

ConnectRVA 2045 Advisory Committee

Agenda 4/22/2021; Item 4.

Universe of Projects

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: ConnectRVA 2045 AC approval of the Universe of Projects. Staff will use the data driven process approved by the AC to score, rank, and prioritize the Universe of Projects into a refined draft cost constrained project list.

BACKGROUND: The Initial public review period for the Universe of Projects ran from March 8, 2021 until March 23, 2021 and was extended to run again from March 25, 2021 until April 15, 2021. The extension was made in response to public requests for additional time and AC recommendation.

Significant public comment was received through a combination of comments placed on the Wikimap of potential projects, direct comments on the ConnectRVA 2045 website, or direct emails received by staff. In total, staff received 148 comments in the initial period and 848 comments in the extended period, a total of 996 comments across this range of opportunities for engagement over the 38-day period.

Based on the comments received during this period, RRTPO staff worked with the jurisdictional staff to remove and add a few projects in the Universe of Projects.

The purpose of this stage of the planning process is to set the foundation for all the projects that RRTPO will test and rank for possible inclusion in the draft plan (this is what we are referring to as the Universe of Projects). By being on this list it doesn't mean any project is approved or that it is included in the plan - we still need to go through data-driven travel demand model testing, benefit/cost analysis, and equity/social impact testing on each potential project. After that analysis is complete, the ranking of priority projects can be performed and compared with expected funding allocations to set the draft constrained plan. These steps will happen between now and September, with multiple opportunities for public feedback and engagement.

The final Universe of Projects and the compilation of all the public comments received from March 8, 2021 through April 15, 2021 is included for LRTP AC information.

ACTION REQUESTED: The following resolution is presented for LRTP Advisory Committee approval:

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) ConnectRVA 2045 (LRTP) Advisory Committee approves the Universe of Projects as presented and authorizes staff to begin the testing process to score, rank, and prioritize the Universe of Projects into a refined draft cost constrained project list

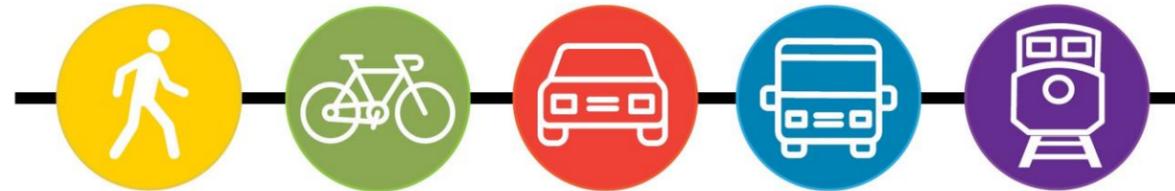
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Attachments:

1. ConnectRVA 2045 Universe of Projects 4-19-2021
2. Universe of Projects – All Public Comments

Connect

RVA 2045



Universe of Projects

ConnectRVA 2045 Universe of Projects - Highway Projects (4-19-2021)

SN	Public Review ID	Final Project ID	Route/ Intersection/ Interchange	Direction	Project Description	Project Type	From	To	Existing Lanes	Proposed Lanes	Jurisdiction	Project Cost Estimates
1	HW-1	FHW-1	Archie Cannon Dr	Both	Construction of a bridge over CSX RR	New Overpass	N/A	N/A	2	2	Ashland	\$ 26,000,000
2	HW-2	FHW-2	Ashland Rd	Both	Widening with added capacity	Road Widening	Broad Street Rd	I-64	2	4	Goochland	\$ 23,954,000
3	HW-3	FHW-3	Ashland Rd	Both	Widening with added capacity	Road Widening	I-64 Ramp NB	I-64 Ramp SB	2	5	Goochland	\$ 16,900,000
4	HW-4	FHW-4	Ashland Rd	Both	Widening with added capacity (3.7 mi)	Road Widening	Henrico Co. Line	US-33	2	4	Hanover	\$ 43,500,000
5	HW-5	FHW-5	Ashland Rd	Both	Widening with added capacity (2.65 mi)	Road Widening	US-33	Blanton Rd	2	4	Hanover	\$ 32,000,000
6	HW-6	FHW-6	Atlee Station Rd	Both	Widening with added capacity (1.5 mi)	Road Widening	Kings Charter Dr	Sliding Hill Rd	2	4	Hanover	\$ 32,000,000
7	HWY- 171	FHW-7	Bethlehem Rd	Both	Widening with added capacity and bike/ped facilities	Road Widening	Libbie Ave	Dickens Rd	2	4	Henrico	\$ 6,500,000
8	HWY- 172	FHW-8	Carolina Ave	Both	Widening with added capacity and bike/ped facilities	Road Widening	Richmond Henrico Tpk	Laburnum Ave	2	4	Henrico	\$ 35,600,000
9		FHW-9	Carter Gallier Blvd	NA	Construction of a new two lane road from Carter Gallier Boulevard to Luck Stone Road completing a road parallel to US Route 60	Road Extension	NA	NA	NA	NA	Powhatan	\$ 15,353,000
10	HW-7	FHW-10	Cauthorne Rd	Both	Widening with added capacity (4.0 mi)	Road Widening	Ashland Rd	Henrico Co. Line	2	4	Hanover	\$ 28,000,000
11	HW-8	FHW-11	Cedar Ln	Both	Widening with added capacity (2.1 mi)	Road Widening	US-1	Elmont Rd	2	4	Hanover	\$ 25,000,000
12	HW-9	FHW-12	Cedar Ln	Both	Widening with added capacity (4.0mi)	Road Widening	Elmont Rd	Ashland Rd	2	4	Hanover	\$ 48,000,000
13	HW-10	FHW-13	Charles City Rd	Both	Widening with added capacity	Road Widening	Williamsburg Rd	Eastport Blvd	2	4	Henrico	\$ 26,000,000
14	HW-11	FHW-14	Charles City Rd	Both	Widening with added capacity	Road Widening	Laburnum Ave	Monahan Rd	2	4	Henrico	\$ 15,000,000
15	HW-12	FHW-15	Chester Rd	Both	Widening with added capacity	Road Widening	Wood Dale Rd	W Hundred Rd	2	4	Chesterfield	\$ 10,000,000
16	HW-13	FHW-16	Chester Rd	Both	Widening with added capacity	Road Widening	VA-288	Kingsdale Rd	2	4	Chesterfield	\$ 10,000,000
17	HW-14	FHW-17	Chester Rd	Both	Widening with added capacity	Road Widening	Kingsdale Rd	US-1	2	4	Chesterfield	\$ 20,000,000
18	HW-15	FHW-18	Church Rd	Both	Widening with added capacity and bike/ped facilities	Road Widening	Three Chopt Rd	John Rolfe Pkwy	2	4	Henrico	\$ 31,000,000
19	HW-16	FHW-19	Commerce Rd & Walmsley Blvd	N/A	Construction of a roundabout at Commerce Rd and Walmsley Boulevard Intersection	Intersection Improvement	N/A	N/A	N/A	N/A	Richmond	\$ 12,800,000
20	HW-17	FHW-20	Courtney Rd	Both	Widening with added capacity and bike/ped facilities	Road Widening	Staples Mill Rd	Mountain Rd	2	4	Henrico	\$ 12,500,000
21	HW-18	FHW-21	Creighton Rd	Both	Widening with added capacity (1.1mi)	Road Widening	I-295	Cold Harbor Rd	2	4	Hanover	\$ 12,000,000
22	HW-19	FHW-22	Creighton Rd	Both	Widening with added capacity and bike/ped facilities	Road Widening	Cedar Fork Rd	Hanover County Line	2	4	Henrico	\$ 26,000,000
23		FHW-23	Creighton Rd	Both	Widening with added capacity and bike/ped facilities	Road Widening	Sandy Ln	City Limits	2	3	Henrico	\$ 14,000,000
24	HW-20	FHW-24	Darbytown Rd	Both	Widening with added capacity and pedestrian accommodations	Road Widening	S Laburnum Ave	Doran Rd	2	4	Henrico	\$ 18,000,000
25	HW-22	FHW-25	Darbytown Rd	Both	Widening with added capacity and pedestrian accommodations	Road Widening	Richmond City Line	Laburnum Ave	2	4	Henrico	\$ 65,000,000
26	HWY- 173	FHW-26	Dickens Rd	Both	Widening with added capacity and bike/ped facilities	Road Widening	Staples Mill Rd	Oconto Rd	2	4	Henrico	\$ 8,000,000
27	HW-24	FHW-27	Fairground Rd	Both	Construction of a new 2-lane road	Road Extension	Sandy Hook Rd	River Road West	0	2	Goochland	\$ 10,958,325
28	HW-26	FHW-28	Greenwood Rd	Both	Widening with added capacity and bike and pedestrian accommodations	Road Widening	Woodman Road	County Line	2	4	Henrico	\$ 41,000,000
29	HW-27	FHW-29	Hockett Rd	Both	Realignment/Construction of a new road	Road Realignment	Hockett Rd	Broad Street Rd	2	2	Goochland	\$ 3,351,425
30	HW-28	FHW-30	Horsepen Rd	Both	Widening with added capacity and pedestrian accommodations	Road Widening	Three Chopt Rd	Dexter Rd	4	6	Henrico	\$ 5,600,000
31	HW-29	FHW-31	Huguenot Rd & Robious Rd	N/A	Construction of Innovative intersection: Quadrants NW and SE	Intersection Improvement	N/A	N/A	N/A	N/A	Chesterfield	\$ 45,000,000
32	HW-30	FHW-32	I- 64 & N. Gayton Rd	N/A	Construction of a new Interchange at I-64 in Short Pump	New Interchange	N/A	N/A	N/A	N/A	Henrico	\$ 95,000,000
33	HW-31	FHW-33	I-295	SB	Construction of a SB auxiliary lane between the existing lane drop on I-295 SB and Chamberlayne Rd (Exit 41) off ramp (0.4mi)	Auxiliary Lane	I-95 Southbound Branch	Chamberlayne Rd (Exit-41) off ramp	N/A	N/A	Hanover/ Henrico	\$ 530,000
34	HW-32	FHW-34	I-295	NB	Construction of a single northbound auxiliary lane between the onramp from Nuckols Road SB (Exit 51) on-ramp and I-295 NB and I-64 Branch	Auxiliary Lane	Nuckols Rd (Exit 51)	Western Terminus	N/A	N/A	Henrico	\$ 20,000,000
35	HW-33	FHW-35	I-295	SB	Widening of the cross-section between I-295 SB deceleration and Exit 43 (Brook Rd) to a two-lane section (0.5mi)	Interchange Modification	I-295 SB deceleration lane	Exit 43 C	1	2	Henrico	\$ 4,000,000
36	HW-34	FHW-36	I-295	NB	Widening to a two-lane section from I-95 SB on ramp onto I-295(Exit 43) NB to end of C-D lane (0.5 mi)	Interchange Modification	I-95 SB on ramp	Exit 43 C	1	2	Henrico	\$ 8,000,000
37	HW-35	FHW-37	I-295 & Portugee Rd	N/A	Construction of a new Interchange	New Interchange	N/A	N/A	N/A	N/A	Henrico	\$ 60,000,000
38	HW-36	FHW-38	I-295 & Varina Rd	N/A	Construction of a new Interchange	New Interchange	N/A	N/A	N/A	N/A	Henrico	\$ 60,000,000
39	HW-37	FHW-39	I-295 & Creighton Rd	NB	Widening of the NB VA- 288 Off-Ramp to Two Lanes.	Interchange Modification	I-295 NB	Creighton Rd NB	1	2	Hanover	\$ 3,000,000

ConnectRVA 2045 Universe of Projects - Highway Projects (4-19-2021)

