

INTRODUCED: September 11, 2017

A RESOLUTION No. 2017-R067

To request the Commonwealth Transportation Board to fund the expansion of the scope of the 1st Street and 2nd Street Buffered Bike Lanes project to include an option to design and construct the planned improvements on 3rd Street instead of, or in addition to, 1st and 2nd Street.

Patron – Mayor Stoney

Approved as to form and legality
by the City Attorney

PUBLIC HEARING: SEPT 25 2017 AT 6 P.M.

WHEREAS, by Resolution No. 2015-R56-62, adopted October 12, 2015, the City requested the Commonwealth Transportation Board to fund the 1st Street and 2nd Street Buffered Bike Lanes project to improve bicycle and pedestrian mobility on 1st Street and 2nd Street; and

WHEREAS, the City desires that the scope of this project be expanded to include the option to design and construct the planned improvements on 3rd Street instead of, or in addition to, 1st and 2nd Street; and

WHEREAS, in accordance with Commonwealth Transportation Board's construction allocation procedures, it is necessary that a request by City Council resolution be made for the Board to fund the expansion of scope of the 1st Street and 2nd Street Buffered Bike Lanes project

AYES: 9 NOES: 0 ABSTAIN: _____

ADOPTED: SEPT 25 2017 REJECTED: _____ STRICKEN: _____

to include this option to design and construct the planned improvements on 3rd Street instead of, or in addition to, 1st and 2nd Street;

NOW, THEREFORE,

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

That the City of Richmond, Virginia requests the Commonwealth Transportation Board to fund the expansion of the scope of the 1st Street and 2nd Street Buffered Bike Lanes project to include an option to design and construct the planned improvements on 3rd Street instead of, or in addition to, 1st and 2nd Street.

BE IT FURTHER RESOLVED:

That the City agrees to provide the required 20 percent local match in funds or in-kind contributions and to provide for future maintenance and upkeep of the completed project.



CITY OF RICHMOND
INTRACITY CORRESPONDENCE

Received

AUG 25 2017
4-6954
Office of the
Chief Administrative Officer

O&R REQUEST

DATE: August 25, 2017

RECEIVED
SEP 11 2017
OFFICE OF CITY ATTORNEY

TO: The Honorable Members of City Council

THROUGH: The Honorable Levar M. Stoney, Mayor [Signature]

THROUGH: Selena Cuffee-Glenn, Chief Administrative Officer [Signature]

THROUGH: Robert C. Steidel, Acting Deputy Chief Administrative Officer [Signature]

THROUGH: Bobby Vincent, Jr., Director of Public Works [Signature]

THROUGH: M. S. Khara, P.E., City Engineer [Signature]

THROUGH: Michael B. Sawyer, City Transportation Engineer [Signature]

FROM: Jakob C. Helmboldt, Pedestrian, Bicycle and Trails Coordinator [Signature]

RE: CITY COUNCIL RESOLUTION SUPPORTING A MODIFIED PROJECT SCOPE FOR THE TRANSPORTATION ALTERNATIVES (TA) PROGRAM-FUNDED 1ST STREET AND 2ND STREET BUFFERED BIKE LANE PROJECT TO INCLUDE 3RD STREET TO THE PROJECT ALTERNATIVES ANALYSIS AND THE SCOPE OF WORK OF THE PROJECT.

ORDINANCE OR RESOLUTION NO: _____

PURPOSE: To authorize the Chief Administrative Officer (CAO) or her designee, for and on behalf of the City of Richmond, to formally request that VDOT approve an expanded project scope for buffered bike lanes on 1st Street and 2nd Street, funded via the federal TA Program, to include 3rd Street from Duval Street to E. Byrd Street in the alternatives analysis and development of design alternatives.

REASON: In accordance with the Commonwealth Transportation Board (CTB) construction allocation procedures, it is required that a supporting resolution and a City Council public hearing of the resolution be held for the expanded scope of work of the project.

RECOMMENDATION: The Department of Public Works recommends approval.

BACKGROUND: The federal transportation legislation, Moving Ahead for Progress in the 21st Century (MAP-21) includes the Transportation Alternatives (TA) Program. The TA Program provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and safe routes to school projects. All projects are reviewed by the State and approved by the CTB. This funding program mandates 20% in matching funds to be supplied by the applicant.

