

**Arthur Ashe Boulevard**  
**BRIDGE PROJECT**



# June 11, 2025 Community Meeting Comment Summary Report





## SUMMARY

The City of Richmond hosted a Community Meeting on June 11, 2025, at the Science Museum of Virginia, to share and gain feedback on proposed plans for the Arthur Ashe Boulevard Bridge project.

62 people attended the community meeting, which was held as an open-house format allowing participants to view project display boards and engage with the project team. 11 display boards included: Project Area Map, Project Overview, Precedent Images, Design Evolution, Plan View, Renderings, Cross Sections, Benefits - Construction - Cost and Project Schedule.

Comments could be made using the paper comment form at the meeting or online on the project website at: [rva.gov/public-works/AABB](https://rva.gov/public-works/AABB). The online comment form was available on the project website from June 12 to June 22, 2025.

There were **122 total respondents** to the survey, including 82 online surveys, 37 paper forms from the community meeting, and three emailed comments.



82 Online  
Surveys



37 In-person  
Paper Forms



3 Emailed  
Comments

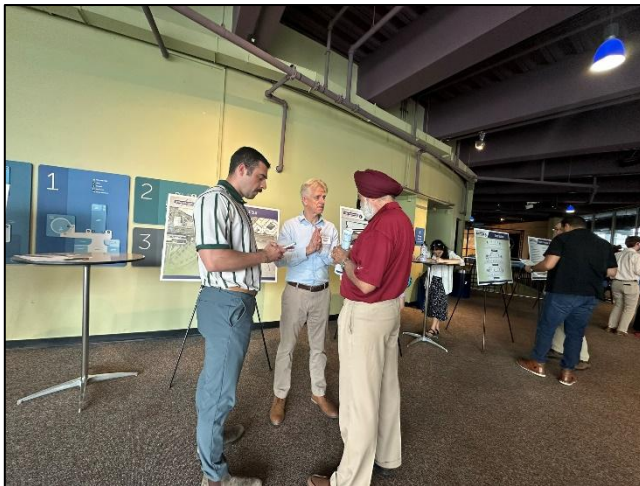
Community feedback on the Arthur Ashe Bridge Project was generally positive, with **strong support for its goals of improving connectivity, safety, and access**. Respondents especially valued the project’s ability to **connect the Diamond District and Scott’s Addition, enhance walkability, and create safer conditions for pedestrians and cyclists**. Many also appreciated the **improved access to the stadium** and viewed the bridge as a meaningful investment in Richmond’s overall mobility and infrastructure.

At the same time, participants offered thoughtful input on how the design could better meet community needs. While there was enthusiasm for the **shared-use path and multimodal access**, many expressed a preference for **dedicated, protected bike and pedestrian lanes** to improve safety and usability. **Requests for more shade** were also common, both for comfort and to help reduce heat retention. Some respondents felt the



current bridge design appeared **too industrial or modern**, and encouraged incorporating elements that better reflect **Richmond's character and identity**.

In the additional comments, respondents emphasized the importance of **adequate lighting** for safety and visibility, particularly for those walking and biking. There was strong support for **heat mitigation strategies**, including lighter, natural colors and increased shade. Construction-related concerns were also impacts, with calls to **minimize traffic disruptions, noise, and other impacts** to nearby residents and businesses. Commenters reiterated their preference for **physically separated bike lanes**, raised concerns about materials retaining heat, and urged the design team to prioritize **safety features** throughout the project.





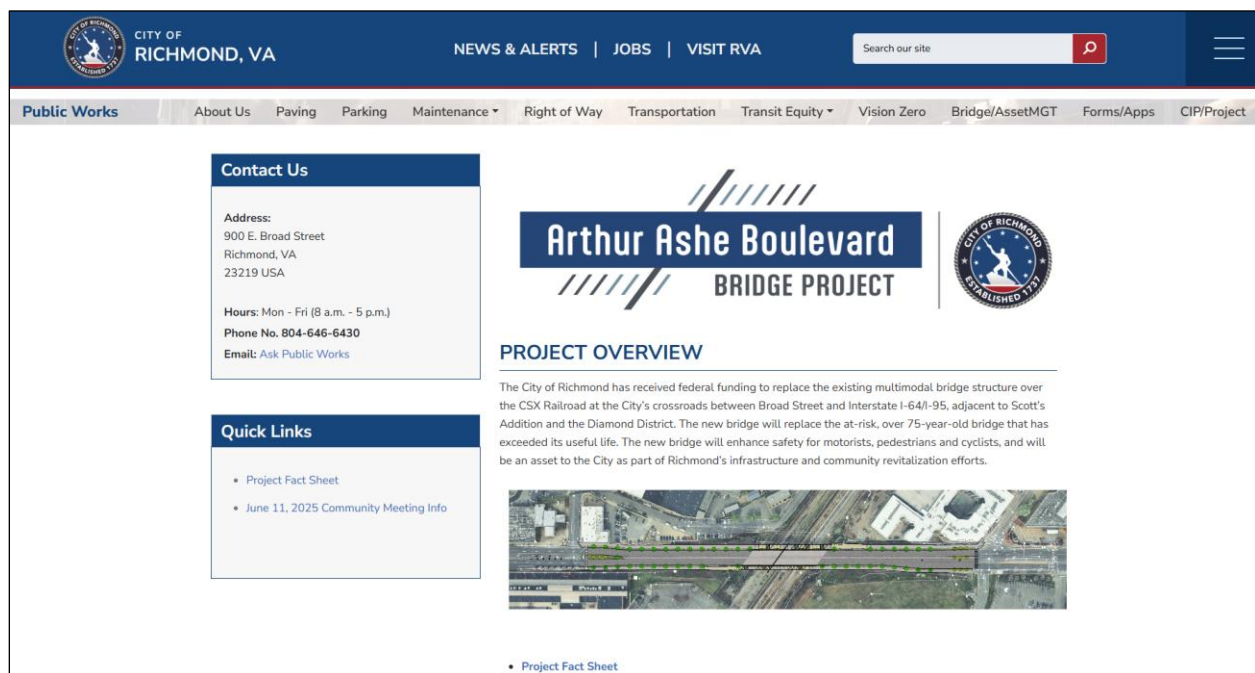
## COMMUNITY MEETING OUTREACH AND ADVERTISING

The Community Meeting was widely advertised through a range of communications channels and outlets as listed below. Outreach efforts also earned local news media coverage that enhanced awareness and reach, and increased attendance at the Community Meeting. Outreach and advertising included:

- Website
- Flyer
- Social media
- Press Release – News Media
- Emails invitations to stakeholders, surrounding businesses, community groups and organizations

### Outreach and Advertising Examples

#### Website





## Flyer

## Arthur Ashe Boulevard BRIDGE PROJECT

Join us at the Community Meeting on June 11 at the Science Museum to learn more about the new bridge design, features and benefits.

Give us your input on the design and tell us what you think!

LEARN MORE HERE


[rva.gov/public-works/RABB](https://rva.gov/public-works/RABB)

## Join us at the Community Meeting

June 11, 2025 | 5:30-7:30 pm


SCIENCE MUSEUM OF VIRGINIA





**City of Richmond VA Public Works**  
June 2 at 11:23 AM · 🌐


Public Meeting | Join us Wed., June 11, 5:30 - 7:30 pm at the Science Museum of VA to review plans for the Arthur Ashe Blvd Bridge Project | replacing the existing bridge structure over the CSX Railroad at the City's crossroads btw Broad St & I-64/I-95. <https://bit.ly/4knfk6T>



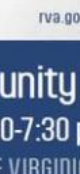
## Arthur Ashe Boulevard BRIDGE PROJECT

Join us at the Community Meeting on June 11 at the Science Museum to learn more about the new bridge design, features and benefits.

Give us your input on the design and tell us what you think!







**LEARN MORE HERE**



[rva.gov/public-works/ARBB](https://rva.gov/public-works/ARBB)

**Join us at the Community Meeting**  
June 11, 2025 | 5:30-7:30 pm  
SCIENCE MUSEUM OF VIRGINIA








3

1 comment 3 shares




## Press Release



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Posted on Jun 2, 2025

### City Invites Public to Review Plans for the Arthur Ashe Boulevard Bridge Project

Posted June 2, 2025

~ Community meeting scheduled for Wednesday, June 11 ~

**Richmond, VA** – The Department of Public Works will hold a community meeting to review project plans for the Arthur Ashe Boulevard Bridge Project on Wednesday, June 11 from 5:30 – 7:30 p.m. at the Science Museum of Virginia located at 2500 West Broad Street. This project will replace the existing bridge structure over the CSX Railroad at the City's crossroads between Broad Street and Interstate I-64/I-95, adjacent to Scott's Addition and the Diamond District.

Benefits include:

- Replacing structurally deficient bridge infrastructure
- Enhancing connectivity for pedestrians, cyclists, and vehicles
- Enhancing a multimodal transportation network
- Enhancing safety and lowering the risk of crashes along this high-traffic area
- Improving access to local businesses and attractions
- Promoting and supporting economic development in the vicinity

The project team along with consultants from the Timmons group will be available to answer questions.

