



Below are the responses to questions or comments received on or before the comment period closed at 5:00 pm on February 18th, 2022.

Some comments or questions were duplicated and shall be responded to once. Your comments or questions may be combined with similar comments or questions by others. Comments external to the project limits (between 34th and Carson along Semmes and between Semmes and 34th along Forest Hill) will not be addressed here but will be forward to others for consideration.

1. The only improvement needed is a traffic signal at 34th Street and Semmes Avenue.
 - a. Signals require high traffic volume, without the volume created by the one way along Forest Hill Avenue, the signal is not warranted per design requirements.
 - b. This above recommendation does not address pedestrians crossing Forest Hill Avenue near Forest Hill Park. The pedestrian signal will provide safer access to the park which was identified as an important need during previous public engagement opportunities.
 - c. To better accommodate pedestrians, a pedestrian hybrid beacon will be installed near Carson Street.

2. People commuting on Semmes through our neighborhood into downtown will not wait at the new stoplight but will instead go east on Forest Hill, then turn left onto a neighborhood street (probably 33rd Street, where I live) to avoid the new stoplight. Is there a way to achieve calmer traffic and easier crossing of Semmes AND discourage commuters cutting through streets
 - a. The new traffic signal at Semmes Ave and W 34th St will be in a coordinated signal system on the Forest Hill / Semmes corridor. This will minimize stops and provide a “green band” for through vehicles. DPW does not believe there will be commuters cutting through neighborhood streets to avoid the new signal. Vehicles cutting through will need to stop at Semmes Avenue before making a right to head east. In the event of speeding on neighborhood streets, DPW has a traffic calming program to address speeding.
 - b. Prior to the current design, the city studied options and determined this is the best suited at this location.

3. What happened to an updated traffic study along Semmes Avenue to make it one lane or adding bike lanes?
 - a. DPWs Traffic Engineering section will investigate one lane and possible bicycle accessibility improvements on Semmes between Forest Hill Avenue and 34th Street at the conclusion of this pedestrian improvement as a pilot program.

4. How do traffic engineers not expect accidents at the traffic beacon?
 - a. The current signal location was recommended by community input and relocated to its proposed location to avoid sight distance issues. Advance warning signage can also be provided to alert motorists to the upcoming beacon.
 - b. New signals activation undergo advanced warning prior to going live.

5. Nothing about this plan works.
 - a. In 2020 community input resulted in 65% approval of the current concept which is based on engineering principles.
6. Anyone who wanted to go onto 34th south of Forest Hill will have to cut through our alley, turn left on FH and then right onto 34th. How does this calm traffic? And how are we going to ensure that Floyd's workers, guests and trucks don't block the alley like they currently do on a regular basis?
 - a. Consideration will be given to eliminating the one way alley.
 - b. Enforcement of parking will be as currently maintained.
7. Removing the light at Dundee will increase speeds and accidents.
 - a. The Forest Hill/Semmes curve at Dundee will maintain a same alignment. Speed limits will not change with this project. Traffic will still be controlled by the proposed signal at 34th Street and Semmes Avenue which will be located 400 feet away from the current signal which will be removed. Additionally, the channelization and on-street parking proposed along the one-way portion of Forest Hill Avenue will promote lower speeds within this segment as well.
8. Why not a traffic circle at Semmes/FHA/Dundee similar to the one on Dock St?
 - a. A traffic circle (roundabout) was investigated early in the concept development process. A Roundabout was eliminated as a result of community input, the need for right of way acquisition from the school and utility adjustments. The construction impacts of the roundabout may double the cost for the improvement.
9. The crosswalks at Dundee/Semmes/Forest Hill Ave are dangerous and take forever to cross.
 - a. We agree, the new design will provide a safer crossing opportunity.
10. I don't understand why the angled parking spaces on Forest Hill would be going in that direction?
 - a. The intent is back in parking, this parking method allows the City to increase the number of spaces as requested by the community at previous public engagement opportunities.
11. A better improvement plan would include a raised bikeway and pedestrian sidewalk along the north side of Semmes and Forest Hill Avenue, extending over Reedy Creek and through Forest Hill Park. Our street signage is poorly maintained, often difficult for drivers to see, and is ugly
 - a. The project limits are set by agreement with the Virginia Department of Transportation in exchange for project funding. Limits were extended west based on community input. Work beyond the current limits would exceed the available funding resources and violate the agreement.
 - b. Changes as recommended would likely include the acquisition of additional right of way and exceed the current budget.
 - c. Street signs will be upgraded with the construction project.

