

AUGUST 2022

TECHNICAL MEMO

PHASE 2 PUBLIC ENGAGEMENT

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1.0 INTRODUCTION

The Virginia Department of Transportation (VDOT) and its partners are conducting a small area plan along Staples Mill Road (Route 33) in Henrico County that will explore how to support transit-oriented development (TOD) surrounding the Richmond Staples Mill Amtrak station. The small area plan recommendations will support a TOD concept developed by Henrico County and Virginia Department of Rail and Public Transportation (DRPT) for the Amtrak station area. Staples Mill Road links Henrico County and Richmond. It also provides access to the Staples Mill Road Amtrak Station, a major rail hub with connections to destinations up and down the eastern seaboard.

This memorandum documents the second phase of public engagement for the Staples Mill Road Small Area Plan. The public engagement process presented multimodal transportation needs and options for the Staples Mill Road corridor and other streets near the Staples Mill Road Amtrak Station. The engagement involved an online survey and public meeting. The process provided community members with the opportunity to learn about and help refine specific transportation options.

2.0 SURVEY

The study team gathered feedback from study area residents and the commuting public through a survey. The survey introduced the public to the study area's multimodal transportation needs and solicited input on transportation options. The survey presented cross section options for the Staples Mill Road corridor and intersection options for eleven (11) priority intersections in the study area. The study team produced an [online survey](#)

presented in English that was open for responses from June 30, 2022 to August 6, 2022.

Attachment A includes a copy of the survey. An online version of the survey can be accessed via [MetroQuest](#).

Survey Recruitment

The study team engaged residents and members of the commuting public to take the survey using an array of recruitment tools, including:

- Staples Mill Road Small Area Plan web page
- Targeted online ads through Facebook
- Organic posts on VDOT Facebook and Twitter accounts
- Requests to Stakeholder Group members to share the survey link on their web pages and social media platforms
- Emails to over 90 community-based organizations and past public meeting or survey participants, including a fact sheet about the study
- A targeted postcard to businesses and residences advertising the survey and online public meeting (8,727 postcards mailed)

Attachment B includes the recruitment materials used for the study.

Survey Results

1,076 people filled out the survey by the survey end date (August 6, 2022). The following section summarizes community feedback based on two main survey sections: Street Options and Intersection Options.

Corridor Options

Survey respondents were prompted to rate several cross section options for Staples Mill Road north and south of East Parham Road. Survey respondents could rate each option from a low score of 1 (Least Preferred) to a high score of 5 (Most Preferred).

Attachment C includes public meeting materials showing all corridor options.

North of East Parham Road

Three cross section options were provided for Staples Mill Road north of East Parham Road, including:

1. No Change
2. Shared Use Path
3. Sidewalks and Bike Lane

No Change

This option would not change the existing corridor segment north of East Parham Road. The existing segment includes two through lanes in both directions with median separation and turn lanes provided at intersections and major driveways. The existing discontinuous sidewalk network discourages pedestrian use and limits non-motorized users from accessing transit and employment opportunities along the corridor.

Most survey respondents did not prefer the existing corridor to the proposed options (**Figure 1**).

Based on average rating, the no change option scored the lowest (1.7).

Shared Use Path

This option would add a shared use path on both sides of the corridor north of East Parham Road. Where right-of-way allows, a landscaped buffer would be provided between non-motorized users and motorists.

Based on average rating, this option was the second most preferred option with an average rating of 3.7.

Sidewalks and Bike Lane

This option would implement a raised bicycle lane and sidewalk on both sides of the corridor. Bicyclists, pedestrians, and motorists would be fully separated. Where right-of-way allows, a landscape buffer would be provided between non-motorized users and motorists.

This option received the highest average rating (4.2) of the three options for Staples Mill Road north of East Parham Road. More respondents (63% - 560) gave this option a rating of 5 than the other options.

South of East Parham Road

Five cross section options were provided for Staples Mill Road south of East Parham Road, including:

1. No Change
2. Dedicated Transit and Shared Use Path
3. Dedicated Transit, Sidewalks, and Bike Lane
4. Mixed Transit and Shared Use Path
5. Mixed Transit, Sidewalks, and Bike Lane

No Change

This option would not change the existing corridor segment south of East Parham Road. The existing segment includes three through lanes in both directions with median separation and turn lanes provided at intersections and major driveways. Like Staples Mill Road north of East Parham Road, gaps in the sidewalk and low-stress bicycle network create a barrier to transit and employment access for people walking, biking, and taking transit.

Most survey respondents did not prefer the existing corridor to the proposed options (**Figure 2**). Based on average rating, the no change option had the lowest average rank (1.7) of the five options.

Dedicated Transit and Shared Use Path

This option would convert the outer through lane in both directions to a dedicated transit lane.

Dedicated transit lanes give priority to transit vehicles by separating them from other motorists and allow them to move through congested areas more quickly and efficiently. This option would also add a shared use path on both sides of the corridor. Where right-of-way allows, a landscape buffer would be provided between non-motorized users and motorists.

Based on average rating, this option was the fourth most preferred option with an average ranking of 3.1.

Dedicated Transit, Sidewalks, and Bike Lane

This option would convert the outer through lane in both directions to a dedicated transit lane.

Dedicated transit lanes give priority to transit vehicles by separating them from other motorists and allow them to move through congested areas more quickly and efficiently. This option would also add sidewalks and bike lanes on both sides of the corridor. Bicyclists, pedestrians, transit vehicles, and other motorists would be fully separated. Where right-of-way allows, a landscape buffer would be provided between non-motorized users and motorist.

This option received the highest average rating (3.8) of the five options for Staples Mill Road south of East Parham Road. More respondents (52% - 408) gave this option a rating of 5 than the other options.

Mixed Transit and Shared Use Path

Like the second option, this option would add shared use paths on both sides of the corridor. Bicyclists and pedestrians would share the path and where right-of-way allows, a landscape buffer would be provided between non-motorized users and motorists. Transit vehicles would travel in travel lanes with other motorists.

Based on the average ranking, this option with mixed transit (3.2) scored slightly higher than the similar option with dedicated transit (3.1).

Mixed Transit, Sidewalks, and Bike Lanes

Like the third option, this option would add sidewalks and bike lanes on both sides of the corridor. Bicyclists, pedestrians, and other motorists would be fully separated. Where right-of-way allows, a landscape buffer would be provided between non-motorized users and motorists. Transit vehicles would travel in shared lanes with other motorists.

Based on the average ranking, this option with mixed transit (3.5) scored lower than the similar option with dedicated transit (3.8).

Corridor Key Takeaways

Survey respondents preferred sidewalks and bike lanes to the other options for both Staples Mill Road north and south of East Parham Road. For Staples Mill Road south of East Parham Road, survey respondents preferred dedicated transit lanes with sidewalks and bike lanes to mixed transit and the existing lane configuration.

Figure 1 Please rate the following street options from 1 (Least Preferred) to 5 (Most Preferred)

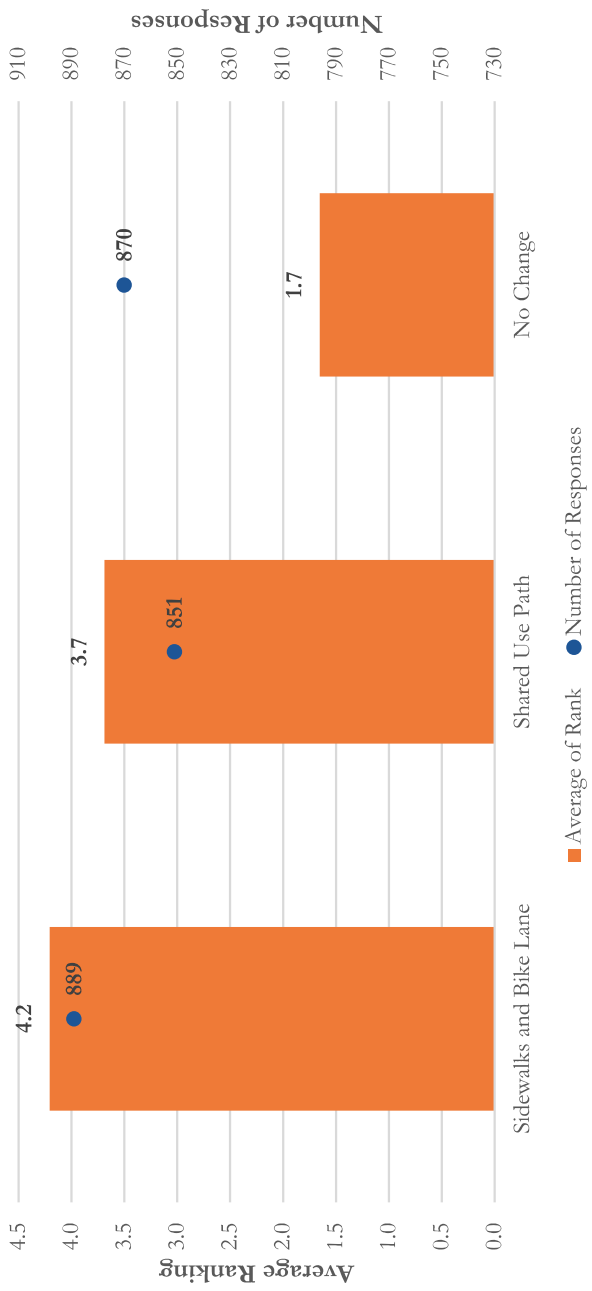
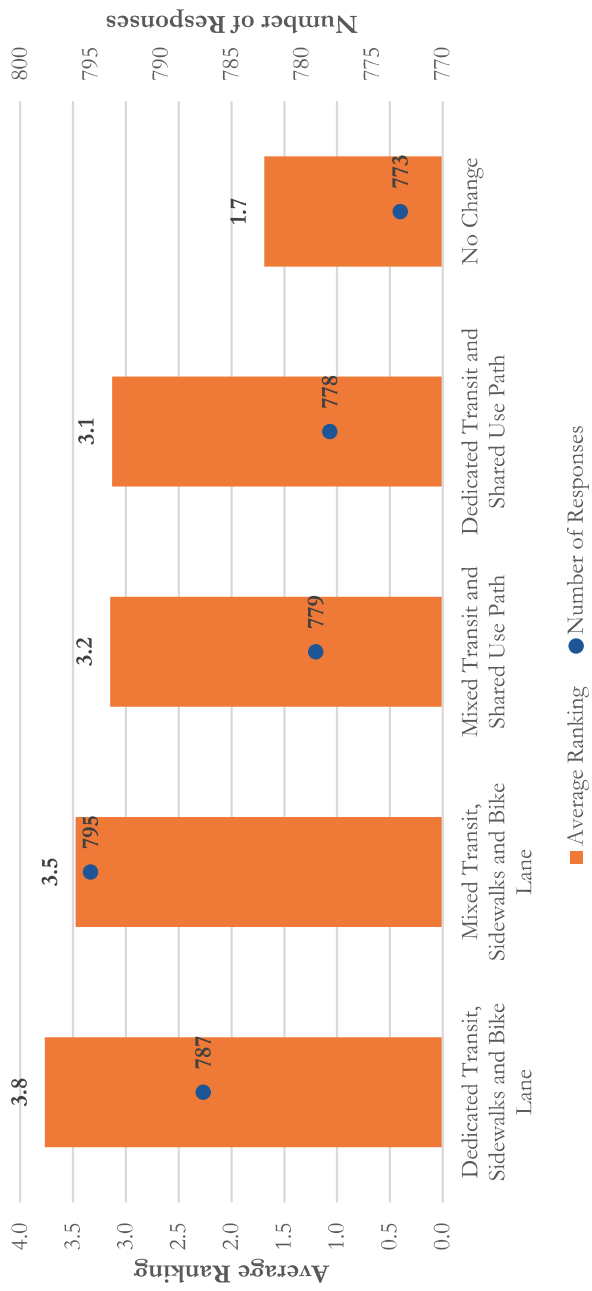


Figure 2 Please rate the following street options from 1 (Least Preferred) to 5 (Most Preferred)



Intersection Options

Survey respondents were prompted to rate (1 Least Preferred – 5 Most Preferred) redesign options for 11 priority intersections within the study area, including:

1. Staples Mill Road and East Parham Road
2. Staples Mill Road and Hungary Spring Road
3. Staples Mill Road and Hungary Road
4. Staples Mill Road and Hermitage Road
5. Hungary Road and Woodman Road
6. Glenside Drive and Bethlehem Road
7. Lakeside Avenue and Dumbarton Road
8. Staples Mill Road and Amtrak Station
9. Springfield Road and Hungary Road
10. East Parham Road and Hungary Spring Road
11. East Parham Road and Woodman Road

Each intersection had two options:

- No change
- Intersection Modification

No Change

These options would not change the existing intersections. The study team selected the existing intersections based on issues and opportunities identified during the existing conditions analysis, including:

- **Safety Concerns:** These locations experienced more frequent and severe crashes compared to other study intersections
- **Future Congestion (2040):** If no changes are made to these intersections, motorists

are predicted to experience higher rush hour delay at these locations by 2040

- **TOD Proximity:** These intersections are located within two miles of the Staples Mill Road Amtrak Station and future transit-oriented development
- **Community Interest:** Community members identified specific issues or opportunities at these intersections or along their intersecting streets.

Intersection Modification

The intersection modifications for the 11 priority intersections were selected to improve pedestrian and bicycle safety and comfort, to reduce the number of rear end and angle crashes, and to address other safety and operational concerns at the intersections.

Examples of modifications include adding sidewalks and crosswalks, installing median and pedestrian refuge islands, and adding intersection lighting. **Table 1** summarizes the modifications proposed for each priority intersection.

Attachment C includes public meeting materials showing all intersection options.

Table 1. Priority Intersection Modifications

| Intersection Modifications | |
|--|---|
| Priority Intersection | Intersection Modifications |
| Staples Mill Road and East Partham Road | <ul style="list-style-type: none"> ● Add pedestrian signal heads ● Make signal timing modifications to increase pedestrian safety, including: <ul style="list-style-type: none"> ○ Crossing time ○ Leading pedestrian intervals ○ No right-turn on red restrictions ● Upgrade curb ramps ● Add intersection lighting ● Add high visibility crosswalks |
| Staples Mill Road and Hungary Spring Road | <ul style="list-style-type: none"> ● Add traffic signal mast arm ● Add pedestrian signal heads ● Make signal timing modifications to add crossing time for pedestrians ● Upgrade curb ramps ● Add intersection lighting ● Add high visibility crosswalks ● Add a raised median and pedestrian refuge island to the northeast leg of the intersection |
| Staples Mill Road and Hungary Road | <ul style="list-style-type: none"> ● Add pedestrian signal heads ● Make signal timing modifications to add crossing time for pedestrians ● Upgrade curb ramps ● Add intersection lighting ● Add high visibility crosswalks ● Add a pedestrian refuge island to the north leg of the intersection |
| Staples Mill Road and Hermitage Road | <ul style="list-style-type: none"> ● Add pedestrian signal heads ● Make signal timing modifications to increase pedestrian safety, including: <ul style="list-style-type: none"> ○ Crossing time ○ Leading pedestrian intervals ○ No right-turn on red restrictions ● Upgrade curb ramps ● Add intersection lighting ● Add high visibility crosswalks ● Add a raised median to the east leg of the intersection |

Priority Intersection

Intersection Modifications

Hungary Road and Woodman Road

- Add pedestrian signal heads
- Make signal timing modifications to increase pedestrian safety, including:
 - Crossing time
 - Leading pedestrian intervals
 - No right-turn on red restrictions
- Upgrade curb ramps
- Upgrade intersection lighting
- Add high visibility crosswalks
- Update signal hardware to increase signal visibility

Glenside Drive and Bethlehem Road

- Add pedestrian signal heads
- Make signal timing modifications to add crossing time for pedestrians
- Upgrade curb ramps
- Add high visibility crosswalks
- Provide protected left-turn phases for eastbound/westbound motorists
- Update signal hardware to increase signal visibility
- Add a pedestrian refuge island to the east leg of the intersection

Lakeside Avenue and Dumbarton Road

- Make signal timing modifications to increase pedestrian safety, including:
 - Crossing time
 - Leading pedestrian intervals
 - No right-turn on red restrictions
- Upgrade curb ramps
- Add high visibility crosswalks

Staples Mill Road and Amtrak Station

- Add pedestrian signal heads
- Make signal timing modifications to increase pedestrian safety, including:
 - Crossing time
 - Leading pedestrian intervals
 - No right-turn on red restrictions
- Upgrade curb ramps
- Add intersection lighting
- Add high visibility crosswalks
- Add a fourth (west) leg to the intersection to provide access to future transit-oriented development.

| Intersection Modifications | |
|--|--|
| <p>Priority Intersection</p> <p>Springfield Road and Gaskins Road/Hungary Road</p> | <ul style="list-style-type: none"> ● Add pedestrian signal heads ● Make signal timing modifications to increase pedestrian safety, including: <ul style="list-style-type: none"> ○ Crossing time ○ Leading pedestrian intervals ○ No right-turn on red restrictions ● Upgrade curb ramps ● Add intersection lighting ● Add high visibility crosswalks ● Adjust lane geometry in the east leg of the intersection to reduce delay for motorists |
| <p>East Parham Road and Hungary Spring Road</p> | <ul style="list-style-type: none"> ● Add pedestrian signal heads ● Make signal timing modifications to add crossing time for pedestrians ● Upgrade curb ramps ● Add high visibility crosswalks ● Update signal hardware to increase signal visibility ● Add pedestrian refuge islands to the east and west legs of the intersection |
| <p>East Parham Road and Woodman Road</p> | <ul style="list-style-type: none"> ● Add pedestrian signal heads ● Make signal timing modifications to add crossing time for pedestrians ● Upgrade curb ramps ● Add high visibility crosswalks ● Add pedestrian refuge islands to the east and west legs of the intersection |

All the priority intersection modifications were preferred to the existing intersections. As shown in **Table 2**, the intersection modifications received average ratings greater than 4. In comparison, the no change options for the priority intersections had average ratings less than 2 (**Table 3**). The following intersection modifications received the highest average ratings:

- Staples Mill Road and Amtrak Station (4.41)
- Lakeside Avenue and Dumbarton Road (4.36)
- East Parham Road and Hungary Spring Road (4.36)
- East Parham Road and Woodman Road
- Springfield Road and Hungary Road (4.33)

Table 2. Average Ratings and Number of Responses for Priority Intersection Modifications

| Priority Intersection | Average Rating | Number of Responses |
|---|----------------|---------------------|
| Staples Mill Road & Amtrak Station | 4.41 | 704 |
| Lakeside Avenue & Dumbarton Road | 4.36 | 707 |
| E Parham Road & Hungary Spring Road | 4.36 | 672 |
| E Parham Road & Woodman Road | 4.33 | 670 |
| Springfield Road & Hungary Road | 4.31 | 675 |
| Hungary Road & Woodman Road | 4.28 | 717 |
| Staples Mill Road & Hungary Spring Road | 4.27 | 746 |
| Glenside Drive & Bethlehem Road | 4.26 | 716 |
| Staples Mill Road & Hermitage Road | 4.23 | 724 |
| Staples Mill Road & E Parham Road | 4.23 | 778 |
| Staples Mill Road & Hungary Road | 4.22 | 735 |

Table 3. Average Ratings and Number of Responses for Existing Intersections

| Priority Intersection | Average Rating | Number of Responses |
|---|----------------|---------------------|
| Staples Mill Road & Hermitage Road | 1.66 | 658 |
| Staples Mill Road & E Parham Road | 1.63 | 720 |
| Lakeside Avenue & Dumbarton Road | 1.61 | 649 |
| Staples Mill Road & Hungary Road | 1.61 | 671 |
| Staples Mill Road & Hungary Spring Road | 1.60 | 673 |
| Springfield Road & Hungary Road | 1.60 | 624 |
| E Parham Road & Hungary Spring Road | 1.58 | 622 |
| Hungary Road & Woodman Road | 1.57 | 653 |
| Glenside Drive & Bethlehem Road | 1.55 | 645 |
| E Parham Road & Woodman Road | 1.55 | 615 |
| Staples Mill Road & Amtrak Station | 1.52 | 637 |

Top 5 Intersection Modifications

Staples Mill Road and Amtrak Station

This intersection modification would add an eastbound approach to the intersection to accommodate new transit-oriented development on the west side of Staples Mill Road. This option would also add ADA-accessible crossings for non-motorized users and improve non-motorized connections to transit including an existing bus stop and the Staples Mill Road Amtrak Station. Other safety improvements such as implementing a leading pedestrian interval (LPI), installing intersection lighting, and adding no right-turn on red restrictions would improve the overall safety of the intersection.

Based on average ratings, this intersection modification scored the highest (4.41). Most

respondents gave this intersection modification a rating of 4 or 5 (85% - 601 respondents) with only 41 respondents (6%) giving it a rating of 1 or 2. In comparison, the no change option for this intersection received an average rating of 1.52 with most respondents (85% - 542 respondents) giving the no change option a score of 1 or 2.

Lakeside Avenue and Dumbarton Road

Like the intersection modification at the Staples Mill Road Amtrak Station, this intersection modification would improve non-motorized users' safety and comfort. This option would increase pedestrian visibility with enhanced crosswalks and signal timing.

This intersection modification received the second highest average score (4.36) with most respondents (82% - 582 respondents) giving the modification a score of 4 or 5. In comparison, the no change option for this intersection received an average rating of 1.61.

East Parham Road and Hungary Spring Road

This intersection modification would increase pedestrian visibility with enhanced crosswalks and signal timing, reduce crossing distance for pedestrians, and improve nighttime visibility with intersection lighting. This option would also provide ADA-accessible crossings for bicyclists and pedestrians to improve multimodal connections to employment and transit.

This intersection modification received the same average rating (4.36) as the intersection modification for Lakeside Avenue and Dumbarton Road. Most respondents (82% - 554 respondents) gave this option a rating of 4 or 5. In comparison, the no change option for East Parham Road and Hungary Spring Road received an average rating of 1.58 with most respondents (83% - 518 respondents) rating the no change option as 1 or 2.

East Parham Road and Woodman Road

This intersection modification would increase pedestrian visibility with enhanced crosswalks and signal timing and reduce crossing distances for pedestrians with medians and pedestrian refuge islands. This option would also provide ADA-accessible crossings for bicyclists and pedestrians to improve multimodal connections to employment and transit along East Parham Road.

Like the other top rated intersection modifications, most respondents (82% - 548 respondents) rated the modification of East Parham and Woodman Road 4 or 5. Based on average score, this option received a higher rating (4.33) than the no change option (1.57).

Springfield Road and Hungary Road

This intersection modification would increase pedestrian visibility with enhanced crosswalks and signal timing and improve nighttime visibility with intersection lighting. Leading Pedestrian Intervals (LPI) and right-turn on red restrictions would be implemented to protect pedestrians and bicyclists. This option would also provide ADA-accessible crossings for bicyclists and pedestrians to improve multimodal connections to employment opportunities.

Most respondents (80% - 542 respondents) rated the modification of Springfield Road and Hungary Road as 4 or 5. Based on average score, this modification received a higher rating (4.31) than the no change option (1.60).

Intersection Key Takeaways

Survey respondents overwhelmingly preferred the intersection modifications to the existing intersections. Most respondents rated the modifications 4 or higher whereas most respondents rated the existing intersections less than 2.

3.0 PUBLIC MEETING

The study team held the second public meeting to share preliminary options for the Staples Mill Road study area. This meeting was held to gather community insights on street and intersection modification options, present findings from previous public outreach efforts, and encourage public involvement in the second survey.

The public meeting was held using the online platform GoToWebinar on June 30, 2022. A recording of the meeting can be found on the Staples Mill Road Small Area Plan [web page](#). **Attachment C** includes a copy of the presentation shared at the meeting.

Community members had the opportunity to ask questions and provide the study team with insights about the study area during the public meeting. Forty-nine community members attended the meeting. The community members raised sixty questions and comments during the meeting. Community members expressed strong interest in improving safety along the study corridor by reducing motorist speeding and providing dedicated space for pedestrians and bicyclists.

Several attendees raised the question of whether the study team assessed the viability of innovative intersections such as roundabouts and RCUTs at the study intersections. The study team explained that they conducted a VJ analysis to assess innovative intersection options for the study area. Since Staples Mill Road and other study area corridors are wide roads that fully use the existing right-of-way, the benefits offered by innovative intersection options were outweighed by the costs involved in widening the road. Costs associated with widening roads include acquiring private property, relocating utilities, and redesigning drainage systems.

