

Appendix B: **PUBLIC COMMENT SUMMARY**

Appendix B-1: **March 2019 Public Comment Period Summary**

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SURVEY AND INTERACTIVE MAP SUMMARY



VDOT has initiated the Ashland to Petersburg Trail Study to identify a preferred corridor for a multi-use trail that will extend between Ashland to Petersburg, a distance of approximately 40 miles.

The Ashland to Petersburg Trail Study involves collaborative planning among local, state, and federal government agencies as well as interested stakeholders, with input from the public, to identify a preferred multi-use trail corridor.

The purpose of this survey and interactive map was to identify the needs, opportunities, constraints, and barriers to arrive at a preferred corridor that connects people and places across the Richmond metropolitan region.



TOTAL SURVEYS

- 778 ONLINE SURVEYS
- 53 PUBLIC MEETING SURVEYS



TOTAL MAPPING COMMENTS

- 949 ONLINE COMMENTS
- 106 PUBLIC MEETING COMMENTS

AGE AND GENDER

- 66 - Older 8%
- 56 - 65 31%
- 46 - 55 24%
- 36 - 45 18%
- 26 - 35 16%
- 22 - 25 3%

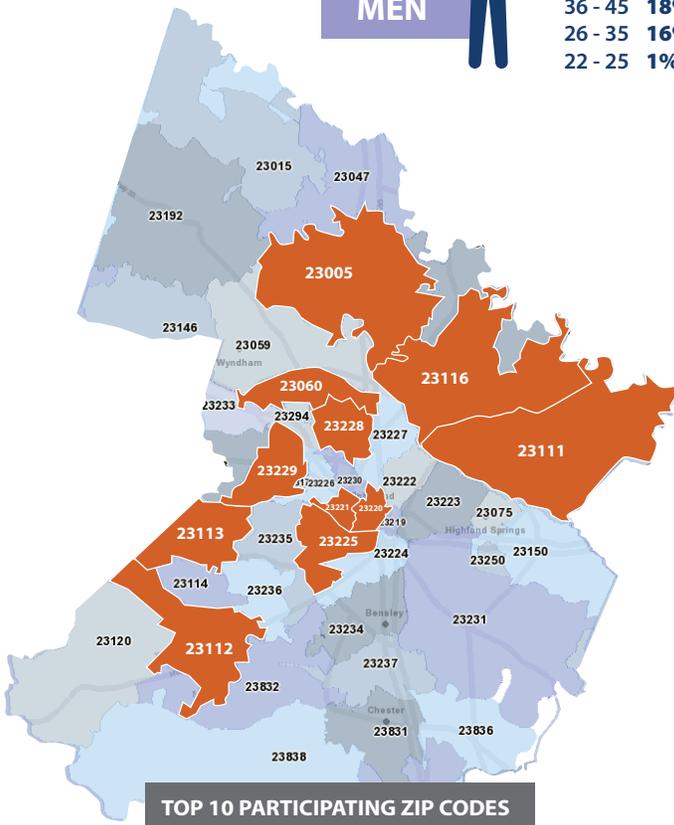


279
WOMEN

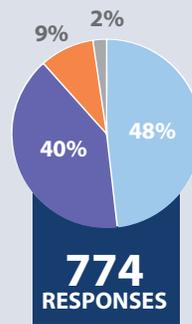
496
MEN



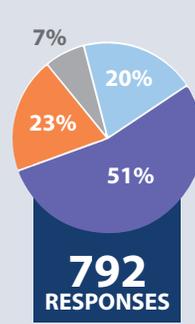
- 66 - Older 15%
- 56 - 65 26%
- 46 - 55 23%
- 36 - 45 18%
- 26 - 35 16%
- 22 - 25 1%



