



**Hull Street Streetscape
UPC 111703
Public Engagement Comment Responses
May 27th, 2022**

Below are responses to questions or comments received on or before the comment period ending on May 12th, 2022.

Project Schedule & Budget

1. Why will this take until 2025 to implement? Manchester has been waiting several years already.

Response: The project schedule is limited by state-funding requirements.

2. I would like to see alternate plans to accelerate plans for Hull Street given the explosive growth. I also want to know how the construction will be as least disruptive to foot traffic as possible, constructing overhangs rather than closing sidewalks.

Response: The project budget and schedule are limited by state funding. During construction, the contractor will be required to maintain a pedestrian route on at least one side of Hull Street at all times and provide an accessible crossing when sidewalks are closed. The contractor will also be limited to a number of blocks that can be under construction at a given time, to reduce impacts to pedestrian routes.

3. Why does this project start in Fall 2025? That is three years from now. Can it start in phases any sooner

Response: This project schedule is limited by state funding requirements. Introducing the project in phases would also result in increased construction costs that is not within the project budget.

4. This seems like high cost to replace sidewalks which are already fine. Also why are we not asking the developers to do this as part of the redevelopment? Seems like this could have been done with the development and building of the area by the actual people building these apartments and food halls. I do support this I just worry about the cost.

Response: In many locations throughout the corridor, the City is working with developers to construct the streetscape along their frontage which has reduced the scope and cost of the project. In addition to replacing sidewalks, the project cost includes a new signal at 5th Street, benches, trash cans, bike racks, trees, and ornamental lighting throughout the corridor. A large portion of this project is supported through state funding to help with costs.

5. When will the stop light be completed? Hoping this is a priority as it is currently extremely dangerous crossing Hull Street at 5th.

Response: The project's anticipated completion date is 2026.

Traffic

6. Need the hawk pedestrian crossing system at 7th, 4th, and 2nd. The county commuters need to slow down when speeding through our neighborhood. Timing of lights is not dependable and has not done anything to date to slow these cars through our increasingly pedestrian neighborhood.

Response: Existing signal-controlled pedestrian crossings at 7th Street and 2nd Street are proposed to be improved with accessible curb ramps, high visibility crosswalks, and pedestrian countdown signal heads.

In order to provide a safe, signalized crossing approximately half-way between the existing controlled crossings, the project includes a new traffic signal at Hull Street and 5th Street to provide a sufficient gap in traffic to cross the road. Signal timings will be optimized.

7. The city may want to consider additional traffic lights on the lower part of Hull St at the intersection of 7th St and at the intersection where the new Hatch Food Hall is located. There are more people attempting to cross the street there. Also, we would strongly urge moving up the timeline for this project. Fall of 2025 is a long way away and this area is grave need of improvement.

Response: Existing signal-controlled pedestrian crossings at 7th Street will remain functional. The project includes a new traffic signal at Hull Street and 5th Street approximately half-way between the existing signalized crossings. This intersection would also provide safe access for residents and visitors exiting new developments.

8. Currently, it is difficult to turn left onto Hull St. using the 2nd Street light because traffic coming from Mayo Bridge routinely runs the light. Please adjust the timing to allow cars and pedestrians to safely cross/turn onto Hull St.

Response: The project includes a new pedestrian crosswalk with countdown signal heads at Hull Street and 2nd Street. Signal phasing and timing improvements at Hull Street and 2nd Street are included in the project to reduce red light running and improve operations for both vehicles and pedestrians. All signalized intersections within the Hull Street Streetscape project limits will have pedestrian crosswalks and countdown signal heads upon completion of the project.

9. I would like to see if any additional traffic calming measures were considered for this project. Excessive speed is a major issue on this section of Hull Street and speeding traffic makes the entire area unpleasant and drives people from spending time outside in the area. I generally

support this project. However, this section of Hull St. is a very dangerous combination of a busy urban street combined with a road design that encourages high speeds. Speeding is a major issue on this section and results in increased risk for all road users as well as making the area unpleasant to be in due to noise, increased pollution, and danger when walking in the area. I would really like to see additional traffic calming measures on this section of Hull street, lower speed limits, and potentially even narrowing the street to one lane each direction. I have one specific comment on the particulars of this project in that I do not think the current on-street parking should be restricted during peak hours. The parked cars on Hull St. currently provide a modicum of traffic calming and shield people on the sidewalk from some of the worst effects of noise and from being exposed to speeding traffic. Removing this on-street parking will only make speeding worse in this area.

