

AGENDA
Jefferson Area Regional Transit Partnership (RTP)
Thursday, April 28, 2022 @ 4:00 p.m.
Virtual Meeting via Zoom

Join Zoom Meeting
<https://us02web.zoom.us/j/81088437906?pwd=N2tOK3lVTnJEZkFidCtWYXA2VzRwdz09>
Meeting ID: 810 8843 7906
Passcode: 148365
Phone: 301-715-8592

Item	Time	Description
1	4:00-4:05	Notice of Electronic Meeting and Attendance
2	4:05-4:10	General Administration <ul style="list-style-type: none"> • Approval of Agenda* • Approval of draft meeting minutes* • Meeting in person in June
3	4:10-4:15	Matters from the Public: limit of 3 minutes per speaker <i>Members of the Public are welcome to provide comment on any public-interest, transit-related topic, including the items listed on this agenda – limit three minutes per speaker</i>
4	4:15-5:15	Peer City- Combining Student and Public Transit in Burlington VT (Peggy O’Neill-Vivanco Coordinator of Vermont Clean Cities Coalition and Jamie Smith, Green Mountain Transit)
5	5:15-5:20	Regional Transit Vision Plan Update- 5 minutes (Lucinda Shannon)
6	5:20-5:40	Transit Provider Updates <ul style="list-style-type: none"> • Jaunt (Ted Rieck) • Albemarle County Schools (Charmane White) • UTS (Rebecca White) • CAT and City of Charlottesville Schools (Garland Williams) • DRPT (Neil Sherman)
7	5:40-5:55	Staff Updates – (TJPDC) <ul style="list-style-type: none"> • MPO Update (Sandy Shackelford) • TJPDC Bike and Pedestrian Committee Update (Ryan Mickles) • Ride Share Clean, Commute Month (Lucinda Shannon)
8	5:55-6:00	Other Business (Updates and Reminders) – Supervisor McKeel (Chair)
9	6:00	Adjourn

* A vote is expected for this item
Next Meeting May 26, 2022

NOTICE of ELECTRONIC MEETING:

This meeting of the Regional Transit Partnership is being held pursuant to Code of Virginia § 2.2-3708.2, which allows a public body to hold electronic meetings when the locality in which it is located has declared a local state of emergency, and the catastrophic nature of the emergency makes it impracticable or unsafe to assemble a quorum in a single location, and the purpose of the meeting is to provide for the discharge of its lawful purposes, duties, and responsibilities.

This meeting is being held via electronic video and audio means through Zoom online meetings and is accessible to the public with closed captioning and there will be an opportunity for public comment during that portion of the agenda.

Notice has been provided to the public through notice at the TJPDC offices, to the media, web site posting and agenda.

The meeting minutes will reflect the nature of the emergency, the meeting was held by electronic communication means, and the type of electronic communication means by which the meeting was held.

A recording of the meeting will be posted at www.tjpd.org within 10 days of the meeting.

Regional Transportation Partnership Meeting

DRAFT Minutes, March 24, 2022

The recording for this meeting can be found at <https://www.youtube.com/watch?v=85obs2kh8NI>

VOTING MEMBERS & ALTERNATES		STAFF	
Brian Pinkston, Charlottesville	x	Christine Jacobs, TJPDC	x
Lloyd Snook, Charlottesville	x	Lucinda Shannon, TJPDC	x
Diantha McKeel, Albemarle	x	Gretchen Thomas, TJPDC	x
Bea LaPisto-Kirtley, Albemarle	x	Ruth Emerick, TJPDC	x
Neil Sherman, DRPT	x	Ryan Mickles, TJPDC	x
Hal Morgan, Jaunt Rural		Chuck Proctor, VDOT	x
Lucas Ames, Jaunt Urban	x		
Becca White, UTS	x		
NON-VOTING MEMBERS		GUESTS/PUBLIC	
Stephen Johnson, Jaunt	x	Greg Isborg, DART	x
Garland Williams, CAT	x	Nick Stiglich, DART	x
Charmane White, Alb County PS	x	Trevor Henry, Albemarle County	x
Sally LeBeau, UVA Hospital		Sean Tubbs	x
Peter Thompson, CAA	x	Jessica Hersh-Ballering, Albemarle County	x
Sandy Shackelford, CAMPO	x	Michael Barnes, VDOT	x
Sara Pennington, Rideshare	x	Patrick Clark	x
Ted Rieck, Jaunt	x	Allison Wrabel	x
Juwhan Lee, Jaunt		Ryan Davidson, TJPDC	x
		Kendall Howell	x
		Kelly Fomenko	x
		Matt Lawless, Scottsville	x
		Peter Krebs, PEC	x
		Allison Day	x
		Neil Williamson	x
		Peter T	x

Note: The City of Charlottesville has declared a local state of emergency due to the COVID-19 pandemic and the nature of this declared emergency makes it impracticable or unsafe for the Thomas Jefferson Planning District Commission to assemble in a single location in the city. This meeting was held utilizing electronic virtual communication with the Zoom software application, and in accordance with virtual meeting provisions contained in Code of Virginia § [2.2-3708.2](#). A recording of the meeting was made available to the public on March 29, 2022 at <https://www.youtube.com/watch?v=85obs2kh8NI>

1. CALL TO ORDER:

The Regional Transportation Partnership Chair, Diantha McKeel, presided and called the meeting to order at 4:02 p.m. and read the Notice of Electronic Meeting and Commissioner and Public Protocol. Lucinda Shannon took attendance by roll call, and certified that a quorum was present.



2. GENERAL ADMINISTRATION (MINUTE 2:56)

Approval of Agenda

Motion/Action: On a motion by Lloyd Snook, seconded by Bea LaPisto-Kirtley, the committee unanimously approved the March 24, 2022 meeting agenda.

Approval of Minutes

Motion/Action: Mr. Snook noted that Charmane White's name needed to be updated in item #5. On a motion by Lloyd, seconded by Lloyd Snook, the committee unanimously approved the January 27, 2022 meeting minutes as amended.

Holiday Meeting Schedule

Lucinda Shannon proposed having the individual November and December meetings cancelled and combined into a meeting onto December 8. The committee agreed that would be an appropriate meeting date.

3. MATTERS FROM THE PUBLIC (MINUTE 6:07): None

4. MOBILE APP TRIP PLANNING (MINUTE 7:00):

Greg Isborg, Dallas Area Rapid Transit (DART), presented their program, the Mobile App, GoPass, for trip planning to the committee. There was a lively discussion with lots of questions. The presentation is provided online (at the link provided) starting at minute 7:32.

5. UNIVERSITY TRANSIT SERVICE UPDATES (MINUTE 58:47):

Becca White introduced UTS's General Manager, Allison Day, and Assistant Director for Transportation and Services, Kendall Howell.

Mr. Howell and Patrick Clark presented their new transit service that blends OnDemand transportation with Fixed-Route transit, called UTS Night Pilot and UTS OnDemand.

The presentation is provided online (at the link provided) starting at 1:00:42.

6. TRANSIT PROVIDER UPDATES (MINUTE 1:22:30)

Jaunt: Ted Rieck reported that they launched the Transit Development Planning (TDP) process last week for near- and long-term planning. They also went to Greene County to request money from the Board of Supervisors.

Albemarle County Public Schools: Charmane White reported that they just had a job fair with three more lined up in the future. They are actively recruiting for drivers.

UTS: Kendall Howell reported that the end of the semester ends at the beginning of May which is when ridership decreases for the summer. There will be some route exploration and enhancement throughout the summer.

CAT and City of Charlottesville Schools: Garland Williams reported that they have installed their Automatic Passenger Counters (ACPs). There is an increase in ridership and they are hoping to get back to pre-pandemic numbers in the near future.

He reported that CAT is looking at alternative fuel vehicles with the monies received from the State. They are earmarking money from DRPT to do an integration study, which will kick off next week. He will provide an update to the committee in the next several months.

Mr. Williams also said they are actively recruiting for City bus drivers. They are potentially looking to update their rates.

DRPT: Neil Sherman reported their director has left for another position. Jen DeBroy has been appointed to be acting director. Grant Sparks will be the interim director of planning to replace Jen DeBroy.

A draft of this year's programs, projects and applications will be publicized in mid-April with final approval by the CTB in May.

VDOT: Chuck Proctor had nothing more to add.

7. STAFF UPDATES (MINUTE 1:31:09):

Rideshare Update: Sara Pennington gave an update on Afton Express. Ridership is beginning to climb, but she would like to see it rise even more in the future. For Rideshare, she reported on some marketing programs, promotions, and contests.

MPO Update: Sandy Shackelford reported that the MPO Policy Board voted to recommend the East Market Street entrance with the arched-style truss bridge. She also reported that they got approval from the Policy Board to roll over some budget from FY22 into FY23 due to staffing challenges. She said there is continued work on Smart Scale applications.

8. OTHER BUSINESS (MINUTE 1:36:05):

Diantha McKeel asked for an update on CAT's route changes. Mr. Williams said they are having a meeting on Monday on how to make the routes work properly with staffing challenges and in receiving parts for the busses.

Christine Jacobs introduced Ruth Emerick as TJPDC's new Chief Operating Officer and Program Director.

Ms. McKeel noted that the guest speaker for the next meeting will be from Vermont. She thanked Lucinda and Christine and Sandy for their hard work to coordinate the guest speakers.

The next meeting will be on April 28, 2022 at 4:00 p.m.

ADJOURNMENT: Ms. McKeel adjourned the meeting at 5:43 p.m.

Vision Statement, Goals and Objectives

Regional Transit Vision Plan for the Charlottesville Area

1 Background and Purpose

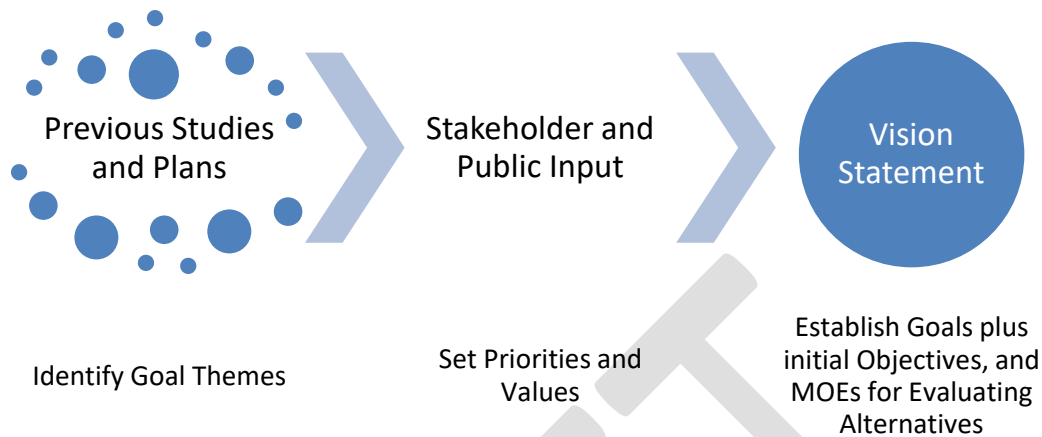
The *Regional Transit Vision Plan for the Charlottesville Area* (or “Transit Vision Plan”) is a study effort that seeks to develop a single, unified vision for the future of transit service in the Charlottesville area. The area is defined as the localities of the Thomas Jefferson Planning District (TJPD): the City of Charlottesville Albemarle, Fluvanna, Greene, Louisa and Nelson Counties. Buckingham County is also included because Jaunt serves that area. The study area is linked through recurring travel with other counties and metropolitan regions in Virginia, with strong economic and travel linkages to metropolitan Richmond, metropolitan Washington, DC, and the Shenandoah Valley. The Thomas Jefferson Planning District Commission (TJPDC), City of Charlottesville, and Albemarle County initiated this Department of Rail and Public Transportation (DRPT) supported effort to provide a basis for increased cooperation and collective action among the region’s transit providers. The Transit Vision Plan is a next step for the Regional Transit Partnership (RTP), which the City of Charlottesville, Albemarle County and JAUNT, in Partnership with DRPT formed “to provide recommendations to decision-makers on transit-related matters.”¹ Rural counties in the TJPD area are represented by a member of Jaunt’s board as a voting member and Jaunt staff as non-voting members.

The purpose of this Technical Memorandum is to document the process and rationale for the development of a Vision Statement and a set of meaningful, measurable, and appropriate Goals, Objectives, and Measures of Effectiveness (MOEs) for the Regional Transit Vision Plan for the Charlottesville area. The establishment of Goals, Objectives and MOEs for the study will help define the parameters for the development of conceptual transit services scenarios and will guide all future tasks to ensure that the recommended Transit Vision Plan provides the best solution and fully represents the values of the Charlottesville area community. The MOEs will be used to evaluate two conceptual alternative networks in order to arrive at a recommended Transit Vision Plan network. Additional and revised objectives and MOEs are expected to emerge during the development of service vision alternatives. The MOEs are a combination of both qualitative and quantitative measures.

A key mission of the Transit Vision Plan is to guide transit investments in the Charlottesville area during the upcoming 10 to 20-year period. These investments will include operating, maintenance, and equipment costs, as well as infrastructure investments that support time-competitive, robust, attractive and sustainable transit service. The ongoing study reviewed recently completed transit planning efforts in the region to identify priorities and flagged opportunities. An overview of these plans will be provided in the final Transit Vision Plan report; the study process is displayed in **Figure 1**.

¹ *Land Use Assessment Technical Memo: Transit Vision Plan for the Charlottesville Area* uploaded September 28th, 2021

Figure 1 | Transit Vision Plan Process



2 Stakeholder/Public Engagement

A key first step in the Transit Vision Study planning process was to obtain feedback on transit priorities and attitudes toward transit through a robust stakeholder engagement process. This section summarizes the outcomes of the Stakeholder/Public Engagement process to date. A more comprehensive summary of event coordination and detailed survey results will be provided in a separate Technical Memorandum.

2.1 Regional Transit Partnership (RTP)

The Regional Transit Partnership for the Charlottesville area acts as a steering committee for the Transit Vision Plan. The RTP includes representation from the City of Charlottesville, Albemarle County, JAUNT, and DRPT. TJPDC established the RTP to serve as an official advisory board to provide recommendations to decision-makers on transit-related matters. The purposes for setting up the RTP were to establish a venue for strong communications, ensure coordination between transit providers, set the region’s transit goals and vision, and identify opportunities for improved transit services. The mission of this partnership is “to provide recommendations to decision-makers on transit-related matters.”² The Partnership allows local officials and transit staff to work together with other stakeholders to craft regional transit goals. The RTP may also provide, through MPO staff and updates of the Transit Development Plans (TDPs), opportunities for regional transit planning.”³

The RTP arose from a broadly-held perception that the provision of transit service in the Charlottesville area is disorganized, with disagreements and lack of trust between the three main operators in the region. These issues were sufficiently evident to demand a regional coordinating body that provides a forum for discussion about service needs and addressing disagreements that might arise. The proposed coordinating body would be the Regional Transit Partnership, which was recommended through the TJPDC’s Regional Transit Coordination Study (2017). The RTP was intended to act as a test case, or precursor, to a Regional Transit Authority (RTA), although the implementation of an RTA could face many hurdles.

² From a summary of activities at the Regional Transit Partnership Strategic Planning Retreat on June 27, 2018, Draft #2. Source: Regional Transit Partnership.

³ Regional Transit Partnership Strategic Planning Retreat on June 27, 2018, Draft #2.

2.2 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. Representatives from almost 60 community groups participated in the half-day workshop. A list of the agencies represented will be provided in the Transit Vision Plan final report. This workshop yielded a variety of takeaways and themes, including:

- 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.

2.3 Public Meeting (November 18, 2021)

The second piece of the outreach included a general public meeting, held in a virtual format due to the COVID-19 pandemic. One hundred and forty-three agencies were sent invitations and marketing materials asking them to share the information with their constituents and networks. Invited organizations are shown in **Table 1**.

Marketing materials for the public meeting were handed out on buses and posted at the transit centers and on social media sites. Representatives from the study presented at Community Advisory Committee meetings and invited them to the public meeting. Albemarle County posted about the meeting in their eNews letter and on their website. Staff shared information at committee meetings asking members to share the marketing materials and participate in the public meeting.

The event focused on receiving feedback on participant priorities regarding transit services; a list of attendees is provided in separate documentation. The meeting presentation included a review of tradeoffs and considerations in transit planning, such as the sometimes-competing interest of coverage (ensuring everyone throughout an area has nearby fixed-route transit access, even if it is infrequent) versus frequency (high levels of transit service where demand is the highest, with enough service that customers know the next bus will always come in a few minutes).

Attendees were presented with eight initial visioning goals and asked to rank them. The most important goals identified by the attendees were:

- 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.

Table 1 | Partners Organizations Invited to and Asked to Publicize the November 18, 2021 Public Meeting

Partner Organization Invited To and Asked to Publicize the November 18, 2021 Public Meeting	Organizational Description
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
Serving community members who are more likely to be transit dependent	Blue Ridge Area Food Bank, JMRL Library, Piedmont Virginia Community College, Region Ten Community Service Board, United Way of Greater Charlottesville, Virginia Organize, Yancey Community Center, JABA, MACAA Community Action Co., Monticello Area Community Action Agency, International Rescue 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
Business Organizations	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

2.4 Survey Results (Key Takeaways)

Two online surveys were available for people to provide feedback on their transit priorities. The first was a traditional survey tool that asked respondents to provide information on themselves and their transit priorities. The second survey gathered geographic information on communities that the respondents live and travel in using an interactive map (Social PinPoint).

The surveys and flyers advertising the surveys were distributed to the same list as the public meeting (**Table 1**) 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 additional organizations and agencies, shown in **Table 2**, asking them to encourage their constituents to participate in the survey. In an effort to recruit minority participants staff made additional emails and phone calls to organizations that represented mostly minority populations, like the faith-based organizations. The City of Charlottesville Deputy City Manager for Racial Equity, Diversity and Inclusion assisted with distribution of the survey as well.

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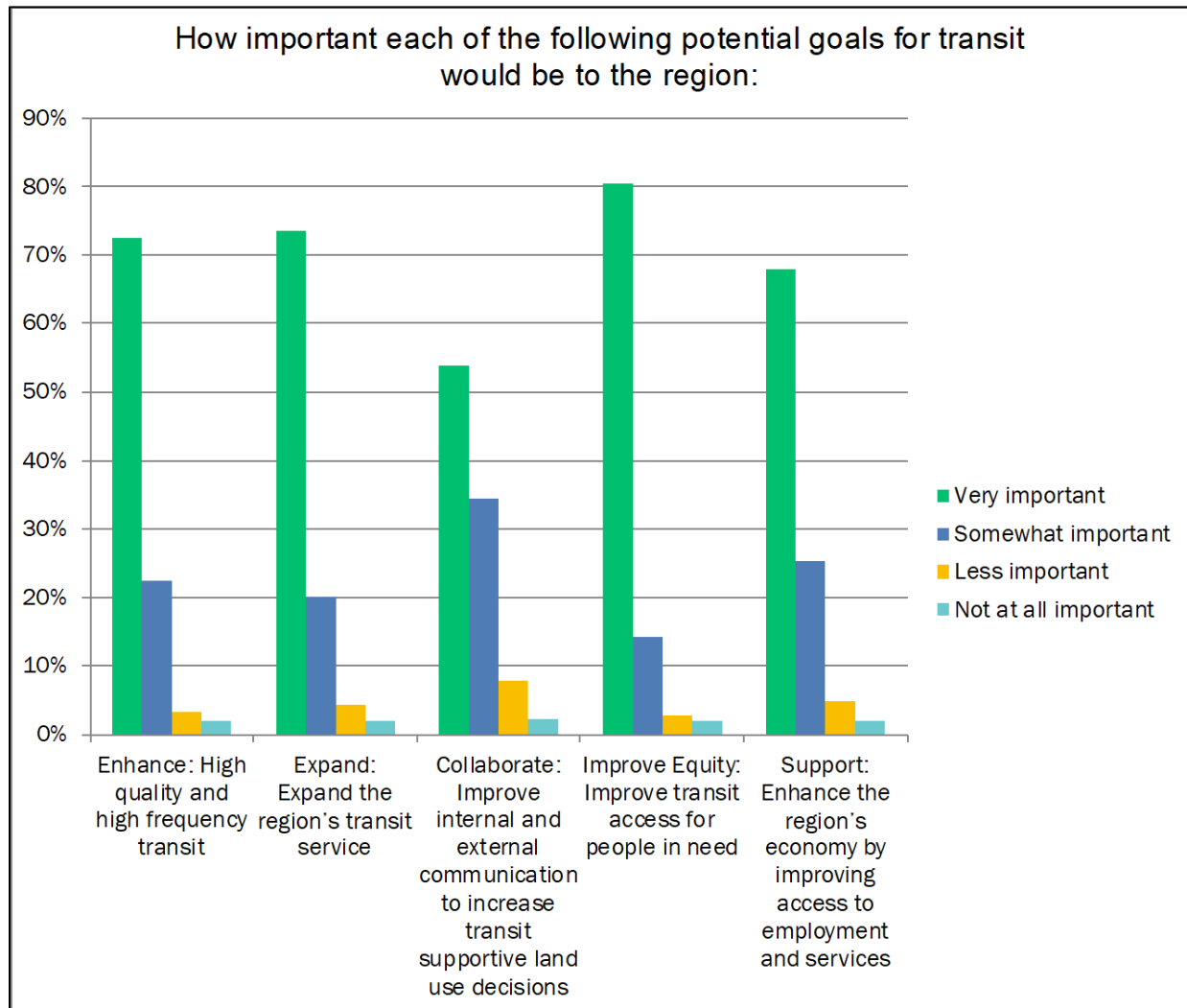
Table 2 | Additional Organizations and Agencies Contacted for Survey Response

Additional Organizations and Agencies Contacted for Survey Response
University Transit Services
Blue Ridge Area Food Bank
Cville Clergy Collective
Forest Lakes Homeowners Association
JMRL Library
Piedmont Virginia Community College
Region Ten 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

Here is a summary of survey results:

- The traditional survey, hosted through the project website, resulted in 673 responses.
 - Results of the Transit Vision Goals prioritization questions are shown in **Figure 2**.
 - When asked about the initial Transit Vision goals:
 - Respondents prioritized Transportation Equity with an 80% Very Important response.
 - Three other goals received roughly a 70% Very Important response: *Expand* regional transit; *Enhance* high-quality and high-frequency transit; and *Support* regional economic development through improved transit access.
 - Over 50% of respondents listed regional collaboration as Very Important.

