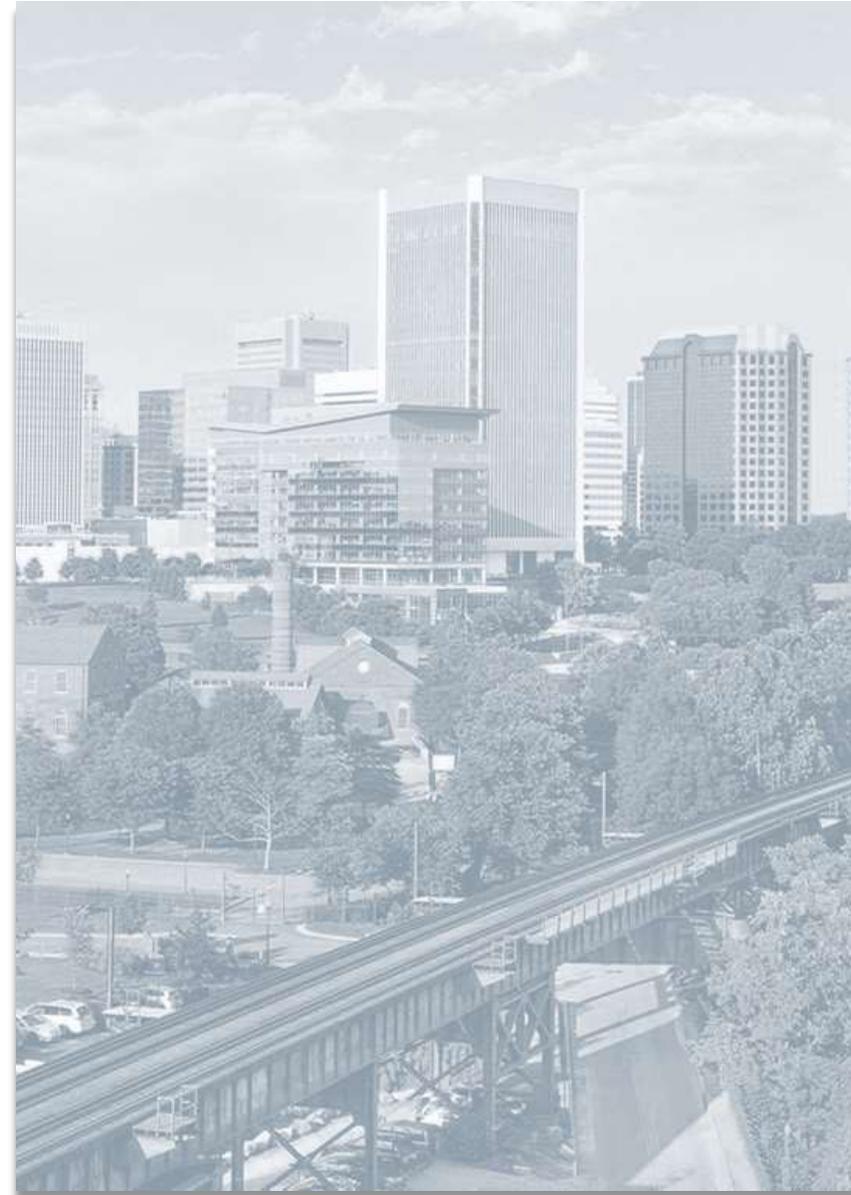


# Overview of Multimodal Projects with Economic & Regional Impacts

Presented to Land, Use and  
Housing and Transportation  
Standing Committee (LUHT)

Office of Equitable Transit and Mobility,  
Department of Public Works

March 22, 2022



# Outline

- A. Office of Equitable Transit & Mobility (OETM)
- B. North South BRT Route Options
- C. Fall Line Trail Route
- D. BridgePark and Fall Line Trail (FLT) on Manchester Bridge
- E. Infrastructure Bill Project Funding Options