The 1st and 2nd Street buffered bike lanes were recommended as a part the City's Strategic Multi-modal Transportation Plan and the subsequent Bike Master Plan (BMP). The BMP included this project in the first-phase priorities for implementation.

Buffered bike lanes improve bicyclist mobility and safety while providing a dedicated bikeway that greatly increase the level of comfort for bicyclists seeking a north/south route into and through downtown. 1st and 2nd Streets are one-way streets for most of their length in this project and function as a one way couplet (pair) except for the last few blocks south of Main Street. 3rd Street is a two-way street north of Broad Street, and a one-way street between Broad Street and Byrd Street which offers both opportunities and challenges to implementing a dedicated bikeway. The expanded scope, to include 3rd Street, will ensure that multiple design concepts can be developed and a final design selected, while working with the community, which minimizes impacts to the community. Buffered bike lanes would be created by reallocating excess roadway capacity on one or more of the streets.

The buffered bike lane project will improve bicycle mobility and safety along 12 blocks of this corridor, connecting to the existing bike lanes that commence at Spring Street and the Virginia War Memorial. The bike lanes will also provide a future connection across I-95 via 1st Street and/or 5th Street, depending upon the final design. This would result in two lane miles of separated northbound and southbound buffered bicycle lanes that will also intersect with the Franklin Street Cycletrack slated for construction this summer. By utilizing a buffer the lanes provide bicyclists with a low-stress environment which mitigates the conditions that often dissuade people from bicycling; heavy traffic and high vehicle speeds. These types of bikeways have been shown to induce greater bicycle use and increase bicycle mode share by creating facilities that address common safety issues and perceptions of safety that average citizens tend to identify as preventing them from bicycling, or bicycling more often.

The project's link to the existing bike lanes on 2nd Street which terminate at Spring Street will provide continued bike mobility to, and across, the Lee Bridge, a critical river crossing, as well as to the Oregon Hill neighborhood. The northern terminus of the project at I-95 will provide improved bike access into northside communities such as Battery Park and Highland Park. Because intersection treatments are a crucial element of a successfully designed buffered bike lane, and because this will reduce the number of motor vehicle lanes to cross, this project will also provide opportunities to enhance the pedestrian environment with improved crossings at key locations.

The total project cost is estimated at \$300,000. The amount of \$240,000 has been awarded under the TA Program and appropriated in FY18 CIP budget. The TA funds require 20% matching funds in the amount of \$60,000 which is budgeted in FY18 CIP budget.

FISCAL IMPACT/COST TO CITY: \$60,000. The City's share of 20% of the total project cost, currently estimated at \$60,000 is budgeted in FY18 CIP budget.

FISCAL IMPLICATION: Not adopting this resolution will not allow the project scope to be amended to include 3rd Street in the design alternatives and may jeopardize Federal Transportation Alternatives funded project.

BUDGET AMENDMENT NECESSARY: No.

REVENUE TO CITY: \$240,000 in federal Transportation Alternative Funds appropriated in FY18 CIP budget.

DESIRED EFFECTIVE DATE: Upon adoption.

REQUESTED INTRODUCTION DATE: September 11, 2017

CITY COUNCIL PUBLIC HEARING DATE: September 25, 2017

REQUESTED AGENDA: Consent Agenda

RECOMMENDED COUNCIL COMMITTEE: Land Use, Housing and Transportation Standing Committee (LUHTSC) September 19, 2017

CONSIDERATION BY OTHER GOVERNMENTAL ENTITIES: None

AFFECTED AGENCIES: Department of Public Works; Law Department; Planning and Development; Finance Department; Budget and Strategic Planning; Copies also sent to: City Mayor (Levar M. Stoney); Chief Administrative Officer (Selena Cuffee-Glenn); Acting Deputy Chief Administrative Officer.

RELATIONSHIP TO EXISTING ORD. OR RES.: Res. No. 2015-R56-62

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

ATTACHMENTS:

STAFF: Jakob C. Helmboldt, Pedestrian, Bicycle and Trails Coordinator, (646-7141)
Michael B. Sawyer, City Transportation Engineer, (646-3435)
M. S. Khara, City Engineer, (646-5413)

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