

Safe by Design: Moving Toward a Transportation Network Built for People

Appendix: Open Ended Comments

The following responses were collected through the PlanRVA Regional Safety Plan public survey in response to the open-ended question: “What are the biggest transportation safety concerns you see in your community?” Of the 1,073 total survey respondents, 727 individuals provided a response to this question. Responses are presented as submitted, with no edits for spelling, grammar, or content.

Comments are reproduced as submitted and may contain language some readers find offensive.

Total responses: 727 — Survey administered: February/March 2026 — Source: engage.planrva.org/safety-plan

1. 895 toll increases every year
2. People driving wrong side of road
3. Drivers making turns and not stopping for pedestrians
4. Lack of bicycle and pedestrian safety infrastructure.
5. I live in a rural community
6. Old signage or blocked signs with tree limbs, dimly lit roads, speed limit not hon
7. speeding, phones
8. Roads should have no speed bumps, especially ones very high, damages car too close together; for auto enforcement, what if the owner is not driving the car but still gets the ticket and has to go to court?
9. Small streets where cars are now parked to allow for bikes, leaving little space and visibility for drivers
10. No sidewalks
11. Road conditions, lots of construction, potholes and not enough sidewalks.
12. Folks not walking on the correct side of the road, facing traffic, and distracted by phones etc. Also we have 2 schools in our neighborhood and the students and parents fly through daily
13. Blind spots-lack of visibility for both pedestrians and drivers on certain turns in urban neighborhoods.
14. Distracted drivers on cell phones & lack of sidewalks
15. Pedestrian Safety
16. Not having fully separated multipurpose pedestrian paths as well as having enough protections in place for pedestrians
17. Crosswalk that is lighted. The turning left light should remain after the pedestrian has crossed the street.
18. Individuals not paying attention to the signs.
19. Distracted driving, speeding
20. speeding, dumping trash
21. More bike lanes would be great
22. Lights need to be adjusted to roads (for main roads) to keep the traffic flowing! NOT every light you stop at. Take away the bike lanes on main roads.
23. People running red lights
24. Deep trenches in road, near hanging branches, no sidewalks, pot holes
25. distance to bus stops. NO bus (GRTC) on Walmsley Blvd heading towards Hull Street
26. Driving and walking using cell phone
27. Cell phone use, SPEED! Speed thru RED Lights!
28. Use of phones is a problem. Distracted drivers.
29. Distracted driving, aggressive driving
30. 1. Pedestrian signals that do not give priority to pedestrian crossing on demand, and signals that allow turns when pedestrians are crossing. 2. Richmond drivers are often unlicensed and uninsured. 3. Richmond General District Court judges are excessi
31. Distracted driving and street takeovers, illegal drag racing

32. Lack of bike lanes
33. phone use while driving
34. Lack of stop signs
35. Speeding
36. Distracted driving, poor visibility near intersections and at areas where pedestrians/cyclists could be in the road
37. Drivers doing whatever they want, like making a right hand turn from a left hand turn lane. Stopping whenever they feel like it etc. Common courtesy among drivers is a lost art.
38. They are not paying attention to the roads
39. People rolling through stop signs. Drivers on phones. Worried for pedestrians.
40. Pedestrians not being given respect and time to cross
41. Unsafe bike lanes and sidewalks, due to lack of, poor maintenance, debris, so people use the roads. Also lack of and poor street lighting.
42. Police texting and driving/not setting an example. Aggressive drivers
43. lack of pedestrian attention to traffic; distracted driving
44. Speeding, texting, eating, phone use, pedestrian bike safety
45. proposal of a roundabout in front of Holton elementary school- it could be a disaster, too much traffic, and people don't use the one on Laburnam entrance to 195 correctly
46. roundabouts are dangerous for busy intersections/ residential speed bumps slow down cars
47. Getting hit by car while walking, hitting someone. Particularly at intersections when it's a green light but also a walk signal
48. There isn't a strong culture of cars stopping to yield to pedestrians. On multi-lane roads, even if someone in one lane tries to stop, it's dangerous for pedestrians to cross because traffic in the other lane often doesn't stop.
49. Drivers not making room for bikers/pedestrians in areas with no sidewalks
50. Distracted driving, speeding, impatient drivers, pedestrians jaywalking
51. Everything is designed to prioritize cars not people, the design makes it easy for drivers to speed
52. Speeding, distracted driving, ignoring crosswalk, failing to yield to pedestrians, ignoring lanes, surveillance doesn't help its a concern
53. lack of attention to pedestrians, lack of attention as a pedestrian crossing the street
54. Lack of continuous sidewalks and lack of safe cycling infrastructure
55. Speeding
56. Badly designed "stroads" that encourage speeding and have complete lack of practical considerations for pedestrian, etc (no sidewalks, poor lighting, no barriers, too many lanes)
57. Not providing enough parking for oversized vehicles, like trucks, tow trucks, haulers, flatbeds. They are parking in the neighborhoods because there are no place for them to park.
58. pedestrians should not expect vehicles to yield to them at all times. Pedestrians need to be aware of vehicles and adjust their patterns on a case by case basis.
59. Distracted and selfish drivers constantly almost run my family off the road despite us walking with a stroller through pedestrian crossing zones. They have no fear for getting in trouble since there is zero enforcement in the fan. dangerous!
60. Pedestrian safety, distracted or dangerous drivers. Drivers can make it dangerous to walk. Street design can also be dangerous and discourages pedestrians.
61. Cars killing people. 1 is too many, but it's disgustingly common now. Vehicles are too big and have too many blindspots. Windows are tinted so people feel anonymous and aggressive. American individualism and self-centeredness.
62. Lack of sidewalks, people being forced to walk on busy roads
63. cars do not yield to pedestrians; sidewalks not always present and sometimes are in poor condition
64. Infrastructure that is designed to move cars as quickly as possible instead of prioritizing people
65. Running red lights, cutting people off, pulling out in front of other cars

66. Street takeovers and large groups of motorcycles and quads are increasingly common and nothing seems to be done about it especially in the spring and summer. Distracted driving and texting while driving is also a dangerous and more common problem.
67. distracted driving!
68. People are not yielding to pedestrians. I was almost hit by a vehicle when I was in a crosswalk and had the right of way. People are dying from this issue and it needs to be strictly enforced with harsh punishments for offenders.
69. Speeding cars plowing into a crowded area along Forest Hill Ave between Westover Hill Blvd and Jahnke Rd. There are several trees here obliterated by cars flying off of the road right by where people congregate. Reduce lanes. Place Bollards. Add crossing.
70. Running red lights, cars speeding, running stop signs
71. Excessive speeding
72. People speeding, poor walkable areas, people running red lights
73. Scott's Addition needs more 4 way controlled intersections. Would be cool to explore the Floyd Roundabouts for Scotts!
74. Lack of sidewalks and crosswalks, highly aggressive drivers in oversize vehicles that should be illegal for ordinary daily use.
75. Reckless driving, unsigned turns, sudden lane changes, erratic movements
76. Sharing the road with cyclists and joggers
77. I walk to my friends house and I walk past a road that has a highway exit. The cars are FLYING off the highway directly onto a residential 25 mph road that I use a cross walk on. Right now the biggest safety deterrent is the HUGE pothole from the storm
78. Lack of understanding or acknowledgment of traffic circle rules, lack of care for the safety of pedestrians and other drivers, aggressive driving and speeding, drivers taking their frustrations out on other drivers and pedestrians
79. Speeding on Main and Cary st. Floyd is bike friendly but doesn't have a lot of supportive signs in regards to bikes.
80. The drivers here flat out do not follow road rules. No turn signals, no stopping at right turns on red. Blowing red lights. I see it every single time I drive. Road markings are near non existent, so no one knows where the hell they are going downtown
81. Lack of proper pedestrian crossings with visibility, lack of speed curbing architecture, inappropriately spaced bollards to keep cars from parking in bike lanes, lack of safe bike crossing options for major streets like broad
82. Crosswalks not easily identifiable (they are the two lines rather than the multiple lines across). There are not lights to indicate a pedestrian is trying to cross. When one car stops for a pedestrian, the car behind them just goes around them.
83. People shooting guns along the river and side streets in forest hill. Makes unsafe after 8 PM
84. Jay walking. Very common and dangerous
85. Dangerous intersections for drivers with cars parked on streets limiting visibility near intersections. Drivers going too fast.
86. Distracted driving, lack of sidewalks
87. Failure to yield to pedestrians at marked crossings (even with a light/signal); disjointed bike lanes
88. Reckless driving
89. Parking spots are too close to intersections, no visibility for cars or pedestrians to see until too late. Push back street parking
90. No sidewalks
91. No crosswalks available causing people to cross 6 lanes of a busy road (Chaberslayne)
92. people not paying attention while driving - fixed my street design, not enforcement
93. Speeding
94. cars are often outright hostile to pedestrians (consistent and unapologetic failure to yield at crosswalk, almost exclusively with no attempt to slow down, and sometimes even speeding up to "beat" the pedestrian) and cyclists face a similar level of danger
95. Speeding in residential areas
96. The lack of multi-use paths separate from the roadway.

97. Distracted driving, drivers running red lights, drivers driving and parking in bike lanes
98. Increased Speed, distracted drivers, increased bikers, narrow bike lanes, increased cars on the road.
99. Speeding, aggressive driving, no use of turn signals, failure to obey stop signs and red lights, and drivers not only not yielding to pedestrians but actually speeding up to get past them. There is ZERO enforcement from RPD
100. There needs to be some sort of traffic light at Lucks Lane and Spirea. This intersection has a very high volume of high school students as well as elementary school parent pickup traffic. It is VERY dangerous. A light that flashes yellow most of the day
101. Pedestrian and cyclist safety
102. Too much pavement to cross at intersections. Road design should be better for ensuring bike and ped safety.
103. Accessibility
104. Poor driver behavior Excessive speeding distracted driving
105. No sidewalks or crosswalks for pedestrians, distracted drivers
106. Slowing down to see accidents, new drivers, older drivers
107. Speeding. Not yielding to pedestrians.
108. Speed enforcement
109. Distracted driving (phones), speeding, hustling to get places
110. Speeding
111. Not stopping at stop and yield signs
112. People running red lights
113. older people driving, I think at a certain age people should be retested for driving license
114. People speeding or distracted driving
115. speeding
116. When biking I think I'm usually pretty concerned about the size of the bike lane
117. Not enough public transport, not yielding or stopping at signs, bypassing traffic lights (occasionally)
118. I'm concerned about distracted driving
119. Pedestrians
120. Some people don't know how to yield at a roundabout. More lights at crosswalks. Fill up potholes! More seats at bus stops.
121. No sidewalks, no bus, blind spots
122. No bike lanes or sidewalks
123. people not being mindful of the sharp curve I live on
124. speed in the neighborhood
125. Speeding
126. distracted driving
127. high speed in residential and high pedestrian areas
128. Speeding
129. no transportation for visually impaired
130. missing sidewalks!
131. All of the above- pedestrians and bikers-people w/ disabilities - street crossings - audible/hand signals
132. bikers and pedestrian safety
133. Speeding
134. Stop signs hidden, not very visible
135. Pedestrians walking/crossing the street
136. Buses almost hitting other cars

137. People on their phones
138. People not yielding to pedestrians
139. Speeding
140. Speeding
141. People on their phones
142. Using phones while driving.
143. pedestrians and high beam lights
144. I see distracted driving all the time. Phones, impairment.
145. Too much speeding
146. People with road rage, being on their phones
147. speeding
148. Getting hit or my dog getting hit
149. Distractions
150. Not waiting for teens when crossing roads
151. Having too short of time to walk on the crosswalk
152. NO SIDEWALKS!!!
153. Speeding
154. Lack of sidewalks
155. speeding
156. Using phones while driving
157. Drivers in Richmond do not yield to pedestrians. I see that more here than in any other U.S. city.
158. Old people
159. No sidewalks. Not enough time for pedestrians to cross.
160. People not paying attention
161. Speeding through my neighborhood
162. Narrow roads going into ditches
163. Not yielding to pedestrians
164. Not yielding to pedestrians
165. Speeding
166. Speeding
167. Areas that are hard to cross (ex: Short Pump Mall)
168. Sometimes cars stop on crosswalks on their phones
169. People not riding in bike lanes
170. The bike lane is in a dangerous place and in the way of a community
171. People use their phones too much
172. Stopping at the light!
173. The condition of the roads
174. Speeding
175. Drivers not slowing down for pedestrians
176. None
177. Distracted driving, lack of knowledge
178. Distracted drivers
179. People on their phone

