

# Regional Trouble Spots Survey Results



Bicycle and Pedestrian Advisory Committee

October 1, 2020



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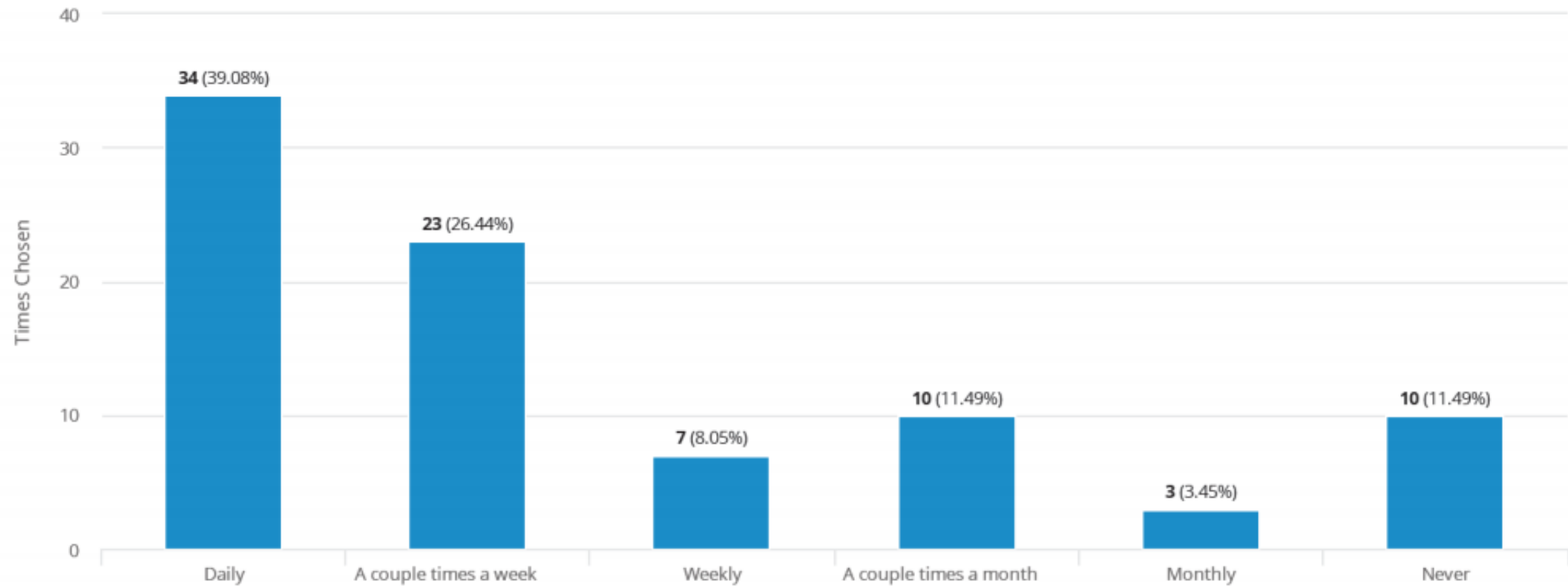
# Survey Response

- Survey was out from August 21 to September 21
- FAMPO website, County websites, Facebook, email lists
- 92 responses
- 29% participation rate
- 60% completion rate
- 4 min average completion time

