



Appendix A

Engagement Summary

Appendix A: Public and Stakeholder Engagement Process and Results

Documentation

The Regional Transit Study incorporated a robust engagement process based on clear outreach objectives. The project established early and continuous engagement through a public involvement process beginning in July 2021 and continuing through September 2022. The process involved various community members and stakeholders through multiple channels and opportunities.

The scope of work, agreed upon by the City of Charlottesville, Albemarle County, DRPT, and entrusted to the TJPDC to execute planned for two public meetings and two community surveys. In response to requests from the community, the TJPDC expanded these efforts to include additional outreach, ensuring engagement from future and current transit users.

Engagement Objectives

At the beginning of the study process, a project team developed an engagement plan that set objectives, phases, and strategies for public involvement. Because this process was partially an MPO effort, public and stakeholder activities were consistent with the MPO's federally required engagement documents, including the Public Participation Plan and Title VI Plan. With these considerations, the engagement plan set four objectives:

- **Educate and Inform:** Educate the public and stakeholders on the overall process, general transit issues, and what that means to the region.
- **Identify Needs:** Identify transit needs and other concerns in the community.
- **Be Transparent and Inclusive:** The process strove to be as inclusive as possible to ensure that all community and stakeholder voices were heard. Communication strategies should foster transparency in all project processes, materials, and meetings.
- **Review and Affirm:** Review draft documents, alternatives, and final recommendations. Participants' opinions would be respected, well documented, and the basis for policy direction in the vision.

Engagement Phases

Given these four objectives, the engagement plan detailed three phases for involving the public and stakeholders. These phases include: (1) Listen, (2) Envision, and (3) Affirm. This framework aimed for each subsequent phase to build off the progress made in the previous steps.

The **Listen phase** focused on educating the public and stakeholders on the existing conditions and influences that will likely affect regional transit. The consultant team also listened to and strove to understand local aspirations and ideas for future transit services. Community and stakeholder input helped shape the vision and goals for the process and informed development of vision alternatives tested in Phase 2.

The **Envision phase** built on the earlier step and confirmed the draft vision and goals. Engagement strategies explored long-term transit alternatives for the region. The alternatives provided an opportunity to test different approaches to serving the region's long-term needs. The process focused on educating the community on the tradeoffs and choices associated with these future alternatives. Participants had opportunities to express their preference for future outcomes and interest in supporting different approaches.

The **Affirm phase** built off the Envision step by confirming the reactions to alternatives and related policy direction. It focused on developing the draft Regional Transit Vision Plan based on the prior input and sharing the draft Plan. This input helped refine the final plan documents.

Summary of Engagement Activities

The project team designed various strategies to fulfill the four core objectives. Due to feedback from multiple stakeholders, the engagement process expanded to incorporate additional meetings, surveys, and public intercepts.

Website

A project website launched in September 2021 and functioned as an online resource throughout the process. The project team actively updated the site with information, surveys, notices about meetings, interactive maps, and draft deliverables.

Community Surveys

Four survey instruments gathered feedback on needs, goals, and alternatives. This strategy included two surveys in Phase I and two in Phase II. There were additional variations of these surveys, with hardcopy versions and short forms that offered a more concise set of questions.

The Phase I survey launched in September 2021 and closed in January 2022. There were 673 responses to a SurveyMonkey questionnaire about transit priorities. Using an online map from “Social PinPoint,” an overlapping exercise collected 328 unique users. Combined, the Phase I surveys recorded feedback from 1,001 respondents.

The first Phase II survey launched in June 2022 and closed nearly three months later. This longer form included more complex questions about the two vision alternatives. Given these characteristics, the initial survey targeted stakeholders and collected 134 responses. The study team developed a short-form version of the Phase II survey and collected 305 responses. TJPDC staff used a hardcopy version at public events, as the website continued to offer an online version of the survey.

Stakeholder Workshops

The process included five workshops, where the project team presented to transit stakeholders and the Regional Transit Partnership (RTP) to gather feedback during different phases of the study. Those discussions included:

- **July 2, 2021:** RTP Meeting
- **September 8, 2021:** RTP Meeting
- **October 7, 2021:** Joint stakeholder and RTP Meeting with over 30 additional stakeholders
- **April 28, 2022:** RTP Meeting
- **May 26, 2022:** RTP Meeting

Public Forums

The study included three public meetings, which met objectives under Phase I and II. Due to the pandemic, the first two events were virtual, and the third occurred in-person at the Transit Center. These included:

- **November 18, 2021:** Forum #1
- **June 23, 2022:** Forum #2
- **July 12, 2022:** Forum #3 – Engaged over 60 riders

Public Intercept Events

Working with Albemarle County’s public outreach department, TJPDC attended the Soul of C’ville event to gather feedback and distribute information about the Transit Vision Plan. The event occurred on August 13 at the Ix Art Park, where staff collected dozens of survey responses.

Focus Groups

TJPDC staff organized five focus group discussions with stakeholders representing various groups. The project team wanted to reach dependent transit riders, including seniors, people with disabilities, Spanish speakers, and people with low incomes.

- **June 13, 2022:** Nelson County Senior Group (JABA)
- **June 14, 2022:** Underserved and People with Disabilities Populations
- **June 22, 2022:** Spanish-Speaking Community Discussion
- **August 8, 2022:** The Piedmont Housing Alliance to discuss additional engagement using a local youth group
- **August 17, 2022:** Continued meeting with Piedmont Housing Alliance to discuss additional engagement using a local youth group

There were ongoing discussions with various stakeholders to collect feedback and share communication channels. Those groups included IMPACT C'ville, PAH, C3, PEC, JABA, Sin Barreras, Jaunt, CAT, UTS, and UVA Hospital. Several of these groups forwarded information about the transit surveys or other project notices to their staff or networks.

Presentations

The project team presented to numerous groups throughout Phase I and II of the process. Presentations included time for discussion and questions. The schedule included:

- **August 12, 2021:** Places 29-North Community Advisory Committee
- **March 1, 2022:** IMPACT C'ville
- **June 1, 2022:** Albemarle Board of Supervisors
- **June 6, 2022:** City of Charlottesville City Council
- **July 12, 2022:** Nelson County Board of Supervisors
- **June 14, 2022:** Greene County Board of Supervisors
- **June 15, 2022:** Fluvanna County Board of Supervisors
- **June 22, 2022:** Regional Housing Partnership
- **July 20, 2022:** MPO Citizens Transportation Advisory Committee
- **July 27, 2022:** MPO Policy Board

- **July 28, 2022:** Louisa County Staff
- **September 19, 2022:** Louisa County Board of Supervisors

Mailings and Notices

Other communication strategies educated the public about the process, informed the public of engagement opportunities, and fostered general outreach.

- **June 22, 2022:** Developed and mailed bilingual postcards to addresses in the transit-dependent neighborhoods to advertise the survey and events. It went to approximately 800 addresses.
- Coordinated with Albemarle County on outreach to underserved communities.
- Press releases and news stories throughout the process.
- Coordination with stakeholder groups on electronic newsletters.
- Posted flyers on busses, at the transit center, libraries, and other community bulletin boards.

Document

Refer to the following attachments that document the process. Materials include:

- I. Public Engagement Plan
- II. Phase I Public Engagement Summary
- III. Phase II Open House Summary
- IV. Summary of Focus Group
- V. Phase II Survey Results
- VI. Mailings and Notices
 - a. Postcard
 - b. Public Notices
 - c. Flyers
 - d. Correspondence
 - e. News Stories

Charlottesville-Albemarle Transit Vision Plan

Public Engagement Framework
DRAFT 7/14/15

INTRODUCTION

This is an administrative document that guides engagement efforts for the Charlottesville-Albemarle Transit Vision Plan process. The following engagement framework provides additional detail to the approved scope of work for this project and is not intended to supersede that approved scope of work.

This document is divided into two parts – the Engagement Framework and the Communication Channels. The Engagement Framework describes the overall phases of engagement and major milestones in the process and the Communication Channels describe the outreach channels (website, social media platforms, etc.) that will be used to maximize public participation in the process.

Engagement Guidance

The Thomas Jefferson Planning District Commission (TJPD) will oversee the Transit Vision Planning process. This Commission also staffs the Charlottesville-Albemarle Metropolitan Planning Organization (CAMPO). Because this process is at least partially an MPO effort, public and stakeholder activities should be consistent with the MPO's federally required engagement documents, including the [Public Participation Plan](#) and [Title VI Plan](#).

A. ENGAGEMENT FRAMEWORK

ENGAGEMENT OBJECTIVES

For an efficient and successful public engagement process there should be well-defined objectives that guide development of meetings, discussions, surveys, and other activities. The Transit Vision Planning process has the following overarching engagement objectives:

Educate and Inform

A core objective will be to educate the public and stakeholders on the overall process, general transit issues, and what that means to the region.

Identify Needs

An early objective will be identifying transit needs and issues in the community. This objective includes understanding the local knowledge of, and opinions about, the community and its transit services.

Be Transparent and Inclusive

Public engagement efforts should inspire trust in the process. This can be supported by being as inclusive as possible to ensure that all community and stakeholder voices are heard and by being transparent in all project processes, materials, and meeting information throughout the process.

Review and Affirm

Stakeholders and the public will have an opportunity review draft documents, alternatives, and final recommendations. Participants' opinions will be respected, well documented, and will form the basis for policy direction in the Vision.

ENGAGEMENT PROCESS

The public engagement framework is organized into three major phases: (1) Listen, (2) Envision, and (3) Affirm. This framework is designed so that each phase will build off the progress made in the previous phase.

Phase 1. Listen

The Listen phase focuses on educating the public and stakeholders on the existing conditions and influences that will likely have an impact on transit in the region. The consultant team will also listen to and strive to understand local aspirations and ideas for future transit service. Community and stakeholder input will help shape vision and goals for the process and will inform development of vision alternatives being tested in Phase 2.

Timeframe: August 2021 – November 2021 | Aligns with Tasks 1 through 3 in the Scope of Work

Activities:

- Coordination meetings with Project Working Group
- Website Updates
- Vision Survey
- Work Session with the Regional Transit Partnership
- Public Forum on “Visions for the Future of Transit”

Phase 2. Envision

The Envision phase will build off the Listen phase by confirming the draft vision and goals and exploring long-term transit alternatives for the region. The alternatives will provide an opportunity to explore and test different approaches to serving the region's long-term needs and learning about the tradeoffs and choices associated with future alternatives and related transportation infrastructure. This exercise include evaluation of economic and community impacts. Participants will be given opportunities to express their preference for future outcomes and interest in supporting different approaches.

Timeframe: December 2021 – March 2022 | Aligns with Task 4 in the Scope of Work

Activities:

- Coordination meetings with Project Working Group
- Website Updates
- Alternatives Survey
- Work Sessions with the Charlottesville City Council and Albemarle County BOS
- Public Forum on “Future Transit Alternatives”

Phase 3. Affirm

The Affirm phase will build off the Envision phase by confirming the reactions to alternatives and related policy direction. It will focus on developing the draft Regional Transit Vision Plan based on the prior input and sharing the draft Plan through the public engagement process and website to get input. This input will be used to refine the final plan documents which will be posted on the website.

Timeframe: April 2022 – July 2022 | Aligns with Task 5 in the Scope of Work

Activities:

- Coordination meetings with Project Working Group
- Website Updates
- Work Session with the Regional Transit Partnership
- Posting of Draft Plan on website and hardcopy version in public locations with opportunity for public comment

B. COMMUNICATION CHANNELS

Channels for communicating this project will be focused on anyone who lives, works, goes to school, shops, or visits the region. Specific methods should be used to attract a diversity of participation that reflects the entire region. This should include strategies for hard-to-reach populations and those who would not typically get involved in a community planning process. These strategies should also be focused on making sure the word is being spread to different demographic groups, community groups and organizations throughout all the geographic areas. Consultant staff will be responsible for developing information content for communicating and TJPDC staff will be responsible for guiding and implementing the overall distribution process for information.

Project Webpage

Ongoing

The TJPDC will host the project page on its website: <https://campo.tjpc.org/>. The consultants will develop online content for the PDC to post online. This activity includes three major updates to the project page, aligned to the three phases of the engagement process.

Schedule:

- Draft webpage content – July to August 2021
- TJPDC staff reviews content – August 2021
- Page goes live – September 10th, 2021
- First update – fall 2021
- Second update – Winter 2022
- Third update – spring 2022

Surveys

Two surveys will be conducted through the process:

Vision Survey – Prior to the “Visions for the Future of Transit” public forum, the Vision Survey will provide an opportunity for respondents to share their voice and ideas. This online questionnaire will align with questions asked at the public forum and will augment forum inputs. The questionnaire will be open for approximately two weeks before and after the forum. The questionnaire design will focus on gauging support for critical policy directions and implementation ideas

Alternatives Survey – Prior to the “Future Transit Alternatives” public forum, the Alternatives Survey will provide an opportunity for respondents to share their voice and opinions about the long-term transit alternatives for the region. This online questionnaire will align with questions asked at the forum and will augment forum inputs. The questionnaire will be open for approximately two weeks

before and after the forum and will use extensive graphics to convey transit alternatives in a user-friendly manner.

Stakeholder Workshops (4)

The process will include four stakeholder workshops at key points in the process. These include discussions with the following:

1. **Regional Transit Partnership (RTP)**. This will be a visioning workshop.
2. **Charlottesville City Council**. The consultants will present information after drafting the initial work products.
3. **Albemarle County Board of Supervisors**. The consultants will present information after drafting the initial work products.
4. **Regional Transit Partnership (RTP)**. The consultants will present the draft Vision Plan to the RTP for review.

Public Forums (2)

There will be two public meetings, scheduled at times to ensure productive input from the public.

1. Public Forum on “Visions for the Future of Transit”

Serving as the community kickoff event for the planning process, the Visions for the Future of Transit Forum will provide participants with an opportunity to learn about key trends and issues that may impact the future of transit in the region and to provide reactions to these considerations. Activities will be focused on advancing the understanding of community interests and participants views of their future transit needs. Exercises will be designed to help inform development of the Plan’s vision and goals. An exit questionnaire will track critical information about participants to identify any groups to target for future outreach.

2. Public Forum on “Future Transit Alternatives”

Serving as the 2nd public workshop, the Future Transit Alternatives Forum will present a series of potential transit futures for the region based on their input in the “Listen” phase. Corridor and technology alternatives will be presented, and opportunities will be provided to gather reactions to the alternatives. Exercises will be designed to engage participants in guiding the Plan’s policy direction and future recommendations. An exit questionnaire will track critical information about participants to identify any groups to target for future outreach and vetting of the final plan document.

Phase 1 Public Engagement Summary

Transit Vision Plan for the Charlottesville Area

1 Introduction

The Regional Transit Study Team is using a public and stakeholder engagement process and technical analysis to develop a single, unified vision for the future of transit service in the Charlottesville area.

The project has established early and continuous engagement through a robust public involvement process beginning in July 2021 and continuing through January 2022 (See Figure 1). The process engaged a range of community members and stakeholders through a variety of channels and opportunities.

This Technical Memo provides detailed summaries of the Phase 1 Engagement process as of April 2022 and is organized by section based on the engagement activities conducted to date:

1. Website
2. Project Steering Committee and Stakeholder Meetings
3. Public Workshop
4. Surveys

Each section summarizes the purpose of the outreach activities, advertising methods and key takeaways. In addition, the memo concludes with Next Steps and an Appendix containing a full summary of all comments received.



Figure 1. Project Timeline

2 Website

Study-related information, such as project background, technical mapping, and summaries of meetings were posted to a dedicated [webpage](#) that was linked via the [TJPDC website](#). The website went live in September 2021 to support public engagement efforts. Two surveys were deployed on the website, a visioning survey that asked the public what their opinions were about potential objectives and goals for the future of transit in the area, as well as an interactive mapping survey that allowed participants to show their preferred transit destinations on a map of the area. Additional information about the surveys can be found in Section 5.

3 Project Steering Committee and Stakeholder Group Meetings

3.1 Regional Transit Partnership Steering Committee

The Regional Transit Partnership (RTP) for the Charlottesville area acts as the steering committee for the Vision Plan. The RTP includes representation from the City of Charlottesville, Albemarle County, JAUNT, the University of Virginia, and the Virginia Department of Rail and Public Transportation (DRPT). Rural communities are represented by a JAUNT board member specifically designed as the rural representative. The majority of the RTP voting members are elected officials appointed to represent the public. The non-voting members include staff from transit related agencies representing:

- CAT
- JAUNT
- Albemarle County Student Transportation
- Charlottesville Student Transportation
- Charlottesville Albemarle Metropolitan Planning Agency
- RideShare
- UVA Hospital
- Charlottesville Area Alliance
- University Transit System

These agencies have daily contact with their riders both in the rural and urban areas and are able to represent the needs they see in the community.

The study team met with the steering committee twice, once on July 2nd, 2021, to kick off the project and review the schedule and scope, and once on September 8th, 2021, to review the transit propensity analysis and the approach for the public forum. In the next phase of the project, they will also help identify alternatives; and provide feedback during the alternatives analysis process.

3.2 Regional Transit Partnership Stakeholder Workshop (October 7, 2021):

In October 2021, the study team organized a stakeholder workshop that included the Regional Transit Partnership, as well as other jurisdictional and community stakeholders. The goal of the workshop was to hear from stakeholders about their transit goals and priorities for the

region and to begin developing the vision for the Regional Transit Vision for the Charlottesville Area. Approximately 30 stakeholders participated throughout the morning workshop. The primary takeaways from the workshop included:

- Primary Themes:
 - A strong interest in expanded and improved service in the region overall;
 - Uniting land use planning with housing affordability planning and public transit; and
 - Creating a different type of transit service for future needs and conditions (e.g., post-COVID impacts, not focused on peak commuting hours, and exploring on-demand transit).
- Additional Key Themes:
 - The importance of equity in developing and designing high-quality transit;
 - Environmental considerations: climate change and air quality; and
 - Exploring what it means to have a holistic, multimodal and fully-connected transportation system in the region.

A full summary of this stakeholder workshop can be found in Appendix 2A.

4 Public Forum

On November 18th 2021, the Thomas Jefferson Planning District Commission (TJPDC) hosted a virtual public meeting over GoToMeeting Webinar from 6:30 pm to 8:00 pm and served as the community kickoff event for the planning process. The forum provided participants with an opportunity to learn about key trends and issues that impact the future of transit in the region and to provide reactions to these considerations. Activities focused on advancing the understanding of community interests and participants views of their future transit needs. Exercises were designed to help inform development of the Plan’s vision and goals. A recording of the meeting can be viewed [here](#). Approximately 20 attendees from the public participated.

4.1 Public Forum Advertising

One hundred and forty-three agencies were sent invitations and marketing materials asking them to share the information with their constituents and networks. The community organizations represented are shown in Table 1.

Table 1. Community Organizations Contacted

Target Groups	Organizations Contacted
Albemarle County	Staff from parks, economic development, student transportation, & community centers, Board of Supervisors
The City of Charlottesville	Planning staff, residents, businesses and chamber of commerce, City Council, Neighborhood Development staff, Deputy City Manager for Racial Equity, Diversity, and Inclusion

Charlottesville-Albemarle MPO Committees	Charlottesville Transportation Advisory Committee, CA-MPO Policy Board, CA-MPO Technical Advisory Committee
Representatives from Rural Counties	Rural Transportation Technical Assistance Committee, Staff from Fluvanna, Louisa, Greene, and Nelson Counties, Scottsville, Board of Supervisors for the Scottsville District, Scottsville Planning Commission,
Residents	Forest Lakes Board of Directors
Transit dependent Populations	Blue Ridge Area Food Bank, JMRL Library, Piedmont Virginia Community College, Region 10 Community Service Board, United Way of Greater Charlottesville, Virginia Organize, Yancey Community Center, JABA, MACAA Community Action Co., Monticello Area Community Action Agency, International Recue Committee, Independence Resource Center, Sentara
Representing community members	Cville Clergy Collective, Community Climate Collaborative
Minority Specific	Black Professional Network of Charlottesville, Charlottesville Minority Business Program, Crescendo Juntos, UVA Latino Student Alliance, Sin Barreras Charlottesville
Business/Property Managers	Director of Property Operations for Great Eastern Management Company, Sentry Management Property Manager, Carriage Hill Apartments Property Manager, Northrop Grumman, Corrigan
Low-Income Housing	Charlottesville Low Income Housing Coalition, Charlottesville Redevelopment Housing Authority, Habitat for Humanity, PHAR, Piedmont Housing Alliance
Tourism	Charlottesville Albemarle Convention & Visitors Bureau
Public Transit	Jaunt Riders, CAT, UVA and Jaunt staff
University of Virginia	UTS, School of Architecture, UVA Foundation
State	Commonwealth Transportation Board, VDOT, DRPT

The event was publicized in multiple formats:

- Transportation operators (CAT, JAUNT) passing out flyers and posting on screens;
- Press release and [news article in CBS local news](#);
- Social media posts;
- Direct email communications from jurisdictions involved (Counties: Albemarle, Fluvanna, Greene, Louisa, Nelson, Buckingham; City of Charlottesville);

- Announcements at public meetings (City of Charlottesville and Albemarle County); and
- Direct email communications from stakeholders, especially Regional Transit Partnership (RTP) members and Citizen’s Transportation Advisory Committee (CTAC) members.

4.2 Summary of “Visions for the Future of Transit” Forum (November 18, 2021)

The goal of the public meeting was to hear from the public about their transit goals and priorities for the region and to begin developing the vision for the Regional Transit Vision for the Charlottesville Area. The format of the public meeting was interactive with three background questions, a presentation, and then another series of questions to respond to and comment on eight potential vision goals. Attendees were presented with eight initial visioning goals and asked to rank the top four. Attendees also considered whether anything was missing. The most important goals identified by the attendees are listed and reflected in Figure 2 below:

- Enhance the regional transit system, with more and higher quality service;
- Connect to more places that customers want to travel, and knit these services together;
- Improve equity (serve the populations that most need improved transit service); and
- Promote sustainability and solutions to climate change.

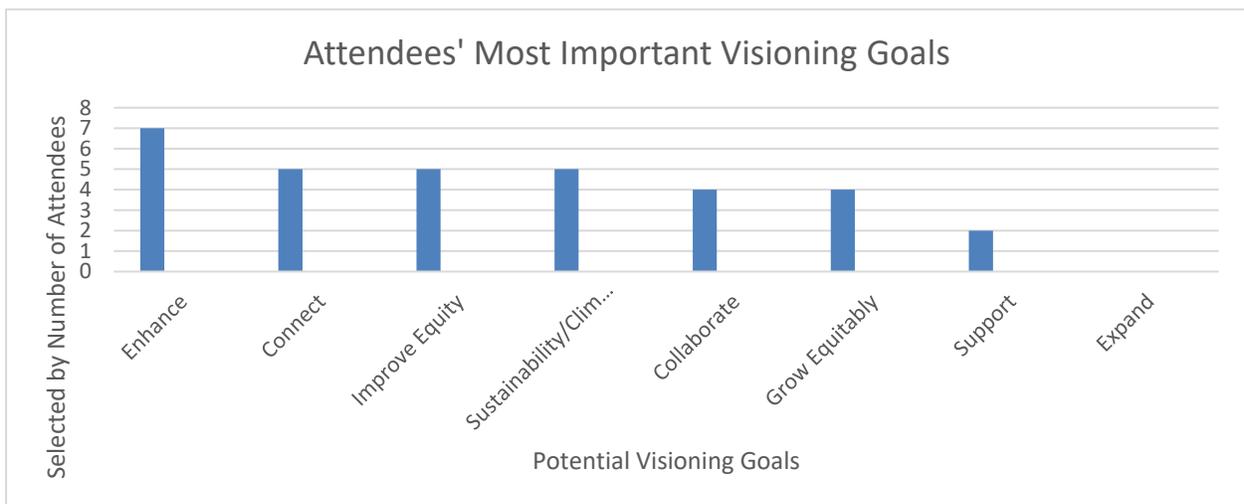


Figure 2. Summary of Vision Goals from Public Forum

A full summary of the meeting and participant list can be found in the Appendix 2B.

5 Online Surveys

The study team developed two online interactive surveys to solicit public input on transit priorities. The surveys introduced the public to the project, solicited feedback on priorities (both conceptually and geographically) and collected information about the respondents themselves. The surveys were open for responses from September 2021 to January 2022.

Attachment C includes the full results of both the survey efforts, including charts summarizing survey responses, individual comments and map results.

5.1 Survey Advertising

The surveys and flyers advertising the surveys were distributed to the same list as the public meeting (Table 1 above) and advertised to transit riders through CAT, UTS, and Jaunt. In addition to multiple emails and committee presentations about the opportunity to participate in the survey, individual personalized emails were sent to the following agencies asking them to encourage their constituents to participate in the survey:

- University Transit Services
- Blue Ridge Area Food Bank
- Cville Clergy Collective
- Forest Lakes Home Owners Association
- JMRL Library
- Piedmont Virginia Community College
- Region 10 Community Service Board
- United Way United Way of Greater Charlottesville
- Virginia Organizing
- JABA (seniors)
- MACAA Community Action Co
- Black Professional Network of Charlottesville
- Minority Business Program
- Monticello Area Community Action Agency (MACAA)
- Independence Resource Center
- Sin Barreras Charlottesville
- Piedmont Virginia Community College
- Fluvanna County
- Fluvanna County Administrator
- Charlottesville Low Income Housing Coalition
- Nelson County
- Town of Scottsville
- Board of Supervisors - Scottsville District
- Albemarle BOS
- IMPACT Cville
- Mt. Zion First African Baptist Church
- Ebenezer Baptist Church
- First Baptist Church
- Fluvanna County

In an effort to recruit minority participants staff made additional emails and phone calls to organizations that represented mostly minority populations, like faith-based organizations. The City of Charlottesville Deputy City Manager for Racial Equity, Diversity and Inclusion assisted with distribution of the survey as well.

5.2 Transit Priorities Survey Results

673 people filled out the survey by the survey end in January 2022. The following section summarizes community feedback based on the main survey questions.

5.2.1 Respondent Characteristics

The survey collected demographic data about the respondents. Below is a summary of the characteristics of survey respondents:

- More than 30% of respondents were 65 years or older
- Nearly 90% of respondents were white or Caucasian
- More than 60% of respondents were female
- Almost 50% of respondents make \$100,000 or more a year
- More than 50% of households have 2 or more cars available for use on a typical day
- Approximately 10% of respondents reported having a disability that regularly affects their ability to travel
- The zip codes surrounding the urban areas of Charlottesville were most frequently represented.

The demographic characteristics of the survey respondents suggest there is a need for additional targeted outreach to communities with low-income households, people of color and limited access to a car in future phases of engagement to better represent the diverse needs of the region.

In an effort to elevate the responses of more traditionally transit-dependent populations, the survey results were filtered for people who identified as black, Asian, Hispanic or other persons of color (POC) or with a disability (PWD). 59 respondents identified as a person of color and 82 identified as having a disability. The results comparing all responses, POC and PWD are presented in the following subsections.

5.2.2 Transit and Quality of Life

Survey respondents were asked how “How could better transit service improve your life?” Figure 3 shows the following five dominant themes emerged among all groups:

- Improved access to stores and services to meet basic life needs (aside from work/education commuting)
- Opportunities to live without a car or with less reliance on a car
- Less traffic (or less impact from congestion) and reduced need for parking
- Reach parks and recreational facilities to enjoy nature and our community.
- Get out to more events and activities, keeping me connected to my community.

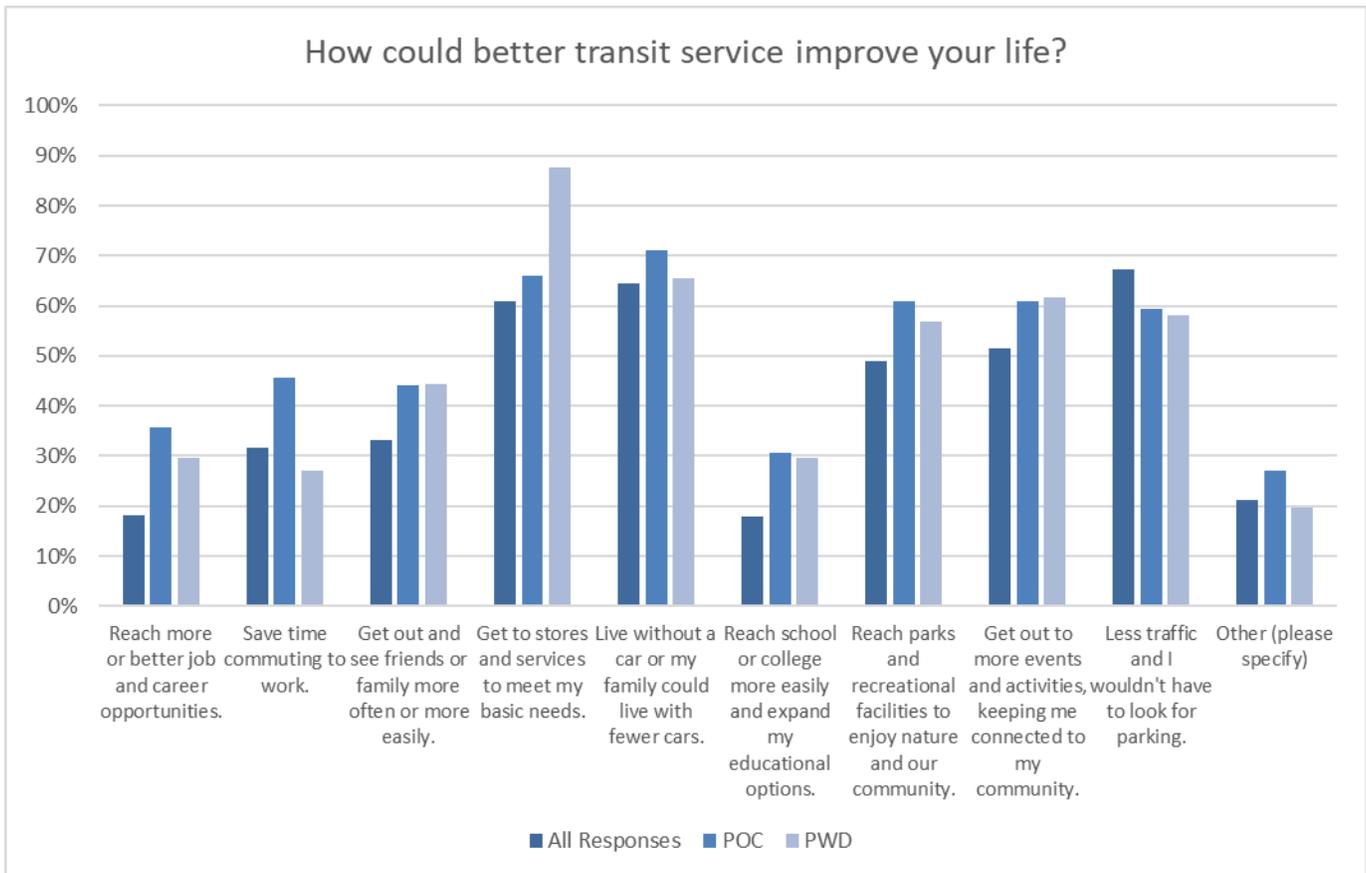


Figure 3. Transit Quality of Life

Almost 90% of people who identified as having a disability rated “get to stores and services to meet my basic needs” as a way transit would improvement quality of life. More than 70% of people of color thought transit would improve quality of life by being able to “live without a car or with fewer cars.”

5.2.3 Transit Service Benefits

Figure 4 shows the average rating for the two most important transit service benefits identified by the respondents:

- Helping low-income people access jobs and services
- Providing transportation for people with limited physical mobility.

These were the same two priorities for people who identified as POC and PWD. However, PWD rated both of these items higher than the other two groups.

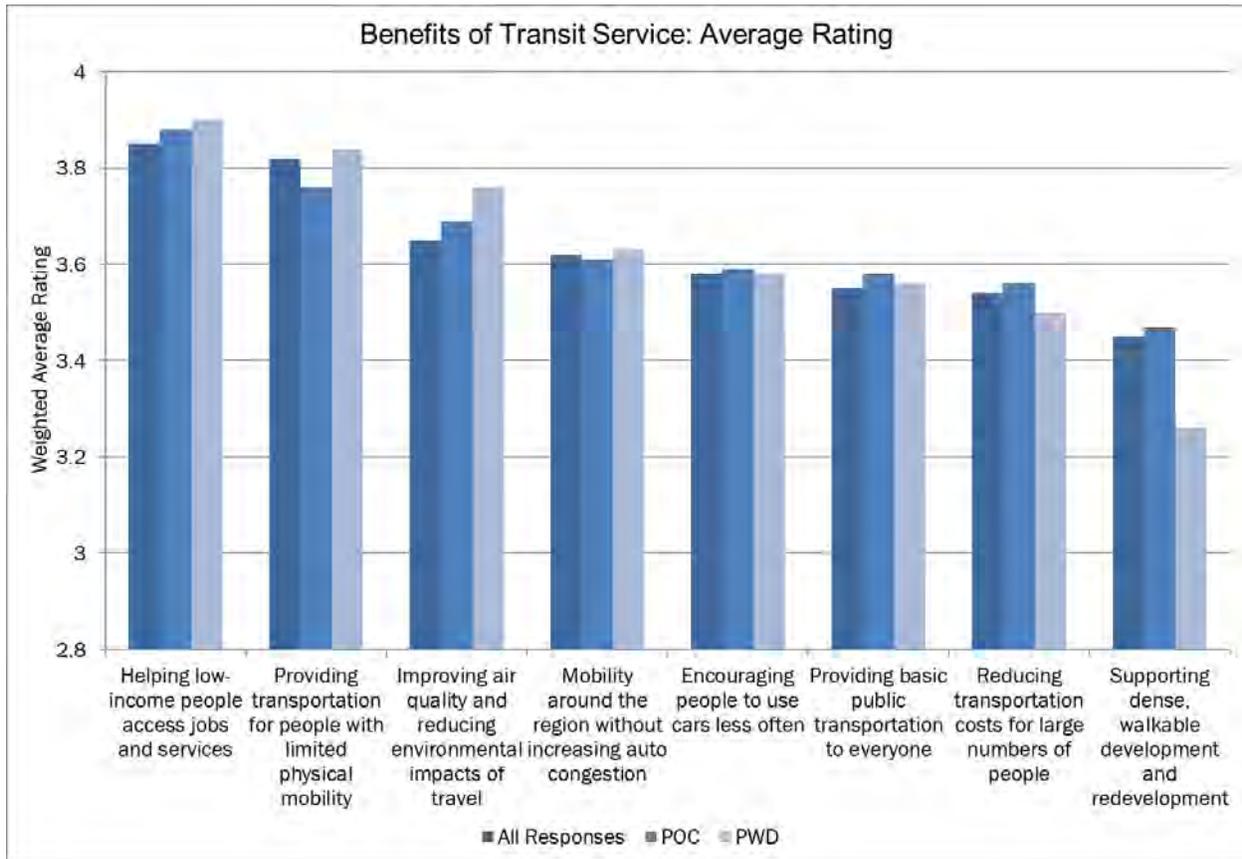


Figure 4. Transit Benefits Comparison

5.2.4 Transit Vision Goals

Survey respondents were asked to rate five goals as very important, somewhat important, less important or not important. Figure 5 compares the differences among groups who rated individual goals as “Very Important.”

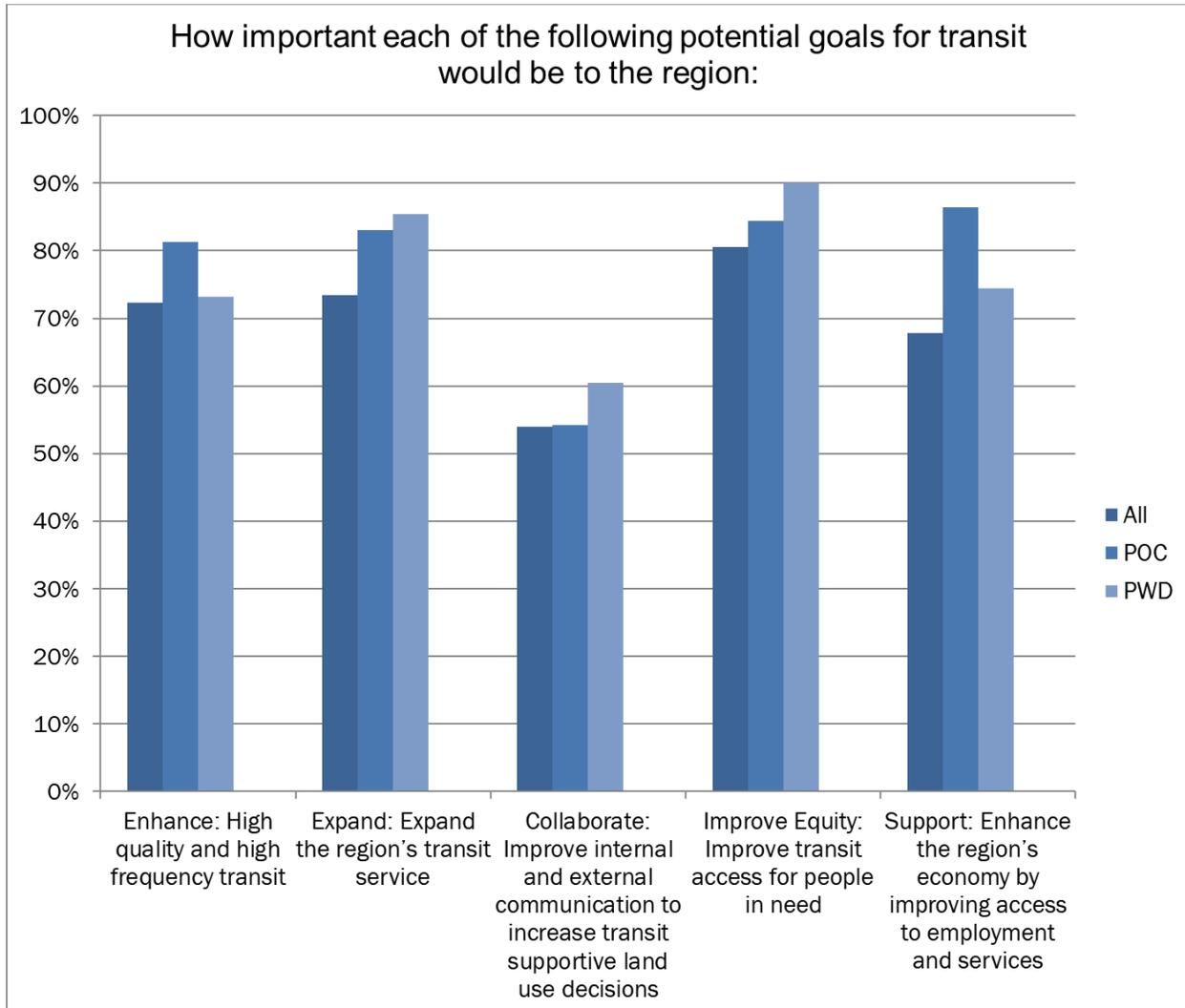


Figure 5. Very Important Goals

Improve Equity was rated with an 80% Very Important response among all responses, more than 80% among POC subset, and 90% among PWD. Three other goals received a 70% (or greater) Very Important response: *Expand* regional transit; *Enhance* high-quality and high-frequency transit; and *Support* regional economic development through improved transit access. The BIPOC subset showed greater support for *Support* regional economic development, and in fact, rated that the highest goal. In all groups, over 50% of respondents listed regional collaboration as Very Important.

5.2.5 Transit Investments

Figure 6 shows how respondents prioritized transit investments.

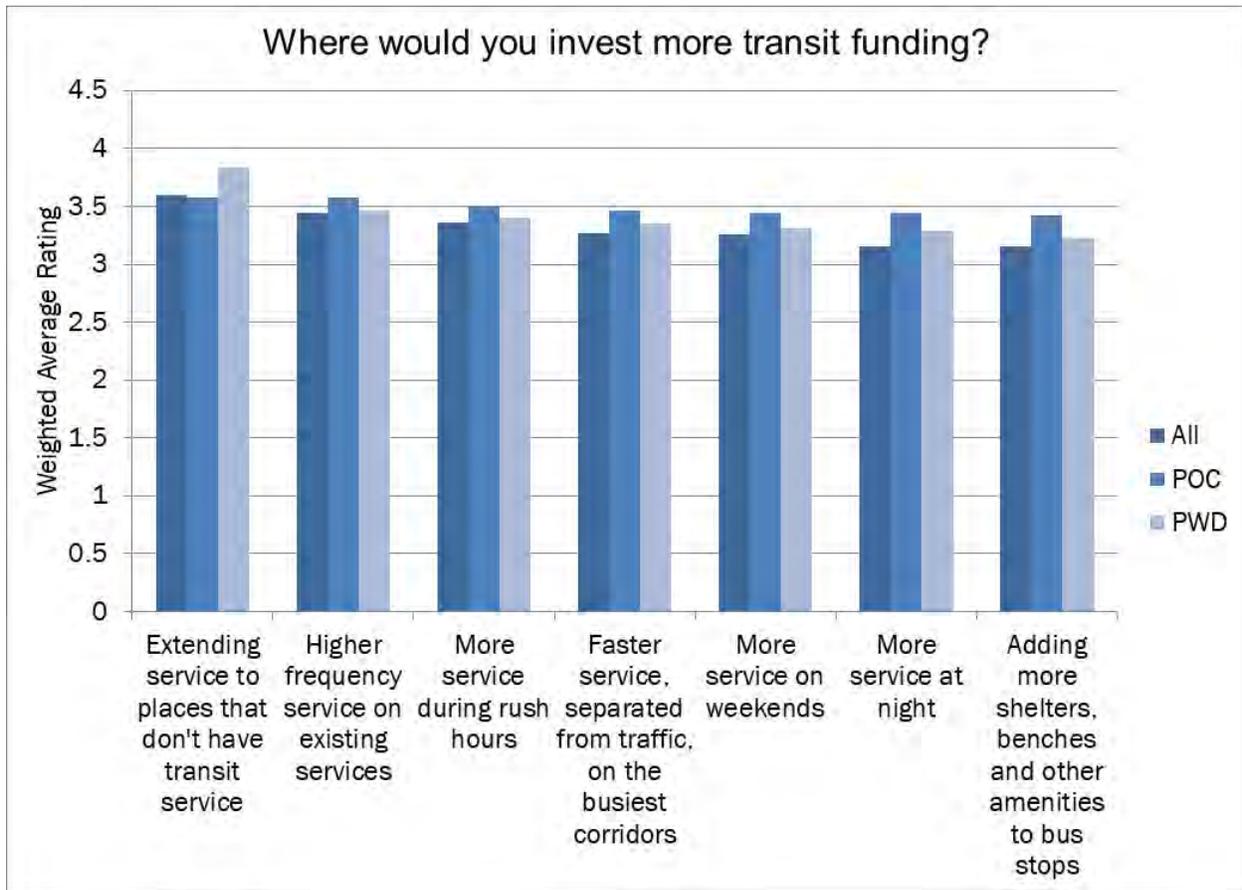


Figure 6. Transit Investments

The following priorities emerged:

- extending service to places that don't have transit service,
- higher frequency service on existing routes
- more service during peak hours,

However, all of the investments were generally weighted fairly evenly among all of the groups. PWD prioritized “extending service to places that don’t have transit service.” POC respondents prioritized those three investments more evenly than the general respondents and PWD.

5.2.6 Transit preferences/tradeoffs

Survey respondents were asked to express a preference for walking distance and wait times. Figure 7 shows that more than 65% of all respondents and POC respondents preferred shorter waits over shorter walks compared to more than 45% of PWD. More than 50% of PWD respondents preferred shorter walks.

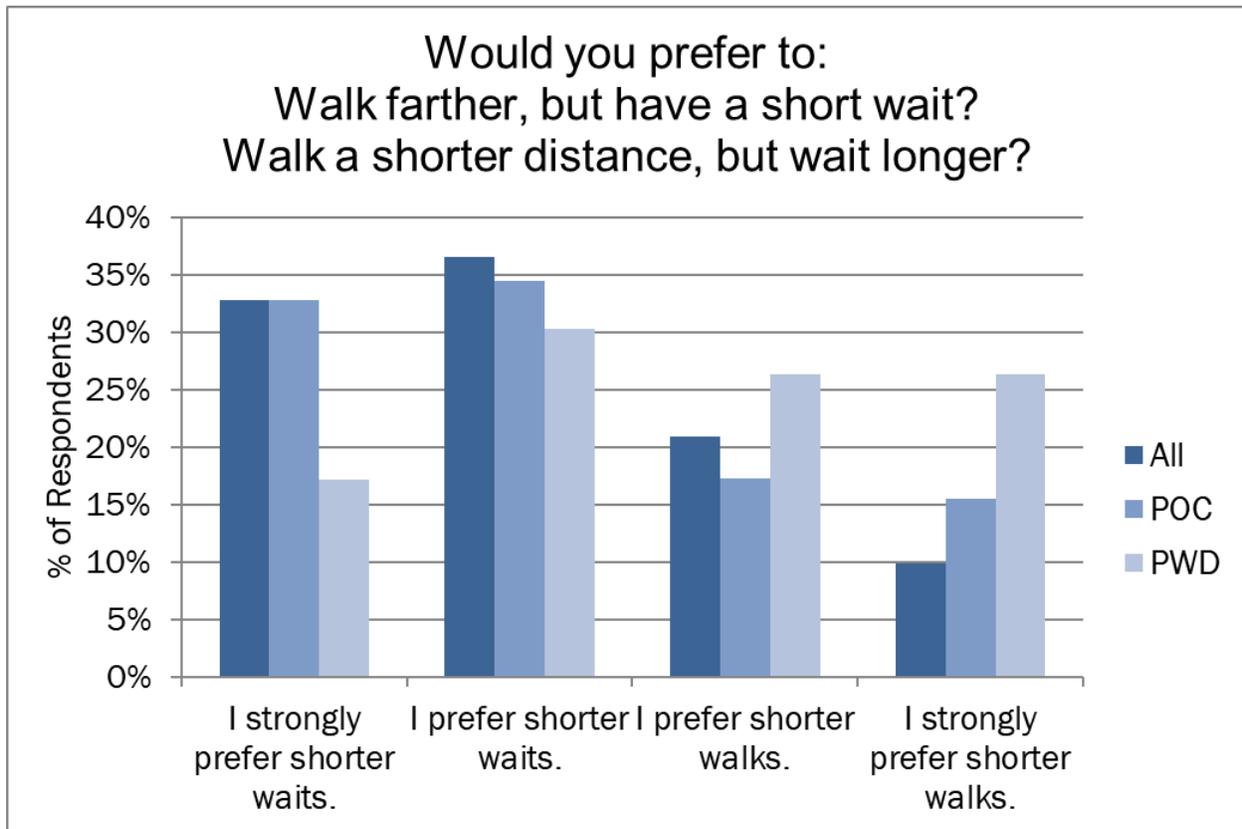


Figure 7. Transit tradeoffs

5.3 Social Pinpoint

The Social Pinpoint survey provided the opportunity to include geographic information on desired trips and match transit priorities with the respondent’s geographic priorities. 328 unique users visited the site 736 times. Respondents could identify desired bus start/end points, new rapid transit corridors and new commuter bus end points. Figure 8 demonstrates the desire for additional transit connecting the Charlottesville area to Richmond, Waynesboro, Ruckersville, Scottsville and Palmyra.

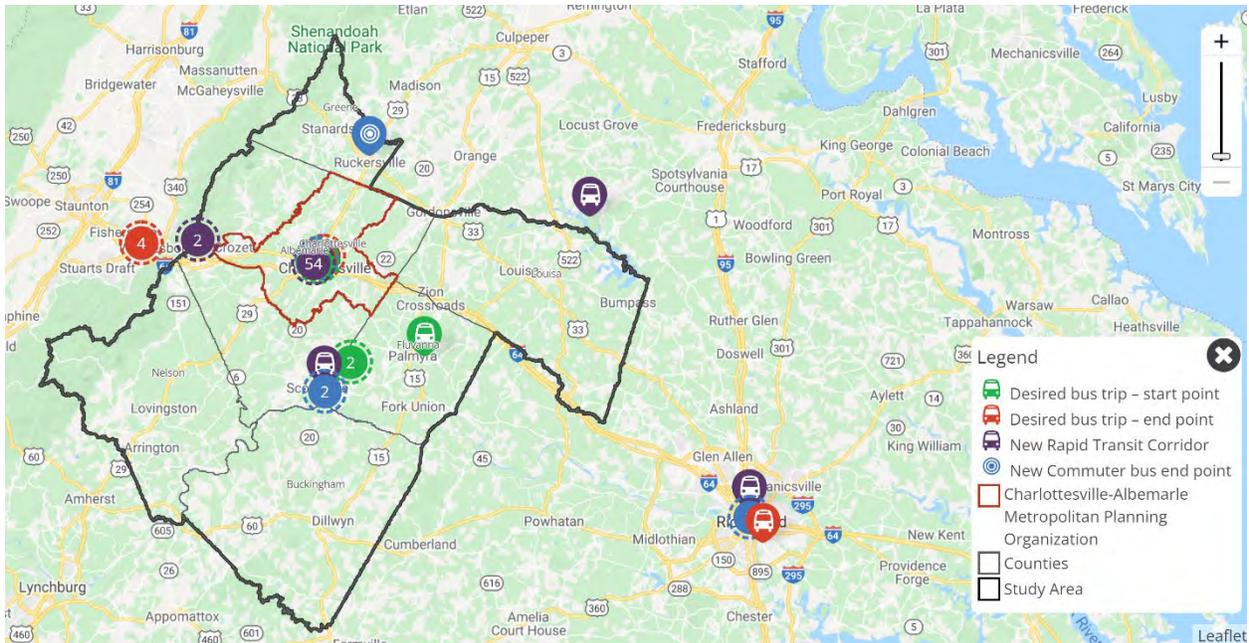


Figure 8. Social PinPoint Map Results

Figure 9 shows the desired start/end points in the TJPDC region are concentrated in Charlottesville, Crozet, Forest Lakes, North Garden, and Scottsville. Many of these locations were identified for rapid transit. Staunton, Lake Monticello and Palmyra were also mentioned as a desired start/end location.

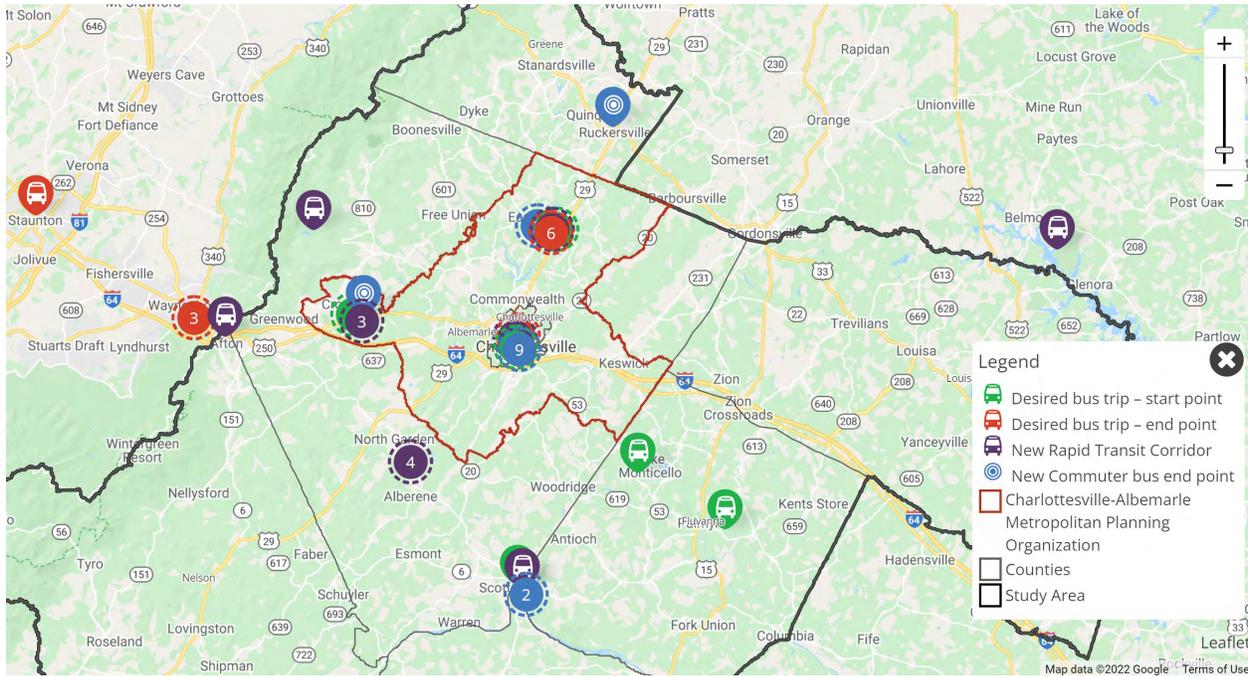


Figure 9. Social PinPoint Results for TJPDC Region

Figure 10 shows that survey respondents also expressed desire for RAPID TRANSIT to popular recreational destinations, such as Ragged Mountain, Ivy Creek and Beaver Creek, as well as RAPID TRANSIT to residential areas, such as Forest Lakes.

