

INTRODUCED: June 26, 2023

A RESOLUTION No. 2023-R034

To request the Commonwealth Transportation Board to establish the Cary Street Sidewalk Improvement project to fund the installation of pedestrian safety improvements along Cary Street Road at its intersection with Three Chopt Road, including a sidewalk on St. Catherine’s Lane and new sidewalks and traffic islands between St. Catherine’s School and the adjacent neighborhoods.

Patron – Mayor Stoney

Approved as to form and legality
by the City Attorney

PUBLIC HEARING: JUL 24 2023 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 Cary Street Sidewalk Improvement project to fund the installation of pedestrian safety improvements along Cary Street Road at its intersection with Three Chopt Road, including a sidewalk on St. Catherine’s Lane and new sidewalks and traffic islands between St. Catherine’s School and the adjacent neighborhoods;

NOW, THEREFORE,

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

AYES: 7 NOES: 0 ABSTAIN: _____

ADOPTED: JUL 24 2023 REJECTED: _____ STRICKEN: _____

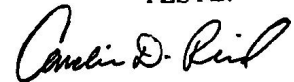
That the City of Richmond, Virginia, requests the Commonwealth Transportation Board establish the Cary Street Sidewalk Improvement project to fund the installation of pedestrian safety improvements along Cary Street Road at its intersection with Three Chopt Road, including a sidewalk on St. Catherine's Land and new sidewalks and traffic islands between St. Catherine's School and the adjacent neighborhoods using \$469,424.00 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



City of Richmond

900 East Broad Street
2nd Floor of City Hall
Richmond, VA 23219
www.rva.gov

Master

File Number: Admin-2023-0442

File ID: Admin-2023-0442	Type: Request for Ordinance or Resolution	Status: Regular Agenda
Version: 1	Reference:	In Control: City Clerk Waiting Room
Department:	Cost:	File Created: 05/26/2023
Subject:		Final Action:
Title:		

Internal Notes:

Code Sections:

Agenda Date: 06/26/2023

Indexes:

Agenda Number:

Patron(s):

Enactment Date:

Attachments: file admin -2023-0442 sample TA resolutions, file admin-2023-0442 list of all TA applications

Enactment Number:

Contact:

Introduction Date:

Drafter: Adel.Edward@rva.gov

Effective Date:

Approval History

Version	Seq #	Action Date	Approver	Action	Due Date
1	1	5/30/2023	Lamont Benjamin	Approve	5/30/2023
1	2	5/30/2023	Adel Edward - FYI	Notified - FYI	
1	3	5/30/2023	M.S. Khara	Approve	6/1/2023
1	4	5/30/2023	Bobby Vincent	Approve	6/1/2023
1	5	5/30/2023	Robert Steidel	Approve	6/1/2023
1	6	5/30/2023	Jason May	Delegated	
Notes: Delegated: Out Of Office					
1	7	6/1/2023	Meghan Brown	Approve	6/1/2023
1	8	6/5/2023	Sheila White	Approve	6/6/2023
1	9	6/2/2023	Sabrina Joy-Hogg	Disapprove	6/5/2023
Notes: ADMIN-2023-0448 Disapproved - SJH					
- Sheila White, Director, Finance not listed on the cover page and not included as an approver					
- Introduction date missing					
1	10	6/6/2023	Sabrina Joy-Hogg	Approve	6/7/2023
1	11	6/7/2023	Lincoln Saunders	Approve	6/15/2023
1	12	6/22/2023	Mayor Stoney	Approve	6/16/2023

History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
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Text of Legislative File Admin-2023-0442

