

Getting Around Charlottesville Report

Results from the 2021 Move2HealthEquity
Community Mobility Survey



Piedmont
Environmental
Council

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ABSTRACT

This 2021 survey, administered electronically mainly through neighborhood groups, asked 15 questions about how Charlottesville residents get around and what mobility challenges they face. There were 428 responses. The COVID-19 pandemic made it more difficult to administer a survey, but it did not seem to impact respondents' travel mode choices, except for transit, which was dramatically affected. Most respondents drive but would prefer to walk or bike, if it could be made more safe; or ride transit if it could be made more efficient in terms of their time. There were numerous suggestions for system-wide and place-specific improvements.

ACKNOWLEDGMENTS

We would like to thank the numerous community groups that assisted with communications and outreach:

Neighborhood Associations and Groups

Belmont-Carlton Neighborhood Association
Blue Ridge Commons
Burnett Commons
Fifeville Neighborhood Association
Forest Hills Neighborhood Watch Association
Friendship Court Residents Association
Fry's Spring Neighborhood Association
Greenbrier Neighborhood Association
Greenleaf/Rugby Hills Neighborhood Association
Jefferson Park Avenue Neighborhood Association
Johnson Village Neighborhood Association
Kellytown Neighborhood Association
Lewis Mountain Neighborhood Association
Little High Neighborhood Association
Locust Grove Neighborhood Association
Martha Jefferson Neighborhood Association
Meadows (Northerly Neighborhood Association
Meadowbrook Hills/Rugby Neighborhood Association
Mt. Zion First African Baptist Church
North Downtown Residents Association
Orangedale Neighborhood Association
Ridge Street Neighborhood Association
Robinson Woods Homeowners Association
Rose Hill Neighborhood Association
Starr Hill Neighborhood Association
10th/Page Neighborhood Association

University Neighborhood Association
Venable Neighborhood Association
Westhaven Tenants Association
Willoughby Property Owners' Association
Woodhaven Neighborhood Association
Woolen Mills Neighborhood Association

Non-neighborhood Specific Partners

Brooks Family YMCA
The Center
Charlottesville Area Community Foundation
Charlottesville Area Transit
Charlottesville City Schools
Charlottesville Low-Income Housing Coalition
Community Climate Collaborative (C3)
Downtown Family Health
International Neighbors
Jefferson Area Board for the Aging
Kindness Cafe
Local Food Hub
Piedmont Environmental Council
Piedmont Housing Alliance
Public Housing Association of Residents
Sentara Martha Jefferson Hospital
UVA Health System
UVA Parking and Transportation
UVA School of Education and Human Development
UVA School of Medicine

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INTRODUCTION

The [Move2Health Equity Coalition](#) promotes healthy eating and active lifestyles for all community members. The coalition works through a Collective Impact Model in which independent member organizations combine resources to make a difference in areas where their missions overlap. Move2Health has four workgroups that address core priorities: Access to Healthcare, Healthy Spaces, Active Communities and Healthy Food Systems.

In December of 2020, the Healthy Spaces and Active Communities committees (“the Project Team”) applied jointly for funding from Sentara Health Systems to better understand how well Charlottesville’s transportation network serves City residents—particularly its walk/bike infrastructure. The grant was awarded, with the Piedmont Family YMCA as the grant recipient.

The ability to walk and bike around the community, and enjoy active lives is core to the Coalition’s preventative approach to chronic illness. Understanding how people move about and get from place to place, and what locations need improvement, are crucial.

The City of Charlottesville has done important work through its [Bicycle and Pedestrian Master Plan](#) (2015) and [Streets that Work](#) (2016) document. Members of the project team have also done significant research, including PEC’s [Walking, Biking, and Running in Charlottesville and Urban Albemarle](#) (2019) and the Community Climate Collaborative’s [Transit Equity and Climate: Moving to a Cleaner Future](#) report (2021).

Rather than viewing transportation as an abstract system that sets the terms for itself through incumbency, the research team wanted to ask more basic questions about how residents get around and whether and how they are able to get what they need to lead their best lives.

The group also wanted to focus on the unique contexts of each neighborhood. They theorized that a whole-city-as-system approach, which is the norm, often hides disparities in marginalized or far-flung neighborhoods by focusing attention on the core business district.

Purpose of this Report

Charlottesville’s brand new (2022) Comprehensive Plan and many other guiding documents describe the need to improve transit, walkability and bicycle infrastructure but they do so mainly in the abstract. This report provides first-hand, street-level intelligence about where improvements are needed.

Questions are designed to identify where the need is greatest in terms of geography but also which aspects of people’s lives are most challenged. If advocates and decision makers intend to

make residents' lives better, it is essential that they focus on the correct issues and this report provides compelling perspectives.

By working with partners who have direct, first-hand knowledge and relationships, the report authors (who are also activists, professionals and practitioners) hope to learn more and to create new relationships and conduits for the distribution of information and resources. This reciprocal sharing builds infrastructure for advocacy and turnout at the neighborhood level.

Organization

This report is written in a layered fashion. The main ideas are all described in the first 10 or so pages. Detailed discussion of each of the 15 questions follows in a second section, with the full text responses and raw data in the appendices. More reading leads to deeper analysis.

Language

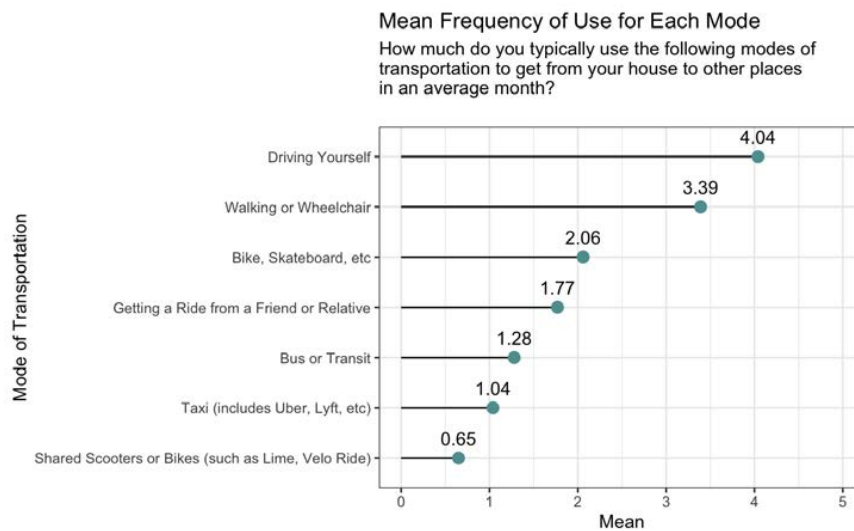
The rest of this report will be written in the first person plural because that is most direct and accurate. Analysis and interpretations are those of the report authors. Survey respondents will be identified as "respondents" in the third person plural. Their actual responses are preserved in the appendices. Interpretations not from the authors or the respondents (from partner groups, for example) will be attributed.

PRINCIPAL FINDINGS

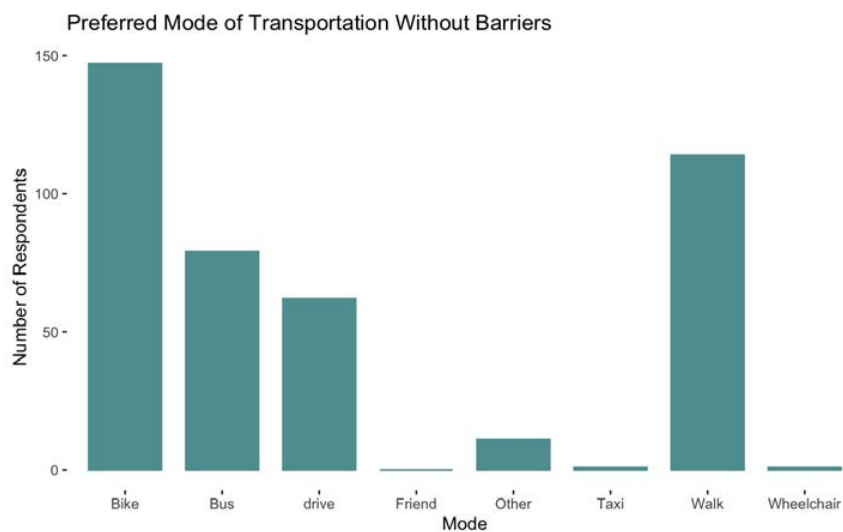
The Mobility Survey received a total of 428 responses. Although there were many particulars, several themes recurred over and over:

How people get around vs how they would *like* to get around

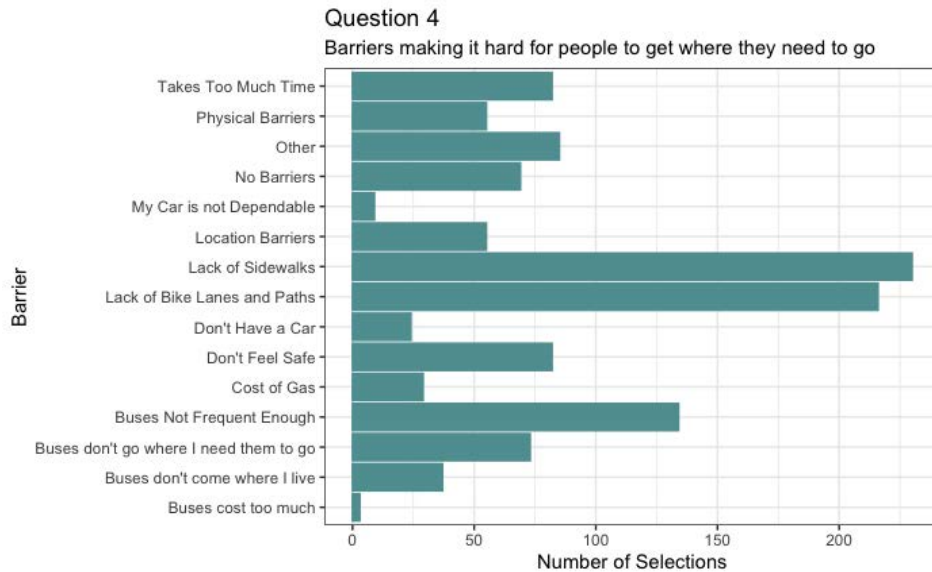
- **Driving oneself** was identified as the **most frequent** way people get around in Charlottesville currently, but that is **not how many people would want to get around**.



- **More people would walk, bike, or use transit** if their concerns could be addressed.



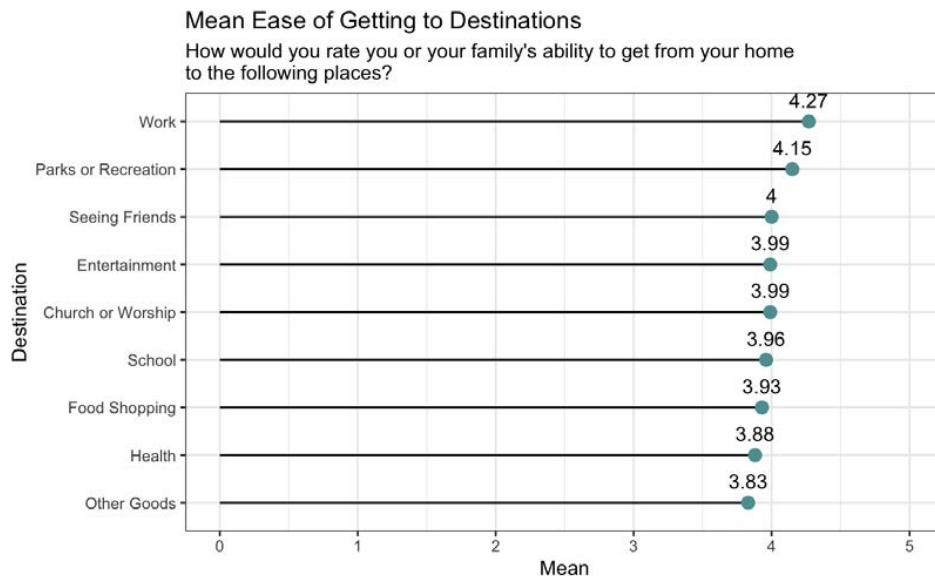
- Respondents consistently said that the **lack of sidewalks and crosswalks, insufficient or inconsistent bicycle infrastructure** make them feel unsafe.



- Sidewalk **obstructions** were regularly mentioned as frustrations.
- Respondents find **transit impractical** because it takes too long and is very indirect.
- **Traffic and parking** were concerns but **not in the top tier**.

Which types of destinations are most difficult to reach

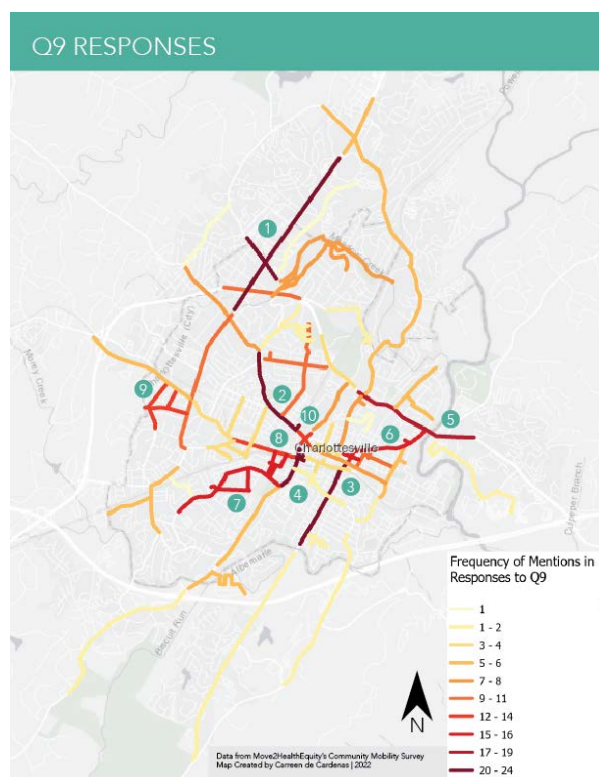
- Respondents reported relatively few frustrations about getting to work, but a great desire for **easier access to shopping, recreation and other services**—especially by walking and bicycle.



- **Healthcare appears to be the least overall accessible destination**, which has real implications for a coalition focused on health equity and social determinants of health.
- **Grocery stores** are repeatedly mentioned as destinations that ought to be more accessible.
- **Which type of trip is most difficult depends on where one lives.** Residents of suburban areas have greater difficulty getting to work, but residents of the core, historically Black neighborhoods (10th and Page, Venable, Fifeville and Ridge Street) have more trouble reaching services like food and healthcare.

Geographic locations of interest/concern

- **Downtown remains the most important destination.**
- Busy commuter routes topped the list of locations of safety concern, including **US29 North, Hydraulic, Avon Street, and 5th/Ridge/McIntire.** Vehicles traveling to and from the suburbs also seem to create safety concerns for pedestrians in the neighborhoods they pass through.
- **Commuter zones** (29, Hydraulic, and Fifth Street) are also important destinations in themselves, suggesting that they **ought to have infrastructure for walking, transit stops, biking and place-making.**
- Despite being Charlottesville residents, numerous respondents expressed desire for better **access to parks and open spaces** in Albemarle County.



Effects of COVID-19

Respondents said that their **travel modes had not changed much due to the COVID-19 Pandemic**, except for **transit users, who experienced major changes.**

We provide nuanced analysis in the [discussion section](#). As part of that, we cross-analyze many of the responses by neighborhood and demographics. We also aggregate responses to the open-ended questions, which are rich and worth reading. We also suggest ways to build upon the research. The full-text responses are presented in the appendices.

NEXT STEPS

Report to decision makers.

The project team will host a webinar and request to present its findings to Charlottesville City Council and to the Planning Commission. PEC will create and publicize a webinar and any follow-up sessions requested. This presentation will be available to third parties (such as UVA) on request.

Follow Up with Community Partners.

The project team made a commitment to neighborhood and community leaders that it will share the findings in writing and as a presentation (if that is requested). We will offer results customized to specific neighborhoods if those are different from the overall findings. The narrative responses are sorted by neighborhood in [Appendix C](#).

Follow up with focus groups and targeted intercept surveys. Focus on priority neighborhoods and communities, especially Public Housing sites, Fifeville, 10th and Page, and the Meadows. Consider similar efforts with priority communities outside the city such as Commonwealth, Southwood, and Esmont. Focus on qualitative discussions because we have found those responses valuable but keep them short. The Active Communities team has already begun this work.

Correlate findings with parallel efforts. Cross reference these data with what Charlottesville City Schools have found in their community outreach about improving safe routes to school and with the Charlottesville Climate Collaborative's Transit Equity study.

Improve outreach to neglected communities

While it is clear that there was less response from people of color than would be desired, it is also clear that the need is greatest in historically underserved communities. Those efforts need to include robust communication and careful listening.

Move2Health Equity's Active Communities action team is further engaging with priority community members (lower-income households and BIPOC communities), seeking to learn more about their needs/desires (such as connectivity and access to health and other essential services), and share resources to help them advocate for better public transit and active mobility (such as walking and/or biking). This outreach focuses primarily on person-to-person interactions in one-on-one and small-group settings.

Work closely with the University of Virginia

University students and staff are a disproportionately important part of Charlottesville yet they seem to be missing from this report. Because UVA has numerous communication channels, it would seem possible to reach these groups if there is focused effort to do so.

Invite others to dig deeper into the existing data. For example: disaggregate by race, education, gender, and neighborhood and explore extension opportunities identified throughout the report. We are committed to transparency and welcome any interpretations we might have missed. The data is available for further analysis in [Appendix D](#).

Advocate for an updated community mobility plan. The 2015 Bicycle-Pedestrian Plan is past due for an update. The next version should focus on creating safe routes to schools, work, healthcare and parks, pathways to food and shopping, enhanced transit and active transportation.

SURVEY METHODS

Survey Questions and Development

This survey focuses on people, where they live, how they get around, and how they think their travel could be made better.

Because of the emphasis on neighborhoods, we started by asking people where they live. Looking at mobility in Charlottesville through a neighborhood and spatial lens allows for a more specific understanding of mobility for neighborhoods that is often left out, making this report unique compared to other surveys. Each neighborhood has different mobility needs and barriers and including this first question allowed us to look for geographic differences in responses to the questions that followed.

Charlottesville has specific, City-recognized neighborhoods, but we also worked with community leaders to develop and offer colloquial names and even specific housing developments. We were not sure whether residents would identify more with the officially designated neighborhoods or whether they would use historic or colloquial names, so we offered both options.

We were interested to know whether and how various communities are experiencing transportation challenges, which aspects of their lives are best (or worst) served by existing options, and where barriers are located. We also wanted to hear from residents whether they are satisfied with their options and what it would take, in their view, to be able to switch to a more preferred mode of transportation.

As researchers working during the height of COVID-19, we knew that there would be challenges to reaching residents, and that the findings might be specific to that unusual historic episode. But we also saw a one-time opportunity to speak to people during a global pandemic about the impact that the unprecedented public health event was having on their lives. Whether or not the impact of covid would be long-lasting (it was in some ways but not in others), it seemed important to capture some data while the opportunity existed. So we asked how much impact covid was having and whether respondents expected that to last.

We offered plenty of opportunities for open-ended thoughts and ideas about specific barriers and suggested remedies for their communities. We analyzed these offerings both qualitatively and quantitatively.

While striving to keep the survey brief we asked some basic questions about age, gender, race, and education level. Our team debated for a long time about what proxy correlates best to socioeconomic status and we settled on education attainment.

Survey Format

The survey was short—15 questions—and meant to be completed in a few minutes, without too much thought. We wanted as many top of mind reactions as we could get, with a plan to follow up in future survey phases (with focus groups, for example) that are more targeted to priority communities. It was important for us to understand where knowledge gaps exist.

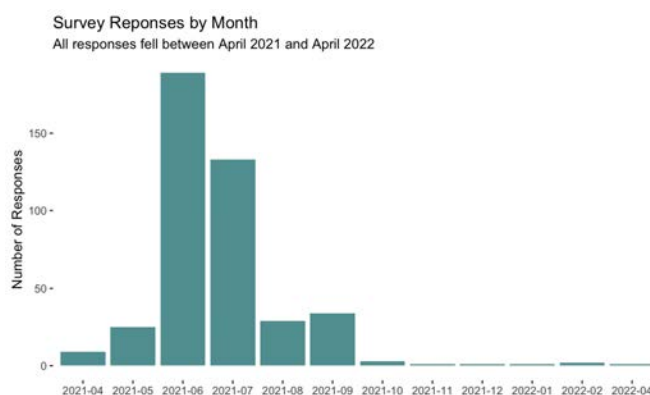
The survey existed in electronic format only. Due to the COVID lockdowns that were in place at the time, it would not have been appropriate to distribute (or process) paper surveys. The project team debated for a long time (and sought advice from an array of community partners) about whether smartphones were universally available, or whether the lack thereof would present a barrier. We heard from our partners that smartphones are essentially ubiquitous. We will talk more about this in the Global Limitations section.

The survey was designed for a smart phone but functions well on a computer too, which was helpful because many neighborhood groups have active social media presences. The interface was as tactile as could be managed in an electronic medium, operating with sliders instead of typing when possible.

The survey was in both English and Spanish.

Time Period

The survey launched on April 8, 2021 and officially closed on September 6 (Labor Day), of the same year. 75% of responses came in June and July of 2021. A few responses trickled in after the closing date probably due there still being residual flyers in neighborhoods after the survey's official end. These “late” responses were included in this analysis.



Any research project is heavily influenced by the historic context in which it sits. As researchers, we knew that COVID-19 would influence the survey in many ways, which limited how we could reach residents (and whom we could reach)—see limitations, below.

It is also interesting that the survey went out during a period in which Charlottesville's Comprehensive Plan review process was experiencing controversy. This was positive in the



sense that mobility is an important piece of comprehensive planning and land use decisions. Some residents conflated our research with the City-run comprehensive plan process so certain neighborhoods that were particularly inflamed by concerns related to increased residential density responded to this survey in disproportionate numbers.

Distribution

We started with trusted community leaders¹, including neighborhood associations, community groups and the partner organizations in the Move2Health Equity Coalition, many of which have significant on-the-ground presences. Those leaders and partners shared the survey to their networks primarily through email and social media and by posting flyers at their locations.

In order to reduce confirmation bias, we specifically did not target self-identified bicycle and pedestrian advocates, instead focusing on neighborhood groups. Had we not limited ourselves in this way, we probably would have received more responses,² but they would also likely have been even less diverse and less qualitatively rich.

We recruited a crew of volunteers to hang hundreds of flyers (in both Spanish and English) with a short URL and a scannable QR code. These were distributed widely through the community in neighborhoods, parks, grocery stores, doctor's offices, gyms and other gathering places.

We partnered with Charlottesville Area Transit to hang dual-language posters (in various formats) in every city bus (pictured).

Toward the end of the survey window, members of the project team were able to attend two events as COVID-19 restrictions eased in the summer of 2021:

- Tonsler Park Student Backpack event on August 15
- Back to School Bash in Ting Pavilion on August 21 (pictured).



¹ See Acknowledgements for a full list of community partner groups.

² The 2019 Walk / Bike / Run Survey received 817 responses (compared to 428 for this one), with less effort.

We selected these events because we knew that we were missing priority communities and that these events, at which school supplies would be donated, would be well attended by families who might be less likely to attend official city meetings or conventional planning charrettes. As a reward we gave away free rechargeable bicycle lights. Interestingly even people without bicycles liked these because they could be attached to student backpacks.

In total, we spoke to approximately 60 people between these events.

Limitations

This report is far from perfect. Although some of the findings are compelling, it is by no means definitive. It is one window into the community and residents' needs and should be part of a broad strategy of outreach through many channels. We believe that it is important to be transparent so the findings can be placed in the proper context and to identify areas where more work is needed.

Our workgroup was very self-critical. Here are some of the limitations we identified before, during and after the survey's distribution:

Surveys and Sample Size

Surveys are a limited instrument by their nature and many people won't participate in any case.

Although 428 responses is pretty good, we would have wanted more. While the total number of responses was adequate to derive statistically-significant inferences from the global responses, subdivision across small subsets reduces that number beyond what would be entirely significant.

For example, there were 20 possible neighborhoods to choose from. Some neighborhoods only had a few responses which could skew the results. JPA, Johnson Village, Starr Hill, and Barracks Road neighborhoods all had less than 5 responses. While these responses are still valued and included, it is difficult to know whether those cases were representative of those communities or not. Therefore, we refrain from making large conclusions about these neighborhoods during the disaggregation analysis in the report and focus instead on their qualitative stories.

Geography

Move2Health Equity serves a five-county area (plus the City of Charlottesville) but this survey only covers the City itself. We acknowledge that the community is an ecosystem that transcends locality borders and our efforts normally include a strong emphasis on regional cooperation. Yet there had to be some geographic limit.

We chose the City of Charlottesville because its division into neighborhoods allowed some access to every corner of the research area. The neighborhood arrangement also provides a channel for us to share back to residents. The decision to work exclusively with Charlottesville also means that we only need to report back to a single set of decision makers.

Demographics

The most disappointing part of these findings is the near absence of BIPOC residents. The under-30 cohort is also badly underrepresented, which is unfortunate in a university town. The surprisingly few University aged respondents may perhaps have been due to distributing the survey during the summer.

Our typical approach of meeting people where they are was not possible during the pandemic. That is how we normally overcome demographic limitations and the lack of that ability harmed the quality of this work. At the tail end of the survey period, as restrictions began to ease, we were able to interview a more diverse group of residents, including children.

Survey Format

Research on the presence of smartphones is mixed (especially in priority communities). Our response rate from priority neighborhoods was indeed less than we would have wanted. Lower smartphone access could be one of many reasons for that but we do not have not heard any testimony to that effect.

Once we were able to finally interact with residents in-person, at the tail end of the survey period, we discovered that 15 questions were simply too many. As you read the report, you'll see that some questions were more valuable than others and that responses were often duplicative.

Although there is no direct evidence that the length of the survey deterred respondents (more than half, 224, offered 'additional thoughts in question 11'), in our subsequent research (intercept surveys) we have been much tighter, asking 3-6 questions. When conducting surveys, shorter seems to be better.

Extension Opportunities:

Replicate or perform similar research in Albemarle County.

Do better, focused outreach to public schools and the University of Virginia, in close collaboration with those entities.

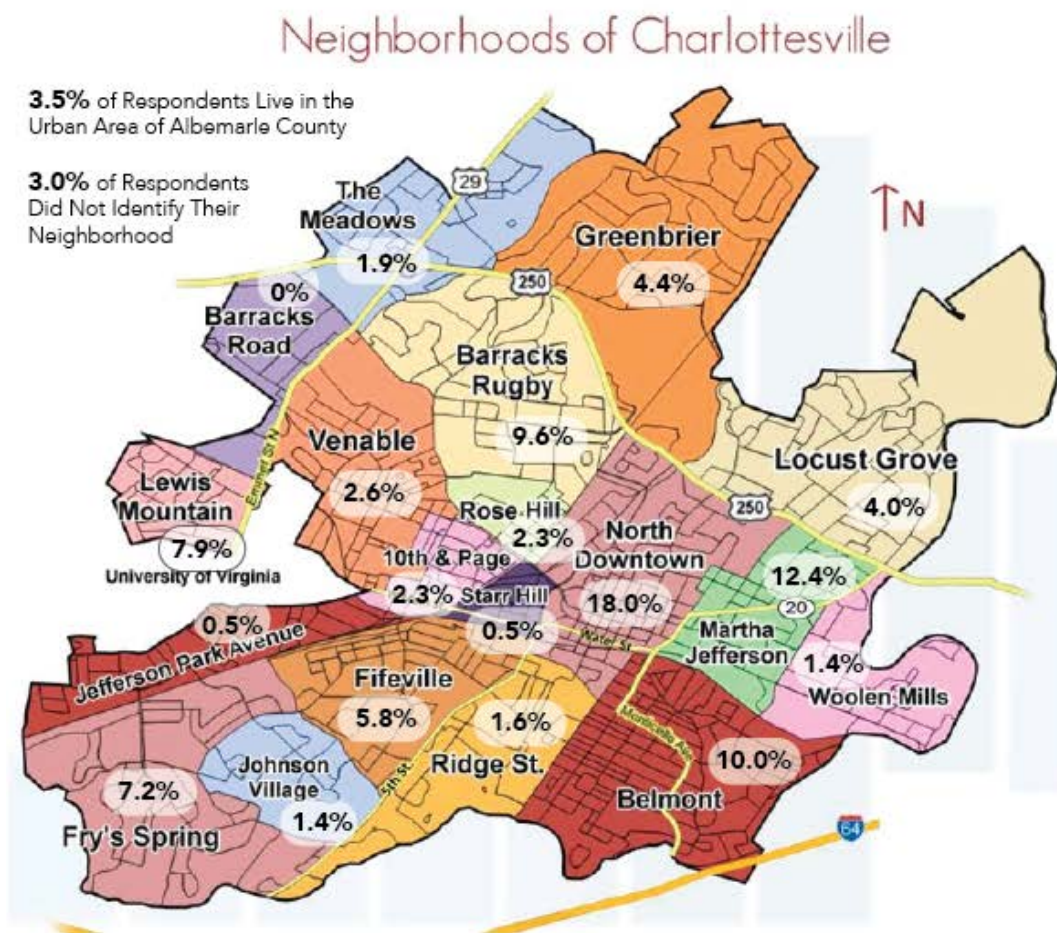
Return focus to meeting people where they are, in person if possible, and with fewer questions.

DETAILED FINDINGS & DISCUSSION

The following sections analyze how respondents answered each of the 15 questions, with numbers, discussion and some opportunities we've identified to augment this work with future research. Many of the questions are qualitative in nature, in which case we've identified themes. All of the free-response text, which is worth reading, is in the appendices, along with a link to the raw data.

QUESTION 1: Respondents' Neighborhoods

This is a map of the "formal" neighborhoods in the city of Charlottesville. However, there are also other ways you may choose to describe where you live. From the list below, please choose the response that best describes where you live (knowing that in some cases there may be more than 1 choice that applies).



This map overlays the response rate with geography. Not all neighborhoods are the same size.

Along with the map, the survey gave 37 options, both formal and informal. However, there was some overlap between neighborhoods and some of the more specific informal neighborhoods fell within the boundaries of the formal neighborhoods. Respondents could also write in other options.

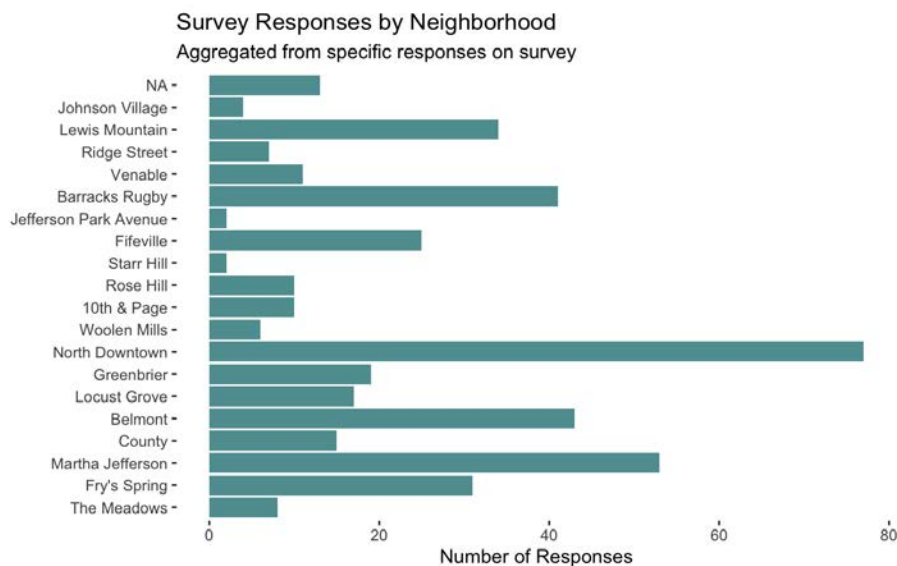
Very few people chose to use the colloquial neighborhood names we offered or suggested new ones.