The public also expressed interest in learning more about how the removal or repurposing of a travel lane would impact traffic congestion. When reallocating a vehicular lane to a bus-only lane or removing a lane to accommodate pedestrian and bicycle infrastructure, drivers will experience some increase in travel times, particularly during peak hours. As the study team revises the options, additional analysis will be conducted to specifically quantify the impacts of repurposing travel lanes.

Attachment D details community questions and comments from the public meeting.

4.0 CONCLUSION AND NEXT STEPS

The study team will use insights from the phase 2 public engagement process to modify, refine, and finalize recommendations for the study area.

Attachment A Phase 2 Survey

1 Introduction

Learn about this initiative before you begin.



WELCOME

Welcome to Staples Mill Road Small Area Plan – Opportunities and Issues Survey

VDOT and its partners are conducting a small area plan along Staples Mill Road (Route 33) in Henrico County that explores the opportunity for [Transit Oriented Development \(TOD\)](#) surrounding the Richmond Staples Mill Amtrak station. The Plan recommendations will support an existing TOD concept developed by Henrico County and Virginia Department of Rail and Public Transportation (DRPT) for the Amtrak station area.

Project Map

Next



Staples Mill Road links Henrico County and the City of Richmond. It also provides access to the Staples Mill Road Amtrak Station, a major rail hub with connections to destinations up and down the eastern seaboard. Help us identify transportation solutions for the Staples Mill Road area by answering this short survey.



2 Street Options
Options Along the Street

North of E Parham Road
○○○

Options for Staples Mill Road north of East Parham Road

South of E Parham Road
○○○○○


»»

No Change

Today, Staples Mill Road lacks consistent sidewalks and bicycle facilities north of East Parham Road. Two street options would implement continuous, consistent walking and biking facilities on Staples Mill Road.

[Follow this link to full size image](#)

North of E Parham Road: Existing



| | | | | | | | | | |
|-----------------------------------|---|--------------------------|--|---|---|-------------------------------------|---|----------------|--|
| Improve Safety and Comfort | ○○○○ No buffer between non-motorist users and motorists. | Manage Congestion | ○○○○ No visible access to sidewalks and bike lanes. Repetitive signs have been in general good use. | Wider Community and Environmental Health | ○○○○ ADA accessible facilities are missing on one or both sides of the street. | Support Economic Development | ○○○○ Sidewalk is disconnected from employment and transit. | Impacts | ○○○○ No right-of-way impacts or drainage impacts. |
|-----------------------------------|---|--------------------------|--|---|---|-------------------------------------|---|----------------|--|

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

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3 Intersection Options

Options at Intersections

INTERSECTION OPTIONS

Staples Mill Rd & E Parham Rd

Staples Mill Rd & Hungary & Spring Rd

Staples Mill Rd & Hungary Rd

Staples Mill Rd & Hermitage Rd

Hungary Rd & Woodman Rd

Glenside Dr & Bethlehem Rd

Options at the Staples Mill Road and E Parham Road intersection.

No Change

Intersection Modification

No Change

Staples Mill Road and E Parham Road

[Follow this link to full size image](#)

| Performance Metrics | Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|---|---|---|---|--|---------|
| <ul style="list-style-type: none"> High crash intersection with no pedestrian crossings. | <ul style="list-style-type: none"> Minimize exposure gaps during rush hour. Pedestrians experience delay at day. | <ul style="list-style-type: none"> Minimize the mobility impacts to people walking and biking. | <ul style="list-style-type: none"> Multiple facilities are concentrated from employment and areas. | <ul style="list-style-type: none"> No right-of-way impacts or drainage impacts. | |

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)



Intersection Options

Options at Intersections



INTERSECTION OPTIONS

Lakeside Ave & Dumbarton Rd

Staples Mill Rd & Amtrak Station

Springfield Rd and Hungary Rd

E Parham Rd & Hungary Spring Rd

E Parham Rd & Woodman Rd

Options at the Lakeside Avenue and Dumbarton Road intersection.

No Change

Intersection Modification

No Change

Lakeside Avenue and Dumbarton Road

[Follow this link to full size image](#)

| Improve Safety and Comfort | Manage Congestion | Reduce Community and Environmental Health | Support Economic Development | Impacts |
|---------------------------------|--|---|--|---|
| <p>High crash intersection.</p> | <p>Multiple experience delays during rush hour. Fiscal use suspensions: 40-50 off day.</p> | <p>Intersection has missing facilities for people walking and biking.</p> | <p>Multimodal facilities are disconnected from neighborhood.</p> | <p>No right-of-way impacts or change impacts.</p> |

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)



Thanks for your participation!

Tell us about yourself. Please click finish when you are done.



WRAP UP

Final Questions (Optional)

- > Name 0/50
- > Address 0/50
- > Organization/Business 0/50
- > Email 0/50

Thank You!

Thank you for taking the time to participate in this survey. Your input is valuable to the study. Please find more information about the study progress in the link below.

[Project Partners](#)

[Project Site](#)

Please share this with others and help us get everyone involved!



Answer the questions you want to, then click Finish:

Finish

Attachment B Recruitment
Materials

We want to hear from you! | ¡Queremos saber!

VIRTUAL PUBLIC MEETING

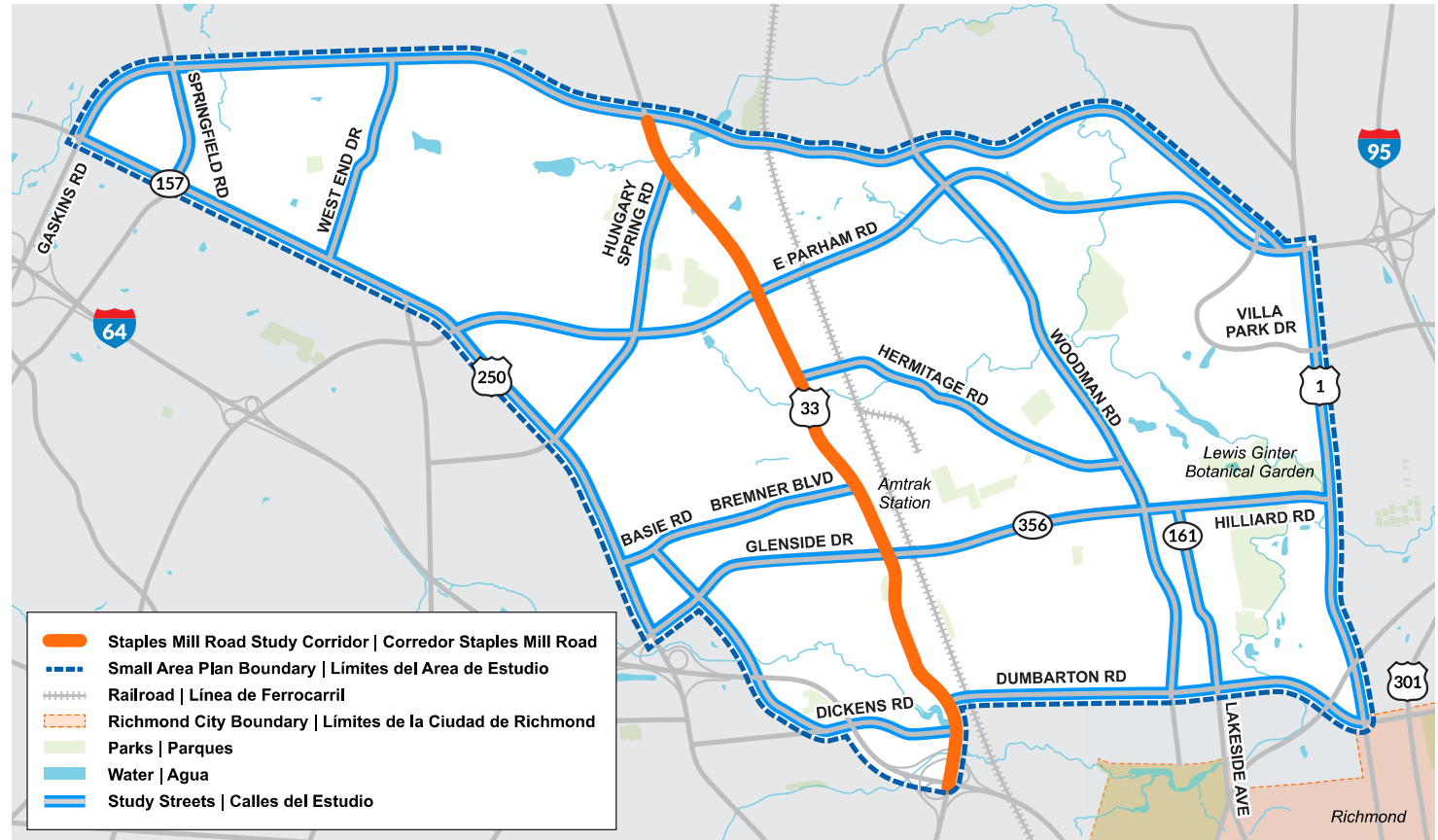
Learn about and help us refine specific transportation options for Staples Mill Road by attending our virtual public meeting on June 30, 2022 from 6-7:30 p.m.

Register at:
bit.ly/StaplesMillMeeting2

REUNIÓN PÚBLICA VIRTUAL

Conozca y ayúdenos a refinar las opciones de transporte específicas para Staples Mill Road asistiendo a nuestra reunión pública virtual el 30 de junio de 2022 de 6 a 7:30 p.m.

Registrarse en:
bit.ly/StaplesMillMeeting2



VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact VDOT's Civil Rights Division at 757-925-2500, 800-611-5812 or TTY/TDD 711.

VDOT garantiza la ausencia de discriminación y la igualdad de oportunidades de empleo en todos los programas y actividades, de conformidad con los Títulos VI y VII de la Ley de Derechos Civiles de 1964. Si usted necesita más información o asistencia especial para personas con discapacidades o competencia limitada en el idioma inglés, comuníquese con Derechos Civiles (Civil Rights) de VDOT, al 757-925-2500, 800-611-5812 o TDD/TTY 711.

VDOT Staples Mill Road (Route 33) Small Area Plan Plan de Área Pequeña de Staples Mill Road (Ruta 33)

The study is evaluating automobile, transit, bicycle, and pedestrian conditions along Staples Mill Road and other key streets near the Staples Mill Road Amtrak Station. Study findings will be used to develop, compare, and recommend transportation solutions to help meet the study's goals.

STUDY GOALS

- Improve safety and comfort
- Manage congestion
- Support economic development
- Foster community and environmental health
- Reflect community character

REGISTER FOR OUR PUBLIC MEETING

REGÍSTRESE PARA LA REUNIÓN PÚBLICA:

bit.ly/StaplesMillMeeting2

STAY CONNECTED BY VISITING

MANTÉNGASE EN CONTACTO VISITANDO:

bit.ly/VDOTStaplesMillProject

El estudio está evaluando las condiciones de transporte para automóviles, autobuses, bicicletas y peatones a lo largo de Staples Mill Road y otras calles clave alrededor de la estación de Amtrak de Staples Mill Road. Los resultados del estudio serán utilizados para desarrollar, comparar y recomendar soluciones al transporte que ayudarán a cumplir con la objetivos del estudio.

OBJETIVOS DEL ESTUDIO

- Mejorar la seguridad y la comodidad de transporte
- Gestionar la congestión
- Promover el desarrollo económico
- Conservar el medio ambiente y la salud de las personas
- Reflejar el carácter de la comunidad

VDOT Richmond District

2430 Pine Forest Drive

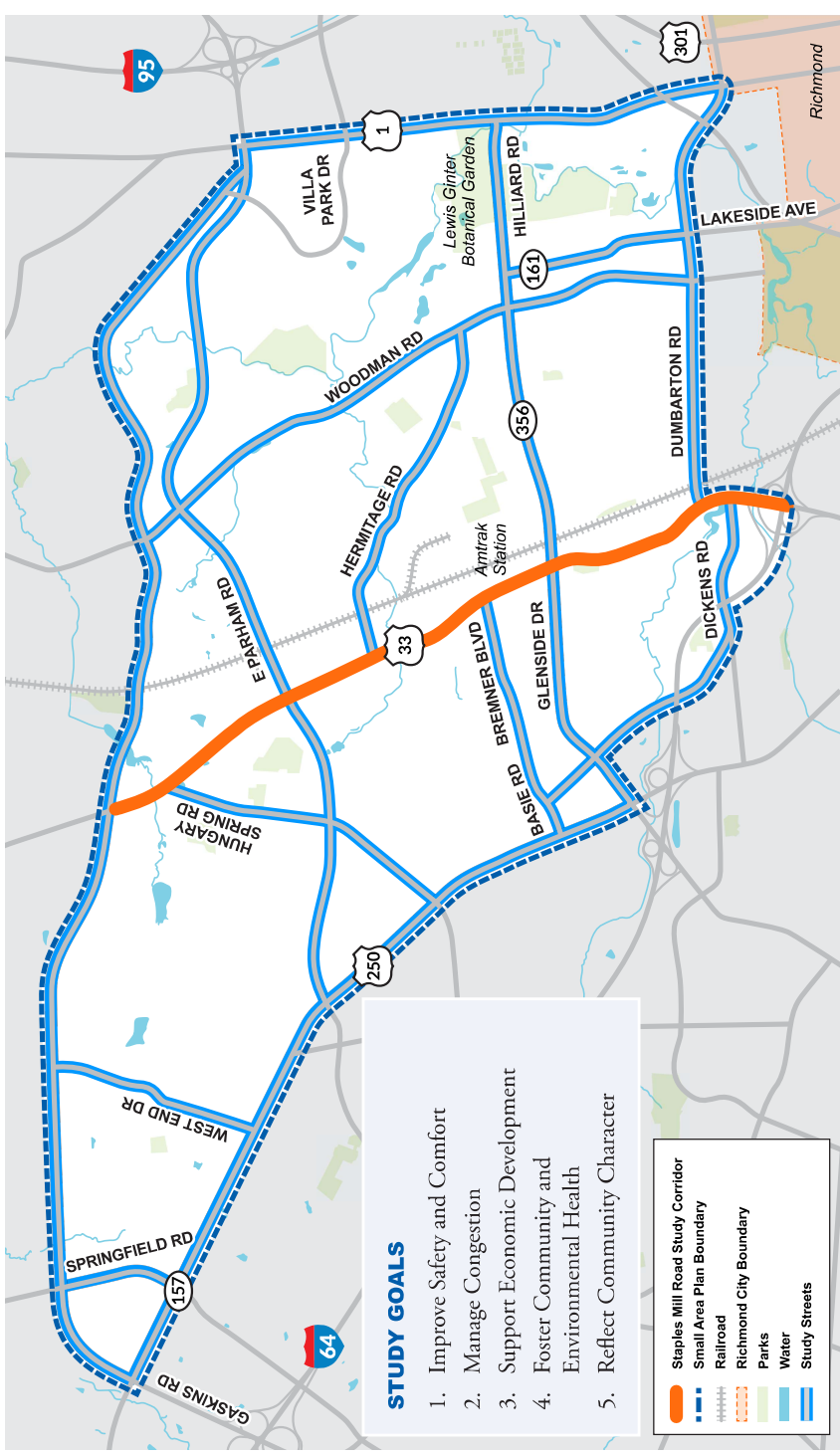
South Chesterfield, Virginia 23834



STUDY OVERVIEW

The Staples Mill Road (Route 33) Small Area Plan (the study) is evaluating automobile, transit, bicycle, and pedestrian conditions along Staples Mill Road and other key streets near the Staples Mill Road Amtrak Station in Henrico County. The study is assessing future travel projections and a concept developed by Henrico County and Virginia Department of Rail and Public Transportation (DRPT) for **transit-oriented development** surrounding the Amtrak Station. It will generate transportation solutions to help meet the study’s vision and goals.

The study vision is for Staples Mill Road to be a **Complete Street** that supports development and provides safe and comfortable travel for all uses and users of the roadway.



PROJECT TIMELINE

| Study kickoff | Define study needs | | Refine study goals, vision, objectives and evaluation criteria | | Develop alternatives and conduct alternatives analysis | | Finalize alternatives | | Prepare and submit Small Area Plan Report | | | | |
|------------------|--------------------|---------|--|--------|--|--------|-----------------------|--------|---|--------|---------|---------|--------|
| | Aug 21 | Sept 21 | Oct 21 | Nov 21 | Dec 21 | Jan 22 | Feb 22 | Mar 22 | Apr 22 | May 22 | June 22 | July 22 | Aug 22 |
| | | | | | PUBLIC INPUT | | | | PUBLIC INPUT | | | | |
| | | | | | | | | | | | | | |

WE ARE HERE

ONLINE ALTERNATIVES SURVEY



We invite you to learn about and help refine specific transportation options in the study area by taking our survey. The survey closes on July 28, 2022.
bit.ly/StaplesMillSurvey2

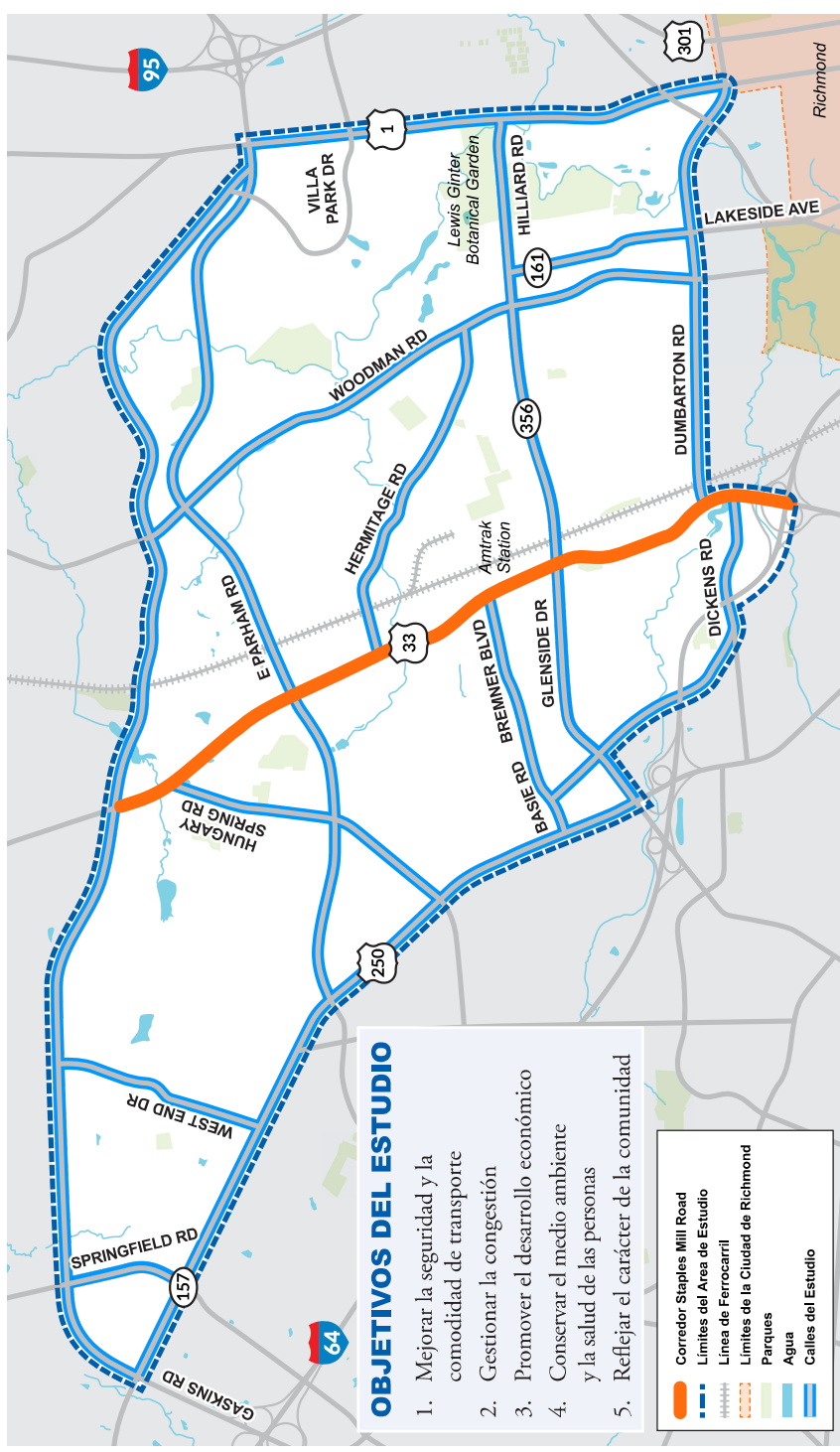
FOR MORE INFORMATION, PLEASE CONTACT:

Nicole Mueller, Planning Specialist
 Nicole.Mueller@vdot.virginia.gov
 Stay connected by visiting:
bit.ly/VDOTStaplesMillProject

RESUMEN DEL ESTUDIO

El Estudio de Área Pequeña de Staples Mill Road (Ruta 33) (el estudio) está evaluando las condiciones de transporte para automóviles, autobuses, bicicletas y peatones a lo largo de Staples Mill Road y otras calles clave alrededor de la estación de Amtrak de Staples Mill Road en el condado de Henrico. El estudio está evaluando futuras proyecciones de transporte y un concepto de desarrollo orientado al transporte público alrededor de la estación de Amtrak desarrollado por el condado de Henrico y el Departamento de Ferrocarriles y Transporte Público de Virginia (DRPT). Se propondrán soluciones de transporte para cumplir con la visión y objetivos del estudio.

La visión del estudio es que Staples Mill Road se convierta en una calle completa que soporte el desarrollo y provea condiciones de transporte seguras y cómodas para todos los usos y usuarios de la calle.



