

Rose Hill Drive Restriping Concept | BPAC Meeting

MAY 7, 2026



01

Project Overview

Project puprose, scope, and
timeline

02

Engagement

Summary of engagement
themes

03

Draft Concept

Proposed Restriping
Concept for Rose Hill Drive

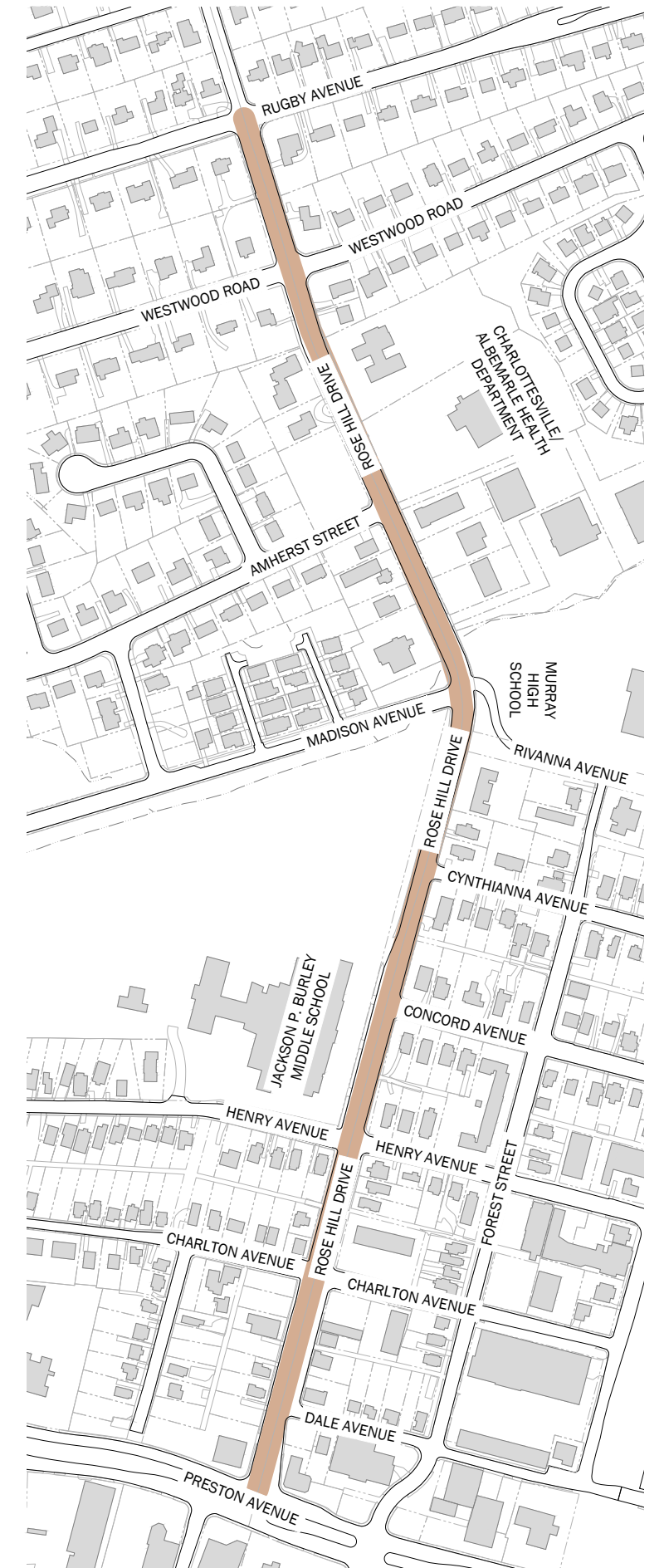
The background features a light gray geometric pattern. It includes a solid circle centered in the upper right quadrant, a larger dashed circle centered further to the right, and a diagonal line passing through the center of the solid circle. A vertical line and a horizontal line also intersect at the center of the solid circle.

