

**Ogden Rd Pedestrian Accommodations Scoping Meeting**

Date: 07 May 2019

Time: 10:00 – 11:30 am

Lighting: Sunny

Weather: Dry, warm

<b>Participants</b>	<b>Affiliation</b>
Jim Lee	Regional Bicycle & Pedestrian Advisory Committee
Matt McKimmy	
Paul Workman	
Rachel Ruhlen	RVARC
Megan Cronise	Roanoke County
Bailey DuBois	Roanoke County
Cecile Newcomb	Roanoke County
Hong Liu	City of Roanoke

Geolocated and annotated photos at this link: <https://photos.app.goo.gl/bG7pys77nTeZ74AR7>

**Context of Ogden Rd for greenways and active transportation**

Roanoke County requested this scoping meeting to assess conditions on Ogden Rd and consider the potential for a pedestrian connection between Electric Rd and the future Murray Run Greenway. Volunteers and locality staff conducted the walk on May 7, 2019. This report, prepared by RVARC staff, summarizes their observations and ideas.

Residential: The Woodland Hills development, a senior living community, is building part of the proposed Murray Run Greenway through its property from Ogden Rd to the north. Woodland Hills joins several residential complexes on Ogden Rd between Colonial Ave and Electric Rd, including Pebble Creek Apartments and Honeywood Apartment Homes on the west side of Ogden Rd, with Woodland Hills,



Bus stop

Windward, and a handful of single-family homes with private drives on the east side. (Bent Tree Apartments abuts Pebble Creek Apartments but cannot be accessed from them or from Ogden Rd.)

Transit: Bus stops on both sides of the road serve Honeywood Apartments and Pebble Creek Apartments. It is expected that some seniors in the Woodland Hills retirement community may be less able or interested in driving and wish to use public transit.

Commercial: The Reimagine 419 Plan envisions Tanglewood Mall as a town center, attracting pedestrian and bicycle traffic. The Tanglewood area beyond the mall includes destinations including the Food Lion grocery store, hotels, restaurants, retail, services, and other businesses.

Ogden Rd Traffic: The residential complexes do not have connecting roads with each other and can only be accessed from Ogden Rd. Through-traffic uses Ogden Rd between Colonial Ave and Electric Rd (Rt 419). As part of Reimagine 419, Electric Rd will be getting sidewalks soon. The intersection of Electric Rd and Ogden Rd will have pedestrian crossings on two legs with pedestrian signals.

### Route

Ogden Rd travels slightly offset from north-south, but with some wiggles. For convenience travel is described as north-south and the sides of the road are east and west. The group walked:

- From Electric Rd, north on Ogden Rd using the west side.
- Continued to Woodland Hills site
- Turned around and traveled south but remained on the west side
- At Circle Brook Dr, crossed to east side and continued south to Electric Rd.

### Conditions

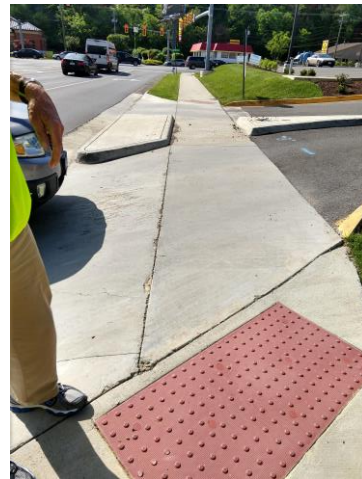
#### WEST SIDE

West side, Electric Rd to railroad bridge: From the intersection of Ogden Rd and Electric Rd, on the west side, new sidewalk with ADA standard curb ramps extends about 180 feet, just north of the first driveway (Lewis-Gale Medical Center). Where the sidewalk crosses the driveway, the sidewalk is level to ADA standards; gouges are visible in the concrete between the road and the sidewalk where vehicles scrape against the slope that was necessary to allow for a level sidewalk crossing.

From the end of the sidewalk to the bridge across the railroad tracks, the west side appears already graded for a sidewalk. There are four driveways between the end of the sidewalk and Starkey Rd.

A well-trodden path through the grass is evident from the end of the guardrail near Old Country Plaza (Buffalo Wild Wings) to the bridge across the railroad tracks. A diagonal right-in entrance road to Old Country Plaza is an awkward crossing for pedestrians, which may require a sidewalk that goes out of the desire line of pedestrian travel to achieve a perpendicular crossing of the entrance road. If this entrance is underused, consider closing it and rerouting traffic to the Starkey Rd entrance, eliminating the awkward pedestrian crossing.

The bridge across the railroad tracks has a sidewalk on the west side. There is potential for narrower lanes across the bridge.



