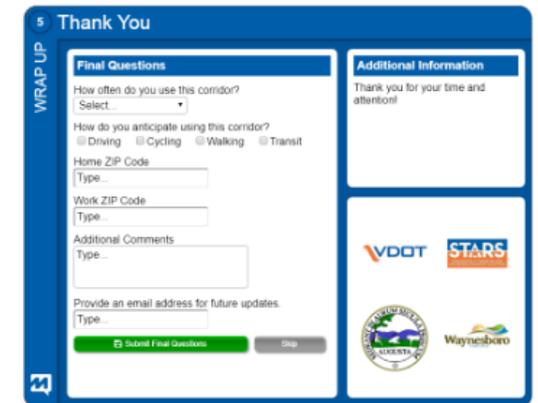
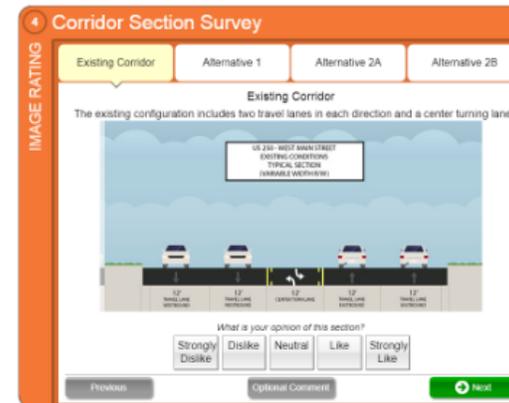
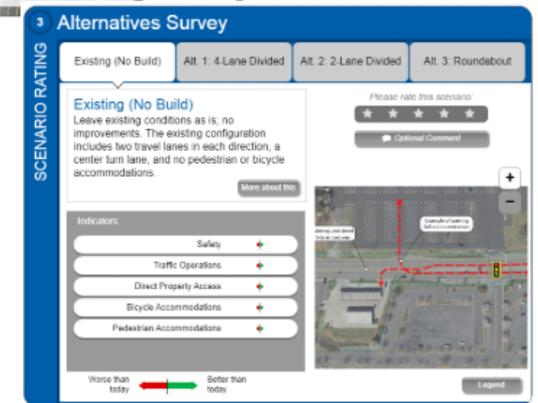
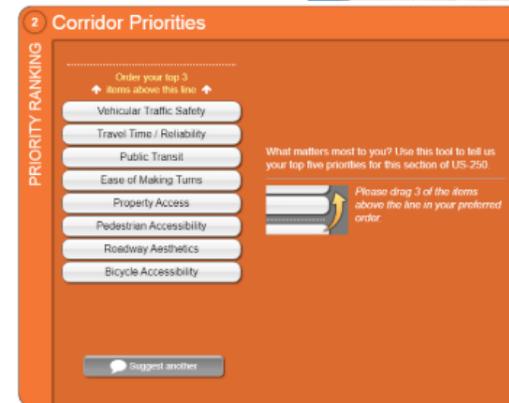


US-250 STARS Corridor Study Online Survey Results Summary



Agenda

- Introduction
- Survey Analysis
 - Corridor Priorities
 - Alternatives Survey
 - Corridor Section Survey
 - Usage & Respondent Info
- Key Takeaways

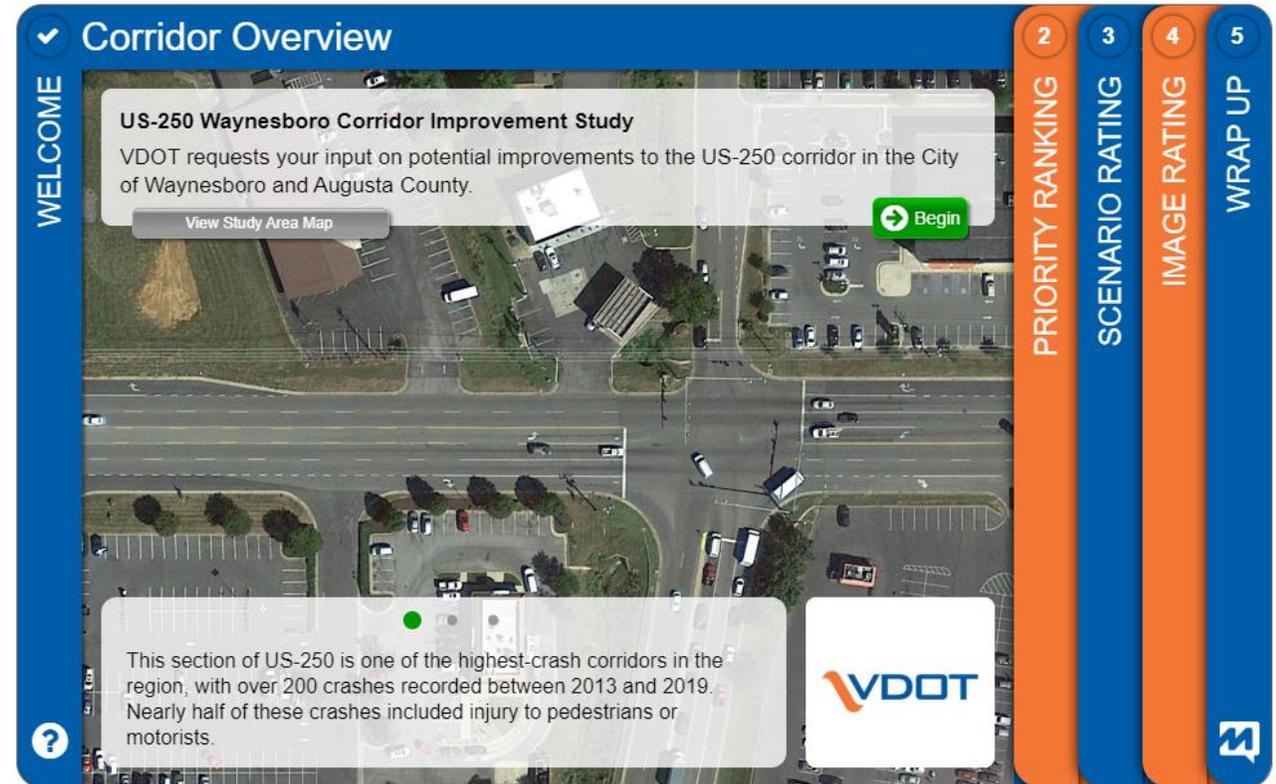


Introduction

- Study Area: US-250 (W. Main Street) from Old White Bridge Rd. to Hopeman Pkwy.
- Online survey available from January 21 to February 3, 2020

942
completed
surveys

449
additional
comments



Survey Analysis: Corridor Properties



2

Corridor Priorities

What to do

Next Task

3

4

5

WELCOME

PRIORITY RANKING

SCENARIO RATING

IMAGE RATING

WRAP UP

Order your top 3 items above this line

- Vehicular Traffic Safety
- Bicycle Accessibility
- Roadway Aesthetics
- Travel Time / Reliability
- Ease of Making Turns
- Public Transit
- Pedestrian Accessibility
- Property Access

What matters most to you? Use this tool to tell us your top five priorities for this section of US-250.