180. People speeding, not checking blindspots
181. Texting while driving! Youth not taking distracted driving or speeding serious
182. distracted drivers
183. speeding
184. Not sure
185. Speeding
186. Distracted driving
187. People using their phone while driving
188. speeding, stopping
189. drunk driving
190. cars speeding to get ahead of buses
191. Cars not stopping for walkers
192. Speeding, not following driver rules
193. People not paying attention and acting like they're the only one on the road
194. Drivers speeding and distracted driving
195. People always speeding on longer roads even if pedestrians
196. infrastructure being asked to do too many things (often poorly planned) w/ distraction added on top.
197. People. I wish I could use public transportation.
198. Idiots
199. roads are too easy to speed on. there are not enough pedestrian-bike only pathways to use as transportation (vs. pleasure)
200. High road speeds, lack of alternatives to personal automobiles
201. Lack of quick reliable public transport. People using phones while driving and not enough bike lanes. Drivers should stop at crosswalks if they can see them. Don't love surveillance.
202. Poor crossing design for pedestrians
203. Cars not stopping at stop signs - just tapping brakes and not looking for pedestrians crossing.
204. speeding, poor driving in general, distracted driving
205. Automobile centric street design, even in most the most walkable neighborhoods...Street lighting vs pedestrian lighting, poorly lit intersections and unmarked crossings
206. The design of the street and neighborhood is for driving. People park in the bike lanes, and my city council person approves of it.
207. Speeding, distracted driving, aggressive driving
208. Speeding
209. people who don't yield to pedestrians, need actual painted lines to show it's a crosswalk because drivers fail to stop
210. Roads are too wide.
211. potholes
212. Speeding, lack of pedestrian infrastructure, and lack of enforcement
213. Going too fast when there are pedestrians around
214. Limited visibility because of parked cars on the street making it difficult to drive and forcing pedestrians and cyclists into traffic flow areas
215. safe bike and pedestrian routes.
216. Cars turning right on red, into crosswalk that have the walking man on. My child was hit on his bike going to school in this scenario, and every member of my family has had close calls in this scenerio
217. Drivers distracted by their phones. Bike lanes are not protected in areas that could use them.
218. Street design favoring autos and not bikes or pederstrians

219. At traffic lights, pedestrians need to be given priority so shorten the wait time after the button is pressed to getting the walk signal. People don't use them because they take way too long to change.
220. Distracted driving, rolling stops at stop signs
221. There are no sidewalks so I see moms pushing strollers to the bus stop, having to walk on the road with speeding cars.
222. School zone speeding, Thompson & Patterson/Kensington speeds & running red lights
223. The lack of infrastructure (sidewalks, bike lanes, crosswalks)
224. Running red lights, failure to yield to pedestrians, speeding
225. unprotected cycling infrastructure; unsafe driver behavior
226. Speeding, running red lights, not giving cyclists enough room
227. More Crosswalks with lines spilled in the middle. Definitely more stop signs or lights on major streets like Maine, Cary.
228. Phone use while driving
229. Distracted driving and speeding
230. The roads are not wide enough for cars to drive and parallel park without causing a road blockage. Pedestrians are also often jaywalking or walking in drivers' blind spots. Also if a pedestrian walkway has the right of way, it needs a signal light.
231. Speeding down Monument Avenue from Thompson to AA Boulevard.
232. Excessive speeding (>10 mph over speed limit). Distracted driving. Delivery vehicles double parking.
233. No knowledge of street rules drivers AND walkers
234. Drivers speed on roads like Main/Ellwood. They rarely stop for pedestrians in crosswalk, but even if they do, it's a two-lane one-way so you're still taking your life into your hands hoping the driver in the next lane will also see you and stop
235. Parents of teenagers driving, speeding and laying hands on the horn because others are not moving fast enough.
236. I'm afraid to let my kids walk to school by themselves because they have to cross 4-lane roads
237. Speeding but also jaywalking or not wearing bright clothing at night
238. Unsafe and dangerous driving, lack of adequate space on public roads for bike riding
239. Pedestrian and cyclist infrastructure/safety
240. no sidewalks
241. roads with design speeds that are too high
242. not yielding to pedestrians and speeding
243. Speeding and distracted pedestrians.
244. GRTC bus not paying attention
245. Distracted driving. If you're a passenger in a car, look around at drivers — probably 50-60% are on their phones.
246. Texting
247. Speeding in residential areas
248. texting while driving
249. Poor road design that does not prioritize pedestrians or cyclists
250. Not having a sidewalk on a road that does not have a shoulder or anywhere to get off of the road when a car is coming
251. There are so few places for pedestrians to be safe: lack of sidewalks, lack of push-button crosswalks, lack of enforcement and communication to get drivers to STOP for pedestrians. I think there's a big communications piece missing for driver education.
252. I live in northside and see a lot of reckless and distracted driving, as well as speeding. There are so many cross walks that people are constantly ignored at. Recently a truck went around me and almost struck the pedestrian i was letting cross the street
253. speeding
254. pedestrian, bikes
255. cell phones!

256. distracted driving
257. Drivers not yielding to pedestrians in crosswalk
258. Drivers hitting pedestrians/bikers
259. No sidewalks
260. Pedestrians getting hit crossing the street. Happened to me in another state (NC), crossing in the crosswalk with correct signal.
261. lack of turn signals, cutting people off
262. Very crowded William and Mary campus
263. Excessive speed; general lack of attention to surroundings and apparent lack of knowledge of traffic laws.
264. pedestrian safety
265. distracted driving
266. Distracted drivers
267. Negligence and lack of care for human beings
268. Speeding, distracted drivers hitting people. I wish we had a really really good public transportation system.
269. automated speed enforcement is too much money
270. Speeding and phones
271. Speeding
272. Speeding and kids on electric bikes riding wildly and not being a bit careful !
273. Distracted driving
274. THE WHITE LINES AND YELLOW LINES ON THE ROAD MUST BE VISIBLE IN THE DARK WHEN ITS RAINING!! THIS IS IMPERATIVE ESPECIALLY THE WHITE LINES ON THE EDGE OF THE ROAD!! THESE ARE NON EXISISTENT ON MOST BACK ROADS!
275. Lack of infrastructure for public transport, biking, and walking
276. Speed. Arterial roads that are similar to highways. Delivery trucks and other vehicles parking in bike lanes.
277. pedestrian safety
278. Potholes and poor road conditions cause drivers to swerve or move unexpectedly. If cars park too close to intersections, visibility is bad. City should add bubble mirrors to areas with poor visibility
279. Infrequent pedestrian crossings on busy thoroughfares; police enforcement often adds to unsafe road conditions (e.g. police chases often end in injury and death due to accidents), traffic calming measures are dramatically safer & make good places to live
280. speeding / running red lights
281. Fast cars racing to get to stop signs and lights
282. Speeding
283. Rural area ROADS with bikers & no shoulders and vehicle driving WAY over speed limit
284. road design
285. blind turns/crossings where you can't see if cars/people are coming.
286. I walk my sons to school at Patrick Henry. We have jumped out of the way to avoid being hit. Protect children. Make walkable/bikeable communities.
287. Inadequate crosswalks, pedestrian walkways, bike lanes that are blocked or rundown.
288. All auto traffic lights should be RED before pedestrian walk signals go to green. Also, drivers who speed up to beat a light.
289. speeding, texting/cell phones, running stop signs and red lights
290. Drivers speeding through crosswalk at Ashcake and Maple, where the Fall Line Trail crosses
291. Speed, drivers crossing center lines, newer vehicle sizes restricting view
292. distracted driving and speeding

293. Unsafe to be pedestrian/cyclists. Bad sidewalks. Public transportation need expansion and improvement. Infrastructure supports unsafe driving conditions/ commercial development and not public safety.
294. Streets lined with parked cars make it hard to see pedestrians crossing the street and oncoming traffic
295. Speeding and failure to stop for pedestrians in crosswalks. Even when I stop for pedestrians at crosswalks other cars will fly around me in the other lane or honk their horn. There's a lack of awareness, information, or enforcement. Leads to near misses.
296. Drivers speeding
297. Lack of enforcement
298. Too many cars and trucks on narrow roads not designed for growing volumes of traffic.
299. Reckless driving on 95. I've seen cars flip, been almost run off the road by a tractor trailer changing lanes abruptly without signal, and see cars cut across three lanes of traffic at once.
300. Pedestrians crossing or bicycles; also cars that do not use their turn signal to show where they are going.
301. Lack of respect for other people on the roadways. Lack of consequences for actions. Super bright headlights; and super bright emergency (police) lights. How do you know it's a crosswalk if it's not marked? We need more active enforcement in higher risk ar
302. Narrow roads, potholes, lake of bike lanes and broken sidewalks
303. Speeding in residential areas
304. Poorly designed roadways that don't prioritize cyclist or pedestrian safety, lack of or inadequate lighting, speeding, and texting and driving, people not stopping at stop signs, parking blocking views
305. Ag vehicles are at risk due to excessive speed and unsafe passing by drivers and zero enforcement. Police are often biggest culprits as we are on a route many take to work
306. Parking too close to intersections, selfish drivers
307. Speeding and road rage
308. speeding
309. Speed
310. Speeding
311. Bikers/Joggers NOT wearing bright/reflective clothing visible 360 degrees.
312. Street design encourages bad driving behaviors.
313. Tailgating, ignoring traffic signals
314. Cell phones while driving
315. Roads designed for excessive speed, dangerous vehicles (excessively large trucks an SUVs & illegal vehicle modifications), dangerous driver behavior (antisocial, distracted, under the influence, along with a lack of quality education & testing)
316. Distracted driving and running red lights at intersections!!
317. Bikers not knowing or using the rules of the road. People not obeying stop signs.
318. Cars will regularly fail to stop at stop signs and even sometimes run red lights, whether they've stopped at the intersection or not. They also don't typically yield to pedestrians waiting to cross. I've even been honked at for crossing in a crosswalk.
319. speed, lefts on green
320. Crowded corners where drivers have no line of sight to oncoming cars or cyclists, VCU kids drunk and speeding through the neighborhood at night, and drivers ignoring pedestrians when turning onto one way roads (I was just hit at Cherry and Cary)
321. Bikers completely ignoring stop signs, red stop lights, and roundabout rules
322. Speeding, not yielding to pedestrians
323. Distracted driving
324. Old people who should have to get relicensed or not drive
325. bike lanes should all have some kind of physical divider between them and cars

326. Drivers speeding through red lights and drivers not using their turn signals
327. speed, distraction, selfishness
328. People driving too fast and aggressively, and too much space dedicated to cars
329. Phone use and speeding
330. Inconsistencies in all-way stops
331. lack of sidewalks and safe people paths! Speeds of 55 near libraries and farmers markets - crazy. Literally no pedestrian markings like crosswalks, but new development trying to draw in foot traffic. Bonkers.
332. Pedestrians keep getting killed by drivers.
333. I commute on my bike and can confirm that the city does a terrible job at maintaining bike lanes. The bike lanes on front of MLK Middle School still have trash, leaves, sticks, rocks, etc from six months ago or more.
334. lack of sidewalks, bikepaths, crossing areas. infrastructure in chesterfield is only concerned about cars
335. Very large roads, no space for other modes of transportation
336. Distracted drivers - road rage
337. unsafe drivers
338. unprotected bike lanes & turns (right on red, etc.)
339. Sidewalk quality and completeness, safe, protected bike lanes - the ability for humans to safely traverse the city without a car
340. It is not safe to bike even in the most urban parts of Richmond. Painting a bicycle on a normal road and calling it a bike lane is a joke. Blind corners are everywhere, often due to cars parked right up to the intersection.
341. Lack of traffic calming and lack of pedestrian safety features for street crossing
342. Hard to cross or walk on large busy streets, and just as hard to avoid them.
343. Distracted driving while speeding
344. lack of protected bike lanes
345. Pedestrian safety
346. Lack of clearance for bike lanes. Reckless driving.
347. distracted driving, and poor car-centric road design that puts pedestrians and cyclists as an afterthought..
348. Distracted driving
349. Need to increase lighting at night to be able to see pedestrians
350. Slower traffic not moving to the right lane and people going below the speed limit
351. Shockoe: Main St favors cars over infrastructure that would make bike/ped safer and transit competitive. 14th & Dock is a highway on ramp for the DTE that spoils the heart of the canal walk. The oldest part of any city should be a place to go to, not thro
352. No separation between cyclists and drivers. Inattentive drivers, especially when turning at intersections. More occasionally speeding.
353. Speeding. The waste of space created by the bike lanes no one uses. Abuse of speed cameras.
354. the use of insecure, invasive, and class/race biased Flock ALPRs (automatic license plate readers)
355. speeding
356. The city needs more protected bike lanes and they need to be connected to each other. The city needs more sidewalks. We need more raised crosswalks and pedestrian bridges over major roadways that are never safe to cross due to turning vehicles.
357. Speed, aggressive driving, selfish driving (singularly focused on destination and personal needs)
358. Aggressive and/or distracted drivers; pedestrians or cyclists suddenly entering my path of travel
359. Bike and pedestrian safety
360. All of the above
361. Roads are big and people drive too fast, park too close to the curb- reducing visibility- and are regularly distracted. I am afraid for the safety of myself and my kids.

