

Woolridge Road Access Management Study



July 2021

Virtual Public Engagement Summary

Submitted by:



Table of Contents

Summary.....	2
Segment 1: Woolridge Road at Watermill Parkway	3
Segment 2: Woolridge North (Watermill to Lacoc)	5
Segment 3: Woolridge South (Genito to Watermill)	7
Segment 1 Detailed Responses	9
Segment 2 Detailed Responses	13
Segment 3 Detailed Responses	16

Summary

The Chesterfield County Department of Transportation has performed a study of traffic safety and operations for the Woolridge Road corridor between Genito Road and Lacoc Road. The study was performed to support the engineering efforts for the ongoing Woolridge Road Extension Project and future widening of Woolridge Road in this area to 4 lanes. The goal of the study was to identify potential options to provide safe and efficient access to the existing neighborhoods and businesses along Woolridge Road after the roadway is widened and traffic volumes increase.

The Study Team developed a website (<https://www.chesterfield.gov/5252/Woolridge-Road-Widening-Watermill-Pkwy-t>) to present the findings of the study as well as a series of potential improvement options for the corridor. As part of the website, there were opportunities for the public to provide feedback regarding improvement options presented for three segments of the corridor. For each segment, the public was asked to rate each of three options in order of preference and given the opportunity to provide general comments regarding the options or their concerns about the corridor. The website was released to the public in May 2021 and a community meeting was held on June 24, 2021 to present the information in a public forum. Comments were accepted through July 16, 2021.

This document summarizes the comments received through the study website. The County is reviewing this feedback to help identify improvements which could be included as part of ongoing capital projects or identify potential projects to be implemented in the future.

Segment 1: Woolridge Road at Watermill Parkway

Three options were presented for this intersection, which currently operates with stop control along Woolridge Road, with Watermill Parkway operating free-flow. With the proposed improvements to Woolridge Road, it will be realigned as the major street, with Watermill Parkway intersecting it as part the bottom leg of a T-intersection. The 3 options presented to the public for this location were:

1. Roundabout
2. Continuous Green-T
3. Traditional Traffic Signal

Figure 1 depicts the results of the preference rating of the alternatives for this location. A total of 106 responses were received for this segment. For the rating, a rating of 1 (top choice) was awarded 3 points, a rating of 2 (second choice) was awarded 2 points, and rating of 3 (third choice) was awarded 1 point. The average rating for each alternative is also shown in the figure.



Figure 1. Woolridge Road at Watermill Road Ratings

The results in Figure 1 indicate that the roundabout alternative was selected as the top choice by 75% of the respondents. The traditional traffic signal was selected by approximately 19% as their preferred choice and the continuous Green-T was selected by approximately 6%.

In addition to the preference ratings, respondents were able to provide general comments. A total of 34 respondents provided a general comment. A full summary of the comments is included in this document, but a brief summary of common themes within the responses is included below:

Common Themes

- Supports the roundabout as the preferred option [10 comments]
- Supports the traffic signal as the preferred option [5 comments]
- Concerns with pedestrian crossing accommodations [4 comments]
- Concerns with Edgewater access and how the different options impact that [3 comments]
- Concerns with speeding and the speed limit along Woolridge Road [3 comments]
- Opposes the roundabout [2 comments]
- Concerns with potential impacts to private property from widening [2 comments]

Segment 2: Woolridge North (Watermill to Lacoc)

Three options were presented for this segment of roadway which includes full access points at Norland Road / Yarcombe Road, Spaldwick Lane / Alvecote Drive, and Lacoc Road. The 3 options presented to the public for this location were:

1. Superstreet
2. Superstreet + Roundabouts
3. Traditional Traffic Signal with Consolidated Access

Figure 2 depicts the results of the preference rating of the alternatives for this location. A total of 83 responses were received for this segment. For the rating, a rating of 1 (top choice) was awarded 3 points, a rating of 2 (second choice) was awarded 2 points, and rating of 3 (third choice) was awarded 1 point. The average ratings for each alternative is also shown in the figure.