12. At the turn lane from Dundee on to Forest Hill heading east, could a few parallel parking spaces be provided along the south?
 - a. As requested by the business community, the City included a loading zone for delivery parking for businesses at this location.

13. Does the pedestrian light stop speeding?
 - a. The pedestrian beacon does not stop speeding. DPW will continue to work on improvements that provide additional speed control assistance.
 - b. The pedestrian beacon is intended to provide pedestrians an opportunity to safely cross Forest Hill Avenue and will stop traffic when the beacon light turns red to allow pedestrians to cross.

14. I think one thing that would be incredibly beneficial at that intersection would be to have an area where the buses can go around traffic.
 - a. The addition of bus lanes will require property takes, this project was approved without any right of way takes.

15. I like the addition of new parking on Semmes. Looks like you will have to back into them. Any concerns arising from that? I have seen these kinds of parking spaces work well on side streets, but the speed of traffic on this street worries me some as you have to pass by your spot before stopping.
 - a. Back in parking will be provided on Forest Hill Avenue. Back-in angle parking has been used at other locations in the City successfully, including East Canal Street which is a one-way facility carrying significant traffic volumes. There are many benefits to back-in angle parking, including: Drivers have a better view of traffic (other vehicles, bicycles and pedestrians), when exiting the parking space into the travel lane.
 1. Eliminates the difficulty drivers have of backing into moving traffic.
 2. Puts the trunk or back of vehicle to the sidewalk for safer loading/unloading.
 3. Positions drivers and passengers, particularly kids, to enter or exit the vehicle toward the sidewalk with the doors shielding people from moving traffic.
 4. Arguably easier to back into an angled space than a parallel space.

16. I think it is a good plan to enhance walkability in that area since there are several great and well trafficked businesses in that area. I would ask to add one small feature which is No Parking signs along the right side of the road on Bland St directly across from Crossroads Coffee (along the side of the creek). Numerous cars park there and it is already a very narrow street so it makes walking or driving thru very problematic.
 - a. This request is not within the project limits; however, the request will be forwarded for consideration.

17. Signal Plan at Semmes Ave/34th St:

-Signal pole at the SE corner appears to be in the pedestrian walking route to the ADA curb ramp. Can the pole be moved to provide adequate space for pedestrians?

- a. The engineering plans developed thus far are 30% complete. This request will be incorporated as part of development of the 60% plans.

-Signal pole at the NW and NE corners appears to have push buttons. These buttons would be too far away from the ADA curb ramp and would not be accessible.

- b. The engineering plans developed thus far are 30% complete. This request will be incorporated as part of development of the 60% plans. If final placement of poles result in push buttons being too far, then a secondary push button pole will be installed closer to the ADA ramp.

Pedestrian Hybrid Beacon:

-Crosswalk location is proposed where there is an existing driveway at Crossroads Coffee. Provide curb or barrier to prohibit cars moving through the parking lot from encroaching on the sidewalk.

- c. This driveway access point is being vacated and converted to regular curb. Vehicular traffic will be prohibited from this zone. This is necessary due to placement of the crossing location. Additional consideration for a plan change will be reviewed.

-Crosswalk location is not easily visible for westbound traffic as they come around the curve. Consider better location or multiple signal heads pointing at westbound traffic for better visibility.

- d. As the project design progresses, signal head placement will ensure proper visibility.