O&R REQUEST

DATE: May 26, 2023

EDITION: 1

TO: The Honorable Members of City Council

THROUGH: The Honorable Levar M. Stoney, Mayor

THROUGH: J.E Lincoln Saunders, Chief Administrator Officer

THROUGH: Sabrina Joy-Hogg, Deputy Chief Administrative Officer- Finance

THROUGH: Sheila White, Director of Finance

THROUGH: Jason May, Director of Budget & Strategic Planning

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 FY2025-FY2026 FEDERAL TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FOR ELEVEN (11) TRANSPORTATION ALTERNATIVE 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 program (TAP) projects for the FY2025-FY2026 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 2025 Candidate Projects (not in priority order):
 - 1. Carnation Street Phase II Sidewalk Improvements Project: From Warwick Road to Hioaks Road.
 - 2. Patterson Avenue Bike Lanes: From Commonwealth Avenue to Willow Lawn Drive
 - 3. Gillies Creek Greenway Phase IV Project: From Jennie Scher Road to East Richmond Road.
 - 4. Scott's Addition Greenway: From Mactavish Avenue to Roseneath Road.
 - 5. Pedestrian Hybrid Beacon (PHB) on US Route 1 (Chamberlayne Avenue / Richmond Highway)
 - 6. Downtown Core Protected Bike Lanes: On Franklin Street., 1st Street., and 3rd Street

- B. Fiscal Year 2026 Candidate Projects (not in priority order):
 - 7. Forest Hill Avenue Crossing Improvements.
 - 8. Maymont Area Sidewalk Improvement Project Phase III
 - 9. Cary Street Sidewalk Improvement
 - 10. Patterson Avenue at Libbie Avenue Streets Improvements

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 each application committing 20% local match if the project application receives a federal funds award of Transportation Alternatives Program (TAP) funds. VDOT is requesting a biennial application submittal for fiscal years 2025 and 2026 for Transportation Alternatives Program and a separate resolution of support for each project application

RECOMMENDATION: The Department of Public Works recommends approval.

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

The Bipartisan Infrastructure Law (BIL) continues the Transportation Alternatives set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale 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

The BIL 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.

Although the program requires a 20% match the City is proposing more than the 20% match with the use of CVTA local funds on projects that are estimated to cost more than \$1,000,000 in order to make the application more competitive in the program.

The deadline to submit the City's application to VDOT to participate in the FY25-FY 26 Transportation Alternative Program (TAP) is October 1st, 2023

FY 2025 TAP Candidate Projects:

1. Carnation Street Sidewalk Improvement Project

This project will construct a new 5-ft wide sidewalk for approximately 0.2 miles along eastbound Carnation Street from Hioaks Road to Warwick Road - a corridor lacking sidewalks today. Providing this segment of sidewalks along Carnation Street will provide for a continuous 0.7-mile ADA-accessible pedestrian path along Carnation St from Hioaks Road to Midlothian Turnpike along a GRTC bus route with multiple bus stops. This new sidewalk will provide a safe and viable pedestrian route for an underserved population to needed commercial and health services. Carnation Street itself has many high density apartment dwellings along the project corridor and connecting sidewalks. This project fills in a sidewalk gap on Carnation Street to create a continuous pedestrian path from Midlothian Turnpike to Jahnke Road.

The total project estimated cost is \$929,233 the amount of (\$743,386) is being requested for FY 25 of the TA Program. The TA Program requires a 20% (\$185,847) City of Richmond match. If federal funds for 80% (\$743,386) of this project is received, the City will need to budget the matching fund amount of 20% (\$185,847) through the upcoming CIP budget.

2. Patterson Avenue Bike lanes from Commonwealth to Willow Lawn

This project will extend 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 Avenue.

The total estimated cost for the Patterson Avenue Bike Lane Project is \$697,260. The amount of (\$557,808) is being requested for FY25 of the TA Program. The TA Program requires a 20% (\$139,452) City of Richmond match. If federal funds for 80% (\$557,808) of this project is received, the City will need to budget the matching fund amount of 20% (\$139,452) 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 \$1,305,000. The amount of (\$1,000,000) is being requested for FY 25 of the TA Program. The TA Program requires a 20% (\$250,000) City of Richmond match. If federal funds for \$1,000,000 of this project is received, the City will need to budget the matching fund amount of \$250,000 through the upcoming CIP budget as well as proposed additional CVTA Local funds in an amount of \$55,000

4. Scott's Addition Greenway from Mactavish Avenue to Roseneath Rd.

This project will extend Patton Avenue from Mactavish Avenue to Roseneath Road and install sidewalk and shared-use path. In the existing condition, the Scotts Addition neighborhood is high density area but lacks pedestrian and bike infrastructure and has a limited number of exits from the neighborhood with heavy traffic volumes. The Scotts Addition Greenway will ultimately provide a safe pedestrian and bike connection in and out of Scotts Addition to transit stations, museums, and neighboring areas. Additionally, extending Patton Avenue will build a more complete grid system in the Scotts Addition neighborhood.