Formal Neighborhoods	Neighborhoods in Survey	Responses
10th & Page	10th & Page	10
	Westhaven	0
Barracks Road	Barracks Road	0
Barracks Rugby	Greenleaf/Rugby Hills	27
	Meadowbrook Hills/Rugby	7
	Robinson Woods	1
Belmont	Belmont	43
	Carlton	0
Fifeville	Fifeville	20
	Blue Ridge Commons	0
	Forest Hills	1
	Orangedale	3
	Prospect	2
Fry's Spring	Fry's Spring	31
Greenbrier	Greenbrier	19
Jefferson Park Avenue	Jefferson Park Avenue	2
Johnson Village	Johnson Village	4
Lewis Mountain	Lewis Mountain	34
Locust Grove	Locust Grove	17
Martha Jefferson	Martha Jefferson	41
	Little High	12
North Downtown	North Downtown	59
	Crescent Hall	0
	Downtown	17
	Friendship Court	0
Ridge Street	Ridge Street	7
	Burnet Commons	0
	South First	0
	South Sixth	0
	Willoughby	0

Rose Hill	Rosehill	10
	Kellytown	3
Starr Hill	Starr Hill	2
The Meadows	The Meadows	8
	Michie Drive	0
Venable	Venable	10
	University Neighborhood	2
Woolen Mills	Woolen Mills	6
County	Albemarle Urban Area	11

The North Downtown, Belmont, Martha Jefferson, Lewis Mountain, and Rugby Barracks neighborhoods were most represented.

There were no responses from Blue Ridge Commons, Burnett Commons, Carlton, Crescent Halls, Friendship Court, Michie Drive, South First, South Sixth, Westhaven, Willoughby, Woodhaven. However, these are all colloquial names and all are within actual designated neighborhoods that *did* have some responses. So we simply don't know if people from those areas responded or not.



Clearly, some neighborhoods are better represented than others. So we next compared the response rate to the actual population distribution of Charlottesville's neighborhoods. Unfortunately the most recent neighborhood data we could find was from 2010³. More recent

³ Data Sourced from Weldon Cooper Center: 2010 StatChat using the 2010 Census.
https://demographics.coopercenter.org/sites/demographics/files/StatChat_Charlottesville2010_07.21.2011_0.pdf

sources (e.g. the Census) is not fine-grained enough but what we have provides a fairer picture of which neighborhoods are best represented in the survey.

Neighborhood Name	Survey Responses	Survey %	Actual 2010 Population	Actual 2010 %	
North Downtown	77	18.0%	2,914	6.7%	Overrepresented
Martha Jefferson	53	12.4%	1,409	3.2%	Overrepresented
Belmont	43	10.0%	4,673	10.7%	Similar
Barracks Rugby	41	9.6%	2,193	5.0%	Overrepresented
Lewis Mountain	34	7.9%	1,035	2.4%	Overrepresented
Fry's Spring	31	7.2%	3,214	7.4%	Similar
Fifeville	25	5.8%	3,595	8.3%	Underrepresented
Greenbrier	19	4.4%	2,143	4.9%	Similar
Locust Grove	17	4.0%	2,265	5.2%	Similar
County	15	3.5%	--	--	--
N/A	13	3.0%	--	--	--
Venable	11	2.6%	7,257	16.7%	Underrepresented
10th & Page	10	2.3%	1,190	2.7%	Similar
Rose Hill	10	2.3%	474	1.1%	Similar
The Meadows	8	1.9%	1,499	3.4%	Underrepresented
Ridge Street	7	1.6%	1,928	4.4%	Underrepresented
Woolen Mills	6	1.4%	1,154	2.7%	Underrepresented
Johnson Village	4	0.9%	1,461	3.4%	Underrepresented
Jefferson Park Avenue	2	0.5%	4,351	10.0%	Underrepresented
Starr Hill	2	0.5%	171	0.4%	Similar
Barracks Road	0	0.0%	549	1.3%	Underrepresented

Note that the “over-represented neighborhoods” of North Downtown, Martha Jefferson, Rugby and Lewis Mountain were all among the neighborhoods where there was organized resistance to the concurrent discussions about the City’s Comprehensive Plan. In addition to the strong numerical correlation, we know this because the research team received multiple emails from people in those areas protesting the Comprehensive Plan.

On one hand, this is an unfortunate coincidence that we might have anticipated. On the other hand, the Comprehensive Plan *does* emphasize community mobility so it’s good that residents were already thinking about that and used this opportunity to say so. As is the case with the Comprehensive Plan itself, the problem is not that certain neighborhood residents were highly responsive—the challenge is to reach those who are too often excluded.

We also found that student-heavy neighborhoods (JPA and Barracks) are largely absent. More about that in the demographics section.

Extension Opportunity: Focus on neighborhoods with few or no responses and priority communities: Fifeville, the Meadows, Ridge Street, Woolen Mills. We would add Starr Hill, 10th & Page and Carlton to that list because they are priority Communities.

Extension Opportunity: Albemarle County is in the process of revising their Comprehensive Plan and that will include a Transportation Plan. Work with the County to gather data for their priority communities in tandem with their Comp Plan process.

Extension Opportunity: Work with the University of Virginia to proactively engage with students about their mobility needs.

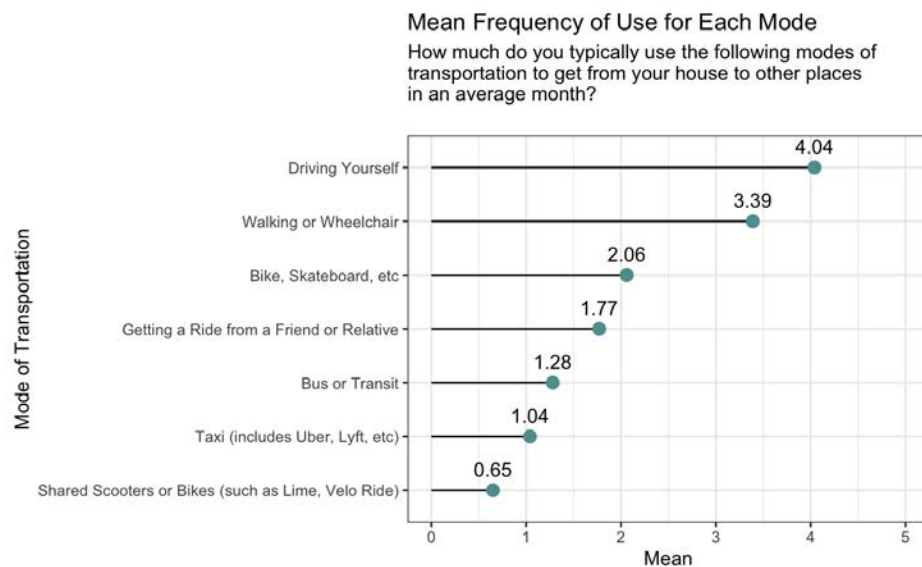
Extension Opportunity: Because we already know from earlier work that locality borders often divide communities in real ways and sunder people from resources, it would be especially interesting to study neighborhoods that cross city/county lines (such as the Barracks/Hydraulic and Pantops areas).

Questions 2-5: How People Do—or Would Like to—Get Around

QUESTION 2: How Often Respondents Use Various Modes

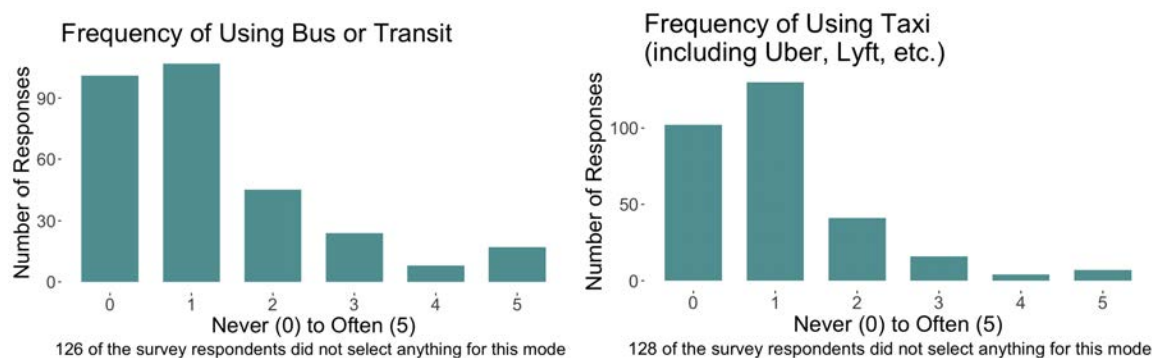
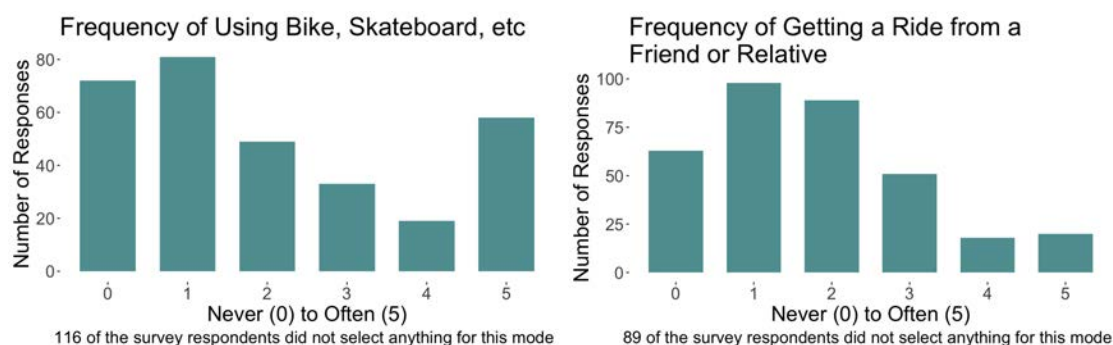
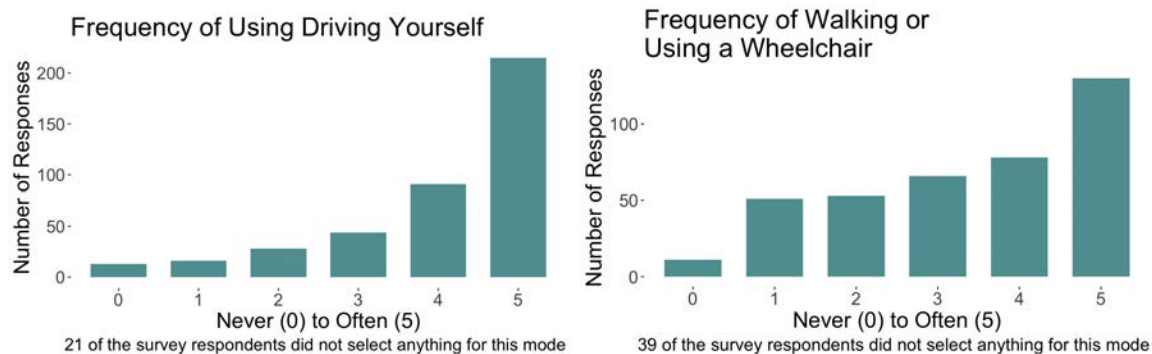
On a scale of 1 to 5, with 1 being "never" and 5 being "often", how much do you typically use the following modes of transportation to get from your house to other places in an average month?

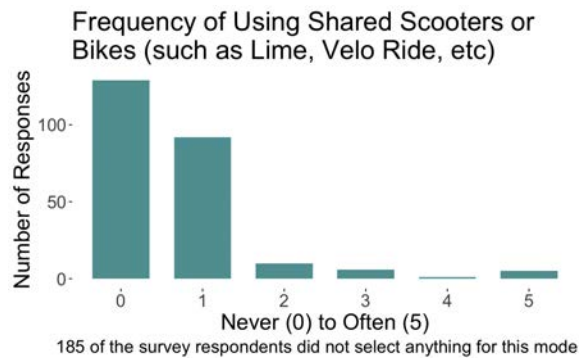
Most residents drive often (or always) but many residents often walk. When we ask in Question 5 how people would like to get around, 79 percent of respondents chose either walking, biking or transit as their preferred method if barriers were removed.



Mode of Transportation	Mean	Standard Deviation
Drive yourself	4.04	1.33
Walking or Wheelchair	3.39	1.52
Bike, Skateboard, etc	2.06	1.79
Get ride from friend or relative	1.77	1.37
Bus or Transit	1.28	1.36
Taxi (includes Uber, Lyft, etc)	1.04	1.09
Shared scooters or bikes (such as Lime, Velo Ride)	0.65	0.96

We didn't think that the median would tell a complete story. For example, a sample in which half the population chooses 'always' and the other half say 'never' is not the same as one in which everyone says 'sometimes.' So we created histograms for each mode.

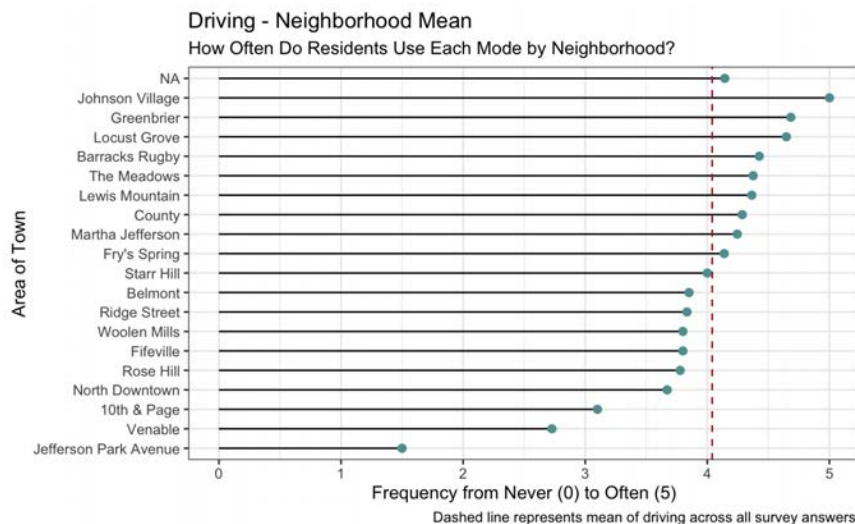




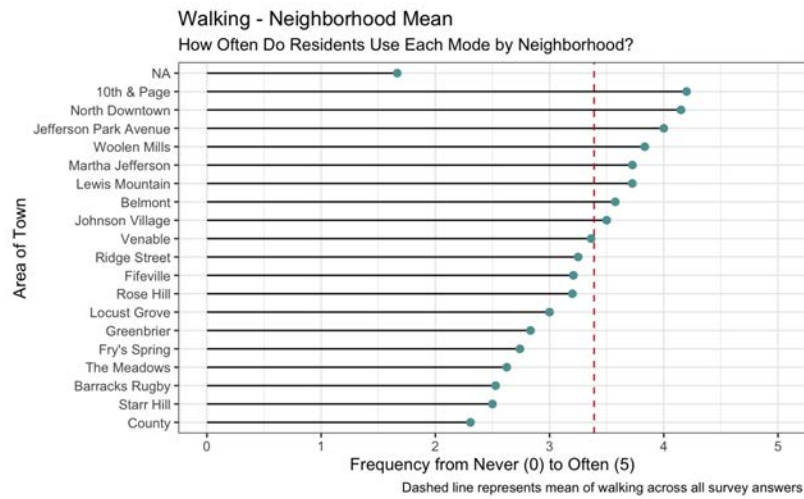
Most of the modes have fairly normal distributions except bicycling. People who bike or ride skateboards seem to either do so seldom or frequently. Walking has a fairly flat distribution—lots of variation in how often people walk.

We explored differences among neighborhoods. Here they are broken out for each mode of travel.

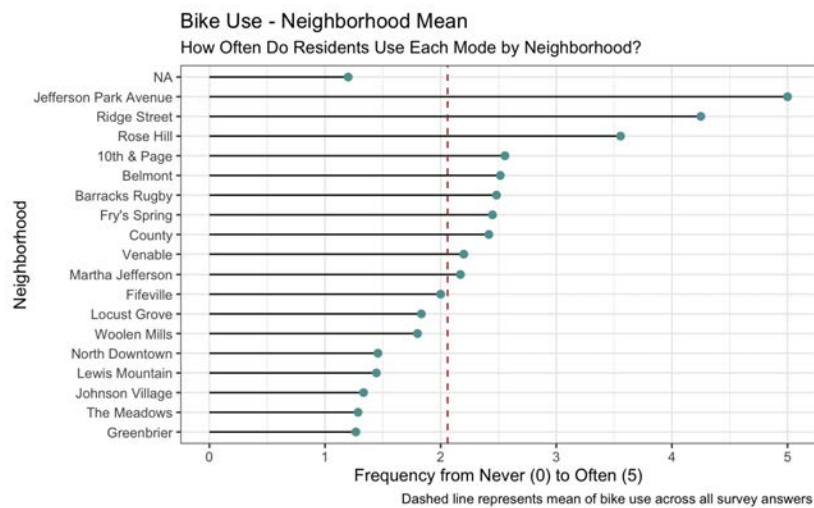
Most Charlottesville residents still drive frequently but those who live in neighborhoods closer to jobs and services drive less often.



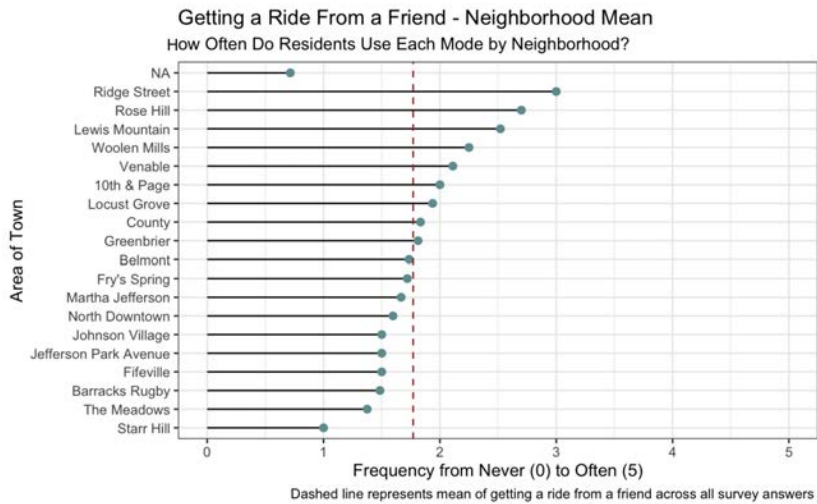
Similarly, people who live in those neighborhoods also walk more frequently...



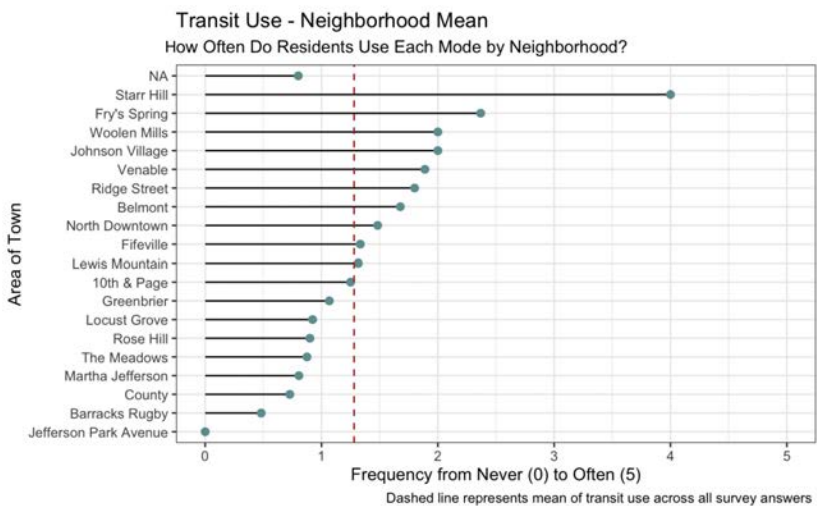
...and bike more frequently. Note that the outlier neighborhoods have small sample sizes.



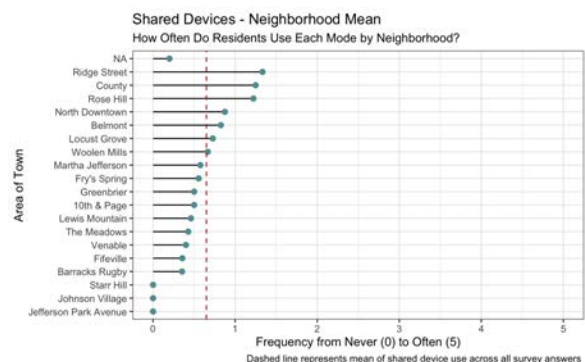
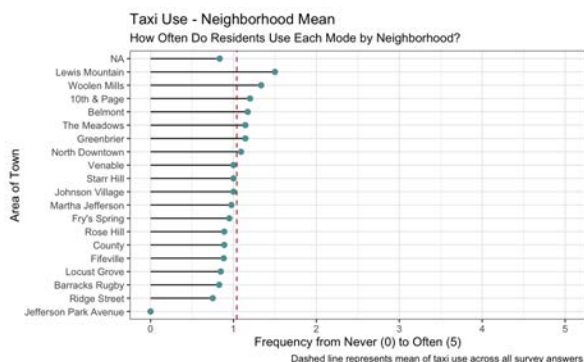
One might expect “getting a ride” to correlate with less walkable areas or those with lower income, but we do not see that to be clearly the case.



Transit use is universally low, no correlation that we can easily detect. Note again that Starr Hill only had two responses.



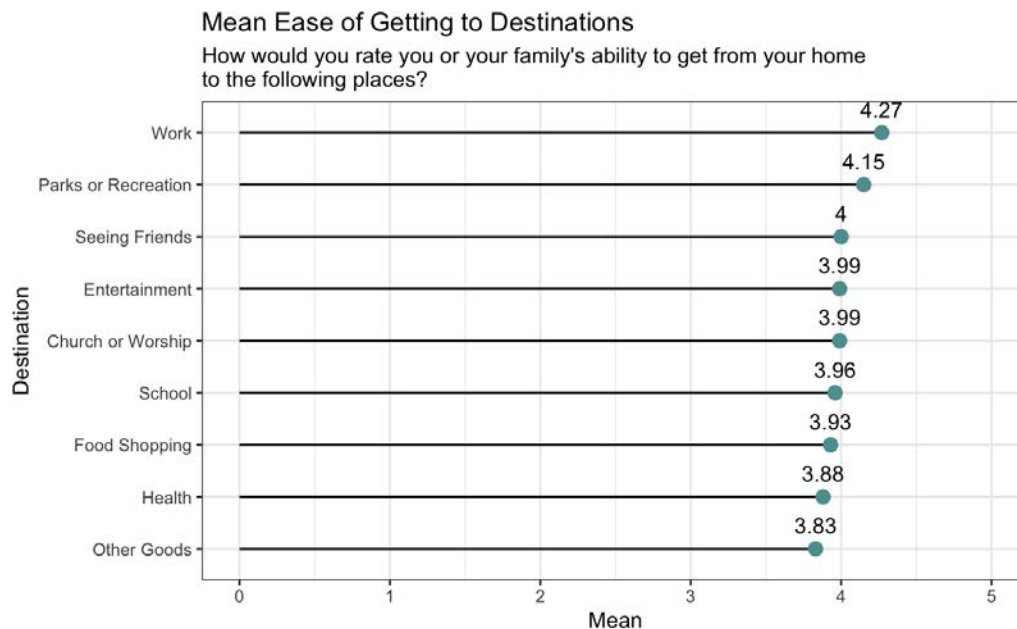
Taxi ridership is fairly consistent. Shared mobility devices are not widely used and they only seem to make sense in centrally located areas. The outlier from the County seems odd.



QUESTION 3: Ease (or Difficulty) to Reach Various Destinations

On a scale of 1 to 5, with 1 being "impossible" and 5 being "very easy", how would you rate you or your family's ability to get from your home to the following places.

Generally speaking, respondents are able to get where they need to go, but as we'll see in later questions, many of them would like to have more options about *how* they get around.



Although respondents seemed largely able to make their current system work overall, we hypothesized that there might be differences depending on the purpose of their trip. Several decades of transportation planning have focused intently on the daily commute and it seems that the local transportation network serves this purpose better than any other. It works less well for the multitude of equally necessary “cross-town” trips to places like grocery stores or medical appointments.

As a coalition focused on improving community health, we were disturbed to see that healthcare was the least accessible destination, but we are glad to see that parks appear to be relatively accessible.

The average rate of accessibility can hide disparities, so we also looked for variation (standard deviation.) Not only was it easiest for the overall population to get to work, the low deviation indicates that this was consistently the case for most people.

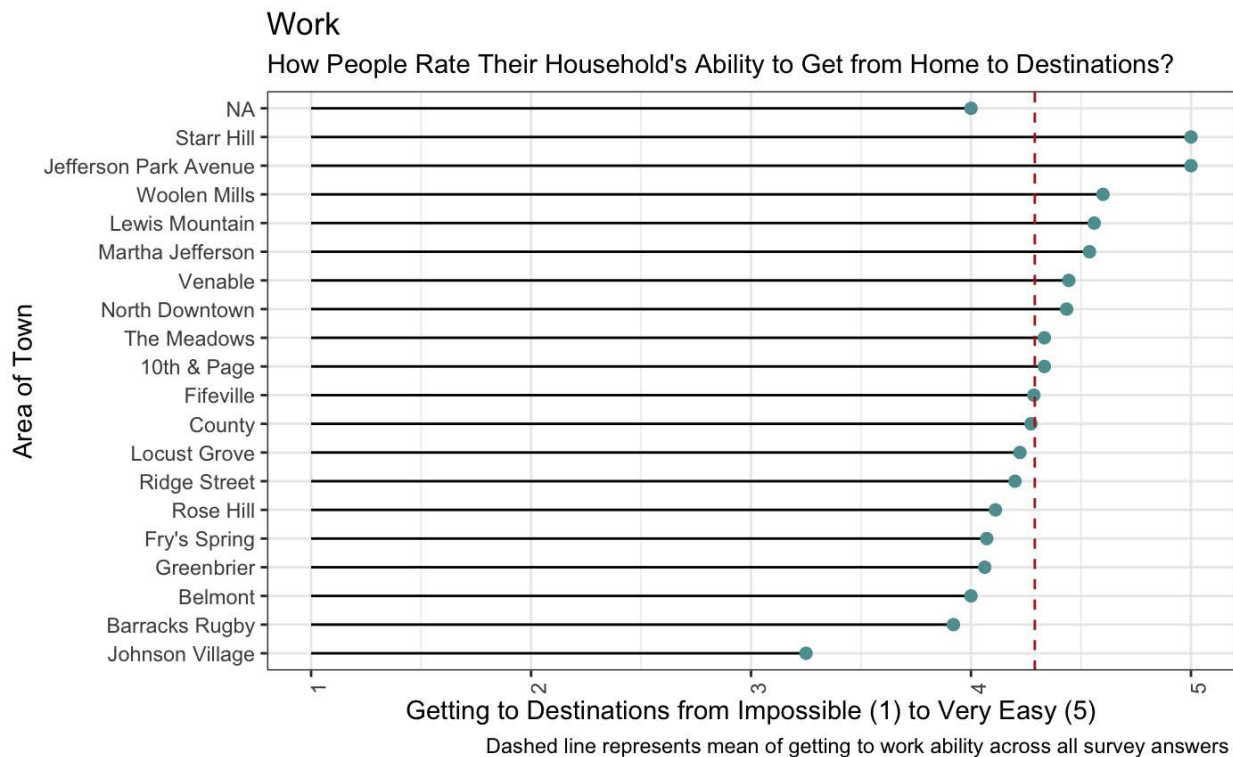
Destination	Mean	Standard Deviation
Work	4.27	0.98
Parks or Recreation	4.15	1.08
Seeing Friends	4.00	1.12
Church or Worship	3.99	1.95 ⁴
Entertainment	3.99	1.40
School	3.96	1.37
Food Shopping	3.93	1.23
Health	3.88	1.34
Other Goods	3.83	1.18

It bears mentioning that this could also have been impacted by people working from home (making it very easy to get to the workplace) but this still begs the question of whether planners are focusing too much on an outdated view of in/out commuting.

We broke the responses out by neighborhood⁵ to see if there were disparities. Note that the sample size becomes small, but we do see differences, with residents of the more suburban neighborhoods reporting greater difficulty getting to work.

⁴ This extraordinary variation is most likely the result of people who don't attend worship rating the trip quality as either fine (4-5) or with a 'zero' as a way of saying that it doesn't apply to them.

⁵ We also sorted open-ended responses by neighborhood in [Appendix C](#).



Note that the extremes of this chart—Starr Hill, JPA, and Johnson Village—had extremely small sample sizes (2, 2, and 4 responses).

On the other hand, residents of 10th and Page, Locust Grove, Ridge Street, and Venable all reported difficulty reaching the cross-town destinations. Specifically

- 10th and Page, Venable, Ridge Street, and Johnson Village all had means of 3.5 or less for food access.
- 10th and Page, Venable, and Ridge Street, all had means of 3.5 or less for other goods.
- 10th and Page and Johnson Village had means of 3.5 or less for Friends.
- 10th and Page, Locust Grove, Greenbrier, and Ridge Street, all had means of 3.5 or less for church
- 10th and Page, and Locust Grove all had means of 3.5 or less for entertainment access.
- 10th and Page, Ridge Street and Locust Grove all had means of 3.5 or less for health access.

Jobs seem to be clustered in the core, while services are on the fringe. Transportation and land use are inextricably linked, and this dispersal of essential services is a real challenge for walkability and more sustainable transportation.

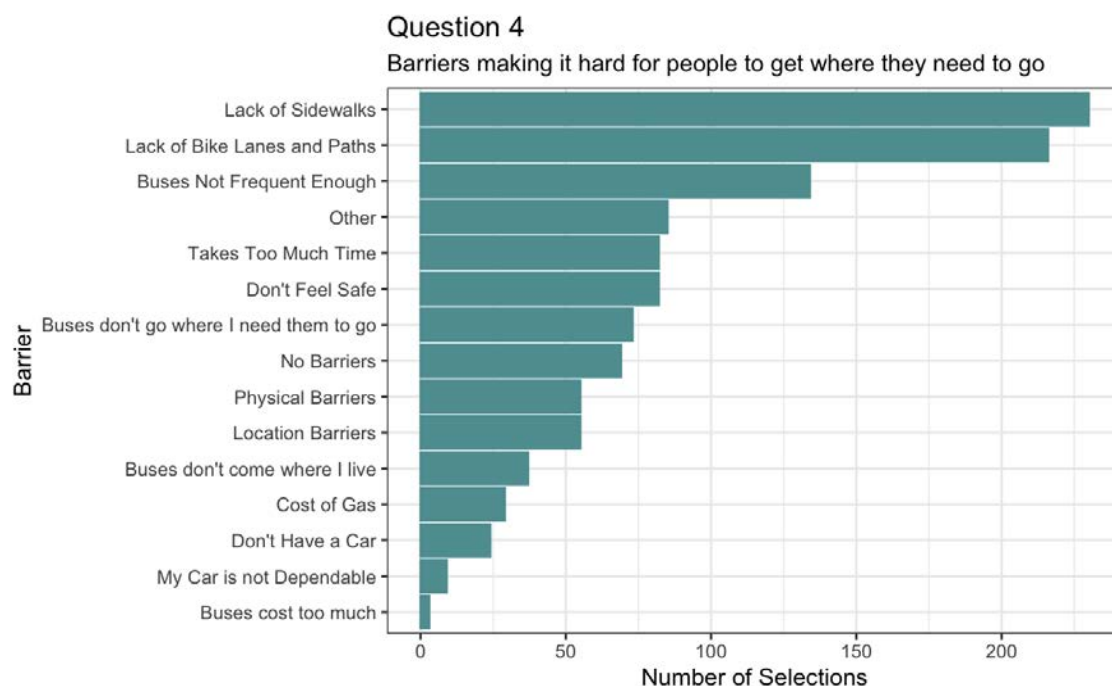
Extension Opportunity: *We did not chart the neighborhood-based analysis for food access but this would be fascinating, especially given that so many people spoke about grocery stores in the open-ended questions (which can also be aggregated by geography).*

QUESTION 4: Barriers

What barriers are making it more difficult to get around?

