



Brook Road Ordinance 2018-194

Land Use, Housing and Transportation Standing Committee
January 22, 2019

Ordinance 2018-194

- To prohibit, on Brook Road between Brook Road's intersection with Azalea Avenue and Brook Road's intersection with West Charity Street, new travel lanes from being designated to accommodate bicycle travel and lanes currently designated for motor vehicle travel from being converted to accommodate bicycle travel. This ordinance would be in force and effect on upon adoption.
- Co-Patrons: Council President Chris A. Hilbert
Councilwoman Kimberly B. Gray

Project Background and History



Brook Road Project Purpose

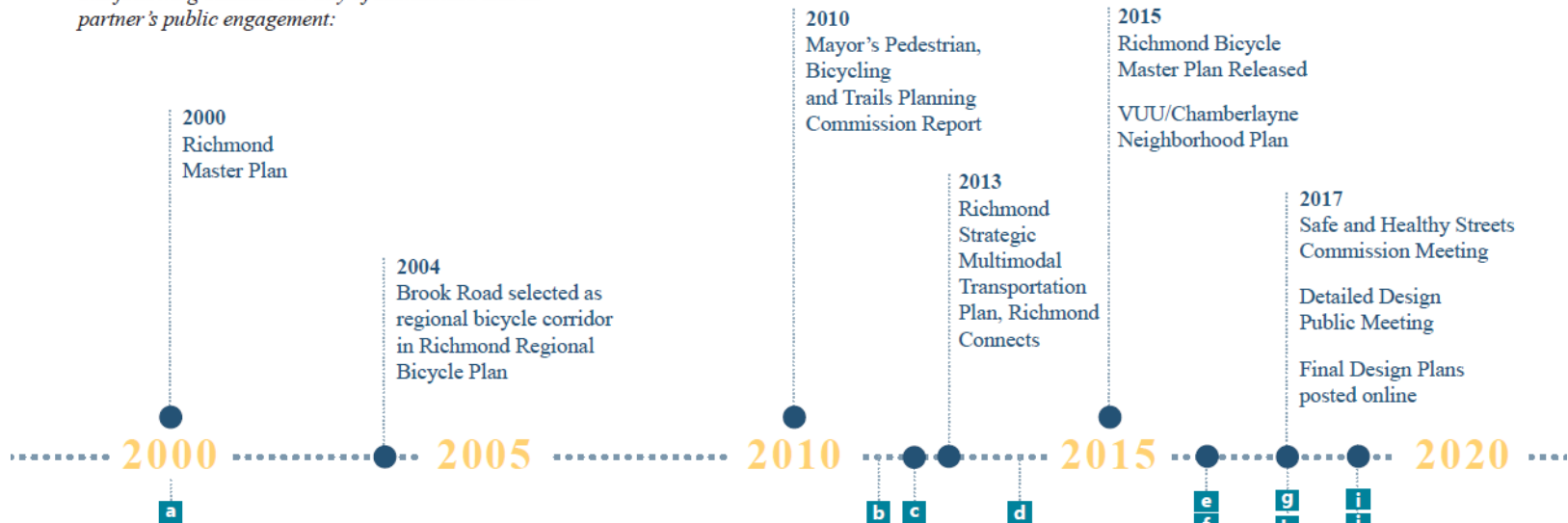
- Brook Rd identified in multiple City plans dating back to 2000 as a corridor to receive bike lanes.
- Plans call for development of a comprehensive network of bikeways to improve safety and provide more transportation and mobility options.
- Address other needs along bikeway corridors, notably safety (e.g. speed, pedestrian exposure).

Brook Road Project Timeline



Brook Road Project Timeline

The following outlines the City of Richmond's and its partner's public engagement:



The following outlines the City of Richmond's policies adopted through City Council and its appointees that were used to inform the Brook Road Separated Bike Lanes Project:

- a Council Ordinance No. 2000-371-2001-11 to adopt the Richmond Master Plan
- b Council Resolution No. 2011-R6-20 supporting Mayor's Pedestrian, Bicycle, and Trails Commission Report
- c Council Resolution No. 2012-R69-103 supporting RVAgreen: A Roadmap to Sustainability
- d Council Resolution No. 2014-R172-170 supporting a Complete Streets Policy
- e Council Ordinance No. 2016-002 adopting the VUU / Chamberlayne Neighborhood Plan
- f Council Resolution No. 2016-R011 supporting a Vision Zero Program
- g Council Resolution 2017-R093 supporting a Vision Zero Program
- h Safe and Healthy Streets Commission Resolution in 2017 supporting Brook Road Separated Bike Lanes Project
- i Safe and Healthy Streets Commission Resolution in 2018 creating a Vision Zero Action Plan
- j Safe and Healthy Streets Commission Resolution in 2018 opposing Ordinance 2018-194
- k Green City Commission Resolution in 2018 opposing Ordinance 2018-194