362. Impatient driving, distracted driving, speeding
363. Distracted driving
364. Lack of respect to others and disobeying the laws
365. In south richmond, it is lack of sidewalks. Even walking against traffic, drivers don't care. I'd love to not depend on my car when I am home in my neighborhood but I have to. Some have no choice and it is dangerous.
366. Ignoring stop signs, speeding, distracted and/or impaired driving
367. Chamberlayne, frequent wrong way on one way, nonresidents speeding on our "no thru street"
368. Lack of public transportation and pedestrian only zones
369. So many, but I think about things a great deal.
370. Individuals do "NOT" understand how a roundabout works
371. running red lights
372. Distracted driving
373. The biggest challenge for Richmond right now is ensuring pedestrians crossing roadways are not killed, it's literally terrifying everywhere in the city to attempt to cross the road...it's reached a crisis level.
374. Bikability and safe road conditions
375. Outdated infrastructure leading to pedestrian/bike fatalities
376. Speeding, following to close and aggressive drivers
377. Phone use while driving and excessive speeding.
378. Bicycles on curvy back roads.
379. Speeding
380. People on phones
381. We need more bike lanes and walk paths.
382. Speeding, distracted driving
383. Lack of adequate infrastructure
384. Distracted driving
385. The need for speed bumps to slow down those that ignore the 25 mph posted speed limit
386. Complete of sidewalks. Lack of crosswalks in major shopping areas. Bus stops with no shelter, bench or sidewalk on busy roads. Bike lanes that abruptly end and force-merge. Bike lanes that accrue sand and debris. Pot holes that force evasive maneuvers.
387. letting big tech turn us into an always watched always recorded police state. please remove the walking privacy violations of flock and other assorted ALPRs.
388. Bad roads, distracted driving, driving below the posted speed limit left lane
389. Lack of connectivity of sidewalks and bike structure. I would love to be able to take the bus but don't live near any routes.
390. Safety for cyclists and pedestrians walking, speeding, road congestion, and the lack of side walks
391. a lack of sidewalks, crosswalks, cycling infrastructure, and public transportation. there is no GRTV service in my section of chesterfield county (chester and enon areas)
392. Using after the fact methods (such as "Flock Safety") instead of investing in preventative methods.
393. Areas where there are no safe ways to walk or bike (no sidewalks/no bike lanes on roads where speeding and distracted driving are common)
394. People who drive too fast and are in a hurry constantly.
395. Pedestrians/runners on wrong side of the road (back to traffic) and that are not visible particularly at night (dark clothing, no reflectors or lights).
396. Very few marked crosswalks exist in my community along major thoroughfares and pedestrian traffic is at risk.
397. Speeding, road design, street width, lack of markings, visible signage, people walking on street instead of sidewalks

398. Disconnected, unprotected, poorly maintained, street-level bike lanes. Lack of sidewalks. Poor understanding/following of traffic laws. Speeding and aggressive driving.
399. Crossing streets where crosswalks aren't well-marked & street parking severely limits visibility of oncoming traffic(Overbrook Rd by Hardywood). Blocked bike lanes - either by parked vehicles or debris.
400. Speeding, low visibility at intersections due to people parking too close to intersection, distracted driving, people using shortcuts down residential roads
401. Speeding, phones, running red lights
402. Lack of sidewalks at key corridors or unsafe gaps.
403. drivers on phones, pedestrians in crosswalks during right turns on red, pedestrians in crosswalks on yielding left turns
404. Flock/license plate readers
405. Flock cameras. AI cameras operated by a private company in GA who do not have Virginias interests at heart. I'd much rather have the more CCTV's and VDOT red light cameras than anything dealing with AI. Please do not renew your contract with Flock.
406. Not enough crosswalks on busy roads, speeding
407. Cars turning and not looking for pedestrians in a crosswalk
408. LRP Cameras
409. No one can so much as drive around the block without being captured by a Flock camera. We have 360 degree surveillance and what has it achieved? Nothing to prevent traffic deaths, thats for sure. We need safe infrastructure design, not a panopticon.
410. The spots where turning right on red requires your car to be over top a pedestrian crosswalk. 2) That whole intersection in Shockoe by the Exxon is a disaster everyday.
411. A lack of solid bicycle infrastructure to allow a safe alternate method of transportation
412. Blind turns. People dodging potholes
413. ALPR cameras
414. Drivers who don't stop/yield for pedestrians
415. Flock mass surveillance cameras are an invasion of privacy and a violation of my rights
416. mass surveillance devicea make me feel uncomfortable commuting in my area and have been ineffective at increasing compliance.
417. Drivers turning and not seeing/yielding to pedestrians and bicyclists in the crosswalk.
418. Richmond roads are designed for cars to go fast, not to protect the lives of pedestrians and cyclists.
419. Phone use while driving; excessive (10+ mph) speeding.
420. Reckless and distracted driving
421. The survey is strongly geared to imply that speed is the primary factor in most accidents, what I see on the road is almost always distracted driving and aggressive driving causing issues. Particularly cutting short red lights, illegal turns, use of phone
422. People not yielding to pedestrians, especially in roundabouts
423. Speeders zig zagging through traffic - and distracted driving. I've stopped riding my bike because of the fucking insane drivers in south richmond.
424. Lack of major crosswalks in some areas
425. Dangerous intersections where drivers don't look for pedestrians when turning and run lights
426. Driving too fast where there are pedestrians. Running red lights. Not leaving enough following distance. Speeding > 10 mph over on highway. Drivers unable to see pedestrians when it's dark and forgetting to keep eyes peeled for them
427. Drivers not stopping for pedestrians even when they're already in the crosswalk.
428. Roads need to be redesigned to force cars to slow down and yield to pedestrians
429. Laws are not being enforced. People are driving while high.

430. Cars using the shoulder as a lane or reversing on ramps/highways, using exit lanes as passing lanes, distracted drivers going sharply under the speed limit in the left lane, making people pass dangerously on the right. People turning and not yielding
431. No concept of - or respect for - inertia.
432. Roads within the city are not designed for people. Intersections are too wide and multiple green lights in a row encourage speeding, especially in the evenings.
433. I regularly run in the City of Richmond. People regularly ignore crosswalk signals and stop signs, and almost hit pedestrians almost every day when I go for a run. Something needs to be done to promote pedestrian safety.
434. Speeding and aggressive driving
435. Bike and pedestrian safety in residential neighborhoods where speed limit is 35 mph but no sidewalks or bike lanes
436. People blowing through red lights.
437. POT HOLES!!!! they are unbearable. with the amount of people who drive every single day on these roads, there's absolutely no way that it's okay for us to have these many potholes for close to a decade.
438. Lack of bike lanes, crosswalks, and effective traffic-calming measures
439. Pedestrians being killed and injured by cars constantly
440. i'd pedestrian/cyclists being struck because of bad drivers/ distracted drivers
441. Intersections
442. There's a culture of not caring about others on the road, whether that means pedestrians, others in cars, cyclists. I think that changing the physical structures we travel on along with consistent enforcement can help to change that culture
443. I don't feel safe riding my bike without protected bike lanes. I also support more crosswalks and safer ways to get around on foot. For example, cars go so fast on Ellwood and don't stop for pedestrians at crosswalks .
444. I am terrified to ride my bike from my house to VCU. At least once a week I am almost hit by a car. I constantly see drivers on their phones or honking at pedestrians. The lights that allow turns while cross walk signals are on are very dangerous.
445. There are no crosswalks in major intersections on Broad St where there are many bus riders and pedestrians. There are also no sidewalks so pedestrians have to enter the street at times to go past businesses and other properties.
446. We need a damn metro or trolley system.
447. Quick lane changes, speeding, talking on cell phone, failure to yield, smoking marihuana, failure to signal, loud music
448. Lack of bike lanes and lack of infrastructure for walking
449. I think the combination of going too fast and not paying attention while driving is the biggest problem.
450. Too many idiots and assholes have drivers licenses. The people in richmond suck ass. Its a cultural thing. We need more lights at crosswalks, more enforcement, better road safety designs. And stiffer consequences for distracted/dangerous driving
451. Poorly marked and identified crosswalks at grade and no policing. We pay their wages so where the hell are they to pull every idiot turning from the bus lane
452. Running red lights, yielding to pedestrians, treating cyclist with respect and safety
453. Long stretches of busy road with no safe place to cross. On Midlothian and Hull there are areas with 5 blocks between intersections with lights. I've seen parents and small children waiting to run across 3 lanes of traffic. Nobody stops
454. Lack of separation between pedestrians and vehicles
455. Near my home (off Cary St Rd) many of the turns are blind, making it difficult to enter traffic safely both in a vehicle and on foot. In a broader sense, most people driving seem to be doing so both too aggressively and too distracted.
456. Drivers not paying attention, speeding, ignoring pedestrians or cyclists.
457. Pedestrians being killed. Drivers ignoring stop lights.
458. road design can be very contradictory, wide roadways in residential areas or low speed areas completely defeats the purpose, along with no trees or barriers for pedestrians and bikers. there is also an embarrassing lack of consistent sidewalks for pedestr
459. failure to yield to pedestrians due to low visibility at corners

460. A city built for cars, not people. I was forced to buy my first car because living in Richmond is otherwise almost impossible. Did those responsible for the current urban design ever live a day as a non-car user?
461. Road design and auto-centrism makes transportation less safe for everyone.
462. distracted driving
463. Distracted driving, particularly phone users
464. Red light running, distracted driving
465. I run, ride my bike or walk every day. I do not want to die. The behavior that concerns me is distracted, aggressive, or dangerous drivers who will kill me if I do not watch them like a hawk. Additionally, it is so, so hard to get some places by bike.
466. Distracted driving and drag racing
467. Aggressive behavior towards walkers and bikers, lack of design favoring pedestrians, cyclists, and transit users
468. Narrow two lane roads with no ability to cycle or walk safely.
469. Intersections are dangerous. Drivers hardly slow down before right on red. Other drivers floor it make a yellow (this is how I was run over and disabled) and drivers turning left watch for cars but not pedestrians in the sidewalk.
470. Lack of traffic calming measures.
471. Distracted driving, parking unenforced all the way up to street corners which blocks view, aggressive driving with no accountability, no one seems to care while driving anymore
472. Inadequate sight lines at intersections for drivers and pedestrians in favor of additional street (parallel) parking spaces
473. Inadequate sight lines at intersections for drivers and pedestrians in favor of additional street (parallel) parking spaces
474. Inadequate sight lines at intersections for drivers and pedestrians in favor of additional street (parallel) parking spaces
475. Inadequate sight lines at intersections for drivers and pedestrians in favor of additional street (parallel) parking spaces
476. Lack of protected bike lanes
477. No safe biking lanes and lots of areas without sidewalks or crosswalks
478. Cars ignoring pedestrians in crosswalks
479. Current design of bike lanes on curb with parked cars between blocks vision for bikes and cars. Feel less safe riding and driving now
480. Pedestrian safety is a joke, cars do NOT care if you are in the crosswalk
481. Speeding
482. Distracted driving. Parking too close to intersections to impact line of sight. Lack of curb extensions in east end!!
483. Pedestrian and cyclist safety generally
484. Parked cars that block a pedestrian's line of sight; right on red in places where it shouldn't be allowed; lack of enforcement for double parking, running lights, and failure to yield to pedestrians
485. Crosswalks! Always crosswalks! People in town are crazy and don't stop unless you fling yourself out in front of their car! It sucks!
486. Speed. We engineered streets to move cars. Streets are for people.
487. The lack of crosswalks across long stretches of roads
488. People frequently blow through stoplights, frequently use their phone while driving. Highways are designed terribly with short on/off ramps encouraging chaotic driving, people needing to use faster lanes as slow lanes, and aggressive driving
489. Speeding, fear of distracted drivers hitting pedestrians on crosswalks or on sidewalk
490. Road design that allows for speed and lack of enforcement
491. Lack of crosswalks, pedestrians having crossing signal while cars are turning (2 people have died THIS YEAR from this), bike lanes full of sand and garbage and parked/idling cars, bike lanes abruptly ending, 2-way bike lanes on one-way streets, wide roads
492. Unsafe road design for pedestrians and vehicles
493. Distracted Driving is the biggest issue.
494. Pedestrian and cyclist safety