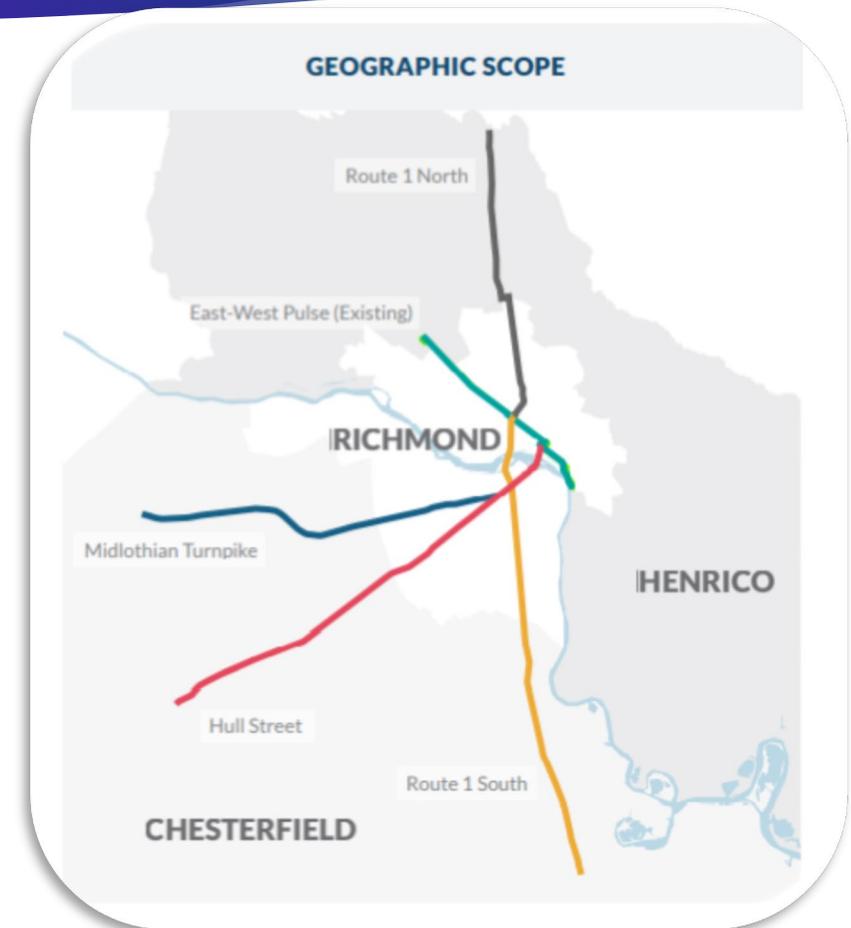
# The Office of Equitable Transit and Mobility

- ▶ The Office of Equitable Transit and Mobility through the Department of Public Works is responsible for the management and prioritization of multimodal transportation projects. This includes transit and other large multimodal infrastructure projects that assist the City in meeting current and future transportation needs.
- ▶ This office is committed to achieving equitable transportation solutions for all Richmonders.

# North South BRT Route Options

Richmond, Chesterfield, and Henrico are the most populous jurisdictions in the Richmond metropolitan area – are already planning for a more transit-oriented future.

- ▶ The regional report by the Greater Washington Partnership offers a regional strategy to collaboratively expand the award-winning Pulse Bus Rapid Transit (BRT) network and to proactively create a more inclusive, vibrant, and healthy region.
- ▶ GRTC's study will examine three potential alignments for the southern portion of the North-South BRT (Midlothian Turnpike, Hull Street, and Route 1 South) and one for the northern section.



# North South BRT Route Options

- ▶ Funded by the Virginia Department of Rail and Public Transportation (DRPT) and the Federal Transit Administration; GRTC plans to undertake a 12-month North-South BRT alignment study effort, beginning May-June 2022.
- ▶ GRTC will partner with PlanRVA a robust regional Community Engagement with GRTC having a project lead working side by side.
- ▶ GRTC will have an evaluation framework that consists of:
  - ▶ Analysis of Alternatives
  - ▶ Corridor Level Traffic Analysis
  - ▶ Capital and Operations & Maintenance Cost Estimates
  - ▶ Environmental Analysis
- ▶ The goal of this analysis is to combine Value of Criteria (data) with Community Input to inform the N/S BRT route.

