



Application for Urban Design Committee Review

Department of Planning and Development Review

900 E. Broad Street, Room 510

Richmond, Virginia 23219 | (804) 646-6335

<https://www.rva.gov/planning-development-review/urban-design-committee>



Application Type (select one)

- Location, Character, & Extent
- Section 17.05
- Other:

- Encroachment
- Design Overlay District

Review Type (select one)

- Conceptual
- Final

Project Information

Submission Date: 10/17/2024

Project Name: Richmond Connects LQC Project 1A - Brauers and Mechanicsville Turnpike Bus Platform

Project Address: 1400 Block Mechanicsville Turnpike

Brief Project Description (this is not a replacement for the required detailed narrative):

The Office of Equitable Transit and Mobility desires the review of the bus boarding platform it plans to deploy as part of larger Lighter, Quicker, Cheaper project, which will include traffic calming features and street art. The platform under review will create a more welcoming, people-scaled neighborhood amenity while also increasing safety for riders and reliability of buses.

Applicant Information (a City representative must be the applicant, with an exception for encroachments)

Name: Kelli Rowan

Email: kelli.rowan@rva.gov

City Agency: Office of Equitable Transit and Mobility, DPW

Phone: 804 317 0547

Main Contact (if different from Applicant):

Company:

Phone:

Email:

Submittal Deadlines

All applications and support materials must be filed no later than 21 days prior to the scheduled meeting of the Urban Design Committee (UDC). Please see the schedule on page 3 as actual deadlines are adjusted due to City holidays. **Late or incomplete submissions will be deferred to the next meeting.**

Application

It is important that the applicant discuss the proposal with appropriate City agencies, Zoning Administration staff, and area civic associations and residents prior to filing the application with the UDC. Applications should be emailed to the Urban Design Committee Secretary, Ray Roakes, at Raymond.roakes@rva.gov.

Background

The UDC is an 11 member committee created by City Council in 1968 whose purpose is to advise the City Planning Commission (CPC) on the design of projects on City property or right-of-way. The UDC provides advice of an aesthetic nature in connection with the performance of the duties of the Commission under Sections 17.05, 17.06, and 17.07 of the City Charter. The UDC also advises the Department of Public Works in regards to private encroachments in the public right-of-way.

last revised 01/04/2024



RICHMOND CONNECTS

Lighter, Quicker, Cheaper

PROJECT PURPOSE & BACKGROUND:

The purpose of the Lighter, Quicker, Cheaper Project at Brauers Ln. and Mechanicsville Turnpike is to enhance pedestrian safety, calm traffic, and create a more vibrant, community-focused streetscape. By utilizing temporary materials to create curb extensions, a bus boarding platform, and street murals, the City of Richmond Office of Equitable Transit and Mobility aims to reduce vehicle speeds, shorten crossing distances, improve transit reliability, and make public spaces more welcoming for residents. By incorporating community-driven art into the design, inspired by local MLK students and neighbors, the project aims to foster a sense of ownership and pride among local residents, celebrating the neighborhood’s identity while improving walkability and public space. This initiative also seeks to address long-standing infrastructure gaps and promote equity in transportation by prioritizing pedestrian safety and transit reliability in areas that have historically lacked investment. Through community collaboration, this project also strives to empower residents and ensure their voices are heard in shaping a safer, more vibrant neighborhood.

This project originated from community outreach done during Richmond Connects, where members of Communities of Concern identified this corridor as the highest level of need. Project ID 5B in Richmond Connects, “Mosby Street/ Mechanicsville Turnpike Pedestrian Safety Improvements” was developed and subsequently ranked 5/5, the highest possible public support score (only 3 projects out of the 47 included in the action plan ranked this highly). Additionally, the attached door han has been distributed to notify residents of upcoming work, and outreach has already begun to solicit art ideas from local MLK students.

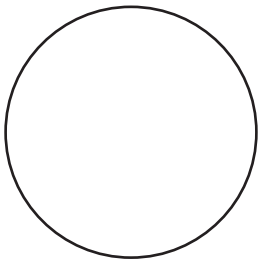
PRIORITIZE WHAT THE PEOPLE NEED - HIGH PRIORITY PROJECTS

5B: Mosby Street/ Mechanicsville Turnpike Pedestrian Safety Improvements Support Score: 5 Cost: Moderate (\$\$)

