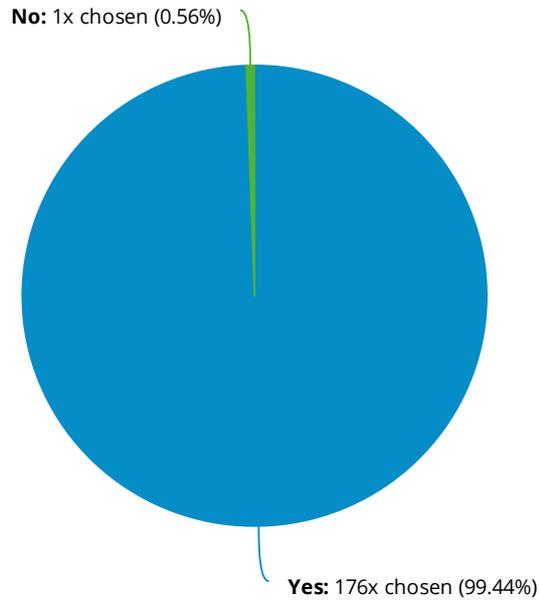


COVID-19: Transportation Changes

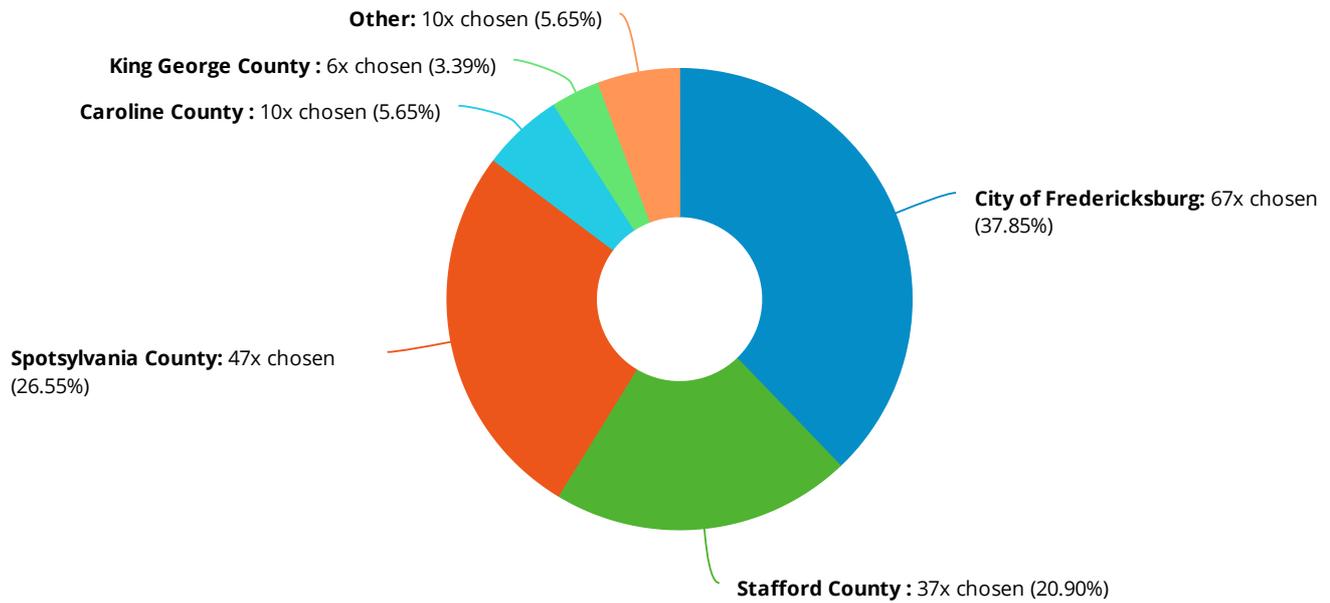
Do you live, work or travel in the Fredericksburg, Virginia region? This includes the City of Fredericksburg, Stafford, Spotsylvania, Caroline, and King George counties.

Number of responses: 177



Where do you live?

Number of responses: 177

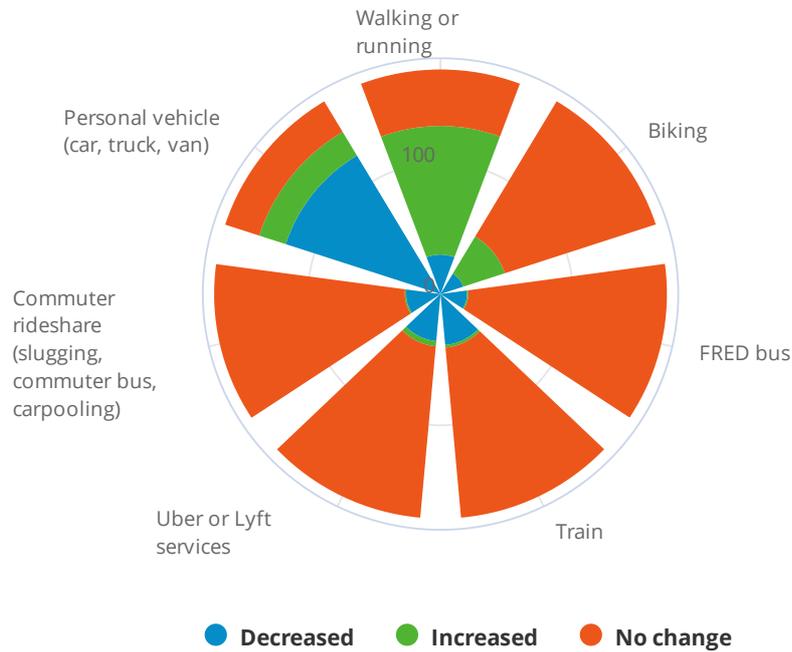


"Other" text answers:

- Town of Port Royal
- Culpeper County
- Indiana
- Locust Grove
- Locust Grove
- Orange County, Lake of the Woods
- Colonial Beach
- Washington, DC
- Alexandria
- Orange County

