

INTRODUCED: July 26, 2021

A RESOLUTION No. 2021-R051

To request the Commonwealth Transportation Board to establish the Carnation Street Sidewalk Improvement project to fund new sidewalks on Carnation Street from its intersection with Warwick Road to its intersection with Hioaks Road.

Patrons – Mayor Stoney and Mr. Jones

Approved as to form and legality
by the City Attorney

PUBLIC HEARING: SEP 27 2021 AT 6 P.M.

WHEREAS, in accordance with the Commonwealth Transportation Board’s construction allocation procedures, it is necessary that the City Council by resolution request that the Board establish the Carnation Street Sidewalk Improvement project from to fund new sidewalks on Carnation Street from its intersection with Warwick Road to its intersection with Hioaks Road;
NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF RICHMOND:

That the City of Richmond, Virginia, requests the Commonwealth Transportation Board establish the Carnation Street Sidewalk Improvement project to fund new sidewalks on Carnation

AYES: 9 NOES: 0 AB0STAIN: _____

ADOPTED: SEP 27 2021 REJECTED: _____ STRICKEN: _____

Street from its intersection with Warwick Road to its intersection with Hioaks Road using \$400,000.00 in federal Transportation Alternatives Set-Aside funding.

BE IT FURTHER RESOLVED:

That, to the extent permitted by law, the City hereby:

1. Commits to provide a minimum 20 percent matching contribution for this project and any additional funds necessary to complete the project.

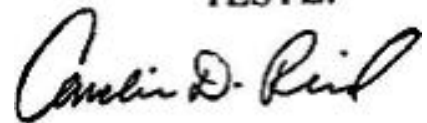
2. Agrees to enter into a Standard Project Administration with the Virginia Department of Transportation and provide the necessary oversight to ensure that this project is developed in accordance with all federal and state requirements for the design, right-of-way acquisition, and construction of a federally funded transportation project.

3. Agrees that it will be responsible for the maintenance and operating costs of any improvement or facility constructed with Transportation Alternatives Set-Aside funds unless the City has made other arrangements with the Virginia Department of Transportation.

4. Agrees that if the City subsequently elects to cancel this project, the City will reimburse the Virginia Department of Transportation for the total amount of costs expended by the Virginia Department of Transportation through the date the Virginia Department of Transportation is notified of such cancellation and will repay any funds previously reimbursed for costs that the Federal Highway Administration later deems ineligible.

A TRUE COPY:

TESTE:



City Clerk

Received



CITY OF RICHMOND

INTRACITY CORRESPONDENCE

JUN 28 2021
Office of the
Chief Administrative Officer

2021-362

O&R REQUEST

DATE: June 24, 2021

EDITION: 1

TO: The Honorable Members of City Council

THROUGH: The Honorable Levar M. Stoney, Mayor

THROUGH: J.E Lincoln Saunders, Acting Chief Administrator Officer

THROUGH: Robert C. Steidel, Deputy Chief Administrative Officer - Operations

THROUGH: Bobby Vincent, Director of Public Works

THROUGH: M. S. Khara, P.E., City Engineer

THROUGH: Lamont L. Benjamin, P.E, Capital Projects Administrator

FROM: Adel Edward, P.E, Project Manager

RE: **APPLICATION TO THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) REQUESTING PROJECT FUNDING FROM THE BIENNIAL FY2023-FY2024 FEDERAL TRANSPORTATION ALTERNATIVES PROGRAM FOR ELEVEN (11) TRANSPORTATION ALTERNATIVE (TA) PROJECTS.**

ORD. OR RES. No. _____

PURPOSE: To authorize the Chief Administrative Officer (CAO) or designee, for and on behalf of the City of Richmond, to formally request funding from VDOT for Eleven (11) Transportation Alternative (TA) projects for the FY2023-FY2024 Federal Transportation Alternatives Program and to commit to the (20%) matching funds if VDOT approves funding for any of the following submitted candidate projects:

A. Fiscal Year 2023 Candidate Projects (not in priority order):

1. Carnation Street Phase II Sidewalk Improvements Project: From Warwick Rd to Hioaks Rd.
2. State Route 147 (Main Street) Pedestrian Curb Extensions-Phase I: From Belvidere Street to Arthur Ashe Boulevard
3. Gillies Creek Greenway Phase IV Project: From Jenny Scher Rd. to E. Richmond Rd.
4. Scott's Addition Greenway: From Arthur Ashe Blvd to Roseneath Rd.

