

Technical Report H

Public Engagement

& Outreach Report



Acknowledgments

TITLE

ConnectRVA 2045 Long-Range Transportation Plan: Public Engagement & Outreach Report

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ABSTRACT

The Richmond Regional Transportation Planning Organization (RRTPO) is updating the regional Long-Range Transportation Plan (LRTP) to the horizon year 2045. This LRTP has been branded ConnectRVA 2045. In keeping with federal regulations, RRTPO staff worked with regional partners to prepare a Public Engagement Plan with public outreach and input opportunities throughout the ConnectRVA 2045 process. Input during the five project phases informed the inventory of transportation issues, the Vision/Goals/Objectives, the Universe of Projects and the final assessment of the constrained plan. Lessons learned will be used during scenario planning and the next long-range transportation plan.

ACKNOWLEDGMENT

ConnectRVA 2045 was prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration, Virginia Department of Transportation, and the Virginia Department of Rail and Public Transportation. This report also represents the collective work of state, regional, and local representatives of the RRTPO 2045 Long-Range Transportation Plan Advisory Committee.

DISCLAIMER

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The FHWA, FTA, VDRPT, or VDOT acceptance of this report as evidence of the fulfillment of the objectives of this planning study does not constitute endorsement or approval of the need of any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

As each of these projects in *ConnectRVA 2045* is implemented, coordination, agreement, and independent approval of the participating local jurisdiction is required. No part of this plan is to be interpreted as to diminish the authority of local jurisdictions in the areas of land use and transportation improvements.

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Overview of the Public Engagement Process

This Technical Document consists of the following components that are critical to understanding the public engagement process, including materials used for engagement, public input, and survey output received during the preparation and review of ConnectRVA 2045:

1. **RRTPO Public Engagement Plan-**The RRTPO Public Engagement Plan (PEP) was adopted by the RRTPO Policy Board on March 5, 2020. The plan outlines broad strategies to seek and receive meaningful input from the community on the existing challenges and future transportation needs for the region. A focus of the plan involves ways to reach those persons with particularly challenging needs for improved transportation for access to jobs, community services, and destinations throughout the region. The focus is on people with lower incomes, minorities, those with limited English proficiency and those without personal vehicles. Three goals are provided to focus on RRTPO engagement philosophies. Each goal is divided into three sections. “What will we do?” covers recommended strategies and actions to be taken. “What will we measure?” covers metrics used in evaluating our success. And “What is success?” defines the trends or metrics which are consistent with a robust community engagement process.
There is a table in the plan highlighting the different planning products that the RRTPO oversees, with detail on what each process includes. The most helpful portion of the plan may be Appendix B, which summarizes methods for engaging the public, sorted by potential use.
2. **Long Range Transportation Plan Public Engagement Plan-** This plan, approved by the LRTP Advisory Committee on January 23, 2020 is focused specifically on how to best engage and involve the community in the development of the ConnectRVA 2045 plan. It defines the audience for the plan, the goals of public engagement, the organizational structure for plan development, and outlines the public engagement strategy. There are five phases in this engagement process: Visioning, Strategic Direction, Planning & Programming, Evaluation & Prioritization, and Public Review & Adoption.
Methods for comprehensive community engagement were defined in the plan, including in-person meetings, community gatherings, stakeholder focus groups, and online methods of survey and feedback. Shortly after this plan was approved, the COVID-19 pandemic required an overhaul of the public engagement toolkit and RRTPO focused solely on digital and online options for community engagement. The online opportunities developed by the planning team resulted in unprecedented engagement with the community, far outweighing previous plan cycles.



3. **Public Input Opportunities** - Public input opportunities have been made available through social media and as posted on the [ConnectRVA 2045](#) website from February 2020-October 2021. Specific invitations to participate were also sent to a list of over 450 interested parties including members and participants on our boards, committees, and followers of PlanRVA, and through public meetings with our partners and community groups.

These opportunities to participate included virtual meetings through Zoom, GoToMeeting and Teams, two Metro Quest surveys, Wiki-mapping, Google form surveys, the [ConnectRVA 2045](#) website blog, ArcGIS online mapping, ArcGIS story maps, and coordination with local media. Specific invitations and materials used to engage the public are included in this section of the Technical Report.

4. **Public Comments and Feedback** -Collected public comment through all phases of the plan development are contained in this section of the Technical Report, including all comments received through the TPO Policy Board adoption of the ConnectRVA 2045 Plan on October 4, 2021. The type of public comments during the project through all the different options for review by phase, in response to public surveys, and social media posts:

| Public Comment Type | Total Comments |
|--------------------------------------|-----------------------|
| Total Public Comments | 3,093 |
| Public Input Period | 1,877 |
| Formal Review and Comment Period | 1,216 |
| Unique Transportation Issues | 134 |
| Completed Surveys | 1,743 |
| Transportation Priorities Statements | 211 |
| Vision Statements | 265 |
| Budget Allocation Suggestions | 78 |

5. **Social Media Report**-summary of ConnectRVA 2045 web site activity, and related account of Facebook, Twitter, LinkedIn activity.

TABLE OF CONTENTS

| | |
|--|-----|
| PUBLIC ENGAGEMENT PLAN | 8 |
| Link to RRTPO Public Engagement Plan | 9 |
| LRTP PUBLIC ENGAGEMENT PLAN..... | 10 |
| Link to LRTP Public Engagement Plan | 11 |
| PUBLIC INPUT OPPORTUNITIES | 12 |
| Link to the ConnectRVA 2045 Resource Page..... | 13 |
| PUBLIC COMMENTS & FEEDBACK | 14 |
| Transportation Needs Assessment Review Comments 5/5/20 – 5/20/20 | 15 |
| Comments received by Email..... | 16 |
| Comments received through public meetings..... | 20 |
| Vision, Goals and Objectives Public Review Comments 12/4/21 – 12/18/21 | 26 |
| Comments received by Email..... | 27 |
| Universe of Projects Public Review Comments 3/8/21 – 3/23/21..... | 48 |
| Comments received through ConnectRVA 2045 Interactive Map..... | 49 |
| Comments received by Email..... | 58 |
| Universe of Projects Public Review Comments 3/25/21 – 4/15/ 21..... | 83 |
| Comments received through ConnectRVA 2045 Interactive Map..... | 84 |
| Comments received by Email..... | 189 |
| Constrained List of Projects Public Review Comments 6/2/21 – 6/17/21 | 235 |
| Comments received through ConnectRVA 2045 Interactive Map..... | 236 |
| Comments received by Email..... | 245 |

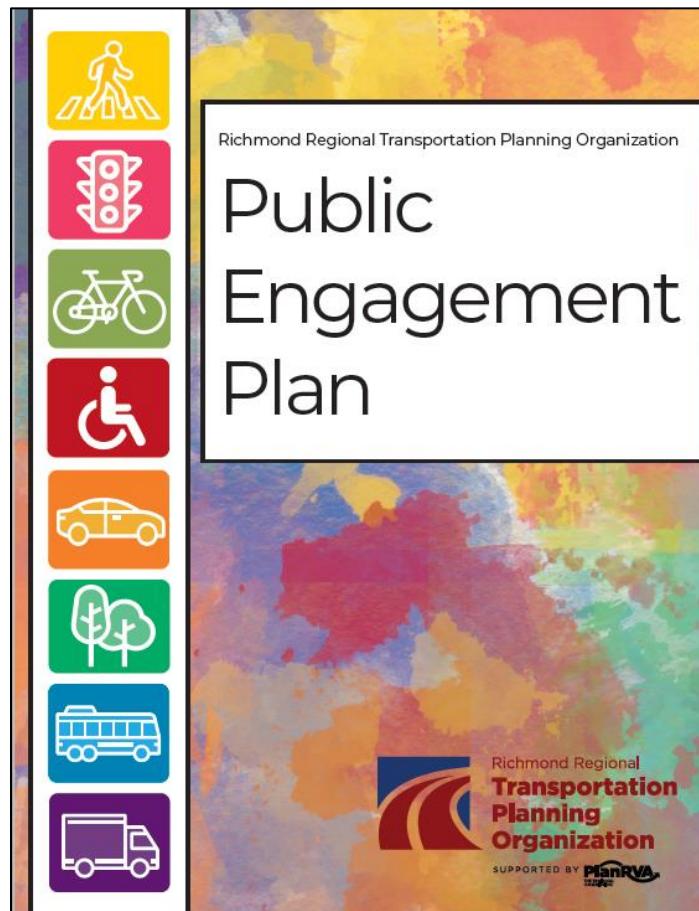
| | |
|---|-----|
| Final Public Review Comments 8/16/21 – 9/15/21..... | 266 |
| Comments received through ConnectRVA 2045 website | 267 |
| Comments received in person | 273 |
| Comments received by Email..... | 276 |
| LRTP CONNECT RVA 2045 SOCIAL MEDIA REPORT..... | 294 |

RRTPO
Public Engagement Plan

Connect 
RVA 2045

RRTPO Public Engagement Plan-The RRTPO Public Engagement Plan (PEP) was adopted by the RRTPO Policy Board on March 5, 2020. The plan outlines broad strategies to seek and receive meaningful input from the community on the existing challenges and future transportation needs for the region.

[View the full Public Engagement Plan](#)



Long Range Transportation Plan

Public Engagement Plan



Long Range Transportation Plan Public Engagement Plan- This plan, approved by the LRTP Advisory Committee on January 23, 2020 is focused specifically on how to best engage and involve the community in the development of the ConnectRVA 2045 plan. It defines the audience for the plan, the goals of public engagement, the organizational structure for plan development, and outlines the public engagement strategy. There are five phases in this engagement process: Visioning, Strategic Direction, Planning & Programming, Evaluation & Prioritization, and Public Review & Adoption.

[View the full Long Range Transportation Plan Public Engagement Plan](#)

Long Range Transportation Public Engagement Plan

Introduction

Purpose

The purpose of the Public Engagement Plan for the 2045 Long Range Transportation Plan (LRTP), ConnectRVA2045, is to outline strategies to garner meaningful input from the community on the future transportation and connectivity needs for the region.

Background

The LRTP is a particularly significant decision tool meant to guide how the Richmond Regional Transportation Planning Organization (RRTPO) and its partners will meet the transportation needs of the Richmond region over the next 20+ years. Through outreach during all phases of plan development, the RRTPO will aim to help all stakeholders including the public, understand, follow, and participate in developing this important policy, planning and programming document. Federal regulation requires MPOs "to provide meaningful citizen input for the metropolitan transportation planning and programming process through effective citizen involvement activities, open and accessible information, and opportunities for participation."

Audience

The 2045 LRTP update will be informed by input from individuals and groups including, but not limited to, the following:

- Citizens
- Affected public agencies
- Representatives of public transportation employees
- Freight shippers
- Private providers of transportation
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Representatives of the elderly and individuals with disabilities
- Agencies or entities responsible for safety/security operations
- Providers of non-emergency transportation services receiving financial assistance from a source other than title 49 U.S.C. Chapter 53
- Other interested parties

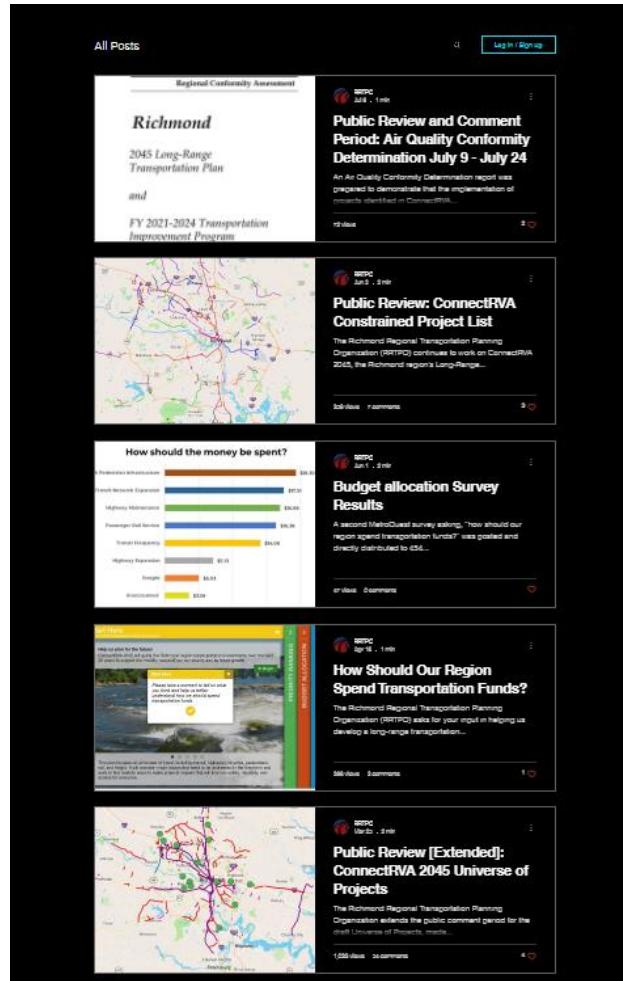
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Public Input Opportunities



Public Input Opportunities -An archive of public input opportunities which occurred from February 2020 through October 2021 is available on the ConnectRVA 2045 website Resources page. Presentations on the results of the [Regional Goals and Priorities Survey](#) and the [Budget Allocation Survey](#) are among the resources on the website.

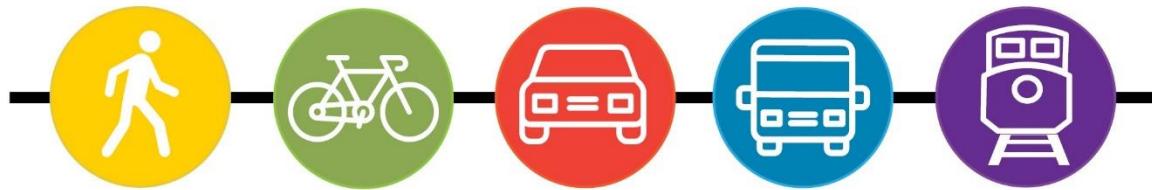
[Visit the ConnectRVA 2045 website](#)



Public Comments & Feedback



Connect RVA 2045



Transportation Needs Assessment

Public Review Comments

May 5 – May 20, 2020

Public comments received during Phase 1 (Needs Assessment) of the formal public review period (May 5, 2020 through May 20, 2020)

Roger Skeen

Hull Street Road west of 288 has some of the highest density neighborhoods in the entire region. Brandermill alone consists of thousands of houses along Hull Street where it is eight lanes wide with absolutely no way for a pedestrian or cyclist to cross. We've created roadways alongside our most densely packed housing with no way for people to move around without a vehicle. At the very least install crosswalks with a beg button to pause the traffic long enough for a 13-year-old to run across without risking their life. A dream would be to actually design the roadways so that we protect people who simply seek to safely cross their streets that happen to be right outside the front doors. The Woodlake and Brandermill communities have all their closest stores on the wrong side of an eight-lane highway and no way to access them without a motor vehicle. Put an end to the transportation poverty we've created by requiring a motor vehicle for citizens to safely commute. It is time to restructure our streets in a way that is beneficial to everyone. With some thoughtful action we can save the lives of the most vulnerable, protect motorist, and build a more desirable community.

Nicholas Smith

IS - 931: While walking and biking accommodations serving the park and school would be a great addition, even during peak demand at Jeff Cup, Greenwood Rd isn't congested, based on the hundreds of times I've driven this section. Providing LOS B or C for a few hours a few weekends per year just brings this rural road to a similar level to most urban and suburban areas, and the effects of ROW acquisition for minimal time savings, vs for the large safety and comfort improvements of a multi-use trail, make any widening for extra motor vehicle lanes an inefficient use of money.

It seems many of these road widening recommendations are assuming continued growth in VMT, something that was repeatedly overestimated nationally even pre-covid-19. And with increased focus on walking, biking and transit options, the need for so much expensive road widening may be just as likely to decrease as increase. Further, these road widenings are known to induce more demand, and often are related to proposed development projects which, if constructed, will just use up that capacity and require more widening. Continuing to do the same thing again and again is not going to finally work.

Localities continue to approve projects in further and further out rural areas that house occupants who live far from their jobs, which drastically increases VMT compared to the average of those in the region: areas outside of 288 are a great example, and the public comments reflect this frustration. The localities don't make nearly enough money from these projects to pay for all the transportation infrastructure improvements necessary to support these areas, let alone the negative externalities all this extra driving costs in pollution, congestion and injuries, so they request limited regional funding to pay for this, costs of which vastly exceed the revenues from these developments, and which are much higher per user than infrastructure closer in. This is neither equitable nor sustainable, but because revenues are local and costs are regional, while land use decisions are not regional but local, the incentives are completely mismatched to fixing this problem. And when precious funds

are being used in 7 and 8 figure increments per project -- I just saw an intersection redesign at Route 1 with Hopkins/Keswick Rds in Richmond for \$11 million -- rather than on many more smaller projects -- that \$11 million for a single intersection could build upwards for 50 miles of protected bike lanes -- it is no surprise that the constrained LRTPs are so constrained.

S. E. Warwick

How many tax dollars were wasted creating this almost incomprehensible needs assessment? Transportation needs of Goochland, Henrico, Chesterfield, and Richmond can be very different. Concentrating on the reduction of congestion at major intersections should be the focus, rather than tossing nickles and dimes at sidewalks in places that do not need them and sparsely used bike lanes that add to congestion

- **Roger Skeen**

Bike lanes by their very nature are a way to reduce the number of vehicles on roadways. In order for them to work we need a network that connects people to areas of interest, and they need to be built in a way that makes users feel safe. Safety usually requires more than a few strips of paint because people are smart enough to know that paint alone will not protect them from getting hit by a car. If we're going to invest in bike lanes, I recommend we do, then we should install barriers between the motor vehicles and cyclist anytime area speeds are above 20 mph. Otherwise, we are wasting money and limiting our transportation options. Just because you don't see thousands of people in unprotected bike lanes does not mean demand doesn't exist. We have to consider the designs. Until now, this region has settled on half measured attempts to solve our transportation needs. Correctly built bike lanes are experiencing tremendous success all around the globe. We're no different than the people in all the other communities that have embraced them.

Jason James

To add one further comment to my previous ones: I can appreciate looking at needs first and then developing vision and goals, but I wonder if there is also a danger in that. My point is that I hope we will look at the transportation system as a whole and with long-term goals in mind regarding livability, sustainability, etc. The needs assessment includes many specific projects and some broader ideas, but it could be dangerous to let current perceptions of problems — e.g. congestion on a specific street — be the guide to what our priorities should be.

Luke

The most important steps that can be made concern sidewalks, bike lanes, and cross walks. Preparing this city for the future is preparing it for forms of transportation that are not vehicle based. Road widening has been demonstrated to have no effect on traffic, but rather makes cities less livable and more dangerous. Pedestrians and cyclists must be prioritized.

Navigating the city as a pedestrian is incredibly challenging due to the uneven sidewalks, lack of crosswalks, and poor stoplight timing. The experience as a cyclist is slightly better but requires significant improvement to make this a cycling friendly city. Richmond will lose its major economic centers if commuting by car and vehicular transport continues to be prioritized. Cycling and walking bring wealth and livability to cities that cannot be achieved any other way. Please prioritize those projects.

John Hedges

Very concerned with the Capacity Needs Assessment in the Town of Ashland, indicating that for England Street from Rt. 54 from Hanover Ave. to Henry Street there needs to be an additional 1 lane in each direction. Given the physical constraints and conjunction of rail crossings with multiple intersections, as well as the Town's plans for improvements in this area, a more appropriate consideration for capacity increase for through traffic would be to develop the planned Elmont Road connection with Rt. 54 in both the Hanover County and Town's adopted Comprehensive Plans, that would allow thru traffic to connect with Rt. 1 and I-95 via Elmont Road and Ashcake Road.

Jason James

I must concur with many of the other comments here that we should not invest in road widening as a way to address congestion because it does not work and takes valuable fund away from other options. We have known about induced demand for a very long time and yet seem to ignore it over and over again. More roads/lanes simply encourage more car use and more development that depends on car use. We need transportation spending priorities that will address the issues of transportation itself but also pollution and land use over the long haul. That means serious investment and planning of transportation options other than cars, which still seem to count as the default priority. We cannot afford to keep doing that.

Robin Lind

The plan is reported to focus on "all modes of travel" yet I see no mention of equestrian or aquatic modes. Consider how dangerous it is for a pedestrian to try to walk from the West Creek townhomes to the Food Lion just east on Patterson Avenue; then consider what it would be like to ride a bicycle there. It is already dangerous to drive a pony and wagon, or ride a horse on any road in eastern Goochland; how long can we maintain "rural" in Goochland if a farmer cannot get his combine across Broad Street Road at Woodlawn? We do not require trains to lay their track alongside our roads, why should we not plan footpaths and bridle trails that would encourage hikers and riders to travel the length of the county in peace and quiet, all the way from Tuckahoe Creek to Byrd and up to Pea Ridge? The Capitol Trail runs from Richmond to Jamestown... why should it not run west along the James to Lynchburg to spark cyclist tourism? The James River itself was once our major thoroughfare, why not plan for multiple new boat landings to provide much wider public access for fishing, boating and swimming? Transportation does not have to be focused entirely on vehicles: how about putting people first?

Paul Royer

1. Encourage pedestrians/runners to walk/run on the left side of the roadway, opposing the oncoming traffic. Secondary Roads usually have 18' of pavement and no shoulders, requiring use of the roadway to walk/run. ridge
2. Replace the Genito Creek bridge on Rt.6 to obtain standard roadway horizontal clearances.
3. Extend Hockett Rd.to Ashland Rd (623) at Broad St. (250).
4. Reconstruct Rt.6 Westbound approaching Hockett Road (623) to improve sight distance.
5. Construct a roundabout at Rts.6 and 522 (western intersection) replacing the existing traffic signal.

Jimmy Irwin

Widening roads — especially roads already 2, 3 and 4 lanes wide in each direction — is expensive and brings very little positive return. Those projects often do not improve congestion, and making the roads wider only exacerbates pedestrian, bike and transit safety issues. The region's transportation future should be about emphasizing walking, biking and transit.

Public Input on Regional and Local Transportation Issues (Feb 15 - April 15th, 2020)

| ID | Issue/Deficiency Description | Category | Type | Transportation Mode | Jurisdiction | Comment Source |
|----------|--|-----------------------|-------------------|---------------------|--------------------|--|
| IS - 956 | Bike/ped access around GRTC headquarters is lacking. | Accessibility | Transit Expansion | Multimodal | Richmond | Bike/ped steering committee |
| IS - 957 | Sidewalk needed in Southside in Richmond and Chesterfield, especially Hull St & Midlothian Turnpike. | Accessibility | Construction | Multimodal | Multi-Jurisdiction | Bike/ped steering committee |
| IS - 958 | Sidewalks needed in Richmond's Scott's Addition. | Accessibility | Construction | Multimodal | Richmond | Bike/ped steering committee |
| IS - 959 | Liesfield Farm Dr could use a shared use path between N Gayton & Pouncey Tract. | Accessibility | Construction | Multimodal | Henrico | Bike/ped steering committee |
| IS - 960 | Utilize CSX & Norfolk Southern corridors for rails-with-trails. | Safety | Study | Multimodal | Regionwide | Bike/ped steering committee |
| IS - 961 | Analyze railroad (trespasser) casualty data from FRA.gov. | Safety | Study | Multimodal | Regionwide | Bike/ped steering committee |
| IS - 962 | Bike/ped safety concerns along Hull Street, Midlothian TnPk, ATP corridor. | Safety | Study | Multimodal | Multi-Jurisdiction | Bike/ped steering committee |
| IS - 963 | Build the bike/ped Eastern End Trail (West Creek Park). | Accessibility | Construction | Multimodal | Goochland | Bike/ped steering committee |
| IS - 964 | Centerville (Goochland) Sidewalk network. | Accessibility | Construction | Multimodal | Goochland | Bike/ped steering committee |
| IS - 965 | Fill in the gaps in the Goochland Courthouse sidewalk network. | Accessibility | Construction | Multimodal | Goochland | Bike/ped steering committee |
| IS - 966 | Safety concerns on West Broad St westward (increasingly concern with transit service out to Short Pump and GRTC Pulse to Willow Lawn) | Safety | Transit Expansion | Transit | Henrico | Bike/ped steering committee |
| IS - 967 | Develop a bike route along Rte. 6 From Henrico Co. line to Goochland Courthouse. | Accessibility | Study | Multimodal | Goochland | Bike/ped steering committee |
| IS - 968 | I- 95/ 64 VCU/MCV to BRYAN PARK. Severe bottleneck. | Operations/Congestion | Study | Highway | Multi-Jurisdiction | Real Estate Agents Survey |
| IS - 969 | Midlothian Turnpike, Chippenham to 288, bottleneck | Operations/Congestion | Study | Highway | Multi-Jurisdiction | Real Estate Agents Survey |
| IS - 970 | I-64 west- Mechanicsville Turnpike to I-95 bottleneck | Operations/Congestion | Study | Highway | Multi-Jurisdiction | Real Estate Agents Survey |
| IS - 971 | Cary St/River Rd Three Chopt to Huguenot Bridge bottleneck | Operations/Congestion | Study | System Resiliency | Multi-Jurisdiction | Real Estate Agents Survey |
| IS - 972 | Forest Hill Avenue-Powhite to Huguenot bottleneck | Operations/Congestion | Study | System Resiliency | Richmond | Real Estate Agents Survey |
| IS - 973 | Rt 360, Rt 288 to Otterdale Rd bottleneck | Operations/Congestion | Study | Highway | Chesterfield | Real Estate Agents Survey |
| IS - 974 | Patterson at Parham bottleneck | Operations/Congestion | Construction | System Resiliency | Henrico | Real Estate Agents Survey |
| IS - 975 | I-95/64, add 2 lanes to each side, making 4 lanes in each direction, redesign entrance and exit ramps at east and west splits of I-95 and I-64 and 5 suggested better signage on I-95 promoting through taking the optional I-295 for north and southbound through traffic. | Capacity Improvements | Study | Highway | Multi-Jurisdiction | Real Estate Agents Survey |
| IS - 976 | Redesign I-64/Broad St. entrance and exit ramps. Possible bypass north of Broad St. between I-64 and existing offices and I-64 and one South of Broad behind and/or through condos and commercial development. | Capacity Improvements | Study | Highway | Multi-Jurisdiction | Real Estate Agents Survey |
| IS - 977 | 1 extra lane on each side and possible over overpass/cloverleafs at strategic locations | Capacity Improvements | Study | Highway | Multi-Jurisdiction | Real Estate Agents Survey |
| IS - 978 | Solving I-95/64 back-up is main problem, redesign entrance and exit ramps. | Operations/Congestion | Study | Highway | Multi-Jurisdiction | Real Estate Agents Survey |
| IS - 979 | Widen River Road from Huguenot Bridge, past Country Club of Virginia to Three Chopt, left lane splits to Three Chopt, have good signage. | Operations/Congestion | Study | System Resiliency | Multi-Jurisdiction | Real Estate Agents Survey |
| IS - 980 | Widen Forest Hill Avenue to 4 lanes from Huguenot High School to Huguenot Rd. | Operations/Congestion | Study | System Resiliency | Multi-Jurisdiction | Real Estate Agents Survey |
| IS - 981 | Already 5 & 6 lanes. Only suggestions are overpasses and redesign of 288 northbound entrance and exit 288 ramps. | Operations/Congestion | Study | Highway | Multi-Jurisdiction | Real Estate Agents Survey |
| IS - 982 | I-64 between Williamsburg ad Richmond airport needs to be 3 lanes each side | Operations/Congestion | Construction | Highway | Multi-Jurisdiction | Real Estate Agents Survey |
| IS - 983 | Need for "Fast Train" to serve the region | Other | Transit Expansion | Passenger Rail | Multi-Jurisdiction | Real Estate Agents Survey |
| IS - 984 | Need of rules and regulations for cyclists and pedestrians. All 17 answered 'Very Necessary' BUT also 11 said drivers need to be educated on the rights of cyclists and pedestrians and what their duties are as drivers. | Safety | Policy/Program | Multimodal | Regionwide | Real Estate Agents Survey |
| IS - 985 | Success of VTC Express Bus Services: Though a necessary part of public transportation, participants said VTC needs to do a better job of informing the public of routes and pick up points. Some potential riders do not have access to a computer and some not computer literate. | Interconnectivity | Transit Expansion | Transit | Regionwide | Real Estate Agents Survey |
| IS - 986 | Sidewalk expansion, Hull Street corridor, South Richmond? | Accessibility | Construction | Multimodal | Richmond | Virginia Conservation Network Outreach |
| IS - 987 | Sidewalk expansion, The Boulders, South Richmond | Accessibility | Construction | Multimodal | Richmond | Virginia Conservation Network Outreach |
| IS - 988 | Sidewalk expansion, Mountain Road | Accessibility | Construction | Multimodal | Henrico | Virginia Conservation Network Outreach |

Public Input on Regional and Local Transportation Issues (Feb 15 - April 15th, 2020)

| ID | Issue/Deficiency Description | Category | Type | Transportation Mode | Jurisdiction | Comment Source |
|-----------|--|------------------------|-------------------|---------------------|--------------------|--|
| IS - 989 | Improved airport transit to and from downtown/points of interest. Current public transit route is more than 1 hour. | Other | Transit Expansion | Transit | Regionwide | Virginia Conservation Network Outreach |
| IS - 990 | Ride share investments, park and ride infrastructure to accommodate electric vehicles, Jeff Davis Highway | Other | Policy/Program | Park and Ride | Chesterfield | Virginia Conservation Network Outreach |
| IS - 991 | Ride share investments, park and ride infrastructure to accommodate electric vehicles, Midlothian near Woolridge Rd. | Other | Policy/Program | Park and Ride | Chesterfield | Virginia Conservation Network Outreach |
| IS - 992 | Transportation infrastructure for higher education, John Tyler Chester campus | Other | Transit Expansion | Transit | Chesterfield | Virginia Conservation Network Outreach |
| IS - 993 | Transportation infrastructure for higher education, J. Sargent Reynolds Parham campus | Other | Transit Expansion | Transit | Henrico | Virginia Conservation Network Outreach |
| IS - 994 | Parking lots, transform surface lots and garages into usable space, Shockoe Bottom | Other | Study | Other | Richmond | Virginia Conservation Network Outreach |
| IS - 995 | Increased services at Main Street station and improved connection to Staples Mill | Interconnectivity | Transit Expansion | Passenger Rail | Regionwide | Virginia Conservation Network Outreach |
| IS - 996 | Amtrak/commuter rail investments, improved transit connections to and from Staples Mill station | Interconnectivity | Transit Expansion | Passenger Rail | Regionwide | Virginia Conservation Network Outreach |
| IS - 997 | Ashland to Petersburg trail, regional priority | Interconnectivity | Study | Multimodal | Regionwide | Virginia Conservation Network Outreach |
| IS - 998 | Jeff Davis Highway corridor expansion for increased population | Accessibility | Study | Multimodal | Chesterfield | Virginia Conservation Network Outreach |
| IS - 999 | Concentrate future investments in existing highway infrastructure maintenance along Route 288 | Operations/Maintenance | Study | System Resiliency | Multi-Jurisdiction | Virginia Conservation Network Outreach |
| IS - 1000 | Concentrate future investments in highway maintenance on Interstate 295 | Operations/Maintenance | Study | System Resiliency | Multi-Jurisdiction | Virginia Conservation Network Outreach |
| IS - 1001 | Limited non vehicle connections from north side to south side in the region. | Accessibility | Other | Multimodal | Multi-Jurisdiction | Virginia Conservation Network Outreach |
| IS - 1002 | Western extension of Virginia Capital Trail, Huguenot Bridge to Gaskins Road | Accessibility | Study | Multimodal | henrico | Virginia Conservation Network Outreach |
| IS - 1003 | Infrasutures, reconnecting areas segmented by redlining and urban renewal (Jackson Ward) | Interconnectivity | Policy/Program | Other | Richmond | Virginia Conservation Network Outreach |
| IS - 1004 | Infrasutures, reconnecting areas segmented by redlining and urban renewal (Randolph area) | Interconnectivity | Policy/Program | Other | Richmond | Virginia Conservation Network Outreach |
| IS - 1005 | Bus route for Chippenham Parkway, orbital bus system with south side connections | Interconnectivity | Transit Expansion | Transit | Multi-Jurisdiction | Virginia Conservation Network Outreach |
| IS - 1006 | The merge point between 64 and 95 South is dangerous with no lane marking and high speed traffic. This merge point is also the reason for evening backups and subsequent rear-end collisions due to traffic backups. | Safety | Construction | Highway | Regionwide | Wikimaps |
| IS - 1007 | Remove Tolls from Chesterfield and increase personal property taxes by 0.5%-1% to cover costs of road maintenance. Will also save money on not having to pay for toll staff. This would in turn help increase commerce with people north of the river. Citizens that live in henrico will not travel south of the river because of the tolls. | Other | Policy/Program | Highway | Chesterfield | Wikimaps |
| IS - 1008 | Better lane markings further down the ramp where 3 lanes become 1 in Navy Hill downtown. Or close North 5 St ramp. | Safety | Construction | Highway | Richmond | Wikimaps |
| IS - 1009 | Remove the tolls, buy back the road and cancel the 99 year lease with the overseas company. The cost of using this road is outrageous and literally highway robbery and is going to keep going up. Our money should be staying in the area not going to another country. Increase the fuel tax, have Chesterfield and Henrico fund the roadway though a meals tax increase | Other | Policy/Program | Highway | Henrico | Wikimaps |
| IS - 1010 | During AM and PM commutes, there are significant delays at Three Chopt and River Road intersection. Is there a solution that maintains the scenic character of the roadway, while improving traffic flow? | Congestion | Study | System Resiliency | Richmond | Wikimaps |
| IS - 1011 | Traffic in PM peak hours, Old Hundred Road | Congestion | Study | System Resiliency | Chesterfield | Wikimaps |
| IS - 1012 | History of pedestrian fatalities at this intersection (Semmes and Cowardin aves) | Safety | Study | Multimodal | Richmond | Wikimaps |
| IS - 1013 | Interstate 95 traffic between Doswell Exit 98 and Lewistown R Exit 89. | Congestion | Study | Highway | Hanover | Wikimaps |
| IS - 1014 | Congestion in evening rush hour. | Congestion | Study | Highway | Chesterfield | Wikimaps |
| IS - 1015 | There is a lot of confusion by drivers (Blanton Ave, at Carillon), and practically no safe way to cross on foot or by bike (or not taking the most-used path, even in a car). It has plenty of space for a roundabout, and is missing sidewalks continuing on towards the Nickel Bridge. | Safety | Study | Multimodal | Richmond | Wikimaps |
| IS - 1016 | Many sections of sidewalk missing in Henry Place subdivision, forcing people to walk on roadways (along Hamilton Ave?). Please close the gaps and widen/repair existing sidewalks. | Safety | Study | Multimodal | Richmond | Wikimaps |
| IS - 1017 | Add frequent shuttle from airport to Main Street Station | Interconnectivity | Transit Expansion | Passenger Rail | Regionwide | Wikimaps |

Public Input on Regional and Local Transportation Issues (Feb 15 - April 15th, 2020)

| ID | Issue/Deficiency Description | Category | Type | Transportation Mode | Jurisdiction | Comment Source |
|-----------|--|-----------------------|--------------|---------------------|--------------|----------------|
| IS - 1018 | Lack of crosswalks & pedestrian traffic signals for crossing Broad Street at Short Pump Town Center | Accessibility | Construction | Multimodal | henrico | Wikimaps |
| IS - 1019 | Off-ramp (to Broad Street) on 15th Street consistently backs up into the Interstate 95, creating traffic and safety issues on I-95S downtown. | Congestion | Study | Highway | Richmond | Wikimaps |
| IS - 1020 | Laburnum & Hermitage roads. The most dangerous intersection in Richmond. This intersection should be converted into a Roundabout or Traffic Circle. Accidents occur here weekly with the AP Hill Monument in the center of the intersection obstructing sight lines. | Safety | Study | Multimodal | Richmond | Wikimaps |
| IS - 1021 | Sidewalk desperately needed along all streets in Scott's Addition | Accessibility | Construction | Multimodal | Richmond | Wikimaps |
| IS - 1022 | Entire Bryan Park interchange with interstates 64/95 is a mess | Congestion | Study | Highway | Regionwide | Wikimaps |
| IS - 1023 | Need sidewalk on east side of this busy pedestrian street, MacArthur Avenue. | Safety | Study | Multimodal | Richmond | Wikimaps |
| IS - 1024 | Lakeside Avenue/Hermitage Road at Interstate 95 is very difficult to cross road as a pedestrian. Need a walk signal! | Safety | Study | Multimodal | Richmond | Wikimaps |
| IS - 1025 | Traffic light patterns need to change at Belvidere and Grace streets, the two way to one way street is confusing and cars often nearly collide, pedestrians are always in danger in the crosswalk crossing belvidere because of the way the light an walk symbols work together. | Safety | Study | Multimodal | Richmond | Wikimaps |
| IS - 1026 | Re-engineer pedestrian crossing phasing and signals at Franklin and Belevidere streets to give a dedicated or advanced green phase to bikes and those on foot. A diagonal crossing phase should be added to facilitate bike access from the Franklin Street protected bikeway on the northeast side of the intersection with the Monroe Park paths on the southwest side. Current two-phase bike movement is unsafe and creates conflicts with turning vehicles. | Safety | Study | Multimodal | Richmond | Wikimaps |
| IS - 1027 | Curb cuts and ramps need to be enlarged or aligned with bike crossing painted across the western side of the Belvidere/Franklin intersection. Currently, bikes have to go out into travel lanes and make a hard turn back to the green painted crosswalk to complete this two-phase crossing. | Accessibility | Construction | Multimodal | Richmond | Wikimaps |
| IS - 1028 | Need a pedestrian only scramble phase at the intersection of Floyd, Laurel, and Cathedral. Bumpouts and narrowed crossings along with protected bike facilities up on curb (co-located with sidewalks) should be added at this intersection. Current long pedestrian red phase coupled with wide widths and sharp curve on Laurel Street makes crossing unsafe here. | Safety | Construction | Multimodal | Richmond | Wikimaps |
| IS - 1029 | Close eastbound entrance to downtown expressway from both northbound and southbound Boulevard to reduce cut-through traffic and to restore parkland. | Accessibility | Study | Highway | Richmond | Wikimaps |
| IS - 1030 | Intersection at Boulevard and ramps to Interstate 95 is very unsafe for foot/bike travel due to highway off-ramp. Remove slip lanes and reconfigure to improve safety. | Safety | Study | Multimodal | Richmond | Wikimaps |
| IS - 1031 | Configuration of Interstate 95 off-ramp at Hermitage Road creates unsafe sight lines. Reconfigure with ped-bike accommodations on one side. | Safety | Construction | Multimodal | Richmond | Wikimaps |
| IS - 1032 | Improve Cary and Thompson intersection for crossing safety. Right now, light phases and posted traffic signs create fast and unsafe conditions for people on foot here. This is gateway to Carytown and should have the same urban intersection feel as crossings closer to Boulevard. | Safety | Study | Multimodal | Richmond | Wikimaps |
| IS - 1033 | Left from Bailey Bridge on to Hull Street spill in to through/right causing backups in the AM and PM peak hours | Congestion | Study | System Resiliency | Chesterfield | Wikimaps |
| IS - 1034 | Sight distance left is restricted by embankment on Hull Street Road/Route 360. Cars are forced to edge out to the through lanes to gain visibility and create a hazard for the traffic on Hull Street headed towards 288. | Safety | Study | System Resiliency | Chesterfield | Wikimaps |
| IS - 1035 | Straighten out Woolridge and tee Watermill in to it. | Safety | Construction | System Resiliency | Chesterfield | Wikimaps |
| IS - 1036 | As Powhite is extended towards Woolridge there need to be consideration given to eliminating the signals on Old Hundred like the one at Brandermill Parkway. Can an unsignalized Superstreet be considered that restricts throughs and lefts from Brandermill. This would keep traffic moving on Powhite extended. | Capacity Improvements | Study | System Resiliency | Chesterfield | Wikimaps |

Public Input on Regional and Local Transportation Issues (Feb 15 - April 15th, 2020)

| ID | Issue/Deficiency Description | Category | Type | Transportation Mode | Jurisdiction | Comment Source |
|-----------|--|------------------------|-------------------|---------------------|--------------------|----------------|
| IS - 1037 | Midlothian Turnpike (Route 60) - Eastbound PM traffic destined for Route 150 SB. This is a very heavy movement and drivers experience long delays in getting on Route 150 south. It is typically faster for me to bypass this ramp and utilize the 3 loop ramps at this interchange to get on 150 SB. | Congestion | Study | System Resiliency | Chesterfield | Wikimaps |
| IS - 1038 | I want a bus or metro station at John Rolfe Parkway and Ridgefield Parkway. | Interconnectivity | Study | Transit | Henrico | Wikimaps |
| IS - 1039 | No bike path or sidewalk at John Rolfe Parkway and Ridgefield Parkway. | Accessibility | Study | Multimodal | Henrico | Wikimaps |
| IS - 1040 | Improve this intersection at Route 5 and Courthouse Road (Rt 155). Sight distances are terrible as there is a hill and a curve. With the new trail crossing at this intersection, something needs to be done to prevent crashes. | Safety | Study | Multimodal | Charles City | Wikimaps |
| IS - 1041 | This intersection at The Glebe and Route 5 has safety issues related to the existing Virginia Capital Trail crossing and is a notable crash cluster. The trail needs more to be more visible! | Safety | Study | Multimodal | Charles City | Wikimaps |
| IS - 1042 | Roundabout or traffic light install at Qualla Road and Stockport Dr. Having low visibility pulling out of both neighborhoods with speeding traffic always approaching from either side on Qualla rd. Wrecks are frequent here. | Safety | Study | System Resiliency | Chesterfield | Wikimaps |
| IS - 1043 | The intersection of S. Center and Ashcake Road is heavily traveled and it is difficult to traverse via bicycle. To make matters worse, it is the site of a two-track railroad crossing. On the west side of Center is the Stoney Run Trail. This is multi-use trail that ties into the East Coast Greenway. On the east side of Center is the beginning of the Trolley Line Trail, which will ultimately be incorporated into the Ashland to Petersburg Trail. Finding a way to make crossing safer at the Center/Ashcake/RR intersection would be advantageous for Ashlanders and users of the broader trail network. | Safety | Study | System Resiliency | Hanover | Wikimaps |
| IS - 1044 | The reorganization of lanes on eastbound 60 at Westchester Commons will require two lanes of traffic to merge right within a short distance. The social phenomenon would be fascinating if it weren't so dangerous: this creates road rage among multiple drivers as they speed up or block mergers. It's ridiculous. And I see it EVERY. SINGLE. DAY. | Safety | Study | System Resiliency | Chesterfield | Wikimaps |
| IS - 1045 | Congestion on Route 60 during peak hours at Old Hundred Road signal | Congestion | Study | System Resiliency | Chesterfield | Wikimaps |
| IS - 1046 | Backups on left-turn lane from Route 60 to Stavemill Road during evening commute | Congestion | Study | System Resiliency | Powhatan | Wikimaps |
| IS - 1047 | Poor visibility at Rt 60/13 intersection due to hill and fast-moving traffic | Safety | Study | Highway | Powhatan | Wikimaps |
| IS - 1048 | Intersection at 711/Judes Ferry Road is skewed, no turn lanes, high-speed traffic | Safety | Study | Highway | Powhatan | Wikimaps |
| IS - 1049 | Rte 288 is extremely congested in the AM and PM hours. This needs to be addressed asap | Operations/Congestion | Study | Highway | Multi-Jurisdiction | Wikimaps |
| IS - 1050 | During AM/PM commutes on Route 60, there is heavy traffic. Some turn lanes are not long enough to accommodate all turning cars (Oakbridge), so cars sit in the left lane. Some roads (Holly Hills) have no turn lanes, which slows traffic. | Congestion | Study | Highway | Powhatan | Wikimaps |
| IS - 1051 | Difficult to cross Patterson Avenue (Willow Lawn Drive to Hamilton Drive) due to speeding cars, no center median, and relatively long distances (for pedestrians) between signals. | Accessibility | Study | Multimodal | Richmond | Wikimaps |
| IS - 1052 | Difficult to cross Cary Street Road (Lock Lane to Thompson Street) due to speeding cars, no center median, and relatively long distances (for pedestrians) between signals. | Accessibility | Study | Multimodal | Richmond | Wikimaps |
| IS - 1053 | No pedestrian/bicycle facilities (River Road/Cary Street Road at CCV) providing connections between neighborhoods in the Near West End and Huguenot Bridge/James River. Uncomfortable for pedestrians and cyclists. | Accessibility | Study | Multimodal | Richmond | Wikimaps |
| IS - 1054 | Difficult to walk between Salisbury, Founders Bridge, and other neighborhoods to get to shopping at Winterfield Road/Huguenot Trail and sidewalks there. | Accessibility | Study | Multimodal | Chesterfield | Wikimaps |
| IS - 1055 | Need BRT like bus service on US1 from downtown to Virginia Center Commons | Interconnectivity | Transit Expansion | Transit | Henrico | Wikimaps |
| IS - 1056 | Need BRT extension to Short Pump for better transit access to key job centers in Western Henricc | Interconnectivity | Transit Expansion | Transit | Henrico | Wikimaps |
| IS - 1057 | Frequent bus service on Midlothian Turnpike | Interconnectivity | Transit Expansion | Transit | Chesterfield | Wikimaps |
| IS - 1058 | Pedestrian infrastructure (sidewalks, crosswalks, lighting) on both sides of Belt Boulevard. | Accessibility | Study | Multimodal | Richmond | Wikimaps |
| IS - 1059 | Need Interchange off of Route 288 and extension of Woolridge Road to serve Edgewater and Woodlake communities. | Operations/Maintenance | Study | Highway | Chesterfield | Wikimaps |

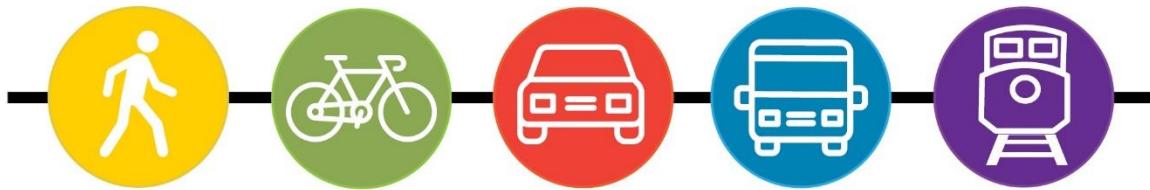
Public Input on Regional and Local Transportation Issues (Feb 15 - April 15th, 2020)

| ID | Issue/Deficiency Description | Category | Type | Transportation Mode | Jurisdiction | Comment Source |
|-----------|---|------------------------|-------------------|---------------------|--------------------|----------------|
| IS - 1060 | Going north towards Broad between the Fan and Scott's Addition, there is no safe method by bike. Sidewalk, maintenance, Boulevard are dangerous. Contraflow bike lane on Shephard Street or other multi-modal support getting from the bridge to Broad/beyond appreciated. | Accessibility | Study | Multimodal | Richmond | Wikimaps |
| IS - 1061 | Bike lane and/or shared use path connection along Route 711/Huguenot Trail/Robius Road from City to Powhatan State Park | Accessibility | Study | Multimodal | Multi-Jurisdiction | Wikimaps |
| IS - 1062 | Shared use path connection to Columbia (and on to Scottsville on Route 6) | Accessibility | Study | Multimodal | Goochland | Wikimaps |
| IS - 1063 | Bike/ped facility on River Road to Route 6 | Accessibility | Study | Multimodal | Goochland | Wikimaps |
| IS - 1064 | Existing bike route on Cherokee/Old Gun roads is dangerous for cyclists. Add bike lane or wide shoulder | Accessibility | Study | Multimodal | Multi-Jurisdiction | Wikimaps |
| IS - 1065 | Connect Malvern bike lanes to Brookland pkwy bike lanes through Scott's Addition | Accessibility | Study | Multimodal | Richmond | Wikimaps |
| IS - 1066 | Chesterfield/VDOT to install separate bike/ped route along Courthouse Road between Belmont Rd. and Route 10. Could use Pocahontas State Park through the corridor, could connect to Richmond Regional Ride Center. (Phil Riggan, PlanRVA) | Accessibility | Construction | Multimodal | Chesterfield | Wikimaps |
| IS - 1067 | Short Pump area road logjam where vehicles exit I-64 onto West Broad Street and attempt to merge into westbound traffic, sometimes attempting to cross four lanes of heavy traffic so that they can turn left for shops south of Broad St. | Safety | Study | System Resiliency | Henrico | Wikimaps |
| IS - 1068 | Traffic calming measures needed to protect frequent pedestrian crossings on Chamberlayne south of Brookland Park Blvd to Interstate 64/95 | Safety | Study | Multimodal | Richmond | Wikimaps |
| IS - 1069 | Unsafe bicycle accommodations along Boulevard. A safe connection is needed from bike lanes along Hermitage into the Fan and Museum District. | Accessibility | Study | Multimodal | Richmond | Wikimaps |
| IS - 1070 | Install the Bike lanes along Brook Road | Accessibility | Construction | Multimodal | Richmond | Wikimaps |
| IS - 1071 | PARKING ENFORCEMENT ALONG BROAD ST. to get cars out of the Pulse Lanes | Operations/Congestion | Other | Other | Richmond | Wikimaps |
| IS - 1072 | Repave Westwood Avenue from Broad Street to Laburnum Ave | Operations/Maintenance | Construction | Other | Multi-Jurisdiction | Wikimaps |
| IS - 1073 | Very rough road on Chamberlayne in Jackson Ward makes biking very difficult. | Operations/Maintenance | Construction | Other | Richmond | Wikimaps |
| IS - 1074 | Between Byrd Park and Broad Street, reduce Ashe Boulevard travel lanes to one in each direction, with dedicated turn lanes at intersections. Move parking out from curb, build new curb line and install protected bike facilities between parked cars and existing tree wells and sidewalk. Between Broad Street and Hermitage Road, install cycletrack and calm street with narrower pedestrian crossings, shorter light phases and bumpouts. | Operations/Safety | Study | Multimodal | Richmond | Wikimaps |
| IS - 1075 | Place stop signs at all intersections on Ellwood Avenue between Thompson and Boulevard to slow traffic and allow safe crossings for pedestrians. Crossings need to be painted high visibility at all intersection locations along this segment. | Operations/Safety | Study | Multimodal | Richmond | Wikimaps |
| IS - 1076 | Stop signs should be posted at all intersections along this stretch of Grove Avenue between Thompson and Boulevard, in addition to additional crossing bumpouts and markings. | Operations/Safety | Study | Multimodal | Richmond | Wikimaps |
| IS - 1077 | Evaluate the closure of this ramp to Thompson Street off Downtown Expressway. Seems like a low-traffic ramp with alternatives in area would make it a good candidate for closure. Would increase safety at Cary Street intersection. | Operations/Safety | Study | Multimodal | Richmond | Wikimaps |
| IS - 1078 | Cary Street between Thompson and Boulevard should be car-free, with transit allowed. Ellwood should be converted to two lanes between Thompson and Boulevard. | Interconnectivity | Study | Other | Richmond | Wikimaps |
| IS - 1079 | Bus-only lanes on 8th/9th and Cary/Main pairs for future BRT service. | Interconnectivity | Transit Expansion | Transit | Richmond | Wikimaps |
| IS - 1080 | Thompson Street road diet for better east/west foot/bike crossings between Ellwood Ave and Broad Street. Consider also creating two-way operations for future high-capacity transit extension of existing GRTC Route 5. | Operations/Safety | Study | Multimodal | Richmond | Wikimaps |
| IS - 1081 | South Street is a narrow road with negligible shoulders and hairpin turns. It is also a cut through from Harrowgate Road to Route 1. Speeding is an issue, especially with the horizontal and vertical deficiencies of the roadway. | Safety | Study | Other | Chesterfield | Wikimaps |

Public Input on Regional and Local Transportation Issues (Feb 15 - April 15th, 2020)

| ID | Issue/Deficiency Description | Category | Type | Transportation Mode | Jurisdiction | Comment Source |
|-----------|---|------------------------|--------------|---------------------|--------------|----------------|
| IS - 1082 | As Woolridge is straightened out near Watermill and as Powhite is extended towards Woolridge, keep the pedestrians along Woolridge in mind. Pedestrian accommodations should be included in the improvements in this dense residential area. | Operations/Maintenance | Study | Multimodal | Chesterfield | Wikimaps |
| IS - 1083 | Construct sidewalk along Huguenot Road between the new Publix and Featherstone Drive. Add pedestrian signalization at the Featherstone signal to allow a huge residential population on the west access to the east side of Huguenot Road and ultimately the shopping center. Other sidewalks have been constructed on this route; this addition would complete a vital link. | Accessibility | Study | Multimodal | Chesterfield | Wikimaps |
| IS - 1084 | Add sidewalk connection to Wal-Mart Way from this Olde Coach Village neighborhood. | Accessibility | Construction | Multimodal | Chesterfield | Wikimaps |
| IS - 1085 | This section of Woodpecker Road is heavily traveled by teenagers driving to and from Matoaca High School. Lanes are narrow, shoulders are non-existent, a few horizontal and vertical curves with poor sight distance, trees within clearzone, etc. Several spot improvements should be made at a minimum along this corridor. | Safety | Study | System Resiliency | Chesterfield | Wikimaps |
| IS - 1086 | PM peak traffic on 14th Street downtown is extremely congested. Some of this seems to be attributed to GRTC buses, signal timings along with people running red lights and therefore blocking intersections. Another potential issue seems to be related to the left turn volumes from Dock Street to Canal causing residual delay for outbound 14th street traffic. | Operations/Congestion | Study | System Resiliency | Richmond | Wikimaps |
| IS - 1087 | Add sidewalks or a trail to allow these neighborhoods along Old Buckingham Road to access the Food Lion on the western end and the existing sidewalk network on the eastern end which connects to the mall, Lowes, Lidl, etc. | Accessibility | Study | Multimodal | Chesterfield | Wikimaps |
| IS - 1088 | Road Bike lane that is separate from the road or at least a barrier, that encompasses the Pocahontas State Park. | Accessibility | Study | Multimodal | Chesterfield | Wikimaps |
| IS - 1089 | Widening Greenwood Road between Old Washington Road and future Woodman Road extention. Add bike/ped accomodations; connect school, park & other trails | Accessibility | Study | Multimodal | Henrico | Wikimaps |

Connect RVA 2045



Vision, Goals and Objectives

Public Review Comments

December 4-18, 2020

Sulabh Aryal

From: ConnectRVA2045
Subject: [ConnectRVA2045] Engagement - new submission

From: Caryl Burtner <reply-to+d44343c7f773@crm.wix.com>
Sent: Friday, December 18, 2020 1:37 PM
To: ConnectRVA2045 <connectrva2045@planrva.org>
Subject: [ConnectRVA2045] Engagement - new submission

Caryl Burtner just submitted your form: Engagement
on [ConnectRVA2045](#)

Message Details:

First Name: Caryl
Last Name: Burtner
Email: burtnercaryl@yahoo.com
Phone 2: 8043665467
Subject: Transit Plans

Message: Please don't buy double accordion busses!! They would be so very dangerous! Maneuvering around the Pulse is already treacherous, but more importantly: Double Busses aren't needed. We need smaller busses--not larger ones! Busses roar by my Patterson Avenue home hourly, frequently empty and rarely carrying more than two passengers. Smaller, jitney-style busses would save energy, be safer, reduce wear & tear on the roads, cut down on noise pollution, and save a lot of money. A few years ago, I read about a plan for a ferryboat between Richmond and Virginia Beach. This is a great idea! As for Richmond 300: Building tall buildings does nothing to accomplish a car-free city. Fewer cars, less suburban sprawl, and better mass transit are worthy goals, but to assume that the hundreds of new residents will only bike, walk, scoot, and take the Pulse is not realistic. People have cars, and people need cars--even millennials. Parents will visit in cars. It's time to admit the The Pulse has not been successful. It simply cannot compete with Lyft and Uber. Please be smart, conserve money and energy, and keep us safe. Thank you,
Caryl Burtner

Comments on ConnectRVA 2045 website

1. vision statement is long and complicated and doesn't lead with the "why". Suggest simplifying to something like "The transportation system will support an exceptional quality of life for everyone in the region by providing a choice of safe, efficient, sustainable, and accessible options for local and regional travel."
2. Safety principle is weak. i don't want a system to accommodate advances in technology unless those advances actually help eliminate fatal and serious injury crashes. Suggest re-writing to say "Create a safe system for all users by using proven strategies in planning, design, operations, and maintenance as well as advances in technology to eliminate fatal and serious injury crashes."
3. principle 3 needs to be reversed -- the goal is to improve individual and community health in the region by promoting active travel...which can only happen with complete walking and biking networks at the local and regional level.
4. this would be a good place to recognize explicitly that efficient regional travel for people and goods is enhanced by replacing short, local car and truck trips with active travel modes and by providing excellent transit in the busiest regional corridors
5. Guiding principles seem a bit underwhelming. where is the vision of a system in 2045 that is: a Safe System; Carbon-neutral; Restoring wetlands, farmland, open space; Reducing the footprint of developed land and the number of lane miles of paved roadway?
6. Safety Goals and Objectives: this is failed language of the past. We need to create a safe system and eliminate all fatal and serious injury crashes by 2045 (actually, sooner). Must be a measurable and meaningful goal.
7. Environment/Land Use goal could be more positive...Invest only in transportation projects and programs that improve air quality, reduce greenhouse gas emissions, and enhance the natural and built environment.
8. Environment and land use objectives could be re-ordered and maybe start with Land use decisions should reduce the need to travel and reduce the region's reliance on autos. Then talk about reducing VMT (which is awesome to see in here) and increasing the share of trips made by active travel modes (also awesome).
9. I would have Equity as a stand alone goal/objective and replace Mobility with Access. I would reverse the order of 3C and 3B and I would get rid of 3A. Maybe add an objective related to increasing the involvement of EJ populations in transportation decision-making by increasing the capacity of EJ communities to participate, appointing people from EJ communities to transportation boards etc.
10. Eliminate 3A. Its a stalking horse for widening roads for the benefit of suburban car commuters -- if it's supposed to be transit related, then say reduce transit headways and delays and increase transit frequency and service. Favoring mobility and "reducing congestion" has also resulted in EJ populations suffering greater harm from the resulting pollution, danger etc. caused by road expansion.

11. Economic development needs to go hand in hand with community development, and needs to not reward poor land use decisions with bigger and bigger roads. As mentioned before, efficient regional movement of goods -- reducing freight bottlenecks and restrictions -- has as much to do with getting unnecessary car and truck trips off the road as it does with building ever bigger and more expensive highway interchanges and bridges.
12. I'd rethink Mobility and replace it with Access. The goal is not more travel in the region; longer and faster trips are not inherently better or more valuable than shorter trips. The goal is getting people where they need to go safely, equitably, and sustainably, or not having to travel at all. So I would go with objectives related to maintaining the existing system in a state of good repair; improving the efficient use of existing capacity by increasing transit, ridesharing, active travel; and harnessing technology to achieve these goals. I would also add a critical bullet about the system being barrier-free (universal design etc).

PARTNERSHIP *for* SMARTER GROWTH

December 18th, 2020

Dear PlanRVA,

The Partnership for Smarter Growth (PSG) would like to offer the following comments in regard to the draft vision, goals, and objectives for the ConnectRVA 2045 long-range transportation plan. While the stated vision and goals are commendable, we would like to make a number of suggestions to strengthen the listed objectives in order to better contribute to the achievement of their associated goals.

Under the "Safety" goal, there should be included an objective that explicitly supports Vision Zero commitments, as this is a specific and measurable goal in the effort to improve the safety of our transportation network for all users. It is important that an objective also be included that specifically addresses the need to improve safety for bicycle and pedestrian users of existing and future transportation facilities.

For the environmental impact category, it is crucial that there be a commitment to reduce greenhouse gas (GHG) emissions produced by transportation in the region in order to reduce our contribution to climate change before it is too late. The best way in which to do this is through targeted strategies for reducing vehicle miles traveled (VMT) and increasing the mode share of walking, biking, and transit. Objectives 2C through 2D should be bolstered by an objective specifically calling for transit-oriented-development, as land use is directly tied to the success or failure of investments in transit and active transportation facilities. An additional objective should be included regarding the modification of project evaluation criteria to include analysis of climate impacts resulting from potential investments.

For "Accessibility and Mobility", objective 3A ("reduce peak travel times") should further specify that travel times should be improved through the prioritization of transportation demand management (TDM) policies and investments designed to promote mode-shift to transit and active transportation. While it is encouraging that "EJ populations" are mentioned in the objectives, we would suggest that an objective be added that actually pursues environmental justice itself through analyzing impacts of investments on low-income and minority communities and working to mitigate the impacts of existing facilities.

Finally, the objectives under "Economic Development" should be modified to prioritize investment in transportation improvements that facilitate vibrant

pedestrian conditions, improving walkability, attractiveness, and quality of life -- improvements that are effective in attracting capital investment through increased desirability. Though mobility for freight traffic is vital to the economy, it should be planned for in a way that does not threaten or undermine efforts to improve the safety or livability of residential and commercial neighborhoods.

Thank you for your efforts in the development of the long-range transportation plan, and for the opportunity to provide comment throughout the process.

Sincerely,

Partnership for Smarter Growth



December 18, 2020

connectrva2045@planrva.org

BY EMAIL

Re: ConnectRVA 2045 Vision, Goals, and Objectives

As a member of the ConnectRVA 2045 Advisory Committee, and on behalf of the Southern Environmental Law Center, I would like to provide the following comments and the attached redline document on the draft Vision, Goals, and Objectives for the Richmond region's next long range transportation plan.

The draft document is a great start, and the process to develop this language has been useful to gather different perspectives, but it has not yet permitted more focused attention on the specifics of the plan's vision, goals, and objectives—so we appreciate this opportunity to provide more detailed recommendations. We have a number of suggested edits and comments on this document, primarily to sharpen, strengthen, and fill out various points in the draft language. Rather than write lengthy comments spelling out these points, I have attached a redlined copy of the draft language that contains our suggested edits and comments.

Thank you for your consideration, and I look forward to continuing to work with you to develop the Richmond region's next long range transportation plan.

Sincerely,



Trip Pollard
Senior Attorney

Attachment

Vision

Transportation in the Richmond Region will reliably connect people, prioritize interconnected opportunities for provide a range of travel options to enable all to thrive and live healthy lives, promote a strong economy development, minimize pollution, respect environmental- and cultural resources stewardship, and support an exceptional quality of life.

Comment [A1]: Seemed a little redundant to have both “connect” and “interconnected,” and also don’t seem to capture the multimodal / range of options aspect.

Guiding Principles

- 1) A safe, well-maintained, and interconnected transportation system that accommodates advances in technology.
- 2) Choice among all travel options (passenger vehicle, transit, truck, rail, bike, walk, vanpool/carpool, micromobility, truck, air, barge, air, vanpooling/carpooling, transit, bike, walk, micromobility) regionwide.
- 3) Prioritize completion of regional bicycle and pedestrian networks for the benefit of to provide alternatives to driving and promote individual and community health.
- 4) A robust transit network which delivers comprehensive, effective, and convenient service, including particularly in areas of greatest need and to key destinations.
- 5) Equity and inclusion in all transportation spending and planning decisions in the region with a focus on historically underrepresented and underserved disregarded communities.
- 6) Efficient movement of goods across the transportation network.
- 7) Alignment of transportation investment and planning with land use, community health, and environmental stewardship.

Comment [A2]: The more important end seems to be a strong economy, rather than focusing on the “development” aspect.

Comment [A3]: The current order of this list seems very odd. Had transit/bike/walk—which should be prioritized—near the very end, even after barge and air. Seems more reasonable to put residents’ typical daily travel options first, and then list the less-frequent and/or freight-focused options later.

Comment [A4]: Seems too limited to just focus on the health component here.

Goals & Objectives

Safety

Improve the safety of the transportation system for all people.

- 1A. Reduce the number of crashes
- 1B. Reduce fatalities and serious injuries
- 1C. Enhance safety and comfort of bicycle and pedestrian facilities
- 1D. Support Vision Zero transportation safety commitments

Environment/Land Use

Reduce the negative impact the transportation system has on the natural and built environment.

- 2A. Address roadways prone to flooding.

- 2B. Reduce transportation related pollutants, including decarbonizing transportation
- 2C. Reduce VMT (vehicle miles traveled) per capita
- 2D. Increase number and share of trips taken by traveled through shared and active transportation modes
- 2E. Tie land use planning potential to transportation investments, including through encouragement of walkable and transit-oriented communities
- 2F. Minimize impacts of transportation system on natural resources and communities, with a particular emphasis on Environmental Justice (EJ) populations**
- 2G. Incorporate consideration of climate change impacts into transportation planning, prioritization, and funding decisions**

Equity/Accessibility

Improve accessibility and mode choice for all people.

- 3A. Reduce peak period travel times.
- 3B. Reduce trip lengths for all people populations with a focus on Environmental Justice (EJ) populations.
- 3C. Increase access to jobs and community services via transit, walking, and biking for all populations people with a focus on Environmental Justice (EJ) populations.

Comment [A5]: Just to avoid redundancy.

Economic Development

Improve connectivity and mobility for strong economic vitality.

- 4A. Increase transportation investments that support economic vitality, which focuses on economic development.
- 4B. Improve reliability and accessibility of travel to and within regional activity centers.
- 4C. Reduce freight bottlenecks and restrictions.
- 4D. Increase multimodal access to jobs, activity centers, and tourist destinations.

Comment [A6]: Again, think should focus more on economic benefits than "economic development."

Comment [A7]: Not exactly sure what this is meant to target, but seems too broad...

Comment [A8]: "Tourist destinations" alone is far too limited here.

Mobility/Operations

Increase travel efficiency and mode choice, and maintain the transportation system in a state of good repair.

- 5A. Increase the percent of complete streets across the network, that incorporates complete street elements.
- 5B. Increase system efficiency through operational, transportation demand management, and technology-based- solutions.projects.
- 5C. Improve system reliability across all modes.

Comment [A9]: "Incorporates complete street elements" seems fairly weak, and somewhat opposite of the meaning of "complete streets." Technically automobile travel lanes are "elements" of a complete street.

From: [Sulabh Aryal](#)
To: [Chet Parsons](#); [Barbara Jacocks](#); [Philip Riggan](#)
Subject: FW: Comments on the ConnectRVA2045 plan
Date: Thursday, December 17, 2020 11:20:39 AM
Attachments: [image001.png](#)
[image002.png](#)

All – See below for the comments by a Chesterfield resident on the ongoing regional bike-ped plan. The comments came in for the ConnectRVA 2045 plan. Seems like there was a confusion between the ConnectRVA 2045 plan and the Bike-Ped plan. We probably need to make a clear distinction of both for future comments.

Sulabh

From: Smith, Barbara K <SmithBK@chesterfield.gov>
Sent: Thursday, December 17, 2020 10:04 AM
To: Sulabh Aryal <SAryal@planrva.org>
Cc: Benedict, Kathryn <BenedictK@chesterfield.gov>; Walker, Chessa <WalkerCh@chesterfield.gov>
Subject: FW: Comments on the ConnectRVA2045 plan

Sulabh – We're assuming you got these comments already, but are sending them to you just in case...

Barb

From: Lindsay Childs <Inchilids@gmail.com>
Sent: Thursday, December 17, 2020 9:20 AM
To: Haley, Leslie <HaleyL@chesterfield.gov>; Winslow, Christopher <WinslowC@chesterfield.gov>; Holland, James <HollandJ@chesterfield.gov>; inglej@[chesterfield.gov](#); Carroll, Kevin (BOS) <CarrollKevin@chesterfield.gov>; Freye, Gloria <FreyeG@chesterfield.gov>; Smith, Jesse W <SmithJW@chesterfield.gov>
Subject: Comments on the ConnectRVA2045 plan

CAUTION: External Email

Comments on the Connect RVA 2045 plan

Lindsay N. Childs, Inchilids@gmail.com

December 17, 2020

Thank you for giving the public an opportunity to review the 2045 plan.

I looked at the Richmond Regional Bicycle and Pedestrian Infrastructure map, with a

particular focus on the Midlothian area and adjacent northwest Chesterfield County. In summary, my comments are:

- I. It is a recreational biking plan, not a transportation plan.
- II. It does not relate at all to the idea of pedestrian transportation, and therefore it also ignores the possibility of public transportation.
- III. It ignores the fact that the vast majority of the present biking infrastructure in Chesterfield County is used by only a small percentage of bicyclists because of location or safety issues.
- IV. The pedestrian infrastructure in Chesterfield County is largely useless or unusable.
- V. There are a couple of possible bike/walk routes that could be included in the plan.

I. It is a recreational biking plan, not a transportation plan.

Transportation is the process of getting from somewhere to somewhere. Recreation is an activity. When I drive from home to the Midlothian YMCA to meet a 10K training team, that is transportation. When I then walk or run with the team five miles around the Grove neighborhood and Midlothian Mines Park, that is recreation.

This plan, and Chesterfield County's approach to biking and walking, is too much influenced by the success of the Capital Trail. That trail is an outstanding recreational success. But the only folks who might use that trail as transportation are residents of Rockett's Landing who want to have lunch at Upper Shirley.

Whatever happened to the idea of walking or bicycling as a means to get from place to place? Between home and work? Between home and shopping? Between home and school? Between home and church? Between home and a park, or a library, or an athletic facility? Between home and a bus stop or light rail stop?

Most of the future trails found on the Chesterfield map avoid those amenities, and are located along stream corridors and other undeveloped portions of the county, instead of connecting neighborhoods to amenities.

