Appendix B: PUBLIC COMMENT SUMMARY

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

**AGE AND GENDER**

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

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

**TOP 10 PARTICIPATING ZIP CODES**

- 23015
- 23018
- 23023
- 23047
- 23060
- 23324
- 23325
- 23326
- 23337
- 23351

**TRANSPORTATION TYPE**

- **Walking or Jogging**: 40% Daily, 48% Weekly
- **Bicycling**: 23% Daily, 51% Weekly
- **Small-wheeled Transports**: 1% Daily, 92% Weekly

**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**

- **WORK**: 29%
- **SCHOOL**: 38%
- **PARKS AND RECREATION**: 67%
- **PLACES OF WORSHIP**: 58%
- **SHOPPING CENTERS**: 32%

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

TOP PUBLIC MEETING COMMENT

1. Swamp is a barrier; need east/west connection in Hanover to connect to north/south portion of proposed trail
   
   17 Comments  23 Likes
Pocahontas State Park
11 Comments 17 Likes

Bryan Park
9 Comments 13 Likes

Virginia Capital Trail
8 Comments 19 Likes

Crossing the James River
8 Comments 16 Likes

Crump Park
8 Comments 10 Likes

Stratton Park
7 Comments 14 Likes

Carter Park
7 Comments 13 Likes

Downtown Petersburg
7 Comments 7 Likes

Deep Run Park
6 Comments 13 Likes

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

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

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<tr>
<th>Age Group</th>
<th>Percentage</th>
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<tr>
<td>66 - Older</td>
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<td>56 - 65</td>
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<tr>
<td>Younger (15)</td>
<td>.25%</td>
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182 WOMEN

218 MEN

TOP 10 PARTICIPATING ZIP CODES

23059, 23005, 23019, 23058, 23030, 23088, 23039, 23016, 23111, 23116
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
- Provides connectivity for active transportation through the Richmond Region: 96% YES, 4% NO
- Consistency with existing or planned local and regional active transportation plans: 94% YES, 6% NO

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

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
TOTAL MAPPING COMMENTS

TOTAL MAPPING COMMENTS

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