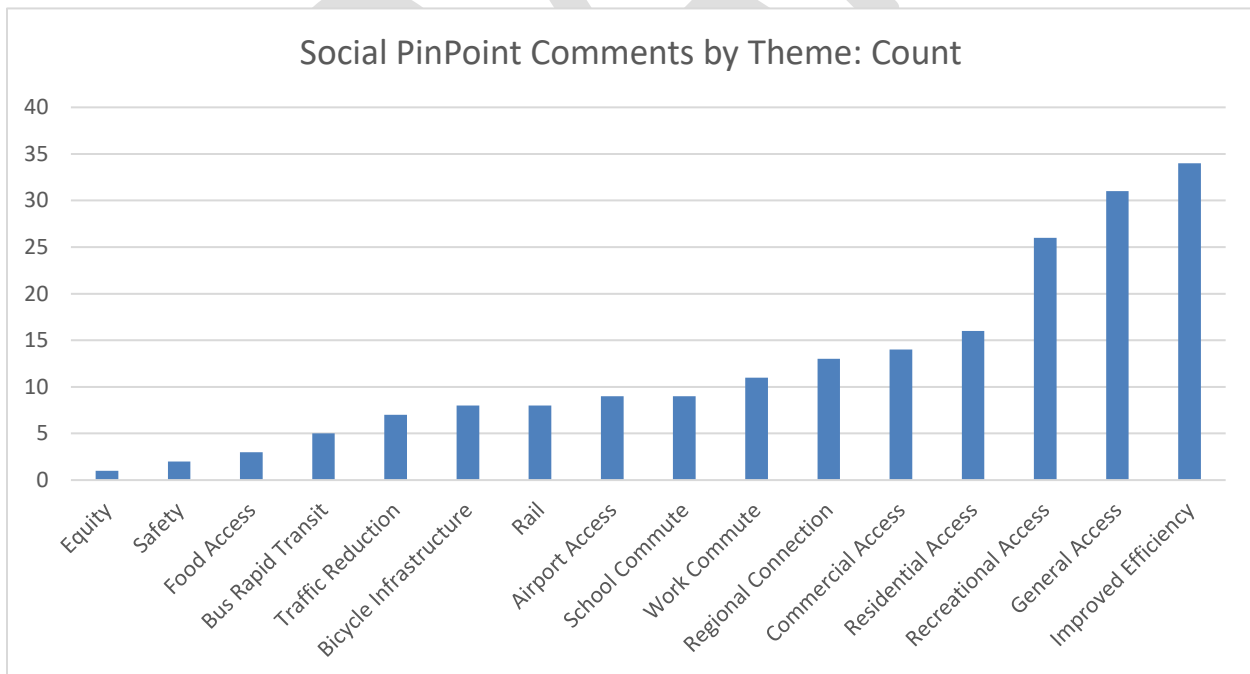
Figure 2 | Ranking of Vision Goals by Importance



- The two most important transit service benefits identified by the respondents were 1) helping low-income people access jobs and services, and 2) providing transportation for people with limited physical mobility.
- The survey identified a need for targeted outreach to communities with low income households, people of color and limited access to a car:
 - More than 30% of respondents were 65 years or older
 - Nearly 90% of respondents were white or Caucasian
 - 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
- Regarding how transit can improve respondents' lives—three dominant themes emerged:
 - Less traffic (or less impact from congestion) and reduced need for parking
 - Opportunities to live without a car or with less reliance on a car
 - Improved access to stores and services to meet basic life needs (aside from work/education commuting)

- The top three priorities for transit investments were 1) extending service to places that don't have transit service, 2) higher frequency service on existing routes, and 3) more service during peak hours.
- Respondents expressed desire for frequent transit service:
 - More than 65% of respondents preferred shorter waits over shorter walks to bus stops.
- The second, geographic survey provided the opportunity to include location-specific information on desired trips (Social PinPoint survey) and matched transit priorities with the respondent's geographic information. Approximately 200 comments were received, with most respondents representing wealthier communities with limited ethnic diversity.
 - 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 3**.
 - Three themes emerged as predominant, each receiving more than 20 comments: improved transit efficiency; general access to transit; and recreational trip access.
 - Other themes receiving more than 10 comments: 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.

Figure 3 | Open Ended Social PinPoint Comment Themes (Subjects Not Emphasized in Survey Questions)



3 Vision Statement

3.1 2018 RTP Vision Statement

As a starting point for the development of a Vision Statement, the team evaluated a previous regional transit vision statement developed by the Regional Transit Partnership. The RTP conducted a transit visioning exercise in June 2018, soon after its inception. The purpose of this exercise was to openly discuss what RTP members desired for the future of a regional transit system and for the RTP itself. The exercise occurred at strategic planning retreat at which RTP members sought consensus on a path forward for regional transit.

The RTP exercise was guided by setting parameters for a Vision Statement, which also applies to the current ongoing Transit Vision Plan effort:

A “Transit System Vision Statement Is...A succinct statement on how a community envisions its transit system 10 to 20 years in the future. By design, a transit vision statement is aspirational – it articulates what the community wants its transit to be like in the distant future.

A Transit System Vision Statement Is Not...a brand marketing statement. A brand statement captures the relationship a community has with its transit system today. A brand statement helps direct a transit system’s current marketing efforts.

A Transit System Vision Statement Is Not...an advertising tag line. A tag line captures the essence of the transit system’s current marketing efforts.”⁴

The vision statement resulting from the June 2018 RTP exercise is outlined below:

***“Long-term Vision for Charlottesville’s Regional Transit System– By 2038:
The Charlottesville Region’s transit system is an efficient, high-quality, integrated regional network of transit services that provides all residents with access to employment opportunities in a way that minimizes congestion and maximizes the region’s reputation as the best place to live, work, learn and play.”⁵***

The 2018 Vision Statement offers a future view of what the system could become, in the present tense. The implied mission is work commute trips. Emphasis is placed on congestion as a driving concern and upholding the region’s reputation for excellence.

Even before the COVID-19 pandemic, during which the world applied virtual, remote and work-from-home models, transit operators nationally were placing increased emphasis on non-work trips. Examples include access to education, healthcare, shopping, recreation, and other activities not related to work. For many transit systems, distinct AM/PM peak periods have given way to increased mid-day and evening trips, with a nearly even spread of trip making throughout the day.

3.2 Proposed “New” Vision Statement

During project outreach for the active Transit Vision Study, several stakeholder and public priorities emerged that are not clearly encapsulated in the 2018 RTP Vision Statement. Among these major themes are collaboration, equity, and the environment (especially climate change).

⁴ Regional Transit Partnership Strategic Planning Retreat on June 27, 2018, Draft #2.

⁵ Regional Transit Partnership Strategic Planning Retreat on June 27, 2018, Draft #2.

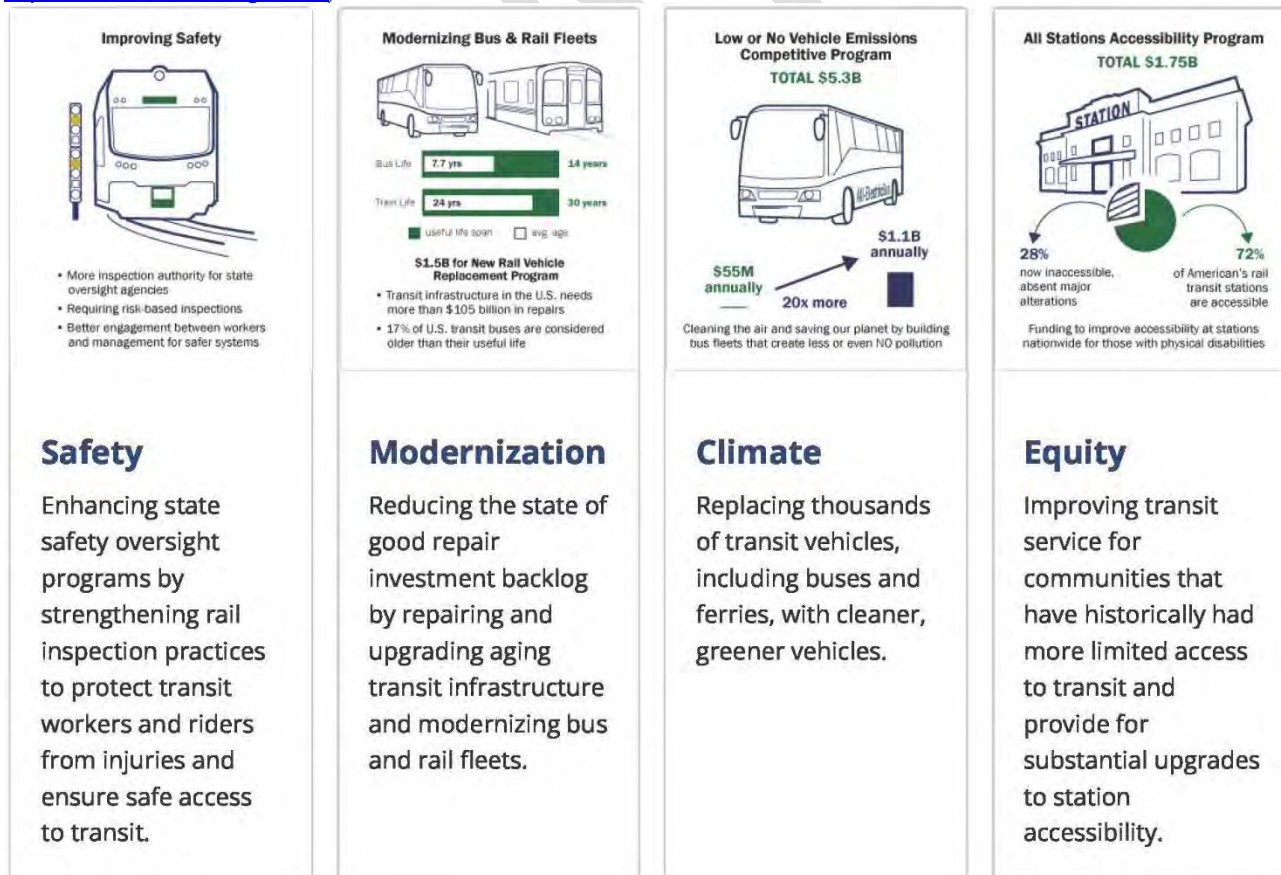
The team received feedback, including from key stakeholders, that the vision should respond to emerging priorities and concerns—thus a “new” vision is demanded. Stakeholders also commented that the vision statement should reflect the needs in both urban and rural areas of the region. These “needs” require further definition and are derived from stakeholder feedback and themes from the recently completed surveys.

Proposed Transit Vision Statement:

Develop, design, and provide transit in the Charlottesville area in a manner that reflects a collaborative, inclusive and equitable process, representing needs in both urban and rural areas. This transit system expands opportunities for all residents (Equity), reduces reliance on automobiles (Multimodality), and helps protect the environment (Climate Change Mitigation).

This proposed vision is aspirational yet intended to be implementable through a new funding and operating model. The Vision Statement aligns with Federal Transit Administration (FTA) funding criteria, including the four “key priorities” for Infrastructure Investment and Jobs Act (IIJA) allocations: Safety, Modernization, Climate and Equity (see **Figure 4**).

Figure 4 | Federal Transit Administration “Four Key Priorities” for IIJA Funding (Source: FTA website at <https://www.transit.dot.gov/BIL>)



The following sections explore major themes in the proposed Transit Vision Statement.

3.2.1 Urban and Rural Needs

The Transit Propensity Analysis conducted for this study (see separate memorandum) identified that residents and jobs are highly concentrated in Charlottesville and urbanized Albemarle County. As a rule, conditions were found to be most supportive for frequent, high-quality, fixed-route transit service in the core of Charlottesville, tapering off in the urbanized areas of Albemarle County and other TJPD counties along major transportation infrastructure.

Outside of the urban center, commuter shuttles and low-frequency fixed-route service are likely to be concentrated along major growth corridors and between Charlottesville and some larger surrounding activity centers. JAUNT operates four regional commuter connection routes serving Crozet, Lovingston, Buckingham County, and US 29 North, though Federal Transit Administration recently noted that portions of US 29 North are outside JAUNT's service area. RTP partners have discussed increasing the frequency of service along the US 29 North and adding additional routes serving growth areas in Louisa County.

In areas of the region with lighter concentrations of residents and jobs, or longer distances between concentrations, solutions other than frequent fixed-route service may be needed. Examples may include:

- On-demand services, with shorter reservation lead times needed in concentrated activity zones;
- Long-distance regional services (such as the JAUNT commuter connections) with stops at designated activity areas. The stops provide opportunities for on-demand transit connections, as well as multimodal access including park and ride, bicycle parking, micromobility and other access provisions;
- Partnerships with potential partners such as the Commonwealth of Virginia, private intercity transportation operators and other parties to provide more frequent intercity travel options, with interface opportunities at several locations throughout the TJPD region. Even though these services would connect to places outside the TJPD region, the corridor segments within the TJPD region would provide opportunities for in-region trip making.

3.3 Transit Equity

The importance of transportation equity for minority and historically marginalized communities has been heightened by recent events sparking a national response, including the 2017 "Unite the Right" rally in Charlottesville and protests following the death of George Floyd in 2020. FTA has since identified Equity as one of its "four key priorities" for IIJA funding.

Unequal treatment on the basis of race or ethnicity is prohibited by Civil Rights Act of 1964. (Unequal treatment on the basis of other characteristics, including income and age, is also prohibited by law.). Equity in transportation is a critical element in helping disadvantaged and underserved communities to succeed. Equity is commonly measured through a programmatic Environmental Justice (EJ) analysis; findings are typically summarized in a technical report that will:

- Identify federal, state and local EJ policies, regulatory requirements, and compliance guidelines applicable to the project,
- Identify and characterize the low-income and minority communities that qualify as EJ communities,

- Assess the potential for project-related adverse health and environmental impacts, considering the type, likelihood, and magnitude of significant adverse impacts identified and their relationship with the identified EJ communities of concern, and
- Evaluate whether any significant adverse impacts would be expected to be distributed disproportionately between any of the identified EJ communities.

FTA provides several resources for considering how to deliver equitable transit service, with a focus on race and ethnicity. In one such FTA report, authors Joe Grengs et al make a case for equity analyses in transportation planning, and to emphasize “people and their relationships to places.”:

“Planners and engineers assess their success primarily through their ability or inability to alleviate roadway congestion, reflected in their mobility-based measures such as ‘level of service’ indicators...Adherence to mobility-based measures of transportation outcomes raises two problems for evaluating transportation outcomes for racial minorities and low-income households. First, mobility-based measures such as levels of congestion are attributes of transportation links, not of people...Aside from the fact that measuring attributes of transportation links offer little help in understanding equity among social groups, such measures are of little relevance to households without cars, the people who are most disadvantaged by the cities we build today.

Second, achieving success in providing congestion relief through added highway capacity may induce destinations to move farther and farther apart...Thus, transportation policy may be contributing to the sprawl that has been shown to disproportionately harm racial minorities and low-income people who tend to live near the urban core and have fewer resources to adapt to spreading land use patterns.”⁶

The Victoria Transportation Policy Institute (VTPI), a respected transportation analysis organization, recently issued recommendations for equity analysis methods. The report suggests increased emphasis on access as opposed to mobility, thus highlighting shorter distance trips and non-automobile travel needs.⁷

The Transit Vision Study’s Transit Propensity analysis documented where persons who identify themselves in Census surveys as non-white or of Hispanic or Latino origin live in the region. A person’s race or ethnicity does not tell us if they need transit, or if they have a propensity to use transit. However, we know that race and ethnicity are correlated with income. Providing equitable and supportive levels of service to people of color, even in areas that are costly to serve or that do not generate much transit ridership, can be one of the important coverage goals for transit.

The Transit Vision for the Charlottesville Area prioritizes high-quality service to underserved, disadvantaged and historically marginalized communities. These communities include but are not limited to people of color, low-income residents, people with disabilities, seniors, minors, and

⁶ Grengs, Joe et al (2013). “Evaluating Transportation Equity: An Intermetropolitan Comparison of Regional Accessibility and Urban Form.” Federal Transit Administration, FTA Report No. 0066, June 2013. Accessed in February 2022 via the FRA website at https://www.transit.dot.gov/sites/fta.dot.gov/files/FTA_Report_No._0066.pdf

⁷ Litman, Todd (2022). “Evaluating Transportation Equity Guidance for Incorporating Distributional Impacts in Transport Planning.” Victoria Transportation Policy Institute, April 1, 2022. Accessed April 11 via the VTPI website at <https://www.vtpi.org/equity.pdf>.

residents without access to a car. Stakeholder and survey respondent feedback shows broad agreement with this priority.

3.4 Multimodality

Stakeholders and survey respondents expressed the desire that Charlottesville area transit, passenger transportation, and first/last mile access modes meet seamlessly. Charlottesville has existing transit assets, such as CAT's Downtown Transit Station on Water Street, which provides a customer entrance on the Main Street pedestrian mall. The city also features a historic train depot (privately owned) where multiple Amtrak lines meet, located between downtown Charlottesville and the UVA campus. What the city lacks is a single convergence and access location, or unified transportation center, for most of the transit and intercity passenger transportation services serving the region. When customers get off a train in the city, is it obvious to them how to reach UVA locations or various parts of the region by transit? Or when they arrive at the train station to travel to DC, are they aware that a few buses may be departing for DC before the next train departs, and do they know where to catch those buses? Is information available at the station for options to get to Dulles Airport without a car?

The Transit Vision Plan reflects the priority expressed by stakeholders and the public for multimodal connectivity. These priorities have associated geographies: in the urban core (such as a single transportation center where all modes meet), along fixed routes (where safe, accessible and attractive walk/bike connections to transit should be available) and in outlying areas (where long-distance transit, on-demand services, intercity stops, and a variety of access modes can converge). These measures cooperate to reduce reliance on automobiles, support Vision Zero measures, and improve customer satisfaction for a host of services. Realizing multimodality will require partnerships between operators, jurisdictions with responsibility for managing right-of-way, and property owners.

Stakeholders and respondents also prioritized land uses that support walking, biking and riding transit. The Transit Vision can include transit services that attract transit-oriented development, such as Bus Rapid Transit and transportation centers that are well integrated into their community. Transit operators will need to partner with their operating jurisdictions to promote and realize land use policies that support sustainable transit operations. Well utilized transit, compact development, and high walk scores are only realized through such partnerships. Both the land use assessment and transit propensity analysis for this study found that development patterns in much of the Charlottesville area are too widely dispersed to support walkability and sustainable transit services. This is expected to change in some communities as planned land uses are realized.

3.5 Climate Change Mitigation

The United Nations links climate change with greenhouse gas emissions, particularly carbon dioxide (CO₂), and their levels in the global atmosphere. A major source of carbon dioxide emissions is the burning of fossil fuels, including petroleum vehicle fuels and some forms of energy generation.⁸ Measures to reduce these emissions include shifting from fossil fuel based transportation, whether in point sources (such as coal burning electricity generation plants) or non-point sources (such as cars, trucks and buses). Toward this end, another VTPI report emphasizes the importance of automobile travel reduction strategies, as opposed to low

⁸ <https://www.un.org/sustainabledevelopment/climate-change/>

emission vehicles as the central strategy.⁹ The US Environmental Protection Agency (EPA) has developed a Guide to Sustainable Transportation Performance Measures.¹⁰

The Presidential Justice40 executive action has put a spotlight on how federal investments can not only reduce the impacts of global warming, but also help the advancement of disadvantaged communities. The Justice40 initiative is “a whole-of-government effort to ensure that Federal agencies work with states and local communities to...deliver at least 40 percent of the overall benefits from Federal investments in climate and clean energy to disadvantaged communities.”¹¹ Justice40 establishes climate considerations as an essential element of U.S. foreign policy and national security, implementing – and building on – the Paris Agreement’s objectives. Investments in modern, attractive, zero-emission transit serving transit-dependent communities align with the initiative. FTA’s four key priorities respond to the Justice40 initiative, with a windfall of grant funding available for transit electrification.

The key to reducing carbon emissions is not necessarily converting vehicles to non-fossil fuel propulsion, such as batteries. The power for those batteries may come from generation that still relies on fossil fuels. As a rule, successful climate change measures reduce the energy required per capita in several societal sectors, including transportation. As an informal illustration, walking around your neighborhood requires less energy than pushing your car around your neighborhood. Also, walking trips to the grocery store are likely to require less energy in an urban neighborhood with a store than in a rural community where the store is miles away.

One need that was expressed repeatedly by the Transit Vision study stakeholders is climate-friendly transportation. For the purposes of this study, climate change measures include 1) reducing energy required per capita for transportation, and 2) converting transportation energy to climate-friendly point and non-point sources. A full transit bus requires less energy per capita to transport passengers over a given distance than a scenario where the same transit passengers make the trip in separate cars. However, a near empty bus requires more energy per capita than a few small cars driving. The Transit Vision study identifies sustainable transit as well utilized, ideally using zero emission vehicles. FTA proposes allocating IIJA funding to replace “thousands” of US transit vehicles with zero emission fleets. The study’s technical approach relies on industry best practices to deliver efficient, cost effective and environmentally sensitive transportation.