To be more concrete, consider this example. The new mixed use development near the northwest corner of the Winterfield Road/Midlothian Turnpike intersection, across Midlothian Turnpike from the Ivymont Shopping Plaza, includes a large amount of leasable office space, marketed to people who work remotely but don't want to do so from home. It should be walkable for people who live 1-2 miles from the facility, and bikeable for people who live anywhere in the Midlothian Special Area Plan study area. How does this study address the issues of safety and accessibility for these residents: for example, a resident of Sycamore Village? Or of Charter Colony? Or of the Queensgate or Grove or Walton Park neighborhoods? As far as I could find, it doesn't.

Or, to be even more concrete, consider this example: “John and the podiatrist”.

My friend John, with whom I walk frequently, lives in the Briarwood neighborhood within sight of the ACAC parking lot. Recently he had an appointment with a podiatrist whose office is in Alverser Plaza, less than a mile away for a crow. To walk to that office, one idea would be to just walk from Keith to Wiesinger to Robious Road, then east to the Huguenot Road intersection, then walk along Huguenot Road to Alverser and into Alverser Plaza, about 1.5 miles. But walking along the west side of Huguenot Road is not possible because of the lack of sidewalks and shoulders.

So he considered a route that involved walking a short distance to the east end of Murray Hill Road, crossing the railroad tracks on a rough existing path to get into Briarwood Hearth, then walking on neighborhood streets to the intersection of Old Coach Drive and Huguenot Road, about 300 feet north of the Huguenot Road-Alverser Drive intersection. But that last 300 feet can only be walked by walking in the right turn lane from Huguenot Road to Alverser Drive, because of the thick vegetation immediately adjacent to the road.

So he looked for an alternative route using Warminster Drive to Old Buckingham Road, then walking about a thousand feet along Old Buckingham to the back entrance to Alverser Plaza. There is a sidewalk fragment, about 150' long, that goes along Old Buckingham from Alverser Plaza and ends abruptly at a property boundary, about 10 feet from a driveway, but otherwise thick vegetation would require walking on the edge of pavement of Old Buckingham Road, which is almost as hazardous as walking on the edge of pavement of Huguenot Road.



Either alternate route would be just under 1.5 miles. But none of them is at all safe. He drove.

For transportation, public health and environmental reasons, you should want John to be able to walk to the podiatrist!

II. The plan does not relate at all to pedestrian transportation, or to public transportation.

The plan, and in particular, the Richmond Regional Bicycle and Pedestrian Infrastructure map, ignores pedestrian infrastructure entirely. Important sidewalks, such as the sidewalk connecting Robious Middle School along Robious Crossing Road and Polo Parkway to the pedestrian signal on Robious Road and ACAC, or the sidewalks connecting James River High School along James River Road to the pedestrian signal on Robious Road, are not shown.

Since it ignores pedestrian infrastructure issues, it also ignores the possibility and viability of public transportation. The two topics are strongly intertwined. Every bus trip involves walking too and from the bus stop. To be concrete, a bus travelling north on Jefferson Davis Highway

picks up patrons on the east side of the highway to go to downtown Richmond, and the return bus drops them off on the west side of the highway. Any patron on that round trip must cross the highway exactly once on that round trip. If the patron cannot cross the highway safely, the patron will not be able to use the bus. This fact explains why a school bus stops all traffic when it picks up or drops off kids.

So the viability of bus service depends on the ability of pedestrians to safely reach and cross highways such as Jefferson Davis Highway, Hull Street Road and Midlothian Turnpike. But those pedestrian issues are ignored in this plan.

Chesterfield County supported an express bus between the Lowes parking lot near Chesterfield Towne Center and downtown Richmond for a few years, but finally ended it in 2019 for lack of patronage. The main reason that service had so little patronage was that of the 1400+ multifamily units within a $\frac{3}{4}$ mile walk of the Lowes bus stop, residents of only 25% of those units could access that bus stop on foot. The remainder were blocked by morning and evening rush hour traffic on Huguenot Road, Robious Road and Mall Road.

The only part of Chesterfield County that has a reasonably safe pedestrian environment is Chester Village, along Route 10 near Thomas Dale High School. As of three years ago, that 2.5 mile stretch of Route 10 had nearly half of the intersections with pedestrian signals in the entire county.

III. The vast majority of the present biking infrastructure in Chesterfield County is underused because of location or safety issues.

Chesterfield County has many miles of bike lanes and paved shoulders shown on the Richmond Regional Bicycle and Pedestrian Infrastructure map.

Focusing on northwest Chesterfield County, this map shows existing structure as follows:

- a. Huguenot Road: paved shoulders from Big Oak Lane east to Forest Hill Avenue.
- b. Robious Road: bike lanes from just east of 288 to Polo Parkway and from Woodmont Road to Old Bon Air Road.
- c. Courthouse Road: bike lanes from Midlothian Turnpike to the northern edge of the 76 interchange and from the southern edge of the 76 interchange to just south of Rockwood Park.
- d. Charter Colony Parkway: bike lanes from Martinet Crossing (at the Publix) south past Genito Road.
- e. North Woolridge Road: paved shoulders between Walton Park Road and Coalfield Road, dedicated bike lanes between Coalfield Road and Charter Park Drive.

Omitted is the paved off-road path from the southern end of Miners Trail Road to Lucks Lane just west of Braisden Road. This path is expected to continue as a shared use path along Lucks Lane east to Walton Bluff Parkway as part of the Lucks Lane reconstruction.

The map gives no indication of whether or not the infrastructure listed above meets the design standards of Chapter 13 of the Chesterfield County Comprehensive Plan. In fact, it doesn't.

From Chapter 13 of the Chesterfield County Comprehensive Plan:

``All Ages, All Abilities

Roads should provide a means of transportation for everyone including persons with disabilities. The preferred facility in a suburban setting to accommodate a wide variety of users is a paved shared-use path. This single facility can comfortably be used by those who walk, jog, ride a bike or use a wheelchair or stroller. Facility design should incorporate ADA accessibility principles and standards.

(page TR6)

``Safe Intersections for All

Intersections of roads are often barriers to safe walking and biking. Many roads are built with sidewalks, but it is not possible to safely cross the road without a pedestrian actuated signal, signage and/or road markings. Existing intersections should be redesigned and standards for new intersections should be established to encourage biking and walking, especially in areas where sidewalks currently exist or if the intersection appears on the Bikeways and Trails Plan. (TR6)

``Cross sections on the following pages serve as examples or general templates for the design of roads. Some cross sections depict multiple options for bike/pedestrian accommodations. Each situation is unique with possible utility, environmental, social or other constraints. These recommended cross sections should be modified to address unique situations and community character, with the intent to safely and comfortably accommodate all users. (TR7)

``Suburban Arterial Design Features: Buffered Sidewalks, 5' minimum; Buffered Shared Use Path, 10' minimum; ... Pedestrian Signals and Crosswalks at Key Intersections;

``Suburban Collector Design Features: Buffered Sidewalks, 5' minimum; Buffered Shared Use Path, 10' minimum;

``Suburban Local Design Features: Buffered Sidewalks, 5' minimum;

“Neighborhood Byway and Signage, 11’ travel lane width.” (TR8-11)

None of the infrastructure noted on the map and listed above meets the design standards described in Chapter 13 of the Comprehensive Plan. In particular, I am not aware of any bike lane in northwest Chesterfield County that meets the standard that bike lanes on roads with heavy or high speed traffic should be buffered:

- Huguenot Road, with unprotected paved shoulders of marginal width alongside heavy traffic that routinely exceeds the 45 mph speed limit, is a particularly egregious example. When those shoulders were constructed a few years ago, no one at the County explicitly said that they were for bicycles: rather, they were added to improve the safety of vehicular traffic.
- Robious Road has very recently repaved and painted bike lanes of at most five feet in width, but they are unbuffered from traffic that, like Huguenot Road, routinely exceeds the 45 mph speed limit. The vast majority of drivers I’ve seen who approach a cyclist on Robious Road respond by moving, if possible, towards or into the left lane to pass. The situation is uncomfortable for cyclists and also for drivers.
- North Woolridge Road has paved shoulders east of Coalfield Road, which in some places narrow to three feet or less in width. Eastbound traffic from Coalfield goes downhill in a sweeping curve to the left, almost always at or above the 45 mph speed limit—highly dangerous for any bicyclists who might venture on that highway.
- Buffering will also be lacking for the bike lanes on the reconstructed Lucks Lane east of Walton Bluff Parkway. I was told that the county was unwilling to take sufficient ROW width to put in either buffered bike lanes or a buffered shared use path.

IV. The pedestrian infrastructure in Chesterfield County is almost entirely useless or unusable.

Since pedestrian infrastructure per se is omitted from the Richmond Regional Bicycle and Pedestrian Infrastructure map, most of the rest of these comments will focus on the pedestrian environment in northwest Chesterfield County. The example of John and the podiatrist described earlier is symptomatic.

The map states: “The pedestrian network in Chesterfield is focused on a combination of sidewalks, trails, and parks [--recreation, not transportation]. The county also has over 250 miles of sidewalk, but many areas remain disconnected from the wider network due to the [sic] Chesterfield’s physical size .”

It may be true that the county has 250 miles of sidewalks. But it has far fewer miles of *useful* sidewalks, and very few miles of *useful and usable* sidewalks.

a. Concerning useful sidewalks, many miles of sidewalks are in newer residential

neighborhoods where traffic volumes are low and speeds are low enough that any brightly dressed pedestrian can be easily seen by street traffic. So it is safe to walk on the streets.

For example, the Tarrington neighborhood, dating from 2006, has approximately ten miles of sidewalks. The only sidewalks that are needed are on the collector roads within the subdivision, namely Ashwell Drive and the roads that connect Ashwell Drive to Riverton Ridge Drive., in total about three miles of sidewalks. The seven miles or so of remaining sidewalks are rarely used. Putting concrete sidewalks along both sides of a cul-de-sac does nothing but provide an aesthetic design feature. Because of untrimmed street trees and the tendency of concrete slabs to shift over time, it is safer to walk on the street, and except on the roads just named, almost everyone does.

By contrast, the older Roxshire neighborhood, dating from the 1980's, has no sidewalks. I've walked over 200 miles all over that neighborhood during the past six months. The only roads in Roxshire where I would choose to walk on a sidewalk if available, rather than on the road, are Old Gun Road and Framar Road, the collector roads in and out of the neighborhood.

So the "250 miles of sidewalks" is misleading. As just noted, many miles are not useful.

b. The usability of sidewalks: sidewalk fragments.

The most serious pedestrian issue Chesterfield County has is sidewalk fragments. By a sidewalk fragment I mean a sidewalk that ends in midblock, or ends at a busy intersection that is unsafe to cross to reach another sidewalk fragment because of the level of traffic at the intersection and the lack of a pedestrian crossing signal at the intersection.

For example, consider Hull Street Road west of Route 288. On the south side of HSR is a collection of sidewalk fragments beginning at Brad McNeer Parkway, continuing west past the signalized intersections at Mockingbird Lane, Deer Run Drive, Chital Drive, North Spring Run Road, Winterpock Road, the entrance to Walmart, and Ashlake Parkway, and ending in mid-block west of Woodlake Village Parkway. On the north side of HSR is a similar collection of sidewalk fragments from Woodlake Village Parkway east to Harbour Park Drive.

There are no signalized pedestrian crossings of the side streets where they join HSR from the south, and no signalized pedestrian crossings of HSR to enable a pedestrian to get from one side of HSR to the other. So the three miles of sidewalks on the south side of HSR consist of a set of eight sidewalk fragments that are unusable, because a pedestrian cannot safely get from one fragment to the next, or from a fragment on the south side to a sidewalk on the north side of the highway.

As a footnote to this example, the County has planned a 10 foot wide shared use path along the east side of Winterpock Road from Birkdale Road to HSR. Without pedestrian signals to enable a crossing of Winterpock Road at HSR and to enable a crossing of HSR at Winterpock, that shared use path will just be another fragment—it will have the limited role of connecting the Royal Birkdale neighborhood by foot or bike just to Lowes.

Some examples of sidewalk fragments in northwest Chesterfield County:

- On both sides of Robious Road from Polo Parkway west to Sandhurst Lane. On the south side of Robious the sidewalk ends in mid-block, about 300 feet east of Corner Rock Road. (There is a narrow pedestrian opening in the median at a curve on Robious Road for a mid-block crossing to get to Sandhurst Lane.)
- On both sides of Robious Road from Mall Drive west to the entrance to the Huguenot Village shopping plaza (Publix).
- On both sides of Cranbeck Road from Robious Road north to a drainage swale adjacent to the Norfolk Southern railroad tracks.
- On both sides of Mall Drive between Robious Road and Koger Center Parkway. What are missing in the Mall Drive /Robious Road area are pedestrian signals at the Mall Drive and Robious Road intersection, and at the Mall Drive and Koger Center Parkway intersection.
- The only sidewalk on Coalfield Road south of North Woolridge is a sidewalk 0.4 miles long on the west side of Coalfield Road, from Manders Drive south to Vincent Lane. Manders Drive is a half-mile south of the pedestrian signals at the Coalfield/North Woolridge intersection and the sidewalk on Coalfield connecting North Woolridge to Midlothian Turnpike.

Only this winter will the sidewalk on the south side of Midlothian Turnpike be completed between North Woolridge Rd. and Charter Colony Parkway, and despite the recommendations of two County-adopted Midlothian Village Special Area Plans, in 1989 and 2019, there is still no safe way to cross Midlothian Turnpike on foot in the village, or, for that matter, anywhere else in Chesterfield County.

I could find nothing in this plan about issues involving pedestrians crossing busy streets. But the point is that sidewalks are unusable without dealing with those issues. As is bus service.

c. On crosswalks.

An easy and cheap way to think that one can provide pedestrian safety for crossing a highway is to paint a crosswalk. But unsignalized crosswalks in suburbs are generally ignored.

Crosswalks at intersections where side streets meet through streets are especially ignored by drivers on the through street.

One example is the crosswalk of Charter Colony Parkway at Sovereign Grace Drive, across

from Midlothian High School. A student was struck and badly injured crossing Charter Colony before the beginning of school two years ago. In response to the accident the signage on Charter Colony warning of approaching that crosswalk was upgraded.

I narrowly avoided being struck by a car on the crosswalk of Walton Park Drive at Walton Park Lane, despite wearing a fluorescent green shirt for easy visibility. The signage warning a driver of the upcoming crosswalk was completely ignored, as also was I, in the crosswalk—the car never slowed down.

I know a couple who were struck on a crosswalk of England Street in Ashland last year at a shopping plaza entrance--they were in rehab for the next six months.

The minimal design standard for crosswalks across through streets should be a crosswalk with pedestrian-actuated illumination to warn drivers that the crosswalk is being used. There is an example at the England Street/Henry Street intersection adjacent to the Ashland Post Office.

V. Two possible bike/walk routes that could be included in the plan.

To conclude on an affirmative note, I want to suggest two unmentioned possibilities for bike and pedestrian infrastructure in northwest Chesterfield County.

a. A neighborhood byway. John and I decided to walk from his house by the ACAC parking lot to the St. Edward the Confessor Parish Office on Dolfield Drive. I didn't believe that we could do so safely. But we could.

We were able to safely cross Robious Road to reach the northeast corner of the Polo Parkway intersection during the signal phase when traffic exits from ACAC. Then we took a paved path into and through the Trophy Club apartments into Bellgrade, walked along the storefronts from Ruth's Chris to Kroger, then crossed Polo Parkway by the Kroger/Walgreen's driveways, walked past Walgreen's and onto a short path near Bell Greek that goes into the playground behind St. Matthias Church. From the church parking lot we reached a sidewalk fragment on the east side of Big Oak Lane in front of the Bickford Senior Living Center. We walked to the end of the sidewalk and continued on the shoulder of Big Oak Lane to where it meets Huguenot Road. There we had good sight distance for traffic in either direction on Huguenot Road, so when the southbound traffic cleared we walked out to the concrete median, then when the northbound traffic cleared we walked across to Astoria Drive, then turned left onto Ashburn Road, which goes straight to the St. Edward parking lot and the parish office.

On the return we got back to Big Oak Lane, but discovered that westbound traffic on Huguenot heading for the neighborhood near Robious Elementary is able to veer right onto

Big Oak Lane without slowing down, a somewhat dangerous move when there are unwary pedestrians near that intersection. Once back on Polo Parkway we walked along the grass on the north side of the roadway (no sidewalk) until we reached Robious Crossing Road. There we took the sidewalk leading to the pedestrian signal at Robious Road and Polo Parkway, then walked back to ACAC.

I have described this route in detail because it includes reasonably safe crossings of both Robious Road and Huguenot Road. What that implies is that an 8.5 mile long neighborhood byway connecting Robious Landing Park and the Bon Air Library would be feasible and safe with only modest adjustments to the Astoria/Huguenot/Big Oak Lane intersection (e. g. a pedestrian crossing signal there that is coordinated with the signals at Cranbeck and at Woodmont), perhaps 1000 feet of shared use path along Salisbury Road between Framar Drive and Old Stonegate Road, a sidewalk or shared use path along the north side of Polo Parkway and the west side of Huguenot Road between Robious Crossing Road and the south end of Big Oak Lane, and a lot of directional signage. Such a byway would connect extensive residential neighborhoods to a variety of amenities in the vicinity of Huguenot Road and Robious Road—a park, a library, churches, playgrounds and recreational centers, athletic fields, two athletic clubs, one private and four public schools, and a successful commercial center.



b. Coalfield Road. My daughter, husband and children aged 13 and 15 live on Miners Trail Road, near the end of Coalfield Road. Their home is 1.45 miles from the Midlothian YMCA along Coalfield Road, 1.7 miles from the Midlothian Library, 1.75 miles from the south entrance to Midlothian Mines Park and 1.85 miles from the Midlothian High School tennis courts. They once tried riding bikes to the Y, but realized that Coalfield Road south of North

Woolridge Road is unsafe: minimal shoulders, no sidewalks other than the 0.4 mile long sidewalk fragment noted earlier, and a 45 mph speed limit that is often exceeded. I've walked or run the quarter mile on Coalfield Road between the Y and Grove Hill Road at 8 am on numerous winter Saturdays with a 10K training team, and even that early on a winter weekend you have to be alert and ready to get off the pavement onto the icy grass.

The geometry of the road and the right-of-way width reflect that Coalfield Road in the late 1980's was designed to be a major roadway connecting Midlothian to the south. But then the location of 288 was changed, Charter Colony Parkway became the main highway to the south, and Coalfield Road became a dead end street. However, Miners Trail Road continues from the end of Coalfield Road south to a cul-de-sac 100 feet from an on-ramp for 288 from Lucks Lane. From that cul-de-sac, a shared use path heads east to the shoulder on the north side of Lucks Lane, a path that will be continued to Walden Bluff Parkway as part of the Lucks Lane reconstruction project. So for cyclists and pedestrians, Coalfield Road could become an attractive connector between the village of Midlothian and the south.

My point here is that Coalfield Road has more than ample ROW for a shared use path on the east side between North Woolridge Road and the roundabout at Queensgate Road. That would turn a hazardous "share the pavement" walking/biking situation on Coalfield Road into a safe, pleasurable transportation experience for residents near the south end of Coalfield and beyond to access amenities in Midlothian.

To summarize my comments on the Connect RVA 2045 plan:

The plan views biking and walking as a recreational activity, not as transportation. It basically ignores pedestrian issues in Chesterfield County, and as a result, also ignores issues related to the possibility of public transportation in the County. It assumes incorrectly that the existing infrastructure for biking in the County is adequate as a basis for further expansion, when in fact virtually all of that infrastructure is viewed as unsafe by most cyclists. It ignores the fact that walking as transportation is heavily constrained by the lack of pedestrian signals at intersections even where sidewalk fragments are available. And there are at least two places in northwest Chesterfield County not considered by the 2045 plan where pedestrian/bicycle routes could be developed to connect residential areas to attractive amenities.

Thank you for reading this.

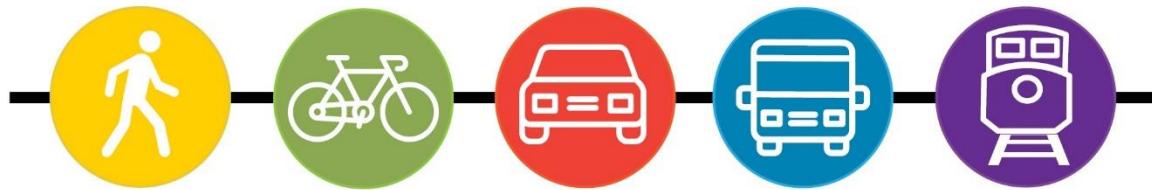
Respectfully submitted,

Lindsay N. Childs

4018 Caddington Drive, Midlothian, VA 23113

lncchild@gmail.com

Connect RVA 2045



Universe of Projects

Public Review Comments

March 8 – March 23

Interactive Map Comments March 8 - March 23, 2021

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|---|---|
| AT-1 | \$ 632,347 | Chesterfield Fall Line Trail: Segment 2B - MM 4.0 to MM 9.4 (Only Portion Within RRTPO) | Good project. |
| AT-1 | \$ 632,347 | Chesterfield Fall Line Trail: Segment 2B - MM 4.0 to MM 9.4 (Only Portion Within RRTPO) | I cannot wait to see the full Fall Line Trail built out. It will be transformative for South Richmond. |
| AT-11 | \$ 16,171,264 | Richmond Fall Line Trail: Walmsley to Bellemeade | Good project. |
| AT-12 | \$ 970,857 | Richmond Fall Line Trail: Segment 4B - MM 20.7 to MM 21.8 | Excellent |
| AT-12 | \$ 970,857 | Richmond Fall Line Trail: Segment 4B - MM 20.7 to MM 21.8 | Good project. |
| AT-13 | \$ 5,722,345 | Richmond Fall Line Trail: Segment 4C - MM 21.8 to MM 23.9 | Good project. |
| AT-14 | \$ 601,708 | Richmond Fall Line Trail: Segment 4D - MM 23.9 to MM 24.3 | This would be very helpful and improve safety. |
| AT-15 | \$ 1,077,074 | Richmond Fall Line Trail: Segment 5B - MM 25.6 to MM 26.6 | Good project. |
| AT-16 | \$ 3,144,408 | Richmond Fall Line Trail: Segment 5C - MM 26.6 to MM 27.6 | Good project. |
| AT-17 | \$ 1,434,866 | Richmond Fall Line Trail: Segment 5D - MM 27.6 to MM 28.5 | Good project. |
| AT-18 | \$ 327,066 | Richmond Fall Line Trail: Segment 6A - MM 28.5 to MM 30.5 | Good project. |
| AT-2 | \$ 12,585,736 | Chesterfield Fall Line Trail: Park Ext to Chester Rd. | Good project. |
| AT-23 | \$ 4,200,000 | Henrico Fall Line Trail Phase 6: Villa Park | I support the entire Fall Line project. Please fund this north-south route. |
| AT-26 | \$ 14,303,410 | Multi-use trail on the CSX right-of-way in Southside Richmond | Great project. Good opportunity to connect to the Fall Line Trail. |
| AT-26 | \$ 14,303,410 | Multi-use trail on the CSX right-of-way in Southside Richmond | I support this project and am glad to see it is finally being funded. |
| AT-27 | \$ 3,759,546 | Separated, paved, multi-use paths through the East End of Richmond along Gillies Creek. | Excellent - this is a much needed link for the East End. Congratulations for getting us to this stage. |
| AT-27 | \$ 3,759,546 | Separated, paved, multi-use paths through the East End of Richmond along Gillies Creek. | Good project. |
| AT-27 | \$ 3,759,546 | Separated, paved, multi-use paths through the East End of Richmond along Gillies Creek. | I support this project |
| AT-27 | \$ 3,759,546 | Separated, paved, multi-use paths through the East End of Richmond along Gillies Creek. | This is a much needed connector trail. |
| AT-28 | \$ 1,164,000 | Trail through West Creek area of Goochland County | How is this considered active transportation? This is an isolated recreational trail that barely provides any connection to adjacent residential areas, much less other destinations to be accessed by pedestrians or bicyclists. |
| AT-28 | \$ 1,164,000 | Trail through West Creek area of Goochland County | This is a beautiful facility and it needs additional trailheads to serve the public. |
| AT-3 | \$ 4,170,684 | Chesterfield Fall Line Trail: Segment 2D - MM 10.7 to MM 12.9 | Good project. |
| AT-30 | \$ 6,000,000 | Cox Rd Bike Facility | Off Road shared use path would be great along Cox Rd and Dominion Blvd. Find a way to connect this area to the Fall Line. |

Interactive Map Comments March 8 - March 23, 2021

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|---|--|
| AT-31 | \$ 2,600,000 | Nuckols Road Multiuse Trail | Find a way to connect shared use path from Nuckols Rd to Fall Line. One option is to consider Mountain Rd. |
| AT-31 | \$ 2,600,000 | Nuckols Road Multiuse Trail | Is this really the only east-west active transportation project north of Richmond until Ashland? |
| AT-34 | \$ 16,800,000 | Shared Use Path (school complex to New Kent County line) | Good idea to connect New Kent to the VCT |
| AT-34 | \$ 16,800,000 | Shared Use Path (school complex to New Kent County line) | Good project. |
| AT-34 | \$ 16,800,000 | Shared Use Path (school complex to New Kent County line) | Good project. |
| AT-34 | \$ 16,800,000 | Shared Use Path (school complex to New Kent County line) | Very good idea! |
| AT-35 | | | Sharad use path along east of Sadler Rd is great. In addition, consider adding sidewalk along west side of Sadler Rd. |
| AT-35 | | | Why is this shown as an isolated path that doesn't even terminate at an intersection that provides a connection to a road within Innsbrook? Why doesn't it connect to the proposed bike lanes on Cox to create a functional network? |
| AT-36 | \$ 700,000 | Combination of shared-use path on Hospital Street and two-way cycletrack along Oliver Hill Way to connect to the cycletrack being designed as part of the Shockoe Streets Improvement Project with a terminus at Balding Street | Good project. |
| AT-36 | \$ 700,000 | Combination of shared-use path on Hospital Street and two-way cycletrack along Oliver Hill Way to connect to the cycletrack being designed as part of the Shockoe Streets Improvement Project with a terminus at Balding Street | Please complete this section to honor Charles Price and his work in Richmond |
| AT-37 | \$ 1,600,000 | Shared Use Path (eventually connecting Stratton Park to Pocahontas State Park) | Chesterfield County desperately needs more off-road trail connections |
| AT-37 | \$ 1,600,000 | Shared Use Path (eventually connecting Stratton Park to Pocahontas State Park) | Good idea. Can this project be expanded further. |
| AT-5 | \$ 3,880,791 | Chesterfield Fall Line Trail: Segment 3B - MM 13.6 to MM 14.9 | Good project. |
| AT-6 | \$ 6,947,577 | Chesterfield Fall Line Trail: Segment 3C - MM 14.9 to MM 16.8 | Good project. |
| AT-8 | \$ 1,579,069 | Chesterfield Fall Line Trail: Segment 3D - MM 16.8 to MM 17.7 | Good project. |
| AT-9 | \$ 12,547,061 | Chesterfield Fall Line Trail: Falling Creek Ave. to Food Lion | Good project. |
| BR-10 | \$ 24,000,000 | Mayo Bridge (South) Rehabilitation | Include bike lanes on any new bridge. |
| BR-12 | \$ 16,000,000 | Mayo Bridge (North) Rehabilitation | Include bike lanes on any new bridge. This bridge probably needs a road diet. |
| BR-4 | \$ 13,451,250 | I-195 bridge over VA-197 & CSX | Like |
| BR-9 | \$ 11,745,468 | Cary Street Bridge over I-195/CSX Rehabilitation | I Agree |

Interactive Map Comments March 8 - March 23, 2021

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|---|---|
| BR-9 | \$ 11,745,468 | Cary Street Bridge over I-195/CSX Rehabilitation | Like |
| HW-100 | \$ 25,000,000 | Construction of a new two-lane road with bike/ped facilities on Springfield Rd between Francistown Rd and Olde Millbrooke Way | Include off road shared use path, potentially connect to Fall line via Mountain Rd. |
| HW-106 | \$ 45,000,000 | Construction of Innovative Intersection: Median u-turns all approaches (US-1 & West Hundred Rd) | What improvements? This project needs details before it can be evaluated for merits |
| HW-110 | \$ 29,000,000 | Widen US-33 from 2L to 4L between Winns Church Rd and Ashland Rd | Add off road shared use path. |
| HW-110 | \$ 29,000,000 | Widen US-33 from 2L to 4L between Winns Church Rd and Ashland Rd | Add off road shared use path. |
| HW-110 | \$ 29,000,000 | Widen US-33 from 2L to 4L between Winns Church Rd and Ashland Rd | Add off road shared use path. |
| HW-116 | \$ 33,000,000 | Widen US-60 from 4L to 6L between Page Rd and Watkins Centre Parkway | I hope this widening includes a bicycle facility |
| HW-118 | \$ 40,000,000 | Widen US-60 bridge over Belt Blvd and extend deceleration and acceleration lanes over CSX | This area needs sidewalks and bike lanes more than new travel lanes. |
| HW-121 | \$ 55,000,000 | Widen VA-10 from 4L to 6L between Jessup Rd and VA-288 | Sidewalks and buffered bike lanes should be included in any widening of Route 10. |
| HW-127 | \$ 30,000,000 | Construction of a Full Cloverleaf Interchange without traffic signals at VA-150 & N. Huguenot Rd | I don't think this is needed at this time. The current situation is working for now. |
| HW-127 | \$ 30,000,000 | Construction of a Full Cloverleaf Interchange without traffic signals at VA-150 & N. Huguenot Rd | This project seems excessive. I've never experienced congestion at this location that would warrant such modification. Funds would be better spent on active transportation such as sidewalks and bike lanes on Huguenot. |
| HW-129 | \$ 5,000,000 | Elimination of On and Off-Ramps at VA-150 & Strathmore Rd | Have you talked to the Defense Supply Center about this? |
| HW-132 | \$ 3,493,206 | Construction of a Partial Cloverleaf Interchange with contraflow left turns at VA-150 & US-60 | This project seems excessive. Congestion in this area does not seem to originate from the interchange. |
| HW-134 | \$ 42,700,000 | Widen VA-288 from 4L to 6L between VA-76 and US-360 | 288 does not need to be wider. Congestion is largely limited to peak hours and can be addressed in other ways |
| HW-134 | \$ 42,700,000 | Widen VA-288 from 4L to 6L between VA-76 and US-360 | This seems like a high cost for little benefit. |
| HW-14 | \$ 20,000,000 | Widen Chester Rd from 2L to 4L between Kingsdale Rd & US-1 | Widening should include buffered bike lanes and sidewalks or shared use path. |
| HW-149 | \$ 20,000,000 | Interchange Improvements at VA-288 & US-60 | This interchange is currently functioning well. I don't think this large of an investment is required here. |
| HW-151 | \$ 86,391,500 | Widen VA-6 from 2L to 4L between Maidens Rd & Hermitage Rd | I hope this widening includes a bicycle facility |

Interactive Map Comments March 8 - March 23, 2021

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|--|--|
| HW-153 | \$ 23,185,612 | Construction of a choice lane at NB VA- 150 off loop ramp diverge. Widening of NB VA-76 express lane to 3 lanes to VA- 150 interchange | Not sure there is currently a problem with this interchange. Project seems excessive. Spend the money elsewhere. |
| HW-153 | \$ 23,185,612 | Construction of a choice lane at NB VA- 150 off loop ramp diverge. Widening of NB VA-76 express lane to 3 lanes to VA- 150 interchange | This is a very confusing interchange; but this seems like the best plan. |
| HW-154 | \$ 14,226,544 | Construction of a choice lane at SB VA- 150 off loop ramp diverge | No issues with this interchange. Project is excessive. Spend the money elsewhere. |
| HW-156 | \$ 40,800,000 | Powhite Parkway Extension: New 4L road between Little Tomahawk Creek & Otterdale Rd | Could a shared-use path be developed in the same ROW to connect some of these outer neighborhoods? |
| HW-159 | \$ 66,800,000 | Powhite Parkway Extension: New 4L road between Duval Rd & US-360 | This project is not needed and will induce further sprawl |
| HW-161 | \$ 30,000,000 | Widen Walmsley Blvd from 2L to 4L between Broad Rock Blvd and US-1 | Widening should include buffered bike lanes and sidewalks. |
| HW-164 | \$ 5,000,000 | Widen Woodman Rd from 2L to 4L between Hermitage Rd & Hilliard Rd | I live 3 houses in from this part of Hermitage/Woodman Road. I cannot see why the road needs to be widened for vehicles. This stretch of road badly needs pedestrian and bicycle safety improvements, however. Neighbors walk down and cross this road with pets and children constantly. There is no way for children to safely walk to Moody Middle School from areas across or further south on Hermitage/Woodman. There is no way to cross the intersection of Hermitage/Hilliard. |
| HW-170 | \$ 36,300,000 | Widen US-1 from 4L to 6L between Ashcake Rd & Southern Town Line | I hope this road widening includes a bicycle facility |
| HW-176 | \$ 25,000,000 | Widen Midview Rd from 2L to 4L with bike/ped facilities between New Market Rd & Darbytown Rd | Hell no! There has been no public outreach nor education to explain why and how is this beneficial to the community. There hasn't even been conversations w/ any of the community groups which is the LEAST amount of work you can do. Oppose any widening of Rt 5 or Midview RD until there have been studies and community input. You all know better than that!! Stop messing w/ Varina and try to slide this projects without the community participation! |

Interactive Map Comments March 8 - March 23, 2021

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|---|--|
| HW-177 | \$ 52,000,000 | Widen New Market Rd (VA-5) from 2L to 4L with bike/ped facilities between Laburnum Ave & New Osborne Tpk | Hell no! There has been no public outreach nor education to explain why and how is this beneficial to the community. There hasn't even been conversations w/ any of the community groups which is the LEAST amount of work you can do. Oppose any widening of Rt 5 until there have been studies and community input. You all know better than that!! Stop messing w/ Varina and try to slide this projects without the community participation! |
| HW-177 | \$ 52,000,000 | Widen New Market Rd (VA-5) from 2L to 4L with bike/ped facilities between Laburnum Ave & New Osborne Tpk | The widening of Route 5 was rejected years ago after severe opposition from the residents of eastern Henrico and the City of Richmond. Instead of adding more pavement to this scenic, historic corridor - consider installing more roundabouts and traffic calming measures. Additionally, I request that the public comment period be extended to allow for more input as the two week turnaround is insufficient to gather feedback from each jurisdiction. |
| HW-177 | \$ 52,000,000 | Widen New Market Rd (VA-5) from 2L to 4L with bike/ped facilities between Laburnum Ave & New Osborne Tpk | I don't think this is needed. The capital trail already exists along the corridor. The local community seems opposed to widening Route 5. A larger road would probably have a negative effect on the Capital Trail. |
| HW-178 | \$ 20,000,000 | Widen Old Osborne Turnpike (VA-5) from 2L to 4L with bike/ped facilities from Richmond City Limits to New Osborne Tpk | Hell no! There has been no public outreach nor education to explain why and how is this beneficial to the community. There hasn't even been conversations w/ any of the community groups which is the LEAST amount of work you can do. Oppose any widening of Rt 5 until there have been studies and community input. You all know better than that!! Stop messing w/ Varina and try to slide this projects without the community participation! |
| HW-178 | \$ 20,000,000 | Widen Old Osborne Turnpike (VA-5) from 2L to 4L with bike/ped facilities from Richmond City Limits to New Osborne Tpk | For a plan to help support all types of transit, this plan sure does have a massive number of projects and the lions share of funding focused on projects that widen and extend roads. I would have liked to see more pedestrian and bike infrastructure in underserved areas throughout the region that could benefit greatly from such programs. |
| HW-178 | \$ 20,000,000 | Widen Old Osborne Turnpike (VA-5) from 2L to 4L with bike/ped facilities from Richmond City Limits to New Osborne Tpk | I don't believe it's worth widening route 5. I'm strongly opposed to this measure. |

Interactive Map Comments March 8 - March 23, 2021

| Project ID | Project Cost | Project Description | Comment |
|------------|----------------|--|---|
| HW-22 | \$ 65,000,000 | Widen Darbytown Rd from 2L to 4L between Richmond City Line & Laburnum Ave | This road widening should not proceed and an alternative context sensitive transportation plan should be developed for rural eastern Henrico |
| HW-22 | \$ 65,000,000 | Widen Darbytown Rd from 2L to 4L between Richmond City Line & Laburnum Ave | Widening should include buffered bike lanes as well as sidewalks or a shared use path. |
| HW-24 | \$ 10,958,325 | Fairground Rd Extension: New 2L road between Sandy Hook Rd & River Rd | I hope they are building the ballfields and other recreation amenities some place else to make up for this loss of open space for play |
| HW-25 | \$ 12,000,000 | Widen Forest Hill Ave from 2L to 4L between W 47th St & Semmes Ave | There are already bike lanes here. No additional car capacity needed. Expansion will only induce demand away from existing toll routes. |
| HW-29 | \$ 45,000,000 | Construction of Innovative intersection: Quadrants NW and SE (Huguenot Rd & Robious Rd) | Not sure what the project is or what is being improved. Seems like a lot of money with no plan or stated goal. How about spending some money on pedestrian accommodations in this area? |
| HW-29 | \$ 45,000,000 | Construction of Innovative intersection: Quadrants NW and SE (Huguenot Rd & Robious Rd) | What is the improvement? This is a very expensive intersection project without any details provided. |
| HW-38 | \$ 31,950,000 | Construction of an EB & WB auxiliary lane between Exit 178 (US-250) and Exit 180 (Gaskins Rd). Reconstruction of Cox Rd Bridge. Widening of EB US-250 (W Broad Street/Short Pump) to EB I-64 ramp to two lane. | Do we really have enough traffic to justify widening all these highways? There is so much money going into these projects that could be used for healthier forms of transportation |
| HW-39 | \$ 31,950,000 | Construction of an EB & WB auxiliary lane between Exit 178 (US-250) and Exit 180 (Gaskins Rd). Reconstruction of Cox Rd Bridge. Widening of EB US-250 (W Broad Street/Short Pump) to EB I-64 ramp to two lane. | Does this mean widening the road? If so, why widen the road? Funds that could be better used elsewhere |
| HW-4 | \$ 43,500,000 | Widen Ashland Rd from 2L to 4L between Henrico County Line & US-33 | Add off road shared use path. |
| HW-5 | \$ 32,000,000 | Widen Ashland Rd from 2L to 4L between US-33 & Blanton Rd | Add shared use path. |
| HW-60 | \$ 65,000,000 | Improvement of interchange configuration at Belvidere St/Chamberlayne Ave (Exit 76) | Must be fixed, but how? |
| HW-60 | \$ 65,000,000 | Improvement of interchange configuration at Belvidere St/Chamberlayne Ave (Exit 76) | No cost estimate? |
| HW-61 | \$ 120,000,000 | Improvement of interchange configuration at Broad Street and I-64 (Exit 74 to Exit 75) | Challenging interchange; but impossible to envision how it would be reconfigured without drawings to decide if it would be an improvement. |

Interactive Map Comments March 8 - March 23, 2021

| Project ID | Project Cost | Project Description | Comment |
|------------|----------------|--|--|
| HW-7 | \$ 28,000,000 | Widen Cauthorne Rd from 2L to 4L between Ashland Rd & Henrico County Line | Add shared use path. |
| HW-7 | \$ 28,000,000 | Widen Cauthorne Rd from 2L to 4L between Ashland Rd & Henrico County Line | It seems like these wealthy areas are getting an unfair share of the improvements. There is nothing in Petersburg. |
| HW-77 | \$ 13,500,000 | Widen Meadowbridge Rd from 2L to 4L between Henrico County Line & Atlee Rd | This should also include pedestrian and bicycle facilities. |
| HW-8 | \$ 25,000,000 | Widen Cedar Ln from 2L to 4L between US-1 & Elmont Rd | Add off road shared use path. |
| HW-81 | \$ 6,000,000 | Widen New Market Rd (VA-5) from 2L to 4L with bike/ped facilities between Doran Rd & Strath Rd | I don't think this is needed. The capital trail already exists along the corridor. The local community seems opposed to widening Route 5. A larger road would probably have a negative effect on the Capital Trail. |
| HW-82 | \$ 127,000,000 | Widen New Market Rd (VA-5) from 2L to 4L with bike/ped facilities between Osborne Tpk & I-295 | Hell no! There has been no public outreach nor education to explain why and how is this beneficial to the community. There hasn't even been conversations w/ any of the community groups which is the LEAST amount of work you can do. Oppose any widening of Rt 5 until there have been studies and community input. You all know better than that!! Stop messing w/ Varina and try to slide this projects without the community participation! |
| HW-82 | \$ 127,000,000 | Widen New Market Rd (VA-5) from 2L to 4L with bike/ped facilities between Osborne Tpk & I-295 | I don't think this is needed. The capital trail already exists along the corridor. The local community seems opposed to widening Route 5. A larger road would probably have a negative effect on the Capital Trail. |
| HW-84 | \$ 30,000,000 | Widen Nuckols Rd from 4L to 6L with ped facilities between Shady Grove Rd & Springfield Rd | Add shared use path along Nuckols Road. This part of County really needs more separate bike facilities and sidewalks. |
| HW-9 | \$ 48,000,000 | Widen Cedar Ln from 2L to 4L between Elmont Rd & Ashland Rd | Add off road shared use path. |
| PR-12 | \$ 5,000,000 | New park & ride lot at VA-76 & US-60 | Park and ride lot is a poor land use for this area. |
| PR-12 | \$ 5,000,000 | New park & ride lot at VA-76 & US-60 | Park and ride lot is a poor land use for this area. |
| PR-12 | \$ 5,000,000 | New park & ride lot at VA-76 & US-60 | Park and ride lot is a poor land use for this area. |
| PR-12 | \$ 5,000,000 | New park & ride lot at VA-76 & US-60 | Dislike |
| PR-13 | \$ 5,000,000 | New park & ride lot at VA-76 & Jahnke Rd | Park and ride seems like a poor land use for this area. |
| PR-15 | \$ 1,800,000 | Relocate existing park & ride lot with 180 spaces at I-64 & Ashland Rd (Rt 623) | Park and Ride lots should be paired with planned transit service |
| PR-2 | \$ 4,500,000 | New P&R Lot of 200 spaces on 1.4 AC at Lewistown Rd & Lakeridge Pkwy or Ashland Rd | Like |
| PR-3 | \$ 7,300,000 | New P&R lot of 270 spaces on 1.9 AC at VA-150 & US-60 | A park and ride lot is a poor land use for this area. |

Interactive Map Comments March 8 - March 23, 2021

| Project ID | Project Cost | Project Description | Comment |
|------------|----------------|---|--|
| PR-5 | \$ 2,850,000 | New P&R lot of 120 spaces on 0.8 AC parcel at I-64/US-60 at Laburnum Rd | Like |
| PR-6 | \$ 2,850,000 | New P& R lot of 120 space on 0.8 AC as alternative to Bottoms Bridge P&R expansion which is over-capacity | Park & Ride investments should be matched with existing or proposed transit service |
| PR-8 | \$ 6,000,000 | New P&R lot subject of much site search, 290 spaces on 2.0 AC at US-250 & western Pulse terminus (Willow Lawn/Staple Mill) | Extend the Pulse further west so that a P&R lot at this location is not necessary |
| PR-8 | \$ 6,000,000 | New P&R lot subject of much site search, 290 spaces on 2.0 AC at US-250 & western Pulse terminus (Willow Lawn/Staple Mill) | Like |
| PR-9 | \$ 3,000,000 | New P&R lot to replace unofficial lot, 130 spaces on 0.9 AC at Huguenot Rd & Forest Hill Ave | Park and ride seems like a poor land use for this location. Perhaps place further away from a major commercial area. |
| RA-1 | \$ 500,000,000 | Improvements to CSX Bellwood Sub (S-Line) to support increased passenger rail service. Construction of additional trackage along CSX Bellwood Sub (S-Line) and bridge over James River as part of Transforming Rail in Virginia initiative. | Good project. |
| RA-2 | \$ 66,250,000 | CSX S-Line Crossing Improvements. Grade separate or gate key crossings as they relate to increased usage of the CSX Bellwood Sub (S-line) for both freight & future passenger rail per Transforming Rail in Virginia initiative | Good project. |
| RA-2 | \$ 66,250,000 | CSX S-Line Crossing Improvements. Grade separate or gate key crossings as they relate to increased usage of the CSX Bellwood Sub (S-line) for both freight & future passenger rail per Transforming Rail in Virginia initiative | These rail improvements should also host a regional rail route as part of a network of routes branching out from downtown Richmond |
| RA-4 | \$ 6,000,000 | Improvements to CSX Peninsula Sub line. Construction of sidings and leads as needed to provide rail access to select parcels within RIC/White Oak area | The CSX Peninsula subdivision should host regional rail service as a network of routes branching out of Main St Station, with a stop for RIC Airport |
| RA-8 | \$ 259,000,000 | Replacement of existing Staples Mill AMTRAK Station-Phase I-Site Work and Building replacement (30% prelim DD 2026 estimate) | I think this money would be better spent on track upgrades. |
| RA-9 | \$ 397,000,000 | Replacement of existing Staples Mill AMTRAK Station-Phase II- Track relocation, platform (30% prelim DD-2030 estimate) | Add a rail with trail from Staples Mill to downtown for multimodal access. |
| TR-1 | \$ 40,500,000 | 14.3 miles, from CBD to Stonebridge replace less frequent service with more frequency; new service from Stonebridge to Chesterfield Town Center | This is a good project. More transit is needed on this corridor. |

Interactive Map Comments March 8 - March 23, 2021

| Project ID | Project Cost | Project Description | Comment |
|------------|----------------|---|---|
| TR-2 | \$ 97,500,000 | 16.8 miles from the Pulse downtown station(s) to Westchester Commons, via Hull Street | As a near-senior citizen resident of the corridor, I support transit on Midlothian Turnpike. But, without sidewalks and safe crosswalks, adding transit on this corridor in Chesterfield County is simply putting people in harm's way. If it isn't funded in this plan, the very tax-averse Board of Supervisors isn't going to pay for it. This lack of planning is how vulnerable people get killed. |
| TR-2 | \$ 97,500,000 | 16.8 miles from the Pulse downtown station(s) to Westchester Commons, via Hull Street | This is a good idea. More transit is needed in this corridor. |
| TR-2 | \$ 97,500,000 | 16.8 miles from the Pulse downtown station(s) to Westchester Commons, via Hull Street | This should be a regional rail route as part of a network of routes branching out from downtown Richmond |
| TR-3 | \$ 24,000,000 | 10.5 miles from CBD to Airport via Williamsburg Rd | This is a good project. Why not extend the pulse to the airport via Orleans St? |
| TR-4 | \$ 15,900,000 | 10.77 miles from CBD to Parham Road | This area is already served by buses. This project is not needed |
| TR-5 | \$ 42,500,000 | 15.7 miles from The Pulse BRT downtown to Ashland along US 1 | Good project. |
| TR-5 | \$ 42,500,000 | 15.7 miles from The Pulse BRT downtown to Ashland along US 1 | This should be a regional rail route as part of a network of routes branching out from downtown Richmond |
| TR-7 | \$ 125,000,000 | 9.8 miles extension of The Pulse BRT at Willow Lawn to Short Pump Mall | Governor Street should be converted to a transit-only road between Broad St and Main St to avoid traffic congestion on 14th Street |
| TR-7 | \$ 125,000,000 | 9.8 miles extension of The Pulse BRT at Willow Lawn to Short Pump Mall | This should be converted to a light rail line |
| TR-7 | \$ 125,000,000 | 9.8 miles extension of The Pulse BRT at Willow Lawn to Short Pump Mall | This should be prioritized, and is a particularly good idea given Henrico's proposed rezoning of the Short Pump mall to be a more pedestrian-friendly layout. |
| TR-9 | \$ 160,000,000 | 18.1 miles from Cary and Main/Patterson/Regency Mall to Short Pump Mall | Much needed line. Coordinate with University of Richmond to build sidewalk infrastructure from campus to corner of Three Chopt and Patterson in order to make this route safely usable in this area. |
| TR-9 | \$ 160,000,000 | 18.1 miles from Cary and Main/Patterson/Regency Mall to Short Pump Mall | This is a terrible idea |
| TR-9 | \$ 160,000,000 | 18.1 miles from Cary and Main/Patterson/Regency Mall to Short Pump Mall | This should be extended to Rockett's Landing, while the Broad St Route through-runs to the airport |
| TR-9 | \$ 160,000,000 | 18.1 miles from Cary and Main/Patterson/Regency Mall to Short Pump Mall | This should be extended to Rockett's Landing, while the Broad St Route through-runs to the airport |
| TR-9 | \$ 160,000,000 | 18.1 miles from Cary and Main/Patterson/Regency Mall to Short Pump Mall | This should be extended to Rockett's Landing, while the Broad St Route through-runs to the airport |

PLANRVA 2045 : saryl@planrva.org

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What is my message about: the Plan2045.

PlanRVA has permission to contact me about my message.

My comments on the Plan RVA2045 don't fit well in the boxes available on the <https://wikimapping.com/ConnectRVA2045.html> website, partly because I propose some projects not listed.

This message discusses the following projects, listed or unlisted:

Huguenot/Robious intersection improvement, \$45m

Chippenham/Huguenot intersection: construct a full cloverleaf without traffic signals: \$30m.

Midlothian Turnpike in the village of Midlothian. \$0.

Old Hundred Road widening (\$5.5M)

Fall Line Trail (several projects south of Richmond)

Dickens Road

Pedestrian infrastructure (\$0)

Thank you for considering these comments.

Huguenot/Robious intersection improvement, \$45m

The map doesn't detail what kinds of improvement are proposed, but here are my thoughts on this intersection, which I use almost every time I drive anywhere.

It is a disaster for pedestrians. Robious Road has continuous sidewalks on both sides between Sandhurst Road and Polo Parkway, and between the westernmost entrance to Huguenot Plaza and Old Bon Air Road. But they are little used because there are no sidewalks near the H/R intersection, and only a person who has studied the signal phasing to know when it is safe to cross would risk trying. So I see about 1-2 crossings of Huguenot at Robious per year. But there are raised islands in the middle of both roads and also between right turn lanes and the main lanes of the road that could serve as

pedestrian refuges, and permit safe crossing of the intersection with proper pedestrian signalization during each phase of the present traffic signals. So if the point of the project is to make the intersection pedestrian friendly, I'm strongly supportive.

Such a project would also support the proposed bus service along Midlothian Turnpike. There are some 1300 units of multifamily housing (apartments, condos) within a half-mile of the H/R intersection, and none of them would be able to safely reach a bus stop on Old Buckingham Road near Huguenot Road. An ex-VDOT friend and I recently tried to see how he could walk from ACAC to Alverser Plaza. It is impossible to walk safely along the west side of Huguenot Road between Robious and Alverser. It is impossible to cross Huguenot Road at Robious to reach the east side of Huguenot and walk along Huguenot (where a future through sidewalk presently consists of a batch of disconnected sidewalk fragments constructed as redevelopment occurs), and then cross Huguenot at Alverser or at Old Buckingham to reach Alverser Plaza (of course, without any pedestrian signals). Hence, it would be impossible to walk to a bus stop on Old Buckingham near Huguenot.

And then there is the Norfolk Southern railroad track that runs through the intersection. When you think about transportation 25 years out, that track screams for light rail. Presently the track is used for exactly two freight trains per day, one crossing the H/R intersection around 10 am heading west, and one around 3 pm heading east.

My friend told me about a railroad line in south Florida which is used for both freight and passenger trains, under an arrangement where the track is used for freight between 11 pm and 5 am, and passenger service the other 18 hours of the day. If the two Norfolk Southern freight runs occurred at 11 pm and 5 am, that would leave at least 16 hours per day (6 am to 10 pm) for the N-S tracks to be used as light rail between Midlothian Village (or beyond) and downtown Richmond, 14 miles. The only substantial obstacle to running light rail at 30 minute intervals (beyond building some track near Bon Air for eastbound and westbound trains to pass each other) is the Huguenot-Robious intersection. To make frequent light rail compatible with the amount of traffic now using the H-R intersection, the trains would need to go over or under that intersection. Is that why the proposed cost is \$45 million? If so, it is money well spent. But then the project should also include a RR station.

Chippenham/Huguenot intersection: construct a full cloverleaf without traffic signals: \$30m.

If the point is to reduce drive time along Huguenot Road, this makes no sense at all, for several reasons

1. to the west, traffic on Huguenot is slowed anyway by the traffic signals at Buford and at Forest Hill.
2. to the east, VDOT is considering a badly needed traffic signal at Cherokee Road, which will slow traffic.
3. there is little point in improving the traffic flow to the east on Huguenot, because nearly all of the traffic goes across the Huguenot Bridge and ends up at the Cary Street Road/River Road/Three Chopt Road intersection, a hopeless bottleneck that cannot be significantly improved.

I mentioned this project to my ex-VDOT friend, who lived for ten years on Cherokee very near Huguenot and had a hand in the development of the present Chippenham/Huguenot intersection: his response was that there must be a pot of money that is looking for a project and this one was picked to spend it on. In short, a waste of money.

Midlothian Turnpike in the village of Midlothian. \$0.

This plan pays no attention at all to the Midlothian Special Area Plan that was recently adopted by Chesterfield County. That SAP in part focused on improving the walkability of the Village, which lies on both sides of Midlothian Turnpike and is roughly bounded by the Norfolk Southern tracks on the north, Woolridge Road on the south and east, and 288 on the west. The SAP proposes to rebuild Midlothian Turnpike in the village to a pedestrian-friendly 35 mph road. See attached, and please note the statement:



CONCEPTUAL RENDERING OF A REIMAGINED MIDLOTHIAN TURNPIKE INCLUDING – LANDSCAPED MEDIAN, SHARED USE PATH, AND NEW DEVELOPMENT FRONTING ON WIDE SIDEWALKS

➤ Access and Mobility. Access and mobility throughout the region should be maximized while reducing dependence on the automobile by supporting transit, pedestrian and bicycle networks. Transit should be accommodated and encouraged to provide additional options and opportunities to area residents and businesses. Should further consideration or development of passenger rail occur, the proposal, to include details of the siting, parking, access and other impacts, should be evaluated through an amendment to this plan. (page MC40)

Note especially the language: "Should further consideration or development of passenger rail occur, the proposal, to include details of the siting, parking, access and other impacts, should be evaluated through an amendment to this plan. "

<https://www.chesterfield.gov/DocumentCenter/View/14194/Midlothian-Community-Special-Area-Plan-PDF>

Relevant to Midlothian Turnpike in the Village is:

Old Hundred Road widening (\$5.5M)

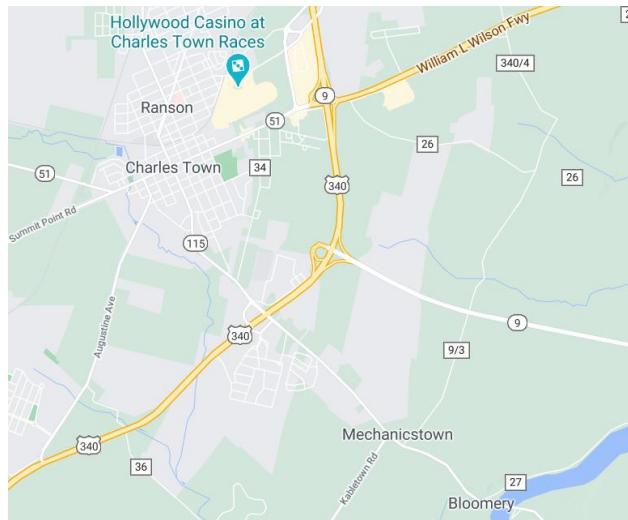
US-60 widening west of Watkins Center Parkway (\$33M)

Woolridge Road extension and a cloverleaf intersection at 288 and North Woolridge (\$0).

One way to make it more reasonable to turn Midlothian Turnpike in the village into a pedestrian friendly environment is to divert through traffic off the highway and onto North Woolridge Road. Two improvements that would support that idea are:

- an extension of North Woolridge Road to the west to connect to Old Hundred Road west of Old Hundred Elementary School
- extend the Old Hundred Road widening near the Old Hundred-Route 60 intersection near the Powhatan line to meet the North Woolridge extension.

(South) Woolridge Road presently lies between Otterdale Road and Old Hundred Road, and there has been a proposal to connect the two Woolridge Roads between Otterdale and 288. But extending North Woolridge Road to the west to meet Old Hundred Road somewhat west of Old Hundred Elementary School, combined with the proposed improvements to the Old Hundred/Route 60 interchange and widening of Route 60 west of Old Hundred, and making North Woolridge and that extension into a Route 60 bypass (analogous to the US 340 bypass around Charles Town, VA south of Harper's Ferry)



would be very compatible with the aim of turning Midlothian Turnpike in the village into a "business Route 60".

But from that viewpoint, widening Route 60 between Old Hundred Road and Watkins Center Parkway is a terrible idea, because it would encourage eastbound through traffic to funnel into Midlothian Village.

Fall Line Trail (several projects south of Richmond)

I'm much in favor of this trail. In contrast to the Capital Trail, which is predominantly a recreational trail, the Fall Line Trail should become a bicycle commuting route, because it cuts through the heart of downtown Richmond. (My son has an office in the WestRock building, 100 yards from the T-Pot Bridge.) The FLT lies along Route 1 in South Richmond and Chesterfield County, and the County's North Jefferson Davis SAP calls for a 10 foot wide shared use path along Route 1 that would presumably be part of the Fall Line Trail. The trail will also support the (reportedly successful) new bus route on Route 1 in Chesterfield County between the Food Lion just north of Chippenham Highway and John Tyler CC, south of Route 10. What the information provided doesn't mention is whether the Fall Line Trail projects along Route 1 will include frequent signalized pedestrian crossings of Route 1 to access the trail from the opposite side of the highway. Such pedestrian crossings are essential for the safety of bus patrons who live along the route, who will need to cross the highway either going to or going from the bus. Every bus rider is a pedestrian.

Dickens Road (\$8m)

I often drive from Midlothian to the Richmond Volleyball Club on Byrdhill Road, usually in the late afternoon. Once I tried using I-64 east and found that when I got off at the Staples Mill exit, I found myself at a stop sign at Dickens Road, and turning left on Dickens was difficult because of the through traffic on Dickens. I found it hard to believe that an I-64 exit would put a driver in that situation. But then someone traveling north on 288 who wanted to get off and turn left on Broad St. had the same situation, until (at last) VDOT installed a traffic signal at that intersection.

So the next time I went via Libby Ave to Bethlehem to Staples Mill, turned left at the light onto Staples Mill, and then found that the westbound traffic coming off I-64 onto Staples Mill totally occupied the right lane of Staples Mill south of Dumbarton Road, making a right turn onto Dumbarton impossible. That time I continued up to Hilliard where I could turn right, then turned right onto Impala Drive, then right on Dumbarton and left on Byrdhill.

(My present route to RVC is to take Three Chopt to Glenside to Staples Mill, turn right on Staples Mill and then make a signalized left turn onto Dumbarton to Byrdhill.)

So my naive question is, why would you spend \$8 million on bike and pedestrian facilities on Dickens Road when one end of the project is Staples Mill Road just south of the off ramp for I-64?

Pedestrian infrastructure (\$0)

The plan says very little about improving pedestrian infrastructure for transportation. Possibly this is so because many pedestrian improvements, such as pedestrian signals and crosswalks at intersections, are not expensive enough to be included in the plan. But they are vital. I've mentioned above how disastrous a pedestrian environment the Huguenot/Robious area is. For another example nearby, Mall

Road has new sidewalks on both sides between Koger Center Road and Robious Road, and Koger Center Road and Robious Road have sidewalks that meet the Mall Road sidewalks. But there are no pedestrian signals at either the Mall/Robious or Mall/Koger Center intersections. So residents of the Belvedere and Canterbury Apartment complexes, some 600 apartments, who might have an easy 1/4 mile walk to the Aldi food market on the southwest corner of Mall and Robious, or a half mile walk to the Lidl market on the southeast corner of Mall and Koger Center, find it too hazardous because of the traffic on Robious, Koger Center and Mall Roads and the lack of pedestrian signals at the two intersections. What this implies is that VDOT and their transportation planners do not view walking, even short walks, as transportation. And that is short-sighted from a public health viewpoint (walking should be healthy), a transportation viewpoint (a walker is not using a car) and an environmental viewpoint (walkers don't emit engine exhaust).

PARTNERSHIP *for* SMARTER GROWTH

Neil Spoonhower, Chair
Martha Heeter, Executive Director
PlanRVA TPO
9211 Forest Hill Ave #200,
Richmond, VA 23235

Dear Chair and members of the PlanRVA TPO:

We are writing today to request a 30-day extension to the public comment period on the draft list of projects for potential funding by the Central Virginia Transportation Authority, and for public hearings in each jurisdiction. The draft project list totals \$8 billion or more, with dozens of projects for which public tax dollars will be allocated for years to come. We believe public notice has been inadequate and that much greater public engagement and involvement is needed to allow for adequate time to review and comment on this vast number of projects.

From our review, we find the first email notice on 3/8/21, with a correction email on 3/9/21. The ConnectRVA webpage post is dated 3/8/21 and the Facebook post 3/9/21. As of this writing, they have only had about 185 views in a region of more than one million people. We can find no news releases or media stories and are not aware of any public hearings by the CVTA, PlanRVA, or local governments. Two weeks is simply not enough time to comment. Public engagement, particularly when so many people are distracted by the pandemic and economic crisis, requires repeated communication and multiple forms of outreach, particularly when it comes to reaching those in the community who have traditionally been less involved.

It appears that there was more extensive outreach for development of the Vision and Goals, which we appreciate, and therefore we ask for a 30 day extension to the public outreach for comment on the draft list of projects, as well as public presentations and hearings in each local jurisdiction.

We also note that the Vision and Goals includes major commitments to equity, safety, and the environment including reducing vehicle miles traveled. We are very concerned about and oppose the disproportionate inclusion of over \$5.6 billion in road expansion and related bridge projects that are overwhelming in areas where they will fuel sprawling development, and more driving, and emissions, including greenhouse gas emissions. These projects will further shift jobs and investment away from existing communities and worsen racial and socio-economic inequity.

Among the projects of greatest concern we include the following road, bridge and interchange projects, but we also need more time to evaluate:

- 1) HWY177, Route 5, New Market Road. This expansion was rejected a number of years ago after a massive outcry by residents of eastern Henrico and the City of Richmond and people were told the expansion was off the table. There are much more effective and context-sensitive ways to address transportation in this scenic and historic area using roundabouts and traffic calming.
- 2) HWY17, Midview Road, and HWY21, Darbytown Road. This expansion should not proceed and an alternative context sensitive transportation plan be developed for rural eastern Henrico.
- 3) HWY151, VA 6 expansion in Goochland. This will fuel sprawl in a scenic and historic part of our region. It is also unneeded given foreseeable demand.
- 4) A significant number of projects in western and southwestern parts of the region including HWY156 and HWY158 for the very costly extension of the Powhatan Parkway, and projects on 288 and near and west of 288 including HWY134, HWY135, HWY111, HWY88, HWY116, HWY81, HWY75, HWY72/73/74, HWY95 that will fuel more sprawl and traffic and further exacerbate the racial and economic divide.
- 5) Various projects proposed for western Henrico and Hanover that would fuel sprawl.
- 6) The costly series of interchanges along Route 288 and Chippenham Parkway.
- 7) The Bryant Park interchange because of potential impact to park.
- 8) The I-64 expansion. The state has never studied a transit, transit-oriented development, and demand management alternative to the expansion of I-64. Some of the segments go through extensive areas of wetlands.

Regarding transit, rail and active transportation projects:

- 1) We believe that transit projects should be a priority focus in order for the region to compete in a world and national economy with metro regions that are making far greater investments in transit and transit-oriented development. Transit should receive far more than the minimum of 15% of CVTA funds and as much as 50% or more of the funding. The Richmond region has built significant highway and arterial lane miles per capita, but only one 7.6 mile BRT line and no light rail, and this imbalance must be addressed.
- 2) While we support the BRT lines in the project list, we believe that other transit needs -- more buses, queue jumps, and transit signal priority capital investments should be made in the city and core suburbs to serve those in greatest need for affordable, frequent transit.
- 3) We support the trail investments but believe even more focus should be applied to investment in an extensive protected bike lane network, sidewalks and safer crossings to existing roads rather than tying all of these facilities to new sprawl-inducing roads in outer areas. Retrofitting existing streets and redesigning

arterials in the core suburbs to be complete streets should be among the listed projects and should be a priority.

- 4) In terms of intercity passenger rail projects, while we support these projects we hope that the state will pick up most of these costs, freeing up regional funds to focus on our extensive transit needs.

Summary:

We again request a 30 day extension to the public comment period, hearings and presentations in each jurisdiction, and a range of other communication and outreach, particularly to underrepresented communities. We also urge you to focus on goals for reducing vehicle miles traveled and emissions, and achieving regional equity, by removing the numerous projects that will fuel sprawl, VMT, traffic and emissions, and focusing funds on transit and a future of transit-oriented communities.

Thank you,



Stewart Schwartz
President, Partnership for Smarter Growth



Sulabh Aryal

From: Aileen Rivera <jgmoulds@aol.com>
Sent: Tuesday, March 23, 2021 4:53 PM
To: Chet Parsons; Sulabh Aryal
Cc: mallorymccune@gmail.com; lynnpeacewilson@gmail.com; pastor@smzbc.org; bsgoddin@gmail.com
Subject: About Public Review: ConnectRVA 2045

Follow Up Flag: FollowUp
Flag Status: Flagged

Good afternoon Chet Parsons and Sulabh Aryal!

Want to address the public comment period for the ConnectRVA 2045 – Universe of Projects. Not only was there no outreach to the communities affected by these projects but there also wasn't much time allowed for public comment.

Not only have these projects been negligently NOT presented to the community but can you make a more user unfriendly way for people to leave their public comments?

The Varina community is the most involved community in Henrico county. People take pride in this community. We love to communicate. We really are not that hard to reach. So please pass along to the powers that be, there has been no public outreach nor education to explain why and how is this beneficial to the community. There hasn't even been conversations w/ any of the community groups which is the LEAST amount of work you can do.

We oppose any widening of Rt 5 , Midview Rd and Darbytown Rd until there have been studies and community input.

I appreciate you share this information w/ the rest involved in this project and hope to hear how and when you will be talking to the Varina community.

Thank you so much for your attention.

Aileen Rivera
Varina Resident
(804)402-5589

Sulabh Aryal

From: Mary-Helen Sullivan <sulgray4@verizon.net>
Sent: Tuesday, March 23, 2021 8:18 PM
To: Spoonhower Neil G.; Martha Heeter
Cc: Chet Parsons; Sulabh Aryal; ConnectRVA2045
Subject: ConnectRVA 2045 Universe of Projects

Follow Up Flag: FollowUp
Flag Status: Flagged

Dear PlanRVA TPO,

Due to the lack of adequate notice about the narrow two-week window for the public to comment on the ConnectRVA 2045 “Universe of Projects,” I urge you to extend the comment deadline by 30 days and schedule public hearings in each locality.

There are over \$8 billion in potential taxpayer funded projects to review and these will shape the future of our region. With additional time to review and dedicated public hearings, you will be able to have more robust and diverse public participation. We cannot afford to make such sweeping changes to our future without more public engagement.

While I hope you will extend the public comment period, in the event that you do not, I wish to share my concerns. Given what climate change has already done to our environment and weather patterns—and the resultant stronger storms and wildfires—it is imperative that we reduce our greenhouse gas emissions. From what I understand, some of the proposed projects will instead add pavement, encouraging sprawling development that puts more greenhouse gas-emitting vehicles on the road. I do know that some of the projects include bicycle lanes and mass transit, but our goal should be to encourage density and to reduce the need for single-passenger transportation. Further, the people most affected by the possibility of expanding Route 5 in eastern Henrico County have emphatically rejected that option; it should not be on the table.

Thank you for reading my comments.

Sincerely,

Mary-Helen Sullivan
Richmond, VA

Sulabh Aryal

From: James Tyler <reply-to+55e264d8a783@crm.wix.com>
Sent: Wednesday, March 24, 2021 8:37 AM
To: ConnectRVA2045
Subject: [ConnectRVA2045] Engagement - new submission

Follow Up Flag: Follow up
Flag Status: Flagged

James Tyler just submitted your form: Engagement
on [ConnectRVA2045](#)

Message Details:

First Name: James

Last Name: Tyler

Email: uncajimma@gmail.com

Phone 2: 8048292012

Subject: -

Message: I am opposed to widening Ryan. 5. There should be opportunities for public input.

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.



Sulabh Aryal

From: Debbie Rowe <reply-to+6bc776fa150b@crm.wix.com>
Sent: Tuesday, March 23, 2021 4:12 PM
To: ConnectRVA2045
Subject: [ConnectRVA2045] Engagement - new submission

Follow Up Flag: Follow up
Flag Status: Flagged

Debbie Rowe just submitted your form: Engagement
on [ConnectRVA2045](#)

Message Details:

First Name: Debbie
Last Name: Rowe

Email: drowe1624@comcast.net

Phone 2: -

Subject: -

Message: I am writing about the narrow two-week window for the public to comment on the ConnectRVA 2045 “Universe of Projects,” I ask that you extend the comment deadline by 30 days and schedule public hearings in each locality. There are over \$8 billion in potential taxpayer funded projects to review and these will shape the future of our region. With additional time to review and dedicated public hearings, you will be able to have more robust and diverse public participation.

If you think this submission is spam, [report it as spam](#).