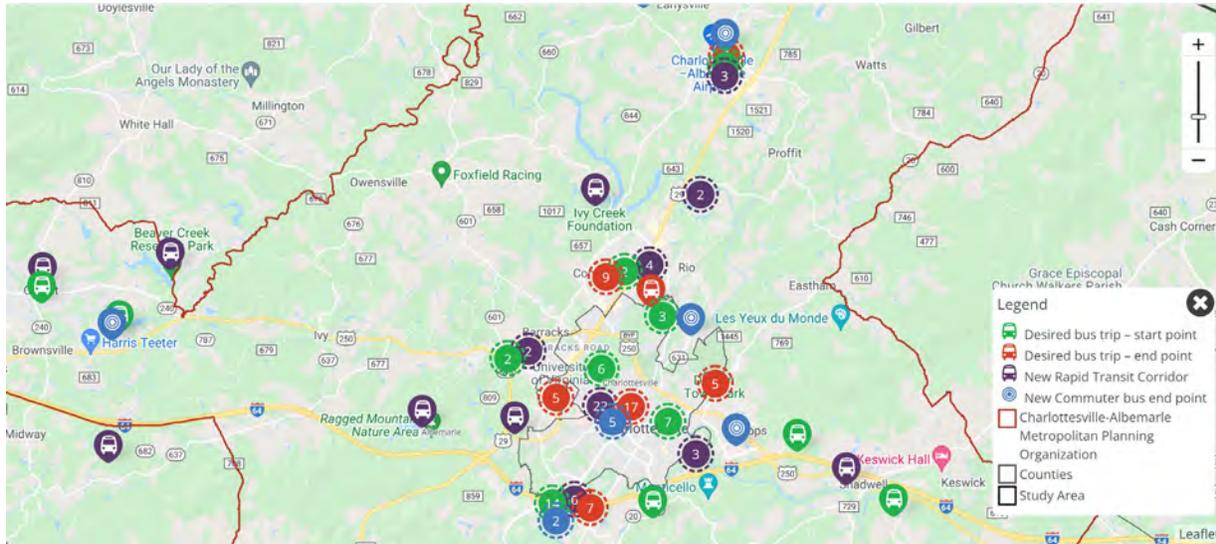


Figure 10. Circles shown in purple are desired Rapid Transit Corridors

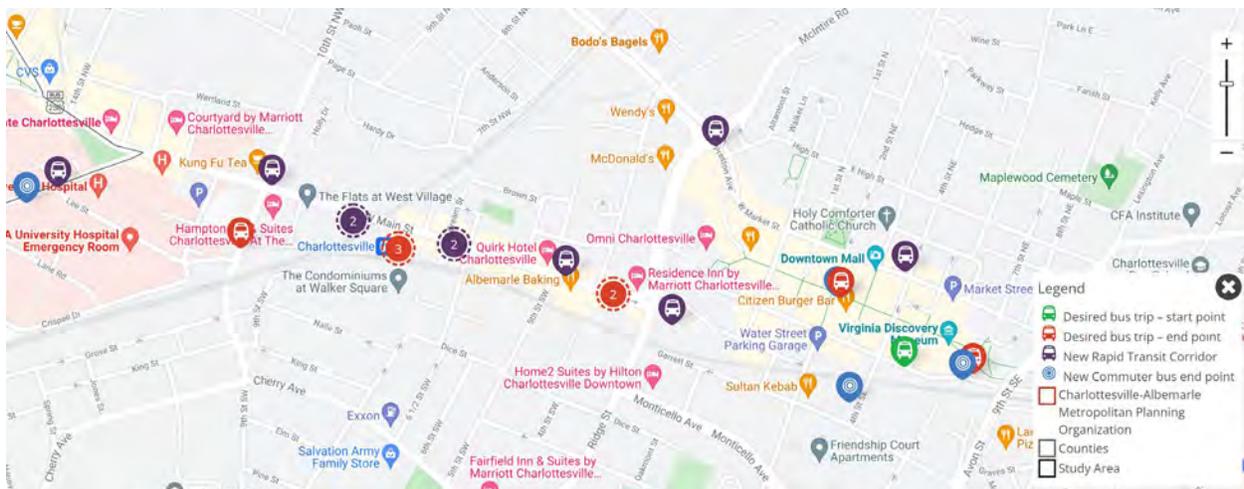


Figure 11. West Main Street Corridor

Figure 11 shows the density of comments that were received for the West Main Street Corridor (27), which received the third highest number of comments and engagement. 5th Street/Avon (35) area received the most comments followed by US29/Rio Rd (27). Charlottesville Airport (24), Recreational Areas (21) and Barracks Emmet (20) were also popular engagement areas.

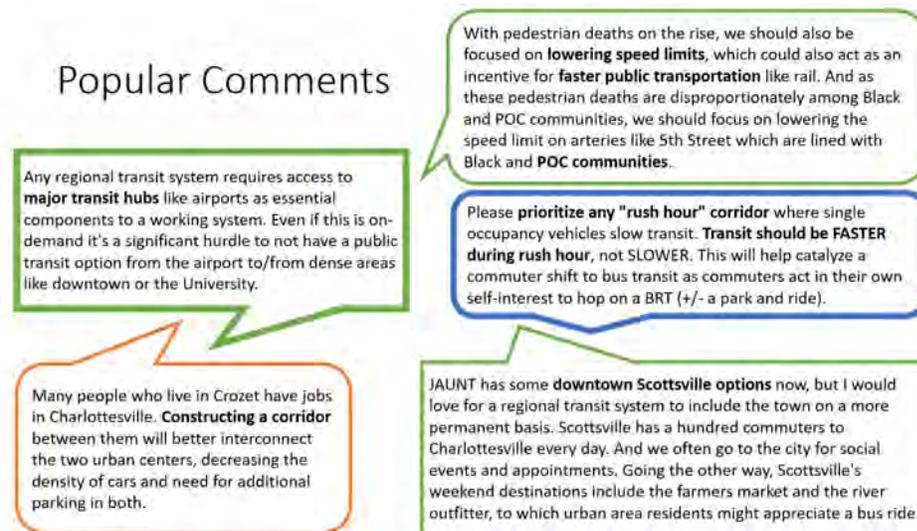


Figure 12. Popular Comments

In addition, respondents could provide comments associated with the geographic priorities. Figure 12 shows some of the popular comments. Nearly 200 additional comments were received.

The most popular comments from the Social Pinpoint map requested the following:

1. Public transportation to and from the airport, particularly routes that link downtown Charlottesville and UVA to the airport
2. A high-frequency rapid transit corridor connecting Charlottesville neighborhoods to US 29 in Charlottesville and Albemarle (dedicated bus lanes are suggested)
3. Faster public transportation options in general (light rail, bus rapid transit, etc.) in areas of heavy traffic throughout the region
4. A more robust transit corridor between Crozet and Charlottesville
5. Lower speed limits (especially on 5th Street in Charlottesville) to make streets safer for pedestrians. There is concern that POC communities are disproportionately impacted by pedestrian deaths.
6. A transit corridor on Whitewood Rd. in Charlottesville to serve the mixed-income housing and places of employment located there
7. Prioritization of "rush hour" corridors that disincentivize trips from single-occupancy vehicles and encourage people to use bus service or BRT to help alleviate traffic
8. A regional transit system that connects Scottsville and Charlottesville for work, commercial, and recreational trips
9. Converting the 250 Bypass into a "proper street" with a dedicated bus lane for commuters, protected bike lanes, sidewalks, and slower speed limits combined with dense transit-oriented development
10. General rapid transit to parks and other popular recreational/natural areas outside of the city

11. A complete bike lane from the east to the west end of the Downtown Mall, either on Market St. or Water St.
12. Hourly service to Waynesboro and Staunton
13. Improved public transit access to Wintergreen and surrounding attractions in Nelson County

Open ended comments addressed new subjects that were not necessarily emphasized in survey questions. These comments were categorized into 16 separate themes, as displayed in **Figure 13**. All of the individual comments can be found in the Appendix.

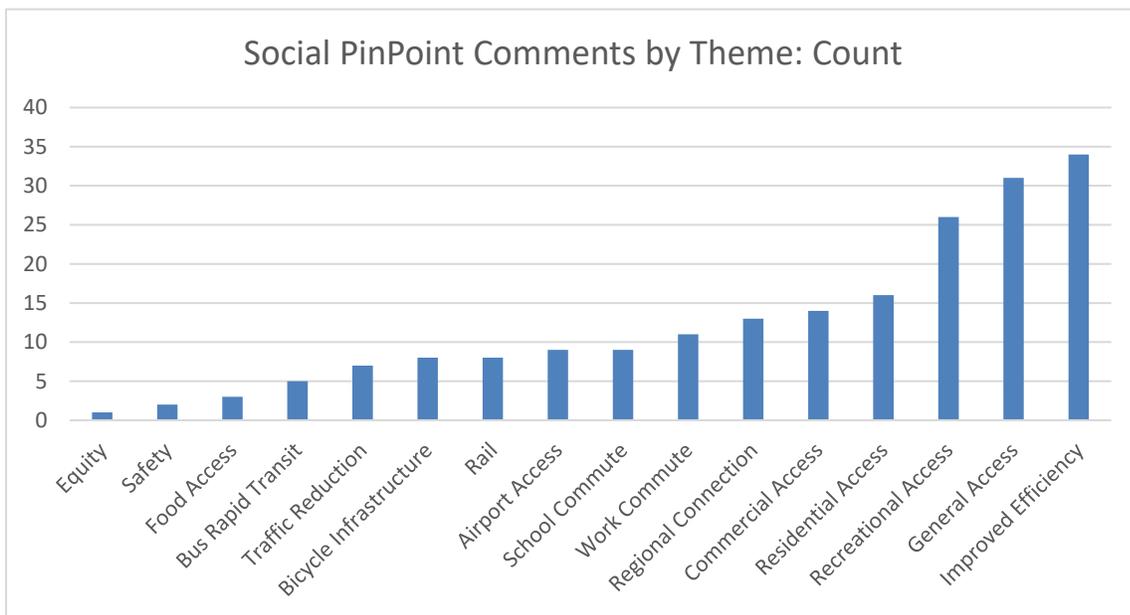


Figure 13. Social PinPoint Themes

Three themes emerged as predominant, each receiving more than 20 comments:

1. Improved efficiency (34)
2. General access (31)
3. Recreational access (26)

Other themes receiving more than 10 comments included the importance of access to both residential and commercial areas and region-wide connectivity.

Specific themes receiving more than 5 votes each included interest in access to airports, rail modes, bicycle infrastructure/access to transit, and traffic reduction.

5.4 Conclusions & Next steps

The findings in this memorandum represent a summary of the first phase of public engagement and will help to refine the study vision and evaluation criteria. The study team will use insights from the phase 1 public engagement process to develop alternatives, conduct additional outreach and ultimately inform the study recommendations. A specific focus in the next phase of engagement will be to try to broaden representation among transit riders and traditionally underrepresented populations through a variety of outreach approaches.

Appendix 2A – October 7, 2021 Stakeholder Workshop Participants and Summary

Appendix 2B – November 18, 2021 Public Meeting Participant List and Summary

Appendix 2C – Survey Questions & Results

Appendix 2A – October 7, 2021 Stakeholder Workshop Participants and Meeting Summary

Appendix 2A contains the meeting summary and participant list provided to the TJPDC at the conclusion of the October, 7, 2021 RTP + Stakeholder Workshop.

Appendix 2B – November 18, 2021 Public Meeting Participant List and Summary

Appendix 2B contains the meeting summary and participant list provided to the TJPDC at the conclusion of the November 18, 2021, Public Meeting.

Appendix 2C – Survey Questions & Results

Appendix 2C contains the summary graphs downloaded directly from Survey Monkey, as well as screenshots of the Social PinPoint map results at various scales. In addition, this Appendix includes all of the comments received from both online survey platforms.

Appendix 2A. October 7, 2021 Stakeholder Workshop Participants and Summary



First Virtual Stakeholder Workshop
October 7, 2021 – 9:00 am - 11:30 am
Summary

Overview

The Thomas Jefferson Planning District Commission (TJPDC) and Regional Transit Partnership hosted a stakeholder meeting for the Regional Transit Vision Plan for the Charlottesville Area. This meeting took place from 9:00 am to 11:30 am on October 7th virtually over Zoom in place of the October 28th Regional Transit Partnership meeting.

The goal of the workshop was to hear from stakeholders about their transit goals and priorities for the region and to begin developing the vision for the Regional Transit Vision for the Charlottesville Area.

The public was able to view and comment on this meeting live on [YouTube](#) and a recording is available on the [project website](#). There will be two additional public meetings, another stakeholder meeting, and multiple surveys for further public input. The [surveys are available here](#) and the next public meeting will be Thursday, November 18 at 6:30 pm.

Participants

In addition to the Regional Transit Partnership members, participants included representatives from the service operators CAT, Jaunt, and UTS, members from local city and county government, and representatives of local advocacy groups and organizations serving the community, such the Legal Aid Justice Center and Community Climate Collaborative. Approximately 30 stakeholders participated throughout the morning workshop.

Regional Transit Partnership Committee Members

This workshop substituted a meeting for the Regional Transit Partnership. The Regional Transit Partnership Committee Members are listed below, next to their attendance to indicate their presence at this meeting.

Chair

- Albemarle County – Diantha McKeel - PRESENT

Appendix 2A. October 7, 2021 Stakeholder Workshop Participants and Summary

Vice-Chair

- City of Charlottesville – Lloyd Snook - PRESENT

Voting Members

- Jaunt Urban – Lucas Ames
- Albemarle County – Bea LaPisto-Kirtley
- Jaunt Rural – Harold Morgan -PRESENT
- Department of Rail & Public Transportation –Neil Sherman
- City of Charlottesville – Nikuyah Walker
- UVA- Becca White - PRESENT

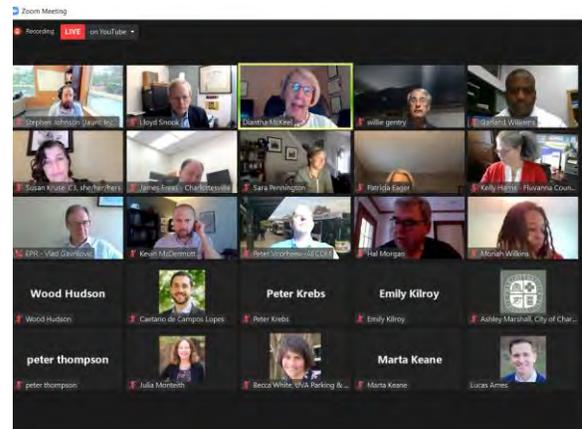
Non-voting Members

- CAT staff – Garland Williams - PRESENT
- Jaunt staff – Karen Davis
- Albemarle County Student Transportation – Jim Foley
- Charlottesville Student Transportation – Garland Williams - PRESENT
- CA-MPO staff – Sandy Shackelford - PRESENT
- RideShare – Sara Pennington -PRESENT
- UVA Hospital – Sally LeBeau
- Charlottesville Area Alliance – Peter Thompson - PRESENT
- Charlottesville’s Transit Advisory Board

Format

The workshop began with introductions from the Regional Transit Vision team and a welcome from the Regional Transit Partnership chair, Supervisor Diantha McKeel. The format of the workshop was interactive with four polls and two breakout discussion sessions interspersed with a presentation about the Regional Transit Vision process and different tradeoffs and considerations when thinking about transit. This presentation included tradeoffs such as the sometimes-competing interest of coverage (ensuring everyone throughout an area has transit access) versus frequency (regularly scheduled transit trips).

Throughout the workshop, there was robust discussion both verbally and over the chat function and multiple times for questions and answers.



A snapshot of the Zoom visioning workshop.

Appendix 2A. October 7, 2021 Stakeholder Workshop Participants and Summary

Discussion

What are stakeholders hoping to get out of the visioning process?

Stakeholders expressed a few priorities for what they would like to get out of the visioning process. Chief among them included: discussing multimodal access, connections addressing equity issues (for people of all ages abilities, and socio-economic status), improving mobility and economic opportunities, considering environmental outcomes in a holistic way, and discussing the connection between housing and affordability.

A common refrain heard from participants included ensuring the process is truly representative of the existing ridership, would-be riders, and broader population, and is inclusive. They also noted the value of business and political champions.

Additionally, stakeholders wanted to ensure that this visioning process and plan is integrated with other visioning processes so that it has a higher likelihood of implementation.

Appendix 2A. October 7, 2021 Stakeholder Workshop Participants and Summary

Visioning Values and Tradeoffs

The participants agreed that it was very difficult to narrow down poll choices to only three benefits or priorities of transit. Below is the outcome of two polls where stakeholders had to choose only three priorities.



Snapshot of polls regarding values and tradeoffs with a focus on what participants see as benefits of transit service. These polls [are/will be] included in the public meeting and are also part of the general survey.

In a discussion of these values and tradeoffs, participants reiterated earlier statements regarding the focus on equity, connection between affordable housing and land use (in terms of density, where housing and activity centers are located, and bike/pedestrian connections to transit), and environmental and air quality improvements.

While equity and environmentalism were important considerations, the participants noted the nuance needed in considering these key phrases. In terms of equity, it was highlighted that access to affordable housing and good jobs and economic opportunities are crucial, but so is frequent service so that it does not take an unnecessarily long time to get from one place to another. Similarly, while there are specific targets to lower greenhouse gas emissions, it is not as simple as using a different type of fuel, but about increasing ridership.

Appendix 2A. October 7, 2021 Stakeholder Workshop Participants and Summary

There was also a strong desire to both improve existing service as well as ensure rural residents have access to transit service for jobs, activity centers, and errands and medical appointments.

Though equity and environmentalism played a strong role in priorities for many stakeholders, others pointed out that enhancing and expanding the system through better collaboration, would yield the equity and environmental outcomes participants are hoping to achieve.

Another consideration is that stakeholders saw a strong need to include better collaboration between service providers for a holistic transportation system. Additionally, the stakeholders wanted to see more inter-agency coordination to ensure trust and reiterated that to see any results, the visioning plan should be integrated with other sustainability and land use visions and plans.

Primary Takeaways

The primary takeaways from the workshop included:

- a strong interest in expanded and improved service overall;
- tying together land use planning, housing affordability planning, and transit planning;
- creating a different type of service for future needs (e.g. post-COVID impacts, not focused on peak commuting hours, exploring on-demand transit);
- importance of equity in accessing high-quality transit;
- importance of environmentalism and clean air; and
- exploring what it means to have a holistic transportation system in region.

Stay Involved

The TJPDC and Regional Transit Vision team values your opinion and wants to hear from you!

The two [surveys are available here](#) and the next public meeting will be Thursday, November 18 at 6:30 pm. Please [check out the website to register](#) for the next meeting and to stay involved and up-to-date on further events and opportunities for input.

Regional Transit Vision for the Charlottesville Area- Public Meeting

Attendee Report:

Report Generated:

11/19/2021 09:06 AM EST

Webinar ID	Actual Date/Time	Start Duration	# Registered
295-223-931	11/18/2021 PM EST	06:00 2 hours 2 minutes	39

Attendee Details

Attended	Interest Rating	Last Name	First Name
Yes	90	Bell	Christopher
Yes	97	Brooks	Edward
Yes	98	Brulle	Timothy
Yes	66	Burbage	Amanda
Yes	96	Fomenko	Kelly
	66		
	87		
Yes	96	Habbab	Karim
	89		
Yes		Heron	Ray
Yes		Hersh-Ballering	Jessica
Yes		Iken	Donna

Appendix 2B. November 18, 2021 Public Meeting Participant List and Summary

Yes	45	Johnson	Stephen
Yes	92	Keathley	Jane
Yes	97	Kondor	Lee
Yes	89	Krebs	Peter
Yes	85	McDermott	Kevin
Yes	95	Meth	Martin
Yes	41	Proctor	Charles
Yes	90	Sanders	Samuel
Yes	97	Shackelford	Sandy
Yes	98	Shannon	Lucinda
Yes	93	Silverman	Martin
Yes	68	Townsend	Judith
Yes	75	Wagg	Scudder
Yes	64	Weaver	Gregory
Yes	88	Wrabel	Allison
Yes	91	Wuensch	Bill
Yes	70	de Campos Lopes	Caetano
Yes	52	thompson	peter

Appendix 2B. November 18, 2021 Public Meeting Participant List and Summary

No	0	Bhosale	Mihir
No	0	Cockrell	Will
No	0	Douglas	James
No	0	Frye	Ben
No	0	Gavrilovic	Vlad
No	0	Jacobs	Christine
No	0	Jiranek	Robert
No	0	Keane	Marta
No	0	Lawless	Matt
No	0	Loomis Rehnborg	Matthew
No	0	S	B
No	0	Weir	Irene

Appendix 2B. November 18, 2021 Public Meeting Participant List and Summary



First Public Meeting November 18, 2021 – 6:30 pm – 8:00pm Summary

Overview

The Thomas Jefferson Planning District Commission (TJPDC) hosted a public meeting for the Regional Transit Vision Plan for the Charlottesville Area. This meeting took place from 6:30 pm to 8:00 pm on November 18th virtually over GoToMeeting Webinar. A recording of the meeting can be viewed [here](#).

This was the first of two public meetings. The goal of the meeting was to hear from the public about their transit goals and priorities for the region and to begin developing the vision for the Regional Transit Vision for the Charlottesville Area. This followed a stakeholder meeting in October.

There will be another public meeting, another stakeholder meeting, and multiple surveys for further public input. The [surveys are available here](#) and will be open for the public to take until the end of 2021.

Attendees and Outreach

There were approximately 20 attendees from the public who participated throughout the meeting.

The event was publicized in multiple formats:

- Transportation operators (CAT, JAUNT) passing out flyers and posting on screens;
- Press release and [news article in CBS local news](#);
- Social media posts;
- Direct email communications from jurisdictions involved (Counties: Albemarle, Fluvanna, Greene, Louisa, Nelson, Buckingham; City of Charlottesville);
- Announcements at public meetings (City of Charlottesville and Albemarle County); and
- Direct email communications from stakeholders, especially Regional Transit Partnership (RTP) members and Citizen's Transportation Advisory Committee (CTAC) members.

Format

The public meeting began with introductions from the Regional Transit Vision team and a welcome from the TJPDC. The format of the public meeting was interactive with three background questions, a presentation, and then another series of questions to respond to and comment on eight potential vision goals.

Appendix 2B. November 18, 2021 Public Meeting Participant List and Summary

The presentation included Regional Transit Vision process and different tradeoffs and considerations when thinking about transit tradeoffs, such as the sometimes-competing interest of coverage (ensuring everyone throughout an area has transit access) versus frequency (regularly scheduled transit trips).

Throughout the meeting, there were opportunities to ask questions and respond to prompts and verbal discussion at the end of the meeting.

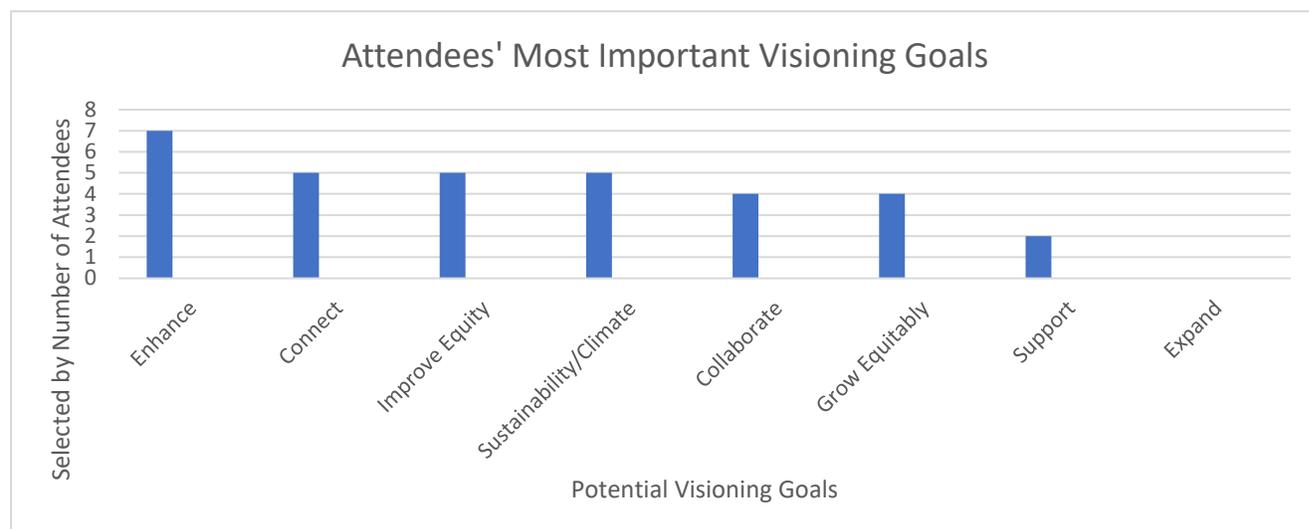
Visioning Goals

There were eight potential visioning goals that attendees were asked to consider as whether they were worthwhile as the top four goals. Attendees also considered whether anything was missing.

The eight potential goals, in no particular order, are:

- **Enhance:** Provide high quality and high frequency transit options in the busiest parts of the region
- **Expand:** Expand the region's transit service to more neighborhoods, towns, and places and increase basic transit connectivity
- **Connect:** Promote efficient and attractive multimodal connectivity for seamless regional travel
- **Improve Equity:** Improve transit access for people with low income, limited physical mobility, or lack of access to automobiles
- **Grow Equitably:** Create a strong linkage between transit and compact, walkable, robust transit-supportive and equitable land use with safe access/egress conditions
- **Collaborate:** Improve internal and external communication with the transit agencies and with local governments to increase transit supportive land use decisions
- **Support:** Enhance the region's economy and economic well-being of its residents by improving access to employment opportunities and community services
- **Sustainability/Climate:** Minimize the environmental impact of the region's transportation system.

The most important goals for the attendees were: enhance, connect, improve equity, and sustainability/climate. This is reflected in the chart below.



Appendix 2B. November 18, 2021 Public Meeting Participant List and Summary

Attendees also added comments to explain their selections and suggest adding any content to the potential visioning goals. A snapshot of those comments are reflected below:

The system needs to be solid before we expand it.

Needs to mention enhanced bus stops, sidewalks, bike lanes, crosswalks, etc.

Improve collaboration to best use the available resources.

Priority should be given to those who do not have the luxury of transportation.

Equity is also about less tangible things, such as seeking community feedback through decision-making process.

Transit plans should directly support comprehensive plans and should themselves encourage higher density housing.

Sustainability goal should be more around eliminating emissions and single family vehicle use.

Climate benefits are an extension of a successful transit system.

Stay Involved

The TJPDC and Regional Transit Vision team values your opinion and wants to hear from you!

The two [surveys are available here](#) and open until the end of 2021. Please [check out the website](#) to stay involved and up-to-date on further events and opportunities for input.

Regional Transit Vision for the Charlottesville Area

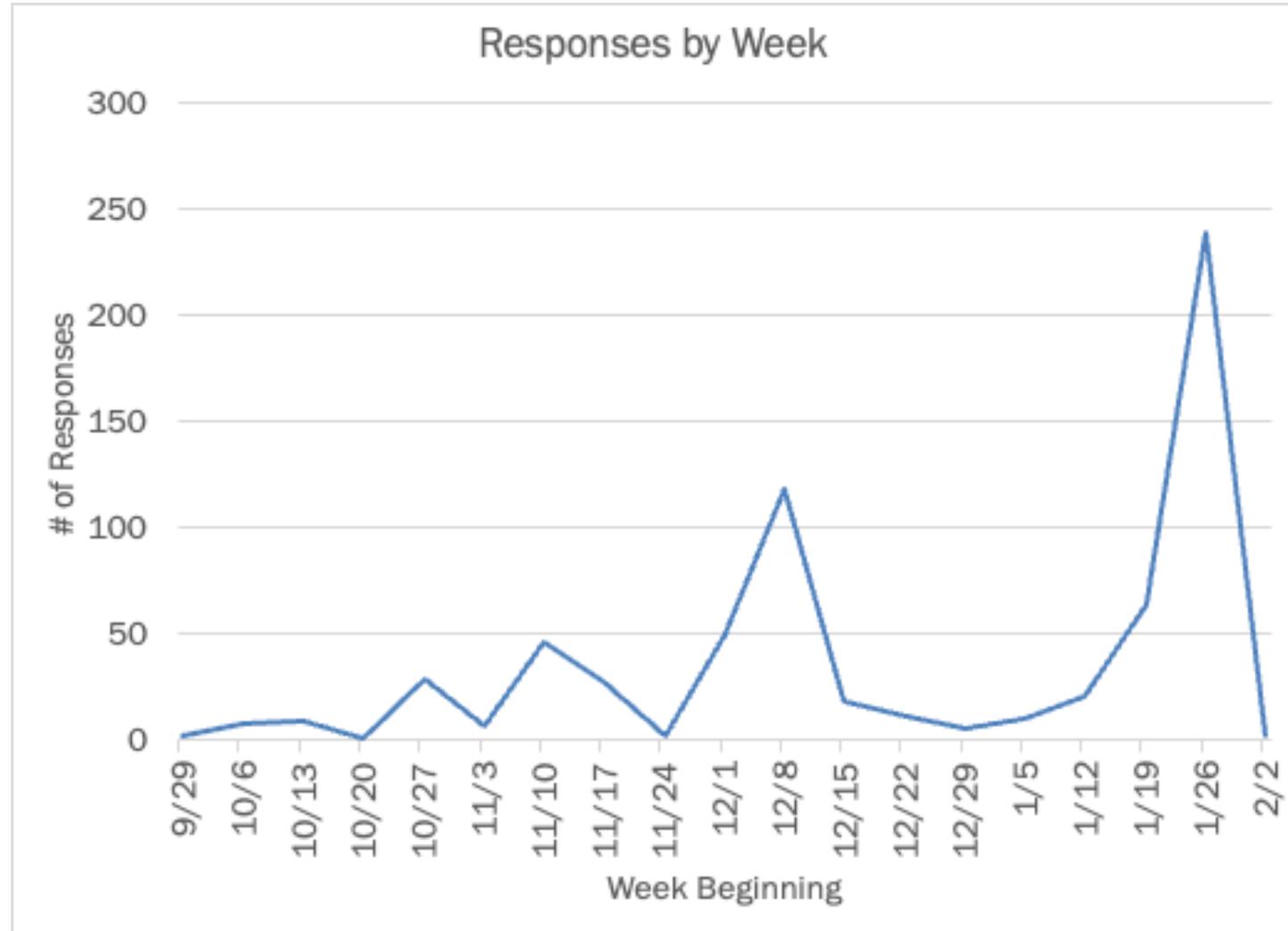
Results from Phase 1 Survey:
Priorities and Goals for Transit



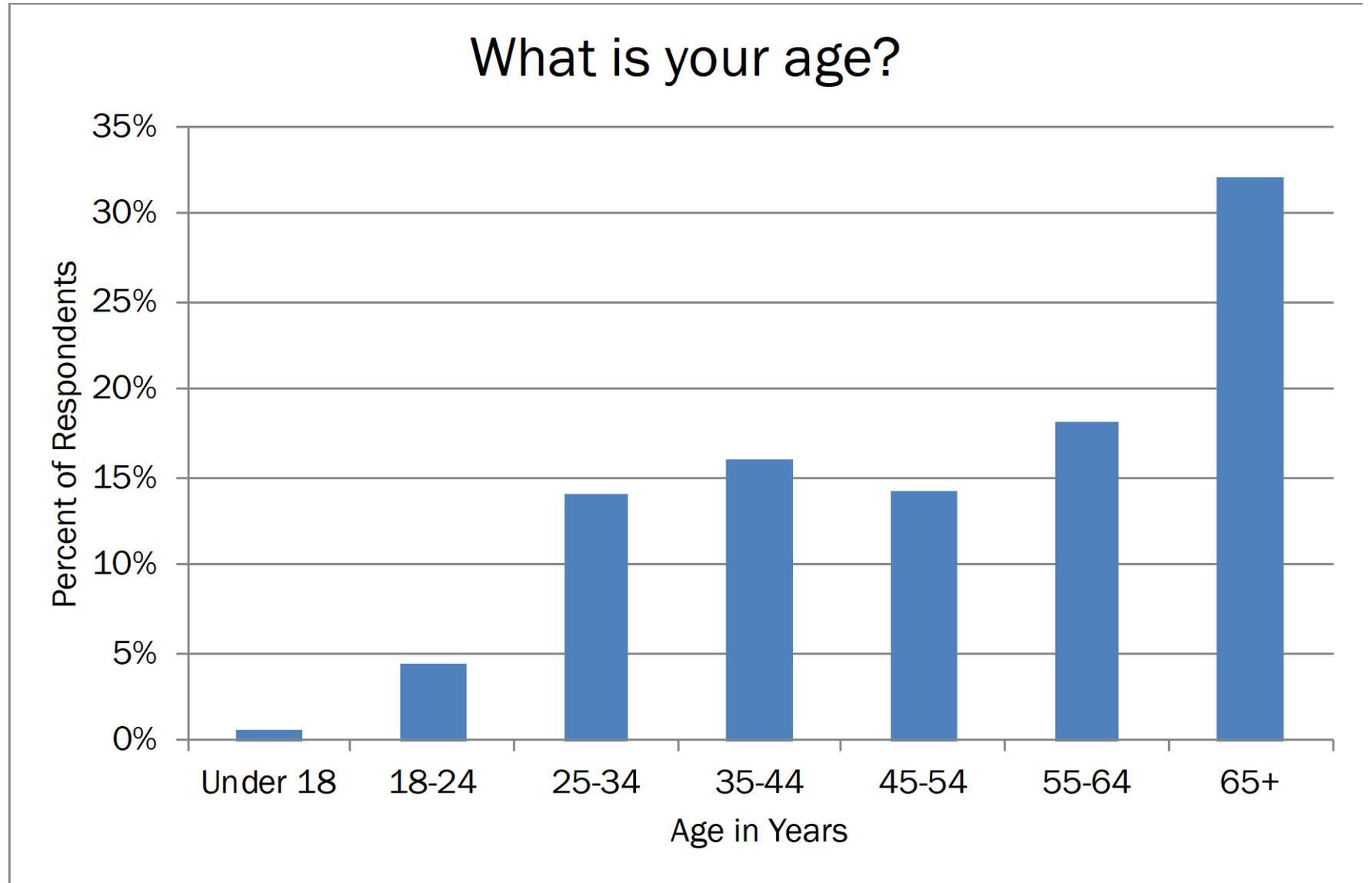
Respondents

673 Total Respondents

- Maximum single question had 672 responses

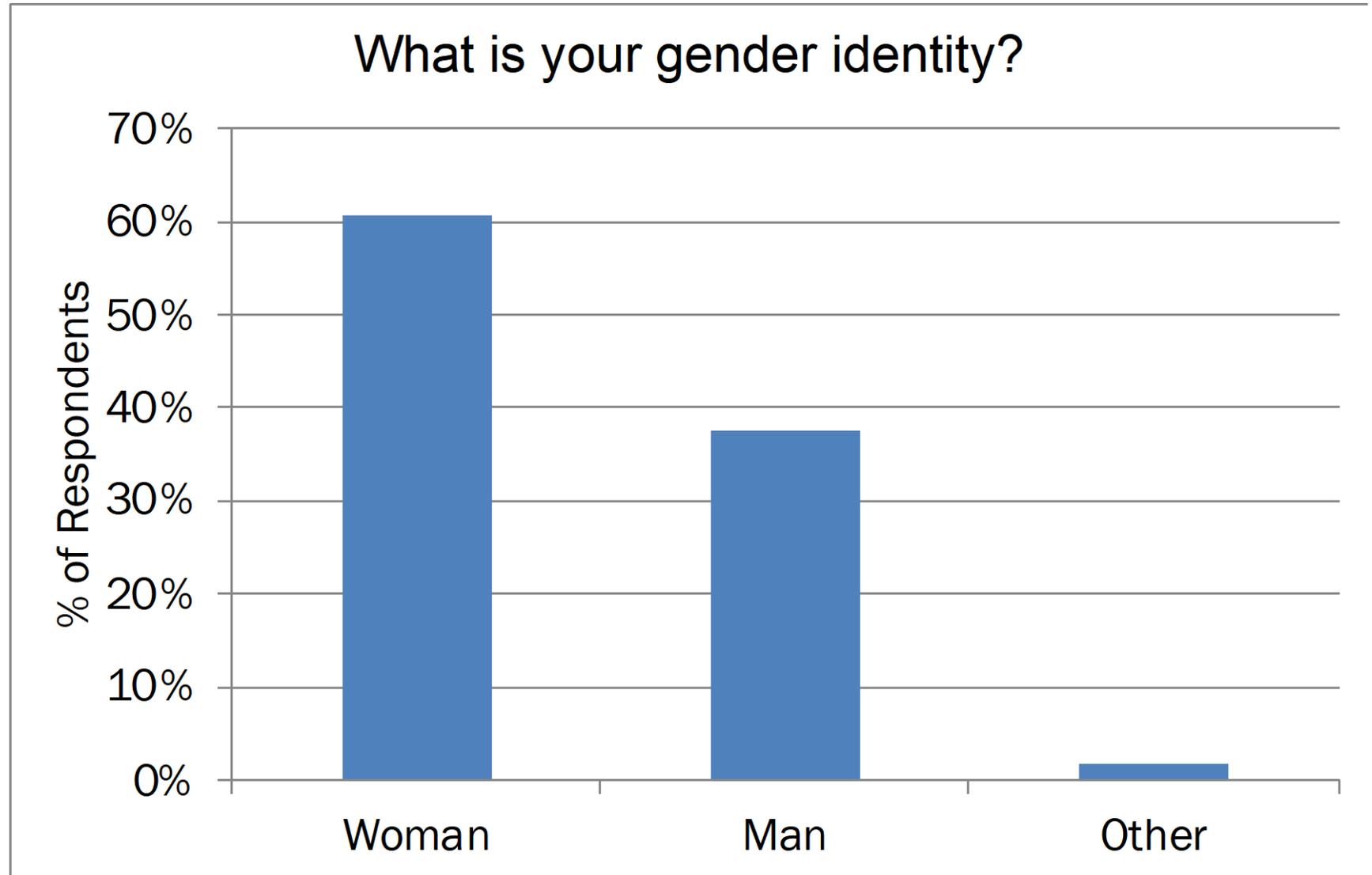


Respondents by Age



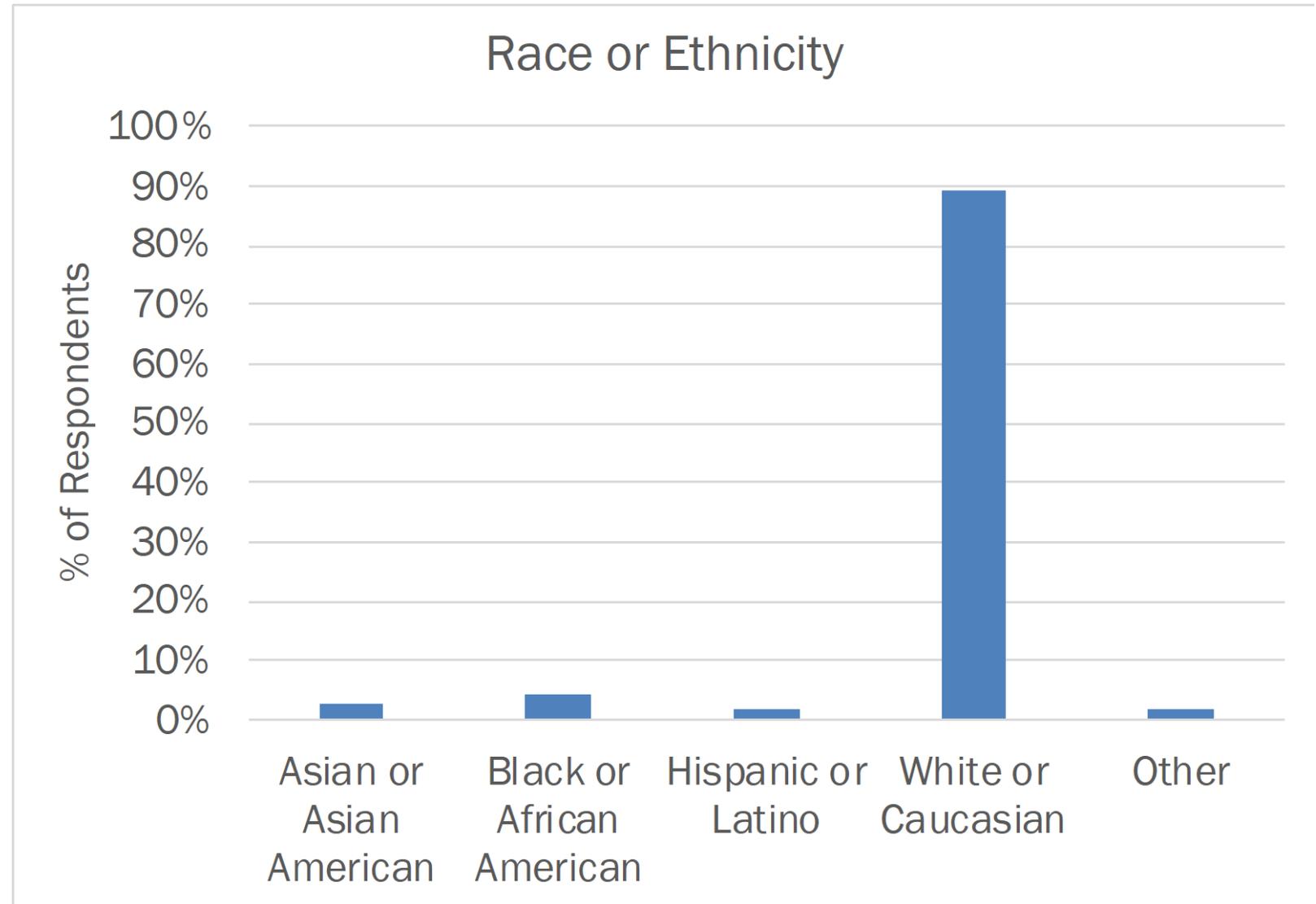
n=614

Respondents by Gender



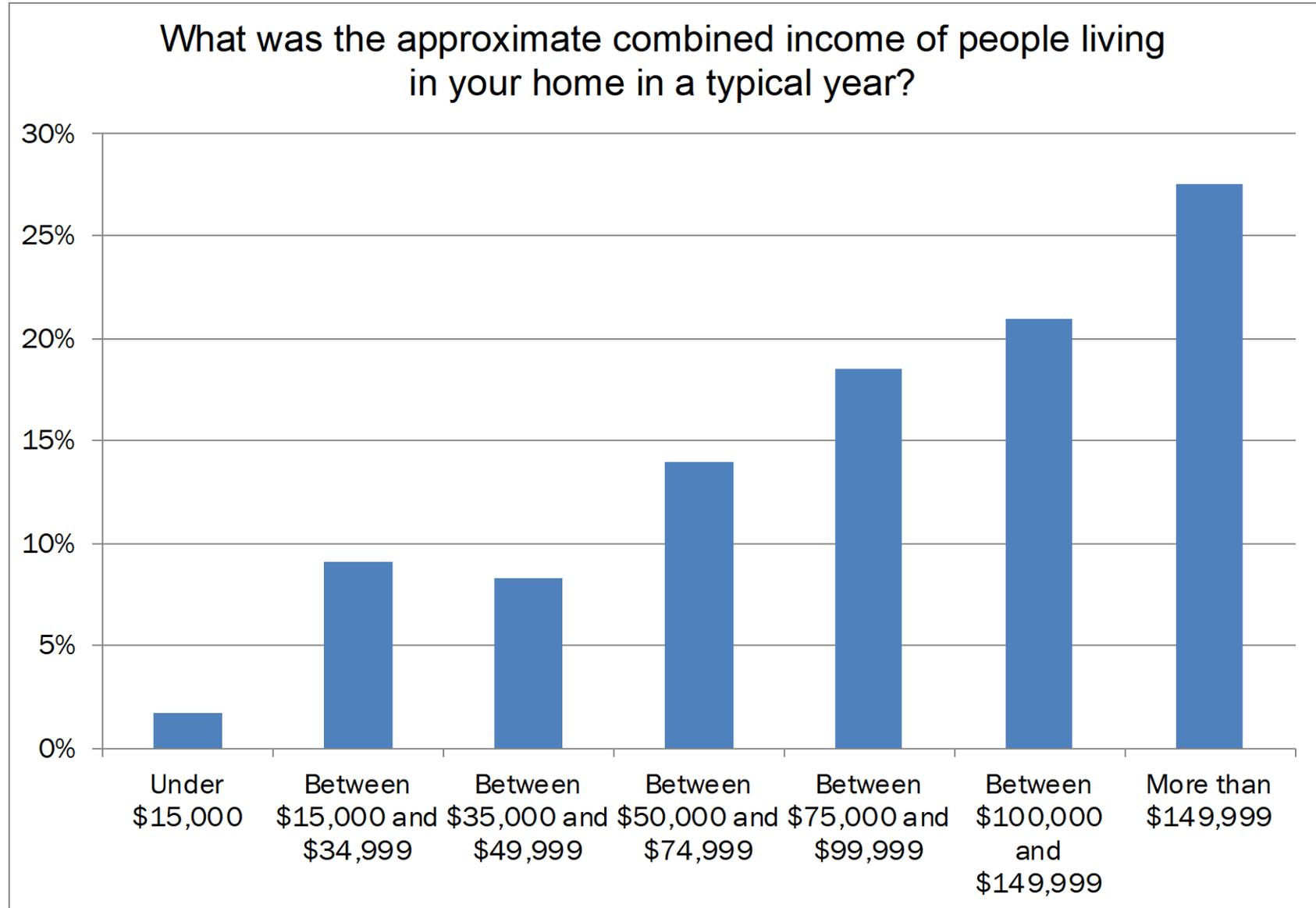
n=610

Respondents by Race or Ethnicity



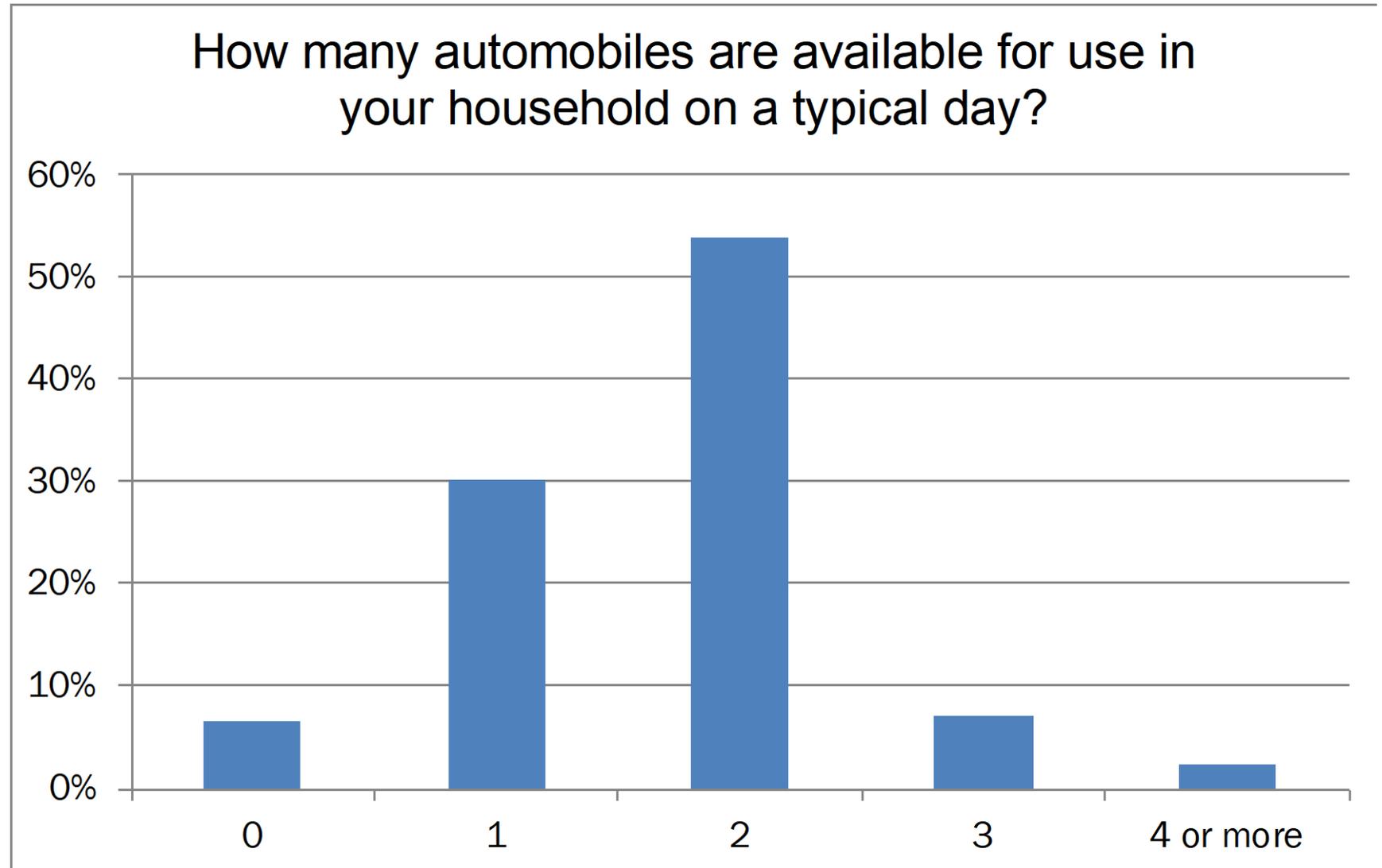
n=594

Respondents by Household Income



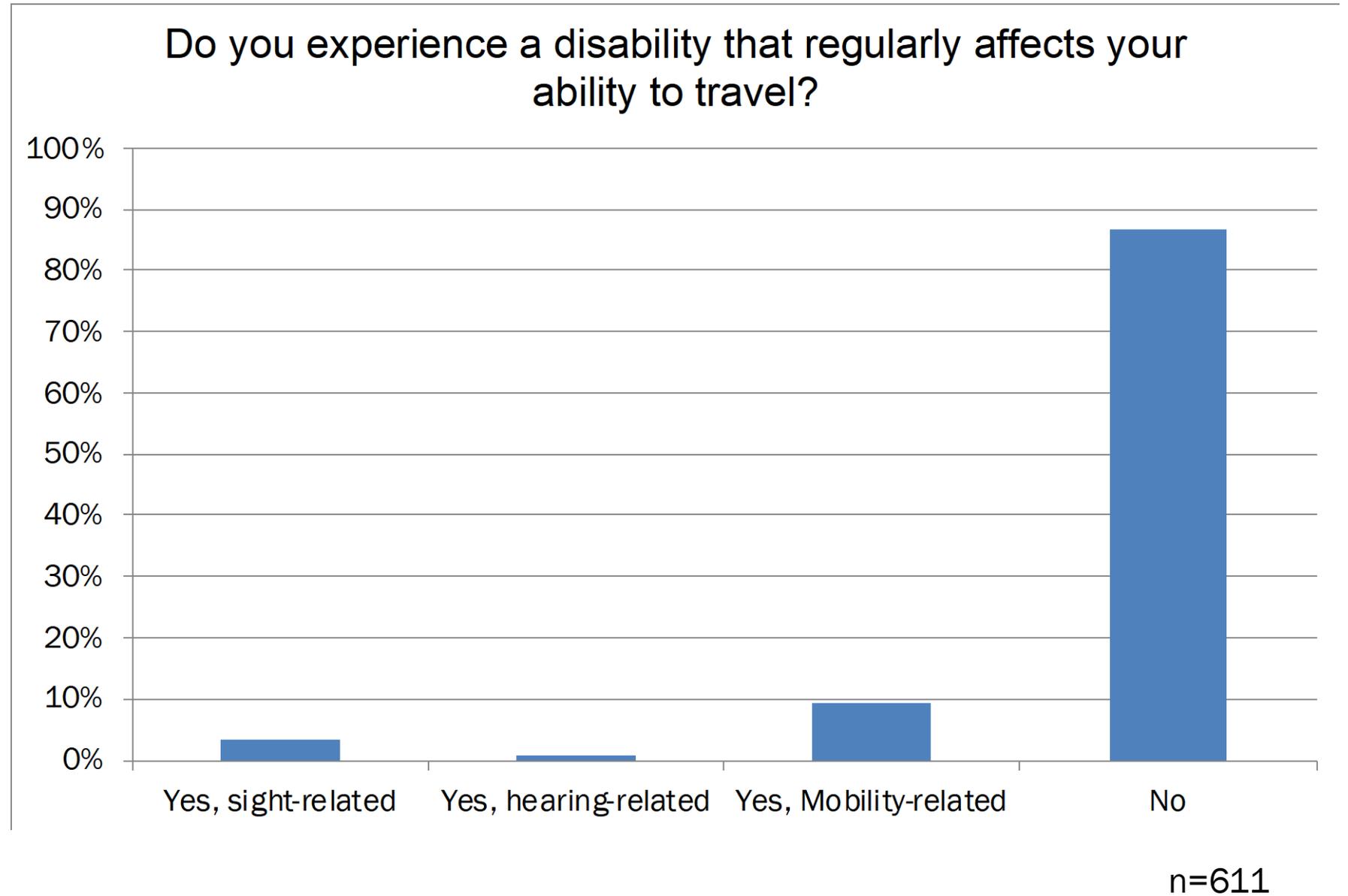
n=579

Respondents by Number of Vehicles in Household

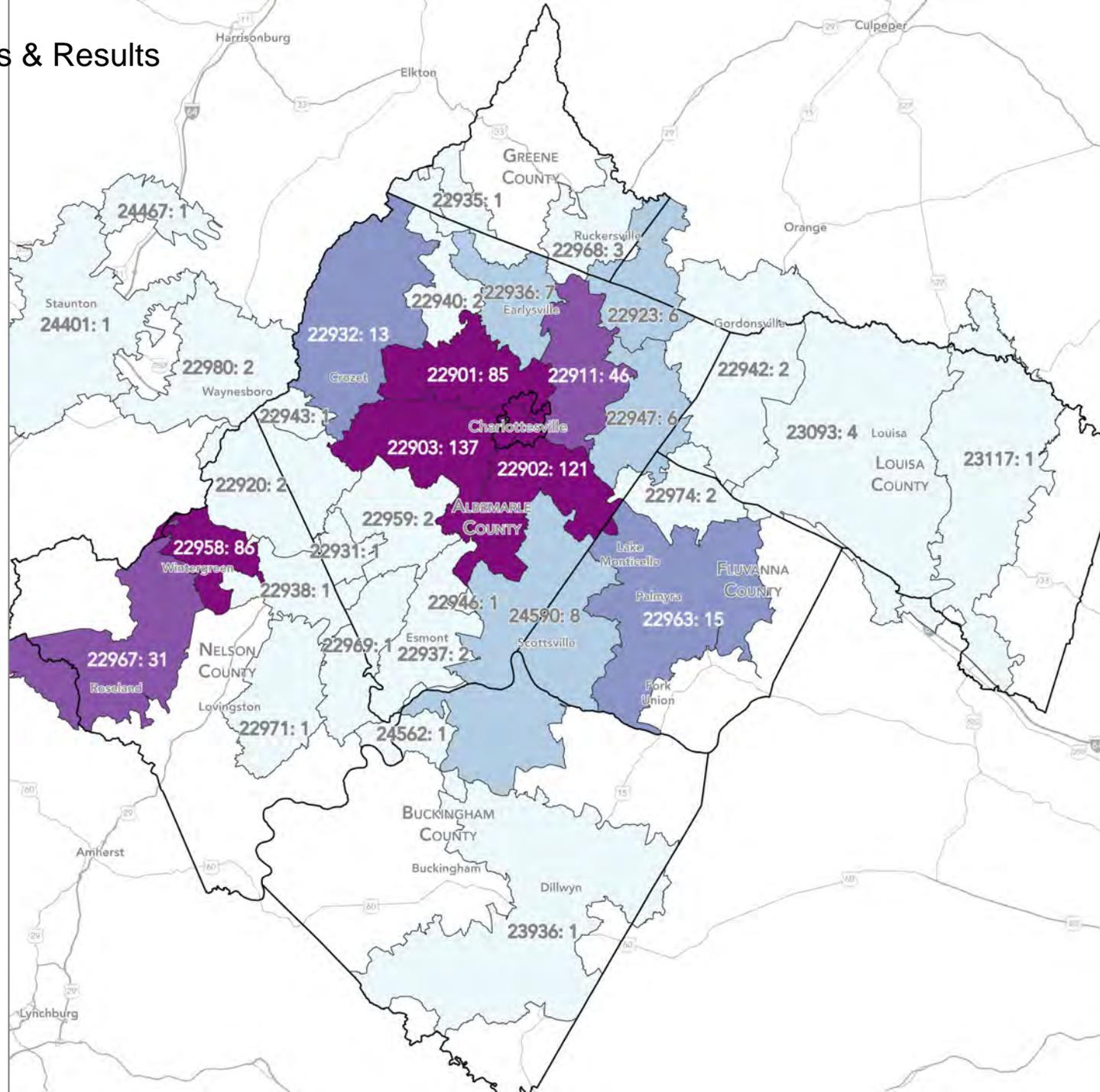


n=612

Respondents by Disability Status

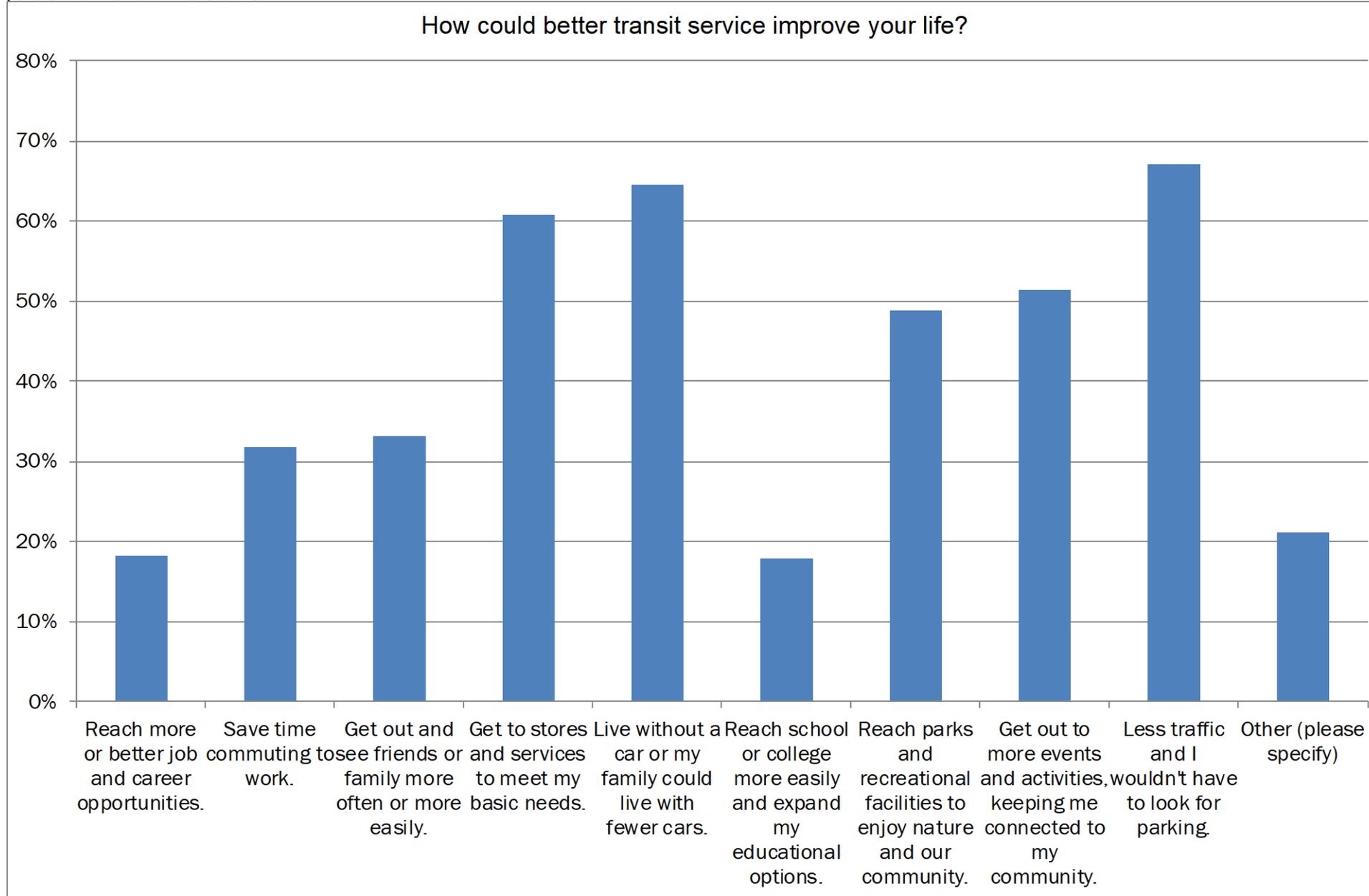


Respondents by ZIP Code



n=603

How could better transit service improve your life?