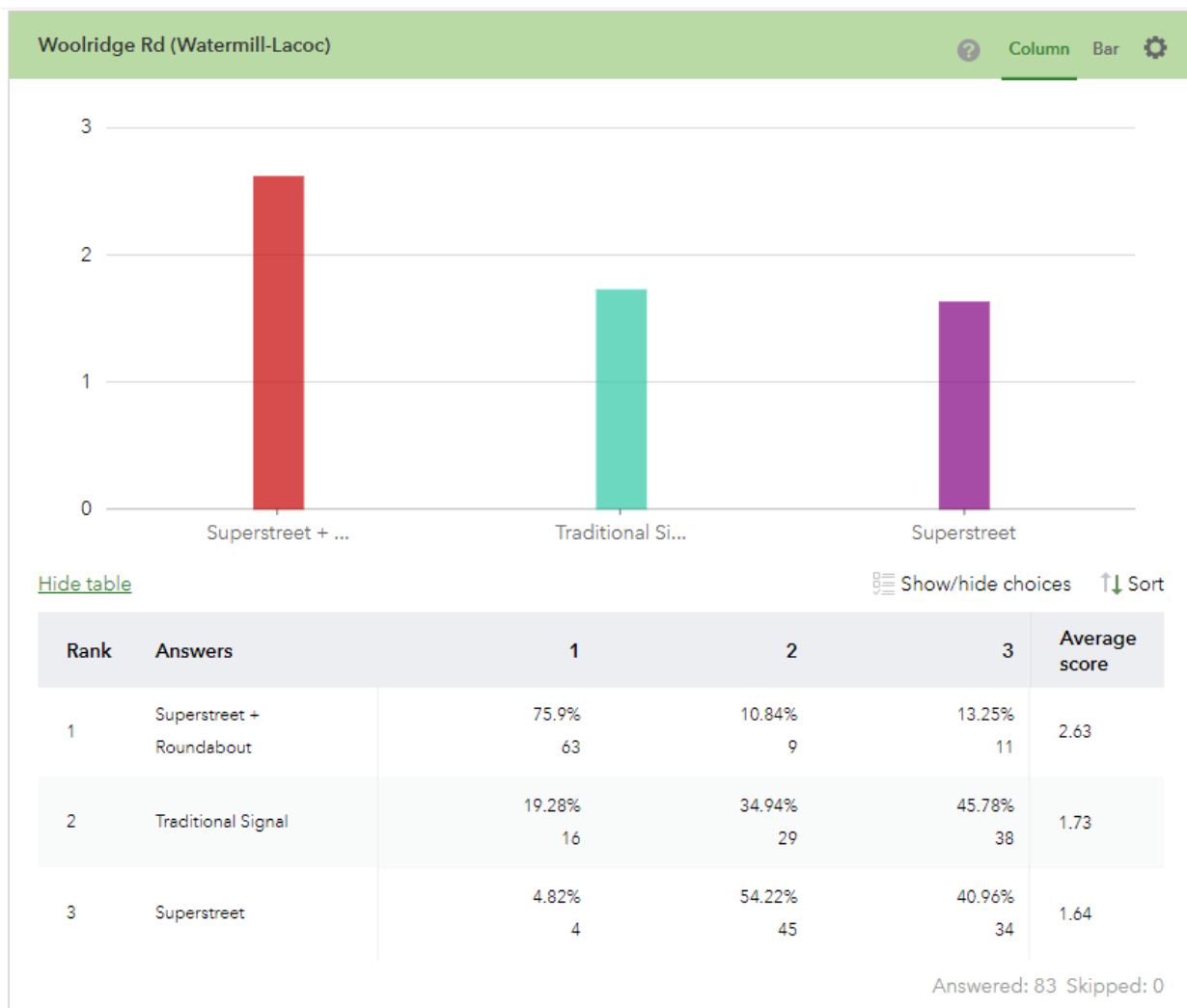


Figure 2. Woolridge Road (North) – Watermill to Lacoc Ratings

The results in Figure 2 indicate that the Superstreet + Roundabout alternative was selected as the top choice by 76% of the respondents. The traditional traffic signal was selected by approximately 19% as their preferred choice and the Superstreet was selected by approximately 5%.

In addition to the preference ratings, respondents were able to provide general comments. A total of 27 respondents provided a general comment. A full summary of the comments is included in this document, but a brief summary of common themes within the responses is included below:

Common Themes

- Supportive of roundabouts as the preferred option [6 comments]
- Concerns with pedestrian crossing accommodations [5 comments]
- Concerns with speeding and the speed limit along Woolridge Road [4 comments]
- Not supportive of any of the three options presented [3 comments]
- Supports the traffic signal as the preferred option [2 comments]

Segment 3: Woolridge South (Genito to Watermill)

Three options were presented for this segment of roadway which includes full access points at Bayfront Place / Fountain View Drive and Shorewood Court / Mariner’s Way. The 3 options presented to the public for this location were:

1. Superstreet
2. RCUT + Green-T
3. Traditional Traffic Signal with Consolidated Access

Figure 3 depicts the results of the preference rating of the alternatives for this location. A total of 75 responses were received for this segment. For the rating, a rating of 1 (top choice) was awarded 3 points, a rating of 2 (second choice) was awarded 2 points, and rating of 3 (third choice) was awarded 1 point. The average ratings for each alternative is also shown in the figure.