4 Goals, Objectives, and Measures of Effectiveness (MOEs)

This section identifies Transit Vision goal and objective themes found to be common among the previous plans and studies and shared among stakeholders and the public. Additionally, MOEs relevant to the goal themes are also defined for quantifying progress towards the specific goals and objectives and provided in a table following each Objective. The MOEs developed can be measured using the tools available, capture the whole range of potential project impacts, and can be easily explained to decision-makers and the public. The specific objectives and MOEs can be expected to change throughout the remaining phases of the study, and the following is not intended to be a final or comprehensive set of objectives and MOEs. Also, a few of the MOEs will be measurable as part of this study, while others are suggested for RTP monitoring in the short term (next 5 years) and longer term (next 10 years and ongoing). The MOEs for each

⁹ Litman, Todd (2022). “Comprehensive Transport Emission Reduction Planning: Guidelines for Evaluating Transportation Emission Reduction Strategies.” Victoria Transportation Policy Institute, Victoria, BC, March 3, 2022. Retrieved March 31, 2022 at <https://vtpi.org/cterp.pdf>

¹⁰ <https://www.epa.gov/smartgrowth/guide-sustainable-transportation-performance-measures>.

¹¹ <https://www.whitehouse.gov/omb/briefing-room/2021/07/20/the-path-to-achieving-justice40/>

objective below are grouped by their timeframe: Immediate, Near-Term and Long-Term. Further narrative on each goal will be provided in the Transit Vision study final report.

Goal 1—Enhance: Provide high quality and high frequency transit options in the busiest parts of the region.

The Charlottesville area and urbanized portions of Albemarle County are served today by a fairly extensive service network. The transit fleet is in good condition and well operated. The current service plan prioritizes coverage over frequency of service, and few transit-priority treatments have been implemented by jurisdictional partners to make transit service more competitive with automobile travel. Opportunities exist for faster, more frequent service in key corridors using state-of-the-industry methods for attractive and ecological service delivery.

Objective 1.1: Maximize fixed route transit service frequency in areas of high transit propensity

<u>MOEs (Objective 1.1)</u>	<u>Timeframe</u>
Ridership: Estimated	Immediate
Ridership: Ongoing monitoring	Near and Long-Term
Cost Effectiveness	Near and Long-Term
Equity	Immediate, Near and Long-Term
Safety and Security	Near and Long-Term
Accessibility, Flexibility, and Connectivity	Immediate, Near and Long-Term
Transit Productivity (measuring the average number of riders on transit vehicles)	Near and Long-Term
Access to Frequent Transit, (measured in the percent of population and jobs served by service every 30 minutes, 15 minutes or more frequently)	Immediate
Community Value (measured in support of the unique characteristics of communities through investments in healthy, safe, and walkable neighborhoods)	Long-Term
Regional Cooperation (including dedicated regional transit funding)	Near and Long-Term

Objective 1.2: Explore transit service modernization in one or more transit corridors, including high-capacity transit such as a form of Bus Rapid Transit.

<u>MOEs (Objective 1.2)</u>	<u>Timeframe</u>
Competitiveness for Federal and State Capital Grants	Near and Long-Term
Regional Cooperation (including dedicated regional transit funding)	Near and Long-Term
Strong Urban Walk/Bike Access	Immediate, Near and Long-Term
Suburban First/Last Mile Access	Immediate, Near and Long-Term
Rural Connection Opportunities	Immediate, Near and Long-Term

Goal 2—Expand: Expand the region’s transit service to more neighborhoods, towns, and places and increase basic transit connectivity

Objective 2.1: Provide more frequent fixed route transit service

<u>MOEs (Objective 2.1)</u>	<u>Timeframe</u>
Ridership: Estimated	Immediate
Ridership: Ongoing monitoring	Near and Long-Term
Cost Effectiveness	Near and Long-Term
Equity	Immediate, Near and Long-Term
Regional Cooperation (including dedicated regional transit funding)	Near and Long-Term

Objective 2.2: Extend fixed route transit service to new markets

<u>MOEs (Objective 2.2)</u>	<u>Timeframe</u>
Ridership: Estimated	Immediate
Ridership: Ongoing monitoring	Near and Long-Term
Cost Effectiveness	Near and Long-Term
Equity	Immediate, Near and Long-Term
Percent of Regional Residents and Jobs served by Fixed Route Service	Immediate, Near and Long-Term

Objective 2.3: Provide expanded transit options for lower density and rural communities in the region.

<u>MOEs (Objective 2.3)</u>	<u>Timeframe</u>
Percent of Regional Residents and Jobs served by On-Demand Services (6-day per week or more)	Immediate, Near and Long-Term
Opportunities to Schedule On-Demand Transit Service sooner to the scheduled trip time	Near and Long-Term

Objective 2.4: Explore Public-Private Partnerships (P3s) for regional and interregional travel—Work with public partners (national, state, and regional agencies; public institutions such as UVA) and private parties (for-profit service operators, companies, landowners and businesses) to expand regional and interregional passenger transportation opportunities that are fully integrated with local transit.

<u>MOEs (Objective 2.4)</u>	<u>Timeframe</u>
Expand Opportunities for Student and Employee Transit Passes	Near and Long-Term
Aggressive Institutional, Employer and Activity Generator Policies toward non-automobile access mode shares	Near and Long-Term
Regional Cooperation toward P3s for Intercity Travel	Near and Long-Term
Coordinated Service Schedules	Near and Long-Term
Provision of Urban and Rural Access Points for Intercity and Regional Long Distance Travel	Near and Long-Term
Increased Non-Automobile Access to Dulles Airport and Major Metro Areas	Long-Term

Objective 2.5: Work with state and corridor partners on a future vision for the Buckingham Branch Railroad, linking central Charlottesville and the region to central Virginia, the DC-Richmond main line, the Shenandoah Valley and mountain communities. (State acquisition of the line was included in the Transforming Rail in Virginia program.)

<u>MOEs (Objective 2.5)</u>	<u>Timeframe</u>
Regional Coordination with the Commonwealth’s East-West rail analysis for multimodal opportunities in the Charlottesville area	Immediate, Near and Long-Term
Progress toward Regional Passenger Rail Service between Staunton, the Charlottesville area, Doswell, Richmond, and potentially Richmond International Airport and Hampton Roads	Long-Term

Goal 3—Connect: Promote efficient and attractive multimodal connectivity for seamless regional travel

Objective 3.1: Improve multimodal access to transit and connectivity between transit services.

<u>MOEs (Objective 3.1)</u>	<u>Timeframe</u>
Coordinated Service Schedules with convenient and reliable connections	Near and Long-Term
Transit Accessibility (measures the ability of people to reach destinations using public transportation, including: change in jobs reachable by the average resident; change in workforce reachable from average job location)	Immediate
Improved Walkability, Bike-ability and Access Safety conditions	Near and Long-Term
Bicycle and Pedestrian Mode Share (measures the proportion of trips taken by bicycle and walking mode)	Near and Long-Term
Reduction in Hazardous Nonmotorized Crossing Conditions near transit service	Near and Long-Term
Positive Vision Zero metrics	Near and Long-Term
Complete Street Designs and Implementations	Near and Long-Term
Simultaneous Transit Priority Treatments and Nonmotorized Improvements that harmonize	Near and Long-Term

Objective 3.2: Establish a consolidated multimodal transportation center for both local and intercity transportation modes (rail and motorcoach). Local transit should be able to connect with this transportation center with minimal if any deviations from efficient and preferred route alignments.

<u>MOEs (Objective 3.2)</u>	<u>Timeframe</u>
Efficiency and Simplicity of Connections between Local, Regional and Interregional Transportation Services	Immediate, Near and Long-Term
Coordinated Local, Regional and Intercity Service Schedules	Near and Long-Term
Agreements to Establish a Unified Regional Transportation Center	Long-Term

Objective 3.3: Enhance non-automobile connectivity to major activity and cultural centers, such as the UVA, hospitals, Monticello and Shenandoah National Park.

<u>MOEs (Objective 3.3)</u>	<u>Timeframe</u>
Measurable access shifts from automobile to transit and other modes to regional destinations (Near and Long-Term).	Near and Long-Term

Goal 4—Collaborate: Improve internal and external communication with the transit agencies and with local governments to enhance transit service and increase transit supportive land use decisions.

Objective 4.1: Use the RPT as a forum to coordinate with federal and state policies in order to leverage transit investment.

<u>MOEs (Objective 4.1)</u>	<u>Timeframe</u>
Alignment of Local Policies with Federal and State Policies to remove barriers to collaboration and funding competitiveness	Near and Long-Term

Objective 4.2: Pursue intentional transit-oriented development planning along high-frequency fixed-route corridors and at major transportation centers.

<u>MOEs (Objective 4.2)</u>	<u>Timeframe</u>
Zoning Changes for increased density near high frequency transit and transportation centers	Near and Long-Term
Large percentage (50% or more) of New Regional Housing, Jobs and Services Provided near Frequent Fixed-Route Transit Service operating at least every 30 minutes throughout the day	Near and Long-Term
Change in the Accountability and Effectiveness of all levels of government to plan for Future Growth (including making smart energy choices such as locally generated renewable energy)	Near and Long-Term

Goal 5—Improve Equity: Improve transit access for people with low household incomes, limited physical mobility, or lack of access to automobiles

Objective 5.1: Balance access to in-person work opportunities (especially for disadvantaged communities) with access to services (such as grocery stores, education, social services and health care).

<u>MOEs (Objective 5.1)</u>	<u>Timeframe</u>
Increased Transit Provision to Essential Services and During Mid-Day and other Off Peak Periods	Immediate, Near and Long-Term

Objective 5.2: Serve the needs of seniors, populations of concern, rural populations, and a spectrum of community members with limited access to automobiles.

<u>MOEs (Objective 5.2)</u>	<u>Timeframe</u>
Increased transit service and/or access to transit-dependent communities	Immediate, Near and Long-Term
Transportation Affordability (measures the cost of transportation relative to income)	Near and Long-Term
Benefits by Income Group (measures transportation plan benefits by income group)	Immediate, Near and Long-Term
Increased Transit Access and Mobility for Communities of Concern	Immediate, Near and Long-Term
Change in Jobs Reachable within 30, 45, or 60 Minutes for people of color, people in poverty, people with disabilities, or other identified groups	Immediate
Change in number or percent of people of color, people in poverty, people with disabilities, or other identified groups served by any fixed route transit or by on-demand transit (operating 6-day per week or more)	Immediate

Goal 6—Grow Equitably: Create a strong linkage between transit and compact, walkable, robust transit-supportive and equitable land use with safe access/egress conditions

Objective 6.1: Improve walk and non-motorized safe access conditions to transit.

<u>MOEs (Objective 6.1)</u>	<u>Timeframe</u>
Improved Walkability, Bike-ability and Access Safety Measures	Near and Long-Term
Change in Bicycle and Pedestrian Activity	Near and Long-Term
Mixed Land Uses (measuring the proportion of residents living in locations with mixed land uses)	Near and Long-Term
Increased Density and Development in areas that are already walkable and destination-rich	Near and Long-Term

Goal 7—Support: Enhance the region’s economy and economic well-being of its residents by improving access to employment opportunities and community services

Objective 7.1: Establish expanded urban and rural transit access to employment and services.

MOEs: Explore introduction of new, innovative on-demand transit options in lower density areas (Immediate, Near and Long-Term); change in access to jobs for the average resident or key groups (Immediate); change in access to workforce from job locations (Immediate).

<u>MOEs (Objective 7.1)</u>	<u>Timeframe</u>
Consideration and introduction of new, innovative on-demand transit options in lower density areas	Immediate, Near and Long-Term
Change in Access to Jobs for the average resident or key groups	Immediate
Change in Access to Workforce from job locations	Immediate

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Objective 7.2: Improve regional competitiveness for economic development, business generation, talent retention and livability.

<u>MOEs (Objective 7.2)</u>	<u>Timeframe</u>
Economic Competitiveness (measured through reliable and timely access to employment centers, educational opportunities, services and other basic worker needs)	Near and Long-Term
Change in Business Access to Labor and Market Sectors	Immediate, Near and Long-Term
Regional and Intercity Transit Access Points in Urban and Rural areas	Long-Term
Support of Existing Communities (measured in federal and state funding targeting existing populations through strategies like transit-oriented, mixed-use and affordable housing)	Near and Long-Term
Land Recycling and Infill Development to increase community revitalization and the efficiency of public works investments	Near and Long-Term
Policies that safeguard Vulnerable Populations and Natural Resources such as Rural Landscapes	Near and Long-Term
Land Consumption (measures the amount of land consumed by new transportation infrastructure and/or new development served by new transportation infrastructure)	Near and Long-Term

Goal 8—Sustainability/Climate: Minimize the environmental impact of the region's transportation system

Objective 8.1: Decrease regional dependence on cars and energy consumption for transportation.

<u>MOEs (Objective 8.1)</u>	<u>Timeframe</u>
Reduced Transportation Energy Required Per Capita (measured in high transit ridership and a mode shift to effective transit)	Near and Long-Term
Clean Energy Generation (green energy sources) and an Increase in Non-Fossil Fuel Transit Vehicles	Near and Long-Term
Reduced Automobile Vehicle Miles Traveled (VMT), regardless if these are petroleum powered or clean energy vehicles	Near and Long-Term
Reduced VMT Per Capita (measures the amount of vehicle activity normalized by population. VMT also factors in traffic congestion and air pollution, impacting carbon dioxide and particulate matter emissions)	Near and Long-Term
Improved Walk/Bike Conditions measured in miles of facility type, count of crossing and street treatment types, walk scores, safety measures, etc.	Near and Long-Term

Objective 8.2: Reduce the region’s climate footprint.

<u>MOEs (Objective 8.2)</u>	<u>Timeframe</u>
Carbon Intensity (measures the amount of CO2 emitted from transportation per person)	Near and Long-Term
Change in Transportation Energy Required Per Capita (high transit ridership and a mode shift to effective transit)	Near and Long-Term
Clean Energy Generation (green energy sources) and an Increase in Non-Fossil Fuel Transit Vehicles	Near and Long-Term
Change in Opportunities for Walking and Biking to Destinations through land use, site design, and infrastructure improvements	Near and Long-Term

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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 A.

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.

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

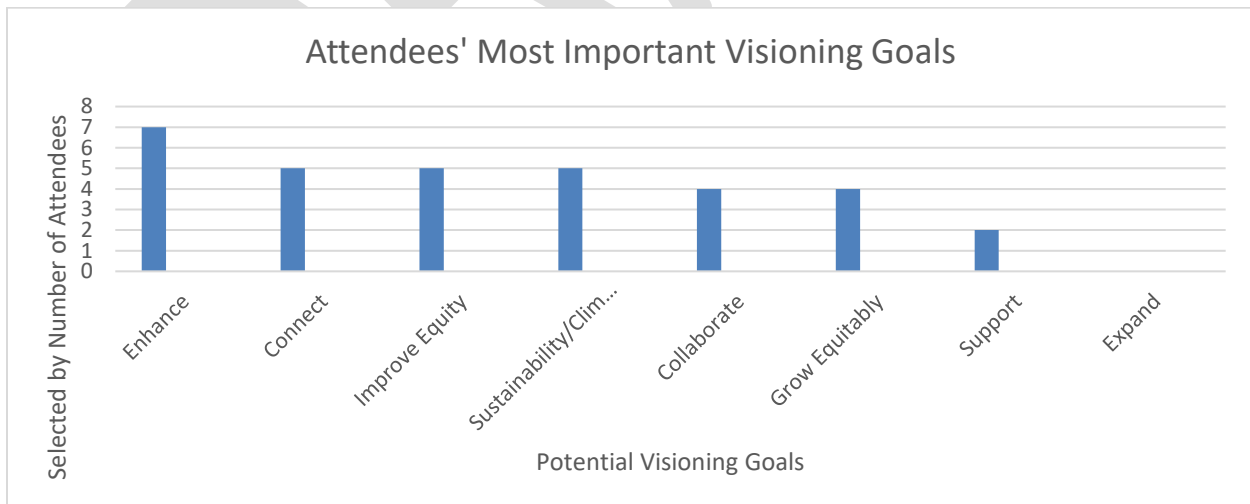


Figure 2. Summary of Vision Goals from Public Forum

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.

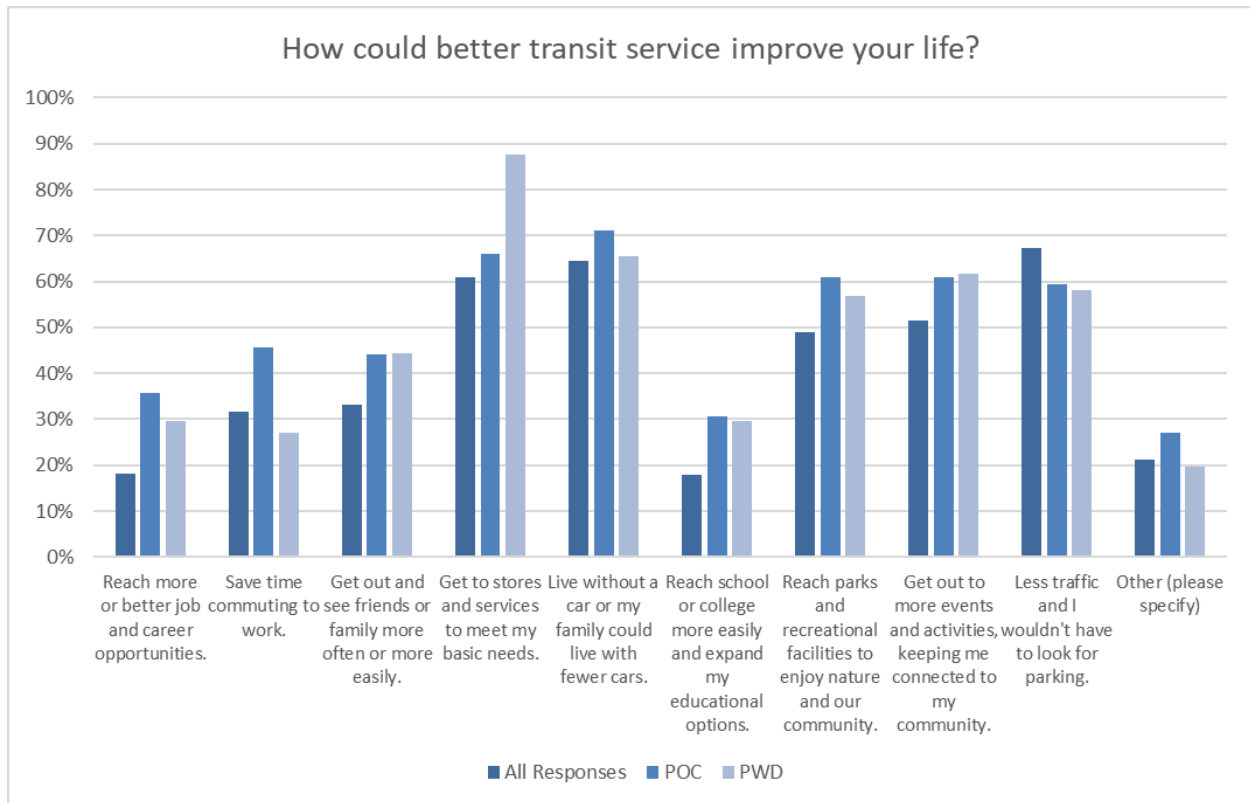


Figure 3. Transit Quality of Life

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.

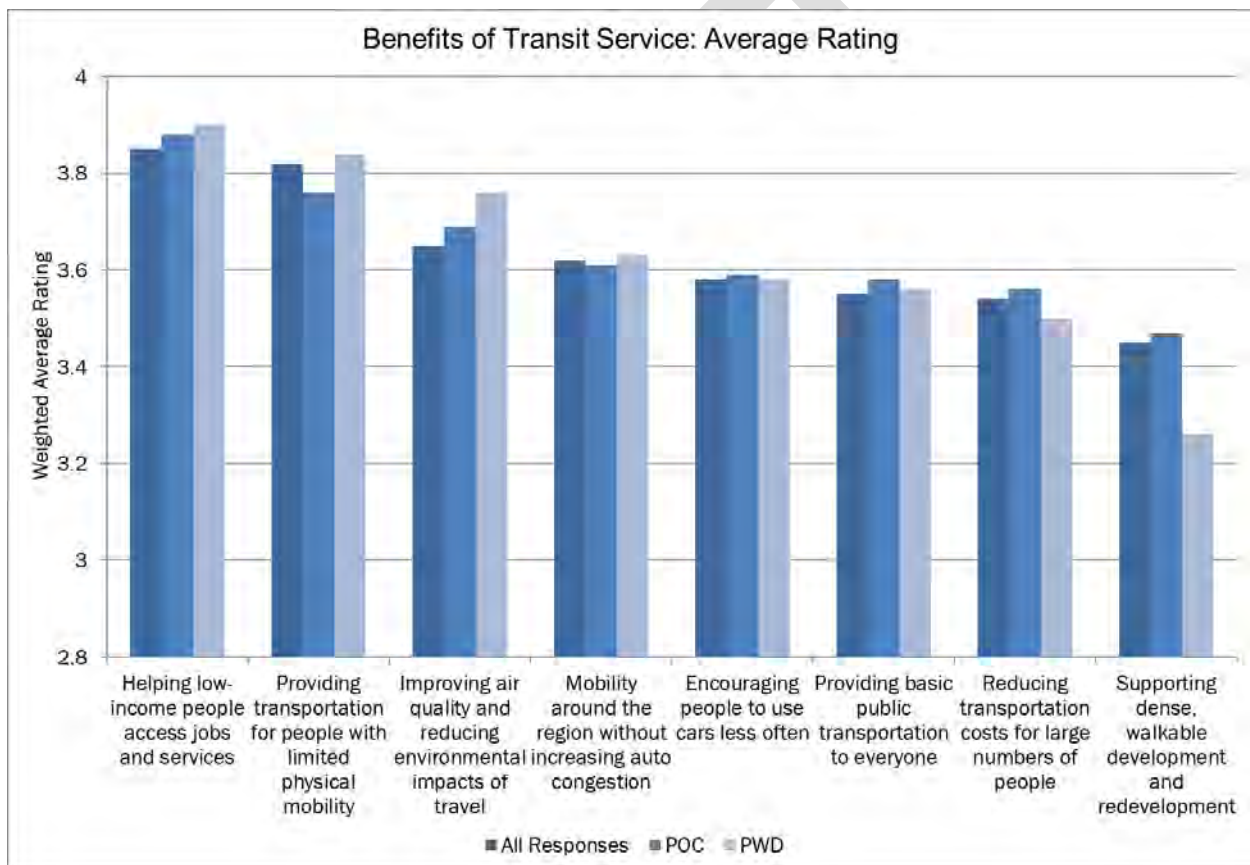


Figure 4. Transit Benefits Comparison

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.”

