

Item 9

Son, Joshua L. - PDR

From: Helmboldt, Jakob C. - DPW
Sent: Thursday, February 14, 2019 6:05 PM
To: Son, Joshua L. - PDR
Cc: Sawyer, Michael B. - DPW
Subject: Bellemeade Green Street for CPC

Josh, Timmons contacted us regarding the UDC's conditions for the Bellemeade Green Street and I believe Mike stopped by to brief you on what transpired during the subsequent redesign meetings and conversations. As noted in Aislinn Creel's email from February 4, we met with Timmons to develop revised plans that would meet the needs of all users of Minefee Street, and to arrive at acceptable compromises that could safely accommodate the proposed design and meet engineering standards.

You'll recall that these changes resulted from the standards that were not met with their previous redesign, specifically the narrow width of the paved portion of the bike lane exclusive of the gutter pan due to the longitudinal joint (between gutter and asphalt). As a compromise we reduced the buffer to 18" which we felt was adequate for a low-volume street like Minefee. This provided for 3' of paved surface for the bike lane which is complemented by the buffer for useable space away from actual traffic. The buffer also includes flex posts which provide a degree of physical separation from the adjacent lane. Another key consideration was the need for the design to accommodate both GRTC and school buses. The design that was presented was the most workable alternative to address many competing interests on a narrow, neighborhood street.

In terms of the floating parking; that was eliminated from the revised plan and additional bioretention and plantings were added through narrowing the roadway and eliminating that excessively wide section of the street. Given that a primary objective of this project was to add green infrastructure, this was an opportunity to calm the street while also adding improved stormwater features and landscaping.

Regarding the last condition requiring two-way, designated bike travel; the street simply doesn't have the width to provide that. There isn't width for a bike lane northbound and widening the western sidewalk (as apparently recommended by someone) to become a shared-use path also can't be accomplished while meeting design standards. It would also add immensely to the budget.

I'll be at PC on Tuesday to speak to any issues if needed.

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