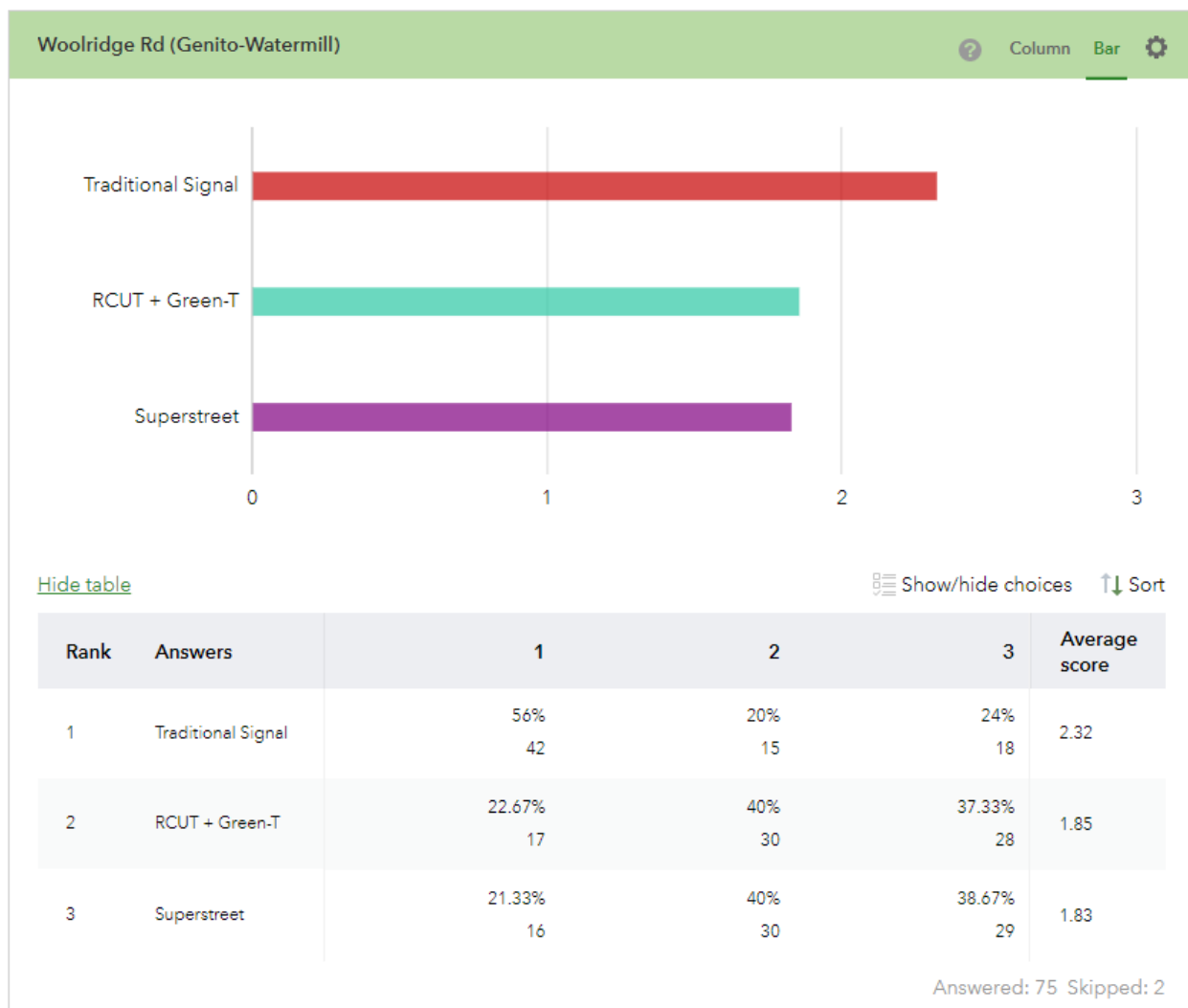


Figure 3. Woolridge Road (South) – Genito to Watermill Ratings

The results in Figure 3 indicate that the Traditional Signal alternative was selected as the top choice by 56% of the respondents. RCUT + Green-T and Superstreet alternatives were each selected as the preferred option by approximately 22% of respondents.

In addition to the preference ratings, respondents were able to provide general comments. A total of 26 respondents provided a general comment. A full summary of the comments is included below, but a brief summary of common themes within the responses is included below:

Common Themes

- Supportive of the traditional traffic signal option [4 comments]
- Not supportive of any of the three options presented [3 comments]
- Not supportive of RCUT + Green-T option [3 comments]
- Not supportive of Superstreet option [3 comments]
- Supportive of Superstreet option [3 comments]
- Not supportive of widening the Woolridge Road corridor [2 comments]