Response: The addition of a traffic signal at 5th Street and improved signal timing should provide some traffic calming effect. The introduction of consistent street trees along the corridor narrows a driver's visual field and provide traffic calming effect. Additional traffic calming measures will be evaluated within the scope and budget of this state-funded project.

Vehicular progression and pedestrian safety challenges are anticipated if only one travel lane is provided, particularly with the additional development traffic added to the Manchester area. Intersection approach blockages and excessive queueing is projected if two travel lanes are not provided during peak periods, particularly at locations where there are permissive left-turn movements. Additionally, future traffic projections anticipate traffic volumes to increase in the peak periods.

10. Has it been considered to allow left hand turns from Hull onto Commerce, to allow vehicle traffic coming from southside into downtown to use to Manchester Bridge, rather than the Mayo? I would hope that allowing vehicles to reroute would also decrease the speed and congestion along Hull St closer to the river.

Response: Hull Street and Commerce Road is an existing high-crash intersection. Allowing eastbound left turns from Hull Street onto Commerce Road to access the Manchester Bridge was considered, however introducing new turning movements at an already complicated intersection increases the number of conflict points and increases the potential for crashes.

Pedestrians & Bicycles

1. This section of Hull St is a primary connector from Manchester to the Capital Trail. I don't see any mention of a bike lane or at least sharrows that would at least indicate a bike route. Make it safer for cyclists.

Response: The Richmond Bicycle Master Plan anticipates the installation of dedicated bike lanes on Bainbridge Street, a less trafficked corridor that parallels Hull Street and would connect to the Fall Line Trail. Considering existing R/W available, current, and future traffic volumes, and parking needs for businesses and residents, Hull Street does not have the capacity for bike lanes and parallel routes are recommended for cyclists.

2. There is an immediate need for a safe pedestrian crossing at 5th Street. Additional pedestrian crossings across Hull St. are preferred. Especially once Plant Zero is complete.

Response: The Hull Street Streetscape project includes the installation of a new traffic signal and signalized crosswalk across Hull Street at 5th Street.

3. What measures will be taken, if any, for bike and pedestrian safety along Hull Street?

Response: Pedestrian improvements include upgraded curb ramps, the addition of high-visibility crosswalks, signalized crosswalks, and ornamental lighting throughout the corridor. Bike racks are included in the current plan.

4. Would have liked to see a crosswalk at 4th Street as many pedestrians cross Hull to reach Hatch Local and other businesses.

Response: The project includes a new traffic signal at Hull Street and 5th Street to provide a sufficient gap in traffic to cross the road, approximately half-way between the existing controlled crossings.

5. The riverfront and Potterfield bridge are great, but not everyone is young and mobile to access this area.

Response: The Hull Street Streetscape does include upgrading curb ramps, crosswalks, and pedestrian signals and replacing sidewalks to improve accessibility for those with limited mobility.

6. I was able to look through the City of Richmond's Hull Street Streetscape slideshow today and was curious as to why I was not able to locate any bike lanes along this corridor? I have been frequenting this area more often since the opening of Hatch Local and cars tend to fly down this corridor. Will the proposed improvements benefit the high pedestrian traffic that will occur due to the newer apartment complexes and businesses in this area? Parking seems limited in the area and it may be beneficial to plan for the use of alternative modes of transportation in the future to this destination. I see that new crosswalks and lights will be placed in. It is in my opinion that planning ahead for scooters, strollers, bikes, etc. will be beneficial. This proposal is a step in the right direction but I think it can go further to benefit the high pedestrian traffic that will be common in this area soon.

Response: The Richmond Bicycle Master Plan anticipates the installation of dedicated bike lanes on Bainbridge Street, a less trafficked corridor that parallels Hull Street and would connect to the Fall Line Trail. Considering existing R/W available, current, and future traffic volumes, and parking needs for businesses and residents, Hull Street does not have the capacity for bike lanes and parallel routes are recommended for cyclists.

