sidewalks in East End (6E), Pedestrian and bicycle safety improvements and traffic calming on Mosby Street (6B), Pedestrian safety improvements and traffic calming on Fairmount Avenue (6A), and Adding seating, shelter, and amenities at bus stops (6G) were the most popular recommendations among all demographic groups. 6B was slightly less popular for Communities of Concern. 6G was less popular for Hispanic and low-income respondents. 6A was slightly less likely to be chosen in the top 5 recommendations by most demographic groups.
- New bikeshare station at Venable and Mosby (6K) was by far the least popular recommendation. No respondent under 25, over 65, or any Hispanic respondents chose it in their top 5.
- Bikeway connecting Leigh Street Viaduct to Government Road (6J) was also one of the least popular recommendations, especially for Communities of Concern like black and low-income respondents as compared to white, non-low-income respondents.

Needs Area 7: Fulton

The survey for Needs Area 7 presented 10 recommendations.

ID	Title	Description
7A	Traffic calming along Williamsburg Road	Increase safety for pedestrians along Williamsburg Rd/Ave with context-sensitive solutions including traffic calming, more frequent pedestrian crosswalks, and pedestrian hybrid beacons
7B	Streetscape improvements on Government Road	Provide sidewalk repair, ornamental lights, and handicap ramps along this area at Government Road between Carlisle Ave. and Stony Run Rd
7C	Introduce street grid in old Fulton	Add a street grid generally between E Main St, Nicholson St, Orleans St, and Williamsburg Ave.
7D	Gillies Creek Greenway	Shared use path along Gillie Creek connecting Oakwood Cemetery to Gillies Creek Park. The proposed trail in this area would run along Stony Run Pkwy west to the bank of the James River.
7E	Add sidewalks	Add sidewalks to residential streets throughout this area.
7F	Add seating, shelter, and amenities at bus stops	Provide seating, shelter, and trash cans at all bus stops. In areas with high economic development needs, add public art and placemaking at bus stops.
7G	Extend Pulse Bus Rapid Transit	Extend Pulse Bus Rapid Transit (BRT) to the Richmond Airport via Williamsburg Rd.
7H	Microtransit	Create a microtransit program where riders can request shared, on-demand rides to/from existing GRTC transit stops or certain activity centers at a subsidized, affordable rate in certain East End areas.
7I	Bike connection from Rockett's Landing to Fulton	Add bike connection from Rockett's Landing to Fulton via Nicholson St or Orleans St (facility type TBD).
7J	Bikeway on Admiral Gravely Blvd/Jennie Scher Road	Add bikeway (facility type TBD) on Admiral Gravely Blvd/Jennie Scher Rd from Williamsburg Rd to Gillies Creek Greenway

Needs Area 7 Survey Results

Category	Comparison	# Responses	Ques.	7A	7B	7C	7D	7E	7F	7G	7H	7I	7J
All	All Respondents - Unadjusted	103	Q1	84%	81%	50%	77%	91%	87%	89%	62%	68%	57%
			Q2	71%	50%	29%	47%	80%	70%	67%	26%	41%	19%
	All Respondents - Adjusted	103	Q1	85%	91%	67%	81%	93%	92%	94%	80%	66%	54%
			Q2	62%	60%	51%	27%	84%	75%	57%	37%	29%	17%
Communities of Concern	Communities of Concern - Adjusted	36	Q1	83%	94%	64%	81%	94%	86%	89%	75%	56%	47%
			Q2	64%	67%	50%	25%	89%	75%	58%	36%	22%	14%
Under 25	Under 25	3	Q1	100%	33%	67%	67%	100%	67%	100%	67%	67%	0%
			Q2	33%	33%	33%	0%	100%	100%	100%	100%	0%	0%
	Over 25	90	Q1	82%	82%	48%	76%	91%	89%	90%	62%	67%	59%
			Q2	71%	52%	30%	44%	78%	71%	68%	24%	42%	19%
Over 65	Over 65	7	Q1	100%	100%	57%	86%	86%	86%	100%	57%	57%	71%
			Q2	100%	29%	57%	43%	100%	57%	57%	43%	0%	14%
	Under 65	86	Q1	81%	79%	48%	74%	92%	88%	90%	63%	67%	56%
			Q2	67%	53%	28%	43%	77%	73%	70%	26%	44%	19%
Race	Black Only	27	Q1	89%	96%	78%	81%	93%	96%	96%	89%	67%	56%
			Q2	59%	63%	63%	19%	85%	78%	56%	41%	22%	15%
	Black + Multirace	31	Q1	90%	94%	74%	84%	94%	97%	90%	87%	68%	61%
			Q2	61%	65%	58%	26%	84%	77%	55%	35%	23%	16%
	Black + Multirace + Other	33	Q1	91%	94%	73%	79%	94%	94%	91%	82%	67%	61%
			Q2	64%	67%	55%	24%	85%	76%	55%	33%	24%	18%
	White	53	Q1	77%	72%	36%	70%	91%	85%	91%	51%	66%	55%
			Q2	70%	42%	19%	49%	75%	70%	81%	26%	49%	19%
Low Income	Low Income	17	Q1	71%	94%	47%	82%	100%	76%	82%	65%	41%	35%
			Q2	65%	76%	41%	29%	94%	71%	53%	35%	24%	12%
	Not Low Income	68	Q1	84%	78%	47%	75%	90%	90%	91%	59%	75%	63%
			Q2	71%	47%	29%	49%	76%	71%	72%	22%	44%	19%
Ethnicity	Hispanic	3	Q1	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
			Q2	33%	33%	67%	0%	67%	100%	100%	33%	33%	33%
	Hispanic + Other	11	Q1	91%	73%	73%	91%	100%	91%	82%	64%	73%	73%
			Q2	64%	45%	36%	64%	73%	82%	73%	18%	27%	18%
	Non-Hispanic	62	Q1	81%	84%	42%	74%	90%	89%	90%	61%	65%	55%
			Q2	68%	56%	23%	39%	79%	74%	71%	27%	44%	19%
Black/Brown, Hispanic, or Low Income	Black, Multi, Other OR Hispanic OR Low Income	42	Q1	86%	93%	62%	81%	95%	86%	86%	74%	60%	55%
			Q2	64%	67%	48%	29%	88%	74%	57%	31%	26%	17%
	White AND Non-Hispanic AND Not Low Income	37	Q1	76%	76%	35%	70%	89%	89%	92%	51%	68%	57%
			Q2	68%	41%	14%	49%	73%	73%	84%	27%	49%	24%
Over 65 AND (Black/Brown, Hispanic, or Low Income)	Over 65 AND (Black, Multi, Other OR Hispanic OR Low Income)	5	Q1	100%	100%	60%	80%	80%	80%	100%	60%	40%	60%
			Q2	100%	40%	60%	40%	100%	40%	60%	40%	0%	20%
	Over 65 AND White AND Non-Hispanic AND Not Low Income	2	Q1	100%	100%	50%	100%	100%	100%	100%	50%	100%	100%
			Q2	100%	0%	50%	50%	100%	100%	50%	50%	0%	0%

Category	Comparison	# Responses	Ques.	7A	7B	7C	7D	7E	7F	7G	7H	7I	7J
Survey Type	Paper	19	Q1	89%	95%	84%	84%	95%	95%	100%	95%	68%	63%
			Q2	63%	53%	74%	26%	79%	68%	47%	47%	21%	21%
	Online	84	Q1	83%	77%	43%	75%	90%	86%	87%	55%	68%	56%
			Q2	73%	50%	19%	51%	80%	70%	71%	21%	45%	19%

Key Findings from Needs Area 7 Survey Results

- Adding sidewalks (7E) was the most popular recommendation, though it was slightly more popular for non-white and low income respondents.
- Adding seating, shelter, and amenities at bus stops (7F), Extending Pulse BRT (7G), and Traffic calming along Williamsburg Rd (7A) were also popular among all demographic groups. 7F was slightly more popular for non-white respondents. For 7G, white respondents put it in their top 5 more often than non-white respondents. 7A was considered a priority for most demographic groups, but was less likely to be put in a top 5 by a non-white or low income respondent.
- Bike connection from Rockett’s Landing to Fulton (7I) and Bikeway on Admiral Gravelly Blvd/Jennie Scher Rd (7J) were the least popular recommendations. Both were slightly less popular for Communities of Concern as compared to the entire population of respondents.

Needs Area 8: Shockoe

The survey for Needs Area 8 presented 8 recommendations.

ID	Title	Description
8A	Pedestrian safety on Dock Street	Improve pedestrian safety along Dock St, including adding pedestrian hybrid beacons (PHBs) where appropriate.
8B	Shockoe Valley street improvements	Construct new traffic signal at Oliver Hill Way and Broad St; roundabout at Venable and Mosby St; roundabout at I-95 exit and Oliver Hill way; roundabout at Mosby and Leigh St; convert Oliver Hill way and 18th Streets from one to two-way; drainage and safety improvements.
8C	Streetscape improvements on E Main Street	Replace traffic signals, brick sidewalk repair, replace concrete sidewalk with brick sidewalk, tree planting, ornamental lights, and handicap ramps, along both sides of East Main Street from 15th St. to 25th St.
8D	Shared-use path from Scott's Addition to Shockoe	Create new shared-use path for walking and cycling to connect Scott's Addition, Downtown, and Shockoe Bottom that could connect with Gilpin and the Calhoun Community Center. The alignment is not final and is subject to change.
8E	Add seating, shelter, and amenities at bus stops	Provide seating, shelter, and trash cans at all bus stops.
8F	Parking Recommendations for Downtown/Shockoe	Implement the following recommendations to reduce reliance on surface parking in Downtown/Shockoe: pursue opportunities for public/private parking asset development, identify opportunities for shared parking, and create an on-street parking permit program.
8G	Bikeshare stations	New bikeshare stations at locations like Libby Hill Park, Great Shiplock Park, and Chimborazo Park.
8H	Bikeway on Oliver Hill Way	Add bikeway (facility type TBD) on Oliver Hill Way from Hospital St to E Franklin St, which could connect to Cannon Creek Greenway.

Needs Area 8 Survey Results

Category	Comparison	# Responses	Ques.	8A	8B	8C	8D	8E	8F	8G	8H
All	All Respondents - Unadjusted	161	Q1	86%	73%	73%	80%	83%	54%	56%	63%
			Q2	86%	66%	66%	81%	75%	48%	32%	45%
	All Respondents - Adjusted	161	Q1	77%	75%	78%	78%	84%	57%	52%	65%
			Q2	84%	66%	66%	80%	79%	55%	29%	41%
Communities of Concern	Communities of Concern - Adjusted	22	Q1	64%	64%	82%	68%	82%	59%	41%	50%
			Q2	82%	73%	73%	73%	77%	68%	23%	32%
Under 25	Under 25	8	Q1	88%	38%	63%	75%	75%	38%	88%	63%
			Q2	75%	25%	75%	100%	75%	50%	63%	38%
	Over 25	122	Q1	84%	73%	75%	79%	86%	55%	55%	62%
			Q2	87%	70%	64%	80%	75%	50%	30%	44%
Over 65	Over 65	5	Q1	80%	60%	80%	60%	80%	60%	20%	0%
			Q2	80%	80%	100%	60%	80%	60%	20%	20%
	Under 65	125	Q1	84%	71%	74%	79%	86%	54%	58%	65%
			Q2	86%	67%	63%	82%	75%	50%	32%	45%
Race	Black Only	7	Q1	29%	86%	100%	71%	86%	71%	29%	71%
			Q2	71%	71%	71%	71%	100%	86%	14%	14%
	Black + Multirace	14	Q1	64%	79%	79%	79%	86%	50%	36%	79%
			Q2	86%	64%	64%	79%	93%	50%	21%	43%
	Black + Multirace + Other	16	Q1	69%	75%	75%	75%	81%	50%	31%	69%
			Q2	81%	69%	63%	75%	88%	56%	25%	44%
	White	103	Q1	85%	72%	74%	83%	84%	51%	61%	62%
			Q2	87%	67%	67%	86%	72%	47%	30%	44%
Low Income	Low Income	17	Q1	76%	59%	76%	71%	82%	59%	47%	47%
			Q2	88%	71%	65%	76%	71%	65%	24%	41%
	Not Low Income	105	Q1	84%	74%	74%	79%	86%	52%	57%	65%
			Q2	87%	70%	65%	81%	75%	47%	32%	44%
Ethnicity	Hispanic	8	Q1	75%	100%	88%	75%	63%	75%	25%	63%
			Q2	88%	75%	88%	88%	75%	50%	0%	38%
	Hispanic + Other	10	Q1	80%	100%	90%	60%	50%	70%	20%	50%
			Q2	90%	80%	90%	80%	70%	60%	0%	30%
	Non-Hispanic	105	Q1	83%	70%	73%	85%	88%	50%	63%	66%
			Q2	86%	65%	64%	86%	73%	46%	33%	48%
Black/Brown, Hispanic, or Low Income	Black, Multi, Other OR Hispanic OR Low Income	33	Q1	73%	70%	79%	73%	82%	55%	36%	55%
			Q2	85%	70%	70%	79%	79%	58%	24%	36%
	White AND Non-Hispanic AND Not Low Income	79	Q1	86%	72%	72%	86%	86%	49%	63%	66%
			Q2	87%	66%	66%	87%	71%	42%	33%	48%
Over 65 AND (Black, Multi, Other OR Hispanic OR Low Income)		1	Q1	0%	100%	0%	100%	100%	100%	0%	0%
			Q2	0%	100%	100%	100%	100%	0%	0%	100%

Category	Comparison	# Responses	Ques.	8A	8B	8C	8D	8E	8F	8G	8H
Hispanic, or Low Income)	Over 65 AND White AND Non-Hispanic AND Not Low Income	3	Q1	100%	67%	100%	67%	67%	33%	33%	0%
			Q2	100%	67%	100%	67%	67%	67%	33%	0%
Survey Type	Online	161	Q1	86%	73%	73%	80%	83%	54%	56%	63%
			Q2	86%	66%	66%	81%	75%	48%	32%	45%
	Paper	0	Q1								
			Q2								

Key Findings from Needs Area 8 Survey Results

- Shared-use path from Scott’s Addition to Shockoe (8D) and Adding seating, shelter and amenities at bus stops (8E) were the most popular recommendations. Both were less popular with Communities of Concern, notably Hispanic respondents for 8E and Black and low-income respondents for 8D.
- Interestingly, respondents were more likely to put Pedestrian safety on Dock St (8A) and Shared-use path from Scott’s Addition to Shockoe (8D) in their top 5 than to say it was a priority.
- Bikeshare stations (8G) was by far the least popular recommendation, and it was less popular with Communities of Concern. However, for respondents under 25, it was one of the top recommendations that was considered a priority.
- Pedestrian safety on Dock St (8A), Shockoe Valley street improvements (8B), and Streetscape improvements on E Main St (8C) were also among the top recommendations. 8A was more popular among white respondents compared to non-white respondents. Respondents under 25 had unfavorable opinions of 8B.

Needs Area 9: Manchester/Swansboro

The survey for Needs Area 9 presented 14 recommendations.

ID	Title	Description
9A	Safety improvements on Semmes Ave and Route 1/Cowardin Ave	Increase safety for pedestrians along Semmes Ave and Route 1/Cowardin Ave with traffic calming, more frequent pedestrian crosswalks, pedestrian hybrid beacons, additional street lighting, and converting existing street lights to LED.
9B	Hull Street Pedestrian Safety Improvements in Old Manchester	Pedestrian safety and streetscape improvements along Hull Street between Commerce Road and the Mayo Bridge. Improvements could include new and enhanced crosswalks, signal upgrades, lighting, landscaping, new pavement and markings and amenities along Hull Street, with focus on the intersection at the Railroad Museum.
9C	Pedestrian safety improvements at Hull Street intersections	Pedestrian safety improvements at the intersection of Hull Street and US Route 1 and at the intersection of Hull Street and Midlothian Turnpike
9D	Bike and ped infrastructure on Mayo Bridge	Add protected bike and pedestrian infrastructure along the Mayo Bridge.
9E	Reedy Creek Greenway	Create a path for bicyclists and pedestrians that follows the path of Reedy Creek, starting at Forest Hill Park.
9F	Riverside Shared-Use Path	Add a shared-use path along the south bank of the James River. This trail could follow the rail alignment, or be located adjacent to Riverside Drive. This trail could connect to the Potterfield Bridge and to the Reedy Creek Greenway. This project can also include a new bridge to connect the south point of the Potterfield Bridge with Belle Isle.
9G	Fall Line Trail	Create a connected path for walking and cycling from Ashland to Petersburg. In this area, the Fall Line Trail is proposed to go across the Manchester bridge, and along Commerce Road, however the alignment is not finalized and is subject to change.
9H	Improve sidewalk conditions	Along major corridors like Route 1, Hull St, and Commerce Rd, repair broken and cracked sidewalks, infill missing sidewalks, install curb ramps, and add street trees.
9I	Pavement maintenance	Along major corridors like Hull St, Maury St, Route 1, Commerce Rd, fix potholes and repave roads that are in poor condition.
9J	Add seating, shelter, and amenities at bus stops	Provide seating, shelter, and trash cans at all bus stops. In heat-vulnerable areas, provide cooling elements at bus stops. In high technology need areas, add real-time bus arrival information and WiFi. High technology need shows areas where significant portions of the population are unbanked, have limited access to high-speed internet or a cell phone, or with no access to bikeshare.
9K	North-South Bus Rapid Transit	Introduce a new bus rapid transit line that connects Northside and Southside Richmond with buses arriving more frequently and more reliable service. GRTC is currently studying potential routes for this new service. GRTC is examining Chamberlayne Ave (US 1) in Northside, and either Midlothian Turnpike (US 60), Hull Street Road (US 360) or Richmond Highway (US 1) in Southside.
9L	Bikeway along Maury Street	Add a bikeway (facility type TBD) on Maury St from Route 1 to Commerce Rd/Fall Line Trail.
9M	Separated bike lane on Bainbridge Ave/Forest Hill Ave	Add separated bike lanes on Bainbridge Ave/Forest Hill Ave from Roanoke St to Fall Line Trail.
9N	Bikeway on W 29th St	Add bikeway (facility type TBD) on W 29th St from Riverside Dr to Bainbridge St.

Needs Area 9 Survey Results

Category	Comparison	# Responses	Ques.	9A	9B	9C	9D	9E	9F	9G	9H	9I	9J	9K	9L	9M	9N
All	All Respondents - Unadjusted	260	Q1	88%	90%	82%	82%	61%	66%	68%	89%	68%	88%	79%	48%	72%	47%
			Q2	63%	58%	50%	50%	23%	27%	30%	40%	25%	53%	42%	5%	26%	7%
	All Respondents - Adjusted	260	Q1	88%	92%	86%	82%	64%	65%	71%	92%	80%	89%	83%	60%	75%	53%
			Q2	68%	63%	61%	47%	24%	20%	23%	42%	29%	50%	40%	3%	23%	6%
Communities of Concern	Communities of Concern - Adjusted	47	Q1	87%	94%	83%	79%	60%	60%	68%	94%	83%	89%	83%	66%	70%	57%
			Q2	72%	68%	68%	47%	23%	17%	15%	47%	34%	47%	36%	2%	17%	6%
Under 25	Under 25	48	Q1	90%	94%	81%	85%	73%	71%	77%	92%	81%	88%	81%	63%	77%	63%
			Q2	71%	56%	58%	58%	38%	25%	25%	40%	27%	52%	19%	6%	13%	13%
	Over 25	193	Q1	88%	90%	82%	81%	58%	63%	64%	89%	65%	88%	79%	45%	70%	45%
			Q2	61%	58%	49%	50%	19%	26%	31%	40%	25%	53%	47%	5%	30%	6%
Over 65	Over 65	20	Q1	75%	90%	75%	70%	50%	35%	40%	90%	65%	90%	90%	20%	45%	15%
			Q2	65%	45%	65%	30%	10%	10%	10%	65%	45%	75%	65%	0%	15%	0%
	Under 65	221	Q1	89%	90%	82%	83%	62%	67%	69%	89%	68%	88%	79%	51%	74%	51%
			Q2	63%	59%	50%	53%	24%	27%	31%	38%	24%	51%	39%	6%	28%	8%
Race	Black Only	33	Q1	85%	94%	88%	82%	64%	61%	67%	94%	94%	88%	85%	67%	76%	58%
			Q2	73%	67%	70%	42%	24%	15%	18%	45%	39%	45%	33%	3%	18%	6%
	Black + Multirace	43	Q1	86%	93%	79%	81%	60%	63%	70%	91%	91%	88%	81%	58%	72%	51%
			Q2	70%	60%	65%	44%	21%	16%	19%	49%	40%	49%	33%	7%	16%	12%
	Black + Multirace + Other	51	Q1	86%	94%	78%	82%	63%	61%	69%	90%	88%	88%	84%	59%	73%	53%
			Q2	71%	65%	69%	47%	24%	16%	16%	45%	37%	47%	31%	6%	14%	14%
	White	174	Q1	88%	90%	83%	82%	60%	66%	67%	88%	63%	87%	78%	43%	70%	47%
			Q2	60%	59%	46%	53%	24%	29%	33%	38%	20%	54%	44%	5%	30%	6%
Low Income	Low Income	19	Q1	100%	95%	84%	79%	63%	68%	84%	100%	74%	95%	89%	79%	74%	63%
			Q2	74%	74%	74%	53%	26%	16%	11%	42%	16%	47%	42%	0%	21%	5%
	Not Low Income	187	Q1	87%	90%	82%	82%	62%	66%	67%	88%	64%	88%	79%	44%	73%	47%
			Q2	59%	57%	47%	51%	23%	29%	33%	38%	24%	52%	45%	6%	30%	6%
Ethnicity	Hispanic	18	Q1	83%	89%	72%	83%	72%	72%	67%	83%	72%	89%	83%	61%	83%	50%
			Q2	78%	72%	78%	56%	33%	22%	11%	33%	22%	39%	44%	0%	0%	11%
	Hispanic + Other	33	Q1	91%	91%	79%	85%	58%	58%	64%	85%	73%	91%	88%	48%	73%	48%
			Q2	70%	58%	70%	52%	27%	18%	15%	48%	24%	55%	45%	0%	12%	6%
	Non-Hispanic	191	Q1	87%	90%	82%	82%	61%	65%	68%	90%	68%	87%	78%	47%	72%	48%
			Q2	63%	58%	47%	51%	23%	27%	33%	39%	26%	51%	40%	5%	29%	8%
Black/Brown, Hispanic, or Low Income	Black, Multi, Other OR Hispanic OR Low Income	70	Q1	87%	94%	80%	81%	63%	61%	70%	91%	81%	90%	83%	60%	71%	51%
			Q2	71%	66%	70%	49%	24%	16%	14%	47%	33%	49%	34%	4%	13%	10%
	White AND Non-Hispanic AND Not Low Income	148	Q1	87%	89%	82%	82%	59%	66%	66%	88%	64%	86%	77%	41%	70%	45%
			Q2	59%	56%	41%	52%	24%	30%	36%	38%	22%	53%	44%	5%	32%	7%
Over 65 AND (Black/Brown, Hispanic, or Low Income)	Over 65 AND (Black, Multi, Other OR Hispanic OR Low Income)	5	Q1	60%	80%	80%	60%	40%	20%	20%	80%	80%	80%	80%	20%	20%	20%
			Q2	40%	40%	60%	0%	20%	20%	0%	80%	80%	60%	80%	0%	20%	0%
	Over 65 AND White AND Non-Hispanic AND Not Low Income	11	Q1	73%	100%	73%	73%	64%	45%	64%	91%	64%	91%	91%	18%	55%	9%
			Q2	64%	55%	73%	36%	9%	9%	18%	45%	36%	82%	64%	0%	9%	0%

Category	Comparison	# Responses	Ques.	9A	9B	9C	9D	9E	9F	9G	9H	9I	9J	9K	9L	9M	9N
Survey Type	Paper	38	Q1	92%	95%	79%	87%	68%	66%	71%	92%	87%	89%	82%	63%	74%	61%
			Q2	76%	61%	68%	61%	39%	24%	18%	37%	26%	50%	13%	3%	8%	16%
	Online	222	Q1	87%	90%	83%	81%	60%	66%	68%	88%	64%	87%	79%	45%	72%	45%
			Q2	60%	58%	47%	48%	20%	27%	32%	41%	25%	54%	47%	5%	29%	5%

Key Findings from Needs Area 9 Survey Results

- Safety improvements on Semmes Ave and Route 1/Cowardin Ave (9A) and Hull St pedestrian safety improvements in Old Manchester (9B) were the top recommendations among all demographic groups. 9B was slightly more popular among Communities of Concern, including Black and low-income respondents.
- Pedestrian safety improvements at Hull St intersections (9C) and Adding seating, shelter, and amenities at bus stops (9J) were also popular among all demographic groups. More Community of Concern respondents were likely to put 9C in their top 5 - notably, over 65, Black, low-income, and Hispanic respondents. For 9J, most demographic groups said it was a priority, but few ranked it in their top 5.
- Bikeway along Maury St (9L) and Bikeway on W 29th St (9N) were by far the least popular recommendations. 0 over 65, low-income, or Hispanic respondents put 9L in their top 5.

Needs Area 10: Southside Route 1 Corridor

The survey for Needs Area 10 presented 14 recommendations.

ID	Title	Description
10A	Pedestrian improvements on Bells Rd, Walmsley Blvd, and Terminal Ave	Fill in missing sidewalks and provide more frequently spaced marked crosswalks (ideally every ~600 feet) and traffic-calming features on key pedestrian corridors like Bells Rd, Walmsley Blvd, and Terminal Ave, possibly including striping crosswalks with RRFBs or PHBs at currently unsignalized locations. Identify other improvements for pedestrian safety.
10B	Transform Route 1 into a Great Street	Transform US Route 1 (Richmond Hwy) into a Great Street with buildings oriented towards the street, street trees, underground utilities, and lighting.
10C	Traffic calming along Route 1	Identify locations for more frequently spaced marked crosswalks (ideally every ~600 feet) and traffic-calming features on US Route 1 (Richmond Hwy) from Chesterfield County line to Hull Street (into Need Area 9), possibly including striping crosswalks with RRFBs or PHBs at currently unsignalized locations. Identify other improvements for pedestrian safety
10D	Fall Line Trail	Create a connected path for walking and cycling from Ashland to Petersburg. In this area, the Fall Line Trail is proposed to follow Commerce Rd, Bellemeade Rd, and US 1 (Richmond Hwy). An alternate alignment is also being considered that would follow Commerce Rd to the railroad tracks, run along Lynhaven Ave to Dale Ave, and then onto US 1. The alignment is still being determined and is subject to change.
10E	Improve sidewalk conditions	Throughout this area, repair broken and cracked sidewalks, infill missing sidewalks, install curb ramps, and add street trees. Include native landscaping that retains water, provides food and shade, and/or consider pavement types that are permeable and light colored in sustainability needs areas.
10F	Walmsley Blvd street connection	Connect the two ends of Walmsley Blvd, creating a continuous road between Route 1 and Commerce Rd.
10G	Pavement maintenance	Along major corridors like Commerce Rd, Bells Rd, and Route 1, Commerce Rd, fix potholes and repave roads that are in poor condition.
10H	Commerce Road Improvements at Walmsley Boulevard	Convert the intersection of Commerce Rd and Walmsley Blvd into a multi-lane roundabout. Provide new sidewalk on Commerce Rd between Bells Access Road and Walmsley Blvd, new dedicated turn lanes, pedestrian crossing improvements, and improvements to the I-95 ramps at exit 69. This project will improve freight access to the Richmond Marine Terminal and the Commerce Road industrial area, while also slowing vehicle speeds and improving pedestrian safety.
10I	Microtransit	Create a microtransit program where riders can request shared, on-demand rides to/from existing GRTC transit stops or certain activity centers at a subsidized, affordable rate in certain Southside areas.
10J	Increase bus frequency along Route 1	Increase bus frequencies along US Route 1 (Richmond Hwy) (GRTC Bus Route 3B/3C) to from every 30 minutes to every 15-20 minutes.
10K	Add seating, shelter, and amenities at bus stops.	Provide seating, shelter, and trash cans at all bus stops. In heat-vulnerable areas, also provide cooling elements at bus stops. In high economic development need areas, add public art and placemaking at bus stops. In high technology need areas, add real-time bus arrival information and WiFi. High technology need shows areas where significant portions of the population are unbanked, have limited access to high-speed internet or a cell phone, or with no access to bikeshare.
10L	Bike lanes on Terminal Ave/Belt Blvd	Reconstruct Terminal Ave from Belt Blvd to Lynhaven Ave to add bike lanes, and add a bike lane on Belt Blvd from Terminal Ave to proposed buffered bike lane on Hopkins Rd.

ID	Title	Description
10M	Revitalize the Route 1 Corridor Area	Work with residents to determine the best way to revitalize this area, encourage redevelopment, and limit involuntary displacement of residents, especially in the Route 1/Bellemeade and Route 1/Bells Nodes. Transportation investments here will not be effective until there are more job & shopping destinations with which to connect.
10N	Develop a new greenspace	Develop a new park within 10 minutes of the Route 1/Bellemeade Node or Route 1/Bells Node, working with residents to design the park. Transportation investments here will not be effective until there are more greenspace destinations with which to connect.

Needs Area 10 Survey Results

Category	Comparison	# Responses	Ques.	10A	10B	10C	10D	10E	10F	10G	10H	10I	10J	10K	10L	10M	10N
All	All Respondents - Unadjusted	261	Q1	86%	77%	77%	62%	87%	65%	81%	70%	72%	78%	85%	62%	82%	79%
			Q2	61%	47%	43%	39%	58%	17%	43%	17%	23%	37%	51%	13%	26%	26%
	All Respondents - Adjusted	261	Q1	87%	76%	76%	63%	89%	66%	82%	70%	74%	79%	85%	62%	82%	79%
			Q2	61%	46%	43%	38%	60%	18%	43%	16%	24%	37%	51%	13%	26%	25%
Communities of Concern	Communities of Concern - Adjusted	173	Q1	87%	75%	75%	62%	88%	72%	83%	74%	80%	82%	86%	61%	80%	77%
			Q2	65%	45%	45%	36%	62%	21%	46%	17%	25%	34%	50%	13%	23%	19%
Under 25	Under 25	28	Q1	86%	75%	75%	36%	82%	61%	68%	68%	79%	82%	82%	64%	79%	75%
			Q2	61%	43%	46%	25%	71%	7%	32%	18%	54%	36%	54%	7%	29%	18%
	Over 25	217	Q1	87%	77%	77%	65%	88%	67%	84%	73%	73%	80%	86%	62%	83%	80%
			Q2	61%	47%	42%	40%	57%	19%	43%	17%	20%	38%	51%	13%	26%	25%
Over 65	Over 65	23	Q1	61%	74%	78%	52%	91%	65%	74%	61%	83%	74%	74%	61%	78%	74%
			Q2	52%	43%	43%	35%	70%	17%	48%	13%	26%	30%	39%	9%	39%	35%
	Under 65	222	Q1	90%	77%	77%	62%	87%	67%	83%	73%	73%	81%	87%	63%	83%	80%
			Q2	62%	47%	42%	38%	58%	18%	41%	17%	23%	39%	52%	13%	25%	23%
Race	Black Only	160	Q1	87%	76%	74%	61%	88%	72%	83%	75%	80%	82%	86%	61%	80%	78%
			Q2	67%	45%	46%	38%	61%	21%	44%	19%	26%	32%	49%	13%	23%	18%
	Black + Multirace	166	Q1	87%	77%	75%	62%	88%	73%	83%	75%	81%	82%	87%	62%	80%	78%
			Q2	67%	44%	46%	37%	59%	20%	43%	20%	27%	33%	49%	13%	22%	19%
	Black + Multirace + Other	172	Q1	87%	77%	76%	62%	88%	73%	84%	76%	81%	83%	87%	62%	81%	78%
			Q2	66%	45%	45%	36%	59%	20%	44%	20%	28%	33%	49%	13%	23%	19%
	White	43	Q1	91%	74%	81%	56%	91%	44%	84%	60%	49%	72%	84%	58%	84%	77%
			Q2	47%	56%	42%	37%	58%	12%	44%	9%	5%	51%	63%	9%	35%	33%
Low Income	Low Income	72	Q1	88%	71%	76%	68%	92%	75%	86%	72%	83%	82%	86%	61%	83%	81%
			Q2	57%	42%	44%	36%	65%	25%	44%	10%	32%	33%	51%	13%	24%	24%
	Not Low Income	122	Q1	85%	80%	75%	61%	86%	64%	80%	70%	69%	80%	83%	62%	84%	77%
			Q2	61%	55%	39%	41%	53%	16%	36%	18%	16%	43%	52%	12%	32%	25%
Ethnicity	Hispanic	17	Q1	94%	88%	94%	76%	88%	82%	94%	82%	94%	94%	94%	82%	100%	100%
			Q2	47%	41%	29%	29%	53%	12%	29%	29%	35%	59%	59%	12%	29%	35%
	Hispanic + Other	38	Q1	97%	74%	84%	68%	92%	76%	92%	79%	87%	87%	95%	79%	84%	84%
			Q2	61%	39%	37%	29%	55%	21%	39%	26%	32%	45%	55%	8%	26%	26%
	Non-Hispanic	131	Q1	92%	79%	79%	63%	93%	66%	87%	76%	72%	78%	87%	60%	82%	82%
			Q2														

Category	Comparison	# Responses	Ques.	10A	10B	10C	10D	10E	10F	10G	10H	10I	10J	10K	10L	10M	10N
			Q2	64%	51%	44%	38%	60%	14%	46%	15%	16%	35%	54%	12%	24%	26%
Black/Brown, Hispanic, or Low Income	Black, Multi, Other OR Hispanic OR Low Income	189	Q1	87%	76%	77%	63%	89%	72%	84%	75%	81%	83%	87%	63%	81%	78%
			Q2	64%	44%	44%	36%	61%	20%	44%	18%	26%	35%	50%	13%	23%	21%
	White AND Non-Hispanic AND Not Low Income	31	Q1	94%	84%	84%	61%	90%	45%	77%	65%	48%	77%	87%	61%	97%	84%
			Q2	48%	61%	42%	45%	48%	13%	32%	3%	3%	58%	58%	10%	45%	32%
Over 65 AND (Black/Brown, Hispanic, or Low Income)	Over 65 AND (Black, Multi, Other OR Hispanic OR Low Income)	18	Q1	61%	72%	78%	50%	94%	72%	72%	67%	89%	83%	78%	61%	72%	67%
			Q2	44%	39%	50%	33%	67%	22%	44%	17%	33%	33%	44%	6%	33%	33%
	Over 65 AND White AND Non-Hispanic AND Not Low Income	1	Q1	100%	100%	100%	100%	100%	0%	100%	0%	100%	0%	100%	100%	100%	100%
			Q2	100%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	100%	0%
Survey Type	Paper	190	Q1	85%	75%	74%	62%	86%	71%	80%	73%	81%	79%	85%	64%	79%	79%
			Q2	65%	44%	44%	39%	59%	20%	41%	18%	28%	32%	49%	15%	21%	23%
	Online	71	Q1	90%	82%	83%	61%	92%	51%	83%	63%	51%	73%	83%	58%	92%	79%
			Q2	49%	55%	38%	38%	54%	10%	46%	14%	8%	49%	55%	8%	41%	34%

Key Findings from Needs Area 10 Survey Results

- Pedestrian improvements on Bells Rd, Walmsley Blvd, and Terminal Ave (10A) and Improving sidewalk conditions (10E) were the most popular recommendations among all demographic groups. 10A was less popular among respondents over 65. Low-income respondents favored 10E more than non-low-income respondents.
- Walmsley Blvd street connection (10F), Commerce Rd Improvements at Walmsley Blvd (10H), and Bike lanes on Terminal Ave/Belt Blvd (10L) were among the least popular recommendations, though both were slightly more favored by paper respondents compared to online respondents. 10F was also slightly more favored by Communities of Concern. Of all recommendations in this Needs Area, respondents were least likely to put 10L in their top 5. 10H was more popular for non-white respondents compared to white respondents.
- Adding seating, shelter, and amenities at bus stops (10K), Transform Route 1 into a Great Street (10B), and Pavement maintenance (10G) were also some of the most popular recommendations. 10K was less popular with respondents over 65. 10B was less popular with low-income respondents.

Needs Area 11: Broad Rock/Walmsley

The survey for Needs Area 11 presented 16 recommendations.

ID	Title	Description
11A	Pedestrian crossings across CSX tracks	Provide multiple grade-separated crossings for pedestrians and cyclists across the CSX tracks to connect neighborhoods on both sides of Hull St to Southside Plaza.
11B	Sidewalks on Hey Road	Construct sidewalks, curb & gutter, and a closed drainage system on Hey Rd from Hull St to Walmsley Blvd. Include native landscaping that retains water, provides food and shade, and/or consider pavement types that are permeable and light colored in sustainability needs areas.
11C	Sidewalks on Southwood Parkway	Construct sidewalks on Southwood Pkwy from Hull St to Clarkson Rd.
11D	Create street grid in Southside Plaza	Redevelop Southside Plaza as a walkable, mixed-use development with a more connected street grid.
11E	Improve existing sidewalks	Throughout Southside Richmond, repair broken and cracked sidewalks, install curb ramps, and add street trees. Include native landscaping that retains water, provides food and shade, and/or consider pavement types that are permeable and light colored in sustainability needs areas.
11F	Pedestrian safety near Wythe High School	Improve pedestrian crossings and sidewalks on Midlothian Tpke near Richmond High School of the Arts (formerly Wythe HS), which could include slowing traffic on Midlothian Tpke and redesigning the interchange at Belt Blvd.
11G	East Belt Boulevard Improvements	On Belt Boulevard between Midlothian Turnpike and Hull Street Road: Provide a 10-foot wide shared use path with a 4-foot wide buffer along the south side of the road. Provide a 5-foot wide sidewalk on the north side of the road. Install a raised median, dedicated turn lanes, and pedestrian crossing improvements.
11H	Hull Street Sidepath	Continue the 10-ft wide shared use path on the north side of Hull Street and 5-ft-wide sidewalk on the south side, with a raised median, drainage improvements and lighting improvements along Hull Street from Arizona Drive, where the path and sidewalks are already being designed, to the James River Branch Trail (north of Belt Blvd). Where possible, include native landscaping that retains water, provides food and shade, and/or consider pavement types that are permeable and light colored in sustainability needs areas.
11I	James River Branch Trail	Create new shared-use path along unused rail right-of-way from 49th St to Hopkins Rd
11J	Southside Plaza Transfer Center	Improve the bus transfer center at Southside Plaza with bus bays, additional seating and shading, cooling, real-time bus arrival information, and WiFi.
11K	Add seating, shelter, and amenities at bus stops.	Provide seating, shelter, and trash cans at all bus stops. In heat-vulnerable areas, also provide cooling elements at bus stops. In high economic development need areas, add public art and placemaking at bus stops. In high technology need areas, add real-time bus arrival information and WiFi. High technology need shows areas where significant portions of the population are unbanked, have limited access to high-speed internet or a cell phone, or with no access to bikeshare.
11L	North-South Bus Rapid Transit	Introduce a new bus rapid transit line that connects Northside and Southside Richmond with buses arriving more frequently and more reliable service. GRTC is currently studying potential routes for this new service. GRTC is examining Chamberlayne Ave (US 1) in Northside, and either Midlothian Turnpike (US 60), Hull Street Road (US 360) or Richmond Highway (US 1) in Southside.
11M	Microtransit	Create a microtransit program where riders in certain Southside areas can request shared, on-demand rides to/from existing GRTC transit stops or certain activity centers at a subsidized, affordable rate.

ID	Title	Description
11N	Protected bikeway on Broad Rock Blvd/Iron Bridge Rd	Add more protection between bicycle lanes and vehicle lanes on Broad Rock Blvd/Iron Bridge Rd. Extend protected bike lanes on Iron Bridge Rd south to City limits and north to existing separated bike lane at Broad Rock Blvd and Belt Blvd.
11O	Bike lanes on Terminal Ave	Reconstruct Terminal Ave from Broad Rock Blvd to Belt Blvd to add bike lanes.
11P	Bikeways on Bryce Lane and Snead Road	Create new bikeways (facility type TBD) on or along Bryce Lane from Hey Rd to Broad Rock Blvd and on Snead Rd from Whitehead Rd to Broad Rock Blvd.

Needs Area 11 Survey Results

Category	Comparison	# Responses	Ques.	11A	11B	11C	11D	11E	11F	11G	11H	11I	11J	11K	11L	11M	11N	11O	11P
All	All Respondents - Unadjusted	162	Q1	83%	80%	78%	81%	93%	84%	86%	85%	70%	89%	90%	84%	73%	73%	65%	64%
			Q2	53%	46%	38%	49%	58%	36%	19%	30%	22%	30%	43%	27%	11%	21%	10%	7%
	All Respondents - Adjusted	162	Q1	83%	85%	86%	81%	92%	88%	76%	76%	68%	86%	86%	78%	76%	76%	66%	55%
			Q2	49%	41%	44%	50%	60%	45%	19%	30%	19%	35%	57%	26%	18%	21%	13%	10%
Communities of Concern	Communities of Concern - Adjusted	129	Q1	84%	88%	90%	83%	92%	90%	77%	78%	69%	88%	88%	82%	81%	78%	69%	59%
			Q2	53%	45%	48%	52%	64%	44%	17%	32%	13%	34%	54%	20%	17%	16%	13%	9%
Under 25	Under 25	12	Q1	92%	75%	67%	83%	92%	67%	67%	75%	50%	83%	100%	67%	83%	83%	75%	75%
			Q2	50%	50%	58%	42%	58%	33%	25%	50%	17%	25%	50%	17%	0%	8%	8%	8%
	Over 25	140	Q1	83%	81%	79%	81%	94%	85%	87%	85%	69%	90%	89%	87%	74%	71%	64%	64%
			Q2	54%	46%	36%	50%	58%	36%	18%	28%	21%	31%	44%	27%	13%	22%	10%	7%
Over 65	Over 65	15	Q1	73%	80%	73%	73%	87%	80%	80%	73%	60%	93%	73%	100%	87%	53%	47%	40%
			Q2	40%	53%	40%	33%	53%	53%	13%	40%	7%	40%	60%	27%	20%	7%	0%	13%
	Under 65	137	Q1	85%	81%	78%	82%	94%	84%	86%	85%	69%	89%	91%	84%	73%	74%	66%	67%
			Q2	55%	45%	37%	51%	58%	34%	19%	28%	22%	30%	42%	26%	11%	23%	11%	7%
Race	Black Only	84	Q1	86%	87%	88%	85%	95%	90%	86%	85%	70%	93%	95%	89%	85%	77%	73%	70%
			Q2	62%	54%	49%	54%	64%	38%	17%	31%	11%	29%	40%	14%	10%	12%	11%	6%
	Black + Multirace	89	Q1	85%	87%	88%	85%	96%	90%	87%	84%	71%	93%	94%	90%	84%	78%	74%	70%
			Q2	63%	54%	46%	51%	63%	39%	17%	30%	11%	28%	43%	15%	10%	12%	11%	7%
	Black + Multirace + Other	96	Q1	86%	88%	86%	85%	95%	89%	86%	84%	69%	94%	95%	90%	83%	77%	72%	68%
			Q2	64%	53%	47%	52%	65%	36%	16%	30%	10%	28%	42%	17%	10%	14%	10%	6%
	White	44	Q1	77%	66%	59%	75%	93%	75%	86%	86%	68%	80%	82%	77%	57%	61%	50%	55%
			Q2	36%	27%	18%	45%	55%	30%	23%	32%	41%	34%	52%	45%	9%	41%	7%	5%
Low Income	Low Income	49	Q1	92%	90%	92%	86%	92%	88%	88%	84%	80%	94%	94%	90%	88%	80%	82%	86%
			Q2	55%	53%	53%	59%	67%	27%	18%	35%	16%	27%	31%	16%	10%	12%	12%	8%
	Not Low Income	84	Q1	77%	75%	69%	79%	94%	81%	85%	83%	63%	87%	86%	81%	68%	67%	55%	51%
			Q2	50%	44%	30%	49%	51%	39%	19%	27%	25%	35%	48%	31%	11%	29%	6%	7%
Ethnicity	Hispanic	14	Q1	93%	93%	79%	93%	93%	79%	93%	86%	57%	93%	86%	86%	71%	86%	64%	64%
			Q2	43%	43%	43%	57%	50%	21%	7%	29%	14%	36%	43%	43%	21%	21%	7%	21%
	Hispanic + Other	22	Q1	95%	91%	77%	86%	95%	86%	91%	91%	64%	95%	82%	86%	73%	77%	68%	64%
			Q2	55%	36%	50%	55%	45%	32%	5%	36%	9%	41%	36%	27%	18%	18%	14%	23%
	Non-Hispanic	100	Q1	79%	79%	77%	80%	94%	81%	84%	83%	68%	87%	90%	82%	77%	70%	61%	63%
			Q2	50%	47%	35%	50%	63%	37%	20%	31%	21%	32%	49%	25%	9%	21%	8%	2%

Category	Comparison	# Responses	Ques.	11A	11B	11C	11D	11E	11F	11G	11H	11I	11J	11K	11L	11M	11N	11O	11P
Black/Brown, Hispanic, or Low Income	Black, Multi, Other OR Hispanic OR Low Income	109	Q1	87%	88%	87%	86%	94%	89%	87%	85%	71%	94%	94%	89%	83%	78%	72%	71%
			Q2	60%	53%	47%	55%	64%	36%	17%	30%	11%	29%	41%	17%	11%	12%	10%	7%
	White AND Non-Hispanic AND Not Low Income	32	Q1	72%	66%	56%	75%	94%	72%	84%	84%	66%	72%	78%	75%	56%	56%	47%	50%
			Q2	34%	28%	16%	38%	47%	31%	22%	38%	50%	28%	53%	47%	9%	47%	6%	6%
Over 65 AND (Black/Brown, Hispanic, or Low Income)	Over 65 AND (Black, Multi, Other OR Hispanic OR Low Income)	11	Q1	82%	91%	91%	82%	100%	91%	100%	91%	82%	91%	82%	100%	82%	73%	64%	55%
			Q2	45%	45%	55%	45%	64%	45%	9%	45%	9%	27%	64%	9%	9%	9%	0%	18%
	Over 65 AND White AND Non-Hispanic AND Not Low Income	1	Q1	100%	100%	0%	100%	100%	100%	100%	100%	0%	100%	100%	100%	100%	0%	0%	0%
			Q2	0%	100%	0%	0%	100%	0%	100%	100%	0%	0%	100%	0%	0%	0%	0%	0%
Survey Type	Paper	76	Q1	92%	89%	88%	89%	95%	89%	88%	87%	76%	92%	96%	91%	87%	87%	86%	84%
			Q2	72%	61%	55%	58%	72%	29%	13%	26%	11%	20%	30%	13%	13%	12%	12%	3%
	Online	86	Q1	76%	72%	70%	73%	92%	79%	84%	83%	64%	86%	84%	78%	60%	60%	47%	47%
			Q2	36%	33%	22%	42%	45%	43%	24%	33%	31%	40%	55%	40%	9%	29%	8%	10%

Key Findings from Needs Area 11 Survey Results

- Improving existing sidewalks (11E), Adding seating, shelter, and amenities at bus stops (11K), Pedestrian crossings across CSX tracks (11A), Sidewalks on Hey Rd (11B), and Creating a street grid in Southside Plaza (11D) were the most popular recommendations. 11A and 11E were slightly more popular with Communities of Concern, notably low-income and non-white respondents. For 11K, Communities of Concern were more likely to say it was a priority, but were less likely to put it in their top 5.
- The majority of Communities of Concern respondents chose their top 5 as either Improving existing sidewalks (11E), Sidewalks on Southwood Pkwy (11C), and Adding seating, shelter, and amenities at bus stops (11K), whereas non-Communities of Concern respondents were more spread out in their top 5 choices. For white/non-low-income/non-Hispanic respondents, the only recommendation that received more than 50% in one's top 5 was James River Branch Trail (11I).
- Microtransit (11M), Bike lanes on Terminal Ave (11O), and Bikeways on Bryce Ln and Snead Rd (11P) were among the least popular recommendations in terms of how many respondents put these recommendations in their top 5. 0 respondents over 65 put 11O in their top 5. All three were slightly more favorable among non-white respondents compared to white respondents.

Needs Area 12: Midlothian/German School Road

The survey for Needs Area 12 presented 12 recommendations.

ID	Title	Description
12A	Pedestrian improvements on Jahnke Road	Identify locations for more frequently spaced marked crosswalks (ideally every ~600 feet) across Jahnke Road from German School Road to Powhite Park entrance and Chippenham Hospital, possibly including striping crosswalks with RRFBs or PHBs at currently unsignalized locations. Identify other improvements for pedestrian safety.
12B	Improve key pedestrian connections	Fill in sidewalk gaps and identify locations for striping crosswalks (ideally every ~600 feet) on key pedestrian connections, including Whitehead Rd, Hioaks Rd, Old Warwick Rd, and between Midlothian Tpke and Jahnke Rd.
12C	Safety improvements on Midlothian Tpke	Design improvements to Midlothian Turnpike to provide a safe path for pedestrians and bicyclists from German School Road west to City line.
12D	Improve Midlothian Tpke/Chippenham Pkwy interchange	Partner with Chesterfield County and VDOT to improve the Midlothian Turnpike and Chippenham Parkway interchange to provide a safe path for pedestrians and bicyclists on Midlothian Turnpike through the interchange and to destinations to the west.
12E	Reedy Creek & Pocosham Creek Greenways	Create a continous pedestrian/bike path along Reedy Creek and Pocosham Creek, connecting from near Belmont Rd/Chippenham to Forest Hill Park.
12F	Hull Street Sidepath	Continue the Hull St Sidepath and sidewalks (currently being implemented from Warwick Rd to Hey Rd) southwest past Hey Rd to Elkhardt Rd. Include as part of this extension identifying locations for frequently spaced (ideally every ~600 feet) crosswalks, potentially with rectangular rapid flashing beacons or pedestrian hybrid beacons at currently unsignalized locations. Include native landscaping that retains water, provides food and shade, and/or consider pavement types that are permeable and light colored in sustainability needs areas.
12G	Add seating, shelter, and amenities at bus stops.	Provide seating, shelter, and trash cans at all bus stops. In heat-vulnerable areas, also provide cooling elements at bus stops. In high economic development need areas, add public art and placemaking at bus stops. In high technology need areas, add real-time bus arrival information and WiFi. High technology need shows areas where significant portions of the population are unbanked, have limited access to high-speed internet or a cell phone, or with no access to bikeshare.
12H	Increased bus frequency on Midlothian Tpke	Increase the frequency of bus service along Midlothian Turnpike from Downtown Richmond to Stonebridge to every 15 minutes, and extend the bus route from Stonebridge to Chesterfield Towne Center (2458).
12I	Microtransit	Create a microtransit program where riders in certain Southside areas can request shared, on-demand rides to/from existing GRTC transit stops or certain activity centers at a subsidized, affordable rate.
12J	Bikeway on Whitehead Road	Add a bikeway (facility type TBD) on Whitehead Rd from existing bike lanes on German School Rd to Elkhardt Rd.
12K	Bikeshare stations	Add a bikeshare station at Southside Community Center.
12L	Revitalize the Midlothian Area	Refine and formalize the Midlothian Conceptual Plan from Richmond 300 to support and further define the vision for this area as a walkable village center that connects to the Stonebridge development in Chesterfield County and has its own unique identity as an attractive gateway into the city. Work with residents to determine the best way to revitalize this area and encourage redevelopment through rezoning and more detailed planning.

Needs Area 12 Survey Results

Category	Comparison	# Responses	Ques.	12A	12B	12C	12D	12E	12F	12G	12H	12I	12J	12K	12L
All	All Respondents - Unadjusted	195	Q1	90%	90%	90%	77%	71%	85%	92%	79%	65%	65%	64%	84%
			Q2	66%	62%	70%	48%	32%	35%	58%	36%	18%	14%	19%	40%
	All Respondents - Adjusted	195	Q1	91%	90%	91%	82%	67%	88%	96%	80%	70%	68%	63%	84%
			Q2	68%	64%	70%	55%	25%	37%	65%	33%	16%	14%	20%	33%
Communities of Concern	Communities of Concern - Adjusted	72	Q1	93%	92%	93%	78%	64%	85%	99%	86%	72%	69%	67%	82%
			Q2	65%	64%	74%	53%	21%	36%	71%	36%	15%	14%	22%	29%
Under 25	Under 25	47	Q1	98%	91%	89%	77%	77%	89%	96%	85%	62%	83%	74%	70%
			Q2	77%	57%	68%	45%	34%	49%	62%	26%	13%	26%	23%	21%
	Over 25	127	Q1	88%	95%	91%	78%	69%	83%	92%	79%	69%	61%	61%	87%
			Q2	64%	64%	73%	47%	31%	27%	59%	39%	23%	12%	17%	44%
Over 65	Over 65	10	Q1	70%	80%	90%	80%	40%	80%	70%	70%	40%	50%	40%	90%
			Q2	70%	50%	90%	60%	10%	40%	60%	40%	10%	30%	10%	30%
	Under 65	164	Q1	92%	95%	91%	77%	73%	85%	95%	81%	68%	68%	66%	82%
			Q2	67%	63%	71%	46%	34%	32%	60%	35%	21%	15%	19%	38%
Race	Black Only	51	Q1	92%	90%	92%	80%	61%	88%	98%	82%	69%	71%	61%	80%
			Q2	69%	59%	71%	63%	20%	39%	69%	31%	14%	16%	24%	27%
	Black + Multirace	58	Q1	91%	90%	90%	81%	64%	88%	95%	79%	64%	69%	64%	79%
			Q2	67%	59%	71%	60%	22%	38%	66%	31%	14%	17%	24%	31%
	Black + Multirace + Other	88	Q1	92%	92%	92%	84%	70%	89%	95%	82%	67%	73%	69%	82%
			Q2	70%	61%	73%	52%	33%	33%	60%	32%	18%	20%	19%	27%
	White	68	Q1	90%	94%	90%	69%	72%	81%	91%	76%	68%	59%	63%	84%
			Q2	60%	60%	72%	38%	29%	25%	60%	44%	22%	12%	21%	56%
Low Income	Low Income	33	Q1	94%	94%	94%	82%	73%	85%	100%	88%	85%	70%	76%	91%
			Q2	64%	79%	76%	39%	21%	33%	73%	39%	18%	9%	15%	33%
	Not Low Income	72	Q1	83%	96%	88%	72%	72%	83%	88%	74%	56%	57%	61%	89%
			Q2	61%	64%	72%	50%	32%	24%	50%	40%	19%	14%	17%	57%
Ethnicity	Hispanic	44	Q1	98%	93%	93%	91%	80%	89%	95%	80%	73%	80%	80%	86%
			Q2	70%	64%	70%	48%	50%	32%	50%	20%	25%	20%	16%	34%
	Hispanic + Other	58	Q1	95%	91%	95%	83%	76%	88%	97%	83%	71%	79%	78%	86%
			Q2	66%	60%	67%	50%	40%	33%	59%	28%	24%	21%	19%	34%
	Non-Hispanic	97	Q1	90%	97%	89%	74%	67%	84%	93%	78%	64%	60%	62%	80%
			Q2	66%	61%	74%	46%	29%	29%	60%	40%	19%	13%	21%	42%
Black/Brown, Hispanic, or Low Income	Black, Multi, Other OR Hispanic OR Low Income	113	Q1	93%	92%	92%	82%	69%	88%	96%	83%	69%	70%	70%	82%
			Q2	65%	62%	73%	54%	30%	35%	63%	32%	19%	17%	19%	32%
	White AND Non-Hispanic AND Not Low Income	43	Q1	88%	98%	86%	70%	72%	79%	91%	72%	60%	58%	58%	84%
			Q2	70%	63%	65%	40%	37%	21%	49%	40%	21%	14%	21%	60%
Over 65 AND (Black/Brown, Hispanic, or Low Income)	Over 65 AND (Black, Multi, Other OR Hispanic OR Low Income)	6	Q1	83%	83%	83%	100%	50%	67%	83%	83%	33%	33%	50%	83%
			Q2	83%	50%	100%	83%	17%	33%	67%	33%	0%	17%	0%	17%
	Over 65 AND White AND Non-Hispanic AND Not Low Income	3	Q1	67%	100%	100%	67%	33%	100%	67%	33%	67%	100%	33%	100%
			Q2	67%	67%	67%	33%	0%	33%	67%	33%	33%	67%	0%	33%

Category	Comparison	# Responses	Ques.	12A	12B	12C	12D	12E	12F	12G	12H	12I	12J	12K	12L
Survey Type	Paper	112	Q1	92%	91%	94%	81%	69%	89%	95%	81%	72%	71%	71%	83%
			Q2	67%	62%	72%	48%	33%	39%	59%	30%	24%	16%	21%	29%
	Online	83	Q1	88%	89%	84%	72%	73%	78%	88%	76%	54%	55%	54%	84%
			Q2	65%	63%	66%	48%	31%	30%	58%	43%	11%	12%	17%	55%

Key Findings from Needs Area 12 Survey Results

- Pedestrian improvements on Jahnke Rd (12A), Improve key pedestrian connections (12B), Safety improvements on Midlothian Tpke (12C), and Adding seating, shelter, and amenities at bus stops (12G) were among the most popular recommendations for all demographic groups. 12A and 12C were more favorable with non-white respondents compared to white respondents. 12A, 12B, and 12G were less favorable with respondents over 65.
- Bikeway on Whitehead Rd (12J) had the fewest number of respondents who put it in their top 5, though it was comparatively more favorable with non-white and Hispanic respondents.
- Microtransit (12I) and Bikeshare stations (12K) also had few respondents who put it in their top 5. 12I was particularly unpopular among under 25 and over 65 respondents.

Needs Area 13: Forest Hill/Westover

The survey for Needs Area 13 presented 10 recommendations.

ID	Title	Description
13A	Pedestrian Safety Improvements on Forest Hill Avenue	This recommendation would fill in sidewalk gaps and provide safety improvements for pedestrians on Forest Hill Avenue from Westover Drive through the Powhite Parkway interchange.
13B	Riverside Shared-Use Path	Add a shared-use path along the south bank of the James River. This trail could follow the rail alignment, or be located adjacent to Riverside Drive. This trail could connect to the proposed Powhite Creek Greenway and the proposed Reedy Creek Greenway.
13C	Jahnke Road Sidepath	Shared-Use Path, signal upgrade, landscaping, and closed drainage system on Jahnke Road from Forest Hill Ave to Hioaks Rd.
13D	James River Branch Trail	Create new shared-use path along unused rail right-of-way from Westover Hills Blvd to Hopkins Rd.
13E	Reedy Creek Greenway	Add a shared-use path along Reedy Creek.
13F	Add seating, shelter, and amenities at bus stops.	Provide seating, shelter, and trash cans at all bus stops. In heat-vulnerable areas, also provide cooling elements at bus stops. In high economic development need areas, add public art and placemaking at bus stops.
13G	Bliley Road Sidewalk and Bike Lanes	Install sidewalk, curb at gutter, storm drainage, and bike lanes on Bliley Road.
13H	Westover Hills Boulevard Separated Bike Lanes	Separated bike lanes on Westover Hills Blvd from Nickel Bridge to Forest Hill Ave
13I	Forest Hill Avenue Bikeway	Continue the existing bike lanes on Forest Hill Avenue that currently end between 46th and 47th Streets further west across Westover Hills Boulevard and through the Chippenham Parkway interchange. Provide a protected bikeway on Forest Hill Avenue between Westover Hills Boulevard and Chippenham Parkway, as this is a key freight route.
13J	Prince Arthur Road Bikeway Connection	Provide a bikeway connection (facility type TBD) on Prince Arthur Road from Forest Hill Avenue to Riverside Drive, and on Riverside Drive from Prince Arthur Road to Westover Drive. This would provide a connection between the Jahnke Road bikeway and the Westover Hills Boulevard bridge over the James River into Byrd Park.

Needs Area 13 Survey Results

Category	Comparison	# Responses	Ques.	13A	13B	13C	13D	13E	13F	13G	13H	13I	13J
All	All Respondents - Unadjusted	459	Q1	90%	66%	74%	43%	50%	87%	69%	61%	77%	40%
			Q2	86%	49%	56%	26%	27%	79%	50%	46%	71%	11%
	All Respondents - Adjusted	459	Q1	89%	58%	70%	44%	45%	89%	68%	55%	73%	38%
			Q2	86%	43%	59%	29%	24%	82%	51%	45%	67%	14%
Communities of Concern	Communities of Concern - Adjusted	46	Q1	87%	50%	61%	39%	33%	91%	65%	46%	61%	37%
			Q2	87%	37%	67%	33%	15%	87%	59%	39%	57%	20%
Under 25	Under 25	8	Q1	75%	50%	63%	25%	25%	75%	38%	38%	75%	50%
			Q2	75%	50%	75%	38%	25%	75%	50%	25%	63%	25%
	Over 25	415	Q1	91%	68%	74%	42%	49%	88%	70%	61%	78%	40%
			Q2	87%	48%	57%	25%	26%	80%	49%	45%	73%	11%
Over 65	Over 65	60	Q1	88%	53%	75%	37%	28%	87%	63%	43%	62%	23%
			Q2	85%	38%	65%	28%	23%	87%	48%	35%	77%	13%
	Under 65	363	Q1	91%	70%	74%	43%	52%	88%	70%	64%	80%	42%
			Q2	87%	50%	56%	25%	26%	78%	49%	47%	73%	10%
Race	Black Only	26	Q1	88%	46%	65%	46%	35%	96%	69%	46%	58%	35%
			Q2	88%	31%	62%	38%	15%	92%	54%	46%	50%	23%
	Black + Multirace	38	Q1	82%	50%	55%	42%	37%	89%	58%	55%	66%	34%
			Q2	87%	37%	53%	37%	16%	87%	45%	53%	63%	24%
	Black + Multirace + Other	44	Q1	82%	55%	57%	41%	36%	86%	57%	57%	70%	36%
			Q2	86%	41%	52%	41%	16%	82%	43%	50%	64%	25%
	White	353	Q1	92%	69%	76%	42%	50%	88%	71%	62%	79%	40%
			Q2	87%	49%	57%	23%	27%	80%	50%	44%	75%	9%
Low Income	Low Income	25	Q1	88%	48%	60%	36%	36%	84%	64%	44%	68%	36%
			Q2	84%	40%	72%	24%	20%	80%	60%	36%	68%	16%
	Not Low Income	363	Q1	91%	69%	76%	44%	50%	88%	70%	63%	79%	40%
			Q2	86%	48%	57%	25%	26%	79%	49%	45%	74%	10%
Ethnicity	Hispanic	15	Q1	73%	53%	53%	53%	40%	80%	53%	67%	67%	33%
			Q2	80%	53%	40%	33%	20%	80%	33%	47%	87%	27%
	Hispanic + Other	42	Q1	81%	67%	57%	48%	40%	79%	62%	52%	69%	36%
			Q2	81%	62%	43%	36%	19%	81%	48%	38%	71%	21%
	Non-Hispanic	341	Q1	91%	68%	76%	42%	50%	89%	69%	64%	80%	42%
			Q2	87%	46%	58%	23%	27%	79%	48%	47%	74%	10%
Black/Brown, Hispanic, or Low Income	Black, Multi, Other OR Hispanic OR Low Income	69	Q1	84%	52%	61%	39%	35%	87%	62%	52%	67%	35%
			Q2	86%	41%	61%	35%	16%	83%	52%	42%	65%	20%
	White AND Non-Hispanic AND Not Low Income	282	Q1	92%	71%	79%	45%	53%	88%	70%	68%	82%	42%
			Q2	87%	48%	57%	22%	28%	78%	47%	48%	77%	9%
Over 65 AND (Black/Brown, Hispanic, or Low Income)	Over 65 AND (Black, Multi, Other OR Hispanic OR Low Income)	13	Q1	77%	15%	77%	31%	0%	92%	92%	31%	46%	8%
			Q2	85%	15%	85%	15%	8%	92%	77%	38%	77%	8%
	Over 65 AND White AND Non-Hispanic AND Not Low Income	27	Q1	89%	59%	74%	41%	44%	85%	44%	63%	67%	30%
			Q2	81%	37%	59%	26%	37%	85%	30%	37%	89%	19%

Category	Comparison	# Responses	Ques.	13A	13B	13C	13D	13E	13F	13G	13H	13I	13J
Survey Type	Online	459	Q1	90%	66%	74%	43%	50%	87%	69%	61%	77%	40%
			Q2	86%	49%	56%	26%	27%	79%	50%	46%	71%	11%
	Paper	0	Q1										
			Q2										

Key Findings from Needs Area 13 Survey Results

- Pedestrian safety improvements on Forest Hill Ave (13A) and Adding seating, shelter, and amenities at bus stops (13F) were both very popular among all demographic groups. For 13A, under 25 and Hispanic respondents were a little less enthusiastic compared to their over 25 and non-Hispanic counterparts, respectively.
- Forest Hill Ave Bikeway (13I) and Jahnke Rd Sidepath (13C) were also fairly popular. However, 13C was considered a priority at lower rates for non-white and Hispanic respondents compared to white respondents. 13I was particularly less popular for Communities of Concern - especially black respondents.
- Prince Arthur Rd Bikeway Connection (13J) was by far the least popular recommendation, though under 25 respondents were more favorable to it.

Needs Area 14: Near West End

The survey for Needs Area 14 presented 11 recommendations.

ID	Title	Description
14A	Improve roundabout at Monument Ave/Lombardy St/Stuart Cir/Franklin St	Construct a new roundabout at the intersection of Monument Ave, Lombardy St, Stuart Cir, and W Franklin St with landscaped splitters, sidewalks, and crosswalks.
14B	Convert Main and Cary Streets to two-way	Change traffic direction on Main and Cary Streets from one-way to two-way, creating a safer environment for pedestrians, bicyclists, and motor vehicles.
14C	Close Cary Street to cars	Close Cary St from Thompson St to Arthur Ashe Blvd to car traffic, creating a shaded pedestrian- and bike-only street with consideration for adequate parking assets. Begin with a weekend-only pilot.
14D	Carytown Parking Recommendations	Implement the following recommendations to reduce reliance on surface parking in Carytown: promote shared parking; create a parking benefit district; execute fee-for-use parking pilots; and assess curbside parking time limits.
14E	Add seating, shelter, and amenities at bus stops.	Provide seating, shelter, and trash cans at all bus stops. In heat-vulnerable areas, also provide cooling elements at bus stops. In high economic development need areas, add public art and placemaking at bus stops.
14F	New Randolph Connection Over I-195	Provide a new connection for pedestrians and bicyclists over I-195 near Petronious S. Jones Park.
14G	Bike-Walk Street on Allen Avenue	Add a bike-walk street on Allen Ave from Broad St to Colorado Ave.
14H	Extend Franklin Street Protected Bike Lanes	Extend the protected bike lanes on Franklin Street west, potentially going the entire length of Monument Ave.
14I	Mulberry Street Bikeway	New two-way bikeway (facility type TBD) on Mulberry Street or other parallel street. This new bikeway would provide a north-south connection in the vicinity of Arthur Ashe Blvd from the bikeway in Byrd Park to the proposed shared-use path in Scott's Addition.
14J	Protected Bike Lanes on Park Drive/Blanton Ave	Add protected bike lanes along Park Dr and Blanton Ave from French St to Nickel Bridge.
14K	New bikeshare stations	Add bikeshare stations at certain locations such as the VMFA, Byrd Park, Maymont, Carillon, and the Scott's Addition Pulse Station.