Segment 1 Detailed Responses

Please provide any additional comments.	Category
<p>I would like to know how this will impact my land as our lot backs onto woolridge road within the area of widening. It is already nearly impossible to turn left out of the bayfront neighborhood during peak traffic and this widening project will not alleviate that problem for our neighborhood if the continuous green or roundabout options are utilized. A traffic light will at least space the traffic enough that I can leave my neighborhood without having to cut through rountrey</p>	Property Impacts
<p>Until I understand how these will effect Bayfront specifically, I have not idea what I woudl choose.</p>	Edgewater Access
<p>Please consider to have the left turn from Woolridge Rd to Fountain view!!!! Green T doesn't have left turn and it will be very inconvenient for Edgewater community.</p>	Edgewater Access
<p>I live on the corner lot on Shorewood Place that backs up to Woolridge road- although it is labeled Shorewood Ln on the maps. I am concerned about the noise level all the new traffic will bring, it is already quite loud and will only amplify with more traffic, has anyone considered a sound barrier to block some noise out for the homes that back up to Woolridge? This affect my ability to use my backyard for recreational purposes. I have children, whom play in my backyard and am concerned with the new traffic pattern and an additional lane making traffic even closer to my home that if a car were to run off the road there would be no barrier to prevent them from coming directly into my backyard and at 45MPH that could be deadly. A speed bump entering neighborhood to slow cars entering as we get A LOT of traffic that is turning around to turn R onto Woolridge and they think the speed limit is also 45MPH on our street</p>	Property Impacts
<p>A roundabout seem like the best and safest option to keep traffic moving. Also with the implementation of them more and more... people are getting more familiar and understanding how to use them properly.</p>	
<p>The one on Otterdale has been a phenomenal improvement.</p>	Supports Roundabout
<p>I'm concerned about the backup of cars trying to turn left onto Woolridge that would occur with a traffic signal. This is such a problem on Hull Street for those trying to turn left on Deer Run. Expanding Hull Street didn't solve this problem, and the left turn lane ends up backing up all traffic lanes considerably.</p>	Supports Traffic Signal
<p>One thing I see very little mention and perhaps it is elsewhere is the plan for accessibility for pedestrians. I see it is mentioned, but where are the plans for sidewalks and bike lanes. I think those should be taken into consideration. I find each neighborhood is locked into their area and it is very unsafe to try and access another on foot or bike.</p>	Pedestrians

Please provide any additional comments.	Category
I find roundabouts to be very confusing for most drivers, including myself. The two lane roundabouts in Westchester commons always feel as if someone is going to tbone another driver due to the confusion about which lanes are capable of turning right and which aren't.	Opposes Roundabout
This is only a problem during evening and morning rush hours. The light at Genito and Woolridge backs up traffic. Maybe the roundabout would be more useful there and a traffic light at Woolridge and Watermill Pkwy. These are residential areas where highways are Not Safe by any means. Put the millions of dollars into extending the Powhite. That is a permanent fix whereas these other plans are Temporary fixes. COMMUNITIES NOT HIGHWAYS.	Supports Traffic Signal
Please indicate what the speed limit and types of vehicles/trucks/semis can be on Woolridge.	Speed limit / Speeding concerns
We live in Sailboat subdivision. Our daughter and grandchildren live in Rountrey, on opposite side of Woolridge. Our primary concern is pedestrian crossing of Woolridge. Ideally there would be a pedestrian bridge over Woolridge at Fountainview/Bayfront, so we and our daughter and grandchildren could safely walk across Woolridge. A pedestrian bridge would also serve those who want to walk across Woolridge to shop at the convenience store at Woolridge and Fountainview. If a pedestrian bridge is not feasible, there needs to be a safe way to walk along Woolridge and Watermill in order to access safe pedestrian crossing at intersection of Woolridge and Watermill. Presently it's not safe to walk along either Woolridge or Watermill.	Pedestrians
The biggest problem backing up traffic on Woolridge is the traffic signal at Genito Rd. That light needs longer cycles for southbound traffic during peak hours plus for the west bound Genito traffic turning left on Woolridge (needs two left turn lanes). If you guys can't fix the peak traffic backups at Genito and Brandermill, I'm not too optimistic about you fixing this problem. I live in Bayfront	Genito / Woolridge concerns
Keep the traffic moving with a roundabout. Do not add a signal here.	Supports roundabout
We would prefer the roundabout as opposed to the traditional light signal. It keeps the traffic moving but reduces accidents.	Supports roundabout
I have major concerns about the speed on Woolridge through the RounTrey neighborhood.	Speeding / Speed Limit concerns
The only thing I'm curious about is the differential in cost of these options and give to completion.	Costs
Those that use woolridge will not care but residents that back up to it will so if you must proceed with this project please put them first and select the option that controls speed and noise while making it easier for residents to enter and exit their neighborhoods.	Speeding / Speed Limit concerns