5. Rte.1 (Chamberlayne/ Richmond Hwy) Pedestrian Hybrid Beacon (PHB): install 2 PHB's in 2 different locations.
6. Forest Hill Ave Bike and Pedestrian Improvements : from 41st St. to 43rd St.

B. Fiscal Year 2024 Candidate Projects (not in priority order):

7. Jefferson Avenue Phase II Sidewalk Improvements: from Leigh St. to 23rd St.
8. State Route 147 (Cary Street) Pedestrian Curb Extensions-phase II: From Belvidere Street to Arthur Ashe Boulevard.
9. Rte. 360 (Hull street) Pedestrian Hybrid Beacon (PHB): at the intersection of 29th St.
10. Downtown Core Protected Bike Lanes: On Franklin St., on 1st St., and on 3rd St.
11. Patterson Avenue Bike lanes: From Commonwealth Ave to Willow Lawn Drive.

REASON: In accordance with the Commonwealth Transportation Board (CTB) policy, it is required that a supporting resolution and a City Council public hearing of each resolution be held for the application committing 20% local match if project received federal funds to be considered for awarding of Transportation Alternatives Program (TAP) funds. VDOT is requesting a biennial application submittal for fiscal years 2023 and 2024 for Transportation Alternatives Program and a separate resolution of support for each project.

RECOMMENDATION: The Department of Public Works recommends approval.

BACKGROUND: The Transportation Enhancement (TE) program established under 'SAFE-TEA-LU' was replaced by the Transportation Alternative Program (TAP) with the passage of 'MAP-21'.

Fixing America's Surface Transportation Act or "FAST Act" eliminates the MAP-21's TAP and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for TAP. These set-aside funds include all projects and activities eligible under TAP, encompassing a variety of smaller-scale non-motorized transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity. There are 10 eligible activities under this program.

The FAST Act requires all TAP projects to be funded through a competitive process. This funding program mandates 20% in matching funds to be supplied by the applicant and the City be responsible for operating and maintenance cost of TA improvements.

VDOT requests a biennial application submittal for fiscal years 2023 and 2024 for the Transportation Alternatives Program.

The deadline to submit the City's application to VDOT to participate in the FY23-FY 24 Transportation Alternative Program (TAP) is October 1st, 2021

FY 2023 TAP Candidate Projects:

1. Carnation Street Sidewalk Improvement Project

Construct new sidewalks on Carnation Street from Warwick Rd to Hioaks Rd. Sidewalks along Carnation Street would provide for pedestrian and wheelchair travel along the Corridor making a link from Hioaks to Midlothian pedestrian friendly, viable and safe. This new sidewalk would serve an underserved population with access to needed commercial and health services and when constructed will enhance pedestrian safety and improve mobility. Carnation Street itself has many high density apartment dwellings along the way. Sidewalk exists on Midlothian and Hioaks, but no sidewalk exist along Carnation which is a direct connector to Midlothian and Hioaks.

The total project estimated cost is \$500,000, the amount of (\$400,000) is being requested for FY 23 of the TA Program. The TA Program requires a 20% (\$100,000) City of Richmond match. If federal funds for 80% (\$400,000) of this project is received, the City will need to budget the matching fund amount of \$100,000 through the upcoming CIP budget.