SN	Public Review ID	Final Project ID	Route/ Intersection/ Interchange	Direction	Project Description	Project Type	From	To	Existing Lanes	Proposed Lanes	Jurisdiction	Project Cost Estimates
40	HW-38	FHW-40	I-64	Both	Construction of an EB & WB auxiliary lane between Exit 178 (US-250) and Exit 180 (Gaskins Rd). Reconstruction of Cox Rd Bridge. Widening of EB US-250 (W Broad Street/Short Pump) to EB I-64 ramp to two lane.	Auxiliary Lane	Exit 178	Exit 180	N/A	N/A	Henrico	\$ 75,300,000
41	HW-40	FHW-41	I-64	EB	Construction of an auxiliary lane between Exit 180 (Gaskins Rd) and Exit 181 (Parham Rd)	Auxiliary Lane	Exit 180	Exit 181	N/A	N/A	Henrico	\$ 21,800,000
42	HW-41	FHW-42	I-64	EB	Construction of an auxiliary lane between Exit 181 (Parham Rd) and Exit 183 (US-250)	Auxiliary Lane	Exit 181	Exit 183	N/A	N/A	Henrico	\$ 51,400,000
43	HW-42	FHW-43	I-64	EB	Construction of an auxiliary lane between Exit 183 (US-250) and Exit 185 (US-33)	Auxiliary Lane	Exit 183	Exit 185	N/A	N/A	Henrico	\$ 27,000,000
44	HW-43	FHW-44	I-64	WB	Construction of an auxiliary lane between Exit 183 (US-250) and Exit 185 (US-33)	Auxiliary Lane	Exit 183	Exit 185	N/A	N/A	Henrico	\$ 28,000,000
45	HW-44	FHW-45	I-64	WB	Construction of an auxiliary lane between Exit 185 (US-33) and Exit 186 (I-195)	Auxiliary Lane	Exit 185	Exit 186	N/A	N/A	Henrico/ Richmond	\$ 12,000,000
46	HW-45	FHW-46	I-64	EB	Widening with added capacity (5.9 mi)	Road Widening	Exit 205 (Bottoms Bridge)	Exit 211 (VA-106)	2	3	New Kent	\$ 73,454,991
47	HW-46	FHW-47	I-64	WB	Widening with added capacity (5.9 mi)	Road Widening	Exit 205 (Bottoms Bridge)	Exit 211 (VA-106)	2	3	New Kent	\$ 75,111,201
48	HW-47	FHW-48	I-64	EB	Construction of an auxiliary lane between Welcome Center to Exit 214 (VA-155)	Auxiliary Lane	Welcome Center	Exit 214 (VA-155)	N/A	N/A	New Kent	\$ 4,000,000
49	HW-48	FHW-49	I-64	WB	Construction of an auxiliary lane between Welcome Center to Exit 214 (VA-155)	Auxiliary Lane	Welcome Center	Exit 214 (VA-155)	N/A	N/A	New Kent	\$ 9,000,000
50	HW-49	FHW-50	I-64	EB	Widening with added capacity (2.9 mi)	Road Widening	Exit 211 (VA-106)	Exit 214 (VA-155)	2	3	New Kent	\$ 25,000,000
51	HW-50	FHW-51	I-64	WB	Widening with added capacity (2.9 mi)	Road Widening	Exit 211 (VA-106)	Exit 214 (VA-155)	2	3	New Kent	\$ 25,000,000
52	HW-51	FHW-52	I-64 & Ashland Rd (VA-623)	N/A	Reconstruction of the existing Diamond Interchange to a single-lane Diverging Diamond Interchange (DDI)	Interchange Modification	N/A	N/A	N/A	N/A	Goochland	\$ 23,861,127
53	HW-52	FHW-53	I-64 & Gaskins Rd	N/A	Improvement of Interchange Configuration. Convert Interchange to Partial-Cloverleaf. Removal of eastbound I-64 off-ramp to northbound Gaskins Road loop ramp and the westbound I-64 off-ramp to southbound Gaskins Road loop ramp. Allow left turn movements from the remaining eastbound and westbound I-64 off-ramps by installing left turn lanes and signalized ramp terminals.	Interchange Modification	N/A	N/A	N/A	N/A	Henrico	\$ 47,800,000
54	HW-53	FHW-54	I-64 & Parham Rd	N/A	Improvement of Interchange Configuration. Widening EB ramp terminal to include dual right turn lanes	Interchange Modification	N/A	N/A	N/A	N/A	Henrico	\$ 25,000,000
55	HW-54	FHW-55	I-64 & US-250	N/A	Improvement of Interchange Configuration. Convert existing Interchange to Partial-Cloverleaf Eastbound US 250 to Eastbound I-64 -Restriping the middle eastbound US 250 through lane to a shared through/right to allow two lanes to exit for eastbound I-64. Widening the eastbound US 250 ramp to eastbound I-64 to two lanes. Extending the two-lane on-ramp to merge onto I-64 and provide an additional travel lane between the US 250 and Gaskins Road interchanges. Remove EB US 250 to WB I-64 Loop Ramp. Install Dual Left Turn Lane and a Traffic Signal.	Interchange Modification	N/A	N/A	N/A	N/A	Henrico	\$ 160,000,000
56		FHW-56	I-64 & US-33	NA	Addition of a southbound through lane on Staples Mill Road between I-64 west on-ramp and I-64 east on-ramp. New two-phase signal at a widened, 2 lanes to 3 lanes, I-64 off ramp to limit SB weaving. Intersection improvements include added capacity at the US-33 and Bethlehem Rd intersection via additional turn bays and an RCUT/directional median at Millstone Rd	Interchange Modification	NA	NA	NA	NA	Henrico	\$ 16,000,000
57	HW-55	FHW-57	I-95	Both	Construction of an auxiliary lane between Exit 61 (VA-10) and Exit 62 (VA-288)	Auxiliary Lane	Exit 61 (VA-10)	Exit 62 (VA-288)	NA	NA	Chesterfield	\$ 24,912,261
58	HW-56	FHW-58	I-95	SB	Construction of an SB auxiliary lane between Exit 67 (VA-150) and Exit 69 (Bells Rd)	Auxiliary Lane	Exit 67 (VA-150)	Exit 69 (Bells Rd)	NA	NA	Chesterfield/ Richmond	\$ 25,500,000
59	HW-57	FHW-59	I-95	Both	Widening with added capacity	Road Widening	Exit 62 (VA-288)	Exit 64 (Willis Rd)	6	8	Chesterfield	\$ 14,000,000
60	HW-58	FHW-60	I-95 & Bellemeade Rd	N/A	Construction of a new I-95 Interchange	New Interchange	N/A	N/A	N/A	N/A	Richmond	\$ 125,000,000
61	HW-60	FHW-61	I-95 & Belvidere St	N/A	Improvement of interchange configuration at Belvidere St/Chamberlayne Ave (Exit 76). Construct C-D Road from Exit 76 to Exit 75.Construct SPUI (single Point Urban Interchange) at Belvidere Street and remove the northbound off-ramp to Chamberlayne Avenue.	Interchange Modification	N/A	N/A	N/A	N/A	Richmond	\$ 65,000,000

ConnectRVA 2045 Universe of Projects - Highway Projects (4-19-2021)

SN	Public Review ID	Final Project ID	Route/ Intersection/ Interchange	Direction	Project Description	Project Type	From	To	Existing Lanes	Proposed Lanes	Jurisdiction	Project Cost Estimates
62	HW-61	FHW-62	I-95 & Broad Street/ I-64	N/A	Improvement of interchange configuration at Broad Street and I-64 (Exit 74 to Exit 75).Remove ramp from 7th St to EB I-64. Convert NB off-ramp to EB I-64 to two lanes (1 choose) and carry two lanes to existing 2-lane bridge. Consolidate access points for Exit 74 and Exit 75 and Replace with NB CD System.	Interchange Modification	N/A	N/A	N/A	N/A	Richmond	
63	HW-62	FHW-63	I-95 & Hermitage Rd/ US -1	N/A	Removal of northbound off-ramps and southbound on-ramps at Hermitage Rd and at Brook Rd, and relocation to Dumbarton Interchange (Exits 80-81). Construct two-lane on-ramp from EB I-64 and remove off-ramp at Exit 80. Construct off-ramp to Dumbarton Road. Add additional lane to on-ramp from EB I-64. Construct braided ramps to remove weave on interstate.	Interchange Modification	N/A	N/A	N/A	N/A	Henrico/ Richmond	
64	HW-63	FHW-64	I-95 & I-295	N/A	Improve interchange configuration with I-295 by adding a NB C-D Road (Exit 84)	Interchange Modification	N/A	N/A	N/A	N/A	Henrico	
65	HW-64	FHW-65	I-95 & I-64	N/A	Improvement of interchange configuration with I-64 to improve the SB I-95 to WB I-64 ramp (Exit 79). Merge 3 lanes to 2 after on-ramp from Laburnum. 2-lane on-ramp from SB I-95.Convert WB I-64 on-ramp from SB I-95 to two lanes. Remove one lane from WB I-64 prior to on-ramp.	Interchange Modification	N/A	N/A	N/A	N/A	Richmond	\$ 50,000,000
66	HW-65	FHW-66	I-95 & Parham Rd	N/A	Construction of a new Partial Cloverleaf Interchange (Exit 83). Improve interchange configuration at Parham Road to remove weaving movements.	Interchange Modification	N/A	N/A	N/A	N/A	Henrico	\$ 20,000,000
67	HW-66	FHW-67	I-95 & VA-10	N/A	Construction of a new Partial Cloverleaf Interchange (Exit 61) Reconfigure interchange ramps to accommodate the partial cloverleaf configuration Eliminate southbound I-95 to eastbound Route 10 off-ramp Eliminate northbound I-95 to westbound Route 10 off-ramp Realign westbound Route 10 to northbound I-95 on-ramp	Interchange Modification	N/A	N/A	N/A	N/A	Chesterfield	\$ 52,543,000
68	HW-67	FHW-68	I-95 & VA-161	N/A	Conversion of SB I-95 off-ramp at VA-161 (Exit 78) to two lanes. Removal of one lane from SB I-95 prior to on-ramp from EB I-64. Merge 3 lanes to 2 before on-ramp from I-64. Convert off-ramp to Boulevard (VA-161) to 2 lanes (1 choose lane).	Interchange Modification	N/A	N/A	N/A	N/A	Richmond	\$ 5,300,000
69	HW-68	FHW-69	I-95 & VA-54	N/A	Conversion of the interchange to a Diverging Diamond (DDI) (Exit 92)	Interchange Modification	N/A	N/A	N/A	N/A	Ashland	\$ 10,000,000
70	HW-69	FHW-70	I-95 & VA-54	N/A	Connection SB I-95 off-ramp to Hill Carter Pkwy	Interchange Modification	N/A	N/A	N/A	N/A	Ashland	\$ 3,500,000
71	HW-70	FHW-71	I-95 & VA-895	N/A	Construction of the missing SB to EB movement at I-95 & VA-895	Interchange Modification	N/A	N/A	N/A	N/A	Richmond	\$ 23,309,000
72	HW-71	FHW-72	I-95 & Willis Rd	N/A	Construction of a new Double Roundabout Interchange (Exit 64)	Interchange Modification	N/A	N/A	N/A	N/A	Chesterfield	\$ 67,478,436
73	HW-72	FHW-73	Judes Ferry Rd	Both	Widening with added capacity (0.5 mi)	Road Widening	US-60	Old Church Road	2	4	Powhatan	\$ 7,423,823
74	HW-73	FHW-74	Judes Ferry Rd	Both	Construction of a new 2-lane road (1.2mi)	Road Extension	Judes Ferry Road 0.4 miles N of Hancock Road	0.25 mi S of Federal Hill Farms Rd	0	2	Powhatan	\$ 11,602,350
75	HW-74	FHW-75	Judes Ferry Rd	Both	Construction of a new 4-lane road (1.8 mi)	Road Extension	US-60	Dorset Rd	0	4	Powhatan	\$ 33,989,841
76	HWY- 174	FHW-76	Lauderdale Dr	Both	Widening with added capacity and bike/ped facilities	Road Widening	Westbriar Dr	Eadenbury Dr	2	4	Henrico	\$ 8,000,000
77	HWY- 168	FHW-77	Lewistown Rd & Ashcake Rd	NA	Reconfiguration from a stop controlled "T" intersection to a roundabout	Intersection Improvement	N/A	N/A	N/A	N/A	Hanover	\$ 9,700,000
78	HW-75	FHW-78	Manakin Town Ferry Rd	Both	Construction of a new 2-lane road (0.6 mi)	Road Extension	Page Road	US-60 Aligned with Oakbridge Drive	0	2	Powhatan	\$ 5,185,746
79	HWY- 175	FHW-79	Masonic Ln/Brittles Ln	Both	Widening with added capacity and bike/ped facilities	Road Widening	Nine Mile Rd	Williamsburg Rd	2	4	Henrico	\$ 26,000,000
80	HW-76	FHW-80	Maury St	Both	Widening with added capacity	Road Widening	I-95 roundabout	Commerce Rd	2	4	Richmond	\$ 5,000,000
81	HW-77	FHW-81	Meadowbridge Rd	Both	Widening with added capacity (1.35 mi)	Road Widening	Henrico Co. Line	Atlee Rd	2	4	Hanover	\$ 13,500,000
82	HWY- 176	FHW-82	Midview Rd	Both	Widening with added capacity and bike/ped facilities	Road Widening	New Market Rd	Darbytown Rd	2	4	Henrico	\$ 25,000,000
83	HW-78	FHW-83	Mill Rd	Both	Widening with added capacity and pedestrian accommodations	Road Widening	Mill Place Dr	Mountain Rd	2	4	Henrico	\$ 2,500,000
84		FHW-84	N Gayton Rd	Both	Widening with added capacity (to include center turnlane, one through lanes each direction) and bike/ped facilities	Road Widening	US-250	Lauderdale Dr	2	3	Henrico	\$ 23,000,000

ConnectRVA 2045 Universe of Projects - Highway Projects (4-19-2021)