-Turning conflict at Carson Ave - when the beacon is activated, this road is technically within the "intersection" (between stop bars). How will northbound traffic on Carson Ave know when the beacon has been activated? Are westbound lefts prohibited when the beacon is activated?

- e. As the project design progresses beyond 30%, additional measures will be reviewed to minimize potential conflicts between turning vehicles and the proposed pedestrians crossing.

18. I live on W 34th and while I'm not looking forward to the construction process, I do think the project will benefit the area overall (though I'd ultimately like to see Semmes down to one lane each way). I am strongly in favor of leaving the one-way portion of w 34th as southbound - reversing to northbound could inadvertently attract commuters down our very narrow street.

- a. This project does not change W 34th Street from its current one way configuration. It will remain one way southbound.

19. Will the pedestrian hybrid beacon crosswalk be raised? Why not make the pedestrian hybrid beacon an actual stoplight?
 - a. The crosswalk will not be raised. Raised crosswalks on busier streets are discouraged by fire and rescue services; and the raised nature may create drainage problems as well. The pedestrian hybrid beacon requires that drivers come to a complete stop when it is activated by a pedestrian. Federal MUTCD standards require traffic signal warrants to be met to install signals. Signals cannot be installed where they are not warranted.

20. Why is the current crossing for Semmes Avenue being removed versus being made safe?
 - a. The installation of the Pedestrian Hybrid Beacon creates a safer pedestrian crossing location and places it at a more desirable location based on prior community feedback. In addition, the next adjacent crossing location to the east will be at Semmes Avenue and 34th Street at the proposed signal. The solution provides two crossing locations compared to the one current location. Based on community feedback, the new location for the crossing is at a desired location.

21. The addition of some green space to help beautify the area would be nice too.
 - a. Areas shown in green on public displays represent green space.

22. Please make this project a priority.
 - a. The City is moving as quickly as possible, following the required process set by funding requirements.

23. I support creating safer pedestrian infrastructure and I agree with the hybrid pedestrian crossing west of the intersection but removing the current traffic signal would create a more dangerous intersection for cyclists.
 - a. The proposed design creates safer travel conditions for all modes of transportation. The new traffic signal and pedestrian hybrid beacon cannot be added with keeping the existing traffic signal in place.

24. An additional crosswalk signal at 31st and Semmes would be great! I would also be in support of a wider sidewalk on the north side of the bridge that crosses over Reedy Creek just west of the Patrick Henry School.
 - a. These recommended improvements are outside the limits of this project. However, the request will be passed along for consideration on future projects.

25. I think traffic headed east on Semmes should not be able to merge onto Forest Hill or Dundee. I think a concrete barrier forcing traffic to make that curve and if they want to get onto Forest Hill then they would have to turn right on 34th and then left onto Forest Hill.
 - a. This would not allow for access to much of the proposed on-street parking or the loading zone for traffic arriving from the west. Only a portion of this parking is accessible from 34th Street.