2. State route 147 (Main Street) Pedestrian Curb Extensions-Phase I

This project is a low cost systemic approach to improve pedestrian safety and access along State Route 147 (Main Street) from US Route 1 (Belvidere Street) to State Route 161 (Arthur Ashe Boulevard). This project constructs pedestrian safety curb extensions on the upstream side of the cross streets to guarantee a narrower crossing distance for people crossing the street, managed speeds, and permanently preserve sight distance on the cross street. State Route 147 has been identified by VDOT's Pedestrian Safety Action Plan as a corridor that is over-represented by pedestrian crashes. The dense mixed land use anchored by the Virginia Commonwealth University, the Fan District, and the Museum District makes it an ideal candidate for these curb extensions. The corridor also serves a robust commercial district and Binford Middle School. The proposed improvements plus ancillary items will address long standing safety concerns expressed by the community.

The total estimated cost for the State Route 147 (Main Street) Pedestrian Curb Extensions Phase I project is \$484,026. The amount of \$387,221 is being requested for FY 23 of the TA Program. The TA Program re-quires a 20% (\$96,805) City of Richmond match. If federal funds for 80% (\$387,221) of this project is received, the City will need to budget the matching fund amount of \$96,805 through the upcoming CIP budget.

3. Gillies Creek Greenway project Phase IV

Phase IV of the Greenway will extend the shared-use path from the terminus of Phase III (currently in final design) from the intersection of Stony Run Road and Jennie Scher Road to E. Richmond Road, adding nearly another half mile (0.45 mile) of dedicated bike and pedestrian infrastructure. The project will include a safe crossing of the at-grade railroad crossing on Jennie Scher Road, as well as a structure over the Gillies Creek spillway which is currently traversed by a two-lane bridge on Jennie Scher Road. The terminus of this phase of the Greenway will extend it to within 600' of the Oakwood neighborhood and the nearby single-family and multi-family housing. Additionally, this phase of the Greenway will terminate at Stony Run Pkwy which provides access to Oakwood Cemetery, as well as the historic East End Cemetery and Evergreen Cemetery, burial place of Maggie Walker. Upon completion of the four phases the Greenway will extend nearly two miles, linking

the neighborhoods of Oakwood, Montrose Heights, and Greater Fulton to the Richmond Riverfront, the GRTC Pulse BRT, and the Virginia Capital Trail, thereby extending the reach and access of the City's expanding bicycle and pedestrian infrastructure in these underserved communities.

The total estimated cost for Gillies Creek Greenway Project Phase IV is \$550,000. The amount of \$440,000 is being requested for FY 23 of the TA Program. The TA Program re-quires a 20% (\$110,000) City of Richmond match. If federal funds for 80% (\$440,000) of this project is received, the City will need to budget the matching fund amount of \$110,000 through the upcoming CIP budget.

4. Scott's Addition Greenway from Arthur Ashe Blvd to Roseneath Rd.

The project includes construction of curb and gutter, sidewalk and a shared-use path. This trail, when completed, will consist of more than 2.5 miles of paved shared-use path providing a bicyclist and pedestrian connection between the rapidly redeveloping Scott's Addition neighborhood with areas east of Arthur Ashe Blvd by providing a grade separated crossing of this major arterial. The project will also provide better connectivity to major commercial and tourism destinations in the area and allow pedestrians to better access the Pulse BRT and other transit service.

The total estimated cost for this phase of the Scott's Addition Greenway Project is \$600,000. The amount of \$480,000 is being requested for FY 23 of the TA Program. The TA Program requires a 20% (\$120,000) City of Richmond match. If federal funds for 80% (\$480,000) of this project is received, the City will need to budget the matching fund amount of \$120,000 through the upcoming CIP budget.

5. Rte. 1 Chamberlayne/ Richmond Hwy PHB's

This project provides for the installation of two pedestrian hybrid beacons (PHB) on US Route 1 at two different locations one at Dinwiddie Avenue and another at Westminster Avenue. This will provide a place for people of all ages and abilities to safely cross the street. The scope will include installation of the PHBs signals, high visibility crosswalk, and wheelchair ramps.