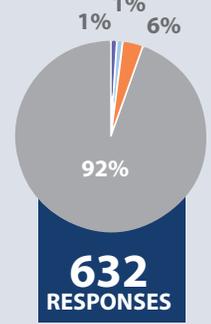
TRANSPORTATION TYPE



Walking or Jogging



Bicycling



Small-wheeled Transports

- Daily
- Weekly
- A Few Times a Year
- Never

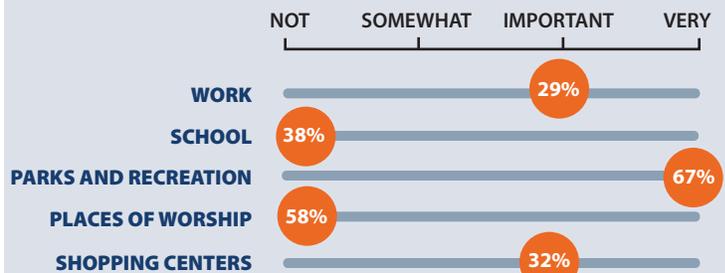
AVERAGE TRANSPORTATION MILES

- 2% Less than a mile
- 26% Less than 5 miles
- 23% 5 to 10 miles
- 19% 11 to 20 miles
- 25% 20 to 40 miles
- 5% More than 40 miles

TRANSPORTATION BARRIERS

- 35% Personal safety
- 1% Health reasons
- 32% Lack of bicycle lanes
- 10% Distance to destinations
- 18% Lack of sidewalks
- 3% Do not have time

AVERAGE ACTIVE TRANSPORTATION IMPORTANCE



* Numbers may not reflect total surveys or comments received, as responses were optional and multiple responses could be selected.



