

Route 77 Community Meeting - Oct 14, 2020				
Public Comments & Questions		79	22	
NAME	Comments	In favor	Opposed	Other
G. S. and M. L. Collings	<p>October 7, 2020 Dear Sir/Madam;</p> <p>I watched for years as the old route 16 bus traversed Grove Ave. with few if any passengers and marveled at the waste of fuel, manpower, equipment and parking spaces. I pondered as to how such an unproductive route could be justified and who was paying the bill? In all those years I only saw the bus pick up twice at the stop at Grove and Granby. Fortunately, someone finally had an epiphany and discontinued the route. So, my questions are:</p> <ol style="list-style-type: none"> 1. Who decided and why are you resurrecting a historically unproductive route? 2. What study, data and criteria was used to justify a reinstatement of this route? 3. I have yet to see any riders in nearly one month of operation of this new route. Since GRTC will obviously lose money on this endeavor, who will be paying for this decision? 4. At least the old route 16 only travelled East on Grove and returned West via Hanover Ave. This resulted in far less of an impact on Grove parking and traffic than the current set up with stops on both sides of our street. Why was this done? In case you haven't noticed there is and has been a critical shortage of parking in the Fan! The two stops on Grove at Meadow eliminates at least 6 parking spaces at just one intersection. This, coupled with designated church parking has made our parking situation in the 1900 block of Grove Ave. untenable. <p>Please reconsider this wasteful use of city and neighborhood resources.</p> <p>G. S. and M. L. Collings 1904 Grove Ave. Richmond, VA 23220</p>		1	
Thomas Briggs	<p>10/1/2020 Planning Division RE GRTC Route 77</p> <p>I am unable to attend the community meeting to be held on Wednesday 14 October 2020 and want to express my opposition and complaint related to this new route. I have been a resident of Richmond for five years and a resident on Grove Avenue for two years. I moved to the Fan because it has a vibrant community, with pop-up concerts and a residential character. I feel that there are three principal problems with the new route, which effectively destroys the character of the community:</p> <ol style="list-style-type: none"> 1. Grove Avenue is not appropriate as a bus route, with a narrow street and ubiquitous curbside parking. Runners and bicyclists are forced out of the street onto sidewalks, or are left to hug parked cars as the bus passes. This is entirely inconsistent with the city's Vision Zero program and creates a dangerous environment for the residents of the area. 2. The addition of bus stops along Grove Avenue will eliminate parking in an already congested area with a dearth of parking. Quite honestly, the City made me pay for zone parking and now they are eliminating my ability to park near my residence. This shows a level of blind arrogance on the part of GRTC that is truly astonishing. 3. The character of the area; with children playing safely, pop-up public concerts and mingling of various residents of the Fan, is being destroyed by these massive busses rolling through the neighborhood. If the City and GRTC's intention is to eliminate all quiet neighborhoods in Richmond, you are well on the way to achieving your goal. <p>In conclusion, I must say that the route seems to be under-utilized and I cannot imagine that this makes budgetary sense. Please consider this a letter of strong opposition to the continuance of GRTC Route 77.</p> <p>Respectfully, Thomas Briggs</p>		1	

Joe Kunkel	<p>10/12/20 the newly restarted Grove Ave bus line. I live at 1709 Grove and like to see an accessible bus line Thanks, Joe Kunkel</p> <p style="text-align: right;">Please keep</p>	1		
Georgia O	<p>10/5/20 Good Morning, I am emailing in strong support of the recent updates to GRTC's route 77. This extension has increased accessibility to jobs and businesses along this line. As a resident of the Fan that works at the University of Richmond, I have personally benefited and have seen my coworkers benefit from this extension. Thank you, Georgia O.</p>	1		
Doug Allen	<p>Oct 3 2020 I'm writing in support of the Route 77 changes implemented on 13 Sept 2020. The Route 77 changes restore transit accessibility to much of the Fan that was lost when the 16 was removed after the major route updates of 2018. Additionally, the re-routing fantastically connects multiple, large centers of both population and service jobs by running directly between VCU and UofR with a more frequent route (30min vs 60min) that is a boon for workers who rely on the bus. Reverting this route back to its pre-13 September status would remove desperately needed transit access and would be a step back for the city and region in our goal to make the region more accessible to those without cars. Please retain the Route 77 changes. Thank you, Doug Allen, AICP Former frequent Route 16 rider</p>	1		

<p>Michael OConnor</p>	<p>Thank you for the opportunity to provide feedback that will hopefully allow GRTC to revisit some decisions about Route 77. I plan to be on the Zoom meeting but thought it might be helpful to provide questions in advance.</p> <p>The portion of the route change that is of concern to many residents is the extension of the route East from Robinson to Belvedere. A similar route was discontinued In favor of the Pulse line. After that time Route 77 stopped its Eastward route just past Arthur Ashe Boulevard and turned to connect with the Pulse near the DMV. The route portion that was discontinued ran east on Grove and returned on another street (Hanover, I think). The new routing goes both directions on Grove. The concerns that residents have raised are loss of parking spaces in the lower fan, noise and dirt. These negative impacts don't seem to have any balancing positive given the ridership on the disputed portion of the route. I am not questioning route extensions that truly build on the Pulse and increase it's usefulness and increase use of public transit. Route 77 already connected with the Pulse and the portion of the route that is objected to has minimal ridership or utility.</p> <p>What data was used to make the changes? What has changed since this portion of the route was discontinued?</p> <p>In the past this route went East on Grove and came West on another street (I believe Hanover). Why does Grove now have the two way route.</p> <p>I live near the stops at Grove and Lombardy and on a sunny day can see ridership on passing buses. I cannot always see into the tinted windows but on the occasions that I have been able to, 6 times last week, there was not a single rider in either direction. This is only slightly less than the ridership that existed before the route was discontinued in favor the the Pulse. What is The expected ridership To justify this portion of the route? Does GRTC have the ability to measure ridership for portions of a route?</p> <p>Have plans for route expansions been reconsidered due to the pandemic and significant reductions in commuting?</p> <p>What steps will GRTC take if ridership remains as low as it is now?</p> <p>Thank you.</p> <p>Mike Michael OConnor 1523 Grove Ave.</p>		1	
<p>Sean and Polly Brooks</p>	<p>Oct 6, 2020 Good morning,</p> <p>In anticipation of the upcoming meeting in relation to route 77, I wish to submit the following:</p> <p>While the preference is to not have a bus stop that further complicates parking in this particular block as well as creates a level of traffic that is not ideally suited for what is primarily a residential area, should the bus route remain in place, my additional comments/concerns are as follows:</p> <ul style="list-style-type: none"> •To date we have noticed a rather high rate of speed being driven by the bus drivers. The speed limit should be recognized and followed at all times. •Are there smaller transportation vehicles available for these routes that have historically low ridership and are primarily run through residential neighborhoods? •Please consider a similar meeting at a later date to report out on ridership and effectiveness of this route. <p>Thank you, Sean and Polly Brooks</p>		1	
<p>Katie Branch Durham</p>	<p>Oct 9 2020 I have lived at 1522 Grove Ave for almost 10 years. I love our neighborhood and embrace street parking. Our part of the block does not have off street due to a wonderful market and restaurant behind our homes. You can imagine my horror at 9 months pregnant when I came out to a bus stop in the corner which means the loss of FOUR parking spots. I have yet to see a reason for these stops. There are also numerous blocks that have apartments with off street spaces where this stop would not cause such a loss in parking for the restaurants and homes. Yesterday the sign was installed for no parking and the cars that couldn't be there were Two large Suv's and two large sedans. That is a lot of space for a bus that no one is on. I support public transit but this seems I'll planned and I wonder about other routes that have very long wait times between buses. Perhaps these buses can go run those routes.</p> <p>Thank you, Katie Branch Durham.</p>		1	

<p>Mathis K Powelson</p>	<p>Oct 7 2020 I live on the 1500 block of Grove. We were all delighted when the bus that went eastbound was stopped several years ago and once again those spaces could be used for parking. I am lucky in that I have two spaces in the back of my home but it is still difficult to have visitors park and it certainly is difficult for the neighbors who do not have their own parking spaces. In addition the noise, pollution and safety of the streets went down. Now however that has all returned with twice the problems since we have the additional issue of a westbound bus as well. My neighbors and I have all noted that there are never any riders in these busses. What is the point of this line? It is a waste of money for the city and a major disturbance for our streets. Please consider removing this bus route for the sake of our neighborhood.</p> <p>Thank you, Mathis K Powelson 1508 Grove Ave, Richmond, VA 23220</p>		<p>1</p>	
<p>Crist Berry</p>	<p>While I appreciate the ability to provide feedback to GRTC, I recognize that there may be issues with my requests. Nevertheless, I hope you will give them the serious consideration they deserve.</p> <p>In the summer of 2018—GRTC opened the Pulse. At that time, citing studies of ridership, it removed the bus line that ran through Hanover and Grove in the Fan—I believe this was #16?. This made sense as there were few riders and there were now lines on Main and Cary as well as the Pulse—all within walking distance. This was not without expense as there were newly installed bus stop signs which were removed as well as benches.</p> <p>Earlier this year, GRTC asked for feedback on the new line (77) running both ways on Grove, We requested, and were promised, a meeting before any new lines were installed. Covid delayed this, but we were promised that no action would be taken without a meeting for feedback. I even sent an email in June reminding GRTC that they had agreed to no action without a meeting and asking when they planned to meet. As we know, the next thing that happened was that GRTC put in their line—absent receiving the promised feedback.</p> <p>I am requesting that the line be removed from Grove. Here are my reasons:</p> <ul style="list-style-type: none"> •The Fan is a heavily congested area. Adding massive busses to the traffic on Grove adds safety and congestion issues. •The addition of the bus line—and bus stops—on Grove requires the addition of 6 bus stops—3 on each side—in the Fan. A total of 8 if one includes the two spots just on the other side of Arther Ashe Blvd. Each of those stops removes 3-4 parking spots in an area where available parking is already at a premium. (24 spots—32 if one includes the two bus stops across Arther Ashe. •Perhaps most importantly, there seems to be little to no need for the line. Numerous people have reported seeing the busses go up/down Grove with minimal ridership—0 to 2 riders. This was the case when the old line was removed and appears to be the case today. Access to buses on Main/Cary/Broad remain the same as when 16 was removed for lack of need. <p>I am requesting the the studies that suggest the need for the return of the line be shared—if they exist. I am interested in what changed between the summer of 2018 and the summer of 2020.</p> <p>If there is a demonstrated need, I am requesting that the smaller busses be used rather than the mammoth full-sized ones. This reduces congestion and lowers the reduction in parking spaces. (I have been told that the larger buses are used solely because the drivers prefer them and seniority dictates which routes and busses the drivers get. If this is true, it flies in the face of both need and safety.)</p> <p>I also request that if the need for a line can be shown to exist, the lines revert to the old pattern of going West on Hanover and East on Grove. While this does not remove the issues, it reduces the need for bus stops on Grove and cuts the congestion in half.</p> <p>I hope to be able to speak at the upcoming meeting.</p> <p>Thanks for your consideration. Crist Berry</p>		<p>1</p>	