Please provide any additional comments.	Category
Roundabouts through rountrey would slow down traffic to keep safe kids and families trying to walk on the sidewalks along woolridge and also allow for those in the neighborhoods to make easier left turns out of the neighborhood	Supports roundabout
I am a resident of Edgewater (Mariners). Getting in and out of Fountainview Drive has become challenging over the years. As much as I dislike roundabouts, it seems to be the best alternative for this intersection as long as it is 2 lanes all the way around similar to the Brandermill circle on Old Hundred Rd.	Supports roundabout
Traffic control is important since the master plan for Rountrey suggests commercial areas in the future that will increase traffic even further. Please mitigate the increased noise due to wider roads. It will require additional green areas expansion or a green knoll. I live on Greythorne in the culdesac directly affected by the road expansion. I would like to keep the road expansion to the minimum.	Noise impacts
Roundabout	
Mariners, fountain view, and bayfront will be extremely difficult to leave those neighborhoods and would definitely increase traffic accidents.	Edgewater Access
No one 'likes' roundabouts but they do the job. Slow down traffic, avoid waiting for long signal cycles and generally allows for all entering the intersection have similar flow rates to their destination.	Supports roundabout
Roundabouts will slow traffic while keeping it moving. It will keep both pedestrians and drivers safe.	Supports roundabout
This project will absolutely decrease safety for all the residents and non residents traveling on woolridge. If this project is approved the only reasonable option is many traffic lights throughout woolridge timed to prevent so many cars from driving through at a time. The safety conditions are very low presently without this ptoject. The traffic from from and to the genito traffic light and watermill today allows too many cars through and the edgewater neighbors have very limited opportunity to enter the woolridge intersection from either direction. The roundabout in the design shows a straight exit driving toward genito which isnt safe. The green t is not even remotely reasonable for safety.	Supports traffic signal
A traditional signal is necessary for the safe crossing of pedestrians and cyclists from Bayfront to the rest of the Edgewater Community.	Supports traffic signal
The roundabout design is good as shown, but could be further economized by moving it further south and eliminating one of the westbound lanes into the roundabout from Watermill Parkway. Traffic from Watermill trying to turn north on Woolridge Rd. will probably be low.	Supports roundabout

Please provide any additional comments.	Category
I live in Rountrey off of Yarcombe Road. I'm very concerned about the traffic patterns and whether we will be able to leave our subdivision safely at all times of the day.	Rountrey Access
Roundabout? Are you kidding? That is ridiculous! It doesn't fix anything!! None of these options would work! This area really needs a stoplight and that's still a crappy option!	Opposes roundabout
The presentation of the roundabout option refers to "Potential challenges with certain options at the Fountain View / Bayfront intersection" without explaining what those challenges are. Richard Padgett, 14866 Windjammer Dr.	General
The roundabout is the best of the 3 options. It allows for all options at the Fountain View/Bayfront intersection; it much safer that the Green-T for pedestrians and bicyclists; it slows down auto traffic (slowing traffic/reducing speeding is a must for this area); it seems the safest option; and it allows for good movement during peak and off-peak times. Cars may not need to stop as they would with a signal.	Supports roundabout
This is a three-way intersection which will work well with a roundabout.	Supports roundabout
A street-level crosswalk directed by LED-warning lights at Woolridge and Norland (west side of Woolridge) and Yarcomb (east side of Woolridge) is essential! RounTrey was built with some amenities on only one side of Woolridge (e.g., the clubhouse, pool, tennis courts on one side; vs. playgrounds on the other side) . Streel-level, LED warning lights are essential for people with strollers, persons with handicaps, and children to safely walk bicycles across this thoroughfare that is predicted to have 20,000 vehicles per day (by my calculations, 1 vehicle every 3 seconds for 15 hours of "daytime" use.) The current tunnel is not usable for these people. Speed control is essential; already I've seen many Woolridge vehicles driving over 25 mph OVER the speed limit!	Pedestrians
There needs to be a pedestrian warning light crosswalk at Norland/Yarcombe to allow people to cross Woolridge to and from the clubhouse. The pedestrian tunnel is unsafe and is not handicap or baby stroller accessible. Speed control is absolutely essential. Woolridge has become another Charter Colony or Courthouse speedway with many vehicles exceeding the speed limits by 25 mph .	Pedestrians
Considering buying some land at cornet (commercial lot) and make that the exit/entrance for edgewater instead of fountain view. You could close off sailboat and fountain view to shepherd traffic to a crossing controlled by lights (green t too).	Supports traffic signal

Segment 2 Detailed Responses

Please provide any additional comments.	Category
These are all terrible options that serve no purpose other than to aggravate and confuse neighborhood residents	Opposes all options
Not a big fan of the Superstreet and U-Turns. This would specifically impact my neighborhood and I would prefer more roundabouts. They just make sense, they work, and they are easier to navigate and not feel like you are waiting forever... they also force traffic to slow down a bit.	Opposes Superstreet
As a resident who lives off Alvecote I worry about safety of our children crossing Woolridge. So many kids bike/walk/scoot around the neighborhood and ensure their safety is priority #1. Not a fan of the super street and forcing U-turns. We almost exclusively make lefts from our neighborhood to get to Otterdale, Midlothian, and Old Hundred. The elimination of left turns seems excessive and is HUGE inconvenience for not only my family but the majority of my neighbors. Please rethink these options.	Opposes Superstreet
We have many children and families that walk and play in these areas. Controlling speed along Genito through the Rountrey areas should be a top priority	Speeding concerns/speed limit
One thing I see very little mention and perhaps it is elsewhere is the plan for accessibility for pedestrians. I see it is mentioned, but where are the plans for sidewalks and bike lanes. I think those should be taken into consideration. I find each neighborhood is locked into their area and it is very unsafe to try and access another on foot or bike.	Pedestrian Concerns
Will trucks and semis be allowed on this road? Will this be a no thru traffic road?	Truck usage
What will the speed limit be? I am VERY concerned about the number of children crossing the road at Norland/Woolridge to get to the Rountrey clubhouse.	Speeding concerns/speed limit
I would prefer an option of just roundabouts at these intersections. We live on Yarcombe and there is a need to be able to turn left off our street and also to drive across Woolridge to get to Norland where the pool is. Having to always turn right and double back will be a major inconvenience in our daily driving.	Supports Roundabouts
Those in the Bellstone section of Rountrey need an easy way to turn left on to Woolridge, especially for kids needing to get to school. Are all of the bus routes and such being considered with this as well?	Opposes all options
Roundabout please!!!!	Supports Roundabouts
Regardless of what you do, you need to provide safe pedestrian crossing of Woolridge and Watermill for residents of subdivisions on both sides of both streets.	Pedestrian Concerns
I rather go to Alvacote and then U-turn at Laroc than have a traffic signal	Opposes Traffic Signal