SN	Public Review ID	Final Project ID	Route/ Intersection/ Interchange	Direction	Project Description	Project Type	From	To	Existing Lanes	Proposed Lanes	Jurisdiction	Project Cost Estimates
85	HW-80	FHW-85	New Ashcake Rd	Both	Construction of a new 2-lane road (1.75 mi)	Road Extension	New Ashcake Rd	Air Park Rd	0	2	Hanover	\$ 20,000,000
86	HW-82	FHW-86	New Market Rd (VA-5)	Both	Widening with added capacity and pedestrian accommodations	Road Widening	Osborne Turnpike	I-295	2	4	Henrico	\$ 127,000,000
87	HW-83	FHW-87	New Road	Both	Construction of a new 2-lane road	New Road	Hockett Rd	Future Wilkes Ridge Parkway Extension	0	2	Goochland	\$ 15,435,000
88	HW-84	FHW-88	Nuckols Rd	Both	Widening with added capacity and pedestrian accommodations	Road Widening	Shady Grove Rd	Springfield Rd	4	6	Henrico	\$ 30,000,000
89	HW-85	FHW-89	Oilville Rd	Both	Widening with added capacity	Road Widening	Broad Street Road	I-64	2	4	Goochland	\$ 19,964,175
90	HW-86	FHW-90	Old Hundred Road	Both	Widening with added capacity	Road Widening	US-60	Mt Hermon Rd	2	4	Chesterfield	\$ 5,500,000
91	HW-87	FHW-91	Osborne Turnpike (VA-5)	Both	Widening with added capacity and pedestrian accommodations	Road Widening	New Market Rd	Richmond City Limits	2	4	Henrico	\$ 20,000,000
92	HW-88	FHW-92	Otterdale Rd	Both	Widening with added capacity	Road Widening	US-360	Woolridge Rd	2	4	Chesterfield	\$ 11,500,000
93	HW-89	FHW-93	Parham Rd & Patterson Ave	N/A	Construction of additional turn lanes and pedestrian accommodations	Intersection Improvement	N/A	N/A	N/A	N/A	Henrico	\$ 14,000,000
94	HWY- 179	FHW-94	Pemberton Rd	Both	Widening with added capacity and bike/ped facilities	Road Widening	Quioccasin Rd	US-250	2	4	Henrico	\$ 42,000,000
95	HW-90	FHW-95	Pole Green Rd	Both	Widening with added capacity (1.85 mi)	Road Widening	Rural Point Rd	Walnut Grove Rd	2	4	Hanover	\$ 21,000,000
96	HW-91	FHW-96	Pole Green Rd	Both	Widening with added capacity (2.15 mi)	Road Widening	Walnut Grove Rd	US-360	2	4	Hanover	\$ 24,000,000
97	HW-92	FHW-97	Pouncey Tract Rd	Both	Widening with added capacity (0.25 mi)	Road Widening	Henrico Co. Line	Ashland Rd	2	4	Hanover	\$ 3,000,000
98	HW-93	FHW-98	Pouncey Tract Rd	Both	Widening with added capacity and pedestrian accommodations	Road Widening	US-250	N. Gayton Rd	2	4	Henrico	\$ 20,000,000
99		FHW-99	Pouncey Tract Rd	Both	Widening with added capacity and pedestrian accommodations	Road Widening	Grey Oaks Park Dr	N. Gayton Rd	2	4	Henrico	\$ 13,000,000
100		FHW-100	Pouncey Tract Rd	Both	Widening with added capacity (to include center turnlane, two through lanes each direction) and bike/ped facilities	Road Widening	Nuckols Rd	Grey Oaks Park Dr	2	5	Henrico	\$ 10,000,000
101	HW-94	FHW-101	Pump Rd	Both	Widening with added capacity and pedestrian accommodations	Road Widening	Walbrook Rd	Waltham Dr	2	4	Henrico	\$ 7,500,000
102	HW-95	FHW-102	Red Lane Rd	Both	Construction of a new two-lane road to connect Red Lane Road with Lees Landing Road	Road Realignment	Intersection of Three Bridge Road & Lees Landing Road	Red Lane Road 0.6 miles south of its intersection with Three Bridge Road	0	2	Powhatan	\$ 6,768,038
103	HWY- 180	FHW-103	Richmond Henrico Tpk	Both	Widening with added capacity and bike/ped facilities	Road Widening	Hanover County Line	Railroad Crossing	2	4	Henrico	\$ 30,000,000
104	HW-96	FHW-104	River Road	Both	Widening with added capacity and pedestrian accommodations	Road Widening	Sleepy Hollow Rd	E/O VA-150	2	4	Henrico	\$ 22,500,000
105	HW-97	FHW-105	Rural Point Rd	Both	Widening with added capacity (2.6 mi)	Road Widening	US-301	Studley Rd	2	4	Hanover	\$ 31,000,000
106	HW-98	FHW-106	Rural Point Rd	Both	Widening with added capacity (2.1 mi)	Road Widening	Studley Rd	Pole Green Rd	2	4	Hanover	\$ 25,000,000
107	HWY- 181	FHW-107	S Airport Dr	Both	Widening with added capacity and bike/ped facilities	Road Widening	Audubon Dr	Williamsburg Rd	4	6	Henrico	\$ 5,000,000
108	HWY- 182	FHW-108	Shady Grove Rd	Both	Widening with added capacity and bike/ped facilities	Road Widening	Nuckols Rd	Hanover County line	2	4	Henrico	\$ 8,000,000
109	HWY- 169	FHW-109	Sliding Hill Rd & Ashcake Rd	NA	Reconfiguration of a 2-way stop controlled intersection to a roundabout	Intersection Improvement	N/A	N/A	N/A	N/A	Hanover	\$ 7,500,000
110	HW-99	FHW-110	Springfield Rd	Both	Widening with added capacity and pedestrian accommodations	Road Widening	Staples Mill Rd	Francistown Rd	2	4	Henrico	\$ 7,500,000
111	HW-100	FHW-111	Springfield Rd	Both	Construction of a new two-lane road with bike/ped facilities	Road Relocation	Francistown Rd	Olde Millbrooke Way	0	2	Henrico	\$ 25,000,000
112	HW-101	FHW-112	Three Chopt Rd	Both	Construction of a new 1,500 ft., two-lane divided road segment to reconnect existing segments of Three Chopt Rd under VA- 288 (underpass)	New Underpass	0.1 mile west of VA-288	0.1 mile east of VA- 288	0	2	Goochland	\$ 18,829,345
113	HW-102	FHW-113	Three Chopt Rd	Both	Widening with added capacity and pedestrian accommodations	Road Widening	Gaskins Rd	N Parham Rd	2	4	Henrico	\$ 35,000,000
114	HW-103	FHW-114	Three Chopt Rd	Both	Widening with added capacity and pedestrian accommodations	Road Widening	Skipwith Rd	Horsepen Rd	2	4	Henrico	\$ 15,000,000
115	HW-104	FHW-115	Tuckahoe Creek Pkwy	Both	Construction of a new 2-lane road	Road Extension	Tuckahoe Creek Parkway	Ridgefield Pkwy (Henrico County)	0	2	Goochland	\$ 25,770,325
116	HW-105	FHW-116	US- 301 & VA-54	N/A	Converting "Y" intersection to a roundabout	Intersection Improvement	N/A	N/A	N/A	N/A	Hanover	\$ 4,500,000
117	HWY- 170	FHW-117	US-1	Both	Widening with added capacity	Road Widening	Ashcake Rd	Southern Town Limits	4	6	Ashland	\$ 36,300,000
118		FHW-118	US-1	Both	Widening with added capacity	Road Widening	US-54	Archie Cannon Dr	4	5	Ashland	\$ 23,000,000
119		FHW-119	US-1 & E Parham Rd	NA	Operational improvements and pedestrian accommodations	Intersection Improvement	NA	NA	NA	NA	Henrico	\$ 1,500,000

ConnectRVA 2045 Universe of Projects - Highway Projects (4-19-2021)

SN	Public Review ID	Final Project ID	Route/ Intersection/ Interchange	Direction	Project Description	Project Type	From	To	Existing Lanes	Proposed Lanes	Jurisdiction	Project Cost Estimates
120	HWY- 167	FHW-120	US-1 & VA-30	NA	Reconfiguration from a stop controlled "T" intersection to a "Continuous Green-T" thereby adding a signal and dedicated left and right turn lanes on US-1	Intersection Improvement	N/A	N/A	N/A	N/A	Hanover	\$ 6,800,000
121	HW-106	FHW-121	US-1 & West Hundred Rd	N/A	Construction of Innovative Intersection: Median u-turns all approaches	Intersection Improvement	N/A	N/A	N/A	N/A	Chesterfield	\$ 45,000,000
122	HW-107	FHW-122	US-250 & Glenside Drive	N/A	Operational improvements and pedestrian accommodations	Intersection Improvement	N/A	N/A	N/A	N/A	Henrico	\$ 5,000,000
123	HW-108	FHW-123	US-250 & Parham Rd	N/A	Operational improvements and pedestrian accommodations	Intersection Improvement	N/A	N/A	N/A	N/A	Henrico	\$ 11,000,000
124		FHW-124	US-250 & Pouncey Tract Rd	NA	Increase capacity at US-250 & Pouncey Tract Rd intersection with an additional lane	Intersection Improvement	NA	NA	NA	NA	Henrico	\$ 5,000,000
125	HW-109	FHW-125	US-33	Both	Widening with added capacity (1.3 mi)	Road Widening	Overhill Lake Ln	Winns Church Rd	2	4	Hanover	\$ 16,000,000
126	HW-110	FHW-126	US-33	Both	Widening with added capacity (2.4 mi)	Road Widening	Winns Church Rd	Ashland Rd	2	4	Hanover	\$ 29,000,000
127	HW-111	FHW-127	US-360	Both	Widening with added capacity	Road Widening	E. of Cosby Rd	Magnolia Green Pkwy	4	6	Chesterfield	\$ 42,400,000
128	HW-113	FHW-128	US-360	Both	Widening with added capacity (2.35 mi)	Road Widening	Sujen Ct	Walnut Grove Rd	4	6	Hanover	\$ 50,000,000
129		FHW-129	US-360 & Broad Rock Blvd	NA	Construction of an alternative intersection with displaced left turns	Intersection Improvement	NA	NA	NA	NA	Richmond	\$ 5,000,000
130	HW-114	FHW-130	US-360 & Commonwealth Center Pkwy	N/A	Construction of a Grade Separated Diverging Diamond Interchange	New Interchange	N/A	N/A	N/A	N/A	Chesterfield	\$ 136,500,000
131	HW-115	FHW-131	US-360 & Various	N/A	Construction of US-360 Superstreet at Winterpock Road, Spring Run Road, Chital Drive, Deer Run Road, and Harbor Pointe Parkway	Intersection Improvement	N/A	N/A	N/A	N/A	Chesterfield	\$ 53,800,000
132		FHW-132	US-360, Midlothian Turnpike & Clopton St	NA	Construction of a new roundabout in the five legged intersection	Intersection Improvement	NA	NA	NA	NA	Richmond	\$ 8,000,000
133	HW-116	FHW-133	US-60	Both	Widening with added capacity	Road Widening	Page Rd	Watkins Center Pkwy	4	6	Chesterfield	\$ 33,000,000
134	HW-117	FHW-134	US-60	Both	Widening with added capacity	Road Widening	Elko Rd	New Kent Co Line	2	4	Henrico	\$ 65,000,000
135	HW-118	FHW-135	US-60	Both	Widen bridge over Belt Blvd and extend deceleration and acceleration lanes over CSX	Road Widening	Division Street	CSX RR	4	6	Richmond	\$ 40,000,000
136		FHW-136	US-60 & Belt Blvd	NA	Removal of the existing traffic signals in the vicinity of the interchange at the ramps. Construction of two new roundabouts, one in north and other in south of the bridge.	Interchange Modification	NA	NA	NA	NA	Richmond	\$ 20,000,000
137		FHW-137	US-60 & Dorset Rd	NA	Reconfiguration of the intersection of US- 60 and Dorset Road(VA-622) to a RCUT with two northbound right-turn lanes.	Intersection Improvement	NA	NA	NA	NA	Powhatan	\$ 3,700,000
138		FHW-138	US-60 & Judes Ferry Rd	NA	Reconfigurationof the intersections of US Route 60 and Judes Ferry Road into an RCUT	Intersection Improvement	NA	NA	NA	NA	Powhatan	\$ 4,850,000
139		FHW-139	US-60 & Stavemill Rd	NA	Installation of a second left-turn lane along westbound US-60	Intersection Improvement	NA	NA	NA	NA	Powhatan	\$ 2,325,231
140	HW-119	FHW-140	US-60 & US-522	N/A	Construction of a roundabout at US- 522 and a quadrant roadway from the roundabout to US-60 at the northeast corner of the intersection. Construction of a CGT at the intersection of the quadrant road and US- 60.	Intersection Improvement	N/A	N/A	N/A	N/A	Powhatan	\$ 17,100,000
141	HW-120	FHW-141	US-60 & VA-13	N/A	Construct of a RCUT at the intersection of US-60 and VA-13 (including additional turn lanes	Intersection Improvement	N/A	N/A	N/A	N/A	Powhatan	\$ 7,198,000
142	HW-121	FHW-142	VA-10	Both	Widening with added capacity	Road Widening	Jessup Rd	VA-288	4	6	Chesterfield	\$ 55,000,000
143		FHW-143	VA-10 & Walmsley Blvd	NA	Construction of a new roundabout	Intersection Improvement	NA	NA	NA	NA	Richmond	\$ 8,000,000
144	HW-122	FHW-144	VA-106	Both	Widening of the Bridge Overpass at I-64	Road Widening	I-64 EB On Ramp	I-64 WB Off Ramp	2	3	New Kent	\$ 16,407,950
145	HW-123	FHW-145	VA-150 & Belmont Rd	N/A	Extension of acceleration and deceleration lanes for ramps	Interchange Modification	N/A	N/A	N/A	N/A	Chesterfield	\$ 25,000,000
146	HW-124	FHW-146	VA-150 & Dalebrook Dr	NB	Elimination of On and Off-Ramps	Interchange Modification	N/A	N/A	N/A	N/A	Chesterfield	\$ 5,000,000
147	HW-125	FHW-147	VA-150 & Dalebrook Dr	SB	Elimination of On and Off-Ramps	Interchange Modification	N/A	N/A	N/A	N/A	Chesterfield	\$ 5,000,000

ConnectRVA 2045 Universe of Projects - Highway Projects (4-19-2021)

SN	Public Review ID	Final Project ID	Route/ Intersection/ Interchange	Direction	Project Description	Project Type	From	To	Existing Lanes	Proposed Lanes	Jurisdiction	Project Cost Estimates
148	HW-126	FHW-148	VA-150 & Hopkins Rd	N/A	Construction of a diverging diamond interchange	Interchange Modification	N/A	N/A	N/A	N/A	Chesterfield	\$ 24,424,000
149	HW-127	FHW-149	VA-150 & N. Huguenot Rd	N/A	Construction of a Full Cloverleaf Interchange without traffic signals	Interchange Modification	N/A	N/A	N/A	N/A	Richmond	\$ 30,000,000
150	HW-128	FHW-150	VA-150 & Strathmore Rd	NB	Elimination of On and Off-Ramps	Interchange Modification	N/A	N/A	N/A	N/A	Chesterfield	\$ 5,000,000
151	HW-129	FHW-151	VA-150 & Strathmore Rd	SB	Elimination of On and Off-Ramps	Interchange Modification	N/A	N/A	N/A	N/A	Chesterfield	\$ 5,000,000
152	HW-130	FHW-152	VA-150 & US-1	N/A	Reconfiguration of the interchange to partial cloverleaf	Interchange Modification	N/A	N/A	N/A	N/A	Chesterfield	\$ 33,000,000
153	HW-131	FHW-153	VA-150 & US-360	N/A	Removal of SE, NE loops and signalization of NB ramp terminal	Interchange Modification	N/A	N/A	N/A	N/A	Chesterfield	\$ 33,000,000
154	HW-132	FHW-154	VA-150 & US-60	N/A	Construction of a Partial Cloverleaf Interchange with contraflow left turns	Interchange Modification	N/A	N/A	N/A	N/A	Chesterfield	\$ 34,093,206
155		FHW-155	VA-161 & Broad Rock Blvd	NA	Construction of a new roundabout	Intersection Improvement	NA	NA	NA	NA	Richmond	\$ 8,000,000
156		FHW-156	VA-161, Brookland Pkwy & Westwood Ave	NA	Construction of a new roundabout in the five legged intersection	Intersection Improvement	NA	NA	NA	NA	Richmond	\$ 8,000,000
157	HW-134	FHW-157	VA-288	Both	Widening with added capacity	Road Widening	VA-76 (Powhite Pkwy)	US-360	4	6	Chesterfield	\$ 42,700,000
158	HW-135	FHW-158	VA-288	EB	Widening with added capacity	Road Widening	Courthouse Rd	VA-10	2	3	Chesterfield	\$ 45,000,000
159	HW-136	FHW-159	VA-288	SB	Construction of a new SB Auxiliary Lane (1.4 mi)	Auxiliary Lane	US -250	Tuckahoe Creek Pkwy	N/A	N/A	Goochland	\$ 17,460,000
160	HW-137	FHW-160	VA-288	NB	Construction of a Hard Shoulder Running Auxiliary Lane	Auxiliary Lane	VA-711 (Huguenot Tr)	VA-6	N/A	N/A	Goochland/ Powhatan	\$ 20,925,000
161	HW-138	FHW-161	VA-288	SB	Construction of a Hard Shoulder Running Auxiliary Lane	Auxiliary Lane	West Creek Pkwy	VA-711 (Huguenot Tr)	N/A	N/A	Goochland/ Powhatan	\$ 35,232,000
162	HW-140	FHW-162	VA-288 & Courthouse Rd.	N/A	Improvement of WB 288 to NB Courthouse off ramp, extension of decel lane and addition of dual right turns	Interchange Modification	N/A	N/A	N/A	N/A	Chesterfield	\$ 25,000,000
163	HW-142	FHW-163	VA-288 & US-250	SB	Construction of a dual NB right-turn lanes at the SB VA- 288 ramp intersection and widening the northbound VA- 288 off-ramp to two lanes	Interchange Modification	N/A	N/A	N/A	N/A	Goochland	\$ 4,900,000
164	HW-143	FHW-164	VA-288 & US-250	NB	Construction of a New Directional On-Ramp (1-lane)	Interchange Modification	WB US-250	NB VA-288	0	1	Goochland	\$ 21,000,000
165	HW-144	FHW-165	VA-288 & US-250	SB	Construction of a New Directional On-Ramp (1-lane)	Interchange Modification	WB US-250	SB VA-288	0	1	Goochland	\$ 19,850,000
166	HW-146	FHW-166	VA-288 & US-360	N/A	1) Construction of Route 288 NB Flyover Ramp (1 lane) widening to 2 lanes at partial Diverging Diamond Interchange (DDI), 2) Reconstruction of SB on-ramp, 3) Realignment and widening of SB off-ramp to 2 lanes before DDI, 4) Roundabouts: Bailey Bridge Connector at Commonwealth Centre Connector (2 lane), Commonwealth Centre Connector at Commonwealth Centre Parkway (1 lane) , 5) Cul-de-sac Commonwealth Centre Parkway	Interchange Modification	N/A	N/A	N/A	N/A	Chesterfield	\$ 51,100,000
167	HW-147	FHW-167	VA-288 & US-360	N/A	Construction of a EB US-360 to NB VA-288 Directional on-ramp (2 lanes)	Interchange Modification	N/A	N/A	0	2	Chesterfield	\$ 29,500,000
168	HW-148	FHW-168	VA-288 & US-360	N/A	Construction of SB VA-288 CD Road (2 lanes)	Interchange Modification	N/A	N/A	0	2	Chesterfield	\$ 43,700,000
169	HW-150	FHW-169	VA-54	Both	Widening with added capacity	Road Widening	Frances Rd	East Corporate Limits	2	4	Ashland	\$ 5,520,000
170	HW-151	FHW-170	VA-6	Both	Widening with added capacity	Road Widening	Maidens Rd	Hermitage Rd	2	4	Goochland	\$ 86,390,500
171	HW-152	FHW-171	VA-76 & Charter Colony Pkwy	N/A	Construction of a Grade- Separated Diverging Diamond Interchange	New Interchange	N/A	N/A	N/A	N/A	Chesterfield	\$ 30,000,000

