

North Franklin/Depot Intersection Improvements (UPC 119471)

#	Comments	Response
1	1. Favor of project if Peppers St. is moved to North East. Would like the road to go right into Depot Dt. Towards the back of Kroger.	In order to meet the State of Virginia Code for Access Management Standards, Pepper Street would need to be moved minimally 200' away from the existing intersection of Depot Street and N. Franklin. Relocating Pepper Street this far to the north would require the purchase of the two vacant lots. Purchasing the lots would increase the project cost significantly, including additional cost for design and construction of the roadway. Engineering design would require purchase of 3 total properties in order to accommodate the geometric design of the roadway. This project received SMART Scale funding, and this change would be outside the current scope and budget of the funded project. Closing Pepper Street is a significant safety component of the project and was included when the SMART Scale application was scored by VDOT. Allowing Pepper Street to remain open would result in VDOT rescoreing the application which could result in a reduction/loss of project funding.
	2. Continuation of Pepper St. into Depot; Purchase property; Safety issues, connectivity, land value & property value of our own buildings 123 North Franklin	
	3. Our four apartments main doors are located off of Pepper's St. lots of our parking is on Depot St. we bought land because town made us purchase for our building years ago. If Pepper's St. is close there will not be many of our tenants that will park on Depot St. but the front of Franklin St. will not want a bus stop in front of N. Franklin. Will not want concrete in the middle of exit way of College St. instead, have a greenery middle way. Many vehicles & big busses & trucks exit off of College St. into Depot St.	The existing parking along N. Franklin will not be removed as part of this project. The Town will work with VDOT to review if additional pavement can be left on Pepper Street so it is traversible. The unit will still have access to Depot Street from Chapel to Stuart Street. The Town is continuing to coordinate with Blacksburg Transit on locations for the bus stop. It is no longer planned at this location. Due to the large truck movements, and possibility of trucks traveling over the proposed island, having the island grass/landscaped would pose a maintenance concern in the future for the Town.
2	1. Closing of Pepper Street, not for closing roads. Its my beer shortcut after Town Council meetings to get to Kroger.	In order to meet the State of Virginia Code for Access Management Standards, Pepper Street would need to be moved minimally 200' away from the existing intersection of Depot Street and N. Franklin. Relocating Pepper Street this far to the north would require the purchase of the two vacant lots. Purchasing the lots would increase the project cost significantly, including additional cost for design and construction of the roadway. Engineering design would require purchase of 3 total properties in order to accommodate the geometric design of the roadway. This project received SMART Scale funding, and this change would be outside the current scope and budget of the funded project. Closing Pepper Street is a significant safety component of the project and was included when the SMART Scale application was scored by VDOT. Allowing Pepper Street to remain open would result in VDOT rescoreing the application which could result in a reduction/loss of project funding.
	2. Instead of closing Pepper Street put a porkchop in like is planned at college street, you could still make a right off Peppers to Depot without having to cross a lane of traffic, and still be able to turn from Depot to Pepper St. After all Pepper St. runs to Town Hall.	
	3. if you must close Pepper leave it paved and put up bollard. That would provide good walking conditions to get to the new sidewalks that are going in on Depot Street.	The existing pavement is being removed in order to assist with the Stormwater Management requirements for the project. We will work with VDOT to determine if this is a possibility.
3	1. Looks reasonable 2. No 3	Thank you for your support of the project.
	1. I like most everything proposed. It is long overdue and much needed; I really like the "free flow" lane from Franklin to Depot.	Thank you for your support of the project.
	2. -no-; A concern I have in taking the street down to one lane to come towards downtown is the back up that will create at busy times of day toward Sonic & Kroger. Seems it would be better to have 2 lanes w/ an optional turn (as you do coming the other direction) Not a lot of cars turn left from that direction.	A traffic operational analysis was completed for this project to document and detail how this intersection operates currently and in the future without and with the proposed improvements. While removal of any laneage at an intersection will result in less physical space to move vehicles, changes to the signal timings as well as changes to the laneage in other directions, change to College Street to a right-in/right-out only, etc. results in only a minor increase in queuing as compared to a no-build scenario where traffic operates less efficiently.
4	3. None; Thank you!	Thank you for your support of the project.