Needs Area 14 Survey Results

Category	Comparison	# Responses	Ques.	14A	14B	14C	14D	14E	14F	14G	14H	14I	14J	14K
All	All Respondents - Unadjusted	4792	Q1	52%	35%	81%	55%	83%	59%	64%	75%	71%	66%	54%
			Q2	39%	28%	79%	41%	69%	35%	43%	56%	37%	40%	32%
	All Respondents - Adjusted	4792	Q1	54%	37%	76%	54%	85%	61%	65%	73%	71%	66%	56%
			Q2	40%	29%	74%	40%	72%	36%	43%	55%	35%	40%	34%
Communities of Concern	Communities of Concern - Adjusted	676	Q1	60%	37%	77%	51%	92%	67%	72%	78%	73%	72%	60%
			Q2	42%	29%	74%	35%	77%	36%	45%	57%	33%	42%	32%
Under 25	Under 25	504	Q1	63%	40%	91%	60%	90%	65%	76%	86%	79%	76%	67%
			Q2	38%	28%	87%	35%	74%	24%	46%	60%	34%	44%	30%
	Over 25	3917	Q1	51%	35%	81%	55%	82%	59%	63%	74%	70%	65%	53%
			Q2	39%	29%	79%	42%	69%	36%	43%	56%	37%	39%	32%
Over 65	Over 65	258	Q1	45%	34%	47%	50%	79%	54%	37%	46%	53%	48%	47%
			Q2	54%	33%	48%	55%	78%	47%	31%	38%	34%	36%	47%
	Under 65	4163	Q1	53%	36%	84%	56%	83%	60%	66%	77%	72%	68%	55%
			Q2	38%	29%	82%	40%	69%	33%	44%	57%	37%	40%	31%
Race	Black Only	165	Q1	58%	40%	61%	55%	90%	61%	61%	65%	66%	62%	59%
			Q2	45%	34%	59%	44%	78%	41%	41%	51%	28%	39%	38%
	Black + Multirace	322	Q1	59%	39%	69%	53%	89%	63%	65%	73%	68%	66%	59%
			Q2	47%	34%	67%	43%	78%	38%	43%	50%	30%	37%	34%
	Black + Multirace + Other	366	Q1	58%	39%	70%	53%	88%	64%	66%	73%	69%	67%	60%
			Q2	47%	34%	69%	43%	77%	37%	43%	49%	30%	37%	34%
	White	3627	Q1	52%	36%	85%	56%	84%	60%	65%	77%	73%	67%	55%
			Q2	37%	28%	83%	40%	69%	33%	43%	58%	37%	40%	31%
Low Income	Low Income	540	Q1	60%	37%	80%	50%	93%	69%	76%	82%	77%	76%	61%
			Q2	40%	27%	77%	32%	77%	34%	46%	59%	34%	42%	31%
	Not Low Income	3618	Q1	51%	36%	84%	57%	82%	59%	64%	76%	72%	66%	54%
			Q2	38%	29%	82%	42%	68%	34%	43%	56%	37%	39%	31%
Ethnicity	Hispanic	181	Q1	59%	31%	88%	55%	87%	62%	72%	83%	78%	64%	52%
			Q2	40%	22%	87%	40%	70%	25%	52%	60%	38%	36%	29%
	Hispanic + Other	443	Q1	59%	32%	80%	59%	86%	63%	70%	76%	75%	64%	56%
			Q2	44%	26%	79%	42%	69%	32%	49%	52%	37%	38%	33%
	Non-Hispanic	3534	Q1	52%	36%	84%	56%	84%	60%	65%	77%	72%	67%	55%
			Q2	38%	29%	82%	40%	70%	34%	43%	57%	37%	39%	31%
Black/Brown, Hispanic, or Low Income	Black, Multi, Other OR Hispanic OR Low Income	924	Q1	60%	37%	78%	52%	90%	65%	71%	79%	74%	71%	60%
			Q2	43%	29%	76%	37%	75%	34%	46%	56%	32%	40%	32%
	White AND Non-Hispanic AND Not Low Income	2729	Q1	51%	37%	86%	57%	82%	59%	63%	77%	72%	66%	54%
			Q2	36%	29%	85%	41%	68%	33%	43%	57%	38%	39%	31%
Over 65 AND (Black/Brown, Hispanic, or Low Income)	Over 65 AND (Black, Multi, Other OR Hispanic OR Low Income)	45	Q1	44%	33%	38%	49%	82%	58%	44%	44%	56%	56%	38%
			Q2	56%	33%	42%	56%	76%	49%	40%	36%	27%	44%	42%
	Over 65 AND White AND Non-Hispanic AND Not Low Income	127	Q1	44%	38%	53%	52%	80%	50%	38%	54%	59%	50%	50%
			Q2	50%	36%	53%	53%	76%	49%	30%	41%	33%	33%	46%

Category	Comparison	# Responses	Ques.	14A	14B	14C	14D	14E	14F	14G	14H	14I	14J	14K	
Survey Type	Online	4792	Q1	52%	35%	81%	55%	83%	59%	64%	75%	71%	66%	54%	
			Q2	39%	28%	79%	41%	69%	35%	43%	56%	37%	40%	32%	
	Paper	0	Q1												
			Q2												

Key Findings from Needs Area 14 Survey Results

- Close Cary Street to cars (14C) and Adding seating, shelter, and amenities at bus stops (14E) were the most popular recommendations. This makes sense as most people taking this survey were likely doing so in order to show support for car-free Carytown. Interestingly, 14C was comparatively unpopular among respondents over 65. 14E was the highest priority recommendation for all respondents, including Communities of Concern.
- Converting Main and Cary Streets to two-way (14B) was clearly the least popular recommendation. Only about one-third of respondents even said it was a priority.
- Extending Franklin St protected bike lanes (14H) was also relatively favorable among certain demographics like Hispanic and under 25 respondents, but was unpopular for over 65 respondents.

Needs Area 15: Greater Scott's Addition/Carver

The survey for Needs Area 15 presented 10 recommendations.

ID	Title	Description
15A	Improve sidewalks	Throughout Scott's Addition, repair broken and cracked sidewalks, fill in sidewalk gaps, install curb ramps, and add street trees.
15B	Clay Street Improvements	Convert Clay Street between Arthur Ashe Blvd and Belleville St from one-way to two-way. Fill in missing sidewalk and improve existing sidewalk. Install rectangular rapid flashing beacons on Clay Street at Summit Ave and at Altamont Ave for pedestrian crossings. Add an on-street bike lane in the eastbound direction. Add a parking lane on both sides of the street between Sheppard St and Roseneath Rd. Project also includes curb extensions, high visibility crosswalks, ADA accessible curb ramps, and high visibility bike crossings.
15C	Bridge replacement on Arthur Ashe Blvd over CSX	Replace the structurally obsolete bridge on Arthur Ashe Blvd over CSX with a new bridge that includes dedicated bicycle and pedestrian infrastructure.
15D	Scott's Addition/Boulevard Shared-Use Path	Construct a shared-use path to connect Scott's Addition with areas east of Arthur Ashe Blvd, including a grade-separated crossing at Arthur Ashe Blvd.
15E	New roadway connection over CSX at Norfolk Street	Add a new bridge over CSX, connecting Norfolk Street from N Hamilton St to Belleville St.
15F	New roadway connection over CSX on MacTavish Ave	Add a new bridge over CSX, connecting MacTavish Ave or another parallel street.
15G	Add seating, shelter, and amenities at bus stops.	Provide seating, shelter, and trash cans at all bus stops.
15H	Scott's Addition Parking Recommendations	Implement the following recommendations to reduce reliance on surface parking in Scott's Addition: pursue opportunities for public/private parking assets; create parking benefit district; promote shared parking; and execute fee-for-use parking pilots
15I	Extend Leigh Street bike lanes	Extend the protected bike lanes on Leigh Street to reach from Moore St bike lanes in Scott's Addition to the Leigh St Viaduct.
15J	Upgrade Lombardy Street bike lanes	Upgrade the existing standard bike lanes on Lombardy St to protected bike lanes.

Needs Area 15 Survey Results

Category	Comparison	# Responses	Ques.	15A	15B	15C	15D	15E	15F	15G	15H	15I	15J
All	All Respondents - Unadjusted	217	Q1	95%	79%	75%	81%	41%	41%	81%	60%	76%	74%
			Q2	87%	41%	50%	66%	25%	19%	62%	40%	60%	49%
	All Respondents - Adjusted	217	Q1	72%	76%	77%	76%	46%	31%	76%	56%	59%	62%
			Q2	91%	48%	56%	68%	36%	12%	64%	37%	47%	42%
Communities of Concern	Communities of Concern - Adjusted	13	Q1	62%	77%	77%	69%	46%	23%	69%	54%	46%	54%
			Q2	92%	54%	62%	69%	38%	8%	62%	38%	38%	38%
Under 25	Under 25	12	Q1	75%	67%	67%	83%	17%	17%	83%	42%	92%	92%
			Q2	92%	33%	33%	83%	0%	8%	83%	25%	75%	67%
	Over 25	157	Q1	95%	82%	75%	81%	43%	41%	81%	61%	78%	75%
			Q2	85%	43%	50%	66%	28%	19%	61%	40%	59%	48%
Over 65	Over 65	9	Q1	89%	78%	78%	89%	44%	33%	67%	56%	78%	67%
			Q2	78%	33%	67%	67%	22%	11%	67%	44%	56%	56%
	Under 65	160	Q1	94%	81%	74%	81%	41%	40%	82%	59%	79%	77%
			Q2	86%	43%	48%	68%	26%	19%	63%	39%	60%	49%
Race	Black Only	6	Q1	33%	67%	83%	83%	67%	33%	83%	50%	50%	50%
			Q2	100%	50%	50%	67%	67%	0%	83%	17%	33%	33%
	Black + Multirace	11	Q1	55%	55%	55%	64%	36%	18%	82%	45%	55%	55%
			Q2	100%	73%	36%	55%	36%	0%	73%	45%	45%	36%
	Black + Multirace + Other	12	Q1	58%	58%	58%	67%	33%	17%	83%	50%	58%	58%
			Q2	100%	67%	33%	58%	33%	0%	75%	42%	50%	42%
	White	138	Q1	96%	83%	76%	84%	39%	41%	83%	62%	85%	80%
			Q2	84%	41%	49%	67%	22%	20%	62%	40%	62%	53%
Low Income	Low Income	10	Q1	70%	80%	70%	60%	40%	20%	60%	60%	40%	50%
			Q2	90%	60%	60%	80%	30%	10%	50%	40%	40%	40%
	Not Low Income	149	Q1	95%	80%	74%	82%	39%	39%	85%	60%	83%	79%
			Q2	85%	41%	47%	66%	24%	18%	65%	40%	62%	52%
Ethnicity	Hispanic	4	Q1	100%	50%	75%	100%	0%	0%	75%	50%	100%	100%
			Q2	100%	25%	25%	75%	0%	0%	75%	0%	100%	100%
	Hispanic + Other	13	Q1	100%	77%	69%	69%	23%	31%	77%	46%	92%	85%
			Q2	92%	31%	62%	69%	15%	15%	62%	23%	69%	62%
	Non-Hispanic	139	Q1	93%	81%	74%	82%	42%	39%	83%	61%	81%	78%
			Q2	84%	45%	47%	67%	25%	17%	63%	40%	60%	51%
Black/Brown, Hispanic, or Low Income	Black, Multi, Other OR Hispanic OR Low Income	20	Q1	75%	70%	70%	70%	30%	15%	75%	55%	60%	65%
			Q2	95%	55%	50%	60%	25%	5%	65%	40%	55%	50%
	White AND Non-Hispanic AND Not Low Income	118	Q1	96%	81%	78%	84%	39%	40%	86%	63%	84%	77%
			Q2	84%	43%	47%	68%	23%	19%	64%	39%	63%	52%
Over 65 AND (Black/Brown, Hispanic, or Low Income)	Over 65 AND (Black, Multi, Other OR Hispanic OR Low Income)	5	Q1	80%	80%	80%	80%	40%	20%	80%	60%	80%	60%
			Q2	60%	60%	60%	60%	20%	0%	80%	40%	60%	60%
	Over 65 AND White AND Non-Hispanic AND Not Low Income	0	Q1										
			Q2										

Category	Comparison	# Responses	Ques.	15A	15B	15C	15D	15E	15F	15G	15H	15I	15J
Survey Type	Online	217	Q1	95%	79%	75%	81%	41%	41%	81%	60%	76%	74%
			Q2	87%	41%	50%	66%	25%	19%	62%	40%	60%	49%
	Paper	0	Q1										
			Q2										

Key Findings from Needs Area 15 Survey Results

- Improve sidewalks (15A) was by far the most popular recommendation, though it was less of a priority for non-white respondents.
- Scott’s Addition/Boulevard Shared-Use Path (15D) and Adding seating, shelter, and amenities at bus stops (15G) were also popular for most demographic groups. 15D was less popular for non-white respondents compared to white respondents, while the opposite was true for 15G.
- New roadway connection over CSX at Norfolk St (15E) and New roadway connection over CSX at MacTavish Ave (15F) were the least popular recommendations. 15E was unfavorable for respondents under 25. 15F was especially unpopular among non-white and Hispanic respondents, none of whom chose it in their top 5.

Needs Area 16: Far West End

The survey for Needs Area 16 presented 7 recommendations.

ID	Title	Description
16A	Add sidewalks along Three Chopt Road	Add sidewalks along Three Chopt Road, with an emphasis on connecting the University of Richmond to the Village Shopping Center.
16B	Add sidewalks along York Road	Add sidewalks, curb & gutter, and a closed drainage system on York Rd from Three Chopt Rd to Somerset Ave.
16C	Roundabout at Three Chopt Rd, York Rd, and Henri Rd	Replace impervious asphalt with green infrastructure and provide positive guidance for motor vehicles and bicycles through this area. at Intersection of Three Chopt Road, York Road, and Henri Road.
16D	New Pulse Bus Rapid Transit Station at Malvern Avenue	Add a station for the Pulse Bus Rapid Transit at Malvern Ave.
16E	Park-and-Ride near Willow Lawn	Identify a location for a park-and-ride near the Willow Lawn Pulse Bus Rapid Transit terminus.
16F	Add seating, shelter, and amenities at bus stops.	Provide seating, shelter, and trash cans at all bus stops.
16G	Extend Franklin Street Protected Bike Lanes	Extend the protected bike lanes on Franklin Street west, potentially going the entire length of Monument Ave.

Needs Area 16 Survey Results

Category	Comparison	# Responses	Ques.	16A	16B	16C	16D	16E	16F	16G
All	All Respondents - Unadjusted	219	Q1	77%	46%	46%	64%	62%	74%	68%
			Q2	90%	58%	53%	75%	65%	86%	72%
	All Respondents - Adjusted	219	Q1	74%	47%	43%	68%	66%	77%	68%
			Q2	89%	58%	50%	79%	70%	88%	67%
Communities of Concern	Communities of Concern - Adjusted	19	Q1	74%	58%	32%	74%	68%	79%	63%
Under 25	Under 25	11	Q1	91%	55%	64%	55%	64%	82%	73%
			Q2	100%	73%	55%	82%	45%	91%	55%
	Over 25	168	Q1	77%	43%	43%	66%	61%	75%	68%
			Q2	92%	59%	51%	76%	63%	86%	73%
Over 65	Over 65	22	Q1	59%	23%	23%	50%	77%	68%	27%
			Q2	91%	64%	45%	77%	86%	86%	50%
	Under 65	157	Q1	81%	47%	48%	68%	59%	76%	75%
			Q2	93%	59%	52%	76%	59%	86%	75%
Race	Black Only	4	Q1	50%	50%	25%	100%	100%	100%	75%
			Q2	75%	50%	25%	100%	100%	100%	50%
	Black + Multirace	7	Q1	57%	43%	43%	71%	71%	100%	71%
			Q2	86%	43%	57%	86%	57%	100%	71%
	Black + Multirace + Other	8	Q1	63%	50%	50%	75%	75%	88%	75%
			Q2	88%	50%	63%	75%	63%	88%	75%
	White	145	Q1	82%	43%	46%	64%	58%	77%	73%
			Q2	96%	59%	49%	77%	59%	85%	77%
Low Income	Low Income	17	Q1	76%	59%	35%	71%	65%	76%	59%
			Q2	88%	76%	53%	82%	76%	94%	29%
	Not Low Income	148	Q1	80%	41%	47%	66%	60%	75%	72%
			Q2	94%	56%	50%	76%	61%	84%	78%
Ethnicity	Hispanic	6	Q1	83%	67%	83%	50%	67%	83%	100%
			Q2	83%	50%	67%	50%	67%	83%	100%
	Hispanic + Other	15	Q1	80%	53%	67%	33%	67%	67%	60%
			Q2	93%	67%	87%	33%	73%	73%	73%
	Non-Hispanic	139	Q1	83%	41%	43%	71%	59%	78%	73%
			Q2	96%	55%	47%	82%	58%	87%	76%
Black/Brown, Hispanic, or Low Income	Black, Multi, Other OR Hispanic OR Low Income	27	Q1	74%	56%	44%	67%	67%	81%	70%
			Q2	89%	59%	56%	78%	70%	93%	56%
	White AND Non-Hispanic AND Not Low Income	116	Q1	85%	41%	44%	70%	58%	76%	73%
			Q2	98%	56%	45%	82%	57%	84%	78%
Over 65 AND (Black/Brown, Hispanic, or Low Income)	Over 65 AND (Black, Multi, Other OR Hispanic OR Low Income)	5	Q1	80%	40%	20%	60%	80%	80%	40%
			Q2	100%	60%	40%	80%	100%	80%	40%
	Over 65 AND White AND Non-Hispanic AND Not Low Income	10	Q1	70%	20%	30%	50%	70%	70%	40%
			Q2	100%	50%	50%	70%	70%	90%	70%

Category	Comparison	# Responses	Ques.	16A	16B	16C	16D	16E	16F	16G
Survey Type	Online	219	Q1	77%	46%	46%	64%	62%	74%	68%
			Q2	90%	58%	53%	75%	65%	86%	72%
	Paper	0	Q1							
			Q2							

Key Findings from Needs Area 16 Survey Results

- Add sidewalks along Three Chopt Rd (16A) and Add seating, shelter, and amenities at bus stops (16F) were the most popular recommendations. 16A was less of a priority for those respondents over 65, who found more priority in Park-and-Ride near Willow Lawn (16E) and 16F. 16F was very popular among the few black & multirace respondents.
- New Pulse BRT Station at Malvern Ave (16D) was fairly popular in terms of being put into a respondent's top 5. However, only half of those over 65 respondents found it to be a priority, and about one-third of Hispanic/other ethnicity respondents found it to be a priority.
- Add sidewalks along York Rd (16B) and Roundabout at Three Chopt Rd, York Rd, and Henri Rd (16C) were the least popular recommendations. Respondents under 25 and low-income respondents still found 16B somewhat favorable. 16C was popular among Hispanic/other ethnicity respondents.

Needs Area 17: Huguenot

The survey for Needs Area 17 presented 7 recommendations.

ID	Title	Description
17A	Traffic Calming on Forest Hill Avenue	Increase safety for pedestrians along Forest Hill Ave with traffic calming and more frequent pedestrian crosswalks and/or pedestrian hybrid beacons.
17B	Powhite Greenway	Add a shared-use path along Powhite Creek.
17C	Shared-Use Path Along Norfolk Southern Railroad	Add a shared-use path along Norfolk Southern railroad from Granite Hall Ave to City Line.
17D	Add seating, shelter, and amenities at bus stops.	Provide seating, shelter, and trash cans at all bus stops.
17E	Forest Hill Avenue Bikeway	Continue the existing bike lanes on Forest Hill Avenue that currently end between 46th and 47th Streets further west across Westover Hills Boulevard and through the Chippenham Parkway interchange. Provide a protected bikeway on Forest Hill Avenue between Westover Hills Boulevard and Chippenham Parkway, as this is a key freight route.
17F	Bikeway on Huguenot Road	Add a bikeway (facility type TBD) on Huguenot Rd from City Line to Forest Hill Ave. Work with VDOT and Henrico County to add a bike and/or ped connection across Huguenot Bridge.
17G	Bikeway on Cherokee Road	Reconstruct Cherokee Rd to include a bikeway (facility type TBD).

Needs Area 17 Survey Results

Category	Comparison	# Responses	Ques.	17A	17B	17C	17D	17E	17F	17G
All	All Respondents - Unadjusted	149	Q1	78%	61%	52%	73%	73%	72%	69%
			Q2	85%	60%	51%	74%	84%	80%	67%
	All Respondents - Adjusted	149	Q1	79%	61%	53%	75%	77%	76%	72%
			Q2	85%	54%	55%	74%	80%	83%	68%
Communities of Concern	Communities of Concern - Adjusted	18	Q1	72%	50%	50%	83%	72%	83%	72%
			Q2	89%	33%	61%	72%	83%	94%	67%
Under 25	Under 25	4	Q1	75%	75%	50%	100%	50%	100%	75%
			Q2	100%	25%	25%	100%	75%	100%	75%
	Over 25	117	Q1	81%	59%	51%	75%	77%	77%	72%
			Q2	87%	58%	47%	70%	86%	82%	69%
Over 65	Over 65	21	Q1	67%	57%	57%	62%	57%	71%	48%
			Q2	67%	62%	71%	86%	86%	71%	57%
	Under 65	100	Q1	84%	60%	50%	79%	80%	79%	77%
			Q2	92%	56%	41%	68%	86%	85%	72%
Race	Black Only	9	Q1	78%	44%	56%	78%	100%	100%	89%
			Q2	89%	33%	67%	67%	78%	100%	67%
	Black + Multirace	12	Q1	83%	33%	50%	75%	100%	100%	92%
			Q2	92%	25%	75%	50%	83%	100%	75%
	Black + Multirace + Other	15	Q1	87%	33%	47%	73%	100%	100%	93%
			Q2	93%	27%	60%	53%	87%	100%	80%
	White	91	Q1	85%	64%	51%	79%	75%	76%	70%
			Q2	89%	60%	43%	75%	85%	80%	68%
Low Income	Low Income	10	Q1	70%	60%	50%	90%	50%	70%	60%
			Q2	90%	30%	60%	80%	80%	90%	70%
	Not Low Income	98	Q1	82%	61%	51%	74%	79%	78%	74%
			Q2	87%	62%	41%	71%	86%	84%	69%
Ethnicity	Hispanic	3	Q1	100%	67%	67%	67%	67%	100%	67%
			Q2	100%	67%	33%	67%	67%	100%	67%
	Hispanic + Other	9	Q1	89%	78%	78%	67%	78%	100%	67%
			Q2	89%	67%	22%	67%	89%	100%	67%
	Non-Hispanic	95	Q1	84%	57%	47%	79%	79%	79%	77%
			Q2	88%	54%	45%	71%	86%	83%	73%
Black/Brown, Hispanic, or Low Income	Black, Multi, Other OR Hispanic OR Low Income	25	Q1	80%	44%	44%	80%	76%	88%	76%
			Q2	92%	32%	56%	68%	84%	96%	72%
	White AND Non-Hispanic AND Not Low Income	71	Q1	85%	62%	49%	79%	79%	77%	75%
			Q2	87%	62%	42%	72%	85%	82%	70%
Over 65 AND (Black/Brown, Hispanic, or Low Income)	Over 65 AND (Black, Multi, Other OR Hispanic OR Low Income)	3	Q1	67%	0%	33%	33%	33%	33%	67%
			Q2	67%	0%	100%	67%	100%	100%	67%
	Over 65 AND White AND Non-Hispanic AND Not Low Income	13	Q1	85%	77%	69%	85%	77%	92%	46%
			Q2	69%	69%	62%	85%	85%	77%	54%

Category	Comparison	# Responses	Ques.	17A	17B	17C	17D	17E	17F	17G
Survey Type	Online	149	Q1	78%	61%	52%	73%	73%	72%	69%
			Q2	85%	60%	51%	74%	84%	80%	67%
	Paper	0	Q1							
			Q2							

Key Findings from Needs Area 17 Survey Results

- Traffic calming on Forest Hill Ave (17A) and Bikeway on Huguenot Rd (17F) were the most popular recommendations. 17A was less of a priority for respondents over 65 and for Hispanic respondents. 17F was the highest priority for black/multirace, Hispanic/other, and the few under 25 respondents.
- Though Bikeway on Cherokee Rd (17G) was only fairly popular overall, it had high levels of priority for black/multirace/other respondents. Also, Adding seating, shelter, and amenities at bus stops (17D) was a high priority for those low-income respondents compared to non-low-income respondents.
- Shared-use path along Norfolk Southern Railroad (17C) was the least popular recommendation, though many over 65 respondents put it in their top 5. Powhite Greenway (17B) was also unpopular, especially for Black/multirace/other respondents.

Combining the Survey Results

As described in previous sections, the Phase 4 surveys presented 7 to 16 recommendations for each Needs Area. Some recommendations applied to more than one Needs Area and appeared in multiple surveys. Overall, there were 148 unique individual recommendations.

Using the adjusted scores for Questions 1 and 2 for survey respondents overall and Communities of Concern, the *Richmond Connects* team produced two types of output metrics for each recommendation:

1. An index score based on the relative rank within each Needs Area survey the recommendation was a part of for each of the 2 questions. The index score is a decimal number from 0 to 200. For example, the recommendation in each Needs Area that received the highest percentage of respondents that chose it 1) as a priority and 2) in their top 5 most important recommendations would get an index score of 200.
2. A quartile score that represents which quartile the recommendation's score falls in relative to all 148 recommendations. The quartile score is an integer (whole number) from 1 to 4.

The two output metrics were evaluated and reported:

- for all survey respondents as a whole, representing the general public, and
- for just the Community of Concern respondents.

These output metrics helped the *Richmond Connects* team understand which projects would be most impactful and equitable. The output metrics are provided below.

ID	Recommendation	General Public Index Score	General Public Quartile Score	Community of Concern Index Score	Community of Concern Quartile Score
1A	Sidewalks along Westbrook Ave.	146.7	3	160.0	3
1B	Streetscape improvements on Azalea Ave.	133.3	3	126.7	2
1C/2A(3)	Pedestrian safety improvements on Laburnum Ave	200.0	4	196.7	4
1C/2A/3A(1)	Pedestrian safety improvements on Chamberlayne Ave	195.6	4	195.6	4
1C/2A/3A(2)	Pedestrian safety improvements on Brook Rd	195.6	4	195.6	4
1D	Improve intersection of Laburnum Ave and Hermitage Rd	166.7	3	150.0	3
1E	North-South Bus Rapid Transit	141.1	3	145.6	3
1F	Add seating, shelter, and amenities at bus stops	178.0	4	178.4	3
1G	Increase frequency on GRTC Route 14	110.0	2	126.7	3
1H	Ridesharing vouchers	93.3	1	126.7	2

ID	Recommendation	General Public Index Score	General Public Quartile Score	Community of Concern Index Score	Community of Concern Quartile Score
1I	Fall Line Trail	84.4	1	80.0	1
1J	Brook Road Bike Lanes Protection	123.3	3	116.7	2
1K	Extend buffered bike lanes on Hermitage Rd	100.0	2	86.7	2
2C	Roundabout at Hermitage, Arthur Ashe, Westwood, and Brookland Pkwy	106.7	2	100.0	2
2E	Microtransit	94.3	2	113.3	2
3A(3)	Pedestrian safety improvements on North Ave	186.7	4	193.3	4
3B	Pedestrian safety improvements on Dove Street	160.0	3	160.0	3
3C	Improve sidewalk conditions	200.0	4	193.3	4
3H	Bikeway on Overbrook Road	73.3	1	60.0	1
3I	Bikeway on Fendall Ave and N 1st St	40.0	1	40.0	1
3J	Magnolia Street Bikeway	73.3	1	93.3	1
3K	Bikeway on Brookland Park Blvd	126.7	2	106.7	2
3L	Separated bike lane on N 5th St/Rowen Ave	73.3	1	80.0	1
3M	Extend Lombardy St bike lanes	60.0	1	53.3	1
3N	Bikeshare stations	106.7	2	106.7	2
4A	Enhance safety in areas with safety/security concerns	180.0	4	166.7	3
4B	Convert Main and Cary Streets to two-way	83.3	2	93.3	2
4C	Improve sidewalks	200.0	4	200.0	4
4D	Close Baker Street to cars	33.3	1	46.7	1
4F	Shared-use path from Scott's Addition to Shockoe	140.0	3	126.7	2
4G	Reconnect Jackson Ward	146.7	3	153.3	3
4H	Reconnect Clay and 6th Streets	40.0	1	40.0	1
4K	Pavement maintenance	146.7	3	160.0	3
4L	Parking Recommendations for Downtown/Shockoe	96.7	2	103.3	2
4M	Protected bike lane on 1st/2nd Streets	93.3	1	80.0	1
4N	Protected bike lane on 5th Street	80.0	1	66.7	1
5A	Traffic calming on Coalter Street and Fairfield Ave	160.0	3	153.3	3
5B	Pedestrian safety improvements on Mechanicsville Tpke and Mosby Street	200.0	4	200.0	4
5C	Enhance safety in areas with safety/security concerns	173.3	4	180.0	4
5D	Improve sidewalk conditions	180.0	4	186.7	4
5H	Shared-use path on Valley Road	80.0	1	93.3	1

ID	Recommendation	General Public Index Score	General Public Quartile Score	Community of Concern Index Score	Community of Concern Quartile Score
5I	Bikeway on Hospital Street/Bowling Green Road/Wood Street	100.0	2	93.3	1
5J	Bikeway on Oliver Hill Way	113.3	2	106.7	2
6A	Pedestrian safety improvements and traffic calming on Fairmount Avenue	180.0	4	180.0	4
6B	Pedestrian and bicycle safety improvements and traffic calming on Mosby Street	160.0	3	160.0	3
6C	Shockoe Valley street improvements	133.3	3	140.0	3
6D	Nighttime Lighting	160.0	3	193.3	4
6E	Improve sidewalks in East End	186.7	4	180.0	4
6F	Gillies Creek Greenway	110.0	2	113.3	2
6H	Mechanicsville Turnpike Bus Rapid Transit	116.7	3	123.3	2
6I	Pavement maintenance	133.3	3	153.3	3
6J	Bikeway connecting Leigh Street Viaduct to Government Road	80.0	1	73.3	1
6K	New bikeshare station	66.7	1	73.3	1
7A	Traffic calming along Williamsburg Road	160.0	3	153.3	3
7B	Streetscape improvements on Government Road	160.0	3	186.7	4
7C	Introduce street grid in old Fulton	120.0	2	120.0	2
7E	Add sidewalks	193.3	4	200.0	4
7G	Extend Pulse Bus Rapid Transit	173.3	4	160.0	3
7I	Bike connection from Rockett's Landing to Fulton	100.0	2	93.3	1
7J	Bikeway on Admiral Gravelly Blvd/Jennie Scher Road	80.0	1	80.0	1
8A	Pedestrian safety on Dock Street	180.0	4	180.0	4
8C	Streetscape improvements on E Main Street	160.0	3	186.7	4
8G	Bikeshare stations	106.7	2	106.7	2
9A	Safety improvements on Semmes Ave and Route 1/Cowardin Ave	180.0	4	180.0	4
9B	Hull Street Pedestrian Safety Improvements in Old Manchester	186.7	4	193.3	4
9C	Pedestrian safety improvements at Hull Street intersections	160.0	3	166.7	3
9D	Bike and ped infrastructure on Mayo Bridge	133.3	3	133.3	2
9E	Reedy Creek Greenway	86.7	2	76.7	1
9F	Riverside Shared-Use Path	93.3	2	96.7	2
9H	Improve sidewalk conditions	166.7	3	180.0	4
9I	Pavement maintenance	106.7	2	126.7	2

ID	Recommendation	General Public Index Score	General Public Quartile Score	Community of Concern Index Score	Community of Concern Quartile Score
9L	Bikeway along Maury Street	33.3	1	46.7	1
9M	Separated bike lane on Bainbridge Ave/Forest Hill Ave	86.7	1	86.7	1
9N	Bikeway on W 29th St	33.3	1	33.3	1
10A(1)	Pedestrian improvements on Bells Rd	193.3	4	193.3	4
10A(2)	Pedestrian improvements on Walmsley Blvd	193.3	4	193.3	4
10A(3)	Pedestrian improvements on Terminal Ave	193.3	4	193.3	4
10B	Transform US Route 1 into a Great Street	126.7	2	113.3	2
10C	Traffic calming along Route 1	120.0	2	113.3	2
10E	Improve sidewalk conditions	193.3	4	193.3	4
10F	Walmsley Blvd street connection	53.3	1	60.0	1
10G	Pavement maintenance	146.7	3	160.0	3
10H	Commerce Road Improvements at Walmsley Boulevard	53.3	1	53.3	1
10J	Increase bus frequency along US Route 1 (Richmond Hwy)	113.3	2	126.7	2
10L	Bike lanes on Terminal Ave/Belt Blvd	26.7	1	26.7	1
10M	Revitalize the Route 1 Corridor Area	126.7	2	106.7	2
10N	Develop a new greenspace	106.7	2	80.0	1
11A	Pedestrian crossings across CSX tracks	140.0	3	146.7	3
11B	Sidewalks on Hey Road	126.7	2	133.3	2
11C	Sidewalks on Southwood Parkway	153.3	3	166.7	3
11D	Create street grid in Southside Plaza	140.0	3	133.3	2
11E	Improve existing sidewalks	200.0	4	200.0	4
11F	Pedestrian safety near Wythe High School	166.7	3	153.3	3
11G	East Belt Boulevard Improvements	46.7	1	53.3	1
11H	Hull Street Sidepath	86.7	1	73.3	1
11I	James River Branch Trail	33.3	1	26.7	1
11J	Southside Plaza Transfer Center	133.3	3	133.3	2
11N	Protected bikeway on Broad Rock Blvd/Iron Bridge Rd	60.0	1	53.3	1
11O	Bike lanes on Terminal Ave	13.3	1	26.7	1
11P	Bikeways on Bryce Lane and Snead Road	0.0	1	0.0	1
12A	Pedestrian improvements on Jahnke Road	186.7	4	180.0	4
12B(1)	Improve key pedestrian connections	160.0	3	160.0	3
12B(2)	Improve key pedestrian connections	160.0	3	160.0	3
12B(3)	Improve key pedestrian connections	160.0	3	160.0	3

ID	Recommendation	General Public Index Score	General Public Quartile Score	Community of Concern Index Score	Community of Concern Quartile Score
12B(4)	Improve key pedestrian connections	160.0	3	160.0	3
12B(5)	Improve key pedestrian connections	160.0	3	160.0	3
12C	Safety improvements on Midlothian Tpke	193.3	4	193.3	4
12D	Improve Midlothian Tpke/Chippenham Pkwy interchange	133.3	3	126.7	2
12E	Reedy Creek & Pocosham Creek Greenways	80.0	1	66.7	1
12F	Hull Street Sidepath	140.0	3	133.3	2
12H	Increased bus frequency on Midlothian Tpke	113.3	2	140.0	3
12J	Bikeway on Whitehead Road	66.7	1	66.7	1
12K	Bikeshare stations	66.7	1	80.0	1
12L	Revitalize the Midlothian Area	126.7	2	113.3	2
13A	Pedestrian Safety Improvements on Forest Hill Avenue	200.0	4	193.3	4
13C	Jahnke Road Sidepath	160.0	3	166.7	3
13G	Bliley Road Sidewalk and Bike Lanes	146.7	3	166.7	3
13H	Westover Hills Boulevard Separated Bike Lanes	126.7	2	126.7	2
13I	Forest Hill Avenue Bikeway	173.3	4	153.3	3
13J	Prince Arthur Road Bikeway Connection	80.0	1	93.3	1
14A	Improve roundabout at Monument Ave/Lombardy St/Stuart Cir/Franklin St	100.0	2	126.7	2
14C	Close Cary Street to cars	193.3	4	180.0	4
14D	Carytown Parking Recommendations	113.3	2	93.3	1
14F	New Randolph Connection Over I-195	113.3	2	120.0	2
14G	Bike-Walk Street on Allen Avenue	146.7	3	153.3	3
14H	Extend Franklin Street Protected Bike Lanes	163.3	4	156.7	3
14I	Mulberry Street Bikeway	126.7	2	126.7	2
14J	Protected Bike Lanes on Park Drive/Blanton Ave	146.7	3	140.0	3
14K	New bikeshare stations	93.3	1	93.3	1
15A	Improve sidewalks	173.3	4	173.3	3
15B	Clay Street Improvements	166.7	3	173.3	3
15C	Bridge replacement on Arthur Ashe Blvd over CSX	180.0	4	186.7	4
15D	Scott's Addition/Boulevard Shared-Use Path	180.0	4	180.0	4
15E	New roadway connection over CSX at Norfolk Street	93.3	1	120.0	2

ID	Recommendation	General Public Index Score	General Public Quartile Score	Community of Concern Index Score	Community of Concern Quartile Score
15F	New roadway connection over CSX on MacTavish Ave	80.0	1	80.0	1
15H	Scott's Addition Parking Recommendations	106.7	2	133.3	2
15I	Extend Leigh Street bike lanes	126.7	2	120.0	2
15J	Upgrade Lombardy Street bike lanes	126.7	2	133.3	2
16A	Add sidewalks along Three Chopt Road	193.3	4	186.7	4
16B	Add sidewalks along York Road	133.3	3	140.0	3
16C	Roundabout at Three Chopt Rd, York Rd, and Henri Rd	120.0	2	126.7	2
16D	New Pulse Bus Rapid Transit Station at Malvern Avenue	173.3	4	180.0	4
16E	Park-and-Ride near Willow Lawn	153.3	3	160.0	3
17A	Traffic Calming on Forest Hill Avenue	200.0	4	180.0	4
17B	Powwhite Greenway	126.7	2	126.7	2
17C	Shared-Use Path Along Norfolk Southern Railroad	126.7	2	133.3	2
17F	Bikeway on Huguenot Road	180.0	4	200.0	4
17G	Bikeway on Cherokee Road	146.7	3	160.0	3

Survey Comments Analysis

The survey received 2,172 comments. You can view all comments at the end of this document. Respondents that chose to add comments, however, did not match the demographic makeup of the entire survey. The commenters skewed older, more male and non-binary, higher income, more white, and more non-Hispanic than respondents overall.

The top themes identified were as follows:

- As expected, almost half of the comments advocated for closing Cary Street to cars. More than 2% of all words used throughout all of the comments mentioned “Cary” or “Carytown.” There was some opposition to the idea, though, and even the comments in favor had caveats - adding more parking is crucial, starting car-free at Nansmond, not Thompson, and starting with a weekend pilot program were the most frequent mentions.
- Many comments, especially in those areas with fewer recommendations, complained about how the survey required choosing 5 top recommendations in question 2.
- Interestingly, though converting Cary/Main Streets to two-ways (14B) was by far the least popular recommendation in Area 14, there were many advocates for it in the comments.
- Some other highly-frequently mentioned projects in their respective Needs Areas were improving the Hermitage/Laburnum intersection (1D), adding bike

lane/sidewalk on Bliley Rd (13G), and adding/improving sidewalks throughout Scott's Addition (15A).

- One of the most prevalent themes throughout all of the Needs Areas was the need for safety for Richmond's transportation infrastructure. Many comments talked specifically about pedestrian and bicycle safety.
- Many comments advocated for more protected and connected bike infrastructure. There were some comments against more bike infrastructure, with many respondents feeling like bike lanes were empty, or that car lanes shouldn't be sacrificed.
- Almost all comments that mentioned a North-South BRT and essential transit infrastructure were in favor of them. However, many comments also mentioned that existing GRTC service needs to be more reliable, and coverage should be extended.
- There was much sentiment in the comments to make Richmond better for non-single occupancy vehicle use, though some comments disagreed.
- Comments in certain areas emphasized maintenance more than others, especially sidewalk maintenance in Areas 5, 6, 9, and 15 and potholes in Area 10.
- Many comments in Area 17 opposed the Powhite Greenway (17B).

Next Steps

The Phase 4 survey presented approximately 150 recommendations. All of these recommendations will be included in the Richmond Connects Strategic Multimodal Transportation Plan.

The Near-Term Action Plan will identify next first steps for a subset of these recommendations. The *Richmond Connects* team will examine several factors to determine which recommendations move forward into the Near-Term Action Plan. Public support and Community of Concern support from the Phase 4 survey results will be two factors. Other factors will include general magnitude of cost, level of project readiness, and level of engineering feasibility.

Full List of Comments Received

Needs Area 1: Northside Above Laburnum

"1 ""Bike lanes are the most important - they must all connect and provide a safe feeling for those using them. Many people cannot afford a car" most can afford a bike!!"

"1 ""I think a north-south bus rapid transit line is also important in the longer-term" but making sure that existing bus lines including the Pulse have good frequency and reliability should be dealt with first. "

"1 ""We should not be looking to rideshare to solve our transportation needs. Improvements to walking" biking and transit infrastructure are what's needed. And if someone doesn't think basic bus stop infrastructure is not a top priority I invite them to wait at a bench-less and shelter-less bus stop in the heat rain snow or dark."

"1 ""The Fall Line Trail has the potential to be transformative. Unlike the Capital Trail" which is wonderful but largely recreational the Fall Line presents the possibility of cycling as transportation. Reducing the use of private automobiles should be a goal. "

"1 Fix the hermitage laburnum intersection. That's dangerous and can be solved!"

"1 ""I really only had 3 top choices but survey made me add two more. Vouchers and increasing frequency of GRTC route 14 do not seem as important to me" but I had to pick them in order to select 5 top choices. "

"1 Really like the ideas to protect pedestrians and bicyclists. Also azalea avenue is very messy and as a gateway to Richmond it would be nice to have it improved for residents and visitors. I think it will also improve the quality of life of local residents. "

"1 ""All future bike infrastructure improvements should be protected " at a minimum with flex posts" but ideally with armadillos or another actual physical barrier. Painted lines and sharrows aren't enough to count as infrastructure improvements."

"1 Chamberlyne avenue pedestrian safety is a top priority. Need to consider who is filling out these surveys / equity of outcomes when determining top priorities. "

"1 ""The intersection at Laburnum & Hermitage NEEDS to be corrected. There has been a traffic flow issue there for years and even with the AP Hill Statue removed the issue still persists. At least vehicles have better visibility there now" but drivers are consistently confused about where to be when they are turning left and this causes through traffic in the left lanes to backup. This is the most dangerous intersection I have seen in the city! It can be easily fixed with striping indicating where to wait while it clears for a left turn. A more substantial fix could be adding a left turn lane in each direction or adding a traffic circle to complement the traffic light that is in place already. Pedestrian traffic improvements on Chamberlayne, Laburnum, and Brook should be a high priority as well."

"1 ""Ensuring that bike lanes are physically protected should be a high priority ALWAYS. Paint is step 1" but it must be followed up with physical barriers. Bike lane sweeping should also be a priority. Let MF BROOM do its work!!!"

"1 ""Less emphasis on cars and more on bikes" buses and pedestrians"

"1 Please prioritize the fall line trail and BRT. They will be such a game changer for me "

"1 ""Put a roundabout in at hermitage and laburnum. The buffered bike lane might be too big to fit on hermitage without taking away a whole one on both sides" so maybe put it on one side (southbound imo) and have it going two ways. Also a buffered bike lane would be way better on laburnum from Saunders Ave eastbound as there is just too much space on the roads and that would fill it perfectly. Azalea Ave looks rundown and definitely deters people from walking there that are worried about safety. I don't ride the non pulse bus at all due to the infrequency so I'll say up the frequency before providing shelter at every stop. North south brt on Chamberlayne is number 1 though it serves too many people that could benefit from the uptick in frequency."

"1 I've seen a lot of pedestrians almost get hit because of the lack of space along those streets. Please make the streets wider and safer for cyclists and car riders or busses to travel safely."

"1 ""Please" please please build out the North/South rapid transit!! Providing access from this area to Broad and the East/West route as well as to the River I believe would be the real start to building a culture around the regular use of public transportation in Richmond. I know I'd rarely have to drive if this route existed!"

"1 ""While all improvements would be a positive" the recommendations aimed at improving safety for pedestrians bicyclists drivers and public transit users are my top priority. The intersection of Laburnum and Hermitage has improved since the statue was taken down but it's still very large and a little confusing at times (perhaps because of the behavior of drivers). More sidewalks in areas where the sidewalks only go part of the way or disappear entirely for a block would also be a massive improvement."

"1 Safety should be prioritized over beautification and definitely way over ridesharing."

"1 ""Laburnum and Hermitage is very dangerous" definitely need some solution "

"1 ""Intersection at Hermitage and Laburnum needs markings; since the monument was removed cars turning left are all over the road. Unsafe" plus seriously holds up traffic in that lane.

And - potholes need repair on some streets in Bellevue."

"1 ""Chamberlayne" as the primary Northside corridor into the city needs extensive investment. Several of the top recommendations could all be lumped into one project that includes BRT bus amenities pedestrian safety traffic calming intersection improvement and streetscaping. Similarly the Fall Line Trail as the backbone of a regional north south running bike route would include extensions up Hermitage creating a protected intersection at Laburnum and hardening brook road bike lanes. If these two projects were comprehensive as the top 2 then we wouldn't need to choose between them and backfilling sidewalks route 14 or other improvements."

"1 No fall line trail"

"1 ""I would like to see a crosswalk at the intersection of Chamberlayne and Watkins Ave" it is a bus stop as well as a thoroughfare to Pine Camp park. I am a homeowner on this block and have seen frequent car accidents and it is a difficult and unsafe crossing from the bus stop as well as for families getting to and from the park. The bus stop could use a bench as well as a trash can. There is frequently trash thrown on the ground around this bus stop and it gets into the sewer and blocks up the sewer and causes flooding on this street. I have personally cleaned up the trash on this intersection every month but we need a trash can at this bus stop. "

"1 The city has problem areas not even listed in the surveys."

"1 Bike infrastructure is more cost effective to implement so should be a priority for the City"

"1 Fall line trail is a waste of resources."

"1 ""I don't know why you are lumping Brook Road and Chamberlayne together as needing similar pedestrian improvements. I walk on Brook frequently and it is already one of most pedestrian and bike friendly thoroughfares in the city. The removal of a car travel lane and adding parking protected bike lanes has sufficiently addressed pedestrian and bike concerns. The parking lanes could be better marked (as was done on Brookland Parkway)" and the double through car lanes at most major intersections should be more clearly marked but walking on Brook or crossing the road is good. "

"1 ""Pedestrians always need more protection than bikers. "

Providing reliable mass transit that is affordable is one of the best things that can be done for both economic development and traffic control. Why create more jobs when people can't get to them or the existing open jobs?"

"1 ""The pedestrian and commuter safety improvements along Brook and Chamberlayne should take high priority" but BRT and improved bus infrastructure are probably at the top to allow for a lot more mobility through the city. "

"1 ""No more bike lanes in Richmond. It causes more traffic and accidents. If you are going to allow bikes on the road and to expect people in vehicles to keep them safe" please enforce laws for cyclists that would make them follow rules of the road. What is the point of spending money for road and safety improvements if they aren't following the rules of the road. They need to stop at red lights" especially on brook rd where there is a designated road lane for them. There needs to be more information for law/regulations for cyclists and pedestrians. Do pedestrians always have the right of way or just in crosswalk" this is something that needs to be common knowledge and in my experience people are confused. It's 50/50 some people think pedestrians ALWAYS have the right of way and some people think they only have the right of way in crosswalks. If the rule on pedestrians and cyclists were clear and cut Virginia would not have so many mortalities from pedestrians/cyclists getting hit & killed"

"1 Please no more bike lanes!!! They take up valuable right of way lanes. I beg you no more!"

"1 ""Hermitage and Laburnum intersection is very dangerous when making left turns. There are no turn lanes" no turn lights and many people don't know when/how to turn at the intersection. I have

narrowly avoided accidents on several occasions. Hopefully something can be done to improve this and make left turns safer in this intersection. "

"1 The Laburnum and hermitage intersection is a recipe for accidents. Half of the lanes get clogged up during busy hours and itâ€™s worsened by the âœœno turnâ€ option in the evenings. There needs to be designated turn lanes to help streamline things. "

"1 ""FOR THE LOVE OF ALL THAT IS HOLY PLEASE FIX THE INTERSECTION OF HERMITAGE AND LABURNUM!!! Itâ€™s highly dangerous. In a given week" Iâ€™ve seen at least a dozen near accidents. Yes theyâ€™re near accidents but I would hope elected officials and city officials period donâ€™t take that as âœœwell theyâ€™re not actual accidents.â€ If thatâ€™s your thinking you shouldnâ€™t have the jobs you do. Fix this intersection immediately. "

"1 ""Chamberlayne is dangerous for everyone! It could use traffic calming measures" while also allowing for the flow of traffic like left turn lanes with lights. The walkways are exposed to the elements. I live in Washington Park so I hope that the NS BRT is a priority! This would be amazing connector to jobs in Henrico and Chesterfield and improving the traffic and walkways in the future. Personally I would love to see North Ave bikeway and pedestrian improvements near Washington Park. The North Ave bike lane acts as a connector to the Brook Rd bike lane and it's not the safest - completely exposed (even with the lines). I'm guilty myself of driving my vehicle in the bike lane. People in the neighborhood use it like a turn lane in a vehicle because the bike lane is not protected. It also thrusts bike traffic into vehicle traffic going towards Chamberlayne. Thanks!! "

"1 ""We DO NOT NEED that Fall line Trail! HUUUUGE waste of money and trees. And especially if there is any exercising of eminent domain. Put that money into better housing/rehab/resources for the homeless! "

The Hermitage/Laburnum intersection needs some kind of markings for left turns. It's like the Wild West in that huge space of blank pavement. Turning right or going straight is fine but left turns are crazy.

Since the new ""pedestrian walk"" has been put in at Holton I've nearly been hit 3 times in the last week and a half by people (cars) pulling out of the side street when I'm turning from Laburnum onto the side street. Do they think I have a red light there??? I have the right of way! I don't know...but it's never happened to me before and now 3 times!"

"1 ""Not only does the 14 bus need to be more frequent" but the line itself needs to be reconfigured. It should go straight down Hermitage down Arthur Ashe. "

"1 ""In making some of my selections I need more information" "

1 Bike and pedestrian buffers and protection should be a high priority. Also speed control measures across the city.

1 Chamberlayne Ave is like a racetrack. Any and everything needs to be done to slow drivers on that road.

1 The intersection at Hermitage and Laburnam is extremely dangerous. I see near accidents there almost on a daily basis.

"1 We need more crosswalks" sidewalks bike lanes and bus shelters along the entire Laburnum corridor. "

"1 ""I regularly drive through this area on my way to the Y" and see immediate needs for improved pedestrian and cyclist safety such as sidewalks and buffered bike lanes. I would love to be able to feel safe enough to bike this route instead.

Bus stop cover and amenities would immediately go a long way to improve people's everyday lives as well. The intersection of Brook and Azalea to Chamberlayne is too many lanes and not well enough marked with turn lanes and could benefit from traffic calming especially with active bus stops. "

"1 The Laburnum/Hermitage intersection is a traffic planning disaster. No one knows where you're supposed to line up to turn and it seems like every time I drive through the intersection I see people almost getting into wrecks. "

"1 The Laburnum/Hermitage intersection is confusing and dangerous as well as very busy."

"1 ""The intersection at Chamberlayne and Claremont/North avenue" where the Ginter Park elementary school is is a very dangerous intersection it needs a walk timer for pedestrians. "

"1 Enforce no parking in bike lanes."

"1 ""I'm so glad to hear that a continuously sidewalk Westbrook is finally being considered!"

Hermitage/Laburnum should be a protected intersection: with physical protection at corners for waiting cyclists and pedestrians."

"1 Safety should always come first."

"1 Panhandling and excessive wandering pedestrians need to be addressed at Azalea" even if it borders Henrico County. "

"1 i think it is a great idea that the City of Richmond is concerned about the safety and accessibility of its residents! "

"1 ""In terms of pedestrian safety" are speed tables part of the equation? In my experience crosswalks only work as well as the drivers who respect them. And the flashing crosswalk lights are often subject to not working. But speed tables and other improvements that physically slow drivers down can never break and are guaranteed to change behavior."

"1 Pedestrian safety and bus shelter amenities should be highest priorities"

"1 ""The choices are limited and only cover the perimeter of neighborhoods. The neighborhoods around Laburnum" Hermitage Brook and Westbrook are all experiencing cut through traffic - drivers are avoiding the traffic calming/backups on brook and laburnum by cutting through streets at excessive speeds - please address this issue in your survey"

"1 We need to add some measures to reduce reckless driving and increase traffic enforcement in the Bellevue area and along Chamberlayne. There is far too much reckless and aggressive driving in these areas. "

"1 ""If you are going to improve the Washington Park area" please do something about the Apartment "For Rent" signs on Chamberlain Ave. They are a real eye sore and take away the neighborhood feel. "

"1 ""Bike lanes are not helpful if they can simply be blocked/driven into by any driver at any time. We needed actual protection when the ones on brook road were installed" but late is a lot better than never. "

"1 Something needs to be done asap with Hermitage/Laburnum intersection. Nobody know how to make a left turn there. This should have been figured out before the statue was taken down. Surely the city can get some recommendations from traffic engineers on how to improve safety at this intersection."

"1 ""I live on Chamberlayne at the intersection with Westbrook. I see accidents on a regular basis. Westbrook sees a lot of car traffic since it connects to the I-95 on-ramp" but it also sees a lot of pedestrian traffic including a lot of school children. The recent addition of a speed bump was helpful but I still see people speeding on Westbrook. Sidewalks would be a huge improvement and priority for me."

"1 ""The Westbrook Ave sidewalk is particularly important. People walk in the street where it is dangerous. Someone might get hit. "

Traffic calming along Chamberlayne Ave is also very important. People race along that road all the time and traffic accidents are very frequent. We need this! "

Needs Area 2: Ginter Park

"2 ""A north-south BRT is critical to transit in the city. The current BRT offering is drastically limited and needs to be extended and expanded immediately. Chamberlayne is an ideal corridor for north-south BRT. As for protected bike lanes on Brook and Brookland Pkwy" there needs to be a drastic increase of enforcing cars that are parked in the bike lanes as cars can park in these lanes with impunity now and they know it."

"2 ""Focus on bike lanes" they have a ton of benefits at a very low comparative cost and improve equity - many can't afford a car but most can afford a bike!

Connections between the Northside and major destinations like the Diamond District and Scott's Addition are especially important."

"2 ""Inersection at Hermitage" Arthur Ashe Westbrook Brookland Park is a desperate problem which will only be made more difficult when it must deal with Fall Line trail and with proposed apartment development of over 500 units on the motel site between Ashe and Hermitage."

"2 ""The Fall Line and increased/improved transit will transform this area for the better. I grant you strength when dealing with the NIMBYs here. Please don't water down improvement needs because of traffic or parking concerns. The Brook Rd bike lanes have demonstrated that there is a glut of parking here. Residents do not have a special right to have a reserved street parking spot in front of their house. This is public property that should be optimized for all of the public" not specific car owners. Why

should we give any kind of regard to street parking being taken away when the approach to bike parking has been utterly milquetoast?"

"2 ""I wish that I could have added the including the north-south BRT and increasing frequency on the 14. I choose to ride my bike with my family because I enjoy it" but also because the 1 & 14 don't have enough frequency. We have got to reduce car-dependency for safety and climate resilience and these are crucial steps in doing this.

The Fall Line needs to be a completely protect SUP through the city. Hermitage Brookland Parkway and Brook do not need to and should not function like highways. All need to be put on a diet with infrastructure not just paint!

The intersection on Laburnum & Hermitage is a school zone and drivers should never be able to get unsurvivable speeds. "

"2 ""The bike lane on Brook road is a disaster and needs to be reevaluated. Our pick up truck was totaled when someone hit it while it was parked in the parking lane. People are constantly using the parking lane as a passing lane. When I try to cross the street as a pedestrian" it is very difficult to see past cars parked in the parking lane. I had a car bump into me while I was in a crosswalk at Sherwood and Brook because he was trying to make a right on red without coming to a complete stop. No one observes the 35mph speed limit. "

"2 ""Pedestrian safety is a top priority" especially on a chamberlayne corridor. The intersection at Hermitage and Laburnum needs immediate attention- as it stands now itâ€™s a public safety threat"

"2 ""A roundabout at hermitage and laburnum would prevent the accidents that occur from people trying to turn left" be cost effective because it doesnâ€™t require lights and naturally slow traffic around Linwood Hilton. Thereâ€™s plenty of room for a roundabout there. "

"2 Asking me to prioritize items I have already indicated should not be prioritized skews the results away from citizen feedback which is the purported purpose of this survey. "

"2 Move GRTC stops away from the intersection corners. Blocks the flow of traffic."

"2 Iâ€™m concerned that Fall Line trail will rely on existing (very minimal!) infrastructure. The design needs to support anyone who can walk / run / ride to feel and be safe on the route. "

"2 ""There must be something done to fix the flow of traffic at the Labrunum/Hermitage intersextion. Drivers trying to turn left in either direction are consistent confused about where to sit and safely wait for an opening. A left turn lane in each direction would be great" or since the traffic volume is similar on both roads perhaps a traffic circle to add to the stop light would work."

"2 Please prioritize the Rapid transit and the fall line trail. Those will be such a game changer for me in terms of never having to use my car when working or running errands "

"2 The survey does not reflect the concerns of public safety in regards to the unhoused community."

"2 Chamberlayne Ave really needs to be safer for pedestrians. It is a major thoroughfare and too many people have died there. I run and walk the neighborhood every day and HATE having to cross

Chamberlayne. There should be more crosswalks and better infrastructure to create more safety for pedestrians. "

"2 Laburnum desperately needs traffic calming measures. I own a home on this street and witness people regularly driving 55-85 miles an hour (plus the regular accidents that come with those high speeds)."

"2 ""I do find the intersection of Westwood and Arthur Ashe Boulevard stressful at times; however" I am skeptical that a roundabout would improve things especially since anecdotally drivers in roundabouts tend to be less careful in my experience. "

"2 ""*Improving Bus Stops* I frequently see groups of people standing around in the sun for extended periods" littering as they wait for the bus. I am certain that providing basic bus stop amenities would increase ridership of the bus (I would be more likely to consider riding) and drastically improve the experience of those who already ride. Why? It's not only about improving passenger comfort but it's also much better marketing for each bus stop!

Chamberlayne Pedestrian Improvements I would walk run and bike around Chamberlayne much more often if there were consistently safe well-marked sidewalks and intersections. As it stands the speed of cars and quality of the pedestrian access limits walking/running/biking across the thoroughfare and effectively segregates the East neighborhoods from those West of the road. "

"2 Safety should come first on all recommendations."

"2 ""I really want a bus service that connects ginter park with Scott's addition" the vmfa the fan and Carytown. The 14 goes too far east and the 20 doesn't go far enough north.

Better bike lanes on hermitage would help connect these areas to ginter park but a bus would be a welcome addition"

"2 More education on bike and pedestrian crossings. A study of the connection between bus riders crossing the street or trying to catch a bus. "

"2 ""Chamberlayne needs to be seen as a holistic corridor where improvements are made to all modes and demphasize moving cars fast through the neighborhood (or any neighborhood). The BRT" pedestrian safety and bus amenities really should be one big option. Similarly Hermitage the fall line trail and the two major intersections need to be part of their own corridor improvement project. Since there is no plan to remove 95 we do not need these streets to be any faster than what is safe for residents to cross with strollers bikes and canes. The Fall Line trail alignment should point towards world class infrastructure. A circle a protected intersection or some other treatment should all be on the table. Similarly extending to henrico and adding protection on Brook would be part of the deal. Whether here or in another section there needs to be a serious discussion about all the 95/64 overpasses missing sidewalks bike lanes etc."

"2 No more bike lanes!"

"2 Add a traffic signal at the intersection of Brook Rd and Watkins St. There are frequent accidents that occur at that intersection because people are always speeding to get onto route 1."

"2 ""A roundabout at the Westwood Hermitage intersection is a horrible idea. Roundabouts cause too much confusion as is" especially at a traffic light that is one of the only consistent traffic lights in the city.

Adding bus shelters to a historic neighborhood that already deals with higher levels of crime is an invitation for more homeless panhandling and garbage build up.

Before thinking about installing crosswalks and pedestrian lights on Laburnum maybe get the insane amount of speeding and traffic violations under control."

"2 The more bike ped improvements the City moves forward with the better Richmond will be"

"2 ""Traffic planning best practices State that a two-lane roundabout requires a minimum of 180 feet diameter to operate effectively and safely. Therefore" a roundabout shouldn't be practical on Hermitage or Ashe Boulevard. "

"2 High traffic for roundabout at Westwood and hermitage"

"2 Please create turn lanes to paint lines for turning on the ground at the old AP Hill statue at Hermitage and Laburnum- turning there is a night mare right now. It would of been better to leave the landscaped circle until there was a traffic flow plan put in place because right now people are turning in dangerous ways. "

"2 My concern about adding seats to the bus stops is that they are frequently used by the residents of the assisted living homes along Chamberlayne Ave. We need amenities in Pollard park for them to recreate. "

"2 ""Hermitage and Laburnum roundabout is most important!" This intersection is dangerous with current open lanes lanes without roundabout that was there for over 20 years ! Please take immediate action to help us all get home safely!"

"2 ""Bike lanes are not used â€” if we are going to increase bikers PLEASE MAKE THEM FOLLOW RULES OF THE ROAD" "

"2 The Hermitage/Laburnum intersection MUST be improved immediately. It is a serious danger."

"2 ""Yes" we need the buses to run more frequently. We need shelters at the bus stops."

"2 ""I think the laburnum/hermitage intersection is much safer without the monument" so the city should focus on the roundabout at hermitage/boulevard next. Making a left off of hermitage onto westbound laburnum towards 95/64 is still difficult even without AP Hill statute. "

"2 ""The intersection of Laburnum and Hermitage is a death sentence. I feel like I am risking my life every time that I have to make a left turn from Laburnam onto Hermitage. LEFT TURN LIGHTS would be such an easy solution. I have seen comments on trying to solve the problem that would limit the times that one would be able to make a left turn" but that would do nothing to solve the problem because there would be no way for people exiting the interstate to go north- in to Lakeside Bellevue etc. I have major concerns about this traffic nightmare and its proximity to Holton Elementary. During the school year there is another variable with busses car pool and children and families crossing the streets. This entire intersection was already terrible but the removal of the moment (for traffic

purposes (not speaking politically) only exacerbated the problem. I am not sure if a roundabout could be a solution but anything would be better than the current situation. THIS NEEDS TO BE TOP PRIORITY"

"2 ""In general we must rapidly improve the comfort" convenience reach and frequency of bus service. We must also rapidly increase the number of miles of fully protected bike lanes.

The Brook Road recommendation is highly personal for me as this is my bike route to and from work. Having cars parked between the bike lane and traffic is a good way to do things. In areas where this doesn't happen we need something more than those sticks that can be easily knocked out of the way.

I frequently have to ride around parked cars in these lanes as well. I've broken at least one car's passenger side rear view mirror doing this. Parked cars in the bike lane are an even bigger problem on the 1st street lane.

In the end we should put the major roads through the area (Chamberlayne Laburnum Hermitage) on road diets turning a car lane in each direction into a bus/bike lane.

Increasing frequency on bus RT 14 is a very close 6th"

"2 ""Buses in the area seem to be empty or low usage most of the time. Save money by using smaller buses (1/2 the size) or large vans. Also make bus stops farther from residences" keep the areas clean."

"2 ""The intersection of Hermitage Road and Laburnum Avenue is downright scary since the removal of the A.P. Hill statue" especially as a bicyclist. I would love to see the city install an actual roundabout here and reduce the amount of pavement like was done at the former Lee statue in the Fan to make this intersection safer for all traffic and pedestrians. Something must be done this is a very dangerous intersection. Thank you for your attention to this matter!"

"2 North to South Pulse sounds amazing"

"2 ""In general" I think a top priority is expanding public transit as much as possible. "

"2 ""As someone who bikes" walks and drives between Lakeside and Northside regularly and would love to feel safer while biking and walking I prioritized what would most help me. But every option seems like it should be in the works for a future more improved transit experience in richmond! "

"2 People drive far too fast on Chamberlayne Ave...we need to immediately do whatever we can to slow drivers using infrastructure."

"2 The intersection at Hermitage and Laburnam is extremely dangerous"

"2 ""If I could pick 6" I would have included the intersection at Hermitage/Laburnum. But I am more focused on improving alternate transportation. "

"2 Need to improved the intersection at laburnum and hermitage right away"

"2 ""In addition to the suggested improvements to the Brook Rd bike lanes" branches and debris need to be cleaned out of the bike lanes regularly. "

"2 ""The Fall line trail should run through the Diamond District" not through Sherwood Park."

2 I'm going to have an exceptionally hard time prioritizing these five things. All are very important to Northside residents.

2 Chamberlayne needs aggressive traffic calming to make it safer for pedestrians! "

Westbrook between Brook and Chamberlayne needs a sidewalk.

Hermitage/Laburnum should become a protected intersection."

"2 ""SAFETY. Try crossing Laburnum on foot. Get some speed tables" too. "

"2 ""The intersection at Westwood" Hermitage Brookland Pkwy Author Ashe Blvd should be the top priority with new apartments coming at that intersection. It is currently a nightmare! "

"2 Please make the Hermitage and Laburnum intersection safer. "

"2 The Laburnum/Hermitage intersection is in desperate need of a roundabout or other modern intersection. The intersection is so large that people do not know how to navigate it safely."

"2 ""I'm personally very supportive of roundabouts but I worry that people still don't really know how to use them? Especially ones without road markings and lanes. For instance" the smaller ones along Floyd Ave. Is there anything in the pipeline to help folks get on board with roundabouts and use them safely?"

"2 ""Re-work the entrances to 95/64 interstate on Ashe boulevard. To much back ups and pan handlers. It also effects the efficiency of the intersections at Westwood" Hermitage & Robin Hood. "

"2 The fact that the city removed the AP Hill monument after a very significant delay from the legal proceedings and didn't already have at least a temporary plan in place to slow drivers down that could be put into place immediately is embarrassing. "

"2 The intersection in front of LHES is more dangerous now than before the statue was removed. I have almost been rear ended on Laburnum going the speed limit. That road really needs to be one lane to improve safety."

"2 Enforce directional parking. It is confusing and dangerous. too many are parking against the flow of traffic. "

"2 The intersection of laburnum and Hermitage is an has been a disgrace. It is so dangerous people cannot even let their children cross the street. Additionally the backup of traffic certain times days so long the traffic is encroaching on bordering neighborhood streets. Drivers regularly speed on the side streets in the residential neighborhood areas and risk incidents and make the streets very dangerous. Wilmington avenue alone has over 10 young children living between the 17 and 1800 block. This area is constantly used as a cut through because the traffic at laburnum and Hermitage backs up so much no

one patrols the area no police are ever seen and the neighbors are very very worried about this development. How about sending some police over that way to calm some of this traffic. Thank you"

"2 ""A round about on Laburnham and Hermitage would slow traffic down. Many cars do not honor waiting their turn. It will create more accidents. And forget the kids traveling safely across the street. No" no no!"

2 ""improving bike an pedestrian safety is mostt important" benches at every business cluster like Brook and bellevue and at every service like the Ginter park library or congregate housing like the hermitage"

Needs Area 3: Highland Park/Chestnut Hill

3 Frankly" I'm not convinced that restricting car traffic on local streets in this area would have any significant drawbacks at all. Focus on a lot of these priorities and introduce speed AND volume management throughout these grids."

"3 Many of the sidewalks are not wheelchair accessible (no ramps at intersections). "

"3 ""Please consult the actual bike riding community. Most of the recently built bike lanes and the proposed ones are not in commonly used routes. Wasted money building bike lanes that no-one uses."

3 Move GRTC bus stops away from intersection corners" they block the flow of traffic."

"3 5th Street needs a separated bike lane. I have damaged my bicycle riding/crashing on the sidewalk along this route to avoid dangerous traffic conditions "

"3 ""Bikeway on Fendall Ave and N 1st St would be a critical improvement for connecting northside to downtown. As a bike commuter to work downtown" there is no safe way for me to bike to downtown. The first street bridge is a frequent site of car accidents because of speeding and cuts off Gilpin residents from safely traveling across the bridge. "

"3 ""Biking around Northside is the most convenient form of transportation due to spotty bus service in the 1/2/3 lines (busses often are take offline with no warning). However" biking currently feels dangerous due to poor road conditions dangerous drivers and the fact that bicycles need to be in the middle of highly active roadways. Dedicated bike lanes will greatly help Northside tourism and commuting. Expanded bus service will help restore the connectivity that was taken from our neighborhood with the closure of the trolley many years ago."