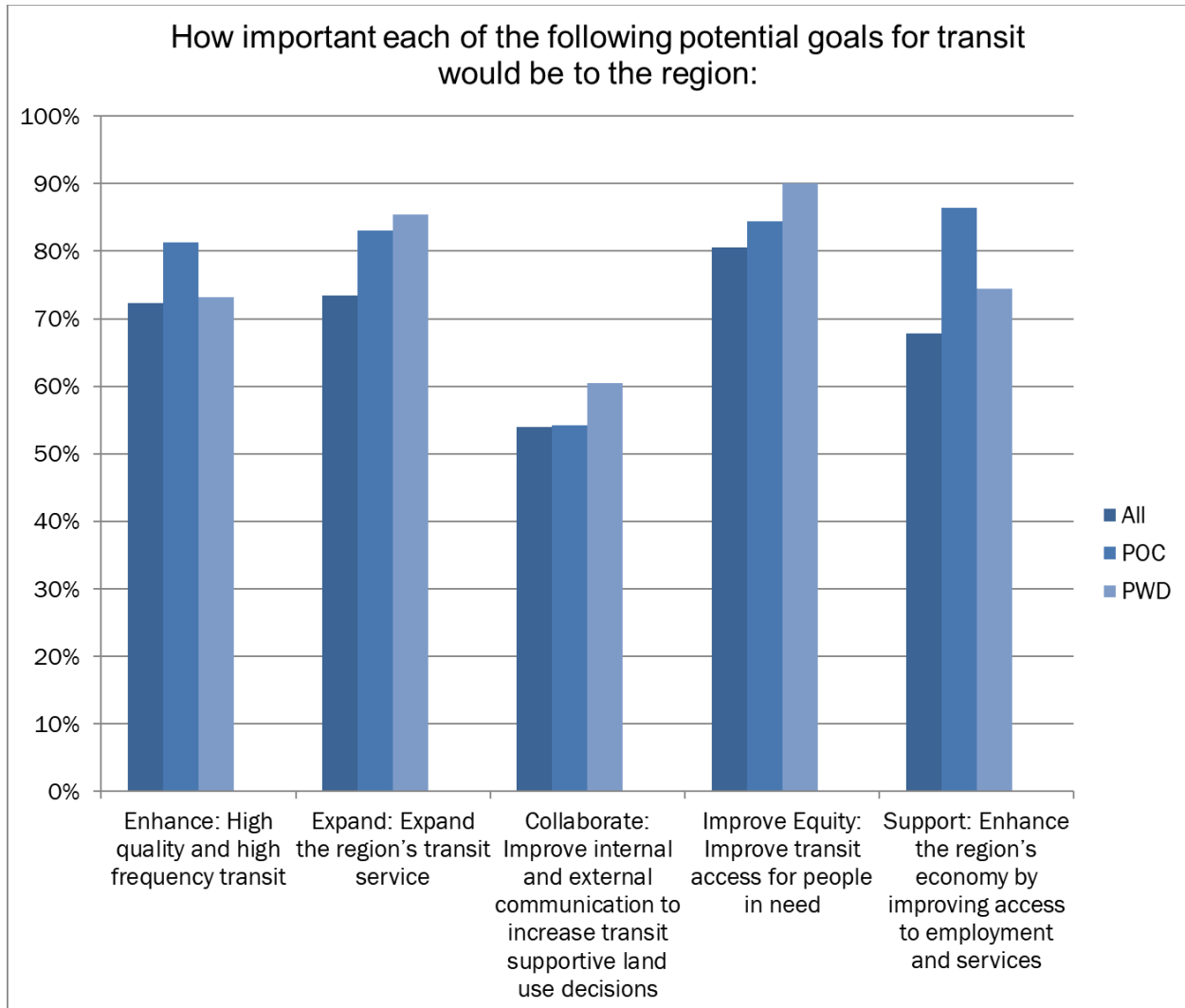


Figure 5. Very Important Goals

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.

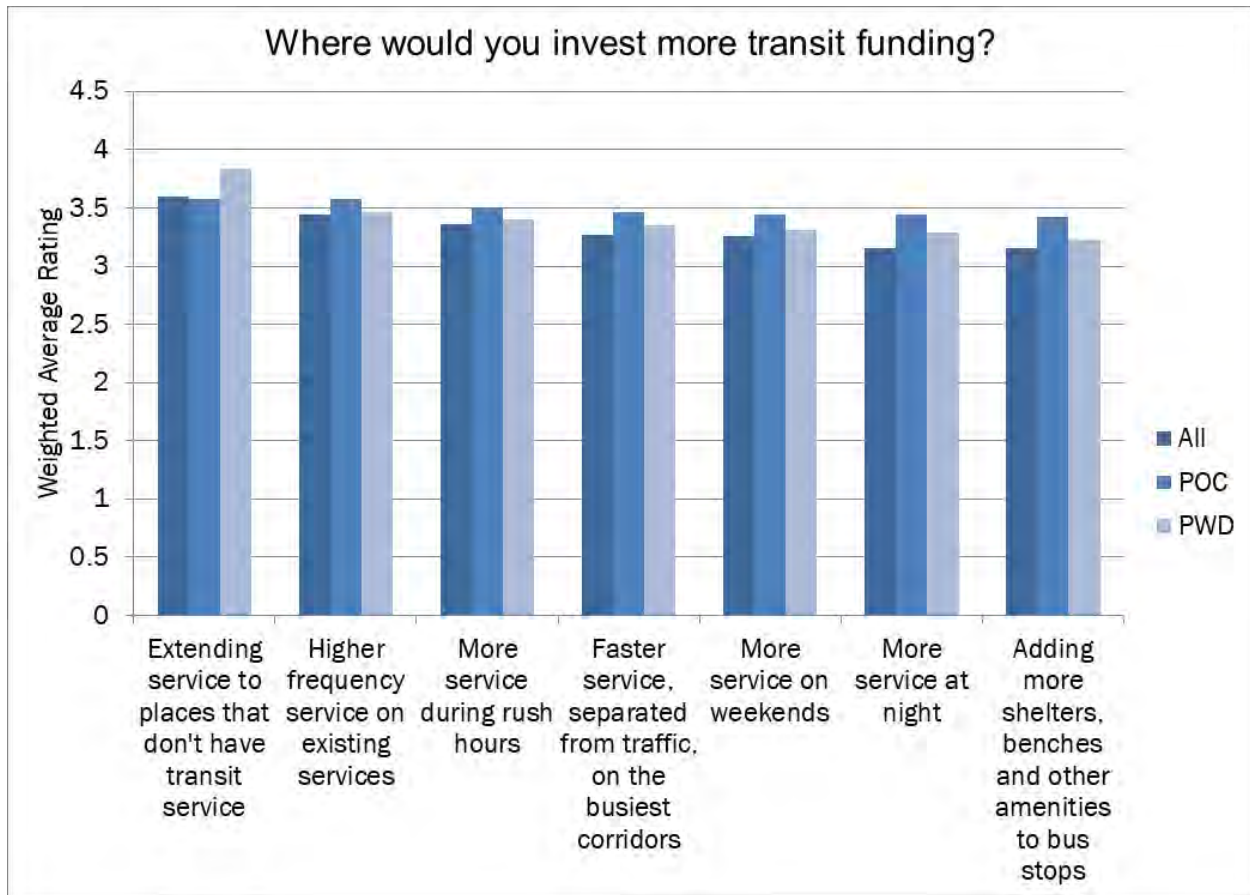


Figure 6. Transit Investments

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.

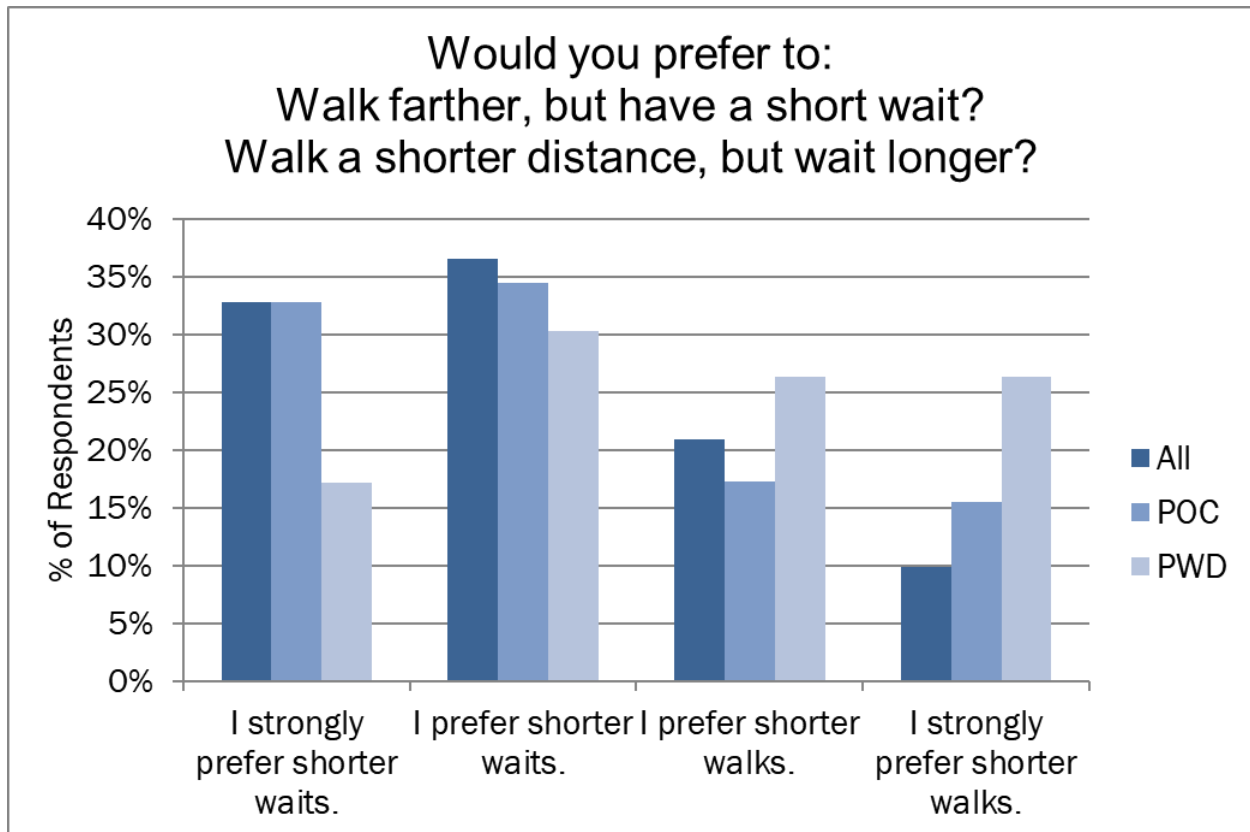


Figure 7. Transit tradeoffs

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.

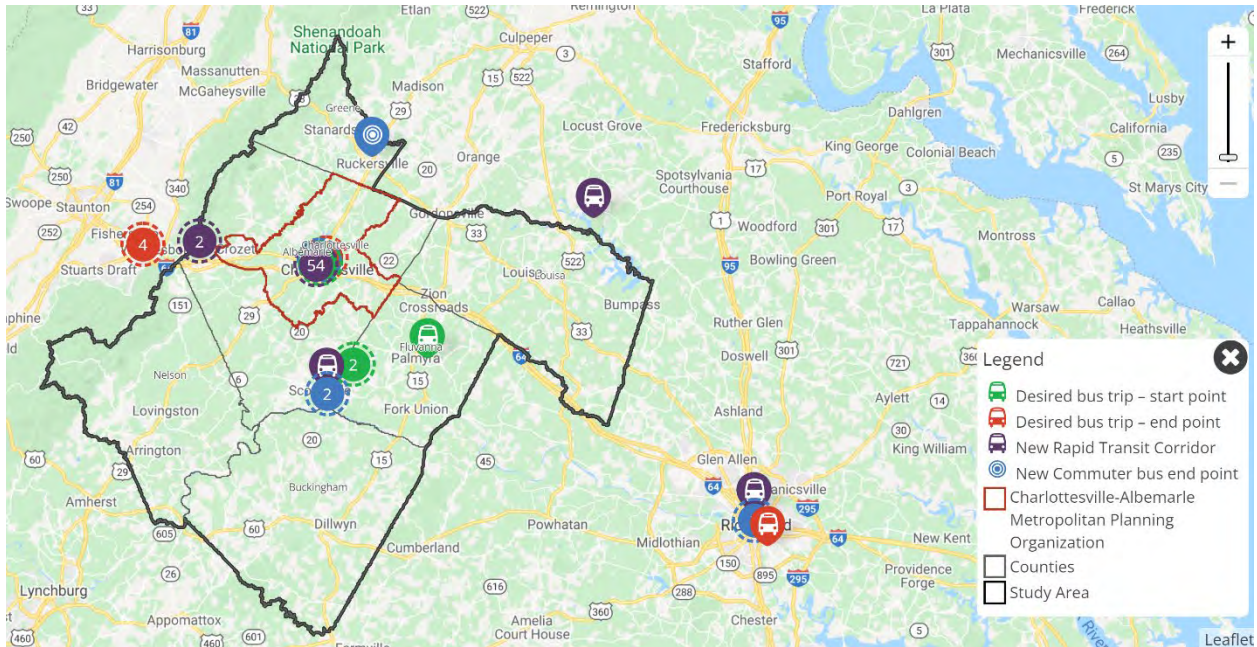


Figure 8. Social PinPoint Map Results

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.

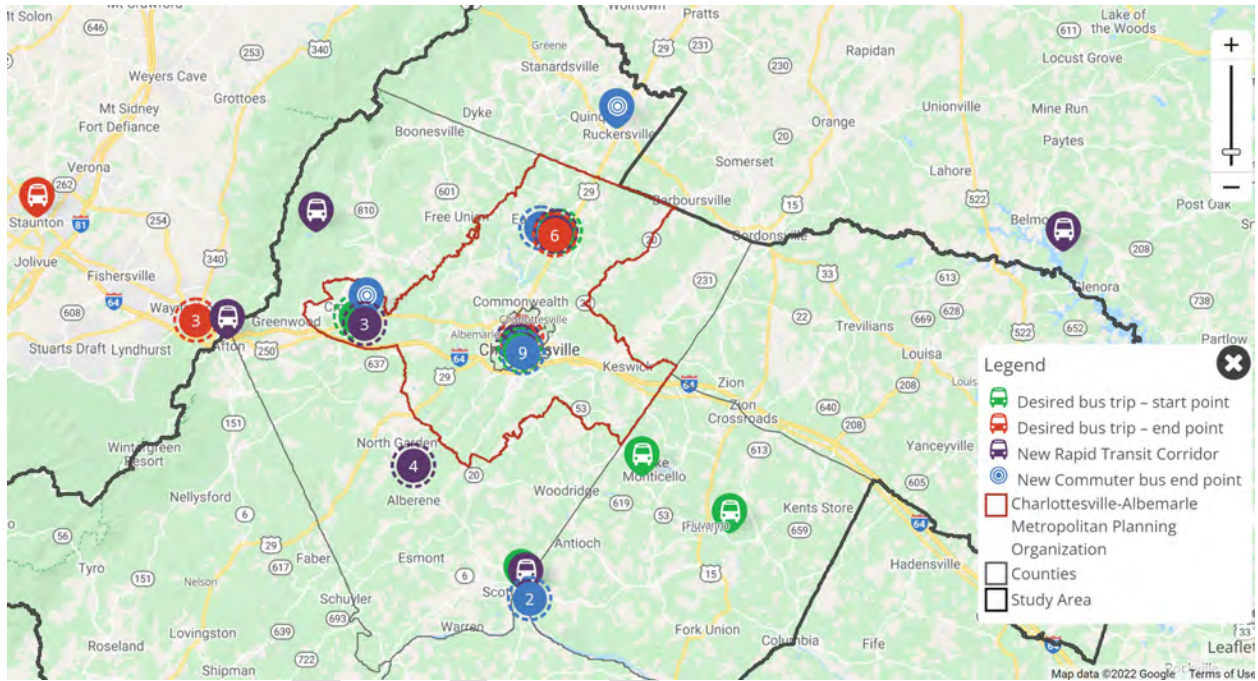


Figure 9. Social PinPoint Results for TJPDC Region

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.

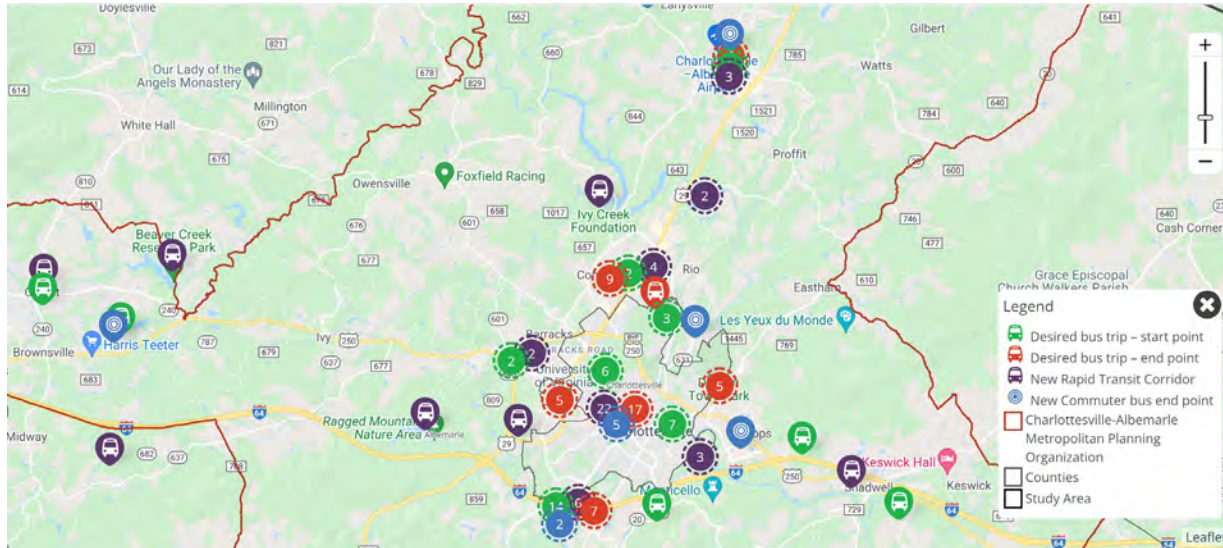


Figure 10. Circles shown in purple are desired Rapid Transit Corridors

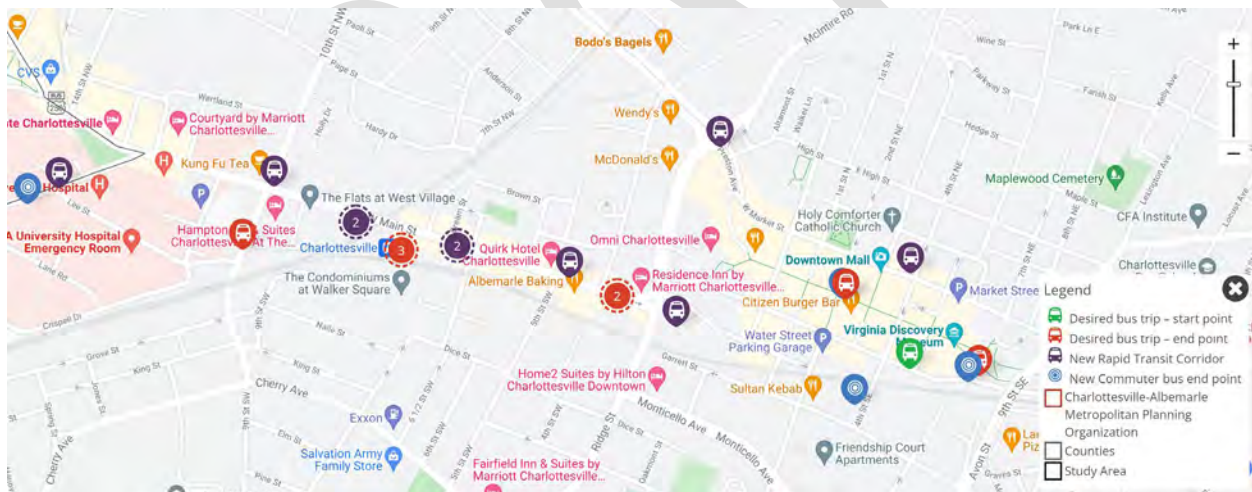


Figure 11. West Main Street Corridor

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.