2016
Brook Road Bike Lane Conceptual Design Public Meeting

2018
Posted willingness to host additional public meetings (May 2018)



Additional Plan Support

- Vision Zero Action Plan
- Better Streets Manual
- Statewide Virginia Pedestrian Safety Action Plan
- East Coast Greenway Alliance



The Project

Existing Conditions



- Issues and Existing Conditions
 - Speed (Two thirds over speed limit of 35 MPH)
 - Volumes (8,000-12,000 good candidate for conversion)
 - Space (Plenty of asphalt)
 - Critical Lane Volume Traffic Study (Completed 2016)

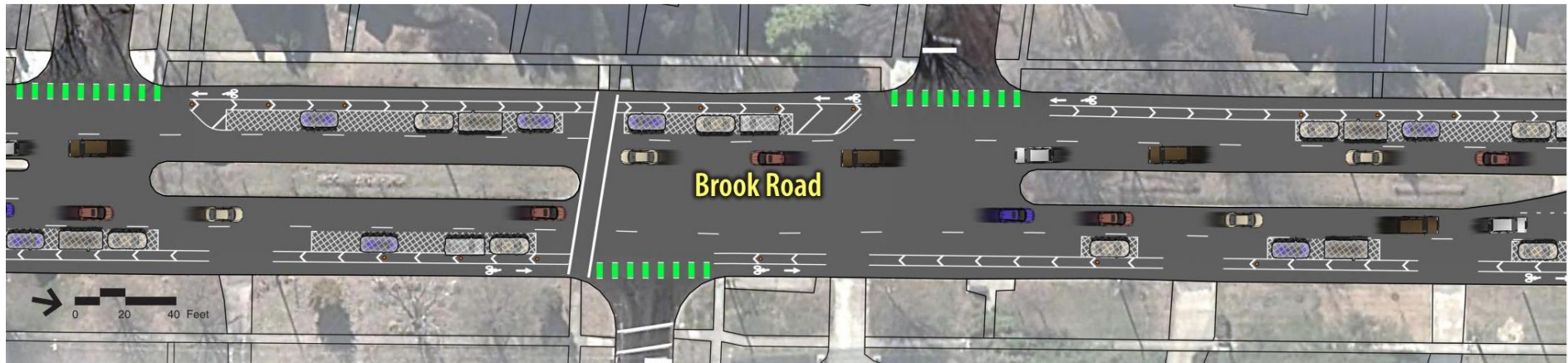
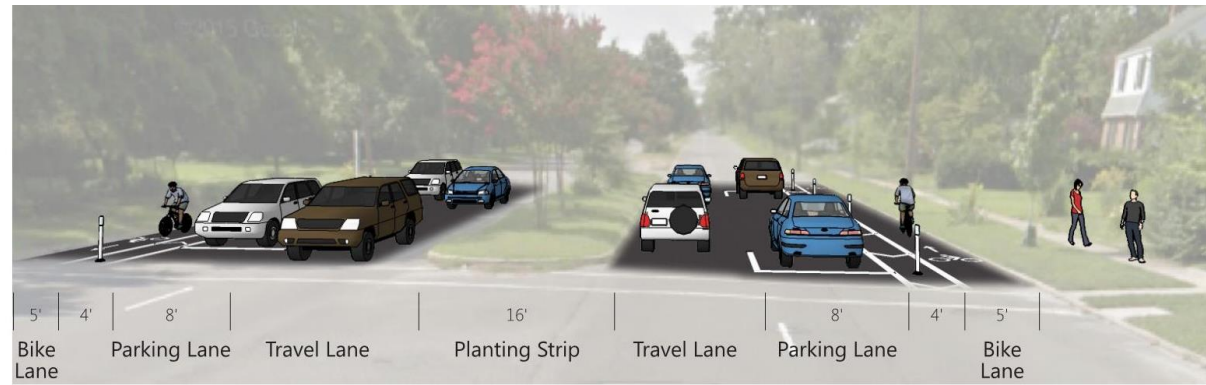
Future Conditions

- Future Conditions were taken into account
 - Conservative approach to retain intersection capacity
 - Maintaining 4-lane sections at busiest intersections; Azalea, Laburnum, Westwood, Brookland Park.
 - Richmond Signal System (Phase III)
 - Traffic Volumes (Low background growth)
 - Unknowns (Future land use)