"3 Brookland park blvd is unsafe for everyone at this time. Itâ€™s supposed to be 25mph but drivers regularly exceed 50 from six points to north Ave. "

"3 ""The North side communities came about and grew because of the trolly system in Richmond that was decommissioned (due to illegal lobbying from car manufacturing companies)" so I feel that a rapid transit route would be beneficial to re-connect the North/Brookland park area to downtown. "

"3 ""Northside is not dense enough for most people to walk" I think a biking community is way more achievable."

"3 Some of the options i didn't prioritize are more because i'm unsure they'll be utilized. Generally all bikeways and pedestrian safety measures are important to em"

"3 It's really hard to choose priorities. I would love more protected bike lanes everywhere."

"3 ""The existing bike share locations are not really being used as much as they should because there are not enough locations. I can borrow a bike near my house" but if I ride it anywhere I want to go there's no bike share there to return it to. Need more locations."

"3 ""There are schools on both Brookland Park (Waldorf) and Overbrook (Seven Hills)" which means there are students and families who bike to and from school. Improving bike safety in these areas would be super important in keeping students safe."

"3 ""We need to prioritize walking" biking and other non-car forms of transportation. In addition I think the most important aspect of bus service is frequency even more than price. If the busses run frequently and cover a wide area we will use it more."

"3 ""All of these bike protections projects could be so cheap and fast to complete so please move quickly. Folks complained so much about the Brook Road bike lanes and now people love them" so don't let opposition hold you back."

"3 ""Traffic speed is one of the top contributors to pedestrian safety. Narrowing some of these streets" adding bulb outs bikes lanes and speed tables could reduce speed. Smaller temporary measures (narrowed lanes orange barrels) could help more immediately. "

"3 It's really hard to choose between these priorities because they're ALL desperately needed because walking and biking is so unsafe in the area at the moment. Slowing down traffic and keeping pedestrians and cyclists safe from car traffic should be priorities everywhere."

"3 ""As mentioned before" All items related to Chamberlayne and Fall line need to be comprehensive corridors. They take away from other pressing needs in the communities. Extending the Brookland Parkway bike lanes down Brookland Park Boulevard would be huge. I regularly bike this road and see many others but long stretches could have bike lanes and the busiest commercial part needs more traffic calming. However all the bike routes should be considered a priority as this part of northside has not seen the same level of investment despite regularly seeing residents on bikes. Bike share is omitted not because it isn't a priority but because it needs to be developed as a network and in conjunction with bike infrastructure destinations and future BRT or other transit. "

"3 ""Pedestrian safety should be top priority. The fall line trail will be a great amenity for current residents and newcomers alike. I would rather see rail than bus rapid transit" but we seem to be stuck with buses. I would like to see the city concentrate on connecting existing bike/pedestrian routes to form a complete network. And yes absolutely improve conditions at bus stops - currently it looks like the city is trying to punish or shame those who ride the bus!"

"3 They will see more use if improved."

"3 ""Brookland Park Blvd is so wide and can accommodate a bike lane. This will help the cars to stop speeding. There are multiple car accidents a month at the intersection between Brookland park and Richmond-Henrico Turnpike" which is an access point to Cannon Creek Greenway. Pedestrians

don't feel safe crossing the crosswalk at that intersection and it's also difficult for bikers to access the greenway. There should be traffic calming measures placed on Brookland Park Blvd. The bare minimum can include speed strips speed cushions or narrowed lanes. "

"3 ""Brookland Parkway Blvd is super dangerous for cyclists. Cars regularly speed and pass one another. Double parked cars are commonplace" and there are regular accidents at BPB and North Ave knocking power lines down and cutting off power to thousands of people. "

"3 ""I live on the corner of 1st Avenue and Milton Streets. My family is constantly picking up trash from people who are either headed to the bus" waiting for the bus or getting off of the bus. As they use the busses sometimes they find themselves sitting and waiting and eating AND littering the grassways along the walkways. Frequently that litter finds its way into our yard even though we have an iron fence. It is disgusting and happens every day.

Please give them somewhere to put their trash and then MAKE SURE IT'S EMPTIED REGULARLY to avoid attracting critters such as rats raccoons and possums.

3 It is quite challenging to safely bike from the northside to downtown. It would be great to have more safe places to cross the highway on a bike to make more downtown locations easily accessible.

3 richmond needs to place a traffic light at warwick and fernbrook dr before someone gets killed. all i saw in this survey is bikes and buses. not enough priorities are given to chuck holes and traffic lights. use tax payers monies to provide safety to all" traffic lights and street lights in black neighborhoods."

"3 ""So many sidewalks" especially in North highland Park are extremely uneven and dangerous tripping hazards from all the old growth trees that have grown roots under them. It's really dangerous especially for older people. Also more public transit especially short distance ride. Sharing options and flexible options is always a good thing and would help the less fortunate get around"

"3 ""I'd also add that there are significant safety issues on the Richmond-Henrico bike trail from North Highland Park through Highland Park Southern Tip" Valley Rd Hospital etc. Additionally add bike lanes to 4th Ave which is a main thoroughfare and dangerous to pedestrians and even people sitting out waiting for buses. Car traffic is dangerous in that area and there are no speed bumps from Magnolia to Brookland park or in North Highland Park. There are no bike lanes in either of those neighborhoods either and dangerous traffic for bike riders and pedestrians around the six points intersection."

"3 I walk my dogs on Dove court and part of the area is unpaved. I've been complaining about pedestrian safety in this area for years. We either have to cross the street to have access to a sidewalk or walk in the street. Both are pretty dangerous as cars are often speeding on the road."

"3 ""Pedestrian improvements are absolutely critical on Chamberlayne especially. I'm concerned that there aren't more explicitly speed-reducing measures listed here. People routinely drive well over the speed limit on Chamberlayne and pedestrians are dying as a result. I'd like to see a dedicated bus lane" buffered bike lanes four way stop lights and other traffic calming measures between 95-Azalea. "

"3 ""I walk this neighborhood everyday and repeatedly see dangerous situations regarding pedestrians" bikers and cars. Cars have no regard for people on foot or wheels and mitigating this via buffers and crosswalks would be transformational. "

"3 ""With the new housing complex on Dove St." it's more important than ever to address pedestrian safety concerns. Cars tend to drive through there quite fast and the current crosswalk signs aren't sufficient especially in the intersection with Dove St. and the Richmond-Henrico Turnpike. I would like to see raised speed bumps/tables in on Dove St. addition to a pedestrian crossing light at the aforementioned intersection."

"3 ""We need to do everything we can to slow drivers on Chamberlayne Ave suing infrastructure. " Also MORE BIKE LANES EVERYWHERE!"

"3 ""Really important to look at the connectivity in the Highland/Brookland park area with the new housing developments -- create pathways to connect to schools" business districts and community centers"

"3 ""Extending bicycle safety along Brookland Park Blvd from the existing bike lanes on Brookland Parkway is my highest priority. There is a lot of pedestrian and bike traffic along this road" but cars frequently drive in the parking areas that start at Noble (if heading East on BPB) if no parked cars are present. There is no clear area for cyclists and motorists do not share the road well here. Cars also drive too fast so a dedicated bike lane could also help with that."

"3 ALLL the bike infrastructure is important. Difficult to narrow to five here."

"3 It was hard to pick a top five for this: I think all the bike connections are good ideas."

"3 ""The bus stops DESPERATELY need shelters! I cannot believe most of them don't even have a bench of some sort. Folks have to stand in the pouring rain" the sweltering heat etc. It's unbelievable! We can do better Richmond. Our most vulnerable populations should not have to wait for transportation in these conditions. "

"3 Our sidewalks are shameful. Very dangerous for elderly and disabled neighbors. I hope the city can make the streets more pedestrian friendly."

"3 Have a quality bus transfer station/depot that provides shelter restrooms (snack)"

"3 The City should close N. Lumbardy Street between the football Filds and the University for the safety of the Virginia Union Students and redirect traffic to admiral Street."

"3 This feels like another area where the city needs to do so much! Don't make us choose!"

"3 ""less cars" more bicycles"

"3 We desperately need the city to speed things up dramatically when it comes to adding to and connecting existing bike facilities. The city should be bending over backwards to get as many people as possible to eliminate as many car trips as possible for a whole host of reasons and it knows full well that a comprehensive safe network is the way to do that."

"3 ""The bus shelters are often used as shelter and overnight accommodations for the homeless population. I agree with adding amenities and seating for those who ride the bus" but in a way that makes it less appealing to the homeless who tend to urinate defecate and camp out in these spaces. The existing seating and grounds should also be cleaned and sanitized regularly because of the aforementioned reasons."

"3 Leave the trees! Plant more trees. Make the street lights smart. Sharrows are worthless. Don't paint the whole street cus it ends up in the environment. "

Needs Area 4: Downtown

"4 ""A north-south BRT is critical to transit in the city of Richmond. Not only do we need a north-south line" but the east-west line needs to be extended and improved as it is currently too short and too interrupted by parking and shared traffic. A north-south line can't make the same mistakes that the east-west line did namely the bus should have 100% dedicated lanes and should never have to contend with parked cars. The east-west line particularly downtown is a mess as its dedicated lanes are limited or broken by random stretches of legal parking (or illegally parked cars).

"4 These are all and should be considered top priorities for the city."

"4 ""I hope that the city will pursue real traffic calming that is becoming common place around the country. The recent speed bumps installed on main are inconsistent with the modern push towards bump outs" raised crosswalks at intersections lane narrowing and other elements of road diets. "

"4 Recommendation L should include prioritizing parking permits for residences WITHOUT off-street parking and explore not offering or limiting parking permits for residences WITH off-street parking."

"4 ""yield to pedestrian"" signs should be installed at every intersection where there is a turn lane separated from the main street" such as Cary @ 9th and Canal @ 12th."

"4 ""I want to add that I am very pleased to see ALL of these recommendations. Broadly speaking" I think the greatest transportation challenges facing the City are 1) pedestrian safety 2) reducing carbon emissions and 3) health equity. I chose the top 5 recommendations that I feel make the highest impact here. I initially selected recommendation 4G over 4A but on reflection I feel that pedestrian safety is so far behind in Richmond that this would take priority over 4G. That isn't to say that 4G isn't important however."

"4 De-prioritize cars in public transport. Increase the walkability and bike friendliness of the downtown area. Cars kill people and the environment. Walking and biking make people healthier. "

"4 Not included as a recommendation but we MUST work w the GA to open up Bank St for bike/ped traffic. It's unbelievable that they have been single-handedly blocking a critical connection point on the only true E/W biking corridor in the city"

"4 Close Cary Street to cars!! This could easily be done on weekends and would be transformative. Temporary gates Saturday and Sunday "

"4 ""Almost all of these are high priority because the downtown can be the heart of the city again. It has the greatest needs in terms of revitalizing residential life" street life and ability to travel as a bus rider pedestrian and bicyclist. You can't have beautiful places and destinations downtown if all the space we need for these places is given to car parking and fast-moving traffic."

"4 ""There will never be enough parking in downtown for all the cars. We should push more multimodal trips." I think we need to raise costs to park."

"4 ""Downtown needs narrower streets and less multiple-lane one way streets. The current streets encourage fast moving car traffic which is dangerous for pedestrians and cyclists. Thinking of ways to decrease impervious surfaces (in streets and parking lots) while also increasing the safety of people not in cars is at the key of making downtown safer" more sustainable and more livable."

"4 ""Every excited about the Fall Line Trail. It will be a huge challenge" but keeping with the plan to have a separated trail that is easy to follow through downtown will be a huge boon for the city."

"4 For sidewalks " last week a woman walking in front of me near the medical center tripped over a piece of sidewalk that was broken and sticking up. It caused her to fall and injure her ankle AND sent the baby she was carrying in her arms flying. The city HAS to do more to maintain sidewalks. "

"4 ""WOW" these are such good recommendations. I am truly astounded and hope to see some if not all of the bike infrastructure and public transit implemented. I do not live downtown but frequently travel through there on foot on bike and via bus. These suggestions if implemented would fundamentally change the way I move around the city. I frequently have to bike on 5th street and abhor it give it's one way for cars. I find myself biking on the sidewalk which is never good if there are pedestrians walking. The fall like trail sounds fantastic given it would intersect with with the capital trail. The N/S BRT would be a great addition to the Pulse E/W corridor and is necessary if we're to ever treat southside residents equitably. "

"4 Please give folks some protection from the elements near bus stops!!!"

"4 Please turn on traffic cameras "

"4 ""Downtown is full of needlessly wide roads that constantly endanger everyone outside of a vehicle. The focus should be on traffic calming" improving pedestrian / biking accommodations and improving transit infrastructure."

"4 Please make it safer to bike and walk in our city. "

"4 After all of the deaths on Main Street we need those roads to go back to being two ways. That alone would slow down drivers and save the lives of people like Shawn Soares."

"4 ""Improving pavement" parking and adding two-way streets are important but they're just general maintenance. It's important for Richmond to invest in pedestrian transit and bike infrastructure so Richmond can become a truly walkable and connected city which will help it stand out and attract more visitors."

"4 ""This city has more important concerns than the ones queried. The highest priority in my opinion is hiring more police" maintaining current green space and infrastructure enforcing stop

signs. Also the proposal to reconnect Jackson Ward doesn't really do that unless I-95 is re-routed with an overpass. Putting an overpass over 95 isn't reconnecting the neighborhood. Reconnection is also important for the neighborhoods along the Downtown Expressway."

"4 Fix the potholes!"

"4 Close Cary street to traffic in Carytown area. This could be a pedestrian area to improve access to shops restaurants and businesses and increase revenues. Pedestrian friendly access will decrease accidents and improve quality of life. "

"4 ""4M: current 2nd st bike lane is not protected." 4E: If the trail is intended for thru -pedestrians and -cyclists then it should be the gold (Utrecht) standard of pathing instead of a few sidewalks and signs.

4 I would love any improvements that connect Northside to downtown via walking or biking. Right now it's unsafe to take most routes between the two.

4 The reconnection of Jackson Ward is" in my opinion the top priority. While the other recommendations (especially those related to safety) are also important Jackson Ward should never have been disconnected; the righting of this historical wrong is an important step in moving Richmond forward in conjunction with other measures already being proposed or taken like taking down Confederate statues and renaming schools. Reconnecting Jackson Ward is not only symbolic like the other measures but also would have a practical positive impact upon the community that lives there. In a political environment where issues of racial equality are still heavily politicized it's important to take a stand for racial justice and reaffirm our dedication to making Richmond an accessible affirming and safe community for Black residents."

"4 We need more frequent rapid public transit and better bike networks. Making main and cary two way would significantly reduce dangers of being a pedestrian/biker on those streets."

"4 ""Priority goes to walkers" cyclists and transit riders for safety. Auto drivers need all signals to limit speed and to assure pedestrian safety. "

"4 The North South BRT and Fall Line Trail are transformational and long lead items. They need to be fast tracked as they bring so many other improvements along with them. It's amazing after everything that has happened this year along with decades of surveys and studies that we are still asking if Cary and Main should be 2 way. The same goes for sidewalks and bike lanes. Didn't we already make these plans years ago? Definitely do not include Security and Paving as priorities. That's what we've been doing for decades that got us into this mess. "

"4 The detoured exit off Belvedere to get to 95-South is the most annoying and counterintuitive detour that makes no sense whatsoever. "

"4 ""Fix roads" remove bile lanes remove stupid pedestrian signs in the middle of the road more street lights fix and ensure sidewalks are clear and passable"

"4 ""I support improving sidewalk crossings" but do not support more LED streetlights unless there are filters on the lenses or other features to reduce light pollution downtown. Existing fixtures are far too bright at night for residents and blind drivers cyclists and pedestrians. "

"4 ""All are fantastic" but so many will tacitly address Shockoe's parking concerns so I think that should be the lowest priority"

"4 ""I think areas with safety concerns can be improved without direct expense by prioritizing safer amenities in public spaces", especially at transit stops and in the downtown parks/plazas. This could also be achieved by the planting of more trees and foliage in areas with fewer greenery, such as Gilpin and Mosby. Also, parking amenities must be subsidized by the city in order to prevent private sector price gouging. Street permit parking for residents living on 1st & 2nd street from E. Duval to E. Canal is a fantastic idea!"

"4 Fix sidewalks especially on bus stop and light thru the city "

"4 ""I think the we need to propose a statewide transit agency" similar to New Jersey Transit. They have their gaps in service but a state wide transit system could bring a lot to RVA/Glen Allen and even Ashland. "

"4 It's clear that most of these projects just make you look better but it doesn't actually solve any of the issues downtown. Put your money where your mouth is and do something compassionate about Broad & Belvidere homeless before you start throwing money at more projects no one cares about."

"4 Make Cary St pedestrian only. "

"4 ""Focus on the historically redlined areas", as identified in the 8/24/2020 New York Times article. Focus on cooling the city and providing relief for residents trapped in heat islands. Focus on shade and reducing carbon-emitting transportation by expanding biking infrastructure and public transportation. "

"4 ""Bike and shared-use trails encourage more alternative forms of transportation" bring people into an area for recreation, encourage healthy living, and are attractive to residents."

"4 ""I didn't see this in any other area recommendations--I would love to see pedestrian-friendly improvements to the Leigh St. Viaduct walkway. It is a long path to walk and currently includes no space for rest or shade along the entire pathway. There is a problem with accumulating garbage along the walkways" and no place to put trash. With a path this long it would be great to ""park-ify"" it a bit so it's more functional and hospitable for pedestrian traffic."

"4 ""2nd Street through downtown is currently extremely dangerous to bike on" with cars driving fast. I have more near hits on that street than any in the city. There is bike images printed on the street but unless we control traffic flow on the street it is unsafe to encourage bikers to use it. "

"4 NO two way on Main and Cary Streets."

"4 ""Many of these are the very things the city is supposed to be doing with our tax dollars as ongoing operations. There is no excuse for not maintaining sidewalks and roads! They should NEVER been allowed to get into such bad shape!" Same with bus stops. Benches, trash cans, and shelters should not have been removed and should have been maintained and now should be installed. One more way that the city under both black and white mayors have side lined our economically depressed residents. "

"4 Removing free parking for residents due to lack of safety from personal drivers while not raising salaries or pay that equates to the cost of living is unfair to the residents of downtown Richmond. Businesses already are not required to have parking lots for residents when building new condos. Where do the residents of the city of Richmond get their parking? When are we revered instead of businesses? "

"4 ""I believe pavement improvements are crucial for accessibility in the city for people with different ranges of mobility and dependency on devices to assist with that which might rely on smooth even surfaces. Amenities of bus stops are crucial to help protect the health and improve the experience of those who use our public transit. The various protected bike lanes proposed like 1st & 2nd st. and 5th street are important for encouraging bike commuting and protecting those who do so. I recently vacationed in Portland Oregon and felt very safe biking on shared roads and roads with bike lanes unprotected and protected. Many people in Richmond rely on commuting via bike walking or bus so I think it's really important to prioritize those needs. Especially this is important because the people who rely on these forms of transportation may have less influence/money/power/privilege than those who drive daily to commute around the city. "

"4 Make Cary st no cars"pedestrians only. Add protected bike lanes and more shade downtown "

"4 more pedestrian friendly everywhere. Close Cary Street to traffic and make it a pedestrian way."

"4 Richmond definitely needs to be friendlier towards cyclists and pedestrians. Addition of shared-use paths and protected bike lanes will help improve accessibility for people choosing these modes of transportation and will help reduce our reliance on vehicles which will also cause a reduction in traffic"

"4 ""Areas of most needed improvement are better transit (better bus routes" less one-ways allow left turns!) street quality (potholes) more parking and bike accommodation. Sidewalks are neglected but they're honestly fine. Jackson ward is a bad area for robberies car break ins and motorcycle theft but I don't think LED street lights would fix that. "

"4 ""Please do something with project housing in Gilpin - if it's all projects it will never be nice and hamper the development of Jackson ward. Knock it down" let it be redeveloped - give housing vouchers out for those displaced. Concentrated poverty helps no one."

"4 Bank street in front of the capital should have an opening that allows bikes through while keeping the barrier for cars. "

"4 ""The Reconnect Jackson Ward project is easily the most important on this list. " I believe the best realization of this bridge would form a tunnel over I-95, spanning several blocks like the Downtown Expressway from 7th to 10th street. If possible, building business and residential structures on the bridge in addition to pedestrian/bike crossing and park space would be ideal to provide a seamless connection of Jackson Ward and Gilpin. Gilpin has been alienated from the rest of the city for decades; if the bridge's only purpose is to cross from Gilpin to the rest of the city that community won't feel much closer to their potential neighbors and workplaces downtown. If people can live and work on the bridge Jackson Ward and Gilpin will reunite into one neighborhood as it was before."

"4 ""Would love to see Cary and Main converted to pedestrian" cyclist and public transport only til at least Arthur Ashe preferably S Allen. Would love to see Randolph better connected with

the fan enhanced pedestrian bridges over the highway. Would love to see a light rail or electric trolleybus/tram Richmond has incredible walkable areas that just need to be knitted together with comprehensive public transit and inclusive cycling thoroughfares. Thanks!"

"4 Reconnect the city and undo redlining practices."

"4 ""How many trees will be lost to what the City calls ""improvements""? You cut down trees to make new sidewalks and bike lanes that nobody will use due to extreme heat. You cut down trees to install lighting and call it ""safety improvement"". Every one of these initiatives means cutting down trees. Piles of research showing tree loss correlates to health and economic downturns for residents where you are making these ""improvements"" and higher crime. The city is doing everything wrong and making our lives much worse because they DON'T GET IT. Get off your air-conditioned executive butts and take a look at some actual science. Your policy decisions are killing your citizens. "

"4 ""I like all these ideas for downtown"" if any one of these get implemented then I'd be happy. Unless the Baker Street walking street is going to connect to the highway cap, it seems like an odd place for a walking street right next to the highway. I haven't seen anything about Belvedere. Can anything be done to make Belvedere and the Lee Bridge less crazy for bikers and pedestrians? The sidewalks through Carver are not that wide when considering how wide the ROW is. I know there's a lot of traffic that comes through there north/south, but it's also the only way to get between Jackson Ward, Downtown and Carver and VCU going East/West, so it's an important crossing for pedestrians. "

"4 We will bike more if it's safer to do so. Please invest in us!"

"4 I don't have a car so I walk/bus/bike and most of these impact me in some way. I think the recommendation that will have the largest impact is the bus shelter/bench one."

"4 ""We need to continuously and rapidly improve our bicycle infrastructure"" including fully protected lanes. We need more and more frequent bus services to get people out of their cars and reduce problems with parking reduce demand for parking. Ultimately these measures should lead to eliminating most one-way streets and putting major roads such as RT 1 and Commerce/9th on road diets giving one traffic lane over to a fully protected bus/bike lane in each direction"

"4 ""Protected bike lanes are my biggest concern"" but nicer bus stops might make me use the bus more. A car share would also appeal to me"

"4 Would prefer no cars on Cary Street."

"4 ""Any traffic calming measures to make drivers travel slower throughout downtown is a priority"" to me. Additionally converting Grace St. between 3rd and 7th to pedestrian only should be considered."

"4 ""With so many people who have little access to their own transportation and rely on the bus system downtown and the surrounding areas downtown", we need to have a safer place for them to be and give them access to more places in the city. It would open up all kinds of opportunities to more people throughout the city. Also they shouldn't be getting rained on all of the time when waiting for the bus and people who disabilities (or are just tired) need places to sit. "

"4 ""in addition to traffic calming" I recommend the use of traffic safety cameras including red light / speed cameras as part of an automated ticketing system. "

"4 ""As presented some of the recommendations are not detailed enough to fully understand" or to agree to as discussed. Do nothing in the Downtown and Shockoe that messes up its regional access!"

"4 ""I like the idea of putting a park over the highway to reconnect downtown just fine" but my question is the cost. If it's going to cost us say \$50 million to do it - that's a bad cost/benefit ratio. To be clear RRHA properties deserve more investment but I think if you asked that community what to do with \$50M they'd have ideas that didn't include capping the highway. We're already spending \$1.3M just to plan it - with zero construction. And it really should be an easy thing to do - just look at all the caps that were put on I-195 including that park near the Fed (which few people use because it's a concrete park with no trees). I'm worried it's going to be a boondoggle. But I'd love to be wrong!"

"4 It was hard to choose a top 5: I mostly think all the bike/ped improvements are good ideas but worry that turning Main/Cary two-way misses an opportunity to put in bike lanes without people yelling about parking."

"4 Get going on some of this! Why are you even comparing closing Baker Street to improving safety all over downtown? Or to a bike path that would connect large parts of the city? We are trying to improve public transportation and make the roads safer. What are you doing???"

"4 ""This one is so hard! Selfishly" all the bike stuff is most important to me but I assume safety improvements and bus upgrades will be more helpful to the most number of people. If there's one thing that makes me furious in this area though it is bank street behind the capitol. It sits between the only viable bike lanes in the area and yet is aggressively not bike friendly. All bikes are forced to ride on the sidewalk. It's insane."

"4 ""Have you spoken to actual citizens or even professionals regarding the needs for the City before coming up with these ideas? " Most of these seem like traffic fixes that aren't actual fixes. "

"4 ""Richmond is WAY too bright at night" we need less lighting" not more. If you're going to install more lighting do it smartly and use International Dark Sky Association-approved lighting: <https://darksky.org/what-we-do/darksky-approved/>"

"4 ""I ride the bus to work 3 days/week. Especially in inclement weather or when it is delayed" shelter from sun/rain and adequate seating for all passengers is essential."

"4 ""Make all streets two-way" including Franklin and Grace."

"4 ""Attend to improving and fixing current road and bus conditions before putting more money into bike lanes which few people use for commuting."

4 We should be promoting alternate forms of transportation other than automobiles and making pedestrian and bicycle infrastructure safer

4 finish existing projects...

4 Adams and Brook might be better for the bike path than 2nd Street.

4 I noticed the way the description is phrased for capping I-95 says ""...for a bridge with connections for pedestrians and bicyclists..."" PLEASE tell me that allowing cars to cross the very thing meant to re-connect the divide *created by cars* is not being considered."

"4 ""As economic development projects move forward downtown" we should continue to be imaginative and make the enhancements to create a downtown that's accessible and a destination"

"4 ""Changing Brook Rd to a one way street leading AWAY from the fire station would allow for an addition of appx 20 parking spaces for the area" as well as a bike lane and still allow traffic to flow freely."

"4 ""Make sure maintenance on bus stops and shelters is upkept on a regular basis" if anyone vomits or defecates have a janitor come and clean it up within a 10-20-minute window. "

"4 ""Pedestrian safety" including accommodations for mobility limited are most important for me."

"4 ""Getting to 5 priorities when I have 6 was tough. In some ways" this is like two communities with different needs. When I think of who lives in Scotts Addition and where many of them work or play I see several opportunities to reduce a car-dependent culture. And when I think of a lot of other neighborhoods listed I see real benefit of improving access to public transportation that can actually get people safely to and from work grocery and social. Sidewalk improvement did not make my final list. But as the parent of a visually impaired young adult I am sensitive to the need to safely walk to access any of the other mentioned services. Also this is the third section of the city where I have taken this survey and i am really pleased to see recognition of the different amenities that could be provided based on the needs of the residents in the area. I like the idea of WiFi access for residents who may not have reliable internet access other than at a library. "

"4 ""Appreciate that as pavement needs are being considered" permeability and impacts of heat islands are being considered. I would also hope that light / noise pollution is being considered. Would highly support any street changes that would increase pedestrian and bike safety by minimizing car speed, smart road design, and giving walkers/bikers a higher priority."

"4 Top priority for my family is dedicated/safe bike lanes in as much of Richmond as possible to travel around safely without a car."

"4 I would love to see Careytown car less"

"4 4K. The asphalt on the immediate north and south side of the Lee bridge is sagging and needs repairs ASAP. Also the brick crosswalks on Belvidere are sinking below the cement crosswalk barriers and require immediate repairs. "

Needs Area 5: Fairfield

"5 I'm seeing a theme with the proposed recommendations... they are almost all common-sense things that need to be done soon due to the urgency of our climate and equity crises."

"5 I'm most excited about getting sidewalks and safe walking areas in our community. "

"5 ""Many parts of our neighborhood have sidewalks that are in such bad repair they are completely unusable. People are forced to walk in the road" including children headed to school and senior citizens in wheel chairs."

"5 Adding bikeway on valley is necessary to make existing bike path on turnpike valuable"

"5 We need a local bus to shopping and jobs in Mechanicsville! All of the bike infrastructure could be done fast and cheap to fix stuff fast."

"5 Please create the connection from the Cannon Creek Greenway to the East End (and preferably connecting all the way to the Capital Trail). Northside desperately needs safe ways to get to the other parts of the city by walking and biking."

"5 ""The cannon creek trail needs to be connected to the capital trail" which makes all the associated bike routes a priority however don't some of them already have lanes? I would rather see a broader network than keep redoing something that hasn't been maintained or wasn't done well the first time. Sidewalks and bus stops are always a priority over anything related to potholes and paving. This is the first I've heard about a proposed Mechanicsville turnpike BRT. Can we get to 15min frequency first? Chamberlayne makes the most sense for the first N/S BRT."

"5 ""Bus routes should be more frequent to encourage ridership among those with the option. Safety should be prioritized for those walking/biking/taking public transit--including traffic-calming measures and areas offering seating and shade (including the long" full-sun very littered Leigh St Viaduct). Personal vehicular traffic should be de-incentivized by improving pedestrian and public transit options and instituting traffic calming measures that reduce the convenience of driving."

"5 A lot of the sidewalks could use work in Fairfield and something needs to be done to prevent so many traffic accidents in the area"

"5 ""It's disheartening seeing that the city is well aware of how helpful all of these bicycle facilities would be while knowing they won't just all be done immediately despite the minuscule cost compared to infrastructure for cars. In fact" allocating this space for bikes would cut down on the maintenance costs considering bikes do absolutely no damage to the roads."

<https://medium.com/vision-zero-cities-journal/how-seville-became-a-city-of-cyclists-fba864b4be66>"

"5 No more bike lanes"

"5 Make sure none of these things contribute to gentrification or push people out of their homes."

"5 Focus on eliminating gun violence and drugs."

"5 Electric cars are really not a top priority in the city!!"

"5 Speed bumps needed on Rogers St 1500 block. My car was hit by speeding drivers. Protection from gun shooting."

"5 Improve sidewalks in the Churchill area of 27th and 31st St."

Needs Area 6: Church Hill/Nine Mile

"6 ""This past year", I rode my bike every weekday from Church Hill to Fulton to pick up my >1yo son from daycare. Sometimes, I would bike to Fulton from Shockoe. So I am very familiar with the biking conditions on these routes. Glenwood Ave is the most dangerous choke point. Drivers come down the hill at 30+ mph and try to pass me around blind corners. I've had two close calls where passing could have been safe if the driver slowed down and waited about 10 seconds. They clearly didn't understand how little time it saved them to nearly kill me and my child. While providing separate infrastructure is great there is no substitute for a system of never holding drivers accountable for nearly killing cyclists. I would rather see everything (infrastructure, enforcement and education) be focused on correcting for the self-centered attitude that drivers have. A neighborhood road like Glenwood Ave should make drivers feel like equal guests sharing space with cyclists/peds."

"6 ""This is such a historical area of the city and the extent that we've mutilated it to serve car traffic is disturbing but not irreversible. Bike connections", improving transit frequency, investing in basic essential bus stop infrastructure and (for the love of god) fixing the sidewalks would give this area even more life. "

"6 ""All methods of traffic calming in this area should be implemented", including increasing bicycle infrastructure to get people out of cars. Conversion of one of the streets that climbs the East end of Church Hill into Chimborazo to a local and bicycle only street would be a huge win."

"6 ""In Addition to repairing and reinstalling sidewalks" home owners should be made responsible for cleaning their sidewalk segments. Often complete and intact sidewalks are covered under a layer of dirt and vegetation. "

"6 I think Jefferson Avenue should be prioritized for repaving as soon as possible. Mastec has done a number on that corridor in the neverending work they are doing with water/gas. I also would like to see some studies done on additional Broad Street traffic safety. I think the turning left off Broad at 18th should probably be prohibited during peak traffic hours in the morning and evening -- esp. in evening I regularly experience a jam-up from cars who want to turn waiting through a green light and holding a line of traffic wishing to go straight behind them."

"6 ""For pedestrian safety" the roundabouts make it nearly impossible to cross the street. you have to make eye contact with every driver at the intersection and hope that they see you and agree to stop and let you walk. It is terrifying especially if you are walking with children. For biking, safe connectivity to the capital trail and to downtown via the Leigh Street viaduct is extremely important. as a bicyclist it feels like those of us in the East End are very isolated from the rest of the city."

"6 As the area continues to add more homes we need to improve bus service to avoid making all those new residents car dependant for all their activities around town."

"6 ""I am extremely concerned about the traffic calming efforts on Fairmount / Mosby without considering the same for 20th St and other surrounding areas. Currently, lots of cars use 20th and other nearby roads as a bypass because these main roads are already slow, and they drive *VERY VERY* fast - over 45mph! - through the residential neighborhood. Traffic calming alone on the main streets will only drive more of this traffic into the neighborhood - we need traffic calming - speed bumps and narrows -

on the residential streets *FIRST*!!! Because there are *no* sidewalks in North Church Hill, this also means lots of folks are walking or using wheelchairs in the street on these same roads - particularly during summer when so many young children are walking to Fairmount Pool. I've watched children very nearly get run over almost *every day* this summer! Please DO SOMETHING about this!"

"6 ""There are many parts of this neighborhood that have no sidewalks at all. I live one block from a retirement home", three from a library, and six from a middle school, but have no sidewalks. All day long I watch individuals in wheel chairs, children, people pushing strollers, and other vulnerable residents having to talk in the street to reach groceries, the library, bus stops, their homes, etc. It's extremely unsafe."

"6 ""I regularly commute to the Fan from Church Hill by bike" and take the Leigh Street viaduct. I am grateful for the infrastructure and would appreciate if there was better infrastructure connecting my neighborhood to the viaduct. I would also like to see a physical barrier on the viaduct to further protect cyclists from car traffic. Greenways connecting oakwood cemetery and gillies creek would also connect popular parks which should increase pedestrian traffic in these areas. It will be much safer than walking/riding on Jenny Scher Road where cars often speed and do not expect cyclists on the road."

"6 Adding safer bike and pedestrian infrastructure will allow more safe transit as the neighborhood becomes more dense while improving air pollution from cars. "

"6 ""Building out safe" protected bike lanes is the best way to allow people to move within their neighborhoods. It is cheap efficient and quiet. I want to emphasize that these bike lanes should be PROTECTED preferably with cement bollards. Paint is not infrastructure. "

"6 The roads in the east end need some serious help. My car is suffering. "

"6 ""Many people in church hill rely on bicycles as their primary method of transportation. The added bike lane going east on Fairmont/nine mile is helpful" but west bound travelers are often forced to share the road with cars going above the speed limit or ride in the wrong direction in the east bound bike lane (ie riding against traffic).

The state of sidewalks likewise is horrific. I often push my stroller in the street and likewise see those who rely on wheelchairs doing the same. What does it say of a city when it all but compels babies and the disabled to put their lives at risk in the street rather than fix and maintain its sidewalks?"

"6 We need a bus to jobs and shopping along Mechanicsville Turnpike."

"6 ""The intersection of Mosby and the Leigh Street Viaduct would be my top priority. There is always a lot of car traffic there and on a bike or as a pedestrian it doesn't feel safe. The walk signals are short and with cars coming from so many directions" still dangerous. "

"6 ""The most present danger in this area is vehicle speeds" and the most effective improvements would be targeted intersection and roadway configuration projects. The other most common issue visible is illegal street parking which is very common on sidewalks in bike lanes and on top of crosswalks and stop signs."

"6 Mosby/venable intersection badly needs roundabout or other traffic calming measure. "

"6 ""Sidewalks and bus stops need a lot of attention in Church Hill. As a mostly residential area with small pockets of retail" I don't see a lot of need for big corridor projects especially considering recent investments in traffic circles and bike boulevards. I would like to see the bike plan fully implemented with bike lanes greenways and shared paths."

"6 ""The streets are really in need of repair in the Richmond city area very bad pot holes" the paved streets are higher than manholes in the city and Henrico's East End etc. I've damaged my tires and the alignment on my vehicles and more it's just terrible. Thank you for hearing my complaints because this has been going on for years."

"6 ""Glaringly absent from this is pedestrian safety and traffic calming measures in other areas of Church Hill" particularly along Jefferson Avenue Broad and 25th St. This has long been an area heavily populated with families and those families want to be able to take advantage of all the neighborhood has to offer without being afraid for their children's lives at every intersection. At the end of the day Church Hill is a neighborhood not a thoroughfare. It should NOT be quick or easy to travel through the neighborhood by car. Pedestrian safety should be clearly prioritized above vehicular convenience in all areas of the neighborhood.

Additionally improving public transit and de-incentivizing personal vehicle traffic go hand-in-hand. Currently it is difficult and highly inconvenient to get in and out of the neighborhood by bus. The pulse is a long walk up and down from the bottom and connecting busses are unreliable and infrequent. The 7 should run every 10 minutes not every 30."

"6 ""I live in the Oakwood neighborhood a block from a bus stop" and people continuously toss their garbage into my yard. I think if their were trash cans available this would decrease the amount of garbage in my yard. The bus stop is uncovered and doesn't have seating. I imagine it would be very uncomfortable to wait for a bus in the extreme heat and extreme cold. Most of the people using the bus at this stop tend to be the elderly and it is worrisome that they are exposed in extreme weather."

"6 Pedestrian safety should also address the limited visibility at intersections throughout Church Hill"

"6 Something that is my top over all of these which was not listed is the intersection of 25th st and Clay. This is so dangerous and so many accidents and so pedestrian traffic. This needs to be addressed before we create new projects. "

"6 ""Roundabouts need to be created in a way where people can't just straight-away through them. The roundabout at Jefferson and 23rd does nothing because people can speed through it straight" so if road improvements are made they should be made correctly. Improvements that allow for equitable access to public spaces (equitable including giving pedestrians and bikers equal access to ease of travel) add value to the community. Public transit should be accessible and those that actual utilize the system should have their opinions carry the most weight - I bike most places and do not ride the bus but I know there are people in my community that rely on the buses here and what they need should be considered the highest priority as my priorities for improvements to no affect my ability to get to and from work/perform daily tasks."

"6 Jefferson Ave. is SOOOOO unsafe!"

"6 "6a" 6b 6g: The east end has a huge problem with dangerous driving and pedestrian safety! We desperately need a stop sign and/or speed bump on 25th and O. Sidewalks are atrocious and you cannot even walk on them but if you try walking in the street you will most definitely get hit. Police do not enforce anything or care much about the east end so if we at least had more speed bumps that would force people to obey the 25 MPH speed limit. Sadly it took people dying near VCU for those speed bumps let's not let that continue to happen. Additionally people waiting at bus stops have no where to sit and if you walk around Church Hill you'll see we have no trash cans near bus stops or around the neighborhood. Please help keep our beloved neighborhoods safe and clean. Thank you in advance. "

"6 "The sidewalks in the east end are an absolute spectacle. They have become completely overgrown" unusable and dangerous. I should note that the Fan and Museum District do not seem to have this problem. Same with traffic problems. Traffic enforcement is non-existent. North of Broad and Marshall almost no traffic calming measures are in place. As such speeders distracted drivers and criminals own the roads in our neighborhood. It is a legitimate hazard to cross the street because the police won't do anything and speed limits and traffic laws are ignored. It's disgraceful that the rich neighborhoods do not have to fight for traffic enforcement speed bumps and usable sidewalks. For shame. "

"6 Prioritize bike commuting safety within these projects. I bike commute every day from Church Hill North to VCU hospital. If I don't commute before 0730am I feel incredibly unsafe. RVA does not make it easy for those looking for alternatives to driving. "

"6 Sidewalks and curb ramps all through out church hill"

"6 Fairmount Ave needs traffic calming ASAP. There are constantly traffic accidents due to speeding and poor road design."

"6 "Pedestrian crossing at fairmount is incredibly dangerous" especially during rush hour. I'd love to see some traffic control added. "

"6 I have written the counsel and beg for Street calming measures on Fairmount Avenue. I appreciate the bike lane but it has not helped -they're a constant accidents. And some of the accidents have had moderate injuries. It will not be long before there's a severe injury either with a pedestrian or a car accident. I feel like I'm playing chicken every time I cross my street. Cars do not stop for pedestrians and they speed constantly. I recently tried to help a stray dog and watched it. Just get run over because there is no enforcement at the speed limit and no traffic calming. Call when someone gets seriously injured or killed I will be calling for the resignation of city Council members who ignore this. I was last time that the fire chief said traffic homing measures shouldn't be done because it is a Thruway. Baloney."

"6 "Bicycle and pedestrian safety measurements need to be thought through. If you add a walkway or bicycle path how does it connect to other walkways/bicycle paths? It is dangerous to everyone involved" pedestrians cyclists and motorists when a bike route just stops with no clear direction to go from there. How does a cyclist get from Church Hill to Downtown without going through Shockoe or getting crushed coming off the Leigh Street bridge? Why does the bicycle path on Mosby direct you up the hill instead of to the bicycle path on Fairmount? I regularly get cut off by vehicles

thinking I do not have the right of way on a greenlight in a turn-only lane. Please rub two brain cells together "

"6 ""I would love to see a path connecting Church Hill's Oakwood area residents to other parks including the Capital Trail!"

"6 ""It is a travesty to see our neighbors waiting for busses without shelter in inclement weather. As a city" we must do better and we should prioritize this above all else. Outside of that we desperately need safer crosswalks to access our parks specifically Jefferson Park and Chimborazo."

"6 My sidewalk in front of 408 N 23rd St need repair bad"

"6 I am surprised that there is nothing about Jefferson Ave on this shortlist. Crossing that street is dangerous across every single crosswalk. Specifically at 22nd. My children and I are victims of near misses every day. When we don't care about the safety of children trying to get to school. it says a lot about how we feel about their place here. "

"6 ""Gillies Creek Greenway could partner with groups such as Friends of Chimbo Park" City dept of parks the historic Fulton group Church Hill Assoc. grants program Chimbo Dog Pak (prob more for hands-on labor than financial help) and other area volunteer groups. Some may be able to offer financial assistance and others just hands on labor."

"6 ""Fairmount Ave needs a bike lane headed west. I ride 9 mile to Fairmount to Mosby to the viaduct" and I don't know why there is only a one way bike path on Fairmount. it makes no sense and puts me in danger when I bike to work. I feel fine on my way home but please make this bike lane both ways. "

"6 "" The entire Church Hill / Nine Mile area needs consistent traffic calming and" crucially traffic pattern change. As Fulton / Varina develops thereis much more traffic THROUGH rather than IN the neighborhood with higher speeds attendant. I would advocate for removing parking on Main street from 17th st. through 29th returning it to a 4 lane road. With that in place I would steer suburban commuter traffic off of Broad and onto Main. Broad st. past 21st. st. is a residential street not well equipped for the traffic load it is currently being forced to bear. "

"6 ""The roads and sidewalks in the East End are badly deteriorating and need attention before any other projects are begun. In addition" some kind of traffic calming measures need to be installed on 35th Street in the neighborhood of Bill Robinson Park!"

"6 Additional lighting would be helpful on N. 25th St. between P St. & R St."

"6 ""Not listed here but the P street corridor has no contiguous sidewalks and is heavily trafficked by speeding cars. This road is used by children walking to and from their school as well as the Boys and Girls Club" and the new Art Center. More efforts for safety along this road could be applied."

"6 Traffic calming on Fairmount and T Street. "

"6 ""Improving bike-ability improves safety for all those who don't drive cars" not just cyclists."

"6 "PLEASE follow through on the recommendations for sidewalk and pavement improvements" especially in the Oakwood and North Church Hill area. So much of this area lacks sidewalks. There are so many areas where sidewalks clearly SHOULD exist but don't. In many areas they inexplicably end. There are also so many blocks that are effectively "walled off" to folks with mobility issues because they lack curb ramps adequate (level) sidewalks or sidewalks entirely.

Regarding the pavement on the streets it is shameful that the "nice" parts of town (or even the "nice" parts of the neighborhood!) get repaved so frequently and the majority of the East End is left looking the way it does. The conditions of the streets are tearing up the vehicles of the taxpayers. Lastly (and this was not one of the recommendations) but traffic calming AND ENFORCEMENT is desperately needed. People routinely reach speeds of 40+ and blow through stop signs. Someone (and likely a child) is going to get killed."

"6 "There are a lot of details that need to be further refined. I had difficulty picking 5 because I'm not sure of some things" e.g. dedicated bike lane from MLK to Government Rd. details on nighttime lighting (may be good may not be) why more bike improvements on Mosby...we have them don't we? etc. My top recommendation is East End sidewalks EVERYWHERE and make new development put them in if they are developing where sidewalk doesn't exist. Expand tree lawn areas to help insure trees survive and thrive. A lot of materials missing that would might have moved some from No to Yes."

"6 The sidewalks are in very bad shape and often missing altogether on many blocks! Please update the sidewalks so we can comfortably walk through the neighborhood."

"6 "Please plant more trees and improve playground area by adding more tree" safety lightening and signs. Include playground improvement in the agenda. Thank you."

"6 "Focus on pedestrian safety" transit availability and traffic calming. DO NOT focus on automobile speed and throughput."

"6 "Redesigning the intersection of Mosby/O st/Leigh st viaduct is needed. A proper large roundabout would help- turning left from mosby to leigh st viaduct on a bicycle is dangerous and crossing on foot" particularly egregious since it's directly next to a school is unsafe"

"6 "As the Church Hill resurgence continues" we should continue to find ways to make it safer and more connected. "

"6 "The conditions on Mosby are unsafe for RPS students who attend the two schools there. The flexposts and striping are a nice conceptual first start" but they are treated as only a suggestion by selfish drivers. There needs to be real hard infrastructure installed to protect the community."

Needs Area 7: Fulton

"7 This is my neighborhood. I see so many people walking in the streets because of inconsistent or nonexistent sidewalks. Drivers speed through the side streets putting everybody at risk. Slowing down traffic on Williamsburg with speed bumps/tables should be the top priority."

"7 Pretty much all of these improvements are needed. For what Fulton has been put through by the city throughout its history is terrible and it is among the neighborhoods that should get the bulk of the resources for equity reasons and to attempt to start healing this community."

"7 ""If Pulse service was available in Fulton" I would use it daily to commute to work."

"7 ""I would love if Williamsburg ave wasn't 4 lanes across. It's extremely difficult to cross. "Also I'd love for traffic calming on Admiral Gravelly Blvd. I live on that street and people regularly drive their cars 40+ mph. "

"7 Cut the grass and trees on government rd jennie scher rd east richmond rd up to e broad st with regularity. If E. BROAD wasnt so busy being maintained maybe government rd to glenwood to jennie scher would get some damn attention sometimes. Its pitiful how much of a difference is made towards the east end. Make store owners maintain landscaping on the property the own. Add several more trash cans to the bus stops"

"7 7G - extend/add BRT from Rockett's Landing to White Oak Shopping Center"

"7 ""7G: This is super important (when is a transit connection from an airport not?); seems to be a lot of suburbia and single-family homes along the corridor so stops should encourage transit-oriented development around them rather than try to connect as many semi-dense nodes as possible. Can see NIMBY opposition to development considering signs I've seen in Varina just south of this region" so an express route from Rockett's Landing directly to the airport might also be considerable as a backup."

"7 ""Williamsburg Road and Government Road are the two major Fulton Hill Corridors. All projects along their length should be grouped so as to not have to pick and choose between Bike" Bus Sidewalk and Streetscape. I keep hearing about complete streets but then we have to pick and choose who will or won't be supported. Geography makes Fulton remote but we've also chronically undeserved this area. It's a gateway and should be treated as such. We need BRT to the airport. We need bike connections to downtown and Henrico. We need Sidewalks in general need to be completed and transit amenities that support the community. Fulton deserves to be connected and the rest of Richmond needs to learn about and embrace Fulton."

"7 With extending the pulse and micro transit my worry is increased traffic "

"7 Recommendation 7E should be the highest priority"

"7 ""Government road area need better businesses in the community. I would like to see some type of grocery store" coffee shops wine bars and restaurants in the community. "

"7 ""I'm a bicycle commuter and recreational cyclist" and I have to say: let's get bus service established and the streets made safer before doing minor bicycle greenway projects. Also, and I've noted this in past surveys: Government Road needs a sidewalk / stairs / pedestrian access on the hill leading up to Chimborazo park! Besides connecting neighborhoods which is an intrinsic good it can also allow for more recreational and fitness activity (cf the Libby Park stairs a very popular neighborhood workout spot). The area around the Government Road crossing with Gillies Creek and the train tracks also BADLY needs safe and consistent pedestrian infrastructure. "

"7 ""Adding Sidewalks" street lighting and bus stop amenities should be top priority. "

"7 ""Please" please please add sidewalks in Montrose Heights neighborhood."

"7 ""Sidewalks throughout the neighborhood! This is a beautiful neighborhood" but dangerous to walk through due to the lack of sidewalks through much of the area."

"7 ""Darbytown Rd needs sidewalks! Elderly in mobility scooters" parents with young children most pedestrians in fact must walk on busy Darbytown Rd because there are no sidewalks! This provides many opportunities day and at night for tragedies! This also puts the city on notice should a pedestrian-vehicle accident happen they will be liable."

"7 We need more traffic police. People drive too fast on Williamsburg Rd. Many construction cars driving on fast speed. Very danger. "

"7 ""I disagree with the solutions that the questions imply. Traffic calming probably means bump outs. I don't see many of them around the city being maintained. Meanwhile residents on Williamsburg don't respect the parking lane and park on the curb but do not maintain the area between the sidewalk and the curb. ALSO There is no enforcement of the Truck restriction That would calm traffic. The sidewalk between Rawlings and Jennie Scher on Government is narrow" broken up in places and blocked by a dirt slide years ago at Denny. I have complained about this sporadically since NOV 1 2011 (I just checked old email) It is ridiculous that this hasn't been improved to make it safer for apartment residents to get to the business district on the sidewalk"

"7 ""Traffic desperately needs to be slowed on Williamsburg Road. I regularly see people driving 45+ through the area and blowing through Pedestrian walkways. I also think it's strange that the bike lane ends on Williamsburg road right near Hatcher st" leaving bicyclist to compete with really fast traffic on Williamsburg right by a public park and GRTC bus stop. "

"7 ""This is one of the neighborhoods that could be most helped by improvements" and would offer some equity to people who have been ignored. Focus on this neighborhood."

"7 ""This area has rampant speeding and lack of safety even though it is heavily trafficked by bicyclists and pedestrians" it needs to be improved. "

"7 I have been asking for traffic/speed enforcement on this section of Williamsburg road for years to no avail. I drive it daily to take my child to preschool consistently witness reckless driving."

"7 Extending the Pulse to the airport would be phenomenal"

"7 Keep making RVA great!"

"7 ""- Amore seamless GTRC app for planning trips (accurate route schedule time)" - More bus shelters at more bus routes"

Needs Area 8: Shockoe

"8 ""E. Main street is currently a disaster for parking. In addition to streetscape improvements" there needs to be real parking enforcement in Shockoe as people frequently park in No Parking zones or will park in the time enforced zones even during the hours when parking is restricted. "

"8 ""Most top priorities. Bike infrastructure needs much improvement" but bike share needs to be re-examined."

"8 ""Improving the bike/pedestrian accessibility and safety of this area would be amazing. I've had a lot of close calls with cars as both a pedestrian and cyclist" especially when trying to cross Dock street or the Dock/14th intersection. "

"8 ""please please please please please make it safe to cross dock street in shockhoe bottom. I love getting on the canal walk/ capital trail but it feels like I am playing frogger every time I cross. I would love for an elevated pedestrian walkway that would allow me to avoid traffic" or a stoplight to stop traffic when I want to cross rather than trusting cars to respect the rules of the road."

"8 ""Your bikeshare company failed because it isn't dockless. Forget it if you can't compete. Dock street is a death trap where commuters couldn't care less about flashing lights and paint on the pavement. Make shockoe for people who live there. Focus on patios" dog walkers cyclists paddlers. If we make it great for us the market will sort out parking."

"8 ""On-rail public transit" such as bringing back the city tram system and an environment that is more friendly forgiving and accessible to pedestrians and bicyclists while discouraging or limiting automobile traffic would make the community safer and more productive. Speed limits need to be lowered and enforced more aggressively as speeding on E Main Street is a strong concern especially since the street parking there makes it hard for anyone to see oncoming traffic. Car parks should largely be limited to the outskirts of the neighborhood to encourage walking bicycling using public transportation and to preserve the historic character of the neighborhood."

"8 Parking needs to be removed especially street parking. It is completely unnecessary there are plenty of cities out there functioning fine without street parking it just generates traffic. Surface lots need to be repurposed into businesses and housing. Intersections don't need stop lights or stop signs they need traffic calming meaning elevated cross walks and roundabouts installed. "

"8 ""Adding the shared use path to connect Scott's Addition" downtown and Shockoe Bottom would be absolutely incredible! Allowing people to move freely between these happening areas of the city safely and without a car is of paramount importance. "

"8 ""I do not live in Shockoe Bottom anyway but I very regularly bike and walk through the area. I would love" LOVE the biking improvement you're proposing here. The Capital Trail is the main bike artery in Richmond and anything we can do to increase branching connections from the cap trail to other places the better. "

"8 Please give bus stops some comfort!"

"8 ""please convert one lane of traffic in each direction on broad street into a protected bike lane/add more space for better transit. Broad street's current function is to move as many cars as possible through the center city. The main street through our downtown should be a destination like it was originally intended to be" not an artery for cars. The misuse of the space here is the reason why so many storefronts and buildings on Broad street sit vacant. It's futile to start a business in an urban environment in a place that is hostile to pedestrians and only means to serve as a thoroughfare for

drivers. Also less people will get hit by cars as cars will have to travel slower due to the space constraints. This should be done from Scott's addition all the way through shockoe bottom. "

"8 ""As someone who has to cross Dock Street to during my walking commute to work" it takes a long time to wait for a break in cars to dart across the street. Especially with the speed limit being 30 it feels dangerous crossing as a pedestrian in that area so I'd love to feel safer on my commute with added crosswalks and/or traffic calming measures"

"8 Do not waste money on pedestrian beacons. Build raised crosswalks that force drivers to slow down. Flashing lights do not guarantee anyone will stop!"

"8 ""8A: If there is one street in this city where beacons are not the solution" it's Dock St. More signs with lights will not make people who would pass by the current lights stop after installation. A curb-level raised crosswalk or an actual traffic light would. 8G: Good ideas on expansion more protected connections between them needed (in its current state there is no way to make a protected 1-way trip besides from 1st St to Monroe Park westbound)"

"8 ""Dock street improvements are urgent- the warning lights at 21st St have been driven into and knocked over so many times" they've stopped replacing them. People drive WAY too fast between Shiplock Park and 14th Street"

"8 ""Please don't make it any harder for Richmonders to find parking and easier for greedy people to profit off people just trying to go to work. I agree something has to be done about car dependency but until it's just as convenient to go somewhere via public transit as it is to drive" we are going to drive. "

"8 ""The recent Shockoe Valley Small Area Plan should contain most of the items within this list" so why break them all apart to reprioritize? I am hesitant to support streetscape enhancements as they mix essential and required items like handicap ramps with decorative and potentially wasteful items like brick sidewalks and trendy lamps. If the city implements parking benefit districts i would rather see the revenue from that fund aesthetic improvements. It seems like we've already done the Dock street improvements and we have the parallel Capital Trail. Should there instead be more traffic calming? "

"8 Bike Network!!! Connecting safe biking infrastructure to franklin and capital trail. Dock st/main st are all so dangerous to bike on as an experienced cyclist that they are stopping beginners from biking to work/downtown from shockoe/church hill"

"8 ""Providing shelter for bus stations would be wonderful" but additionally we need some more green spaces and shade in downtown. It's important for the environment and for public health especially in this heat. There are many overgrown and ugly spaces that have been neglected that clog sidewalks and are unpleasant to look at. Additionally we need more trash cans and other ways to combat litter. It is dangerous and ugly."

"8 ""Shockoe Bottom does not need a parking permit program. It's expensive enough to live here without it. Additionally" it would kill the tourism. If you opened Main St to 24 hour parking or at the very least not towing/ticketing over night parking (effectively punishing club goers who choose not to drive drunk I'd like to add) parking would improve significantly. "

"8 ""East Main Street needs pedestrian focused improvements at 20th and 24th cross streets. People cannot cross safely on high volume roads to get to grocery stores" pharmacy markets restaurants etc."

"8 ""Overall" would like to see priorities favoring improving pedestrian safety and mobility and encouraging/incentivizing the use of public transit vs personal vehicles. The canal walk and the low line are incredible assets that are difficult and unsafe to access due to vehicular traffic along Main and Dock streets. When it's difficult or unsafe to walk around there are fewer people visiting the many businesses along Main St and surrounding the 17th St Market. Would love to see some additional draw to the market--I seem to remember early plans including a splash pad which would certainly get us down there using the space more often. I'd also like to see the city working to make some additional functional use out of the train station rather than prioritizing train traffic out of Staples Mill. Give us more frequent DC/Williamsburg options and that high-speed rail!"

"8 ""The parking in this area is awful! If we had more accessible and safe bike/pedestrian access I think this would cut down traffic drastically. A light rail would be a great addition too. The buses are ok for getting to different areas (even though the drivers are not safe)" but if their was a rail that went from the airport to Short Pump and pedestrian/bike trails there would be so much less traffic/parking issues (creates jobs too!)"

"8 more public parking decks and/or keep public transportation free."

"8 City should consider creating bus-only lanes on E Main Street for the Pulse instead of maintaining street parking. Pulse buses frequently get stuck here and create delays and bunching during peak times. Could also maintain street parking off-peak."

"8 ""More protection needs to be provided for pedestrians on the Mayo Bridge" like a concrete wall barrier. And new sidewalks."

"8 More must be done on Dock Street beyond hybrid beacons. Pedestrian crossing signals have been crashed into and destroyed TWICE by car drivers already. Significant traffic calming is needed. "

"8 ""Have concerns about bike share" Agree it is a good idea for micro transportation, but would raise concerns about locating one a Great Shiplock and further burdening the parking lot there with additional traffic of any kind "

"8 Anything to reduce the speed of vehicles through Shockoe is the highest priority to me. The way the lights are timed on Main St often incentivizes people to speed."

"8 Dock street is continuously the most dangerous crossing I encounter when going to the capital trail. "

"8 ""1. you want to ADD brick sidewalks? this is not a good idea" please note the condition of the brick sidewalks up the hill in Church Hill (super dangerous!). 2. Remove parking on Main from 15th to 29th make it a high volume entry and exit from the city as it was clearly designed to be. Letting people block an artery store their cars is not a good idea. 3. the riverfront parks and amenities are lovely but unsafe drivers on Dock street make it very hard for anyone in the neighborhood to use them. Stoplights, not fake ""pedestrian access"" or what have you are what stop drivers. "

"8 More like 3b should go far in chesterfield for ex iron bridge "

"8 Pedestrian crossing is extremely dangerous on Dock Street. Attention to this is greatly needed."

"8 ""I didn't vote for the improvements on main st because they seemed mainly decorative? I'm not sure what the point of converting things from concrete to brick is. Definitely in favor of more wheelchair accessibility but didn't understand the point of everything else. Also" my concern about turning Oliver Hill into 2 way is that this won't allow for a safe bike lane. Is there a possibility of keeping it one way but moving it down to only one lane? This would achieve the pedestrian safety benefits correct?"

Also are there any plans to get rid of the cobblestones on E franklin b/w 18th and 19th? The cobblestones on the block between 17th and 18th have at least included a bike lane but now that bike lane basically goes to nowhere. Not to mention that the intersection there is very difficult to cross because it's not an all-way stop. "

"8 ""A safe way for pedestrians and cyclists to get *down* from Church Hill (Libby Hill Park and points west) to the Capital Trail and the river is crucial" and it really sucks that there's currently no easy way to do this (especially with young kids / bikes / strollers in tow)."

"8 ""Main St. needs better traffic calming/enforcement" especially on the curve right at Poe's Pub. This area needs better pedestrian safety measures."

Needs Area 9: Manchester/Swansboro

"9 All top priorities"

"9 ""The current bike and pedestrian infrastructure in Manchester" particularly along hull Street is unacceptable. It is impossible to cross hull Street safely with the current design. We need to add raised crosswalks continuous sidewalks protected bike infrastructure and remove on street parking to make the road safe and accessible for all road users. "

"9 ""Creating the bicycle infrastructure on the south side of the river would benefit greatly from improved bicycle entrances to the Pottersfield bridge and on Browns island" and connecting into downtown "

"9 ""Safety along Semmes Ave. Needs to be completely reimagined. Its design at present is no different from a drag strip. It needs to be made into a city street rather than the highway it currently is. It's designation as a state highway is outdated and irrelevant today. There are plenty of alternative routes for car travel and improved public transit facilities and bike lanes can capture most local traffic."

The same goes for Cowardin. This is a 6 lane road that actually serves very little car traffic. I have never once seen a whiff of congestion on Cowardin Ave.

Hull St. Is the most dangerous combination of busy pedestrian area with high speed vehicle traffic. We really need to re think if makes sense to send so many cars daily through old Manchester. Lee bridge and Manchester bridge can handle a huge amount of traffic that should be discouraged from using the mayo bridge. The mayo bridge has no need for 2 lanes of vehicle traffic. It only encourages high speeds on the bridge."

"9 ""Traffic infrastructure safety needs at my biggest priority. Having lived in the area for years" it can feel dangerous walking along roads with high traffic and little to no safety infrastructure. "

"9 ""Please give people shelters and benches at the bus stops. There are no trees and people just bake in the sun" and people with disabilities who may have trouble standing for long periods are stuck. "

"9 ""Mayo Bridge is" simply terrible for anything that is not a car. Even experienced cyclists are in serious danger every time they cross the bridge. Moving to the sidewalk is only marginally better because of the poor condition and proximity to vehicles that frequently move at high speeds despite the posted speed limit. It limits access to downtown to a growing area and increases car dependency. Creating protected bike lanes and pedestrian infrastructure would bring down the amount of vehicles on the road and make it safer for everyone. The Fall Line trail would accomplish similar goals across the Manchester Bridge making downtown more accessible to more people at more points."

"9 Picking just 5 of these was brutal... all of them are needed!"

"9 ""The best pedestrian safety additions would be SPEED BUMPS. People blatantly ignore crosswalks" even with the flashing lights. "

"9 ""This area of town has major issues with aggressive driving and sidewalk failures. Making it very dangerous for both pedestrian and bike riders to navigate the area. We want to not rely so heavily on cars" but between those 2 issues and the infrequency of our bus lines (once an hr in some cases) it makes it so inconvenient for most people to rely on other means of transportation. Give us options and we will use it. "

"9 Please prioritize pedestrian and biking safety along Semmes. This is a high-speed area with vehicles frequently going 40+ mph and swerving past turning vehicles throughout the day."

"9 ""Make Manchester for people who live there. You already have the southbank buttermilk loop and tons of access to belle" make this for working southside people to get around without a car."

"9 ""In general there needs to be a focus on improving bus infrastructure through shelters and BRT" maintenance and construction of new pedestrian infrastructure and the construction of separate bike lanes along main arterial roads"

"9 ""Pedestrian and bicyclist safety needs to take priority over cars in our Southside neighborhoods" in Richmond and in general everywhere. We need to stop trying to help cars speed into and out of the city and prioritize the people who live in the city and that move about in the city. "

"9 ""Prioritize improving existing infrastructure for pedestrian" bus and bike safety/transit over adding new "recreation" trails. "

"9 ""Please improve ped/cyclists safety on Semmes/Route 1. Protected bike lanes rather than a bike lane in the shoulder. Also" all future bike lanes should be protected! "

"9 ""All bike lanes need protected barriers. Cars" especially on Semmes AND Bainbridge pass each other INTO THE BIKE LANES"

"9 There should be a way to rank more projects in this historically underserved area."

"9 ""I believe we should be increasing pedestrian accessibility in areas that may be underprivileged and have less access to motor vehicles. As far as old town Manchester the area is seeing a significant increase in growth and development and roadways and sidewalks aren't comparable to the change we are seeing. Hull Street between 3rd and 7th Street has seen a steady increase in accidents and near misses with people crossing Hull Street to get to businesses such as Hatch" Chipotle and a few of the newer businesses that don't have enough parking and accessibility and vehicles that do not maintain the speed and pedestrians that are unable to cross the streets to get to the buses on time.

As for the buses I believe it has provided a wonderful solution to those who are unable to navigate the city by vehicle or bike (due to unsafe roadways) but there should be updates/ accommodations to the bus stops in the city especially with the unpredictable weather conditions in Virginia. "

"9 ""Overall" the Manchester area struggles to be pedestrian or bike friendly but suffers from car traffic which can make the lack of sidewalks near a long Hull Street dangerous (especially with closures due to construction). In addition access to river trails can be difficult to locate for Manchester residents east of belvedere with trails be overgrown or having a lack of signage."

"9 Please focus on safety first and build bump-outs and raised crosswalks to make it easier to walk around Manchester. I don't come shop and eat because crossing the road feels like Frogger."

"9 ""I commute along the US-1 corridor and it's safer to go the wrong way down 14th st and take the T.Pott bridge than it is to deal with all the unprotected intersections on Rte 1 and an unprotected bike lane on the bridge. Additionally" Maury St is very heavily congested to the point that I use the sidewalk when cycling down it. A bikeway would encourage drivers to take the other streets to destinations (often completely empty when I ride in the mornings and evenings)

North-South BRT can fix this too if cycling improvements join the street repurposing.

I brought up Amsterdam previously but Utrecht also follows the template of good bike and transit infrastructure at the same density as Richmond."

"9 Cowardin and Hull Street intersection is still dangerous for pedestrians. Huge numbers of people getting off of the north bound #3buses don't use a crosswalk to get to the westbound #1buses."

"9 ""The plan for Hull Street is long overdue and needs to continue to be a corridor plan and not segmented into separate item of pedestrian infrastructure" BRT transit amenities bike connections and streetscape. Crossing the James by foot or bike teeters between circuitous and treacherous. Every crossing needs high quality bike and pedestrian infrastructure to ensure that the city remains accessible when there's roadwork inclement weather an event or other traffic issue. Mayo bridge is a first step but we need the Fall Line to split so scenic riders can take the T. Pot and everyone else has a safe and quick crossing to downtown via an improved Manchester Bridge. Prioritize the most walkable neighborhoods first for pedestrian infrastructure only because it will have an immediate impact but then shift to the sidewalks for the greater neighborhood before resurfacing."

"9 All are fantastic!"

"9 This entire section of the city needs to be more walkable. I live on 26th and don't feel safe to walk to south side plaza because there's no safe place to walk. I have to drive a half mile because it's unsafe to walk."

"9 ""I live at Bainbridge and Cowardin. We call it "Bainbridge Motor Speedway" and have seen more accidents at our intersection than we care to remember. People regularly speed 40-60 on Cowardin going south. People also fly through Bainbridge as you head east through the light. Would love a speed table on the 1500-1600 block of Bainbridge or reminder of 25mph speed limit. Maybe a solar powered speed radar. At the light we need a "left turn yield on green" sign because people see solid green lights and have no idea what to do. Two lanes unmarked. It's a mess. I don't dare walk to the store at hull. Please help us slow things down!"

"9 ""BOTH The Fall Line Trail and a North-South Bus Rapid Transit (BRT) System should be top priorities for the City of Richmond since these two projects will help solve so many other Connection and Transportation issues both in this District as well as the connecting districts where the Fall Line & BRT will travel to and from. "

The entire City of Richmond will absolutely receive a tremendous amount of both tangible and intangible benefits and ""bang for your buck"" with the Fall Line Trail and the North-South Bus Rapid Transit / Pulse line. Just like the benefits along Broad Street from Rockets Landing to Willow Lawn. These projects are also helped with Federal dollars.

