



Horsepen Road and Glenside Drive Safety Improvements Study

Forest Avenue to Patterson Avenue – February 2022

Public Feedback Summary

The Henrico County Department of Public Works tasked RK&K with studying Horsepen Road and Glenside Drive between Forest Avenue and Patterson Avenue to identify potential measures to improve safety and operations along the corridor. Feedback was collected by an online survey accompanied by a virtual presentation showing conceptual designs. The second online survey and presentation was advertised via social media, the County website, Henrico newsletter, posted signs, and other forms of outreach. There were 39 survey responses received in February 2022.

In the first outreach session, with responses collected from July 6th to August 6th, 2021, the following priorities were identified by respondents for the study improvements, from highest to lowest:

- Pedestrian Accommodations (Pedestrian)
- Reduction of Intersection Crashes (Crash)
- Reduction of Delays (Delay)
- Reduction of Speeds (Speed)
- Bicycle Accommodations (Bicyclist)

The concepts presented in the virtual presentation highlighted solutions for these priority areas. The table to the right summarizes the improvement concepts, priorities met, and public feedback. The team also studied bicycle lanes, shared use paths, and roundabouts that were not recommended due to potential impacts or other challenges.

Next steps will include applying for various grant funding for the safety improvements identified in the study. Additional public outreach will occur in the future as projects progress. If there is additional input, please contact Sharon Smidler at smi20@henrico.us.

Improvement	Priorities Met	Survey Response Summary from Second Online Survey	Survey Respondent Feedback	Recommended Improvement
Sidewalk connections and crosswalks	Pedestrian Bicyclist	82% in Favor	<ul style="list-style-type: none"> - Find ways to reduce speeding - Ensure visible crosswalks - Consider sidewalks on both sides of Glenside Dr - Maximize separation from vehicles 	<ul style="list-style-type: none"> - Sidewalk connections and crosswalks
Turn lane at Horsepen Rd/Three Chopt Rd	Crash Delay	67% in Favor	<ul style="list-style-type: none"> - Concerns this will not reduce speeding - Visibility concerns in the area - Prefer road diet and no turn lane 	<ul style="list-style-type: none"> - Turn lane at Horsepen Rd/ Three Chopt Rd
Turn lane at Horsepen Rd/Monument Ave	Crash Delay	74% in Favor	<ul style="list-style-type: none"> - No perceived issue at this location - Roundabout would be beneficial 	<ul style="list-style-type: none"> - Turn lane at Horsepen Rd/ Monument Ave
Turn lane at Horsepen Rd/Glenside Dr, Access Management of Dexter Rd	Crash Delay	74% in Favor	<ul style="list-style-type: none"> - More vehicle capacity would be a detriment - Pedestrian crossings are important - Better signage is necessary 	<ul style="list-style-type: none"> - Turn lane at Horsepen Rd/ Glenside Dr and Access Management of Dexter Rd
Access management on Glenside Dr at Furman Ave	Crash Delay Speed	85% Prefer Restricted Movement or Full Closure Median 15% Prefer No Restriction	<ul style="list-style-type: none"> - Cut though traffic is high - Fairly equal support of both options 	<ul style="list-style-type: none"> - Full closure (right in/ right out only)
Access management on Glenside Dr at Ethridge Dr	Crash Delay Speed	92% Prefer Restricted Movement or Full Closure Median 8% Prefer No Restriction	<ul style="list-style-type: none"> - Full closure does not address neighborhood cut through traffic - Roundabouts should be considered 	<ul style="list-style-type: none"> - No restriction
Access management on Glenside Dr at Walford Ave	Crash Delay Speed	73% Prefer Restricted Movement or Full Closure Median 27% Prefer No Restriction	<ul style="list-style-type: none"> - Want to prevent access through neighborhoods - Would prefer road diet with center turn lane 	<ul style="list-style-type: none"> - No restriction
Access management on Glenside Dr at Eaton Rd	Crash Delay Speed	85% Prefer Restricted Movement or Full Closure Median 15% Prefer No Restriction	<ul style="list-style-type: none"> - Not used by several survey respondents - Right turn only would be beneficial 	<ul style="list-style-type: none"> - Restricted movement (no left turn out)



Sidewalk & Crosswalk Connectivity Map along Glenside Dr.

How did you hear about this safety study?