ENCUESTA VIRTUAL SOBRE ALTERNATIVAS



Le invitamos a conocer y a realizar nuestra encuesta que ayudara a refinar las opciones de transporte especificas en el área de estudio. La encuesta se cerrará el 28 de julio de 2022
bit.ly/EncuestaDeStaplesMill2

PARA MÁS INFORMACIÓN, COMUNÍQUESE CON:

Nicole Mueller, Planning Specialist
 Nicole.Mueller@vdot.virginia.gov
 Manténgase en contacto visitando:
bit.ly/VDOTStaplesMillProject

Attachment C June 30, 2022
Presentation



STAPLES MILL ROAD
SMALL AREA PLAN

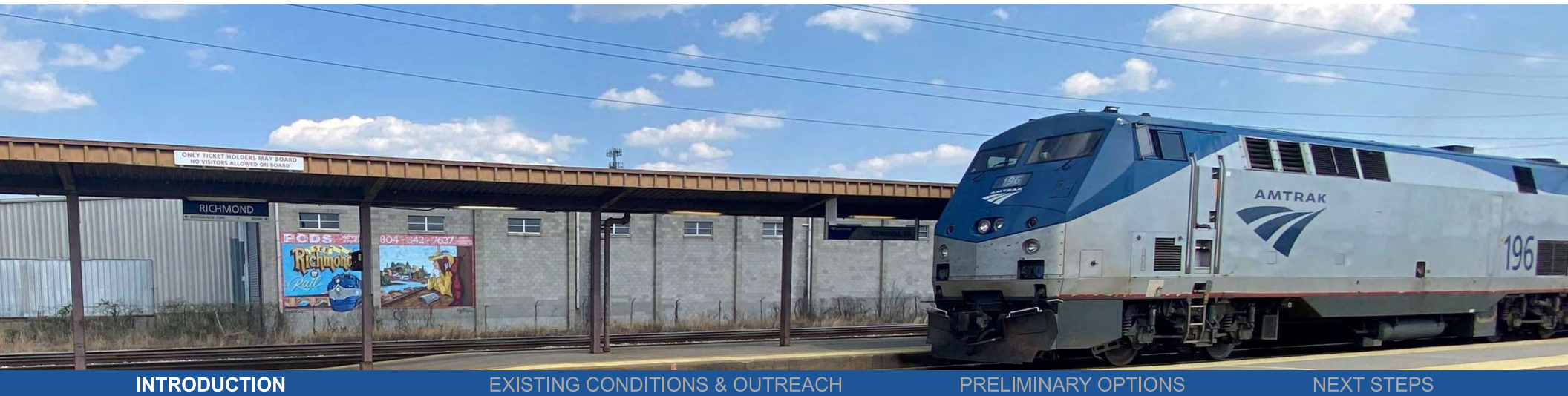
Staples Mill Road Small Area Plan
Alternatives Public Meeting

June 30, 2022



Today's Agenda

1. Study goals and objectives
2. Existing conditions overview
3. Public outreach summary
4. Preliminary alternatives
5. Next steps
6. Questions and discussion



Today's Speakers



**Nicole
Mueller**

Planning Specialist



**Rob
Vilak**

District Traffic Engineer



**Meredyth
Sanders**

Project Manager



**Caitlin Mildner,
AICP**

Planner



**Kaitlyn
Schaffer**

Moderator

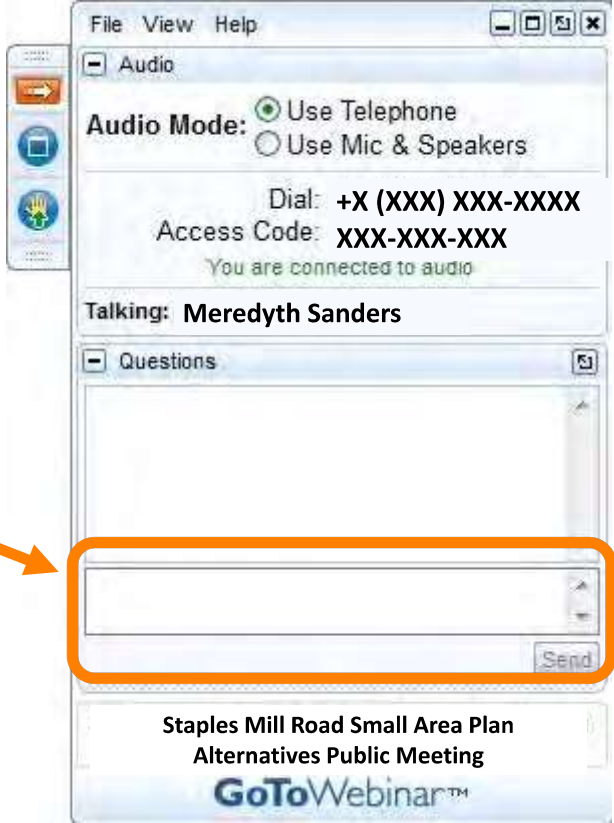
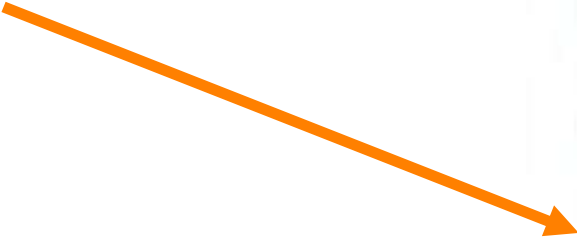
Agency Stakeholders

- Henrico County
- City of Richmond
- Richmond Regional Transportation Planning Organization (RRTPO)
- Greater Richmond Transit Company (GRTC)
- Virginia Department of Rail and Public Transportation (DRPT)
- Federal Highway Administration



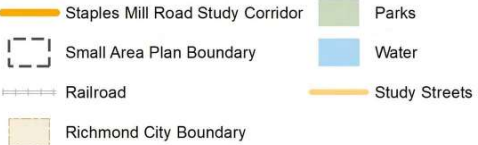
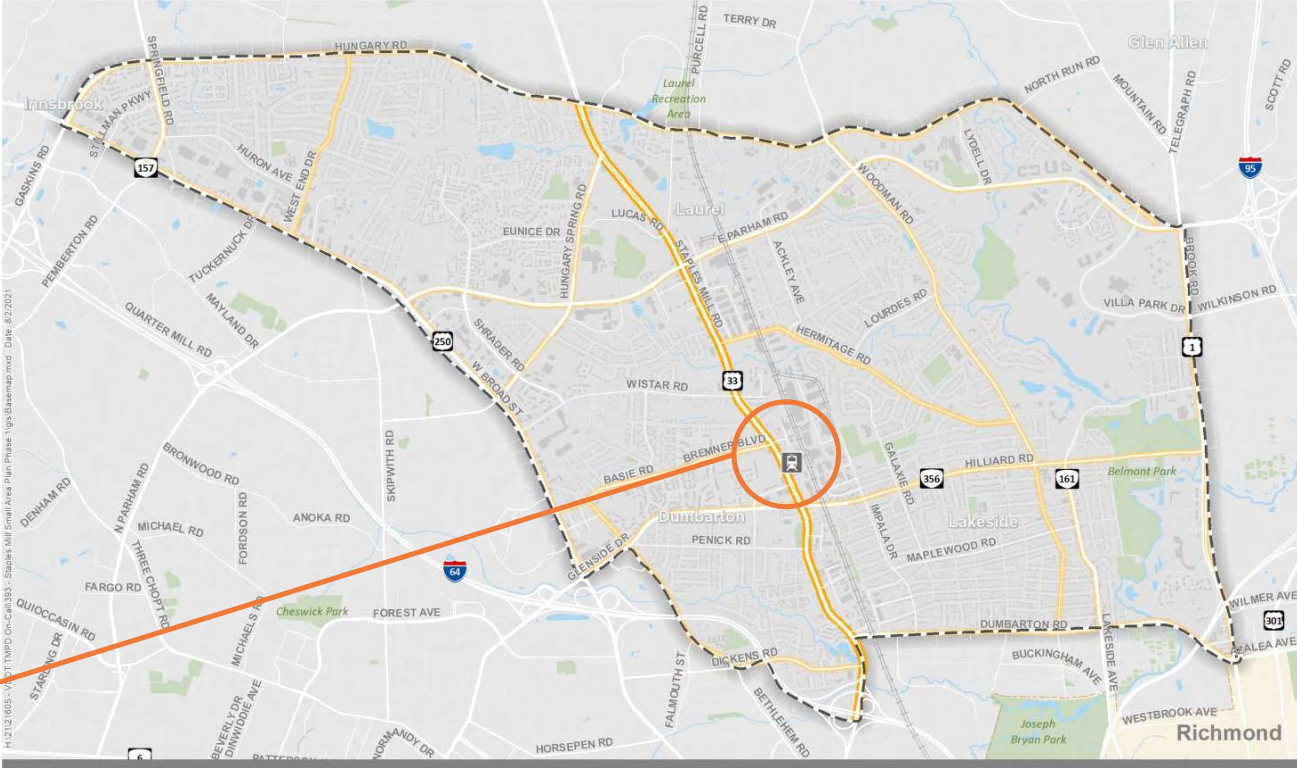
Navigating GoToWebinar

Send questions about the presentation and project through “Questions” Box



Study Area

- 3.7 mi of Staples Mill Road
- 12 sq. mi of Henrico County
- Connects Henrico County and the city of Richmond
- Regional crossroads via interchanges with I-64 and I-295
- **Staples Mill TOD Concept at the Amtrak Station**



Study Purpose

- Evaluate existing automobile, transit, bicycle, and pedestrian conditions
- Assess future travel projections and development patterns
- Generate alternatives
- Evaluate alternatives against goals and through community input
- Recommend a system of investments

Study Vision and Goals

Study Vision:

Staples Mill Road is a *Complete Street* that supports development and provides safe and comfortable travel for all uses and users of the roadway



**Improve
Safety and
Comfort**



**Manage
Congestion**



**Support
Economic
Development**



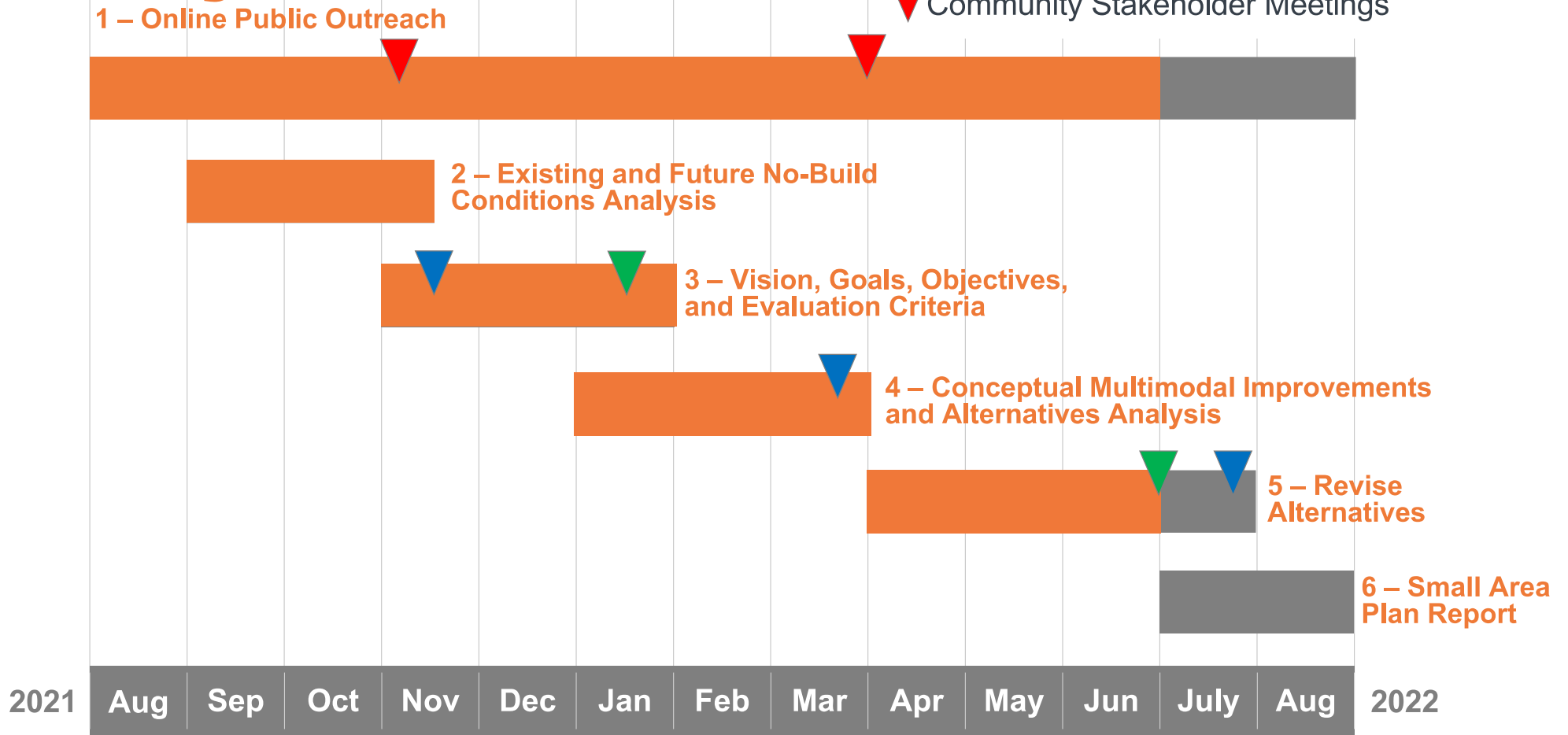
**Foster
Community and
Environmental
Health**



**Reflect
Community
Character**

Study Schedule

- ▼ Stakeholder Group Meeting
- ▼ Public Meeting
- ▼ Community Stakeholder Meetings



2021 Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun July Aug 2022

INTRODUCTION

EXISTING CONDITIONS & OUTREACH

PRELIMINARY OPTIONS

NEXT STEPS

Overview of Existing Conditions & Outreach



Existing Conditions Overview



- Compared to the Greater Richmond Region, **fewer** people walk and/or bike to work in Henrico County
- Just **2** of 34 study intersections have marked crosswalks



- There are **9** transit routes in the study area
- Long transit commutes (**37** minutes on average)



- Intersections experience moderate to high delay during weekday rush hours in future no-build conditions. Primarily located on:
 - West Broad Street, Staples Mill Road, Gaskins/Hungary Road, Dumbarton Road, Parham Road, and Glenside Drive/Hilliard Road

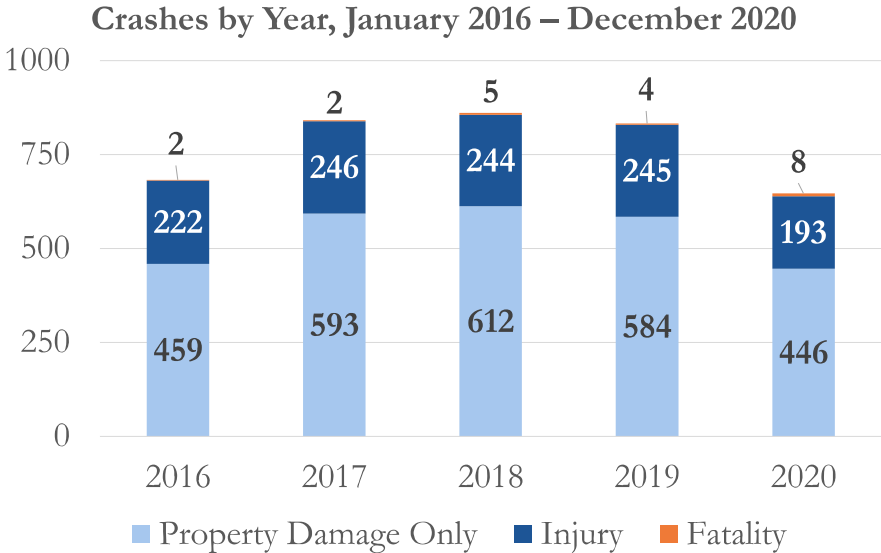
Existing Conditions: Safety

88% of crashes occur at intersections

64 total reported pedestrian crashes

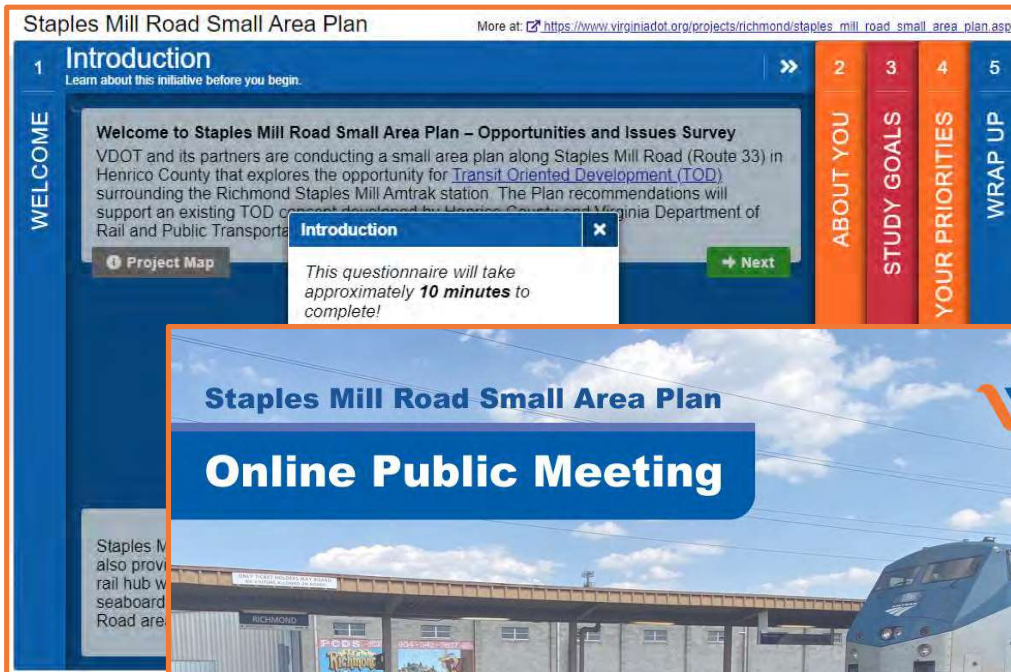
100% of pedestrian crashes resulted in injuries/fatalities

30% reported crashes were injuries or fatalities



Previous Community Engagement

13



1,200+
Survey Responses

1
Virtual Public Meeting

3
Stakeholder Group Meetings

13

Previous Community Engagement

- **Top 3** transportation problems and opportunities for investment in the study area are associated with **accessibility**
 - Complete sidewalk network
 - Complete bicycle network
 - More crosswalks
- **Half** of respondents said that they would like **enhanced connectivity to Amtrak**



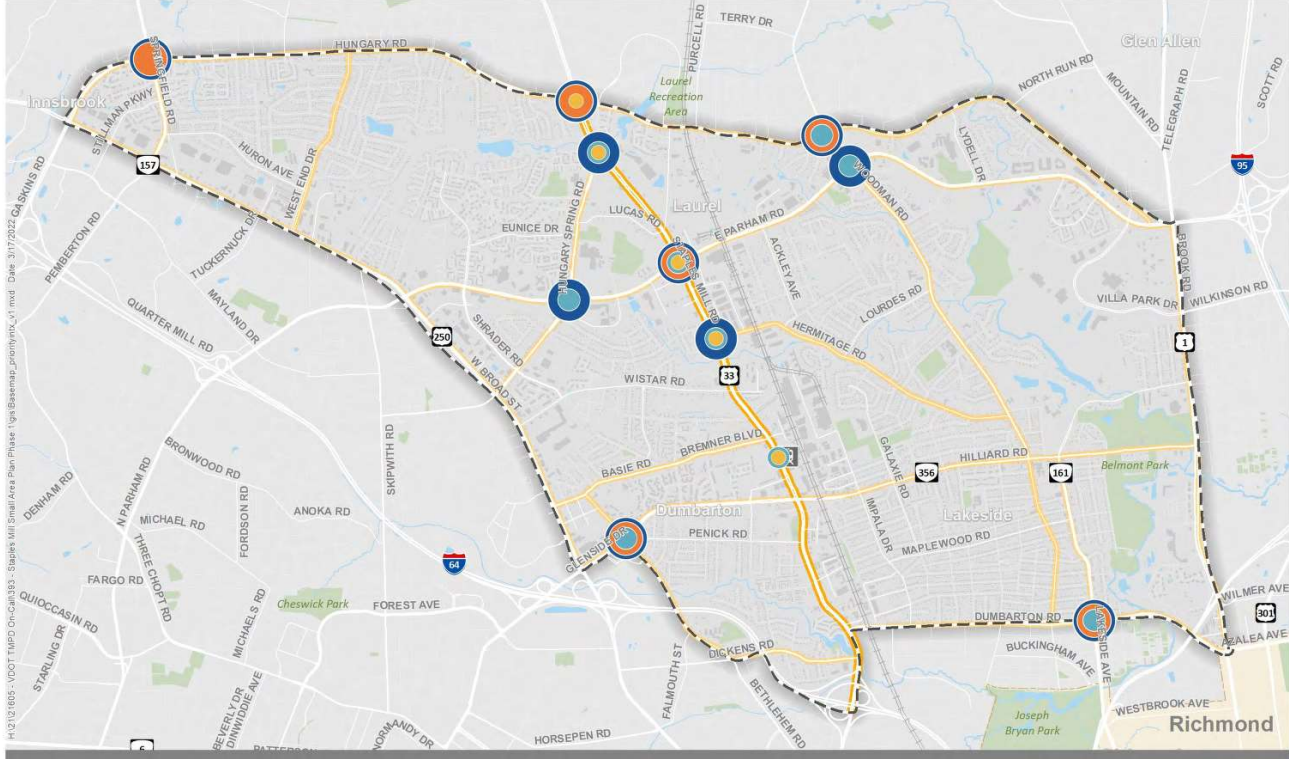
Preliminary Options



Priority Intersections

11 intersections were selected based on:

- Future Congestion
- Safety Concerns
- TOD Proximity
- Community interest



Priority Intersections by Issue

- Community Interest
- Future Congestion (2040)
- TOD Proximity
- Safety Concerns

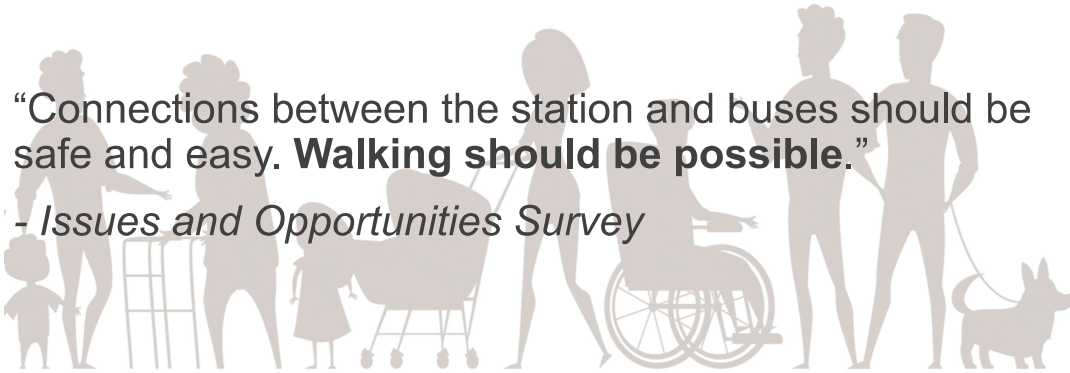


Intersection Issues and Opportunities

“**Streetlighting** is needed badly along this corridor. The bright lights from commercial properties distract and make it **hard to see pedestrians** along the roadway.”
– *Issues and Opportunities Survey*

“There is a **lot of foot traffic** on this road and there is not crosswalks or crosswalk signals at the intersections. Some of the sidewalks along Staples Mill need to connect to one another.”
- *Issues and Opportunities Survey*

“Connections between the station and buses should be safe and easy. **Walking should be possible.**”
- *Issues and Opportunities Survey*



Pedestrian Safety Treatment Options

- Upgrade curb ramps and sidewalks
- Add crosswalks
- Provide pedestrian refuge islands
- Modify signal timing
 - Pedestrian signal heads
 - No right-turn on red
 - Head start with leading pedestrian interval



Kittelson & Associates, Inc.



Kittelson & Associates, Inc.