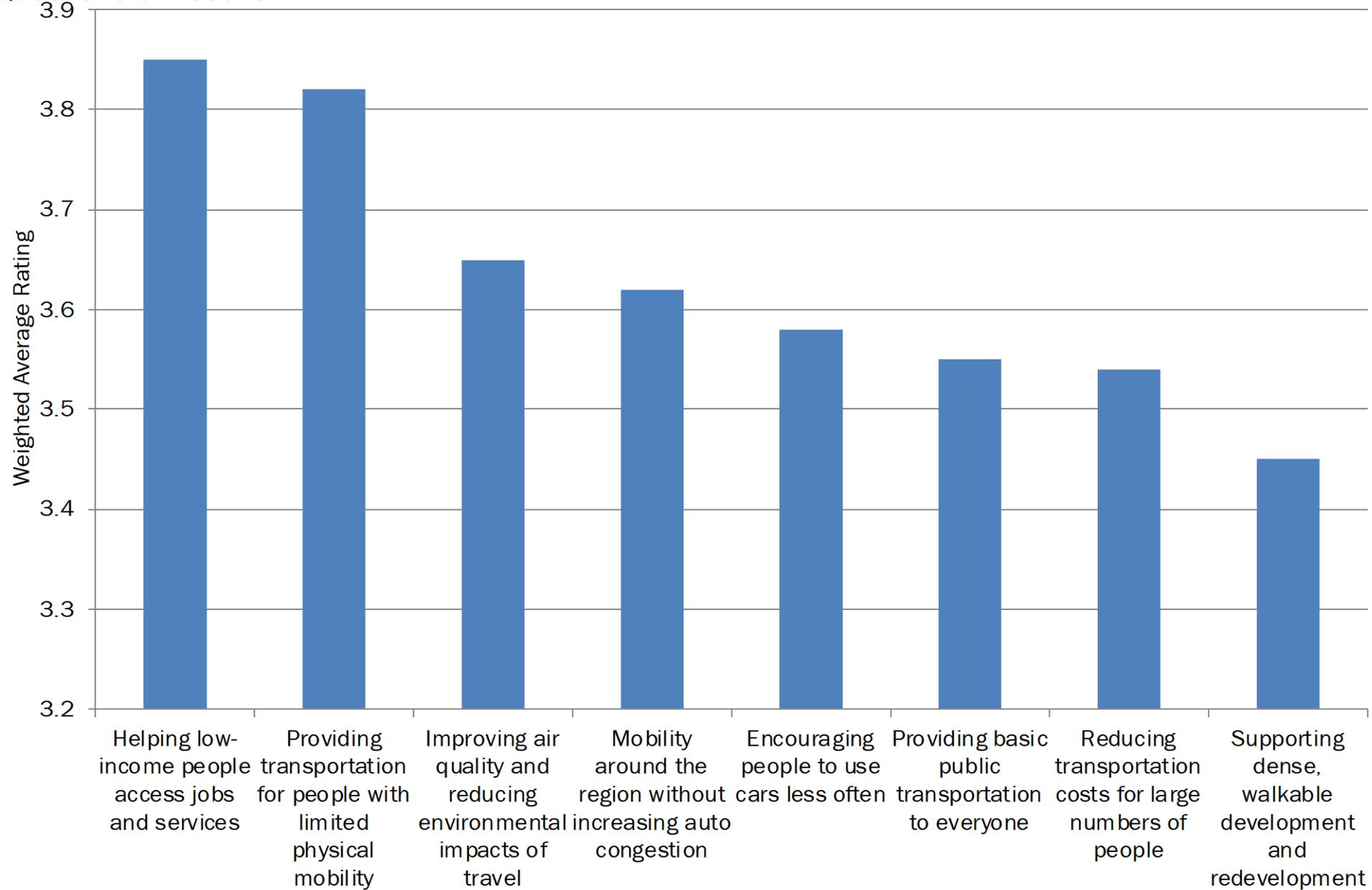


**How could
better transit
service
improve your
life?**

141 Respondents cited other benefits and of those:

- 23% cited environmental benefits like improve air quality or climate change mitigation
- 15% cited access to medical services
- 6% cited improved workforce access
- 6% cited improved regional transit access including access to and from rural areas

How would you rate the benefits of transit?



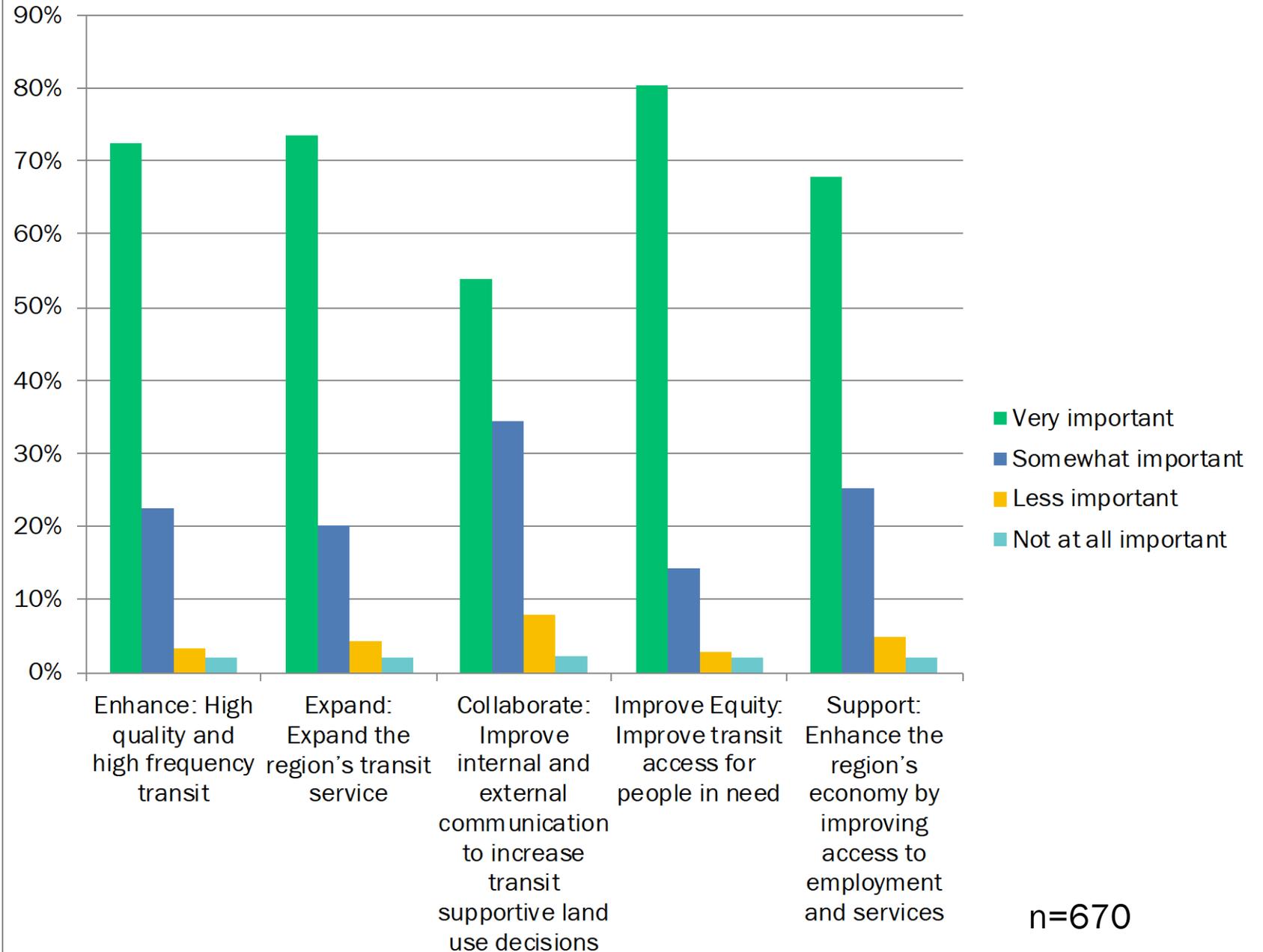
How would you rate the benefits of transit?

138 Respondents cited other benefits and of those:

- 14% cited safer streets through more walking and biking and other related improvements
- 14% cited better regional connections including to rural areas and to other regions (e.g. DC, Richmond)
- 11% cited access to medical services and better services for people with disabilities (physical, mental, and developmental)
- 11% cited environmental benefits like improve air quality or climate change mitigation
- 8% cited improving the ability to age in place

How would you rate the goals for transit?

How important each of the following potential goals for transit would be to the region:



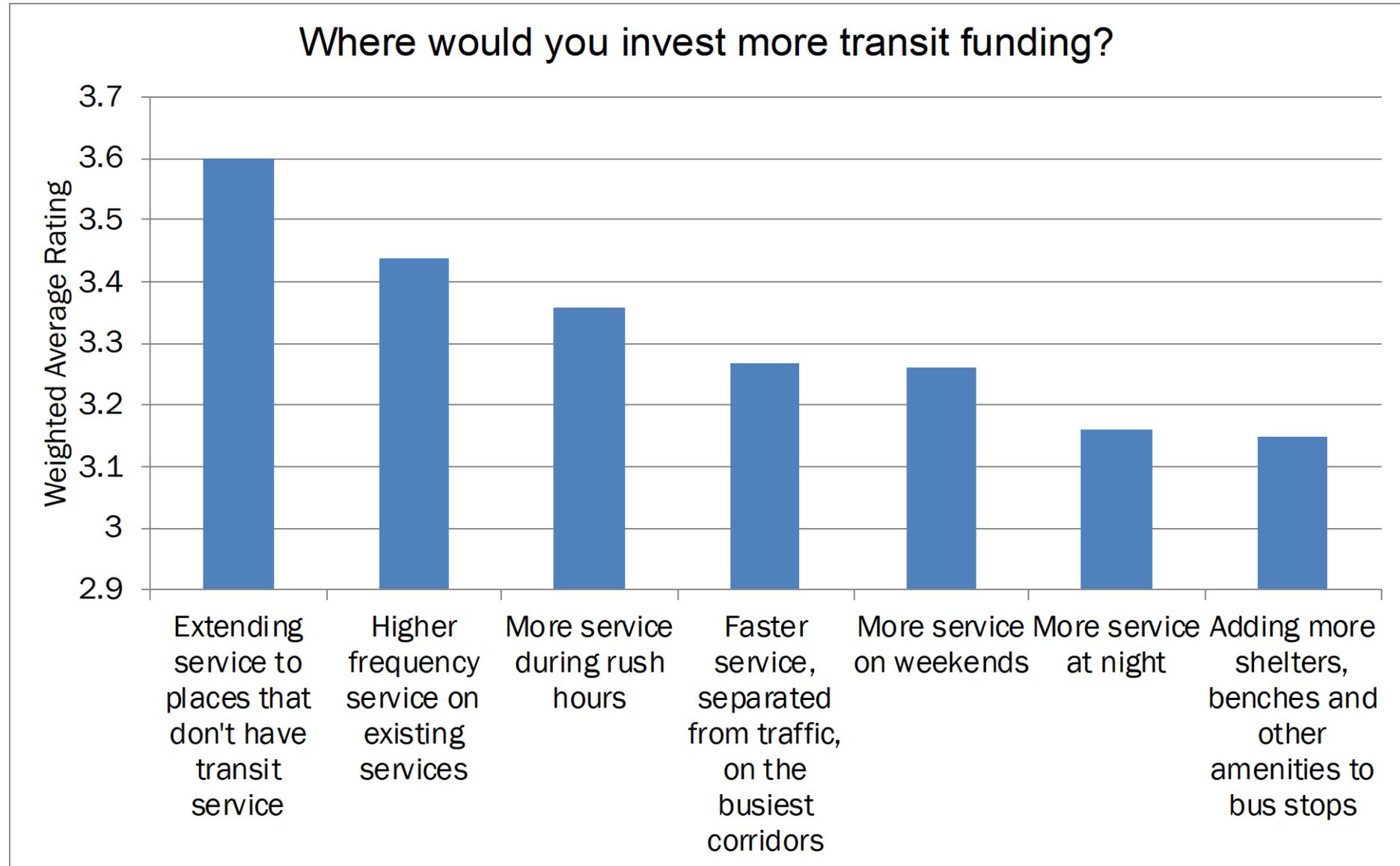
n=670

How would you rate the goals for transit?

173 Respondents cited other possible goals and of those:

- 24% cited better regional connections including to rural areas and to other regions (e.g. DC, Richmond)
- 21% cited environmental benefits like improve air quality or climate change mitigation
- 9% cited safer streets through more walking and biking and other related improvements

If the region had additional funding for transit, where would you invest it?



**If the region
had
additional
funding for
transit,
where would
you invest it?**

198 Respondents cited other possible improvements and of these:

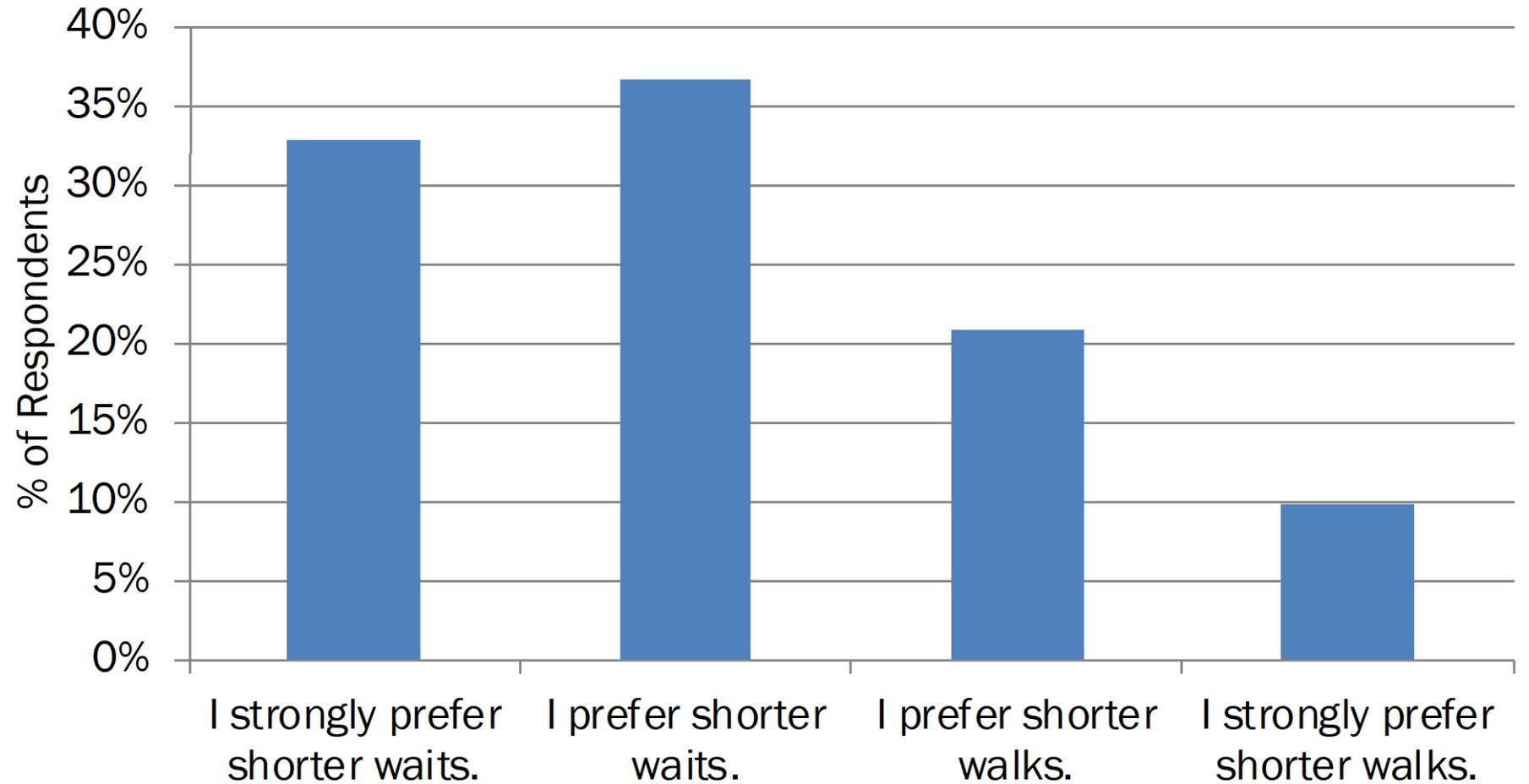
- 16% suggested better rural services and connections regional connections
- 11% suggested better walking and biking connections
- 10% suggested electric vehicles
- 9% suggested rail or light rail connections in the region
- 8% suggested more on-demand options

Would you prefer to:

Walk farther, but have a short wait?

Walk a shorter distance, but wait longer?

**Would you prefer to:
Walk farther, but have a short wait?
Walk a shorter distance, but wait longer?**



Appendix 2C. Transit Vision Survey Comments

Respondent ID	Q1 Other	Are there transit benefits that aren't listed above and that you think are especially important?	Are there other goals for transit in this region that aren't listed above and that you think are especially important?	What new transit investment that aren't listed above do you think are especially important, if any?
13191198681	Am retired and unlikely to use transit.			By transit you seem to be thinking only of bus transit. Why not rail transit? In 2006, the Buckingham Branch would have been willing to provide rapid transit from Crozet (possibly farther) with stops at the University, UVA Hospital, Union Station, where it could connect with city transit. CSX killed it. But such service would reduce traffic congestion on 250 and Main Street. Want more information?
13124856232	Better and more frequent transportation will get people out of cars and reduce pollution in Charlottesville.	Reducing car dependency and parking lot sprawl in urban areas.	Making public/alternative transit in public areas dense enough and of a high enough quality to reduce the total number of cars in urban areas.	Real curb-separated bike paths to better protect the lives of cyclists and dedicated transit lanes only useable by buses. Nobody will cycle if they feel unsafe and nobody will take the bus if it's slower than a car.
13299008241	Better transit means better air quality and health for everyone	better transit implies better (and more) walkable areas, which leads to better health overall for everyone and allows seniors to have a higher quality of life without endangering everyone via driving	fully connected transit networks - be they bus, sidewalk, or bike. Also, _physically-separated_ from cars should be a priority (rather than the painted bike gutters/sharrows, for example).	(again) physically separated pedestrian, bike, and/or bus infrastructure. I.e., make it safe and faster to use modes of transit other than cars, and people will use them.
13177503061	Better transit service specifically in my case to include JAUNT being better. Unclear which one I would have to use if/when car dies. However, I don't have any direct experience with JAUNT, only stories, so answers will apply more to CAT.	No but I do want to say that I do support density (while aggressively pursuing deeply affordable housing), but know it's going to take away parking places so it is super important to improve public transit first (and maybe have more material incentives to ride) instead of forcing people into a bad system. The one other thing is the "no matter where they live." It think it is nice right now to have the busses that go out to Crozet etc. but since you still need a car or whatever to get to your final destination, and since hopefully there will be more people able to live here soon, maybe ii should be a little bit more carefully though out how much money is spend on something like that. (Maybe it is fairly cheap; I don't know.)	If something can be done about private shopping centers refusing to accept bus service as was recently done at the Lowe's shopping center (whatever it is called, Woodbrook) I wish it would be. I know that is the county but it is really disgusting. So many people come to work there on the bus. They shouldn't have to walk further. It is going the wrong way. There must be some way the government can lean on them or embarrass them into reversing the decision but nothing every happened as far as I know after the announcement was made. i do not want to see any more of that happening.	Nothing but I want to say I would like every stop to have a shelter and a REAL BENCH again. It is so very important for elderly and disabled people. It is not more important than most of the other things of the list, but it is very important and needs to be emphasized and clarified. I don't know that "other services" are needed before money is spent on the other things on the list, but since I don't really don't what they are, I can't say for sure.
13293372889	Better, accessible public transit from Nelson County to surrounding bigger cities would allow better aging in place in Nelson County.			Accessible public transit both on-demand and scheduled connecting Nelson County (Nellysford, Lovingson and Arrington) to Charlottesville and Fishersville for medical appointments, shopping, etc.
13285197643	Consider the southern part of the county and not just Charlottesville	Need to think more specifically of the needs of the Scottsville/Esmont/Keene region and 20 south	Consider Southern Albemarle Region ,ore	Outlying regions provided for
13233186948	Does transit service include bike paths (not just dangerous bike lanes on high speed roads)?	We need more safe bike paths, especially around UVA and in the surrounding counties. Enabling UVA students to bike safely to school will dramatically cut down on car traffic for all. Long bike paths in the counties will provide exercise and recreation for everyone. C'ville bike options are a lost opportunity. Why can't C'ville do better?	Yes, we desperately need more bike paths separate from roads where bikes need to compete with cars.	Bike paths. We can readily cut down on the need for cars and even buses if more people could safely and comfortably ride their bikes to work or school. This is an inexpensive solution to our transportation needs. Biking helps the environment as well. Not bike lane. Bike paths.
13126164524	Environmental benefits would by my biggest priority	No	A	Better public transport to and from areas that employ the most people.
13208790919	Feel good about using less gas		Decreasing car traffic and parking concerns. Consider smaller buses with increased frequency and range of service. Keep the buses free!	Smaller buses- for routes that don't tend to fill a bus.
13292122168	get the tractor trailers off 151 and 6 so traveling is not dangerous	Decrease need for development of land for housing. This will decrease amount of traffic on roads that can't handle it.	Keeping the quality of rural life in Nelson County.	More police keeping tractor trailers off of Rt, 151, and Rt 6. Ticketing speeders on these roads.
13290304104	get to medical appointments	localities working together to improve quality of life	no	non carbon fueled vehicles
13274562742	i could consume much less gas and reduce my impact on the environment			Expanded options for rural areas
13290239659	i could get to necessary appointments easily	increased housing location options	equal access to needed services	services to satellite communities
13124989720	I could go to and from the train station easily.	Reducing the need of parking spaces and lots.	To create routes that reduce travel time and not significantly increase it.	Invest in routes that aren't funnelled through downtown as it creates a bottleneck and makes transit mainly practical to those with lots of free time or can't afford a car or cab.
13298897438	I could go to Charlottesville on the weekends	I would like to have transportation to go to and from our food store in Scottsville Virginia it's very dangerous to walk this route and I do once a month I do not drive.	Lack of Transportation hurt yourself esteem, a huge feeling of isolation Loneliness and forgotten. Along with the feeling of unneeded.	We only have two buses in the morning from Scottsville to Charlottesville and two coming back I think we need more there have been times where I have not been picked up on the correct time and there been times and I have been late for doctor's appointments.
13291170544	I could obtain medical services			Provide transit access to recreational facilities and parks
13290450665	I could obtain medical services			Provide transit access to recreational facilities and parks

Appendix 2C. Transit Vision Survey Comments

Respondent ID	Q1 Other	Are there transit benefits that aren't listed above and that you think are especially important?	Are there other goals for transit in this region that aren't listed above and that you think are especially important?	What new transit investment that aren't listed above do you think are especially important, if any?
13115856692	I ride my bike to work, so with better transit, I would have an alternative besides driving when the weather is poor.			Electrifying the fleet!
13173456765	I want to save money on gas	Saving money that cars waste and less cars on the road means hopefully fewer car crashes		In the county
13293151768	I will eventually need public transit to age in place here.	With an aging population in the area, we need dependable, fairly priced transport when we can no longer drive. We do not want to move away because we can no longer drive.	Public transport would be a safer option for folks visiting wineries, breweries etc. which is a big part of tourism in Nelson.	Coordinate transport with concerts, theater etc. to encourage folks to get out in and support community businesses such as restaurants.
13289334945	I would be less dependent on friends and neighbors having to transport me.	Improve access to health care facilities.	Look more closely at communities that have very very limited transportation access, like Nelson's 151 corridor.	A few smaller lift vans that would be available on short term notice in case of urgent need...not necessarily emergency need.
13274831923	I would feel confident that my daughter with disabilities is treated fairly and respectfully	Opportunities for individuals with cognitive disabilities		Stop that are accessible to individuals with disabilities
13175328823	I would feel safer on public transit.	People would be safer.		making shelters more comfortable and safer
13124970987	I would not need to use my car as often	To allow access to places that can't be reached on foot because of inability to cross high-traffic roads		experimenting with the use of autonomous vehicles for short distance local travel
13186725247	I would use if there were frequent swift buses	helping climate, less noise, better health from not driving	climate help and traffic help	rapid frequent service and possibly express buses
13174998651	I wouldn't have to be waiting as long for the next bus			bus electrification
13298430055	I wouldn't have to spend so much on parking for work		I would like to see much greater leveraging of rail service for intra-regional commuting.	Integrate bus and rail service so it's easy to go from one to the other.
13119083174	I'm hoping it would be more climate-friendly and improve air quality (they better be full electric if possible) and reduce traffic, which are my two main concerns.	Improving health by reducing pollution! (sort of listed but yeah)	Electric vehicles, reduce and or eliminate emissions, better plan communities and neighborhoods to be walkable/bikeable and public transit friendly	fully electric.
13188338040	it would enhance my bnb so that visitors could get around to attractions, business, shopping etc	would train a new generation to take transit if available to school children and connecting them to parks and entertainment and sports	I dont want to see zoning linked to transit	park and ride and shuttle bus/vans so that commuters and visitors could park and use transit to connect to destinations
13285171450	More service to rural areas.	Providing more services to rural areas.	Again, providing services to rural areas.	I am going to keep on rural area services.
13146461941	My family and I could reduce our carbon footprint.	With more frequent service, people's time won't be wasted. When people's time is wasted by municipal services, it says that the community doesn't value their time. People of all economic strata deserve to have their dignity and their time valued. The current system doesn't say that.	Reduce the community's greenhouse gas emissions to help us meet our climate goals.	Separated bike lanes. Extend the free trolley route to CityWalk Apartments. A way for folks to see how they are reducing air pollution / GHG emissions with each ride, either on the app or on the bus itself.
13292595067	None of the above. Would only create congestion on our rural highways.	No. Just wastes money that we don't really have without going further into debt, printing more and causing inflation.	Limit further government spending.	None. Government going further into debt is not an "investment".
13277256291	None. It will cause more traffic messes.	No	Stop transplants from moving here and messing cville up for people who were born here.	Trains to take transients away.
13294474785	Parking at some colleges is problematic			shuttle service to Wintergreen so that people don't have to drive their cars up and down the mountain
13093676476	Please no more free transit crap	No more	Goal=eliminate completely	Invest in putting people to work
13202128946	Postive environmental impact of less cars on the road	Positive environmental impacts are the most important.		Trashcans at current stops. Most I've seen don't have them, and trash litters the ground all around the stop. I recently saw a woman with a cane trying to push bottles out of her way so she could sit on a transit wait bench.
13219523918	Provide access to healthcare	None that I can think of	No	Use green vehicles
13217920901	Reduce GHG emissions, save money that today I spent in my car (far beyond fuel costs), be able live a more relaxing life (driving less and enjoying the benefits of having my own/shared "chauffeur")	Less pollution, road accidents, reducing the societal pressures of living in a "car culture".	Reduce GHG emissions (which can only be achieved with higher bus occupancy levels and/or by using battery-electric buses)	Microtransit! Out of the box solutions! (reengineering our transit system)
13186356009	Sunday accessibility is needed as well. People work on Sundays and we need access to my church on Sundays.	Getting to church on work and on Sundays is highly important in my and many others lives and wellbeing.		at least morning and early afternoon service on Sundays
13219209427	The current transit service absolutely meets my needs!	It gives people a chance to share in a community by riding with their fellow citizens.	Mitigation of climate change.	A lot of people who ride are coming from the grocery store. It sure would be nice if there were seats near an area where they could set their bags down.
13298305350	These are all such good reasons! I would add that I'd like for the planet to continue to be inhabitable for me and future generations, so whatever we can do to prevent global climate change is A+++.	Freeing people from car payments, insurance payments, and unnecessary interactions with the police.	Giving people time to relax/read/connect when they would be otherwise sitting behind the wheel.	I would like to see the buses continue to be free and I think people need to be informed about this.
13187935938	to me, the only feisible public transit in our far flung county is a jitney type of transit where one calls in a particular need and shares with others similarly situated. The full size buses here are largely or even completely empty because it takes too many buses to get from point A to point B		Provide personalized transit service to avoid the need to take multiple buses -- have a shared jitney type of service that is flexible for residents' needs	Abandon large, unfilled buses. Go to small vans that are more flexible: like public Ubers
13042471862	We need to look specifically at poor, rural teen needs	Making sure that rural teens can get to PVCC community college. Making sure rural teens can get to Charlottesville to take advantage of services.	Assist seniors and the low income who would like to go to movies, special events and museums not in their area.	Very early morning for rural areas that need to get to a job say at a McDonald's to open.

Appendix 2C. Transit Vision Survey Comments

Respondent ID	Q1 Other	Are there transit benefits that aren't listed above and that you think are especially important?	Are there other goals for transit in this region that aren't listed above and that you think are especially important?	What new transit investment that aren't listed above do you think are especially important, if any?
13173760618	With a better transit service it's easier to leave my car in the shop when it needs repairs, and I would feel more comfortable as a bartender referring people who might have had too much to a reliable and better transit service that I can trust to get them home.	Reliable public transport I think increases public safety, it means people who don't have the ability to find or pay for something like a rideshare program and don't have a car are not put in a position where they need a ride and don't have one, don't have a reliable support network, or don't take a ride from someone they wouldn't have otherwise.	Increasing public access to the county, besides just the city of Charlottesville. even if it's a connection to another bus system.	Easier ways to keep up with bus route changes, COVID-19 related changes, or other things like that that may be time sensitive and impact routes or riders! Maybe something like an app.
13186801823	with a better transit service, my developmental disabilities wouldn't be a barrier to all of the above.	A system (training staff in particular) that accommodates individuals with Developmental Disabilities.	Accommodating individuals with developmental disabilities.	Training staff to accomodate individuals with developmental disabilities.
13277056889	With better transit I could reduce my use of fossil fuels.		Protect the environment by reducing greenhouse gas emissions.	Invest in drivers in order to assure reliability of service. The arrival and departure times along the route need to be kept tightly to the schedule for the service to be predictable and dependable.
13204890937	With better transit service community members could more easily access healthy affordable food pathways (groceries, pantries, gardens, etc)	Connecting community members with food resource pathways such as grocery stores, food pantries, etc	Connecting community members with food resource pathways such as grocery stores, food pantries, etc	Connecting community members with food resource pathways such as grocery stores, food pantries, etc
13298913953	With better transit service I could go on outings with friends who use wheelchairs and can't transfer into a car.	If we had better public transportation, I would be less concerned about aging in place.	Minimize the environmental impact of the public transportation options selected. Eliminate the dependence on petroleum products.	More medical transport options. Those who rely on Jaunt for rides to medical appointments often find the process exhausting.
13188754204	With better transit service there will be fewer deadly cars on the road. Cars kill and injure bikers and pedestrians.	Again, fewer injuries and deaths from cars hitting bikers and pedestrians.		Just want to underline the importance of dedicated bus lanes!! Also, park and ride opportunities for ppl who do need to drive into C'ville from rural areas or those underserved by transit.
13144598182	With better transit service, I could help reduce the emissions that are driving climate change	Making roads safer for bicycles and pedestrians by reducing the number of cars		Restoring street car/rail service
13297933415	With better transit service, I could hire people who can get to and from work.	Communities with solid public transportation attract good businesses, providing more work opportunities for our people.		If a primary goal of our public transportation is to get people from one place to another at the greatest convenience and least cost to taxpayers, please consider discontinuing large buses and providing Uber vouchers to riders. The private sector can provide door-to-door service on demand, which may be the most effective, cost-effective model for certain parts of the region.
13145026530	With better transit service, I could live car free reducing my carbon footprint		Reduce environmental pressures	Train connecting charlottesville to Richmond. Virginia now owns the line but we need passenger cars on it
13190781996	With better transit service, I could more easily daisy-chain my activities during a day and not have to worry about the hassle of parking, joining friends for a drink (and then having to drive), and could relax while riding instead of having to pay attention to the road.	- Not having to worry about parking & moving my car - Not having to worry about drinking & then later driving	- Reduce GHG emissions - Improve air quality within urban/dense areas - Reduce sound congestion - Increase access to social/recreational destinations (not just economic opportunities and homes, as the other options offer)	Connection to the airport
13125382547	With better transit service, I would contribute less to the global climate crisis		Reduce GHG emissions	Integrating services of different providers & facilitating transfers
13271505753	With better transit service, I would feel more connected to my community by interacting more!			ACCURATE ESTIMATES OF ARRIVAL TIMES.
13173593238	With better transit service, I would feel we were doing more of our part for a secure climate future for our children and grandchildren	Safe backups and extensions for walking and riding a bicycle, so I know I have a safe way home in case something goes wrong	Making best use of limited public resources	Signal priority, protected turns, other anti-bunching efforts complementary with or where necessary subbing for separation from mixed traffic
13125762683	With better transit service, I'll be able to commute to my doctor's appointments. Currently it takes 3 busses/2.5 hours each way.	Enabling people to go to grocery stores and doctor's appointments.		Bus routes that go as far as Walmart on Rt. 29, or one that reaches the airport, that also go all the way back to the bus station. Right now the bus to Walmart does not take you back downtown- it takes you as far as the Barracks Road shopping center.
13296422635	With better transit service, our entire community would benefit from cleaner air and reduced greenhouse gas emissions	Allowing more ppl to safely access the sheer joy of active mobility!		Improved biking and walking infrastructure, included protected (i.e., NOT paint) bike lanes, connected sidewalks thruout the city, decreased speed limits within the city — no one should be able to drive faster than 25mph anywhere in cville

Appendix 2C. Transit Vision Survey Comments

Respondent ID	Q1 Other	Are there transit benefits that aren't listed above and that you think are especially important?	Are there other goals for transit in this region that aren't listed above and that you think are especially important?	What new transit investment that aren't listed above do you think are especially important, if any?
13123393517	With better transit service, we could take preventative action against the impending catastrophes of climate change.	+ Helping neighbors displaced by gentrification and rising costs of living reach places of employment, entertainment, and basic amenities. + Abstractly, mass transit helps one connect with and be a part of the city/community rather than an individual in the city. + Robust mass transit is critical to combating climate change and the effects thereof. Transportation accounts for the majority of ghg emissions in our area, our state, our country. We cannot continue as a species to rely on single-family vehicles. + Eliminating reliance on air travel, both for climate's sake and for the sake of quality of life—rail is easier, more comfortable, and less expensive.	This survey completely disregards the necessity of transforming our mass transit systems to combat and account for the effects of climate change. The main goal should be completely overhauling how we get around to eliminate single-family vehicle use in a way that is equitable and sustainable. We need to be thinking big picture about how we get to and from other areas in our state and country. If we don't change our infrastructure with that in mind, as well, then we'll be wasting valuable time and will come up short.	We should be imaging a region that abolishes most local roadways in favor of pedestrian, bike, and mass transit. We should think about major state-wide rail systems connecting to regional and local light rail systems connecting to comprehensive bus routes that service areas with little to no car traffic in lieu of biking and walking.
13233221548	With better transit services, I could more easily avoid running on the shoulder of 250	Running and biking paths. Not a bike lane on a road but an actual separate, paved path. This is badly needed. The Rivanna trail is crap except for the section at Riverview park. Also, a train station in Crozet would cut down on congestion and parking at the one in Charlottesville.	Eliminate hit and runs.	Paved bike paths!
1317377661	With better transit there would be less cars, making it safer for pedestrians and bicyclists.		To contribute to our goals of reducing climate change.	Electric buses, assuming they have the range and would be practical.
13252547870	With better transit we might have a hope of curbing catastrophic climate change	Transportation for children who cannot drive themselves.	Contribute to the region's goals for carbon emissions reductions.	Transit-supportive land use and urban design
1318666735	With better transit, I would be less responsible for greenhouse gases. With better transit, I could spend my 30 minute commute to town doing other things than drive.	You only mention people with mobility issues. Many many MANY adults with developmental disabilities are unable to live independent lives because they cannot drive. JAUNT is not a good alternative because it is irregular in arrival for pick up and in spite of their claims to the contrary, is limited in it's service to rural communities. I know. I've been told they could serve our son, only to find out they can only pick him up in at certain time and place. He also hates being lumped with only other people with disabilities.	Again, please be aware of the needs of people with developmental differences. My son has high spectrum autism. He is in a four-year degree program in a reputable state college and does not fit in with the Innisfree crowd, but due to extreme executive functioning challenges, he will never be able to drive. He is too vulnerable to exploitation to use Lyft or Uber. He does very well with city buses, but they take much too long and sometimes it requires two transfers to get where he's going. And that's just once he gets to town. We live in White Hall. When he is not away at college, if he wants to do anything in town I have to take him. Before he went away, when he was at PVCC and working, I had to take him to school and then to work, because he would have had to take THREE buses to get from PVCC to Barracks Rd. Obviously, this profoundly impacted my own work schedule!	Better transportation from rural areas, and outlying counties.
13285149772	With better transit, people could get to medical appointments better. And Extend service to Scottsville and Esmont.	Providing transportation for medical appointments. Extend service to Scottsville and Esmont.	Extend transportation services to Scottsville and Esmont.	Extend service to rural areas like Scottsville and Esmont.
13296418336	With better transit, we could live in a less car reliant and safer, more comfortable neighborhood	Climate change depends on reduction of cars. Communities develop better when people get out of their cars.	No	Frequent reliable service on ALL lines - 15 minutes or less - not just during rush hour. Separated bus lanes.
13094402141	with electric transit, there'd be less pollution and CO2	European cities that banned cars in the historic districts and have adequate public (electric) transit find that the standard of living goes up in many ways--community, less noise, less pollution, public safety, fewer collisions.	Support businesses by having transit options for employees and customers.	Quiet, non-polluting transit vehicles.
13303131955		Reducing road deaths from driving	High ridership	Redesign the bus routes
13301344889		Equity	Lower cost by giving access to lower cost housing	integration with light rail, magnetic to wheeled buses
13299610934			Transit to communities outside of C'ville (many low age workers that work in C'ville live in outwards counties)	Safe bicycle routes in county (E.g. north of airport near Earlysville)
13298972082			should be economical - possibly funded by community funds	more stops
13298354909			We need to give people a reason to choose public transit (or bikes or walking) over driving to work. That means increased bus frequency, building covered shelters at every bus stop, eliminating bus fares permanently, establishing a regional transit authority, building physically protected bike lanes along major corridors through town, and improving sidewalks and accessibility.	Eventually, an electrified bus fleet. Also protected bike lanes, additional public bike racks and lockers, and improved sidewalks (many of them are completely inaccessible for wheelchairs and strollers) if those fall within the scope of this survey.
13297963209		No	No	Expand to more rural areas
13297836311		I think by creating better transportation options, you can also create jobs for the region (operators, engineers, etc.)		I think new autonomous options? I'd love a monorail system from the airport to the hospital/Fontaine, and maybe a regular transportation option from UVA to VCU to PVCC to help students/inexperienced drivers.
13297661414		We need frequent, reliable, and accessible transit services for everyone!		More frequent, reliable, and accessible transit services for neighborhoods historically marginalized in Charlottesville - 10th & Paige for example.
13297597029		Help people who choose not to own a car	Accessibility for people of ALL incomes, not just low-income	More connectors to UVA and especially PVCC

Appendix 2C. Transit Vision Survey Comments

Respondent ID	Q1 Other	Are there transit benefits that aren't listed above and that you think are especially important?	Are there other goals for transit in this region that aren't listed above and that you think are especially important?	What new transit investment that aren't listed above do you think are especially important, if any?
13297453212		Helping connect neighboring counties/regions in a more cohesive way. Also, taking all the affordable housing pressure off Charlottesville by making it easier for people to live in more affordable areas and still commute.	Better shelters and an easier way to know when the next bus/etc is coming. Connections with airport and train stations.	It would be great to invest in other forms of transit besides busses: streetcars, small shuttle busses, light rail, etc
13297336264		Community connection	Reduce carbon and pollution	Door to door service for everyone, not just elderly or disabled. This is possible if you consider adopting an "Uber" model of on-demand service via a fleet of small electric vehicles instead of sticking to huge busses than run mostly empty on many routes.
13297308602			Provide a higher quality of life for area residents, reduce deaths and injuries from traffic violence	Intersection improvements to prioritize transit such as reducing conflict points with turning private motor vehicles, especially left turns, giving transit priority on key corridors like Toronto's King Street pilot, and queue jump lanes at intersections that are reliably clogged at rush hour https://nacto.org/publication/transit-street-design-guide/intersections/intersection-design/queue-jump-lanes/ and eventually a full circulation plan like Ghent or Utrecht to reroute private motor vehicle traffic around key bike/ped/transit corridors entirely https://www.youtube.com/watch?v=sEOA_Tcq2XA&ab_channel=Streetfilms
13297179702				Bus lanes only throughout - make it faster than using your car.
13297003605		Transportation links to air and rail hubs in the region. Transportation support for seniors who can't/shouldn't drive.	Transportation links to air and rail hubs in the region. Transportation support for seniors who can't/shouldn't drive.	Options to get to air and rail travel hubs are nonexistent in Nelson County.
13296561576		Just want to emphasize how important it is for folks without a car to live and work in our area.		I just feel so terrible for folks who have to wait out in the freezing cold for a long time for a bus. There's a stop in back of the Kroger on berkmar that was covered in snow and ice this week and the folks waiting for the bus had to wait on the road with cars zooming by. Please fix your stops in the northern part of the county
13296453511		N/A	Expanding the transit network enough to make life without daily car commuting possible in Charlottesville. This city was not designed for auto transit and it suffers when life is made easier for cars than it is for people. (I say this as a car owner and driving enthusiast who, nevertheless, wishes she could get downtown without driving.)	Light rail or trolley-buses within the city would be a beautiful addition. But I want to emphasize that expanding the scope of service should be your top priority. More stops! More lines! Please!
13296450389				Separated bike lanes
13296422311			reduce emissions - have a transit system that is so good, fewer people drive their own cars, thus reducing congestion and pollution.	I suppose this is just a pipe dream that will never happen, but one day I would love it if this area had a light-rail/subway system.
13296028930				Service needs to be provided in rural locations not just cities.
13294827136		reliable, scheduled service to allow elderly to get to doctor appts without driving selves		scheduled bus service to Nelson Co
13294810221		fewer traffic fatalities. less dwi. police can focus more on helping people and less on traffic issues	connecting the people in rural areas with jobs and access to medical care	enabling people to move out of congested areas by linking rural and urban communities; conversely allowing rural folks to have cultural experiences
13293493012		Public transportation will make it possible for people to age in place.		Provide transit options to areas with high numbers of retirees.
13293293551			Better connection from major regional cities (Washington, Richmond, Roanoke, etc.) to Nelson County or at least Charlottesville. For example, currently no way to get to Wintergreen form Washington other than private vehicle.	Better regional connections, e.g., major cities to Charlottesville to local points
13292279902		Serving communities who cannot afford individual cars and reducing the average carbon footprint in Cville and Albemarle. Reducing bus wait times is important, with current schedules its not always a viable way for community members to get to work	Environmental responsibility: use of EVs or buses that are sized appropriately to specific routes.	Extend service specifically to areas where people who cannot afford cars would benefit from service
13292185224		No	No	Rural community access
13292117835		The ability for people to get to regional transit hubs (air, rail) without the need of a personal vehicle, to include the Wintergreen mountain community.	Safe, reliable and affordable connections to other regional transit systems.	Into some of the more distant/rural communities
13290672716		Providing outlets for outlying residential areas, ie. Rural communities.		Ride share networks
13290364885				Bases that can accommodate wheel chairs

Appendix 2C. Transit Vision Survey Comments

Respondent ID	Q1 Other	Are there transit benefits that aren't listed above and that you think are especially important?	Are there other goals for transit in this region that aren't listed above and that you think are especially important?	What new transit investment that aren't listed above do you think are especially important, if any?
13290343104				Transportation to Nelson County and Nellysford
13290221836		We need to be less reliant on cars!!!! Save the environment	Would be AMAZING to be able to get to recreational places like Wintergreen and 151 wineries	People work at all hours— people without access to cars usually work nights and weekend and need transportation
13286174857		Expanding options for getting around for people in rural communities	Yes, expanding transit not only to high density areas but also rural communities	Extending service to rural communities
13285145130		assistance with people accessing healthcare	extend transportation into the rural areas	more routes to rural areas, particularly route 20 corridor south
13284586815		Mostly related to improving air quality and ensuring our lowest income neighbors have access to essentials		Regular assessment of community needs and realignment based on those assessments
13282380418		Reducing carbon emissions	Timely transportation to and from doctor appointments, not 2 hours before and up to 2 hours after	Ability to provide Door to door service to doctor appointments
13278578397			Park and ride hubs	Light rail system between UVA and downtown
13277938314		Transportation for folks who are disabled and on Medicaid. There are too few providers who would make getting from rural places to Charlottesville feasible without long ride times. JAUNT should not be allowed to discriminate against people with disabilities who need extra help. My disabled daughter has been banned from JAUNT for life because she was unable to disembark from a JAUNT van in a timely way. I would be happy to discuss if you want more information.	Rural transportation needs are not being met.	Transportation to rural areas.
13277077114			Eliminate carbon footprint of the transportation system.	Electrify the fleet as rapidly as possible
13276122555		Increases safety for individuals who need to leave their homes but do not have reliable transportation	Just want to highlight the importance of cheap or free transportation reaching people in low income areas	Lower transportation costs
13274590470		Access to more areas of the city/surrounding counties.	Na	Increased access to areas outside the city. Better access to medical care outside of UVA.
13274021058		No	No	A Cville railway/ above ground train
13272178218				More express service. think in terms of a system. Well designed comfortable Transit hubs at key areas on the outskirts, served by Jaunt, autonomous vehicles picking up in high density areas, feeding transit Center's. Transit Center's served by express bus into employment centers.
13271752695			Convert public transit vehicles to non fossil fuel vehicles.	New non-fossil fuel transit vehicles.
13271695276		Connecting different areas to build a stronger sense of overall community		Better connections to places like Richmond and DC
13271608870		Intra-county public transit would allow low-income people in counties to access better job opportunities and college.	Light rail is important, as is transfer transit. Regular, daily schedules (ie, Louisa only goes to Cville 3 days a week)	Light rail
13269050795				Rural communities like Louisa to and from Charlottesville for jobs and doctors appointments.
13267516183		Linking the community socially	Interconnect City of Charlottesville and Albemarle County building regional approach to social and economic fabric, and also linking to outlying Counties	Need more reliable schedules and shorter wait times on city of charlottesville routes.
13265664808			Bus stop amenities, particularly in densely traveled areas, eg., along multi-laned roads, is ESSENTIAL!	New designs for, ie., non-pollution and noise emitting, public transportation, eg., vehicles.
13265156878		Additional transit to transportation hubs/larger cities.		Additional transportation to larger cities/transportation hubs.
13263104395		Environmental benefits, especially if CVILLE got some electric buses.		New energy efficient buses
13262822731		No	Reduce pollution	Non gas powered buses
13262706916		Environmental impact is a major issue for me	Transitioning to renewable fuels	Renewable energy fueled vehicles
13240877943		Support the senior citizens, and low income families as well as families with family members with special needs who live in the areas outside of the cities in the more rural areas who do not have their own transportation and require help for transportation to get to appointments and access to stores for their basic needs	provide for consideration of additional safety considerations such as sidewalks, traffic lights, cross walks, bike paths, bus stops, and handicap accessibility with transportation options	include as much as possible to save the green environment such as add greenscape; plants and green grass, flowers, trees, shrubs and landscape to beautify our environment