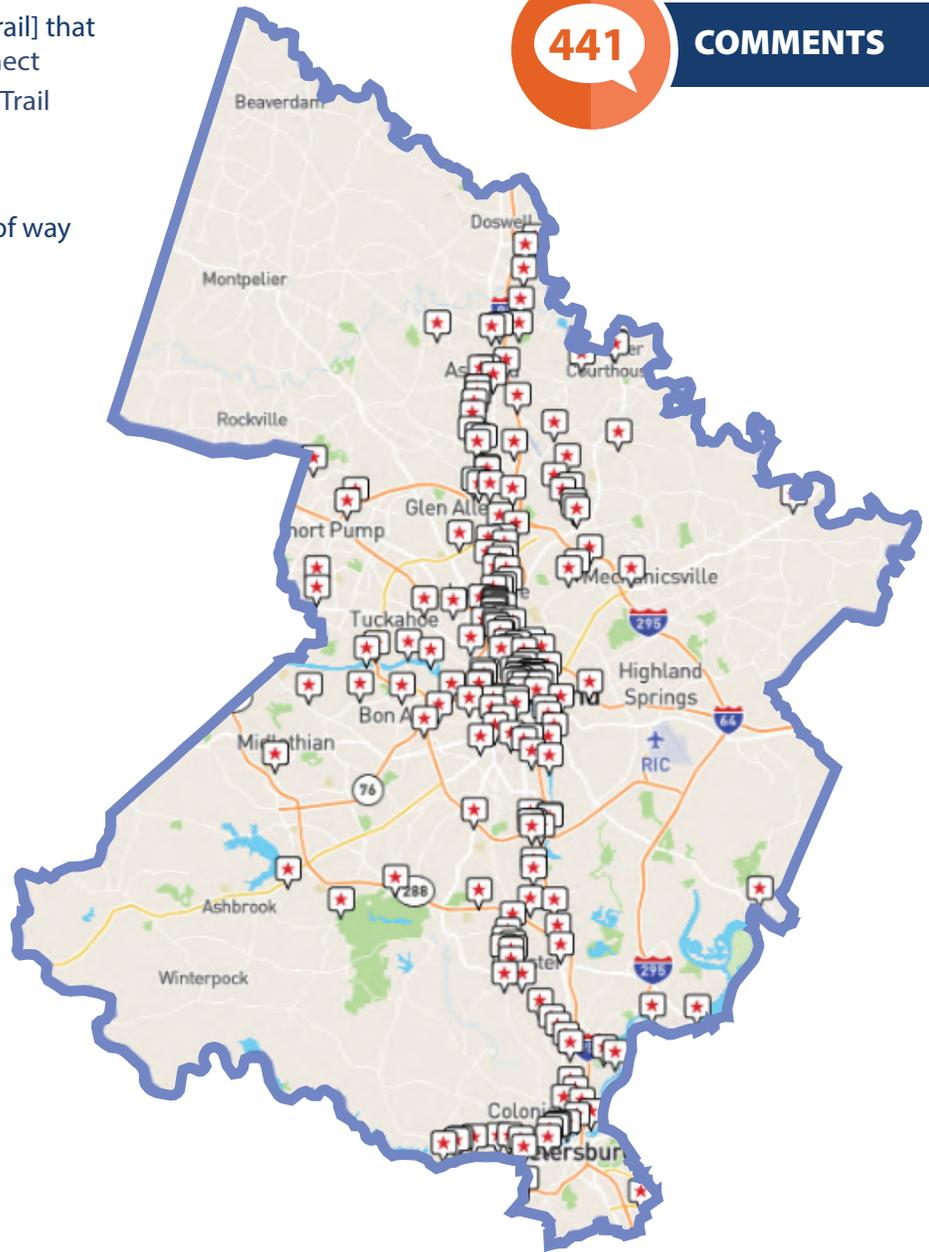


INTERACTIVE MAP

COMMENTS - TOP 10

441 COMMENTS

- 1** Riverside path [Lower Appomattox River Trail] that would make a great East-West axis to connect the Tri-Cities to the Ashland to Petersburg Trail
23 Comments **6 Likes**
- 2** Old S [Seaboard Coast Line] railroad right of way
18 Comments **3 Likes**
- 3** Continue the trail to Richmond
11 Comments **20 Likes**
- 4** Connect T. Tyler Potterfield Bridge to the James River Park
9 Comments **26 Likes**
- 5** Use Chesterfield County owned land to connect to Drewery's Bluff
9 Comments **18 Likes**
- 6** Add bike lanes to Route 1
9 Comments **11 Likes**
- 7** Use S-line [Seaboard Coast Line] from Chester to Colonial Heights to Virginia State University to Petersburg to Pamplin Park in Dinwiddie
9 Comments **4 Likes**
- 8** Route should follow Richmond-Ashland Trolley Line right of way
9 Comments **2 Likes**
- 9** Safer route through Chesterfield accommodating bicyclists and pedestrians
8 Comments **12 Likes**
- 10** Following the James River on the South Shore
8 Comments **5 Likes**



TOP 5 PUBLIC MEETING COMMENTS

- 1** Follow Upham Brook through Henrico
- 2** Continue outreach and engagement with this community for input
- 3** The trail should go through historically important parts of Richmond
- 4** Use Cannon Creek Greenway to connect to Belle Island and Canal Walk
- 5** Connect Old Manchester to historic Hull Street heading south





INTERACTIVE MAP

CONSTRAINT/BARRIER - TOP 10

1 Need a connection for a Riverside path [along Appomattox River] that would make a great East-West axis to connect the Tri-Cities to the Ashland-Petersburg Trail

