

Comment on 2050 LRTP Fiscally Constrained Draft Project List

Received via email

Melanie Johnson, FAMPO Resident

Hello,

I was just reviewing FAMPO's new transportation plan and in the project list I didn't see any mention of widening Route 2/17 that runs from the City of Fredericksburg past Dixon Park and down to New Post (apologies if I missed it!). Is the widening of this road being considered or an alternative route being developed? Between the new housing units in New Post and the redirected traffic of travelers to and from the beach (Waze, Google Maps, etc.) it has taken me more than 1 hour to go 5 miles.

Having lived in this area for most of my life, I worry about the rapid increase in housing developments without the proper infrastructure in place to support this expansion.

I've learned so much from your website (thank you!) and although I haven't known much about your organization in the past, I am excited to have the opportunity to understand this organization's role in the region better.

What sort of relationship does FAMPO have with the counties Economic Development Authorities? I'm interested in learning more about the process of development in our region and the steps that are taken when considering (or bidding) for new housing and business development.

Many thanks in advance and I look forward to learning more!

Public Comment on 2050 LRTP Draft List of Fiscally Constrained Transportation Projects

Received via email

Robert Grimes, FAMPO resident

UPC# T24755 - Widen Onville to add two left turn lane between Worth and Hurley.

This project will provide much needed relief for traffic leaving the military base in the afternoon and increase the safety for the school bus drivers and students often stuck in long lines waiting to make the numerous left turns required to access the residential areas in the morning.

UPC# 111224 - Onville side walk addition between Stafford Mews Ct and Garrisonville.

This is a great project to improve safety along Onville. I would ask the committee to consider extending the sidewalk further north to Garrison Woods Drive as part of this project. The amount of pedestrian traffic from Garrison Woods to Garrisonville Road has increased significantly in the last 10 years with much of that pedestrian traffic occurring at the road edge along a very dangerous curve. I am not sure the planners are aware but as part of proffers to rebuild the CVS at the corner of Onville and Garrisonville the county required that the project add sidewalk from Worth to Garrisonville, those funds in the present planning budget could be reallocated to cover the extension to Garrison Woods.

## Public Comment on 2050 LRTP Draft List of Fiscally Constrained Transportation Projects

Received via email

Jane Leeds, FAMPO resident

### A New Approach:

The use and availability of the VRE system is extremely limited. I would suggest that a plan to market and implement certain "special" times during the year for its use beyond being just a commuter vehicle should be considered.

Many folks in the GWR have holiday guests who come to visit them. Many of our visitors are from out-of-town. Driving I-95 during that busy season can be daunting due to delays, weather, travelers (including snowbirds going south) and lack of parking. Many visitors enjoy going to the Nation's Capitol and other points north to special events on the mall, museums and attending special events such as plays, parties, concerts and theater. Having the VRE available during those times would diminish traffic and parking issues during a traditionally challenging time.

Even in the era of the pandemic people still attempt to keep their lives meaningful and fun particularly with family and close friends during holidays (Thanksgiving, religious holidays, federal/state holidays, New Year celebrations, etc. Having this service would provide employment, tourism and promote the use of public transit. The VRE has the potential to serve our community in a broader and better way. Leaving it in the "barn" or sitting on a side rail is a waste of resources.

[Continued in a second email]

The visual quality and size of the CLRP grid is very poor especially for people who have low-vision. Would it be possible to have a clear hard copy sent to my home address? I can place it on my Reader device and enlarge it to the point that it is visible to me to read. A format for those whom are totally blind or have neurological handicaps should also be made available if viable hard copy can't be achieved.

The list of the six (6) implementation points adopted by FAMPO is a bit disheartening. Projects for upgrading and providing EQUAL access (which those whom are disadvantaged do not have presently) is where it usually lands--at the bottom of the list. These folks are completely left out of the equation of priorities time and again (decades actually). Many cannot use public transit due to the lack of safe access to reach it let alone use it. The entire point of transportation for them is ACCESS. If you can't get to the bus stop, train stations, etc. and/or safely cross the street to reach the place you are attempting to go to, there isn't much point in even trying to use any form of transportation.