ConnectRVA 2045 Universe of Projects - Highway Projects (4-19-2021)

SN	Public Review ID	Final Project ID	Route/ Intersection/ Interchange	Direction	Project Description	Project Type	From	To	Existing Lanes	Proposed Lanes	Jurisdiction	Project Cost Estimates
172	HW-153	FHW-172	VA-76 & VA-150	NB	Construction of a choice lane at NB VA- 150 off loop ramp diverge. Widening of NB VA-76 express lane to 3 lanes to VA- 150 interchange	Interchange Modification	N/A	N/A	2	3	Chesterfield	\$ 23,184,612
173	HW-154	FHW-173	VA-76 & VA-150	SB	Construction of a choice lane at SB VA- 150 off loop ramp diverge	Interchange Modification	N/A	N/A	2	2	Chesterfield	\$ 14,225,544
174	HW-155	FHW-174	VA-76 (Powhite Pkwy)	Both	Construction of a new At-Grade 4-lane road	Road Extension	Charter Colony Pkwy	Little Tomahawk Creek	0	4	Chesterfield	\$ 154,300,000
175	HW-156	FHW-175	VA-76 (Powhite Pkwy)	Both	Construction of a new At-Grade 4-lane road	Road Extension	Little Tomahawk Creek	Otterdale Road	0	4	Chesterfield	\$ 40,800,000
176	HW-157	FHW-176	VA-76 (Powhite Pkwy)	Both	Construction of a new At-Grade 4-lane road	Road Extension	Otterdale Road	Genito Road	0	4	Chesterfield	\$ 66,200,000
177	HW-158	FHW-177	VA-76 (Powhite Pkwy)	Both	Construction of a new At-Grade 4-lane road	Road Extension	Genito Road	Duval Road	0	4	Chesterfield	\$ 109,400,000
178	HW-159	FHW-178	VA-76 (Powhite Pkwy)	Both	Construction of a new At-Grade 4-lane road	Road Extension	Duval Road	US-360	0	4	Chesterfield	\$ 66,800,000
179	HW-160	FHW-179	VA-895 & Wilton Rd	N/A	Construction of a New Interchange	New Interchange	N/A	N/A	N/A	N/A	Henrico	\$ 60,000,000
180	HW-162	FHW-180	Walmsley Blvd	Both	Construction of a new 2-lane road	Road Extension	US-1	Commerce Road.	0	2	Richmond	\$ 52,300,000
181	HW-163	FHW-181	Wilkes Ridge Parkway	Both	Construction of a new 2-lane road	Road Extension	Wilkes Ridge Parkway	Tuckahoe Creek Pkwy	0	2	Goochland	\$ 23,152,500
182	HW-164	FHW-182	Woodman Rd	Both	Widening with added capacity and pedestrian accommodations	Road Widening	Hermitage Rd	Hilliard Rd	2	4	Henrico	\$ 5,000,000
183	HW-165	FHW-183	Woodman Rd	Both	Widening with added capacity and pedestrian accommodations	Road Widening	Mountain Rd	Hungary Rd	2	4	Henrico	\$ 45,000,000
184	HW-166	FHW-184	Woodside Ln	Both	Construction of a new 2-lane road (1.1 mi)	Road Extension	Jamestown Rd	Hickory Hill Rd	0	2	Hanover	\$ 12,500,000

ConnectRVA 2045 Universe of Projects - Bridge Projects (4-19-2021)

SN	Public Review ID	Final Project ID	Route	Facility	Featured intersection	Project Description	Jurisdiction	Project Cost Estimates
185	BR-2	FBR-1	US-1	Jeff Davis Hwy	Ashton Creek	Bridge - Replacement/Rehabilitation	Chesterfield	\$ 2,364,700
186	BR-3	FBR-2	I-64	Wbl I-64	Airport Drive (VA-156)	Bridge - Replacement/Rehabilitation	Henrico	\$ 35,000,000
187	BR-4	FBR-3	I-195	I-195	VA- 197 & CSX	Bridge - Replacement/Rehabilitation	Henrico	\$ 13,451,250
188	BR-5	FBR-4	VA-73	Parham Road	CSX Railway	Bridge - Replacement/Rehabilitation	Henrico	\$ 2,300,000
189	BR-6	FBR-5	I-64	Ebl I-64	Airport Drive (VA-156)	Bridge - Replacement/Rehabilitation	Henrico	\$ 13,444,450
190	BR-7	FBR-6	US-60	Ebl Pocahontas Tr	Toe Ink Swamp	Bridge - Replacement/Rehabilitation	New Kent	\$ 3,055,750
191	BR-8	FBR-7	US-250	Broad Street	I-95	Bridge - Replacement/Rehabilitation	Richmond	\$ 13,673,125
192	BR-9	FBR-8	VA-147	Cary Street	I-195 & CSX Railroad	Bridge - Replacement/Rehabilitation	Richmond	\$ 11,745,468
193	BR-10	FBR-9	US-360	14th Street	James River South Div	Bridge - Replacement/Rehabilitation	Richmond	\$ 24,000,000
194	BR-11	FBR-10	US-250	Broad Street	CSX Abandoned Spur Line	Bridge - Replacement/Rehabilitation	Richmond	\$ 3,965,009
195	BR-12	FBR-11	US-360	14th Street	James River North Div	Bridge - Replacement/Rehabilitation	Richmond	\$ 16,000,000
196	BR-13	FBR-12	I-64	Wbl I-64	I- 95	Bridge - Replacement/Rehabilitation	Richmond	\$ 4,650,000
197	BR-14	FBR-13	I-195	Sbl I-195	VA- 76, CSX Rr & Ramp S	Bridge - Replacement/Rehabilitation	Richmond	\$ 31,502,165
198	BR-15	FBR-14	I-64	Ramp To 5th & I-95S	I-95	Bridge - Replacement/Rehabilitation	Richmond	\$ 10,838,991
199	BR-16	FBR-15	VA-161	North Boulevard	CSX Railway	Bridge - Replacement/Rehabilitation	Richmond	\$ 14,000,000
200		FBR-16	VA-161	Westover Hills Blvd (RMATA)	James River	Bridge Replacement with Shared Used Path	Richmond	\$ 30,000,000

ConnectRVA 2045 Universe of Projects - Active Transportation Projects (4-19-2021)

SN	Public Review ID	Final Project ID	Corridor /Route	Project Description	Project Type	From	To	Project Jurisdiction	Total Cost Estimates
201	AT-1	FAT-1	Fall Line / Route 1	Chesterfield Fall Line Trail: Segment 2B - MM 4.0 to MM 9.4 (Only Portion Within RRTPO)	Off- Road/On-Road Trail	Brander Bridge Rd	VA- 10/W. Hundred Rd	Chesterfield	\$ 632,347
202	AT-2	FAT-2	Fall Line / Route 1	Chesterfield Fall Line Trail: Park Ext to Chester Rd.	Off- Road/On-Road Trail	VA-10/W. Hundred Rd	Chester Rd	Chesterfield	\$ 12,584,736
203	AT-3	FAT-3	Fall Line / Route 1	Chesterfield Fall Line Trail: Segment 2D - MM 10.7 to MM 12.9	Off- Road/On-Road Trail	Chester Rd	Galena Ave	Chesterfield	\$ 4,169,684
204	AT-4	FAT-4	Fall Line / Route 1	Chesterfield Fall Line Trail: Segment 3A - MM 12.9 to MM 13.6	Off- Road/On-Road Trail	Galena Ave	Kingsdale Rd	Chesterfield	\$ 1,763,672
205	AT-5	FAT-5	Fall Line / Route 1	Chesterfield Fall Line Trail: Segment 3B - MM 13.6 to MM 14.9	Off- Road/On-Road Trail	US-1/Kingsdale Rd	Gettings Ln	Chesterfield	\$ 3,879,791
206	AT-6	FAT-6	Fall Line / Route 1	Chesterfield Fall Line Trail: Segment 3C - MM 14.9 to MM 16.8	Off- Road/On-Road Trail	Gettings Ln	Wayside Park/Falling Cr	Chesterfield	\$ 6,946,577
207	AT-7	FAT-7	Fall Line / Route 1	Chesterfield Fall Line Trail: Elliham Avenue to Dwight Avenue	Off- Road/On-Road Trail	Elliham Ave	Dwight Ave	Chesterfield	\$ 8,148,275
208	AT-8	FAT-8	Fall Line / Route 1	Chesterfield Fall Line Trail: Segment 3D - MM 16.8 to MM 17.7	Off- Road/On-Road Trail	Wayside Park/Falling Cr	US-1	Chesterfield	\$ 1,579,069
209	AT-9	FAT-9	Fall Line / Route 1	Chesterfield Fall Line Trail: Falling Creek Ave. to Food Lion	Off- Road/On-Road Trail	Falling Creek Ave	Food Lion	Chesterfield	\$ 12,547,061
210	AT-10	FAT-10	Fall Line / Route 1	Chesterfield Fall Line Trail: Segment 3E - MM 17.7 to MM 18.6	Off- Road/On-Road Trail	US-1	Walmsley Blvd	Chesterfield	\$ 596,994
211	AT-11	FAT-11	Fall Line / Route 1	Richmond Fall Line Trail: Walmsley to Bellemeade	Off- Road/On-Road Trail	Walmsley Blvd	Bellemeade Rd	Richmond	\$ 16,171,264
212	AT-12	FAT-12	Fall Line / Route 1	Richmond Fall Line Trail: Segment 4B - MM 20.7 to MM 21.8	Off- Road/On-Road Trail	Bellemeade Rd	Commerce Rd.	Richmond	\$ 969,857
213	AT-13	FAT-13	Fall Line / Route 1	Richmond Fall Line Trail: Segment 4C - MM 21.8 to MM 23.9	Off- Road/On-Road Trail	Commerce Rd	Decatur St	Richmond	\$ 5,722,345
214	AT-14	FAT-14	Fall Line / Route 1	Richmond Fall Line Trail: Segment 4D - MM 23.9 to MM 24.3	Off- Road/On-Road Trail	Semmes Ave	Potterfield Bridge	Richmond	\$ 601,708
215	AT-15	FAT-15	Fall Line / Route 1	Richmond Fall Line Trail: Segment 5B - MM 25.6 to MM 26.6	Off- Road/On-Road Trail	3rd St.	W. Duval St	Richmond	\$ 1,077,074
216	AT-16	FAT-16	Fall Line / Route 1	Richmond Fall Line Trail: Segment 5C - MM 26.6 to MM 27.6	Off- Road/On-Road Trail	W. Duval St	Admiral St	Richmond	\$ 3,144,408
217	AT-17	FAT-17	Fall Line / Route 1	Richmond Fall Line Trail: Segment 5D - MM 27.6 to MM 28.5	Off- Road/On-Road Trail	Admiral St	Brookland Pkwy	Richmond	\$ 1,433,866
218	AT-18	FAT-18	Fall Line / Route 1	Richmond Fall Line Trail: Segment 6A - MM 28.5 to MM 30.5	Off- Road/On-Road Trail	Brookland Pkwy	Bellevue Ave	Richmond	\$ 3,270,066
219	AT-19	FAT-19	Fall Line / Route 1	Richmond Fall Line Trail: Segment 6B - MM 30.5 to MM 31.2	Off- Road/On-Road Trail	Bellevue Ave	Lakeside Ave	Richmond	\$ 489,554
220	AT-21	FAT-20	Fall Line / Route 1	Henrico Fall Line Trail Phase 4: Lakeside Community Trail Section III	Off- Road/On-Road Trail	Lakeside Recreation Area	Hilliard Rd	Henrico	\$ 4,302,000
221	AT-23	FAT-21	Fall Line / Route 1	Henrico Fall Line Trail Phase 6: Villa Park	Off- Road/On-Road Trail	Lakeside Ave	Parham Rd	Henrico	\$ 4,200,000
222	AT-24	FAT-22	Fall Line / Route 1	Henrico Fall Line Trail Phase 7: Longdale	Off- Road/On-Road Trail	Parham Rd	Woodman Rd Extended	Henrico	\$ 26,006,629
223	AT-25	FAT-23	Fall Line / Route 1	Henrico Fall Line Trail Phase 8: Chickahominy River Crossing	Off- Road/On-Road Trail	Woodman Rd Extended	Cedar Ln	Henrico/ Hanover	\$ 4,989,908
224		FAT-24	Fall Line / Route 1	Hanover Fall Line: Segment 7C - MM 37.4 to MM 43.3	Off- Road/On-Road Trail	Winfrey Rd (Henrico)	Gwathmey Church Rd	Hanover	\$ 4,414,442
225	AT-28	FAT-25	East End Trail/West Creek Trail	Trail through West Creek area of Goochland County	Off Road Trail	West Creek/Patterson	Wilkes Ridge Pkwy	Goochland	\$ 1,164,000
226	AT-29	FAT-26	James River Heritage Trail	James River Heritage Trail : Henrico	Off Road Trail	Richmond City Line	Goochland County Line	Henrico	\$ 30,000,000
227	AT-30	FAT-27	Cox Rd	Cox Rd Bike Facility	Segregated Bike Lane	US-250	North end of Cox Rd	Henrico	\$ 9,000,000
228	AT-31	FAT-28	Nuckols Rd Trail	Multiuise Trail	Off Road Trail	Springfield Rd	Francistown Rd	Henrico	\$ 4,000,000
229	AT-32	FAT-29	Ashcake Rd	Spur to Fall Line	On Road Trail	Giddy Up Ln	US- 1	Ashland	\$ 4,600,000