Nick Ruiz	<p>I would like to provide my comments as a citizen in advance of the community meeting on October 14th. Specifically, I had two largely operational change recommendations:</p> <ol style="list-style-type: none">1. Currently, there is no stop on the corner of Strawberry and Grove. Strawberry is one of the principal north-south routes from the Byrd Park neighborhood across the Expressway, in addition to Robinson, Meadow, and Harrison Streets, which already have stops on Grove. I would like to see GRTC consider installing a stop at Strawberry to add this connection and to break up the long distance between the Robinson and Meadow stops.2. Please consider revising the timetable to show the end of line timepoint at the VCU/VUU Pulse Station instead of at Main and Laurel. This will allow users to better coordinate their transfers with the Pulse if they are continuing farther east or transferring from the east. <p>Overall, I am supportive of the reinstatement of the 77 route through the Fan, as this is the highest-density neighborhood in the city and the walking distance between the #5 and the Pulse stops is farther than the recommended maximum walking distance to transit in that type of urban neighborhood. Eventually, I would like to see the Grove route becoming a 15-minute route that extends all the way down to Downtown, perhaps with an eastern terminus at the Main Street Station Pulse.</p> <p>Thank you, Nick Ruiz</p>	1		
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Elizabeth Boyle	<p>We strongly oppose the bus stops – both East and West – at the intersection of Grove and Meadow. The board seemed to have some confusion at the last meeting. This route was previously located at the intersection of Grove and Meadow going East and Hanover and Meadow going West. Contrary to comments in the meeting, it was not eliminated due to lack of funding; it was eliminated due to lack of ridership.</p> <p>I encourage board members to come walk the blocks around these bus stops and it will be very clear why there is a lack of ridership. There are no large apartment buildings or other large multi-family dwelling, businesses, places of other employment, or restaurants.</p> <p>Since the opening, we have watched bus after bus cruise through the intersection. Not only is there no one to pick up at the stop, but the bus is empty. While the board may assert this is due to it being a new route, history has already shown this is not a viable route.</p> <p>As such, I would like the board to address the following:</p> <p>1.Ms. Timm indicated in the last board meeting that residents were notified by direct mail and social media. No one on any of our blocks received information regarding this route.</p> <p>Ms. Timm indicated conversation happened in March and July. Given COVID and the protests, it is preposterous to claim this qualifies as ‘public comment.’ And based on Ms. Timm’s comments, the decision was “years in the working” so it appears the decision was already made to reestablish this route prior to any public comment periods.</p> <p>Additionally, Ms. Timm’s stated the information was on social media and press releases. We were not able to locate these postings. More importantly, residents should not be expected to randomly scan social media or the GRTC website for critical information effecting their neighborhood, especially when we have no knowledge anything is changing.</p> <p>What procedures will GRTC implement to better communicate with residents and seek feedback before making these critical decisions? How will community feedback be considered in determining new routes?</p> <p>2.This is not the first time a line on Grove has been run; the last one was declared unnecessary and closed due to lack of riders. Ms. Timm said at the last GRTC board meeting that data ‘would likely indicate’ this route would be successful; that is not the same as having actual data.</p> <p>What data was used to establish this new route? How was the prior data used to evaluate re-opening this route?</p> <p>3.Ms. Timm’s stated “it has been suggested with the multiple family houses in place, senior citizens in the area, limited parking, and geographic gap in density” as evidence of the “likely data” to support this route.</p> <p>There are no senior citizen communities at this intersection or nearby. Instead, we have three homes with senior citizens (all longtime residents) that live near the intersection of Meadow and Grove. All have at least two cars and do not ride a bus. Before the 90 feet of No Parking instituted for the bus, these residents were able to reasonably park on the street; this how now been eliminated.</p> <p>We did not have a parking issue on this block or the surrounding until this bus stop. We are a zoned block and have been able to reasonably park for years. Since the bus stop opened taking almost a third of the block, we now struggle with parking. The bus stop is creating issues that didn’t exist before.</p> <p>Will GRTC re-evaluate the route at a certain interval to determine if the route should remain? What data will be used and what is the criteria for eliminating a route?</p>		1	
Nancy Kunkel	<p>I live on Grove Ave and was happy to see buses return to our street. I know residents that used the previous line to commute and were left with much worse options when the line was removed. Please keep the Grove Avenue bus line.</p> <p>Nancy Kunkel</p>	1		
Suzanne Hall	<p>In response to neighbor feedback GRTC removes two of four bus stops. Providing transportation will decrease parking in the Fan by students, faculty and other employees of VCU. Tanya Softic, a professor at UR stated on Next Door that there are many students now that rely on public transportation - not everyone in the student body is wealthy, anymore.</p> <p>It seems curious to me that route 77 launched during the pandemic when (I think) the buses are mostly for essential workers. Ridership has always been low on this line. We have the 5 on Cary/Main and the Pulse on Broad. I presume VCU and UR requested this.</p>			Neutral Comment

Tom Innes	<p>As a long time resident of the 1500 Block of Grove Ave, one of the best days ever was when GRTC discontinued the bus stop at Grove and Plum. The bus had been virtually empty for years, so it made sense. It has started up again and it is still virtually empty. In fact I am not sure how many U of R students ever take the bus to VCU or vice versa. The Pulse was supposed to provide adequate transportation and I understand from the newspaper that it continues to have issues with accounting for fares, etc. While I am not sure of the numbers, I think VCU pays a huge amount (taxpayer's Money) as does the City (taxpayer's Money) to help subsidize GRTC and, although I am not positive, that now everyone can ride for free. I assume that it is better PR to let riders on for free than to try to get them to pay.</p> <p>The real issue with the re-imposition of the Grove Route is the continuing loss of parking for those of us that do not use the bike path or the bus to get around. The stop at Lombardy and Grove will eliminate from six or eight to as many as ten spaces. That means there will not be enough parking for each resident to park one car in front of their home. In addition, the crossing setbacks have encroached on existing parking patterns and, combined with the toll from the Floyd Avenue bike path, we have lost a significant amount of the street parking in the Lower Fan. Struggling to find a place to park is no way to live, especially when the real estate tax bill of the average homeowner is significant and is used to subsidize the source of the aggravation. Parking is a real concern for those of us that work and live in the Fan, just ask the business owners still left on Broad Street how happy they are with the loss of parking.</p> <p>In reading the existing description of the Grove Avenue bus route, which may be out of date, it does not show a stop at Meadow or Lombardy. I understand the new Covid world has eliminated much of the dialogue that historically has taken place, but these stops came as a total surprise to the neighborhood.</p> <p>It seems to me that if GRTC is bound and determined to pursue this and we have no input into a public entity, at least the stops are at a traffic light and should not need to pull off to allow riders to get on and off the bus.</p> <p>I would ask that GRTC reconsider these stops and take into account the impact on the neighborhood and the residents.</p> <p>Thank you for your consideration, Tom Innes 1501 Grove Ave</p>		1	
Anne Bloomsburg	<p>I am so glad this route is back! Thank you GRTC. I will use it as soon as I go back to working from my downtown office January 2021.</p> <p>Thank you, Anne Bloomsburg 1806 Grove Avenue</p>	1		
Liz Williamson	<p>I am a resident on the 1500 block of Grove Ave. I passionately opposed to Route 77 from Robinson east into the Fan to Harrison due to:</p> <ol style="list-style-type: none"> 1. Child and pedestrian safety 2. Inappropriate road design to handle bus traffic going both directions 3. Traffic flow concerns, and 4. Loss of parking. <p>This route is a tremendous burden on an already challenging Avenue due to the demands of ingress and egress of residents and services to those residents that require double-parking (deliveries, construction, mail delivery). I am going to be providing a detailed letter with all of my objections and concerns regarding GRTC's decision to "double-down" (both east and westbound buses) on Grove Avenue with this route.</p> <p>In the meantime, can you please advise how I can access information concerning Route 77, such as justifications for the route and rider count? I would be happy to submit a FOIA request if this is necessary.</p> <p>Thank you for your response to this request.</p> <p>Best regards, Liz Williamson 1507 Grove Ave</p> <p>(NOTE: Additional correspondence posted online separately)</p>		1	

Andrew Breton	<p>I live directly off of Grove Ave. I support the Route 77 changes that took place on Sept 13, which greatly improved transit access for myself and thousands of Richmonders between VCU and UofR. The updated route is a critical step to improving transit access and connectivity city and region-wide.</p> <p>Please keep the Route 77 changes in place.</p> <p>Thank you, Andrew Breton Westmoreland St, Near West End</p>	1		
David Bass	<p>I support the Route 77 changes that took place on Sept 13, which greatly improved transit access for thousands of Richmonders between VCU and UofR. The updated route is a critical step to improving transit access and connectivity city and region-wide.</p> <p>Please keep the Route 77 changes in place.</p> <p>Thank you, David Bass</p>	1		
Evan Robohm	<p>I support the Route 77 changes that took place on Sept 13, which greatly improved transit access for thousands of Richmonders between VCU and UofR. The updated route is a critical step to improving transit access and connectivity city and region-wide.</p> <p>Please keep the Route 77 changes in place.</p> <p>Thank you, Evan Robohm</p>	1		
Dan Alloway	<p>Hi, Just writing to let you know that I live in Richmond City and support the changes to the bus Rt 77</p> <p>Thank you! — Dan Alloway</p>	1		
Kathy and John May	<p>I am following up to let you know that I have noticed that the buses are definitely going by more slowly and cautiously since I originally contacted you. I am pleased with the response and am happy to have this route on our street. Some neighbors use the route to commute to work (when times are more normal!) and other aging neighbors that have home health care and nursing staff visit almost daily would certainly find this route helpful in the recruitment and retention of that help.</p> <p>Thank you and please count our votes in support of the new route.</p> <p>Kathy and John May 1712 Grove Ave Richmond</p>	1		

Margaret Gray	<p>Thank you for agreeing to a public meeting allowing citizens to voice their deep concerns regarding the new Grove Avenue GRTC Route 77</p> <p>I, and my fellow neighbors on the 1900 block of Grove Avenue, adamantly oppose the creation of Route 77 on two grounds. The first is the questionable necessity of the existence of such a bus route and the second is the very questionable choice of the location of a bus stop at the northeast corner of Grove Avenue and Meadow Street.</p> <p>First, I would question why GRTC believes there is a need for this new route?</p> <p>1) This route was abandoned years ago due to lack of ridership. Since this new route began operation in September, I have yet to witness a single person picked up at the Grove/Meadow stop. Furthermore, I have witnessed bus after bus pass my house without a single rider. Has GRTC tracked ridership on this new route? What data did GRTC use to suggest that such a route was needed?</p> <p>2) I do not comprehend the necessity to connect the University of Richmond Campus and the VCU Campus. This seems to be a dangerous proposition to intentionally connect two such populations during this time of a Pandemic.</p> <p>3) How is it financially feasible to roll out and sustain such a route in light of the low level (if any) of ridership?</p> <p>4). Why would GRTC choose to run a disruptive bus route through almost entirely residential neighborhoods, along Grove Avenue, where high density multi-family projects, offices, retail and restaurants are practically non-existent? That's not to say that such facilities don't exist within the neighborhood. It is to suggest that a route could be chosen to better serve these facilities rather than disturbing residential neighborhoods along Grove Avenue.</p> <p>5). Did GRTC consider that substantial traffic has been diverted onto Grove Avenue since the establishment of the bike lanes on Floyd Avenue? The addition of constant bus traffic on Grove Avenue simply adds to the congestion and exacerbates already existing safety concerns.</p> <p>Secondly, and of utmost concern, is the very questionable decision to locate a westbound bus stop at the northeast corner of Meadow and Grove.</p> <p>1. The residents of the 1900 block of Grove were never notified or had an opportunity to comment on this choice of bus stop placement. The first that our block knew of the planned bus stop was the day that a sign was tacked up at the corner indicating that this was the future stop of a GRTC bus stop. Imagine the reaction to this news by the homeowners affected by the location of the bus stop. These are tax-paying citizens (myself included) that have spent 20+ years improving their residences and paying real estate taxes on the increased assessments only to have GRTC capriciously make a decision that not only will affect their property values but their quality of life in their own residences.</p> <p>2. Did the GRTC take into consideration the already extremely limited amount of parking on the 1900 block of Grove Avenue before it decided to take an additional 90 feet of parking for a bus stop? A large church is located on the southeast corner of Meadow and Grove, with substantial restricted parking along the church's Grove Avenue frontage. The church operates a day care center that also has restricted parking on Grove Avenue. Two vacant homes were recently renovated by the church for rental units that can accommodate as many as 12 or more tenants, without sufficient provisions for parking that these units will require. The addition of these units has already strained parking on Grove Avenue beyond its limits, without the addition of a bus stop. The 1900 block of Grove is a permit parking zone, so in effect, its residents are being forced to buy permits to park on a street where they often cannot park.</p> <p>2. Finally, did GRTC consider the safety consequences of locating bus stops on the northeast and southwest corners of Meadow and Grove? This is a very busy</p>		1	
Chloe Rote	<p>I'm absolutely delighted to see the improvements being considered for the 77! The adjustments (and, I think, return of the previous route?) are incredibly important. I feel it's important to say I am a Fan resident, received a masters at VCU, and have a five year old at Fox Elementary. One of the reasons I chose the Fan is that while we own a car, both he and I greatly prefer walking, biking, and taking the bus—those are safer, more fun, and more economical. Returning buses to Grove simplifies our lives quite a bit.</p> <p>Beyond my own use, returning buses to Grove shortens transit time and makes transit a more viable choice for many people who can't easily support the financial decision to own a car, like service workers going west to Libbie or VCU students. On top of that? If there's one thing Richmonders love to complain about more than a couple buses an hour going down their block it's the traffic and parking issues caused by cars. GRTC is making a great choice for riders by moving the 77. Please pass on my comment to whomever will make the final choices for this route!</p> <p>Best, Chloe Rote</p>		1	