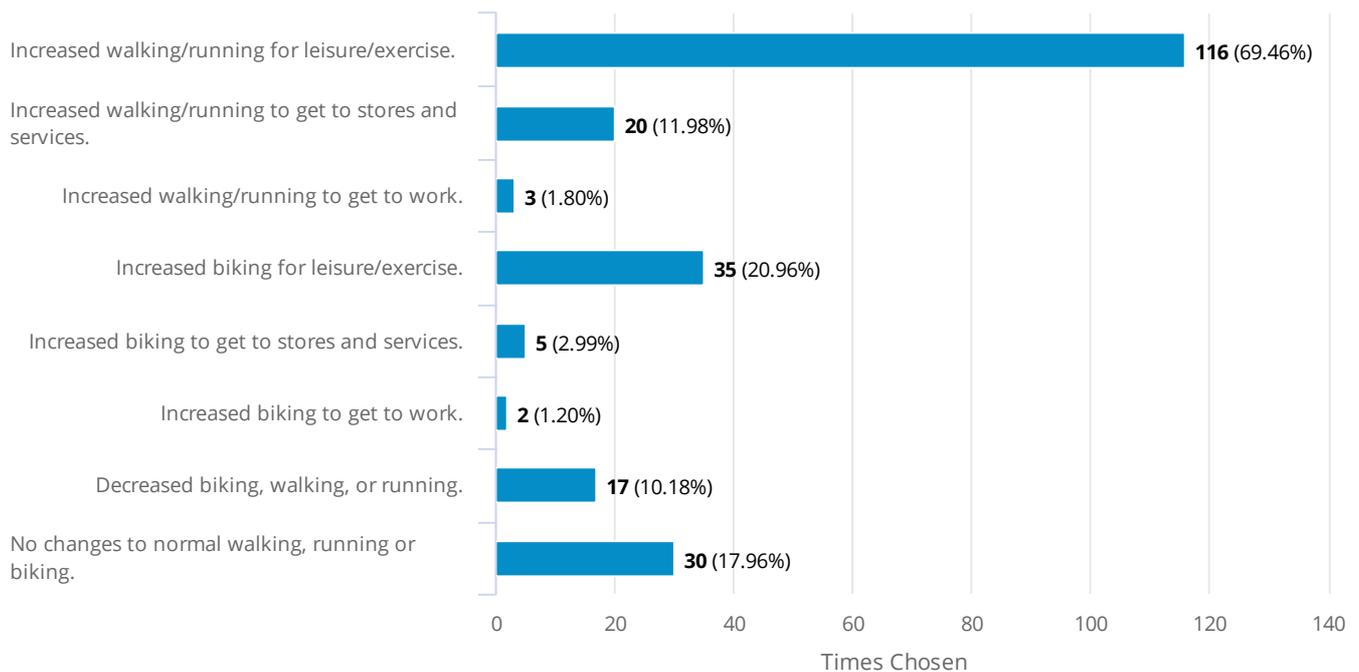
Thinking about how you and members of your household get around, how has your transportation use changed since COVID-19?

Number of responses: 171



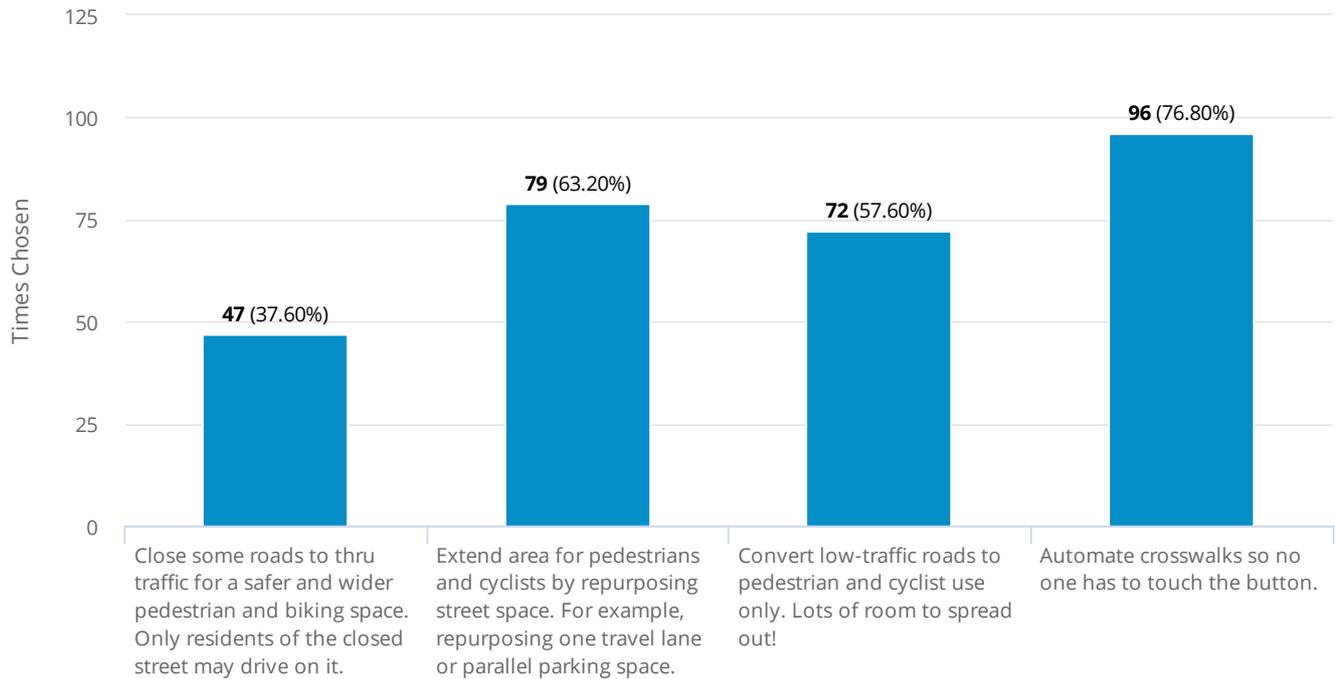
As a result of COVID-19 concerns and changes, which of the following walking, running, and biking changes have you or members of your household made?