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Sulabh Aryal

From: Chet Parsons
Sent: Wednesday, March 24, 2021 10:52 AM
To: Sulabh Aryal
Subject: Fw: ConnectRVA 2045 Comments

Follow Up Flag: Follow up
Flag Status: Flagged

From: Erik Quackenbush <equackenbush@csarch.com>
Sent: Tuesday, March 23, 2021 6:28 PM
To: Chet Parsons <CParsons@planrva.org>
Subject: ConnectRVA 2045 Comments

I was unable to make comments via the website, possibly because I am working off of mobile. I would just like to state that I feel that any plans regarding a widening of route 5 East of Richmond into a four-lane road would be a mistake and a detriment to the region and unnecessary considering its historical significance.

Sent from my Verizon, Samsung Galaxy smartphone

Sulabh Aryal

From: Ed Mitchell <EMitchell@devonusa.com>
Sent: Tuesday, March 23, 2021 6:18 PM
To: Spoonhower Neil G.; Martha Heeter
Cc: Chet Parsons; Sulabh Aryal; ConnectRVA2045
Subject: Please extend the comment period on the ConnectRVA 2045 "Universe of Projects"

Follow Up Flag: Follow up
Flag Status: Flagged

Dear PlanRVA TPO,

Due to the lack of adequate notice about the narrow two-week window for the public to comment on the ConnectRVA 2045 "Universe of Projects," I ask that you extend the comment deadline by 30 days and schedule public hearings in each locality.

There are over \$8 billion in potential taxpayer funded projects to review and these will shape the future of our region. With additional time to review and dedicated public hearings, you will be able to have more robust and diverse public participation.

While I hope you will extend the public comment period, in the event that you do not, I wish to express my strong opposition to the Route 5 widening in Eastern Henrico. This is a state scenic byway, and local residents in Eastern Henrico and Charles City are opposed to this proposed work.

Thank you,

Edward D. Mitchell
mobile: 804.314.2809

Sulabh Aryal

From: Joe Vidunas <j.vidunas@verizon.net>
Sent: Monday, March 22, 2021 2:56 PM
To: Sulabh Aryal
Subject: Re: Public Review: ConnectRVA 2045 – Universe of Projects

Hi Sulabh,

I'm writing as a Henrico County resident to recommend that the following project be added to the universe of projects for further evaluation:

Roundabout at the intersection of Three Chopt Rd & Horsepen Rd. This intersection has alignment issues and long queuing in the peak periods. I'm not sure what the accident history is but I do see a lot of red light runners. It seems like the perfect location for a roundabout since the volumes are pretty balanced on all four legs. Let me know if you have questions or need more info.

Thanks

From: RRTPO <rtpo@planrva.org>
Sent: Monday, March 8, 2021 4:55 PM
Subject: Public Review: ConnectRVA 2045 – Universe of Projects

Good afternoon -

You are receiving this email because you have either served on a committee of the Richmond Regional Transportation Planning Organization (RRTPO) or have been identified as an interested party. The RRTPO is currently working on [ConnectRVA 2045](#), the Richmond region's Long-Range Transportation Plan (LRTP). ConnectRVA 2045 will be a significant decision tool to guide how the RRTPO and its partners can address the transportation needs of the Richmond region now and in the future. The plan budget will be based on projected funding streams over a 25-year planning horizon or the year 2045. The ConnectRVA 2045 Advisory Committee (AC) spearheads the development of the plan with the power to make decisions guiding the process and outcomes. An integral part of the plan engaged the AC along with two public on-line surveys in developing a [Vision Statement, Guiding Principles, Goals and Objectives](#) that will guide the assessment of projects.

Staff have been developing a master list of potential regional projects, a "Universe of Projects" for the Richmond region based on regional and local transportation studies, additional recommendations provided by AC members, future transportation issues identified by the Richmond/Tri-Cities Travel Demand Model and public input received through the ConnectRVA 2045 website, community engagement, and advisory committees.

The draft Universe of Projects and online interactive maps are now available for your review and comment [on our website](#). Comments may be related to projects that you feel are not mentioned but are needed, projects that should not be included, projects you support, or general questions of clarity. The Universe of Projects is meant to address issues that have been identified in the earlier phase of the plan development and will serve as the foundation for project prioritization and estimating total costs of implementation.

Please share this email with anyone you think may be interested in the region's transportation system. **The comment period will be open until March 23, 2021.** All

comments will be provided to the AC and RRTPO Policy Board before they vote for their approval.

If you have any questions or run into any problems accessing the draft list or the online interactive maps, please contact Chet Parsons (cparsons@PlanRVA.org) or Sulabh Aryal (saryl@PlanRVA.org).

<image002.png>

Richmond Regional Transportation Planning Organization
9211 Forest Hill Avenue, Suite 200
Richmond, Virginia 23235
(804) 323-2033
www.PlanRVA.org

Please do not print this email unless it is necessary. Every unprinted email helps the environment.

Sulabh Aryal

From: Pattie Bland <pattiebland@gmail.com>
Sent: Tuesday, March 23, 2021 3:37 PM
To: Spoonhower Neil G.; Martha Heeter
Cc: Chet Parsons; Sulabh Aryal; ConnectRVA2045

Follow Up Flag: FollowUp
Flag Status: Flagged

Dear PlanRVA TPO,

Due to the lack of adequate notice about the narrow two-week window for the public to comment on the ConnectRVA 2045 “Universe of Projects,” I ask that you extend the comment deadline by 30 days and schedule public hearings in each locality.

There are over \$8 billion in potential taxpayer funded projects to review and these will shape the future of our region. With additional time to review and dedicated public hearings, you will be able to have more robust and diverse public participation.

While I hope you will extend the public comment period, in the event that you do not, I wish to share my concerns about the following projects:

HW-4, HW-110, HW-7, HW-9: These concern me, for they are backchannels that open up roads to traffic and that will still be overburdened. I think these projects will encourage suburban sprawl by connecting western Hanover Co. and Henrico Co.

I support AT-24 and TR-5. They make sense to move commuters up and down a north-south artery that rightly needs more capacity.

Please extend the public comment period.

Thanks for your consideration,

Pattie P. Bland

Sulabh Aryal

From: Stewart Schwartz <stewart@smartergrowth.net>
Sent: Tuesday, March 23, 2021 9:54 PM
To: Chet Parsons
Cc: Sebastian Shetty; Sulabh Aryal; ConnectRVA2045; Trip Pollard; Patricia Paige; Andrew Pompei
Subject: Re: PSG Letter re LRTP Universe of Projects

Follow Up Flag: FollowUp
Flag Status: Flagged

Chet:

Thank you for your email. Our apologies for the misdirected letter. We appreciate you forwarding it to Chair Paige and working with your team on feedback to us and others.

Our concerns remain, because the outcomes can very much be affected by the inputs and we believe that it is critical that the region's next long range plan place a priority on projects that support more walkable, mixed use communities, whether in the inner suburbs or in New Kent.

We do think that the public and stakeholders have more time to react to this very extensive list of potential projects. Two weeks with little publicity is not sufficient.

Thank you,

Stewart

Stewart Schwartz | President
Partnership for Smarter Growth
www.psgrichmond.org | @smartgrowthRVA

and

Stewart Schwartz | Executive Director
Coalition for Smarter Growth
www.smartergrowth.net | @betterDCregion
stewart@smartergrowth.net | @csgstewart
(703) 599-6437 (cell)

Your gift helps keep CSG's advocacy going! [Donate today!](#)

On Tue, Mar 23, 2021 at 4:29 PM Chet Parsons <CParsons@planrva.org> wrote:

Thank you for the comments and feedback. I believe you inadvertently included Mr. Spoonhower as the recipient of your message – he is the chair of the PlanRVA board and they are not directly involved in the development of ConnectRVA 2045. Patricia Paige (New Kent) is the chair of the Richmond Regional

Transportation Planning Organization – I am including her on this communication as well as Andrew Pompei (Powhatan), chair of the Long Range Transportation Plan (LRTP) Advisory Committee.

Mr. Pollard, who you have copied on your message, is a member of the LRTP advisory committee and should have a full understanding of the project and where we stand in the overall planning process. He should be able to clarify any questions PSG might have on the effort that is underway.

Staff will work to address each of the points you have made, but I wanted to provide a little context now in case it might be helpful. The purpose of this stage of the planning process is to set the foundation for all the projects that we will test and rank for possible inclusion in the draft plan (this is what we are referring to as the Universe of Projects). By being on this list it doesn't mean anything is approved or that it is included in the plan - we still need to go through data-driven travel demand model testing, benefit/cost analysis, and equity/social impact testing on each potential project. After that, the ranking of priority projects can be performed and compared with expected funding allocations to set the draft constrained plan. These steps will happen between now and early fall, with plenty more opportunity for public feedback and engagement.

I encourage you to take a look at the [project website](#) to review the entire process as envisioned by the advisory committee. Please let me know if you have further questions.

Regards,

Chet Parsons

Visit us at www.connectrva2045.org to help shape the future of transportation in our region.



Chet Parsons, AICP CTP

Director of Transportation

804.924.7039

cparsons@PlanRVA.org

9211 Forest Hill Avenue, Suite 200

Richmond, Virginia 23235

www.PlanRVA.org

f in

Please do not print this email unless it is necessary. Every unprinted email helps the environment.

From: Sebastian Shetty <sebastian@psgrichmond.org>

Sent: Tuesday, March 23, 2021 2:53 PM

To: Spoonhower Neil G. <nspoonhower@goochlandva.us>; Martha Heeter <mheeter@planrva.org>

Cc: Chet Parsons <CParsons@planrva.org>; Sulabh Aryal <SAryal@planrva.org>; ConnectRVA2045

<connectrva2045@planrva.org>; Stewart Schwartz <stewart@smartergrowth.net>; Trip Pollard <tpollard@selcva.org>

Subject: PSG Letter re LRTP Universe of Projects

Dear Chair and members of the PlanRVA TPO:

We are writing today to request a 30-day extension to the public comment period on the draft list of projects for potential funding by the Central Virginia Transportation Authority, and for public hearings in each jurisdiction.

Please find attached a letter detailing our concerns with this portion of the planning process, and our requests for extension of the public comment period. Should the comment period not be extended, please find also our comments regarding the content of the "Universe of Projects" included in the attached letter.

Thank you for your service to our Richmond region community,

Sebastian Shetty

Policy Coordinator

Partnership for Smarter Growth

--

Sebastian Shetty



Coordinator for Policy and Administration

Partnership for Smarter Growth

sebastian@psgrichmond.org | (757) 390-9930

<https://www.psgrichmond.org/>

ConnectRVA 2045 Website Comments

March 8- March 24

<https://www.connectrva2045.org/post/public-review-connectrva-2045-universe-of-projects>

1. Rebecca
I'd like to see less road widening in general, and a focus on how to reduce traffic through multi-modal means, and reducing hardscape throughout the area. Let's maintain what we have, make sure bridges and other infrastructure are in good shape, but think long and hard about adding roads, lanes, etc. unless it is to support pedestrian, bike and bus access and safety.
2. Nicole Anderson Ellis
In the absence of a formal link/email for submitting comments, I submit here in my role as co-chair of the Route 5 Corridor Coalition to voice firm opposition to any proposed funding for a widening of scenic Route 5. At best such funding implies a lack of familiarity with Route 5, its history, and the documented harm such a widening would have on traffic, tourism, the environment, and quality of life in this corridor. At worst, it suggests a backdoor attempt to achieve a purpose opposed by the community and supported by elected leaders at the local, regional, and state level. It is of particular concern that this proposal is being inserted into a budget plan with shockingly little public disclosure. What outreach was made to community leaders along the Route 5 corridor? What attempts did you make to disseminate this plan to residents of the Route 5 corridor? What presentations were made to community organizations within the Route 5 Corridor? And how were public hearings hosted to maximize participation and safety during a pandemic? In the absence of such steps, and given that this idea is counter to lengthy, broad and well-documented support for keeping Route 5 two lanes, the Coalition asks that you extend the public comment period to allow for adequate, transparency and democratic participation in this critical decision.

Thank you.

Nicole Anderson Ellis

Co-chair of the Route 5 Corridor Coalition

3. Brown0808
As a long time resident of Varina who frequently travels Route 5 I am opposed to widening of route 5 to preserve rhe history, historic properties, business fronts many of which are backbones to Varina district. Concerned that widening will also increase aggressive driving and speeding on this rural route increasing threat of accidents.
4. mtprospectdesign
Route 5 is a beautiful drive from Richmond to Williamsburg with many historical sites, wildlife, and beautiful scenery. With the capital trail now in use many families enjoy

this area. I am opposed to widening the road because this will change the whole aura we currently enjoy.

5. Keg1986

Please do not approve this project. The residents of this area enjoy the rural character and disconnected pace of life. As a healthcare provider, it is especially important for me to retreat from the chaos of the trauma-emergency department and recharge in my quiet, peaceful, and small community. Please don't take that from me and all of the wonderful residents in the Varina area.

Additionally, I am concerned that widening the road will encourage unsafe passing on Route 5 which includes many "Hidden Driveways" and deer that regularly cross the road.

Maintainance and inspection of local routes should be prioritized and residents should be given ample notification of these proposals.

Respectfully,

6. Crysti Flippen

I am writing in an effort to convince the powers that be to not widen Rt 5, Midview or Darbytown roads. We the people of the area live here because it is not overly busy. We enjoy our country routes to the city and Williamsburg. If we wanted to live in the city or west end we would move to the city or west end. Its not broken... so don't try to fix it. There is a gorgeous bike trail where the riders can still see the scenery on Rt 5. Widen the road and all you will see are tractor trailers. Just please STOP with the madness of "Short Pumping Varina". Neighbor

7. William McGuire

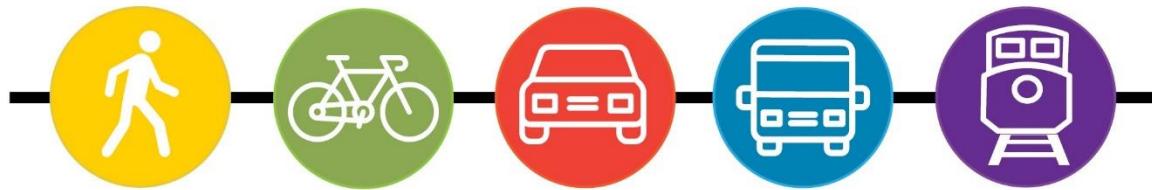
Route 6 (River Road West) in Goochland has been on the VDOT plans to widen for decades, but the project keeps getting pushed out further to the future. This is due to the fact that it is not necessary to increase capacity on this scenic byway and the future growth identified by the Planning Commission is not along Rt 6. Goochland has Interstate 64 as a major East - West corridor. As a matter of fact, Goochland County Comprehensive Plan 2035 does not call for improvements to Route 6. Why is it that the Regional Planning group wants to push for improvements that the County itself has not identified as a priority?

8. Jeremy Hoffman

There are too many road widening projects to begin with! In fact, that's the majority of the highway projects listed (46%). Most, if not all, of these street widening projects will only induce greater demand and increase VMT through accommodating more driving space (56% of the highway widening projects don't add additional active mobility space) - which is against the approved goals of the ConnectRVA 2045 plan? I think you could accomplish road diets instead and still have room for the active

transportation lanes. I'd hate to see this ConnectRVA 2045 plan center driving as the main outcome of the highway projects