# North South BRT Route Options

- ▶ The City of Richmond plans to submit two BRT related projects in Smartscale Round 5, through GRTC slots:
  - ▶ Broad Streetscape w/ Pulse BRT Expansion Phase III
  - ▶ Fall Line Trail w/ Manchester Bridge and 8<sup>th</sup> and 9<sup>th</sup> N/S BRT Transit Lane Improvements

# Fall Line Trail (FLT) Route

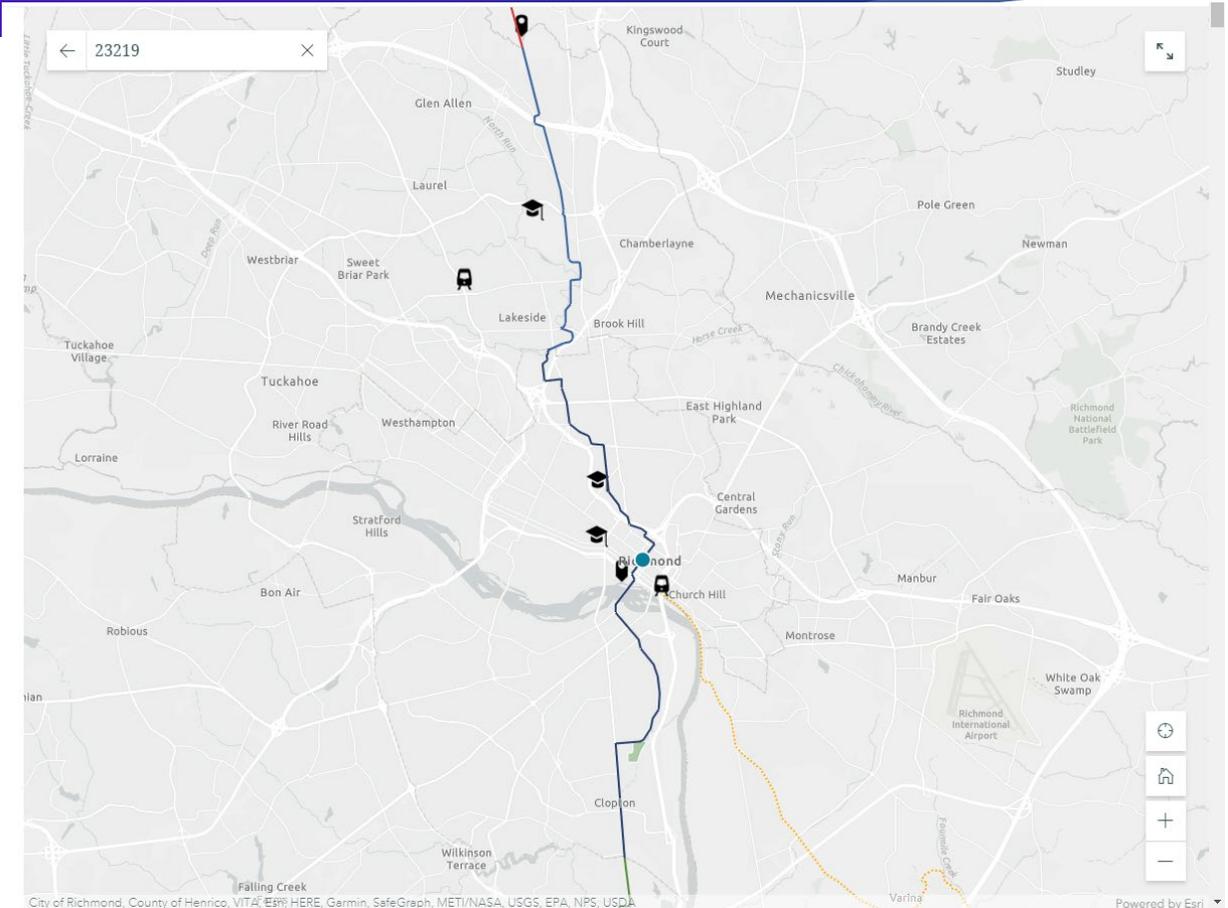
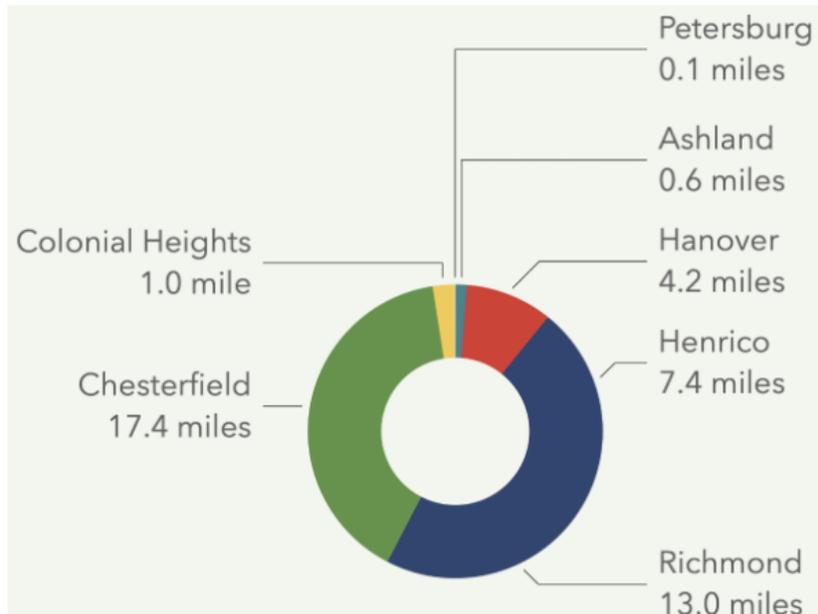
The City of Richmond has expressed support of the Fall Line Trail (FLT) regional multi-use trail, within the City of Richmond, through the January 24, 2022, adoption of the City Center Innovation District Small Area Plan. The FLT's modified alignment was approved as an update to the City's Master Plan and was adopted by the City Planning Commission and the City Council, for and on behalf of the City of Richmond.