Adam Lockett	<p>My name is Adam and I am the current Vice-Chair of the GRTC Transit Advisory Group (TAG). I am submitting a public comment today to voice my support for the realignment of the Route 77 Grove Ave. In my time involved with GRTC TAG, I have heard from many riders at public meetings all over the city asking when service on Grove Ave would return, replace, or supplement the old Route 16 that many residents might remember. The alternative service to the West End and UR that debuted when the Pulse opened was not working for many people, mainly service workers and support staff at the university and St. Mary's hospital. Getting to the West End could take an hour or more coming from anywhere in the city. It involved an inaccessible and unreasonable transfer that could leave people stranded in Willow Lawn for more than an hour if not timed perfectly. This meant that essential workers would be late for their jobs. This is not fair. It is apparent that bus service along this corridor is a lifeline for many Richmonders. I believe that every citizen deserves a fair chance at life, a good-paying job, and leisure. That is possible with the new Route 77 because, without it, large swaths of the Fan and West End do not have high-quality transit. Transportation is the single most important factor in people being able to lift themselves from poverty and the possibility to conserve our environment. There may be people who believe that no one is riding the bus, which is not the full picture. We are in extraordinary times and veteran GRTC riders' habits have yet to change. It has only been open for one month which is only the beginning of this adjustment period. The 77 must be given an opportunity like a new store in your neighborhood. In the same way, that new corner store wouldn't close its doors or change its hours just because people aren't shopping until the word gets out. I am asking that GRTC consider not making any alternations to this route until it is given a chance to perform as riders return to Grove Ave. Thank you.</p>	1		
Lane Carasik	<p>I'm writing to state that I support the planned update to GRTC RT77. This extension is sorely needed to support RVA community members. Thank you and have a great week! Lane Carasik</p>	1		
Burton Pegoraro	<p>Hi my name is Burton Pegoraro and I live on the corner of Grove and Lombardy. I have lived here for 6 years now. I rode the bus to work almost every day for the past year to the VCU Hospital. I rode the route 5 bus and it was fantastic to have that convenience and I do not oppose the bus lines at all. That being said, it was a huge relief 3 years ago when this bus line was discontinued. We have the Pulse five blocks north and route 5 three blocks south. The route 77 is a completely extraneous route and should be removed from the schedule...again. This is a primarily residential corridor so this bus is taking up biking lanes, running lanes, parking spots, etc. The ridership of this line is non-existent as we can see it from our living room window. Please please please reconsider this bus line and remove it as soon as possible. Thank you for your time and for your service. Concerned resident. Burton Pegoraro</p>			1
Cherie Mehler	<p>How many riders have used this route down Grove since it's inception? I have yet to see a rider on a bus. Is the rate to ride still free? If so, with so few riders now, do you expect ridership to increase when it is not free? In your last meeting it was stated that it has always been the intention to reactivate a bus route on Grove. Why then were the benches and trash receptacles removed? Is there a plan to replace the trash receptacles? How is this route being funded? It cannot possibly support itself with bus fares. Why does the GRTC want to connect U of R and VCU students, especially during a pandemic? Why was a block already designated for restricted parking, chosen over nearby blocks without restrictions for a bus stop? It seems foolhardy to throw money at a route that has so many nearby routes. There are neighborhoods that could benefit much more than the affluent residents of the fan, from a bus route in their neighborhood. Cherie Mehler</p>			1

Kathleen M. Shepherd	<p>In regard to Route #77 I want to add my support for keeping this route running along Grove Avenue. I am a teacher at Saint Bridget School and take the #77 bus every day (M-F) and often on the weekends if I need to work on my classroom entering at Bus stop #1140 (Grove and Thompson) and exiting at the bus stop at Grove and Three Chopt. I am usually on the 6:56 am bus as I need to arrive at school a little after 7:00 am. I am very grateful to GRTC for having kept this bus running through the COVID-19 Pandemic and hope that this will continue.</p> <p>With Regards, Kathleen M. Shepherd</p>	1		
Oonagh Loughran	<p>However I do have some questions about the route What analysis was taken to suggest there was a need for this route? I live on the route and work at VCU but I was not asked if I would take this bus. What evidence do you have that this route is being used and is an effective use of money? I see an empty bus passing me 6 times an hour. It would be cheaper to send a taxi for the one or two people who use it. Was an extension of the 5 that runs through the city and passes the Monroe park campus considered? This existing route traverses a commercial road and might actually bring customers to shops. If it was considered why was it not implemented ? There is both documentation and anecdotal evidence to suggest that large swathes of Richmond and the surrounding areas require public transport. Why would you initiate a new route in an area already well served with a bus route two blocks south and three blocks north? Is this really an effective way of connecting the city? Are there not areas with a greater need for public transport where our tax dollars should be spent.? I look forward to the meeting Regards Oonagh Loughran 1423 Grove Avenue</p> <p>I am a resident of Grove Avenue and the first time I became aware of this route change was the constant bus service this morning Monday September 14th watching the buses speed along the 1400 block of Grove.</p> <p>While the value of a service that connects VCU to UofR is a little unclear to me I am baffled that you have chosen to route such a heavily scheduled service along an exclusively residential street. Main Street and Broad street are not far away and are already well used thoroughfares for cars and buses.</p> <p>At a minimum we should have had a period of consultation and a leafleting of the neighborhood to let us know of your plans to turn a quiet residential street with numerous stop signs into a bus route. The stop signs are a clear deterrent to though traffic.</p> <p>As a resident of Grove I strongly oppose the conversion of a quiet street into a busy thoroughfare when it is clear there are much better alternatives</p>		1	
Chris Banks	<p>I support the Route 77 changes that took place on Sept 13, which greatly improved transit access for thousands of Richmonders between VCU and UofR. The updated route is a critical step to improving transit access and connectivity city and region-wide. We need to develop our network of higher frequency corridors between known hubs and encourage transit use instead of driving for errands, jobs, and education.</p> <p>Please keep the Route 77 changes in place.</p> <p>Thank you, Chris Banks</p>	1		

Peter Braun	<p>I'm a 4th year student at University of Richmond. As soon as the Route 77 was updated in September I started to use it to get around, to get to work, to go on essential trips, and safely and timely get back to campus. I was here when the old Route 16 got cut, and I had to rely on subpar UR shuttles and then connect to the pulse or the 5. It took over an hour to get to work downtown. The new update to the Route 77 is essential and I rely on this greatly improved Route. I heard that there are some NIMBYs in The Fan that don't like the new route because they don't like seeing the bus roll down their street. While I'm not surprised, I'm disappointed. I know that, particularly once we are through the pandemic, this route will be very popular for other UR students like me who have never had access to a car. Getting from UR's campus by bike or walking to anywhere useful is nearly impossible because it's so dangerous. I rely on GRTC buses as my link to Richmond. Please continue to support the new Route 77 which many people rely on. People will get used to seeing buses on Grove again. They have to frankly, if we are to have an equitable and sustainable transportation system in Richmond.</p> <p>Thank you as always for your incredible work.</p> <p>Peace, Peter Braun University of Richmond</p>	1		
Jeremy S. Hoffman, Ph.D.	<p>I fully support the changes proposed to route 77. We should always prioritize the needs of the city over loud neighborhood voices. Thanks!</p> <p>Jeremy S. Hoffman, Ph.D.</p>	1		
Irina Rogova	<p>I am e-mailing you today in support of the Route 77 changes that took place on Sept 13, which greatly improved transit access for thousands of Richmonders between VCU and UofR. The updated route is a critical step to improving transit access and connectivity city and region-wide.</p> <p>As a former UofR employee who relied on Route 16 and then Route 75 after the changes in summer 2018, I can attest that myself and many other employees were greatly harmed by the reduced service. The university scrambled to set up shuttles to meet the gaps in service, but hardships were felt by all of the employees and students who relied on the bus. It also further isolated the university campus from the City of Richmond, making it impossible to come to campus during the daytime without a school ID, which is required to ride the shuttle.</p> <p>Expanding the 77 route is necessary to better connect folks in the city with the opportunities available between VCU and UofR. Please keep the Route 77 changes in place.</p> <p>Thank you, Irina Rogova</p>	1		
Peggy L. Hombs Steven C. Van Voorhees	<p>My husband, Steve C. Van Voorhees, and I contacted you previously regarding the new bus stops in 1900 block of Grove Avenue. (See the earlier email below.) We are 46-year property owners and taxpayers at 1914 Grove Avenue and are among the "senior citizens" mentioned in other emails. We want to ensure our comments are made available.</p> <p>We again want to state our unequivocal opposition to these new bus stops. We are not contending with the rationale for the recent alignment of routes and the new #77 Route. We do want the stops on either side of the 1900 block of Grove Avenue terminated forthwith. The snafus and communications failures that accompanied this unannounced change to the traffic and parking logistics on our block aside, these stops were not needed, are not used, and exacerbate an already severely strained parking situation. This will be perfectly clear to anyone who visually inspects this block! We hope that any ridership data you are collecting includes how many riders get on or off at each of these 1900 Grove Avenue stops daily. Anecdotal observation says no one.</p> <p>We look forward to the meeting on October 14th.</p> <p>Thank you. Peggy L. Hombs Steven C. Van Voorhees 1914 Grove Avenue Richmond, VA 23220-4508</p>	1		1

Beth Angell	<p>I support the Route 77 changes that took place on Sept 13, which greatly improved transit access for thousands of Richmonders between VCU and UofR. The updated route is a critical step to improving transit access and connectivity city and region-wide. Please keep the Route 77 changes in place. Thank you, Beth Angell 2013 Grove Ave, Richmond, VA 23220</p>	1		
Alice Tousignant	<p>I live in the Fan and support the updated 77 route. You will obviously get pushback from Fan residents because they're not going to want parking spaces taken away. It's too bad you weren't able to start the 77 route this way. Once you give something to people, it's hard to then take it away, but of course you already know this! Alice Tousignant 2120 Hanover Avenue Richmond, VA 23220</p>	1		
Erin Carrillo	<p>I support the Route 77 changes that took place on Sept 13, which greatly improved transit access for thousands of Richmonders between VCU and UofR. The updated route is a critical step to improving transit access and connectivity city and region-wide. Please keep the Route 77 changes in place. Thank you, Erin Carrillo</p>	1		
Autumn Anderson	<p>I live in the Fan, but I work at UofR. With some of their shuttles not running currently because of the pandemic, the change to this bus route has made my commute so much easier! I support the Route 77 changes that took place on Sept 13, which greatly improved transit access for thousands of Richmonders between VCU and UofR. The updated route is a critical step to improving transit access and connectivity city and region-wide. Please keep the Route 77 changes in place, so I can continue to get to work in an easy and timely manner. Thank you, Autumn Anderson</p>	1		
Amena Durant	<p>I, Amena Durant support the Route 77 changes that took place on Sept 13, which greatly improved transit access for thousands of Richmonders between VCU and UofR. The updated route is a critical step to improving transit access and connectivity city and region-wide. Please keep the Route 77 changes in place. Thank you, Amena</p>	1		
Malaka Thrower	<p>I support the Route 77 changes that took place on Sept 13, which greatly improved transit access for thousands of Richmonders between VCU and UofR. The updated route is a critical step to improving transit access and connectivity city and region-wide. Please keep the Route 77 changes in place. Thank you, Malaka Thrower</p>	1		

