Response to UDC Conditions on
CONCEPT Approval

Hey Road Improvements Project

July 15, 2026

From: Hull Street Road (Route 360)
To: Walmsley Boulevard

VDOT UPC 113295
VDOT Project No.: U000-127-R31

Conceptual UDC Review: February 6, 2020, (Item UDC 2020-04)

Conceptual UDC Report to Planning Commission: February 18, 2020

1. Provide plans for the project indicating the location of existing, non-invasive trees that are proposed to be preserved and removed.
2. Demonstrate that consideration was given to:
   a) the incorporation of enhancements for biking
   b) burying utility lines
   c) a design that does not preclude connections to future Pocosham Greenway, if possible

Response to Item #1: *Location of trees to be removed/preserved*.

See Exhibit 1 demonstrating the area of clearing and which trees are to remain vs those to be removed. Exhibit addresses all trees, non-invasive or otherwise.

Response to Item #2a: *Incorporation of enhancements for biking*

Coordination with Jake Helmboldt (form DPW Pedestrian, Bicycle and Trails Coordinator) in 2020 (after conceptual UDC review) is attached. In summary:

- Sharrows in general are not a desired treatment for shared roadways; are used when there are gaps between more dedicated facilities
- Shared roadway doesn't require markings
- Sharrows are not very effective relative to the cost
- Signage is not very effective and adds cost and sign clutter

Adding dedicated on-street bicycle lanes would require additional roadway width, which is not in the project scope or budget and would have significant impacts to project cost and right-of-way impacts.

Response to Item #2b: *Burying utility lines*

Since 2020 Dominion has installed larger poles as part of a storm resiliency effort. Due to conflicts with the proposed improvements, Dominion has estimated the total cost of relocations of overhead lines to new overhead facilities as $2.9M ($1.0M of which is the City's cost). Undergrounding facilities would require the City to pay for the difference in cost. Undergrounding overhead facilities tend to be 4-10x the cost of overhead relocations; this would require the City to pay an additional $9-26M, which is not in the project's funded budget.

Response to Item #2c: *Design not to preclude Pocosham Greenway*

Given no details on the greenway are available, the design does not consider a future greenway.

Bicycle Lane Feedback Exhibit 1b

Oliver, Jonathan

From: Helmboldt, Jakob C. - DPW <Jakob.Helmboldt@Richmondgov.com>
Sent: Friday, February 7, 2020 12:50 PM
To: Phillips, Winston D. - DPW
Cc: Lynch, Dillon; Oliver, Jonathan
Subject: RE: Hey Road - UDC, Bicycle Lanes

Categories: External

I spoke with Johnathan yesterday. A few thoughts:

- Shared roadway doesn't require markings
- Lack of efficacy and substantial cost isn't sound approach (to install them).
- Signage (as noted) is not effective and adds sign clutter.
- We have our policy of when to use them (as noted) and that is our discretion (UDC has no control over traffic control devices).

Jakob Helmboldt
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From: Phillips, Winston D. - DPW
Sent: Thursday, February 6, 2020 2:34 PM
To: Helmboldt, Jakob C. - DPW <Jakob.Helmboldt@Richmondgov.com>
Cc: Lynch, Dillon <Dillon.Lynch@kimley-horn.com>; Oliver, Jonathan <Jonathan.Oliver@kimley-horn.com>
Subject: RE: Hey Road - UDC, Bicycle Lanes

Thanks Jake –

What do you recommend as we move forward since the UDC requested signs or sharrows?

Winston D. Phillips, PMP
Project Manager - Richmond DPW
804.646.5994

From: Helmboldt, Jakob C. - DPW
Sent: Thursday, February 6, 2020 1:40 PM

To: Oliver, Jonathan
Cc: Phillips, Winston D. - DPW; Lynch, Dillon
Subject: RE: Hey Road - UDC, Bicycle Lanes

I was present. I'm not sure why Josh Son didn't speak to the issues since I responded to him about that. I assume you saw my response to him regarding discussions with Councilman Jones and Todd Loney's comments regarding citizen input?

I'm happy to discuss to ensure we are all on the same page. Hey Rd is listed in the BMP as a shared roadway. However, I just noticed that Alta drew it diverting off at Snead Road and going through the middle of private parcels. Doesn't surprise me, but that's just an editorial comment. In terms of sharrows, our general policy has been to not use them unless they serve one of two purposes; they provide a bridge along s relatively short segment between two bike facilities (e.g. bike lanes, shared-use path), or they are part of a bike/walk street which is a traffic-calmed neighborhood street with ped improvements and which serves as a preferred bike corridor (e.g. Floyd Ave).