01

Project Overview

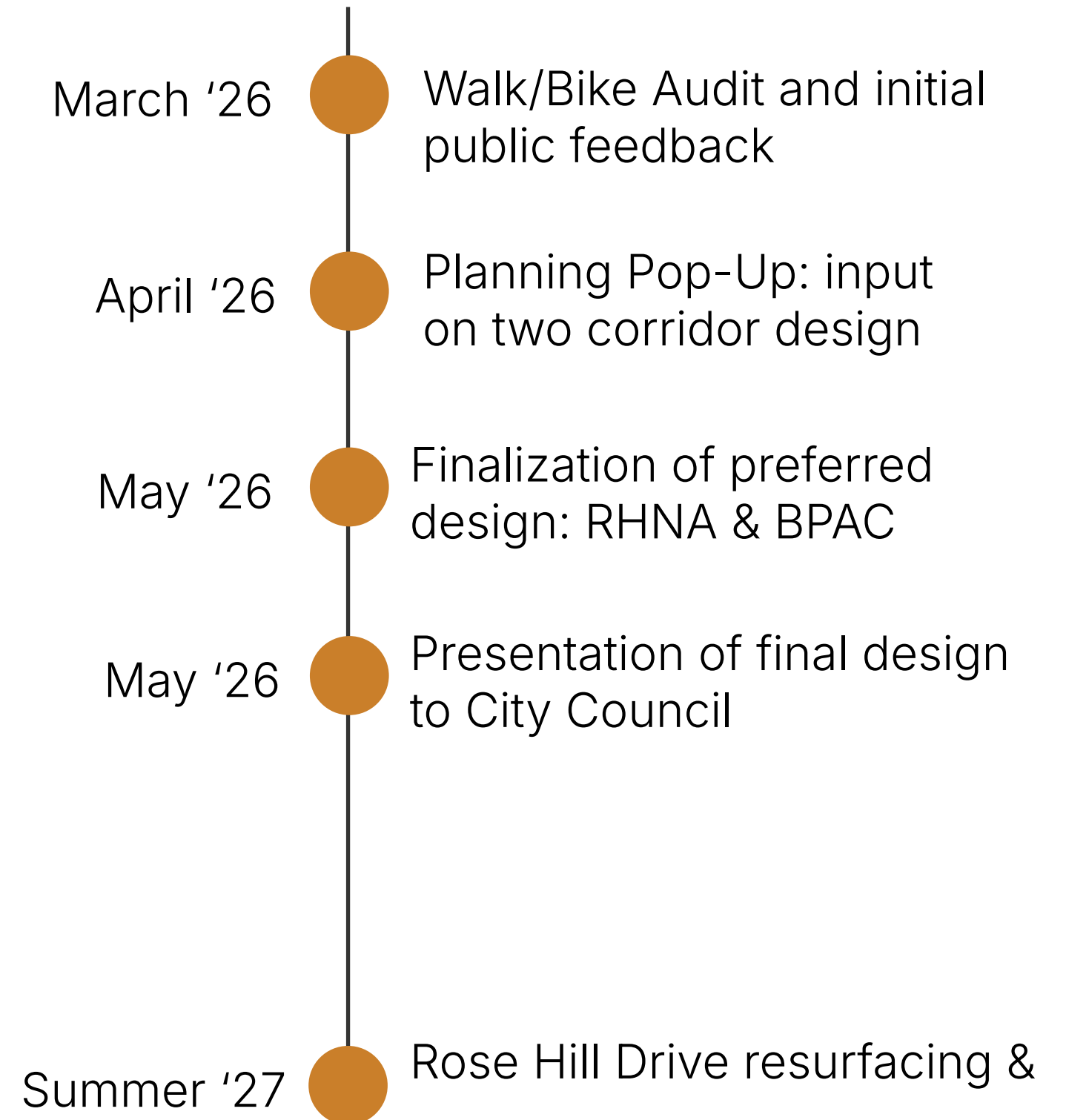
Project Scope

- | The focus of this project is the 0.6 mile segment of Rose Hill Drive between Preston Avenue and Rugby Avenue.
- | This segment of Rose Hill Drive is scheduled to be repaved in the summer of 2027, offering an opportunity to explore changes and improvements the roadway striping configuration.



Design Process & Timeline

- | The Design process includes opportunities for public input to ensure the restriping is addressing local needs.
- | The final striping design will be applied during the upcoming repaving, which is tentatively scheduled for summer of 2027.



Corridor Safety

- | 35 total crashes in the past 8 years
- | 2 involved a pedestrian and 3 involved a bicyclist
- | No fatal crashes in this time period
- | Most recorded crashes were clustered south of Concourd Ave intersection

Map Key Crashes 2018-2026

- A - Severe Injury (1 total)
- B - Visible Injury (5 total)
- C - Non-visible Injury (7 total)
- O - Property Damage Only (22 total)



