

MEMORANDUM

To: City of Richmond – Urban Design Committee

From: Winston Phillips – DPW
Jonathan Oliver - Kimley-Horn and Associates, Inc.

Date: December 19, 2024

Subject: Richmond Highway Phase II Improvements
Conceptual UDC Review – Project Narrative

Project Overview

This City of Richmond Project proposes to make improvements along Richmond Highway (US Route 1/301) between Hull Street and Albany Street. These improvements include dedicated left-turn lanes on Decatur Street and Maury Street; access management through entrance closures and consolidation; modernized traffic signals at Maury Street, Stockton Street, and Decatur Street; improved pedestrian infrastructure including median refuges, bump-outs, pedestrian signals and countdown timers, and accessibility improvements project-wide.

This project is funded through VDOT's SmartScale program. The project received \$13.24 million in funding, which was applied for in 2020 and selected for funding in 2021. Funding from SmartScale means scope, project limits, and budget are generally fixed. Funding for preliminary engineering became available in 2024. Right-of-way acquisition and utility relocations are scheduled for late 2027-2028, and construction is anticipated to begin in 2030.

The project team developed the included concept with input from the City of Richmond Department of Public Works through an initial project meeting in October 2024 and a site review meeting in December 2024.

Richmond Hwy - Corridor-Wide Improvements

Multiple entrances to Richmond Hwy will be closed to parcels that have access from minor streets. Where adjacent parcels/businesses only have access directly to Richmond Hwy, entrances will be narrowed if possible or consolidated to reduce the total number of access points. The closing of private entrances is a form of access management that reduces potential conflicts between turning vehicles and pedestrians or moving traffic.

Sidewalks will be improved in locations where there are existing ADA accessibility issues. Planted buffer strips are proposed between the street and the sidewalk where possible for pedestrian comfort and to reduce the overall imperviousness of the corridor.

Lane widths on Richmond Hwy will be kept to minimums to provide more width for turn lanes, pedestrian refuges, and/or sidewalks and sidewalk buffers.

There are several locations where the existing right-of-way is significantly encroached upon by adjacent land uses. The project proposes to “reclaim” City right-of-way by widening sidewalks and sidewalk buffers and/or adding planted spaces to reduce corridor imperviousness and provide space for vegetation.

Albany Street

The project proposes to add two new curb ramps to cross Albany Street on the east side of the intersection in addition to a marked crosswalk across Albany Ave.

New curb and sidewalk are proposed on Richmond Hwy between Albany Avenue and Maury Street where the existing curb is in poor condition or not present. The proposed sidewalk adds up to X' in width by maintaining a maximum of 11' for the outside travel lane on Richmond Hwy. A bench and trash can will be added to GRTC bus stop 1421.

Maury Street Improvements

New curb ramps are proposed at every corner of the intersection. At the southeast corner with 301 Express, the project proposes to convert the existing Richmond Hwy entrance to right-in only and relocate the Maury Street entrance to the east to move it out of the functional area of the intersection.

New curb ramps are proposed at the intersection of Maury Street and 20th Street to cross both 20th Street and Maury Street.

The project proposes dedicated left turn lanes along both legs of Maury Street. To accomplish this, Maury Street is widened 8.5-feet north on the east side of the intersection and 2.5-feet on the west side of the intersection. Sidewalk, buffer, and affected utilities are adjusted accordingly. Both left turn lanes have 100' of storage for vehicles and a 100' taper based on a traffic analysis. New drainage inlets are proposed along the new curb on the east side of Maury Street, which includes an underground detention system to address stormwater quantity requirements.

GRTC bus stop 1422 along southbound Richmond Highway is moved to the far side of the intersection to improve transit operations and provide more room for stop amenities, including a bench and trash can.

A new modernized mast-arm signal is proposed to replace the existing/aging span wire traffic signal at this intersection. The signal will include retroreflective signal head backplates, 360-degree video detection, pedestrian countdown signals for all crossings, and pedestrian push buttons.

Everett Street

The project proposes to add two new curb ramps to cross Everett Street on each side of Richmond Hwy in addition to marked crosswalks across Everett Street. New curb and sidewalk are proposed along the north side of Everett Street between Richmond Hwy and 21st Street in the existing right-of-way. This improves pedestrian connectivity and better defines where on-street parking can be legally permitted.

Stockton Street

A new curb ramp is proposed at Stockton Street and 19th Street to cross 19th, and another is proposed to cross Stockton closer to the intersection with Route 1. New curb ramps are shown at all corners of the intersection of Stockton Street and Richmond Hwy. The project proposes a Z-crossing to cross the south side of Route 1 to reduce the length of the crosswalk exposed to moving traffic. A pedestrian refuge is proposed in the crosswalk on the north side.

A new modernized mast-arm signal is proposed at the Stockton Street intersection to replace the existing/aging span wire traffic signal at this intersection. The signal will include retroreflective signal head backplates, 360-degree video detection, pedestrian countdown signals for all crossings, and pedestrian push buttons.

The project proposes additional sidewalk with a buffer along the west side of Stockton Street for a short distance in the existing right-of-way and will slope down to accessibly join with the existing roadway.

GRTC bus stop 1431 will be improved with a new accessible concrete boarding and alighting pad in addition to a new bench and trash can.

Decatur Street

At the intersection of Decatur Street and Route 1, the project proposes new curb ramps for all directions except the southern ramp at the east pedestrian crossing of Decatur, as the existing ramp is ADA compliant. Additionally, ramps to cross 18th Street and 19th Street are proposed. The project proposes a pedestrian refuge for the northern crosswalk across Richmond Hwy.

Dedicated left-turn lanes are proposed on both sides of Decatur Street to enable dedicated turning phases. This is accomplished through restriping and repurposing of an existing parking lane. Both left-turn lanes have 100' of storage for vehicles and a 100' taper based on a traffic analysis.

To reduce potential conflict points and improve safety, the leg of 19th Street that crosses Decatur Street and intersects directly with Richmond Hwy will be closed. The removed roadway space will be repurposed with new sidewalks and planted space.

New curb ramps are proposed at the intersections with 18th Street and 19th Street with new crosswalks across these streets.

New bus shelters are proposed at GRTC bus stops 794 and 1405 based on coordination with GRTC. Stops will also include ADA-accessible boarding and alighting pads and new trash cans.

A new modernized mast-arm signal is proposed at Decatur Street to replace the existing/aging traffic signal at this intersection. The signal will include retroreflective signal head backplates, 360-degree video detection, pedestrian countdown signals for all crossings, and pedestrian push buttons.