Appendix 2C. Transit Vision Survey Comments

Respondent ID	Q1 Other	Are there transit benefits that aren't listed above and that you think are especially important?	Are there other goals for transit in this region that aren't listed above and that you think are especially important?	What new transit investment that aren't listed above do you think are especially important, if any?
13232973828		SAFETY for those who use a bicycle, walk, or use other non-motorized forms of transportation: we need better bicycle and walking paths (not lanes where the bicyclist and walker have to commit suicide to use) that connect to other forms of transportation: bike paths that connect to the train station for example, or buses that will have trailers for bicycles and connect to bike paths that connect to places of work, school, and commerce. Can easily partner with utilities to use utility easements to place the paved walking and biking paths. A bike path in the location of the former pipeline in Western Albemarle will enable a biking and walking option between and along the Brew Trail.	Environmental health (Climate change), improved personal and physical health of residents, improved quality of life and desirability of the region (make the area more desirable place to live for all including those who will be able to work remotely)	Bike paths (not lanes but separate paths) that connect to bus and train stops.
13226469704			Transit provides an industry for people to gain a valuable certification. More transit means more skilled employees.	Consolidation of existing resources
13220480694			Decrease bus route frequency on routes where there are little or no passengers on a frequent basis. This would help env pollution	Redesign the transit system to create a more efficient system. Take a passenger count on existing routes and reroute areas that have few passengers
13207871046			Zero Emissions	More extensive, safe infrastructure for bikes and pedestrian transit. Car parks for private vehicles intersecting with public transit system.
13205403089			I would really like to see a unified approach to transit beyond jurisdictional boundaries	Ensuring routes get people to places that they want to go. Not every route needs to be focused at the downtown mall. Focus on large employment centers and large concentrations of housing and how to get people between those places efficiently.
13202452491				There should be park-and-ride lots surrounding the city and frequent transit service between them and the city.
13202304415				my family has a car, but live in the city and want to use public transit more. it just has to make sense, for me that means it needs to align reasonably closely with when/where i am going. not an easy problem i know, but that is what keeps me from riding it more.
13202018082				Reducing congestion by improving traffic patterns
13201363165		Interconnectedness with public schools to take children to school and home and after school activities	help the environment as you listed in earlier questions	increasing rideshare apps/carpoolto school apps - get that advertising out there. i know about it, but only because I googled it.
13198343081		In addition to access to jobs and services, it is important to be intentional about food access including grocery stores, fresh markets, and food banks.		Low-no cost fares or incentives for ridership. Increasing pay for transit workers so there is a robust pool of consistent drivers.
13198180486		Increased focus on rural passengers.	Increased transit opportunities for rural passengers and stakeholders	Increased poinrmt-to-point service for rural passengers.
13196983808				I would really like to see a light rail system running from the airport to the university campus.
13193896711		The city can build more high density housing with less parking which makes the city more walkable and tourist/local friendly.	Alleviate traffic.	Dedicated lanes
13193759200		Linking the region together	Improving transit access for underserved areas of the region, especially job centers such as Hollymead/Airport area	Bus Rapid Transit on the 29/Barracks Rd corridor would be a game changer for the region, and is something I think CAT should seriously consider.
13193281010				Electric transit vehicles, ideally with overhead wire
13192628602		Allow for more sane housing development		Electric
13192108919		Helping low income people and decreased pollution	There should be transit to the airport - a shuttle from DT, then maybe a couple of stops before the airport (like Belk, Walmart)	Shuttle to the airport
13191808906		making bicycling around charlottesville an easier viable way to get around	making bicycling a safe, viable option	bike lanes
13191719259		I grew up in Germany. If you live in a metropolitan area, you really don't need a car to move around locally. But for a city the size of Charlottesville, it is not very different. Having many more routes that tour the outer areas of Charlottesville (for me, that would be Pantops) would help a lot	No	Connection to Airport
13190378136		No	No	Electric buses
13189799936		Environmental impacts and potential for accidents		improving clarity maps/ routes for new users

Appendix 2C. Transit Vision Survey Comments

Respondent ID	Q1 Other	Are there transit benefits that aren't listed above and that you think are especially important?	Are there other goals for transit in this region that aren't listed above and that you think are especially important?	What new transit investment that aren't listed above do you think are especially important, if any?
13189619025				Biking lanes! I'd love to bike here - easily can bike from Crozet to Charlottesville, but zero paths without getting killed on the highway. We need to seriously expand biking lanes! Zero pollution, healthy alternative, and calming.
13188838780		Opportunity for more shared spaces and activities, a democracy needs shared public things!	Better access to other major metropolitan areas, like DC, Boston, and NYC	Better digital platforms for tracking, route planning, and paying for fares on apps, smart phones, etc.
13188764104		Integration of walking and transportation with improved exercise and health.	Create a transit web robust enough to allow independence from cars. If you have to have a car for a few things, you will use it for many things that you could use transit for. There's a tipping point of service you need to hit to move people into shared transportation use.	Bicycle-related amenities and transportation, including transportation on buses, bike lanes, and separate bike paths. Integration of busses and rail. Rail service from Staunton through Waynesboro, Crozet, Charlottesville, Richmond, Williamsburg, and Newport News.
13188720716		Regional connections to other cities without the need for air travel	Better connections between routes. Better bus stops, benches and cover for rain.	Technology, service disruptions are not reflected in Google maps which can lead to confusion since most people use that instead of the transit website to plan trips.
13187810910				Let me reiterate the importance of benches at ALL bus stops for those of us who cannot stand for long periods.
13187700206		Rural resident transit options		Small, electric vehicles. So many large buses only have a few customers
13187663641		no	no	more bus stops
13187176981				Make bus routes there and back rather than a loop. Reduces time spent on the bus.
13187079611			Reduce use of automobiles. Bus transportation must be frequent and reliable in order to be successful.	Flexible routes, use of vans rather than large busses.
13186982670		We would be a more attractive region for those considering relocation for work, international visitors, and retirees.	Air quality benefits.	Get young people in the habit of using public transportation.
13186860642		riding transit includes an element of exercise (walking to and from bus stops) and we should encourage everyone to exercise for better health!		sidewalks to access bus stops
13186610711		need to more focus on Jaunt type point to point service ... vs busses that go down a road and make 20 stops		jaunt type service from high density developments to/from employment centers, AM and PM. ID strategically. Most bang for the buck in getting cars off the road
13186578207				Being able to reach retirees, elderly women (single, widowed) is and will continue to grow in numbers. More and more retirees are moving to this area, transit service will become a very important.
13186418282		no	no	Better indications of when the next bus is expected: using electronic signage and GPS to tell riders when the bus will come.
13185472784			Make sure service is accessible (geographically and fare-wise) where homeless people need it to get to work, shopping for necessities, and other places. This includes places like Premier Circle on Route 29.	Have you considered getting information from Uber's Transit team and the options they can provide for a city of our size?
13175882604				light rail on 29
13175878615		Connecting Charlottesville to other cities, regions and the coast. There really should be a line to Virginia Beach.	Connecting people to nature- Shenandoah National Park, Virginia Beach, etc.	New lines- one to Virginia Beach, one to the Blue Ridge hiking would be amazing. High speed options** even the Amtrak is so slow, most people drive because of that.
13175226038		?	?	Smaller buses
13175057331		Reminding people that they live in a blinking society		Sidewalks and active electronic tools (i.e., not the police) that enforce traffic laws and encourage last-mile walking, etc.
13174232416		N/A	N/A	Budgeting to hire more bus drivers and pay them an appropriate wage I think would be helpful to them and to continuity of service.
13173937177				Connections to other statewide transit paths (i.e. Amtrak).
13173924369				Dependable drivers. Pay them enough.
13173887439		Pedestrian safety (via fewer drivers), reduced air pollution, not bein Stuck Driving	Making travel between Cville and RVA and the Valley easier without a car	FREQUENCY IS KING!!!! also consider making at least some of the roads that cut through campus bus-only -dunno if it's a transit investment per se or affordable, but signal priority at intersections and offboard fare payment if fares are kept might be a good idea to speed up waiting at stops.
13173597102				More connected bike lines and sidewalks so people can reach more areas of the city without cars, and reach transit stops more safely.

Appendix 2C. Transit Vision Survey Comments

Respondent ID	Q1 Other	Are there transit benefits that aren't listed above and that you think are especially important?	Are there other goals for transit in this region that aren't listed above and that you think are especially important?	What new transit investment that aren't listed above do you think are especially important, if any?
13173574269		Less traffic is better for everyone! Cleaner air, and safer for walkers, runners, and cyclists.		More protected bike lanes too please
13173454290		This is really important!!		Separated bike lanes, continuous sidewalks and adherence to vision zero goals
13153386907			Structuring systems and infrastructure around the goal of eliminating emissions.	Multimodal transit that features express routes and rail.
13145033898		Access for people with disabilities	No	Rail
13144939242				Commuter service from surrounding communities; park-and-ride commuter service to UVA and Downtown.
13144925066		Fewer vehicles on the road would hopefully lead to safer rides for cyclists.	Increase pedestrian and cyclist safety	Dedicated bus lanes, dedicated and separated bike lanes
13144663545		Better mass transit helps fight climate change.	Combatting climate change	Rail! Put in trams or streetcars. There should be multiple modalities of public transport.
13144357215		Providing a safer environment for pedestrians, bicyclists and animals by reducing car traffic	Reduce demand for street parking from commuters to free up lanes for non-car transit including pedestrians, bicycles and buses	Connection to commuting/park-and-ride hubs to encourage commuters driving in from out of town to use public transit for last leg of commute in the city.
13140832923		Not necessarily	Not necessarily.	Expanded transit to basic needs such as the local food pantries, thrift stores, schools, and hospital
13137199620		health & safety - lower risk of harmful accidents, less cumulative stress from traffic/driving civic spirit - having an accessible, clean, convenient transit system as a local/regional point of pride	decreasing reliance on personal vehicles/increasing reliance on accessible, robust transit as more infrastructure is damaged or constrained by climate change	light rail/direct rapid systems to & from critical locations, i.e. downtown, airport, food & consumer goods hubs like pantops, 5th st., 29N
13134305688			Reduce need for cars in densely populated areas	Park and ride for remote commuters, and being able to carry bikes on transit vehicles
13132713601		Creating a more integrated and connected community		Continuing to make riding affordable
13131375107				Park and ride
13128564194			Access to transit for these in rural areas	Access to transit in rural areas
13125420809		Being a passive rider through the neighborhoods and communities might bring a greater appreciation for the area. Since I have started to take a lengthy commute on the bus regularly, I've become aware of places in and near the city that I had just never considered. Expanded worldviews, even on a small scale, are typically better than narrow ones.	Tying into my above comment, expanding the reach of the transit system in all directions that make sense geographically.	Instant, clear communication through an app and social media about what bus are/are not running. It is alarming how inactive and/or late the twitter account is in regards to when buses stop running. The app rarely has an messaging either.
13125004162				More bike/pedestrian infrastructure
13124776501				Transit-prioritized signals for congested intersections!
13124763618		N/A	N/A	Prioritizing access to transportation in lower income neighborhoods to increase job and community opportunities.
13112009148				Protected bike lanes. New bike lanes. Prioritize protected bike lanes. Dedicated bus lanes.
13098200098		No	Sporting events	Transit hubs
13097551064			Increasing commuter passenger ridership should be the primary focus of every agency in the area- congestion in and around Charlottesville is only going to get worse, and we need to begin improving things NOW.	Not just more amenities at bus stops, but more staffed locations besides the DTS- UVA Health @ The West Complex comes to mind as an ideal location
13088669686		Must connect with pedestrian and bicycle infrastructure.	Again, connections with improved pedestrian and bicycle infrastructure.	Microtransit
13088130506				Convert from diesel to electric vehicles - for drivers and riders health and the environment. Eventually saves money too.
13086069863		Do not support anything that leads to more dense development	Provide transportation to/from Charlottesville airport and Amtrak train station without need of long term parking at those locations, especially for Amtrak. Amtrak station is not designed for anything but brief parking	light rail service
13085242610		We enjoyed walking downtown, enjoying library, coffee or lunch and then taking bus home ... Before covid.	Recreation. Buses and bike lanes to all parks.	Accurate app for when bus to arrive at your stop
13085203650		Safe bike lanes	Safe bike lanes	Safe bike lanes
13085185614		As an aging resident, I would like to use my car less especially at night when it will become more difficult for me to drive.	I visited Switzerland a few years ago and I was most impressed when our train was a few minutes late in arriving at our destination prompted communication between other forms of transportation so the boat we wanted to board was held just a few minutes so we were able to get to our final destination with ease. Communication between all forms of transportation is a key factor in making public transportation viable.	Making it easier to walk or bike to public transportation and being able to put your bike on the bus or train.

Appendix 2C. Transit Vision Survey Comments

Respondent ID	Q1 Other	Are there transit benefits that aren't listed above and that you think are especially important?	Are there other goals for transit in this region that aren't listed above and that you think are especially important?	What new transit investment that aren't listed above do you think are especially important, if any?
13085161548		affordable transit options, shorter wait times for buses, more buses to travel to/from	unsure	unsure, but really important to add shelters to bus stops, and places that the bus can pull off of the road and not stop traffic, or have a separate, bus only lane
13085133977		Enable development in Southern Albemarle county without creating restrictive commuting congestion		Encourging car and vanpooling
13085098184			more pedestrian and bicycle opportunities. Cville can be a dense area and our bike access is weak and unsafe	Dedicated, separate bicycle and pedestrian paths
13085061792		Commuting via transit is passive and leaves time for reading, work, mentally preparing for the day. Activities that can't be accomplished while driving.		I'm sorry if listing everything as very important gives the impression isn't the most helpful, but this is the only area i've ever lived in that I've never used public transit because it is so fundamentally lousy. Massive investment needed in all aspects if it's going to be an viable car alternative.
13054428084		Social integration / sociological benefits	Environmental benefits of reducing traffic	Investment in a "greener" fleet of vehicles
13027159466		Potential to reduce the necessity for major road improvements to accommodate increased traffic		Establishment of a regional transit authority to ensure continued partnership to execute common priorities
13024785181		None of this matters if the transit system is unreliable as it is now and has been for years	None of this matters if the transit system is unreliable and undependable as it has been for years	None of this will work if the service provided is not reliable and can not keep to the stated time table as has been the case for years.
13023985018		Transit can be a leader in reducing air pollution through bus electrification. Coordination with UTS is key. Right now they don't even use the same app.	Support the city and county's climate goals by reducing bus emissions and reducing community vehicle miles travelled.	Bus rapid transit / separated service = very very important! Transit succeeds in communities where transit is prioritized over single occupancy vehicles. A transit trip should be FASTER during rush hour, not SLOWER.

Regional Transit Vision for the Charlottesville Area

Social PinPoint Survey Responses





736

Total Visits

328

Unique Users

3:40

Avg Time (min)

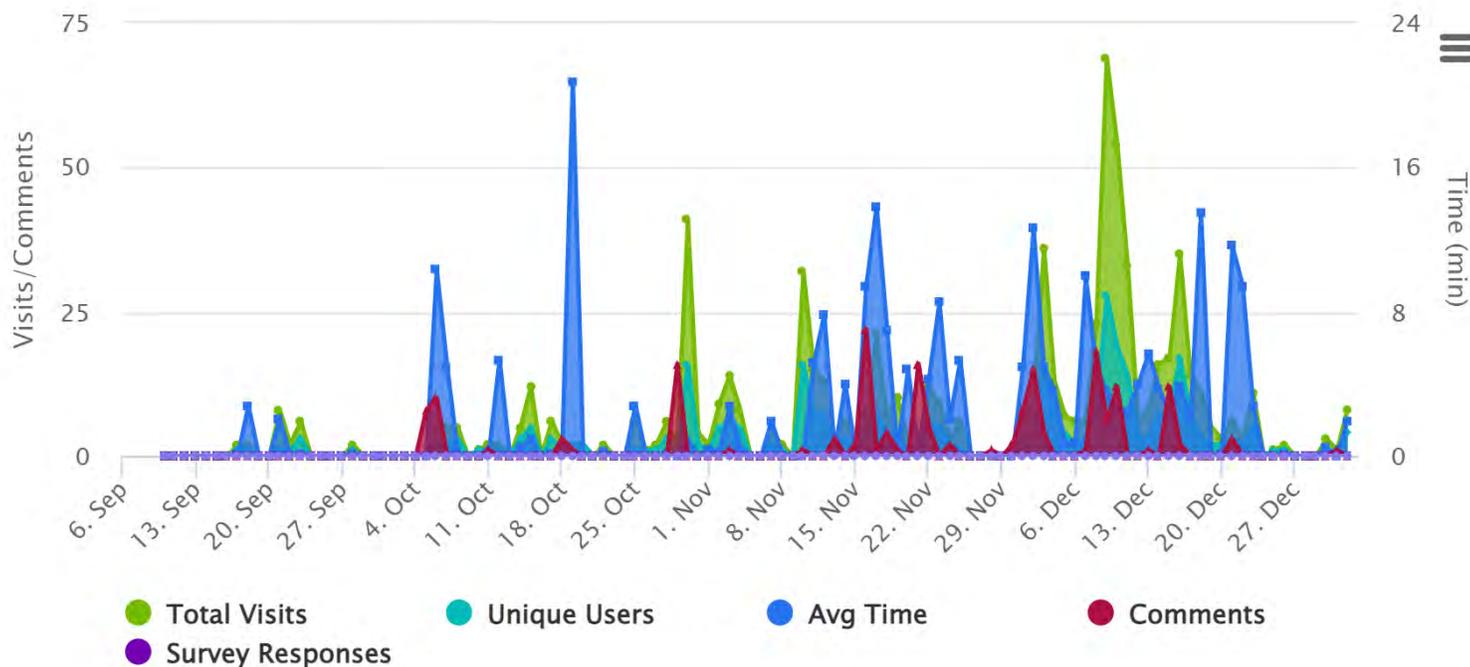
63

Unique Stakeholders

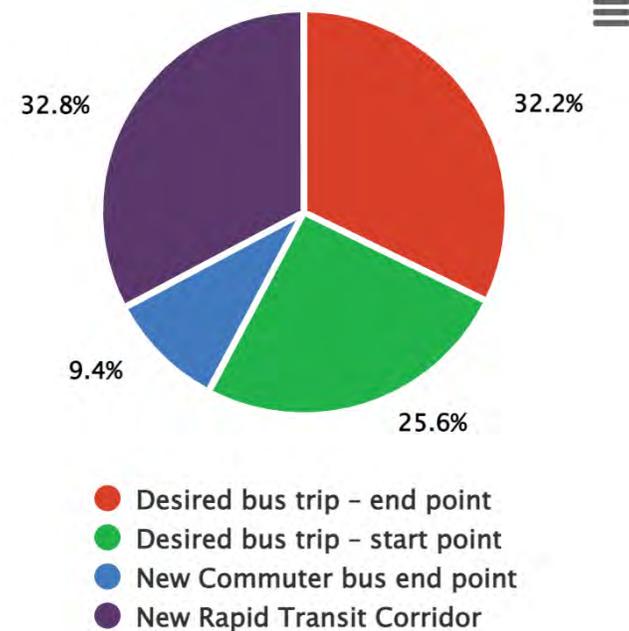
183

Comments

Stakeholder Engagement by Day



Comment Types



Popular Comments

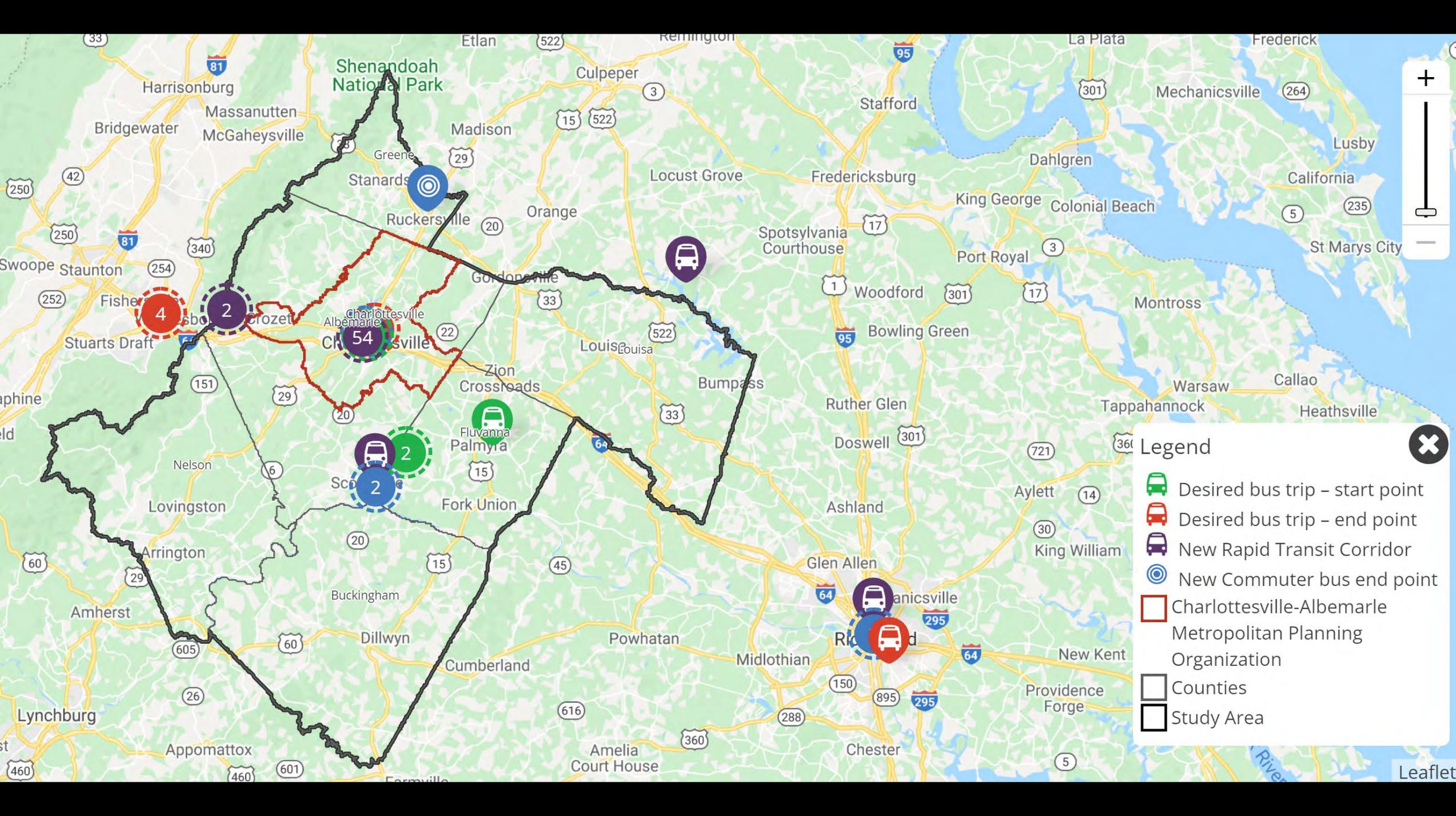
Any regional transit system requires access to **major transit hubs** like airports as essential components to a working system. Even if this is on-demand it's a significant hurdle to not have a public transit option from the airport to/from dense areas like downtown or the University.

Many people who live in Crozet have jobs in Charlottesville. **Constructing a corridor** between them will better interconnect the two urban centers, decreasing the density of cars and need for additional parking in both.

With pedestrian deaths on the rise, we should also be focused on **lowering speed limits**, which could also act as an incentive for **faster public transportation** like rail. And as these pedestrian deaths are disproportionately among Black and POC communities, we should focus on lowering the speed limit on arteries like 5th Street which are lined with Black and **POC communities**.

Please **prioritize any "rush hour" corridor** where single occupancy vehicles slow transit. **Transit should be FASTER during rush hour**, not SLOWER. This will help catalyze a commuter shift to bus transit as commuters act in their own self-interest to hop on a BRT (+/- a park and ride).

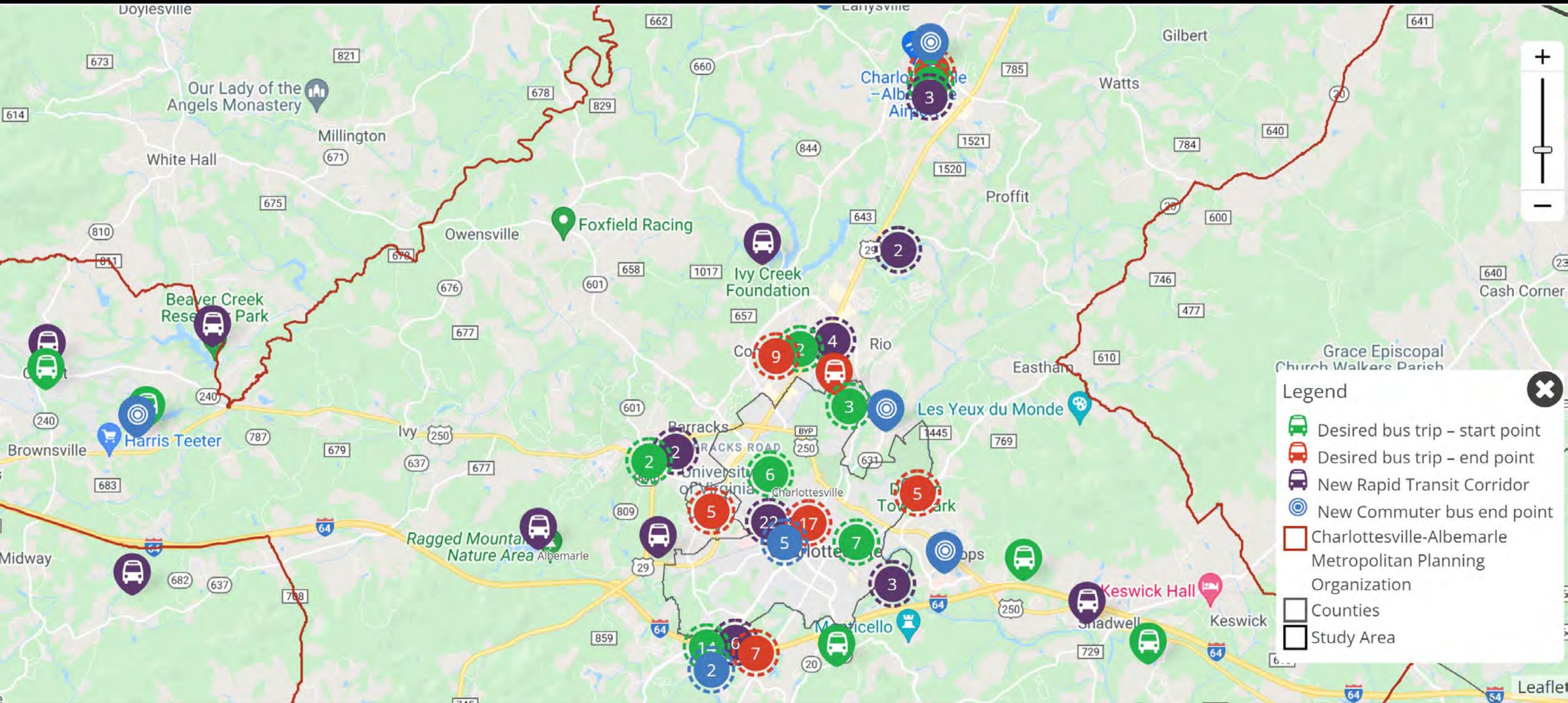
JAUNT has some **downtown Scottsville options** now, but I would love for a regional transit system to include the town on a more permanent basis. Scottsville has a hundred commuters to Charlottesville every day. And we often go to the city for social events and appointments. Going the other way, Scottsville's weekend destinations include the farmers market and the river outfitter, to which urban area residents might appreciate a bus ride.



Legend

- Desired bus trip - start point
- Desired bus trip - end point
- New Rapid Transit Corridor
- New Commuter bus end point
- Charlottesville-Albemarle Metropolitan Planning Organization
- Counties
- Study Area



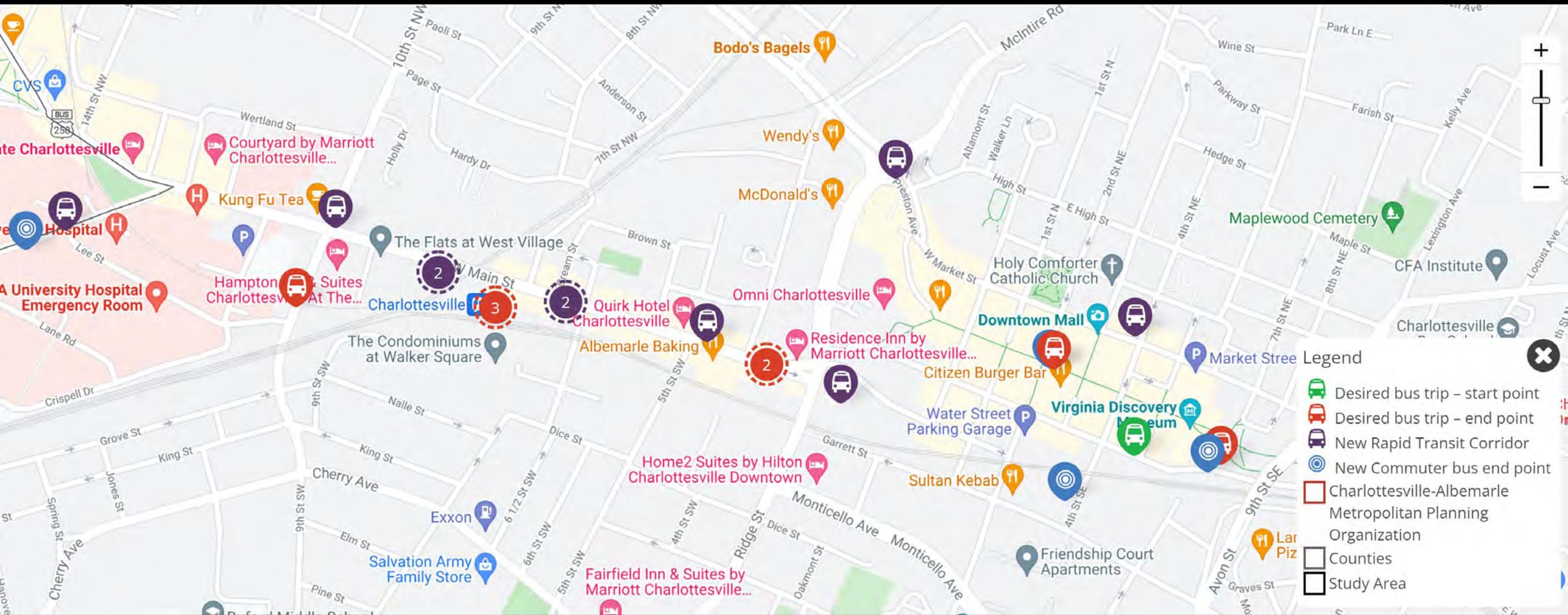


Legend

- Desired bus trip - start point
- Desired bus trip - end point
- New Rapid Transit Corridor
- New Commuter bus end point
- Charlottesville-Albemarle Metropolitan Planning Organization
- Counties
- Study Area



Leaflet



- Legend**
-  Desired bus trip – start point
 -  Desired bus trip – end point
 -  New Rapid Transit Corridor
 -  New Commuter bus end point
 -  Charlottesville-Albemarle Metropolitan Planning Organization
 -  Counties
 -  Study Area

Charlottesville
-Albemarle
Airport

Long Term Parking Lot

Avis Car Rental

Rental Car Pick-Up
& Return Lot

Bowen Loop

606

Bowen Loop

Airport Rd

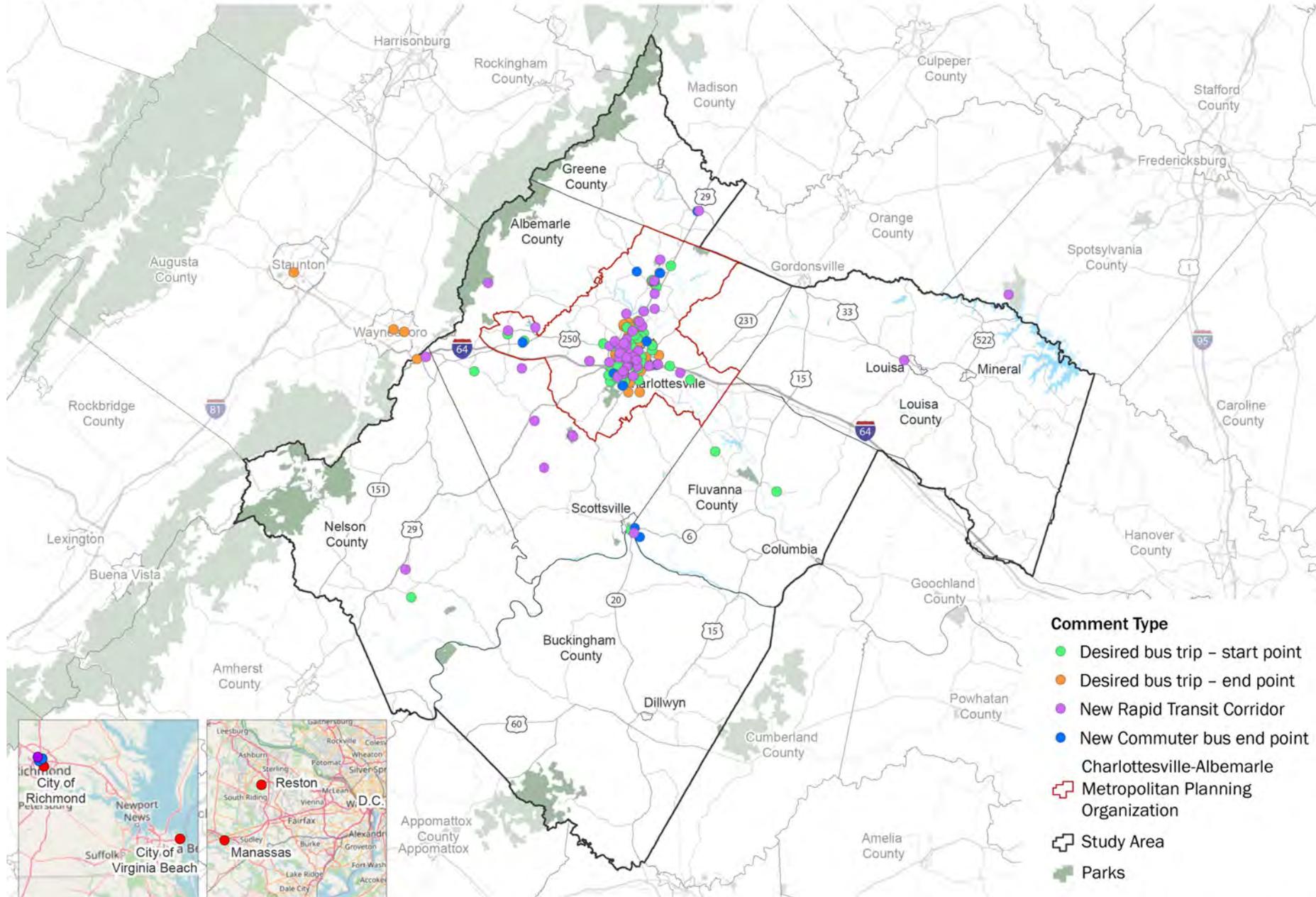
Car R

VETSS - Veterinary
Emergency Treatment...

Legend

-  Desired bus trip - start point
-  Desired bus trip - end point
-  New Rapid Transit Corridor
-  New Commuter bus end point
-  Charlottesville-Albemarle Metropolitan Planning Organization
-  Counties
-  Study Area

