

From: [Juliellen Sarver](#)
To: [Onufer, Kathleen M. - PDR](#)
Subject: Main Street Improvements comments
Date: Wednesday, May 04, 2016 11:45:58 AM

Dear Kathleen,

Please see my comments below for the Urban Design Commission meeting on Thursday 5/5/16.

Dear members of the Urban Design Commission:

My name is Juliellen Sarver and I am the Community Relations Manager for Stone Brewing. I am also a long-time resident of the Greater Fulton neighborhood, an avid bicyclist and kayaker, and a city planner and landscape architect.

I am concerned about the potential for conflicts between bicyclists, pedestrians, cars and the BRT vehicles in the current plans for the improvements of the Main Street corridor between Nicholson Street and Williamsburg Avenue. I am also concerned that the proposed Gillies Creek Greenway is not shown on the plans.

Stone Brewing World Bistro and Gardens will be an important anchor and will attract many pedestrians and bicyclists to the Main Street corridor and to the riverfront. The bicyclists and pedestrians will be crossing Main Street from parking areas and from the Stone Brewing brewery on Nicholson Street and Williamsburg Avenue. Bicyclists and pedestrians will also come from the Virginia Capital Trail and will cross Main Street to get to both the Stone Brewing World Bistro and Gardens and the brewery and tasting room. In addition, residents from Greater Fulton will be crossing Main Street to access the BRT, the riverfront, the Virginia Capital Trail and Stone Brewing.

With all of the pedestrian and bicycling activity, it is imperative to minimize potential conflicts between cars and busses and those pedestrians and bicyclists. The proposed bicycle lanes appear to increase potential conflicts by placing bicyclists in the door zone and in conflict with the BRT. The Gillies Creek Greenway will also be a major pathway for both pedestrians and bicyclists, and needs to be shown on the plan, including the link to the Virginia Capital Trail.

The City of Richmond has an unprecedented opportunity to do the right thing with the Main Street Corridor improvements plan. This entire area is going to be transformed and I encourage the UDC and the City of Richmond to make the effort to do it right from the start. The success of the area and the safety of our residents and visitors depend upon it.

Sincerely yours,
Juliellen

Juliellen Sarver, AICP
Community Relations Manager

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Stone Brewing

4300 Williamsburg Avenue

Richmond VA 23231

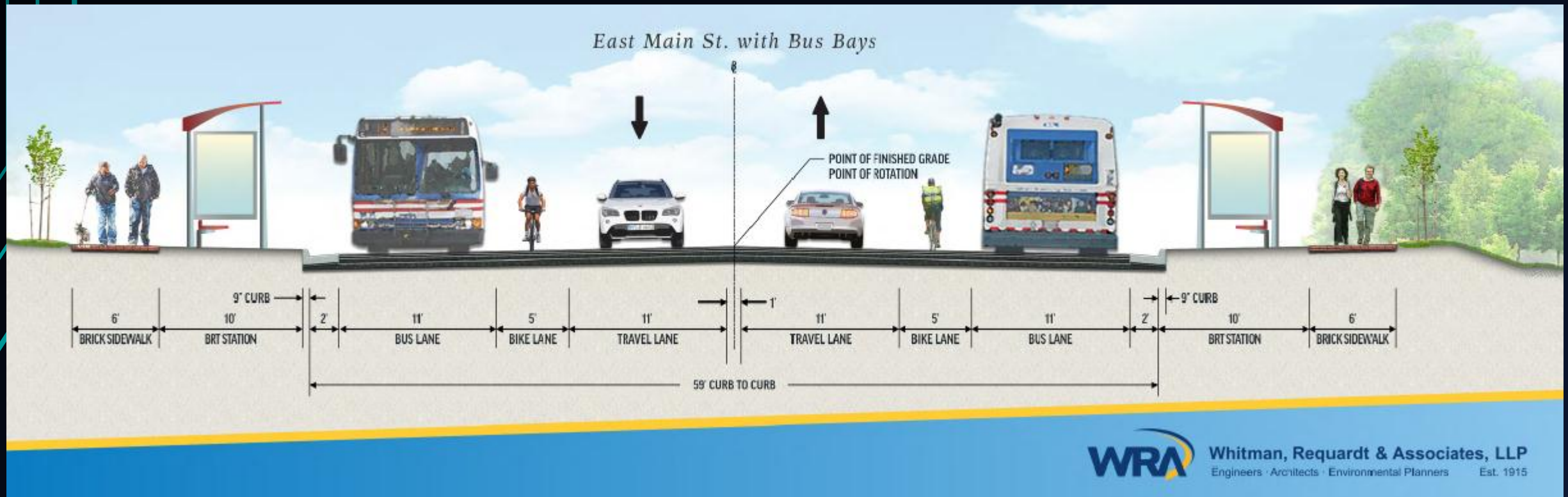
juliellen.sarver@stonebrewing.com | stonebrewing.com