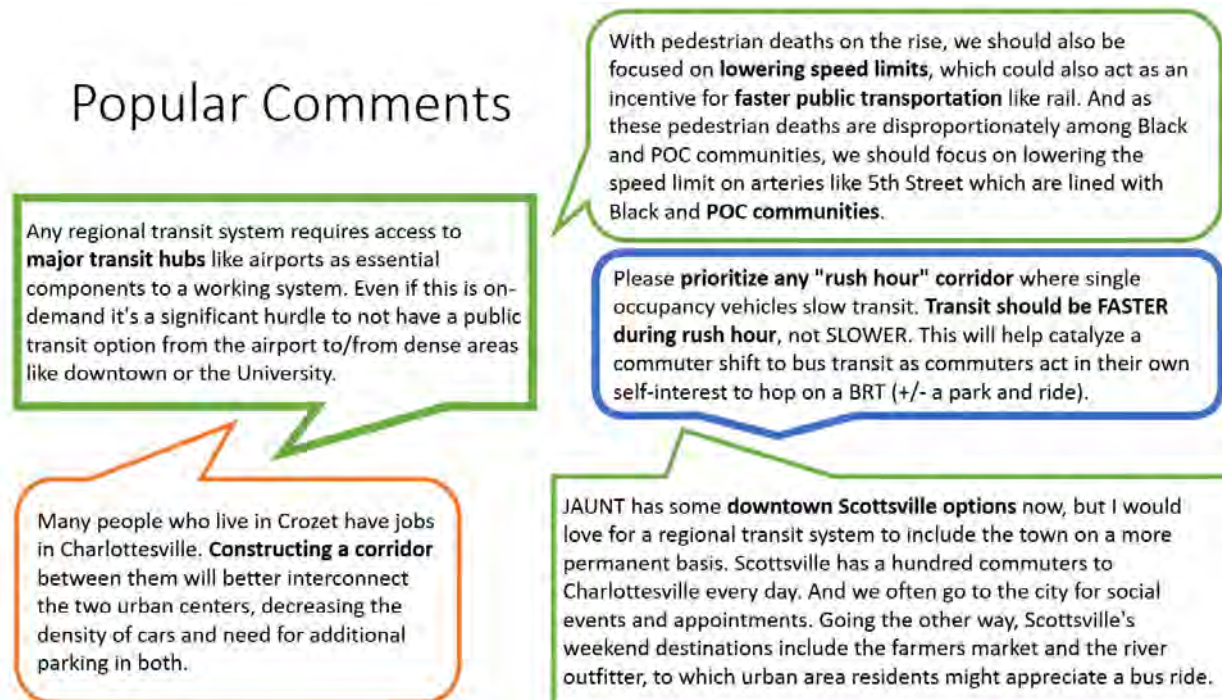


Figure 12. Popular Comments

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.

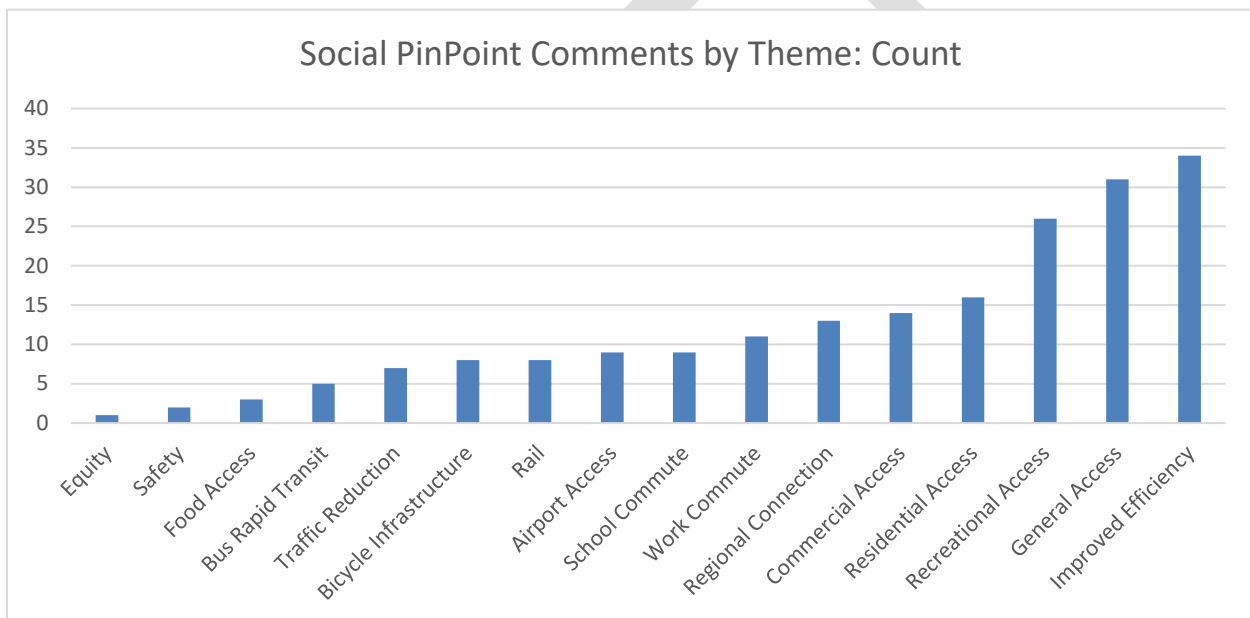


Figure 13. Social PinPoint Themes

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.

DRAFT

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

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

Appendix C – Survey Questions & Results

DRAFT

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

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

DRAFT

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

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

DRAFT

Appendix C – Survey Questions & Results

Appendix C 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.

DRAFT

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

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

Appendix C – Survey Questions & Results

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

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

Appendix A. 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 A. 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

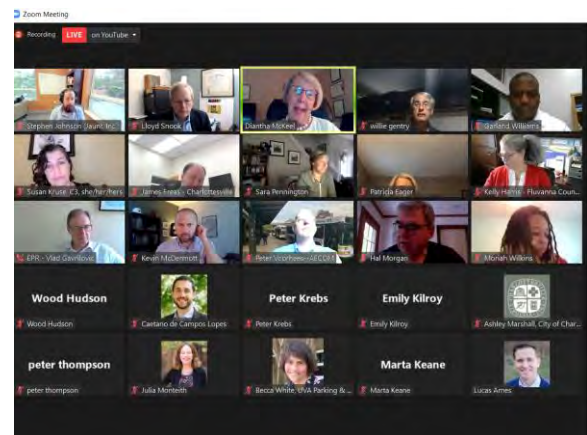
Non-voting Members

- 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 A. 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.

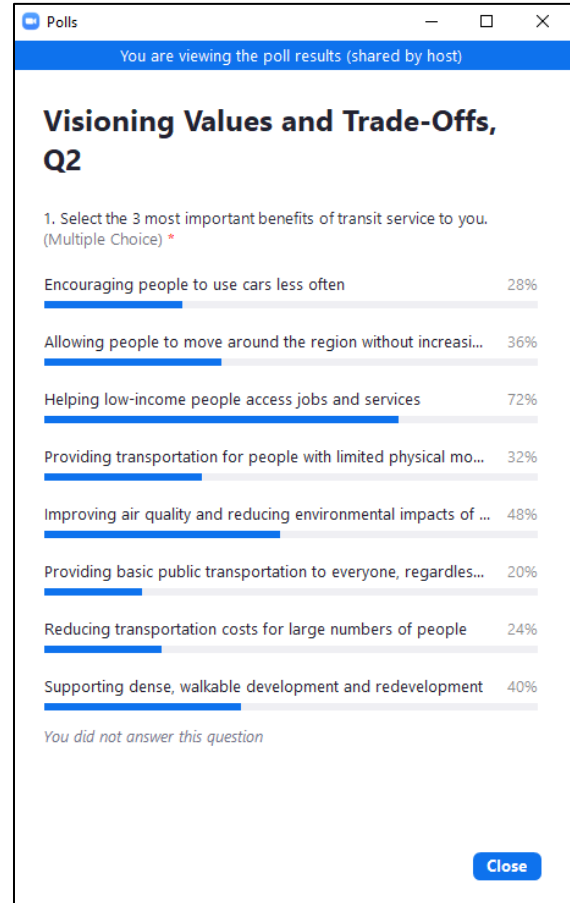
A common refrain heard from participants included ensuring the process is truly representative of the existing ridership, would-be riders, and broader population, and is inclusive. They also noted the value of business and political champions.

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 A. 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 A. 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.

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

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

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

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 B. 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 B. 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 B. 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 B. 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.

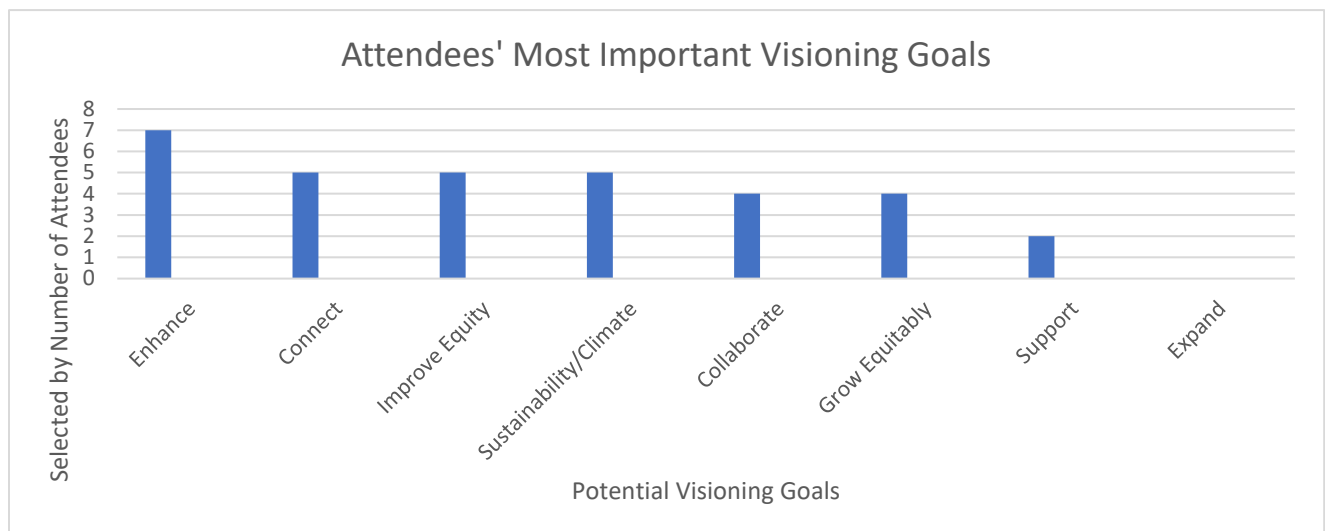
Visioning Goals

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 B. 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.

Appendix C – Survey Questions & Results

Appendix C 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.

Regional Transit Vision for the Charlottesville Area

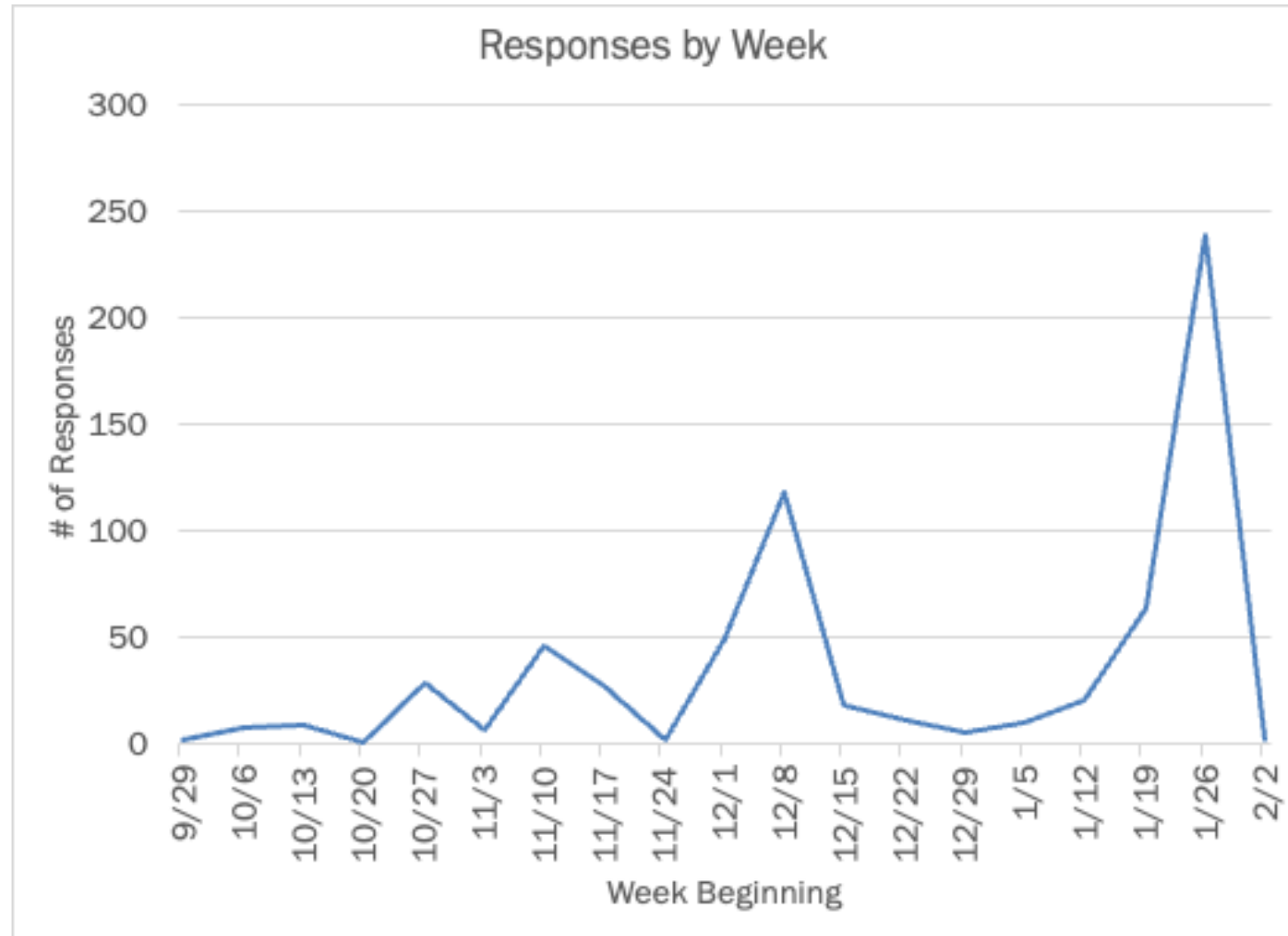
Results from Phase 1 Survey:
Priorities and Goals for Transit