What is the need? Why is this project a priority to make transportation more equitable?	What should be done?	What are the first steps?
<p>Communities of Concern consistently said crossing the street feels unsafe on Mosby Street and Mechanicsville Turnpike. This was a top public comment in the East End.</p> <p>The data-based needs analysis identified Tier 1 equity-based pedestrian and safety/security needs here. This recommendation had the highest support from Communities of Concern and the general public in the survey of draft recommendations in the Fairfield area.</p> <p>This recommendation will improve infrastructure in previously redlined areas (EF1), slow traffic in areas with equity needs related to bike/pedestrian safety (EF6), and add green infrastructure in areas with disparate climate impacts (EF8, EF10). It is located in an area with densely populated Communities of Concern (EF9).</p>	<p>Various potential improvements may be considered at 11 intersections on Mosby Street/Mechanicsville Turnpike, including:</p> <ul style="list-style-type: none"> • High visibility crosswalks, • Crosswalk signage, • Curb extensions to shorten crossing distances and slow vehicle speeds, • Pedestrian median refuges, • Rectangular rapid flashing beacons, and • Curb ramp improvements. <p>Not all improvements will be installed at all 11 intersections.</p> <p>Improvements could also include:</p> <ul style="list-style-type: none"> • A raised crosswalk in front of the school entrance • Marking lane edge lines to visibly narrow road widths to slow vehicle speeds • Converting Mechanicsville Turnpike south of I-64 from 4 lanes to 2 lanes to slow vehicle speeds <p>These improvements will be vetted with the community to determine which improvements get implemented.</p>	<ol style="list-style-type: none"> 1. Identify benefits and drawbacks of potential improvements, including analysis of traffic impacts of potential roadway conversion, fire/EMS impacts of raised crosswalks or other vertical speed management features. 2. Share drawings of the options for improvements with the community and discuss the pros and cons. Work with the community to finalize the concept, and make sure the community supports it. 3. Develop engineering plans for improvements. 4. Identify and allocate funding. <p>LQC option: Crosswalk improvement</p>



This project is part of an effort to quickly meet the top needs of Richmonders as identified in Richmond Connects. To read the detailed plan, visit: www.rvaconnects.com



RICHMOND CONNECTS

LIGHTERQUICKERCHEAPER

We heard you! Safety improvements coming soon!

The Lighter Quicker Cheaper (LQC) program will be providing temporary safety solutions at several intersections along **Mosby Street** and **Mechanicsville Turnpike**.

Example Safety Improvements:

Painted curb extensions (designs TBD) with flexpost barriers

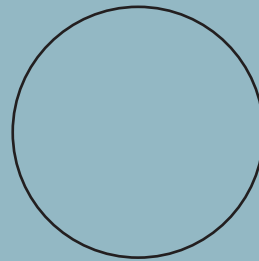
Pedestrian refuge island to help students cross the street more safely

Bus boarding platform

Similar example in Seattle

Questions or concerns? You can reach out to connects@rva.gov or 804-646-3513.

Visit rva.gov/public-works/lqc for more information or scan the QR code!