Number of responses: 167



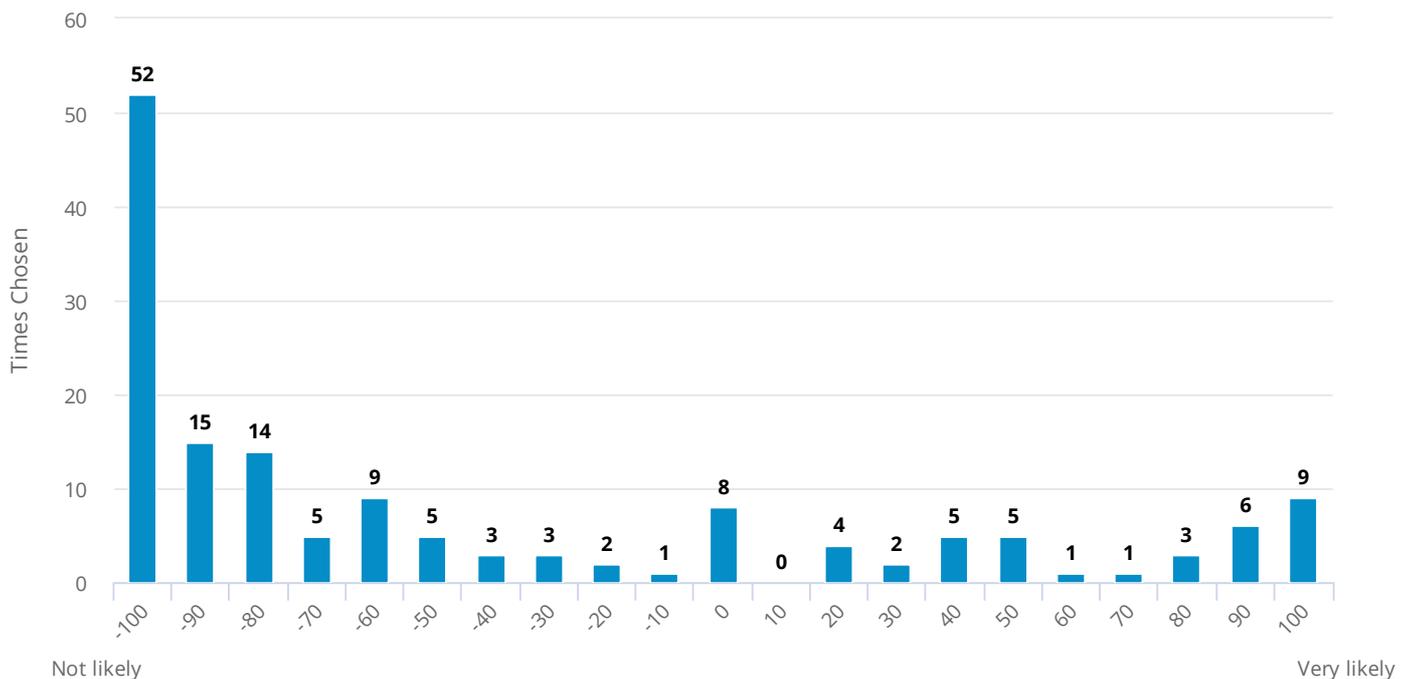
To allow for proper social distancing, should we temporarily reduce vehicle travel lanes to allow more space for pedestrians and cyclists to spread out?

Number of responses: 125



How likely are you to use public transportation (bus or train) after social distancing measures are eased and bus/train schedules return to normal?

Number of responses: 153



What transportation challenges have you or members of your household experienced since COVID-19?

Number of responses: 93

Text answers:

Nonw

It's been much easier to get around because so many are telecommuting. Local officials need to lobby federal officials to make teleworking a permanent option for nonessential workers.

Mostly staying put. Having FREE cut operations was a necessary inconvenienced. I would like to see FRED come back increased.

Staying away from other cars in parking lots.

None. Everyone is off the roads. Wrong, was off the roads. All business travel was cancelled. All personal travel was cancelled.

I'm an "essential worker" there have been days when traffic seems heavy as usual. Can't imagine these are all "essential workers" as well...

Parking issues. Vehicles parked (some for multiple days) on side streets that should be designated as "No Parking/Fire Lanes" as they are an access to businesses. (wicker street in particular).

Car carriers blocking roads /lanes in order to load/unload vehicles. They should not be allowed to block lanes / entrances or impede vision into or out of a business entrance/exit.

None.

Idlewild neighborhood has muddy trails to get to VCR.

None. I use my personal vehicle only to go to appointments (vision and dental) and to go to the posit office twice a week to get mail.

There seems to be less traffic on I-95, but more traffic in certain areas where there is drive-thru food/coffee opportunities. I attempted to get a cup of coffee at Starbucks in Central Park last Sunday and the traffic was wrapped around their parking lot and out onto Cowan Blvd. It wasn't really a big deal because I left, but it was odd.

Our problems about getting around in a COVID-19 world is very limited. Since we live in the outer suburbs of Washington D.C(etc. Prince William County, Stafford County, Loudoun County) our public transportation is very limited. To live here it is required to own a car and every since COVID-19 the way we travel hasn't changed.

Hard to maintain social distances while out for a walk on a trail

We've taken to walking to get out of the house and are surprised to find out how walkable the area is. We live along route 3, which is kind of busy, but once we get a little away from that road it's easy to get around on sidewalks and trails. There are a few places where an extra crosswalk would be helpful and different paths could be connected, but it's a lot better than we realized.

None. If done smartly and with patience all works out fine.

My husband and I are both teleworking, so we have not been using our vehicles very much at all. With schools closed, we are mostly just home, so no real transportation challenges at all.

people sitting too close together.

None

None, if anything it has eased traffic and commute times.

None because my part of the city has no sidewalks and no bike lanes. I cannot safely get to stores, to work, to other destination except in my car. At least I have a car - I see many of my neighbors WALKING on Lafayette (outside of Blue/Gray) - no sidewalks or bike lanes. I think this is shameful.