Wyatt Gordon	<p>I would like to offer my full-throated support for the Route 77 changes that took place on Sept 13. The changes GRTC undertook in that move has greatly improved transit access for thousands of Richmonders between VCU and UofR. This new path will provide residents of the Fan unprecedented transit access, connecting them to more jobs, greenspaces, and friends and family. The updated route is a critical step to improving transit access and connectivity city and region-wide. Please keep the Route 77 changes in place. If you reduce transit access in the Fan again, more residents will be forced to drive, causing pollution and congestion throughout one of our nicest neighborhoods.</p> <p>Thank you, Wyatt Gordon, Richmond City resident</p>	1		
Kathy Messick	<p>I live at the 1300 block of Grove Avenue To date I have yet to see any passengers on the buses traveling east or west. Not One! Kathy Messick</p>		1	
Erica Medina	<p>I support the Route 77 changes that took place on Sept 13, which greatly improved transit access for thousands of Richmonders between VCU and UofR. The updated route is a critical step to improving transit access and connectivity city and region-wide.</p> <p>Please keep the Route 77 changes in place.</p>	1		
Liz Lukens	<p>I have some questions/concerns about the new stop #3875 at Lombardy on Grove and was told I could send these to you for the meeting tomorrow.</p> <p>I live at 1524 Grove Ave near the corner of Grove and Lombardy. Many of us in the area have expressed and discussed general concern about the sudden and non-communicated about bus stops that showed up on Grove last month. Main issue is the removal of parking especially in a heavily residential, permit-required Zoned parking area.</p> <p>My questions:</p> <ol style="list-style-type: none"> 1. How many riders require this route and specifically stop #3875? And where do they live/work? Are they students? This particular stop takes up about 4.5 parking spaces, about a quarter of the block. Ultimately, why is it necessary? Concern: Zero to few riders (on the bus or who live anywhere near this area). 2. If it is truly necessary, could the stop be moved closer to the VCU campus, several blocks east? Why is it not at or closer to Harrison where the student apartments are? Concern: Parking. This stop is on a block that contains large old row house residences. We have older neighbors and families with new babies who must park on the street, and now have fewer options to park near their homes. These houses and apartments rely on zoned street parking (that we already have to pay the city for access to) as our only form of parking. If we had space or an option to park on our property, an extra bus stop wouldn't be much of an issue. Losing 3-5 spaces right at the cut off line of Zone 1 is horribly frustrating (living on that line and being confined to a zone is already), because we can't park past Lombardy. We already deal with a frustrating influx of parking during the school year because many students who live on this block and surrounding, have cars and park here. This also is cutting off parking for our local restaurants and coffee shops just around the corner, disrupting these important small businesses. 3. Considering the current pandemic (which currently has no definitive end date in sight), why is this route necessary? There are very few people that seem to require access at this stop. Was this decision made before this year? Concern: Most of the residents in this neighborhood need vehicles or are working from home at this time. I and others, personally NEED to park our cars outside for days or sometimes weeks on end. Winter is on its way and this is going to make it more difficult for the residents on this block. Considering the limited operations of everything in the state right now, this bus stop does not seem to make sense with the current circumstances. 4. Is there a way to add a U of R stop to the Main and Cary route? Main street stop is just 3 blocks away and this route travels both directions already. Could the bus potentially go from Main to Thompson and loop around to Grove or another street to U of R, and end back on Cary? <p>Thanks, - Liz Lukens</p>			1

Alexa Mendieta	<p>I support the Route 77 changes that took place on Sept 13, which greatly improved transit access for thousands of Richmonders between VCU and UofR. As a former student at the University of Richmond and now a working adult living in Richmond, we really need to focus on improving transportation options. I want to be able to exist in Richmond without a car and this change will bring me, and thousands of other Richmonders, one-step closer.</p> <p>I would like to make it clear that these changes will benefit a much greater number of people than those who oppose it. Homeowners along Grove do not own the street. The updated route is a critical step to improving transit access and connectivity city and region-wide.</p> <p>Please keep the Route 77 changes in place.</p> <p>Thank you, Alexa Mendieta</p>	1		
Janet Wilson	<p>As a 21 year resident of Grove Ave, I am writing to express concern about the new bus route that has been initiated on this residential street. The previous bus route, that ran on both Grove and Hanover avenues, was discontinued as it was determined there was not a need for this route. In the years that it ran previously and I was a resident of Grove Ave there were very few passengers with many buses empty. Since it has been restarted, I have seen empty buses on a regular basis; actually I have not seen any passengers on any of the buses that I have observed.</p> <p>It is not clear to me what the point of this route is. It appears to run only from University of Richmond to VCU Monroe campus and back. How was the need for this route determined? There are both east/west routes on Broad St as well as the Main/Cary corridor on either side of Grove Ave. If there was a need to connect more passengers to University of Richmond from the city why was not a connector developed to gain access to one of the many current existing routes such as the pulse on Broad, route 50 on Broad, or 76/79? Does it make fiscal sense to create a route that runs empty buses and in addition is a residential street?</p> <p>Thank you, Janet Wilson 1817 Grove Ave</p>		1	
Lisa A. Hearl	<p>The changes to Route 77 have been beneficial to me in my travels to my part-time job near the VCU library. When I ride the Pulse or the 5, I have to walk 6 blocks from my home to the bus stop (both routes) and then an additional 4 blocks (both routes) to my job so 10 blocks. This means walking 20 blocks each day just from my home to my part-time job. When I ride the 77, I walk 2 blocks from my home and then an additional 2 blocks to my job so 4 blocks. This means walking 8 blocks each day just from my home to my part-time job. The bus stop at Grove Avenue and Robinson St is rather unusual as it is difficult to see an approaching bus because the view is blocked by a tree, etc.</p> <p>I use Route 77 to travel to one of my doctors on Libbie Avenue.</p> <p>Route 77 has greatly reduced the number of blocks I have to walk to access public transportation.</p> <p>Also, Route 76 changes have also been beneficial for me. I can now ride to get off the bus with stops closer to Barnes & Noble, PetSmart, Target, Atlantic Union Bank, Dollar Tree and Kroger. Access to the destinations requires less walking with the changes.</p> <p>Thank you for the improvements to the bus system.</p> <p>Thank you, Lisa A. Hearl 306 N Mulberry St, #2 Richmond, VA 23220</p>	1		
Sarah K.	<p>I support the Route 77 changes that took place on Sept 13, which greatly improved transit access for thousands of Richmonders between VCU and UofR. The updated route is a critical step to improving transit access and connectivity city and region-wide.</p> <p>Please keep the Route 77 changes in place.</p> <p>Thank you, Sarah K.</p>	1		

Sarah Henderson	<p>I support the Route 77 changes that took place on Sept 13, which greatly improved transit access for thousands of Richmonders between VCU and UofR. The updated route is a critical step to improving transit access and connectivity city and region-wide. I urge you to please keep the Route 77 changes in place.</p> <p>Thank you for your consideration, Sarah Henderson</p>	1		
Daniel Wagner	<p>I support the Route 77 changes that took place on Sept 13, which greatly improved transit access for thousands of Richmonders between VCU and UofR. The updated route is a critical step to improving transit access and connectivity city and region-wide.</p> <p>Please keep the Route 77 changes in place.</p> <p>Thank you, Daniel Wagner</p>	1		
Julie Arendt	<p>Dear GRTC,</p> <p>Thank you for extending Route 77 to VCU. Before COVID-19 struck, I went from my workplace at VCU to the area around the West End branch of the Richmond Public Library pretty regularly. Because of the challenges of coordinating the transfers to Route 76, the most reliable way to get there was to take the Pulse to Willow Lawn and walk the last mile. Although the 77 will not go down Patterson, just getting a half mile closer to Patterson will give me more options to get to that part of Patterson once the pandemic is over.</p> <p>Changes to Route 77 also will make it easier for me to head out to dinner at the restaurants in the Libby-Grove area and to concerts and events at the University of Richmond after work, again after the pandemic is over.</p> <p>Thanks for this improvement to your service!</p> <p>Julie Arendt</p>	1		
Natalie Thatcher	<p>I'm writing to vocalize my support of the positive changes made to GTRC's Route 77 back in September. I was disappointed to learn that some residents are attempting to derail the increased connectivity these changes provided – students, staff, faculty, and community partners rely on this bus line for accessible and equitable public transit to and from Downtown Richmond/University of Richmond's campus, and to once again shift the route or eliminate stops along Grove would be a step backwards.</p> <p>Many thanks, -- Natalie Thatcher</p>	1		
Jessica Washington	<p>I support the Route 77 changes that took place on Sept 13, which greatly improved transit access for thousands of Richmonders between VCU and UofR. The updated route is a critical step to improving transit access and connectivity city and region-wide.</p> <p>Please keep the Route 77 changes in place.</p> <p>Thank you, Jessica Washington</p>	1		
Devon	<p>Hello! I support the redesign of the route 77 bus down Grove st. Thank you!</p>	1		
Alex Craig	<p>Please accept the following endorsement for the changes GRTC implemented September 13 to Route 77. As a former patron of Route 16, I am cognizant of its vital role in serving the transportation needs of the community transiting throughout the Route 77 service area. The redesign of Route 77 provides access for residents, students, workers, retail shoppers, and visitors. I fully encourage the redesign and look forward to GRTC's further advancement in community transportation access.</p> <p>Best wishes, Alex Craig</p>	1		

Ainsley Walker	<p>Hello, As a resident of the Fan, on a side street right off of Grove, I want to express my full support for the new changes to route 77. I regularly ride the 5 to get to my office downtown and am thrilled that I now have an option to ride the bus to get to the West End and to get to further parts of the Fan more directly. I appreciate that bus stops were put at the existing main intersections so that there have been no large interruptions to traffic or parking on Grove. This route is an important part of our complete transit system. Thanks!</p>	1		
Josh McCrea	<p>I'm writing to express my support for the new #77 bus route. It is an efficient and convenient way to connect UR and VCU. A vocal minority of car owners worried about the few parking spaces lost to bus stops should not get to dictate how everyone else gets around. The #77 route provides easy access to jobs, education and housing and I support it.</p>	1		
Hayes Holderness	<p>Hello, I am a homeowner in the Fan on the 2400 block of Floyd Avenue, and I support the new, common-sense redesign of the Route #77 and welcome the new easy access to education, jobs, and housing in our city. A vocal minority of white, affluent homeowners should not be permitted to undo a substantial upgrade to our regional bus system. Thank you. Hayes Holderness 2403 Floyd Ave</p>	1		
Jessica G.	<p>Hello, I am writing to show my support for the new, redesign of Route #77. This common-sense redesign provides people with easy access to education, housing, and jobs. Please do not let the vocal minority of affluent, white homeowners undo the substantial upgrade to our City's regional bus system. Thank you. Jessica G.</p>	1		
Scott Beckett	<p>To Whom It May Concern; I would like to voice my support for the redesigned #77 GRTC bus line. I appreciate the access and efficiency it provides to riders. I find it disheartening that Fan homeowners think it appropriate to put their unfounded fears and slight inconveniences ahead of the needs of the whole city. Sincerely, Scott Beckett 708 Freeman Rd, Richmond, VA 23221</p>	1		
Andy Clarke	<p>Andy Clarke 5426 Libbie Mill West Blvd Richmond VA 23230 Thanks for the chance to provide comments on the changes to Bus Route #77. I really appreciate the changes to make the route more direct, to connect important destinations where people are most likely to be transit dependent, and to offer a reasonably frequent schedule. There are numerous neighborhood shopping centers, services, educational and religious destinations served by the route. My experience of using Grove In a car and on a bike is that there is plenty of road capacity and curbside space outside the Fan, and in the denser Fan district, this is exactly the kind of service needed to help preserve limited space for people that really need it. Thanks to GRTC for making these changes; please keep going! Thanks again for having the meeting, making the changes to #77, and for everything GRTC does to help improve transportation options in the region.</p>	1		

Hunter Hewlett	<p>To Whom it May Concern,</p> <p>I'm writing to express my support of the new GRTC Route #77. For far too long, affluent white folks in the Fan have succeeded in preventing the GRTC from running through their neighborhood, costing the GRTC money and affecting those who rely on efficient public transportation.</p> <p>I support any route changes that increase access and decrease our city's dependence on toxic car culture. I hope that the commenters who cite "parking" and "safety" as concerns realize these ideas have problematic undertones.</p> <p>Best, Hunter Hewlett Richmond District 7</p>	1		
Rachel Williard	<p>I am a homeowner at 4914 Cary Street Rd. My home sits between Mary Munford and Libbie Avenue. I am writing in support of the new route 77. This will give more people easier access to our neighborhood. I think your plan makes a lot of sense. It's good for the businesses in my neighborhood so people can access jobs. Stay the course!</p> <p>Thanks, Rachel Williard</p>	1		
Mike Harton	<p>Please overlook the handful of NIMBYs who object and implement your proposed, long needed new bus route 77 down Grove Ave. A much needed improvement which will enable folks to access jobs in and around VCU AND UR. Good job!</p> <p>Mike Harton</p>	1		
Derrick D. Gregory	<p>To whom it may concern,</p> <p>I am emailing you to show my support of the new, common-sense redesign of Route #77 and welcome the new easy access to education, jobs, and housing. This will only be a positive to folks in the Fan and those who work and go to school at VCU and U of R.</p> <p>I am a 32 year old white male that lives in Carytown. I do not have a car and rely on my bike and public transportation to get me everywhere.</p> <p>Thank you again for all of your hard work!</p> <p>d -- Derrick D. Gregory</p>	1		
Nelson	<p>Dear GRTC,</p> <p>I just wanted to send in my strong support for the new 77 Grove Ave line. It is a powerful addition to our transit network for many reasons (connection to UR, intuitive straight line down Grove Ave, solid connection to and from the rest of the network, etc.). And I just wanted to note that detouring the 77 around the Fan would be an unnecessary use/waste of resources (operating costs, riders' time, etc.). It would also be a direct loss for the Fan itself, undermining its capacity to have fewer folks driving and more folks riding public transit. Thank you for this opportunity to share my perspective and for your hard work.</p> <p>Grace and Peace, Nelson</p>	1		
Peter Breil	<p>I live just off of Grove in the Near West End and strongly support the new route of the 77 bus. It provides better and more efficient access to VCU and UR.</p> <p>Thank you! Peter Breil 125 Granite Ave.</p>	1		