Traffic Volumes

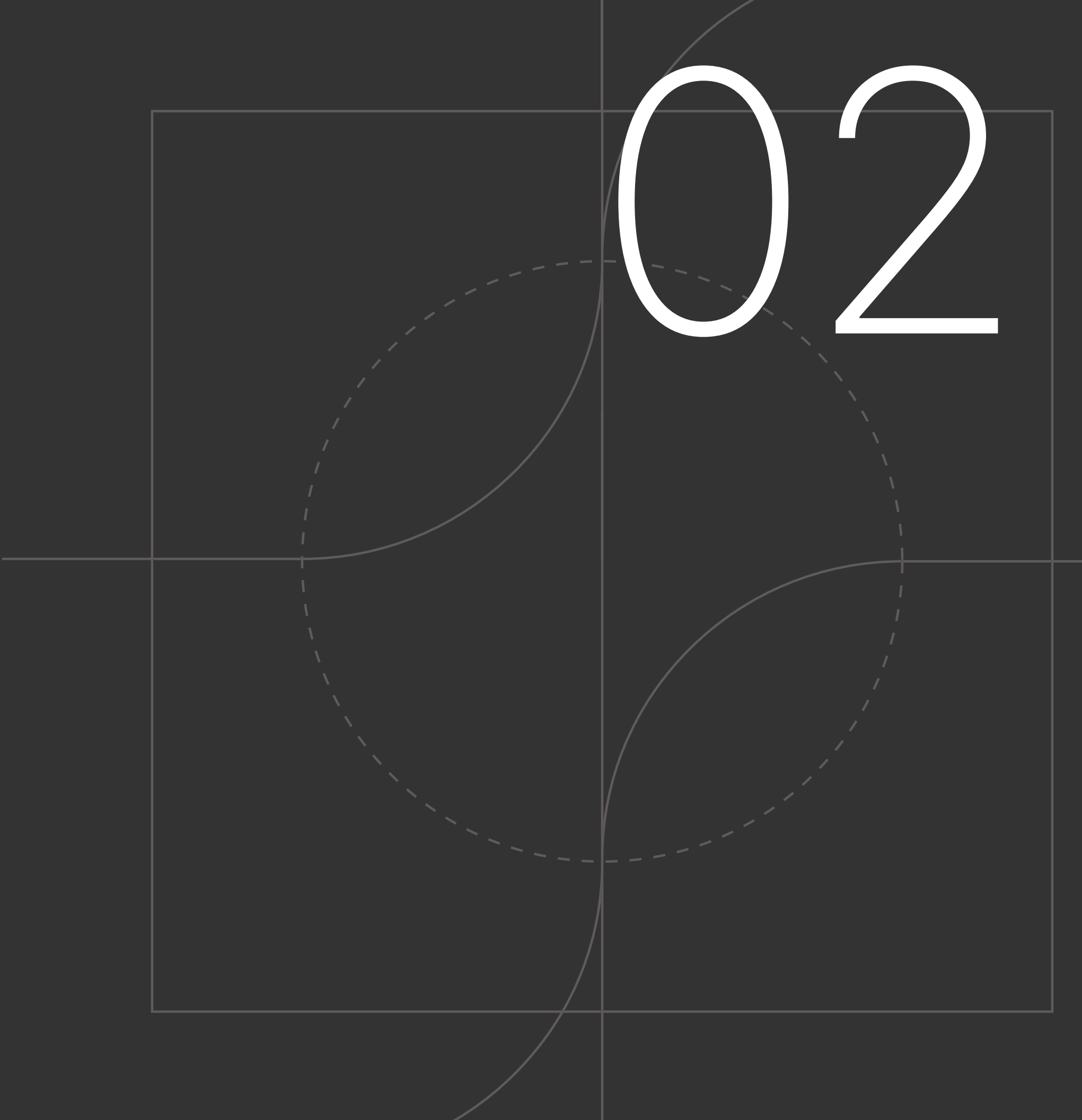
- | AADT is measure of the estimated number of vehicles that use a street.
- | Estimates for AADT along this segment of Rose Hill Drive range from 6,000 to 7,600.
- | VDOT forecasts future AADT on Rose Hill Drive in the year 2055 to be around 9,900 vehicles per day.



Traffic Speed

- | The current speed limit on this segment is 35 mph
- | Speed data show that most drivers are traveling between 29 and 36 mph and speeds are highest between Concord Ave and Amherst St.
- | The City will be applying a 25 MPH speed limit as part of this study.



An abstract geometric design on a dark gray background. It features a grid of thin white lines. Two large, overlapping circles are centered on the grid. The left circle is solid white, and the right circle is dashed white. The number '02' is written in a large, white, serif font in the upper right quadrant.