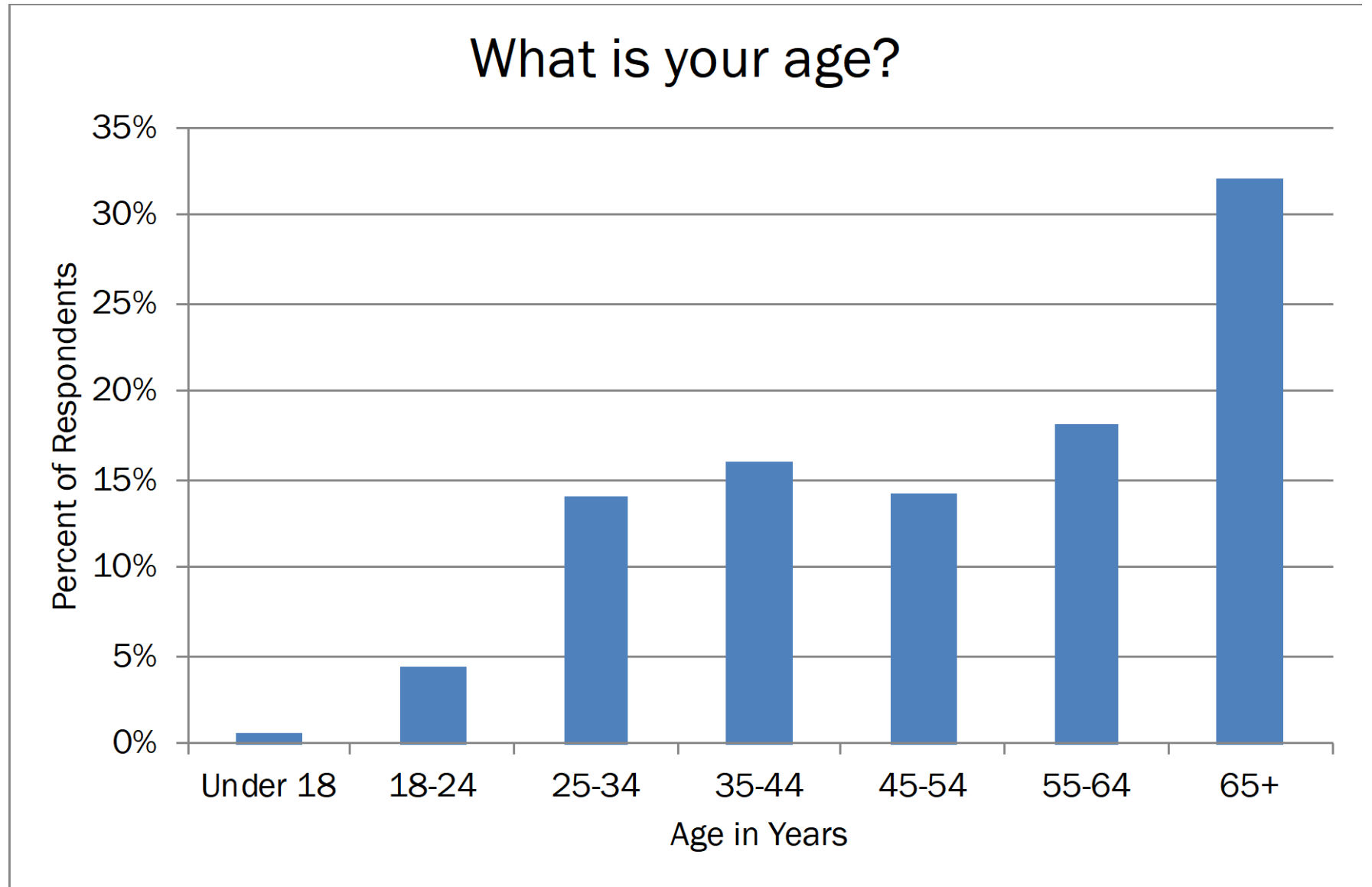
Respondents

673 Total Respondents

- Maximum single question had 672 responses

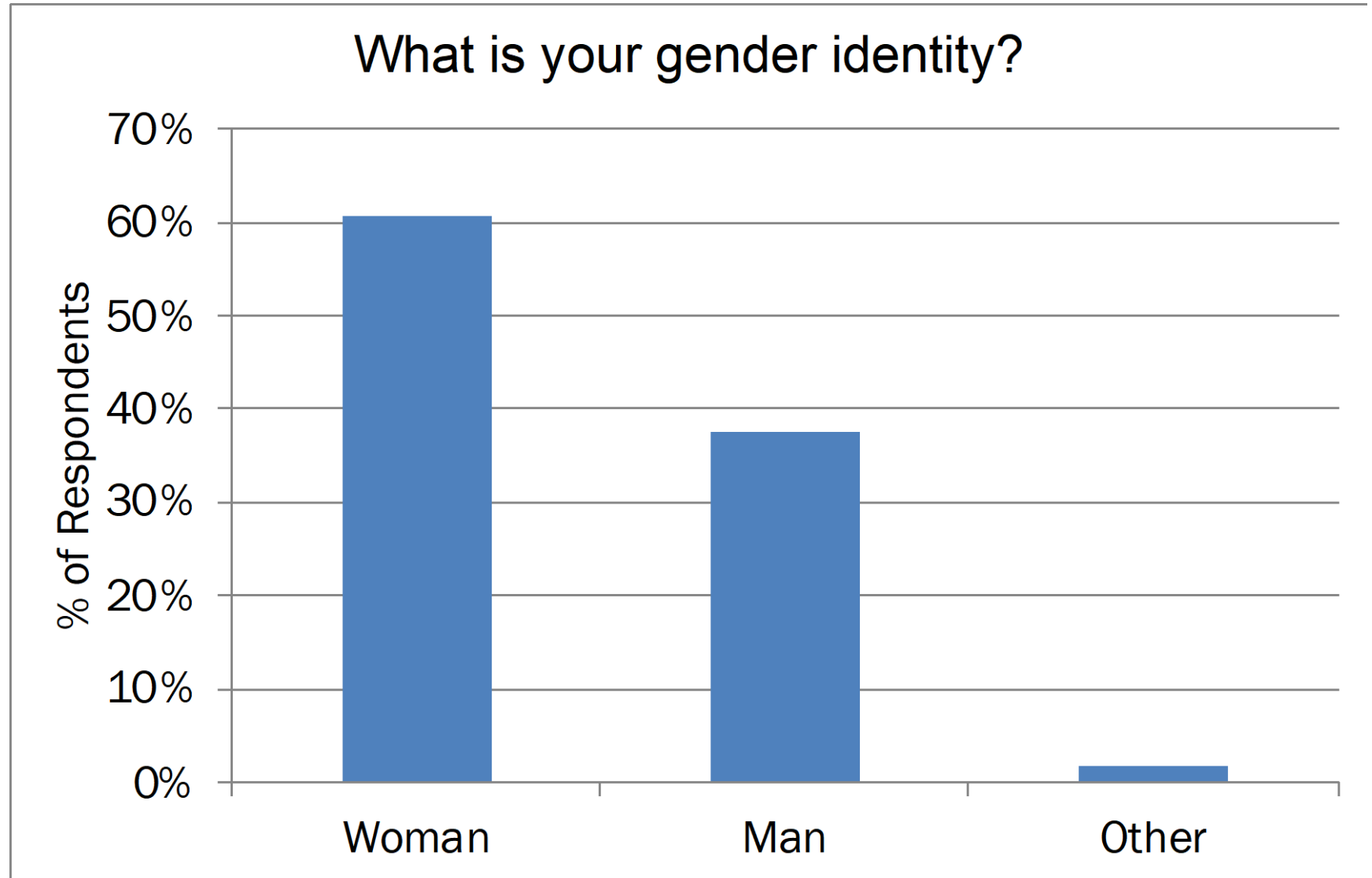


Respondents by Age



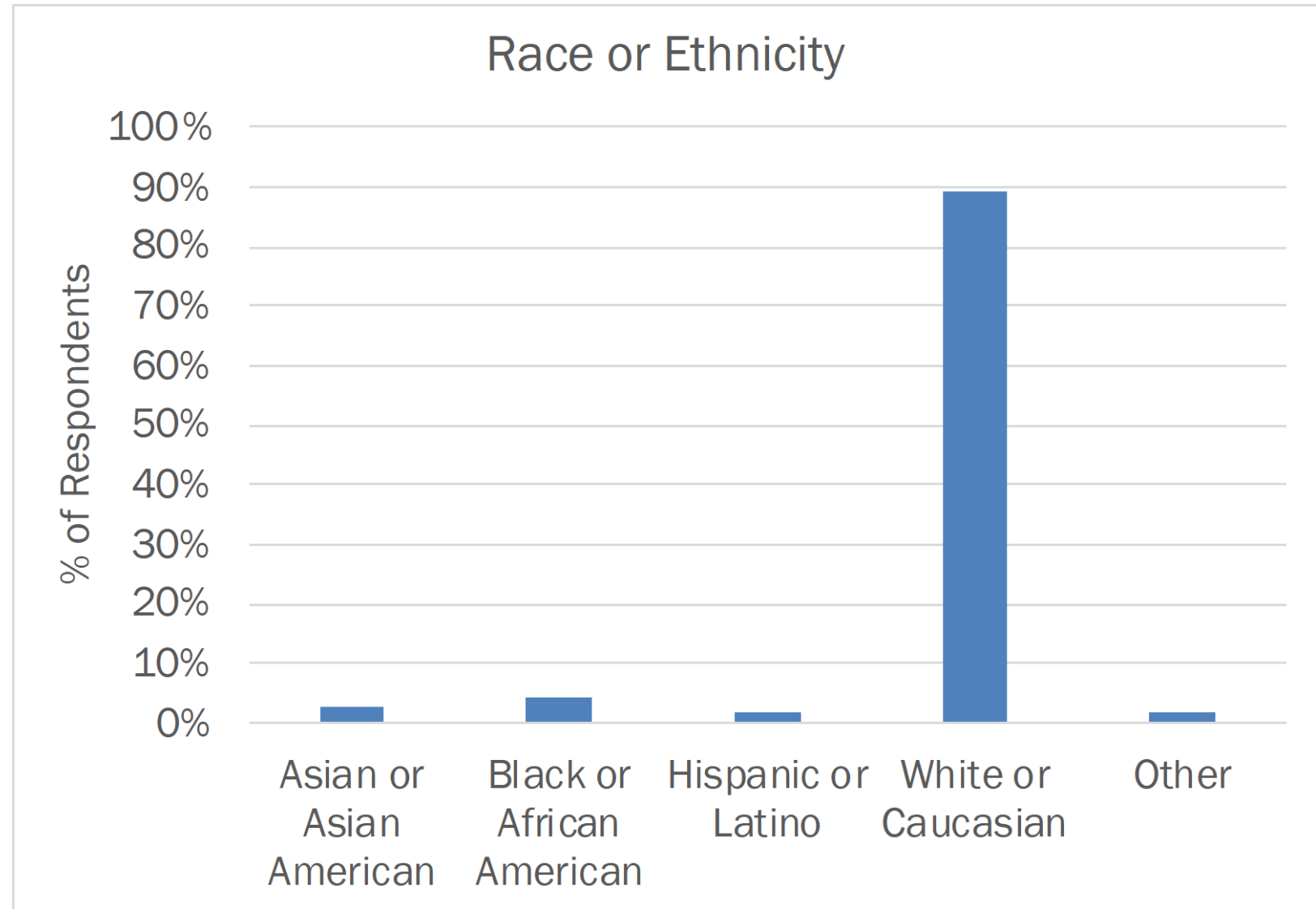
n=614

Respondents by Gender



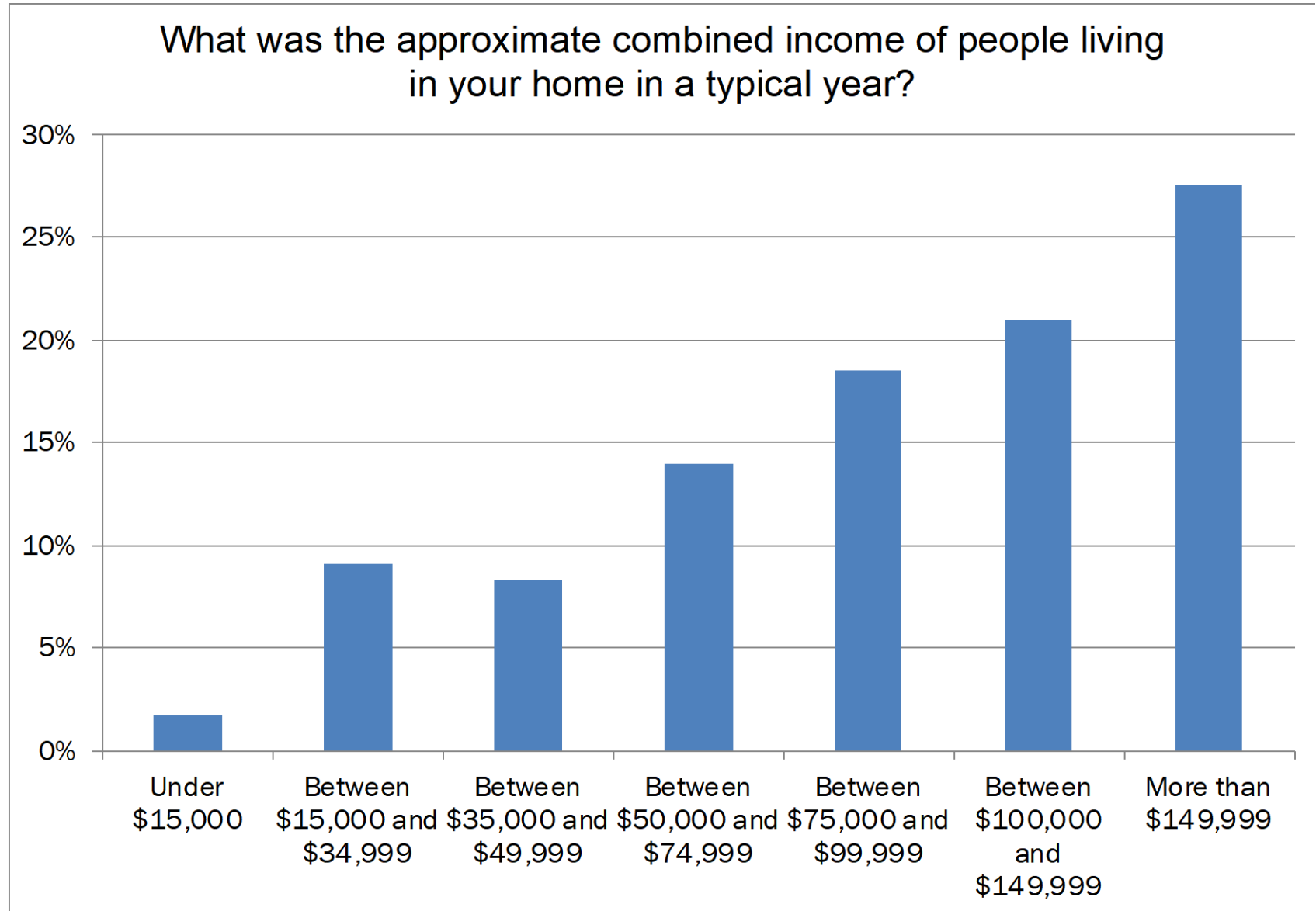
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Respondents by Race or Ethnicity



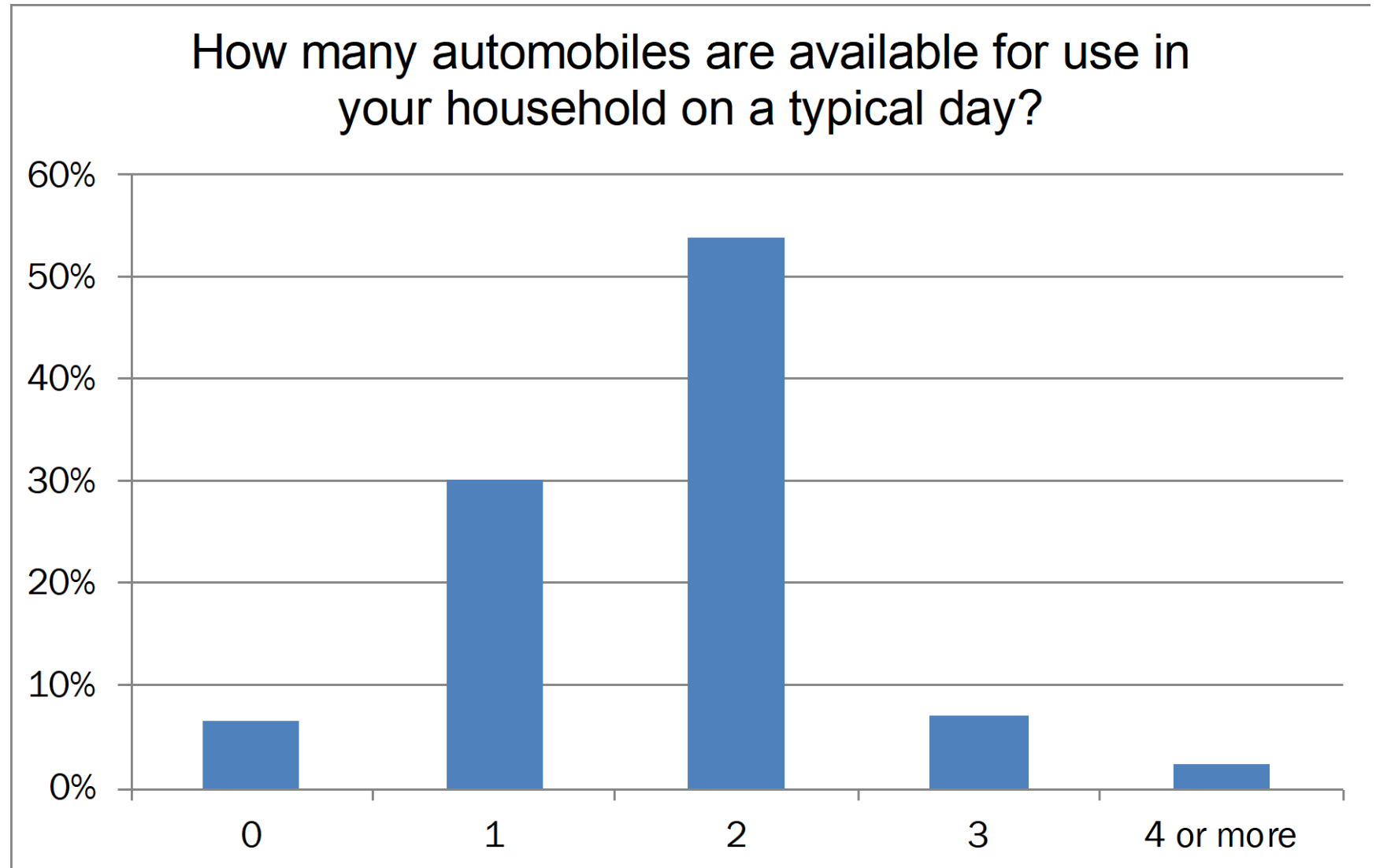
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Respondents by Household Income



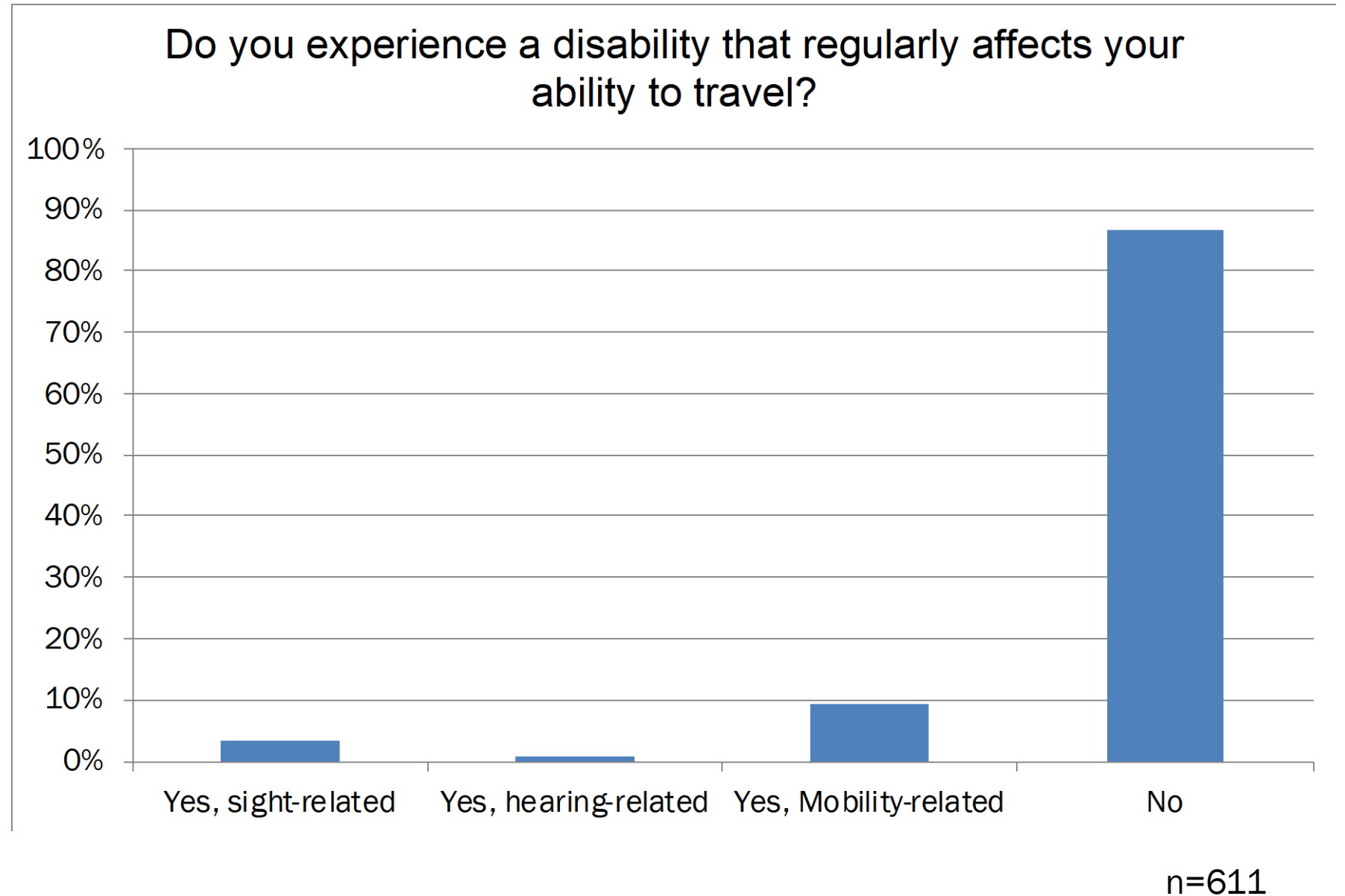
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Respondents by Number of Vehicles in Household

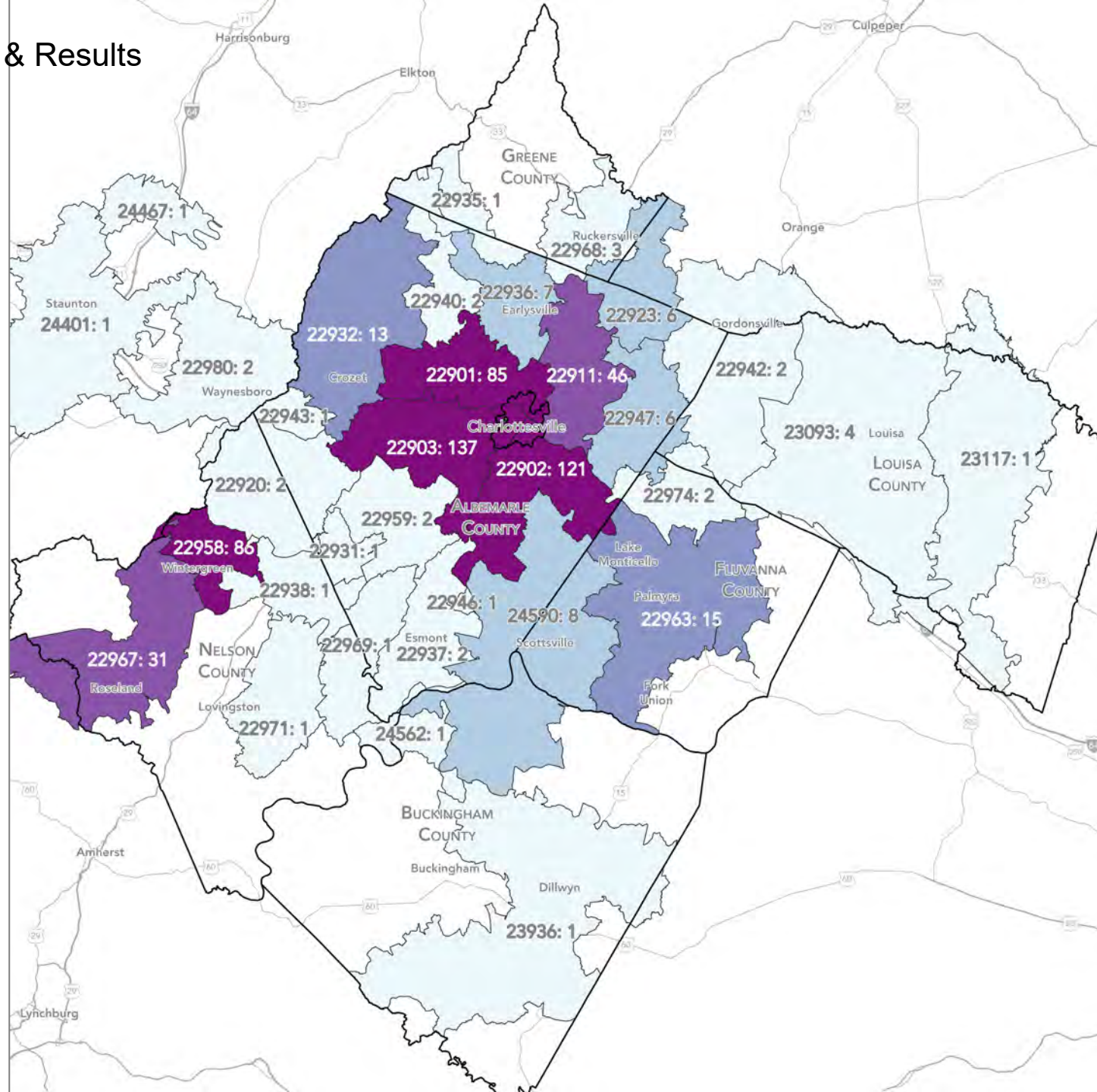


n=612

Respondents by Disability Status

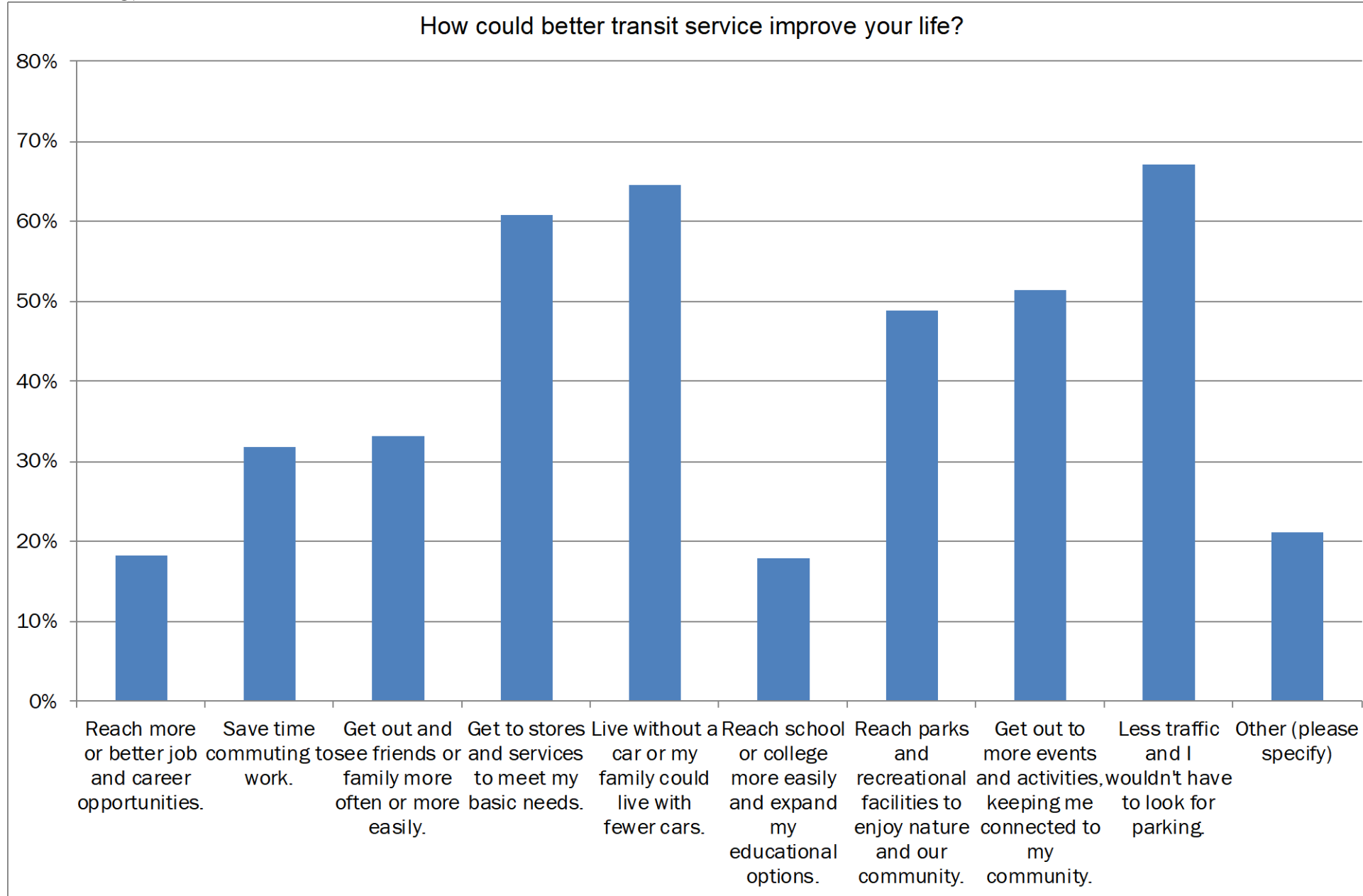


Respondents by ZIP Code



n=603

How could better transit service improve your life?