31 Comments **6 Likes**

2 Connect the potential Trolley Line Trail to Brook Road bike lanes

17 Comments **23 Likes**

3 Bicycle infrastructure between Brook Road and the Cannon Creek Greenway

9 Comments **14 Likes**

4 Widening of Hermitage Road bike lanes

9 Comments **12 Likes**

5 Create safe crossing for pedestrians and cyclists on I-95 on-ramp [at Bryan Park and Hermitage Road]

9 Comments **7 Likes**

6 Extend Lombardy Street bike lane to Monument Avenue and a bike-walk street established south of Monument Avenue

8 Comments **19 Likes**

7 High traffic volumes and no shoulders on Woodman Road

8 Comments **16 Likes**

8 The Brook Road Bike Lanes should be great but they won't be an off-road facility

8 Comments **10 Likes**

9 Getting through Route 288/Route 1 interchange seems difficult

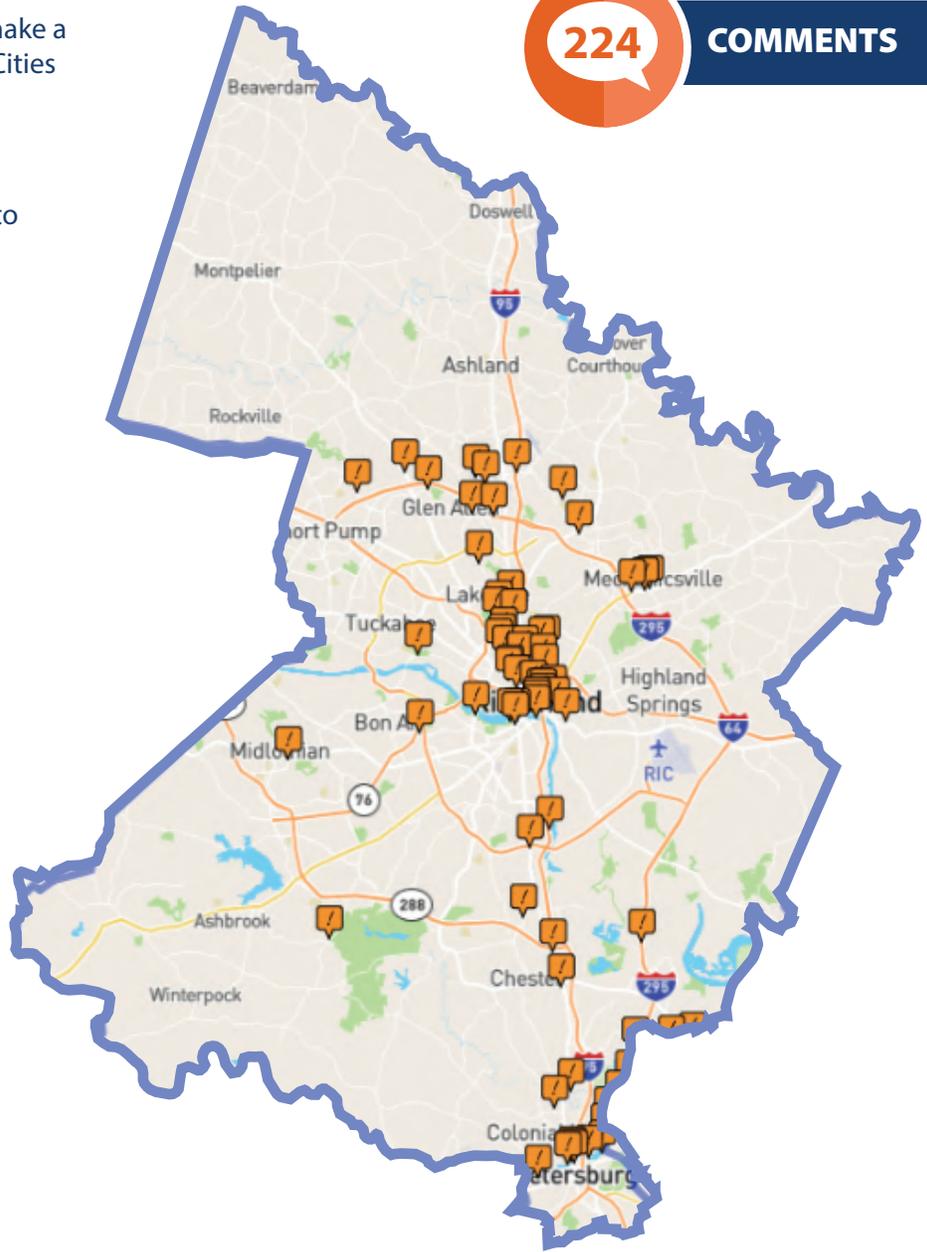
8 Comments **8 Likes**