The total estimated cost for Rte. 1 PHB's project is \$500,000. The amount of \$400,000 is being requested for FY 23 TA Program. The TA Program re-quires a 20% (\$100,000) City of Richmond match. If federal funds for 80% (\$400,000) of this project is received, the City will need to budget the matching fund amount of \$100,000 through the upcoming CIP budget.

6. Forest Hill Ave Bike/ Pedestrian Improvement

This project reduces pedestrian crossing distances along this urban arterial utilizing traffic calming measures on Forest Hill Avenue at 41st Street and 43rd Street. The project also intends to move existing RRFBs closer towards vehicle traffic in order to increase conspicuity of the beacons to gain greater pedestrian stopping/yielding compliance by motorists. The intersection treatments will also resolve vehicle conflicts thus improving traffic flow. This project is supported by the James River Park System Master Plan which recognizes the importance of providing safe bicycle and pedestrian access along, and across Forest Hill Avenue as the park system is proximate to this arterial, and Forest Hill Park fronts this roadway. The project will also be complemented by the extension of the bike lanes to the west as part of pavement maintenance projects in the coming year, as well as construction of the Westover Hills Blvd separated bike lanes several

blocks to the west which have been partially designed and are anticipated to go to construction in the next two years.

The total estimated cost for the Forest Hill Ave Bike/ Ped improvement project is \$554,943. The amount of \$443,955 is being requested for FY 23 of the TA Program. The TA Program requires a 20% (\$110,988) City of Richmond match. If federal funds for 80% (\$443,955) of this project is received, the City will need to budget the matching fund amount of \$110,988 through the upcoming CIP budget.

FY 24 TAP Candidate Projects:

7. Jefferson Avenue Phase II Improvements from Leigh Street to 23rd Street.

The purpose of the project is to improve the safety of pedestrians, bicyclists, and transit users. The scope of the project includes reconfiguring some intersections to make pedestrian, bicycle, and vehicle traffic patterns safer by reconstructing existing sidewalk and street crossings to improve pedestrian and bicyclist mobility and safety along the corridor from Leigh Street to 23rd Street. This segment is a continuation of a recently constructed City funded Project.

The total estimated cost for the Jefferson Avenue Phase II sidewalk improvement project is \$644,000. The amount of \$515,200 is being requested for FY 24 of the TA Program. The TA Program requires a 20% (\$128,800) City of Richmond match. If federal funds for 80% (\$515,200) of this project is received, the City will need to budget the matching fund amount of \$128,800 through the upcoming CIP budget.

8. State Route 147 (Cary Street) Pedestrian Curb Extensions-Phase II

This project is a low cost systemic approach to improve pedestrian safety and access along State Route 147 (Cary Street) from State Route 161 (Arthur Ashe Boulevard) to US Route 1 (Belvidere Street). This project constructs pedestrian safety curb extensions on the upstream side of the cross streets to guarantee a narrower crossing distance for people crossing the street, managed speeds, and permanently preserve sight distance on the cross street. State Route 147 has been identified by VDOT's Pedestrian Safety Action Plan as a corridor that is over-represented by pedestrian crashes. The dense mixed land use anchored by Carytown, the Museum District, the Fan District and Virginia Commonwealth University makes it an ideal candidate for these curb extensions. The corridor also serves a robust commercial district and Binford Middle School. The proposed improvements plus ancillary items will address long standing safety concerns expressed by the community.

The total estimated cost for the State Route 147 (Cary Street) Pedestrian Curb Extensions Phase II project is \$503,107. The amount of \$402,486 is being requested for FY 24 of the TA Program. The TA Program requires a 20% (\$100,612) City of Richmond match. If federal funds for 80% (\$402,486) of this project is received, the City will need to budget the matching fund amount of \$100,612 through the upcoming CIP budget.