Numerous improvements are planned to improve pedestrian safety along this corridor including upgraded curb ramps, pedestrian street lighting, high-visibility pavement markings and pedestrian signals at all signalized intersections, and a new signal at 5th Street, and a curb choker and median refuge at Commerce Road. Additionally, the installation of street trees, the

signal at 5th Street and corridor signal re-timings are all traffic calming methods being proposed.

7. I also want to see more renderings of how the commerce street ped crossing will be made safe—crosswalk lines aren't usually enough on their own, so will there be lights or new median developments to help?

Response: The Hull Street Streetscape will construct a curb bump-out and extended median for refuge at Commerce and Hull to shorten the pedestrian crossing distance. Additionally, high-visibility crosswalks, new pedestrian push buttons and countdown signals, improved curb ramps, and light poles will be installed for added pedestrian safety. Additional detail will be provided as the plans develop.

Landscaping

8. Will native plantings and trees that provide significant shade canopy be used?

Response: The planting plan includes a variety of hardy tree species that have been approved by the City arborist, most being native species. In some areas, tree height is limited by the existing overhead power lines to remain along Hull Street. With that said, some overhead utilities are being removed and consolidated where practical to maximize the number of larger canopy trees being proposed.

9. 100% native plantings, maintenance plan for the new street trees, shade structures at bus stops and/or light-diffusing shade sails.

Response: The Hull Street Streetscape includes a variety of tree species, all of which are native and/or adaptive species, that have been approved by the City Arborist and can withstand the urban environment along Hull Street. Bus shelters have been added based on ridership numbers and coordinated with GRTC plans.

Green Space & Parking

10. Manchester needs more green space. Any open lot is being built for condos/apartments. There's little regard to how this impacts parking or recreation. One sort of park is at 13th and Perry. That's it! Apparently builders only need to provide one parking space per unit, which does not consider each unit probably has two adults with vehicles. This is our final home. We purchased because of the walk ability and history of the neighborhood.

Response: The Hull Street Streetscape project is constrained by limited state funding and working with the existing right-of-way. Additional green space and parking is not within the scope of this project. The City will consider additional green space and parking needs for future projects.

11. What plan are there for green spaces in the area?

Response: This project scope and budget is constrained by limited state funding and working with the existing right-of-way. The City will consider additional green space for future projects.

12. Additional green space in Manchester using either excess railroad land and/or vacant lots the city may own that could be converted.

Response: This project schedule and budget is constrained by limited state funding and working with the existing right-of-way. The City will consider additional green space and parking needs for future projects.

13. The current on-street parking on Hull Street is a traffic hazard; it slows traffic down, creates an obstacle for pedestrians crossing the road and in general is an obstruction. The parking on Hull Street should be removed.

Response: This Commercial businesses and residents along Hull Street have expressed concerns with a severe lack of parking in Manchester. Additionally, residents have expressed concerns with the traffic speeds, and as mentioned, parking along Hull Street can help reduce speed and improve safety on the corridor. For these reasons, on-street parking will remain except during peak periods.

Environmental

14. Curious if any additional measures could be implemented, or if the RVA Green 2050 plan could be consulted, to ensure projects of this type are being constructed in ways that have sustainability as a larger aim - permeable pavement, street lighting, etc. Certainly glad to see that trees, plantings, bikes, etc are a focus of the plan. But wanted to express my desire that sustainability is a strong consideration in any new city projects.

Response: Hull Street Streetscape is a state-funded project that was allocated budget in 2016. RVA Green 2050 had not been developed at the time and sustainability measures were not factored into the budget. New light poles for pedestrian and street lighting are included in this project.

15. More use of comprehensive green stormwater management systems beyond street trees and plantings. Otherwise, a good start on improving the streetscape of the Hull Street Corridor.

Response: Green stormwater management systems were considered during the early design phase but found to be too expensive with too many sub-grade conflicts, and beyond the scope and allocated state funding for this project.

16. Concerns with Richmond's PDR group allowing high occupancy buildings within a "hot zone" (catastrophic event) of the already established bulk storage and dispensing fuel farms (petroleum products).