New sidewalk



Social path

West side, railroad bridge to Honeywood Ln:

The path through the grass picks up on the other side of the bridge, between the guard rail and the edge of the road, and is most pronounced up to the bus stop at Leslie Ln (~150 feet north of the railroad tracks). The guard rail from Leslie Ln to the American National building sits on top of a narrow strip between a retaining wall and the curb of the road that could be a challenge for squeezing in a sidewalk. There could be more room for sidewalk if there is the potential to move curb and gutter and narrow the lanes. North of American National, landscaping abuts the road, which would have to be relocated to accommodate a sidewalk.



Guard rail between retaining wall and road

West side, Honeywood Ln to Circle Brook Dr:

The frontage is mostly occupied by a drainage ditch lined with large stones. The edges of the ditches show signs of erosion. If the stone ditch is privately maintained, a partnership between the owner and the City could be an opportunity to both fix the stone ditch and build the sidewalk. The guard rail in front of the creek is washing out. The road over the culvert is narrow and may require additional width or a separate bridge for pedestrian access.



Stone ditch with erosion



Erosion around guard rail

*Note about bicycle access – Participants speculated whether the interior roads in the Honeywood and Pebble Creek developments might connect, providing a possible bicycle route that is safer and more comfortable than Ogden Rd. The interior roads do not connect, but they are physically very close. Further investigation would be needed to determine if it would be feasible to connect them.*

West side, Circle Brook Dr to Woodland Hills site:

Pebble Creek Apartments has a private sidewalk paralleling the road.



Woodland Hills sidewalk

**EAST SIDE**

**East side, Woodland Hills to Circle Brook Dr:**

The developer for Woodland Hills is constructing the Murray Run Greenway on its property (participants did not see evidence of greenway



Fewer obstacles on the east side

construction at the site). It will follow the creek and meet Ogden Rd on the east side opposite Circle Brook Dr. The Greenway Plan calls for Murray Run Greenway to cross Ogden Rd and continue west. At the time of the walk, Woodland Hills had completed a sidewalk on the east side that ends a few feet south of their parking lot.

**East side, Circle Brook Dr to Windward Rd:**

The guard rail at the creek, opposite Circle Brook Dr is partly washed out and is scheduled for repair. Tire marks can be seen from the creek up to Ogden at the bus stop at the creek. Two private drives and Winding Way Rd intersect with Ogden Rd.

**East side, Windward Rd to railroad bridge:**

A raised berm with mature trees constrains the east side. The bridge across the railroad tracks has a wide shoulder on the east side (and sidewalk on the west). There is potential for narrower lanes on the bridge. There is evidence of a pedestrian path in the grass north of the railroad bridge.

**East side, railroad tracks to Electric Rd:**

Unlike on the west side, the east side of this segment is not already graded for a sidewalk. The mall entrance opposite Starkey Rd would be a difficult challenge to overcome in adding a sidewalk on the east side.

If the right-turn-only-lane to the Tanglewood Back Entrance Road is underused, this space could be reallocated for pedestrian and/or bicycle travel. North of the right-turn-only-lane, the extra space continues north as a wide shoulder. The road narrows north of the bridge over the railroad tracks.

*Note about bicycle access - Paul Workman commented that bicycling northbound is comfortable from Electric Rd to where the road narrows just north of the railroad tracks. About 400 feet later, the right turn lane offers some space for bicyclists, followed by another uncomfortable 400 feet until reaching Winding Way, a street that is a dead-end for motor vehicles but has a path for bicyclists and pedestrians. These gaps could be improved with advisory bike lanes, signs, and/or enforcement of 3-foot-passing.*

## **Suggestions**

Participants contributed the following suggestions for a pedestrian connection from Tanglewood Mall to the future Murray Run Greenway.

Curb and gutter, which is present from Electric Rd to American National, is needed on all of Ogden Rd.

### Sidewalk:

Participants felt the most feasible route for the sidewalk would be on the west side from Electric Rd to Honeywood Ln and on the east side from Windward Dr to the future Murray Run Greenway.

Close to Electric Rd, the most feasible route for pedestrian access is to continue the 5-foot wide sidewalk on the west side where it has already been graded from Electric Rd to the railroad bridge. While a wider, multi-use path would meet the needs of both pedestrians and bicyclists, the area is graded for only sidewalk width.

North of the railroad bridge, there are fewer obstacles on the west side than the east, so it is most feasible to continue the route on the west. However, the guard rail perched on a retaining wall on the private property of American National may need relocated, and/or curb-and-gutter of the road could be relocated.

At Honeywood Ln / Windward Dr, the east side has fewer challenges than the west side with its stone ditches and topography issues. The pedestrian path could cross at or near this intersection, with a well-marked crossing. There may be sight-distance issues for a pedestrian crossing at this location.