9. Rte. US 360 Hull Street PHB at the intersection of 29th Street

The purpose of this project is to install a pedestrian hybrid beacon on US Route 360 (Hull Street) at 29th Street to provide a place for people of all ages and abilities to safely cross the street. 29th

Street is adjacent to transit stops and several commercial and institutional establishments. It also serves as a connector to Carter Jones Park for the Swansboro Neighborhood

The total estimated cost for the Rte. US 360 PHB project is \$250,000. The amount of \$200,000 is being requested for FY 24 of the TA Program. The TA Program re-quires a 20% (\$50,000) City of Richmond match. If federal funds for 80% (\$200,000) of this project is received, the City will need to budget the matching fund amount of \$50,000 through the upcoming CIP budget.

10. Downtown Core Protected Bike Lanes: on Franklin St, on 1st St, and on 3rd Street.

This project constructs significant infrastructure upgrades to the City's Downtown Protected Bike Lanes, adding more robust and permanent physical barriers to the separated two-way "cycletrack" bike lanes on 1st Street, 2nd Street, 3rd Street, Franklin Street, and Byrd Street. These facilities were constructed via a "quick-build" approach utilizing pavement markings and flexible delineators to create protected bike lanes in the core of downtown Richmond. This project is part of VDOT's proposed alignment of the Fall Line Trail, and this project will serve to upgrade the bike lanes to reflect the physically separated design envisioned in VDOT's study for the Fall Line Trail as it passes through Richmond's central business district by adding permanent concrete barriers as a buffer in place of many of the existing flex-posts, enhancing intersection, alley, and driveway designs to reduce bike/vehicle conflicts, and to reduce the potential for vehicle encroachments into the bike lanes.

The total estimated cost for the Downtown Core Protected Bike Lane Project is \$551,631. The amount of \$441,305 is being requested for FY 24 of the TA Program. The TA Program requires a 20% (\$110,326) City of Richmond match. If federal funds for 80% (\$441,305) of this project is received, the City will need to budget the matching fund amount of \$110,326 through the upcoming CIP budget

11. Patterson Avenue Bike lanes from Commonwealth to Willow Lawn

This project will extend the recently completed parking-protected bike lanes on Patterson Avenue from Commonwealth Avenue to Willow Lawn Drive. The project will extend the existing lanes approximately one mile, connecting to Willow Lawn Drive which in turn accesses the westernmost GRTC Pulse BRT station. This project will more than double the existing protected bike lanes on Patterson Ave.

The total estimated cost for the Patterson Avenue Bike Lane Project is \$500,408. The amount of \$400,327 is being requested for FY 24 of the TA Program. The TA Program re-quires a 20% (\$100,081) City of Richmond match. If federal funds for 80% (\$400,327) of this project is received, the City will need to budget the matching fund amount of \$100,081 through the upcoming CIP budget.

FISCAL IMPACT/COST: If federal funding for these projects are received, the City's share will be 20% of the total projects cost in the amount of \$637,794 for FY23 and \$576,462 for FY24 totaling \$1,214,256 that needs to be budgeted via future CIP budgets upon federal grant approval. A list of candidate projects is attached.

FISCAL IMPLICATIONS: Not adopting this resolution will not allow the project to compete for the Federal Transportation Alternatives funds.

BUDGET AMENDMENT NECESSARY: No.

REVENUE TO CITY: \$2,551,175 for FY23 and \$1,959,317 for FY24 totaling \$4,510,492 if federal Transportation Alternatives Funds are approved by VDOT for FY23-24 for all of the City's submitted applications. A list of candidate Projects is attached.

DESIRED EFFECTIVE DATE: Upon adoption.

REQUESTED INTRODUCTION DATE: July 26, 2021

CITY COUNCIL PUBLIC HEARING DATE: September 27, 2021

REQUESTED AGENDA: Consent Agenda

RECOMMENDED COUNCIL COMMITTEE: Land Use, Housing and Transportation (LUHT) on September 21, 2021

CONSIDERATION BY OTHER GOVERNMENTAL ENTITIES: None

AFFECTED AGENCIES: Department of Public Works; Law Department; Planning and Development; Economic and Community Development; Department of Public Utilities; Finance Department; Budget and Strategic Planning; Copies also sent to: City Mayor (Levar M. Stoney); Acting Chief Administrative Officer (J.E Lincoln Saunders); and Robert C. Steidel, Deputy CAO of Operations.

