

FOREST HILL AVENUE PROJECT FEEDBACK FROM PUBLIC INFORMATION MEETING ON MARCH 17, 2011.

Resident/ Address	Questions/ Comments/ Concerns
Adam Halter	Excellent Plan! Long overdue. May you complete it early, on budget and ready for spring riding - 2013!
<p>Alice White 6607 Forest Hill Avenue Richmond, VA 23225</p>	<p>As currently presented I am opposed to the Forest Hill widening project. First, it does little to address the two major traffic accident concerns in the area, Hathaway and Powwhite/Glyndon. Many if not all of the traffic issues at Powwhite could be resolved with a light for both left and RIGHT turns. Yes, no merging traffic to the right. I am sure someone in planning will say this will create a back up on Powwhite; but there are two or more designated lanes for Forest Hill Avenue traffic from Powwhite and it would shock me to learn that controlled traffic onto Forest Hill would be worse than the uncontrolled "NASCAR bump and run" you have now. Better yet, close the Forest Hill west exit. Force commuters to stay on Powwhite to Chippenham Parkway, which is designed for high volume traffic. Don't take property and devalue our neighbor for the benefit of commuters, many of which are in all likelihood not City residents. They elect to travel this route, they sit in traffic. Lower the speed limit to 35 and ENFORCE the speed limit. Who is asking for these changes? When the "beautification" project began some time ago we were promised curbs and gutters, sidewalks and decorative lighting (similar to that which is found in Westover Hills and Bon Air). Now we are being presented with a major project which will cost many of us much in the way of property value (loss of property) and features that quite frankly we don't want or need (14 foot median, bike lanes, commercial grade street lighting). The major traffic problem in this 5 block corridor of Forest Hill Avenue exits approximately 3-to 4 hours a day 5 days a week; the proposed project will alter our lives 24 hours a day 7 days a week 365 days a year. Many people will have to alter the way they travel in and out of their own driveways; mature trees 50-75 years old will be lost to new vegetation (not very "green " friendly) and traffic routes for emergency vehicles will be impacted.. As to the bike lanes, I am bike friendly but in looking at the Richmond Bike Route it appeared that much of the neighboring route was within residential area. Might we propose the five block Forest Hill section be rerouted into Granite Hills via Melbourne to Glyndon, again saving the homeowners on Forest Hill 10 feet of land. I agree that the raised and planted median would provide turn lanes which currently do not exist and would increase traffic flow. The median also provides a resting place for pedestrians crossing Forest Hill; getting to the median without a light at the crosswalk is the tricky part. I feel certain there is a plan which will meet the needs of the residents and have the acceptable hallmarks for the City; I simply don't feel this is the right plan.</p>

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<p>Alistair Jones 805 W. 47th Street Richmond, VA 23225</p>	<p>The three primary justifications for the widening of Forest Hill Avenue that I have heard at the public meetings from public officials has been to: 1) decrease the number of accidents between the Powhite Parkway 2) improve the bike/pedestrian access and 3) accommodate the increased traffic through the corridor. After studying the plan thoroughly, I am extremely disappointed by what is being proposed. According to the accident study commissioned in the planning process the vast majority of the accidents in this corridor happen in two spots: the transition off of the Powhite heading west and at the intersection between Forest Hill Ave. and Hathaway. The reason that there have been so many accidents in this first section is that cars are merging off of the Powhite and trying to get up speed as they merge on to Forest Hill Ave. People end up rear-ending people in front of them as they look over their shoulder and people end up hitting bicycles because the bicyclists are supposed to be merging through traffic while this is going on. It is incredibly dangerous. The new plan extends the length of the merging lane going onto Forest Hill Avenue a little bit, and looks to paint some lines on the street so that people will theoretically pay more attention to bikes. This is a totally inadequate solution to the problem because it doesn't address the fundamental problems: people accelerating and looking over their left shoulder while bicycles are trying to merge through them. To improve this situation, cars could come into a "T" at Forest Hill Ave with a traffic light that would then allow people protected right and left turns onto Forest Hill Ave. If need be, the toll booths could be moved further back. As for the intersection at Hathaway, the other "hot spot" for accidents according to the commissioned study, the current plan does nothing. I am thus left with the conclusion that the current plan does not adequately address the real trouble spots (70% of accidents) in this section of road. I find it unacceptable to spend this much money on a project, while we can know that the most dangerous sections of the road will remain virtually unchanged. Widening a road makes drivers want to drive faster. If you go to a place like Brook road, where there is a bike lane, we can see that bike lanes do not encourage people to slow down. So why are bikes being routed along side of traffic which will routinely reach speeds of 45 MPH even though the speed limit will be marked 35MPH? The DPW already commissioned and paid for plans which give the bicycles a median between the road and themselves, up along the sidewalk. This protects the bicyclists in this section. Why not do the right thing and create a safe lane for bikes through this area rather than create a bike corridor designed only for the brave/foolish? The Powhite and Chippenham parkways were designed to handle large traffic loads, Forest Hill Ave was not. Why are we trying to increase traffic here, rather than trying to discourage it. There is no way around it: increasing traffic through here makes the corridor less appealing and less livable. I object to the loss of property values, the destruction of beautiful trees and a plan that caters to increasing traffic. This is an opportunity to get something right, why should we allow a half-baked plan that doesn't reflect the will of the community be inflicted upon us.</p>

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<p>Anne Davis 2951 Westchester Road Richmond VA 23225</p>	<ol style="list-style-type: none"> 1. I oppose this design 2. This road has an abrupt beginning and end 3. It does not seem to be needed by the residents, it seems to be designed to facilitate traffic that is headed to Chesterfield. I like the sidewalks, I like the bike paths (if they are extended beyond the boundaries of this project), but the road is too big 4. I don't like the overhead lines (especially not on both sides of the street) 5. This is Anne Davis and I wanted to share some comments from my Willow Oaks/Clevedon annual neighborhood meeting (March 22nd) where Kathy Graziano fielded many many questions and comments about the road project. I think one of the most pertinent questions was "well, what are you doing NOW to reduce the accidents"? Why are we waiting 2 to 3 years to reduce the speed limit (and enforce it!)? Some wondered why the speed limits are so inconsistent along Forest Hill, starting with the park all the way to the Stratford shopping area. Another question was why the bike path (and sidewalk) is needed past the Rettig Rd entrance on the north side of the road, since the Rt 1 bikeway sends bikers down Rettig towards the park. Landscaping and the care and feeding/watering of that is of utmost concern to us. We do not want a median or roadside right of way that is unkempt and unattractive. The expected loss of many mature trees along the sides of the roads is also a concern. What happens to the properties that border directly Forest Hill is of concern to us, because we believe once the roadway is finished (and also while it is being constructed), the values of those properties will decline. Once those decline, then the rest of us will notice a general deterioration in our values as well. Some are not sure that Forest Hill Avenue should handle as much traffic as it does today. More than a few people suggested that somebody do something to ensure that cars which should be using the Chippenham exits from the Powhite do that, instead of using Forest Hill as a cut-thru or getting off at the Forest Hill exit. There were many many questions raised at this meeting; I could not keep track of all of them. Kathy spent about 30 minutes with us, on this topic alone. My neighborhood association consists of approximately 90 homes, and there were about 25 homes represented at our meeting. I didn't really hear any positive comments about the roadway plans. I have previously submitted my own personal comments in writing at the public information meeting on March 17th.
<p>Anne Marie McCartah 2860 Braidwood Road Richmond VA 23225</p>	<p>While noting that many people seem to continue to have concerns, I am mostly positive with the planned changes. Today Forest Hill Avenue is an unsightly slab of blacktop carrying fast-moving traffic. This plan offers accommodation for walkers and bikers, does not add traffic lights (thank you!), adds landscaping in the middle, and will drop the speed limit. No doubt some new issues arise once it's completed, but it has to be an improvement on the current situation. Thanks for asking!</p>
<p>Armistead Blanton 2740 Rettig Road Richmond VA 23225</p>	<p>I live in the Willow Oaks neighborhood and the majority of individuals in the neighborhood want to see a more pedestrian style road which is smaller & make high speed more difficult. Nobody wants a big road with lots of fast traffic. Most important we do not want any stop lights on the road. That will change the neighborhood into a cut through and will change the feel of the area. So please No Traffic lights. It causes much more issues than it will ever fix.</p>
<p>Ashlee Galliene</p>	<p>My name is Ashley Gallienne and I live at 2941 Westchester Road in the Willow Oaks subdivision. I wanted to express my concern over the current plans. I would like to find ways to urge the through traffic to continue on the Powhite and exit on Chippenham instead of cutting through on Forest Hill. Making the speed limit slower would divert traffic. What about possibly making Forest Hill a 2-lane road instead of 4 with a 25 mph speed limit...</p> <p>I DO NOT want a stoplight at Rettig Road.</p>

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B. Finnerty VA 23225	Neighbors on Blithewood Drive are opposed to the DPW project because it is going to cause the following problems: More traffic thru the neighborhood Decrease of residential home value on Forest Hill Avenue will be deeply impacted DPW is more focused on more traffic thru Forest Hill Avenue verses Forest Hill Avenue being more friendly to the concerns regarding residents, pedestrians and cyclists.
Barbara B. Wright Dental Office - 25 years 6740 Forest Hill Ave Richmond VA 23235	The improvements proposed I believe would make the Avenue safer for everyone. It seems this section of Forest Hill needs improving now that we have a host of new retailers plus businesses in the area, bringing more cars into the road and adding to congestion. The volume of accidents has also significantly risen. I support the project. I also work part time at my husband's office each week.
Barbara Ramos Willow Oaks Clevedon Civic Assn. 2825 Skipton Rd. Richmond, VA 23225	I am very much opposed to the plan for widening Forest Hill Avenue from the Powwhite Pkwy to Hathaway Rd. I feel this will become another Parham Rd. and destroy the neighborhood character of Forest Hill Ave. I've seen what widening has done to sections of Court House Rd. between Powwhite Pkwy and Midlothian Turnpike. Some property owners homes destroyed and others left with no front yard at all and then they can't sell their property. I urge you to come up with other options that will not take so much of Forest Hill Ave property owners land/homes. As for the cyclists, they already leave Forest Hill Ave. at Rettig Rd. and cut through our neighborhood on the way to the Pony Pasture and west. We don't need a bike lane. It will just cause more trouble. I don't understand why a traffic light at one of the cross streets won't work just a well and not disturb the neighborhood character of Forest Hill Ave.
Benhail Praveen Bunyan 6714 Forest Hill Avenue Richmond VA 23225	<ol style="list-style-type: none"> 1. Ruins the property value of the neighborhood. The road comes 23' closer to my front door and 6 big trees are removed from my front yard-what happens to my property value? 2. Traffic accidents are concentrated at Hathaway & Powwhite on ramp (200 accidents out of 260 total accidents in two years). This project addresses a total of 60, mostly minor accidents and falls short of addressing the real problem of Powwhite & Hathaway 3. The raised median causes more inconvenience that solves issues 4. No one here knows who maintains the median 5. The concerns of the residents are NOT heard - the government seems only interested in spending the money awarded 6. Access to the neighborhood is not addressed 7. Today's format does not give us residents, tax payers, voters, and citizens an opportunity to express - it appears this project is pushed down our throats 8. I OPPOSE this project
Beth Musick	I think the Forest Hill Road Project looks great. Something needs to be done. Don't let a loud minority stop this. Thanks for all the good work. Many support you. Let the project go forward!

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Beth Vetrovec 2833 Skipton Rd. Richmond, VA 23225	<p>I have carefully followed the proposed project for the last several years. I have been a resident/home owner of Willow Oaks for 9 years and prior to that I owned a home on Cherokee Rd in Stratford Hills. In addition I grew up in Westover Hills so Forest Hill Ave has been my main route for my entire 38 years. While I agree safety has become increasingly a problem on Forest Hill and some changes are necessary I believe the project has evolved into a large scale undertaking that instead of serving the surrounding neighborhoods and localities in what they want and approve of, instead provides another thorough fare for county residents....not paying City taxes to find the quickest route home! The Powhite provides a 3 plus lane expressway to Chesterfield with options to divert to Huguenot....another 4-5 lane road option to help residents head out of the city. I think more effort should be placed on diverting traffic to these highways as they were intended. Forest Hill at 2pm is not a problem....it becomes a problem at peak traffic times with all the county traffic....these people cut thru neighborhoods and congest the roads and don't pay our taxes!!! reducing speed and no turn lanes into neighborhoods at peak times could help. I remember years ago when no turn signs during certain hours were posted on Westover Hills Blvd to prevent neighborhood cut through. You all need to work closer with the neighborhood....a project was just presented by a bunch of arrogant NOVA engineers, who think nothing of 6 lane roads through neighborhoods as that is how NOVA looks now, the civic associations do not feel as though they have a voice. And residents are frightened by the prospect of loosing their property, their privacy, their home values and their "say". Please put more thought into it...there have to be more options than a 5 lane road...again we are not an expressway! We are a neighborhood. Slow the traffic and find a plan that is better. Use the 4 lanes already there to make your bike paths and turn lane. Make it a two lane road....with the paths, sidewalks and turn lane. Don't say it isn't possible, somehow residential Cary Street has remained 2 lanes. I see far more accidents at Libbie and Cary than Forest Hill...yet no one talks of expanding, or taking their trees and yards??? How come???? Money talks???? Come on city! Make Forest Hill something for your city residents to be proud of. We love our city home...so listen when we speak...and not just jump on a solution without...hearing if it is what your communities really want! Thank you. Beth Vetrovec</p>
Betsy Slade Stratford Hills Civic Assn 3419 Warner Rd.	<p>The current plan is unacceptable. The neighborhood needs to be kept unified, not divided. Bike lanes, crosswalks, sidewalks, and adequate access from both sides of the new road are essential--as is consideration of the Powhite exchange and the complex Hathaway intersection.</p>
Betty McMullin 2641 Woodberry Lane Richmond, VA	<p>I OPPOSE THE PLANNED FOREST HILL IMPROVEMENT PROJECT I won't make anymore comments because I have sent four e-mails in the last weeks and have never received anything to indicate any of them were received. There are plenty of comments on those e-mails. Who is counting what you receive, because I have a hard time believing only 20 have gotten to you.</p>
Bill Swann 2613 Heartwood Road Richmond, VA 23225	<p>Please consider:</p> <ol style="list-style-type: none"> 1. Placing a stoplight at Rettig and Forest Hill <ol style="list-style-type: none"> a. Leaving the area south side of FH is at best difficult and, most appropriately, suicidal! A light will provide a safe means to egress the area and also address the issue of excessive speed. 2. Creating a means to slow the traffic as they now do typically 50 to 65 mph and your most recent plan has no means to deal with that.
Blake Peak 2517 Kenwood Ave. Richmond, VA 23228	<p>The plan does not properly address the most critical intersection in the project area. This intersection is at the off ramp from the Powhite Park way southbound. Not only is the high speed ramp from the tollgate to Forest Hill westbound unsafe for automobiles as drivers must look over their left shoulder, but it is also unsafe for cyclists as drivers are moving at a high rate of speed while changing lanes across the bike lane.</p>

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Boo Smith 3416 Northview Place Richmond, VA 23225	<p>I am against the plan as it now exists. The neighborhood will suffer under the current recommendations, and a bit of forward thinking needs to be employed so as to avoid having to revisit and redo. Take heed to the people who live in the neighborhood, and consider the following:</p> <ul style="list-style-type: none"> · Devaluation of single family properties located along Forest Hill Avenue which will devalue the rest of the neighborhood · Loss of mature vegetation along Forest Hill Avenue – 30’ street trees under 25’ utility lines are not an intelligent design. Mature vegetation/trees adds value to homes and also cools them in the summer. · Increased traffic means increased noise for properties along Forest Hill Avenue. · The current plan does not thoroughly address safety issues at Hathaway and the Powhite interchange where the majority of the accidents occur. · the plan will encourage cars to travel faster in and out of the neighborhood – less safe for pedestrians and cyclists and it also substantially reduces the green space in these areas. · Access to the neighborhood on the south side of Forest Hill Avenue is not adequate or safe and residents do not want to make u-turns during rush hour to travel west. · Pedestrian access across three lanes of traffic to a median with cars making u-turns is not safe! · Reduction of traffic through this area should be the goal. Do not increase traffic! Slow and smaller makes a safer road. This is a neighborhood we're talking about. · Plan does not adequately address pedestrian and cyclists as there is no signaling device at the Powhite Interchange, bike lanes fade into travel lane near Hathaway. · Medians and turn lanes only facilitate traffic flow along Forest Hill Avenue and allow it to move faster. Again, contrary to what is desirable. · Pedestrian access across three lanes of traffic to a median with cars making u-turns is not safe! · Medians and turn lanes only facilitate traffic flow along Forest Hill Avenue and allow it to move faster. Again, contrary to what is desirable. · Reduction of traffic through this area should be the goal. Do not increase traffic! Slow and smaller makes a safer road. This is a neighborhood we're talking about. · Presentation of design alternatives to a median and four travel lanes to reduce the footprint of the road area. · Plan does not adequately address pedestrian and cyclists as there is no signaling device at the Powhite Interchange, bike lanes fade into travel lane near Hathaway. <p>The answers that are being doled out as rote material are insulting and reflect a cavalier attitude toward achieving a solution for this stretch of road, which happens to be part of a neighborhood. Listen to the neighbors, and act on our observations and requests. We will give designers the tools with which to construct a viable and smart solution.</p>
Bryon & Karen Holliday 5604 Old Willow Ct Richmond VA 23225	<ol style="list-style-type: none"> 1. I am very concerned about there not being any traffic lights along Forest Hill Ave. I own property in the Granite Hills where my son lives. There will be exit for traffic leaving the Granite Hills neighborhood to be able to turn left safely. It's very dangerous now because of traffic, to make a left turn. Now with the New Plan all of this neighborhood traffic will be flowing out of one main intersection and having to cross more lanes to make a left. 2. I request that you consider at least one traffic light to help both neighborhoods avoid possible accidents & injuries
Bud Vye RABA 3015 Birchbrook Rd Richmond VA 23228	<ol style="list-style-type: none"> 1. Plan looks good, but bike lane should go all the way to Hathaway road 2. the most dangerous segment for cyclists will remain the vehicles existing the Powhite Bridge Toll Station
Carol Smith 2624 Melbourne Drive Richmond VA 23225	<ol style="list-style-type: none"> 1. I am totally against this project. 2. Please no median 3. A traffic light is needed between the Powhite Parkway & Hathaway 4. Slow down the traffic