The corridor begins at Bryan Park and traverses through the City until reaching Route 1, Richmond Highway. The City's re-alignment complements the Downtown area and gives Southside a new gateway into Downtown.

# Fall Line Trail (FLT) Route

## Corridor of Connections

The Fall Line trail links seven independent localities on its 43-mile journey through Central Virginia: the Town of Ashland, Hanover County, Henrico County, the City of Richmond, Chesterfield County, the City of Colonial Heights, and the City of Petersburg.



# Fall Line Trail (FLT) Route

The Fall Line in Richmond begins at Joseph Bryan Park and will guide users through Northside before reaching Downtown. Connections to the [Virginia Capital Trail](#), a number of urban parks, and public transit stops like Main Street Station will allow users to reach a number of destinations. In addition, close proximity to Virginia Union University and Virginia Commonwealth University will make the trail accessible to approximately 23,000 students.



Bryan Park (Bike Walk RVA)

# Fall Line Trail (FLT) Route

## James River Crossing

Passing over the falls of the James River via the Manchester Bridge, this crossing epitomizes the Fall Line name and offers extraordinary views of the river and the city.



## Southside Richmond

Richmond's section of the Fall Line south of the James River will connect the neighborhoods of Manchester, Oak Grove, Bellemeade, and the planned Broad Rock Creek Park. Broad Rock Creek Park is one of five new green spaces in Southside Richmond that was announced by the City of Richmond in 2020 as part of an initiative to make green spaces accessible to more people.