Dan Motta	<p>I wanted to express my support for the redesign of Route 77, which is exactly the type of positive changes we need to make in our transit system to build a more accessible and reliable transportation network for our region.</p> <p>These common-sense connections to more effectively bring people to their jobs, work, and shopping needs provide a better quality of life for individuals and a strong and robust economy for everyone.</p> <p>After many years of studying the history of Richmond and speaking to residents who remember the Richmond street cars, these links from the central city to the suburbs (such as the old line that went to the now University of Richmond, then an amusement park) are what make cities special, memorable, and efficient.</p> <p>Beyond the greater freedom of mobility this will provide, it will directly support our local businesses and economy. These simple changes of a bus route are literally life-changing for many people with mobility issues or those who would like to age in place.</p> <p>Thank you for making this change and please keep up the good work.</p> <p>Dan Motta</p>	1		
Emily Francis	<p>Hello GRTC --</p> <p>Just wanted to drop a note to express my support for the new #77 route. The direct connection between U of R and VCU is helpful for increased ridership and, of course, the increase from 60 to 30 minute frequency is critical for reliable transportation. It is also important that the bus run through the heart of the Fan to be accessible to many. As a Richmond resident who is car-free, I rely on GRTC to move me around the City. A successful system relies on simple, direct routes connecting major hubs, and consistent/reliable & frequent service. The more improvements in this vein you can produce, the better.</p> <p>Thanks,</p> <p>Emily Francis</p>	1		
Robbie Bassett	<p>Dear GRTC - thank you for the redesign of the Route #77! As a UR Law alum, I am jealous of the ability to catch a bus that would take me straight down Grove to get to class and then back home to the Fan. This is a fantastic improvement for UR staff as well as those who work at the numerous businesses in the Libbie Grove business area.</p> <p>While you should acknowledge the complaints raised by Grove Ave residents, please do not allow their "yelling" to outweigh the substantial upgrade to our regional bus system. Their refusal to use the bus system doesn't mean they should prevent others from the benefits it provides.</p> <p>Regards,</p> <p>Robbie Bassett 3013 Floyd Ave, Richmond, VA 23221</p>	1		
Shelley Campbell	<p>Hello,</p> <p>I'm writing to state my support for the new, common-sense redesign of the Route #77 bus and welcome the new easy access to education, jobs, and housing. I'm sorry to see the public comments against the bus route. The loss of a few parking spaces and frankly racist dog-whistle "safety concerns" should not be the reason to undo these vast improvements to the bus route. A vocal minority of white, affluent homeowners do not have the right to undo a substantial upgrade to our regional bus system. An improved bus route network is good for our City as a whole.</p> <p>Thank you,</p> <p>Shelley Campbell</p>	1		
William Benn	<p>Well done on the new route. Thank you for not listening to the affluent WHITE minority trying to keep their fragile grip on privilege.</p> <p>William Benn</p>	1		

Will	<p>Thank you so much for updating route 77! I work at both VCU and St. Stephen's Episcopal (at Grove and Three Chopt) and have been unable to get there via bus due to the way route 77 was timed and mapped. This new update makes it incredibly easy for me to get between my places of work.</p> <p>I have heard that a number of constituents who live in the neighborhoods along the new route are displeased with the changes. My family has only one car and trying to negotiate our lives around the lack of bus service through here was awful. The new bus route takes miles off our annual car usage and will probably add years to our lives in reduced stress. Please don't reverse these changes!</p> <p>Again, thank you!!!</p> <p>-Will</p>	1		
Matt	<p>I'd like to state for the record that the newly redesigned #77 GRTC bus route is a fantastic and logical improvement to the bus system's efficiency and accessibility. The benefits the redesign offers, the increased ridership potential and better accessibility to those who rely on public transit, far outweigh any of the negative consequences, such as minimally reduced parking or "loud noises" in my neighborhood. Thank you for the work you do to continue to improve our public transportation system.</p> <p>Thank you, Matt</p>	1		
Alanda Perry Jones	<p>Dear Planning Committee,</p> <p>I strongly support the improvements in the proposed #77 GRTC Bus Route. I am a city resident, VCU employee, and frequent bus rider prior to the outbreak of the COVID-19 pandemic. I own a car, but for more than 5 years, I used GRTC for my daily commute as well as occasional trips around town on the weekend. I look forward to riding again whenever I return to the office rather than working from home.</p> <p>The new route is a common sense improvement that will increase service and access to education and jobs between VCU and UR. Don't listen to the NIMBY complaints falsely claiming that an improved bus route creates problems for affluent residents in the fan. Improved bus service helps everyone! We need efficient and intuitive routes to make Richmond a more accessible, equitable, and modern city, as well as to improve our infrastructure and help fight climate change. The outdated and racially charged complaints of a vocal minority shouldn't hold our city back. Please decide to move forward with your plans to change the #77 bus route.</p> <p>Thank you, Alanda Perry Jones</p>	1		
Ian Davenport	<p>Hello,</p> <p>I urge you to maintain the new #77 route. It provides easy access to Grove Avenue retail and dining, and is much more convenient for me than driving.</p> <p>Thanks, Ian Davenport</p>	1		
Dorothy Luck	<p>I live on Grove Ave. Although the reduction in the number of parking spaces on Grove is likely to be problematic when VCU students return en masse, the bus line on Grove provides a great service to students and other residents living in the Fan. I was surprised when the previous Grove bus line was eliminated when the Pulse bus service was introduced.</p> <p>I have one observation regarding the number of people currently using the Grove Ave bus service: I don't think the current number of riders provides an accurate picture of the number of riders that will ultimately use the service for the following reasons:</p> <p>#1. COVID has significantly impacted peoples' willingness to get out in public.</p> <p>#2. The number of students traveling to/from VCU has been greatly reduced this semester with on-line classes.</p> <p>#3. Ridership will likely increase when the weather gets colder.</p> <p>I appreciate the opportunity to provide feedback on the Grove bus line.</p>	1		

LaToya	<p>To Whom It May Concern:</p> <p>When the changes to the GRTC routes occurred around the beginning of the implementation of the Pulse transportation system, it was during a time in which my car had unexpectedly broken down on me. While I was disappointed, because I did not necessarily have the funds to repair my car immediately, I was excited because it provided an opportunity for me to experience the new Pulse system. That excitement dissipated once I explored my options via the new bus system. Prior to the changes, I would take the Grove bus from the Museum district directly to the University of Richmond's campus, which was usually a 15 minute commute. After the route changes, my 15 minute commute would become one that lasted longer than an hour, which required me waking up 2 hours earlier than I usually would, in order to catch a bus to Willow lawn then sit and wait there for a Pulse bus that would eventually get me to my destination. Not only was the commute significantly longer, but it deviated from a straightforward path to another that was logical. It also placed a burden on me to walk a few blocks in order to get to the appropriate bus stop. A few blocks can be greatly inconvenient and even perilous if you're in the midst of tornadic activity and or commuting during the extremely hot days of summer (which I experienced). Also, the bus stops I had to utilize were not covered and on mini heat islands—which can be taxing during the summer. While these inconveniences did not take as much of a toll on me—a woman in her 30s who was in relatively good shape—I know that my fellow passengers who were older and more susceptible to the elements, could not make the same declaration.</p> <p>I attended meetings regarding the changes and was frustrated with the nonchalant and unsympathetic responses of the transportation engineers who could not understand why people would complain about “having to walk a few blocks.” It was a very arrogant and dismissive response that left me feeling jaded and unenthusiastic about the new bus system and for whom it was created.</p> <p>The fact that we are having this conversation, a few years later, causes me to feel some kind of vindication, for not only myself, but others who declared that the changes were not beneficial to the people that they were supposed to benefit. I no longer work at the University of Richmond, so this is not a route that I would use often, but I know that there are many who do rely on this route—working people who keep the West End running through their labor, the taxes they pay when purchasing meals in the area, etc. I hope that they are listened to this time around and that this route is reinstated.</p> <p>Thank you, LaToya</p>	1		
Christina Mastroianni	<p>I am writing in full and boisterous support of the new, common-sense redesign of the Route #77 bus. It provides much needed easy access to education, jobs, and housing.</p> <p>It is abhorrent that a vocal minority of white, affluent homeowners feel that they have the right to undo a substantial upgrade to our regional bus system by claiming false and misleading information that is racist and classist.</p> <p>Please do not let this redesigned and more equitable bus route fall prey to this false and misleading information about safety concerns with dog-whistle overtones and parking concerns.</p> <p>Thank you for your time and for you continued effort to ensure that GRTC serves the ENTIRE population of the region in an equitable manner.</p> <p>Christina Mastroianni</p>	1		
Mary-Helen Sullivan	<p>I have heard that you are getting many anti-Route 77 comments and would like to state that my husband and I are perfectly fine with this new route, which goes down our block, in fact. Yes, it does remove some parking spaces, but we are in a global climate crisis driven partly by car exhaust. And I am sure that there are people who welcome this transit option for employment, shopping, and other matters. One would think we hadn't had a bus down Grove in the past!</p> <p>Post-pandemic we are looking forward to riding GRTC once again; we are sharing one car between us and look having public transit as an option.</p> <p>Best wishes, Mary-Helen Sullivan 2023 Grove Ave</p>	1		

Jerry Swerling	<p>Hello. I own a home on Hanover Avenue in the Fan and am in complete support of the new, common-sense redesign of the Route #77 and welcome the new easy access to education, jobs, and housing it offers. A vocal minority of hyper local, affluent homeowners do not have the right to undo a substantial upgrade to our regional bus system that serves our entire community.</p> <p>Thank you. Jerry Swerling 2700 Hanover Ave., Richmond</p>	1		
Michelle Hoekstra	<p>I just read a piece about the new #77 route and it sounds like a great move! Thanks for all the time and effort that was put into this planning.</p> <p>Sincerely, Michelle Hoekstra City Stadium resident and believer in increased accessibility of all parts of the city with the use of mass transit</p>	1		
Derek Miller	<p>Hello, I am writing in support of the new 77 Route. As an employee of UR who has often taken public transport, I can say that the old routes were complex to the point of making it almost impossible to get to UR on a schedule. THis new route makes the whole process easier connecting to the pulse. It also makes it far easier for UR students (once out of the pandemic) to connect with our city at large, which will have financial and educational benefits.</p> <p>All the best, Derek Miller</p>	1		
Dustin Donley	<p>New route looks great. I'm eager to have public transport options so close to my home in the Fan.</p> <p>Dustin Donley 13 N Shields Avenue.</p>	1		
Kathryn Candler	<p>love the new #77 route, stick to these common sense improvements and thank you!</p>	1		
Maggi Tinsley	<p>I enthusiastically support the redesign of route 77, and look forward to walking over to Grove and giving it a ride. Thanks for creating easy access to education, jobs, and housing for all sorts of people along this important route, Even though I am an affluent homeowner with two cars in the family, I absolutely commend this substantial upgrade to our regional bus system!</p> <p>Maggi Tinsley</p>	1		
Jennifer Grogan	<p>Dear Transit Planning Team, I live in the Fan and would like to voice my support for the new bus route that runs from VCU to the University of Richmond. Allowing the students easy access to each others' campuses facilitates the growing collaborative projects between the schools as well as greater opportunities for students and the community to attend events at each institution. In addition, the route provides more effective access to more jobs and housing. Finally, the route may reduce the use of cars which is good for the walkability of our city as well as the environment. I know that, once we get through most of our COVID issues, I will be happily using this bus line.</p> <p>Respectfully, Jennifer Grogan 1513 Hanover</p>	1		