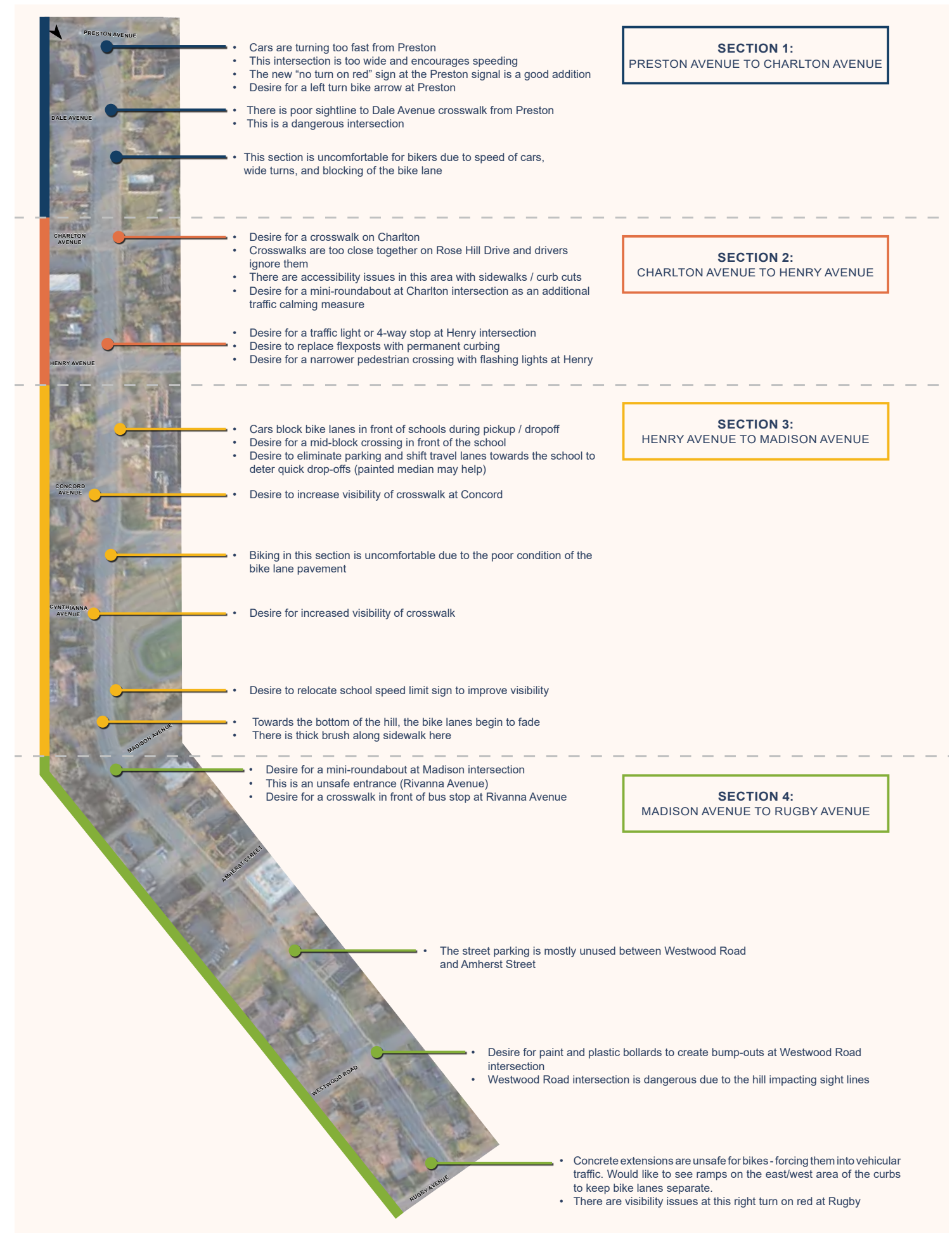
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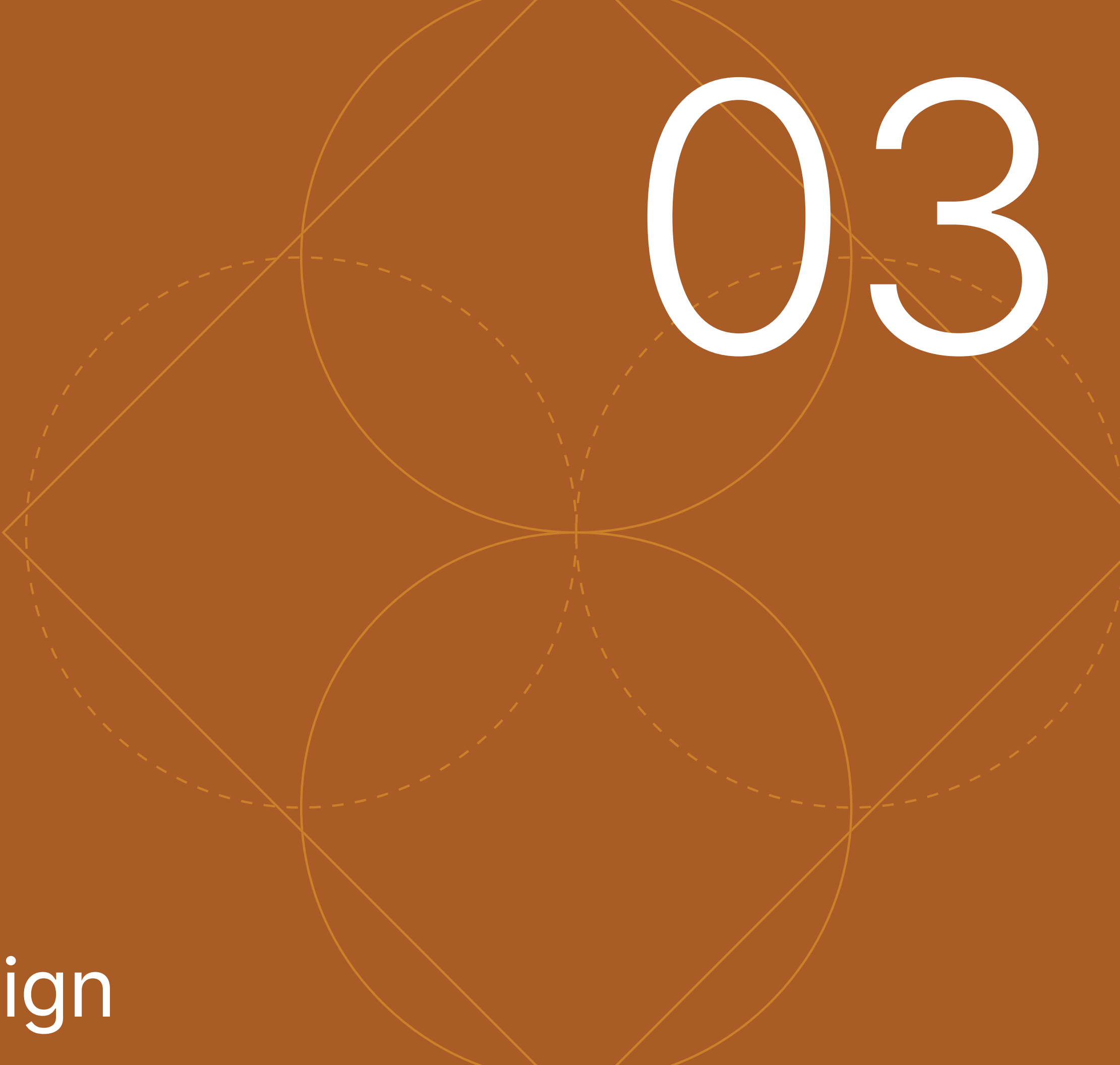
Engagement Overview