1 Curb extensions on corners of intersections on Mechanicsville Tpke

2 Curb extensions on corners of intersections on Mechanicsville Tpke and on north side of Redd St and T St

3 Martin Luther King Jr. Middle School

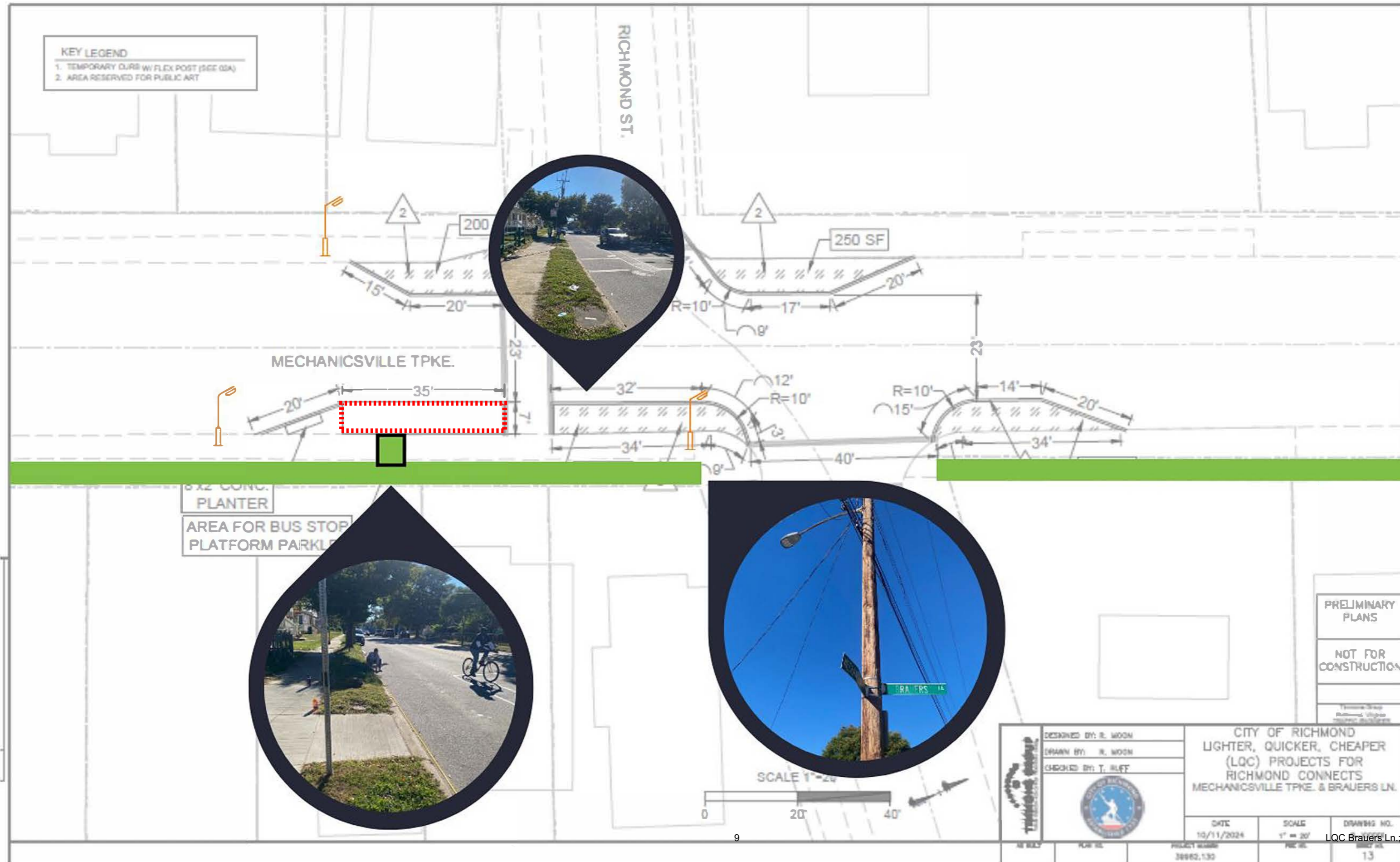
4 Curb extensions on side streets and pedestrian refuge islands on one side of intersection

5

0 100 Feet

LQC Brauers Ln.; UDC Submission Oct. 2024

Location of Existing Street Features



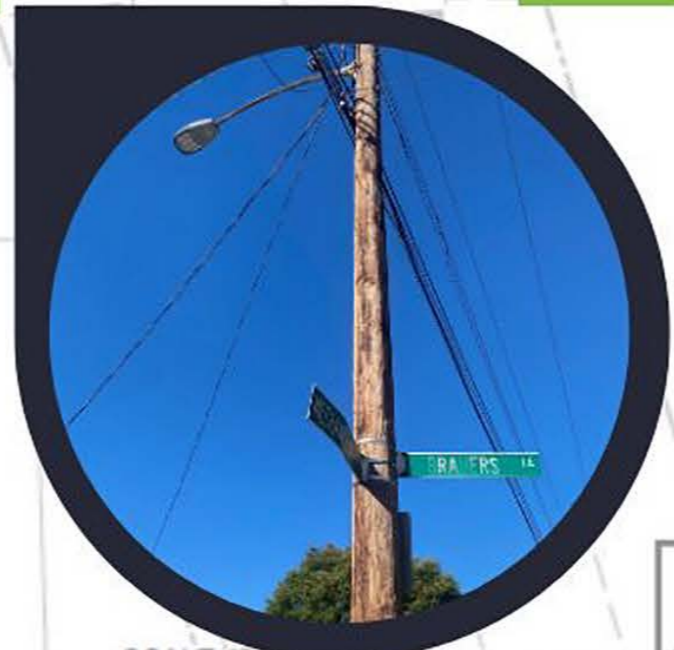
Streetlights



Sidewalks



Concrete pad,
for ADA
access



Vectorial[®]