Social Pinpoint Survey Comments



Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-11-18 19:40:52 UTC	Desired bus trip – end point	22	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Stops near schools to cut reliance on school buses (consider express/special routes for young kids for start/end of school?); good for activities outside of school hours	0	0
2021-12-09 02:22:55 UTC	Desired bus trip – end point	46	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Connection to Amtrak to Richmond, Hampton Roads, and Silver Service trains.	0	0
2021-12-09 01:58:27 UTC	Desired bus trip – end point	45	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Does CAT still provide free bus passes to Cville City School students? Connectivity from South of Main St. to CHS is important for students that miss the school bus and don't have a private car option. Depending on routing the YMCA and CHS could be served by only one bus stop allowing for riders to walk between the two sites	0	0
2021-11-21 21:06:14 UTC	Desired bus trip – end point	26	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Stonefield outdoor mall, especially Trader Joes. But also Costco down the road.	0	0
2021-12-09 15:31:30 UTC	Desired bus trip – end point	47	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	This is near fun places	0	0
2021-11-21 21:07:18 UTC	Desired bus trip – end point	27	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	If we are absolutely required to have our community's main post office out in freaking suburbia, then it absolutely must have public transit access.	0	0
2021-12-10 00:38:27 UTC	Desired bus trip – end point	49	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Color is wrong. This should just be a regular stop for Bus #10 in the way back to Downtown. There could be a second stop in the region if Chick-fil-A. I don't know why it just drives along 25 and gets stopped in traffic during rush hour	0	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-09 18:35:35 UTC	Desired bus trip – end point	48	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Airport	0	0
2021-11-17 01:40:47 UTC	Desired bus trip – end point	19	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	All parks should be accessible by bus.	0	0
2021-10-29 15:29:31 UTC	Desired bus trip – end point	17	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Bus stop for the YMCA and for the wonderful new skateboard park.	0	0
2021-12-10 21:09:21 UTC	Desired bus trip – end point	50	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	The YMCA / McIntire Park deviation is detrimental to the majority of route 9. A new route serving McIntire Plaza, then up 250 to the park could be considered.	0	0
2021-10-05 18:34:17 UTC	Desired bus trip – end point	2	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	UVA grounds west	0	0
2021-10-05 18:32:23 UTC	Desired bus trip – end point	1	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Downtown	0	0
2021-10-05 18:41:36 UTC	Desired bus trip – end point	3	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Belmont	0	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-10-05 18:42:40 UTC	Desired bus trip – end point	4	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Jefferson Park Ave	0	0
2022-01-10 21:37:00 UTC	Desired bus trip – end point	56		Richmond and Hampton Roads	0	0
2022-01-10 21:37:56 UTC	Desired bus trip – end point	57		DC area	0	0
2021-10-06 16:02:00 UTC	Desired bus trip – end point	5	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Any regional transit system requires access to major transit hubs like airports as essential components to a working system. Even if this is on-demand it's a significant hurdle to not have a public transit option from the airport to/from dense areas like downtown or the University.	0	0
2021-10-06 16:03:49 UTC	Desired bus trip – end point	6	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	It's a shame that this new development is so pedestrian and transit unfriendly, but the reality remains that it is now a significant retail hub.	0	0
2021-12-15 20:59:04 UTC	Desired bus trip – end point	53	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Work transportation	0	0
2021-12-15 20:23:07 UTC	Desired bus trip – end point	52	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	High St feels like it's ripe for development as Woolen Mills and Downtown keep growing. There's already a stop close by, but it would be nice to see more attention to it -- more space to wait, shade, bench, etc. Great way to access Rivanna River Co , CVS, restaurants, etc.	0	0
2021-12-15 20:09:52 UTC	Desired bus trip – end point	51	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Echoing the call for a connection between major transit hub like an airport and the center of town!	0	0
2021-10-19 02:00:16 UTC	Desired bus trip – end point	8	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Hollymead Town Center	0	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-10-19 01:59:04 UTC	Desired bus trip – end point	7	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	UVA North Fork Discovery Park	0	0
2021-10-19 02:03:57 UTC	Desired bus trip – end point	9	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Amtrak Station	0	0
2021-12-17 02:51:57 UTC	Desired bus trip – end point	54		A bus from Charlottesville to regional airports (CHO, Dulles, Reagan, Richmond) would be helpful!	0	0
2021-10-29 15:14:25 UTC	Desired bus trip – end point	10	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Amtrack, connecting to DC	0	0
2021-10-29 15:17:01 UTC	Desired bus trip – end point	13	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Scott Stadium - sports	0	0
2021-10-29 15:23:23 UTC	Desired bus trip – end point	14	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Pen Park. Lovely park with numerous trails, exercise trail, huge playground, tennis courts, soft ball, etc. Why is the City's Pen Park so unreachable for walkers and bikers?	0	0
2021-10-29 15:16:34 UTC	Desired bus trip – end point	12	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	JPJ -- sports & concerts	0	0
2021-10-29 15:27:41 UTC	Desired bus trip – end point	16	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Monticello's Saunders Trail needs to be reachable by bus. A bus stop at the parking off US 20 would be perfect. I suspect bus already goes to the community college.	0	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-10-29 15:15:01 UTC	Desired bus trip – end point	11	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Downtown mall	0	0
2021-10-29 15:25:04 UTC	Desired bus trip – end point	15	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Darden Park needs to be reachable by bus	0	0
2021-11-13 22:25:57 UTC	Desired bus trip – end point	18	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Businesses and park would benefit with a bus route	0	0
2021-11-17 01:44:27 UTC	Desired bus trip – end point	20	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	There should be buses to all city parks.	0	0
2021-11-18 19:45:28 UTC	Desired bus trip – end point	24	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	The regional jail should be accessible via bus	0	0
2021-11-18 19:39:54 UTC	Desired bus trip – end point	21	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Stops near schools to cut reliance on school buses (consider express/special routes for young kids for start/end of school?); good for activities outside of school hours	0	0
2021-11-18 19:41:51 UTC	Desired bus trip – end point	23	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Stops near schools to cut reliance on school buses (consider express/special routes for young kids for start/end of school?); good for activities outside of school hours	0	0
2021-11-19 15:41:11 UTC	Desired bus trip – end point	25	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Loaves and Fishes Food Pantry	0	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-11-21 23:53:08 UTC	Desired bus trip – end point	29	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Need to rethink the hospital stops. This is a critical destination but making buses loop throughout the hospital campus to make multiple stops slows the routes and makes them less useful for everyone not going to the hospital. You could build a nice stop on a major street (RBB?) with very good pedestrian connections to the hospital to make the buses fast and the walk from the stop to the hospital nicer.	0	0
2021-11-21 23:54:14 UTC	Desired bus trip – end point	30	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Charlottesville Airport	0	0
2021-11-22 14:06:02 UTC	Desired bus trip – end point	34	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	The current Rt 11 stop on Rio is too far from Pen Park (and has poor sidewalk infrastructure). This city park needs to be served directly by transit.	0	0
2021-11-22 14:01:22 UTC	Desired bus trip – end point	32	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Though there is a bus stop here (near the library), there is no route that crosses Rt 29 along Rio, so it is impossible to travel 1.5 direct miles by bus along the same road even though that is a frequent traffic direction. The nearly singular focus on downtown as the transit point misses so much of the commenter flow in this community.	0	0
2021-11-21 23:49:36 UTC	Desired bus trip – end point	28	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	The transit center is not really on the center of activity downtown and the one-way loop buses make to reach the center is confusing if you aren't a regular rider. I wish buses just stopped downtown and kept going to other useful places rather than loop around the entire mall.	0	0
2021-11-21 23:55:20 UTC	Desired bus trip – end point	31	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Add major routes to Barracks and Emmet with a transfer near the shopping center. There are lots of useful things here and it would be great to have a frequent route to get there. Grocery shopping is not practical I'd the bus comes every hour.	0	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-11-22 14:04:30 UTC	Desired bus trip – end point	33	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	This area (commercial and residential) is not currently served by any bus route and that is a missed opportunity.	0	0
2021-11-24 20:35:00 UTC	Desired bus trip – end point	36	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	All parks should be accessible by bus including Charlotte Yancy Humphris Park, if not at this entrance than via Hydraulic.	0	0
2021-11-24 20:30:35 UTC	Desired bus trip – end point	35	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Currently no bus line serves this part of Hydraulic. Planned Parenthood should be accessible by public transportation as should housing off of Hydraulic (like Webland Dr and Townwood Dr).	0	0
2021-11-28 16:02:19 UTC	Desired bus trip – end point	37	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	This stop is being phased out (I believe) in the new CAT routes. I think this is an important stop as even the closet possible stop would still require walking down 250 to get there.	0	0
2022-01-23 14:49:28 UTC	Desired bus trip – end point	63	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Whole Foods market and other shops in Seminole shopping center from the Brandywine/Meadowbrook Heights streets area.	0	0
2021-12-02 23:13:29 UTC	Desired bus trip – end point	39		Hourly service to Waynesboro for commuters and daytrippers	0	0
2021-12-02 23:12:47 UTC	Desired bus trip – end point	38		Regional service to Staunton for commuters and day trippers	0	0
2021-12-03 01:37:48 UTC	Desired bus trip – end point	41	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	biggest distant place from main network	0	0
2021-12-03 01:36:36 UTC	Desired bus trip – end point	40	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Making it easier to reach the grocery stores up 29 by bus/BRT would be a good thing. I'm less of a park and ride fan than some other people and tbh focusing on that seems geared towards a miniscule nubbin of a BRT line, but that's the big hole in service	0	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-08 15:43:36 UTC	Desired bus trip – end point	44	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Bus stop to Loaves & Fishes Food Pantry or closer than 1/2 mile away.	0	0
2021-12-03 18:35:54 UTC	Desired bus trip – end point	42		So many folks would love a bus to the beach from Friday to Sunday or each weekend day all summer if possible. It'd be great to start out with at least one route.	0	0
2021-12-03 18:37:05 UTC	Desired bus trip – end point	43	Nelson, Study Area, Counties	So many folks hike here all year, it would be amazing to increase access.	0	0
2022-01-10 21:35:36 UTC	Desired bus trip – end point	55		Service to Waynesboro to connect with the mountain region, with at least clockface frequency.	0	0
2022-01-11 15:18:29 UTC	Desired bus trip – end point	58	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Work commute end point	0	0
2022-01-19 15:48:33 UTC	Desired bus trip – end point	60	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Bus route from Foxcroft/Mill Creek to UVA and UVA Health	0	0
2022-01-19 15:46:32 UTC	Desired bus trip – end point	59	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Bus route from Lovingsston to Downtown Charlottesville	0	0
2022-01-20 03:21:55 UTC	Desired bus trip – end point	61	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Barracks Road	0	0
2022-01-22 04:09:36 UTC	Desired bus trip – end point	62	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Airport - UVA - Downtown Bus route	0	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2022-01-31 02:46:16 UTC	Desired bus trip – end point	70	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	I work here and bike except in bad weather. A bus option would be helpful	0	0
2022-01-27 17:32:37 UTC	Desired bus trip – end point	64	Nelson, Study Area, Counties	A park and ride in this area for a small bus might be considered.	0	0
2022-01-27 20:19:27 UTC	Desired bus trip – end point	65	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	UVA Hospital	0	0
2022-01-28 12:22:45 UTC	Desired bus trip – end point	66	Nelson, Study Area, Counties	Mountain Inn, Wintergreen Resort	0	0
2022-01-30 16:16:51 UTC	Desired bus trip – end point	68	Nelson, Study Area, Counties	So many businesses along 151 that provide alcohol. A bus service going up and down once every hour or two could allow people to hop on and hop off at local businesses easily without contributing to traffic or drunk driving.	0	0
2022-01-30 18:56:16 UTC	Desired bus trip – end point	69	Fluvanna, Study Area, Counties	Main Beach in Lake Monticello	0	0
2022-01-30 16:13:41 UTC	Desired bus trip – end point	67	Nelson, Study Area, Counties	A bus from Wintergreen Resort to Nellysford services/businesses would be valuable.	0	0
2021-12-08 21:15:22 UTC	Desired bus trip – start point	29	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Charlottesville	0	0
2021-12-09 02:21:05 UTC	Desired bus trip – start point	30	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Shift Bus stop off the busy 5th Street and bring it closer to actual residences	1	1
2021-12-09 03:37:46 UTC	Desired bus trip – start point	31	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	There is a lot of growth in this area and traffic is getting heavier, it would be nice to be able to pick a bus up here near some of the commercial properties	3	0
2021-12-09 04:01:17 UTC	Desired bus trip – start point	32	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Would like service to Hollymead town center and back on the same day	1	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-09 15:31:04 UTC	Desired bus trip – start point	33	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	This is near my home	0	0
2021-12-09 18:35:47 UTC	Desired bus trip – start point	34	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Airport	2	0
2021-12-02 01:19:19 UTC	Desired bus trip – start point	14	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Express routes to Southwood / residential developments south of 64 as the area continues to grow	3	0
2021-10-06 16:04:05 UTC	Desired bus trip – start point	4	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	It's a shame that this new development is so pedestrian and transit unfriendly, but the reality remains that it is now a significant retail hub.	0	0
2021-10-05 18:30:47 UTC	Desired bus trip – start point	2	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Intersection of Oxford and Wellford	0	2
2021-12-10 20:03:20 UTC	Desired bus trip – start point	36	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Downtown area in general	0	0
2022-01-19 15:45:48 UTC	Desired bus trip – start point	47	Nelson, Study Area, Counties	Lovingston- Community Center	3	0
2021-12-10 23:07:20 UTC	Desired bus trip – start point	37	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Southwood to 29 at Rio straightaway . No turns just a straight shot. Then we can transfer to target ot walmart or costco and it won't take 3 hrs each way	2	0
2021-12-13 13:34:44 UTC	Desired bus trip – start point	38	Fluvanna, Study Area, Counties	Intersection of Courthouse Rd and Oak Hill Lane	0	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-10-05 18:29:50 UTC	Desired bus trip – start point	1	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Intersection of Oxford and Rugby Rd	1	2
2021-10-11 17:18:54 UTC	Desired bus trip – start point	5	Buckingham, Study Area, Counties	<p>JAUNT has some downtown Scottsville options now, but I would love for a regional transit system to include the town on a more permanent basis.</p> <p>Scottsville has a hundred commuters to Charlottesville every day. And we often go to the city for social events and appointments. Going the other way, Scottsville's weekend destinations include the farmers market and the river outfitter, to which urban area residents might appreciate a bus ride.</p>	6	0
2021-12-10 15:58:54 UTC	Desired bus trip – start point	35	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	<p>As with the Mill Creek comment, there is a lot of growth in this area and traffic is getting heavier. It would be nice to be able to pick a bus up here, even though there are not many commercial properties. There is Mountain View school.</p> <p>I would take the bus to the Downtown Mall and back regularly.</p>	1	0
2021-12-15 19:53:32 UTC	Desired bus trip – start point	39	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	I live downtown and work a 5 minute walk from this intersection. I would LOVE to be able to take the bus to work, but currently the stop by 5th St Station is too far to walk (across the bridge over 64 and past the jail) without enough/any sidewalk.	1	0
2021-12-15 20:58:10 UTC	Desired bus trip – start point	40	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Work transportation	1	0
2021-10-06 16:02:38 UTC	Desired bus trip – start point	3	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Any regional transit system requires access to major transit hubs like airports as essential components to a working system. Even if this is on-demand it's a significant hurdle to not have a public transit option from the airport to/from dense areas like downtown or the University.	10	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-17 02:45:55 UTC	Desired bus trip – start point	41	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	A bus from Huntley/Stribbling Ave.- will be especially important after new development.	1	0
2021-10-29 13:45:08 UTC	Desired bus trip – start point	6	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Corridor on whitewood is proximate to a lot of housing of varried income levels and employment (schools, professional offices).	7	0
2021-10-29 15:13:13 UTC	Desired bus trip – start point	7	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Downtown Crozet - near access to parking and bike trails	1	0
2021-11-03 17:07:52 UTC	Desired bus trip – start point	8	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Expanding Park and Ride east of Charlottesville - with transit to Downtown and UVA - would go a long way towards reducing congestion within the city limits.	2	0
2021-11-21 21:05:12 UTC	Desired bus trip – start point	9	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Corner where JPA turns into Harris, but really anywhere on JPA through Fry's Spring	0	0
2021-11-22 13:58:08 UTC	Desired bus trip – start point	12	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Though I live near here and an existing bus stop, it is literally impossible to take a single bus that CROSSES Rt 29 along Rio.	0	0
2021-11-21 23:52:58 UTC	Desired bus trip – start point	10	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Fashion Square Mall (currently served by routes 5, 7 and 11)	0	0
2021-11-22 02:01:04 UTC	Desired bus trip – start point	11	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Locust	0	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-11-22 15:08:05 UTC	Desired bus trip – start point	13	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	CityWalk Apartments should have a Free Trolley stop at their Water Street driveway. Extend the current Free Trolley route down Market Street --> Carlton --> Water Street. There are so many unnecessary car trips between there and UVA every day from CityWalk residents.	3	0
2021-12-02 01:20:00 UTC	Desired bus trip – start point	15	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Express routes to Southwood / residential developments south of 64 as the area continues to grow	0	0
2021-12-02 01:21:06 UTC	Desired bus trip – start point	17	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Express routes to Southwood / residential developments south of 64 as the area continues to grow	0	0
2021-12-02 01:20:26 UTC	Desired bus trip – start point	16	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Express routes to Southwood / residential developments south of 64 as the area continues to grow	0	0
2022-01-03 23:24:16 UTC	Desired bus trip – start point	43	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	The Charlottesville Dairy Market is a popular destination that could possibly support large numbers. Parking is confusing and a transit supplement would become necessary here.	1	0
2021-12-02 23:43:44 UTC	Desired bus trip – start point	19	Fluvanna, Study Area, Counties	Lake Monticello shopping center.	3	0
2021-12-02 23:13:02 UTC	Desired bus trip – start point	18	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Need a southbound bus on Avon Street to Wegmans/Fifth Street Station, and Mill Creek etc. I know the #2 will get you to Wegmans eventually but it's inconvenient to take a northbound bus and sit through a detour of downtown. Maybe a new route could take Avon south, loop through 5th Street Station, then stops at Southern Pkwy, Mill Creek subdivision, and continue down Avon ext to route 20 and then perhaps to Scottsville or Lake Monticello.	0	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2022-01-03 23:17:58 UTC	Desired bus trip – start point	42	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Willoughby-bound buses do not serve the Willoughby neighborhood, a potential ridership generator.	1	0
2022-01-03 23:26:14 UTC	Desired bus trip – start point	44	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Rugby neighborhood	1	0
2021-12-03 01:26:14 UTC	Desired bus trip – start point	20	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Good intersection for anyone living around North Grounds	0	0
2021-12-03 18:34:47 UTC	Desired bus trip – start point	21	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	I would like to start at Darden Towe and go to the Amtrak station downtown, Shenandoah National Park, or Virginia Beach.	0	0
2021-12-08 17:19:24 UTC	Desired bus trip – start point	26	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Intersection of Rts 250 and 22.	0	0
2021-12-08 18:46:55 UTC	Desired bus trip – start point	28	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Somewhere near intersection of Boar's Head, Farmington, Ednam, Belair This could be a stop on the route from Crozet to downtown Charlottesville, with another stop at UVA	2	0
2021-12-08 01:43:09 UTC	Desired bus trip – start point	22	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Briarwood - would increase access for the growing developments in the area	1	0
2021-12-08 14:05:07 UTC	Desired bus trip – start point	25	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	There is no bus service in this area except at the High School and YMCA and that makes a very long trip.	1	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-08 14:00:42 UTC	Desired bus trip – start point	23	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Meadowbrook Heights Road or Yorktown needs a bus stop. They had one but then the route got changed. Was used by many medical persons who rent in the neighborhood	1	0
2021-12-08 14:03:10 UTC	Desired bus trip – start point	24	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Grienbrier road needs a stop. Seniors with no cars have no other options than to walk all the way and cross RIO road if they wish to take a bus.	1	0
2021-12-08 18:43:32 UTC	Desired bus trip – start point	27	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Central Crozet	0	0
2022-01-11 15:18:12 UTC	Desired bus trip – start point	45	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Work commute starting place	1	0
2022-01-16 19:12:18 UTC	Desired bus trip – start point	46	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Penn Park to downtown	1	0
2022-01-19 15:47:32 UTC	Desired bus trip – start point	48	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Bus stop in or near Foxcroft/Mill Creek area	0	0
2022-01-20 03:21:25 UTC	Desired bus trip – start point	49	Albemarle, Study Area, Counties	Crozet	1	0
2022-01-22 04:08:58 UTC	Desired bus trip – start point	50	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Downtown - UVA - Airport Route	1	0
2022-01-28 05:45:30 UTC	Desired bus trip – start point	54	Nelson, Study Area, Counties	We need transportation services out in Nellysford	2	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2022-01-23 14:46:01 UTC	Desired bus trip – start point	51	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Essex Rd or King Mountain Road to provide starting access on streets that are wide enough to accomodate a bus stopping without blocking traffic.	0	0
2022-01-27 17:32:50 UTC	Desired bus trip – start point	52	Nelson, Study Area, Counties	A park and ride in this area for a small bus might be considered.	5	0
2022-01-27 20:18:35 UTC	Desired bus trip – start point	53	Nelson, Study Area, Counties	Nellysford	1	0
2022-01-29 04:23:31 UTC	Desired bus trip – start point	55	Nelson, Study Area, Counties	the Market at Wintergreen Resort	1	0
2022-01-29 22:00:36 UTC	Desired bus trip – start point	56	Nelson, Study Area, Counties	Nellysford	0	0
2022-01-30 16:11:39 UTC	Desired bus trip – start point	57	Nelson, Study Area, Counties	A bus that starts/ends at Wintergreen is critical for the future.	1	0
2022-01-30 16:16:02 UTC	Desired bus trip – start point	58	Albemarle, Study Area, Counties	So many businesses along 151 that provide alcohol. A bus service going up and down once every hour or two could allow people to hop on and hop off at local businesses easily without contributing to traffic or drunk driving.	0	0
2022-01-30 18:55:51 UTC	Desired bus trip – start point	59	Fluvanna, Study Area, Counties	Food Lion in Palymra	0	0
2022-01-30 21:23:07 UTC	Desired bus trip – start point	60	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Serve Old Lynchburg all the way to 5th St Ext or Sunset all the way through to Old Lynchburg, whichever road will be upgraded for more traffic. And Old Lynchburg desperately needs streetlights with the current walking distance to the bus. That is dangerously dark!	0	0
2021-12-08 21:16:03 UTC	New Commuter bus end point	13		Lots of students and workers commute between Cville and Richmond	0	0
2021-12-10 16:01:52 UTC	New Commuter bus end point	14	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	With new construction, this area would be a great endpoint for commuters who wish to skip the long trip around the entire Mall. Stopping just shy of the mall would be very effective for time-sensitive commutes.	0	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-10 20:04:09 UTC	New Commuter bus end point	15	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Need a bus that goes to the airport	1	0
2021-10-06 16:05:13 UTC	New Commuter bus end point	1	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Consider major employment hubs as strategic destinations for commuter transit.	0	0
2021-10-06 16:05:31 UTC	New Commuter bus end point	2	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Consider major employment hubs as strategic destinations for commuter transit.	0	0
2021-10-06 16:05:54 UTC	New Commuter bus end point	3	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Consider major employment hubs as strategic destinations for commuter transit.	0	0
2021-12-15 19:55:39 UTC	New Commuter bus end point	16	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Super agree with other comments nearby! I work really close to the Mill Creek intersection, and I see soooo many cars coming into town from down here. I've been wondering for a while if there might be a good place to have a commuter lot down here so these people, if coming from farther out of town, might be able to take transit in to work.	0	0
2021-12-15 20:15:48 UTC	New Commuter bus end point	17	Fluvanna, Study Area, Counties	Seconding the suggestion to add commuter bus points in Scottsville! So much traffic onto town from Route 20 could be eased with more transit options into town	0	0
2021-10-19 17:05:31 UTC	New Commuter bus end point	4	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Communities like Earlysville might have opportunities for park-and-ride lots with bus service to UVA and downtown via the 29 corridor.	0	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-10-29 14:22:43 UTC	New Commuter bus end point	5	Fluvanna, Study Area, Counties	Literally thousands of commuters travel from the greater Scottsville area to Charlottesville every day. If part of the Transit Vision was to change attitudes towards car and van pooling, and encourage their use, it could help minimize expected extensive congestion on Rt 20 between Scottsville and Charlottesville.	2	0
2021-10-29 15:32:36 UTC	New Commuter bus end point	6	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Many people near this point work at UVA, the other end point.	0	0
2021-10-29 15:35:22 UTC	New Commuter bus end point	7	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	commuter bus end point is appropriate on UVA campus for many commuter buses.	1	0
2021-11-13 22:24:06 UTC	New Commuter bus end point	8	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Park and ride would be more useful with transportation availability	1	0
2021-11-22 02:02:14 UTC	New Commuter bus end point	9		We need better transit connections to Richmond to reduce the vast amount of commuter car traffic.	0	0
2021-12-02 21:59:18 UTC	New Commuter bus end point	10	Greene, Study Area, Counties	Traffic congestion on 29 during rush hour could be reduced with a Ruckersville area park and ride and bus service. There could be several stops at Ruckersville, Briarwood, and Hollymead.	3	0
2021-12-02 23:46:09 UTC	New Commuter bus end point	11	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	I commute from lake Monticello to downtown as do many others	0	0
2021-12-08 18:44:10 UTC	New Commuter bus end point	12	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Central Crozet	0	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2022-01-22 04:10:11 UTC	New Commuter bus end point	18	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Commuter Bus (UVA Research Park)	0	0
2022-01-26 15:08:37 UTC	New Commuter bus end point	18	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	I think that it would be appropriate to replace the 29-N CONNECT with an all day bus at specific locations on 29 (at least every 30 minutes with express stops on Emmet St). It's very ripe for development and could benefit from a key bus route.	1	0
2022-01-30 18:57:22 UTC	New Commuter bus end point	19	Fluvanna, Study Area, Counties	UVA Spring Creek	0	0
2021-12-08 23:18:40 UTC	New Rapid Transit Corridor	47	Albemarle, Study Area, Counties	29 N from Ruckersville to Barracks and UVA 250 to Ivy Rd/Emmet St	0	0
2021-11-17 01:42:42 UTC	New Rapid Transit Corridor	16	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	General rapid transit to popular natural areas outside of the city	0	0
2021-11-17 01:46:03 UTC	New Rapid Transit Corridor	19	Albemarle, Study Area, Counties	General rapid transit to popular natural areas outside of the city	1	0
2021-11-17 02:23:44 UTC	New Rapid Transit Corridor	25	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Transit hub that's part of (1) the "Cville Loop"; and (2) an elevated "Sky Rail" that cuts through the center of the city to Main St. and Bellair hubs.	0	0
2021-10-06 15:59:54 UTC	New Rapid Transit Corridor	5	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	The work/live density on 29 begs for a high frequency, rapid transit corridor.	5	0
2021-10-05 18:39:44 UTC	New Rapid Transit Corridor	2	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Connecting 5th St, Ridge Rd, Preston Ave and Barracks Rd	3	0
2021-12-03 18:35:17 UTC	New Rapid Transit Corridor	45	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	There should be light rail along 29 between ground and Ruckersville.	2	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-11 04:04:30 UTC	New Rapid Transit Corridor	40	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	I feel like there's enough room on Market St. if you remove the on-street parking. There's already the garage and plenty of side streets. Market is a nightmare right now since the bike lane comes and goes which is worse than not having one at all. Bonus points for a protected bike lane that goes all the way from the Belmont Bridge to the shared path being built for Barracks/Emmet.	0	0
2021-12-09 03:41:16 UTC	New Rapid Transit Corridor	48	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	A rapid transit line that went around the university, down W. main, all the way to the downtown mall would be really helpful for connecting students to cultural and culinary sites throughout the Charlottesville city area	2	0
2021-12-11 04:22:02 UTC	New Rapid Transit Corridor	39	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	There is a proposal from a city resident floating out there to move W. Main to have a parking-protected bike lane on both sides. This is one place where the number of single-occupancy vehicle trips working in our favor to make getting doored from the passenger side unlikely. https://www.dropbox.com/s/pw7qg68xa5jwfn5/w-main-tactical-bike-lanes0818.pdf?dl=0	0	0
2021-10-05 18:36:39 UTC	New Rapid Transit Corridor	1	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Preston Rd + Barracks Rd all the way to downtown	3	0
2021-12-11 04:30:04 UTC	New Rapid Transit Corridor	1	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	My understanding is that Preston is a borderline case of traffic volume in the 4 lane section, so you could put a couple BRT lanes through that section. Bonus points for a protected bike lane from the Barracks/Emmet shared path (to be constructed) to the Belmont Bridge.	0	0
2022-01-21 21:54:39 UTC	New Rapid Transit Corridor	60	Louisa, Study Area, Counties	Mineral, VA off Route 522 via a bus, taken to UVA, Charlottesville for all needs...i.e appointments, treatments and doctor visits	0	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-11 03:53:12 UTC	New Rapid Transit Corridor	50	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	I'd love to see some bus rapid transit with a stop at CATEC to go from the north side of town (Kroger/Walmart) to the south end (Wegmans's). If we had frequent service orthogonal to this route you could go a lot of places quickly. I'd really love to be able to get to the Amtrak station quicker than 40 minutes from Dunlora, for example.	1	0
2021-12-10 15:59:24 UTC	New Rapid Transit Corridor	13	Albemarle, Study Area, Counties	Interesting initiative, but I'm not sure if there would be enough ridership to run as Rapid Transit. For example, Walnut Creek Park is in a rural area. However, it may be possible to send transit to Ivy Creek Park if there was a bus running through Hydraulic Road (spur off the lane.)	1	0
2021-11-17 01:35:11 UTC	New Rapid Transit Corridor	13	Albemarle, Study Area, Counties	General rapid transit to popular natural areas outside of the city, such as Walnut Creek Park, Ragged Mountain, Beaver Creek, Ivy Creek, etc.	0	0
2021-12-10 00:35:20 UTC	New Rapid Transit Corridor	49	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Rapid bus from airport to anywhere in town would help a lot of people. One could discuss if the other end should rather be a large parking space, or a place with more bus connections	1	0
2021-10-06 15:58:43 UTC	New Rapid Transit Corridor	4	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Please prioritize any "rush hour" corridor where single occupancy vehicles slow transit. Transit should be FASTER during rush hour, not SLOWER. This will help catalyze a commuter shift to bus transit as commuters act in their own self-interest to hop on a BRT (+/- a park and ride).	4	0
2021-12-15 20:06:04 UTC	New Rapid Transit Corridor	52	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	I would love to see a more developed transit corridor that comes down W Main, stops at the west end of the DTM, and heads back out Preston to reconnect with Emmet St at Barracks Rd	1	0
2021-12-15 20:19:58 UTC	New Rapid Transit Corridor	53	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	It seems reasonable to have more transit options near commercial areas. There is so much commercial development up the 29 corridor, and it's so difficult to access without a car	2	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-15 23:54:16 UTC	New Rapid Transit Corridor	51	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Good point. There is not much sufficient taxi service in Charlottesville, and many people arriving here may be from cities and are used to rapid transit / fixed route transportation. Also the W Main St corridor is a high generator of ridership	2	0
2021-12-15 23:58:22 UTC	New Rapid Transit Corridor	53	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Exactly, there are so many developments that could increase convenience and generate high ridership (eg Hollymead, Airport, North Fork Discovery Park, etc.)	1	0
2021-10-06 15:57:31 UTC	New Rapid Transit Corridor	3	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Please prioritize any "rush hour" corridor where single occupancy vehicles slow transit. Transit should be FASTER during rush hour, not SLOWER. This will help catalyze a commuter shift to bus transit as commuters act in their own self-interest to hop on a BRT (+/- a park and ride).	6	0
2021-12-31 20:13:01 UTC	New Rapid Transit Corridor	57	Albemarle, Study Area, Counties	We need bike paths to cut down on car traffic to help the environment, but they need to be safe and separate bike paths -- not bike lanes competing with fast cars, trucks and buses. Getting more UVA students to bike to classes is one simple and cheap solution to congestion and pollution. Longer bike paths in surrounding counties will promote good health for all.	0	0
2021-10-29 13:47:20 UTC	New Rapid Transit Corridor	5	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Definitely, but need good connections/bike storage because so many people live outside a reasonable walkshed to any possible hubs on 29.	2	0
2021-10-29 15:18:18 UTC	New Rapid Transit Corridor	7	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	29N - perhaps JPJ to Hollymeade/Airport	1	0
2021-10-29 14:27:47 UTC	New Rapid Transit Corridor	6	Albemarle, Study Area, Counties	route 250 from Crozet to downtown Cville/UVA	2	1
2021-12-15 20:04:08 UTC	New Rapid Transit Corridor	51	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	There should be rapid transit between the downtown transit center and the train station. People arriving in town on the train ought to have easy access to more bus routes so they can get to their final destination.	1	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-11-10 19:50:12 UTC	New Rapid Transit Corridor	8	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	perhaps there is room to parallel the railroad system	2	0
2021-11-13 22:32:43 UTC	New Rapid Transit Corridor	9	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	5th into town. There are plenty of low income houses right outside of town. The amount of traffic during the rush hours and the amount of people walking down the side of the road where there is no sidewalk is crazy. Smart transit opportunities could help this, especially as the area grows. Needs fixed before it becomes an even bigger issue.	3	0
2021-11-15 15:41:15 UTC	New Rapid Transit Corridor	10	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	A rapid transit corridor up to Hollymead Town Center and the airport can reduce congestion along route 29 and get more people out of cars. Dedicated bus lanes are necessary so that buses don't get stuck in traffic.	5	0
2021-11-15 15:48:34 UTC	New Rapid Transit Corridor	11	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Many people who live in Crozet have jobs in Charlottesville. Constructing a corridor between them will better interconnect the two urban centers, decreasing the density of cars and need for additional parking in both.	8	1
2021-11-17 01:47:54 UTC	New Rapid Transit Corridor	22		General rapid transit to popular natural areas outside of the city	0	1
2021-11-17 02:21:19 UTC	New Rapid Transit Corridor	23	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Hub named Best Buy for location, not because Best Buy will exist forever :) Connected to rapid rail lines to/from the airport; "Cville Loop" (in description); and a Main St. line that goes Barracks-->Preston--> Ridge McIntire.	0	0
2021-11-17 02:16:41 UTC	New Rapid Transit Corridor	18	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Rapid transit line to and from Airport to Best Buy. Hub for buses servicing 29.	1	0
2021-11-17 01:43:45 UTC	New Rapid Transit Corridor	17	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	General rapid transit to popular natural areas outside of the city	2	1

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-11-17 01:32:54 UTC	New Rapid Transit Corridor	12	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	General rapid transit to popular natural areas outside of the city	4	1
2021-11-17 01:36:06 UTC	New Rapid Transit Corridor	14	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	General rapid transit to popular natural areas outside of the city	0	2
2021-11-17 01:39:01 UTC	New Rapid Transit Corridor	15	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	General rapid transit to popular natural areas outside of the city	3	1
2021-11-17 01:47:24 UTC	New Rapid Transit Corridor	21	Nelson, Study Area, Counties	General rapid transit to popular natural areas outside of the city	2	1
2021-11-17 01:48:46 UTC	New Rapid Transit Corridor	24	Fluvanna, Study Area, Counties	General rapid transit to popular natural areas outside of the city	0	0
2021-11-17 02:00:24 UTC	New Rapid Transit Corridor	26	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Cville Express Rail System 5th St. Hub Part of the "Cville Loop" (Best Buy --> Martha Jeff --> 5th St. --> Bellair --> Best Buy and reverse) This line should connect to statewide a shinkansen	0	0
2021-11-17 01:48:13 UTC	New Rapid Transit Corridor	23	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Cville Express Rail System Best Buy Transit Hub AlrportBest Buy "Cville Loop" Inner Loop (Clockwise): Best Buy --> Martha Jeff --> 5th St. --> Bellair --> Best Buy Outer Loop (Counterclockwise): Best Buy --> Bellair --> 5th St. --> Martha Jeff --> Best Buy	1	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-11-17 01:56:31 UTC	New Rapid Transit Corridor	25	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	<p>Cville Express Rail System Martha Jeff Transit Hub</p> <p>Elevated "Sky Rail" Martha Jeff --&gt; Main St. --&gt; Bellair (and reverse) w/local stops (e.g., Woolen Mills, UVA Hospital, Foods of All Nations)</p> <p>"Cville Loop" Inner Loop (Clockwise): Best Buy --&gt; Martha Jeff --&gt; 5th St. --&gt; Bellair --&gt; Best Buy</p> <p>Outer Loop (Counterclockwise): Best Buy --&gt; Bellair --&gt; 5th St. --&gt; Martha Jeff --&gt; Best Buy</p>	1	0
2021-11-17 02:03:26 UTC	New Rapid Transit Corridor	27	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	<p>Cville Express Rail System Bellair Transit Hub Connected to Elevated "Sky Rail" (Martha Jeff --&gt; Main St. --&gt; Bellair and reverse w/local stops (e.g., Woolen Mills, UVA Hospital, Foods of All Nations) Part of "Cville Loop" (Best Buy --&gt; Martha Jeff --&gt; 5th St. --&gt; Bellair --&gt; Best Buy and reverse) Connected to Crozet Hub</p>	0	0
2021-11-17 02:11:00 UTC	New Rapid Transit Corridor	28	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	<p>Cville Express Rail System Main St. Transit Hub Connected to Elevated "Sky Rail" (Martha Jeff --&gt; Main St. --&gt; Bellair and reverse w/local stops (e.g., Woolen Mills, UVA Hospital, Foods of All Nations) Connected to Best Buy Hub</p>	0	0
2021-12-21 23:23:43 UTC	New Rapid Transit Corridor	56	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	<p>A corridor using the US-250, connecting connecting UVA Law school with the Rivanna Rivew View Park and the Pantops area (up to the Martha Jefferson Hospital).</p>	0	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-21 23:20:49 UTC	New Rapid Transit Corridor	54	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	A Barracks Road corridor, connecting Barracks with the Downtown (similar to the Free Trolley).	1	0
2021-12-21 23:22:06 UTC	New Rapid Transit Corridor	55	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	A corridor connection Fashion Square Mall with Barracks Mall and the UVA (particularly, with the Trolley).	1	0
2021-11-21 21:12:18 UTC	New Rapid Transit Corridor	31	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	A rapid transit corridor that starts south of 64 & has a park & ride option to carry people in 5th St SW, up Ridge to McIntire and then out 29 via Hydraulic Rd.	0	0
2021-11-21 21:15:38 UTC	New Rapid Transit Corridor	33	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Community colleges are essential to, well, the community. A rapid transit corridor that links PVCC to housing south of town, to downtown, and to the sprawl out 29 would greatly increase access	0	0
2021-11-21 21:13:14 UTC	New Rapid Transit Corridor	32	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	A rapid bus that starts at Fontaine and serves JPA to Emmet to Barracks Rd. and then out 29	1	0
2021-11-17 01:46:57 UTC	New Rapid Transit Corridor	20	Albemarle, Study Area, Counties	General rapid transit to popular natural areas outside of the city	1	2
2021-11-22 02:02:49 UTC	New Rapid Transit Corridor	35		E need to get to Richmond quickly and frequently	0	0
2021-11-21 21:18:07 UTC	New Rapid Transit Corridor	34	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Why not a dedicated bus lane that provides service around the Bypass, like the peripherique bus (now tramway) in Paris? Turn the whole mini-freeway into a proper street, with a protected bike land, sidewalk, and city speed limit, and encourage development of the land alongside to increase density, slow sprawl, and expand housing.	4	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-01 03:06:15 UTC	New Rapid Transit Corridor	3	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	I agree that there should be rapid transit along Main Street. But let's not forget that "rush hour" can lead to inequitable distribution of resources (staff, headways, number of buses). If you think about frontline workers and those working retail, those people don't travel during "rush hour." We have to remember those people need rapid transit too.	1	0
2021-12-01 02:57:54 UTC	New Rapid Transit Corridor	36	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	With pedestrian deaths on the rise, we should also be focused on lowering speed limits, which could also act as an incentive for faster public transportation like rail. And as these pedestrian deaths are disproportionately among Black and POC communities, we should focus on lowering the speed limit on arteries like 5th Street which are lined with Black and POC communities.	6	0
2021-11-21 21:10:15 UTC	New Rapid Transit Corridor	30	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	There should be a rapid transit corridor--starting with a fast bus, and then replaced with light rail--from 5th Street Station up 5th St SW to Ridge St, McIntire, Hydraulic, and then all the way out 29 to Target.	2	0
2021-11-17 15:34:25 UTC	New Rapid Transit Corridor	29	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Barracks Road for rapid transport to allow for more predictable commuting by transit for western residents to downtown.	2	0
2021-12-02 01:36:43 UTC	New Rapid Transit Corridor	37	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	This road needs to be much slower. With bike lanes that are separated and protected from traffic. It is scary to bike on this major corridor because of the speed of traffic.	5	0
2021-12-02 01:38:07 UTC	New Rapid Transit Corridor	38	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	There is a bike lane on the north side that is big enough for people to park in, so cars park in it. This discourages biking from this major route through town.	4	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-02 01:41:52 UTC	New Rapid Transit Corridor	40	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Make a complete bike lane from the east to the west end of the DTM either on market or water street. There is no safe biking corridor through this area.	4	0
2022-01-03 23:29:12 UTC	New Rapid Transit Corridor	58	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	The Trolley could be benefit greatly from a dedicated BRT lane, supporting its on time rates and creating opportunities for other routes.	1	0
2021-11-17 01:45:56 UTC	New Rapid Transit Corridor	18	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Cville Express Rail System Airport Transit Hub AlrportBest Buy	1	0
2021-12-02 01:40:10 UTC	New Rapid Transit Corridor	39	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	The parking needs to be removed or reconfigured on this road. The bike lane is in the "get doored" zone on this road. Which means bikers can die from people opening their door after parking their car. This discourages bike traffic on this major corridor. We could at the very least do a DUTCH REACH campaign with signs to teach drivers to open their door with their far hand, forcing them the check for cars before opening their doors.	3	0
2021-12-03 01:43:56 UTC	New Rapid Transit Corridor	42	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Adding-a BRT route could be a good opportunity to remove lanes from private car use, which would help slow down speeding here.	1	0
2021-12-03 01:48:39 UTC	New Rapid Transit Corridor	43	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	This part of the curve could be cleaned up to make bike travel easier.	1	0
2021-12-02 23:08:01 UTC	New Rapid Transit Corridor	41	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	UVA Hospital to Central Grounds to Barracks to 29 N to Airport, possibly to Ruckersville	2	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-03 01:40:41 UTC	New Rapid Transit Corridor	28	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Good route idea, but I'm not sure the pop. density for light rail to have major advantages over BRT is there..	0	0
2021-12-03 01:38:42 UTC	New Rapid Transit Corridor	42	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Not an obvious High Traffic Corridor but could put the stroad to good use and there's sufficiently Not Very Much between this development and the core of downtown that it could be a good express route.	1	0
2021-12-03 01:49:46 UTC	New Rapid Transit Corridor	44	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	The bike lanes get really hairy here at best to nonexistent, it would be good if they were widened and improved.	1	0
2022-01-05 18:45:19 UTC	New Rapid Transit Corridor	59	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Moving light rail, streetcar, or BRT service to neighborhoods would induce riders as they would be more attractive options compared to infrequent, 60-minute buses. A logical location to start this would be in Belmont, where neighborhood ridership is highest.	1	0
2022-01-05 18:46:50 UTC	New Rapid Transit Corridor	59	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Rapid transit in this corridor could continue on W Main st, Emmett, etc., and replace Rte 7 service.	2	0
2021-12-08 17:20:35 UTC	New Rapid Transit Corridor	46	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Rt.250 East	0	0
2022-01-12 16:37:03 UTC	New Rapid Transit Corridor	12	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	This route would not be productive unless it stopped at W Main St., UVA hospital, JPA, Fontaine Research Park, Trinity church, and Ragged Mountain.	1	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-11 03:56:35 UTC	New Rapid Transit Corridor	10	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	I think 29 could definitely afford to lose a lane to private vehicle traffic if it meant a BRT lane to Hollymead and the airport, especially if there was also a stop at Barracks Road Shopping Center and maybe one other spot next to campus. There's a fairly fast bus route in Colorado between Boulder and the Denver airport that was always so much nicer than worrying about parking, etc.	1	0
2022-01-18 23:11:24 UTC	New Rapid Transit Corridor	60	Louisa, Study Area, Counties	Main St. Louisa, light rail but a minimum of bus rapid transit.	2	0
2022-01-19 17:19:13 UTC	New Rapid Transit Corridor	3	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	I agree with the preceding reply. We need very frequent buses on West Main Street, but even more important than that, buses need a right of way (on or off road) lane. The travel on Main St is inconvenient during rush hour, especially because of heavy traffic. However, we should create rapid benefits for all hours, as ridership in this corridor is very high. This would also contribute to a more equitable planning process.	1	0
2022-01-19 21:38:01 UTC	New Rapid Transit Corridor	61	Nelson, Study Area, Counties	Any major route leading to Cville from outlying counties. Routes 250, 20 and 29 are some I can think of. I'm sure there are others. Also, county jaunt service could drop at specific light rail locations in each outlying county and LR drop at the main Cville terminal where people could then catch a bus to their end location. I have many more ideas.	1	0
2022-01-20 13:31:48 UTC	New Rapid Transit Corridor	62	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Start light rail at downtown transit center. Go west on Water St to W Main to University Avenue. Continue on university Ave to Emmet St. Continue north at intersection of University Ave and Emmet St. Continue north for 8 miles to airport Road. Continue west on Airport road to Cville Alb airport.	0	0
2022-01-23 14:53:14 UTC	New Rapid Transit Corridor	63	Greene, Study Area, Counties	29 North from Ruckersville to UVa	0	0

Appendix 2C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2022-01-27 17:33:58 UTC	New Rapid Transit Corridor	63	Greene, Study Area, Counties	151 corridor connecting Nellysford to Crozet Connect bus, Waynesboro Britebus, and Charlottesville transit buses.	0	0
2022-01-27 20:49:22 UTC	New Rapid Transit Corridor	34	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	That sounds like a trailblazing idea, however, you should remember that this is considered as a bypass. The JWW Pkwy could be widened to four lanes each side to allow a rapid bus and future sprawl.	1	0
2022-01-28 12:24:36 UTC	New Rapid Transit Corridor	64	Nelson, Study Area, Counties	US Route 250/Route 151 between Charlottesville and Nellysford.	0	0
2022-01-28 13:42:54 UTC	New Rapid Transit Corridor	65	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Express bus traveling in a priority bus lane that goes from UVA hospital, stops downtown and terminates in a Park n' Ride lot either near Pantops or Mill Creek. Priority lane could be utilized by local buses as well. Park n' Ride accessed by priority bus lane could also be a stop for regional buses.	0	0
2022-01-30 18:56:39 UTC	New Rapid Transit Corridor	66	Fluvanna, Study Area, Counties	Park and Ride at Zions to Cville	0	0
2022-01-30 18:57:04 UTC	New Rapid Transit Corridor	67	Fluvanna, Study Area, Counties	All around Lake Monticello	0	0
2022-01-31 23:13:30 UTC	New Rapid Transit Corridor	68	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	We could shorten some routes on 2nd St, others on Heather Heyer way depending on their direction. Reserve some existing stops to a few routes and the rest can use these roads, possibly improving accessibility to the DTM.	1	0
2022-01-31 17:29:27 UTC	New Rapid Transit Corridor	68	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Use this Market Street bus stop — already well equipped with shelters and a pull-off lane — as the main station for eastbound buses. Instead of having every bus waste revenue miles & time looping around the Mall to the DTS, have buses through-run — along Market eastbound and Water westbound, then onward to points beyond. Reduces transfers by consolidating routes that currently terminate downtown, and eliminates an enormous amount of route duplication and idling.	1	0

Summary of Focus Group & Similar Outreach Activities

Introduction

While facilitating the Regional Transit Vision Plan process, stakeholders requested that Thomas Jefferson Planning District Commission (TJPDC) staff make efforts to engage transit riders and other disadvantaged populations. The Commission's consultants recommended focus group discussions to facilitate meaningful dialogue with transit riders. This document outlines approaches and results for the TJPDC's activities in engaging underrepresented populations through focus groups and other discussions.

Stakeholder Engagement

Following advice from the community and consultants, TJPDC staff targeted transit riders that fell into the following groups:

- Low-income riders
- Older adults
- People with disabilities
- People with limited English proficiency

TJPDC staff contacted neighborhood groups such as churches and other minority organizations and offered them an opportunity to partner with the Transit Vision Plan team. Staff reached out to the following organizations:

Neighborhood Associations:

- 10th/Page Neighborhood Association
- Blue Ridge Commons
- Burnett Commons
- Fifeville Neighborhood Association
- Friendship Court Resident's Association
- Johnson Village Neighborhood Association
- Ridge Street Neighborhood Association
- Rose Hill Neighborhood Association
- Starr Hill Neighborhood Association

Churches:

- First Baptist Church
- Zion Union Baptist Church

Low-Income Transit Riders:

- Blue Ridge Area Food Bank
- Charlottesville Low-Income Housing Coalition (CLIHC)
- Charlottesville Redevelopment and Housing Authority (CRHA)
- City of Charlottesville
- IMPACT
- Independence Resource Center
- Monticello Area Community Action Agency (MACAA)
- Piedmont Housing Alliance
- Region Ten Community Services Board
- The People's Coalition

Elderly Transit Riders:

- Jefferson Area Board for Aging (JABA)
- The Center Charlottesville

Disabled Transit Riders:

- Arc of the Piedmont
- Independence Resource Center
- Jefferson Area Board for Aging (JABA)
- Virginia Institute of the Blind

Medical Professionals/Medical Service Transit Users:

- Sentara
- UVA Health System

Non-English Speaking Groups:

- Creciendo Juntos
- Sin Barreras

Three focus group meetings were conducted targeting transit-dependent populations such as older adults, people with disabilities, and people with limited English proficiency. The staff also worked with the Piedmont Housing Alliance, Community Climate Collaborative, JEDI Youth Ambassadors, First Baptist Church, area employers, and Albemarle County. The vision team also worked with CAT, the City of Charlottesville, and Albemarle County to host open house events at the Downtown Transit Center and the Soul of Cville Festival, where over 150 people were interviewed to learn about their perspectives on the proposed vision plan.

Focus Groups

The vision team conducted focus groups at the three community agencies that agreed to allow the Transit Vision Plan team to host an event at their facility. The agencies participating, including JABA in Nelson County, the Independence Resource Center in Charlottesville, and Sin Barreras in Albemarle

County, represented older adults, people with disabilities and people with limited English proficiency. They also represented a diverse geographic mix of both urban and rural.

The Transit Vision Plan team sent informational materials ahead of time and arrived on the day of the event with large maps, handouts, and questionnaires. After introductions, the team asked the participants about their vision for transit, explained the vision plan and some of the proposed services, facilitated a discussion about trade-offs, and then asked the group about their vision for transit. The events were two hours long, and participants were compensated for their time with \$20 Visa gift cards. Due to budget constraints, the number of participants for the focus groups was limited.

The participants were asked about the group's priorities and to rank certain values in order of importance. The results are below.

JABA (Nelson County)

On June 13th, 2022, the Transit Vision Plan team conducted a focus group to engage older transit riders. The study team met with seven older adults at JABA in Nelson County to review the constrained and unconstrained visions for public transit. Many comments expressed a desire for more services and amenities. Additionally, participants expressed a strong desire for more frequent rides to and from the Charlottesville area. The JAUNT bus picks riders up early in the morning for doctor's appointments and does not return until 3 pm. This is a long day, especially for someone who is older and not feeling well.

When asked about trade-offs, the participants were asked two questions about the transit system's goals and objectives. The first question asked participants to rank four goals identified in the first round of public engagement. Next, the vision plan team facilitated a discussion, and the group ranked the goals in the following order, from most important to least important:

1. Make transit more equitable
2. Support the economy/get people to jobs
3. Serve people who cannot drive
4. Mitigate climate change

The second question asked the participants to discuss and rank specific service trade-offs. The group ranked the options in the following order, from most important to least important:

1. Improve the frequency of bus service (the bus comes every 15 minutes instead of every 30 minutes)
2. Expand the service area (the bus takes you to more places and services a larger area)
3. Expand hours of operation (service starts earlier, ends later, and is available on more days of the week)
4. Have faster routes (you can reach your destination faster)

Participants also discussed how the services proposed in the Transit Vision Plan would affect their lives. Some of their responses are listed below:

- 1) Commuters would save money on fuel costs because they could take transit more often
- 2) Riders could reach more types of medical services, such as satellite offices
- 3) It would reduce the amount of time they have to wait to be picked up and allow them to reach more places in Charlottesville

Independence Resource Center (Charlottesville)

On June 14th, 2022, the Transit Vision Plan team conducted a focus group at the Independence Resource Center in Charlottesville with five people with disabilities. These participants were asked the same questions as the JABA group's participants. When asked about the trade-offs, the participants were asked two questions about the goals and objectives of the transit system. The first question asked them to rank four goals identified in the first round of public engagement. Next, the vision plan team facilitated a discussion, and the group ranked the goals in the following order, from most important to least important:

1. Serve people who cannot drive
2. Make transit more equitable
3. Mitigate climate change
4. Support the economy/get people to jobs

The second question asked the participants to discuss and rank specific service trade-offs. They ranked the options in the following order, from most important to least important:

1. Improve the frequency of bus service (the bus comes every 15 minutes instead of every 30 minutes)
2. Expand the service area (the bus takes you to more places and services a larger area)
3. Expand hours of operation (service starts earlier, ends later, and is available on more days of the week)
4. Have faster routes (you can reach your destination faster)

Participants also discussed how the services proposed in the Transit Vision Plan would affect their lives. Some of their responses are listed below:

1. The transit system would serve more people and take them to more places
2. Participants welcomed the addition of weekend services, especially on Sunday
3. The transit system would improve their social lives and allow them to go to more events

Sin Barreras (Albemarle County)

On June 22nd, 2022, the Transit Vision Plan team hosted a Spanish-language focus group at Sin Barreras using an interpreter and translated materials. Eleven participants viewed the transit network maps and learned about the proposed vision and project. They were asked the same questions as the other focus groups and had a lively discussion about their specific needs. Most of the needs were related to difficulty getting to and from work when buses were not running. They also did not feel safe in the pedestrian environment along Route 29 North. Many participants familiar with the Route 29 North area expressed concern about poor lighting and unsafe walking conditions on sidewalks and street crossings, especially at night.

One participant formed an informal carpool but expressed that people didn't feel safe walking to and from the meeting spot. Others had to work on the weekends when there was no transit service, and they also had difficulty finding taxi service on Sundays. They all supported expanding evening and weekend service hours and wanted a better pedestrian environment with safer sidewalks and street crossings. Many participants took the bus to Fashion Square Mall and walked through parking lots along the side of the road and behind stores to reach their destinations.

The participants were asked two questions about the transit system's goals and objectives. The first question asked them to rank four goals identified in the first round of public engagement. Next, the Transit Vision Plan team facilitated a discussion, and the group ranked the goals in the following order, from most important to least important:

1. Serve people who cannot drive
2. Support the economy/get people to jobs
3. Make transit more equitable
4. Mitigate climate change

The second question asked the participants to discuss and rank specific service trade-offs. They ranked the options in the following order, from most important to least important:

1. Expand hours of operation (service starts earlier, ends later, and is available on more days of the week)
2. Expand the service area (the bus takes you to more places and services a larger area)
3. Improve the frequency of bus service (the bus comes every 15 minutes instead of every 30 minutes)
4. Have faster routes (you can reach your destination faster)

Participants also discussed how the services proposed in the vision plan would affect their lives. Some of their responses are listed below:

- 1) It would be safer and less expensive for transit riders to get to work
- 2) Transit riders could work more hours, especially on Sundays
- 3) Transit riders could reach more destinations - some participants were interested in more rural services.

Other Community Activities

The Transit Vision Plan team worked with many community groups and stakeholders, including the Piedmont Housing Alliance, the Community Climate Collaborative, JABA, UVA, the City of Charlottesville, Albemarle County, and the First Baptist Church. The team also spent a day at the Downtown Transit Center interviewing riders and collecting surveys. In addition, the team worked with Albemarle County staff to share information about the public meetings and surveys in their newsletters and shared a spot with Albemarle's public outreach staff at the Soul of Cville Festival. The following section summarizes these community activities, many of which functioned like informal focus groups.

JEDI Youth Ambassadors (Charlottesville)

The Transit Vision Plan team met with staff from the Piedmont Housing Alliance and Community Climate Collaborative several times and conducted two in-person meetings with their Justice Equity Diversity and Inclusion Youth Ambassadors in August. The team reviewed the Transit Vision Plan and the proposed transit networks before answering several questions.

The JEDI Youth Ambassadors were interested in innovative ways to increase transit service in the Charlottesville area and on school campuses. The team explored the concept of providing on-demand service in the urban area, better bus connections, making loop routes shorter, alternative-fuel buses, and survey strategies.

The team discussed the pros and cons of rideshare services like Uber. Due to the density of downtown Charlottesville and the amount of ridership on fixed routes, on-demand service in this area could be easily overwhelmed, causing long wait times. If additional vehicles were put into service to meet demand, then costs would go up, resulting in higher service costs and duplicating the Uber service already in the area.

CAT is currently addressing many of the concerns expressed by the Youth Ambassadors. For example, there are plans to adjust the long-loop routes, make better connections between routes, and investigate alternative fuel vehicles.

The team also discussed trade-offs with the ambassadors. For example: choosing between providing service to everyone who needs it or having shorter rides with more riders on vehicles. The Youth Ambassadors felt that having a longer ride was worth being able to serve more people in need.

The Youth Ambassadors reviewed the Transit Vision Plan survey and shared their own transit survey with the team. The Youth Ambassadors borrowed some of the questions from the Transit Vision Plan survey and added some additional questions for their project. The team shared advice on the survey instrument and strategies for gathering responses to the survey and looks forward to seeing the results of the JEDI Youth Ambassador's survey.

First Baptist Church

The Transit Vision Plan team met with staff and volunteers from the First Baptist Church in Charlottesville and collected surveys from church members. Their members indicated they supported the constrained vision, but some did not support the unconstrained vision because they thought the cost was too high.

Employers

The Transit Vision Plan team worked with UVA and other large employers throughout the project, inviting them to meetings and sharing information. In addition, the survey was shared with the UVA Medical Center and its staff. The vision project team also contacted and shared information with the following agencies:

- Albemarle County
- Charlottesville City School Board
- Charlottesville City Schools
- Charlottesville Regional Chamber of Commerce
- City of Charlottesville
- Piedmont Community College
- Sentara Martha Jefferson
- UVA Health Service Foundation
- UVA Human Resources

Downtown Transit Center

TJPCD staff and the Transit Vision Plan team spent a day interviewing riders and collecting surveys at the Downtown Transit Center. The staff set up tables with surveys and informational materials in English and Spanish, large maps of the proposed transit network, and handed out candy and water bottles. Participants were also entered into a drawing to win Harris Teeter gift certificates. Six staff members,

including a Spanish interpreter, were in attendance. The team collected 57 surveys and spent time talking with bus riders as they waited for their transfer.

Many participants expressed satisfaction with transit service but wished it was more robust. They also indicated a desire for buses running on tighter schedules and improved connections (this is a symptom of the driver shortage). In addition, riders requested weekend service and more information about how to use services that went to rural communities.

The press interviewed the Transit Vision Plan team, and representatives from several community groups came to speak with staff about the proposed transit network.

Soul of Cville Festival

The vision project team shared a booth with Albemarle County staff and their public outreach van. We had three TJPDC staff members who interviewed the public and collected surveys. People were very supportive of public transit and increasing services. They wanted more frequent services, better connections, and services for people who could not drive. They also wanted transit services on the weekends. Many of their comments are reflected in the surveys. The team collected surveys and talked with over 90 people, sharing information about the Transit Vision Plan and resources for more information.

Summary

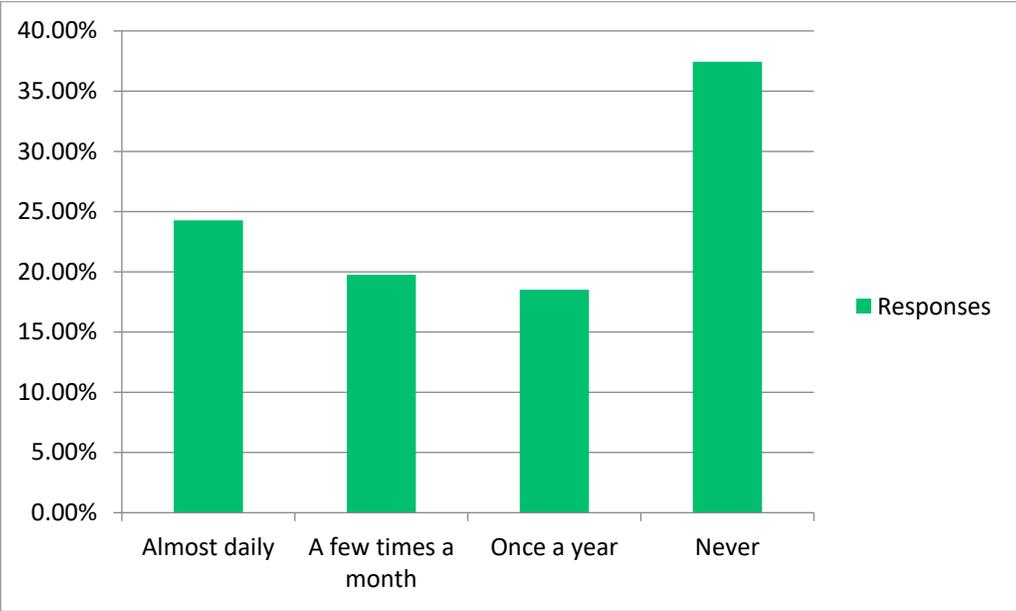
During the first round of public engagement, the community expressed a desire to have more transit riders and transit-dependent populations participate in the public outreach process. The Transit Vision Plan team responded to this feedback with targeted outreach activities to reach more transit riders, minorities, and transit-dependent populations. These populations include low-income residents, older adults, people with disabilities, and people with limited English proficiency.

During the public meetings and committee presentations, stakeholders suggested that the vision plan team reach more younger people and minorities. The Transit Vision Plan team responded by working with JEDI Youth Ambassadors and hosting events at the Downton Transit Center and the Soul of Cville Festival. The survey outreach was also targeted towards transit riders and transit-dependent populations. The survey results clearly show that these populations are represented in the survey responses.

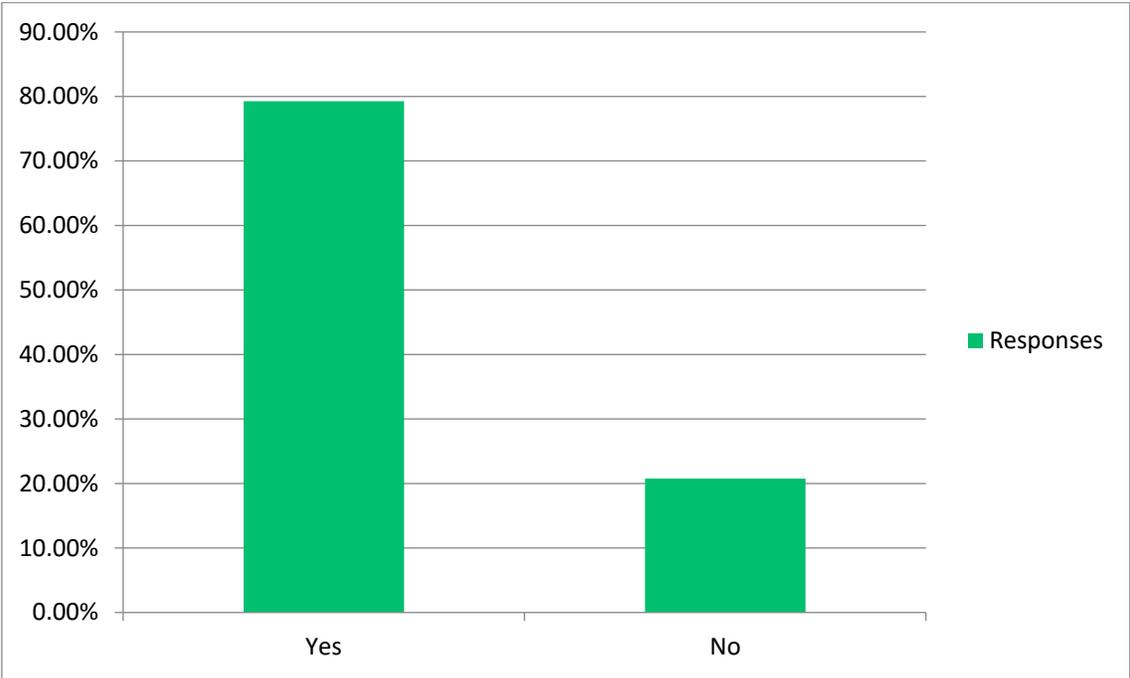
Phase II Survey Results

Short-Form Survey Results

How often do you ride transit?



Would you be satisfied with the Unconstrained Vision?



What is missing or needs improvement in the Unconstrained Vision?