Please provide any additional comments.	Category
Consideration needs to be given to the u-turns from the side streets that can no longer make lefts. The design does not appear to accommodate u-turn as you have to make a tight u-turn in to two lanes with Woolridge traffic coming at you full speed. I have seen larger family vehicles like suburbans try to do that movement and get stuck. They end up having to back up in live traffic or hop the curb. Again, do not add a signal anywhere along here... keep traffic moving with roundabouts at the key intersections.	Supports Roundabouts
Please think safety first!!!!	Safety concerns
Traditional signal at Norland is HIGHLY preferable. Otherwise the entire sections of RounTrey would not be feasibly able to use the highly anticipated woolridge extension up to 288. Being able to turn left from Norland to Woolridge going north would be greatly appreciated.	Supports Traffic Signal
As a resident that backs up to Woodridge I would hope the county thinks about speed control and noise. Put your immediate impacted residents first and choose the best option for them. People that drive on it through the neighborhood won't care but those that live on it will.	Speeding concerns/speed limit
As a Rountrey resident, it is Most important to limit lanes on woolridge and speeding.	Speeding concerns/speed limit
If the Watermill/Woolridge intersection is a roundabout, then a superstreet (with or without another roundabout) would be fine. But it would be a total pain to have to take a right from Norland to Woolridge if i want to go left, and then not be able to make a u-turn at Watermill. How would that entire side of Rountrey get to 288?	Supports Roundabouts
Very difficult to lose the option to make left turns. The superstreet will be super annoying for many residents. I take a left on Norland every day.	Opposes Superstreet
Really don't like any of these options. I am assuming that the under the road pedestrian tunnel will cease to exist between the two different sections of Rountrey? Roundabout option does slow the traffic down in the key populated areas of Rountrey. Interested in understanding in any of these options where left turns are not allowed in straight through traffic is prohibited as well. There is a fair amount of intersection crossing traffic at least at the Yarcombe/Norland intersection due to neighborhood amenities access	Opposes all options
The roundabouts and traditional lights are the safest option for pedestrians and drivers since it causes people to slow down or come to a stop. The super street option will cause drivers to continue at high speeds through the neighborhood.	Supports Roundabouts
If you are going to put a roundabout in for this intersection, please consider this for Bayfront Pl and Woolridge as well.	Edgewater Access

Please provide any additional comments.	Category
<p>Due to the high volume of bikers & walking pedestrians also families accessing the Rountry club house and pool, the road should have roundabouts to slow traffic down & Flashing Crosswalk Lights on cross walks to make cars aware of pedestrian crossings. Cars have been know to speed in this area and over on Charter Colony Parkway, which this would be similar to in the future.</p>	<p>Pedestrian Concerns</p>
<p>I am absolutely NOT in favor of number "3" superstreet without any roundabouts. Remember that this is in the middle of a subdivision. Please do what's right for the neighborhood by keeping speeds as low as possible. Thank you</p>	<p>Supports Roundabouts</p>
<p>I would think that the planning commercial and high density residential development that a traffic signal would be needed somewhere along this stretch of road. The superstreet just seems like a raceway in the making. Speeding and reckless driving would increase significantly. Plus, pedestrian and bicycling need to have priority for these communities. Blocking all left turns on this stretch of road seems too much. Maybe at one intersection, but not all.</p>	<p>Supports Traffic Signal</p>
<p>Street-level crosswalks directed by LED-warning lights at all "legs" of the LaCoc/Simonsbath/Woolridge roundabout are essential! With the future high-density housing on Simonsbath, and retail northwest of the LaCoc/Simonsbath/Woolridge intersection, LED-controlled, street-level crossings will enable people to maintain a "community" or "small town" feel by safely walking to the future shopping center northwest of that roundabout. Streel-level, LED-warning lights are essential for people with strollers, persons with handicaps, and children to safely walk bicycles across a road. Use of the current tunnel is not possible for these people. Finally, speed control on Woolridge and Simonsbath is essential; people ignore the current speed limit of 35 mph. A second roundabout on Woolridge will encourage people to comply with the law. Also needed are more signs, located in better (more prominent) locations, that state the speed limit is only 35 mph. Thank you!</p>	<p>Pedestrian Concerns</p>
<p>There needs to be a pedestrian warning light crosswalks at lacoc/Simonsbath to allow people to cross in all four directions. Future commercial development and high density residential development along Simonsbath and north west of Woolridge will make this intersection extremely busy for vehicles and pedestrians. This will be a real trouble spot as development continues north along Woolridge. Speed control is absolutely essential. Woolridge has become another Charter Colony or Courthouse speedway with many vehicles exceeding the speed limits by 25 mph .</p>	<p>Pedestrian Concerns</p>