NACTO

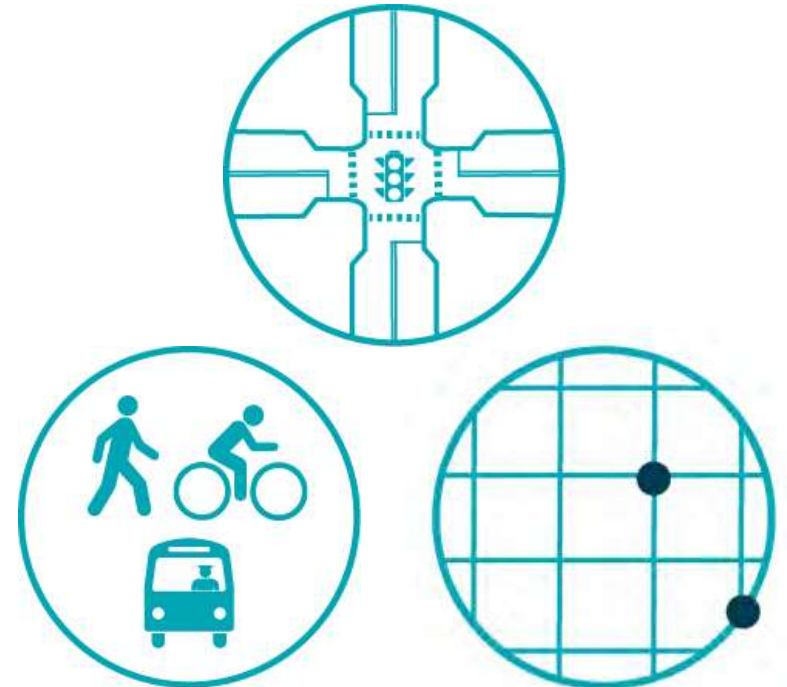
Signalized Intersection Safety Treatment Options

- Add intersection lighting
- Improve signal hardware
- Install raised medians on approaches
- Add traffic signal mast arm
- Modify signal timing
 - Provide protected left-turns

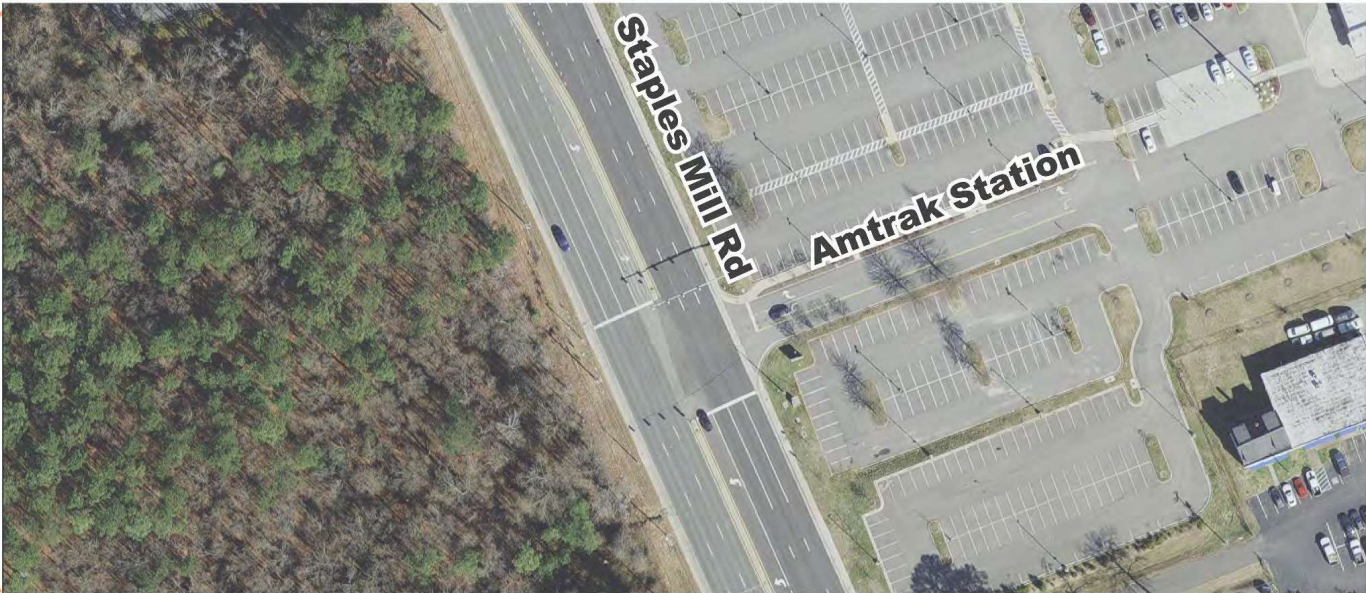
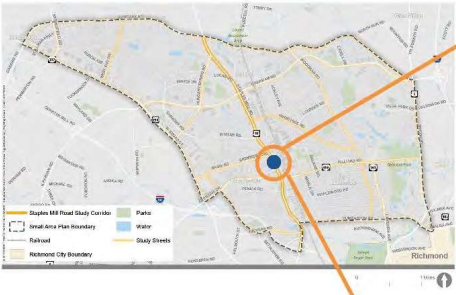


Signalized Intersection Operations Options

- Adjust signal timing
- Realign or add turn lanes
- Encourage mode shift through safety improvements and cross-section options
- Reduce strain on street network



Staples Mill Road and Amtrak Station: Existing



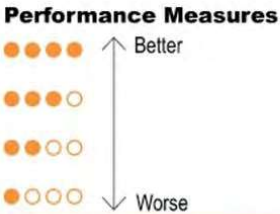
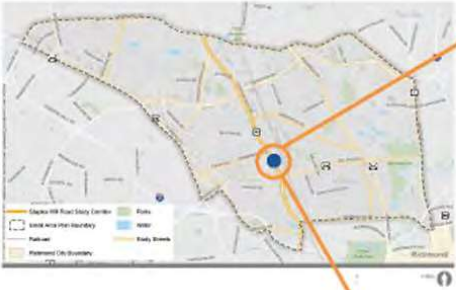
Performance Measures

↑ Better

↓ Worse

| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|--|--|---|---|--|
| <p style="text-align: center;">● ● ○ ○</p> <p>No pedestrian crossings.</p> | <p style="text-align: center;">● ● ○ ○</p> <p>Motorists generally don't experience delays. Pedestrians experience delay all day.</p> | <p style="text-align: center;">● ○ ○ ○</p> <p>Intersection has many missing facilities for people walking and biking.</p> | <p style="text-align: center;">● ● ○ ○</p> <p>Multimodal facilities are disconnected from employment and transit.</p> | <p style="text-align: center;">● ● ● ●</p> <p>No right-of-way impacts or drainage impacts.</p> |

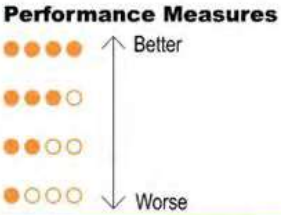
Staples Mill Road and Amtrak Station: Concept



- Intersection Elements**
- IMPLEMENT LEADING PEDESTRIAN INTERVAL
 - ADD INTERSECTION LIGHTING
 - ADD PEDESTRIAN SIGNAL HEADS
 - UPGRADE CURB RAMPS
 - ADD NO RIGHT-TURN ON RED
 - ASPHALT
 - SIDEWALK/MEDIAN
 - LANDSCAPE
 - PARCEL LINES

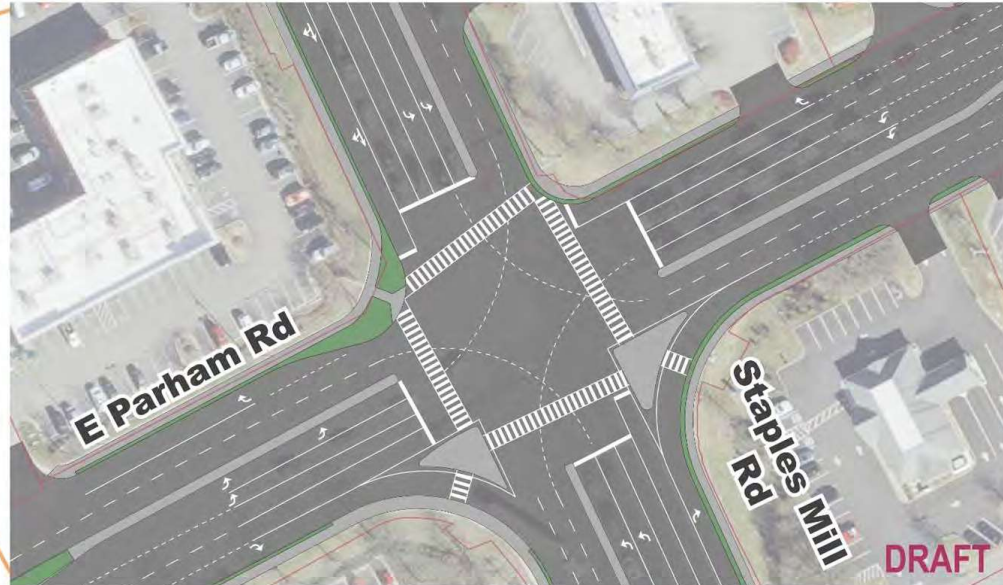
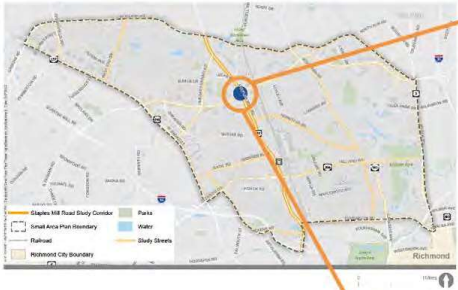
| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|--|--|---|--|--|
| ●●●●● | ●●●●○ | ●●●●● | ●●●●● | ●●●●○ |
| Increases pedestrian visibility with crosswalks and signal timing. Improves nighttime visibility with intersection lighting. | Maintains travel time for cars and buses, and reduces pedestrian delay with signal timing. | Improves ADA-accessible crossings for bicyclists and pedestrians. | Provide multimodal facilities connected to employment and transit. | Minor right-of-way and drainage impacts. |

Staples Mill Road and East Parham Road: Existing

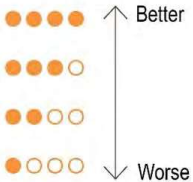


| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|---|---|--|---|--|
| <p style="text-align: center;">● ○ ○ ○ ○</p> <p>High crash intersection with no pedestrian crossings.</p> | <p style="text-align: center;">● ○ ○ ○ ○</p> <p>Motorists experience delays during rush hour. Pedestrians experience delay all day.</p> | <p style="text-align: center;">● ● ○ ○ ○</p> <p>Intersection has missing facilities for people walking and biking.</p> | <p style="text-align: center;">● ● ○ ○ ○</p> <p>Multimodal facilities are disconnected from employment and transit.</p> | <p style="text-align: center;">● ● ● ● ●</p> <p>No right-of-way impacts or drainage impacts.</p> |

Staples Mill Road and East Parham Road: Concept



Performance Measures

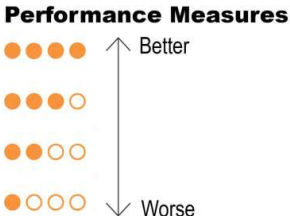
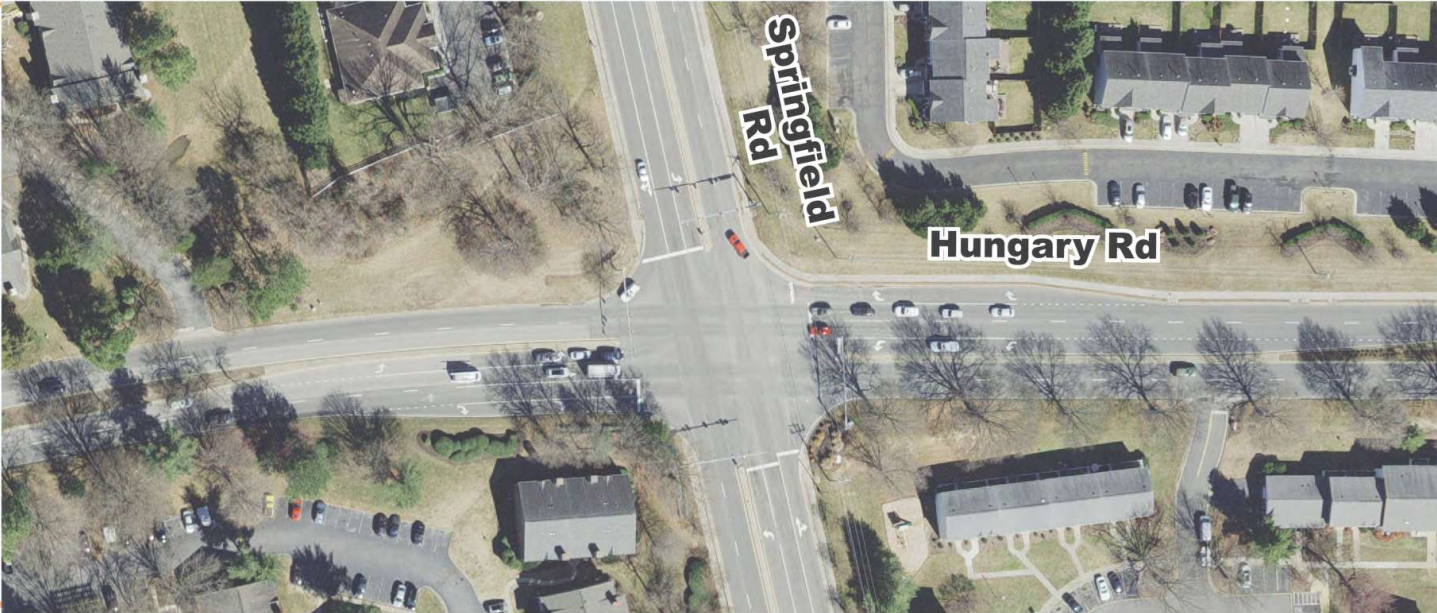


Intersection Elements

- ADD PEDESTRIAN SIGNAL HEADS
- UPGRADE CURB RAMPS
- ADD NO RIGHT-TURN ON RED
- ADD INTERSECTION LIGHTING
- IMPLEMENT LEADING PEDESTRIAN INTERVAL
- ASPHALT
- SIDEWALK/MEDIAN
- LANDSCAPE
- PARCEL LINES

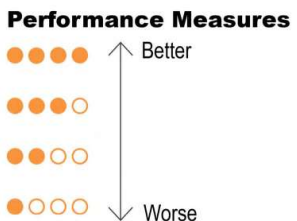
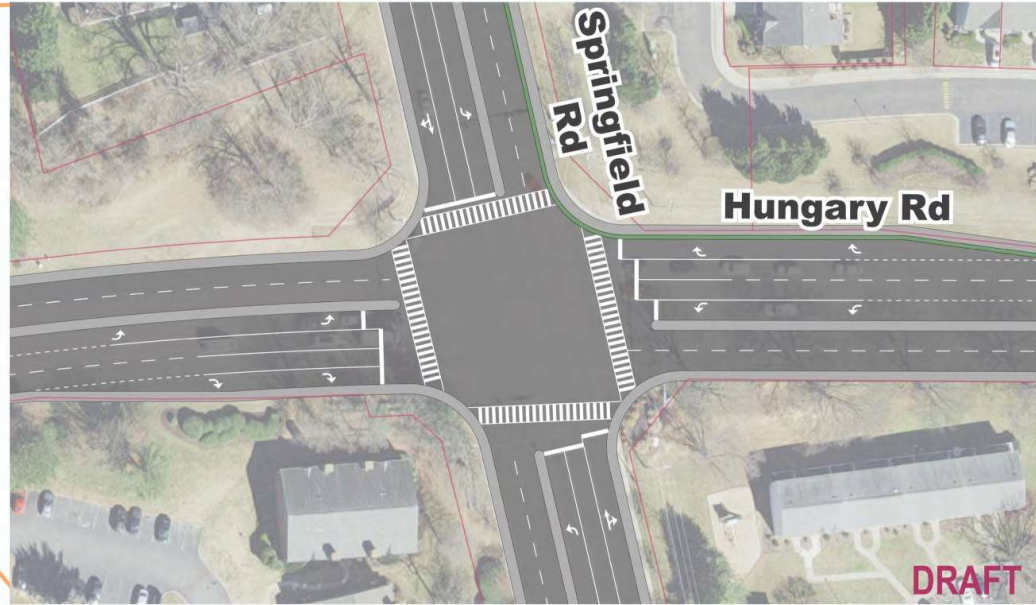
| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|--|--|---|---|---|
| <p style="text-align: center;">● ● ● ● ●</p> <p>Increases pedestrian visibility with crosswalks and signal timing. Improves nighttime visibility with intersection lighting.</p> | <p style="text-align: center;">● ● ● ● ○</p> <p>Maintains travel time for cars and buses, and reduces pedestrian delay with signal timing.</p> | <p style="text-align: center;">● ● ● ● ●</p> <p>Improves ADA-accessible crossings for bicyclists and pedestrians.</p> | <p style="text-align: center;">● ● ● ● ●</p> <p>Provides multimodal facilities connected to employment and transit.</p> | <p style="text-align: center;">● ● ● ● ○</p> <p>No right-of-way impacts and minor drainage impacts.</p> |

Springfield Road and Gaskins Road/Hungary Road: Existing



| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|---|---|---|---|--|
| <p style="text-align: center;">● ○ ○ ○ ○</p> <p>High crash intersection with no pedestrian crossings.</p> | <p style="text-align: center;">● ○ ○ ○ ○</p> <p>Motorists experience delays during rush hour. Pedestrians experience delay all day.</p> | <p style="text-align: center;">● ○ ○ ○ ○</p> <p>Intersection has many missing facilities for people walking and biking.</p> | <p style="text-align: center;">● ● ○ ○ ○</p> <p>Multimodal facilities are disconnected from employment.</p> | <p style="text-align: center;">● ● ● ● ●</p> <p>No right-of-way impacts or drainage impacts.</p> |

Springfield Road and Gaskins Road/Hungary Road: Concept



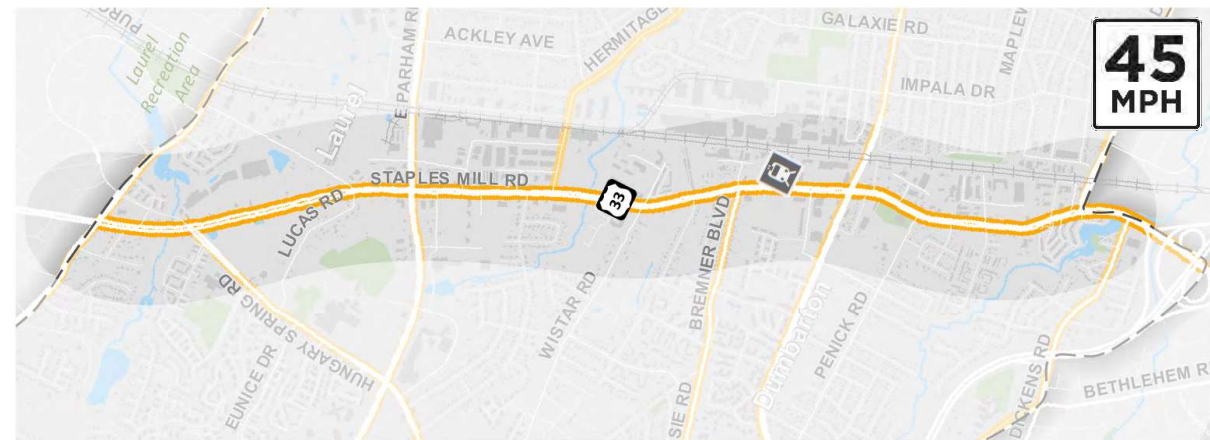
- Intersection Elements**
- IMPLEMENT LEADING PEDESTRIAN INTERVAL
 - ADD INTERSECTION LIGHTING
 - ADD PEDESTRIAN SIGNAL HEADS
 - UPGRADE CURB RAMP
 - ADD NO RIGHT-TURN ON RED
 - ASPHALT
 - SIDEWALK/MEDIAN
 - LANDSCAPE
 - PARCEL LINES

| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|---|--|--|--|---|
| <p>●●●●</p> <p>Increases pedestrian visibility with crosswalks and signal timing. Improves nighttime visibility with intersection lighting.</p> | <p>●●●○</p> <p>Maintains travel time for cars and reduces pedestrian delay with signal timing.</p> | <p>●●●●</p> <p>Improves ADA-accessible crossings for bicyclists and pedestrians.</p> | <p>●●●●</p> <p>Provides multimodal facilities connected to employment.</p> | <p>●●●○</p> <p>Minor right-of-way and drainage impacts.</p> |

Staples Mill Road Corridor

Corridor alternatives were developed based on:

- Land use context
 - Existing land use and zoning
- Transportation context
 - Functional class
 - Speed limit
 - Daily traffic volumes
 - Existing and recommended walking and biking facilities
- Available space
 - Right-of-way
 - Utilities and drainage



Corridor Issues and Opportunities

“It is extremely unsafe to walk to Broad Street or Staples Mill where some of the buses are. Should be sidewalks along these roads or some type of **multi-use trail to get around.**”

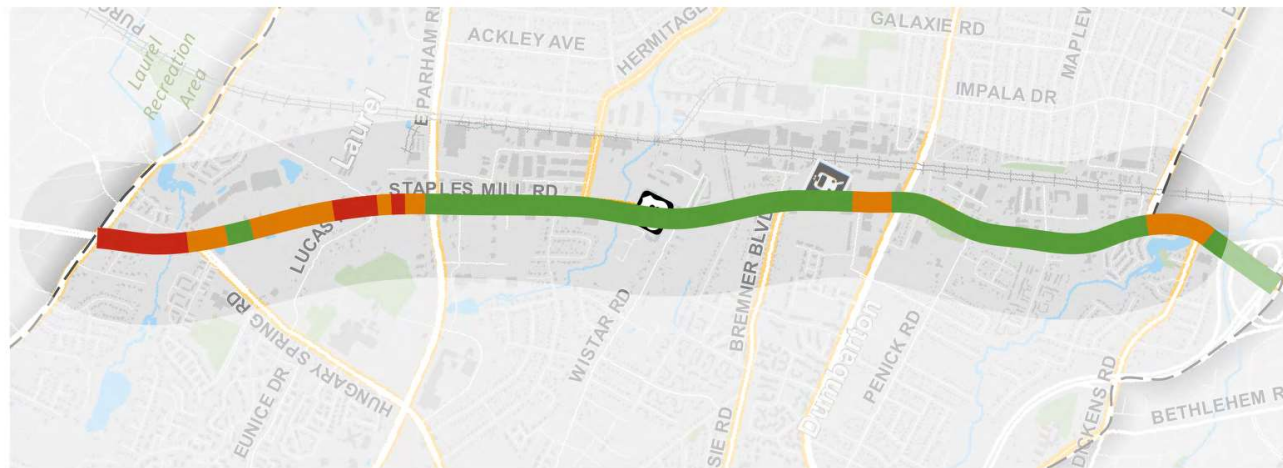
– *Issues and Opportunities Survey*

“Current community character lacks actual community. This area is built for cars, not people.”

– *Issues and Opportunities Survey*

“Creating a safe connection for bike/ped users would **improve job access...**”

– *Issues and Opportunities Survey*



Cross Sections: Existing

1. **South of E Parham Road:** Three through lanes with median separation.
 2. **North of E Parham Road:** Two through lanes with median separation.
- Turn lanes are provided at intersections and major driveways.