The bridge will remain open during construction with planned traffic shifts to maintain continued access. The city will work with the community to enhance safety and reduce disruptions.

*This \$38 million project is funded through a combination of local and federal funding.*

For more information, go to [rva.gov/public-works/AAB8](http://rva.gov/public-works/AAB8)

###



## Email Invitation

**Subject:** Join Us for the Arthur Ashe Boulevard Bridge Project Community Meeting on Wednesday, June 11

We would like to invite you to the Community Meeting on the Arthur Ashe Boulevard Bridge Project, scheduled for **Wednesday, June 11**, from 5:30 to 7:30 p.m. at the **Science Museum of Virginia**.

The meeting will provide updates on the project's progress and timeline, offer a look at the current design concept, features and benefits, as well as provide the opportunity for conversations with the project team.

Your insights and feedback are important to us, as we move forward with this significant infrastructure improvement. We look forward to seeing you there!

Visit the project website to learn more: [rva.gov/public-works/AABB](https://rva.gov/public-works/AABB)



### Arthur Ashe Boulevard Bridge Project Community Meeting

Wednesday, June 11

5:30 - 7:30 p.m.

Science Museum of Virginia  
2500 W Broad St., Richmond, VA 23220



Thanks,  
Mike

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Mike Carosi  
On Point Communications  
*[On Behalf of the City of Richmond]*



## Paper Comment Sheet

### COMMENT SHEET

#### ARTHUR ASHE BOULEVARD BRIDGE PROJECT

#### Community Meeting – Wednesday, June 11, 2025

**PLEASE PRINT**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_


1. How often do you use the Arthur Ashe Boulevard Bridge?  
 Daily \_\_\_\_\_ Weekly \_\_\_\_\_ Occasionally \_\_\_\_\_ Rarely \_\_\_\_\_
2. Were you aware of the project before today's meeting?  
 Yes \_\_\_\_\_ No \_\_\_\_\_
3. How did you learn about the Community Meeting?  
 Social Media \_\_\_\_\_ Email \_\_\_\_\_ News \_\_\_\_\_ Website \_\_\_\_\_ Flyer \_\_\_\_\_  
 Other: \_\_\_\_\_
4. Do you support the proposed improvements to the Arthur Ashe Boulevard Bridge?  
 Yes \_\_\_\_\_ No \_\_\_\_\_ Undecided \_\_\_\_\_  
 Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_
5. In what ways do you think this project will benefit you or your community?  
 Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_
6. Additional Comments and Feedback  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**Project Manager**  
 Yongping Wang  
 Department of Public Works  
 City Hall, Suite 603, 900 East Broad Street, Richmond, Virginia 23219  
 Email: [yongping.wang@rva.gov](mailto:yongping.wang@rva.gov)



## Online Comment Form

Arthur Ashe Boulevard  
BRIDGE PROJECT



Online Comment Form

Name (Optional)

First Name

Last Name

Email (Optional)

example@example.com

How often do you use the Arthur Ashe Boulevard Bridge? \*

☐ Daily

☐ Weekly

☐ Occasionally

☐ Rarely

Were you aware of the project before today's meeting? \*

☐ Yes

☐ No

How did you learn about the Community Meeting? \*

☐ Social Media

☐ Email

☐ News

☐ Website

☐ Flyer

☐ Other

Do you support the proposed improvements to the Arthur Ashe Boulevard Bridge? \*

☐ Yes

☐ No

☐ Undecided

Comments:

In what ways do you think this project will benefit you or your community?

Additional Comments and Feedback:

Submit



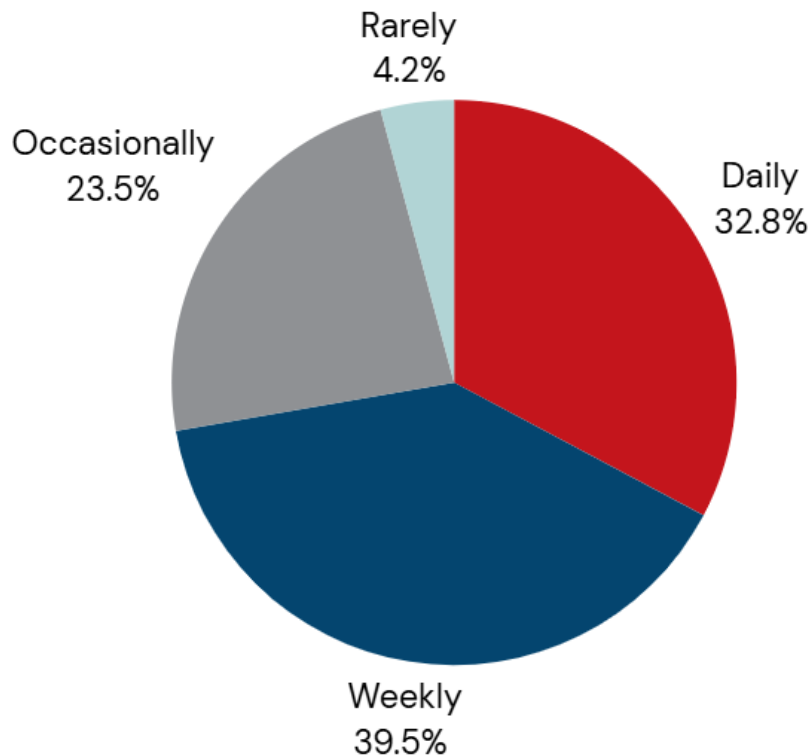
## SURVEY RESULTS

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The following statistics and comments are based on **119 total participant responses**, including online surveys (82) and in-person paper comment forms (37) collected at the Community Meeting. The three emailed comments can be found in Appendix D.

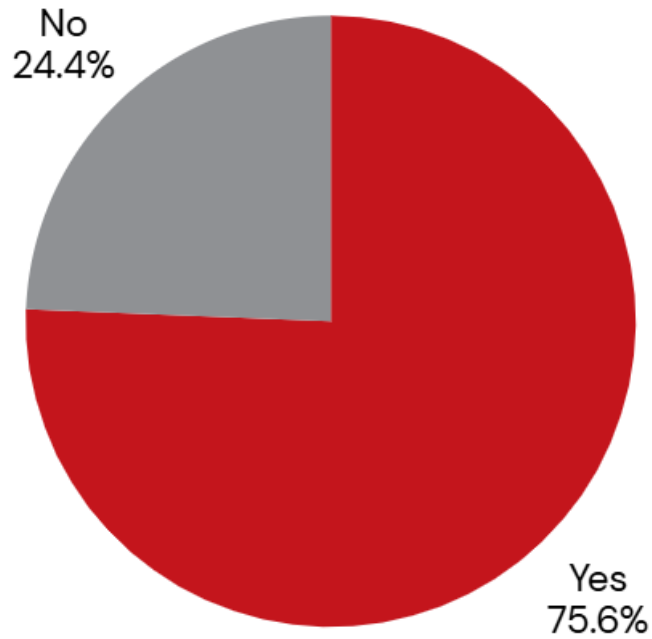
### Q1: How often do you use the Arthur Ashe Bridge?

*119 Respondents*





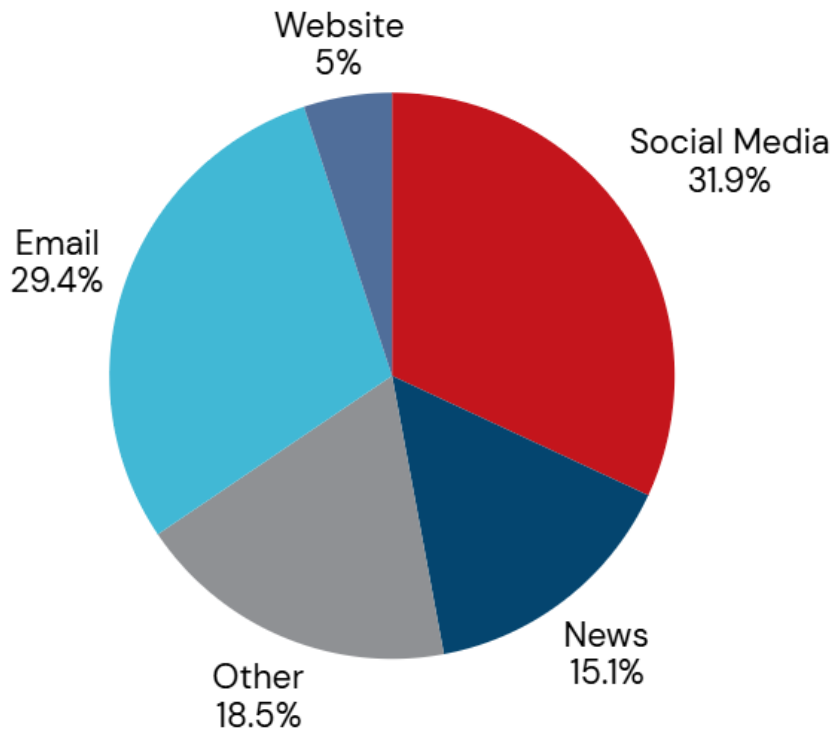
**Q2: Were you aware of the project before today's meeting?**  
*119 Respondents*