Engagement Themes

- Corridor is too wide and feels unsafe for pedestrians to cross
- Desire for reduced speed limit and traffic calming measures
- Desire for physical protection for bike lanes and bumpouts
- Desire for increased visibility for bike/ped facilities
- Desire to remove turn lanes and add intersection treatments



The background features a solid brown color. Overlaid on this are several thin, light-brown lines. A central diamond shape is formed by four overlapping circles. The top and bottom circles are solid, while the left and right circles are dashed. The diamond's vertices are at the intersections of these circles. In the top right corner, the number '03' is displayed in a large, white, serif font.

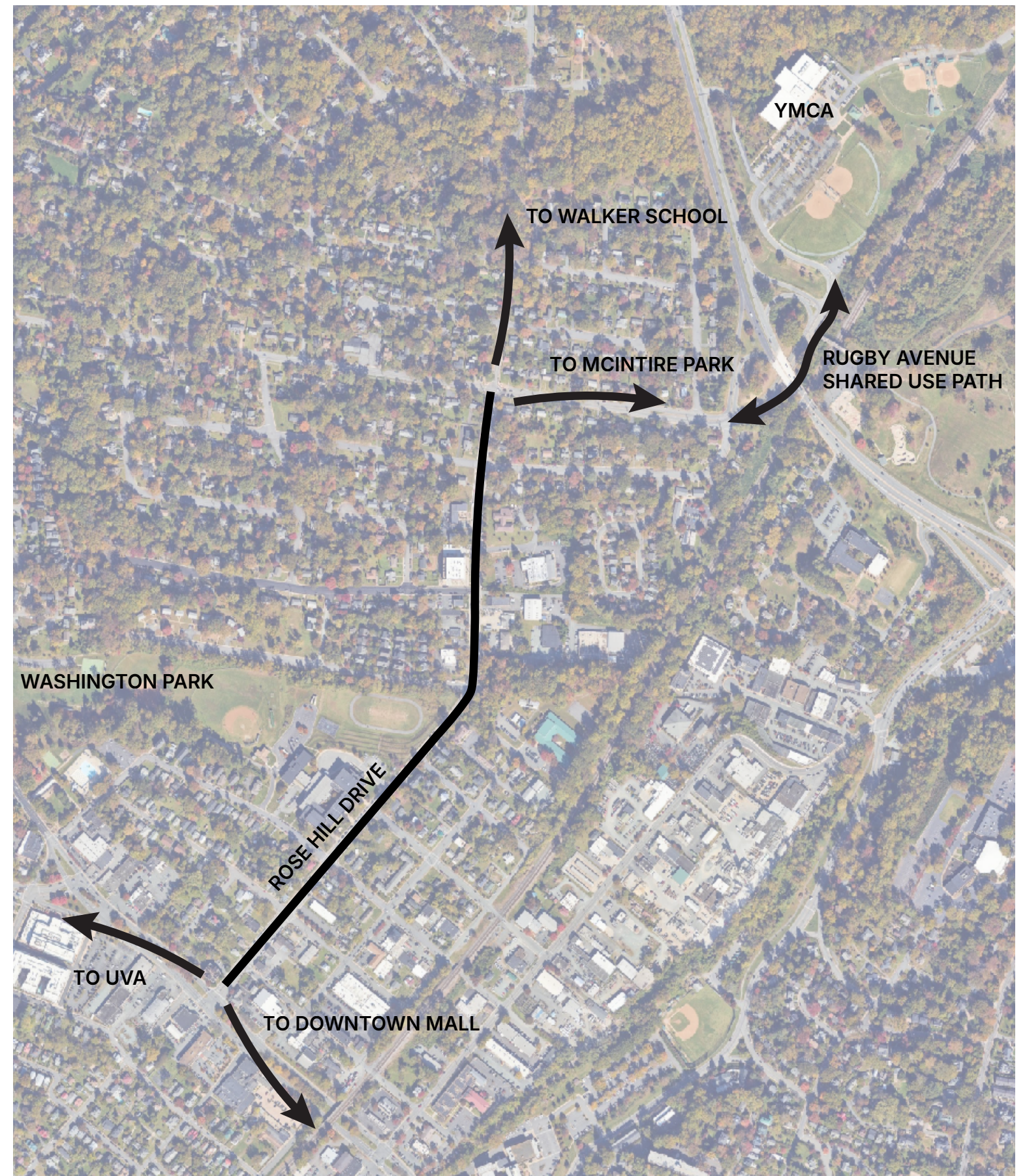
03

Corridor Design

Proposed Design Concept

| Key benefits

- | Allows for a continuous buffered bike facility for the length of the corridor
- | Maintains equivalent parking
- | Helps achieve broader connectivity goals
- | Responsive to feedback