10 Route 10/Route 1 intersection has heavy traffic volume

7 Comments **10 Likes**

224

COMMENTS



TOP PUBLIC MEETING COMMENT

1 Swamp is a barrier; need east/west connection in Hanover to connect to north/south portion of proposed trail



INTERACTIVE MAP

DESTINATION POINT - TOP 10

1 Pocahontas State Park
11 Comments **17 Likes**

2 Bryan Park
9 Comments **13 Likes**

3 Virginia Capital Trail
8 Comments **19 Likes**

4 Crossing the James River
8 Comments **16 Likes**

5 Crump Park
8 Comments **10 Likes**

6 Stratton Park
7 Comments **14 Likes**

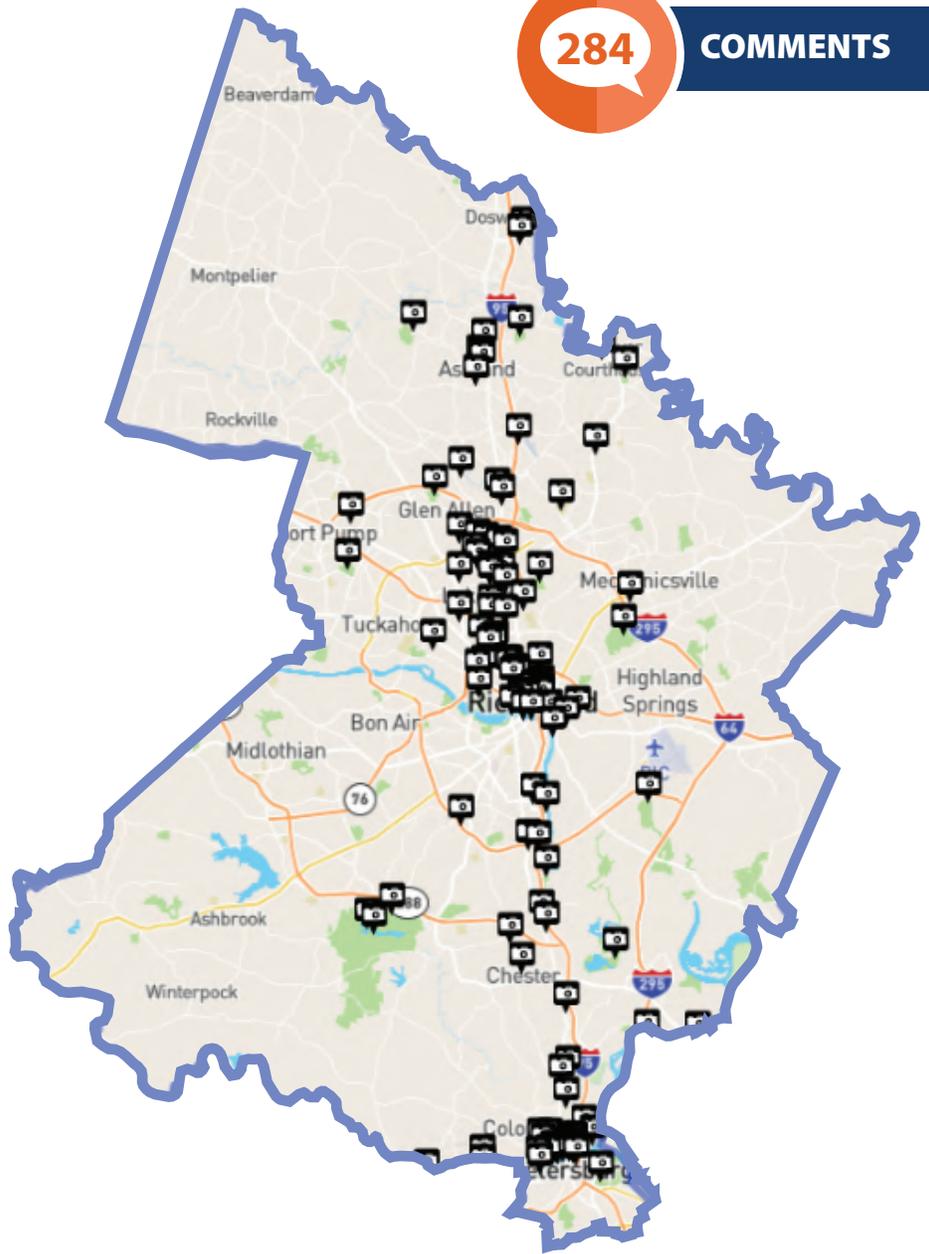
7 Carter Park
7 Comments **13 Likes**

8 Downtown Petersburg
7 Comments **7 Likes**

9 Deep Run Park
6 Comments **13 Likes**

10 Terminate [the trail] at the Trolley line from Richmond's historic termination point in downtown Ashland
6 Comments **9 Likes**