The VRE went to an S schedule, limiting trains to DC, where I work. If company did not allow telework, it would have been very difficult to get to work on time.

Stopped using public transport (VRE, bus) to travel north to work. Driving alone on I95 for days not Teleworking.

Don't feel safe taking uber or bus

There have been Changes to the bus routes & times, complicating public transportation
Some cab companies no longer runs cabs at night
Volunteers are less likely to transport clients
There are a lot more people walking on paths

All this while many people are out of work. It is going to make it very difficult to maintain employment when social distancing is lifted.

No problems getting around

On sidewalks in downtown Fredericksburg when walking to work (several blocks after parking) maintaining social distance can be a challenge.
I would prefer to be able to walk the short distance to work downtown (and therefore be able to avoid/limit

visits to gas stations), but Lafayette Blvd across route 3 is not at all connected or pedestrian friendly beyond VRE trail access.

No problems, but the area needs to connect all of our trails so walkers and bikers can make one giant loop.

I walk with my dog regularly at Pratt Park, where people clearly understand social distancing. Other than that, I stay home, and rarely drive to the nearby Giant, armed with a mask and gloves.

No problems at all. Traffic is finally ok

Parking lots too crowded at grocery stores with lots of people walking to one entrance.

Fear of public transportation including Uber & Lyft

No problem because I shelter in place most of the time.

I used to walk to work 3-4x per week. Since I now work from home 2-3 days per week due to the pandemic. This necessitates carrying a case of work files to and from the office by car.

Very little problems now. Pre-COVID-19 I worked from home most days, but especially Friday to avoid the horrid snarl on US-17S from the Geico Bldg to I-95. My greatest daily transportation hassle has always been moving south to/from north, from south of US-1 (and the historic district) to Central Park. Fall Hill can be congested at US-1, and afternoon traffic on US-1 makes afternoon shopping in Central Park inconvenient. That's less now but it must be corrected after recovery.

none

Trails and sidewalks are not wide enough for 2 way walking with adequate social distancing for exercising.

None

cross walk lights are extremely slow, while biking, if a light is red, automate the crosswalk signs, they seem to be increased in delay reaction

Have not experienced any problems

Media, elected official, hysteria, needless draining of my savings due to overreactions and people NOT taking standard precautions

This is more of a comment on the mobility issue of in-town seniors living on a limited income. Our access to affordable essentials (groceries and other sundries that grocery stores carry) has become more and more

limited. Our main transportation mode is walking. Walmart is the most affordable grocery store option. It's accessible by Bragg Hill resident walkers but not in-town walkers. After the long term development plans become reality, there will no longer be an affordable grocery store at the Fred Shopping Center. That leaves Giant as the only in-town grocery store.

The bus system is available but awkward even when not subject to COVID 19 adjustments.

One can walk all over town and get a lovely, hand crafted teapot, an historical tour, and a library card but not bread and butter at an affordable price. Will the Food Co-op have affordable prices?

Two affordable grocery stores, one at each side of town, north and south, that are accessible by walkers of limited income would be greatly appreciated. Please don't continue to gentrify our food supply. Thank you for the opportunity to raise this issue.

People are driving more erratically and there are more people walking so I'm constantly on edge while out.

Since traffic has been lighter, traveling when necessary has been easier.

I work for the Department for Aging and Rehabilitative Services where we help people with disabilities find employment.

Somehow public transportation needs to be enhanced for people in Caroline and King George Counties. Those residents, and especially our consumers, are at a great disadvantage of finding gainful employment. This not only impacts their financial Independence, but the economy overall.

Second, the hours for the Fred Bus need to be extended to allow people to get to work during early morning and late evening shifts, and on the weekends.

Since the economy is going to be fragile movin forward, transportation opportunities need to be increased. This will not only create new jobs within public transportation, but also help to fill vacant jobs. A win-win situation.

Thank you for considering my recommendations. If I can be helpful at all, you can contact me at 540-374-3328.

Sandy Phipps

I am choosing to stay at home and not go anywhere. Normally I would go to stores during the week.

None

We are traveling more as we are working and we are doing what we can to support the businesses downtown daily. Something that is not our normal routing.

Traffic has decreased therefore making my commute faster with no accidents.

It is very depressing to think anyone can catch the virus

Too many people on small trails, not socially distancing

Still paying for HOT lanes. During the crisis we should have suspended tolls.

None

Trails a bit more crowded, have been using at less peak times.

I'm just reluctant to fill my gas tank because I do not want to touch the pump. Luckily I haven't had to fill my tank often due to my reduced transportation needs.

Traffic lights slow and not *NSYNC

People who do not wear a mask or attempt to social distance....they seem to think rules are for others. Inconsiderate trail/sidewalk users who do not attempt to share the responsibility.

none

None

Not all of my fellow pedestrians proactively observe social distancing practices. Which at times can make it difficult to maintain the recommended 6 feet of distance.

none

none

The transportation challenges have decreased significantly since traffic has reduced.

We have stopped using the public shared use trail near our home (Central Railway Trail? - between Salem Church and Harrison Rd) as it is difficult to maintain social distancing when passing others. The trail has become very popular with walkers, joggers, and bikers, as more people are home. This is great, but the narrow design is not conducive to maintaining social distance.

none

No challenges, but I have been working from home most of the time. When I do go in, the traffic is lighter and the hour ride to work is so much more enjoyable!

None

VCR and canal trail are not wide enough to allow safe passing in many places.

Personal car

N/A

None

My license and inspection has expired which has me very worried about driving without. I am an essential employee that still works from the office occasionally and I am scared to get in trouble. There are so many secondary ramifications to the transportation issues.

Covid hasn't affected the travel for my family. Two family members are out of work but even if they were working, they would still have the same travel patterns. Covid wouldn't affect it.

when riding or driving someone, all people need to wear masks, and door handles need to be wiped down and sometimes the interior sprayed with lysol

none

If no one is home family members cannot get around.

We have reliable vehicles so we tend to drive our own vehicle, park as closely as we can to our destination and avoid other pedestrians and shoppers as much as possible.