	1. - Closing Pepper Street - Fire/EMS vehicles access to my store building in event of fire/emergency. Residents live on this end of Pepper no exit/entrance? - Island on Depot Street not necessary - yield is okay and widened right turn lane is an improvement.	In order to meet the Virginia Department of Transportation Access Management Standards, Pepper Street would need to be moved minimally 200' away from the existing intersection of Depot Street and N. Franklin. Relocating Pepper Street this far to the north would require the purchase of the two vacant lots. Purchasing the lots would increase the project cost significantly, including additional cost for design and construction of the roadway. Engineering design would require purchase of 3 total properties in order to accommodate the geometric design of the roadway. This project received SMART Scale funding, and this change would be outside the current scope and budget of the funded project. Closing Pepper Street is a significant safety component of the project and was included when the SMART Scale application was scored by VDOT. Allowing Pepper Street to remain open would result in VDOT rescoreing the application which could result in a reduction/loss of project funding.
	2. Please do not make College Street one way. Cities are eliminating and/or refusing them in town areas. We all use College both ways. Thank you.	Fire and EMS are aware of the closure and will plan new routes accordingly. A turnaround is being provided for Fire and EMS to utilize. The island is necessary for the safety and refuge of pedestrians when crossing Depot/N. Franklin.
	3. Please do not make College Street one way. Cities are eliminating and/or refusing them in town areas. We all use College both ways. Thank you.	Converting College St. to a one-way road is outside of the scope of this project and is not being evaluated at this time.

6	<p>Hello all,</p> <p>First off, thank you to those who were able to take my call and hear my thoughts about the college street proposal and for those that are on board with our solution. We know that turning left onto Depot from College St has been dangerous with multiple accidents. We feel that putting a curb in to prevent that is only temporary and from the conversations I've had everyone will just drive around it, which could still cause accidents unfortunately. Since we have been downtown and we love it here, we have seen multiple near accidents on College street alone from the heavy traffic. Our main concern is currently young kids crossing the street either to go to the park or to attend the karate school. We have assisted with traffic by slowing them down while kids cross the street at night time.</p> <p>What we have proposed is benefiting safety for all with additional parking for businesses, along with the possibility to add a sidewalk, (although not necessarily needed). This would in turn promote business downtown with easier parking, provide safety from crossing the street and prevent accidents on Depot street and this would be a fraction of the cost to complete with funds and time. A prime example of this not being efficient is at Mission Bar B Que with the same style curb in place, everyone still turns left here. The one way section could stop at the cross street behind the ABC store on College Street, since everyone beyond that section has parking lots.</p> <p>Thank you for your time and accepting this email. We are open to thoughts and wish everyone the best.</p>	<p>The pork-chop island is the appropriate design element for this scenario, and will be signed appropriately. If vehicles do not follow signage/channelization, this will then be an enforcement issue.</p> <p>Converting College St. to a one-way road is outside of the scope of this project and is not being evaluated at this time.</p>
7	<p>Proposed to eliminate ped crossings on north side of intersection, re-route Pepper street and make it one-way/right out only, eliminate refuge islands due to safety concerns, push back cross walks to be further up Depot and N Franklin, relocate bus stop.</p>	<p>In order to meet the Virginia Department of Transportation Access Management Standards, Pepper Street would need to be moved minimally 200' away from the existing intersection of Depot Street and N. Franklin. Relocating Pepper Street this far to the north would require the purchase of the two vacant lots. Purchasing the lots would increase the project cost significantly, including additional cost for design and construction of the roadway. Engineering design would require purchase of 3 total properties in order to accommodate the geometric design of the roadway. This project received SMART Scale funding, and this change would be outside the current scope and budget of the funded project. Closing Pepper Street is a significant safety component of the project and was included when the SMART Scale application was scored by VDOT. Allowing Pepper Street to remain open would result in VDOT rescoring the application which could result in a reduction/loss of project funding.</p> <p>The island is necessary for the safety and refuge of pedestrians when crossing Depot/N. Franklin. Pushing cross walks further back Depot Street would provide an unsafe condition for vehicles due to the stop bar having to be located behind the crosswalk. Pedestrians are coming to/from all directions and need to be accommodated.</p> <p>The bus stop is no longer being proposed at this location and the Town is coordinating further with Blacksburg Transit.</p>