### Q3: How did you learn about the Community Meeting?

47 Respondents



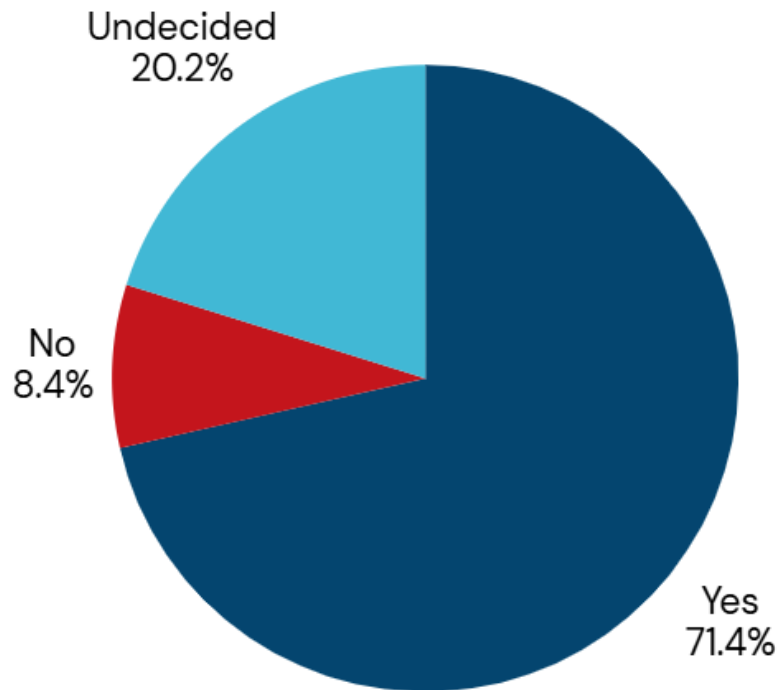
Other responses included:

- Friends (5)
- Axios Richmond (1)
- Work colleague (2)
- Times Dispatch (1)
- District Meeting (1)
- District Newsletter (1)
- Fellow Community Members (1)
- My Representative (1)
- Newsletter (1)
- Reddit (1)
- Substack (1)
- Word of Mouth (2)
- Did not attend community meeting, reviewed plans, renderings, and website (1)



#### Q4. Do you support the proposed improvements to the Arthur Ashe Boulevard Bridge?

119 Respondents





## Q4. Do you support the proposed improvements to the Arthur Ashe Boulevard Bridge?

*80 Respondents*

### Q4. Comment Summary

80 respondents provided additional comments, summarized below. A full list of comments can be found in Appendix A.

The **shared-use path and multimodal access** were popular features, with more than 25 responses expressing support for them. However, many respondents also shared a strong preference **for protected, designated bike and pedestrian paths** instead of a shared-use configuration, as well as increased capacity for the growing number of car-free households. A few commenters referenced a previously mentioned pedestrian skybridge across Arthur Ashe and expressed dissatisfaction it had not come to fruition.

Several respondents also requested **more shade** be incorporated into the design, to improve comfort for those walking or biking.

Respondents also commented that the bridge design felt **too industrial or modern**, and encouraged incorporating elements that **reflect Richmond's local character and identity**.

**Pedestrian access to the stadium on game days** was highlighted as a key need, and several respondents had questions about **how the new bridge would tie into existing bike paths and trail networks**, including the bike lanes on W. Moore Street and W. Leigh Street, and the **planned Fall Line Trail**.



## Q5. In what ways do you think this project will benefit you or your community?

*90 Respondents*

### Q5. Comment Summary

90 respondents provided additional comments, summarized below. A full list of comments can be found in Appendix B.

Overall, the survey respondents expressed strong support for the Arthur Ashe Bridge Project, highlighting several key benefits. Many comments emphasized how the project will **improve connectivity between the Diamond District and Scott's Addition**, creating a more **cohesive and accessible** area. Community members also frequently noted that the **bridge will enhance safety for pedestrians and cyclists**, supporting a shift toward more **walkable and bike-friendly infrastructure and community**. Other respondents appreciated the project's potential to provide **easier and safer access to the stadium**. Overall, the project is seen as a way to **improve mobility and connectivity for the Richmond community**.



## Q6. Additional Comments and Feedback

### 54 Respondents

## Q6. Comment Summary

54 respondents provided additional comments, summarized below. A full list of comments can be found in Appendix C.

In the additional comments section, several recurring themes emerged. Respondents emphasized the importance of **adequate lighting** for safety and visibility, especially for pedestrians and cyclists. There was strong support for heat mitigation strategies, including the use of **more shade** and **lighter, natural colors** in the bridge design to reduce heat retention.

Many commenters reiterated a preference for **dedicated bike lanes in both directions**, with **physical separation from vehicle traffic**, rather than a shared-use path. **Construction** was also a concern, with requests to manage traffic disruptions and minimize noise and other impacts to nearby residents and businesses.

Several respondents shared that the proposed bridge design felt too modern or industrial and encouraged a **style that better reflects Richmond's character and identity**. They also noted that some proposed materials may **retain too much heat**. Finally, commenters urged the design team to prioritize **safety features** in the final design.



## APPENDIX A – Q4 Comments

### Q4. Do you support the proposed improvements to the Arthur Ashe Boulevard Bridge?

#### 80 Comments Received

All comments included in this appendix are presented in their original form and have not been edited. The content reflects the views and opinions of the respondents and is provided as submitted.

Comments	
1	I love the larger protected sidewalk. Please elevate the crosswalks to keep ped crossing safe. Please tighten the road asymmetry as you can to slow drivers down please narrow the road as it reaches ped crossing. Please have ped crossing signals on both sides
2	I approve of the overall function, although I'm still not confident how shady it will be. The design is just okay- could be better
3	Like the idea of adding a shared use path. This Bridge needs repairs so this project is very much needed
4	Hey, can you design something that doesn't look like it's a knockoff brutalist hellscape that will be out of date before it's even finished? Why does this look like a modern McDonald's?? What's with those weird bars? We want nature, shade and places to safely walk with space away from cars. And hopefully be able to walk to the diamond without being exposed to blazing heat for the whole walk. A crossing bridge to both sides would be great. Think for greenspace, not contributing to a heat dome please.
5	I love the wide pedestrian and cycling paths across the bridge. The current one is treacherous for bikes and one of the ugliest walkways between what could be two areas of high pedestrian interest.
6	It is much needed. Love the element of planters trees "Gateway". The Ballpark will have a red brick facade. I just wish there was more of a tie in with OLD + NEW + INDUSTRIAL DESIGN. Feels like it will look like "every other city USA". Nothing to denote Richmond.
7	Generally I love that the bridge is getting an upgrade (+sounds like needed structural reinforcements) and that multimodal transportation is a priority!
8	Designs look beautiful however my concern that there is no pedestrian walkover before the bridge at any point. On game day or big events at The Diamond traffic is a problem for pedestrian crossing for bicyclist in this area.
9	This project is much needed and the plans to accommodate modes of transportation other than just cars is fantastic! This could be a game changer for this whole area.
10	I generally support the project. the existing bridge is in shambles feeds unsafe and unsturdy. and needs a reboot. I think there are some needed change that could make it better however
11	If the emphasis is multi-modal transportation there is no way the pedestrian & bicycle facility is seen as an improvement. The NB sidewalk is losing 2ft so besides an aesthetic improvement what else is this bridge doing?
12	I own Sheppard St. Antiques at 1126 N. Arthur Ashe Blvd. Very concerned about traffic and parking (lack of) affecting my retail business.