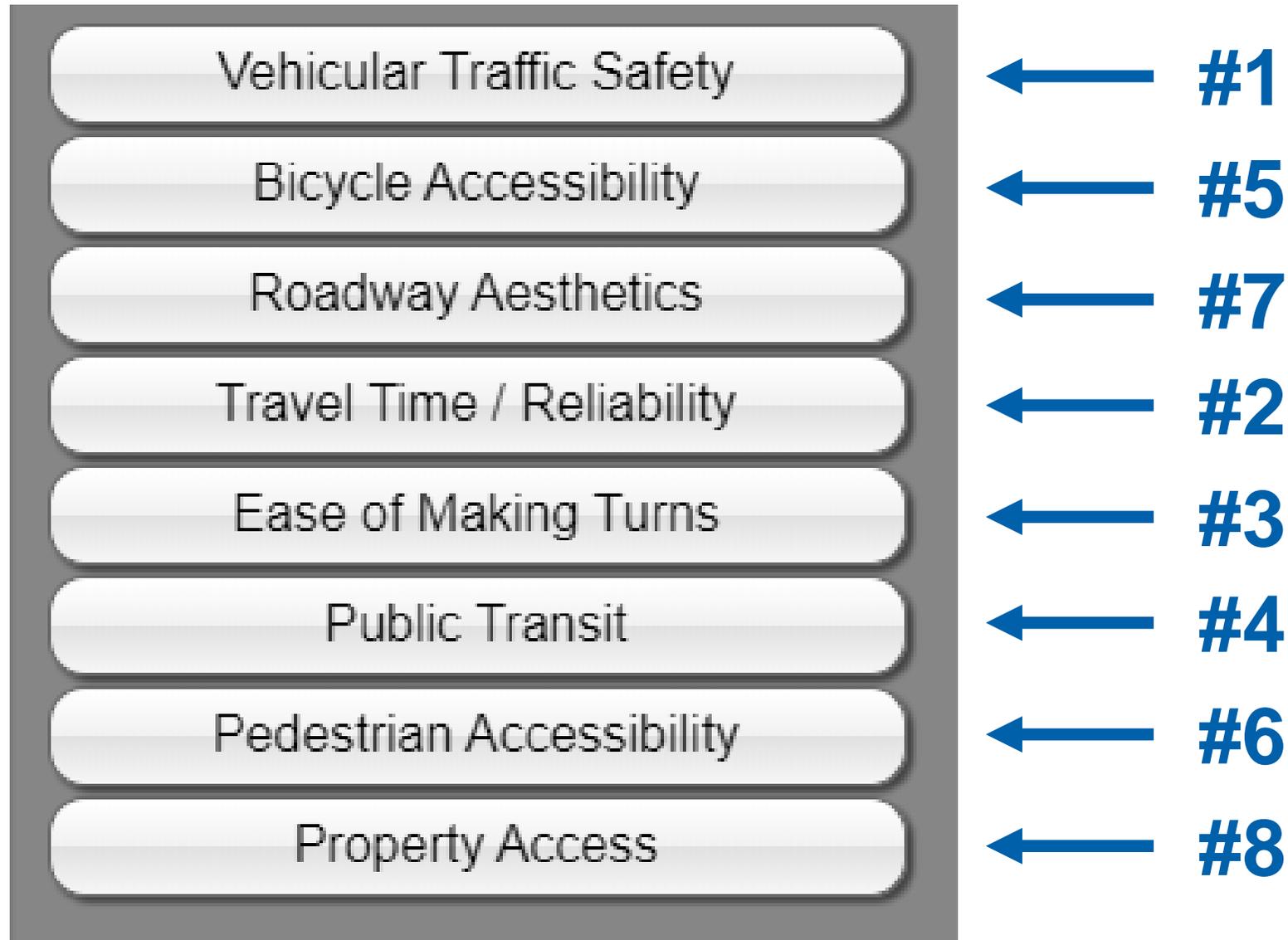


Please drag 3 of the items above the line in your preferred order.

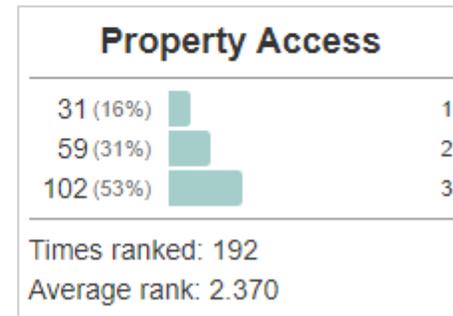
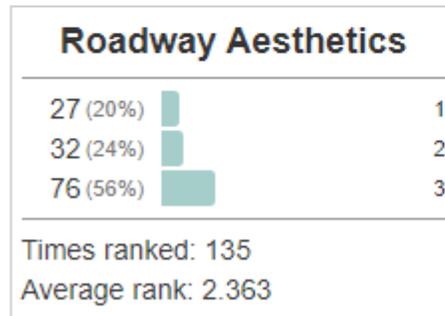
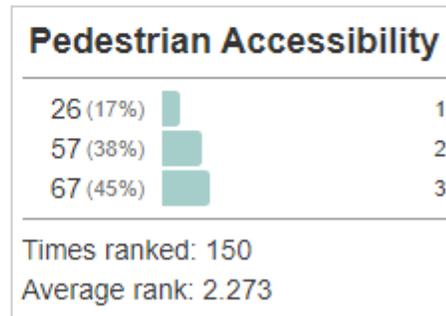
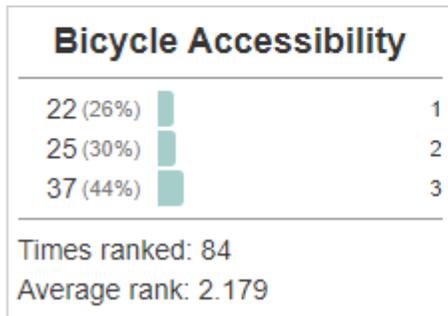
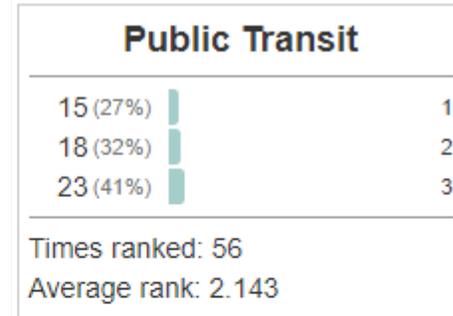
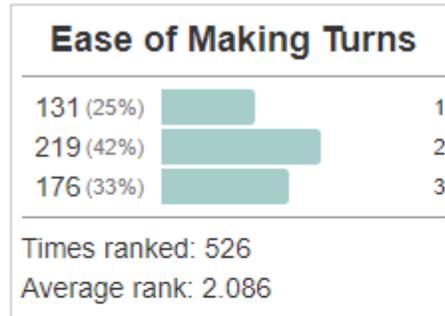
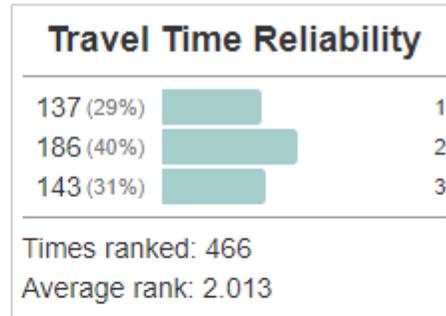
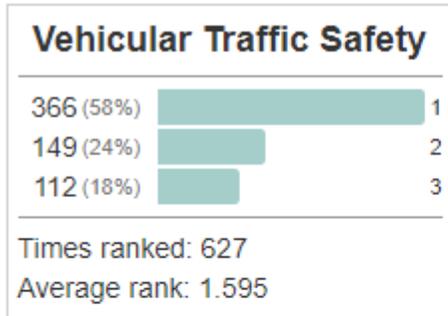
Suggest another



By Ranking Average



No. of Times Ranked in Top 3



Survey Analysis: Alternatives Survey

1
Alternatives Survey
What to do
Next Task

WELCOME

2

3

4

5

Existing (No Build)

Alt. 1: 4-Lane Divided

Alt. 2: 2-Lane Divided

Alt. 3: Roundabout

Existing (No Build)

Leave existing conditions as is; no improvements. The existing configuration includes two travel lanes in each direction, a center turn lane, and no pedestrian or bicycle accommodations.

More about this

Please rate this scenario:

★ ★ ★ ★ ★

Optional Comment

Indicators:

Safety	◀▶
Traffic Operations	◀▶
Direct Property Access	◀▶
Bicycle Accommodations	◀▶
Pedestrian Accommodations	◀▶

Worse than today
←
→
Better than today

WELCOME

2

3

4

5

WELCOME

2

3

4

5

WELCOME

2

3

4

5

Alternatives Survey

Existing (No Build)

Alt. 1: 4-Lane Divided

Alt. 2: 2-Lane Divided

Alt. 3: Roundabout

Alt. 1: 4-Lane Divided

Alternative 1 incorporates a raised median between Low Dewitt Blvd. and Hopeman Pkwy., corridor-wide signal efficiency upgrades, and pedestrian accommodations, including sidewalk to the south side.

More about this

Indicators:

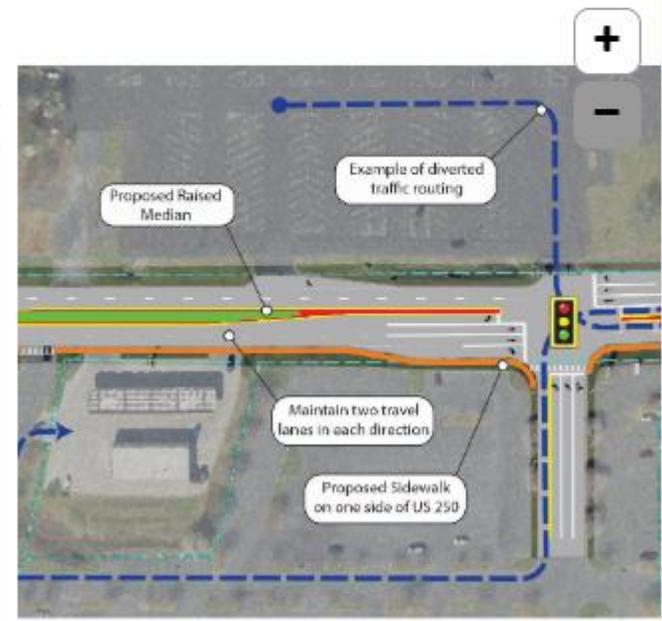


Worse than today ← | → Better than today

Please rate this scenario:



Optional Comment



Legend



Alternatives Survey

Existing (No Build)

Alt. 1: 4-Lane Divided

Alt. 2: 2-Lane Divided

Alt. 3: Roundabout

Alt. 2: 2-Lane Divided

Alternative 2 includes all of the upgrades made in Alt. 1 while also reducing the number of through lanes in each direction from two to one, allowing for bike lanes and sidewalk in each direction.