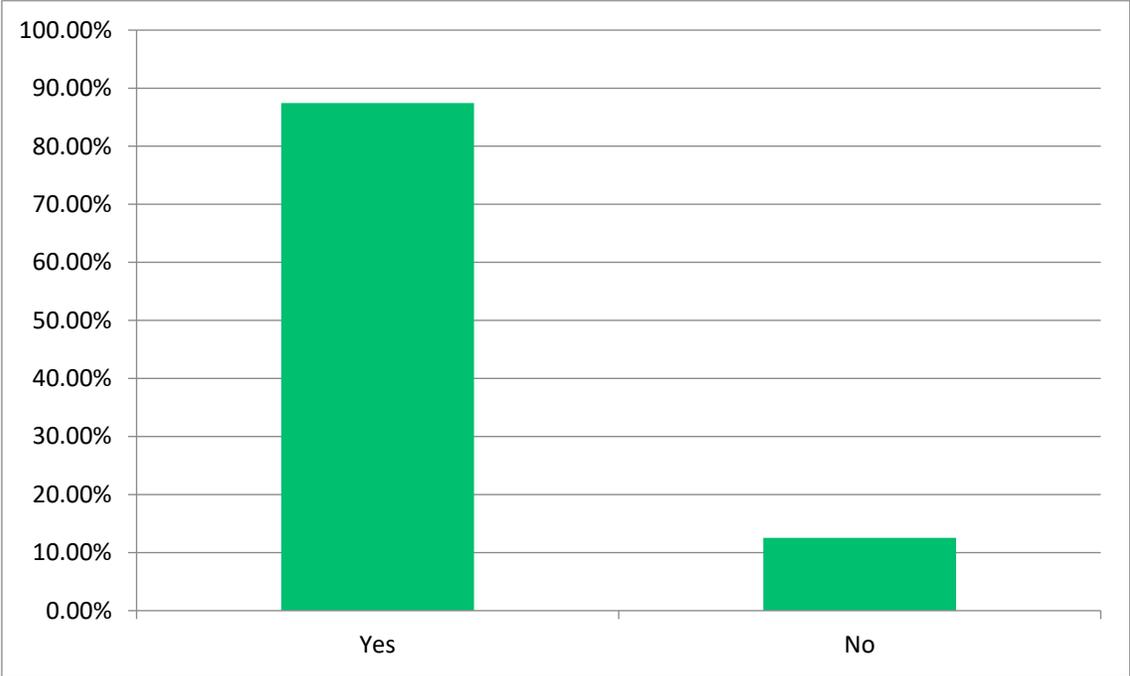
- Roughly East-West routes. - More stops on US-29. Would <u>you</u> want to walk <u>anywhere</u> on US-29 to get from the bus stop to where you were going? No, no you wouldn't.
A connection to towns of Gordonsville and Orange.
A larger connection to the broader central Virginia area
A ring route so one does not have to go through downtown
A roundabout at Rio and Belvedere especially now that the Center is there and more older people having to navigate traffic going too fast. AND fewer Big buses and more smaller one or vans going more places more frequently.
Access to all neighborhoods
Begin rail line up 29, connect Cville to DC through VRA funding one day.
Better bus stops. 2-seater bench. Shelter.
Bike & sidewalk infrastructure needs to be included in any transit plan. What good is an amazing bus system if you can't get from the bus stop to your ultimate location.
Bike infrastructure
Capital costs and investments in infrastructure that support transit mobility are not accounted for. Changes in land uses that would support the effectiveness of frequent transit services may have more impact than the provision of less-frequent "coverage" routes.
Cost
Coverage further back on 20/Stony Point
Doesn't service my neighborhood, northern Albemarle, off Burnley Station and 29.
Drivers are not showing up and when you work and have a schedule, you must be there on time. It's extremely frustrating when you can't get to where you need to be on time. Jobs are important and buses need to stick to schedules. If there's an issue, fix it, so we can have transportation available and dependable.
For \$35 Million more - which is a huge jump - are there plans to possibly serve more than half as many riders?
gives the best service to the same areas as UTS. Why?
God forbid that people would actually have to PLAN to catch the bus on time, running it so often increases the cost geometrically. PLUS there are numerous people that live in Buckingham, that would love daily bus service to Cville!
Greater movement away from roads for public transit. Trolleys, elevated rail, express shuttles, satellite/minimal-downtown parking, etc. Get imaginative! But Unconstrained is a start in the right direction.
Higher density land use around high frequency transit service
higher percentage of low income people having easy access.
I don't see any discussion of coordination among lines so that people who need to transfer can do so efficiently
I think it's good now
I think that CAT would benefit from sharing the old Greyhound station with the Virginia Breeze intercity bus to help bring more business minded people into the city
I think that the unconstrained vision is the very least that needs to happen with busses for the people who cannot afford to drive, or even are temporarily carless, and need to ride the bus especially if they work (which most do); because we should be encouraging more people to rely less or not at all on cars if we can; and because some people's idea of doing that is to do away with street parking for bike lanes and with residential parking minimums. If the city is going to do that last thing, there better be

robust, vastly improved public transit alternatives. I put I was not satisfied even with unconstrained vision because we also need to talk about improving paratransit or outfitting the regular busses for being able to do that better. I do not ride either Jaunt or busses right now because I low mobility (can't do stairs) can't afford a power chair and have heard that Jaunt's scheduling/punctuality and customer interfacing/red tape is horrid. When my (very old) car dies or when the parking is gone I will need something else, so this definitely affects me.
I wish the unconstrained vision was more transformative! For example, I currently live on Rio Rd. E outside city limits, and work on Pantops. Both visions still have me take a bus into downtown and then back out, which pales in comparison to the convenience of hopping on the bypass. Our bus routes are currently set up primarily to take people into and out of downtown cville and university areas, like spokes on a wheel. It would be nice to see outlying areas connected TO each other as well, for more comprehensive, spiderweb/grid coverage.
I'm shocked that even with the Unconstrained Vision, only about half of low income residents have access to frequent, regular transit service.
If the budget permits, I do believe that this plan would benefit many community members both in Charlottesville proper and throughout the region.
In the absence of adequate school buses, specific focus on serving kids traveling to the public schools.
Integration with Cville Comp Plan, signal priority, protected turns, left turn controls, general transit priority
Is there really any need to prioritize fashion square mall? Feels like a waste to dedicate extra resources to a place that's been dead for years. Would rather see more frequent service in town.
It looks fabulous, but where would the funding come from?
Local middle and high schools need to be better served, given the ongoing bus driver shortage and climate crisis. I am glad to see a bus route going past Buford, CHS, and MHS; I can't really tell if there's one past Walker. I would like to see more routes serving these schools.
Looking at the school bus shortage. Need routes to connect to schools
Looks great, the main reason I don't use the bus and trolley system is because too many routes are a minimum of every 30 minutes
Maybe I'm misreading the map but would the 11 route (that goes by my house) have 15 minute service under either vision? I would like that please. 30 minutes is still to long to wait for a bus!
More access for minorities and the poor.
More bus rapid transit and express buses
more buses
More direct access to 5th Street Station from area covered by Route 11
More drivers to maintain service is my only complaint, i am sometimes late to work
More frequency to increase ridership and ease of use
More frequent buses
More frequent connections to PVCC on weekdays
More frequent transit options to and from Ruckersville
More frequent trips to 5th street station shopping center
More routes I'm lower income areas
More suburban service
Paratransit
Parks and recreation spaces need to be included in the plan, especially Pen Park.
Physically separated bicycle infrastructure
Probably to extend service to those higher-need areas so that availability, frequency, and more areas are met and come closer to the Constrained Vision, but not meet CV's goals

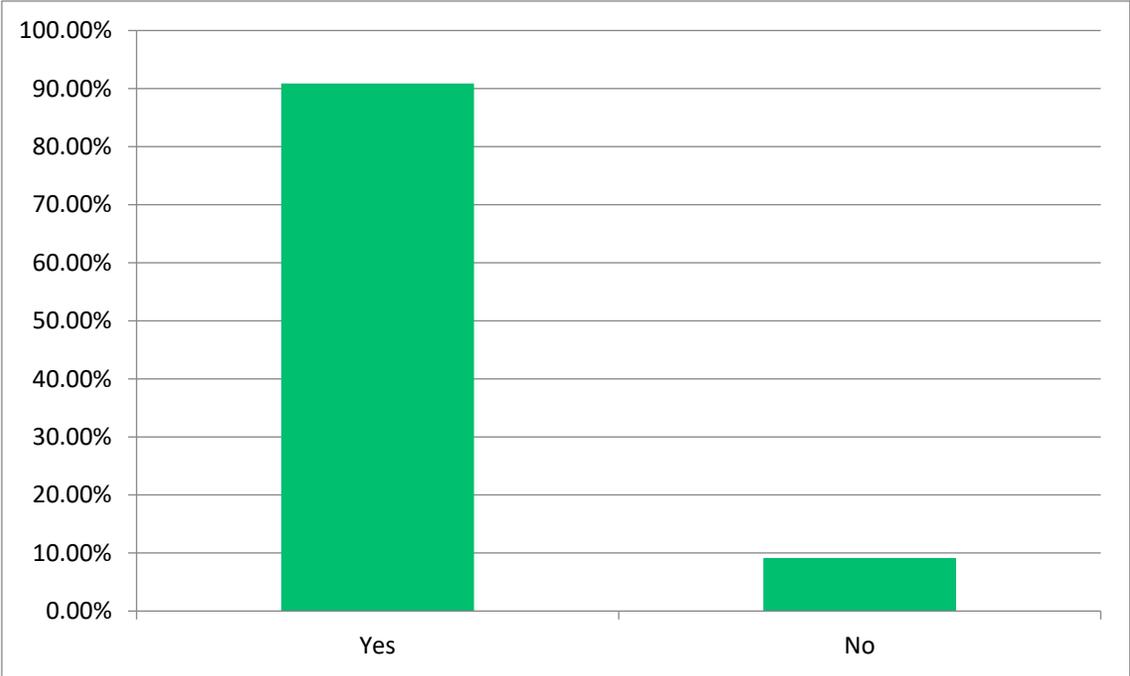
Route 7 needs more crossover points on 29 besides Fashion Square. Currently it's necessary to ride a long distance to reach a crosswalk and then backtrack.
routes are nothing without safe pedestrian crossings of busy highways.
Selling public transit to people with cars.
Service to outlying counties-Louisa and Fluvanna
Services to west haven and friendship court should be more frequent.
Shorter wait times for the bus
The absolute biggest factor for me is frequency. I just moved to Charlottesville from Eugene, Oregon where I chose to take transit vs driving almost everyday because I had access to bus rapid transit that came every 10 minutes. This frequency and reliability is KEY in encouraging folks to choose not to drive. Increased frequency provides increased flexibility for riders and allows folks the flexibility to choose to take the bus outside of peak hours (commute trips) to replace recreational, errand, and other trips.
The App needs to go back to at least the quality of the old app. The telephone number needs to give realtime arrival information really and not just repeat the wrong information the app now gives. There needs to be a human at the other end of the phone line more than 2 days a week. It could be handled by having people doing other jobs, including administrative jobs, take a couple of hours a week each if there are staffing issues or not enough calls to justify a full time employee.
The busses are always nearly empty. A waste of money in this area not to mention the tons of diesel exhaust emitted. All to look like govt is doing something.
the reason I do not ride transit is that I live in Western Alb north of White Hall and I feel that that part of the county is completely ignored as if there were no kids, households, seniors who need transit to town.
The routes have no clear direction and it seems as if they are super long without connectors. Why not have routes going in both directions (to cut down on the long, unwieldy and time-consuming mess represented) with coordinated connections between two connecting lines.
The service on US29 would benefit from a dedicated bus lane.
The unconstrained vision is good for Cville's current layout, but it largely envisions our throughways staying the same. I wish there was a version that reimagined Cville streets. What does a mass transit/bike/ped-FIRST Cville look like? Which streets can be completely closed? Which could be open only to bike/ped/bus? Which could be rerouted? How does that affect these routes and how would that make the unconstrained vision even better? I also wish rail were considered, as well.
thereis no route serving Redfields
This plan does clean up some of the routes it is still missing the ability to get across town for most areas. Also considering UVA is the major employer as well as a major destination for students living around town, there needs to be a better network. For example, I live just south of town off of Avon Ext - a 12 minute drive to central grounds. With the unconstrained plan, it would still take me roughly an hour to get there. 25 minute walk to the closest bus stop (the plan is missing a large population that is only growing with development - south of mill creek Dr), 5ish minute ride to 5th St station, and then either route 4 halfway up JPA for another 25 minute walk, or route 3 to connect to route 7 which would be another 25-30 minutes. I am working on a PhD in sustainable transportation engineering and I would not realistically dedicate an extra hour and a half every day to riding the bus. That cannot be the best we can come up with for the unconstrained plan! The whole system needs to be reevaluated for people to actively choose this mode - it isn't just about higher frequency in this case.
This seems like a bare minimum but even with the unconstrained version there are large parts of the city that are a long walk from the nearest bus stop. People will not get rid of their cars unless it is easy to catch a bus. Consider solving this "last mile" problem with van sized vehicles routed by app

(similar to what https://ridewithvia.com provides). Being able to have the entire bus system respond to demand in real time is important.
To get to North side of city without having to go downtown
Too much money!
Up the pay to continue to keep the drivers we have now and gain more to fill up these open positions.
We have a lot of dense development happening along the Avon Extended corridor. Although many of us back up to Biscuit Run and immediately after us is considered 'rural' when properties are re-zoned, we are considered 'urban'. Why can't line 10 (or 2B) extend to 20S and then back up 20 instead of cutting over on Mill Creek Drive?
West Main streetcar (from Rotunda to CODE building)
Whatever is decided, PLEASE don't let vacuous Jetson's-style designed bus shelters, ie., the ones that were presented earlier this year! Comfort, eye-appeal and maintenance are essential in managing this accoutrements to this "fair" city.
Yes, and transit needs to go to affordable housing.
Yes, I would love to see that for Charlottesville so residents have more accessibility and options for transit. This would also have a positive impact on the air and environment
Everyone needs to contribute.
Extend service hours - nighttime for those who work late. 11:30 or after
Funding
How can I help? Am good w/ customer information, app familiarity. Would like to work in customer sevice, help community & world. Like green transp.
Increased transit service from Rt. 29 to Downtown
Más buses estan bueno [English translation: "More buses are good"]
More satisfied with this vision. Interested in Bus Rapid Transit
More transit service from Downtown to Barracks
Need a 24hrs service
Prefer this over the constrained vision.
Regional funding sounds like a good idea.
Same concern as above [note: this respondent is referring to their response to question 2b]
Sundays would be nice
Ulitmately this will help way more people (w/ diversity of colors & low income, thoughts) Promotes BETTER SAFETY & that assures overall growth of people, filled the gap of socioeconomics, health disparities for equity.
What runs now is fine for me now. More service might help others, night workers, etc.
Would prefer this vision
More frequent routes -> takes bus on the hour that comes
Yes. Can we keep it no fare?

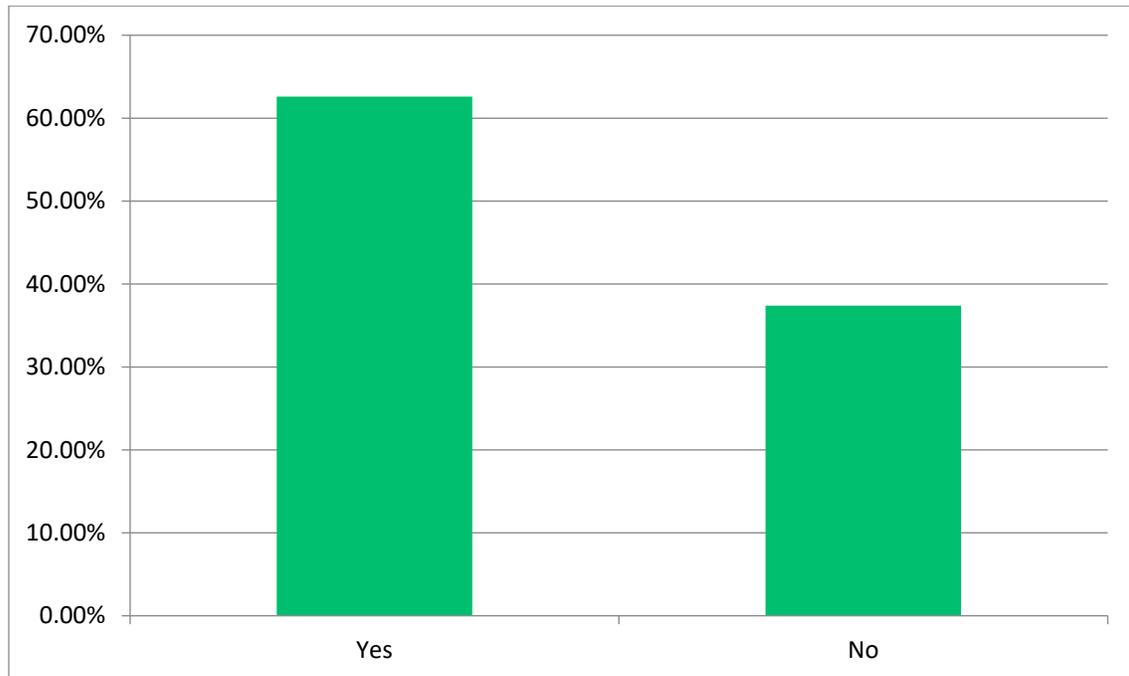
Would you support additional regional funding to realize the Unconstrained Vision?



The Unconstrained Vision includes a Bus Rapid Transit line for fast, frequent, day & night service between Fashion Square Mall, UVA, Downtown and Pantops. Would you welcome this service?



Would you be satisfied with the Constrained Vision?



What is missing or needs improvement in the Constrained Vision?

Cost
- Service on US-29. - More frequent service from UVA to downtown.
A 60 minute interval is probably something I wouldn't consider using. If you miss the bus by 5 minutes, it's a long wait.
A connection to towns of Gordonsville and Orange.
A dedicated BRT-ish bus from Hollymead to downtown.
Again, frequency! More and more development is happening in Albemarle County and a bus that comes only every 20 minutes connecting county development to city development is just not enough to incentivize people to CHOOSE to take the bus vs driving. Navigating 29 and Hydraulic during peak hours is truly awful and this is a real opportunity to cut congestion. If it is easier, more convenient, and flexible to take the bus into the city (or vice versa), then people (including myself) will choose to take the bus.
Again, gives the best service to UVA and where UTS already provides frequent service
All the stuff that is in the unconstrained version plus see above.
Any plan to expand transportation in this area would be welcomed.
Bus from hospital to fountain
Buses being on time and we need more frequent service
Capital costs and investments in infrastructure that support transit mobility are not accounted for. Changes in land uses that would support the effectiveness of frequent transit services may have more impact than the provision of less-frequent "coverage" routes.
Coverage further back on 20/Stony Point
Dedicated lanes, airport pick pickup similar to RIC.
Does not reach enough people or communities
Doesn't do enough.

don't constrain it
Everything that is in the unconstrained vision
Fashion Square/Pantops
Frequency and availability to west haven and friendship court.
Frequency=Freedom
From my standpoint, nothing. Perhaps those who use bus service frequently can be reached out to a higher degree to make sure this meets their needs?
hardly any people in close access
High quality transit service on dedicated ROW to key destinations, especially BRT or light rail
I didn't ask for feedback
I think it's especially good now
I think it's good now
I would be satisfied with the constrained vision opposed to what we have now. It could do a bit more, though.
If we want people to use public transportation we have to make it accessible to as many people as possible. I support the unconstrained because even that seems constrained.
It appears that the Ruckersville route requires one to go all the way into downtown Charlottesville rather than connect to the bus network on the north end. This is a long way to go if a rider needs something on the northern end of Albemarle.
It doesn't adequately support those who have the greatest transportation needs
It is no better than what is currently available.
It needs to expand to the outlying counties.
It should focus more on US 29
It simply has less of everything!
It's not as extensive, misses local population pockets, and looks a little dense in the more urban areas.
It's unsatisfactory compared to the unconstrained plan. A fully committed investment in public transit is a boom to both residents and businesses.
Just about everything. The numbers are too low.
Kids don't have busses to school if they are once an hour there is no chance they will be able to use them.
Local middle and high schools need to have much better bus service. This proposal doesn't even have a route going past CHS.
Looking at the school bus shortage. Need routes to connect to schools
More access to busses.
more bus rapid transit
more buses even Sunday
More busses.
More express service. Like BRT ON 29 and 250.
More frequent busses on all routes
More frequent Route 11, with access to Berkmar/Stonefield. Access to 5th Street Station.
More frequent service along the 7 line
More frequent service, broader reach of bus lines. 10-15 minute service should be the standard. 60 minute service is a joke.
More frequent service. Transit needs to be a practical alternative to driving
More frequent transit options to and from Ruckersville
More people need better service than is proposed here

More regularity and overall coverage for lower-income areas and growing areas like Pantops outside the standard bus corridors.
More routes up 29.
More service for minority populations.
Need 15 minutes headways
no route serving Redfields
Not enough access for those in need.
Not enough coverage of area or housing, buses too infrequent.
Not enough frequent service.
Not enough service.
Not frequent enough
only if people use it.
Other infrastructure like bus stop shelters. Guaranteeing fare free transit. Good driver pay
Physically separated bicycle infrastructure
Route 11 at least every 30 min to meet needs of new developments along East Rio More frequent service to PVCC on weekdays
routes are nothing without safe pedestrian crossings of busy highways.
same reasons as above but more so
See above statement about bus shelters.
Shorter wait times for the bus
Some of the routes staying at the same frequency is disappointing.
Southern route needs to allow access to Monticello trail, Biscuit Run, and all the development going in.
The map is really confusing and hard to follow, and there's no access to Fontaine Research Park. This lacks foresight as UVA has plans to create an massive animal research facility in that area in the next few years, which will require even more UVA staff, faculty, and students to travel there than they do now. Many staff and students do not have a car or cannot afford a parking permit. Not having a bus line greatly decreases the accessibility of this location. Already, people who need to come in on the weekend have to walk, bike (if they have one/are able to), or uber to FRP, as the shuttle only runs on weekdays. It greatly limits who can work at FRP and will be a detriment to the research going on there if the new vision does not include a bus line from town to there.
The same thing as for the Unconstrained version -- only it is even more important because wait times will be longer.
The time for investment is now and this approach exhausts political momentum without maximal return. Improving public transit is a massive equity issue for Charlottesville and Albemarle, places where long-term residents are increasingly being priced out.
There is no
This is a very inadequate plan.
This is the time to be ambitious. We will regret failing to invest in public infrastructure if we start constraining ourselves out of the gate.
This vision doesn't improve the situation enough.
Too long wait times to be competitive
Transit from Crozet to Charlottesville. Keep and expand frequency.
unconstrained is better
Wants Sunday service.

While a good start moving towards the Unconstrained Vision, the Constrained Vision is an inadequate solution to our city's transportation needs, especially if we're serious about affecting our climate impact.
Why is it so concentrated rather than the web in the Unconstrained Vision?
Why still fashion square Mall? There's nothing there.
Bus to North Ridge
Increase frequency -> every 15 mins
Don't leave when walk to the bus
Education and awareness to have a better picture for more passengers (public transp.)
Vision to instill passengers in (current & future)
Expand services to Richmond, Northern Virginia, etc.
First time riding.
Happy with how it is now. Schedule is good.
Increase transit service for Route 8, should come more often
Keep the old Route 8, funding
Make seating at bus stops
Me gusta mas servicio #7 and #8, 15 minutos [English translation: "I like more service #7 and #18, 15 minutes"]
More shops in existing area
Needs more benches for transfers
No access to Fashion Square to wait
Nice that it is free to ride now. On time, which is good. More frequency, faster, one seat ride. Basic service is... ok, not great.
Nothing I can see, I would be happy with this expansion
Regional cooperation would be helpful. Dedicated transit funding.
Route 7 service yes
The #2 Route is good
TIMED SPOTS AND CONNECTIVITY
Times to get places
Weekend route 1 schedule - maybe a Saturday only route to the riverside end of the route

Any other thoughts?

Reliable mass transit is a cornerstone in the struggle for social and racial equity and in combating climate change.
#7 - make sure it runs. At the 5 pm hour past Pin Hall, it is always off the route during the week.
*Used to ride transit, but not anymore. Busses every 15 minutes.
Also need to be able to cross 250 in Pantops.
Any consideration to improve and better integrate bike transit? bike lockers, covered parking, etc.
Be able to get to Walmart.
Bike lanes that take away car lanes don't make sense.
Both look great, worried about funding to get the unconstrained plan Drivers, drivers, drivers. Need to be on time to maintain ridership
Busses need to start early. 5:00 a.m. 24-hour service if possible.
Charlottesville has been headed in the right direction by added more bus routes over the last several years. We need to keep it up!
Concerned about school transportation.

Continue to confront with the public not just with online but actually going through neighborhoods to understand there needs.
Crozet to UVA hospital. Commuter to Richmond.
Cut the police budget to help fund public transport. It is bloated.
Eliminating rte 8 from DTS to brsc makes grocery shopping harder.
Even though I'm not currently a frequent user, I'd like to see expanded service so when I no longer feel like/am able to walk/drive where I need to go, there's a higher chance transit can take me there.
Everyone should support transit. America has to do it!
Expand hours. All night?
Fascinated with Jaunt. Ohio has good service.
Fewer cars. More dedicated bike lanes, protected.
fewer routes with higher frequency would be my preference.
First Baptist Church needs more service. They need more parking. Don't want to take the parking away.
Freeze the police budget and direct money to public transportation & infrastructure.
Frequency
Frequency is important. Neighborhood routes are not prioritized enough.
Frequency: Every 20 minutes in northern Virginia. Affordable: Prices are rising. Keep in mind pandemic.
Get kids to school! If you need to, have less city service so you can run the school busses.
Glad to see more mass transit, but we also need to de-emphasize private vehicle traffic.
Have to work late and can't ride bus home. Need busses to run later.
I am fine paying higher taxes (property, meals, or otherwise) to support the Unconstrained Vision or better. Don't be so squeamish about that like youall were last time. Good things that cost money are worth it.
I appreciate all the work being done on this. With everything going into this, it makes sense to with the more extensive routes now so we don't have to revisit this as soon as it is implemented.
I do not use transit currently, but when a UVA student and resident with out transportation, the bus service was essential.
I don't take public transit because the bus frequency is only every 20 minutes if it's running on time. I also don't feel safe walking home in the dark in winter because there isn't adequate lighting or sidewalks in my neighborhood.
I don't know if BRT on 29 could be built? It might take too long to build.
I have to be at work at 6 am and the bus is too late for me. Should start at 5 am or 4:30 am
I have tried to take the bus 5 times now and all 5 times it has not come in a 20 minute window around when it is scheduled. I know that we are suffering an unprecedented shortage in transit drivers, and I encourage any future planning to include higher wages and other incentives to bolster the supply of transit drivers. I also understand that sometimes busses get caught in traffic- something that is almost entirely eliminated with BRT. I see real opportunity for improvement. The Charlottesville metro area is remarkably compact and it's a total bummer to be forced to rely on my car when I live only 3 miles from UVA, 4 miles from downtown, and less than 3 miles from several grocery stores. Please make choices that give folks like myself a choice to not drive, especially for short trips. Thanks for all your work on this.
I like the unconstrained vision. Thank you.
I love the idea of BRT on 29.

I think a higher rate of service to the YMCA would be beneficial, as well as any other places with childcare/pre-k centers that serve low-income families like JABA, Readykids, the Head Start programs, etc.
I use the bus to get to work but I have to walk 5 miles to work on Sundays. I would like to have a bus on Sundays.
I want to see a serious plan that addresses all the county and not just C'ville and the 29 corridor!
I would like to have Sunday service on Route 3 and better service on Route 7 and on Route 5
I would ride more if there were more busses.
I would welcome an increase in taxes/tuition if I knew it was going to improved transit services. The only reason I do not use transit daily is because I can't- it rarely if ever ties me where I need to when I do.
I'm not entirely convinced that free service should be a goal. I'd be much happier if there were zero cost/low cost options based on income with those who can afford it paying for service.
I'm originally European. Public transit becomes competitive if it is quick, easy and frequently available. I Zürich major tram lines run every 7 minutes. In my hometown of Stuttgart frequency varies between 7, 10, 20 minutes during the day, 15 or 30 minutes between 8pm and midnight, and hourly for nigtbus service routes. An hourly ride between the area around Rio Road and downtown for example, is not competitive.
Important to have transit for people who don't drive.
In both visions, I am happy to see bus service to the Albemarle-Charlottesville Regional Jail. I'm not a frequent transit rider because CAT is inconvenient for me (doesn't run near my work, runs infrequently on weekends) but I'm fully in support of increasing transit spending as much as possible. I would love to ride the bus more if it was more convenient.
Including more Ruckersville stops on a regular schedule
Increase funding for transit drivers. Transit is quick and friendly drivers. Extend hours to 2:00 a.m. (near airport) or 1:00 a.m. Start bus service at 5:30 a.m. Lookin into air conditioning and heating bus shelters. Look to Europe, Switzerland, London, China, Japan, Ireland.
Information about public transit in Charlottesville and surrounding area could be much more clear and accessible. People really don't know how to get accurate info on the routes and timing of the system.
Is there action from the state that could help fund either plan? Authorizing a new tax?
It should be a high priority. And the climate is important.
Jaunt is badly under equipped. Currently the recommendation is to schedule trips TWO WEEKS in advance. It should be expanded as well. Disabled passengers deserve equally improved access to the community. It should also offer a variety of vehicle types to accommodate more people who have different types of disability. Something like a large van service would be less painful for me to use while still carrying multiple passengers.
Jaunt is very good.
Just interested in funding and really looking forward to transportation expansion in the area.
Keep it free! The more busses the better!
Let's not let this city turn into an impersonal megalopolis, please.
Looking at the school bus shortage. Need routes to connect to schools
Love that you all are increasing public transportation! I hope that there are also plans to include better infrastructure for bicyclists. Let's reduce traffic in this city, not by adding lanes but by removing cars.
Make Charlottesville a car free city.
Make it easier to walk on 29 near Trader Joes.

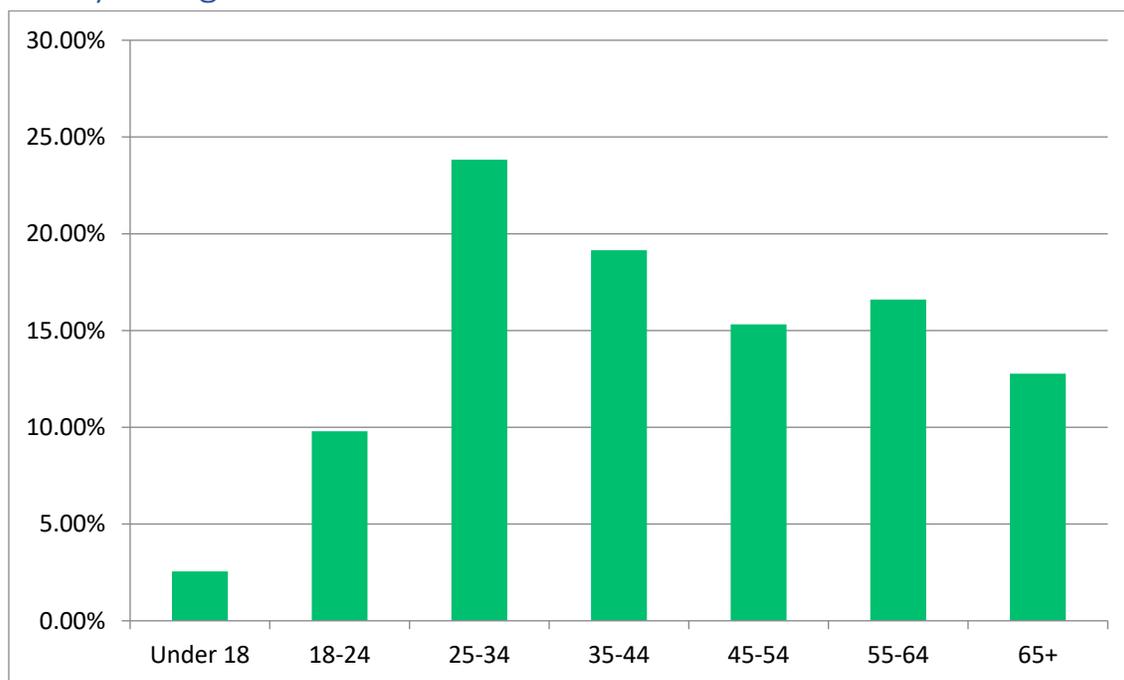
Make it easier to walk to Target and cross 29.
More bicycle racks in places like shopping centers.
More BRT Transit to different places.
More busses!
More please.
More transit to affordable housing
More weekend service. Faster service. Hybrid busses.
More! and more school busses. More dedicated bike lanes.
Most people here don't use public transit and would rather pay for a car they can't afford because they would be late for important appointments if they depended on it. Until there is a system that runs regularly with connections and takes less time than one can get there by walking, no one is going to use it.
Need better pedestrian environment.
Need late night and Sunday service.
Need more support for elderly/disabled riders.
Need to able to get to UVA hospital
Need to set up with Greene County Transit for helping people from Greene County to come to Charlottesville.
Needs to go to airport and Staunton.
no
No one is riding the bus now. We need more people to ride the bus or we need smaller busses. More green alternatives.
None
not enough bus every day route 7
Not sure the point of still stopping at FSM.
on-demand service is the ideal. I guess Wilson NC made it work, albeit at somewhat greater cost, but it seems like a big success
Overall I support the Unconstrained over the Constrained because of the clear improvements in the "basic features" highlighted. The route frequency would go far in being able to integrate bus riding into one's life, rather than having to plan one's life around the bus schedule. I hope that aspects of actually encouraging more riders (+attracting drivers) of public transit are considered simultaneously, as well as overall making the city more bus/pedestrian/bike friendly (ex: bus/bike-only lanes? closing access of certain dense areas to cars, at least at certain hours? getting rid of parking lots?).
Pay bus drivers more!
Pay people if that's an issue. Whatever it takes. Those riding public transportation are using it because it's a necessity but we're also helping the environment. There should be NO charge for transportation for a city that has so much. We bring in new housing, new businesses but don't take care of what is really essential and desperately needed.
Pedestrian safety. The timing of the transfers needs to be better. Routes that make more sense.
People need to get to work. We all should be able to travel safely, even people who do not have cars.
Please invest in education and promotion of this improvement so that more people can access it.
Please keet the transit running.
Public transportation is for losers.
rail, rail, rail
Reduce space for new parking, increase infrastrcuture, fix sidewalks. Make Charlottesville an attractive place for people who want to commute by foot, bike, or bus to reduce carbon footprint and improve quality of life.

Rural is super important. Monticello as a destination.
Should not be more frequent than any other service, but like the idea of the service between Fashion Square Mall, UVA, Downtown and Pantops. No interconnectivity. It should not take 2 hours to cross town on a bus. Need to run more frequently and make better connections. When it was private, it was better run. I would love to see public transit work here.
Smaller, electric buses (10-15 passenger)
The more I can leave my car at home, the better!
The more transportation the better
The people who don't have transportation would have safe transportation. Frequent rider benefits. Important to have electric busses. More service to intercity services like Amtrak, airport, Richmond Amtrak.
The Route 29 area is hard to walk in. I don't feel safe walking there.
The time for investment is now and the Constrained Vision exhausts political momentum without maximal return. Improving public transit is a massive equity issue for Charlottesville and Albemarle, places where long-term residents are increasingly being priced out. We have a chance here to model the "small city" of the future.
The time tables are weird. I walk everywhere.
There is no
There need to be places north as destinations. Include Seminole Square. More bus shelters, benches. More transit (routes), less transfers to decrease transit trip times. Reduce delays.
They need to come more frequently.
This is a critical need for our city!
This is a very complex explanation, hard to read, hard to understand, and not reaching the population that needs public transport. Two really bad plans and a horrible survey design!
This is essential to making the increased density called for in the new Cville Comp Plan work. There is no alternative.
This is foo foo dreamy stuff-people want to be able to drive themselves—it is not the taxpayer responsibility to offer cheap ride vehicles in rural areas! If you choose to live outside city limits provide your own vehicles or carpool!
This sounds good.
Transit is not visible. Little signage.
Want a bus to the airport
Want more busses to school.
Wants weekend service
We need a more pedestrian-friendly environment and to pay drivers more money with better benefits.
We need more bus service and they need to make better connections.
We need more bus service.
We need the transit bus.
We need to go big. Incremental improvement will lead to failure and we'll be back where we started. If we build it they will come :)
We need to include bicycle infrastructure and a vision for county connection. Perhaps some park and ride concepts for those coming in from surrounding counties.
We needed better transit to grocery stores.
Wegmans area.
Wish I could bike on the bypass!!! bike lane!! safe walking on the bypass or 29 north!!
Wish we had better infrastructure (train service to Richmond and Norfolk)

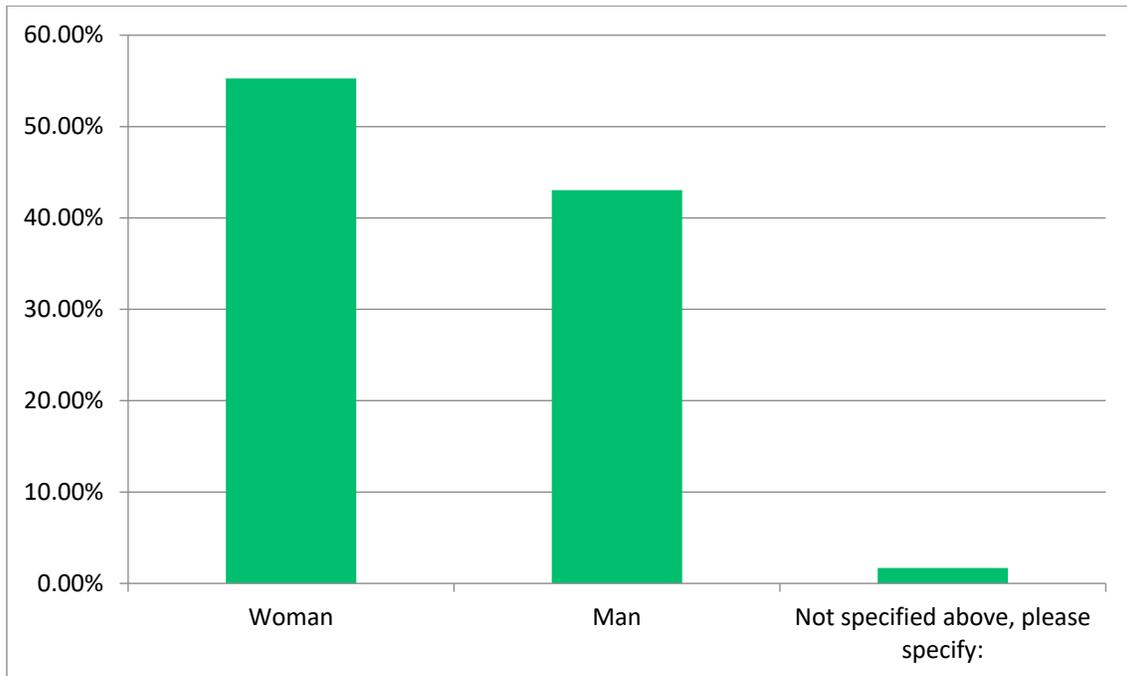
<p>Would like more transit. Likes it free. Would like more free internet for poor people. Does not have a cell. And lower taxes for low income people.</p>
<p>Would love to see corridors of esp route 29 that have dedicated bus lines. We should be doing as much as possible to prioritize transit ridership including prioritizing transit vehicles in motion. Also more protected bike lanes! Riding a bike in this town is much more dangerous than it should be.</p>
<p>Yes government never makes things better or cheaper. Any problem is always met by throwing more money at it.</p>
<p>You all need to think outside the box, and envision a transportation system without large buses. But if you do insist on buses, simply look at the trolley to see what works. Make it fun and frequent and people will use it. And stop painting the other buses to look like someone vomited on them.</p>
<p>7 days a week services is a good unconstrained vision</p>
<p>Better timing</p>
<p>Bring back Sunday service</p>
<p>Bus service later</p>
<p>Clean seats and interior</p>
<p>Connect to Albemarle or even Waynesboro. Rides for those who don't have a car. Help elderly & those w/ disabilities.</p>
<p>Great service. Free rides now are welcome.</p>
<p>Have used for last 6 months, multiple times daily. Works pretty well. More frequency welcome, but no fare very helpful.</p>
<p>Help the seniors - make sure they have a stop. Faster service for cross town; one seat ride.</p>
<p>I like the buses, they are good</p>
<p>I need Route 7 to run frequently & have more drivers. If it is not running I need to know.</p>
<p>I profoundly appreciate TDPDC has been working & giving passengers great opportunities. Currently, more people want to go to 5th St. Station on a daily basis [note: this respondent circled "Bus Rapid Transit" and drew a line pointing to this response] Personally, it's crucial to follow "SDGs" (by the U.N.) in terms of sustainability, using clean energy (e.g. electricity not from coal) for public transportation.</p>
<p>Like the trolley. Would be nice to connect to Monticello, other destinations.</p>
<p>More #7 buses running. Less of a wait. Been using for 12 years. It is pretty good. Could have more frequency.</p>
<p>More drivers and buses. Need bus service @ Target Dept. store. Buses need to run 6:30 am to 10:30 pm especially to Barracks Rd.</p>
<p>More drivers so no runs are skipped. Multimodal connectivity. More frequency at night.</p>
<p>More frequent stops, seat belts</p>
<p>More lights @ bus stops. Overall, I am satisfied</p>
<p>More service to Pantops. TC open more often. RR access. Multimodal meet ups</p>
<p>More stops Sunday service Smell better</p>
<p>My husband passed away and it would make it easier to see my children</p>
<p>N/A, accept a few more bikes</p>

No complaints. Fine if others are ready to support more transit.
Shorter routes, less waiting
Students need more transportation. Route 9: not every trip made. More service - need more drivers. Route network memorized. Long walk to some routes.
Sunday service
Sunday service route cancelation
The buses need to connect better. On time. More than one hub station. More connection places.
Transfers on 3 different routes. Works until 11pm so doesn't have a way home.
Travel outside Cville

What is your age?

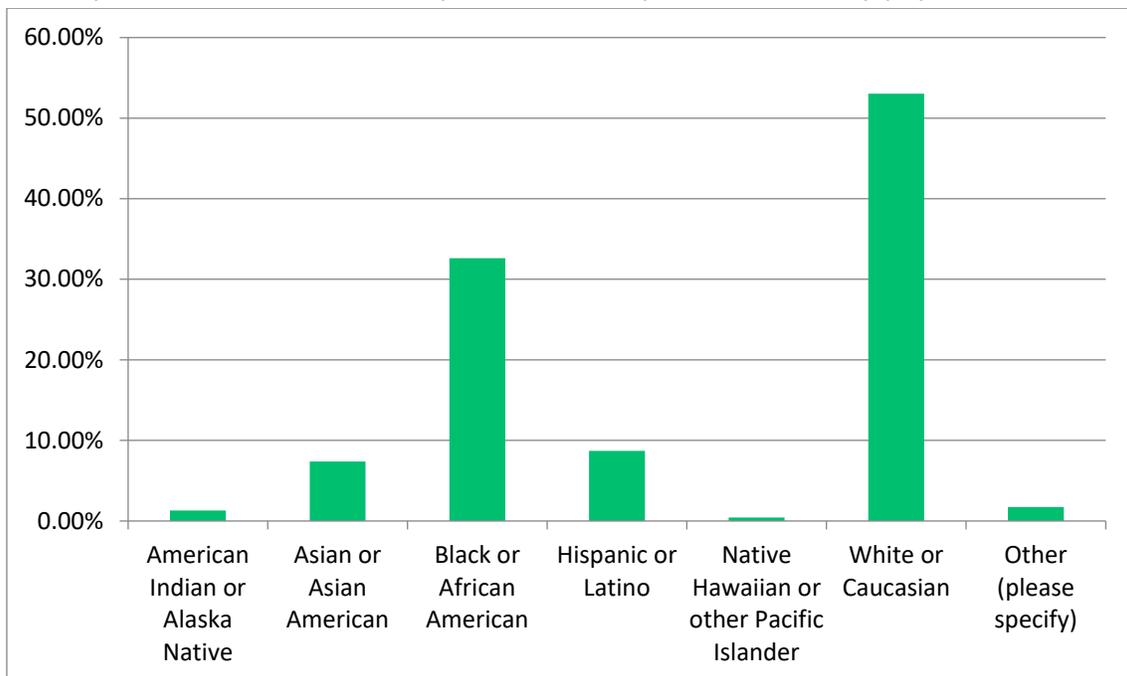


What is your gender identity?



Non-binary
no answer given
None of your business
Should not be important to this study

What is your race or ethnicity? Check any or all that apply.

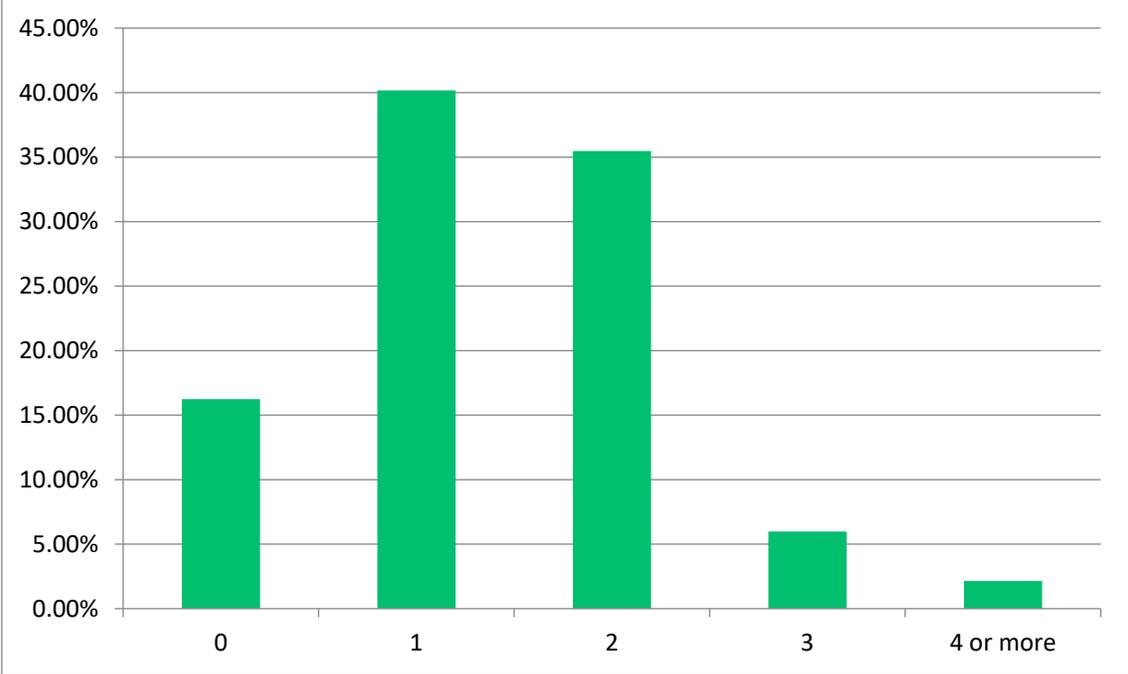


mixed race
no answer given
Prefer not to specify
Should not be important to this study

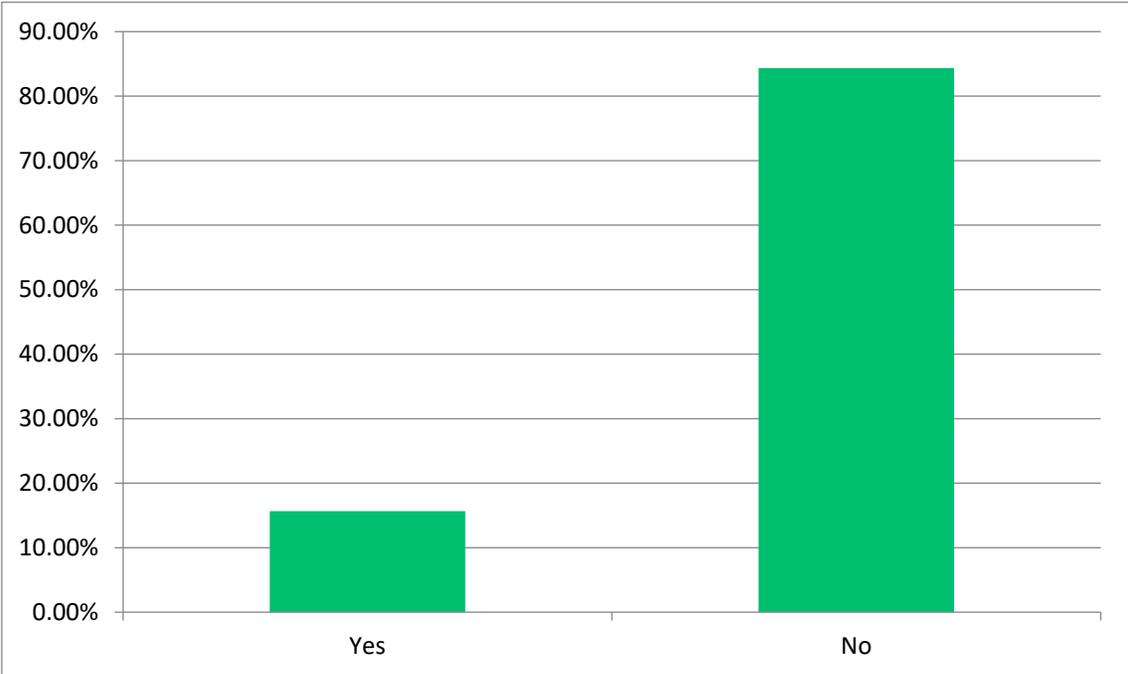
What was the approximate combined income of people living in your home in a typical year?



How many automobiles are available for use in your household on a typical day?

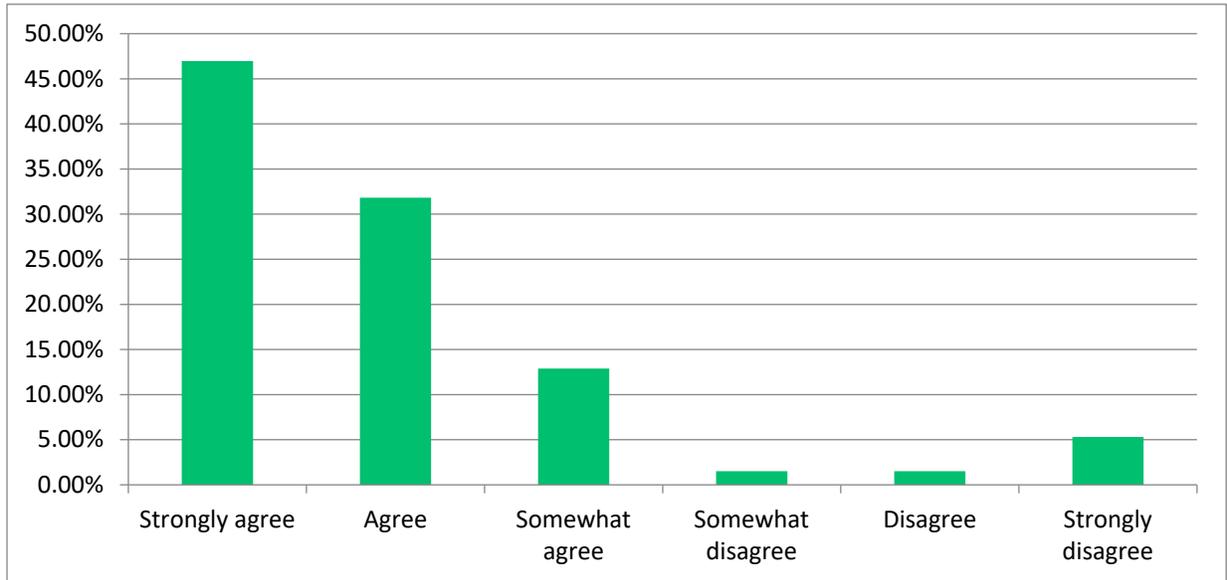


Do you experience a disability that regularly affects your ability to travel?

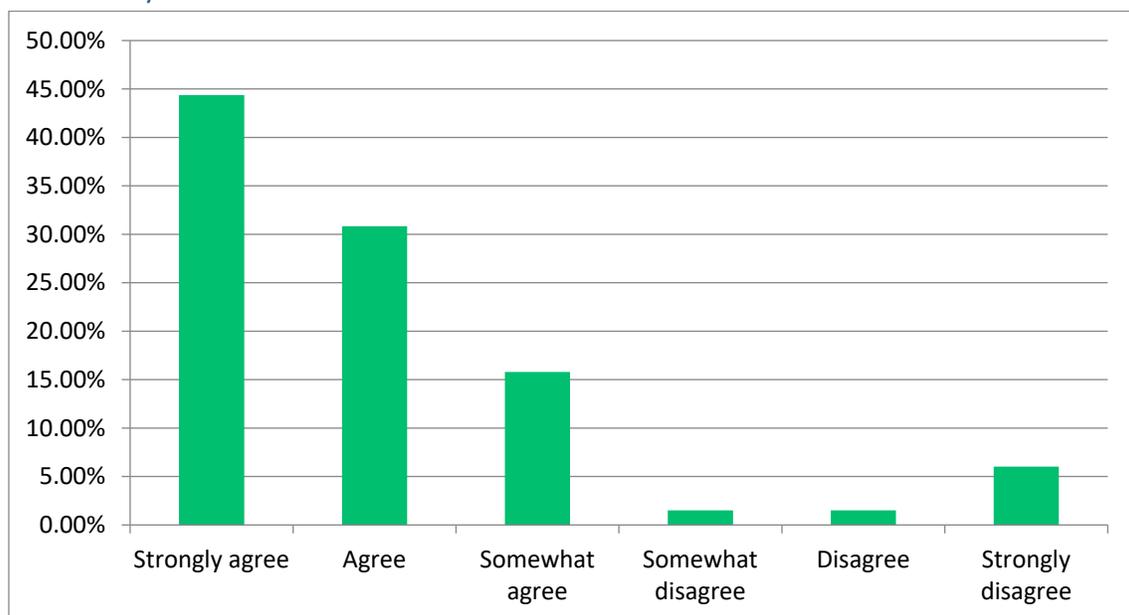


Long-Form Survey Results

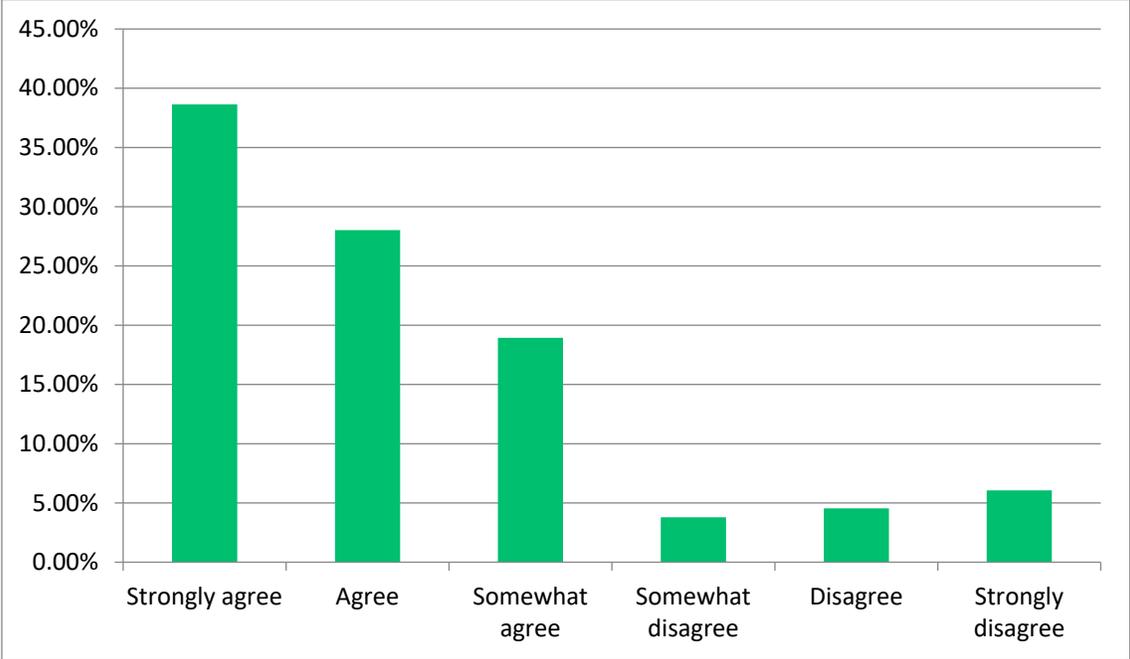
Do you agree or disagree that the Unconstrained Vision Concept achieves the goal of Enhancing transit by providing high quality and high frequency transit options in the busiest parts of the region?



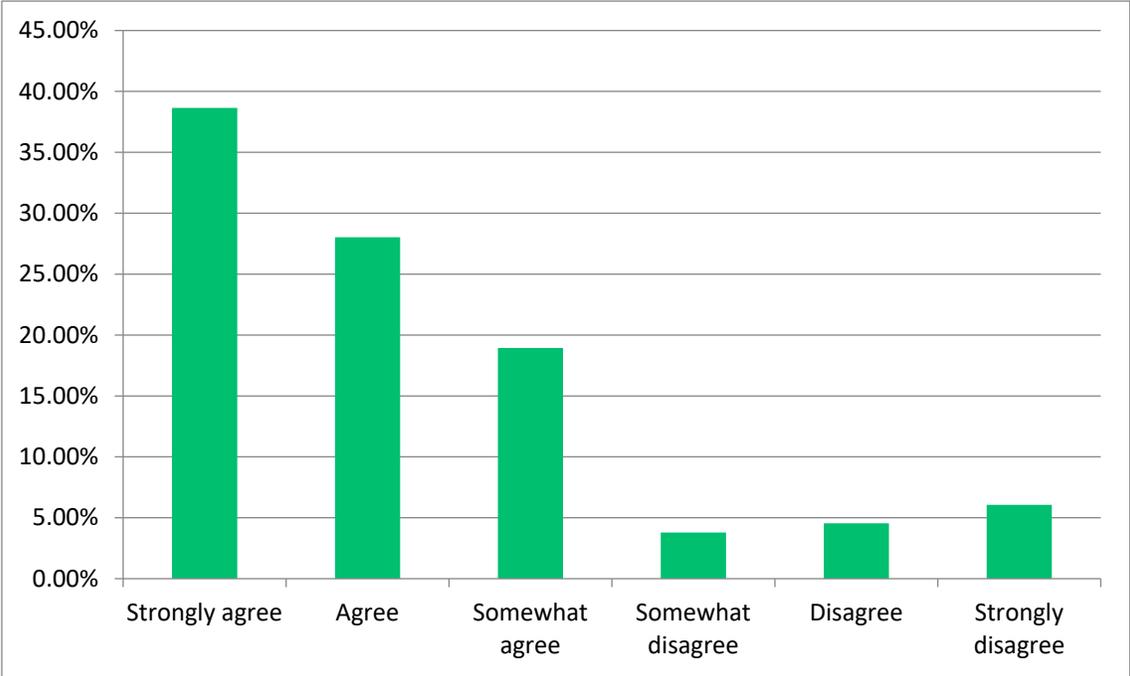
Do you agree or disagree that the Unconstrained Vision Concept achieves the goal of Expanding transit by providing transit service to more neighborhoods, towns, and places and increasing basic transit connectivity?