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<p>Carolyn M. Paulette 4312 Forest Hill Avenue Richmond VA 23225</p>	<p>Ask that you not destroy the properties along Forest Hill Ave. in this stretch in order to shuttle more traffic more quickly through the area and in order to provide easy access for members of Willow Oaks Country Club. Need a stoplight at the entrance from Powhite to allow pedestrians and bikers to cross Powhite Parkway. Please consider the residents in the area as well as the traffic that flows through the area. Include a stoplight so that residents can safely access Forest Hill Ave. from both the north and south side of Forest Hill Ave. I am opposed to the present design plan. Thank you.</p> <p>I am opposed to the project as it now stands.</p> <ol style="list-style-type: none"> 1. Need to provide a safe bike lane across the exiting traffic from Powhite Parkway. 2. Need to consider the visual impact on the street when it is denuded of its trees and vegetation and the houses on the south side are almost in the street. How can anyone live there with all the noise that close to them. What sound barriers are being provided? 3. Does the median strip need to be so wide as it is proposed? 4. Please take into consideration the impact on these neighborhoods as much as you consider speeding the traffic through the area. <p>Thank you for this opportunity to comment.</p> <ol style="list-style-type: none"> 1. Opposed to taking the 10' from the properties south of Forest Hill Ave. 2. Oppose no light on the north side of Forest Hill at Powhite Parkway so bikers can get across the traffic safely when they are traveling east 3. Ask that DPW to consider plans that the urban planning commission has recommended 4. Slow the traffic down. Do not destroy our neighborhoods to shuttle traffic through the area during rush hour

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<p>Catherine Harold 7403 Comanche Drive Richmond, VA 12114</p>	<p>I attended the scoping mtg at Southampton Elem. School on March 17, 2011 and reviewed the plans and traffic data for the Forest Hill Ave improvements and offer the following comments and suggestions: 1) The traffic data indicates a significant increase (roughly 5,000 more vehicles/hour) in traffic during the afternoon rush hour on weekdays. This simply can't be correct as the project is located in an area already built out traffic lights in both directions and 2-lane segments further down the road at either end (Westover Hills, Bon Air). Unless there are plans to build high rise structures or new business parks there is no way that this can be accurate and the model should be corrected to reflect this. If however, there are regional projects that would influence such increases in traffic projections (i.e., the Galleria project or Mr. Perel's property behind the Wal-Mart), this should be disclosed to the public as a driving factor in the project's purpose. 2) Stormwater runoff from Forest Hill Ave is currently untreated and the stormwater basin proposed at the Powhite Pkwy will be a great improvement. Will this accommodate all of the stormwater originating as far back as the shopping center at the western terminus? 3) I support the raised median, which will serve as a traffic calming measure, provide for increased vehicular and pedestrian safety as well as improving the aesthetics of the roadway segment and a small amt of stormwater infiltration. The proposed plan doesn't facilitate the increased traffic projections (decreased speed limit and no additional through lanes), but does address safety, which is a good thing. 4) Although I'm not personally affected, I'm concerned with how the controlled turn lanes would affect neighborhoods in that it may divert commuters in search of alternative routes. How will this project affect traffic on Hathaway, ingress and egress from the shopping centers and Cherokee Rd?5) Encroachment onto adjacent properties will likely cause devaluation of these properties, which in turn may cause these properties to transition to other uses/ownership/occupancy. This happened on Rte 10 (Iron Bridge Rd) when it was widened. The City/VDOT should consider beautification amenities to provide for separation of the transportation corridor and affected properties (i.e., landscaping, attractive fencing). 6) The decrease in speed limit to 35 mph vs. the current 40 mph should improve safety for motorists and pedestrians and should be enforced with signage posted as on Cherokee Rd (\$200 fine). 7) The stated purpose of enhanced livability along Forest Hill Ave should be revisited, as the enhancement really benefits the area residents and not so much the adjacent residents who will be adversely affected by the encroachment of the transit way onto there properties and diminished access by the controlled turning movements. 8) Bike safety at the Powhite Pkwy crossing will remain the same as it is now as no changes are proposed at this bridge. 9) Perhaps the City could encourage the RMA to increase tolls at the Forest Hill exit to discourage commuters using this exit to access the Chippenham/Janke/Buford pathway as a way to avoid additional tolls.10) If federal money is anticipated, check with FHWA on the 11-ft travel lanes that are proposed and whether they'd fund such a project. Their std is typically 12 feet travel lanes. What is the current lane width along Forest Hill. 10) If federal money is anticipated, check with FHWA on the 11-ft travel lanes that are proposed and whether they'd fund such a project. Their std is typically 12 feet travel lanes. What is the current lane width along Forest Hill. Thank you for hosting the public meetings and the opportunity to comment.</p>

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<p>Charles R White 6607 Forest Hill Ave Richmond VA 23225</p>	<p>In general I am opposed to the plan as proposed. It has changed very little since the original proposal was submitted some time ago. It is apparent that DPW has listened very little and heeded feedback even less. Some negative points to the proposal:</p> <ol style="list-style-type: none"> 1. Devaluation of property along Forest Hill Ave 2. Loss of appearance as a residential neighborhood 3. Lack of information and outreach to the community & specifically property owners on Forest Hill Ave 4. Very little change from original proposal despite negative feedback 5. Access to neighborhoods not addressed for residents or emergency vehicles 6. Fourteen foot medians and ten foot bike paths are excessive. Pedestrian crosswalks do not provide safe means to cross the roadway. Stop light needed. 7. Loss of many mature trees further reducing the appearance of a residential neighborhood <p>The issue of the two bike lanes (10 feet) could be addressed by moving the Richmond Bike Trail from Forest Hill Ave to Melbourne & Glyndon. I feel sure that a design is out there, much more acceptable to the residents and meeting the needs of the city (not Chesterfield commuters) if DPW is willing to make the effort</p>
<p>Clare Novak 3316 Blithewood Drive Richmond, VA</p>	<p>I am opposed to the plan presented by the Department of Public Works. This plan will not create a livable community for residents and will only benefit cars traveling on Forest Hill Avenue. There are two limited access highways within a mile that these motorists can use instead of this street to access the shopping centers and Chesterfield County. We want a plan that is sensitive to the residential homes along Forest Hill and that slows traffic to make it safe for pedestrian and bicyclists use and to reduce accidents. The current plans will: Devalue of single family properties located along Forest Hill Avenue which will devalue the rest of the neighborhood Destroy mature vegetation along Forest Hill Avenue – 30’ street trees under 25’ utility lines are not going cut it. Mature vegetation/trees adds value to homes and also cools them in the summer. Increased traffic will increase noise for properties along Forest Hill Avenue. Current plan does not thoroughly address safety issues at Hathaway and the Powhite interchange where the majority of the accidents occur. Reduced turn radii of the corners of the side streets will allow cars to travel faster in and out of the neighborhood – less safe for pedestrians and cyclists and it also substantially reduces the green space in these areas. Access to the neighborhood on the south side of Forest Hill Avenue is not adequate or safe and residents do not want to make u-turns during rush hour to travel west. Pedestrian access across three lanes of traffic to a median with cars making u-turns is considered safe? Are 14’ landscaped medians necessary? Medians and turn lanes only facilitate traffic flow along Forest Hill Avenue and allow it move faster. In addition, they are more costly for construction and maintenance. Reduction of traffic through this area should be the goal and not to increase it – slow and smaller makes a safer road. Presentation of design alternatives to a median and four travel lanes to reduce the footprint of the road area have not been provided and citizens want to see alternatives. Plan does not adequately address pedestrian and cyclists as there is no signaling device at the Powhite Interchange, bike lanes fade into travel lane near Hathaway. Consultants only provided vague answers to citizens questions at the Open House meeting on 3/17/11. DPW has not adequately informed the public regarding the project schedule and review and approval process. There has been no mention of the project requiring preliminary and final design approval by the UDC and the Planning Commission at any of the public meetings on the DPW project website www.foresthillproject.com. This is very misleading and the project schedule should have incorporated this information. DPW also could have taken the extra step to discuss the project with the property owners along Forest Hill Avenue since they will be directly impacted. There may not be any public notice requirement but there is also nothing prohibiting them from doing such either.</p>

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Craig Harris 2880 Braidwood Road Richmond, VA 23225	<p>The area immediately affected is residential. The proposed plan will increase traffic use, becoming a major road to and from downtown Richmond. Other roads designed for the purpose should be utilized and our area should remain residential. The medians will increase traffic on both sides of Rettig Road, funneling traffic to Rettig, and making access to Forest Hill more difficult and time consuming. Neighborhoods should be encouraged. This takes away from the feel of neighborhood, not only the residents who front Forest Hill, but those who live nearby. We do not need to encourage more traffic on Forest Hill Avenue, and this plan does exactly that. Very disappointing.</p>
Dan Rusnak 6718 Monitor Rd Richmond, VA 23225	<p>From the drawing, it appears proposed sidewalks on Forest Hill Avenue will turn the corners onto the feeder streets and eliminate the shoulder at most corners. As one who frequently turns right or left from Windsorview on to Forest Hill Avenue this concerns me. If the shoulder is eliminated, the first car to the corner will control turning for all of the cars wishing to turn. If that first car is turning left, it can delay many cars that currently can make a right turn safely on to Forest Hill Avenue. A delay may also encourage waiting cars to unsafely hurry their turns once they reach the front of the line. It might even encourage them to disregard pedestrians in their hurry. That same corner (Windsorview and Forest Hill Avenue) is currently a hazard to people turning left due to the limited visibility to the right because of a mature stand of Leyland Cypress plants. The plans indicate that these will be removed. While construction will not start for two years it would seem prudent to remove those plants as soon as possible. Why wait for two or three years to make Forest Hill Avenue safer if a small amount of time and money expended now would yield immediate benefits (fewer collisions)?</p>
Dan Rusnak 6718 Monitor Rd. Richmond, VA 23225	<p>From the drawing, it appears proposed sidewalks on Forest Hill Avenue will turn the corners onto the feeder streets and eliminate the shoulder at most corners. As one who frequently turns right or left from Windsorview on to Forest Hill Avenue this concerns me. If the shoulder is eliminated, the first car to the corner will control turning for all of the cars wishing to turn. If that first car is turning left, it can delay many cars that currently can make a right turn safely on to Forest Hill Avenue. A delay may also encourage waiting cars to unsafely hurry their turns once they reach the front of the line. It might even encourage them to disregard pedestrians in their hurry. That same corner (Windsorview and Forest Hill Avenue) is currently a hazard to people turning left due to the limited visibility to the right because of a mature stand of Leyland Cypress plants. The plans indicate that these will be removed. While construction will not start for two years it would seem prudent to remove those plants as soon as possible. Why wait for two or three years to make Forest Hill Avenue safer if a small amount of time and money expended now would yield immediate benefits (fewer collisions)?</p>
Dbby Cohen 1443 Buford Road Richmond VA 23235	<ol style="list-style-type: none"> 1. Appreciate bike lanes 2. make sure grates at the curb do not go in the same direction as the bike tires would be going 3. Please look at the Mayor's commission on cycling
Dillon Siff Cycling Advocate 101 Gun Club Road Richmond VA 23221	<p>I think you guys have done a brilliant Job with the much needed addition of full 5' bike lanes. Also the presentation tonight was well done & informative. My only concern with the current improvement plans is the transition for cyclists at the Powhite intersection. This section is the section of Route 1 is where I feel the least safe on my bicycle. I hope that along with this improvement project, the City could provide additional bicycle lanes until the Route moves off Forest Hill.</p>

Resident/ Address	Questions/ Comments/ Concerns
<p>Donna Scarlett 2961 Westchester Road Richmond VA 23225</p>	<ol style="list-style-type: none"> 1. I am against this improvement Plan. I do not think the proposed plan warrants the amount of money slated to be spent - 12 million for less that 4 blocks is ridiculous 2. the raised median will only tend to increase the speed of traffic as traffic is not opposing each other 3. Access to Rettig, Windsorview & roads on the other side of Forest Hill will be severely compromised. How does a fire truck access homes on both sides of Forest Hill pending which station responds to the call? 4. The raised landscaped median will not be maintained by the City - history proves this 5. Why destroy mature trees to replace with new which will not be maintained? 6. What about the location of the power lines? Why are they not burying the lines? 7. I want a light at Rettig. Please consider just remaking the existing traffic lanes and placing a shared center turn lane, this will be less costly, easier for the adjacent neighborhoods, more attractive, better for our existing canopy trees. 8. At the Nov meeting I filled out a comment card, but my comments were not posted on the website. What is my assurance that my comments are being recorded? 9. I am not in favor of this project. 10. How does a raised median provide stormwater runoff benefits? 11. What guarantees to residents who have driveways accessing Forest Hill & the grad of the existing driveways is impacted by the widening of the thruway? 12. You are providing an increased THRUWAY through our community - we (I) do not want it!+
<p>Donna Scarlett 2961 Westchester Road Richmond VA 23225 (response continued)</p>	<p>13. I AM OPPOSED TO THIS PLAN! I think the amount of money to be spent (12 million) is absolutely absurd to "fix" the safety issues of this short section of Forest Hill Avenue. The raised 14' wide brick median is overkill and as there is no money in the city budget to maintain the plantings or provide a sprinkler system the site will look like crap in a very short time. The city does a very poor job maintaining anything it owns or is responsible for. I am concerned about accessibility for Fire Trucks answering calls from an opposite direction than the south side of Forest Hill. How does a large Fire truck that also answers for EMT make a U turn at the left turn lane to access a resident in the middle of the median section? I believe the city is not acting in good faith to the residents when we take down healthy mature trees that line Forest Hill now and replace them with less desirable dwarf trees that will only die if money is not allocated to maintain their upkeep. Why can you not consider remarking the existing road to include a double use turn lane down the center. I believe this is a better solution than what you are planning to achieve with this ridiculous plan. I believe you could also achieve a sidewalk system and bike path in the existing corridor. Please use your brains and sensitivity to the existing residents and neighborhoods that line this section of Forest Hill. Your plan as it stands now only makes this a thruway which only benefits the morning/evening commuter traffic. I feel as a tax paying resident that my voice is NOT being heard. I AM OPPOSED TO THIS PLAN. If you cannot make it better for us then DO NOTHING. I have not heard one good valid reason as to how this benefits me and all that live within this area. You site this will improve safety. There will still be the same and more amount of traffic along this corridor and now we have additional turning solutions that I think will be responsible for more rear end and side impact accidents. I want a traffic light at Rettig to slow down traffic and facilitate easier and safer access to cross Forest hill and head east. Please consider doing the right thing for us residents.</p>