10/28/2024

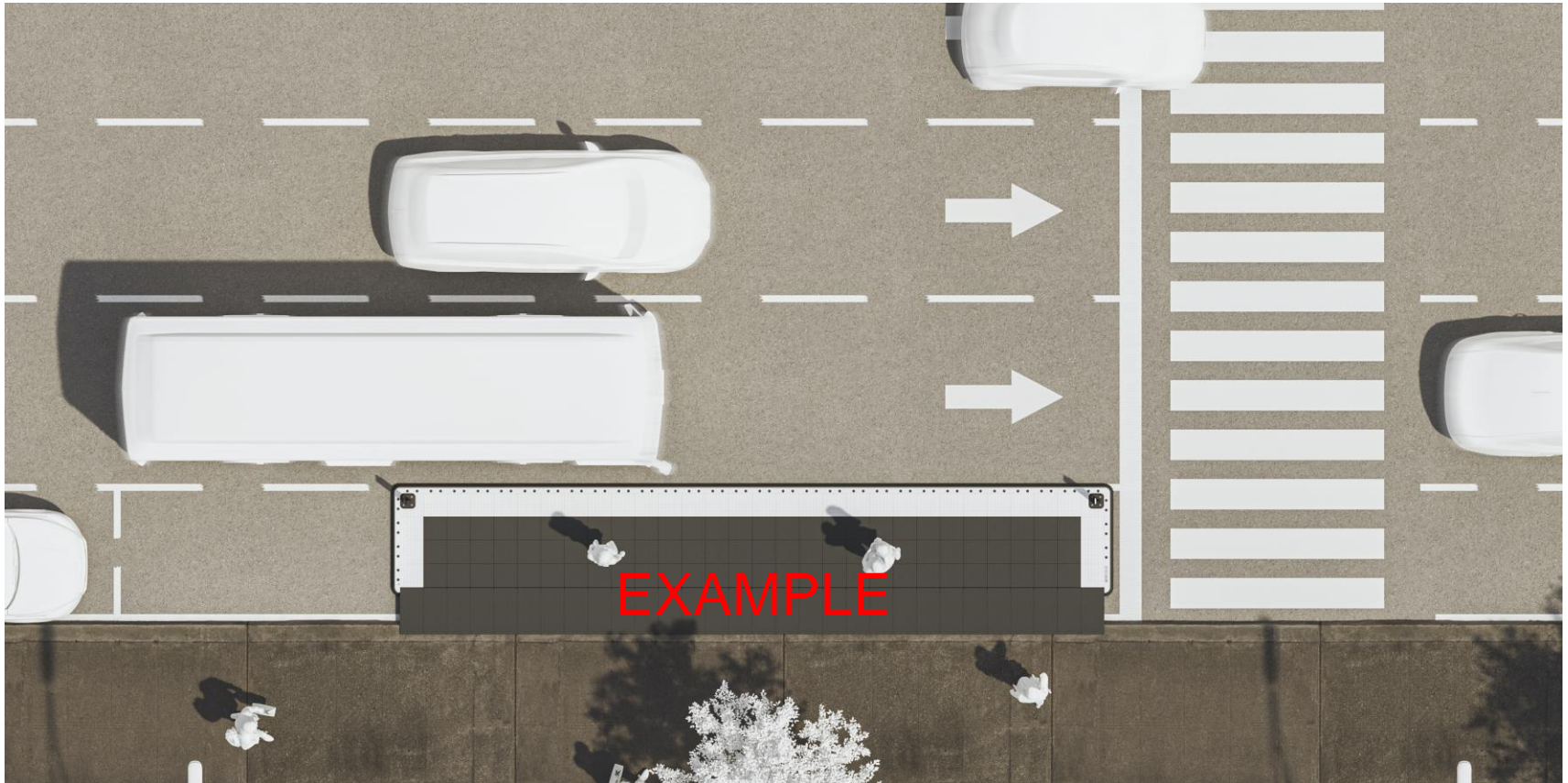
MECHANICSVILLE TPKE.

CITY OF RICHMOND, VIRGINIA.