ConnectRVA 2045 Universe of Projects - Active Transportation Projects (4-19-2021)

SN	Public Review ID	Final Project ID	Corridor /Route	Project Description	Project Type	From	To	Project Jurisdiction	Total Cost Estimates
230	AT-33	FAT-30	Magolia Ridge Dr	Multiuse trail connecting Fall Line to Virginia Center Commons	Off Road Trail	Brook Rd	Woodman Rd Extended	Henrico	\$ 650,000
231	AT-34	FAT-31	Route 155	Connection between Charles City and New Kent courthouses (spur from Virginia Capital Trail)	Off Road Trail	VA-5(Charles City Schools)	New Kent County Line	Charles City	\$ 16,800,000
232	AT-37	FAT-32	Connector to Stratton Park	Shared Use Path (eventually connecting Stratton Park to Pocahontas State Park)	Off Road Trail	VA-150	Jessup Road	Chesterfield	\$ 1,600,000
233		FAT-33	Mountain Rd	Shared Use Trail	Shared Use Path	Woodman Rd	Staples Mill Rd	Henrico	\$ 12,000,000
234		FAT-34	Wilton on the James Trail	Shared Use Trail	Shared Use Path	VA-5	James River	Henrico	\$ 5,000,000

ConnectRVA 2045 Universe of Projects - Park and Ride Projects (Final 4-19-2021)

SN	Public Review ID	Final Project ID	Project Location /Route /Corridor	Project Description	Jurisdiction	Project Cost Estimates
235	PR-1	FPR-1	VA Center Commons/I-295/I-95	New P&R Lot of 380 Spaces on 2.6 AC	Henrico	\$ 8,300,000
236	PR-2	FPR-2	Lewistown Rd/Lakeridge Pkwy or Ashland	New P&R Lot of 200 spaces on 1.4 AC	Hanover or Ashland	\$ 4,500,000
237	PR-3	FPR-3	Midlothian @ Chippenham	New P&R lot of 270 spaces on 1.9 AC	Chesterfield	\$ 7,300,000
238	PR-4	FPR-4	East End CBD at Pulse Terminus-Rocketts	New P&R lot of 130 spaces on 0.9 AC parcel	Henrico or Richmond	\$ 3,000,000
239	PR-5	FPR-5	I-64/US-60 at Laburnum Rd	New P&R lot of 120 spaces on 0.8 AC parcel	Henrico	\$ 2,850,000
240	PR-6	FPR-6	I-295at US-60-Technology Blvd/Elko Rd	New P& R lot of 120 space on 0.8 AC as alternative to Bottoms Bridge P&R expansion which is over-capacity	Henrico or New Kent	\$ 2,850,000
241	PR-7	FPR-7	VA-10/VA- 288 at I-95/I-295	New P&R lot of 250 spaces on 1.7 AC	Chesterfield	\$ 5,600,000
242	PR-8	FPR-8	US-250 at Willow Lawn/Staples Mill (Pulse western terminus)	New P&R lot subject of much site search, 290 spaces on 2.0 AC	Henrico	\$ 6,000,000
243	PR-9	FPR-9	Huguenot Rd at Forest Hill Ave	New P&R lot to replace unofficial lot, 130 spaces on 0.9 AC	Chesterfield	\$ 3,000,000
244	PR-10	FPR-10	I-64 at I-295 in Short Pump	New P& R lot of 320 spaces on 2.2 AC	Henrico	\$ 7,000,000
245	PR-12	FPR-11	VA- 76/US-60	New P& R lot	Chesterfield	\$ 5,000,000
246	PR-13	FPR-12	VA-76/Jhanke	New P& R lot	Chesterfield	\$ 5,000,000
247	PR-14	FPR-13	VA-288 at US-250	New P & R lot near US 288/US 250 interchange of 100 parking spaces	Goochland	\$ 1,800,000
248	PR-15	FPR-14	I-64 & VA- 623 (Ashland Rd)	Relolating existing P & R lot with 180 parking spaces	Goochland	\$ 1,800,000

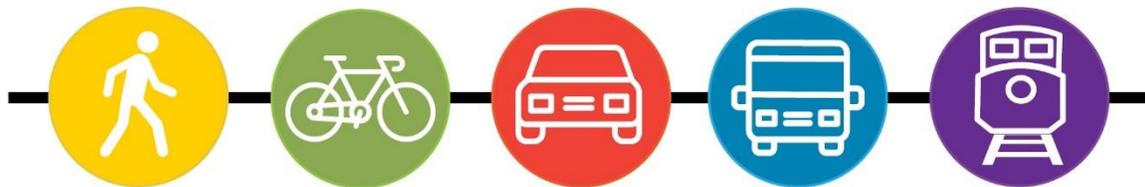
ConnectRVA 2045 Universe of Projects - Rail Projects (4-19-2021)

SN	Public Review ID	Final Project ID	Project Description	Type	Jurisdiction	Project Cost Estimates
249	RA-1	FRA-1	Improvements to CSX Bellwood Sub (S-Line) to support increased passenger rail service. Construction of additional trackage along CSX Bellwood Sub (S-Line) and bridge over James River as part of Transforming Rail in Virginia initiative.	Enhancement - Capacity	Multi-Jurisdictional	\$500,000,000
250	RA-2	FRA-2	CSX S-Line Crossing Improvements. Grade separate or gate key crossings as they relate to increased usage of the CSX Bellwood Sub (S-line) for both freight & future passenger rail per Transforming Rail in Virginia initiative	Enhancement- Grade Separation	Multi-Jurisdictional	\$66,250,000
251	RA-3	FRA-3	Improvements to CSX Bellwood Sub (S-Line).Construction of sidings and leads as needed to provide rail access to Alleghany Warehouse and Altria / DuPont development areas along Commerce Road.	Industrial Access	Richmond	\$2,690,000
252	RA-4	FRA-4	Improvements to CSX Peninsula Sub line. Construction of sidings and leads as needed to provide rail access to select parcels within RIC/White Oak area	Industrial Access	Henrico	\$6,000,000
253	RA-6	FRA-5	Improvements to NS Burkeville to West Point line. Construction of sidings and leads as needed to provide rail access to select parcels within RIC/White Oak area	Industrial Access	Henrico	\$3,000,000
254	RA-7	FRA-6	Improvements in Hanover Siding. Construction of 2.9 miles of third track between the South Anna River and W. Vaughan Road. Construction of a single-track bridge at Elletts Crossing Road. Modify the at-grade crossing at Vaughan Road and reconstruct the roadway bridge at Washington Highway to accommodate the proposed third track between South Anna River and W. Vaughan Road	Enhancement -Capacity	Hanover/Ashland	\$60,000,000
255	RA-8	FRA-7	Replacement of existing Staples Mill AMTRAK Station-Phase I-Site Work and Building replacement (30% prelim DD 2026 estimate)	Enhancement -Station Improvement	Henrico	\$259,000,000
256	RA-9	FRA-8	Replacement of existing Staples Mill AMTRAK Station-Phase II- Track relocation, platform (30% prelim DD-2030 estimate)	Enhancement -Station Improvement	Henrico	\$397,000,000
257	RA-10	FRA-9	Replacement of existing Staples Mill AMTRAK Station-Phase III-Related land for full function (30% prelim DD-later years as per full build-out)	Enhancement -Station Improvement	Henrico	\$79,000,000

ConnectRVA 2045 Universe of Projects - Transit Projects (4-19-2021)

SN	Public Review ID	Final Project ID	Corridor	Project Description	Project Type	From	To	Jurisdiction	Total Cost Estimates
258	TR-1	FTR-1	Midlothian	14.3 miles, from CBD to Stonebridge replace less frequent service with more frequency; new service from Stonebridge to Chesterfield Town Center	Enhanced 15 min transit	CBD	Chesterfield Town Center	Richmond-Chesterfield	\$ 40,500,000
259	TR-2	FTR-2	Midlothian	16.8 miles from the Pulse downtown station(s) to Westchester Commons, via Hull Street	Bus Rapid Transit	CBD	Westchester Commons	Richmond/Chesterfield	\$ 97,500,000
260	TR-3	FTR-3	RIC Airport	10.5 miles from CBD to Airport via Williamsburg Rd	Enhanced Route 7A/7B-15 min transit	CBD	RIC Airport	Richmond/Henrico	\$ 24,000,000
261	TR-4	FTR-4	Rt 1 North	10.77 miles from CBD to Parham Road	Enhanced Route along existing from CBD to Wilmer/Chamberlayne and then extended to Parham Road	CBD	Parham Road	Richmond/Henrico	\$ 15,900,000
262	TR-5	FTR-5	Rt 1 North	15.7 miles from The Pulse BRT downtown to Ashland along US 1	Bus Rapid Transit	CBD	Ashland	Richmond/Henrico/Hanover/Ashland	\$ 42,500,000
263	TR-6	FTR-6	Broad St	11.5 miles from Willow Lawn to Short Pump	Enhanced route of existing Short Pump route to 15-minute service, transfer at Willow Lawn BRT to Short Pump Town Center	Willow Lawn	Short Pump	Richmond/Henrico	\$ 24,000,000
264	TR-7	FTR-7	Broad St	9.8 miles extension of The Pulse BRT at Willow Lawn to Short Pump Mall	Bus Rapid Transit	Willow Lawn	Short Pump	Richmond/Henrico	\$ 125,000,000
265	TR-8	FTR-8	West End South	15.85 miles enhanced 15-min service	Combination of enhanced existing route to Regency and extension to Gayton Crossing	Cary/Main	Gayton Crossing	Richmond/Henrico	\$ 134,000,000
266	TR-9	FTR-9	West End South	18.1 miles from Cary and Main/Patterson/Regency Mall to Short Pump Mall	Bus Rapid Transit	Cary/Main	Short Pump	Richmond/Henrico	\$ 160,000,000
267	TR-10	FTR-10	NA	23rd Street & Franklin Street Neighborhood Transit Center	New Transit Center	NA	NA	Richmond	\$ 308,000
268		FTR-11	Broad St East	Old Osborne Turnpike BRT Extension	Bus Rapid Transit	Rocketts Landing	Wilton on the James	Henrico	\$ 30,000,000

Connect RVA 2045



Universe of Projects
Public Review Comments
March 8 – March 23

Interactive Map Comments March 8 - March 23, 2021

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

Interactive Map Comments March 8 - March 23, 2021

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

Interactive Map Comments March 8 - March 23, 2021

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

Interactive Map Comments March 8 - March 23, 2021

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

Interactive Map Comments March 8 - March 23, 2021

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

Interactive Map Comments March 8 - March 23, 2021

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

Interactive Map Comments March 8 - March 23, 2021

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

Interactive Map Comments March 8 - March 23, 2021

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

Interactive Map Comments March 8 - March 23, 2021

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

PLANRVA 2045 : saryal@planrva.org

Name: Lindsay Childs

Locality: Midlothian

Phone Number 804-897-2787

Email: lnchilds@gmail.com

What is my message about: the Plan2045.

PlanRVA has permission to contact me about my message.

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

This message discusses the following projects, listed or unlisted:

Huguenot/Robious intersection improvement, \$45m

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

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

Old Hundred Road widening (\$5.5M)

Fall Line Trail (several projects south of Richmond)

Dickens Road

Pedestrian infrastructure (\$0)

Thank you for considering these comments.

Huguenot/Robious intersection improvement, \$45m

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

Relevant to Midlothian Turnpike in the Village is:

Old Hundred Road widening (\$5.5M)

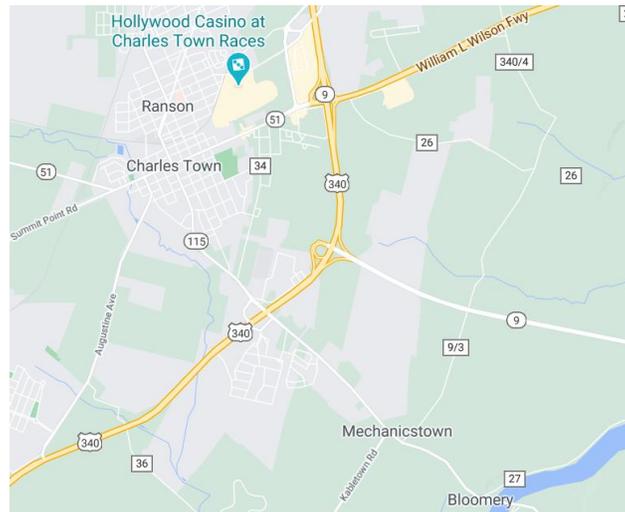
US-60 widening west of Watkins Center Parkway (\$33M)

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

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

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

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



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

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

Fall Line Trail (several projects south of Richmond)

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

Dickens Road (\$8m)

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

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

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

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

Pedestrian infrastructure (\$0)

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

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

PARTNERSHIP *for* SMARTER GROWTH

Neil Spoonhower, Chair
Martha Heeter, Executive Director
PlanRVA TPO

9211 Forest Hill Ave #200,
Richmond, VA 23235

Dear Chair and members of the PlanRVA TPO:

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

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

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

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

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

- 1) HWY177, Route 5, New Market Road. This expansion was rejected a number of years ago after a massive outcry by residents of eastern Henrico and the City of Richmond and people were told the expansion was off the table. There are much more effective and context-sensitive ways to address transportation in this scenic and historic area using roundabouts and traffic calming.
- 2) HWY17, Midview Road, and HWY21, Darbytown Road. This expansion should not proceed and an alternative context sensitive transportation plan be developed for rural eastern Henrico.
- 3) HWY151, VA 6 expansion in Goochland. This will fuel sprawl in a scenic and historic part of our region. It is also unneeded given foreseeable demand.
- 4) A significant number of projects in western and southwestern parts of the region including HW156 and HW158 for the very costly extension of the Powhite Parkway, and projects on 288 and near and west of 288 including HWY134, HWY135, HWY111, HWY88, HWY116, HWY81, HWY75, HWY72/73/74, HWY95 that will fuel more sprawl and traffic and further exacerbate the racial and economic divide.
- 5) Various projects proposed for western Henrico and Hanover that would fuel sprawl.
- 6) The costly series of interchanges along Route 288 and Chippenham Parkway.
- 7) The Bryant Park interchange because of potential impact to park.
- 8) The I-64 expansion. The state has never studied a transit, transit-oriented development, and demand management alternative to the expansion of I-64. Some of the segments go through extensive areas of wetlands.