26. Adding a pedestrian bridge will not only improve safety for the students of Patrick Henry, the pedestrians trying to get to the park and shops but also for the drivers along such a busy area.
 - a. Consideration for a bridge would be outside the current scope of this project and would need to be addressed with another project and other project funds if pursued.
27. I'm very excited to see there will be a pedestrian beacon near Thirsty's and crossroads. However these do not seem to be effective in the City of Richmond.
 - a. The Pedestrian Hybrid Beacon signal proposed in this location will provide more than just the flashing yellow seen with other types of pedestrian crossing lights. This beacon will provide a solid red-light phase with signage directing vehicles to stop on red. A violation of this would be to the same as running a red light.
28. Please use more infrastructure to slow down traffic and provide even safer pedestrian/cycle infrastructure.
 - a. Project is being designed to utilize available budget as efficiently as possible to provide as many infrastructure improvements as possible.
29. I urge the overall project manager to prioritize pedestrian safety over the minor inconvenience that some motor vehicle owners may experience from the change of Forest Hill to one-way traffic for a couple blocks and with parking along Forest Hill Ave.
 - a. The fundamental purpose of this project is pedestrian safety. The proposed signalization at 34th Street and the Pedestrian Hybrid Beacon are intended to provide two designated crossings of Semmes Avenue/Forest Hill Avenue in the project vicinity and better align those crossings with key pedestrian generators.
30. Get a crossing guard for the school!
 - a. We have coordinated with Richmond Public Schools regarding a crossing guard. Please contact Richmond Public Schools regarding a crossing guard.
31. Perhaps limit Dundee to only making a right turn at the existing light.
 - a. The proposed design has NB Dundee traffic turning right only onto Forest Hill Avenue. To access Semmes Avenue, this traffic would turn left onto 34th Street at the new proposed signal. Under the proposed design, NB Dundee traffic does not access Semmes Avenue directly.
32. Please adjust the traffic light timing at the 3 way intersection in addition to other improvements as it's difficult to make the Forest Hill light on bike or foot going west and it's very dangerous when folks are turning off FH onto Semmes going east.
 - a. The signal at Forest Hill/Semmes and Dundee will be removed as part of this project.
33. I'm hoping that the planned pedestrian beacon in front of Crossroads is one that produces a red light v. flashing yellow at the crossing.
 - a. The beacon is designed to flash yellow then turn solid red to allow pedestrians to cross Forest Hill Ave. When it turns solid red, it functions like a regular red signal traffic light.

34. The crosswalks should all be high visibility patterns as they are today. The pedestrian beacon should be installed at the crosswalk closest to the school after the light at the fork in the road. It is too out of the way at Carson Street.
 - a. The new crosswalks at the pedestrian beacon and the proposed signal at W 34th Street will be the high visibility pattern pavement markings.
 - b. This design proposes a traffic signal at the W 34th Street / Semmes Avenue intersection in front of the school. The new traffic signal will include pedestrian crossing features (pedestrian signal heads, push buttons, etc.) and provide safer pedestrian crossing than the unsignalized condition that exists today. The pedestrian beacon at Carson Street will provide an additional crossing for pedestrians who wish to access Forest Hill Park or the school, and improve overall pedestrian connectivity to businesses and area neighborhoods. The location of the pedestrian beacon was adjusted and shifted west to this location based on feedback from the public and additional engineering investigation.
35. Traffic calming measures and improvements are needed on Bainbridge Street.
 - a. Improvements on Bainbridge Street are out of the limits of this specific project. Your request will be forwarded for consideration on a future project.
36. The design doesn't continue the bike lane on eastbound Semmes Avenue through the project area. If eastbound Semmes Avenue were one travel lane instead of two lanes, there would be space for a bike lane.
 - a. There is not enough travel width to add a bike lane while accommodating two travel lanes and maintaining on-street parking. Businesses in the project area want to maintain on-street parking. DPWs Traffic Engineering section will investigate one lane and possible bicycle accessibility improvements on Semmes between Forest Hill Avenue and 34th Street at the conclusion on this pedestrian improvement as a pilot program.
37. Would prefer a linear park/community garden/public good/parklets over more subsidized free parking.
 - a. These features were not included in the grant, funding is not available to construct these within this project.
38. The westbound travel lanes are too narrow going around the curve from Semmes to Forest Hill.
 - a. The existing travel lane widths approaching the curve today are ~9.5-10' wide and the proposed travel lane widths will be ~11-11.5' in the curve. This will aid in reducing sideswipe issues for motorists. For this design, even wider travel lane widths are not recommended as lane widths that are too wide will encourage faster travel speeds.