RELATIONSHIP TO EXISTING ORD. OR RES.: None

REQUIRED CHANGES TO WORK PROGRAM(S): Small maintenance costs are expected in the future years after construction is completed.

ATTACHMENTS: Transportation Alternative Program Set Aside Sample Resolution.
FY 23-FY 24 TA Program Candidate Projects List

STAFF: Lamont L. Benjamin, PE, Capital Projects Administrator, DPW, 646-6339
Adel Edward, P.E., Project Manager, DPW 646-6584.

List of FY23 / FY 24 Candidate Applications for Transportation Alternative (TA) Program 06/21/21						
Council District	Project	Estimated Total Project Cost	Requesting federal Funds (80%)	Required City match (20%)	Project Scope	Fiscal Year
9	Carnation Street side walk project Phase (II)	\$500,000	\$400,000	\$100,000	Construct sidewalks on Carnation Street from Hioaks Road to Warwick Rd	FY 23
2,5	SR 147 (Main St) Ped curb extensions Safety Imp. Ph. I	\$484,026	\$387,221	\$96,805	Construct Pedestrian Curb Extensions on Main Street from Belvidere Street to Arthur Ashe Boulevard	FY 23
7	Gillies Creek Greenway Ph. IV to Richmond Rd	\$550,000	\$440,000	\$110,000	Extend the shared-use path that is currently in final design approximately 0.8 miles from Jenny Scher Rd to E. Richmond Rd.	FY 23
2	Scott's Addition Greenway - Arthur Ashe Blvd to Roseneth Rd	\$600,000	\$480,000	\$120,000	Project will construct curb and gutter, sidewalk , shared use path and Retaining walls as needed from Summit ave to Altamont Ave	FY 23
3	Rte. 1 (Chamberlayne/Richmond Hwy) PHBs	\$500,000	\$400,000	\$100,000	install new Pedestrian hybrid beacons on Rte 1 on 2 locations; Dinwiddie ave and Westminister Ave	FY 23
4	Forest Hill Ave Bike/Ped Improvements	\$554,943	\$443,954	\$110,989	Construct bicycle and pedestrian improvements on Forest Hill Ave from 41st to 43rd streets, enhancing safety and reducing conflicts with motor vehicles.	FY 23
Total		\$3,188,969	\$2,551,175	\$637,794		
7	Jefferson Ave Ph. II	\$644,000	\$515,200	\$128,800	sidewalk improvements , new curb extensitions, new curb ramps and Bike/ pedestrian improvmeents from Leigh st to 23rd street	FY 24
5	SR 147 (Cary St) Ped curb extensions Safety Imp Ph. II	\$503,107	\$402,486	\$100,612	Construct Pedestrian Curb Extensions on Cary Street From Arthur Ashe Boulevard to Belvidere Street	FY 24
5,8	Rte. 360 (Hull St) PHBs	\$250,000	\$200,000	\$50,000	Install newly Pedestrian Hybrid beacons on Hull street at the intrsection of 29th street	FY 24
2,6	Downtown Core Protected Bike Lanes	\$551,631	\$441,305	\$110,326	Enhance the downtown protected bike lanes by installing physical protection/separation between the bike lanes and motor vehicle lanes on Franklin St from Belvidere to 9th, on 1st St from Duval to Franklin, and on 3rd St from Broad to Byrd, consistent with the design proposed by the Fall Line Trail study.	FY 24
1	Patterson Ave Bike Lanes (Commonwealth to Willow Lawn)	\$500,408	\$400,326	\$100,082	Extend the parking-protected bike lanes on Patterson Avenue approximately one mile from Commonwealth Avenue to Willow Lawn Drive.	FY 24
Total		\$2,449,146	\$1,959,317	\$576,462		

Total program Cost for FY 23 and FY 24

\$5,638,115

\$4,510,493

\$1,214,256