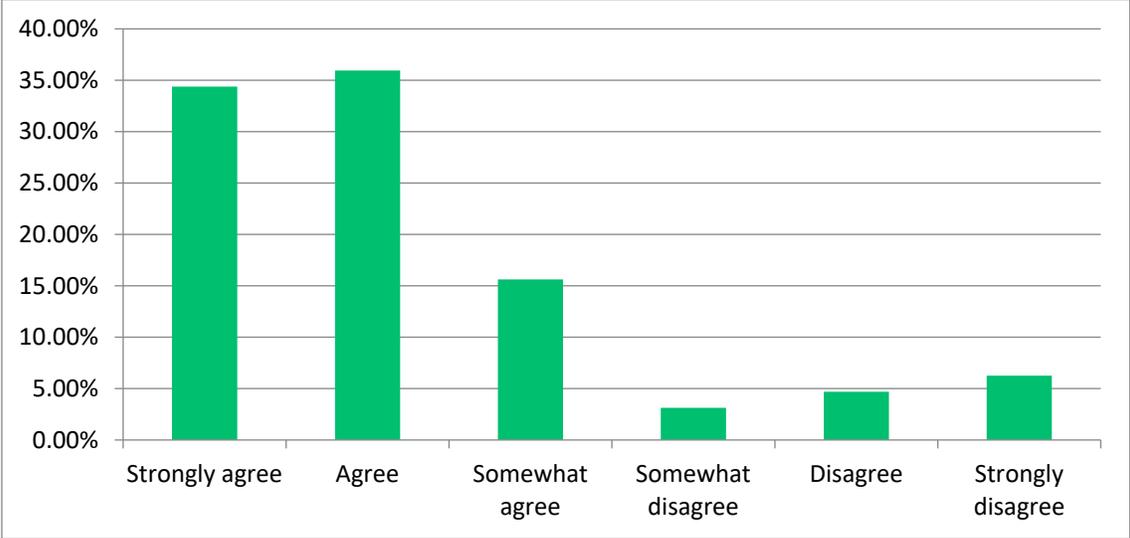
Do you agree or disagree that the Unconstrained Vision Concept achieves the goal of Connecting the region by promoting efficient and attractive multimodal connectivity for seamless regional travel?



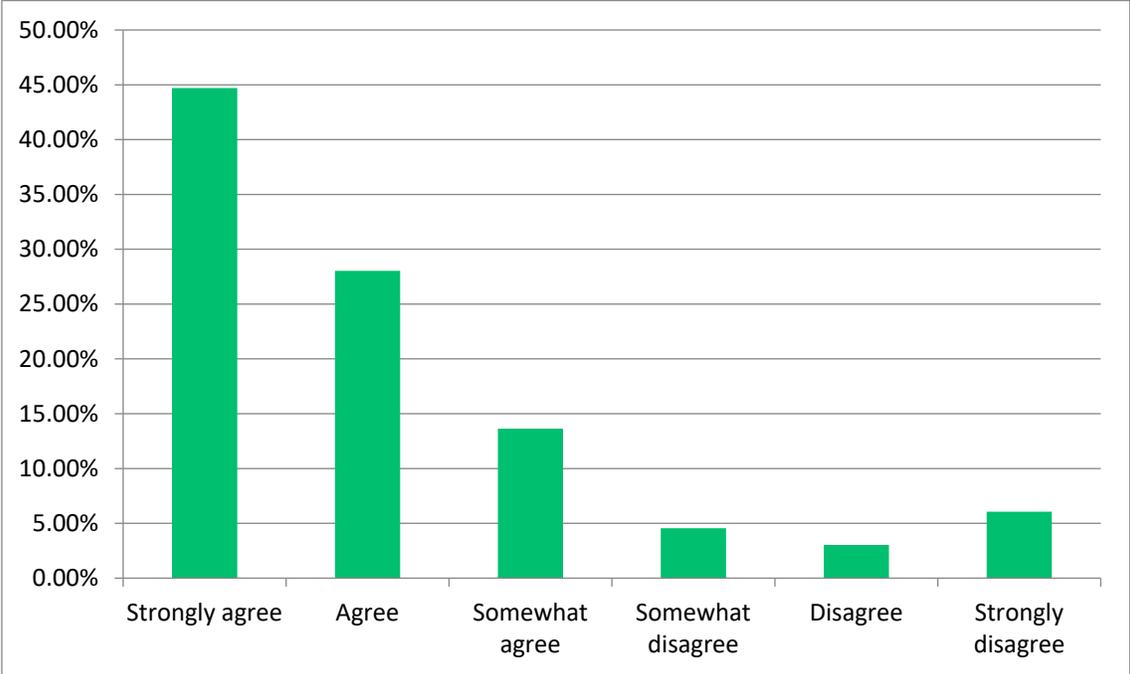
Do you agree or disagree that the Unconstrained Vision Concept achieves the goal of Equity by improving transit access for people with low incomes, limited physical mobility, or who lack access to a car?



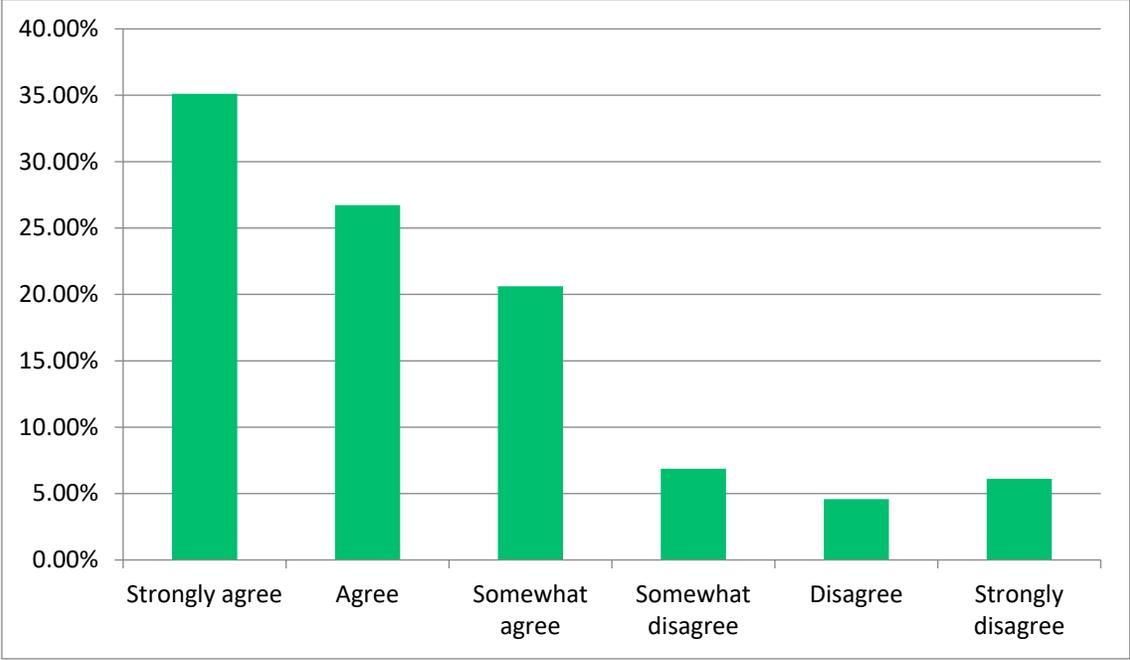
Do you agree or disagree that the Unconstrained Vision Concept achieves the goal of Growing Equitably by creating strong linkage between transit and compact, walkable, and equitable land use with safe access?



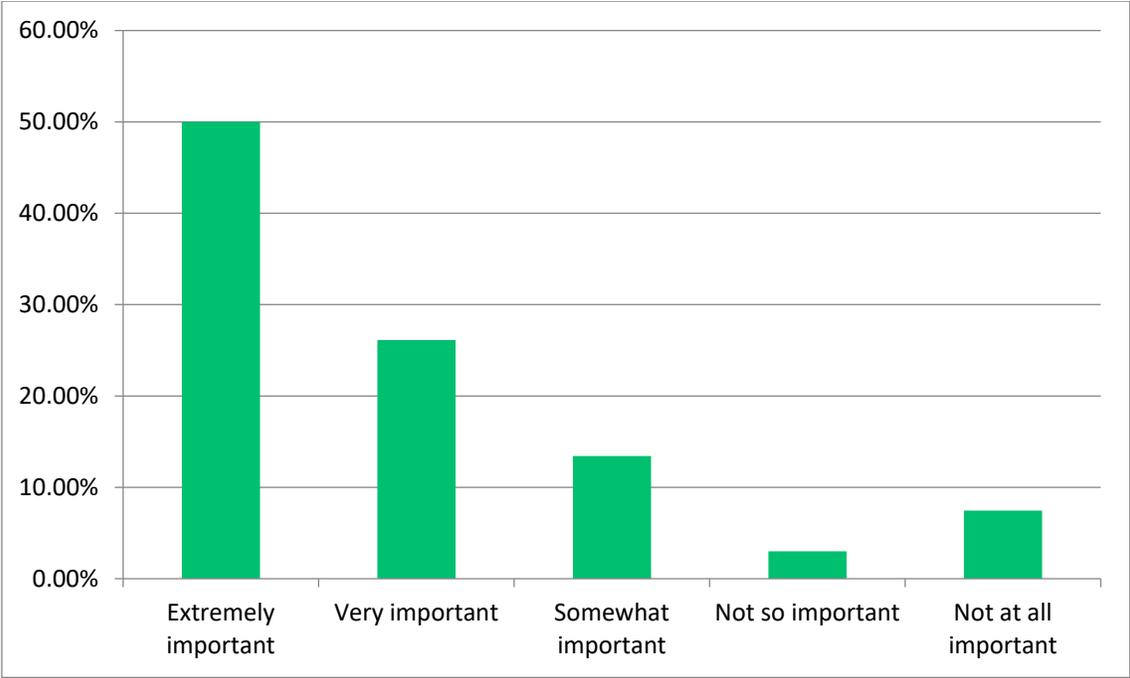
Do you agree or disagree that the Unconstrained Vision Concept achieves the goal of Supporting the Region's Economy and economic well-being of its residents by improving access to employment opportunities and community services?



Do you agree or disagree that the Unconstrained Vision Concept achieves the goal of Sustainability and Climate Change Mitigation by minimizing the environmental impact of the region's transportation system?



Given that the Unconstrained Vision is not funded, how important is it to you to work as a region to fund it?



Is there anything that is missing or needs improvement in the Unconstrained Vision?

A \$70 million dollar price tag!!!! compared to the current \$19 million dollars? Get real. Whose pockets do you plan to take this extra \$51 million from?
Agree
As far as Transit goes. More bus routes and more frequency is great, but so is increasing the availability of bike lanes so that those that don't live directly next to a transit station can get to one easily and quickly.
Bus lanes/BRT up emmet street/29 North would help busses run faster.
Busses are NOT the answer. We need something more substantial and capable, such as light-rail.
Connection to towns of Gordonsville and Orange is missing.
Consider use of by request ride vans for areas with sparser population
describe as express routes to the outlying centers, need to build in park and ride lots, describe use of apps for ease of use and convenience timing with rendezvous at park and rides. Paint picture of which routes are high frequency.
Development along 151/250 corridor is completely ignore. This is where the largest economic generators in the county are. It is also home to the largest numbers of residents. It is growing the most rapidly. There are no services her for employees, medical appointments, or connections to Charlottesville or Waynesboro, the two main metropolitan areas.
Equity in transportation access would require MUCH MORE much more transportation access in rural areas of the region.
Evaluation of fuel efficient bus operation on overall costs and carbon footprint reduction
-Have we talked with UVA to get their vision for transit on McCormick Rd between Alderman and University Ave? At one point there was a vision of it not having autos (including buses). This shows the 1 and 16 routes going through there. Ah, now I see the note about being subject to change based on UVA Master Plan. -Love the 29 busway. Unclear how far south it would go. The areas with the worst congestion may be the hardest places to get anything done. -Areas not served / not served well: (1) Downtown Belmont is a busy node (especially in the evenings) near downtown. In an unconstrained vision, wouldn't we want to see frequencies better than 30 minutes for this spot and bidirectional service rather than a long loop? (2) Apartments and neighborhoods south of city limits and north of 5th St Extended that aren't well connected to 5th St (where Route 8 is shown). (3) Barracks West and The Colonnades are so close to Route 16, yet so far away (at least for many of the people who live there). (4) It would be nice to have a stop near Walker Upper Elementary (I assume Route 5 will not be able to stop along the 250 Bypass). -With no service shown on most of Water St, what happens to the Downtown Transfer Station / where is the transfer location downtown? -Route 3 is shown as crossing the railroad at-grade near Water St, which is generally a transit routing no-no. -Am I missing routes 12, 13, and 14? -Clarify if the intent is for Route 7 to serve North Fork Research Park via the airport or just via Airport Rd
Higher frequency, a ring route. The system will be truly equitable when it become attractive to leave one's car behind.
I am very disappointed to see that the Unconstrained Vision includes zero services connecting Gordonsville to Charlottesville, not even on demand. There are hundreds if nor thousands who make this commute on a daily basis, and many low income, disabled, and people of color who live in the Gordonsville area who lack access to employment opportunities in the Charlottesville area because of lack of transit. Also, on demand services to Zion Crossroads is not adequate given the high volume of

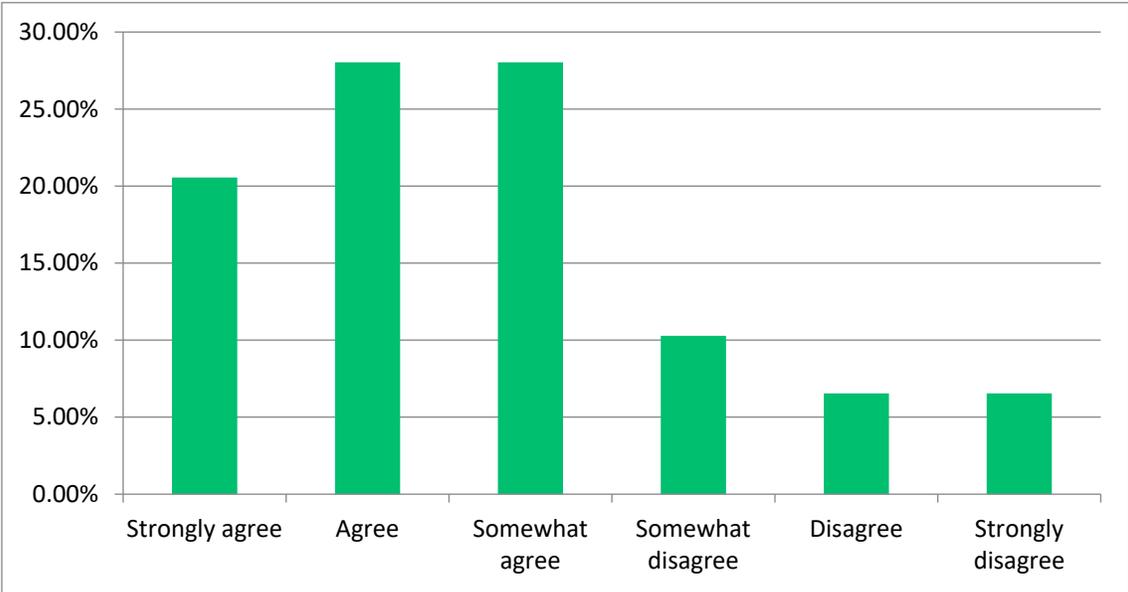
<p>traffic that moves between there and both Charlottesville and Richmond. Louisa County and the surrounding environs remain woefully underserved in this vision.</p>
<p>I am wondering about the route that goes to Mill Creek Dr from Avon and connects to 20. Why can that not go to the end of Avon Extended and then back up 20? We are now considered "urban" down at this end and are being bombarded with very dense development. Just in the area south of Mill Creek South, we have at least 200 homes on and 38 more are proposed. We would like to see a bus route that comes all the way down and then goes back up 20, or even back up Avon Ext.</p>
<p>I cannot think of anything that is missing or that needs improvement.</p>
<p>I don't see Louisa County funding much of this despite many of it's residents needing transportation services.</p>
<p>I don't understand why in an Unconstrained Vision, buses are still only coming every 30 min. It's better than an hour, but more frequent would be better, even just at peak times like the morning and evening. It only takes me about 10min to drive downtown, so if a bus won't come for 30min-1hr, I'll still prefer driving to taking the bus unless I'm unable to do so.</p>
<p>I fully support the expansion of regional transit. It is one of the most important things we can do in the region to help with equity, mobility, economic development, and environmental goals. I would absolutely take the bus to and from work if it went to my place of work.</p>
<p>I love this.</p>
<p>I think in some rural areas it would be helpful if the Counties put in sidewalks leading to places where people could board the new transit system. There are less issues within more populated areas, but in the less populated areas of Louisa there are many areas within 1 or 2 miles near transit routes where it is dangerous to walk along the road edge. A network of sidewalks for at least a couple miles surrounding transit pickup/dropoff areas might promote ridership and safety. It appears that Albemarle County has been putting in many new sidewalks to make it a walker-friendly county, but Louisa County has not. In Louisa County I often see cars with oncoming traffic forced to pass dangerously close to pedestrians trying to make their way on the narrow edge of the road. When it starts to get dark it is even more dangerous. I wonder if other counties may have the same issue.</p>
<p>I think that there needs to be a greater effort to update the CAT system to more sustainable models that don't run on diesel. In the Unconstrained Vision, there doesn't seem to be a large focus on Sustainability and Climate Change Mitigation. I think it would be beneficial to look into the low or no emission vehicle program and potentially switch to battery electric buses (BEBs).</p>
<p>I think there needs to be more describing the vehicles (smaller? electric?) and the rider experience (free wifi? free to ride? other perks/incentives) that indicate reliability and increased ridership compared to the current system. If we can't hire / retain drivers, all the improvements in the world won't actually make people use it. Plus, incentivize ridership (to get cars off the road) and demonstrate eco-benefits of transit.</p>
<p>If a route extended down route 29 as far as North Garden Post Office, some more residents, including my family, might be able to be connected. However, we are in a rural area.</p>
<p>If possible, even more frequent service (20 mins or less) around 5th Street, Rio Road, Old Lynchburg Road, Commonwealth and Georgetown Road would be great. I think a lot more people would take transit around here if it was more frequent. Transit will be essential to meet local and regional climate goals.</p>
<p>It is hard to tell from the maps which routes are independent from one another. functionality showing the different individual routes in this quiz would be helpful. Also, if the map was colored in based on population density, we would be able to see which areas need the most service. The bus stops are missing on the map. As a resident of the Fry's Spring area on Stripling specifically, I wish there was</p>

more connection between routes 1 and 4 on JPA, since I shop regularly at 5th street shopping area and would greatly benefit from transit on JPA.
It is very misleading to ask people what they want with no actual map on how to get there. This is a flawed study that should have been done following a governance study.
It seems that the proposed scenarios for the Transit Vision (which should have provided solutions in a wide/comprehensive understanding of "transit") fail to effectively incorporate solutions other than fixed-routes operating with big buses. As a person constantly engaging with community members and discussing the topic of transportation and transit needs + desires, I can say that many critical community members' complaints were not well-incorporated into this work. These complaints include the fact that some (if not most) fixed routes operated by CAT are too long and have inconvenient/unacceptable loop lengths (which can be perceived as a questionable/deceiving way to "celebrate" a high geographic/population coverage). Additionally, community members complain that the current system is not agile enough to accommodate the unpredictable/sporadic demand present in lower-density neighborhoods (which, by the way, happen to be mainly higher-income and non-BIPOC neighborhoods). Many community members also complain about the size of the vehicles and their fuel technology. While others emphasize that several bus stops along key routes (or even inside lower-density neighborhoods) are not well-connected to the system and that, even though geographically "close", they become inaccessible for them. Lastly, the vision also fails to incorporate solutions other than regular/big buses as part of the transit system. As a result, my overall assessment is that the final result of this year-long vision seems to be a rudimentary/simplistic "let's keep things as they are and multiply the number of buses and increase frequencies", without really exploring all the different options that needed to be explored to effectively claim that the proposed visions are the best available solutions for our region. I'm certainly disappointed with the process.
It would be nice if there was a loop linking JPA to Downtown without switching lines
Late night but less frequent hours would be nice. I know disabled folks at NGIC who could use that.
more service for Fluvanna County
MONEY to do te project
More 15 min routes. Given that this is unconstrained it seems there are few 15 min routes--most are actually 30 min and missing a 30 min bus really stinks.
More and wider roadways
More benches for waiting for transit; and more benches for Walkers with some disability - lack of mobility
More focus on underserved rural areas. Cville has transportation, the surrounding areas for the most part do not. Jaunt is not sufficient to meet the needs of folks who are truly rural, not those living in Lake Monticello which is densely populated.
More money to the existing transit for additional buses and personnel
More service all 7 days and more frequent service plus reliability
Need bus route to Monticello.
Need connections to train, bus, airport. Need regional separated Bike/eBike network.
No
Not at all, I believe in this project.
Not that I can see.
Our population does not merit the cost and efforts of this study or implementation.
Park & ride facilities for the Regional Transit Routes
Plans address only growth within current or next 5 years; not future developments for high density specially low income nor commercial.

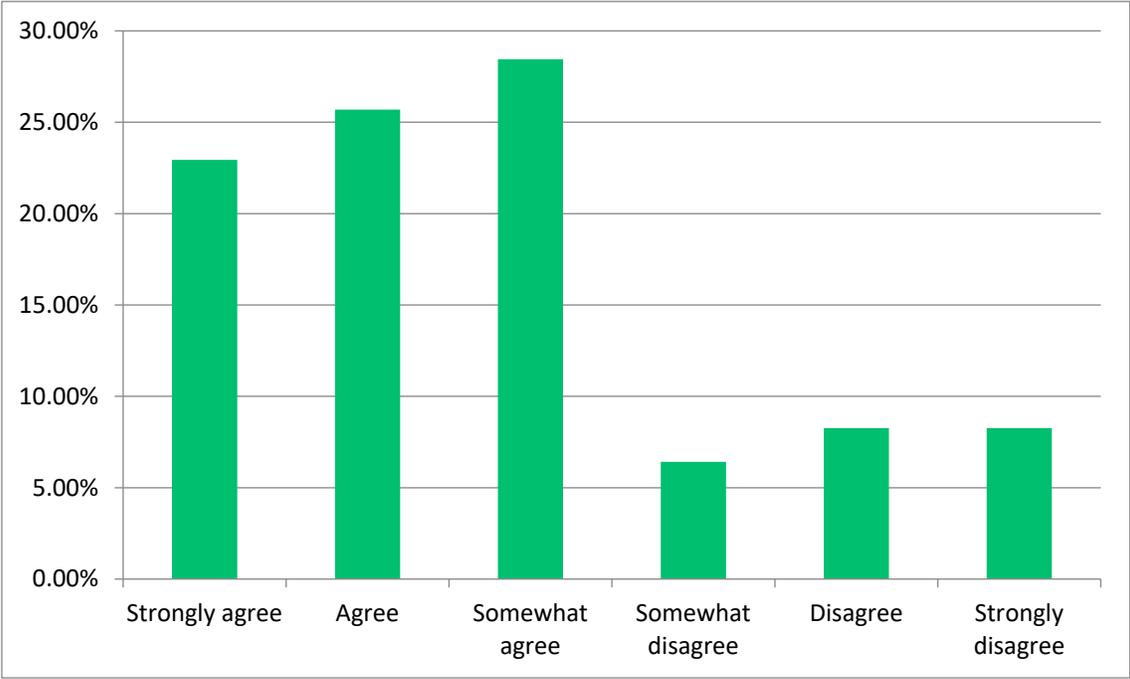
Reality How about Park and Ride? Nothing new,innovative, or recognizing the existing travel patterns.
Rivanna station seems to be ignored. Instead there is a focus on the uva research park.
Routes in southern Nelson county would GREATLY improve equity and socio-economic disparity. Northern Nelson is much wealthier, & the circulator would be located in an area with the lowest need. More southern locations - not just Lovington - or perhaps even close to Amherst. Bring the transportation where the lowest income areas are centralized. Ensure stops at parking or drop off areas near those locations, where people can be dropped off to ride bus.
Service to central/western Nelson County
Service to CHO Airport
Still very few routes to Fluvanna County— and throughout the county.
The 10 Route (on the proposed map - Mill Creek route) needs to loop down to cover all of Avon Extended to account for the amount of development and density being added to that area. If the Biscuit Run trail head also ends up being located down there, having a way for people to access the park without a car and accounting for the increased density will be incredibly important.
The 29 connect doesn't make any stops between Hollymead & downtown (and only accommodates 9-5 workers). It would be nice to have a bus line in Northern Albemarle/north 29 that is more accessible to ALL workers. This area is growing fast and soon we'll have new developments (including affordable housing) — more service to this area would be greatly needed in the coming years. The un constrained vision doesn't really seem like it does this.
The 4 bus is heavily used. 10 min service would be optimal at least during rush hours
The first goal listed was about more money for the county. To make things truly accessible and equitable, we aren't going to make money on it. I'm fine with that. But let's concentrate on city transportation and closer counties first if we truly want to have an impact. Access to transportation is everything and I love this study. But let's start on a smaller scale to see how it works. And spend half the money.
The omission of enhanced service on the 151 Corridor is a glowing oversight. Considering # of persons employed and the older demographic in the Nellysford area improved connection with residence and essential services should be encouraged!
The one thing that isn't clear to me is walking/safety of sidewalks around transportation so that people can use walking to get to their more specific destinations.
The rural connections take too long from the south and western communities; not only for elderly but those who depend on transportation for work. I live in Scottsville and the next connection is in an hour...beside that, I land on Avon Street ans have to travel across town to the Northwest from the Southeast. It is not a very secure and time saving transport.
The Unconstrained Vision does not do enough to strengthen connections to the communities, population centers and destinations outside of the immediate Charlottesville metropolitan area.
There needs to be a bus stop at Mill Creek shopping plaza on Avon St. there is no bus service there and residents are cut off from the city unless they own a car or can take JAUNT. The only option is walking by foot over the narrow bridge that goes over 64 by the jail, which is unsafe.
Transportation to Gordonsville.
UVA students get even better service, & 50% of people of color still won't have access to frequent service.
We need to keep transit FREE. The people riding the bus are the poorest and most struggling individuals and they should be encouraged and thanked for riding transit, not penalized. UVA offers a free trolley for those who could easily afford to pay. The pandemic helped put a free on fares and it's worked in making it easier to travel for those who are unemployed or underemployed. Figure out a way to continue this PLEASE. Also, do something about people camping out near the transit center.

It's disgraceful. It stinks and it's gross and unhealthy for everyone. Why this is allowed is beyond me. Also, it's wrong that we have this beautiful relatively new transit center that is CLOSED nearly all the time. COVID-19 is basically over. OPEN THE TRANSIT CENTER and make people camping out outside LEAVE so it's WELCOMING.
What is the commitment of transportation providers to electric vehicles from an environmental impact perspective.
What kind of buses will be used? For maximum climate change mitigation, we need EVs.
Where are the proposed transit stops in the Palmyra and Zion Crossroads areas of Fluvanna County and how will they be integrated into the local transportation documents? Will the Lake Monticello stop be the same or be combined with the existing Park and Ride Lot?
Where are there free parking facilities close to bus stops in the periphery?
Working with local businesses for designated parking in pick up locations for those who may need to drive to the unconstrained areas of the counties.
Would like to see a long term goal were CAT Greyhound and Amtrak can work together in being able to transfer from train to bus or bus to train when they come into the area. Where city transit can have a bus that could be used to go to all areas to pick up passengers to bring to Amtrak and Greyhound buses.
Would like to see related improvements in bike routes and sidewalks

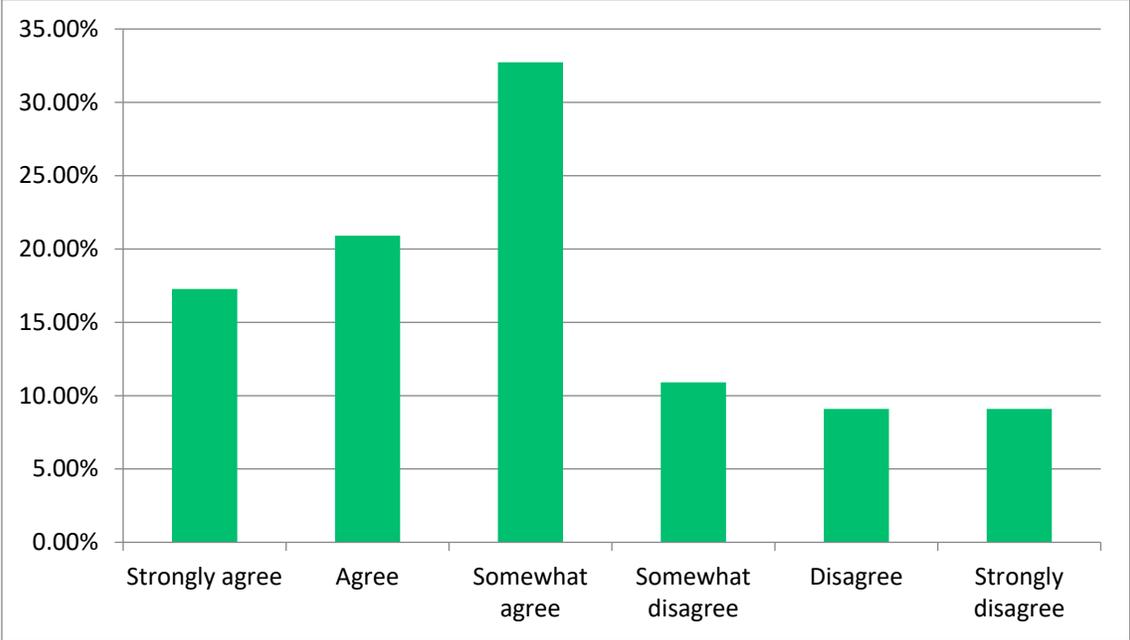
Do you agree or disagree that the Constrained Vision Concept achieves the goal of Enhancing transit by providing high quality and high frequency transit options in the busiest parts of the region?



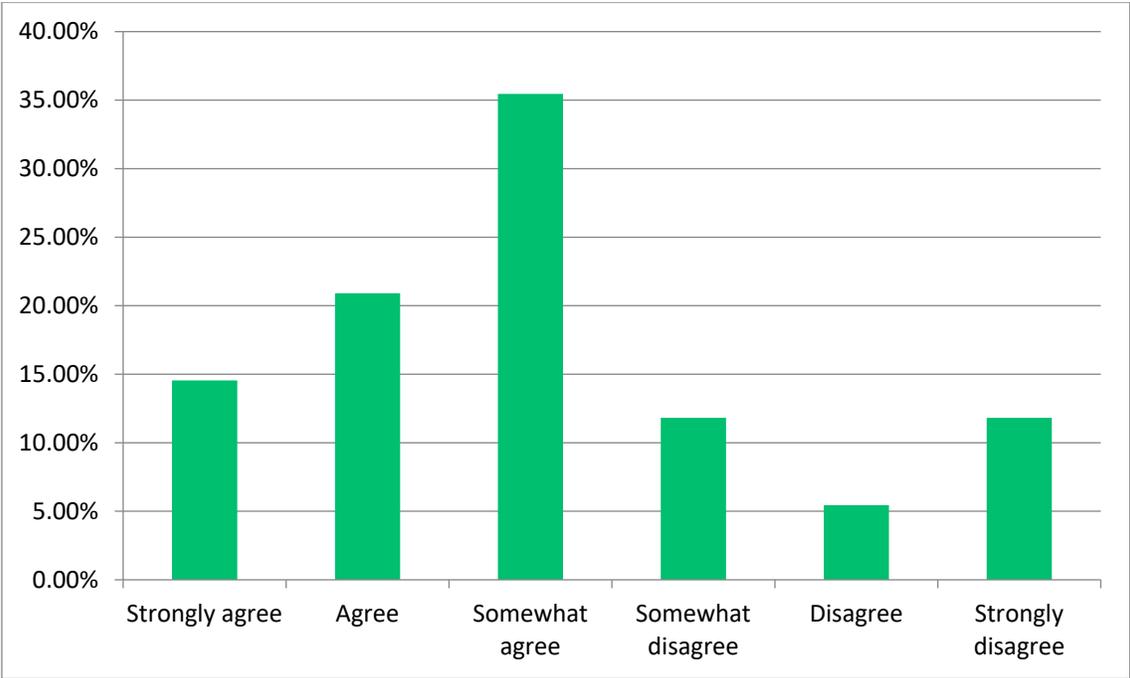
Do you agree or disagree that the Constrained Vision Concept achieves the goal of Expanding transit by providing transit service to more neighborhoods, towns, and places and increasing basic transit connectivity?



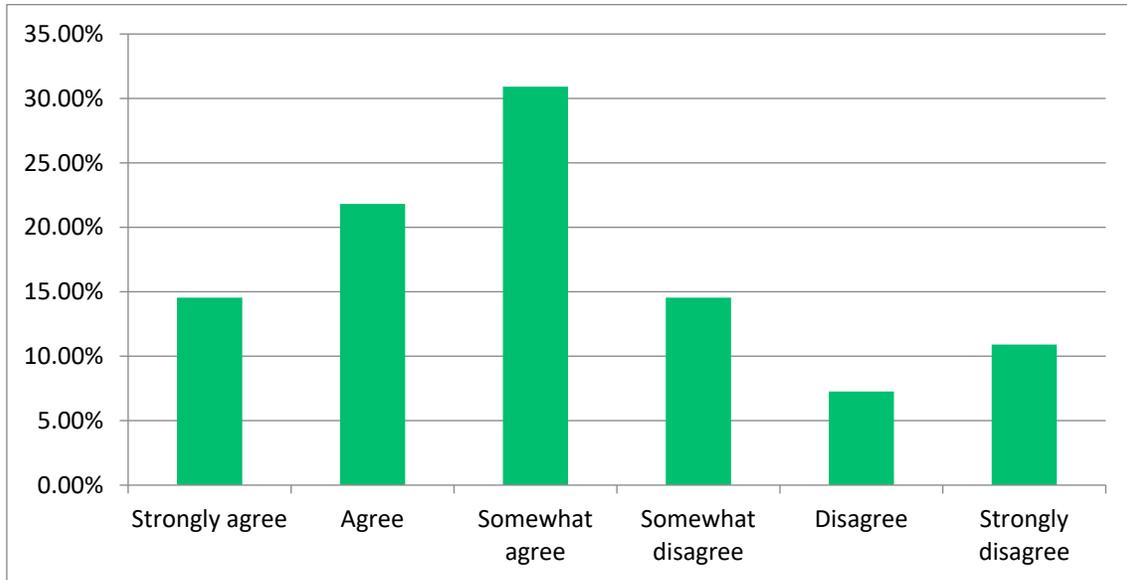
Do you agree or disagree that the Constrained Vision Concept achieves the goal of Connecting the region by promoting efficient and attractive multimodal connectivity for seamless regional travel?



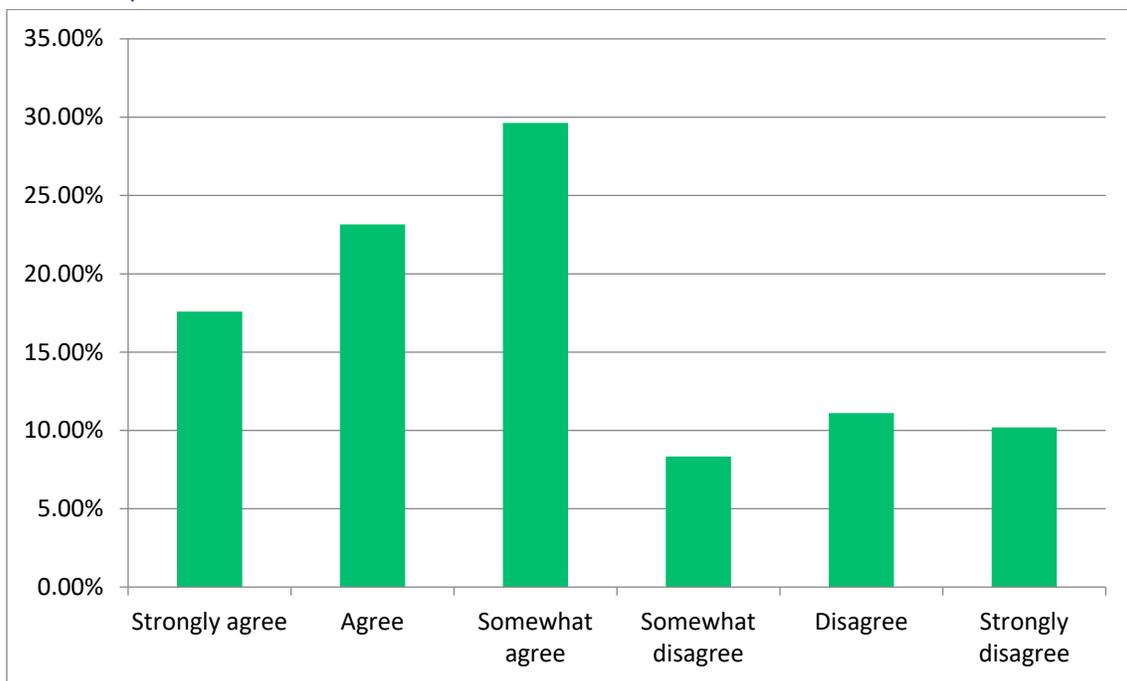
Do you agree or disagree that the Constrained Vision Concept achieves the goal of Equity by improving transit access for people with low incomes, limited physical mobility, or who lack access to a car?



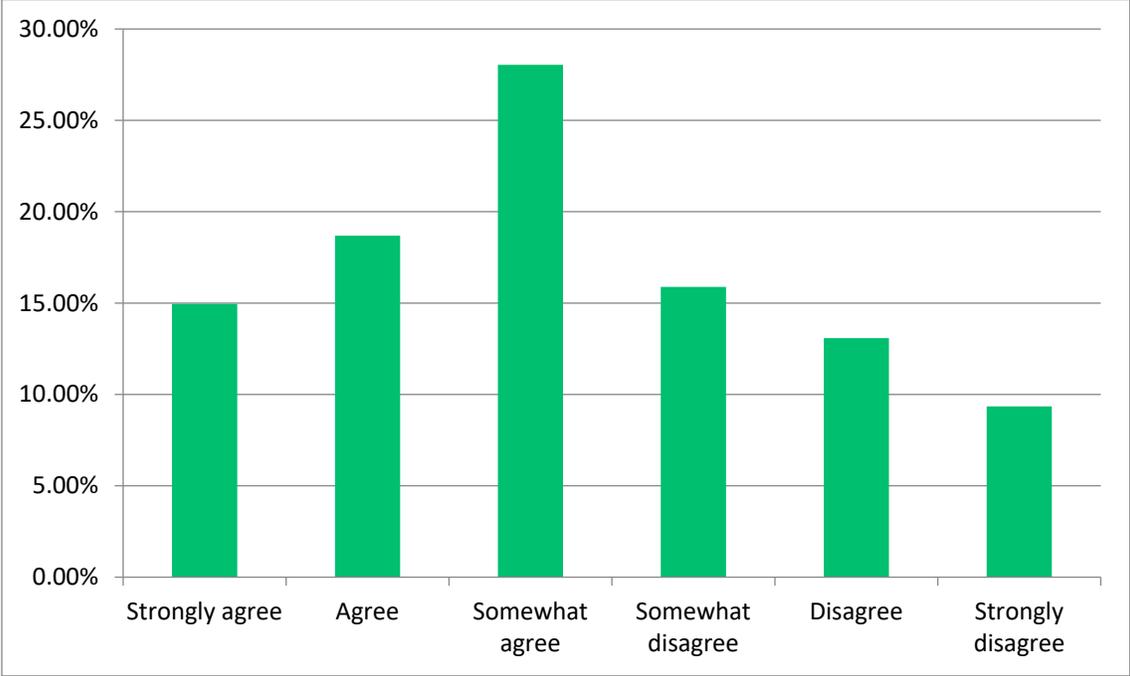
Do you agree or disagree that the Constrained Vision Concept achieves the goal of Growing Equitably by creating strong linkage between transit and compact, walkable, and equitable land use with safe access ?



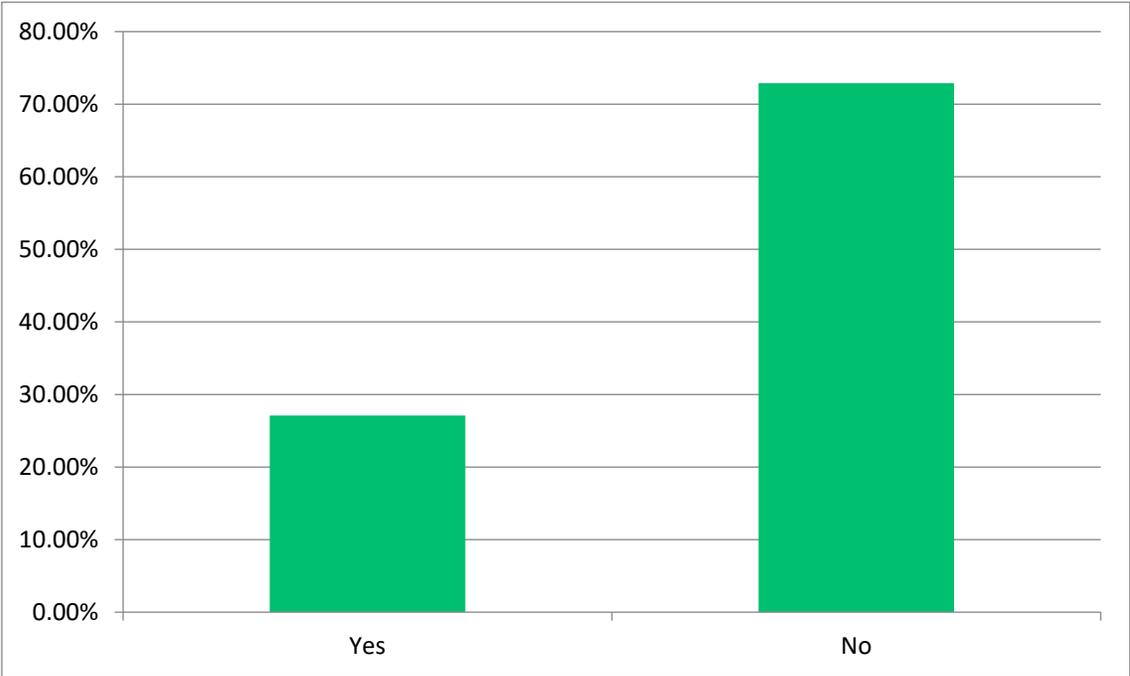
Do you agree or disagree that the Constrained Vision Concept achieves the goal of Supporting the Region's Economy and economic well-being of its residents by improving access to employment opportunities and community services?



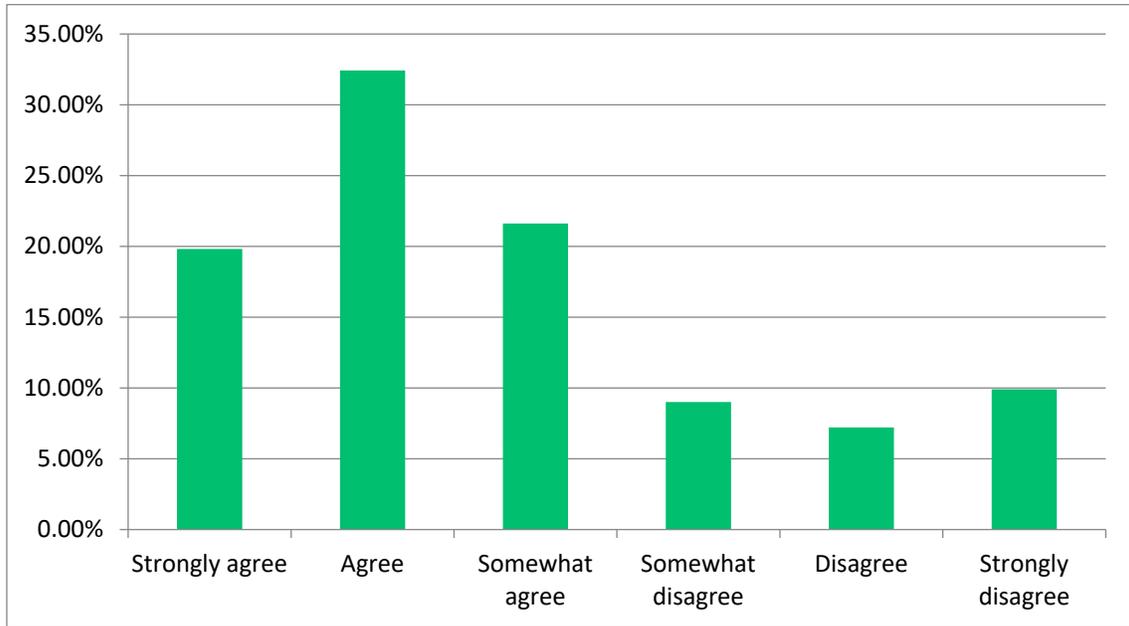
Do you agree or disagree that the Constrained Vision Concept achieves the goal of Sustainability and Climate Change Mitigation by minimizing the environmental impact of the region's transportation system?



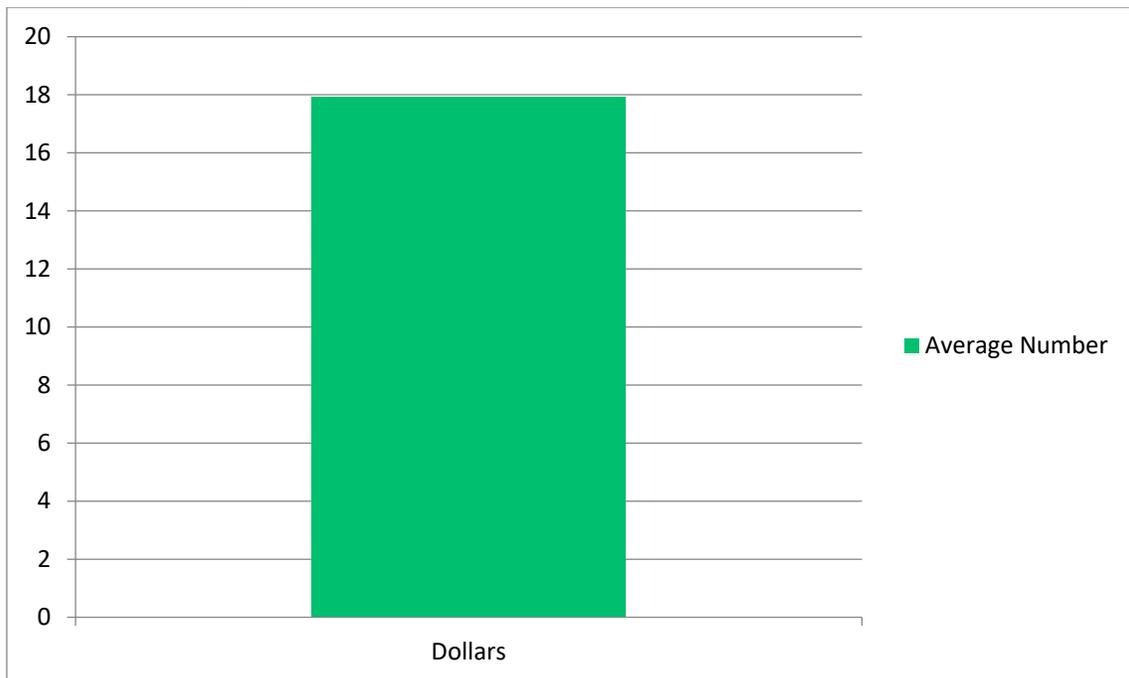
Does the Constrained Vision do enough to improve transit in the region?



The Constrained Scenario assumes additional funding through a transit authority. Do you agree or disagree that the Constrained Vision makes good use of the potential new funding?



The Constrained Vision would require a new regional funding source. How much more would you be willing to pay per month to support a regional transit system?



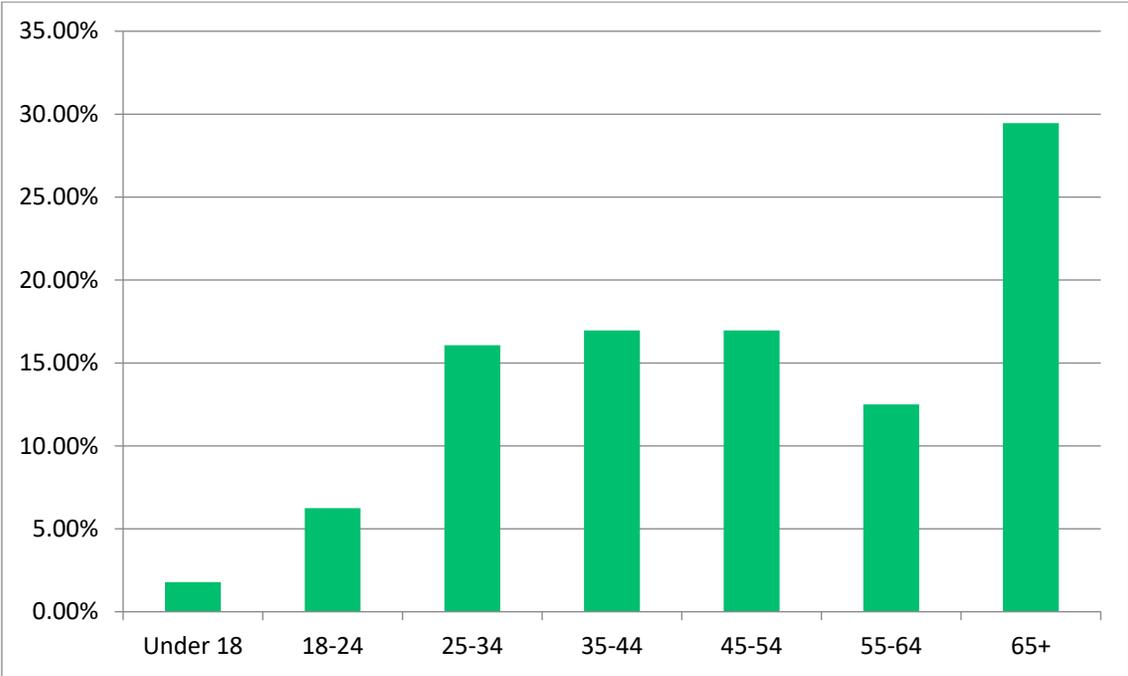
Is there anything that is missing or needs improvement in the Constrained Vision?