None. Going to work everyday and there is less traffic.

There seems to be a lot more people out and about walking and running since COVID-19 - which is great. However, many of them don't seem to demonstrate common courtesy (let alone social distancing) walking several people wide across pathways and sidewalks, blocking the way for others to pass safely, and on neighborhood roads walking/running in the direction of traffic (instead of against it).

Parking further from other vehicles. Reduced amounts of time traveling.

Reduced use of public transit due to social distancing.
Reduced travel in personal vehicle
Increased work from home office and glad to contribute to reduced air pollution, reduced traffic, and overall better environment.

No problems

No issues here. We are glad to have been able to reduce personal vehicle use, especially because my husband is not commuting to his job at Dahlgren Naval Base and is teleworking instead.

We have not had many issues getting around. We have chosen to avoid the Fredericksburg Canal Path since it is rather crowded and difficult to avoid coming in close contact with other users as you pass by.

No issues

In general, we have been fine. My housemate who works downtown is having more luck parking near his job than ever, though he often walks anyway. We regularly go on walks to pick up food or for leisure, and the streets downtown where we live are usually close to empty. The canal path gets more use, but still isn't hugely populated so it feels safe to walk there.

None

Social distancing is impossible on any kind of public use transit without creating delays. At this time it's safer to use personal vehicles, bike or walk. BUT- walking around the region is extremely dangerous because there are not enough sidewalks or crosswalks to encourage pedestrian traffic. You must take your life in your hands to walk across major thoroughfares like Route 3, Route 17, Route 208 or even Route 1.

None

Traveling on I-95, while there has been much less traffic, speeding vehicles (including large semi-tractor trailers) has made it more unsafe than it was with the previous traffic jams. The same holds true for Route 3, Route 1, and Courthouse Road in Spotsylvania.

With fewer cars on the roads, there is more incidents of speeding.

none personally

Too many people (unmasked) on the trails not observing social distancing.

I took advantage of this time without a work commute or other trips to take my car in to be repaired - this is a pro! But also makes it harder to plan out a grocery trip with my roommate's car

No challenges.

COVID-19 has impacted public transportation, changed the way we use sidewalks and trails, and financial consequences have limited our ability to pay for transportation. We'd like to hear your ideas on how we can improve access to safe mobility options for drivers, riders, walkers, runners, and bikers.

Number of responses: 69

Text answers:

N/a

I have not had any problems.

Larger pedestrian zones increased FRED routes.

Signage to encourage social distancing.

Dream big. All residential communities need foot & bike paths, it doesn't always have to be a sidewalk. All highways and roads should have enough space somewhere for pedestrian and bicycle or like traffic. Trains, trains, trains!!

Fix some of the sidewalks (uneven slabs cause a trip hazard). Add more sidewalks where there aren't any. (Could focus on residential neighborhoods first?)

On FRED buses require people to wear masks, and preferably gloves. Also have them sit every other seat and have it posted on the websites and on the buses. More buses but limits on passengers.

All walkers, runners and bikers should have facemasks with them and when social distancing is not easily accomplished, they need to put their masks on to protect others they encounter.

This is the single biggest reason I am not walking during popular times.

Building a Road and Trail grid system that Encourages and Enhances Bus Ridership.

The pandemic will certainly help encourage a change of behavior. More people will be working from home and offices in our region, which will change traffic patterns that will impact our local roads. The focus should be more on local Roads, Trails and Improving Bus Service.

Improving our Regional transportation System in such a manor means building a road and trail network in conjunction with the FRED Bus service, so as they compliment and enhance each other. The new road should include bus stop lanes next to the trail and bike racks. To go green we must Build the Infrastructure in the population centers which serves the businesses and public facilities that generate the most traffic.

My Road and Trail proposal does just that. It links the densely populated area of Garrisonville with, Embry Mill Park, with Stafford Hospital, with Stafford Courthouse, with the Public Safety Building, with Fire and Rescue station #2, with a proposed dog park, with High density zoned Centreport, with Staffordshire, with a proposed Elementary School site, with a proposed High School site, with high density England Run, with Stafford's biggest employers GEICO and Intuit, with Fire and Rescue Station # 12 with Stafford Lakes, with the New Ball Stadium, with the Expo Center, with Central Park, with apartments in Central Park, with Mary Washington Hospital and with the Spotsylvania mall.

All of those subdivisions, businesses, and public facilities linked together will cut back on traffic congestion, reduce driving time, reduce air pollution, create fuel savings, reduce rescue times and open up our transportation grid for drivers to have more options to avoid the most congested areas.

The best way to massively cut back on the carbon footprint in our region is to create a Transportation and Trail grid system that will encourage biking, reduce peoples driving time and reduce traffic congestion. If this transportation grid reduced just 3 miles of driving time for 25,000 cars it would be equivalent to reducing 75,000 miles per day of driving. At the same time it would reduce traffic congestion of tens of thousands of cars reducing more air pollution.

The trail will encourage people to use it or walk to a bus stop to get to work and those destiny locations. If it rains while they're at work, they can take the bus home. Two main buses can run on an hour loop that would average 1/2 hour apart in two different directions. One running clockwise starting in Aquia going South on Route 1, turning right on Harrison Road, Turning Right on the new Road heading North to the Mall, Central Park, GEICO, to Garrisonville Road and South again. The other Bus can run counter clockwise in the opposite direction, which will improve and enhance the bus service to make it more efficient and desirable for users.

Please take a look at my 14 page presentation. Click on the arrows on the pictures to view the next page.