KITTELSON
& ASSOCIATES

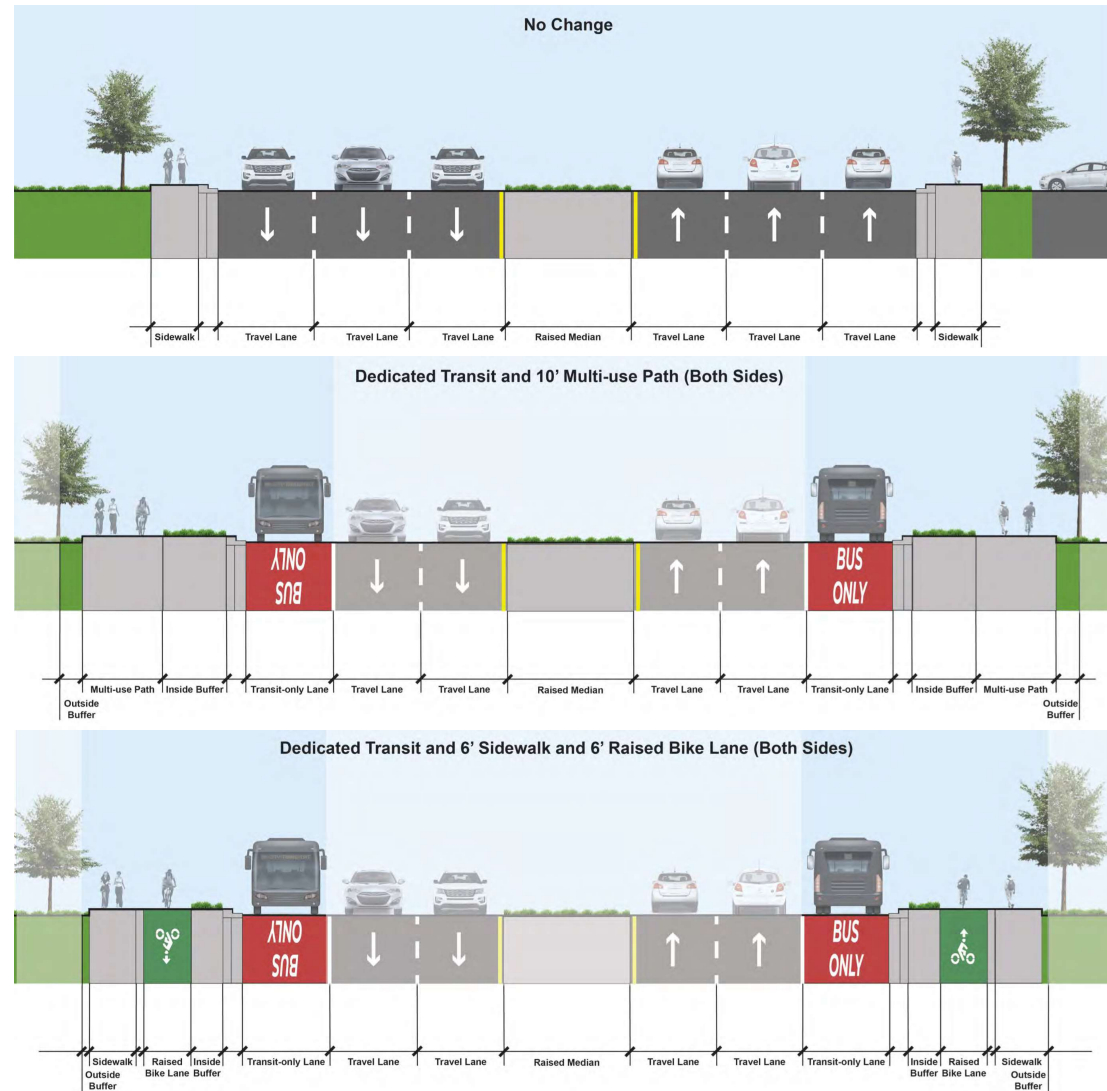
Cross Section Options: Curbside Transit (South of E Parham)

1. Curbside Transit

- Reallocate through travel lane to bus-only lane
- Maintain median, turn lanes
- 11' Vehicle travel lanes

Bicycle and Pedestrian:

- A. Shared use path
- B. Raised bicycle lane and sidewalk



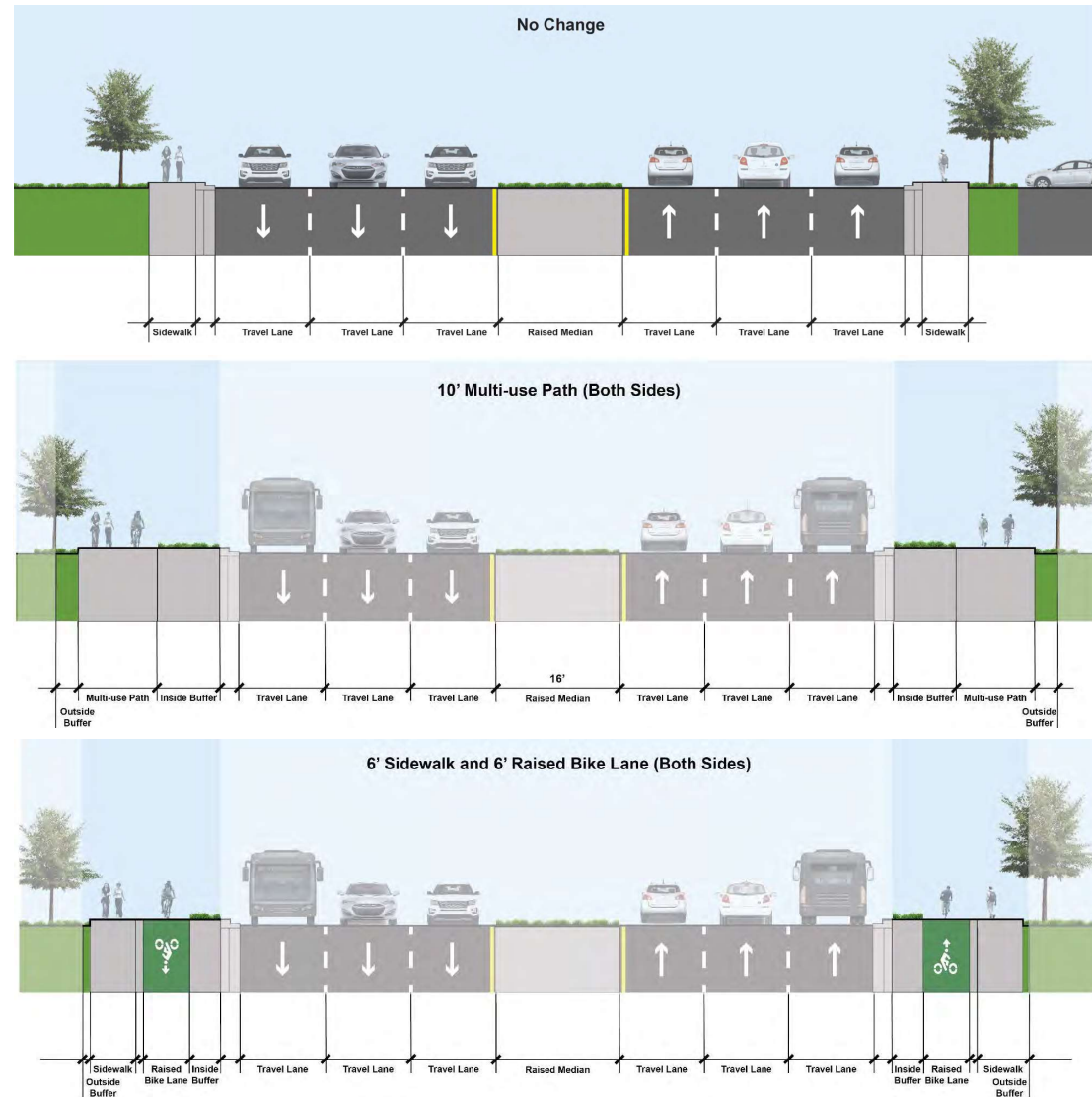
Source: Streetmix

Cross Section Options: Mixed Transit (South of E Parham)

2. Mixed Transit

Bicycle and Pedestrian:

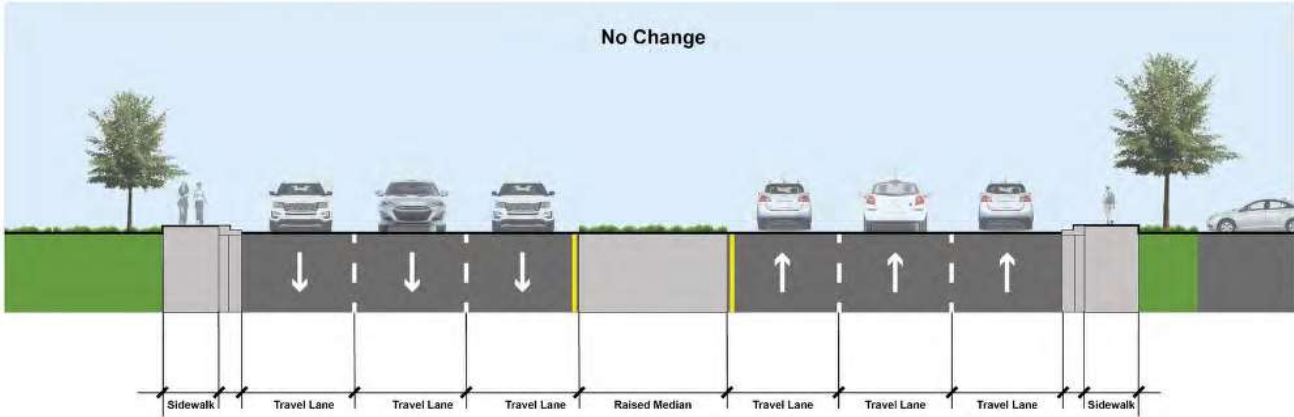
- A. Shared use path
- B. Raised bicycle lane and sidewalk



Source: Streetmix

Cross Section Option: No Change

South of E Parham Road: Existing



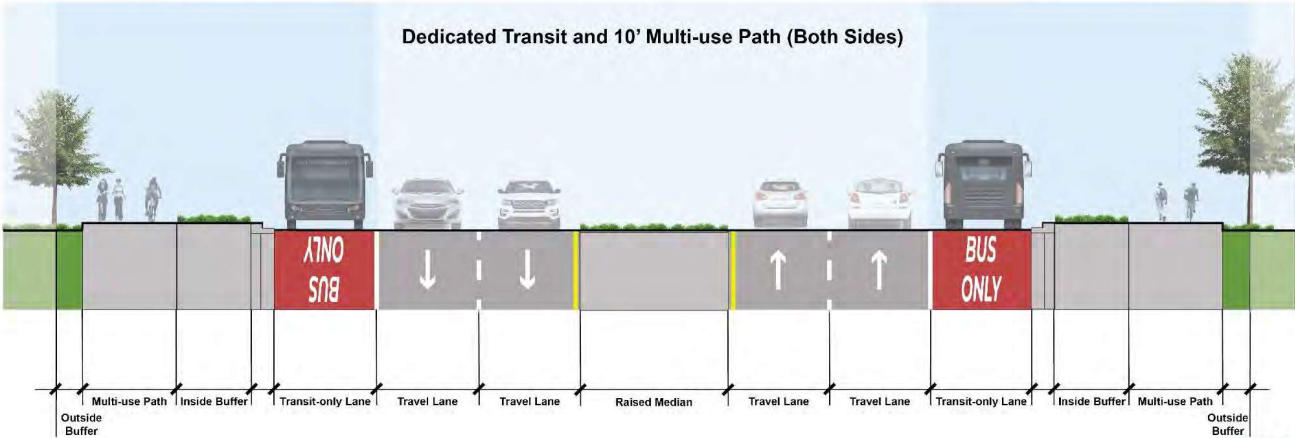
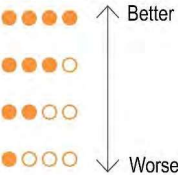
| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|--|--|---|---|---|
| ● ○ ○ ○ ○ | ● ○ ○ ○ ○ | ● ● ○ ○ ○ | ● ○ ○ ○ ○ | ● ● ● ● ● |
| No buffer between non-motorized users and motorists. | Buses experience slower travel times in general purpose lanes. | ADA-accessible facilities are missing on one or both sides of the street. | Sidewalk is disconnected from employment and transit. | No right-of-way impacts or drainage impacts |

2

Cross Section Option 1A: Curbside Transit

South of E Parham Road: Shared Use Path and Curbside Transit Lane

Performance Measures



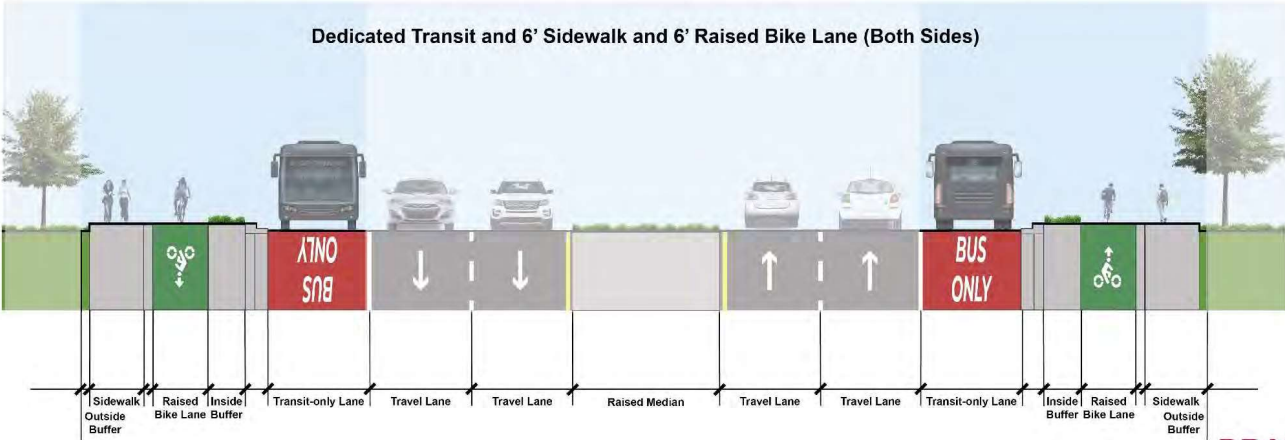
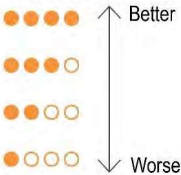
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| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|---|--|--|--|--|
| ●●●● | ●●●● | ●●●● | ●●●● | ●●●○ |
| Exclusive curbside transit lane separates non-motorized users from motorists. | Buses experience reliable, faster travel times in dedicated lanes, and motorists experience increased travel times during rush hour. | ADA-accessible facilities are present on both sides of the street. | Shared-use path is connected to employment and exclusive curbside transit lane in both directions. | Minor right-of-way and drainage impacts. |

Cross Section Option 1B: Curbside Transit

South of E Parham Road: Sidewalk, Bike Lane, and Curbside Transit Lane

Performance Measures



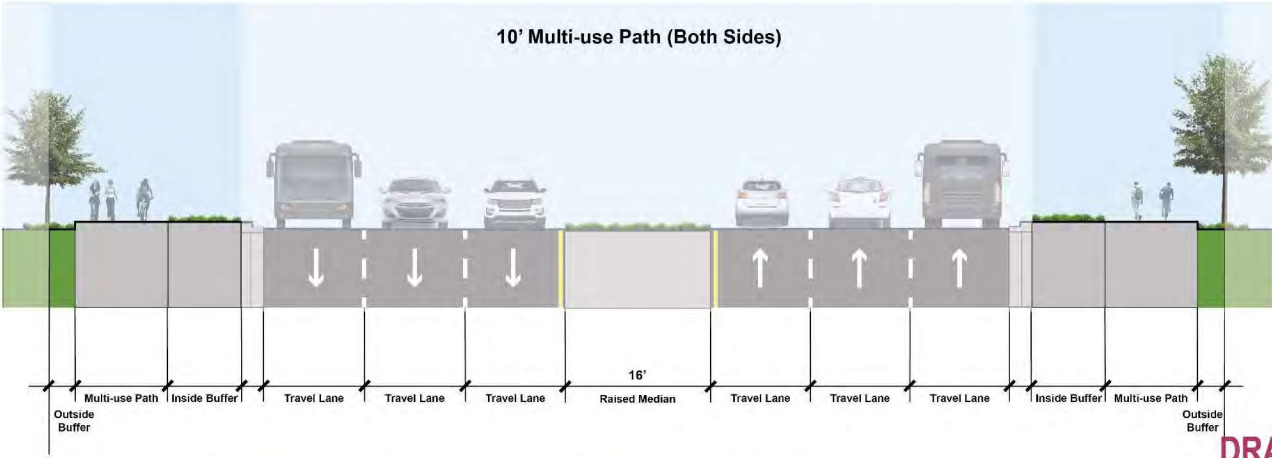
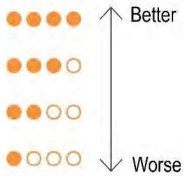
DRAFT

| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|---|--|--|---|--|
| ●●●●● | ●●●●● | ●●●●● | ●●●●● | ●●●●○ |
| Exclusive curbside transit lane separates non-motorized users from motorists. | Buses experience reliable, faster travel times in dedicated lanes, and motorists experience increased travel times during rush hour. | ADA-accessible facilities are present on both sides of the street. | Sidewalk and bike lanes are connected to employment and exclusive curbside transit lane in both directions. | Minor right-of-way and drainage impacts. |

Cross Section Option 2A: Mixed Transit

South of E Parham Road: Shared Use Path and Mixed Transit Lane

Performance Measures

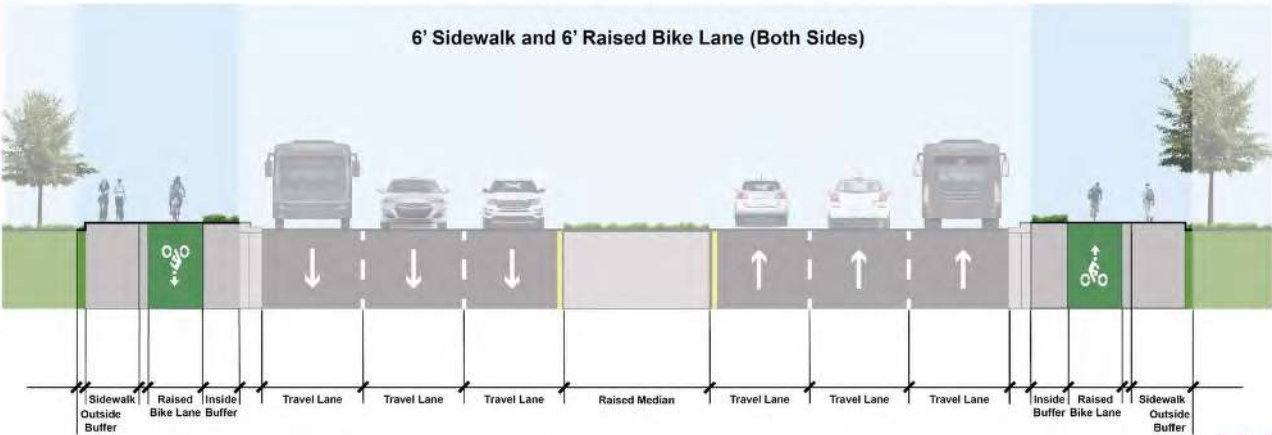
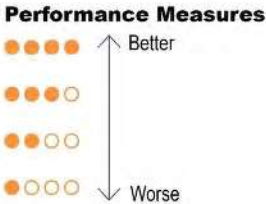


DRAFT

| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|---|---|---|---|---|
| <p>●●●○</p> <p>Buffer between non-motorized users and motorists for some of street segment.</p> | <p>●●●○</p> <p>Shared-use path encourages bicycle and pedestrian use.</p> | <p>●●●●</p> <p>ADA-accessible facilities are present on both sides of the street.</p> | <p>●●●○</p> <p>Shared-use path is connected to employment and curbside mixed bus-traffic lane in both directions.</p> | <p>●●●○</p> <p>Minor right-of-way and drainage impacts.</p> |

Cross Section Option 2B: Mixed Transit

South of E Parham Road: Sidewalk, Bike Lane, and Mixed Transit Lane

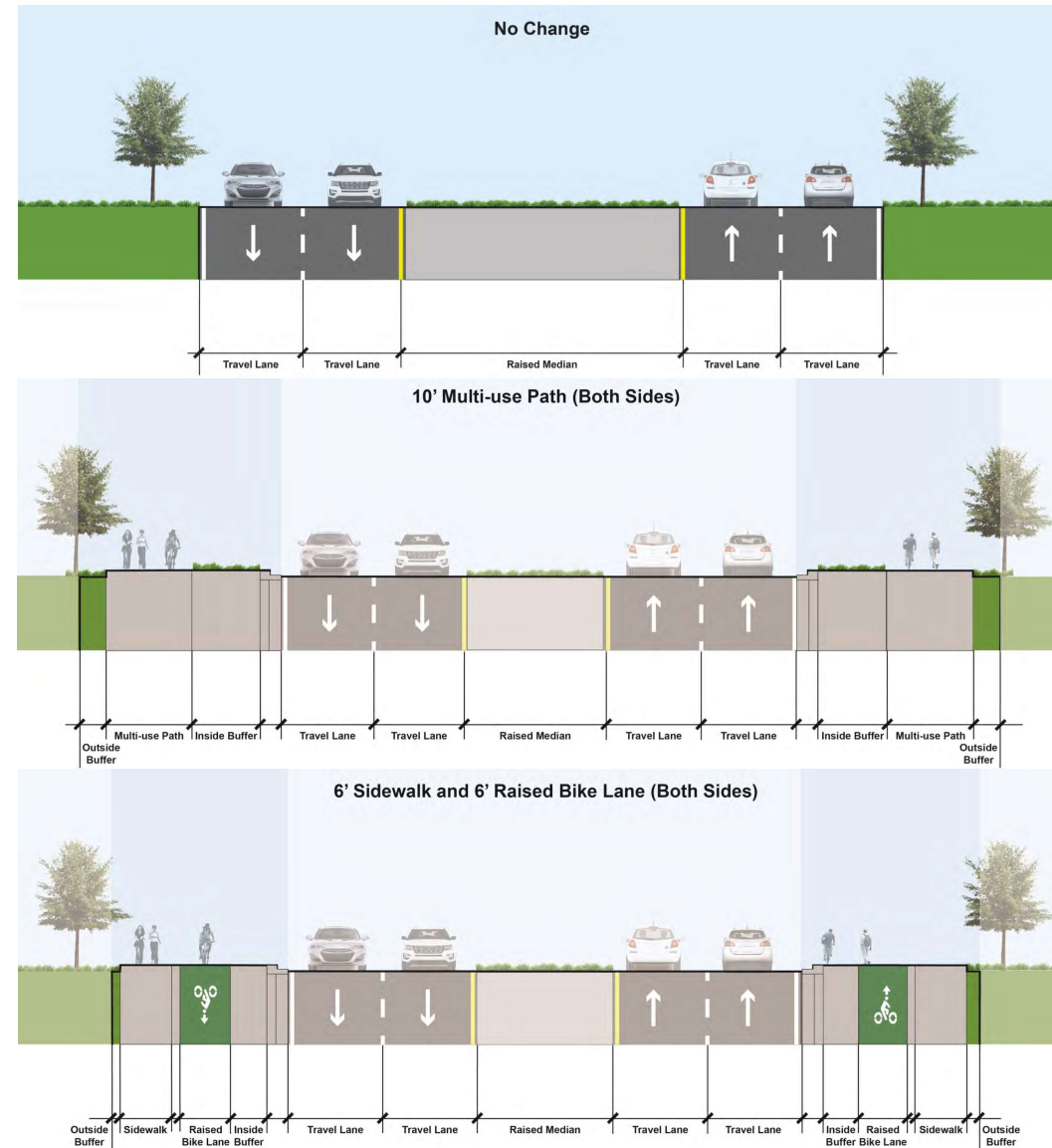


DRAFT

| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|---|---|---|--|---|
| <p>Buffer between non-motorized users and motorists for some of street segment.</p> | <p>Continuous sidewalk and separated bicycle facility encourage bicycle and pedestrian use.</p> | <p>ADA-accessible facilities are present on both sides of the street.</p> | <p>Sidewalk and bike lanes are connected to employment and curbside mixed bus-traffic lane in both directions.</p> | <p>Minor right-of-way and drainage impacts.</p> |

Cross Section Options: (North of E Parham)

- 11' Vehicle travel lanes
- ## Bicycle and Pedestrian:
- A. Shared use path
 - B. Raised bicycle lane and sidewalk

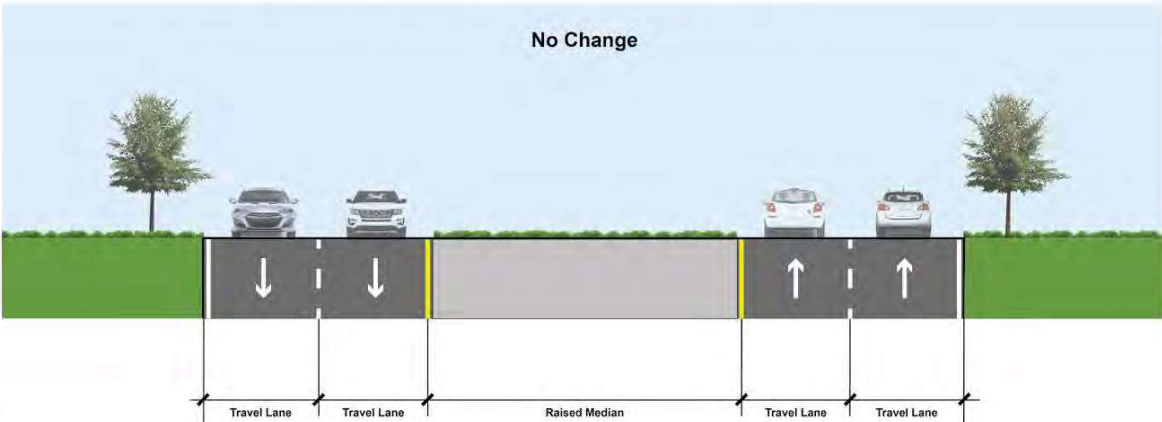
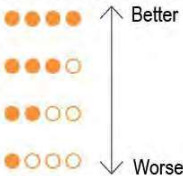


Source: Streetmix

Cross Section: No Change

North of E Parham Road: Existing

Performance Measures

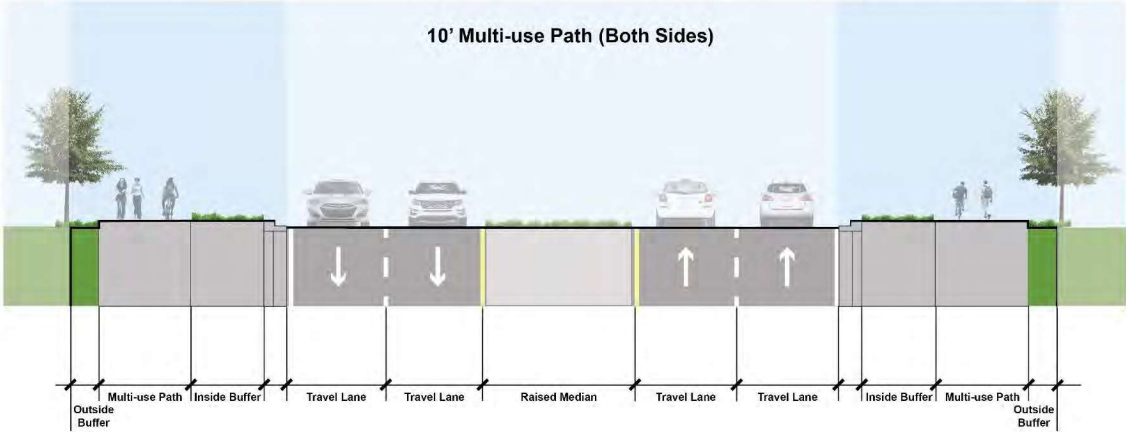
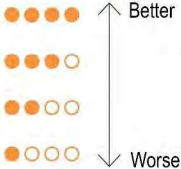


| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|--|--|---|---|---|
| ●○○○ | ●○○○ | ●●○○ | ●○○○ | ●●●● |
| No buffer between non-motorized users and motorists. | Incomplete sidewalk discourages bicycle and pedestrian use. Buses experience slower travel times in general purpose lanes. | ADA-accessible facilities are missing on one or both sides of the street. | Sidewalk is disconnected from employment and transit. | No right-of-way impacts or drainage impacts |