8	<p>hello: I agree this intersection needs attention...? (heading South) Were traffic counts made of Franklin ST vs (right hand westward turning onto) Depot?</p> <p>It seems to me it might be better to reduce Franklin ST to a single lane, & maintain (the) Depot ST (2 turning lanes), instead... (of the proposed reconfiguration)</p> <p>1.</p> <p>2. (1) added southbound turning lane into source, etc. (2) extend Depot St. Westbound median</p> <p>3. Nice presentation & explanation by engineer.</p>	<p>Turning movement traffic counts were taken for all movements made at the Franklin/Depot intersection during both the morning and afternoon peak hours of traffic.</p> <p>Franklin Street heading south will be converted to a single lane and eastbound Depot will still have dual left-turn lanes. Future traffic has been analyzed and the intersection will have adequate capacity as designed.</p> <p>The one permissible right turn lane has enough capacity to no longer need the two signalized right turn lanes.</p>
9	<p>When headed East on North Franklin St. approaching the Depot Street Intersection, the Town should make the right lane a mandatory turn on to Depot street and the left lane as either straight through or left onto Depot St. (see marked up PDF). As is, traffic will oftentimes get backed up to the Kroger light because people are staying in the right lane because they either want to turn right onto Depot or go straight through. While I think the current design will help, there will still be a large amount of traffic in the right lane, and not many people in the left. Making the left lane the mandatory lane for going straight through will help balance out the lanes since the right lane would be only for turning right onto Depot.</p>	<p>A traffic operational analysis was completed for this project to document and detail how this intersection operates currently and in the future without and with the proposed improvements. While removal of any laneage at an intersection will result in less physical space to move vehicles, changes to the signal timings as well as changes to the laneage in other directions, change to College Street to a right-in/right-out only, etc. results in improved efficiency in moving traffic through the intersection by having dedicated lanes for each individual movement which results in less lane blockage from those differing movements. The new "hot right" configuration is anticipated to help relieve stacking.</p>
10	<p>Do not favor removal of left turn from southbound on Franklin Street onto College Street. Change would essentially eliminate use of College Street to access local business and the center of town, particularly Hickok St.</p>	<p>Currently college street does not meet the State of Virginia Access Management standards due to its close proximity to the Depot/N. Franklin intersection. Allowing left turns would cause interruptions to the free flow right turn movement from N. Franklin onto Depot St. Allowing this movement is also a safety concern.</p>
	<p>ALL of it waste of taxpayers money. Sidewalks where no one walks.</p>	<p>The Town has goals to increase sidewalk, walkability, and connectivity to downtown. This is in the Town's current Comprehensive Plan.</p>
	<p>Close lanes in the busiest intersection downtown. Reducing lanes from 4 to 2.</p>	<p>A traffic operational analysis was completed for this project to document and detail how this intersection operates currently and in the future without and with the proposed improvements. While removal of any laneage at an intersection will result in less physical space to move vehicles, changes to the signal timings as well as changes to the laneage in other directions, change to College Street to a right-in/right-out only, etc. results in improved efficiency in moving traffic through the intersection by having dedicated lanes for each individual movement which results in less lane blockage from those differing movements. The new "hot right" configuration is anticipated to help relieve stacking.</p>
	<p>Horrible idea. I don't care if it a great from state. This does seem best interest in town's people.</p>	
	<p>Bus stop in front of major intersection. That is being reduced from 2 lanes to 1. Equals accidents.</p>	<p>Bus operations are sporadic occurrences that are routine in urban situations and are extremely short in duration. This continuation is consistent with operations throughout the Town and a reduction in laneage is not anticipated to create an unsafe condition. The bus stop layout will be coordinated with Blacksburg Transit.</p>
	<p>No bus stop is needed at the present bus stop is nearly used at all. It is not close to any housing or central things therefore nobody uses it. Whomever did bus stop studied failed for sure. I have watched it the past 5 years from my office window.</p>	<p>Bus stop locations will be coordinated with Blacksburg transit. The bus stop is no longer being proposed at this location.</p>

	Just delete it. Bring more poor population to a busy intersection will enough pan handing perfection.	
11	Closing of pepper at for a sidewalk and storm water control dumb planning idea. It is the #1 street used at current time.	The Pepper Street intersection north of Franklin Street is currently out of standard for intersection spacing which results in safety and operational issues. Relocation of Pepper St further north is an option that has been explored, but Pepper St at its current location poses a hazard.
	If pepper street is closed I will seek decrease in property tax value. I'm not losing g a street access to the main 4 apartments in my building I have mainly years of documentation to support the pain and suffering the town required for to gain occupancy for the commercial rebuild project to include my purchase of parking to be solely provided with 800 feet as the crow flies from the back door of each apartment. Stop the project and request honest needs to addresses not safety of pedestrians who DO NOT walk there anyway.	Tax assesment is done by Montgomery County. This would need to be coordinated with them. Current counts on Pepper St. NE are 12 vehicles in the morning peak hour and 17 in the afternoon peak hour.