<https://www.facebook.com/stafford.rebel/posts/2594385730671392>

Recently when I visited Fairfax County I was surprised and blown away with amount of sidewalks and buses. I thought to myself that is what Stafford and the Fredricksburg region needs. You should make sure every road in Stafford County has a shared-use path or sidewalk. You should widen roads because Stafford isn't rural, it's suburban. You should put lights on I-95 like PWC and Fairfax County has. There should be more trails throughout the county. Rt. 1 should be widened and should have a shared-use path due to the fact it is the Washington-Romebeau trail. You should do all of these and more because it makes us seem old and rural. And it makes our local government look bad an inefficient. You guys should also allow Stafford County to maintain mebership in FAMPO and join the Northern Virginia organizations cause Stafford is really a part of both and will allow Stafford County more funding and more public transportation. You guys should also establish a bus line for the outer burbs of D.C that included Loudoun, Prince William, Faquier, Stafford, Fredricksburg, and Spotsylvania. Ypu should also widen the I-95 lanes because the express lanes only benefit the rich and those who don't have a transponder are forced to get stuck in traffic. You should also redevelop 17 east of I-95, Rt 1 north of 17 and at the northern tip of the county, so it is friendlier and walkable. You guys should also build a four-lane North to South road in Stafford County. You should also connect Eustace Rd to Courthouse. Widen Mountain View, Poplar, Kellogg Mill, Ramoth Church, Stefanainga, Shelton Shop, Courthouse, Garrisonville, Tacketts Mill, Rt.1 and more. Each of these shoud have shared-use paths. Also hold construction builders more accountable. While many developments are coming to Stafford county they affect the roads and don't do anything for them. You should do what they have done in Northern PWC like Dominon Valley and they had to widen almost 6 miled of Rt.15 has a result of their development. Shelton Woods should be widening Courthouse and Shelton Shop, and George Washington Village if revived to widen Ramoth Church, and Centerport. Also fix intersections like Ramoth and Kellogg, and Mountain View and Kellogg. Make Stafford transportation wise more like Fairfax. Good widened, paved roads, with sidewalks and shared use paths and good public transportation. Also look into a way to change the route of the VRE so it can be closer to 95 and Rt.1 were people live. The stations are so far in the country and near the Potomac it doesn't serve anyone.

We don't bike much but I think there's a lot of room to improve bike safety. As a driver I get very nervous about how close bicycles are to cars, especially on some of our high-speed roads.

Adding sidewalks along the busiest roads and more crosswalks would be helpful. I drive on route 3 and route 17 in Stafford very often and pedestrians cross both roads recklessly. Crosswalks are very far apart on these roads, so they don't have much choice.

I'm worried about the FRED bus. That's probably where there will be a lot of need but less demand from the people filling out this survey.

Especially for walkers/runners/bikers - communicate with more signs showing paths/routes and limitations. Here in Caroline most of our roads are single lane so it is the way it is. But those roads are shared with walkers/runners/bikers so having those signs visible and neoned for night walkers, etc. would be a plus.

There is a significant cost associated with the automated button proposal that was one of the options on a previous question. Who pays for that? The locality? I don't know that any locality truly has the funding to accomplish that level of effort, especially with decreased revenue from taxes.

We need to pay more attention to the bikers and walkers, especially in Fredericksburg City. On any given day if all the lights are green on Caroline St or William St, car drivers think it is their right to drive over the speed limit. The speed limit should be lower on all the streets in this part of the city.

See above. For over a decade I've been asking city officials - as have others - to please address our travel options in the less-well-attended-to Ward 3 out Lafayette Blvd.

Implement new social distancing rules on the trails. Too many people on them in close proximity.

Live down street from old mill park and increased number of people NOT keeping social distancing or wearing masks is very large.

Increase Public transportation hours and routes

Creative and engaging outreach (through social media websites) or perhaps an educational campaign to provide information for safe use — regarding sidewalks and trails, I have not seen any outreach or information beyond the City providing a resource map of trails to attempt to disperse the crowds on more popular trails.

Safer accessibility for bikers

The FRED bus stops need benches, trash cans and shelters at the buiers ones. Older poeple or those with mobility issues have no where to wait for a bus without standing. It's too hard. City bus stops always have benches and ofen have shelters.

It is hard to get out of my neighborhood - Ridge Pointe - to take my dog to Pratt Park, given all the traffic on Deacon Road and 218. Sadly, I don't think there is anything that can be done about this. At least crosswalks and pedestrian signals were put in at the intersection of the two roads several years ago. But the traffic on that 218 bridge speeds by at 45 mph, thus walking alone or with my dog on that bridge is truly scary. People don't slow down.

Encourage people to telework long term. Keep people off the roads altogether

I'm pleased that Fred buses are wiped down often through out the day. The Spotsylvania main stop at Goodwill has everyone get off the bus while the driver wipes it down, but if you rode to that stop the bus had people on it as it made its hour loop! S 4 starts and ends its loop to the Spotsylvania Co. courthouse area and back. My

family gets on at Courtland Commons and rides to Goodwill and loops back out to Hilltop to work. So exposure to Covid 19 is present

Close non busy roads to cars to allow pedestrians & bikes.

Bikers seldom, if ever, slow down or give way to pedestrians on the Canal Path in Fredericksburg. They yell 'on your left' or 'on your right' when they approach people. People are expected to move out of their way so they can speed by like they're in a race. This forces pedestrians to inter mingle with pedestrians coming the other way. Do pedestrians have the right of way on the Canal Path? If so, post signs telling bikers to slow down and pedestrians (many with strollers, small children walking and pets) have the right of way. Bikers who sped make walking on the Canal Path dangerous.

The trails have always been crowded, but especially so now. Too crowded for cycling. I'd like to see more bike trails, but I fear removing on-street parking will further harm restaurants and businesses that are providing curbside pickup. In the future--after a recovery--I'd like to see more downtown parking garages & lots, and less on-street parking.

Better wider sidewalks

Consider implementing 1 way direction walking/biking where possible.