Question 4 was the heart of our study: what challenges are residents facing, and what needs to change in order for them to shift from their current mode (Q2) to their preferred mode of transportation (Q5)? We obtained aggregate responses that pertained to the whole city but because we were neighborhood-specific, we were able to get some sense (albeit imperfect) of any variation between neighborhoods.

Here are the aggregate responses.



Overall, the most frequently voiced concerns related to the lack of sidewalks, bike lanes and insufficiently frequent transit service.

We know from our previous work, and it is reflected here that the concept of “safety” has two main components. It is obvious that respondents are concerned about being harmed or killed by a vehicle. Other respondents (and there is overlap) are concerned about interpersonal aggression or crime.

We were able to get more nuance by reading “other” free-response information that people volunteered, summarized in the table below. The full text of these responses, reproduced in [Appendix B](#), merit close study.

Main Concept	Details	Frequency
Safety Concerns	Being out at night, speed of cars, no protected lanes	35
Bike Ped Infrastructure	Lack of protected lanes, uneven sidewalks, bad crosswalks	26
Traffic	Traffic, congestion, road maintenance, intersections create bottlenecks, more capacity at peak times	16
Transit Efficiency and Safety	Not frequent enough, unreliable, confusing schedule, takes too long, safety concerns of walking from stops, waiting for buses in bad weather,	12
Parking	Availability and Cost	10
Practicality of biking or walking	Carrying materials for work, no access to showering at destination	4
Climate Concerns	Air quality, health concerns from climate, environmental cost of driving but other options are not safe, general concerns about climate	4
ADA or Physical Mobility Concerns	Infrastructure is barely walkable and not in good enough shape to accommodate wheelchairs, getting around with special needs children, carrying needed health related items, physical limitations make walking difficult	4
Limited or no access to driving	Not driving, sharing a car with other family members, getting to places outside the city is difficult	3

The top 5 concerns (safety, lack of infrastructure, traffic, transit efficiency, and parking are all familiar concerns.

Next, we clustered related responses across a few themes (walking and biking; transit; and driving) and broke those down by neighborhood. We initially explored a fourth category (cost) but abandoned it because our limited data was unreliable and certainly not as good as income, poverty, and cost burden data that exist elsewhere⁶.

Note that these are not necessarily the locations of the barriers themselves. We get into that in Q9. These graphs and the table track the differences in lived experience among neighborhoods.

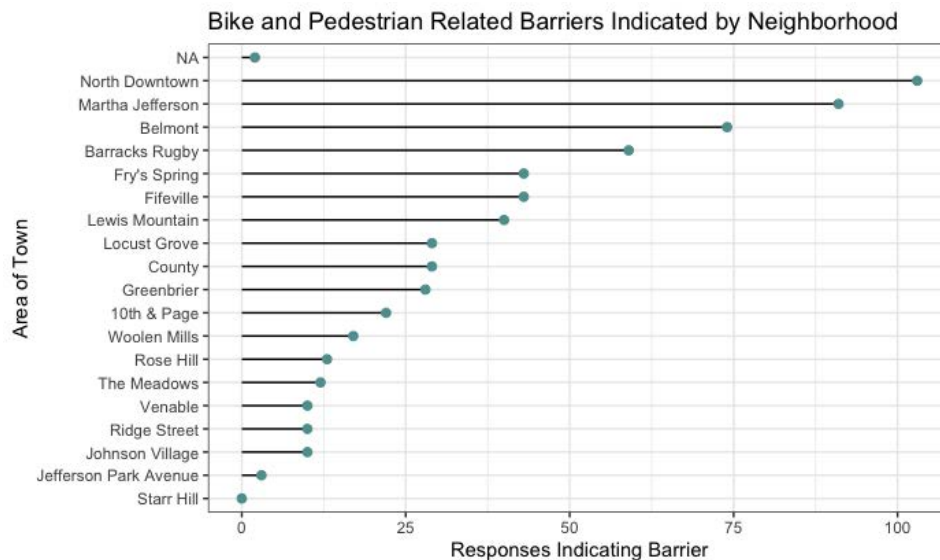
Note also that individual respondents often expressed several of these sub-concerns. We counted these as new concerns so one person having two concerns would count the same as two people both expressing the same one concern.

⁶ The only barrier that explicitly names cost (gas) had few responses. Keep in mind that transit was free at the time so 'cost of transit' was a suspect response. We also know that people who are resource-deprived are often time-stressed too, so the response "takes too much time" might be an adjunct to money, but it could mean many other things too. In any case there are many studies of the geography of economic need that are more reliable than our research (such as the census). We did, however give a close reading to cost-related concerns conveyed in the open-ended responses to [Question 11](#).

First we looked at Bicycle and Pedestrian Related Concerns. We included these in the group:

- Lack of Sidewalks
- Lack of Bike Lanes
- Physical Barriers (stairs, lack of curb ramps, uneven sidewalks, etc.)
- Location Barriers (train tracks, divided highways, hills, etc)
- Not Feeling Safe

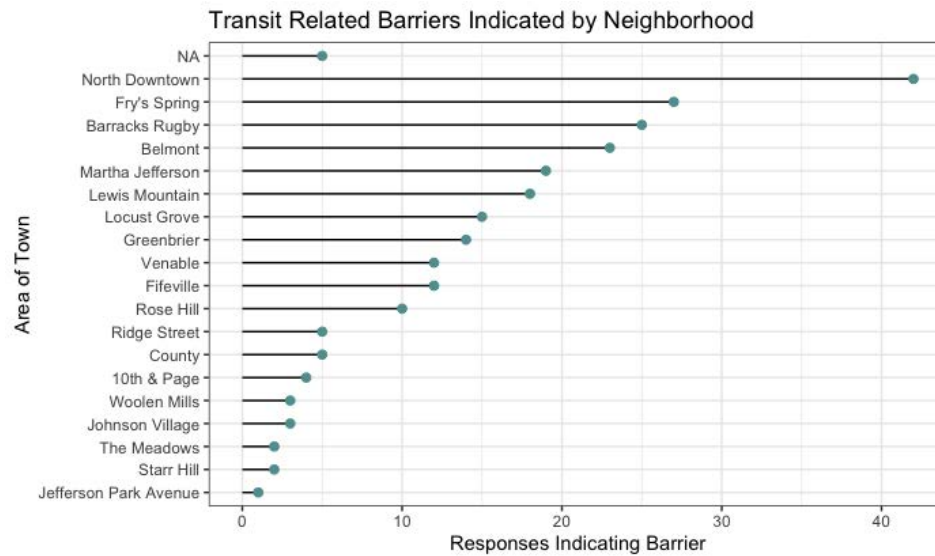
There were 638 responses in this category



Next we grouped Transit-Related concerns. These included:

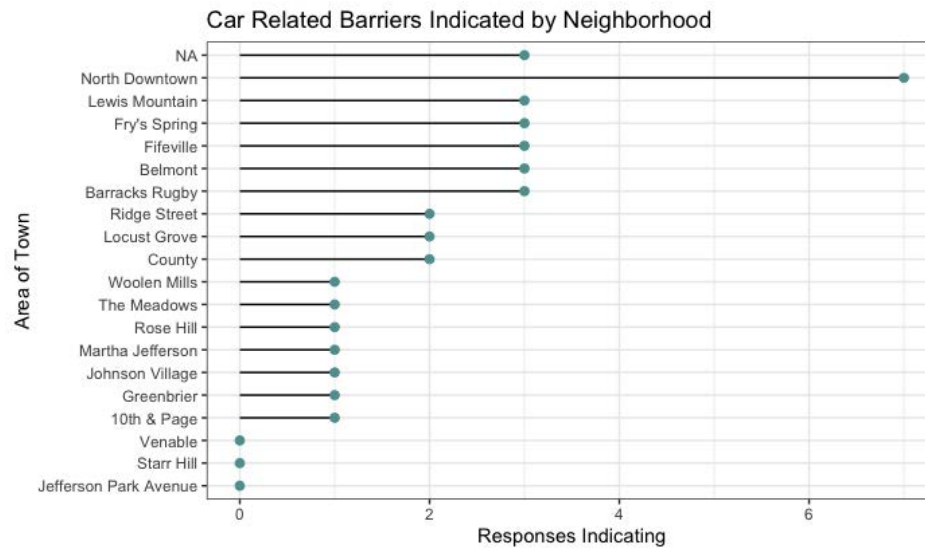
- Buses do not go where I need them to go
- Buses do not come where I live
- Buses are not frequent enough
- Buses cost too much

There were 247 of these.



There were 38 reports of car-related barriers. These included:

- Cost of gas
- My car is not dependable



We noticed right away that the number of concerns expressed correlated with the overall number of responses from each neighborhood, obscuring our ability to detect differences. So we divided the number of responses by the number of respondents from each neighborhood and we were able to detect some differences.

Comments about Walking/Biking, Transit and Driving from each Neighborhood, Divided by Total Response from those Neighborhoods

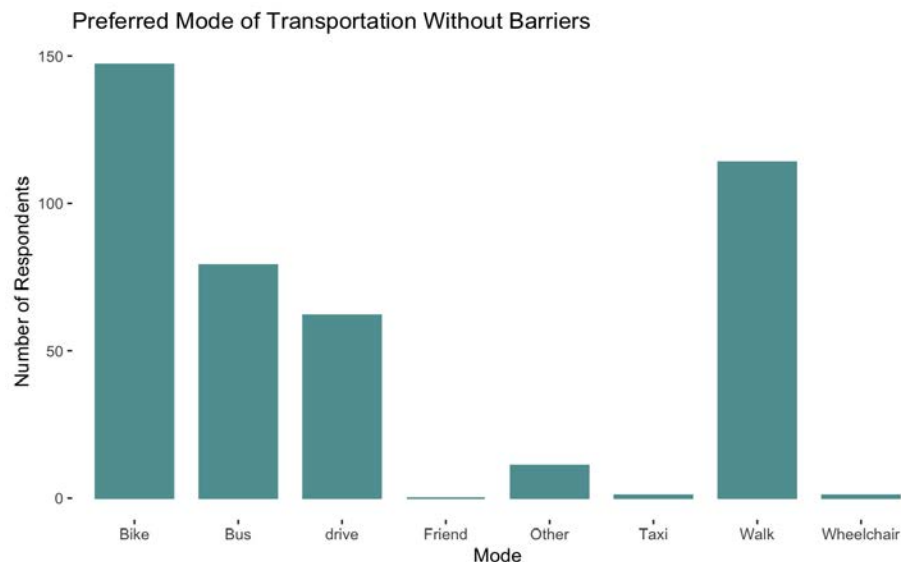
Neighborhood	Total Respondents	Bike and Pedestrian	Bike and Ped Ratio	Transit	Transit Ratio	Car	Car Ratio
10th & Page	10	22	2.20	4	0.40	1	0.10
Barracks Rugby	41	59	1.44	25	0.61	3	0.07
Belmont	43	74	1.72	23	0.53	3	0.07
County	15	29	1.93	5	0.33	2	0.13
Fifeville	25	43	1.72	12	0.48	3	0.12
Fry's Spring	31	43	1.39	27	0.87	3	0.10
Greenbrier	19	28	1.47	14	0.74	1	0.05
JPA	2	3	1.50	1	0.50	0	0.00
Johnson Village	4	10	2.50	3	0.75	1	0.25
Lewis Mountain	34	40	1.18	18	0.53	3	0.09
Locust Grove	17	29	1.71	15	0.88	2	0.12
Martha Jefferson	53	91	1.72	19	0.36	1	0.02
North Downtown	77	103	1.34	42	0.55	7	0.09
Ridge Street	7	10	1.43	5	0.71	2	0.29
Rose Hill	10	13	1.30	10	1.00	1	0.10
Starr Hill	2	0	0.00	2	1.00	0	0.00
The Meadows	8	12	1.50	2	0.25	1	0.13
Venable	11	10	0.91	12	1.09	0	0.00
Woolen Mills	6	17	2.83	3	0.50	1	0.17
NA	13	2	0.15	5	0.38	3	0.23

Higher ratios mean more intense interest/concern. We recommend focusing improvements—and follow-up research—in the red communities, after applying an equity filter to prioritize resources to those who need them the most. Because we've divided the responses across 20 neighborhoods, the sample sizes are small but they provide some enlightenment about where to start or where to follow-up.

Extension Opportunity: Focus future research on priority communities.

QUESTION 5: Preferred Mode

If the above challenges could be resolved, what would be your preferred method of transportation?



Respondents would prefer to bike, walk or ride the bus if they felt it were possible. Note how different this is than what we learned from question two, in which most respondents' said they drive alone most often (4/5), followed by walking (3/5) and biking (2/5). The city's new *Comprehensive Plan* puts a lot of emphasis on walking, biking, and transit. These results are a clear validation that residents want those—but most are not able to travel that way now.

A significant number would also like to either continue driving or (perhaps) be able to drive. This issue of people who cannot drive but would like to do so would be interesting for follow-up.

Here is what some respondents added in the free response:

Main Concept	Details	Frequency
Alternative Transit	Paratransit through Uber, many small electric buses, Jitney or train tram, better public transit in general, school buses for kids	6
Combination of Modes	Weather dependent, walk or bike when possible	5
Alternative Methods to Drive	Shared Car (Zip Car), Electric Car to be able to get around on your own terms, paratransit through Uber ⁷	2
Stay the same	No barriers, loss of lanes make it hard for commuters	2

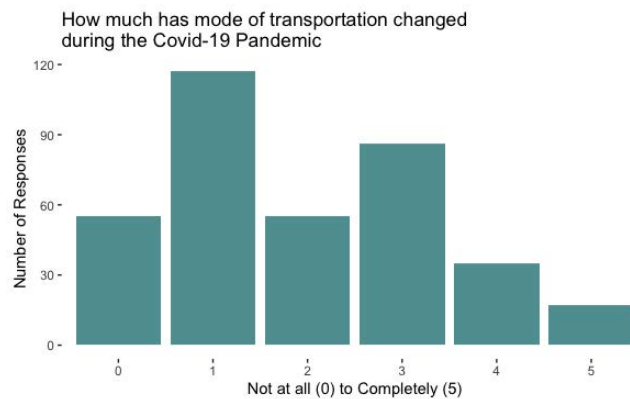
We would have liked to break out responses by race, gender and neighborhood but did not have time to do so. That would be an obvious next step.

⁷ Note that Albemarle is exploring an on-demand version of transit in its urban neighborhoods that are underserved by transit.

The Impact of COVID-19: Questions 6-8

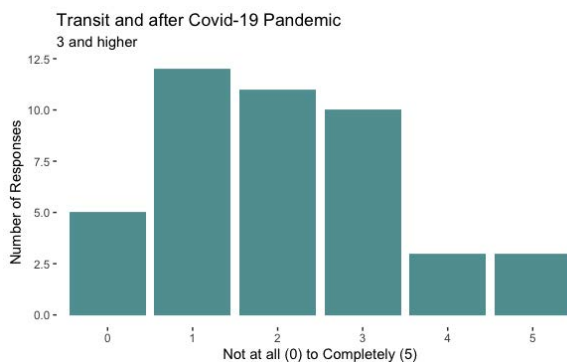
QUESTION 6: Changes Due to COVID-19

On a scale of 1 to 5, with 1 meaning “not at all” and 5 meaning “completely”, how much has your mode of transportation changed during the COVID-19 pandemic?



If there is a surprise here, it is how little was changed as a result of this dramatic event—from a transportation perspective, it was not transformative, except when it comes to transit, where the impact was dramatic.

We know that transit was completely transformed by COVID-19. At the time we designed this survey, transit systems were either suspended or heavily restricted.



When we isolate transit users (responding 3 or higher to Question 2), we see that *their* lives were dramatically impacted. Even though their sample size was small, their disruption impacted the overall (accounting for the median spike in the figure to the left).

Although many people’s transportation did not change much, the large impact on those who *were* affected shifts the total picture. Reversing the impact of covid on transit ridership should

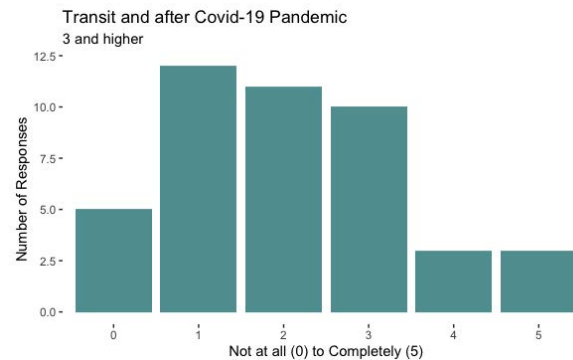
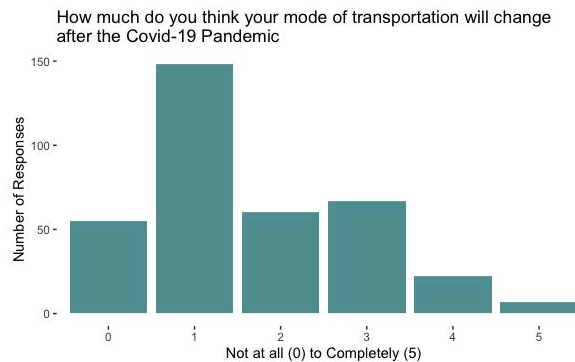
be a top priority.

We know too from other sources that there were dramatic increases in the number of people walking and biking for recreation. But it is not clear that there was a similar use of those modes for transportation.

In retrospect, we wish that we had asked a different set of questions. As we’ve seen, transportation choices are driven by concerns like infrastructure that only change slowly and are unlikely to change on a dime—even in a pandemic. It would have been more interesting to ask how people’s destinations have changed. For example, as more people work from home, are they taking more cross-town trips? Are they dispersing their trips throughout the day? Are they combining work, errands, and or recreation in different ways?

QUESTION 7: Likely Long-Lasting Impacts of COVID-19

On a scale of 1 to 5, with 1 meaning “not at all” and 5 meaning “completely”, how much do you think your mode of transportation will change after the COVID-19 pandemic ends compared to before?



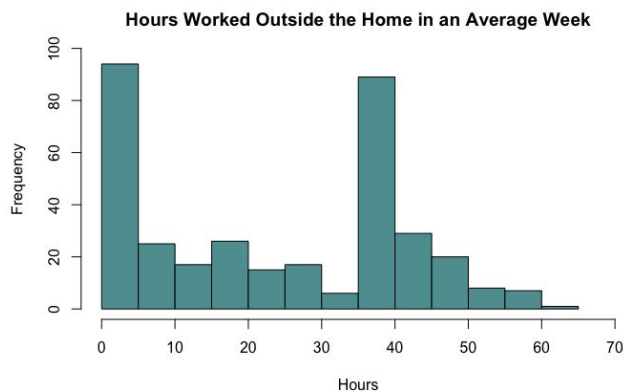
This question was asked during COVID-19 restrictions and asked respondents to speculate about how much their patterns would be changed after the restrictions were lifted.

This question was unclear whether we were asking if people's transportation will change from the previous status quo or whether we were asking them if there would be change from their COVID-19 routine.

Here again the broader population anticipated relatively little change to their mode of transportation as a result of COVID-19. While transit riders expected a somewhat greater impact on their transportation options.

QUESTION 8: Work Outside the Home

How many hours do you work outside the home in an average week (includes school, searching for work, volunteering, etc)?

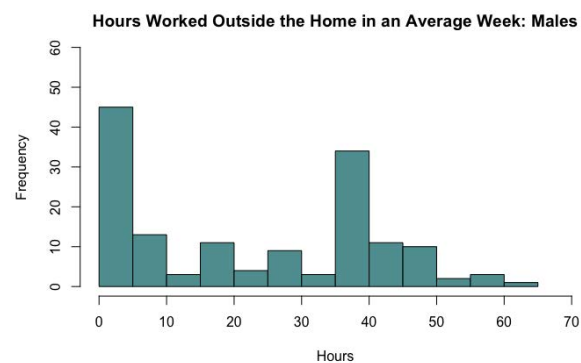
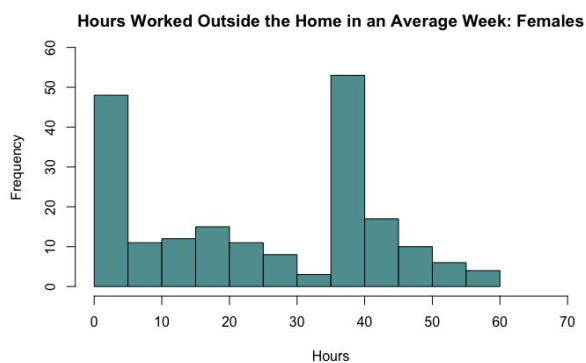


Not surprisingly, most respondents either work full-time or not at all. It is interesting that about as many people work more-than-full-time as work part-time.

We struggled with this question in that we wanted to honor all forms of work, whether or not it is compensated. Yet in so doing, we mashed together notions of paid work that is done for survival and vocations that are important, but optional.

Both of these categories of labor dramatically changed during COVID-19, and were in transition during the life of the survey. For example, how would someone who works from home answer this question and are they still doing so? There's very little that can be learned from these responses.

There could be an important extension opportunity in looking for correlations between travel modes and hours worked. We had envisioned that as an important inquiry but have not had time to perform that analysis.



We also looked for differences between men and women.⁸ The distribution of their responses to this question was similar but it is interesting to see that, at least among this cohort, women were more likely to be working outside the home during the pandemic. We did not include those identifying outside of the gender binary in this breakdown of data due to the small sample size.

⁸ 54% of respondents identified as women (Question 13).

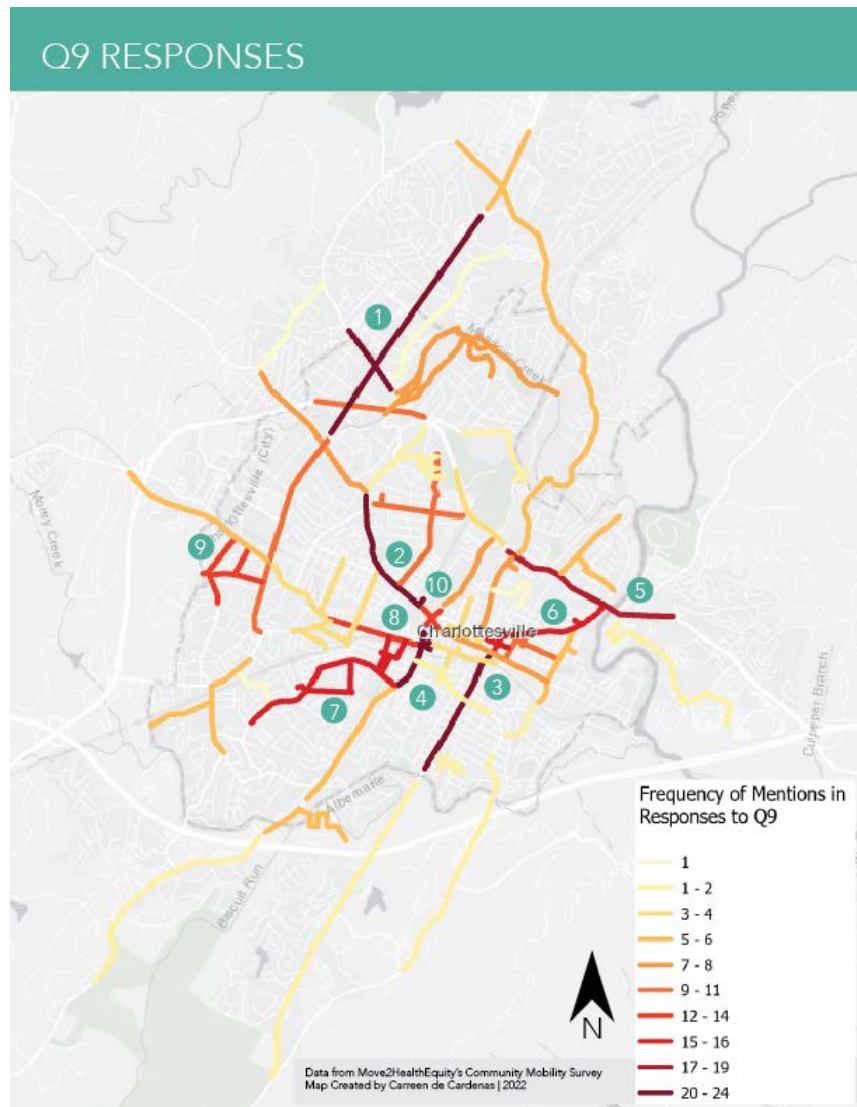
Open Ended Responses: Questions 9-11

QUESTION 9: Recommended Improvements

If you could fix one street, sidewalk, crosswalk, pathway, or intersection in Charlottesville what would it be (please be specific as to the street, intersection, or neighborhood)?

We read through all 351 responses and gave them geographic tags and ranked the frequency with which certain segments or corridors were mentioned. This map shows the spatial distribution of concern areas, with the top ten itemized in the table that follows.

Map of Identified Hotspots



Top ten segments / areas of concern

	TOP 10 SEGMENTS	# Mentions	# Survey Respondents from Adjoining Neighborhoods	Heat Ratio
1	US 29 Corridor and Hydraulic Intersection	24	62	0.39
2	Preston Avenue (without Ridge Intersection)	24	148	0.16
3	Avon Corridor (from Belmont Bridge to Druid)	22	43	0.51
4	Ridge and Ridge McIntire St and Main St Intersection	20	78	0.26
5	250 (Eastern Section)	19	152	0.13
6	E. High St (Downtown to 250)	16	152	0.11
7	Cherry Ave and Fifeville	15	68	0.22
8	W Main St	14	88	0.16
9	Alderman Rd and Lewis Mountain	13	36	0.36
10	McIntire and Preston	13	78	0.17

We were interested to know whether the number of mentions of the top hotspots was because they are problems for the whole city or whether they are local concerns of highly-responsive neighborhoods. When we normalized against the number of total responses in the adjoining neighborhoods (third column), we generated ratios (fourth column). Higher decimals suggest either a more global concern or higher unanimity among neighborhood residents—both are reasons to pay attention.

Not surprisingly, 29/Hydraulic is both a frequent and intense concern. That area has been consistently rated as the most harrowing corridor in the urban area throughout our and others' research.

We can also infer that roads of regional import cause problems for local residents and our other findings point to vehicle commuters creating concerns for pedestrians. Most are important commuter routes and even Alderman is a key link to UVA. VDOT classifies nine of the ten as arterials, except Cherry Avenue, which is certainly an important commuter route. We do not know whether these concerns are worse during rush hour or are more-or-less constant. We have heard this anecdotally but don't have data on it.

There were also numerous generalized requests for more sidewalks, crosswalks, and intersection improvements to make crossing safer and concerns about sidewalk and bike lane continuity.

The full-text responses ([Appendix B](#)) are fascinating reading.

QUESTION 10: Most Challenging Destination

If you could get to one place, service or destination more easily, what would it be and why?

Question 10 was an open-ended question and there were 278 responses, many of which were rich and detailed.

Here are some broad findings:

- There is a strong desire from respondents to be able to access a grocery store without needing a car, stating their preferred method would be to have better bike or pedestrian access. Similarly, accessing non-food shopping locations and services without a car was also of concern. 58 respondents mentioned grocery stores and food and 34 mentioned shopping centers in general and other services.
- Respondents want to get to the places on Rt 29, but are frustrated with the congestion and how unsafe it is for cyclists and pedestrians.
- Many respondents brought up wanting to access parks more easily, including getting to parks outside of the city. Respondents identified places like the Saunders-Monticello trail, Biscuit Run, and parks in Albemarle County. (Remember: respondents are almost exclusively city residents).
- Accessing healthcare facilities was also of concern. This further supports the findings from [Question 3](#), where the ease of accessing healthcare had one of the lowest accessibility ratings.
- Most identified destinations include Downtown and the US29 corridor--no surprise there. Nearly every major grocery center and shopping center was mentioned, but 5th Street Station/Wegmans and places just north of Hydraulic on route 29 were commonly discussed.
- There is little mention of “work” or “job.”
- These findings support our thesis that transportation planners should be careful about focusing obsessively on the commute and pay more attention to the supportive trips that make life possible, such as food, healthcare, and recreation.

The complete responses can be found in the [Appendix B](#) but we also tagged and aggregated them in three different ways.

First, we grouped them by the types of services and destinations they were trying to reach.

Responses to Question 10, grouped by desired type of service

Main Concept	Details	Locations Mentioned in Comment	Frequency
Grocery Store	Unable to access grocery stores by biking or walking, need for healthy and affordable food without needing a car, efficient transit to food, a more central grocery store needed (suggestions: east side of city, Fifeville/Cherry Ave, McIntire Plaza)	5th Street Station (Wegmans), Stonefield (Trader Joe's), Whole Foods, Barracks (Kroger), Downtown (Market St Market, Farmer's market), Preston (Reid's and Integral Yoga, bakery)	58
Other Goods and Shopping Centers	Need more frequent service up 29 to shops or have more closer to town, high rail up 29, traffic volume and lack of bike lanes makes US29 impossible without a car, need for easier access to shopping centers by bike, creating better connection would allow to access to a variety of services, nodes near neighborhoods for more local shopping, a large home goods store, discount retailer like Target closer to town	5th Street Station, Downtown, Barracks Road (Kroger, CVS, Cava, etc), Stonefield Shops, Allied Street shops, Pantops Shopping Center (hair salon,), Rio Hill Shopping Center (Lowe's, TJ Maxx, Walmart), Hollymead Town Center, Preston Avenue (Martin's Hardware, car repair shop, gardening supplies), generally 29 N shopping centers, Hydraulic Road corridor (Sacheme Village)	34
Parks and Recreation	Transit to parks, walking or biking to Monticello trail, trail to the river, tree covered areas and woods, kids playgrounds and pool within walking distance, dog park	YMCA, Monticello trail/Kemper Park, Rivanna River, skateboard park, Walnut Creek, to Crozet, Shenandoah National Park	22
Healthcare	General comments about access to hospitals and healthcare in general, working at hospital, takes 3 bus transfers and 2.5 hours to get to doctor appointments around Berkmar Circle, would bike to Uva Physicians at JABA, pharmacy at Barracks, Free Bridge connection to doctors, Healthcare so there is not a need to put preventative care off, pantops traffic makes appointments difficult to reach	UVA Hospital, Berkmar Circle, JABA, Barracks Pharmacy, sentara clinic, Martha Jefferson Hospital and medical facilities from the city, Northridge Medical Center	18
Entertainment and Social	General social interaction and entertainment, cafe, restaurants, movies, Sunday orchestra series	Downtown, Pantops, IX park	11
Airport	Shuttle to the Airport and commercial centers near by, too many lights, bus to the airport would save lots of money on parking, bike lane or trail to airport	Charlottesville-Albemarle Airport	9
Schools	Crossing roads is unsafe, need buses to school, biking safety, school is where church is held	Clark Elementary, Johnson Elementary, Venable Elementary, Walker Upper Elementary, Burnley-Moran Elementary, Albemarle High	8

Senior	Four people mentioned the Center at Belvedere, multi-generational neighborhood cafe in walking distance to not feel isolated, Senior Center for exercise and socialization	The Center at Belvedere and other Senior Center	6
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Next, we sorted by geographic locations they were trying to reach.