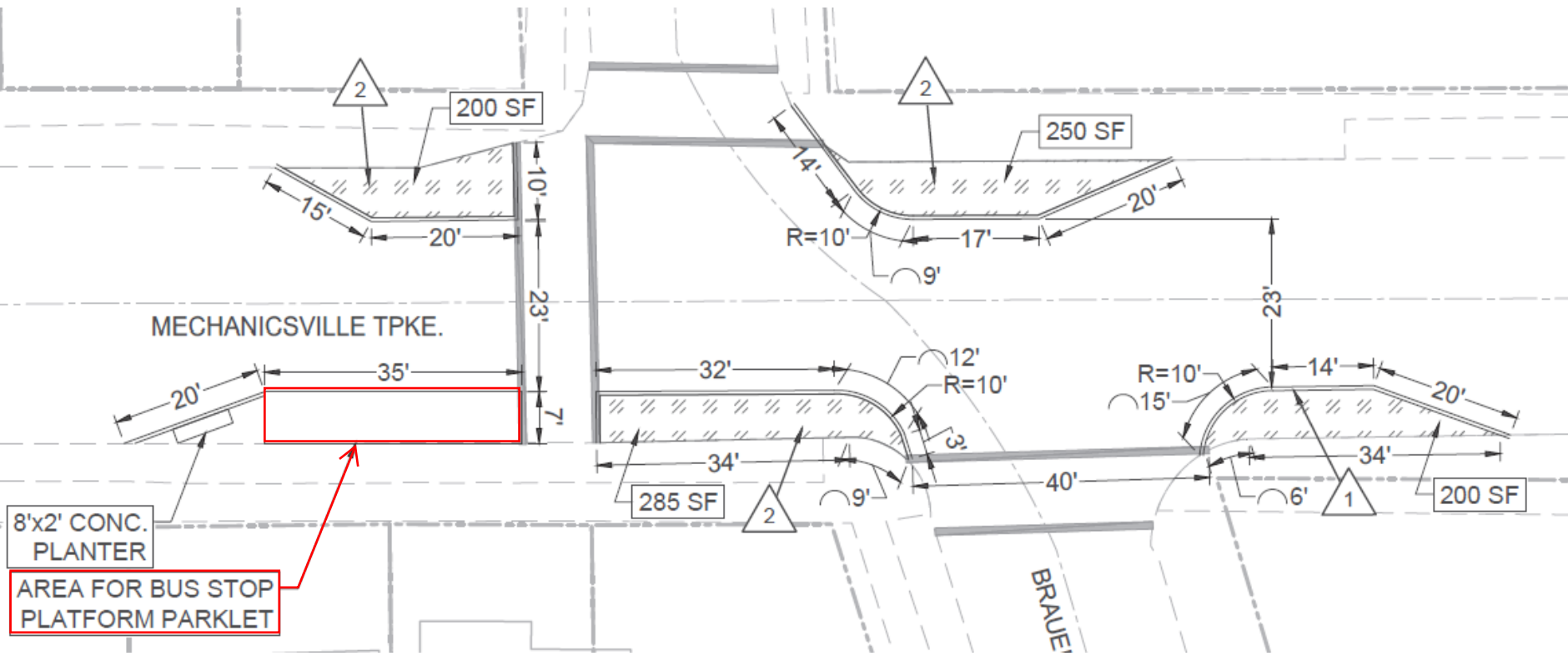
Vectorial® system configuration:

Platform as an extension of the sidewalk.