Regarding transit, rail and active transportation projects:

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

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

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

Summary:

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

Thank you,



Stewart Schwartz

President, Partnership for Smarter Growth



Sulabh Aryal

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

Follow Up Flag: FollowUp
Flag Status: Flagged

Good afternoon Chet Parsons and Sulabh Aryal!

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

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

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

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

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

Thank you so much for your attention.

Aileen Rivera

Varina Resident

(804)402-5589

Sulabh Aryal

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

Follow Up Flag: FollowUp
Flag Status: Flagged

Dear PlanRVA TPO,

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

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

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

Thank you for reading my comments.

Sincerely,

Mary-Helen Sullivan
Richmond, VA

Sulabh Aryal

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

Follow Up Flag: Follow up
Flag Status: Flagged

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

Message Details:

First Name: James

Last Name: Tyler

Email: uncajimmy@gmail.com

Phone 2: 8048292012

Subject: -

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

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

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



Sulabh Aryal

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

Follow Up Flag: Follow up
Flag Status: Flagged

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

Message Details:

First Name: Debbie

Last Name: Rowe

Email: drowe1624@comcast.net

Phone 2: -

Subject: -

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

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

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



Sulabh Aryal

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

Follow Up Flag: Follow up
Flag Status: Flagged

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

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

Sent from my Verizon, Samsung Galaxy smartphone

Sulabh Aryal

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

Follow Up Flag: Follow up
Flag Status: Flagged

Dear PlanRVA TPO,

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

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

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

Thank you,

Edward D. Mitchell
mobile: 804.314.2809

Sulabh Aryal

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

Hi Sulabh,

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

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

Thanks

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

Good afternoon -

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

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

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

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

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

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

<image002.png>

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

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Sulabh Aryal

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

Follow Up Flag: FollowUp
Flag Status: Flagged

Dear PlanRVA TPO,

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

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

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

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

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

Please extend the public comment period.

Thanks for your consideration,

Pattie P. Bland

Sulabh Aryal

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

Follow Up Flag: FollowUp
Flag Status: Flagged

Chet:

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

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

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

Thank you,

Stewart

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

and

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

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

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

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

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

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

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

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

Regards,

Chet Parsons

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



Chet Parsons, AICP CTP

Director of Transportation

804.924.7039

cparsons@PlanRVA.org

9211 Forest Hill Avenue, Suite 200

Richmond, Virginia 23235

www.PlanRVA.org



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

From: Sebastian Shetty <sebastian@psgrichmond.org>

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

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

Cc: Chet Parsons <CParsons@planrva.org>; Sulabh Aryal <SAryal@planrva.org>; ConnectRVA2045 <connectrva2045@planrva.org>; Stewart Schwartz <stewart@smartergrowth.net>; Trip Pollard <tpollard@selcva.org>

Subject: PSG Letter re LRTP Universe of Projects

Dear Chair and members of the PlanRVA TPO:

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

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

Thank you for your service to our Richmond region community,

Sebastian Shetty

Policy Coordinator

Partnership for Smarter Growth

--

Sebastian Shetty



Coordinator for Policy and Administration

Partnership for Smarter Growth

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

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

ConnectRVA 2045 Website Comments

March 8- March 24

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

1. Rebecca

I'd like to see less road widening in general, and a focus on how to reduce traffic through multi-modal means, and reducing hardscape throughout the area. Let's maintain what we have, make sure bridges and other infrastructure are in good shape, but think long and hard about adding roads, lanes, etc. unless it is to support pedestrian, bike and bus access and safety.

2. Nicole Anderson Ellis

In the absence of a formal link/email for submitting comments, I submit here in my role as co-chair of the Route 5 Corridor Coalition to voice firm opposition to any proposed funding for a widening of scenic Route 5. At best such funding implies a lack of familiarity with Route 5, its history, and the documented harm such a widening would have on traffic, tourism, the environment, and quality of life in this corridor. At worst, it suggests a backdoor attempt to achieve a purpose opposed by the community and supported by elected leaders at the local, regional, and state level. It is of particular concern that this proposal is being inserted into a budget plan with shockingly little public disclosure. What outreach was made to community leaders along the Route 5 corridor? What attempts did you make to disseminate this plan to residents of the Route 5 corridor? What presentations were made to community organizations within the Route 5 Corridor? And how were public hearings hosted to maximize participation and safety during a pandemic? In the absence of such steps, and given that this idea is counter to lengthy, broad and well-documented support for keeping Route 5 two lanes, the Coalition asks that you extend the public comment period to allow for adequate, transparency and democratic participation in this critical decision.

Thank you.

Nicole Anderson Ellis

Co-chair of the Route 5 Corridor Coalition

3. Brown0808

As a long time resident of Varina who frequently travels Route 5 I am opposed to widening of route 5 to preserve the history, historic properties, business fronts many of which are backbones to Varina district. Concerned that widening will also increase aggressive driving and speeding on this rural route increasing threat of accidents.

4. mtprospectdesign

Route 5 is a beautiful drive from Richmond to Williamsburg with many historical sites, wildlife, and beautiful scenery. With the capital trail now in use many families enjoy this area. I am opposed to widening the road because this will change the whole aura we currently enjoy.

5. Keg1986

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

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

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

Respectfully,

6. Crysti Flippen

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

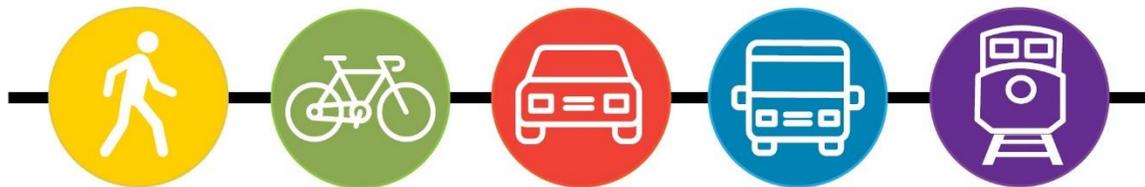
7. William McGuire

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

8. **Jeremy Hoffman**

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

Connect RVA 2045



Universe of Projects
Public Review Comments
March 25 – April 15

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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HW-25	\$ 12,000,000	Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave	<p>I live in the neighborhood (2 blocks south of Forest Hill and Roanoke) and I strongly oppose this project, for all the reasons cited below, mainly that it will INCREASE speeding and traffic. It's mainly for benefit of commuters who don't live in the neighborhood or even the city â€” they can use Powhite or Midlothian Tpke.</p> <p>More traffic/higher speeds will increase accidents. Believe me, I know: While I live on a fairly quiet street, it's used as a through street to Westover Hills Blvd. and people speed on it all the time. In 3 years, I've seen five accidents, including four cars totaled (including my own), so speeding has real-life impact (no pun intended). It's a miracle no people or pets have been hurt.</p> <p>Not to mention what this Forest Hill project would do to the homeowners' yards who live along that stretch.</p> <p>Use the \$\$ for mass transit and/or more traffic calming / traffic cops. (I'm not opposed to roundabouts, btw.)</p> <p>Thank you.</p> <p>Judy Arginteanu</p>
HW-25	\$ 12,000,000	Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave	<p>I strongly oppose the widening of Forest Hill Ave. I recommend a study to assess whether or not suburban commuters would access downtown via Powhite Parkway / I195 if tolls were suspended rather than racing down FHA. Another alternative is to evaluate the cost effectiveness to construct an automotive tunnel employing the Boring Company's technology. Connect2045 needs to be forward thinking and not stuck in dated approaches to transportation needs.</p> <p>Thank you,</p> <p>Alex Marten</p>
HW-25	\$ 12,000,000	Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave	<p>Absolutely do NOT add lanes or widen Foredt Hill Avenue!!!! Am vehemently opposed! I have lived here over 60 years - this oriented will destroy the neighborhood.</p>

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

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

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

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HW-25	\$ 12,000,000	Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave	I agree this will encourage additional traffic volume in a residential zone, and will require appropriating precious real estate from this historic residential area, as well as churches and businesses. Drivers already routinely ignore pedestrian crosswalk lights - I cannot imagine how difficult it would be to cross four lanes safely. The city should find ways to divert commuter traffic to already established thruways and devote any expansions to bike lanes ONLY. Certainly not a terribly effective use of \$12 million!
HW-25	\$ 12,000,000	Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave	<p>I oppose this project adding cars, pollution and impermeable pavement:</p> <ol style="list-style-type: none"> 1) Our neighborhood has asked for speed bumps, circles and protected bike lanes. And we've asked for *less cars*. To 'bucket' two opposing solutions together almost as a one-or-known, is unfair and may come across manipulative. What's up, RVA? 2) While you think *the space* exists, it doesn't. If you respect your people rebuilding RVA, this road is not a 4-laner. I'd argue how might it be *a one way*. This unique, quaint section should be realized now for its value. Like Church Hill, it's historic. 3) I believe it's worth considering Westover Ave, Hull St, Midlo Ave and other Semmes connection points with existing infrastructure to better use millions of \$. What gives? 4) Community design. Forest Hill Terrace and residents north of Midlothian are a part of the Forest Hill neighborhood, too. We rely on equitable access to walk and bike to urban parks, farmers market, churches and schools safely.
HW-25	\$ 12,000,000	Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave	I think that the idea of making Forest Hill Avenue to Semmes Avenue is perhaps the WORST idea that I have ever heard. I have lived on W 45th Street for 16 years and in the neighborhood for a total of 20 years. I have never actually experienced traffic, and I'm not too sure why we should spend \$12 million dollars on this project. What about the beauty of the neighborhood streets? Trees that were planted with tax dollars--so, they're just supposed to be uprooted and removed for some perceived idea of a better flow of traffic? Take away a part of people's yards to make room for traffic? Certainly, there could be a better use of taxpayer dollars to other projects that could make a beneficial change. Education, for one.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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HW-25	\$ 12,000,000	Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave	<p>No thanks. I vehemently object. A few years ago, there were plans to add traffic calming measures near the pedestrian crosswalks at 43rd st and 41st st. To improve safety and slow traffic down. Remember that? Quite a change of direction here with this plan!</p> <p>This is a residential neighborhood. If cars want to use Forest Hill Avenue to access the city, so be it. But let those drivers deal with the current footprint of the road. Midlothian and Hull are already built to handle more traffic. The Powhite, Chippenham and I-195 are great options too.</p> <p>As a cyclist who rides daily, there is no way I am riding in a "bike lane" on a 4 way road as proposed. Save us the charade, that bike lane will do nothing to improve bike infrastructure and make cyclists feel more safe.</p>
HW-25	\$ 12,000,000	Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave	<p>Against widening of Forest Hill from W 47th to Semmes.</p> <p>Betsy Shires 1207 W 46th Street 23225</p>
HW-25	\$ 12,000,000	Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave	<p>vehemently oppose this project, both as a resident and city tax payer :</p> <ul style="list-style-type: none"> *12M price tag ivery high for a marginal benefit. *Existing traffic patterns/commute times do not appear to justify need *Alternate, already established and less residential routes already exist via state Highways, Semmes Ave, Hull St and Midlothian Tpke *Semmes/ Dundee Ave corridor seems to be a more appropriate widening option if needed at all. *This Forest Hill Ave corridor has historical significance designation-proposed changes will effect appearance and maturity of the forestry and homes. *The bridge over Reedy creek presents significant cost and widening challenge. *Widening to a four lane road, with increased traffic pattern and inevitable increased speed (legal or not),will add potentially deadly pedestrian crossing/bike lane challenges *irresponsible without a median or added traffic lights
HW-25	\$ 12,000,000	Forest Hill Ave Widening: Widening with added capacity and bike lanes between W 47th St and Semmes Ave	<p>build a traffic circle at Forest Hill Ave & Roanoke, add some speed bumps on FHA like they have on Perry street in front of the Sacred Heart Catholic Church and call it a day. No need to encourage more traffic on FHA & Semmes.</p>

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PARTNERSHIP *for* SMARTER GROWTH

Dear PlanRVA Officials and Staff,

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

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

We urge you to modify the project list as follows:

Remove:

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

Include:

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

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

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

Sincerely,

Partnership for Smarter Growth



Public Comment
ConnectRVA 2045 Universe of Projects
April 15, 2021

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

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

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

ConnectRVA 2045 Vision

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

ConnectRVA 2045 Guiding Principles

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

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

Grace and Peace,

Nelson Reveley
Director of Operations, RVA Rapid Transit

SENATE OF VIRGINIA

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

P. O. Box 396
RICHMOND, VIRGINIA 23218



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

April 5, 2021

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

VIA EMAIL

Dear Senator McClellan, Delegate McQuinn, and Supervisor Thornton:

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

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

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

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

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

Sincerely yours,

A handwritten signature in black ink that reads "Ghazala Hashmi".