I think the Mayo Bridge should NOT be replaced. Take the \$ 100 million dollars that it would cost to replace the existing Mayo Bridge and use it to convert the existing Bridge into a Pedestrian Bike and Public Transit corridor only. Turn Mayo Island into our CENTRAL PARK like Central Park in New York City! "

"9 ""Mayo bridge needs bike/ped infrastructure. "

Bus stops need seating and shelter. Hull st needs stoplights/raised crosswalks"

"9 ""It's currently very unsafe to try to walk down or cross Hull St. As the area grows" this should be a top priority. "

"9 ""Semmes Avenue is dangerous for pedestrians" especially as it is a residential neighborhood. The number of cars going at 10-20 mph over the speed limit outnumbers the ones who don't and with the number of pedestrians crossing the street it's a miracle that there have only been three major pedestrian incidents in the past couple years. Speed tables or even roundabouts need to be put in place to calm traffic through this neighborhood.

With the rapid growth in Old Manchester more pedestrian safety features need to be implemented quickly. It's densely populated but currently very dangerous for pedestrians and bicyclists."

"9 ""The roads" especially Midlothian Turnpike are terrible. Please fix them before I lose an axel. "

"9 ""Not being able to turn left onto commerce from Hull is a flaw. Also" the intersection of Hull and Commerce is extremely dangerous to cross on foot. Trying to cross Hull in old Town on foot is also extremely difficult due to the volume of cars. You often have to wait many minutes until it's safe. "

"9 ""Architectural changes such as road narrowing and speed tables please. Traffic is too fast on Hull" Commerce and Semmes. I walk a lot but am terrified to walk on those roads."

"9 I am concerned about the roundabout on Maury street coming off of interest 95. This roundabout is too narrow for tractor trailers and large trucks. It needs to be widened. This was poorly designed. It has nothing to do with the survey but I am voicing my opinion. Thank you."

"9 ""Being a survivor of a hit and run from Cowardin and Bainbridge" I believe that to be an area with a lot of car racing and driver recklessness. There needs to be safety for the pedestrians so they can cross that intersection safely. Currently there isn't a camera and drivers frequently run the red lights. The entire stretch before the Belvidere Bridge has excessive speeding and racing. I would hate for anyone else to have to endure the trauma and torment that I and my loved ones survived. Pedestrians need to have priority then cyclists lastly drivers. "

"9 Please start with simply cleaning the cracked sidewalks full of glass. It is not even safe to walk. This development will be tricky because of the amount of new development and new car traffic balanced by pedestrian and bike connection needed."

"9 ""Pedestrian safety on Hull St" specifically the area on Hull St between 3rd and 6th Streets should be a top priority. Cars go very fast on Hull St and it's very difficult for cars to turn onto Hull due to the traffic and also poor visibility because of street parking. I see drivers taking risks turning onto Hull. Also now that we have more restaurants like Hatch Local and Chipotle we have more pedestrian traffic. It's incredibly difficult to cross Hull St as a pedestrian. I live at Port RVA apartments and I see people play Frogger or sprint to get across. It's all a recipe for accidents to happen. As Manchester develops this problem will only get worse unless something is done. We need pedestrian crossings with lights that force cars to stop. Or anything to slow down cars on that strip of Hull St. Thank you!"

"9 ""As someone who has both walked and run along Mayo bridge several times" the conditions as a pedestrian are bad. The sidewalk is sometimes aligned with the road (no curb) and with the speed limit being 35 mph it feels like I could easily get hit (and killed). I feel safer running along it but that's only because I get over the bridge faster. Making this bridge safer for pedestrians and cyclists would encourage folks downtown to check out Manchester and vice versa. Thanks for considering this comment!"

"9 ""There are several areas in need of improvement in Manchester" however I think the highest priority is pedestrian safety and reducing the speed of vehicular traffic. Manchester is a nightmare for pedestrians particularly anywhere around Hull St. Protected bike lanes across Mayo bridge and along Hull St up to at least Richmond Hwy should be created. I would also love for there to be significant consideration to closing Mayo bridge to vehicular traffic (aside from public transit)."

"9 I love that so many of them are to protect pedestrians and bikers. We need it!"

"9 I am so excited about the fall line trail and the Reedy Creek Greenway!"

"9 ""I would love to see the greener proposals" like improved bike lanes etc be implemented but I think the existing infrastructure needs attention so badly that if we have to choose priorities those should take precedence. The roads sidewalks and safety of pedestrians have been ignored for too long. "

"9 ""Bikes are important" and biking should be encouraged however when thinking about the demographics in this area I see more of a need for frequent/better bus service dignified bus shelters and walking condition improvements before any type of bike infrastructure. "

"9 ""ALLOW EASTBOUND MOTORISTS ON HULL STREET TO MAKE A LEFT TURN ONTO COWARDIN."

As a resident of this area one concern is the speeding and volume of traffic on Bainbridge. This is due to the inability to turn left onto Cowardin from Hull Street heading East. The result is drivers have to cut over and use Bainbridge to turn left onto Cowardin - which provides an unsafe environment for residents and especially children at the Boys and Girls Club. A speed hump has only moderately calmed traffic but not reduced the volume. Essentially this residential street is turned into a highway during peak travel times.

Please consider this suggestion. Thanks!"

"9 Everything that prioritizes safety is a priority. Biking and walking should not be deadly choices. And more trees will decrease vulnerability to heat and flooding."

"9 ""it is absurd that we need to list basic bus stop amenities as a priority" rather than as a basic condition for ALL bus stops."

"9 ""Hull Street's whole length in the city is a mess. Near Chippenham" bike lanes and sidewalks; toward downtown paving that removes old asphalt so the gutters and drains are clear and can flow. There should not be parking on Hull Street anywhere. There are terrible bumps where there are cutouts for drains. Hull is the only complete east-west thoroughfare in South Richmond from downtown to Chesterfield. Compare it to Broad Street...and then look at its condition. Even the buses try to avoid the west bound right lanes where the bumps are."

"9 ""Bike infrastructure on the Mayo bridge would be AWESOME. I HATE driving into Manchester because I would much rather be biking there" but it's not safe to do so! "

"9 It is difficult to see on a regular basis and now in print - the differences in how Southside has been ignored and is in need of more basic infrastructure compared to the beautification projects and amenities for other regionsâ€™ surveys. Do better for Southside!"

"9 ""I believe that a North-South Rapid transit line would really benefit the area. Specifically" I believe it should go on Cowardin Ave. in order to reach the most people and since it leads into Richmond Hwy and runs all the way to Midlothian and beyond to the south and reaches a large amount of people to the north - either following 301 or Brook Rd. I also believe that pedestrian conditions such as crossings and sidewalk conditions are poor and/or lacking in this area and must be improved for the benefit of the people that live in this area and for visitors."

"9 Rapidly improving pedestrian infrastructure on Hull Street and the Mayo Bridge is incredibly important. People will die if this isn't fixed fast."

"9 ""Pedestrian safety" traffic calming and consideration of long time residents is a must. Please stop building high rises condos Apts granting SUPs without considering the infrastructure needs first and how this is going to effect the people who have lived here for decades. The city has neglected them in this area for years including myself. Thank you"

"9 ""Please don't make us choose! This area feels so neglected that it should really just get everything. Mayo bridge is a nightmare. I've been yelled at several times by cars while biking just for being on the road. Once across the bridge" it is relentlessly hostile to any kind of biking. And god help anyone trying to cross Hull Street. Impossible."

"9 Learn from the Bus Rapids Transit on Broad Street. It may not be necessary. Or consider lesser arteries to transform instead of the few major streets (with 3 lanes each way)."

"9 I believe there should be a protected overhead bridge connection between the Hatch Local and the new apartments going up along Hull Street so people can cross above the road safely. I'm surprised a developer did not think ahead to do that. "

"9 ""The survey MAKES you select 5" even if you didn't identify 5 items as priorities from the long initial list. This makes for very inaccurate results. Additionally the short list of proposes remedies are all proven to NOT WORK in RVA; more frequent pedestrian crosswalks (the ones you see all over streets as soon as the old ones are replaced are ugly and a hazard not to mention \$\$\$ to keep replacing. We never learn. Converting existing street lights to LED is one of the worst things this Mayor has done (and there is along list). Stop adding more light pollution. You want better drivers.....produce better drivers. Not one mention of education in these recommendations. No one.

9 Drastically improving pedestrian safety along Hull st" particularly in light of the (much needed) increase in housing from commerce to the mayo bridge) is not only desperately needed but quick build projects need to roll out immediately. If we're not going to limit the new mayo bridge to just bus walking and rolling then concrete protected wide bike lanes should be the minimum we see from a brand new bridge."

"9 ""I hope that the improvements can be introduced with a minimum of traffic upset. When there are lots of cones and people milling around" it can make the surroundings more dangerous while you are working to make them less so."

"9 Riverside Drive needs to be safer for bikers. Car drivers speed around the bends. "

"9 Please start ASAP. pedestrians and bicyclists are at high risk and it gets worse every day."

"9 ""All of the Swanboro/Manchester (area 9) recommendations should be a priority" due to the historical lack of maintenance and infrastructure neglect versus north of the River. "

"9 ""A critical piece of improving Semmes" Bainbridge Forest Hill and Hull corridors for cyclists and pedestrians is slowing down vehicular traffic."

"9 ""I mostly bike and bus places around the city and I live in Swansboro. Semmes Ave bike lane is dangerous because cars are going very fast" there are (huge) potholes within the bike lane and it's narrow and unprotected. These kinds of conditions are true of a lot of corridors south of the river. I'd say safer bike/ped conditions in Manchester are the first priority because it's a fast-growing neighborhood that sees a lot of dangerous/confusing car traffic and plenty of people are walking around there (due to denser housing and close-by trails). The Mayo Bridge also needs safer biking walking and driving conditions--because of the lack of grocery stores close to the Manchester area it's sometimes necessary to go across the bridge to Farm Fresh in Shockoe. I'm of the opinion that the Mayo Bridge should be repaired rather than replaced--replacing it would take longer and remove options for less mobile residents."

"9 Improving cyclist and pedestrian safety is always top priority "

"9 ""bikers and walkers should feel safe" so i am in full support of added greenways and safety measures like bike lanes"

"9 I love at w 29th and perry and I have a toddler. I am anxious on semmes both as a driver and pedestrian... something must change! And anything to address the raceway people turn w29th into..also improving bus infrastructure is crucial to an equitable society "

"9 ""Improving flow and safety at the hull street corridor for sidewalk" Amd bike as well as smoother flow bypass to Bainbridge or other rds to make left on Cowardin "

"9 The only thing holding Manchester and the surrounding back at this time is that itâ€™s dangerous to walk and nearly impossible to park. Itâ€™s time to make the necessary enhancements and match the energy of the private developers. "

"9 ""Manchester is seeing tremendous development and an increase of people - pedestrian and bike infrastructure must be considered and implemented soon. We cannot have residents rely on personal automobiles - its doesn't make sense as we strive to decrease emissions" increase the convience of micro/public transit and move toward a live/work/play city model. As a biker I would love to have the safety and priority that is afforded to cars especially with all the benefits that biking has to offer."

"9 ""pedestrian safety should include streets parallel to Hull; car" bike and pedestrian safety should include line of sight emerging from side streets especially where hills prevent pedestrians identifying oncoming cars in sufficient time (eg Perry & 10th) "

"9 North-south transit and improved busstops are crucial"

"9 ""Overall Biking and walking around most of Manchester is very dangerous. There needs to be marked and separated bike lanes and signage for both bike lanes and flashing light crosswalks for pedestrians. Pedestrians and cyclists should be put first in Manchester in order to reduce the traffic congestion" parking congestions and safely connect the residential and retail areas of the neighborhoods."

"9 ""Make Manchester along Hull" Cowardin and Semmes pedestrian friendly. I have a friend who was walking during daylight and was hit by a car. Plant trees!!! This neighborhood needs green spaces

trees parks and pedestrian friendly walkways. It is a travesty that the new development hasn't also brought with it the protection of green spaces. Bring in a grocery store so we don't have to drive out of the neighborhood to get food. This neighborhood is a food desert. Make the bus stops more user friendly and create more public transit options. Make Richmond a livable city in ALL neighborhoods not just the ones that already have ample resources. Thank you!!! "

"9 I hope it improves"

"9 There are several small community businesses that attract inappropriate loitering and littering of the streets and walkways and they are not maintained so trash just litters the streets and it blows into our homes and lawns. Also there are limited spaces to buy produce and fresh food in our community."

"9 I'd really love to see improved bus stops. Especially trash cans. Having more public trash cans might reduce the amount of litter all over the place. Also people should be comfortable while they wait for the bus!"

"9 I think fixing the roads should be the main priority."

"9 Just change the community."

Needs Area 10: Southside Route 1 Corridor

"10 ""The Route 1 corridor is an incredibly underutilized and underdeveloped area of the city for how busy it is" and for how much it's an important north-south artery within the city. Not only should the city focus on these improvements but zoning changes such as converting Route 1 to a TOD would be incredible. Seeing more density higher buildings and revitalized commercial would bring a lot of these changes to the corridor as well. There is so much room on Route 1 that is wasted and should be high density infill. More 10-15 story buildings along the corridor would make transit priorities that much more important and would spur revitalization from private developers in addition to the needed focus from city and state authorities. "

"10 Most top priorities"

"10 ""a Great Street needs a transit lane with signal priority" as well as a raised/completely separate bike lane like Delaware Ave in Philadelphia or C st NE in DC. Look at places like Amsterdam which do this correctly with an easy to follow template"

"10 Upzone all of Route 1 to TOD-1 and let folks build housing and retail here."

"10 ""PLEASE fix the insane amount of potholes on Commerce Rd. There's also no lighting in the area where the road shifts a few feet to the left and I have almost crashed before. Have also gotten a flat tire due to the potholes. Also I'm not sure what a Great Street is but its not going to be Route 1 as long as the rent prices" eviction rate and housing laws heavily skewed in landlords' favor continue to create the demand for that number of motels. "

"10 ""Any investment on this side of town is an improvement. It seems like everyone is invested everywhere else and when the casino came" it was voted down by people who don't live here. Residents just want to see investment on this side too. I appreciate the new basketball courts in Blackwell though. It's a good start. Increased code enforcement on Rte 1 would help too. "

"10 ""All of the Route 1 items should be combined into a cohesive corridor vision. Great Streets" bus frequency (BRT) benches and shelters green space development hubs and the fall line should be one big project of which it might make sense to do pieces and parts at different times but with one goal in mind. We have to build progressively though one block on the next instead of building a chunk of sidewalk here or a segment of bike lane there that doesn't connect to anything else. Once the corridor is set all the spines and ring road improvements should follow with sidewalks bike lanes and street grids. We have to stop picking one over the other."

"10 ""I use the Manchester portion of this corridor for bicycling to and from work and errands. These five have to do with my bias toward bike and public transit infrastructure. We need to proceed quickly toward many fully protected bike lanes and more" and more frequent bus service. This will allow us to reduce parking demand and proceed toward road diets for all of RT 1 and other major 4+ lane roads in the corridor. One lane should be taken from each direction on these roads and turned into a bus/bike lane.

I leave other recommendations for things like pedestrian improvements on Walmsley etc to people who live in that area. Pedestrian infrastructure is critical. People must be able to walk safely and successfully everywhere"

"10 ""Bike routes and green spaces can be the same thing. " Connecting dead end streets for bikes and peds makes this easier

Bus shelters with constant lights leave some people exposed. A light with a button or pull cord to signal a bus cuts down on unnecessary illumination. This can even be used to signal a particular bus especially helpful on routes with multiple lines.

A ""quick and lighter"" improvement along route 1 would be flashing yellow left turn signals. Ruffin Terminal Hopkins Bellemeade all get jammed up and people get impatient. Keeping traffic flowing smoothly helps drivers stay calm and pedestrians safer.

10 There is a tremendous need for sidewalks along side streets on Richmond highway such as Lamberts

10 Green space" parks and sidewalks should be prioritized. The newly designated Broad Rock Park is impassible bc the city won't manage it. It's littered with condoms and alcohol bottles."

"10 ""There is no mention of creating safe walking and/or biking spaces on Walmsley from Rt 1 through to Hopkins. I live on Walmsley & see several people walking up & down this stretch constantly. They have to cross the railroad tracks where there is NO space & visibility is limited because of the arch on the tracks. Children walk to/from Boushall MS & there's no room for them without crossing the yellow line to give them space. My husband was walking down Walmsley & was hit by a drunk driver just in front of our house. Thankfully he & his son had just switched sides on who was walking on the outside closer to the vehicles passing and he was only badly bruised. If his son had been hit" it would've broken bones. We also need a better plan to slow people down on this stretch between Broad Rock & Rt. 1 on Walmsley since there are SEVERAL bars. People have literally died coming over these tracks going too fast. And they were in cars. Pedestrians and bikers have no protection."

"10 It is sad to see the differences between how the city has let this region be under cared for when I read the survey upgrades for other regions. Do better for Southside!"

"10 ""I manage a business with 50+ employees on Cofer Road. We receive a lot of complaints from our customers and employees about potholes" which have damaged their vehicles (including mine several times over the last 15 years).

We would love to see more development and green space on the route 1 corridor as well. "

"10 Roads are in awful shape. I lost a tire due to awful conditions and potholes."

"10 ""DO not just fix potholes on Route 1" but repave it entirely."

"10 ""Turning Route 1 into a "Great Street" is excellent. Route 1 near the Chesterfield boarder should be a major business district for the City/region. Especially considering lack of mass transit. This area is close to major highway arteries. Tall multi-use buildings to densify and hopefully make room for green space. "

Commerce Road also should be improved to create an entertainment district. Anchored by an open park. Development that keeps the impressive view of downtown a priority. "

"10 Will housing for low to moderate income families be considered in any of these plans?"

"10 City should prioritize bus shelters."

"10 Just get it done."

"10 Southside definitely needs more greenspace. There's no trees out here!"

"10 Please fill potholes in low-income areas. My tires can't take it anymore."

"10 Please fill potholes."

"10 More sidewalks promotes safety."

"10 Please make more sidewalks."

"10 ""Just want a better community! No gun violence" no bullying"

"10 The pot holes all around the City of Richmond"

"10 Fix the roads in Southside Richmond. Use vacant buildings for homeless shelters."

"10 Change is great"

"10 Its important for pedestrian safety/ We need more attention."

"10 ""Please focus on improving conditions for the least advantaged in our community in everything you choose to do! We need essentials" not anything to encourage gentrification. Give people without vehicles more flexibility access to services and shelter from harsh weather conditions. Help people who must commute on Jeff Davis be safe and keep their cars running when they may not be able to afford a new tire. All of the parks around here are rundown with closed playgrounds and missing fitness equipment. I've seen elementary school kids dragging debris around broken down parks

because there's nothing there for them. Please please please give kids a place to play safely. Thank you for this survey and for caring about our community. "

"10 ""Please do not plant any more trees in this area as the trees here are already not being maintained by the city" why plant more!"

"10 ""I live off route 1" there needs to be more improvement on the roads potholes and broken pavement."

"10 We need help for the people."

"10 Please work on Richmond."

"10 We need to help our people with seating for buses with shade keeping our people safe"

"10 Pavement Bumps"

"10 Street paving is the most important. I am out of pocket \$800 because of a pothole. City insurance refused my claim. I plan to file suit very soon."

"10 It would please the community if these answers are answered and fixed expeditiously."

"10 ""Making sure people are not displaced is very important" because otherwise they will lose their homes and end up on the streets."

Needs Area 11: Broad Rock/Walmsley

"11 ""Gosh" there are so many priorities here. Most should be considered top priorities but improvements around Southside Plaza should be tip top priority. It's just such an insult to good urban design that there is nowhere to go but up. A comprehensive redesign of Southside Plaza could literally make Richmond known as a national leader in sustainable community building or it could just leave the city with another generational mistake."

"11 ""Please narrow our roads by adding protected bike lanes and upzone Southside Plaza so that we can build lots of housing and new retail here" preferably with some affordable units!"

"11 Walking down Hey Rd is very dangerous and narrow."

"11 ""Who came up with this shit? Most of it is a WASTE OF TAXPAYER MONEY!!!!"

Ride around the city - - how often do you see people in these bike paths? I NEVER see anyone in the bikepaths on Warwick Broad Rock etc. It is a complete waste of time & money !!!!"

"11 Las personas por más que hagan línea de bicicleta no respetan siempre pasan por enmedio de los carriles de los carros y haciendo eso hacen más tráfico!"

"11 Hey road is dangerous and unsafe for drivers and any pedestrians."

"11 Hey Rd sidewalk is a must. Road is too narrow for people to walk to bus stop."

"11 ""Repave Walmsley" the British Camp Farms subdivision is like driving off-road."

"11 ""The CSX crossing is priority 1 as those overpasses are death traps. Let's get all the sidewalks and bike lanes done. Richmond has an excellent bike master plan for developing a basic network of bike infrastructure. It could definitely be better" with more connections destinations facilities and higher investment but it is a starting point. What doesn't make sense is how we slice and dice it into segments that don't connect. Does the city have a comparable sidewalk plan? BRT transfer plaza and bus stops all make sense but only if we're building them as a cohesive plan. Which street is getting BRT how will that change the current bus routes where should the transfer plaza go and what bus stops will be removed are all questions that would help determine the priority. "

"11 ""I appreciate the opportunity to express my opinion. I express the need of bettering our streets and railroads tracks. This does relate to the safety of pedestrians and drivers. Thank You for the opportunity to give my opinions. Expanding more bus routes. Uber vans sounds like a winner. Curb to curb pickups sounds good also."

"11 You've completely left updating Walmsley Blvd out of these options. It needs bike lanes and/or sidewalks at least on one side of the street throughout the entire stretch. "

"11 The pedestrian safety at Wythe I hope includes pedestrian safety at Westover -> Mildlothian. I've seen people walking UP THE EXIT RAMP onto Midlothian (or vice versa) so many times and this is so unsafe. I understand why they do it -- because they need to get up there -- but omg this has to be fixed somehow. In general this is an area where lots of people walk and there is hardly an infrastructure for them. "

"11 I live on Snead Rd and I often see pedestrians and bikers walking by. Since they repaved the road and got rid of the speed bumps the road has become much more inhospitable and dangerous for everyone. "

"11 There are and have been embarrassing issues around the neglect of Southside. Just look at this region's list compared to Forest Hill. We have seriously neglected issues that should've been addressed ages ago so our beatification and amenities list could be the bulk of the options like other regions. Do better for Southside!"

"11 ""Our bus stops need trash cans!"

Southside plaza has such great potential as a community anchor with the suggested improvements it could bring needed jobs to the area."

"11 ""Belt Blvd is heavily trafficked by people on foot. It is dangerous without continued sidewalks. Our veterans deserve a safer means of getting to and from McGuire. I have seen veterans in wheelchairs using the ROAD to commute to and from. This is unacceptable. "

Southside plaza is breeding ground for criminal activity. It should be a top priority to turn this into a well established hub for business/economic growth. It is an eye sore as it stands currently.

For those who rely on public transit they are not adequately accommodated for the long waits between transit arrivals. Having heat or A/C terminals more seating and vending would be great but seating/shelter and TRASH CANS are a must. I am so sick of seeing trash all over hull and east belt bus stop areas. "

"11 Protected bike lanes on broad rock blvd/iron bridge road would be huge. Iron bridge road is so dangerous on a bike."

"11 Please clarify about plants providing food. For humans vs. wild animals? Suggest links to learn more on each recommendation. "

"11 Please clarify about plants providing food. For humans vs. wild animals? Suggest links to learn more on each recommendation. "

"11 I think that the micro Transit will enable the city to save money on route being that Transit users will be able to request needed transportation"

"11 ""Bus schedules need total overhaul. I live less than 4 miles from work; it would take 2 buses" a lot of walking an over an hour for an 8-minute car ride. Ridiculous "

"11 ""Southside sidewalks are not safe at all for drivers and/or pedestrians. All pedestrians are crossing in middle of roads" streets and vehicles."

"11 Sidewalk on Pettus Rd."

"11 Need sidewalks on Clydeswood and Pettus for kids walking to school."

"11 ""Remove some bike lanes" bring back second lanes pave more roads."

"11 I think all parts of the community should have sidewalks and street upgrades."

"11 Lets keep our community safe and protected!"

"11 More bus stops."

"11 Please fix up southside plaza and make it a better place for people to shop and be safe."

"11 Repair the holes on the road."

"11 Handicap assistance on buses"

"11 Fix commerce road near Bellemeade rd and train track intersection."

Needs Area 12: Midlothian/German School Road

"12 So many overbuilt streets here that can take some modifications"

"12 ""As a resident of this area" I feel these improvements will bring the community together and provide safety for the residents. Many of us rely on public transit and safety is one of the most important things we are concerned about. The other thing is adequate access. Thank you!"

"12 There is also a need for a beacon pedestrian crosswalk at Reserve South apartments on West Carnation. Many elementary school students have to cross for the bus here and there is a BLIND corner cross from the main area where the apartment's office/gym/playground resides and the other section on the opposite side of Carnation. There is also a GRTC bus stop there in which I have to cross the street after being dropped off daily to get home and it's very dangerous with most vehicles going 10-15 mph over the 35 mph speed limit. "

"12 Please do the pedestrian and bike upgrades quickly because people are dying out here."

"12 ""Getting off 150 south onto Midlothian Turnpike towards Chesterfield is so dangerous if you're trying to go to Kroger or anywhere in that plaza. Entirely too many lane changes to do in such a short amount of time" and cars are usually speeding. I don't know how this would be best fixed but it's a huge issue for me!"

"12 12b pedestrian connections across southside seems like one of the important issues in Richmond"

"12 ""Increasing safety for pedestrians is key in so many areas within southside." Improving bus stops may help encourage bus use. Any protected bike lanes within this general area will only improve bike-ability in that area decrease motorists on the road & overall improve safety for all in those areas."

"12 Sidewalk in Jananke is necessary "

"12 ""In addition to increased frequency of bus routes along Midlothian Turnpike" I'd really love to see GRTC Route 1A extend all the way to Midlothian Village (Coalfield Rd area) which was part of a previous expansion plan rather than just the current plan of ending it at the Walmart Way Walmart."

"12 ""As part of Jananke Improvements" a sidewalk needs to be added to the length of Boroughbridge Road for the safety of those in the neighborhood. Cars speed on Boroughbridge because it is a cut-through to Midlothian Tnpk. The road is too narrow for the cars and pedestrians to share. There is ample R.O.W. for this to be done. Thank you!"

"12 Bus stop shelter/amenities should have been built when the bus stops were built. I'm honestly ashamed that my city will knowingly build a bus stop without any planning for the very unpredictable Virginia weather. "

"12 ""It's important to make the connections between existing sidewalks because people (including children walking home from school) to walk and run on the road or in the bike lane" which is unsafe. "

"12 ""I used to drive Hull street frequently. I would always see people just sitting on the curb waiting for the bus; or just walking to get to the bus. Better furnished bus stops and more pedestrian crossings will make the area safer for pedestrians and motorists. Additionally" I live in the area and would love to be able to bike to local areas but I don't find it safe. Improving the bike path infrastructure will promote a healthier happier lifestyle for families in the area."

"12 Sidewalks on Whitehead Rd are very important for kids walking to and from the school."

"12 ""The trees on Jananke near the park just before Chip. North need to be cut back enabling the sign thus distinguishing the right turn into the park from the right turn on to the parkway. Sometimes folks recognize their mistake and quickly try to get back in lane to make that quick second right on to the parkway. Tree clearance" please. The shelters on Jananke at bus stops would be great because sometimes the people standing there are almost imperceptible until you are right upon them some are standing in weeds especially on the westbound side of Jananke going towards Chippenham parkway. Thank you for your consideration(s)"

"12 ""Considering this is where several pedestrians have died recently" it's amazing we're still debating whether to add sidewalks or make these streets safer. "

"12 Whitehead road NEEDS to be pedestrian/bike friendly. There is NO room for non-cars. Students walk in ditches and yards to avoid being hit. "

"12 A sidewalk needs to be added to the length of Bouroughbridge Road for pedestrian safety. Cars travel at high speeds along the narrow road because it is a cut-through from Midlothian to Janhke. "

"12 ""The bus stops in the area are completely forgotten. Also on Jahnke near Chippenham" the sidewalks are non-existent. A connected corridor from Powhite to Westover would be advantageous to the residents and tenants going up in the Forest Hill area."

"12 Richmond needs much revitalization at Midlothian Turnpike/Chippenham parkway areas. Chesterfield is constantly improving and redeveloping. Most of my shopping/business is done here and not Richmond. I suspect its the same for many."

"12 Midlothian Tpk should be a priority. It is largely ignored. "

"12 Riding through a cloverleaf is one of the most terrifying things you can do on a bicycle. I'm glad to hear that the safety of people walking/rolling are being considered for the interchange at midlothian turnpike and chippenham parkway"

"12 ""Due to the fact that there are no sidewalks on one side of the street" we have to cross a busy street to walk. Since the death of the girl who was standing on the sidewalk we have not felt safe exercising in our own neighborhood."

"12 ""Hull" Jahnke & Whitehead are notoriously dangerous and are critical connections for RPS students."

"12 I think we should have a better society because girls/boys are being kidnapped with nobody caring etc. etc."

"12 We need wifi at bus stops for people who don't have it."

"12 Too many bike lanes!!!"

"12 ""Increase police presence" homeless are menace to a business."

"12 Most important is increasing quality of life improvements for the people who already live here."

"12 Top priority and concern should be the safety of Richmond pedestrians and residents. Especially the working class citizens by making things more accessible and safe."

"12 They should have more accessible transportation for the community. Many people depend on buses. Most bus stops don't have anywhere to sit on. "

"12 ""More security" more peace"

"12 Make more safe bike lanes and walk ways. Fix potholes"

"12 I often seen older populations and adults with children under stress due to heat and colder weather conditions while waiting for the bus."

Needs Area 13: Westover Hills

"13 ""Bike network connections are extremely important" an equity issue"

"13 Ensure improvements to bike infrastructure along Forest Hill and protected by physical barriers and elevated to sidewalk level above the curb. Actual separation saves lives. Paint does not."

"13 ""If bike lanes are going in" they have to be more than just an existing shoulder with a bike icon painted. Also it has to be more than just a sharrow. Protected bike lanes are what's needed along Forest Hill"

"13 ""Please invest in protected bike lanes with hard barriers- we know this will save lives. If we settle for less" people will get hurt. Create sidewalks to the bus stops. There are so many bus stops that are just sign posts with no safe ways to access. "

"13 ""Forest Hill Avenue desperately needs a road diet between Dorchester Road and W 47th/Prince George. We do not need highway-esque passing lanes through this residential and growing commercial section. This section should be the highest priority for improving pedestrian crossing safety. Especially near the new developments. "

And a general comment " all future bike infrastructure improvements should be protected " at a minimum with flex posts but ideally with armadillos or another actual physical barrier. Painted lines and sharrows aren't enough to count as infrastructure improvements."

"13 ""Bliley road is extremely dangerous for pedestrians and bikers. Drivers must enter oncoming traffic lanes over numerous blind hills. Almost half the time I drive down bliley" there is a near accident involving a pedestrian. I'm shocked that someone hasn't been killed recently. Given the current concerns over pedestrian safety in RVA this should be a TOP priority!!!"

"13 More bike lanes across the city!"

"13 ""The Westover Hills bikeways would be lower priority for me because the traffic in the neighborhood is low and biking there is not hazardous. Also" a bike lane north on Westover Hills would need to be carefully considered because depending on speed cyclists may choose to take the pedestrian path or the road and any bike lane needs to allow them to make that selection without confusing vehicular traffic."

"13 ""Pedestrian safety improvements for Forest hill are vital. Ideally would love to see speed bumps" as drivers blaze through lit crosswalks. Extending the bike lane would be amazing as currently it's very sketchy to continue past Jahnke due to the highway exit ramps. This would make it more feasible for folks in FH/Westover to bike to the retail hub past the highway "

"13 ""Please prioritize pedestrian and bike safety along Forest Hill Ave. This road is used as an alternative to 195 with people speeding down it and swerving passed turning vehicles throughout the day" but especially during morning and evening rush hour."

"13 ""The Riverside shared path would be a HUGE deal. The James River park system is good" but the lack of a paved shared path holds it back from being truly great. Love to see this in the cards for the future of the city."

"13 ""Our family has small children. The more infrastructure we can put in to slow down traffic and create safe places for my children to ride their bikes and walk the better" we live across the street from the Vita Trail and my children cannot go play on the park independently because cars are driving at very high speeds through our neighborhood. Our family is almost hit by cars on a daily basis trying to cross the street "

"13 ""Please please please prioritize bike lanes and pedestrian walkways with physical barriers separating them from cars. As a devoted bike rider" I've had too many close calls with cars and refuse to ride on a road unless I am physically separated from them. It's too dangerous!!"

"13 ""In addition to the proposed changes on Bliley" the traffic circle at Bliley and Blakemore should be renovated to include a center divider to more clearly indicate it is a traffic circle. Right now it is very dangerous."

"13 ""The bus stops are in desperate need of shelter/benches. I worry about my community members in the summer when the temperature rises but they still have to wait in the sun/heat. Also" safe walking paths to help community members walk more is key to health and access to jobs."

"13 Please build out the safe bike lanes now that are protected because we have people dying and these would buffer people from cars."

"13 ""Bike/pedestrian infrastructure along Forest Hill Ave should be a top priority! This area is blowing up with restaurants" bars stores and apartments but it is not currently safe to walk/bike around especially with kids. This is particularly a problem around the 5000 block with families going to and from the school/park/playground and nearby businesses. We NEED to slow and reduce the traffic through this area to make it safer and more pleasant for pedestrians."

"13 I would have loved these improvements when I lived in the area some years ago. Southside is even more car dependent than north of the river and these improvements are desperately needed."

"13 PLEASE prioritize safety improvements in Forest Hill Ave! Any additional bike infrastructure and improved pedestrian infrastructure would be very much appreciated by our community!"

"13 Jahnke Rd is scary for both pedestrians and drivers. Scary for pedestrians bc there's nowhere to cross and scary for drivers because pedestrians just walk or run into moving traffic. "

"13 High traffic roads should have precedent to remove pedestrians/cyclists from roadways and create a barrier that ensures their safety and limits issues with motorists."

"13 ""The continued installation of bike paths on streets that have very few or no bikers is a waste of money" especially as it restricts auto traffic to one lane instead of the previous two lanes in each direction. It has led to greater congestion & danger in many areas. An important project should be cutting back foliage from the streets & traffic signs."

"13 ""All are fantastic - bus stop improvements" sidewalk connectivity and safe bike lanes are most important"

"13 Bike safety is an important way to connect biking to all areas of Richmond "

"13 Donâ€™t send bikers across the Boulevard Bridge car lanes. Build a wider side path for bikes. Donâ€™t need bike paths on the side of Westover that would lead bikes into the car travel lanes. Itâ€™s dangerous for everyone for bikes to travel with cars on that narrow roadway and also dangerous for them to cross traffic to reach the bike path. "

"13 Forest Hill Ave. is extremely dangerous for pedestrians. The crosswalk in front of Patrick Henry School of Science and Art needs flashing lights. I child could get killed if cars continue to drive recklessly through this area. "

"13 Bliley Rd is a huge hazard for pedestrians and bikers and people driving well over the speed limit. There is no regard for anyone walking along that road and itâ€™s very dangerous!!"

"13 Several roads lack adequate or complete sidewalks"

"13 ""Forest hill is a scary street to drive" ride and walk. People go 50+ mph. There are multiple accidents at most of the intersections of forest hill some have been fatal or nearly fatal. There needs to be speed traps on this road in addition to what is proposed. "

"13 Please prioritize Forest Hill and Bus Accomodations"

"13 "" Riverside Dr is highly trafficked. A bicycle lane would be great" but more importantly a lane for pedestrians to walk. This is a popular route for walkers dog walkers runners etc because there are limited access points to the jrps trails on the bank below. Limited space on Riverside so maybe a protected pedestrian walkway along the road and contine with the current bike lane sharrows? Not ideal for bicycles but something of a compromise "

"13 ""Please improve bus stop infrastructure along Forest Hill Ave. Public transit users should have safe" comfortable places to wait for the bus. I also strongly support any plans that help improve bike and pedestrian safety along Forest Hill Ave. Drivers travel dangerously fast and infrastructure changes could help improve safety and prevent accidents or deaths."

"13 Jahnke Rd is the most important of these because it's a highly traveled through road and it has no safe routes for pedestrians or bikers"

"13 ""Improving pedestrian access and safety around the Westover hills/Forest hill intersection is paramount. This area is developing quickly" with much higher density than before. The roadways won't be able to handle that density in a reasonable way. The only successful route forward is to support more dense transportation (mass transit bikes pedestrian)"

"13 ""Your survey is biased. I donâ€™t support five of these projects as highest priorities" but you have prevented me from proceeding to complete the survey unless I check five projects as highest priority. You have thereby distorted my opinion. Fixing potholes and properly maintaining our sidewalks would be my highest priority. Once the city can fulfill that basic responsibility properly then letâ€™s talk about the next level of priorities!"

"13 Pedestrian safety improvements are most effective if combined with police enforcement "

"13 ""Safety of pedestrians along highly trafficked Roadway is primary. Improvemeny of existing roads (repavement) is critical for vehicles to operate ""safely"" and focus on road & pedestrians" rather than avoiding obstacles or damage to vehicle on City roads!"

"13 ""Fix potholes" Correct standing Water issues at curbs"

"13 Lower speed limit on Forest Hill all the way. Westover Drive needs sidewalks and speed humps."

"13 I think Westover Drive desperately needs sidewalks. I live on the road and have a car but many folks in the apartments and school commuters do not and are in daily peril just trying to live their lives. Westover drive sidewalks seem far more functional than sidewalks on Bliley because of the apartments and school. "

"13 JANHKE ROAD NEEDS TO BE COMPLETELY REPAVED AND STOP PATCHING HOLES THAT JUST COME BACK"

"13 A bike lane along forest hill drive would do so much for the community! "

"13 ""The City Chief Design Engineer developed a widening plan for Bliley Road that essentially provided for adequate street widening and full shoulders along with a sidewalk / pathway along one side in the 80s that was rejected by the neighborhood." Could u revisit this and consider it for the present as SAFETY is really needed here"

"13 Bikeability and bike/pedestrian safety benefit everyone!"

"13 ""Forest Hill desperately needs a sidewalk on BOTH sides of the road. Bike lanes would be very nice" but the sidewalk on both sides is a necessity. From where I live I have to cross 5 lanes of traffic just to get to the sidewalk where the bus stop is located. There are also high priority needs for bus stops seating and coverings. Right now you must basically stand in the road. Please please help. "

"13 I am against any proposals that cut down existing mature healthy trees in order to make these changes. The tree canopy is one of the main things I love about Forest Hill/Westover Hills and every project seems to destroy more trees."

"13 A lot of this seems like a rehash of existing plans and projects. Whatever happened to the big Jahnke road project? Isn't that supposed to fix the sidewalk and drainage issues? Why is Westover hills on here if it's already a done deal? The Forrest hill bike lanes need attention even though they were just done because the lanes just disappear for several blocks. What's the consequence of not rating these as a priority? Do they get dropped because we can't do all of them? Was really hoping to see some new ideas here. When will we get better bike lanes over the James River?"

"13 ""I just recently bought a bike and it is unfortunate that we have an amazing park Forest Hill and the James River System and the amenities along Forest Hill" without safe bike lanes/dedicated bike lanes. The area is becoming more walkable/bikeable and Forest Hill/Semmes is still very dangerous. "

"13 ""Priority " 1. Added protection for pedestrians for dangerous roads without continuous sidewalks for all areas. 2. Shelter and seating for bus stops in all areas. NOTE: Because of limited funds

I feel the first two should be carried out in all areas before any additional pathways or bike trails. Even though they may be needed feel others take priority. The trash, landscaping, pipe drainage, sewer and roads infrastructure for the city is also in great need. All these new buildings being added to the existing infrastructure that was already in need of updating.

Not to get off topic but what is most needed for the RVA is affordable housing for the actual people that need it on and even level for all of the city residents that have been here and are now being forced out. We have no where for our homeless to go while creating more homelessness.

13 I do not support the Riverside bike bath because I do NOT support the Powhite Greenway idea in the Huguenot area. This would put more people in my neighbors' backyards" which is unsafe-- and the city has not proven that it provides enough resources to the JRPS folks to monitor safety and well-being of our JRPS trails."

"13 ""If you haven't" you might want to check out the City of Curitiba Brazil Transportation System: <https://www.theguardian.com/cities/2015/may/26/curitiba-brazil-brt-transport-revolution-history-cities-50-buildings>"

"13 ""As a resident on Pineway Drive near Forest Hill and Powhite" I don't feel safe walking on Riverside to New Kent to get to the rest of the neighborhood and I don't feel safe being a pedestrian on Forest Hill so I feel trapped like I have to drive to a park or trailhead and I can't enjoy the beautiful neighborhood by walking from my home. I would love to see a pedestrian path connecting Forest Hill to the James River path system. This would be a great way to connect our neighborhood to other parts of the city for pedestrians and bicyclists without using roads built for cars. Also pedestrians need to feel safe on Forest Hill especially those who don't have cars and need to walk or take a bus. Speed and having no barrier between the sidewalk and traffic are the primary reason I won't walk on Forest Hill. It's terrifying. "

"13 ""The amount of joggers" walkers and bikers on Riverside makes improvements there extremely important. From equity perspective the bus station enhancements are most important. Making a full Forest Hill bikeway would do the most to encourage bike commuting/longer distance biking."

"13 Bliley Rd is so dangerous. Need sidewalks for children walking to brown middle and need speed reduced to 25 with speed bumps. A neighbor was just killed in a speeding accident."

"13 ""Improved pedestrian safety on Forest Hill Avenue is my top priority" including measures to reduce excessive speeding in this 30mph zone. "

"13 crossing forest hill and semmes as a pedestrian feels super unsafe!"

"13 I am so in favor of more bike/ped infrastructure! You all are doing very important work! Thank you!"

"13 I think that protected bikelanes and connecting bike routes would also protect pedestrians"

"13 ""I live off Bliley Rd and Forest Hill and the amount of times I have seen pedestrians walking in the street because there is no sidewalk is terrifying. There are several bus stops" a big apartment complex row houses and a school down the road and the most ""walkable"" side has a deep

drainage ditch you can't avoid so it's really impossible for anyone to get to the existing crosswalk at Bliley and Forest Hill. This should be a safety priority over anything like bike lanes or making prettier green space. It's an actual hazard to residents in this area. Please add a sidewalk to Bliley rd!

13 The majority of drivers on Forest Hill Avenue disregard the traffic crossing lights and speed limits. The crossing signal at 43rd and FHA has been out for months. Forest Hill neighborhood also has a high volume of traffic due to interest and events in the park." Many drivers do not slow down disregard traffic signs speed limits and yellow lines "

"13 ""Bliley Road is a hazard- pedestrians are walking in the street because there is only a ditch by the side of the road. With the new Ryan homes subdivision" Willow Oaks apartment complex and nearby middle school there is a lot of foot traffic."

"13 ""Bliley road is extremely dangerous for pedestrians and it is only a matter of time that someone is killed or seriously injured. There are bus stops along this road and a school nearby" yet there is no way for pedestrians to walk along this road to those things"

"13 Bliley needs side walk atleast to connect the neighborhood to bus lines and communities to schools. "

"13 Sidewalks for Bliley. Please!!"

"13 We have been advocating for sidewalks on Bliley for 7 years. Iâ€™ve even been on the news trying to convince our city council person."

"13 Bailey Road improvements TOP Priority!"

"13 ""Bliley RD desperately needs a sidewalk. The paths along the side of the road aren't adequate for walking. People routinely walk in the street and cars have to go around them. I have witnessed numerous car accidents on the road" which would have been much worse if a pedestrian was walking in the street at that time. I personally have almost been hit by cars numerous times walking down Bliley due to the lack of sidewalks. "

"13 ""Please do the project on Bliley!!! (Sidewalk and drainage ditch improvement)" I see so many people who walk on that street to and from the apartment complex or bus stops and it's so unsafe."

"13 Jahnke Road is a major roadway for a majority of residents in the Forest Hill and residing areas and needs major improvements."

"13 ""Jahnke Road's current state is so dangerous and unusable for residents in the area. Numerous bus stops in the area are also forgotten and uncared for" prioritizing this section of the city would be amazing for the population."

"13 ""Bliley Road improvements are a must. Between the narrowing of the road" the current horrible condition of the road overgrown trees you take your life in your hands driving on it - and certainly are asking for trouble if you want to walk on it! PLEASE make this a priority RVA! "

"13 Bliley Rd is very dangerous and I would say is the most needed here for safety. "

"13 Bliley road is truly unsafe for people who walk or bike on it to get to the bus stop on Forest Hill"

"13 ""Bliley road is an absolute nightmare" and must be updated before someone is killed. There are numerous bus stops on the road along with blind hills yet absolutely no sidewalk or even shoulder to walk on. It is only a matter of time before someone is killed walking down this street.

Second and no less important is the ""roundabout of death"" at the end of Bliley. This ill-informed choice is merely the suggestion of a roundabout with only visual clues as guidelines but no raised center circle. What has resulted is people not slowing down and simply FLYING through the intersection without looking in any direction. As the ""circle"" is incredibly small there isn't enough space to gauge who is ""in"" the circle first and thus numerous fights about right of way. This intersection MUST go back to a stop sign not simply a suggestion of a traffic calming measure. "

"13 ""I have a son who is a disabled adult. He lives in 5100 Monument Ave. in Richmond. He cannot drive. The Medicaid approved transport service (forgotten the name) is horrible. He had a scheduled ride all set up and no one came to pick him up (he was very upset and we had to pick him up). Another time he had to squeeze into a crowded car with several other people—the car came very late. We need a service that can be trusted and is easy to navigate. Disabled people are vulnerable and easily confused and scared. Can you help? Also" please have bus service out to Chesterfield Mall. "

"13 ""For Bliley Road" it's critical to have some sort of walkway or pathway especially for pedestrians. I've seen too many people walking along that road as it is a main path to the Bus Stop at the corner of Forest Hill and Bliley Road and I'm always afraid someone will get hit by a car.

For the Forest Hill extension so many cyclists use that road so having the bike path extend all the way from the Powhite to Westover Hills Boulevard would make it much more accessible and less dangerous for cyclists in that congested area.

On the Bus Stops I'm astonished that there are no amenities for people using the stops along Forest Hill at Bliley Road. They are only given a small concrete pad to stand on at a very busy intersection and with no shelter from the elements."

"13 I live near Bliley and it desperately needs a sidewalk. Pedestrians are at risk every time they walk down the street. "

"13 ""Bliley Road is harrowing for pedestrians and cyclists! I see many pedestrians (including middle and high school students) walking along Bliley. The traffic circle at Bliley and Blakemore is unsafe too" as drivers either fly through it make turns without staying in the circle or either it's treated as a four way stop by drivers too nervous (rightly so) to put their faith in other drivers."

"13 More PROTECTED bike lanes please."

"13 Bliley Rd desperately needs a safe walkway for pedestrians. I live on the street and unfortunately witness people walking unsafely on a daily basis. The road is narrow as it is and cars and through trucks are often speeding. "

"13 ""Bliley desperately needs a sidewalk. It's impossible to walk the length of it without going in the street due to vegetation on the side paths. I'm surprised more people haven't been hit walking down that street. There are several bus stops" a big apartment complex and a school down the road

and the most "walkable" side has a deep drainage ditch you can't avoid so it's really impossible for anyone to get to the existing crosswalk at Bliley and Forest Hill."

"13 Before sidewalks Bliley Rd needs speed bumps and reduced max mph. Then if not sidewalks then at least a walkable shoulder "

"13 "Currently" vehicles are not allowed to continue straight from Jahnke across Forest Hill Ave to continue down Prince Arthur. Would bicycles be the only vehicles allowed to go straight across FHA? I don't support vehicles being able to cut straight through the neighborhood. "

"13 For pedestrian safety along FHA-put in crosswalks with flashing lights that can be accessed from both sides of FHA. "

"13 Given increasing heat & erratic weather it seems only right to provide those waiting for transport with some basic protection from the elements."

"13 The side roads off Bliley are hard to see when pulling out of onto Bliley road. Improvements are welcome. Sidewalks are welcome to as many people walk in the middle of the road and present a danger to themselves as well as traffic. There is a bus stop a short walk away but I cannot access it because I am afraid to walk on this road. "

"13 "I would strongly advocate for designated bike lanes (NOT shared with cars) on forest hill Ave. it's incredibly unsafe to bike next to cars" in particular along the highway ramps. Cars cannot see bikes and it's very dangerous. "

"13 "Please take care of our residents who use public transportation. Too many of our bus stops look depressing" hot/cold and dirty. "

"13 "Extending the Forest Hill bike lanes should be the highest priority" but only if the lanes are separated and protected. The existing Forest Hill bike lanes are extremely scary and I only ride on them for the least possible time. Paint is not protection and it is not infrastructure. I do not consider the existing lanes to be bike friendly in the slightest. If you wouldn't want your child or grandparent riding there then it's not a solution."

"13 "I am all for recreational spaces but I'd rather the focus be on pedestrian/bike safety. Shared-path river/creek access seems like a lower priority than having safe ways to get around living spaces without relying on cars."

"13 Please more sidewalks!!!"

"13 "Bliley first of them all. It is THE most dangerous. Just today a group of bikers were slowly making their way down" causing vehicles behind them to cross over into oncoming traffic. Even though they moved to the side there is no shoulder so vehicles are always going to put at risk of oncoming traffic. This is because the road is incredibly hilly with blind spots. Far too many residents walk and run this road and put themselves their families and pets at risk. During the winter when trying to drive around a walker the vehicle ahead of me kicked up slush that covered the poor walker! Please! Complete this project for necessity sake and not because someone gets hurt or worse."

"13 ""The most urgent are safety proposals€”sidewalks & bus shelters. Bike paths have already been installed on streets that have little or no bike traffic" increasing traffic congestion as 2 lanes became 1. "

"13 Sidewalks ending is a problem. It makes people walk in the street. Lots of curves on Forest Hill. It's hard for drivers to see bikers and walkers. It's dangerous. Public art at bus stops would be awesome. Especially featuring youth of Richmond City Schools. Open submission for artwork would be all inclusive. Shelter at bus stops would be humane. Jahnke Rd having sidewalks with different drainage would help it feel more like a neighborhood. It feels like a bypass road currently. I love the idea of more trails in RVA. I would also love an Amtrack stop in Southside. "

"13 ""Of all of these" the Bliley sidewalk is the most important for safety reasons. It's not unusual to see people walking in the middle of the road with blind hills. It's only a matter of time before someone is hit."

"13 Bliley Road is the most needy road in Richmond. It is rough, narrow and no sidewalks - it is located near and middle school and it is the fire and rescue cross-through all day and night to the hospital and Midlothian. Very dangerous for pedestrians"

"13 Having pedestrian safety improvements would allow the residents of forest hill to actually interact with all the new businesses and give them foot traffic which could increase the tax base. Make forest hill more walkable!"

"13 Bliley Road desperately needs sidewalks or at the very least more deterrents to stop speeders. There are horrible blind spots when making turns. "

"13 ""Please put the highest priority on Bliley Road" it is an extremely dangerous area for pedestrians. The next project of priority imo is improving the bus stops in the area as many of them are used and have no shelter. Especially the one on Forest Hill and Jahnke. "

"13 ""I also think that speed control measures" speed bumps and roundabouts should be part of this too. Also recognize that certain streets become cut throughs and making sure speed control measures are added there as well."

"13 ""My comment is about Bliley. I live on Bliley and do not wish to have strangers walking past my house for safety/security reasons" nor do I wish to have to relinquish part of my property for this project. This area is relatively crime free. If you had asked about just cleaning up the street and curbs and gutters I could support that. I believe the residents whose property is on Bliley should be given the opportunity to respond to a separate survey since they are the ones who will be impacted the most by sidewalks on Bliley possibly losing part of their property not to mention the construction...not the folks in the townhouses/apts."

"13 Bliley road was slated for a sidewalk sometime ago and then the project was voted down. Someone is going to get hurt if it is not done soon. Especially dangerous at dusk"

"13 ""Bliley road is incredibly dangerous for pedestrians and bikers. People drive recklessly" there are multiple blind hills and there is no shoulder to speak of. "

"13 Bliley Road is currently extremely dangerous to walk on from the neighborhoods to the bus stop. A sidewalk would make me feel safer and enable my family to walk more. "

"13 ""The intersection of Forest Hill Ave and Westover Hills Blvd should be narrowed on all sides to make it safer for pedestrians and cyclists. This is a huge" suburban style intersection that acts as a barrier to pedestrians in what would otherwise be a very walkable district. Also parking minimums and setbacks should be eliminated in that area. "

"13 ""It's dangerous walking on Bliley road. We have tried walking on it with our infant to get to other neighborhoods from our house and do not feel safe. While driving it's difficult to share the road with other bikers and pedestrians that are often on it" because there is almost no shoulder. "

"13 ""I donâ€™t support funneling more bike traffic onto the Boulevard Bridge without better infrastructure for bikes crossing the bridge. I also would like for any bike lanes on Westover Hills Blvd approaching the bridge to be only on the western side of the road because thatâ€™s where the existing" though inadequate bike/pedestrian infrastructure is located. "

"13 ""Sidewalk on Bliley Road is desperately needed. I live off of this stretch of road and every day I pass pedestrians trying to walk along on the roadway or in the ditch as cars fly by them. Itâ€™s especially dangerous at the blind hills. The city has already completed a study to add the sidewalks" they just need to finally act on it to ensure safety of the pedestrians and the drivers."

"13 ""Filling in sidewalk gaps, specifically on Forest Hill avenue and Bliley should be top priority "

"13 Forest Hill Avenue from Semmes to Powhite needs to be slowed down. The speeding through the business district around Westover Hills Blvd is becoming increasingly dangerous with the new businesses that are coming up. Keeping FHA traveling west as a 1 way street with on street parking and a safe bike lane as well as tampering the speed traveling east on FHA at the elementary school where the speed limit sign is concealed by the street trees/ power pole should be priorities for the safety of the school and pedestrians."

"13 Badly need sidewalks on Bliley road. Pedestrian safety a priority."

"13 ""There are significant pedestrian risks along Bliley" Jahnke and FHA commercial corridor where there is a lot of pedestrian traffic. These areas need immediate attention to amend infrastructure as development continues to increase the number of residents and therefore pedestrians in these neighborhoods. "

"13 Iâ€™m really happy to see an emphasis on bicycle and pedestrian safety. "

"13 Lack of infrastructure for bicycles and pedestrians on Jahnke Rd and Forest Hill Ave is the major reason I did not move to the area last year. Adding this would massively change the area for the better."

"13 ""I live on Bliley. It is very unsafe. There are many blind spots. There is regular traffic down it all day and into the early morning hours. People drive well over the speed limit cutting through from Jahnke to Forest Hill. Turning onto the street is dangerous because of other drivers." The pedestrians that walk down or across the street are not always walking safely down it."

"13 ""Bliley Road receives a lot of cut-through traffic. The road is narrow" in constant need of repair of potholes and is extremely dangerous for pedestrians and bicyclists. The only way pedestrians and bicyclists can travel this road is on the road itself. Both sides of the road are bordered by drainage ditches. It is a terrifying and dangerous route from Blakemore Rd. to Forest Hill Rd. through the neighborhood for walkers and bicyclists! "

"13 Public transport access and comfort needs to be top priority. "

"13 Really love the plans for Jahnke. It is much needed as the road can often be unsafe for cyclists and pedestrians alike. Installing seating and coverage at many of the bus stops in this area would also be incredibly helpful for folks I see that have to sit on the ground or in the heat while waiting for transportation."

"13 Bike and pedestrian pathways along Forest Hill Ave (like what's been done west of Powhite) would be incredibly helpful in connecting residential areas to commercial areas with major business like grocery stores."

"13 ""Bliley is currently unsafe because (1) there is no shoulder on either side of the road (let alone cycling path or sidewalk)" and (2) due to the hills there is very little visibility of oncoming traffic. With one lane each way cyclists or pedestrians result in either traffic virtually stopping behind them or vehicles passing unsafely."

"13 ""It baffles me that we allow children to walk on bliley without a sidewalk. It is a complete disgrace that this safety issue has not been addressed sooner. Also" I cannot believe that the city thinks a bucket filled with concrete holding a bus sign is appropriate for a bus stop. Please address these needs immediately as injuries will continue to happen. "

"13 ""I live off Bliley- pedestrians" bikers and drivers are very unsafe with the current situation. There have been multiple accidents related to poor visibility over hills and pedestrians walking in the middle of the street as there is no where safe to walk currently."

"13 Bliley Rd sidewalk is a must for pedestrian safety."

"13 ""Bliley road. One person recently died in an accident on bliley. More walkers and bikes" speeders and no shoulders for them to go to. "

"13 I live on the corner of Forest Hill Ave and Bliley Road and if the street was safer for pedestrians I would be able to take the bus to work / shops !!! "

"13 ""Without a doubt, pedestrian safety along forest hill and semmes avenue is of the utmost importance. "

"13 Don't remove trees."

"13 Leicester Road is not on this list and it 100% should be because itâ€™s the main cut through to avoid the train on Janke to get to Forest Hill avenue. There should be a sidewalk between the two point to protect pedestrians. "

"13 ""Do the Westover Hills Blvd bike lane" take traffic in said area to 1 lane north and southbound and reduce the speed in the 1/4 mile section that is 35 mph in a residential area down to 25 mph just as

it is before the boulevard bridge and again as you approach forest hill Ave. No sense in a short section of 35 mph zone where people travel in excess of 60mph most days endangering bikers and pedestrians. "

"13 ""These are all projects that make south side safer, healthier, and more live-able. The projects that did not fit in the top 5 would also be wonderful. Please pursue them all!"

"13 ""Bliley Road is very dangerous for pedestrians currently" but is still used by them. There are also a number of spots where it's difficult for cars to get good visibility. Given its proximity to a school this should be a high priority project. "

"13 ""South Richmond needs more focus on sidewalks and street-lighting in this area. Roads are narrow" with no shoulder. This combined with no street-lighting or sidewalks is hazardous."

"13 ""I recommend concentrating on those projects that will provide safety and comfort for pedestrians and bus riders. Those increasing safety for bicycle traffic should follow."

13 "Until there are more commuter cyclists" we need to concentrate on road-traffic calming plans."

"13 ""Bliley Rd is terrifying. This should be high on the list. Bus stops are just 5 gallon buckets with signs. No shoulder on either side of the road. Dangerously low visibility. Through traffic has increased significantly with developments on Jahnke Rd. " We used to bike a lot and stopped after moving to a neighborhood off of Bliley. It's kind of an island for cyclists/pedestrians. Even if you make it safely to Forest Hill on Bliley you're far from safe as there are no sidewalks or bike lanes on that stretch of Forest Hill. My understanding is the neighborhood was once North Chesterfield. It seems the city still treats it as part of the county that is until taxes are due. "

"13 "I think we should prioritize helping people get to green spaces like the JRPS by foot/bike before developing the greenspace more. People need these improved bike/ped ways to get to their community amenities. "

"13 ""Safety first should always be the first concern. Some of the groundwork has already been done on Jahnke so don't waste that" finish it up. I see folks in wheelchairs trying to navigate to get to uncovered bus stops. Very sad to witness almost daily!"

"13 ""The seating and amenities at bus stops should be the #1 top priority. People who rely on public transportation are already at a disadvantage to people who have cars" and they deserve all the amenities possible. Currently many bus stops do not serve riders' most basic needs as they do not even have seating or shelter. This can even render using the bus inaccessible to many people."

"13 "Bliley desperately needs sidewalks!!! "

"13 ""Jahnke" Bliley and Forest Hill road improvements for pedestrian and bike use are of paramount importance. These improvements are integral to the development and flourishing of these neighborhoods. As this area grows infrastructure adaption will ensure safety and connectivity in the community. The Current infrastructure is astoundingly subpar to say the least. Roadways and transit must scale with the population and construction growth. "

"13 ""More sidewalks and bike lanes will increase safety for everyone! Also" Forest Hill Ave bus stops should be much more accessible and user friendly. "

"13 Please put in a sidewalk and bike lane on Bliley. It is incredibly dangerous with nothing but a deep drainage ditch on either side for pedestrians. Cars have to drive into the oncoming traffic lane to pass anyone on a bike or who is walking. It's also hilly and cars drive very fast. It becomes a very busy thoroughfare. It's a miracle there hasn't been a fatality yet. It's only a matter of time. "

"13 Improvements for pedestrian safety on Forest Hill and Bliley are DESPERATELY needed. The current situation is extremely dangerous for both pedestrians as well as drivers."

"13 Making it safe for people walking and rolling all along forest hill ave is critical. I was on the bus a few days ago and a mother with five young children got off at forest hill and pineway going east...right onto the dirt. It's despicable how people outside of cars are treated. Richmond annexed that part of the city over 45 years ago and there still aren't sidewalks."

"13 Bliley rd has increased traffic due to new homes being built. It is extremely dangerous especially with the traffic circle. It is clearly marked but the center is not raised and traffic laws are often not followed. A sidewalk would help at least for pedestrians around this dangerous road and intersection. "

"13 Bliley Road is extremely dangerous for pedestrians and bikers. We are long overdue for this to be addressed. "

"13 Bike and pedestrian safety all the way! "

"13 ""Speed is such a problem. As a Westover Hills resident" people speed down the WHBoulevard and Forest H Ave like crazy. So many accidents. Speed bumps stop lights police - anything would help. These pedestrian safety initiatives are great but the number one issues for residents is speed. Until that is fixed these other ideas are just bandaids "

"13 ""As development continues along Forest Hill Ave" we need improved pedestrian and bike access and improved bus stops. There is limited parking and we should be encouraging alternate forms of transportation."

"13 ""Make riverside drive from 42nd street to westover hills Blvd one way" with the other side of the road open only to bikes and pedestrians or close the road to cars on weekends."

"13 Forest Hill Avenue has seen an increase in high speed traffic and accidents. Many accidents have occurred around the Bliley Road area. It would be beneficial to do something to increase pedestrian/bike safety and decrease speeds through this area. High speeds are also a great concern between WH Blvd and Semmes. Methods to decrease speeds there are greatly needed."

"13 ""Bike paths on Forest Hill extended to just West of the Powhite would be great" but with the new sidewalks I don't think going all the way to the Chippenham is necessary (at this time.) Jahnke Rd. improvements are necessary because it is highly traveled by pedestrians and as a two lane road it can be dangerous. "

"13 I only had two top recommendations but was forced to pick five. That's a bad question on the survey. "

"13 ""Clearly, the Jahnke Rd project is the most needed. Why is it taking so many years for it to happen?"

"13 Need bike lane from Westover to Powhite Bridge on Forest Hill Ave. to link the already installed bike lanes west and east of the stretch of road. More shelters etc just create more density along the streets and more trash accumulated. Provide pedestrian paths separate from the bike paths through our green areas."

"13 ""Keep bike paths away from creeks and other bodies of water." Have Reedy Creek Greenway go down Crutchfield Ave to Roanoke St to the Forest Hill Park Put sidewalks on Jahnke Rd on Forest Hill Ave by Willow Oaks."

"13 Bus stops and sidewalks where none exist are top priorities"

Needs Area 14: Near West End

"14 ""Extended Bike lanes on Franklin: Bikers aren't going to want to ride on current monument avenue surfaces" No Car Carytown: this would be fantastic, but probably gets a lot of pushback. I think metered parking/time limits in the area would assist if we can't ditch cars entirely.

Carystreet/Mainstreet Two-Way: this would change so much and with proper crosswalk infrastructure could really improve the experience along those roads as a pedestrian so much. With so many main roads through the area (Grove Main Cary) if they're all two way it seems about time to do a proper bikeway on some other west-east street or at least fix Floyd. In general it's going to be needed with the increase of ebikes everywhere. "

"14 ""oFocus on the less disruptive ideas" and enhance the north-south options."

"14 ""I did not choose """"yes"""" for 5 recommendations in section 1" but was forced to choose 5 in section 2. Disappointing survey design. I checked I and J just so I could continue. I believe a better option would have been ""choose up to 5 as most important""."

"14 Any measurements that calm traffic would be exceedingly helpful. Closing Carytown to cars would create a fantastic shopping district that would be an area destination."

"14 Survey required I 5-I really only wanted 3--faulty survey"

"14 ""Cary and Main need to change" why not make them both one way with one car lane? That would be preferable to the the two way option.

Franklin bike lane ending at Belvidere is a disaster fix that immediately. I bike it every day and it's incredibly dangerous."

"14 ""It's a good flat area to bike so should be encouraged. I like the idea of Cary St being pedestrian but think there is a danger of a drop in the level of business if cars are not allowed (I'm not a business owner" have just observed that elsewhere unfortunately and the street dies)!"

"14 Bus stop upgrades should be done first!"

"14 None of my forced top 5 recommendations are important. We don't need more under used bikrs lanes."

"14 None of these options are essential. Put money into schools and affordable housing"

"14 ""Cary Street closure should start to the East of Kroger" Publix vs Thompson St.

AllenAve is too narrow to have cars walk & bikes.

The old Stuart Circle needs a safer intersection"

"14 ""It's so" so hard to get across Cary St and Main St on foot or on a bicycle. I can count on one hand the number of times I've seen cars stop for pedestrians. It's honestly also hard to get across them in a car - the street-parked cars really limit your visibility for oncoming traffic. And when I drive those streets I really look hard for pedestrians but they're hard to see behind the street-parked cars. I know you tried to put in those ""stop for pedestrians"" signs that people just ran over so that helped for a month or two but didn't last.

On Cary & Main could you add bump outs at a bare minimum to the ""up traffic"" side of the intersections so that pedestrians have a shorter distance to cross can be seen clearly by cars and also with the side benefit of improving visibility for cars and bikes that are trying to cross? (Making the streets 2-way would also help of course but bump outs could be easier and faster improvements in the meantime)."

"14 ""most of these suggestions are not needed to enhance the bike safety" especially extending the TERRIBLE bike lanes on Franklin. I've almost been hit MANY times bc a bike lane hidden by parked cars is not safe. Ditto Malvern bike lane. "

"14 Better access for people with mobility issues. "

"14 ""My top 3 would be extending the Franklin St bike lanes" turning Allen into a bike/walk street and creating two way bike facilities on Mulberry. The western terminus for Franklin St bike lanes are incredibly dangerous as currently built and need to be extended. There are also no safe N/S bike routes west of Belvidere"

"14 ""Parking in Carytown needs to be FREE in the city provided parking decks in order to get some of the non-residents to stop parking in the neighborhood. Charging people for parking doesn't solve any problems - it only makes it less accessible to lower income people - but maybe that's what the current administration supports? Are they trying to drive the "undesirables" out of Carytown? "

If you close Cary Street to cars have you considered the amount of traffic that it will push to the RESIDENTIAL streets on either side of it? It says to close it all the way to Thompson, so how the heck do cars get into Kroger and that whole shopping center? How about getting to Nansemond and back into the neighborhood behind Carytown? If you do close Carytown to cars (which I don't recommend) it should not extend beyond Nansemond. "

"14 My number one interest is the improved bus stops. "

"14 ""Closing Carytown to traffic would be wonderful. I believe thatâ€”like Charlottesville this would be a boon to Richmond in so many ways. But parking decks are needed so that residents donâ€™t bare the brunt of this"

Also we have such a great opportunity to make Monument Ave something really special with landscaping gardens and fountains to replace the statues w a park-like area. Please donâ€™t be short sighted about this. And move Arthur Ashe to Byrd Park. He belongs there"

"14 More bike infrastructure please! Having a bike/walk only road going from west to east and north to south would be great for everyone."

"14 Converting Main and Cary to two-way streets is the best way to improve safety and mobility in the area."

"14 ""This city drastically needs to expand paid parking and zoned parking with residential parking passes. Free parking does not promote other forms of transportation or parking space turnover. Also" closing Cary and making it pedestrian only could be a great improvement like the Downtown Mall in Charlottesville. "

"14 We need more bike lanes across the city - please prioritize these improvements!"