39. Additional traffic calming measures such as curb bump outs and raised crosswalks could be considered and if implemented properly could potentially negate the need for additional traffic signals resulting in lower costs for the City over time.
- a. Corner extensions and bump outs are being proposed at the Forest Hill and Semmes intersection. This design balances the goal of improving safety and lowering vehicular speeds while maintaining transportation access for all modes.
40. Why not make it look like other intersections? The Y crosswalk is confusing and dangerous!
- a. The design improvements seek to improve safety and functionality of this area via an efficient solution that is cost effective. The overall roadway curvature, road network layout and surrounding existing land uses cannot be changed without acquiring substantial right-of-way and that will exceed the current funding.
41. Will these project improvements increase traffic volumes and speeds on other area side streets?
- a. The proposed improvements should not add measurable traffic volumes or influence higher speeds on side streets other than 34th Street between Forest Hill Avenue and Semmes Avenue.
42. Project needs dedicated bike lanes in both directions along Forest Hill and Semmes.
- a. Studying bike lane infrastructure in the eastbound direction on Semmes Avenue will be included as part of the City pilot program following construction of this project.
 - b. The pilot will be to study the effects of a one lane eastbound approach on Semmes Avenue at 34th Street. After the pilot by Traffic Engineering, on-street parking may be eliminated to provide bike infrastructure in conjunction with a one lane or two lane configuration. Alternatively, on-street parking may be retained with a one lane or two lane configuration.
43. The proposed island at Dundee and Forest Hill seems to be designed to be narrower than a single lane.
- a. The travel width will be 13-14' here which is adequate for all vehicles to traverse.
44. What is the small curb extension protrusion on the south curb of Forest Hill Avenue east of Dundee Avenue?
- a. This is a loading zone area and the curb extends out into the existing travelway for traffic calming purposes.
45. Is parking being lost as part of this project?
- a. There is no net loss of parking for this project. Parking is increased by eleven spaces (from 24 spaces to 35 spaces).

46. As a resident of Dundee Avenue, my access to my property will not be limited to an eastbound turn on to Dundee Avenue.

Yes, based on the proposed plan, direct access to Dundee Avenue from Semmes Avenue / Forest Hill Avenue will be available via a right-turn from eastbound Forest Hill Avenue. The proposed plan was developed based on a planning study and several rounds of public engagement. To accommodate the desired streetscape and pedestrian improvements, the one-way pattern along Forest Hill Avenue is necessary, but does modify access to some areas. Provisions have been included in the plan for northbound Dundee Avenue traffic to make a U-turn and access the properties along the west side of this corridor. This feature was added to provide additional options for access to properties in this area.

47. The entire Semmes/Forest Hill corridor needs a rework, not doing it piecemeal like is currently happening (further west on Forest hill and now this one block "improvement").

a. Funding for a total redesign of the corridor is not available. The project limits are set by agreement with the Virginia Department of Transportation in exchange for project funding.

48. How will the stoplights along Forest Hill and Semmes be synchronized to alleviate already significant back-ups on Forest Hill going east? Will the school buses still bottle-neck traffic by waiting in front of the school? Parents dodge (with children in tow) around and across traffic, rather than using the crossing guard. Will the City ticket pedestrians who don't use the crosswalk button to stop traffic?

a. The new traffic signal at Semmes Ave and W 34th St will be in a coordinated signal system on the Forest Hill / Semmes corridor. This will minimize stops and provide a "green band" for through vehicles. DPW does not believe there will be commuters cutting through neighborhood streets to avoid the new signal. Vehicles cutting through will need to stop at Semmes Avenue before making a right to head east. In the event of speeding on neighborhood streets, DPW has a traffic calming program to address speeding. Concerns with school buses will be forwarded to City of Richmond Schools and concerns with pedestrian crossing activity not at crosswalks will be forwarded to City of Richmond Police.

49. I do not support changing 3400 block of Forest Hill to eastbound only.

a. The revised pattern along Forest Hill Avenue is needed to support the signal installation at Semmes Avenue / 34th Avenue. Traffic from the neighborhoods wishing to turn left onto Semmes Avenue will be able to utilize the signal at 34th Street to do so.

50. I don't drive I ride city buses. Everytime I walk to curbside with no sidewalk I almost got hit by car everytime I go to bus stop.

a. The proposed improvements include sidewalk improvements in the project area and will provide two locations for pedestrians to cross Semmes Avenue / Forest Hill Avenue at traffic signals or the hybrid beacon (which will require vehicles to stop for pedestrians). These improvements are intended to improve pedestrian safety.