495. No space for biking / walking
496. Drivers turning into the crosswalk while pedestrians in the crosswalk have the right of way
497. Not yielding to pedestrians and distracted driving (often at same time)
498. Chesterfield has very few sidewalks & just keeps building
499. Parking to the edge of the street; cars are forced to "nose" out into oncoming traffic before being able to see clearly. Drivers make right-hand turns as they are looking to the left for oncoming traffic but therefore cannot see pedestrians to the right
500. Texting while driving, speeding, and a lack of traffic calming measures
501. Red light running
502. Poor road design in residential, shopping and community areas. Cars always are prioritized over cyclists and pedestrians while they are the most vulnerable. Lack of connected bike lanes and even pedestrian walkways to areas of interest.
503. Safe bike routes and pedestrian crossings
504. Pedestrians not easily being visible in the city because of the parked cars on the street that are pulled all the way up to and sometimes on top of the crosswalk
505. With only a fraction of drivers yielding, it feels very dangerous to tell pedestrians its ok to cross at a crosswalk and that the drivers will yield. Especially on two lane 1 way streets. One car will stop another will fly by. Reality is this is unsafe
506. Speeding, driving through yields and stop signs, drivers on their phones, drivers cutting people off
507. Cruising in the passing lane, merging poorly, waiving other drives in to be polite instead of following right of way
508. Cars stop in travel lanes (especially blocking bike lanes forcing us into car lanes), wildly inadequate separation for bikers, cars being very unpredictable when coming up on cross walks with tiny stop signs. will just slam on the breaks causing accidents
509. blind corners, oversized vehicles, hostile drivers, poor/inconsistent design
510. Worst drivers in the city, just like most of the shooters in The Bottom, come in from the counties. PlanRva was created in 1969, as the counties were outlawing annexation, redlining poor and black folks into the city. DesignCity 4 residents, not commuters
511. People getting hit when they have the right of way
512. Commuters who don't give a shit, treating local city streets as highway ramps. Fuck commuters, cars and the counties, make Richmond 4 Richmonders. RPD and paint don't work. 2 ideas Actual Infrastructure, or try Letters of Marque & Reprisal.
513. Unprotected bike lanes (Paint is not protection).
514. People constantly run red lights and fail to stop at stop signs. Also cars park too close to an intersection corner making it risky to turn onto a road as a driver or cross a road as a pedestrian.
515. When I'm a pedestrian, I often feel like drivers aren't looking out for me or my safety. They frequently cut me off, stop only when close to me, or get angry at me for being in the crosswalk, even when I have the right of way.
516. Roadways are not wide enough for pedestrians and cyclists to co-exist with vehicle traffic.
517. Poor infrastructure design; Physics is better at enforcement than cameras
518. Pedestrian fatalities
519. I'm a cyclist and cars nearly hit me all the time. They close pass me or run red lights. It's terrifying.
520. Distracted driving
521. Street design encouraging speeding, and extreme hostility from drivers towards vulnerable people using the road. The lack of protected bike lanes is also a major issue. A connected grid system of bike lanes would be a huge win for everyone on the road.
522. Speeding, distracted driving, limited pedestrian crossings, ignored pedestrian crossings, unprotected pedestrian crossings
523. Drivers looking at their phones instead of the road, causing them to nearly hit pedestrians and drift into other lanes etc
524. Lack of bike infrastructure that would allow children to bike around the city. Physically protected bicycle routes
525. Brazen, selfish, and anti-social drivers that will threaten your life over nothing.

526. Pedestrians being killed + lack of sidewalks
527. Speeding and distracted driving (usually phones)
528. Speeding
529. People have no regard for pedestrians
530. Reckless drivers -- people who are distracted, drive too fast, or just don't care
531. People not stopping for pedestrians who are trying to cross at a marked crosswalk. Aggressive drivers are a huge issue too - I'm so stressed driving in Richmond, particularly in the city area because of how scary these people are
532. Distracted driving - specifically use of phones while driving
533. distracted driving
534. Lack of pedestrian and cycling infrastructure.
535. Drivers fail to stop at stop signs and don't look for or yield to pedestrians
536. People walking out into the road. Lights timed so that you have to gun it. Dumb, insane, violent, and elderly people, for which no system could be designed against. Potholes. Redditors. Anti-car anti-personal-freedom transportation planners.
537. Lack of protected bike lanes, drivers not stopping for pedestrians, drivers running red lights, drivers speeding through intersections
538. Running red lights
539. I was hit by a car two years ago, two weeks later, two blocks away from where I was hit, someone was hit and killed. Every time I ride my bike or walk on a busier city road I feel like I'm risking my life. Drivers are constantly on their phones.
540. tailgating; quick, unsafe lane changes
541. There is seemingly no enforcement of traffic violations. Compared to other localities in the region, we are extremely behind in the way and the volume of that traffic is enforced.
542. Drivers failing to stop at stop signs/red lights, failing to slow at speed bumps, being aggressive with other drivers (not just 5-10over, more like 15+). Should expand GRTC service instead of continually shrinking it to keep drivers off the road!!!!
543. pedestrians not looking before they cross. bicyclists not stopping at stop signs and stop lights.
544. Design is sooo much more important than speed limiting!! Drivers will always go as fast as they FEEL they can "safely" go. This means 45 on Forest Hill Ave and 60 on Belvedere Bridge. Enforcement might catch a few people but the psychology of it won't cha
545. Every intersection has someone running a red light. This is the worst city I've driven in and that includes LA, New York and Chicago
546. Car dominated environment where everyone is always distracted. No safe space for pedestrians to walk/cross. Bike lanes get used by cars anyway. Engineering controls (hardscapes, roundabouts, etc.) need to be created to force drivers to pay attention
547. speeding and overall aggression. drivers act like everyone is in their way and they need to hurry around (or through) any obstacle
548. having accessibility to stores and restaurants
549. SPEEEEEEDING
550. Distracted driving #1, people driving under the influence, and people who seem to hate pedestrians and purposely try to hit them
551. Pedestrian safety in mixed use areas (scott's addition, downtown, VCU area)
552. Distracted drivers that refuse to yield and will actively speed up to try and make it across the intersection first or avoid yielding to a pedestrian/biker. A lack of enforcement (not automated enforcement) to drivers to who act recklessly.
553. Intersection visibility and not stopping at crosswalks.
554. speed and attention
555. Sidewalks are obstructed, no bike lanes, narrow roads - with little room for non-drivers (walk,run,bike). Too much speeding
556. The plan to keep putting in traffic circles that people obvious don't navigate well here instead of speed bumps and stop signs- which are also cheaper

557. No sidewalks or bike paths
558. One-way streets encourage speeding
559. People running stopsigns. Happens more often than not. There are lots of questions about automated speed enforcement but what about automated stopsign enforcement?
560. Car first design to roadway and sidewalks, we've built roads and sidewalks to encourage cars to drive faster. Which makes walking/biking and using sidewalks harder. We have 2 children and go for walks with a stroller, wagon, and it needs to be safer.
561. People driving WAY over the speed limit in residential areas, ignoring stop signs, pedestrians, and cyclists. It is SICKENING.
562. Lack of pedestrian and speed-calming infrastructure
563. Distracted drivers, aggressive drivers toward cyclists, and complete lack of enforcement from police.
564. texting while driving, aggressive driving, drivers not caring about bike riders or walkers, it is like they are pissed off that they have to yield to them, no accountability for bad behaviors, running red lights at high speeds
565. 4 way intersections without stop signs, not enough roundabouts like on floyd ave
566. Running red lights and stop signs, not following posted signs (e.g. going straight in a turn-only lane), speeding, aggressive driving, blindingly bright headlights
567. Lack of pedestrian and bike infrastructure, i.e. sidewalks, crosswalks, protected bike lanes
568. Traffic signals should be adjusted so ONLY pedestrians can cross. No right turns on red. Also, blind turns, particularly around Arthur Ashe.
569. I am afraid I will be hit in the crosswalk. It happens most when people right turn on red or left turn on a yield and fail to yield for pedestrians. I have almost been hit many times.
570. Cary and Main between Carytown and VCU - horrible for pedestrians, drivers rarely stop at crosswalks; need more bike infrastructure. not paint, like physical barriers. VCU Hospital campus needs bike lanes. Drivers frequently park in bike lane buffer zone
571. Infrastructure is designed for cars and not anyone else. Need to be improved and minded towards pedestrians, cyclists, and other forms of transport. We need better education, infrastructure, and enforcement - not just cameras surveilling.
572. Motorcycles on weekends and bicycles on Thursday nights ignoring ALL traffic rules
573. Lack of hardened/protected bike lanes. Speeding.
574. I was hit by a car while walking home through a parking lot. I called the police, reported it, had and plate number, NOTHING was done
575. Distracted, incompetent, and aggressive drivers. I am so sick of seeing drivers with their phone in their hand. I am sick of nearly being hit by a car while walking or cycling because drivers aren't looking.
576. Bike lanes not respected, people ignoring crosswalks and pedestrians, people speeding through left turns not looking despite crosswalk signs for pedestrians, drivers not respecting bikers even in bike lane roads.
577. Lights are timed poorly, so people feel the need to run them or speed to get between them so they don't double the length of a short trip
578. Distracted driving, speeding, unpredictable driving, cars blocking sidewalks, cars blocking crosswalks.
579. speeding, distracted driving, failure to yield to pedestrians, aggressive driving
580. Vehicle vs pedestrian or vs. bike impacts
581. Distracted driving. Drivers not making way for pedestrians or cyclists.
582. Lack of sidewalks. Speeding.
583. Phone use while driving, people doing illegal turns/stops/etc because they don't want to be inconvenienced by their mistake, shorter on ramps on highways running red lights,
584. Speeding
585. Distracted and careless driving. Roads with endless room to drive recklessly.
586. pedestrians being hit
587. Cars running stop signs/lights, distracted drivers, people in a hurry