More about this

Indicators:

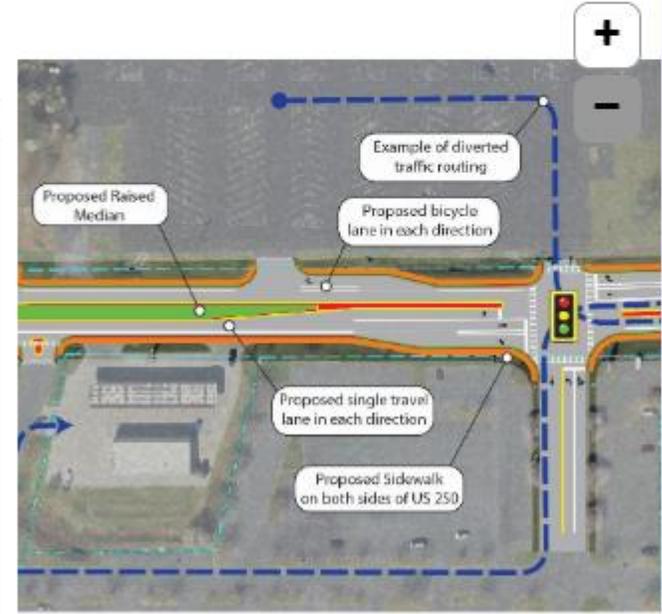


Worse than today ← | → Better than today

Please rate this scenario:



Optional Comment



Legend



Alternatives Survey

Existing (No Build)

Alt. 1: 4-Lane Divided

Alt. 2: 2-Lane Divided

Alt. 3: Roundabout

Alt. 3: Roundabout

Alternative 3 places a multi-lane roundabout at the intersection of US-250 and Lew Dewitt Boulevard and adds a sidewalk to the south. (This can be utilized with Alt. 1, with Alt. 2, or on its own.)

More about this

Indicators:



Worse than today ← → Better than today

Please rate this scenario:



Optional Comment



Alternatives Survey

Existing (No Build) Alt. 1: 4-Lane Divided Alt. 2: 2-Lane Divided Alt. 3: Roundabout

Please rate this scenario:

Existing (No Build)
 Leave existing conditions as is; no improvements. The existing configuration includes two travel lanes in each direction, a center turn lane, and no pedestrian or bicycle accommodation.

Optional Comment

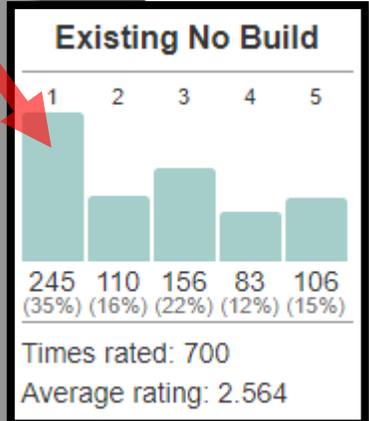
Indicators:

- Safety
- Traffic Operations
- Direct Property Access
- Bicycle Accommodations
- Pedestrian Accommodations

Worse than today Better than today

Legend

2.566



Alternatives Survey

Existing (No Build) | **Alt. 1: 4-Lane Divided** | Alt. 2: 2-Lane Divided | Alt. 3: Roundabout

Alt. 1: 4-Lane Divided
 Alternative 1 incorporates a raised median between Low Dewitt Blvd. and Hopeman Pkwy., corridor-wide signal efficiency upgrades, and pedestrian accommodations, including sidewalk to the south side.

Please rate this scenario:
 ★ ★ ★ ★ ★
 Optional Comment

Indicators:

- Safety
- Traffic Operations
- Direct Property Access
- Bicycle Accommodations
- Pedestrian Accommodations

Worse than today | Better than today

More about this

Proposed Raised Median

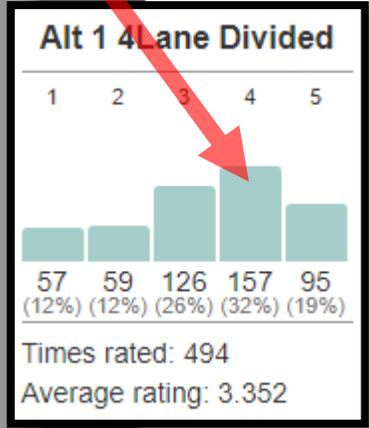
Example of diverted traffic routing

Maintain two travel lanes in each direction

Proposed Sidewalk on one side of US 250

Legend

3.35



Alternatives Survey

Existing (No Build) Alt. 1: 4-Lane Divided Alt. 2: 2-Lane Divided Alt. 3: Roundabout

Alt. 2: 2-Lane Divided

Alternative 2 includes all of the upgrades made in Alt. 1 while also reducing the number of through lanes in each direction from two to one, allowing for bike lanes and sidewalk in each direction.

Please rate this scenario:

Optional Comment

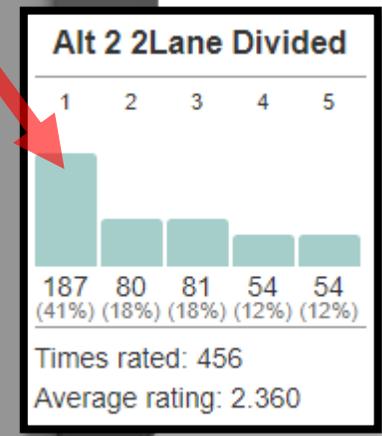
Indicators:

- Safety
- Traffic Operations
- Direct Property Access
- Bicycle Accommodations
- Pedestrian Accommodations

Worse than today Better than today

Legend

2.36



Alternatives Survey

Existing (No Build) Alt. 1: 4-Lane Divided Alt. 2: 2-Lane Divided Alt. 3: Roundabout

Alt. 3: Roundabout

Alternative 3 places a multi-lane roundabout at the intersection of US-250 and Low Dewitt Boulevard and adds a sidewalk to the south. (This can be utilized with Alt. 1, with Alt. 2, or on its own.)

Please rate this scenario:

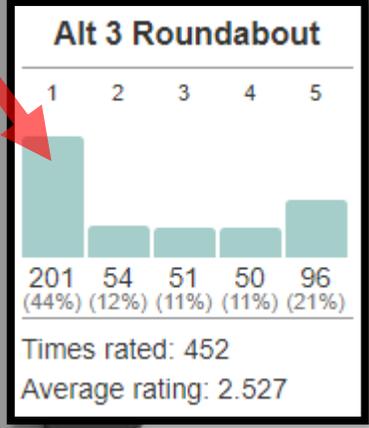
Optional Comment

Indicators:

- Safety
- Traffic Operations
- Direct Property Access
- Bicycle Accommodations
- Pedestrian Accommodations

Worse than today Better than today

2.52



3.35

#1: Alt. 1: 4-Lane Divided

2.56

#2: Existing Corridor

2.52

#3: Roundabout

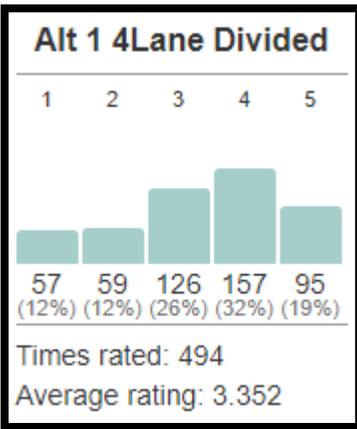
2.36

#4: 2-Lane Divided (Road Diet)



3.35

Alt. 1: 4-Lane Divided



Survey comments in favor:

- *“If U-turns are legal at all nearby stop lights to ensure drivers can enter any business etc. on either side of the road, this seems like a good option.”*
- *“Reasonable changes, but make sure to allow enough opportunities to access businesses and properties.”*
- *“I like this idea about as much as the no build scenario. Although it is a bit of an inconvenience, after implementation, folks will get accustomed to the new pattern.”*
- *“That would be a major improvement. Accidents waiting to happen would be greatly reduced!”*

Survey comments in opposition:

- *“So pedestrians are only allowed on one side of the street? There's only one crosswalk and no access for pedestrians to businesses on the other side other street.”*
- *“Raised median will promote panhandlers.”*

Survey Analysis: Corridor Section Survey



WELCOME



2

PRIORITY RANKING

3

SCENARIO RATING

4

IMAGE RATING

Corridor Section Survey

What to do

Next Task

5

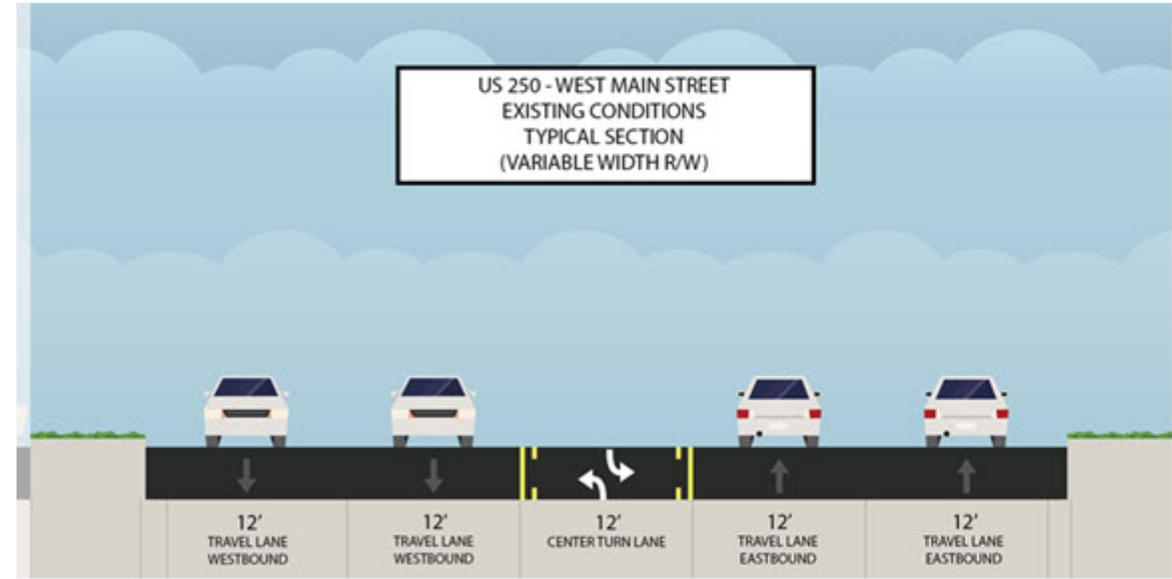
WRAP UP



- Existing Corridor
- Alternative 1
- Alternative 2A
- Alternative 2B

Existing Corridor

The existing configuration includes two travel lanes in each direction and a center turning lane.



