

List of FY25 / FY 26 Candidate Applications for Transportation Alternative (TA) Program 05/24/23								
	Project	Estimated Total Project Cost	Requesting federal Funds	percentage of funds requested	Proposed CVTA Local Match	Required City match (20%)	Project Scope	Fiscal Year
FY25 Projects								
	A Patterson Ave Bike Lanes (Commonwealth to Willow Lawn)	\$697,260	\$557,808	80%	\$0	\$139,452	This project will extend the recently completed 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 Ave.	FY25
	B Rte. 1 (Chamberlayne/Richmond Hwy) PHBs	\$1,301,963	\$1,000,000	76.80%	\$51,963	\$250,000	This project provides for the installation of pedestrian hybrid beacons (PHB) on US Route 1 at two different locations (Dinwiddie Avenue, and Westminster Avenue). This will provide a place for people of all ages and abilities to safely cross the street on high-volume corridors where the nearest traffic signal is over 1000' away. The scope will include installation of the PHBs signals, high visibility crosswalks, and ADA-accessible wheelchair ramps. Both corridors see significant pedestrian use, as Westminster Ave is only one block from Thomas Henderson Middle School and John Marshall High school, and both corridors have frequent and highly-utilized transit service along Route 1.	FY25
	C Downtown Core Protected Bike Lanes	\$1,518,648	\$1,000,000	65.84%	\$268,648	\$250,000	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 "cycletrack" bike lanes on 1st Street, 2nd Street, 3rd Street, Franklin Street, and Byrd 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. As the limits of this project include VDOT's proposed alignment of the Fall Line Trail, this project will serve to upgrade the bike lanes to provide physical separation from vehicle traffic through Richmon's central business district, as envisioned in VDOT's study for the Fall Line Trail. Separation will consist of a combination of concrete islands and permanent planter boxes as a buffer to replace many of the existing flex-posts to reduce bike/vehicle conflicts and the potential for vehicle encroachments into the bike lanes.	FY 25
	D Carnation Street side walk project Phase (II)	\$929,233	\$743,386	80%	\$0	\$185,847	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 contiguous 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. pedestrian friendly, viable, and safe. 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 contiguous pedestrian path from Midlothian Turnpike to Janke Road.	FY 25
	E Gillies Creek Greenway Ph. IV to Richmond Rd	\$1,305,000	\$1,000,000	76.60%	\$55,000	\$250,000	Phase IV of the Greenway will construction shared-use path along Jenie Scher Road from the intersection of Stony Run Road to E. Richmond Road, adding about 0.45 miles of dedicated bike and pedestrian infrastructure of the existing greenway (currently in final design). The project will include a dedicate bridge structure over the Gillies Creek spillway which is currently traversed by a two-lane roadway bridge on Jennie Scher Road. Thenorthern 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. The southern terminal of this phase of the Greenway provide improved multi-modal 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.	FY 25
	F Scott's Addition Greenway	\$1,932,300	\$1,000,000	51.75%	\$682,300	\$250,000	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.	FY 25
	Total Projects for FY 25	\$7,684,404	\$5,301,194	68.98%	\$1,057,911	\$1,325,299		

	FY26 Projects							
					\$206,297		<p>This project will install RRFBs, high-visibility crosswalks, ADA-accessible curb ramps, and channelizing islands on Forest Hill Ave at the intersection of Taylor Ave to improve pedestrian safety. This project will also install curb extensions and RRFBs on Forest Hill Ave between Westover Hills Blvd and 48th Street to provide shorter pedestrian crossing distance and an improved unsignalized crossing of Forest Hill Ave. 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 Ave. 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 Blvd and to reconnect the adjacent neighborhoods of Westover Hills and Forest Hill Terrace that is split by the high-speed high-injury street.</p>	
	H Forest Hill Ave Crossing Imp	\$1,456,297	\$1,000,000	68.70%		\$250,000		FY 26
	I Maymont Area Sidewalk Phase III	\$900,000	\$720,000		\$0	\$180,000	<p>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 boardings and alightings 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 work completed by the City. All 3 streets located within the project area are 2-lane undivided roadways functionally classified as Urban Local Roads with a 25 MPH posted speed limit. The existing roadway typical section is a curb and gutter configuration. Phase III will consist of new sidewalks on New York Ave. (from Hampton Street to Southampton Ave), Nevada Ave (from Hampton St to Greenville Ave), and Dakota Ave (from Hampton St to Alley before Texas Ave).</p>	FY 26
	J Cary Street Sidewalk Improvement	\$586,780	\$469,424	80%	\$0	\$117,356	<p>This project will install dedicated pedestrian infrastruccion along Cary Street at the intersection of Three Chopt Road where existing pedestrian infrastrucre 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 sidwealk 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.</p>	FY 26
	K Patterson at Libbie Streetscape	\$1,960,160	\$1,000,000	52%	\$710,160	\$250,000	<p>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 Cary Street 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.</p>	FY 26
	Total Projects for FY 26	\$4,903,237	\$3,189,424		\$916,457	\$797,356		
	Total for both FY 25 FY 26	\$12,587,641	\$8,490,618		\$1,974,368	\$2,122,655		