284 COMMENTS



TOP 5 PUBLIC MEETING COMMENTS

- 1** North 29th Street Greenway and Church Hill
- 2** VCU medical campus and J. Sargeant Reynolds Community College
- 3** Broad Street to Downtown Richmond from Short Pump
- 4** James River Conservation Area and Route 1
- 5** Virginia State University Patton Park

Appendix B: **PUBLIC COMMENT SUMMARY**

Appendix B-2: **September and October 2019 Public Comment Period
Summary**

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ASHLAND TO PETERSBURG TRAIL STUDY PUBLIC INFORMATION MEETING SUMMARY



SURVEY SUMMARY

From September 16 until October 11, 2019, the Virginia Department of Transportation conducted a public comment period on the preferred corridor for the Ashland to Petersburg Trail Study. Public information meetings were also held on September 30 and October 1, 2019. The purpose of the public outreach was to provide an overview of the study process to date, present the findings from the development and evaluation of multi-use trail corridor options, present the preferred multi-use trail corridor for the development of future active transportation projects, and solicit feedback on the study findings and recommendations. Comments were requested at the public meetings or could be submitted by mail or email. A survey and online interactive mapping was also available for the public to provide feedback on the preferred trail corridor. Both public meetings, survey, and online interactive mapping were advertised and posted to the project website and VDOT's social media accounts on Facebook and Twitter. The following information summarizes the public comments and survey responses received.

