

FOREST HILL AVENUE PROJECT FEEDBACK FROM PUBLIC INFORMATION MEETING HELD

November 10, 2010

1. We need a stop light at Powwhite and west on Forest Hill - no merge
2. Lower speed limits
3. Will we lose our mailbox?

1. We are a neighborhood and not Chippenham Pkwy. Please try and lower the speed limit NOW. We need "traffic calming measures" not another speedway
2. Could you tell our gathering believes your ideas are not safer - we're afraid.

Bike path needs to be separated from cars with trees, curbs, light posts, grass, etc. Forest Hill must be as safe for cyclists/ pedestrians as it is for cars.

We need the flush median and separate bike lane - keeps bicyclists clear of traffic and allows more flexibility for turns coming out of neighborhoods

1. Clearly the consultant is biased
2. The raised median blocks sightlines and the limited turning lanes will back-up traffic and create conflicts with u-turns.
3. A separate bike/ multi-use lane is optimal for inexperienced/ neighborhood cyclists
4. Cyclists (experienced) should be accommodated on the road
5. Slow down the traffic
6. Let's hear from Ian Lockwood

1. Put in a signal at Rettig
2. Put in a signal at Rettig
3. Put in a signal at Rettig
4. I'm glad there has been an attempt to add accommodations for peds and bikes but the designs presented seem very weak.
5. No raised median
6. As a cyclist I prefer a lane with traffic rather than separate from traffic
7. Kind of funny the illustration of "A" included two brands of fast cars (BMW and Porsche) and an SUV. Isn't this supposed to be a safety project?

1. When will the acquisitions portion begin?
2. How long will the entire construction process take?
3. Can we negotiate the acquisitions?
4. Where will the "Final" plans be posted?
5. What is the design plan for the Powwhite off ramp?
6. What will the complaint process be once the project has started construction?
7. If more questions/ concerns come up, where do we send them?
8. My neighbor's power line goes over my property currently. How will this be changed as this is illegal?
9. Where my home is located will require me to make u-turns constantly. I safely can pull into a semi-formed turn land in order to make a left currently and I would like it to stay that way.
10. How many cars can fit in the protected left turn lanes at one time while waiting to cross traffic?
11. Please choose the flush median option.

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1. Please do not choose Plan B - medians SLOW people down, not wide open roads. Bikers are only ones who seem to prefer flush median
2. Please see the attached information re: speed limits and beautification (medians with plantings and/ or brick pavers at intersections) in several City of Richmond neighborhoods as roads similar to Forest Hill pass through them
3. We need 35mph enforced speed limit in the residential portion of Forest Hill Ave between Powhite and Windsorview and 25mph in business district between Windsorview and Sheila Lane
4. We need median with trees (crepe myrtle are pretty), shrubs, flowers (bulbs), ground cover. Plan A provides both
5. A traffic light at Rettig is needed! Absolutely.
6. Bikers have bikeway Rt 1 through Willow Oaks and over to Riverside, however the best solution is to close Powhite exit at Forest hill and route travelers to Chippenham where they can go north to Forest Hill

1. Safety of cyclists is my primary concern. I prefer the separated bike lane and raised median.
2. Also need bike lane crossing Powhite Pkwy bridge - this is very dangerous.

Need a stop light on Forest Hill & Rettig Rd - you can't get out of south of Forest Hill

1. The plans presented are not what is needed.
2. You are going to make it much more difficult for the area residents.

I like the raised median

1. I oppose right-hand turn lanes at Rettig and Windsorview because they are undue for entering unsidewalked streets and would endanger pedestrians on crosswalks (Thank you for eliminating the right-turn lane at Windsorview)
2. I urge inclusion of safe-crossings and lower speed zones for elderly and handicapped pedestrians who are slower at crossing. (Thank you for crosswalks and sidewalks)
3. I urge increased planning for rainwater runoff and drainage, especially at intersections. (Thank you for including the drainage)
4. I like Option A, the raised median with drainage, inclusive bike lanes, no right-turn lanes into Rettig and Windsorview, including crosswalks at Rettig and Windsorview.

1. I am concerned with bicycle safety in this corridor and would prefer an integrated bike lane (as Plan A) instead of a separated bike lane/ sidewalk combination, which invites bicycle-pedestrian collisions. Also, a cyclist would need to leave traffic on one end of the bike path only to have to re-integrate himself again at the end, inviting conflicts.
2. I am in favor of Plan A, without a median

1. We would love to see a turning lane, no lights please
2. Bike lane... made better.
3. I don't agree with either. Need for better plan.

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1. This is our tax money - federal or other - it seems a waste to begin a project without the neighborhood's wishes being addressed first.