Responses to Question 10, grouped by specific location

Area of Town	Details	Frequency
Downtown	For work and business, for restaurants, more frequent bus service downtown, challenging to get to the mall safely by foot or by bike,	51
US-29 Corridor	Crossing 29 is unsafe, needs better bike and pedestrian infrastructure (protected/separated bike lane, Hydraulic intersection are hard to reach without bike lanes like Berkmar and Hillsdale, bus ride from downtown is too long (1.5 hours), ramps at major intersections like Rio Rd and Rt29, to Rt29 shops and services on high rail, there is no bus that goes up that far (to Trader Joe's and Target)	31
UVA	From downtown to UVA, needs protected lanes and better bike infrastructure, elevation makes downtown to UVA difficult, after hours (9pm and 7am) for night shift workers, biking is unsafe, UVA hospital is not set up for public transit or biking,	20
Barracks Rd, Emmet Rd, and Barracks Shopping Center	General comments about getting to Barracks, getting to Barracks by bike, congestion on Emmet St, between barracks and downtown with direct bus or separate bike paths	16
5th Street Station	Only accessible by car, needs more bikeable infrastructure, lowering car speeds on 5th Street, too dangerous with drivers, need continues sidewalks from the city (Avon and 5th Street) to the entrance, bike lanes to get across I-64	15
Avon St	Connection from Avon through town to 29N, getting to the southside from town (Avon St Extended), Avon St does not have complete sidewalks - would scooter from downtown to Mill Creek and storage unit, From Avon Park to Downtown Mall - a straight shot into town that is not serviced by a bus route, protected bike lane on Avon to get to Wegmans, traffic on Avon Street southbound, remove chain link fence and open pedestrian path between end of Old Avon parking lots and Lyman Street, crossing Avon is difficult to get to school	9
County	Getting to Monticello and PVCC, Monticello Trail, Shenandoah National Park, getting outside of town to parks like Biscuit Run, neighborhoods like Key West, Belvedere, south of town like Avon St Extended and 5th St Extended, surprised CAT doesn't server Hollymead at all, bike lane going out of Charlottesville to airport, Walnut Creek or Crozet, Ivy Road area - city and county meets	9
250 Bypass	Stores north of 250, bypass needs sidewalks/bike lanes on both sides, Park St to Burnley Moran Elementary, Free Bridge from John	8

	Warner Parkway to get to service merchandise and car repairs, Rugby Ave and 250 intersection, getting across Free Bridge is impossible	
Belmont	Between Belmont and Monticello Trail, getting to Belmont from bus quickly for the restaurants, no easy way to get here without a dozen traffic lights, hydraulic Rd from Park Street due to lane for entry onto 250 west from Park Street being too short to safely blend into traffic	7
McIntire	Allied St businesses and shops, expanding ridge st to 2 lanes to provide continuity from 5th Street to McIntire and avoid backups, bike lane on McIntire doesn't feel safe (sometimes uses sidewalk at points to get to JW Parkway), intersection at McIntire Park, wishes trolly had a stop on High St or near intersection of McIntire Preston	6
Pantops and Free Bridge	No crosswalks, infrequent buses (only runs once an hour), anywhere east of Park St on Route 250 - Freebridge is crazy every afternoon, don't feel safe taking bus and crossing High St - one method is taking JAUNT to get to Pantops	5
Monticello	Getting to Monticello and the trail from downtown, would be nice to not have to get into a car to visit nature and exercise, Monticello for work - most frequent car trip, Saunders-Monticello Trail for access to trees, remarkable historical, educational and recreational resource that is only accessible to drivers or cyclists/walkers will to risk their lives crossing 4 lanes of high speed traffic on Rt 20, parking lots for the trail are almost always overflowing	5
Preston	Corridor is becoming an increasingly important destination for services (car repair, groceries, bakery, breweries, gardening supplies), would like to walk in that area - usually walk but that area is risky, connection to Barracks Road, businesses along Preston Ave, a path from Preston to downtown and West Main	4
John Warner Parkway	Another foot bridge over Meadow Creek (getting form Locklyn to JW Parkway) in McIntire Park, walking from Kenwood Ln (Greenbrier) to JW Parkway	3
Ivy road	More buses and sidewalks serving old Ivy and Ivy Road, too dangerous to walk in the area, city/county boundary, from belmont to Ivy - a straight shot, but bike paths are too narrow or end and start up again for no reason,	3
Main St	A path to get from Reston to West Main St	3
Rio	Rio Shopping Center area, safest way is all the back routes, ramps at major intersections like Rio Rd and Rt 29	2
River	Riverview park - great trains for running with nice scenery, inconvenient to get to this area of town, pleasant walkway or trail connecting downtown to the river	2
Regional	64 to get other places, more train and bus service to DC, Richmond, Norfolk/Virginia Beach, etc.	2

Lastly, we categorized responses by broad themes.

Responses to Question 10, grouped by planning theme

Concern	Details	Frequency
Bike and Pedestrian	Separated Bike Lanes - not just paint, feeling unsafe on current infrastructure, unsafe drivers, many locations and services only accessible by car, places are close by but no way to walk or bike, lack of connectivity	76
Transit	<p>Buses take too long; need more frequent bus service; reinstate full service routes, bus goes to most of the places, but is useless if it only comes once an hour; transit isn't even an option for a 2 mile commute; bus only works as reliable transportation to work on downtown mall and not home; public transportation that is clean and logical to use; would take transit if covid wasn't a concern; buses for students; need quick and easy intracity transit, current appointment takes 3 bus transfers;</p> <p>We need a bus-able grocery store - where the bus comes more than once an hour and passes close to a grocery store without having to transfer lines - currently impractical; accessing doctors and hospital by bus; getting to parks more easily, more times; direct bus to Barracks Rd; getting to Belmont by bus quickly; would be nice for bus route 4 to run more often and more frequently; trolley needs a stop on High St or near McIntire Preston intersection, public transit/electric; shuttle to downtown area; bus that goes farther up 29 (Target), - bus 5 doesn't come to Downtown Station, Route 7 to a BRT - there is sufficient demand</p>	48
Traffic and Parking	Pantops 5pm traffic makes appointments difficult, parking and driving around Dairy Market, traffic at Emmet intersections, back ups on McIntire Ridge, traffic getting out of the city, rush hour jams, traffic on high street eastbound and Avon St southbound, Rt 29 traffic, downtown parking, roads were not build for massive influx of automobiles and other vehicles, traffic is going to be horrific with all the new projects, changing lanes on 29, parking is challenging,	15
ADA Accessibility	Emmet Street bridge is inaccessible to mobility impaired citizens, handicap parking always nearest the entrances of the buildings served	2

QUESTION 11: Further Comments

Use the space below to provide any comments or clarify your answers above about mobility within your community.

The final question was the most open-ended, allowing for new thoughts or elaboration. The themes will now be familiar:

- More bicycle infrastructure with an emphasis on physically protected facilities and better maintenance
- Insufficient sidewalks with an emphasis on consistency and obstructions
- Better crosswalks, signage, maintenance of markings
- Excessive vehicle speeds and bad behavior (reckless, inattentive or hostile)
- Bus service ought to be more frequent; compounded with need/difficulty to transfer makes bus riding take too long.
- Improved bus-waiting experience—shelters, lighting, reliable tracking app
- Not everyone wants to walk or bike and planners should not be over-idealistic about that
- Many sidewalks are impassable for those with disabilities
- Split desire for less or more parking (especially for seniors)
- Increased density could especially impact smaller roads
- Investments (and improved maintenance) should focus on historically Black neighborhoods
- Better support (including chargers) for electric vehicles and e-bikes; electrify the bus fleet

The complete responses can be found in the [Appendix B](#) but we also tagged and aggregated them here.

Main Concept	Details	Frequency
Biking or Bike Lanes	Gaps in connections; simplicity and safety is lacking; need more river crossings; never use bike lanes along street parking due to safety concerns; "sharrows" and "painted lanes" are too dangerous; bike lanes need to be protected or divided; city is not friendly to non-drivers; drivers are not responsible (texting, careless) or hostile; friend died while being hit by a vehicle; better signs and markings; hills are a impediment unless using electric bike; better street cleaning for bike lanes; shopping areas are hard to get to by bike; bikes should abide by driving laws; more housing will lead to more parked cars and narrowing roads for riders; bike lanes are a build-it-they-will-come situation; not enough shared use paths	85
Walking or Sidewalks	No shoulder or sidewalk in many areas; sidewalk infrastructure needs to be improved and made more consistent; crosswalks are not safe; drivers go too fast and make me feel unsafe, sidewalks are poorly maintained; downtown feels walkable but the city has a long ways to go to be pedestrian friendly; kids need safe walking route; signals and markings are of concern; utility pole obstructions; need sidewalks on both sides of any street; city needs to be more proactive in making sure property owners are managing overgrowth (of	66

	vegetation); I don't want to be dependent on a a car but I don't want to be killed; not enough shared use paths	
Transit	Bus doesn't come frequently enough; busses should be free, more frequent and comprehensive; buses cannot be used for time sensitive things; routes are too limited; routes don't align with my origin/destination which makes the trip take 4-5 times longer than driving; there is no bus to where I live; removing the street car tracks was a mistake - trolley is a poor substitute and not energy efficient; city needs more clean public transit; a 1-2 mile trip can take an hour; combination of walking to a bus stop and waiting for the busses makes it impractical and time consuming; I wish the bus system really served everyone and desirable - not just a sad last option; make it hip and cool and convenient to use the bus system like every country in europe manages to do; need to run later and have Sunday service; waiting for bus does not feel safe (crime concern); not need more bus shelters to protect against rain or heat; city is too large for bus system to be so sparse; desire for 15 minute intervals during high use periods; better bus tracking; better lit stops and more destinations	54
Safety Concerns	Aggregated above	47
Driving and Traffic	Poorly timed traffic signals; downtown parking spaces being used for city vehicles; too many lights on Emmet Street; Rt250 ramp could be removed with imaginative single lane bridge; making it harder to drive makes it harder for people to live work or support businesses in the community; reducing road capacity also delays busses and makes them less efficient; too many lanes end in odd locations; the idealistic notion that everyone in a community only want biking, walking and public transport is ludicrous; speeding is a problem everywhere downtown; want to see speed bumps everywhere; parking is an issue; investing in bike infrastructure will help congestion; as we add more high density housing - keep an eye on how traffic will increase on smaller roads	19
Against Cars	Above concerns, plus: Half the surface area of downtown is devoted to parking; too many cars; way too car dependent, would love to not worry about hassle and cost of operating a cars.	16
Ability / Disability	Above concerns, plus: Scooters and bikes on sidewalks pose a particularly high risk to the differently-abled population; should clarify if respondents have physical mobility issues; broken sidewalks and incomplete curbs; tree roots; Main St; hard to walk up two steep blocks to get to bus stop; sidewalks aren't navigable if you are on wheels; maintenance needed; more parking downtown for seniors; conditions are a violation of civil rights law - everyone has the right to use public facilities	17
Physical Barriers	Aggregated above	12
Financial and Governance	Transport should be free; subsidize non-car mobility more than we subsidize luxury truck mobility and storage; invest in protected bike lanes; JAUNT needs more funding so that riders don't have to wait, higher taxes for drivers	10

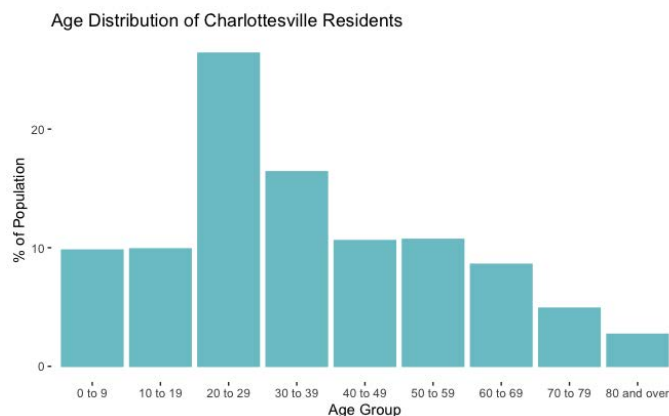
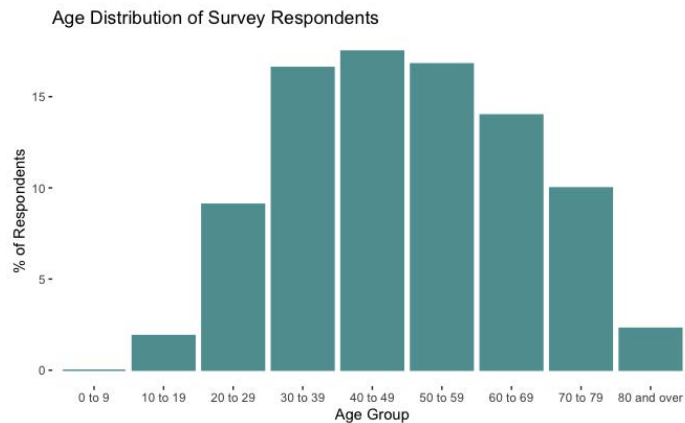
Equity Issues	Busses are stigmatized as being for the poor; investment in sidewalks is an issue of social justice, town impossible for businesses and impossible for all those of all colors and socioeconomic who have to commute; economic divide with regard to transportation; poor transportation is an important social determinant of health and deserves dedicated resources; safe shared use paths should be built with an eye towards historical Black neighborhoods first; equity lens on the budget; paths should be cleared in the winter just like the streets are; many folks don't have cars which makes getting to appointments difficult with the sparse bus system	9
Electric Alternatives	More EV chargers; hard to find a scooter across the city; e-bikes are practical future solutions; buses need to be all electric, switch to smaller electric busses; subsidies for e-bikes and some e-bike locking and charging infrastructure	9
Signage and Markings	Better maintain street markings; Better signage; Most walk lights are badly timed for pedestrians; eliminating right on red might help with drivers not respecting crosswalks	6
Training and Education	Drivers are unaware of the laws regarding "sharrows"; there needs to be a widespread advertising campaign to educate drivers about yielding to pedestrians and sharing the road with bikes; it should be easier to learn about transit; educate about the positive impact of transit on climate	4
Growth Management	Need more investment in mobility infrastructure as Charlottesville continues to densify and grow, investing in non-car transportation options will also open opportunities for greater intentional density	3

Demographics: Questions 12-15

QUESTION 12: Age

What is your age in years?

Age Distribution of Respondents; Actual Age Distribution of Charlottesville Residents⁹



Based on those who submitted their age, the survey participants represent an older demographic than the demographics of all Charlottesville residents. Most notably the under 30 ranges were the most underrepresented. We infer that the University student cohort is lacking—perhaps because the survey was most actively distributed in the summer. It is understandable (but regrettable) that overall youth response would be lacking. But University students are adults who make their own travel choices and are important, and frequent travelers in the area. A more complete survey should include them.

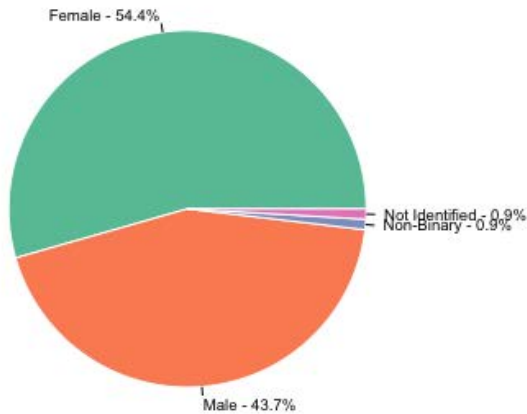
Extension Opportunity: Work closely with the University of Virginia to extend this survey to their students (and staff) via the University's numerous communication channels.

⁹ Source: US Census Decennial Data (2020).

QUESTION 13: Gender Identification

How do you currently describe your gender identity (e.g. female, male, non-binary)?

Gender of Survey Respondents



Based on those who opted to specify their gender identity on the survey, ratio is relatively similar to the gender distribution in Charlottesville. However, the census only recognizes the gender binary (listed as male/female) in their data which limits the ability to compare survey representation with Charlottesville data outside of the gender binary. We used language consistent with census language.

We see the fact that women are slightly overrepresented in this survey as a positive. Although women and men do not share all the same preferences, spaces and systems that feel safe for women usually also work for men. The opposite is not always true however.

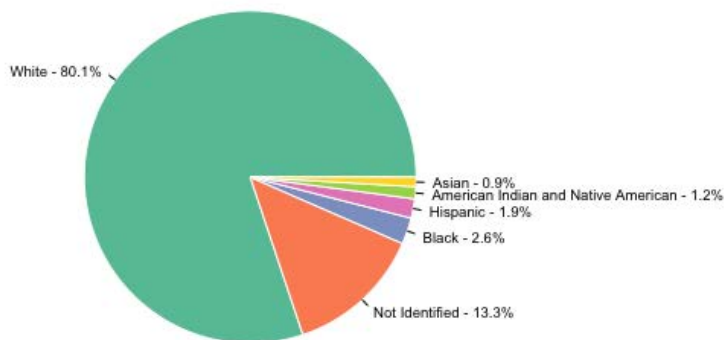
QUESTION 14: Race

Which [race] categories best describe you? Please select all that apply.

Here were the options we offered:

- American Indian or Alaska Native—For example, Navajo Nation, Blackfeet Tribe, Mayan, Aztec, Native Village of Barrow Inupiat Traditional Government, Nome Eskimo Community
- Asian—For example, Chinese, Filipino, Asian Indian, Vietnamese, Korean, Japanese
- Black or African American—For example, Jamaican, Haitian, Nigerian, Ethiopian, Somalian
- Hispanic, Latino or Spanish Origin—For example, Mexican or Mexican American, Puerto Rican, Cuban, Salvadoran, Dominican, Columbian
- Middle Eastern or North African—For example, Lebanese, Iranian, Egyptian, Syrian, Moroccan, Algerian
- Native Hawaiian or Other Pacific Islander—For example, Native Hawaiian, Samoan, Chamorro, Tongan, Fijian, Marshallese
- White—For example, German, Irish, English, Italian, Polish, French
- Some other race, ethnicity, or origin, please specify: _____
- I prefer not to answer.

Racial makeup of survey respondents

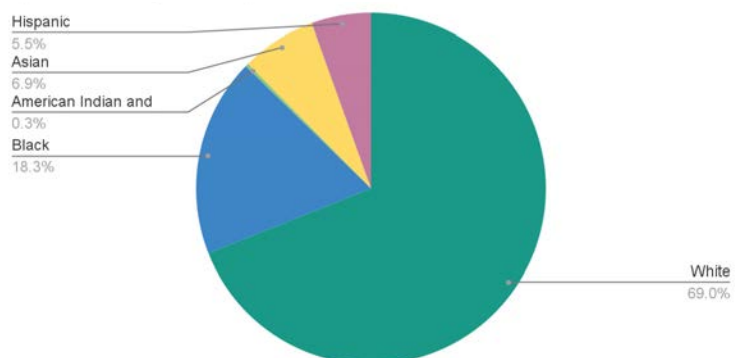


80.14% of respondents identified as White. This is greater than the 69% White population reported by the U.S. Census. We cannot make assumptions about the 13% who did not identify their race.

6.6% of respondents identified as Black, Hispanic, American Indian or Native American or Asian.

From a racial perspective, the results of this survey are not representative of the surveyed area (attached below).

Actual racial makeup of Charlottesville residents as of July, 2021¹⁰

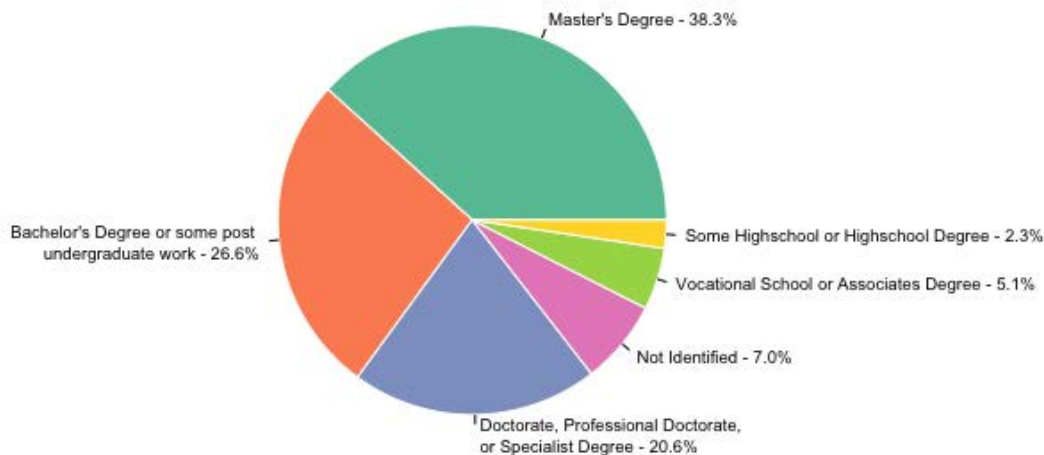


¹⁰U.S Census

QUESTION 15: Education

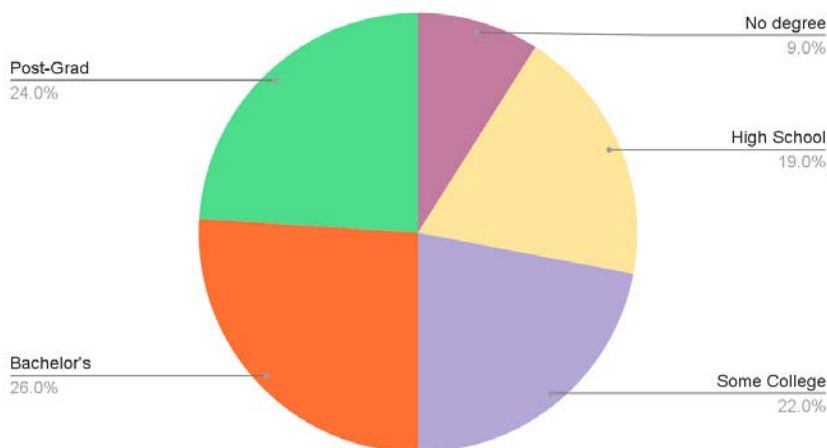
Which category best describes your highest education level?

Education Level of Survey Respondents



85.5 percent of survey participants reported having at least a Bachelor's degree. As a university town, Charlottesville has a relatively educated population but not *that* educated (50% college/post-college). While the survey categories aren't exactly the same as those used by the U.S. Census, what is clear is that respondents with advanced degrees are overrepresented in this survey. And, it is a bit ironic that, as previously noted, *students* are largely absent from the survey.

Actual educational attainment of Charlottesville residents as of 2020



Again, the respondents do not reflect the local population. Although the study provides some valuable insights, its perspectives are limited and need to be enlarged by concerted outreach to those whose views may not be reflected.

APPENDICES

Appendix A: Questions and possible answers as they were presented on the survey

Question 1






This is a map of the "formal" neighborhoods in the city of Charlottesville. However, there are also other ways you may choose to describe where you live. From the list below, please choose the response that best describes where you live (knowing that in some cases there may be more than 1 choice that applies):

Belmont
Blue Ridge Commons
Burnett Commons
Carlton
Crescent Halls
Downtown
Fifeville
Forest Hills
Friendship Court
Fry's Spring
Greenbrier
Greenleaf/Rugby Hills
Jefferson Park Avenue
Johnson Village

Kellytown
Lewis Mountain
Little High
Locust Grove
Martha Jefferson
The Meadows
Meadowbrook Hills/Rugby
Michie Drive
North Downtown
Orangedale
Prospect
Ridge Street
Robinson Woods
Rose Hill
Starr Hill
South First
South Sixth
University Neighborhood
Venable
Westhaven
Willoughby
Woodhaven
Woolen Mills
10th & Page
Not sure
Other. Please tell us if where you live is not on our list:
<input type="text"/>










Question 2

On a scale of 1 to 5, with 1 being "never" and 5 being "often", how much do you **typically** use the following modes of transportation to get from your house to other places in an average month:

0	Never	1	2	Sometimes	3	4	Often	5
Bike, Skateboard, etc								
								
Bus or Transit								
								
Drive yourself								
								
Get ride from friend or relative								
								
Taxi (includes Uber, Lyft, etc)								
								
Walk or Wheelchair								
								
Shared scooters or bikes (such as Lime, Velo Ride)								
								

Question 3

On a scale of 1 to 5, with 1 being "impossible" and 5 being "very easy", how would you rate you or your family's ability to get from your home to the following places.

0	Impossible	1	2	Neutral	3	4	Very easy	5
Work							<input type="checkbox"/> Not Applicable	
								
School							<input type="checkbox"/> Not Applicable	
								
Food Shopping							<input type="checkbox"/> Not Applicable	
								
Other goods and services							<input type="checkbox"/> Not Applicable	
								
See Friends							<input type="checkbox"/> Not Applicable	
								
Go to Church or Worship							<input type="checkbox"/> Not Applicable	
								
Entertainment							<input type="checkbox"/> Not Applicable	
								
Healthcare							<input type="checkbox"/> Not Applicable	
								
Parks or Recreation							<input type="checkbox"/> Not Applicable	
								

Question 4

From the list below, please select the top 3-5 barriers that make it harder to get where you need to go:

Cost of gas
Lack of sidewalks
Buses cost too much
Buses don't come where I live
Buses don't go where I need them to go
Buses not frequent enough
Lack of bike lanes / paths
Don't feel safe (please provide detail at end of survey)
Takes too much time
Physical barriers (stairs, lack of curb ramps, uneven sidewalks, etc)
Location barriers (train tracks, divided highways, hills)
Don't have a car
My car is not dependable
I do not have any barriers
Other. Please specify:

Question 5

If the above challenges could be resolved, what would be your **preferred** method of transportation?

Bike, scooter, skateboard, etc.

Bus or transit

Drive

Get ride from a friend or relative

Taxi (includes Uber, Lyft, etc)

Walk

Wheelchair or other assistive device

Other (please specify)

COVID-19 and Work: Question 6, 7, and 8

On a scale of 1 to 5, with 1 meaning “not at all” and 5 meaning “completely”, how much has your mode of transportation changed during the COVID-19 pandemic?

0 Not at all 1 2 Somewhat 3 4 Completely 5

A horizontal slider bar with a blue circular handle positioned at the far left end, corresponding to the value 0 on the scale above.

On a scale of 1 to 5, with 1 meaning “not at all” and 5 meaning “completely”, how much do you think your mode of transportation will change **after** the COVID-19 pandemic ends compared to before?

0 Not at all 1 2 Somewhat 3 4 Completely 5

A horizontal slider bar with a blue circular handle positioned at the far left end, corresponding to the value 0 on the scale above.

How many hours do you work outside the home in an average week (includes school, searching for work, volunteering, etc)?


Please specify in hours:

I prefer not to answer.

Open Ended Section: Questions 9, 10, and 11

The following we consider “wish list” questions. Please give us your first reaction.

If you could fix one street, sidewalk, crosswalk, pathway, or intersection in Charlottesville what would it be (please be specific as to the street, intersection, or neighborhood)?



If you could get to one place, service or destination more easily, what would it be and why?



Use the space below to provide any comments or clarify your answers above about mobility within your community.



Demographics Section: Questions 12, 13, 14, and 15

Please tell us a little bit about yourself

What is your age in years?

Please specify:

I prefer not to answer.

How do you currently describe your gender identity (e.g. female, male, non-binary)?

Please specify:

I prefer not to answer.

Which categories best describe you? Please select all that apply.

American Indian or Alaska Native—For example, Navajo Nation, Blackfeet Tribe, Mayan, Aztec, Native Village of Barrow Inupiat Traditional Government, Nome Eskimo Community

Asian—For example, Chinese, Filipino, Asian Indian, Vietnamese, Korean, Japanese

Black or African American—For example, Jamaican, Haitian, Nigerian, Ethiopian, Somalian

Hispanic, Latino or Spanish Origin—For example, Mexican or Mexican American, Puerto Rican, Cuban, Salvadoran, Dominican, Columbian

Middle Eastern or North African—For example, Lebanese, Iranian, Egyptian, Syrian, Moroccan, Algerian

Native Hawaiian or Other Pacific Islander—For example, Native Hawaiian, Samoan, Chamorro, Tongan, Fijian, Marshallese

White—For example, German, Irish, English, Italian, Polish, French

Other, please specify:

I prefer not to answer.

Which category best describes your highest education level?

Some high school

High school diploma or equivalent

Vocational training or some college

Associate's degree (e.g., AA, AE, AFA, AS, ASN)

Bachelor's degree (e.g., BA, BBA BFA, BS)

Some post undergraduate work

Master's degree (e.g., MA, MBA, MFA, MS, MSW)

Specialist degree (e.g., EdS)

Applied or professional doctorate degree (e.g., MD, DDC, DDS, JD, PharmD)

Doctorate degree (e.g., EdD, PhD)

Other, please specify:

I prefer not to answer.

Appendix B: Every response to the open-ended questions.