None

cross walk lights are extremely slow, while biking, if a light is red, automate the crosswalk signs, they seem to be increased in delay reaction
cannot maintain distance between runners and walkers that hog wide sidewalks meant for all - bikes, walkers & runners

Nothing - this is truly a serious waste of MY, YOUR tax dollars folks and capable of destroying all our financial future!!!! . You will NEVER, ever dictate what people do with their person. Smoking, drinking, drugs, are far more dangerous than this c19, and billions have been spent to stop all of it and NOTHING has worked. So please for the sake of our financial future STOP the extras - preach common sense BUT if INDIVIDUALS are not willing to take it upon THEMSELVES to reduce exposure the GUVMINT will NOT affect it at all. This is not a rant - it is a proven fact throughout history that no one wants to admit. If you can point to ANY, ANY, ANY time in history when forced government intervention on Americans has ever, ever, ever worked - SHOW ME NUMBERS and FACTS and I will 180 my attitude and endorse big government 100% with open arms! I am not bitching to just vent - this is out of hand folks and YOU asked and I am beyond fed up with the number of funds wasted on nonsense instead of PPE for hospital workers, emergency responders, and real interventions. I am NOT sorry when I say - too bad if you think the government is responsible to create an outdoor "haven" for you because you do not have the mental capacity to understand NOT to stand within another human "Personal Space", "Cover your mouth when coughing", "Don't sneeze on people" - ya know Kindergarten stuff. This has gotta end and the willfully misinformed elected officials and all media sources that have irresponsibly hyped this into a doomsday frenzy (and it is NOT) MUST be held accountable!!!

Cancer Deaths annually - WOW why arent we calling WAR on this - far more critical than C19 can ever be.....

Lung and bronchus: 135,720

Colon and rectum: 53,200

Pancreas: 47,050

Breast: 42,690

Other: 327,860

Oh, C19 is very different is it. Well, many causes of cancer are self-inflicted...so if the government does a "Quarantine" to all tobacco and other known carcinogens, and forcing clean water we could save more lives than C19 has even incapacitated in the US. That would create a lot of shut down industries too now, wouldn't it....

So - why don't you use your outlets to actually look beyond your sales, your desire for an award or recognition and ego stroke, and report FACTS and REAL potential solutions. This is not partisan politics - The great orange one, Spensosi and McTurtle are loathsome creatures just distracting us from what we should be doing. Demanding accountability and sensible actions guided by input from local community "Leaders" not necessarily elected politicians "Community Leaders" in business, social, etc. that have the interest of all in mind for short and long term. - V/r, Dave Pompilio

Please see above entry. It doesn't appear to be so much a question of improving access to safe mobility as it does access to destinations that don't challenge the walkers, runners, etc. to stretch beyond safety limits.

A bike/pedestrian lane is the best solution, when feasible. Unfortunately, many of our streets have heavy traffic already- without reducing to one lane of vehicle access. Making less-traveled streets bike/pedestrian traffic only is a decent alternative.

No change.

I believe the options cited are great.

Enforce traffic safety laws! Right turn on red "after stop" not rolling right on red! Enforce pedestrian friendly laws

Occasional patrols. Bike lanes so pedestrian only use trails such as heritage trail

Increase the number of Fred buses so that the routes are faster to get people from point a to b.

Due to teleworking/having no commute time, I have extra time in my day which I have used to spend walking/jogging for exercise. There are sidewalks in my neighborhood which are helpful.

Better walkways on main roads

More one way streets, limiting vehicle travel lanes and parking. Charge for street parking with mobile apps. More speed patrols especially on narrow residential streets.

Increase sidewalks in the regional area.

Increase walkways make safer bus stops etc.. expand bike lanes enforce speeders and people running red lights

And on cell phones

Based on the experience i described above, I'd sooner see the number of pedestrians allowed in a street reduced than more street space allocated for pedestrians, although this seems unenforceable to me and each option, more, has its pros and cons.

I would not make any changes to the shared use trail at this time. I would suggest taking a wait and see approach. The situation may improve and allow for safe use in the future.

HERITAGE TRAIL SHOULD BE ONE WAY ONLY

create a regional bike/ped plan

Under or overpass on the VCR trail across Rt. 1 and Rt. 3. Safe connection route from VCR trail to the canal trail.

Drivers seem to be going faster and rolling/skipping stop signs due to reduced traffic on the roads.

don't bike or run on public roadways

N/A

Smaller streets could be closed for cars, and allow foot/bike traffic only. Parking lanes in the downtown area, or at least one side could have No Parking to allow bikes and/or people to step off the sidewalk to maintain the 6 foot distance. Not sure about the bus system, but everyone wears masks to ride, and maybe sneeze shields, plastic between each seat- Clear shower curtain could work.

I do think that permanent bike lanes should be in place on all major roadways. Our bus line is horrible. It takes forever to get anywhere if one utilizes the public transportation here. Changes should be put into place to address that issue. There will never be an increase in public transportation usage until that issue is addressed. Face masks and social distancing should be mandatory whenever one is in public. It is not safe to walk anywhere right now because of the lack of ready access to face masks for the general public.

Stafford County, particularly the southwestern portion is desperately in need of bike and walking trails, especially in the Hartwood area. Many people walk, jog and bike and there are no safe areas outside of very specific neighborhoods.

On the walking trails there are good markers on the paths showing the direction for bikes - it would be good to have them for pedestrians showing which side they should walk on. Signs along the way encouraging people to not block the pathways by walking multiple people wide, be mindful of letting others safely pass, walk on the correct side so as not to confuse people.

All new developments (residential and business) should be required to put in sidewalks (and crosswalks) for safe pedestrian access.

Improve public transportation - more buses that run more often, trains that run more often up to DC and down to RVA - more affordable. If there were proper options we could all leave our cars at home and off the roads way more often.

Make bike lanes a priority and put sidewalks in to facilitate walking.

Increase the frequency and availability of bus transportation in the area. Also the later night bus runs would help

Increase affordable broadband in rural areas: Fios and wide area cell networks that do not charge exorbitant prices for data

Stop squandering our money on more road/highway expansions, (use congestion pricing instead) and devote those funds to public transit.

Finding ways to fill in the gaps in the sidewalks here in the county would increase the likelihood that people could safely access services without the use of personal vehicles.

Require masks on public transit and rideshare services.

I'm actually against automating the crosswalks. Lights will turn red when unnecessary. Instead, encourage folks to hit the button other ways, like with an elbow or a key on your keychain.

Sidewalks can be narrow in an old downtown so depending on time of day, it can be difficult to socially-distance.