"14 Carytown parking deck addition/expansion should be considered. Also consider closing Carytown to traffic after 10am on weekends. "

"14 ""2-way Main/Cary - These avenues are often dangerous to walk/bike. If making these 2-way can't be done for whatever reason" there needs to at least be additional lights and pedestrian crossing signs put up."

"14 ""By enhancing pedestrian and cyclist protections in shopping districts such as Carytown" you make a more appealing place to be. This increases revenues for local businesses and quality of life for residents. However we should preserve the bus route in Cary St as this allows residents who cannot drive (disabled low income not of age) to be able to access these spaces. "

"14 ""I would love to see Carytown turned into pedestrian only. Obviously that brings up parking concerns. As a resident in that neighborhood" I don't want my visitors to have to pay to come visit me. It's one thing to have to pay if you're going to the shops/restaurants (as is the intention of PBDs) but I don't want the street parking on my street to be paid or permitted so that it deters people from wanting to come to my house because of parking. I also would want the PBD money (or any other parking payments) to remain in the district for their discretionary use. The city is not trustworthy in appropriately using that money. So if parking needs to change in this area in order to create a pedestrian friendly street there needs to be additional discussions and public input provided on the best parking changes."

"14 fix existing streets and sidewalks before spending money on new things. Consult actual bike riders before spending more money on bike lanes no-one uses."

"14 Making both Cary and main two way is excessive. Giving Main a dedicated protected bike lane and making it one car lane would achieve same goals of traffic calming. would love to see Cary closed on weekends to cars. MORE parking lots is not the answer anywhere"

"14 Would like to see more protected bike lanes in general"

"14 ""Converting Main and Cary to 2 way traffic will reduce high-volume" fast-moving traffic which is a major safety and environmental concern in Monroe District VCU the Fan and Museum District. It will also make objectives of piloting parking alternatives improving bus stops and bus routes and closing Carytown to cars much more feasible. As a Museum District resident who does not own a car and takes the bus daily the north-south and east-west protected pedestrian and bikeway recommendations are very exciting and much needed! Bus stop improvements will help the most people decide to leave their car at home."

"14 ""A car free Cary street would be a huge attraction" bringing in many tourists and additional business. Car free streets/districts have proven to be hugely popular and a big drawl for citizens and tourists! Please make this happen Cary street is the perfect candidate for a car free environment!"

"14 Please start an immediate pilot program to close Cary St to cars for a few hours on the weekend and expand from there."

"14 I would love to see Cary street closed to cars."

"14 Please make Cary street pedestrian only!! Imagine all the vendors that could set up in the middle of the street"

"14 ""More bike-walk streets! More bike lanes! Bike shares are OK" and good for people without the space for storing a bike but encouraging people to own bikes encourages their increased use and makes our population healthier and less polluting. It reduces the risk of fatal car accidents which I have personally observed happening at Cary x Arthur Ashe. More bikes means a safer and cleaner Near West End.

Less cars in Carytown: while making Cary St two way would slow traffic closing it off entirely would allow many more people and bikes to access Carytown and reduce traffic accidents reduce people being hit and reduce conflicts in a high traffic area (walk/bike/car)

Consider splitting the difference making Carytown closed to car traffic on weekends encouraging bike/walk and allow two-way car access during the week to reduce diverted congestion elsewhere during the work week.

Improving parking decks in the Carytown area would substantially help in reducing the parking issues. "

"14 The Fan is already insanely walkable and bike-bike friendly. Close as many streets as possible to cars and add as many bike lanes as possible. "

"14 Bike highway with good protected bike lanes would add so much to this city. Every 0.5 miles you would have protected bike lanes and bikers would only have to deal with dangerous cars for 0.25 miles."

"14 I'd love to see more bus use encouragement for folks coming into areas like Carytown - parking takes up too much space to be equitable."

"14 ""Bus stops desperately need improvement" as do the bike lanes ok Franklin. I think those are two of the most important to me. "

bike lanes available for much of the way (Floyd Ave to VCU's Monroe Park campus then on Franklin to 1st winding my way east and north as needed) I became a convert. I know others who have made the same change but we would not have done it if there weren't long stretches with bike lanes. Richmond could become a model for a bike-friendly small city and thereby attenuate congestion due to automobile traffic. We would become healthier in the process!"

"14 ""If I could rank them" I'd say #1 is turning Main and Cary into two-way roads"

"14 ""Populated areas for going out" such as Carytown should be less car-focused. Implement structures where it is safe for pedestrians to walk around and enjoy going out without having to worry about getting hit by the crazy Richmond drivers. Instead of adding more parking spaces to places such as Carytown no cars should be allowed through Carytown. It can be thought of as a shopping plaza but more focused on structures like parks or areas where people can just socialize or chill.

More community parks should be added in the Randolph neighborhood."

"14 Make Cary st section closed to cars or SINGLE LANE for cars and single lane for bikes? and make main st 2 way as alternative route "

"14 Carytown would be so much better as pedestrian only"

"14 ""I have seen personally several people get hit walking" biking and driving through thr Stuart circle intersection. It's confusing and dangerous "

"14 No cars on Cary St would be amazing!"

"14 More projects should be focused on slowing vehicles and increasing protections for bike/ped users"

"14 ""Closing Cary Street to cars would do WONDERS for the city. It would bring in more business for cary st businesses which are mostly local. In addition" there's a huge biking community here and any protected bike lanes to help us would make biking so much safer. "

"14 Pedestrian safety in carytown must be improved "

"14 Closing Cary to cars is top priority "

"14 I know it seems crazy to close Cary street to cars but I think it would be great. "

"14 Closing Cary St. to cars in Carytown would be a transformational project for the entire City of Richmond."

"14 Making cary street car free would do wonders for my frustration living in the area and having to drive anywhere around cary. The sidewalks are also SO congested so opening up the street for pedestrian walking would be AMAZING"

"14 We live across from the Vota trail. It is unsafe for my children to cross the street because traffic speed os so high. We welcome any efforts to protect cyclists and pedestrians. We have a beautiful park in richmond that should be safe for people to use. "

"14 ""Most of these recommendations are a huge waste of taxpayer's money. The schools are terrible and crime is up" trees alleys and streets are neglected and you are checking on bike lanes? Two way on Main and Cary is perhaps the dumbest recommendation of all. The survey should ask if any of them are actually needed versus ranking the choice."

"14 Car free Carytown is of extreme importance "

"14 All stink. A survey requiring five topp choices is worthless."

"14 ""Closing Carytown to cars would not only improve driver and pedestrian safety but would also beautify the area and make it more of a destination" which would increase visitors to the area and provide more business to the Carytown tenants. I have always admired the Downtown Mall in Charlottesville Virginia and think that concept would work well in Carytown. "

"14 ""Making Richmond safer for pedestrians and bikers is an important priority as pedestrian deaths nationally are stubbornly high. Richmond also needs to adequately plan for bikes and not have bike lanes that end arbitrarily. Richmond will continue to be a designation given it lower cost of living compared to northern neighbors" making it safer and less care centric before traffic grows more is wise. I love how mayors in famous cities like Florence Italy closed the inner city to cars and gave it back to the pedestrians: it was good for the people and the businesses in those areas."

"14 Randolph has largest access issues and in general could benefit from more connection. Also more trash cans and maintenance generally."

"14 ""Generally" car traffic has become too aggressive dangerous and frequent in our neighborhood. By investing in bus pedestrian and other alternatives we can make their use more frequent."

"14 ""Closing Cary Street to cars is a first-rate idea" and reminds me of the pedestrian mall in downtown Charlottesville -- which is a wonderful venue for shopping, strolling, and, socializing. Surely we can do at least as well as the Charlottesvilleians! :-)"

"14 Why not make the bike lane to the west end on a less busy street than Maymont? I would feel safer on a parallel street"

"14 cary and main street are extremely dangerous for pedestrians and cyclists. this needs to be a huge priority for the city and by whatever means possible. cars do not own the streets. people do."

"14 I live on lombardy and lots of bikers use this road and its very congested with cars. the bike lane on allen would help move bikers to a safer road!"

"14 Sidewalks in Blacker Ave"

"14 Bikes and pedestrian safety is hugely important! It's a fantastic way to get around the city and needs to be prioritized and encouraged over cars. "

"14 Improvements in directional traffic marking for Stuart Circle will cut down on the number of traffic accidents at this intersection. Make it a true roundabout as Lee Circle with directional markings; today it operates as a confusing hybrid of circle & traffic light controlled intersection!!"

"14 ""Making Carytown car-free could be transformative to that part of town. The area is so walkable and relatively dense but it has what amounts to a highway down the middle of it making it difficult to cross the street from one set of stores to another. I don't know how the businesses in Carytown feel about this idea but as a resident who lives relatively close I would find Carytown more attractive with less traffic. "

I am in favor of any project that promotes bicycle and pedestrian infrastructure. We live in a beautiful city that could be very pedestrian and cyclist friendly. The city has made lots of progress in the 13 years I've lived here but it is still scary to travel by bike with my kids. And we live in the middle of a park. Traffic speeds are so high and car culture is aggressive. The more protected bike infrastructure the better. I think this would do very little to hurt car travel but would greatly enhance the city. "

"14 ""Fix the potholes."

Stop bicyclists and pedestrians from running red lights and jaywalking etc.

Make it illegal to ride bikes on sidewalks.

Make it illegal to ride bikes the wrong way on one-way streets."

"14 ""We need flashing lights for cross walks for crossing grove and ellwood. I know signs and speed bumps have been put up" but they are not effective at all. Flashing lights would really help."

"14 ""The new connection for pedestrians and bicyclists over I-195 near Petronious S. Jones Park should incorporate a green element such as native plant gardens" as well as plenty of lighting."

"14 Where is backlog of maintenance issues as a priority? the improve the existing roads? Fix potholes. Improve sidewalks. Fix broken streetlights. Improve alleys. All of these are existing infrastructure that need critical attention "

"14 I feel that limiting the main strip of Carytown to pedestrian and cyclists only will greatly improve the atmosphere and safety of the area. This is a consistently high traffic pedestrian and cyclist area and cars make it increasingly difficult and unsafe to maneuver. It would also be much more enjoyable to utilize this area without cars constantly bustling through and making noise. "

"14 ""14B: Main and Cary both have enough space to move the parking inwards and add protected bike paths."

14H: Franklin st is currently our only usable bikeway especially for bike share since it's the only protected bike lane in the city connecting two stations. Allowing more station connections using this road (and eventually a connection to the Patterson/Malvern lanes) would create the start of a real bike network"

"14 Close a portion of Cary street to traffic and convert Main/Ellewood and Cary to two way - OUTSTANDING ideas! We would have a safer neighborhood and that is more pedestrian friendly. "

"14 More green space. Keep look of neighborhoods. "

"14 ""Main and cary are death traps if they are kept as two lane one way streets. Cars dont stop for pedestrians at crosswalks and its terrifying to cross as a bike/pedestrian. Also we need a bike network

that gets protected bike infrastructure at chokepoints(think boulevard/hermitage near 64 and railroad" i-195 overpasses and the nickel bridge)"

"14 ""Having a protected bike lane all along this section of Franklin Street all the way to Monument would be a huge improvement. Closing Carytown to cars is SO necessary" but you could start by just closing it on the weekends."

"14 ""Improving the bus stops is my biggest concern on your list. Then closing Carytown as I think that would attract more dollars to the city and area to help pay for things like updating bus stops."

The focus on biking is spending too many dollars we donâ€™t have on a situation that can be ok how it is. Leaving people standing sweating or stuck in the rain while they wait for the bus is so much more important"

"14 ""These could be some of the best places to spend time in the city if we built a protected bike lane on Monument Ave and close Cary Street to cars. Also" do two way traffic on Cary and Main so the deaths of people like Shawn Soares stop!"

"14 I'm confused by the suggestion of a new connection next to Petronious Jones Park. Isn't there already a bridge crossing 195 on either side of the park? I run in that area and never felt like there was a lack of crossing options."

"14 Carytown is prime for a car free area. Like many other up and coming cities we need an area that is safe a walk friendly. It will undoubtedly bring business to the area. "

"14 Please close Cary St. to cars. It will make Carytown much safer for pedestrians and cyclists and make it a much more pleasant place to shop. "

"14 need to make it a more pedestrian/bike friendly city "

"14 Closing carytown to Cars would mean booming business - trust me"

"14 ""Continued inaction on Main/Cary pedestrian safety will certainly lead to more deaths" and we will be complicit.

There is 195 right there there is no reason for cars to use Main/Cary as a highway like it is right now they are neighborhood and downtown streets that need to prioritize safety over movement"

"14 If we want Richmond to be elevated as a city and make Carytown a canâ€™t miss destination then we need to absolutely close Cary St. to cars."

"14 ""Anything that can be done to make the city safer for cyclists and pedestrians is of the utmost importance. The ongoing death of pedestrians and cyclists at the hands of drivers is easily diminished (if not stopped all together) by infrastructural changes like those laid out in this survey. Any inaction on this front will result in more deaths" and better pedestrian/bike amenities will help keep Richmond one of the best outdoor cities in the world (and it is!). "

"14 Closing Cary street is the highest priority bar none for me. "

"14 Converting Cary & Main to two way streets would significantly reduce speeds and pedestrian risk. Closing Cary to traffic from Thompson to Arthur Ashe would provide a significant boost to Cary Street corridor businesses and reduce accidents as well as pedestrian risk."

"14 ""Please please please close Carytown to cars! I would love to see more outdoor dining options and a safe place to stroll. Currently" I don't go to Carytown often because it is a miserable place to park and walk but I would LOVE to go much more frequently and would if the design was improved"

"14 Close Cary St to cars = #1 recommendation"

"14 Make Cary town pedestrian only"

"14 Please emphasize protected bike lanes over just paint. "

"14 ""Making Carytown car free will go a long way to showing the importance of creating more of these types of spaces and make it one of the most pleasant places to be in Richmond. At the moment there are so many near misses of cars and pedestrians it is scary. It will also speed up the bus on that stretch" improving service. Hand-in-hand with this Main St needs to be converted into a 2 way street this will improve crossing for pedestrians by allowing travel speeds and putting one driver in charge of stopping for peds in each direction. This will increase the number of cars stopping to let people to cross. It will also increase exposure for business on main as the will be more opportunities to pause and notice what's there hopefully increasing it's tax base and the city's revenue. On the other projects improving protected bike lanes helps get more local cars off the roads improving noise and air quality and making space for county visitors."

"14 ""Please close Cary to cars. Driving through it Ive never understood why cars are allowed on that street. Countless times I've watched accidents almost occur" whether pedestrians almost being hit by cars or cars almost hitting one another. It would create such a better space there."

"14 Measures to slow cars and increase pedestrian safety should be of the highest priority."

"14 Creating a no-traffic Carytown and adding parking in this area should be a top priority. Allowing those businesses affected to grow and thrive will add tax revenue to the city and improve what is already a well-established economic area. I recommend looking at the Downtown Mall in Charlottesville for proof of the vibrancy of a pedestrian shop/eat/gather space."

"14 ""As a full-time employee working near the intersection of Cary and Colonial" I strongly believe that Carytown should be closed to cars. I've witnessed a number of collisions steps from my place of work and have seen many more near-misses involving pedestrians. The lanes are too narrow to allow truly safe driving " the plastic "Stop for Pedestrians" sign between the lanes is hit by passing cars often two or three times a night (it was replaced a little over a month ago and has already been flattened back down to the road). Up to three times a week cars attempt to turn left onto Colonial from the right lane and nearly collide with other cars. Carytown would be an even more vibrant and attractive spot if it was designated as pedestrian-only even if just Friday-Sunday."

"14 ""Stuart circle is a death trap. It's not clear to drivers which red lights apply" especially when turning left. Pedestrians are not highly visible. Cars often don't even stop when Turning right on red onto monument. "

"14 I'm just so excited at the prospect of Carytown becoming a pedestrian mall!"

"14 ""I am strongly in favor of 2 way main and cary" closing carytown to cars (but keeping open to buses) and fixing our bus stops "

"14 ""I love to see a mix of less high profile but necessary infrastructure improvements throughout the city. Closing Carytown to car traffic would be a nationally and perhaps internationally significant marquee project for our City. Its current condition is dangerous for locals and visitors alike" trying to cross at all points and being packed onto sidewalks. We could have a shaded and green promenade that is always alive with activity. All of the projects are important but that one in particular stands out for special attention."

"14 ""The Franklin street bike lanes need to be continuous. Forcing cyclists to merge in and out of traffic is extremely dangerous" especially with limited visibility due to the parked cars. You shouldn't wait for someone to die before fixing this issue. It is only a matter of time."

"14 Closing Cary street to cars would be priorities 1-5 if I could select it "

"14 Cary town becoming a pedestrian mall/ no cars would instantly turn it into a *world class* shopping area and destination "

"14 I believe making Carytown a pedestrian & bike friendly area (specifically through the closing of Cary St to cars in the heart of Carytown) will elevate the area to a much more enjoyable & safe experience."

"14 ""Closing Cary Street to cars in the area designated in this plan will greatly improve the area for all who enjoy it" I would love to see this happen in my neighborhood!"

"14 ""Cary street really needs to be closed to cars for pedestrian safety. I don't shop there as much as i used to because of how unsafe it is to walk around that area" as well as the lack of safety that other drivers have for both cars and pedestrians"

"14 Richmond needs more bike friendly infrastructure "

"14 I feel most strongly about carytown being converted to a pedestrian center. I believe this would bring new energy to the community and help small businesses post pandemic. I walk or walk to carytown several times a week for dining and shopping and would prefer the space be safer for pedestrians and cyclists. "

"14 Absolutely close Cary St to cars!"

"14 Closing Cary to cars would be a massive improvement to the area and local businesses "

"14 ""Converting Main and Cary to 2-way traffic will decrease incidents of speeding and make crossing safer for pedestrians. There are too many close calls every single day in Carytown. As someone who lived there for years" closing off Cary to thru-traffic (much like Downtown Charlottesville) will allow pedestrians the freedom to shop dine and congregate without having to dodge cars. "

"14 ""I Think converting Cary and Main/Ellwood streets goes hand in hand with making Carytown pedestrian only. You can't have one without the other" and a car free Carytown would be a huge boon for the area!"

"14 ""If Cary St. is closed to cars" it should be pedestrian only without bicycles or other vehicles buzzing through."

"14 ""Something must be done about parking and pedestrian safety in Carytown" but there must also be a preemptive effort to address these growing issues in Scott's Addition as well. Both parking and pedestrian safety is a significant issue especially due to erratic signage and street direction. I would put Scott's Addition as a priority over everything due to the opportunity to address these critical challenges before further development continues to exacerbate these issues. "

"14 Cars ruin Carytown. Making it a pedestrian area would be good for local business and eventually provide a new green space. "

"14 ""Richmond can be a civic leader" and a beacon to other small cities by closing cars to Cary Street."

"14 ""Closing Carytown to car traffic would make the area safer for pedestrians and encourage more people to visit. As it is" I hate going to Carytown because of the combined slow traffic due to drivers being slow street parking and streets that feel too narrow for two lanes. "

"14 ""#1 - Close Cary St to cars!"

#2 - More protected bike lanes!"

"14 ""Would love to see Cary closed to vehicles" or at the very least I'd be happy seeing it closed down on the weekends."

"14 Prioritize car free carytown. We need this to begin looking like a modern city"

"14 I do not think closing Cary street to cars would be good for the businesses or the people that live in or close to Carytown. I have been going to Carytown for 30 years and not once have I not gone because of parking "

"14 ""Closing Carytown to cars is my #1 priority. This would enhance the safety of pedestrians and cyclists while creating a safe" welcoming and business friendly environment for the town. Highly recommend and believe this would create a world of progress that this city would greatly benefit from. "

"14 ""Enhancing bus stops should be the #1 priority. Ensuring that riders are not discouraged from taking the bus is" from a policy and practical perspective a very good thing."

"14 ""Closing Cary street to cars would make it a much comfortable and safe place to shop and walk around. Cary street has proven that when closed to cars (Watermelon festival) businesses thrive. "

Additionally adding / extending protected bike lanes should be a top priority for the city to increase bike ridership and safety before adding more bike share locations or other traffic improvements. With only more bike share locations but not improved bike infrastructure bike utility as a means for transportation is severely limited. "

"14 ""There should be safer ways for bicyclists to bike through congested areas. Right now speed limits" busy crossings and illegal parking (cars parked right up to the curb) make biking throughout Richmond dangerous and inaccessible. Most roads can be adapted to include a bike lane with minimal infrastructure change. Not only would adding bike lanes protect bikers narrowing or limiting car lanes would slow down drivers."

"14 Get rid of cars in Carytown. That place is BURSTING with pedestrian energy. It will absolutely explode with life once cars go away. People will be THRILLED to leisurely enjoy all the outdoor space without being terrified of being run over by cars. Think of the Charlottesville outdoor mall only BETTER."

"14 Closing Cary street to vehicle traffic will improve pedestrian safety immensely and has been proven to increase profits for businesses "

"14 Cary and Main are deadly to pedestrians. They're nearly impassible with small children in tow. Making these streets two-way is a desperately needed traffic-calming measure for the safety of area residents."

"14 I support wholeheartedly any attempt to make the fan more pedestrian and bike-friendly at the expense of car traffic which is noisy and polluting. "

"14 Carytown should be closed to cars. At a minimum we should do this from Friday evening - Sunday evening."

"14 Making main and Cary two way is less safe we need all of the secondary roads in the fan to be one way "

"14 ""I really think Carytown would benefit from being carless. There is so much foot traffic there" and Cary St. being one-way encourages very unsafe driving near so many children families etc. The speeding along Cary St. and Main St. also must be addressed whether that's by making them two-way streets or by some other method. Merging onto Main St. from any side street is also an absolute disaster with zero visibility."

"14 Best thing to be done is close Cary Street to cars....."

"14 Close Carytown to cars!!!"

"14 ""While I'd prefer closing Cary to cars entirely" modeling it after something like the Charlottesville mall making Cary and Main Street two-way roads would help a major issue of speeding on these roads. Since there seems to be no traffic enforcement in the city fan museum district any changes that promote safer driving while not compromising traffic flow are good in my eyes. As for improving our bus stops and bike infrastructure I will always support initiatives like these that promote less reliance on cars in our city especially considering the aforementioned lack of enforcement and the disgusting number of pedestrian injuries and fatalities that occur every year (and their increasing rate in 2023)."

"14 ""Opening Carytown to pedestrians and bikes should be the highest priority" we can do it tomorrow with the right political will"

"14 Richmond needs to prioritize literally everything except cars when developing its transit system. Notable successes look like Amsterdam or the initiatives of Strong Towns. It also needs to look at improving zoning rules around R1 (increased density) and parking (reducing minimum parking spots). "

"14 The congestion from car traffic in Carytown creates risk for pedestrians. there is enough draw to the area to encourage alternate parking and make it solely a pedestrian thoroughfare "

"14 ""Cary Street traffic" particularly around Westmoreland by Mary Munford ES is of extreme concern for elementary school students walking to and from school. Our school community prides itself on having a large walking/biking community and would like to see better safety precautions taken on Cary and Grove Ave near the school such as flashing speed signs speed bumps police presence ticketing speeders etc. Thank you for your consideration to keep our students safer!!"

"14 ""Extending Franklin St protected bikelanes would do so much to connect east and west ends of the city to cycle transport and make bicycle transport a much more viable option. Doing what we can as a city to encourage more people to choose cycling instead of driving for more innercity trips would reduce car traffic" making the city quieter safer and more beautiful while make car trips ideally more efficient and less stressfull as well. Closing Cary town to cars would also do so much to make Cary town a real destination. A place to be more so than just a place to go. Opening the street to foot traffic would make it a safer and more enjoyable place for everyone and encourage more people to spend time in Carytown supporting the restaurants and small businesses up and down the street rather than squeezing down the skinny sidewalks to get back to their parked car and leave as soon as possible."

"14 Car free Carytown!"

"14 Close Cary St to cars!!!!!!!"

"14 ""Closing a significant portion of Cary street to cars permanently is such an obvious decision I can't understand why it hasn't been done already. Similar projects have been wildly successful in Charlottesville" Williamsburg and even Ashland. Do it yesterday!!"

"14 ""Closing Carytown to private cars" when paired with transportation from parking to Carytown would benefit that area greatly.

The Franklin bike lane currently abruptly ends. It starts nowhere and goes nowhere; extending it and connecting it to other bike lanes would greatly improve the utility of this lane. "

"14 Close Cary street to cars"

"14 ""Protected bike lanes" in particular on Blanton/Park are NECESSARY to even making the Westover-Boulevard bike lanes worth the money the city will spend to build them."

"14 We need a bike lane to Nickel Bridge! It's a very scary section of road. Extension of Franklin St bike lane would also help a lot -- need a good east/west thoroughfare and an addition of some safe north south bike lanes."

"14 ""Closing Cary street to cars would not only make a much safer environment for the large amount of cyclists and pedestrians" also statistically pedestrianization brings in more money for local businesses and incentivizes tourism. Making Cary and Main two way would make motorists far more

cognizant of their speed many portions of those streets have lots of pedestrians due to bars and businesses and making the streets two way would keep cars from going way too fast. Many cyclists use the nickel bridge and Blanton Avenue to get from Southside to north of the river so adding a protected bike lane would help so much. Adding bike ways on mulberry and Allen would allow a north south thoroughfare for cyclists which there currently isn't a good one to use. Adding more bike infrastructure would incentivize cycling as a form of transportation which would improve traffic and public health especially because trends show cycling becoming a much more popular form of transportation "

"14 ""Adding major bike routes" and reducing major car routes should be our top priority. I am so close to being able to go car-free and I think many of my fellow Richmonders are in the same boat."

"14 Close Carytown to cars"

"14 Close Carytown to cars!"

"14 Biker safety needs to be prioritized."

"14 ""Closing Cary st between thompson and boulevard is one of the best ideas and I'm thrilled that I can note it as being important on a survey. As someone who works in Carytown and naturally spends a lot of time in the area" I hear reasonable complaints all the time about how crowded Carytown can be. A pedestrian Carytown would massively improve the Carytown experience and I wish they would do an experiment and shut down the street for cars on Saturday and watch everyone have the most fun Carytown Saturday they've ever had in recent memory. "

"14 Pedestrianizing Carytown would be SO EASY to pilot on occasional weekends in the fall and spring! Watermelon festival is the opposite of what a good pedestrian Carytown should be like! "

"14 Cars don't belong in Carytown. More bus service and safer streets for pedestrians and cyclists do."

"14 ""Better biking infrastructure city-wide!!!! If you build it" they will come. This may also reduce needs for street parking in areas like Carytown"

"14 ""Closing Cary street to cars" making Cary and Main two-way streets and enhancing bus stops would be game changers for the area!"

"14 Creating a more pedestrian/bike/public transit friendly city + less car-centric urban planning = happier residents!!!!"

"14 ""Our bike and pedestrian safety needs to be priority number one to this city with the amount of hit and runs that have happened over the years. "

I personally have been hit 14 times from minor to major injuries resulting. Out of all those incidents only two made it to court and both were lowered to offenses other than the felony hit and runs they should have been. For this reason I know we are falsely passing safety stats showing we are far safer than we actually are as a pedestrian city. Please implement and enforcement a safer bicycle and pedestrian system in Richmond as our city continues to grow before we have more injured cyclists and community members out simply trying to take in the beauty this city has to offer. "

"14 Carytown will flourish when private vehicles don't take up so much space!"

"14 ""Bike lanes are in desperate need of safety markers. "

Carytown cannot continue to be an attractive location to visit while it is open to cars with the amount of pedestrian deaths in Richmond."

"14 Car free Carytown should be a top priority. Increasing all bike and pedestrian infrastructure is an extremely close second as it would be harder to do than just closing Cary st"

"14 Closing Carytown to cars would need to implement parking restrictions in surrounding neighborhoods with passes for residents. "

"14 I think closing Cary between Thompson and Arthur Ashe Blvd would be a benefit for businesses in that area. "

"14 ""remove cars from Carytown" and remove tolls from 195 improve parking decks near Carytown"

"14 Car free Carytown please!"

"14 ""Closing Carytown to cars would open up safer travels for families with young children such as myself. We love to support the businesses in the area but would prefer to not take our stroller in favor of more hands or a wagon. The congested sidewalks make this difficult but opening the street would help considerably. Could also turn the parking lot in front of Sweet Frog into a green space for people to enjoy their food" desserts or just catch up. I also worked with Shawn Soares who was killed on Main Street. I'd much welcome two way streets on Cary and Main. It would truly mean the world in his absence. "

"14 Carytown pedestrian street would be a dream please please please "

"14 close off Carytown from cars is top priority "

"14 No cars on Cary!"

"14 Remove toll from downtown expressway and send autos there instead of Cary/Main "

"14 ""Why are there no recommendations to create any biking infrastructure whatsoever on the East side? Or Southside" for that matter?"

"14 Carytown should be a pedestrian mall. It would be amazing. "

"14 ""The North/South biking street on Mulberry would be incredibly helpful. Arthur Ashe and Robinson are both heavily trafficked by cars" so there is no good North/south biking route in that area. Having that link to the East/West route of Floyd would be great.

Also I think closing Cary St to cars is an excellent idea. Creating a space filled with greenery that is inviting to everyone will increase foot traffic benefiting the businesses along the street."

"14 ""Closing Cary St to cars will have positive impacts far beyond a pedestrian friendly city. This change and investment has the potential to wholly reignite the City's image as an attractive city to

call home and a desirable destination for tourism. The Carytown/Museum district/Scott's addition zones need to feel accessible" friendly and fun and have to potential to really come together into distinct and connected destinations for everyone that lives in and visits the city."

"14 ""With all the new condos and apartments the last thing Carytown needs is more cars due to population increase. Please shut down Cary as proposed with the the upmost urgency. "

Thanks you local pedestrian and cyclist. "

"14 A pedestrian Cary street would be wonderful and would hugely increase my feelings of safety and comfort when walking and shopping there. "

"14 ""One of the first things I said to myself when I moved here last year" upon experiencing Cary Street for the first time was ""Huh how on earth do they still have cars driving through this beautiful busy-ness?"" "

"14 ""Making a car-free carytown would drastically improve the experience of pedestrians and would help businesses as well. A safer" calmer carytown without distracting road noise pollution and dangerous crossings is a top priority for me as a Richmond resident."

"14 Further investment in bike friendly infrastructure will enhance Richmond's appeal as a city of the future."

"14 Close carytown to cars!!!!! "

"14 ""I was hit by a car on Cary Street in 2018 at Shyndigz and I've struggled to go back ever since. I love Cary Street though" and I think all the shops and restaurants are great. I shouldn't be afraid to go there. Removing car access to that area is top priority in my opinion. Everyone should feel safe to work and shop there without fearing for their lives."

"14 Closing carytown to car traffic is most ideal. Look at Montreal for examples! The most beautiful and legit example I've seen. A north south bike route with dedicated lanes on or near Arthur Ashe is the next most important especially with new development in diamond district looming. Cary and main do not need to be highways. If you need to get places fast the expressway is right there. Moving the car traffic out of areas where business and pedestrians are interacting will make it much safer and easier to navigate for everyone."

"14 Making Cary Street and Main Street safer should be the top priority! Cary Street sidewalks are too narrow as it is and pedestrians and business would greatly benefit if it were closed to traffic. Businesses are going to scream bloody murder but Cary Street WILL be healthier and safer without cars. Can we start with only closing Cary on Sundays to demonstrate?"

"14 Close Cary to Cars. Plant trees "

"14 please clarify wording of carytown parking improvement option "

"14 ""We absolutely need a complete rethinking of our traffic patterns and use of our roads in Richmond. Public information campaigns are proven to be ineffective and no number of speed tables will do enough to stop drivers from killing people. Our roads need to be redesigned. I have had 2 friends killed

in Richmond and Henrico in just the past year" and two different drivers hit my car in the past 6 months causing a combined nearly \$20 000 in damage. Weâ€™ve all had enough. "

"14 Thank you for offering protected bike lanes! It is the only way that we can keep people on bicycles safe and they are great for people with disabilities. Car Free Carytown is so inspirational."

"14 All bus stops should absolutely have shelter and seating!"

"14 ""I would love to see a pilot program in which Carytown is closed to cars for one weekend per month" for a whole year (including the watermelon festival). This can be done cheaply with temporary infrastructure (i.e. movable barricades) to see if the neighborhood likes it and if people want to come to a car-free Carytown. "

"14 The highest priority should be closing cary street to cars. Follow this with the other bikeway/pedestrian way projects."

"14 close cary. close cary. close cary."

"14 Pedestrianize carytown. It would be so much better"

"14 ""Removing cars from cary street will force cars into walkable neighborhoods surrounding it and eat away at the parking of residents in those neighborhoods. Additionally" making Cary and Ellwood 2 way would only further the likelihood of someone missing an oncoming car. They are more efficient this way"

"14 More and safer bicycle access in the fan and museum district is an excellent idea but nothing compares to how great and safe it would be if cars were shut off from Carytown between 195 and Boulevard similar to the downtown mall in Charlottesville. "

"14 Richmond desperately needs to create protected bike paths that connect and allow safe travel across the city. I moved here from Norfolk and I hardly drove anywhere due to their bike infrastructure. I miss being able to bike all over the city and not having to rely on my vehicle. It's healthy for people and the environment."

"14 ""Cary town traffic already sucks" due to pedestrian foot traffic adding lanes does NOT relieve the issue only amplifies the problem. Close the street and traffic will avoid pedestrian traffic making everyone's life easier "

"14 ""Right now there are islands of safe bikeable areas in the city" making it difficult to reduce car usage for commuting purposes. Similarly, bus stops are unpleasant to wait at in most weather so using the busses is not an option that people will want to opt for. "

"14 ""The city should provide services for its residents and not the people who drive in from the surrounding counties. As such" it should cost money to park and more space should be given to bikers walkers and busses."

"14 Please close carytown to cars. It ruins what could be such a lovely walkable commercial space. "

"14 Please close Carytown to cars. Make the area a walking mall like in Charlottesville or Winchester. This will allow the restaurants to have more outdoor dining. This will allow pedestrians to feel safe. Too much traffic in the area currently"

"14 Closing traffic to Cary Street would promote an increase in foot traffic to the corridor. I think it would be a wonderful idea. "

"14 ""Carytown should've been made pedestrian/bike only years ago. The same was done to the farmer's market in Shockoe" which has less foot traffic and it's made a world of difference making that area feel safer and pedestrian friendly."

"14 NO TWO-WAY STREETS"

"14 ""The bike lane on Franklin ends in dangerous locations on either end and should be extended. It's very difficult for bikes to proceed onto or off of the bike lane by Monroe park where it becomes a one way street. "

Closing a segment of Cary St to cars would make Carytown an amazing pedestrian district and much more cyclist friendly. Carytown today is far too busy with car traffic and has so much potential to be an amazing retail and event area if closed to cars. "

"14 If I could choose only one recommendation it would be to make Cary and Main two way. A close second is the proposal to close Cary Street to cars."

"14 Please please please close Cary Street to vehicles "

"14 Going car free in Carytown will just divert traffic through the neighborhood. What a terrible idea."

"14 ""Closing Cary Street to cars would be so amazing. Studies have shown worldwide that amount spent in small businesses goes up when we ban cars and have people on foot and bike. It would create a much healthier environment for Richmonders to enjoy all that Cary Street has to offer and could make way for green space where the current street is" market space or a number of other things. Please implement this!!!"

"14 Even closing Carytown off to cars on weekends would make a dramatic positive impact. "

"14 ""I think that closing Cary St to traffic would be a large benefit to business in the area and make shopping and walking more enjoyable. It is a mistake to use Cary St as a major thoroughfare. I don't think that extending the Franklin bike lane would do much" when biking through the area I would rather cut through the park and VCU campus. The bus lane on Broad Street also goes in the same direction although that is more intimidating to ride on than the protected lanes which currently exist on Franklin St."

"14 There is no benefit to closing Cary Street to motor vehicles. This will have a significant economic impact on businesses as many customers are not within walking or biking range and garage parking capacity is insufficient at best. All other bike lanes in Richmond are significantly underutilized. Has any study ever been done on that or even the actual impact on quality of life due to lane closures? Please consider the actual number of voters who benefit from the war on cars instead of just submitting to the most vocal among them ."

"14 Do not change the directions on main and Cary to two way. A lot of people will die. It's hard enough to drive with one ways."

"14 Carytown should be car free"

"14 Closing Carytown to cars would be off huge economic benefit to the city!!"

"14 remove cars from Cary. the city would be so much better off if there was a place like that area where people could walk and shop and roam freely. Plant some trees and Cary town will be where everyone wants to be."

"14 Making Carytown more pedestrian friendly will greatly benefit the people and businesses. I've been to many towns where they have car restricted areas and it only enhances the neighbor. Richmond is far too obsessed with cars and solo driving "

"14 Close Cary"

"14 ""Protected bike lanes need to actually be protected: putting up cones" small curbs and reflection strips doesn't protect a cyclist. Curb bump outs narrowing road ways and taking other measures to reduce speed on the roads PROTECTS cyclists.

Also Carytown would benefit from slower cars and even NO cars on Cary street. Most major cities have places like this and most smaller notable cities do as well."

"14 Cary Street being closed or making it 2-way is the highest priority."

"14 No car Carytown would be the highest priority by far "

"14 ""Closing Carytown to cars would be great for pedestrians and cars. People drive way too crazy on that street anyway trying to find a parallel parking spot" when they could just park a street over. It would be a great selling point for the city as well."

"14 Closing Cary to cars would immediately change this city for the better. All businesses are easily accessible from the rear and the current parking/traffic situation is absolutely a deterrent from spending more time than necessary in the area "

"14 Closing Cary St. to cars should be from Nansemond to Arthur Ashe Boulevard. Thompson to Nansemond should remain open for Kroger traffic "

"14 I believe out of all this recommendations the Carytown pedestrian only proposal will benefit the city and environment of the area the most. "

"14 ""Not every bus station needs to be improved but anything helps. "

Improving bike access across the nickel bridge would be amazing.

Closing Cary st to cars would be hard but incredible for the city."

"14 ""Closing Carytown to cars would be one of the greatest improvements that the area could possibly see from the city. The street is currently a nightmare of people parking and cars moving far too

quickly" a pedestrian and bike area would drastically improve the businesses so long as there is ample parking surrounding the area. Maybe another parking garage would be in order."

"14 ""Something needs to be done about Cary. I am a homeowner in the Fan on Cary" and it is terrifying pulling out into traffic due to reckless driving. Convert Carytown into a pedestrian street and please make both Main and Cary 2 way streets to help reduce speeding behavior. It is dangerous to walk and to drive when crossing Main and Cary in the current configuration. "

"14 ""In order to close Cary to traffic" we need to stop charging people to take the downtown expressway. It would also need to be made more efficient to navigate the grocery store area in spite of the closure. "

"14 PLEASE GIVE US BETTER TRANSPORTATION FOR BIKES. TURN RHE CITY INTO A CARLESS CITY. I NEED THIS"

"14 ""I live near Carytown on South Auburn Avenue. I understand that changes to the parking around Carytown and the direction of traffic on Carytown and Main/Ellwood would make parking harder for me" and make it slower to get around in some cases. I think this is WELL worth it for the safety of pedestrians and bicyclists. And these changes would make me feel safer *driving* in Carytown because rules around parking and road speed would be much more predictable and safer for all. "

"14 cary should be closed to cars."

"14 Restricting Cary street to have no cars would greatly enhance the experience of the area."

"14 Car free carytown is good. "

"14 ""Pedestrianizing even part of Cary Street is an exciting and long-overdue conversation! Just make sure that bikes still have a way to get through (yielding to pedestrians" of course)."

"14 Closing Cary to vehicles would improve not only safety in that area but also give restaurants in that area more flexibility by allowing street/sidewalk dining. "

"14 ""Carytown needs to be without cars. It's a dangerous part of the city with them" it can be such a thriving beautiful part of town as a pedestrian area. "

"14 Get it done! This will improve the city."

"14 Closing Cary St to cars will be a huge improvement to the area. "

"14 Convert Cary st in Carytown to pedestrian only"

"14 ""Enhance Richmond's bikeability to encourage more people to get out and ride. I love biking around Richmond" but at times it feels very unsafe. "

"14 Donâ€™t close Cary St as far west as the plans show."

"14 ""They are desperately needed to improve safety for drivers" cyclists and especially pedestrians. Richmond needs to close additional streets to car traffic. "

"14 Please make it happen FAST! Start early!"

"14 Less cars=happier city"

"14 Making Carytown pedestrian-only and making Cary and Main two ways would be so great for the city culture and safety for pedestrians. "

"14 Make cary st pedestrian only"

"14 Closing Cary Street to vehicles is my top recommendation. Making it more enjoyable to walk by providing more shade and safer conditions only helps the shops. "

"14 Two way traffic on main and Cary is critical to slowing down traffic. Please just ensure only one lane going in each direction. "

"14 Closing Carytown to cars would be a massive improvement to the area and is a much needed change"

"14 Please close off Carytown to cars! It would make the area so much better for shopping and hanging out. Cars are the absolute worst thing about Carytown."

"14 Parking in the Carytown area should be limited and more bus routes and bike parking should be implemented along with banning cars along Cary street"

"14 Please make Carytown closed to cars"

"14 ""These projects all sound amazing. Car-free Carytown is my favorite! Driving through Carytown is stressful anyway" and this would create a more peaceful and fun atmosphere and free up space for more patio dining. "

"14 ""If Cary is closed to traffic through Carytown" the no-car zone should begin at Nansemond to allow car traffic to reach grocery stores. "

"14 ""Seriously" Carytown without cars would be a great space for the city."

"14 ""More bike and pedestrian and bus access" enough with the apotheosis of the single-occupant automobile already! Be bold! Be brave! Make this city better for everyone not just cars."

"14 ""Cary Street should be closed to cars no questions asked" but it should be from Nansemond to Arthur Ashe not Thompson to Arthur Ashe"

"14 ""Cary St must be pedestrianized. It is a travesty that just anyone can drive there. "

Protected bike lanes make roads safer and help people to make better transit choices.

Buses are critical infrastructure and should be prioritized above private vehicles everywhere."

"14 ""I had to pick the top 5" I only wanted to pick one: close part of Cary St to cars! "

"14 ""Carytown needs to be safe to walk in" and so does VCU! too many car-related deaths the past few years."

"14 I would love for Cary to be closed to cars. There are plenty of parking that can be accessed through main and pedestrians would feel so much safer and be more enjoyable to be there. Thank you!"

"14 ""Creating better environments for pedestrians (closing Cary St) would be a fantastic way to enhance this part of the city. It's currently terrible to drive through" terrible to bike through terrible to walk through. I want to shop there but it rarely feels worth it."

"14 Improving safely and controlling traffic on main and Cary is a top priority "

"14 Car-free Carytown from Thompson Street to Arthur Ashe Boulevard is TOP priority!"

"14 carytown shouldn't even be open to cars in the first place. the whole area would come so much more alive as a walking mall."

"14 ""The signal at the Stuart circle defeats the purpose of a roundabout there. I live on grove and Lombardy and I see many people get very confused at that intersection. I've seen countless collisions there. People can handle a normal roundabout" people don't know what to do when you add a light. I was confused when I moved here and so are friends and family who visit. Elevated crosswalks are an enormous help for protecting pedestrians and slowing traffic. Adding them in areas like carytown would help a great deal. Flashing crosswalks with aggressive/obvious lights are great. The frequency of crossings slows cars down a lot. Ideally no cars on Cary st. People don't need to drive down Cary they can park on adjacent streets or pass through on parallel streets. It's not safe. I'm usually on foot or on my bike in Carytown and I don't feel safe there is nowhere to bike. Back to Stuart Circle my mom has driven in every major city and she's never seen a roundabout with a traffic signal. "

"14 Making more car-free streets and areas is a high priority."

"14 Please prioritize people over cars. Help right the wrongs that GM did to the public transport in our great city."

"14 Close Cary St to cars!"

"14 Closing Cary Town to cars is a great idea. A great first step to a strong town."

"14 Close Cary St to cars please! Could be such a lovely iconic street with gardens and pleasant outdoor seating. Would make it such a destination. As of now I never go anymore since having kids because it's just too dangerous with all the cars everywhere and the ambiance of a highway"

"14 ""Please DO NOT change cary and main St. As an older person with mobility challenges" I don't want to and in fact cannot walk an extra block if there is no parking on Cary. That part of the city would be list for me."

"14 ""If carytown becomes pedestrian and bike only" it should start at Namsemond to Arthur Ashe Blvd so the grocery store traffic can flow easier and people won't start driving through the surrounding neighborhoods "

"14 Please consider closing Cary street to automobiles."

"14 Make the city safer for bicycles and pedestrians!!!"

"14 ""The roundabout is needed desperately in my opinion. It is so unsafe feeling and I think the roundabout will improve driver's overall satisfaction compared to the current situation there" so a two for one!

Converting Cary town to a walking only will be such a draw to this city and make the area flourish even more! This would also make the area feel safer as well with all free current pedestrian traffic. When executing this project do not forget to include ample bike parking!

The bus stops need to be updated. It's horrible to have to watch people have to stand in all types of weather conditions to catch a bus. These bus stations can be a place of relief for those super hot days. "

"14 Consider making Cary town closed to cars on weekends only"

"14 Traffic in Carytown would need to be carefully diverted in order to make walkable Carytown work. "

"14 ""Cars need lower priority in every instance. We desperately need more protected bike lanes" better bus stops and fewer car-first roads. "

"14 ""The cars make Carytown difficult to visit as a family. Crossing the street can be dangerous. Enhanced parking options/decks" and making Carytown pedestrian-only would drive me to spend more time there and patronize the businesses more often."

"14 Closing Cary St to cars is the top priority to me. It would make that area a significantly more enjoyable spot and much safer for how much foot traffic it already has. "

"14 ""Closing Cary street to cars would be an incredible improvement. I work on Cary St and live 3 blocks away. It would make the area an amazing experience. I walk there daily- the traffic is stressful. I worry for my life when it's busy and I have to cross. The traffic is loud. "

Closing Cary off to cars would Bring more people - it would be even more of a destination to eat drink and play. All without the noise pollution and danger of people driving (almost always way too fast.)"

"14 ""More consideration for parts of town beyond the fan. Jackson ward" shockoe bottom etc. Driving east on cary beyond 12th st downtown is terrible 18th st in shockoe bottom backs up from badly timed traffic light cycles. Riverside drive should have a sidewalk the whole way. "

"14 ""The Carytown area needs to get rid of car access. It will improve the shopping & enjoyment of the area" and no danger to the pedestrians"

"14 ""Please don't close Carytown to car traffic. I am not very mobile but love shopping in Carytown. I need to park very close to the store I'm going to. If you close it off to cars" I will no longer be able to shop there. Please respect those of us with less mobility. Not everyone is a 25 year old who can walk long distances or ride bikes places. It feels like the city is trying to become less hospitable to us older bad joint people :-(. I've lost a lot over the years with my joint problems please please please don't take Carytown away from me!!!"

"14 A city like Richmond needs a Pedestrian only zone. Pillar of any good urban zone. "

"14 Less cars. More bikes. It's better for the city's economy "

"14 More pedestrian/bike only streets has a lot of potential to improve safety and quality of life for local residents. "

"14 Please do what it takes to end car dependency!"

"14 ""I lived in the city for 25 years" I now work in the city but live in Hanover county. I value being able to access the restaurants and shops in Carytown; I fully support making it a car free zone (I wish it had been car free when I lived in the city). I strongly support making parking accessible to those of us who may not be able to walk blocks and blocks and blocks to get to a restaurant or shop. I work on my feet in the city and am not as young as I used to be. I want to spend my money in and socialize in Richmond please keep metro Richmond residents in mind. Please give us parking and take my money.

I fully support any solution that keeps cyclists and pedestrians safe while allowing residents to park near their homes and businesses to enjoy easy access from those who may be driving in from the surrounding counties.

Thank you. "

"14 ""If you don't want to close Carytown permanently" just do it Friday night thru Sunday! It works so well in other cities."

"14 Closing Cary st in Carytown to cars and making it a bike and pedestrian only area is the best improvement I see on this list. "

"14 ""Bike shares are not the answer they are destroyed and remain unused in Richmond and other cities" it's a sad fact but they will not be used. more bike access would be a better option. Also making Cary to Arthur Ashe a no driving street would be cool but the parking around this area needs to be increased and easily assessable otherwise businesses in Cary town will suffer greatly and that is the last thing we need. "

"14 ""Cary street in Carytown is really a non-functional thoroughfare for traffic. Thru traffic is sluggish and dangerous at best" and the parking is frustrating and scant anyways. Closing Cary street to cars would be a huge benefit to local vendors and shops."

"14 Carytown should be closed to cars. "

"14 ""As someone who lives on Ellwood" making Main and Cary two-way streets will be unworkable due to the traffic backups that will happen when trucks make deliveries to restaurants. I drive from downtown on Main/Ellwood twice every day and see 1-3 stopped vehicles each time. "

"14 ""Making carytown a pedestrian/bike only zone would increase the safety of the district" especially with implementation of better parking zones surrounding the area."

"14 ""Close Carytown to cars on a trial basis. Amsterdam does this for data collection purposes and it works. See Not Just Bikes' recent video titled 'Amsterdam Just Closed Their Busiest Road' for an example of this - I think they closed theirs for 6 weeks. While parking can be a problem to people who are used to suburban sprawl and car-centric cities" they will adapt. I think more parking garages aren't a terrible idea though. Check out Strong Towns for more ideas. Pedestrians first then bicycles then cars. "

"14 Carytown businesses would benefit greatly by being be free of cars and allowing for more foot traffic."

"14 more bike infrastructure "

"14 ""The connection over i95 is great! Pedestrian free carytown can create a destination" but there needs to be parking."

"14 The "pick your top 5 proposals in terms of importance" page was ridiculous. What if I only support 1 or 2 of these initiatives?"

"14 ""Richmond is behind the times in both public transit and bike accessibility and lanes. With our age demographic" we should be looking at cities like Denver as our goal"

"14 ""In general I think a pedestrian promenade in Cary Town" ANY sort of improvement for bike travel (IE: protected lanes etc.) and bolstering the public bus system (or public transportation in general) are all important. Ranking them feels unfair. All would be a great benefit to Richmond. Thank you for your time. "

"14 Cars ruin Carytown "

"14 I feel if we can close carytown for cars I feel public picnic areas with flower gardens would be nice. "

"14 ""I think there's a lot of inherent ableism and misogyny present in conversations surrounding closing areas of the city to cars. The ableism is pretty straightforward" so I won't elaborate. The misogyny comes in two forms: first women do not always feel safe on our streets. Second women forge majority of household shopping in this county. It's easy for me to say "if I don't need a car for this trip." Women are the ones stick lugging all the groceries laundry detergent toilet paper etc. Yes cargo bikes can be a help but again we're back to ableism. "

"14 At a bare minimum Cary Street should be close to vehicles on the weekends"

"14 Something needs to be done to Cary Street in Cary town. Either close it to traffic or make it two way. The double one way encourages reckless driving and is dangerous to pedestrians."

"14 Expanding and building new biking infrastructure should be the biggest priority. Create some social cohesion instead of car dependency."

"14 Cary st should be pedestrian only. Half the people don't know how to drive and parallel park so they make traffic dangerous and the other half of drivers are so agitated by the inexperienced drivers that they drive wrecklessly and cause danger as well."

"14 Car free Cary town is a wonderful idea."

"14 Close Cary to cars! "

"14 ""Closing Cary st to cars and creating a shaded pedestrian/bicycle way is a FANTASTIC idea! I think that would be wonderful for our community. Pedestrian plazas have had great success in other

cities such as Montreal" Tokyo and DC (temporary ones). I would love to see this recommendation move on to the next stage as a high priority!"

"14 Most of these ideas are stupid."

"14 ""Closing Cary St to cars would allow for a true pedestrian haven in the Museum District" creating huge business and recreation opportunities that benefit everyone in the area. Given the availability of parking on the surrounding streets (especially Ellwood) this is a no-brainer in my opinion. Close Cary St to cars everyone wins."

"14 Closing a portion of Cary to cars and converting Ellwood/Main to two ways would be a great idea. Something along the lines of the Downtown Mall in Charlottesville would be a great destination for citizens and a positive for most businesses in that area. "

"14 ""Closing Carytown is an utterly asinine idea. It will not accomplish the desired results. What will happen is the rest of the Fan will be flooded with overflow traffic on small residential streets. Businesses in Carytown will suffer as they will go from mentally ""convenient"" to get to too becoming a pain in the ass and not worth the bother. The foot traffic in Carytown gets to Carytown by car. The people who walk and bike there are a fraction of the consumer base. As someone who walks there every day I see who else is doing so. We are not even 10% of the people there. We are not the people you should turn the whole street on end for. You want to make a difference? Tear down the two piddling parking decks and build new 3-4 story ones in their place."

Changing Cary and Main to two way streets will do nothing to fix traffic. You will have literally the exact same number of lanes going each way as before with the added possibility of head on collisions. "

"14 Making the city increasingly walkable should be a top priority for improving quality of life. I think that closing Carytown to traffic would have the greatest impact on moving us in the right direction. "

"14 Pedestrian bike only Cary street would be a huge boon for that area and retail"

"14 ""Please do not close Cary Street to cars. Right now" all of that traffic will spill into neighborhoods that can't handle it. Make it one lane with protected bike lanes to reduce traffic or create parking at either end and have a shuttle that just runs around Carytown so people can get to places quickly."

"14 Add more parking structures"

"14 Franklin Street bike lines down the length of Monument Avenue would be a tremendous game-changer for commuters by bicycle and help alleviate car traffic on Broad and Monument. Tremendous opportunity to modernize the city "

"14 Also close Main St next to Monroe park "

"14 ""For the Cary town street closure" it makes more sense to close the road from nansmond to Arthur Ashe that way it diverts less traffic from the north/west through the neighborhood and back for the Kroger shopping center. It would also allow better access to alley ways for both ends of Carytown for deliveries and surrounding residential traffic. "

"14 Carytown as a walk only area would be the most important thing in this list by far. Making Richmond a bikable and walkable city with reliable public transportation is beneficial for everyone "

"14 ""Closing Cary st. To cars would create and excellent" vibrant area for people. Even if not closed all the time closing it after a certain time similar to what Austin does with sixth street would be excellent for the city"

"14 ""Don't close Carytown to traffic; without significant improvements to sidewalks and other pedestrian access points" it will significantly hamper accessibility for wheelchair users and other people with mobility issues."

"14 ""Richmond needs to become more pedestrian and cyclist friendly" which is to say more human-friendly. It's a no-brainer."

"14 Closing Cary to cars would be a great improvement that would increase foot traffic and improve businesses. It would also add a unique flair to Richmond. "

"14 ""Remove street parking from Cary street" add bike lanes and widen all of the sidewalk including street trees"

"14 Keep Cary and Main one-way."

"14 Cary and Main Street conversions are my biggest priority (including Carytown pedestrian zone). "

"14 Close Carytown to cars! It would make it so much nicer to walk through "

"14 GET THOSE CARS OUTTA THERE BOOOOOY!!!!!"

"14 Closing Cary St to cars in Carytown is something that should have been done 2 decades ago and is the only thing that can save Carytown from completibg it's slow conversation into a strip mall. That section of Cary St is useless as a traffic corridor because there's many alternate parallel routes that are much faster. This should be done ASAP"

"14 ""People do not go to Carey Street for the parking" they got there to eat and shop. "

"14 ""14C - I'm not sure the Carytown card prohibition should extend all the way to the bridge over the expressway. The grocery stores need good car access" and there needs to be good access to the publix parking deck. Starting at Nansemond makes sense to me but it would increase traffic on Nansemond unless we change the drivable part of Cary back to a two-way.

14F/14G - The bridges over the expressway are pretty terrible as far as connecting Randolph to the fan for pedestrians go but I'm not sure how to make it better other than improving the bridges at Allen and Randolph since the expressway tolls are at street level. Renovating the Allen bridge in conjunction with 14G is seems like the best option for 14F."

"14 Richmond has the opportunity to change directions from being a largely car-dependent city to a more people-oriented one."

"14 I can't see how making Cary and Main 2 way would positively impact traffic or safety. I would have voted against this idea specifically if that was an option."

"14 ""In response to an increasing number of pedestrian deaths in the city" changes to the design of streets and their uses is absolutely necessary for any change. Making Cary and Main two-way streets would already significantly improve safety. Traffic calming and slow speeds need to be designed into the streetscape and not just signed or enforced."

"14 I think Cary st from Thompson to aa Blvd should continue to carry traffic but only in one lane. This would accomplish much of what closing it entirely would do but also eliminate downsides"

"14 Concerns about parking in Carytown for people with mobility impairments. "

"14 Close Cary to cars"

"14 Cost to implement would be helpful "

"14 ""I don't see specific considerations for the most vulnerable populations in these recommendations but I chose them because they have the greatest potential to center those folks. Center folks with disabilities" folks who use assistive mobility devices and the elderly in your recommendations. Bikes are centered. Great. But to not have any language advocating for necessary changes for the most vulnerable populations is neglectful and goes against the idea of equity. Equity asks us to presume diversity (of ability access for example) address discrimination and barriers to access and to redistribute resources. Centering bikers in these recommendations while helpful to the environment and more is a missed opportunity to truly create equitable walk ways streets and neighborhoods for everyone. "

"14 ""I recommend the closure of Cary Street to cars as the top priority. Please make this a reality" even if for shorter than the initially conceived length. Thank you!"

"14 The mulberry street bike lane seems like a no brainer. Definitely need a better north/south bike access near Arthur Ashe "

"14 Close Carytown to cars. Build more bike lanes."

"14 ""I'd love to see some change - any change - to Cary St. I also think extending Franklin St bike path would be great. As it is" it's incredibly confusing once you hit Boulevard. I often end up taking Grace st. going westbound because you're going to have to get on it anyway. "

"14 ""If you close Carytown to cars" the stores will die from neglect. The people coming to Carytown with the older clientele and the Southside Richmonders will go somewhere more convenient. How many bicyclists eat at Can-Can? How many walkers buy furniture or rugs? How will food delivery workers be able to get food to their customers warm? In summer perishable items like chocolates baked goods ice cream and vinyl albums will spoil or be ruined. How many people rushing their pets to an emergency vet are going to bike their German Shepherds in?

If you're looking for ten blocks of vape shops sure go ahead. But think about it first"

"14 The more bike friendly the better for the city for a future of climate change."

"14 ""Eliminating car traffic from Cary street is the most advantageous improvement that will simultaneously reduce noise" accidents pollution and increase well being. Please strongly consider implementation as well as encouraging transportation alternative to cars to the area."

"14 Closing Cary street to cars would be amazing and very easy to do. It could at least be done on weekends with removable barriers. "

"14 ""Just have to be careful" of you close Cary St to cars how do people with disabilities access it?"

"14 Bicycles are a pain in the neck! Those people are a hazard. They insist upon being treated like cars but don't follow the safety requirements like cars must. "

"14 We are not allowed to rank in order of importance"

"14 Removing cars from Cary St in Carytown will create a beautiful pedestrian zone that will be a draw for tourists and residents. Some improvements will need to be made to Thompson and Elwood but those would be worth it to create a unique space in Richmond"

"14 ""Closing Carytown to cars should have been done years ago. It would also be nice to see Richmond continue improving Southside" finding ways to work with Chesterfield to increase cycling on Rt 1. Maybe speed up implementation of the Fall Line Trail for that section."

"14 Cary St would be so much better without all the cars and congestion. Think of how many people get to enjoy the watermelon festival."

"14 ""Please prioritize bikers and pedestrians" thank you! "

"14 This assumed bikeshare will come back online "

"14 Closing Carytown to cars should be the #1 priority"

"14 ""Improving bus stops is my highest priority" followed by closing Cary St."

"14 ""Removing street parking from Cary Street would make it much safer" while still allowing disabled people and people with animals to access emergency vets and businesses. Maybe implement handicap-only parking spaces every few blocks.

Making Cary Street two way would also only feasibly work well for everybody if there was no street parking.

To close Cary Street to cars completely would offset traffic into the neighborhoods and that does not sound safe. It would also kill several of the businesses. "

"14 ""I think Carytown should be closed to cars. This is our biggest and busiest pedestrian area and there is not enough space for people. I also think Main/Elwood should be converted to two ways to allow traffic to pass Carytown without the need to go through" and drivers can alter their routes if they commute through Carytown. They can use Broad Monument or the toll road. "

"14 Make sidewalks all throughout the city ADA accessible"

"14 Improving Carytown should be priority. It should be partially closed to cars. Should have improved bus access and parking availability. "

"14 People over cars"

"14 ""Please close the Carytown stretch of Cary St to cars! Let's find alternative parking solutions for people who work in Carytown" and want to drive to Carytown and let's find alternative driving solutions for the myriad delivery trucks and food delivery drivers needing access to Carytown"

"14 Build it!"

"14 Cars don't have to be on Cary St"

"14 Close that part of Cary st to cars"

"14 ""Why am I required to pick 5? There are only 4 of those that I would recommend" yet I am forced to recommend something I don't want to."

"14 ""closing cary street to cars" as proposed would be a great enhancement to the livability and tourism benefits for the city"

"14 ""By far" closing Carytown to cars is the most vital of these"

"14 Closing Cary to auto traffic would require a significant effort to allow disabled folks to easily access the businesses within that stretch. "

"14 ""Cary/Main 2-way" Monument bike lane and bus shelters will make people safer and improve the local environment for everyone."

"14 ""I was forced to pick 5" I only support three of them. Your survey tool is flawed"

"14 ""The most important improvement is to make sure all bus stops are safe and provide adequate shelter. "

Bike safety projects are also highly important for reducing cars and improving bike safety. Would love to see those projects extended into Southside. "

"14 Closing Cary street to cars is the most important recommendation to me "

"14 ""Please close cary street to cars" it is a zoo with people trying to find parking and having something walkable would be great "

"14 Lets make Richmond more friendly to bikes and pedestrians! "

"14 ""Make Cart St. like Church Street in Burlington Vermont" it's better for everyone!!! Maybe even extend it further down into midtown"

"14 ""Making Carytown a haven for pedestrians and bikers can only be a benefit" it's a huge community hub choked by cars and cities like Richmond need more walkable places like this. This move would evolve Carytown into its full potential. There would need to be better parking solutions though. Without a larger or additional parking garage it may suffer."

"14 Make Cary Street car-free! This should be the highest priority. "

"14 ""It's important to improve bus stops in order to encourage more people to use the bus system. We also need more bike lanes. Main Street and Cary Street would not be any more safe if they

were two-way streets. The way you posed the question is misleading and not fair. If it truly will be more safe" I look forward to learning more. "

"14 Please do not allow two way traffic on Cary street. People will die "

"14 ""Closing Cary to car traffic is a good idea" however it should be closed from Nanesemond to Arthur Ashe. Closing it at Thompson will be inconvenient for individuals trying to get to Publix and Kroger. "

"14 Keep main and Cary St the way they are. Carytown still needs through traffic. These are solutions in search of a problem."

"14 Please close Cary to cars!!"

"14 Closing Cary Street to traffic without a robust plan to serve the with disabilities or reroute traffic through a non residential area is pants on head reddit-type stupidity."

"14 ""As a biker and bus rider" I think there needs to be improvements for both across the city and the city should work with the surrounding Henrico County to ensure that the same happens there too. There are some bike lanes in the city but they stop at city limits which makes it hard for commuters like myself to feel safe. Additionally improved benches is necessary at bus stops due to long wait times between stops. "

"14 ""Buses just add to traffic congestion. Invest in interurban rail transit. More people would ride" it would be functional and a tourist attraction and something the people would be proud of"

"14 I strongly believe that the priorities should be related to improving public transportation and addressing the safety of pedestrians. "

"14 ""closing Cary to cars would be a huge improvement" although it would affect parking greatly

"14 ""as someone who moved from Boise" Idaho where the shoulders are much larger and there are many more bike lanes I can't stress enough how important it is to a city's health and bikers safety that this stuff be improved. It is amazingly behind."

"14 ""Closing Cary Street to cars will only motivate people NOT to go to Carytown. It will drive far more traffic than you expect to the other surface streets in the area. It will NOT push anyone to use bikes" walk or use the semi-functional GRTC. Not only that but you will completely drive disabled people out of Carytown unless there are major changes to the plan to accommodate them. If you want to kill Carytown close Cary Street. I guess that's one way to solve the problem."

"14 Closing Cary is far and away the most important "

"14 ""Please" please PLEASE make Cary town pedestrian only!!!"

"14 The Franklin bike lanes should have always gone past Monroe Park. The North/South car lite streets are seriously lacking through the Fan and Museum District. "

"14 CLOSE CARY STREET PLEASE. Make it safe!"

"14 ""I think making Carytown a walk / bike area only will greatly enhance the draw of the area" improve traffic boost foot traffic and help businesses. Anytime the street is closed for festivals itâ€™s always much more pleasant to walk through and I think it would really move Richmond in the right direction in terms of creating safe walkable areas of the city. "

"14 ""14D" if the fee-for-use means variable/demand-priced parking is the best possible solution to address parking shortages."

"14 Any road that has two lanes should have a bike lane in one of them. This will reduce the speed of cars and give cyclists more protection. Also make sure all bike lanes have something like flexible delineators or a curb separating them from the car lane. "

"14 ""If anything" please consider closing Carytown to cars even temporarily or as testing! Ex: Sundays during the day it is closed etc. Also so many people bike on this city we would really really benefit from a more robust interconnected protected bike lane system. "

"14 ""Closing Carytown and making it an exclusively pedestrian street *must* include FREE accessible parking" especially for handicapped pedestrians."

"14 Letâ€™s continue your reputation of being a bike friendly city in the south by enhancing public safety for cyclists. Closing scary street to cars will boost revenue and business in the area as it become a greater attraction due to the space being more people friendly and provides an opportunity for more green space and art. "

"14 LEAVE THE FUCKING STREETS ALONE!!!!!!!!!"

"14 thank you for making this survey. the safety/priority of bikers and pedestrians have been severely lacking and a shift towards care for them would make richmond a much more pleasant and healthy place to live! "

"14 I think Carytown should close to cars at Nansemond instead of Thompson. It would allow visitors from 195 to loop around to the Publix deck and neighbors between Cary and 195 to continue using that exit."

"14 ""If you keep the entrances to the Kroger" Publix and city parking lots open via the side streets (not Cary) or close off Cary to vehicle traffic immediately after the entrance to the Publix lot there will be ample off street parking available for Carytown without the dangerous vehicular thru-traffic. Traffic will have to be diverted via other means from the West End to downtown but drivers further west have already experienced similar disruptions from road work further down Cary in recent months"

"14 Outdoor shopping is in! Iâ€™d love to walk over with my dog and kids and have a meal in craystreet while people watching and shopping. Make it the new mall!"

"14 ""Speed bumps or other traffic impeding obstacles are likely a better way to increase pedestrian safety for Main and Cary" rather than making them 2 way. "

"14 We should do everything to facilitate life for those with bikes and those without a car. Cars already have enough rights."

"14 ""We desperately need more protected bike infrastructure! If Richmond is to grow sustainably and get people out of their cars" we need to provide safe bike infrastructure. Studies show that the biggest obstacle to getting people to bike is a lack of safety. "

"14 Cary St should DEFINITELY be pedestrian only. "

"14 ""I would like to see more improvements to the East side of the city."

A bike lane connecting Church Hill/ Fulton Hill with the East side of Henrico down Williamsburg Road or Government Road would be an amazing way to connect these communities "

"14 We should be doing everything we can to emphasize public transportation and the use of bicycles to get around town. It supports the RVA Green 2050 plan and reduces GHG emissions."

"14 ""Close Carytown to cars! It will make the experience much safer" more desirable and will drive economic impact."

"14 Closing Cary Town to cars makes the most sense. Make it like Pearl St mall in Boulder or The downtown mall in Charlottesville."

"14 ""Please make Carytown car-free" it would be a huge benefit for the city. "

"14 ""More PROTECTED bike lanes. More SAFE pedestrian walking. Remove car dependencies as much as possible please. Please also add """"Close down Byrd Park from car traffic.""""""