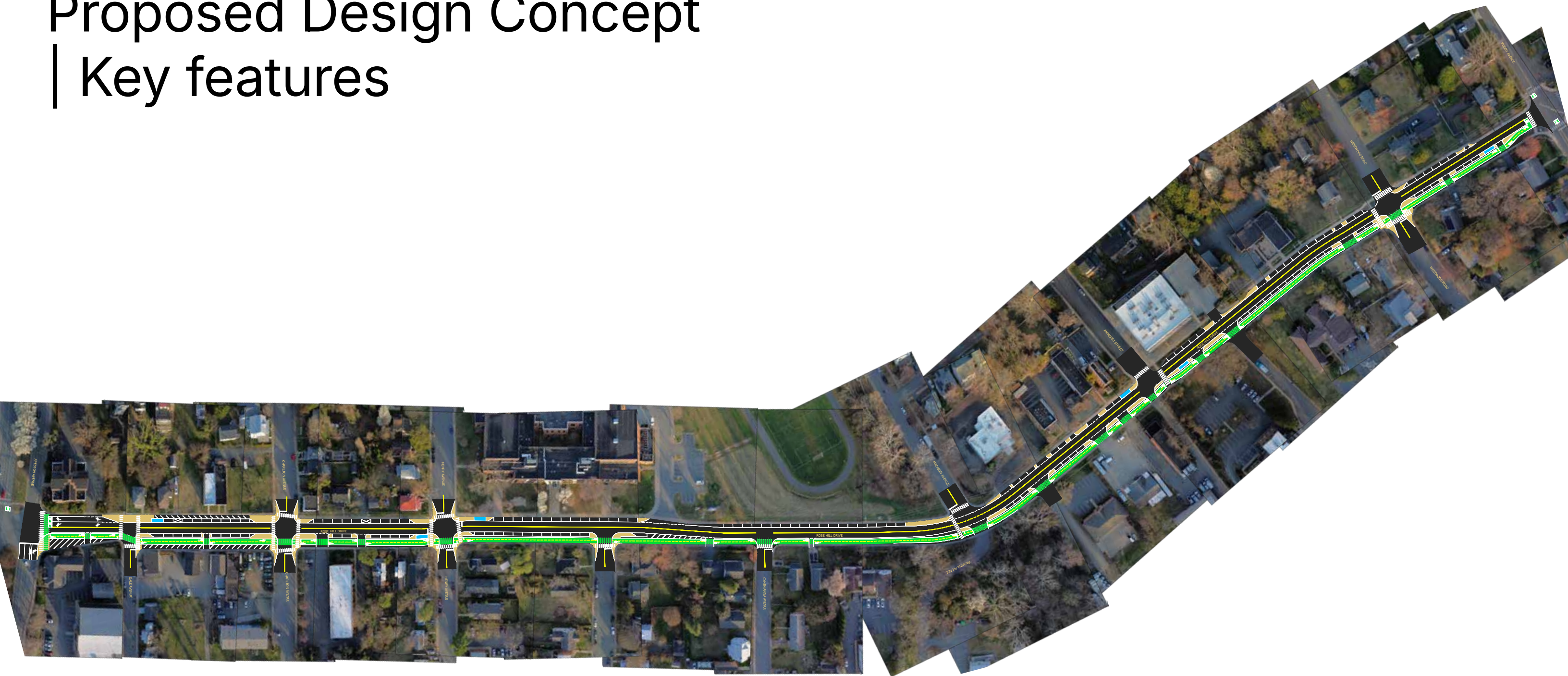
Proposed Design Concept

| Key features

- | 2-way buffered cycle track along the east side of Rose Hill Dr.
- | Utilization of paint for delineated pedestrian and bicycle facilities.
- | Intersection transitions at Rugby & Rose Hill Dr.
- | Transit integration.