Resident/ Address	Questions/ Comments/ Concerns
Dr. Thomas Wright, Jr. Dental Office - 25 years 6740 Forest Hill Ave Richmond VA 23225	<ol style="list-style-type: none"> 1. As owner and a practicing dentist for over 25 years this project would be a of great benefit to businesses and property owners in this area. 2. It would improve visibility, safety especially for walkers & bikers 3. It would increase property values 4. It would establish a connection with the new shopping centers west of the project 5. I think safety measures would be improved 6. The overall vitality of the area would be improved 7. Lets go forward with this
Edward & Janice Gardner 6501 Buckhill Road Richmond, VA 23225	<p>We hope you will reconsider the work to be done on Forest Hill Avenue. We think it should remain residential - one lane each way with a turning lane with bike and pedestrian lanes. Then reduce the speed limit to 25 mph (and enforce it!!) and perhaps, a great deal of the traffic from the Powhite will stop using the Forest Hill exit and continue on to Chippenham. We want to keep our trees along the road and continue to be a residential neighborhood.</p> <p>Thank you for your consideration of this idea,</p>
Gerry & Peggy Boehling 2960 Westchester Rd. Richmond VA 23225	<p>My wife and I are definitely opposed to this plan. It seems needed only to spend government monies promised to it. In our opinion, it will cause even more congestion and accidents, plus increased traffic thru our neighborhood and especially on our street, Westchester Road. Sidewalks and bike lanes are nice but this does not appear to be the place for it. I am a strong proponent for a red light at Rettig and Forest Hill, believing it would alleviate much of the traffic danger there. I know first hand because I unfortunately totaled a car there coming out of Rettig and attempting a right turn. A large truck was coming from the left and, in an attempt to quickly make my turn to the center lane, I did not see the small car behind the truck, traveling in the center lane. Fortunately there no bad injury to the person I hit. Regarding the planned speed decrease to 35 MPH, I believe it should be dropped to 25MPH with danger signs and police observation to enforce it. From our recent neighborhood meeting I was told that this is not a possibility considering current traffic regulations. I question this. Lastly, we feel that this is our neighborhood and we just don't need the widening plan as is exists. Thank you for your attention and consideration.</p>
Grace V. Bunyan 6714 Forest Hill Ave Richmond VA 23225	<p>As a citizen, stakeholder (property owner) and a resident of Forest Hill Avenue, I am completely opposed to this improvement project.</p> <ol style="list-style-type: none"> 1. the proposed expansion of the road with raised median actually limits access to my driveway - with the increased traffic we will be unable to get in and out easily as we do now 2. Widening of the road will increase noise, pollution, and devalue the property - my home 3. This project is not directly improving the accidents which mostly occur at the Hathaway & Powhite intersections 4. This project does not improve the safety and livability of residents in the homes on Forest Hill Ave 5. this project changes the nature and quality of life of the whole neighborhood and treats it as a thoroughfare, which should not be so 6. Mature trees which will be cut down causes serious loss of buffering of noise, pollution increases, and unnecessary air conditioning bills

Resident/ Address	Questions/ Comments/ Concerns
<p>Hal Vaughan 4221 Wakefield Rd. Richmond, VA 23235</p>	<p>I live in the Forest Hill/Stratford Hills area and have been looking at what has been presented to the public for the plans to widen Forest Hill Avenue. I am STRONGLY opposed to this plan and would hope that it would not be approved or allowed to go forward at all, but if it ever has to go forward, it should not be allowed in the current form. There are a number of issues and, while there has been some public discussion, I feel, along with others I have talked to, that the plans for this project do not show an awareness of current civil planning and traffic management.</p> <p>I have yet to find out what is expected to be gained by spending \$12 million on this project. While there are claims of safety, the main areas of concern in that area are near the entrance and exit from Powhite Parkway and in the business/shopping district, near Hathaway and Forest Hill. This plan not only does NOTHING to address those points, but by widening Forest Hill between those two points, it will create a change in traffic flow at those points from what drivers are used to as well as force the drivers to focus on more in those dangerous areas than previously. In other words, it makes those areas more dangerous instead of safer. In addition, it will lead to a devaluation of properties in that area, which will have a long term effect on the neighborhood, by effecting current residents and changing the nature of the entire area, both for residents and those passing through. The design DPW is now working with has changed very little from the ones presented to the public at the meeting in December. In other words, DPW is not listening to those in the area. Those in the neighborhoods along Forest Hill will lose access to the main road and will, in some cases, have to make U-turns because they cannot cross the road at current intersections or will have to drive several blocks out of their way to get to an intersection where they can cross the road and make a left hand turn. This is one of several ways that it hurts the neighborhood and the residents in this area. There are also plans for a large 14' median. This is part of what will result in the loss of a number of mature trees, due to the widening of the road required for this. Again, it changes the nature of the area, both for residents and those passing through. The engineers and the city have not and are not listening to those of us in the area and, as a resident and citizen of Richmond, I feel the City of Richmond DPW is trying to push this through before we have a chance to discuss or reject it. This project promises little (and the promises I have heard have been shown to be empty), makes things worse for those who live anywhere near that area of Forest Hill Avenue, and it will require \$12 million in order to make things worse. It should not be approved and the engineers should be given a strong admonishment to listen and take into account the nature of the area and the needs of the residents.</p>
<p>Henry Harman 2632 Melbourne Drive Richmond, VA 23225</p>	<p>RE: Forest Hill Avenue Project WE ARE OPPOSED TO THE FOREST HILL AVENUE PROJECT AS PROPOSED FOR THE FOLLOWING REASONS: 1. From the very beginning the residents were not adequately informed. Meeting to meeting there were "surprises". 2. Property owners fronting on Forest Hill Avenue will see property values decline and MORE NOISE. 3. The median and limited turn lanes will cause MORE traffic CONGESTION and SPEEDING. How can you take limited footage, add bike lanes, sidewalks, medians plus four lanes of traffic and make it BETTER? The math "blows me away"!!! 4. Forest Hill Avenue runs all the way from Semmes Avenue (and beyond?) to Bon Air (Huguenot Road). Yet we are only area to be "improved"? Somehow it just doesn't make sense! I've lived in the same house for 41 years and have seen the traffic and accidents increase at the Hathaway intersection. A BIG improvement should be</p>
<p>Home Owner Forest Hill Avenue Richmond VA 23225</p>	<p>This project is not Necessary!</p>
<p>Jane Dwyer 2729 Rettig Road Richmond VA 23225</p>	<ol style="list-style-type: none"> 1. The Plan was nicely presented, very informative, however the project is not favorable - Too much money being spent which does not solve any problems. Who is going to walk along Forest Hill Avenue? 2. this project is not necessary, certainly for \$12 million is not acceptable 3. For the short distance being improved, a median strip is not necessary

Resident/ Address	Questions/ Comments/ Concerns
<p>Janice & Joel Straub 6408 Glyndon Lane Richmond, VA 23225</p>	<p>1. My husband and I both like the proposed raised median with bike lanes. Frankly, we think that it is an upgrade and do not understand all of the resistance. 2. The Forest Hill project with the raised center lane makes that area of the street safer. I also like the neighborhood appeal of the trees and bicycle lane. Joel Straub</p>
<p>Jason James 1401 Greycourt Avenue Richmond, VA 23227</p>	<p>I am an active cyclist who attempts to ride safely along this corridor and elsewhere in the city, and a citizen of Richmond who is deeply concerned about issues of urban design and planning. I am opposed to the city's "preferred" design (DPW) -- "plan A" -- for a number of reasons: 1) IT WILL CREATE THE TRAFFIC THAT SUPPOSEDLY JUSTIFIES IT. Expanding the road's capacity will simply invite further and faster traffic that should be directed elsewhere. DPW engineers have never given residents a satisfactory answer with respect to the projected increase in traffic except to say that the road is already designated as a regional arterial. If the city is serious about encouraging forms of transportation beyond individual car travel, if it really wants to improve quality of life, if it really wants to be a "tier one city," it should not continue to expand roadways in this manner. Many forward-thinking cities have not only stopped creating more lanes and roads for cars, they have even begun dismantling urban expressways. The DPW design still assumes, despite the inclusion of sidewalks and bike lanes, that the future will look just like the present with respect to transportation (except that there will supposedly be even more cars). Is that the city we are trying to become? 2) LACK OF SAFETY FOR CYCLISTS, PEDESTRIANS, AND OTHER DRIVERS. The higher volume and faster traffic that would be encouraged by the proposed design will not only nullify supposed benefits of the expansion, it will also compromise the safety and appeal of the corridor for cyclists and pedestrians. An unprotected five-foot bike lane will not provide either perceived or actual safety on a major arterial with a heavy volume of fast traffic. Engineers insist that the speed limit will be 35, but the design of the road is more important and influential than the posted limit: the raised median, turn lanes, and width of lanes will enable and encourage faster driving. For cyclists, riding on the same road as cars traveling 45 mph, even with a 5-foot lane, is not pleasant or safe. Moreover, the only measure in the design to assist pedestrians and cyclists in crossing 5 lanes of traffic are painted crosswalks and the median. Here too the volume and speed will make this part of Forest Hill dangerous and unappealing. If the city is serious about encouraging walking and biking – as suggested by the Mayor's recent comments and formation of the Pedestrian, Biking, and Trails Commission – then it must also take real measures to both calm and reduce car traffic as well as install real safety features like separated bike lanes and cross walks with signals that could be activated by pedestrians. The existing plan does not truly take the needs of pedestrians and cyclists into account given what the road design will encourage. 3) LACK OF MEASURES TO ADDRESS ACCIDENTS. In response to my question at the meeting on 3/17 regarding the prevalence of accidents along this stretch of Forest Hill (which has been presented as a major reason for implementing this design), Mr. Flynn produced a sheet with hand-written figures that supposedly demonstrated the prevalence of accidents along the entire stretch of road. Those numbers did not match up with a slide used by DPW in its first presentation on the project, which shows a prevalence of accidents at Hathaway and, especially, Powhite Parkway. At the very least, DPW has not been clear or effective in its portrayal of this safety issue, and at worst has produced a design that does not address the most significant problems. It has also failed to be open and honest with the public about alternatives to dealing with any accidents that do occur.</p>

Resident/ Address	Questions/ Comments/ Concerns
<p>Jason James 1401 Greycourt Avenue Richmond, VA 23227 (response continued)</p>	<p>As a final note, I was somewhat surprised to hear Mr. Flynn describe the number of accidents in this area as “moderate.” To my ears that hardly serves as justification for the project.4) LACK OF TRANSPARENCY IN THE PROCESS. Residents of this area and other citizens have never been given a real, fair opportunity to weigh alternatives to DPW’s “preferred” design. At the most recent meeting (3/17), no alternative was mentioned or presented. At the public meeting in November, DPW staff briefly presented a “plan B” but did so in an extremely biased way. In spite of that bias, a large number of comments posted on the project web site after the meeting expressed preference for a flush median and a separated bike lane. DPW has never explained why these options are unsuitable except to label the flush median as a “suicide lane” (a label perhaps better suited to a bike lane on a major arterial with fast traffic). On the whole one comes away with the sense that DPW is willing to make only minor alterations to their preferred plan and has little interest in real alternatives, and because of that, has refused to provide the citizens will full information. How can citizens make an informed decision about this project with partial and biased information? They cannot.</p>
<p>Jay Ostrom</p>	<p>This is Jay Ostrom. As a Forest Hill Ave resident, I oppose the new plans for widening the road.</p>
<p>Jeff & Mary Anne Willis</p>	<p>This email is to register our -disapproval- of the proposed widening of Forest Hill Avenue. What we are requesting is that the planners of this roadway gather MORE feedback from residents who will be impacted by this project and include this feedback in enhancing the design. As the father and mother of a preschooler and an infant who live in Willow Oaks subdivision, we believe widening the road will decrease the safety of the street. While we appreciate the feedback from the city that widening the road will increase safety, it will only promote increased traffic and do nothing to calm the already speeding traffic which comprises the bulk of Forest Hill Avenue. We specifically remember hearing from a traffic engineer who spoke at a community meeting several years ago at St. Luke Lutheran Church that the design of the road was geared to commuter traffic (and improving its flow). We are asking for the city to establish a dialogue with its nearest residents who will be most directly impacted by these road changes and find some common ground with which to proceed.</p>
<p>Jim Dwyer 2811 Braidwood Road Richmond, VA 23225</p>	<p>Having reviewed the plans for the project, listened to your fine presentations and given them due consideration. I must inform you that I am not in favor of this proposed project for the following reasons.</p> <ol style="list-style-type: none"> 1. At the current time, an individual must cross about 22 feet of roadway to make a left hand turn onto Forest Hill Avenue. When this project is completed, that distance will increase by 37 feet to approximately 59 feet. This will make it infinitely more difficult get out of our neighborhood and, in my opinion, much more dangerous. 2. Of the 216 accidents cited as a reason for doing this project, approximately 160 were at the intersections of Powhite Parkway or Hathaway Road. Neither one of these intersections are being addressed by the project. That means that 3/4 of the accidents cited will not be addressed by this effort. 3. The affect of this project on property values along Forest Hill Avenue will be devastating. 4. Bike Route 1, cited in your presentation, only extends about 500 feet along Forest Hill Avenue after from Rettig Road. Yet the entire corridor is being widened in both directions. This is a wasteful disregard for those whose property is being taken away. Where do the bikes go after they get to the end of this proposed corridor? 5. Other than this 1/2 mile stretch, everything must narrow back down to its current width. That gains nothing. 6. We would be better off by just adding a turning lane which would address the problems and cause minimal disruption. <p>Thank you for your time and consideration. Respectfully, Jim Dwyer</p>

Resident/ Address	Questions/ Comments/ Concerns
<p>Jo Ann Charlesworth Willow Oaks Civic Assn 6408 Buckhill Road Richmond, VA 23225</p>	<p>I live in Willow Oaks and while I am not right on Forest Hill Avenue the widening of the road impacts our entire neighborhood as well as Granite Hills and Windsorview. All of these residents access their homes off Forest Hill Avenue between Hathaway and the Powhite. I have attended the meetings at St. Luke's and Martin's (about a week ago). Many at that meeting had not gotten information regarding the widening until a resident in Windsorview (Clare Novak) took it upon herself to put flyers throughout the neighborhood and send e-mails. The meeting room was packed. The same was true of the meeting at St. Luke's – standing room only. There are many residents opposed to the plan to widen Forest Hill Avenue and more and more are finding out about the plans for the first time and want more information before the plan is finalized so they have time to react. I have lived in Willow Oaks for 17 years. Several years ago there was talk of the need for a stop light at Rettig and a lowering of the speed limit to 35 mph (so it matches the equivalent residential leading to business at the RR bridge before Forest Hill avenue narrows and the speed limit drops to 35 and then 25 in the business district along Forest Hill as it approaches the Boulevard). If these two were done, I think we would solve the problems in our neighborhood – 1) high speed and 2) because of high speed, not way to get out on Forest Hill Avenue. If the above won't work, I like the idea of a turn lane and an attractive median and lowering the speed limit to 35 mph Powhite to Windsorview and 25 mph Windsorview to Sheila Lane. There is no reason "our" end of Forest Hill (Powhite to Chippenham) should not look as pretty and have the same speed limits as the other end (Forest Hill/Boulevard). I will not be able to attend the meeting the 17th. Long-standing plans to be out of town and I am unable to change them. I will submit an e-mail to those who I'm told need to hear from the residents in the area as soon as I return. I live at 6408 Buckhill Road in Willow Oaks. I am in touch with Anne Davis, Willow Oaks President, and Clare Novak, resident in Windsorview, who has rallied the neighbors in that area as well as Granite Hills who were unaware of the plans and the impact on their neighborhood and property values. We need more time to be sure all residents are heard and a satisfactory consensus is reached. Many are concerned that we are proceeding without this consensus AND because we have the funds and don't want to lose them. Better to lose the funds than to spend a lot of money and have a large highway that destroys our residential area and does not solve the problems as a traffic light at Rettig and lower speed would do at a fraction of the cost. Thank you for being in touch with me. I look forward to finding the best solution that will address our concerns and improve the appearance of Forest Hill Avenue as it passes through our neighborhood.</p>
<p>Joanne Straumb Richmond, VA 23225</p>	<p>Neighbors on Blithewood Drive are opposed to the DPW project because it is going to cause the following problems: More traffic thru the neighborhood. Decrease of residential home value on Forest Hill Avenue will be deeply impacted. DPW is more focused on more traffic thru Forest Hill Avenue verses Forest Hill Avenue being more friendly to the concerns regarding residents, pedestrians and cyclists.</p>
<p>Joe Wiggins 2961 Westchester Road Richmond, VA 23225</p>	<p>I very much oppose your existing plan for "improvements" of Forest Hill Avenue I live on Westchester Road and must drive through two, neighborhoods to get to Hathaway Road in order to turn left on Forest Hill. Safety? I would, after the "improvement", have pedestrians and cyclists, plus increased traffic with cars attempting U turns plus a bus blocking my view. Sure sounds safer to me. A 14 foot wide median added? That would certainly speed up traffic. And reduce the speed limit? That would certainly move traffic along. The speed limit is not enforced now. What advantage would I gain as a tax paying resident with your plan? With a roadway such as you plan going through our neighborhood, I would bet that as our property values decrease we could expect our real estate taxes would go even higher. I know that the City of Richmond will stand for no reduction of revenue. Your argument that a stop light at Rettig Road would cause accidents begs the question of " Why are there stop lights all over the City of Richmond, then." Were they put there to cause accidents? This whole thing seems to be a done deal. If that is the case, why all the talk? If someone is so eager to spend the 12 million dollars, then own up to it and get it done. I oppose the plan. Joe Wiggins 2961 Westchester Road.</p>