Also encourage speed humps for car speeders."

"14 ""We need to get people out of cars more often" Richmond is the perfect city size wise and elevation wise.

Our bike infrastructure or lack there of holds a lot of people back. People don't feel safe getting out of their car and biking. And our public transit isn't convenient or reliable. So we are essentially making people drive.

Carytown would be 100x more enjoyable if there were no cars. Business would boom there could be so much more outside seating for restaurants and leisure.

14 I would recommend considering a rotating schedule of vehicle allowance on Cary St. The closure to vehicle traffic could be very beneficial to the safety and use of this commercial area" however I think there should still be times during which vehicles can use the street as many of these businesses were established with the expectation of an adjacent road. It does not seem fair to change this policy completely when it may harm businesses' abilities to operate conventionally. Potential for implementation of scheduled bollards or gates to close to street traffic in the afternoons/evenings to facilitate safe community use after allowing commercial facilitation during earlier working hours. "

"14 Cary St needs a parking deck if it closes to car traffic. "

"14 I think making Carytown car-free is a fantastic idea. It will improve business and safety for pedestrians around the area. The same goes for the Monument/Franklin intersection: it is a nightmare to walk and drive through. These changes would vastly increase pedestrian safety. "

"14 ""I'd like to see these infrastructure improvements around the city" not concentrated in the wealthier parts of town"

"14 Carytown should have been closed to cars for the past 30 years. This is long overdue."

"14 Closing Cary St to cars would be the absolute best thing that Richmond has ever seen. It would be sooo good for local businesses. "

"14 ""Don't close Carytown" businesses will suffer. I have found new shops to go into by driving through Carytown. I'm not a huge shopper nor walker in shopping/dining districts so I wouldn't have found them by 'walking around'. Look at the mall in Charlottesville- many shops have closed down.

"14 ""Improving bus" biking and pedestrian infrastructure is the easiest way to encourage people to use those methods of transportation which is essential to developing sustainable areas to live."

"14 ""I would love to see Cary St closed off for cars. This would create such a cool area if the city. It's currently the biggest headache to maneuver" often causing me to avoid the area entirely "

"14 All of these recommendations are secondary to improving streets and schools in Richmond. "

"14 ""I think that closing Cary St to cars would be much better for pedestrians" bikers and business. This would have to be done with careful consideration on how it would affect drivers and parking would have to be made available. But closing Cary St to cars could be a huge boon for the people and businesses"

"14 ""Closing Carytown to car traffic could bring several benefits. For the city" it could enhance safety reducing the number of accidents in the area. It could also contribute to a more sustainable and eco-friendly urban environment. For citizens it could create a more pleasant walkable space free from the noise and pollution of cars. It could also encourage healthier lifestyles by promoting walking and cycling.

For local businesses the proposal could increase foot traffic as people may be more inclined to stroll shop and dine in a pedestrian-friendly environment. It could also enhance the overall shopping experience making Carytown a more attractive destination for both locals and tourists. However it's crucial to ensure adequate parking nearby and to address potential challenges related to deliveries and accessibility for people with disabilities. "

"14 ""A car-free Carytown would bring a new level of culture and excitement to the city. People use Cary St as a main thoroughfare" when it should not be. Let's take a lesson from Charlottesville's Downtown Mall and create a thriving space for pedestrians. "

"14 ""Closing Cary street within Carytown stands far and above as the first priority. It would give our city a truly pedestrian friendly cultural center in the middle of town like Charlottesville has the downtown mall. The river walk has been a failure" we should build on the strongest foundation we already have to make something truly special. "

"14 Strong support behind making Cary Street pedestrian only. "

"14 I consider making Carytown bike/pedestrian only my top priority for the City as a resident in the area."

"14 ""Iâ€™d love to see Cary St set up much like the mall in Charlottesville" but that canâ€™t happen until we fix the parking situation with incentivizing small 3-4 level parking decks in existing lots. "

"14 ""Close Cary St. to cars starting at NANSEMOND" not Thompson to preserve access to Carytown Kroger. "

"14 ""Concrete barriers for protected bike lanes" reflectors are not effective! "

"14 ""We had a chance to close off Cary St during peak Covid and it's a shame we didn't take it. We could have had Cary St become like Main St in Charlottesville" which is a wonderful landmark and a lovely place to visit walk around and shop. Increasing foot traffic would significantly increase amount of business as people wouldn't just drive from one place to another but actually stop by places on the way."

"14 Implementing the parking benefit district around Carytown is essential to closing Carytown proper to cars and converting the remainder of Cary St/Main St to two way. The district could serve as a model to be implemented across the rest of the city."

"14 Closing carytown to cars is the single greatest proposal on this list and it isnâ€™t even close."

"14 ""Creating a car-free zone in Carytown is monumentally stupid. This would be detrimental to the businesses in the area and would cause a nightmare for people leaving Kroger and returning home" redirecting traffic to the quieter neighborhood roads nearby."

"14 Expansion of bike infrastructure and more pedestrianization of the Fan would be huge to improving the area both for students and residents"

"14 ""For the closure of cars for Carytown" I would base it off the Charlottesville Mall and the wonderful pedestrian/tourism feel it brings to the town. Obviously people are going to have qualms about parking and itâ€™s issues so that would need to be addressed to ease any issue there."

"14 Closing carytown to cars is easily the most sensible and important proposal. Too many people next to a busy street equals accidents waiting to happen."

"14 ""While walkability and bike-ability enhancements are great steps in the right direction; Richmond really needs better" more wide spread and more accessible public transport!"

"14 ""Closing Cary St to cars seems to be the most beneficial recommendation on this survey" however this would make accessing some parts of Cary St difficult for people with disabilities or limited mobility. A lane reserved for golf carts or a similar may solve this"

"14 ""I definitely think cary street should be pedestrian/bikes only. I recognize this moves traffic congestion to parallel streets" but Cary town is so congested and packed it would be a marked improvement for pedestrian and driver safety. "

"14 A section of Cary should be closed to cars and adjacent parking should be available. Cary and Main Street should NOT be two wayâ€”that would not improve pedestrian safety or lead to efficient civil engineering. "

"14 ""Turning Carytown into a walkable street (similar to downtown mall in Charlottesville) would greatly benefit the neighborhood and other businesses in the area. Less accidents" traffic etc. "

"14 ""the entire city should be more pedestrian friendly" start with carytown "

"14 ""Closing Cary st to cars is the top issue for me. I think there are enough parking solutions between adjacent street parking and garages that it would not be an issue. As a car driver and pedestrian " this solution seems to be safest for all parties involved. My second priority would be improving bus stops. Quite frankly I think itâ€™s unacceptable in a modern day city that wants to encourage less car traffic/pedestrian safety and not offer more comprehensive public transportation options. Too many bus stops are lacking unsheltered or straight up unsafe especially for disabled and elderly folks. Every bus stop should have access to shade and seating not just the main stops on broad street "

"14 ""Converting Main and Cary to two-way would reduce speeds and improve pedestrian safety" especially around VCU."

"14 ""It should be made clearer if all these projects are liable to happen and this is about order of execution rather than just picking which ones to do. "

Every street needs bike lanes and sidewalks which should be the overall framework that guides decisions rather than picking corridors on other criteria.

Extend the length of the Cary Street Closure and make other streets two way. "

"14 ""Converting main and cary to 2 way roads will help slow down traffic flow in these areas by preventing lane switching at high speed. Preventative measures to stop cars and delivery drivers from stopping in the traffic lanes for drop offs and pick ups. Also if Cary St is closed to cars" how does traffic planned to be diverted? The increase of toll for a road that was originally planned to use the toll to offset cost and then remove the toll is counter productive to creating a more friendly local road area for pedestrians and bikers. Removing said toll would encourage higher paced vehicles along a controlled environment. "

"14 ""Closing Cary St to cars would create the opportunity for Carytown to become a safer" more attractive and more interesting area that would serve as a focal point for Richmond residents and visitors alike. Do it! "

"14 14H is needed (assuming they re-surfaced the bike lane; no one wants to bike on that cobble/brick surface). There really isn't a good bike route west parallel to Broad from lombardy (biking east from there on Broad is actually fine imo)"

"14 ""Closing Cary Street to cars would be a fantastic improvement" helping safety community and business. Yes it may divert more traffic onto other streets but making Main Street two-ways and improving parking options would help alleviate that."

"14 ""All steps taken to ensure Richmond residents can be less reliant on cars are wonderful. Every bus stop should absolutely have cover and plenty of seating to allow riders to be comfortable when waiting for public transit" and having trash cans will decrease littering which will benefit residents. "

"14 Please close Cary to cars and make it more pedestrian friendly!"

"14 ""Take easy Beverly street in Staunton for example. They closed it to cars during COVID and saw so much economic success" they decided to keep it car free. From my anecdotal experience. Both business and residents enjoyed the change. "

"14 The recommendations I selected would foster a safer environment and add to multimodal modes. I have seen some very traumatic car crashes on Main Street where I live. The two way streets would make speeding difficult. Also adding to the city's bike network is one of the most important things the city need to do to make itself viable in the coming decades. Protected infrastructure that is well-designed and well connected could make this city into a golden American city for cycling. "

"14 ""Converting Cary Street to a pedestrian zone should be top priority. This will improve safety" and will enhance foot traffic to the area meaning more businesses and more taxable income to the city."

"14 ""As someone who lives near and uses Cary Street as a road to drive through to get from the west end to central Richmond" the road itself is too heavily used by pedestrians and cars to be any safe to drive or walk on and there are enough roads to bypass it that it really should be completely closed off to cars."

"14 Protected bike lanes are always a better option than painted on bike symbols "

"14 ""Highest priority in my opinion is reconfiguring Carytown parking and shutting off Cary street at the fore mentioned cut off. Would vastly improve the quality of life for the area" seeing how it functions in other cities. Gives a lot more free reign for people to not feel cramped don't have to worry about motorists. I know it would greatly increase mine and my friends I've talked to about this idea before(it's been a recurring conversation) engagement with the area. Resulting in more small business engagement and more tax dollars for the city.. at least from the people I've talked to."

"14 ""I think part of GRTC infrastructure could include access to bike share stations with a universal travel pass that would also include bus travel" and perhaps discounts for train tickets at the Main Street station."

"14 All improvements that make downtown streets more bike and pedestrian friendly should be prioritized."

"14 Making Carytown ped only would be a huge boost to business in the area. I have been to dozens of European cities and these no-car shopping areas are a community staple in every single instance I've personally witnessed. "

"14 ""Cary street absolutely should be closed to cars; people can drive on the Downtown Expressway. Stuart Circle should become a modern" one-lane roundabout (two lanes is meant for suburbs not local streets) optimally with a bike path around it. There are way too many bus stops in the Fan/MD/Randolph; consolidate some to speed up buses and then shelter project will be cheaper."

(If GRTC didn't degrade service on the 5 then we wouldn't have to wait so long at the stops!) Bike share is nice but 4 stations won't do much. Two-way street conversions have been seen as this panacea but it's not: while it will slow traffic down a bit it will make it nigh impossible to put in bike or bus lanes. Instead of converting Main/Cary to two-ways keep them as one-ways but remove a travel lane from each and put either a bus or bike lane (not combined!) which slows traffic. A bus lane is better but GRTC can't run frequent service so make it a bike lane. (Or take a lane of parking too and do both!)"

"14 The roundabout at Monument and Lombardy is very dangerous for pedestrians. "

"14 ""Support Carytown" biking and shared transportation. "

"14 ""I think the business and tourism impact of a walkable Carytown will be bigger than anyone thinks. It's already so close" and allowing for things like table service in the street making it easy for parades or marches or events to close down the street and just generally making Carytown the best place in Richmond.

As someone who lives in the Capital District seeing more bikeshare stations is also great as they've been so useful!"

"14 Car-free Carytown and enhanced bus stops are the top priority. "

"14 If closing Cary Street for cars is too much of a hassle for the government. I have seen in other cities where they close the main street on Sunday morning and have vendors. Could be a good compromise. "

"14 ""Please close Cary street to cars. As a longtime Richmond resident" we need the city to be more walkable. Two VCU students have died by getting hit by cars in the last 6 months so we need to take immediate action on improving pedestrian safety through closing certain dangerous roads. Also I fully support making main a two way. "

"14 ""Fund projects which support higher pedestrian/bike activity and safety. Making Cary street two way would be a traffic nightmare and much more unsafe for pedestrians. If you focus on new bike and pedestrian paths/car free zones" the discouragement of the usage of cars may result in no need at all for additional parking. Stop making new parking lots dear god. "

"14 ""Close cary street to cars" it's already dangerous enough with no drivers following the new crosswalk laws. "

"14 Bike lanes save lives!"

"14 Closing Carytown to cars is an excellent idea."

"14 MAKE CARYTOWN CAR FREE! 6th street in Austin does this every weekend and it is amazing for nightlife and business! Carytown would be amazing if the model of Cville's Main Street downtown was followed! PLEASE. It would be so amazing in our city!! I have lived in carytown and would have gladly given up parking to implement this!!"

"14 Carytown resident would embrace closing Cary to cars and turning Ellwood into two way. Only request is that if parking regulations change that residents get straightforward access to parking passes"

"14 Prioritize bike lanes and safety on the roads. "

"14 ""I strongly oppose the recommendation to make Carytown car free."

I also strongly opposed making Main street and Cary Street two way."

"14 Close Cary to bikes"

"14 A car-free Carytown would be amazing"

"14 ""A Carytown walking district would be an incredible opportunity. We see amazing examples of this done well in places where many experts never thought pedestrian only streets would work- like Times Square (recently underwent a pedestrian only conversion with great success) and Herald Square in NYC and the downtown mall in Charlottesville. You have to get easy and plentiful parking options though for folks traveling in from the county who are not very comfortable with finding parallel parking to make sure there is no impact on Business traffic initially. I would also recommend starting the pedestrian only section start at Nansemond instead of Thompson" due to the large volume of vehicle traffic at Thompson street for all the grocery stores. "

"14 Please don't add more parking... that just promotes car usage."

"14 ""Expand sidewalks on Cary" add greenspace remove most of the street parking and add a couple 15min zones for Uber/DoorDash/Pickup. Keep the lanes one way."

"14 ""Hello" I have been dreaming of having Carytown closed to cars for years but have never thought it would happen. I think it's a great change to the city that will increase revenue for businesses. As someone who lives in the city car-free by choice I love to see that making Richmond more bikeable is becoming a priority!"

"14 No cars in Carytown please "

"14 ""Please fix or put into use the bike stations that are in Oregon Hill and Monroe Park! Also" it's so incredibly vulnerable and scary biking in Richmond. So many people I've known have either been hurt or seriously injured while biking in Richmond even though they are obeying traffic laws. This city has so much potential to be a place that people would be excited to visit and want to live in if it were more bike/pedestrian friendly."

"14 Cars suck. Carytown should be free from cars and open to people."

"14 ""From a Carytown Employee: closing Cary Street to cars between Thompson and Arthur Ashe Blvd. would have immense cultural and economic benefits. Carytown is one of the most congested and dangerous blocks in the city for pedestrians. Narrow streets and irresponsible motorists traveling at high speeds have made the area incredibly unfriendly to pedestrians" an area that is supposed to be walkable.

"14 Closing Carytown to cars would be a massive boon for businesses. This has been shown time and time again in a slew of locations that go forward with this plan as it increases foot traffic which increases people just going to random places."

"14 ""I believe overall that changes made to increase safety and ease of traversal for pedestrians and cyclists is beneficial to the well being of Richmonders and the city as a whole. I particularly think this way

about the Carytown area" which is very difficult and at times dangerous to navigate by car and is most often traversed on foot. Carytown should have a wide and accessible bike lane or even the entirety of Cary street be converted into a bike lane."

"14 Many more people use cars than bicycles. You're asking me to give my opinion about something that was already a non-starter. What's the point of this? Just to villainize people that live in rural or suburban communities?"

"14 ""Main St two way traffic" Cary St closed to cars"

"14 ""Yes! Closing Cary St to unnecessary car traffic (sans deliveries" rideshare drop off/pickup ADA accommodations) would be a great way to make Carytown a more vibrant pedestrian (and bike) friendly environment. I can see restaurants creating large sprawling patios shops having more sidewalk sales and even more greenspace being added to this gem in Richmond. "

"14 carytown should be open air walkthrough market style "

"14 ""Cover the expressway using existing bridges as structural examples and then cover those bridges with dirt and grass and trees to make a city-length Greenway ripe for bike paths" parks and leisure. Use the underside of this Greenway to route power and other utilities underground"

"14 Bus shelters would be a drastic improvement. "

"14 ""Anything to promote bikeability. Also consider projects to ensure bike safety with more secure bike parking with cover options to keep bikes out of the elements. A helpful reference program is in Canada with Vancouver's bike safety program. Even if there is more bike infrastructure" there's still the problem of losing one's bike and that is super costly and demoralizing. Thanks for prioritizing accessibility to all Richmonders! "

"14 A no cars area in carytown would be incredible. It would make richmond a city that truly values its citizens and provides spaces for them to exist in peace without the threat of traffic or the nuisance of noise pollution."

"14 Close Cary St"

"14 Please at least do a few Sundays in the summer of closed Cary St it'll help convince people"

"14 Improved bus stops is top."

"14 ""That our bus stops don't already have shade" trash cans and benches is shameful particularly with so many elders utilizing the service and the heat Virginia can see in summer months. "

"14 Carry street should be closed to cars. "

"14 Changing Main and Cary to two-way streets will reduce car speeds and allow both roadways to present as more pedestrian and bicycle-friendly streets. "

"14 Educate the public about bike safety and new road laws when things are added or taken away or anything that changes traffic patterns. "

"14 ""Closing Cary St to cars would provide the neighborhood with a significantly more pleasant experience shopping and dining" where currently a majority of the open space is taken by cars and parking."

"14 ""Improvements to bus stops should be a no-brainer. Waiting out in 90+ degree heat for a bus with no shelter is grueling in the summer."

Crossing Monument Ave as a pedestrian has always been harrowing but with SUVs and trucks more popular than ever AND larger than ever visibility is awful and any improvements there would be extremely beneficial. I cannot tell you how many times I've almost been hit while walking my dog up and down Monument.

Car-free Carytown speaks for itself. The ability to walk freely without fear of cars for shops and restaurants to expand patios more room to plant trees for shade the list goes on. It could even be phased in closing car traffic for a week/weekend at a time gradually to study the impact it has on commerce. "

"14 ""Cary st needs to be car free" no ifs ands or butts!"

"14 The Main and Cary street dilemma shouldn't be considered unless there is a lot of congestion during normal and busiest traffic hours. They seem pretty fine otherwise two way street seems it would impede traffic more due to limited space. "

"14 A pedestrian and bike-only walkway on Cary would be just what the city needs. It would be safer for pedestrians and cyclists that are often walking along the streets. This would also likely increase pedestrian traffic even further in Carytown due to the safety and accessibility."

"14 ""For me" the highest priorities are reducing the speed of traffic within high density areas and increasing public transportation availability. "

"14 Cary street and main street two way is the dumbest idea. It will only cause more back up instead of relieving it. Take the toll of the express way if you want to improve traffic. So many people only take main and Cary to avoid the tollâ€"

"14 ""Cars constantly are speeding through carytown. All weekend" carytown is packed with people and families from all over. This is a horrible combination. Removing cars and making it walkable will make a better experience for everyone."

"14 Cary st plan should be adjust to account for Kroger traffic. Donâ€™t want that to congest the small neighborhoods behind Kroger"

"14 Stopping vehicles from driving on Cary through Cary Town would be less than smart for patrons of the those businesses. Better parking options would need to be implemented at the same time also. "

"14 ""It would be great to have more parking outside of Carytown with transit access into Carytown" instead of JUST limiting the parking immediately around Carytown. Also if Cary Street is closed to cars arrangements should be made to maintain full accessibility of the area to people with disabilities (e.g. designated accessible parking areas every block or two for use by those with placards). Would love to

either have protected bike lanes on Blanton or one of the two bikeway options; not sure all three are needed if one is executed."

"14 ""Two-waying Cary and main would make traffic slow down and be safer for pedestrians" bikes and drivers. Pedestrian carytown would bring even more and safer foot traffic to the businesses and removing parking in those areas would open up space for outdoor dining shopping and new business. This would put Richmond at the forefront of city planning and land use. "

"14 ""Removing street parking in Carytown would help increase commerce for the district including small businesses. It would markedly decrease congestion which is a common deterrent for tourists who visit. Bus access to Carytown" particularly from the surrounding county should be increased and run on both Saturday and Sunday. Extending the 79 route would be a good option."

"14 ""It is great that Richmond is placing a focus on walkability and bike-ability. I am actually leaving Richmond because of the drivers and lack of public transport. It is a city I am looking to move back to in the future" but not with the current state of drivers. I am almost hit everyday while cycling."

"14 ""I am excited about the possible changes to carytown" but as a disabled person the idea of closing that section completely without adding new areas where disabled people can park closely to minimize walking distances. Without that I would be unable to visit many of my favorite locations although I am very supportive of a car-free carytown "

"14 Close Cary St to cars only if something is done about parking. It is already hard to park near Carytown. The garages are too expensive. There is rarely on street parking on nearby streets. Too much vagrancy."

"14 The changes to Main and Cary are extremely important to protect lives. Closing Cary St to cars would be a total boon for that area and would keep pedestrians safer. "

"14 No cars in Carytown would vastly improve the experience."

"14 ""The roundabout to me is one of the most important. I almost got into an accident here because even though it has a circle in the middle" it is in fact not to be treated as a roundabout as the people in the middle do not have the right of way and there is no yield signs to oncoming traffic who also have a green light like you do. "

"14 I hope with my selections it will create safer ways to travel around the city for pedestrians and cyclist. They are way too many things built for cars and not everyone has one. Having the bus system enhanced to run more efficiently is something Iâ€™m hoping for as well. Thank you for all your help! "

"14 Close Carytown to cars "

"14 Converting part of Cary St to pedestrian / bicycle only would greatly boost our local economy there and should be prioritized."

"14 ""Turning Cary and Main into two-way street might be one of the worst ideas Iâ€™ve heard in a while. Richmond has grown in population and popularity and continues to grow" this would not only cause an increase in traffic but would be a disaster for street parking. "

"14 Cary st would function much better as a pedestrian only area. It's currently extremely dangerous. "

"14 ""I am only in favor of closing Cary Street to cars if free public parking is available and it's safe for people to park and walk to Cary Street. There has been a lot of crime in that area and while I would love to see Cary Street be pedestrian only - allowing for sidewalk cafes and more" parking is currently terrible and would only be worse if the street was closed and no additional parking was added nearby."

"14 Closing Cary Street to cars would be a significant improvement and greatly enhance the unique urban area. This change would strengthen the ease and comfort of pedestrians to enjoy the shops and restaurants of Carytown - strongly support!"

"14 DO NOT CLOSE CARY STREET TO TRAFFIC YOU ABSOLUTE MORONS! Make protected bike lanes and get rid of the stupid Pulse bus. Serve people's actual transportation needs and not your utopian zero emission fairyland pipe dream."

"14 Fuck cars"

"14 Bike share definitely needs to be more accessible throughout the city! A lot more people would be able to see biking as a viable option for commuting. "

"14 ""For closing Cary Street" if there is not convenient parking I will no longer go. I do not live within walking or biking distance to Cary Street but I do enjoy going and visiting the businesses there. However if it becomes more difficult or expensive to park there than it already is I will no longer go. There are many shopping options in and around Richmond so if it becomes more of a hassle to go to Cary Street than it is now I will just go elsewhere."

"14 ""The best way to keep pedestrians safe and make Carytown a more lively and vibrant destination is to convert it into a pedestrian only space. Places with ""walking malls"" have created a sense of place that both locals and visitors enjoy (think Charlottesville" Boulder CO Burlington VT and so on). While Richmond may have some stand out places we don't have any sort of plaza or large gathering space that downtowns/cities typically have. A pedestrian-only Carytown could possibly fill this gap! Additionally I'm unsure why making Cary Street and Main Street into two-way streets would be better for pedestrians and cyclists -- there would be more cars and more risky turns (like left-hand turns or any turn into another lane). More cars less parking and more room for errors and accidents sounds like last thing Carytown needs. "

"14 ""I live on Ellwood (and Sheppard). Making traffic on Cary & Main/Ellwood would slow it down significantly and improve pedestrian safety in an area where there are many businesses and foot traffic" compared to other areas of the adjacent neighborhoods that already have two way streets. Main/Ellwood in the evening clearly has a great deal of traffic volume from commuters heading west but there is already a highway running parallel (195) so traffic would just appropriately be shunted there and will improve efficiency and also increase toll revenue! I have also supported the idea of closing traffic to Cary in the shopping district but even just making traffic bidirectional and making the speed limit 20 would go a long way to improving safety and congestion."

"14 ""Close Cary Street to cars. The merchants are short sighted about the economic prospects here. Yes" it will be annoying for people to have to park a few blocks away and walk to their destination

along Cary st. But if the merchants allow other vendors to pop up and sell in the street it will generate more profit for everybody.

Better parking decks will be needed before this plan is put in place. "

"14 ""Make biking and bus use easier. Stop wasting time and doing damage to business by trying to rid roadways of the cars they were built to carry. City businesses of any worthy caliber rely upon suburban traffic. This city has no comprehensive mass transit" no means of leveraging transit support from the counties and lacks a population density of people with deep enough pockets to support its prosperity without regional visitors who must rely on cars.

Suppose someone flew in and wanted to meet for dinner in Carytown. There is no viable public transit from the Airport. If they took a cab or Uber that car could not access a street closed to traffic. If you come to Staples Mill on Amtrack you have to drive down to Carytown. Etc. Solve these issues before banning cars.

This is not Manhattan or London or Amsterdam. Stop following herd ideology and make sound plans for the city you have."

"14 ""Please prioritize infrastructure needs beyond the Fan. This is extremely fan heavy. Southside and northside also need these changes" yâ€™TMall and we havenâ€™TMt gotten them."

"14 ""Closing Cary Street to cars would definitely be the top recommendation and would be beneficial to pedestrians" bicyclists and car drivers. "

"14 I live near Carytown and I think having no cars would be a great idea! They have that in Charlottesville and in many cities in Europe. I used to live in San Francisco and they would close off the Embaradero to cars once a month. People loved it! "

"14 ""Closing Cary St in Carytown is a ridiculous proposal. Cities have done this before (think State Street in Chicago) only to discover it has negatively impacted the urban environment. Where will the cars and parking go? Instead work to make it more pedestrian friendly (bulb outs" raised crosswalks better landscaping and timed traffic signals). "

"14 Improve bicycle access will have greater impact than creating crippling bottlenecks with two-way conversations."

"14 ""When it comes to closing Carytown to cars" you should look at Pearl street mall in Boulder CO. I lived and worked there for a few years and I believe you could learn from their infrastructure. "

"14 Close Cary Street to cars beginning at Nansmond Street for in/outbound interstate traffic."

"14 ""Making Carytown pedestrian-only will be transformative" and truly usher in a walkable portion of the city. "

"14 ""Many important projects are missing vs these fluff projects such as VCU pedestrian traffic."

14 As a former Charlottesville resident and now Richmond resident" I would love a similar walking promenade like the Downtown mall. I was also just in Boston and they do a similar thing on a main shopping street and it creates a great community and neighborhood culture.

More bike shares would be great! As a museum district resident I would love more access.

I drive Main Street everyday and it is incredibly unsafe. Any measures to make it safer would be great."

"14 All of these recommendations are low priority. The parking time limits should be extended/removed to boost commerce. "

"14 ""There will be inordinate amounts of sturm und drang around how closing Carytown will negatively impact merchants. When we do this" a year later they will have wished they had done years prior other areas in the city will want to do so and people will travel or study this closure when they plan to do so. This is a slam-dunk no brainer. "

"14 Need to figure out parking for carytown before closing street to cars. "

"14 ""If you close cary to cars I will not be able to shop at 5 locations where i normally go. Unique dhops" not replaceable. PAL WOULD BE OUT OF THE QUESTION toting pets. Im 73 and cant handle walking in the heat and loce carytown. Thank you "

"14 Carytown should be a walking district. "

"14 I cannot express how badly I want Carytown to be car free. It would be so much safer and more inviting."

"14 ""I only go to Carytown maybe 2 or 3 times a year. The ONLY reason I don't go more is because of the traffic & parking. All of my friends love Carytown & if no cars were on Cary" we would probably be there every weekend. "

"14 Any thing we can do to reduce our reliance on car infrastructure is a win!"

"14 ""While I appreciate the focus on biking as a mode of transport" anything that has me exposed to cars is still very dangerous in the city. I strongly favor projects only be funded for separated protected bike lanes even if it requires fewer projects per year."

"14 ""This survey needs work. It should not force me to pick 5 items. I only think 1 or 2 are key. I had to pick things I think are completely irrelevant to improving the city. "

Specifically on making a bike lane on Mulberry I think that's ridiculous. That area is right behind Blvd and there is barely enough parking for Blvd and Mulberry street residents. If you add a bike lane the right street will be unmanageable and probably lose parking in an area that needs it.

The way the city has added bike lanes in places around the Museum district makes so little sense it confuses both bikers and drivers. No more for now! Also closing Carytown to traffic is not necessary at all unless you're trying to kill the entire shopping area. Do NOT!

Making Main and Cary two way is completely unnecessary. WHY?! Who thinks this is a good change? Please do better. "

"14 Make Carytown CAR FREE over anything else! This will increase commerce and a sense of community. I've seen this work in several cities. "

"14 ""Please" at minimum consider a trial period of closing down Cary St! "

"14 Cary Street should be pedestrian only. Many vibrant urban centers embrace pedestrian only streets."

"14 ""Top recommendation would be two way Main and Cary. As it is right now" it is dangerous for drivers pedestrians and cyclists. "

"14 I absolutely can't wait for the day Carytown is car free. I visited Montreal this summer and loved the way they have converted car centric business districts to pedestrian only areas. Let's bring this to Carytown!"

"14 Please close Cary st to cars"

"14 ""Making Carytown a pedestrian-friendly area free of cars would make the area much more enjoyable for residents and attract more consumers. The downtown walking area in Charlottesville VA is a great example. "

"14 Why aren't you all doing anything to enhance transportation or transportation related issues in low income neighborhoods? Seems like y'all are pandering to the wealthy and VCU."

"14 ""I work in carytown closing it off would be disastrous. How would I get my product to the business" how would my customers get to my business parking would get worse for residents bc you would have visitors taking their spaces. The city isn't made for these types of changes so stop forcing it. Spend your money on improvement that matter"

"14 Bus stops should Always be a top priority "

"14 ""I believe having a pedestrian only thoroughfare could drive tax revenue" create jobs and be a boon to the overall culture and liveliness of this area. This sort of ""third-space"" phenomena is really incredible to see in cities that have implemented it successfully."

"14 Do not close Cary Street. "

"14 Extend bike lanes to northside"

"14 ""I think it would be a great idea to close Cary St. and make it a pedestrian only destination; however parking would need to be greatly expanded. There would need to be at least 2 decks for up to 500 cars minimum" possibly at the top of Cary near the downtown expressway. These decks should be FREE for 2 hours on weekdays and FREE for one hour on weekends to encourage people to use them but also leave them convenient for people doing daily shopping or visiting local essential businesses like doctors/dentists/salons and grocery stores. Parking should also be FREE during the Watermelon Festival so as not to discourage visitors and parking on most side streets should also be free. The parking on side streets should also be clearly marked and passes should be provided to residents like in the Fan. "

"14 ""Close Carytown but ONLY if you provide ample" free off-street parking. "

"14 Priority should go to projects that benefit 1) the most amount of people & 2) neighborhoods with underserved and minority populations. "

"14 ""I have dreamed of a pedestrian Carytown for many decades" envious of Charlottesville mall and other similar districts."

"14 If it involves getting cars off the street and adding protected bike lanes it should be done immediately"

"14 ""I walk through the Stuart Circle intersection every day and bike through it often. It feels unsafe" as it is a long walk and cars often drive through quickly and in a dangerous manner when the pedestrians have the right of way. Drivers are often unclear of the rules at the intersection which leads to confusion and accidents in the intersection. Also cars often don't stop before going right on red and there is low pedestrian visibility Also I use the Franklin St. bike lane every day to get to class. I think it should be extended but I also think it could use additional signage. I was nearly hit by a car turning left on green. If you could consider placing signage to warn cars of bicycle traffic. I think a pedestrian Carytown section would be great for pedestrians and businesses alike. I would likely go to Carytown more often. Additionally if the street is closed to cars and more foliage/greenery is added it could also make the street more resilient to hotter days in the summer. "

"14 ""Please do not make us pay to park around Carytown" make it public and free! We want to drive business to Carytown not hinder it by paid parking!"

"14 Make carytown car free! #1 priority!"

"14 ""Would love to have Carytown be pedestrian only" as well as providing more bike friendly infrastructure and improving our bus stations. "

"14 ""Cary town should be a pedestrian only area. This is a great improvement. Parking areas near Blvd and Thompson Street and improved public transit access can facilitate this possibility. Further" a frequent trolley/tram from a more distant lot could help as well. The parking lot next to reyo Cristo school could be enhanced by adding more levels with a green area/ shaded park on top level could accommodate more parking. "

"14 Would love to see traffic improvement in Shockoe Slip. "

"14 I am a property owner on a side street and am dismayed that no information is forthcoming as to how the closure of Cary will impact side streets. "

"14 After hours driving and pedestrian on weekends is super unsafe on Cary st"

"14 ""Keep Cqry St Open" it is a thoroughfare. "

"14 The Stuart street circle is ABYSMAL! I have nightmares about it"

"14 ""I know parking will be challenging for the Carytown car ban but it can be done! Will create a fun" bustling area with more outdoor seating. Love Charlottesville mall! Also the roundabout where the Lee statue was is still sooo dangerous for pedestrians. Folks heading east on Monument whip left on Allen and do not seem to get there is a crosswalk with people legally crossing. I have almost been hit too many times to count."

"14 Please please close cary st to cars. This would be such a welcome change. I also love to see that these changes all relate to making the city less car centric which I think should be a priority "

"14 ""As a daily bus commuter and near daily biker" improving bus infrastructure and bike paths is important to me. Closing Carytown to cars would make it much safer to everyone coming into the city to shop and enjoy the area."

"14 I mainly voted for items that would make me feel safer getting to work on my bike from the Nickel Bridge but I acknowledge Carytown really needs more parking"

"14 ""Closing cary town to cars will only work if more parking is added. The parking situation in and around that area is already dangerous and will only get worse if parking options are reduced. It will also cause cary town visitors to park in front of the homes nearby" limiting residents from parking at their home."

"14 ""This survey is flawed in that it requires responders to select top five even if agree with none. City should focus resources on critical infrastructure" police schools social services not consultants ideas that will only make things worse for businesses residents etc. Please make public how much city is spending on this."

"14 I am for a pedestrian mall along Cary but not at the expense of diverting traffic onto other roads. Should reduce to one lane and increase outdoor plaza areas "

"14 I am a resident of Carytown and have seen many fatal accidents in the area due to terrible pedestrian infrastructure and general poor traffic conditions. Closing Cary to cars is an excellent decision as it would hopefully calm traffic at the Cary/Arthur Ashe Boulevard intersection where we have had to witness multiple fatal accidents and hundreds of other accidents. "

"14 ""Several cities have begun converting their one-way streets to two-way" including Raleigh Winston-Salem Greensboro Charlotte and Durham to open its downtown "œloop" to two-way traffic. Compelled by a growing body of research to suggest that there are economic development safety and efficiency benefits to be realized by doing so.

Conversion of one-way streets to two-way streets results in increased pedestrian and bicycle traffic (a result of safer streets and slower speeds of vehicular traffic that cause drivers to pay more attention to the businesses that they pass. This in turn results in a greater number of potential patrons passing shops and businesses which can boost business revenue increase property values and strengthen a city's tax base.

Cary Street was originally two-way traffic. I am a cyclist and have found that vehicles speed along with passing and lane changes is especially excessive on one way two lane roads in the City. "

"14 ""A bike/pedestrian path running the entire length of the center of Monument Avenue to Henrico County would be great for commuters" cyclists and pedestrians. It would encourage exercise and more outdoor activity for city residents."

"14 Richmond is a great place to walk and bike! lets keep up the progress"

"14 PLEASE make Cary St car-free!"

"14 ""You should also consider adding a second walkway/bike path to the nickel bridge" alternatively extending the existing pedestrian walkway so that it is easier for people to pass and for bikes to get by pedestrians."

"14 Do not close Carytown to cars"

"14 Ban all cars "

"14 Carytown is a shopping area but also a traffic route. Converting this to a no-car district would be detrimental to the businesses and local residents. "

"14 The roundabout is awful without a barrier and needs to be addressed "

"14 Cary Street should be closed to cars. It would be highly beneficial for many people and help to convert Richmond to a less car-centric city!"

"14 ""Converting Main and Cary to two way is essential. Right now they are designed for cars to go way too fast through residential areas and VCU campus. It is unsafe and needs to be changed ASAP. Also" cars ruin Carytown! There is so much potential for Carytown to be an even livelier area without cars zooming through it creating danger and taking up space. "

"14 Carytown seems overrun by cars. Parking in the area inhibits the experience. Perhaps a parking structure or more accessible public transportation would help support this. The sense of Richmond community would increase without traffic from cars. Would be a great gathering spot. "

"14 I wouldn't go to Carytown if cars were limited "

"14 ""If carytown is closed to cars" Main Street should be made two way at some portion of it and additional parking should be added adjacent to carytown. "

"14 Alterting today's Cary Street and main Street is the lowest of priorities that should be considered."

"14 Parking and neighborhood traffic flow should be improved"

"14 ""Build as much bike infrastructure as possible" and I find it more enjoyable and better for the planet."

"14 I would be more likely to use the GRTC bus system if the bus shelters provided shade. I ride my bike around town and would love to feel more safe with the addition of protected bike lanes. "

"14 ""Extending options for buses" walking and biking as part of commuting & getting around town and making them easy and enjoyable to use should be the biggest focus. I love the idea of making Cary St car free but think it's more important to get cars off the roads and not the first option for people before doing that. "

"14 Expanding the bicycle lane network would greatly compliment closing off Carytown for cars as bicycling there would be much more accessible and safer. "

"14 ""Closing Cary St to motor vehicles would actually enhance business in the district. Currently" sidewalks are over crowded and businesses utilizing sidewalk space become a hazard to the

pedestrian. Closing to traffic would allow restaurants to provide more outside seating pedestrians more space and would bring more people to the area as a place to socialize."

"14 Improving the quality of public transit and increasing public access to bikes and biking infrastructure is critical toward reducing our wasteful reliance on transit via personal cars"

"14 ""There isn't that much street parking available in Carytown to begin with. Add a parking deck or two and Carytown would become the destination in Richmond" with so many sidewalk cafes street vendors and street performers. Also the holiday season could really become something special in this area. "

"14 Closing Carytown to cars will significantly increase pedestrian safety in this high foot traffic area"

"14 Must provide additional parking options in Carytown for those people who must travel there."

"14 Carytown would be awesome if it wasn't used as a suburban highway into Richmond "

"14 please close Carytown to cars the way Charlottesville has done in their downtown. their pedestrian mall has become a hub for commerce and community "

"14 Cary street could even be closed just from Auburn to Arthur Ashe st. I wish I could bike there but it is so dangerous. Go visit other cities to see how wonderful a closed street can be. I have seen several pedestrian car accidents on that street and it is scary to walk young children there."

"14 Bus stop need shelters."

"14 ""We need an entire retail of bike lanes. Every time I ride my bike in Richmond city" I worry I will be injured or killed. I'm a seasoned cyclist but the lack of cycling infrastructure in RVA is appalling. We have to prioritize pedestrians and cyclists over drivers of death machines.

14 Safer biking routes means more adoption and less car traffic which means even safer biking. Less car traffic also means greater efficiency of busses and higher adoption of bus usage.

14 We need to move away from car-centric setups in our town. I don't live near Cary St" so it might be harder for me to get to those shops with no parking but that's well worth how amazing it would be to be able to wander those shops without worrying that I'm about to get run over by a delivery driver. Might help push us towards more climate friendly public transport solutions."

"14 Shelter at the bus-stops is a big priority and addressing parking in Carytown in a way that acknowledges how parking in Museum District is already awful and overcrowded"

"14 ""Don't just improve bus stops. Increase frequency. 30 minutes or 1 hour frequency buses for Carytown are insufficient "

14 14C - Pedestrian only should start at Nasmond instead of Thompson so people can still go to Kroger and Publix with their vehicles

14 Converting Main and Cary to two-way streets merits immediate action. These streets are deadly today and will be so tomorrow. None of the other recommendations retain a similar urgency. Top top priority!"

More generally my view is that creating a more walkable cityscape needs to find a focal space and emanate concentrically outward; in most cases prioritizing connections closer to the core. Instead creating a more bikable cityscape should prioritize protected bikelanes between walkable cores rather than connections between bikeways. Just ma two cents."

"14 ""Carytown has so much potential to become more safe" accessible and enjoyable if it were a car free zone. The downtown mall in Charlottesville is a great example of how this could be done. Anyone who has attended the watermelon festival knows that it can be done and creates such a welcoming environment. "

"14 The survey should not make you pick five top priorities if one does not believe in the list provided."

"14 Closing Cary Street to cars and creating other streets that serve only pedestrians and bicyclists should be a top priority."

"14 ""Thereâ€™s a strong and growing cycling community in Richmond. As far as bike lanes go" if you build them we will come."

"14 END ALL FUTURE CAR-DOMINATED CONSTRUCTION. Prioritize renewing our established sustainable transportation routes (buffered bike lanes and revitalizing current public transit stops) before the construction of new ones. A lot of Richmondâ€™s minority residents rely on public transit or walking. It is important to establish its relevance and effectiveness on how it influences public transit and bike transportation so the community feels safer and more mobile in its current conditions while being pointed to more sustainable transportation methods as a projection in the midst of relevant reconstruction. SUSTAINABILITY AND WALKABILITY FOR RICHMOND AT ITS FINEST!!!!"

"14 ""I love Richmond but it's so hard to get between neighborhoods without a car" which adds congestion. I'm very supportive of all zones which promote parking in one place and walking or biking between destinations and making buses and stops more comfortable to help avoid car congestion."

"14 ""Closing Cary St to cars and improving parking options in Carytown are the only improvements that should be considered priorities. Anyone who has been to Charlottesvilleâ€™s Downtown Mall knows that making parking close to it easy is very important" and being a pedestrian friendly shopping restaurant & entertainment district makes it unique and a special draw."

"14 Closing Carytown to cars and extending Franklin St bike lanes are extremely important to benefit the large amounts of cyclists/pedestrians in the areas! The fan/vcu area is home to residents who rely on walking or bikes yet cycling feels unnecessarily difficult due to cars in the area and narrow roads."

"14 ""Close Cary Street and implement 2 trolleys" 1 Eastbound 1 Westbound "

"14 ""Close Cary Street to Cars and make the Cary Court Parking lot a venue for a farmers market" similar to Blacksburg VA and Roanoke VA"

"14 Even closing Cary just for weekends or every other weekend could be a nice trial. "

"14 ""I think making this city much more accessible to means of transport other than cars should be the first step before restricting access for cars. Providing parking on the outskirts of the city would help

to get buy-in from people who need their automobile for commuting to surrounding communities. Those lots can be accessible to public transit or bike shares/bike lots" which would allow people in one end of the city who must commute for work or people who live outside the city to bike or bus to any part of the city from any part of the city in a reasonable amount of time."

"14 ""I would give closing Cary St. to cars the highest priority. Though" I believe that the sidewalks should be widened along some portions."

"14 Close off Cary St and Add a parking deck near Carytown "

"14 ""I think that enhancing our bus stations should be an absolute top priority. The lack of proper seating" shade and shelter at our bus stations is honestly appalling and harmful for our community. Community members have to stand exposed to traffic in high and low temperatures and unpredictable weather. Please make this a priority!"

"14 Need more emphasis on additional parking"

"14 Get rid of cars please carytown "

"14 Safety is the top priority. "

"14 Closing Cary Street to cars would be a fantastic opportunity to expand that area for pedestrians. But itâ€™ require serious parking changes that should be considered alongside it."

"14 ""For closing Cary Street to cars" instead of beginning at Thompson I'd recommend starting at Nansmond to allow cars to get to Kroger and keep the current bus stop. "

"14 They need to replace a lot of the stoplights on these streets with the mini roundabouts. In that when I got to make turns on these streets in my car. The stoplights make the oncoming traffic worse by making you have to turn while traffic is coming towards you. And the stoplights also stop you to make sure the cars pile up by the time you turn. Also a lot of these stoplights turn red and make you wait five minutes while no one is there. But at the roundabouts all the cars and trucks slow down and you can go through them with no cars vs waiting for a red light. Also they need to fix the city sidewalks in the area. "

"14 ""Increasing multi mode transport and having many alternatives of transport is important and factor in to existing decision making. BRT (bus rapid transit) might help further improve things along with dedicated bus lanes" 10min stops during peak times and more buses/routes for better connection. "

"14 ""Closing streets off to car traffic has demonstrate benefits for smog" childhood asthma noise pollution and traffic related injuries. Walkable accesible cities with bike & transit infrastructure should be prioritized over car based infrastructure. These options should also be available in Northside south of the river and Church Hill. Historically black and marginalized neighborhoods have just as much need for transit and better infrastructure as other communities. "

"14 ""If you close Carytown to cars or otherwise make parking more difficult" you will decrease the number of people going to businesses in that area. Carytown is doing well on its own don't destroy it."

"14 ""Prioritize enhancing the public transit system" for example bus stops and more so that there are accessibility friendly alternatives to cars "

"14 ""I love the idea of closing Cary Street in Carytown to vehicular traffic. A pedestrian street would be a huge boost for businesses" and could become a bigger center for events and gatherings. I think we'll need more parking decks and a variety of dense housing options affordable to high-end. Finding a way to route traffic around Carytown is going to be tricky but it can be done. Walkable/bikeable neighborhoods are desirable neighborhoods!"

"14 Bike lanes are not well used. Businesses in the city are already struggling- closing Cary St to car traffic will hurt further-I would never goâ€™"

"14 All cities that create pedestrian safe zones yield an increased economic benefit. Please eliminate cars from Carytown"

"14 ""Converting Cary St to pedestrian only in Carytown sounds painful" and it wouldnâ€™t be easy but it is visionary. Covid demonstrated to many of us the power of beautiful outdoor spaces to dine. If it is combined with innovative parking solutions this could be a real winner. The parking issue is big though. If it is hard to find and people need to pay they may stop coming."

"14 ""for the Carytown idea" in order for it to work you would need to provide FREE parking for customers. Since street parking is still free in that area eliminating the traffic diverting it into already crowded neighborhoods would be wrong. I suggest putting in parking decks on nearby city property and shuttle service to shopping area. "

"14 ""The Downtown Mall in Charlottesville is great and already serves as a successful model for what Carytown can and should be. The area is congested and would benefit from an additional parking deck if needed so street parking for residents is not impacted by visitors and shoppers. "

Our city really needs to recognize the importance of providing bus stops that keep our fellow citizens out of the heat and rain as they go to and from work. It is hard to succeed when you are standing in pouring rain or blaring sun and then trying to be taken seriously when you get to work. Its embarassing to see us as a city not doing the right thing in this.

Pedestrian improvements will always be key for a successful city environment."

"14 ""Closing Carey St would provide not only safety for people enjoying local shops and restaurants but shutting down Carey st from Thompson to Blvd would provide additional outdoor seating (Like Main St in Charlottesville) When I go to the shops and Restaurants in Charlottesville its sooooo much more enjoyable. The congestion of parked cars and passing cars (driving to fast and reckless at times) makes Carey St feel hectic and unsafe. Several times while enjoying the stroll of Carey Town people use the straight away as a drag strip to speed down."

The Bus stop is also TOP PRIORITY! People who ride the bus should have protection from the weather (rain snow heat) especially if Richmond is wanting to do away with new constructed apartments providing parking for residents to push more people onto RVA transit. I would never ride the bus until shelters are constructed at EVERY bus stop. This should have already been done. "

"14 Close Cary to cars! Please lâ€™m begging you "

"14 It is essential for safety of everyone to turn Main and Cary St into two way streets."

"14 ""For 14C there are a lot of comments out there worried about people with disabilities and how this could make it difficult for them to access Carytown. There are some good comments like making some parking spots handicap only" or having a shuttle system. I suggest taking these types of comments in consideration and maybe interacting with the Reddit community for Richmond r/RVA."

"14 When you make an area for bikes and pedestrians only the handicapped that is not in wheelchairs will have to somewhere else to shop. I can not walk a long distance. I have lived in Richmond and paid taxes over 40 years. I shop in Carytown regularly but will have to change if it us closed to cars"

"14 Close Cary to cars. "

"14 I work in Carytown and am often very nervous to cross the street because of the limited visibility for pedestrians and how fast people drive down the street. If road changes are not made I would at least want more curb/crosswalk bump outs and lighted crosswalks like they have on forest hill. "

"14 Creating a more pedestrian/bike friendly city will be better for everyone and will make things more accessible to the public."

"14 Please make Richmond more walkable and bikeable and stop prioritizing cars."

"14 The survey deliberately omits detail to prevent citizens from making informed decisions. Further the requirement to name five top proposals assumes respondents are infavor of five decisions which is not likely the case. The survey is designed to produce a pre-determined result and denies citizens their right to oppose proposals which they believe a detrimental to residents and businesses. "

"14 ""Carytown should be closed to cars" but need more parking to support the move. "

"14 Closing Carytown to cars would be amazing and would revitalize the area!!"

"14 The city needs to be more bike/ pedestrian friendly and accessible "

"14 ""I live in carytown off Parkwood Ave and would be more than happy to see Cary st closed to cars. It is dangerous for both pedestrians and vehicles to travel through such a busy area" there have been many instances where I have witnessed people in danger of being hit by speeding cars at intersections and cars turning onto or off Cary have to be extremely vigilant for pedestrians and bikes that cross streets. I personally will take the inconvenience of not being able to drive on Cary to access my home if it means that pedestrians and bikes as well as vehicles will have a safer experience in one of our city's most visited areas"

"14 Close Cary Street to cars. Make it a highlight of the city!"

"14 ""Carytown is a huge opportunity to make Richmond a better place. It's overrun with speeding cars who are just passing through the city. They aren't stopping in shops. Store owners are still using the same played out excuse that it will hurt business" but as we have seen time and time again across the country it has the exact opposite effect. Sharing success stories from around the country could help reduce the false sense of fear that business owners have.

Richmond needs to add more raised crosswalks. They are so much more effective than standard cross walks. I walk all over the city and cars will never stop for me at standard crosswalks. They ALWAYS stop

for me at raised crosswalks. They flat out work and we need more of them. Need to be placed down Ellwood and other arterial thoroughfares to provide safe passage for pedestrians. "

"14 Stop making traffic worse. Barely anybody uses the bike lanes. Thats not gonna change. "

"14 Close Cary Street to cars on the weekends or during certain hours rather than a full closure. Keep free parking around the area to prevent people from expanding into the neighborhoods for parking. "

"14 ""Two way streets are more dangerous and harder to cross than one way streets for pedestrians. We need to be reducing the number of lanes to force cars to go slower. Cary street through carytown should still be open for public busses but not private cars" this would provide a mobility option for disabled folks who might not be able to walk into carytown. We can't close carytown and then just open a bunch of parking cars are not the future of healthy cities focus on other modes of getting people into the area."

"14 Traffic free Cary must include additional parking infrastructure because it will become a major rva attraction"

"14 ""In Carytown" if not a total ban on cars a removal of all street parking except 1-2 handicap spots per block with sedewalk extensions would be incredible."

"14 Lower the crime in the city. Who cares about closing streets. "

"14 I think it would be great to have Carytown transformed into a pedestrian-only area like downtown Charlottesville. "

"14 ""Before taking on big new projects like closing down carytown to cars" it makes more sense to tackle upgrading existing infrastructure like improving bus stops for people who rely on that form of transportation. Something like closing down carytown to cars will benefit the rich white people who want to use that district as a pedestrian zone to go shopping with their other rich white friends. But to really make an impact and help those in need of transportation changes adding parking and fixing up bus stops and adding one or two north-south bike routes would have a larger impact."

"14 ""Richmond needs more bike infrastructure" but there also needs to be more traffic law/parking enforcement. My husband and I commute almost every day by bicycle and there are constantly vehicles parked in the bike lanes with and without buffers. The driving in RVA and surrounding areas is atrocious. It's a bad day when it is more surprising when a vehicle stops for a red light or stop sign instead of running it. Living in RVA I have come to accept that I might get hit by a car on my bike or as a pedestrian because cars do whatever they want and no one is going to stop them. With all of that being said anything you can do to make the roads and sidewalks safer for pedestrians and cyclists would be greatly appreciated. "

"14 ""I believe that these recommendations are very necessary for the city going forward as we experience exponential growth. These must be done now to avoid even busier traffic and more potential pedestrian deaths in the future. Thank you for the survey. I believe that they are all good recommendations" especially extending bike lanes and closing cary street to cars. "

"14 ""Closing Carytown to cars will be bad for people with disabilities and mobility issues as well as the many people who work in Carytown. Getting around Richmond as a whole is already terrible for the

disabled. They are very often overlooked and forgotten. There are also other services in Carytown that are not just shopping and eating" such as a veterinary hospital. People need to be able to get into the vet quickly in case of a medical emergency. For vendors and deliveries loading and unloading important and extremely heavy products and equipment will be a nightmare. People who work there regularly will have to compete with shoppers for parking spots in order to get to work on time which is already a nightmare in its current state. "

"14 Consider traffic impacts on parallel streets alternative routes and engage the businesses along Cary to help envision what the new pedestrian and cyclist street activation looks like to them"

"14 ""Converting Main Street to 2-way would alleviate some stresses caused by the closing of Cary street to cars. traffic some Cary could easily be rerouted to run along 195 just 2 blocks over and would get those cars away from pedestrians. This would also limit noise pollution" decrease ambient temperatures on Cary street and create an uptick in local revenue along Cary as pedestrian traffic increases. Most people who visit Cary do not park there."

"14 ""Making those streets two way are the top priority. That would slow down cars and force drivers to behave like sane people again. Second priority is Stuart circle improvements. There are like three daycares and playgrounds near there" VCU students so many residents -- people drive through there like crazies. So much space dedicated for cars that they DON'T NEED."

"14 It seems from the selections this is a pro bike and anti everything else survey. The majority of us do not ride bikes."

"14 ""Richmond needs to become a more walkable and bikeable city. Any plan to convert streets from car traffic to pedestrian and biking traffic should be high priority. However" as a cyclist I don't put too much priority on bike lanes protected or not because there is so little traffic. I find it very enjoyable to bike in this survey area. Protected bike lanes in very low traffic cities become unusable because of accumulating hazardous debris. My biggest concern is the high rate of speed and reckless driving I see. The speed limits in this survey area should be reduced and standardized to 25mph. To prevent speeding the city should install speed cameras throughout the survey area. Also the pavers on monument area prevent cyclists from using that street."

"14 more bike lanes that are protected. Less cars!"

"14 These survey multiple choice questions are rigged. You are asking to pick 5 choices regardless if we consider any of them important. This just skews results in a way that benefits the intended outcome. It is disingenuous and pervades all of these surveys."

"14 Make carytown car free would be a great improvement. "

"14 Bus stops should definitely be more than a post. The Richmond bus stops are abysmal and make Richmond look bad "

"14 ""Instead of closing Cary Street to car traffic" suggest adding speed bumps to help protect pedestrians."

"14 Carytown shut down to car traffic should be the number one priority "

"14 ""If closing Carytown to cars" more parking will be needed nearby. "

"14 I think closing Cary street is a great idea. It can be very unsafe for both pedestrians and cars because people cross the street at random and cars speed. I think it would create a nice community space"

"14 ""I'm all for closing Cary in Carytown but parking garages would need to be provided or suburbanites will not come in which will kill the economy." Maybe start with closing on weekends. And let restaurants set up outside on the street for free as in France"

"14 Bus stops need to be enhanced to provide protection from elements esp as climate change affects our weather patterns. Safer more accessible public transportation benefits us all. "

"14 ""Please physically separate all bike lanes/pedestrian infrastructure with something other than plastic wands. Metal bollards or raised concrete platforms would be great. Plastic wands don't go far enough to preventing cars from parking in bike/walk lanes" or from swerving into bike/walk lanes and killing people"

"14 Bus stops are currently being used by MANY people. The state the stops are in do not promote an inclusive use of the bus. They need shade and a seat at every stop"

"14 I think the #1 priority should be building new and expanding existing bike lanes throughout the city. I am also highly in favor of closing Carytown to all vehicles except for bikes and pedestrians. "

"14 Carytown needs to be walkable. It's only a matter of time before one of those adolescents on their bikes going the wrong way get hit and killed. It's only a matter of time a car t-bones a family visiting out of state due to blind spots cause by excessive car parking. Its not worth the wait " get rid of cars in Carytown. "

"14 ""Richmond can reinvent itself as a beacon of urbanism by prioritizing pedestrian and cycling infrastructures. The car-dominated landscape" currently a blight on our city's heart can be transformed into a bustling community hub. A pedestrian-only section from the Dominion Theater to Valentino's on Grace Street could revive downtown. This area now plagued by neglect and public nuisances holds potential for regrowth. With added green spaces and public water stations it can become an oasis of city life. Shifting from a car-centric to a bike-friendly city won't just reduce environmental and health costs"it will also boost Richmond's appeal and improve quality of life. It's time we restore the vibrancy Richmond once knew. Down town is deserted because it's awful to be a pedestrian in the car dominated landscape.

14 If we close Cary Street in Carytown to vehicular traffic" it would be beneficial to add additional levels to the current parking decks to enhance parking. I don't live in Carytown but am concerned for local homeowners and businesses if we do not increase parking options. That being said I think closing Cary Street to vehicular traffic is a great idea that will improve both the shopping experience and safety of that stretch of road. It is very hard to see at intersections in Carytown and this puts drivers pedestrians and bikers at risk."

"14 Make the monument roundabout a usable area for locals"

"14 Choosing to make Cary town a non priority because they have not done the same to 18th st in shockoe bottom. It's the area busiest walk traffic with diverse restaurants and most walking traffic"

"14 Get rid of the cars"

"14 ""As a newer member of this beautiful city - I think Richmond is incredible. What could make this place even better is reducing the reliance on cars. The car traffic is terrifying and largely unnecessary. Put money into public transit" close Cary to cars and encourage restaurants to do more outdoor sidewalk cafes. Not only will richmond see commercial revenue rise we will then have less traffics accidents and scary accidents on our streets. For example of how to make change happen review the Philly zero plan (it is all about reducing traffic and creating a more walkable city.) "

"14 ""PLEASE CLOSE CARYTOWN TO CARS!! And then lets do main street in the bottom too!! More bikes" more walking less cars! And anyone complaining about parking on Cary Street; There is plenty of parking on surrounding streets along with a parking deck and the Publix parking deck is rarely full"

"14 Would absolutely love to see Carytown converted to a pedestrian walkway area! "

"14 ""The city desperately needs to improve the scope and safety of its bike infrastructure. I would love to be able to bike to work" but I do not feel at all safe for the majority of the route I would take so I drive instead."

"14 Carytown should be car-free for sure. It would increase traffic to the area and make it much safer and more beautiful for visitors."

"14 Add a huge parking garage when closing Cary street to cars"

"14 I believe turning cary st. Into a 2 way is not necessary if main is 2 way. It would be great if cary st. Was 1 car lane going eastbound with diagonal parking and a protected 2 way bike lane"

"14 Every other city has a shopping district that's focused on pedestrian safety. Carytown is losing activity because it's not as accessible"

"14 ""I'd rather see no street parking thru Carytown" wider sidewalks instead with occasional 15min parking areas for deliveries and Uber/Lyft/Doordash drivers so they can continue to do their jobs without blocking the street"

"14 ""Closing cary st to cars sounds ideal" but with the one way streets on either side Ellwood and idlewood(?) both going west; I think that will make it tricky to get around there and cause lots of chaos and congestion on those side street and neighborhoods. Cary st is dangerous though and I've seen tons of accidents involving people on foot and bike. I think parking decks would be necessary AND Ellwood at least would need to go both ways. Fully support cary st being pedestrian only! So much potential there!"

"14 More walkable places especially in a college town are so important and great for the environment. I know so many people that would benefit from Cary st having no cars and being a walkable street. Charlottesville has a rode similar to Cary st that's blocked from cars and it's beautiful and great for small businesses "

"14 ""I think closing a section of Cary st. off to cars is a fantastic idea. There's a lot of pedestrian traffic there already and I think if restaurants were able to expand a seating areas out into the street further" it would only improve business. Everybody hates driving on Cary st anyway. It would be MUCH better served as a pedestrian only section "

"14 ""As a concerned citizen who values sustainable development and enhanced mobility options" I wholeheartedly advocate for the prioritization of bike lanes in our city's infrastructure plans. Investing in and expanding our bike lane network not only aligns with our commitment to being environmentally responsible but also offers a myriad of benefits that will shape a brighter future for all.

Improved bike lanes will revolutionize the way we navigate our city. A well-connected network of bike lanes means more people will opt for cycling as a viable mode of transportation easing congestion on our roads and lessening the strain on existing public transportation systems. This in turn will have a positive economic impact by reducing maintenance costs while promoting pedestrian and motorist safety.

14 I firmly believe in Richmond's ability to close Carytown to cars" creating a space for pedestrians and cyclists. If the downtown mall in Charlottesville can function in this way SO CAN WE!

Richmond's car-centric infrastructure is extremely dangerous for pedestrians and especially cyclists. I am a strong proponent of fixing this issue in our city."

"14 ""Anything to make Richmond as minimally car-dependent as possible will increase my" and others' happiness. Giving every bus stop a bench and shade at minimum is a necessity. With the temp in the 90°+ range and increasing every year offering shelter from the sun will help every bus rider and pedestrian as well as encourage increased riding of the buses. Public transport and walkable and bikeable cities create healthier cities. I would love to use my car less but there are many places it would be unsafe to be on foot because there is no sidewalk or bike lane. Laburnum from raceway to airport would benefit from a bike lane. I would love to bike to work instead of drive. Cary street thru Carytown being open to foot traffic would be so pleasant to have. It will feel cleaner and so much safer. Plant native Virginian wildflowers instead of regular non-native grass in medians. Large trees keep street temps significantly lower which we need in these summers. Fix TB bridge or give alt route!"

"14 I live 1/2 a block from Carytown. I can almost never park near my house. Fix parking in Carytown with more decks and resident only parking around the area first then talk about closing it. Otherwise you are screwing actual tax payers for people that drive in to shop from time to time."

"14 I cannot overstate how transformative I think a pedestrian only Carytown would be! As a former Carytown employee I have nearly been hit crossing (in crosswalks!) so many times."

"14 Please no cars in Carytown "

"14 Carytown could be closed to traffic on weekends and after 5 on weekdays if not permanently"

"14 Closing Cary St to cars would immediately transform the district into a much more pedestrian friendly and atmospheric location"

"14 ""Free parking garages or don't get rid of street parking in Cary unless you want to piss off every resident" lower tourism lose money create crime"

"14 Close Cary to Cars is number 1"

"14 ""If you close Cary Street to cars" it will prevent all the shoppers (i.e. money) from coming to Carytown from the suburbs. The shops will face SEVERE hardship many will close or move to be replaced by discount stores. Look at Chestnut Street in Philadelphia when they closed it to all parking. You will kill Cary street financially mark my words."

"14 ""Let's get bicyclists to obey the rules of the roads they want to pedal on that were purposefully built for license drivers first" and then worry about building extra things for bicyclists after that."

"14 ""Carytown should be a pedestrian/bike only. Ellwood/Main should be converted to two-way" and residents should be issued parking stickers with weekend street parking for Carytown visitors to be free but with a time limit. Biking lanes should be created wherever they can fit. All bus stops should be protected and safe and with emergency button available at every stop. More stops should be added in underreported neighborhoods and more lines should be added. The city should encourage everyone to walk bike and take public transportation. This city needs to move quickly to reducing our use of cars. We need more transportation options. "

"14 Make the city more bike friendly! Reduce cars and make the city greener."

"14 ""I'm completing this survey because I am very much in favor of Carytown becoming closed to cars. (Charlottesville made it work and so can we!) In the event of this happening then it does make sense to open *Main St.* to two way vehicular traffic (14B). But if Carytown stays open to vehicular traffic then I am against Cary St. becoming a two way street. My experience is from 20yrs of walking Carytown (parking at either end blocks away from my destination of the day). "

"14 ""Closing Cary Street / Cary Town to cars will not only place a significant burden on individuals who are handicapped and/or have impaired mobility" it will likely discourage those outside the immediate area (i.e. south of the James and not near ANY bus route) from patronizing Cary Street / CaryTown ultimately impacting revenue. "

"14 ""I live in Carytown and resident parking on the nearby streets is already bad enough on weekends and special events due to weekend Carytown visitors. If the Carytown shopping district is closed to cars" then the streets surrounding need to be restricted to residents only because we can not handle the influx of more non-resident cars taking up parking. Not being able to park in front of one's house is on par and expected for city living but banning cars in Carytown without additional parking structures and resident only permits is an asinine idea. "

"14 Not strictly about this but creating an additional bike/walk access from south side of James would be nice"

"14 I like bikes!"

"14 Close Cary to cars in carytown!!!"

"14 ""If you close Cary St to motorized vehicle traffic" you need to have a solid plan for keeping that pass-through traffic out of the residential areas. You will need to provide multiple parking structures of some sort to make Carytown an easy to access destination for people in yes

vehicles. Otherwise if you make parking difficult in any way after you remove all those spaces businesses will just flee the city and set up shop in the suburbs. The city will then lose that tax base and/or you lose the existing charm of Carytown."

"14 ""I do not think any of the recommendations other than the shared bike stations are necessary and are a waste of resources which could be spent on more important things like schools. For example" Carytown is a tourist attraction - restricting travel lanes and parking in that area is a horrible idea."

"14 Definitely pro closing streets to cars."

"14 Closing Cary st to cars is the stupidest thing I've heard. Also trying to make main and Cary two way streets is insane. They aren't wide enough"

"14 More roads closed to traffic will benefit everyone. Bike lanes need to be as protected as possible to prevent people parking in them"

"14 ""The existence of the Veterinary Hospital makes the car-free zoning of Cary St a bit more difficult. If it wasn't for that" I would vote for the car-free zoning."

"14 Extending the bike lane near the parks to monument. Only useful recommendation. The rest seemed counter productive. We really need parking not less access."

"14 ""If Carytown is closed to cars" please ensure that parking passes are given to those living on Parkwood and Grayland Ave. "

"14 Leave Carytown alone. Stop catering to bikes. The streets of Richmond are narrow enough for cars. "

"14 ""If you close Cary Street or reduce parking availability in the Carytown area" I will not be inclined to frequent Carytown. Carytown needs more free public parking to attract customers to businesses. Also how does making one way streets into two way streets make them safer?"

"14 ""I walk and/or bike near W Main and Cary daily as part of my commute" and I'm absolutely terrified of crossing these streets. The design of these roads as one-way encourages speeding dangerous lane-changing and a general disregard for pedestrians and bikers. I find it disappointing and frustrating that such a great section of the city feels like a car highway. "

"14 Improve traffic flow and safety in Cary St area. It is a great area but i rarely go there because of dangerous traffic congestion and lack of parking. Handicapped need access whatever you do."

"14 ""The reasons I voted for the options I did are as follows:"

14A - Mainly since I've heard that crossing Lombardy St. either by car foot or bike has been very dangerous.

14C - Studies have shown that when pedestrians have more areas to walk near stores businesses in those areas improve + it would make that area safer & more enjoyable.

14G - The intersection of W. Broad St. & N. Allen St. is a challenge to cross using various transportation modes but esp. on a bicycle. Plus RVA needs more connectivity of bike lanes more & more.

14H - Extending this protected bike lane would greatly enhance bike-ability & safety while cycling west.