All additional comments offered to Question 4

From the list below, please select the top 3-5 barriers that make it harder to get where you need to go. If other, please specify:

ID	Q4 ADDITIONAL RESPONSES
Q4.1	Cost of Parking at UVA - if you can change this, I'd be impressed;)
Q4.2	traffic
Q4.3	No safe shoulder to walk, run or cycle on
Q4.4	Don't have an e-bike that can carry kids up hills
Q4.5	Have a hip injury which has impacted my walking to places
Q4.6	Not enough bike infrastructure makes it feel unsafe to bike to certain areas
Q4.7	I do not drive
Q4.8	Don't feel safe riding my bike without a protected lane from cars
Q4.9	Climate affecting health conditions
Q4.10	Preston Avenue has sidewalks and bike lanes, but the speed people drive there is often excessive
Q4.11	Bikes on sidewalks
Q4.12	Lack of crosswalks for safe walking with kids
Q4.13	I don't want to have to get in my car to drive places that are only a mile or two a way, but take longer to get to in my car than they would walking or riding, but it's unsafe to walk or ride
Q4.14	Lack of parking
Q4.15	sidewalks blocked by vegetation are a particular problem on Ivy Rd.
Q4.16	Charlottesville's opposition to expanding or connecting roads and add lanes as population increases. 5th Street, Ridge, and McIntire need more through capacity for cars at peak times and often back up 4 or 5 cycles of the light at Elliot down 5th Street in the morning. This will only get worse as Crozet develops if people want to work or come to the downtown area. The new Belmont Bridge design will reduce the number of lanes of traffic parallel to the Ridge McIntire corridor.
Q4.17	Speeding cars
Q4.18	terrain and elevation changes make non-motorized transport tough
Q4.19	Air Quality is poor.
Q4.20	Conscience about Climate Crisis
Q4.21	Unsafe due to car speeds while riding our bikes.
Q4.22	Traffic congestion
Q4.23	Poor road design
Q4.24	closed off Page Street tunnel
Q4.25	The environmental cost of driving a car is awful, but often it's the only resort because the bike lanes are terrible and busses are inconvenient for most trips.
Q4.26	Parking
Q4.27	Lack of appropriate bicycle storage (indoor preferred, to reduce theft risk)

Q4.28	parking when I get there
Q4.29	Only 2 lanes on John Warner and McIntire Road
Q4.30	Traffic
Q4.31	Irregular sidewalks that stop and start. Sidewalks extremely narrow for walking with 2 or more children.
Q4.32	AMAZING how biased this - the barriers? TRAFFIC. DECREASE OF roadways!!! NO PARKING
Q4.33	walking downtown at night does not feel safe anymore so I am less likely to go to evening meetings or entertainment unless I can go with a friend or drive to a safe and close place to the event
Q4.34	It's hard to ride my bike with all the hills.
Q4.35	My healthcare is too far to walk. City doesn't have enough parks and Traffic congestion makes driving difficult
Q4.36	Steps without handrails; uneven sidewalks; walking after dark.
Q4.37	Cville needs electric buses!
Q4.38	Inconvenient to carry the cushion I need on hard seats.
Q4.39	Takes too long by bus
Q4.40	If buses were more reliable and quicker we would take them more often
Q4.41	At 71, I'm okay now, but fear that walking 2 blocks to bus stop and waiting in all weather will be a burden one day soon
Q4.42	need to transport work supplies makes the walk to public transportation impractical
Q4.43	lack of showers
Q4.44	i don't think the buses are very reliable, nor do they come near me with any sort of real frequency
Q4.45	The incomplete sidewalk at the bottom of Avon St with a high speed limit and no crosswalk makes it dangerous to walk from the area
Q4.46	I answered these questions based on my preferred mode of transportation - my bike. It is easy for me to get around with a car, but not so easy or takes too long on a bike.
Q4.47	Absolutely no separated cycle ways in the entire city.
Q4.48	Even where there are sidewalks and bike lanes, the traffic is too fast and too close (especially on 10th and Preston).
Q4.49	I don't want to be sweaty when I get to work.
Q4.50	Would like better bus service, but that's not a barrier.
Q4.51	Road intersections can create bottlenecks for cars
Q4.52	It's not safe to walk after dusk/dark down Prospect Ave (for work or from the bus stop)
Q4.53	Cost of parking
Q4.54	I find it difficult to get to discount retailers like Target and Wal-Mart. Because those one stop shop stores are so far out, I often do without or pay more for what I need.
Q4.55	Trash cans on sidewalks
Q4.56	Parking and traffic
Q4.57	Bus schedule confusing
Q4.58	Traffic lights and heavy traffic
Q4.59	Bike lanes that aren't safe due to speeding vehicles
Q4.60	Buses take too much time.
Q4.61	No off street parking means I'm walking between parked cars and speeding traffic, as we do not have sidewalks.
Q4.62	I don't feel safe crossing 29, especially if there aren't sidewalks and crosswalks
Q4.63	The roads and side walks are in terrible condition. I have never lived somewhere that has such terrible ADA accessibility. Few side

	walks in my neighborhood are even safe to walk on and most can't accommodate a wheel chair. The roads are not conducive to biking and there are practically no bike paths.
Q4.64	It is hilly. I carry supplies to work and back home and can't carry all this on my bike. Also, people don't trim the bushes and they push out onto Park Street.
Q4.65	Very limited goods and services (food, drug store) within easy walking distance: everything is either downtown or in huge dying shopping centers; need things in neighborhoods
Q4.66	Bike riding in the city is dangerous. Bike lanes appear and reappear. Drivers are looking at phones. There's little to no infrastructure to keep bikes and cars separate.
Q4.67	Traffic!
Q4.68	I often have to drive because of the lack of consistent and safe bike/walking infrastructure, despite my proximity to many things.
Q4.69	Driver behavior is a bigger barrier to cycling than our mediocre infrastructure. I believe that improved cycling SIGNAGE and advocacy would be at least as cost-effective as improved infrastructure.
Q4.70	the lack of protected bike lanes and high speed limits on major streets make cycling in the city feel very dangerous
Q4.71	Sharing of cars by family members
Q4.72	Lack of parking/ traffic
Q4.73	School buses not available this year
Q4.74	Young children and one with special needs.
Q4.75	Traffic, traffic, traffic and road maintenance delays
Q4.76	Massive traffic in LMR; also the sidewalks are very uneven making it difficult to navigate them.
Q4.77	Parking
Q4.78	Lack of available parking
Q4.79	Feeling unsafe in certain areas. Homeless hangouts. Parks.
Q4.80	Too many intersections either lack crosswalks or have non responsive crosswalks. Some crosswalks allocate too little time to cross the street. I often have to wait through entire light cycles. Drivers frequently do not stop while I am attempting to cross with the right of way
Q4.81	I don't have any real barriers, but would use public transit if it were more frequent and reliable
Q4.82	Too worried about COVID-19 to use buses right now
Q4.83	Goes along with physical barriers but overgrown yards, broken glass, litter and dog poop are all unnecessarily common. This is from the perspective of someone who walks a lot to get places.
Q4.84	Parking availability

All additional comments offered to Question 5

If the above challenges could be resolved, what would be your preferred method of transportation?

ID	Q5 ADDITIONAL RESPONSES
Q5.1	Bike and drive combo depending on weather
Q5.2	I just switched to an electric car to get around town without gas but on my own terms and at a low cost!
Q5.3	order a to-my door zip car or walk a few blocks to a zip car
Q5.4	Para transit through Uber like Boston and tampa

Q5.5	Same as it is. ALL efforts at bikes and loss of lanes for drivers have left CVILLE FAR MORE ELITIST. As all commuting folks who can't live here have impossible time!
Q5.6	Cville needs many small electric buses!
Q5.7	jitney or train tram
Q5.8	Bike would be my preference but I don't feel safe biking in this area. Many drivers are not cyclist-aware
Q5.9	walk and drive, but i wish public transit were really a viable and desirable option
Q5.10	More efficient public transportation
Q5.11	I love biking! I also can't afford a car. But biking even from ridge st to UVA is dangerous— let alone trying to get up 29 to get groceries. It's shocking that such a small town would have such terrible bike infrastructure.
Q5.12	Bike
Q5.13	Bicycle, walk & car equally
Q5.14	Dont have any barriers
Q5.15	I'd love to ride a bike places and do. But 9pm on a rainy cold November night visiting someone at the hospital, groceries, etc It will never be feasible.
Q5.16	School bus needed for children
Q5.17	, Crutch, Walk when possible, otherwise drive or use bus

All Responses to Question 9

If you could fix one street, sidewalk, crosswalk, pathway, or intersection in Charlottesville what would it be?

ID	Q9 RESPONSES
Q9.1	Hydraulic & 29 intersection to allow crossing
Q9.2	Harris street sidewalk is not wheelchair friendly
Q9.3	We need a four-way stop at Little High and 11th street by the school. Tied with that is that we need a blinking crosswalk sign for people in our neighborhood to cross safely at 9th street to get downtown. Very dangerous crossing.
Q9.4	Old Lynchburg Road/5th Street Extension
Q9.5	Long street.
Q9.6	We need a blinking light at the crosswalk on 9th. All the people in Woolen Mills and Little High neighborhoods who walk to downtown use that crosswalk and it is dangerous! One neighbor was hit and ended up in the hospital. Others have almost been hit. Where East Jefferson crosses 9th Street. A blinking crosswalk light would make a world of difference.
Q9.7	Lack of sidewalks in the Greenbrier neighborhood. I don't feel safe sending my kids to school by themselves since the first part of the trip has a sharp curve and no sidewalk.
Q9.8	More sidewalks close to parks
Q9.9	Link Harris Street over the RR tracks to access from McIntire Road. Something near the Recycle Center and the baseball field. It would open up those small businesses [on/near Harris] to ped traffic from North Downtown.
Q9.10	Between Starbucks and Wegmans there is about 25 feet of bike lane that abruptly stops and turns to gravel. It is so dangerous there!
Q9.11	Sidewalk in Stribling Ave
Q9.12	10th NE between East High and East Market.
Q9.13	Put a sidewalk on Altavista Avenue

Q9.14	Market Street
Q9.15	The intersection of Ridge and West Main - to make it easier to walk across Ridge Street.
Q9.16	Preston Ave/Barracks — separated bike lane and better ped infrastructure
Q9.17	I do not think this prioritization is wise. The entire system needs to be addressed and made more transparent. These kind of rankings become popularity contests which are not useful in the overall goal of increasing the bike and pedestrian network. So, all of them.
Q9.18	intersections w McIntire Rd btw W Main and Market/Preston--pedestrian improvements, crossing time too long and too congested for pedestrians --need a safer way for each--I drive to Bodos instead of walking because its too dangerous and complicated to cross McInt--these are not one-phase crossings--must do it in stages--very dangerous UV
Q9.19	Stribling Avenue
Q9.20	250 and high (only crosswalks on 2 sides).
Q9.21	It would be great if the east-bound bike lane on Preston would continue between 4th Street SW and McIntire. I've found it to be quite unsafe to bike through that segment when I'm planning to head straight up to Market or make a left turn heading north on McIntire. It's so odd that they are dedicated bike lanes and marking for those routes except for that one-block stretch. My second suggestion, which technically falls outside of the city limits, is on Rio Road from two blocks west of US-29 to two blocks east of it. Another example of a great route that suddenly losses the bike lane and markings through a dangerous intersection then regains them after later.
Q9.22	Implement the West Main streetscape or at least provide continuous, legitimate-width bicycle facilities along its full length.
Q9.23	Build the long planned Greenways multi-use paths along Meadow creek that are level, beautiful, and will connect a large number of people and elementary students safely from where they live to the places they work and want and need to go.
Q9.24	Complete a separate bike path throughout c-ville
Q9.25	sidewalks on Little High Street so they are continuous.
Q9.26	sidewalk from Little High Street to Meade Park (also kids walk from Cville day school on this path with no sidewalk)
Q9.27	10th St NE between High & Market Sts. Even before the construction it was always a bit tricky to make left hand turns because of visibility at both Little High & Jefferson Sts.
Q9.28	Hwy 250 crossing the river. Biking is tough
Q9.29	Selfishly, it would be to have sidewalks on our street!
Q9.30	It would be great if Meade and Market street had consistent sidewalks on BOTH sides
Q9.31	6th street
Q9.32	5th Street - slow down the cars and make it safer/easier to bike down
Q9.33	5th Street Extended, especially from the intersection with Harris to the 5th Street Station entrance in Fry's Spring. It is criminal that you can't walk or bike safely from Fry's Spring to 5th Street Station.
Q9.34	East high St and Hazel st.
Q9.35	Main Street between downtown and UVA for biking, Preston from downtown to the dairy.
Q9.36	5th st extended and harris or cherry. I've personally seen two very serious car wrecks there in the past year, despite rarely going in the area, one of which included a fatality. Also, Rugby doesn't have a consistent bike lane from University to Preston, which given the proximity to UVA and large number of bikers, seems very dangerous and unwise.
Q9.37	I would love to see protected bike lanes on Emmet Street. I only bike (I sold my car) and to getting groceries in Barracks is the best choice for me (distance and cost) but its very dangerous to bike there with no protection. Further, there are many employees (and other patrons) at stores in barracks who also do or would like to be able to bike to Barracks.
Q9.38	The Bypass through town needs sidewalks/bike lanes on both sides. The newer mixed use path that starts near Park Street and goes to the JWW parkway was a game changer for accessibility in that one part of town. It would be amazing to have that on both sides of the road from the Long Street bridge all the way to Hydraulic.
Q9.39	Belmont bridge.

Q9.40	Preston between McIntyre and 10th. Make it two lanes with more room for bikes and pedestrians.
Q9.41	5th street from Cherry/Elliott to 64. It should be fewer lanes and much slower speed limit with a protected bike lane. It is one of the most dangerous sections of our city and more people would walk/bike if it was safer.
Q9.42	Cherry Ave, particularly near Johnson elementary. Traffic is too fast, speed limit should be lowered, need proper safe bike infrastructure.
Q9.43	McIntire preston market ridge
Q9.44	Rio road- add a bike lane or a side walk! It's so so dangerous for pedestrians and basically un-walkable. I tried walking once and nearly died on the road from almost being hit numerous times by speeding cars! And biking is the same way. I don't have a car, so I either have to borrow a friend's, or walk through the woods to get anywhere. This, as a woman, is really unsafe and a nonstarter most days unless I desperately need to get somewhere. Please fix this.
Q9.45	Lower speed limits and sidewalks on both sides of Avon at southern edge of city limits
Q9.46	Preston Avenue
Q9.47	Main Street. Its largely redundant for moving vehicles (Preston + Cherry, etc) and its the flayed easiest biking while sadly quite dangerous.
Q9.48	Preston Avenue bike lane and intersection with Grady Avenue
Q9.49	5th street south of Tonsler. It is to fast!
Q9.50	Can't see when taking a left onto Main Street from Roosevelt Brown Blvd.
Q9.51	Monticello Ave at Ridge. This intersection is impossible for pedestrians. There is no time when cars are fully stopped for people trying to cross either Ridge St or Monticello. I see people struggling to cross and when I'm walking, I go out of my way to avoid it because it's so bad. I was told over a year ago that there were plans to improve that intersection and nothing has been done.
Q9.52	Preston/ridge/McIntire. Extend the downtown mall past Livery Stable all the way to Dairy Market.
Q9.53	Downtown Belmont could use some stop signs.
Q9.54	the Preston/Grady/10th craziness
Q9.55	McIntire Rd — safe way to scoot to the greenway, fix the terrible intersection at Preston, fine the drivers that don't yield at the McDonald's crosswalk, put sidewalks from the Omni crosswalk to the door to get through to the Mall.
Q9.56	bricks and the metal strips over drains in the Court Square area
Q9.57	Crossing McIntire Rd by Perry St
Q9.58	The stretch of Barracks Road, Rugby Road, and Preston Ave between 29 and the Dairy Market. It's terrible for both pedestrians (uneven sidewalks, not wide enough for a stroller in places, etc) and for cyclists (roads are super narrow so you have no choice but to ride in the traffic). If this stretch were better, it would be easier for us to more safely access a number of locations by foot or by bike.
Q9.59	Meade Ave: widen sidewalks, add grass/tree buffers between sidewalks and the street, and add more crosswalks (at Little High and Stewart for example). This could be accomplished by removing street parking on one side of Meade so the road could be narrowed. Woolen Mills and Martha Jefferson neighborhoods are already boxed in by railroad tracks, Long St, and the River. They are then further chopped up by Meade Ave and High St arterial roads. Efforts should be made to soften these barriers, especially for children biking and walking (there are multiple schools in this area), in order to better connect these tiny fragmented neighborhoods.
Q9.60	Reopen Page Street tunnel and extend the rail trail to it to Reids
Q9.61	I would like to see bike lanes on at least ONE major road leading out of Charlottesville. None of the main arteries are safe for cyclists -- Route 20 south or north, Barracks/Garth Rd, Avon, 5th St. extended (bike lane ends at Old Lynchburg), and of course 250 and I-64 are off-limits. Cyclists ride these roads anyway at extreme risk of harm to themselves and motorists. And now we have thousands of new residents interested in cycling thanks to the pandemic. Let's keep everyone safe and add some designated bike lanes or paths!
Q9.62	Bike path from Fry's Spring downtown
Q9.63	There are few (if any) safe connections to Hwy 29 North businesses for pedestrians/bikes from Charlottesville neighborhoods. I would like to see Fontaine Road improved for pedestrian/bike safety and accessibility.
Q9.64	6 1/2 St SW -- Too narrow, no sidewalks. Should have permit parking and dedicated sidewalk space.

Q9.65	Finish asphaltting the path from Locust Avenue over foot bridge to the Locklyn subdivision part of LOCUST GROVE. This is within Cville city limits. Currently you are working on the path having just scraped away the grass. All of us living at Locklyn and Pen Park would dearly love to bike to the rest of Charlottesville. We have been using it to walk and walk our bikes. That bridge is WONDERFUL!!! thank you thank you.
Q9.66	Preston Ave/Grady-10th-Barracks Road make round about with crosswalks a lots of greenery.
Q9.67	Ivy rd going west
Q9.68	Lee and Roosevelt Brown. The green turn arrow for right hand turns from lee onto roosevelt brown is on at the SAME time as the pedestrian walk signal to cross roosevelt brown. So many close calls here. It's been this way for at least a decade.
Q9.69	I'd also like for Cherry Ave to have a slower speed limit west of roosevelt brown.
Q9.70	Hydraulic @29 @ 250
Q9.71	The bottleneck that extends up Ridge st from main to Cherry.
Q9.72	Sidewalks and safe pedestrian crossings on both sides of Brandywine Drive from Hydraulic Road to
Q9.73	Preston Dr - the bike lanes disappear at Washington Park
Q9.74	Sidewalks on the side of Blue Ridge that hits Barracks. That is super dangerous for pedestrians.
Q9.75	Monticello Ave./2nd St NE
Q9.76	The vehicle wait times for this traffic light are way too long and the pedestrian crossing is compromised due to the long distance. There should be a roundabout as well as an overhead pedestrian crossing.
Q9.77	Preston Avenue corridor between Washington Park and Market Street!
Q9.78	would love high street to have sidewalk entire way from free bridge to downtown
Q9.79	Preston from rugby to McIntire (including this specific intersection) to be better accessible for bicyclists.
Q9.80	Main Street
Q9.81	10th Street NW
Q9.82	2nd St E from Water St to Garrett St: better sidewalks; more street trees; smoother RR crossing
Q9.83	Ridge, water, south sts intersection us not good for pedestrians. Have had several near misses there
Q9.84	A bridge over creek at Greenbrier Drive
Q9.85	E high street has no sidewalks and very few crosswalks (section from bypass to locust). Not a safe way to walk kids to school.
Q9.86	Sidewalk on Avon bridge over 64 -- link downtown to the Mill Creek Shopping Center
Q9.87	Sidewalk on Carlton Road from Downtown Belmont to intersection with Carlton Ave
Q9.88	10th ST more bikable; JPA Extended bigger sidewalk
Q9.89	The congestion on Hydraulic Road and 250
Q9.90	Traffic on Carlton Road. Needs a crosswalk. Maybe close to Leonard Street.
Q9.91	Meade Ave to have more flashing light cross walks and more stop lights for pedestrians.
Q9.92	Rugby Road into downtown. It is the most direct way into the downtown area and while I feel ok on it on my ebike, I wouldn't ride there with my kid and I would avoid it during commute times. If that was made more bike friendly we would be able to more easily/safely ride into downtown to take advantage of all the things there.
Q9.93	29 and Hydraulic- often very clogged. Although I appreciate the dividers because before people going north on 29 didn't know what lane to use.
Q9.94	Barracks Road/Emmet Street - needs an overpass and the many stop lights on Emmet Street need to be reduced.
Q9.95	The Emmet and Ivy intersection. Make it more pedestrian friendly.
Q9.96	Alderman Road sidewalk on west side.

	The sidewalk on the Belmont Bridge that is not usable (and has not been usable for many, many years.)
Q9.94	Also I think there should be a crosswalk at Cleveland Ave and JPA extended (right across from Sunset Ave)
Q9.95	Preston/Barracks Road from Emmet to Ridge
Q9.96	Mcintire light at fire station
Q9.97	Meade Ave - my kids have to cross it to access their school and it feels so unsafe. We walk to Meade Park and I have to be so vigilant about my toddler stepping off the narrow sidewalk.
Q9.98	Sidewalk on Ivy Rd. between Cameron Ln and Emmett St.
Q9.99	Alderman Road
Q9.100	<p>Charlottesville's opposition to expanding or connecting roads and add lanes as population increases. 5th Street, Ridge, and McIntire need more through capacity for cars at peak times and often back up 4 or 5 cycles of the light at Elliot down 5th Street in the morning delaying both cars and buses. This will only get worse as Crozet develops if people want to work or come to the downtown area. The new Belmont Bridge design will reduce the number of lanes of traffic parallel to the Ridge McIntire corridor.</p> <p>Since 5th street and McIntire are both 2 lanes each way ridge is a bottleneck at only one lane each way. There are conversations about removing parking on Ridge to add bike lanes. Given that cars are much more prevalent than bikes if parking is removed another lane of vehicular traffic should be added each way and it could be a shared lane with bikes to move everyone through that area faster.</p>
Q9.101	Sidewalks in Lewis Mountain Rd
Q9.102	250 at Pantops more walkable, easier to cross highway and snow ordinance so sidewalks are cleared within 24 hours after snowfall.
Q9.103	Sidewalk on Stribling
Q9.104	Emmet and 250.
Q9.105	West Main St.
Q9.106	Stribling Ave: has very high number of pedestrians and cyclists, but no sidewalks or bike lanes, so everybody is mixed in the road together. Roadway width is inconsistent, and hills make it difficult to see oncoming traffic (or pedestrians), making dangerous conditions
Q9.107	add green bike box at jpa corner where it splits off to emmet/hospital
Q9.108	Robertson Ave is used as a high speed cut through for access to and from JPA, it's dangerous to walk and cycle
Q9.109	Intersection of 250 and route 20 at Pantops
Q9.110	Just give us bikes lanes and decent streetlights
Q9.111	The East High Street crosswalk at the Hazel Street intersection.
Q9.112	The intersection at Rugby Ave & Rose Hill Drive. Having sidewalks on all sides of that intersection, instead of just on the corner that is a right turn freeway would do so much for pedestrian safety!
Q9.113	The curvy section of Yorktown Drive before Brandywine.
Q9.114	The Greenleaf/Delmar/Oakleaf intersection is not safe. Part of the problem is people ignoring stop signs, but the stop signs themselves are poorly located. It's a complex intersection and you can't actually see the complete intersection from any of the 4 stop signs. Just a couple weeks ago there was a car accident right in front of our house because of the bad intersection. Our neighborhood is full of people walking and kids on bikes and scooters, but folks cut through flying. It's a safety issue that the city needs to address. Thank you.
Q9.115	The down hill bike lane on Rosehill drive.
Q9.116	Rugby and Rose Hill.
Q9.117	Hydraulic & Rte 29
Q9.118	Barracks/Preston/Rugby Intersection/Thoroughfare is dangerous and not accessible for cyclists.
Q9.119	Fix bike lane going downhill on rosehill. Going fast and hitting the cracks, pebbles and potholes is scary.
Q9.120	ADA access ramp to replace stairs between Washington Park and Madison Ave, near the basketball court.

Q9.121	Intersections. Generally
Q9.122	Making it safe to walk from walker school to barracks rd
Q9.123	More roundabout. Improve our traffic moves between signals in through signals. Unlock congestion.
Q9.124	Barracks road shopping area road way needs more turn in/out areas
Q9.125	Intersection at rugby and 10th is impossible for pedestrians.
Q9.126	10th/Roosevelt Brown/9th from Prospect north to Preston. At least from Main Street to Preston.
Q9.127	Bike lanes on the Locust and Park bypass bridges
Q9.128	There's a giant puddle (small lake) at the corner of Rockland Ave. and Rialto St. that fills up after every rain and stays for days. But, thinking more about the community, finish the damned Belmont bridge replacement already! Come on! For the price it's now going to cost us for a cheap short bridge we could have built one of those beautiful designs that the Architecture school had on display back when the process started a decade ago.
Q9.129	Intersection of US 250 Bypass/Long Street and East High Street, at Cville end of Free Bridge, is completely impassable for pedestrians or cyclists.
Q9.130	Open the Page Street tunnel
Q9.131	McIntire/Preston
Q9.132	Need to convert "streets" that have become "roads" into roads. Such as closing off some cross streets on major thoroughfares, such as Avon St, for example.
Q9.133	Please make a protected bike lane up Ridge Street from Burnet/Cherry to West Main Street. This area currently is very treacherous for bikers, with lanes condensing from 2-1 at the Burnet/Ridge intersection, then widening back up at W Main. This is a critical N/S road that I currently try to avoid at all costs but would take frequently if safety issues were addressed.
Q9.134	Stonefield intersection crosswalk
Q9.135	Better pedestrian lighting along 5th street corridor including 5th st station crosswalk at 5th st station parkway. I'm surprised that no one has gotten killed at that intersection. Visibility is awful at night.
Q9.136	Venable
Q9.137	Bad drainage at the corner of Garrett St and SE First St. This problem was addressed in 2011, but it appears that the problem has returned.
Q9.138	5th St. intersection with Harris Rd. Not being able to see far enough towards town when turning left from 5th St. onto Harris Rd when there is a yellow left turn signal.
Q9.139	Cherry Ave and Baker St: turning left onto Cherry from Baker there is very limited visibility and it can be hard to see/avoid drivers going too fast on Cherry
Q9.140	Left turns onto Levy Avenue from Avon should be allowed without having to wait for a green arrow.
Q9.141	The intersection of John Warner and Melbourne Road. It should be a Roundabout. At the least the left turn lights should have the blinking yellow yield arrows there also need to be more right turn lanes. The embankment on the northwest corner need to be regraded for better visibility.
Q9.142	All of 29. Traffic is abysmal for a city of our size. Perhaps the left from Emmet to Barracks toward Rugby, since left-turning traffic often backs up into the through-lanes.
Q9.143	Stribling Ave intersection with JPA - Almost been hit by cars multiple times on the crosswalk!!
Q9.144	The speed of cars throughout the city is a problem. Slowing them down would fix most of our walking and biking options.
Q9.145	Bellevue avenue and neighboring streets. Too narrow for two way traffic and cars/trucks speed. There are currently 25 children under 8 living and playing in the houses at the top of the hill. So many "close calls" with fast cars and delivery inattentive drivers. This is not a collector street but has grown to be one without any improvements. The asphalt sidewalks put in years ago are crumbling and the trash including glass, thrown out of car windows has become my morning walk activity to keep some pride afloat on our street
Q9.146	Street in front of Jefferson School: there needs to be a crosswalk and blinking sign

Q9.147	<p>Fix? Like broken sidewalks? Too many to name.</p> <p>Fix? Like how do we cross 29 at Stonefield</p> <p>Fix? So that there is correct signage for cars and lanes?</p> <p>Fix? So that there ARE turn lanes?!!!</p> <p>Fix, so that the new bike lanes and laws don't make us kill folks if in a car?</p> <p>This city is abysmal.</p>
Q9.148	Avon and Druid Ave
Q9.149	Need ramp at Barracks and Emmet
Q9.150	Ridge/McIntire at Fed Courthouse and marriott through Preston intersection--both of which are dangerous to pedestrians --esp those who are older, slower etc and those with a child or dog in tow
Q9.151	Remove parking space on 1st St at the crossing and bushes by the Episcopal property w Jefferson. It is impossible to see cars coming until you are in the intersection if in a car or on a bicycle.
Q9.152	belmont bridge
Q9.153	Main Street bike lanes
Q9.154	Preston Avenue is a GREAT spot to get killed. A high speed two lane highway right through town. Particularly the intersections ESPECIALLY Harris Street/Bodos/Reids/Fourth Street. Have almost been run over multiple times. People do right on red at high speed, barely slowing down. The only safe way to negotiate on foot is to cross at random middle of the block spots to the traffic island, and time the lights and hope drivers are driving responsibly.
Q9.155	Intersection at McIntire and Preston.
Q9.156	Connect John Warner Parkway to McIntire road with a pedestrian bike bridge to make it connect more safely. Schenks Greenway and McIntire Park/JWParkway trail and Botanical Garden should be connected for Pedestrians and bikers.
Q9.157	Harris and McIntire (by Cville Coffee). There should be a sensor for the turn lane from northbound McIntire onto Harris. Traffic is often held up there when there are no cars turning. Also, define a right turn lane from Harris onto McIntire. There's enough room for two vehicles at the stop line, but often vehicles will crowd the area preventing others from making a right turn on red.
Q9.158	Remove the free newspaper machines. Social distancing has been impossible with them taking up all the space on our sidewalks. They are a complete nuance. Wheelchairs and folks with walkers cannot fit on downtown sidewalks because of them.
Q9.159	Continuity of sidewalks on Evergreen Ave
Q9.160	E. Market Street Sidewalks, Downtown, length of the Downtown Mall.
Q9.161	Streetlights on 2nd street NE come on erratically if at all. Sometimes it seems like there are sensors that turn on only after you've passed that part of the street. In general, hard to walk home from downtown after dark
Q9.162	<p>1) Long Street & 250 Bypass @ Free Bridge. Impossible to cross.</p> <p>2) East High Street Extd = no sidewalks.</p>
Q9.163	Pedestrian crossing from Dairy Market to Martin Hardware store
Q9.164	Don't know enough to say. Many uneven sidewalks
Q9.165	Lexington and High Streets
Q9.166	Pedestrian bridge from park street exit to locust exit on 250.
Q9.167	Lyons Court and Park - the parking marked on Park st makes turning on to it from Lyons Court very unsafe
Q9.168	Intersection McIntire, Ridge, Preston, Market
Q9.169	<p>I wish there were safer bike lanes in many places downtown. For instance, on Market and Water St on either side of the mall, Main St between the DT mall and UVA. Also, Belmont Bridge, Avon to Belmont (bike lanes). I use the ones on either side of McIntire but they seem narrow and adjoin parked cars....a friend broke his arm riding there when he threw on the breaks bc someone opened their car door.)</p> <p>I also wish people obeyed the crosswalks!!!! And I'd love one from Perry to the baseball field/County Office Building/Schenks way (path along McIntire).</p>
Q9.170	Where Preston/Grady/headed toward Rugby/10th St all converge...area around Dairy Market/Preston Plaza/Washington Park

Q9.171	Belmont bridge
Q9.172	It's a tie: (1) Intersection of 250 Bypass and Hydraulic; very difficult to cross on a bike from the paved path along side 250 to the path on the west side of Hydraulic (leading to Holiday Drive). (2) Traffic light at intersection of Rose Hill and Rugby; impossible to trigger on a bicycle.
Q9.173	Intersection of 2nd stnw and East Jefferson next to the McGuffey Park, particularly the stop for 2nd and eat Jefferson. We need a larger stop sign, children crossing sign. Children run from the park and cars do not slow or stop
Q9.174	Remove utility poles from middle of sidewalks downtown.
Q9.175	The on ramps from Park Street to the 250 bypass in both directions, but especially eastbound. Merging a car into the bypass traffic from these ramps feels very dangerous.
Q9.176	Pedestrian SAFE crosswalks, need more and law enforcement for pedestrian safety
Q9.177	Outside of replacing closed sidewalk on Belmont Bridge, add a right turn lane on Harris Street onto McIntire Road
Q9.178	West Main Street/University (make Downtown Mall to past the Corner safely walkable and bikable)
Q9.179	Dice Street & 6th St. SW Intersection - 1-way turns into two way and a hill causes many almost accidents due to lack of signage & visibility.
Q9.180	Install traffic lights on Park street; install cameras to assist with issuing speeding tickets on Park street; install speed bumps on Park street.
Q9.181	Wherever the most vulnerable elders are trying to cope with inadequate funds for independent transportation. We should have JITNEYS all over town every 15-30 minutes.
Q9.182	5th street towards Southwood
Q9.183	McIntire / West Main
Q9.184	Cars speeding on Park St and general traffic on Avon, Park, McIntire, Ridge - all the main arteries.
Q9.185	Crosswalk in front of first baptist church on park street or some other traffic calming/slowing measure
Q9.186	A pedestrian overpass to get to McIntire Park. Crossing at McIntire Rd/Rt. 250 intersection is intimidating.
Q9.187	Angus Road and Route 29
Q9.188	The corridor from high street, crossing over market street, over belmont bridge and through belmont on avon street -- this corridor is almost always congested and the lights slow everyone down and it feels like one big clogged area.
Q9.189	Please fix the Rugby Ave area where it goes into McIntire Park. There was a divided road and for the past two years or longer one side is blocked off and cars have to use only one lane to get onto Hwy 250 in either direction. Getting off 250 is also hard. It is crazy that this hasn't been addressed/fixed in so many years.
Q9.190	Sidewalks near CHS (Melbourne)
Q9.191	Safety barriers, mirrors, dividers, pedestrian crossings with warning lights, and any other traffic devices to protect bikers & walkers from cars.
Q9.192	More bike paths generally in jpa, fry's springs, fifeville corridor to downtown. Esp. Chery and ridge. I would bike my daughter to school but it's too scary.
Q9.193	The intersection of Rugby and Sherwood is a death trap, it involves blind curves and needs a streetlight. I use it to go to the YMCA.
Q9.194	Albemarle County need more sidewalk and street loghts
Q9.195	Meridian at Rockland Ave. There is a stop sign missing and I have reported it. Combination of overgrown vegetation at that intersection (and at the one a few yards away at Green and Rockland) and trees and fences makes it hard to see cars and children on bikes. On top of which, constantly people run the stop signs that are in the neighborhood.
Q9.196	Avon Street Extended (from Monticello HS into town)
Q9.197	Sooo many. I'll go with Preston/Dairy Market area. That is a disaster when on a bike.
Q9.198	McIntire/Preston/Ridge/Market

Q9.199	On 29th North, at the Post Office. It's very inconvenient that the main post office can only be accessed if you are travelling northbound on 29. Also, there's no crosswalk at the intersection of 29 and Hydraulic! People need to be able to safely cross this huge intersection and it's dangerous to both motorists and pedestrians alike.
Q9.200	Avon St - slow the speed limit and complete the sidewalk on the Western side
Q9.201	Locust Ave - people speed recklessly all the time down Locust. I've seen cars pass each other on Locust.
Q9.202	Locust Ave bridge and streets over 250
Q9.203	Slow down motorists on Locust and Park
Q9.204	Preston/Barracks corridor
Q9.205	Oh for the love of all that is good— all I want is a separated cycle way on all the major thoroughfares in Cville: ridge/mcintire, west main, up the Corner, Preston, etc. The few bike lanes there are aren't safe because cars swerve in and out of them all the time for parking, stop in them, park in them, and open their doors across them. I have been doored (thankfully at low speed) once and cut off more times than I can count.
Q9.206	Preston and Grady. We live 500 yards from the Washington Park pool, but we have to cross four busy streets (often with pedestrian lights that don't work properly) to get there. It's completely insane.
Q9.207	On 5th st between montecello and Elliot, there is a curve where no bike lane exists and cars park, leads to bikes swerving into traffic-scary at times
Q9.208	Barracks between millmont and Georgetown
Q9.209	I would add more cross walks on alderman road
Q9.210	Connecting Belmont neighborhood from along Rt.20 Monticello Rd. to Saunders-Monticello Trails & PVCC. This area is currently inaccessible safely by foot/bike.
Q9.211	Greenbrier Railroad Tunnel
Q9.212	Bike Ped connection from Rt. 20 to Rt. 53 would allow me to bike to work.
Q9.213	Hydraulic/Rt.29 (I'm glad it's in the works.)
Q9.214	Shared use path from McIntire Park to Free Bridge (doesn't exist).
Q9.215	<p>1. The "pinch" (narrow street, narrow sidewalks, lots of traffic) on JPA between Old Lynchburg Rd. and Harris/Cameila. It's awful, unsafe, and scary for everyone involved. The City has known about it for decades and done NOTHING!</p> <p>2. Stribling Ave sidewalks and stormwater. City planning HUGE developments, super dense at end of dead-end street that is super unsafe with no sidewalks. Again, City has done NOTHING! to help this situation.</p> <p>3. JPA cross walks/bump outs/traffic calming: City has plans, has money, has everything ready and is doing NOTHING! again. It's just ridiculous how slow and incompetent the City is at public works/infrastructure. Look at the Belmont Bridge. 20 years to figure that out. UVA has built over a dozen buildings in that time.</p>
Q9.216	The stretch of Shamrock between Cherry Ave. & JPA. I wish it had a bike lane and that cars wouldn't go so fast through there, and the curves of the road make it feel less safe on a bike.
Q9.217	Really adequate safe bike and walking path from downtown mall to wegman's
Q9.218	East High and Lexington
Q9.219	High Street crossing at the Jack N Jill.
Q9.220	Traffic calming on Locust Ave COMBINED with providing Safe Route to BMES (school) for families — walking & biking from the 6 contributing neighborhoods.
Q9.221	crosswalk across Alderman at the Catholic Church needs blinking lights on post button
Q9.222	Bike lane on Cherry around Fifeville somehow would be great. That road is narrow but the hills between Roosevelt Brown and Ridge are steep and drivers are impatient.
Q9.223	The Preston Ave-Rugby Rd-Barracks Rd corridor is terrible during rush hours. Not sure how to "fix" it, but expanding to add a second North-West-bound lane would be helpful, if at all possible (the sidewalk on that section of road is already inadequate though).