Resident/ Address	Questions/ Comments/ Concerns
<p>Joe Wiggins 2961 Westchester Rd. Richmond, VA 23225</p>	<p>I very much oppose your existing plan for "improvements" of Forest Hill Avenue I live on Westchester Road and must drive through two, neighborhoods to get to Hathaway Road in order to turn left on Forest Hill. Safety? I would, after the "improvement", have pedestrians and cyclists, plus increased traffic with cars attempting U turns plus a bus blocking my view. Sure sounds safer to me. A 14 foot wide median added? That would certainly speed up traffic. And reduce the speed limit? That would certainly move traffic along. The speed limit is not enforced now. What advantage would I gain as a tax paying resident with your plan? With a roadway such as you plan going through our neighborhood, I would bet that as our property values decrease we could expect our real estate taxes would go even higher. I know that the City of Richmond will stand for no reduction of revenue. Your argument that a stop light at Rettig Road would cause accidents begs the question of " Why are there stop lights all over the City of Richmond, then." Were they put there to cause accidents? This whole thing seems to be a done deal. If that is the case, why all the talk? If someone is so eager to spend the 12 million dollars, then own up to it and get it done. I oppose the plan. Joe Wiggins 2961 Westchester Road.</p>
<p>John Heroy 3133 Windsorview Dr Richmond VA 23225</p>	<ol style="list-style-type: none"> 1. I have looked at the various plans and they all seem aimed at moving traffic faster though my neighborhood. They are a lot of old people who already find it difficult getting onto Forest Hill Avenue, as it is, and will be even more difficult with any of these plans. 2. I have been told that the speed limit will be lowered to 35 mph, but the speed limit is 40 mph now and there is no enforcement of that limit. The only thing that will slow people down and make it safer is Stop Lights at Rettig and Windsorview. I am against any of these plans without Stop Lights. 3. I also feel sorry for the people who will lose their front yards - these plans show no consideration of their well being.
<p>John Heroy 3133 Windsorview Dr Richmond VA 23225</p>	<p>I oppose this project. The main thrust is to move more traffic through my neighborhood with little thought to the character of the neighborhood or our ability to get out of our neighborhood safely. It appears to me that the aim of this plan is to turn much of Forest Hill Avenue into that part of the Chippingham turnpike that extends from Forest Hill Avenue to Hugonot Road. When I enquired about putting traffic lights at Windsorview and at Rettig, I was told that traffic lights could be installed IF there were enough accidents to warrant them. I wonder how many people will have to be injured before the traffic engineers -- whose mindset seems to be anchored in the '70's -- deem it necessary to put in a light so that we can get out of our neighborhood safely. The engineers told me that a median would make it easier for traffic to get out, but with that traffic ever increasing on Forest Hill, I don't see it getting easier. The engineers who came to one of several meetings I attended told me that the speed limit would be lowered to 35 mph, but that could be easily upped by changing a sign, and the present 40 mph is not currently enforced; if you drive 40 mph on Forest Hill Avenue, almost everyone will pass you. The engineers also said that more people will cut through my neighborhood if this project ISN'T implemented. That can be easily taken care of by putting four- or three-way stops throughout my neighborhood as the City has done in other areas. The only good I see in the plan is the creation of bike lanes and sidewalks, but these alterations should not have to take so much of the front yards of those who live on the south side of Forest Hill. The loss of trees that help screen those homes from the road will be devastating, and certainly it will be very hard for those homeowners who will lose much of their front yard to ever sell their property for a fair price. I am also surprised that so much money is being spent on this project, yet no plans are included to put power lines underground. I think the city should defend its citizens from this encroachment of traffic from Chesterfield. In fact, the city should be more like Chesterfield. You don't see Chesterfield widening Forest Hill Avenue from Bon Air to the City line.</p>

Resident/ Address	Questions/ Comments/ Concerns
Jon Deutsch	<p>Kevin, I saw this email address posted as the address to send comments to about the Bike Forest Hill Project. Last week I used the comment form on the website to sign up for the email list and submit a comment, and I got an undelivered email returned. It didn't look like the website was working correctly. My other comment is that I'm very disappointed that the next meeting on this was scheduled for St. Patrick's day. I am in support of the project and like the direction it is headed and want to attend the meeting and would on any other day.</p>
Judith Waldron 3125 Windsorview Drive Richmond, VA 12114	<p>I am opposed to the plan for widening Forest Hill Avenue presented by the Department of Public Works. A better design is possible and necessary. The current proposal does not thoroughly address safety issues at Hathaway and the Powhite interchange where the majority of accidents occur. Another safety issue: pedestrians traversing Forest Hill now have a challenge -- more traffic lanes and a wide median would make crossing the street even more difficult. Wide landscaped medians reduce visibility. I have discussed the proposal with my neighbors who share my concerns. We love this neighborhood -- more pavement and fewer trees would give us less to love. Judy Waldron 3125 Windsorview Drive</p>
Julien Williams 6429 Roselawn Road Richmond VA 23226	<ol style="list-style-type: none"> 1. I am opposed to the Forest Hill widening project as proposed 2. Extra traffic uses Forest Hill to avoid tolls on Powhite 3. A VDOT blueprint of wider & faster 4. The new Huguenot Road Bridge only has two lands of traffic and two 10' breakdown lanes 5. Make Forest Hill Avenue unattractive to pass-thru traffic, make FHA only two lands, in in each direction and the remaining asphalt breakdown lanes & pike/ped needs 6. Slow it down, spend less money, and use the savings to put utilities underground
Karl Kuester 5627 New Kent Rd Richmond, VA 23225	<p>Kevin, Thank you for making this project available for community comment. I will be traveling out of state during the open house discussion and wanted to provide my input. We live in Westover Hills West and travel Forest Hill along the project limits daily. We support the widening project because of traffic that travels this route and back-ups that are caused by vehicles attempting a left turn. Another major concern of ours is pedestrian travel along this route as well. As an avid runner I also cross train on my bike. One of my largest concerns while running or riding in Richmond has always been along the Northside of Forest Hill Avenue from Fairlee Road (just east of the proposed project) to the Stratford Hills Shopping Center (or at least to Rettig Road). This is a heavily used route for runners as it is part of the marathon route. It is a heavily used route for biking as it is part of VA Bike Route 1. I'm glad to see that sidewalks and bike lanes are included in the project. I understand that there may be budget and property issues involved and if so my hope is that a safe path for pedestrians, runners and bikers along at least the Northside of the road remains a central feature of the project. What I would like to see included to the East End of the project is marked crosswalks and pedestrian signage along the exit and entrance ramps to the Powhite. Also, could it be possible to finish the small section of missing sidewalk that ends abruptly between Fairlee and the Northbound Powhite Entrance Ramp?</p>
Keith O'Brien	<ol style="list-style-type: none"> 1. STOP THIS OVERBLOWN NONSENSE!

Resident/ Address	Questions/ Comments/ Concerns
<p>Kerry Mills 4301 Stonewall Avenue Richmond, VA 23225</p>	<p>We oppose the widening of Forest Hill Avenue. For us, Forest Hill terrace homeowners, this expansion of Forest Hill Avenue only creates more traffic, makes it less likely that Miles can ride his bike over to the park and our leisure walks along Forest Hill will stop, it will create more trash as more people cut through avoid the DT expressway and the toll to cut through our neighborhoods. It is unthinkable to consider that the scenic nature of Forest Hill with the trees and the lovely front yards will be impacted. Not to mention increased traffic means more pollution. And does the increased size of the street mean that large trucks can use the road which they cannot now? And not to mention the impact on the neighborhood along Forest Hill as the construction takes place! It does not make sense to widen this road. Forest Hill is not a highway it is a way to head east and west through the south side of Richmond to get home, etc. The expressway was made for that traffic. We want our neighborhood to flourish and for people to want to live here, right? Widening Forest Hill will drive families away and anyone else who is looking for a quiet neighborhood to live in.</p>
<p>Lauren Kavanagh 2932 Skipton Rd. Richmond, VA 23225</p>	<p>In April of 2010, my husband was rear ended on Forest Hill Ave. while stopped at a light. The woman who hit him was estimated by the police to be traveling between 40-50 mph and said she just wasn't paying attention at the time and didn't notice that the light was red. Our car was totaled, as was the car directly in front of ours which was also stopped at the light. Luckily, my husband was not hurt. This accident occurred a little farther up Forest Hill, right in front of the Martin's/Target shopping center, but is indicative of the accidents that can happen as a result of the speeds regularly traveled on this thoroughfare. The Forest Hill Improvement Project has so many flaws and opponents, it is extremely difficult to understand why it is being done at all. When our civics association met with Kathy Graziano last night, she informed us that the City's main goal with this project was to increase safety in light of the numerous accidents on Forest Hill, and because it was marked as one of the most dangerous stretches in the City. If safety is the City's main goal, it has clearly been sidetracked by the desire to "use the money" earmarked by this project. We have asked over and over again for a stop light at the intersection of Rettig and Forest Hill. Part of the reason people reach such excessive speeds on this section of Forest Hill traveling westbound is because they are either entering from coming off of the Powhite Expressway, and/or increasing their speed to go up the hill coming up the bridge. If a signal was placed at the intersection of Rettig, it would at the very least act as a deterrent to people who regularly travel this route to get to Chesterfield county regularly. The only way to make this road safer is to reduce the number of cars on it and to slow traffic. Simply put, people won't go that way if it takes more time to get to their destination than it used to. Merely reducing the speed on the road and narrowing the width of the lanes is not going to do it. If anything, people won't notice the speed change without serious enforcement and creating turn lanes and medians is going to make those in the "thru" lanes go faster because they won't expect people to be stopping to turn, or entering Forest Hill from any of the side streets that are blocked by the median. Then as they approach the Hathaway intersection (and beyond to the Target/Martin's intersections) their speeds will be increased - particularly if they hit a string of "greens" as the woman who hit my husband did. If anything, the city's plan will increase already dangerous speeds. Additionally, making a turn and bike lane will make it even harder for those of us who live in Willow Oaks to make a left onto Forest Hill because we will have to pass bike traffic, turn lane traffic, the "thru" lane traffic, and the median just to turn left. There will be people attempting to make u-turns to go westbound because they will not be able to make a left onto Forest Hill. Simply saying "it's just local traffic" as the consultants did at the last meeting does not mitigate the fact that those of us who live here and go through these intersections many times a day will be the most affected and the most AT RISK. I was also told by a design consultant at the "accident data" station that federal law did not warrant the use of a signal at the intersection of Rettig and Forest Hill but that they would "look into it." Experience and almost every single resident has said the same thing - WE NEED A TRAFFIC SIGNAL. We probably need TWO traffic signals- another one at Windsorview, to really deter people from using this stretch as a thoroughfare. Adding more variables to an already dangerous traffic situation and not putting any kind of stop light is irresponsible, and in my opinion, reprehensible.</p>

Resident/ Address	Questions/ Comments/ Concerns
Lauren Kavanagh 2932 Skipton Rd. Richmond, VA 23225 (response continued)	<p>There are so many more problems with this plan it is laughable that it is being considered. When asked who was going to water the new plantings that will replace the mature trees- the City's response was, "hmm, we don't know." We have also been told that the sidewalks will encourage people to walk on the streets. Well I hope they enjoy their own side of the streets, because there will be absolutely no way to cross the street once these "improvements" have been built. There seems to have been no real examination of the problems here- probably because this is being designed by an out-of-town firm. We know there are a lot of accidents on Forest Hill- and we know there are lots are rear ends, but has anyone really delved into WHY these accidents occurred? In today's era of technology and because Virginia STILL does not have a cell phone law, most people are just not paying attention while they drive. No amount of speed reductions, lane narrowing etc.. will help if people simply are distracted, which really is what causes almost all of these accidents. The people who drive this route have driven it for years and they drive it because it gets them to their destinations without having to pay a toll and relatively quickly. The ONLY way you will stop the number of accidents and make this road safer is to implement real deterrents for the amount of traffic from using this route at all. Finally, it is worth noting again that some of the surrounding neighborhoods do not have civics associations and many of the residents remain unaware of these plans. The construction of this project will likely take a couple of years and likely will decrease home values in all of the surrounding neighborhoods during that time (and maybe even after). We almost didn't buy our home because of the traffic on Forest Hill and because we knew would have to deal with it every day- please do not make it more difficult for us to attract more new residents as a result. Every single resident affected by this should be made aware and should have a voice. Even our city representative doesn't have a vote on this matter. Why should the city be able to make such a drastic change without the consent of those most impacted? It is interesting to note that the proposed plans for City Stadium were discussed at our civics association last night- a proposal that is being considered in light of the fact that 77% of city dollars leave the city and are spent in the county instead of the City and that the City wants to increase a tax base and provide incentives for residents to stay in the City. The Forest Hill Ave. Project will likely have the exact OPPOSITE effect.</p>

Resident/ Address	Questions/ Comments/ Concerns
Lee Shewmake	<p>We oppose the Forest Hill Widening Project because we know the City Staff can do a better job in addressing the issues shown below. Please take the time to work with the citizens to make this project the best! - The Lатуche Household</p> <ul style="list-style-type: none"> · Devaluation of single family properties located along Forest Hill Avenue which will devalue the rest of the neighborhood · Loss of mature vegetation along Forest Hill Avenue – 30’ street trees under 25’ utility lines are not going to cut it. Mature vegetation/trees adds value to homes and also cools them in the summer. · Increased traffic means increased noise for properties along Forest Hill Avenue. · Current plan does not thoroughly address safety issues at Hathaway and the Powwhite interchange where the majority of the accidents occur. · Reduced turn radii of the corners of the side streets will allow cars to travel faster in and out of the neighborhood – less safe for pedestrians and cyclists and it also substantially reduces the green space in these areas. · Access to the neighborhood on the south side of Forest Hill Avenue is not adequate or safe and residents do not want to make u-turns during rush hour to travel west. · Pedestrian access across three lanes of traffic to a median with cars making u-turns is considered safe? · Are 14’ landscaped medians necessary? Medians and turn lanes only facilitate traffic flow along Forest Hill Avenue and allow it move faster. · Reduction of traffic through this area should be the goal and not to increase it – slow and smaller makes a safer road. · Presentation of design alternatives to a median and four travel lanes to reduce the footprint of the road area. · Plan does not adequately address pedestrian and cyclists as there is no signaling device at the Powwhite Interchange, bike lanes fade into travel lane near Hathaway.

Resident/ Address	Questions/ Comments/ Concerns
Leigh Ann McKelway 401 W 33rd Street Richmond VA 23225	<ol style="list-style-type: none"> 1. I do not support this plan. 2. The proposed width of this construction is too big for this residential neighborhood 3. the existing 10.5 foot travel lanes are wide enough and should not be widened to 11 feet. There is no requirement for 11 foot lanes 4. a project like this should include burying the power line. I understand it will take \$1 million to bury the lines. Let's spend the money. 5. Why is Hathaway omitted form this plan? that makes no sense 6. I oppose a raised median. In fact I oppose any median because omitting a would decrease the width of the project and save front yards 7. this badly design project I designed, it appears, to help people commuting into the city. it should be redesigned to benefit city residents, not commuters. Commuters should be encouraged to travel on Chippenham, Powhite & the Downtown Expressway 8. I would like to know how many new traffic lights have been installed in Richmond over the past 5 years. 9. Dear members of the Urban Design Committee, Please do whatever you can to stop a proposal by the Department of Public Works to widen Forest Hill Avenue to 92 feet wide between Hathaway Road and the Powhite Parkway. The proposal, which includes a median, bike lanes and sidewalks, makes Forest Hill Avenue too big for the residential neighborhoods that line its edges. Richmond's neighborhoods are among its best features. City government should work to support our neighborhoods and our neighbors, but the proposed Forest Hill Avenue widening works against city residents. The proposal seems designed to move as much traffic as possible through the neighborhood. This is an inappropriate design for Forest Hill Avenue – roads for commuting already exist (the Powhite Parkway, Chippenham Parkway and the interstates). Richmond is a creative city, but this enlargement of Forest Hill Avenue is an outdated, cookie cutter approach to engineering that is detrimental to Richmond neighborhoods. As you know, some of the most beautiful parts of our city are in South Richmond. As you may also know, people unfamiliar with South Richmond often tend to treat it with disdain. In some ways, it seems to me, the Forest Hill Avenue project as currently designed is just one more example of South Richmond being shortchanged. We deserve better than this outdated approach to traffic design. Please do everything within your power to provide a better plan for Forest Hill Avenue and for our neighborhoods.
Lelia Pendleton 811 W 44th Street Richmond VA 23225	<ol style="list-style-type: none"> 1. This is a badly designed plan, however well intentioned. The damage done to property values will never be recovered. The plan does not address where the majority of accidents occur (Hathaway/Forest Hill and Forest Hill/ Powhite) 2. Forest Hill is not a recreational walker/ biker choice, going through the neighborhood is more attractive 3. come up with a better usage of the money to improve our roads
Linda Hyslop	<p>My family and I are very concerned about the current plan for widening Forest Hill Avenue. We would like to see LESS vehicular traffic rather than encouraging more. Many cars exit here just because Powhite is backed up, but why make it easier for them? Why not reduce the speed limit? There are many factors to consider and perhaps more reasonable options to pursue ... with more input from the residents directly affected by this plan. The current plan will make Forest Hill feel like Parham or Staples Mill. What's wrong with a Cary Street Road feeling? We like the quaintness, and don't need more traffic. Sidewalks and a bike path are fine. A turning lane is fine. But maybe just having one lane in each direction would encourage the Powhite drivers to stay there. As an aside, my husband and I have lived south of the James in the city since 1977 when we move here from out-of-state. We like the small town feeling of this area, and urge you to reevaluate the options for this project.</p>
Linda Jameison 3124 Windsorview Drive Richmond, VA 23225	<p>Opposed: to current plan due to no traffic lights indicated along project loss of property value to residents on Forest Hill Ave. too much land lost.</p>