588. Difficulty crossing road to reach bus stop, fear with my child crossing the street, homeowners leaving debris (leaves, branches, trash cans, cars) in the bike lane
589. Unsafe/ unaware drivers
590. Distracted driving (phone use)
591. rushing to make the light
592. pedestrian injuries
593. Speeding
594. Distracted and aggressive drivers. It isn't an issue so much of infrastructure as attitude -- as if only they matter.
595. Distracted and entitled drivers + lack of non-bus public transportation. Pedestrian safety = slower car traffic = angry drivers. Need a faster option. Everyone is dopamine pill by instant gratification.
596. Distracted driving
597. everything
598. Kids on electric bikes going faster than motorcycles and not obeying road signs
599. safe roadway crossing for pedestrians/active transportation, safe sidewalks/bike lanes
600. Mobile phones and distracted driving, parking extending to the end of the block making it difficult for both pedestrians and motorists to see what they need to see to be safe
601. Cars running stop signs.
602. drivers running red lights, not using turn signals, failing to merge safely, drag racing
603. People glued to their phones while driving. Residential streets are too wide. Street redesign takes too long and are focused outside of the densest pedestrian areas and are too far focused.
604. Speeding and general recklessness
605. Crosswalks in school zones, many are setup outside of zone or none existent
606. distracted driving, high speed, no safe options for non-drivers
607. Road crossings, bike and pedestrian space
608. Blatant disregard for driving laws (running stop signs, red lights, passing at excessive speeds over a double yellow line). Distracted driving.
609. Red light runners
610. Incompetent drivers doing whatever they want
611. Speeding, distracted driving, lack of enforcement, lack of marked pedestrian crosswalks
612. The culture around driving here is terrible. More public transit would help get more people off the road.
613. I frequently have to dodge cars making turns that don't notice me on foot
614. crossing the street, cars not yielding
615. Inadequate sidewalks and inadequate pedestrian crossing
616. Reckless driving
617. Lack of enforcement. People's inability to navigate roundabouts both in terms of yielding and signaling and speed
618. Distracted driving, not yielding to pedestrians at crosswalks, including right on red. Speed makes the impact of these distractions worse
619. Lack of human police enforcement of existing laws
620. Distracted drivers
621. Distracted driving and indecisive driving. Making it clear that pedestrians have the right of way rather than leaving it up to interpretation.
622. red light runners, people swerving around GRTC busses, double parkers.
623. Dirt bikes speeding, weaving through traffic, running lights and stopping traffic
624. All of them

625. Lack of pedestrian and cyclist centered infrastructure. cars dominate and do not tolerate or respect others who choose or are required to use different forms of transportation
626. No accountability, no enforcement.
627. People not paying attention! People are just too angry and in a rush.
628. Speeding (or driving faster than is safe given the circumstances), failure to yield to pedestrians, lack of good road design (raised crosswalks, protected bike lanes)
629. Too many people are in a hurry so they drive aggressively, tailgate, honk for no reason, etc
630. Police do not enforce any laws. They do not care. The city needs to either force their hand or install traffic calming measures. Actual protected bike lanes. Easy to read signage.
631. Safe routes to school, more stop signs, more signalized crosswalks
632. speeding
633. Lack of sidewalks and bike lanes that force pedestrians and cyclists into the line of traffic.
634. There are no sidewalks. No crosswalks or benches for bus shelters. No bike lanes. Dangerous potholes. Zero actual law traffic enforcement in residential areas. I don't think automated speed enforcement works because people get bills in the mail and ignore
635. Speeding on residential cross streets
636. PROTECTED BIKE LANES
637. Pedestrian safety
638. Distracted, impaired, speeding drivers. On the main roads that bound my neighborhood, every single day, I see multiple drivers driving 35+ mph while looking at their phone. Almost every day, I smell marijuana from passing cars.
639. Pot holes from the snow, distracted driving, the pedestrian deaths once a month
640. Road design that enables speeding. Drivers not fully stopping at stop signs or red lights. Lack of enforcement for red light running. Drivers do not follow the law for pedestrians at road crossings. We cannot install speed cameras everywhere.
641. Everyone speeds, including the police
642. Distracted driving
643. Lack of safety for walkers, runners, and cyclists at intersections and crosswalks.
644. Drivers speeding and on phones
645. Reckless and menacing driving with lots of weaving around cars and through crosswalks
646. Road rage, people on the phone while driving
647. speeding on roads like Grove Avenue or Robinson that have heavy pedestrian traffic but no yielding or even looking from cars at crosswalks or lights
648. Frequently see drivers rushing to turn as soon as the walk signal turns on so they can rush before a pedestrian starts walking, and other drivers often follow suit.
649. Speed, school buses and trailers parking in a way that blocks visibility, LACK OF PED/BIKE INFRASTRUCTURE
650. There needs to be a better way to maneuver around the city during marathons
651. cell phone usage
652. phone use while driving
653. Pedestrian
654. Distracted drivers, lack of safe pedestrian crossing areas
655. Blind corners at intersections, either due to vehicles or trees blocking the view of cross traffic
656. lack of sidewalk infrastructure
657. Limited protected bike infrastructure, inconsistent sidewalk availability, unsafe crossing conditions
658. people speed + use phones when driving. roads are in rough shape and bike lanes are non-existent or super sketchy
659. Everyone texts here. No one is paying attention to anyone else! It's wild. I learned to drive in Massachusetts and we're called massholes but everyone is paying attention. Here, every driver is in their own world and it's INSANE.
660. Cars having free reign over the roads without respect for the safety of other road users.

661. Roads are designed to prioritize cars (heavy vehicles) over other road users in ways that make roads less safe for other users (like cyclists and pedestrians)
662. We lack protective barriers on roads that share with bikes
663. using phone
664. Distracted driving
665. Adhering to traffic signals
666. Pot holes
667. People speeding in areas that have blind spots, such as curvy roads.
668. distracted driving, speeding, not paying attention to pedestrians
669. speeding, distracted driving, impaired driving, poor pedestrian and bike infrastructure
670. cars prioritized. In my opinion, every street should be as confusing as Jefferson avenue (well designed for people). It is now impossible to speed there. I want to believe speed enforcement works, but I know it doesn't.
671. lack of bike lanes and sidewalks
672. around VCU Health campus, road rage from I Deck departure
673. distracted driving is too much!
674. no sidewalks, too many bike lanes, not enough buses to accommodate people
675. Pedestrians not using cross walks. Road rage.
676. texting and driving
677. texting and driving
678. lack of safety for walkers and cyclists due to speeding and distracted drivers!
679. Drivers running the stop sign and not stopping in the city and residential
680. Not yielding to pedestrians
681. speeding
682. roundabouts that are WAY too small to be effective :(
683. People in cars not yielding to pedestrians, driving and cell phones
684. No real crosswalks and signals for those who wander
685. People are driving too fast
686. potholes sidewalks
687. We live near intersection of Laburnum and Chamberlayne. There are people asking for money in the median every day. I worry about their safety. Cars speed up and run reds often. It seems like trying to avoid them. So many accidents there.
688. running red lights
689. People purposely going through red lights. I see it DAILY
690. street racing on W Broad
691. speeding and risking driving behaviors (such as distracted driving or impaired driving) are all dangerous
692. safe sidewalks/cracked sidewalks lead to walking in the street congesting roadways
693. lack of sidewalks/pedestrian access
694. No sidewalks or bike lanes to get places, no shelter or safe areas at bus stops...very dangerous for children!
695. speeding, aggressive behavior from drivers, failure to yield to cyclists and pedestrian and the disabled
696. Speeding, lack of stop signs, and speed bumps
697. Roadway design, many roads have no shoulders.
698. Some streets have no sidewalks so people are shoulder to shoulder with cars on the road.
699. Missing or damaged and too narrow sidewalks. Streets are too wide, crosswalks too far apart, drivers not following rules
700. Intersections
701. Need Concrete Barrier Protected Bike Lanes

702. Speeding, lack of safe, connected travel options for non-drivers
703. Running red lights
704. distracted driving, drivers not yielding to pedestrians, drivers not giving cyclists enough space when passing, drivers being impatient, aggressive driving, driving in general, poor maintenance of bike/ped facilities, disconnected sidewalks/bike lanes
705. Roads need to be constructed to accomodate high traffic
706. cell phone use
707. Passing in a no-passing zone - distracted drivers
708. what is the plan for traffic on Fairground Road with traffic coming from Powhatan, etc. to get on 64 at Oilville? - Goochland has a HUGE amount of cyclists on VERY narrow, hilly roads
709. Bicycles riding side by side - using cell phones
710. cyclist/bike riders holding up traffic
711. speeding, tailgating, aggresive driving
712. Speed
713. phone use
714. lack of law enforcement presence
715. Speeding on Mankin Rd. (Not enough speed limit signs) 45 mph - passing cars on a double line
716. Not enough safe pedestrian pathways! Rural communities have really dropped the ball in development that includes safe people pathways (bike lanes, sidewalks) to reach local amenities like libraries, parks, grocery stores, banks.
717. Potholes Road conditions
718. Need wider roads. Or at least repair potholes on the sides of the road. Bikers need to stick to roads that have bike lanes. Very unsafe.
719. Road conditions - patching over patches - roads without lines
720. Large biking groups on rural roads not allowing vehicles to pass safely
721. no sidewalks!
722. large bike groups riding in narrow, hilly, curvy rural roads. The can't be seen and group is too large to get around them.
723. cyclist on rural roads (Manakin Rd, Dogwood Trail)
724. bicyclists on curvy, hill backroads
725. Phones
726. Speeding, following too close, distracted driving
727. Limited walkability or bikeability

Reddit Comments Received

The following comments were received on Reddit in the r/RVA, r/ChesterfieldVA, r/AshlandVA, and r/Hanover subreddits.

A verified Reddit account by a PlanRVA team member created a post titled, "How safe do you actually feel driving, biking, or walking around RVA?". The post received over 28,000 views and 162 comments between the three subreddits. Similar posts were made on r/bonair, r/HenricoCounty, and r/Midlothian, and had 3,000 views but received no responses.

ID	Date	Comment	Response to ID?
1	2/24/2026	I don't. I'm in the Museum District. When I had my dog (may he rest in peace), I regularly feared getting hit by a car. I would look both ways and cross carefully, but drivers still flew around corners. And forget crossing Ellwood near Crenshaw, Dooley, or Auburn. Those "pedestrian crossing" signs lasted about 15 minutes before they were demolished and the city abandoned the idea.	n/a
2	2/24/2026	The flying around corners bit is so real in that area [MD]. It doesn't help that so many people park RIGHT UP to the corner too that it makes it almost impossible to see around their car for anyone in the crosswalk.	1
3	2/24/2026	The city really needs to eliminate parked cars from being too close to the intersection on Ellwood, when you're turning onto it from a side street you can barely see any cars coming	1
4	2/24/2026	I'm terrified for my dog everywhere in this city. If it's not fear of being struck by a car, it's that he's gonna eat some nasty discarded foodstuff, he's gonna step in some other dog's parasite-laden crap or broken glass. Can't even take him to dog parks anymore because they're full of shit and litter and in disrepair, full of owners who aren't observant, dogs that aren't fixed or vaccinated.	1
5	2/24/2026	Everyone drives with their phone in their lap or on their steering wheel. You have to just keep your head on a swivel when you're a pedestrian. Also try to make eye contact with drivers if they are stopped and you are crossing near them. I haven't cycled around the city in years but not sure I'd do it now.	n/a
6	2/24/2026	Safer than when I was Boston but the bar for that was in hell	n/a
7	2/24/2026	I completely gave up motorcycles due to how drivers and other riders behave around here. And it's not just the typical "didn't see you, sorry" stuff - drivers are genuinely dangerous.	n/a
8	2/24/2026	Im convinced the average driver in Richmond wants to kill everyone else in their view. And it wasn't this scary as a pedestrian 10 years ago.	7
9	2/24/2026	I could bike the less than 3 miles it is to go to work. But I don't. Know too many who have been hit, or near hit, to ride even in the bike lanes.	n/a
10	2/24/2026	I hear about pedestrian deaths due to cars all the time nowadays. I've had friends who got hit while biking and ended up with broken necks and limbs. Hell, I don't even like driving around anymore. People are incredibly and increasingly distracted and drive like they have a death wish.	n/a