Comments	
	<p>If the city is serious about slowing drivers down to make all road users, particularly those outside of cars, safer, then why isn't a road diet being considered? Diamond district information from the city states that AA Blvd sees 20k vehicles/day- that meets the criteria for a road diet according to both USDOT and VDOT.</p> <p>The separated path for people walking and rolling on the bridge is useless on the rest of the street where it doesn't exist. If we truly want to improve safety and get more people in the area walking/rolling, a road diet with widened sidewalks and hardened bike lanes along more than just the bridge does that.</p> <p>There is about to be a massive increase in housing in the area- make the changes now and future residents won't know it was ever any different.</p>
13	
14	The current structure is due for a refresh
15	Excellent. Bike/Ped experience looks so much better.
16	While I suspect that the proposed design is a step forward from the current bridge, it does not meet the needs of the community for the next 100 years, as planned.
17	ALL THIS MONEY FOR MAINLY AESTHETIC IMPROVEMENTS & MAKING LESS BIKE TRAVEL
18	I appreciate widening the walkways and bikeways.
19	Very needed; solid design elements.
20	<p>Mixing pedestrians and bikes while giving cars their own lane is not multimodal. The proposed design is car centric and sidelines pedestrian and cyclist traffic. When the stadium lets out, the proposed mixed use trail will be so full of pedestrian traffic that bicyclists will have to dismount and walk their bikes, or risk riding in the car lanes. You're also going to have pedestrians who will get startled by fast moving cyclists trying to get by.</p> <p>The shared use pathway could be improved by adding concrete delineation to separate pedestrians and cyclists. For an example of this, look up the recently reopened Hammersmith Bridge in the UK. They converted an older small bridge to only service pedestrians and cyclists and used a small concrete barrier to create clear separation that keeps small children and dogs from wandering into the cycling lanes. Removing some of the green space could make room for these safety improvements.</p>
21	The multi-use path will be very helpful. However, I have concerns that the connectivity to existing bike lanes on W Moore St/W Leigh Street have not been tied into this project. Without connectivity, this intersect will continue to be unsafe.
22	The bridge is connecting 2 communities - is there a welcoming approach to signage or structural element that could be added? How can the project reflect Richmond and all that our city has to offer? How can it reflect the rich culture of Scott's addition.
23	My main concerns are with making sure there is sufficient shade during the height of summer. Overall I'm very positive about this project.
24	The arch is neither beautiful nor functional. Poor design choice. Does the shared use path link with existing pedestrians and bike infrastructure?
25	The new design does not have enough traffic calming measures. People still speed & the design makes it look even more like a highway. I'm disappointed there isn't a dedicated & protected bike lane. Sharing bike & pedestrian side.
26	Always room for improvement and to better Richmond



Comments	
27	FROM AN INFRASTRUCTURE PERSPECTIVE, IT NEEDS REPAIRED/REPLACED APPROACHING END OF LIFE. I REMAIN A LITTLE SKEPTICAL ABOUT COMBINED BIKE + PED TRAFFIC SINCE IT'S MAJOR ARTERY N/S. IT CAN BE INCONVENIENT FOR CYCLISTS AND DANGEROUS FOR PEDESTRIANS.
28	The extra-wide pedestrian and bike "sidewalks" seem to be impractical and redundant. Foot traffic hand especially bicycle traffic) should be encouraged to use the dedicated bridge and path that is being constructed 100 feet to the east of the bridge. This connects Lombardy to the multiuse path going through the heart of the Diamond district. In addition, the sidewalk on Hermitage approaching the bridge from both directions is not wide enough to support mounted bike traffic. It is less than 2 feet wide in some places and doesn't appear to be able to be widened because of existing buildings.
29	The crosswalk at Norfolk needs to be zebra stripped-not simply 2 lines. How will the Fall Line connect to the bridge? The pedestrian refuse island at Norfolk is critical.
30	I appreciate that the bridge is being redeveloped but i think there is an opportunity to make the bridge much better than what is currently proposed. I am most concerned about using the bridge as a biker. The bridge is part of a designated bikeway and connects to a bike path on Brookly Ave. Bikers use the bridge in both directions and yet there is only a pathway for bikes on one side bridge. This does not make sense. Are bikers going North expected to cross the road to get to the West side of the bridge where the shared use path is? I fear some bikes won't do this and will instead ride with traffic which will be more dangerous and congest the roadway.
31	I like the multi-modal approach
32	THE CURRENT PROPOSED DESIGN COULD BE IMPROVED BY ACCOUNTING FOR INTERPLAY OF OPPORTUNITY VERSUS AVOIDANCE. THE BENCHES ARE OPPORTUNITIES FOR UNHOUSED & PANHANDLERS TO LOITER, SLEEP AND SOLICIT PASSERSBY IN A WAY THAT WILL SEEN
33	Very needed! Goes along with the new ballpark.
34	Improvements should include pedes & cycle safety by widening bridge to allow for more usage. I like the lighting of the bridge.
35	There is no doubt the bridge needs and I am in favor of multimodal improvements but I think significant changes should be made to the pedestrian aesthetic portions (see 6).
36	The community meeting was so last minute. There was only a last minute notice and the meeting was not not even a meeting. Just a show and tell one-sided thing. Also, the materials were poorly designed and why does it need it own logo??? Maybe less of this a more real communications.
37	This is the most dangerous part of my bike commute by far. thank you for finally addressing the issue
38	I love it! Currently, when I do come that way and I'm on my bike, I 'take the lane'...hoping and praying that drivers are paying attention so with this new upcoming bridge - I can hardly wait...yay!! Make sure that it's a well thought out design that can and will keep up with both the constantly growing populations of human and vehicular traffic for decades to come.



Comments	
	<p>First, I appreciate how much time and attention is going into making this thoroughfare safer for bicyclists and pedestrians. Having said that I am curious why the shared use path isn't on the side of the Diamond District. That would seem to be a much easier option to get to the amenities that will be there. I'm not opposed to the current placement, since it does link up Northside to Scott's Addition more directly, but I'm wondering why can't we have both. Keep the car lanes as narrow as possible to really force drivers to slow down there (which we desperately need need) and at least a single bike lane to the DD side.</p>
39	<p>But otherwise I'm supportive of the plan. If there's a compelling reason why we can't add a bike lane to the DD side, then I would support the proposed improvements as is.</p>
40	<p>As a cyclist, I deeply appreciate the wide protected space to get me over the tracks.</p>
	<p>I'm pleased to see greater consideration for pedestrian and bicycle traffic (10ft shared use path, wider sidewalks, hardened barriers, and shade structures) than what currently exists, I'm disappointed in the lack of dedicated cycling infrastructure in this project.</p>
41	<p>While there's a shared-use path on the west side, there's nothing on the east side. People riding bikes Northbound would have to cross Arthur Ashe to get on the shared use path, or continue on the road with car traffic. Also, I understand there's a 25mph speed limit, however, the double car lanes seem wide enough to encourage much greater speeds.</p>
42	<p>I am a daily bicyclist and also drive this route routinely in my car. It is imperative with this project as with every other public works project that it connect with the entire built environment to make it usable and a worthwhile investment. It is all too common for bicycle lanes to begin and end seemingly out of thin air. Don't do that. With that in mind, I would include two-way bike path on the bridge opposite the interstate entrance so that pedestrians and bicyclists would not have to negotiate that situation. OTHERWISE IT WON'T BE SAFE TO TRAVEL NORTH OF THE BRIDGE. If you don't think about this it will be a failure. If you do, however, safely connect the existing bike lane on Hermitage with a safe bridge crossing and protected bicycle lane on AA BLVD or in a connected fashion through Scott's Addition (which does not currently exist and needs to be included in this plan. Try this on a bicycle if you don't believe me..) you will see widespread use.</p>



Comments	
43	<p>I am so excited about this update to a major connector between my home and my place of work + many of the businesses I frequent in Scott's Addition, the Fan, the Museum District, and even the West End. After reading through the proposed design updates, here are my thoughts:</p> <p>Would you consider reducing the lane width of all 4 travel lanes to 10'? Currently, 2 travel lanes are 10' and 2 travel lanes are 11'. 10' travel lanes have a positive impact on a street's safety without impacting traffic operations. It would also open up 2 additional ft for the pedestrian and cyclist affordances on either side of the bridge. Considering this will be a connection between Scott's Addition and the Diamond District, it makes sense to encourage walking or biking in this way and discourage motor vehicle traffic through the corridor.</p> <p>What efforts are being made to continue this work beyond the bridge? According to the city, Arthur Ashe Boulevard sees 20k vehicles a day. That meets the criteria for a road diet according to USDOT and VDOT. I applaud the work happening on the bridge and encourage this group to explore a road diet that would add widened sidewalks and hardened bike lanes that fully connect Scott's Addition all the way to Robin Hood and/or the Fall Line trail that is now drawn down Hermitage Rd.</p> <p>I know this is a longshot, but has there been any consideration for reducing motor vehicle traffic to single lane in either direction? As the area becomes more dense with housing, now is the time to set the stage for more public and active transit, discouraging use of single passenger vehicles that, arguably, make our city more dangerous and more frustrating to navigate. It looks like traffic will be reduced to a single lane for Phase 2 of construction - I'm curious if that could be a test case for making single lanes permanent.</p>
44	Pedestrian and bike safety!!!!
45	This bridge will be an important Pedestrian link to the new Diamond district and ongoing SA expansion. It's a terrible pedestrian and cycling experience today and I whole heartedly support anything that improves that.
46	Bridge is heavily utilized but dark at night compared to the rest of the area
47	Bike path is very needed
48	i frequent the bridge as a pedestrian and as a driver and am looking forward to improvements being made. especially as a pedestrian, i would love to see shade and natural elements, as well as wider sidewalks and places to rest to serve community members. i would also value a protected bike lane so that it is easier to bike across the bridge. currently i avoid biking across the bridge but would love to do so if it were safer.