Daniel	<p>To whom it may concern, I'd like to express my support for the new Route 77. Until now, I have not been able to access the UR campus by transit due to the unwieldy schedule and routing. Instead I have had to congest and pollute RVA with another vehicle occupied by one passenger. The new design is common-sense, connecting two economic, educational, and cultural hubs in the straightforward manner that people need for them to be actually accessible. A vocal minority of my neighbors should not be allowed to prioritize their empty vehicles parking spots over people's access to transit necessary for their lives.</p> <p>Daniel</p>	1		
Sheryl	<p>Just wanted to drop a quick note to say how excited I am to see the new #77. It is great to see this important connector making it easier for those who rely on public transit to get from where they live to where they work to where they go to school. While there will always be a vocal minority ready to complain about a minor inconvenience to their lives, there are countless others who's lives are made infinitely better whose voices may not be as easily heard.</p> <p>So thank you. Peace, Sheryl</p>	1		
Evelyn Cronin	<p>While I do not live where this bus route runs, I do use that area of our beautiful city in that area and I support the new, common-sense redesign of the Route #77. I welcome the new easy access to education, jobs, and housing.</p> <p>It would be sad in this day and age if a vocal minority of white, affluent homeowners has the right to undo a substantial upgrade to our regional bus system. This change is necessary and wanted.</p> <p>Evelyn Cronin</p>	1		
Elle	<p>My name is Elle and I am a resident of the Fan, right near the new 77 route on Grove. Though I will be unable to make the meeting this evening, I wanted to let you know how truly wonderful it is to be a block and a half away from a bus stop that travels in a straight line through the neighborhood. I will gladly sacrifice a few parking spots for a streamlined route that services a wider array of folks than a few empty cars. The time saved on the bus by going down Grove rather than looping around will be a welcomed change.</p> <p>Thank you, Elle</p>	1		
Sarah Mitchell	<p>To Whom it May Concern,</p> <p>I was unaware that there was a planned Grove Avenue bus route, but knew immediately when it began as it rumbles past my front door. I am very opposed to this route.</p> <ul style="list-style-type: none"> •Noise: the bus is very noisy on a quiet street. The new brake system is so loud I can hear it wherever I am in my home and the heavy bus shakes windows. •Speed: I live between a 4-way stop and a traffic signal. The bus is often loudly gunning it and speeding in order to make the light. •Route: Why on a residential street? If a further west route is needed, why not add to the already existing east-west routes? Is this cost effective? •Parking: Taking the already limited spaces to create bus stops makes it difficult to find parking. <p>Please end this route. Grove Avenue is a quiet street, or it was. Previously when the bus ran on Grove, it was only one way. Now with it going both ways, it is twice as loud, twice as busy. It is my understanding that the previous Grove route was ended due to poor ridership, why then start it again? Why not extend existing routes?</p> <p>Thank you, Sarah Mitchell 1700 Grove Avenue</p>			1

Jessica Gemmer	<p>Hello!</p> <p>I sent this to the planning comments email, but hopefully it isnt too late to get this in for the meeting tonight.</p> <p>I am a Fan resident and lifelong Richmonder and wholeheartedly support the proposed #77 bus route. Increasing connectivity and allowing people without cars to move freely from their homes and work should be a high priority for this city, and I for one am happy to welcome that route in the fan. How is there not one already? I believe strongly that increased transportation is a key part of increasing equity. I read through some of the emails in the dropbox and am flabbergasted by the number of Fan residents who think their parking spots are more important than the needs of human beings to move around the city. Not everyone has a car, and not everyone can get a job close to their home if they don't. We live in a city! The sounds of a city come with that. If people want an eternally available parking spot in front of their houses and 24/7 quiet then I respectfully suggest they move to the suburbs. If the people writing those outraged emails had to wait an hour for a ride to work and travel along a convoluted route to get there then they would be DEMANDING this bus route. No one who needs a bus ride complains, and I am ashamed of my neighbors for not thinking those people's lives and rights are important enough to prioritize over the Fan residents' current environment. I trust the GRTC to propose and execute routes that are logical and necessary. Thank you for proposing this bus route and I deeply hope it is approved.</p> <p>Thank you, Jessie Gemmer 6 N Granby St Richmond VA 23220</p>	1		
Hannah Robertson	<p>Hi there,</p> <p>As members of the community and homeowners in StoneWall Court, my husband and I support the new redesign of Route #77 and welcome the new access to jobs, housing, and education. I believe a vocal minority of white, affluent homeowners do not have the right to undo a substantial upgrade to our regional bus system.</p> <p>Thank you, Hannah Robertson 5000 Cary Street Rd</p>	1		
Jason Deitz	<p>Just wanted to let you guys know the new #77 bus route is great. Nice work connecting people to opportunities! Please don't listen to the haters.</p> <p>Best, Jason Deitz</p>	1		
Jody Spraker	<p>Thank you for collecting our public comments on the newly resumed route 77 bus service along Grove Avenue.</p> <p>As a resident with two small children and only street parking, I am most concerned about the safety of buses traveling along our narrow, busy street, since I must help my children into their car seats from both the curbside and the street side of the vehicle.</p> <p>Additionally, the new bus stops have reduced our access to parking near our home. We already had competitive parking around our block, before the bus was rerouted, so this has created an even greater strain.</p> <p>It is my understanding that the same route was changed just two years ago due to low ridership and to better align with the Pulse routes, so I am interested to hear the reasoning behind this latest plan.</p> <p>Respectfully, Jody Spraker</p>			1

Natalia Green	<p>I did want to voice UR's Transportation view on route 77. Connecting our students to the city of Richmond is one of Transportation's goal. Bus 77 coming to campus daily allows our students, faculty and staff to have daily transportation into the city. Ridership may be low right now with COVID-19 but when our restrictions are lifted I'm sure the ridership will increase. Our students enjoy Carytown, the VFMA, the VCU area and the downtown area. Bus 77 saves time and has easy access to these locations.</p> <p>Best, Natalia J. Green</p>	1		
Mindy Loiselle	<p>It is nice to see buses again on Grove! I have lived on Grove for 34 years and missed the bus service. Happy to write more if need be.</p> <p>Mindy Loiselle 2215 Grove Ave Richmond VA 23220</p>	1		
Crist Berry	<p>To all the Grove residents who are on this list. I assume you were as disappointed as we were. We would be interested in pursuing this further and want to see if others would be interested in joining. Here are some options:</p> <ol style="list-style-type: none"> 1) Deliver a signed petition to the City Council. 2) Forming a group to actually monitor usage—since we are all convinced it is low. 3) Writing Kim Gray expressing our displeasure—and maybe supporting her mayoral run? 4) Finding out who GRTC reports to and making them aware of the waste involved in the process. 5) Regardless, not letting this die. <p>Crist Berry</p>			Voice already tallied above.
Elizabeth Boyle	<p>While we appreciate the "Community Meeting" and an opportunity to receive more information and submit questions, many residents feel questions were ignored and glossed-over. The meeting seemed to be an explanation and validation for the decision rather than a collaboration to remedy the significant issues created by Route 77.</p> <p>It was clear in the chat comments that residents are not satisfied with the information shared and addressed this evening. Many questions were completely ignored despite repeated requests to answer.</p> <p>Several suggestions were offered that would improve the situation - including removing the stops at Lombardy and Meadow, and using much smaller buses...among others - Will GRTC send time evaluating alternatives and when can we expect an update? Will a transcript of the chat comments be published and addressed? When can residents expect their next correspondence from GRTC and in what format (since there seems to be a serious issue between GRTC saying they 'notified' residents and residents saying they never received anything)?</p> <p>Thank you, Elizabeth Boyle</p>			Voice already tallied above.

<p>Blake</p>	<p>Dear, GRTC,</p> <p>I write to provide as much support as one individual citizen possibly can for the new route 77.</p> <p>1.Duplicative efforts: Although I'm cautious to speak as a representative of the University of Richmond, I don't believe the UR shuttle system connecting Willow Lawn to UR is going anywhere, anytime soon. This is a vital connection point for staff members, students, and faculty on a number of levels (pharmacies, Target) and GRTC bus lines that replicated this path (via the old 75) seemed duplicative and unnecessary, increasing costs and carbon emissions.</p> <p>2.Public needs: while eliminating the 75 doesn't give the public an option to travel back and forth from Willow Lawn to UR via public transit, I think that's okay. I believe the 77 will have a greater impact on our public needs in the long run. In other words, the direct connections between UR, Libby, Carytown, and VCU seem like a big win for the Carver, Maymont, City Stadium, and Randolph communities.</p> <p>3.Personal Note (Less Transfers): On a personal note, the University has refused to provide ample transportation support down to Carytown areas and VCU. (For example, they provided an evening shuttle, but not a morning shuttle to these areas. In general, their decision making prioritizes students, not staff.) As a UR staff member, this required:</p> <p>a.Biking to and from: Under the old 77, to get to work from downtown, I would bike 1.5 miles to my bus-top, get off at Libby, and bike another mile down to campus.</p> <p>b.Walking to and from: this was possible, but it involved three transfers (UR shuttle to Libby, 77 the VMFA, the 5 to home, and vice versa.)</p> <p>c.All that said, while my personal commute is nothing new to long-time GRTC riders, and should never overshadow our broader, public needs, I'm grateful that the new 77 will now allow for a simpler route. I can now make one connection at Main/Harrison when coming and going, without additional stops or transfers.</p> <p>Thanks for your work to improve this system for all members of the Richmond community. I hope you'll continue to give this new line a chance, and evaluate ridership once the pandemic has subsided.</p> <p>Sincerely, Blake</p>	<p>1</p>		
<p>Martin Murphy</p>	<p>My reply to all:</p> <p>The GRTC data recently provided to the community indicate that the average weekday daily ridership on route 77 is fewer than two passengers per run, which is consistent with the observations of residents along Grove Avenue that the majority of 77 buses have no more than one passenger at a time, and many have no passengers at all.</p> <p>The GRTC data state that the route has a projected annual cost of \$907,000, no more than \$45,000 of which could possibly be covered by fares at the present rate of ridership. At the present time, the route has no financial return at all. City taxpayers are paying essentially the entire cost of this route.</p> <p>The full-sized buses (approximately 30,000 pounds curb weight) currently running route 77 have internal combustion engines that get approximately 3 – 6 miles per diesel gallon equivalent of hydrocarbon-based fuel, depending on bus model, average speed, and whether they are diesel or natural gas. The CO2 output is approximately the same for both fuels. (reference: //mjbradley.com/sites/default/files/CNG Diesel Hybrid Comparison FINAL 05nov13.pdf)</p> <p>This requires an average of six or more passengers at a time to be environmentally advantageous over solo automobile drivers on the same route. With the present ridership, these buses are producing up to five times as much CO2 per passenger mile as solo automobiles. Global warming, anyone?</p> <p>The GRTC's own data show that the route is not being utilized, is not even remotely cost-effective, costs Richmond taxpayers nearly one million dollars per year, and is a significantly greater environmental polluter than individual automobile drivers. Numbers don't lie.</p> <p>Martin Murphy, PhD 2012 Grove Avenue Richmond VA 23220</p>		<p>1</p>	

Elizabeth Boyle	<p>Dear Ms. Timm and Ms. Pace –</p> <p>We are outraged at this news release by GRTC that is terribly off-base and misrepresentative of the actual situation. It is common knowledge that various green-groups flood public comments under the guise of being a resident in order to lobby their positions. We went through about half of the public comments yesterday and had already counted nearly 20 that used exactly the same cut and paste phraseology; there was no reason to comb the rest as the pattern was obvious. A notable consistency on nearly all of these "canned responses" was only a partial or cryptic identity and nothing that indicated a neighborhood residency. There was also no statement whether they had or planned to actually use the bus route. In other words, there was no indication that these people had any "skin in the game". The identical phraseology used was: "I support the Route 77 changes that took place on Sept 13, which greatly improved transit access for thousands of Richmonders between VCU and UofR".</p> <p>The reality is that many actual residents strongly oppose this route for very valid public health and safety issues, as well as lack of data supporting this route. Why didn't your press release comment on this and properly represent the feedback from actual residents?</p> <p>Elizabeth Boyle An Actual Resident on Grove Ave</p>			Voice already tallied above.
Crist Berry	<p>Please add my complaints to those of Ms Boyle.</p> <p>Crist Berry</p>			Voice already tallied above.
Peggy L. Hombs Steven C. Van Voorhees	<p>My husband and I add our voices to Elizabeth Boyle's comments in the email below.</p> <p>Peggy L. Hombs Steven C. Van Voorhees 1914 Grove Avenue</p>			Voice already tallied above.
Katie Branch Durham	<p>Please add our complaints to Elizabeth's email. We live at 1522 Grove and strongly oppose the meadow and Lombardy stops. Not the whole route but those stops are not necessary.</p>			Voice already tallied above.