Cross Section Option A

North of E Parham Road: Shared Use Path and Mixed Transit Lane

Performance Measures



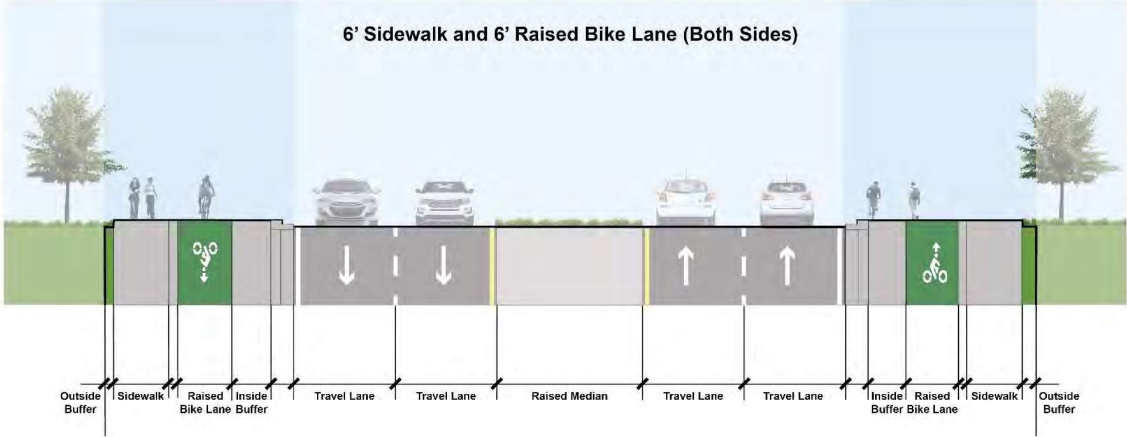
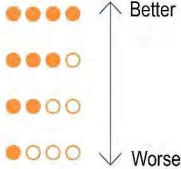
DRAFT

| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|--|--|--|---|---|
| ●●●○ | ●●●○ | ●●●● | ●●●● | ●●●○ |
| Buffer between non-motorized users and motorists for some of street segment. | Shared-use path encourages bicycle and pedestrian use. | ADA-accessible facilities are present on both sides of the street. | Shared-use path is connected to employment and transit. | No right-of-way impacts and minor drainage impacts. |

Cross Section Option B

North of E Parham Road: Sidewalk, Bike Lane, and Mixed Transit Lane

Performance Measures



DRAFT

| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|---|---|---|---|--|
| <p>●●●○</p> <p>Buffer between non-motorized users and motorists for some of street segment.</p> | <p>●●●○</p> <p>Continuous sidewalk and separated bicycle facility encourage bicycle and pedestrian use.</p> | <p>●●●●</p> <p>ADA-accessible facilities are present on both sides of the street.</p> | <p>●●●●</p> <p>Sidewalk and bike lanes are connected to employment and transit.</p> | <p>●●●○</p> <p>No right of way impacts and minor drainage impacts.</p> |

Next Steps

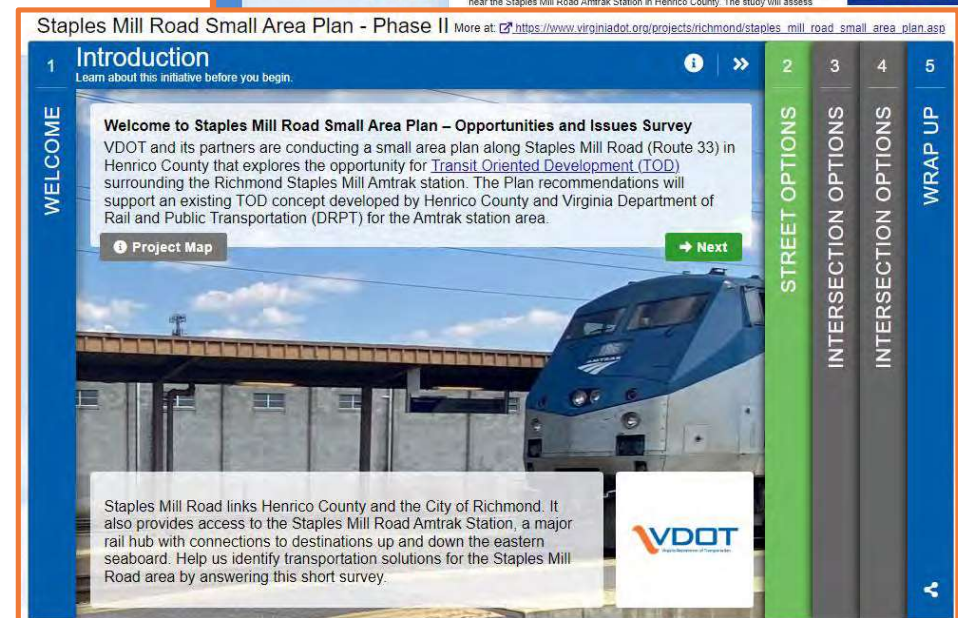
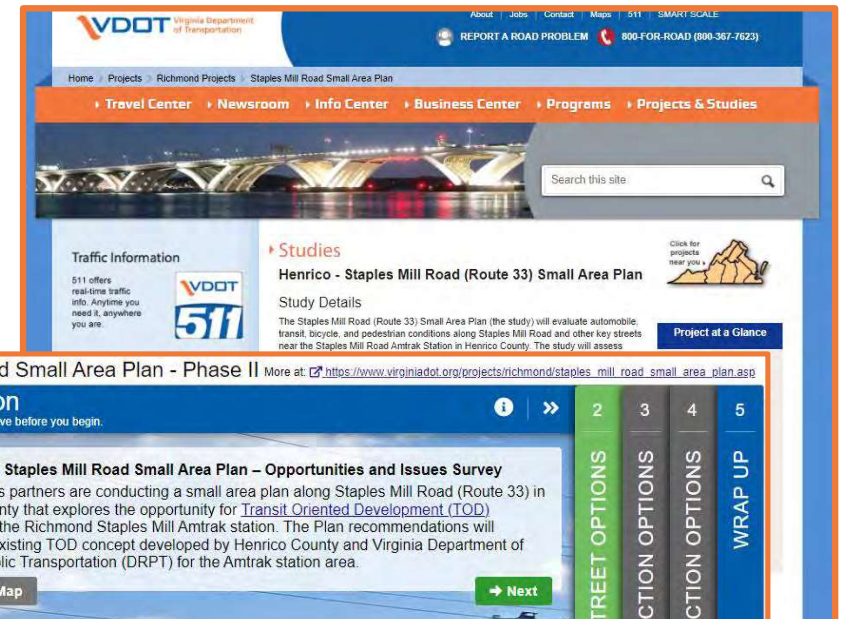


Share your input!

- Visit and share our website:
bit.ly/VDOTStaplesMillProject
- Fill out our survey
(closes July 31, 2022)
bit.ly/StaplesMillSurvey2



- Download and read study documents



Next Steps

- ▼ Stakeholder Group Meeting
- ▼ Public Meeting
- ▼ Community Stakeholder Meetings

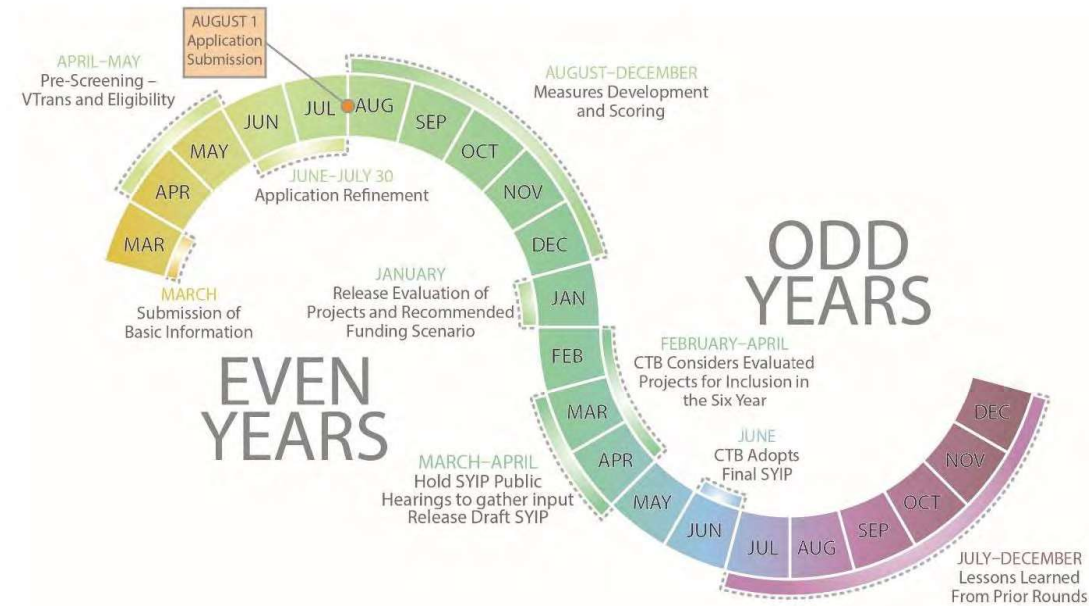


2021 Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun July Aug 2022

After the Study

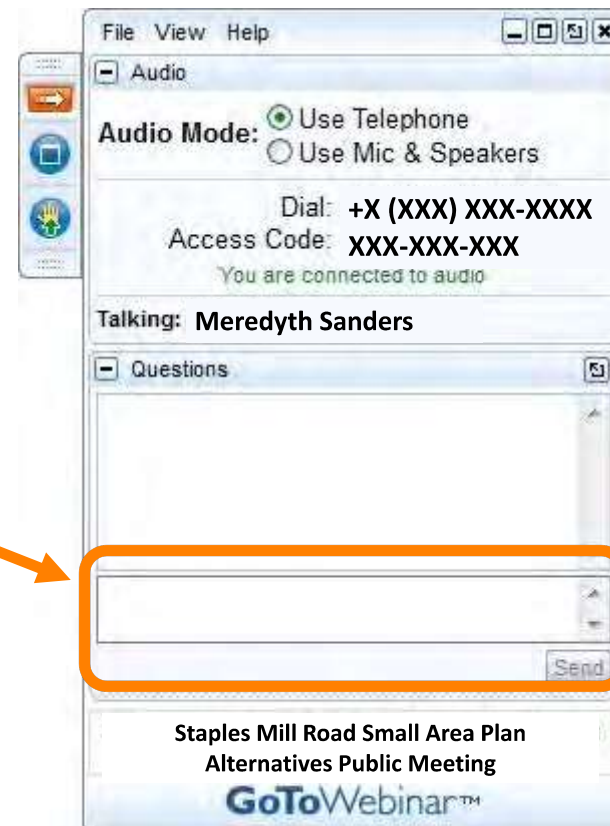
1. Secure funding for project(s)
 - Available VDOT funds
 - SMART SCALE program
2. Alternative refinement
 - Design
 - Environmental analysis
 - Community engagement
3. Construction (timeline varies)

SMART SCALE Biennial Cycle



Question & Answer

Send questions about the presentation and project through “Questions” Box



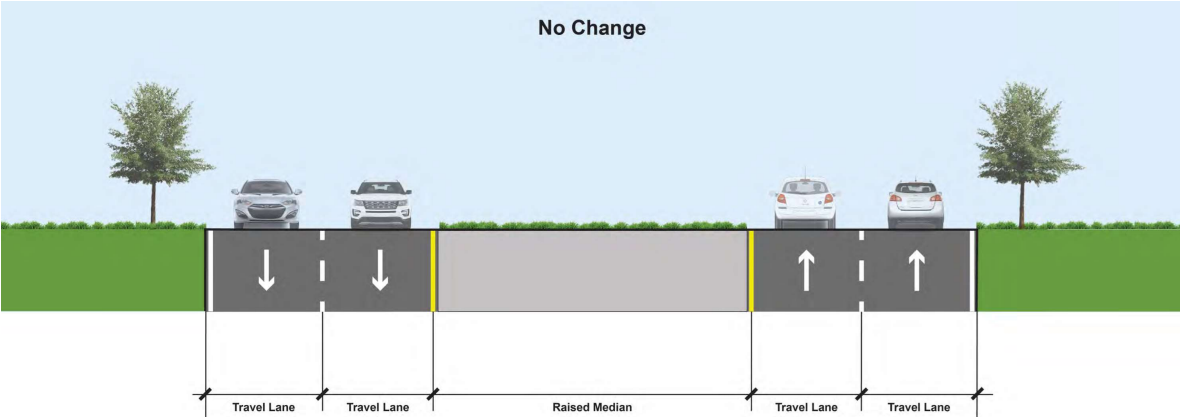
Q&A Discussion



Cross Section Options – Feedback & Discussion

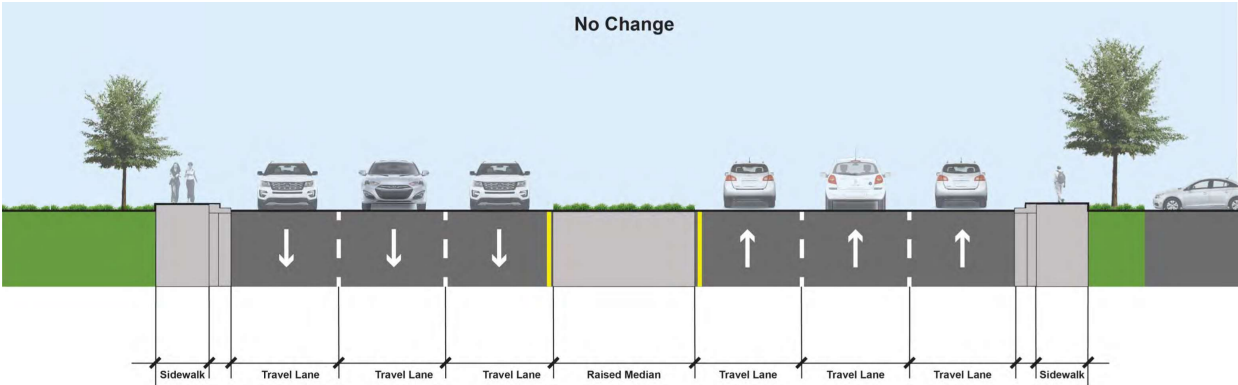
North of E Parham Road

- A. Shared use path
- B. Raised bike lane and sidewalk



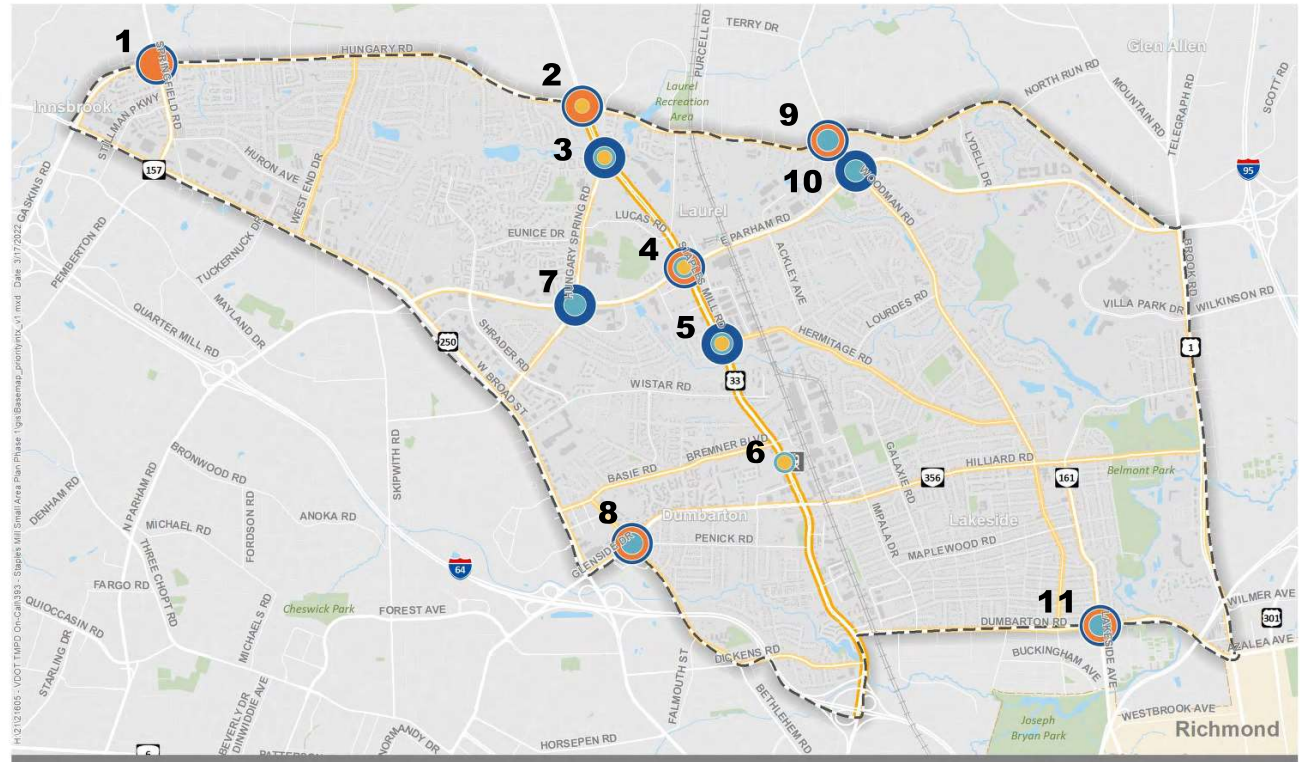
South of E Parham Road

- 1. Curbside Transit
 - A. Shared use path
 - B. Raised bike lane and sidewalk
- 2. Mixed Transit
 - A. Shared use path
 - B. Raised bike lane and sidewalk



Intersection Options – Feedback & Discussion

1. Springfield Rd and Gaskins Rd/Hungary Rd
2. Staples Mill Rd and Hungary Rd
3. Staples Mill Rd & Hungary Spring Rd
4. Staples Mill Rd & E. Parham Rd
5. Staples Mill Rd & Hermitage Rd/Commercial Ent.
6. Staples Mill Rd & Amtrak Station
7. E. Parham Rd & Hungary Spring Rd
8. Glenside Dr & Bethlehem Rd
9. Hungary Rd and Woodman Rd
10. E. Parham Rd and Woodman Rd
11. Lakeside Ave and Dumbarton Rd



Priority Intersections by Issue



Thank you!

For more information

Contact

Nicole Mueller

Planning Specialist

VDOT Richmond District

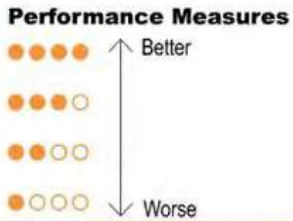
Nicole.Mueller@VDOT.Virginia.gov

804-774-1624

Intersection Options

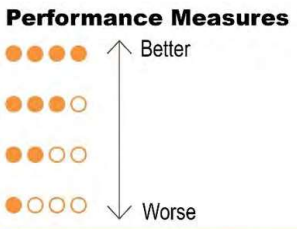
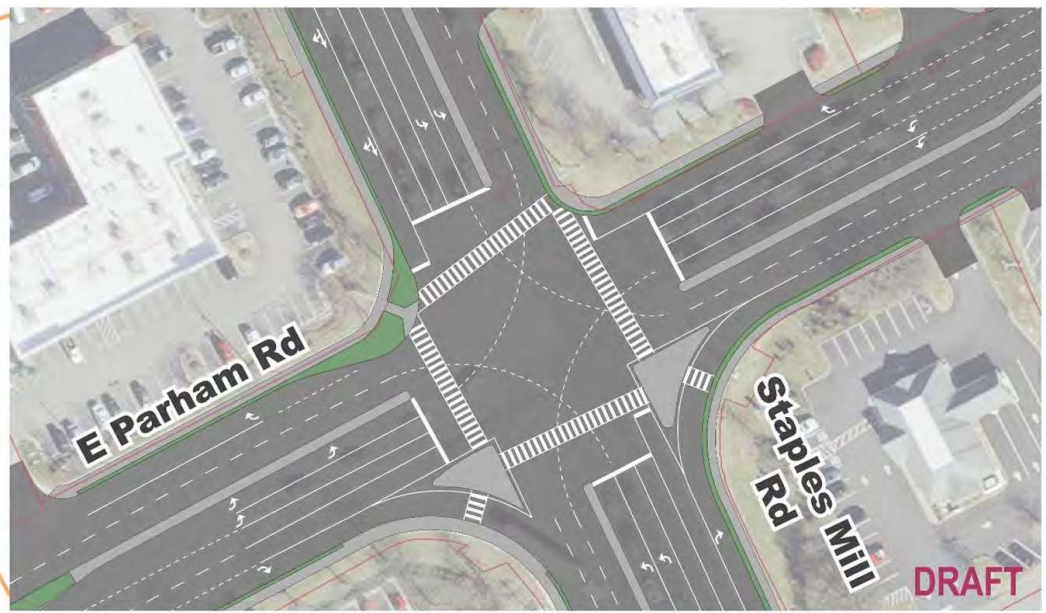
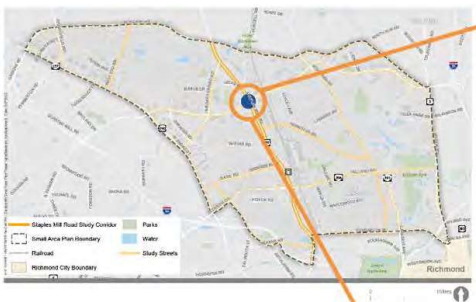


Staples Mill Road and East Parham Road: Existing



| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|---|---|--|---|--|
| <p style="text-align: center;">● ○ ○ ○ ○</p> <p>High crash intersection with no pedestrian crossings.</p> | <p style="text-align: center;">● ○ ○ ○ ○</p> <p>Motorists experience delays during rush hour. Pedestrians experience delay all day.</p> | <p style="text-align: center;">● ● ○ ○ ○</p> <p>Intersection has missing facilities for people walking and biking.</p> | <p style="text-align: center;">● ● ○ ○ ○</p> <p>Multimodal facilities are disconnected from employment and transit.</p> | <p style="text-align: center;">● ● ● ● ●</p> <p>No right-of-way impacts or drainage impacts.</p> |

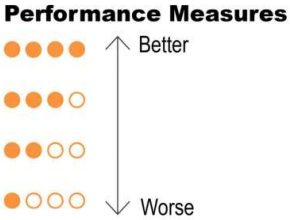
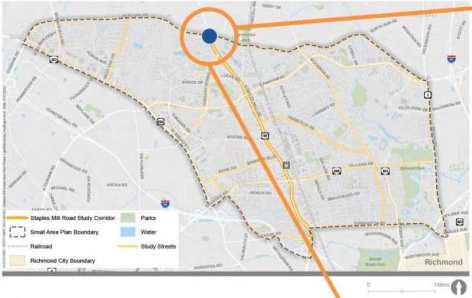
Staples Mill Road and East Parham Road: Concept



- Intersection Elements**
- ADD PEDESTRIAN SIGNAL HEADS
 - UPGRADE CURB RAMPS
 - ADD NO RIGHT-TURN ON RED
 - ADD INTERSECTION LIGHTING
 - IMPLEMENT LEADING PEDESTRIAN INTERVAL
 - ASPHALT
 - SIDEWALK/MEDIAN
 - LANDSCAPE
 - PARCEL LINES

