1. Provide switchback for bicycles to connect to/from 22nd and 23rd Street

2. Remove double left-turn lane; widen sidewalk to accommodate two-way bicycle travel and pedestrians.

3. Reduce to a single NB travel lane to provide space for a contra-flow, physically separated bike lane.

4. Close right slip lane and extend sidewalk to the pork chop island to create a continuous, raised greenway connection.

5. Provide a pedestrian/bicycle actuated signal phase that would hold all vehicle traffic at a red light and allow Greenway users to cross diagonally.

6. Transition from Greenway to on-street bike lane.

7. Close right slip lane and extend sidewalk to the pork chop island to create a continuous, raised greenway connection.

8. Transition on-street bike lane up to Greenway.

9. Install 12’ two-way bike path along shoulder and existing bike lane on west side of 23rd Street. Extend the existing sidewalk to provide a raised pathway (approx. 6” above the roadway). Physically separate from vehicle traffic with soft hit post bollards or low fence.

10. Physically separate existing bike lane from vehicle traffic with soft hit post bollards or low fence.

11. Reduce SB through travel lanes to a single lane and shift right-turn lane over to provide enough turning radius for bicyclists to transition from east span of Greenway to 23rd Street connection.

Richmond Greenway Concept Plan: Potential Short-term Alignment

Fehr Peers

June, 2011
City of Richmond: 23rd Street Cross Section

Existing
23rd Street (100')

Proposed
23rd Street (100')

Not to Scale