Response: The construction of high-occupancy buildings is not part of this project. The Hull Street Streetscape project conducted a limited evaluation for potential hazardous materials or petroleum contaminated soil. Based on the proposed maximum excavation depth of 5 feet and work limited to the public right-of-way it is considered unlikely that contaminated soils will be encountered during construction.

17. I need to see more reports about the way flooding and heat are being addressed in this plan, beyond street trees.

Response: Large scale flooding and heat reduction improvements are not in the scope of this project. The introduction of trees and permeable planting area will help with some stormwater runoff reduction and shade/cooling. No additional studies or reports are anticipated within the budget of this state-funded project.

18. Consider using solar-compacting, smart trash cans instead of the open-top black ones. I know those are less expensive, but they lead to a lot of litter overflow. The smart features of the solar compacting cans will also reduce the number of necessary trash pickups. Reducing litter and reducing pick-up days will ultimately save the city money.

Response: This project budget is limited by the state funding available to the City and solar trash cans are not anticipated to fit within the budget.

19. Consider adding solar power supply to new signaling.

Response: The technology required to implement solar-powered traffic signals is outside the budget and scope of the project. Current technology, is unreliable and required more maintenance.

20. I would also like to see more trash cans throughout Manchester. I'll organize a trash clean up where we pick up 20,000 pieces of trash in two hours once a month.

Response: The Hull Street Streetscape includes the addition of several trash cans along the corridor.

21. I watch the developers dig huge pits into the ground to build these huge fixtures in a flood plain. I have also watched them pump water out of the parking garage next to the mayo bridge. When is it too much for the land to handle. Also how are we handling all this with our horrible city sewer and waste management.

Response: The addition of permeable planting area and reduction of concrete on Hull Street will provide some stormwater runoff reduction. Improvements to sanitary sewer infrastructure is outside the scope of this project.

Other

22. I would like to see you save the Mayo Bridge---and turn that into a public space. Then add a new bridge to either side of it. Think visionary---the walking parking between downtown/Shockoe Slip/Shockoe Bottom and Manchester would make for a thriving economic corridor for both sides of the water, tourists etc.

Response: The Mayo Bridge replacement is not part of this project. Public Engagement will be announced by the Mayo Bridge Development team. Comments will be directed to the Mayo Bridge development team.

23. How Mayo Bridge is being repaired or replaced.

Response: The Mayo Bridge replacement is not part of this project. Public Engagement will be announced by the Mayo Bridge Development team.

24. Better signage for the Manchester Floodwall Walk connection is needed. It's hard to spot and therefore hard to use.

Response: Improved signage that's within the budget will be evaluated for the Manchester Floodwall access.

25. How will the city ensure that businesses along Hull aren't negatively impacted by Mayo bridge replacement, wouldn't it be better to repair OR keep the existing bridge open during construction?

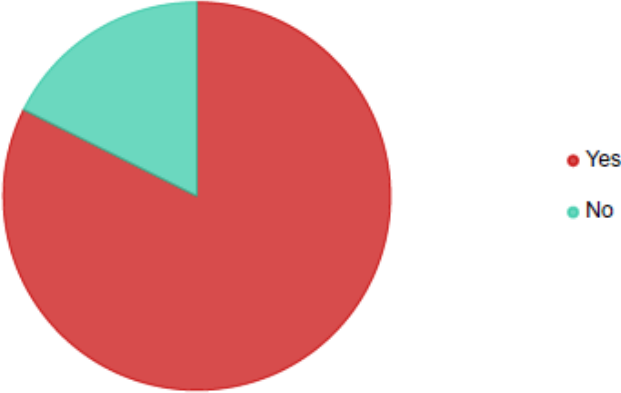
Response: The Mayo Bridge replacement is not part of this project. Public Engagement will be announced by the Mayo Bridge development team. Your concern will be directed to the Mayo Bridge team.

26. I would also like to see Upper Hull to Cowardin addressed as well. It needs the same level of pedestrian organization and street level presentation.

Response: That section of Hull Street is not within the scope of this project. The City will consider this in the future improvements of Hull Street.

Key Survey Responses

Do you support this project?



Answers	Count	Percentage
Yes	14	82.35%
No	3	17.65%