Resident/ Address	Questions/ Comments/ Concerns
<p>Lou Brooks 2828 Westchester Road Richmond, VA 23225</p>	<p>I am writing to express my dissatisfaction with the current plans to make Forest Hill safer. I do not think that the planned improvement will do anything other than make it easier to gain speed on the avenue because there is no rush of anyone turning. However, those of us who will be trying to cross or even u-turn amongst those gaining speed will have a significantly greater risk of being broad-sided. I think there are many other options to achieve safety. most of the ideas batted around involve slowing traffic significantly - not to 35 mph (this is a neighborhood street). The people who are in such a hurry can take the Powhite/Chippenham route. Those roads were built to handle high volumes of traffic. Forest Hill was NOT. Bike routes can be added to most any plan, including ones that do not involve widening Forest Hill. To make myself completely clear, I do not approve of (and actually object to) the current Forest Hill "Improvement" project.</p>
<p>Lynne Robertson 3308 Blithewood Drive Richmond, 23225</p>	<p>Sent email message: "See my OPPOSITION VOTE to the Forest Hill Project attached. Please read and seriously consider all the reasons." Attachment begins, "OPPOSED!!!! TO THE FOREST HILL PROJECT" (REFERENCE HER EMAIL/ATTACHMENT FOR MORE DETAILS)</p>
<p>Marcena Harman 2632 Melbourne Drive Richmond, VA 23225</p>	<p>I, along with my husband, oppose the Forest Hill Avenue Project as Proposed for several reasons: 1. Our children used to be able to walk SAFELY to the shopping centers on both sides of Forest Hill, as well as to the neighboring dentist's offices, and friends' homes. Four of our daughters carried the Richmond News Leader and could safely traverse Forest Hill Avenue to deliver papers. They did it without bike lanes or sidewalks. It was very safe. HOW WILL THE PROPOSED PROJECT make it safe? Wide sidewalks so folks can walk two by two? Bike lanes and a 14' wide median strip in addition to TWO lanes of traffic going each way? And the little "token" strip of grass"? And more speeding vehicles to watch out for? The "red light runners" at the Hathaway intersection and speeders aren't being ticketed much now. What assurance can you give that the speed limit will be enforced with this NEW PROJECT??? 2. As new drivers, the neighborhood children could safely navigate access to Forest Hill from our street going any direction. I'm glad they're not NEW drivers now! Accessing Forest Hill now is difficult and the proposed Project will make it even MORE difficult. U-turns aren't a safer way to turn ... are they? 3. And what about the walkers??? Few walk lanes are seen in the plans? With gasoline fuel costs spiraling upward, there may be MORE people wishing to walk safely to the grocery store and/or pharmacy. Those who DO drive will be seeking the shortest trip between two points in order to save money, too. 4. It seems that the residents haven't been given much consideration. Not as much as the business people are, as more of them seem to favor this project. Does money always win out? How about encouraging commuters to take Chippenham and Powhite Parkways, which are designed for high volume traffic. We don't need any speeders through these neighborhoods. (Hey, maybe some speed bumps would help slow the traffic down on Forest Hill and cut down on speeding?) There are times it seems that planners and designers should live in the areas they are supposed to be planning and designing for! At least live there for awhile so they would understand more fully what the needs might be. There's nothing like experience for an advisor. We are also concerned about the families who live on Forest Hill Avenue proper. The increased traffic will increase the noise and emissions, too, in addition to loss of the trees and other vegetation that help purify the air. All this and devaluation of property ... and assessments for taxes won't be adjusted immediately. Will they? Thank you for your time and consideration of these complaints. Wondering if we still have a government "by and for the people".</p>
<p>Margaret Hable Professional Development Specialist 2831 Braidwood Road Richmond, VA 23225</p>	<p>I oppose the current design and I want the city to reevaluate the options, this time with much more resident input. My concerns relate to creating a livable community for residents, and I am in favor of a plan that will not result in lowered property values. Also, I am concerned about the increased flow of traffic and the speed at which the traffic will flow; these conditions will contribute to more accidents and less safety for residents. Thank you for receiving my concerns.</p>

Resident/ Address	Questions/ Comments/ Concerns
Margaret Lowell 6944 Westham Road Richmond, VA 23225	<p>I really don't see the point in ripping up and re-doing Forest Hill Avenue between the Powhite and Hathaway Road. Safety – How is making Forest Hill Avenue a busier thoroughfare going to promote safety? The plan just seems to promote more traffic in the area. And it doesn't appear to address the real safety concerns at the Powhite exit and at Hathaway Road. The neighborhood – Forest Hill Avenue between Jahnke Road and Hathaway is residential, not commercial. Ripping up peoples' yards and removing trees, plus increased traffic, would change the neighborhood dynamic. Property values would fall because of the small front yards, extra traffic and noise. Forest Hill Avenue backs up for an hour or so primarily in the evening when commuters exit Powhite. To rip up a neighborhood to make it quicker for commuters to pass through doesn't seem like a good idea to me. I understand the City has money to spend on this project, but to just throw money at a worthless plan doesn't appear to be a good use of public funds. I'm against it.</p>
Margie Langston 2312 Stratford Ct. Richmond, VA 23225	<p>I attended the public forum on March 17 and I am in favor of the plan. It is very important to provide a pedestrian/bike path where there is now none. I bike down this road and it is dangerous. I heard a lot of negative comments, so I wanted to give my support to the project.</p>
Margie Langston 2312 Stratford Ct. Richmond, VA 23225	<p>I attended the public forum on March 17 and I am in favor of the plan. It is very important to provide a pedestrian/bike path where there is now none. I bike down this road and it is dangerous. I heard a lot of negative comments, so I wanted to give my support to the project.</p>
Maria Kneas 6747 Forest Hill Ave. Richmond, VA 23225	<p>1. Dear Mr. Newcomb, I tried to contact you using the Contact Form at the website for the Forest Hill Ave. Improvement Project:. Unfortunately, the form didn't work. Therefore, I have copied my message to send to you directly. Below are the addresses of the website and the form, so you can see for yourself that the form doesn't work. http://www.ci.richmond.va.us/PublicWorks/ForestHillImprovementProject.aspx http://eservices.ci.richmond.va.us/applications/RichmondGovContactUs/ContactUs.aspx?ID=179 I live with my mother (Frances Morrisson), who owns the home at 6747 Forest Hill Ave. Your write-up about the Forest Hill Ave. project says that it will increase livability for local residents. However, it will have the opposite effect. If you really care about livability, then please do what you can to slow the traffic down, and to minimize the amount of land taken by the project. For example, the sidewalks will be five feet wide. Four feet should be enough, or even three and a half feet. The raised center median will be fourteen feet wide. If you don't have a raised median, then you can make it ten feet instead of fourteen. The lanes will be eleven feet wide. They could be ten feet wide. Every foot (or half foot) makes a difference to the residents who live on Forest Hill Ave. Are there other alternative ways of handling this? For example, a turning lane was added to Forest Hill Ave. near the Stratford Hills Shopping Center. And all they had to do was paint the road differently. There was already enough room for the extra lane. Could that approach be used further down Forest Hill Ave? That would provide a turning lane without causing problems for people who live on Forest Hill Ave. In addition, it would save a lot of money. And I'm sure that there must be other worthy projects that need that money.</p>

Resident/ Address	Questions/ Comments/ Concerns
<p>Maria Kneas 6747 Forest Hill Ave. Richmond, VA 23225 (response continued-1)</p>	<p>2. My name is Maria Kneas. I live with my mother (Frances Morrisson), who is the owner of the house at 6747 Forest Hill Avenue. We live in the area of Forest Hill Avenue that will be widened. We are the first residence after the commercial area (with Food Lion, etc. -- which is across the street from the Stratford Hills Shopping Center). Please send someone to mark our property and show us the new border that will be created by the road-widening project. We have a steep driveway that will need to be regraded, and there are also other considerations. We need to know what is going on. And we need to have that information before the March 17 meeting. Our next-door neighbor is Colleen Lawson Bercheron. (Your map says "Colleen Lawson.") Colleen's address is 6739 Forest Hill Avenue. She also wants to have her property marked. Please send somebody to mark both properties. Would we have to be here in person when somebody comes to mark our property? If so, then I need to know when somebody will be coming in order to be sure to be here. Even if I don't have to be here, it would be helpful to know when somebody is coming (or at least get a ball park estimate of the timing). If Colleen needs to have somebody be present when her property is marked, then I can do that for her. Would that work? My phone number is 323-5107. Please contact me by phone or email at your earliest convenience. If you phone, then please ask for Maria. (I'm a retired secretary and I take care of official business for the household.) I'm sending Colleen a copy of this email message. If you reply by email, then please send a copy of your message to her (i.e., reply to all). Thank you for whatever you can do to help us. Sincerely yours, Maria Kneas cc: Colleen Lawson Bercheron</p> <p>3. Please reply to this email and let me know what will be done -- or (if appropriate) what we need to do. We live at 6747 Forest Hill Avenue. Our neighbor Colleen Lawson lives at 6739 Forest Hill Avenue. Your map shows our driveway projecting on to her property by a few feet. It also shows our properties as being the same width. http://www.richmondgov.com/PublicWorks/documents/ForestHill_Plan_View.pdf Colleen's land originally belonged to us. We sold it to Mr. John Anderson, who built the house on it. He changed the border between the two properties so that we would have six more feet of width, in order to give us adequate room for our heat pump and the bushes that hide it from view. He paid to have the two properties surveyed a second time in order to show the new border line between the two properties. You should have a record of that second survey. If you have any questions, you can call Mr. Anderson. His cell phone number is 334-2555. Will somebody at your office fix this problem? Do we need to do something about it? Please let me know.</p>

Resident/ Address	Questions/ Comments/ Concerns
<p>Maria Kneas 6747 Forest Hill Ave. Richmond, VA 23225 (response continued-2)</p>	<p>4. My name is Maria Kneas. I live at 6747 Forest Hill Ave with my mother, Frances Morrisson. I have a practical concern about our property which I will send as a separate email. This is to address some general matters. Thank you for the informational fare at the elementary school last Thursday. That was very helpful. I now feel much better about the whole project. I like the people I talked with. They were very helpful. They are knowledgeable, and they care about the practical concerns of local residents. At first, I opposed the idea of having bicycle lanes, and having the raised median (which is 14 feet wide), and taking space for a grassy strip between the sidewalk and the curb. However, my perspective has changed. I now feel much better about the project. So does my mother (who is the home owner). The raised median will provide protection for pedestrians who need to cross the street in places that aren't near traffic lights. It will also provide protection for motorists. Recently I made a left turn from our driveway into the turning lane, only to see a car from the far side of the street enter the turning lane at the same time. We were heading right toward each other. Such situations could be dangerous in a world where people text and drive at the same time. Last Sunday I went to Pony Pasture. I saw many bicycles on the road, along with cars. It made me more aware of how dangerous it is for bicyclists when they don't have a safe area of the road to travel on. At first I wondered what good it would do to have a half mile of bicycle lane, and then the bicyclists have to merge in with traffic. But at least it would help them for that half mile. And if we have a bicycle lane, then that will encourage further development of it. If the economy doesn't turn around soon, then we could wind up with more bicyclists and pedestrians needing safe places for walking and biking. The grassy strip provides space for utility poles. It also provides a place of refuge in case an amateur bicyclist rides on the sidewalk and pedestrians need to quickly get out of the way. I was troubled by not knowing ahead of time what the plans were for Forest Hill Avenue. I thought that I had not been told ahead of time. But I spoke with a man who assured me that all residents were sent postcards about the 2010 meeting. And that could well be the case, because at times, meaningful communication can be difficult. It's one thing to say something, and another thing for the other person to understand what you mean. People can fail to communicate adequately, without realizing it. I was afraid that the traffic would be closer to our home, resulting in more noise and shaking the house more (causing cracks, etc.) However, most of the new width will be sidewalks and the bicycle lane. The traffic will only be seven feet closer (i.e., half of the width of the median strip). I was grateful to learn that landscaping for the median strip will include watering the trees and plants for two years, to give them time to become well established. No matter how things are done regarding Forest Hill Avenue, some people are going to be unhappy about it, because people have different perspectives and different needs. In addition, nobody wants land taken to be taken from their yards. Or to have their driveways made steeper. Or to have traffic be closer to their homes. And even for people who are happy with what is done, there will be noise, and inconvenience, and hassles. I hope that local residents will be good sports about it, and not cause problems for your people. Thank you for your efforts to improve Forest Hill Avenue and to make it safer.</p>

Resident/ Address	Questions/ Comments/ Concerns
<p>Maria Kneas 6747 Forest Hill Ave. Richmond, VA 23225 (response continued-3)</p>	<p>5. Dear Mr. Newcomb, There are some people who are spreading false information and making residents fearful about the proposed plans to improve Forest Hill Avenue. I suggest that you use Frequently Asked Questions to dispel fears caused by this false information. Make it prominent, so that people can't miss it when they come to the website. And update it. Your present FAQ's begin with almost a page dealing with last Thursday's meeting. That information is no longer needed. There is something that needs to be clarified. And I have some other suggestions. First of all, remember that you are writing to people who mostly don't work for the government, and don't understand your abbreviations and assumptions. Please make things more clear so that lay people can understand them. For example, your section "Landscaping/Gateways" under the discussion about the raised median. It ends with a the following parenthetal statement -- "(DPW will maintain the landscaping)." That statement isn't adequate. It took me quite a while to figure out that "DPW" probably means Department of Public Works. In addition, residents had a local meeting (before your information session last Thursday) and somebody told us that the trees and other plants will die because there are no funds for watering them. Therefore, it would be much better to say something like the following -- "For two years, the landscaper will water and care for the trees and other plants. After that, the Department of Public Works will maintain the landscaping." Somebody emailed me saying that the project will involve "years' of construction, and during that time, it will take 20 minutes longer to get home. Can you add something to your FAQ page to correct that wrong information? For example, you could have a statement along the following lines -- "Construction time is estimated to be from about ___ to ___ months," You could also have something along the following lines -- "Construction will take place on one side of Forest hill Avenue at a time. Usually traffic will be normal (with both lanes) on one side of the avenue, while the other side of the avenue only has one lane available." If there will be some times when one side of the avenue is closed, then you could address that and say that it will happen "occasionally" or "for brief periods." During those times, there will be one-lane traffic on both sides of the avenue. You could also say that although it will take people longer to get in and out of their neighborhoods while construction is going on, afterwards they will be able to get in and out faster. They will no longer need to make left turns (which require having both sides of the street be clear). Instead, they will turn right, go a short distance (usually a block or less), and then wait in a protected area until the other side of the street is clear so that they can make a U-turn. This should take less time than having to wait until both sides of the street are clear. If I become aware of other negative (or scary) information that is floating around, I will let you know so that you can address it in your Frequently Asked Questions. You could update that as new issues are raised. And you could put a date at the top saying when it was last updated. That way, people who come to the website will be able to quickly tell whether or not they should look for new information on your FAQ document. Some people seem to be trying to get residents stirred up, fearful, and opposed to your plan. Good communication on your part would disarm that attempt.</p>