Proposed Design

- Key Design Considerations
 - Safety of all users
 - Parking
 - Travel Lanes and Speed Management
 - Emergency Vehicle Response
 - Intersection Capacity
 - Pedestrian Safety Improvements
 - Transit Stops
 - Driveway Access
 - Operations and services

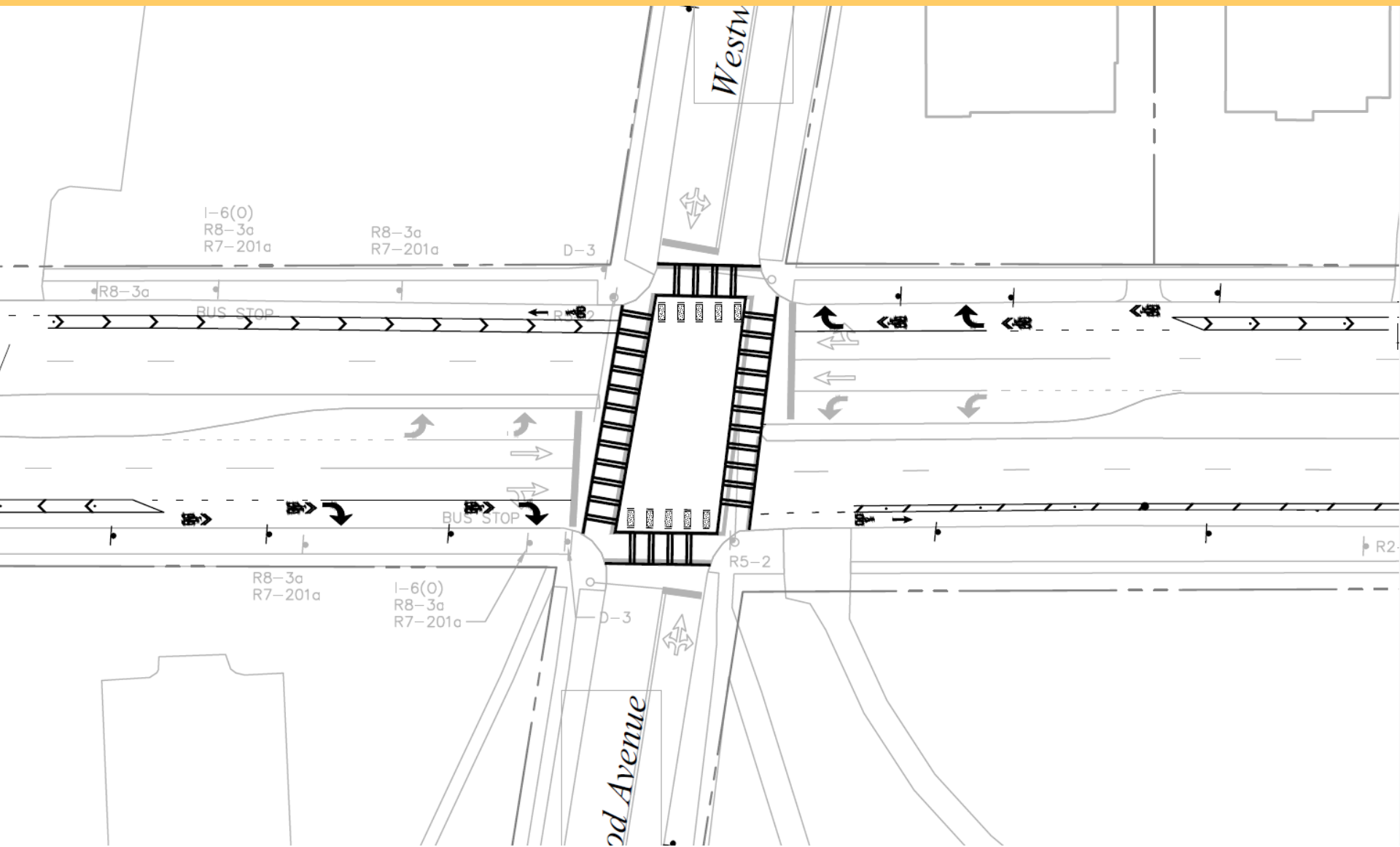
Proposed Design



Proposed Design



Proposed Design



Potential Impact of Ord 2018-194

- Eliminates bikeway corridor that has been included in City plans for ~20 years.
- Loss of funding spent on design (~\$85,000).
- Negatively impacts future awards from VDOT when City terminates projects (may reduce future federal or state allocations to the City).
- Missed opportunity for pedestrian and bicycle safety improvements.

Thank You