Connect RVA 2045



Universe of Projects

Public Review Comments

March 25 – April 15

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Cost | Project Description | Comment |
|------------|--------------|---|--|
| AT-1 | \$ 632,347 | Chesterfield Fall Line Trail: Segment 2B - MM 4.0 to MM 9.4 (Only Portion Within RRTPO) | GET IT DONE! |
| AT-1 | \$ 632,347 | Chesterfield Fall Line Trail: Segment 2B - MM 4.0 to MM 9.4 (Only Portion Within RRTPO) | Very excited about this project! |
| AT-1 | \$ 632,347 | Chesterfield Fall Line Trail: Segment 2B - MM 4.0 to MM 9.4 (Only Portion Within RRTPO) | Why isn't the Fall Line Trail all the way to Petersburg? The bridge over the Appomattox River connecting VSU and the trail to Petersburg is critical. |
| AT-1 | \$ 632,347 | Chesterfield Fall Line Trail: Segment 2B - MM 4.0 to MM 9.4 (Only Portion Within RRTPO) | Consider adding funds for branching feeder trails to parks and schools. |
| AT-1 | \$ 632,347 | Chesterfield Fall Line Trail: Segment 2B - MM 4.0 to MM 9.4 (Only Portion Within RRTPO) | Let's do this! |
| AT-1 | \$ 632,347 | Chesterfield Fall Line Trail: Segment 2B - MM 4.0 to MM 9.4 (Only Portion Within RRTPO) | The idea of a multi use trail from Ashland to Petersburg would be a great addition to the region. The capital trail has been highly successful and having another long distance trail will continue to bring folks to the area and use it. |
| AT-13 | \$ 5,722,345 | Richmond Fall Line Trail: Segment 4C - MM 21.8 to MM 23.9 | Fund the Fall Line Trail! This will be an awesome addition to our community!! It will attract tourists and benefit residents, too. |
| AT-13 | \$ 5,722,345 | Richmond Fall Line Trail: Segment 4C - MM 21.8 to MM 23.9 | Building this section of the trail would not only provide safer recreational opportunities, it would also provide a safer commute for the many people I see biking on/near Commerce despite the heavy truck traffic. |
| AT-13 | \$ 5,722,345 | Richmond Fall Line Trail: Segment 4C - MM 21.8 to MM 23.9 | This project will be so beneficial in connecting the Oak Grove-Bellmeade community to resources and recreation. I look forward to riding this from Northside to Bellemeade Park with my family. |
| AT-14 | \$ 601,708 | Richmond Fall Line Trail: Segment 4D - MM 23.9 to MM 24.3 | Extremely useful addition to the bike/ped network. |
| AT-14 | \$ 601,708 | Richmond Fall Line Trail: Segment 4D - MM 23.9 to MM 24.3 | Please do this!!! |
| AT-14 | \$ 601,709 | Richmond Fall Line Trail: Segment 4D - MM 23.9 to MM 24.4 | Helpful, but the lanes on the bridge need better protection from the high speed vehicles it shares space with |
| AT-15 | \$ 1,077,074 | Richmond Fall Line Trail: Segment 5B - MM 25.6 to MM 26.6 | This would be extremely helpful for daily walk/bike commuters like myself, and improve non-driving access to Brown's Island. It would be even better to extend the route into the northern part of Jackson Ward, across 64-95. |
| AT-15 | \$ 1,077,074 | Richmond Fall Line Trail: Segment 5B - MM 25.6 to MM 26.6 | I am for all efforts to improve bike/walk safety and enthusiastic about the Fall/Line effort. Glad to see the projected paths. |
| AT-15 | \$ 1,077,074 | Richmond Fall Line Trail: Segment 5B - MM 25.6 to MM 26.6 | The city needs more dedicated bike lanes like the ones on Franklin to get north and south. Especially to hook up to the Cap trail. |
| AT-15 | \$ 1,077,074 | Richmond Fall Line Trail: Segment 5B - MM 25.6 to MM 26.6 | This sounds great! More bike infrastructure throughout the city. |
| AT-15 | \$ 1,077,074 | Richmond Fall Line Trail: Segment 5B - MM 25.6 to MM 26.6 | We need more separated/ off road bike facilities like this in the City. Get it done! |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|---|--|
| AT-16 | \$ 3,144,408 | Richmond Fall Line Trail: Segment 5C - MM 26.6 to MM 27.6 | would appreciate if someone would add a bike/ped route along Mitchell Street and Mitchell paper street alignment connecting Brook Rd/Chamberlayne to the Cannon Creek Trail |
| AT-17 | \$ 1,433,866 | Richmond Fall Line Trail: Segment 5D - MM 27.6 to MM 28.5 | This trail will be great to connect to Bryan Park and the broader region. I have concerns that the selected route will only further invest in already well-maintained, wealthier neighborhoods (existing shaded medians, wide sidewalks, etc.) rather than through neighborhoods with insufficient pedestrian infrastructure |
| AT-17 | \$ 1,433,866 | Richmond Fall Line Trail: Segment 5D - MM 27.6 to MM 28.5 | Great idea! |
| AT-17 | \$ 1,433,866 | Richmond Fall Line Trail: Segment 5D - MM 27.6 to MM 28.5 | Excellent. Adding cycling trails separated from the street is safe and we will see a return on the investment. |
| AT-18 | \$ 3,270,066 | Richmond Fall Line Trail: Segment 6A - MM 28.5 to MM 30.5 | Bike/ped access to Bryan Park would be a fantastic improvement to life in Richmond. |
| AT-18 | \$ 3,270,066 | Richmond Fall Line Trail: Segment 6A - MM 28.5 to MM 30.5 | People drive their cars at excessive speeds on Brookland Parkway. We need these bike lanes protected, and the space needs for cars needs to be reimaged to encourage safe speeds. City streets should not have speed limits higher than 25 MPH, but especially on those with bike lanes. Active transportation and high speeds are a dangerous/deadly combination. I cannot wait to have safe, protected space to ride here. |
| AT-20 | \$ 800,000 | Henrico Fall Line Trail Phase 1: Park Street crossing at Lakeside | How will this connect to the next section of the Fall Line trail at Lakeside Recreation Center? |
| AT-24 | \$ 26,006,629 | Henrico Fall Line Trail Phase 7: Longdale | Build this before any road widening and ensure that all widening projects which intersect include bike facilities as feeder trails. |
| AT-24 | \$ 26,006,629 | Henrico Fall Line Trail Phase 7: Longdale | Excellent. Adding cycling trails separated from the street is safe and we will see a return on the investment. |
| AT-24 | \$ 26,006,629 | Henrico Fall Line Trail Phase 7: Longdale | The Richmond Region is far behind other areas (like Northern Virginia) when it comes to non-motorized transportation. Projects like this make our transportation system safer, promote healthy lifestyles and attract jobs. Let's get this done! |
| AT-26 | \$ 14,303,410 | Multi-use trail on the CSX right-of-way in Southside Richmond | This would be a great addition to Richmond if publicized! I think a lot of people would enjoy this trail, especially from the south side neighborhoods. |
| AT-26 | \$ 14,303,410 | Multi-use trail on the CSX right-of-way in Southside Richmond | Yes!!!!!!! |
| AT-26 | \$ 14,303,410 | Multi-use trail on the CSX right-of-way in Southside Richmond | Fantastic! Build the bike ped network! Orbital routes like this help connect more places. Build now! |
| AT-26 | \$ 14,303,410 | Multi-use trail on the CSX right-of-way in Southside Richmond | This would be fantastic!!! More safe off-road biking paths are needed. |
| AT-26 | \$ 14,303,410 | Multi-use trail on the CSX right-of-way in Southside Richmond | This sounds wonderful. Do this! |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|---|--|
| AT-26 | \$ 14,303,410 | Multi-use trail on the CSX right-of-way in Southside Richmond | Great addition to alternate means of transportation in the City - providing access to the Fall Line Trail. |
| AT-26 | \$ 14,303,410 | Multi-use trail on the CSX right-of-way in Southside Richmond | This is going to be a great way to connect community members to resources and recreation in a part of the city that currently lacks safe bike/ped infrastructure. |
| AT-26 | \$ 14,303,410 | Multi-use trail on the CSX right-of-way in Southside Richmond | The City has been talking about this for a decade. It serves citizens of Southside as well as patients at McGuire's VA Center. Let's get this done! |
| AT-26 | \$ 14,303,410 | Multi-use trail on the CSX right-of-way in Southside Richmond | Perfect! Do it! |
| AT-26 | \$ 14,303,410 | Multi-use trail on the CSX right-of-way in Southside Richmond | Please do this! |
| AT-27 | \$ 3,758,546 | Separated, paved, multi-use paths through the East End of Richmond along Gillies Creek. | This is a great proposal! |
| AT-27 | \$ 3,758,546 | Separated, paved, multi-use paths through the East End of Richmond along Gillies Creek. | 100%!!! Keep feeder trails like this coming. Reduce the need to drive downtown just to get on a bike or walk the cap2cap trail. |
| AT-27 | \$ 3,758,546 | Separated, paved, multi-use paths through the East End of Richmond along Gillies Creek. | Strongly in favor of this fantastic project! |
| AT-27 | \$ 3,758,546 | Separated, paved, multi-use paths through the East End of Richmond along Gillies Creek. | Excellent. Adding cycling trails separated from the street is safe and we will see a return on the investment. |
| AT-27 | \$ 3,758,546 | Separated, paved, multi-use paths through the East End of Richmond along Gillies Creek. | This project would connect community members, safely, to schools, resources, and recreation, and I am in full support. |
| AT-27 | \$ 3,758,546 | Separated, paved, multi-use paths through the East End of Richmond along Gillies Creek. | This is a great opportunity to expand the network of bike and pedestrian facilities with the Capital Trail acting as the spine. Clearly, the Capital Trail has been a HUGE success for the community and facilities like this only make it better! |
| AT-27 | \$ 3,758,546 | Separated, paved, multi-use paths through the East End of Richmond along Gillies Creek. | support bike/ped paths along this corridor |
| AT-28 | \$ 1,164,000 | Trail through West Creek area of Goochland County | Great trail opportunity here but it would be better if coupled with the Tuckahoe Creek Park on the Henrico side. Henrico is unlikely to ever approve a vehicular connection from Ridgefield to Tuckahoe Creek Parkway but bike/ped crossings in that area (Coach Rd), closer to GreenGate to the North, and at Patterson to the South would make this a true regional trail -- not just a locality specific out and back on both sides of the creek. |
| AT-28 | \$ 1,164,000 | Trail through West Creek area of Goochland County | Park trails are nice, but this isn't transit unless it connects people to destinations like work, food or other neighborhoods. How can this be connected to a larger network? |
| AT-28 | \$ 1,164,000 | Trail through West Creek area of Goochland County | Western Henrico and Goochland are woefully deficient of safe bike and pedestrian facilities. Why do I need to drive to Varina to ride my bike? |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|---|---|
| AT-28 | \$ 1,164,000 | Trail through West Creek area of Goochland County | Henrico desperately needs facilities for folks to safely bike. This is a start but we need a network connecting places. |
| AT-30 | \$ 9,000,000 | Separated Bike Facility on Cox Road from US-250 to end of Cox Road | The more buffered bike lanes, the better! |
| AT-30 | \$ 9,000,000 | Separated Bike Facility on Cox Road from US-250 to end of Cox Road | The more bike lanes, the better! Make sure they tie in safely to bike/ped facilities on Broad St. |
| AT-30 | \$ 9,000,000 | Separated Bike Facility on Cox Road from US-250 to end of Cox Road | Please use real physical barriers like metal bollards, planters or curbs. No plastic tubes or paint |
| AT-31 | \$ 4,000,000 | Nuckols Rd Multiuse Trail from Springfield Rd to Francistown Rd | This trail needs to be extended to enable effective cycling to Innsbrook from the local area. Bicycle traffic needs to be protected along Nuckols road to Cox Road at a minimum. To the east, bicycle infrastructure needs to be extended to meet Bike Route 1 and the Fall Line trail. |
| AT-32 | \$ 4,600,000 | Ashcake Road Bike and Pedestrian Improvements - Spur Trail | There is a lot of foot traffic here. Good project |
| AT-32 | \$ 4,600,000 | Ashcake Road Bike and Pedestrian Improvements - Spur Trail | Make sure it has Ada ramps |
| AT-32 | \$ 4,600,000 | Ashcake Road Bike and Pedestrian Improvements - Spur Trail | This section of Ashcake Rd needs sidewalks and protected bicycle lanes. Sharrows (shared lane markings) are dangerous and give a false sense of safety for people on bicycles. |
| AT-34 | \$ 16,800,000 | Connection between Charles City and New Kent courthouses (spur from Virginia Capital Trail) | I love this idea! |
| AT-34 | \$ 16,800,000 | Connection between Charles City and New Kent courthouses (spur from Virginia Capital Trail) | More recreation trails would be awesome! |
| AT-34 | \$ 16,800,000 | Connection between Charles City and New Kent courthouses (spur from Virginia Capital Trail) | Super cool! What a great project. |
| AT-34 | \$ 16,800,000 | Connection between Charles City and New Kent courthouses (spur from Virginia Capital Trail) | Good project. We've been talking about this for ten years. Let's get this built! |
| AT-35 | | Sadler Road Connector: Shared Use Path from Dominion Blvd to Sadler Place. | This largely serves culdesac neighborhoods with few significant connections. Recommend improving road network here as well by connecting culdesacs and infill development. |
| AT-35 | | Sadler Road Connector: Shared Use Path from Dominion Blvd to Sadler Place. | Trails like this need to form a network. Ensure that it connects as a feeder to a larger trail. |
| AT-36 | \$ 700,000 | Combination of shared-use path on Hospital Street and two-way cycletrack along Oliver Hill Way to connect to the cycletrack being designed as part of the Shockoe Streets Improvement Project with a terminus at Balding Street | Yes! Thank you! |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| AT-36 | \$ 700,000 | Combination of shared-use path on Hospital Street and two-way cycletrack along Oliver Hill Way to connect to the cycletrack being designed as part of the Shockoe Streets Improvement Project with a terminus at Balding Street | Great project! Could be even more useful if connects to Richmond-Henrico Tpk via Valley Rd. Beautiful investment in turnpike, but narrow Valley Road makes it difficult to safely use. |
| AT-36 | \$ 700,000 | Combination of shared-use path on Hospital Street and two-way cycletrack along Oliver Hill Way to connect to the cycletrack being designed as part of the Shockoe Streets Improvement Project with a terminus at Balding Street | Yes! More bike connections, consider adding an east west connection via a ramp to the viaduct. |
| AT-36 | \$ 700,000 | Combination of shared-use path on Hospital Street and two-way cycletrack along Oliver Hill Way to connect to the cycletrack being designed as part of the Shockoe Streets Improvement Project with a terminus at Balding Street | Increases connectivity for cyclists = a win! |
| AT-36 | \$ 700,000 | Combination of shared-use path on Hospital Street and two-way cycletrack along Oliver Hill Way to connect to the cycletrack being designed as part of the Shockoe Streets Improvement Project with a terminus at Balding Street | Excellent. Adding cycling trails separated from the street is safe and we will see a return on the investment. |
| AT-36 | \$ 700,000 | Combination of shared-use path on Hospital Street and two-way cycletrack along Oliver Hill Way to connect to the cycletrack being designed as part of the Shockoe Streets Improvement Project with a terminus at Balding Street | We take the Cannon Creek Greenway from Northside to the East End regularly, and this connector would make our entire family feel safer on this stretch. Currently, people drive at excessive speeds, and park in bike lanes, and with my 2 small kids on our bike, it's terrifying. |
| AT-36 | \$ 700,000 | Combination of shared-use path on Hospital Street and two-way cycletrack along Oliver Hill Way to connect to the cycletrack being designed as part of the Shockoe Streets Improvement Project with a terminus at Balding Street | Yes! |
| AT-36 | \$ 700,000 | Combination of shared-use path on Hospital Street and two-way cycletrack along Oliver Hill Way to connect to the cycletrack being designed as part of the Shockoe Streets Improvement Project with a terminus at Balding Street | Needs connection to the trail on the Richmond Henrico Turnpike! Otherwise great project! |
| AT-36 | \$ 700,000 | Combination of shared-use path on Hospital Street and two-way cycletrack along Oliver Hill Way to connect to the cycletrack being designed as part of the Shockoe Streets Improvement Project with a terminus at Balding Street | Perhaps find ways to integrate to sites of african-american historical importance, like the burial ground a block away. |
| AT-37 | \$ 1,600,000 | Shared Use Path (eventually connecting Stratton Park to Pocahontas State Park) | This should provide access across 150 and connect to Iron Bridge or Belmont. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|--|---|
| AT-37 | \$ 1,600,000 | Shared Use Path (eventually connecting Stratton Park to Pocahontas State Park) | Great project to connect Chesterfield and the City of Richmond. Would be great to see it extended in both directions. |
| AT-37 | \$ 1,600,000 | Shared Use Path (eventually connecting Stratton Park to Pocahontas State Park) | Great project! |
| AT-8 | \$ 1,579,069 | Chesterfield Fall Line Trail: Segment 3D - MM 16.8 to MM 17.7 | Bike/ped connections across highways are extremely important for undoing the damage. |
| BR-10 | \$ 24,000,000 | Bridge - Replacement/Rehabilitation on US-360 at James River South Div | This bridge always has a lot of people walking and biking along it to try to get to work, enjoy the fresh air, or walk the Slave Trail. Unfortunately, you're forced to compete for a narrow slip of sidewalk with each other and the folks who are fishing from the bridge. A redesign should provide more space for non-motorized travel, especially since cars/trucks have the option of using the I-95 bridge or high-speed Manchester Bridge (which has lots of excess capacity even after the recent slight road diet). |
| BR-11 | \$ 3,965,009 | Bridge - Replacement/Rehabilitation on US-250 at CSX Abandoned Spur Line | Many, many people have to walk over this enormous highway every day, since they park or live in the Bottom and work Downtown. Fixing it would be a huge benefit to everyone. |
| BR-11 | \$ 3,965,009 | Bridge - Replacement/Rehabilitation on US-250 at CSX Abandoned Spur Line | This is a needed improvement! |
| BR-11 | \$ 3,965,009 | Bridge - Replacement/Rehabilitation on US-250 at CSX Abandoned Spur Line | Ensure areas of african-american history are not just protected, but honored; bring in key voices to ensure the project does not disrupt or destroy any portions of areas like Lumpkins jail site or the burial ground. Limit interference with the public's ability to visit these sites during construction. |
| BR-12 | \$ 16,000,000 | Bridge - Replacement/Rehabilitation on US-360 at James River North Div | Reallocate pavement to other modes, better bike connections to Manchester are desperately needed. |
| BR-12 | \$ 16,000,000 | Bridge - Replacement/Rehabilitation on US-360 at James River North Div | Make Mayo Bridge 3 car lanes with a reversible center lane for rush hour traffic. Turn the easternmost lane of Mayo Bridge into a bike lane. Add better connections for cyclists between this new Mayo Bridge bike lane and Capital Trail by adding a bike lane on Dock St. - Capital trail and Canal Walk are difficult for cyclists to navigate (flood wall doors) and are often too congested with pedestrians to safely cycle. |
| BR-12 | \$ 16,000,000 | Bridge - Replacement/Rehabilitation on US-360 at James River North Div | This bridge doesn't need to be 4 lanes. Replaced, yes, but also needs to accommodate active transportation users and transit. The backups on this road at rush hour can largely be solved, and traffic made safer for all road users, if stop signs are placed in both directions on Dock St at 17th and 21st at minimum. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|---|--|
| BR-15 | \$ 10,838,991 | Bridge - Replacement/Rehabilitation on I-64 at I-95 | This should be part of knitting Jackson Ward back together by providing excellent bike/ped connections across the highway. |
| BR-16 | \$ 14,000,000 | Bridge - Replacement/Rehabilitation on VA-161 at CSX Railway | In rebuilding this bridge, please ensure ample sidewalks, bike lanes, and pedestrian scale street scaping. This is one of the few bridges over the railroad tracks and the most highly used corridor by non car traffic. |
| BR-5 | | Bridge - Replacement/Rehabilitation on Parham Road crossing CSX Railway | Repair bridges and roads before building any new roads. Add capacity for bike and ped |
| BR-8 | \$ 13,673,125 | Bridge - Replacement/Rehabilitation on US-250 at I-95 | Reconnect Downtown to Shockoe Bottom with high-quality pedestrian accommodations here! |
| BR-8 | \$ 13,673,125 | Bridge - Replacement/Rehabilitation on US-250 at I-95 | Ensure areas of african-american history are not just protected, but honored; bring in key voices to ensure the project does not disrupt or destroy any portions of areas like Lumpkins jail site or the burial ground. Limit interference with the public's ability to visit these sites during construction. |
| HW-10 | \$ 26,000,000 | Charles City Rd Widening: Widening with added capacity between Williamsburg Rd and Eastport Blvd | No road widening for cars. Bike and ped only. Build transit instead. |
| HW-10 | \$ 26,000,000 | Charles City Rd Widening: Widening with added capacity between Williamsburg Rd and Eastport Blvd | No widening of roads for cars. We do not need more sprawl in the east end. |
| HW-10 | \$ 26,000,000 | Charles City Rd Widening: Widening with added capacity between Williamsburg Rd and Eastport Blvd | Absolutely not necessary or desired |
| HW-10 | \$ 26,000,000 | Charles City Rd Widening: Widening with added capacity between Williamsburg Rd and Eastport Blvd | Stop the widening of roads for cars. Continue in the trend with the Capital Trail. Invest in bike and pedestrian means of transportation. There is zero need to widen these roads. |
| HW-10 | \$ 26,000,000 | Charles City Rd Widening: Widening with added capacity between Williamsburg Rd and Eastport Blvd | In disbelief that there are so many widening projects in part of the county where the Capital Trail has been completed and also now continues to gain popularity in the Richmond community each year. The lack of need for the widening of these roads is indisputable. Varina is beautiful for the open fields and winding country roads. Why would we take away from the investment of the Capital Trail with the expansion plans for Route 5? Wouldn't money be better spent on the Eastern Henrico School System? Millions of dollars invested should have a better return if spent on the community itself. |
| HW-101 | \$ 18,829,345 | Construction of a new 1,500 ft., two-lane divided road segment to reconnect existing segments of Three Chopt Rd under VA- 288 (underpass) | Very important project! The underpass should include bike/ped accommodation to facilitate walkable connections in the future. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Cost | Project Description | Comment |
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| HW-101 | \$ 18,829,345 | Construction of a new 1,500 ft., two-lane divided road segment to reconnect existing segments of Three Chopt Rd under VA- 288 (underpass) | Fully support. Should plan to eventually widen Three Chopt from Broad street to 288 to Route 623. Is there a light at Broad and Three Chopt to turn east and west. If not need it for safety and future growth |
| HW-101 | \$ 18,829,345 | Construction of a new 1,500 ft., two-lane divided road segment to reconnect existing segments of Three Chopt Rd under VA- 288 (underpass) | Plan to extend Three Chopt should include connection to a controlled intersection at Broad Street |
| HW-102 | \$ 35,000,000 | Three Chopt Rd Widening: Widening with added capacity and pedestrian accommodations between Gaskins Rd and N Parham Rd | Widening would make this residential area more dangerous, but sidewalks would really help - people just walk on the grass now. |
| HW-106 | \$ 45,000,000 | Intersection Improvement: Construction of Innovative Intersection: Median u-turns all approaches (US-1 & West Hundred Rd) | This intersection was just redone this year and the slip lanes are even more dangerous to pedestrians. Route 1 needs brt and local bus routes before more car investment |
| HW-106 | \$ 45,000,000 | Intersection Improvement: Construction of Innovative Intersection: Median u-turns all approaches (US-1 & West Hundred Rd) | Make this intersection more pedestrian friendly. No need to redo for cars. |
| HW-11 | \$ 15,000,000 | Charles City Rd Widening: Widening with added capacity between Laburnum Ave and Monahan Rd | I am very disappointed by how many widening projects are here. NO roads should be widened unless it's to reallocate right of way to bus lanes, bike lanes, and multi-use paths. Adding lanes does not add capacity! |
| HW-11 | \$ 15,000,000 | Charles City Rd Widening: Widening with added capacity between Laburnum Ave and Monahan Rd | Widening for bikes & pedestrian accommodations is good, widening for capacity is a never-ending cycle, which I oppose. |
| HW-11 | \$ 15,000,000 | Charles City Rd Widening: Widening with added capacity between Laburnum Ave and Monahan Rd | PLEASE DO NOT WIDEN THIS ROAD! THERE IS NO VIABLE REASON TO DO THIS. TRAFFIC FLOWS WELL AND THERE'S PLENTY OF ROOM. |
| HW-11 | \$ 15,000,000 | Charles City Rd Widening: Widening with added capacity between Laburnum Ave and Monahan Rd | In disbelief that there are so many widening projects in part of the county where the Capital Trail has been completed and also now continues to gain popularity in the Richmond community each year. The lack of need for the widening of these roads is indisputable. Varina is beautiful for the open fields and winding country roads. Why would we take away from the investment of the Capital Trail with the expansion plans for Route 5? Wouldn't money be better spent on the Eastern Henrico School System? Millions of dollars invested should have a better return if spent on the community itself. |
| HW-11 | \$ 15,000,000 | Charles City Rd Widening: Widening with added capacity between Laburnum Ave and Monahan Rd | There is absolutely no reason to widen this road! |
| HW-11 | \$ 15,000,000 | Charles City Rd Widening: Widening with added capacity between Laburnum Ave and Monahan Rd | Unnecessary! Don't widen this road for car transit! Stop the continuous need for development. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|----------------|---|---|
| HW-11 | \$ 15,000,000 | Charles City Rd Widening: Widening with added capacity between Laburnum Ave and Monahan Rd | This road was just repaved, redone, looks great. It does not need to be widened into four lanes. Insanity. |
| HW-110 | \$ 29,000,000 | US-33 Widening: Widening with added capacity (2.4 mi) between Winns Church Rd and Ashland Rd | No road widening unless it is for bike bed |
| HW-110 | \$ 29,000,000 | US-33 Widening: Widening with added capacity (2.4 mi) between Winns Church Rd and Ashland Rd | Widening for bikes & pedestrian accommodations is good, widening for capacity is a never-ending cycle, which I oppose. |
| HW-111 | \$ 42,400,000 | US-360 Widening: Widening with added capacity between E. of Cosby Rd and Magnolia Green Pkwy | This money could be far better spent on the many projects not found in the "widen, extend, or realign" category |
| HW-113 | \$ 50,000,000 | US-360 Widening: Widening with added capacity (2.35 mi) between Sujen Ct and Walnut Grove Rd | Fund transit, not lanes! |
| HW-113 | \$ 50,000,000 | US-360 Widening: Widening with added capacity (2.35 mi) between Sujen Ct and Walnut Grove Rd | This is highly unnecessary and much too costly. 360 is already a three lane road. The traffic issues caused here will not be solved by using a disgusting amount of tax dollars to add a lane. Transit is far more important than lane additions. |
| HW-114 | \$ 136,500,000 | New Interchange: Construction of a Grade Separated Diverging Diamond Interchange(US-360 & Commonwealth Center Pkwy) | I hope bike/improvements are included - scary to see how many cross this intersection on foot |
| HW-115 | \$ 53,800,000 | Intersection Improvement: Construction of US-360 Superstreet at Winterpock Road, Spring Run Road, Chital Drive, Deer Run Road, and Harbor Pointe Parkway (US-360 & Various) | This is also a much needed improvement to help with traffic flow. |
| HW-115 | \$ 53,800,000 | Intersection Improvement: Construction of US-360 Superstreet at Winterpock Road, Spring Run Road, Chital Drive, Deer Run Road, and Harbor Pointe Parkway (US-360 & Various) | Add bus services to cut down on car traffic |
| HW-116 | \$ 33,000,000 | US-60 Widening: Widening with added capacity between Page Rd and Watkins Center Pkwy | No widening unless for Ped and bike. Fund the brt first. |
| HW-116 | \$ 33,000,000 | US-60 Widening: Widening with added capacity between Page Rd and Watkins Center Pkwy | This is unnecessary based on the amount of traffic on this part of route 60 and it is cost prohibitive. |
| HW-116 | \$ 33,000,000 | US-60 Widening: Widening with added capacity between Page Rd and Watkins Center Pkwy | This widening is unnecessary. It is a waste of money! |
| HW-117 | \$ 65,000,000 | US-60 Widening: Widening with added capacity between Elko Rd and New Kent Co Line | Widening this section of US-60 so the whole thing is 4 lanes is the only project in the east end that makes any sense. |
| HW-118 | \$ 40,000,000 | US-60 Widening: Widen bridge over Belt Blvd and extend deceleration and acceleration lanes over CSX between Division Street and CSX RR | Say no to new lanes. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|---|
| HW-118 | \$ 40,000,000 | US-60 Widening: Widen bridge over Belt Blvd and extend deceleration and acceleration lanes over CSX between Division Street and CSX RR | The focus of the plan should allow for pedestrian and bike traffic. 2 lanes for cars is fine. They need sidewalks to continue on both sides of Rt 60 for the apartments. Crosswalks with warning lights are needed at both ends of the high school. |
| HW-118 | \$ 40,000,000 | US-60 Widening: Widen bridge over Belt Blvd and extend deceleration and acceleration lanes over CSX between Division Street and CSX RR | Absolutely no more width for cars. Reduce car capacity! Increase transit with BRT first. Add safe ped and bike infrastructure . Cars are not growth we want. |
| HW-121 | \$ 55,000,000 | VA-10 Widening: Widening with added capacity between Jessup Rd and VA-288 | No capacity should be added, only multimodal features. |
| HW-121 | \$ 55,000,000 | VA-10 Widening: Widening with added capacity between Jessup Rd and VA-288 | Route 10 doesn't need more car lanes throughout this stretch. If anything, the current bike lanes need to be lifted above curb level as the actual travel speeds in this section regularly exceed the 55 MPH limit. With further highest density development along this corridor, pedestrian infrastructure needs to be complete as well - sidewalks are few and far between in this stretch. A sidewalk connected to nothing else along a high speed road serves little purpose. |
| HW-121 | \$ 55,000,000 | VA-10 Widening: Widening with added capacity between Jessup Rd and VA-288 | No road widening unless for bike / ped. Route 10 needs high frequency bus routes to downtown |
| HW-121 | \$ 55,000,000 | VA-10 Widening: Widening with added capacity between Jessup Rd and VA-288 | Widening for pedestrians accommodations is good, widening for capacity is a never-ending cycle, which I oppose. |
| HW-124 | \$ 5,000,000 | Interchange Modification at VA-150 & Dalebrook Dr: Elimination of On and Off-Ramps | If some of the adjacent interchange proposals happen, such as the DDI, removing these ramps is a great idea. |
| HW-125 | \$ 5,000,000 | Interchange Modification at VA-150 & Dalebrook Dr: Elimination of On and Off-Ramps | Removal of this interchange would worse public safety response times. |
| HW-127 | \$ 30,000,000 | Interchange Modification at VA-150 & N. Huguenot Rd: Construction of a Full Cloverleaf Interchange without traffic signals | Funding alternative modes to help people cross this interchange without a car would go a long way towards improving current and future congestion. |
| HW-127 | \$ 30,000,000 | Interchange Modification at VA-150 & N. Huguenot Rd: Construction of a Full Cloverleaf Interchange without traffic signals | Surprised to see this project - as others have stated, haven't experienced many issues here and I travel this at peak hours |
| HW-127 | \$ 30,000,000 | Interchange Modification at VA-150 & N. Huguenot Rd: Construction of a Full Cloverleaf Interchange without traffic signals | This interchange works very well as is, even during peak hours. Change not needed |
| HW-127 | \$ 30,000,000 | Interchange Modification at VA-150 & N. Huguenot Rd: Construction of a Full Cloverleaf Interchange without traffic signals | No need to build suburban highway infrastructure in the city. Only ped and bike safety improvements. |
| HW-129 | \$ 5,000,000 | Interchange Modification at VA-150 & Strathmore Rd: Elimination of On and Off-Ramps | Eliminating ramps is a great idea! |
| HW-129 | \$ 5,000,000 | Interchange Modification at VA-150 & Strathmore Rd: Elimination of On and Off-Ramps | Removal of this interchange would worse public safety response times. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|--|---|
| HW-132 | \$ 34,093,206 | Interchange Modification at VA-150 & US-60: Construction of a Partial Cloverleaf Interchange with contraflow left turns | This interchange only needs pedestrian accommodation. No need to rebuild for cars |
| HW-133 | \$ 33,000,000 | Interchange Modification VA-150 & VA-10: Interchange improvements (mainline, ramps, merge, diverge, weave, etc.) | I hope bike/ped considerations are included in this project. Not easy, but needed |
| HW-134 | \$ 42,700,000 | VA-288 Widening: Widening with added capacity between VA-76 (Powhite Pkwy) and US-360 | This money could be far better spent on the many projects not found in the "widen, extend, or realign" category |
| HW-137 | \$ 20,925,000 | Construction of a Hard Shoulder Running Auxiliary Lane | No aux lanes. |
| HW-139 | \$ 9,500,000 | Interchange Modification at VA-288 & Chester Rd: Interchange improvements (mainline, ramps, merge, diverge, weave, etc.) | This interchange is relatively young. Prioritize ped and bike safety at other interchanges first. |
| HW-140 | \$ 25,000,000 | Interchange Modification at VA-288 & Courthouse Rd.: improvement of WB 288 to NB Courthouse off ramp, extention of decel lane and addition of dual right turns | This interchange is relatively young. Prioritize ped and bike safety at other interchanges first. |
| HW-142 | \$ 4,900,000 | Interchange Modification at VA-288 & US-250: Construction of a dual NB right-turn lanes at the SB VA- 288 ramp intersection and widening the northbound VA- 288 off-ramp to two lanes | Support |
| HW-146 | \$ 51,100,000 | Interchange Modification at VA-288 & US-360: 1) Construction of Route 288 NB Flyover Ramp (1 lane) widening to 2 lanes at partial Diverging Diamond Interchange (DDI), 2) Reconstruction of SB on-ramp, 3) Realignment and widening of SB off-ramp to 2 lanes before DDI, 4) Roundabouts: Bailey Bridge Connector at Commonwealth Centre Connector (2 lane), Commonwealth Centre Connector at Commonwealth Centre Parkway (1 lane) , 5) Cul-de-sac Commonwealth Centre Parkway | Much congestion - any improvements would be welcome |
| HW-146 | \$ 51,100,000 | Interchange Modification at VA-288 & US-360: 1) Construction of Route 288 NB Flyover Ramp (1 lane) widening to 2 lanes at partial Diverging Diamond Interchange (DDI), 2) Reconstruction of SB on-ramp, 3) Realignment and widening of SB off-ramp to 2 lanes before DDI, 4) Roundabouts: Bailey Bridge Connector at Commonwealth Centre Connector (2 lane), Commonwealth Centre Connector at Commonwealth Centre Parkway (1 lane) , 5) Cul-de-sac Commonwealth Centre Parkway | This interchange is relatively young. Prioritize ped and bike safety at other interchanges first. |
| HW-148 | \$ 43,700,000 | Interchange Modification at VA-288 & US-360: Construction of SB VA-288 CD Road (2 lanes) | This interchange is relatively young. Prioritize ped and bike safety at other interchanges first. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|---|---|
| HW-149 | \$ 20,000,000 | Interchange Modification at VA-288 & US-60: Interchange improvements (mainline, ramps, merge, diverge, weave, etc.) | This interchange is relatively young. Prioritize ped and bike safety at other interchanges first. |
| HW-150 | \$ 5,520,000 | VA-54 Widening: Widening with added capacity between Frances Rd and East Corporate Limits | No widening projects until brt is completed |
| HW-150 | \$ 5,520,000 | VA-54 Widening: Widening with added capacity between Frances Rd and East Corporate Limits | My family owns a house on VA-54 just east of this proposed road widening. I don't understand the need for this project (the road is fine as-is) and I worry that widening it would encourage cars to go even faster. People sometimes walk along the shoulders, and cars going faster increases the risk of someone being killed. |
| HW-150 | \$ 5,520,000 | VA-54 Widening: Widening with added capacity between Frances Rd and East Corporate Limits | This stretch of road is unsafe as it is. The speed limit probably won't change. Anything to reduce accidents in this area would be helpful. |
| HW-150 | \$ 5,520,000 | VA-54 Widening: Widening with added capacity between Frances Rd and East Corporate Limits | What a terrible spot to end the widened road. That intersection is tough enough as is. No need to make this wider and encourage more speeding. How many deaths have happened in this stretch? We don't need wider roads here, we need traffic lights. |
| HW-150 | \$ 5,520,000 | VA-54 Widening: Widening with added capacity between Frances Rd and East Corporate Limits | There are many issues to be addressed with the community regarding future development that may occur in this area. Hanover and Ashland are updating their comprehensive plan within the year and no projects that widen, expand or replace the interchange should be done until the comprehensive plan process is complete. |
| HW-151 | \$ 86,390,500 | VA-6 Widening: Widening with added capacity between Maidens Rd and Hermitage Rd | This money should be used to provide non-car alternatives to this route. |
| HW-151 | \$ 86,390,500 | VA-6 Widening: Widening with added capacity between Maidens Rd and Hermitage Rd | I oppose this widening for accommodating car capacity. This needs to be widened to accommodate bike/ped road users. |
| HW-151 | \$ 86,390,500 | VA-6 Widening: Widening with added capacity between Maidens Rd and Hermitage Rd | I am opposed The county comprehensive plan does not allow dense residential development west of 288. There will not be significant population and traffic counts to justify this expenditure |
| HW-151 | \$ 86,390,500 | VA-6 Widening: Widening with added capacity between Maidens Rd and Hermitage Rd | This is unnecessary based on the traffic usage on this road and it is cost prohibitive. |
| HW-151 | \$ 86,390,500 | VA-6 Widening: Widening with added capacity between Maidens Rd and Hermitage Rd | I don't approve of this expansion. We are trying to preserve the rural nature and feel of this scenic byway. We live along this route and you will be encroaching on our property which fronts Rt.6! |
| HW-151 | \$ 86,390,500 | VA-6 Widening: Widening with added capacity between Maidens Rd and Hermitage Rd | I am opposed to widening Route 6 for vehicular traffic. I'm supportive of adding a shared use path for bike/ped use. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Cost | Project Description | Comment |
|------------|----------------|---|---|
| HW-152 | \$ 30,000,000 | New Interchange: Construction of a Grade- Separated Diverging Diamond Interchange(VA-76 & Charter Colony Pkwy) | Grade separation is never good for a community. |
| HW-153 | \$ 23,184,612 | Interchange Modification at VA-76 & VA-150: Construction of a choice lane at NB VA- 150 off loop ramp diverge. Widening of NB VA-76 express lane to 3 lanes to VA- 150 interchange | Adding lanes doesn't seem like the best approach here. |
| HW-155 | \$ 154,300,000 | VA-76 (Powhite Pkwy) Extension: Construction of a new At-Grade 4-lane road between Charter Colony Pkwy and Little Tomahawk Creek | This money could be far better spent on the many projects not found in the "widen, extend, or realign" category |
| HW-155 | \$ 154,300,000 | VA-76 (Powhite Pkwy) Extension: Construction of a new At-Grade 4-lane road between Charter Colony Pkwy and Little Tomahawk Creek | No new roads. This area needs car alternatives. Consider bike trails and bus routes. |
| HW-156 | \$ 40,800,000 | VA-76 (Powhite Pkwy) Extension: Construction of a new At-Grade 4-lane road between Little Tomahawk Creek and Otterdale Road | I hate to see the western portion of Chesterfield grown even more due to this road |
| HW-156 | \$ 40,800,000 | VA-76 (Powhite Pkwy) Extension: Construction of a new At-Grade 4-lane road between Little Tomahawk Creek and Otterdale Road | Widening for bikes & pedestrians accommodations is good, widening for capacity is a never-ending cycle, which I oppose. |
| HW-157 | \$ 66,200,000 | VA-76 (Powhite Pkwy) Extension: Construction of a new At-Grade 4-lane road between Otterdale Road and Genito Road | This money could be far better spent on the many projects not found in the "widen, extend, or realign" category |
| HW-157 | \$ 66,200,000 | VA-76 (Powhite Pkwy) Extension: Construction of a new At-Grade 4-lane road between Otterdale Road and Genito Road | Excited for this entire portion for 76 to 360 to happen! |
| HW-158 | \$ 109,400,000 | VA-76 (Powhite Pkwy) Extension: Construction of a new At-Grade 4-lane road between Genito Road and Duval Road | This money could be far better spent on the many projects not found in the "widen, extend, or realign" category |
| HW-158 | \$ 109,400,000 | VA-76 (Powhite Pkwy) Extension: Construction of a new At-Grade 4-lane road between Genito Road and Duval Road | This connector needs to happen to help with the congestion at 288 & 360 |
| HW-159 | \$ 66,800,000 | VA-76 (Powhite Pkwy) Extension: Construction of a new At-Grade 4-lane road between Duval Road and US-360 | This money could be far better spent on the many projects not found in the "widen, extend, or realign" category |
| HW-159 | \$ 66,800,000 | VA-76 (Powhite Pkwy) Extension: Construction of a new At-Grade 4-lane road between Duval Road and US-360 | This is exciting and will offer MUCH needed relief from 288 & 360. |
| HW-160 | \$ 60,000,000 | New Interchange: Construction of a New Interchange(VA-895 & Wilton Rd) | No new interchanges! |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|--|--|
| HW-160 | \$ 60,000,000 | New Interchange: Construction of a New Interchange(VA-895 & Wilton Rd) | This is not needed and it will be a burden on the community. There is an interchange very close, and the low volume of cars doesn't warrant another. Why pay \$60,000,000 to serve traffic on the toll road everyone avoids? We shouldn't route traffic down a small residential street unless absolutely necessary-- and it's not. |
| HW-161 | \$ 30,000,000 | Walmsley Blvd Widening: Widening with added capacity between Broad Rock Blvd and US-1 | No widening is needed here unless it's ONLY to add bike/ped accommodations. |
| HW-161 | \$ 30,000,000 | Walmsley Blvd Widening: Widening with added capacity between Broad Rock Blvd and US-1 | This road doesn't get nearly enough traffic to justify widening. It needs transit and high quality protected bike lanes |
| HW-162 | \$ 52,300,000 | Walmsley Blvd Extension: Construction of a new 2-lane road between US-1 and Commerce Road. | No widening is needed here unless it's ONLY to add bike/ped accommodations. |
| HW-165 | \$ 45,000,000 | Woodman Rd Widening: Widening with added capacity and pedestrian accommodations between Mountain Rd and Hungary Rd | Add pedestrian only. |
| HW-165 | \$ 45,000,000 | Woodman Rd Widening: Widening with added capacity and pedestrian accommodations between Mountain Rd and Hungary Rd | Widening for bikes & pedestrian accommodations is good, widening for capacity is a never-ending cycle, which I oppose. |
| HW-166 | \$ 12,500,000 | Woodside Ln Extension: Construction of a new 2-lane road (1.1 mi) between Jamestown Rd and Hickory Hill Rd | No new roads. Repair the ones we have first |
| HW-166 | \$ 12,500,000 | Woodside Ln Extension: Construction of a new 2-lane road (1.1 mi) between Jamestown Rd and Hickory Hill Rd | Ah...one of my old Jeep trails is getting paved. Probably a game changer for anyone who lives off Hickory Hill Rd. |
| HW-166 | \$ 12,500,000 | Woodside Ln Extension: Construction of a new 2-lane road (1.1 mi) between Jamestown Rd and Hickory Hill Rd | This will cause an increase in traffic on Woodside lane, which already needs the speed limit increased from 25mph |
| HW-166 | \$ 12,500,000 | Woodside Ln Extension: Construction of a new 2-lane road (1.1 mi) between Jamestown Rd and Hickory Hill Rd | What is the purpose of this? Woodside Lane, Jamestown Road, and Hickory Hill Road are extremely low-traffic. Why provide an alternate route to Rt. 1 that plows through an existing park and down a 25 MPH residential street? Seems like a big waste of taxpayer money...probably one of those "shovel-ready" projects that we can waste trillions on in "infrastructure" spending that's really just corrupt pork. |
| HW-166 | \$ 12,500,000 | Woodside Ln Extension: Construction of a new 2-lane road (1.1 mi) between Jamestown Rd and Hickory Hill Rd | It would be a shame to have this road cut through the park and trail system at Washington Lacy Park. This is also close to several subdivisions and has a 25 mph zone. |
| HW-166 | \$ 12,500,000 | Woodside Ln Extension: Construction of a new 2-lane road (1.1 mi) between Jamestown Rd and Hickory Hill Rd | We don't need an industrial park or extra roads this close to our subdivision!! Place the w cross road closer to where Lowe's Distribution is going and let people cut over to Hickory Hill that way or stay on 54. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|--|---|
| HW-168 | \$ 9,700,000 | Intersection Improvement: Reconfiguration from a stop controlled "T" intersection to a roundabout (Lewistown Rd & Ashcake Rd) | Roundabouts are a great way to improve safety! |
| HW-169 | \$ 7,500,000 | Intersection Improvement: Reconfiguration of a 2-way stop controlled intersection to a roundabout (Sliding Hill Rd & Ashcake Rd) | Converting roundabouts to intersections is great for safety in the surrounding roads. |
| HW-169 | \$ 7,500,000 | Intersection Improvement: Reconfiguration of a 2-way stop controlled intersection to a roundabout (Sliding Hill Rd & Ashcake Rd) | I fear that in making this intersection easier to negotiate, it will encourage more tractor trailer drivers to use Ashcake and Sliding Hill Roads - both of which are incredibly ill-suited for that type of traffic. |
| HW-170 | \$ 36,300,000 | US-1 Widening: Widening with added capacity between Ashcake Rd and Sourthern Town Limits | Much needed, agree that bicycle accommodations are in order |
| HW-170 | \$ 36,300,000 | US-1 Widening: Widening with added capacity between Ashcake Rd and Sourthern Town Limits | No road widening for cars. |
| HW-170 | \$ 36,300,000 | US-1 Widening: Widening with added capacity between Ashcake Rd and Sourthern Town Limits | Adding extra lanes for vehicles will not alleviate traffic. Rt 1 is wide enough. Rt 1 urgently needs sidewalks and protected bicycle lanes that connect to protected bicycle lanes further south. No new car lanes. |
| HW-170 | \$ 36,300,000 | US-1 Widening: Widening with added capacity between Ashcake Rd and Sourthern Town Limits | This should include turn lanes for Maple St, Dow Gil Rd, and businesses. I'm guessing no additional travel lanes. This will definitely make things safer. |
| HW-172 | \$ 35,600,000 | Carolina Ave Widening: Widening with added capacity and bike/ped facilities between Richmond Henrico Tpk and Laburnum Ave | No widening is needed here unless it's ONLY to add bike/ped accommodations. |
| HW-172 | \$ 35,600,000 | Carolina Ave Widening: Widening with added capacity and bike/ped facilities between Richmond Henrico Tpk and Laburnum Ave | Yes, we ride this route often and it is somewhat dicey between the parking and the traffic. Improvement is needed for safe bike/walk. |
| HW-172 | \$ 35,600,000 | Carolina Ave Widening: Widening with added capacity and bike/ped facilities between Richmond Henrico Tpk and Laburnum Ave | Widening for bikes & pedestrian accommodations is good, widening for capacity is a never-ending cycle, which I oppose. |
| HW-175 | \$ 26,000,000 | Masonic Ln/Brittles Ln Widening: Widening with added capacity and bike/ped facilities between Nine Mile Rd and Williamsburg Rd | I fully support widening here, but only for bike/ped facilities. Cars do not need more road, our most vulnerable road users do. |
| HW-175 | \$ 26,000,000 | Masonic Ln/Brittles Ln Widening: Widening with added capacity and bike/ped facilities between Nine Mile Rd and Williamsburg Rd | Support widening for bike/ped ONLY - not to add car lanes. |
| HW-175 | \$ 26,000,000 | Masonic Ln/Brittles Ln Widening: Widening with added capacity and bike/ped facilities between Nine Mile Rd and Williamsburg Rd | Only for bicycle or pedestrian needs |
| HW-175 | \$ 26,000,000 | Masonic Ln/Brittles Ln Widening: Widening with added capacity and bike/ped facilities between Nine Mile Rd and Williamsburg Rd | Narrow the part of the road that will be used for cars. Widening only for more bike/walk. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|--|--|
| HW-175 | \$ 26,000,000 | Masonic Ln/Brittles Ln Widening: Widening with added capacity and bike/ped facilities between Nine Mile Rd and Williamsburg Rd | Widening this area for bike and foot traffic would be amazing. There is no need for space for cars. |
| HW-176 | \$ 25,000,000 | Midview Rd Widening: Widening with added capacity and bike/ped facilities between New Market Rd and Darbytown Rd | I am very disappointed by how many widening projects are here. NO roads should be widened unless it's to reallocate right of way to bus lanes, bike lanes, and multi-use paths. Adding lanes does not add capacity! |
| HW-176 | \$ 25,000,000 | Midview Rd Widening: Widening with added capacity and bike/ped facilities between New Market Rd and Darbytown Rd | I am against this. We do not need to destroy this area with more development. |
| HW-176 | \$ 25,000,000 | Midview Rd Widening: Widening with added capacity and bike/ped facilities between New Market Rd and Darbytown Rd | Keep varina country! No widening route 5 |
| HW-176 | \$ 25,000,000 | Midview Rd Widening: Widening with added capacity and bike/ped facilities between New Market Rd and Darbytown Rd | In disbelief that there are so many widening projects in part of the county where the Capital Trail has been completed and also now continues to gain popularity in the Richmond community each year. The lack of need for the widening of these roads is indisputable. Varina is beautiful for the open fields and winding country roads. Why would we take away from the investment of the Capital Trail with the expansion plans for Route 5? Wouldn't money be better spent on the Eastern Henrico School System? Millions of dollars invested should have a better return if spent on the community itself. |
| HW-176 | \$ 25,000,000 | Midview Rd Widening: Widening with added capacity and bike/ped facilities between New Market Rd and Darbytown Rd | There is no need to widen this road. Do not destroy more of this area with development for traffic that is not present. This is infuriating. Strongly opposed. |
| HW-177 | \$ 52,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and bike/ped facilities between Laburnum Ave and New Osborne Tpk | I am very disappointed by how many widening projects are here. NO roads should be widened unless it's to reallocate right of way to bus lanes, bike lanes, and multi-use paths. Adding lanes does not add capacity! |
| HW-177 | \$ 52,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and bike/ped facilities between Laburnum Ave and New Osborne Tpk | Totally opposed to widening Route 5. It is not needed & will only lead to sprawling development which is not what Varina is or wants to become. It is a unique rural area that needs to grow in a responsible way that keeps the character of the area. |
| HW-177 | \$ 52,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and bike/ped facilities between Laburnum Ave and New Osborne Tpk | Nope. Again, not needed. Where did you all get the idea that this is needed? I know you all want to sprawl this way. Again, turnaround and look west. Stop wasting money on projects that are not needed -_- |
| HW-177 | \$ 52,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and bike/ped facilities between Laburnum Ave and New Osborne Tpk | No. This will only cause more problems. We already have bike and ped facilities. Everything will bottleneck at the city. |
| HW-177 | \$ 52,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and bike/ped facilities between Laburnum Ave and New Osborne Tpk | I'm opposed to this plan without further explanation from its concept. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|--|---|
| HW-177 | \$ 52,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and bike/ped facilities between Laburnum Ave and New Osborne Tpk | No, and again NO. We already have an amazing Capital Trail. What we don't want is 4 lanes that run straight into a bottleneck in the city. When are we going to get away from designing our lives around cars. This historic route needs to be preserved. It is an asset to the community. This is the gateway to 50 miles of history to Williamsburg. Please change your thinking from one that conveniences developers to one that enhances our way of life. |
| HW-177 | \$ 52,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and bike/ped facilities between Laburnum Ave and New Osborne Tpk | Please extend the comment period. These changes need extensive input from the community |
| HW-177 | \$ 52,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and bike/ped facilities between Laburnum Ave and New Osborne Tpk | We already have the capital trail for bikes and pedestrians. We do NOT need Route five to be widened! |
| HW-177 | \$ 52,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and bike/ped facilities between Laburnum Ave and New Osborne Tpk | I have concerns when it comes to the widening of New Market Road from Laburnum Ave. to New Osborne Turnpike. Aside from the farmland that would be acquired from families to expand the road ridding this area of its natural beauty. There are multiple man-made structures on both sides of the road. How will people residing in these residences be impacted by the widening of the road? Due to safety regulations, they will have to sell their house and property to the county for a devalued price and move somewhere else. Not only lowering property values but driving longtime residents away from their community. I understand that people are looking to expand the number of people living on this side of Henrico but there needs to be a better conversation about it with more community input. |
| HW-177 | \$ 52,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and bike/ped facilities between Laburnum Ave and New Osborne Tpk | This road DOES NOT NEED TO BE WIDENED |
| HW-177 | \$ 52,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and bike/ped facilities between Laburnum Ave and New Osborne Tpk | No need to widen ! Leave the countryside alone! We already lost part of our land with the Capital Trail! |
| HW-177 | \$ 52,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and bike/ped facilities between Laburnum Ave and New Osborne Tpk | LEAVE IT ALONE - THE MK |
| HW-177 | \$ 52,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and bike/ped facilities between Laburnum Ave and New Osborne Tpk | Please do not widen this road!!!!!! Preserve the historical rural beauty in this space and don't turn this area into an environmental issue!!!! |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|---|---|
| HW-177 | \$ 52,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and bike/ped facilities between Laburnum Ave and New Osborne Tpk | Please do not widen this road. Strongly opposed. Spending any money to widen these roads is a waste and unwanted by community members. |
| HW-177 | \$ 52,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and bike/ped facilities between Laburnum Ave and New Osborne Tpk | Strongly strongly strongly against these roads being widened. |
| HW-177 | \$ 52,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and bike/ped facilities between Laburnum Ave and New Osborne Tpk | In disbelief that there are so many widening projects in part of the county where the Capital Trail has been completed and also now continues to gain popularity in the Richmond community each year. The lack of need for the widening of these roads is indisputable. Varina is beautiful for the open fields and winding country roads. Why would we take away from the investment of the Capital Trail with the expansion plans for Route 5 and other areas of the county where it's unnecessary? Wouldn't money be better spent on the Eastern Henrico School System? Millions of dollars invested should have a better return if spent on the community itself. |
| HW-177 | \$ 52,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and bike/ped facilities between Laburnum Ave and New Osborne Tpk | This road was just repaved, redone, looks great. It does not need to be widened into four lanes. Insanity. That will significantly take away from the Capital Trail aesthetics. |
| HW-178 | \$ 20,000,000 | Old Osborne Turnpike (VA-5) Widening: Widening with added capacity and bike/ped facilities between Richmond City Limits and New Osborne Tpk | I am very disappointed by how many widening projects are here. NO roads should be widened unless it's to reallocate right of way to bus lanes, bike lanes, and multi-use paths. Adding lanes does not add capacity! |
| HW-178 | \$ 20,000,000 | Old Osborne Turnpike (VA-5) Widening: Widening with added capacity and bike/ped facilities between Richmond City Limits and New Osborne Tpk | I am against the widening of VA-5. As a person who frequently uses the Capital Trail along this stretch (the existing wide bike and pedestrian facility) widening does not make any sense given what I have perceived is the lower volume of traffic along this route. The property owners have also made a lot of effort to protect the farm land and existing green space, Widening will only start a process of over development in the area. |
| HW-178 | \$ 20,000,000 | Old Osborne Turnpike (VA-5) Widening: Widening with added capacity and bike/ped facilities between Richmond City Limits and New Osborne Tpk | I am against this. It will only increase the bottle neck at the city limits. Keep Varina Green. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|---|--|
| HW-178 | \$ 20,000,000 | Old Osborne Turnpike (VA-5) Widening: Widening with added capacity and bike/ped facilities between Richmond City Limits and New Osborne Tpk | I can't believe this is even being considered. Again. This entrance into the city is constrained by the river on one side and Churchill on the other. There is no way to absorb 4 lanes of traffic onto small city streets with out bottlenecks or destroying the character of the city. Also we already have a wonderful bike and pedestrian facility called the Capital Trail which is much used and beloved. Widen that if you need to. There's plenty of room off road for that. |
| HW-178 | \$ 20,000,000 | Old Osborne Turnpike (VA-5) Widening: Widening with added capacity and bike/ped facilities between Richmond City Limits and New Osborne Tpk | Please leave this area alone. No need to widen the road. The bike trail is such a success. It is stated that there will be added capacity bike/ped facilities. Was that added just to gain support? We're not stupid Just an FYI, private businesses who pay taxes are currently developing/expanding ways to meet those needs. Why ruin it by adding more cars to the area. I'm very disappointed that this is being considered. |
| HW-178 | \$ 20,000,000 | Old Osborne Turnpike (VA-5) Widening: Widening with added capacity and bike/ped facilities between Richmond City Limits and New Osborne Tpk | I have concerns when it comes to the widening of New Market Road from the Richmond City limits to New Osborne Turnpike. My main concern here is how widening the road would work. Along this stretch of Route 5 there is little to no extra room on the side of the road. If you were to leave the City of Richmond, heading eastward towards Williamsburg. You would first be caught driving between Rockets Landing and the CSX train terminal. I am unaware of how this portion of the Route would be able to be expanded as each property is privately owned and would cost millions to expand if acquiring the CSX property is the only possible way. After you pass this section you are surrounded by multiple gas reserves and then drive up the side of Marion Hill. Again my same concerns are how would this portion be widening when there are no feasible ways of doing so. Unless removing a portion of the bike trail to bringing in dirt to flatten that portion of the Hill is the only option. |
| HW-178 | \$ 20,000,000 | Old Osborne Turnpike (VA-5) Widening: Widening with added capacity and bike/ped facilities between Richmond City Limits and New Osborne Tpk | I am opposed to widening Route 5 for vehicular traffic. I am supportive of sidewalk improvements, but please protect the Virginia Capital Trail. |
| HW-178 | \$ 20,000,000 | Old Osborne Turnpike (VA-5) Widening: Widening with added capacity and bike/ped facilities between Richmond City Limits and New Osborne Tpk | Increase the bike/ped facilities but leave the road as is. Road widening has consistently shown to cause induced demand and, rather than solve any perceived issues, will create new ones. You can't pave your way out of traffic congestion. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-178 | \$ 20,000,000 | Old Osborne Turnpike (VA-5) Widening: Widening with added capacity and bike/ped facilities between Richmond City Limits and New Osborne Tpk | In disbelief that there are so many widening projects in part of the county where the Capital Trail has been completed and also now continues to gain popularity in the Richmond community each year. The lack of need for the widening of these roads is indisputable. Varina is beautiful for the open fields and winding country roads. Why would we take away from the investment of the Capital Trail with the expansion plans for Route 5? Wouldn't money be better spent on the Eastern Henrico School System? Millions of dollars invested should have a better return if spent on the community itself. |
| HW-178 | \$ 20,000,000 | Old Osborne Turnpike (VA-5) Widening: Widening with added capacity and bike/ped facilities between Richmond City Limits and New Osborne Tpk | This road was just repaved, redone, looks great. It does not need to be widened into four lanes. Insanity. That will significantly take away from the Capital Trail aesthetics. |
| HW-179 | \$ 42,000,000 | Pemberton Rd Widening: Widening with added capacity and bike/ped facilities between Quioccasin Rd and US-250 | No widening for cars, bike and ped only. |
| HW-179 | \$ 42,000,000 | Pemberton Rd Widening: Widening with added capacity and bike/ped facilities between Quioccasin Rd and US-250 | Widening for bike & pedestrians accommodations is good, widening for capacity is a never-ending cycle, which I oppose. |
| HW-180 | \$ 30,000,000 | Richmond Henrico Tpk Widening: Widening with added capacity and bike/ped facilities between Hanover County Line and Railroad Crossing | No widening is needed here unless it's ONLY to add bike/ped accommodations. |
| HW-180 | \$ 30,000,000 | Richmond Henrico Tpk Widening: Widening with added capacity and bike/ped facilities between Hanover County Line and Railroad Crossing | Yes, widen to accommodate safe bike/walk!! |
| HW-180 | \$ 30,000,000 | Richmond Henrico Tpk Widening: Widening with added capacity and bike/ped facilities between Hanover County Line and Railroad Crossing | Please only widen to accommodate a more complete street, to accommodate our most vulnerable road users. If you widen for cars, you'll perpetuate the cycle of needing to continue to accommodate more cars. |
| HW-180 | \$ 30,000,000 | Richmond Henrico Tpk Widening: Widening with added capacity and bike/ped facilities between Hanover County Line and Railroad Crossing | Desperate need for bike and pedestrian accommodations. |
| HW-19 | \$ 26,000,000 | Creighton Rd Widening: Widening with added capacity and bike/ped facilities between Cedar Fork Rd and Hanover County Line | I am very disappointed by how many widening projects are here. NO roads should be widened unless it's to reallocate right of way to bus lanes, bike lanes, and multi-use paths. Adding lanes does not add capacity! |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-2 | \$ 23,954,000 | Ashland Rd Widening: Widening with added capacity between Broad Street Rd and I-64 | Need a light at Route 623 and Three Chopt Road to be able to safely turn right or left onto Route 623 Also need a turn lane at route 623 and Three Chopt Are there plans to widen Three Chopt road between 623 and Route 288? Are there plans to reconnect Three Chopt and Broad street. If not strongly recommend |
| HW-2 | \$ 23,954,000 | Ashland Rd Widening: Widening with added capacity between Broad Street Rd and I-64 | A controlled intersection with turn lanes is needed at Three Chopt |
| HW-2 | \$ 23,954,000 | Ashland Rd Widening: Widening with added capacity between Broad Street Rd and I-64 | Improvements to Three Chopt will be needed for increased capacity (widening) |
| HW-20 | \$ 18,000,000 | Darbytown Rd Widening: Widening with added capacity and pedestrian accommodations between S Laburnum Ave and Doran Rd | So what's wrong with Darbytown in this location. There's 24' of pavement. It certainly can't be widened to 4 lanes. What would happen at the RR tracks? And on into the city. |
| HW-21 | \$ 7,000,000 | Darbytown Rd Widening: Widening with added capacity and pedestrian accommodations between Majestic Way and New Market Village Ln | I am very disappointed by how many widening projects are here. NO roads should be widened unless it's to reallocate right of way to bus lanes, bike lanes, and multi-use paths. Adding lanes does not add capacity! |
| HW-21 | \$ 7,000,000 | Darbytown Rd Widening: Widening with added capacity and pedestrian accommodations between Majestic Way and New Market Village Ln | In disbelief that there are so many widening projects in part of the county where the Capital Trail has been completed and also now continues to gain popularity in the Richmond community each year. The lack of need for the widening of these roads is indisputable. Varina is beautiful for the open fields and winding country roads. Why would we take away from the investment of the Capital Trail with the expansion plans for Route 5? Wouldn't money be better spent on the Eastern Henrico School System? Millions of dollars invested should have a better return if spent on the community itself. |
| HW-22 | \$ 65,000,000 | Darbytown Rd Widening: Widening with added capacity and pedestrian accommodations between Richmond City Line and Laburnum Ave | I am very disappointed by how many widening projects are here. NO roads should be widened unless it's to reallocate right of way to bus lanes, bike lanes, and multi-use paths. Adding lanes does not add capacity! |
| HW-22 | \$ 65,000,000 | Darbytown Rd Widening: Widening with added capacity and pedestrian accommodations between Richmond City Line and Laburnum Ave | Widening this road will help nothing and I am against it. There is not ability to widen any roads in the city from the east end and widening the county roads will only lead to increasing bottle necks in the city. We do not want this area turned into an asphalt and concrete jungle. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-22 | \$ 65,000,000 | Darbytown Rd Widening: Widening with added capacity and pedestrian accommodations between Richmond City Line and Laburnum Ave | In disbelief that there are so many widening projects in part of the county where the Capital Trail has been completed and also now continues to gain popularity in the Richmond community each year. The lack of need for the widening of these roads is indisputable. Varina is beautiful for the open fields and winding country roads. Why would we take away from the investment of the Capital Trail with the expansion plans for Route 5? Wouldn't money be better spent on the Eastern Henrico School System? Millions of dollars invested should have a better return if spent on the community itself. |
| HW-22 | \$ 65,000,000 | Darbytown Rd Widening: Widening with added capacity and pedestrian accommodations between Richmond City Line and Laburnum Ave | Only expansion should be for pedestrian and bike traffic. There is no need to widen the roads further for cars. |
| HW-23 | \$ 61,400,000 | East-West Freeway: Construction of new 2 lane road between US-1 at Ruffin Mill and Branders Bridge Rd | Only if adding bike lanes to connect to fall line trail |
| HW-23 | \$ 61,400,000 | East-West Freeway: Construction of new 2 lane road between US-1 at Ruffin Mill and Branders Bridge Rd | I thought this freeway was voted down by the residents during the protesting of the Matoaca Mega Site in 2018 ...? |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This is a totally unnecessary project. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Forest Hill avenue through lower density areas does not need to be widened to induce demand away from limited access highways. If anything, lanes west of the Jahnke/Forest Hill intersection need to go on a road diet to one each direction and a center turn lane with probably buffered bike lanes to connect with the new lanes going up west of Powhite/Forest Hill. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | No widening of this for added car traffic. Consider using funds to create protected bike lanes and regulated intersections to allow safe pedestrian and cyclist traffic to flow and to access FH Park. Agree with previous comments that Forest Hill Ave. West of WHBlvd is in greater need of attention (i.e., 1 lane each direction) than this segment of FH Ave. NO MORE CAR-CENTRIC PROJECTS. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | If anything this road should be narrowed rather than widened. Currently cars frequently exceed the 30 MPH speed limit and this street is very difficult to cross as a pedestrian. If the road capacity is increased there should be frequent pedestrian hybrid beacons to ensure that the street can be crossed safely and traffic calming measures should be added to ensure that the street is pleasant to walk along. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | We need safe pedestrian crossing zones and protected bike lanes--NOT additional lanes for cars to fly through this area at dangerous speeds. This is an unnecessary and wasteful use of funds and should be redirected for more appropriate changes. We've been trying to address speeding and unsafe crossing here for years. THAT should be the priority. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This project is an poor use of funding, especially given the only marginal benefits this would return long term for the multi-year impact to the entirety of the forest hill neighborhood and visitors of forest hill park. This is especially my viewpoint as the duration of the project and impacts from the Powhite overpass to the Old Westham/Hathaway Rd. intersection. I strongly advise that funds are re-attributed to other projects that better direct traffic away from the community connector road that is forest hill ave. and instead build a safer/more efficient intersection at both or either of Dundee Ave. and W Roanoke St. to better direct traffic to Midlothian Turnpike - a road in which is intended to be a main thoroughfare through this part of the city. The 47th street to Semmes Ave. section of the roadway is rarely ever a choke point and it rather stems from the inefficient timing and placement of the W Roanoke street intersection. I highly doubt traffic loads justify the use of funds. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Definitely do not see the benefit here. This is not a traffic choke point; there are already bike lanes; and if anything traffic should be encouraged to slow down, not speed up. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | We need to discourage excessive traffic here, not encourage it. F-H Ave and Semmes are already over-travelled by high-speed commuters who should use Powhite Pkwy to get downtown. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This is a terrible idea. It is so hard to cross here as is. This is a neighborhood, not a highway. There is constant speeding on this road. Adding passing lanes will just make that worse. Spend the money on enforcing the 30mph law, putting in stop signs and crosswalks, widening the sidewalks, nice looking street lamps, underground wiring. Anything that shows care about this street and neighborhood. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|--|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This is a terrible idea that will cost people their lives!! The speeding cars on this section of Forest Hill are a huge problem here! There was already a child who got brain damage after being hit by a car on Forest Hill Ave. FOUR LANES would almost certainly result in death. Also, this is a HISTORIC district. You will be destroying our property values and the look of an older neighborhood that's trying it's best to get on its feet. Do you know how hard people work on improving their community around here? Could the city make it any more clear they don't care about the southside? We may not be The Fan, but just because we have the lower property values, doesn't mean we don't count! FOUR LANES IN A HISTORIC RESIDENTIAL NEIGHBORHOOD will cause a speed way, risking lives of residents and kids and pets, destroying the historic nature of the neighborhood and devastating home values. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | The traffic travels too fast now on Forest Hill Ave. We have had pedestrians struck. It will make riding the bus harder because crossing the street will be harder and more dangerous. We do not need to cater to the commuters from Powhatan. We need a safer facility for pedestrians, not more asphalt for cars. No, do not build this road through this historic district. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | NO NO NO!!! Traffic is already a major problem for this neighborhood. The current 2 lanes are the only thing calming it currently. Please do NOT allow this to proceed. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Strongly oppose! Completely unnecessary project that would solve nothing. We need to discourage people from using this route. Removing yards and putting peoples homes closer to the road is a safety hazard. This was cause MANY to leave the neighborhood! Do not let this proceed. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Horrible idea. Drivers already speed down this section of Forest hill and this would just make that worse. Traffic flow is fine the way it is now. This would ruin one of Richmond's historic neighborhoods. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | How is this even a possibility in a historic neighborhood?! NO. We don't need additional lanes for cars! Redirect cars to hull street/powhite, not a neighborhood! Waste of money. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I OPPOSE this project 100%! This is a historic district/neighborhood, not a busy thoroughfare. Traffic is already insane with speeding and accidents. Widening this area would make it an even more dangerous area! No, no, no! |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|--|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | The added capacity for parking and full two way bike lanes fits into the current plan and administration guidance to move to non car based travel. I approve of added bike and parking capacity only but not added car traffic as this is already a high risk for pedestrian crossings. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This section of road was part of my daily commute before COVID. It does get terribly congested, especially in the mornings, but I think that much of this can be attributed to poor traffic management at the school. I can't count the number of times that the light at Semmes turns green and I am immediately stopped by the crossing guard. If the crossing guard gave priority to car traffic on Semmes and Forest Hill during green lights, then this project can probably be pushed off for a while. This is anecdotal, I know, but I find traffic runs very smoothly on months when school is out of session. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Please do not widen this road! This is a historic neighborhood! This stretch of roadway already has speeding problems. More lanes will increase speed and encourage additional commuters to take this route. There was a significant injury on this road not long ago when someone was crossing the street. We don't need faster traffic! We would also lose huge trees and parkland which is in stark contrast to goals of RVAGREEN 2050. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Cars already barrel through along Semmes and Forest Hill avenues making it dangerous for pedestrians and people on bikes. Widening that section would make the situation worse. That money should be used on measures to discourage speeding instead. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Speeding is a huge issue and concern on Forest Hill Ave. The road is poorly monitored for speeding, making crossing the street dangerous during higher traffic times - even at the crosswalk lights. Widening the road would not help this issue and deter pedestrians even more from walking the neighborhood. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Nooooo! Horrible idea, will only cause more traffic and more speeding along here! This is a terrible idea and proposal, I do not support it at ALL. Resident of W 43rd St. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | The beauty of this historic district is the walkability. The traffic and speeding on Forest Hill Ave has been an unchecked issue for years. This street is already difficult for pedestrians to get across. Adding in two extra lanes will make it near impossible. This will likely encourage speeding as well. No extra capacity is needed! Let's work with what we already have. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|---|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Bad idea - this will harm residences and businesses alike while construction is ongoing. We don't need this after the past year of pandemic and recession and after the seemingly 3 years of "improvements" to the western end of Forest Hill Avenue. Is this to facilitate traffic flow to the proposed Stratford Hills casino (another bad idea)? |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Commuters already speed too much on this part of forest hill. We need speed bumps and more stop lights instead of widening. Or maybe make powhite free so they all use it |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | There are already bike lanes along both sides of Forest Hill Avenue here, and this is a residential street with absolutely no need for increase in vehicle traffic. There are easily-accessible bridges at either end of this stretch of road, and limited-access highways that can easily handle any additional traffic that needs to get from west to east. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Having worked in economic development for the past 10 years and worked on several transportation plans, I would say that this is a bad idea. Widening lanes are transportation engineers answer for everything and many times it fails to have the desired outcome. What often happens is a phenomena known as 'induced demand' where the widening actually induces more people to travel the roads and eventually the larger roads end up just as busy and backed up as the previously unwidened roads. Especially in an area that is walkable, and has a sense of place and community, widening this road would diminish the sense of community and walkability and turn the area into more of a thoroughfare. This type of road widening plan comes from antiquated urban planning principles and is not in line with the latest trends in community placemaking. There are other traffic calming measures that could be put in place, and that \$12M could go along way to enhancing the community instead of depleting it. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | \$12MM to widen .9 miles of road? I cannot think of a worse way to spend the city's money. Especially when this project inevitably goes over budget. This stretch of road is incredibly dangerous as is, as I have seen first hand multiple pedestrians struck by vehicles in cross walks. If the goal is to improve flow of traffic, I think any commuter who uses this road would take the current state over having to deal with years of backups from construction - again, all for 0.9 miles of road. There are many better ways this money can be spent - traffic lights, speed enforcement (absolutely terrible for a highly residential area with a park), speed bumps, etc. Making this 4 lanes will just cause chaos, more injuries, and ruin the beautiful neighborhood we have. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | There are already bike lanes here. Widening the road will encourage even more crazy drivers to use it. Let's keep the road small and narrow and safe. Use the \$12m elsewhere to add bike lanes where they are needed. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Whoever proposed this has no concept of the dangerous speeding that already goes on here. I saw a kid get their legs turned into jello when they were run over at a cross walk - this will only happen more if turned into a four lane highway. Is this worth reducing travel time by 15 seconds? |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I can't believe this is being proposed given the proximity of so many homes and buildings to the currently existing road. To add two more lanes, you truly would be ripping up peoples front porches!!! No, no, no, no, no. If this proposal ever gets any traction, the City of Richmond can expect a lawsuit from the community in no time. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This section of Forest Hill Avenue runs through the Forest Hill neighborhood, designated as a national historic district. This proposal would have a negative impact on this historic and beautiful neighborhood. The neighborhood was one of Richmond's early "Street Car suburbs." It seems a sad irony to destroy this neighborhood to advantage those in today's automobile suburbs at a time when the age of the automobile is ending. There are two churches on this stretch. One of them houses a school and the other an early-childhood learning facility. There is a high volume of pedestrian traffic, and crossing Forest Hill Avenue is already very difficult for residents of the surrounding neighborhoods. Although the speed limit was recently reduced to 30 miles an hour, and two crossing lights have been installed (one at 41st and one at 43rd) crossing remains a hazard, as drivers ignore the lights and travel well above the speed limit. I strongly oppose this project. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>Why in heavens name is this stretch of road being widened? There are many other areas with MUCH worse congestion. This project will just create a big bottleneck at Roanoke Street. It makes no sense.</p> <p>This \$12 million could be put to much better use elsewhere.</p> <p>I strongly oppose this project.</p> |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>I disagree with this proposal. People already drive way too fast down forest hill, and pedestrian crossing is already difficult with two lanes. Current bike lanes are adequate, and we need to be more concerned with pedestrian and neighbor interests than those of vehicle drivers commuting through the area. Moving to four lanes would only increase speeding down forest hill, which is not safe for desired by residents.</p> |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>This is unnecessary and undesirable project in a beloved historic and park focused pocket of Richmond where the citizens enjoy WALKING the wonderful sidewalks and peeking at the grand old homes on FH. To increase traffic lanes is inviting increased pedestrian accidents, creating a less family friendly environment and destroying the natural park feel of this area. The people who live here do not want this - please keep the \$ for better projects like paving the streets. Thank you for listening to the tax paying citizens.</p> |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>This would ruin the neighborhood. As it is this area feels like one big caring community. You feel connected to each side of Forest Hill. This would drive a stake between neighbors on each side and create a dangerous border for each. I drive this road daily and once a week I find someone that is easily traveling 60+ mph and weaving into opposing traffic lanes. This proposal may help some in the short term with congestion but it would cause even more problems with increased traffic, speeding and injuries in the future. Why does anyone feel like this is a good idea? We should be putting speed tables on Forest Hill and encouraging commuters to use the highway or Midlothian Turnpike instead. I also travel along Cary St/River Rd often and it is just as heavily congested at times and I see no plan to widen it.</p> |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Terrible idea. I live 2 blocks off the intersection of Semmes and Forest Hills so this does not IMMEDIATELY affect me. Still a terrible Idea. We do not need YEARS of construction and destruction to help some during rush hour. There are numerous alternatives to downtown for the bulk of the traffic. Do not destroy the beautiful nature of this neighborhood. It always pleases me to get to this portion of the road as I get close to home. It doesn't need to look like another downtown city street. I find the traffic a bit much sometimes as well but one improvement would be to better coordinate the lights at Roanoke and Semmes so the traffic moves seamlessly. I know, the city finds that almost impossible to do. And while I'm at it, stop with the traffic circles. I have some near me that are literally 5 feet across. Really? Also, stop giving up 100's of parking spaces and a lane of traffic for the same 20 bicyclists use in Richmond (Franklin St.). |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This project would directly and negatively impact some of Richmond's most beloved surrounding historic neighborhoods and park areas. Increased traffic flow and associated issues would be a major concern in this family friendly area. Bigger is not always better. Please protect one of this old city's most charming communities. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Please do not do this, it is unnecessary and will ruin a historical neighborhood. We have already been dealing with the widening closer to Stratford Hills for YEARS, which was also a waste of money. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | NO! An unnecessary waste of money. I live within this area and will be directly and negatively impacted. The widening of the road between Powhite and Stratford Hills has been monumenally frustrating for years and this will be even worse. Re-allocate this money to school improvements if you want to do something helpful to the community. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This is a monumenally destructive proposal, as well as wasteful of resources. It will adversely affect home values; destroy Forest Hill Park; destroy a thriving local business (Crossroads Coffee & Ice Cream) and apartments; and pollute Reedy Creek. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I am strongly opposed to this project. It is incredibly unwelcome in this neighborhood. This cannot possibly be safe for the pedestrian and bike traffic and will make the road even more prone to dangerous speeding. I am shocked that this is being proposed adjacent to the kid-and dog-friendly park and in the middle of a Historic neighborhood. NO THANK YOU! |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This stretch of road is a raceway as it is. The only thing slowing cars down is the change from 4 lanes to 2 lanes at 47th street. Because of the dangerous drivers in the area, the speed limit was just recently reduced to 30 mph and pedestrian crossing was put in after a young child was hit in front of Good Shepherd Episcopal School. This is a terrible idea and I'm strongly opposed! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | DO NOT ALLOW THIS TO HAPPEN! This will not be beneficial to the surrounding community. Please find an alternative way to enhance traffic flow for commuters. This will disrupt the historic preservation and community atmosphere that currently exists. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This project is a waste of money. None of what is proposed is necessary to that stretch of road. Bike lanes already exist. There are no traffic bottlenecks that coordinating traffic lights wouldn't fix. Even so, traffic is slow ONLY for a few minutes during rush hour, made so by people who should be using Powhite Parkway, and who drive on FH as if it were Powhite. This is a historic district with beautiful trees that would be destroyed and beautiful homes whose property value would plummet. You already have destroyed everything in your path during the Stratford Hills project (where, btw, electrical wires were to be buried but instead you added MORE poles straight down the middle of the road - HIDEOUS). This is not a project supported by the neighborhood. The people who live here day in/ day out, matter most. Please respect that. With a city that either is so underfunded or so badly mismanages our tax dollars, put this money to much better use, like schools, or maintaining the roads |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | \$12M!? Please tell me this is a nightmare. Widening a street does nothing for traffic. It will only draw more people and we'll be in the same situation with \$12M less to show for it. Fill the potholes, manage our existing infrastructure, and please don't waste this money tearing down trees in a historic neighborhood in Richmond. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Also, I drive on this stretch of road all the time and I've never had issues with traffic that would warrant this. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|--|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | The many comments accurately describe many reason why this is a terrible idea. There are plenty of places to ride bikes that are not adjacent to this very busy road. Riverside drive comes to mind in this stretch. Forest Hill is a terrible road for bikes and these projects only make the area harder to navigate for cars and people. Terrible waste of money and if you want to see a complete mess, you need only see what is being built on the FH stretch from Willow Oaks to the Food Lion. All that money and effort to make it even more dangerous to turn on or off FH, and the poles in the middle will likely cause many accidents and deaths. What a mess. Learn from it and don't do this project. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This is a terrible idea. The road does not need to be widened. It needs a reduced speed rate and speed bumps. This is a residential area with many people's homes and apartments on Forest Hill Avenue. Many pedestrians use this area and need to cross forest hill avenue on a regular basis One little boy was already almost killed crossing at a crosswalk. Widening the road and adding more lanes will just encourage more speeding and cut through traffic. We should not widen this road. We need more crosswalks. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This road should not be widened to 4 lanes. The traffic speeding down Forest Hill should be discouraged, not encouraged! This is a Historic District and should not become another 4 lane highway. I live at the other end of Forest Hill Ave. and I have lived through 12 years of construction, eminent domain and life disruption. For what?? For more asphalt, more cars, more pollution, more noise and little gain. \$ 12 million dollars could do so much good in this community...parks, schools, homeless.... oh... I see... you have to do something to grab Federal \$\$ and so you use "widening a road" as a good excuse. Do NOT let this happen! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This is my neighborhood and I regularly run or walk across this road to access Forest Hill Park. This is already harrowing as it is due to the high speeds that people drive through our neighborhood. A two lane road here would limit our access to the park, and make uglier one of the most beautiful parts of Richmond. I am strongly opposed to this initiative. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Opposed to this proposal - widening the roadway is not necessary nor will it benefit the area. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | \$12,000,000!!!! For what? Who is asking for this? Why don't we invest this &12,000,000 in fixing the myriad of problems with RPS |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|--|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This would definitely hurt the area. You are looking at ruining the beauty of the neighborhood. Crossroads is a local hangout! People walk there, ride bikes there, and sit out on the patio. Access would be a problem, too. Begin at PHSSA, the classes sometimes use the bridge to walk to the park. The bridge would have to be widened for the bike lanes. What about traffic during this construction. Land would be taken from the park? It is a historic place. The apartments could lose their off the street parking. The landscaping in front of the house on Forest Hill would be ruined. The 5-6 minutes extra it takes to travel that section of Forest Hill during morning and afternoon rush hour is not worth the change. I AM TOTALLY AGAINST IT! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | We live off Semmes. Since the city will not add a stop light between 34th and and 26th and Semmes, the only other thing that marginally helps traffic volume and speed on Semmes is the two lane section of Forest Hill and the traffic light at Roanoke. Making Forest Hill four lanes between 47th and Semmes with nothing more will turn Semmes into a no speed limit autobahn. Further, it will destroy the appearance of Forest Hill Park and be a nightmare for people who reside on Forest Hill. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | The reasons this proposal is ludicrous are legion. Above all, this is a neighborhood in the truest sense of the word. It is a recognized, historical district. Most of these homes have been here since the '40s, a good number for 100 years or longer. Residents routinely cross FH Ave., some pushing strollers, some with pets. This stretch of FHA is home to two churches, a elementary school and a rehabilitation center. Entering and exiting FH Park would become a problem. No one living within the city of Richmond would see an improvement in their quality of life or travel from this project. For whose benefit would a historic neighborhood be sacrificed? We built an entire expressway to move folks who live west of Richmond into downtown. Leave Forest Hill Avenue a neighborhood street and the historic neighborhood intact. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | If the widening is just to accommodate bike lanes great! If you want to accommodate 2 more lanes of vehicle traffic it's not a great idea. Speeding is already a problem in the area and additional traffic lanes will only worsen the problem |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|--|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Is the city of Richmond PRETENDING that numerous pedestrians have not been injured while crossing this road as is? Adding TWO MORE LANES will out the residents, especially children, who live in this area at risk. Drivers are speeding enough as is and already distracted enough. I urge the city of Richmond to think of a different project that will not negatively affect it's citizens ie investing in RPS, improving current infrastructure, etc |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | No, no, NO!!!! Leave that section of Forest Hill alone! The stupidity of this proposal is making me withdraw my previous support for the Casino by Chippenham. NO |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I do not support this project. As someone who lives on Semmes and witnessed the high speeds, numerous accidents, and have almost been hit crossing the street, I feel that this would only increase speed and redirect more traffic from powhite. This money could be better spent installing lights, pedestrian crosswalks, traffic calming measures. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Strongly opposed. Spend the money on traffic calming instead. Widening would create another Semmes Ave. racetrack, negatively affecting the park and Forest Hill neighborhood. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | No please no. As a 10 year resident of a house sitting on 4300 block of Forest Hill Ave please do not widen the road. We need to put more speed maintenance measures in place because it's used as a raceway right now. Getting across FHA is dangerous to pedestrians and there have been people hit in pedestrian crosswalks because commuters don't see this as a neighborhoodâ€"they see it as a cut through. The noise and road pollution is already a constant battle that will only be further exacerbated if there were 2 more lanes. No please no. I don't want to lose any of my property to this effort and I don't want my neighbors sitting on FHA to lose property either. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I live in this neighborhood and this would completely change it. What about the historic homes on Forest Hill in this stretch? Keep the bike lanes and make them safer by all means, but making this a highway is a terrible idea. There are plenty of ways to get downtown if people are too impatient they should take one of the existing highways and not destroy a historic area. It is hard enough now to safely cross to get to the park with my children and almost impossible on Semmes. I guess we would slide into the almost impossible group if I am still here with my grandchildren in 2045. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|--|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | As a home owner in the neighborhood, I really disagree with this project. The current speed on forest hill ave already feels too fast and the "protected" crosswalks are ignored 9/10 . This is an area that is rich with walkers, bikers, families, and dog walkers. In the true spirit of the Richmond lifestyle let's make this area safer for outdoor activity and the neighbors living in the area. A widened road will attract more commuters using the road as a way through the city and make the area more congested. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | We beg you not to do this. This neighborhood does NOT want more traffic! Forest hill ave is already a dangerous road and does not need more traffic making it even worse. We also do not want construction going on for the next 3-5 years like it has been closer to Stratford hills! What a mess that area continues to be. And all those poor houses lost land and I very much assume their property values went down drastically. What a horrible horrible thing the city has done. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This is just absolutely insane of an idea. Clearly the city does not care at all about the residents of forest hill with this proposal. So sad and disheartening. This neighborhood is full of families and by widening the already dangerous forest hill ave will only put more people and children in jeopardy of injury. We are STRONGLY OPPOSED to this proposal. The money should be used for more stop lights, traffic circles, speed bumps, etc to make forest hill safer! Not to widen and make it more dangerous! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I'm the city is trying to cover up this wildly dangerous idea with the idea of a new bike lane. There are already bike lanes on forest hill ave. Why not use the money to make the EXISTING bike lanes safer! I witnessed a 70 year old gentleman get HIT BY A CAR on forest hill ave in front of my house and the hitter sped off. Making this 4 lane road in a neighborhood is so irresponsible I can't even believe the city is considering it. Thanks for caring about your residents |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Stoney - we beg you not to let this happen. Forest hill ave is one of the most dangerous neighborhood roads I've ever seen (besides from Cherokee!). The money should be spent on projects like traffic circles or speed humps to slow the cars down! It's not like there are ever bad backups on forest hill anyways. This is totally unnecessary and the constituents of this district DO NOT want it nor need it. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Are you people out of your goddamn minds?!? Horrible idea horrible idea! Such a dangerous road already. Can't wait to see more asshole drivers flying up and down forest hill nearly killing people |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|--|--|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Forest Hill is an Historic Neighborhood registered on the National Registry. Any proposed material change to the street plan would necessitate jumping through many, many hoops. Due to the historic designation, federal money cannot be used toward the \$12,000,000 cost. In addition, widening the avenue would adversely affect property values and quality of life of the residents. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This is a BANANAS idea! Very very dangerous road. DO NOT widen |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | No no no no no no |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I live on FHA and witness accidents caused from speeding regularly! We've even witnessed a biker hit and run. Adding more lanes is a horrible idea and will exacerbate the problems that already exist. The money should be used to make the road safer. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Do not widen for cars! Create safe lanes for bike and ped. Only invest in Reduced speeds for cars. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | My wife and I live on Forest Hill Avenue in the area of proposed road widening. I STRONGLY OPPOSE widening this section of Forest Hill Avenue. (1) Many houses, like mine, on this section of Forest Hill are already close to the street, and taking much of our front yard would leave our house uncomfortably close to the street, which will have even more traffic. The impact on home owners of reducing our already small front yards would be even more negative than the impacts on those homeowners further west on the section of Forest Hill where street widening is still ongoing. (2) While traffic increases at rush hour, this is not a real problem. Widening Forest Hill might be expected to reduce commute time by perhaps 5 minutes, not a substantial benefit to the city and resulting in significant harm to the home owners (and voters) who would be negatively affected. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|--|--|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>(3) Considering the many genuine needs of city residents (e.g. school infrastructure and educational quality, economic development for jobs, reform of public services, eradication of invasive ivy damaging trees in James River Park), the \$12,000,000 that would be required for this unnecessary street widening could be much better spent.</p> <p>(4) Reducing the space between our front door and the street would reduce the value of our home.</p> <p>(5) This is an historically significant neighborhood (our home was built in 1893), and an increasingly busy four-lane street running through it would negatively impact its character.</p> <p>(6) The removal of mature trees would be another significant cost of this proposed widening of Forest Hill Ave. In our block alone, a giant pine, a beautiful mature Tulip Poplar, and mature spruce would all likely be taken down.</p> |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>This stretch of road has a normal amount of busy traffic during morning and evening commutes. It is fine at other times. The speeding problems are due to lack of enforcement, and also folks using all of Forest Hill Ave as a cut thru from other areas. Adding 2 more lanes turns this neighborhood into a race way. A single protected bikelane could be put on One Side of the road without having to widen the existing road and cut into folk's historic properties. I'm not anti-bike but I see I don't see the bike lanes in Semmes used very often. We have been enduring the interminable Forest Hill Road expansion west of Powhite for nearly 10 years. Basic infrastructure needs like Storm Drainage, Pothole repair and Road Repaving should take priority for projects in this neighborhood. Our roads are in terrible shape and have been neglected for years.</p> |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>1. Remove the bus stop at Roanoke and forest hill. 2. Widening an hourglass Doesn't dictate the speed off passing sand. You must find a way to eliminate minute sections of congestion. 3. This is why city planning exists. It helps to regulate populations with respect to size and infrastructure. Quickly eliminate the ongoing overpopulation creating apartment complexes.</p> |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|--|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | As a resident in Woodland Heights who frequently travels this stretch of road at all times of the day and night, I do not see a need to destroy land on either side of the existing roadway for such a long stretch. There is never a delay of more than a few minutes and there are already bike lanes. Consider making the sidewalks along the Reedy Creek bridge safer for pedestrians without widening the rest of the road |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This is a terrible idea. There is already too much speeding and as a pedestrian and cyclist is dangerous to cross the Forest Hill. We need to slow traffic here, not speed it up. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Strongly opposed to this. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Strongly opposed to increasing car traffic lanes. Open to improving bike lane infrastructure. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I strongly oppose this project. This section of Forest Hill has a number of historic properties and is part of an urban neighborhood center. There is already a high volume of speeding traffic on the roadway as well as existing bike lanes, making it difficult to leave the neighborhood as well as cross streets in and out of the park area. The area would be better served by a road diet - using traffic calming such as wider curb cuts, traffic circles and lights to slow traffic coming off the FH exit of 195. The majority of traffic is seeking to elude tolls on 195 going downtown from outer suburbs - why should we privilege them while hurting residents and reducing property values in an older residential neighborhood? |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Strongly opposed to this idea! My house sits close enough to the street now that I refuse to let my kids play in the front yard. This would take probably 1/2 of the yard I have and would lose all the trees in front. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I oppose this project, which would damage the character of an historic neighborhood for very little benefit (the road is only busy during short rush hour periods). I would much rather see improvements that slow traffic through this area, to make it safer for pedestrians and bicyclists. Remove the I195 tolls if you want to improve neighborhood traffic in Richmond (it's criminal how empty that highway generally is). |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|--|---|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Have the City leaders and planners completely lost their minds!!! First the Bally's proposal, now this??! Why the hostility against South Richmonders from Manchester all the way to Bon Air??! Are they determined to crater property values and cause residents to flee??! STOP THIS IDEA NOW |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Unbelievably bad idea. Forest hill should not be used or viewed as a major thoroughfare. Midlothian turnpike can be used for that |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | My husband and I live on forest hill ave and are very opposed to this proposal. We bought on FHA to live in the gorgeous neighborhood close to nature and the river. A NEIGHBORHOOD - not a highway! We will unfortunately definitely sell and most likely not get our full value for the house due to this road widening. We beg the city not to do this. Leave the south side alone!!! We want small businesses and neighborhood vibes not 4 lane highways and casinos!! Get that through your heads!!! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Horrible horrible horrible idea |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Midlothian turnpike is there for a reason! There is absolutely no reason to destroy our neighborhood for this |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Forest Hill is a neighborhood, not a highway to make it easier for Chesterfield County residents to get downtown. I have lived on the corner of FH and 42nd St. for 42 years. We deal with speeding traffic and drivers that ignore pedestrian crossings. Widening FH will only make this worse. I strongly oppose this proposal. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This project seems unnecessary, and I believe that \$12M is better spent elsewhere. The proposed widening aligns almost exactly with the east/west boundaries of the designated historical district. This project would be in derogation of the filing, which notes, "the roads conform to the natural landscape features, creating a scenic environ." Further, it states, "throughout the neighborhood, large trees, landscape strips, and mature foundation plantings around most of the houses contribute to a park-like and well-established feeling." Widening of Forest Hill Ave would jeopardize both aspects of the historical designation, as many front yards and trees would be destroyed. The scenic views on Forest Hill would convert to a wide swath of asphalt, with an undesirable loss of character and beauty. Speeding is already a problem on this stretch of Forest Hill; widening to 4 lanes will exacerbate the situation. Additionally, there are already bike lanes in this stretch. Please do not do this! |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Terrible idea. This would cause more problems with speeding through a residential area. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Wrong, wrong ,wrong.....need cheap speed bumps instead. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Absolutely not! All it will do is create more speeders thru a neighborhood street. Get rid off tolls on roads and bridges and it will reduce traffic thru neighborhoods. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I strongly OPPOSE this project. It will destroy the character of the many neighborhoods in the area, reduce safety for all involved, and degrade biking/walking value. Who wants to bike or walk along an even busier road? Don't destroy what is currently an asset. This city already has too many regrets around catering to cars -- don't let this be another one, please. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Please consider to widen only the bridge nears cross roads cafe To improve bike & pedestrian safety. Also increase police presence to check for speeding. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | OPPOSE OPPOSE OPPOSE |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | How about we use this money to invest in speeding cameras and ticket people who go above the speed limit in this historic neighborhood? |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This will only create issues! Not solve any. DO NOT DO THIS! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | No one who lives here wants this! It will benefit the county people who are too cheap to pay tolls to work in the city. ABSOLUTELY NOT! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I have lived in the historic district on Forest Hill Avenue for the past 5 years. Besides changing the character of this beautiful neighborhood significantly, widening the roadway here to include more lanes will turn what is already becoming a dangerous speedway into a super speedway. We can't even cross the street here now without risking our lives, and the speeding at night is even worse. This money is far better spent in finding an alternative route for commuters and slowing drivers down on the existing road with the addition of traffic lights, speed bumps, whatever it takes. Thank you for your consideration. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Horrible idea! This is a gorgeous historic neighborhood and widening FHA will only decrease home values on that street and make it more dangerous for pedestrians! Midlothian turnpike is what is used for high volume traffic NOT our neighborhood road. PLEASE DO NOT DO THIS!! |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|--|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Horrible idea. Waste of money. Strongly oppose this proposal. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This is a misguided plan. The result will be increased traffic accidents caused by speeding motorists while home owners attempt to turn onto our neighborhood side streets. Crossing the street in this residential neighborhood will become even more hazardous. This is an unnecessary expenditure and poorly thought out plan. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I strongly oppose the widening of any more of Forest Hill Ave. This will ruin a historic district, take down mature trees and it is unnecessary. I have commuted on Forest Hill Ave. my entire life and it gets a normal amount of congestion during rush hour, but nothing that would warrant this project. As a life-long Richmond resident, I have always found this district to be aesthetically pleasing and psychologically uplifting to drive through. On the other hand, driving down roads like Broad St. and Midlothian TnPk., cause a great deal of psychological stress. People who choose to live in Southside, are there because they do not want to live in a high traffic, commercialized environment. This is why they pay the elevated taxes that they do, to the city. And now, the city decides they can simply come in and ruin the property value, which is likely these families' primary investment. We will not stand for it. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Strongly oppose widening Forest Hill Ave due to safety while crossing the street and when doing left-turns into the existing neighborhoods. It's a neighborhood community with a public park we can all enjoy. Why don't you run a highway through Windsor Farms instead? |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Please just consider making curbs on the bike lanes with posts outlining them instead of widening the road. Midlothian turnpike is what is used for heavier traffic. The neighborhood would lose integrity by widening the roads in this historic neighborhood |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Do it. Get that historically white neighborhood NIMBY BS out of here. That is the only stretch of the road that's small and the rest of it is already 4 lanes. Widen it enough for buses to get through so that it can be a genuine AVENUE that it already is for the growing city. Strongly for this with heavy emphasis on bus travel and bike lanes as primary focus. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I oppose of the project. Speeding is a huge issue for this stretch of forest hill avenue even with crosswalks. There are regularly accidents along this road due to speeding and this will worsen with 4 lanes of traffic. It will also deter walkers and runners making it more difficult to cross 4 lanes of traffic. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I strongly oppose widening Forest Hill Avenue. Where are the two other lanes to go? Has someone actually measured the current frontage? If sidewalks are to remain, they would have to be placed through my front porch. There are two times during a business day when traffic is "heavy" - morning and evening commutes. The real problem is badly timed stop lights at Roanoke and Seemes and school crossing issues - adding two additional lanes will not solve the true problem. Besides eight hours of light "congestion", the other 160 hours of the week traffic moves along very nicely, in fact, to nicely - like 45-50 miles per hour in a 35 mph zone. How about some speed bumps? Does the cost include property value losses? This plan has obviously not been thought out. Our neighborhood is prepared to engage in legal actions and recourse including compensation for property value losses. This plan is insane, stupid, misguided, and horrible. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I oppose this plan. It will only increase the amount of traffic from those who use this area as a cut through from downtown to the county in order to avoid tolls. There are already issues for pedestrians attempting to cross the street with only 2 lanes and there are already bike lanes. Also the homes and apartments along this stretch are set very close to the street. This area is not meant to be a 4 lane highway to support commuters! This money would be better spent to repair the existing roads and sidewalks in the neighborhood which are in horrible condition. This plan makes absolutely no sense. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Horrible waste of resources. Bigger roads do not promote safety nor improve travel times. Just stop. Do not proceed with this project. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I strongly oppose this plan. It will increase the amount of traffic and speed on the road. I have not seen other measures to address the issues; is widening the road the only answer? There have to be other solutions; have they been explored? |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | As a Westover Hills Resident who uses this road to commute to work, I strongly support this project! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I vigilantly oppose this plan. Expanding forest hill avenue will diminish the historic nature of the neighborhood and increase traffic concerns. The pedestrian walkways already struggle with speeding cars unattended to the lighted crosswalks, I shudder to think of the amount of traffic accidents by increasing to a four lane. This is a residential neighborhood section of forest hill not meant for commercial traffic. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Additional bicycle lane facilities would be great to have, but there is no need for additional vehicular lanes. As our region develops better bike and transit connectivity, the need for car travel is only going to do down - don't oversize this street now and make us regret it for decades to come. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Widening Forest Hill Ave. would directly counter the safety efforts and concerns that our community has been fighting to address for years. This project will create more risk for dangerous driving and place Patrick Henry Elementary School and Forest Hill Park in the middle of it. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I write to strongly oppose the widening of Forest Hill Avenue. It is NOT the responsibility of the City of Richmond, nor its residents, to provide smooth commuting times to suburban residents! Current trends predict more and more people moving into the City and away from the suburbs -- so widening the road would be short sighted. This movement into the city coupled with predictions that many workers will continue to work from home offices for decades after the pandemic make the proposed changes unnecessary! Enlarging this road would be detrimental to one of the City's most livable and historic neighborhoods -- which has the best forest canopy of all the City's neighborhoods. The loss of mature trees and increase of road surface would increase area temperatures and result in loss of native birds and additional wildlife. Finally, the projected cost of \$12,000,000 would be better spent on improving REGIONAL mass transit options. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Awful idea. This is a residential area and all this will do is increase the speed of cars going down forest hill ave. I don't want our green neighbor to become a traffic funnel with speeding cars. We have walkers, joggers, bikers, kids, dogs and cats on our avenue. Making it four lanes will create so much danger for everyone who lives there just so Chesterfield folks can get to work 3 minutes faster. It is a historic neighborhood and known for its green space, not its pavement. Horrible idea. Horrible. Horrible. Horrible. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Strongly oppose widening Forest Hill Avenue from W 47th to Semmes Ave. The cost along is prohibitive. Spend the money maintaining existing infrastructure. Many roads in the city are in disrepair. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I vehemently oppose this project. This is a family neighborhood, lots of kids, bikes, and pets. Measures to slow and reduce traffic would make much more sense than ones that would bring more. Why not narrow the existing street instead to improve bike and pedestrian infrastructure? More traffic, inevitably the result of more traffic lanes, would bring additional danger, noise, and heightened environmental impact. As others have noted, there are also ridiculously deep potholes in these neighborhoods that just never get fixed; please spend funds improving the community's quality of life rather than detracting from it. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | The city and community have been working for decades to keep speeding down and making it safer for pedestrians to cross the street. This plan would make the speeding issue worse, much like on Semmes Ave as well as making it more dangerous to cross the street. There is not a current problem with traffic on this stretch (pre pandemic or during the pandemic) so widening does nothing but make existing problems worse and not solve any. Additional this plan would also require taking away parkland for additional road width. To the planner that brain stormed this idea just an FYI....there are already bike lanes on this stretch of FHA. Please do not move this proposed project any further into the process. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Project HW-25 is a badly conceived idea. Widening Forest Hill Ave from 47 St to Semmes completely disregards the character of the neighborhood approaching Forest Hill Park from the west. This is a historic area and the project will markedly damage its historic value, and the value and metropolitan ambience of the homes and streetscape. There are already 2 bike lanes the length of this project, with heavy pedestrian traffic - babies in carriages and dogwalkers and runners - nearly always present. Adding/widening lanes presents a threat to the citizens who enjoy the area by siphoning even more traffic from larger capacity roadways. Even now, speeding is a chronic problem which will only get worse by adding to the road capacity of Forest Hill Ave. This is a project that will severely diminish the quality of life along the corridor while providing no genuine benefit to the City aside from making commuters' drives marginally easier - and the commuters have numerous other route options. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|---|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | First, widening the road is a "solution" that would be worse than the problem. During the morning and evening commute, things can get backed up. This is a temporary annoyance that lasts for an hour or so, on weekdays. During much of the rest of the day/night, this BIGGEST PROBLEM is excessive speed. We see cars speeding at really really dangerous speeds, (there is a group that drag races motorcycles at 4am), and cars that are routinely unable (or unwilling) to stop at pedestrian crosswalks. I've seen speeding cars ride up on the sidewalk to avoid rear-ending someone. I've had a speeding car hop the sidewalk and nearly take out my infant son in a stroller, because they were going way way way too fast with make a turn. If you ask anyone in the neighborhood, the biggest problem is speed, NOT congestion. The only thing keeping this street from being a highway IS the fact that a driver obeying the speed limit can slow the careless drivers behind them. If we have multiple lanes, this just bri |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Assuming the goal is traffic abatement, this proposal will benefit only people who live outside the Forest Hill neighborhood and do real harm to individual property values and to the Forest Hill community. Completing this project would render the neighborhood nothing more than a transportation route connecting parts of South Richmond and Chesterfield County to downtown. Projects such as the Powhatan Parkway and Downtown Expressway have already ruined neighborhoods and displaced residents. A less expensive, less disruptive solution is to suggest that motorists who are burdened by traffic congestion during rush hour consider leaving their homes 10-15 minutes earlier . |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Dogs, deer, cats, kids, and adults who live in our residential Forest Hill neighborhood have been hit and severely injured and/or killed by cars speeding on this stretch of Forest Hill Avenue. The proposal to double the vehicular lanes to further fatten the spine of our neighborhood will result in more cars, more speeding, more pedestrian injuries and deaths, and more of what "traffic data" shows and less of what Forest Hill residents want. Forest Hill Avenue should have protected bike lanes; covered bus stops; pedestrian crosswalks with flashing lights at 47th, 46th, 45th, Taylor Ave, 42nd (43rd and 41st already have them); roundabouts or speed tables at each aforementioned intersection, and should remain no more than two-lanes to discourage traffic. We want fewer vehicles in our neighborhood and not more. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|---|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This would be tragic for the neighborhoods along Forest Hill Avenue. The City needs to protect the neighborhoods and restrict traffic, not encourage more. There are a number of alternative routes utilizing expressways and other high density/high speed access to the City. Forest Hill Avenue runs through several old and historic districts that deserve the protection of the City. This household votes NO on this proposal. We have enough close calls, dead pets and damaged properties with the accidents on the existing road. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | While I support better-protected bike lanes and pedestrian crossings, I absolutely oppose adding more asphalt for cars. I live on the southern side of Forest Hill and crossing that busy avenue to enjoy the park is already a calculated risk. I worry that the additional volume and speed of cars (we all know that drivers accelerate on wider roadways) will, for all practical purposes, cut us off from the park and river. It feels that our wonderful, historic neighborhood is being sacrificed for suburbanites that don't want to pay the expressway tolls. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Terrible idea. \$12M would be better spent on mass transit than this. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | The transportation benefits associated with this project are marginal at best and its impacts on the quality of life in the affected communities are clearly detrimental. However, perhaps the most questionable aspect of the proposal is the estimated \$12 million price tag. Widening the r-o-w to accommodate four full lanes plus bike lanes and sidewalks would necessitate significant takings, probably along both sides of the existing roadway. There are approximately 50 single-family homes, plus apartments and institutional parcels that would be affected along the proposed route. In addition, the existing Reedy Creek bridge can only accommodate 3 travel lanes at best. Replacing that facility would cost more than the projected cost for the entire project. Utility relocation would be another challenging and expensive aspect of construction. The current Powhite to Hathaway project on FRA (now ten years past design approval) should serve as a cautionary tale on how not to do road improvements. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|---|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I live in the neighborhood (2 blocks south of Forest Hill and Roanoke) and I strongly oppose this project, for all the reasons cited below, mainly that it will INCREASE speeding and traffic. It's mainly for benefit of commuters who don't live in the neighborhood or even the city â€“ they can use Powhite or Midlothian Tpke. More traffic/higher speeds will increase accidents. Believe me, I know: While I live on a fairly quiet street, it's used as a through street to Westover Hills Blvd. and people speed on it all the time. In 3 years, I've seen five accidents, including four cars totaled (including my own), so speeding has real-life impact (no pun intended). It's a miracle no people or pets have been hurt. Not to mention what this Forest Hill project would do to the homeowners' yards who live along that stretch. Use the \$\$ for mass transit and/or more traffic calming / traffic cops. (I'm not opposed to roundabouts, btw.) Thank you. Judy Arginteanu |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I strongly oppose the widening of Forest Hill Ave. I recommend a study to assess whether or not suburban commuters would access downtown via Powhite Parkway / I-95 if tolls were suspended rather than racing down FHA. Another alternative is to evaluate the cost effectiveness to construct an automotive tunnel employing the Boring Company's technology. Connect2045 needs to be forward thinking and not stuck in dated approaches to transportation needs. Thank you, Alex Marten |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Absolutely do NOT add lanes or widen Forest Hill Avenue!!!! Am vehemently opposed! I have lived here over 60 years - this oriented will destroy the neighborhood. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|---|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I moved to Forest Hill 12 years ago because it had charm - an historic area that developed as a respite from the bustle of city. There are mature trees, beautiful homes, and the sounds of train whistles. It's a place to slow down and to appreciate the beauty around us. I strongly oppose the widening of Forest Hill Avenue between 47th Street and Semmes Avenue. It will harm the residents as well as ruin what is left of the charm here. It will cause property values to plummet. What problem is sought to be remedied? There is, at most, heavier traffic during normal rush hours that might result in a minutes longer commute than during other times of the day. Widening the road will encourage more people to cut through the neighborhood. Soon there will be the same slowdowns during rush hour but with more cars. Aren't there actual problems that need focus? The money could be better used to serve the residents here through other projects. Don't turn Forest Hill Avenue into a thruway. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I strongly oppose project HW-25. I have lived right on Forest Hill close to the park for over 23 years and have loved seeing the progress of our Park, restaurants and Historic Homes. West Over Elementary and Patrick Henry are both a major part of the uplift in the neighborhood. DaVinci's will be disrupted by losing their parking for their business. The safety of children, animals and pedestrians would be at stake. The lovely yards and historic trees would be gone and what for ... quicker commutes and louder noise . The money could be spent for much more needed use - The is a very lovely place to live in the city and if this happens home values will deeply decline and the city will continue to lose residents. Stop the expansion PLEASE . WE love our neighborhood, safety and our homes. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I live three blocks south of Forest Hill Ave and I strongly oppose this project, for all the reasons stated by my neighbors. I encourage the development of protected bike lanes and increased pedestrian safety for walking along this stretch of the road, and crossing the street at any point. Widening the road would threaten the mass, the access, and use of Forest Hill Park, as well as increase car traffic in an already traffic-congested region. Please divert the dollars elsewhere to more critical projects. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|--|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I strongly oppose this project. I have lived one block off Forest Hill at W43rd St. since 1986. It will increase traffic and pollution on Forest Hill Ave.; destroy the front yards of many homes on both sides of the street and is an out of date solution to heavy commuter traffic. We should be looking at mass transit improvements. Lower the tolls on the expressway and funnel Chesterfield traffic to downtown on the DOWNTOWN EXPRESSWAY instead of polluting this beautiful neighborhood . As it is I have to drive 1 block to attend my church because trying to walk across endangers my life. Vehicles do not stop at the crosswalks. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Please leave poor Forest Hill Alone! We've had to deal with the widening south of that area for years and years, it's destroyed property value and added traffic to a residential neighborhood, and this is a historic district. I am Strongly opposed to this, as are all my neighbors that live just off Forest Hill Road. The neighborhood to fight this tooth and nail! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | No. Just no. Do not increase traffic capacity in this residential area. People drive as if it is a highway already. It is dangerous. Bike lanes already exist along with blinking cross walks (that drivers ignore!) Do not destroy the trees and Forest Hill Park area to bring even more unsafe road conditions to the area! A hard NO on this project from me! Honestly, what are city leaders thinking? Stop ruining the neighborhood! Restrict and police traffic on forst hill and semmes ave to protect residents who live there! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This proposed project is unnecessary and counterproductive. Adequate bicycle lanes exist already for most of this distance (it would be very helpful to extend the bike lanes from 41st St. to the east side of Patrick Henry School). Traffic does not warrant a four-lane road. The morning and afternoon congestion is minor and short-lived, and could be addressed by better coordination of the lights at Roanoke St. and Semmes/Dundee. As others have noted, this proposal would transform a heavily-used, pedestrian-friendly park area into a dangerous highway corridor. Please, please, please drop this ill-conceived proposal now! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | As a resident of the Forest Hill neighborhood I am strongly against this project. There is no return on investment, making this project a waste of time and money. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Please do not destroy this historic neighborhood by widening the road. I've lived here for many years and traffic is in no way a real issue. This stretch is already dangerous enough due to speeders and other poor driving. The only thing we need is another stop light. \$12M spent to widen here is a total waste of money. Spend it on making the park nicer. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | With our horrible schools & other infrastructure issues, 12mil sounds like a poor use of our tax dollars. In addition, it will ruin one of the nicer historic neighborhoods in the city, kill mature trees, ruin property values, and be an inconvenience to 100's of families in the area. If the project is anything like the widening of Forest Hill, west of the Powhite, it's destined to be an ugly mess for a couple of years. We think about leaving the city often, but we love our Forest Hill Terrace neighborhood, use of the park, and small town feel of the southside. This might just cause us to move. And if we don't move, I will NEVER vote for anyone who supports this project, EVER AGAIN. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | As a resident of Forest Hill I am very much against this project. It will ruin the character of this neighborhood with minimum benefit. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Where are comments made here going? Is this the best place to comment on this terrible idea? Would like to know who came up with this idea and why. I have lived happily right off of Forest Hill near the park for over 45 years, our first house when we were young and now we are seniors. We live right off the area mentioned for widening. It is one of the wonderful city neighbors and it is divided by Forest Hill and Semmes. Rather than widening Forest Hill, I would prefer changing Semmes in a way similar to what has recently been done in Malvern, going from 4 traffic lanes to 2 with bike lanes and turn lanes. We don't want our neighborhood used as a thoroughfare for those trying to get downtown. They need to be using the toll roads. Someone needs to look into reducing or eliminating the tolls. We already have people speeding through our neighborhood and we don't want to support them going even faster. Terrible idea. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I don't want this. I'm a resident. It will ruin the feel of the neighborhood. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Not in favor of this. This will encourage additional traffic volume in a residential zone, and ruin the appeal of the area. The city should find ways to divert commuter traffic to already established thruways. I live a few houses off of Forest Hill Avenue, and feel especially bad for the property owners directly on it. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|---|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I agree this will encourage additional traffic volume in a residential zone, and will require appropriating precious real estate from this historic residential area, as well as churches and businesses. Drivers already routinely ignore pedestrian crosswalk lights - I cannot imagine how difficult it would be to cross four lanes safely. The city should find ways to divert commuter traffic to already established thruways and devote any expansions to bike lanes ONLY. Certainly not a terribly effective use of \$12 million! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I oppose this project adding cars, pollution and impermeable pavement: 1) Our neighborhood has asked for speed bumps, circles and protected bike lanes. And we've asked for *less cars*. To 'bucket' two opposing solutions together almost as a one-or-known, is unfair and may come across manipulative. What's up, RVA? 2) While you think *the space* exists, it doesn't. If you respect your people rebuilding RVA, this road is not a 4-laner. I'd argue how might it be *a one way*. This unique, quaint section should be realized now for its value. Like Church Hill, it's historic. 3) I believe it's worth considering Westover Ave, Hull St, Midlo Ave and other Semmes connection points with existing infrastructure to better use millions of \$. What gives? 4) Community design. Forest Hill Terrace and residents north of Midlothian are a part of the Forest Hill neighborhood, too. We rely on equitable access to walk and bike to urban parks, farmers market, churches and schools safely. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I think that the idea of making Forest Hill Avenue to Semmes Avenue is perhaps the WORST idea that I have ever heard. I have lived on W 45th Street for 16 years and in the neighborhood for a total of 20 years. I have never actually experienced traffic, and I'm not too sure why we should spend \$12 million dollars on this project. What about the beauty of the neighborhood streets? Trees that were planted with tax dollars--so, they're just supposed to be uprooted and removed for some perceived idea of a better flow of traffic? Take away a part of people's yards to make room for traffic? Certainly, there could be a better use of taxpayer dollars to other projects that could make a beneficial change. Education, for one. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|---|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | As a resident of W. 47th Street, I strongly oppose this idea. Forest Hill Avenue does NOT need to be widened. Traffic counts don't warrant it. We need to slow traffic, not add more cars going faster. It seems like every time a road project is completed in this area, it is a waste of money and effort. The "traffic calming circles" are a joke. People still speed down W. 47th; the circle closest to my house has been damaged by speeders at least twice. How about you spend that \$12 million where it's needed, rather than wasting it on marring a beautiful stretch of road through a designated HISTORIC area? |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Widening Forest Hill is a very very bad idea. I wonder if this is being done to facilitate traffic to the "proposed" casino site in Stratford Hills. Another very very bad idea. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I am writing to express my strong dissent to this project. I can see no benefit, and the environmental and human costs would be significant. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This section does not need to be widened. Traffic flows fine "in fact, cars frequently speed through this section of the road. Widening will make crossing more dangerous for pedestrians. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | There's little, if any, traffic back up in this section. The traffic congestion happens at the intersection w North Roanoke and ONLY for the 1/8 mile where there's only one lane over the creek not two lanes as the rest of the highway. Traffic speed is already an issue. Learning from international cities we would make the road narrower, not wider to slow traffic and allow bike lanes. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This will be harmful to side street residents trying to get out of neighborhood. This is not needed. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | There are much better ways to spend that money. Widening Forest Hill Ave will not only diminish the character of this area but it is just unnecessary and would likely cause many more problems than what it would solve. Listen to the people! We do not want this. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I strongly oppose the widening of Forest Hill Ave. it is a residential street in a Historic District. Adding more lanes only adds more cars, traffic, congestion and accidents. A 4 lane Forest Hill Avenue will make it nearly impossible for pedestrians and bikers to cross (read: families and their children). This is a poorly developed plan with little to no community outreach; hence the overwhelmingly opposition. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I am opposed to the widening of Forest Hill Ave. It will make Forest Hill a mega high traffic commuter highway and ruin the historic beauty of the neighborhood and make the Forest Hill area less safe and less desirable, therefore hurting property values as well. It would cause more traffic congestion, not alleviate it because it would encourage more people to use it as a commuter route. The city and VDOT proposed changes to Forest Hill Ave would turn the road into a highway with cars traveling at higher speeds making it less safe. I am a Forest Hill Park resident and I strongly oppose this project. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Please no. It will harm the charm of the neighborhood for a project that is not needed. I am a resident of the neighborhood and do not want this! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | PUT THE MONEY TO OUR SCHOOLS!!! Is the city just trying to destroy this neighborhood?! The schools in this area are not good and everyone knows that - that's the one reason people move away. Give the children the money so they can grow up with more brains than the people who want to widen this road. Absolutely absurd. The mayor â€œpromisedâ€ to give back to low income communities but then won't give to the schools that need it. What an ass |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Traffic flow in this section of Forest Hill Ave is only a problem for 3 hours every weekday during morning and evening rush hour. There are already bike lanes that see relatively little use. It is not necessary to destroy property values and the charm of an historic district for a faster commute. Property values have continued to rise in this neighborhood because people want to live here for the charm, the quiet, the convenient location, and proximity to Forest Hill Park and the James River. Drivers don't honor the 30mph speed limit or the pedestrian crossing lights as it is now. What will it be like at 4 lanes? Oh, wait...most of the time there probably won't be any more traffic there is currently! What a waste of money and a disregard for the quality of life for this community. I totally oppose this project. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I understand the mayor just blindly throws shit at the wall and sees what sticks. But this shit ain't sticking!!! HORRIBLE. Will never vote for Stoney again if this proposal goes thru. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | A big NO from this 14 year resident of Woodland Heights. This project would irreparably harm this community and (rare RVA gem) Forest Hill Park. It also encourages higher speeds - already a huge problem here - and more traffic. It would be a travesty for this project to get approval. It'd be wiser to put that money into local schools so that more families would want to live in the city instead of just commuting through our historic neighborhoods to get back to their homes in the counties. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Give the money to our schools if you care about your community |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I strongly oppose this. Like many have said before this comment, this will encourage increased speeds and harm the slower pace and charm of the neighborhood. I don't think anyone enjoys a busier road especially one that does not have an obvious need to be widened. Ultimately, this would have pedestrians and cyclists interacting with faster and certainly more dangerous traffic. Semmes is already bad enough and this seems like it would be similar to what Semmes is now. I'm a a Southside resident and home owner. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | There is no reasonable need for widening Forest Hill Avenue. If anything, it needs to be narrowed to slow traffic down, perhaps with some of those curb bump outs like those installed further down on Bainbridge. Encourage and protect pedestrian traffic instead - walking to the schools, the churches, the restaurants and businesses, and THE HUGELY POPULAR PARK within this stretch. The lights installed at 41st and 43rd get ignored by most drivers, as most are speeding anyway. Also, please consider doing away with the tolls on the Downtown Expressway. It was built for this very purpose, and more commuters would use it if they didn't have to pay tolls and slow down to do so. Certainly \$12,000,000 could be better spent elsewhere, like maintaining the roads we already have. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | The city should focus on slowing traffic down throughout the city, not speeding it up. Drivers regularly speed on this road, adding additional lanes will only increase the speed which vehicles travel and exponentially increase danger for pedestrians bikers. There are already bike lanes in place, that justification for the spend is fake on its face. As a regular user of the Forest Hill bike lanes I'd like to keep the existing bike lanes with slower drivers rather than have new ones with drivers going 50+mph beside me. Fast driving kills bikers, I don't care about improved bike lanes. Please do not waste money on this, please save lives and slow traffic down. Children cross this road to use the park and crossing 4 lanes is exceedingly dangerous because a car in one lane stopping does not mean the adjacent lane will stop. Please do not do this, you're going to kill people. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>Widening Forest Hill Avenue would destroy any sense of safety for neighbors, visitors, and drivers. I'm always relieved when merging from the two lanes either from Semmes or further up Forest Hill, where cars whip in and out of lanes, trying to get one spot ahead while running cyclists and pedestrians off bike lanes and crosswalks, to the one lane at 30mph from Semmes to W 47th Street. With the current bike lanes and lighted crosswalks, drivers are mostly respectful of speed and are able to keep a close eye on cyclists and pedestrians, widening this stretch would completely destroy any amount of safety.</p> <p>As others have mentioned, removing the toll restriction on the Downtown Expressway would migrate a lot of this traffic away from Forest Hill, minimizing the environmental impact of cars on our community.</p> <p>It would simply be idiotic to proceed with this project.</p> |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Save and improves lives by 1.) Slowing traffic down 2.) Improving public transport 3.) removing the tolls, which are nothing but a regressive tax on the city's working class. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Any elected official who supports this project is betraying their constituents! |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | As a resident, I join the overwhelming other voices who do NOT support this proposal. I shake my head and feel awful for the Gravel Hill residents every time I drive through the road widening project a bit further west on Forest Hill Ave which has dragged on for years and caused chaos and congestion in that area. I am a few blocks off of Forest Hill and can hear the ridiculous loud engines of cars driving too fast many times daily. We need solutions to slow traffic down in this area. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This is a very bad and unnecessary idea/project. The section of Forest Hill Avenue from Westover Hills Blvd to Semmes Ave is a lovely, historically important part of Richmond. There is no neighborhood in Richmond that is lovelier, more scenic, or more precious to its residents. Would such a project be accepted in Bellevue? In the West End? I think not...Southside continues to be treated like unwanted stepsister in this city. Arguments that this is about safety are specious. If the City cared about safety in this area, there would be more traffic lights at street crossings; there would be speed reduction efforts; there would be more serious police presence. Widening Forest Hill Avenue will just be a lure for more traffic, at higher speeds, and be extremely unsafe for pedestrians and bicyclists (why create bike lanes on some streets and then make others a death trap?). Efforts should be made to REDUCE commuter traffic on this largely residential avenue. Stop. Just STOP. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I do not support this project. Would completely change the look and feel of this area. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I do not support this project for a few important reasons. 1) It is unnecessary. There is very slight traffic at this area that never increases the drive by more than 1 minute. Construction will definitely impede traffic for the long course that it will take. Additionally, adding lanes will cause more flow through this street and will eventually cause actual traffic problems that currently do not exist. 2) This is a historic neighborhood and park. Adding lanes will take away from both of these incredibly important aspects of the neighborhood. It will physically take away from the park and the historic properties to create something that the people of the area do not want nor need. It will create more flow to the area, requiring more upkeep for the park and make it a less pedestrian friendly place to go. 3) The cost involved could be far better used in a multitude of ways including the re-pavement of roads in the area or better upkeep of sidewalks and bike lanes. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | As a resident of the Forest Hill neighborhood I do not support this project as I fear the harm would be irreparable. While bike lanes would be nice, widening to four lanes here is an unnecessary and even harmful use of resources. There are so many reasons not to widen such as significantly smaller front yards, loss of decades old trees, reduced home values and damaged character in an historically significant area and dangerous street crossing situations to name a few. The only potential upside I can possibly think of would be a very slight increase in commute time, if at all. The traffic on this stretch moves pretty well and the only problematic situation is trying to make a left hand turn during rush hour. That situation would only be made worse with four lanes. There are much more options for commuter thoroughfares. Please use this money elsewhere for a project that is truly needed and desired. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This is a dreadful idea. Forest Hill is a neighborhood, not a cut-through for those in the county who wish to avoid the toll roads. Why not do something to encourage commuters to use the highways that were built for them, instead of wasting money blighting a beautiful neighborhood? Make it harder, not easier, for them to use neighborhood roads. Do not widen Forest Hill! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I am in support of additional bike lanes, though widening the road to four traffic lanes would be awful for the community. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Widening FHA will significantly destroy the character of the area and turn the neighborhood into a dangerous thoroughfare. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | A parallel multiuser path for bikes would be a welcome addition, but 4 lanes of traffic will only encourage more speeding just like further west on FHA. Bad solution. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Please reconsider this project. I will only encourage more speeding on Forest Hill Avenue. The project on Forest Hill that is now being done further west has been a nightmare to navigate. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Please think of another way to get people to Manchester. The damage this would do to the local community is hard to understand. Why not consider rerouting traffic to Midlothian Turnpike which already has four lanes built out? People already treat forest hill like a highway and this will make things even worse. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Whatever special interest group in Manchester that is sponsoring this project cannot outweigh the desires of the community |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|--|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Completely unnecessary and costly. An absolute waste of tax dollars that could go to RPS. Midlothian turnpike is not far to get to Manchester. On its worst day, traffic is not even close to being bad enough to justify this. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I am very opposed to the proposed expenditure of \$12,000,000 to widen Forest Hill Avenue. The costs to those who live on and near that section of Forest Hill Avenue are immeasurable. Safety is already a grave concern there, evidenced by the number of serious accidents occurring, often causing pedestrian and motor vehicle occupant injury. The inevitable reduction in the value and appearances of many homes impacts the city as a whole, as well as that neighborhood. Instead of using those funds on an expansion that will cause even more accidents, and have a deleterious impact on property values, spend it on removing tolls from some of the local city roads. People speed along Forest Hill Avenue, as well as Semmes Avenue during their daily commutes, unaware of the impacts on local residents. If they could use the Downtown Expressway without charge, or if the Boulevard Bridge were free, some travel would be redirected, thus lessening the negative and damaging impacts. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Please don't widen this stretch of Forest Hill Avenue. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I am most definitely opposed to widening this section! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I am a 25 year resident of the neighborhood and am adamantly opposed to the idea of this project. The neighborhood is a city treasure, and running more traffic at a higher volume right through the heart of it would be disastrous! Pedestrians have already been seriously injured on the stretch. There are close by corridors with plenty of capacity to channel traffic safely through the area. Corridors which were designed for that purpose. Midlothian Turnpike, the Downtown expressway. We do not need another major artery dissecting a historical neighborhood and jewel city park so folks can shave 2 minutes off their commute to the counties. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|---|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I am a 33 year-old homeowner and resident of this neighborhood. There is already dangerous traffic behavior along this corridor that additional lanes would exacerbate due to increased volume and the psychological impacts on drivers who presume two lanes = highway speeds. Any widening of the road should be exclusively dedicated to protecting/widening the bicycle infrastructure. Additional signage (no passing in bike lane, speed limit, and yield to pedestrians) and blinking crosswalks would also be beneficial. Please allocate these funds to improving the current roadway and foot/bicycle traffic infrastructure. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | It is going to bottleneck at the Crossroads anyway so what is the point to trying to widen it. Just take out the bike lanes and add a middle turn lane and you can save your money. It is a huge waste of money when we can't even afford to fix and repave our residential roads. We haven't had a repave in our area for MANY years 15++. except for cedar rd. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This is a horrible plan, without justification. The PROBLEM along this stretch of F.H. Ave is NOT that the road is too narrow; the problem is that vehicles' SPEED along this stretch causes grave danger to children and families who live in this neighborhood near Forest Hill Park. If anything, REDUCE the speed limit; add more paint/color to bike lane; and take any other measures to encourage commuters to use the downtown expressway/powhite. Widening this section of Forest Hill would be DANGEROUS to residents who need to cross the street to/from the park, churches, and the grade school located in this neighborhood. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | As a 15-year resident and twice homeowner, I wholeheartedly oppose the proposed widening of this stretch of Forest Hill Ave. For me personally, it has nothing to do with property values, but rather in human valuesâ€"and the overall safety of neighborhood residents. If \$12,000,000 of taxpayer money is burning a hole in your pocket, I'm certain we taxpayers could offer better uses, such as improved maintenance to existing roads, upgrading public utilities, or, dare I say, helping schools and businesses that have been impacted over the past year. Just my 2-centsâ€"which is far less than 12-million bucks, and so why you'll probably ignore it. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I am highly against this project. There is already so much speeding on forest hill and semmes, which this project would just increase! In addition, 12 million dollars is much better spent elsewhere |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | No thanks! |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | As a resident who travels this stretch daily, there is little to be gained from widening this stretch and much damage to the historic neighborhood to be incurred. There are other routes to downtown. Highly against the plan. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I don't think the amount of current traffic necessitates expanding to four lanes. I work downtown and did that commute from 48th St. before the pandemic without issue. This part of FH is the prettiestâ€”it's quaint and charming, and this expansion would really hurt the character. Please do not do this project. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Terrible idea and waste of funds that could be used for numerous other projects that would actually be helpful. People already travel way too fast down Forest hill Ave and widening would just encourage speeding. Additionally, widening would encourage more people from out of the area to travel the road only increasing traffic issues. This is not a commuter road and is a local road to help local people get into the city. Funds should be used to remove the toll on the toll road in order to encourage people who do not live locally to actually use commuter roads. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Please please please STOP! No lane expansion. We already have bike lanes. Speeding is an issue already. Why increase lanes so folks can treat forest hill Ave like a speedway. Neighbors and businesses would lose part of their yards/property and home values would decrease. Safety is an issue for walkers who try to cross the streets now. Four lanes would be terrible. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Don't widen Forest Hill Ave. Use the money to pave out neighborhood roads. I've lived on Sylvan Rd for over 15 years and it has not been paved. Come on Richmond! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This is a terrible idea and should not be approved. FH Ave was never intended to be a thoroughfare and cuts through the heart of a walking-friendly neighborhood. I object. 16yr resident of FH; 22+ yr RVA transplant; working mom of WHES kids. Do not do this to our neighborhood, please. Give \$12M to improving our school facilities and system. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This little stretch of road would destroy a neighborhood if it was widened. Cars have alternate major routes that include Powhite Parkway and Midlothian Turnpike. Please make it easier for traffic to choose those routes. Bike routes can be improved without widening this section of Forest Hill. Possibilities include building a separate bicycle bridge over Reedy Creek to improve safety at that choke point. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>Under NO Circumstances should this EVER go through. Forest Hill Avenue along this small stretch is charming and uniquely Richmond...you can't find it anywhere else. DON'T TOUCH IT.</p> <p>Let me guess... the traffic engineer applied for a Federal Grant and got \$12 million, and now wants to take a slice out of Forest Hill Park. Am I right? Surely the money is not coming from a City Budget - has to be State and Federal.</p> <p>No thanks!</p> |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>This is a horrible idea, Semmes Ave. is already a speed way and we don't need to add capacity to our neighborhood. If anything, install roundabouts along Forrest Hill and Semmes to slow idiots down.</p> |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>There will be protest sit-ins and lie-ins on Forest Hill Avenue to block traffic if this \$12 million boondoggle is approved. WE CARE in this neighborhood. You picked the wrong stretch of road.</p> <p>WHAT ARE THE TRAFFIC ENGINEERS NOT TELLING US? What are they planning to do to Forest Hill Park?</p> <p>YOU TOUCH OUR PARK - THERE WILL BE A COLLECTIVE ROAR!</p> |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>Nothing good can come of this proposal. Forest Hill Avenue and its associated neighborhood is one of Richmond's most historically significant roads. Please do not alter it!</p> |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>I am not in favor of this proposal. Traffic needs to be discouraged from coming down Forest Hill to get to downtown or work. I would suggest lowering tolls on the Powhatan Parkway to further encourage people to take that route.</p> |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>No to the Forest Hill Project. Why on earth would anyone want that? It's a beautiful section of road. Houses, yard and Forest Hill Park. No one in their right mind would change anything about the park. \$12 million 'Federal Grant'!!! Use it somewhere else where it's needed. This project is not needed or wanted. It is not an improvement. Does not improve the area. In fact it would detract from the neighborhood. Look at what they did in Stratford Hills. Another \$14 million plus of tax payer money thrown away. NO! NO! No! to widening Forest Hill Avenue</p> |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | In the 65 years I have lived in thus area I have witnessed the traffic become increasingly dense. More lanes will increase the difficulty in crossing the street and for vehicles to enter the flow of traffic. We already have bike lanes. We have been named a historical area, and on a master plan have been named a most pleasing entry into the city. A widening plan would mean cutting down beautiful old trees, cutting into yards of historical homes and churches, a K through 7 school and an. all day nursery center. Parents using these facilities already have difficulty driving in and out of Forest Hill Ave. Please use the money on a project the city needs and its citizens want. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | NO!!! We do not want FHA widened. Please don't ruin the charm of this historic area and the peaceful setting of the park. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I oppose this project, which would irreparably damage a beautiful historic district - and for no good reason. There are plenty of other routes to downtown. Leaving neighborhoods intact is also a gift to the city, especially when there are alternatives. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I live near here and don't think this needs to be widened, nor do we want it to be! The area would lose character and our be an unnecessary expense for the city as there isn't enough traffic through this area to warrant the change, especially with the Saturday markets gone! Please preserve the character of our wonderful part of the city! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Project HW-25 would not benefit the Forest Hill neighborhood. Only the people coming from the county into the city for work would get to work a few minutes earlier - maybe. Based on the performance of the road project through Stratford Hills/Gravel Hills on Forest Hill, this proposed project would also take much longer to complete, not be completed as promised (no buried utility lines), nor be on budget. Twelve million dollars definitely could be used to improve the roads in the neighborhood, which are in deplorable condition. Also, it would be really nice if sidewalks were installed - a lot of streets lack this feature. My husband and I have lived in Westover Hills for 38 years. We are adamantly opposed to widening Forest Hill Ave. This household will NOT vote for any politician who backs this proposal. I cannot understand how anybody could think this idea was a good proposal. Leave our neighborhood as it is - lovely. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Please do not do this. It would be a disaster it would take away the charm from the forest hill area. Please find another way. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | No we don't want the lanes widened here. It is already very difficult and dangerous for pedestrians and cars alike to cross the street with two lanes. Four lanes would make it nearly impossible. It also is not needed, there are never traffic jams so there is no need for four lanes. I would prefer pedestrian crosswalks of which there are almost none. I don't see a reason for four lanes of traffic. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | We are adamantly opposed to this project. Our family has lived in Westover Hills since 1979 and has always appreciated the historic character and the pedestrian-friendly amenities of the neighborhoods around Forest Hill Avenue and Forest Hill Park. Widening Forest Hill Avenue from 47th Street to Semmes Avenue to promote more and faster commuter traffic is a terrible idea and a waste of money. Fix the potholes and repair our sidewalks instead. Make this a livable city for all of the young families moving in! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I am a resident of this neighborhood and I support the widening of this street for safe commuting and connecting our south side and north side residents. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I'm a woodland heights resident and I fully support this project! it will ease traffic congestion and allow for more bike use of the street. Hopefully allow for more public transit in this area too. One thing I would say is I hope you all will consider adding additional signals at crosswalks along Semmes so that it is safer for pedestrians to cross the street, and other speed deterrents like speed bumps. Thank you! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | NO NO NO |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | ADAMANTLY OPPOSED |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | ADAMANTLY OPPOSED. With the expressways and highways that surround Richmond, there's no need to turn a historical neighborhood into a thru-highway. Can't Richmond citizens keep one sacred thing? |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|--|---|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | In the 65 years I have lived in thus area I have witnessed the traffic become increasingly dense. More lanes will increase the difficulty in crossing the street and for vehicles to enter the flow of traffic. We already have bike lanes. We have been named a historical area, and on a master plan have been named a most pleasing entry into the city. A widening plan would mean cutting down beautiful old trees, cutting into yards of historical homes and churches, a K through 7 school and an. all day nursery center. Parents using these facilities already have difficulty driving in and out of Forest Hill Ave. Please use the money on a project the city needs and its citizens want. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Sad that the city of Richmond is still considering this DESPITE the outcry from citizens and neighbors. You picked the wrong struck of road to mess with! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | THIS SHOULD NOT HAPPEN! I am 15 years old, who lives right in front of the street. Every year there are accidents because people can't drive right and they speed through. It smells already when I walk the sidewalk, cars don't stop at the crosswalk for me. Widening the street will increase traffic, accidents, and noise. It will take big pieces of land of the park and houses/apartments. There are statistics that show widening roads makes traffic worse. Don't use \$12 million for a tiny road, use it for your public transportation to help stop the carcentric America. If you want help prevent accidents in this area put protected bike lanes, cameras at the crosswalks to fine these drivers, and use the Amsterdam style by making raises crosswalks that act as a speed bump. This will tell drivers they're entering a pedestrian area. STOP PROTECTING CARS OVER WALKERS/BIKERS! People don't listen, so make the road were people will have to start paying attention. No passive actions, threaten w/ fines. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | These lanes already have a lot of space in them! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | As Forest Hill residents were very opposed to widening Forest Hill Ave to Four lanes. This would change the character of the neighborhood, increasing traffic and its speed. It would reduce front yards and decrease home values throughout the neighborhood. Our neighborhood is historically significant and this would be damaged. Crossing the street would be dangerous and difficult. This money would be better spent elsewhere in the city. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Adamantly opposed!! |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|--|--|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | There are many valued reasons not to do this! Spend the 12 million elsewhere not damaging our historical neighborhood! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I am writing to state my extreme opposition to the widening of Forest Hill Ave from 47th Street to Semmes Ave. My husband and I live on FHA on the 4600 block and I can say with extreme confidence this project is a huge mistake. FHA is already an extremely dangerous road on this stretch with no stop signs or traffic lights. Since moving here in June of 2020, we have witnessed 5 car accidents and a pedestrian being struck by a vehicle right out front of our home - absolutely terrifying. The widening of FHA will not slow cars down nor make it safer for bikers and walkers, but will only encourage more traffic and dangerous driving maneuvers. We own a dog and I am already hesitant and scared to walk on FHA with the current large median because of the reckless driving. We will unfortunately be forced to move if this proposal goes through, and as you know, we certainly will not make the amount of money selling that we bought it for with the widening of this street. We want to stay in Forest H |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | this is a historic neighborhood that is known for its laid back feel and close proximity to our amazing natural resources, like the river and hiking trails. The widening of FHA will certainly diminish all of the amazing things that make this neighborhood so special. Midlothian Turnpike is in extreme close proximity and can be used for heavier traffic. We, the citizens of Forest Hills, beg you to not go through with this proposal. Let the beauty of historic Forest Hill live on and do not succumb to the widening of FHA. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | How is the city overlooking how horrible Richmond public schools are and not giving the money to the schools AKA the future! Just another way to push the low income down even further, punish the kids by not making their schools a promising place. Stoney, Kristin Larson - shame on you!!! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | \$12 million to the schools!!! How is this even a conversation?! What a waste of money!! Give the money to the children! |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|---|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I've already left a comment - however, there is an impression out there that the City has \$12 million dollars in its budget to spend - that is, to tear apart this small stretch of historic Richmond street and park, rather than invest it in city schools. The \$12 million is a grant from the Federal government - not the City. The city Traffic Engineer applied for the Federal grant, probably over 10 years ago (a guess). If it is not used for this "transportation" project, then it is off the table. It's not an Educational Federal grant, so it doesn't have anything to do with schools. A terrible, blockhead idea. Stroll along the blocks that they want to tear up - and you will realize that they will WITHOUT A DOUBT need to bulldoze a chunk of everyone's beloved Forest Hill Park, from 42nd ST to Roanoke St. That is what they were going to do several years ago when they wanted to put in a roundabout at Roanoke - place the center of the roundabout inside the park - not under the traffic |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This would cost significant damage to the community, to the historic value, and ecologically. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | NO, we have enough problems with speeding as it is now!!!! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | My household is opposed to the widening of Forest Hill Avenue from 47th Street to Semmes Avenue. Widening roads increases traffic: https://en.wikipedia.org/wiki/Induced_demand https://www.wired.com/2014/06/wuwt-traffic-induced-demand/ Forest Hill Ave traffic is exceeding the road's capacity because drivers use it as a toll-free alternative to 195. It's a much better idea to remove the toll from 195 to incentivize drivers to use that much larger road more often, and to put this cross-town traffic where capacity already exists. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This is a terrible idea! Don't spend \$12 million to increase traffic, create hazards for pedestrians and bicyclists, and disturb a thriving residential neighborhood. My household is totally against this. We live in Westover Hills and use Forest Hill avenue frequently |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|--|--|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Bad idea! Don't do it! You'll have to tear up part of Forest Hill Park, which would be terrible! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | The Amsterdam Plan: This is FOR the people (not cars). Make raised crosswalks that act as speed bumps (will make the driver know that they are in a pedestrian space/area), make continuous sidewalks, protected bike lanes so cars will stop going around other cars. Put a camera up on the crosswalks to stop people and fine them, the City will surely make money from that because we know they are broke. Fix the public transportation so we can get people out of the car and make people have options. Add a tram/streetcar back in the city for historic reasons and commuting and better transportation. And PLEASE stop building cheaply-built expensive apartments when you don't have jobs that can't pay that rent. You are causing overcrowding when you haven't even fixed your big issues like help low income communities that deeply need it. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This is a terrible idea and a great waste of money. This is a short stretch next to a well used public park. The increase in traffic and probably traffic speed will be a great detriment to the residential neighborhood and park. I live off Semmes and the speeding of 4 lane traffic on Semmes seems impossible to control. Not to mention homes losing front yards and the park losing ground. Totally against it. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Please do not widen Forest Hill Avenue. This will do damage to this beautiful, historic neighborhood. Cars are already speeding on the avenue, this will make the road more unsafe for the families that live along the avenue and neighborhood. This household is against the project. Please put this money toward our schools. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This household is against widening Forest Hill Avenue. Please use this money to help our schools. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Opposed to this project! Widening Forest Hill Avenue would turn an already dangerous corridor into a raceway for commuters. My son and I were nearly hit by a vehicle when he and I were crossing in the crosswalk with lights flashing. A friend witnessed a hit and run several years ago of a woman and child in a stroller. And just two years ago a 14 year old boy suffered a severe head injury when he was hit by a car while crossing Forest Hill Ave. Please don't make it any more dangerous to cross this road! |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|--|---|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I am opposed to the proposed widening of Forest Hill Avenue to four lanes. The proposed section of Forest Hill Avenue to widen into four lanes is in the middle of the Historic Forest Hill neighborhood. A neighborhood, not a business thoroughfare or commercial highway, but a neighborhood. The widening of this section will increase traffic and speed as well as increasing risk to pedestrians who try to cross safely at pedestrian crossings and cyclists in bike lanes. This widening of the street will also have a negative impact on the arrival and departure of students at Good Shepherd School. Please utilize the monies for this project on road repair and repaving instead of widening a neighborhood Avenue. Again, I am greatly opposed to this proposal. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I too am opposed to the widening of Forest Hill Ave Road. The historic section of the road that is being considered for widening would greatly diminish the opportunity for drivers to appreciate it fully. The increased traffic would reduce the walkability to and from Forest Hill Park. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I live on 42nd St. I vehemently oppose widening this road. This seems like a solutions in search of problems type of project. This is a wonderful designated historic neighborhood that people, even outside of the area, flock to in order to enjoy the sacred, peaceful and natural feel of FH park and JR parks area. This is NOT a four lane street type of area - this is an place for pedestrian enjoyment - one of the FEW left in RVA - the thought of ripping up these beautiful yards on FH and the old trees makes me so sad. Looks at the Stratford Hills stretch - 15 years of construction and now power poles in the median?! Awful! Truly paving paradise and putting up a parking lot...please leave FH alone and give the money to schools, social causes, etc. we do not want or need this! Fix things that are actually broken! |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|--|--|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | A Forest Hill Terrace resident since 2001. It is already difficult to cross Forest Hill Avenue to get to one of our best resources, Forest Hill Park. Even with two person activated cross-walk lights, MANY people do not stop making getting across the current two lanes very dangerous. This is a neighborhood with a historic designation. As other residents have indicated, we need measures to continue to calm traffic, not entice more people to take this short cut to avoid tolls. Have you considered working with RMTA to reduce tolls or provide a discounted rate for commuters to entice them to use better roads for commuting purposes. Even with the bike lanes, it is dangerous for bikers to travel or individuals who have the audacity to block traffic to make a left-hand turn onto their street. Please find a better way to spend these dollars. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I mean no harm or disrespect. I feel there's no need for 4 lanes at all on Semmes Ave or Forest Hill Ave. We can't even get the speeding under control. It will be a big mistake. Also property owners shouldn't be happy about it either! There are plenty of POTHOLEs ALL OVER THE CITY THAT NEED ATTENTION. Seriously!!!! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This area is residential. How would the project benefit the neighborhood? NOT. There are worthwhile projects to be sure; this isn't one of them. To spend \$12mm on this unneeded project is, in my opinion, a \$12mm waste of resources. Sounds like another round-a-about idea. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I have lived within two blocks of this stretch of road for nearly all my life and I am strongly opposed to widening the road. To the contrary, I would love to see Forest Hill Ave reduced to two lanes from Jahnke to 47th and for Semmes to be reduced to two lines for its entirety. This is a residential stretch and commuter traffic should be routed to Powhite Pkwy rather than through our neighborhood. Thank you for removing this proposal from consideration. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Include a traffic circle at Roanoke Ave and Forest Hill Ave. This was shelved years ago, but would still be a good application instead of a signal. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Please don't do this! The road is wide enough and cars already drive too fast. If having bike lanes entails creating a four lane road, then it isn't worth the loss of trees and neighborhood charm. I'd like to see more traffic lights instead. (BTW I live eight blocks from this road.) Routing commuter traffic to the Powhite Pkwy makes sense. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|--|--|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>Here's why we all need to find out what the Traffic Engineer is NOT telling us: the proposed roundabout at Roanoke and Forest Hill was shelved several years ago because it involved digging out Forest Hill Park at that intersection, filling it with in-fill to raise it up to street level, and locating the center of the roundabout IN THE PARK - NOT UNDER THE TRAFFIC LIGHT, as you would (normally) assume.</p> <p>So that meant cars would careen around the roundabout INSIDE Forest Hill Park. That is a main reason why 100% of the neighborhood voted NO to the multi-million roundabout several years ago.</p> <p>We all must be vigilant and ask very detailed questions, even seemingly off-the-wall questions, like: "exactly how much of Forest Hill Park are the Traffic Engineers going to bulldoze and infill with junk soil?"</p> <p>Once it's gone, the peace and beauty of this little stretch of street is gone forever. All because the the Traffic Engineer sees Forest Hill Avenue as a designated commuter highway.</p> |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>I am strongly opposed to the widening of Forest Hill Avenue between 47th Street and Semmes Avenue. Speeding is already rampant in this area, and the enforcement of speeding laws appears to be nil. As a GRTC user, I risk my life crossing from the north to south side of Forest Hill Avenue in the afternoon. Due to lack of enforcement, there is no guarantee that cars will stop at the crosswalk at Forest Hill Avenue and W 43rd Street, and doubling the lanes will only increase the risk.</p> <p>In addition, I am concerned about the destruction of mature trees in the neighborhood and increased traffic noise and air pollution.</p> <p>One of the stated justifications for this project is the addition of bike lanes. However, there are already bike lanes between 47th Street and West Roanoke Road. The remainder of the route abuts Forest Hill Park where additional bike lanes could be developed.</p> <p>In a post COVID world, where fewer folks are expected to commute to a downtown office, is this proj</p> |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | As a Forest Hill resident in the City of Richmond, I strongly oppose Project HW-25 for the widening of Forest Hill Avenue. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|--|--|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | So this is how we're becoming carbon neutral? |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | As a resident of this neighborhood for over 20 years, I do NOT want this!!! We do not need for this neighborhood street to be turned into a commuter's raceway. Please NO!!!! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | My family has lived in Forest Hill Terrace for 36 years. Over the years, we have seen the traffic on Forest Hill Avenue increase dramatically. In addition to the fact that the widening of Forest Hill Avenue would greatly disrupt the lives of the people who live on the street, those people who choose to live in this lovely neighborhood and pay their taxes to the city instead of fleeing to the suburbs, I have witnessed dangerous events because of the increased flow of traffic that commuters use as a cut through to downtown. When my son was in middle school, waiting at the school bus stop at Forest Hill Ave and W. 42nd Street with several other children, a car facing east was waiting to turn left onto W. 42nd Street. A commuter behind this car grew impatient and passed on the right, jumping the curb and nearly hitting the waiting children. If they had been standing any closer to the street, they may have been killed. I have seen dozens of people trying to cross Forest Hill Ave at the cros |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | (continued) I have seen dozens of people trying to cross Forest Hill Ave at the crosswalks at W. 43rd and W. 41, both before and after the installation of the blinking pedestrian lights, nearly be hit by people speeding or passing turning cars. There was indeed a child hospitalized recently after he was hit by a truck while the light was flashing at W. 43rd. Just last week, while I was driving east on Forest Hill Avenue, obeying the new 30 mph speed limit, a car passed me on the left over a double yellow line. A week doesn't go by that some sort of dangerous incident is discussed on the neighborhood Facebook page. With drivers already disregarding the rules of the road on Forest Hill Avenue, a street that travels through an active and busy neighborhood, why would the city want to increase the likelihood of tragic occurrences? |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|--|--|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>1. The traffic in this area is currently not a problem - although a little too fast for what is a residential neighborhood. Widening will increase speeds and traffic - and take away from the neighborhood-ness of this neighborhood.</p> <p>2. I am struck that widening is being considered here - but not on River between Chippenham and Munford School, which is also single-lane but actually a notorious bottleneck (that I am often stuck in). This smells to me like having money-to-spend, and not spending it on real needs - for political reasons. Widen the road in the diverse middle-class neighborhood, not where the needs - and the rich people - are.</p> <p>3. I oppose this project.</p> |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I am opposed to this project. Not sure what this project is attempting to fix. The current traffic pattern is not causing a problem. The widening would diminish the character and charm of this section of Forest Hill Ave for little or no return. If this is only to provide four lanes through this section, then the return does not seem worth the expense and disruption this would cause. Please reconsider this project and use the funds for many other more necessary infrastructure needs in Richmond. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>Who came up with this idea? We need to slow traffic in this residential area, not widen it to a 4 lane highway. The traffic study done a few years ago is in direct opposition to this proposition. Seriously, where did this idea even come from?</p> <p>Do not cut into this historical neighborhood and park for the cost of 12 million dollars. Again... Why?!? To save 2 minutes on a commute? Not worth it. There are probably 12 million better ways to use this money in Richmond City.</p> |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>As a resident of this area for nearly 50 years, I cannot express strongly enough my objections for this proposal. This will force those of us living on the New Kent side of Forest Hill Ave. to make left turns across two lanes of traffic plus a bike lane. Clearly a safety issue.</p> <p>Further, what an incredible waste of 12 million dollars. The streets in Richmond are in deplorable condition. Drive down our streets and look, really look, at their condition including the numerous patches. Additionally, the gas lines need attention, that is replacement, before the streets are repaved.</p> <p>Finally, we live here because of the character of the neighborhood. Why have a historic district if all that happens is that the city comes through and destroys that character?</p> <p>Scrap this project and use this money for more immediate repair needs.</p> |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|--|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This is an awful plan. It will destroy the Forest Hill Historic District with no benefit to anyone who lives there. You destroyed Oregon Hill neighborhoods for the Downtown Expressway, let the Chesterfield commuters use it. We don't need to destroy one of the last remaining historic south side communities for no benefit to the city, or the people who live, work and PAY TAXES in Forest Hill. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | As a resident living in the direct path of this proposal, I strongly urge you to reconsider. Our parking lots are directly adjacent to the sidewalk and do not have room to give to widen the roads and taking from the park is destroying a historical property that the entire city enjoys and establishing the precedence that it is okay to do so in future situations. Furthermore, traffic is nowhere near heavy enough to warrant widening this road. If the city is so concerned with Forest Hill then start enforcing the speed limit and regulating the use of pedestrian crosswalks instead of increasing the danger our residents already face. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Where are comments made here going? Is this the best place to comment on this terrible idea? Would like to know who came up with this idea and why. My husband and I have lived happily right off of Forest Hill near the park for over 45 years, our first house when we were young and now we are seniors. We live right off the area mentioned for widening. It is one of the wonderful and historic city neighborhoods and it is divided by Forest Hill and Semmes. Rather than widening Forest Hill, I would suggest changing Semmes in a way similar to what has recently been done in Malvern, going from 4 traffic lanes to 2 with bike lanes and turn lanes. We don't want our neighborhood used as a thoroughfare for those trying to get downtown. They need to be using the toll roads. Someone needs to look into reducing or eliminating the tolls. We already have people speeding through our neighborhood and we don't want to support them going even faster. Terrible idea. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Cost | Project Description | Comment |
|------------|---------------|--|---|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | At first sight, this appears to be a stupid, ruinously stupid plan. At second and third sight also. There is no perceivable benefit to the neighborhood residents; there is considerable cost to us. (Private property encroachment; threat to the integrity of the park, which is our jewel; threat to pedestrian traffic; disruption of our routine comfort during construction; degradation of our way of life once it is complete). If there is a benefit to others elsewhereâ€”temporary ease of traffic flow, after an equal period of disruption, until it redoubles?â€”it cannot possibly be of equal value to what OUR neighborhood will lose. And why do I have to hear about this from a neighbor? Who is trying to sneak this plan through before anyone notices, and why? Civic responsibility, please, city planners! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Please adhere to a street sign erected on Riverside Drive near the 42nd entrance to the James River Park: "Scenic Road not a Commuter Route". In this case it would read "Historic District not a Commuter Route". |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Several years ago, when the then traffic engineer told us at a neighborhood meeting of his wish to widen a stretch of this same road, adding roundabouts, and taking chunks out of people's front yards and out of Forest Hill Park, he was met with such loud, unanimous, resistance that the plan got shelved. Now here's something similar popping up again. At the time, we made the same arguments as I'm reading below about the threats his plan posed to our neighborhood. His response? "Well, we don't really consider this to be a neighborhood." When we lie down (if necessary) in front of the bulldozers, they may learn better. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|---|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Forest Hill Ave does not need to be widened for easier access to any casino put in or near Richmond. It will destroy the neighborhood for years with heavy construction and absurd traffic, bottlenecking an already very busy road for lord knows how long. This idea is not intended to help cyclists, but help put money in the pockets of those profiting off legalized gambling. DO NOT do this. Those living in and around forest hill will have a terrible time leaving their homes and returning to their homes. They will not be able to easily walk their dogs or visit friends. They will lost the quiet life that the neighborhood offers and is loved by those who live there. Not to mention the farmers market as well, which will be a hellscape of cars and parking issues. Vote this down |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I live on this section of Forest Hill and do not think widening it will bring anything positive to the area. I would rather see the money go to traffic slowing, pedestrian assistance and protected bike lanes extending to Westover Hills Boulevard or create a mixed use path that connects to the Park system for cyclists and pedestrians to use. It is already difficult to cross this section of FHA and widening it will make this worse. I would also rather see that the right lane of FHA heading eastbound be changed to a right turn only lane at the FHA and Westover Hills Blvd intersection. Turn the extended lane on the east side of Westover Hills Blvd into parking and protected bike lanes. The merge lane is often a race/contention area for traffic. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | We live on this stretch of road and would lose a large portion of green space in front of our home. If this plan goes through we would sell. I would rather see the money put toward traffic enforcement and pedestrian safety. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Forest Hill Park is the jewel in the crown for the city's south side. We are preserving it for all children in the future, who will laugh as they sled down the hill in a snowstorm, and picnic with their families. Do you think we are going to let that jewel get smashed to bits by bulldozers? Because a Traffic Engineer is salivating over a \$12 million Federal grant? What is the Traffic Engineer's name? Show yourself!! |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Instead of adding lanes, there should be traffic CALMING efforts initiated. This road is in a RESIDENTIAL neighborhood, with many children AND a school AND inadequate Crosswalks. This stretch of road is scenic, and should remain that way. The folk that LIVE in the neighborhood would suffer irreparably from expanding the road from 2 to 4 lanes. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Widening of Forest Hill Avenue will destroy the residential feel of Forest Hill park and create more traffic problems. Currently, the road can handle the volume of traffic in the area. There is no reason to widen. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | The speed and volume of traffic on Forest hill ave in this area is already a danger to the residents of the area. Added lanes will make this worse. This area is not meant to be a primary throughway! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>Any such plan would be unacceptable, for many reasons:</p> <ol style="list-style-type: none"> 1.Adding lanes actually will not ease traffic pressure; it will *attract* more vehicular traffic. 2.For pedestrians, crossing this section of Forest Hill Avenue is already difficult. Crossing four active traffic lanes would will be like taking our lives in our hands. On 4-lane Semmes Avenue, the average speed is between 45 and 50 mph, regardless of the posted speed limit. 3. Front yards on Forest Hill are small now and would be turned into mere slivers by this project. 4. Excavation and construction to widen the bridge across Reedy Creek would damage the ecosystem and fill Forest Hill Pond with silt. 5. Widening of Forest Hill west of I-195 has taken years and is still ongoing. The disruption and noise pollution created by the proposed project would create intolerable conditions for months or years. 6. This project would destroy the character of a neighborhood that now attracts young taxpaying families to Richmond. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>No thanks. I vehemently object. A few years ago, there were plans to add traffic calming measures near the pedestrian crosswalks at 43rd st and 41st st. To improve safety and slow traffic down. Remember that? Quite a change of direction here with this plan!</p> <p>This is a residential neighborhood. If cars want to use Forest Hill Avenue to access the city, so be it. But let those drivers deal with the current footprint of the road. Midlothian and Hull are already built to handle more traffic. The Powhite, Chippenham and I-195 are great options too.</p> <p>As a cyclist who rides daily, there is no way I am riding in a "bike lane" on a 4 way road as proposed. Save us the charade, that bike lane will do nothing to improve bike infrastructure and make cyclists feel more safe.</p> |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>Against widening of Forest Hill from W 47th to Semmes. Betsy Shires 1207 W 46th Street 23225</p> |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>vehemently oppose this project, both as a resident and city tax payer : *12M price tag ivery high for a marginal benefit. *Existing traffic patterns/commute times do not appear to justify need *Alternate, already established and less residential routes already exist via state Highways, Semmes Ave, Hull St and Midlothian Tpke *Semmes/ Dundee Ave corridor seems to be a more appropriate widening option if needed at all. *This Forest Hill Ave corridor has historical significance designation-proposed changes will effect appearance and maturity of the forestry and homes. *The bridge over Reedy creek presents significant cost and widening challenge. *Widening to a four lane road, with increased traffic pattern and inevitable increased speed (legal or not),will add potentially deadly pedestrian crossing/bike lane challenges *irresponsible without a median or added traffic lights</p> |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>build a traffic circle at Forest Hill Ave & Roanoke, add some speed bumps on FHA like they have on Perry street in front of the Sacred Heart Catholic Church and call it a day. No need to encourage more traffic on FHA & Semmes.</p> |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>This project does not appear to address the main issues associated with this road segment. Per VDOT data, and the state's VTRANS evaluation, the main issues on this stretch are pedestrian safety and minor peak-hour congestion at the traffic lights. These could be addressed through a much more limited scale projects that do not waste taxpayer dollars or harm the character of the neighborhood. Namely:</p> <ol style="list-style-type: none"> 1. Traffic lights could be added to create safe turning and crossing points and breaks in traffic. 2. Peak-hour congestion heading west to the Roanoke Street could be addressed through a limited lane expansion from that intersection to the light at Semmes. This is also the only section in need of bike lanes. Expanding lanes from 47th to 41st street is unnecessary, and VTRANS rates that section as the lowest priority. 3. To address peak congestion, will need to expand Reedy Creek bridge, which carries 3 vehicle lanes and no bike lanes. The website map has project stopping earlier. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Adding my voice to those that oppose this proposal. It will have a negative impact on the community, encourage more through traffic, and do nothing to improve the quality of life for those that live on or near Forest Hill Ave in affected area. Instead, improve access to and flow on the Powhite Parkway and Downtown Expressway to encourage commuters to use these routes instead of neighborhood streets. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I strongly oppose this proposal. Widening this space will lead to more traffic from people who live outside the neighborhood and diminish the visual beauty for residents and visitors. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Oppose this project. There is no need to spend Richmond taxpayer dollars on a project which is of little benefit to residents of Richmond. This will also impact pedestrian traffic in the neighborhood as it will be less safe to cross Forest Hill Avenue. Also, bike lanes on a 4 lane road will be less safe. There is frankly not that much traffic on Forest Hill even during rush hour. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Strongly oppose. Why invite more commuter traffic through this residential neighborhood with wider lanes? And why further incentivize skipping the Powhite toll road which was designed to handle county commuters? This path needs more bike/ped incentives and more car-calming measures if anything. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|--|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This project will destroy an entire neighborhood. I am a resident on W 46th Street and I strongly oppose it. There is absolutely no need whatsoever for more lanes on this stretch of Forest Hill Ave, which is almost never congested at all. Crossing Forest Hill in the crosswalks is already unsafe due to atrocious pedestrian accommodations on the road; it is inconceivable to me that any serious person could think it's a good idea to add more lanes and make crossing even more dangerous. This is an expensive, thoughtless solution in search of a problem. Forest Hill Park is our life, and if this project proceeds, everyone in Forest Hill Terrace will be cut off from it. I am absolutely astounded that anyone thinks this is needed. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I oppose the widening of Forest Hill Ave for the following reasons: 1) Concern for pedestrian safety while trying to cross the street as well as making a left hand turn in a vehicle. Adding two lanes will significantly increase the risk when it is already dangerous with just two lanes. 2) Would like to budget the funds to pave neighborhood roads and repair sidewalks. In my 22 years living in the neighborhood, our roads have only been patched. We need full paving of all roads and make our sidewalks safe to use. 3) Use the funds to enhance Forest Hill Park by renovating the bathrooms, repaving the tennis courts and repairing the picnic shelters. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Oppose this project. More traffic-calming measures are needed on this stretch of road. Add speed bumps, beef up the bike lanes, slow traffic. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I live on 47th St. and I oppose this plan. I am a biker and a walker and I would be happy to see road-calming measures, such as additional traffic lights making it safer to cross Forest Hill Avenue. Slowing down cars makes it safer for bikers and walkers. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I live on 47th, and think this is a needless expenditure that will actually make it more dangerous for pedestrians and cyclists. I never have trouble with making right or left turns onto Forest Hill from my street, and do not want the heightened level of traffic that Forest Hill sees further west in my front yard |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | We live on West 45th Street. We are opposed to the widening of Forest Hill Avenue. Traffic is already moving too fast through this residential neighborhood and widening the road will only encourage even faster driving. Left turns onto Forest Hill will become even more dangerous. As many below have said, improved traffic calming and crosswalks are needed to make the neighborhood safer for residents and visitors. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|--|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | My family lives on 41st street in Forest Hill Terrace. What we need are stoplights to slow and break up traffic, not extra lanes to speed it up. The main problem is people crossing the street to get to the park or (in our case) my child crossing to get to school. Crossing Forest Hill on foot, or trying to make a left turn, is very dangerous, especially during rush hour. From what I see in Woodland Heights, adding lanes doesn't seem to break up traffic or make foot crossing/vehicle turning any easier. So this solution doesn't address the problem. It just messes up and divides our neighborhood and takes property away from dozens of city residents. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I am opposed to the plan to widen Forrest Hill Avenue and add bike lanes. I am a 36 year resident in Woodland Heights. I see no reason why defacing my neighbors' property by taking their yards or adding traffic to our area will benefit this area. There are many valuable citizens who are not in favor of this plan. I am one of many residents who have led lives benefiting the city, including working as a RN for over 30 years. We deserve respect in this area for our contributions, and there are alternatives to making this a commuter route for the county. Thanks. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | There is no need to widen that section of forest Hill Ave. Most homes are already to close to the street. And of course the estimate, per-usual, is much much lower than it will actually cost. The businesses along that route will also be adversely affected during the construction phase. Most are all ready having a tough time staying afloat. (pandemic) This money would be better spend fixing the damn pot-holes and road needed street repairs. This residential area needs less traffic not more. thx |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | We are strongly opposed to this proposal. My family lives at 31st and Forest Hill Ave, and we already feel unsafe walking to the park with our child. The traffic at the intersection of Semmes and Forest Hill Ave is already out of control. With the amount of speeding and volume of traffic, we feel unsafe on the sidewalks near the park as it is. Moreover, we have a serious problem with traffic speeding down our stretch of Forest Hill Ave after Semmes branches off. The speed limit here is 25, but we have seen so many unnecessary high-speed collisions on our street. This is a residential area, and we need speed bumps and 4-way stop signs. Increasing the volume of traffic on Forest Hill Ave near the park would only exacerbate traffic problems in the surrounding neighborhood and make residents less likely to use and enjoy the park. No thanks! |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|---|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | It's hard enough to make a turn onto Forest Hill Avenue currently. I can't imagine trying to cross Forest Hill Avenue if it was a four-lane highway. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I am unequivocally opposed to the proposal to widen Forest Hill Avenue to four lanes plus bike lanes. Forest Hill neighborhood is a state-designated historic district and an attractive gateway to the city. The avenue serves as a neighborhood corridor for joggers, families with children, dog walkers, and cyclists. It supports walkability to local neighborhood restaurants and businesses. The proposal would threaten the activities that define the neighborhood such as Music in the Park, the 43rd St Art Festival, SOTJ Market, the FH 5K run, and of course family sledding in the park in winter! As a homeowner on FHA, I witness traffic speeding WELL over the 30 mph limit as well as frequently ignoring the flashing lights at designated pedestrian crossings. Rather than widening to increase traffic volume as well as risks to safety, city resources would be better spent to enforce existing speed limits and pedestrian crossing along with protecting the historic character of Forest Hill. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I am opposed to widening this section of FHA. What this greater section of FHA could benefit from are buffers to slow the speed of traffic rather than encouraging higher volumes (and speeds) of traffic. Having lived on FHA for over a decade 2007-2018 I can directly speak to the unfortunate transformation of this charming avenue becoming a breeze through for commuters. This is understandable, but the integrity of the Avenue's unique characteristics should most surely be maintained and lower speeds encouraged. Let's focus on keeping the charm that makes this such a desirable neighborhood. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This option is not worth the expense. This is an historic district and Forest Hill Ave does not need to be widened. Drive down what is down a lovely avenue and imagine how many homeowner's yards will be lopped off by widening this section of Forest Hill. Traffic flows just fine now. It does not need "added capacity". Wasn't that the point of the Expressway? What happened to family friendly neighborhoods. My daughter and her family live off Forest Hill and are already suffering from the added use of James River Park. Imagine the disruption of the neighborhood for the 3-4 years it would take to complete this kind of project (think Powhite to Chippenham). This would be a total nightmare and a waste of money. PLEASE scrap this idea. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|--|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I DO NOT support widening Forest Hill Ave from 47th Street to Semmes Ave. This is a historic neighborhood, and commute time is not a major consideration. This project will negatively impact all of us who live in this part of Richmond and diminish the value of our property. It will especially diminish the neighborhood feel that we now have without a 4 lane road going through the middle of the area. Sylvia Clute |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | My family and I live on Forest Hill Ave and we are both disgusted by, and strongly opposed to, this project to widen Forest Hill Ave. Widening Forest Hill Ave demonstrates such cluelessness about how the road is used and what local residents want, that I wonder if it actually has more to do with the proposed casino location further down the road than someone's general incompetence (for the record we also strongly oppose a casino anywhere in Richmond). The size of Forest Hill Ave should be left as it is, and made safer through enforcement of the posted speed limit and safe pedestrian crosswalks. Thanks. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I am against this proposal because widening Forest Hill Avenue will not only destroy residents' property (see the project from Powhite to the Chip) but will guarantee increased speeding on this stretch of the Avenue. There is already a speeding problem that endangers walkers and pedestrians trying to cross FHA in our neighborhood. Even with the lighted crossing signal at 43rd Street there has been at least one near fatal pedestrian accident right there. The nature of this two lane stretch is the only thing that keeps traffic from going even faster. My guess is that the project is driven by disgruntled drivers who do not live in our district - they just want to speed through it even faster than they already do... and that is darned fast. Spend the money on more and safer crossings for residents, neighborhood school students and bus riders! |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|--|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I am irate this has even been proposed. It would destroy the charm of a historic neighborhood and ruin property values along the construction corridor, especially in the blocks between 41st and 44th Streets. It would also increase traffic through the neighborhood streets that connect to Riverside Drive, like 42nd Street, simply because widening will invite greater traffic levels. You have Woodland Heights residents who have reduced the speed limit on Semmes and now you are planning to increase the number of cars funneling into that area?! Not to mention the impact to Reedy Creek and the Park. We put in cross walk signs not too long ago and now you want to make the road even more challenging for to pedestrians to cross?! Sometimes the most acceptable thing to do to manage traffic is to do nothing. That deters people from relying on it as a primary route. Additionally, invest in an updated study, since your data is pre-COVID and before the telecommuting trend. Spend the \$ elsewhere. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | This plan is a bad one. This plan would destroy the character of the neighborhood, will not provide safety, will intrude on Forest Hill Park, take out homes or destroy their value, and destroy local and popular businesses. There are already bike lanes in this area, so this is just a gesture. "Increased capacity" is not good for this part of Richmond. A better plan would be to find ways to get commuters on the RMA so they don't go through a residential neighborhood. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | To second the other comments on here what we need is traffic calming measures on forest hill ave not the opposite. Trying to cross as a pedestrian is already dangerous enough, it will be worse if you increase the number of lanes. Scrap this idea and reduce Semmes to one lane in each direction! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I am also against this proposal. There is no need to add lanes, this is not a congested area. The houses on Forest Hill Avenue would lose the buffer they have between their living space and the busy road. It would most likely make it less walkable. We need measures to increase walkability, not to increase convenience of auto traffic. I have driven that stretch of FHA for 23 years and it hasn't gotten any more busy or congested, in my opinion. And how would you increase the capacity on the bridge over Reedy Creek right at the intersection of Semmes and Forest Hill Ave??? You most likely couldn't, so you would have major back-ups there as a bottleneck situation would be created. Add more protected and clearly outlined pedestrian crossing and leave the width of the road alone. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|--|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | There is no need for this proposal. It is environmentally unsound and it doesn't address any particular problem. There are far more needed projects than this one at a cost estimate of \$12,000,000 please come up with a better use of funds. If the idea is to reduce the traffic congestion then route east/west bound traffic onto the Powhite/RMA and NOT into this beautiful neighborhood. You are ruining the integrity of this lovely area. STOP this project. Why do you want to create problems? |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I oppose this proposal. Regardless of how people feel about the "charm" or "character" of the area, it is simply unneeded given the level of traffic this stretch of road sees. Instead, we need to implement traffic-calming measures that support the safety and security of those who live, work, and play here, especially pedestrians and cyclists. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I oppose this project. The number of cars should be reduced not increased. The city Police has ignored our requests to enforce the 30 mile per hour speed limit. For years have we suffered that cars speed up before cross walks rather than slow down and stop for pedestrians. The worst example for the widening is Semmes Ave between W 34th Street and Cowardin Avenue. Cars drive constantly 10 and more miles per hour over the speed limit of 30 m p. hr. There are police cars sometimes. But the police catches perhaps 1 out 50 speeding cars. The norm there is that cars are constantly driving way too fast on 4 lanes. The major feeding arteries to the city should not go through a residential district which is historic and recreational. The parks close to Forest Hill Ave attract families with children and bikers who will be exposed to more traffic and more danger. There are churches and a school who are mostly reached by foot. There are children and a lot of elderly residents. Not a race track |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I forgot to add my name to my comment which is the the one just before this one. Marina Alexander, resident I strongly oppose the project. I gave my reasons below but there is also the pollution and noise. More cars equal more pollution and more noise that we residents are exposed to. The amount of speeding cars will be doubled at least. Why is Route 60, Midlothian Turnpike, not widened and brought back to its original purpose? It is a major artery and goes from 6 lanes to 2 lanes. That road could just continue to bring traffic to Cowardin Ave into the city and it goes partly through old commercial buildings. It might bring new life into that area and give the city an incentive to revive this stretch of Midlothian Avenue. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|---|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I strongly oppose this project. When you look at Semmes Ave between the Patrick Henry School and Cowardin Ave you see that a four lane road only increases the number of speeding cars, more danger to residents young and old crossing the road, more noise, more pollution and the Police unable to control the speeding. I see it all the time that cars are constantly driving at least 10 miles over the speed limit. We don't need this in a historic, residential and recreational neighborhood. Stop lights are only minimally able to reduce these hazards and maximally increase the noise and the pollution. Instead, the City should turn Midlothian Turnpike, Route 60, from Westover Hills Blvd to Cowardin into the same size as it is west of that stretch and relieve Forest Hill Ave of unnecessary traffic. The city could put \$ 12.000.000 into restoring the run down commercial area on Midlothian Turnpike, attract new businesses and make it attractive for the traffic to use the Turnpike. Put the Turnpike. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | We live in the Forest Hill neighborhood and are opposed to this project. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>I am strongly opposed to the project to widen Forest Hill Avenue for the following reasons (among others):</p> <ul style="list-style-type: none"> -increased traffic volume -increased noise -increased pollution -disruption to the neighborhood for years -decreased safety for pedestrians and cyclists -loss or damage of mature trees, tree steward trees, Reedy Creek environment, and Forest Hill Park -loss of historic character of homes and neighborhood -reduction of home and property values -further disruption to and loss of local businesses already affected by the Covid economy -negative impact on neighborhood solidarity and cohesion -more difficult access for neighborhood drivers entering Forest Hill Avenue -loss of toll revenues for city by allowing commuters to avoid expressways -negative impact on community activities -increased speeding through Semmes Ave/Forest Hill Ave corridor <p>City resources should be used to reduce speeding and increase pedestrian and cyclist safety. This project is NOT nec</p> |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>Do not widen Forest Hill Avenue from 47th St to Seems Ave. When the Downtown Expressway was built, one of the main reasons was to divert traffic out of the neighborhoods. Currently, there is a lot of traffic on Forest Hill, but widening the road would increase that dramatically. With the wider lanes, more people would stop using the Downtown Expressway and cut through the neighborhood. And it is a neighborhood! This would reduce the value of homes in the area and change its character. It's already difficult to cross Forest Hill Ave, either walking or driving, and this would complicate it. There are many lovely homes on that part of Forest Hill. With smaller yards and a busier street, the values go down and the sense of neighborhood is lost. This is not necessary and strongly opposed by me and the Forest Hill neighborhood. For years, I've boasted about what a wonderful neighborhood this is. Do not ruin it!!!</p> |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|--|--|
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Any proposal to widen this portion of Forest Hill Avenue is misplaced at best. Yes, there is congestion during peak drive times but the congestion is not unreasonable considering the volume of traffic already present. To increase this to a four lane thoroughfare will only increase the amount of traffic in the area and increase speeding and reduce safety for the community. There is insufficient enforcement, if any, of speed limits in the area as it is and this proposal will only exacerbate the problems already present with driver's behaviors. Pedestrians, even with the flashing light crossings already present, take enough risk trying to traverse the width of Forest Hill now. If improvements are considered for this section of roadway I would suggest a center turn lane, at most to improve flow but do not see the benefit to enlarging to four lanes. Too much of a negative impact to the historic nature and feel of the area would be incurred by residents for very little return to commuters. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I strongly oppose this project. I have lived close to this proposed project for 30+ years. Most of the day this two lane section is perfectly adequate for the amount of auto traffic. Rush hour traffic congestion on FH Avenue is caused primarily by commuters who could use the Downtown Expressway and Powhatan Parkway to reach their destination, but prefer to travel on FH Avenue to avoid the tolls. This project would encourage more rush hour traffic as well as speeding during other hours. Increasing the roadway to four lanes would significantly degrade safe access for pedestrians, bicyclists, and drivers from neighborhoods south of FH Avenue to Forest Hill Park, Good Shepherd Church and School and Forest Hill Presbyterian Church located on the northside of FH Avenue. Traffic calming, pedestrian and cycling safety improvements should be undertaken as well as investment in improved transit service not this project to increase vehicle capacity in this vibrant historic residential area! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I agree with the other comments. This project would only allow more people to avoid tolls while making it more dangerous for those of us who live here. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>I have lived in the 4300 block of Forest Hill Ave. for 50 years. I am 81 years old. I could have moved years ago, but I love my 1925 house, yard, garden spot and this lovely old neighborhood. When I moved here in 1970, neighbors had ponies and chickens and a rooster that woke me in the morning. You could hear the train whistle passing along the river, and still can. I used to walk to Forest Hill Park every afternoon, and to the James River before it became a park. In the winter, we went sledding on the long hill that parallels Forest Hill Avenue, and in those days skating on the lake in Forest Hill Park.</p> <p>Little has changed. Forest Hill was listed on the State and National registers as a historic district in 2012. It was advertised as Country-in-the-City living in the 1920s. Do not destroy this historic neighborhood by widening Forest Hill Ave.</p> |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | <p>As a resident of the Forest Hill neighborhood I am opposed to the widening of Forest Hill Ave from 47th to Semmes Ave as identified on the map. Removal of trees from the urban forest will continue to reduce the many ecosystem services trees provide including CO₂ absorption and O₂ production, cooling of the urban landscape, soil health, and providing animal and plant habitat. In addition, the widening of the road will increase speed and traffic volume in this area impacting the biking and pedestrian community due to safety concerns. The historic character and designation of the neighborhood including Forest Hill Park will be adversely impacted by this project. Based on the widening of other sections of Forest Hill Ave, construction impacts to the neighborhood from the project would last for several months or even years. I agree with others that the \$12,000,000 estimated for the proposed project could be utilized for other city priorities including safety improvements and reforestation.</p> |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I strongly oppose this project. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Two-lane Forest Hill Avenue with 2 bike lanes acts as somewhat of a traffic calming device when compared with th traffic and speed that a 4-lane Forest Hill Avenue will generate. We need features to slow traffic down and to maintain the historic, natural ambience of this neighborhood which is home to families that love living here out of the hustle and bustle of most urban neighborhoods. Approximately, 350 residents have expressed their opposition to widening the avenue on your comment page. We need a safe Forest Hill Avenue for parks and schools and families. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | Keep the road narrow and add protected bike lanes! |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | As a resident of Forest Hill neighborhood, I strongly oppose and detest the idea of widening this road. It would be an absolute travesty to see this road changed to allow additional traffic. If congestion is the problem, consider reducing the tolls for cars to use the main highways which already bifurcate the city. By allowing better access to these already existing roads, congestion will decrease in our neighborhood and we can focus on increasing pedestrian, bike, and mass transit opportunities throughout this area. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I oppose this project. We need to keep the mature trees and vegetation for environmental benefits. Use the \$12M to improve schools if that's a possible reallocation. |
| HW-25 | \$ 12,000,000 | Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave | I oppose this project. If it takes \$12,000,000 to widen Forest Hill from 47th St to Semmes Avenue and \$13,000,000 and 10 years to widen the quarter mile of Forest Hill Avenue near Willow Oaks, I will be dead before this project is finished. If this project looks as ugly as that project, we will all move out of the neighbourhood. Is that your goal? |
| HW-29 | \$ 45,000,000 | Intersection Improvement: Construction of Innovative intersection: Quadrants NW and SE (Huguenot Rd & Robious Rd) | Please slow down cars, and add bike/ped infrastructure here. |
| HW-30 | \$ 95,000,000 | New Interchange: Construction of a new Interchange at I-64 in Short Pump(I- 64 & N. Gayton Rd) | New highway lanes are bad, but a new interchange is totally unacceptable. |
| HW-30 | \$ 95,000,000 | New Interchange: Construction of a new Interchange at I-64 in Short Pump(I- 64 & N. Gayton Rd) | Consider making pedestrian safety improvements only. |
| HW-33 | \$ 4,000,000 | Interchange Modification at I-295: Widening of the cross-section between I-295 SB deceleration and Exit 43 (Brook Rd) to a two-lane section (0.5mi) | No new highway lanes! |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-34 | \$ 8,000,000 | Interchange Modification at I-295: Widening to a two-lane section from I-95 SB on ramp onto I-295(Exit 43) NB to end of C-D lane (0.5 mi) | No new highway lanes! |
| HW-35 | \$ 60,000,000 | New Interchange: Construction of a new Interchange(I-295 & Portugee Rd) | A new interchange here is a colossal waste of money. |
| HW-36 | \$ 60,000,000 | New Interchange: Construction of a new Interchange(I-295 & Varina Rd) | This is a tiny residential--practically agricultural area, very close to another 295 on ramp. There is no need for this interchange. Our county would be far better served spending the \$60million elsewhere. For example, preparing this flood-prone area for the effects of climate change. Or investing in our schools. |
| HW-38 | \$ 75,300,000 | Construction of an EB & WB auxiliary lane between Exit 178 (US-250) and Exit 180 (Gaskins Rd). Reconstruction of Cox Rd Bridge. Widening of EB US-250 (W Broad Street/Short Pump) to EB I-64 ramp to two lane. | No new lanes, there are far better alternatives. |
| HW-38 | \$ 75,300,000 | Construction of an EB & WB auxiliary lane between Exit 178 (US-250) and Exit 180 (Gaskins Rd). Reconstruction of Cox Rd Bridge. Widening of EB US-250 (W Broad Street/Short Pump) to EB I-64 ramp to two lane. | Do not add lanes to our highways. Fund rail and bus first. Reduce demand rather than induce. |
| HW-38 | \$ 75,300,000 | Construction of an EB & WB auxiliary lane between Exit 178 (US-250) and Exit 180 (Gaskins Rd). Reconstruction of Cox Rd Bridge. Widening of EB US-250 (W Broad Street/Short Pump) to EB I-64 ramp to two lane. | Used to commute on this route, both directions during rush hour. Traffic is fine and doesn't need more lanes, focus growth into transit first areas instead of deeper into Goochland and greenfield Henrico. |
| HW-39 | \$ 31,950,000 | Construction of an auxiliary lane between Exit 178 (US-250) and Exit 180 (Gaskins Rd) on I-64 | Don't add lanes to interstates-- widening doesn't help, it just pushes the problem slightly into the future. Fund parallel transit instead! |
| HW-39 | \$ 31,950,000 | Construction of an auxiliary lane between Exit 178 (US-250) and Exit 180 (Gaskins Rd) on I-64 | Do not widen 64 with any aux lanes. Prioritize, rail, bus, bike, and ped improvements. |
| HW-4 | \$ 43,500,000 | Ashland Rd Widening: Widening with added capacity (3.7 mi) between Henrico Co. Line and US-33 | No road widening unless specifically for bike ped |
| HW-4 | \$ 43,500,000 | Ashland Rd Widening: Widening with added capacity (3.7 mi) between Henrico Co. Line and US-33 | Money should be spent on bus service to connect Ashland and Short Pump. Widening 623 will result in 4 lanes and more residential growth. It will contribute to Not solve traffic issues |
| HW-40 | \$ 21,800,000 | Construction of an auxiliary lane between Exit 180 (Gaskins Rd) and Exit 181 (Parham Rd) | No new lanes are needed here. |
| HW-41 | \$ 51,400,000 | Construction of an auxiliary lane between Exit 181 (Parham Rd) and Exit 183 (US-250) | No new lanes are needed here. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-41 | \$ 51,400,000 | Construction of an auxiliary lane between Exit 181 (Parham Rd) and Exit 183 (US-250) | No new lanes needed on highway. Will only induce more demand for the highways. |
| HW-42 | \$ 27,000,000 | Construction of an auxiliary lane between Exit 183 (US-250) and Exit 185 (US-33) | Extend the Pulse to Short Pump instead. |
| HW-42 | \$ 27,000,000 | Construction of an auxiliary lane between Exit 183 (US-250) and Exit 185 (US-33) | Do not widen highways. Fund rail and bus first. |
| HW-43 | \$ 28,000,000 | Construction of an auxiliary lane between Exit 183 (US-250) and Exit 185 (US-33) | No interstates need additional lanes, especially here. Extending the Pulse to Short Pump with additional service would provide far more benefit. |
| HW-43 | \$ 28,000,000 | Construction of an auxiliary lane between Exit 183 (US-250) and Exit 185 (US-33) | I cannot stress enough how bad of an idea it is to build more lanes between the city and short pump. It is not needed and costs the city money to maintain roads that do not bring in additional revenue. |
| HW-44 | \$ 12,000,000 | Construction of an auxiliary lane between Exit 185 (US-33) and Exit 186 (I-195) | No new lanes should be added on any interstate. Induced demand means they will not add useful capacity! |
| HW-44 | \$ 12,000,000 | Construction of an auxiliary lane between Exit 185 (US-33) and Exit 186 (I-195) | No new lanes on the highways. If they are used heavily, maintain. If they are not used heavily, consider tearing down to save the city money on maintenance that won't be recouped. |
| HW-54 | \$ 160,000,000 | Interchange Modification at I-64 & US-250: Improvement of Interchange Configuration. Convert existing Interchange to Partial-Cloverleaf | Partial cloverleaf is good, but no widening should be done here. Fund alternative modes instead to remove cars from the highway. |
| HW-56 | \$ 25,500,000 | Construction of an SB auxiliary lane between Exit 67 (VA-150) and Exit 69 (Bells Rd) | This project is not necessary! |
| HW-58 | \$ 125,000,000 | New Interchange: Construction of a new I-95 interchange (I-95 & Bellemeade Rd) | I'm in support only if it reduces the number of trucks traveling on Commerce, and through the community. |
| HW-60 | \$ 65,000,000 | Interchange Modification at I-95 & Belvidere St: Improvement of interchange configuration at Belvidere St/Chamberlayne Ave (Exit 76) | This intersection should prioritize bike/ped connections as part of the effort to reknit Jackson Ward. |
| HW-60 | \$ 65,000,000 | Interchange Modification at I-95 & Belvidere St: Improvement of interchange configuration at Belvidere St/Chamberlayne Ave (Exit 76) | Effective improvement here could make biking to the North Side way easier! |
| HW-60 | \$ 65,000,000 | Interchange Modification at I-95 & Belvidere St: Improvement of interchange configuration at Belvidere St/Chamberlayne Ave (Exit 76) | Please prioritize bike/ped safety here. This is a crucial intersection for community members to access school, food, and services. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-61 | \$ 120,000,000 | Interchange Modification at I-95 & Broad Street/ I-64: Improvement of interchange configuration at Broad Street and I-64 (Exit 74 to Exit 75) | Any improvements should take steps to prioritize non-car modes and provide bike/ped connections between Downtown and Shockoe Bottom. Hundreds of people walk through this interchange daily to access jobs at the hospital and business district, which is a dangerous and uncomfortable journey. |
| HW-61 | \$ 120,000,000 | Interchange Modification at I-95 & Broad Street/ I-64: Improvement of interchange configuration at Broad Street and I-64 (Exit 74 to Exit 75) | Consider removing this highway entirely or at least reducing capacity to just local usage. Restrict all thru trucks. Highways don't belong downtown. It breaks up neighborhoods. Use 295 instead for long distance travel. |
| HW-61 | \$ 120,000,000 | Interchange Modification at I-95 & Broad Street/ I-64: Improvement of interchange configuration at Broad Street and I-64 (Exit 74 to Exit 75) | Ensure areas of african-american history are not just protected, but honored; bring in key voices to ensure the project does not disrupt or destroy any portions of areas like Lumpkins jail site or the burial ground. Limit interference with the public's ability to visit these sites during construction. |
| HW-61 | \$ 120,000,000 | Interchange Modification at I-95 & Broad Street/ I-64: Improvement of interchange configuration at Broad Street and I-64 (Exit 74 to Exit 75) | Clarity is needed on why modifications at this expense are needed, and how new configurations would provide enough value to offset the cost, both financially and in inconvenience/disruption. |
| HW-62 | \$ - | Interchange Modification at I-95 & Hermitage Rd/ US -1 : Removal of northbound off-ramps and southbound on-ramps at Hermitage Rd and at Brook Rd, and relocation to Dumbarton Interchange (Exits 80-81) | Ramp consolidation is good to see, but removal is even better! |
| HW-62 | \$ - | Interchange Modification at I-95 & Hermitage Rd/ US -1 : Removal of northbound off-ramps and southbound on-ramps at Hermitage Rd and at Brook Rd, and relocation to Dumbarton Interchange (Exits 80-81) | Does this also include access to 95 to the north? Not super wild about this, personally find the Hermitage exit super convenient. |
| HW-63 | \$ - | Interchange Modification at I-95 & I-295: Improve interchange configuration with I-295 by adding a NB C-D Road (Exit 84) | No new highway lanes! |
| HW-66 | \$ 52,543,000 | Interchange Modification at I-95 & VA-10: Construction of a new Partial Cloverleaf Interchange (Exit 61) | This would improve congestion and accidents - as someone who uses I-95 frequently, this would be a good project |
| HW-67 | \$ 5,300,000 | Interchange Modification at I-95 & VA-161: Conversion of SB I-95 off-ramp at VA-161 (Exit 78) to two lanes. Removal of one lane from SB I-95 prior to on-ramp from EB I-64 | This entire interchange needs to be re-imagined. adding and removing lanes on ramps will do nothing to improve the terrifyingly dangerous conditions at the intersection of the ramp and Arthur Ashe Boulevard. Please consider bike/ped road users here as well. |
| HW-68 | \$ 10,000,000 | Interchange Modification at I-95 & VA-54: Conversion of the interchange to a Diverging Diamond (DDI) (Exit 92) | Confusing at first, but should reduce congestion and accidents by eliminating left-hand turns onto 95. Good project. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-68 | \$ 10,000,000 | Interchange Modification at I-95 & VA-54: Conversion of the interchange to a Diverging Diamond (DDI) (Exit 92) | a comprehensive review of this interchange and intersection needs to be done through a community process that addresses the potential development proposed for this area. Is this interchange the best design? Isn't this a low ball estimate given that the Atlee/Elmont interchange was 2 or 3 times this cost many years ago? This interchange will have a significant impact on the adjacent rural, historic area as well as immediately to the east. |
| HW-7 | \$ 28,000,000 | Cauthorne Rd Widening: Widening with added capacity (4.0 mi) between Ashland Rd and Henrico Co. Line | No road widening unless it is for bike/ped |
| HW-7 | \$ 28,000,000 | Cauthorne Rd Widening: Widening with added capacity (4.0 mi) between Ashland Rd and Henrico Co. Line | Widening for bikes & pedestrian accommodations is good, widening for capacity is a never-ending cycle, which I oppose. |
| HW-7 | \$ 28,000,000 | Cauthorne Rd Widening: Widening with added capacity (4.0 mi) between Ashland Rd and Henrico Co. Line | This should only be done for pedestrians. Do not widen the roads for car traffic! |
| HW-72 | \$ 7,423,823 | Judes Ferry Rd Widening: Widening with added capacity (0.5 mi) between US-60 and Old Church Road | I oppose the decision to widen this road |
| HW-73 | \$ 11,602,350 | Judes Ferry Rd Extension: Construction of a new 2-lane road (1.2mi) between Judes Ferry Road 0.4 miles N of Hancock Road and 0.25 mi S of Federal Hill Farms Rd | I think this is a waste of taxpayers' money. |
| HW-74 | \$ 33,989,841 | Judes Ferry Rd Extension: Construction of a new 4-lane road (1.8 mi) between US-60 and Dorset Rd | Fund other modes instead! |
| HW-74 | \$ 33,989,841 | Judes Ferry Rd Extension: Construction of a new 4-lane road (1.8 mi) between US-60 and Dorset Rd | This is cost prohibitive and not needed. There is not enough traffic to justify widening this road nor is this a good use of this amount of money. |
| HW-74 | \$ 33,989,841 | Judes Ferry Rd Extension: Construction of a new 4-lane road (1.8 mi) between US-60 and Dorset Rd | I think this is unnecessary and a waste of money. I don't support this! |
| HW-75 | \$ 5,185,746 | Manakin Town Ferry Rd Extension: Construction of a new 2-lane road (0.6 mi) between Page Road and US-60 Aligned with Oakbridge Drive | This is unnecessary and cost prohibitive based on the usage of this road by the public. |
| HW-76 | \$ 5,000,000 | Maury St Widening: Widening with added capacity between I-95 roundabout and Commerce Rd | No new vehicle capacity is needed here. |
| HW-76 | \$ 5,000,000 | Maury St Widening: Widening with added capacity between I-95 roundabout and Commerce Rd | Absolutely no need for this. I believe all you need is a turn signal light right before you get on the highways that light is too short and always backs up traffic |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-76 | \$ 5,000,000 | Maury St Widening: Widening with added capacity between I-95 roundabout and Commerce Rd | This seems unnecessary. I drive on this stretch all the time and see no need to widen the road. There's already two lanes approaching the key intersections (eastbound approach the light at 4th/I-95 entrance and westbound approaching Maury). Traffic backs up because of the lights, not some other reason. The I-95 entrance is already getting fixed with a roundabout and I've never had a big enough backup at Maury Street that I missed the light. |
| HW-79 | \$ 23,000,000 | N Gayton Rd Widening: Widening with added capacity and bike/ped facilities between W Broad St and Lauderdale Dr | No additional widening projects until brt network is built unless it is explicitly to add sidewalks, bus lanes, or bike infrastructure. |
| HW-8 | \$ 25,000,000 | Cedar Ln Widening: Widening with added capacity (2.1 mi) between US-1 and Elmont Rd | No widening for cars. Only add bike / ped |
| HW-8 | \$ 25,000,000 | Cedar Ln Widening: Widening with added capacity (2.1 mi) between US-1 and Elmont Rd | Adding more lanes for cars will not alleviate traffic. It will only create more congestion. Adding space for pedestrians and people on bicycles will alleviate congestion and encourage active transportation. |
| HW-8 | \$ 25,000,000 | Cedar Ln Widening: Widening with added capacity (2.1 mi) between US-1 and Elmont Rd | Widening for bikes & pedestrian accommodations is good, widening for capacity is a never-ending cycle, which I oppose. |
| HW-80 | \$ 20,000,000 | New Ashcake Rd Extension: Construction of a new 2-lane road (1.75 mi) between New Ashcake Rd and Air Park Rd | This project will put more commercial traffic on a already overtaxed Ashcake Rd. Not in favor |
| HW-80 | \$ 20,000,000 | New Ashcake Rd Extension: Construction of a new 2-lane road (1.75 mi) between New Ashcake Rd and Air Park Rd | This has been needed for years to reduce traffic through the Air Park. Ask anyone who works there. Good project. |
| HW-81 | \$ 6,000,000 | New Market Rd (VA-5) Road Widening: Widening with added capacity and pedestrian accommodations between Doran Rd and Strath Rd | No widening for cars, just add bike / ped only. Add transit instead. |
| HW-81 | \$ 6,000,000 | New Market Rd (VA-5) Road Widening: Widening with added capacity and pedestrian accommodations between Doran Rd and Strath Rd | Strongly opposed the widening of Rt 5 along any part of the Rt 5 corridor. Vocal and well supported reasons that this is both unnecessary and destructive to the corridor have been outlined numerous times over the years. Widening Rt 5 would have a serious negative impact on the adjacent neighborhoods, historic and environmental resources, and the well-used Capital Trail. This proposal needs to be permanently removed from consideration. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-81 | \$ 6,000,000 | New Market Rd (VA-5) Road Widening: Widening with added capacity and pedestrian accommodations between Doran Rd and Strath Rd | Residents of the Route 5 Corridor have worked for over a decade to educate the region about the negative consequences of widening this Scenic Byway, which include destruction of agricultural resources, harm to the Region's tourism industry, and decrease quality of life for current and future residents the area. To propose funding such a widely-opposed project reflects a lack of research into the community, as well as antiquated views on how road widening impacts traffic flow. Please remove this project from this list. |
| HW-81 | \$ 6,000,000 | New Market Rd (VA-5) Road Widening: Widening with added capacity and pedestrian accommodations between Doran Rd and Strath Rd | No widening of road |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | I am very disappointed by how many widening projects are here. NO roads should be widened unless it's to reallocate right of way to bus lanes, bike lanes, and multi-use paths. Adding lanes does not add capacity! |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | No widening for cars. Bike ped only. Add transit instead. |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | As a Varina resident, I can assure you that we DO NOT approve of the widening of the Route 5 corridor. Varina is a rural community and we intend to keep it that way! We do not wish to have a 4 lane roadway in our community. There is more than ample pedestrian space with the Capital Trail along Route 5. |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | Widening for bikes & pedestrian accommodations is good, widening for capacity is a never-ending cycle, which I oppose. |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | We do not need to widen the road into four lanes! Keep Varina rural, safe and our environment beautiful! No one wants to ride the bike trail and look at more subdivisions and mini malls and traffic. Stop overcrowding our neighborhoods and leave the land alone to remind people what trees and land look like! Two lanes have worked fine for my 28 years of going in and out of the city for high school and now work we don't need 4 lanes! |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | Please no 4 lane nightmare on historic Rt 5 Corridor, it is not needed or wanted. Widening for turn lanes in some places makes sense, 4 lanes makes no sense. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | Totally opposed to widening Route 5. It is not needed & will only lead to sprawling development which is not what Varina is or wants to become. It is a unique rural area that needs to grow in a responsible way that keeps the character of the area. |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | No...this is ridiculous. \$127,000,000 to widen a road that literally no one who lives in Varina wants to happen? How about putting the money into Eastern Henrico Schools and student support programs? |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | Waste of money. Keep active transportation features and keep the rest out of it. |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | Not Needed. Where does this show to be a necessity? What we have works fine. Save the money and keep looking elsewhere. Go west! -_- |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | I am totally opposed to the widening of Route 5. This is a historic road and need to stay as it is. There is no need for development and sprawl in the east end like has occurred in Short Pump. We need farms and open spaces. Instead of developing the Varina area take the run down areas and redevelop them. Also as we look at climate control and pollution adding more asphalt and development in Varina will have more negative effects on the environment. |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | Strongly opposed the widening of Rt 5 along any part of the Rt 5 corridor. Vocal and well supported reasons that this is both unnecessary and destructive to the corridor have been outlined numerous times over the years. Widening Rt 5 would have a serious negative impact on the adjacent neighborhoods, historic and environmental resources, and the well-used Capital Trail. This proposal needs to be permanently removed from consideration. Please use that money to support K-12 education in the same area. |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | I am opposed to this plan without further explanation that supports its concept. |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | This project is exactly what we do NOT want for our county and metropolitan area. Just look at Short Pump to see how things can be ruined by building infrastructure that is all about cars. We fortunately already have wonderful pedestrian and biking accommodations called the Capital Trail. Adding auto lanes to this historic road would destroy what we have worked so long and hard to protect and for what? A jam up when you reach Rockkets Landing. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | WE DO NOT NEED TO WIDEN THIS ROAD. DONT â€œSHORT PUMPâ€ VARINA! We like the country vibes out here! No more traffic! |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | This road does NOT need to be widened! We do not need any extra vehicles coming through our small neighborhood! |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | We do not need to widen the road! The capital trail is enough for pedestrians and bicyclists! |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | I have concerns when it comes to the widening of New Market Road from Osborne Turnpike to I-295. Aside from the farmland that would be acquired from families to expand the road ridding this area of its natural beauty. There are multiple man-made structures on both sides of the road. How will people residing in these residences be impacted by the widening of the road? Due to safety regulations, they will have to sell their house and property to the county for a devalued price and move somewhere else. Not only lowering property values but driving longtime residents away from their community. I understand that people are looking to expand the number of people living on this side of Henrico but there needs to be a better conversation about it with more community input. |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | We don't need this! It's fine the way it is |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | Do not widen Route 5! It will only create more traffic and ruin the natural beauty of our unique area. Please do not do this. |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | Do not widen this road!! Strongly opposed. |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | Opposed |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|----------------|--|--|
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | Bigger is not always better! Step back for a second and realize all the beautiful trees and streams that will be destroyed or messed up from all the extra run off from the wide roads. Route 5 is one of the few roads that are enjoyable to take home because of the lack of traffic. Wake up! |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | Strongly opposed |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | Strongly opposed. \$127,000,000 to widen a portion of Rt 5 that does not need to be expanded. If this money is coming from taxpayers, reallocate it to the worst schools in Henrico. Don't Short Pump Varina |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | First of all it can never be widened because our Varina district supervisor made the statement that it will never happen LOL. Second it would only become a parking lot because there's no place for the traffic to go once it gets to the city. I don't think widening Dock or Main streets are possible. |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | Unnecessary! Strongly opposed. |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | In disbelief that there are so many widening projects in part of the county where the Capital Trail has been completed and also now continues to gain popularity in the Richmond community each year. The lack of need for the widening of these roads is indisputable. Varina is beautiful for the open fields and winding country roads. Why would we take away from the investment of the Capital Trail with the expansion plans for Route 5? Wouldn't money be better spent on the Eastern Henrico School System? Millions of dollars invested should have a better return if spent on the community itself. |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | This road was just repaved, redone, looks great. It does not need to be widened into four lanes. Insanity. That will significantly take away from the Capital Trail aesthetics. |
| HW-82 | \$ 127,000,000 | New Market Rd (VA-5) Widening: Widening with added capacity and pedestrian accommodations between Osborne Turnpike and I-295 | Widen to ever how many land you want but give me an explanation of what happens to the traffic when it gets to the city. |
| HW-84 | \$ 30,000,000 | Nuckols Rd Widening: Widening with added capacity and pedestrian accommodations between Shady Grove Rd and Springfield Rd | Widening for pedestrians accommodations is good, widening for capacity is a never-ending cycle, which I oppose. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| HW-84 | \$ 30,000,000 | Nuckols Rd Widening: Widening with added capacity and pedestrian accommodations between Shady Grove Rd and Springfield Rd | Do not widen for more cars only for pedestrians!!! |
| HW-86 | \$ 5,500,000 | Old Hundred Road Widening: Widening with added capacity between US-60 and Mt Hermon Rd | Old Hundred needs widening for safety (all the way to Watermill Pkwy) and needs to have wider shoulders |
| HW-87 | \$ 13,000,000 | Osborne Turnpike (VA-5) Widening: Widening with added capacity and pedestrian accommodations between New Osborne Turnpike and Oakland Rd | Widening of Route 5 to four lanes was and is still strongly opposed by Varina residents. Funding should be allocated for more roundabouts, bike lanes, and public transportation. Road widening does not create safer roads, and this proposal will ultimately lead to increased congestion, higher speeds, and sprawl throughout eastern Henrico county. |
| HW-88 | \$ 11,500,000 | Otterdale Rd Widening: Widening with added capacity between US-360 and Woolridge Rd | This money could be far better spent on the many projects not found in the "widen, extend, or realign" category |
| HW-88 | \$ 11,500,000 | Otterdale Rd Widening: Widening with added capacity between US-360 and Woolridge Rd | Much needed, due to the amount of traffic now on this road! |
| HW-88 | \$ 11,500,000 | Otterdale Rd Widening: Widening with added capacity between US-360 and Woolridge Rd | SIDEWALKS needed here to connect Magnolia Green, FoxCreek and future multi-family developments neat intersection of Woolridge and Otterdale to retail at Otterdale and Hull Street. |
| HW-89 | \$ 14,000,000 | Intersection Improvement: Construction of additional turn lanes and pedestrian accommodations (Parham Rd & Patterson Ave) | Pedestrian accommodations are good, but additional turn lanes may not be necessary. |
| HW-9 | \$ 48,000,000 | Cedar Ln Widening: Widening with added capacity (4.0mi) between Elmont Rd and Ashland Rd | No road widening unless it is for bike ped |
| HW-90 | \$ 21,000,000 | Pole Green Rd Widening: Widening with added capacity (1.85 mi) between Rural Point Rd and Walnut Grove Rd | Public transportation is far more useful than adding space for more vehicles. This will not stop the traffic issues caused on pole green road! |
| HW-90 | \$ 21,000,000 | Pole Green Rd Widening: Widening with added capacity (1.85 mi) between Rural Point Rd and Walnut Grove Rd | Traffic is bad already so stop approving these big businesses. Already have a new light to stop traffic causing back up. The solution is not a wider road but less business since this is near neighborhood . How about a rail system? |
| HW-91 | \$ 24,000,000 | Pole Green Rd Widening: Widening with added capacity (2.15 mi) between Walnut Grove Rd and US-360 | This is highly unnecessary and costly. Traffic issues are not solved with lane widening! |
| HW-93 | \$ 20,000,000 | Pouncey Tract Rd Widening: Widening with added capacity and pedestrian accommodations between US-250 and N. Gayton Rd | This road does not need to be widened! Stop increasing the width of this entire area of the county. It is unnecessary!!!!!! |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|---|--|
| HW-95 | \$ 6,768,038 | Red Lane Rd Realignment: Construction of a new two-lane road to connect Red Lane Road with Lees Landing Road between Intersection of Three Bridge Road & Lees Landing Road and Red Lane Road 0.6 miles south of its intersection with Three Bridge Road | We have all survived with Red Lane at its current location for all these years. This is a waste of taxpayers' money! |
| HW-97 | \$ 31,000,000 | Rural Point Rd Widening: Widening with added capacity (2.6 mi) between US-301 and Studley Rd | Widening for bikes & pedestrian accommodations is good, widening for capacity is a never-ending cycle, which I oppose. |
| HW-98 | \$ 25,000,000 | Rural Point Rd Widening: Widening with added capacity (2.1 mi) between Studley Rd and Pole Green Rd | Fund transit, not lane widening! This is costly and not sustainable for the future of our traffic issues in Hanover! |
| PR-1 | \$ 8,300,000 | New P&R Lot of 380 Spaces on 2.6 AC near VA Center Commons/I-295/I-95 | Satisfies PlanRVA's recommendations for P&R needs in this area. |
| PR-1 | \$ 8,300,000 | New P&R Lot of 380 Spaces on 2.6 AC near VA Center Commons/I-295/I-95 | P&R downtown is good, but it should be done by acquiring existing lots, not building new ones! |
| PR-1 | \$ 8,300,000 | New P&R Lot of 380 Spaces on 2.6 AC near VA Center Commons/I-295/I-95 | This lot is too far from the brt. It needs to be adjacent. |
| PR-1 | \$ 8,300,000 | New P&R Lot of 380 Spaces on 2.6 AC near VA Center Commons/I-295/I-95 | Build BRT before any adjacent widening. We need density not room for more Single Occupancy Vehicles. |
| PR-10 | \$ 7,000,000 | New P&R lot of 320 spaces on 2.2 AC near I-64 at I-295 in Short Pump | Satisfies PlanRVA's recommendations for P&R improvement near Short Pump. |
| PR-10 | \$ 7,000,000 | New P&R lot of 320 spaces on 2.2 AC near I-64 at I-295 in Short Pump | This Lot appears to be co located with the brt. Build them together, do not widen 64 |
| PR-11 | \$ 7,500,000 | New P&R Lot near VA-5 and I-295 | PlanRVA identified significant need for P&R improvement in this area. This project would provide many people access to GRTC service and vanpools. |
| PR-11 | \$ 7,500,000 | New P&R Lot near VA-5 and I-295 | This Park and Ride lot makes no sense if you're just going to widen the roads between here and town. We need high frequency transit between the airport and downtown that could pass here. |
| PR-11 | \$ 7,500,000 | New P&R Lot near VA-5 and I-295 | This only makes sense if there is going to be reliable, frequent, cost effect, and safe public transportation available for the area and we know that is not going to happen. |
| PR-12 | \$ 5,000,000 | New P&R lot near VA- 76/US-60 | PlanRVA identified significant need for P&R improvement in this area. This project would provide many people access to GRTC service and vanpools. |
| PR-13 | \$ 5,000,000 | New P&R lot near VA-76/Jhanke | PlanRVA identified significant need for P&R improvement in this area. This project would provide many people access to GRTC service and vanpools. |
| PR-13 | \$ 5,000,000 | New P&R lot near VA-76/Jhanke | This lot makes no sense unless tied to high frequency transit |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|--------------|---|--|
| PR-13 | \$ 5,000,000 | New P&R lot near VA-76/Jhanke | The nearest GRTC bus route is half a mile from the proposed P&R location and the nearest existing stop is even further. Perhaps PlanRVA needs to re-evaluate the criteria for Park-and-Ride placement. I find it hard to believe that someone who has use of a car is going to park, walk half a mile, and then get on a bus that only comes once an hour. |
| PR-14 | \$ 1,800,000 | New P&R lot near US 288/US 250 interchange of 100 parking spaces near VA-288 at US-250 | This makes no sense unless it is adjacent to a brt or light rail. It's just a parking lot. |
| PR-15 | \$ 1,800,000 | Relocating existing P&R lot with 180 parking spaces near I-64 & VA- 623 (Ashland Rd) | This makes no sense unless it is adjacent to brt. |
| PR-2 | \$ 4,500,000 | New P&R Lot of 200 spaces on 1.4 AC near Lewistown Rd/Lakeridge Pkwy or Ashland | Benefits Ashland's needs as identified in PlanRVA. Also consider PlanRVA's recommended locations slightly north of this location. |
| PR-2 | \$ 4,500,000 | New P&R Lot of 200 spaces on 1.4 AC near Lewistown Rd/Lakeridge Pkwy or Ashland | This park and ride is too far from the BRT. Co-locate. |
| PR-3 | \$ 7,300,000 | New P&R lot of 270 spaces on 1.9 AC near Midlothian @ Chippenham | PlanRVA identified significant need for P&R improvement in this area. This project would provide many people access to GRTC service and vanpools. |
| PR-3 | \$ 7,300,000 | New P&R lot of 270 spaces on 1.9 AC near Midlothian @ Chippenham | This only makes sense as a shared lot with shops and if it is connected to brt. |
| PR-4 | \$ 3,000,000 | New P&R lot of 130 spaces on 0.9 AC parcel near East End CBD at Pulse Terminus-Rocketts | PlanRVA identified significant need for P&R improvement in this area. P&R lots are an important feature for the end of a BRT line. |
| PR-4 | \$ 3,000,000 | New P&R lot of 130 spaces on 0.9 AC parcel near East End CBD at Pulse Terminus-Rocketts | This park and ride lot is too close! High quality, frequent brt should extend further east, reducing the need for widening. Cars shouldn't take priority for growth. |
| PR-5 | \$ 2,850,000 | New P&R lot of 120 spaces on 0.8 AC parcel near I-64/US-60 at Laburnum Rd | PlanRVA identified significant need for P&R improvement in this area. This project would provide many people access to GRTC service and vanpools. |
| PR-5 | \$ 2,850,000 | New P&R lot of 120 spaces on 0.8 AC parcel near I-64/US-60 at Laburnum Rd | There is an unofficial P&R lot here already, and improving it to an official lot would be beneficial in the long run. |
| PR-5 | \$ 2,850,000 | New P&R lot of 120 spaces on 0.8 AC parcel near I-64/US-60 at Laburnum Rd | This park and ride lot is too close. Consider relocating further east, perhaps collocated with airport parking and brt. It needs to be near highway to draw cars away from going downtown. |
| PR-6 | \$ 2,850,000 | New P&R lot of 120 space on 0.8 AC as alternative to Bottoms Bridge P&R expansion which is over-capacity near I-295at US-60-Technology Blvd/Elko Rd | PlanRVA identified significant need for P&R improvement in this area. This project would provide many people access to GRTC service and vanpools. |
| PR-7 | \$ 5,600,000 | New P&R lot of 250 spaces on 1.7 AC near VA-10/VA- 288 at I-95/I-295 | PlanRVA identified significant need for P&R improvement in this area. This project would provide many people access to GRTC service and vanpools. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|----------------|---|--|
| PR-7 | \$ 5,600,000 | New P&R lot of 250 spaces on 1.7 AC near VA-10/VA- 288 at I-95/I-295 | This lot makes no sense without a route 1 BRT. We need more commuter bus options. |
| PR-8 | \$ 6,000,000 | New P&R lot subject of much site search, 290 spaces on 2.0 AC near US-250 at Willow Lawn/Staples Mill (Pulse western terminus) | No park and ride necessary at this junction. Extend BRT further west and collocate local bus routes close to this stop for transfers. Consider spending money on public bathrooms near transit hubs. |
| PR-9 | \$ 3,000,000 | New P&R lot to replace unofficial lot, 130 spaces on 0.9 AC near Huguenot Rd at Forest Hill Ave | This lot makes no sense unless it is tied to high frequency transit. |
| RA-1 | \$ 500,000,000 | Improvements to CSX Bellwood Sub (S-Line) to support increased passenger rail service. Construction of additional trackage along CSX Bellwood Sub (S-Line) and bridge over James River as part of Transforming Rail in Virginia initiative. | Very important project, rail improvements will benefit Richmond in many ways. |
| RA-1 | \$ 500,000,000 | Improvements to CSX Bellwood Sub (S-Line) to support increased passenger rail service. Construction of additional trackage along CSX Bellwood Sub (S-Line) and bridge over James River as part of Transforming Rail in Virginia initiative. | Fund all rail improvements before road widening |
| RA-10 | \$ 79,000,000 | Replacement of existing Staples Mill AMTRAK Station-Phase III-Related land for full function (30% prelim DD-later years as per full build-out) | Very important project! |
| RA-2 | \$ 66,250,000 | CSX S-Line Crossing Improvements. Grade separate or gate key crossings as they relate to increased usage of the CSX Bellwood Sub (S-line) for both freight & future passenger rail per Transforming Rail in Virginia initiative | Transforming Rail in VA is an incredibly important initiative and should be supported in every way possible. |
| RA-2 | \$ 66,250,000 | CSX S-Line Crossing Improvements. Grade separate or gate key crossings as they relate to increased usage of the CSX Bellwood Sub (S-line) for both freight & future passenger rail per Transforming Rail in Virginia initiative | Very much needed to make high speed rail a reality |
| RA-2 | \$ 66,250,000 | CSX S-Line Crossing Improvements. Grade separate or gate key crossings as they relate to increased usage of the CSX Bellwood Sub (S-line) for both freight & future passenger rail per Transforming Rail in Virginia initiative | Fund all rail improvements before road widening |
| RA-2 | \$ 66,250,000 | CSX S-Line Crossing Improvements. Grade separate or gate key crossings as they relate to increased usage of the CSX Bellwood Sub (S-line) for both freight & future passenger rail per Transforming Rail in Virginia initiative | I support rail improvements. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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| RA-2 | \$ 66,250,000 | CSX S-Line Crossing Improvements. Grade separate or gate key crossings as they relate to increased usage of the CSX Bellwood Sub (S-line) for both freight & future passenger rail per Transforming Rail in Virginia initiative | We need light rail that goes east west and north south. The bus infrastructure isn't forward looking enough in my opinion. |
| RA-4 | \$ 6,000,000 | Improvements to CSX Peninsula Sub line. Construction of sidings and leads as needed to provide rail access to select parcels within RIC/White Oak area | These rail connections should be leveraged to provide regional commuter rail at the very least. |
| RA-5 | \$ 3,600,000 | Improvements to CSX Bermuda Hundred Lead. Construction of sidings and leads as needed to provide rail access to select parcels within Meadowville area | These industrial connections should be used for regional rail as well! |
| RA-5 | \$ 3,600,000 | Improvements to CSX Bermuda Hundred Lead. Construction of sidings and leads as needed to provide rail access to select parcels within Meadowville area | rail accessible industry is a priority to reduce truck traffic. Also need these jobs to be transit accessible. |
| RA-5 | \$ 3,600,000 | Improvements to CSX Bermuda Hundred Lead. Construction of sidings and leads as needed to provide rail access to select parcels within Meadowville area | Rail accessible industry reduces truck traffic, but these factories need transit access for workers. |
| RA-7 | \$ 60,000,000 | Improvements in Hanover Siding. Construction of 2.9 miles of third track between the South Anna River and W. Vaughan Road. Construction of a single-track bridge at Elletts Crossing Road. Modify the at-grade crossing at Vaughan Road and reconstruct the roadway bridge at Washington Highway to accommodate the proposed third track between South Anna River and W. Vaughan Road | Prioritize rail over all road widening projects |
| RA-7 | \$ 60,000,000 | Improvements in Hanover Siding. Construction of 2.9 miles of third track between the South Anna River and W. Vaughan Road. Construction of a single-track bridge at Elletts Crossing Road. Modify the at-grade crossing at Vaughan Road and reconstruct the roadway bridge at Washington Highway to accommodate the proposed third track between South Anna River and W. Vaughan Road | Please lag on this project - once the legislature turns over we can cancel this and save Virginia taxpayer billions. |
| RA-8 | \$ 259,000,000 | Replacement of existing Staples Mill AMTRAK Station-Phase I-Site Work and Building replacement (30% prelim DD 2026 estimate) | Very important project for allowing multimodal connections! |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|----------------|--|---|
| RA-8 | \$ 259,000,000 | Replacement of existing Staples Mill AMTRAK Station-Phase I-Site Work and Building replacement (30% prelim DD 2026 estimate) | Need to enable multi-modal connection here - there's currently no GRTC service to the station to speak of. Also consider enabling active transportation along the Staples Mill Road corridor to help enable multi-modal connections |
| RA-8 | \$ 259,000,000 | Replacement of existing Staples Mill AMTRAK Station-Phase I-Site Work and Building replacement (30% prelim DD 2026 estimate) | Only invest in capacity and speed improvements. Add bus transfer bays. Use the savings to invest in the Petersburg train station. |
| RA-9 | \$ 397,000,000 | Replacement of existing Staples Mill AMTRAK Station-Phase II- Track relocation, platform (30% prelim DD-2030 estimate) | There needs to be better connection to the new Staples Mill station from downtown, especially from the Downtown Amtrak station. If a rail connection is impossible, rapid bus should provide that connection. |
| RA-9 | \$ 397,000,000 | Replacement of existing Staples Mill AMTRAK Station-Phase II- Track relocation, platform (30% prelim DD-2030 estimate) | I do not think 5is should be the main stop for RVA. No infrastructure to support the area for visitors. Main St station should be our hub. |
| TR-2 | \$ 97,500,000 | Bus Rapid Transit from CBD to Westchester Commons | A great idea to improve access throughout the area, as long as it comes with bike/ped improvements along the entire route. It should also use at least two Pulse stops to tie into Downtown. |
| TR-2 | \$ 97,500,000 | Bus Rapid Transit from CBD to Westchester Commons | Bike and pedestrian space is needed throughout Rt 60 and especially from Walmart/Sam's Club through Midlothian Village. Pedestrian crosswalks and traffic right of way lights are needed in the high density areas. |
| TR-2 | \$ 97,500,000 | Bus Rapid Transit from CBD to Westchester Commons | Agree that bike/ped should be included with transit |
| TR-2 | \$ 97,500,000 | Bus Rapid Transit from CBD to Westchester Commons | Fully support expanded BRT access in this area. |
| TR-2 | \$ 97,500,000 | Bus Rapid Transit from CBD to Westchester Commons | Bus transit to Westchester Commons will be great addition. Would be a vast improvement if it included bike and pedestrian traffic as well. |
| TR-2 | \$ 97,500,000 | Bus Rapid Transit from CBD to Westchester Commons | We need this BRT line before any adjacent road widening. |
| TR-2 | \$ 97,500,000 | Bus Rapid Transit from CBD to Westchester Commons | I support adding public transportation options to this corridor! |
| TR-2 | \$ 97,500,000 | Bus Rapid Transit from CBD to Westchester Commons | I live one block from Hull Street (in a two-adult household with just one car) and would love to see a bus rapid transit line such as this proposal that would help me get to a grocery store and retail. The regular bus works fine for me to/from downtown, but it doesn't provide adequate access to the jobs and amenities farther out Hull & Midlothian. |
| TR-2 | \$ 97,500,000 | Bus Rapid Transit from CBD to Westchester Commons | This is really needed! |
| TR-2 | \$ 97,500,000 | Bus Rapid Transit from CBD to Westchester Commons | This is a "yes AND" project. There is a clear need for frequent reliable transportation in this area. But without investment in long term affordable housing (ie, connecting transportation with housing agencies), this will likely serve to speed up displacement occurring in this area of the city. |
| TR-2 | \$ 97,500,000 | Bus Rapid Transit from CBD to Westchester Commons | While good public transportation is a positive and important the cost of this system is unbearable and unbelievable. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