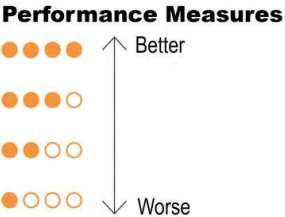
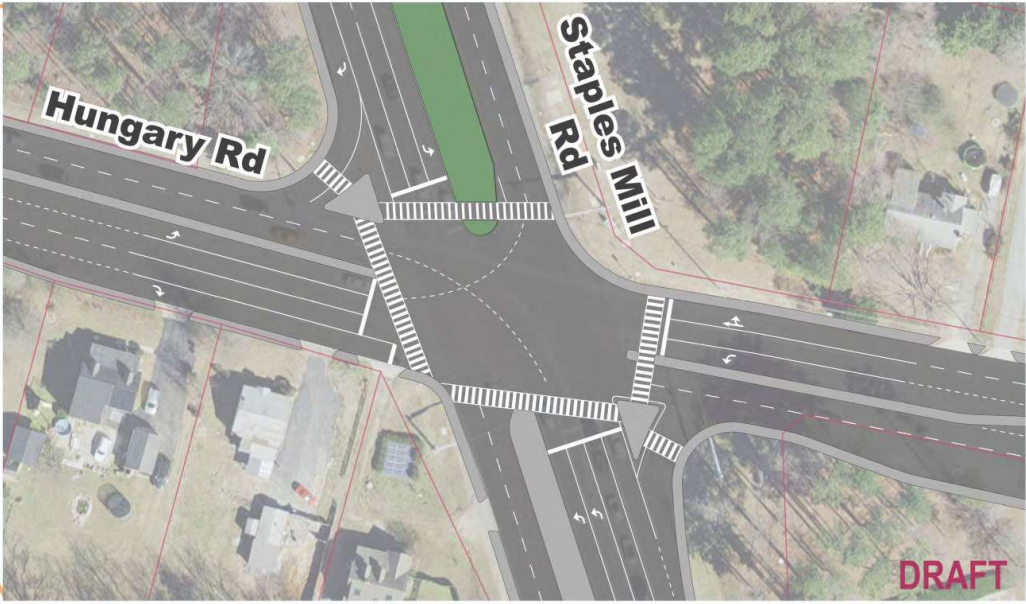
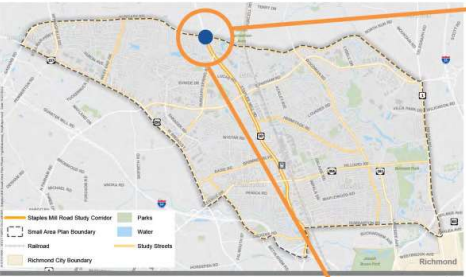
| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|---|---|--|--|--|
| <p>●●●●</p> <p>Increases pedestrian visibility with crosswalks and signal timing. Improves nighttime visibility with intersection lighting.</p> | <p>●●●○</p> <p>Maintains travel time for cars and buses, and reduces pedestrian delay with signal timing.</p> | <p>●●●●</p> <p>Improves ADA-accessible crossings for bicyclists and pedestrians.</p> | <p>●●●●</p> <p>Provides multimodal facilities connected to employment and transit.</p> | <p>●●●○</p> <p>No right-of-way impacts and minor drainage impacts.</p> |

Staples Mill Road and Hungary Road: Existing



| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|---|---|--|---|--|
| <p style="text-align: center;">● ○ ○ ○ ○</p> <p>High crash intersection with no pedestrian crossings.</p> | <p style="text-align: center;">● ○ ○ ○ ○</p> <p>Motorists experience delays during rush hour. Pedestrians experience delay all day.</p> | <p style="text-align: center;">● ○ ○ ○ ○</p> <p>Intersection has no multimodal facilities for people walking and biking.</p> | <p style="text-align: center;">● ○ ○ ○ ○</p> <p>No multimodal facilities connected to employment.</p> | <p style="text-align: center;">● ● ● ● ●</p> <p>No right-of-way impacts or drainage impacts.</p> |

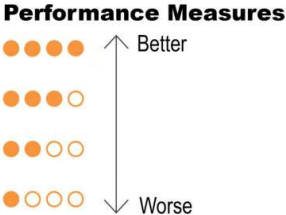
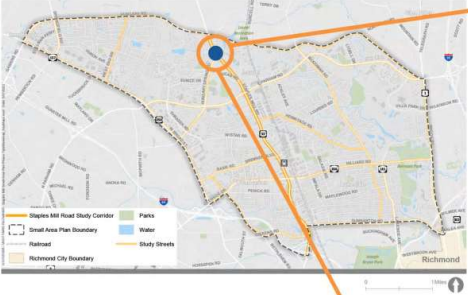
Staples Mill Road and Hungary Road: Concept



- Intersection Elements**
- ADD PEDESTRIAN SIGNAL HEADS
 - UPGRADE CURB RAMPS
 - ADD INTERSECTION LIGHTING
 - ASPHALT
 - SIDEWALK/MEDIAN
 - LANDSCAPE
 - PARCEL LINES

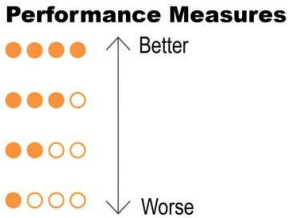
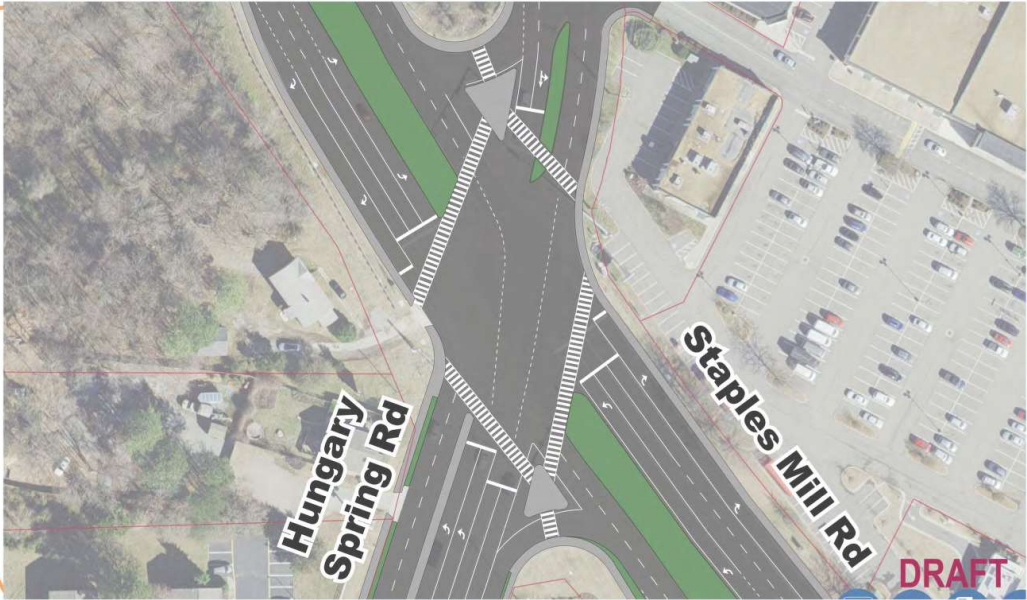
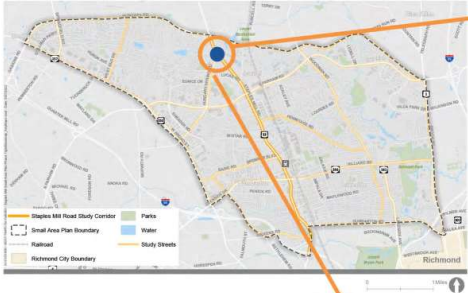
| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|--|--|--|--|---|
| <p>●●●○</p> <p>Increases pedestrian visibility with crosswalks and signal timing. Reduces crossing distance for pedestrians. Improves nighttime visibility with intersection lighting.</p> | <p>●●●○</p> <p>Maintains travel time for cars and reduces pedestrian delay with signal timing.</p> | <p>●●●●</p> <p>Improves ADA-accessible crossings for bicyclists and pedestrians.</p> | <p>●●●●</p> <p>Provides multimodal facilities connected to employment.</p> | <p>●●●○</p> <p>Minor right-of-way and drainage impacts.</p> |

Staples Mill Road and Hungary Spring Road: Existing



| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|---|--|---|---|---|
| <p>●○○○○</p> <p>High crash intersection with no pedestrian crossings.</p> | <p>●●○○○</p> <p>Motorists generally don't experience delays. Pedestrians experience delay all day.</p> | <p>●○○○○</p> <p>Intersection has many missing facilities for people walking and biking.</p> | <p>●●○○○</p> <p>Multimodal facilities are disconnected from employment.</p> | <p>●●●●</p> <p>No right-of-way impacts or drainage impacts.</p> |

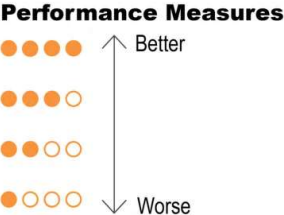
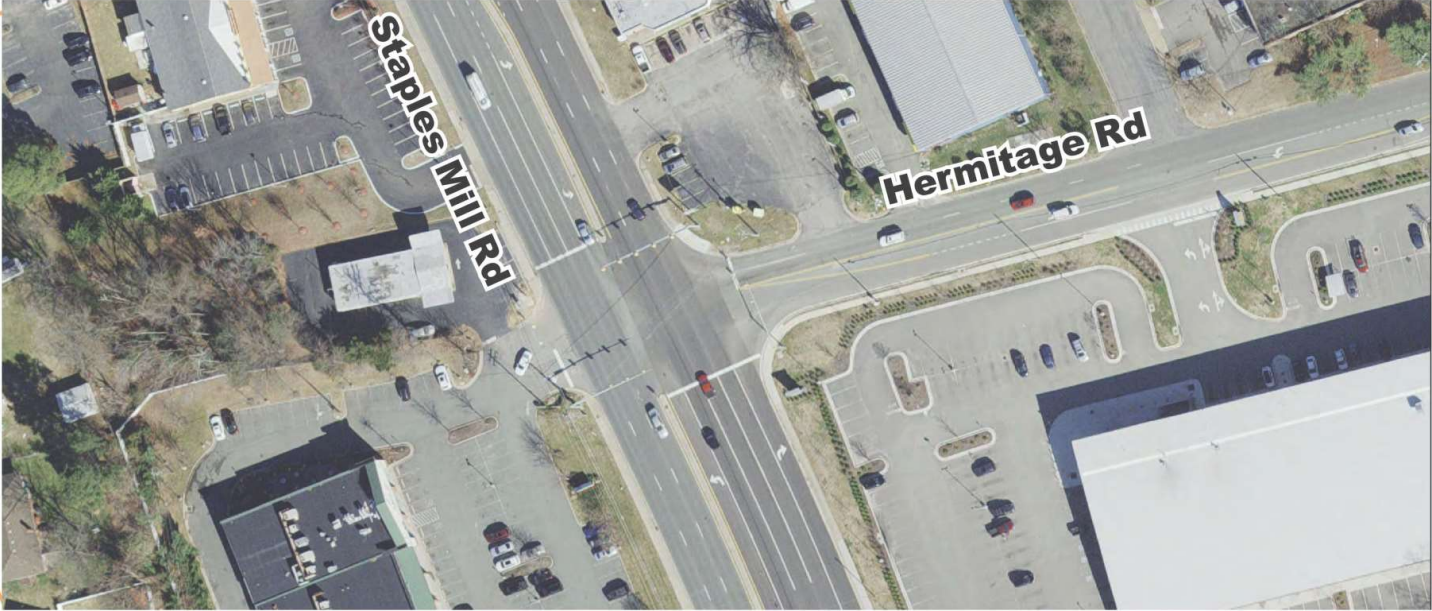
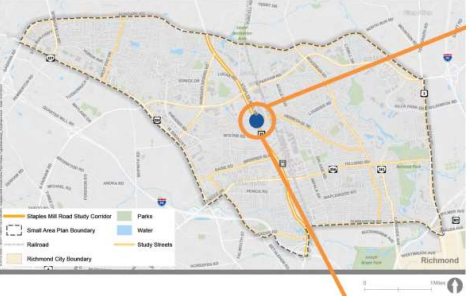
Staples Mill Road and Hungary Spring Road: Concept



- Intersection Elements**
- ADD TRAFFIC SIGNAL MAST ARM
 - ADD INTERSECTION LIGHTING
 - ADD PEDESTRIAN SIGNAL HEADS
 - UPGRADE CURB RAMPS
 - ASPHALT
 - SIDEWALK/MEDIAN
 - LANDSCAPE
 - PARCEL LINES

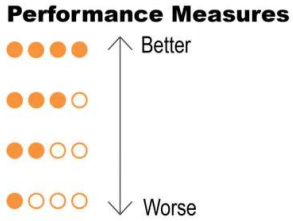
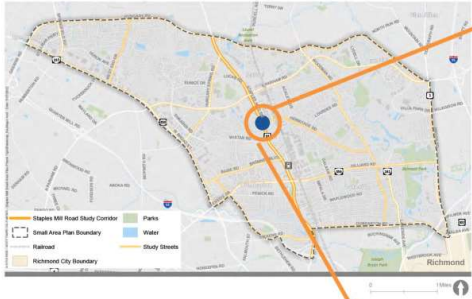
| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|--|---|---|---|--|
| <p style="text-align: center;">● ● ● ● ○</p> <p>Increases pedestrian visibility with crosswalks and signal timing. Improves nighttime visibility with intersection lighting.</p> | <p style="text-align: center;">● ● ● ● ○</p> <p>Maintains travel time for cars and reduces pedestrian delay with signal timing.</p> | <p style="text-align: center;">● ● ● ● ●</p> <p>Improves ADA-accessible crossings for bicyclists and pedestrians.</p> | <p style="text-align: center;">● ● ● ● ●</p> <p>Provides multimodal facilities connected to employment.</p> | <p style="text-align: center;">● ● ● ● ○</p> <p>Minor right-of-way and drainage impacts.</p> |

Staples Mill Road and Hermitage Road: Existing



| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|--|--|--|---|--|
| <p style="text-align: center;">● ○ ○ ○</p> <p>Intersection experiences safety challenges and narrow sidewalks.</p> | <p style="text-align: center;">● ● ○ ○</p> <p>Motorists generally don't experience delays. Pedestrians experience delay all day.</p> | <p style="text-align: center;">● ● ○ ○</p> <p>Intersection has missing facilities for people walking and biking.</p> | <p style="text-align: center;">● ● ○ ○</p> <p>Multimodal facilities are disconnected from employment and transit.</p> | <p style="text-align: center;">● ● ● ●</p> <p>No right-of-way impacts or drainage impacts.</p> |

Staples Mill Road and Hermitage Road: Concept



- Intersection Elements**
- IMPLEMENT LEADING PEDESTRIAN INTERVAL
 - ADD INTERSECTION LIGHTING
 - ADD PEDESTRIAN SIGNAL HEADS
 - UPGRADE CURB RAMP
 - ADD NO RIGHT-TURN ON RED
 - ASPHALT
 - SIDEWALK/MEDIAN
 - LANDSCAPE
 - PARCEL LINES

| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|--|---|---|--|--|
| <p style="text-align: center;">● ● ● ●</p> <p>Increases pedestrian visibility with crosswalks and signal timing. Improves nighttime visibility with intersection lighting.</p> | <p style="text-align: center;">● ● ○ ○</p> <p>Slightly increases travel time for cars and buses, and reduces pedestrian delay with signal timing.</p> | <p style="text-align: center;">● ● ● ●</p> <p>Improves ADA-accessible crossings for bicyclists and pedestrians.</p> | <p style="text-align: center;">● ● ● ●</p> <p>Provide multimodal facilities connected to employment and transit.</p> | <p style="text-align: center;">● ● ● ○</p> <p>Minor right-of-way and drainage impacts.</p> |

Glenside Drive and Bethlehem Road: Existing



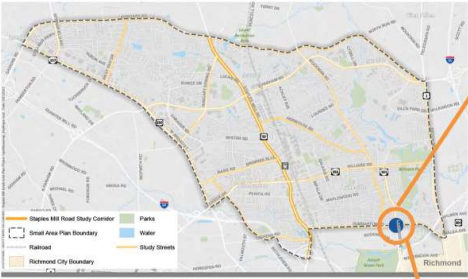
| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|---|---|---|---|--|
| <p>●○○○○</p> <p>High crash intersection with no pedestrian crossings.</p> | <p>●○○○○</p> <p>Motorists experience delays during rush hour. Pedestrians experience delay all day.</p> | <p>●○○○○</p> <p>Intersection has many missing facilities for people walking and biking.</p> | <p>●●○○○</p> <p>Multimodal facilities are disconnected from employment.</p> | <p>●●●●●</p> <p>No right-of-way impacts or drainage impacts.</p> |

Glenside Drive and Bethlehem Road: Concept



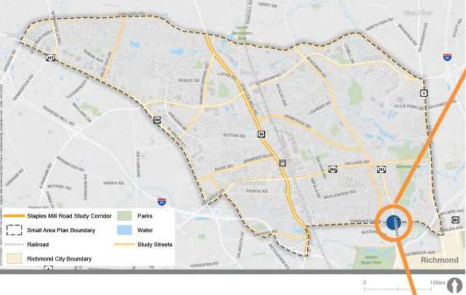
| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|---|---|--|---|---|
| <p>●●●●</p> <p>Increases pedestrian visibility with crosswalks and signal timing. Reduces crossing distance for pedestrians. Addresses motorist crashes with travel lane and signal timing adjustments.</p> | <p>●●●●</p> <p>Improves travel time for cars and reduces pedestrian delay with signal timing.</p> | <p>●●●●</p> <p>Improves ADA-accessible crossings for bicyclists and pedestrians.</p> | <p>●●●●</p> <p>Provide multimodal facilities connected to employment.</p> | <p>●●●○</p> <p>Minor right-of-way and drainage impacts.</p> |

Lakeside Drive and Dumbarton Road: Existing

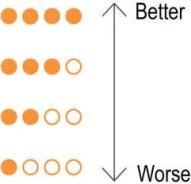


| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|--|---|--|---|--|
| <p>● ○ ○ ○ ○</p> <p>High crash intersection.</p> | <p>● ○ ○ ○ ○</p> <p>Motorists experience delays during rush hour. Pedestrians experience delay all day.</p> | <p>● ● ○ ○ ○</p> <p>Intersection has missing facilities for people walking and biking.</p> | <p>● ● ○ ○ ○</p> <p>Multimodal facilities are disconnected from employment.</p> | <p>● ● ● ● ●</p> <p>No right-of-way impacts or drainage impacts.</p> |

Lakeside Drive and Dumbarton Road: Concept



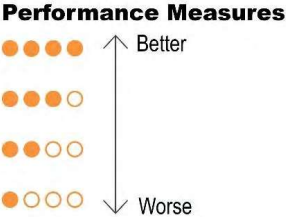
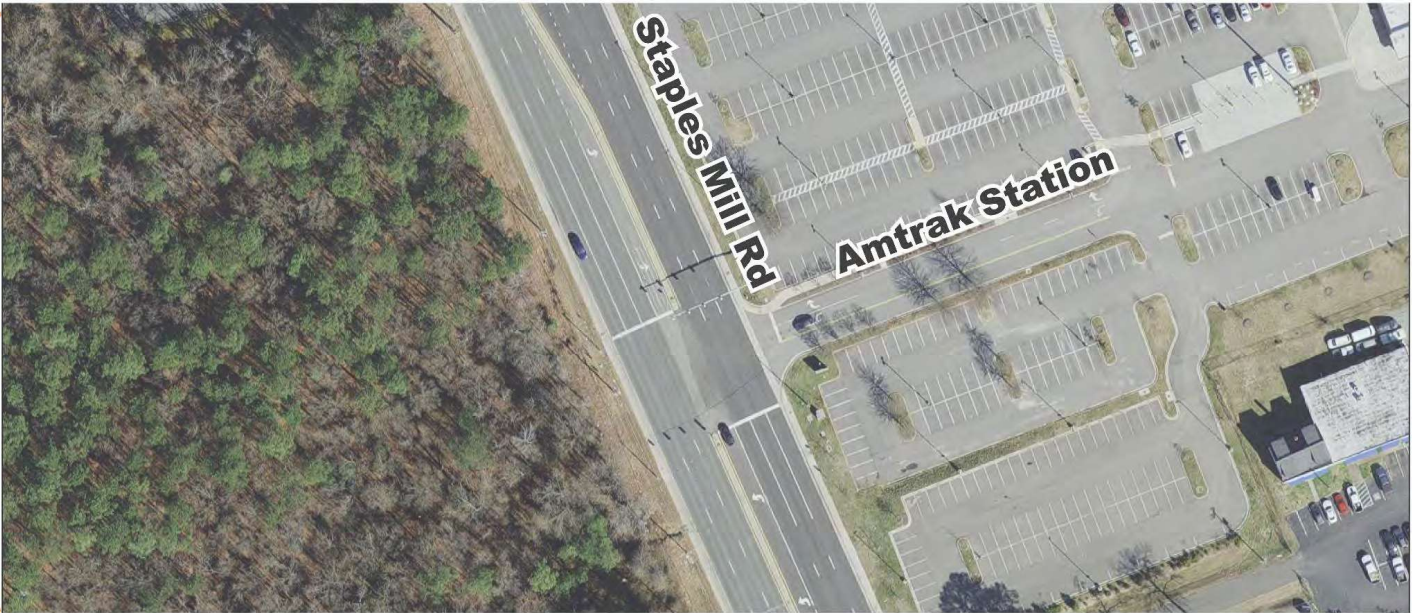
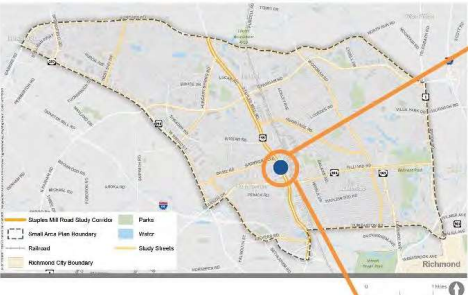
Performance Measures



- Intersection Elements**
- IMPLEMENT LEADING PEDESTRIAN INTERVAL
 - UPGRADE CURB RAMP
 - ADD NO RIGHT-TURN ON RED
 - ASPHALT
 - SIDEWALK/MEDIAN
 - LANDSCAPE
 - PARCEL LINES

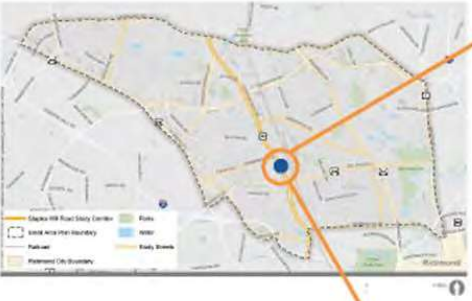
| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|--|---|---|---|---|
| <p style="text-align: center;">● ● ● ●</p> <p>Increases pedestrian visibility with enhanced crosswalks and signal timing. Reduces crossing distance for pedestrians.</p> | <p style="text-align: center;">● ● ● ○</p> <p>Maintains travel time for cars and reduces pedestrian delay with signal timing.</p> | <p style="text-align: center;">● ● ● ●</p> <p>Improves ADA-accessible crossings for bicyclists and pedestrians.</p> | <p style="text-align: center;">● ● ● ●</p> <p>Provides multimodal facilities connected to employment.</p> | <p style="text-align: center;">● ● ● ○</p> <p>No right-of-way impacts and minor drainage impacts.</p> |

Staples Mill Road and Amtrak Station: Existing



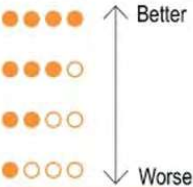
| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|--|--|---|---|--|
| <p style="text-align: center;">● ● ○ ○</p> <p>No pedestrian crossings.</p> | <p style="text-align: center;">● ● ○ ○</p> <p>Motorists generally don't experience delays. Pedestrians experience delay all day.</p> | <p style="text-align: center;">● ○ ○ ○</p> <p>Intersection has many missing facilities for people walking and biking.</p> | <p style="text-align: center;">● ● ○ ○</p> <p>Multimodal facilities are disconnected from employment and transit.</p> | <p style="text-align: center;">● ● ● ●</p> <p>No right-of-way impacts or drainage impacts.</p> |