14K - Having more bike shares throughout the city & esp. in those areas listed would ultimately increase revenue for the city & its businesses; & would help promote cycling potentially decrease short car trips thereby decrease wear & tear on roads from cars."

"14 If Carytown is closed to cars leave several north/southbound streets open for cars. Allow restaurant to apply for permits for additional outdoor dining streeting. "

"14 ""No way should we close Cary to cars. Think about the business like Kroger" Publix and Tge Fresh Market. This could crush them and even cause them to closed horrible idea. "

"14 please close Carytown to cars!"

"14 ""If closing Cary St to cars" how do you ensure continued flow of traffic in the area and supplementing street parking lost?

Also with all the development in Scott's addition has any consideration been made to improve traffic flow in and out of that area particularly on broad street? "

"14 ""Closing Cary town to cars would be amazing" similar to the walking malls of Charlottesville and Boulder CO"

"14 CARYSTREET IS RUN BY CARS. Our tourism would benefit extremely from having a walking only street. "

"14 ""Drivers are a menace here and this city is far too unfriendly to pedestrians."

14 Bus stop improvements would assist in getting more people to ride the bus. GRTC routes sometimes take 15-30 minutes between buses" so having a bench and/or shelter makes the wait time easier. "

"14 We need a more walkable / bikeable city!!!!"

"14 PLEASE close Carytown to cars. That is an AMAZING idea "

"14 ""Carytown should absolutely be closed to cars" and Main Street as a one-way is incredibly dangerous. Tired of seeing people my age die crossing the street because some bozo is going 50mph to get to the fucking Pit and the Peel."

"14 Converting Carytown to pedestrian and bikes only - and allowing existing businesses (ie restaurants & retail) to access additional space on the sidewalks will benefit and enhance the existing shopping district."

"14 ""I live in Carytown" I would absolutely love to close Cary street to car traffic. Bus bike & pedestrian only would be amazing!"

"14 Closing Carytown to cars would be an AMAZING change to the city!"

"14 ""As a resident in MD south of Carytown" closing Cary st to traffic will cause people to park in our already limited street parking. Residents shouldn't have to fight for parking "

"14 I would like to see more regulations come to shockoe bottom & having it become more family friendly "

"14 ""In the final section" I had to choose 5. The only one I really think is a priority is the one about the bus stops. All others are pandering to a minority."

"14 ""Closing Carytown to cars would make it difficult" if not impossible for handicapped people to access stores and restaurants. It would harm businesses as many people would not park blocks away to make a purchase at a specific store. "

"14 Strongly disagree with recommendation to close Cary Street to vehicle traffic. Patronizing businesses within this district would be difficult to prohibitive without the parking spaces currently available on/from Cary Street. Also disagree with two-way traffic on Cary as it would be more hazardous for pedestrians. "

"14 ""Bike lanes need barriers from cars. Also" stop putting them on the inside of parallel park locations where opening car doors become a significant safety concern for cyclists as well as cars entering/exiting the road from their parking spot."

"14 Carytown has needed to be pedestrian only for a long time"

"14 ""Closing the Carytown portion of Cary Street is both logical and practical. Right now" the narrow one-lane street in a high-pedestrian area with limited parking creates an increased risk for accidents. Having the street closed to cars and retooled to be a walking promenade would not only be safer it would be beneficial to the businesses in the area due to increased accessibility for consumers. The latter would allow for a stronger revenue stream for the city with the potential for the increase in business that would be aided by a promenade closed to cars. "

"14 Bike lanes shouldn't be added if it requires removal of trees. Making Carytown car free should be top priority. "

"14 ""I would frequent Carytown far more often if it were closed to cars. As is" walking up and down crowded sidewalks is no fun and crossing the street feels downright dangerous."

"14 Better bus infrastructure will lend to less cars on the roads. The current inequality of bus stops makes riding the bus less appealing and feasible. The Richmond community deserves safe and clean bus stops. "

"14 ""I don't think the entirety of Cary Street needs to be closed but would rather several blocks be closed to auto traffic and if Main were two way then the traffic could funnel there" which also means parking solutions would need to be found. That took 3 of my priority selections but I would love to see a connector to Randolph as well as improved bus stops and bike lanes. "

"14 Please make Cary St car free"

"14 ""With proper parking support" it is time to close Cary Street (Carytown) to vehicular traffic. Maybe maintain a bus lane through Carytown: push out pedestrian traffic into the existing road add bi-

directional bike lanes and *maybe* include a dedicated bus lane to preserve the ~6 bus stops. Additionally, I wonder if there is an opportunity to create a ""Carytown Express"" that picks up from larger parking lots or near Pulse stops. "

"14 Carytown without cars will be a ghosttown and if the city moves forward on this plan we're moving out."

"14 ""Save the money, put it into the schools. Remove the buses and bike lanes. Give more preferential treatment to vehicles. Only the rich folks on Cary Street West of 195 care about shutting down Cary Town to cars so that less traffic comes down ""thier"" roads. "

"14 ""I am concerned about forcing that many cars to park in the adjacent neighborhoods" making it difficult for residents to find parking. The additional traffic in adjacent neighborhoods may also be a problem"

"14 We need more parking not less "

"14 Closing Cary St in Carytown is a great idea"

"14 ""Closing Cary street to cars is dumbest idea I've heard in years. Where will people park? Carytown is DEAD most of the summer" at night in the winter and most week nights. It will just be wasted space. I will be less likely to go to Carytown if I can't park near my destination. "

"14 ""In all areas. For God's sake uphold ADA's rules for accessibility! Living in this beautiful city is absolutely unbearable for. People with physical disabilities can't travel on sidewalks bc they're so old they're buckled and cause walking risk (best friend fell on sidewalk using a walker months ago walking in front of her own building and has been physical therapy for 4 months couldn't walk her dog more than 2 blocks at a time since then. Before that she was walking with her walker 12 blocks 3x a day in preparation for knee replacement which has to be put off for 6 months now so she can heal causing excruciating pain since and and major medical bills! She doesn't drive. What is she supposed to do?"

"14 ""Do NOT change Main St. and Cary to 2-ways because idiots cannot read. Do not close Carytown off" it will hurt businesses. It would be a step in the wrong direction. There is parking in the neighborhoods every time I go. "

"14 ""To make a meaningful change we need to be brave enough to move forward. Closing Cary St to car traffic will build the community" offer better space for this vibrant and local commerce area and return the space wasted by cars back to the people of the city."

"14 Closing Carytown St would be amazing for the City and make it even more of a destination. Streets closed to cars and Pedestrian plazas in other City's are economic and community hubs"

"14 ""Removing cars from carytown is a brilliant idea. It'll bring in more businesses" and foot traffic"

"14 Closing Carytown to automobiles would adversely impact traffic in adjacent residential neighborhoods and cause undue hardship on the elderly and handicapped that are mobility impaired."

"14 No cars through Carytown. Love it cities in Europe that I have been too. Fear of being hit lessen and so does frustration "

"14 Prioritize bike lane and bus stop improvements to prevent deaths "

"14 Bus is my primary form of transportation. a lot of elderly people take the bus and they are standing oftentimes with no shade or seating in over 90 degree weather. This feels wrong to me. "

"14 ""If you take away street parking on Cary Street" you will repeat history. You closed one block of Grace Street to parking and within ONE YEAR all the businesses closed. Same thing will happen on Cary Street. Businesses will move to a place where customers can park near their store. Cary Street is over a mile long. Pedestrians are not going to walk that distance to get to the store they need to get to. There are not enough free parking buildings in that area."

"14 ""We should not be forced to pick Five (5) top recommendations" if we only think two are substantially important. Rather than requiring five to be selected. "

"14 ""Based on current bikeway usage" I don't believe that increased bike lanes are a good use of funds. I would also like to see incentives for businesses to include EV charging stations."

"14 ""I live two blocks from Carytown and think closing that to traffic will create " any other problems as people look for ways to navigate the city streets. With the expressway at the west end there are limited options to reroute traffic. Lastly Carytown is in the city. We don't need to turn it into a suburban shopping mall which could also result in lost business for shop owners because the have less traffic going by. "

"14 ""I honestly don't think any of these are priorities for this area. Crime" homelessness and rampant marijuana use are much more important than extending bike lanes or changing roundabouts. Not to mention how dilapidated so many of the museum district rental properties have gotten and how ridiculously high the cost of homes has gotten. These transportations are honestly insulting compared with the real needs in the area. "

"14 ""Franklin St doesn't have an existing bike lane" just a painted bike symbol. The lane should have a parked car buffer and be painted green."

"14 Closing Carytown to cars is THE best improvement you could make to this part of the city for people who live here."

"14 Making Carytown into a pedestrian mall will be awesome and bring entertainment and leisure to Richmond "

"14 Close Carytown to cars immediately"

"14 Carytown should absolutely be pedestrian only. Expand the parking decks to accommodate visitors. "

"14 ""This survey is offensive. I don't want any of my tax money going to any of the suggestions. What is wrong with you people? Section 1: all stupid. How you think that stuff is a high priority is bizarre. Real priorities include: fixing the school system (not the physical school buildings" but the education of the youth in the city) decrease unsheltered homeless numbers decrease crime

parking. Yeah I added parking because people drive cars. By the way I completely object to not requiring builders to build parking areas when they build. I will say this closing off Cary in Carytown to cars is interesting but y'all need to provide a ton of parking. There are a lot of spaces along Cary Street Rd in Carytown you would need to make up for. It's clear you don't have a plan to accommodate for parking and I question your motivation. My tax money should go for things that actually affect the current citizens. "

"14 ""Making Cary accessible to pedestrians could be a game changer for this city. For once" Richmond get out of your own way and embrace positive growth!"

"14 I've been in Richmond VA 52 yrs. I grew up in the Carytown area. Making that area free of cars would definitely help the community as well as the businesses. "

"14 Please look to create more car free streets! "

"14 ""I am a homeowner in Randolph" and this area desperately needs better infrastructure to support its residents many of whom are low-income elderly or disabled. The sidewalks are in terrible condition. We are also far removed from useful things like stores restaurants and grocery stores without an easy way to access them. "

"14 Cary street being pedestrian only would be amazing in just about every way I could think of"

"14 ""Closing Cary Street to cars would create a burden on those who are disabled and unable to walk distances" from accessing the Carytown shopping area. In particular if you start at N Thompson street that will prohibit the disabled from accessing much needed grocery and drugstores in that area. It will also drive business away from these merchants. "

"14 Richmond is ready for a "downtown mall" like Charlottesville and Carytown is the perfect location for this. Let's make it happen!"

"14 Bike lanes and bus stops are very low priority for me. Parking and infrastructure throughout the City are significantly higher priority as the City likes to spend a bunch of up front money on things and not maintain them."

"14 We need more fully protected bike lanes. If the city invested more into bike infrastructure we wouldn't need so many parking spots. They also need to work on the punctuality of the bus system and clarity in the bus routes. There isn't enough publicity about our FREE public bus system! "

"14 Transition Carytown to pedestrian street in stages maximizing the closure to one or two blocks. This has worked recently in Old Town Alexandria where restaurants have taken over the street. Begin with stages such as summer weekend closures at certain times/days of week. Finalize with complete closure as the public and retailers become comfortable with the change. Construct additional parking deck. Target closure between Sheppard Street and Arthur Ashe Blvd."

"14 I didn't want to select 5 choices; only four were relevant to me."

"14 ""I've worked in Carytown for 15 years. I'm not against the possible notion of changing Cary and Main streets. But above all" parking needs to be addressed. New businesses need verified parking as part of the business license. Those businesses are working with the limited number of parking

areas and are renting out spaces in which they are starting to put reserved parking signs up in an already desperate situation. The parking decks already available are not centralized to the areas of abundant pedestrian traffic. We need a much larger and more centralized solution.

My recommendations are:

Utilize speed bumps (similar to the new ones at VCU) to slow down traffic on Main and Cary.

Figure out the means of a larger parking deck that can also count towards the parking requirements for business licenses.

Limit when large trucks can be on Cary and Main e.g. deliveries no later than noon.

Streamline a way for traffic to exit the area and avoid major pedestrian crosswalks"

"14 ""Not as many people as you may think ride bikes. Trying to improve bike routes for the city and additions that are relevant to bikes really seems like a waste as time. This is coming from someone that has lived off of parkwood avenue for years. I know biking and routes of transportation alternative to cars is what may seem to be a hot idea but vehicular transport is what most people do especially when you look at people coming from VCU. Improving parking efforts and lessening costs for parking working there is what would improve things."

"14 closing Carytown to cars is a bad idea. Parking on adjacent streets (Parkwood and Ellwood) is already problematic at best. If this were to happen parking for residents would become a nightmare."

"14 Cary street would be wonderful if fully pedestrianized!! Great idea. The downtown mall in Charlottesville is so great and would be nice if we could mimic. Would need to build more parking decks but it would be worth it! "

"14 ""I did not want to pick 5" only one but this survey is forcing you to say you support projects that you don't. I think closing Carytown to cars is insane. Where are people supposed to park if they don't live there? They are NOT going to take public transportation, will be parking in neighborhoods even more. I used to live on douglasdale. I know this. We need City planners that have a clue, you are wrecking this City. T used to be recognized nationally for the ease of movement and low traffic snarls, we just had to leave it alone."

"14 The two way traffic on main and Cary is a really bad idea that will make it far less safe. "

"14 Additional parking garages would need to be added to Carytown if turned to walking "

"14 ""Close carry street "

one fee to all day parking over 2 hrs. "

"14 Keep Cary Street one way and open. The results of this survey will be miss leading because of the section where you HAVE pick 5 priorities even if you did not select them in the section prior. City leaders should not use these results for decision making."

"14 ""Converting Cary to either two-way or pedestrian is a BAD BAD IDEA! This move merely congrats idlewood" Floyd parkland and other streets in the Museum District. Making Cary

car-free DOES NOT GET RID OF CARS! it only pushes them to other streets. Any other conclusion is naively irresponsible"

"14 Cary street being two way opens up 18 hour commerce and improves circulation. Great cities don't have two way streets as they lead to inbound streets with no retail (like Cary past Arthur Ashe) and then outbound streets with all of the retail. This would be huge for the city in reviving this area. Car free areas don't work/ you get empty retail like the downtown mall in Charlottesville faces. It just doesn't work "

"14 ""Carytown definitely needs to be a pedestrian mall. The farmers market at the stadium could move there! It'd be safer and bring more foot traffic in" which is most important to businesses."

"14 Please close Carytown to traffic!"

"14 ""For those with mobility issues who live in Shockoe Bottom and commute to Carytown - (where there is a significant difference in elevation) - removing parking" ability to drive to Cary St would be unduely harmful "

"14 ""Closing Cary St through Carytown is going to have a ripple effect of pushing more street parking into the surrounding neighborhood. "

Also because of the grocery stores and larger businesses at the far west end of Carytown it would make more sense to close Cary St from Nansemond to AA Blvd. That would allow area residents easier access to Kroger Publix Fresh Market etc."

"14 ""Closing Carytown to vehicles would be huge! Imagine turning it into something akin to Charlottesville's Downtown Mall. It would be beautiful" attract new businesses and more foot traffic and could be a major tourist attraction. It takes bold leadership but we should explore it! Thank you for doing so."

"14 Close Cary St to cars and make it a wonderful destination for families! Also please add more parking in the surrounding area :)"

"14 Please please please make cary pedestrianized. That would be incredible. "

"14 ""I strongly disagree with closing Cary Street to traffic in the Carytown area as I feel it will have a detrimental impact on the merchants in the area."

I also think that adding parking restrictions and paid parking in Carytown is a bad idea. As a resident of the area I want people to be able to enjoy everything Carytown has to offer so we continue to have a vibrant shopping and dining area. Don't restrict access to the area. Provide additional free parking options like expanding the existing parking decks."

"14 Very concerned about the effect of closing Carytown to cars on people with physical disabilities. As it is now the only designated parking spaces are in Cary Court. Access from the City parking decks is via crumbling or nonexistent sidewalks. My sister uses a Rollator to get around would never be able to visit."

"14 ""I love all of these ideas. I'm struck that all of these things are targeted at north of the river affluent neighborhoods. Perhaps I didn't read hard enough in the beginning and missed something but good traffic calming measures" bikeability and walkability should be available for all Richmonders. "

"14 ""Dripping Cary St down to one lane of traffic would at least still allow Uber pick ups and drop offs and some type of flow."

14 Closing Cary street to cars and adding extended patios to businesses would be a great appeal. I would personally make the effort to go (currently I aim to avoid Cary town)

14 I would ride my bike if there were more dedicated bike lanes - straight down Monument would be beautiful for the city and its residents. Since we moved here over 10 years ago" my husband has been musing about making Cary a pedestrian only street. What a boost to businesses there. We don't go often as it is just not enjoyable to walk there."

"14 Making Cary St car-free would be my vote for highest priority. Thrilled it's even being considered!"

"14 ""Please" please please make Carytown and Cary Street closed to all cars. How wonderful would it be to have that area just for pedestrians and to see outside European style dining outside the restaurants and cafes as well!"

"14 ""Car-free Carytown would become state-wide destination" spurring economic growth and saving lives."

"14 ""Carytown could take a page out of Pearl Street in Boulder with a closed street which helps foot traffic and offers opportunities for year long events. More bike lanes" everywhere but we need a more robust bike share program in the city. Lastly we need more bus shelters on the Southside including seating for the elderly. With the sweltering heat Richmond offers no protection and increases the risk of heat stroke for older folks."

"14 ""Closing Carytown to cars would completely transform this area" making it safer and creating enhanced opportunities for businesses+consumers"

"14 Closing carytown to vehicles is unfair to us disabled folk who have trouble walking. I would not be able to visit carytown anymore if this happened. I am disabled and can't walk long distances. Please consider the needs of the disabled community when deciding if cars should not be allowed in carytown."

"14 Need to increase parking before considering closing Cary st to cars. "

"14 I think most of all closing Cary to cars would benefit the city and its residents. "

"14 Carytown should be closed to cars but with accessible points at regular intervals for those with disabilities to enter. "

"14 ""Closing Cary St to cars would be amazing! many drivers speed and take risky moves to get around cars that are parking or waiting" making it very dangerous for pedestrians."

"14 Some people living in the city have to own a car. It's not feasible to expect every one of us to use a bus or bike. You keep making car driving lanes smaller. Giving bikes and busses more and more space; and they don't use them. Enforce traffic laws. That's a much better start. "

"14 Richmond should make the streets safer for cyclists and pedestrians. "

"14 I think closing off Carytown to car traffic would allow for Carytown to emerge a place for one people of Richmond to come together and feel like a community. Something Richmond is missing is a place where we can just walk freely amongst our neighbors where we can feel strongly connected. "

"14 ""Closing Cary street to cars sounds nice but itâ€™s not a Charlottesville mall" itâ€™s a thoroughfare and parking there encourages patronizing businesses. What about making it one lane only with pull-in diagonal parking? That would still enable car traffic but at a reduced flow and speed. "

"14 Creating safe pedestrian and bike environments and encouraging reduced car use should be a major focus of planning on Richmondâ€™s urban core. Doing so will improve the quality of life for all as well as improve the sense of place. It will make the area sustainable. It will provide opportunities for side wall cafe settings and improved outdoor dining on Cary street. "

"14 Please make Carytown car-free. It would transform the area for the better. "

"14 I donâ€™t know what several of the Carytown parking options are"

"14 Car free Carytown would be amazing!! Pedestrians would shop and stroll and sit and shop some more. "

"14 Closing carytown to cars is a no brainer. Letâ€™s make it happen!"

"14 ""Fix Cary Street and get cars out of the equation" at least for several hours per day. The parking recommendations will shift and make more sense once cars are not so heavily involved in the workings of that street. "

"14 ""Carytown should be a walkable street! No cars needed :) "

Bus stations NEED seating - think of our elderly and disabled riders! "

"14 Top priority to me is making Cary st at carytown pedestrian only. "

"14 Closing Cary Street to vehicles is the highest priority BY FAR. "

"14 ""Please close Cary St to cars. If we need s compromise" we could do something like Bourbon St in New Orleans- they open the street to cars for deliveries in the morning and then close it off again in the afternoon "

"14 ""THE most important/urgent recommendation is to make Carytown a car-free zone. But in doing so" ensure there is parking all along the neighboring corridors so people with limited mobility may shop and store employees have safe places to park when coming to work. I do not want the store owners to suffer financially. I would be most interested in how the store owners think about proposed changes. "

"14 ""By far" the biggest priority should be closing Cary Street to cars and making that a pedestrian area. At the very least it should be one lane with protected areas for bikers and more

parking since visitors can't seem to parallel park worth a damn. Would also need to solve parking nearby for both residents and visitors."

"14 The vagueness of this questionnaire made it difficult to complete."

"14 ""Carytown (Cary st closure to cars) is a great idea" but needs a clear solution for bypassing Carytown. While I support the idea as a near west end resident I am certain that a lack of clarity for Cary street traffic flows will make this a dead on arrival issue. Gauging the interest in closing without offering traffic flow alternatives will result in the same conclusion interest but to change. "

"14 ""If Carytown will be closed to vehicle traffic" there should be some kind of parking structure built to help with the displacement of all the parking spots on that strip."

"14 ""Carytown should be closer to cars like the Charlottesville downtown mall is. It makes for a safer" more enjoyable shopping and dining experience. It will help attract more business and create better community."

"14 ""As someone who works on cary street" I believe it would be a great help to have it as a bike and pedestrian only block. Drivers are reckless and can find other options for parking."

"14 None should be done! Stop wasting MY TAX MONEY"

"14 ""Making Carytown car-free will enhance its appeal and draw" but only if adequate parking is made available nearby. The two *have* to go hand in hand."

"14 Closure of traffic in Carytown and its conversion to pedestrian would create a business incubator bringing an unrivaled destination spot to the city. "

"14 I think that increased bicycle and pedestrian safety and infrastructure are most important. "

"14 ""Prioritize pedestrian accessibility" shaded areas and opportunities for walking biking and mass transit "

"14 Bike lanes need to be actually protected with more than just cheap poles. "

"14 ""Highest priority is converting Cary Street" in the Carytown area to a pedestrian and bike only street."

"14 Closing Cary Street to auto traffic in Carytown risks turning a vibrant urban commercial strip into a 3-4 block wide area of parking and traffic nightmares. There simply isn't enough space for the additional parking and the increased traffic in the adjacent areas to handle the increased activity."

"14 No more bike lanes!!!!!"

"14 Carytown should absolutely be closed to car traffic. Plant some trees there instead and make it a significantly more pleasant (and safe!) place to spend time."

"14 ""Top priority: going car free in Carytown! I would suggest that biking also be discouraged. I love bikes but they do not travel at the same pace or in the same manner as pedestrians. If the street were closed to bikes" it could function more as a plaza -- a place to linger and mill around slowly. Bicycling through a plaza may be possible but putting a bike lane through a plaza damages the plaza itself."

14 It is long overdue to shut down traffic in Carytown. I would love to see this become a pedestrian mall that would allow for more outdoor dining" walking etc. "

"14 Closing Carytown to cars and converting the street there to a park would be revolutionary in terms of enjoyment. Finally giving tons of ice cream parlors and other restaurants outdoor seating would be awesome."

"14 ""Please have more careful studies and surveys to business owners and affected citizens before you initiate closing the Cary Street" in Carytown. Please remember this is a major thoroughfare connecting west to east. I would be in favor of designating one Saturday out of the month for closure and evaluating its effect on the citizens and businesses of Carytown."

"14 ""there are many cyclists in Richmond" but it can feel very scary and unsafe to bike around the city. Prioritizing the safety of bikers would be amazing! I would be so thrilled to see improved bike lanes and streets being designated for bikers. "

"14 ""Iâ€™m guessing making Main and Cary 2 way will slow traffic down" but if it doesnâ€™t I would like to see either speed bumps or pedestrian driven stop lights at every intersection that doesnâ€™t already have a traffic light â€” much like the one on the big hill on Broad Street near MCV."

"14 I've wanted the main stretch of carytown to have more shade and be closed to cars for a long time! Let's do it!"

"14 ""Let's discourage using a car to get to the city and expand bus connection" bringing Richmonders together to fight obesity climate change and societal disconnect "

"14 Definitely remove cars from Cary st"

"14 ""Increased traffic and speeding along Monument Ave has increased over the years. This includes all the way to Willow Lawn and beyond the city limits. Need more roundabouts" fewer lanes (include bike lane) speed humps traffic speed signs policing and etc...."

"14 Carytown should be car free!"

"14 Cary town car free would be a huge development that should be done. We hate driving there and only walk"

"14 I love the idea about closing Cary Street to cars. It would really make that area safer and cut down on congestion. I did say no to making Main Street a two-way street but that was because Cary was included in that. I would favor making Main Street a two-way street. I also think it's important to address the Franklin and Broad St. intersection. "

"14 Close Carytown to cars! Long overdue!"

"14 I think a pedestrian Carytown would be a huge improvement for residents and businesses. "

"14 More bike lanes please!"

"14 Closing Cary Street to car traffic and parking would severely negatively impact the surrounding neighborhoods."

"14 Closing Cary Street to traffic is a good idea but the city must add parking to accommodate this change such as a parking deck. Otherwise parking will only exacerbate illegal parking and congestion in residential areas of Carytown."

"14 ""Close Carytown! This is such a no brainer" there is plenty of other ways to get around that road is constantly backed up and dangerous for pedestrians (and stressful for drivers increasing pedestrian danger). There isn't a single drive through or curbside delivery spot in Carytown there's literally no need for traffic running through it."

"14 ""If Cary street is closed to cars" please dedicate city attention to managing misuse of the space by homeless people vendors pan-handlers etc. "

"14 ""please pedestrianize carytown + more bike lanes around "

"14 Close Cary Street to cars is my top priority. Would be a huge placemaking initiative and safety improvement dividends. "

"14 Safety is critical: convert to two way streets to slow down traffic. Richmond has amazing connections to serious mountain biking and road biking with the JRPS and Capital trail. The total lack of protected bike lanes and non-bike-friendly streets is at complete odds with it being a possible hub and Mecca for biking. Make Richmond extremely bike friendly and it will easily become a hot destination for bikers and elevate all of Richmond's appeal across the US."

"14 ""Closing Carytown to cars will greatly increase the area's attractiveness and popularity. Many other cities I visit have pedestrian only areas and they are among the most popular shopping locations. Also" improving safety and accessibility for bikers generally is very important and will also improve general quality of life in the city. "

"14 ""Improvements to the driving circles will improve driving" biking and pedestrian experience while increasing the city's aesthetic. Providing an overpass crosswalk over I-95 allows for more fluidity throughout the city for pedestrians and cyclists. Cutting off driving in Carytown will eliminate consumers from outside communities who drive now specifically to visit that area for restaurants like Can Can or shops like Crème de la Crème. I think specifically about older consumers who are not up for catching public transportation from an outer parking lot but do spend a lot of money at these establishments. "

"14 ""You mentioned making Main and Cary two way to increase safety overall. Instead of that and along the lines of closing off Carytown to cars" why don't you consider closing off Main to Cars around VCU/Monroe Park. I'm not convinced that a two-way Main will enhance safety as folks will still drive way too fast on a campus with heavy pedestrian traffic. "

"14 ""Rva is a small city and there's no reason it shouldn't be easily and safely walkable and bikeable. Protected bike lanes should be the standard" especially along and adjacent to main thoroughfares (broad monument leigh arthur ashe boulevard Leigh etc.). Bike lanes do not embody their full potential until they're protected. For example cars drive in the bike lane to pass other drivers along Leigh St all the time. This is incredibly dangerous to other vehicles pedestrians and bikers. Sidewalks should be wide and flat to allow for equitable accessibility for all

body able types. Encourage city revenue via bus use by ensuring all bus stops are lit covered and have seating and trash & recycling. "

"14 ""As a Carytown resident and homeowner" I cannot emphasize enough how much I disagree with displacing parking on Cary Street if it were to be closed to through traffic. If that is on the roadmap development of additional parking options and a clearly thoughtout plan of how to safely handle thru traffic in the area needs to be equally if not more so prioritized. Letting thru traffic handle itself largely just likely displacing itself into even more residential areas than Cary Street itself is not a safety conscious decision and bordering on negligent. "

"14 ""We should not only consider the conversion of Main/Cary to two-way" but also explore maintaining one-way traffic but instead providing bus only lanes for all GRTC routes that operate on these corridors. GRTC must be a primary stakeholder in these conversations. Further Carytown should be closed to private vehicles but still open to commercial vehicle deliveries and the multiple GRTC routes that serve these areas."

"14 PLEASE close Carytown to cars! That would be so nice and safe to walk and spend time there."

"14 Close Carytown to cars and turn it into a similar concept as the Downtown Mall in Charlottesville! Allow restaurants to have more outdoor dining! "

"14 ""Shutting down all traffic in Carytown creates MORE chaos to the surrounding residential streets" while making it an undesirable destination for city residents. Absolutely NOT. Carytown is not a park... it is a neighborhood."

"14 The carytown area would be much improved if there were no cars"

"14 Carytown 100% should be pedestrian. I avoid it at all costs both walking and driving because it is such a mess. It would be so nice to have a car free area especially with all of the new spots popping up in that area."

"14 Provide protected bike lanes across the Nickel Bridge and all the way on the road through South side."

"14 Carytown as a pedestrian mall would be an enormous asset to our city and would be good for local businesses and restaurants. "

"14 ""I would like to emphasize my support for a car-free carytown" it would be a safe place of gathering for the community and boost economic growth in the area."

"14 ""The recommendation about making Cary and main two way streets says it's safer because it's safer for bikers. As a biker" my concern is that drivers are less likely to give bikes 3 feet of space when passing. My experience is that drivers don't wait to pass when there is on coming traffic."

"14 Making the city more walk and bike friendly is SO important for our city to continue to be transformed to a 1st class city. The future is now and people WANT a more walkable and bikeable city..."

"14 ""No cars in Carytown ... I shop there now" like to park where I shop walking is a problem. If cars are prohibited then all wheeled vehicles (bicycles scooters etc.) should be banned also."

"14 Closing part of Cary st to car traffic is a neat idea but the costs and logistics of doing so without negatively impacting business currently in Carytown would be huge. You can't simply close the street and hope the museum district won't get inundated with traffic or you will simply lose a huge amount of revenue to non-walking clientele. "

"14 ""This is a flawed survey. There is little explanation of exactly what the terminology means for the changes. You are forced to pick 5 priorities for change when youâ€™ve already said youâ€™re not in favor of these. Bus riders should have a safe and nice place to wait for the bus. These people should be helped first. As for closing Carytown, there is already limited parking. Surrounding residents will suffer and people will go to other places where they can park. Where will UBER drivers be able to safely pick riders up? There is a lot to consider. Access to beauty salons and shops in bad weather. People want to drive their cars and park in proximity. "

"14 ""Love Carytown closure idea. One small adjustment. Instead of Thompson street" the closure should start at Nansemond. That is a heavily trafficked thoroughfare and the heavy grocery store presence would require more car access. "

"14 ""Slowing down Main and Cary streets is most important to me. These feel very dangerous as one-way streets. The signs in the middle of intersections to remind cars to stop for pedestrians have made the situation worse" not better. If a car stops to allow a pedestrian to begin crossing in front of them the other oncoming lane of traffic cannot see the pedestrian in front of the stopped car and has no visual cue that they need to stop as well. I personally witnessed a police car in the right lane of Main St blow right through an intersection when a pedestrian was halfway across because the left lane car had stopped for them. It could have easily been a fatal collision had the pedestrian not quickly stepped back."

"14 ""When considering mulberry street bike lanes" please do not limit parking."

"14 Biking in this city is still very dangerous to any implementations to make that better is high priority "

"14 Closing Cary street to cars is probably my highest priority. Just the section between nansemond and Arthur Ashe would help tremendously and generate more business for carytown because people could relax and shop with more ease. Plus it makes it safer for everyone. Car travelers that are opposed need to realize that they can still drive on Main/Ellwood and Parkwood to reach their desired destinations.

"14 Cary Street should be closed to cars similar to the downtown Mall in Charlottesville."

"14 The focus should be about stretching infrastructure investment as far as it will go. So more small projects like protected bike lanes rather than huge endeavors like shutting down Cary. You will ruin the surrounding neighborhoods if you shut down Cary. "

"14 ""Richmond is amazing but with global warming it's important to move away from cars. As someone who's lived here for 5 years using a car and skates/bikes around I think they're wildly inefficient" costly space inefficient and causes a lot of issues. Natural habits leads to a more natural and happier life. RVA is already a walkable beautiful city so we should push local transport. It encourages healthy lifestyles relations with local business less pollution and would make for a

prettier city. More bike shares protected bike lanes for skaters and areas that don't need cars (we don't need cars everywhere!). "

"14 ""I am strongly in favor of closing Cary Street to cars" but I do NOT think that the boundaries suggested are right. I think it should be the middle of Carytown only (e.g. intersections at Sheppard Belmont McCloy) NOT all the way from Thompson. I think it will do more harm to close off so much area."

"14 I live in the 200 block of Allen Ave and would like to know more about this improvement."

"14 ""Bus shelters needed!! It is embarrassing for our city when people" especially the elderly or handicapped wait on the side of the road like hitchhikers without shade or minimum shelter from cars. If you want us to use the bus more regularly don't make it so awful to WAIT for the bus. "

"14 ""You are assuming I think any of these are high priority or even a reasonable idea! That is falsely manipulating the results! All of these protected bike lanes are creating problems for drivers and many of us are avoiding even driving in areas where they are because it has so increased the likelihood of a wreck like on Patterson Avenue. That is a horrible road to drive or bike on now. You will kill Carytown business with your suggestions making it one way was to improve safety. How can reversing it now be for the same reason. I do not shop in areas where I have such restrictions on parking as you propose. I can get what I need further west. You have already destroyed much of what made Richmond unique" why not continue paving over tearing down and complicating getting to what is left. And continue to wonder why people and visitors are fleeing or avoiding the area. Keep on catering to the rich traveling sports kids who will only be around for about 5-8 years before they move on"

"14 There are not 5 projects in this area that are needed"

"14 ""Carytown: pylons at Cary & Nansemond that retreat into the ground so Cary St is open to traffic 10pm to 10 am" and rise to block traffic 10 am to 10 pm. Larger FREE parking decks accessed through improved alleys. "

"14 Cary town to walking is great ONLY IF THERE IS PARKING "

"14 Yes my wife is handicapped in a wheelchair if you close Cary Street she will no longer have access "

"14 ""Closing Cary to cars would help businesses" it would be safer for cyclists and pedestrians and traffic has largely remained the same in other cases of this kind of thing happening. "

"14 ""Please don't make Richmond anymore car dependent than it needs to be! Please enhance the safety and comfort of the people of Richmond" improve public transit make more and safer bike lanes and make it walkable!!! I don't enjoy worrying about getting hit by a car going 50 mph when trying to bike/walk to school. I don't enjoy my friends waiting over an hour for the GRTC and forced to stand in the cold/heat/rain because there is no benches or covering for pedestrians. Please take the stand to protect the public and Richmond! - From a very worried kid growing up in Richmond"

"14 ""Closing a portion of Cary Street to cars is an ideal and very visible way to support more people being able to easily access and enjoy shopping" restaurants and recreation without having to compete

with dangerous vehicular traffic. Spend an evening at Charlottesville's downtown mall to experience the possibilities of having this type of space - of which Richmond currently has none. "

"14 This all sucks."

"14 ""Cary street needs to be closed ;however" practical plans for parking and delivery traffic need to be addressed;it is usually commercial traffic blocking lanes and traffic flow. Perhaps a ban on trucks AND more parking options for a start. "

"14 I had to pick but don't think much of any of these are a priority "

"14 ""The City needs to do more to promote pedestrian and cyclist safety in these areas. Motorists treat Cary and Main as mini highways" resulting in the loss of two VCU students in the last year. The pedestrian signs at crosswalks do not work. How quickly those signs get hit by cars should be a clear indication of this. Hoping drivers slow down is not the answer; infrastructure change is. I would also love to see some sort of feasibility study on closing Cary St. in the shopping district to cars. Many other localities have had success with creating pedestrian malls in urban spaces. This could benefit local businesses in that area and make for a safer experience for pedestrians."

"14 ""With Ellwood as a bike share road, do not close Cary. Have seen traffic back up for blocks due to closure during the Watermelon Fest;that would be cruel to neighbors, etc. to be happening every weekend. Please get these bike lanes connected so there are continuous paths going across the city N-S, E-W. It's so disjointed. Lots of paths to nowhere. Not sure the viability of putting bike lanes down a cobblestone road (monument). The poor conditions of many of our street we bike on need to be addressed first. One pothole could be a ER visit. We need quality in the bike lanes we have not quantity if you are choosing poor options like old monument Avenue. "

"14 Top priority for the Fan/Museum District is to convert Cary St to a pedestrian-only walking area like the Downtown Mall in Charlottesville. It would create a safer and more pleasant atmosphere for the community and provide an area that can be so much better utilized than it currently is with traffic. "

"14 ""Carytown is a nightmare to navigate in a vehicle. Closing it down to car traffic" while enhancing nearby parking options would make the area more vibrant. "

"14 ""Remember that folks ride downtown to shop or eat. Buses are expensive and not very convenient for non-city residents. Vehicle parking is an issue for non-city residents. Crime" homelessness troublesome youth gun violence and other anti-social behaviourists keep non-city residents away. CaryTown would be greater if no on-street parking was instituted with concurrent additional free parking. Remember water like cars will seek the easiest way to travel."

"14 ""I would love to see a pedestrian mall type situation on Cary. It's terrible driving there" and many comparable cities already have pedestrian malls within the city. Carytown is the obvious choice for such a plan. Certain parts of the street could be used for outdoor restaurant seating creating a wonderful (potentially European) vibe! People will say they'll be less likely to come to Carytown if cars were no longer allowed on Cary so other improvements would need to be made e.g. public transit improvements parking in the blocks surrounding Carytown. I think removing cars from Cary would actually attract people if they can wander around more freely and relax at an outdoor table for dinner or drinks."

"14 ""Please please please get serious about slowing down traffic through pedestrian areas. Main and Cary function like raceways and drivers do not yield and stop for pedestrians. Two-way traffic will naturally slow traffic and benefit local businesses. If you do not implement two way traffic at least provide traffic calming (e.g." bump-outs) narrow the roadways reduce the speed limit and install lighted crossing signs. "

"14 Closing Carytown to through-traffic and converting Cary/Elwood to 2-way would push most of the commuting traffic out of residential neighborhoods and make Carytown a more desirable retail location. I would add that the side-streets could have 45 degree angle parking to accommodate more parking."

"14 ""Maybe there's a best of both worlds here -- make Main Street 2 way" and then close Cary St to cars to make it bikes & pedestrians only. That would enable an awesome improvement in one of the city's nicest local shopping areas while also allowing east-west traffic to flow still. Bonus points for some parking improvements in and around Cary St to enable the walkable Cary St to be a good destination for those arriving by car."

"14 More frequent and expanded hours are needed for transit connections from Northside and Southside along the existing Orbital/Route 20. This will be crucial for people to access Carytown without having to make a transfer or ride a bicycle when there is bad weather. "

"14 Please close carytown to cars!"

"14 As a biker I would love to see the bike lanes be top priority"

"14 ""Carytown is already a high-pedestrian" walkable middle-class area. If the city is going to convert a street into pedestrian-only area it should pick a street in a neighborhood that is due for revitalization not one that is already revitalized. Perhaps Carytown can be converted to a single automobile lane and a bike lane instead of being closed completely."

"14 ""Carytown is long overdue for pedestrian improvements. Closing Carytown to cars could start gradually by turning it into a temporary pedestrian only zone on weekends. If it is not going to be pedestrian only then paid street parking is 100% needed to increase space availability. " Keeping Carytown as it is today only harms businesses from thriving. "

"14 Enhancing the pedestrian and transit experience in Carytown should be a top priority"

"14 ""To support pedestrianization of Cary Street between Thompson and Arthur Ashe consider a regularly running mini-bus between the parking lots at City Stadium and make parking at the stadium pay and display. For side-streets surrounding that stretch of Cary Street institute permit parking for residents combined with pay and display parking for visitors. We travel a lot in Europe and MANY cities to smaller towns have found that this technique provides both ample convenient parking for pedestrianized areas AND pays for improvements to those pedestrianized areas. In most cases" the areas are closed to vehicles during peak business hours on all or some days of the week but open to delivery/service vehicles from later in the evening until early in the morning with businesses and delivery services adapting accordingly. These same options should be strongly considered for other business/cultural districts surrounded by residential areas throughout the city."

"14 No parking in Carytown would be a MAJOR attraction. Just look at Cville's downtown mall!!!!"

"14 Having a pedestrian only zone in Carytown would be a game changer! This would be a huge attraction for the area. Please do this! Thank"

"14 Making main/cary 2 lane roads would be dumb. Have bikes on a different road; those roads as 1 way in either direction is far more efficient for car travel with the synching of lights"

"14 Carytown could be a great destination with it closed off to traffic"

"14 ""some recommendations can only be implemented with changes not listed. For example" making Cary and Ellwood 2-way means no street parking. It's already a tight squeeze as a one-way. Similarly closing Cary to traffic means greater traffic on other streets such as Floyd and Grove and also means greater emphasis on parking garages."

"14 A Parking Structure(s) in Carytown would alleviate some issues. Also a coordinated light and landscaping program would create better appeal and be more in line with the best mixed use communities in the country"

"14 ""My close friend passed away due to the lack of safety for pedestrians on Main Street. They were on a curb" waiting to cross and two speeding cars crashed into each other and killed my friend in the process. Something needs to be done to improve bicyclists pedestrian and driver safety in this area. Speed bumps improved crosswalks sidewalk protection - you name it. It needs to be done."

"14 Closing Cary Street to cars would be excellent."

"14 ""It would be great if Cary St was a pedestrian zone (i.e." closed to cars). Additionally the parking decks should be free and street parking should be paid; not the other way around!"

"14 ""I drive through the """"roundabout"""" (not technically a roundabout; roundabouts do not have traffic lights) at Monument and Lombardy daily" and get hit from people improperly understanding how to operate in the intersection. For the love of god please fix this. Fix Monument just generally while you're at it. Other fucked up intersections you need to fix like yesterday: Broad St. and Roseneath Broad St. and Oliver Hill Way. (Maybe do more than just put cones up on the 95 exit so people stop running them over and making illegal lefthand turns onto Clay. Multiple people get into accidents a day there. Shit's ridiculous.)"

"14 PLEASE install mirrors for cars entering Main Street or monument ave so incoming cars can see if they have a safe way in. I've heard of multiple wrecks happening in these spots because of extremely low visibility/visibility being blocked by parked cars on both streets. Thank you "

"14 more bike infrastructure!"

"14 Closing Cary St to cars would make the space so much more vibrant and make being a Carytown so much more than a hurried race from shop to shop."

"14 ""Carytown should be modeled after the downtown mall in Charlottesville. Visibility is poor between lights with all the cars that park" so drivers cannot always see pedestrians and do not always follow traffic signals and signs. Additionally clearing the asphalt and replacing it with a

green space and trees would probably help with temperature control in an otherwise very sunny part of the city. If there are cooler spots and places for folks to sit and eat takeout I bet many of the business would see an influx in consumers who otherwise wouldn't bother to make the trip."

"14 ""The independent businesses of Cary Street rely heavily on customers perceived sense enjoyment which includes ease to arrive" park and shop. As a biker I understand safety and a bike lane on one side of the street would be great too (keep it a one way) but I urge you to not close entirely to cars. "

"14 Please DO NOT remove cars from Cary Street. This would be a horrible move in the direction of inaccessibility for physically disabled persons. This would not benefit any group. "

"14 ""As a resident of the museum district I think that closing Carytown to cars would greatly improve the safety of the street as pedestrians walk into the road regularly" not using crosswalks. I also believe that more restaurants will take over empty spaces if they can expand into the street. "

"14 Don't ban cars from Carytown. "

"14 Please implement better shelter at the bus stops. Many elders use our bus system and especially need some assistance when waiting for buses in this heat. "

"14 ""Please please please improve the bus stops. They are currently very inaccessible to many people" especially disabled people due to the lack of seating or shelter at many of them. Sometimes it's very difficult for me to go places even if there's a convenient bus route because I am unable to sit on a curb for long periods of time especially in heat (like these 100 degree days we've been having lately). Because the bus schedules can be unpredictable you can be forced to wait up to two hours for a bus sitting on the side of the road like this. Public transport is a necessity for disabled people who are unable to drive cars. Please create more bus stops that are accessible for these disabled people!!"

"14 All.of them except improving bussing areas are terrible ideas. You should increase number of parking spaces required for new developments to help reduce congestion."

"14 We need fewer cars on the road and safer places to bike"

"14 ""Accessing businesses on Main St. as a pedestrian can be crazy dangerous when crossing the street. Two way traffic and enforcing speed limits would make this area much safer for everyone" including cyclists."

"14 ""Carytown without cars would be a brand-new Carytown and turn it into a true open-air shopping district free from car noise and associated danger. A Mulberry Street bikeway would provide a safe route for cyclists who might otherwise take Arthur Ashe Blvd and create a link between rapidly-growing Scott's Addition and the Fan/Carytown areas (even better" this same idea- but on Shepherd St.)."

"14 ""Closing West Cary Street would cause increased thru traffic in the residential areas of the neighboring Museum District. As someone living in the Museum District on Grove Avenue" we already have far too much thru traffic traveling through our neighborhood often exceeding the speed limit. We don't need any more."

"14 Why are you taking street parking away from city residents? Bikers are not using these new bike lane. It's such a waste. "

"14 Making Cary Street a pedestrian area with more parking infrastructure would make it easier for those in the surrounding suburbs to come visit local shops and restaurants without worrying about the hazards of navigating the traffic while shopping/walking in the area. "

"14 CARYTOWN CARTYTOWN! Get rid of the cars please! Businesses would flourish! "

"14 ""DO NOT close Cary street until alternate parking facilities have been built. Otherwise" residents on neighboring streets will suffer with no parking spaces near their home."

"14 I live a block away from Carytown and it has become nearly impossible to park within a block of my house since the parking decks started charging \$1. Carytown business employees now just park on the street and keep me from being able to park near my home. Please do not put parking restrictions or costs in place unless you also institute resident parking permits and strict time limits. Please do not close Cary street to cars unless you make Ellwood/Main a two way street"

"14 Richmond needs to stop giving preference to cars over pedestrians and bikes and slow down traffic for people racing through and out of the city. "

"14 ""Closing Carytown to cars makes a lot of sense" but making Main a two-way or finding other solutions for through traffic with minimal disruption to the surrounding residential neighborhoods is critical."

"14 ""As a pedestrian" it can be like playing Frogger trying to cross Main Street with the cars zipping by so quickly and not heeding crosswalk yields rules. I think making it two-way and adding more signage/speed bumps would slow cars down and help immensely. Also shade and rain protection at all bus stops is a huge priority. "

"14 ""It looks like you are taking ideas that worked in other cities and trying to force them on Richmond. This is a mistake. Just because it worked elsewhere doesn't mean it is right for the Fan. A prime example is the bus only lanes on Broad Street. A stupid idea that was a complete waste of money. At least you gave motorcycles a places to do stunt driving."

You will ruin Carytown if you eliminate traffic. Unlike Charlottesville was it is a thriving shopping area already. Charlottesville's downtown was dead before they re-did the mall area.

There are already cross overs at each en of Randolph. Another one is a waste of money.

Bikes and scooters do not use the current bike lanes in the city. They go on whatever roads they want to. What makes you think they will use the new lanes? The biggest safety issue for bicycles is getting them to obey the current stop signs and stop lights. Normally they just blow through them.

14 These are great ways to increase safety for pedestrians and cyclists. Thank you for taking their lives seriously.

14 Converting Carytown to walkable only would one of the coolest things the city could do. It would rival the mall area in Charlottesville and drive up foot traffic and business for the local businesses. I know

its probably a scary prospect for the business owners" who equate street parking and through traffic with accessibility to their businesses but it's clear this would drive up foot traffic."

"14 Bus stop amenities are very important. "

"14 ""I don't believe any of this is highly necessary with the exception of helping the folks who are awaiting public transit" but your survey insisted I select my top 5. All too often cars sit in the turning lane at Broad & Arthur Ashe (heading west & turning left to head south on Arthur Ashe) when the big neon sign is lit up. Where is that in this survey of necessary improvements? You have a lane earmarked as the turning lane so folks get in it & THEN realize they aren't allowed to turn at particular times; but they are already in the lane and left baffled. But beyond that the fact that you offer nothing here to address the weekend traffic using a residential street at Fountain Lake in Byrd Park is disconcerting. Traffic from mainstream Robinson St. all being forced to drive down an over-populated residential street is absurd. And only adding to this is the fact that Richmond has allowed it to go on for years and has used temporary fencing year-after-year in a park setting."

"14 Closing Carytown to cars is a great idea. Make it happen!"

"14 Car-centric America is awful "

"14 Please make Carytown car free!! Having car free spaces is vital for the community to thrive and feel safe!"

"14 ""We frequently access Carytown by car. I strongly agree that car-free would be ideal" I have no idea how to make it easy and hassle free for Carytown customers who have to drive there without impacting local neighborhood parking. Lots of free public parking garages would be need for cost and inconvenience to not be a barrier to Carytown commuters. "

"14 Converting Carytown to no cars like the downtown mall in Charlottesville would be a huge asset to Richmond and a wonderful destination. Please do it!!!!"

"14 ""I really think it is a bad idea to close Cary st to cars. I think it would hurt business owners" and causes major traffic / parking issues for people living in surrounding areas. I live on Arthur Ashe one block away from Carytown and it's already impossible to find parking near my house on the weekends. I can't imagine how bad it would be if Cary st was closed to cars. Please don't close it to cars. If you do it's gonna need some serious parking decks. "

"14 ""As someone who attempted to live as a commute cyclist in Richmond" and failed around the one year mark the infrastructure just doesn't support fast moving commuting cycling traffic. As someone who could happily cruise at 18-20mph from point to point as a functional member of traffic on a bike I'd love for the city to pay a little more attention to the genuine safety of the people who rely on it to get to and from. Please refer to number of cyclists that meet untimely ends for unnecessary means if you need further evidence. Thank you."

"14 ""We can protect both drivers and cyclists. We need to remove the thought of it's one versus the other. Plus" more protected bike lanes encourages more exercise and less fossil fuel usage. (But honestly climate change is here regardless.)"

"14 ""Yes leave car traffic in Cary town itâ€™s a major thoroughfare. The problem in Cary town are the pedestrians who do not obey street signs and crossings. City of Richmond needs to stop adjusting streets for the few folks who want to walk" run in the streets . We have sidewalks in the city of Richmond for pedestrians and if that is not convenient there is a vita course in Byrd Park where they can run ride bike all day and night. I am longtime city of Richmond resident and Byrd Park has always served people who want to go to the park and or drive through the park on the weekends and this includes families. Stop accommodating a few rather than listen to the entire community?"

"14 survey should not force user to pick 5. results in bad data because I may only think a smaller number are high-priority and the rest are bad ideas"

"14 We just bought a house on Ellwood. We would love the idea of having Carytown closed for cars and turning the area into a pavilion. "

"14 Carytown should absolutely be car-free. Itâ€™s already so unsafe with how many people cross at random times and how close and crowded everything is on the roads."

"14 Richmond city is expanding and we need better transit to accommodate. We canâ€™t continue to built for cars and have the personal community we strive to have. Biking is a huge community here and the more protected bike lanes the more people will be riding bikes to work instead of driving cars. Letâ€™s keep our people save and built our city for a future of people "

"14 Car free carytown should coincide with expanded outdoor dining opportunities and large public art commissions. "

"14 ""The only thing that would benefit the culture and attractiveness of the city is the closing cary street to cars. Iâ€™m a bicyclist but wonâ€™t even try to bike in richmond anymore and the bike lanes are a nice idea but donâ€™t work and dont get used. I think itâ€™s a waste of money and space and I see no evidence of a financial benefit to the city either" direct or indirect. But the Cary street closing would be tremendous as long as a parking garage can be made. Use the lots behind cary court and adjacent lots and build a modern several story lot. Sorry but the bus stop covers and bike lanes just arenâ€™t anywhere near as important for the city as those 2 things. And making main / Cary 2-way traffic is a horrible idea. Itâ€™s already so crowded and main is all drunk young people at bars. 2-way would make it more dicey than it already is. Stuart circle isnâ€™t hurting anyone. "

"14 ""For the love of God" do NOT make main and Cary two way that's so much more dangerous for pedestrians and will make car traffic even worse"

"14 ""Highly support Carytown being car-free! Look at the success of so many other cities with cute" family-friendly pedestrian -only areas! It would be a boon to the city!

(please also clean up Carytown-- clean up trash graffiti begging people which feels unsafe)"

"14 ""If youâ€™re going to make Cary St pedestrian only" there must be some reasonable provision for handicapped accessibility aside from âœthey should be able to handle the hillsâœ. Not everyone has electric wheelchairs"

"14 Keep the buses free and make Richmond an easy place to live without a car!"

"14 Carytown going car free would improve safety significantly. "

"14 ""Although now retired for 11 years" I had a business in Carytown for 39 years. I can't even imagine how I would have survived if Cary Street were to have been closed. This is the most idiotic idea I think I've ever heard of. I feel for all the merchants there now if this is allowed to happen."

"14 Please extend the bike lanes on Monument/Franklin. I bike almost every day in this area. Having a bike lane suddenly end is like building a road to nowhere. The bike lane ends at Franklin and Belvedere leaving me to navigate through Monroe Park and into the Fan. Crazy. Yes I support converting Cary St. to a pedestrian/bike lane only. I hope you will still keep the bus route. That route is very important too. "

"14 ""I strenuously disagree with closing Carytown to vehicles. Driver's seeing those shops and the ever changing locations is promotional for those businesses and is a significant consideration in the ""thrill of the hunt"" for the purchaser. Having to park further away versus possibly at the front door of shops will be a dissatisfied for older shoppers and those who are disabled."

I would ask those promoting the Carytown Street closing to revisit the 17th Street Farmers' Market closing years ago. Prior to that ""improvement project"" two one-way streets with parking bounded covered stalls under which farmers displayed (promoted) the their work efforts. That former vibrant area is now a concrete desert without the many sellers (including neighboring shops) lookers and buyers...don't let Carytown succumb to this..!!

"14 If you're going to close Carytown to cars you need to have a comprehensive plan on how parking will be addressed."

"14 I am partially disabled. Eliminating traffic on Cary Street will hinder my ability to shop there. Parking on the adjoining streets will be at a premium and I doubt I will find parking close enough to stores I wish to use."

"14 If there's going to be a bike and pedestrian safety initiative it should also include banning right turn on red at intersections. "

"14 ""Prioritizing busses and bikes over cars would be a good framework. Why spend time closing down roads entirely when that would impact bus routes and the accessibility of Carytown? Why amend parking" instead of making Not using a car simply easier and more attractive?"

"14 Make the city more accessible to pedestrians & cyclists and expand public transit! This'll create a better community."

"14 ""Traffic calming is my top priority so reduce Carytown to one lane with wider sidewalks and a bike lane" and convert Cary and Main in Fan to two-way"

"14 Our #1 top priority should be closing Cary St in Carytown to traffic. Obviously there would have to be some additional parking added at either end of the car free zone to make up for the lost street parking. Adding some bus service to the area could help too. Parking is the number one reason why my family (and others I know) don't visit this great part of the city more often. "

"14 Make our city more walker/biker friendly!"

"14 Carytown NEEDS to be closed to cars."

"14 Allocate resources to improve first - nothing else should be a priority "

"14 ""Car free Cary St. would be a lovely area to stroll and commune. Two way streets are slower and safer and promote neighborliness."

"14 ""Dont close Cary street. Strongly against it. Bikers have alternative roads and itâ€™ll badly hurt the inner core businesses. Instead" remove a parking lane and put in a bike lane if anything. "

"14 Top two recommendations are pedestrian carytown and extended franklin bike lanes"

"14 I would ABSOLUTELY STOP GOING to Carytown if it was closed off to cars. Can the city afford to devastate Carytown ??????"

"14 ""14B needs to be completely scrapped. It makes no sense to close Cary St to cars. Itâ€™s how most get around in that area. By removing cars you are force ppl to park and walk however a lot of folks will drive thru the area and decide if they wish to park and go to a particular store or restaurant. So again this idea needs to be scrapped. "

"14 ""If you want to alleviate some of the car traffic in Carytown" you're going to have to get super creative with parking. The neighbors aren't going to like all of us from around the area parking everywhere amongst their homes (more than we already do!) In addition when it's hot or bad weather distant parking will discourage shoppers from going to Carytown altogether. If I can't park near where I'm going and I need something from one store/business I'll likely not go to Carytown for it. If you want to make Carytown car-free then gradually throughout the next several years add free parking behind all the businesses for the full length of Carytown. Carytown and Charlottesville cannot be compared they're two different animals. In addition the Charlottesville layout is not ""busy people friendly"". I think sales and foot traffic will DECREASE if you make the area car free. Try something else creative but don't make it pedestrian and bike only. "

"14 ""Converting streets to pedestrian and bike only (no cars) is an excellent idea. I have seen this work wonderfully in cities across the world. If done properly" such as making Cary or Allen a pedestrian promenade it should revitalize areas and bring in new business. Think landscaped plazas with fountains and outdoor dining in the area of the former street. It would make the area more conducive to outdoor markets and festivals."

"14 ""I love Cary street businesses and going there - but the cars make it unsafe" and parking is a nightmare. Would love to have a car less area here in RVA."

"14 Converting Carytown to a car-free area would be transformational for the city. "

"14 I think closing traffic on Cary St without the proper study of it's effect would be disasterous."

"14 A electric trolley in Cary street would be awesome!"

"14 Reverting Main and Cary to their designed two-way operation should be the highest priority given the number of deaths caused by the current one-way design. Correcting this condition has been in the City planning documents for decades and must be addressed immediately. "

"14 ""Closing carytown will increase the draw for locals and tourists. Taking care of the bus system and adding benches and making sure they are safe is a necessity as a public service.Please stop putting

all our money toward bike lanes. It's a great addition to our city" but it doesn't bring in money or address critical city failures so is a luxury we don't have now. Also it's confusing for drivers and takes away parking in a city where driving is still the main transport option."

"14 NEVER CONVERT CARY OR ELLWOOD TO TWO-WAY AND NEVER CLOSE CARY TO TRAFFIC....PLEASE HIRE DIFFERENT TRAFFIC ENGINEERS FROM THE PAST WHO HAVE RECOMMENDED REMOVING THE 'NO RIGHT TURN ON RED' AT INTERSECTION OF ELLWOOD AND NANSEMOND (PERHAPS MOST DANGEROUS INTERSECTION IN MUSEUM DISTRICT)...THESE ENGINEERS HAVE PROVEN ILL EQUIPPED AND SHOULD NOT BE ADVISING THE CITY ON ANY MATTERS. "

"14 ""I think closing Carytown to traffic will hurt small businesses and locals" especially the underprivileged. It seems like a priority not of the neighborhood but of privileged residents living in the counties or wealthier parts of the city."

"14 ""do not close Carytown to vehicular traffic!!"

"14 I think closing Carytown to cars is an excellent and forward-thinking initiative. "

"14 ""I am concerned about the #5 bus if we get a car free Cary St. Can we have a bike lane and a bus lane and foot traffic. Also" how will we deal with the parking? Will Elwood be changed to 2 way traffic? I love the idea of foot/bike traffic on Cary!"

"14 ""Concern about shutting down Cary street. Where will folks park? If we can find extra parking at both ends of Carytown" that would make the project successful for everyone. "

"14 closing Cary for cars is at the very top. This should really be done and considered."

"14 ""Bike lanes and bicycle/pedestrian only streets are sorely needed! See Portland" Oregon for example of bicycle/pedestrian infrastructure that has changed the community"

"14 I think it is very important to close cary street to cars - it is difficult to park on that street and dangerous when people try to parallel park there. it is also difficult to see if cars are coming when pulling out of the public parking lot. i think it would be beneficial to limit cary street to pedestrians and bikers and that this would help curate a less stressful atmosphere "

"14 ""As a homeowner in Carytown" I would like to see concrete proposals that address a pedestrian plaza on Cary St between Thompson and Arthur Ashe that don't restrict the parking of homeowners."

"14 My top priority is Cary st being car free in the section you specified. I also care for bus stops to treat people as people and let them sit or protect them from the sun. And lastly the pedestrian only pathway over 95 would be a win. "

"14 ""I love on the 200 block of South Mulberry and would feel like I died and went to heaven if you made a bike lane here. I don't know how you'd do it" but I am in full support! I assume it would have to take away half the parking on the street & that's fine by me. "

"14 ""To close Cary St from Thompson to Arthur Ashe" MUST also provide adequate parking options for residents and shoppers including more parking decks (is this what 'shared parking means?). Recommendations 14C and 14D must be occur together and be coordinated; otherwise chaos.

Making Cary and Main Sts. two-way streets might increase safety for peds and bikers but would increase traffic volume create more safety issues at cross street intersections and create more issues with on-street parking on both sides of both streets."

"14 ""Closing Cary St. to cars would be incredible. Theyâ€™ve done it to huge success in Charlottesville" Alexandria Staunton Bethesda among others. Itâ€™s one of the reasons I visit those places. One feels safer as a pedestrian itâ€™s great for leisure strolling and business it would make Cary St. a real destination."

"14 Please close Carytown off from cars and create a pedestrian zone. This would immensely improve the experience of being down there. A strong parking plan would like this possible for businesses that are concerned. "

"14 ""These are all awesome projects. Closing Cary Street to cars is the number one priority in my opinion! I would recommend piloting a temporary closing on weekends where you have barriers or a gate that can be open or closed kinda like in Byrd Park. It's dangerous to bike in this city" so appreciate ya'll efforts to make it safer. "

"14 Get rid of the cars in Cary! My (and my neighbors!) vote for LIFE to whoever gets this across the finish line."

"14 ""I think RVA is in need of a pedestrian-only zone and Carytown is the right place for it. Every time I visit another city that has one" I think about the fact that we need one. If Cary became pedestrian-only I would support Ellwood having two-way traffic for the same east-west stretch from Thompson to Boulevard. As a driver, any time you can add a dedicated bike lane so that bicyclists are not in the driving lane, I agree. "

"14 ""Infrastructure that reduces car reliance" makes streets safer and provides better transportation for those who do not have cars must be prioritized "

"14 ""I would love to see Carytown used in a similar fashion to the pedestrian shopping area in Charlottesville. Our space could be made much more relaxing" better for community building and attract more business if people weren't worried about the chaos of parking delivery trucks etc... "

"14 ""Please restrict traffic through Carytown. As a resident of the neighborhood" it is still not safe for pedestrians particularly on weekends and parking can be addressed. "

"14 ""If closed to cars" Carytown could potentially flourish to the point of changing the entire character of the City of Richmond. People spend thousands of dollars on plane tickets to go to Europe so that they can sit outside at a restaurant without being next to a highway. We have a unique opportunity to build a beautiful space that people - not cars - will love."

"14 Carytown should not be car-free"

"14 ""Closing Carytown to cars would improve the shopping experience for customers" reduce the cost of road maintenance the cost of labor for fixing road issues and shutting down a lane would also no longer exist. Fewer drunk drivers as Carytown is popular for bar hoppers the chance to use the Carytown Court parking lot into a community park or outdoor recreation area for children to use for events such as the watermelon festival the chance to bring more tourism through a new surplus local events all thanks to a car free Cary street. This would save so much money time and resources in the long run. No more speeding cars swerving past a young child or a pregnant woman more bike access= Broad street bullies may move off broad street which i know has caused quite a few traffic jams in the past. there is absolutely nothing you can lose from this! I have plenty more thoughts to contribute should they be necessary I love this city I want whatâ€™s best for all of us. "

"14 Closing Cary St. to cars would be my top priority!"

"14 ""Bad idea to close Cary St at Thompson. Nanesmond makes better since because closing at Thompson would make getting to Kroger" Truist Montana Gold and Bakerâ€™s Crust extremely difficult. Closing at Thompson would leave only one entrance from Nanesmond into that Kroger parking lot creating a horrible traffic jam thru the Kroger parking lot. "

"14 ""Converting Cary and Main to two-way should be the top priority. This is an inexpensive intervention that will make crossing and biking on these roads much safer. Cars constantly speed on these roads and fail to yield to pedestrians. Please" please do this."

"14 ""Closing Cary Town to cars is an absolutely terrible idea -- it will lead to increased traffic" congestion and stress to the surrounding neighborhoods and ultimately make visiting the businesses more difficult. Creating additional parking facilities will be difficult and would probably require the demolition of existing buildings. There are much more important infrastructure and road improvement projects that deserve the scant funding available to the City -- like adequately repairing and paving the existing roads that go unaddressed and neglected. Furthermore, the City does not have a demonstrated success rate with completing projects addressing issues that arise once completed and ensuring continued support. "

"14 ""Pedestrian safety should be a key priority in this area. Making Main and Cary two-way" as well as adding Ellwood to the two-way plan would make for a safer environment. I am opposed to changing Carytown to all-pedestrian. There is only one day a week when Carytown pedestrian levels are high (Saturday). Moving traffic to other streets would simply relocate the problems for pedestrians to neighboring streets and cause undue congestion. "

"14 ""Making Carytown car-free would be beneficial to the environment and citizens alike" as well as make it safer in general. Adding more bikeshare stations would encourage more foot and bike transportation producing less toxic fumes. Adding a section specifically for parking near Carytown would make it doubly safe for residents and tourists who may not be aware that it is a one-way street."

"14 ""I have selected making Cary and Main streets two way in more than one survey because something should be done. I do" however, think that making Cary St. car free (and Main St two way) is the much better solution."

"14 ""How are we to get our pets to the EMERGENCY ROOM let alone their regular vet without street access? Cary St is not just for tourists" there are serious businesses there."

"14 Closing Cary to traffic removes how many parking spaces...where are the tourists you are trying to attract supposed to park? And where are the people trying to reach a legitimate/essential business (the ones that are left) supposed to park?"

"14 Please don't close Carytown to cars without adequate resources for elderly. I am from here and both of my parents in their 70s driver there and park within walking distance to stores."

"14 ""I had to select 5 top recommendations" even though I really only want to recommend one. The current bike lanes as constructed make driving difficult and too often bikers use the roads and not the bike lanes on Malvern Avenue. "

"14 Do NOT close Cary St. to motor vehicle traffic. That would be disastrous for the small businesses and their patrons who depend on short term near by on street parking."

"14 A car free carytown would be amazing for the neighborhood and city overall "

"14 Car-free Carytown is the biggest priority by far!"

"14 ""Strongly support making Cary Street in Carytown pedestrian and bike-only." As a resident living between Main and Cary Streets I hope that allowing two way traffic would encourage more responsible driving. I frequently see drivers at unsafe speeds, particularly on Main."

"14 Closing Cary Town to traffic is particularly important for public safety and to increase the area's appeal over Short Pump"

"14 Carytown should get at least one free parking garage nearby if converted to pedestrian only to account for loss of parking spaces in the area. Don't want it to be only paid parking provided nearby."

"14 Survey forces you to list 5 top items. Did not think there were 5 things that needed attention but had to list extra items so could continue with survey . Big flaw in survey !"

"14 ""Closing Cary is" I think the first priority. It will absolutely be beneficial and safer to business patrons and the surrounding owner-occupants. That section of Cary is one of the most obnoxious congested parts of the city and I don't know many locals that would chose to visit a business in Carytown over buying the same product elsewhere for that reason alone.

Also it seems to me that most visitors to the area especially on weekends are from the surrounding counties. Those folks typically have a harder time driving and parking in an urban environment. If we created a nicely-landscaped carless urban shopping district like Charlottesville's Downtown Mall downtown Denver etc. I think it would take that area to the next level. There will need to be more parking structures though to support the district and relieve the strain on owner-occupants in the area but we've needed that for 30 years. How to incorporate them in an aesthetically pleasing way will need to be determined."

"14 ""Closing Cary Street to pedestrians only is the top most recommendation" way ahead of the others."