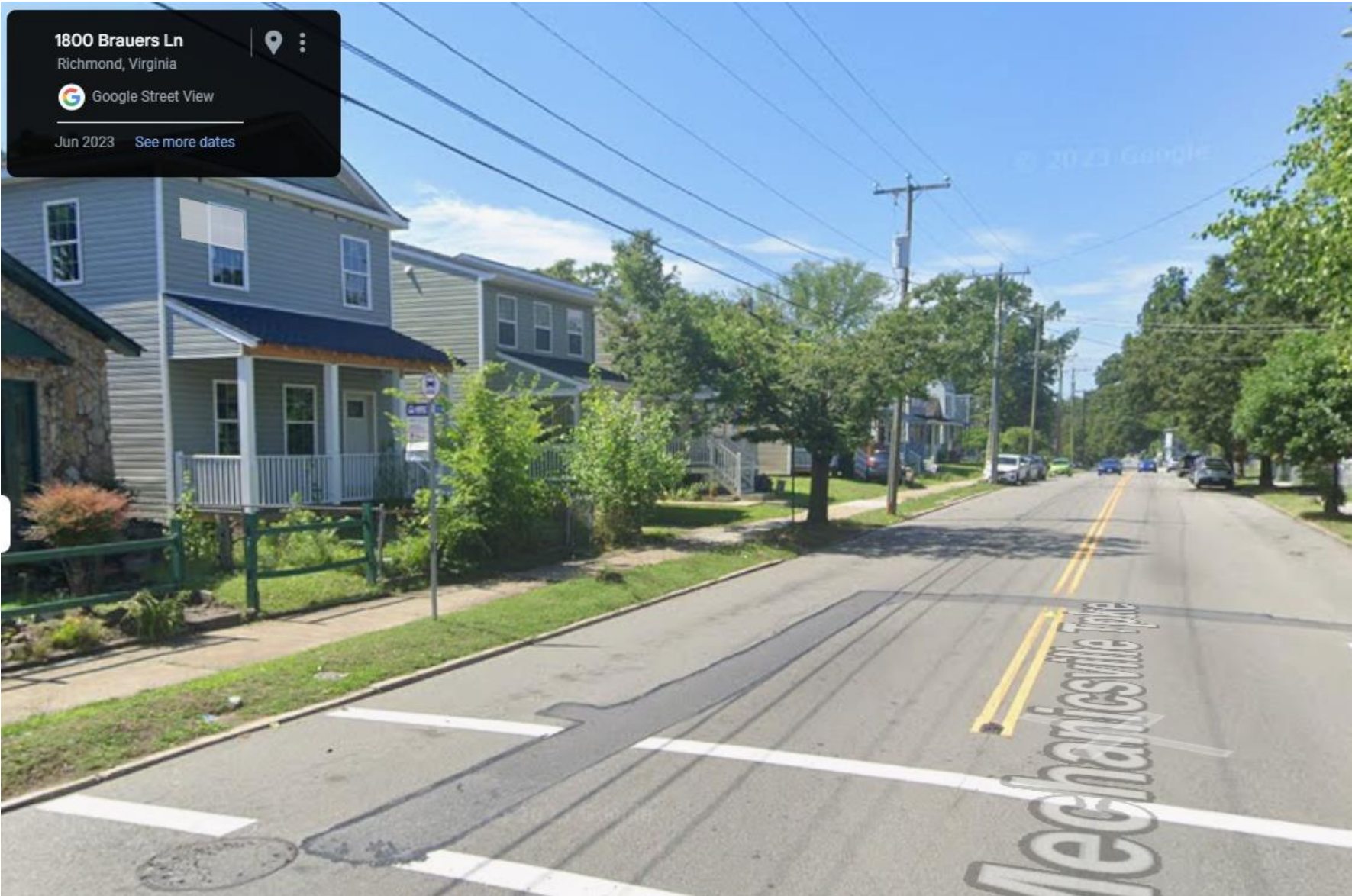
This is the recommended configuration when the site is connected to a sidewalk.