	More roads opened not closed. More parking provided not less. Why not purchase vacant lot on pepper st and depot and keeping pepper street open and add downtown parking that make good sense and allows more sidewalks to be installed. All it needs major revamp. Town council was told pepper at would be repaired not closed when original voting. Had closure been mentioned. And citizens informed more accurately then this project would not be so far along.	In order to meet the Virginia Department of Transportation Access Management Standards, Pepper Street would need to be moved minimally 200' away from the existing intersection of Depot Street and N. Franklin. Relocating Pepper Street this far to the north would require the purchase of the two vacant lots. Purchasing the lots would increase the project cost significantly, including additional cost for design and construction of the roadway. Engineering design would require purchase of 3 total properties in order to accommodate the geometric design of the roadway. This project received SMART Scale funding, and this change would be outside the current scope and budget of the funded project. Closing Pepper Street is a significant safety component of the project and was included when the SMART Scale application was scored by VDOT. Allowing Pepper Street to remain open would result in VDOT rescoring the application which could result in a reduction/loss of project funding. Council passed a resolution in support of the SMART Scale project during the application phase.
12	If you're heading from CVS to Pizza Inn, it appears the proposal has traffic turning right onto Depot going from two lanes to one lane, essentially creating a bottleneck. This intersection currently backs up during rush hour without the bottleneck all the way to the CVS traffic light. I worry this proposed bottleneck will exacerbate traffic and accidents upstream. The CVS/Kroger intersection is already prone to a high number of crashes. I am against the proposal as presented and hope the town will look at other options that don't create the bottleneck issue.	A traffic operational analysis was completed for this project to document and detail how this intersection operates currently and in the future without and with the proposed improvements. While removal of any laneage at an intersection will result in less physical space to move vehicles, changes to the signal timings as well as changes to the laneage in other directions, change to College Street to a right-in/right-out only, etc. results in improved efficiency in moving traffic through the intersection by having dedicated lanes for each individual movement which results in less lane blockage from those differing movements.
13	I was shown the plans for the N Franklin, Depot Intersection improvements, and we're both super excited about them! We have both seen traffic from that intersection backing up the Kroger intersection, and folks who don't want to wait in the right lane (but still want to turn right on Depot) deciding to pass in the left lane and then (rather dangerously) cut across multiple lanes of traffic to get to their right turn in time. Hogan and I have definitely seen some near accidents there, and I wanted to thank y'all for taking the time to come up with a solution to that! I know y'all have put a lot of thought into this, and so if you've already considered and dismissed the following, then I'm sorry for adding an unnecessary email to your inbox. But I thought I'd throw a couple of thoughts into the ring in case they're helpful (see attached rough diagram). - I don't use Depot street often, and have no thoughts on it, so I left it minimally marked. - On N Franklin Southbound, we've noticed most traffic turning right on Depot, with the second-most traffic going straight, and a few folks turning left on Depot. The current proposal has the first two groups being relegated to using the right lane, which requires both groups to be in the right lane back at the Kroger intersection. This intersection often requires a couple of light cycles to get through when you're in the right lane. This encourages folks who want to go straight to use the left lane at the Kroger intersection and find a place to safely get over later. This becomes unsafe with the current proposal, as the space to get over turns from two lights (Depot and Main) to just the one light. I worry that this might wind up causing unnecessary wrecks with impatient traffic during rush hour. The attached diagram has the right lane reserved for that right-turn traffic, with the straight and left turn traffic taking the left lane (decreasing the congestion of the right lane at the Kroger intersection). This left lane then opens up into two lanes closer to the Depot intersection, eliminating the lane changing that currently happens with drivers going straight. --- The downside to my proposed setup is that some folks want to turn left into Sonic, but not having a suicide lane or dedicated turn lane (I'm sure adding an extra lane for this isn't in the budget), they block the traffic in the left lane. However, I believe it's overall a safer and more traffic-efficient setup (you, of course, are a better judge of that, so feel free to tell me I'm completely wrong!)	A traffic operational analysis was completed for this project to document and detail how this intersection operates currently and in the future without and with the proposed improvements. While removal of any laneage at an intersection will result in less physical space to move vehicles, changes to the signal timings as well as changes to the laneage in other directions, change to College Street to a right-in/right-out only, etc. results in improved efficiency in moving traffic through the intersection by having dedicated lanes for each individual movement which results in less lane blockage from those differing movements. The new "hot right" configuration is anticipated to help relieve stacking.
