

INTRODUCED: September 14, 2015

A RESOLUTION No. 2015-R51-57

To request the Commonwealth Transportation Board to establish the Maymont Neighborhood Sidewalks project to fund new sidewalks in the city's Maymont neighborhood.

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 establish the Maymont Neighborhood Sidewalks project to fund new sidewalks in the city's Maymont neighborhood;

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 establish and program the Maymont Neighborhood Sidewalks project to fund new sidewalks in the city's Maymont neighborhood.

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.



CITY OF RICHMOND
INTRACITY CORRESPONDENCE

4-3998
O & R REQUEST

AUG 19 2015

Chief Administration Office
City of Richmond

RECEIVED

AUG 20 2015

O&R REQUEST

OFFICE OF CITY ATTORNEY

DATE: August 17, 2015 EDITION: 1
TO: The Honorable Members of City Council
THROUGH: The Honorable Dwight C. Jones, Mayor
THROUGH: Selena Cuffee-Glenn, Chief Administrative Officer
THROUGH: Christopher L. Beschler, Deputy Chief Administrative Officer
THROUGH: Dr. Emmanuel Adediran, Director of Public Works
THROUGH: M. S. Khara, P.E., City Engineer
FROM: Lamont L. Benjamin, P. E., Capital Projects Administrator

RE: APPLICATION TO THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) REQUESTING PROJECT FUNDING FROM THE FY 2017 TRANSPORTATION ALTERNATIVES (TA) PROGRAM FOR A MAYMONT NEIGHBORHOOD SIDEWALKS PROJECT.

ORDINANCE OR RESOLUTION NO: _____

PURPOSE: To authorize the Chief Administrative Officer (CAO) or his designee, for and on behalf of the City of Richmond, to formally request funding from VDOT for a Maymont Neighborhood Sidewalks project via the federal 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 new federal transportation legislation, Moving Ahead for Progress in the 21st Century (MAP-21) is a two year transportation bill beginning with federal fiscal year 2015 allocations through 2016. The Transportation Alternatives (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.

The Richmond Area MPO is one of four Transportation Management Area (TMA) MPOs in Virginia which will receive a direct apportionment for the selection and funding of TA 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 Maymont Neighborhood has a high level of pedestrian traffic that travels to destinations such as Maymont Park, Texas Beach, and GRTC transit stops. Numerous streets located throughout the Maymont neighborhood do not have sidewalks and ADA-compliant curb ramps. This application will fund new sidewalks along Pennsylvania Avenue (from Hampton Street to Southhampton Ave.), New York Avenue (from Hampton Street to Southhampton Ave.), Colorado Avenue (from Carter St. to alley entrance), Nevada Avenue (from Hampton Street to South Meadow St.), Dakota Avenue (from Hampton St. to South Meadow St.), and South Meadow Street (from New York Ave. to Dakota Ave.).

The Maymont neighborhood, located immediately to the east of Maymont Park, and southeast of Byrd Park, is a densely developed older community. The neighborhood is also the site of North Bank Park, located at the southeast corner of the neighborhood, which is one of the busiest access points to the James River Park System, Texas Beach, and is a trailhead for the main loop of walking and biking trails (Buttermilk Trail and North Bank Trail). 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 16 GRTC transit stops, with on/off counts as high as 200 riders per day. As a result the community has a great deal of pedestrian activity, however the community was developed with very few sidewalks.

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. These events often take place during evening hours, resulting in large numbers of pedestrians walking in the streets which have very little pedestrian scale lighting, creating a hazardous situation.

The City has been adding sidewalk in the community and is also planning modifications to the stop-controlled intersections in order to slow traffic and reduce the potential for higher-speed cut-through traffic. However in order to create a safe and accessible pedestrian environment sidewalks need to be added to many more street segments throughout the neighborhood. In order to be cost-effective the City has prioritized sidewalks that provide access along several key north/south and east/west streets to maximize access to transit stops, the parks, and nearby schools.

The total project cost is estimated at \$800,000. The amount of \$640,000 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 provide matching fund in the amount of \$160,000 through the upcoming CIP budget.

The TA application 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: 160,000. If federal funding for this project is received, the City's share will be 20% of the total project cost in the amount of \$160,000. 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: None.

REVENUE TO CITY: \$640,000 in federal Transportation Alternative Funds if project is approved by VDOT.

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) 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; Deputy Chief Administrative Officer (Christopher L. Beschler); and City Attorney (2).

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: Lamont L. Benjamin, P. E., Capital Projects Administrator, (646-6339)
M. S. Khara, City Engineer, (646-5413)