East Main Street Bike Lanes

EMILY THOMASON

Proposed Bike Lanes

- What is currently proposed:



The Disadvantages:

- Lack of Safety
- Lack of Future flexibility
- High conflicts (buses, roundabout, etc.)



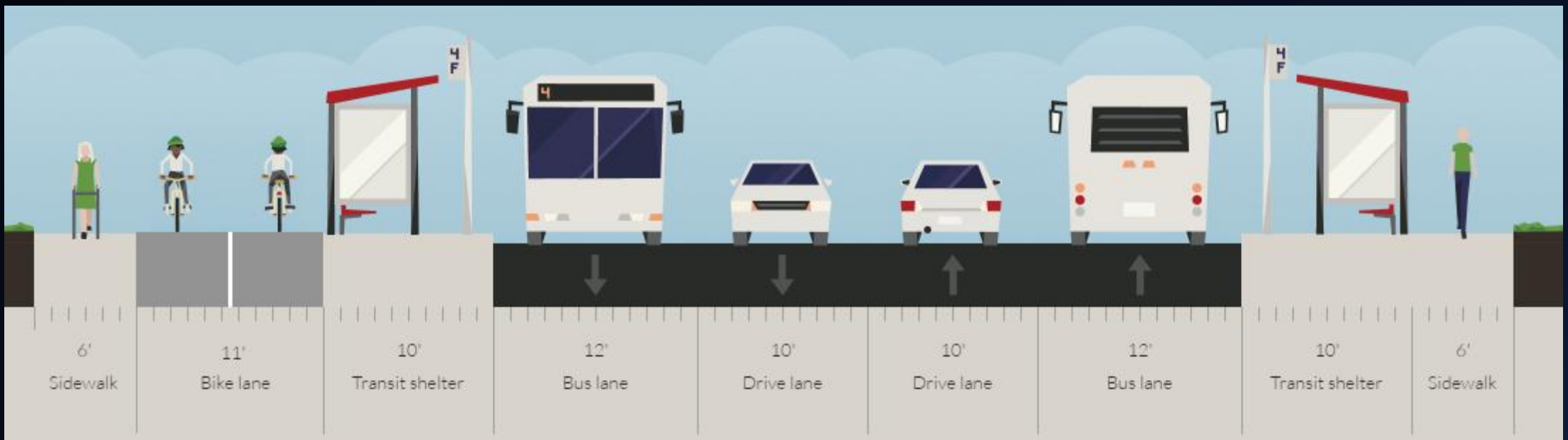
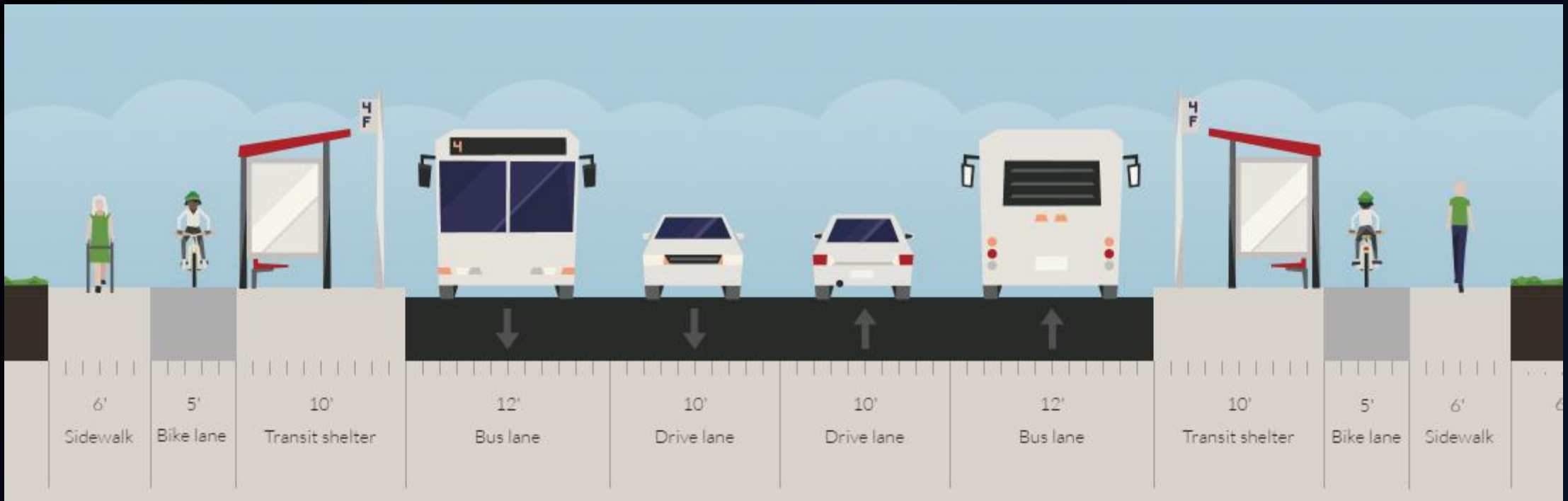
Alternative:



Credit: NACTO



Credit: LAStreetsblog



Alternative Benefits:

- 1. Improved Safety
(for all) = more riders
= more customers



Alternative Benefits:

- 1. Improved Safety for all
- 2. Reduced conflicts (buses, parking, Peebles St, etc.)



Alternative Benefits:

- 1. Improved Safety for all
- 2. Reduced conflicts (buses, parking, Peebles St, etc.)
- 3. Wider (shared) sidewalks on northern side = bike lanes closest to likely retail development (bikes are good for business)^{1 2}

1. Salt Lake City Department of Transportation – Implemented protected bike lane and in the first six months of the next year, retail sales were up 8.8 %. After the changes, only 18% of business owners on the street were opposed to the change.

2. NYC DOT, 2012 -- After the construction of a protected bike lane on 9th Avenue, local businesses saw a 49% increase in retail sales.



Alternative Benefits:

- 1. Improved Safety for all
- 2. Reduced conflicts (buses, parking, Peebles St, etc.)
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- 4. Narrower streets shorten crossing distances for pedestrians
 - Especially with curb extensions

Curb Extensions:



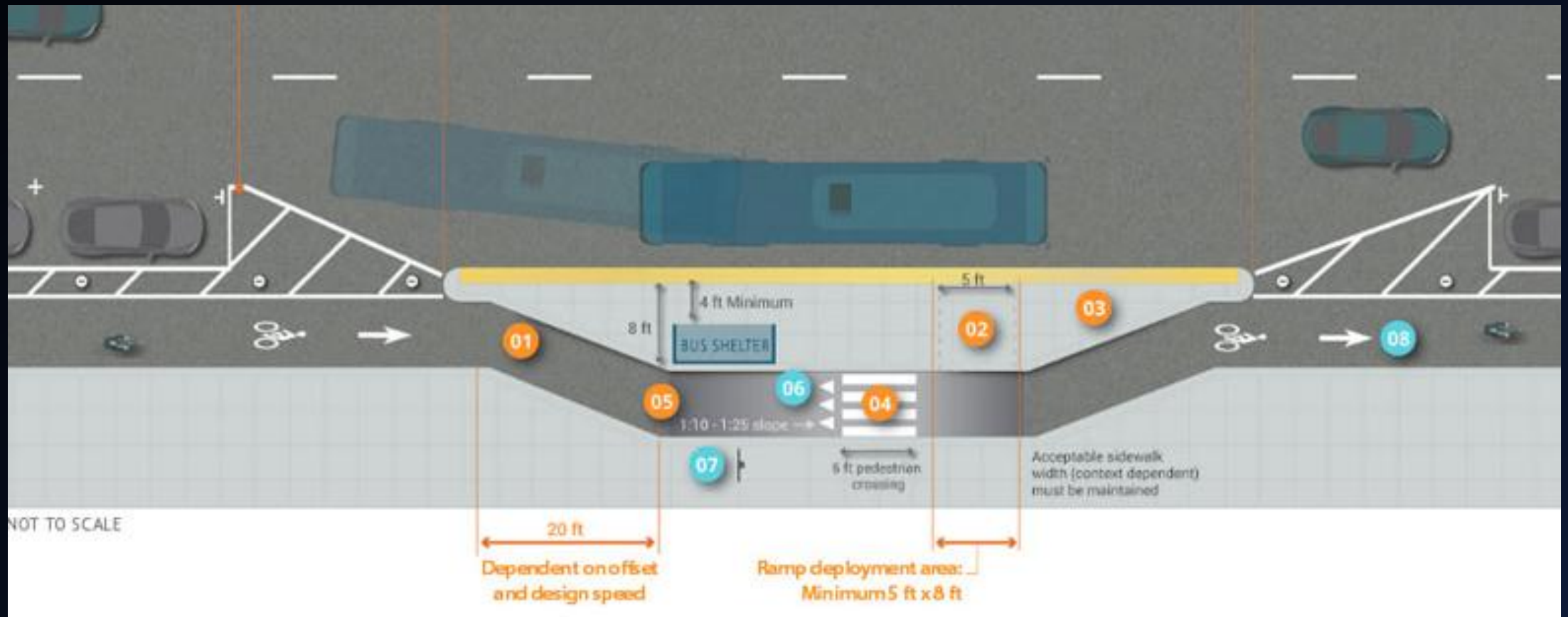
Alternative Benefits:

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- 4. Narrower streets shorten crossing distances for pedestrians
 - Especially with curb extensions
- 5. No extra space required! (Move bike lane over, trees on outside)

Is all this allowed?

- YES.
- **NACTO:** ““Cycle tracks may... be at street level, at sidewalk level, or at an intermediate level. If at sidewalk level, a curb or median separates them from motor traffic, while different pavement color/texture separates the cycle track from the sidewalk. By separating cyclists from motor traffic, cycle tracks can offer a higher level of security than bike lanes and are attractive to a wider spectrum of the public.”

- **Federal Highway Administration:** “Where possible, separation should continue at transit stops by routing bicyclists behind the bus platform. This type of design avoids conflicts with transit vehicles...”



What Could Main Street look like?



From: [John Bolecek](#)
To: [Onufer, Kathleen M. - PDR](#)
Subject: Comments on Main St / Dock St for UDC
Date: Wednesday, May 04, 2016 5:55:45 PM

- I support PDR's suggestion to eliminate the use of brick in the sidewalks and crosswalks of this project. The city has an enormous backlog of maintenance for existing brick sidewalks. We not should increase our lifecycle costs by adding more brick to our network. Concrete will be cheaper, last longer, and provide a better surface for walking over the long term.
- Please ensure the placement of the crosswalk across Main St to allows for the easiest and best placement of the Gillies Creek Greenway approach on both sides of Main St.
- Placement of the crosswalk should coordinate with Stone Brewing if it will run on the downstream side of the intermediate terminal building to directly connect to the Virginia Capital Trail
- Placement of the crosswalk should coordinate with the Lehigh Site development if it will run on the upstream side of the intermediate terminal building to directly connect with the Virginia Capital Trail
- Replace the CG-12 type A curb ramps in the crosswalk across Main St (which are meant for a sidewalk crossing) with a curb ramp with at least 10 foot wide section of truncated dome which is standard for a shared use path.
- Ensure the sidewalk widths on the approaches on either side of the crossing are sufficiently wide to accommodate curves on the approaches of the greenway
- A standard curb ramp is shown as the bicycle ramp in the approach to the roundabout. This is incorrect. Please see Exhibit 6-68 Bicycle Ramp Design Options in the 2010 FHWA Roundabout informational guide for the appropriate design.

Please contact me if there are any questions about these comments. Thanks,

John Bolecek
5th District

PARTNERSHIP FOR SMARTER GROWTH

May 16, 2016

Planning Commission
City of Richmond
900 E. Broad St., Room 511
Richmond, VA 23219

Re: UDC 2016-18, Conceptual Review of East Riverfront Transportation Improvements, including Dock/Main Street Relocation

Chairman Poole and members of the Planning Commission:

The Partnership for Smarter Growth is writing to request deferral of the vote on [UDC 2016-18](#), Agenda item 11 on your May 16, 2016 docket, pending further review.