	- I am concerned about the potential timeline/length of the project and how much impact it will have on the shop as well as on the tenant renting the upstairs apartment. I do believe that disrupted road conditions will lessen the likelihood of people stopping into the shop/reduce visibility of the shop even further. If there is nightly work being done, that will cause significant noise during sleeping hours for my apartment tenant, which may cause her to look for other housing. From other business owners around the shop, I have heard that during the last project done on N. Franklin there was an extreme problem with rats and mice getting into the properties, wandering around, and destroying things. For a whole handful of reasons, but mostly a deadly fear of rodents, this is not something I am up for having to navigate and mitigate. - No access to Pepper Street from Depot I am not a huge fan of not having access to our upper tenant parking lot from Depot, and instead having to use Pepper Street from Main Street, navigating a very narrow road to do so. When coming off of Depot onto Pepper, the road is wider and less of the Pepper St. is traveled to reach our little lot. With only one way in or out of Pepper Street, the chances of passing another car increase. And passing other vehicles on that road is almost dangerous and next to impossible.	The construction of the project will be limited to the timeframe absolutley necessary to construct the project. As part of the contract, the Town has the ability to assess liquidated damages. There will be very limited night work associated with this project compared to the previous utility project. The Town will assess further whether to put restrictions on the contractor so that night work is prohibited. The Town will communicate when construction is anticipated to take place when we are closer to construction. In order to meet the Virginia Department of Transportation Access Management Standards, Pepper Street would need to be moved minimally 200' away from the existing intersection of Depot Street and N. Franklin. Relocating Pepper Street this far to the north would require the purchase of the two vacant lots. Purchasing the lots would increase the project cost significantly, including additional cost for design and construction of the roadway. This project received SMART Scale funding, and this change would be outside the current scope and budget of the funded project. Engineering design would require purchase of 3 total properties in order to accommodate the geometric design of the roadway. By closing Pepper St. from Depot St., this will reduce the amount of traffic utilizing Pepper St. The width of Pepper Street will be reviewed and could be addressed with a future project. This widening is outside of the scope of the current project.

14	<p>- Street parking for shop goers</p> <p>The owner of the building next to me is telling me that if this project comes into fruition as it is currently planned, their tenants will use the street parking in front of the store, and any shop customers will not have places to park. I'm not sure how much weight to give those comments, but it's worth trying to figure out why that would be the case. The parking lots around me are all privately owned, and I cannot recommend my customers park in those lots. There is also no crosswalk for customers to safely cross the street if they should park on College. If street parking becomes non-existent for the shop, that will have a huge negative impact on the store's ability to survive.</p> <p>- My biggest concern comes as a parent of school-aged children and how this will impact the constant flow of traffic from the right turn lane onto Depot from Franklin, passing by Betty Drive.</p> <p>There is currently no turn lane for travelers to use as they wait to make a left-hand turn off of Depot onto Betty Drive to drop children off at Christiansburg Primary School or Christiansburg Elementary School, which causes a back-up of vehicles in the left lane on Depot. This is dangerous, because most vehicles traveling on Depot toward the intersection light, are needing to be in the left lane for the two turn lanes at the light. Cars waiting to turn left onto Betty Drive are sitting ducks to be rear ended by cars flying on Depot to make it to the green light. I have seen so many speeding cars try to make a last second lane change when they realize the left lane traffic isn't moving, which also endangers any traveler in the right lane. In regards to how this project will impact this existing situation: If there is not an intermittent moment of stopping (when cars have to come to a complete stop on red at the light before making a right hand turn from Franklin onto Depot) it is going to be very difficult to find a break in traffic to safely take the turn, which means for cars backed up in the left lane on Depot, and potentially more daring left-hand turns being taken within a short window between cars. Constant traffic flow from the proposed plan is going to cause further issues for safety that already exist and have not been addressed by the town. This worries me not only for parents dropping their children off, but for the large groups of children being transported to and from school on buses.</p> <p>I think the issue goes for both a left-hand turn onto Betty Drive from Depot and also exiting Betty Drive with a turn in either direction.</p>	<p>No parking will be removed as part of this project. The existing parking spaces along N. Franklin Street will remain as well as the current parking for the adjacent property. This project includes the addition of crosswalks at the North Franklin/Depot intersection, creating a safer path for pedestrians to access the downtown area.</p> <p>Thank you for your comment, the intersection of Betty Drive is outside of the study limits of this project. Town Staff will monitor the intersection after construction and will perform additional studies if necessary.</p>
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