



Church Road Safety and Mobility Improvements

Lauderdale Drive to John Rolfe Parkway

Public Feedback Summary

The Henrico County Department of Public Works tasked RK&K with studying Church Road between Lauderdale Drive and John Rolfe Parkway to identify potential measures to improve safety due to residents' concerns regarding the lack of crosswalks in the area and investigate adding bike lanes to the corridor. Feedback of the corridor was collected by online survey and email. There were 426 total responses received. 414 of these were from the online survey and 12 were emailed to the County.

The responses provided feedback on the safety needs of the existing corridor, as well as on the three conceptual options developed for consideration. The user feedback showed that 76 percent of respondents felt the current roadway did not address their safety concerns. Crosswalks were desired by 71 percent of respondents and 58 percent of respondents would like the addition of bicycle lanes.

The three conceptual options developed were as follows:

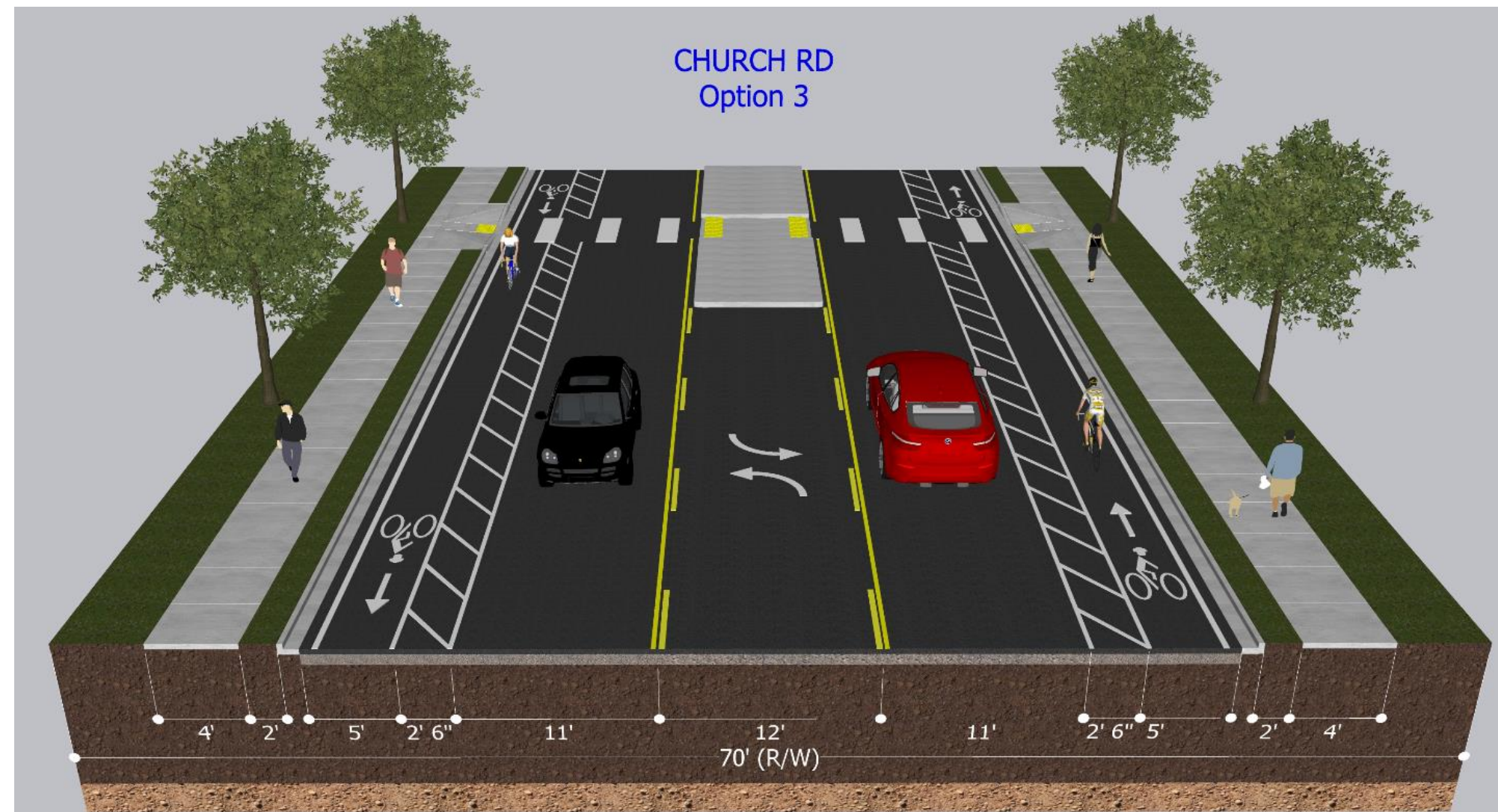
Option 1	Dual Bike Lanes – 2 Vehicular Lanes and 8-ft Bike Lanes with 5-ft Buffer	9% Supported
Option 2	Cycle Track – 3 Vehicular Lanes and 12-ft, 2-Way Cycle Track with Painted Buffer	22% Supported
Option 3	Dual Bike Lanes with Median	71% Supported

The feedback on Option 3 documented that the preference for the option was mainly since it was best balanced and provided safety for all users, including vehicles, bicyclists, and pedestrians. The respondents found that the bicycle lanes were less confusing than the cycle track shown in Option 2, as they felt that bicycle lanes should be in the same direction as traffic. The respondents also liked that Option 3 provided refuge for pedestrians in the crosswalks and that it provided turn lanes that were desired to avoid backups.

There was also feedback that the project was not necessary, and funding would be better used elsewhere. There were 49 comments to this effect in the open feedback question, which is approximately 11.5 percent of the total feedback. Much of this feedback felt that the roadway was good in its existing condition but would benefit from more speed enforcement and ensuring vehicular traffic did not run the red light at John Rolfe Parkway.

Next steps will include refining the preferred concept and showing how to tie the bicycle lanes into the adjacent neighborhoods. If there is additional input, please contact Sharon Smidler at smi20@henrico.us.

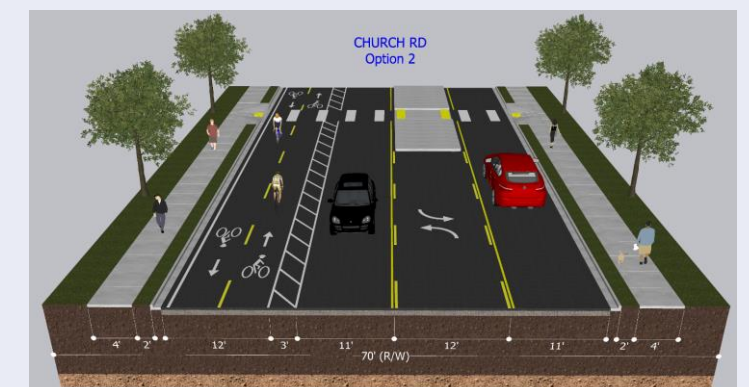
Public's Preference - Option 3: Dual Bike Lanes with Median



Option 1: Dual Bike Lanes



Option 2: Cycle Track with Median



Other Options Presented