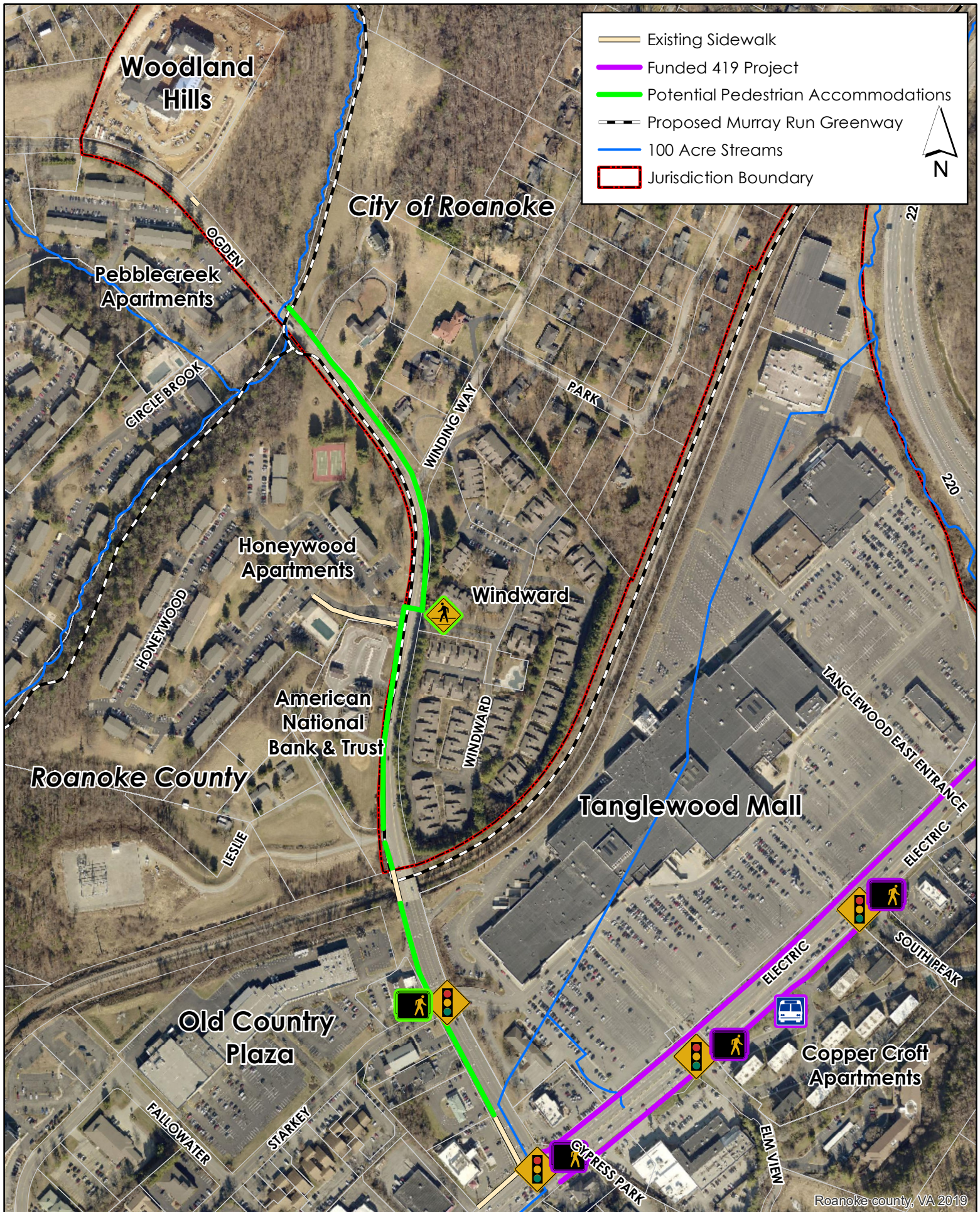
North of Circle Brook Dr, sidewalk could be continued on both the east and west sides.







### Crossings:

- Addition of a pedestrian head to the signal at Starkey Rd and Electric Rd and marked crosswalks
- A crosswalk on Ogden Rd at Electric Rd is part of planned upgrades
- Crossing at Honeywood Ln / Windward Dr for the Ogden Rd pedestrian path and the bus stops
- Crossing at Circle Brook Dr / future Murray Run Greenway for Pebble Creek Apartments and bus stops

### Policy:

- Require bicycle and pedestrian accommodations with new and re-development
- Require connections within and between developments
- Enforce crosswalk compliance



-  Existing Sidewalk
-  Funded 419 Project
-  Potential Pedestrian Accommodations
-  Proposed Murray Run Greenway
-  100 Acre Streams
-  Jurisdiction Boundary



Ogden Road Potential Pedestrian Concept  
(Route 419 to proposed Murray Run Greenway)

Roanoke county, VA 2019

May 22, 2019