2. Seems they want a stop light - lower speed limit. This is being shoved down the throats of the neighbors - listen to the people you are supposed to represent - who do you want to please? not the neighborhood obviously

1. Put a stoplight at Rettig Road

2. Put full five foot bike lanes that do not contain a gutter

3. Fix the land from RMA to clearly mark how cyclists are to more through that intersection.

4. Support the flush median option so that left hand turns are allowed throughout the corridor.

5. Respect our neighborhoods and listen to what we want.

6. Add Ian Lockwood to the project team.

1. Stratford Hill Shop - entrance only from Forest Hill (no left onto FH!), exit SH Shop Center on Hathaway

2. More (get rid of) bushes in front of current McDonalds! Not save to get out on F Hill from Melbourne Dr! People often run red light at F Hill and Hathaway going east on F Hill! and right on F Hill from Food Lion!

3. As for speed limit, doesn't safety overrule criteria!

4. Bus stops? Where?

5. Who maintains sidewalks? Landscaping?

6. Bury power lines?

7. Not pleased with either plan

8. SAFETY FIRST!

9. Sound at meeting NOT adequate!! Need better setup!

1. Establish speed limit/ enforce on Forest Hill

2. Camera at Forest Hill/ Hathaway to catch "red light runners"

3. Block off street entrance/ exit of current McDonalds; enter/ exit from shopping center drive

4. Run median divider all the way to Forest Hill Hathaway with turn arrows

5. Stratford Hills Shopping Center entrance only off Forest Hill, exit Hathaway Rd

6. Require "new" owner of current McDonalds to cut back or replace bushes/ trees limiting a safe view west on Forest Hill (no more "grandfathering")

1. I am very concerned with the speed limit on Forest Hill Avenue through the residential area. I hope the projected 35mpg will not be altered.

2. I am very concerned about the increased problem making a left turn from Rettig Road onto Forest Hill when there will be more cars turning left and making u-turns. It's already bad!

3. When turning left from Rettig (Willow Oaks side) Forest Hill Ave rises and makes oncoming traffic from the east very difficult to see at higher speeds. Some grading to increase the line of sight is needed.

4. Why can't we somehow decrease the amount of traffic exiting the Powhite, e.g. causing some of the traffic to go to Chippenham instead? Put a stoplight at Powhite exit and some people will keep going.

5. Prefer raised median plan

Need better traffic flow from neighborhoods

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I like the beauty, bike lanes and sidewalks, but in the end the aim of the designs are to move more traffic faster down Forest Hill Ave. I look down Forest Hill and I see all the commercial intersections can get lights, but we can't get ones in our area to slow down the traffic in our area. Seems unjust to me.

Our major concern is to reduce speed on Forest Hill and make turns onto Forest Hill from neighborhoods on both sides of Forest Hill easier and safer. We need more traffic lights (at Rettig, for example)

1. Prefer flush median
2. Prefer bike lane next to roadbed
3. Prefer separated sidewalk from bike lanes
4. Trees ok, but no flowers
5. Maintenance of extensive landscaping would probably be an issue!

1. Expanding Forest Hill will invite increased traffic - a self fulfilling prophecy
2. The raised median design is not multi-modal. Crosswalks without a light will not make crossing safe for pedestrians. The bike lane meets minimum AASHTO but is not adequate for the speeds that this design will encourage (regardless of posted speed limit).
3. Calming and safety can be achieved with out expanding this road into a thoroughfare. The measures included here also do not address the (2) intersections where the vast majority of accidents occur.

I am very concerned about a number of aspects of this project. One that I feel has not been addressed this evening is making true accessibility for pedestrians. People need protection to cross this street. Only a cross light (two buttons that someone can press) is the only way to comfortably cross Forest Hill. Try crossing Forest Hill at 48th Street (w/ a "crosswalk") - cars do not yield! This section is much worse (the speed limit is 25mph there)

1. Current proposed design appears well thought out and a workable solution.
2. One comment - the bike lane dimensions should not include the gutter.

1. We have a hill by the road. If you take land we will have to have a retaining road. Will the City provide it?
2. Will our driveway be regraded and redone BEFORE construction of the sidewalk, etc.? That would be necessary so that we can get in and out of our home.
3. Will we be able to get in and out of our home while construction is going on? Or will we be house bound?
4. If we will be house bound, how long will it last? How much advanced notice will we have? We would have to plan accordingly.

1. Bring Ian Lockwood in
2. SLOW traffic down !!!
3. A way for cyclists to go down bike rt 1

1. Like the sidewalks and the bike path
2. Don't like the raise median - period
3. Don't like the lack of signals for pedestrian traffic to cross Forest Hill Ave in either plan
4. There should be lights at Rettig Road including crosswalks for the people

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1. This is too big for this street - it is about moving traffic and making Forest Hill and Semmes Ave a major artery into Downtown
2. Please listen to what the neighborhood wants.