Segment 3 Detailed Responses

Please provide any additional comments.	Category
Not allowing residents to turn left out of their own neighborhood is ridiculous and will only result in more confusion and cutting through neighborhoods. Bayfront already has a problem with speeding and not stopping at stop signs and this will likely Male those issues worse	Opposes all options
Still not a fan of Superstreets.	Opposes superstreet/RCUT
Speed is a major concern for residents of these neighborhoods. We need an option that increases safety and access but also helps control speed as this will be such a heavily traveled road	Speeding / Speed Limit concerns
Please either install a traditional signal or build a pedestrian bridge at Woolridge and Fountainview. These are the ONLY options that provide for safe pedestrian crossing of Woolridge Rd. There's no safe way to walk along either Woolridge or Watermill to other pedestrian crossings you might build on Woolridge Rd. Kids can't safely ride bikes or walk across Woolridge to visit friends or relatives in subdivisions on opposite sides of Woolridge. People can't safely walk across Woolridge to go to the convenience store at Woolridge and Fountainview.	Supports traditional signal
I live in Bayfront. A right and U turn would not be bad to go left rather than other options	Supports superstreet
Lefts from Fountain View Drive on to Woolridge are a big problem. During rush hour traffic backs up along Woolridge from the Genito intersection making it very difficult. Restrict lefts here and make them turn right and use a roundabout at Woolridge and Watermill for u-turns. Do not add any signals on Woolridge, keep traffic moving.	Supports superstreet
A traditional signal would be a disaster at Fountainview.	Opposes traditional signal
Please close off bayfront place. If this project is approved as per any of the design concepts you are likely going to create many accidents and injuries. Two of the options are not even remotely reasonable. The super street concept is a misnomer. The option to just drive straight from watermill toward genito without any means to slow traffic is insane. Imagine if you had kids and they walked across a 4 lane super street highway with no way to slow or stop traffic. The rcut and green t is unreasonable also. Uturns on a 4 lane road at 45 mph is something a teenager would do. How could you live with any of these designs. This project will absolutely decrease safety for all the residents and non residents traveling on woolridge. If this project is approved the only reasonable option is many traffic lights throughout woolridge timed to prevent so many cars from driving through at a time and closing off the side streets. The safety conditions are very low presently without this project.	Supports traditional signal

Please provide any additional comments.	Category
<p>None of these options are ideal for residents of Edgewater who depend on the left hand turn capabilities coming out of the neighborhood (Left hand turn from Bayfront Pl onto Woolridge), you are essentially forcing everyone in the neighborhood to make a right hand turn and then find a location to make a U-turn, no matter which exit we take out of the entire subdivision (all left hand turns out of each exit on Edgewater are right hand turns only) and if we go out of Roundtrey there will either be a forced right hand turn then U-turn or roundabouts. Please reconsider your design to include a left hand option onto Woolridge. Currently, there is horrid congestion trying to get out of the neighborhood during AM and PM rush hours, your traffic study was from 2020 pre-pandemic, and since that time, the adjacent Genito and Woolridge subdivisions have boomed including Mangolia Green, FoxFire, etc. All of these subdivision use this throughway. A better option is needed for our subdivision</p>	<p>Opposes all options</p>
<p>A Traditional Signal is the only option! After listening to the Zoom meeting last night I am so disappointed in how the Edgewater community and specifically Bayfront is being treated. Not being able to make a left to heard North is not an option. I understand the argument for having the u-turn , I do not believe that is going to be safe as the traffic on Woolridge increases.</p>	<p>Supports traditional signal</p>
<p>All options are terrible. Get a new designer. Restricting access to our homes and able to leave our homes without going through detours, uturns, side street, stop lights is absurd. Build an arterial connection to the powhite bypass before you reach Edgewater coming over resevoir would solve problems and would not have to even make these changes. Maybe a roundabout at Rountrey and thats it. Ridiculous. And to base it on the fact that all traffic will come up woolridge is ridiculous. Have developer install 1 or 2 gas stations at the new developments and Magnolia green, foxcreek . Why should our gas station have to support all these other neighborhoods. Absurd! Your options are not feasible. It restricts citizens access to thier own homes.</p>	<p>Opposes all options</p>
<p>I'd rather a Roundabout here to keep traffic flowing since a roundabout is at woolridge & watermill.</p>	<p>Supports roundabout</p>
<p>Given the traffic volumes on this segment and incidences of crashes already at much lower volumes, it would seem that a traditional signal at Fountainview would be warranted. The gas/convenience station access would also be much easier if a traditional signal were used. This gas/convenience station is used heavily by RounTrey residents who need to turn left from Woolridge Rd. at access it. It was not clear that there would be enough distance along this section of road to get left to make a u-turn for the superstreet and RCUT options, especially given extremely high traffic volumes forecast for this road section. It seems like a traditional signal is the only viable option for this busy intersection.</p>	<p>Supports traditional signal</p>