Resident/ Address	Questions/ Comments/ Concerns
<p>Maria Kneas 6747 Forest Hill Ave. Richmond, VA 23225 (response continued-4)</p>	<p>6. I live with my mother (Frances Morrisson), who owns the home at 6747 Forest Hill Ave. Your write-up about the Forest Hill Ave. project says that it will increase livability for local residents. However, it will have the opposite effect. If you really care about livability, then please do what you can to slow the traffic down, and to minimize the amount of land taken by the project. For example, the sidewalks will be five feet wide. Four feet should be enough, or even three and a half feet. The raised center median will be fourteen feet wide. If you don't have a raised median, then you can make it ten feet instead of fourteen. The lanes will be eleven feet wide. They could be ten feet wide. Every foot (or half foot) makes a difference to the residents who live on Forest Hill Ave. Are there other alternative ways of handling this? For example, a turning lane was added to Forest Hill Ave. near the Stratford Hills Shopping Center. And all they had to do was paint the road differently. There was already enough room for the extra lane. Could that approach be used further down Forest Hill Ave? That would provide a turning lane without causing problems for people who live on Forest Hill Ave. In addition, it would save a lot of money. And I'm sure that there must be other worthy projects that need that money.</p> <p>7. For people who live on Forest Hill Avenue, every foot of width makes a difference. It brings traffic closer to our homes (resulting in more noise and more shaking of our houses), and it takes more of our land. It looks as if you should be able to accomplish your goals without taking as much space. The plan is unnecessarily wide. (1) The traffic lanes are eleven feet wide. Ten feet should be adequate. And perhaps nine feet would work. (2) The grassy strip between the sidewalk and the curb is four feet wide. Three feet would give plenty of room for trees and utility poles. (They don't have to be side by side.) Even 30 inches would give enough room for them. (3) Would four feet be adequate for the bike lanes? (4) The raised median will provide greater protection, and the plantings will look good. But why does it have to be 14 feet wide? Can't it just be 12? It looks as if that would be adequate for a 10 foot wide traffic land plus 2 feet of cement buffer in the turning areas. (5) You have ground cover in the raised median. The median should also serve as a refuge for pedestrians who need to cross the street. There is a long distance between the traffic lights, and people will cross in between those areas. (They are already doing it.) If you just had grass, then it would be more user friendly for pedestrians. (6) Where you have azaleas in the raised median, there should be enough room around them to enable pedestrians to use those areas of the median. Don't have the azaleas close together. Leave enough space so that your mother would be able to safely and easily walk across the median.</p>
<p>Mary Arginteanu 8847 Riverside Drive Richmond, VA</p>	<p>David: would you send the body of this to the right address. I have lost the paper distributed on Thursday night. It was good to see you. As always, we appreciate what you do To: Richmond Officials involved in planning widening of Forest Hill Avenue I have a couple of comments as a result of my visit to the presentation at Southampton School, March 17th Presentation: Thank you for the professional, informative presentation. The staff did an excellent job of getting me answers to my many questions and those of others, including several pretty irate questions. The plan: I'm delighted to see the inclusion of bike lanes, sidewalks and a planted median strip. These feature will make the neighborhood much more livable. Since traffic on that section of Forest Hill needs to slow down, I'm glad the speed limit will be reduced and I believe that a landscape median may have a calming effect on traffic. Two concerns: why not reduce the speed limit now? How likely is it that a reduced speed limit WILL reduce speed absent periodic enforcement. Re landscaping on the median: I'm delighted you are using St. John's Wort. I'm awfully tired of lirope. I'm happy with the Encore azaleas. The bloom will be welcome. I urge you to consider landscaping with native trees that meet your growth rate, height at maturity requirements and are drought requirements. As the city arborists know there is a sensible movement among many professionals to promote the use of native plants in the landscape. Of course the right native in this area would be drought and heat tolerant. But, further there is evidence that native plants are a far healthier environment for insect communities which translates to more/better pollination and food for birds and other critters. It would be great if the city could take a lead in demonstrating the use of native trees. At this point, (maybe not four or five years ago), you can expect to get the interest and cooperation of the nurseries from which you would purchase trees. Thank you for the opportunity to comment:</p>

Resident/ Address	Questions/ Comments/ Concerns
Mary Bliley 2840 Skipton Road Richmond VA 23225	<p>I am totally against the current project</p> <ol style="list-style-type: none"> 1. Lowers property values south of Forest Hill 2. Cuts existing mature trees 3. User friendly to County residents - not neighborhood 4. Encourages high speed on what should be a local road 5. Kevin - I have organized the Willow Oaks Neighborhood cleanup since Mr. Jamison started them. This year I can not get any volunteers because of the high volume and speed of traffic on Forest Hill. Given my past experience with this traffic problem, I have a question. Where will the new highway be widened? Would you please have the widening marked before the meeting. My question also is when Forest Hill is widened, who will keep it all clean? Thank you for your response.
Mary D. Welhelm 6217 Forest Hill Avenue Richmond VA 23225	<ol style="list-style-type: none"> 1. Access to my driveway will make me drive too far to the west to turn in. Please investigate. 2. apparently from the plans I looked, taking a left into driveway, will be impossible, and make me drive many blocks out of my way just to enter my residence. I certainly hope this issue will be resolved, no one should have to drive out of their way to enter their own driveway. 2nd, I am very concerned about the incline of my driveway once this project is completed. Making my driveway on more of an incline will be a terrible safety hazard for me entering or leaving. I truly hope both of these major issues will be addressed and hope to be informed.
Mary E (George W) Vetrovec 6404 Westchester Circle Richmond, VA	<p>I would like to register my disapproval of the current plan for widening Forest Hill Avenue. Despite the speed limit lowering, this project will encourage Chesterfield County residents to use Forest Hill as a cut through opposed to using the Powhite/Chippenham connector which was built for speed to get these commuters home in a timely fashion.</p> <p>The city neighborhoods which line Forest Hill will suffer from more accidents, more traffic, loss of a sense of old home character and property values. Mature trees which add a look of longevity to a neighborhood will be lost and this will encourage littering along this stretch. I have lived in the Willow Oaks subdivision for 20 years and feel that the current proposal will not</p>
Mary Godsey	<p>I am opposed to this project as it exists. This is a waste of tax money. Make all lanes off Powhite go through the light to turn east or west. Provide a stop light for left turns going west or east out of the north and south side of Forest Hill Avenue. Remove the median strip. Do not cut down the trees. If bike lanes are necessary make it a two lane street with a 25 mile speed limit. If coming off Powhite one has to go through a stop light the lower speed limit would be no problem. The big trees provide shade for the pavement to help keep the temperature lower in the summer. If this is part of the storm water run off project correct area with storm sewer, curbs and sidewalks.</p>
Mary Godsey 4314 Forest Hill Ave Richmond VA	<ol style="list-style-type: none"> 1. At the Dec. or Nov. Meeting 99% were opposed to this project. Why did the City not listen to them? Our representatives are public servants acting on our behalf, or are they. 2. This project is a disaster - most residents in the two neighborhoods want a stop light at Rettig Road, lower speed limits and large trees to shelter the road from the hot sun. The meeting before this had approximately 150 persons, about 99% against this project. The news last night was totally misleading and a lie - based on what I heard at the public meeting in Dec. If bike lanes are necessary, 12 million dollars is a waste of money for only 1/2 or 1 miles. This money could be spent for miles of bike lanes if used properly, make 2 lanes, plus bike lanes, lower speed limit and keep trees. 3. If the attitude of our representatives continues to assume they know what is best for our neighborhoods better than the citizens - we will have to vote them out, not that will keep the administration from continuing this elitist attitude that they know what is best for us, how sad.

Resident/ Address	Questions/ Comments/ Concerns
<p>Mary Webber 2841 Skipton Road Richmond, VA 23225</p>	<p>Am very concerned about my neighbors along Forest Hill. It looks as if they are sacrificing their front yards so cyclists, most of whom don't live in the neighborhood, can have 10 feet of bike lanes. Since there are no bike lanes east of the Powhite and west of Hathaway, I don't quite understand the need for them along this short stretch. Most of the bikers turn down Rettig Rd. to get to the river anyway. A middle turning lane is definitely needed, but do we need a 14' median, which will force those living on the avenue to make u-turns in order to reach their destination? How about a middle lane as we have east of Powhite? That seems to work just fine. The people who have invested in their homes on Forest Hill are the real losers in this project and steps should be taken to mitigate that as much as possible. We are looking forward to the storm water control! If we get stuck with the median, will you please put money in the budget for the upkeep of it? As I drive around the city, I see unkempt medians, where plants die for lack of water, trash collects, weeds grow. As a gardener, that bothers me, but I am not going to volunteer to get in the middle of Forest Hill Avenue and pull weeds, with cars whizzing by! Thank you!</p>
<p>Mrs. Morrison 6747 Forest Hill Ave. Richmond, VA 23225</p>	<p>Hi. Mr. Newcomb, a Citizen call in Mrs. Morrison she lives at 6747 Forest Hill Ave and the City is expanding the roads in that area they are having a meeting about this project, she wants to know how wide and also wants the city to come out and mark the lines so they would know how wide the road would be and what's going on in their neighborhood Please call # 323-5107 ask for Mrs. Marie</p>
<p>Nancy Rose Granite Recreation 6423 Glyndon Lane Richmond, VA 23225</p>	<p>Granite Recreation is a private pool and tennis club located at 6423 Glyndon Lane. Glyndon Lane is unarguably the most convenient and frequently used entrance off of Forest Hill Ave. to our facility. While some of our members reside in the immediate neighborhood, the majority are commuting in from Westover Hills, Stratford Hills, Woodland Heights, Church Hill, the Carillon and Byrd Park areas, and the Fan. Members who arrives from Powhite, or eastern Forest Hill Ave. currently are tuning left off of Forrest Hill onto Glyndon Lane. Those arriving from the west turn onto any of the other neighborhood streets that funnel into Glyndon Lane. If you proceed with your current improvement plan which eliminates the ability to turn left onto Glyndon from the western approach, all that traffic will be forced to use one of the other neighborhood streets where left turns are allowed. Our facility is open from mid May through Labor day. Based on our entry records, between 8,500 and 9,000 vehicle trips are generated to and from our facility in that time period. Daily access to our facility varies based on the daily scheduled activity, time of day, and day of the week. Unfortunately, we do not maintain records for the daily drop off and pick up of children attending for twice daily swim team practices. Granite is a private land owner in the neighborhood. We feel it our obligation to point out to the planners the burden this design will impose on the access to our facility and to the quality of life on the residential streets that will now carry the bulk of our traffic. Thank you, Nancy Rose President, Granite Recreation</p>

Resident/ Address	Questions/ Comments/ Concerns
<p>Nancy Taliaferro 6724 Forest Hill Avenue Richmond, VA 23225</p>	<ol style="list-style-type: none"> 1. Please let me know when the Forest Hill Project meeting will be held. Thank you. Nancy Taliaferro 2. As a resident living on Forest Hill Ave, I asked the city to have someone come to my house to show me exactly how much of my property they have in their current plans to take from me. I have made this request before and was told that I would find out only after their plans were finalized. What can I do to get this information? I was told by several people at the March 17 meeting that there would be no more than a foot taken off my property, but I don't see how this could be possible with this plan the city has now. 3. I am strongly opposed to the Forest Hill Ave Widening Project for many reasons. As a resident living on Forest Hill Ave for 44 years, I have been a witness to the development of my community over the years. I have grave concerns about the impact of this project as it is proposed. The loss of mature trees along Forest Hill Ave will increase the noise, dust and pollution that residents experience. I, personally, will lose 13 mature trees that impact my property in a profound way. The proposed 5 ft bike lanes and sidewalks that will be built in this 1/2 mile stretch do not continue at Powhite and Hathaway Rd. What is the benefit of bike lanes and sidewalks between Powhite and Hathaway Rd only?! There is already an existing 3 and 1/2 ft sidewalk from Hathaway Rd to Windsorview Dr that is adequate. Why not simply extend the sidewalk only to Powhite? What is the purpose of bike lanes for only 1/2 mile? Additionally, the proposed 14 ft median seems excessive. Property owners along Forest Hill Ave will lose significant portions of their yards and driveways. This will directly impact property values in a negative way, including properties behind those facing Forest Hill Ave as neighborhoods are valued as a whole. I am also concerned about the safety for residents who will be forced to make U-turns to enter and exit their driveways with a raised median. I am also concerned about the look of the project with a flat median as it will be such a grand expanse of asphalt. My understanding of the purpose of this project, after reviewing all of the material, is to decrease the number of accidents between Powhite and Hathaway Rd. The materials provided by the city clearly identify the vast majority of accidents occur at the Powhite end and the Hathaway Rd end of the affected area. I suggest these areas be addressed independently, and the residential neighborhood between be left as it is, perhaps with an extension of the existing sidewalk to Powhite. I cannot express my opposition to this project strongly enough.
<p>No Name/ Info Provided</p>	<ol style="list-style-type: none"> 1. We ask for a light. Still want one. 2. The median seems obtrusive 3. Make the street lane width more narrow to slow the traffic down 4. head on accidents are misleading, the changes in the highway will not alleviate this problem 5. Most of these accidents occurred at the ends of the roads - not where the median will separate the traffic
<p>No Name/ Info Provided</p>	<ol style="list-style-type: none"> 1. I am pleased to see the City address the needs of all users in this project. 2. My major concerns are at either end of the project area; how will the sidewalks safely transition to Hathaway Road as well as east across the Powhite 3. The Powhite off ramp has bad sight lines, as demonstrated by the accident data <p>I hope the city & VDOT would consider making the RMA ramp intersect perpendicular to Forest Hill to make it safer for all of us</p>
<p>No Name/ Info Provided</p>	<ol style="list-style-type: none"> 1. How will traffic be handled during construction? Will blocks be closed & detours appear during construction? 2. Why is this being done? To put more traffic on Forest Hill? 3. this appears to cause much more inconvenience than it will be worth - at the residents and taxpayers expense 4. attempting to go west to the shopping areas will be a problem for residents making left hand turns

Resident/ Address	Questions/ Comments/ Concerns
No Name/ Info Provided	<ol style="list-style-type: none"> 1. I oppose the significant design changes and impact on surrounding neighborhood to have a roadway disconnected from what feeds it and what it feeds 2. The change from other access does make sense, nor does the project itself - the city can do it because it has the funding and has rights of way - not a good reason to spend millions of dollars 3. the access in and out of the neighborhoods will not be helped and become restrictive
No Name/ Info Provided	<ol style="list-style-type: none"> 1. If most accidents were at either end of the project area, how will widening & raised medians help prevent accidents at Powhite and Hathaway road? 2. Design is not neighborhood friendly 3. Cheaper to post 35mph signs (than \$12 million lost) which could prevent accidents 4. Accident report is three years old - what has last two years been like - same type, same number, increasing, decreasing? 5. Process to build is too long - 500 more accidents can occur while you debate a design - do something in the interim.
Pamela Beckner Willow Oaks_Clevendon Neighborhood Assn 6416 Buckhill Road Richmond, VA 23225	<p>I DO NOT support the current plan as presented. It is NOT the best plan for our area. I live in the very back of Willow Oaks, and I moved there from Ginter Park almost 8 years ago, living on Seminary Ave. for almost 20 years. I do NOT want Forest Hill Ave becoming more like Chamberlayne Ave, with traffic flying through on their way back and forth from Bon Air and Midlothian. Please do not fail our area by only looking at how quickly you can pass traffic up and down Forest Hill Ave. The Plan should NOT make Forest Hill Ave MORE dangerous; it should make it SAFER and more supportive of the residents who live there, not those persons merely passing through! The stretch between Powhite ramps and Hathway Road will NOT be helped by what is proposed. The two areas (1) Willow Oaks Country Club-Powhite and (2) the light at Hathaway Road and Forest hill Ave -- the two spots with the most accidents -- are NOT addressed at all by the proposed plan. Many of us met at a concerned group of residents directly impacted by the proposed Plan several weeks ago. The following are our collective thoughts regarding the proposed Plan: (1) This plan will not create a livable community for residents and will only benefit cars traveling on Forest Hill Avenue. We need a plan that is sensitive to the residential homes along Forest Hill and that will slow traffic in order to make it safe and reduce accidents. (2) Devaluation of single family properties located along Forest Hill Avenue which will devalue the rest of the neighborhood (3) Loss of mature vegetation along Forest hill Avenue - 30' street trees under 25' utility lines are not gong to cut it. Mature vegetation/trees adds value to homes and also cools them in the summer. (4) Increased traffic means increased noise for properties along Forest hill Avenue. (5) Current plan does not thoroughly address safety issues at Hathaway and the Powhite interchange where the majority of the accidents occur. (6) Reduced turn radii of the corners of the side streets will allow cars to travel faster in and out of the neighborhoods - less safe for pedestrians and cyclists and it also substantially reduces the green space in these areas. (7) Access to the neighborhood on the south side of Forest Hill Avenue is not adequate or safe and residents do not want to make u-turns during rush hour to travel west. (8) Pedestrian access along the three lanes of traffic to a median with cars making u-turns is NOT considered safe. (9) Are 14' landscaped medians necessary? Medians and turn lanes only facilitate traffic flow along Forest Hill Avenue and allows it to move faster. (10) Reduction of traffic through this area should be the goal and not to increase it - slow and smaller makes a safer road. (11) Presentation of design alternatives to a median and four travel lanes to reduce the footprint of the road area. (12) The Plan does not adequately address pedestrian and cyclists as there is no signaling device at the Powhite Interchange, bike lanes face into travel lane near Hathaway. PLEASE DO NOT TAKE ACTION BASED ON CURRENT PLAN. STUDY THE SITUATION MORE. THERE ARE BETTER SOLUTIONS AVAILABLE. DO NOT RUSH INTO THIS DECISION.</p>

