Rethinking England Street
Gateway to Ashland
are you really in the “neighborhood”?
“Who doesn’t love a good RRFB?”
INTRODUCTION TO COMPLETE STREETS
Demanding a great street?
The Woodlands, Texas – 36 intersections per square mile
Celebration, Florida – 377.8 intersections per square mile
Rome, Italy – 1029.2 intersections per square mile
Vision Cone
A driver’s visual focus diminishes as speed increases.

15 mph

20 mph

25 mph

30 mph
0% fatal

% FATAL TO PEDESTRIANS

Over 80% fatal

Over 50% fatal

5% fatal

SPEED

20 mph

30 mph

40 mph
Car-moving efficiencies at lower speeds…

25-30 Miles Per Hour
SHAPED

COMFORTABLE

CONNECTED

SAFE

MEMORABLE
Avenue d’Iena, Paris
Monument Avenue, Richmond
The Split, Ashland
Development & Access
Let’s go walking!
Fitting the Road to the Context

- **Rural Town**
- **Transitional**
- **Suburban Commercial**

- **Rural**

- Large blocks and a disconnected or sparse roadway network.
- Residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.
-Few blocks and identified as part of a civic or economic center of a community, town, or city.

- Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.
Traffic

ADT for SR 54 from US-1 to I-95 (1975-2018) & Generalized Daily Volumes for Divided State Signalized Arterials with a Posted Speed of 35MPH or Less

“VDOT will permit reasonably convenient access to a parcel of record. VDOT is not obligated to permit the most convenient access, nor is VDOT obligated to approve the permit applicant's preferred entrance location or entrance design.”
• “The use of a shared entrance between adjacent property owners shall be the preferred method of access.”

• “All entrance design and construction shall accommodate pedestrian and bicycle users of the abutting highway in accordance with the Commonwealth Transportation Board’s "Policy for Integrating Bicycle and Pedestrian Accommodations", 2004.”
• “The tenure of a commercial entrance to any highway is conditional. Reconstruction, relocation, commercial entrance consolidation, or upgrading, or a combination of these, maybe required at the owner's cost when the district administrator's designee determines after review that one of the conditions listed below exists.” (safety, use or maintenance)
Keystone Opportunities

1. 6-4 lane conversion with protected bike lane

2. Wider sidewalks and tree lined buffered areas

3. Minimization of curb cuts in accordance with current VDOT Access Mgmt Stds. (between Hill Carter and Cottage Green from 16 to 5)
Operational Opportunities

1. Reduce left turn lane tapers, deceleration and storage lengths to accommodate mid block crossing opportunities

2. Eliminate right turn channelization ("Pork Chop") at US 1

3. Long Term: Diamond to SPUI
Recommended: Single-Point Urban Interchange (SPUI)
From “Futon” to Great Street