## Bicycle and Pedestrian Trouble Spots

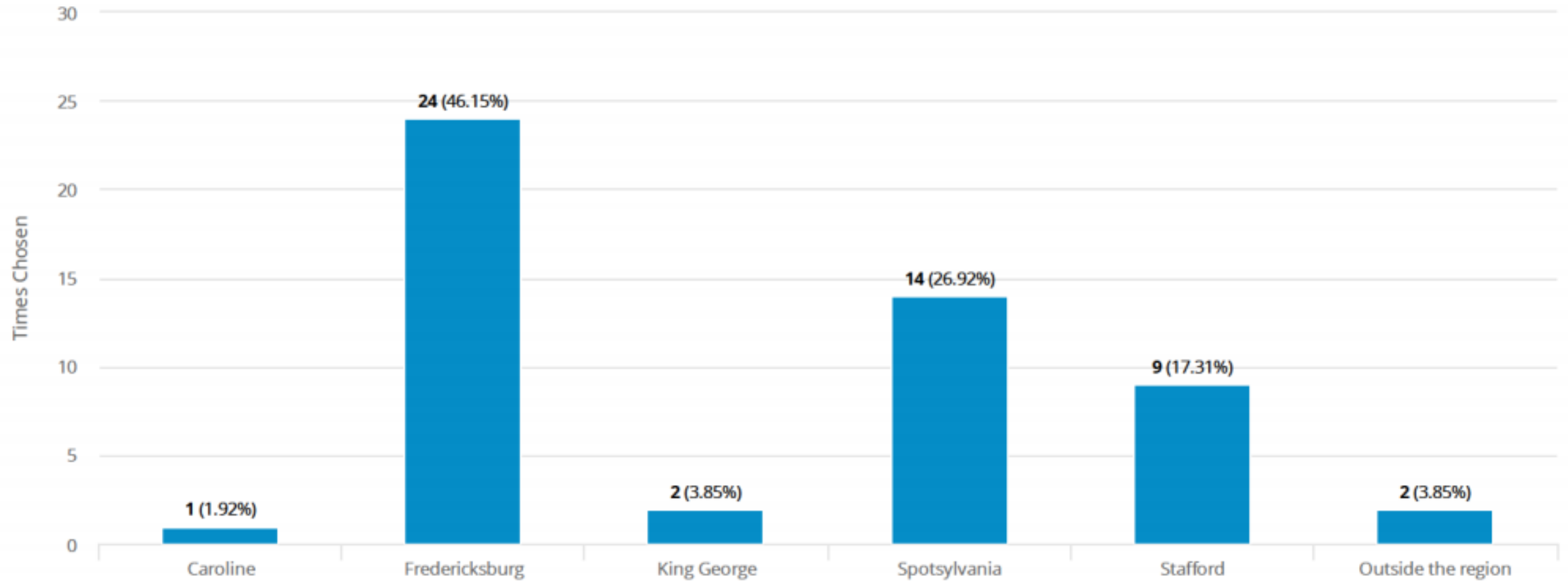
How often do you walk, use a bicycle, wheelchair, or other nonvehicular mode of transportation/recreation?

Number of responses: 87



## Where do you live in the Region?

Number of responses: 52







# Respondents' Primary Trouble Spots

- **Crossing Rt. 3 (biggest trouble spot- 8)**
- Crossing the River at Falmouth Bridge (5)
- Crossing U.S. 1 (5)
- Traveling on or to Rt 17 (3)
- Intersection of Kenmore and Lafayette (3)
- Lafayette Blvd (4)
- Crossing Lafayette from VCR Trail to Lee Drive (2)
- Poplar Road (2)
- Mine Road (2)
- Canal Path and Washington Ave (2)
- Using Central Park as a connection b/t Fall Hill Ave and Cowan Blvd/Smith Run Trails (2)

# Stated Infrastructure Problems

- Lack of sidewalks and crosswalks on major thoroughfares (Rt 3, 17, 1, 208)
- Lack of ADA access
- Roads without shoulders
- Lack of divided bike lanes/bike paths
- Lack of Bike/Ped infrastructure integrated with transit development





# Next Steps:

- Greater Engagement
  - Add survey respondents to BPAC email list
  - Publish survey report on FB Active Transportation and other places and engage in further public outreach on these trouble spots.
- Communication with VDOT
  - Replace position formerly held by Jake Hermann
  - Share results with VDOT, especially problems with specific crossings, etc.
- Further Study
  - Make use of Streetlight Data to discover where the most people are crossing Rt 3, Rt 1, other major thoroughfares, and investigate feasibility of greater safety measures (crosswalks, ped signals, etc) at those locations.
  - Map survey and Streetlight findings and share with localities
  - Coordinate with localities and consider improvements for incorporation into Bike and Pedestrian Plan