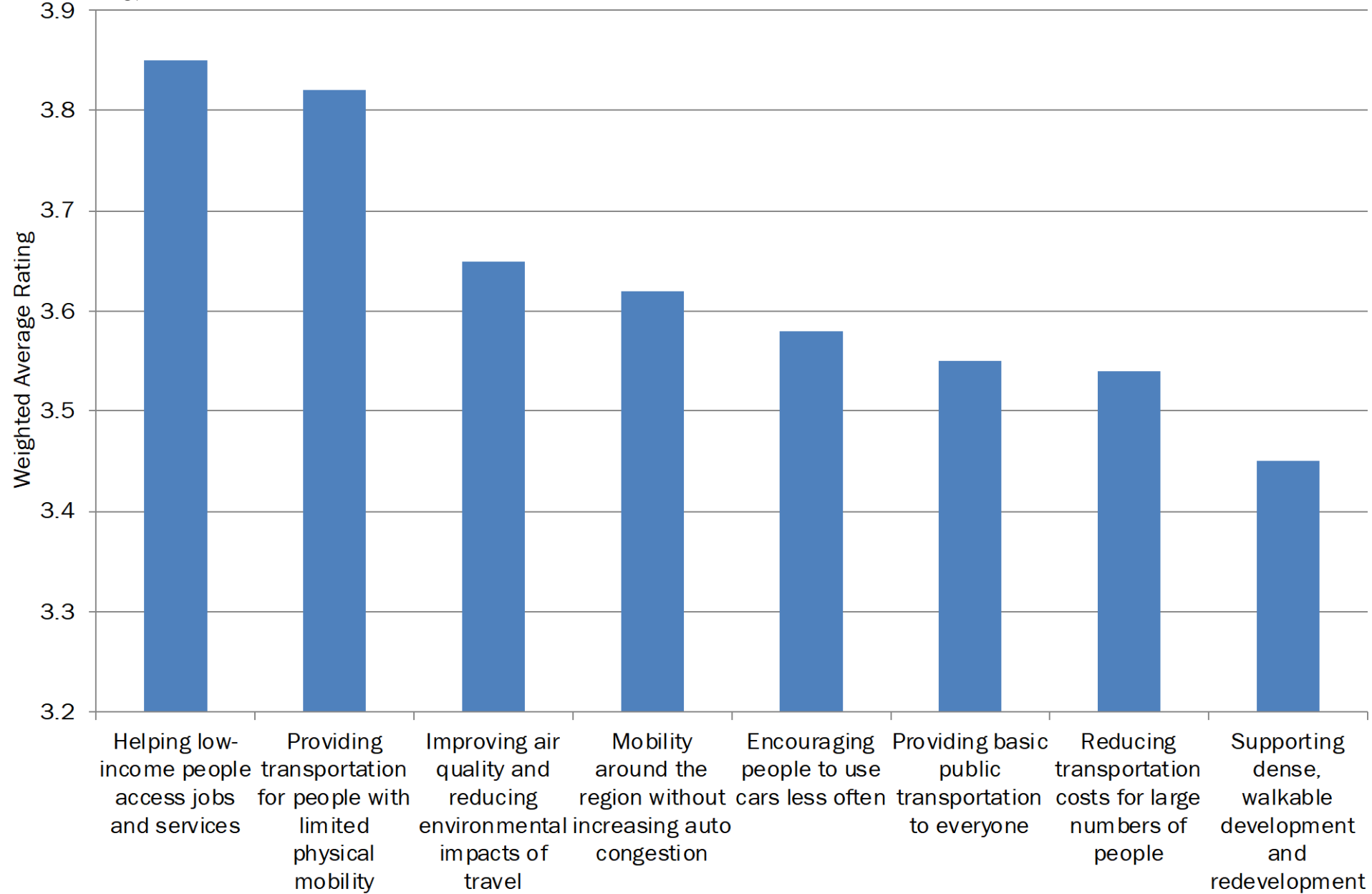


**How could
better transit
service
improve your
life?**

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?



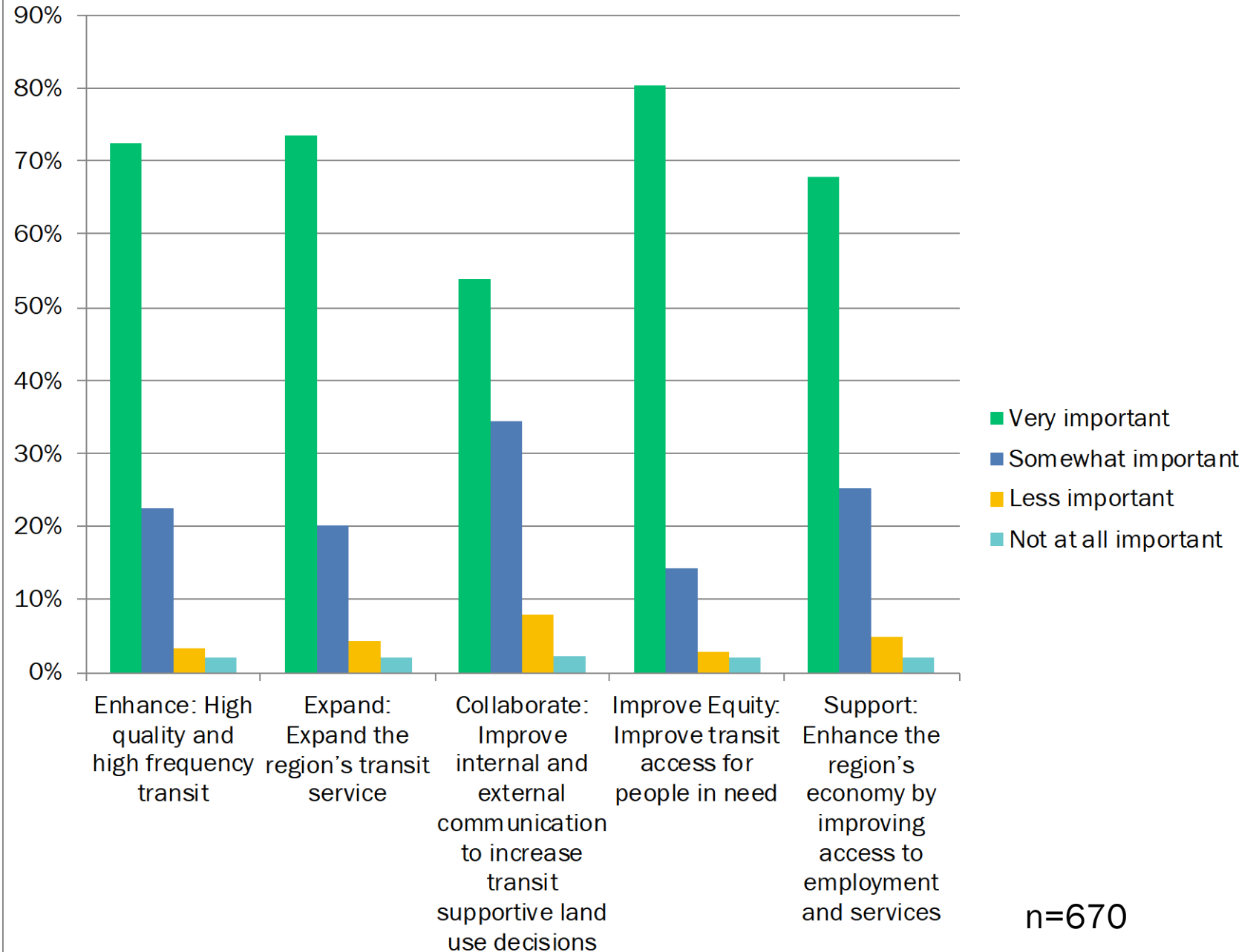
How would you rate the benefits of transit?

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:



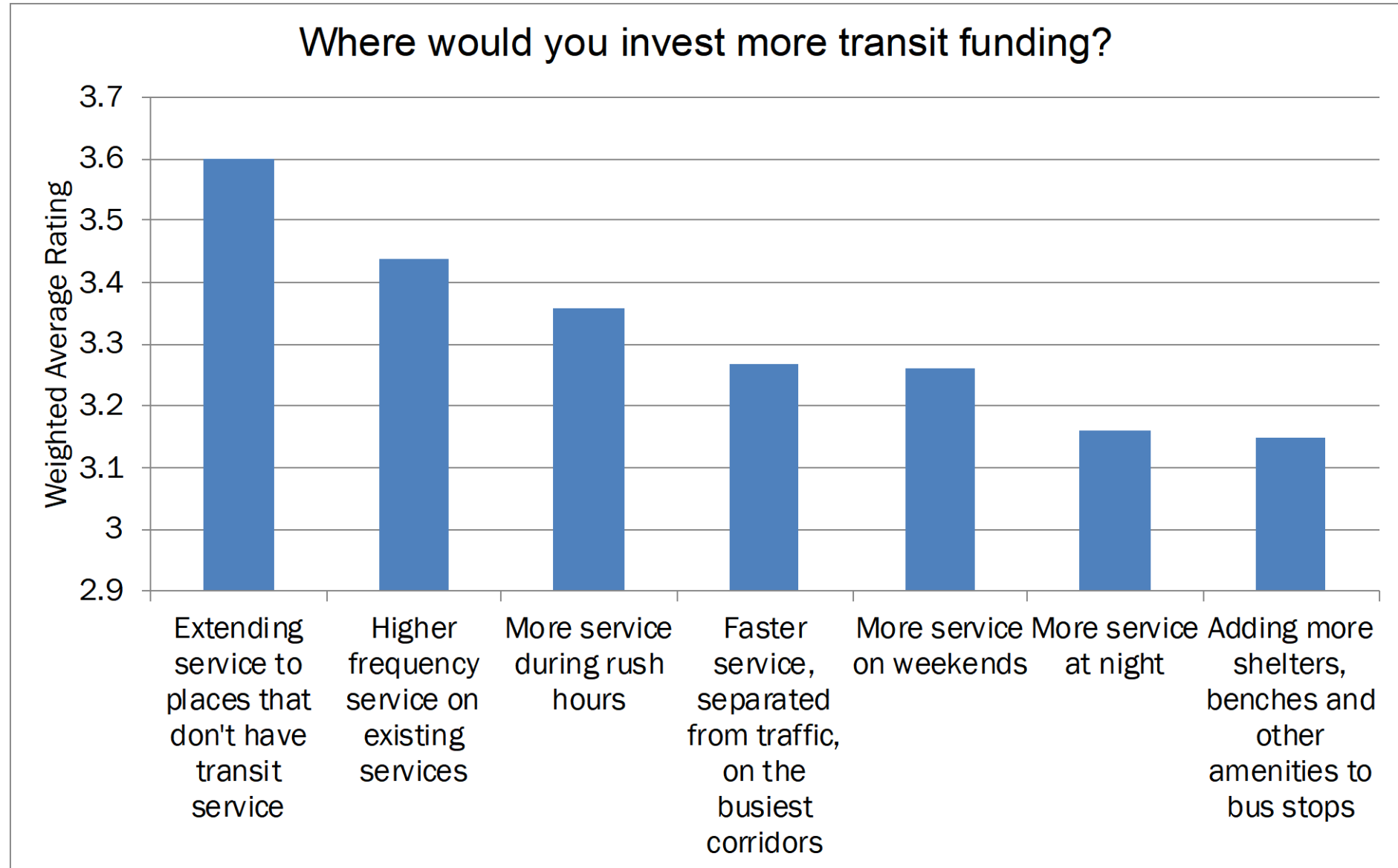
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How would you rate the goals for transit?

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:

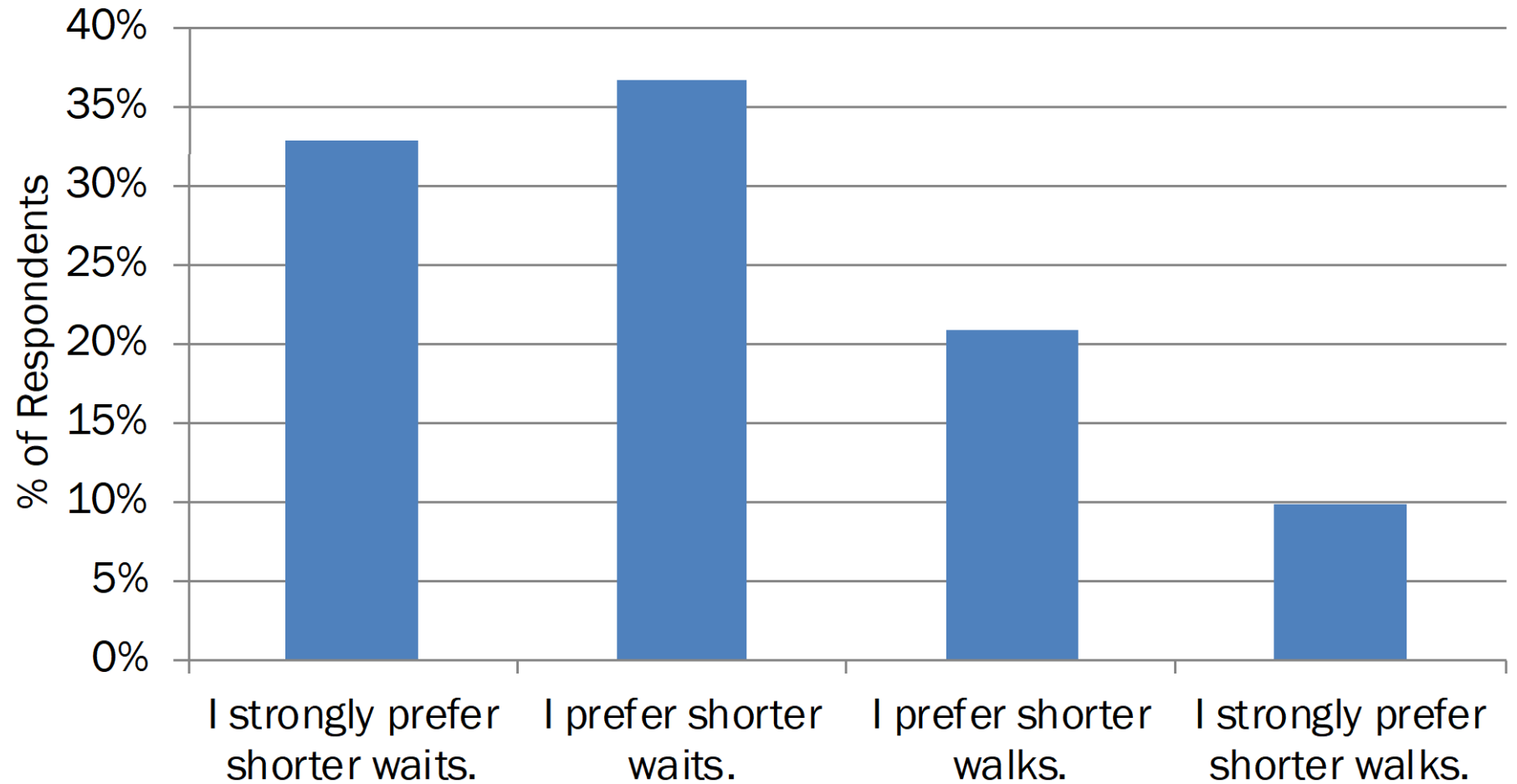
- 16% suggested better rural services and connections regional connections
- 11% suggested better walking and biking connections
- 10% suggested electric vehicles
- 9% suggested rail or light rail connections in the region
- 8% suggested more on-demand options

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 C. 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

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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.

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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

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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

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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 apts without driving selves		scheduled bus service to Nelson Co
13294810221		fewer traffic fatalities. less dwt. 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 from 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 C. 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 C. 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 C. Transit Vision Survey Comments

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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 C. Transit Vision Survey Comments

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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 C. Transit Vision Survey Comments

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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)

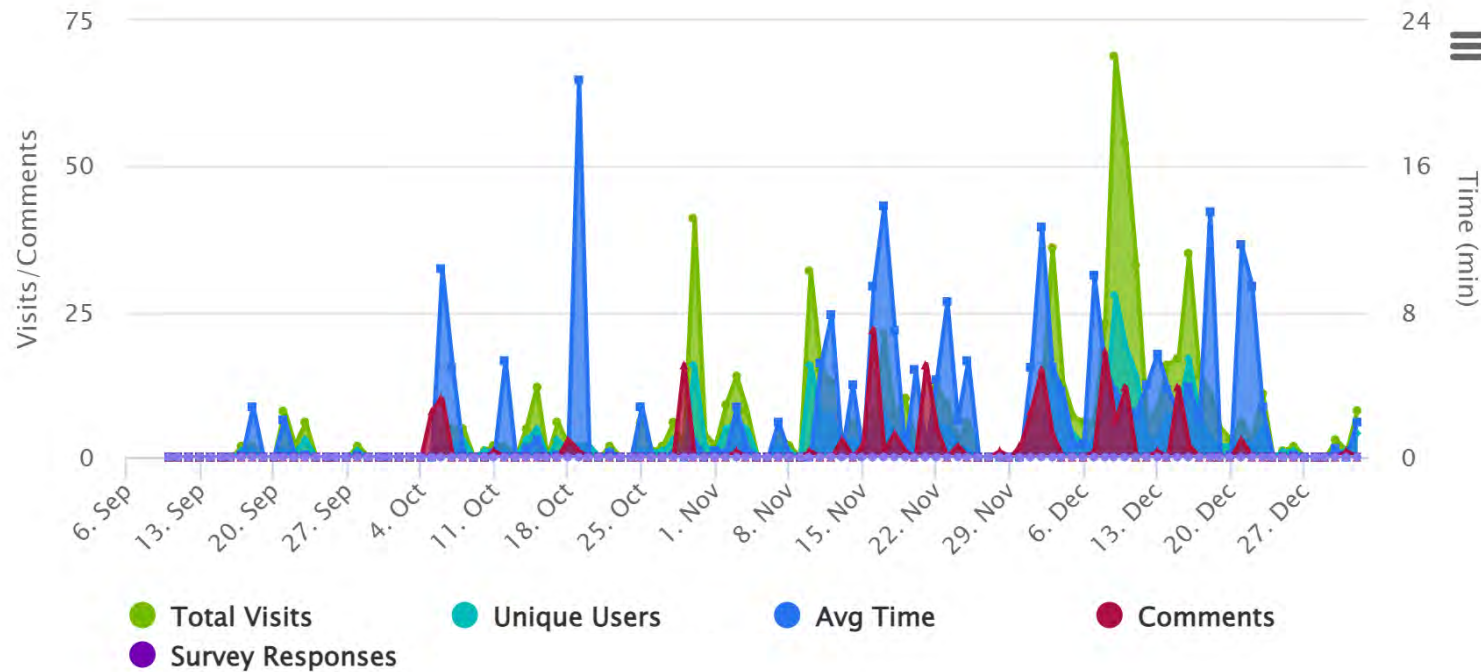
63

Unique Stakeholders

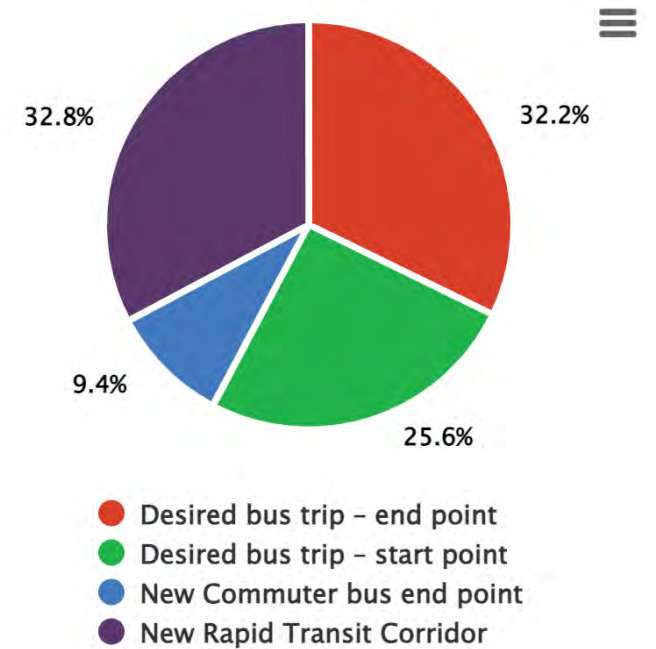
183

Comments

Stakeholder Engagement by Day



Comment Types



Popular Comments

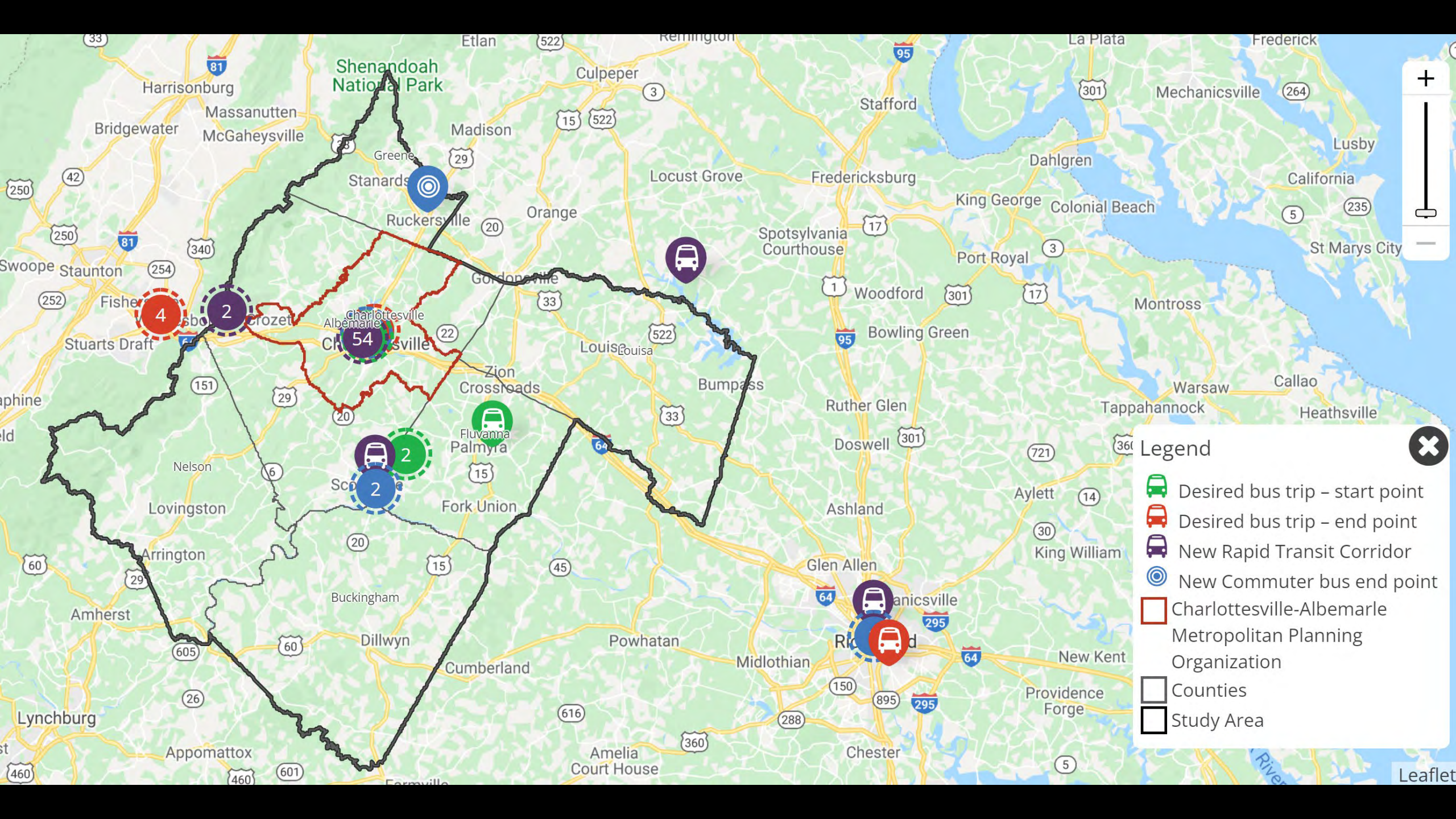
Any regional transit system requires access to **major transit hubs** like airports as essential components to a working system. Even if this is on-demand it's a significant hurdle to not have a public transit option from the airport to/from dense areas like downtown or the University.