ID	Date	Comment	Response to ID?
11	2/24/2026	<p>I lived in the Fan and Museum District for any years, 2000s to early 2010s. Never felt unsafe walking or biking back then. Driving could be a bit of a pain downtown from construction or traffic, but never had an issue.</p> <p>Now I live in Henrico, I drive into and work in the city, and I am constantly on edge both as a driver and pedestrian. I make a concerted effort to only cross streets at high visibility crosswalks. I'm never on my phone when walking in the city.</p> <p>I've had two colleagues hit while walking around the VCU campus. I've seen drivers going 40-50mph in areas where the speed limit is 25. People have walked or biked out in front of my moving car to cross the street, not at crosswalks, didn't even know I was there. People don't signal anymore.</p> <p>I'm constantly blown away. So now I always assume the other person, be it pedestrian, cyclist, or driver, is a completely distracted moron and has no self-preservation instincts. My partner and I used to call driving to work "meat dodge" where I'm basically white-knuckling my steering wheel when driving around the places I used to live. It's served me well but things really felt different a decade or two ago.</p>	n/a
12	2/24/2026	<p>Can relate to this and have seen the same. I've found the area downtown/near VCU to be the worst because you really need to be careful on all 3 fronts (bad drivers, bad bikers, and bad pedestrians).</p> <p>Think part of this is that everyone is addicted to their phones. I've seen a lot of pedestrians walk across a street, not at a crosswalk, with headphones on staring at their phone, never having looked anywhere other than their phone. I don't know of very many places in the world where that pedestrian would be safe to do that.</p> <p>And as bad as that is, drivers looking on their phones is far worse from a consequence perspective because they can very easily kill someone.</p> <p>It's gotten to the point where I avoid driving in the city as much as possible and if I'm a pedestrian, I'm avoiding crossing anywhere until I know the road is clear.</p>	11
13	2/24/2026	<p>No it's genuinely insane. It's like every driver on the road is in a secret contest for who can drive the worst. Defensive driving isn't enough in 2026, I'm having to employ zombie apocalypse levels of situational awareness just to make it to work.</p> <p>And yeah for some reason the meta in driving now is to go like minimum 15 over the speed limit. Whenever I go the speed limit in an active school zone (ya know, like with little kids crossing the street) EVERYBODY speeds around me.</p>	11
14	2/24/2026	<p>This is definitely a pre and post 2020 thing. There are way more people on the roads than ever before and they do not care about what happens to anyone else. Seems like most drivers want to kill and many pedestrians want to die.</p>	11
15	2/24/2026	<p>I bike all over downtown (Fan, Monroe, Church Hill) and feel pretty safe. You have to be smart and take the slower and less trafficked roads. RVA is more bikable than most cities at least in the older sections where you have a street grid. Wouldn't bike in the suburbs though - too many fast arterials.</p>	n/a
16	2/24/2026	<p>Not at all for biking, in fact buying a bike when I lived in the city felt like a waste cause I never wanted to use it. Walking is mostly fine, but drivers almost never stop even if you're in a crosswalk.</p>	n/a
17	2/24/2026	<p>Unsafe for red light running and rolling stop signs alone. I think there should be cameras at every intersection that automatically hand out tickets with escalating fines. About the fifth one you get will have you selling your car to pay the fine. Problem solved.</p> <p>Either buy into the idea that roads are a public space that we all share and get on board with it or get a fucking bus pass. If I'm in front of you I'm not in your way or inconvenient, I'm in front of you.</p>	n/a

ID	Date	Comment	Response to ID?
18	2/24/2026	We just need traffic enforcement, period. Whether it's downtown or on the interstate, I can't go ten minutes without some jackass blowing by all the traffic at least 30 over the speed limit. They do it because they can get away it, when they stop getting away with it, they'll stop doing it.	17
19	2/24/2026	Agree except by 5 you lose your license for some period of time	17
20	2/24/2026	Unfortunately by state law there is a limit to how many cameras can be deployed per locality which is 1 for every 10,000 residents which means Richmond can only deploy 23 cameras. They can move them around though. Last week two safety cameras were moved from Westover Hills Elementary to Mary Munford Elementary.	17
21	2/24/2026	I've never seen any in the Fan, Museum District, or Scott's. They need to be used for neighborhoods not just schools	20
22	2/24/2026	<p>Increasingly unpopular opinion but stronger enforcement and harsher penalties for these sorts of dangerous traffic violations are a good thing however automated red light cameras are not the way it should be done.</p> <p>Time after time after time after time you see localities eagerly sign up and deploy automated red light cameras/speed cameras/etc., and almost without fail the actual operation and ticketing process for them ends up being outsourced to a 3rd-party for profit company who is designed to profit off of tickets and not actually protect any drivers. These companies "give" the devices to the localities to roll out where they see fit, and then the 3rd party companies collect the majority of the revenue first to reimburse the wildly inflated valuations they decide their "gifts" are actually worth and then continuing on in perpetuity, all the while maintaining a vested corporate interest in increasing, not decreasing, the total amount of revenue these cameras collect.</p> <p>The road to hell is paved with good intentions and while Richmond (and pretty much every other major city) could do a hell of a lot better regarding traffic calming and protecting pedestrians and cyclists, normalizing mass third-party corporate surveillance is simply not the way to see it done.</p> <p>Like didn't we literally go through this with the Flock cameras?</p>	17
23	2/24/2026	I don't really enjoy walking downtown anymore.	n/a
24	2/24/2026	<p>I live downtown and have a car, but decided pretty early on that the number of genuinely fucking horrific drivers is far too terrifying for driving in the city to be worth it.</p> <p>Even though I walk absolutely everywhere now, I still don't feel safe. I've had more close shaves with people on their phones and assholes with road rage than I can count on two hands. It's been something I've thought about a lot even more recently; a woman was hit and killed last Monday on the street I cross to get home every day, and one of the people who passed back in January worked at the same company as I did. Whether people care to acknowledge it or not, it affects all of us, all the time.</p>	n/a
25	2/24/2026	<p>I think traffic enforcement is a good idea, but changing limits only increases the fines but likely won't change behavior.</p> <p>The attempts at traffic calming design on major roads and in some neighborhoods have been thwarted by either compromise with NIMBY folks and/or lack of proper infrastructure - paint is not the same as a physical barrier given people ignore regular road lines all the time.</p> <p>Additionally, it doesn't help there's blind intersections all over the place.</p>	n/a
26	2/24/2026	Re: blind intersections, people (not you) bitch about these in dense areas with a lot of street parking and then bitch when the city starts enforcing parking within 20 feet of the end of a block. Can't have it both ways, champ!	25
27	2/24/2026	I don't at all, I used to walk EVERYWHERE. I used to bike all the time. Now, I have zero trust that I am safe, even on a sidewalk.	n/a

ID	Date	Comment	Response to ID?
28	2/24/2026	Not very safe. I walk my dog 3-4 miles every day in the museum/carytown/fan area and there is RARELY a day where I don't get impacted by someone's shit driving. Whether its stopping IN the crosswalks, or not stopping at stop signs, or going 45 down Cary at 7am...	n/a
29	2/24/2026	<p>Unsafe, I don't bike on roads anymore</p> <p>I'm all for reducing vehicle speeds and increasing bicycle/walking safety. However, there's only so much that speed bumps, flashing pedestrian signs, and rubber bollards can do when you're faced against drunks/junkies/yahoos distracted by their phones.</p>	n/a
30	2/24/2026	That'd be a big ol' goose egg.	n/a
31	2/24/2026	<p>personally i walk/bike everywhere. i'd say i feel unsafe occasionally, but not all the time or even most times. i grew up in the area and am always aware of my surroundings, i guess i don't have much of a frame of reference to compare richmond to.</p> <p>edit: not saying this to be like "well i think it's fine" - clearly the number of pedestrians and cyclist deaths and injuries is evidence to the contrary, and something needs to be done. but i am a little surprised by the comments here, just based on anecdotal experience. i live in the fan and know plenty of people who get around primarily on foot. all the more reason to make sure they can do so safely.</p>	n/a
32	2/24/2026	I'm dressed like a traffic cone 24/7	n/a
33	2/24/2026	<p>I walk to and from my office in Chamberlayne Industrial from the Museum District every day. The walk offers numerous routes between 2.5 to 3.2 miles each way. Over the years of being tapped by a couple of cars and thinly avoiding life ending situations I've opted for walking the railroad tracks from Hermitage to the back entry of Chamberlayne Industrial to cut the walks on sidewalks significantly. The most dangerous part of the walks consistently tend to be crossing crosswalks in the fan and museum district. I've considered quitting walking altogether, but my dog and I both need the exercise. If I hadn't lived in the city my entire adult life I'd probably consider moving to a smaller town that doesn't have the traffic perils found here.</p> <p>One thing for sure - I wouldn't bike this city again. I had way too many close calls. For me cycling occurs outside of RVA. I'm just not brave enough to bike her and I haven't been that brave for a good 20 years. What really blows my mind is all of the scooter drivers who seem to have absolutely zero fear along with zero helmet. Crazy business.</p>	n/a
34	2/24/2026	In a month, what percentage of crosswalks have you arrived at where a car actually stops for you?	n/a
35	2/24/2026	i feel less safe driving here than I did when I spent a summer in LA lol	n/a
36	2/24/2026	<p>Not exactly RVA but I live less than what should theoretically be a 5 minute walk to Lewis Ginter and I cannot walk to Lewis Ginter. The lack of safe sidewalks or at least maintained wide shoulders in so many parts of our counties and city is astounding.</p> <p>That's not even getting into how people drive around here. I hardly feel safe being in a car even over walking! We invested in a dash cam and the number of almost accidents we see on the regular would shock most normal people off the roads you'd think.</p>	n/a
37	2/24/2026	<p>I'm terrified to bike off the sidewalk and I hate crossing the street, even at crosswalks with flashing lights that you trigger to show you are crossing.</p> <p>I saw a car almost hit someone in said lighted crosswalk, while the light was flashing, close enough that the other pedestrian could slap the hood, and the DRIVER honked at him as if the pedestrian was in the wrong.</p>	n/a
38	2/24/2026	I live in the Fan and I no longer walk, bike, or drive around the neighborhood on weekends. The motorcyclists and four-wheelers are everywhere driving like lunatics and doing stunts and the city refuses to do anything about it.	n/a

ID	Date	Comment	Response to ID?
39	2/24/2026	<p>Driving: I drive my 26 year old truck to work downtown because no way do I want to bring anything newer down there to get either crashed into or have someone in the deck smash their door against it. My truck's primary color is rust, I let my brother borrow it one time and he brought it back with a literal hole that you could see through in the body and I was all like- Thats cool.</p> <p>Walking: Almost get hit by a car at least a few times a week, not even kidding.</p> <p>Walking dog: Nope, my dog is cool with people but not with dogs. 9 out of 10 dogs around here seem to be off-leash, I don't want to fight that many people/ OC spray that many dogs/ pry that many dogs out of Fluffy's jaws.</p> <p>Biking: Road- hell nah. Trail- hell yeah but keep your damn dog on a leash.</p>	n/a
40	2/24/2026	<p>I don't understand this one:</p> <p>Drivers should always yield to pedestrians at crosswalks, even if they are not marked.</p> <p>If a "crosswalk" is not marked, then it's not a crosswalk. There's many intersections where there's a crosswalk marked on one side but not the other. This means that I, as a pedestrian, should move to the side of the street with the crosswalk in order to cross. For example, Stuart at Arthur Ashe, the crosswalk over Ashe is on the north side of Stuart Ave, drivers must stop for people trying to cross there, but pedestrians should not expect drivers to stop for crossing on the south side of Stuart. Is that incorrect?</p>	n/a
41	2/24/2026	<p>I didn't get the question either.</p> <p>My rule of thumb is if there's a corner people will cross, even if its not marked. As a driver if I see someone crossing anywhere I yield. As a pedestrian i try to cross where I am most visible.</p> <p>I don't know if there's a one size fits all wording to describe how things should work for every type of intersection. Maybe the city should clearly mark every corner where there is a sidewalk?</p>	40
42	2/24/2026	<p>If you're in the city safe to assume there's sidewalks everywhere? Either way you should look and see people?</p>	41
43	2/24/2026	<p>There are marked and unmarked crosswalks. So basically even if it's not painted, that whole area where it could be painted is still a crosswalk. However, if there is a painted crosswalk, you should try to use that. They just aren't always available.</p>	40
44	2/24/2026	<p>That's incorrect, if it's a formal crossing point and a pedestrian is there you should wait</p>	40
45	2/24/2026	<p>What's a "formal crossing point" then?</p>	44
46	2/24/2026	<p>Anywhere that a sidewalk opens up to a road</p>	45
47	2/24/2026	<p>I gave up unless it's mtb or the cap trail. Too many lunatics and lack of bike lane travel</p>	n/a
48	2/24/2026	<p>I exclusively walk and ride transit to get around. When on foot, I generally assume that all vehicles are driven by blind idiots who hate pedestrians, and act accordingly. This may sound harsh to drivers, but it's saved my life on more than one occasion. Before I adopted this mindset (when I was new to this), I almost got run over a couple of times. So that should give you an idea of how safe I feel.</p>	n/a
49	2/24/2026	<p>I live in the museum district. I either drive or walk. Riding a bike is more dangerous to me than the other two. You're just open game with only a bike helmet for protection. Being on the road with a lot of these drivers simply isn't safe. And I say this living on Floyd. When driving, I'm protected by metal and vehicle structure. When walking, at least I'm on the sidewalk protected by parked cars. And when crossing the road/intersection, I just wait until there are absolutely no cars coming until I cross. I'm definitely not in a rush to get somewhere if I'm walking so I'm patient and take my time.</p>	n/a