Manchester (Dan Price/Richmond BizSense)

# Fall Line Trail (FLT) Route

- ▶ The City of Richmond's alignment has several modifications for the Fall Line Trail (FLT) that are designed to be an economic enhancement, for the nearly 13 miles long trail, that traverses through the City of Richmond.
- ▶ The City Center Innovation District Small Area Plan denotes the modified alignment, which differs from the Virginia Department of Transportation (VDOT) 2019 preferred alignment with the following changes:
  - ▶ East on 3<sup>rd</sup> Street to Jackson Street
  - ▶ South on 7<sup>th</sup> Street through Kanawha Plaza and crossing on the Manchester Bridge (S 9<sup>th</sup> Street)
  - ▶ Connecting to Preferred Corridor alignment at W Commerce Road

# Fall Line Trail (FLT) Route

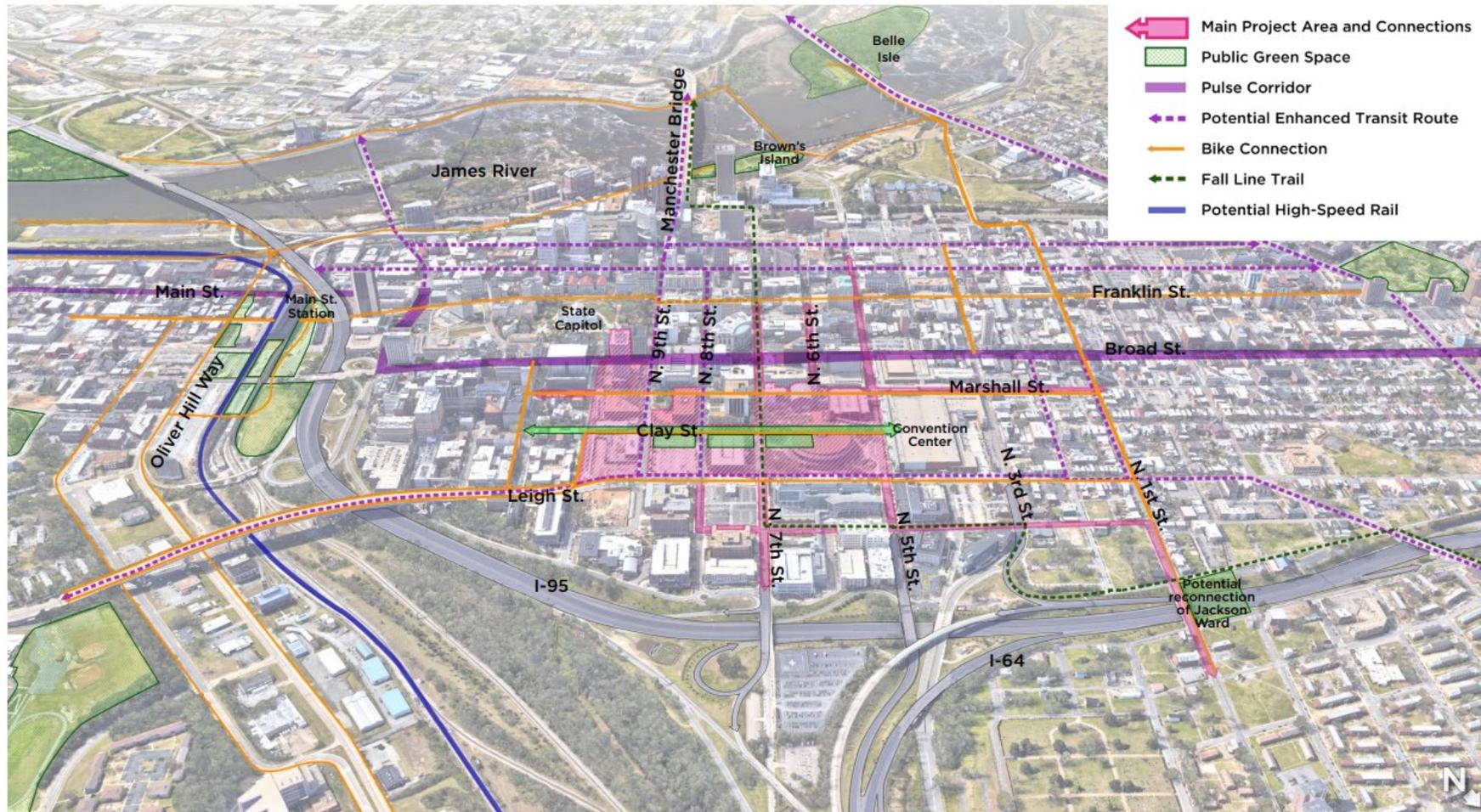


FIGURE 25 // Neighborhood Connections

# Fall Line Trail (FLT) Route

- ▶ The approved alignment was based on the:
  - ▶ Accommodating typical cross section for a shared use path facility within an urban setting.
  - ▶ Input from City of Richmond 6<sup>th</sup> District representatives on September 1, 2021
  - ▶ Input from City of Richmond 2<sup>nd</sup> District representatives on September 3, 2021; and
  - ▶ Correspondence and input on September 28, 2021 from the Office of Equitable Development.
  - ▶ Staff coordination with VDOT Local Design Office, in October 2021, to discuss additional options for the regional trail traversing through the Downtown of Richmond.

# Fall Line Trail (FLT) Route

## Next Steps

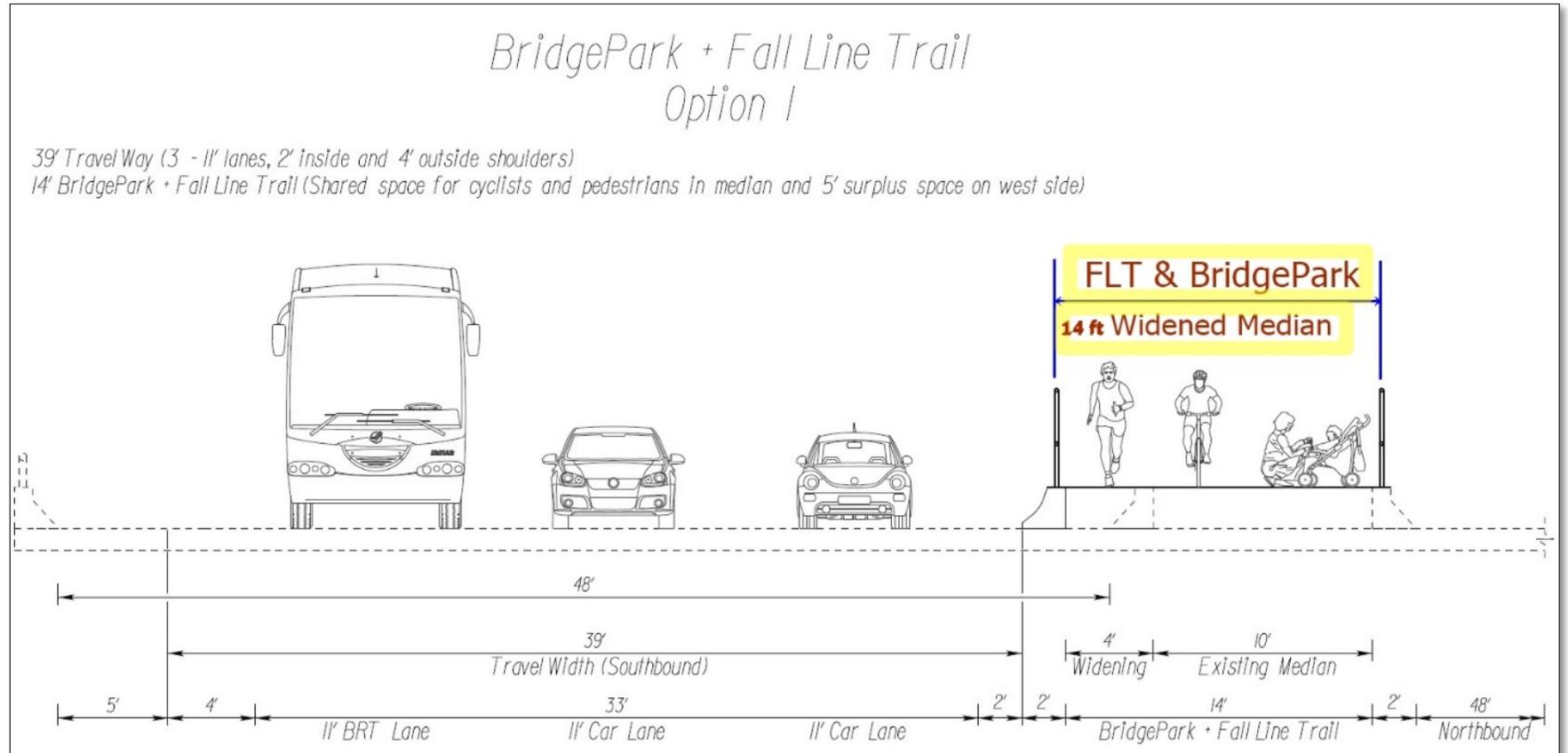
- ▶ VDOT to move forward with preliminary impact studies/operational analysis, design and construction for the Richmond FLT segments.
- ▶ VDOT to provide the scope and preliminary engineering costs to the Central Virginia Transportation Authority (CVTA) for Phase I programming.