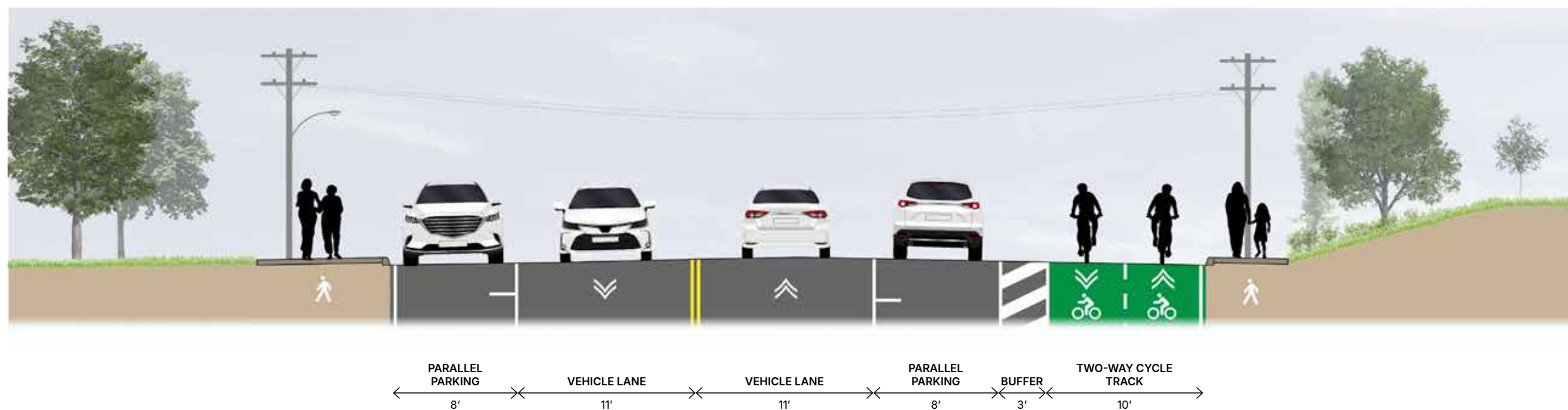
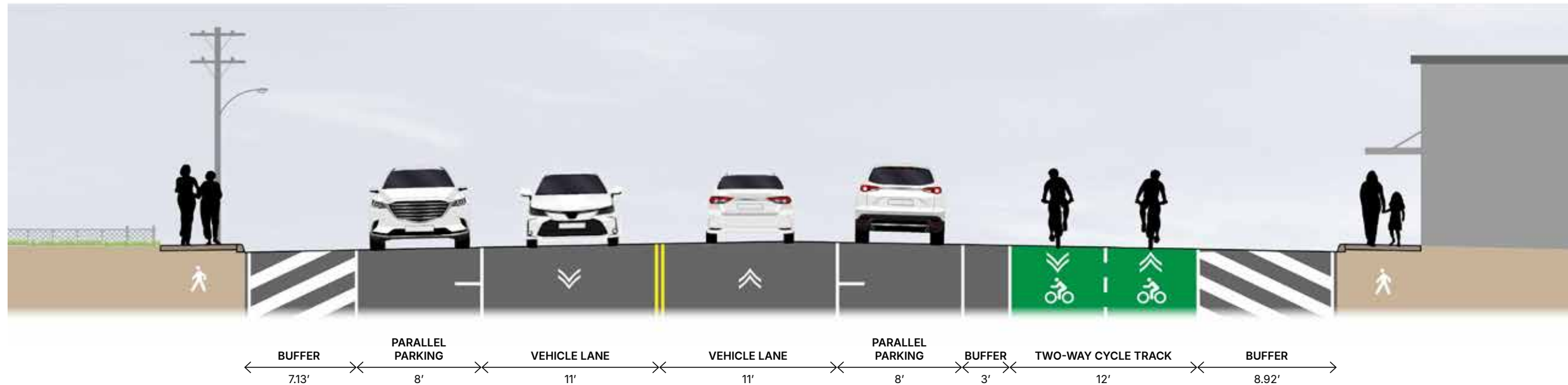
Proposed Design Concept

| Key features

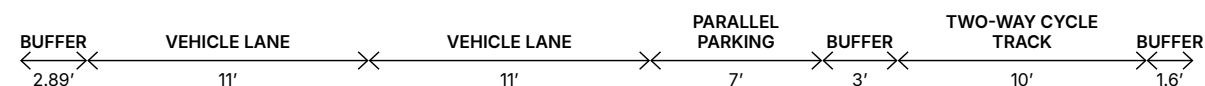
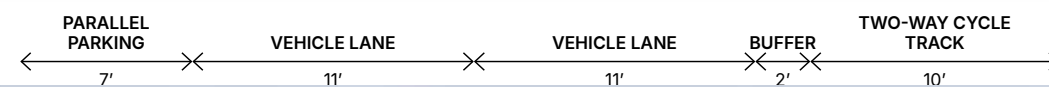