Q9.224	Both Forest Hills ave (in fifeville) and 9th street SW (between 7 1/2 st and Cherry Ave) need a few speed bumps to slow traffic. Crossing the street on either of them is dangerous.
Q9.225	Sidewalk along Alderman could be wider/more clear. Many bushes are overgrown into the sidewalk.
Q9.226	Remove the stop sign on Lewis Mountain Road/Cameron Lane. Totally unnecessary.
Q9.227	Hydraulic Rd & Emmett St intersection
Q9.228	Alderman Road crosswalks, Ivy road crossings, and duration of walk lights
Q9.229	I would like for calming measures to be placed on 10th St. N.W. so that the speeding can be stopped in the neighborhood. People forget that residents that live on 10th St. N.W is considered a part of the neighborhood but we are dealing with increased traffic speeding cars and large tractor-trailer trucks coming through our neighborhood.
Q9.230	Hydraulic & 29. Very scary intersection. Cannot tell which lane to be in to get where you want to go. People driving through there way too fast & ignore the light
Q9.231	Traffic on Ridge at West Main and Market is slow at rush hour.
Q9.232	250 ramps and Rugby Avenue at Sherwood Rd and Westwood
Q9.233	Hydraulic and 29. No crosswalk to get to Stonefield. People cut across the road a lot in front of Kroger.
Q9.234	intersection of Westwood Rd./Rugby Ave./250 bypass - That intersection is very dangerous, no matter which direction you're going or coming.
Q9.235	Ticket or don't pick up trash cans left on sidewalks. I end up pushing a stroller in the street. I have called numerous times and no one ever helps
Q9.236	Cherry Avenue
Q9.237	Some way to safely cross 29 with a bike or on foot
Q9.238	Rose hill(/rugby I have been almost hit so many times and it's right in front of my home. It's crazy.
Q9.239	Ivy rd
Q9.240	5th st extended speed and danger
Q9.241	Add sidewalks EVERYWHERE
Q9.242	There's a few main streets that are rutted with potholes and bad traffic light patterns. Preston Ave and University Ave to name two.
Q9.243	Rose hill and rugby ave intersection
Q9.244	Better sidewalks and crosswalks near High and Route 250 to access Pantops Shopping Center, Darden Towe Park, CVS safely. I realize this is where the City and County meet up.
Q9.245	We are over engineered as already. Dont do anything. You will most likely screw it up.
Q9.246	Crosswalks should be at the Rte 250/ River Road intersection; accessing the RTF is difficult there (at the bridge).
Q9.247	The bridge by downtown mall
Q9.248	High Street and Lexington Ave!!! Make Maple Street TWO way, not one way!!!
Q9.249	intersection by Brown's convenience store, the one with the blinking light
Q9.250	West Main Corridor from Downtown to the University
Q9.251	Put new curbs on my street
Q9.252	Lochlyn HillSidewalks on Rio Road to link to JW Parkway trails (maybe includes Alb Co)
Q9.253	intersection of 250 bypass and Locust Dr
Q9.254	The bottom of Hazel Street where it intersects with High Street, near Jak and Jill, as this is an access point to the river and trail

Q9.255	Add a sidewalk to the entirety of Bolling Avenue. There is none for long stretches/multiple blocks. My wife and I both walk to work from the 900 block. We also walk our dogs multiple times a day. There is little to no off-street parking along the entire length of the street, which means we are walking between parked cars and moving traffic. This street has a long downhill and steep uphill that allows traffic to exceed the speed limit in both directions as they try to make the light at Carlton/Monticello (they never do) or gain speed down the "Chill" hill.
Q9.256	Make downtown accessible to pedestrians
Q9.257	Emmet/29, It would be nice to have more sidewalks and crosswalks as well as more forestry to block out the heat on the sidewalks when walking
Q9.258	29. Make it safer to drive on, make it easier to walk/take transit. (I can get to barracks pretty easily, but not anything farther than that)
Q9.259	Hazel and East High crossing. It is very dangerous. No one stops. It prevents Woolen Mills families from walking to BMES and prevents Martha Jefferson families from walking to the Rivanna Trail and Onesty Pool
Q9.260	250 bypass on both sides of Free Bridge (High St. and River Rd & 20N intersections). Traffic is backed up, in all directions, all throughout the day.
Q9.261	By Preston plaza intersection
Q9.262	Belmont bridge That STUPID unfinished "hotel" on downtown mall is shame shame shame... bring it down or do something, not nothing!
Q9.263	250 and Long St at Meade Ave
Q9.264	5th street side walk from Dice to west main. It ends abruptly and then you are left to walk on the street. Guest from the quirk hotel now have to walk in the middle of fifth street to get to their parked cars and fifth street is a major cut through for drivers looking to avoid light between west main and cherry.
Q9.265	Lexington & High St. Very dangerous for pedestrians. I've been writing to council about it for years. They agree. Nothing happens.
Q9.266	The left arrow at Preston/Grady/and 10th coming up the hill confuses drivers coming down the hill. They think their slight left still has right of way and keep going through the light while those who are coming up the hill making a hard left at 10th have a green arrow and therefore right of way over them (which the downhill drivers don't understand.) it's a miracle no one's been killed there. I think there needs to be a sign coming down Grady that they are turning left when they drive towards Sticks and therefore should yield to incoming traffic (people should know this anyways but seemingly don't)
Q9.267	In my weekly experience there's nothing that's all that bad. The Long St / Rivanna Bridge backs up terrible every day, but I don't think there's a feasible solution to this.
Q9.268	Massive infrastructure project to fix all the roads in Charlottesville and reduce the speeds throughout the city.
Q9.269	One?? Bikepath and Sidewalk on "northbound" side of Park Street south of North Avenue. Hedge & Park by Hospice House has a hedge that blocks the sightline pulling onto Park street. Hedges throughout town block the sight lines at intersections. Locust and Sycamore.
Q9.270	A continuous separated bike lane on Park St from North to High
Q9.271	Ridge/Water/West Main St. Intersection, and extending south on Ridge St over the train bridge. This area has so much foot traffic and is the main corridor to so many businesses, but it is difficult and dangerous to maneuver on foot or on bike. Walking from our house in Fifeville to downtown with my 3yo is not pleasant or safe, despite being just a couple blocks away.
Q9.272	Water/Main/University
Q9.273	The intersection of 2nd St SE and Water St together with the traffic light at 3rd St SE make a terrible combination especially on Saturday mornings during the farmer's market. It's a terrible bottleneck with pedestrians trying to cross Water at 2nd St, which happens right when traffic on 2nd gets the green light, so the traffic on 2nd can't go and cars trying to come out of the garage can't get out. Then, the light turns red and those turning right get stopped by the 3rd St light, even when there are NO pedestrians, so the traffic gets more bottlenecked. It's a frustrating mess. There needs to be 3 cycles to that light: 1) green for traffic only on Water St 2) green for traffic only on 2nd St (with green at 3rd St light, too!) 3) green for pedestrians only and all traffic stopped in all directions. Then, that 3rd St light should ONLY be red WHEN pedestrians call for a crossing! Good grief! Let traffic move.
Q9.274	A continuous bike path from downtown through the UVA area. Bike paths in Charlottesville are inconsistent and the bike path down west main is narrow and dangerous- the way people park next to it it's better to just ride in the car lane.

Q9.275	Entering 250 By-pass going West from Park Street
Q9.276	Complete the bike path from the YMCA all the way to Hydraulic.
Q9.277	e rio rd near greenbrier hood
Q9.278	McIntire/Main intersection takes forever to cross as a pedestrian
Q9.279	Ridge/McIntire. I would prefer reduced car speeds and car density w/physically separated bike lanes. This road is incredibly dangerous to bike on, even with the painted bicycle gutters.
Q9.280	I wish Martha Jefferson had consistent sidewalks, on both sides of the street
Q9.281	Bailey and 5th st ext. Put a traffic light up Prisoect and Bailey have it monitored by an officer during the school season. Too many traffic violations with children trying to get to the bus stop.
Q9.282	Intersection of Preston, McIntyre
Q9.283	Little High Street has no continuous sidewalk, so there are sections that have no sidewalk at all, others where pedestrians must cross the road to be on a sidewalk. On top of that utility poles keep getting placed right in the middle of the sidewalk making it useless for pedestrians with strollers, wheelchairs, etc.
Q9.284	Barracks Road from Rugby to Emmett St. SO dangerous for biking.
Q9.285	have sidewalks along all of Little High St
Q9.286	There is no safe way to properly walk around the Pantops area - no crosswalks or pedestrian crossing etc.: specifically there is no way to cross at the intersection of Rt. 250 and Rt 20.
Q9.287	I'd make a BUFFERED bike/walk lane on 5th Street.
Q9.288	Emmett Street going north
Q9.289	Ridge St and Monticello! I know there are already plans to "fix it" but a VERY quick fix would be to simplify the lanes into Noland. It is dangerous in a car (let alone a bike with 3 kids biking under the age of 10). Half the time cars turning from Monticello to Ridge heading towards 5th St/Wegmans think the middle lane that should go straight to Noland is another turn lane. People also consistently go through after the yellow has turned to full red. It is also very hard to get drivers to stop on any of the pedestrian cross walks between Cherry and Main St. Roundabout?
Q9.290	Can't think of any
Q9.291	Fix the crosswalk at Carlton Road and Monticello Road. More families live there now, but the crosswalk is simply terrible.
Q9.292	McIntire Road and Perry Dr
Q9.293	Put a pedestrian light at the cross-walk at the 5th Street Station and 5th Street intersection.
Q9.294	The West Main Streetscape project! It's only becoming a more vibrant and sought after corridor in the city and it is woefully inadequate in its current state. Biking is incredibly unsafe with the bike lane gutters that abut parking rather than be protected by it. Pedestrians are crammed into tiny crumbling sidewalks and it's just honestly not an enjoyable place to be. It's the single greatest investment the city could make for itself.
Q9.295	Ridge and Cherry
Q9.296	E Jefferson and 9th St NE / High St - a lot of people use this intersection to cross over to and from downtown and cars do not generally observe the crosswalks, making it dangerous for pedestrians. Flashing lights and more prominent crosswalks would be ideal.
Q9.297	Provide continuous bike lanes on Barracks Road and Georgetown Road and other roads leading to UVA
Q9.298	Between Fashion Square Mall and Rio Hill Shopping Center where ACAC is, and where people who live in apartments need to get across 29 to the library. Good crosswalks would make a big difference. I hope that the development of Fashion Square Mall property in future will fix this.
Q9.299	The pedestrian walkway across the bridge on the 250 bypass to get to McIntire Park. Not enough room to feel safe as cars and trucks speed by.
Q9.300	Two way cycling lanes and/signage for the entirety of Monticello Road. Monticello road is safer for cycling than Monticello ave, but the one way section, lack of signage, and blind spots make it unnecessarily dangerous/prohibitive. The corridor could be significantly

	improved with low cost. Strava heatmaps suggest that Monticello Road gets more cyclist+pedestrian traffic than Monticello Ave. https://www.strava.com/heatmap#14.79/-78.47672/38.01481/hot/all
Q9.301	The intersection of 250 and Market at Free Bridge always backs up, and the next intersection to the east (250 and 20 north) needs help as well
Q9.302	Make it easier and safer to cross High street near jak n jil.
Q9.303	I would add sidewalks along Stribling Avenue.
Q9.304	5th street from Bent Creek Road to Cherry/Elliot ave, and particularly its intersection with Harris road, is extremely dangerous to drive, walk, or bike on.
Q9.305	Reroute buses coming down Calhoun between Locust and Saint Clair... the road is too narrow to have parking in both sides with buses and cars/trucks trying to get through. It's like a one lane bridge... dangerous...
Q9.306	29 - less stoplights, more sidewalks
Q9.307	Munchie drive accessibility
Q9.308	5th Street leading into ridge/McIntyre. Too much traffic. Takes too long to get through.
Q9.309	A continuous sidewalk on Market St from the Woolen Mills chapel to downtown. As someone who would rather walk or bike than drive, walking down Market St which is poorly lit in the Woolen Mills neighborhood and does not have a sidewalk on most parts of it, it does not feel safe.
Q9.310	Hydraulic x 29 North/South
Q9.311	Rose hill- rugby
Q9.312	Preston, 10th , need wider bike lanes
Q9.313	Rose Hill and Preston
Q9.314	Crossing 29 can be a challenge on a bike or on foot
Q9.315	Fifth Street from Redfield to 5th St., Station
Q9.316	Long St...very busy and sometimes no sidewalks...dangerous to cross
Q9.317	Cameron lane
Q9.318	Sidewalks on both sides of Preston Ave between Washington Park and Rugby road. Better crosswalk between (people have a hard time here).
Q9.319	No se
Q9.320	To cross 250in pantops
Q9.321	West Main/ All roads exiting around UVA main Hospital. Roads are too narrow and heavily travelled to make it safe to bike around the city to and from work. West Main/ 10th/Cherry all feel too unsafe and crowded to allow for safe biking
Q9.322	Alderman Rd-Midmont crossing
Q9.323	More sidewalks (both sides of the street) along Alderman Road and both sides of Ivy Road.
Q9.324	The Ivy Road corridor from the bypass into the city, to the intersection of Emmet and Ivy Road (Rt. 250). A wide, safe walking path along Ivy Road would help all pedestrians (of which there are many) access Lewis Mountain neighborhood and the University students and staff, and all the stores in Ivy Square, University Shopping Center, Townside, including restaurants, food store, coffee shop, and the apartments, and the new Sentara and UVA Medical buildings currently being built on the south side of Ivy Road. Being able to walk to what I've just described, would significantly reduce traffic along that corridor, giving more room for the many fire engines (fire station along this road) and ambulances which access UVA Hospital using this path. Additiinally, this location is one of two pathways (the other being I64, which also funnels into this corridor) used by the growing population west of town. Pedestrian friendly stop lights along this corridor would create a "wow" factor, indicating to local residents and visitors, that this is a city that considers all its citizens, particular it's growing pedestrian population (and those young first and second year students who may rely on walking to get around).
Q9.325	I would redesign Alderman Rd (the street where I live) between Ivy and McCormick so that drivers don't feel safe going any faster than the posted speed limit (25mph). ONLY DESIGN, NOT LEGAL LIMITS, influence drivers' behavior. Really ALL streets in the

	city with this speed limit need to be redesigned so that design becomes the enforcement method. As the police have essentially given up on ticketing as a method of enforcement, the only thing left is design.
Q9.326	Alderman and Lewis Mountain Rd - traffic zooms by and is often clogged, making it dangerous to turn onto Alderman from LMR, or vice versa. Also, there is a curve right before making it difficult to see oncoming cars.
Q9.327	Main Street and McIntire Road. The loss of the Sacagawea statue provides an opportunity to rework that intersection, which is confusing and hard to navigate, especially for tourists and others who are not highly familiar with it. .
Q9.328	More sidewalks and crosswalks. Buses more frequent
Q9.329	Main St.
Q9.330	Crosswalk at Barracks Rd and Blue Ridge Rd. Better sidewalks on Barracks Road between Preston and Emmet.
Q9.331	The scary situation of people coming up the ramp from McIntire trying to merge left onto 250 while competing with the people on 250 trying to merge right to take the ramp up to Park Street. It's terrifying.
Q9.332	Emmet street and barracks road. Left turn onto barracks takes forever.
Q9.333	Better visibility for cars and walkers off of East High Street. Parking on East High prevents those trying to get onto East High from seeing oncoming traffic. Too many cars, trees needs to be trimmed, hedges needs to be regulated at 4' high, crosswalks need new white reflection markings, street lights need new bulbs.
Q9.334	Every street should be safe for the people of Charlottesville. 29 and 250 have too few crossing points which is likely why there have been several pedestrian deaths. Drivers do not yield to pedestrians at the crosswalk on MacIntire near the recycling plant. The crossings between the Dairy Market and Shenandoah Joe's are farcical. The crossing on Preston by Reid's is too short and often conflicts with cars turning, which has caused a few close calls with drivers refusing to yield.
Q9.335	Ridgr and W Main. Too much foot traffic to have a slip lane. Too little time provided for using the crosswalks
Q9.336	Harris St. and 5th St Ext. needs a smart light. Old school timer needs a smart light system. Cars sitting and idling is bad.
Q9.337	The timing of the traffic lights along West Main on either side of the UVA pediatric hospital makes me very nervous. I worry about being trapped in the middle of the large corner intersection because it is so hard to judge whether traffic ahead will move in time. Part of it may be that there is a bus stop in front of the bank. It is a good place for the bus stop but the lights should be recalibrated to take into account that the bus loading and unloading slows traffic in that area.
Q9.338	Better crossings for 29.
Q9.339	put in a sidewalk on the north side of Market st between 10th and 11th or so.
Q9.340	14th Street NW (sidewalks too narrow, no bike lanes)
Q9.341	Traffic calming measures at blind corner where Fairway crosses Meade creek. There needs to be a stop sign, or a road bump to slow down cars that go very fast around this dangerous corner.
Q9.342	Little High Street does not have a complete sidewalk on even one side of the street.
Q9.343	9th Street SW between Cherry and Forest Hills. Add sidewalk to the one side and expand/improve the sidewalk on the side adjacent to the Fife Estate/Buford. Increase garbage cans and collection. Fix the massive puddle beside Buford School that is created whenever it rains.
Q9.344	I am, or was, a recreational bicyclist. I frequently enjoyed the Rivanna River Trail when I lived for 9.5 years in Locust Grove. I moved away, but missed Cville so much, I returned after 2 years. I no longer could afford Locust Grove, so I am in Greenbrier. I do not feel safe on Hillsdale or Rio Roads, nor on Hydraulic. Not only are people speeding on all of these roads, they are also inattentive (especially on Hillsdale). To top it off, the "lanes" ostensibly for cycling are full of litter and debris, and are never cleaned. I would like it if you placed bumps on Hillsdale to curb speeding. Rio is more than frightful. I tried. Now my bike sits idle. And I am a Dutch person!
Q9.345	Little High and 11th st needs a 4 way stop sign
Q9.346	The pedestrian crosswalk at the intersection of Preston Ave. and Harris St. would give more time allocation to getting across the divided Preston Ave.I
Q9.347	250 bypass and John Warner Parkway. Light timing takes forever.
Q9.348	W Main Street
Q9.349	Rio Rd and 29 where they built that new overpass. This is not a safe intersection to cross on foot.

Q9.350	access street to the Downtown Mall. Clean the up.
Q9.351	Bike lanes on Old Lynchburg Rd

All Responses to Question 10

If you could get to one place, service or destination more easily, what would it be and why?

ID	Q10 RESPONSES
Q10.1	grocery store - I want to walk but crossing 29 is too dangerous
Q10.2	5th Street stores/work
Q10.3	Downtown from Greenbrier.
Q10.4	Monticello and PVCC. It's very close but dangerous for me to get there.
Q10.5	Belmont
Q10.6	YMCA
Q10.7	Uva hospital from Stribling Ave
Q10.8	29N
Q10.9	Doctor's office
Q10.10	A large home goods store - like a Walmart but maybe a little smaller.
Q10.11	Up 29 North— separated bike lane. Now I can get to somethings through convoluted routes but often have to spend time on unsafe sections of road. SEPARATED bike lanes (not paint which does not make me safer!!!!) would be a game changer
Q10.12	Many places are accessible by car, which I use and will use more frequently in the future as CAT cuts back their routes.
Q10.13	UVA from downtown--almost impossible to get to the North Grounds--only to Barracks Rd, Architecture School quickly--have to take the 3/4 route--takes 40 minutes when I can drive it in 9 mins if no traffic,
Q10.14	UVA, it's where I work and where many of my neighbors work and we all drive our own car 2 miles to get there because transit isn't an option and biking is unsafe
Q10.15	Being able to bike to businesses located along 29. Some of them can currently be accessed by bike thanks to Rio, Berkmar and Hillsdale bike lanes. The stores just north of 250 (around Hydraulic) are hard to get to and from my home in 10th and Page unless I want to go miles out of my way to the north via Hillsdales and Rio.
Q10.16	Honestly, it would probably end up being Wegmans. Hard to beat the allure of big-box grocery shopping.
Q10.17	Downtown where I often need to go for work and often want to go for businesses and restaurants.
Q10.18	Trail access - throughout the city
Q10.19	I would love a bike path or the ability to walk to the shops on pantops
Q10.20	I would have to turn back time to be able to walk further.
Q10.21	Grocery for food
Q10.22	Across the train tracks without using the Belmont bridge
Q10.23	Downtown to 29 area that doesn't take an hour and a half bus ride
Q10.24	Uva health system How yo get there withOUT driving and parking
Q10.25	Grocery store. Currently have to drive to get to Wegman's or Food Lion on 5th due to safety concerns with biking on 5th, despite having an e-bike
Q10.26	Healthcare

Q10.27	5th Street Station. It's the main commercial hub for the whole south side of town, but only accessible by car.
Q10.28	Groceries
Q10.29	Whole foods from downtown.
Q10.30	Downtown - I would like more frequent bus service, with more stops.
Q10.31	Over/under the emmet street bridge. As a pedestrian to safely make it from Jefferson Park Avenue to Emmet street you have to go up stairs through UVA grounds and cross at the School of Education, making it very in accessible to mobility impaired citizens. Further the bike lanes that go under the bridge are VERY narrow and offer no protection.
Q10.32	The idea above would fix a lot. Also: lowering car speeds on 5th Street SW + fully separated bike lanes on both sides + better pedestrian infrastructure.
Q10.33	Airport.
Q10.34	Wegmans shopping center by bike
Q10.35	Would love to have a real grocery store that is centrally located and safe to reach by bike. All the grocery stores now are on the edge of town and only reachable by car or circuitous bus route.
Q10.36	Up 29 on a bike
Q10.37	Shenandoah National park
Q10.38	Dog park in walking distance would be awesome
Q10.39	A grocery store. It would be much more practical and I do not believe in owning a car for the main purpose of getting groceries. It is a poverty trap for people of lower SES.
Q10.40	I'd love easier ways to get to some of the large parks outside of town including Biscuit Run.
Q10.41	5th street place
Q10.42	I would love to have a bus-able grocery store! "Bus-able" means that the bus comes more than once an hour and passes close to a grocery without having to transfer lines. Lack of frequency and need for a transfer make grocery shopping (with perishables) impractical and unnecessarily time consuming.
Q10.43	Hate to have Pantops medical appts around 5 because Pantops 5 o'clock traffic is annoying.
Q10.44	Wegmans. I live within walking distance of Wegmans but can't possibly walk there because it is so dangerous. There should be a continuous sidewalk on Avon from the city to the entrance to that shopping center. I would love to bike to Wegmans but it is far too dangerous because of drivers.
Q10.45	My parents house just outside of the city past key west neighborhood. Visiting them is the only reason I own a car. If it were walkable or bikeable I could lose my car.
Q10.46	Protected bike lane or separated path on Avon to be able to get to Wegman's from Belmont.
Q10.47	Allied St business and shops
Q10.48	Reid's. it's a bit of a hike (~20 min walk each way) so I have to shop light — haven't bought liquids in years. I miss orange juice.
Q10.49	The Center
Q10.50	The Downtown Mall. We've figure out routes to get to other places in town fairly easily, but it's still a challenge to get to the mall safely by foot or by bike, even though it's just a couple of miles from where we live. The bike lanes are disjointed and not connected, and walking or riding generally feels quite dangerous, especially if we have our toddler with us in a bike seat, trailer, or stroller.
Q10.51	My kids' friends' houses. That is, kids should be able to safely walk/bike throughout neighborhoods and to adjacent neighborhoods. One safe path through a neighborhood is not helpful; the accessibility needs to extend throughout whole neighborhoods, everywhere where families live.
Q10.52	Grocery store. Ideally something with the prices and options of Wegmans, but closer to the city. Even just being able to bicycle more safely to Reids would be good though.

Q10.53	A pedestrian/bike friendly path from Belmont to the Monticello Trail. This would vastly increase access to Monticello, as well as the incredible natural resources and trails at Kemper Park and Secluded Farm. Right now this remarkable historical, educational, and recreational resource is only accessible to drivers, or cyclists/walkers willing to risk their lives crossing 4 lanes of high-speed traffic on Route 20. And the two current parking lots for the Monticello Trail are almost always overflowing.
Q10.54	Downtown because that's where work and all the shopping and restaurants are
Q10.55	Affordable, quality food shopping (bulk and local options) would be my preference.
Q10.56	Parks
Q10.57	We all would love another foot bridge over Meadow Creek by the John Warner bike trail so we could get from Locklyn in the LOCUST GROVE area, to the John Warner parkway. The bridge would be in McIntyre Park.
Q10.58	Sidewalks to work on 10th street from Rose Hill are dangerously narrow and chronically overgrown. Walk this 4 days a week. New apartments behind Dairy Market should be asked to replace with decent sidewalks. Where are all those people going to park and drive? This area is already congested with traffic at peak times. Encourage them to walk or bike by providing safe sidewalks and the traffic calming round about.
Q10.59	Get west on a bike safely
Q10.60	Food Lion on Fifth. It would be nice for there to be some pedestrian paths along the various creeks.
Q10.61	Downtown Mall
Q10.62	I like the idea of nodes near neighborhoods. I'd love to be able to easily walk to get groceries and other goods.
Q10.63	Whole Foods market and Seminole Square shopping center because of variety of shops. Downtown mall and Barracks Road shopping center because of variety of shops and services.
Q10.64	Johnson Elementary on bike - it's where our church meets
Q10.65	From Avon Park (Arden Drive) subdivision to the Downtown Mall. It is a straight shot into town along Avon Street Extended that is not served by a bus route.
Q10.66	Venable Elementary; West Street closure takes away our most convenient/direct safe route to school.
Q10.67	If I could easily bike to work the one mile without the threat of getting hit I would even if I had to go to the store or pick up kids after school
Q10.68	Saunders Trail because I need to walk on earth among trees.
Q10.69	grocery store with fresh, preferably local, produce
Q10.70	my church on Rugby Rd.
Q10.71	The Center
Q10.72	The new CVS at Barracks RD and CAVA across the street feels difficult to bike to (Preston and Emmet improvements?)
Q10.73	UVA Hospital
Q10.74	WALMART
Q10.75	Parks - we'd love to go to more parks with our toddler, but putting them in a car to go some place is just a hassle. It would be nice to safely be able to ride 15-20 to the handful of parks near us to play.
Q10.76	The downtown mall. I enjoy walking and eating there.
Q10.77	Because I have a car most everything is convenient
Q10.78	Better traffic control/planning at University/Emmet and Emmet/Barracks/Preston intersections.
Q10.79	Downtown for entertainment and food
Q10.80	Grocery store - it's the shopping I do most consistently, often with kids in tow, and I have to drive every time because there's no safe bike/walk access to affordable shopping
Q10.81	Probably Northridge Mdical Center. Currently, it is about impossible to co-ordinate appointments with the few times that JAUNT goes there.