What is your opinion of this section?

- Strongly Dislike
- Dislike
- Neutral
- Like
- Strongly Like

Previous

Optional Comment

Next



WELCOME



2

PRIORITY RANKING

3

SCENARIO RATING

4

IMAGE RATING

Corridor Section Survey

What to do

Next Task

5

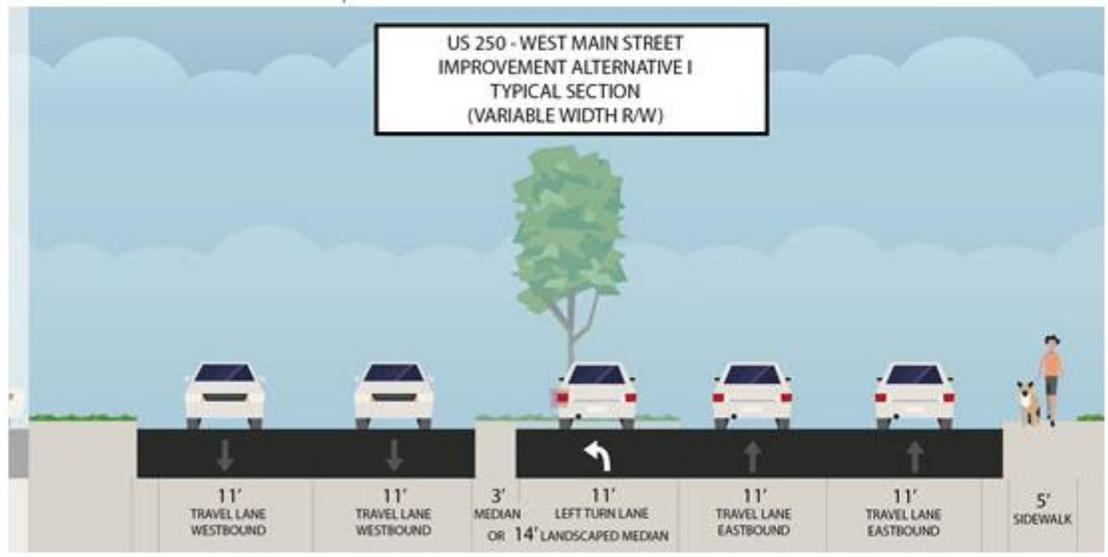
WRAP UP



- Existing Corridor
- Alternative 1**
- Alternative 2A
- Alternative 2B

Alternative 1

Alternative 1 includes **two** travel lanes in each direction, a center raised median, turn lanes at intersections, and a sidewalk to the south side of US-250.



What is your opinion of this section?

- Strongly Dislike
- Dislike
- Neutral
- Like
- Strongly Like

Previous

Optional Comment

Next



WELCOME



2

PRIORITY RANKING

3

SCENARIO RATING

4

IMAGE RATING

Corridor Section Survey

What to do

Next Task

5

WRAP UP



- Existing Corridor
- Alternative 1
- Alternative 2A**
- Alternative 2B

Alternative 2A

Alternative 2A includes **one** travel lane in each direction, a center raised median, bike lanes in each direction, turn lanes at intersections, and sidewalk to the north and south sides of US-250.



What is your opinion of this section?

- Strongly Dislike
- Dislike
- Neutral
- Like
- Strongly Like

Previous

Optional Comment

Next



Corridor Section Survey

What to do Next Task

Existing Corridor Alternative 1 Alternative 2A **Alternative 2B**

Alternative 2B

Alternative 2B is the same as Alternative 2A, except the bike lanes are removed and the sidewalk on the south side of US-250 is converted to a 10' shared use path.

US 250 - WEST MAIN STREET
IMPROVEMENT ALTERNATIVE II (ROAD DIET)
TYPICAL SECTION
(VARIABLE WIDTH R/W)

5' SIDEWALK 4' BIKE LANE 12' TRAVEL LANE WESTBOUND 16' LANDSCAPED MEDIAN OR 12' LEFT TURN LANE WITH MEDIAN 12' TRAVEL LANE EASTBOUND 4' BIKE LANE 5' SIDEWALK

What is your opinion of this section?

Strongly Dislike Dislike Neutral Like Strongly Like

Previous Optional Comment Next

WELCOME 2 PRIORITY RANKING 3 SCENARIO RATING 4 IMAGE RATING 5 WRAP UP

Corridor Section Survey

Existing Corridor Alternative 1 Alternative 2A Alternative 2B

Existing Corridor

The existing configuration includes two travel lanes in each direction and a center turning lane.

US 250 - WEST MAIN STREET
EXISTING CONDITIONS
TYPICAL SECTION
(VARIABLE WIDTH R/W)

12' TRAVEL LANE WESTBOUND 12' TRAVEL LANE WESTBOUND 12' CENTER TURN LANE 12' TRAVEL LANE EASTBOUND 12' TRAVEL LANE EASTBOUND

What is your opinion of this section?

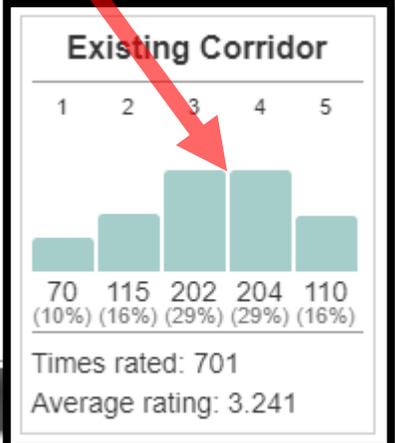
Strongly Dislike Dislike Neutral Like Strongly Like

Previous Optional Comment Next

WELCOME 2 PRIORITY RANKING 3 SCENARIO RATING 4 IMAGE RATING 5 WRAP UP

? What to do Next Task

3.24



Corridor Section Survey

WELCOME | 2 PRIORITY RANKING | 3 SCENARIO RATING | 4 IMAGE RATING | 5 WRAP UP

Existing Corridor | Alternative 1 | Alternative 2A | Alternative 2B

Alternative 1

Alternative 1 includes two travel lanes in each direction, a center raised median, turn lanes at intersections, and a sidewalk to the side of US 250.

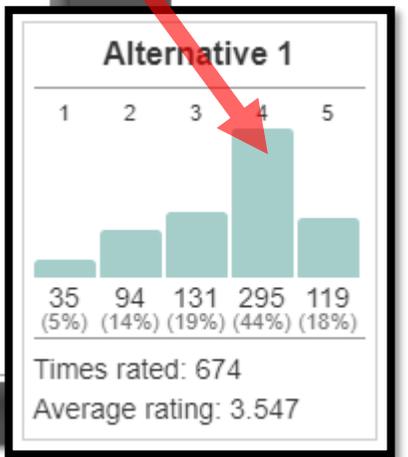
US 250 - WEST MAIN STREET IMPROVEMENT ALTERNATIVE 1 TYPICAL SECTION (VARIABLE WIDTH)

What is your opinion of this section?