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|------------|---------------|---|---|
| TR-2 | \$ 97,500,000 | Bus Rapid Transit from CBD to Westchester Commons | There is NO WAY this amount of money should be spent to accommodate Bus Rapid Transit. Let's allocate this money to SCHOOLS. We need more schools and to pay our teachers better! |
| TR-2 | \$ 97,500,000 | Bus Rapid Transit from CBD to Westchester Commons | This would be an incredible asset to the city |
| TR-3 | \$ 24,000,000 | Enhanced Route from CBD to RIC Airport | Great alternative if extending the Pulse to RIC isn't feasible. |
| TR-3 | \$ 24,000,000 | Enhanced Route from CBD to RIC Airport | We should have an express bus to RIC. |
| TR-3 | \$ 24,000,000 | Enhanced Route from CBD to RIC Airport | High frequency transit to the airport is a must, but consider this an opportunity for a multimodal hub as well. There's a cluster of industrial and commercial opportunities here that could connect via circulator routes. |
| TR-3 | \$ 24,000,000 | Enhanced Route from CBD to RIC Airport | This needs to be both a BRT and an express bus to downtown. |
| TR-3 | \$ 24,000,000 | Enhanced Route from CBD to RIC Airport | BRT on this route. Take the money from needless road widening on RT5 for this |
| TR-4 | \$ 15,900,000 | Enhanced Route from CBD to Parham Road | Good project. Enhanced transit service is needed on this route. |
| TR-4 | \$ 15,900,000 | Enhanced Route from CBD to Parham Road | City should consider limiting this road to busses only to allow for a more pedestrian friendly street. |
| TR-4 | \$ 15,900,000 | Enhanced Route from CBD to Parham Road | General comment about the bus improvements: Please focus on increasing speed and capacity along the currently most-used routes. Enhance what has been proven to have high ridership/serve dense areas and popular destinations. Please be very wary of making new lines that won't be ridden. |
| TR-4 | \$ 15,900,000 | Enhanced Route from CBD to Parham Road | This would be better served as BRT than relatively low ridership BRT from Ashland to CBD |
| TR-5 | \$ 42,500,000 | Bus Rapid Transit from CBD to Ashland | Fantastic idea, but BRT access to the new Staples Mill Amtrak station is also very important. |
| TR-5 | \$ 42,500,000 | Bus Rapid Transit from CBD to Ashland | Always happy to see investment in public transit! As we build this, please consider pedestrian safety, especially along Chamberlayne/Rt 1 corridor. This street is poorly designed, enabling drivers to far exceed speed limit and endangering pedestrians, incl. riders waiting for the bus. |
| TR-5 | \$ 42,500,000 | Bus Rapid Transit from CBD to Ashland | Yes! We need a north south brt axis. Fund this before any nearby road widening. Make it bike friendly with connections to fall line trail |
| TR-5 | \$ 42,500,000 | Bus Rapid Transit from CBD to Ashland | This should have happened years ago. Where is the termination in Ashland? And will it stop at the new P&R lot off Lewistown Rd? |
| TR-5 | \$ 42,500,000 | Bus Rapid Transit from CBD to Ashland | I'm very excited to see a North/South BRT, but we really need to put Chamberlayne on a diet, and improve conditions for all road users, especially pedestrians. |
| TR-6 | \$ 24,000,000 | Enhanced Route from Willow Lawn to Short Pump | Extending BRT to Short Pump is a much better option. |