1. I prefer the flush median, not the raised median.
2. Would it be possible to put a bike lane on one side only and maybe that land protected/ separated from the car lane? It seems that option would work with existing space.
3. A separate bike lane is definitely preferred, but it must be separated completely, not back and forth at intersections
4. Also, please bury the power lines

1. We would prefer the flush median to the raised option - so that we could possibly make left hand turns out of our driveway when traffic is not too heavy. So many u-turns for residents doesn't sound safe
2. We are excited to see this project get underway as soon as possible - as we always have a drainage problem on our property
3. The bike lanes, sidewalks, lighting, tree lawn, and sewers all sound wonderful.
4. Please don't increase the speed limit and do all you can to slow speeders down

1. Reduce speed limit to 35mph
2. If bike lane is to remain with traffic - stripe lane and make it separate to keep cars out
3. increased signage for pedestrian/ cyclist awareness by motorists
4. Lighting - shielded
5. Increase bike lane by 1'5" to avoid riding in gutter which is full of debris - and garbage sticks
6. Improve transition for cyclists and pedestrians at Powhite interchange
7. Look to combine Options A and B - increase traffic safety and increase pedestrian/ bike access
8. Advertise next public meeting with plan revisions - there were no updates on the City's website for this project
9. Change drainage grates on Powhite crossing - they are horizontal.
10. Bike and pedestrian improvements will make the James River Park Trail System more accessible and trails are assets to communities.
11. Provide traffic calming options - narrow lanes

1. Need warrants for installing a stop light
2. Concerned about expanding Forest Hill Ave from West on Hills Blvd to Bland to accommodate the additional traffic that may increase on our part of Forest Hill

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1. I appreciate the fact that a bike lane is part of the plan, but it won't be very effective if it's not consistent with further east on Forest Hill Ave/ Semmes Ave on through downtown.
2. I'm very disappointed that the concerns of people further east have been ignored. There is a real problem with traffic, speeding and accidents on my street (Leicester Rd) particularly at Forest Hill Ave during rush hour traffic. I live on one of those streets that is impossible to leave if you need to go in the opposite direction of rush hour traffic and over the years have seen many deadly accidents with people trying to beat the traffic.
3. Spread the wealth of that money that needs to be spend and concentrate on safety (lights, speed bumps, sidewalks, bike lanes) for more of the residential areas in the path of shopping and/ or downtown

1. Need 5' bike lanes not including ANY gutter.
2. Powwhite to W Forest Hill needs to be straightened with a stop light.
3. Medians only encourage higher speeds. Implement traffic calming devices instead of trying to funnel people down Forest Hill faster
4. Need pedestrian oriented street lights not arterial ones
5. Bikes should be separated from cars and peds.

Sound system was not good!! Very hard to hear and understand any question and answer

1. How will the drainage problem from Forest Hill into Willow Oaks/ Clevedon be addressed? This has been studied several times and no improvements have been made.
2. How will either plan correct the cut-through through Willow Oaks/ Clevedon/ Windsorview over to Hathaway during evening rush hour?
3. Please have the next meeting where acoustics are better or have a better sound system. I could not hear what half the people were saying!!
4. I don't like either plan

1. Drop the speed limit to 35 to match same on Forest Hill before Powwhite
2. Concern with long term maintenance of proposed raised median plantings and additional trees on the side of the road.
3. Why can we not have traffic lights at Rettig/ Windsorview/ Willow Oaks for turning easibility and to slow traffic down.
4. Bury power lines to complete aesthetics of project
5. Are you going to relocate the brick pillars at Willow Oak Subdivision
6. Flush median is a better choice.

1. Keep bike lane beside vehicle lane not sidewalk. Bike land does need to be at least 4' excluding gutter.
2. We need police enforcement and stop lights!!! (for residents and walkers, not commuters/ cars)

1. Doing nothing does not make Forest Hill Ave safer, today or in the future
2. Of the (2) plans proposed, I think Option A with the median is safer

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1. We need full, five foot, designated bike lanes
2. Slowing or calming the traffic speed through the corridor
3. A traffic signal at Rettig Road
4. Modification of slip lanes at the RMA off-ramp (westbound) improving the sight lines of motorists and clearly marking how cyclist should move through the interchange
5. Inclusion of bike accommodations via pavement markings (lines or arrows) to ease the transition onto the RMA bridge
6. Pavement markings to assist in facilitating the left turn on to Fairlee Road (Westover Hills)

1. Block driveway into McDonalds
2. Stratford Hills Shopping Center - no left turn onto Forest Hill Ave. Should only be an entrance.