ID	Date	Comment	Response to ID?
50	2/24/2026	100% the parking situation all over the fan and museum district is insane. We need to start having people illegally parked towed	2
51	2/24/2026	I was crossing the other day, street clear both ways, and a car turned onto the street and purposely accelerated until they nearly hit me, then honked at me and gave me the finger as they blew past. It seriously feels like I'm risking my life every time I cross the street here.	8
52	2/24/2026	<p>This is a great question. Virginia code makes this distinction between marked and "unmarked" crosswalks:</p> <p>When crossing highways, pedestrians shall not carelessly or maliciously interfere with the orderly passage of vehicles. They shall cross, wherever possible, only at intersections or marked crosswalks. Where intersections contain no marked crosswalks, pedestrians shall not be guilty of negligence as a matter of law for crossing at any such intersection or between intersections when crossing by the most direct route.</p> <p>It goes on to detail situations when drivers must stop for pedestrians, including:</p> <p>When a pedestrian is in their lane or an adjacent lane and approaching their lane at:</p> <ul style="list-style-type: none"> Marked crosswalks (midblock or at block ends) Unmarked crosswalks at intersections (sidewalk line extensions) Intersections on roads with speed limits of 35 mph or less <p>The driver must remain stopped until the pedestrian has passed their lane and "the driver of any other vehicle approaching from an adjacent lane or from behind the stopped vehicle shall not overtake and pass such stopped vehicle."</p> <p>Also:</p> <ul style="list-style-type: none"> The drivers of vehicles entering, crossing, or turning at intersections shall change their course, slow down, or stop if necessary to permit pedestrians to cross such intersections safely and expeditiously. Pedestrians crossing highways at intersections shall at all times have the right-of-way over vehicles making turns into the highways being crossed by the pedestrians. <p>There are some more peculiarities to this, so I encourage anyone interested to read the code in detail.</p>	40

ID	Date	Comment	Response to ID?
53	2/24/2026	<p>That's helpful, thanks, but your link isn't working for me. If your bullet-pointed list reflects the code accurately, then it says drivers are expected to stop for pedestrians in a lane at marked crosswalks and at intersections, but not that drivers should stop for pedestrians not already in a lane, i.e. pedestrians that are on the sidewalk or curb.</p> <p>I'm all for stopping to let pedestrians pass, but when I stop to allow a pedestrian to cross just anywhere, I get rear-ended or my car blocks the view of drivers behind me in the adjacent lane and suddenly the pedestrian is struck because the other driver hasn't seen any markings, wasn't expecting anyone to cross. Ideally,</p> <p>"the driver of any other vehicle approaching from an adjacent lane or from behind the stopped vehicle shall not overtake and pass such stopped vehicle."</p> <p>but that's so often not the case, and I'm always scared that when I stop for a crosser some other driver won't. You see that sort of thing with school bus stops too frequently.</p> <p>As a pedestrian, can I walk westbound in the median of Monument Ave crossing all the north-south streets and expect cars to stop for me? Can I cross into the center of a traffic circle? I feel like if I do those things I'm risking my life. If I'm at a 4-way intersection where 3 of the crossings are marked but one isn't, that tells me it's unsafe to cross at the unmarked spot and I should make 2 or more crossings instead.</p>	52
54	2/24/2026	<p>Marking isn't just painting, it can instead be signage, lights, raised pavement or bricks, among other indicators.</p>	43
55	2/24/2026	<p>It's a societal problem. When there are no consequences, you find out who people really are. It's not only traffic related. I don't know if we can go back to what it was before but, if it's possible, I'm pretty sure consequences will have to be part of it. Better/more public transportation options would help too.</p>	n/a
56	2/24/2026	<p>Like life is a gamble and the days are so many decks.</p>	n/a
57	2/24/2026	<p>I don't feel safe until I'm in my house. No one moves around this city like they care about consequences.</p>	n/a
58	2/24/2026	<p>Always keep your head on a swivel and be aware of your surroundings. You really need to be aggressively defensive out there and expect the worst out of drivers. Even when you have the right of way.</p>	n/a
59	2/24/2026	<p>100% safe. we have just as many bonehead drivers as we do bonehead pedestrians. the rules are good and the roads well marked and easy to follow. unfortunately we can't do much better than that. there will always be idiots breaking the rules and making things unsafe. thankfully we are pretty good around here. i never feel that i need to do more than the basic safety precautions.</p>	n/a
60	2/24/2026	<p>I adjust my route when I'm driving to only use intersections with traffic control on Main/Ellwood and Cary because of the parked cars.</p>	50
61	2/24/2026	<p>What's stopping the city from making these 4 way stops? I always get weird looks when I stop to let people cross, even from the people I'm trying to let cross.</p>	1
62	2/24/2026	<p>Pedestrians yield to cars at those intersections, no?</p> <p>Stopping traffic for pedestrians (unless they're already going ofc) just creates more confusion.</p> <p>Misunderstood rules are more dangerous than pedestrian yield crosswalks.</p>	61
63	2/24/2026	<p>Is that not a rule in the city? Thought it was a thing that if a pedestrian is at the crosswalk, cars must yield. It is in other places in VA. Why have a crosswalk if pedestrians can't ever use it?</p>	62
64	2/24/2026	<p>Drivers yield to pedestrians already in the crosswalk.</p> <p>If they're waiting at the crosswalk to enter the street, pedestrians may not enter the street in disregard of approaching traffic.</p> <p>https://law.lis.virginia.gov/vacode/title46.2/chapter8/section46.2-924/</p>	63

ID	Date	Comment	Response to ID?
65	2/24/2026	Ah so the "you must stop for pedestrians even waiting for the crosswalk" is a locality thing, not a state law. And Richmond doesn't have that rule, cool cool cool.	64
66	2/24/2026	That may be true but I don't know of any specific municipal ordinances that require you to stop for pedestrians waiting at the crosswalk. And if it is a thing, Richmond might have that rule but nobody knows about it. What towns have that requirement?	65
67	2/24/2026	Pedestrians have to be super careful with one-way roads that have more than one lane. The car may be stopped in the first lane, but it doesn't mean that the second lane is safe.	61
68	2/24/2026	Yeah I get that. It's been ingrained in me that if you see a pedestrian at a crossing, you yield. It helps that others would do that too. I'm guessing the norm here is "fuck them pedestrians"?	67
69	2/24/2026	I feel the same way as you, but I started to think differently about multi-lane one-way streets when I learned the term "Wave of Death." It sucks because it feels like stopping to allow someone to cross is exactly the kind of cultural example that needs to be set. However, lots of people really do have a "Frak 'em!" mentality, and now I'm worried that being kind and considerate might get someone killed. It's incredibly frustrating!	68
70	2/24/2026	I've seen more people driving while staring at their smartphones here than anywhere else. It's a problem everywhere, but Richmond seems to be punching above their weight in distracted driving.	5
71	2/24/2026	Yes it was. Edit: in 2016 there were 41 severe pedestrian injuries and 9 deaths. Even 10 years ago drivers sucked.	8
72	2/24/2026	its probably my biggest pet peeve too. I would be ecstatic if they started enforcing it. maybe more no parking signs need to be put up near curbs.	26
73	2/24/2026	I think the city has started doing just that in come neighborhoods!	72
74	2/24/2026	good. it is needed. most people are not going to obey the curb rule unless there is a sign.	73
75	2/24/2026	This. I've biked over 15 years in the city all over. No issues.	15
76	2/24/2026	Lemme tell you how much faith i have in the people around this town...i look both ways when crossing a one way street.	n/a

ID	Date	Comment	Response to ID?
77	2/24/2026	<p>If you're in the city safe to assume there's sidewalks everywhere?</p> <p>Did you take the survey? It seemed to be aimed at residents of a MUCH larger area than the city. At a certain point the sidewalks stop, even in the city limits.</p> <p>Either way you should look and see people?</p> <p>"Looking" and "Seeing" are two different things. True, you will only see someone if you look, but it's also true that you can be looking and not see. As in -> bro steps out between two parked SUVs (with solid black window tint) with his face buried in his smart phone and one long legged stride puts him in front of your car.</p> <p>The only law that matters at that point is the law of physics. I've never hit a pedestrian, but I've had two (2) close calls in my life as a driver that match this description.</p> <p>FWIW I grew up just outside of NYC, and we were taught that if you're not sure if a driver can see you, assume they can't and that they will drive like a jackass and run you over. Like the TV show says - "stay safe out there".</p>	42
78	2/24/2026	<p>I'm just saying that, as a pedestrian, I do not consider a crossing with no markings as a crosswalk. Simply that a sidewalk goes into a street does not make it safe for me to cross there. So an unmarked crosswalk is not a crosswalk, so I'm confused that the survey is treating two different scenarios similarly. I've always been taught that a crosswalk is marked and is therefore supposedly safe to cross, but the survey is suggesting it should be acceptable to cross a street at any intersection. Maybe we can get to a point where pedestrians are free to meander about the city safely, wandering into traffic fearlessly, but until then, I'm not going to expect cars to stop for me at unmarked crossings.</p> <p>And we're not even getting into areas where there's no sidewalks. Scotts Addition is full of 4 way intersections where 1 side of the street has a sidewalk, but on the same side of that street across the intersection is no sidewalk. Marked or not, to me, that's not a safe place to cross.</p>	54
79	2/24/2026	It ain't like DC so....	
80	2/24/2026	As someone who lives in Churchill, I'm pretty concerned about the number of people who insist on running on the road, at night, without any reflective gear. I'm worried I will end up injuring someone just because I couldn't see them while driving until its too late.	
81	2/24/2026	while i disagree that we can't do much better, i think a lot of other comments on this thread are bordering on pearl-clutching. like what do you guys mean you're afraid to go anywhere lol	59
82	2/24/2026	there is probably room for improvement. but these comments are so funny. it's like they went outside and were just offended that cars exist at all.	81
83	2/24/2026	I don't want to put 100%, but I really can't think of a time a car hasn't stopped for me while in a crosswalk.	34
84	2/24/2026	you should not be biking on the sidewalk. bicyclists are supposed to be in the road and follow the same rules as cars.	37
85	2/24/2026	It is legal to bike on the sidewalk. I checked.	84
86	2/24/2026	The lack of streetlights and sidewalks in Chesterfield county is alarming. I had to drive Sunday night when it was snowing and the combination of no streetlights, wet snow on the road and oncoming headlights on 2 lane roads made it nearly impossible to see the road paint.	