Strongly Dislike | Dislike | Neutral | Like | Strongly Like

Previous | Optional Comment | Next

3.55



Corridor Section Survey

WELCOME | 2 PRIORITY RANKING | 3 SCENARIO RATING | 4 IMAGE RATING | 5 WRAP UP

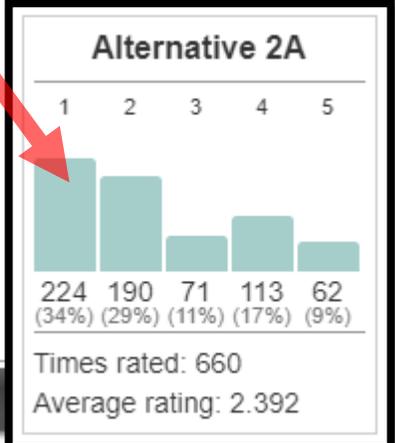
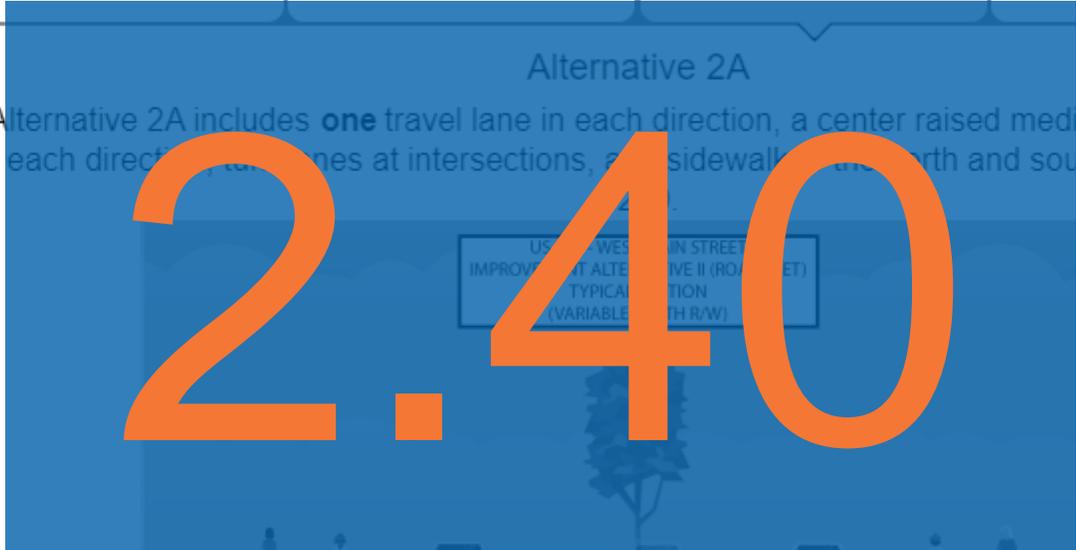
Existing Corridor | Alternative 1 | **Alternative 2A** | Alternative 2B

Alternative 2A includes **one** travel lane in each direction, a center raised median, bike lanes in each direction, turn lanes at intersections, sidewalks on the north and south sides of US-

What is your opinion of this section?

Strongly Dislike | Dislike | Neutral | Like | Strongly Like

Previous | Optional Comment | Next



Corridor Section Survey

WELCOME | 2 PRIORITY RANKING | 3 SCENARIO RATING | 4 IMAGE RATING | 5 WRAP UP

Existing Corridor | Alternative 1 | Alternative 2A | Alternative 2B

Alternative 2B

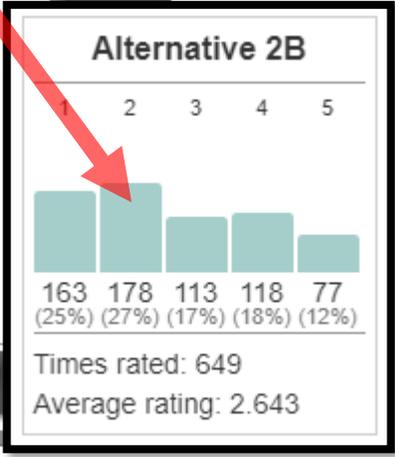
Alternative 2B is the same as Alternative 2A, except the bike lanes are removed and the sidewalk on the south side of US-28 is converted to a 10-foot shared use path.

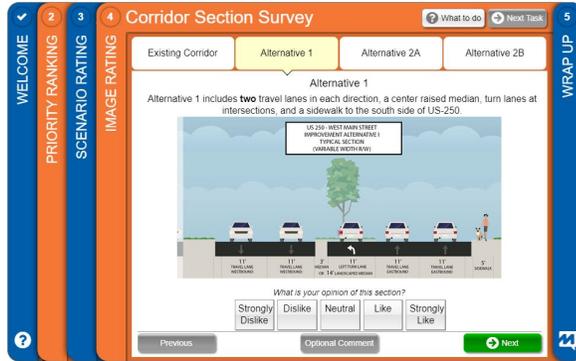
What is your opinion of this section?

Strongly Dislike | Dislike | Neutral | Like | Strongly Like

Previous | Optional Comment | Next

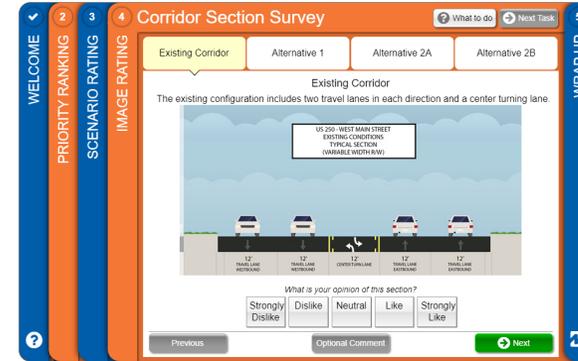
2.64





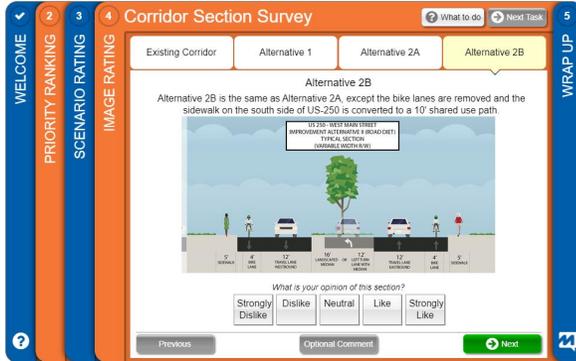
3.55

#1: Alt. 1 (4 Lane Divided)



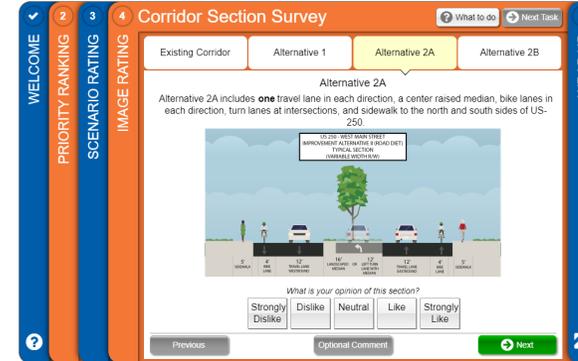
3.24

#2: Existing Corridor



2.64

#3: Alternative 2B
(Road Diet & Shared Use Path)

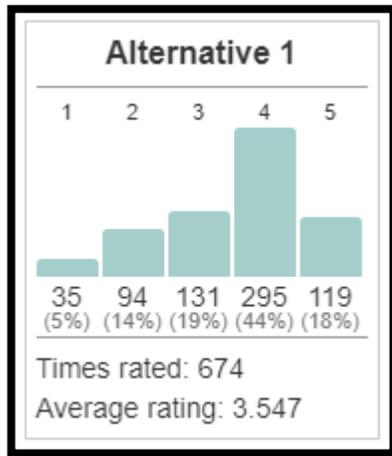


2.39

#4: Alternative 2A
(Road Diet & Bike Lanes/Sidewalks)

Alternative 1

- Survey comments in favor:**
- “I think this would work well. The loss of access would be a pain at first, but folks would get used to it soon enough.”
 - “The middle turn lane is extremely dangerous to everyone.”
 - “I like having two travel lanes on each side. The middle turn lane is the problem.”
 - “Yuck! Too many vehicles, especially during the afternoon rush. Please oh please don't reduce through capacity.”
 - “In forty years of traveling, shopping, working and driving through this section of town there is just not a case for pedestrian traffic.”



- Survey comments in opposition:**
- “Of the alternative options this probably makes the most sense but I don't like the decrease in accessibility to properties.”
 - “Madison Heights heading in and out of Lynchburg has a version of this and it works and stinks at the same time. Great for through traffic but not great for local traffic.”

Survey Analysis: Usage & Respondent Info

1

2

3

4

5

Thank You

? What to do

WELCOME

PRIORITY RANKING

SCENARIO RATING

IMAGE RATING

WRAP UP

Final Questions

How often do you use this corridor?

How do you anticipate using this corridor?
 Driving Cycling Walking Transit

Home ZIP Code

Work ZIP Code

Additional Comments

Provide an email address for future updates.

Submit Final Questions

Skip

Additional Information

Thank you for your time and attention!









1 WELCOME 2 PRIORITY RANKING 3 SCENARIO RATING 4 IMAGE RATING 5 Thank You What to do

Final Questions

How often do you use this corridor?
Select...

How do you anticipate using this corridor?
 Driving Cycling Walking Transit

Home ZIP Code
Type...

Work ZIP Code
Type...

Additional Comments
Type...