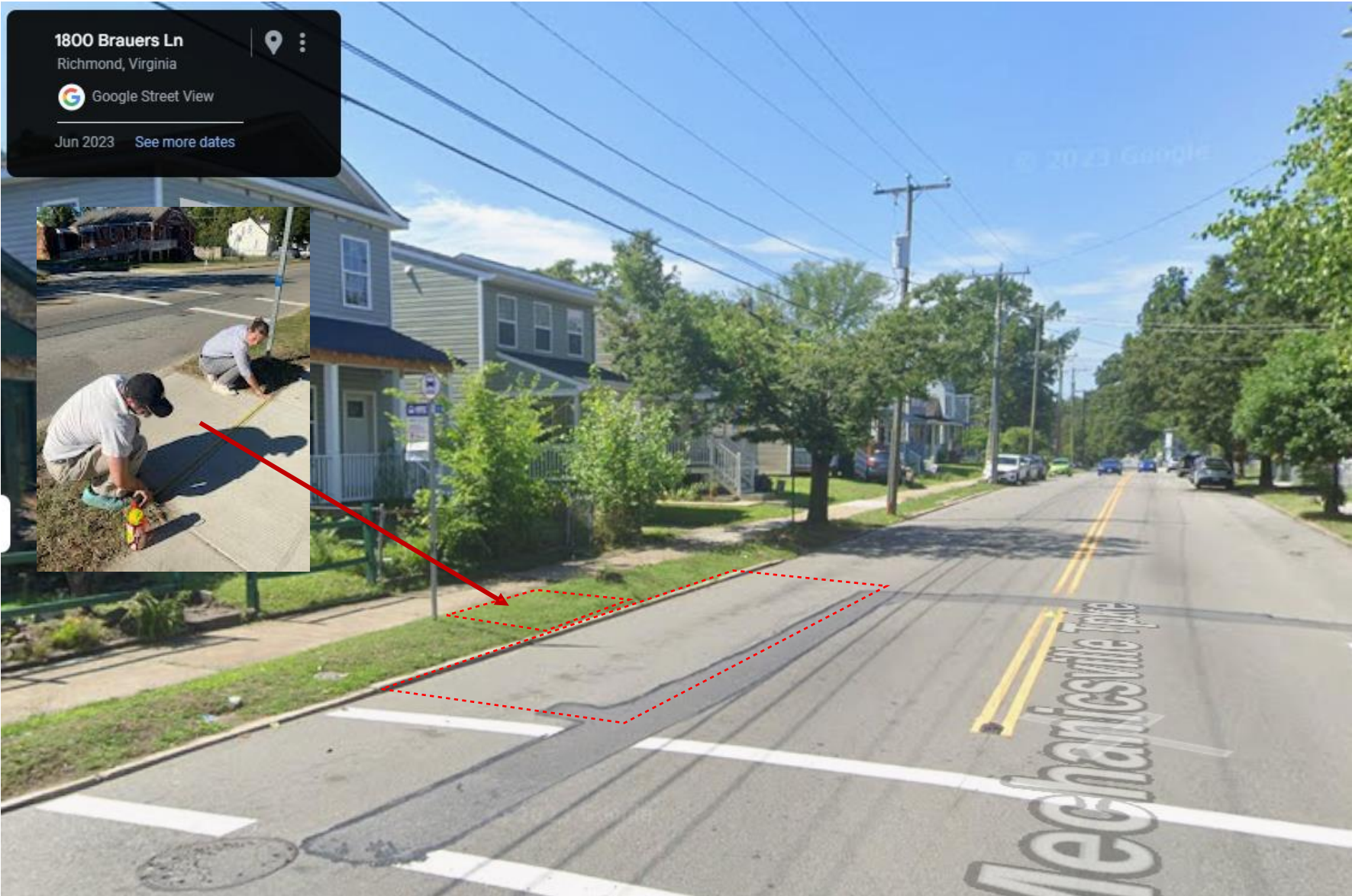
Plan



Current situation



Current situation



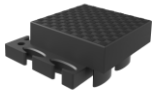
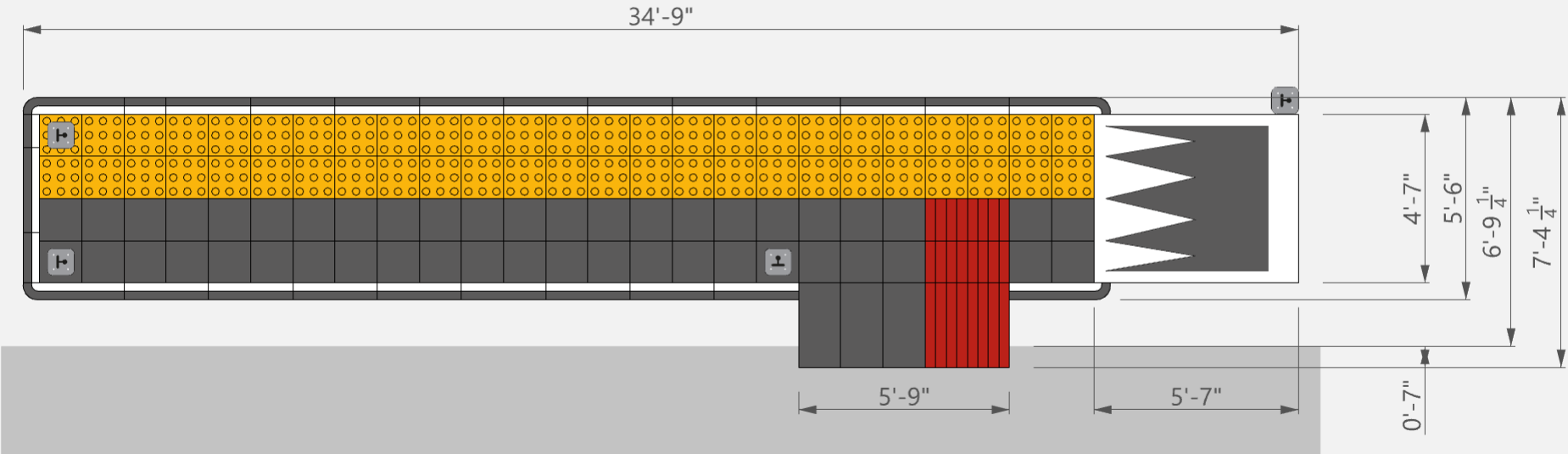
Piece count.

Vectorial® platform with island configuration.