E High St requires major improvements in pedestrian facilities vs. other segments of the high-frequency transit network (except maybe Avon St south of the city)
Again Nelson is greatly underserved. Even the existing route does not connect to uva or sentara medical facilities. Nothing for the predominant population along the 151 corridor inequitable and unequal
As someone who lives in Greene County and commutes to downtown Charlottesville with a LOT of other commuters, the Constrained Vision does not go far enough to help commuters like me.
Benches on which to wait; and for those needing more accessibility  through town's walkways, in parks, on trails. Would increase health of retirement community as a whole. People could donate or give a memorial gifted bench.
Bike routes and pedestrian improvements
Both of the visions could take into account the impact on traffic generally of higher frequency services (i.e., is it likely that higher frequency services will reduce the number of private car trips?). Especially as there is little prospect of substantial investment in new or existing roads that would effectively mitigate current and future traffic congestion, particularly around the urban core. Improving public transport needs to be understood as a public good that will benefit everyone who travels around our region.
Bus, Airport, Train connections. Safe Bike/eBike network.
Circulator service hours could be cut on weekends to save money
Clearly, the Constrained Vision is more limited than the Unconstrained Vision; and any growth would turn the former into the latter. While the UV is my preference, the CV may be more achievable. With that in mind, I think that the CV is a good plan, with room to expand to the UV over the long haul. I would like to see a single line linking JPA to Downtown.
Comparing the constrained and unconstrained, maybe something in between would be feasible. I think the constrained version is an improvement to the current system, but ideally it would improve frequency even more (as the unconstrained version does).
Connection to Towns of Gordonsville and Orange are missing.
Do light-rail instead of busses. It's more transit for the dollar. We need serious solutions, not busses.
Does anyone really believe on demand service will actually work.
Enhanced supplemental transportation service on the 151 Corridor- many people work there and many older persons do as well particularly the 22958 zip code
Good job with this design
I think we really need to have a transit system that gets people out of their cars. Helps people give up cars. I am not sure this does enough. Also no matter what plan is chosen we need a really good app so that people can easily navigate the public transportation options.
I would like to commute to and from UVA (12 hour shifts) and Louisa but The Constrained Vision hours of operation to and from Louisa aren't long enough either to do this.
It doesn't go nearly far enough to mitigate inequitable service. I'd be willing to pay \$25/month for a better system. This isn't it.
It will take me at least 2 hours to get to a 5 minute appointment.....
More frequent and direct lines from low income areas to all the major social service centers, DMV, hospitals, parks & community centers, etc. Students need frequent and regular access to grocery stores and given the rise of recent housing developments, streamlined transportation should be linked to those areas for disabled, youth, and low income residents to have access to the city's

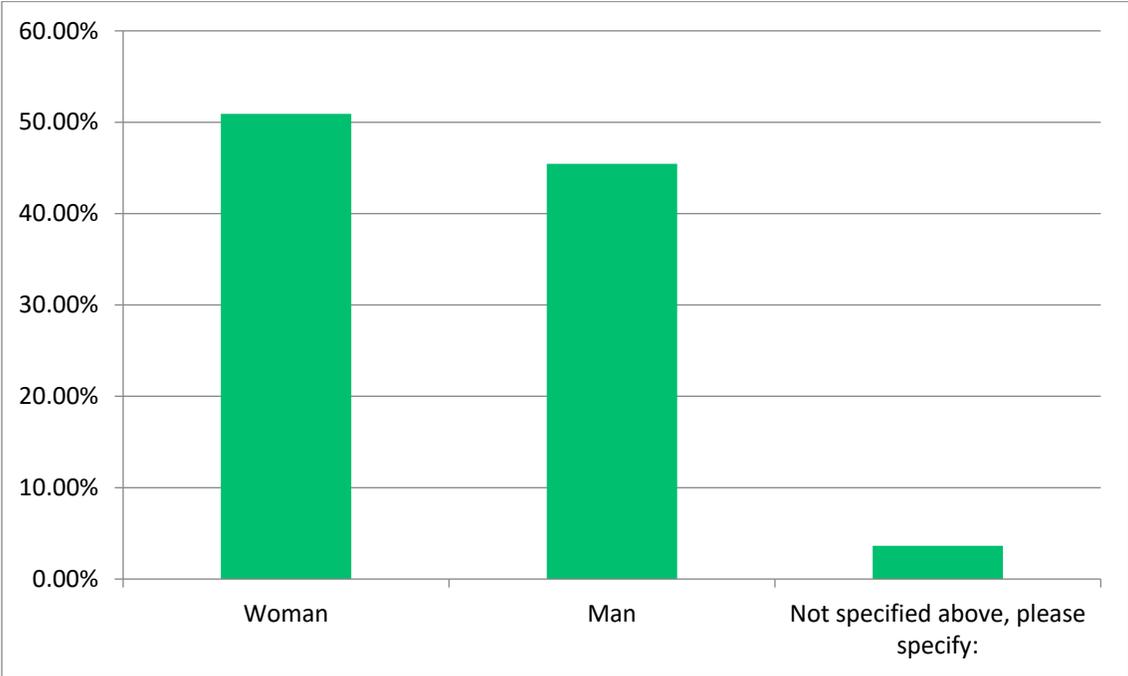
resources/attractions. Also, better transportation to the airport from the downtown transit center seems essential.
More frequent trolley service - the trolley right now is extremely unreliable and not frequent enough to make it a no-brainer to always choose the trolley over other means of transportation such as walking. I often find myself taking the trolley down, but then missing it on my way back and being late to appointments, or it doesn't show up for whatever reason. I also need it to have much longer service, past 10pm, because I often find myself having to walk an hour home because the bus services have stopped. I really want to do the right thing by relying on public transit instead of driving - however it always feels so risky to rely on the trolley, which is the only route that serves my home. If it came every 10 minutes, and actually came on the dot instead of whenever it wanted to, and ran past midnight, I think I would never need a reason to drive downtown ever again.
More locations in poorest areas. Too much is centralized in areas with much higher income per household. Taking public transit is almost trendy to demonstrate environmental responsibility, making it a sign of privilege as those communities have the choice of modes of transit. The lower-income areas don't have a choice - they either get assistance with public transportation expansion to their areas, or they're out of luck.
More money for additional buses and personnel as neither of these options is close to being possible with the current state of transit both will need a massive overhaul to achieve. So since we are basically starting from scratch go big
More service from outlying areas and constant rotating means of traveling within the metro area itself with later hours for both
More than one route through rural areas. How is a person without a car supposed to get to the defined route? If it's going to run every 60 minutes, why not have several routes and in essence service time would be lengthened, but there WOULD be service.
My comments are the same as for the unconstrained vision. In addition, I think either transit plan is an excellent improvement. Perhaps it is a starting point that, if successful, could be expanded even further in the more distant future if there is demand. I do think creating more walkable areas (with sidewalks) surrounding transit pickup/dropoff areas would be helpful.
Need to know how likely people would be willing to use the services and how often (daily? occasionally? rarely? Numbers please.
Needs better access to NGIC
Needs much more bus access to grounds and points north. 7 bus should run every 10 minutes at least.
No
No plans for growth and funding dependent on intramural funding.
Once again, I think discussion on switching to low or no emission buses would be important if additional funding became available.
Park & ride facilities
park and rides along major corridors.
Plan for how the constrained vision can be one step towards building to the unconstrained vision
Please include all nursing homes locations. This is a need for seniors to visit their love ones.
Rural area services look pretty good here. Scottsville would still benefit in some pretty specific ways.
Service to CHO Airport
service to employment and tourism institutions
Show several years public transit ridership statistics for Charlottesville city councilors and Albemarle County supervisors before allowing these elected officials to contemplate spending taxpayer dollars on expanded public transit. When these elected officials prove they are out of their private cars and using public transit regularly and often, then maybe I will consider doing so also.

<p>The app for the CAT needs to be improved. The app is slow and uninformative. I would like to see the timetables, current bus locations, and estimated arrival times within the app, rather than being redirected to the website for any of this information. Right now, the app only functions to show where the routes and bus stops are, which isn't enough information.</p>
<p>The community needs a true REGIONAL transit system, not disjointed agencies that overlap and compete with one another. Why can't we just have one?</p>
<p>The CONNECT Services not be integrated into the overall transit systems would be the biggest drawback.</p>
<p>The Constrained Vision could promote interconnections to the population centers and destinations that are outside the immediate Charlottesville metropolitan area. The town of Gordonsville specifically is a local and regional destination for day trips and interconnections to surrounding areas.</p>
<p>the people riding the bus can't afford to pay more for better service. how about asking UVA to chip in or maybe the richest people living in Charlottesville who don't have to take the bus because they have SUVs and million dollar houses. The downtown transit center is really depressing because most of the people using it are poor and unhealthy (overweight, etc.). Allowing people to camp out steps from where people load onto the buses doesn't help. I'm lucky enough to be a recent homeowner, but I don't own a car and i've been long term unemployed. If i had to pay for the bus for the past two years i probably would have ended up walking everywhere. it's sad that we don't try to help people in need more. having reduced service and no service on sundays really limited my ability to take part in the community. not having the transit center open so i could use the bathroom or sit down in a comfortable space was upsetting.</p>
<p>The regional links are very unclear. For instance, I can't tell how these would affect a commute from crozet to rivanna station.</p>
<p>There is no transit at all connecting Gordonsville with Charlottesville.</p>
<p>This entire process has had a strong/emphasized top-down approach and lacked sufficient community participation/input. We are not in the 60s anymore and it's important to observe that today it's impossible to consider a project to be effectively equitable (or even good for a community overall) if community input is not substantial. Experts' analysis via mostly behind-the-desk work is not sufficient!</p>
<p>This survey overall needs to be re-written to speak to the potential transit riders rather than the Planners and Policy makers in the transit vision process for better answers.</p>
<p>Transportation access in rural areas</p>
<p>Very marginal improvement. Frequent service is key for transit to be viable.</p>
<p>We are not a metropolitan area that sustains public transit to this extent.</p>
<p>Yes, We need service to come all the way down Avon Ext to 20. There are 200 homes here already (south of, and not including, Mill Creek South) 38 more are proposed. The entrance to Biscuit Run will be near the intersection of Avon Ext and 20. Why can't the bus come down here?</p>

What is your age?

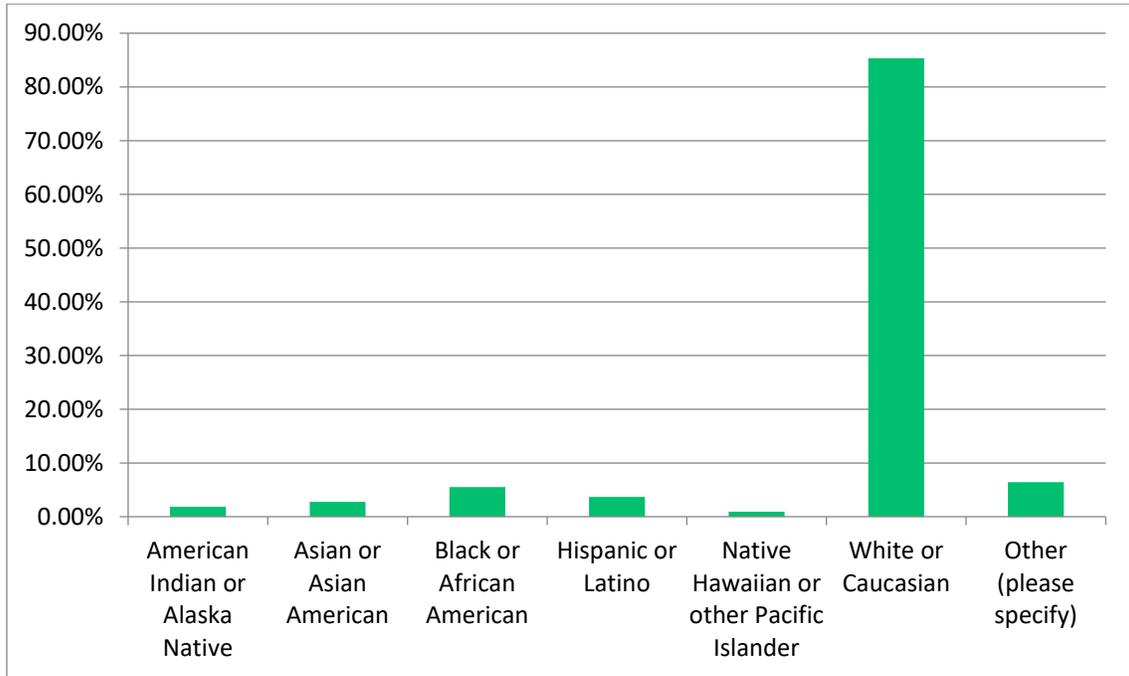


What is your gender identity?



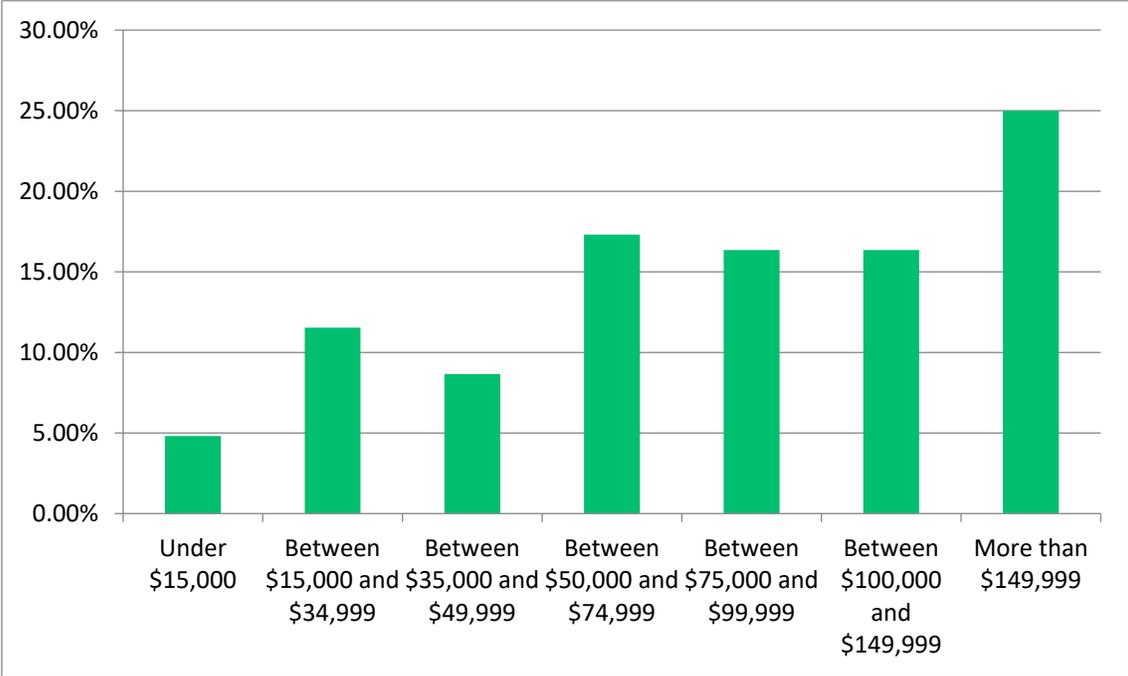
non-binary
Transgender

What is your race or ethnicity? Check any or all that apply

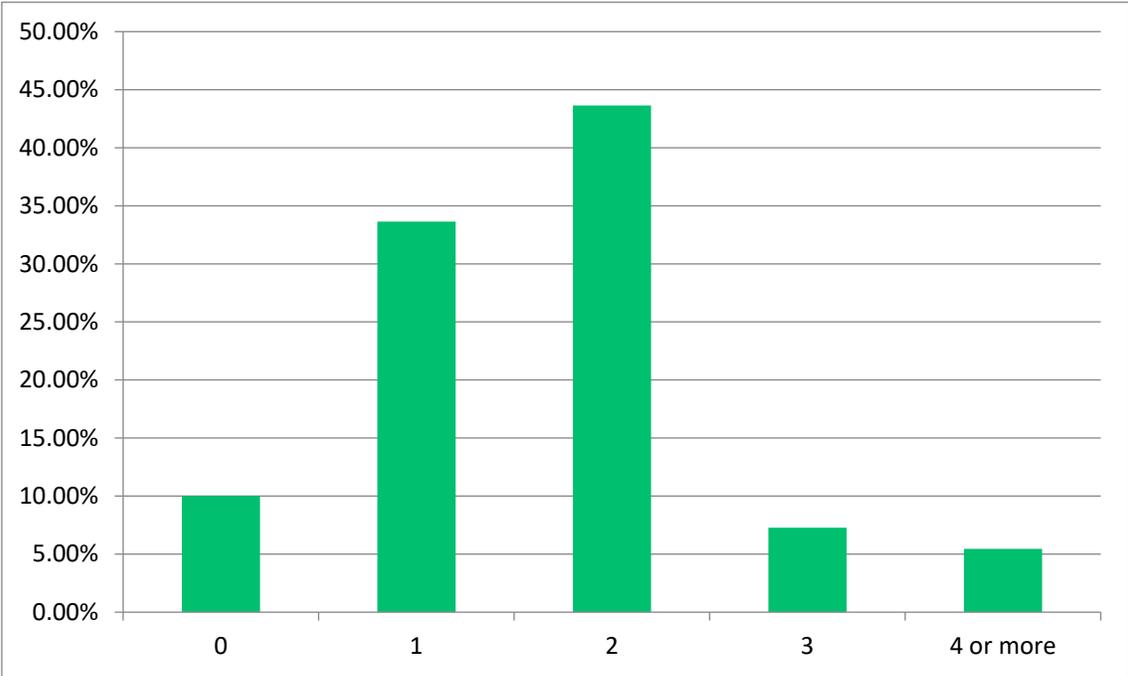


Others in the home are Hispanic
Multi-racial
American
mix of 2
American Indian and Caucasian

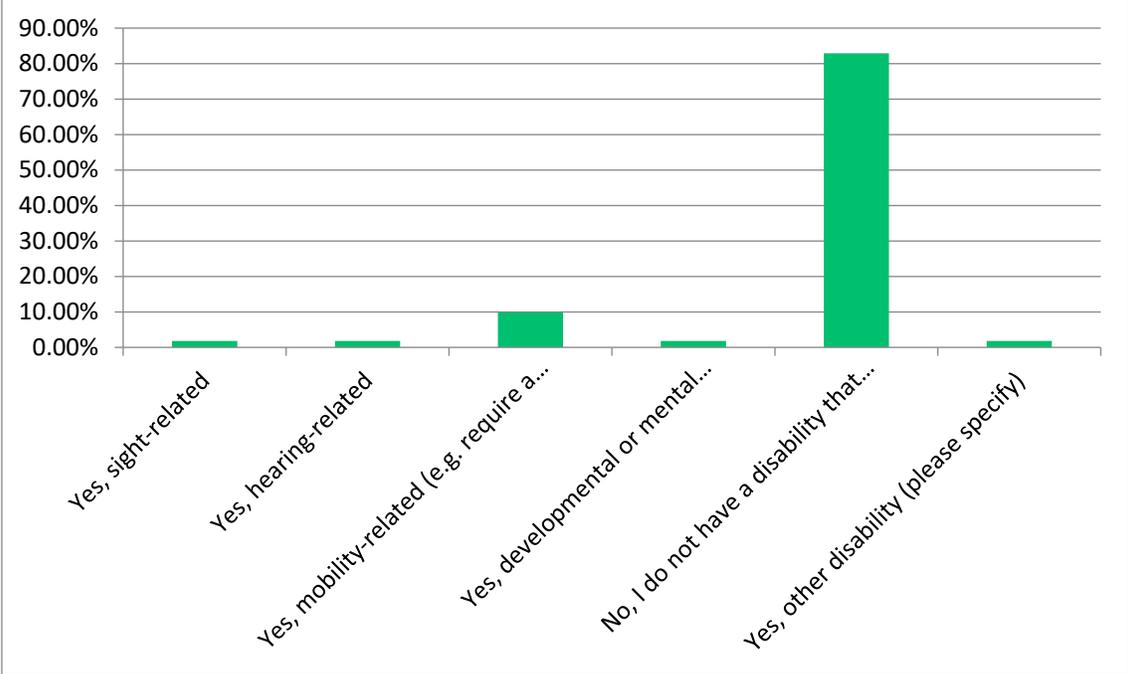
What was the approximate combined income of people living in your home in a typical year?



How many automobiles are available for use in your household on a typical day?



Do you experience a disability that regularly affects your ability to travel?



Mailings and Notices

Postcard



The Regional Transit Vision for the Charlottesville Area is a collaborative effort to evaluate transit service in Charlottesville and the surrounding region and to establish a clear long-term vision for efficient, equitable and effective transit service in the region.

This effort is being assisted by some of the leading public transit experts in the country, but the ultimate success of the plan depends on robust and meaningful public engagement. We invite you to visit the project website to find information about upcoming events and to learn about all the ways that you can share your thoughts and ideas.



For more information, visit www.tinyurl.com/transitvision or hold up your smartphone camera to this QR code.



Utilice este código QR para realizar la encuesta en español.

Public Notices

From: [Lucinda Shannon](#)
To: [Will Cockrell](#)
Cc: [Voorhees, Peter](#)
Subject: FW: July 2022 Community Digest
Date: Thursday, July 28, 2022 3:11:09 PM

Hi Will,
This is for the public outreach report.
Lucinda

From: County of Albemarle <albemarle@www-albemarle.ccsend.com> **On Behalf Of** County of Albemarle
Sent: Thursday, July 28, 2022 1:03 PM
To: Lucinda Shannon <lshannon@tjpd.org>
Subject: July 2022 Community Digest



Community Digest

July 2022

apply! It's happening Saturday, August 13, from 9 am - 12 pm at the Albemarle County Office Building at 1600 5th Street. [Visit our website to read more](#) and mark your calendars for this upcoming event.



Thomas Jefferson Planning District Commission (TJPDC) Survey

TJPDC is requesting more feedback via a [Transit Visioning Concepts Survey](#) that you can use to share your thoughts on transit vision alternatives. Your feedback is valuable to this project - [take the short survey](#).

The Regional Transit Vision for the Charlottesville Area is a collaborative effort to evaluate transit service in Charlottesville and the surrounding region and to establish a clear long-term vision for efficient, equitable, and effective transit service in the region. The Regional Transit Vision will guide investments in transit for the next 10-20 years. Your answers will help guide the priorities for better transit in the region.

[Take the Survey](#)



AC44: The Comprehensive Plan Update

We are in the midst of Phase 1 of the AC44 Update, which is focused on *Planning for Growth*. All community members are invited to participate! Please take advantage of

Flyers

Regional Transit Vision Plan

Save the Date!

The Thomas Jefferson Planning District Commission (TJPDC) will host a virtual public meeting on June 23rd at 6:30 PM. We invite the public to attend and provide feedback on the region's Transit Vision Plan, which will be posted to the website prior to the meeting.

Register for the virtual public meeting by using the QR code OR contact:

Lucinda Shannon
Senior Regional Planning
lshannon@tjpd.org
434-979-7310 ex. 113



Visioning Survey Open Starting June 9!

Additionally, we request your feedback on the region's transit vision. This online survey describes two transit concepts for the Charlottesville area. Please visit the project website to provide your feedback on these transit vision alternatives.

To access the project website, scan the QR code or visit:
<http://www.tinyurl.com/transitvision>



About the Project

The Regional Transit Vision for the Charlottesville Area is a collaborative effort to evaluate transit service in Charlottesville and the surrounding region and to establish a clear long-term vision for efficient, equitable and effective transit service in the region.

SAVE THE DATE

ONLINE PUBLIC MEETING

We invite the public to attend and provide feedback on the region's Transit Vision Plan, which will be posted to the website prior to the meeting. **Follow the link to register.**



TIME

6:30 - 08:00 PM



DATE

23 June, 2022

REGISTER NOW

REGIONAL

TRANSIT

VISION

FOR THE
CHARLOTTESVILLE
AREA

Correspondence

Will Cockrell

From: Lucinda Shannon <lshannon@tjpd.org>
Sent: Thursday, June 16, 2022 4:10 PM
To: Will Cockrell
Subject: FW: CAA Partner Meeting
Attachments: Regional Transit Vision Plan - Merged Flyer.pdf

Categories: Transportation Plans

This went to the embers of CAA. For your outreach report.

From: Hal Morgan <halmorgan7@gmail.com>
Sent: Thursday, June 16, 2022 2:57 PM
To: Marta Keane <MKeane@jabacares.org>
Cc: members@charlottesvilleareaalliance.org; greer.kelly46@gmail.com; macaplin@gmail.com
Subject: Re: CAA Partner Meeting

As most of you know, the TJPDC is near the end of its development of a Regional Transit Vision Plan for our region. The TJPDC is attempting to obtain as much public input to this effort as possible. I have attached a flyer. The flyer shares two things: 1) It advertises a public meeting that will happen next week, on Thursday the 23rd at 6:30. It is a virtual meeting. 2) a Visioning survey that will collect feedback on the region's vision for transit needs. Both will provide residents an opportunity to help shape the focus of their work. Please complete the survey and participate in next week's Zoom session if possible; and most importantly, share this flyer with your friends, contacts and colleagues.

Hal Morgan
CAA representative for Fluvanna County and member of the CAA Transportation Committee
Jaunt Vice President
Member of the Regional Transit Partnership

On Thu, May 19, 2022 at 8:45 PM Marta Keane <MKeane@jabacares.org> wrote:

Marta Keane is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting

<https://us06web.zoom.us/j/81390630443?pwd=aEh4VjFjcEZzbjVvcjFUNGZjSEhIQT09>

Meeting ID: 813 9063 0443

Passcode: 486988

One tap mobile

+13126266799,,81390630443#,,,,*486988# US (Chicago)

+16465588656,,81390630443#,,,,*486988# US (New York)

Dial by your location

+1 312 626 6799 US (Chicago)

+1 646 558 8656 US (New York)

+1 301 715 8592 US (Washington DC)

+1 346 248 7799 US (Houston)

+1 720 707 2699 US (Denver)

From: [Lucinda Shannon](#)
To: lvandever@lumos.net
Cc: [Will Cockrell](#); [Sara Pennington](#)
Subject: Thank you for hosting the transit vision plan focus group last week!
Date: Wednesday, June 22, 2022 11:05:40 AM

Dear Tom,

Thank you and your participants for joining in the focus group about the regional transit vision plan last week. It was a pleasure to meet you and learn more about their transportation challenges. If anyone is interested, we will be hosting a virtual meeting about the regional transit vision plan this Thursday at 6:30, more information is below.

June 23rd: Virtual Public Meeting

*The Thomas Jefferson Planning District Commission (TJPDCC) will host a virtual public meeting on **June 23 at 6:30 PM**. We invite the public to attend and provide feedback on the region's Transit Vision Plan. To register for this event, [click here](#).*

Transit Visioning Concepts Survey

*Please review the **Visionary Concepts** section below, then click [here](#) to take the [Transit Visioning Concepts Survey](#).*

Take care,
Lucinda

Lucinda Shannon (she, her)
Senior Regional Planner
Thomas Jefferson Regional Planning District Commission
401 East Water St.
Charlottesville, VA 22902
Desk: (434) 979 - 0654
434-979-7310 ex. 113



From: [Lucinda Shannon](#)
To: [Kim Hyland](#)
Cc: [Will Cockrell](#); [Sara Pennington](#)
Subject: Public outreach for the regional transit vision plan
Date: Wednesday, June 22, 2022 3:22:47 PM
Attachments: [Regional Transit Vision Plan - Merged Flyer.pdf](#)

Dear Kim,

Thank you so much for offering to help spread the word about the regional transit vision plan, the flyer is attached. We are hosting a virtual public/stakeholder meeting this Thursday at 6:30pm and conducting an online survey until July 22nd. Please visit the [regional transit vision plan webpage](#) to register for the meeting, learn more, and take the survey.

Lucinda

Lucinda Shannon (she, her)
Senior Regional Planner
Thomas Jefferson Regional Planning District Commission
401 East Water St.
Charlottesville, VA 22902
Desk: (434) 979 - 0654
434-979-7310 ex. 113



Will Cockrell

From: Lucinda Shannon <lshannon@tjpd.org>
Sent: Thursday, June 16, 2022 4:08 PM
To: Will Cockrell
Subject: FW: Regional Transit Vision, Comprehensive Plans, and Get-Togethers

From: Peter Krebs <pkrebs@pecva.org>
Sent: Thursday, June 16, 2022 3:37 PM
Subject: Regional Transit Vision, Comprehensive Plans, and Get-Togethers



Summer's here and the time is right for getting outdoors and enjoying nature!

Dear Mobility Advocates and Allies:

I'm writing to remind you about a few big-picture planning processes that are underway — plans that could have significant impacts on our quality of life and that you can help steer in positive directions. I'll also invite you to the next (virtual) meeting of the [Piedmont Mobility Alliance](#) and share two fun outdoor events.

Items are listed chronologically. It's worth at least skimming through all of the headings, because the ones that interest you the most might be in the middle or near the bottom.

—

Regional Transit Vision

The Thomas Jefferson Planning District Commission is leading a [process to envision a comprehensive and effective transit system](#) for the region. The commission proposes options that range from something like the status quo to a widespread network with frequent service. Share your thoughts through this [survey](#) or by attending the upcoming virtual meeting:

[Regional Transit Vision Public Meeting](#)

Thursday, June 23, 6:30 - 8 p.m.

This event will be online [\[Register\]](#)

Charlottesville Kicks Off Rezoning Process

The City of Charlottesville is launching the third, and possibly most consequential, chapter of its [Comprehensive Plan process](#): re-writing its Zoning Code. At an upcoming open house, consultants will lay out their [diagnosis of our existing zoning](#) and provide suggestions for improvements that can be made by the community. This is the priority-setting step and will set the tone for how we proceed, so positive participation is crucial.

[Charlottesville Rezoning Open House](#)

Monday, June 27, 4 - 8 p.m.

Ting Pavilion (700 E Main St)

[\[Read the report\]](#)

Albemarle Comprehensive Plan Underway

Albemarle County's Comprehensive Plan process is also well underway, starting with a re-evaluation of the County's growth management strategy. Albemarle has done a remarkably good job of limiting sprawl to date and it is essential that it continues to do so if we are to enhance walkability, improve quality of life and protect the environment. My colleague [Rob McGinnis lays it out in a detailed email](#) and describes [how to get involved](#).

Climate Resilience Report and Videos

Albemarle County partnered with PEC and others to produce an [Albemarle County Climate Vulnerability and Risk Assessment](#) ([summary here](#)) and [amazing videos](#) featuring several of my local heroes. It's no accident that this is landing in the midst of the Comprehensive Plan process. The way we organize our community ought to be viewed through a climate-focused lens.

Piedmont Mobility Alliance Meeting

[The Piedmont Mobility Alliance](#) is a coalition of organizations, agencies, and people who share a vision of a better-connected community for walking, biking and other forms of active transportation in Charlottesville and Albemarle County.

The Alliance's Summer Meeting is an opportunity to share ideas and updates and to work on projects with collective benefit.

[Piedmont Mobility Alliance Summer Meeting](#)

Tuesday, June 28, 8:30 - 10 a.m.

This event will be online [\[Registration Required\]](#)

Our partners in the public health sector have been indispensable allies for a better-connected community where fresh air and exercise are integral parts of everyday life. Here's a new community-health-focused event that looks like it will be fun:

Healthy Streets Healthy People

Saturday, July 16, 9 a.m - 1 p.m.

Booker T Washington Park, Charlottesville

[\[Printable Flyer\]](#)

This family-friendly celebration will include a (gentle) walk/run, field-day type events, music and tables with discussions on topics like street safety, mental health resources, trees, gardens and more.

—

Save the date

[Loop de Ville / Rivanna Trailfest](#)

September 23-25

Various locations

Celebrate the 30th anniversary of Charlottesville's signature [trail](#) with a series of walks, bike rides, runs, parties and volunteer opportunities. More info to come!

—

Summer can be busy, but it's also a time to slow down, rest, and reflect. I hope that you are getting out and getting away from time-to-time.

As always, I look forward to seeing you, on the trails, on the sidewalk or perhaps on Zoom!

More soon~

Peter

--

P E T E R K R E B S

Albemarle + Charlottesville

Community Organizer

Piedmont Environmental Council

434-465-9869 pkrebs@pecva.org

<https://www.pecva.org/cvillegreenways>

Would you like to walk, run, or ride more easily and safely? Here are five ways to help:

1. [Tell local officials](#) that you value sidewalks, bike lanes and trails.
2. Join my [Advocacy/Updates List](#)
3. Add your organization to the [Piedmont Mobility Alliance](#)
4. Join the [discussion group on Facebook](#)
5. [Support PEC](#) so we can continue our work.

From: Caetano at the Community Climate Collaborative <caetano@theclimatecollaborative.org>
Sent: Tuesday, June 14, 2022 10:01 AM
To: Sara Pennington <SPennington@tjdc.org>
Subject: Save the Date: Regional Transit Vision Virtual Meeting and Survey

Having trouble viewing this email? [View it in your web browser](#)



**COMMUNITY CLIMATE
COLLABORATIVE**



Sara,

The Thomas Jefferson Planning District Commission (TJPC) is seeking feedback from the community on the Regional Transit Vision Plan for the Charlottesville area. This plan is a collaborative effort to assess transit service in Charlottesville and the surrounding region to

establish a clear long-term vision for efficient, equitable, and effective transit service in the region.

You can help ensure better transit in the region by providing your input. We encourage you to:

- Join a virtual meeting on **Thursday, June 23 at 6:30 pm** ([register here](#))
- Complete the [Transit Visioning Concepts Survey](#)

To learn more about the plan development, register for the virtual meeting, and take the transit vision survey please visit: www.tinyurl.com/transitvision.

Why is this important for our community?

The decisions made today about public transportation planning could propel our region toward carbon neutrality, or alternatively, they can lock us into adverse transportation and pollution patterns that would persist for many years to come.

If you haven't already, check out our "[Accessible, Clean Transit - ACT on Climate!](#)" [sign-on letter](#) and let's advocate together for the improvements needed to build a stronger transit system for our community!

In community,

Caelano de Campos Lopes

Director of Climate Policy



Follow Us

From: [Lucinda Shannon](#)
To: faith@charlottesvilleabundantlife.org
Cc: [Will Cockrell](#); [Ryan Mickles](#)
Subject: Regional Transit Vision Plan
Date: Tuesday, June 21, 2022 5:22:05 PM
Attachments: [Regional Transit Vision Plan - Merged Flyer.pdf](#)

Dear Ms. Kelley,

My colleague Ryan Mickles stopped by earlier today to drop off some flyers advertising a public meeting and survey for the regional transit vision plan. Please find the attached flyer for you to share with your network. We appreciate your help sharing this information. Please contact me if you have any questions or other requests.

Thanks,
Lucinda

Lucinda Shannon (she, her)
Senior Regional Planner
Thomas Jefferson Regional Planning District Commission
401 East Water St.
Charlottesville, VA 22902
Desk: (434) 979 - 0654
434-979-7310 ex. 113





FOR IMMEDIATE RELEASE
June 8, 2022

CONTACT: Lucinda Shannon, Senior Regional Planner, Thomas Jefferson Regional Planning District Commission

lshannon@tjpd.com

(434) 979 - 0654

Virtual Public Meeting on June 23 to Envision Transit Future

CHARLOTTESVILLE— The Thomas Jefferson Planning District Commission (TJPD) will host a virtual meeting on June 23 at 6:30 pm to collect public input on a draft Regional Transit Vision for the Charlottesville Area, which includes the surrounding counties. Consultants prepared two concepts of a future transit network that would transform how people travel throughout the Thomas Jefferson region. To learn more about this effort and register for the June 23rd event, please visit the project site: <http://www.tjpd.com/transitvision>.

The Regional Transit Vision for the Charlottesville Area is a collaborative effort to evaluate transit services in Charlottesville and the surrounding region. It aims to establish a clear long-term vision for efficient, equitable, and effective transit service. The TJPD leads this process with resources from the Virginia Department of Rail and Public Transit (DRPT) and matching funds from the City of Charlottesville and Albemarle County. The Transit Vision Plan supports the Regional Transit Partnership's (RTP) work, which strives to improve communication and collaboration between the three transit providers that operate in the Charlottesville Metro Area.

https://dailyprogress.com/news/local/govt-and-politics/charlottesville-area-transit-vision-plan-seeking-input-may-explore-rta/article_c6ad3e8a-57af-11ec-9381-cb971560a027.html

ALERT **TOP STORY**

Charlottesville area transit vision plan seeking input, may explore RTA

Allison Wrabel
Dec 7, 2021



ERIN EDGERTON, THE DAILY PROGRESS A Charlottesville Area Transit bus stops and picks up passengers on Thursday, Dec. 2, 2021 at Barracks Road Shopping Center.

Erin Edgerton

Allison Wrabel

Discover
OCREVUS now

LEARN MORE

OCREVUS
ocrelizumab

Transit planning consultants trying to develop a vision for the future transit in the Charlottesville region is seeking public input, after receiving few responses so far.

The Thomas Jefferson Planning District Commission received funding earlier this year from the Virginia Department of Rail and Public Transportation for the creation of a regional transit vision plan, which will result in a document with recommendations for the short-term, long-term and extended long-term timeframes through 2050. Consulting firms have been hired to complete the plan .

An initial round of surveys — **a traditional eight-question survey** and **a map** to place comment markers — **are available online** at bit.ly/3rMpq8S until Jan. 3.

According to consultants working on the plan, about 130 people had taken the survey as of last week.

The project study area consists of the Thomas Jefferson Planning District Commission area, which includes Charlottesville and the counties of Albemarle, Fluvanna, Greene, Louisa and Nelson, as well as Buckingham County, which is served by Jaunt.

When it comes to the long-term vision for area transit, goals around enhancing service and improving equity and access for area residents and expanding transit service were ranked “most important” by the most survey takers.

If the region had additional money for transit service, increased bus frequency ranked the highest priority by survey takers so far.

Scudder Wagg, a planning consultant with Jarrett Walker + Associates, told the Jefferson Area Regional Transit Partnership at its meeting last week that they would have more demographic information about who took the survey when it closes.

Mayor Nikuyah Walker asked if there were going to be a campaign to entice people to participate in the survey.



“Because as large as the city and county are, if we can increase that number in some way, I think that will be important,” she said.

Tim Brulle, a transportation planning manager with AECOM, said that for the second round of engagement, the consulting firms will be revisiting their engagement approach.

“I definitely think trying to reach people where they are, in my experience, has been the best way,” Wagg said. “Particularly if you’re trying to reach existing riders, either going to the transit center or riding buses is usually the most likely way to get folks to actually respond.”

Transit partnership members also suggested additional organizations to send the survey to, as well as printed surveys.

Lucinda Shannon, TJPDC’s transportation program manager, said the PDC sent the surveys to 160 organizations in the community and asked them to spread the word, and also had bus drivers hand out flyers to riders and posted flyers at the transit station.

“I don’t think there’s anyone on this current call that thinks that that’s a sufficient response,” TJPDC Executive Director Christine Jacobs said. “We fully intend to be relooking at the strategy and to do all of these things that you all are suggesting, because this is not a regional vision if we don’t get the engagement that we need in order to hear from the community ... please know that we will do our due diligence to get more responses.”

Investment Level

In the next phase of the plan development, the consultants will present different scenarios on what potential future increased funding for transit could allow in terms of more frequent and/or expanded service.



“The input we’ve received so far in the survey suggests there’s a lot of interest both in expansion and in enhancing with more frequency, and those are heading us in different directions on the ridership/coverage balance,” Wagg said.

He said Northern Virginia, Hampton Roads and Richmond regions have sought money from different funding sources to significantly expand their transit services.

With the Central Virginia Transportation Authority, which was established in 2020 and covers the Richmond area, localities in the boundary are now subject to a 0.7% sales tax, a wholesale gas tax of 7.6 cents per gallon of gasoline and 7.7 cents per gallon of diesel fuel. Of that money, half of the funding will go back to the localities, about 35% will go to regional transit priorities and 15% will go to the Greater Richmond Transit Company.

Wagg said if a regional transit authority like CVTA was done in the Charlottesville area, it could generate about \$29.7 million, based on 2020 sales, and about three fourths of that would come from Charlottesville and Albemarle County.

“You could set a division budget, if you had a regional authority, and you were using all that funding for transit, and you could set a regional policy of perhaps half of your resources are going to be devoted to ridership-oriented services and half are going to be devoted to coverage,” Wagg said. “You would say that that coverage portion of the pie, perhaps, would basically be distributed by population, perhaps. And so the big question becomes what’s that balance between the two slices of the pie?”

Authorization to establish the Charlottesville-Albemarle Regional Transit Authority was approved by the state in 2009, but **new taxing power was rejected by state lawmakers**. When the Jefferson Area Regional Transit Partnership **was formed in 2017**, it was said that it **could be a test run** for what a regional transit authority would look like.

“I would just like to get a sense of the partners to explore a vision at a level of the \$30 million even higher than that, or something much lower



vision at a much higher investment level, assuming something like this might happen? That's kind of a big question here — how high do we want to aim?"

Charlottesville Area Transit Director Garland Williams said if the localities decided to pursue regional funding, it could be "a game changer for this region for public transportation."

"If the larger context is to do something that is regionally based, that is designed to lessen the burden that continues to grow on the general funds of the city and the county to fund public transportation increased needs, this is an avenue we do need to explore and consider seriously to make sure that this happens eventually, in the next three to five years," he said.

Jacobs said the regional transit partnership needs to decide how aspirational it wants to be.

"Then we can bring that back to our rural governments and say, 'Is this an investment that you would be interested in making in order to get us to that aspirational place?'" she said.

Wagg said he would bring back two different levels of investment in the scenarios.

"I think in terms of ridership/coverage balance, we'll hear more from the public on that front and can work with PDC staff on thinking about where's the right balance point to explore in the scenarios at different investment levels," he said.

Allison Wrabel

Allison Wrabel is the Albemarle County reporter for The Daily Progress. Contact her at (434) 978-7261, awrabel@dailyprogress.com or @craftypanda on Twitter.





Discover
OCREVUS now

LEARN MORE

OCRE
ocrelizumab

7/22/22, 11:21 AM

Regional Transit Vision would increase weekend bus service, shorten wait times | Local Government | dailyprogress.com

https://dailyprogress.com/news/local/govt-and-politics/regional-transit-vision-would-increase-weekend-bus-service-shorten-wait-times/article_f41bae22-021f-11ed-9e21-2b09d935b020.html

ALERT FEATURED TOP STORY

Regional Transit Vision would increase weekend bus service, shorten wait times

Ginny Bixby

Jul 12, 2022



A bus departs the Downtown Transit Center on Tuesday, July 12. The center is a key part of series of area transit vision seeking community ideas and input.

MIKE KROPF, THE DAILY PROGRESS

Ginny Bixby

They want to know where you want to go, how you want to get there and how often.

https://dailyprogress.com/news/local/govt-and-politics/regional-transit-vision-would-increase-weekend-bus-service-shorten-wait-times/article_f41bae22... 1/6

Thomas Jefferson Planning District Commission's Regional Transit Partnership is looking toward improving bus and transit service throughout the region: from running more frequent schedules to all the right places, to the vehicle you ride to get there.

But first, they want to know what area residents who would take the transit want in a system.

"What we're doing is designing kind of a vision of what the community wants for transit," said Lucinda Shannon, the planning district's transportation planning manager.

The planning district and the Regional Transit Partnership hosted an open house at Charlottesville's Downtown Transit Center Tuesday, July 12 to talk about the plan with community members and get feedback about what they want from their transit system.

People are also reading...

- 1 **Teel: Preseason all-conference ballot and predicted order of finish for QB-rich ACC**
- 2 **No money, no planning pulls plug on Unity Days for Aug. 12**
- 3 **Opinion/Editorial: Flores is gone, online rage, lies continue**
- 4 **2022 All Central Virginia baseball team**

"Most people we've talked to today said they want more frequent services and more services. They're having trouble making connections. If the buses came more often than not, and they missed the connection, they might only have to wait ten to 15 minutes instead of an hour," Shannon said. "And people really want more weekend services."

The partnership is the official advisory board created by Charlottesville, Albemarle County and JAUNT in partnership with the Virginia Department of Rail and Public Transportation. Its goal is to provide recommendations to the elected officials on transit-related matters.

The partnership recently released its regional transit vision for the Charlottesville area, the end result of a collaborative effort to look at what area transit is available and to create a clear goal for efficient, equitable and effective transit service.

The project study area includes the city and counties of Albemarle, Fluvanna, Greene, Louisa and Nelson, as well as Buckingham County, which is served by JAUNT.

The partners understand the difference between want and need and have developed two vision versions, one constrained by finances and the other an unconstrained view of what the partnership would like to see.

The constrained version cost about \$35 million per year. That's compared to the current area transit services that cost about \$19 million per year to operate.

Constrained by finances, the vision sees all current bus routes in the urbanized areas operating seven days a week with significantly improved weekend schedules. It would increase transportation access so that 20% of all residents and 28% of low-income residents, as well as 24% of people of color in the urban area, would be close to frequent service. 31% of jobs in the urban area would also be close to frequent service.

The planning district considers frequent service to mean a bus every 15 minutes.

According to the plan, the average resident of the urbanized area would be able to get to 11,000 jobs and opportunities in the region within 60 minutes of travel, 12% more jobs than are currently being accessed by bus.

The unconstrained vision is the Regional Transit Partnership's dream for area transit, Shannon said. It would cost an estimated \$70 million per year, more than twice cost of the more constrained version.

Financially unfettered service would put more than a third of all residents, 36%, close to service. An estimated 28% of low income residents, half of people of color and 59% of jobs would be close to routes with frequent service.

“For people who live out in Lovingson and Nelson County, it’s two days a week that they are able to go to Charlottesville for their medical appointments and errands or shopping,” Shannon said. “They go in the morning and they get picked up around like 3 p.m. or 4 p.m. So it’s like an all day trip for them, a really long day.”

“So what we would propose to them is to have this run in 60 minutes all day, and it would be seven days a week instead of just two days,” Shannon said.

The big difference in the plans is the creation of a Bus Rapid Transit Line for fast, frequent day and night service between the Fashion Square Mall in Albemarle County, the University of Virginia, Downtown Charlottesville and the Pantops area.

Requiring a massive financial investment that currently is not available, Shannon said the Virginia Department of Rail and Public Transportation is funding a governance study in partnership with planning district, city and county figure out if there are ways to fund parts of the unconstrained plan.

“That’s going to look at how we could get the money to provide these services and how do we, as a region make decisions on how we spend that money and prioritize what services are most important to our community,” Shannon said. “So this vision study is saying what we would like to see, what we want to buy and the governance study will look at how we can buy that.”

To make a comment on the plans and take the survey, visit www.surveymonkey.com/r/ZLVJ2NT before July 22.

Around The Web



ADVERTISEMENT

Charlottesville transit and government leaders discuss future vision for public transportation



CAT bus stop in the Rio Hill Shopping Center (WVIR)

By Max Marcilla

Published: May 26, 2022 at 10:37 PM EDT



CHARLOTTESVILLE, Va. (WVIR) - A number of transit and government leaders in Central Virginia are discussing a potential plan to revamp public transportation.

The Regional Transit Vision discussed is a way to connect Charlottesville and Albemarle County with surrounding counties. It focuses on three goals: equity, the environment, and getting people out of cars and onto public transportation.

Before any changes happen, the decision-makers need to decide what model they want. They were presented with two options: a constrained vision, which would increase transit funding by \$18 million using sales and fuel taxes; and an unconstrained version, which doesn't have a price tag but would drastically change transportation. Its plan includes connecting places like Scottsville and increasing how often buses run.



"I don't think the holy grail is frequency," said Ted Rieck, the CEO of Jaunt. "I think frequency plus travel time really has to be part of the mix."

"In-vehicle travel time can make a significant difference, but we find in most communities of this size the thing that tends to hold back ridership is the wait time because trip distances are relatively short," Scudder Wagg with Jarrett Walker & Associates said. "Pantops to downtown is not an incredibly long trip."

To review the proposed plans, click [here](#).

Copyright 2022 WVIR. All rights reserved.

Do you have a story idea? Send us your news tip [here](#).

Sponsored Stories

Recommended by Outbrain



[Pics] A Girl Gave A Garbage Man A Cupcake Every Week Until Her Dad Followed Him And Saw Why

Give It Love



Charlottesville: Unsold 2021 Cars Now Almost Being Given Away: See Prices

New SUV Deals | Search Ads

Information Charlottesville

Information and stories about the region around 22903

Partnership briefed on potential vision for regional transit

Posted on [June 1, 2022](#) by [Sean Tubbs](#) [Leave a comment](#)

Work is nearing completion on a conceptual study for how public transport might work better across the entirety of the Thomas Jefferson Planning District. Today the Board of Supervisors will get an up close look at the \$350,000 Regional Transit Vision (<https://storymaps.arcgis.com/stories/eba42b02fcf44a46a18d0d824b3ef911>).

Last week, an appointed body consisting of elected officials and transit officials got an update on the Regional Transit Vision.

“The project is a collaborative effort to evaluate and establish a clear long term vision for transit service in the region, and not just the urbanized area but also the rural areas surrounding Charlottesville and Albemarle County,” said Tim Brulle of AECOM is the project manager for the vision plan.

If you’re unfamiliar with planning, you should know that any plan needs a vision statement to provide an overarching purpose.

“To develop, design, and provide transit in the Charlottesville area in a manner that reflects a collaborative, inclusive, and equitable process representing needs in both rural and urban areas,” Brulle said.

The purpose is to reduce reliance on personal vehicles for multiple reasons and outcomes, and to provide a way to get around for people without access to one. But how to make that work?

Scudder Wagg with Jarrett Walker + Associates (<https://jarrettwalker.com/>) presented one vision concept that assumed the region had access to new revenues from a transportation authority similar to one in the Richmond area (<https://planrva.org/transportation/cvta/>). This is known the “constrained “ vision.

“So basically if you applied a similar funding structure there to your region, how many dollars and if you put most of those dollars to transit, what could it produce?” Wagg asked. “It’s about \$26 million a year.”

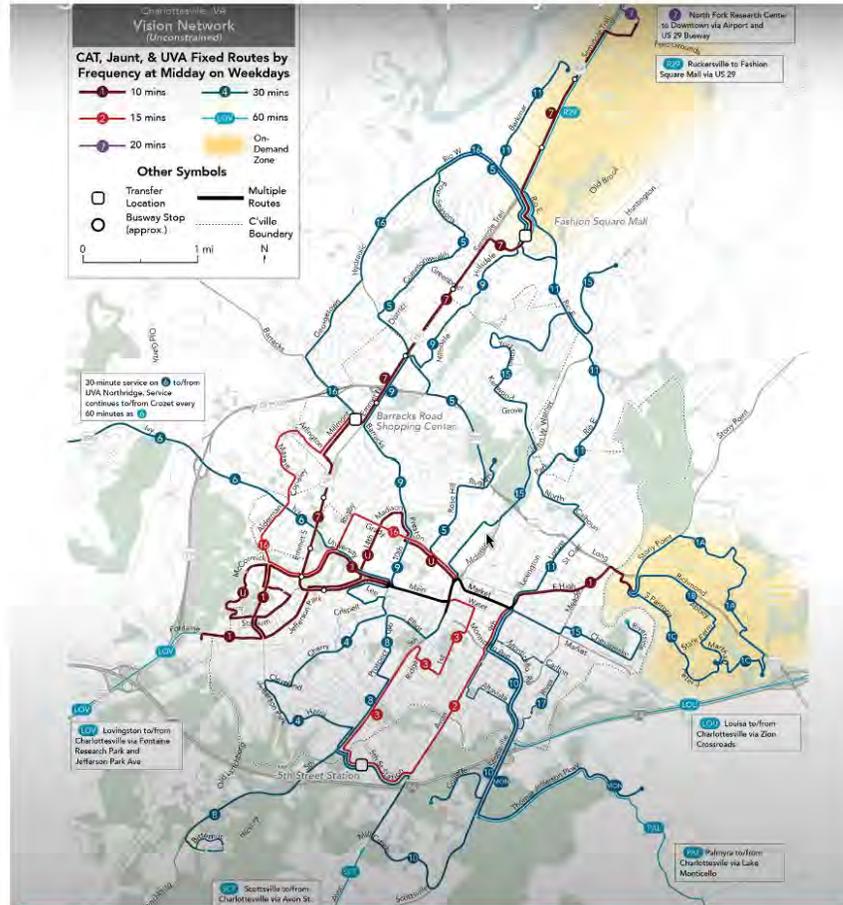
Such an authority would take enabling authority from the General Assembly and would build off of existing services.

Wagg also presented a vision that assumed no limits on transit funding. For instance, that would allow for expansion of demand responsive service to seven days a week, as well as fixed-route transit to places that currently don't have it such as Scottsville, Ruckersville, Lovington, and Palmyra. This "unconstrained" vision would come with a hefty price tag.

"So there's no defined limit when we were designing a network that we collectively with staff and others at the table felt would help you achieve those goals and the total annual estimate of that network is about \$70 million a year to give you some sense of scale," Wagg said.

Most of that cost is in personnel with drivers and mechanics, as well as a additional vehicles. It takes people to run a transit system, and another way to measure one is through service hours. Wag said Charlottesville Area Transit has about 94,000 service hours a year, Jaunt operates 37,000 for a total of 131,000 service hours for the general public.

The unconstrained vision includes potential collaboration with the University of Virginia whereas the constrained vision does not their role into account.



A screenshot from the presentation shown to the Regional Transit Partnership on May 26, 2022. (Credit: AECOM and JWA)

The partnership isn't in charge of the purse strings, so today's conversation before the Board of Supervisors will yield more of a sense of whether there's an appetite to pursue additional funding and if so, where to direct it.

Jarrett Walker + Associates helped redraw the bus system in the Greater Richmond area, and CAT Director Garland Williams was there at the time.

"The majority of the emphasis was actually put on frequency and our ridership jumped 22 percent," Williams said. "Then the second piece was to look at once the frequent service is in, how can you readjust networks to adjust travel times."

Williams said that the same model could be applied here.

A microtransit pilot in Albemarle is a year away from happening and depends on award of funding from the Commonwealth Transportation Board.

"It will be awarded and the starting of it will be acquisition, development of the program, software acquisition, things that have to happen before the actual buses are on the ground," said Trevor Henry, the assistant county executive.

The regional transit study is separate from a \$150,000 governance study about that will suggest how to actually move forward with setting up new structures to actually run the enhanced service, be they constrained or unconstrained visions.



Before you go: The time to write and research of this article is covered by paid subscribers to *Charlottesville Community Engagement*. In fact, this particular installment comes from the June 1, 2022 edition of the program (<https://communityengagement.substack.com/p/june-1-2022-general-assembly-to-meet?s=w#details>). To ensure this research can be sustained, please consider becoming a paid subscriber or contributing monthly through Patreon (<https://www.patreon.com/seantubbs>).

- Land Use - Albemarle
- Land Use - Charlottesville
- Land Use - Fluvanna
- Land Use - Greene
- Land Use - Louisa
- Land Use - Nelson
- Land Use - University of Virginia
- Transit

This site uses Akismet to reduce spam. [Learn how your comment data is processed.](#)

Website Powered by [WordPress.com](#).