Proposed Design Concept

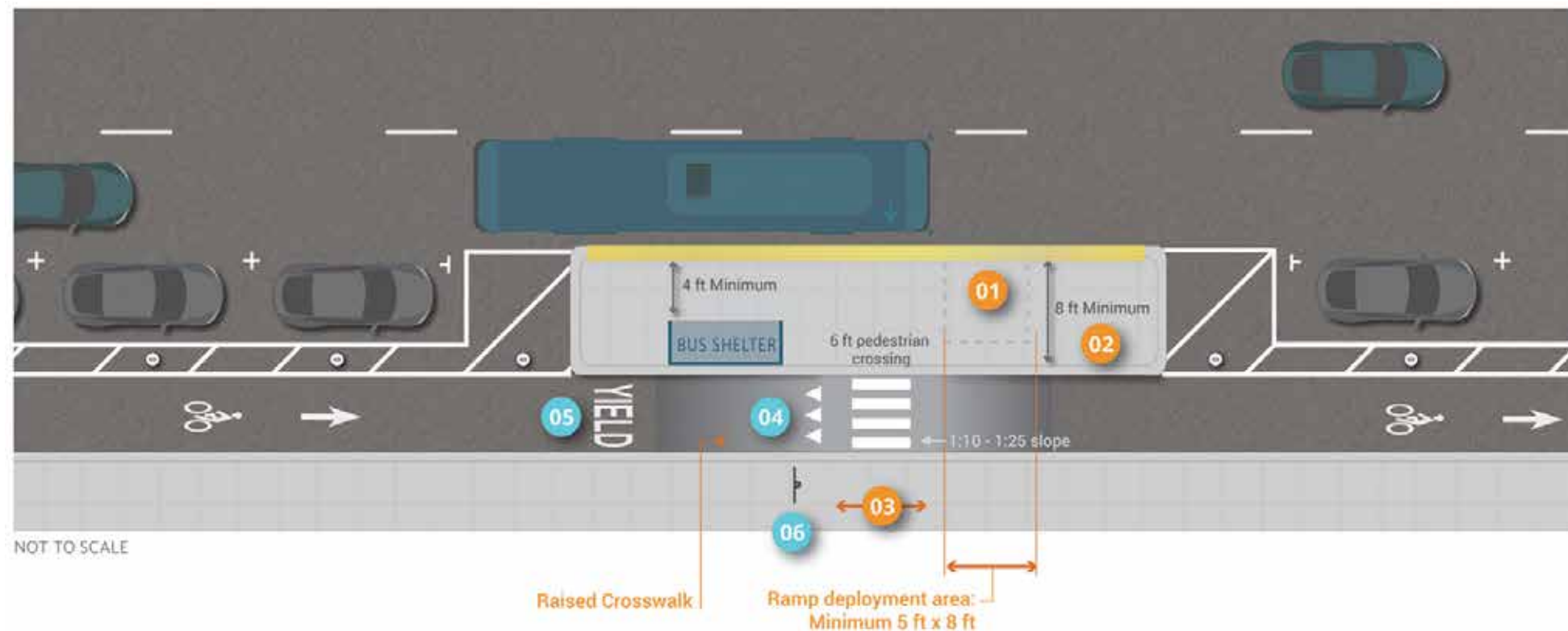
| Typical Sections



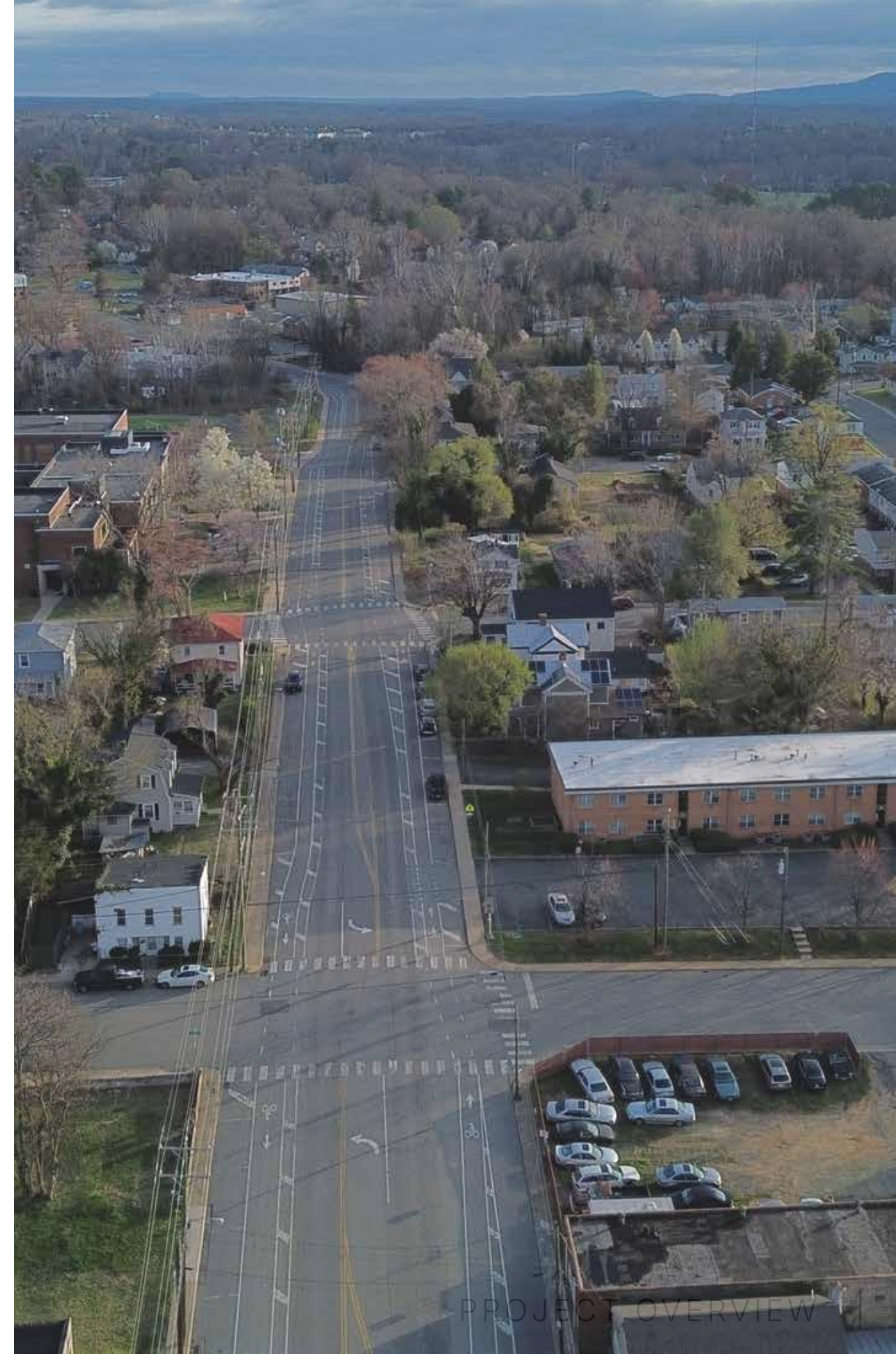
Proposed Design Concept | Typical Sections



Proposed Design Concept | Transit Integration



Discussion & Questions





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