The total estimated cost for this phase of the Scott's Addition Greenway Project is \$1,932,000. The amount of \$1,000,000 is being requested for FY25 of the TA Program. The TA Program requires a 20% \$250,000 City of Richmond match. If federal funds for \$1,000,000 of this project is received, the City will need to budget the matching fund amount of \$250,000 through the upcoming CIP budget as well as proposed CVTA Local funds in the amount of \$682,300

5. Pedestrian Hybrid Beacon on US Rte. 1 (Chamberlayne Avenue/ Richmond Highway)

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. These improvements are a part of Richmond's Vision Zero Action Plan to improved pedestrian safety on high injury designated streets, which include U.S. Route 1.

The total estimated cost for Rte. 1 PHB's project is \$1,301,963. The amount of \$1,000,000 is being requested for FY25 TA Program. The TA Program requires a 20% (\$250,000) City of Richmond match. If federal funds for \$1,000,000 of this project is received, the City will need to budget the matching fund amount of \$250,000 through the upcoming CIP budget as well as proposed CVTA Local funds in an amount of \$51,963.

6. Downtown Core Protected Bike Lanes: on Franklin Street, on 1st Street, 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 “cycle track” bike lanes on 1st Street, 3rd Street, and Franklin 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 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 \$1,518,648. The amount of \$1,000,000 is being requested for FY25 of the TA Program. The TA Program requires a \$250,000 City of Richmond match. If federal funds for \$1,000,000 of this project is received, the City will need to budget the matching fund amount of 20% (\$250,000) through the upcoming CIP budget in addition to proposed CVTA Local funds in an amount of \$268,648

FY 26 TAP Candidate Projects:

7. Forest Hill Avenue Crossing Improvements

This project will install RRFBs, high-visibility crosswalks, ADA-accessible curb ramps, and channelizing islands on Forest Hill Avenue at the intersection of Taylor Avenue to improve pedestrian safety. This project will also install curb extensions and RRFBs on Forest Hill Avenue between Westover Hills Boulevard and 48th Street to provide shorter pedestrian crossing distance and an improved un-signalized crossing of Forest Hill Avenue. These improvements are a part of Richmond's Vision Zero Action Plan to improved pedestrian safety on high injury designated streets, which include Forest Hill Avenue. These crossings will help reduce vehicle speeds, shorten pedestrian crossings, and improve vehicle awareness of pedestrians along this corridor to better connect existing retail areas near Westover Hills Boulevard and to reconnect the adjacent neighborhoods of Westover Hills and Forest Hill Terrace that is split by the high-speed high-injury street.

The total estimated cost for the Forest Hill Avenue Crossing improvement project is \$1,456,297. The amount of \$1,000,000 is being requested for FY26 of the TA Program. The TA Program re-quires a 20% (\$250,000) City of Richmond match. If federal funds for \$1,000,000 of this project is received, the City will need to budget the matching fund amount of \$250,000 through the upcoming CIP budget in addition to proposed CVTA Local funds in an amount of \$ 206,297

8. Maymont Area Side Walk Improvement Project Phase III:

This is Phase III of previously funded Phase II sidewalk TA Project. This project proposes sidewalk improvements and ADA-compliant curb ramps along New York Avenue, Nevada Avenue, and Dakota Avenues between Hampton Street and Southampton Avenue near Maymont Park located in the City of Richmond, Virginia to accommodate people who walk or roll to Maymont Park and local residents regardless of age or ability.