To emphasize the above obstacles and barriers in a meaningful way, I would like to invite at least one of the members from FAMPO to spend a couple of hours with me riding a FRED bus. Seeing, hearing and experiencing the challenges may make the words in the reports and discussions more meaningful and create better understanding of the challenges that exist. Experience is the best teacher there is--I know

that firsthand. A little over 20 years ago I watched my car disappear along with my independence. Little did I know how challenging my future transportation efforts would be. I also witnessed and heard from others first-hand the challenges they faced. It's not just people who have mobility issues as mention in your list. There are those with hearing, vision, seizures, anxiety, and developmental issues Traveling with a guide dog as I did (before my dog retired--I'm waiting for a new one) was quite a challenge. She hated the slippery metal surfaces of the buses steps and flooring. When they were wet, slippery and dirty, it wasn't pleasant for me to try to keep her presentable in public places I needed to go. Plus, having to steady myself and my dog on slick flooring and steps created great anxiety. I don't know if the buses have designated seats near the driver for those who are disabled because I can't see. The driver did not indicate if they were. Plus, the seats near the driver were already occupied. I am hard of hearing as well as visually challenged. I needed to be near the front so I could hear him call out my stop. My dog and I had to slip-slide our way to the middle of the bus to the first available seating for both of us. The bus driver took off like a F-18 leaving an aircraft carrier before we were seated. My dog had to lay in the aisle because there was not adequate room for her (she's a yellow Lab) to lay down in the row of seats. Each time a passenger near us had to disembark, I had to make her get up and move as far as possible away from those attempting to leave without her being stepped on or bumped by a heavy purse and computer bags. I could go on with many more issues but I feel having actual experience would create better understanding.

With the new Vets Administration facility coming into Fredericksburg, it behooves our community to make our transportation system an easy, safe and usable public transportation system, not one fraught with obstacles and barriers. Our service men and women deserve it.

Every place I've lived on both coasts in the USA has balked at investing adequately to fulfill the needs of those whom are challenged. We are perceived as tax burdens, not taxpayers who contribute to the overall effort of keeping our community viable. There is nothing in our Constitution excluding those who are not able to walk, hear, see or understand to share in a meaningful way in the pursuit of happiness. Quality of life is happiness for all people. For decades in my life I have faced the frustration and hollow promises made by those charged with the task of providing equal access, removing barriers and obstacles to transportation. It's simply not there. Oh, there are pieces of it but most of them are not connected or useful in their present form. The safety aspect is totally missing in most of this region's transportation plan for the aged, disabled and poor. The system is a patchwork of attempts to make the system viable but the implementation of those efforts fall miserably short of providing a workable and viable system.

My invitation has been extended before in other places I have lived. No one has ever taken me up on this offer. That says to me that they are not truly committed to making transportation to those who are challenged a real commitment. The reality is very harsh and hurtful. Before my condition progressed to the point that I could no longer do my job, travel independently, drive a car, socialize easily and do all the things that independent living requires, I had no clue what was ahead of me or how much the aged, disabled and poor are not valued in our society as a whole. My work (and it is hard work) as an advocate

is pretty much "spitting into the wind" but I keep at it hoping to, at the very least, open peoples' eyes and make them aware of the "invisible" part of our population. I will take this opportunity to remind all of you at FAMPO that but for the grace of God your life or someone you love and care about can change in an instant. We cannot take for granted the quality of our lives and those we love. My life now isn't the one I planned or hoped for. I think the coronavirus has made all of us aware of just how vulnerable we are.

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Received via email

John Harvin , FAMPO resident

Sirs,

I don't have insight to your data but question the analytics. As, I wonder who is the lead design engineer?