<p>Mathis K Powelson</p>	<p>I attended the virtual meeting on Wednesday concerning the #77 bus. I, like most of those who were part of that meeting, am very unhappy with the extension that goes through our residential neighborhood adding traffic, danger and loss of parking spaces. The majority of the buses have no passengers. I talked to one driver who said that in his 8 hour shift the most he had had was 11 passengers and that included the entire route starting at UR. Your own survey states that the extension of this bus will help 0.11% of additional residents, 0.07% additional jobs, 0.17% residents in poverty and 0.02% additional minority. These numbers are miniscule and yet you are willing to infringe upon the 1000's of residents who live on that extension. You also were asked the ridership numbers for the extension from Robinson to VCU and not surprisingly you were unable to provide that vital information. You also have stated that Grove Avenue received snail mail surveys about this extension back in March. As you heard none of us ever did get those surveys yet you decided to send in the results of your skewed responses to NBC12. You also have not clearly stated the cost to taxpayers for this extension that has such minimal ridership. Currently there are buses that run up Main and down Cary as well as buses on Broad. The extension you have added is to keep people from possibly walking an additional 4 blocks or 1/4 of a mile. That hardly seems to justify this extension. And those coming from the UR area have an easy connection they can take. I hope you can answer my above questions and reply in a prompt manner. Thank you, Mathis K Powelson 1508 Grove Ave</p>			<p>Voice already tallied above.</p>
<p>Martha Quinn</p>	<p>To all, The neighbors of Grove and Plum are against Buss 77 continued route through the Fan. Incorrect information - lies in fact - were shared in the recent zoom public meeting. Residents were not surveyed, via email or mail, about opinions regarding the bus. We have personally viewed the bus traveling on Grove Ave between N. Harvie and Lombardy with NO ridership. There is no demand for this bus line, however there is deep frustration at its sudden appearance in our neighborhood. It is noisy, dirty and intrusive. It has required removal of several parking spots that are sorely needed on Grove. I request that you please report the truth, do away with this line, and Councilwoman Gray that you support your constituents. Martha Quinn 213 N Plum Street</p>		<p>1</p>	
<p>Elizabeth Boyle</p>	<p>While we appreciate the "Community Meeting" and an opportunity to receive more information and submit questions, many residents feel questions were ignored and glossed-over. The meeting seemed to be an explanation and validation for the decision rather than a collaboration to remedy the significant issues created by Route 77. It was clear in the chat comments that residents are not satisfied with the information shared and addressed this evening. Many questions were completely ignored despite repeated requests to answer. Several suggestions were offered that would improve the situation - including removing the stops at Lombardy and Meadow, and using much smaller buses...among others - Will GRTC send time evaluating alternatives and when can we expect an update? Will a transcript of the chat comments be published and addressed? When can residents expect their next correspondence from GRTC and in what format (since there seems to be a serious issue between GRTC saying they 'notified' residents and residents saying they never received anything)? Thank you, Elizabeth Boyle</p>			<p>Voice already tallied above.</p>

Liz Williamson	<p>Via separate email, I asked a few follow-up questions. Are you able to respond to them:</p> <p>1 — Is there a document or correspondence that discusses the reasoning behind the changes in Route 77? The route previously went one way down Grove and the other way down Hanover in the Fan. There was a change to run both directions on Grove. I do not see anything in the Annual Report discussing this decision. I also do not see which Change of Service report covers this change in route.</p> <p>2 — Is there a pedestrian safety evaluation for this route 77 or for GRTC in general? It appears that safety and sufficiency of a roadway to sustain bus traffic is not a consideration based on the discussion in the Annual Report.</p> <p>3— I have reviewed the survey responses. Were these respondents solicited via email because they are bus users? I'm trying to understand the dataset of the population to which the survey was given? I do not see any responses that appear on their face to come from Fan residents.</p> <p>Thanks very much for the help.</p> <p>Liz Williamson</p>			Voice already tallied above.
Michael OConnor	<p>Thank you and your colleagues again for hosting a meeting of the Fan residents affected by parts of the new Route 77. I understand this kind of pushback is challenging.</p> <p>As you have likely gathered from some of the responses you have received the meeting was less than well received by many residents for a number of reasons. The most important of these was the lack of a path forward to address the concerns raised. I would like to make a couple of observations and suggestions.</p> <p>My wife and I support improving public transit in Richmond and the surrounding suburbs. We have each lived in much larger cities with robust public transit that we used and relied on. However, it was not uncommon to walk a few blocks to get on the best line or to make connections. Main Street is two blocks from Grove. If there were significant ridership on the Fan stops of Route 77 I would seek to try and mitigate the parking issues, as many of us have no off street option, but would not object to the route. Given the negative impacts that have been described, seeing empty buses and buses with one or two passengers going back and forth all day is frustrating. It seems that many of the positive survey comments were general and have not translated into riders. We look forward to seeing the more detailed ridership information that was promised. I also note that the spaces allotted for the bus stops on Lombardy take at least 4 parking spots and are much greater than other stops. This is apparently due to the already expanded no parking zone recently created by the city to allow for emergency vehicles to turn more safely. It is unnecessary to consume this much space.</p> <p>There are several ways to mitigate or eliminate the concerns raised by those directly affected and maintain the advantages of the route. These include:</p> <ol style="list-style-type: none"> a. terminating the route at Robinson as was suggested in favor of other parallel routes. b. eliminate Meadow and Lombardy stops c. reroute the Westbound bus to a different street <p>Other suggestions made, while making marginal improvements, would provide little relief to the residents. These include smaller vehicles and bump outs.</p> <p>What response might we expect from GRTC to these and other suggestions.</p> <p>Thank you.</p>			Voice already tallied above.
Oonagh Loughran	<p>As do the residents of 1423 Grove Avenue</p> <p>Oonagh Loughran and Iain Morgan</p>			Voice already tallied above.
Margaret Gray	<p>Please add my complaints to those of Ms. Boyle as well. As a resident of the city of Richmond and a 30 year resident of the Fan, I have never felt more let down and disappointed by an entity whose purpose is to serve the welfare of the City in a fiscally responsible manner.</p> <p>Margie Gray 1918 Grove Ave</p>			Voice already tallied above.

Public comments received in Sept							4	41
Category	Comment	Submitted	Medium	Date	Support	Oppose		
Grove Stop Locations (Grove & Meadow)	Morning this is Shaka for this is Steve Wallace at 1924 Grove Avenue. I'm trying to understand how a new bus stop was approved and it Mr. Wallace is now posted outside in front of my house without my knowledge, nor my neighbors knowledge on if you would if you could please give me a call and walk me through the process and let's see where we can take it from there. My number is 804-XXX-XXX. Thank you very much."		customer svc via planning comment	9-Sep-2020		1		
Grove Stop Location (location not specified)	States that new signs were put up without notification and he wants to know where they are located. Please give him a call.	Shawn Brooks	customer svc via planning comment	10-Sep-2020		1		
Grove Stop Locations (Grove & Meadow)	As a nearby resident, I was surprised when I saw a sign saying GRTC was reestablishing a bus stop at the intersection of Grove & Meadow Streets. I was under the impression that the previous stop had been abandoned due to the lack of ridership. This is a relatively narrow residential street with many parked cars. I oppose the new bus stop.	Fritz Mehler	carrie/planning comment	14-Sep-2020		1		
Routing (Rt. 77 - Service Updates)	It's great to hear the UR, once again, has seven days a week GRTC service.	Bob Plymale	carrie/planning comment	14-Sep-2020	1			
Grove Stop Location (location not specified)	am a resident of Grove Avenue and the first time I became aware of this route change was the constant bus service this morning Monday September 14th watching the buses speed along the 1400 block of Grove.While the value of a service that connects VCU to UofR is a little unclear to me I am baffled that you have chosen to route such a heavily scheduled service along an exclusively residential street. Main Street and Broad street are not fair away and are already well used thoroughfares for cars and buses. At a minimum we should have had a period of consultation and a leafleting of the neighborhood to let us know of your plans to turn a quiet residential street with numerous stop signs into a bus route. The stop signs are a clear deterrent to though traffic. As a resident of Grove I strongly oppose the conversion of a quiet street into a busy thoroughfare when it is clear there are much better alternatives	Oonagh Loughran	planning comment	14-Sep-2020		1		
	I hope the bus line is used to the point, where it will run later in the evenings and every 15 minutes.				1			
Grove Stop Location (location not specified)	Ms Trim committed to me, to the FDA BOD, and to Kim Gray back in March to hold a meeting for input from Grove Ave residents about the return of bussing to Grove. That was delayed by Covid—but in July I reminded her of her commitment to do nothing about new routes without hearing from residents. Several years ago, when the studies for Pulse were done, the route that went E on Grove and W on Hanover was declared unnecessary and closed. A wise move as more often than not, massive busses stopping (or passing by) the 2000 block of Grove were empty or held only 1-2 passengers. Now—against vocalized opposition—we have massive busses going both ways on a congested residential street—AND consuming 6 parking spots in any area where parking is very difficult! Once again, these unneeded busses are being thrust upon us by a company that is apparently answerable to no one. ENOUGH. WE PROTEST.	Crist Berry	carrie/planning comment	14-Sep-2020		1		
Grove Stop Locations (Grove & Meadow)	I am a resident of the 1900 block of Grove Ave. We were shocked last week to come outside to see "Coming Soon" signs on both side of Grove at the intersection of Meadow. We received NO communication. I reviewed all the online postings, announcements, and updates, including the new maps of Route 77 – these stops are not shown. GRTC has told representatives that a virtual meeting was held July 23. Not one resident on my block was notified. It is not City Council's responsibility nor the FDA's (which had no notice as well); it should be GRTC that communicates with residents to allow for public comment and input. Without notice of the route and map, why would any resident have a reason to even look for a GRTC meeting, especially during a pandemic and the unrest?	Elizabeth Boyle	carrie/planning comment	14-Sep-2020		1		
Grove Stop Locations (Grove & Meadow)	We recently noticed two new GRTC bus stops with coming soon signs positioned on the south side of Grove and Meadow (2000 block) and the north side of Grove and Meadow (1900 block). We, as residents of the 1900 block never received notification of this addition and when we reached out to the Fan District Association they informed us that they were not notified either. We searched online to find additional information and found no mWe were told that there was a virtual meeting for residents on July 23rd, however we did not receive any notification and were not made aware of this meeting. We read articles in the RT-D about changes in bus routes but did not realize our block was impacted until we saw the new signs posted on the corners.aps, no announcements or any notification or letters to residents impacted. It is not clear why this location was selected as we have no businesses or employers in the surrounding blocks. This is a residential street with a church, a preschool and a playground. We have lots of young children in our neighborhood and our homes are close to the street. The intersection at Meadow is already very busy and even without the addition of these bus stops residents struggle to find parking. The church has approximately 10 spots dedicated on Grove and there is a dedicated handicap spot as well in the 2000 block. The newly renovated multi-family units that house up to 14 people has also recently created a shortage of available parking	Polly Stadt	carrie/planning comment	14-Sep-2020		1		
Grove Stop Location (location not specified)	I'm writing to voice my opposition to the newly changed Route 77 GRTC route that runs down Grove Ave. in the Fan. I am a resident of Grove Ave. and just today have noticed the dramatic increase in bus traffic on the street in both directions. This will add a high amount of traffic to a residential street which has many one-way stop signs. There are many pedestrians and children in this area of Grove. These one-way stop intersections can be quite dangerous as-is, and adding a large amount of bus traffic could make it worse. Moreover, there are through streets, like Main, Cary, and Monument that are only several blocks away.	Ashton Cropp	planning comment	14-Sep-2020		1		