Comments	
	<p>I'm mainly concerned about the limited application for bicycle traffic this bridge provides.</p> <p>In a March public meeting council person Katheryn Jordan shared the that the city would not be building the "skybridge" concept that was going to link the central diamond district path with the extended protopath/ science museum shared use path over the railroad tracks, and instead would rely on bike lanes on the future Arthur Ashe bridge. The Arthur Ashe bridge has a widened shared use path on the west side which would link into the marked bicycle lanes specified on the diamond district public realm standards, but only a widened sidewalk on the east side. Considering that this single bridge will be responsible for all of the bike traffic from both the diamond district bike lane along Arthur Ashe blvd as well as the sole crossing for users of the science museum shared use path AND central path in the diamond district, the bridge needs more dedicated bike space.</p> <p>I would like to see bike lanes on both sides of the bridge marked in a way similar to those specified in the diamond district public realm design standards to ensure the bridge is not immediately obsolete in terms of bike infrastructure.</p> <p>Bicycle travel is a great way to reduce car traffic in the diamond district, but only if the built environment encourages people to comfortably ride bikes through the area. The lack of dedicated and dual sided bike space on the bridge will become a bottleneck for this major bike thoroughfare, which will make both walking and biking uncomfortable due to limited space.</p> <p>If this bridge is really supposed to replace the Skybridge link specified in the Richmond 300's future connections map, then it needs to make a more earnest effort to actually provide a link between the diamond district and the museum district shared use path for major bicycle traffic.</p>
49	
50	<p>I didn't attend the meeting. I'm on the bridge as a pedestrian or driver several times a week. Cars surge up the hill from the south and it currently is dirty and feels dangerous. I'm all for the plan except the lack of any aesthetic appeal - Scott's Addition keeps an industrial feel, but the beams above roadway construction give the feeling of unfinished industrial space. I'd like to see some grace, some interest, some imagination!</p>
51	Important to have protected cycle lanes that are separate from pedestrian walkways
52	<p>In glad this is happening. While I drive across it daily. When I do walk or bike across it feels more dangerous. In the spirit of safety and walk ability changes are needed.</p>
53	<p>Please do not close the Lombardy Bridge during the repairs to the Arthur Ashe Boulevard Bridge as this will close off the Chamberlayne Industrial Center, which is already a food desert, to grocery stores and restaurants. The Lombardy Bridge repairs will take approx. 2 years. I understand a lane of the AABB will be open and I thank you for that but closing another vital bridge in the area will lead to more traffic backups in an already congested area which is constantly being redirected due to construction. Thank you.</p>
54	The improvements to walking and biking safety is soooooo needed!





Comments	
55	<p>While this is certainly an improvement to the current bridge, which is in major need of repair and upgrades, this design still does not address the increased pedestrian and vehicle traffic that this bridge sees. It only meets the current need not any future need or long term use. For one, there is virtually no shade over the expanded sidewalks. Black, metal shapes do not provide shade especially for the humid climate that Richmond gets in the summer. If anything it will increase the heat on the bridge especially with more people and cars. There is virtually no vegetation and I feel wood and trees will go a long way in slowing down drivers, protecting pedestrians, and cooling the bridge down. Another is that it seems the expectation is that bikes and scooters are expected to be on the sidewalks with pedestrians. This is very dangerous for pedestrians and does not actually "increase access" for bikers. Bike lanes should be added to the road instead of expecting pedestrians and bikers to share space. I'm especially concerned for this current design of shared walking and biking space as Squirrels games already see so much foot traffic on the bridge and this will only increase with the new stadium and apartment buildings opening in the next few years.</p>
56	<p>The renderings seem to show seating on both sides of the bridge but the 30% plans and B/W renderings display some large planters and benches on the western side of the bridge and are unclear on where the wall-mounted benches will go on the eastern side. Will this project have updated renderings to clarify the arrangement of seating on either side of the bridge and could we also see what the shaded covers will look like? I would encourage a few more shaded sections, potentially in a material that could provide partial cover but still let some light through! I also think that having at least a bit of a physical concrete wall between the walking path and the overlooks would feel a bit more secure than just the netting and handrail - maybe this is also a section that would benefit from a more specific rendering but the netting being the only wall feels a bit exposed on the bridge.</p>
57	<p>I'm excited to see improvements being made to the bridge. However, I'm somewhat concerned that in the renderings it appears that bikes will share the same sidewalk with pedestrians, without any designated lanes or barriers. While this is safer for cyclists than sharing a lane with cars, as a runner who frequently travels on this bridge, I'm worried about traffic between cyclists and pedestrians. If these activities can be separated, it would make me feel much safer on the bridge as both a runner/walker and a cyclist.</p>
58	<p>Because of the lack of entry points into and out of Scott's Addition, really concerned about the limited lanes once construction begins. AAB did not do well with the construction of that massive apartment building.</p>
59	<p>It's extremely disappointing to see that the city is not going to improve road safety on Arthur Ashe Blvd. by de-prioritizing cars. Leaving AAB as a 4 lane highway will continue to encourage drivers to treat it like a highway. I will remain hopeful that the city will someday put AAB and Hermitage on a diet, with 2 common travel lanes, and either dedicated transit or bike lanes. Traveling by foot, transit, and bike are terrifying on these roads.</p>
60	<p>It is incredibly disappointing to see the Skybridge option no longer being considered for this project as separated paths lead to less congestion and are in alignment with the Richmond 300 master plan.</p> <p>In the proposed plan at a minimum the path should mirror the size of the lanes leading into the bridge, and maintain the width of the path on both sides of the bridge. Additionally, the path needs to connect to other non-car transportation options!</p>





Comments	
61	I'm disappointed that the dedicated bike/ped skybridge had to be scrapped. While the Arthur Ashe bridge is an improvement over what currently exists, it does not adequately enable the desired future of Richmond where bikes and pedestrians can move around more safely not adjacent to car travel.
62	I am not very happy to see that this alone will be replacing the promised pedestrian skybridge that was going to be heading into the new diamond district development. This project could be close to being a good enough replacement but you need to provide a larger seperated space for cyclist and pedestrians. Squeezing them into a smaller shared use path on the bridge creates a bottleneck and a likely space for conflict between cyclist and the pedestrians. I would say having the path be overall larger without a bottleneck would make this a solid idea.
63	They do not go far enough. The bike/pedestrian paths leading to the bridge will be reduced by more than 50% at the bridge. This is shortsighted and does not match the vision for the 300 plan or future needs beyond 300. Please widen the bike/ped paths.
64	The design is horrendous. Please expect better of your consultants.
65	It is a huge improvement over what is currently there, but there needs to be more space for bikes and pedestrians, especially since the car-free sky bridge was seemingly abandoned.
66	2 change I'd like to see. 1.) More shade. The proposed design does not do nearly enough to provide shade for those walking and cycling. At a minimum, shade sails above the sidewalks could be a solution. 2.) Enhanced cycling facilities. I've ridden my bike across this bridge hundreds of times, and will continue to use it almost daily. I was extremely disappointed to hear the pedestrian bridge across the railroad is no longer happening. the shared use path along the science museum and midtown green flows perfectly into that proposed bridge, and would greatly enhance the ability for people to move through this area safely. Cycling northbound on Arthur Ashe Boulevard is extremely unpleasant and unsafe, especially at lower speeds. While the widened sidewalk on the east side of the bridge is nice for walking, it does not provide any improvement to cyclists on the road, who will be forced to dismount and move onto the sidewalk to seek safe travel. Protected bike lanes on the road itself that extends from Broad street to Brookland Parkway would be ideal. This bridge project provides the opportunity for this to happen, and foregoing the opportunity now surely causes problems in the future.
67	Separated bike lane with concrete bollards would make this bridge safer for all. Currently it is to dangerous to take the traffic lane on bicycle and I am forced to take the sidewalk.
68	A truly separated pedestrian bridge, like the one initially proposed, will be a much better solution for pedestrians and drivers alike. The pedestrian only bridge will increase access, and tie together the new diamond district to the rest of the city.
69	I support the improvements but believe more needs to be done for pedestrians and cyclists. If we can't get the bicycle skybridge, then the bike path on the bridge should be larger and not include a bottleneck. There should be better connectivity to the surrounding paths
70	It would be helpful for the bike lanes to be on both sides so cyclists won't have to cross traffic at later points in time to get to their destination. It's unclear how this single side bike lane connects on either side of the bridge for cyclists and can create huge inconveniences for cyclists and cars.
71	Overall the bridge needs to be replaced, so I am more than happy to see a project in the works. The bridge is not comfortable or safe for anyone in its current state, in a car, bus, on a bike, or walking.
72	I want bike paths!
73	The need for bike lanes and pedestrian lanes is not sufficiently met by the design to provide adequate space for growth in these modes of transport. Please consider adding both lanes on both sides for the full length of the bridge.
74	We desperately need better bike infrastructure in this area. The proposal is an improvement but the proportion of bridge dedicated to bike and pedestrian is still less than I'd like.