Please provide any additional comments.	Category
RCUT + Green-T isn't a good option.	Opposes Green-T + RCUT
RCUT + Green-T doesn't solve the problem for traffic turning left from Fountain View to Watermill - drivers still need to watch for traffic from both side: north bound traffic + south bound traffic turning left onto Fountain View (the gas station brings a lot of traffic).	Opposes Green-T + RCUT
The super street and Rcut fix NOTHING!	Opposes Green-T + RCUT
Superstreet is preferred provided that it allows U-turns from NB Woolridge at Fountain View. Richard Padgett, 14866 Windjammer Dr.	Supports superstreet
Two of these options do not provide for ANY left turns from the west part of Edgewater/Shorewood. Neither of those is acceptable to us. Unless, as one person mentioned at the meeting yesterday - if there was a roundabout at Genito and Woolridge, such that I could turn right out of Shorewood and immediately be able to get in a roundabout and come back the other direction. Not sure how feasible that is, but turning left to get to the highway (whether it be via Old Hundred or Woolridge for the 76 expansion) is an important consideration.	Opposes superstreet
My home at the corner of Shorewood Court and Woolridge road is directly impacted by the impending widening of the Woolridge road to four lanes. I am requesting that you consider removing the right turn lane onto Shorewood Court and reducing the size of the median to reduce the amount of property that will need to be taken there. Shorewood section is very small with only 31 homes. These residents could enter the subdivision from the proposed light at Bayfront. I do hope you will seriously consider this option as the slight inconvenience will far outweigh the loss of property and the closeness of traffic to our homes. Thank you. Gwen Dandridge 804-539-1068. 14800 Shorewood Court.	Property impact concerns
Before doing anything with this intersection, we ask the County to study NOT widening Woolridge Rd in this section between Genito and Watermill. Essentially doing a pre-emptive "road diet" to control speed and maintain community access. The traditional signal provides the best bike/pedestrian crossing and allows for Bayfront to access the 7-11 and gas station directly. The signal also allows for adjusting the intersection traffic depending on volumes for peak and off-peak times. The signal may also spur development of the land adjacent to the gas station and car wash. The other options would increase neighborhood cut through traffic which would be a safety issue since the Bayfront and Shorewood neighborhoods do not have sidewalks. Also, limiting access to Bayfront/Fountain View is not a good thing for our community. The speed limit in this area should be lowered back to 35 MPH. Or use a variable speed limit. Will street lights along this stretch of Woolridge be considered?	Opposes widening

Please provide any additional comments.	Category
<p>I firmly believe that this part of Woolridge should NOT be widened. Widening will see increased speeds, vastly increased traffic and sharply lower quality of life for the people who live here-and their QOL is the most important aspect of the project. They are here 24/7- driving, walking, hearing and seeing the traffic.</p>	<p>Opposes widening</p>
<p>I'm totally against the concept of a "Superstreet". Speed needs to be controlled.</p>	<p>Opposes superstreet</p>
<p>I am disappointed that county and the developer of the retail center near Simonsbath/Woolridge intersection have not FIRST determined the projected vehicle use to the shopping center and arranged for its traffic control. The RounTrey neighborhood was designed expecting its taxpaying residents to often travel by foot east/west across Woolridge to use HOA amenities, for which residents pay. Over a period of many years, a family cannot access the stairs to the tunnel (e.g. stroller, kiddo bicycles, wheelchair . . .) It is unfair that residents of RounTrey, Bayfront and Edgewater must restrict their own vehicular and pedestrian activity with this future unknown. The County and developer should have decided and announced the number of, locations of, and access methods to the entrances to the shopping center on Woolridge and Simonsbath. With the Powhite extension, residents are in for a deluge of noise and traffic and we lacked information necessary to make a wise, informed decision.</p>	<p>Other</p>
<p>Double circumferential at Woolridge and Watermill area</p>	<p>Other</p>
<p>I would prefer to be able to turn left out of Fountain View Drive. One thing I do not understand with only being able to turn right where would be making the U-turn and how safe would that be? If there is a roundabout would you be able to connect to it from Sailboat wherein we take the back street behind the gas station and turn left to the roundabout? It was never explained last night at our meeting due to other concerns with the homes on the opposite side of Watermill that will be losing property.</p>	<p>Other</p>
<p>Need a tunnel near fountain view across street. Use land on 7-11 side.</p>	<p>Pedestrian concerns</p>