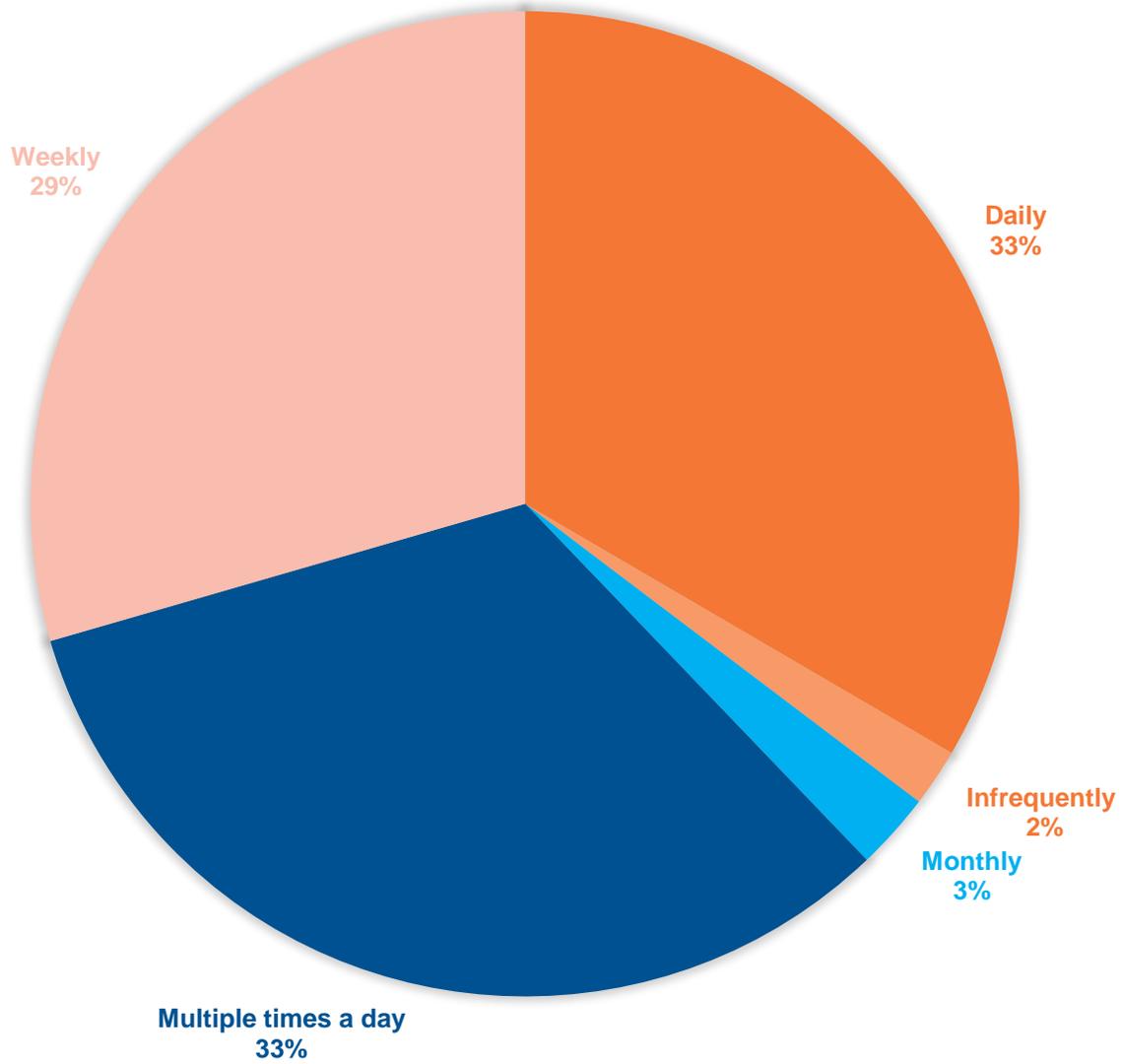
Provide an email address for future updates.
Type...

Additional Information

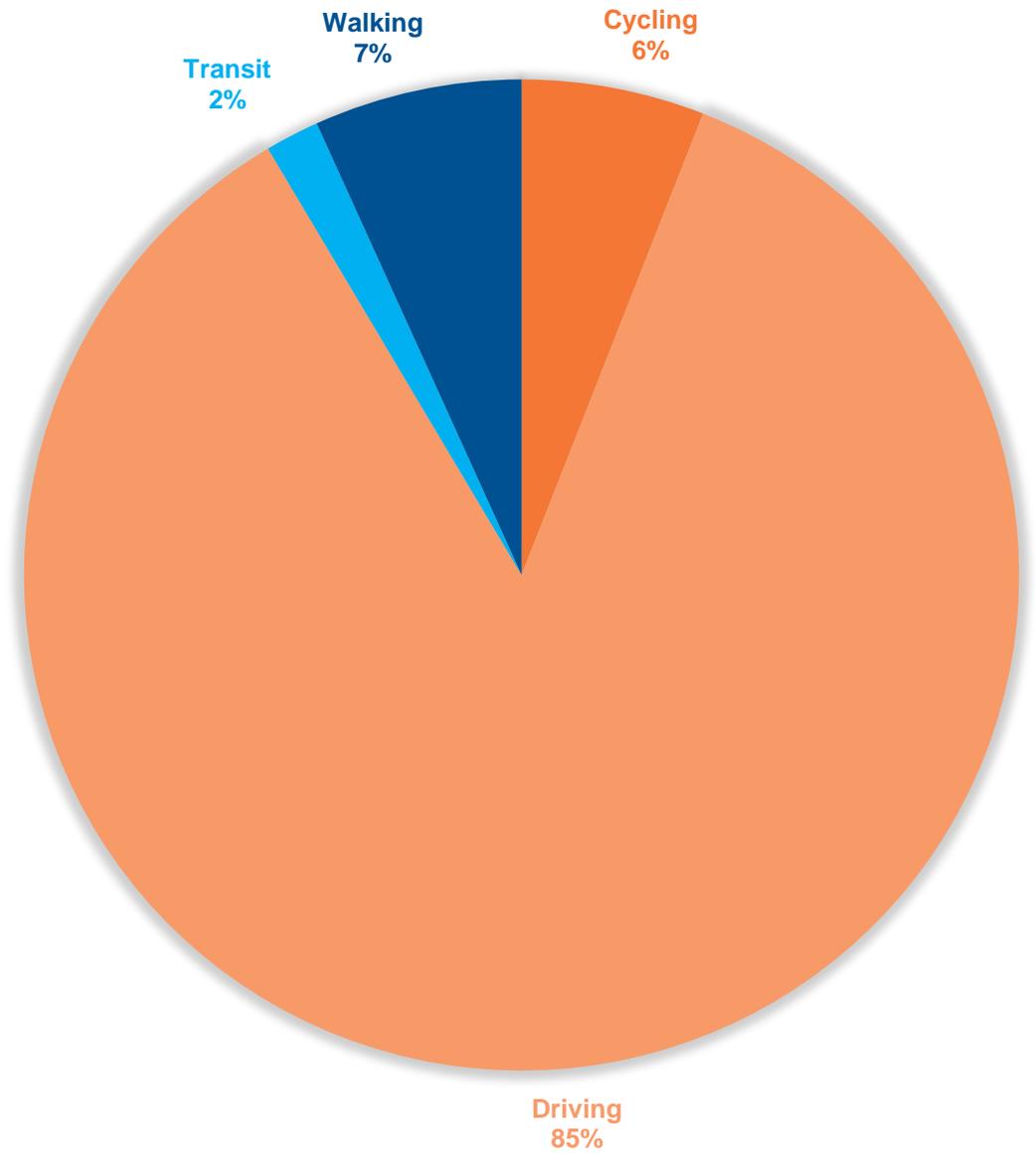
Thank you for your time and attention!

HOW OFTEN DO YOU USE THIS CORRIDOR?



HOW DO YOU ANTICIPATE USING THIS CORRIDOR?



1 WELCOME 2 PRIORITY RANKING 3 SCENARIO RATING 4 IMAGE RATING 5 Thank You What to do

Final Questions

How often do you use this corridor?

