

INTRODUCED: September 17, 2015

A RESOLUTION No. 2015-R55-59

To request the Commonwealth Transportation Board to fund the Church Hill / 29th Street Bike-Walk Boulevard project to improve bicycle and pedestrian mobility on 29th Street.

Patron – Mayor Jones

Approved as to form and legality
by the City Attorney

PUBLIC HEARING: SEPT 28 2015 AT 6 P.M.

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 Church Hill / 29th Street Bike-Walk Boulevard project to improve bicycle and pedestrian mobility on 29th 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 Church Hill / 29th Street Bike-Walk Boulevard project to improve bicycle and pedestrian mobility on 29th Street.

AYES: 7 NOES: 0 ABSTAIN: _____

ADOPTED: SEPT 28 2015 REJECTED: _____ STRICKEN: _____

BE IT FURTHER RESOLVED:

That the City of Richmond, Virginia hereby agrees to pay its share of the total cost for planning and design, right of way and construction of this project in accordance with section 33.1-44 of the Code of Virginia (1950), as amended, and that, if the City subsequently elects to cancel this project, the City hereby agrees to reimburse the Commonwealth Transportation Board for the total amount of the costs expended by the Board through the date the Board is notified of such cancellation.

AUG 19 2015

Chief Administration Office
City of Richmond



CITY OF RICHMOND

INTRACITY CORRESPONDENCE

RECEIVED

O&R REQUEST AUG 20 2015

OFFICE OF CITY ATTORNEY

DATE: August 12, 2015 **EDITION:** 1

TO: The Honorable Members of City Council

THROUGH: The Honorable Dwight C. Jones, Mayor *DW*

THROUGH: Selena Cuffee-Glenn, Chief Administrative Officer *SCG*

THROUGH: Christopher L. Beschler, Deputy Chief Administrative Officer *CB*

THROUGH: Dr. Emmanuel Adediran, Director of Public Works *EAD*

THROUGH: M. S. Khara, P.E., City Engineer *MSK*

THROUGH: Michael B. Sawyer, City Transportation Engineer *MS*

FROM: Jakob C. Helmboldt, Pedestrian, Bicycle and Trails Coordinator *JCH*

RE: **APPLICATION TO THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) REQUESTING PROJECT FUNDING FROM THE FY 2017 TRANSPORTATION ALTERNATIVES PROGRAM FOR THE CHURCH HILL / 29TH STREET BIKE – WALK BLVD.**

ORDINANCE OR RESOLUTION 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 the Church Hill / 29th Street Bike – Walk Blvd project via the federal Transportation Alternatives (TA) Program.

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 application to be considered for awarding of TA funds.

RECOMMENDATION: The Department of Public Works recommends approval.

BACKGROUND: The federal transportation legislation, Moving Ahead for Progress in the 21st Century (MAP-21) replaced the Transportation Enhancement (TE) Program with 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 intent of this project is to create a bike-walk boulevard which is a local street that has been modified to function as a through street for bicyclists and pedestrians while discouraging through automobile travel. Local access for motorists is maintained while discouraging use as a cut-through route, and traffic calming ensures safety and ease of travel for bicyclists and pedestrians. Measures such as chokers/bulb-outs, mini traffic circles, and traffic diverters are used in conjunction with signage and pavement markings (sharrows, enhanced crosswalks) to achieve this. While some amenities will be added to enhance the corridor, this is not intended to be a streetscape project.

The Church Hill / 29th Street Bike – Walk Blvd project will improve bicycle and pedestrian mobility and safety along the entire length of N. 29th Street through the entire Church Hill community and neighborhoods to the north. The project limits are from Libby Hill Park at the south, and N. 25th Street to the north, site of the Fairfield Court public housing complex and Armstrong High School, which also has a bicycle skills park on its campus. This results in a project that extends 29 blocks (2 miles) and will provide a bike corridor that provides access to many destinations while also tying into the developing bike infrastructure network, such as the Virginia Capital Trail which the terminus of this project overlooks at Libby Hill Terrace. This project was identified as a needed connection in the east end of the City. The grid street network does not lend itself to adding separate bike infrastructure due to street widths, however the plan recognized the need for a safe and efficient corridor that enabled and enhanced bike transportation and access. The project corridor also crosses a collector and a minor arterial, both of which are unsignalized and will require enhanced crossings.

The project will serve residents of the surrounding neighborhoods, including the greater Church Hill area as well as public housing in Creighton Court. The project spans an area that has seen considerable gentrification and redevelopment, as well as communities that are still greatly underserved. The northern portion of the project serves an area of east Richmond which has higher poverty rates and greater reliance on transit and non-motorized transportation options. The project corridor includes three elementary schools, a middle school, and a high school which also is home to the City's only bicycle racing team and a bike-related youth development initiative (Armstrong High School and the Richmond Cycling Corps). This corridor also provides access to four City parks and playgrounds.

Walking and bicycling traffic provides access to the rapidly increasing number of service destinations along the corridor such as restaurants and small business. The improvements will also include installing enhanced crosswalks, pavement markings, ADA-compliant wheelchair ramps, and traffic calming measures that will reduce the speed of traffic along the corridor, while also

reducing use of 29th Street as a cut-through route and for commuter traffic. Due to the nature of this project it can be implemented in a phased approach. The City has already installed some physical traffic calming measures along this corridor, and this project will be able to leverage those existing features to create a continuous corridor throughout the community.

The total project cost is estimated at \$650,000. The amount of \$520,000 is being requested under the TA Program. The TA Funds require 20% matching funds. If federal funding for this project is received, then the City will need to budget the matching fund in the amount of \$130,000 through the CIP budget. The City will need to fund this via upcoming CIP budgets upon federal grant approval.

The TA application process requires a Council Public Hearing of the Resolution to be held and submitted to VDOT prior to November 1, 2015, the application deadline.

FISCAL IMPACT/COST TO CITY: If federal funding for this project is received, the City's share will be 20% of the total project cost in the amount of \$130,000. The City will need to fund this via upcoming CIP budgets upon federal grant approval.

FISCAL IMPLICATION: Not adopting this resolution will not allow the project to compete for the Federal Transportation Alternatives funds.

BUDGET AMENDMENT NECESSARY: No.

REVENUE TO CITY: \$520,000 in Transportation Alternative Funds

DESIRED EFFECTIVE DATE: Upon adoption.

REQUESTED INTRODUCTION DATE: September 14, 2015

CITY COUNCIL PUBLIC HEARING DATE: September 28, 2015

REQUESTED AGENDA: Consent Agenda

RECOMMENDED COUNCIL COMMITTEE: Land Use, Housing and Transportation Standing Committee (LUHTSC) on September 22, 2015

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 (Dwight C. Jones); Chief Administrative Officer (Selena Cuffee-Glenn); and Deputy Chief Administrative Officer (Christopher L. Beschler).

RELATIONSHIP TO EXISTING ORD. OR RES.: None

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

ATTACHMENTS: None

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)