Comments	
75	I think this is a fantastic project and I'm so excited for it. I looked at the renderings and while they look nice, I think the black bar details are unnecessary. Unless cleaned regularly, these bars will become dirty (e.g. spider webs in the summer, likely graffiti/vandalism, etc). Instead, could we have a pedestrian walking bridge over Arthur Ashe?
76	I think the pedestrian and bicycle paths should on both sides of the bridge should be bigger. We need more walkability and bicycle safe pathways through the city. This will benefit everyone - less car traffic, more active community members walking and biking, less car pollution, etc.
77	Why is the width of the shared use path portion on the bridge half of what it is leading to it? That will create an unnecessary bottle neck of foot and bicycle and other modal transportation. That doesn't sound like it's built for long term growth of the city.
78	It's going to be a humongous traffic problem for years while the project is happening, but With all of the development happening in the area, there will be more cars that might stress an old bridge
79	More pedestrian and bike space is needed
80	More shade coverage for pedestrians would be a nice feature.



## APPENDIX B – Q5 Comments

### Q5. In what ways do you think this project will benefit you or your community?

#### 90 Comments Received

All comments included in this appendix are presented in their original form and have not been edited. The content reflects the views and opinions of the respondents and is provided as submitted.

Comments	
1	Anything to connect to city together & help pedestrians.
2	I avoid the bridge as much as I can. It is dangerous for me as a pedestrian and cyclist so I travel many blocks around to avoid it.
3	Widening the path & providing physical planted barriers will be immensely safer for pedestrians. I really like the barrier/planter design.
4	Widening sidewalk allows for safer and more inclusive transporter groups
5	I think this will benefit the community by insenely use of walkability and across to the diamond district! safety is really important.
6	If it's actually walkable and not a stupid concrete nightmare we should use it more. It gets hot here tho, and you need to consider heat refraction off all this concrete and metal. Please consider making it actually usable and nice for us and the environment.
7	Safety on a bike. It will also look way way better. What we have right now is something I would be embarrassed to take someone to from out of town.
8	Essential artery for the City and for Scott's Addition.
9	I think it will help the "Diamond District" be more connected to the Residential Neighborhoods.
10	Connecting Scott's Addition to the Diamond District via a nice walk or roll will be a draw to get folks out & about, will be a draw for real estate & will be a draw for employment. The multimodal attributes are key. Make them nice!
11	I think it would be a necessary infrastructure improvement in this part of town. Multi-modal design and transit is incredibly important and can have positive impact on health and well being. Adding vegetation, a wider and shared use path etc. will attract more folks.
12	As it stands it's "nice" gesture but does not truly enhance at it's current design status.
13	It will in the long run, but during construction City should assist small business to help with above concerns (traffic and parking).
14	Improve pedestrian experience and access.
15	Multi-modal Access Reduced Car Dependency Less Air Pollution Better Connection btw Scotts/Museum/Fan to Diamond District + Northside
16	It will make walking across the bridge safer.
17	UNSURE
18	Very excited to have better, safer pedestrian and bicycling access and a revitalized bridge!
19	It will provide a safer route for walking and biking.
20	Main concern is pedestrian and bicycle safety; I feel a designated path (just for bikes) is needed; especially at access and exit points on N+S bound lanes.





Comments	
21	I love the separation from cars that you've designed with the strong framed barrier. I think having a way to get from the Museum District & Scotts Addition to the Stadium safely without a car would dramatically improve the area.
22	Safer structure, allows for foot + bike traffic.
23	Safer & more comfortable places to walk and bike will increase economic and multi-modal opportunities in the area.
24	Glad to see pedestrian and bike paths and the evolution for unobstructed pathways
25	Anywhere in the city that we can improve pedestrian and bicycle access will improve the community.
26	I never go on the bridge because I do not drive. Now I will use the bridge.
27	I can't imagine more people feeling safer walking or biking with the proposed plan. Four lanes of traffic leading to + from commercial use + the future diamond district will only create more car traffic - not foot traffic.
28	Well the bridge currently is old and needs an updated bridge to get with the times
29	ANYTHING TO SUPPORT MORE BIKE + PED ACTIVITY IS GOOD; REDUCING CAR DEPENDENCY IN AND AROUND SCOTT'S ADDITION.
30	The existing bridge infrastructure not easily shared by bikes and pedestrians I'd like to see some dedicated space for each with intentional crossings at each end with a design that could be carried for ward north and south of this project. Since you can't cross the street while on the bridge, it would be safer to separate the two modes while crossing, and then mark endpoint crosses - easier + safer.
31	More accessible and safer roadways. More connectivity for bike routes throughout the city. More access to Squirrel's games.
32	Better & safer access to the new Stadium, especially for pedestrians.
33	It will provide more safety and ease of access between neighborhoods for pedestrians, and bike riders.
34	PLANTERS LOOK NICE BUT NEED TO BE SPACED FURTHER APART SO PEDESTRIANS HAVE THE OPPORTUNITY TO AVOID STRANGERS
35	Provide better access between Scott's and the Diamond
36	Enhance walking in area. And bicycling!
37	Yes to improve safety of people/cars walking. Also support a new bridge so the old one doesn't fall down from the weight of vehicle traffic. It is time for a new bridge as a gateway into the City + Diamond District.
38	I'm looking forward to being able to walk more safely to games, and like the increased greenery in the road portions.
39	More pedestrian/bicycle access between the Northside and Fan/Museum/Scott area. Improved safety, lighting, and aesthetics.
40	Connect Northside, DD + more to Scott's Addition, Fan, Museum, Carytown, etc. without needing to drive a car to feel safe. Connect to the Fall Line Trail. Make the Crossing South of the bridge a pedestrian hybrid beacon. Add protected bike lanes on both sides of the bridge, too.
41	Hopefully the project will beautify the area and keep pedestrians, cyclists and vehicles safer than it currently is.
42	This will make me no longer fear for my life if I ride my bike between Hermitage and Scott's Addition. Which is to say it will make it so I no longer have to ride on the sidewalks for that stretch.





Comments	
43	Better safety, improved accessibility between northside neighborhoods and Scott's Addition, Fan, VMFA, etc
44	It will make it safer and easier for movement between two fast growing parts of the city that are artificially separated by a train track.
45	Better connectivity in our city.
46	I live in northside and have never felt safe cycling on Ashe Blvd
47	If done correctly this will potentially safely connect the north side of Richmond with the Fan, etc, encouraging the use of non-auto based transpo with all of the attendant benefits.
48	I want to live in a city where people feel comfortable and safe walking or biking to the places they need and want to go. Walking and biking helps all of us feel more connected to each other and to our communities. The Diamond District is going to be a wonderful space for families and individuals to come and enjoy the outdoors, feel free to roam, and spend money in our great city. Reconsidering this bridge with these things prioritized will make us a happier, friendlier, more connected city.
49	More walkable and livable city!
50	It will improve pedestrian and cycling connectivity to Diamond district and SA.
51	I think the addition of the hard barrier and the shade makes it safer for pedestrians and cyclists to use.
52	Any and all additional bike paths in this city are needed, this alternative transportation method benefits everyone allowing for reduced auto traffic, less emissions, health benefits, and cleaner movement.
53	Makes it safer to walk over and make that whole corridor look better.
54	Will link Scott's Addition and the Diamond District
55	I do think that the bridge plan as is will be superior to the current one, and will help make walking and biking more viable between the museum district and Scott's addition to the diamond district and northside, but I don't think it is ambitious enough considering it is a bridge intended to last 50+ years rather than to become obsolete in less than 10 as the Richmond 300 future connections materialize around it.
56	Make traveling to Squirrels games safer IF appropriate bike and walking lanes (separated!) are installed on a widened bridge.
57	The current bridge is homely and doesn't allow for safe passage of cyclists and pedestrians. New bridge will likely clean up the area under the bridge and in the neighborhood.
58	The area from Broad tonThe Diamond is littered with trash and grown up with weeds in places. Traffic backs up during "rush hour" for interstate entrance and the roads pinch and are difficult to navigate. for infrequent drivers in the area. If the new bridge helps reconfigure the area it would be great - and much more aesthetically pleasing.
59	Safer for cyclists and pedestrians
60	Increase safety and walk ability between the districts.
61	It will keep us safe, especially if there is improvement to the intersection of AAB and Leigh Street.
62	It will connect neighborhoods and make for safer passing for bikers and walkers.
63	It will provide the ability to safely walk/ride to other areas of the City south on AA Blvd. It will improve accessibility as well to other venues and businesses other than driving.
64	I do feel that this will help the community as I feel unsafe crossing the bridge now. I like the barriers between the sidewalk and roadway in the current design. This bridge is also beginning to degrade and it will be really beneficial for the community to feel that it can handle increased car and foot traffic.