Q10.82	I would recommend expanding Ridge Street to 2 lanes each way to provide continuity from 5th Street to McIntire and avoid the backups on 5th Street and McIntire at peak hours.
Q10.83	Most of my access is excellent because I live so close in. Some of the greatest congestion can be getting out of the city going north, west and east.
Q10.84	Riverview park - it has great (flat) trails for running with nice scenery, but is just really inconvenient to get to from my area of town
Q10.85	Handicap parking always nearest the entrances of the buildings served.
Q10.86	Pantops Shopping Center - no crosswalks
Q10.87	Work, the downtown mall
Q10.88	Ix Art Park
Q10.89	Downtown. It would be great if we could take public transit to dinner and a show - and be able to come home via public transit. Then again, it would be fantastic if my daughter, who works downtown, could take the bus to work and home again. Currently, the bus only works as reliable transportation to work, not home.
Q10.90	Walk from Kenwood Lester area to the trails next to John Warner Parkway
Q10.91	Downtown! So much to see and do. But the bus only goes there once an hour. That's not convenient.
Q10.92	Any place where the air is clean and the constant noise of traffic is gone.
Q10.93	Would love to be able to cycle more easily from Preston-Rugby down Barracks to Barracks Road shopping center and down Rugby Road to Whole Foods/Trader Joe's shopping area. Better bike lanes for commercial shopping at these major shopping centers, please! Distances are short but really not safely possible to transverse.
Q10.94	Groceries nearby. Cafe nearby.
Q10.95	Downtown mall- bike lane approaches from Preston make it dicey.
Q10.96	Public transportation that is clean and logical to use
Q10.97	Unsure Possibly barracks rd to downtown via direct bus or great, separate, bike paths
Q10.98	I64 To get other places.
Q10.99	Whole foods. I hate driving there so rarely go.
Q10.100	Downtown mall for social interaction
Q10.101	The airport
Q10.102	grocery store
Q10.103	Downtown and UVA central grounds on protected bike lanes
Q10.104	We're actually pretty well situated here in Belmont. I know people want a more grocery options in town, but I'm happy with a short drive for groceries and keeping the big stores out on 29 and Avon extended is probably for the best. If you forget eggs or something, you can always walk to Brown's or market Street Market.
Q10.105	Full Grocery store on the east side of the city
Q10.106	The University, for work.
Q10.107	Fully satisfied except for rush hour jams.
Q10.108	The Center at Belvedere
Q10.109	It would be nice to have a large grocery store within close proximity to the downtown mall to facilitate walkable grocery opportunities outside of the city market/market street market.
Q10.110	Pantops area, buses infrequent
Q10.111	I'm surprised CAT doesn't serve Hollymead at all. I'd also like to see the Route 7 convert to a bus rapid transit model in the future. I think there's sufficient demand that it'd be a feasible option in the future.
Q10.112	Barracks Road

Q10.113	Rio Hill Shopping Center and anything in that area. Safest way to go is all the back routes.
Q10.114	Work (UVA). I would love to have physically protected bike lanes or a bike path so I could get to work more quickly and safely while getting exercise. If not that, it would be nice to have the #4 bus run more often (and consistently).
Q10.115	Remove chain link fence and open roadway/pedestrian path between end of Old Avon parking lots and Lyman Street. Allow at-grade pedestrian railroad crossing in same general location (relocating particulate-belching Buckingham Branch operations away from downtown if necessary).
Q10.116	Anywhere East of Park street on Route 250. The Freebridge situation is crazy any day after 2:30 in the afternoon.
Q10.117	Belmont by bus quickly. Restaurants. Least convenient place to which I wouldn't normally drive and might not want to walk.
Q10.118	Now, it would be downtown. With no parking and it opening up and no new garage- we won't go.
Q10.119	Barracks RD
Q10.120	Ramps at major intersections (like Rio Rd and Rt. 29)
Q10.121	UVA School of Architecture, Culbreth Theater, Fralin Museum vicinity and Rotunda and Uva Chapel and Alderman Library cannot go directly to health clinics & Rotunda from downtown without spending an extra 20+ minutes to go around Scott Stadium/Emmet etc
Q10.122	Market St Market needs a bike or shopping cart parking area.
Q10.123	walk/bike to business beyond Hydraulic from North Downtown.
Q10.124	UVA--by bike
Q10.125	The Preston Avenue corridor is becoming an increasingly important destination - it has our car repair shop, Reid's and Integral Yoga for groceries, bakery, breweries, gardening supplies. If I could I would walk to that area. I would have a cart for shopping. I would rarely get in the car, and I rarely do as it is. I walk almost everywhere but it is risky.
Q10.126	Businesses along Preston Ave.
Q10.127	Connect downtown and Preston Avenue to be more pedestrian and bike friendly. Make the route between downtown and UVa a safer bike/walk.
Q10.128	Getting to Belmont / Hinton Avenue from High Street in afternoon. Traffic is often backed up, both on High Street eastbound and 9th Street / Avon Street southbound.
Q10.129	Avon does not have complete sidewalks. I would scooter to Mill Creek from downtown and even to my storage building if there were sidewalks on that dangerous street.
Q10.130	Walking at night where curbs are (now) uneven. These are not safe during daylight hours, but particularly precarious at night.
Q10.131	1) Faster, more frequent service up 29 to shops. Or build stores closer to town. I'd LOVE if I didn't have to ever again go up 29!!! How about some attractive!! chain stores downtown, for ex., Macy's, a well designed Home Goods type store, ditto TJMaxx , Sephora types. These places always draw crowds but also having smaller versions around town eliminate the need to drive up you know where. 😞 2) I still drive to Kroger, Wegman's, T.Joe's or Whole Foods but often use Reid's, Market St. Market & Martin's Hdware. YEAH for small businesses!!!! 🙌❤️ PS: The pandemic brought us home delivery, even free, which was a god send and it saves on multiple cars on the road.
Q10.132	Grocery store. Then I wdn't need to ask for a ride.
Q10.133	Park Street to Burnley Moran.
Q10.134	To shops and services up 29 on high rail
Q10.135	Im not sure there's one place....it's that I've taken up using my bike for exercise daily during the pandemic, but bc there aren't very good bike lanes around town, I'm fearful of using my bike for other reasons (I ride my bike on the JW Parkway, which is away from cars and paved. I ride illegally on the side walk at points to get there bc the bike lane on McIntire doesn't feel very safe.)
Q10.136	Airport. I travel often.

Q10.137	Down Main Street from High St. Wish trolley had stop on High St or near intersection of McIntire Preston.
Q10.138	Whole Foods, because it is where we prefer to do most of our food shopping. I can get there on my bicycle, but the route is very roundabout. It's much faster by car because cars can use the 250 bypass and Hydraulic; those roads are not safe for bicycles, except for the short stretch of multi-use trail between Meadowbrook Heights and Hydraulic.
Q10.139	Public transit/ electric
Q10.140	Healthcare so I didn't need to put preventive care off just because it's hard to get somewhere
Q10.141	Improve bus lines and re-instate full service routes.
Q10.142	Along 5th street past Wegmans
Q10.143	A cafe (not elite-foodie but nicer than a diner) in walking distance for a "local pub" kind of feel. Isolation's the worst curse of living alone as an elder. Older I get, harder it will be. And I want the MULTI-GENERATIONAL atomosphere of a pub, not an elder warehouse.
Q10.144	Main st
Q10.145	Kids Playgrounds and pool within walking distance
Q10.146	5th St Station
Q10.147	Walker upper elementary
Q10.148	Work because parking is a big problem at UVA. Although I pay for a parking space, spaces are often not available.
Q10.149	A bike lane going out of Charlottesville would be nice. To the airport, to Walnut Creek, or to Crozet...
Q10.150	I wish it didn't feel like scaling a mountain to get from downtown area over to the corner or over to JPA area.
Q10.151	On and off Hwy 250 at the Rugby Ave intersection at McIntire Park. Also, the Hydraulic Road near Whole Foods is insanely hard to get through.
Q10.152	Downtown mall
Q10.153	Shops on Rt 29. Traffic volume and lack of bike lanes makes impossible / unsafe to go any wat other than by car.
Q10.154	I think things are ok.
Q10.155	Pantops. Bus only runs once an hour
Q10.156	Senior Center for exercise and to socialize. I don't want to be isolated.
Q10.157	Downtown from the south side of Cville (Avon Extended, Old Lynchburg Road)
Q10.158	UVA. The bike lane is in miserable condition and really needs to be separated from the traffic and parked cars. Very dangerous road.
Q10.159	To services and stores on 29 north with a PROTECTED bike lane (5th street to Wegmans is about the same — easily bikeable except too dangerous)
Q10.160	It would be extremely helpful if there was a bus that goes to the airport. I wouldn't have to drive and leave my car there for exorbitant fees. Charlottesville has a lot of air traffic and the fact that there is no public transportation from our airport the the city seems obviously problematic.
Q10.161	Anywhere across the Free Bridge. That intersection and area in general is not bike and/or pedestrian friendly at all and yet there are many businesses that are in walking distance. Food, entertainment, doctors, etc.
Q10.162	My workplace on a bike so that I don't have to drive my car all the time. I need to cross 29N and there is not enough time or safe space to get across either on Hydraulic or Greenbrier Drive.
Q10.163	Groceries! It is so hard to get groceries without a car. I bike down to Reid's, but they don't have everything. When I supplement with groceries at Market St Market, it's very expensive. And there is no safe/reliable way to get from first st south to Wegman's.
Q10.164	It's more about frequency. The bus goes to most of the places I need to go, but a bus is useless if it only comes once per hour (or less).
Q10.165	Barracks shopping center

Q10.166	5th Street Station. This area is difficult to access safely by walking/biking. Creating better connection would allow to access to a variety of services.
Q10.167	Downtown
Q10.168	Work (Monticello) - its my most frequent car trip
Q10.169	Tree covered areas, woods
Q10.170	Free Bridge from John Warner Pkwy to get to service merchandise for drop off and pick up car repairs.
Q10.171	UVA for work.
Q10.172	WEGMAN's plaza
Q10.173	Northridge Medical Center. I know that's pretty niche, but I think all medical facilities should be accessible by bus.
Q10.174	Downtown Mall — reduce traffic and bottlenecks at multiple intersections.
Q10.175	UVA after hours (between 9 pm and 7 am) - for night shift workers
Q10.176	Barracks rd from emmet st.
Q10.177	The airport. Too many stop lights.
Q10.178	Shopping center(s) on 29 North, by Airport Road. Also, UVA Alderman library
Q10.179	By bus if I had to ride it.
Q10.180	Never go downtown. Too many one way streets, streets too narrow
Q10.181	Large, all-in-one discount retailer like Target. Having one in town would ease the cost of living in town.
Q10.182	Downtown. The bust route makes me go to the hospital and swap busses just to get downtown. It takes about 20 min. I could walk there by then.
Q10.183	downtown- to access the farmer's market and shops
Q10.184	By Albemarle high
Q10.185	Nine at connects to Cherry makes per prospect Avenue verse trying to get on Cherry from 7 1/2
Q10.186	Some way to safely cross 29 with a bike or on foot
Q10.187	Belmont...no easy way to get there without a dozen traffic lights
Q10.188	Barracks Rd by bike
Q10.189	Downtown mall pre COVID. Place to eat, see movies, go to yoga
Q10.190	IX Park
Q10.191	It would be great if there were more buses and sidewalks serving Old Ivy/Ivy Road neighborhood. My office is off of Old Ivy Road. It is too dangerous to walk in the area. Once again this is an area where the City and County meet up.
Q10.192	Downtown
Q10.193	to 29 N from hospital it is congested, there is no good way to get from avon to 29 north
Q10.194	Martha Jefferson Hospital & medical facilities to/from the City; getting across Free Bridge = at certain times of the day is IMPOSSIBLE!!!
Q10.195	Sunday orchestra series
Q10.196	I often pick up groceries at small stores to which I can walk. I would like to be able to walk to a larger grocery store.
Q10.197	A shuttle to the downtown area
Q10.198	Barracks Road and/or downtown. These are major social/commercial hubs for Cville.
Q10.199	The River

Q10.200	Anywhere from my front yard to a sidewalk. Once we leave our street (and walk up Castalia, which also does not have any sidewalks), we can walk downtown, to the hospital, to the university, to the market, to restaurants and to the Rivanna Trail. And we do frequent all these places on foot. Please consider completing sidewalks in the neighborhoods surrounding downtown.
Q10.201	Downtown Mall on foot via sidewalk. Lots of businesses we frequent but there aren't sidewalks throughout north downtown to accommodate pedestrians.
Q10.202	Trader Joe's and Target, the bus does not go that far and I feel safer on 29 when I am not driving on my own
Q10.203	Trader Joes (I'm a student so having food that's quick to make is really helpful, but I can't really get there without getting a ride from someone)
Q10.204	Grocery store.
Q10.205	Maybe a quicker ride downtown and back on the bus OR a shorter wait at the 250 bypass/McIntire intersection on the way to my studio on Harris St. New intersection often doubles the time it takes to get there and back.
Q10.206	Downtown with better parking lots
Q10.207	Large grocer, not a big deal but main reason I need a car
Q10.208	Lowe's. Getting across town is hard
Q10.209	Let's be real --if you have a car it's all easy here.
Q10.210	Getting anywhere in the city has become a pain. John W. Parkway was obsolete before the 1st bulldozer showed up. It should have been 2 lanes both ways (4 lanes). The roads here were built for horse and buggies, not the massive influx of automobiles, trucks, busses, bicycles, motorcycles and scooters, not to mention the people around the University that walk out into the street while reading their cell phones.
Q10.211	Grocery store at McIntire Plaza would be great. But that intersection is so congested, it would be a nightmare. Reid's is a great example of neighborhood grocery store!!
Q10.212	Something like Market St Market (that is a small, but full-service, with fresh produce) within a fifteen minute walk (I love MSM but it's about a half hour walk and I don't feel safe on a bicycle or scooter on Park St)
Q10.213	Grocery store- with a family we always need something from the grocery store and increased accessibility would be nice. Reid's is a great option but it's difficult to walk or bike there safely.
Q10.214	The farmer's market and downtown mall.
Q10.215	From Belmont/downtown to Ivy because that's where I work. It should be easy as it's a straight shot there, but the bike paths are either too narrow or end and start up again with no rhyme or reason.
Q10.216	Hydraulic Road from Park Street due to lane for entry on to 250 West By Pass from Park Street being too short to safely blend into traffic.
Q10.217	the center at belvedere--bus and walking for programs, sentara clinic and greenberrys
Q10.218	A grocery store. There are no good paths to a nearby grocery store by bike. I have to use a car.
Q10.219	Sacheme village. Business reasons
Q10.220	Grocery stores are all placed far out, requiring car to be able to go there
Q10.221	The Airport - there needs to be a bus shuttle service from the Downtown Area.
Q10.222	to UVA. I can already bike there, but I don't feel particularly safe doing it because the bike lanes come and go and are unprotected.
Q10.223	When all of the streets (Emmett and Ivy), the Belmont Bridge are replaced and the roundabouts such as starting at Rt.250 and I64 on Pantops being made, it will probably be anywhere. With detours and closed streets, the traffic is going to be horrific. Getting down Ridge St. to get to the Downtown Mall is a challenge now with heavy traffic and stoplights causing backups.
Q10.224	We live in Fifeville and our kids attend Clark Elementary. In theory a very very doable bike ride (or even walk) however crossing Ridge St (and then Avon) can be challenges (especially with aggressive morning drivers).
Q10.225	I get around just fine
Q10.226	The university, but more generally, across town. I would love to see dedicated bike paths to get across town. I would actually ride a bike then.

Q10.227	Uva Hospital. Major employer and set up for driving not public transit or biking
Q10.228	My office on Ivy Road, just west of the bypass. I would love to be able to commute by bus instead of driving.
Q10.229	Stonefield/whole foods/shops along 29. They are impossible to get to via bike from where I am in any sort of reasonable safe fashion. The bikeway proposed in the Bicycle and Pedestrian master plan would be a windfall connecting that area to the rest of the community for those that don't travel via car.
Q10.230	Groceries - no store in Fifeville
Q10.231	Downtown Mall for restaurants, shopping, etc
Q10.232	UVA
Q10.233	If there were a way to walk from Belmont to the Monticello Trail, so that I wouldn't have to get in a car to exercise and visit nature.
Q10.234	Well, it would be nice to have a pleasant walkway or trail connecting downtown to the river.
Q10.235	Kroger
Q10.236	I wish downtown were more accessible to all modes of transit
Q10.237	We'd love to be able to get to the YMCA, skateboard park more easily.
Q10.238	It would be great to downtown more easily to access entertainment and restaurants
Q10.239	What do you mean by easily??? Less time? Fewer/more stops? Your lack of specificity makes me worry that you'll put the wrong emphasis on 'improvements'
Q10.240	Anything on 29
Q10.241	29 north, it's easier to take 64 to 250/29 but why go through three highways because through town is so congested.
Q10.242	Schools need buses available for all students. City transportation should help until schools can hire more drivers.
Q10.243	Stonefield, eg Trader Joe's
Q10.244	BODOS
Q10.245	A path to get safely from Rose Hill/Preston to the pedestrian Downtown mall and also West Main.
Q10.246	Barracks road, because of the shopping center, grocery stores and pharmacy.
Q10.247	Cross over 29 north of hydraulic road, it would be helpful to get to stores and restaurants as well as make it easier when running.
Q10.248	Martins hardware, many places there is no bike path
Q10.249	Downtown
Q10.250	Easy access to everything with car.
Q10.251	Baracks road
Q10.252	Wegmans
Q10.253	I dread making my way north to reach Target and Lowe's, both stores that offer home maintenance, repair, goods because the traffic is too fast and it is difficult to change lanes. You have to get into the lane you eventually will want to use to get to your destination and drive for miles, DOING THE SPEED LIMIT, while those who want to go faster zip around you with frustration and anger, because technically you belong in a right lane, but you are in the left because it is so difficult to change lanes at times of high traffic.
Q10.254	More train and bus service to DC, Richmond, Norfolk/Virginia Beach, etc.
Q10.255	Albemarle high area
Q10.256	UVA and Downtown
Q10.257	Na
Q10.258	UVA

Q10.259	THE AIRPORT. The fact that the city bus doesn't serve the airport is ridiculous.
Q10.260	Don't know
Q10.261	Walking through Market Street Park, Court Sq. Park and the Downtown Mall. I find that I'm intimidated by the homeless folks that hangout. I've seen more men with their pants down using the bathroom on the bushes.....honestly, it's despicable! Something needs to be done to address this chronic problem. Drug use is frequent! I don't feel safe.
Q10.262	America needs quick and affordable intracity problem transit.
Q10.263	Downtown
Q10.264	North on Emmet St., 29 from 250 to Barracks is clogged often. I realize the railroad bridge will probably never be widened due to critical use. Oh well
Q10.265	Downtown
Q10.266	I would like to get from my neighborhood to downtown using public transit. If there weren't a pandemic on I would be taking my kids to child care using public transit. But they aren't eligible for vaccination yet so that's not feasible right now.
Q10.267	When I rely on my car, I have no barriers except parking can be challenging. I am trying to be more efficient with the use of my car. At this point, the biggest use is to go grocery shopping.
Q10.268	Getting to barracks road shopping center by bike
Q10.269	Downtown Mall, shops and services
Q10.270	Downtown mall
Q10.271	It would be nice if we had a full service grocery store within walking distance - perhaps somewhere on Cherry. The mini-marts/markets are all great but it would be awesome if we could get something like Reid Supermarket in our area.
Q10.272	I feel guilty always taking my gas-powered car everywhere. I would definitely ride my bike more, for example, to Kroger, Whole Foods, UVA Physicians at JABA, Food Lion, if I felt safe on the road. But mainly, I would like to ride my bike recreationally without fear and anxiety that I will be hit. Going down to that trail near CATEC without fear would be my main route.
Q10.273	I wish I could go to Addiction Allies, on Berkmar Circle easier. Presently it is 3 bus transfers for me, because Bus 5 (Walmart) is the only bus that goes near there. Bus 5 does not come to the Downtown Station, so it always takes anyone at least 1 transfer. Because of this my doctor's appointments take 2.5 hours just to get there.
Q10.274	6 times a year I get a haircut near the Riverside Lunch restaurant. I don't feel safe taking the city bus and crossing High St. going to the appt. That is crossing the street going north toward Free Bridge. However, I often take the city bus going home, (no street x-crossing required). My method of getting to the appt. (and also a few other places) is to use the JAUNT system.
Q10.275	29 north, Stonefield
Q10.276	Grocery
Q10.277	Work at the hospital - because it is a daily commute that feels hazardous
Q10.278	Whole Foods because I shop there a lot and I would love to bike there safely instead of driving my car all the time.
Q10.279	Wegmans for groceries. Want bike lanes coming from the south to cross I-64.

All Responses to Question 11

Use the space below to provide any comments or clarify your answers above about mobility within your community.

ID	Q11 Responses
Q11.1	Our neighborhood has too few sidewalks
Q11.2	Safety, safety, safety, there is no shoulder or sidewalk in many areas on my route to shop or go to work which prevents me from using my bike or walking which I would do.
Q11.3	Safe access for wheelchairs and scooters is almost non existent.
Q11.4	Generally it's good, but there are some definite areas for improvement. Traffic going way too fast down Little High and East Jefferson; A need for a 4-way stop at 11th and Little High - right by Charlottesville Day School, etc. We have petitioned the city for these improvements to no avail.
Q11.5	I would take the bus more often, as the route is fairly direct and bus riding is pleasant, however, the bus doesn't come frequently enough to make this feasible.
Q11.6	Shaded sidewalks and fewer telephone poles in the middle of them--poles full of staples and nails that tear your clothes.
Q11.7	I have a car and no issues with mobility. I can easily get where I need to go. I would like to walk and bike more, but find some roads on my work commute a challenge to navigate and do not feel safe riding my bike because of a lack of consistent bike lanes.
Q11.8	Poorly timed traffic signals are the greatest hurdle to navigating Charlottesville traffic.
Q11.9	Charlottesville has very poor sidewalks for people with disabilities. Often they are too narrow, blocked by vegetation, broken, or slope too much from side to side. These problems make it difficult or impossible for people who are blind or people with mobility disabilities to use them. This is a violation of civil rights law. Everyone has the right to use public facilities.
Q11.10	BIKES LANES and safe pedestrian infrastructure!!!
Q11.11	I believe there should be: More free EV chargers The CAT Bus should join together with Jaunt and UVA Bussing and provide free rides throughout town and an expanded service area More bike lanes and potentially switch the bike lane with the car street parking to allow for safer bike transportation
Q11.12	This place is far too hilly for cycling to become a viable option for more than a dedicated few. If this were a more flat community, it would make sense. But for most of us, biking is not and will not be an option. More people should say this.
Q11.13	-have some quick shuttle type back & forth transit to popular destinations -consider combining some w school buses--yeah, post-pandemic -train children from 3rd grade on how to bike safely and to develop driver mindset to look out for bikes BUT realize that cycling will NEVER BE a good solution in this deeply hilly too--cyclists are road warrior zealots
Q11.14	Are used to bike regularly. The problem with biking in this town is it is incredibly hilly. Most of the time you arrive at your destinations dripping in sweat regardless of time of year. Aside from a core dedicated group, I don't think bicycling is a reality for many people. Especially with the number of distracted drivers.
Q11.15	Biking is my preferred mode of transport. There are some great bike lanes and infrastructure in place but I lot of the time as I bike around I find there are gaps between connecting routes.
Q11.16	Biking in Charlottesville isn't bad as an adult. Biking with kids (or having kids bike alone) is pretty tough. There aren't enough low-stress connections.
Q11.17	I think it would have been better to have a question specifically about what are your barriers to using alternative transportation (i.e. not a car) I pretty much answered the above question with that mindset since I have a reliable car so I have no actual problems getting anywhere but I would love to have better options to avoid just using my car
Q11.18	Simplicity and safety for bike paths is still greatly lacking
Q11.19	my safety issue is the speed of drivers on Meade Ave, as the crosswalk to the park/pool is often ignored and the street parking makes it difficult to see cars/be seen by cars.

Q11.20	more frequent bus service would be helpful to move around cville, too
Q11.21	Im lucky enough to have a car so I can get to the places I want or need to; but unlucky to have had an injury that makes walking less of an option for me.
Q11.22	Move here from a very bike friendly town. Cville needs better biking infrastructure from one side of the city to the next. More pedestrian/biking river crossings along the trails and better recreation access to the rivanna.
Q11.23	All busses should be free.
Q11.24	When I moved here from a similarly sized college town in the Midwest, I was shocked by how suburban and car-centric Charlottesville, even the city center, is. The lack of sidewalks, bike lands, or even shoulders along the streets makes it hard to rely on walking and biking. The fact that half the surface area of downtown is devoted to parking, whether surface parking or parking garages, says a lot about how much the city values automobiles over people, housing, or useful businesses.
Q11.25	In places where there are bike lanes along side street parking I feel very unsafe and never use the bike lane, instead choosing to ride in the center of the road. Lanes next to parked cars are dangerous as there is a risk of a car pulling out into you or opening a door into you. I also find places with "sharrows" to be dangerous as drivers unaware of the laws may become aggressive when you use the full lane, and cyclists who do not use the full lane are at increased risk of injury. Finally, I would like to see no scooters or bikes on the sidewalks (both when in use and parked) dockless scooters left in side-walks pose a particularly high risk to the differently-abled such as the blind or those using a wheelchair or walker who need a clear sidewalk to get to their destination.
Q11.26	Before the pandemic, I'd walk about a mile everyday from woolen Mills to the downtown transit station and take the bus to UVA. I love this so much. I've missed it during the pandemic. Now I mainly walk and, unfortunately, drive. I don't bike because I don't feel safe at all. Drivers here do not care about being bike friendly and it's horrifying. The culture around cars in this city are insane.
Q11.27	More biking and pedestrian infrastructure, combined with more frequent and comprehensive public transit, would really improve the quality of life in Charlottesville! (And biking infrastructure needs to be protected/divided, as opposed to the current system of painted lines that wide trucks seem to treat as more road.)
Q11.28	I wish more folks felt safer biking since Charlottesville is sized perfectly for it but poor design makes most folks feel unsafe on bikes.
Q11.29	It's nice to use my UVA ID to board CAT buses, and I feel bad when I see people who are already struggling pay for their fare. Transport should be free / paid by taxes, and run more frequently. And cars should be taxed higher to move us toward carbon neutrality.
Q11.30	We live in the northern section Greenbrier. Right when we moved to the neighborhood the #9 route changed and we lost that. We use the 11 to get downtown but only for recreation. It can't be used for time-sensitive things because of lack of frequency. I would love to take the bus more. I would also love to be able to get across 29 on a bus without a transfer.
Q11.31	Charlottesville is NOT the walkable/bikeable city that it's billed to be. I commuted on foot and by bike for years between Belmont and UVA and have had numerous scary, dangerous and hostile interactions with drivers. I do not feel safe walking anywhere in Charlottesville because of distracted or aggressive drivers and I've quit biking altogether after I was in an accident with a vehicle that did not yield when I had the right of way. There needs to be a widespread advertising campaign to educate DRIVERS about how they must yield to pedestrians and share the road with bikes. There needs to be enforcement where drivers who endanger pedestrians and cyclists are fined and repeat offenders should lose their drivers' licenses.
Q11.32	Appalling that sidewalks are considered private while roads are public. We need to subsidize non-car mobility more than we subsidize luxury truck mobility and storage.
Q11.33	I'd love for our community to invest in protected bike lanes so that people could safely commute without fear of being hit by a car. My partner and I both love to ride, but having worked in the hospital and seeing so many people after they've been hit by a car while riding - I'm incredibly hesitant to ride my bike around here. If we had something similar to the setup in Denmark, I bet so many more people would be able to utilize their bikes.
Q11.34	More protected bike lanes or separated paths everywhere.
Q11.35	would love it if there were better/safer bike options/lanes. Would love to bike but so many of the roads are crazy.
Q11.36	I often walk one way then scoot back (or vice versa) if I'm in a rush in one direction or just too tired to walk that far. But it's often hard to find a scooter across the city.
Q11.37	Get city to stop using so many downtown parking spaces for city vehicles
Q11.38	When I say I don't feel safe, the main thing I mean by that is that any time I walk or ride somewhere, I have at least one negative interaction with a car, whether it's someone driving at me when I'm in a crosswalk, someone almost hitting me when I'm riding, etc. The community is not at all friendly to non-drivers.

Q11.39	I think mostly in terms of the ability of children to get around their neighborhood and to other neighborhoods without being driven. This means walking and biking. Kids age 8 or 9 are capable of such navigation if the streets are safe enough. Unfortunately there are too many missing sidewalks in almost all neighborhoods. Where sidewalks do exist they are narrow and right up against the streets. Grass/tree buffers should be added between sidewalks and streets. Streets can be narrowed by removing parking from one or both sides if necessary (this would also make neighborhoods safer by slowing traffic). Infrastructure should be added to facilitate crossing (by foot/bike) the large barriers that currently separate neighborhoods: railroad tracks, Meade Ave, High St, McIntire Rd, Preston Rd. etc. North Downtown and Barracks Rugby neighborhoods are not actually that far apart but they feel that way when walking because they are so disconnected. Lastly, cul-de-sacs should be opened up by building walking/biking paths to form a more connected grid in residential areas (cul-de-sacs can exist from the perspective of cars to discourage traffic in neighborhoods).
Q11.40	Bicycling with a small child feels very unsafe in most parts of the city. We need more safe spaces for healthy activities for families like trails and protected bike lanes
Q11.41	Anything we can do to get cars off the road, I'm all for it!
Q11.42	We need to stop spending on new roads and repaving. More of our city budget should go to making transit free and ensuring folks can bike and walk safely all over town.
Q11.43	While I feel relatively safe biking in my neighborhood, it is difficult to safely make it to 5th Street Station (5th Street Extended is mad) and Barracks Shopping area. The few streets with bike lanes do not offer enough connectivity and are not safe enough for traveling with young children.
Q11.44	The pedestrian/bike infrastructure in the city (and county) is pathetic and unsafe. For a progressive university town, far more investment should be made in bike paths (separated from roads for safety and enjoyment) and pedestrian infrastructure.
Q11.45	The No 11 bus does a good job servicing LOCUST GROVE area. It would be nice if it was every half hour instead of every hour. I did use it a lot before COVID.
Q11.46	Fewer cars...too many cars, peak hours choked with traffic. How can we get people out of their cars and on feet or pedals?
Q11.47	Charlottesville is not set up because of design, layout, and money for transit for easily accessible, frequent, and safe mobility. If you don't have easy, frequent access to a car or very safe bike lanes (not some narrow strip that tries to hug very busy streets and roads), you are limited.
Q11.48	with the continued advancement of ebikes, it's more and more possible for people to be able to travel in ways that aren't as terrible as cars, except for the fact that the infrastructure for bikes is piecemeal
Q11.49	Bus routes are too limited. Buses are much too large for the number of occupants. They are stigmatized as being for the poor.
Q11.50	Need more investment in sidewalks, bicycle lanes, and other mobility infrastructure. Especially since Charlottesville is continuing to density and grow — it's an issue of livability and quality of life, sustainability, economic vitality, and social justice.
Q11.51	Buses do nothing take into account the multiple stops I take when I'm out (work/school/shopping).
Q11.52	Bike riders and pedestrians are not natural allies. My life has often been endangered by arrogant, heedless, scofflaw cyclists. Our pedestrian signals are clunky and expensive, and they often malfunction. Also. Many walkers do not understand how they work. Walkers — locals, newcomers, tourists — should not have to engineer every intersection we pass through. And drivers should not have excuses to curse and threaten walkers who they falsely accuse of jaywalking.
Q11.53	Too many builders and developers are allowed to hijack streets, making it very difficult to get around.
Q11.54	The narrow, uneven sidewalks and lack of shade make walking difficult, especially in warm weather. I'd use the bus more to get to the UVA campus/medical buildings if there were more buses and places to sit to wait for the next bus along the way. The narrow sidewalks also make it difficult for me to use a tricycle to get around and I can no longer use a bicycle.
Q11.55	CAT has declined in every way. I don't know what can be done and management obviously doesn't either. Suits should all be fired before it's too late. I've never seen a single one of them on one of their buses!
Q11.56	I would like to see more green space and paths for people to enjoy the outdoors
Q11.57	I live downtown in part because it's the main area of the city that feels truly walkable. It would be great for other neighborhoods to be more walkable as well!
Q11.58	We need more sidewalks, especially in residential neighborhoods and on busy streets. We live a few short blocks from school but kids aren't safe to walk there because there are no sidewalks or crosswalks on the route.