Interactive Map Comments March 25 - April 15, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Cost | Project Description | Comment |
|------------|----------------|--|--|
| TR-6 | \$ 24,000,000 | Enhanced Route from Willow Lawn to Short Pump | Continuous BRT service from downtown to Short Pump is preferred. This center run in tandem with local routes where more frequent stops are needed.. |
| TR-7 | \$ 125,000,000 | Bus Rapid Transit from Willow Lawn to Short Pump | This should be an extremely high priority. Connection to Short Pump would give people Downtown access to a number of additional outlets, services, and jobs. |
| TR-7 | \$ 125,000,000 | Bus Rapid Transit from Willow Lawn to Short Pump | This will work if the bus runs with some frequency. Having an hour between buses does not work. |
| TR-7 | \$ 125,000,000 | Bus Rapid Transit from Willow Lawn to Short Pump | High priority! The Pulse is popular for good reasons - let's expand public transportation options in the area. |
| TR-7 | \$ 125,000,000 | Bus Rapid Transit from Willow Lawn to Short Pump | Fix the downtown bus only lanes by removing the 6 parking spots that break up the otherwise continuous lane. |
| TR-7 | \$ 125,000,000 | Bus Rapid Transit from Willow Lawn to Short Pump | yes please! |
| TR-7 | \$ 125,000,000 | Bus Rapid Transit from Willow Lawn to Short Pump | Would be fantastic, hope there are further efforts to accommodate people taking the extended Pulse out this far with other pedestrian safety measures around the mall |
| TR-7 | \$ 125,000,000 | Bus Rapid Transit from Willow Lawn to Short Pump | Love sending the pulse right by the 17th st market! More frequency of service would be awesome! |
| TR-8 | \$ 125,000,000 | Bus Rapid Transit from Willow Lawn to Short Pump | This project costs \$135MM, yet there is pedestrian and protected bike lane offset. |
| TR-9 | \$ 160,000,000 | Bus Rapid Transit from Cary/Main to Short Pump | This needs to colocate at least two stops with the Pulse BRT, especially if the Pulse does not get extended to Short Pump. |
| TR-9 | \$ 160,000,000 | Bus Rapid Transit from Cary/Main to Short Pump | Yes, a second east west brt would expand the range of transit accessible destinations, reducing car dependency. We need this to keep traffic volumes low as density increases. |
| TR-9 | \$ 160,000,000 | Bus Rapid Transit from Cary/Main to Short Pump | I think it would be a great idea for the city and localities to subsidize a private company (GRTC) for the rest of our life. Makes perfect sense for all morons. |

PARTNERSHIP *for* SMARTER GROWTH

Dear PlanRVA Officials and Staff,

We would like to thank you for extending the deadline for comment submission regarding the Universe of Projects for the ConnectRVA 2045 Long Range Transportation Plan. Members of the public have now had more time to review and comment on the project list than before, and we believe that a stronger plan will result. Though we provided comment on the Universe of Projects before, the following includes more specific feedback that we feel may be more useful at the current stage of the planning process.

Upon further review of the Universe of Projects to be included in the ConnectRVA 2045 regional Long Range Transportation Plan, there are a number of potential investments that we believe both run counter to the Vision and Goals for the plan as released, and would undermine the sustainable future growth, health, and quality of life of the Richmond region. Additionally, there are a number of transportation investments that we believe should be included in the project list to be scored that as of present have not been.

We urge you to modify the project list as follows:

Remove:

- New Ashcake Road extension
- Projects labeled HW-1 through HW-14
- New East-West Freeway (HW-23)
- Widening of highway exits to increase capacity in New Kent County (HW-49, HW-50)
- Construction of a new partial cloverleaf interchange (Project HW-66)
- Any new construction or capacity expansion project designed to increase access to Wilkes Ridge Parkway in western Goochland County
- Any proposed widening of Route 5 (VA-5) from Richmond City Limits to New Osborne Turnpike
- Widening of Midview Road from New Market Road to Darbytown Road
- Widening of Darbytown Road from Richmond City Line to Laburnum Avenue
- Widening of Charles City Road from Williamsburg Road to Eastport Boulevard
- Widening of Charles City Road from Laburnum Avenue to Monahan Road
- Widening of Masonic Lane/Brittles Lane From Nine Mile Road To Williamsburg Road

Include:

- Construction of Pulse Bus Rapid Transit extension from Richmond CBD to RIC Airport in place of regular service improvement
- Construction of Pulse Bus Rapid Transit extension from Stony Point Fashion Park to Richmond CBD

While we understand that not every project included in the Universe of Projects will end up being constructed, the list should accurately reflect the needs and priorities of the residents of the Richmond region. Many of these projects, such as the widening of Route 5 and the extension of New Ashcake Road, have been the subject of repeated opposition from surrounding communities. These projects should be removed from further consideration in the plan.

Further, including the construction or expansion of high-capacity roads in rural outlying areas of the region is fundamentally at odds with the stated goals and objectives of the ConnectRVA 2045 LRTP, as established through public participation in recent months. Richmond residents are interested in maintaining and improving upon infrastructure serving the areas where they currently reside, rather than subsidizing further sprawl that undermines investment in longstanding communities, threatens our natural environment, and exacerbates the climate crisis. These projects should be removed from further consideration as well.

Sincerely,

Partnership for Smarter Growth



Public Comment
ConnectRVA 2045 Universe of Projects
April 15, 2021

To RRTPO members, ConnectRVA 2045 Advisory Committee, and PlanRVA Staff:

My name is Nelson Reveley. I am a resident of Henrico County and the Director of Operations for RVA Rapid Transit, an organization dedicated to education and advocacy for a regional public transit system and the ways robust transit helps people to lead healthier, more productive, and more interconnected lives.

On behalf of RVA Rapid Transit, I want to thank you for your diligent work on the LRTP. I also want to encourage you in the process of developing the LRTP, including the universe of projects and the prioritization process, to place heavy emphasis on (1) significantly enhancing our region's capacity and infrastructure for transit-oriented development, and (2) maintaining and repairing the roadways we have rather than prioritizing their expansion. Focusing on projects that support transit-oriented development and projects that prioritize maintaining our current roadways is not only fiscally prudent, but also deeply embodies ConnectRVA 2045's Vision Statement and Guiding Principles as listed below (<https://planrva.org/wp-content/uploads/VGO-Board-Approved-2-4-2021.pdf>):

ConnectRVA 2045 Vision

The transportation system in the Richmond Region will reliably and safely connect people, prioritize more equitable opportunities for all to thrive and live healthy lives, promote a strong economy, and respect environmental stewardship.

ConnectRVA 2045 Guiding Principles

- GP1: Create a safe system for all users committed to the proven strategies in planning, design, operations and maintenance as well as advances in technology to eliminate fatal and serious injury crashes.
- GP2: Choice among all travel modes regionwide.
- GP3: Expansion of regional bicycle and pedestrian networks to provide active travel alternatives to driving for better individual and community health.
- GP4: A robust transit network which delivers comprehensive, effective, and convenient service, particularly in areas of greatest need and to key destinations.
- GP5: Equity and inclusion in all transportation spending and planning decisions in the region with a focus on historically underrepresented and under-served communities.
- GP6: Efficient movement of people and goods across the transportation network.
- GP7: Alignment of transportation investment and planning with land use, community health, and environmental stewardship.

The most powerful way for us to support a growing (and aging) regional population is to create opportunities for people to become less dependent on a personal car to navigate everyday life and more free to catch a bus, ride a bike, or walk to key destinations. Thank you as always for your consideration and very deeply for your diligent work and service.

Grace and Peace,

Nelson Reveley
Director of Operations, RVA Rapid Transit

SENATE OF VIRGINIA

GHAZALA F. HASHMI
10TH SENATORIAL DISTRICT
ALL OF POWHATAN COUNTY; PART OF
CHESTERFIELD COUNTY; AND PART OF
THE CITY OF RICHMOND

P. O. Box 396
RICHMOND, VIRGINIA 23218



COMMITTEE ASSIGNMENTS:
AGRICULTURE, CONSERVATION AND
NATURAL RESOURCES
EDUCATION AND HEALTH
GENERAL LAWS AND TECHNOLOGY
LOCAL GOVERNMENT

April 5, 2021

The Honorable Jennifer McClellan
The Honorable Delores McQuinn
The Honorable Frank J. Thornton, Chair, CVTA

VIA EMAIL

Dear Senator McClellan, Delegate McQuinn, and Supervisor Thornton:

As the Central Virginia Transit Authority (CVTA) considers a proposal to widen Forest Hill Avenue from 47th Street to Semmes, I write to share the concerns that many of my constituents in that historic neighborhood have conveyed to me.

The expansion of this stretch of the road will impact the neighborhood in significant ways, including the following:

- reducing front yard space for homeowners who face the street
- significant loss of mature trees that help to define the neighborhood's character
- reduction of property value
- increased dangers for pedestrians and cyclists

While this road sees heavy traffic during peak commute times, it is not a congested throughway for most hours. Expansion of the road serves potentially to increase traffic volume, as commuters will see it as an option to bypass the Powhatan Parkway/Downtown Expressway in their travel to and from the city. This historic neighborhood and its residents will suffer the consequences.

Over the years, several pedestrians have been struck, some fatally, on the Forest Hill/Semmes corridor. A widened road will likely increase similar tragedies and make it even more challenging for pedestrians and cyclists to safely navigate traffic. On behalf of the many constituents who have expressed opposition to this proposal, I urge that the CVTA reconsider the proposed project and look instead at increased road safety measures for the families that live in the neighborhood.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Ghazala F. Hashmi".

Ghazala F. Hashmi, PhD
Member, Virginia Senate

Sulabh Aryal

From: Dawn Rosenberg <reply-to+339b79b042b7@crm.wix.com>
Sent: Friday, April 02, 2021 9:32 AM
To: ConnectRVA2045
Subject: [ConnectRVA2045] Engagement - new submission

Dawn Rosenberg just submitted your form: Engagement
on [ConnectRVA2045](#)

Message Details:

First Name: Dawn

Last Name: Rosenberg

Email: president@woodlandheightsrva.org

Phone 2: 4109678241

Subject: Invitation to Woodland Heights Civic Assoc. mtg

Message: Hi, I'd like to invite you to join our next civic association meeting for the Woodland Heights neighborhood in Richmond to help our residents understand the goals of your work and the recent request for public comment on transportation priorities across the region. In particular, it would be helpful to explain the process of your work and how our neighbors can provide feedback now that will impact your planning. Our meeting is scheduled for Thursday, April 8 at 6:30 p.m. via Zoom. I can provide 15 minutes for you to speak and another 15 minutes for Q&A, if you're available to participate. Please let me know via email and I can provide further details. Thank you, Dawn Rosenberg President, Woodland Heights Civic Association

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.



Sulabh Aryal

From: apiercegardner@gmail.com
Sent: Thursday, April 01, 2021 5:44 PM
To: ConnectRVA2045
Subject: ConnectRVA 2045

I would like to see safe bike connections in the west end area of the city and portions of Henrico. There are a lot of neighborhoods in this greater area (Willow Lawn-Grove-Libbie-Broad) and many disconnected commercial locations spread throughout with great functional biking potential, yet everything requires an auto trip. A loop connecting these many neighborhoods with area businesses would be wonderful! Start at Willow Lawn Shopping Center, head south on the overly large and under capacity Willow Lawn Dr (perhaps in the center median?) across Patterson (and City/Co boundary) and travel along the creek drainage ROW, then south on Granite to York and over to the shops at Libbie and Grove. The Drainage ROW trail can also outlet on Libbie near the small playground where people can choose the Libbie/Grove business area to the south or go north to the intersection of Libbie and Patterson. A viable link can be made from this intersection area of Libbie and Patterson over to the ! Libbie Square shopping center on Broad and across the intersection in front of Target, to and through to Libbie Mill. This single loop would safely connect thousands of households to recreation (JCC), libraries (Libbie Mill

Sulabh Aryal

From: Stewart Hinckley <reply-to+830b43558ec9@crm.wix.com>
Sent: Thursday, March 25, 2021 9:36 AM
To: ConnectRVA2045
Subject: [ConnectRVA2045] Engagement - new submission

Stewart Hinckley just submitted your form: Engagement
on [ConnectRVA2045](#)

Message Details:

First Name: Stewart

Last Name: Hinckley

Email: stewart@societyhq.com

Phone 2: 8043373071

Subject: River Road West

Message: I heard a rumor that there is discussion about widening Rt. 6.

I live on Rt. 6 and would like to know when and where the public comment will occur. This is news to me.

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.



Sulabh Aryal

From: Billy Rohrig <reply-to+4b29caeeda8b@crm.wix.com>
Sent: Thursday, March 25, 2021 10:04 AM
To: ConnectRVA2045
Subject: [ConnectRVA2045] Engagement - new submission

Billy Rohrig just submitted your form: Engagement
on [ConnectRVA2045](#)

Message Details:

First Name: Billy
Last Name: Rohrig
Email: Brohrig@hotmail.com

Phone 2: -

Subject: -

Message: There's proposals to widen both New Market Road and Darbytown roads to the city limits. What will be the plan for the traffic at that point. I've lived in Varina all my life 73 years and commuted into town on Rt.5 until I retired. Even today as things have developed in Varina, the problem isn't on Rt5 or Darbytown, it's the log jam at the city. You could make Rt5 a ten lane road and it would be nothing more than a parking lot at the city limits.

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Sulabh Aryal

From: winniecanup@gmail.com
Sent: Monday, April 05, 2021 10:30 AM
To: ConnectRVA2045
Subject: ConnectRVA 2045

I write to strongly oppose the widening of Forest Hill Avenue between 47th St. and Semmes Avenue. It is NOT the responsibility of the City of Richmond, nor its residents, to provide smooth commuting times to suburban residents! Current trends predict more and more people moving into the City and away from the suburbs -- so widening the road would be short sighted. This movement into the city coupled with predictions that many workers will continue to work from home offices for decades after the pandemic make the proposed changes unnecessary! Enlarging this road would be detrimental to one of the City's most livable and historic neighborhoods -- which has the best forest canopy of all the City's neighborhoods. The loss of mature trees and increase of road surface would increase area temperatures and result in loss of native birds and additional wildlife. Finally, the projected cost of \$12,000,000 would be better spent on improving REGIONAL mass transit options rather than turning the Forest Hill Neighborhood into a thoroughfare. Winnie Canup 4208 Forest Hill Ave. Richmond 23225 PS: I am not sure if this is the proper way to leave my thoughts. That part of this process is quite difficult to follow. Please confirm that this message will be included in those opposing changes to Forest Hill Avenue.

Sulabh Aryal

From: John Williamson <reply-to+4fa816ad5bc4@crm.wix.com>
Sent: Wednesday, April 07, 2021 1:47 PM
To: ConnectRVA2045
Subject: [ConnectRVA2045] Engagement - new submission

John Williamson just submitted your form: Engagement
on [ConnectRVA2045](#)

Message Details:

First Name: John

Last Name: Williamson

Email: j.williamson@mindspring.com

Phone 2: 804 347-8761

Subject: Proposed widening of Forest Hill Avenue

Message: I am trying to obtain more information about the proposal to widen Forest Hill Avenue (HW-25). I would like to know what the process is for this proposal to be considered, what bodies are involved and how to contact them. Also, there are 2 Connect2045 web site for gathering citizen input: https://wikimapping.com/ConnectRVA2045/I-1308409_37.51898485483876_-77.47936248779297_13 (where an extensive number of comments have been made) and https://wikimapping.com/ConnectRVA2045/I-1308409_37.51898485483876_-77.47936248779297_13 (where only 2 have been left). Why the two sites and what are their respective functions?

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Sulabh Aryal

From: Stewart Hinckley <reply-to+c6923ecb1404@crm.wix.com>
Sent: Thursday, April 08, 2021 9:04 AM
To: ConnectRVA2045
Subject: [ConnectRVA2045] Engagement - new submission

Stewart Hinckley just submitted your form: Engagement
on [ConnectRVA2045](#)

Message Details:

First Name: Stewart

Last Name: Hinckley

Email: stewart@societyhq.com

Phone 2: 8043373071

Subject: Widening of Rt. 6

Message: I must say that I'm in disbelief that this is even being considered. My property is on Rt. 6 at Miller's Lane. Today there is less traffic than when we built our home in 2008. If you're just looking to spend money needlessly, I suggest you focus on Rt. 250.

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Sulabh Aryal

From: carrington Brown <reply-to+ce5bb48ab4f7@crm.wix.com>
Sent: Thursday, April 08, 2021 10:27 AM
To: ConnectRVA2045
Subject: [ConnectRVA2045] Engagement - new submission

carrington Brown just submitted your form: Engagement
on [ConnectRVA2045](#)

Message Details:

First Name: carrington
Last Name: Brown
Email: carrington12@comcast.net
Phone 2: 8046908110
Subject: -
Message: NO! ToWidening of route 6

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Sulabh Aryal

From: Debra Arnol <reply-to+7be58f3090c6@crm.wix.com>
Sent: Thursday, April 08, 2021 10:42 AM
To: ConnectRVA2045
Subject: [ConnectRVA2045] Engagement - new submission

Debra Arnol just submitted your form: Engagement
on [ConnectRVA2045](#)

Message Details:

First Name: Debra

Last Name: Arnol

Email: deb4speech@comcast.net

Phone 2: 047848799

Subject: 6

Message: I live in the Meadows at Joe Brook Farm. There is no planned development or much traffic on this section of Rt. 6. As a citizen I feel expansion is a waste of tax payer money. Please use it where it is desperately needed in the greater Richmond community.

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Sulabh Aryal

From: sjenn23231@gmail.com
Sent: Friday, April 09, 2021 8:35 PM
To: ConnectRVA2045
Subject: ConnectRVA 2045

Follow Up Flag: Follow up
Flag Status: Flagged

NO RT 5 WIDENING.

Sulabh Aryal

From: Caryl Burtner <reply-to+e9ca3731cca7@crm.wix.com>
Sent: Saturday, April 10, 2021 10:00 AM
To: ConnectRVA2045
Subject: [ConnectRVA2045] Engagement - new submission

Follow Up Flag: Follow up
Flag Status: Flagged

Caryl Burtner just submitted your form: Engagement
on [ConnectRVA2045](#)

Message Details:

First Name: Caryl

Last Name: Burtner

Email: burtnercaryl@yahoo.com

Phone 2: -

Subject: 8043550565

Message: Please, we don't need dangerous double accordion busses. Instead, put smaller jitney type busses on the less travelled routes. The Patterson Ave busses rumble down my Street many times a day and almost always empty. Also, I am eager for the passenger boat from Richmond to Va Beach. Why not a ferry?

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Sulabh Aryal

From: Mitchell Reese <reply-to+f360b1e62ed0@crm.wix.com>
Sent: Sunday, April 11, 2021 8:51 AM
To: ConnectRVA2045
Subject: [ConnectRVA2045] Engagement - new submission

Follow Up Flag: Follow up
Flag Status: Flagged

Mitchell Reese just submitted your form: Engagement
on [ConnectRVA2045](#)

Message Details:

First Name: Mitchell

Last Name: Reese

Email: MEECH@AOL.COM

Phone 2: 8046778318

Subject: Widening of Route 6

Message: I live in the Sabot Hill neighborhood and use Route 6 daily. I am against widening Route 6 in Goochland from Hermitage Rd to Maidens road. Traffic congestion is negligible, and there are no high density developments planned for the route. What problem are we trying to solve? Instead, I would like to see bike paths included on all road projects.

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Sulabh Aryal

From: Pamela Fox <reply-to+b9918d9c1221@crm.wix.com>
Sent: Sunday, April 11, 2021 3:30 PM
To: ConnectRVA2045
Subject: [ConnectRVA2045] Engagement - new submission

Follow Up Flag: Follow up
Flag Status: Flagged

Pamela Fox just submitted your form: Engagement
on [ConnectRVA2045](#)

Message Details:

First Name: Pamela

Last Name: Fox

Email: foxpax@outlook.com

Phone 2: 8049216181

Subject: Forest Hill Expansion

Message: I live in the Forest Hill neighborhood and am vehemently opposed to the widening of Forest Hill Ave for vehicular traffic. I echo the voices of many of my neighbors who question the need to encourage even more traffic in the city. Can we be more forward looking and creative in how we think about this issue? Why would we want to further contribute to dangerous traffic congestion near a City Park, the James River Park System, and in an Historic Residential Area? We should be working instead to enhance pedestrian walkways and biking areas while slowing vehicular traffic. The Forest Hill area's access to nature, restaurants, coffee shops, and other assets are what make this part of the city so enjoyable to live in and to visit. All of this would be diminished if Forest Hill Avenue were to be widened to order to make marginally faster commute times. Other traffic control options such as the use of Midlothian Turnpike or improved Mass Transit should be considered instead. Historic and natural areas are hard to reclaimed once they are compromised. These special aspects of the city are often undervalued when decisions for development are made. Let's get it right this time.

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Sulabh Aryal

From: Jerry Ann Hand <reply-to+bf323f204a30@crm.wix.com>
Sent: Sunday, April 11, 2021 4:51 PM
To: ConnectRVA2045
Subject: [ConnectRVA2045] Engagement - new submission

Follow Up Flag: Follow up
Flag Status: Flagged

Jerry Ann Hand just submitted your form: Engagement
on [ConnectRVA2045](#)

Message Details:

First Name: Jerry Ann
Last Name: Hand
Email: jerry.hand9@gmail.com

Phone 2: 8043562221

Subject: -

Message: As a 25 year resident of Forest Hill , I am opposed to widening Forest Hill Avenue. It will have a negative impact on the beauty, safety and charm of our neighborhoods. Instead, create positive plans to make this tree lined street safe. We do not need a wider street or a casino!!

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Sulabh Aryal

From: Cynthia Bettinger <reply-to+ace8abb99f4f@crm.wix.com>
Sent: Sunday, April 11, 2021 7:35 PM
To: ConnectRVA2045
Subject: [ConnectRVA2045] Engagement - new submission

Follow Up Flag: Follow up
Flag Status: Flagged

Cynthia Bettinger just submitted your form: Engagement
on [ConnectRVA2045](#)

Message Details:

First Name: Cynthia
Last Name: Bettinger
Email: bettinger.cynthia@gmail.com
Phone 2: 8043107805
Subject: -
Message: Opposed to widening Forest Hill Ave- recommend removing tolls from the downtown expressway to direct traffic there and out of neighborhood

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Sulabh Aryal

From: Hilary Long <reply-to+7b873da119ab@crm.wix.com>
Sent: Monday, April 12, 2021 3:33 PM
To: ConnectRVA2045
Subject: [ConnectRVA2045] Engagement - new submission

Follow Up Flag: Follow up
Flag Status: Flagged

Hilary Long just submitted your form: Engagement
on [ConnectRVA2045](#)

Message Details:

First Name: Hilary

Last Name: Long

Email: hilarylong@mac.com

Phone 2: 8043630298

Subject: Widening Route 6

Message: Absolutely opposed to widening Route 6. I take Route 6 every morning turning left off Miller's Lane. Rarely is there any traffic. Completely unnecessary .

If you think this submission is spam, [report it as spam](#).

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Sulabh Aryal

From: Rod Smyth <reply-to+360b82273573@crm.wix.com>
Sent: Monday, April 12, 2021 5:39 PM
To: ConnectRVA2045
Subject: [ConnectRVA2045] Engagement - new submission

Follow Up Flag: Follow up
Flag Status: Flagged

Rod Smyth just submitted your form: Engagement
on [ConnectRVA2045](#)

Message Details:

First Name: Rod

Last Name: Smyth

Email: rsmith87@gmail.com

Phone 2: 8046834666

Subject: Widening of route 6 to a four lane highway

Message: My wife and I would like to voice our opposition to this project. We live along the area that would be affected (route 644, Miller's Lane). Our objections are two fold. Firstly, our community has worked with the Goochland Board of Supervisors to keep this area rural, and their long range plan does not envisage this. We therefore feel that the majority of residents along the proposed route also oppose this idea. Secondly, we recognize that you are going through a process of prioritizing projects and we have to believe there are more pressing needs where the local community would welcome the investment. When you do the traffic study I imagine you will find what we experience, namely that traffic on that section of Route 6 is mostly very light. Thank you for allowing us to comment.

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Sulabh Aryal

From: John Bolecek <johnbolecek@gmail.com>
Sent: Tuesday, April 13, 2021 9:31 AM
To: ConnectRVA2045
Subject: comments on plan

This plan includes too many road widenings and does not have enough focus on operational, safety and bike/ped improvements. All major roads in urbanized areas should have sidewalks at a minimum and all intersections have ped signals and crossings.

Thank you,

John Bolecek
City of Richmond

Sulabh Aryal

From: Susan Perkins <reply-to+149a03b07bcf@crm.wix.com>
Sent: Tuesday, April 13, 2021 5:56 PM
To: ConnectRVA2045
Subject: [ConnectRVA2045] Engagement - new submission

Susan Perkins just submitted your form: Engagement
on [ConnectRVA2045](#)

Message Details:

First Name: Susan
Last Name: Perkins
Email: perkms@comcast.net
Phone 2: 8047843524

Subject: -

Message: I am in opposition of widening of Route 6 in Goochland county to Maidens. We have lived here for over 20 years and do not feel a wider road would be improve or be helpful to our area. Traffic has not changed very much over that time period to warrant change.

Respectfully submitted, Susan Perkins

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Sulabh Aryal

From: Robert Nelson <reply-to+70914ab56280@crm.wix.com>
Sent: Thursday, April 15, 2021 8:45 AM
To: ConnectRVA2045
Subject: [ConnectRVA2045] Engagement - new submission

Follow Up Flag: Follow up
Flag Status: Flagged

Robert Nelson just submitted your form: Engagement
on [ConnectRVA2045](#)

Message Details:

First Name: Robert
Last Name: Nelson
Email: ranelsonjr1@verizon.net
Phone 2: 804 730-2120
Subject: -

Message: These comments discuss the Hanover County projects listed in the Connect RVA 2045 Universe of Projects – Highways (Draft 3-08-2021). 1. In 2013, the Hanover Board of Supervisors (Board) adopted a candidate project list for road improvements over the next 15 years. Six candidate road projects have been fully funded and all but one completed. However, another six projects have not advanced even though developers have contributed millions in cash proffers and proffered road improvements tied to these projects. These projects are in the Atlee Station Road corridor (ASR widening on the north end, Cool Spring Road safety improvements) and in the Route 54 east corridor (Route 54 widening and two intersection improvements, I-95 Exit 92 diverging diamond interchange). Both corridors have been, and will continue to be, heavily impacted by traffic from approved ongoing and rezoned unconstructed development. Listed candidate projects in these two corridors should be given priority in the Connect RVA 2045 plan consistent with the Board's established transportation policy, developer commitments, and past adherence to the policy. Remaining 2013 candidate projects should be funded and constructed in the 2025-2030 time frame before other Hanover road projects are considered. 2. A number of road projects should be eliminated from the Connect RVA 2045 plan and considered in the next five year review. * US 33, Ashland Rd., Cedar Lane, Cauthorne Rd. widening projects. The combined cost of these connecting road widening projects in southwest Hanover is \$222.5 million. VDOT's 2019 Hanover jurisdictional road report, however, shows that average annual daily traffic (AADT) ranges from a

low of 1,700 to 4,800 on Cedar Lane to a high of 8,500 to 11,000 on US 33, with Ashland Road between 5,300 and 7,400 and Cauthorne Road at 2,800. Moreover, adequate sewer/water, schools, and Fire/EMS infrastructure does not exist to support major new development in much of southwest Hanover. Widening these roads is not justified and will not address other development constraints. This area should remain rural in the 2045 planning horizon. A major interconnected four lane highway system should not be created inviting development and sprawl. These road widening projects should be deleted from the list. * Rural Point Road widening projects. The cost is \$56.0 million, but the Rural Point AADT is a modest 4,200 to 4,900. With the exception of Rural Point's intersections with Route 301 and Pole Green Rd. at either end, development has been limited along this road; and additional major development is unlikely. A candidate project roundabout has been constructed at the intersection with Studley Road to address traffic and safety issues. Rural Point is a beautiful two lane rural road with major historic significance. It should stay that way, and these projects should be removed. * New Ashcake Rd. and Woodside Lane extensions. The total cost for these extensions is \$32.5 million. VDOT does not publish an AADT for Woodside Lane; and its extension would run through and severely impact the only county park in Hanover's suburban service area. Extending New Ashcake Rd. would have a major water quality impact on the headwaters of Totopotomoy Creek, an impact cumulative to Wegmans 1.7 million sf Distribution Center if constructed. Extending New Ashcake would also adversely affect the Brown Grove community. There are major negatives and little or no benefit from either road extension. They should be eliminated in the Connect RVA 2045 plan. Thank for the opportunity to submit these comments.

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.



Sulabh Aryal

From: mariia@mzstrategies.com
Sent: Thursday, April 15, 2021 9:24 AM
To: ConnectRVA2045
Subject: ConnectRVA 2045

Follow Up Flag: Follow up
Flag Status: Flagged

Really displeased to see this list of extension road widening or expansion projects. Once again, the west end seems to suck up the majority of funding. \$5 billion for road projects and only \$600 million for transit completely fails this region's mobility needs, will reinforce racial segregation and contribute significantly to greenhouse gas emissions. This project list is fiscally irresponsible, and completely tone deaf to the environmental and racial justice needs of our region. It also fails to support or leverage the state's multi-billion dollar investment in rail to connect Richmond to the broader state and Northeast corridor. The focus on expansion of roads in the far fringes of the metro fails to meet the needs of current residents, including those in inner Chesterfield and Henrico (where I live) that lack sidewalks, streetlights, or bike trails. Children cannot even walk or bike to their neighborhood schools given lack of these basic transportation elements. I strongly encourage the region to develop and utilize a performance measurement system that strongly considers racial equity, health, climate and fiscal responsibility to narrow this list and then potentially add some additional transit and road safety improvements that better serve existing communities, schools, local businesses and residents.

Sulabh Aryal

From: Justin Doyle <jdoyle@jjava.org>
Sent: Thursday, April 15, 2021 12:43 PM
To: ConnectRVA2045
Cc: Bill Street; Shawn Ralston; Jameson Brunkow
Subject: James River Association Comments on ConnectRVA 2045 Draft Universe of Projects

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Richmond Regional Transportation Planning Organization,

I am providing general comments on the ConnectRVA 2045 draft Universe of Projects on behalf of the James River Association. The James River Association encourages the Richmond Regional Transportation Planning Organization to prioritize transportation projects identified in the ConnectRVA 2045 draft Universe of Projects that contribute to an equitable future for residents of the Richmond region. Projects that improve pedestrian and bicyclist infrastructure and expand transit and rail service should be prioritized over projects that only accommodate car transportation. Road projects that increase the amount of impervious surface in our watersheds and potentially contribute to sprawl should not be prioritized over projects that accommodate other modes of transportation. Additionally, road projects should be designed with principles of complete or green streets in mind. Complete streets accommodate all users regardless of their mode of transportation and green streets feature green infrastructure that manages stormwater runoff, a threat to local water quality.

The James River Association supports projects that improve connectivity to and along the James River and its tributaries including the Fall Line Trail, Virginia Capital Trail Spur, Gillies Creek Greenway, James River Branch Trail, and trail along Tuckahoe Creek. These important projects create opportunities for people to participate in outdoor recreation activities important to the quality of life of residents and the region's economy.

Should you have any questions about the James River Association's comments, please contact me by phone at (804) 572-4667 or email at jdoyle@thejamesriver.org.

Sincerely,

Justin Doyle
Community Conservation Manager
James River Association
(804) 572-4667

Sulabh Aryal

From: Joyce Hann <jahann23059@yahoo.com>
Sent: Thursday, April 15, 2021 1:00 PM
To: ConnectRVA2045
Subject: Oppose

Follow Up Flag: Follow up
Flag Status: Flagged

I oppose the investment in outlying area roads. There is no reason to subsidize destructive real estate development.

Sent from my iPhone

Sulabh Aryal

From: Mary-Helen Sullivan <sulgray4@verizon.net>
Sent: Thursday, April 15, 2021 3:05 PM
To: ConnectRVA2045
Subject: my comments

Follow Up Flag: Follow up
Flag Status: Flagged

I apologize for not having the smarts to comment directly on the interactive map. I did send an email some weeks ago but want to strongly reiterate my points.

At this moment of a climate crisis, we want to reduce car/truck traffic. We do not want to encourage increased development in more and more outlying areas. Studies have shown that widening roads encourages additional traffic, rather than alleviating congestion. Perhaps some people believe that widening Routes 5 and 6 would be a safety measure, but residents around Rt. 5 have emphatically said in the past that they do not want that road widened. More paving also means more heat radiated into surrounding areas.

We want investments where people now live and work, and we want mass transit and bicycle and pedestrian infrastructure. (Too many pedestrians have been dying in traffic accidents; put sidewalks to keep them out of the streets and roads. It would be even better to make those sidewalks pervious surface.)

I ask that you remove the road projects in outer areas--we don't need more sprawl. Also, please invest in replacing old and/or dangerous roads and bridges and raise roads prone to flooding, as climate change certainly means a greater flooding risk.

Thank you for your attention.

Sincerely,
Mary-Helen Sullivan
2023 Grove Ave., 23220

Sulabh Aryal

From: N. A. Ellis <nicoleandersonellis@gmail.com>
Sent: Thursday, April 15, 2021 9:50 PM
To: Spoonhower Neil G.; Martha Heeter; Chet Parsons; Sulabh Aryal; ConnectRVA2045
Cc: Tyrone Nelson; Mallory McCune; Aileen Rivera
Subject: Connect RVA 2045

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Plan RVA,

As co-chair of the Route 5 Corridor Coalition and a long-time resident of Henrico County's Route 5 Corridor, I am writing to voice strong opposition to the inclusion of a Route 5 widening proposal on your "Universe of Projects" list. Its inclusion reflects a shocking lack of familiarity with the community through which this historic Scenic Byway runs, as well as ignorance of/disinterest in the prolonged, united effort that has sought to avoid the consequences such a widening would have on the region. Literally a century of evidence on traffic patterns shows that widening Route 5 would result in increased congestion, the destruction of green space (on which our agriculture and tourism industries depend), and the degraded quality of life for residents (longer commutes, increased air pollution, increased noise pollution, etc.).

In addition, inclusion of this proposed road widening reflects a surprising lack of familiarity with the broad and documented opposition that met the last such proposal; opposition that included letters from still-elected leaders at the local, regional, and state level.

In addition, I'll note that this is my third attempt at public comment. I wrote a response through your map portal in late March and, seeing that it wasn't visible, commented again today. Neither of those messages appears in the collection of comments, indicating that even the unanimous feedback on the site does not reflect the extent of opposition in this particular proposal.

Thank you for your timely correction of this significant error.

Most sincerely,

Nicole Anderson Ellis

--

Nicole Anderson Ellis
804-512-9973

Please do not forward this email without permission.

Sulabh Aryal

From: George Jones <reply-to+e41c8b4c8638@crm.wix.com>
Sent: Friday, April 02, 2021 12:33 PM
To: ConnectRVA2045
Subject: [ConnectRVA2045] Engagement - new submission

George Jones just submitted your form: Engagement
on [ConnectRVA2045](#)

Message Details:

First Name: George
Last Name: Jones
Email: geo.s.jones@gmail.com

Phone 2: 8043079687

Subject: -

Message: We have lived near Forest Hill park for years. Actually what needs to be done is lower the amount of traffic on the Forest Hill and Semmes corridor. Residents already have problems exiting side streets and visiting the park and the activities that go on there. Something like what was done on Malvern Ave would be great, but going to 4 lanes would just create more traffic problems for the Westover, Forest Hill and Woodland Heights neighborhoods.

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.



Sulabh Aryal

From: Peterson IV, W Canova <wcpeterson@hanovercounty.gov>
Sent: Friday, April 16, 2021 3:36 PM
To: Chris French; Sulabh Aryal; Chet Parsons
Cc: Davis, Sean M.; foprichard@hanovercounty.gov
Subject: Re: Connect RVA 2045 Transportation Plan Comment - Remove New Ashcake Road Extension

Dear Mr. French,

I appreciate your sharing your thoughts on Connect RVA 2045.

Actually, all projects submitted related to Hanover county are in conformance with the County's Comprehensive Plan.

The time to address these issues is during the review and update of the comprehensive plan which will be beginning in the upcoming year.

Please bring this forward as this process gets under way.

Have a great weekend.

Canova

W. Canova Peterson

Hanover County Board of Supervisors
Mechanicsville District Representative
Hanover County, VA
(804) 746-1558 Office
(804) 338-1448 Cell

From: Chris French <robert_c_french@yahoo.com>

Sent: Thursday, April 15, 2021 3:32:06 PM

To: saryal@planrva.org; cparsons@planrva.org

Cc: Davis, Sean M.; Peterson IV, W Canova; Prichard, Faye O.

Subject: Connect RVA 2045 Transportation Plan Comment - Remove New Ashcake Road Extension

Greetings!

I am writing to express my opposition to the inclusion of New Ashcake Road in the Connect RVA 2045 long range transportation plan. This road extension is conceptual in nature and lacks all necessary background needed to adhere to the projected \$20 million proposed expenditure. Putting this speculative road project in this plan is fiscally irresponsible when there is a great deal of basic work necessary to even consider this as a feasible project.

Furthermore and of significant importance, the inclusion of New Ashcake Road in the Connect RVA 2045 long range transportation plan is inappropriate as it is a project that would be contrary to VDOT's Environmental Justice Guidelines (found at https://www.virginiadot.org/business/civil_rights_environmental_justice.asp). VDOT's Guidelines allow for compliance with federal Executive Order 12898, which reinforces the importance of fundamental rights and legal requirements contained in Title VI of the Civil Rights Act of 1964 and the National Environmental Policy Act (NEPA).

[Environmental Justice - Business | Virginia Department of Transportation](#)

www.virginiadot.org

Environmental Justice

As noted in the VDOT Guidelines document,

"The Executive Order directs that "each Federal agency and State Highway Administration/Department of Transportation make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations". Other documents which have been issued to further clarify the Executive Order are: the US Department of Transportation's (DOT) Order on Environmental Justice, whose latest order (USDOT Order 5610.2(a) was issued May 2012; the Council on Environmental Quality's (CEQ) "Environmental Justice: Guidance Under the National Environmental Policy Act", dated December 10, 1997; and the Federal Highway Administration's (FHWA) Order on Environmental Justice, whose latest order (FHWA Order 6640.23A) was issued June 2012.

VDOT is committed to the principles of environmental justice (EJ) and is assessing and documenting the impacts of transportation projects on minority and low-income populations as a normal part of our environmental analysis efforts."

The proposed New Ashcake Road extension cuts through the heart of the Brown Grove community, which was established by freed men and women after the Civil War. Not only are there numerous cultural and historical resources that might be impacted by the proposed New Ashcake Road extension, but the area has a number of marked and unmarked graves that must be considered. Brown Grove already has a well-documented history of industrial encroachment since the 1960's, promoted by creation of I-95 and 2 interchanges within the historic community.

The inclusion of the proposed New Ashcake Road extension in the Connect RVA 2045 long range transportation plan is inappropriate as it has not undergone adequate review under VDOT's Environmental Justice Guidelines.

Until more reasonable planning has gone into the project to determine its true expenses and the required VDOT guidelines with the inclusion of a comprehensive Environmental Justice study focused on the Brown Grove community, I request the New Ashcake Road extension be excluded from the long range transportation plan.