Comments	
65	Love the widening and separation of cars from pedestrians - sometimes the current bridge crossing can feel very close to pedestrians for comfort. I also greatly appreciate the inclusion of shade across the bridge, as currently that stretch of road is a long walk with no cover.
66	Improving connectivity and accessibility between neighborhoods. Encouraging different modes of transit. Making non-auto transit easier and safer.
67	Absolutely replacing deteriorating bridges is a necessity and something with more intentional pedestrian pathways will be wonderful!
68	I think any improvement to the sidewalks will benefit connecting the communities north and south of the tracks. Over the years I've walked with my kids over the tracks here, and hold my breath, while white-knuckling my stroller that barely fits on the sidewalk, as drivers race at unsurvivable speeds a few inches away. It's inhumane.
69	Improved access for bikes and pedestrians
70	better/safer walking and bike paths
71	This does need to happen the current bridge is a sad excuse for pedestrian facilities. The widened sidewalks and shared use path would be a huge upgrade for cyclist and pedestrians and a much needed one because too many connections between the north side and downtown lack good pedestrian access.
72	We desperately need a way to bike/walk the Boulevard, but these plans are not allotting enough space for bike/walk.
73	Connectivity on bikes between the north and south side of the tracks is important.
74	Until recently I lived in Scott's Addition and that areas walkability is the most appealing factor, imo. With the build up of the diamond district, any way to increase the walkability would be amazing
75	If improved, this bridge enhancement is a compromise from the proposed pedestrian skybridge. All improvements for biking and walking will help with public health, community vitality, air quality, and increased economic activity as cyclists and pedestrians are far more likely to spend their money in businesses than those driving through in a car.
76	This will make it safe and more accessible for everyone to be able to travel north to south across train tracks.
77	Improved safety, but not nearly enough. Currently cycling past Movieland/Leigh Street is terrifying.
78	Accessibility is great because the current bridge is a nightmare to traverse
79	Safer infrastructure.
80	A safer bridge with better walking and biking amenities will make access to the diamond district a lot better. It will make going to the diamond district a lot more comfortable.
81	This would allow me to safely bike on Arther Ashe near the diamond. Despite it being considered a bike thruway by the city and google maps, Arther Ashe and this bridge are currently very hostile for cyclists, with high speeds and low visibility coming over the bridge. The sidewalk is also a poor alternative, given pedestrian traffic, trees, littered scooters, and unveled ground. Beyond safety and convenience, this project would positively enrich the area architecturally. Please consider completing this project.
82	This area is much need of more pedestrian infrastructure; especially with the new stadium being built and the uptick of apartments being built in the area. The current bridge allows bike to share the road but due to the arc of the bridge cars have poor sight lines to bikes at the top of the bridge.
83	safe car free travel options are always beneficial



Comments	
84	Safe cycle and peds access through this neighborhood is essential to long term growth of economical and environmental urban transport.
85	I will be able to more safely access grocery store and restaurant and my childcare without my car.
86	It will be incredible access from Scott's to the Diamond District. Personally will enjoy walking to Squirrels games and riding bikes through the area. Also potentially moving to this area soon.
87	See above.
88	I like that there will be protected lanes for pedestrians and cyclists, that will encourage more people to get put and about! Bonus points for including shade and planters!!
89	More walking and biking space will help drive healthier lifestyle and create more foot traffic that does not need parking, helping local retail
90	Better pedestrian and bicycle connectivity between neighborhoods.



## APPENDIX C – Q6 Comments

### Q6: Additional Comments and Feedback

#### 54 Comments Received

*All comments included in this appendix are presented in their original form and have not been edited. The content reflects the views and opinions of the respondents and is provided as submitted.*

Additional Comments	
1	I would love to see your team ride some Class-3 e-bikes across the current bridge to get a sense of what kind of new vehicles exist that you should be designing for. If you have any trouble organizing something like this I would be happy to help, please feel free to reach out.
2	"We hope you will consider: 1) More shade! Either cantilevered (as in your precedent photos) or pergola-type, but much more please 2) The proposed structures not be black (a heat sink) or dark grey but a color that is more visually appealing & less stark. Something bold like red for the Squirrels (like the Eiffel Bridge in Girona Spain), or perhaps a more natural color like taupe. Anything that is not black and industrial. 3) The height of the median be tall enough to deter cross-overs."
3	"I believe the entire appearance is too utilitarian without enough attention to aesthetics. We have an opportunity to make a statement and we could make the bridge more attractive and something people want to see and experience, not just to traverse. I want more protection from the sun when walking or biking. Since there will be no trees, this bridge will bake in the sun. This should be mitigated with lighter colored materials."
4	I think the designers for the new buildings in Scott's addition should be denied permits for making hideous corporate nightmare buildings. Richmond has such cool, unique architecture why are we allowing ugly boxes that you'd find in a strip mall of a Houston suburb dictate the design everywhere?!!!and not staying interesting. Stay pretty. Stay unique and usable!!!!
5	South of this project. Since you cant across the street while on the bridge it would be safer to separate the two mode while crossing and make endpoint corssings easier and safer
6	Please consider safety, especially at night. Even a percieved ink of safety will result in pedestrians not using the bridge. It is a long straight enclosed path: easy to feel trapped or uncomfortable if comeatly is following you
7	I don't own a car and need to walk, bike or bus. Please keep me safe from speeding drivers who will go over the 25 mph speed limit even in front of a posted sign.
8	With the development of the diamond district and scotts addition, this upgrade is needed! Lighting was mentioned but not apparent in renderings this is crucial, and I would more info
9	The oversall design is not my favorite but like the overall functionality of the project listening is not super clear so would love it. see more experiments in the future
10	please prioritize improved bike/ped safety early in Contruction phase
11	I'm hoping that once the project is complete the city allocates the funds and Resorces to keep the bridge clean and maintain the flower beds.





Additional Comments	
12	The shared use path needs to be on both sides and there needs to be clear area for pedestrians that is separate from bikes! need crosswalks with flashing lights. more lighting at night more shade! materials that are cooling and don't exacerbate urban heat effect. prioritize function over aesthetics
13	Prioritize shade over aesthetics! Global warming is only making areas hotter and more deadly. If we're spending this much money on a bridge, let's make it climate smart and climate resilient. Have noticeable signage (in multiple languages) marking which side has shared
14	WITH SO MANY HOMELESS I CAN SEE THOSE BENCHES BECOMING SLEEPING SPOTS AT NIGHT SO MANY OTHER NEEDS FOR THE
15	Please consider the ongoing development of the area.
16	SNACKS. Connecting Bike lanes to existing Bike lanes.
17	Please do a pedestrian connection to the bridge at the Patton Ave/Altamont Ave corner!  Consider doing something fun & unique like Pavegen tiles that convert kinetic step energy into electricity!!
18	for pedestrian & bikers. Keep the area well lighted & do not have areas below sight where people can hide or sleep/camp out.
19	I appreciate the planters - more green space is much needed in this area of the city.
20	People speeding in cars is already a significant issue on the bridge. This design does nothing to slow that speeding - even possibly expanding lane width. Also, it does not provide separate space for bikes, forcing pedestrians to share a lane with bikes. Considering the future.
21	If the City is committed to Vision Zero, the shared use path will be on the east side to reduce the number of pedestrian crossing to access the Diamond District.
22	Another example of Richmond moving forward!
23	We have standing water in front of the shop every time it rains. The City needs to remediate existing problems along Arthur Ashe Blvd. My # is 804-516-9388.
24	More trees + shade, if possible. I am seeing lots of trees on diagram now. Great!
25	PLEASE STUDY TRAFFIC IMPACT OF CONSTRUCTION. GOING FROM 4 LANES TO 2 WILL CREATE BOTTLENECKS AND SNARL TRAFFIC FOR AT LEAST 2-3 BLOCKS IN BOTH DIRECTIONS DURING COMMUTE HOURS AND BEFORE AND AFTER SQUIRRELS GAMES
26	Wish CSX would put in more \$
27	I would like to see dedicated bicycle lanes leading up to the bridge on both approaches that are marked and push bikers onto multi-use pathways to better encourage them to stay out of vehicle pathways as much as possible. Would also like to ensure ample public transportation stops are included in plan for access, safety and lighting.
28	The black steel beams look too harsh for the road and don't provide enough shade - particularly the standalone columns. I understand trying to tap into the industrial aesthetic, but the standalone columns look out of place. The areas with overhead shade are better.  Unrelated - trees should be local species, not imports.
29	Losing traffic to the neighborhood of Scott's Add., even temporarily would devastate our neighborhood. We are already under a lot of pressure.
30	Encourage compliance with noise codes - no construction after 11pm.