Ghazala F. Hashmi, PhD
Member, Virginia Senate

Sulabh Aryal

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

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

Message Details:

First Name: Dawn

Last Name: Rosenberg

Email: president@woodlandheightsrva.org

Phone 2: 4109678241

Subject: Invitation to Woodland Heights Civic Assoc. mtg

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

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Sulabh Aryal

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

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

Sulabh Aryal

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

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

Message Details:

First Name: Stewart

Last Name: Hinckley

Email: stewart@societyhq.com

Phone 2: 8043373071

Subject: River Road West

Message: I heard a rumor that there is discussion about widening Rt. 6. I live on Rt. 6 and would like to know when and where the public comment will occur. This is news to me.

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

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Sulabh Aryal

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

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

Message Details:

First Name: Billy
Last Name: Rohrig
Email: Brohrig@hotmail.com
Phone 2: -
Subject: -

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

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Sulabh Aryal

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

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

Sulabh Aryal

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

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

Message Details:

First Name: John

Last Name: Williamson

Email: j.williamson@mindspring.com

Phone 2: 804 347-8761

Subject: Proposed widening of Forest Hill Avenue

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

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Sulabh Aryal

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

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

Message Details:

First Name: Stewart

Last Name: Hinckley

Email: stewart@societyhq.com

Phone 2: 8043373071

Subject: Widening of Rt. 6

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

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Sulabh Aryal

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

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

Message Details:

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

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Sulabh Aryal

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

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

Message Details:

First Name: Debra

Last Name: Arnol

Email: deb4speech@comcast.net

Phone 2: 047848799

Subject: 6

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

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Sulabh Aryal

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

Follow Up Flag: Follow up
Flag Status: Flagged

NO RT 5 WIDENING.

Sulabh Aryal

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

Follow Up Flag: Follow up
Flag Status: Flagged

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

Message Details:

First Name: Caryl
Last Name: Burtner
Email: burtnercaryl@yahoo.com
Phone 2: -
Subject: 8043550565

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

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Sulabh Aryal

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

Follow Up Flag: Follow up
Flag Status: Flagged

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

Message Details:

First Name: Mitchell

Last Name: Reese

Email: MEEECH@AOL.COM

Phone 2: 8046778318

Subject: Widening of Route 6

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

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Sulabh Aryal

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

Follow Up Flag: Follow up
Flag Status: Flagged

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

Message Details:

First Name: Pamela

Last Name: Fox

Email: foxpax@outlook.com

Phone 2: 8049216181

Subject: Forest Hill Expansion

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

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Sulabh Aryal

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

Follow Up Flag: Follow up
Flag Status: Flagged

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

Message Details:

First Name: Jerry Ann

Last Name: Hand

Email: jerry.hand9@gmail.com

Phone 2: 8043562221

Subject: -

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

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Sulabh Aryal

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

Follow Up Flag: Follow up
Flag Status: Flagged

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

Message Details:

First Name: Cynthia

Last Name: Bettinger

Email: bettinger.cynthia@gmail.com

Phone 2: 8043107805

Subject: -

Message: Opposed to widening Forest Hill Ave- recommend removing tolls from the downtown expressway to direct traffic there and out of neighborhood

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Sulabh Aryal

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

Follow Up Flag: Follow up
Flag Status: Flagged

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

Message Details:

First Name: Hilary

Last Name: Long

Email: hilarylong@mac.com

Phone 2: 8043630298

Subject: Widening Route 6

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

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

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Sulabh Aryal

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

Follow Up Flag: Follow up
Flag Status: Flagged

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

Message Details:

First Name: Rod

Last Name: Smyth

Email: rsmyth87@gmail.com

Phone 2: 8046834666

Subject: Widening of route 6 to a four lane highway

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

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Sulabh Aryal

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

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

Thank you,

John Bolecek
City of Richmond

Sulabh Aryal

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

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

Message Details:

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

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

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Sulabh Aryal

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

Follow Up Flag: Follow up
Flag Status: Flagged

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

Message Details:

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

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

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

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Sulabh Aryal

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

Follow Up Flag: Follow up
Flag Status: Flagged

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

Sulabh Aryal

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

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Richmond Regional Transportation Planning Organization,

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

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

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

Sincerely,

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

Sulabh Aryal

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

Follow Up Flag: Follow up
Flag Status: Flagged

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

Sent from my iPhone

Sulabh Aryal

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

Follow Up Flag: Follow up
Flag Status: Flagged

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

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

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

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

Thank you for your attention.

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

Sulabh Aryal

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

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Plan RVA,

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

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

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

Thank you for your timely correction of this significant error.

Most sincerely,

Nicole Anderson Ellis

--

Nicole Anderson Ellis
804-512-9973

Please do not forward this email without permission.

Sulabh Aryal

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

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

Message Details:

First Name: George
Last Name: Jones
Email: geo.s.jones@gmail.com
Phone 2: 8043079687
Subject: -

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

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Ascend BY WIX

Sulabh Aryal

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

Dear Mr. French,

I appreciate your sharing your thoughts on Connect RVA 2045.

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

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

Please bring this forward as this process gets under way.

Have a great weekend.

Canova

W. Canova Peterson

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

From: Chris French <robert_c_french@yahoo.com>
Sent: Thursday, April 15, 2021 3:32:06 PM
To: saryal@planrva.org; cparsons@planrva.org
Cc: Davis, Sean M.; Peterson IV, W Canova; Prichard, Faye O.
Subject: Connect RVA 2045 Transportation Plan Comment - Remove New Ashcake Road Extension

Greetings!

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

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

Environmental Justice - Business | Virginia Department of Transportation

www.virginiadot.org

Environmental Justice

As noted in the VDOT Guidelines document,

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

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

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

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

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

Respectfully,

Chris French
Mechanicsville, VA

ConnectRVA 2045 Website Comments

March 25 - April 15, 2021

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

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

4. I join my neighbors in strongly opposing item HD-25. Widening Forest Hill Avenue will mar this historic district's beauty, bring unnecessary traffic to a residential neighborhood, and further endanger pedestrians and bicyclists in what is already a busy thoroughfare. Adding what is essentially a highway to this stretch of road, which lines many homes and a historic public park, will be detrimental to public safety. Efforts and funding would be better suited with lessened negative impact by improving the existing infrastructure. You might consider increased traffic signals, clarified turn lanes, and a traffic light along the corridor instead. Thank you, E. Earnest
5. Our family built our dream home along Rt. 6 at Miller's Lane because of the bucolic setting that is one of a kind in the Richmond area. The traffic has never been a problem pulling out on to Rt. 6. Many days you won't see a car in either direction. In fact, the traffic is less than when we first bought our land in 2004. If you want to spend money, put it into broadband and patching potholes. Don't ruin one of the most beautiful stretches of country road that we have! The Hinckley Family
6. We oppose the project ID item HW-25 - Widening of Forest Hill Ave. from 2 to 4 lanes. The expansion of the road would add noise pollution. It is also a solution to a problem that does not exist - congestion is not an issue in the area. Preserving the pedestrian areas (and bikable lanes) is paramount.
7. I deeply oppose the project ID item HW-25 - Widening of Forest Hill Ave. from 2 to 4 lanes, as do so many of my neighbors. The character of this corridor needs to be maintained as a neighborhood street, not increased as a thoroughfare to downtown. This is a walkable and bikeable community to many - many of whom are usually out with their children and/or pets. Crossing 4 lanes of traffic to access our community park space is not a benefit to the members of this community and can not be described as so. The impact to the historical character of this neighborhood and to Forest Hill Park would be damaging and can not be supported.
8. We are opposed to disrupting the scenic corridor which was part of our decision to move to Goochland and part of the long-term plan to protect the county from urban sprawl. We like the quiet. We pay extra taxes to live along Rt. 6. And were we concerned about the drive to RVA we could have stayed in Henrico. It's part of the price you pay to enjoy the rural character that has always been River Road West. Keep the sprawl on 250, please!!! Why should long-term residents be forced to abandon the Comprehensive plan that guaranteed the character of this corridor years ago. That's why we have 250 and I 64. We did not vote to put 1,000+ homes on Rt 623.
9. We completely disagree with the suggested widening of Route 6 from Hermitage to Maidens Road. My wife and I relocated to Manakin Sabot 10 years ago for the rural character and nature of this part of Central Virginia. We did so knowing that the

Goochland county plans of development for this area did not call for a radical growth of commercial or residential growth along the Route 6 corridor. It was shocking to find that ConnectRVA 2045 plan somehow thought there was a need for more traffic from this direction. We can't disagree with that position more. Route 6 - which we travel daily either East to RVA or West to the Charlottesville Region - is NEVER full, backed up, or an impediment to our ability to get to where we need to go. It is an absolute pleasure to drive and enjoy the rural nature of our road. If more traffic flowed, it would HURT not HELP us, as well as everyone else living in this area. For it to be widened unnecessarily impacting residents, wildlife and and the rural character of the area is just short of horrible. We find it hard to believe there is any documented practical benefit to be achieved for anyone if this widening were to occur. We fervently hope this part of the project is not approved and never happens. the Bittmann family (Alan and Jennifer)

10. We strongly oppose the widening of Route 6 in Goochland, west of Hermitage Road. There is no reason for it, as we have no traffic out here and we all moved to this gorgeous pastoral setting for its rural beauty and undeveloped nature. It is not in the Goochland county plans, nor do any of the property owners out here seem to have any interest in your development goals traversing and marring our area. Save your money for other projects. Don't destroy our beautiful Manakin Sabot by any of your Connect RVA 2045 plans!!! - The Bartolini family

11. We, Steve and Nan Thurston, strongly oppose the proposed widening of Rte 6 from Hermitage Rd to Maidens Rd in Goochland County, Va (Project HW-151). There is no evidence that widening or increased capacity are needed to support traffic (See Goochland 2040 Major Thoroughfare Plan of Nov 2018 which indicates traffic volume on this segment of Rte 6 is "below" or "very below" road capacity). As important, the proposed widening runs counter to land use and community values clearly articulated in the the Goochland County Comprehensive Plan 2035. That plan designates the Rte 6 corridor as a "Rural Enhancement Area." Consistent with that goal, two significant Land Conservation Easements border Rte 6 in the Dover District; those easements are held by government entities subject to the Open Space Land Act, which provides significant protection against eminent domain actions. Widening Rte 6 would also detrimentally impact the Wetland Mitigation area bordering the south side of Rte 6 in the Dover District. Rte 6 has also long since been designated as a "Virginia Scenic Byway." In summary, we do not understand how this proposal is consistent with RRTPO "Guiding Principles" (GP7 "Alignment of transportation investment and planning with land use ... and environmental stewardship"). The proposal is certainly not consistent with Goochland County stated land use values and community wishes; it directly

undercuts the established due process of Land Use Planning. Respectfully submitted,
Steve and Nan Thurston, Manakin Sabot

12. The planned expansion of VA 6 from hermitage rd to Maidens Is a waste of resources and time. Goochland county development plan does not include any planned development that would drive a need to increase traffic flow along this artery. The current road width is sufficient to meet current and future traffic flows. In the end this will be a waste of governemnt funds on a project that is not needed, has not been requested and will not be supported by local residents and county government.
13. Thank you for the opportunity to express our opinion on the widening of Route 6 in Goochland. As a community we have worked carefully and thoughtfully to consider the future development of our county. The Board of Supervisors of Goochland has a plan (Comprehensive Plan 2035) which does not call for any further developement along this corridor. We think a well-thought-out plan like this should give ConnectRVA considerable pause in considering this project. It is not in keeping with what our residents want, our county wants, and would disenfranchise the democratic process that has been so carefully put together. Thus we, Rod and Susie Smyth, oppose the widening of Route 6.
14. The proposal to further extend Route 6 to four-lanes from its current four-lane end to Maidens is obviously not well-founded or well-researched. This is a rural area, with little traffic and it would be a poor use of scarce infrastructure resources. As a property owner in Sabot Hill, we are opposed to this project. We do not believe a need can be demonstrated by traffic studies or will be supported by public opinion.
Kenneth & Marilyn Cummings
15. The proposed expansion of Route 6 to four lanes from its current four lane end to Maidens is completely unnecessary from a traffic perspective - there is hardly any traffic using the current 2 lane highway. Additionally, such a widening will irrevocably damage the rural setting and natural beauty of the Rte 6 corridor and is inconsistent with the development philosophy of Goochland County and those of us who have chosen to live there. Taking into account the above reasons, the proposed funding of this project represents a wasteful and unnecessary use of taxpayer fnds and scarce governmental resources needed for other more urgent local needs. This proposal should be eliminated. Kenneth R. Lee and Amalia Pizzardi
16. We are opposed to the widening of route 6 In Goochland. There is absolutely no need as there are no traffic problems in this area This would be a huge waste of money and would change the rural feel of our beautiful county for no reason. Why is this even being considered???

17. On widening Rt 6 (River Road West): My property abuts the right of way that will be used to widen Rt 6. I travel from the midpoint of the proposed widening on many days of every week, and at various times of the day and evening (in both directions). I have been doing so for 18 years and I can not remember a single traffic jam or any significant delay. Of course, there is an occasional slow driver but that is a very temporary event. I am quite sure the impact of a 4 lane motorway is quite substantial and permanent. My travel times will be most impacted during the road construction. After which, the greatest impact of the considered widening will be the environmental impact as opposed to improved traffic flow. What environmental impact? More pollutant run off into the James river, more road kill, more traffic noise, more U turns if the road is divided. The widening will not benefit anyone who lives nearby and offer little benefit to travelers. In fact, the beautiful and tranquil nature of this scenic byway will be FOREVER damaged. Does this widening require all the utilities to be relocated as well? Electric, phone, fiber, cable...oh that's right we don't have cable for broadband or tv. Perhaps broadband infrastructure should precede the dB gain from faster traffic??? Broadband not Broadway. Bobbie & Brad Meredith
18. We live on the proposed section of Forest Hill and oppose widening Forest Hill Ave. It will bring anything positive to the area. I would rather see the money go to traffic slowing/enforcement, pedestrian assistance and protected bike lanes extending to Westover Hills Boulevard or create a mixed use path that connects to the Park system for cyclists and pedestrians to use. It is already difficult to cross this section of FHA and widening it will make this worse. I would also rather see the right lane of FHA heading eastbound at the intersection of Forest Hill and Westover Hills be changed to a right turn only lane. Turn the extended lane on the east side of Westover Hills Blvd into parking and protected bike lanes. The merge lane is often a race/contention area for traffic.
19. I agree and oppose widening Forest Hill. It needs more safe pedestrian crossings and needs to be made safe for pedestrians. Cars feel too entitled to treat Forest Hill like an expressway. End the tolls on the bridges to lower traffic.
20. I am a resident of Westover Hills and oppose the proposition to widen Forest Hill Ave. This stretch of Forest Hill Ave. is in a residential area and adjacent to a city park. There are many pedestrian crosswalks in this area and high pedestrian traffic. Pedestrian safety is already a concern - a 14 year old boy was struck and nearly killed in the 43rd street crosswalk in 2018; drivers routinely speed through signaled crosswalks even after pedestrians have entered the road - and this would only put pedestrians more at risk. Additionally, the city conducted a traffic study of this area less than two years ago that resulted in recommendations for traffic calming measures. Widening the road is at odds with the results of this study.