How do you anticipate using this corridor?
 Driving Cycling Walking Transit

Home ZIP Code

Work ZIP Code

Additional Comments

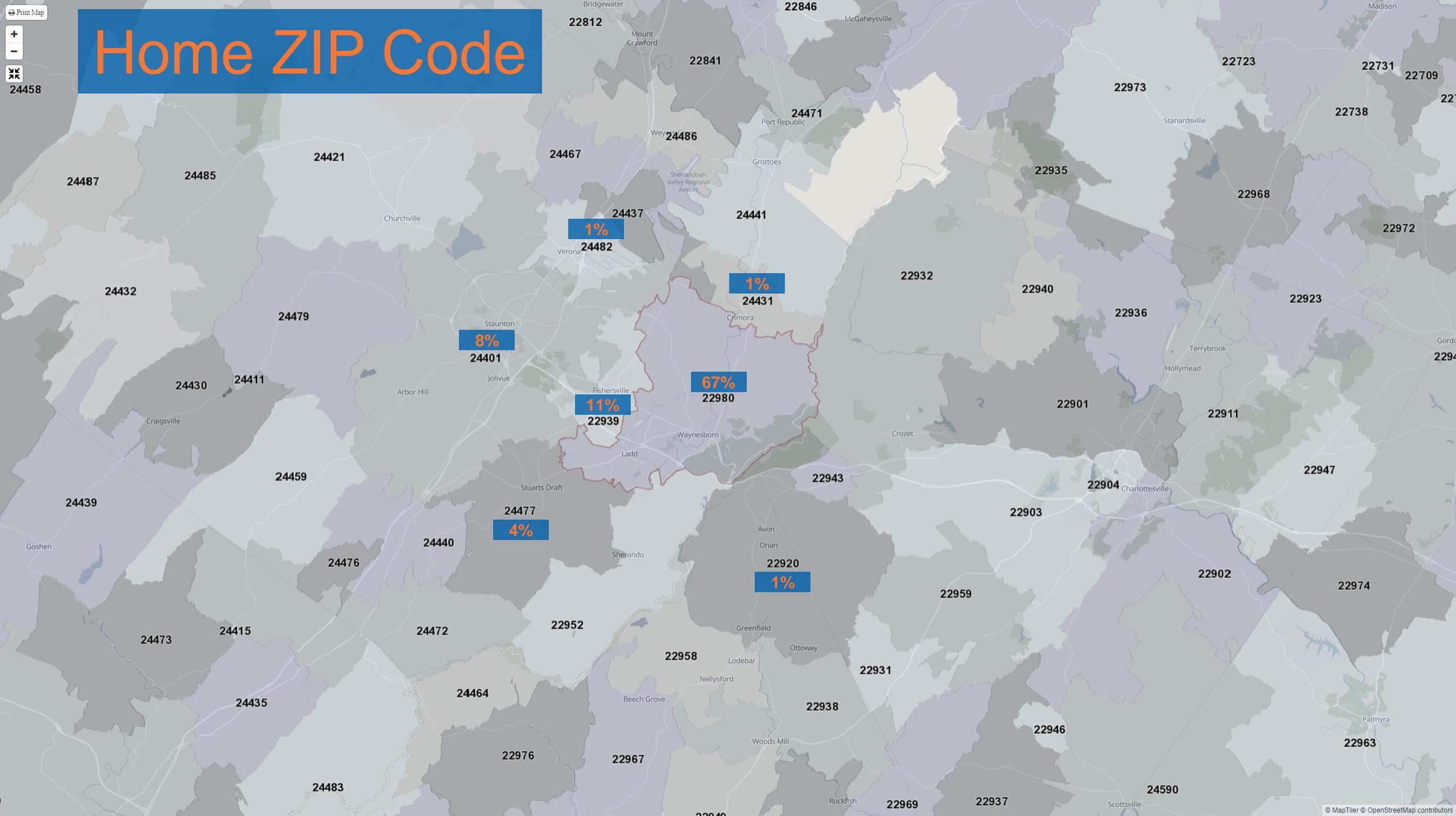
Provide an email address for future updates.

Additional Information

Thank you for your time and attention!

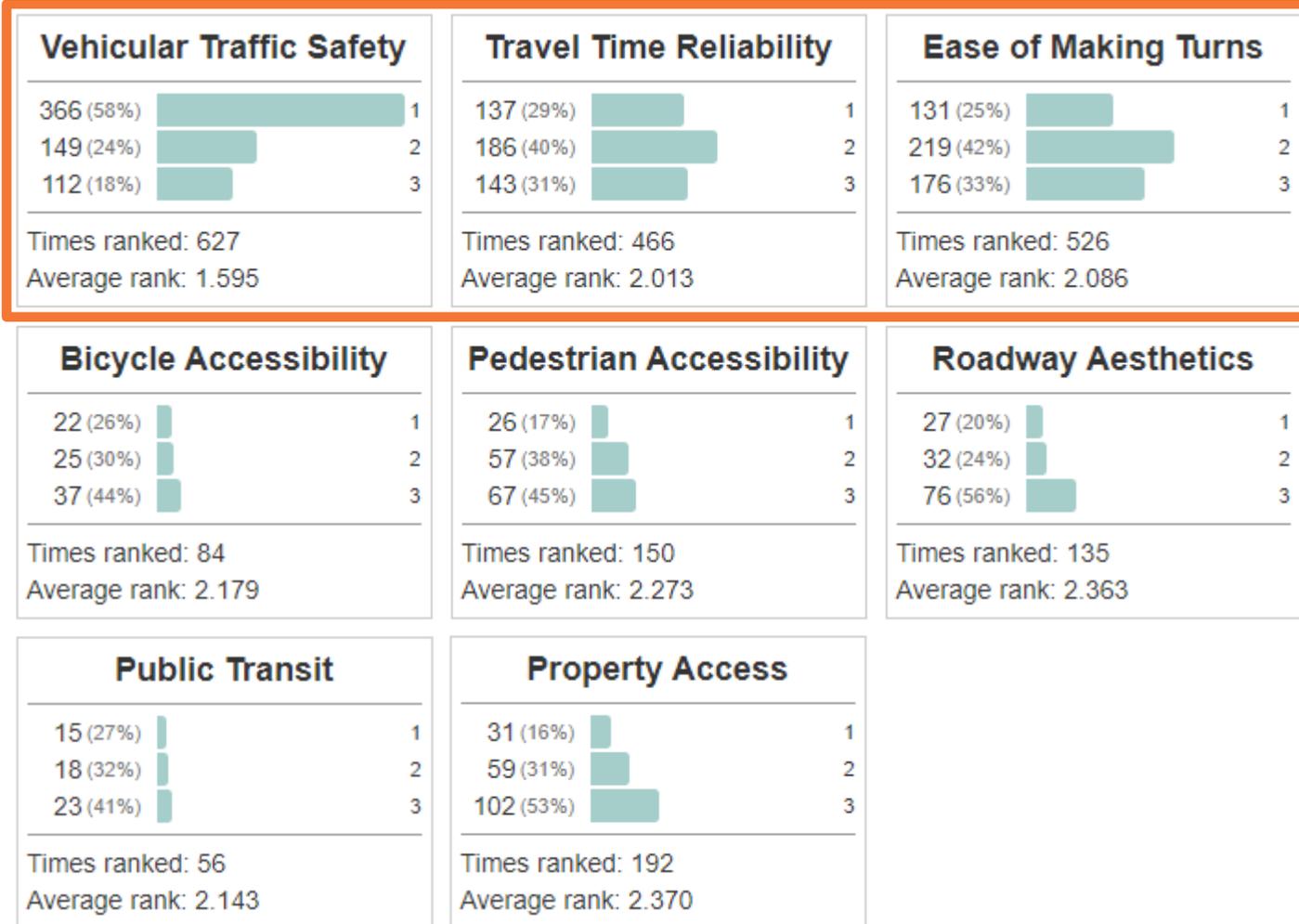
 
 

Home ZIP Code



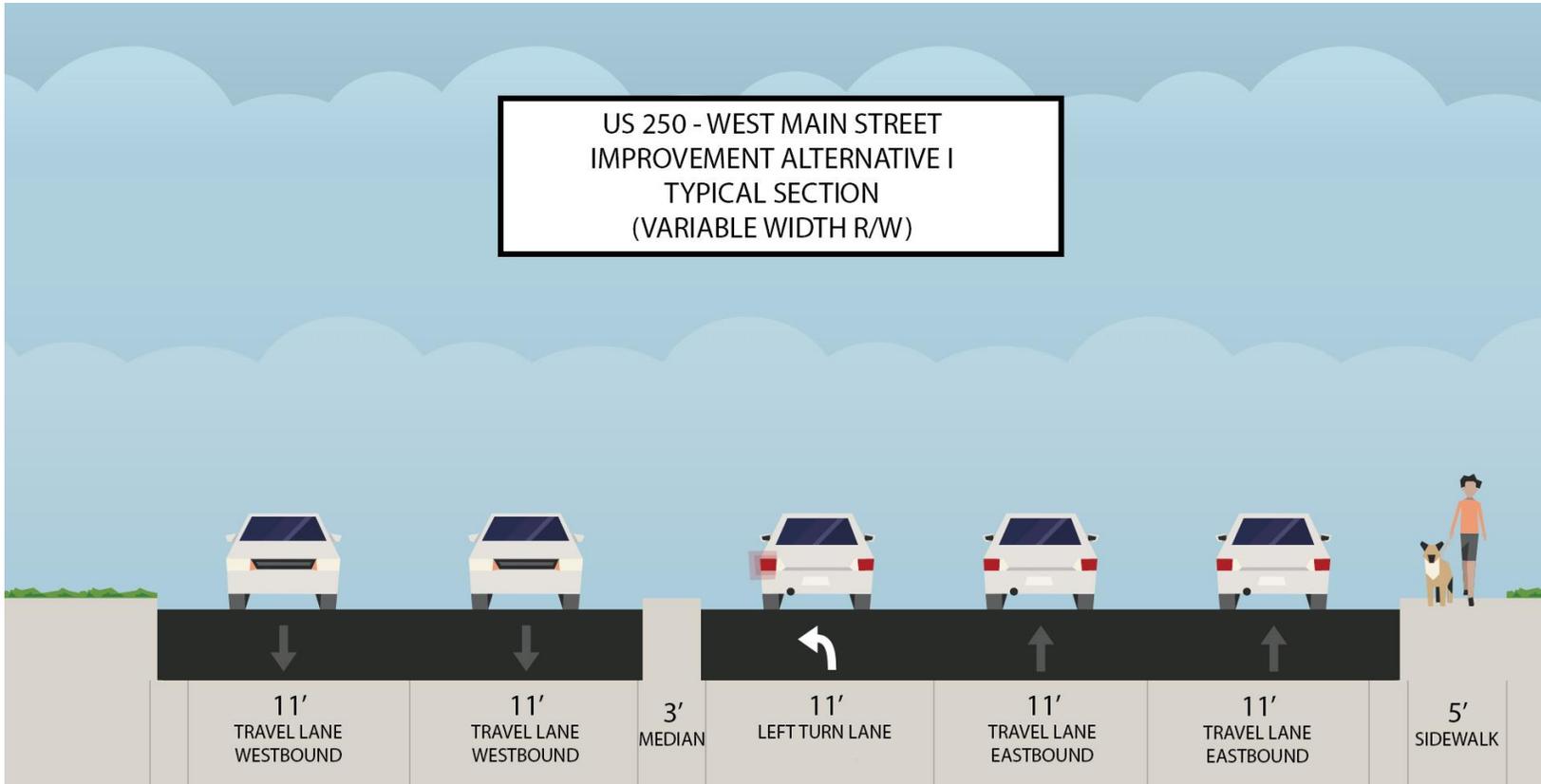
Key Takeaways

No. of Times Ranked in Top 3



Respondents value **traffic safety, travel time reliability, and ease of making turns** above all else.

