



**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. [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.

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.

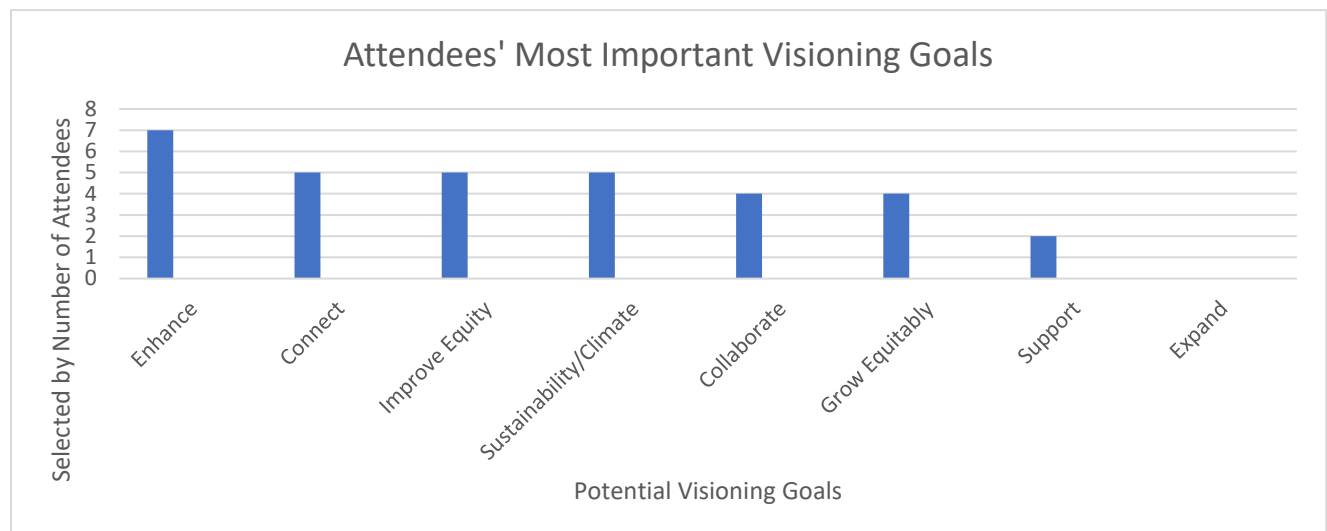
Visioning Goals

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.



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.