21. I am writing to oppose the projected widening of Forest Hill Avenue in Soutj Richmond. This seems to be an example of a solution looking for a problem. Traffic already moves too fast in this area and several accidents have been caused by excessive speed. This neighborhood is already struggling with an over amount of traffic moving too fast. This project will exacerbate that issue. As a resident of this area for more than 30 years, I am writing again to oppose this project
22. I would like to go on record as being opposed to widening Route 6 in Goochland . This action would totally destroy the village of Crozier. Many have homes along this highway that would be lost or severely devalued. My husband and I moved to Goochland for peace and quiet that would be destroyed by this project. Furthermore, the county is ill-prepared for this type of expansion. Melissa Fivecoat, Crozier
23. I'm a resident of Westover Hills and I strongly oppose the plan to widen Forest Hill Avenue. Based on the slow progress with the existing project on Forest Hill Ave. west of Powhite, I have no confidence that this can be completed in a timely manner. The widening of Forest Hill Avenue will serve mostly residents that live outside of Richmond city. It seems unreasonable that Richmond city residents should have to pay for it via taxes. Finally, and most importantly, it is already dangerous to cross Forest Hill Avenue to get to the park. Winding the street will make it nearly impossible.
24. We are totally opposed to the expansion of Route 6 to four lanes from its current four lane end to Maidens. There is absolutely no traffic need for this expansion and the \$86,000,000 expenditure would be a total waste of taxpayer funds. In addition, the road expansion will ruin the natural beauty of the area. For all these reason, this project should not even be considered. RS Reynolds 111 & Pamela Reynolds
25. A Forest Hill Terrace resident since 2001. It is already difficult to cross Forest Hill Avenue to get to one of our best resources, Forest Hill Park. Even with two person activated cross-walk lights, MANY people do not stop making getting across the current two lanes very dangerous. This is a neighborhood with a historic designation. As other residents have indicated, we need measures to continue to calm traffic, not entice more people to take this short cut to avoid tolls. Have you considered working with RMTA to reduce tolls or provide a discounted rate for commuters to entice them to use better roads for commuting purposes. Even with the bike lanes, it is dangerous for bikers to travel or individuals who have the audacity to block traffic to make a left-hand turn onto their street. Please find a better way to spend these dollars. Jill McCormack
26. As a Forest Hill terrace resident for over 30 , I have seen many positive changes in this park neighborhood. Because of the renewed popularity of the adjacent park areas, the speed limit has been lowered to 30 recently, with additional discussion for more

traffic calming measures possible. This is supported by any resident who tries to cross FH at 41st virtually taking their life in their hands, at any time of day. Pedestrian Xwalk laws are still ignored. Without MORE traffic calming measures tragedy is still likely. How could anyone think of turning this area into a 4 lane highway?? Redirect your efforts, please.

27. I live in the Forest Hill neighborhood and am vehemently opposed to the widening of Forest Hill Ave for vehicular traffic. I echo the voices of many of my neighbors who question the need to encourage even more traffic in the city. Can we be more forward looking and creative in how we think about this issue? Why would we want to further contribute to dangerous traffic congestion near a City Park, the James River Park System, and in an Historic Residential Area? We should be working instead to enhance pedestrian walkways and biking areas while slowing vehicular traffic. The Forest Hill area's access to nature, restaurants, coffee shops, and other assets are what make this part of the city so enjoyable to live in and to visit. All of this would be diminished if Forest Hill Avenue were to be widened to order to make marginally faster commute times. Other traffic control options such as the use of Midlothian Turnpike/Powwhite Parkway or improved Mass Transit should be considered instead. Historic and natural areas are hard to reclaimed once they are compromised. These special aspects of the city are often undervalued when decisions for development are made. Let's get it right this time.
28. Strongly opposed to widening Forest Hill Ave. That stretch of road is already dangerous to pedestrians with speeders regularly ignoring crossing signals. Our children's school is on FHA and adding traffic will make their school outings across FHA more difficult and dangerous. We should not be increasing traffic through residential and historic neighborhoods. The proposed widening will decrease the value of the Forest Hill neighborhood, make crossing to and from popular Forest Hill Park dangerous, increase pollution and is unwanted. If traffic is a concern, then planners should look at ways to increase the usage of Powwhite parkway for commuter traffic or make improvements on Midlothian Turnpike, rather than pushing traffic onto Forest Hill Ave.
29. My household is opposed to the widening of Forest Hill Avenue from 47th Street to Semmes Avenue. Widening roads increases traffic:
https://en.wikipedia.org/wiki/Induced_demand <https://www.wired.com/2014/06/wuwt-traffic-induced-demand/> Forest Hill Ave traffic is exceeding the road's capacity because drivers use it as a toll-free alternative to 195. It's a much better idea to remove the toll from 195 to incentivize drivers to use that much larger road more often, and to put this cross-town traffic where capacity already exists.

30. I am writing to state my extreme opposition to the widening of Forest Hill Ave from 47th Street to Semmes Ave. My husband and I live on FHA on the 4600 block and I can say with extreme confidence this project is a huge mistake. FHA is already an extremely dangerous road on this stretch with no stop signs or traffic lights. Since moving here in June of 2020, we have witnessed 5 car accidents and a pedestrian being struck by a vehicle right out front of our home - absolutely terrifying. The widening of FHA will not slow cars down nor make it safer for bikers and walkers, but will only encourage more traffic and dangerous driving maneuvers. We own a dog and I am already hesitant and scared to walk on FHA with the current large median because of the reckless driving. We will unfortunately be forced to move if this proposal goes through, and as you know, we certainly will not make the amount of money selling that we bought it for with the widening of this street. We want to stay in Forest Hills for many years and begin a family here, but this proposal to expand the road will certainly drive us away. Additionally, this is a historic neighborhood that is known for its laid back feel and close proximity to our amazing natural resources, like the river and hiking trails. The widening of FHA will certainly diminish all of the amazing things that make this neighborhood so special. Midlothian Turnpike is in extreme close proximity and can be used for heavier traffic. We, the citizens of Forest Hills, beg you to not go through with this proposal. Let the beauty of historic Forest Hill live on and do not succumb to the widening of FHA.

31. I strongly oppose the proposed expansion of Route 6 in Goochland to a 4 lane highway along the James River from Hermitage Road to Maidens Road. This historic scenic Virginia ByWay is rural and not slated for high density development under Goochland County's Comprehensive Plan 2035. While higher density development continues west from Short Pump on Route 250, there is no need to build a 4 lane highway further west on Route 6. The adverse impact on the adjacent James River and on our rural community would be significant. Like the infamous "Bridge to Nowhere," the proposed "Highway to Maidens" is nonsensical, contrary to our County Comprehensive plan, unnecessary, and a waste of taxpayer funds.

32. I am totally against the proposal of this project. We do not need any more traffic problem beside it's a scenic route there should be less traffic in first place

33. I am strongly opposed to widening Route 6. There is absolutely no justification for this. The property along this expanse is not slated for more density and this would be a waste of taxpayer money and time. This part of Goochland needs to be preserved and this type of constructio, so close to the river, would also have unwanted environmental impacts.

34. I am strongly against the proposed widening of Route 6 in Goochland county. There is no congested traffic in this area to justify the expense. In addition, the wider

highway would further endanger our wildlife by making access to the James more difficult and hazardous. Finally, the beauty of Goochland county resides in its rural, pastoral character. We should be mindful of preserving this quality, and the diversity of the region for future generations.

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

38. I strongly oppose the proposed widening of Forest Hill Avenue for the following reasons:
- decrease in lot size and loss old growth trees, resulting in decrease in quality of living for residents and loss of home values
 - increased danger to pedestrians, current pedestrian crossings in the area are already inadequate, adding additional lanes will exasperate the situation and is not aligned with Vision Zero
 - bike lanes are already adequate in this stretch of FHA, bike lane improvements are needed elsewhere
 - current proposal is based on traffic studies complete prior to COVID-19, traffic patterns have meaningfully changed with an increase in work from home. Irreversible road project should not be completed in the midst of such a significant shift in public life
 - lane widening is in stark contrast for traffic calming measurements taken in similar city neighborhoods (ex. decreasing lanes on Patterson in the near west end); widening FHA may increase vehicle speeding
39. There is absolutely no need to widen Forest Hill Avenue to Semmes Avenue. Traffic counts certainly don't warrant it and, as a resident of the area, I know I speak for many when I say we don't want it. Spend that \$12 million where it's needed, rather than doing unnecessary projects that will only harm the surrounding neighborhoods with diminished yards on Forest Hill, increased speeds, and more dangerous street crossings.
40. I think that the idea of making Forest Hill Avenue to Semmes Avenue is perhaps the WORST idea that I have ever heard. I have lived on W 45th Street for 16 years and in the neighborhood for a total of 20 years. I have never actually experienced traffic, and I'm not too sure why we should spend \$12 million dollars on this project. Certainly, there could be a better use of taxpayer dollars to other projects that could make a beneficial change. Education, for one.
41. I strongly oppose widening Rt 6 per the suggested plan. Let the development proceed along Rt 250 and allow Rt 6 to remain rural to keep the balance correct in Goochland. There is no traffic issue. The moment you expand it, we will lose grip on the bucolic scenic drive. There is nothing between Hermitage Rd and Maidens Rd that requires this widening. 522 and Goochland are not such attractive targets for traffic that this would be justified
42. I strongly oppose the proposal to widen Rt.6. Traffic has not greatly increased (if I pass 3 cars I'm lucky). Rt. 6 is scenic and does not need to become a parkway of any sort. To widen Rt.6 would compromise the integrity of what is so great about Goochland County. I concur with comments above that this project would do no more than create unneeded chaos over the next several years. Does this push come from the

federal dollars that RVA has neglected to use and is now forced to put into motion else risk having to return the funds? Let's not throw darts on a map to make changes to areas where changes are not necessary. I strongly oppose the proposal to widen Rt.6.

43. A properly engineered and scenic parkway widening of Route 6 from Hermitage Rd to Maidens Landing would be welcome. Traffic has greatly increased along that stretch of road during the 20 years we have lived in Joe Brooks Farms. A strong consideration should be creating a bike lane or at least a wide shoulder in both directions. We have a lot of bikers in the area now. Rt 6 is an optimum East to West gateway in the region for bikers and joggers. A wide shoulder is an added safety and convenience rest area for disabled vehicles. Biking along HWY 250 is very dangerous. We are blessed with many quiet and beautiful country roads in Virginia. Connecting them together along safe rural corridors would be beneficial to both recreational bikers and automotive operators concerned with safety and highway efficiency.
44. Hi! As a landowner of Brookview Farm, and raised next to my Grandparents place at Sabot Hill, I so value the cultural history and rural feeling of Goochland. I also have seen that more roads means more traffic and sprawl. So let's say 20, 50 years down the road, and Rt 6 is packed with cars (hopefully not), the best solution would be to keep it one lane, put in a traffic light if necessary and then people could grab a coffee at Sabot station before they take the zippy commuter train in town. :)
45. I am in opposition of the plan to widen Route 6. There needs to be rigorous review and much greater public comment before any additional steps are taken. It is inconsistent with the work already accomplished by the Goochland Planning document 2035. Goochland could use \$84 Million to do a lot more good rather than providing 2 lanes to nowhere.
46. I am commenting to register my strong disapproval of the proposal to widen Forest Hill Avenue between 47th St. and Semmes Avenue. My primary objections are:
- Judging by the project on FHA on the other side of Powhite Pkwy, this will be an inconvenience to the community for 3+ years to come.
 - Homeowners will be forced to give up significant yard space, as well as city-installed landscape plants, and trees of significant age.
 - Congestion is an occasional problem at best, and doubling the number of lanes may more harm than good by encouraging speeding and increasing unnecessary traffic.
 - Increased traffic means increased noise, pollution, and danger to pedestrians.
- Thank you for your attention.
47. Please register my strong opposition to the widening of Rt. 6 in Goochland County. There is no reason to widen Route 6 when a plan for the further development in and around Rt. 250 in Goochland County is well underway. The focus of these taxpayer

funds should be on other needs (including the review of other internal roads such as Route 623 between Rt. 250 and Interstate 64 including the intersection at Rt 623 and Interstate 64) and other more responsible use of these funds. There should be more time allowed for public hearings and community involvement for Goochland County residents and leadership.

48. I am writing to voice my opposition to widening Rt 6 in Goochland County. There is no need to widen Rt 6, as it is adequate for current and anticipated future needs. Rt. 6 is a scenic road and the additional construction would be detrimental to its bucolic nature and the beauty of Virginia. Once again, I am opposed to the expansion of Rt 6 in Goochland County.

The monies should be returned to the taxpayers, perhaps best used to offset the new high mileage and electric vehicle surcharge that is being disproportionately and inappropriately levied on those who choose vehicles that use lower fossil fuels. Thank you, Arthur Kaye

49. Goochland County does not need a widening of Route 6. The corridor is not crowded and per the County's long range Planning Document (County Comprehensive Plan 2035) no increased densities of housing are located on the Route 6 corridor. The section being considered is part of what was designated as a Virginia Scenic Byway. Goochland's growth projections for the foreseeable future are modest. The current East -West road system, Route 6, Rt 250 and I-64, is more than adequate to handle the growth projections as articulated in the County's Comprehensive Long Range Plan, which has no mention of widening Route 6.

50. I fully agree with Mr McGuire and Mr Hofman's opinions. There is absolutely no need to widen Rt 6. There is no transportation issue whatsoever, let's keep it a scenic road. The money that would be needed for this unnecessary project would be much better spent on the many really pressing infrastructure improvements in Central Virginia,

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

52. There are too many road widening projects to begin with! In fact, that's the majority of the highway projects listed (46%). Most, if not all, of these street widening projects will only induce greater demand and increase VMT through accommodating more

driving space (56% of the highway widening projects don't add additional active mobility space) - which is against the approved goals of the ConnectRVA 2045 plan? I think you could accomplish road diets instead and still have room for the active transportation lanes. I'd hate to see this ConnectRVA 2045 plan center driving as the main outcome of the highway projects.