In reviewing the current plan, it is apparent the lead engineer is lacking any "system" engineering training or experience.

The plan is totally missing the dispersing of traffic east and west. I have been in the area since 1988. VDOT has totally failed to understand the main issue here is the lack of attention to the ingress and egress of traffic away from I-95 and Rt 1. Yes, these two roads as well as US 301 are major log jams but their has been little consideration to how to move the traffic off these into the counties. What has been done is just to relieve the congestion on the major roads. Why?

These plans are again a half hearted attempt to solve only parts of the problems, not the real issues.

Good system engineering would go far into understanding the shortfalls and consequences these plans (are) will cause.

The plans have a lot of good benefits such as sidewalks and trails but they are limited and sacrifice the real economics of traffic management.

Many thanks for allowing my comments.

Public Comment on 2050 LRTP Fiscally Constrained Draft Project List

Received via email

Trina Korsgard , FAMPO resident

Subject: UPC# 111224 Project

As a citizen who lives in Smith Lake Estate and travels Onville Road, the county must recognize the fact that the majority of the foot traffic along Onville road are bikes, strollers, kids, groups of people and so on so the sidewalk should be wider than just a standard sidewalk if at all possible. But these folks don't just come from Sky Terrace but past this neighborhood and the sidewalk project should be extended to Ebenezer Church Road off of Onville Road. In this way the apartments off of Ebenezer Church Road folks will also have a safe sidewalk to use.

Public Comment on 2050 LRTP Fiscally Constrained Draft Project List

Received via Email

Bill Johnson – Miles, FAMPO resident

FAMPO members and staff,

Regarding the FAMPO draft list of transportation projects that are anticipated to receive federal funding through the year 2050, which will also be included in the new long-range transportation plan, there is an Onville Road widening project and an Onville Road sidewalk project listed. The widening project needs to include bike and pedestrian accommodations, and the sidewalk project needs to extend from Garrisonville Road all the way to at least Ebenezer Church Road. There is low-income housing and apartments along this route and includes citizens with poor or no transportation means. Every day you see folks walking along Onville Road, and it is dangerous, especially around the curve at Evans Lane. I live and ride my bicycle often in this area, and will not ride on Onville Road because it is just too dangerous. Please consider adding these safety measures, especially since this is a low-income community where many minorities live.

Public Comment on 2050 LRTP Fiscally Constrained Draft List

Received Via Email

Dr. Sukeena Stephens, FAMPO resident

Good morning

Thank you for the opportunity to provide a comment about our transportation problem. The traffic in the region has increased tenfold. The traffic on 17 (Warrenton Rd) is a perfect example. Beginning on Thursday and lasting until 1600 on Saturdays, it takes me 45 minutes to an hour to drive from Village Parkway to the 95 intersection which is approximately 5 miles. This is unacceptable. I have to think twice to go to CVS or even to the post office. We need another way to cross over the Rappahannock. When 95 is congested, alternative routes are used increasing the traffic on 17. Those of us that have to use 17, are met with drivers using detours to avoid the traffic. If we had an alternative to cross the Rappahannock, we would have another option than joining these drivers on 17, to also get on 95. We need relief.

Public Comments on Draft 2050 LRTP Fiscally Constrained Project List

Received via Website Blog Comment

Susan Kenneally, FAMPO resident

We absolutely need another route (other than Rte. 1 or I 95) going north and south in the county. Driving from Stafford to Fredericksburg or Spotsylvania is impossible on weekends and during commuting times.

Received via Website Blog Comment

Christy Johnson, FAMPO resident

We need another bridge crossing the river. Is it possible to also have an exit to Celebrate VA at the rest stop? This would take some of the Fred Nats traffic off 95. Also, I live on 17 north and we also need for there to be a better way to divert traffic going 95 south. There should be at least 2 exits onto 95 south in both directions from 17. The traffic on exit 133 is ridiculous.