51. Can the WB Forest Hill/Semmes movement just past the existing signal be straightened? Also, how can the building at the SE corner of Dundee and Forest Hill be accessed by those traveling WB on

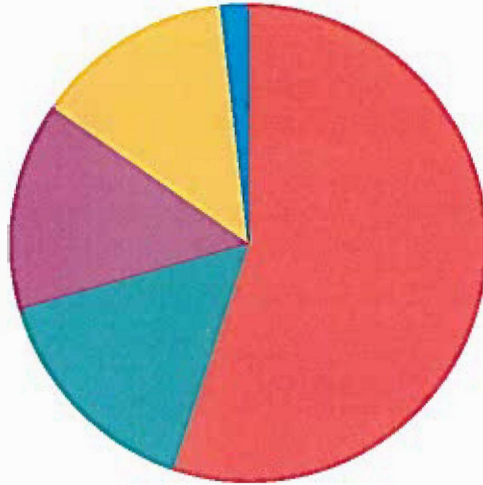
Semmes? They can't turn left at forest hill or turn down 34th and take a right. Seems to be no good way for WB Semmes traffic to access Dundee Rd.

- a. Straightening WB Forest Hill / Semmes is beyond the scope of this project and would likely require potential right-of-way and potential impacts to Forest Hill Park.
 - b. Based on the proposed plan, direct access to Dundee Avenue from Semmes Avenue / Forest Hill Avenue will be available via a right-turn from eastbound Forest Hill Avenue. The proposed plan was developed based on a planning study and several rounds of public engagement. To accommodate the desired streetscape and pedestrian improvements, the one-way pattern along Forest Hill Avenue is necessary, but does modify access to some areas. Provisions have been included in the plan for northbound Dundee Avenue traffic to make a U-turn and access the properties along the west side of this corridor. This feature was added to provide additional options for access to properties in this area.
52. Remark the intersection of Dundee, Forest Hill and Semmes back to 3 lanes. Used to distinctly show the left 2 Eastbound lanes onto Semmes, with the 3rd right lane heading straight down Forest Hill. Currently, some cars stay in left eastbound lane, then cut across the 2 right lanes to go onto Forest Hill.
- a. The project will include updated pavement markings in this area to help clearly convey the appropriate lane use for each lane.
53. I would highly recommend a real stop light (activated by button) rather than one of those flashing pedestrian crossing lights at Carson St.
- a. The pedestrian hybrid beacon, when activated, will first flash yellow, then provide a solid yellow, and then a solid red signal. Requiring traffic to stop and allow pedestrians to cross. This treatment is being proposed at numerous locations in the City to provide safe pedestrians crossings.
54. It helped clarify the lack of need for this undertaking, as one fails to see how the proposed improvements address the root cause of the problem or improve the intersection.
- a. The fundamental purpose of this project is pedestrian safety. The proposed signalization at 34th Street and the Pedestrian Hybrid Beacon are intended to provide two designated crossings of Semmes Avenue/Forest Hill Avenue in the project vicinity and better align those crossings with key pedestrian generators.
55. The similar project that was presented several years ago was not supported by the neighbors and businesses that would be directly affected.... I live, work, commute, and shop in the vicinity of this project. As this project has been presented before, the majority of neighbors who live, work, commute, and shop in the vicinity had expressed opposition to it before.
- a. The 2020 survey following the February public meeting noted that approximately 65% of the respondents supported the project. Changes have been made to the plans over time to respond to community concerns, including adjusting the proposed crossing location along Semmes Avenue, adding additional parking along Forest Hill Avenue, and adding a loading zone to support the adjacent businesses.