Staples Mill Road and Amtrak Station: Concept



Not To Scale

Performance Measures

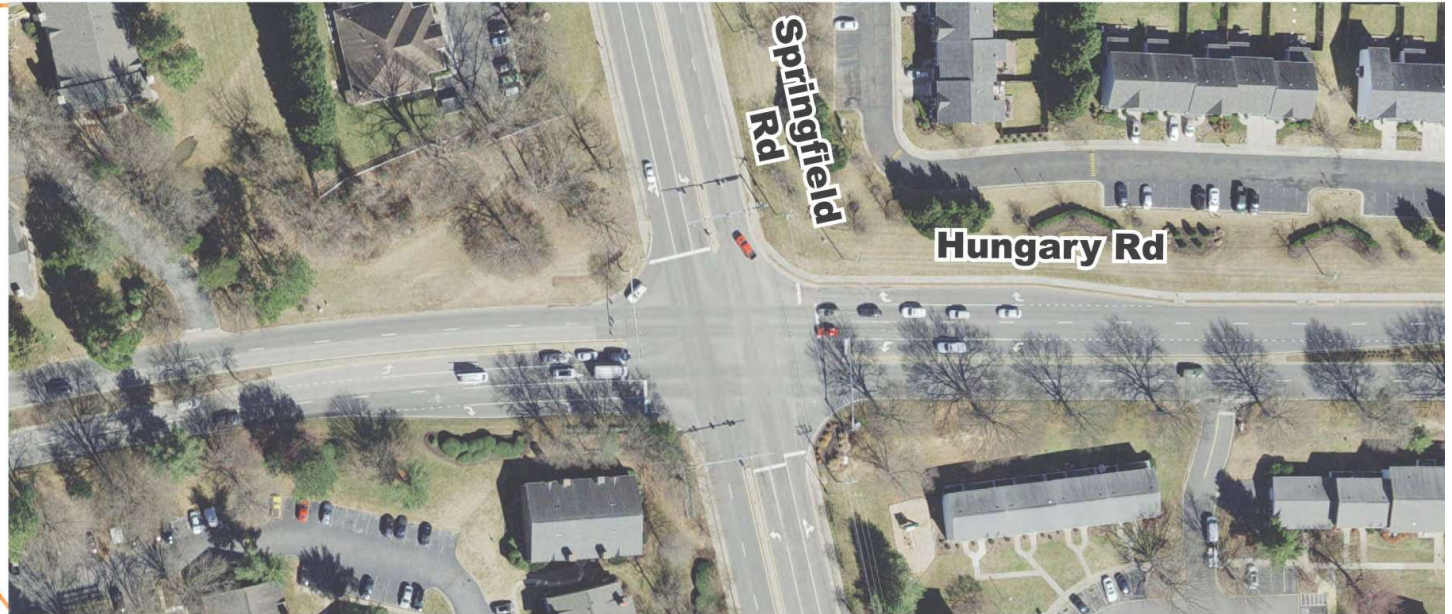


Intersection Elements

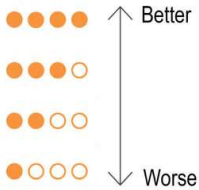
- IMPLEMENT LEADING PEDESTRIAN INTERVAL
- ADD INTERSECTION LIGHTING
- ADD PEDESTRIAN SIGNAL HEADS
- UPGRADE CURB RAMPS
- ADD NO RIGHT-TURN ON RED
- ASPHALT
- SIDEWALK/MEDIAN
- LANDSCAPE
- PARCEL LINES

| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|--|--|---|--|--|
| <p style="text-align: center;">● ● ● ● ●</p> <p>Increases pedestrian visibility with crosswalks and signal timing. Improves nighttime visibility with intersection lighting.</p> | <p style="text-align: center;">● ● ● ● ○</p> <p>Maintains travel time for cars and buses, and reduces pedestrian delay with signal timing.</p> | <p style="text-align: center;">● ● ● ● ●</p> <p>Improves ADA-accessible crossings for bicyclists and pedestrians.</p> | <p style="text-align: center;">● ● ● ● ●</p> <p>Provide multimodal facilities connected to employment and transit.</p> | <p style="text-align: center;">● ● ● ● ○</p> <p>Minor right-of-way and drainage impacts.</p> |

Springfield Road and Gaskins Road/Hungary Road: Existing

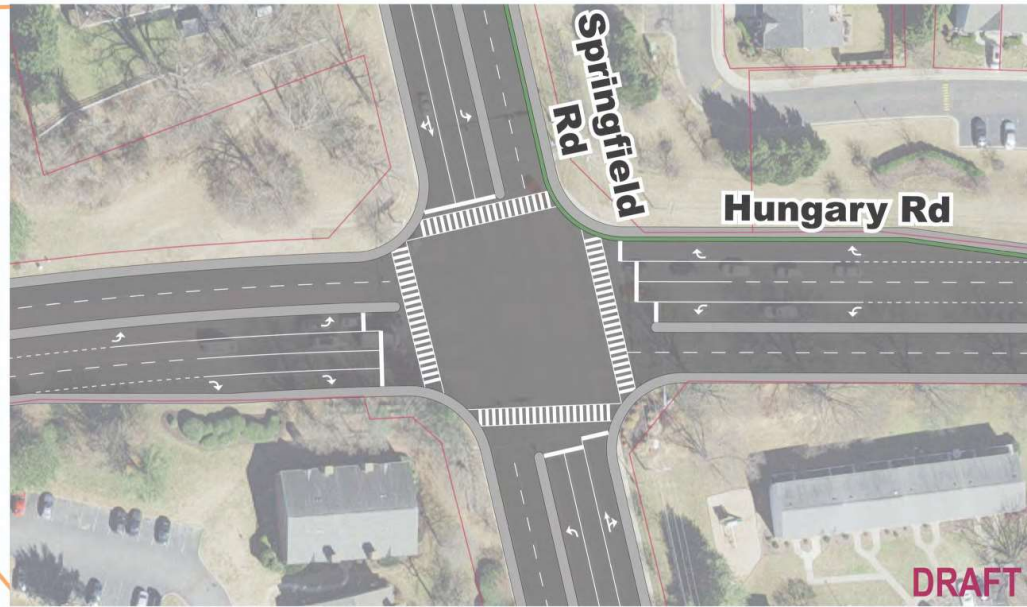


Performance Measures

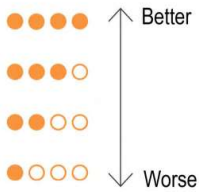


| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|---|---|---|---|--|
| <p>● ○ ○ ○ ○</p> <p>High crash intersection with no pedestrian crossings.</p> | <p>● ○ ○ ○ ○</p> <p>Motorists experience delays during rush hour. Pedestrians experience delay all day.</p> | <p>● ○ ○ ○ ○</p> <p>Intersection has many missing facilities for people walking and biking.</p> | <p>● ● ○ ○ ○</p> <p>Multimodal facilities are disconnected from employment.</p> | <p>● ● ● ● ●</p> <p>No right-of-way impacts or drainage impacts.</p> |

Springfield Road and Gaskins Road/Hungary Road: Concept



Performance Measures

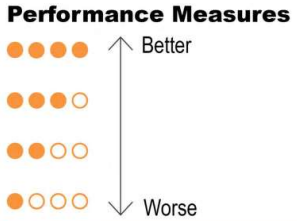
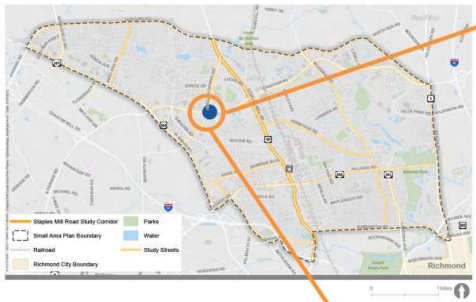


Intersection Elements

- IMPLEMENT LEADING PEDESTRIAN INTERVAL
- ADD INTERSECTION LIGHTING
- ADD PEDESTRIAN SIGNAL HEADS
- UPGRADE CURB RAMP
- ADD NO RIGHT-TURN ON RED
- ASPHALT
- SIDEWALK/MEDIAN
- LANDSCAPE
- PARCEL LINES

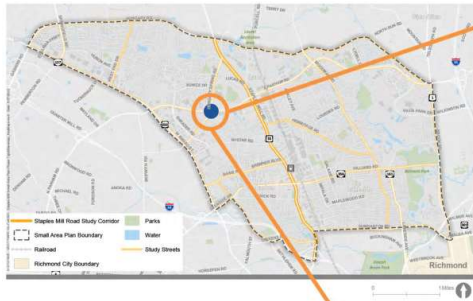
| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|--|---|---|---|--|
| <p style="text-align: center;">● ● ● ● ●</p> <p>Increases pedestrian visibility with crosswalks and signal timing. Improves nighttime visibility with intersection lighting.</p> | <p style="text-align: center;">● ● ● ● ○</p> <p>Maintains travel time for cars and reduces pedestrian delay with signal timing.</p> | <p style="text-align: center;">● ● ● ● ●</p> <p>Improves ADA-accessible crossings for bicyclists and pedestrians.</p> | <p style="text-align: center;">● ● ● ● ●</p> <p>Provides multimodal facilities connected to employment.</p> | <p style="text-align: center;">● ● ● ● ○</p> <p>Minor right-of-way and drainage impacts.</p> |

East Parham Road and Hungary Spring Road: Existing

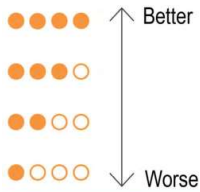


| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|--|--|--|---|--|
| <p style="text-align: center;">● ○ ○ ○</p> <p>High crash intersection and outdated pedestrian crossings.</p> | <p style="text-align: center;">● ● ○ ○</p> <p>Motorists generally don't experience delays. Pedestrians experience delay all day.</p> | <p style="text-align: center;">● ● ○ ○</p> <p>Intersection has missing facilities for people walking and biking.</p> | <p style="text-align: center;">● ● ○ ○</p> <p>Multimodal facilities are disconnected from employment and transit.</p> | <p style="text-align: center;">● ● ● ●</p> <p>No right-of-way impacts or drainage impacts.</p> |

East Parham Road and Hungary Spring Road: Concept



Performance Measures

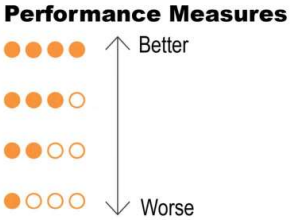
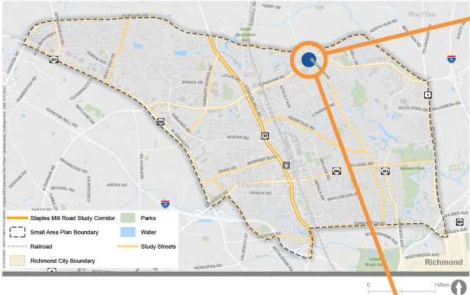


Intersection Elements

- UPDATE SIGNAL HARDWARE
- ADD INTERSECTION LIGHTING
- ADD PEDESTRIAN SIGNAL HEADS
- UPGRADE CURB RAMPS
- ASPHALT
- SIDEWALK/MEDIAN
- LANDSCAPE
- PARCEL LINES

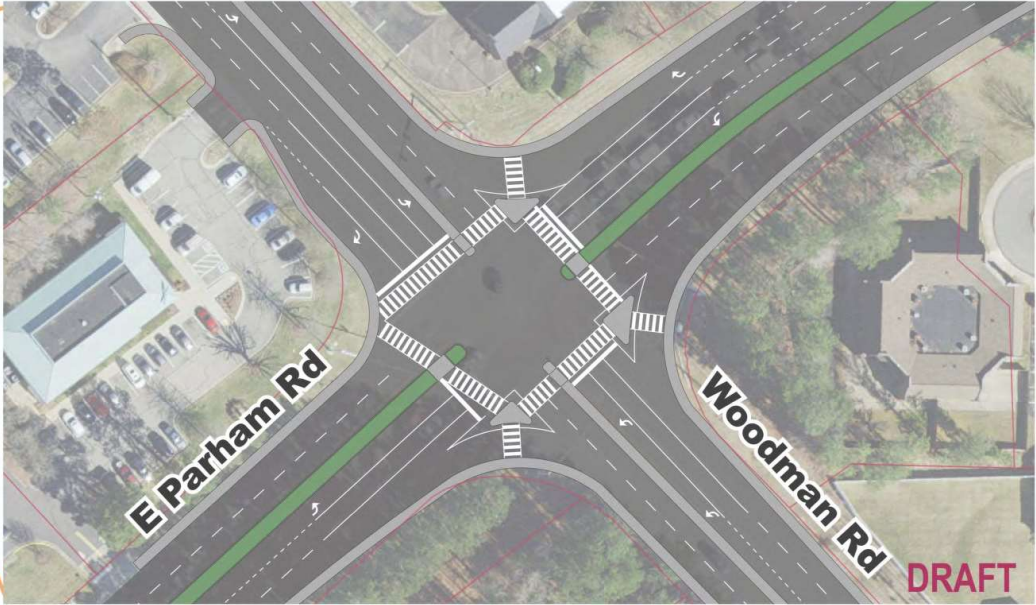
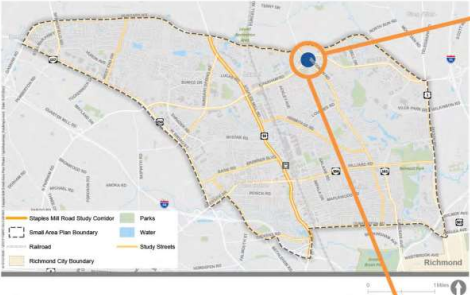
| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|--|--|---|--|--|
| <p style="text-align: center;">● ● ● ● ○</p> <p>Increases pedestrian visibility with enhanced crosswalks and signal timing. Reduces crossing distance for pedestrians. Improves nighttime visibility with intersection lighting.</p> | <p style="text-align: center;">● ● ● ● ○</p> <p>Maintains travel time for cars and buses, and reduces pedestrian delay with signal timing.</p> | <p style="text-align: center;">● ● ● ● ●</p> <p>Improves ADA-accessible crossings for bicyclists and pedestrians.</p> | <p style="text-align: center;">● ● ● ● ●</p> <p>Provide multimodal facilities connected to employment and transit.</p> | <p style="text-align: center;">● ● ● ● ○</p> <p>Minor right-of-way and drainage impacts.</p> |

East Parham Road and Woodman Road: Existing

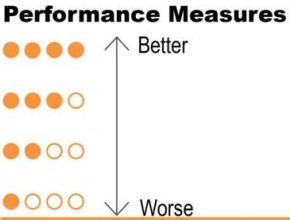


| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|---|--|--|---|--|
| <p style="text-align: center;">● ○ ○ ○ ○</p> <p>High crash intersection with no pedestrian crossings.</p> | <p style="text-align: center;">● ● ○ ○ ○</p> <p>Motorists generally don't experience delays. Pedestrians experience delay all day.</p> | <p style="text-align: center;">● ○ ○ ○ ○</p> <p>Intersection has no multimodal facilities for people walking and biking.</p> | <p style="text-align: center;">● ○ ○ ○ ○</p> <p>No multimodal facilities connected to employment.</p> | <p style="text-align: center;">● ● ● ● ●</p> <p>No right-of-way impacts or drainage impacts.</p> |

East Parham Road and Woodman Road: Concept



N
Not To Scale



- Intersection Elements**
- UPDATE SIGNAL HARDWARE
 - ADD PEDESTRIAN SIGNAL HEADS
 - UPGRADE CURB RAMPS
 - ASPHALT
 - SIDEWALK/MEDIAN
 - LANDSCAPE
 - PARCEL LINES

| Improve Safety and Comfort | Manage Congestion | Foster Community and Environmental Health | Support Economic Development | Impacts |
|---|---|---|---|--|
| <p style="text-align: center;">● ● ● ● ○</p> <p>Increases pedestrian visibility with crosswalks and signal timing. Reduces crossing distance for pedestrians.</p> | <p style="text-align: center;">● ● ● ● ○</p> <p>Maintains travel time for cars and reduces pedestrian delay with signal timing.</p> | <p style="text-align: center;">● ● ● ● ●</p> <p>Improves ADA-accessible crossings for bicyclists and pedestrians.</p> | <p style="text-align: center;">● ● ● ● ●</p> <p>Provides multimodal facilities connected to employment.</p> | <p style="text-align: center;">● ● ● ● ○</p> <p>Minor right-of-way and drainage impacts.</p> |

Attachment D Community
Questions and
Comments
(June 30, 2022)

Q&A Report

Report Generated:

06/30/2022 05:17 PM EDT

Attended

49

Staples Mill Road Area Plan Alternatives Public Meeting

Questions Asked (#)

60

Q&A

| Question Asked Date/Time | Question Asked |
|--------------------------|---|
| 06:40:19 PM EDT | Will there be more bus tops if the bus lane ideas are proposed? |
| 06:48:33 PM EDT | Are there any ideas for Staples mills road intersection between Hilliard Rd and Glenside Dr? |
| 07:19:05 PM EDT | Will there be consideration for electric scooters on the new proposed bike lanes ? |
| 06:38:53 PM EDT | Does a "landscape buffer" include a curb? |
| 06:41:35 PM EDT | Can you drop the two links in the chat? :-) Thank you |
| 06:53:47 PM EDT | I appreciate a lot of what I see in the design. How can I support it and help make it a reality? |
| 06:49:35 PM EDT | Is there studies looking into RIC airport connection options? |
| 06:49:54 PM EDT | airport* |
| 06:42:01 PM EDT | Are the interior 16' wide medians planned to be planted with trees? Also, the vegetated buffer between sidewalk/bikelane and the street, any plans to include trees? The psycholocial effect could be very impactful for non-drivers having a vertical buffer from all the street noise, and once matured, could offer a subconscious effect on slowing vehicles. |
| 06:45:02 PM EDT | With so many existing lanes and area to work with along this corridor, and the high number of business entraces, it would be great to explore some concepts not often seen in the US. |
| 06:46:16 PM EDT | I'm thinking/referring to a set of travel lanes, and a separated bike/ped lane + slow narrow local business access road to reduce speed lanes vs access business lanes |
| 06:43:08 PM EDT | 55 mph near Publix |
| 06:44:02 PM EDT | 55 near Glen Allen High School |
| 06:46:20 PM EDT | Are they planning to visit the speed near Publix, 55+ community? |
| 06:23:25 PM EDT | are there going to be any improvements at the dumbarton and hamlet condo intersections |
| 06:14:01 PM EDT | Has consideration been made for the large about of land area dedicated to parking lots? We have a lot of pedestrians and cyclists in the area that walk for work commutes, but few pedestrians that walk to shopping or entertainment. If we had less parking lots, buildings would be closer together and we could have more pedestrians and cyclists. |
| 06:28:15 PM EDT | How would the landscape buffer be maintained? Who is responsible for keeping the pathway clear from overgrowth? |
| 06:30:50 PM EDT | We should separate bicycles and cars |
| 06:39:10 PM EDT | Can't hear/understand Kaitlyns audio |
| 06:44:19 PM EDT | It's established that skinnier travel lanes for cars are safer? |
| 06:47:07 PM EDT | Are roundabouts in these plans to slow traffic? |
| 06:54:41 PM EDT | No roundabouts is good news |
| 06:11:02 PM EDT | What do you mean by pedestrian crashes? Do you mean a car colliding with a pedestrian? |
| 06:21:36 PM EDT | Is there a reason the proposal includes two slip lanes when they have been shown to make the environment more dangerous for the minor benefit of traffic throughput? |
| 06:28:39 PM EDT | Will street trees be considered to placed in the inside buffer to provide beautification, increasure stormwater management, reduce speeding, and provide protection for vulnerable road users? |

| | |
|-----------------|---|
| 06:32:51 PM EDT | Not a question, but I love the options that show either shared use paths or bike paths at the same grade as the sidewalk |
| 06:34:24 PM EDT | Can more comprehensive green stormwater infrastructure be incorporated into the corridor to help mitigate area flooding and more properly use water as a resource? |
| 06:40:50 PM EDT | I'm having trouble hearing Kaitlyn. Everyone else is coming in clear. |
| 06:50:18 PM EDT | Specific question about the shown proposed intersection improvements outside of the Amtrak Station: why is the southern leg the only one without a displayed crosswalk when that is the one closest to a major shopping center on the west side of |
| 07:09:18 PM EDT | Kaitlyn is coming in much more clear now! |
| 07:13:01 PM EDT | To be clear, I believe there should be crosswalks across every leg of the Amtrak intersection :) |
| 07:34:53 PM EDT | Thanks, everyone! |
| 06:08:31 PM EDT | Right now, people cut down Locust Ave and use Penick Rd to avoid the Staples Mill and Glenside Intersection. Will this project help with this in any way? |
| 06:16:39 PM EDT | Also will there be additional right turn lanes into business to help with traffic slowdown, especially during rush hour? |
| 06:42:43 PM EDT | Are there any plans to address my questions or should those be directed towards the county? |
| 06:44:50 PM EDT | Existing trees would remain 'as is' as much as possible, correct? |
| 06:51:31 PM EDT | (Re: above ??) The intersection of Staples Mill & Glenside/Hilliard is almost treeless.....one of the concrete/blacktop hot spots. |
| 06:15:31 PM EDT | It appears that your proposed intersection changes don't go far enough to make them safer. The proposed intersections have high speed right turns, long crossing distances, some lack medians and most do not have the crosswalk going through the median (behind a median nose), and at least one was missing two crosswalk movements. Can you do more to shrink the scale of the intersections, shorten the crossing distances, improve the medians, and remove high speed right turns? |
| 06:16:30 PM EDT | What vehicle LOS are you designing for? In an urbanizing area with transit-oriented development it can be E. |
| 06:17:48 PM EDT | How frequent is the bus that stops at the Amtrak station and does it run in the evening? |
| 06:19:09 PM EDT | What is the design speed of the existing road and your proposed road? |
| 06:28:35 PM EDT | Do you permit trees in the inside buffer? Shade is increasingly important amid global warming. |
| 06:40:49 PM EDT | It's too hard to hear Kaitlyn. Coming in and out. So best if you repeat the question before answering. |
| 06:45:44 PM EDT | Why don't you design the road for 35mph which would allow for narrower crosssection (larger medians, 10.5 foot lanes), and reducing the size of the intersections? Perhaps it could also mean more street trees? We are seeking the 35mph option for Route 1 in Fairfax and VDOT is actively studying it. |
| 06:51:36 PM EDT | Did you consider an option -- longer term, for creating parallel streets to reduce traffic volume on the main stem? It looks possible to create a parallel street on the east side of Staples Mill Road through the current industrial and retail areas -- creating it as these areas redevelop. |
| 06:54:36 PM EDT | Do VDOT traffic projections account for the potential growth in telecommuting and also that if the region shifts to walkable, transit-oriented centers and corridors, future per capita VMT will decline? |
| 06:27:12 PM EDT | What are the benefits of a shared used path versus a separate bike lane? |
| 06:19:04 PM EDT | Would the bike lane be protected in option 1? |
| 06:22:01 PM EDT | Are bike riders meant to ride on the street or the sidewalk? |
| 06:39:28 PM EDT | To implement the TOD would there be rezoning to allow for greater density in the corridor? |
| 06:07:03 PM EDT | Please define the term "complete street". |
| 06:32:08 PM EDT | Has the impact on traffic congestion been evaluated with the removal of the outside travel lane in both directions? |
| 06:42:35 PM EDT | Kaitlyn's audio is not very clear....can it be improved?? |
| 06:51:19 PM EDT | Have current GRTC riders been surveyed? What are their concerns? |

| | |
|-----------------|--|
| 06:52:53 PM EDT | Transit is most typically used by lower income people. Staple Mill Rd. is not a corridor known for lower income housing. Is Henrico possibly looking at improvements like this for Brook Rd. (Rte. 1) that is not very far away? |
| 07:13:33 PM EDT | If the dedicated bus lane option is selected, would it be Bus only on a 24/7 basis or only during rush hours? |
| 07:21:56 PM EDT | If a Bus Only lane option is selected, has adding HOV-2 been considered? This would promote more useage of the dedicated lane and also mitigate some congestion. |
| 06:47:01 PM EDT | What addition plans that have been made to support Emergency Traffic during and after the project period. Have you taken into account the new fire station on Staples Mills just North of Hermitage Rd. |
| 06:37:49 PM EDT | What are the plans for Glenside and Staples Mill |
| 06:55:02 PM EDT | If VDOT is looking at the Bethlehem Rd. & Glenside Dr. intersection, what improvements will be made along Glenside leading to that location? uniform sidewalks on both sides. working on the Cloverdale intersection? |



FOR

