

Public Comment	Theme	Category	Note
Bypass for the project area and Charlottesville would bring economic oppoertunity form North Carolina.	Bypass	Support	
While a bypass increases flow, it may adversely affect business.	Bypass	Concern	
Need to address costly long-range projects in a productive way, that captures preference but allows conversation for other smaller-scale preferences.	<i>Bypass</i>	<i>Other</i>	This likely is referencing the options for a bypass, or expansion to three-lanes
Closing medians will reduce access to businesses.	Crossovers	Concern	How do solutions address current access?
Can turning lanes be designed to accommodate large vehicles?	Crossovers	Question	
Will turning lanes be provided at key businesses?	Crossovers	Question	
Close the southern crossover from English Tavern Road.	Crossovers	Suggestion	
Consider u-turns, which are easier than trying to cross traffic.	Crossovers	Suggestion	
Favors no left turns at Lynbrook and Moorman Mill; however, others may object to this idea.	Crossovers	Suggestion	
The intersection for English Tavern (southern end) should be closed. Use Leland instead.	Crossovers	Suggestion	
The right turn off Lawyers Road needs to be reconfigured. Too short. (Too sharp?)	Crossovers	Suggestion	
The turn lane (or two turn lanes) at Calohan and 29 is not long enough. There was a bad accident there last week. On the maps, it does not look as though the current configuration is being changed.	Crossovers	<i>Concern</i>	
There may be too many crossovers north of Lawyers Road.	Crossovers	Suggestion, support	
Closure of crossovers, and going south to go north on 29, makes sense. It is too risky to cut across two lanes of traffic to directly access the current crossover, and make a left onto 29 north.	Crossovers	Support	Residents live near English Tavern and Leland.
No objection to proposed median crossover closure.	Crossovers	Support	Resident lives within subsection 7
Support for closure of some medians, providing right turn only	Crossovers	Support	
Interested in specific location of median crossover closures		<i>Other</i>	
Add a third lane in the most congested area (Route 460 to English Tavern).	Extra lane	Suggestion	
Would like to see a discussion on expanding the corridor to three lanes throughout the entire corridor.	<i>Extra lane</i>	<i>Suggestion</i>	

Supports efforts to reduce congestion at Lawyers Road from west side of road.	Geometrics	Support	
Congestion is mostly from Lynchburg city limits to English Tavern Road.		<i>Suggestion</i>	
Would like to see improvements include areas further south on Route 29, as far as Hawkins Road.		Suggestion	Address areas further south on 29.
Consider Superstreets at RCUTS.	RCUT	Suggestion	
The concept of the matrix was too general, and then realized that the maps provide greater detail.	RCUT	<i>Other</i>	
The RCUT is too dangerous with the speed. Do RCUTs cause people to, speed up or slow down?	RCUT	<i>Concern</i>	Provide additional graphics and narrative to explain the RCUT option.
The RCUT option was not clear.	RCUT	<i>Other</i>	
Consider deleting the sidewalk and/or the multi-use path. Would be under-utilized <u>unless</u> Liberty University expands south. Bike riders will go to the Parkway, etc. for a <u>safer ride</u> (very few 18-wheel trucks) and a better view.	Sidewalks	Suggestion, concern	James Jewell
Do not support high price tag for sidewalks and multi-use paths outside of subsections 1 and 2.	Sidewalks	Concern	Outside of subsections 1 and 2.
Sidewalks make sense through subsections 1 and 2, up to Lawyers Road. Pedestrian areas within area of airport make sense.	Sidewalks	Support	For subsections 1 and 2.
Yes to a 45 mph speed limit north of Calohan	Speed limit	Support	Residents live near English Tavern and Leland.
35 mph speed limit is <u>totally unacceptable</u> .	Speed limits	Concern	James Jewell
45 mph from English Tavern Road to end of subsection 6 (at south end), is too low. Move to 55 mph after English Tavern Road, but maintain existing short 45 mph zone leading up to Calohan Road intersection.	Speed limits	Concern	
Don't want to reduce speed limits.	Speed limits	Concern	
There are concerns about raising and lowering speed limits on the corridor and creating speed traps. It is better to have a more consistent speed limit throughout the corridor.	Speed limits	Concern	No speed traps!
If any speed limits are reduced, state should be committed to hiring at <u>least one</u> new trooper to <u>patrol it regularly</u> .	Speed limits	Suggestion	James Jewell
OK with 45 mph step-down to 35 mph between English Tavern and end of subsection 3 (north end)	Speed limits	Support	

For English Tavern south, there is composition of land uses - slower speed limits make sense there.	Speed limits	<i>Support</i>	
More stop lights and lowering speed limit will <u>not</u> help traffic flow.	Speed limits, traffic lights	Concern	
Don't have stop lights timed, so that if you stop for one light - all the others will stop you too.	Traffic Mgmt.	Suggestion	
Improve timing of lights, so that traffic does not hit multiple red lights.	Traffic Mgmt.	Suggestion	
Would like to see Traffic Management System implemented (for trucks and out-of-area through traffic.	Traffic Mgmt.	Support	
Are these maps available online - would like time to study these more carefully.		<i>Other</i>	
Most interests in improving arterial capacity and throughput (speed and mobility).		<i>Support</i>	
Require large trucks to stay in right lane.		Suggestion	
The presentation should have spent a bit more time on explaining the tradeoffs associated with different solutions.		<i>Concern</i>	
There are different interests associated with different users: Those who live within the project area, and those using as a through road.		<i>Other</i>	
There will likely be tremendous growth as a result of Liberty University.		<i>Other</i>	