Our request stems from unresolved issues with the process, design, interconnection of the project with other land use and transportation issues, and the need for the reconfiguration to be considered as part of a public planning process for the East End riverfront and lower Fulton. We support the goal of the proposed improvements to provide a multimodal transportation network in a redeveloping area and see the advantages of the Dock Street and Main Street reconfiguration, including for economic development along the riverfront. However, we also believe that it is essential to understand all of the implications of this project and to ensure that any reconfiguration is designed appropriately. Specifically:

- 1) It has not been disclosed to the public that the reconfiguration may shift traffic to Williamsburg Avenue and that the reconfiguration presumes the construction of one of the alternatives from the controversial Route 5 study – a high bridge on New Osborne Turnpike over the CSX tracks. This could mean much higher volumes of commuter traffic shifting to Williamsburg Avenue. We only learned this after seeing the chapter from the old Route 5 study sitting on a table at the one public meeting (on March 23, 2016) and asking the staff about it.

The residents of Fulton have long asked that Williamsburg Avenue be calmed so that it is no longer a highway-sized divider between Fulton and the river. If the Dock and Main Street redesign is likely to shift traffic to Williamsburg Avenue and if plans are in the works for connecting Williamsburg to New Osborne Turnpike along with the new bridge, then this should be disclosed and its implications fully understood in your review of the Dock and Main proposal.

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- 2) Public comments in the record indicate concerns for safety of bicyclists and pedestrians. These include:
- a. The need to design the project and post the speed to ensure cars travel no faster than 25 mph, but no commitment is being made by DPW to do so.
 - b. The need for protected cycle-tracks rather than striped bike lanes. Protected cycle tracks are the modern standard, especially for a road with the volumes expected here. Emily Thomason has submitted an excellent presentation to you on the subject and we endorse amending the plan to provide the protected cycle tracks.
 - c. Ensuring safe crossings, including for the Gillies Greek greenway, is critical but we are not sure this is fully called out in the designs to date. Will pedestrians and cyclists be able to navigate safely from the base of Libby Hill through the roundabout to reach the Capital Trail, parks and activities along the riverfront?
 - d. Safe sidewalks and bicycle facilities should be continued westward on Main Street. Are these included in the VDOT project to reconstruct the bridge over the Norfolk Southern RR tracks? If so, these should be shown and committed to as part of the Dock and Main project.
- 3) There is reference in the staff report to potential redevelopment associated with the project, but no details are provided. It is quite surprising to us to see this road design being advanced without it being part of a larger planning process for the type and form of development contemplated for the riverfront and lower Fulton.
- a. What are the plans for the land between Main Street and the CSX trestle?
 - b. What are the plans for areas between Main Street and the river?
 - c. What are the plans for the Fulton Gas works, the bus company property, and areas on either side of Williamsburg Avenue?
 - d. The roundabout includes a connection to the “Echo Harbor” site and the staff report refers to accommodating development. By providing this connection above the 100-year flood plain, we understand that this will allow for the fire/rescue access necessary to permit residential development on the site. However, we are aware of significant public support for preserving the site for a park – to allow for continuous parkland from the low-line through Shiplock Park and “Lehigh Cement” to the “Sugar Pad” and Rocketts Landing. We support this concept, which should also be a part of a larger planning discussion.

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- 4) We learned during the 150th Anniversary commemorations of the Fall of Richmond in 1865 that not only was the Confederate Navy Yard located in this area, but also that Union Troops, including the USCT, rested on or near the site of the proposed roundabout before marching into the city. This historic part of our city likely hosts layers of archaeological resources yet there are no indications that appropriate historical and archaeological investigations are planned as part of the project.

The reconfiguration of Dock and Main Street needs to be understood within the larger context of the riverfront and lower Fulton, and the issues and concerns enumerated above need to be addressed. Therefore, we request you defer your vote on the conceptual plan for Dock and Main Street relocation at least until further public discussion is completed in the context of a comprehensive review of the interrelated land use, transportation, and parks issues.

We understand that the federally-funded Ladders of Opportunity study will include a public charrette in early June. We recommend that this federally supported effort be used to allow for a broad and inclusive public discussion of the East End Riverfront and lower Fulton, linking land use, transportation, public parks, and other relevant issues. Once this process is complete and the public reaches general consensus on the vision and plans for the area, the appropriate design and configuration of Dock and Main Street can be confirmed.

Thank you.

Sincerely,



Andrew B. Moore, AIA
President