# BridgePark and Fall Line Trail (FLT) on Manchester Bridge

- ▶ The Richmond BridgePark Foundation (BridgePark) proposed to turn a portion of 50 year old Manchester Bridge (South Bound) into a linear park.
- ▶ DPW met with Mr. Ted Elmore of BridgePark four (4) times between 2017 and 2020.
- ▶ On December 23, 2021, the BridgePark team submitted 12 options for City's review.
- ▶ DPW provided BridgePark the city's responses on Jan. 13, 2022, concluding that only Option 1 (below) is considered acceptable as the other 11 options do not meet criteria required to ensure public safety and functional traffic operation of all modes considering condition and age of the bridge, bridge maintenance and inspection, bridge preservation and future BRT and FLT needs.

# BridgePark and Fall Line Trail (FLT) on Manchester Bridge

Option 1 is BridgePark co-existing in the proposed 14 feet widened Manchester Bridge median (4 feet widening towards southbound lanes from existing 10 feet median) sharing space with proposed FLT on previously agreed alignment with VDOT.



**Fig. 1: Bridge Section View of Option 1 submitted by BridgePark**

# BridgePark and Fall Line Trail (FLT) on Manchester Bridge

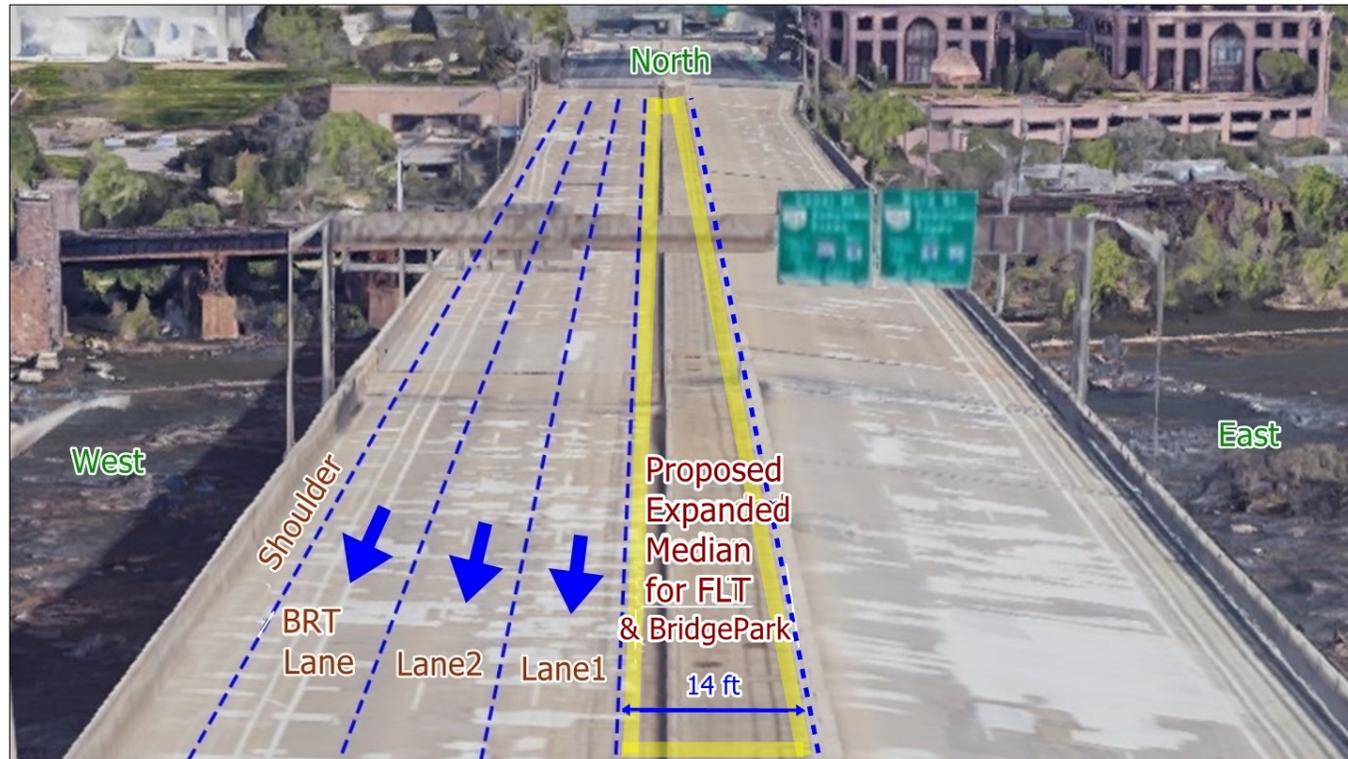


Fig. 2: Proposed Plan for BRT Lane +2 Lanes + FLT/BridgePark in Widened Median

# Infrastructure Bill Project Funding Options

- ▶ Under direction of the CAO the DCAO of Operations facilitates a bi-weekly multi-departmental Infrastructure Investment and Jobs Act (IIJA) meeting with stakeholder departments team members to review and track upcoming opportunities.
- ▶ The IIJA focus areas are:
  - ▶ Transportation Programs
  - ▶ Housing Programs
  - ▶ Health and Human Services Programs
  - ▶ Clean Energy and Power Programs
  - ▶ Parks Programs
  - ▶ Water Programs
  - ▶ Resilience Programs
  - ▶ Solid Waste Management Programs
  - ▶ Environmental Remediation Programs
  - ▶ Broadband Programs

# Infrastructure Bill Project Funding Options

- ▶ IIJA Programs are either formula based with grant applications to the State or Region government OR competitive grants directly to Federal government. Within the transportation program, here are two examples:
  - ▶ An example of a competitive Federal grant is a \$20M RAISE Grant to replace the Arthur Ashe Bridge over CSX with applications due April 17<sup>th</sup>.
  - ▶ An example of a formula based competitive State grant is the Smart Scale Program with pre-applications due April 1<sup>st</sup>.
- ▶ These grant applications are complex and require a lot of cross departmental coordination to be successful. The CAO has created a multi-faceted organizational structure to be collaborative and successful.
- ▶ As BridgePark is a private sector project it will not be a project the city would apply for IIJA funding.

# Questions/Comments

- ▶ Recent legislative changes increased transportation revenues and will help address near- and longer-term funding concerns.
- ▶ New user fees supplement transportation revenue in the near term, and over the long term, could help offset fuel tax declines.
- ▶ Virginia's roads are generally in sufficient condition, but some bridge and pavement repair funding could be better allocated.

# Questions/Comments