Resident/ Address	Questions/ Comments/ Concerns
<p>Paul Bliley, Jr. 2840 Skipton Road Richmond, VA 23225</p>	<p>I worry the project will devalue the property on Forest Hill. The mature trees will be cut down and it is impossible to grow new trees without irrigation. I have not seen any provisions for watering the new plantings. We have a neighbor, 2800 Skipton Rd., that has cut down the mature trees in his yard and it is much noisier on our street than it used to be when we had the trees. With the blight that will occur on Forest Hill, our property value will certainly be affected. the idea about the sidewalk is some what far fetched. Who wants to walk along a road with cars going 45 miles per hour. Certainly no one with small children.</p>
<p>Pippin & Miles Barnett</p>	<p>We oppose the widening of Forest hill Avenue. For us, Forest Hill terrace homeowners, this expansion of Forest Hill Avenue only creates more traffic, makes it less likely that Miles can ride his bike over to the park and our leisure walks along Forest Hill will stop, it will create more trash as more people cut through avoid the DT expressway and the toll to cut through our neighborhoods. It is unthinkable to consider that the scenic nature of Forest Hill with the tress and lovely front yards will be impacted. not to mention increased traffic means more pollution. And does the increased size of the street mean that large trucks can use the road which they cannot now? And not to mention the impact on the neighborhood along Forest Hill as the construction takes place! It does not make sense to widen this road. Forest Hill is not a highway it is a way to head east and west through the south side of Richmond to get home, etc. The expressway was made for that traffic. We want our neighborhood to flourish and for people to want to live here, right? Widening Forest Hill will drive families away and anyone else who is looking for a quiet neighborhood to live in.</p>
<p>Ralph H Rhudy, PE 1801 Murdoch Road Richmond VA</p>	<ol style="list-style-type: none"> 1. Excellent plan to serve pedestrians, bicyclists & other transportation users such as transit riders, motorists, and commercial vehicle operations 2. Acquire necessary right of way to allow motorists, small truck operators, and large truck operators to make with ease the following u-turns in the Forest Hill Ave corridor: EB-WB in SE quad of Forest Hill & Woodberry; EB-WB in NW quad of Forest Hill & Windsorview; EB-WB in NW quad of Forest Hill & Rettig; WB-EB in SW quad of Forest Hill & Rettig 3. Provide handicapped ramps in all intersection quadrants to assist disabled pedestrians. Use min. sidewalk width of 5'. 4. Provide continuous lighting system with cutoffs to limit luminaire intrusion in to citizens' private yards. Also provide effective illumination for sidewalk facilities. 5. On side streets intersection of Forest Hill at Rettig, Norcross, Windsorview & Woodberry (where left turns off Forest Hill Ave are permitted) consider two approach lands to separate right turn motorists from thru and left turn motorists on side streets. 6. Consider TAC (Transportation Assessment Cameras) near the west end of the project and near Forest Hills & Powhite on the east end to advise transportation users of real time traffic conditions. 7. Work with Scott Clark or Larry Hasin at GRTC (804-358-3871) about right of way needs for bus shelters (permanent) and transit kiosks with electronic bus 8. Provide separate lighting, signing & pavement marking sheets for the construction phase.
<p>Ramon Puzon & Susan Borghard 4400 Stonewall Avenue Richmond, VA 23225</p>	<p>WE ARE OPPOSED TO THIS PLAN. Unfortunately, we were unable to attend the neighborhood meeting on March 7th and therefore, would like to express our opposition to the widening project of Forest Hill Avenue. We share the same concerns outlined during the March 7th meeting by our fellow neighbors and would like the Department of Public Works to take the list and reassess what is in the best interest of us, as the homeowners. Should you need to reach us, I have included our contact information below.</p>

Resident/ Address	Questions/ Comments/ Concerns
Richard Grossman 2958 Skipton Road Richmond VA 23225	<ol style="list-style-type: none"> 1. Raised medians will cause left turn access on Forest Hill Avenue difficult. 2. Size of raised median causes foot print for road too broad 3. Design of road will raise speeding, despite posted speed limit of 35 4. bike lane ends too far short of Stratford Hill Shopping Center 5. Please make sure bike lands thru RMA are a safe as possible!!! 6. The necessity of u-turns at Rettig Road will create traffic problems there - this is where I live.
Ricky (Frederick) Klein	<p>I own property at 6513 Forest Hill Ave and have a circular driveway. (2 entrances/exits). Do you plan on taking some of my property, adding sidewalks to both the north and south sides of Forest Hill Ave? And will you regrade my entrances, etc or will it cost me anything at all? Thanks.</p>
Robert Anderson 2931 Kenbury Road Richmond VA 23235	<ol style="list-style-type: none"> 1. Proposed X-Section looks good, however bike lanes maybe an unwarranted extra 2. Upgrade street lighting to modern high-pressure sodium vapor with good spacing 3. Street lighting along Forest Hill to the west needs to be updated 4. Sidewalk along the north side of Forest Hill should be extended from Melbourne to Hathaway
Robert Musick 2924 Skipton Road Richmond, VA 23225	<p>Dear Mr. Newcomb We live in the Willow Oaks subdivision and have seen the two more recent alternatives for widening FH Ave. (It is possible that they have been further refined since then.) Either would be a quantum leap forward. While we would be grateful for either improvement, we believe that the choice which does not have a separate "inland" bike lane is better. Although both of us are avid bikers, we think that a raised, planted median and a bike lane that is on the shoulder of the roadway would be preferable—that would be more in keeping with bike lanes elsewhere in the area. One further comment, if I may. There has been much talk of the speed limit (and speeding) on FHA. We understand that as a main east-west artery it is unrealistic to add a stoplight or a stop sign to moderate speeds (which easily can reach 50 or 55 in that stretch). However, in both of the proposed alternatives, crosswalks are shown. If crosswalks were raised a mere inch or two, not only would they be safer for pedestrians, but also they would serve as subtle traffic calmers without being disruptive. Thanks for your work.</p>
Robin Hanway 3141 Blithewood Drive Richmond, VA 23225	<p>I am opposed to the schematic plan as depicted on your website at this point. Please consider the following as the design develops: Address the Forest Hill exit off Powhite and the Hathaway intersection as part of the project, as they are big safety issues. Possibly consider pulsing with a stop/go light the exit off Powhite onto Forest Hill at peak. Clearly delineate changes in right of way on your plan graphics, as it seems difficult to believe that it could be virtually the same line with the addition of a landscaped median, as it is depicted in your plan view. Consider at grade pedestrian crossings marked with flashing lights, etc, and a textural paving change/marking the crossings. Consider a flush median allowing for direct left turn access. I've been favorably impressed with how well these lanes work in the Pacific Northwest. How will bike lanes be delineated, and what is the standard width? Can you make a 10' travel lane to reduce construction area? Are there LID, low impact development standards that could be used rather than curb and gutter?</p>

Resident/ Address	Questions/ Comments/ Concerns
Rosemary Green Westover Hills 5704 Regent Circle Richmond, VA 23225	<p>I found the open house on March 17 to be very informative. I was pleased to learn that very little additional right-of-way was required to build the road as proposed with bike lanes and sidewalks. I do have a concern about the future maintenance of the median and "grass strips". Unless citizens are engaged and feel a sense of "ownership" the green space will quickly turn to "brown space" and collect trash. I am interested in learning what programs exist for keeping the median looking good. Also, several neighbors expressed concern about what it would mean to cross 5 lanes of traffic (folks from Willow Oaks neighborhood who want to travel east on Forest Hill). They question whether or not it will be truly possible to "wait" for traffic to clear while sitting 'protected' by the median. Will the "middle" area (median and turn lanes) be as wide as the median on Westover Hills Blvd?</p>
Roy Lambertson 4501 New Kent Ave Richmond, VA 23225	<p>I am opposed to the plan presented by the DPW for Forest Hill Ave. for the following reasons: This will negatively impact single family properties located along Forest Hill Avenue which will devalue the rest of the neighborhood Increased traffic means increased noise and reduced quality of life for properties along Forest Hill Avenue. Reduction of traffic through this area should be the goal and not to increase it – slow and smaller makes a safer road and a better neighborhood with higher quality of life. The city has no business spending money unnecessarily in this time of fiscal strain.</p>
Ruth Auburn 3221 Marlboro Court Richmond VA 23225	<p>I am opposed to this project for the following reasons:</p> <ol style="list-style-type: none"> 1. Devalues property on Forest Hill Avenue 2. Ruins the character of the neighborhood 3. Traffic needs to be slowed down, not sped up 4. Lived in this neighborhood for 37 years and don't see any need for change 5. We don't want to lose our mature trees 6. With the widening the road noise levels will increase in the neighborhood 7. This format for the meting does not seem very Democratic <p>I repeat - I am opposed to this plan</p>

Resident/ Address	Questions/ Comments/ Concerns
RW Zehmer	<p>The plan as shown at various meetings does not meet any objective stated. For everything that helps one constituency damages another with all losing. Go back to the drawing board. Expand thinking to include moving more traffic while meeting the multiple objections that exist. The objections from all along proposed improvement areas include negatively changing face of road while trapping residents in neighborhoods on both sides of improvement area and negatively impacting resident safety. Try working around this idea. Build a new off ramp from the Powhite past the toll plaza where it will pass through undeveloped land to tie into Forest Hill at Cherokee and the existing road from Martins(old Ukrops) where it by passes all traffic congestion at Stratford Hills Shopping Center and Hathaway Rd. That would by pass the local neighborhoods and eliminate need for many of the proposed changes. The existing road would handle local traffic with a combination of a traffic light and speed reduction plus a bike lane and a sidewalk on one side of Forest Hill Ave. A second connector could follow the affected commercial property owners initial development plans to provide a road under Chippenham to go behind Wal-Mart to connect with Forest Hill there. The combination would allow large volumes of traffic to by pass the current bottle necks at the lights at Chippenham and Forest Hill, Hathaway and Forest Hill, and Sheila Lane and Forest Hill while serving the shopping centers on either side of Chippenham. The combination would produce sales tax and restaurant tax for the city. There would be minimal disruption during construction since Forest Hill would not be disturbed and the existing ramp from the Powhite would not need to close until traffic volume and patterns dictate. Because the areas for the new ramp already have roads or are undeveloped land the project cost should be reduced.</p>
Sarah Weisiger 2311 Maplewood Ave Richmond VA 23220	<ol style="list-style-type: none"> 1. Both ends of the project do not seem safe for cyclists. 2. Not clear from the drawings provided how it will marry up with existing pavement beyond project limits, especially on the east end of the project 3. The paved areas provided for u-turning vehicles at Melbourne Drive & Forest Hill will provide acceleration lanes for right turns out of Melbourne who may not first look for peds coming from the east - other extra pavement provided for u-turns seem to create similar hazards 4. At 6750 Forest Hill, just east of the shopping center on the north side - why not procure right of way enough for a widened bike lane/ grass buffer and sidewalk 5. Why not design a taper of line markings, but keep the width at 5' for bikes, as designed very dangerous!
Scottie Prudhoe 204 N Ridge Road Richmond VA 23229	<p>I feel the renovations and addition of the bike lanes are fantastic. However I am concerned about the section of bike Route 1 at the Powhite bridge will be an awkward transition to a shared lane as it is the most dangerous part of the route. I hope that this transition will be extended because the Forest Hill area is the worst area of the route. While these renovations fix some of them it does not fix all of them.</p>

Resident/ Address	Questions/ Comments/ Concerns
Stephen C Merriman (John N. Ferrell) 6225 Forest Hill Ave Richmond VA 23225	<p>\$12 million for one mile of road to accommodate about two dozen bike enthusiasts who put their lives in peril by riding on a stretch of road that carries semi tractor trailers, speeding rescue vehicles and fire trucks, gasoline tank trucks, city busses and automobiles that pay no attention to the two speed limit signs (one in each direction). There are numerous routes in the city that are more scenic and much safer. I mean why not allow the bikers to ride on Chippenham & Powhite Parkways. They already have a five side bike path. It's the same mix and speed of vehicles. If you truly want to improve the livability why not lower the speed limit to 35 mph and enforce it! Has anyone ever gotten a ticket for speeding on that section of Forest Hill Ave? A warning sign such as "watch for turning vehicles" or a flashing light near the country club entrance would save almost \$12 million. If you give motorists a better track to run on they are going to run faster, not at a more livable speed. I attended a public meeting at Willow Oaks a few years ago and was politely told that this project was going to happen whether or not the taxpayers who reside in the area approved of it. Most of the rush hour traffic is made of county residents who don't want to pay the tolls on the Parkway. When the project is complete why not remand the street the New Midlothian Turnpike or maybe the Russell Harper Freeway.</p>
Stratford Butterworth 2930 Westchester Road Richmond, VA 23225	<ol style="list-style-type: none"> 1. Dear Mister Newcomb: I have recently sent a letter to the www.ForestHillProject.com web address as per your request. After finishing, I pressed "finish" and it disappeared, with no indication that it had been sent. Subsequently I have heard that you have not been receiving any(or few) responses from the many concerned citizens whom we know are attempting to respond. Your response "form" did not make me feel good about my message and if it was received. If you would be so good as to confirm receipt of my email by email to this address, I would appreciate it. Yours truly, Stratford Butterworth (sbuttjr@aol.com) 2. The proposed plan is wrong on so many levels. One reason, to reduce automobile accidents, cannot be taken seriously when well over half of the accidents given as evidence of need did not take place in the proposed area. Both the Powhite off-ramp and the Hathaway intersection can be improved and should be. I would like for a City representative to check the police accident reports in question to see how many times the words "Richmond City Bus" appear. Their on-loadings and off-loadings are a particular menace at Forest Hill and Hathaway at the Seven-Eleven, where they stop just beyond the stop-light. I also believe that, in order for the proposal to be presented properly, the property should have been staked out for us to see what area would be impacted. Pretty pictures of people all dressed up walking up and down the proposed sidewalks are only that, pretty pictures(albeit mighty expensive). The taking of peoples' front yards, constricting their ability to park and lowering their property values, creates a moral question that will live long after the newness wears off of the plantings and slow down lanes. Take a walk from Stratford Hills Shopping Center east along the sidewalk on the north side of Forest Hill Avenue to the first road for a preview of what this improvement might well become. I have been assured that the proposed improvement will be maintained in the same fashion. It is truly a shame that Federal Funding, especially in times like these, has such an effect on our elected officials and their minions.
Susan	<p>Please consider installing an irrigation system in median.</p>

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<p>Susan Auburn 3221 Marlboro Court Richmond VA 23225</p>	<p>I oppose this project for the following reasons:</p> <ol style="list-style-type: none"> 1. It devalues the properties on Forest Hill Ave drastically 2. The neighborhood quality will be destroyed. It's a neighborhood street not a thoroughfare. 3. Traffic needs to be slowed down on Forest Hill Ave - this project will encourage faster traffic, traffic that should be staying on the highway 4. We don't want to lose our mature trees 5. Lower the speed limit, leave the road alone, and address the accident prone spots - the Powhite ramps and Forest Hill/ Hathaway intersection <p>I repeat - I am opposed to this plan</p>
<p>Susan Campbell 4501 New Kent Ave Richmond, VA 23225</p>	<p>I oppose the plan presented by the Department of Public Works. The traffic coming through the Stratford Hills, Westover Hills and Forest Hill areas is already heavy. This will only increase the traffic. It will lower property values, which will lower the property taxes that the city collects. It will take traffic off of the Downtown Expressway, which will lower the tolls that the city collects. It does not make sense to spend so much money to create a situation that will lose the city money in the long run. And it will make our neighborhoods and road ways less safe. It will detract from the neighborhood quality of the area. I strongly oppose this plan.</p>
<p>Susan Dwyer 2811 Braidwood Road Richmond, VA 23225</p>	<ol style="list-style-type: none"> 1. I am OPPOSED to the current plan for widening Forest Hill Avenue. In making a response, I would first like to look the the city's website, focusing on statements by the city on the "Forest Hill Avenue Improvement Program": Under Public Meetings" the online information states "...Based on citizen input, the city of Richmond has developed a plan to enhance safety and livability through bicycle lanes, sidewalks, pedestrian crossings and landscaping." * As a neighborhood resident, I have yet to hear any other resident speak in favor of the project as proposed. Most comments have not only been nonsupportive, but violently opposed. ("based on citizen input") * When stating that "livability" would be enhanced, I am certain that this statement did not reflect our neighbors whose residence fronts Forest Hill Avenue. The decreased livability will cause a serious decline in their property values, most likely resulting in affecting contiguous areas financially as well. (Later, in the city's document, the statement was made by the city that noise levels would not be increased. Again, that statement could not have been inclusive of our neighbors whose homes front the avenue, as traffic lanes will be much closer to residences. Based upon these 2 points, the city's statement (held within the "Overview" section of the online document) that "...the impetus for the project is to improve...livability along Forest Hill Avenue..." I am sure those homeowners would like to understand how their livability will be improved when their property values go down and the noise level goes up. Still focusing on the city's wording in the "Forest Hill Avenue Improvement Project" document, I read the statement (under "Frequently Asked Questions") that this proposal would call for raised medians and that this would help the environment by reducing the noise levels and improving the air quality. First of all, we have mature trees which already do serve to reduce traffic noise and improve air quality. Even if the city plants and maintains the new plantings, it will be decades before the new trees are of similar height and breadth of the existing trees. Additionally there will be months and months where nothing is serving as a buffer to the traffic noise. Merely adding landscaping to what currently exists would serve as a "traffic calming measure" that the city maintains it is seeking. Under "Traffic Mitigation", the city states there is 35 mph signage. This is not continuous along Forest Hill Avenue. Continuity of a posted lower speed limit would, in itself, slow traffic. I will post additional comments on a second email to this site, as more space is needed to address concerns I have.