Riders could use technology to pay for public transit etc, but this option is not available on FRED. There should be more buses available on routes to lessen delays and the potential for overcrowding. Walkers, runners, and bikers need safe areas to engage in these options. Safe areas are marked and have proper lighting and have crosswalk areas that are automatic, negating the need to touch something.

On a sidenote- COVID-19 has improved car traffic and congestion of Fredericksburg area roads. Look what happens when people can work where they live- LESS TRAFFIC!!!

Enhanced traffic enforcement and law enforcement presence

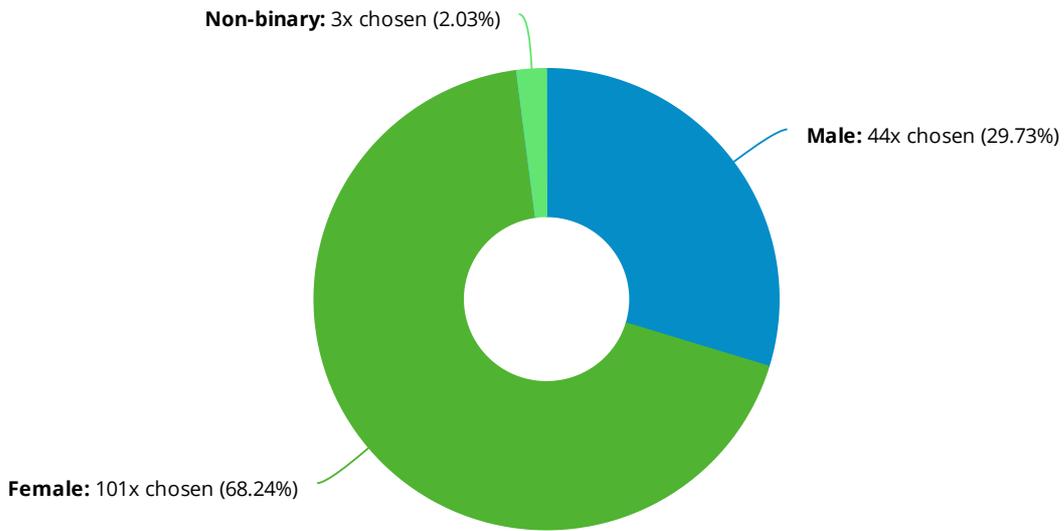
When roads are reconstructed, include provisions for wide shoulders and sidewalks to accommodate bikes, scooters, and pedestrians.

none noted

No comment.

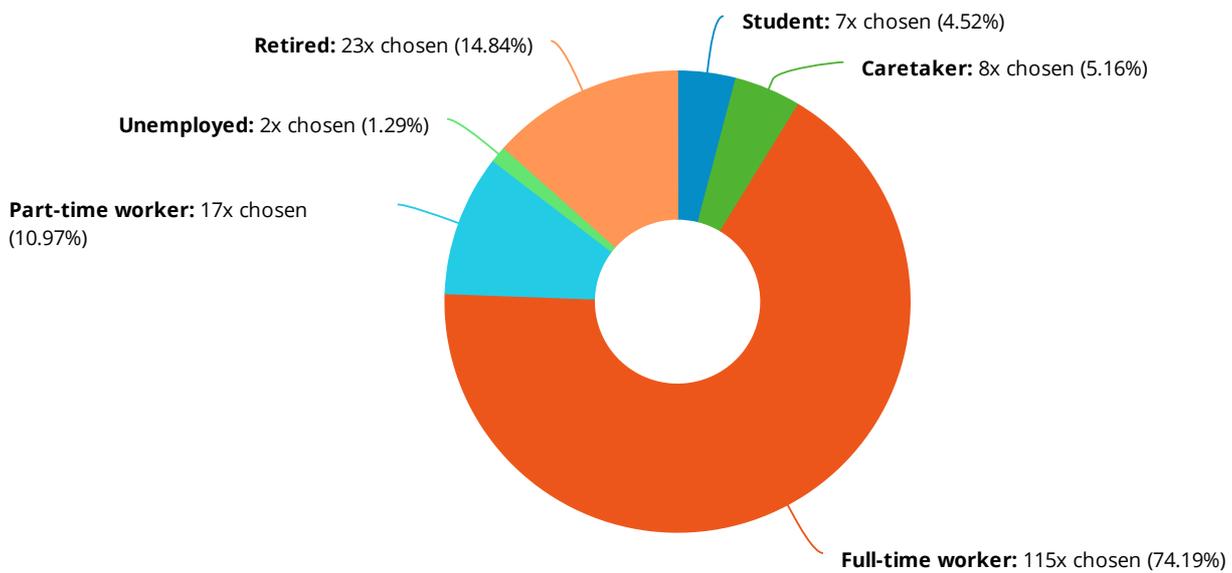
How do you identify?

Number of responses: 148



Occupation or Role

Number of responses: 155



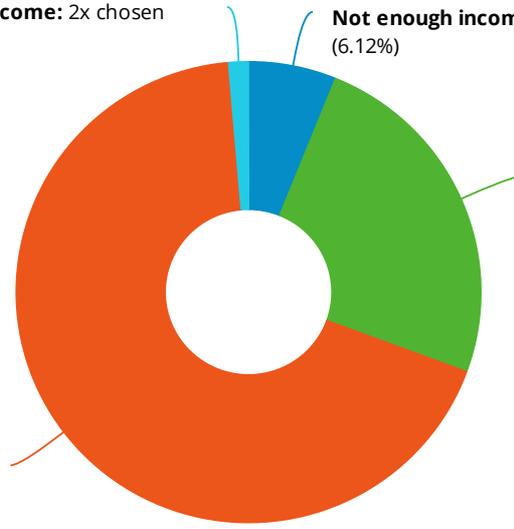
Current Household Income Status

Number of responses: 147

No income or uncertain about current income: 2x chosen (1.36%)

Not enough income to meet basic needs: 9x chosen (6.12%)

Enough income to meet basic needs: 36x chosen (24.49%)



Enough income to meet needs and wants: 100x chosen (68.03%)