56. Perhaps it will also help slow down traffic to the speed limit when the school crossing is flashing. Will there still be a crosswalk light at Dundee and Forest Hill?
- a. There will no longer be a signal to cross Semmes Avenue at Forest Hill Avenue / Dundee Avenue. Pedestrians will be provided opportunities to cross at the full traffic signal at 34th Street and the pedestrian hybrid beacon near Carson Street.
57. The median needs to be narrowed with short growing native plants and the bike lane needs widened and actually protected via barriers.
- a. The existing median cannot be narrowed within the scope of this project.
58. That corner by the bike shop is going to be like a corner at a nascar race now with no light there.
- a. The proposed improvements include on-street parking and curb bumpouts to help promote slower speeds through this area on Forest Hill Avenue.
59. Plz god fix sidewalks.
- a. Sidewalks are being improved along Forest Hill Avenue as part of the project. Please contact DPW if you have specific concerns about maintenance for existing sidewalks.
60. I understand that the community voting down the Forest Hill/Roanoke roundabout (I support) years ago plays into the lack of bike lanes, however, we still need a solution.... More speed tables to should be added to Dundee and Forest Hill Ave.
- a. DPW has a traffic calming program which can be applied to help address speeding on neighborhood streets. Adding these features as part of this project is outside the scope and current project limits.
61. I really wish that an emphasis could be place on lowering speed.
- a. An engineering study must be performed to determine a speed reduction. We will forward this request to Traffic Engineering. Note that several features of the design (curb bumpouts, on-street parking) reduce the available pavement width for vehicles and help promote lower speeds.
62. By doing this you are forcing even more traffic down Riverside Drive. Woodland Heights used to be a peaceful neighborhood. Now we have the roar of motorcycles and cars. Semmes Ave. has needed to be cleaned up for decades. More stoplights and police presence is what is needed.
- a. The proposed improvements are not anticipated to impact Riverside Drive. The project replaces one stoplight at (Dundee Avenue) and adds another at 34th Street along Semmes Avenue is not anticipated to reduce capacity along Semmes Avenue. Requests for additional enforcement will be forwarded to Richmond Police Department.
63. Lane markings in The Sims / Forest Hill area may also need repainting or clearer markings for vehicles.
- a. The proposed improvements will include new and updated pavement markings to delineate the appropriate lanes for drivers within the study area.

Semmes Ave/Forest Hill Ave Public Survey

1. What is your relationship with this improvement?

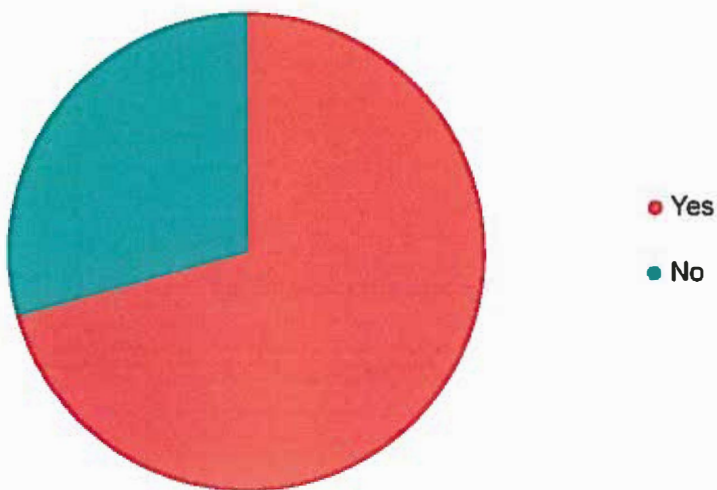


- a. I live in the vicinity
- c. I commute through the project area
- Other (Please Explain)
- d. I shop or do business in the vicinity
- b. I work in the vicinity

Answers	Count	Percentage
a. I live in the vicinity	90	55.21%
c. I commute through the project area	25	15.34%
Other (Please Explain)	23	14.11%
d. I shop or do business in the vicinity	22	13.5%
b. I work in the vicinity	3	1.84%

Answered 163 Skipped 0

2. Do you support this project?



Answers	Count	Percentage
Yes	111	68.1%
No	46	28.22%

Answered: 157 Skipped: 6

3. Did the information help you understand the project?



Word	Count
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