The Maymont neighborhood, located immediately to the east of Maymont Park, and southeast of Byrd Park, is a densely developed older community. There are two public schools, including the Amelia Street School which provides alternative and special education services for students with disabilities. The neighborhood also has GRTC transit stops, with boarding and alighting as high as 200 riders per day. As a result, the community has a great deal of pedestrian activity. However, the community has significant gaps in sidewalk continuity. Additionally, the eastern entrance to Maymont Park is on Hampton Street and during special events there are large numbers of visitors that park their vehicles throughout the neighborhood and walk to the park.

Sidewalk improvements will match the Phase II design work already completed by the City. Phase III will consist of new sidewalks on New York Avenue. (from Hampton Street to Southampton Avenue), Nevada Avenue (from Hampton Street to Greenville Avenue), and Dakota Avenue (from Hampton Street to the alley

near Texas Avenue).

The total estimated cost for the Maymont sidewalk improvement project phase III is \$900,000. The amount of (\$720,000) is being requested for FY26 of the TA Program. The TA Program re-quires a 20% (\$180,000) City of Richmond match. If federal funds for 80% (\$720,000) of this project is received, the City will need to budget the matching fund amount of 20% (\$180,000) through the upcoming CIP budget.

9. Cary Street Sidewalk Improvement:

This project will install dedicated pedestrian infrastructure along Cary Street at the intersection of Three Chopt Road where existing pedestrian infrastructure is lacking. New sidewalk and islands are proposed on the south side of the intersection to provide a safe connection from the adjacent neighborhoods to St. Catherine's School immediately north of the intersection, and to provide a safe refuge for pedestrians to cross Cary Street. A section of sidewalk is also proposed on St. Catherine's Lane to complete the safe pedestrian-specific link across the intersection. These improvements are a part of Richmond's Vision Zero Action Plan to improved pedestrian safety on high injury designated streets, which include Cary Street.

The total estimated cost for the Cary street project is \$586,780. The amount of (\$469,424) is being requested for FY26 of the TA Program. The TA Program requires a 20% (\$117,356) City of Richmond match. If federal funds for 80% (\$469,424) of this project is received, the City will need to budget the matching fund amount of 20% (\$117,356) through the upcoming CIP budget.

10. Patterson Avenue at Libbie Avenue Streetscape Improvements:

This corridor has heavy vehicle traffic in combination with high pedestrian activity with many restaurants and shops. This project will provide pedestrian safety improvements along Patterson Avenue from Maple Avenue to Libbie Avenue. Pedestrian safety improvements include ADA curb ramps, reconstructed sidewalk, and consolidating and narrowing private entrances to minimize pedestrian-vehicle conflicts. This project also includes the drainage improvements, site furniture, and the addition of landscaping to introduce greenery and a buffer between vehicles and pedestrians. These improvements will create a safer corridor for pedestrians and drivers and elevate the character of the area.

The total estimated cost for the Patterson Avenue at Libbie Avenue Streetscape Improvement Project is \$1,960,160. The amount of \$1,000,000 is being requested for FY26 of the TA Program. The TA Program requires a 20% (\$250,000) City of Richmond match. If federal funds for \$1,000,000 of this project is received, the City will need to budget the matching fund amount of \$250,000 through the upcoming CIP budget in addition to proposed CVTA Local funds in the amount of \$710,160.

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 \$1,325,299 for FY25 and \$797,356 for FY26 totaling \$2,122,655 that needs to be budgeted via future CIP budgets upon federal grant approval In addition to the proposed, CVTA local funds in an amount of \$ 1,974,368 for both FY25 and FY26 are also proposed for projects estimated to cost more than \$1,000,000 in order to make the application more competitive in the program.

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: totaling \$8,490,618 (\$5,301,194 for FY25 and \$3,189,424 for FY26) if federal Transportation Alternatives Funds are approved by VDOT for FY25-26 for all of the City's submitted applications.

DESIRED EFFECTIVE DATE: Upon adoption.

REQUESTED INTRODUCTION DATE: June 26, 2023

CITY COUNCIL PUBLIC HEARING DATE: July 24, 2023

REQUESTED AGENDA: Consent Agenda

RECOMMENDED COUNCIL COMMITTEE: Land Use, Housing and Transportation Standing Committee meeting (LUHTC)

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); 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 25-FY 26 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.