Resident/ Address	Questions/ Comments/ Concerns
<p>Susan Dwyer 2811 Braidwood Road Richmond, VA 23225 (response continued-1)</p>	<p>2. I am opposed to the Forest Hill Avenue widening project as proposed. (page 2 of my opinions) I would like to address the safety concerns related to Forest Hill Avenue. I do feel that there are safety issues that need to be addressed. My first question would be to ask what other safety measures has the city explored or employed in making the avenue safer? At one meeting we were told that there would be no issue in lowering the speed limit immediately. This would be a non-invasive action with virtually no cost to the city. It begs the question as to why this has not been done. Many neighbors, including myself, feel our neighborhood would be safer if there was less traffic on Forest Hill Avenue. We do not want to encourage more traffic; rather, we would like to see less traffic. I enjoy seeing the cyclists enjoying our beautiful neighborhood. However, the city's proposal does not consider the cyclists' safety at the Powhite Interchange nor at the merge of the bike lanes into the travel lane near Hathaway Road. I see this as a incomplete address of what the city states is a concern. To spend 12 million dollars and not address the accidents at the Hathaway Road intersection is another example of how it is a partial response by the city. When I posed this question to a contractor at the 3-17 public meeting, the "best" answer I got was that this was what they could do with the amount of money that would be awarded. I feel that having turn lanes will allow the opposing traffic lanes to move more quickly. This will serve to draw more traffic into the neighborhood, directly in opposition of the city's stated desire to increase livability and lower noise levels. More rapidly moving cars would seem to mean more accidents and noise....continuing to address the safety concerns: It is currently very difficult to make a left hand turn onto Forest Hill Avenue from Rettig Road. Expanding the width of the avenue will not facilitate this. It will be made more difficult in that median planting will obscure the driver's visibility. Also, a driver making a left hand turn will need to travel considerably more distance to clear the space taken by sidewalks, bike lanes, medians and a turn lane (I seem to think it will be approximately 59' more space). Many drivers will elect to go "the back way" which means that there will be added traffic at the Hathaway Road intersection. This is already heavily traveled and an area that the city is not addressing. I would expect to see many more issues created for this already congested intersection. (Note: I believe this is where a number of cyclists travel now.) Pedestrians will also encounter (thus probably avoid) crossing Forest Hill Avenue, as the strollers and wheelchairs mentioned in the city's document, will have to cross this greater expanse as well. Additionally, there will be cars making U-turns, adding to the concern. I will address additional concerns on a 3rd page.</p>

Resident/ Address	Questions/ Comments/ Concerns
Susan Dwyer 2811 Braidwood Road Richmond, VA 23225 (response continued-2)	<p>3. I am opposed to this project. This is my 3rd page of reasons stating why I do not want to see the current proposal funding and enacted. Richmond city is looking to keep and attract more families in order to help with the tax base. The people whose homes front Forest Hill Avenue may be inclined to leave, even if they will face a certain devaluation of their home. It is not likely that there will be many people choosing to relocate knowing a wide, busy, noisy road will be right outside their front door. People considering moving into the larger area will be less likely, as areas neighboring to those directly affected, will see their property values decline. This will be especially true during the projected time of cutting down mature trees and undergoing a lengthy construction process. This dovetails with the time where we have been told by city representatives there is a significant lack of funds in the city budget. In times of deficit, all attempts should be made to keep current residents wanting to remain and to attract new residents, in order to have a stronger tax base. The city has issues with funds lacking in the schools, the libraries and for law enforcement. Yet, this is a plan that in all likelihood will cause current residents to move to suburban (county) areas and dissuade new residents, thus lowering the tax base. Mature vegetation was a positive factor in our family's decision to move to this neighborhood. Destroying that (even if new plantings are made, it will be years before the benefit is seen) will deter other prospective residents. Additional traffic is often seen as probability of additional crime and always as a negative in regards to noise levels. At the 3-17 meeting, our family discussed aspects of this proposal with many of the individuals representing the plan. Although I did not have enough time to speak to each individual within the 2 hours that I could attend the meeting, I did speak to most of the representatives. I was disheartened by many of the responses I heard or were made to me personally. Often I heard statements like: "I simply do not know the answer to that question." "Since I do not know that answer, just write it down on a comment sheet." In my opinion, I felt many times a contractor would answer with a dismissive attitude. I witnessed a contractor trying to interrupt a citizen who, in turn, begged for the courtesy to be heard in his entirety. I heard 2007 data given as "current" data. I heard misleading statement given about the number of feet being added to the avenue. The citizen added up the feet aloud for the contractor who did not amend or correct the math, yet offered no restatement. (I would like to add that although Mr. Chris Breshler and I did not have opinions in agreement all the time, I told him that I appreciated his kindness and warm courtesy.) END OF COMMENTS</p>

Resident/ Address	Questions/ Comments/ Concerns
<p>Susan Dwyer 2811 Braidwood Road Richmond, VA 23225 (response continued-3)</p>	<p>4. I appreciate the city giving the Willow Oaks residents this opportunity to voice their opinions about the proposal for widening Forest Hill Avenue. For many different reasons, our family opposes this plan, as do any of the neighbors with whom we have spoken. The city states safety and livability as the two prime reasons that this project is being proposed. Interestingly enough, it is for the exact same two reasons I oppose the plan. I see additional safety issues being raised and feel strongly that the livability of this neighborhood would decline significantly. Please take a moment to let me outline my thinking. SAFETY: 1) Installing a turn lane would, in my opinion, enable drivers of both through lanes to drive very quickly, as they would not need to be as aware of turning traffic (as there is currently). As it is, drivers ignore posted speed limits and I foresee speed becoming more of an issue. 2) With the road as it is now, making a left hand turn, from Rettig Road, onto Forest Hill Avenue, is quite difficult at times. Having to cross additional footage (due to bike paths, sidewalks, medians, turning lanes and all the space that separates any of these, will make it virtually impossible to make the aforementioned left turn. 3) Continuing to look at the difficulty of making a left hand turn off of Rettig Road onto Forest Hill Avenue, it is my opinion that the proposed plantings on the proposed median will prove to be a dangerous visual obstruction. 4) The citizens of this neighborhood have asked city representatives what other issues methods of improving the safety have been explored by the city. Personally, the only method I have heard expressed is that the city has the ability to post a lower speed limit and that this is action the city could easily take at any time. A statement was made at a recent meeting, imploring the need for that NOW. 5) Often residents leaving the Willow Oaks neighborhood take a right turn onto Forest Hill Avenue when they leave Rettig Road when it is a left turn that is needed. They do this because they feel they can travel right on the avenue and more safely make a U-turn as opposed to turning left. It appears that this will be more difficult with the city's proposal. Personally heard was that there funds did not allow for changes to be made in the entire length of road (up to and including that intersection). To me, this was not a an explanation and did not address the safety issue whatsoever.10) Cyclists' safety is a point that was continually made by contractors, yet they admitted that their plan did not acknowledge any plan for the area immediately past the Powhite interchange. They also conceded that it did not address the area used by cyclists at the Hathaway Road intersection, where cyclists often travel to access the river. Again, I see the city's plan as not fully addressing the need they raised. 11) When opposition was made to the medians at a recent meeting, a representative suggested this would mirror what was done on Westover Hills Boulevard. I beg that measurements are made of the Boulevard's median and see that the footage there does not compare to the proposal.12) Residents have made a number of observations that they feel can easily, effectively deal with the safety issues without a large expenditure, without inconveniencing the neighborhood & those traveling through it, and without destroying property values. As yet, I have not heard any response to these issues or heard any promise of examining these points. Our questions have been:* May we have lower speed limits posted? * May we have greater police presence for issuing speeding tickets to those who are making our road less safe?</p>

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<p>Susan Dwyer 2811 Braidwood Road Richmond, VA 23225 (response continued-4)</p>	<p>We would appreciate more police presence in the area in general, knowing it would have a bearing on preventing crime. * Can the city examine posting officers for traffic safety at the more heavily traveled times (as is done on boulders Parkway at rush hour)?</p> <p>* May we hear, from the city exactly what other ways have been explored in improving the safety? As yet, we have not had that question addressed (to my knowledge).</p> <p>LIVABILITY: 1) It is inarguable that the single family homes that are located along Forest Hill Avenue, where this proposal is being shown, will be severely affected financially. If they choose to move, or are faced with a job transfer, their homes will be completely devalued. Not only will this be a problem for them during the 1-2 years of construction, but will, for the rest of their lives, make selling their home difficult and most assuredly at a loss. 2) If this proposal goes through, aside from the homeowners fronting Forest Hill Avenue having their property values destroyed, the homes of residents neighboring those homes will decline.3) With the inevitability of the decline in property values that would come if this plan is implemented, it stands to reason that this area would not attract new residents. This is an issue that plagues the city. Not only do we want the city populated and supporting the city, but the city needs the residents to provide the tax base the city so desperately needs. This is difficult for me to understand why the city would choose to move in this direction when city officials told meeting attendees that the city was facing a significant shortfall in funds. We cannot afford to lose strong taxpaying households to the neighboring counties; we need those funds to support our city police, libraries and schools. 4) The proposed plan will lessen the livability of the neighborhood by destroying the mature vegetation along Forest Hill Avenue. Even if replacement vegetation is planted, it will be decades before the neighborhood sees similar stately trees lining the avenue. 5) Most likely, maintaining the current mature trees and planting additional trees (rather than destroy and replace) would provide the "traffic calming" response desired in the city's proposal. Additionally, it would give the drivers the sense that this is a neighborhood, not a speedway. 6) Increasing the traffic, by facilitating higher volume will increase the noise pollution, not lessen it. 7) Increased traffic will likely increase crime, and that will lessen the livability and the ability to attract new residents. 8) I am most distressed about this proposal for many different reasons and would invite any individuals proposing this plan to ask themselves if they would want this in their NEIGHBORHOOD where their homes most likely represent their greatest financial asset. (THE SENSE OF NEIGHBORHOOD IS WHAT WE WILL LOSE.) 9) Beyond looking at this from the perspective of a number of individual home owners' concerns, please look at this from the standpoint of is this truly the best that the city can plan for attracting and maintaining strong home owning citizens who carry the weight of all the city tries to offer for its residents (and are accessed for free by county residents and visitors to the region). I submit that it is not and needs much more thorough study with more inclusion of what the residents want and feel they deserve.</p>

Resident/ Address	Questions/ Comments/ Concerns
<p>Susan Heroy 3133 Windsorview Drive Richmond, VA 23225</p>	<p>I am totally opposed to the Forest Hill Avenue Widening Project. I believe this plan will endanger our neighborhood by increasing traffic speed and making it more difficult for those of us who live in the neighborhood to get in and out of out side-streets. The purpose of the plan, in fact, seems to be to speed traffic through our neighborhood with little concern for our safety or for the homes of the people who live in this neighborhood! Why can't a few stop lights be installed instead??? Further, the loss of trees – and lawn – on the south side of Forest Hill will be nothing less than butchery. For the people whose homes are on this side of Forest Hill, these trees and lawns are a necessary buffer between their homes and even the present volume of traffic. How would anyone involved in implementing this project like to have this happening to their homes? And even for those who live on the other side of Forest Hill, the loss of trees will be a terrible waste. (It will take years and years for trees newly planted elsewhere to grow to any significant presence.) The engineers involved in the plan are perhaps unknowledgeable of advances in urban planning that try to preserve a “greener” environment. Why is this so? My experience as a member of this neighborhood who has attended at least four formal meetings on this project is that the plan was a fait accompli before we were even permitted to voice our opinion. It has not been proved to me that this plan will improve safety, but rather the opposite – increasing traffic and speeding it to and from the Powhite. I have heard only one person express a positive view of this plan, and I have talked with many, many people at the above-mentioned meetings and more informally in the neighborhood and even with urban planners who find this plan absurd. It seems, however, that democracy has little role in this matter.</p>
<p>Sylvia Gale 805 W. 47th Street Richmond, VA 23225</p>	<p>I am writing to register my opposition to the Forest Hill Ave widening plan presented by the Department of Public Works. As a member of the Mayor's Pedestrian and Bike Commission, a frequent bike commuter, and a resident of Forest Hill Terrace, I am convinced that the proposed plan does not enhance livability of our neighborhood nor provide a positive model for future street renovation projects. Instead of making biking and walking easier and making our neighborhood safer, the plan as designed will increase traffic speeds. This project is a perfect opportunity for the city to practice the "complete streets" design that will, when adopted throughout Richmond, make ours a tier 1 city -- keeping the need of cars, bikes, pedestrians, and residents all in mind by emphasizing livability over volume and speed. Instead, the plan has major flaws and is almost entirely car-centric. Namely: --The current plan does not thoroughly address safety issues at Hathaway and the Powhite interchange where, as the accident study commissioned in the planning process clearly reflects, the majority of the accidents occur. --Reduced turn radii of the corners of the side streets will allow cars to travel faster in and out of the neighborhood --less safe for pedestrians and cyclists and it also substantially reduces the green space in these areas. --Pedestrian access across three lanes of traffic to a median with cars making u-turns is not safe. Please, please reconsider the plan and offer us a viable alternate -- one that actually creates a safe lane for bikes through this area rather than creating a dangerous bike corridor.</p>
<p>Thomas & Shirley Baber 2849 Skipton Road Richmond, VA 23225</p>	<p>We are bitterly OPPOSED to the Forest Hill Avenue Proposal at is presently stands.</p>
<p>Tim Miller 3316 Blithewood Richmond, VA 23225</p>	<ol style="list-style-type: none"> 1. need bike lanes 2. do not need a 14 ft wide median, waste of money 3. make the project as narrow as possible to: - slow traffic - provide larger front yards for homes in the affected area - add a traffic light - make this a neighborhood friendly road not an interstate superhighway <p>please consider options and revisions to this plan to provide bike lanes, sidewalks and maintain as narrow as possible for the homes in the area thanks Tim Miller</p>

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<p>Wallis Wheeler 1201 W. 47th Street Richmond, VA 23225</p>	<p>We live in times that everywhere we look, we see the results of profit and so-called efficiency without life-quality, beauty and balance factored into the planning. Just because there is a plan in motion to devolve Forest Hill Avenue into an efficient traffic- machine of a highway, to allow even more congestion and pollution, largely by single-occupant vehicles, does not make it right, does not make it the best plan. Instead of ruining the quality of life in this unique community and further supporting outmoded and wasteful forms of transportation, you could be planning and promoting forward- thinking solutions like clean, efficient and affordable public transportation systems. Instead of digging us in deeper, you could actually lead us into real solutions. You may have the power to propose and institute this myopic and damaging plan, but you do not have the moral right to do so. We do not owe it to the larger area to be its scapegoat, to sacrifice our quality of life for a wider region that has planned poorly for twenty-first century transportation and energy factors. The inflated property taxes in this city already penalize those of us who choose to live here. Do you really intend to punish us further for our supporting urban life? Do you want to drive your middle class taxing-paying base into the counties where we could enjoy better public schools and less crime? You are moving in the wrong direction here. Please utilize holistic intelligence, not just narrow sight, not just running to catch-up to tomorrow's problems with yesterday's solutions, in assessing, planning and addressing this matter. The only successful solutions to anything now have to come from synthesizing both right and left brain functions. Please surprise us with creativity, humanity and full collaboration with the very community that has to live with the results of your work. You owe us a plan that you could live with in your own front yard. I seriously doubt if anyone involved in this process would do to themselves or their own family what is being proposed here. "Do unto your neighbors as you would have them do unto you."</p>
<p>Will Jacobs 5256 Rockland Road Richmond VA 23225</p>	<ol style="list-style-type: none"> 1. It was very impressive to see this presentation to the community in regards to this Project. The gentleman who organized this has done a very good job bringing this information to the public. With the additional improvements included to the multi-modal aspects of this project. I am very satisfied with the overall scope of the project. 2. I would like to see the multi-modal improvements continued east from where this project stops. Bicycle and pedestrians infrastructure is an essential component of urban living. Please continue these projects.
<p>William Cudlip 3007 Semmes Ave Richmond, VA 23225</p>	<p>I do not support this proposal. Or any proposal that include taking people land to widen the road One I think It is wrong and two it will look Horrible IE Parham road. It will reduce property values and destroy the look of the entire area Forest hill is not an express way lets not make it look like one</p>