ID	Date	Comment	Response to ID?
87	2/24/2026	<p>My bike was my main form of transportation during the aughts of the century, but I felt safe then. Fewer city inhabitants=fewer cars? Also, when I was a freshman at VCU, they actively discouraged us from keeping a car on campus. I'm not sure that's done anymore.</p> <p>I feel way less safe now. When I drive, I go slow and constantly scan. When I walk my dog, I always check a couple of times before crossing and make eye contact with car drivers around me. I stay off high traffic roads like 25th St because I'm afraid of accidents ending up on the sidewalks. I only ride my bike in my hood and stay on calm streets. If I want to ride around another part of town, I drive my bike over instead of risking the long trip on our streets.</p>	
88	2/24/2026	<p>I don't. I live Less than 2 miles from the hospital where I work, and anything other than a car commute would be asking for a trauma admission. Hospital is in Richmond, house is in Chesterfield, so the problem doesn't end at the city limit.</p> <p>I have biked in on weekends, and it's truly lovely. I would love to walk or bike to work regularly.</p>	
89	2/24/2026	I took the survey, likely won't count for much. Chesterfield needs sidewalks	
90	2/24/2026	Trick question, I don't! Almost 100% because of drivers.	
91	2/24/2026	A woman literally died last week because a person driving a car didn't stop when she was in the crosswalk legally/during the walk signal. I'm glad you've never had that experience, but based on other comments it seems you might be in the minority.	83
92	2/24/2026	Have you not heard about the slew of pedestrian deaths recently? Or do you not think that's a valid reason for people to be concerned about walking in the city? Also curious if either of you have ever ridden a bike in the city. It can be pretty damn scary.	82
93	2/24/2026	<p>i mean, i ride my bike to work every day and i live in the fan. i am aware of the recent pedestrian deaths and have agreed that changes must be made.</p> <p>however, i also bike down some major arteries like the boulevard regularly without incident. i abide by standard safety precautions and generally don't feel unsafe.</p> <p>i'm really more surprised to see some of these comments than anything - i feel like the "drivers are distracted or going too fast" sentiment is in no way limited to RVA and some suburbanites simply shudder to imagine walking around downtown when i and many others do every day, sometimes by necessity 🙄</p> <p>none of that to say that richmond doesn't have a pedestrian safety problem, just that i'm not convinced that certain people who say they're afraid to drive around on weekends are being realistic</p>	92
94	2/25/2026	<p>I think it is a combination of this:</p> <ul style="list-style-type: none"> a. More people from the north have moved here. b. Younger generation drivers can't drive. c. More people from countries that ignore traffic rules are now living here. d. Use of phones while driving. e. Pedestrians crossing very slowly while either looking straight ahead or staring at their phones, assuming the driver will not run them over. 	8
95	2/24/2026	same. right after a week where I got fucked with by multiple drivers. brake checks. stopping at yellows. all sorts. and I was just a solo rider going the limit	7

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96	2/25/2026	<p>but changing limits only increases the fines but likely won't change behavior.</p> <p>"people are insensitive to prices but only when driving" is a core-of-the-sun hot take for traffic design.</p> <p>The funny part of this -- if that is actually true, then the logical response by the city is just to keep increasing fines until behavior does change. Which sounds like a policy win-win.</p>	25
97	2/25/2026	<p>I agree! I live in Rocketts Landing and bike to the 10th Street Y. I take the Capital Trail. I notice cyclists who insist on taking Dock Street, which has no shoulders. It is as if they are too good to be on the trail going into downtown.</p>	15
98	2/25/2026	<p>If only losing their license was enough to keep people from driving.</p>	19
99	2/25/2026	<p>Is it just me, or does that survey prioritize speed?</p> <p>I mean, speed is definitely a factor sometimes but what I seem more frequently in this area are people just being ridiculously aggressive and not paying attention. Most accidents and pedestrian injuries are caused at low speeds and densely congested areas where people are pulling stupid tricks. That's where every accident and near call I have ever been in has occurred.</p> <p>Feel like they are just gearing up to try and justify the flock cameras for speed control without actually doing anything like blocked sidewalks and dedicated bike Lanes that actually make a difference for the community. Preventative measures will always be superior to punishment and enforcement because punishment and enforcement will never stop these events from happening, only punish people afterwards and we need preventative measures to save lives.</p>	n/a
100	2/24/2026	<p>You don't need to survey people to wonder if its safe for people to bike around. And what kind of people.</p> <p>You just have to measure the amount of people using bikes in the road. If its small amount of people weaving around traffic (mostly dudes), then its unsafe. Its alot of people, some with kids in toe, then its safe.</p>	n/a
101	2/25/2026	<p>100% I thought id be biking, kid in tow. Now actually living here, I see how absurd and dangerous it is... Smh</p>	100
102	2/24/2026	<p>Agree with all the folks in the thread talking about phone use being the primary reason for unsafe driving.</p> <p>It sounds absurd to me, as a cyclist having moved from a denser, more populated city that people think Richmond somehow magically has worse people, worse drivers, here than other places. People are people everywhere, and the design of the infrastructure and density of drivers, along with the increasing problem of phone addiction has more to do with any of the problems on the road</p> <p>It feels quite safe to me on the roads compared to other places, mostly because it's a small city.</p>	n/a
103	2/24/2026	<p>I thought i was clear that it's not perfect. nothing is. There will always be accidents. but i think our safety is still much higher than average and that our current laws and regulations are sufficient. if there are sensible improvements that can be made than we should absolutely explore them.</p> <p>There is danger in everything we do. being on an active roadway in any capacity is one of the more dangerous ones. it always will be. I ride my bike and walk all over the city. from church hill to willow lawn. it can be scary at times. But I take the proper safety precautions, like wearing a helmet, crossing at a light, and using hand signals.</p> <p>So no, I don't think there is a valid reason for people to be concerned about walking the city. the many many many times people have shared the road safely far outweigh the unsafe ones. Simply do what you can to protect yourself and others and you will be fine. this will ring true no matter what new laws or road changes are made.</p>	92

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104	2/24/2026	<p>We need a bike "highway" where we have dedicated floating parking bike lanes every 0.5 miles in most of Richmond city. That would make biking safer.</p> <p>Also monument Ave is weirdly not pedestrian friendly other than there is a place to stop in the middle.</p>	n/a
105	2/25/2026	<p>I would love to see this area develop better bicycle infrastructure. More dedicated bike lanes and paths over "sharrows". Also, putting the lanes in places where people actually want to travel. What we have in place currently often seems so randomly placed, you have to ride part of the way feeling unsafe till you reach the point where a dedicated bike lane starts. I guess what I'm saying is, pretty much every road (with the exception of major highways) should have bike lanes integrated!</p>	n/a
106	2/24/2026	<p>i moved here from nyc, with a previous lifetime in boston and honestly its just ok. ive had to become much more aware when jaywalking, as cars here dont seem afraid to hit you at all, compared to the cities. driving around? the most dangerous people i've dealt with on the road are 80+yrs old wearing supplied oxygen while driving or those with already destroyed cars. i live right near monument and the lack of crosswalks across it terrify me while crossing, especially at night.</p> <p>drivers here have actually no regard for pedestrians and the amount of pulling out into traffic you need to do to see cars is half of the streets.</p>	n/a
107	2/24/2026	<p>I nearly got hit by a woman today when I was crossing at an intersection. She honked and waved because she's a dumb asshole.</p>	n/a
108	2/25/2026	<p>car is king here - i feel extremely cautious walking and would not consider biking if I want to live. thank god for the overheated buses</p>	n/a
109	2/25/2026	<p>the roundabout in front of union market is especially awful. i was a pedestrian crossing in the crosswalk the other day MUCH before a car even entered the roundabout and they sped up, almost hit me, and then threw their arms up like i was crazy for giving them the double middle fingers.</p> <p>also, id you're not already in the roundabout you YIELD TO PEOPLE IN THE ROUNDABOUT. you're not special, stop thinking it's your turn to go just because your direction is more straight.</p>	n/a
110	2/26/2026	<p>I was on my bike and got hit by a car turning into an alley on S Cathedral PI by Cathedral of the Sacred Heart. I was launched off my bike and crash landed on the rear end of a parked car. My bike was stuck on the bumper of the car that hit me. I wasn't seriously injured, and pried my bike off the car and rode home. So I would say no, I don't feel safe biking in Richmond.</p>	n/a
r/ChesterfieldVA			
C-1	2/24/2026	<p>I cross one, one-way street twice a day in the city. I look both ways like I'm a third grader crossing streets for the first time.</p>	n/a

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C-2	2/24/2026	<p>Safety is certainly one thing but the economic opportunity to connect local neighborhoods to local shopping centers is a massive miss. If there is a destination like restaurants, bars, barber, salon, etc, with paths to those places, the population would then be able to decide whether to bike/walk or drive.</p> <p>in a community like Brandermill, that has over 15+ miles of paved trails, just under 4,000 residents, yet we have one 4ft wide path leading to market square which has multiple restaurants, post office, florist, dentist etc. We have one walkway but no flashing lights for pedestrians to cross safely getting to market square ,nor any flashing lights at many spots on Milridge and Brandermill parkway,</p> <p>Now imagine that this neighborhood could walk / bike comfortably across, over or under Hull street and you have the movies, groceries, Target, etc. to a walking population, it's a huge miss.</p> <p>I've done tons of biking, I rode cross country in 2012 - over 4k miles by bike. Virginia in my opinion is pretty bike friendly compared to some other states and it has done a lot to improve walk/ bike options but it is very project specific (capital trail) and not systemic across new developments and revitalization of certain areas and the majority of people don't see it as a safe thing to partake in unless using dedicated paths.</p>	n/a
C-3	2/24/2026	<p>The people who have lived in other cities will know that RVA and Chesterfield - are quite tame.</p> <p>People who've never lived anywhere but here, are the ones who will be screaming about how horrible and unsafe it is, and are probably some of the very people I shake my head in disbelief of at when I'm on the road.</p>	n/a
C-4	2/24/2026	<p>There are a lot of bike prima donnas that fly down the sidewalk on the boulevard bridge (nickel for the older folks). Take it easy. If you are that tough, then ride on road or be more patient with the people that walk. Or hang around so we can "discuss" the situation.</p>	n/a
C-5	2/25/2026	<p>I frequent all of those areas. Throughout the day, they all have parts that I wouldn't visit at 10pm at night. That being said, they're all pretty safe for driving. I'd say tue outskirts of the counties aren't the best for biking, that should happen in parks. For walking, I'd stick to RVA unless you're specifically hiking, only because the traffic, not because of crime.</p>	n/a
C-6	2/24/2026	<p>Yeah, returning here after living 20 years split between DC, Miami, and NYC, I think the drivers here are too cautious and considerate towards others- sometimes to the point of danger.</p>	C-3
C-7	2/24/2026	<p>Within the entire area? I can honestly only think of a handful of small places that I would feel any kind of insecurity walking around in. They exist but it's not large swathes of the city by any means.</p> <p>But I say this as a man at the same time.</p>	n/a
C-8	2/24/2026	<p>Lots of pedestrians get hit in Chesterfield. It's not safe for walking or running at all</p>	n/a
C-9	2/25/2026	<p>That rt 10, rt 1 intersection area is extremely dangerous. Really concerning considering there are multiple schools within walking distance from there.</p>	C-8
C-10	2/25/2026	<p>I have a friend that lives 1/2 a mile from work but cannot walk.</p> <p>She lives right off Parham and would have to cross Broad. There is zero pedestrian infrastructure.</p>	n/a

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C-11	2/25/2026	<p>I live in Chesterfield. A couple years back I bought an e-bike and began occasionally commuting to work. My commute is on roads that are 35 mph, minus one short segment (a few hundred yards) that is 45. Part of it includes a segment of on the road bike lane (the painted line "bike gutter" style of bike lane).</p> <p>I've encountered all kinds of road rage (even though my bike does 27 and I'm on roads that are 35). I was hit once in the bike lane section breaking my collar bone. It happened right in front of Thomas Dale high school. Many people in this town ignore that the bike lane exists. People drive in it. People park in it during school pick up and drop off times. Cops don't enforce anything even though one of them works as a crossing guard for the school. People block the bike lane with their cars right in front of him every day.</p> <p>Lots of other drivers have been kind and considerate, but I've had many close passes, tailgaters, people obviously raging out. That happens maybe 10 to 15% of the time i commute by bike.</p>	n/a
C-12	2/28/2026	Chesterfield needs sidewalks and crosswalks. Especially after the extension of the bus route down Midlothian Tnpk. It's extremely dangerous to be a pedestrian in most of the counties.	n/a
r/AshlandVA			
A-1	2/24/2026	<p>Completed. Wish it had sliders for various options. Things I often bring up in these sort of surveys in Ashland is lack of crosswalks or sidewalks in a lot of areas in town. I would love to see a push for road diets, more roundabouts, and I'd love to see some elevated crosswalks so that they double as speed humps.</p> <p>People fly down the roads and I've even seen Ashland cops fail to stop for pedestrians on England St. North James is also a bad road to be a pedestrian or biker on, m. Thompson Street could really use a road diet. It's far too wide for a 25mph street.</p>	n/a
A-2	2/24/2026	Time to start hollerin' about crosswalks	n/a
r/Hanover			
HA-1	2/24/2026	Is there a sidewalk or bike lane in Hanover? Other than the fall line? I know there's a bike lane on sliding hill but it doesn't cut it.	n/a
HA-2	2/24/2026	There are sidewalks in the Atlee area. Many of them are contiguous 😊	HA-1
HA-3	2/24/2026	Hmmm yes I forgot Kings Charter has them. Any others? I would really like a cut through or sidewalk from Milestone to Ash Creek. It's just a short distance to run but I'm not comfortable taking others.	HA-2