"14 I'm concerned about handicap accessibility to Carytown shops if Cary st is closed to cars. "

"14 ""Making our city bicycle-friendly should be the top priority of this group. Richmond is a sprawling town full of unique areas" but few are walkable between each. Creating dedicated thoroughfares for bicycles between these areas could fundamentally change the way people move about the city and alleviate the current traffic and parking problems we do have. While the idea of a closed to cars Carytown is interesting it's uni-directional footprint makes walking it too daunting for most. A city center approach to something like this would work better and I just don't see Carytown as having that in its current form. "

"14 ""All of the Carytown recommendations need to be combined into one small area plan. Converting Carytown to a pedestrian walk like Charlottesville" Boulder or Miami is a great idea! How about a ciclovia or Sunday Streets model that makes it a repeating normal occurrence so people can get used to it or ask for changes? It does seem like to be successful we need a 2 way Main street and a parking zone for residents. It would help if bus frequency and bike routes were part of the plan too. After VCU Carytown is probably the highest bike destination. How can we build on that and ensure robust connections between them and to surrounding neighborhoods? As it stands we've got gaps that dump people onto streets or through intersections that aren't safe for all riders. "

"14 ""Along with improved bike lanes and bus stops" that package deal should also be prioritization of better and improved street lights overall. I don't think this should be overlooked in the plan as something that is cheap and quick to do. "

"14 ""Some of my selections (bike paths was largely the main options to choose from)" however bike lanes are not top to my neighbors or myself. We care greatly and continue to be placed on the back burner- if on any list at all regarding maintenance of current streets corners (need rounded NOT the squared -dangerous curb cuts) and level sidewalks. The installation of brighter street lights should be mandatory these days. However after an over 15 years requesting repairs (4 different city record keeping computer systems 4 different city council reps) we are still experiencing the same ignored problems. Money in budget comes and goes without attention to some tax paying residents needs. Our homes are being obviously affected due to ex. out of control tree roots etc. To be honest I am tired of seeing Monument Ave getting new sidewalks and trees pruned when there is no issue just to make it "look" nice. Circle at Allen & Monument is ridiculous wasted dollars grass and asphalt enough.

14 Carytown has the potential for so much more! Closing Cary St to vehicles would make this area a much more desirable and iconic destination. Parking in Carytown" IMO is too easy in its current format " visitors from the county should come to expect that you have to pay for parking in congested areas. We need to normalize this rather than cater to people who drive in from elsewhere."

"14 Keep Cary and Main Street one-way streets please."

"14 ""I think higher recommendations would be repairing cracked sidewalks along Kensington Ave zip 23226" and laying down a concrete/cement alley entrance the the alley behind 6501 Kensington so gravel does not wash down to the street pile up and back up the curbside drainage from rain and cause soot to pile up and back up and grass to grow. Thanks."

"14 The top priority is to convert Cary to a walking only street. Close it off to cars and create a pedestrian mall residents want to go to!"

"14 I only see three things on this list that are necessary. Stop wasting our money. My sidewalk is currently being dug up and replaced in front of my house for NO reason in the wealthiest zip code in the city. What a waste!"

"14 Closing Cary Street to cars would make that area even more wonderful to visit. It would have a small city charm."

"14 ""I live on Main St between the section where the city has installed speed humps (VCU) and Elwood where the city has installed bumped out sidewalks. We are in the middle with no speed control infrastructure" which means cars barrel by my house where my kids walk to school. Converting the street to 2-way is a top priority for the safety of our family and our neighbors. "

"14 Making Carytown a pedestrian street should be a top priority"

"14 ""Carytown should definitely NOT be turned into a pedestrian mall. It's not broken please don't try to fix it with a poorly thought out plan conceived by people who have no connection to the area. Enhance it YES. First of all" clean it more frequently so it feels like the city cares for its most successful retail district. If it were cleaner more people would visit because the experience was better. Add more parking decks so there is more ample parking. Using the space over the expressway is a great place for parking and green space. (don't try to make merchants in CT bear the cost) Potentially one lane with nose in parking and delivery stations. Close it on occasion for special events but absolutely DO NOT close it on a permanent basis. Again it's not broken don't try to fix it since it's not necessary. The watermelon fest. Is wildly successful but people don't spent when they are there at the retailers or restaurants. Think of an area that needs improvement to experiment on. "

"14 ""Main St and Cary St are designed for speeds that are inappropriate for major mixed-use corridors. Two-way conversions with additional traffic calming should be a top priority. "

Start a pilot program to make W Cary St from Arthur Ashe Blvd to Thompson St a pedestrian plaza every Saturday during peak months and keep extending the duration to ease the concerns of shoppers and businesses.

There is an absurd amount of roadway at Stuart Circle. There's an extra half lane in the NE quadrant in front of St. John's church that serves absolutely no purpose (maybe this can be used for the Franklin St bike lane extension). Extend the sidewalks and make the curb radii as close to zero as possible. "

"14 ""I think creating a car-free pedestrian streetscape in Carytown is one of the best things that Richmond could do. It would create an excellent destination spot" and make the entire area much more pleasant and safe for pedestrians and shoppers."

"14 ""Re: closing Cary street. I haven't seen it floated around that Cary can be closed for part of the day. In New Orleans" Bourbon Street is open to car traffic during the day and closed in the evenings and weekends. Seemed to work very well."

"14 ""Extending the Franklin bike lane is an amazing idea. I frequently use that lane to go east/west and it would be a huge improvement to have it extend further west. I feel mostly safe in that lane and its

a bummer when it runs out. Also" please enforce cars parking it -- ticket and tow with extreme prejudice. "

"14 ""Before prioritizing these new projects" we should prioritize repaving streets that need it. The streets in my neighborhood haven't been paved in the 15 years I've lived here and are dangerous to bike and drive on! Correct the existing infrastructure before moving on to new projects!"

"14 Close Cary to cars. "

"14 ""I have lived in many cities" and I'm not aware of any in which closing a shopping street to automobile traffic was a bad idea. I'd like more consistent connections for bicycle commuting but would wonder whether dedicated bikeways / greenways are needed vs simply making some side streets (Grace from Harrison to Arthur Ashe for example) bike priority streets with lower speed limits and more speed tables.

"14 ""While I really love the idea of a north/south bike-friendly route on Allen and over 195" the idea of making Carytown car-free is so attractive that I have to put all my eggs in this basket to emphasize how important this is to me beyond any other project. Carytown cannot grow without this change."

"14 More Biking access around the city and from this area to capital trail "

"14 Enhancing bus stations should be one of the highest priorities. "

"14 ""I live close to the Monument/Stuart/Lombardy/Franklin traffic circle and pass through the area daily. More days than not I see an accident almost occur in this circle. Drivers expect this circle to work like a traffic circle" not a traffic light expecting left turns to have the right of way to cars already crossing traffic. That issue mixed with the loose pedestrian infrastructure makes this intersection a nightmare. Adding the tall plants to the middle of the roundabout has only made this worse because people are less aware of what is across from them coming their way. There needs to be some major clarity in this intersection."

"14 Improved bike and bus infrastructure works in tandem with reducing car usage. More bike- and pedestrian- only streets!"

"14 Carytown is fine as-is. Perhaps focus your attention to the downtown Grace St corridor if you want to close a street to create more of a pedestrian-centric retail area. "

"14 CARYTOWN WOULD BE OUT OF THIS WORLD IF THERE WERE NO CARS AND IT WAS ENTIRELY WALKABLE! We NEED to do this!!"

"14 Closing Carytown to traffic would be a monumental improvement for this city. I cannot stress this enough."

"14 ""Better bus stop infrastructure is a must. I'm tired of seeing people sitting on shopping carts or grass ditches at the bus stop. I'm tired of seeing elderly people having no place to sit while they wait. // Also it would be great to see bridge infrastructure that is ADA compliant when making more bike / walking lanes. So many bridges connecting the Fan and Randolph don't have wheelchair ramps" and many elderly neighbors who live in senior residences are left to wheel themselves across a bridge in the

middle of the street. I've raised this to people's attention for years but nothing changes. // Finally please make sure sidewalk fixes are done in tandem with these infrastructure improvements. We can do both and our elderly neighbors deserve to have sidewalks they can navigate just as much as cyclists deserve to have safe spaces to commute. "

"14 Bike lanes are great but if they end randomly and have no connectivity to other bike lanes they don't fix safety! Make sure bike lanes connect "

"14 ""The community has been wanting Cary street closed to traffic for years" I am very excited to see this discussion. By turning more rear parking lots into parking decks (such as the one behind mellow mushroom) and finding innovative solutions to ensure restaurants can get their deliveries this would not hurt local businesses, it would likely help them tremendously. By making Carytown pedestrian only and adding patio dining to the center of the street (such as in the downtown mall in Charlottesville) we would be adding a unique and valuable community space that would ultimately draw more consumers than ever to the area!"

"14 ""Bus riders are not being treated well. They need shade" seating and protection from rain."

"14 ""Closing Cart street to cars will increase commerce and tourism" boosting local businesses. Increasing bike lanes and bike safety will make the city more accessible and reduce car pollution. "

"14 Bring back the Glenside Express bus to downtown."

"14 ""Carytown needs better parking that promotes the small businesses" but does not interfere with the neighbors. The city has a jewel in Carytown and we spend a great deal of time in that area. Parking needs to be addressed if you want the growth and support. Closing off Cary Street is not the answer."

"14 ""Consider limited closing of Cary St just on weekends. Also that area sorely needs parking meters" coupled with residential parking permits for the adjacent residential streets. It's basic Econ-101 supply-and-demand: demand for parking well outstrips supply so why should the City be giving away a scarce and valuable resource for free?

The whole Byrd Park area would benefit from Small Area Transportation Plan. The road network makes no sense in that area. In particular consider roundabouts where Blanton Ave has those odd intersections with the south end of Arthur Ashe Blvd and at Garrett. "

"14 ""I think adding a protected bike lane to Park Drive/Blanton Ave. (14 J) would be a wonderful way to make cycling safer in the area. However" I would like to see the bike lane extended even further north onto Arthur Ash Boulevard where it intersects with Idlewood Ave. Anyone who has cycled in this area can tell you that crossing the bridge over 195 on this section of road is terrifying. "

"14 ""Do a series of one day closures of Cary Street in Carytown to evaluate how (if at all) it impacts traffic and parking on adjoining streets." Thompson Street really needs to be added to the list. It is horrible for bikes and pedestrians and is very unsafe for handicapped people."

"14 Close Carey street to cars! "

"14 ""I'd like to see Cary St remain as it is currently EXCEPT on special occasions. I'd like to see it closed to traffic ONLY on special occasions or on a certain regularity such as the 3rd week-end (including Friday) of every month." The way this survey poses the questions (...high priority) is not very productive. And the maps aren't very helpful. I'm sorry I started this."

"14 ""The city continues to build bike lanes that make the traffic dangerous merging lanes (mavern) and create ugly streets capes with poles. Please stop " I ride my bike many times a week and never use these dedicated lanes "

"14 ""Closing Carytown to cars doesn't have to be an all or nothing proposition. There are many places that successfully close popular areas off to cars during high volume times -- evenings and weekends when people want to go out" eat and drink. Richmond loves to obsess over parking but these are the growing pains we have to experience as we make the city something that works for everyone not just people in cars. You could also explore no parking times of day + a free ride on a golf cart to other points on the street (like airport carts). "

"14 ""If you're putting bike paths on monument" please make sure they aren't on the existing brick cobblestone. Even on a bike with suspension, it's unpleasant. Also, instead of making Cary St and Main st two way, why not make them both just one lane? Traffic would still slow but also pedestrians get the benefit of only having to look for traffic one way, and a protected bike lane could be added."

"14 Add paid parking in.Carytown but not time limitson"

"14 ""It is a TERRIBLE idea to close Cary St to cars because it will create an even bigger parking nightmare for people who live near Carytown. It is already a nightmare for me to park regularly" and blocking cars from being able to park will put enormous pressure on an already stressed parking situation. It is not a feasible. "

"14 I recently moved into Carytown and having that street being pedestrian walking only would be great and unique to the city. It is so cluttered and a small street already."

"14 we need to see how some of these recommendations work out or help out before proceeding to make major changes"

"14 ""Unless there are plans to build giant parking decks" closing Carytown to cars is bad for the businesses there and residents. It will disrupt existing bus routes compel parking into neighboring areas where parking is a premium and deter people from the county coming to shop. If it isnâ€™t broke donâ€™t fix it please. "

"14 ""I do not believe closing Carytown to cars is a good idea. I believe the impact on neighbors would be significant" and the area would not be able to accommodate the shifting traffic patterns without significant burden on the community. Also I am concerned that the city would not supply sufficient parking options to meet the need for displaced street parking. The desire to make the area more friendly to pedestrians is admirable but this proposed project is ultimately not in the best interests of the community. "

"14 Should not have to give 5 choices if donâ€™t agree with 5 items. Survey flawed"

"14 I'm not for any of these! The bike lanes aren't used now and fuck bikers. Make them register and get insurance. "

"14 14B would really reduce speeding and therefore prevent more pedestrian deaths "

"14 ""As someone who lived one block off Cary for years" I really would love to see it closed to cars. Would make me more likely to spend time there regularly again."

"14 I think considering keeping a single lane in Carytown would be fine. but making it very slow and difficult to drive down and encourage the 195 and other roads."

"14 ""Most important is to make Main and Cary two-way. Preferably" make all streets two-way (including Franklin)."

"14 Cary St closing to cars would cause havoc. It's one of the main arteries between people who live by the James River and downtown "

"14 Please close Cary St in Carytown to traffic. My wife & I were hit by a car 2 weeks ago while we were legally walking in the crosswalk by someone not paying attention to pedestrians while making a right on red."

"14 ""I grew up in Burlington" Vermont where we closed the main merchant street Church Street to cars but also built several parking garages and made it easy for people to come

Downtown for a lovely stroll meals and shopping. Parking was a problem if you couldn't pay so free or very cheap parking is one thing Richmond should look at. And giving workers free parking "

"14 Do not close Cary town to cars. I will probably never visit the businesses along that street again if you do "

"14 ""Carytown needs parking" it does not need to be closed to cars. This is going to cause a nightmare with the redirection of traffic."

"14 Close Carytown to cars."

"14 ""I strongly believe closing Carytown to cars would revitalize the area" attract more pedestrians and make a safer more pleasant experience."

"14 ""Covering parts of the expressway to expand parks is a great idea and should be considered for the stretch of Robinson to Boulevard. "

Bike lanes are critical but bike shares are just too expensive. Better to spend city \$ on giving away/repairing bikes than installing these clunky solutions that only work in towns with higher density.

Rebuild Monument/Lombardy? Sure. But we need to start talking about what we do with this entire street. New monuments? New roundabouts at Davis and further west? "

"14 Please convert Carytown to a pedestrian only road! It will be a lot more appealing to local resident and increase tourism. "

"14 Closing Cary town to cars only works with increased free publi lots. Fees only discourages business. It discourages me "

"14 ""Please close Carytown to cars" even just for weekends! The Charlottesville mall and Staunton have done this with wonderful results. "

"14 ""Do not make Carytown pedestrian only. It would merely push drivers over to already busy Floyd Avenue" where we live."

"14 Longtime Museum District resident. Would love to see an improved pedestrian experience in the Carytown corridor. More bikes. Fewer cars!"

"14 Carytown being car free is critical to the city culture. PUT IN A TROLLEY! It can be on a circular path to help tired pedestrians go block to block. We had trolleys in the 1940s. Better then buses and tourist potential!"

"14 ""I think the idea to close Cary St to cars would be really helpful and make the area much safer for pedestrians" but this would require better disability access expanded parking decks guaranteed Carytown employee parking and maybe converting residential parking to permit only so that shoppers local residents and employees all have parking access"

"14 Make Cary car free. Enhance the pedestrian safety as well as the bike safety. Secure parking outside those zones and run a public transit system through the middle to move consumers into the car free zone"

"14 ""We need more green space! Carytown should be car free. Sure" the residents of the suburbs want parkingâ€¦they always do. But the actual residents in the area have chosen city life because of accessibility to places on footâ€¦because they are often younger more environmentally conscious and prefer the exercise that walkability enhances."

"14 ""Donâ€™t make Carytown car-free!! Itâ€™s very convenient and necessary to be able to drive thru Carytown" park on Cary St go into a store/restaurant nearby and then be able to walk a short distance to my car and drive away."

"14 Mixed use space in Carytown with a segment designed for no cars. This will only work with additional designated parking. Perhaps an additional garage and better visibility of improved public transport service as well."

"14 ""Close cary st to cars! See.the Charlottesville downtown mall as a pristine example that it can be done" and a wonderful place. I can't bring my young kids to cary town right now due to the traffic. You can't listen to buskers bc there's no room to walk around them. Close it to cars! Patio restaurants and shops will thrive "

"14 The entire city needs a more aggressive & sustainable approach to active transportation. Look at the incredible success of Arlington County to the North and learn from the work theyâ€™ve done in the last decade. We must increase bike/walk and bus options!"

"14 We need to close Carytown to cars! Imagine how pleasant it would be to eat outside without cars roaring past with their modified popping mufflers. "

"14 ""Main Street mall in Charlottesville is a testament to the real community" business and tourism value of making Carytown car free. But yes investment will need to be made in parking and travel routes. But itâ€™s worth it. "

"14 Consider accessibility solutions in closing cary street to pedestrians. Improve parking garages. Zoned parking for residents. "

"14 Please please do not eliminate cars on Cary - the watermelon festival itself is awful to those of us who live here and need to park I canâ€™t imagine this being all of the time"

"14 Closing Granby Street in Norfolk killed business as well as in many other cities. It always sounds better. A trial period would be a good way to see "

"14 ""If you close Cary" please consider not doing so at Thompsonâ€™, many residents use Publix or Kroger & wouldnâ€™t have easy access to groceries. Closing at Nansemond makes more sense. "

"14 Why would you want to kill small businesses by making an already difficult parking situation worse by closing Cary street to pedestrians only. Without more parking garages or other options for actual customers. "

"14 This survey is skewed. There was no option to NOT pick any of the projects. So people have to pick something even if they donâ€™t believe any should be priorities. There should have been None and Other options. "

"14 ""Make biking lanes all along Staples mill road 100%. I assure you this would GREATLY decrease the flow of needles cars and congestion coming into down town. And it would GREATLY allow for these pedestrian and cycling projects to actually work."

There are sidewalks all along the road that you can sort of bike on but 1 it's harder since MANY of the sidewalks just randomly cut off especially starting from a neighborhood or residential area and 2 it is hard to bike on a sidewalk because it is mixed used. People walking on it and you don't want to hit them or their dog. Somebody waiting one the bus so you have to swivel away or a lot of random objects on the ground that may throw you off at any given time.

There are so many cyclists and bike owners in the residential areas along Staples mill but there isn't any real way for us to get ourselves to any real destination.

The community NEEDS bike lanes on Staples mill. The results will be at 100% benefit to these projects."

"14 Please for the love of God do NOT close Cary St to traffic."

"14 ""Yes. You asked for top 5 recommendations. I only support three" so you are asking me to recommend things I do not support to be able to complete the survey. UNFAIR!"

"14 Carytown car free day once a month would be great! "

"14 ""I'm fine with all the bike lane extensions" additions and improvements; however shutting down streets to create a bike/pedestrian only street in Carytown I believe is a bad idea that could hurt business. People already hate having to find parking to get to their desired store or restaurant

and shutting down Cary would make it worse and cause folks to possibly not want to come. Not to mention people ordering takeout and delivery drivers will have a hard time trying to pickup food orders which in turn could hurt businesses since people will be deterred in wanting to order food."

"14 Carytown becoming pedestrians & bikes only makes it inaccessible to people with physical disabilities where mobility is limited. It puts a strain on the already limited parking. The businesses rely on the street parking for employees & customers. Removing parking & driving ability makes accessing Carytown more difficult. It would suddenly become an area I'd avoid as someone who needs a cane for walking blocks. "

"14 You legit forced me to pick things I don't like with your "pick 5" nonsense. The bus system needs help before you can even begin to make spaces "car free" and even then you are not taken into account that folks who work in the pretty car free districts often are not paid enough to live there. Blocking cars would make the lives of employees hell."

"14 If Cary street is made one way then what about residents that live on one way streets off Cary? Example: I live on north Dooley so I take Carytown to get to my one way or ellewood depending on my direction. Im all for a no car zone but then we'd need parking permits for residents and easier roadways to homes on one ways "

"14 We should take a page from Charlottesville's downtown mall area and make it pedestrian only with a few cross streets as exceptions . This has not affected business in Cville and as a matter of fact there are always people enjoying it and patronizing businesses. The current arrangement in Carytown is congested and at times dangerous. There can be additional parking decks added on some of the off streets"

"14 CaryTown NEEDS a pedestrian and bicycle only street!"

"14 ""Cary Street needs to be closed at Nansemond" NOT Thompson. Also retractable concrete pillars so that Cary can be open to commuter traffic and then closed to cars from say 10:00 am to 2:00 am. "

"14 Anything to make it easier to bike from church hill to the museum district to promote a more eco friendly city center would be preferable "

"14 ""As a resident of W Cary Street" I believe that converting W Cary and Main streets to two ways will have the biggest positive impact on safety and livability for the neighborhood and users of all modes of transportation. The current one way set up leads to excessive speed frequent car racing dangerous turning conditions from cross streets for vehicles and dangerous pedestrian crossings. "

"14 ""Stop wasting so much time and money with bike lanes. They have done this in South Richmond" squeezing two lanes of traffic on Warwick into one crowded lane for bikes that are rarely seen on the road. Meanwhile traffic is scrunched together for nothing and it takes forever to get through on rush hour. Richmond somehow has this obsession with becoming a biking town. It is not. You need a car to get around here. Make it easier for drivers to transit and park. The bike lanes that you have now are more than enough. In fact they're too much. And stop putting roundabouts on narrow roads. You have one on Dorset Road over by Broad Rock elementary. The road is so narrow that school

buses and larger SUVs have a rough time even navigating the round about and end up having to roll over it. Use speed humps on streets like that to slow speeders. "

"14 ""Traffic is already high" roads are congested and parking is problematic. If you want to reduce roads you need to solve for high traffic and low parking first. Rva population is growing so this will only get worse."

"14 ""I would love to see the changes on Main/Ellwood and Cary. Especially after being reminded of the city's love for the watermelon festival this past weekend" there is certainly demand for creating space for people instead of cars in Carytown. As someone who frequently drives bikes walks and takes the bus on Cary and Main I would love to see them become two way and Carytown be closed at least some times during the week. That being said many people (including me) rely on the 5 through carytown so I would advocate for creating a pedestrian street with a multiuse path for bikes scooters etc. as well as a dedicated bus lane (or make Main/Ellwood two way and have the 5 run both ways there) "

"14 ""Closing Cary Street to cars would ruin the most interesting and profitable shopping and dining destination in Richmond. Malls lose their viability after 20 years; Carytown has thrived for nearly 100. It makes Richmond unique."

I lived in New London CT in the 1970s when the city closed State Street the town's major shopping district to cars. It was a disaster. Most businesses went under. The city realized its error and reopened the street. But the damage was done and it never really recovered. Don't repeat this error in Richmond."

"14 ""Not all bus stops need covered seating areas. But" many could be improved. I would love to see this aspect of the plan taken on by prioritizing stops that leave riders most exposed to the elements. "

"14 Carytown car free on weekends. But cars should be able to pass through Monday through Friday during working hours. "

"14 Removing cars from shopping areas has failed in most instances. Exceptions are Charlottesville and Boulder CO. In most cases it destroys business and reduces activity. I also have concerns as to where traffic will be re-routed. "

"14 ""Cary street in carytown should definately be closed to cars" a large parking deck should be constructed."

"14 ""closing carytown to vehicular access will create an environment similar to Charlottesville's downtown mall - which is lively all days of the week" not just the weekends.

two-way traffic on Main and Cary is a proven method to reduce vehicular speeds and this improve pedestrian and driver safety. "

"14 Close Cary St to traffic ONLY if better parking is created"

"14 ""Richmond desperately needs more protected bike lanes and places to rent shared mobility" we have so much potential to become a bicyclists' city."

"14 ""FREE parking lots with time limitations are needed for Carytown"" other parking recommendations for Carytown need better explanation before I could answer a survey regarding them."

"14 I don't like that you forced these top 5 recommendations because they only add to your agenda for your report. There needed to be an "other" and none of these option. You skewed your own question for your pre-assumed result. That's terrible research practice. "

"14 Close Cary Street to cars is by FAR the most important!"

"14 If bikers are going to share the road with motorist they should have to abide by the same rules of the road as vehicles. They should stay in the protected lanes provided by the city; they should be ticketed for running red lights and stop signs and they should have to purchase a license plate for they bikes to help maintain the roadways. All the responsibility should not be on the motorist."

"14 ""As to closing Cary Street in Carytown to vehicular traffic"" I'm all for it. I am a Carytown resident and it's nearly impossible to find a parking spot near our home on weekends. Why is there not a suggestion for multi-level free parking in Carytown? Or a free shuttle running from City Stadium to Carytown for non-resident shoppers?"

Opening Cary Street and Ellwood Avenue to two-way traffic has all the makings of a pedestrian nightmare. It's already difficult to cross each of these streets during peak use times would traffic lights be installed? "

"14 ""just wanted to emphasize how much more pleasant carytown would be to shop and hang out if it was closed to cars. An area without car dangers"" noise pollution would make it a central area for families to congregate and enjoy local businesses. "

"14 ""Richmond is the scariest city for pedestrians and cyclists. Please provide a safe space for people to be active and to commute NOT by car. If we offer working bike shares"" better bike lanes better public transpo and safe places for people to walk it will make a difference and save lives. "

"14 ""I'm opposed to closing Carytown to cars. In general"" I love the idea of pedestrian-friendly areas but this should have happened many years ago if it was ever to be done. Cary St runs from the Huguenot Bridge to Shockoe Bottom and to close a short segment would create a nightmare for the surrounding community. I've heard it compared to Charlottesville but in that instance the pedestrian mall is not surrounded by residential areas. The proposed plan would move cars from a commercial area to residential areas increasing risk for pedestrians and children there."

"14 ""Please execute on recommendations quickly. Too often we study things to death"" paralyzed with indecision and a good idea a decade ago gets implemented in some watered down version a decade from now. Be bold. People will forgive a mistake but tepid fearfulness and indecision are why people lose confidence in their government."

"14 Extending bike land from W Franklin down length of Monument Ave is of paramount importance; ought to take that opportunity to redesign that entire avenue""two lanes of traffic with a parking lane and a half on both sides/directions with a wide underused grass median is a crazy misuse of the space. "

"14 ""I DO NOT see any of these as priorities. The city went to extreme lengths to make Floyd Avenue a bike route & bikers do not utilize this street. Why are bikes getting all our attention? I may be

misinformed" but isn't this a small population of our citizens? Why are so many resources being used to enhance the biking experience? From what I've seen most people biking are doing so for recreational not actual transportation. "

"14 Main Street needs to be 2 way all the way to Thompson! People go 35 plus. It is dangerous!!! I heard the horrible thud and the dog cry when the jogger got hit and he was thrown at least 20 feet. There is no way the driver that hit him was going 25. Until it is back to 2 way at least change the light signals so they are not synchronized. That makes people speed even more. "

"14 closing cary st to cars is a great idea if there can be sufficient parking in the areas around it!"

"14 ""Develop those projects that enhance Carytown: pedestrians" merchants/shoppers auto/bicycle lanes and street scaping. Teach auto/bicyclers how to operate within the traffic laws. Ticket those who don't operate their auto/bikes legally- obeying all traffic laws. "

"14 NO CARS "

"14 Please fix Cherokee Road by Forest Hill. The City is very aware how dangerous the deteriorating shoulders have gotten. "

"14 ""All of these ideas are worthy of consideration but the biggest problem I see is that you don't have a large enough sample size to determine what to do. In a city with a greater metropolitan population of over 300" 000 people 6200 doesn't cut it. Whatever you do move with caution and make sure you have gathered enough information to make the right decision. Richmond has enough problems as it is you've already trashed Monument Avenue and destroyed one of the greatest draws to the city's tourism."

"14 ""Cary street in cary town seems to be getting more and more dangerous as a pedestrian. Cars seem to routinely ignore pedestrian right off way" or are entirely unaware"

"14 ""Converting Main and Cary Streets to two way streets is my highest priority" followed by enhanced bus stop amenities. There are loud muffler vehicles racing up Main Street maybe two way streets will stop this."

"14 Increase safety and accessibility for bicyclists"

"14 ""Carytown ; can also just reduce to one" widened lane with only slanted parking on one side. Reduces parallel parking issues allows cars to pass and should allow for widened pedestrian sidewalks as well."

"14 Richmond should focus on supporting public schools before it spends time and resources on bike lanes. Avid bikers don't like the lanes put in place on Malvern based on safety issues like visibility to motorists. And they are a hazard- filled with leaves for months on end. "

"14 I do not see the bike lanes regularly utilized so I am against publicly funding more bike lanes"

"14 ""Something not on here I highly recommend: Remove the toll charge on I-195 to encourage more traffic to use the freeway instead of surface streets."

"14 Someone going west is absolutely going to be killed by a driver at Franklin and Belvidere if it isn't improved. The extended period of time Monroe park was under construction and the lane closure on franklin that came along with it proved that we could extend the bike lane *at least* to Pine st immediately with no issue."

"14 Carytown would be awesome if it was pedestrian-only. This should be tried for one day a week or two weekends a month."

"14 ""Richmond - let's be a Strong Town! We could be THE epicenter of bike/walk/multimodal transport in the country. Please don't spend a lot of money. Safe bike and pedestrian infrastructure does not have to be expensive. Give back some space from cars and our city is healthier" cleaner safer and more pleasant to be in. "

"14 ""Brussels" BE enacted pedestrian/bike only shopping in a major traffic area much like the proposed Carytown change. My understanding is "

"14 GRTC does not seem to be a good investment for the city having heard their leadership speak a number of times. I am in favor of supporting pedestrian and bike infrastructure in the city. "

"14 Please don't extend the roads make the city more bike and walking accessible. Closing cart street to traffic is my main priority. Cary street "

"14 Closing Cary street to cars will cost stores and restaurants business. That was evident during the watermelon festival. If I have to walk 10 blocks to east l' going somewhere else"

"14 ""Frankly" the most important problem to address is all the dangerous driving especially running stop signs and red lights. Speed humps need to be added at intersections such as Douglasdale and S. Belmont where drivers routinely blow through the stop signs."

"14 ""I was forced to pick 5 even though I believe only 2 (roundabout and bridge) would be my ""top""/""high"" priority items. Why ask yes/no questions when you force to pick top 5 items at the end? "

Also what about traffic conditions and safety in other areas (Douglasdale+Belmont and blvd connecting to the Carillon) these intersections need to be addressed as well"

"14 ""DO NOT close Cary Street to cars. It's inconvenient for shoppers and will hurt the businesses there. I live just over a mile from Carytown" but I'm NOT going to walk/bike there for dinner or shopping when it's 90 degrees all summer. It would also make parking more difficult for those living in the adjacent neighborhoods. Let's not be like C'ville - their downtown pedestrian mall sucks compared to Carytown.

Not everyone wants to bike everywhere! If you want to reduce car traffic MAKE RIDING THE BUS MORE APPEALING. People stand out in the rain with NO shelter at the vast majority of these stops and the bus itself is sketchy at best.

Also: either put a stop sign at the end of Blanton at the Carillon (like a 3 way stop) or a ""proceed without stopping"" sign. People are confused and create problems! I also see drivers running the stop

sign on Douglasdale at Blanton literally every day. Not to mention rampant red light running throughout the city."

"14 ""Solar power signage or lighting a busier bus stops. A bench with basic shelter to keep folks from getting rain or snowed on. Doesn't have to be anything too big. "

The Addison street pedestrian bridge could use more lighting and some landscaping at the bottom of the bridge towards Byrd park.

Please do not make Cary or Main two way. That would make even more of a mess. It's fine the way it is lol. "

"14 Concrete barriers protecting bike lanes "

"14 ""Please see that every bus stop has a place to sit and cover. I don't use the transit" but I'm amazed at the number of stops that have NOTHING. That is as important as expanding into the counties.

I understand that two way streets slow traffic down so anything that we can do to reduce speed on Main and Cary would be helpful."

"14 ""#1 Carytown needs to be car-free"

#2 Carytown needs ways to get to it without a car on a regular and convenient way (bus connections/bus circulator safe access via bike)

#3 having a protected bike path the entire way to downtown and safe pedestrian crossing on Monument would provide a useable way to get from one place to another"

"14 Block streets in Carytown for 18 months to see the impact on merchants and the communities as a test instead of doing a complete renovation. "

"14 ""I mainly want to provide additional comment on the Cary St parking recommendations: adequately addressing parking needs in Carytown would make it so much easier to close Cary St to motor traffic" creating a safer pedestrian shopping district."

"14 ""as part of extending protected bike lanes along Monument" I support reducing the speed limit on Monument and think this is necessary for bike safety. "

"14 ""There's not enough information here for me to know what I'm voting on. More explanation would be helpful. For example" what's a parking benefit district? What's a bike-walk street? What are the expected advantages and downsides of making Main and Cary two way? I don't really know what I'm voting on so I just sort of guessing."

"14 ""I found the "choose 5" top priorities hard to answer in a helpful way. I had to check recommendations that that I did not support my answers to the preceding survey questions. It might be more valuable in terms of the feedback you are seeking to allow participants to check "up to" 5 choices. My priorities included only 3 of the recommendations" but the survey would count my input unless I choose 5. "

"14 Stop trying to remove parking. Many travel to shop or work by car. "

"14 Those carytown ideas are awful expensive and probably driven by the interests of businesses with their own parking"

"14 ""None of these are priorities compared to other more pressing city infrastructure needs. Removing the traffic circles that no one know how to use on Floyd that are overgrown with weeds etc is my number 1 (horrible idea from beginning). If you leave these eyesores" add stop signs on cross streets to prevent accidents. "

"14 ""Pls get the streets resurfaced where needed. That should come before any of these recommendations. The surfaces are deplorable and an embarrassment." Year after year residents complain...no action to get a unified approach to this issue."

Needs Area 15: Greater Scott's Addition

"15 ""Please replace the AA Boulevard bridge over the CSX tracks!! There is nowhere more dangerous for bikers in all of the Northside. Connected bike lanes are the lowest-cost highest-impact changes we can make. Getting more people on bikes helps everyone" including drivers by freeing up road space!"

"15 Street trees badly needed in this area"

"15 Bus stops and sidewalk conditions are horrendous. Focus there "

"15 ""The additional bridges over CSX are costly" but they will provide overall better flow through Scott's Addition so vehicles can get in and out. I know a lot of folks will say parking but by giving other alternatives like better bridge for bike/pedestrians along the Boulevard then you get more people using something other than just the car."

"15 ""please please please extend the leigh st bike lane. one of the most unsafe situations while riding is being in a lane that ends into traffic. drivers in that area are not prepared for bike traffic" and put a lot of pressure on bikers to get out of the way"

"15 ""Iâ€™m addition to sidewalks" Scottâ€™s addition desperately needs trees. Please consider tree planting within the same work project as sidewalks. "

"15 ""We need to continue to find ways to reduce our reliance on cars in Richmond" especially in an area like Scott's Addition where there are many bars and breweries. Doing so will help to lessen the likelihood of drinking and driving in this area as well as reduce the risks for accidents and help to make Richmond an overall greener city. "

"15 Please put a cut in for right-turning traffic from roseneath onto broad. The right turning car almost always goes into the left lane. "

"15 The success of the diamond district depends on people walking from Scott's addition to it."

"15 ""I just want to advocate for more protected bike infrastructure. Being able to bike safely is a huge priority for me and something I would really love to see Richmond invest in. Similarly" I feel having adequate shelter and seating at bus stops is essential and will encourage use of the bus system and make waiting for the bus more pleasant during inclement weather. "

"15 More/safer sidewalks and bike infrastructure in Scott's is badly needed. As an avid runner it is nearly impossible and not very safe to run in Scott's"

"15 I'm confused about how helpful the new bike infrastructure on the Arthur Ashe Bridge would be since there is no bike infrastructure on Arthur Ashe. Hopefully there will be some bike infrastructure added to Arthur Ashe to make that element more useful"

"15 Sidewalks are needed in Scott's addition "

"15 The city needs to be safer for cyclists and pedestrians "

"15 Make a broad st bike lane "

"15 Focus on fixing potholes and other road maintenance."

"15 Projects that save people's lives like new sidewalks and protected bike lanes should be prioritized over convenience projects like new roads."

"15 Need a better bike network and safe biking over and north on boulevard to hermitage"

"15 ""I hope to remove the car from as much of my life as possible. There are cars parked everywhere" visibility is terrible for pedestrians. I'd like to see Scott's addition move away from cars. I'd love to see plans to close down street to cars in the future."

"15 ""Driving and walking around Scotts Addition" visibility at intersections is generally really poor. Cars parked close to the intersection can completely block the view of oncoming traffic. Making road two-way would only increase the hazard. Extending the zone of pedestrian use would help make crossing easier at many intersections. "

"15 Top priority is to update the city-wide Bicycle Master Plan to insure the Scott's Addition/Carver paths are tied into the the rest of the city's bike infrastructure. This includes consideration of alternative routes for the Fall Line trail through the Diamond District and VCU athletics complex. Priority for CSX railroad crossings should be the Hermitage Road crossing north of Leigh. "

"15 ""Scott's addition desperately needs sidewalks" it does not need to make cars more welcome in an area that is known for it bars and breweries. Focus on pedestrian infrastructure not making more space for cars in an area where people drink!!! Also Scott's desperately needs to prepare pedestrian connections to the baseball diamond as development there kicks off. Our brewery district must be connected to our baseball stadium by foot safely. "

"15 ""Yikes" why no grade separated bridge recommendation for Hermitage north of Leigh?"

"15 Fix streets and sidewalks. Get rid of dedicated bike lanes and traffic circles. No one knows how to use them so dangerous. And get rid of all those stupid pedestrian stop signs in the middle of the street."

"15 More lighting in Scott's addition will encourage more people it's a safe area especially at night "

"15 ""There should be a protected bikelane on Hermitage Road from Broad to Brookland. This is a key commuting corridor for bikers especially as more housing is built along this road and more is developed for the new Diamond district. A bike lane here could connect people to the Fan" Whole Foods the baseball stadium restaurants Peak Experiences climbing gym etc. This is currently an unsafe biking corridor as you are forced to ride in one of the lanes of traffic on a 35 mph road."

"15 Parking in Scotts Addition is terrible. There needs to be a public parking deck to alleviate parking needs in the are"

"15 Just finish putting in sidewalks and eliminate all parking requirements for developers"

"15 ""The sidewalks" curbs and lighting need to be upgraded and consistent throughout Scott's Addition. "

"15 ""I live on Clay Street in Carver. It's absurdly wide and cars fly down the street at all hours of the day. I encourage ya'll to have some balls and build some real bike infrastructure in this city. It's dangerous out here. Leigh Street and Lombardy lanes would be crucial for biking around this part of Richmond. My only suggestion is" with how fast people drive down Leigh Street that it would have to be a heavily protected lane to work. Cars are coming off the highway and Belvedere. The design would have to have some substantial barriers to convince novice bikers to get on Leigh Street.

My other suggestion is to force the developers building out the blocks between Broad Street and Leigh Street to incorporate some kind of shared use path or walking street. "

"15 Safety should always be prioritized over convenience "

"15 ""Sidewalks" Sidewalks Sidewalks. How are developers not paying for sidewalks at and near their properties? Without a park the trail should be a priority along with bike routes. Lombardy and Leigh definitely need improved and continuous bike lanes. Since the Hermitage bike lane is pretty much abandoned these two routes are all there is between Northside and Broad. The existing AA Blvd bridge needs big protected bike lanes and wide tree lined sidewalks to serve as the premier bridge connecting scotts and the diamond. I'd rather see that than 3 car only bridges over the tracks and a promise to someday get a pedestrian bridge to the Diamond."

"15 THE SIDEWALK REPAIRS HAVE TO BE A PRIORITY.DISABLED RESIDENTS THAT LIVE IN THE ADDITION HAVE TO USE THE STREETS BECAUSE THE SECTIONS OF BROKEN SIDEWALK ARE NUMEROUS AND IT LEAVES NO CHOICE BUT TOMUSE THE STREETS "

"15 Would make new crossing of CSX tracks bike and ped only so it's easier and more convenient to walk and bike than drive"

"15 Sidewalks and parking are the two most important things I can think about for Scott's Addition. The parking situation sucks because it's overcrowded and literally no where to park so it's becoming a horrible place to be. It's also dangerous to walk around with very little sidewalks and an over abundance of cars who can't see past all of the constant construction and cars in the streets. "

"15 Scott's desperately needs side walks on both sides of the street with cross walks and cross walk signals"

"15 ""Crossing the train tracks on Boulevard is a nightmare for pedestrians/cyclists. Cars regularly travel 40+ mph while also cresting a hill with reduced visibility and I put my life in drivers' hands every time I cross that bridge on a bike. Boulevard from Westwood all the way to Broad would significantly benefit from improved cycling infrastructure as well as making the whole area more pedestrian friendly. Scott's Addition should be a destination that if driven to" you need to park once and move around by other means rather than driving from destination to destination. Infrastructure improvements can help incentivize those that live and visit that neighborhood to not rely so heavily on their car to experience the area. "

"15 ""bus shelters are key" bike infrastructure is important. As are bridges from what I understand most of them in the US are falling apart so maybe keep that one at the top of the list?"

"15 Carver and Newtowne West should have been in a separate survey than Scott's Addition. These neighborhoods are not even adjacent when you consider the dead zone on Leigh between Meadow/Hermitage and Arthur Ashe. The sidewalks are incomplete and atrocious in much of Carver and Newtowne. Lumping these majority-minority in with Scott's Add completely dilutes the voice of the voice of neighborhoods that have faced far more disinvestment than Scott's. This survey is a detriment to equitable planning work. "

"15 Fix/repair sidewalks throughout entire area. Don't see the ped/bike bridge from Leigh into Diamond District (as I don't see any funding in the Diamond District funding scheme and the bridge over the tracks from Leigh is not in the TIF District...this will be hugely popular and siphon folks off of AABlvd. Bridge (which is why I din't vote for it). Look at Richmond 300 Parking study for assistance w/parking in Scott's Addition...and elsewhere in the areas of Greater Scott's that are experiencing rapid growth. Don't understand why there's not any recommendations for Hermitage Rd. This is/will be a high-growth corridor and a Great Streets designation from City/County boundary to W. Broad St. is a no brainer. Not sure why nothing is shown for this stretch."

"15 ""Connections northward will be important as the Diamond District redevelopment is built - more pedestrian/bike (and maybe car, but I'm not sure) crossings over the train tracks. It's remarkable how bad the sidewalks are in Scott's Addition! So many people are drinking when they go to Scott's Addition. We should encourage walking biking and taking the bus. We should discourage driving."

"15 No to bike lanes"

"15 ""1) Don't have an opinion about whether a new bridge connection to SA should connect to Norfolk or MacTavish. Whatever will do a good job of alleviating the crazy backups at the Broad/Roseneath intersection and prevent backups onto I-195. But you gotta fix the stuff you have first before you build new" so if Boulevard Bridge is Structurally Deficient that of course must be #1 priority.

2) there's too much free parking in SA. Given the very high demand here the City is giving away a very scarce resource for free. Parking meters would do much to encourage alternative means of travel to SA and could be used to fund some of the needed road improvements in this area like better sidewalks and two-way-street conversion.

3) The City needs to partner with Greyhound on updates to their property. I feel like prior City transportation plans have ignored the fact that one of the busiest Greyhound terminals on the East Coast is here but their facilities are very decrepit. "

"15 ""I also think every intersection in Scott's Addition needs to be a 4 way stop. Visibility is currently terrible for both pedestrians and drivers; drivers are invariably going too fast. Whatever the projects end up being" I hope it deprioritizes car speed and prioritizes pedestrian and bike safety."

"15 ""Walking around Scott's Addition in the heat SUUUUCKS. All the trees all the time" please. Getting from Church Hill to Scott's Addition is textbook disjointed bike lane life: great facilities on Leigh St Viaduct and great facilities west of Dinneen St but very dicey everywhere in between. Fixing that would be HUGE."

"15 We need more parking and better parking enforcement in SA. "

"15 Ashe bridge needs to be wider sidewalks and more car lanes do to heavy traffic and backups. Sidewalks need better lighting and landscaping. And please do something about the pan handlers and people sleeping on the sidewalks and benches. Terrible impression on a City gateway. "

"15 ""One of the things I was most excited to see in the richmond 300 plan and am so glad to see here again is the connection between norfolk st and n hamilton over CSX."

Fitzhugh is wonderful to use to go west on a bike. However because of 195 doing that from in/around scott's addition is a huge pain. Your choices are to risk your life on broad go south to monument (which is also unsafe!) just to come back north or go south *all the way* to patterson just to come back up north. Riding a bike to target is pretty quick but that gap between rosenath and hamilton is massive. Being able to go from norfolk to hamilton closes that gap.

I'm also excited to see making the bike lanes on lombardy protected as it's a critical north south connection. Particularly since the 10 year old plan to put Hermitage from brookland parkway to broad on a road diet is still not being done. I sincerely hope extending them further south so they don't just end abruptly at broad st is also being considered."

"15 Please invest in protected bike lanes"

"15 ""These sidewalks MUST be top priority. I have lived in Scott's Addition for six years. I have watched over a dozen people trip and fall on these sidewalks" myself included. They. Are. A. Safety. Hazard. "

"15 ""Also" make sure shelters at bus stops are cleaned frequently and add an alert so if someone defecates or vomits at the bus stops a cleaning personnel can come tend to it. "

"15 Trees are very much needed as part of a sidewalk improvement plan to reduce the temperature of the neighborhood."

"15 ""We need protected bike and pedestrian infrastructure here. AA Blvd and Hermitage need to be put on a diets now" with infrastructure and speed limits that are commensurate with surviving a crash! The new bridge needs to include safe active transportation infrastructure. "

Needs Area 16: Far West End

"16 Franklin Street bike lanes extended the whole length of Franklin and Monument would be absolutely transformative for the city and even Henrico County. Then we would just need to fix alignment around the Capitol and extend E Franklin St bike lanes in Shockoe (not on pavers) and Church Hill and we'll be in a good position to connect to the future Gillie Creek trail for a complete east-west bike route through the city along with a connection to the Virginia Capital Trail and future Fall Line."

"16 ""Bus shelters should be the number one priority. The current lack of infrastructure is extremely hostile to the people that rely on bus transit. Also, we love sidewalks. More please "

"16 ""Shelters" trashcans and benches at bus stops are long overdue. I would ride the GRTC bus if it were direct and did not make me transfer at Belvidere (I work downtown). I used to ride the Grove bus to work downtown years ago. Please bring that back. Also bike infrastructure doesn't have to be everywhere (extending Franklin to Monument - hello? COBBLESTONES?) just SOMEWHERE. I use Ellwood thru VCU to Franklin get downtown. Create key passages but don't ruin main drags like Monument (and get the ire of anti-bikers). Example - Malvern is halfway...there is no access to cross to Northside safely. (bike to a baseball game? Heck no). Our trains are great but choke much of our access to Northside. And I can't find info on how a round-about would look for York/Henri/Three Chopt so I won't support. Much could be solved if the churches esp St. Bridgets would create a defined parking area with curbs or a barrier by York. It becomes a free-for-all there. "

"16 We need more bike lanes all across the city - please continue putting focus on bike lanes!"

"16 Three Chopt is a busy corridor that could massively be improved by greater walkability"

"16 Sidewalks on three chopt doesn't seem worth the political capital it would take. "

"16 ""A new pulse stop would be appreciated. I like the pulse" but there's no station near my house. A stop on Malvern (near TJ High School) would be very helpful. I would use it frequently. "

"16 ""While it is not listed" Granite Avenue needs a continuous sidewalk on one or both sides of the street between Grove and Patterson."

"16 ""Connecting UR to Libbie and Grove and the village shopping center NEEDS to be a priority. 3K people who use bikes and walk places" great audience for more transit bike lanes and sidewalks"

"16 ""Amenities are not needed at all bus stops."

Sidewalk in three Chopt will not connect University of Richmond to other areas because pedestrians would still need to navigate boatwright road or toana to get to campus. "

"16 We need sidewalks on Blacker and Chantilly from Monument to Broad St Pulse stop"

"16 Also add sidewalks along monument from three chopt all the way downtown"

"16 ""A city that respects itself" respects its citizens. Proper covered bus stops with benches lighting etc. is an absolute MUST. In traveling the world one thing I would do arriving in a foreign city was to ride the mass transit to see the cityâ€¦.someone please ask our chief

executive to do this in Richmond (Mayor Stoney) and then tell us what we already know is needed at every stop!!!"

"16 More protected bike lanes please! And/or multi-use paths."

"16 16D: This should be priority #1 across all regions served by Pulse since the Broad/Malvern station will add 0.3 out of the 0.6 required miles of transitway left to qualify for federal maintenance funding. Extending the exclusive transit corridor about halfway from Malvern to Staples Mill will finish the job."

"16 Do not waste any city time or resources looking for a Willow Lawn park and ride location. That is a Henrico problem and they need to find the land in their county if they want to let folks park for the bus."

"16 it would be preferable to have potholes fixed"

"16 Malvern Pulse stop is a must!! Not sure why it wasn't part of phase one. "

"16 ""Extending the Patterson Ave bike lanes to Libbie and/or beyond should be a top priority. Currently" they dump you out in the middle of nowhere. Drivers use the extra lane west of Shenandoah to resume speeding down Patterson"

"16 It's crazy to require selecting the top 5 of 7 recommendations. UI prevents selecting less than 5. There are not 5 good recommendations."

"16 Extending the bike network down monument/franklin would be AMAZING for biking out there. Grove and Patterson are also viable options but we need better biking out to the village shopping center/U of R area"

"16 They need to extend the proposed sidewalk from the intersection of Carry Street and Three Chops Road to the Huguenot Bridge and a sidewalk along Huguenot Road into Chesterfield County. They also need to start adding sidewalks to Cary Street from the current end of sidewalk on Carry by E Lock Lane."

"16 I think a park and ride at willow lawn will increase pulse ridership. It will need to be patrolled to prevent crime "

"16 Very much in favor of adding protected bike lanes on Monument/Franklin and creating a pedestrian/jogger way on median "

"16 Need to repair sidewalks in existing areas (Grove Ave & Libbie Ave). Additional pedestrian crosswalks need to be added on Grove. "

"16 A park and ride at Willow Lawn would lower the barrier to entry and open up public transportation access for the entire west end of the city. "

"16 ""Yes" I had already responded No to most of these so don't feel it is appropriate to ask me to rank them when I don't think they are necessary. There are other priorities that I have other than these."

"16 bike lanes and pedestrian walks are always a benefit"

"16 ""No more pulse stops" those buses are a menace"

"16 Adding sidewalks to Three Chopt is moronic. It is not needed. The road is far too fast and there is no space. Enough trying to acquire any right-of-way. Just extend the pulse dedicated right-of-way on Broad. "

"16 Sidewalks on three Chopt!!!!!"

"16 ""Too many bicycle lanes" this is not China. Why the minority gets bike lanes. I have a hybrid car ND I have to pay extra taxes for conserving. Why do bikers get a free pass and special lane. Very few if they are going to work. They are exercising."

"16 The way the current franklin street bike lane ends on the west end is dangerous. "

"16 ""more bike lanes" especially river road corridor/cary street/three chopt

richmond could be an amazing bicycle pedestrian city- See Portland Oregon for the impact of bicycle and pedestrian infrastructure on the community"

"16 The fact that there has never been commuter parking at the Willow Lawn Pulse station is an incredible oversight. I know people who live in the West End that would take the Pulse downtown if they didn't have to worry about finding a place to park. Not everyone wants to park on a residential street blocks away from the bus."

"16 ""Its hard to get to 5 priorities for west end. The bike lanes make the most sense" and need to expand to more streets. Considering the neighborhood lobbied against the original BRT location and regularly opposes bus routes these two items should be determined based on need of riders and not at the expense of other neighborhoods. The same goes for sidewalks. There's definitely a need but how important is it? Definitely no park and ride at willow lawn. It's way too close and should be TOD not parking oriented development. I'd rather see the BRT extend much further west with park and ride in short pump or someplace between. "

"16 ""York already has some sidewalks" three chopt really needs some.

Roundabout would be appreciated people love to go the wrong way through the one way to skip the traffic light nearby and it can be quite dangerous.

Expanding transit access through the BRT is always great but i am hesitant about a park and ride. Transit should not exist just to supplement cars when it has the opportunity to spur new development which will be hampered by the stop being surrounded by parking.

Shelter and increased amenities for bus stops are always appreciated and there are many opportunities for increased investment in communities through them.

Same thought process for increased protected bike lanes. Great ideas many opportunities for a better community."

"16 ""Bicycles ridden by people over the age of 17 should be required to display a small license plate. Too many bicyclists do not follow the rules of the road as car drivers are required to. A license plate on the bicycle would" perhaps keep these bicyclists from blowing through red lights and stop signs if they think they can be tracked down because of their license plate. If city residents' taxes are to be used to create these new bike lanes bicyclists should be required to follow the laws. Also if more

bike lanes are put into place to take bicyclists downtown those bicyclists should be required to use those lanes not ride down just any street they want to. They should also stay off Monument Avenue. "

"16 ""There were not 5 important things to be done."

Why couldn't i choose 3 or 4 at most? "

"16 Please connect the Grove and Patterson bus lines at Libbie or further west. Past that point there is no safe way to go between the lines. Also consider adding back a stop on Three Chopt between Grove and the center of the U of R campus"

"16 ""Yes" two comments:

1. The previous question (pick 5) required me to pick 5 items. To do so I had to pick 2 items that I thought were not important. One should be able to choose up to 5.

2. This survey - and others like it - should not be run in the middle of the summer so more citizens will be focused on such matter."

"16 ""Not sure if this is the right place but in connection with the priority of sidewalks for Three Chopt" wanted to note the need for a light with cross walks or a pedestrian crossing warning sign for the intersection of Three Chopt and Boatright/Honaker. "

"16 ""A new Pulse stop at Malvern makes a lot of sense" especially with the new residences in front of UMFS. That's a long gap between Staples Mill and Scott's Addition. Additionally having a safe reliable option to park your car at Willow Lawn and ride the Pulse is a major factor to increase ridership. Why would anyone from the West End or elsewhere elect to use public transportation into downtown if they fear their car getting towed from a parking lot at Willow Lawn? Might as well risk the parking situation downtown if it's not convenient to parking at the Pulse stop. "

"16 Three Chopt is in dire need of sidewalks - It is impossible to walk along that road now - but sidewalks would create the ability to walk from UR and adjacent neighborhood to Grove/Libby area. "

"16 ""I think all of these recommendations have merit" some just seem more urgent to me such as shelter/amenities at bus stops "

"16 More bike/bus/pedestrian infrastructure "

"16 ""Protected bike lanes all the way down monument would be an incredible addition. Right now" bike lanes end entirely too soon on Patterson and neither Grove nor Patterson feel like safe streets to bike down with the speed limit at 30+ mph. Once you get into the Fan it's even more dangerous. This would be a bike-friendly through almost the entire city. "

"16 ""Parking is a nightmare at/near Pulse stations and a park and ride is necessary at the larger ones."

Forget roundabouts they have caused enough confusion and accidents in the fan and the streets were not designed for them. Bike lanes are an unspoken joke in the city as bike riders go wherever they want whether there is a bike lane or not. All they have managed to do is increase drive time mess up parking and traffic on the major arteries coming into the City."

"16 Westham needs sidewalks almost as badly as the Three Chopt corridor does."

"16 ""Sidewalks need to be wide enough to accommodate strollers" mobility devices etc. Currently many existing Richmond sidewalks force people to walk in the street or grass when passing even 2 abreast."

"16 I implore you to extend the franklin st bike lanes west of Belvidere. Going the entire length of monument would be incredible and instantly make a great route going east and west and avoid all of the time trying to find ways to snake around on a bike to stay safe."

"16 We do not need any of these projects. The city cannot manage the roads already in place with pot holes everywhere in Sauer Gardens"

"16 This is an extreme safety issue between Cox Rd. and Pump Rd. There is often bikers battling vehicles down three chopt and someone is likely going to end up injured one day. We need sidewalks!! "

"16 Three Chopt sidewalks are NUMBER 1"

"16 ""#1 a traffic circle at three Chopt" York Henri AND Iris. Needs to be big enough for pedestrians to cross Three Chopt at that location in addition to controlling all of the entrance and exits for people accessing the school and the church and stop the people from going the wrong way through the church parking lot and the circle would stop impatient drivers from cutting through the church lot from westbound Gove instead of waiting at the traffic light. A circle is brilliant but it needs to include Iris please!

#2 a way to connect Bus 77 to the Pulse (is that the intent of Malvern?)

#3 Three Chopt is unsafe for pedestrians and bicyclist. Probably a bigger need to find a safe way for bicyclists to get North/South in this area. As a driver it terrifies me when I see a bicyclist on this road. I would love the bikes to have a protected path. My guess is this route is more of a need for bicyclists than pedestrians. If a sidewalk is built I suspect bikes will use it more than walkers. "

"16 ""Building sidewalks on Three Chopt and extending bike lanes on Franklin would do wonders for the safety of non-drivers. Additionally" improving bus stops should always be a top priority for a city committed to more equitable infrastructure."

"16 ""Park and ride feels like it's headed in the wrong direction" which is why it's not a recommendation. Also a park and ride would need to be farther out anyway."

"16 ""I think bus amenities like shelter/benches" etc are more of a priority in areas with higher bus usage than this neighborhood perhaps has. Park and Ride for the Pulse at Willow Lawn would be very useful!"

Needs Area 17: Huguenot

"17 ""Just so much low hanging fruit here. Not sure how there could be a bikeway on Cherokee" but that would be amazing."

"17 Bus stop shelters for every stop "

"17 ""Cherokee road is incredibly unsafe to bike on" adding an unprotected bike line (like all other bike lanes in the city) would not protect bikers. "

"17 ""I think that all of these projects should be high priority. Getting more people on bikes means making the roads safer now. I would love to bike more" but the new forest hill lanes just end at the powwhite making it very dangerous to bike along forest hill. "

"17 ""Very badly need to extend the bike lanes on forest hill ave and work on traffic calming measures. People drive so fast and it is dangerous to be a pedestrian without the bike lanes. To be honest" it was very hard to not say all of these projects are a priority - I am excited for them"

"17 ""Shelters at the bus stops are a huge need. Seeing people standing out in the rain and hear" waiting for the bus is just horrible."

"17 enough with the bike lanes.... it narrows car lanes and is dangerous... Note Malvern Ave debacle

"17 ""Please build out the bikeways as soon as possible. We need safe" separated places to walk and bike."

"17 It's ridiculous to ask for the top 5 and require 5 choices when there are only 7 choices available and most of them are terrible. only 2 are worth consideration."

"17 Bicycle safety is an important way to connect Richmonders to all aspects of the city"

"17 ""Huguenot Road is a mess -- potholes" no sidewalks. Pedestrians are crossing the railroad tracks to get to the Kroger across the street because there is absolutely not cross walk anywhere in that general area. "

"17 Bikeways asap"

"17 ""Id love to see any kind of bike/pedestrian protection on Huguenot and Forest Hill. They are largely inaccessible safety wise. Also" we have so little bus access that mode of transportation isn't functional. "

"17 This survey is flawed because you are forcing me to pick 5 areas of importance when there are less than 5 that I think are important. This will skew your results. The most important issue was not expressed either. The intersection of Hathaway and Forest Hill will need new traffic light timing to accommodate the additional traffic the sheetz will bring in. "

"17 ""Riverside Drive from Huguenot Road to Forest Hills Blvd should be made one-way southbound. This would allow vehicles" bicyclists and pedestrians to travel safely. The current two-way design is horrible and totally unsafe."

"17 ""We do NOT support 17B-- that will put too much human traffic through a very sensitive wildlife area in the Wetlands. Please note that many of us are already coordinating efforts-- we will use the help of environmental groups to fight that plan if it moves forward" as there are endangered salamanders and other wildlife in that area. Sending people along the current bike lane is sufficient. There is NO need to add an additional path along the creek. "

"17 Please abandon the idea of the Powhite Creek trail. Environmental groups have advised against this. Those of us who live nearby are worried about the impact on wildlife. We say NO to 17B."

"17 Cherokee rd DOES NOT need a bikeway. Huguenot bridge already has a bike space AND ped sidewalks!"

"17 ""bicycle and pedestrian infrastructure is sorely lacking in Richmond. see Portland" Oregon and the changes they have made in the past 30 years to make the city bicycle and pedestrian friendly"

"17 ""Forest Hill between the Stratford Hills Apartments and up to Hathaway Road is a busy commercial area. There is a high need for pedestrian safety with crosswalks at busy intersections like Sheila Lane and Forest Hill" across ABC store/Stratford Hills Shopping Center and at Hathaway and Forest Hill. "

"17 We do NOT support the idea of the Powhite Greenway. Not necessary! Waste of money. "

"17 ""Our neighborhood does not support the idea of the Powhite Greenway. It will be damaging to the sensitive flora and fauna in that area" plus disruptive to those of us who live there. We will not support this idea. "

"17 Everything but Forrest Hill is a priority only because it took forever to get anything on Forrest Hill and it still has glaring issues. Fix anything that is blatantly unsafe and then move on to the rest of the network. "

"17 ""I did not want to 5 top priority recommendations because I do not agree on 5. I would agree on one not 5. the survey insisted on 5. Therefore" I not think this is a good survey because you are forcing 5 which I would your survey is invalid.."

"17 I do not think it is worth spending money on the Powhite Greenway idea. Please do not choose this option as something to fund. There is already a bike route through the neighborhood-- that is enough."

"17 ""The bikeways and traffic calming are great ideas. However" I do not approve of the Powhite Greenway idea. There are already enough trails and there is already a bike route through the neighborhood. No need to disturb the nature any more than it already is. Please do choose the traffic calming idea and please don't choose the powhite greenway idea. Thanks."

"17 ""No to the Powhite Greenway! Unnecessary use of funds" especially given that the other options are much more important! Think about all the people who have been hurt riding bikes in the city. That is why traffic calming and bikeways are most important! "

"17 Our family is in support of traffic calming and bikeways. We are not in support of the powhite greenway- a waste of funds for something that is not environmentally-friendly."

"17 ""Reconstruction and bike path along Cherokee road is much needed. I drive Cherokee everyday to get home and it's dangerous. In many areas the road is crumbling along the road lines into a big ditch" there is no margin for error.

My family would also LOVE to see a greenway built along Riverside drive between Pony Pasture and Huguenot flat water - or even better to have the road closed to vehicles altogether and make it one of the most beautiful waking / biking paths on the east coast. "

"17 There is no shoulder on Cherokee rd and itâ€™s a very curvy road which makes it hard to pass bikers and they love to bike on that road. But itâ€™s dangerous and I feel the road needs widening to accommodate cars and bikes "

"17 40 mph around the curve on Forest Hill Ave (by Borroughs) is too fast. A flashing light needs to be installed to make people reduce to 25. People can't pull out of their neighborhoods safely. Pedestrians are at risk. Please also give us sidewalks so we can walk safely to local businesses."

"17 What is missing is the mention of better North and South Bus access."

"17 ""A bike path along Cherokee Road is an absolute necessity. I am amazed that there have not been more accidents. There is no curb" the road just drops off. It's a very dangerous road for both cars and bikes. And it would be nice to be able to walk along Cherokee to get from one side street to another. We also badly badly need a speed table on Cherokee going west from Huguenot. There are tables on the other side. Because of Trinity and the amount of traffic speeders are a danger to themselves and others. And...a light at the intersection of Cherokee and Huguenot seems a no-brainer. Why hasn't it happened. Young drivers from Trinity don't have the experience to navigate that death trap of an intersection."

"17 ""FH bike lanes are useless without physical barriers. Between FH and Huguenot traffic" there is NO SAFE WAY TO CROSS THE RIVER (Huguenot Bridge Nickel Bridge) without a vehicle because of the connecting roads"

"17 I think that any bikeways should be protected/separated from vehicular traffic"

"17 I ride my bike often along Huguenot to cross the bridge to get to that part of the city and also down Forest Hill to get to the Westover Hills/Woodland Heights area of the city. Forest Hill is especially frustrating because we have that nice bike lane that just ends. Huguenot is absolutely risking my life due to the high speeds of the drivers. Cherokee is a beautiful way to get to/from Robious and Forest Hill Ave but people speed down there. "

"17 ""More needs to be done on Huguenot to emphasize that itâ€™s a neighborhood street" not a freeway. Add sidewalks please! "

"17 ""Bicycling in this area is difficult. Traffic to the multiple private schools" vehicle users to the James River Park System and bottlenecks due to narrow roads or steep hills cause too many interactions between bikes (and pedestrians). "

"17 A lot of money has already been spent in this area! Other areas have greater needs"

"17 ""A protected" dedicated bike lane on forest hill Ave would be a huge win. The current bike lanes are unfortunately not safe and I am not comfortable riding alongside cars as they weave in and out of the bike lanes. Whenever possible I strongly urge the City of Richmond to create safe and protected bike lanes. Though Iâ€™m in favor of additional bike infrastructure Iâ€™m concerned that such updates like the proposed bike lane on Cherokee Rd will not be safe - please donâ€™t just paint a

bike symbol on the road and say it's a bike lane. You all know that road feels sketchy to drive on let alone bike on. "

"17 ""A protected and separated bikeway along Forest Hill avenue would be amazing; I would use them daily. Unfortunately" the existing bike lanes are dangerous and I avoid them as much as possible. The existing road is way too fast and I need to cross 4 lanes of traffic and a highway slip lane to continue east along Riverside drive. I fear for my life every single time. I beg you to put in protected lanes. Paint is not the answer."

"17 ""Why are you skewing the results with making one select five?"

Why can't one be selected and continue taking this survey?"

"17 ""Do not consider the Powhite Greenway" please. We are not in favor of that. "

"17 ""Cherokee Road would benefit greatly for anything we can do to accommodate cyclists. With the winding turns and blind hills for drivers" it can be dangerous to come upon cyclists on the road and most of the time drivers do not provide the space needed to keep them safe.

As much as I hate to cut into any of the green space on either side of the road keeping people safe needs to be a priority.

I honestly wouldn't mind if it turned into an alternating one way during certain times or days so we wouldn't necessarily have to expand the road any more.

Thank you for this survey. "

"17 ""Enhanced biking/pedestrian use of Cherokee Road is my top priority. There is a lot existing bike traffic and with the small width and no sidewalks it makes it hard families" elderly differently abled folks to safely use it besides driving. Given the suburban nature of this area it means that a lot of people are locked in their own neighborhood without the use of a car."

"17 ""Getting to the Huguenot Bridge from north of the river is a nightmare on a bike. Any bike along River Rd is absolutely despised. Once you get to Huguenot Rd" one has to ride on the sidewalk to feel safe. If those problems aren't fixed there's no point in making it better from the south. "

"17 ""As a person who wants to be more green in transportation" I prioritize safe cycling routes. Richmond touted itself as a bike city but it is far from amenable to cyclists on the southside. The bike path on forest hill is fragmented and also full of street debris. There needs to be a safe connection to cross the Powhite. I do think it is also important to add seating to the bus stops and make walking safer. I would add line the streets (this way you wont have to contend with silly neighbors who over value the land and block sidewalk development) in the neighborhood around Trinity so that there is a walk/bike path. There are evermore walkers but it has become VERY unsafe to walk and sooner or later there will be a pedestrian hit. Thanks for the speed bumps though!"

"17 ""Cherokee Road sharp dropoffs at pavement edge are a hazard to all- motorists" pedestrians and bicyclers. "

"17 I don't think Cherokee Road can handle a bikeway with its narrow lanes."

"17 Using the wide shoulders on the Huguenot bridge to create safe protected bike lanes for the already heavily trafficked bridge would be fantastic. Adding a bike facility south on Huguenot itself would also be great."

"17 NO to Powhite Greenway-- totally unnecessary and hurtful to the environment! "

"17 ""Improved bus stops are number one"