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).

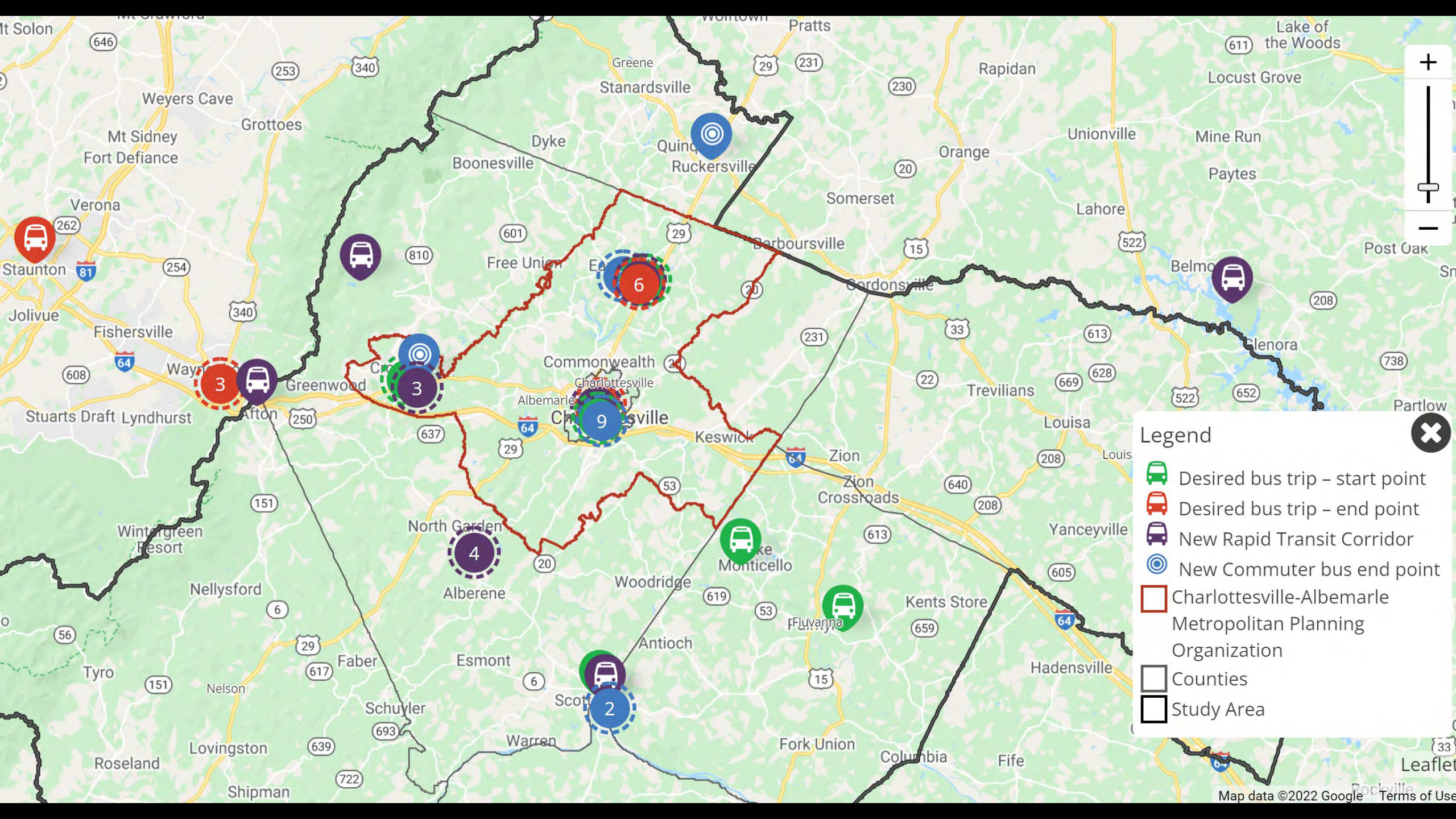
JAUNT has some **downtown Scottsville options** now, but I would love for a regional transit system to include the town on a more permanent basis. Scottsville has a hundred commuters to Charlottesville every day. And we often go to the city for social events and appointments. Going the other way, Scottsville's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



Legend

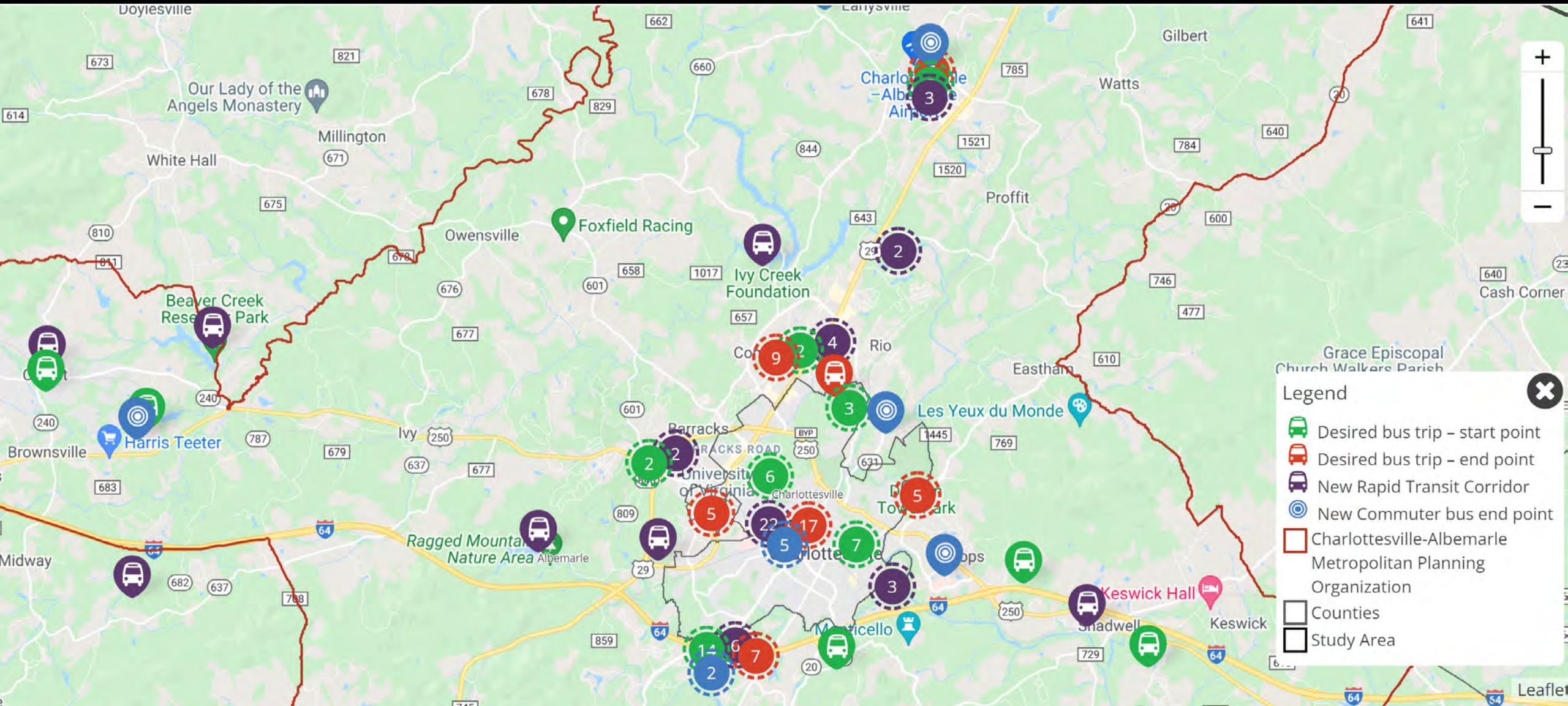
- Desired bus trip - start point
- Desired bus trip - end point
- New Rapid Transit Corridor
- New Commuter bus end point
- Charlottesville-Albemarle Metropolitan Planning Organization
- Counties
- Study Area





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

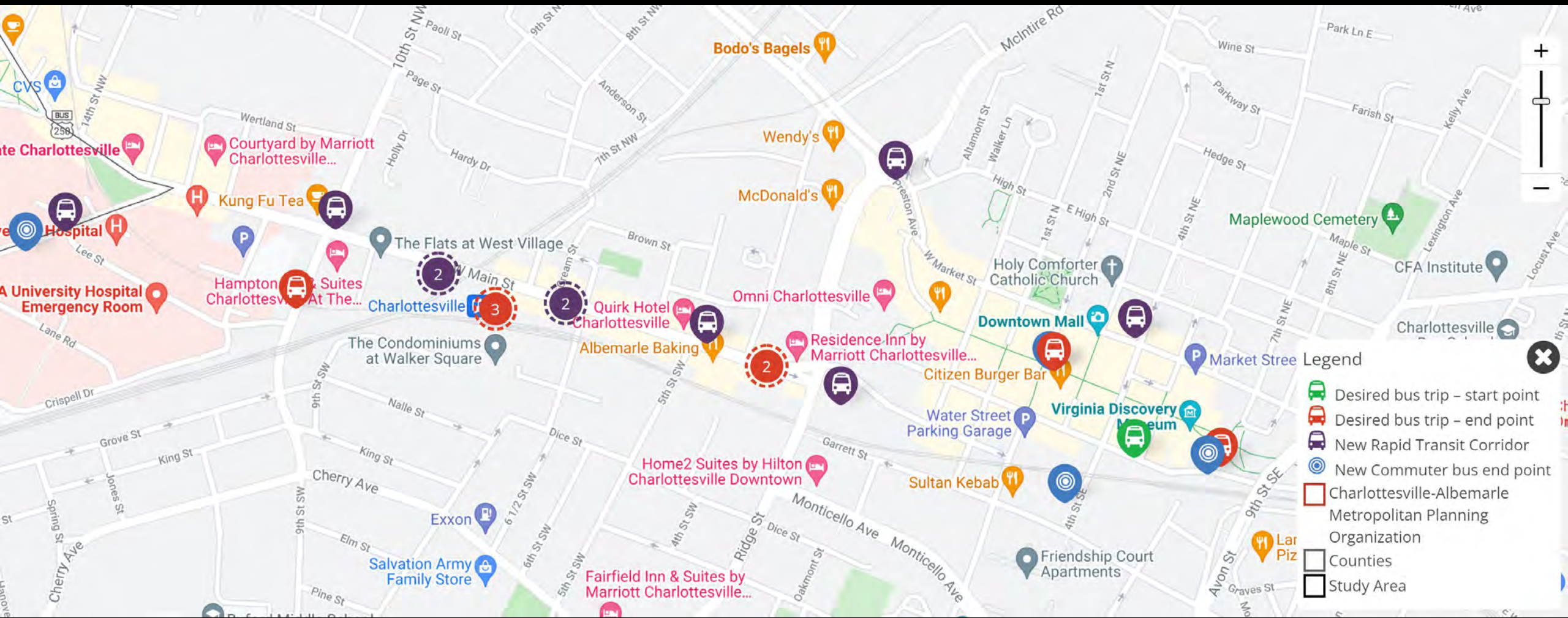


Legend

- Desired bus trip - start point
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Leaflet



Charlottesville
-Albemarle
Airport

Long Term Parking Lot

Avis Car Rental

Rental Car Pick-Up
& Return Lot

Bowen Loop

606








Bowen Loop

Airport Rd

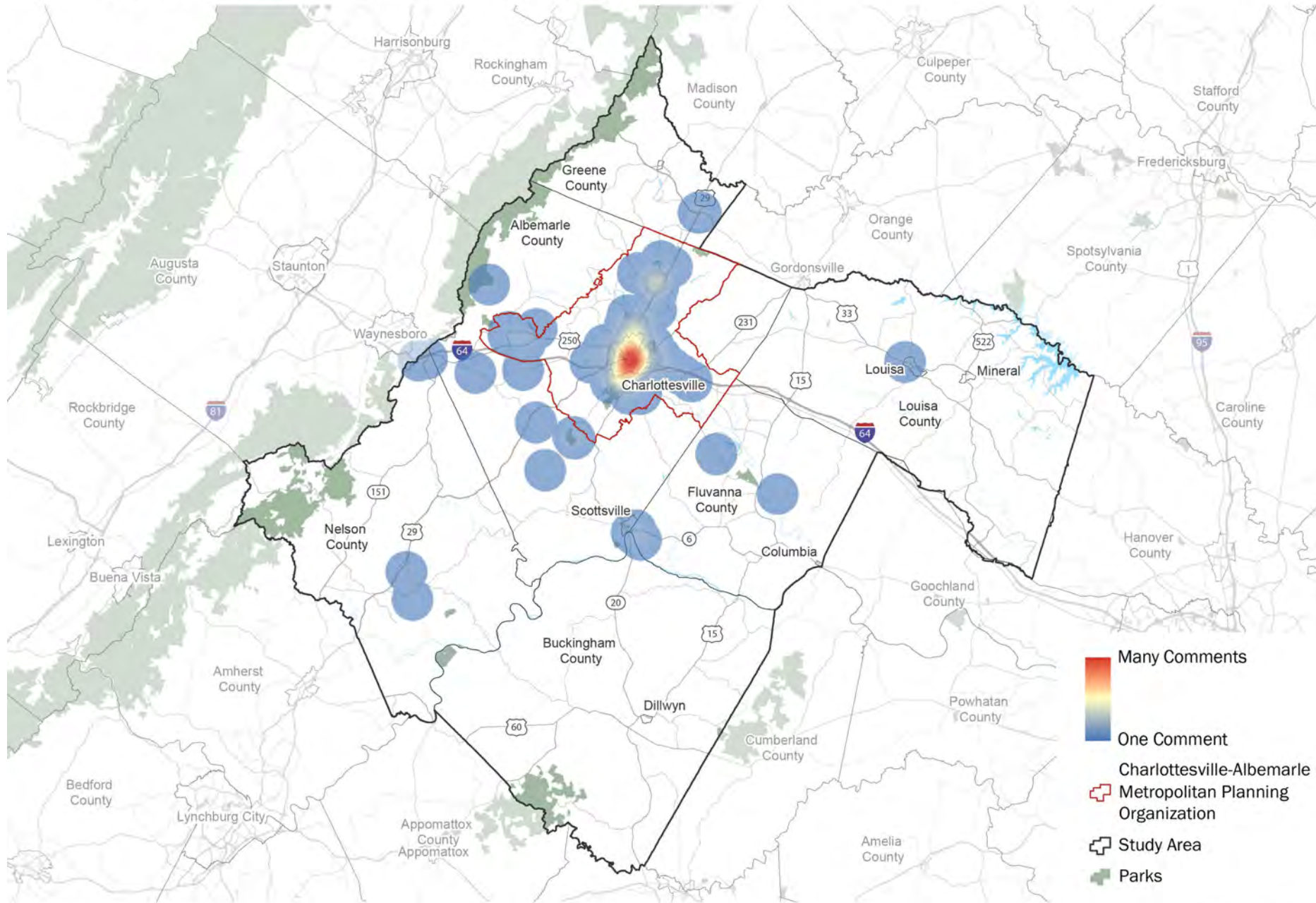
Car R

VETSS - Veterinary
Emergency Treatment...

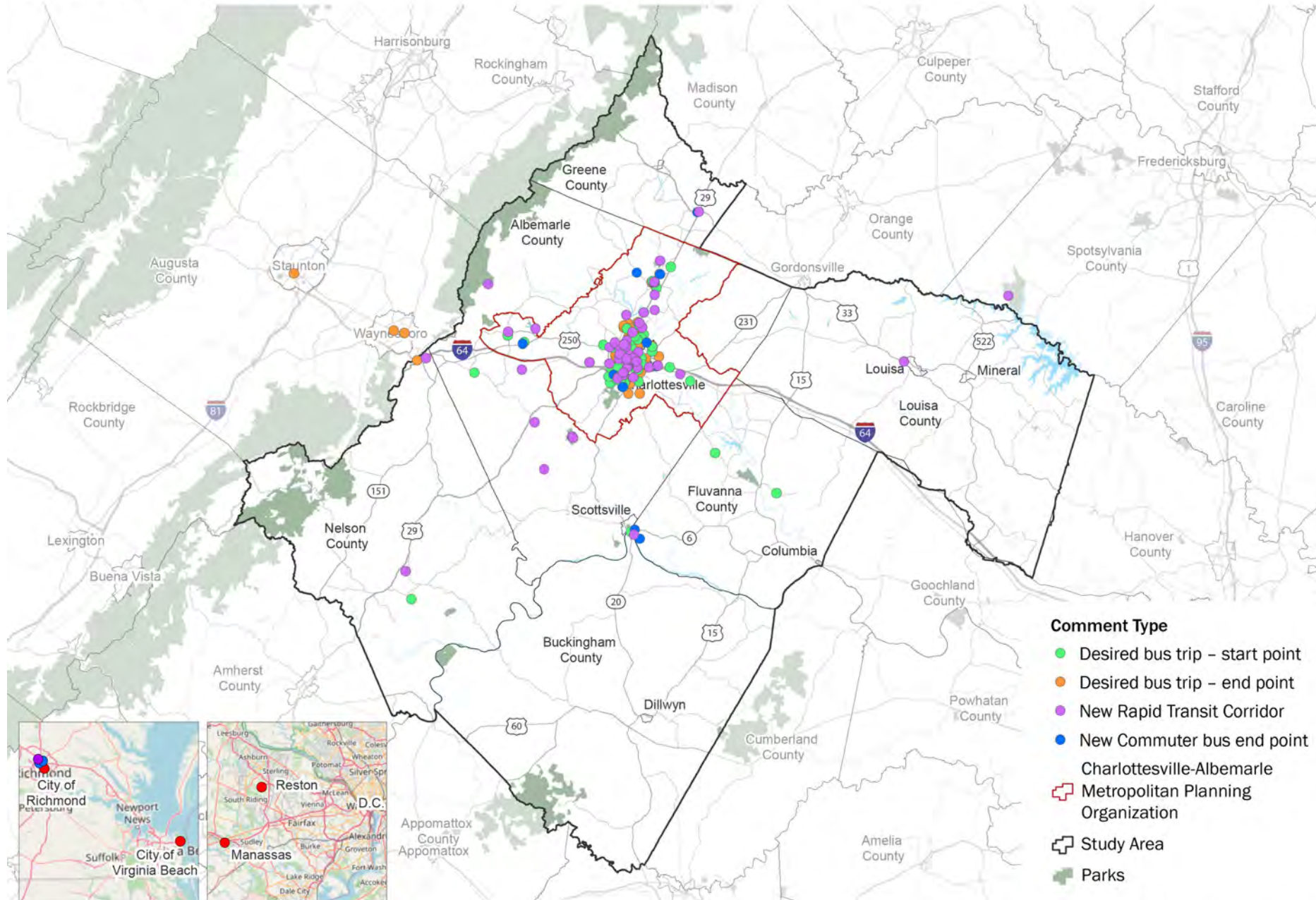
Legend

-  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
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Heatmap of Social Pinpoint Comments in the Study Area



Social Pinpoint Survey Comments



Appendix C. 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 C. 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 C. 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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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 C. 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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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	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).	0	0

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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 C. 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

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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

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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

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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

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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