Additional Comments	
31	WOULD LOVE TO SEE THIS BE A CONNECTION FOR DEDICATED BIKE LANES N/S ON BOULEVARD. SHARROWS ARE NOT AN IDEAL SOLUTION FOR BEGINNER RIDERS.
32	Would like to see this multi-use path considered to extend past Squirrel's way to Scott's walk and beyond. Will there be an enhanced pedestrian crossing to the diamond district? Connectivity to the Future Fall Line Trail shouldn't be overlooked.
33	This is supposed to be an entrance to the city, where is the greeting, where is the welcoming? Just a steel beam? What does that represent?
34	Bicycle and pedestrian traffic should be encouraged to use the multi-use paths in the Diamond district and Scott's Addition. Building an extremely wide and expensive bicycle mall on the bridge is likely to be little used because there is no easy way to improve the sidewalk width before or after the bridge. The money could be better spent on building a bridge on Hermitage over the railroad tracks.
35	Use recycled goods if possible and make sure it has a lot of perennial greenery.
36	Because bike lanes at Moore and Leigh end at Arthur Ashe Blvd, it is crucial that the design include connecting those points to the new bridge in a safe manner. The plan seems to stop a block away from an established and natural "feeder."
37	To repeat, if you do, however, safely connect the existing bike lane on Hermitage with a safe bridge crossing and protected bicycle lane on AA BLVD (which does not currently exist and needs to be included in this plan. Try biking on it if you don't believe me..) you will see widespread use.
38	Thank you for all of the hard work that goes into these projects. I am consistently impressed with the detailed thinking that makes these intricate projects possible.  One thing that would be helpful for me as an average citizen is seeing a diagram that is somewhere between the full renderings and the technical documents. Pages 70-72 of the 30% Submission is probably the closest to this.
39	THANK YOU AGAIN
40	Good luck
41	Pedestrian and bike space is needed.
42	Please protect our construction workers from extreme heat and cold.
43	Will there be another pedestrian bridge on the other side of the science museum to connect with the diamond district?
44	I really feel future designs should include art of some kind. Richmond has beautiful murals everywhere and such a great interest in publicly engaged art that we don't need a grey/black bridge that doesn't represent our identity.
45	I wonder if there would be utility in providing a more delineated biking lane? This does look pretty wide which should be accommodating though.
46	If you need to keep it to 4 common lanes to fly under the federal radar, I get it, but please know that this is not going to solve our city's transportation accessibility and safety concerns for this part of town. We have a real opportunity to develop The Diamond District properly, and this road design is terrifyingly familiar.
47	Please make the bike/walk paths wider and add them to both sides. They are too narrow.
48	Bring back the car-free sky bridge! It is disappointing how quickly the city gave up on that.



Additional Comments	
48	Any efforts to reduce speeding would be appreciated. Speed tables, curb extensions, pedestrian refuges, etc. Thanks!
49	The success of the diamond district depends on the walkability/bike-ability of this area. The sky bridge or other connections for pedestrians/cyclists would be hugely beneficial for long term infrastructure and reduce the growing pains of an increased population density.
50	would like to see this connect the diamond district to Scott's addition
51	Thank you for the hard work already done balancing all the difficult demands! Please keep working toward improving city streets for humans:)
52	I'd like to see a true shared use path as wide that allows two way bicycle traffic. I would be okay if this means fewer car lanes and slower traffic.
53	Why was the skybridge deleted from the plan? There will be paths that dead end at the tracks and add more pedestrian and bicycle traffic to the already reduced width Arthur same bridge.
54	Please be mindful of people who use the current Boulevard bridge every day



## APPENDIX D

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### Emailed Comments

#### EMAIL 1:

**Jun 3, 2025, at 8:37 AM**, Daniel Nelson <[dan.g.nelson@gmail.com](mailto:dan.g.nelson@gmail.com)> wrote:

Class 3 e-bikes can easily go 28 miles an hour. I know because I do not own a car, and ride a class 3 e-bike regularly. Shoving cyclists and pedestrians into the same space without any delineation is dangerous design. If you're going to have a shared use path, you need separate lanes for pedestrians & cyclists.

<image1.jpeg>

The delineation issue can easily be fixed by adding painted lanes, so that cyclists and pedestrians have clear areas defined for use as seen here on this well designed mixed use trail.

<image2.jpeg>

(This design could be improved with painted walking & biking symbols.)

But this also means that there needs to be plans for a connecting trail on either side of the bridge. Currently there is no bike infrastructure on Arthur Ashe Blvd, so the city would need to commit to carving out space for cyclists on either side of the bridge. Expecting cyclists going 28 mph to just ride on the sidewalk is not multi-modal design, it's dangerous design.

<image3.jpeg>

If you would like, I would be happy to take you and your team out for a ride on some class 3 e-bikes to show you how fast they can go so you get a sense of the danger associated with riding on the sidewalk or road near Arthur Ashe Blvd and the bridge. The city e-bikes you can rent do not offer the same level of assist and are not a good example of design limits to use when designing this type of infrastructure.

I would recommend picking a time to ride when the Squirrels are playing to get a sense of the traffic levels when the stadium is in use.

Dan



**EMAIL 2:**

**From:** Dan Nelson <[dan.g.nelson@gmail.com](mailto:dan.g.nelson@gmail.com)>

**Sent:** Friday, June 13, 2025 2:41 PM

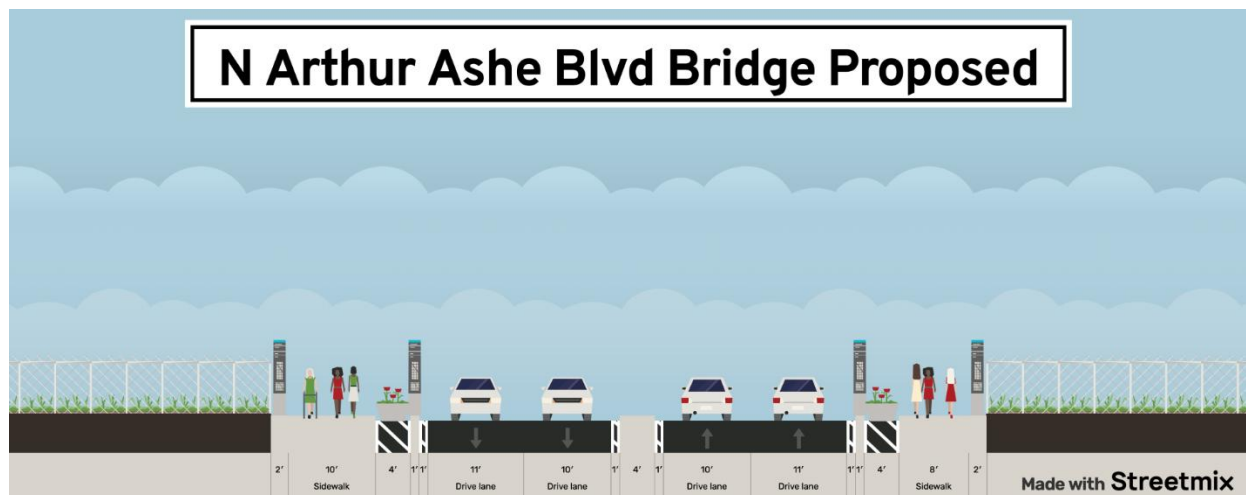
**To:** Wang, Yongping - DPW <[Yongping.Wang@rva.gov](mailto:Yongping.Wang@rva.gov)>

**Subject:** Re: Arthur Ashe Boulevard over CSXT Bridge Replacement

There is room on the current bridge design for delineation between pedestrians and cyclists without sacrificing the current proposed car lane width. See the below images for comparison, and please note I had to get a little creative with what I used in Streetmix.

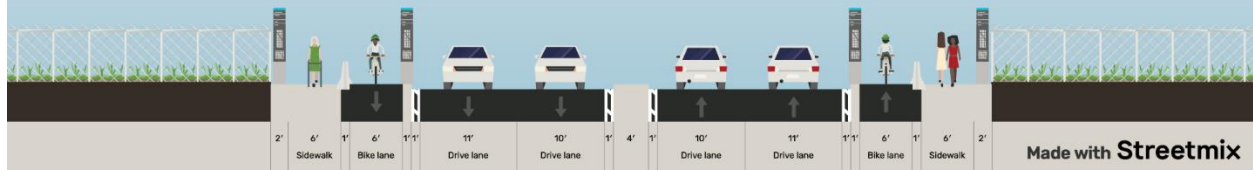
Concrete delineation isn't difficult to do on shared-use paths and would prevent small children or dogs from easily wandering into the cycle lanes.

Also see the example below of a bridge in the UK which uses small delineators. These are nice because if your bike tires pops you can mode switch to being a pedestrian while on the bridge.





## N Arthur Ashe Blvd Bridge Delinated



## N Arthur Ashe Blvd Bridge Delinated Alt





**EMAIL 3:**

From: Cochiloco RVA Scott's Addition <info@cochilocorva.com>  
Sent: Saturday, June 7, 2025 10:48 AM  
To: Mike Carosi <mike@communicateonpoint.com>  
Subject: Re: Join Us for the Arthur Ashe Boulevard Bridge Project Community Meeting on Wednesday, June 11

Thanks for the meeting invitation. Regarding the Arthur Ashe Boulevard Bridge Project, I suggest incorporating a welcoming sign on that bridge similar to those in the Fulton Market district. This would enhance the area's identity.



Thanks,  
Paulo Benavides