1. The raise median is definitely safer
2. It appears that a very well-designed proposal to expand Forest Hill and build in safety features with a raised median strip and a bicycle path has been replaced with a second proposal advancing a flat median strip or "suicide lane" and a bicycle path the bicyclists at the meeting indicated was less preferable than the one in the first proposal. As the project's stated objective is to make that stretch of Forest Hill safer, I cannot fathom why the original plan has been altered.
3. I understand that residents are upset and that they want a stop light, I want a stop light, too. It would be much more convenient and less stressful, however the raised median strip is really the only safe way to go.
4. Making changes that undermine safety without really having any benefit other than to allow certain obstructive elements to believe that they have had any real input is just plain wrong.

I believe the raised option is best.

1. Speed enforcement
2. How is it going to be safer turning onto FH from the neighborhoods? - synchronize timing
3. Regardless of where the bike lane is located, cyclists (roadies) will still ride in the road. They (we) typically ride 20 to 30 mph and that simply won't happen with a sidewalk style bike lane.
4. I really like what you are trying to do - please consider a stoplight at Rettig
5. My concern is the design setups up a major traffic issue at Rettig and FH. Residents existing the neighborhoods on N/S FH turning onto FH and crossing two lanes of traffic. My concern - controlling speed, either by law enforcement or by design.

Concern over left turn movements trying to get out of roads and WOCC. Hopefully the cars will be able to get into the flush land to accelerate into road without a median

1. Why in your wildest imaginations would you propose a boulevard type of street when there is nothing like it to the east and all commercial to the west???
2. Just give us protected turn lanes with the 5th lane. The last thing we need is an acceleration lane from the Powhite as it would create bedlam for those trying to enter WOCC and Rettig Rd
3. People who live on this section would have to walk their bikes east and west of this section - why have bike lanes at all?
4. The plan calls for right of way purchase in late 2010 - it is already late 2010, will this be done??

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1. Not enough handouts provided - difficult to follow presentation
2. Excessive landscaping is overkill - must be better uses for this money in our present economy.
3. Don't understand the need for a "boulevard" between Powhite and Hathaway when it doesn't exist east of Powhite or west of Hathaway.
4. An extension of Forest Hill east of Hathaway (near shopping center) that has a turn lane, sidewalk, curb and gutters, would seem adequate and in keeping with what is already there.
5. Who will care for all the grass, plants, etc.?
6. Residents living on southside of Forest Hill need to be able to turn left to go to shopping center.
7. Who will control speed coming off Powhite.
8. If we who use Rettig Road had a center turn lane, it would facilitate our ability to make a left turn.
9. This plan (proposed) seems like a very expensive one
10. Thank you for having this meeting - I hope you'll have another after you review tonight's comments.

1. All of the plans are an improvement over what's there now, however don't see why money would be spent on designs that seriously limit the potential benefits to the surrounding community. I don't understand why the raised median option carries only a bike lane, and not a separate bike path, like the other option. Bike lanes are only appealing to the avid cyclist and those brave and competent enough to ride with traffic. What about families with kids or bicycle commuters? Why not make Forest Hill Ave safe for all types of riders?
2. If you call the project a multi-modal solution, then make sure when you're measuring safety you include all the modes in your measurement. The raised median was touted as the safest option multiple times. Clearly, though it was only safer for cars. What about the bikes separated only by a strip of paint?
3. This part of Forest Hill is on designated bike routes and popular running routes. There is already a demand for a separate place to run and ride. With a safe place to do so you will see a dramatic increase in those enjoying outdoor exercise. This adds vitality and enhances a community to the point of creating a

1. How much of my property are you taking from me after 22 years of ownership?
2. Why not put up one stop light at Club or Windsorview?
3. What next, first my yard, then my home?

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1. What is the traffic count in this corridor today? Anticipated in 10, 20 years?
2. What is the cost difference between Plan A and Plan B? If Plan B is less, can you use the savings to bury the utilities with the savings?
3. There are dangerous intersections along the corridor - money should be spent to make them safer before this project is initiated.
4. Where is the money coming from for this project? Has it been fully funded like other projects in the MPO?
5. Can you have a roundabout/ traffic circle at Rettig since you cannot have lights there?
6. Put a stop sign at Powhite and Forest - this will help eastbounders to turn into Willow Oaks CC.
7. Can you put \$200 fine signs along corridor for speeders - like Cary Street at Windsor Farms?
8. How much has the traffic grown since tolls on Powhite - shrink the road to two lanes and push the traffic out to the toll roads.
9. Forest Hill should no longer be a principal artery - times have changed - so lets change the old rules that were set 100 years ago.
10. \$11 million has been approved, but if this project resulted in being smaller and cost < \$11 million can't we save the state money and return the difference?
11. I want it slower - 2 lanes - flush median - bikes separated from traffic
12. I want to hear from Ian Lockwood
13. Discuss this project before a FINAL.