Respectfully,

Chris French
Mechanicsville, VA

ConnectRVA 2045 Website Comments

March 25 - April 15, 2021

<https://www.connectrva2045.org/post/public-review-extended-connectrva-2045-universe-of-projects>

1. RVA2045 has a perfectly good list of Guiding Principles (GP1-7) and Goals and Objectives (A-E). They are easy to understand with an emphasis on the environment, choice, equity, safety, and health. So it's unfortunate that the "Universe of Projects" list does not show which criteria is being used for inclusion on this draft list. For example, many of the projects are for road widening on roads to try to speed traffic and with no accommodations for bicycle or pedestrian users and no transit given the low commercial/residential density. 1) I am opposed to all road widenings with added capacity, unless they include pedestrian and bicycle accommodations and don't increase the number of through lanes. 2) I am opposed to anything that doesn't have a clear regional benefit, unless it provides obvious connection to bicycle or transit facilities within the locality. I'm in favor of almost anything that is on a county/city/town line and provides improved safety to bicyclists, pedestrians, transit users and extends such accommodations on both sides. Many of these road projects seem like a wish list for the 20th century with no thought about future maintenance costs. This list boasts billions of dollars of projects (including \$337.5 to extend Powhite Parkway) which will benefit car owners almost exclusively and do not meet any of the criteria set forth in the guiding principles GP 1-7.
2. Along with my neighbors, I vehemently oppose HW-25 - Widening of Forest Hill Ave. from 2 to 4 lanes. Please focus your time, money, and efforts on the speeding problems and lack of safe pedestrian crossing. This is a residential neighborhood you're attempting to bisect and destroy.
3. I cannot begin to express my outrage over the plan for widening Forest Hill Avenue (HW-25). I am categorically against this plan, not only because of the negative impact it would have on those with homes directly located on Forest Hill (has anyone from your organization even completed a feasibility study?), but also for those of us who live on high-traffic passthrough roads that lead to Riverside Drive. I demand to know who/how this project was even proposed. There are zero details on the PlanRVA, ConnectRVA 2045, and RRTPO sites regarding the selection process for including this project in your "universe." In the interest of government transparency, publish your data and explain who/what group even recommended inclusion of this project. I'm sure I'm not the only one who'd like to know which of the PlanRVA commissioners or committee members (who also serve as an elected official for the City of Richmond) was responsible for greenlighting its inclusion, so we can work to get them unseated during the next election cycle. – AC
4. I join my neighbors in strongly opposing item HD-25. Widening Forest Hill Avenue will mar this historic district's beauty, bring unnecessary traffic to a residential neighborhood, and further endanger pedestrians and bicyclists in what is already a busy thoroughfare. Adding what is essentially a highway to this stretch of road, which

lines many homes and a historic public park, will be detrimental to public safety. Efforts and funding would be better suited with lessened negative impact by improving the existing infrastructure. You might consider increased traffic signals, clarified turn lanes, and a traffic light along the corridor instead. Thank you, E. Earnest

5. Our family built our dream home along Rt. 6 at Miller's Lane because of the bucolic setting that is one of a kind in the Richmond area. The traffic has never been a problem pulling out on to Rt. 6. Many days you won't see a car in either direction. In fact, the traffic is less than when we first bought our land in 2004. If you want to spend money, put it into broadband and patching potholes. Don't ruin one of the most beautiful stretches of country road that we have! The Hinckley Family
6. We oppose the project ID item HW-25 - Widening of Forest Hill Ave. from 2 to 4 lanes. The expansion of the road would add noise pollution. It is also a solution to a problem that does not exist - congestion is not an issue in the area. Preserving the pedestrian areas (and bikable lanes) is paramount.
7. I deeply oppose the project ID item HW-25 - Widening of Forest Hill Ave. from 2 to 4 lanes, as do so many of my neighbors. The character of this corridor needs to be maintained as a neighborhood street, not increased as a thoroughfare to downtown. This is a walkable and bikeable community to many - many of whom are usually out with their children and/or pets. Crossing 4 lanes of traffic to access our community park space is not a benefit to the members of this community and can not be described as so. The impact to the historical character of this neighborhood and to Forest Hill Park would be damaging and can not be supported.
8. We are opposed to disrupting the scenic corridor which was part of our decision to move to Goochland and part of the long-term plan to protect the county from urban sprawl. We like the quiet. We pay extra taxes to live along Rt. 6. And were we concerned about the drive to RVA we could have stayed in Henrico. It's part of the price you pay to enjoy the rural character that has always been River Road West. Keep the sprawl on 250, please!!! Why should long-term residents be forced to abandon the Comprehensive plan that guaranteed the character of this corridor years ago. That's why we have 250 and I 64. We did not vote to put 1,000+ homes on Rt 623.
9. We completely disagree with the suggested widening of Route 6 from Hermitage to Maidens Road. My wife and I relocated to Manakin Sabot 10 years ago for the rural character and nature of this part of Central Virginia. We did so knowing that the Goochland county plans of development for this area did not call for a radical growth of commercial or residential growth along the Route 6 corridor. It was shocking to find that ConnectRVA 2045 plan somehow thought there was a need for more traffic from this direction. We can't disagree with that position more. Route 6 - which we travel daily either East to RVA or West to the Charlottesville Region - is NEVER full, backed up, or an impediment to our ability to get to where we need to go. It is an absolute pleasure to drive and enjoy the rural nature of our road. If more traffic flowed, it would HURT not HELP us, as well as everyone else living in this area. For it to be widened unnecessarily impacting residents, wildlife and the rural character of the area is just short of horrible. We find it hard to believe there is any documented practical benefit to be achieved for anyone if this widening were to occur. We

fervently hope this part of the project is not approved and never happens. the Bittmann family (Alan and Jennifer)

10. We strongly oppose the widening of Route 6 in Goochland, west of Hermitage Road. There is no reason for it, as we have no traffic out here and we all moved to this gorgeous pastoral setting for its rural beauty and undeveloped nature. It is not in the Goochland county plans, nor do any of the property owners out here seem to have any interest in your development goals traversing and marring our area. Save your money for other projects. Don't destroy our beautiful Manakin Sabot by any of your Connect RVA 2045 plans!!! - The Bartolini family
11. We, Steve and Nan Thurston, strongly oppose the proposed widening of Rte 6 from Hermitage Rd to Maidens Rd in Goochland County, Va (Project HW-151). There is no evidence that widening or increased capacity are needed to support traffic (See Goochland 2040 Major Thoroughfare Plan of Nov 2018 which indicates traffic volume on this segment of Rte 6 is "below" or "very below" road capacity). As important, the proposed widening runs counter to land use and community values clearly articulated in the the Goochland County Comprehensive Plan 2035. That plan designates the Rte 6 corridor as a "Rural Enhancement Area." Consistent with that goal, two significant Land Conservation Easements border Rte 6 in the Dover District; those easements are held by government entities subject to the Open Space Land Act, which provides significant protection against eminent domain actions. Widening Rte 6 would also detrimentally impact the Wetland Mitigation area bordering the south side of Rte 6 in the Dover District. Rte 6 has also long since been designated as a "Virginia Scenic Byway." In summary, we do not understand how this proposal is consistent with RRTPO "Guiding Principles" (GP7 "Alignment of transportation investment and planning with land use ... and environmental stewardship"). The proposal is certainly not consistent with Goochland County stated land use values and community wishes; it directly undercuts the established due process of Land Use Planning. Respectfully submitted, Steve and Nan Thurston, Manakin Sabot
12. The planned expansion of VA 6 from hermitage rd to Maidens Is a waste of resources and time. Goochland county development plan does not include any planned development that would drive a need to increase traffic flow along this artery. The current road width is sufficient to meet current and future traffic flows. In the end this will be a waste of governemnt funds on a project that is not needed, has not been requested and will not be supported by local residents and county government.
13. Thank you for the opportunity to express our opinion on the widening of Route 6 in Goochland. As a community we have worked carefully and thoughtfully to consider the future development of our county. The Board of Supervisors of Goochland has a plan (Comprehensive Plan 2035) which does not call for any further developement along this corridor. We think a well-thought-out plan like this should give ConnectRVA considerable pause in considering this project. It is not in keeping with what our residents want, our county wants, and would disenfranchise the democratic

process that has been so carefully put together. Thus we, Rod and Susie Smyth, oppose the widening of Route 6.

14. The proposal to further extend Route 6 to four-lanes from its current four-lane end to Maidens is obviously not well-founded or well-researched. This is a rural area, with little traffic and it would be a poor use of scarce infrastructure resources. As a property owner in Sabot Hill, we are opposed to this project. We do not believe a need can be demonstrated by traffic studies or will be supported by public opinion.
Kenneth & Marilyn Cummings
15. The proposed expansion of Route 6 to four lanes from its current four lane end to Maidens is completely unnecessary from a traffic perspective - there is hardly any traffic using the current 2 lane highway. Additionally, such a widening will irrevocably damage the rural setting and natural beauty of the Rte 6 corridor and is inconsistent with the development philosophy of Goochland County and those of us who have chosen to live there. Taking into account the above reasons, the proposed funding of this project represents a wasteful and unnecessary use of taxpayer funds and scarce governmental resources needed for other more urgent local needs. This proposal should be eliminated. Kenneth R. Lee and Amalia Pizzardi
16. We are opposed to the widening of route 6 In Goochland. There is absolutely no need as there are no traffic problems in this area. This would be a huge waste of money and would change the rural feel of our beautiful county for no reason. Why is this even being considered???
17. On widening Rt 6 (River Road West): My property abuts the right of way that will be used to widen Rt 6. I travel from the midpoint of the proposed widening on many days of every week, and at various times of the day and evening (in both directions). I have been doing so for 18 years and I can not remember a single traffic jam or any significant delay. Of course, there is an occasional slow driver but that is a very temporary event. I am quite sure the impact of a 4 lane motorway is quite substantial and permanent. My travel times will be most impacted during the road construction. After which, the greatest impact of the considered widening will be the environmental impact as opposed to improved traffic flow. What environmental impact? More pollutant run off into the James river, more road kill, more traffic noise, more U turns if the road is divided. The widening will not benefit anyone who lives nearby and offer little benefit to travelers. In fact, the beautiful and tranquil nature of this scenic byway will be FOREVER damaged. Does this widening require all the utilities to be relocated as well? Electric, phone, fiber, cable...oh that's right we don't have cable for broadband or tv. Perhaps broadband infrastructure should precede the dB gain from faster traffic??? Broadband not Broadway. Bobbie & Brad Meredith
18. We live on the proposed section of Forest Hill and oppose widening Forest Hill Ave. It will bring anything positive to the area. I would rather see the money go to traffic slowing/enforcement, pedestrian assistance and protected bike lanes extending to Westover Hills Boulevard or create a mixed use path that connects to the Park system for cyclists and pedestrians to use. It is already difficult to cross this section of FHA and widening it will make this worse. I would also rather see the right lane of FHA heading eastbound at the intersection of Forest Hill and Westover Hills be

changed to a right turn only lane. Turn the extended lane on the east side of Westover Hills Blvd into parking and protected bike lanes. The merge lane is often a race/contention area for traffic.

19. I agree and oppose widening Forest Hill. It needs more safe pedestrian crossings and needs to made safe for pedestrians. Cars feel too entitled to treat Forest Hill like an expressway. End the tolls on the bridges to lower traffic.
20. I am a resident of Westover Hills and oppose the proposition to widen Forest Hill Ave. This stretch of Forest Hill Ave. is in a residential area and adjacent to a city park. There are many pedestrian crosswalks in this area and high pedestrian traffic. Pedestrian safety is already a concern - a 14 year old boy was struck and nearly killed in the 43rd street crosswalk in 2018; drivers routinely speed through signaled crosswalks even after pedestrians have entered the road - and this would only put pedestrians more at risk. Additionally, the city conducted a traffic study of this area less than two years ago that resulted in recommendations for traffic calming measures. Widening the road is at odds with the results of this study.
21. I am writing to oppose the projected widening of Forest Hill Avenue in Soutj Richmond. This seems to be an example of a solution looking for a problem. Traffic already moves too fast in this area and several accidents have been caused by excessive speed. This neighborhood is already struggling with an over amount of traffic moving too fast. This project will exacerbate that issue. As a resident of this area for more than 30 years, I am writing again to oppose this project
22. I would like to go on record as being opposed to widening Route 6 in Goochland . This action would totally destroy the village of Crozier. Many have homes along this highway that would be lost or severely devalued. My husband and I moved to Goochland for peace and quiet that would be destroyed by this project. Furthermore, the county is ill-prepared for this type of expansion. Melissa Fivecoat, Crozier
23. I'm a resident of Westover Hills and I strongly oppose the plan to widen Forest Hill Avenue. Based on the slow progress with the existing project on Forest Hill Ave. west of Powhite, I have no confidence that this can be completed in a timely manner. The widening of Forest Hill Avenue will serve mostly residents that live outside of Richmond city. It seems unreasonable that Richmond city residents should have to pay for it via taxes. Finally, and most importantly, it is already dangerous to cross Forest Hill Avenue to get to the park. Winding the street will make it nearly impossible.
24. We are totally opposed to the expansion of Route 6 to four lanes from its current four lane end to Maidens. There is absolutely no traffic need for this expansion and the \$86,000,000 expenditure would be a total waste of taxpayer funds. In addition, the road expansion will ruin the natural beauty of the area. For all these reason, this project should not even be considered. RS Reynolds 111 & Pamela Reynolds
25. A Forest Hill Terrace resident since 2001. It is already difficult to cross Forest Hill Avenue to get to one of our best resources, Forest Hill Park. Even with two person activated cross-walk lights, MANY people do not stop making getting across the

current two lanes very dangerous. This is a neighborhood with a historic designation. As other residents have indicated, we need measures to continue to calm traffic, not entice more people to take this short cut to avoid tolls. Have you considered working with RMTA to reduce tolls or provide a discounted rate for commuters to entice them to use better roads for commuting purposes. Even with the bike lanes, it is dangerous for bikers to travel or individuals who have the audacity to block traffic to make a left-hand turn onto their street. Please find a better way to spend these dollars. Jill McCormack

26. As a Forest Hill terrace resident for over 30 , I have seen many positive changes in this park neighborhood. Because of the renewed popularity of the adjacent park areas, the speed limit has been lowered to 30 recently, with additional discussion for more traffic calming measures possible. This is supported by any resident who tries to cross FH at 41st virtually taking their life in their hands, at any time of day. Pedestrian Xwalk laws are still ignored. Without MORE traffic calming measures tragedy is still likely. How could anyone think of turning this area into a 4 lane highway?? Redirect your efforts, please.
27. I live in the Forest Hill neighborhood and am vehemently opposed to the widening of Forest Hill Ave for vehicular traffic. I echo the voices of many of my neighbors who question the need to encourage even more traffic in the city. Can we be more forward looking and creative in how we think about this issue? Why would we want to further contribute to dangerous traffic congestion near a City Park, the James River Park System, and in an Historic Residential Area? We should be working instead to enhance pedestrian walkways and biking areas while slowing vehicular traffic. The Forest Hill area's access to nature, restaurants, coffee shops, and other assets are what make this part of the city so enjoyable to live in and to visit. All of this would be diminished if Forest Hill Avenue were to be widened to order to make marginally faster commute times. Other traffic control options such as the use of Midlothian Turnpike/Powhite Parkway or improved Mass Transit should be considered instead. Historic and natural areas are hard to reclaimed once they are compromised. These special aspects of the city are often undervalued when decisions for development are made. Let's get it right this time.
28. Strongly opposed to widening Forest Hill Ave. That stretch of road is already dangerous to pedestrians with speeders regularly ignoring crossing signals. Our children's school is on FHA and adding traffic will make their school outings across FHA more difficult and dangerous. We should not be increasing traffic through residential and historic neighborhoods. The proposed widening will decrease the value of the Forest Hill neighborhood, make crossing to and from popular Forest Hill Park dangerous, increase pollution and is unwanted. If traffic is a concern, then planners should look at ways to increase the usage of Powhite parkway for commuter traffic or make improvements on Midlothian Turnpike, rather than pushing traffic onto Forest Hill Ave.
29. My household is opposed to the widening of Forest Hill Avenue from 47th Street to Semmes Avenue. Widening roads increases traffic:
https://en.wikipedia.org/wiki/Induced_demand <https://www.wired.com/2014/06/wuwt-traffic-induced-demand/> Forest Hill Ave traffic is exceeding the road's capacity

because drivers use it as a toll-free alternative to 195. It's a much better idea to remove the toll from 195 to incentivize drivers to use that much larger road more often, and to put this cross-town traffic where capacity already exists.

30. I am writing to state my extreme opposition to the widening of Forest Hill Ave from 47th Street to Semmes Ave. My husband and I live on FHA on the 4600 block and I can say with extreme confidence this project is a huge mistake. FHA is already an extremely dangerous road on this stretch with no stop signs or traffic lights. Since moving here in June of 2020, we have witnessed 5 car accidents and a pedestrian being struck by a vehicle right out front of our home - absolutely terrifying. The widening of FHA will not slow cars down nor make it safer for bikers and walkers, but will only encourage more traffic and dangerous driving maneuvers. We own a dog and I am already hesitant and scared to walk on FHA with the current large median because of the reckless driving. We will unfortunately be forced to move if this proposal goes through, and as you know, we certainly will not make the amount of money selling that we bought it for with the widening of this street. We want to stay in Forest Hills for many years and begin a family here, but this proposal to expand the road will certainly drive us away. Additionally, this is a historic neighborhood that is known for its laid back feel and close proximity to our amazing natural resources, like the river and hiking trails. The widening of FHA will certainly diminish all of the amazing things that make this neighborhood so special. Midlothian Turnpike is in extreme close proximity and can be used for heavier traffic. We, the citizens of Forest Hills, beg you to not go through with this proposal. Let the beauty of historic Forest Hill live on and do not succumb to the widening of FHA.
31. I strongly oppose the proposed expansion of Route 6 in Goochland to a 4 lane highway along the James River from Hermitage Road to Maidens Road. This historic scenic Virginia ByWay is rural and not slated for high density development under Goochland County's Comprehensive Plan 2035. While higher density development continues west from Short Pump on Route 250, there is no need to build a 4 lane highway further west on Route 6. The adverse impact on the adjacent James River and on our rural community would be significant. Like the infamous "Bridge to Nowhere," the proposed "Highway to Maidens" is nonsensical, contrary to our County Comprehensive plan, unnecessary, and a waste of taxpayer funds.
32. I am totally against the proposal of this project. We do not need any more traffic problem beside it's a scenic route there should be less traffic in first place
33. I am strongly opposed to widening Route 6. There is absolutely no justification for this. The property along this expanse is not slated for more density and this would be a waste of taxpayer money and time. This part of Goochland needs to be preserved and this type of construction, so close to the river, would also have unwanted environmental impacts.
34. I am strongly against the proposed widening of Route 6 in Goochland county. There is no congested traffic in this area to justify the expense. In addition, the wider highway would further endanger our wildlife by making access to the James more

difficult and hazardous. Finally, the beauty of Goochland county resides in its rural, pastoral character. We should be mindful of preserving this quality , and the diversity of the region for future generations.

35. I am a resident of the Meadows subdivision fronting on Route 6 just west of Hermitage Road. I am opposed to the widening of Route 6 west of Hermitage Road. The volume of traffic does not warrant widening Route 6 to four lanes.
36. The proposed widening of Forest Hill Avenue is not a wise use of our limited resources:
 - Midlothian Turnpike is under utilized, and the poorly designed routing of US60 from Midlothian via Roanoke St. diverts traffic from an underutilized corridor to an already busy corridor.
 - Widening this section of Forest Hill Ave will not improve traffic flow through this area. I have lived 1-2 blocks from Forest Hill Ave for 20 years and can attest that back ups are not caused by the 2 lanes, but rather by the stoplight at Roanoke St which is needed to handle the traffic unwisely diverted off Midlothian Turnpike (see 1. above)
 - Speeding and reckless/careless driving is already a problem in this corridor. Adding lanes contradicts all the other traffic calming measure implemented in the city so far. (e.g. Patterson Ave)
 - Why are we subsidizing construction with tax dollars in an attempt to provide an alternative to the RMA system?
 - Why does a city neighborhood have to pay the price in speeding, noise, loss of property value, and general quality of life in order to provide more convenience to commuters living outside the city?
 - Why are we proposing projects like this that encourage yet more driving when other parts of the city are encouraging a reduction in driving? (e.g. Pulse Corridor, Transit-Oriented-Development, etc.)
37. There is no reasonable need for widening Forest Hill Avenue. If anything, it needs to be narrowed to slow traffic down, perhaps with some of those curb bump outs like those installed further down on Bainbridge. Encourage and protect pedestrian traffic instead - walking to the schools, the churches, the restaurants and businesses, and THE HUGELY POPULAR PARK within this stretch. The lights installed at 41st and 43rd get ignored by most drivers, as most are speeding anyway. Also, please consider doing away with the tolls on the Downtown Expressway. It was built for this very purpose, and more commuters would use it if they didn't have to pay tolls and slow down to do so. Certainly \$12,000,000 could be better spent elsewhere, like maintaining the roads we already have.
38. I strongly oppose the proposed widening of Forest Hill Avenue for the following reasons:
 - decrease in lot size and loss old growth trees, resulting in decrease in quality of living for residents and loss of home values
 - increased danger to pedestrians, current pedestrian crossings in the area are already inadequate, adding additional lanes will exacerbate the situation and is not aligned with Vision Zero

- bike lanes are already adequate in this stretch of FHA, bike lane improvements are needed elsewhere
 - current proposal is based on traffic studies complete prior to COVID-19, traffic patterns have meaningfully changed with an increase in work from home. Irreversible road project should not be completed in the midst of such a significant shift in public life
 - lane widening is in stark contrast for traffic calming measurements taken in similar city neighborhoods (ex. decreasing lanes on Patterson in the near west end); widening FHA may increase vehicle speeding
39. There is absolutely no need to widen Forest Hill Avenue to Semmes Avenue. Traffic counts certainly don't warrant it and, as a resident of the area, I know I speak for many when I say we don't want it. Spend that \$12 million where it's needed, rather than doing unnecessary projects that will only harm the surrounding neighborhoods with diminished yards on Forest Hill, increased speeds, and more dangerous street crossings.
40. I think that the idea of making Forest Hill Avenue to Semmes Avenue is perhaps the WORST idea that I have ever heard. I have lived on W 45th Street for 16 years and in the neighborhood for a total of 20 years. I have never actually experienced traffic, and I'm not too sure why we should spend \$12 million dollars on this project. Certainly, there could be a better use of taxpayer dollars to other projects that could make a beneficial change. Education, for one.
41. I strongly oppose widenening Rt 6 per the suggested plan. Let the development proceed along Rt 250 and allow Rt 6 to remain rural to keep the balance correct in Goochland. There is no traffic issue. The moment you expand it, we will lose grip on the bucolic scenic drive. There is nothing between Hermitage Rd and Maidens Rd that requires this widening. 522 and Goochland are not such attractive targets for traffic that this would be justified
42. I strongly oppose the proposal to widen Rt.6. Traffic has not greatly increased (if I pass 3 cars I'm lucky). Rt. 6 is scenic and does not need to become a parkway of any sort. To widen Rt.6 would compromise the integrity of what is so great about Goochland County. I concur with comments above that this project would do no more than create unneeded chaos over the next several years. Does this push come from the federal dollars that RVA has neglected to use and is now forced to put into motion else risk having to return the funds? Let's not throw darts on a map to make changes to areas where changes are not necessary. I strongly oppose the proposal to widen Rt.6.
43. A properly engineered and scenic parkway widening of Route 6 from Hermitage Rd to Maidens Landing would be welcome. Traffic has greatly increased along that stretch of road during the 20 years we have lived in Joe Brooks Farms. A strong consideration should be creating a bike lane or at least a wide shoulder in both directions. We have a lot of bikers in the area now. Rt 6 is an optimum East to West gateway in the region for bikers and joggers. A wide shoulder is an added safety and convenience rest area for disabled vehicles. Biking along HWY 250 is very dangerous. We are blessed with many quiet and beautiful country roads in Virginia. Connecting

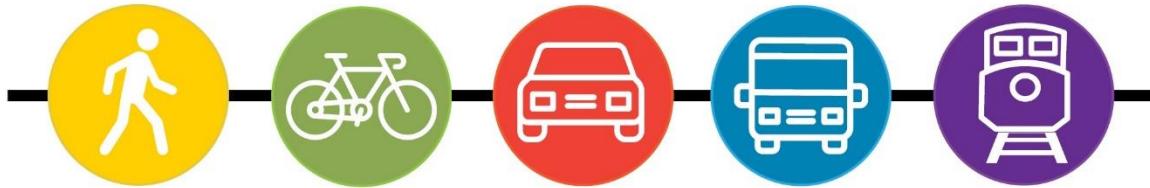
them together along safe rural corridors would be beneficial to both recreational bikers and automotive operators concerned with safety and highway efficiency.

44. Hi! As a landowner of Brookview Farm, and raised next to my Grandparents place at Sabot Hill, I so value the cultural history and rural feeling of Goochland. I also have seen that more roads means more traffic and sprawl. So let's say 20, 50 years down the road, and Rt 6 is packed with cars (hopefully not), the best solution would be to keep it one lane, put in a traffic light if necessary and then people could grab a coffee at Sabot station before they take the zippy commuter train in town. :)
45. I am in opposition of the plan to widen Route 6. There needs to be rigorous review and much greater public comment before any additional steps are taken. It is inconsistent with the work already accomplished by the Goochland Planning document 2035. Goochland could use \$84 Million to do a lot more good rather than providing 2 lanes to nowhere.
46. I am commenting to register my strong disapproval of the proposal to widen Forest Hill Avenue between 47th St. and Semmes Avenue. My primary objections are:
 - Judging by the project on FHA on the other side of Powhite Pkwy, this will be an inconvenience to the community for 3+ years to come.
 - Homeowners will be forced to give up significant yard space, as well as city-installed landscape plants, and trees of significant age.
 - Congestion is an occasional problem at best, and doubling the number of lanes may more harm than good by encouraging speeding and increasing unnecessary traffic.
 - Increased traffic means increased noise, pollution, and danger to pedestrians.Thank you for your attention.
47. Please register my strong opposition to the widening of Rt. 6 in Goochland County. There is no reason to widen Route 6 when a plan for the further development in and around Rt. 250 in Goochland County is well underway. The focus of these taxpayer funds should be on other needs (including the review of other internal roads such as Route 623 between Rt. 250 and Interstate 64 including the intersection at Rt 623 and Interstate 64) and other more responsible use of these funds. There should be more time allowed for public hearings and community involvement for Goochland County residents and leadership.
48. I am writing to voice my opposition to widening Rt 6 in Goochland County. There is no need to widen Rt 6, as it is adequate for current and anticipated future needs. Rt. 6 is a scenic road and the additional construction would be detrimental to its bucolic nature and the beauty of Virginia. Once again, I am opposed to the expansion of Rt 6 in Goochland County.
The monies should be returned to the taxpayers, perhaps best used to offset the new high mileage and electric vehicle surcharge that is being disproportionately and inappropriately levied on those who choose vehicles that use lower fossil fuels. Thank you, Arthur Kaye
49. Goochland County does not need a widening of Route 6. The corridor is not crowded and per the County's long range Planning Document (County Comprehensive Plan 2035) no increased densities of housing are located on the Route 6 corridor. The

section being considered is part of what was designated as a Virginia Scenic Byway. Goochland's growth projections for the foreseeable future are modest. The current East -West road system, Route 6, Rt 250 and I-64, is more than adequate to handle the growth projections as articulated in the County's Comprehensive Long Range Plan, which has no mention of widening Route 6.

50. I fully agree with Mr McGuire and Mr Hofman's opinions. There is absolutely no need to widen Rt 6. There is no transportation issue whatsoever , let's keep it a scenic road. The money that would be needed for this unnecessary project would be much better spent on the many really pressing infrastructure improvements in Central Virginia,
51. Route 6 (River Road West) in Goochland has been on the VDOT plans to widen for decades, but the project keeps getting pushed out further to the future. This is due to the fact that it is not necessary to increase capacity on this scenic byway and the future growth identified by the Planning Commission is not along Rt 6. Goochland has Interstate 64 as a major East - West corridor. As a matter of fact, Goochland County Comprehensive Plan 2035 does not call for improvements to Route 6. Why is it that the Regional Planning group wants to push for improvements that the County itself has not identified as a priority?
52. There are too many road widening projects to begin with! In fact, that's the majority of the highway projects listed (46%). Most, if not all, of these street widening projects will only induce greater demand and increase VMT through accommodating more driving space (56% of the highway widening projects don't add additional active mobility space) - which is against the approved goals of the ConnectRVA 2045 plan? I think you could accomplish road diets instead and still have room for the active transportation lanes. I'd hate to see this ConnectRVA 2045 plan center driving as the main outcome of the highway projects.

Connect RVA 2045



Constrained List of Projects

Public Review Comments

June 2 – June 17

Interactive Map Comments June 2 - June 17, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Description | Project Inflated Cost | Time-band | Comment |
|------------|---|-----------------------|-----------|--|
| FAT-10 | Chesterfield Fall Line Trail: Segment 3E - MM 17.7 to MM 18.6 | \$659,000 | TB1 | Pedestrian accommodations along Route 1 in Chesterfield are important for the safety of bus riders. |
| FAT-18 | Richmond Fall Line Trail: Segment 6A - MM 28.5 to MM 30.5 | \$3,610,000 | TB1 | Can't wait for improved bike facilities on Brookland Parkway! |
| FAT-6 | Chesterfield Fall Line Trail: Segment 3C - MM 14.9 to MM 16.8 | \$7,668,000 | TB1 | Pedestrian accommodations along Route 1 in Chesterfield are important for the safety of bus riders |
| FAT-8 | Chesterfield Fall Line Trail: Segment 3D - MM 16.8 to MM 17.7 | \$1,743,000 | TB1 | Pedestrian accommodations along Route 1 would be helpful to bus riders. |
| | | | | General comment on all projects: The good news: The connectRVA has five icons - only one is a car. The bad news: if more than 20% of our infrastructure spending goes to supporting more car travel. Please prioritize cyclist connections and increased bus service. Autos are ruining this city. Thanks!! |
| FHW-119 | US-1 & E Parham Rd Intersection Improvement | \$1,656,000 | TB1 | Please prioritize cyclist connections and increased bus service. Autos are ruining this city. Thanks!! |
| FHW-120 | US-1 & VA-30 Intersection Improvement | \$7,506,000 | TB1 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening suburban intersections that will only induce more car travel |
| FHW-156 | VA-161, Brookland Pkwy & Westwood Ave Intersection Improvement | \$8,831,000 | TB1 | Yes, make this a more pedestrian and bike friendly intersection that supports nearby mixed use and residential. |
| FHW-45 | Construction of an auxiliary lane between Exit 185 (US-33) and Exit 186 (I-195) | \$13,246,000 | TB1 | This is not a current or near term need. Invest in transit first and reduce car demand |
| FHW-45 | Construction of an auxiliary lane between Exit 185 (US-33) and Exit 186 (I-195) | \$13,246,000 | TB1 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads. East-west capacity improvements should take the form of light rail from Short Pump to the Airport |
| FHW-56 | I-64 & US-33 Interchange Modification | \$17,661,000 | TB1 | Invest in transit to change the Richmond region's mode share and address climate change. Stop adding capacity through more car lanes. This interchange would pay a substantial cost of expanding Pulse to Short Pump |
| FHW-59 | I-95 Road Widening | \$15,453 000 | TB1 | Peak commuter traffic is the only congestion driving this widening. We need quality transit from Chester to downtown that can shift drivers away from cars. Instead of spending tax dollars on inducing demand, consider congestion pricing and transit first. |
| FHW-59 | I-95 Road Widening | \$15,453 000 | TB1 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads |
| FHW-69 | I-95 & VA-54 Interchange Modification | \$11,38 000 | TB1 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening suburban interchanges that will only induce more car travel |
| FHW-87 | New Road from Hockett Rd to Future Wilkes Ridge Parkway Extension | \$17,037,000 | TB1 | Not needed, this project will only serve to promote urban sprawl. Invest sustainably in the region's core |
| FHW-97 | Pouncey Tract Rd Widening | \$3,311,000 | TB1 | No road widening in Western Hanover - it will induce sprawl development that will eat up productive farm land. |
| FPR-1 | VA Center Commons/I-295/I-95 Park & Ride Lot | \$9,162 000 | TB1 | Agree |
| FPR-1 | VA Center Commons/I-295/I-95 Park & Ride Lot | \$9,162 000 | TB1 | I Agree, Extend BRT to Ashland |
| FPR-1 | VA Center Commons/I-295/I-95 Park & Ride Lot | \$9,162 000 | TB1 | Meets VDOT-identified P&R need. |
| FPR-1 | VA Center Commons/I-295/I-95 Park & Ride Lot | \$9,162 000 | TB1 | Expand BRT onto Rt 1 to Ashland and to Petersburg |
| FPR-10 | I-64 at I-295 in Short Pump Park & Ride Lot | \$7,727,000 | TB1 | I Agree, extend BRT to short pump for park and rides |
| FPR-10 | I-64 at I-295 in Short Pump Park & Ride Lot | \$7,727,000 | TB1 | Meets VDOT-identified P&R need. |
| FPR-10 | I-64 at I-295 in Short Pump Park & Ride Lot | \$7,727,000 | TB1 | Extend BRT to Short Pump and to the Airport |

Interactive Map Comments June 2 - June 17, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Description | Project Inflated Cost | Time-band | Comment |
|------------|---|-----------------------|-----------|--|
| FPR-10 | I-64 at I-295 in Short Pump Park & Ride Lot | \$7,727,000 | TB1 | I Agree, should be compatible with future light rail from Short Pump to the airport |
| FPR-11 | VA- 76/US-60 Park & Ride Lot | \$5,519,000 | TB1 | I Agree, and send BRT down RT 60 in the next 5 years. |
| FPR-11 | VA- 76/US-60 Park & Ride Lot | \$5,519,000 | TB1 | I Agree, should be compatible with future BRT/LRT |
| FPR-12 | VA-76/Jhanke Park \$ Ride Lot | \$5,519,000 | TB1 | I Disagree too close to city. Build and fund local transit feeders to brt. |
| FPR-12 | VA-76/Jhanke Park \$ Ride Lot | \$5,519,000 | TB1 | Meets VDOT-identified P&R need. |
| FPR-13 | VA-288 at US-250 | \$1,987,000 | TB1 | I Agree, extend BRT to short pump and use express buses for longer travel. |
| FPR-13 | VA-288 at US-251 | \$1,987,000 | TB1 | I Agree, should be compatible with future light rail from Short Pump to the Airport |
| FPR-14 | I-64 & VA- 623 (Ashland Rd) | \$1,987,000 | TB1 | Meets VDOT-identified P&R need. |
| FPR-14 | I-64 & VA- 623 (Ashland Rd) | \$1,987,001 | TB1 | I Agree, a park and ride, coupled with well funded local and express transit. However, widening roads would render this a wasted opportunity. |
| FPR-2 | Lewistown Rd/Lakeridge Pkwy or Ashland Park & Ride Lot | \$4,967 000 | TB1 | I Agree, extend brt to ashland |
| FPR-2 | Lewistown Rd/Lakeridge Pkwy or Ashland Park & Ride Lot | \$4,967 000 | TB1 | Meets VDOT-identified P&R need. |
| FPR-2 | Lewistown Rd/Lakeridge Pkwy or Ashland Park & Ride Lot | \$4,967 000 | TB1 | I Agree |
| FPR-3 | Midlothian @ Chippenham Park & Ride Lot | \$8,58 000 | TB1 | I Disagree, too close to city. Build out feeder bus system to BRT spine. Lots are for exurbs. |
| FPR-3 | Midlothian @ Chippenham Park & Ride Lot | \$8,58 000 | TB1 | Let's get BRT down Rt 60 to connect to this! |
| FPR-3 | Midlothian @ Chippenham Park & Ride Lot | \$8,58 000 | TB1 | I Agree, should be compatible with future BRT/LRT |
| FPR-4 | East End CBD at Pulse Terminus-Rocketts Park & Ride Lot | \$3,311 000 | TB1 | I Disagree, too close to city, extend BRTand local routes |
| FPR-4 | East End CBD at Pulse Terminus-Rocketts Park & Ride Lot | \$3,311 000 | TB1 | Is this needed? I never see all of the street parking there full. Extend BRT up Williamsburg Rd/Ave |
| FPR-4 | East End CBD at Pulse Terminus-Rocketts Park & Ride Lot | \$3,311 000 | TB1 | Meets VDOT-identified P&R need. |
| FPR-4 | East End CBD at Pulse Terminus-Rocketts Park & Ride Lot | \$3,311 000 | TB1 | I Disagree - not sure this is needed, and would be better to extend BRT and/or local bus routes, or have TOD at this site with shared parking that can be used as Park and Ride vs. a large parking lot. |
| FPR-4 | East End CBD at Pulse Terminus-Rocketts Park & Ride Lot | \$3,311 000 | TB1 | Better to extend BRT to Laburnum to the Airport, followed by upgrading to light-rail transit |
| FPR-5 | I-64/US-60 at Laburnum Rd Park & Ride Lot | \$3,146 000 | TB1 | I Agree, extend brt to the airport |
| FPR-5 | I-64/US-60 at Laburnum Rd Park & Ride Lot | \$3,146 000 | TB1 | Meets VDOT-identified P&R need. |
| FPR-5 | I-64/US-60 at Laburnum Rd Park & Ride Lot | \$3,146 000 | TB1 | I Agree, should be compatible with future BRT/LRT to the airport |
| FPR-6 | I-295at US-60-Technology Blvd/Elko Rd Park & Ride Lot | \$3,146 000 | TB1 | I Agree, use express buses to the airport and downtown |
| FPR-6 | I-295at US-60-Technology Blvd/Elko Rd Park & Ride Lot | \$3,146 000 | TB1 | Meets VDOT-identified P&R need. |

Interactive Map Comments June 2 - June 17, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Description | Project Inflated Cost | Time-band | Comment |
|------------|---|-----------------------|-----------|--|
| FPR-6 | I-295at US-60-Technology Blvd/Elko Rd Park & Ride Lot | \$3,146 000 | TB1 | Due to increased volume of traffic, especially during the summer months, almost all of I-64 between Richmond and Virginia Beach has been or will be widened to 3 lanes. The section in New Kent between I-295 and Exit 211 carries a high volume of traffic, an estimated 75,000 vehicles per day. Do not understand why widening this section would be pushed to 2045, causing a major bottleneck on I-64. In addition to the through traffic, New Kent County is forecasted for significant growth in population, putting more local vehicles on this road in coming years. Please consider reprioritizing this project. |
| FPR-7 | VA-10/VA- 288 at I-95/I-295 Park & Ride Lot | \$6,181 000 | TB1 | I Agree, build out local bus routes for chester, extend brt down route 1 as far as the casino site or further, use express buses to connect to downtown |
| FPR-7 | VA-10/VA- 288 at I-95/I-295 Park & Ride Lot | \$6,181 000 | TB1 | Meets VDOT-identified P&R need. |
| FPR-7 | VA-10/VA- 288 at I-95/I-295 Park & Ride Lot | \$6,181 000 | TB1 | I Disagree, prepare for future regional rail and put a P&R in downtown Chester next to the rail line |
| FPR-8 | US-250 at Willow Lawn/Staples Mill (Pulse western terminus)Park & Ride Lot | \$6,623,000 | TB1 | Meets VDOT-identified P&R need. |
| FPR-8 | US-250 at Willow Lawn/Staples Mill (Pulse western terminus)Park & Ride Lot | \$6,623,000 | TB1 | I Agree. This Park & Ride is desperately needed for residents of Richmond who do not want to drive to Short Pump, a hazardous route. |
| FPR-8 | US-250 at Willow Lawn/Staples Mill (Pulse western terminus)Park & Ride Lot | \$6,623,000 | TB1 | I Agree. It's not feasible for me to get to the Pulse any other way but driving there. I need somewhere to leave my car. |
| FPR-8 | US-250 at Willow Lawn/Staples Mill (Pulse western terminus)Park & Ride Lot | \$6,623,000 | TB1 | Let's also add some park & Ride and BRT farther out west. Silly that BRT ends just across the city/county line. These arbitrary borders don't control how people move across the region. |
| FPR-8 | US-250 at Willow Lawn/Staples Mill (Pulse western terminus)Park & Ride Lot | \$6,623,000 | TB1 | I Disagree, use this money to extend Pulse to Short Pump |
| FPR-9 | Huguenot Rd at Forest Hill Ave Park & Ride Lot | \$3,311,000 | TB1 | Meets VDOT-identified P&R need. |
| FPR-9 | Huguenot Rd at Forest Hill Ave Park & Ride Lot | \$3,311,000 | TB1 | I Disagree, too close to the city. Needs to be connected to frequent transit. |
| FPR-9 | Huguenot Rd at Forest Hill Ave Park & Ride Lot | \$3,311,000 | TB1 | I Disagree, focus on expanding traditional bus service here |
| FTR-1 | Midlothian Enhanced 15 min transit | \$44,704 000 | TB1 | Yes! Enhanced transit service to Southside is of utmost importance! We should be installing BRT service in this corridor, but increasing the frequency of existing service is a good start. |
| FTR-1 | Midlothian Enhanced 15 min transit | \$44,704 000 | TB1 | Is this BRT? Hope so! |
| FTR-1 | Midlothian Enhanced 15 min transit | \$44,704 000 | TB1 | Enhanced and extended transit service along Midlothian Turnpike in Chesterfield should be a top priority. |
| FTR-4 | Rt 1 North Enhanced Route along existing from CBD to Wilmer/Chamberlayne and then extended to Parham Road | \$17,551 000 | TB1 | So excited for a North-South BRT down Chamberlayne it is very much needed. I hope it comes with pedestrian safety improvements as it is on the high injury network from Vision Zero. It would be great if this BRT has a reserved lane painted in red |
| FTR-4 | Rt 1 North Enhanced Route along existing from CBD to Wilmer/Chamberlayne and then extended to Parham Road | \$17,551 000 | TB1 | A north-south BRT line is the most important, and urgent, next step to enhancing our regional transit service. Strongly approve! |

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| Project ID | Project Description | Project Inflated Cost | Time-band | Comment |
|------------|---|-----------------------|-----------|---|
| FTR-4 | Rt 1 North Enhanced Route along existing from CBD to Wilmer/Chamberlayne and then extended to Parham Road | \$17,551 000 | TB1 | Since 1987 the LWV-RMA has supported public transportation. We support this proposal to enhance and extend bus service along Route 1 north of the City of Richmond to Parham Road in Henrico. |
| FTR-6 | Enhanced Transit route of existing Short Pump route, transfer at Willow Lawn BRT to Short Pump Town Center. | \$26,492 000 | TB1 | I'm not sure what this means exactly, but if it's the extension of BRT to Short Pump then I'm all for it! |
| FTR-6 | Enhanced Transit route of existing Short Pump route, transfer at Willow Lawn BRT to Short Pump Town Center. | \$26,492 000 | TB1 | 15 minute service would promote greater ridership |
| FTR-6 | Enhanced Transit route of existing Short Pump route, transfer at Willow Lawn BRT to Short Pump Town Center. | \$26,492 000 | TB1 | The LWV-RMA has supported bus service since 1987. We fully support this enhancement of West Broad Street service. |
| FTR-6 | Enhanced Transit route of existing Short Pump route, transfer at Willow Lawn BRT to Short Pump Town Center. | \$26,492 000 | TB1 | We need this ASAP with reliable service |
| FTR-6 | Enhanced Transit route of existing Short Pump route, transfer at Willow Lawn BRT to Short Pump Town Center. | \$26,492 000 | TB1 | Strong support for extending the BRT to Short Pump, or any improvement to bus service along this key jobs corridor. |
| FHW-1 | Archie Cannon Dr New Overpass | \$38,597 000 | TB3 | Agree |
| FHW-10 | Cauthorne Rd Road Widening | \$41,566 000 | TB3 | No road widening in this rural part of Hanover. It will create sprawling development eating up farm and forest land. |
| FHW-10 | Cauthorne Rd Road Widening | \$41,566 001 | TB3 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel/urban sprawl and that are far from today's population centers |
| FHW-103 | Richmond Henrico Tpk Road Widening | \$44,535 000 | TB3 | This road widening was never needed to accommodate tens of thousands of race day fans. Why invest in it now? Extend frequent bus service first |
| FHW-104 | River Road Road Widening | \$33,401 000 | TB3 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening suburban roads that will only induce more car travel |
| FHW-106 | Rural Point Rd Widening | \$37,113,000 | TB3 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening suburban roads that will only induce more car travel/urban sprawl and that are far from today's population centers |
| FHW-118 | US-1 Widening | \$34,144,000 | TB3 | Widening Rt 1 will not alleviate traffic and will only make the area more dangerous for pedestrians and cyclists. Vehicle travel lanes need to be removed and replaced with sidewalks, the speed limit needs to be reduced to 25 MPH at most, and street trees need to be planted to reduce urban heat. Widening Rt 1 will further isolate areas of the Town of Ashland and cut people off from accessing fresh food. |
| FHW-118 | US-1 Widening | \$34,144,000 | TB3 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel. Invest in regional rail to enhance north-south capacity instead |
| FHW-126 | US-33 Widening | \$43,051,000 | TB3 | Road widening beyond 295 only increases exurban development. It doesn't connect the region. It spreads us out. Build our transit first |

Interactive Map Comments June 2 - June 17, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Description | Project Inflated Cost | Time-band | Comment |
|------------|---|-----------------------|-----------|---|
| FHW-126 | US-33 Widening | \$43,051,000 | TB3 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening suburban roads that will only induce more car travel and that are far from today's population centers |
| FHW-133 | US-60 Widening | \$48,989,000 | TB3 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel |
| FHW-133 | US-60 Widening | \$48,989,000 | TB3 | Invest in regional rail to Midlothian/Amelia and light rail on Midlothian Turnpike to increase capacity instead |
| FHW-135 | US-60 Widening | \$59,380,000 | TB3 | If this solution facilitates bicycle and pedestrian mobility, strongly in favor. |
| FHW-153 | VA-150 & US-360 Interchange Modification | \$48,989,000 | TB3 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening intersections that will only induce more car travel |
| FHW-154 | VA-150 & US-60 Interchange Modification | \$50,612,000 | TB3 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening intersections that will only induce more car travel |
| FHW-157 | VA-288 Widening | \$63,388,000 | TB3 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening suburban roads that will only induce more car travel |
| FHW-167 | VA-288 & US-360 Interchange Modification | \$43,793,000 | TB3 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening interchanges that will only induce more car travel and urban sprawl |
| FHW-183 | Woodman Rd Widening | \$66,803,000 | TB3 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel |
| FHW-2 | Ashland Rd Widening | \$35,560,000 | TB3 | Widening 288, one of the newest highways in the region, is a testament to induced demand. We can't keep building out car infrastructure. |
| FHW-42 | I-64 auxiliary lane between Exit 181 (Parham Rd) and Exit 183 (US-250) | \$76,304,000 | TB3 | Is this needed? |
| FHW-5 | Ashland Rd Widening | \$47,504,000 | TB3 | No road widening. It just induces demand for low density and more cars. Prioritize transit first. Reduce car usage to reduce demand. |
| FHW-5 | Ashland Rd Widening | \$47,504,000 | TB3 | this road widening will turn western Hanover into a sprawling version of the Short Pump area. This is not supported by citizens and particularly those who live in that part of the county. |
| FHW-58 | I-95 SB auxiliary lane between Exit 67 (VA-150) and Exit 69 (Bells Rd) | \$37,855,000 | TB3 | Divert thru traffic around the city and invest in transit first. We do not need more or wider city highways |
| FHW-58 | I-95 SB auxiliary lane between Exit 67 (VA-150) and Exit 69 (Bells Rd) | \$37,855,000 | TB3 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel. Invest in regional rail to Chester/Petersburg to increase capacity in this corridor |
| FHW-84 | N Gayton Rd Widening | \$34,144,000 | TB3 | All of these road widening projects need to wait. We haven't built out transit. |
| FHW-84 | N Gayton Rd Widening | \$34,144,000 | TB3 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel and invest in light rail from Short Pump to the Airport instead |
| FTR-8 | West End South Combination of enhanced existing route to Regency and extension to Gayton Crossing | \$198,924 000 | TB3 | Increased capacity should include bike/bus only lanes. |

Interactive Map Comments June 2 - June 17, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Description | Project Inflated Cost | Time-band | Comment |
|------------|---|-----------------------|-----------|--|
| FTR-8 | West End South Combination of enhanced existing route to Regency and extension to Gayton Crossing | \$198,924 000 | TB3 | Increased capacity should include bike/bus only lanes (in Carytown) |
| FTR-8 | West End South Combination of enhanced existing route to Regency and extension to Gayton Crossing | \$198,924 000 | TB3 | This should be fast tracked. Carytown needs more transit access and less parking. |
| FTR-8 | West End South Combination of enhanced existing route to Regency and extension to Gayton Crossing | \$198,924 000 | TB3 | Need transit + bike/bus only lanes |
| FTR-8 | West End South Combination of enhanced existing route to Regency and extension to Gayton Crossing | \$198,924 000 | TB3 | There is no reason that this project should wait over a decade to proceed. Shift money from road widenings to make this project happen sooner. The Richmond region urgently needs to invest in transit projects to change mode share and meet climate goals |
| FAT-26 | James River Heritage Trail : Henrico | \$51,647,000 | TB4 | This project does not seem necessary to me. We should be investing our funds in transit enhancements, not road widening. |
| FAT-26 | James River Heritage Trail : Henrico | \$51,647,000 | TB4 | This is a busy road for bikers and cars with no safe trail or bike path. Glad to see an effort to improve that safety and mobility situation |
| FHW-105 | Rural Point Rd Widening | \$53,369,000 | TB4 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening suburban roads that will only induce more car travel and urban sprawl |
| FHW-117 | US-1 Widening | \$62,493,000 | TB4 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel. Invest in Regional Rail to Ashland and Fredericksburg instead to increase north-south capacity |
| FHW-127 | US-360 Widening | \$72,995,000 | TB4 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel |
| FHW-131 | US-360 Superstreet | \$92,621,000 | TB4 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel |
| FHW-142 | VA-10 Widening | \$94,686,000 | TB4 | This project does not seem necessary to me. We should be investing our funds in transit enhancements, not road widening. |
| FHW-142 | VA-10 Widening | \$94,686,000 | TB4 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads. Invest in Regional Rail south to Chester and Petersburg instead of this unnecessary widening |

Interactive Map Comments June 2 - June 17, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Description | Project Inflated Cost | Time-band | Comment |
|------------|--|-----------------------|-----------|--|
| FHW-158 | VA-288 Widening | \$77,471,000 | TB4 | Widening 288 before we invest in connecting inner suburbs is just investment for sprawl. Chesterfield needs transit, not more cars |
| FHW-158 | VA-288 Widening | \$77,471,000 | TB4 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads. Widening Richmond's 2nd beltway far from population centers is a waste of money. |
| FHW-162 | VA-288 & Courthouse Rd Interchange Modification | \$43,039,000 | TB4 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening intersections that are far from population centers and will only induce more car travel |
| FHW-166 | VA-288 & US-360 Interchange Modification | \$87,972,000 | TB4 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major intersections that will only induce more car travel |
| FHW-168 | VA-288 & US-360 Interchange Modification | \$75,233,000 | TB4 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major intersections that will only induce more car travel |
| FHW-4 | Ashland Rd Widening | \$74,888,000 | TB4 | This project does not seem necessary to me. We should be investing our funds in transit enhancements, not road widening. |
| FHW-4 | Ashland Rd Widening | \$74,888,000 | TB4 | Invest in connecting first ring suburbs to transit first. Road widening is unsustainable infrastructure sprawl. |
| FHW-4 | Ashland Rd Widening | \$74,888,000 | TB4 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening suburban roads that will only induce more car travel and urban sprawl, far from any existing population centers today |
| FHW-40 | I-64 EB & WB auxiliary lane between Exit 178 (US-250) and Exit 180 (Gaskins Rd). | \$129,634,000 | TB4 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel. Invest in Light Rail from Short Pump to the Airport to increase east-west capacity instead |
| FHW-46 | I-64 Road Widening EB | \$126,458,000 | TB4 | This project does not seem necessary to me. We should be investing our funds in transit enhancements, not road widening. |
| FHW-46 | I-64 Road Widening EB | \$126,458,000 | TB4 | It doesn't appear that the rapid growth that is currently occurring in New Kent, or the even greater growth that will happen in the next five years has been considered by the study group with respect to this project. I-64 E and W carries more traffic per day right now than that carried through James City County (which has just expanded to three lanes). Given the high volume of beach traffic, combined with truck traffic, between Tidewater and Richmond, I-64 is often at a standstill as it passes through New Kent. There is a serious existing issue with the sheer volume of traffic right now that will only get much worse in the immediate future. Respectfully, this project needs to be re-evaluated with due consideration given to the current and near-term (next five years) growth in both local and transient volume of traffic. |

Interactive Map Comments June 2 - June 17, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Description | Project Inflated Cost | Time-band | Comment |
|------------|-----------------------|-----------------------|-----------|--|
| FHW-47 | I-64 Road Widening WB | \$129,309,000 | TB4 | This project does not seem necessary to me. We should be investing our funds in transit enhancements, not road widening. |
| FHW-47 | I-64 Road Widening WB | \$129,309,000 | TB4 | It doesn't appear that the rapid growth that is currently occurring in New Kent, or the even greater growth that will happen in the next five years has been considered by the study group with respect to this project. I-64 E and W carries more traffic per day right now than that carried through James City County (which has just expanded to three lanes). Given the high volume of beach traffic, combined with truck traffic, between Tidewater and Richmond, I-64 is often at a standstill as it passes through New Kent. There is a serious existing issue with the sheer volume of traffic right now that will only get much worse in the immediate future. Respectfully, this project needs to be re-evaluated with due consideration given to the current and near-term (next five years) growth in both local and transient volume of traffic. |
| FHW-47 | I-64 Road Widening WB | \$129,309,000 | TB4 | New Kent County is one of the fastest-growing counties in the Commonwealth, and is bisected by one of the busiest stretches of I-64. Every day, massive volumes of commercial and private vehicle traffic (much of it tourism-driven, but an ever-growing contingent of service vehicles, tractor/trailer combos, etc., as well) increasingly crowd and clog this vital transportation artery. In fact, the only stretch of I-64 that is dependably free-flowing is the 5 mile stretch between I-295 and Exit 205 which, coincidentally, was just upgraded to three lanes in both directions. On any other portion of I-64 through New Kent, drivers can count on multiple slowdowns and other (some serious) traffic disruptions due to heavy traffic and impatient drivers. This is a project that cries out for early implementation, not just for New Kent County but for drivers across the growing Richmond metropolitan area. |
| FHW-47 | I-64 Road Widening WB | \$129,309,000 | TB4 | Chris Goebel, Co-Chair, Community Strategy Council, The Groves at Farms of New Kent |
| FHW-47 | I-64 Road Widening WB | \$129,309,000 | TB4 | one remaining sector of the RVA region that can and is currently experiencing an explosive growth spurt. This eastern region, including Western New Kent County is that sector. I-64, both eastern and western portions, between exits 205 and 211 already experience daily traffic volumes that exceed capacity at all peak periods (commuter and tourist). Slow downs, back ups, disabled vehicles and crashes are now almost a daily occurrence. With 2 truck stops located at exit 211, this further increases the vehicular intermix that leads to troublesome and inconsistent flow patterns on a 2 lane interstate. The time to address this is not 5, nor 10, nor 20 years from now, but now. This section of I-64 is not only vital to the unencumbered growth within New Kent but to the continuing growth of essential retail, medical, entertainment and transportation hubs within central Richmond. |
| FHW-47 | I-64 Road Widening WB | \$129,309,000 | TB4 | Andrew Shine Operations Committee Chairperson Land Bay V The Groves. New Kent County is probably the fastest growing County in Virginia. With the 3 lanes already completed off 295 averaging 74,000 vehicles daily leading into the 2 lanes at exit 205 is of serious concern with the fast growing of New Kent and the surrounding areas. Lets also add in the seasonal traffic and bumper to bumper traffic thru this 2 lane area. The time to address this is now as the increasing traffic congestion will bring a negative impact to our growing Economy. |

Interactive Map Comments June 2 - June 17, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

| Project ID | Project Description | Project Inflated Cost | Time-band | Comment |
|------------|--|-----------------------|-----------|---|
| FHW-47 | I-64 Road Widening WB | \$129,309,000 | TB4 | <p>While we applaud the inclusion of off road trails and public transit in this recommended plan, it doesn't make sense to many of us who live in the close proximity suburban neighborhoods to include those in the allocation of funds for primary and secondary roads. After all, there are separate funding sources for these improvements (which we wholeheartedly support, by the way).</p> <p>I-64 East and West, as it traverses through New Kent County, carries more traffic than any other road in the entire area, over the course of each week. An average of two serious accidents per day occur along this stretch of I-64. Ignoring this obvious requirement until 2040-2045 is simply irresponsible.</p> |
| FHW-47 | I-64 Road Widening WB | \$129,309,000 | TB4 | <p>Due to increased volume of traffic, especially during the summer months, almost all of I-64 between Richmond and Virginia Beach has been or will be widened to 3 lanes. The section in New Kent between I-295 and Exit 211 carries a high volume of traffic, an estimated 75,000 vehicles per day. Do not understand why widening this section would be pushed to 2045, causing a major bottleneck on I-64. In addition to the through traffic, New Kent County is forecasted for significant growth in population, putting more local vehicles on this road in coming years. Please consider reprioritizing this project.</p> |
| FHW-47 | I-64 Road Widening WB | \$129,309,000 | TB4 | Consider the impacts to surrounding communities of widening this stretch of freeway and inducing more traffic. |
| FHW-47 | I-64 Road Widening WB | \$129,309,000 | TB4 | Hopefully this interstate widening won't be needed in 2040-45. Why not budget something less than \$129M to figure out a better way to move freight and people along this corridor? |
| FHW-47 | I-64 Road Widening WB | \$129,309,000 | TB4 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads. Use this money to invest in passenger rail from Richmond to Hampton Roads instead. Regional rail to the airport & Providence Forge is a more sustainable way to increase capacity east of Richmond |
| FHW-53 | I-64 & Gaskins Rd Interchange Modification | \$82,291,000 | TB4 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major intersections that will only induce more car travel. Invest in BRT/LRT instead. |
| FHW-75 | Judes Ferry Rd Widening | \$58,516,000 | TB4 | Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel/urban sprawl and that are far from today's population centers |
| FHW-8 | Carolina Ave Widening | \$61,288,000 | TB4 | Adjacent warehouse development is driving this widening. We can't pay to supply this infrastructure when those companies should have built near existing corridors. It's no different than a tax subsidy. This can't be a priority until freight and transit is improved. |

ConnectRVA 2045 Website Comments

June 2- June 17

<https://www.connectrva2045.org/post/public-review-connectrva-constrained-project-list>

1. Mariia Zimmerman

Thanks for the chance to review and comment. Overall, this set of projects is too road/freeway heavy. Glad to see those projects included to provide trails and transit enhancements. Our region has a serious detriment of both leading to poor overall access and a big GHG impact. If road projects are needed, priority should be to design these to enable safer bicycling and better transit service. The scores for these projects is also hard to follow. Most seem to have very low equity or accessibility benefits, and the environmental benefits of road widenings are questionable at best. The entire set of projects should be evaluated as a whole for its impact on racial inequality and climate change.

2. Trevor Bullard

I agree with much of what's been said with regards to the feedback that these plans are much too heavily weighted toward building or widening roads, and not enough for people-centric investment. By reducing funds spent on roads and influencing the city in a transit/human-powered movement direction, Richmond will become fiscally stronger and will assist with reducing the impact on the Earth's climate. It's an absolute MUST that we significantly pare back the projects to make new roads or existing roads bigger for cars

3. DK Campbell

We need more pedestrian and bike infrastructure, widening roads and adding more highways reduces safety while increasing congestion. adding more biking and walking infrastructure helps reduce congestion in cities. We see this in effect via the first street cycle track. while it reduced a lane, it decreased congestion at lights allowing traffic to flow more smoothly. cycling and pedestrian infrastructure helps give access to the city for those who don't drive, reduces the burden on roads and helps reduce traffic injuries and fatalities.

4. Wyatt Gordon

Funding any highway expansions or additional lanes is akin to committing climate arson. Our region doesn't have a problem with traffic, and we know from studies and decades of experience that building more lanes only encourages more people to drive. Look up "induced demand." We have the worst funded transit system in the country per capita. The vast majority of residents in Greater Richmond don't have sidewalks or walking and biking paths to take care of their basic needs outside of a car. We can't double down on costly and deadly car dependency by wasting 87% of our transportation funding for the next 25 years on more highways. All of the road projects got scores 3x lower than the walking and biking projects, 2x lower than the transit investments, and almost every public comment so far has been against more highway spending. When you produce a set of projects that ignores what residents want and what your own scoring metrics, then it's no wonder that people disengage from these "participatory" processes. Do better.

5. Susan Barstow

If this is to be anything resembling a conscientious, realistic, and forward-thinking plan, it must focus on mass transit, ride sharing, cycling, and walking. A plan that seeks to build, expand, and widen private-vehicle roads is not the answer. Highway and road expansion is not the answer to the grievous climate crisis we now face, and it is not the answer to the deep inequities in access that have become entrenched in our cities and towns. I hope that Virginia can be leader in building a transportation network that prioritizes public transit, ride shares, bikes, and pedestrians.

6. Jeremy Hoffman

An overwhelming majority of these projects are for highway/road expansion without any affordance for active transportation or transit-only lanes. If you emphasize projects that privilege driving over any other form of transportation, then all you get is more private vehicle traffic and dependence. This plan should highlight the potential of revolutionizing our transportation system to promote healthy living in safe, connected neighborhoods and efficient public transportation. The current majority of projects that emphasize private vehicle use will only promote further sprawl, traffic, congestion, pedestrian and cyclist deaths and injuries, and overall disconnection of our communities. I disapprove of this current focus and hope that you can take a clear stance that widening/expanding roads for more cars is NOT something that we should be doing now and into the future!

7. doug.allen757

Please do not consider any projects that add car-only lanes to existing roads and highways. The induced demand created by additional lane miles will not

fix congestion and will attract more driving, further worsening the issues of traffic, congestion, climate change, and sprawl.

Sulabh Aryal

To: Sulabh Aryal
Subject: FW: Public Review: ConnectRVA 2045 - Cost Constrained List of Regional Projects (6-2-2021 Draft)

From: Billy Rohrig <brohrig@hotmail.com>
Sent: Wednesday, June 2, 2021 7:30 PM
To: RRTPO <rtpo@planrva.org>
Subject: Re: Public Review: ConnectRVA 2045 - Cost Constrained List of Regional Projects (6-2-2021 Draft)

Sent from my iPhone

On Jun 2, 2021, at 5:23 PM, RRTPO <rtpo@planrva.org> wrote:

Good afternoon –

You are receiving this email because you have either served on a committee of the Richmond Regional Transportation Planning Organization (RRTPO) or have been identified as an interested party. The Richmond Regional Transportation Planning Organization (RRTPO) continues to work on [ConnectRVA 2045](#), the Richmond region's Long-Range Transportation Plan (LRTP). ConnectRVA 2045 will be a significant decision tool to guide how the RRTPO and its partners can address the transportation needs of the Richmond region now and in the future. The ConnectRVA 2045 Advisory Committee (AC) has led the development of the plan with the power to make decisions guiding the process and outcomes.

The comprehensive list of all possible projects that address the needs of the region, or “Universe of Projects” was approved on May 6, 2021. The next step of the process is to work from the [overall scoring](#) of the Universe of Projects to develop a proposed plan that is “constrained” or limited by the funds available for planning, design and construction. The budget is based on projected funding or revenue streams over a 25-year planning horizon of the year 2045.

The draft [Constrained Project list](#) and [online interactive maps \(map 1\) \(map 2\)](#) are now available for your review. Comments may be related to projects that you feel are not mentioned but are needed, projects that should not be included, projects you support, or general questions of clarity. The Constrained Project list addresses the region’s issues identified earlier in the process and serves as the foundation for the ConnectRVA 2045 Plan, providing project priorities by phase or time band while considering total costs of implementation and available funds.

Please share this email with anyone you think may be interested in the region's transportation system. The comment period will be open **until 5:00 PM on June 17, 2021**. All comments will be provided to the AC and RRTPO Policy Board before they vote on the Constrained Project List in early July.

If you have any questions, please contact Chet Parsons (cparsons@planrva.org) or Sulabh Aryal (saryal@planrva.org).

<image001.png>

Richmond Regional Transportation Planning Organization
9211 Forest Hill Avenue, Suite 200
Richmond, Virginia 23235
(804) 323-2033
www.PlanRVA.org

Please do not print this email unless it is necessary. Every unprinted email helps the environment.

This is so useless and just full of RRTPO, LRTP and more crap that means nothing bu give someone a high paying job. If I look at it how will I know when VDOT will make improvements to Ashland road? It nothing more than a wish list. Give it to Santa next year.

Sulabh Aryal

From: Stephanie & Mark Culbertson-Murdoch-Kitt <thekittersons@gmail.com>
Sent: Thursday, June 03, 2021 6:06 AM
To: Sulabh Aryal
Subject: Re: Error with ConnectRVA 2045
Attachments: image001.jpg

Thank you Sulabh!

On Wed, Jun 2, 2021, 11:00 PM Sulabh Aryal <SARYAL@planrva.org> wrote:

Stephanie,

Thank you for letting us know about this error. This issue is with all the projects. The spatial location and the project description do not match for any project. I think this could be because of a technical glitch with the software. We will work on fixing this tomorrow morning.

We have also recorded your input about the Belvidere/Chamberlayne Intersection.

Thank you for participating in the ConnectRVA 2045 planning process. We appreciate your comment.

Sulabh

Check out ConnectRVA2045.org and help us update our regional transportation plan!



Sulabh Aryal, AICP

Transportation Planning Manager

804-924-7045 (New)

saryl@PlanRVA.org

9211 Forest Hill Avenue, Suite 200

Richmond, Virginia 23235

www.PlanRVA.org

From: Stephanie & Mark Culbertson-Murdoch-Kitt <thekittersons@gmail.com>

Sent: Wednesday, June 02, 2021 10:12 PM

To: Chet Parsons <CParsons@planrva.org>; Sulabh Aryal <SARYAL@planrva.org>

Subject: Error with ConnectRVA 2045

Good evening,

It looks like there is an error with the interactive map. The Belvidere/Chamberlayne intersection is showing up as Pouncey Tract (please see attachment). I'm not sure if this can be fixed, so I'd like to email my input on this project. I am in favor as hopefully it will increase pedestrian safety along Chamberlayne where according to Vision Zero, there are many pedestrian injuries and fatalities. In fact, it would be great if it could be moved from TB2 to TB1, or at least be done the first year of TB2.

Thank you for your time.

Stephanie

Sulabh Aryal

From: Virginia Cowles <vipcowles@gmail.com>
Sent: Thursday, June 10, 2021 5:28 PM
To: Sulabh Aryal
Cc: Karen E Rosenblum
Subject: PUBLIC COMMENT ON THE ConnectRVA 2045 Constrained List
Attachments: Bus Stop 1313 Route 1C ice storm Feb 18 2021 test(1).jpg

Because I have tried to use the interactive maps with little success, I am submitting my comments by email.

Since its 2019 survey of pedestrian accommodations for bus riders along West Broad Street in Henrico County, the Transportation Committee of the League of Women Voters of the Richmond Metropolitan Area has supported improvements in pedestrian infrastructure--sidewalks, crosswalks, pedestrian traffic signals--for the accessibility and safety of bus riders. We are pleased to see UPC #118470, #111637, and #115417 among the committed projects of the Cost Constrained List of Regional Projects. UPC #118497 also sounds promising.

The LWV-RMA would like to see FHW-123 moved to the Time Band 1 list. Bus riders need sidewalks for safety all along West Broad Street now, not ten years from now.

In 1987, after a year of study, the LWV-RMA voted to support public transportation in the Richmond area. Therefore we are happy to see FTR1and FTR 6 on The Time Band 1 Cost Constrained List of Regional Projects and are glad that FTR 3, FTR 4, and FTR 8 are included in the constrained list, though we wish they had a higher priority.

The LWV-RMA also recognizes the great need for FPR-8.

Thank you for giving the public an opportunity to comment on the Constrained List of Regional Projects.

Virginia Cowles
Chair, Transportation Committee
League of Women Voters
Richmond Metropolitan Area

cc: Karen Rosenblum, Vice President for Program, LWV-RMA

attached image used with permission from GRTC

Sulabh Aryal

From: Paige Hausburg <paigehausburg@aol.com>
Sent: Monday, June 14, 2021 6:07 PM
To: ConnectRVA2045
Subject: Comments

Hi, please see my comments.

New and wider roads on the outskirts of the region fuel sprawl, subsidizing the conversion of farms and forests to low-density development, and diverting economic investment from the city and older suburbs.

At a time when every possible action must be taken to address the climate crisis, and when the stated Goals and Objectives of the plan are nominally centered around the development of an equitable multimodal transportation network for the region, such a massive expansion of roads on the outer edges of our region would undermine both.

Please don't get rid of our farms and beautiful country side. Less traffic is better

Paige Hausburg

Sent from my iPhone

Sulabh Aryal

From: Jennifer Grogan <reply-to+dfcb10b3d20e@crm.wix.com>
Sent: Tuesday, June 15, 2021 9:54 AM
To: ConnectRVA2045
Subject: [ConnectRVA2045] Engagement - new submission

Follow Up Flag: Follow up
Flag Status: Flagged

Jennifer Grogan just submitted your form: Engagement
on [ConnectRVA2045](#)

Message Details:

First Name: Jennifer

Last Name: Grogan

Email: jenniferrsgrogan@gmail.com

Phone 2: 17817528582

Subject: comments on ConnectRVA plan

Message: Building more roads and widening existing roads makes no sense in a time when we should all be trying to limit private automobile/truck driving. Research has consistently shown that more and wider roads are an incentive for more driving, traffic and pollution. Our efforts should be on mass transit, expanding bike lanes and other means of alternative transportation, and increasing pedestrian safety and access. Thank you.

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.



Sulabh Aryal

From: Nicole Mueller
Sent: Tuesday, June 15, 2021 4:06 PM
To: Sulabh Aryal; Chet Parsons
Subject: FW: Planning Projects Public Comment

Fyi, just received below message.