D: 34'-9" x 5'-6" h: 5.5"

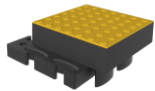
Comment:

The curb height must be verified onsite. The platform can accommodate a minimum height of 2 8/10" to respect a 8% slope.



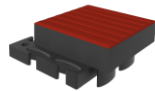
1.3.01.00.14

46 units



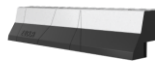
1.3.11.02.14

50 units



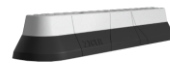
1.3.12.03.14

4 units



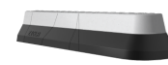
1.3.30.01.14

22 units



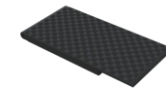
1.3.31.01.14

2 units



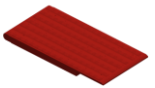
1.3.32.01.14

2 units



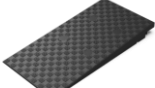
1.3.33.00

3 units



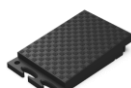
1.3.34.03

2 units



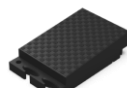
1.3.44.00

4 units



1.3.45.00

4 units

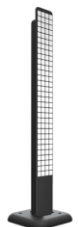


1.3.46.00

4 units



29 units



1.3.60.00

4 units

ZICLA®

Previous installations.

Here is an example of the selected design for the bus bulb in Washington, D.C. The design features a red directional surface oriented toward the bus door, along with yellow and white detectable warning surfaces along the platform edge.



Recent installations.

Here is an example of a platform connecting to a grass area, as seen in Fairfax, VA.



ZICLA®

Other Materials (OETM supplied)

Concrete Outdoor Planter w/Forklift
Knockouts, 96"Lx24"W x 30"H



Native Switchgrass for Planter



Vectorial[®]

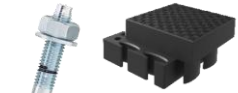
The Vectorial[®] system makes it possible to transform urban space quickly and improve accessibility at bus stops. It also makes it possible to resolve the conflict between bikes and bus stops and to build islands and refuges for pedestrians very quickly. It is formed by modules that fit together, making it possible to construct a range of different configurations.

- 1 It can easily be adapted to the available space.
- 2 It can be installed and removed quickly and easily.
- 3 It is competitively priced compared to permanent works and also compared to other prefabricated systems because projects can be carried out with minimal intervention on public roads.
- 4 Its modules are manufactured with recycled plastic, so its environmental footprint is minimal. It is an ecodesigned product.
- 5 It is highly resistant to bad weather, impacts and loads.
- 6 The surface is non-slip; it drains rainwater and both its texture and its color can be personalized.
- 7 It allows the installation of canopies, pole signs, bollards, traffic lights, benches, etc.
- 8 It has reflecting strips on the sides ensuring visibility day and night.

Anchor count.

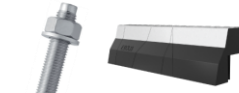
Vectorial® platform with island configuration.

D: 34'-9" x 5'-6" h: 5.5"



**Module
Anchor**

20 units
Wedge anchor
½" x 7"



**Curb
Anchor**

98 units
Anchor rod
½" x 8"



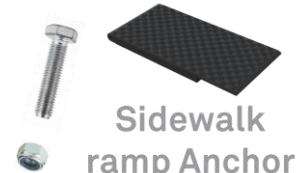
**Curb Anchor
Adhesive**

3 units
Epoxy resin
adhesive 16.91 oz



**Pointer over
Module Anchor**

16 units
FISCHER HM 8 x 54 SS
Washer DIN 9021 M8



**Sidewalk
ramp Anchor**

5 units
HEX Bolt M10 x 50
Self-lock nut M10



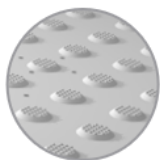
**Modular Road
Ramp Pieces**

24 units
Wedge anchor
½" x 7"

Accessibility for the city.

Tactile surfaces.

WARNING



Main module

Available colors

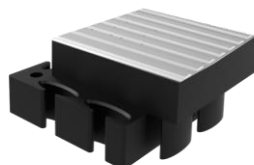
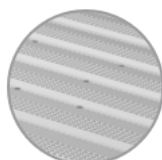


Main module with hinge

Available colors



DIRECTIONAL



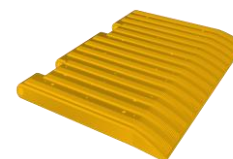
Main module

Available colors



Main module with hinge

Available colors



Ramp to the sidewalk

Available colors

