

INTRODUCED: September 17, 2015

A RESOLUTION No. 2015-R56-62

To request 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.

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 1st Street and 2nd Street Buffered Bike Lanes project to improve bicycle and pedestrian mobility on 1st Street 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 1st Street and 2nd Street Buffered Bike Lanes project to improve bicycle and pedestrian mobility on 1st Street and 2nd Street.

AYES: 9 NOES: 0 ABSTAIN: _____

ADOPTED: OCT 12 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

4-3996
O & R REQUEST

AUG 19 2015

Chief Administration Office
City of Richmond

O&R REQUEST

DATE: August 12, 2015

RECEIVED

TO: The Honorable Members of City Council

AUG 20 2015

THROUGH: The Honorable Dwight C. Jones, Mayor

OFFICE OF CITY ATTORNEY

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

THROUGH: Michael B. Sawyer, City Transportation Engineer

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

RE: APPLICATION TO THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) REQUESTING PROJECT FUNDING FROM THE FY 2017 TRANSPORTATION ALTERNATIVES (TA) PROGRAM FOR BUFFERED BIKE LANES ON 1ST STREET AND 2ND STREET IN DOWNTOWN RICHMOND.

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

The buffered bike lanes will improve bicyclist mobility and safety while providing a dedicated bikeway that will 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 the length of this project and function as a one way couplet (pair). Buffered bike lanes would be created by reallocating excess roadway capacity on this pair of one-way streets, and by continuing the bike lanes along the two-way segment of 2nd Street that crosses over the Downtown Expressway.

The buffered bike lane project will improve bicycle mobility and safety along 12 blocks of 1st Street and 2nd Street, from Spring Street at the Virginia War Memorial, where it will connect to the existing bike lanes, to the I-95 overpass at Duval Street. A one mile bike lane along both 1st Street and 2nd Street will provide a separated northbound and southbound buffered bicycle lane in each direction. 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 southern terminus of the project will link to the existing bike lanes on 2nd Street which terminate at Spring Street, providing continued bike mobility to, and across, the Lee Bridge, a critical river crossing, as well as to the Oregon Hill neighborhood. The bridge and the neighborhood were both recently connected via bike lanes and buffered bike lanes constructed under the City's CIP Program. The northern terminus of the project will be at Duval Street at the I-95 overpass providing 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 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 \$60,000 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, 2014, the application deadline.

FISCAL IMPACT/COST TO CITY: \$60,000. If federal funding for this project is received, the City's share will be 20% of the total project cost. 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: \$240,000 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 (Selena Cuffee-Glenn); 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: 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)