When I first joined COR sharrows were being put everywhere. But they just don't accomplish much and are not cheap. Neither drivers nor bicyclists understand what they mean. Share the Road signs are virtually useless. The NCUTCD is considering removing it from the MUTCD, or at least revising the guidance given the low impact.

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From: Oliver, Jonathan [mailto:Jonathan.Oliver@kimley-horn.com]
Sent: Thursday, February 6, 2020 11:52 AM
To: Helmboldt, Jakob C. - DPW <Jakob.Helmboldt@Richmondgov.com>
Cc: Phillips, Winston D. - DPW <Winston.Phillips@richmondgov.com>; Lynch, Dillon <Dillon.Lynch@kimley-horn.com>
Subject: Hey Road - UDC, Bicycle Lanes

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Jake,

I'm not sure if you were at the UDC meeting during the first agenda item for Hey Road. They were asking about the possibility of including bicycle facilities on Hey Road. Can you give me a call this week to discuss? I want to make sure we're on the same page before Planning Commission.

Bicycle Lane Feedback Exhibit 1b

Based on the Master Plan, it appears a portion of Hey Road is on the plan for Shared Lane. Am I looking at this correctly? I presume this would mean adding Sharrows? Ironically this was the lowest scoring priority segment on the 2015 plan. I'd like to discuss the speeds on Hey Road and make sure we are on the same page for the preferred treatment.

Thanks!
Jon

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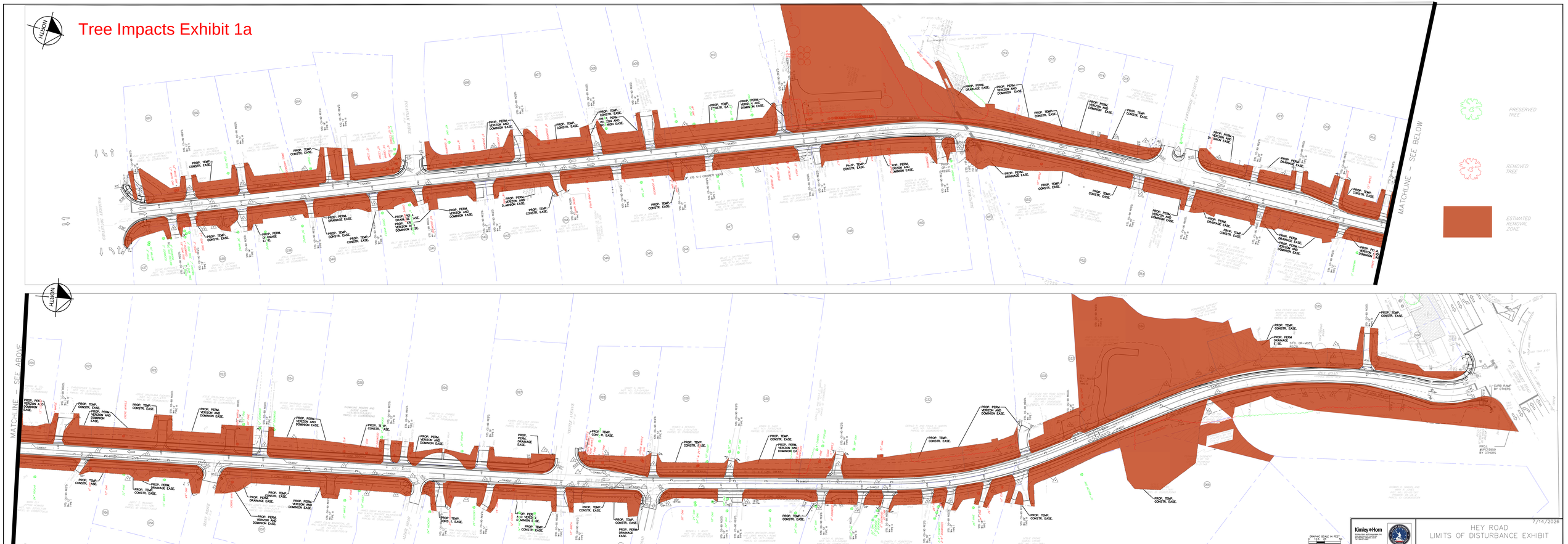
Tree Impacts Exhibit 1a