TOTAL SURVEYS

411

ONLINE SURVEYS

322

PUBLIC MEETING SURVEYS

89

**SEPTEMBER 30, 2019
PUBLIC MEETING**

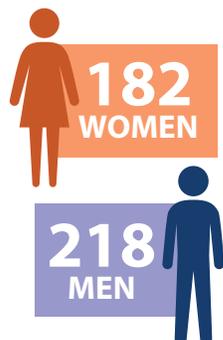
- 70 attendees
- 22 surveys completed

**OCTOBER 1, 2019
PUBLIC MEETING**

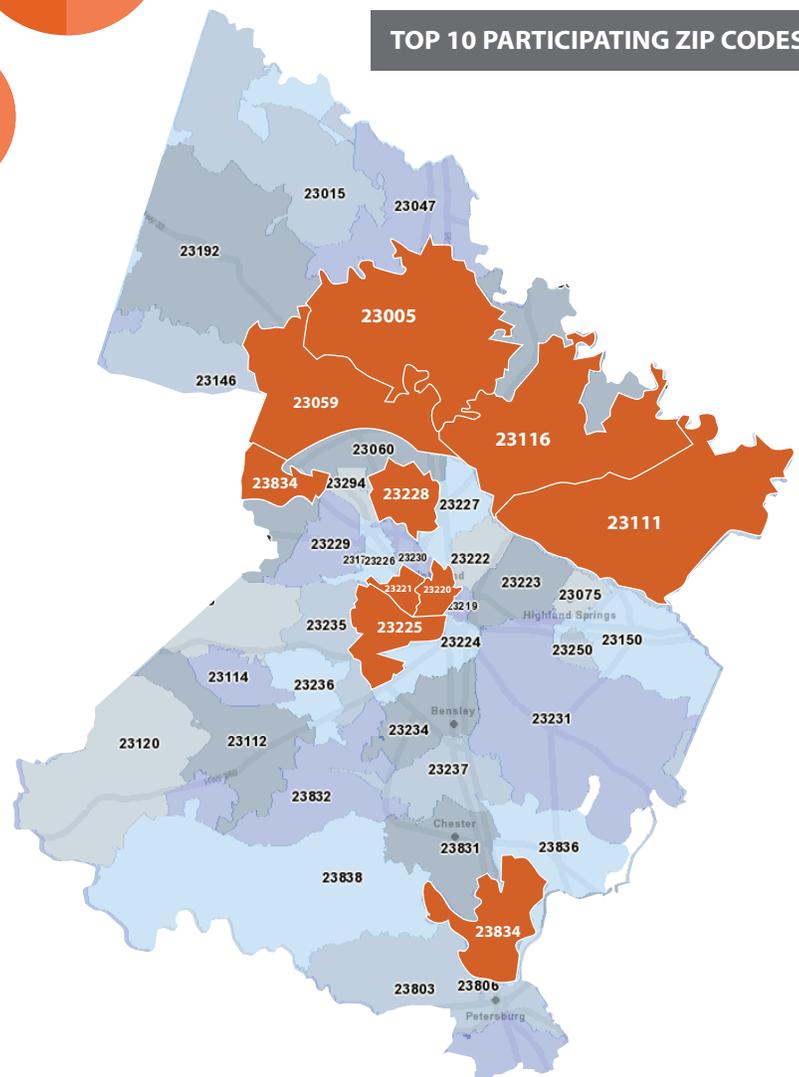
- 130 attendees
- 67 surveys completed

AGE AND GENDER

66 - Older	14%
56 - 65	29%
46 - 55	25%
36 - 45	15%
26 - 35	14%
22 - 25	2%
16 - 21	1%
Younger - 15	.25%



TOP 10 PARTICIPATING ZIP CODES



SURVEY SUMMARY

Do you have any comments about or input on the preferred multi-use trail corridor?

243 TOTAL COMMENTS

- * Excited for this trail to be built and in full support of this project
- * The preferred orange line corridor looks like the most feasible and cost effective
- * Consider going over the 9th Street / Manchester Bridge rather than the T. Potterfield Bridge

Do you think the preferred multi-use trail corridor addresses the following need elements?

996 TOTAL RESPONSES

* Provides a safe active transportation corridor through the Richmond Region:	94% YES 6% NO	315 Responses 21 Responses
* Provides connectivity for active transportation through the Richmond Region:	96% YES 4% NO	321 Responses 15 Responses
* Consistency with existing or planned local and regional active transportation plans:	94% YES 6% NO	305 Responses 19 Responses

Please provide any additional information that you believe will assist in advancing the study's next steps.

133 TOTAL COMMENTS

- * Important to have good trail signage and lighting for safety
- * The trail should be paved in all areas and if it must run along an existing road, have barriers in place
- * This trail will be great for our region and has a lot of support

* Reflects a summarized statement based on the most frequent themes from comments received.



ASHLAND TO PETERSBURG TRAIL STUDY PUBLIC INFORMATION MEETING SUMMARY

SURVEY SUMMARY

Do you think there are segments of the preferred trail corridor that would be beneficial to advance earliest? If so, where?

191

TOTAL COMMENTS

1 Begin construction in Ashland and work south towards Petersburg

82 Comments

- Ashland to Richmond
- Ashland to Glen Allen

2 Begin construction in Richmond and work outwards to Ashland or Petersburg

49 Comments

- Downtown Richmond
- Richmond to Ashland
- Richmond to Petersburg

3 Begin construction in Petersburg and work north towards Ashland

43 Comments

- Petersburg to Chesterfield County
- Petersburg to Colonial Heights
- Petersburg to Richmond

4 Connect to the Virginia Capital Trail

11 Comments

5 Begin construction in Ashland or Petersburg and work towards Richmond

6 Comments

- Petersburg to Ashland
- Ashland to Petersburg





ASHLAND TO PETERSBURG TRAIL STUDY PUBLIC INFORMATION MEETING SUMMARY



INTERACTIVE MAP SUMMARY PREFERRED CORRIDOR COMMENTS - TOP 10

- 1** Connect the trail with additional side streets to provide more outlets for use
16 Comments
- 2** Avoid the high traffic and safety concerns of Route 1 and use existing trolley right of way through Belmont Golf Course
10 Comments
- 3** Extend the Appomattox River Trail to connect with Old Town Petersburg
9 Comments
- 4** Steep incline at Brown's Island Way will discourage pedestrians and cyclists
8 Comments
- 5** Route 145 (Chester Road) is a safer and more preferred alternative than Route 1
7 Comments
- 6** Concern with over crowding on the T. Tyler Potterfield Memorial Bridge
6 Comments
- 7** Preferred crossing over the Manchester Bridge
6 Comments
- 8** Continue the trail through properties at the intersection of Route 625 and Kelmarbi Road
6 Comments
- 9** Relocate the northern terminus further north near Downtown Ashland
6 Comments
- 10** Avoid Villa Park Drive and use existing trolley right of way
5 Comments



284 TOTAL MAPPING COMMENTS