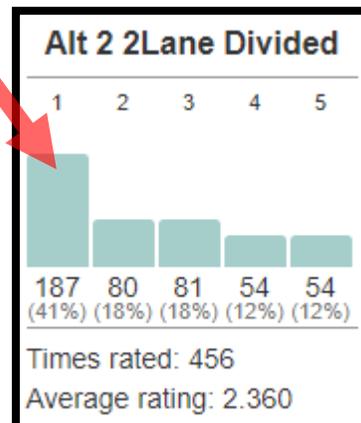
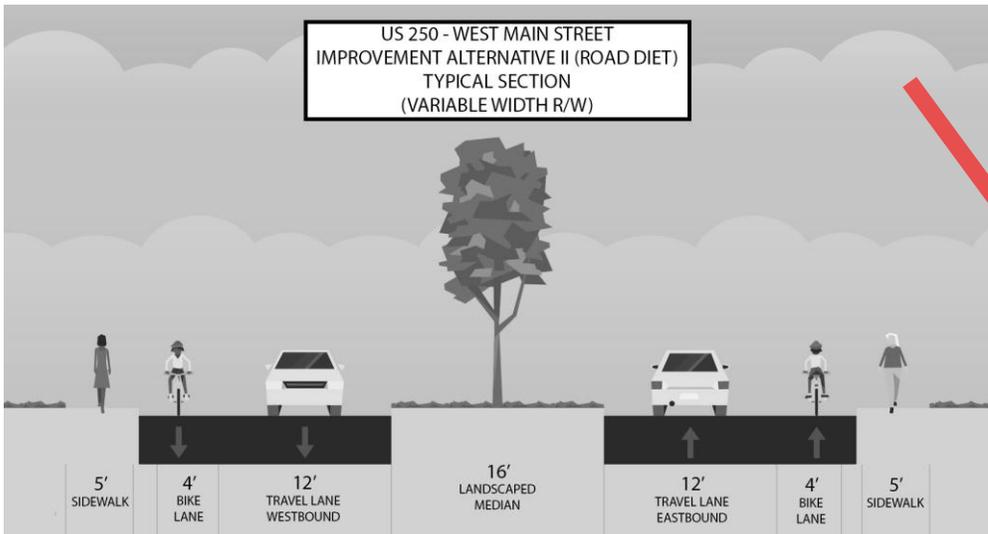
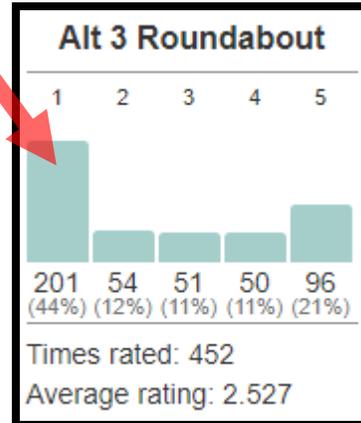
US 250 - WEST MAIN STREET
IMPROVEMENT ALTERNATIVE I
TYPICAL SECTION
(VARIABLE WIDTH R/W)



The **4-lane section with raised median** was the most well-received solution, and the only alternative to outscore the existing “no-build” scenario.

Respondents appeared to accept the trade-off between **safety** and **direct property access**.

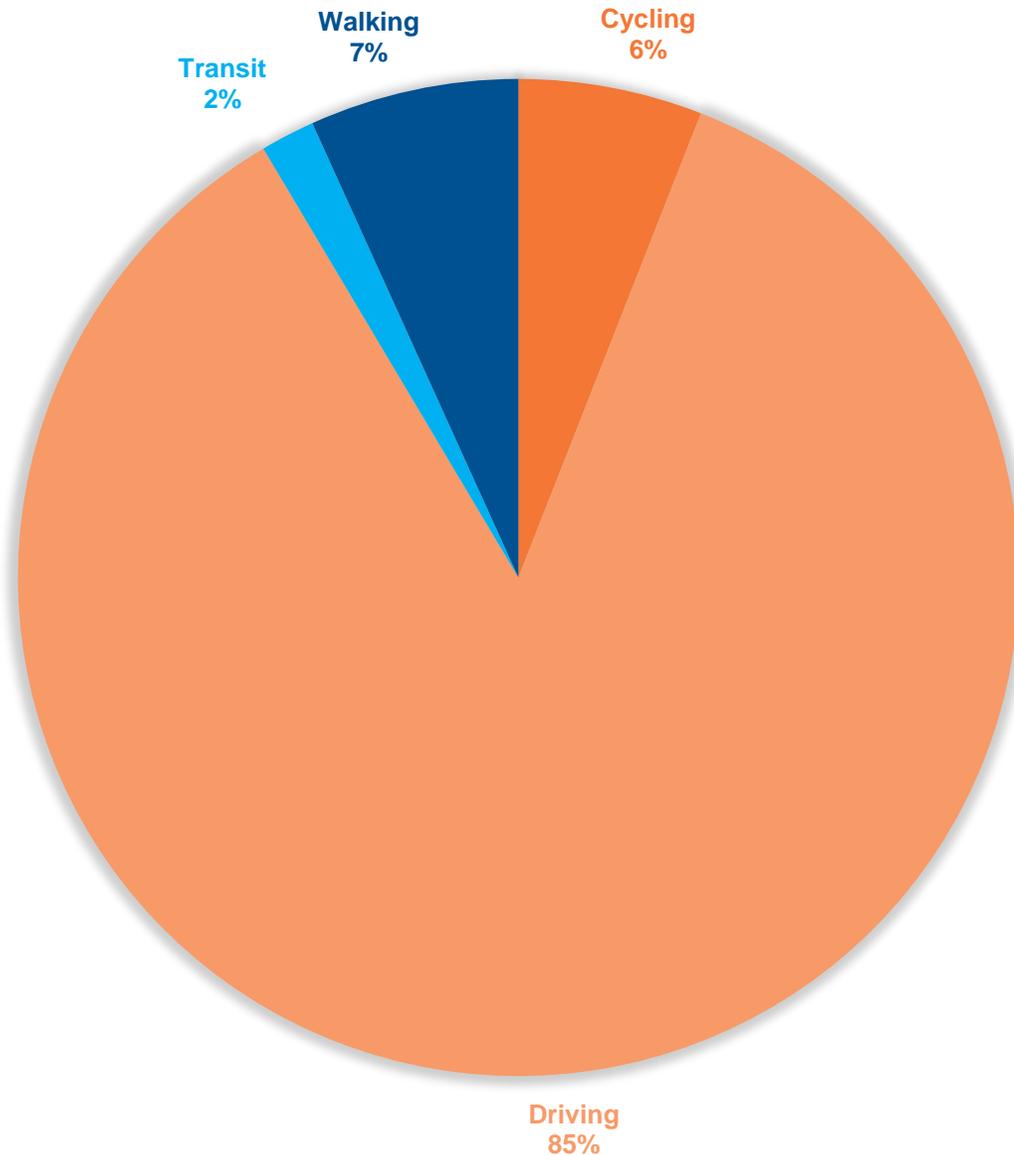
The roundabout and road diet alternatives were strongly disliked.



Survey comments in opposition:

- “People don’t slow down or use turn signals so a roundabout would be a disaster.”
- “There’s only one crosswalk. I can’t imagine being able to navigate my wheelchair through this mess. This only benefits cars. If cars aren’t required to stop they will NEVER yield to pedestrians.”
- “Waynesboro drivers will never be ready for a roundabout. You are asking for trouble here.”
- “Definitely no reducing lanes, too much traffic for this.”
- “We need two lanes from this spot allll the way to McDonald’s, do not single lane a thing!!! We bottleneck enough.”

HOW DO YOU ANTICIPATE USING THIS CORRIDOR?



The overwhelming majority of respondents intend to **drive** along this corridor, with few indicating interest in multimodal usage.

Thank You!

Additional Information:

http://www.virginiadot.org/projects/staunton/waynesboro_and_augusta_county_-_route_250_corridor_improvement_study.asp