Q11.59	While I am not a regular bus user, my mother who visits is as she has disabilities that prevent her from driving. The bus route is pretty atrocious and useless. It takes hours to go 15 minutes. The bus routes from Belmont to Northside or even Downtown are pretty useless because it takes so long. Perhaps running more buses and improving routes would work.
Q11.60	This is clearly a car first community, both in terms of design and how drivers treat literally anyone else on the road. I honestly don't even feel safe in bike lanes here given how people drive. Separate paths and protected lanes are would be nice for cycling. Walking here, especially with a stroller, isn't great here either. I could only imagine what it would be like in a wheel chair. In short, I heard so many good things about this community as a place to raise a family before we moved here. Now we can't wait to get out since we can't use our preferred modes of transportation to get anywhere we want to go. It feels like we're required to get into our car to go anywhere.
Q11.61	Way too many stop lights on Emmet Street - they can easily be reduced. The Rt 250 Bodos ramp could be removed with an imaginative single lane bridge. Please see here for an example: https://goo.gl/maps/ZrCCmDDmStkYupTp9
Q11.62	I would like to see better, safer bike paths. Paths separated from vehicular traffic.
Q11.63	I would like to bike more frequently, but it doesn't always feel safe to bike on the bigger streets in town, so I always end up driving or walking places.
Q11.64	Worth the cost and effort to live in Lewis Mountain, some infrastructure improvements would help pedestrian and vehicle traffic, but overall it's planning and traffic control/lights.
Q11.65	This survey is puzzling. I try to specify and my replies do not appear. I am 88, going blind, and walk with a cane.. I use JAUNT for appointments when possible, and have a hired driver once a week.to do errands. My husband is almost completely housebound due to skeletal problems.
Q11.66	Charlottesville seems to have a policy that is anti-roads and cars thinking if you make driving harder fewer people will drive. This also makes it harder for people to live work or support businesses in the community which will have a continued negative long-term impact. This will only cause housing prices to increase because if it is harder to drive into town people will want to live closer and walkable driving up prices in local neighborhoods. Reducing road capacity also delays busses and makes them less reliable which keeps people from using them.
Q11.67	You don't clarify whether the respondent has mobility issues, making it harder to make useful suggestions. For instance, Jaunt needs more funding so that riders don't have to wait which can take extended times depending on how many passengers and complexity of the route.
Q11.68	Lack of cross walk on JPA and Cleveland/Sunset is dangerous and gets worse in summer when Beach Club pool is operated
Q11.69	More crosswalks and have the police enforce the traffic laws. Walking is dangerous in this town. I regularly have to leap aside in cross-walks when I am crossing with the light because motorists completely ignore the law.
Q11.70	I'm all for heading more toward non-automobile modes of transport, but the infrastructure really doesn't support it at the moment. Sidewalks and pedestrian routes are inconsistent and/or poorly maintained, making the first/last mile of the journey difficult. Bus routes tend to not align with my origin/destination points, which often makes the trip take 4-5 times longer than self-driving, so it's just not a viable option most of the time.
Q11.71	This survey doesn't take into account people with bodily mobility problems. I can drive but not walk very far, and not climb steps.
Q11.72	In regards to the don't feel safe answer above, there is a large lack of bright streetlights in Charlottesville that desperately needs to be changed. It's pitch black when you walk at night, making any sort of walk home from work terrifying.
Q11.73	we need separated bike lanes
Q11.74	Adding walking and bike trails is a tremendous attraction to living in Greenbrier (we just moved from there)
Q11.75	Cars should be banned from the city.
Q11.76	Travel during COVID - same mode, but less frequent. Climate Crisis is on my mind and I go out less often and try to make my trips more efficient. Driving is my primary mode, except when walking my dog. I rarely use the bus or taxi.
Q11.77	We need consistent bike lanes!
Q11.78	Thanks for asking

Q11.79	Charlottesville is very difficult to get around without a car. There are not consistent bike lanes and there is only above ground that is not very timely.
Q11.80	There are over 30 off street commuter bike routes in Roanoke. We really should be more competitive regarding safe, off street, transport
Q11.81	Time is one of the limiting factors in life. I want to get to places as quickly as possible and not waste time. Bicycling is for recreation. Words are for cars and parks and trails are for bicycles.
Q11.82	The city has poor road planning. Too many lanes end in odd locations, too many turning lanes NO ONE UNDERSTANDS, lack of ways to enter shopping areas. It's deplorable, I waste so much time on these poor road designs!
Q11.83	Further work on crosswalks is required, often badly placed and without audible signals
Q11.84	I would bike as my primary mode of transportation if there were more protected bike lanes, or even any bike lanes.
Q11.85	Belmont could use more sidewalks. Like, maybe one in place of that giant puddle at Rockland and Rialto.
Q11.86	it's just too dangerous to bike it from my house. I often walk because I won't pay for parking but it's highly time consuming (about 30 minutes each way) and there is no bus from where I live, so by the time I get to a bus I might as well have walked.
Q11.87	City should communicate more about upcoming traffic light improvements. City needs to better maintain street markings.
Q11.88	Despite the fact that the downtown mall is very pedestrian friendly, downtown Charlottesville has a long way to go before it is truly more bike/pedestrian friendly...it'd be great if more money could be allocated to these areas.
Q11.89	My brother and a good friend were both hit by vehicles while biking in Charlottesville. My brother survived, but my friend didn't. I do not feel that this town is safe for bikers, which is a real shame since the distances are manageable. This town could be a much nicer place to live if our transit design put people before cars.
Q11.90	The idealistic notion that everyone in a community only want biking, walking and public transport is ludicrous. The idea of putting only 2 lanes on The Belmont Bridge is also a ridiculous conclusion to multiple studies. This is state route 20. I can't believe VDOT has not pushed back on this idea, It is a bottleneck now.
Q11.91	Do not feel safe biking on most on-road bike lanes. Seen too many cars cut cyclists off or drive in that lane plus do crazy speeds.
Q11.92	The telephone/power poles in the middle of our sidewalks are a constant source of frustration. Walking with children and strollers is nearly impossible.
Q11.93	Really not a walkable or billable city for kids or adults. Poor infrastructure in terms of signs and markings and width of sidewalks and number of cars. Thanks for finally caring enough to ask for input.
Q11.94	we walk to most places
Q11.95	The white elitist have made this town impossible for businesses and impossible for all those of all colors and socioeconomic who HAVE To commute here. Once again, you ask this of people who are IN town. NOT all those who COME IN every day.
Q11.96	The pandemic proved that Cville needs a LOT more trails, open spaces and ways to get to and on the Rivanna River. A guided tour of the Rivanna Trail, breaking it up into manageable segments.
Q11.97	hard to get to and fro much of UVA from N downtown via transit--14th st bridge limits direct connection and so it takes 3-4 x as long to take transit as it does to just drive there easy to take trolley from Rotunda back downtown but it takes a long time to get there in the first place from N Downtown, so I end up driving and parking in Culbreth garage or sometimes the Newcomb Hall garage I cannot fill in "profile" below so here goes--very active in civic life, work part-time at uva, attend a lot of events --lectures, art, drama, music, social--do research in libraries
Q11.98	I'm fortunate that I have a car and can still drive but I live downtown in anticipation of that not always being the case. I would like to ride my bike more but unless I get a n�� electric one the hills are an impediment.
Q11.99	Prefer bike lanes not aligning street where possible.
Q11.100	biking is unsafe in Charlottesville.
Q11.101	Cars rule. Pedestrians take their lives in their hands. Sidwalks are stingy and obstructed with utility poles. Weak commitment to walkabiity.

Q11.102	I moved here from Va Beach so Charlottesville seems like a dream to me. I have noticed a steady increase in traffic over the last 10 years. Speeding is a problem everywhere downtown. I'd like to see speed humps all over the city. Speeding coupled with the narrow sidewalks makes walking perilous. The lack of shaded streets makes it uninviting as well.
Q11.103	Providing protected bike trails making it easier easy bike Charlottesville would cut down on traffic and make bike commuting feel safer.
Q11.104	He city begins improvements but does not complete the project. I feel like no one take consideration of those in wheelchairs having to roll down the broken sidewalks and incomplete curbs on Main St. First impressions for must visitors and it's incredibly embarrassing how little this City cares for its residents of need.
Q11.105	A great tragedy in this town (excluding tearing down Vinegar Hill) was removing the street car tracks between Downtown and UVA. The trolley is a poor substitute and is not energy efficient. Look what street cars add to cities! Appealing, efficient, charming, touristy. Well I'll dream on...too bad. So today I say we need many attractive electric buses along with ride share options.
Q11.106	Fewer busses. Allergic to sanitizer. Limited no. of passengers. I shdn't keep others from necessary travel. In any case, need to carry cushion, which is inconvenient. Commuted by bus before pandemic. Cd just carry my cushion over to ofc. wdn't use bus for a pleasure trip (see above)
Q11.107	The bike lanes are a joke - they are not safe at all and the mass transit is worse
Q11.108	Reduce any barriers to safe walking and crossing streets in all neighborhoods to incentivize more walking and less driving for both health and environment
Q11.109	Street cleaning of some bike lanes is poor - e.g., Warner Parkway and Berkmar Extended (understanding that both are in the County)
Q11.110	Bus takes to long to go toi
Q11.111	I use my bicycle almost exclusively for getting around within the City of Charlottesville and UVA, and only use my car occasionally. It is frustrating that the major shopping areas at Barracks Road and Hydraulic are so hard to get to by bicycle. The 250 bypass is absolutely not bikeable apart from the short stretch of multi-use trail between Meadowbrook Heights and Hydraulic, and Emmet Street is dangerous for cyclists, so I have to use indirect routes to shop at Whole Foods, Harris Teeter, Kroger, etc.
Q11.112	City needs more clean public transit, require scooters/ bikes to abide by all driving laws. More better enforces crosswalks! Example form Camden Maine cross walks: warning to all wheeled drivers: obey pedestrian laws, paint cross walk : to pedestrian " stop, look , wave: you have the right away. More strict crosswalks on Cherry, JPA, 10/page, Emmitt street/29
Q11.113	As an older person it is hard to walk up two steep blocks to get to the bus stop it was easier when it was on Elliot and 6th.
Q11.114	It is nearly impossible to use the bus system a 1-2 mile trip can take an hour.
Q11.115	Please consider one way streets around the city for wider bike/walking lanes....connect these safer/wider biking lanes to Barracks Road, Stonefields, 250 west, 5th street, Avon Street, etc
Q11.116	As someone who walks ~25 miles/week to work, my greatest problem is with speeding motorists.
Q11.117	I'd love an electric trike and would drive it everywhere. But the kind with the peadling combo where you can PEDAL on level roads and just get the boost when you need it. Healthy in every way!
Q11.118	The combination of a ten minute walk to the bus stop (while sometimes carrying computer, a few books etc.) and the wait for buses makes taking a bus to work too time consuming/impractical for me, although I'd prefer to use public transportation. I'd also love to be able to safely bike around town, but drivers are often not biker friendly. The high density of large, busy roadways, the fact that drivers routinely speed through pedestrian crosswalks, the lack of sidewalks on sections of some streets, home owners putting up signs asking pedestrians to stay off grass/areas with plantings that replace sidewalks, construction that forces pedestrians to walk in roadways etc. all make walking in the city less appealing.
Q11.119	I wish the bus system really served every sort of people, rather than being a choice of very last resort for those who have NO other option to get around. why can't someone make public transit DESIRABLE, rather than a sad last option?? why can't someone make it HIP and COOL and CONVENIENT to use the bus system -- like every country in europe manages to do?!
Q11.120	Driving in Charlottesville is harder than it should be. The streets are too small for all the traffic and there is way too much traffic. Several intersections are too complicated in terms of traffic on them (Hydrolic and I29). There should be a bypass around Charlottesville.
Q11.121	There is clearly an economic divide with regard to transportation that remains in Charlottesville despite many efforts to improve the situation. Poor transportation is an important social determinant of health and deserves dedicated resources.

Q11.122	The FLUM envisages more houses on roads that already have no sidewalks. This would mean more parked cars and traffic volume, narrowing already difficult roads for bike riders. It's useless to provide housing without better transport access.
Q11.123	I used to ride the bus a lot more and would ride it a lot if there were better service. I know we are very privileged to have a car and there are so many people in Charlottesville who rely on bus transport that I would really love to see it improved in terms of increased routes and frequency.
Q11.124	COVID has shown a need for sidewalks on *both* sides of any given street
Q11.125	Buses needs to run more often, run later and have Sunday service.
Q11.126	The sidewalks are so broken (e.g., tree roots) or just missing that I can't walk around safely very much. I don't feel it is safe to take the bus. While I am waiting for the bus, I am a target for criminals. There are too few bus shelters to protect against rain or heat.
Q11.127	Aggressive drivers and the lack of protected bike lanes are the biggest concern when wanting to bike/walk commute with children. Adults can risk biking on the road, but kids cannot which causes a huge issue once kids age out of bike seats/trailers/cargo bikes/tagalongs/strollers.
Q11.128	Start separating the bike lanes and sidewalks from traffic, or get more dedicated bike/pedestrian paths like Boulder. Make it easier to get to Monticello on bike/foot, getting across 64 is scary.
Q11.129	We need a network of safe shared use paths. This is a build-it-they-will-come situation! These should be built with an eye towards historical Black neighborhoods first — how can we improve safe travels? This would also mean having an equity lens on the budget so that these paths were cleared in the winter just like the streets are.
Q11.130	I think a crosswalk at 29 and Hydraulic would be helpful, and a bus to the airport (even if only run once an hour) would be helpful for the community.
Q11.131	The sidewalks are generally in pretty terrible shape! I'm lucky to not need to maneuver a wheelchair, scooter, stroller etc, but if I did need to I'd have to be in and out of the street repeatedly even where there are complete sidewalks due to the lack of upkeep and frequency of telephone poles in the middle
Q11.132	Charlottesville is way too car dependedent.
Q11.133	I live in a walkable neighborhood but not very walkable to a destination other than schools and McIntire Park and some trails. The new paths along 250, in McIntire Park and along the John Warner Parkway are great improvements to making downtown more accessible by bike and walking - it just takes a long time. I used to live in 10th and Page and Venable and really valued how close so many things were. Family circumstances changed so that we now live in Greenbrier, which is obviously less urban. What I most wish the city would improve on is increasing the number of bike lanes and connecting existing bike lanes in high traffic areas so that it is safer to travel around by bike. My children would also like to bike more to areas outside of Greenbrier, but again, it is not safe.
Q11.134	I don't want to be dependent on a car, but I don't want to be killed trying to walk or ride a bike. Bike lanes and wide, well-maintained sidewalks: that's what we need. Make Preston two lanes instead of four, and put in protected bike lanes.
Q11.135	When accessing areas by bike, competition from vehicles is unnerving. There is are too many areas where proximity between cars/trucks and bikes are far too close.
Q11.136	Not enough shared use paths
Q11.137	I would like it to be easier to learn about transit, routes, how to ride etc. I would especially like it if I could go to one place and not have to try and figure out all three transit systems.
Q11.138	Most pedestrian walk lights are badly timed for pedestrians. Long periods of "Don't walk" when cars going our direction have a green light.
Q11.139	There are some barriers (Bypass, 29, railroad) that make it extremely difficult or impossible to connect between adjacent neighborhoods on foot or bike. We should identify all these areas and fix them first, providing basic access between all our neighborhoods.
Q11.140	Getting to UVA from where I live (Johnson Village) is harder than it needs to be. There are no bike lanes, and there are limited ways I can go due to the train tracks. We need pedestrian bridges across the train tracks. A pedestrian cut-through across the train tracks between Shamrock and 9th street would be extremely helpful. Also many of the sidewalks around town are not very navigable if you are on wheels (e.g. wheelchair, stroller). They are uneven, telephone poles in the middle of the sidewalk, trashcans blocking the way, etc.

Q11.141	Strong advocate for safer paths to ALL elementary schools...getting this done will therefore improve overall walk/bike options for entire city. Start with the elementary schools and the residual impact will be massive. Thanks.
Q11.142	Transportation is the greatest source of GHG emissions in the country. We need to be thinking about transformational change in the city and county. I know that funding depends on ridership for transit, but "if you build it they will come"—if we can make a fast, dependable bus system and educate people on how it positively impacts climate, people will ride. And if we make the city safer and easier for cyclists, people will get more accustomed to it and ride. We have to take the leap of faith.
Q11.143	Buses need to be all-electric! No reason Charlottesville should not be able to do this.
Q11.144	Charlottesville is too large for the public bus system to be so sparse. C'ville functions like a city much larger than it is. Plus many folks in the prospect neighborhood don't have cars (the home might have one car but there are at least two working generations living in one home) which makes it difficult for them to get to work and return. I often give rides to my neighbors to places like work, medical appointments or to the grocery store because the buses don't run to where they are going OR it takes all day to get to a place and return home.
Q11.145	A bus stop along Alderman Rd near the Lewis Mountain neighborhood would be nice.
Q11.146	Speeding is a concern so that people are not afraid to to park their cars and in doing so many times cars are going so fast that the person parking gets almost hit. Crossing the streets is a hazard because of the speeding traffic, people driving and texting. You have to look twice before crossing the streets and intersections.
Q11.147	Too much traffic every where. I just retired after years going to pantops. 250 too narrow, people speeding all the time, no one ever yields at yield signs when getting on. McIntire exit is worse than it was previously
Q11.148	I work at PVCC. I wish there were an efficient public transport there
Q11.149	I have a bus stop literally right around the corner from my house. route 9. However it only goes out to the high school and to the hospital. I have to swap buses to get downtown and even to my office on grounds at UVA. I would love to take public transportation if I had the option to get there more easily to work in downtown.
Q11.150	I'd like to see protected bike lanes. It's not safe for me to ride with my two kids without the infrastructure.
Q11.151	I walk, bicycle and drive my car equally.
Q11.152	More and safer bike lanes with access to 29.
Q11.153	Trim overgrowth crowding sidewalks. Repair and handicap accessibility of sidewalks
Q11.154	biking is dangerous, there is still texting and driving and drag racing on 250 and 29
Q11.155	There are NO pocket parks within our neighborhood; no place for residents to gather, picnic or socialize!?!?
Q11.156	We need more parking in the downtown for seniors.
Q11.157	Cville has too much traffic. Walking is great, when sidewalks and trails are there. Rapid frequent buses would be great and would be used if frequent. A devastating event occurred last year when a car traveling over the speed limit down our street. Our neighbor's cat, who was being pet by my wife as we stood in our front yard, was startled, presumably by the accelerating car. The cat darted into the street and was struck by the car, which never stopped. As unwilling witnesses, we are very aware of the danger of traffic speeding down Bolling regularly, especially following the pandemic during which we were both working from home. I appreciate the ability to take the trolley or bus when weather is bad as there's no reason to drive the two miles to work each day. I feel less safe on my bike, especially compared to other cities/towns with pedestrian/bike friendly commitments. I enjoy walking the most, despite our street being unsafe for pedestrians. I have great concerns for my neighbors in wheelchairs, with mobility issues or pushing strollers.
Q11.158	If streets do not have driveways, need to have sidewalks.
Q11.159	We need more sidewalks/crosswalks and bus routes that are available throughout the day that travel a farther distance
Q11.160	I think the area where I live (around UVA) is fairly walkable, but there's not a lot of access to necessities. Would be helpful if there were more shops in the neighborhoods, and not just all along 29
Q11.161	We need SEPARATED bike lanes. Paint alone does nothing to make me feel safer, especially with a child.
Q11.162	I wish it was safer to bike here, on designated, interconnected bike paths, not alongside automobile traffic.

Q11.163	A streetcar would be nice
Q11.164	I truly think Cville has to address the narrow, unfinished sidewalks that are in disrepair throughout the city. This city is nearly impossible to get around if you are in a wheel chair let alone if you have any level of mobility disability. Side walks end for no reason, have telephone poles in the middle forcing pedestrians into the street and often are uneven and in safe. I've lived in NYC, Boston, Denver, Boulder and Annapolis and Cville is by far the least accessible city for walking and biking I have ever lived in.
Q11.165	<p>I would wholeheartedly support more money put into public transport. I don't use or need it currently but there are people that do, and it doesn't seem very convenient from a distance.</p> <p>If it were more convenient I'd gladly take the bus. I've lived in Germany and used trams, buses, and regional trains extensively during the average week.</p> <p>We can afford to do more (the people not necessarily the budget).</p> <p>--Thanks for what you're already doing</p> <p>--Start discretionary, separate campaigns to raise funds for specific items (if you are permitted to do this).</p> <p>--Put sun/rain/wind shelter around all bus stops. I hate seeing people sitting exposed and waiting.</p> <p>--Get rid of oversize buses and switch to smaller electric that pollute less, take up less space and would be more economical. On a recent trip to France I saw small electric buses being used on city routes in Le Puy en Velay. These would be so much better to serve our needs IMO (but I'm not deeply informed on the topic)</p> <p>http://www.gcpvd.org/2010/01/14/electric-mini-buses/</p> <p>https://www.electrive.com/2020/02/05/tribus-unveils-two-new-electric-buses/</p> <p>--Subsidize the bus system so it's free post COVID</p>
Q11.166	<p>Riding a bike on the sidewalk is sometimes the only safe way to get someplace. The "traffic calming" devices on Park Street make for an unsafe/narrow ride.</p> <p>Having detour signs on High Street right now makes for lack of sightline.</p>
Q11.167	I like walking and bicycling but the single highest priority should be a frequent and reliable bus system -- 15 minute intervals during high use periods and a system that tracks buses so you know when they will arrive. Lots of places have this: it isn't rocket science. In a place as hilly as Cville, lots of people need motorized transportation. And you don't need buses the size of those in Manhattan!: throw out the existing system and start over.
Q11.168	I am fortunate enough to usually have the option to drive, walk or ride my bike around town. But, we are a one car family, so we do often rely on walking and biking to get around. We would love to support downtown local businesses more, but when it is difficult to push a stroller because of the conditions of the sidewalks and it's not safe or convenient to cross intersections, we are forced to rethink where we give our business to. For those potentially less fortunate, that rely on walking/biking/public transportation or those that have a disability, we should invest in our public infrastructure as a way to help them safely maneuver around the city.
Q11.169	I would walk around town more if the sidewalks were more complete. In many neighborhoods, they are very narrow and allowed to be overgrown by bushes from yards. Though it would be good exercise and faster to ride a bike, I would never ride a bike through the increasing traffic with all of the people I see looking at their phones while they drive. There needs to be much more enforcement of that law to protect cyclists and pedestrians.
Q11.170	The city of Charlottesville could do a much better job of being bike and pedestrian friendly.
Q11.171	Difficulty of blending with traffic going West on 250 By Pass from Park Street.
Q11.172	Retired / mostly stay at home
Q11.173	<p>Safety is a main concern for me. We don't have a fully connected bike network in town, we have no physically separated bike lanes. The places where we do have painted bike lanes, cars have to pass through the bike lanes to park often which causes safety concerns.</p> <p>If buses ran more frequently I'd like to use them but they're so infrequent that it can't be a reliable form of transportation.</p>
Q11.174	More frequent service and extended hours are needed. 24hr service for people needing to access jobs, Healthcare etc.
Q11.175	More buses with better lit stops and more destinations please
Q11.176	<p>My main form of transportation was walking to work. I've been working from home during COVID but I will be returning to the office soon.</p> <p>The issue of utility poles being placed on sidewalks is across the city and it has been brought to the attention of decision makers many times, but no action has been taken. Recently one more of this poles was placed on a sidewalk on Little High St.</p> <p>The few sidewalks we have are already narrow, this makes it harder to navigate with any mobility device or when transporting infants.</p>

Q11.177	The way cars drive on streets that should be 25 mph make it dangerous for families to ride bikes. More police speed monitoring perhaps?
Q11.178	Please PLEASE recognize the value of protected bike lanes. A painted stripe does not make a safe bike lane, especially when cars park in it and delivery trucks use it as a stopping place. Bike and walking infrastructure is the path to meeting the city's sustainability goals. We can't get there when sidewalks end randomly and bike paths are really glorified parking spaces. STOP prioritizing cars and start providing decent infrastructure that makes NOT driving a safe and attractive alternative. Investing in non-car transportation options will also open opportunities for greater intentional density and a truly walkable city!
Q11.179	Cherry Ave. is too narrow for the speed limit with many parked cars along the street and driveway entrances and sidestreet intersections. Cars are wider now than when Cherry started being used more because of the population and new developments.
Q11.180	If we want Cville to be a friendly, equitable, healthy, and accessible community we need to make it less friendly for cars and more friendly for walking, biking, mass transit. Widen the sidewalks, make the cross-walks more visible.....
Q11.181	Sidewalks, well, the lack of them, across the entire city is a big problem.
Q11.182	More bike paths needed for Safety. Distracted driving is a concern on the bike.
Q11.183	Safety is a top priority. I wish our bike network was more connected and not so disjointed. Especially with the rise in interest in biking during the pandemic it behooves Charlottesville and the surrounding county to jump on this interest and invest in infrastructure that will encourage this leaning. It will reduce traffic congestion and help address climate issues in a meaningful way.
Q11.184	When I'm driving I find the bicyclists scary.
Q11.185	Good
Q11.186	It's easy for me to get around but I generally have to drive. Bus service on McIntire Road would help. I used to carpool more and plan to do that again after covid.
Q11.187	Please install more cycling lanes and/signage for the entirety of Monticello Road. Monticello road is safer for cycling than Monticello ave, but the one way section, lack of signage, and blind spots make it unnecessarily dangerous/prohibitive. The corridor could be significantly improved with low cost. Strava heatmaps suggest that Monticello Road gets more cyclist+pedestrian traffic than Monticello Ave. https://www.strava.com/heatmap#14.79/-78.47672/38.01481/hot/all
Q11.188	I wish we didn't prioritize cars so much and I wish it was easier to use the bus. The bus APP could use some improvement and more frequent rides.
Q11.189	My sense of a lack of safety is associated with riding my bike around town; there are a lot of drivers in town who make that hazardous.
Q11.190	Besides the trolley and route 7, buses in charlottesville run too infrequently and too randomly to be a reliable mode of transportation. The lack of reasonable bike infrastructure make travel by bike too risky to be a reliable mode of transportation for most people
Q11.191	We need sidewalks on BOTH sides of the street in Charlottesville. We need public transportation that is frequent, reliable and inexpensive. We need better bike lanes for safety and utility
Q11.192	Would love to not worry about hassle and cost of operating a car
Q11.193	So many one lane streets so traffic is so backed up and slow, yet we're adding more housing and cars but no space to add more lanes.
Q11.194	As a person who has been a pedestrian and cyclist in both a city smaller than Cville and a city bigger than Cville, I often get frustrated at the lack of infrastructure we have to encourage less car trips. Sidewalks and bike lanes should be more prevalent than they are in our city. They make people feel safer and might help to reduce short car trips and make our city's residents healthier too.
Q11.195	I bike a lot
Q11.196	I would really like to see more pedestrian/scooter/bike paths that are removed from the vehicular traffic.
Q11.197	Not feeling safe about busy streets and intersections.
Q11.198	It would be helpful to have footbridges or crosswalks to cross 29 that would make the north side of 29 more walkable.
Q11.199	The hills in Charlottesville make biking hard! I wonder if it is good to prioritize improved bike lanes on routes that are less steep and accessible on cross sections across town. Sometimes I feel like only athletic folks can handle our hills.
Q11.200	No se
Q11.201	Worried about future mobility issues.
Q11.202	WE NEED SAFE BIKE LANES. We can not fix the traffic problems/ mobility issues without bike lanes.

Q11.203	I responded that I primarily drive, but I also walk in the city, as much as 4-5 miles at a time, when I do walk. I daily walk with dogs, 1.7 miles. Repaired and wider sidewalks, or walking paths a little away from the traffic (impossible to create in this old city) would be great. At the least, wider sidewalks where possible, and sidewalks without hazardous bumps and holes would be a beautiful improvement.
Q11.204	The LMR neighborhood is often difficult to navigate due to the huge traffic on Emmett St. and Alderman Rd. These are both bottlenecks, especially during commuting hours, but with increasing traffic throughout the day into the early-mid evening. There is major need for parking outside the area and better transportation into and out of it. It is also very dangerous for bikers. And there are too many people on scooters dashing in and out
Q11.205	To make Charlottesville an even better place to live and one that is easier to navigate: 1. Preserve and improve tree cover. This will encourage walking and other forms of non-car transportation. 2. Change stop lights to red/yellow or red/red (that is, a four way stop sign) during time periods when the full (green/yellow/red) cycle is not needed. This will save drivers time and reduce emissions, which will make life more pleasant for everyone (especially pedestrians and cyclists). 3. Improve lighting on crosswalks, sidewalks and paths. 4. More crosswalks, sidewalks and paths.
Q11.206	less cars, more bike infrastructure, more buses, higher taxes for drivers. FIX 5th st. fatality issues.
Q11.207	This is a very compact community. I find it puzzling when people say they "have to drive everywhere". Maybe they should get their lazy asses in shape? But assuming we have no hope of preventing our fellow citizens from remaining like the ectomorphous blob people from WALL*E, maybe we could work on some better micro-mobility solutions. Scooters feel a little dangerous. Maybe shared bikes? Maybe subsidies for e-bikes and some e-bike locking and charging infrastructure? We should try this stuff before we completely re-orient are zoning so some out-of-shape whiny hipsters can "have a coffee place to walk to" (which they already do, if they weren't so gdm lazy that a mile is too long to walk).
Q11.208	Drivers definitely don't respect crosswalks in this city. Eliminating right on red might help.
Q11.209	Won't walk near or after dark around Westhaven.
Q11.210	Wish sidewalks up and down East High would be repaired where the tree roots have come through.
Q11.211	I don't think any clarification is necessary
Q11.212	Feel unsafe using the bike lanes since they're so unprotected and tend to stop without warning
Q11.213	As we try to add higher density units in our neighborhoods, please keep an eye on how the traffic will increase on smaller, less adequate roads. Thanks
Q11.214	Buses need to be more frequent and reliable
Q11.215	I have a kick scooter and used to scooter more, but one day a police officer who wasn't looking pulled out and collided with me and then told me(!) I needed to be more careful. Since then I haven't felt as safe on the streets.
Q11.216	My 21yo son has convinced me that I need to prioritize public transportation for the environment. He bikes a lot. I'd like to try again to use bus but haven't in years.
Q11.217	Would like to see more bike and pedestrian friendly routes throughout the city.
Q11.218	We need better sidewalks.
Q11.219	The city needs to be more proactive in making sure property owners are managing overgrowth. It's out of control and only getting worse.
Q11.220	See above.
Q11.221	I wish the busses ran more frequently and covered more area. It is very hard for me to get groceries and go to doctor's appointments because no one in my house has a car. I also wish more streets had sidewalks, like Avon St extended.
Q11.222	In general we need better dedicated bike lanes and sidewalks in all neighborhoods. The number of places where sidewalks suddenly end make it particularly difficult to feel safe letting kids walk by themselves to school and other places.

Q11.223	The buses went free during COVID which was a boon even though I now get a ride with a friend and am looking for a car. The problem is how long it takes to get anywhere on the bus and the stigma of riding it. Not to mention safety concerns about catching a disease on public transportation. America is the land of the car. It will take decades to roll back the bomb set off in American cities of building everything around everyone having a car. If you don't have a car in America you are invisible. You do not exist and nobody cares about you. Unless you live someplace like NYC or DC and even then the higher classes don't use public transportation.
Q11.224	My community needs more bike lanes and more sidewalks. I can't even walk safely on commonwealth to my mechanic because there are no sidewalks.

Appendix C: Resident Thoughts/Ideas Grouped by Neighborhood

We sorted all the full-text responses by neighborhood into a [spreadsheet here](#).

Appendix D: Raw Data

The raw data is housed [here](#).

Send any thoughts/comments/further analysis to Peter Krebs (pkrebs@pecva.org)