Nicole

-----Original Message-----

From: Plan RVA <tech@westcarygroup.com>
Sent: Tuesday, June 15, 2021 4:01 PM
To: Nicole Mueller <nmueller@planrva.org>
Subject: Planning Projects Public Comment

Name: Wyatt Gordon

Email: wyatt@vcnva.org

Message:

The metrics for choosing projects overweight speed and ignore the environmental and social costs of expanding highways and road lanes. We need new metrics that prioritize walking and biking facilities, transit access, and the reduction of air pollution. We have one of the highest rates of asthma in the country and one of the worst funded transit systems in the nation. There is no reason for these rankings to build out more highway lane miles no one needs as ever more people continue to work from home.

Sulabh Aryal

From: Frederick Fisher <fsfisher@aol.com>
Sent: Wednesday, June 16, 2021 3:54 PM
To: ConnectRVA2045
Cc: Stewart Schwartz; Sebastian Shetty
Subject: Comments on the ConnectRVA 2045 Long Range Transportation Plan

Ladies and Gentlemen:

I live in Charles City County and frequently use Route 5 to go to Richmond. I am also a member of the Partnership for Smarter Growth. My position on the ConnectRVA 2045 Long Range Transportation Plan agrees completely with the position of the Partnership for Smarter Growth which I have copied below. In particular, the proposed widening of Route 5 in Varina and the proposed new bridge to cross the James River to land in Varina would be disastrous for Varina and for the future of Route 5 as a scenic rural road. Please remove the proposed widening of Route 5 and the proposed new bridge from the ConnectRVA 2045 Long Range Transportation Plan.

Thank you very much,

Frederick S. Fisher
6801 Westover Road
Charles City, Virginia 23030-3327
804 829-2502

This plan -- **the ConnectRVA 2045 Long Range Transportation Plan (LRTP)** -- is a recipe for more sprawling development and more traffic, repeating the mistakes of Northern Virginia. The new and widened roads proposed for the outer parts of our region, paid for with taxpayer funds, will fuel real estate speculation and low-density development sprawling ever outwards. Here are just a few examples:

1. Widening Route 6 through rural Goochland to four lanes.
2. Widening Route 5 and in rural Eastern Henrico to four lanes (previously rejected by residents).
3. Fueling more development in SW Chesterfield with extension of the Powhite, widening U.S. 60, and more.
4. Fueling development in western Hanover by expanding U.S. 33, Cauthorne Rd, and Ashland Road.

While the plan includes a number of bus rapid transit (BRT) extensions - to Ashland, to the airport, to Varina, to Short Pump, and to Chesterfield Town Center and beyond -- and we express general support, we believe that more frequent BRT and regular bus service on more routes within the city and inner suburbs should come before very long BRT extensions to outer areas.

While there are great trail investments (including [the Fall Line Trail](#) between Richmond and Ashland and Richmond and Petersburg) the plan should also include a transit-oriented development strategy by funding packages of bike/pedestrian networks in and around transit centers. These ARE regional investments in that they create places to live where people are able to drive much less.

New and wider roads on the outskirts of the region fuel sprawl, subsidizing the conversion of farms and forests to low-density development, and diverting economic investment from the city and older

suburbs. At a time when every possible action must be taken to address the climate crisis, and when the stated Goals and Objectives of the plan are nominally centered around the development of an equitable multimodal transportation network for the region, such a massive expansion of roads on the outer edges of our region would undermine both.

Sulabh Aryal

From: Chet Parsons
Sent: Wednesday, June 16, 2021 3:49 PM
To: Sulabh Aryal; Barbara Jacocks
Cc: Myles Busching
Subject: FW: Connect RVA

FYI below

Visit us at www.connectrva2045.org to help shape the future of transportation in our region.

Chet Parsons, AICP CTP
Director of Transportation
804.924.7039
cparsons@PlanRVA.org

9211 Forest Hill Avenue, Suite 200
Richmond, Virginia 23235
www.PlanRVA.org

Please do not print this email unless it is necessary. Every unprinted email helps the environment.

-----Original Message-----

From: Stokes Mccune <stokesmccune@aol.com>
Sent: Wednesday, June 16, 2021 3:27 PM
To: Chet Parsons <CParsons@planrva.org>
Subject: Connect RVA

Dear Mr. Parsons:

I am emailing in regard to the proposed "Wilton on the James" Shared Use Path in the Constrained Project List for the ConnectRVA 2045 LRTP plan.

My initial question is, when was this particular project added to the proposed list of projects? Also, can you share any other details about the proposed shared use path?

I am an adjacent landowner, and I do not feel as though I had adequate opportunity to submit public comment as this project was not included in the initial ConnectRVA Universe of Projects.

If there is any additional information that you can provide, I would greatly appreciate it.

Kindly,

Stokes McCune
(804) 356-1093
1930 Pearces Creek Lane
Henrico, VA 23231

Stokes McCune

Sulabh Aryal

From: Ryan McElhaney <reply-to+5a9943985983@crm.wix.com>
Sent: Wednesday, June 16, 2021 9:08 PM
To: ConnectRVA2045
Subject: [ConnectRVA2045] Engagement - new submission

Ryan McElhaney just submitted your form: Engagement
on [ConnectRVA2045](#)

Message Details:

First Name: Ryan
Last Name: McElhaney
Email: boromm@gmail.com

Phone 2: 4342479339

Subject: -

Message: Study after study has proven expanded roads just increases car traffic while doing minimal to reduce time spent traveling, we should focus on proven methods of reducing travel/car traffic ie multimodal traffic like busses, bikes, scooters etc. More asphalt won't solve our transportation problems, smarter uses of the asphalt we already have will, especially given the infrastructure issues we already have with non permeable surfaces and our inability to drain water on good days, let alone heavy storm days in our "good" high income neighborhoods compared to South side.

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.



Sulabh Aryal

From: Sebastian Shetty <sebastian@psgrichmond.org>
Sent: Thursday, June 17, 2021 4:40 PM
To: ConnectRVA2045
Cc: Stewart Schwartz; Trip Pollard
Subject: PSG Constrained Project List Feedback
Attachments: ConnectRVA 2045 Constrained Project List Comment 6_17_21 COB.pdf

Hello,

Please find in the attached PDF Partnership for Smarter Growth's feedback regarding the draft Constrained Project List for the ConnectRVA 2045 LRTP.

Thank you,
Sebastian Shetty on behalf of PSG

--
Sebastian Shetty

 [Redacted contact information]
Coordinator for Policy and Administration
Partnership for Smarter Growth
sebastian@psgrichmond.org | (757) 390-9930
<https://www.psgrichmond.org/>

PARTNERSHIP *for* SMARTER GROWTH

Dear PlanRVA Officials and Staff,

Upon review of the Constrained Project List for the ConnectRVA 2045 Long Range Transportation Plan, we were disappointed to find that the vast majority of the projects selected for inclusion are highway construction or expansion projects, despite the urgent need and clear public preference for investment in active and sustainable transportation infrastructure. In contrast to the Vision and Goals established in earlier stages of the LRTP process, which among other things highlight the need for improvements in accessibility and environmentally friendly mobility, 87% of planned funding per this draft is dedicated to highway expansion and construction projects. Among these highway projects are a disproportionate number on the edges of the region that would serve to drive sprawling greenfield development, undermine existing communities, induce traffic, and drive our greenhouse gas emissions higher at a time when addressing the climate crisis has never been more important.

At a minimum, the following projects should be removed from the Constrained Project List, as they are both broadly opposed by residents and would serve to dramatically undermine Central Virginia's and the Commonwealth's efforts to reduce greenhouse gas emissions, create a more equitable transportation system, and reinvest in our existing infrastructure and communities.

1. Widening Route 6 through rural Goochland to four lanes.
2. Widening Route 5 and in rural Eastern Henrico to four lanes (previously rejected by residents).
3. Road expansion in SW Chesterfield with extension of the Powhite, widening U.S. 60, and more.
4. Road expansion in western Hanover by expanding U.S. 33, Cauthorne Rd, and Ashland Road.

While the plan includes a number of high-frequency transit improvements -- and we express general support for these projects, we believe that more frequent BRT and regular bus service on more routes within the city and inner suburbs should receive top priority. In addition, a number of the BRT projects should be moved from the Vision plan to the Constrained Project List, particularly in light of how well these projects scored. However, all BRT projects do not have the same priority. Among other things, before investing in BRT along Rt. 5 into Varina, funding should be provided to extend BRT service to Short Pump and along the North/South Rt. 1

corridor since these projects would serve far more people and serve to connect low-income and minority communities to expanded employment and education opportunities - a critical equity component.

While trail investments are included that we support (such as the Fall Line Trail between Richmond and Ashland and Richmond and Petersburg) the plan should also include a transit-oriented development strategy that funds packages of bike/pedestrian networks in and around transit centers, and that connect more existing communities to the Fall line Trail. These are regional investments that create places to live where people are able to drive much less.

In contrast, new and wider roads on the outskirts of the region fuel sprawl, subsidizing the conversion of farms and forests to low-density development, and diverting economic investment from the city and older suburbs. At a time when every possible action must be taken to address the climate crisis, and when the stated Goals and Objectives of the plan are nominally centered around the development of an equitable multimodal transportation network for the region, such a massive expansion of roads on the outer edges of our region would undermine both of these critical goals, and these projects should be eliminated from the Constrained Project List.

Thank you for your hard work on the drafting of our region's LRTP, and for the opportunity to weigh in through each stage of the planning process. We look forward to staying involved in the process, and to working together to create a stronger, more sustainable Richmond region.

Sincerely,

Partnership for Smarter Growth



Public Comments – Draft Regional Conformity Report (July 9 - July 24)

Comment #1

Message: No funding dollars should be spent on infrastructure for private cars; this includes new highways, more roads, larger intersections, highway expansions, wider roads, and more parking. Not only are all these antithetical to clean air and will only exacerbate the global climate crisis we are in, it will only serve to increase car dependence in our region. A robust public transportation system needs to be implemented in our region. Better transportation alternatives need to be implemented in our region. If we follow the same bad playbook as every other region (Northern Virginia, the Tidewater area), we will end up just like them: chocked in roads and bad traffic.

RRTPO Response: Thank you for your constructive feedback. RRTPO supports multimodal transportation investment and that is reflected in the plan. The plan includes alternate transportation investments like the Richmond region's north-south shared use path (the Fall Line trail) as well as multijurisdictional BRT and enhanced transit routes. Out of all the known active transportation projects suggested as part of the Universe of Projects, 97% were included in the cost-possible plan. ConnectRVA 2045 is a need-based plan. There are unmet highway needs in the region which the plan addresses, and these highway projects are in line with locality priorities. The plan is updated every five years and as regional priorities change so do the projects listed in the plan.

Comment #2

Message: It is gratifying to see so many public transportation and bike/pedestrian projects on the draft Air Quality Conformity Report. They will all help improve the air quality of the region. One would hope that many of the regionally significant road widening projects would also include the construction of sidewalks. The League of Women Voters of the Richmond Metropolitan Area supports multi-modal transportation, which includes walking and bicycling, and public transportation. The national League of Women Voters supports air pollution controls (See Impact on Issues, p. 98 <https://www.lwv.org/sites/default/files/2020-12/LWV-impact-2020.pdf>).

RRTPO Response: Thank you for your constructive feedback. Many regionally significant road widening projects in the Richmond region include bike and pedestrian accommodations like sidewalks, crosswalks and bike lanes.

Comment #3

Message: I am incredibly disappointed that so much of this money is going to projects that harm air quality. Additionally, the building of highways instead of better transit options (busses, bike lanes) is a deep point of concern. To add to this, I am surprised and frustrated that the suburban county of Henrico that already is very difficult to move within without a car is getting so much regional transit money and spending so little of it to improve mobility for lower income people. The lack of useful service between Richmond and Henrico requires people to own cars throughout Henrico, thereby negatively impacting the air quality of neighborhoods. I live in the city of Richmond on a bus line and work in Henrico County. It would take me 50 minutes via bus (instead of 15 via car) to get to my office (also on a bus line). I would also love to bike to work but can't do so during the workday as it is so very unsafe. Building better interchange between Richmond and Henrico specifically would allow for more people to use busses and bikes to commute rather than cars. This would be better for the overall health and mobility of the region as well as air quality (due to a decreased reliance on cars).

RRTPO Response: Thank you for your feedback. RRTPO supports multimodal transportation investment, including transit. The plan includes capital investments for four multijurisdictional enhanced transit (15-minute service frequency) routes and one bus rapid transit (BRT) route and well as one major transfer station and two neighborhood transfer stations. Four of the new enhanced transit or BRT routes will be routes from Richmond to Henrico County.

Regarding air quality, the Richmond region is currently meeting all of EPA's air quality standards, including those for ozone and fine particulate matter. ConnectRVA 2045 is not anticipated to cause or contribute to a violation of any air quality standards. The Virginia Department of Environmental Quality (VDEQ) maintains a network of air quality monitors throughout the Commonwealth, and current data can be viewed at <https://www.deq.virginia.gov/air/monitoring-assessments/air-monitoring/pollutant-monitoring>.

Comment #4

Message: The plan is wonderful. Apparently, the people who oppose it never go anywhere unless they can walk or bike.

Comment #5

Message: The allocation percentage to roads is too high. Please allocate more to shared transportation, bike and pedestrian options.

RRTPO Response: Thank you for your constructive feedback. ConnectRVA 2045 is a need-based plan. Allocation of transportation dollars are based on the current regional need and local jurisdiction priorities. As a matter of comparison, out of all the possible projects that were developed in each category, 97% of active transportation projects are included in the final plan while only 80% of highway projects are included in the final plan. The plan is updated every five years and as regional priorities change over time so will the allocation percentage to different transportation modes.

Comment #6

Message: I am surprised to read that a plan where one quarter of all the projects explicitly add capacity for more cars in the region passes any kind of air quality assessment -- on the face of it, that's just not credible. And that's before taking into account the dollar value of these projects compared to potential alternatives, and the reality that many of the "safety" projects are primarily operational changes that will add capacity, and that several new roads and added capacity on smaller roads are not even assessed. We should not be adding any more capacity for cars. Period.

RRTPO Response: Thank you for your constructive feedback. RRTPO supports multimodal transportation investment which includes all transportation modes including highway, transit, active transportation, freight and passenger rail. Along with transit, active transportation, freight and passenger rail needs, there are unmet highway needs, aligned with the locality priorities which ConnectRVA 2045 addresses.

Regarding air quality, the Richmond region is currently meeting all of EPA's air quality standards, including those for ozone and fine particulate matter. ConnectRVA 2045 is not anticipated to cause or contribute to a violation of any air quality standards. The Virginia Department of Environmental Quality (VDEQ) maintains a network of air quality monitors throughout the Commonwealth, and current data can be viewed at <https://www.deq.virginia.gov/air/monitoring-assessments/air-monitoring/pollutant-monitoring>.



Final Public Review Comments
August 16 – September 15

Website Comments (<https://storymaps.arcgis.com/stories/f8795b3e68d545ba81b8d35a67f377dc>)

| SN | Is anything missing in the draft ConnectRVA document? | Does the content make sense? Is the level of detail sufficient? | Do you have any recommendations to make the document easier to read or more accessible? | Additional comments: |
|----|--|---|--|---|
| 1 | A one pager that summarizes everything. | Overly detailed for most citizens, findings are hard to identify | Yes, I suggest a one or two pager for each location that summarizes what you are proposing for that location (less formal report) | If you want the input from general public you need to write your report for the general public. This report is beautifully done, well organized, support well with data, but it is not written with the general public in mind. |
| 2 | | No | Overlay the changes on what is there currently. Fulton still does not look like it is connected to the rest of Richmond without changing buses. Including a link to the White Oak Village might increase the jobs for Fulton tremendously. | Gear it towards someone we does not follow transportation or you are limiting who is going to be involved in the process. A few lines on a map does not tell how it connects to the rest of the picture. I will be nice and only say this is lackluster. |
| 3 | It would be nice to work on Cary Street between Westmooreland and River road. The one lane segment creates predictable traffic and has no pedestrian or bike access despite being almost entirely residential housing all around. If find it downright scary to try to cross Cary on foot and life threatening to bike on. | Hard to tell all of the plans, but I'm not a city/regional planner/politician. | The scores and verbiage are harder to interpret. If you really want to see what citizens prefer, why not structure a series to trade off paired questions (would you rather have bus route X v. bike lane Y; How about bike lane Y vs. road widening Z). This could determine public values for each proposal and then you could calculate costs per preference. | Thanks for sending out for comments. |
| 4 | More information on expanding access to and creating more infrastructure for public transportation and bike and pedestrian infrastructure. | the content makes sense. What doesn't make sense is the continued focus on expanding car infrastructure when we are in the midst of a climate crisis. We need to be focused on increasing funding for transportation alternatives that prioritize low and zero carbon expenditures. | | |
| 5 | An evaluation on the climate impact of spending 2/3 of proposed funds on car-related infrastructure. | | | We can only hope to tackle climate disaster with coordinated action across industries. For transportation, that requires a focus on both eliminating vehicles that directly produce greenhouse gases and on systematically reducing the total energy required to meet our regional travel needs. Road-widening and other car-focused efforts work directly counter to these goals in a way that no amount of electric vehicle energy source shifting will compensate for. New and wider roads devoted to cars will only increase our regional transportation energy needs and encourage a low density settlement patterns that have a negative impact on both the environment and the local tax base. |
| 6 | PUBLIC TRANSIT FUNDING - enough with the car culture. | Somewhat - it's long AF, kinda takes a shovel to get thru | Better exec-summary sections | MORE PUBLIC TRANSIT. |

Website Comments (<https://storymaps.arcgis.com/stories/f8795b3e68d545ba81b8d35a67f377dc>)

| SN | Is anything missing in the draft ConnectRVA document? | Does the content make sense? Is the level of detail sufficient? | Do you have any recommendations to make the document easier to read or more accessible? | Additional comments: |
|----|--|--|---|--|
| 7 | The proposed list of projects seems to be exclusively related to highways and roads. There should be a stronger commitment of improvements to bike and ped infrastructure. References to other plans like the RVA Bike Master Plan and RVA 300 should be made to provide a direction for what improvements are to be made. | The content seems to be very repetitive and mostly fluff; an abbreviated version may be very useful as a reference guide and for presentations | More bullet-point lists and less aspirational language. Seems like this document is very watered down and doesn't advocate for the improvements that residents are expecting. | |
| 8 | No | Yes | No | As a Richmond resident, I fully support the addition and expansion of high quality bike lanes, trails, sidewalks, public transit, etc. for my community! |
| 9 | Not enough funding for better transportation (not car centric) | Yes | No | The majority of funds SHOULD NOT be allocated to car-centric infrastructure. Please do not repeat the mistakes of NOVA and the Tidewater area and literally all other regions in the US that are clogged in traffic with no better transportation alternatives! |
| 10 | Not to my knowledge. | Yes. It is high-level work done with enough granularity to be useful, actionable, and informative | None. I very much like the brief video explainer component as it makes the high-level work more digestible. I also like that folks can schedule with someone to have questions explained. | I am aware that many of the foundational plans that informed the more comprehensive and regional plans exist in a range of two to six years of age. However, [and after the year in climate we have just had] to continue to move forward with 84% of the proposal being roads, 89% when you include bridges, is nothing short of irresponsible. |
| 11 | The draft Connect RVA plan is seriously deficient and misguided. I strongly urge you to revise the plan with the following additions: 1. Remove highway and road expansions in outer areas that appear tied to opening rural land to development, and allocate more funds to fixing existing roads. 2. Allocate more funding for transit to support a frequent, accessible transit network in Richmond and the inner suburbs. 3. Shift more funding to bicycle and pedestrian needs, including arterial road redesigns that will make them safer for people walking, biking, and using transit. | No. This plan is a disastrous recipe for "dumb" growth and suburban sprawl. | | |
| 12 | Sufficient money for anything OTHER THAN highways. | Needs more inclusion of more points of view | not now | |

Website Comments (<https://storymaps.arcgis.com/stories/f8795b3e68d545ba81b8d35a67f377dc>)

| SN | Is anything missing in the draft ConnectRVA document? | Does the content make sense? Is the level of detail sufficient? | Do you have any recommendations to make the document easier to read or more accessible? | Additional comments: |
|----|---|---|--|---|
| 13 | There is way too much emphasis on highways and not enough on public transportation. | | | Public transportation should take priority over highways to help the region due our part in combating climate-change and to be more equitable. |
| 14 | | | Many of the tables mis-represent numbers as they use variable width fonts making larger numbers appear shorter and thus smaller than they are. For example in Exhibit 11, 170.48 appears longer than 411.01 | Far too much emphasis (both in content and proposed funding) on roads and not enough of transit and active transportation. |
| 15 | | | | There is too large an emphasis on highways and car infrastructure - climate change tells us this simply isn't feasible. More dollars need to be dedicated to means of moving people around the region while drastically reduce carbon emissions. |
| 16 | the document is clear, logical, well illustrated; all modes are represented, as are all the areas of the region. the scenario planning at the end is interesting; the performance measure section seems very detailed and thorough. | level of detail is fine...there's just one giant disconnect between on the one hand the stated goals and public priorities, and on the other the Universe of Projects. that doesn't make sense. i'll say more in the additional comments! | yes. I am unclear how, when, who the final list of projects that is actually going to be approved from the Universe of projects...or if that has already happened. more clarity on that would help me, at least. | As a planning document, the Connect RVA plan is terrific. Interesting, well-illustrated, multi-modal images and content...good stuff. What I cannot reconcile is that the Goals of the Plan (safety, environment, land use, equity, accessibility, economic development and mobility (further defined as maintenance)), and the clearly stated preferences of the public (bike/ped; transit; maintenance; rail; transit; with highway expansion trailing at half the level of support of transit) are simply not reflected in the Universe of Projects where two-thirds of the projects and the funding is allocated to new and expanded highways. Not even maintenance, but new and expanded highways. |
| 17 | | | | i did have one additional comment. in the section on performance measures and metrics, you compare levels of investment based on travel times -- what happens to a 30-minute car trip, bike trip, walk trip. But you use 45 minutes as the trip time for transit. why this inherent bias to start with, and wont doing this just exacerbate the divide between transit and other modes? after 20 years and \$1.5bn of investment, i'd like transit to be as timely and efficient as any other mode...if not more so. and if it isn't, then fixing it is a priority. |

Website Comments (<https://storymaps.arcgis.com/stories/f8795b3e68d545ba81b8d35a67f377dc>)

| SN | Is anything missing in the draft ConnectRVA document? | Does the content make sense? Is the level of detail sufficient? | Do you have any recommendations to make the document easier to read or more accessible? | Additional comments: |
|----|---|---|---|--|
| 18 | | Yes. | Maybe have the map use different color lines to indicate road projects, public transportation and bike/pedestrian projects. Or have a list by type of project. I was interested in learning about bike/pedestrian projects, but didn't want to click on every line on the map. | |
| 19 | The plan is still largely silent on racial equity. I appreciate the designation and use of Equity Emphasis Areas (EEAs), however it is not apparent how much priority that is really given in what was ultimately selected. For instance, the bike and transit projects seem to have a much higher impact on EEA accessibility. We know now that accessibility to jobs in these areas is poor so why not make this a much higher priority? In the equity funding EEA analysis I am bewildered. Isn't the major project in one of these areas the I-64 widening? Doesn't that create NEGATIVE environmental/EJ/equity impacts for these communities? It is presented though as a positive. When you take that project out of the value of investment, it seems that these areas are not prioritized in funding. Am I reading this correctly? | The level of detail in the performance measure, build/no build/base discussion was useful but also confusing in that it wasn't entirely clear always what was included or not, and what weight this analysis ultimately had in the projects selected. The fact that \$5.11 billion is going to roads vs \$64 million for transit will do little to actually alleviate the projected roadway congestion that is presented earlier in the report. | I appreciated the interactive map that was provided earlier in the process. Having a map of projects within report itself would be useful to show the comprehensive picture. It would also be useful to know what % of regional, local, state and federal funds is supporting these different projects, ie. where are our CVTA funds going? | I appreciate the commitment to improve multi-modal access and TOD at Staples Mill station. The discussion of rail within the report overall was very helpful. A huge amount of time and effort has gone into the report, which is appreciated. However, the final report would benefit from an executive summary that clearly illustrates modal split for investment, benefits, and WHO benefits / pays. |
| 20 | Consider proposed Ashcake Road overpass of the CSX railroad tracks in Ashland. | Yes | It was not clear that the proposed Hill Carter Parkway connection to the I-95 interchange was temporary to allow for the construction of a diverging diamond at Rt. 54 and I-95. | Maps were great but you had to enlarge them to see many of the proposed projects in an area. |

Website Comments (<https://storymaps.arcgis.com/stories/f8795b3e68d545ba81b8d35a67f377dc>)

| SN | Is anything missing in the draft ConnectRVA document? | Does the content make sense? Is the level of detail sufficient? | Do you have any recommendations to make the document easier to read or more accessible? | Additional comments: |
|----|---|--|--|--|
| 21 | I would like to see more details on who (which jurisdiction or VDOT) is responsible for which components and how these projects will be funded and implemented with any eye toward accountability. Another note - it would be great to include more pictures of people, particularly people of color and people of different ages and mobility needs to better represent the region's racial diversity. | The content makes sense but there is a lot of detail on the planning process; I would like to see the details about specific projects outlined more prominently. | <p>Clearer graphics, such as a table with proposed projects, jurisdiction, and funding, would be helpful, as would more images in general. I would move the Vision and supporting goals and objectives to the front of the plan as well.</p> <p>Regarding public engagement about the document, people need to better understand how this relates to them and why they should care about a plan with such a long-term timeline. Better advertising might also draw more people to in-person public meetings.</p> | <ul style="list-style-type: none"> - On page 16, regarding the priorities - what is the difference between safety & security? - Can you clarify the difference between the RRTPO and the CVTA? Who is responsible for what? - How were the performance measures decided upon? Who identified and approved them? - A clearer delineation of who is responsible for maintaining which roads would be helpful. Additionally, will the allocation of funding for maintenance be based on need or some other criteria? - I appreciate the focus on Complete Streets and Vision Zero. - Restructure the document so the vision statement is up front; I would also suggest rewording the vision statement to be more action-oriented. "Prioritization" and "respect" shouldn't be the end goals, a regional transportation system that provides equitable opportunities and fosters environmental sustainability should be. - An explanation of how this relates to other planning documents would be a helpful addition. |
| 22 | | | the maps are hard to access.Lines in eastern Goochland look like doodle | very little in this for Goochland County. More justification for giving most of the funding to larger jurisdictions |

Website Comments (<https://storymaps.arcgis.com/stories/f8795b3e68d545ba81b8d35a67f377dc>)

| SN | Is anything missing in the draft ConnectRVA document? | Does the content make sense? Is the level of detail sufficient? | Do you have any recommendations to make the document easier to read or more accessible? | Additional comments: |
|----|--|---|---|----------------------|
| 23 | <p>There is no acknowledgement of induced demand and the ways in which \$5 billion in road expansion projects will reinforce or create many problems in future decades, including more impervious surface, more lane miles to maintain, encouraging more driving and car-oriented development, more pollution, etc. The spending priorities are not in line with the stated goals of the plan and the feedback given by citizens, particularly as concerns equity, multimodality, safety, maintenance, and an emphasis on non-car transportation. A good example of this is the statement that the highway network would "come to a standstill" if not expanded given increasing population. This is true only if you assume and continue to encourage single occupancy vehicles as the default mode of transportation. We all know that is unsustainable and not at all in line with the very apparent and pressing need to address climate change. I appreciate that transit, bike and pedestrian projects do get some attention, but the plan is far from visionary and far from what we need to create a sustainable transportation system for the region.</p> | | | |

Draft ConnectRVA 2045 Public Review

Is anything missing in the draft ConnectRVA 2045 document?

Does the content make sense? Is the level of detail sufficient?

Do you have any recommendations to make the document easier to read or more accessible?

Additional comments

Bus routes - cannot easily get downtown on Grove/Westhampton Route
- it only goes to VCD, or have to transfer to Pulse.

Name

Phone Number

Email

Zip Code



Helen Odgen

Draft ConnectRVA 2045 Public Review

Is anything missing in the draft ConnectRVA 2045 document?

Unknown

Does the content make sense? Is the level of detail sufficient?

Unknown

Do you have any recommendations to make the document easier to read or more accessible?

?

Additional comments Thank you for this information meeting.
I would like good access to updates and revisions but I don't
have Internet service & must use library for this purpose.

Name Beth Watkins

Phone Number 804 347-9286

Email

Zip Code 23116



Draft ConnectRVA 2045 Public Review

Is anything missing in the draft ConnectRVA 2045 document?

No

Does the content make sense? Is the level of detail sufficient?

Yes, it is very helpful.

Do you have any recommendations to make the document easier to read or more accessible?

No

Additional comments

Great job, Thanks

Name

Walter S. Johnson Jr.

Phone Number

737-5685

Email

walter@sol.com

Zip Code

33213



Draft ConnectRVA 2045 Public Review

Is anything missing in the draft ConnectRVA 2045 document?

No

Does the content make sense? Is the level of detail sufficient?

Certain sections are sufficient, yes.

Do you have any recommendations to make the document easier to read or more accessible?

The suggestion I have is for a larger print or font so the document is a bit easier to read.

Additional comments

I would like to know the status of the Tyler Potterfield Bridge so we could have access for handicap people.

Name

Brian Montgomery

Phone Number

(804) 261-4952

Email

Zip Code

23217



Accommodations

PlanRVA welcomes all community members to participate in our processes and is committed to providing reasonable accommodations to make meetings accessible for everyone.

While not all accommodations can be provided without advance notice, PlanRVA is happy to provide all possible reasonable accommodations on-site for our meetings. Please fill out the following form:

Vision Services/Aids

- Documents read
- Request escort

Other Larger print

Mobility Services/Aids

- Walking escort
- Wheelchair escort
- Extra-wide wheelchair

Transfer assistance
 Other N/A

Hearing Services/Aids

- Notepad

Other _____

Other Needs/Notes

- Cognitive impairment
- Sound sensitivity
- Speech impairment
- Uses hearing
- Uses service animals

Uses notepad
 Uses walker
 Uses cane
 Requires additional time
 Other uses wheelchair

Requests

- Speak loudly
- Speak slowly
- Make eye contact
- Reads lips

Speak on right side
 Speak on left side
 Other None



Sulabh Aryal

From: Ben Campbell <bcampbell@richmondhillva.org>
Sent: Thursday, August 26, 2021 10:04 AM
To: Sulabh Aryal
Cc: Chet Parsons
Subject: LRTP accomplishment

Mr. Aryal,

Congratulations on an incredible product. I am in awe of the scope of your work. I hope that you will pursue the two issues I raised today: the impact on vehicle miles travelled by replacement of cars by public transit, and the expression of environmental results in net fashion — surely increase in vehicle miles travelled is a negative environmentally, offset by certain positive things — it may be necessary but we should not hide it.

All of this being said, we are all the beneficiaries of your excellent vision and attention to detail. We could not make suggestions if you had not done such a comprehensive job. Thank you.

Ben Campbell

Sulabh Aryal

From: O'Keeffe John <john.okeeffe@ridefinders.com>
Sent: Thursday, August 26, 2021 3:53 PM
To: Sulabh Aryal
Cc: Chet Parsons
Subject: RE: 2 quick questions from todays Connect2045 LRTP

Thanks for your responses Sulabh. I am hopeful we can get micotransit in the area very soon.

John

From: Sulabh Aryal <SAryal@planrva.org>
Sent: Thursday, August 26, 2021 3:51 PM
To: O'Keeffe John <john.okeeffe@ridefinders.com>
Cc: Chet Parsons <CParsons@planrva.org>
Subject: RE: 2 quick questions from todays Connect2045 LRTP

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

John,

Thank you for your query. See my responses in **red** below.

Sulabh

Check out [ConnectRVA2045.org](#) and help us update our regional transportation plan!



Sulabh Aryal, AICP

Transportation Planning Manager

804-924-7045 (New)

saryl@PlanRVA.org

9211 Forest Hill Avenue, Suite 200

Richmond, Virginia 23235

www.PlanRVA.org

From: O'Keeffe John <john.okeeffe@ridefinders.com>
Sent: Thursday, August 26, 2021 11:27 AM
To: Sulabh Aryal <SAryal@planrva.org>
Subject: 2 quick questions from todays Connect2045 LRTP

Sulabh,

Good Morning. I wanted to reach out to you regarding a few questions I had regarding the Connect2045 LRTP.

When you all were looking at the congestion was COVID given consideration in looking at the data as far as fewer cars on the road and the possibility of more remote work being the new future?

The short answer is No. COVID was not given any consideration as all the data and tools we used were already build before COVID. In the plan document, we have acknowledged the fact that all our data and projections are based on pre-COVID numbers and any COVID implications were not considered.

Normally, when we do long term projections things like economic booms and recessions are considered part of the projection cycle and are zeroed out. COVID however, is a special case.

Though we know that there have been changes in traffic patterns in short term, at this point we do not know what will be a long -term impact in 20 years from now.

When you had the accessibility analysis up under transit was micro transit considered as build no build? I am sure you are aware GRTC is looking at this option and speaking with localities about how this could look for them.

Micro transit was not included. We only calculated accessibility based on the projects which were listed in the constrained plan. Once micro transit becomes reality it would be a good time to recalculate accessibility and see if there are any measurable net benefits. Thanks for raising this question.

Thanks as always for your help.

John O'Keeffe

Account Executive

P 804 474 9903 | F 804 649 2513 | ridefinders.com

1013 East Main Street, Richmond, VA 23219

Follow us on [Twitter](#) and Like us on [Facebook](#)

Ridefinders is a Division of GRTC Transit System



Sulabh Aryal

From: Susan Miller <susan.miller1417@gmail.com>
Sent: Sunday, August 29, 2021 6:19 PM
To: ConnectRVA2045
Subject: Public comments

Connect RVA2045

I am opposed to any policies or allocation of revenue that increases sprawl in the Richmond metro area. We need to finish the city and county infill. Thus I do not support providing roads that make it more attractive to convert rural or outlying lands to development.

The goals of the plan give an appearance of reasonableness but the apparent allocation of 66% of the funds to roads belies the goals of multimodal transport. Any road based money should be spent for repair of current infrastructure and safety issues. The vast majority of money should go to pedestrian and bike improvements and a major expansion of public transport. We need to decrease the number of cars and the number of miles by car that people drive.

The Vision Zero project seeking to eliminate deaths on our roads should take precedence above other items.

Thank you for your consideration,

Susan A Miller MD
susan.miller1417@gmail.com
1417 Grove Ave Richmond, VA 23220

Sulabh Aryal

From: Bickmeier, Dennis <dbickmeier@richmondraceway.com>
Sent: Tuesday, September 14, 2021 2:53 PM
To: ConnectRVA2045
Subject: Richmond-Henrico Turnpike and Meadowbridge Road

Thank you for this opportunity to provide comments on the Connect RVA 2045 plan. We'd like to commend the Plan RVA staff and leadership on a very thoughtful and comprehensive document which looks at the various transportation needs throughout the region we've now called home for 75 years. We look forward to being a partner in supporting implementation of the plan.

We were particularly pleased to see the inclusion of FHW-81 Meadowbridge Road Widening project in the proposed project list. Meadowbridge Road has become an increasingly important part of the road network serving the Richmond Raceway. Further, with the private development underway now on our former parking lots, and additional development expected in the future, the Meadowbridge Road connector to Interstate 295 is becoming even more important, particularly to keep trucks off of local streets relied on by residents and small businesses, as well as access to a nearby hospital.

We would urge, however, that the project either be broadened to include, or a new project be added, to improve the bridge culvert across the Chickahominy River at the Henrico-Hanover line. As you are likely aware, that vital connection was damaged several years ago, requires continual maintenance and a more permanent fix to the situation there is required. If we are going to take full advantage of the improvements already underway to Richmond-Henrico Turnpike and the ones envisioned in the plan for Meadowbridge Road, that river crossing must also be enhanced. Given the plan's focus on resiliency and emergency services connections, the crossing is an essential part of the regional transportation network which cannot be ignored longer.

We look forward to working with the various stakeholders to do what we can to facilitate this necessary improvement, including donation of rights of way and areas for construction laydown.

Please do not hesitate to contact me directly if I can answer any additional questions about this project.

Sincerely,

Dennis Bickmeier
President, Richmond Raceway

Sulabh Aryal

From: Trip Pollard <tpollard@selcva.org>
Sent: Wednesday, September 15, 2021 5:03 PM
To: ConnectRVA2045
Subject: Comments on Draft ConnectRVA 2045 LRTP
Attachments: ConnectRVA2045-comments on draft plan -SELC.pdf

Attached are the Southern Environmental Law Center's comments on the draft LRTP.
Thanks!

Trip Pollard
Land & Community Program Leader
tpollard@selcva.org

Southern Environmental Law Center
530 East Main Street, Suite 620
Richmond, VA 23219

Office: (804) 343-1090
southernenvironment.org

September 15, 2021

connectrva2045@planrva.org
BY EMAIL

Re: Draft ConnectRVA 2045 Long-Range Transportation Plan

As a member of the ConnectRVA 2045 Advisory Committee, and on behalf of the Southern Environmental Law Center, I would like to provide the following comments on the Draft ConnectRVA 2045 Long-Range Transportation Plan (LRTP).

We appreciate the opportunity to participate on the Advisory Committee, as well as staff's work on this plan and in responding to a number of issues raised by myself and other Committee members. Among other things, this includes positive changes to the draft plan's Vision, Guiding Principles, Goals, and Objectives.

In addition, the draft plan contains useful analysis, important discussions, and many projects we support. Among items of note, we applaud the discussion of the importance of reducing vehicle miles traveled (VMT) and enabling more residents to travel by alternative modes such as transit, biking, and walking, both to reduce transportation pollution and to create a more equitable and accessible transportation system. We also support the inclusion in the fiscally-constrained projects list of a number of significant transit and active transportation projects.

However, the draft plan suffers from serious shortcomings. Of primary importance, we do not support the heavy emphasis in the constrained project list on highway construction and expansion. Despite the draft plan language about the importance of alternative modes, as well as the results of public input surveys clearly prioritizing transit and active transportation, equity, and environmental quality over highway expansion and congestion mitigation,¹ the lion's share (over 85%) of funding in the draft plan for regional capital investments appears to be allocated to highways.² For the most part, public input appears to have been largely ignored in the ultimate project list.

The emphasis on highways is particularly troubling in light of the current climate crisis, with extreme weather increasing, harming our health, our communities, our economy, and our environment. And the adverse effects of climate change and other transportation-related air pollution are borne disproportionately by under-resourced communities and people of color. Transportation is the largest source of climate change-driving carbon dioxide (CO₂) pollution

¹ See Draft LRTP at 73-76.

² Draft LRTP, *Technical Report F* at 17 (showing approximately \$5.36 billion out of a total of \$6.2 billion in regional investments allocated to roadway projects, compared to \$464.5 million for transit and \$271.7 million for active transportation).

both in Virginia and nationwide,³ and the majority of transportation pollution comes from passenger cars and trucks.⁴ Achieving the environmental and equity elements of the draft LRTP's Vision, Guiding Principles, Goals, and Objectives requires a much greater shift towards funding clean transportation alternatives.

The emphasis on roads in the draft plan is even harder to justify in light of the limited benefits planned highway expansions are expected to provide in reducing traffic congestion in the region. According to the draft, the construction of 188 additional lane miles in the 2045 Build scenario over the No-Build scenario is expected to result in just a 1% reduction (from 18% to 17%) in congested lane miles in the region.⁵

Going forward, a much greater share of the region's long-range plan must be allocated to alternative modes to meet the needs of the region's residents and businesses, create a more equitable and accessible transportation system, and for the Richmond region to do its part to address the climate crisis.

In addition to these fundamental concerns with the draft plan, we would like to provide the following more specific comments and suggestions.

- **Greenhouse gas emissions:** While the draft plan mentions the need to decarbonize transportation, the urgency of this issue warrants greater discussion and consideration. For instance, the plan should specifically mention that the Commonwealth has established greenhouse gas reduction goals to achieve net zero emissions across all sectors of the economy—including transportation—by 2045,⁶ as well as the net zero by 2050 goal adopted by the City of Richmond. CO₂ emissions should also be included in the plan's assessment of environmental benefits and in future scenario planning, as noted below.
- **Fiscal constraint funding summary:** The constrained projects list is undoubtedly one of the most important parts of the plan, yet it only appears to be included in one of the technical appendices. The draft plan buries this information and makes it unlikely that many members of the public will be aware of what projects the plan would actually advance. Indeed, there does not even appear to be a basic summary of the project types and overall funding amounts being recommended for funding in the constrained list as part of the main LRTP document.⁷ This type of basic summary should be incorporated into both the Executive Summary and in Chapter 6 of the document, and the full constrained list should be included at the end of the main LRTP document.

³ U.S. Energy Information Administration, *Table 4: State energy-related carbon dioxide emissions by sector*, available at <https://www.eia.gov/environment/emissions/state/>; U.S. Environmental Protection Agency (EPA), Sources of Greenhouse Gas Emissions, <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions> (last visited Sept. 9, 2021).

⁴ U.S. EPA, Fast Facts on Transportation Greenhouse Gas Emissions, <https://www.epa.gov/greenvehicles/fast-facts-transportation-greenhouse-gas-emissions> (last visited Sept. 9, 2021).

⁵ Draft LRTP at 94.

⁶ See Va. Code § 45.2-1706.1(A).

⁷ The project category-based summary that is provided in Chapter 5 appears to only address the total universe of projects and needs considered for funding in the plan. While this information is helpful, similar information about the types of projects actually proposed to be funded seems more important to include.

- **VMT reduction:** Reducing VMT is a key part of reducing transportation emissions of CO₂ and other air pollutants, and we strongly support the inclusion of VMT per capita as a performance measure in the draft plan. However, we continue to have concerns with the analysis conducted for this measure, as well as the limited information provided on this analysis in the plan. Results for this measure are only provided in the technical appendices and only show overall results for the entire 2045 Build scenario—showing a very modest overall 18-mile reduction in annual per capita VMT.⁸

This is a very modest reduction in VMT that again does not get us where we need to go to reduce transportation pollution. And even this number is questionable. Numerous studies have found that increasing lane miles tends to result in comparable increases in VMT, and that congestion relief often vanishes within a short time due to the additional traffic generated.⁹ With the considerable lane mileage proposed to be added in this plan (188 miles more than the No-Build), it is hard to imagine this would not result in substantial VMT increases.

Further information provided by staff following a recent Advisory Committee meeting suggests that most of the VMT reduction shown to result from the 2045 Build scenario may be coming from the small number of transit projects included in the plan. Given the counter-intuitive results of the overall VMT analysis for a plan so heavily focused on capacity expansion, it is imperative that the plan provide further explanation of how these results were reached, as well as a breakdown based on project type (such as road widening, interchange improvements, and transit) to give the public and decision-makers a better sense of which improvements are positively or negatively affecting this measure.

- **Electric vehicles:** Accelerating the adoption of electric vehicles (EVs) is also a key solution to reduce transportation-related emissions, and is likely to become an increasingly-important component of regional transportation planning. We appreciate the draft plan’s discussion in Chapter 4 of EVs and some of the potential barriers to more widespread adoption. That said, there are several recent developments related to EVs that are not mentioned in the plan, but probably should be, including a number of significant actions taken in the 2021 General Assembly session,¹⁰ as well as the significant investments the Commonwealth is making in EVs and charging infrastructure through its Volkswagen settlement funds.¹¹ Data and mapping on the extent of existing public and

⁸ Draft LRTP, *Technical Report G* at 9-10.

⁹ See Todd Litman, Victoria Transport Policy Institute, *Generated Traffic and Induced Travel – Implications for Transport Planning* at 6 et seq. (Apr. 2021), available at <https://www.vtpi.org/gentraf.pdf>.

¹⁰ See, e.g., H.B. 1965 (adopting an Advanced Clean Cars Program, including a zero-emission vehicle program), H.B. 1979 (establishing a new EV rebate program for the purchase of new and used EVs), H.B. 2118 (creating a Virginia Electric Vehicle Grant Fund to help fund electrification of school buses and other fleet vehicles), S.B. 1223 (requiring a study of Virginia’s EV charging infrastructure in the Virginia Energy Plan); H.B. 2282 (directing the State Corporation Commission to develop recommendations to help accelerate widespread EV adoption).

¹¹ See Virginia Department of Environmental Quality, Volkswagen Settlement Agreement, <https://www.deq.virginia.gov/get-involved/topics-of-interest/volkswagen-settlement-agreement> (last visited Sept. 9, 2021).

private EV charging stations in the region are also readily available, and it would be helpful to incorporate this information into the plan.¹²

- **Climate resiliency:** The Richmond region is already grappling with the growing effects of climate change, and we appreciate the discussion in Chapter 4 of the draft plan of potential impacts on natural resiliency features such as wetlands and floodplains, as well as the need to ensure the resiliency of our infrastructure. One point of concern, however, is in the section on “Special Flood Hazard Areas” on page 66, which states that “Only infrastructure designed to flood or to be located above the anticipated level of flooding should be constructed in these areas.” We urge you to modify this language to make clear that floodplains should first be avoided to the greatest extent possible, and only then should the considerations noted above come into play.
- **Carbon sinks:** Another aspect that should be added to the discussion of “Environmental Resources & Mitigation” on pages 64-65 is the benefits of wetlands, forests, and other natural areas in serving as “carbon sinks” that help to absorb and store CO₂ from the atmosphere, as well as the potential adverse effects of destroying them—which can result in additional emissions attributable to a project. The loss of carbon sinks is another consequence of the over-emphasis on highway construction in the draft plan.
- **Environmental benefits:** While we strongly support the inclusion of emissions of volatile organic compounds (VOCs) and nitrogen oxides (NOx) in the plan’s performance measures, we are concerned that these appear to be the only two factors assessed to determine the overall “environmental benefits” of the 2045 Build scenario. There are many other factors that would need to be considered to determine the environmental effects of this plan, including emissions of other criteria pollutants and mobile source air toxics (MSATs), and CO₂ emissions. Properly accounting for climate change-related costs and benefits requires consideration of various effects related to carbon sinks, heat islands, and community resiliency, among other things. And the environmental damage caused by projects to resources such as wetlands, streams, farms, and forests can be significant, yet is not reflected in the “environmental benefits” calculation—again giving a misleading picture of the net environmental benefits of a project.

Given the extremely limited scope of this measure, we encourage you to add further discussion of its limitations in Chapter 7 and/or rename this measure to something that better reflects its focus on VOCs and NOx emissions. Going forward, we also encourage you to add CO₂ emissions and explore additional environmental components that can be incorporated into this measure.

- **Scenario planning:** Finally, the draft plan mentions that scenario planning will be a component of the next long-range transportation plan. We support this step and, in line with our comments above, recommend that this effort include future scenarios based on

¹² See, e.g., U.S. Department of Energy, Alternative Fuels Data Center, Fueling Station Locator, <https://afdc.energy.gov/stations/#/find/nearest>.

illustrating the types and extent of transportation and/or land use changes that would be needed to achieve certain levels of future GHG emissions reductions across the region.

Thank you for your consideration of these comments

Sincerely,

A handwritten signature in black ink, appearing to read "Trip Pollard".

Trip Pollard
Land & Community Program Leader

Sulabh Aryal

From: Sebastian Shetty <sebastian@psgrichmond.org>
Sent: Friday, September 17, 2021 12:40 PM
To: ConnectRVA2045
Subject: PSG Comments
Attachments: ConnectRVA 2045 Draft Plan Comment Letter.pdf

Hello,

I'm aware that the comment period ended yesterday, but I am hoping that you will permit me to submit the attached comment letter regarding the draft ConnectRVA 2045 plan on behalf of Partnership for Smarter Growth.

Thank you,
Sebastian Shetty

--
Sebastian Shetty

**PARTNERSHIP for
SMARTER GROWTH**
Coordinator for Policy and Administration
Partnership for Smarter Growth
sebastian@psgrichmond.org | (757) 390-9930
<https://www.psgrichmond.org/>

PARTNERSHIP *for* SMARTER GROWTH

Dear PlanRVA Officials and Staff,

Upon review of the draft long-range transportation plan released in August, we are deeply concerned with the degree to which allocated funding is skewed towards expansion of highways and roads rather than towards fix-it-first road investments and the transit, bicycle and pedestrian infrastructure our region deeply needs. As demonstrated by the public participation efforts documented in the plan, residents of our region are strongly in favor of investing in infrastructure that supports a healthier, more equitable, and more sustainable transportation system; the overemphasis of roadway capacity needs, particularly in suburban-rural interface areas will fuel speculative auto-dependent development and serves to undermine the Richmond region's progress towards the goals outlined by the public.

As established in the plan, the "build" scenario includes construction of 232 new miles of roadway, making up the vast majority of transportation projects in the LRTP and associated Constrained Project List. By comparison, transit funding, active transportation infrastructure, and pedestrian safety improvements make up a small fraction of the overall spending outlined in the plan. The plan highlights the status quo in which roughly 99% of trips in the Richmond region are made using private vehicles, and according to its own projections this number will not be meaningfully reduced even after the plan's implementation. With only 9 transit improvements (\$464.5 million) out of a \$5 billion dollar project list, this is a regrettable, but logical outcome.

In terms of the plan's own evaluation, one measure of success included is the total savings the region can expect to gain by making the proposed investments, divided into "Operational", "Safety", and "Environmental" savings. While vehicle miles traveled (VMT) and certain criteria air pollutant emissions are considered within these evaluation metrics, there is no reference to carbon or other greenhouse gas (GHG) emissions, nor is there explicit discussion of VMT reduction as one of the primary goals of the plan. In fact, the environmental savings the plan describes as a result of the specified investments only make up just over 5% of the total benefits outlined. At a time when the existential threat of climate change has never been more apparent, and when the public has clearly specified environmental concerns as the second-most important factor in any new transportation plan, this represents a major shortcoming in our regional transportation planning process.

Another evaluation metric included within the plan is the economic impact the region can expect to receive resulting from the specified investments, projected at \$15 billion in total. The plan fails to include any analysis of the economic benefits of alternatives beyond “build” and “no-build”, such as scenarios in which a greater percentage of funding is allocated towards transit and other explicit VMT reduction strategies. While highway connectivity plays a role in the region’s economic vitality, it has been the case for many years that the return on investment from highway expansion has been declining, and as demonstrated in other regions of the United States, higher levels of investment in transit have the potential to provide returns far exceeding those of traditional roadway projects.

The plan further highlights the degree to which projects selected serve “Equity Emphasis Areas”, implying that the plan is successful in addressing the needs of low-income and otherwise marginalized populations across the region. While we commend the inclusion of equity-based metrics, the manner in which the plan’s equity analysis is conducted falls far short of describing the actual equity impacts of the described transportation investments. Rather than considering the type of projects included, the plan considers projects that are physically located within Equity Emphasis Areas as serving equity goals, despite the fact that the least-advantaged residents of the region are disproportionately likely to lack access to private vehicles, or to be able to afford to travel by means other than transit, biking, and walking. Much like an eight-lane highway is of little use to an individual with no car in getting to work, a highway expansion project in a neighborhood in which a significant portion of the population does not drive does little to advance equity, or access to opportunity. Meanwhile, a significant proportion of the road expansions are in outer areas where they would provide little benefit to most equity areas. While the plan does address impacts to employment access resulting from planned investments, it does not explicitly address how the proposed projects will increase connectivity between marginalized areas and their wealthier counterparts, a metric that has been demonstrated to play a significant role in the potential for upward mobility among low-income residents.

Taken as a whole, the ConnectRVA 2045 LRTP fails to meet the needs of the region as articulated in the hundreds of comments received during each stage of the planning process. The public established a clear preference for investments in transportation infrastructure that reduce our region’s environmental impact, increase equity and connectivity, and provide more choices for travel beyond merely driving private vehicles. As implied in the plan itself, the projects selected and the methods used to evaluate them fail to prioritize these stated preferences, and further fail to make the most efficient use of our limited resources as measured by how many people (not just vehicles) can physically move through a given space. Stated in terms included within the plan itself, only \$464.5 million out of the more

than \$5 billion dollar list is allocated to transit; no substantial changes to the status quo in which 99% of trips are made by private vehicle are advanced; only 5% of the projected benefits are from the “environmental” category; and the result of the “build” scenario at completion is only a 1% decrease in traffic congestion as compared to a “no-build” scenario. The role of public participation in public processes is to place some degree of decision-making power where it belongs: in the hands of the people. This LRTP and its associated Constrained Project List are at best ignoring, and at worst directly undermining, the desires of the public and the need to address the impending climate crisis. As currently drafted, this LRTP is reflective of the fundamental structural challenges involved in attempting to thoroughly meet the needs of the moment, which necessitate a wholesale reconsideration of the status quo.

Thank you for your hard work on the drafting of our region’s LRTP, and for the opportunity to weigh in through each stage of the planning process. We look forward to staying involved in planning processes moving forward, and to working together to create a stronger, more sustainable Richmond region.

Sincerely,

Partnership for Smarter Growth



PARTNERSHIP *for* SMARTER GROWTH

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In terms of the plan's own evaluation, one measure of success included is the total savings the region can expect to gain by making the proposed investments, divided into "Operational", "Safety", and "Environmental" savings. While vehicle miles traveled (VMT) and certain criteria air pollutant emissions are considered within these evaluation metrics, there is no reference to carbon or other greenhouse gas (GHG) emissions, nor is there explicit discussion of VMT reduction as one of the primary goals of the plan. In fact, the environmental savings the plan describes as a result of the specified investments only make up just over 5% of the total benefits outlined. At a time when the existential threat of climate change has never been more apparent, and when the public has clearly specified environmental concerns as the second-most important factor in any new transportation plan, this represents a major shortcoming in our regional transportation planning process.

Another evaluation metric included within the plan is the economic impact the region can expect to receive resulting from the specified investments, projected at \$15 billion in total. The plan fails to include any analysis of the economic benefits of alternatives beyond “build” and “no-build”, such as scenarios in which a greater percentage of funding is allocated towards transit and other explicit VMT reduction strategies. While highway connectivity plays a role in the region’s economic vitality, it has been the case for many years that the return on investment from highway expansion has been declining, and as demonstrated in other regions of the United States, higher levels of investment in transit have the potential to provide returns far exceeding those of traditional roadway projects.

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Taken as a whole, the ConnectRVA 2045 LRTP fails to meet the needs of the region as articulated in the hundreds of comments received during each stage of the planning process. The public established a clear preference for investments in transportation infrastructure that reduce our region’s environmental impact, increase equity and connectivity, and provide more choices for travel beyond merely driving private vehicles. As implied in the plan itself, the projects selected and the methods used to evaluate them fail to prioritize these stated preferences, and further fail to make the most efficient use of our limited resources as measured by how many people (not just vehicles) can physically move through a given space. Stated in terms included within the plan itself, only \$464.5 million out of the more

than \$5 billion dollar list is allocated to transit; no substantial changes to the status quo in which 99% of trips are made by private vehicle are advanced; only 5% of the projected benefits are from the “environmental” category; and the result of the “build” scenario at completion is only a 1% decrease in traffic congestion as compared to a “no-build” scenario. The role of public participation in public processes is to place some degree of decision-making power where it belongs: in the hands of the people. This LRTP and its associated Constrained Project List are at best ignoring, and at worst directly undermining, the desires of the public and the need to address the impending climate crisis. As currently drafted, this LRTP is reflective of the fundamental structural challenges involved in attempting to thoroughly meet the needs of the moment, which necessitate a wholesale reconsideration of the status quo.

Thank you for your hard work on the drafting of our region’s LRTP, and for the opportunity to weigh in through each stage of the planning process. We look forward to staying involved in planning processes moving forward, and to working together to create a stronger, more sustainable Richmond region.

Sincerely,

Partnership for Smarter Growth



Social Media Report



Technical Report H: Public Engagement & Outreach Report

LRTP Connect RVA 2045 Social Media Report

Summary

The Goals of the Social Media campaign particularly given the restrictions for in-person contact due to COVID19 during the development of the ConnectRVA 2045 draft plan were to:

- Inform Stakeholders of the content of the draft ConnectRVA 2045;
- Receive input on the draft plan through a variety of engagement strategies and mediums for more equitable outreach; and
- Focus on collaborating and strengthening relationships with community groups of all kinds.

Our Social media pages served as one of the tools used to reach these goals. We used PlanRVA Facebook (ConnectRVA 2045 page and PlanRVA page), LinkedIn, and twitter accounts to reiterate key messages and to promote the ways to provide feedback on the draft plan.

Highlights

Our social media posts were a key driver of traffic to the ConnectRVA2045 website.

| <u>Days</u> | <u>Total page views</u> | <u>Total site sessions</u> | <u>Total Unique visitors</u> |
|--------------------------------|-------------------------|----------------------------|------------------------------|
| <u>12-20-2019 to 9-20-2021</u> | <u>23, 885</u> | <u>11,541</u> | <u>10,648</u> |

Additional media outreach during the final comment period August 16-September 15, 2021 Included: (2) Richmond Today, Good Morning RVA, Henrico Citizen, ABC 8 Richmond, and Open Source RVA

| Date | Publication | Links |
|-----------|---------------------|---|
| 8/16/2021 | Henrico Citizen | https://www.henricocitizen.com/articles/connectrva-2045-draft-plan-proposes-2b-in-funding-for-henrico-transportation-projects/ |
| 8/17/2021 | ABC 8 news Richmond | https://www.wric.com/news/local-news/richmond/connect-rva-2045-seeking-public-feedback-on-transportation-plans/ |

| | | |
|-----------|------------------|---|
| 8/23/2021 | Good morning RVA | https://gmrva.com/podcast/2021/8/23/good-morning-rva-full-approval-a-supportive-community-and-a-long-range-transportation-plan |
| 9/1/2021 | RIC Today | https://rictoday.6amcity.com/newsletters/september-1-2021-september-events-connectrva-draft-plan/ |
| 9/3/2021 | WRIR.com | https://www.wrir.org/2021/09/03/open-source-rva-september-3-2021/ |
| 9/13/2021 | RIC today | https://www.wrir.org/2021/09/03/open-source-rva-september-3-2021/ |

Social Media page breakdown from Aug 2019-September 2021

Facebook: ConnectRVA2045/PlanRVA

Overall, we had a very good audience response to each post. Shares from our staff and various localities drove more engagement.

- 41 new followers on ConnectRVA 2045 page
- Over 100 shares between both pages
- Reach was over 10,000 people

Top 3 posts with the most Engagement

Post Details

Connect RVA 2045 • July 20, 2020

Reported stats may be delayed from what appears on posts

Performance for Your Post

1,652 People Reached

58 Reactions, Comments & Shares

| | | |
|------------|------------|-------------|
| 40 Like | 49 On Post | 0 On Shares |
| 2 Love | 2 On Post | 0 On Shares |
| 4 Comments | 4 On Post | 0 On Shares |
| 3 Shares | 3 On Post | 0 On Shares |

103 Post Clicks

16 Photo Views 9 Link Clicks 78 Other Clicks

NEGATIVE FEEDBACK

1 Hide Post 0 Hide All Posts
0 Report as Spam 0 Unlike Page

Reported stats may be delayed from what appears on posts

Creator Studio

Connect RVA 2045 • August 25, 2020

Reported stats may be delayed from what appears on posts

Post Details

Connect RVA 2045 • August 25, 2020

The Richmond Regional Transportation Planning Organization (RRTPO) asks for your input in helping us develop a long-range transportation plan, ConnectRVA 2045. This survey deals specifically with Vision, Goals, and strategies and we need your help in defining what they should be as we look to the future. Please visit our project website to access the survey and learn more about what we are doing for transportation in the Richmond region.

ConnectRVA 2045 Vision and Goals Survey
<https://connectrva2045.metroquest.com/>

Performance for Your Post

1,360 People Reached

10 Likes, Comments & Shares

| | | |
|------------|-----------|-------------|
| 4 Likes | 2 On Post | 2 On Shares |
| 1 Comments | 0 On Post | 1 On Shares |
| 5 Shares | 5 On Post | 0 On Shares |

50 Post Clicks

9 Photo Views 15 Link Clicks 26 Other Clicks

NEGATIVE FEEDBACK

1 Hide Post 0 Hide All Posts
0 Report as Spam 0 Unlike Page

Reported stats may be delayed from what appears on posts

**Connect
RVA 2045**

1,360 People Reached 60 Engagements Boost Post

Nicole Mueller and Chet Parsons 5 Shares

Like Comment Share

OneDrive Screenshot
The screens OneDrive.

Post Details

Performance for Your Post

| 3,326 People Reached | | |
|--------------------------|------------------|-----------------|
| 17 Likes | 2 On Post | 15 On Shares |
| 0 Comments | 0 On Post | 0 On Shares |
| 12 Shares | 11 On Post | 1 On Shares |
| 48 Post Clicks | | |
| 5 Photo Views | 18 Link Clicks | 25 Other Clicks |
| NEGATIVE FEEDBACK | | |
| 0 Hide Post | 0 Hide All Posts | |
| 0 Report as Spam | 0 Unlike Page | |

Reported stats may be delayed from what appears on posts

Twitter: PlanRVA

Overall, we had a great audience and reaction for each tweet. Shares from our staff and various localities and partners increased a lot of the engagement in the past year. We saw an increase in retweets and comments addressing the focus of the plan.

- 73 new followers since the start of ConnectRVA 2045
- Over 1500 page visits
- Reach was over 10,000 people
- over 100 retweets in the last year

Top Tweet earned 580 impressions

We need your help to identify regional transportation priorities for 2045. As part of that outreach, we have developed a regional priorities survey for this purpose. The survey link is open until midnight on August 14, 2020. [connectrva2045.org/priorities/...](https://connectrva2045.org/priorities/)

Top mention earned 121 engagements

Wyatt Gordon (@WyattGordon) If you want more bike lanes, bus routes, trains, or sidewalks, @PlanRVA needs to hear it! Tell them what you think about ConnectRVA's long-range transportation plan survey and tell them you want a cleaner, less congested future. bit.ly/lighttip

Tweet activity

| Impressions | Total engagements |
|-------------------|-------------------|
| 1,536 | 30 |
| Total engagements | 30 |
| Link clicks | 15 |
| Detail expands | 8 |
| Retweets | 5 |
| Likes | 3 |
| Profile clicks | 1 |

Top Tweet earned 1,880 impressions

The Richmond Regional Transportation Planning Organization (RRTPO) asks for your input in helping us develop a long-range transportation plan, ConnectRVA 2045. Tell us what you think and help us better understand how we should spend transportation funds. metrocouncilsurvey.com/ykdh6p

Top mention earned 674 engagements

Wyatt Gordon (@WyattGordon) @USDOT: "We need to invest in rail, public transit, walking, biking, and fast-first road maintenance to overcome generations of inequities." www.usdot.gov/infrastructure/transportation-equity

Tweet activity

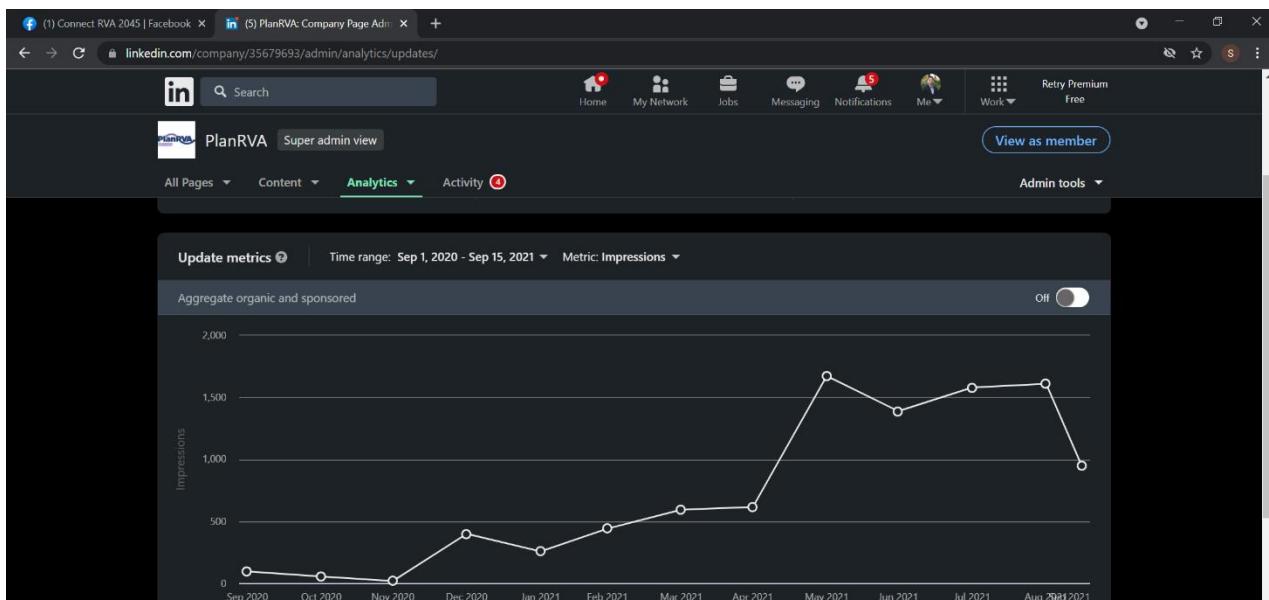
| Impressions | Total engagements |
|-------------------|-------------------|
| 1,991 | 22 |
| Total engagements | 22 |
| Detail expands | 7 |
| Retweets | 6 |
| Likes | 5 |
| Link clicks | 3 |
| Profile clicks | 1 |

LinkedIn: PlanRVA

Overall, we had a great number of impressions and reactions to each post. Shares from our staff and various localities and partners increased a lot of the engagement in the past year.

- 200 new followers since the start of ConnectRVA 2045 page
- Over 200 page visits, about a 50% increase in the last year
- Reach was over 10,000 people
- A 60% increase in engagement in the past year

Metric: Impressions in the last year



PlanRVA
204 followers
7mo • 5

ConnectRVA 2045, the region's long-range transportation plan update, passed one milestone with the approval of the Vision, Guiding Principles, Goals and Objectives.

If you want to know more about the planning process, all our materials and information can be accessed using this link: <https://lnkd.in/gMbHGx5>

ConnectRVA 2045 Goals & Objectives

| | | | | |
|---|--|--|---|---|
| A. Safety Improve the safety of the transportation system for all people. | B. Environment/Land Use Reduce the negative impact the transportation system has on the natural and built environment. | C. Equity/Accessibility Improve equitable access through greater availability of mode choices that are affordable and efficient. | D. Economic Development Improve connectivity and mobility for strong economic vitality. | E. Mobility Increase travel efficiency and mode choices by maintaining the transportation system in a state of good repair. |
| A1. Enhance safety and comfort of the transportation system for all people. A2. Work to eliminate all serious injuries and fatalities resulting from vehicle crashes. B1. Address roadway prone to flooding and climate impacts in transportation prioritization and funding decisions. B2. Reduce peak period travel time and vehicle miles traveled. B3. Reduce VMT (vehicle miles traveled) and increase number and share of trips taken by transit, walking, and cycling. B4. Tie land use planning to transportation investment to support transit-oriented communities. B5. Make transportation resources available to underserved communities with an emphasis on Environmental Justice. | | | | |
| C1. Reduce trip lengths for all people on Environmental Justice (E.J.) populations. C2. Increase availability of transit services via transit, walking, or cycling for people with a focus on E.J. populations and communities with limited resources and opportunities. | | | | |
| D1. Reduce peak period travel time and vehicle miles traveled. D2. Increase transportation investments focused on economic vitality. D3. Increase connectivity and mobility and within the regional activity centers. D4. Reduce freight bottlenecks. D5. Increase multimodal access to destinations. | | | | |
| E1. Increase the percent of complete across the highway network to all available capacity. E2. Increase system efficiency through operational, transportation demand management (TDM), and technical solutions. E3. Improve system reliability scores. | | | | |

As we continue putting together ConnectRVA 2045, we want to keep the community updated on this important process and where it currently stands.

For more information, check out the infographic and visit us at [#transportation #richmondva #planning #transportationplanning](#)

PlanRVA
204 followers
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Be the first to comment on this

Organic impressions: 149 Impressions Hide stats ^

Organic stats i
Targeted to: All followers

| | | |
|------------------------|-------------|---------------------------|
| 149 Impressions | 3 Reactions | 14.09% Click-through rate |
| 0 Comments | 2 Shares | 21 Clicks |
| 17.45% Engagement rate | | |

PlanRVA
204 followers
6mo • 5

As we continue putting together ConnectRVA 2045, we want to keep the community updated on this important process and where it currently stands.

For more information, check out the infographic and visit us at [#transportation #richmondva #planning #transportationplanning](#)

Be the first to comment on this

Organic impressions: 197 Impressions Hide stats ^

Organic stats i
Targeted to: All followers

| | | |
|------------------------|-------------|--------------------------|
| 197 Impressions | 8 Reactions | 6.09% Click-through rate |
| 0 Comments | 0 Shares | 12 Clicks |
| 10.15% Engagement rate | | |






August 16 - September 15, 2021

ConnectRVA 2045



Like Comment

Be the first to comment on this

Organic impressions: 200 Impressions Hide stats

Organic stats i
Targeted to: All followers

| | | |
|-----------------------|-------------|-------------------------|
| 200 Impressions | 7 Reactions | 7.5% Click-through rate |
| 0 Comments | 11 Shares | 15 Clicks |
| 16.5% Engagement rate | | |

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204 followers
1mo •

ConnectRVA 2045 will guide the Richmond Region's transportation investments over the next 20 years. PlanRVA and the Richmond Regional Transportation Planning Organization (RRTPO) are offering virtual and in-person oppc ...see more

Offer your feedback on the draft ConnectRVA 2045 plan



August 16 - September 15, 2021

ConnectRVA 2045



Like Comment