Grove Stop Locations (Grove & Meadow)	We live on the 1900 block of Grove Ave and to my dismay noticed last week new bus stop signs dotted throughout Grove Ave including east and west bound on Grove and Meadow. None of us received noticed for public comment on these changes.I request that GRTC allows for community comment before any changes go into place. Supposedly there was a session in late July-but again none in the neighborhood received any notification of such a Virtual meeting for comment. Please delay until more adequate notice and socialization if the new bus routes is made known. The Fan is a residential neighborhood and the proposed route goes through the heart of a residential neighborhood where kids bike, residents walk their dogs and having a bus run through is an unnecessary safety hazard. Furthermore, on Grove Ave there are two day care centers dropping off and picking up kids frequently. Through-traffic such as bus this should be on the main through streets like Main St, Cary St., and Broad St line the route 5 and pulse buses.	Marciano Villamiel	carrie/planning comment	14-Sep-2020		1
Grove Stop Locations (Grove & Meadow)	We are extremely unhappy with the proposal to again locate bus stops on our block. Our block includes elderly as well as children. Tabernacle Baptist Church occupies a good portion of the south side of our block. TBC already has officially restricted parking on that side during church activities, as well as an officially designated loading/unloading zone. TBC has recently restored and renovated two properties on this block and converted them to 4 apartment units, creating a need for at least 10 new park spaces. (They have provided only 4 off-street parking spaces.) In addition, TBC has a fulltime pre-school/child care facility, requiring parents and caregivers to park and leave/collect children at the start and end of the workday. Our cross street is Meadow Street, which is a heavily traveled north-south route, including lots of truck traffic. There is another stop proposed by Retreat Hospital, only a few blocks away to the our west. The VCU campus is a few blocks away to our east—certainly there must be stops near the campus. This is NOT the block to have two bus stops! Who asked for these stops? What traffic justifies these stops? The stops previously on our block were cancelled and removed due to light use. Impacted residents are entitled to a publicized community meeting to discuss our concerns and request re-thinking on GRTC's part. The sooner, the better!	Steven & Peggy	carrie/planning comment	14-Sep-2020		1
Grove Stop Location (location not specified)	We live on the 18th block of Grove Ave. We do not support the addition of a GRTC route to Grove Ave. This is mainly a residential area. Buses should pickup/drop off on commercial streets such as Broad St. Main St in Cary Town can surely use a bus system. The new Publix will be opening soon in Cary Town. Why not add a bus route in that area? This will also help alleviate potential traffic issues in that area. The bus route should run west on Main and east on Cary, that way they'll connect Cary Town and Altria and new Cary Town development.	Cat Ta	carrie/planning comment	14-Sep-2020		1
Grove Stop Location (location not specified) - not a resident on Grove ave	Please do not add a bus route on Grove Avenue. Fan residents would like the traffic kept to Broad and Main Street. Audrey Baylor, Floyd Avenue.	n/a	planning comment	14-Sep-2020		1
Grove Stop Locations (Grove & Meadow)	I live at 1924 Grove Ave. In the best of times parking is almost impossible. Last week I stepped out of my house and found an UNWELCOME SURPRISE- A NEW BUS STOP. How lovely - right in front of my house!! After asking around the neighborhood I discovered that I was not the only person to be unaware of this change. There is nothing on any of your websites that addresses this route . I have since discovered that you called a meeting; however, it was not properly publicized and therefore this action was passed in the most sleazy underhanded way possible!! With everything else the residents have had to endure- this is unconscionable!!! Today, September 14th, there have been busses up and down my street with NO ONE on them-not one!!! Years ago there were bus stops in the Fan but they were discontinued due to a lack of use.To add insult to injury parking needs to be used by a church across the street, a daycare across the street and 2 new duplexes with no additional parking. Your bus stop not only takes away parking but it also adds noise and potential problems with litter. Since my property is the corner lot there is a high probability that there will be damage as well as people who think it's ok to be on my porch to wait for the bus. This is a residential neighborhood-no corporate offices, no businesses, and no reason to be in our neighborhood. Obviously GRTC has too much money if they can afford to run bus stops for no apparent reason. I would like an explanation of this project and why it's a great idea to destroy our street, inconvenience the residents, and cause unpleasantness in the Fan!!!!	Denise C. Perret	carrie/planning comment	14-Sep-2020		1
Grove Stop Locations (Grove & Meadow)	am writing with concerns about the new bus line along Grove Avenue. It was about a year ago a single stop at Grove and Meadow was eliminated due to lack of riders. Now there are two stops planned for this same intersection. This make no sense. The bus stop on the east side of Meadow, is in a restricted parking block, and will further take away needed off street parking spaces on the block.The GRTC would better serve the community if routes were planned closer to city residents who need to utilize public transportation. Main and Cary streets would make much more sense as they rn through to downtown and are both one way streets with more than one lane.	Cherie Mehler	carrie/planning comment	14-Sep-2020		1
Grove Stop Location (location not specified)	I am absolutely stupefied at how a bus route could have been added to this community and just about no one knew anything about it, including members of the Board of the Fan District Association. How could that have happened? How could GRTC not contacted those in the community to let them know that buses were going to once again, be driving up and down the street, in short intervals of time, every day of the week? Unless of course you didn't want us to know.Who approved this? Who put their seal of approval on it, without checking in with the neighbors affected by it? Who does business that way? Who's in charge?? The whole thing is preposterous!	BETSY COFFIELD	carrie/planning comment	14-Sep-2020		1
Grove Stop Locations (Grove & Meadow)	It is not clear why this location was selected as we have no businesses or employers in the surrounding blocks. This is a residential street with a church, a preschool and a playground. We have lots of young children in our neighborhood and our homes are close to the street. The intersection at Meadow is already very busy and even without the addition of these bus stops residents struggle to find parking. The church has approximately 10 spots dedicated on Grove and there is a dedicated handicap spot as well in the 2000 block. The newly renovated multi family units that house up to 14 people has also recently created a shortage of available parking.	Margaret Hodges	carrie/planning comment	14-Sep-2020		1
Grove Stop Locations (Grove & Meadow)	I live at 1910 Grove Avenue. My wife and I were unaware of the new bus route. I would hope that the residents could has some input and information on this route before it becomes in service. We would not support this route without information and the ultimate goal of this new route. Thank you for your time.	greg McClellan	carrie/planning comment	14-Sep-2020		1

Grove Stop Location (location not specified)	It would have been nice if GRTC had notified us. We're a little touchy ever since VCU tried to expand west and take over buildings in the Fan a decade or three ago. We seem to have to fight to keep our neighborhood livable but we're good at it.As head of communications, please ask your management to: Apologize to us for dumping this on us without dialog. Explain what it's about and whether you are going to take back our "new" parking places with new bus stops. (For the first time in 40 years I can park in front of my house.) Tell us what further incursions into the neighborhood GRTC expects to make.	Bruce MacAlister	carrie/planning comment	14-Sep-2020		1
Grove Stop Locations (Grove & Meadow)	Please reconsider Route 77 immediately!	GS COLLINGS	carrie/planning comment	14-Sep-2020		1
Grove Stop Locations (Grove & Meadow)	I am a resident home owner at 1916 Grove Ave. I am adamantly opposed to the proposed bus stop on Grove immediately east of Meadow. The stop is not necessary. No one used the bus stops for the former Grove Ave. service. This stop will exacerbate noise and pollution. It will remove valuable parking spaces.	Alan Rudnick	carrie/planning comment	14-Sep-2020		1
Grove Stop Location (location not specified)	We don't have a demand and the noise and traffic pollution unnecessary. Additionally, this will take away more desperately needed parking. Please vote no!	Shannan Hillier	carrie/planning comment	14-Sep-2020		1
Grove Stop Location (location not specified)	I heard today about soliciting for comments about the new Grove bus route. As a resident of this already small and congested street, I'd like to comment that I think it may drive unnecessary traffic and noise to the area. I'm not even sure where buses could possibly stop since there is street parking on both sides.	Alex	carrie/planning comment	14-Sep-2020		1
Grove Stop Location (location not specified)	I am asking you to please not reinstate the bus line along Grove Avenue. It has a very neighborly feel to it and many people walk along it. A bus with all the noise and exhaust would be very detrimental. In the past very few people used that line. Please keep busses on Broad.	Mathis Kirby Powelson	carrie/planning comment	14-Sep-2020		1
Grove Stop Locations (Grove & Lombardy)	I live on the 1500 block of Grove Ave. I am strongly opposed to the new bus route through our otherwise tranquil neighborhood. We applauded the decision to discontinue bus service on our street several years ago. It was loud and presented a safety concern for our residential street. I have a 6 year old. My daughter and many other children play on the sidewalks and can be found on bikes and scooters on the streets. It is unsafe to add buses into the mix. Further, we can hear the bus from our windows very clearly even though there is no bus stop on our block and we do not live at the corner. We do not understand why it is necessary to drive buses up and down a smaller, residential street when there are other options such as Broad Street, Cary Street, or Main Street that have commercial corridors. In addition, parking on blocks with bus stops is extremely problematic.	Liz Williamson	carrie/planning comment	14-Sep-2020		1
Grove Stop Location (location not specified)	I live at 211 N Plum in the fan, about 100 feet from Grove Ave. I SUPPORT the new bus route on Grove Ave.	Richard Bradley	carrie/planning comment	15-Sep-2020	1	
Grove Stop Location (location not specified)	My husband and I recently purchased a home on Grove Avenue and are very disappointed in the recent decision to route a GRTC line down and quiet residential street. We would like to voice that we are strongly opposed to the new bus route.	Laura pergerson	carrie/planning comment	15-Sep-2020		1
Grove Stop Location (location not specified)	It has been such a relief to not have the noisy Grove Avenue busses polluting our neighborhood and was disheartening to see them return. As I understand it this route is redundant. Please reconsider this misstep.	Joan Gaustad	carrie/planning comment	15-Sep-2020		1
Grove Stop Location (location not specified)	I strongly oppose re starting the Grove Ave Route. This was replaced when the Pulse was implemented for good reason. The 1300, 1400 and 1500 blocks of Grove are among the most difficult to park in the Fan. With the reduction of commuting, business and personal travel this is a strange rime to reinstitute the route. I request you reconsider. Thank you.	Michael OConnor	carrie/planning comment	15-Sep-2020		1
Grove Stop Location (location not specified)	This route is completely unnecessary - who does it serve? We don't believe there was a community meeting to discuss with the citizenry and this is the first we're hearing about it. It will introduce unwanted noise & pollution and displace street parking which is already at a premium.	John Albright	carrie/planning comment	15-Sep-2020		1
Grove Stop Location (location not specified)	I write to register my opposition to the newly established bus route on Grove Avenue through the Fan and Museum Districts. Please let me know if there is anything further I should do to log this opposition.	Rachel L. Gable, Ed.D.	carrie/planning comment	15-Sep-2020		1
Grove Stop Location (location not specified)	Please discontinue these They run almost empty, and take away much needed parking places	Heyn Kjerulf	carrie/planning comment	15-Sep-2020		1
Grove Stop Location (location not specified)	After speaking with Craig Beiber it seems like there was very little communication about these new stops and bus route. We only have street parking and this takes up numerous spots in front of our home. What is the necessity of this route? It existed before and we were all thrilled when it was removed. With buses on broad, Cary and main wondering why they are needed on Grove as well. This seems like a snuck in route that was not run by the neighbors at all. With a baby on the way I need to be able to park. One of the stops is directly in front of my house. How were the locations chosen?	Katie Branch Durham	carrie/planning comment	15-Sep-2020		1
Grove Stop Locations (Grove & Lombardy)	I live at 1505 Grove Ave. I am strongly opposed to the new bus route through our otherwise tranquil neighborhood. A bus route was discontinued a few years ago and new bus routes were started on W. Broad. This is a quiet residential NARROW street. Further, we can hear the bus from our windows very clearly even though there is no bus stop on our block and we do not live at the corner. We do not understand why it is necessary to drive buses up and down a smaller, residential street when there are other options such as Broad Street, Cary Street, or Main Street that have commercial corridors. In addition, parking on blocks with bus stops is extremely problematic.	Linda Murray	carrie/planning comment	15-Sep-2020		1
Grove Stop Location (location not specified)	Please do not continue this costly, ineffective route!	Sandy Kjerulf	carrie/planning comment	15-Sep-2020		1
Grove Stop Location (location not specified)	I oppose this new bus route. It seems redundant. We are just a couple blocks from Broad Street with easy bus access. It encroaches on the only parking we have on the street. Why are we only hearing about it now, with busses running, rather than with a public meeting and opportunity to comment?	Jody Spraker	carrie/planning comment	15-Sep-2020		1

Grove Stop Location (location not specified)	Our planet is dying. Just ask anyone in CA right now. We need to get cars off the road and more people into buses. The buses on Grove Ave. take cars off the road and provide transportation for people without cars. I live in the fan. Buses are a facet of city life. If someone doesn't like them then move into the country. If you buy a house and choose to live in the Fan you have chosen to live in the city. You have chosen to live near or on a bus line. We need to think about our world more.	Richard Bradley,	carrie/planning comment	15-Sep-2020	1
Grove Stop Locations (Grove & Lombardy)	Please know that as a resident of 1501 Grove Avenue since 1976, the best thing that ever happened to our quality of life was when the bus stop in front of my house was discontinued. No more noise and additional parking. I do hope this was for a good reason in that I virtually never saw anyone on the bus. I was under the impression that the Pulse was the answer to our transportation needs. I am opposed to the bus lines on Grove Avenue and on to what seems to be a very limited and exclusive opportunity to comment, especially in the new Pandemic world.	Thomas Innes	carrie/planning comment	15-Sep-2020	1
Grove Stop Location (location not specified)	We are writing to you in regards to reinstating the Grove Ave. bus route. The noise, pollution as well as the parking spaces taken up is a detriment to our neighborhood. The route is completely unnecessary and needs to be discontinued. My husband and I do not want the buses back along Grove Ave., please let our voices be heard.	Beth Bailey and Bruce Green	carrie/planning comment	15-Sep-2020	1
Grove Stop Location (location not specified)	I am concerned about the new bus route #77. Grove avenue is a residential street and does not need a bus service when there are multiple other routes both to the north and south already. Furthermore the route itself makes no sense...I would be surprised if there is any demand for this route, and the schedule of every 30 minutes 24 hours a day? Completely unnecessary. I did not hear about any comment period during the summer where this decision was made. Is there notes or minutes to read about the decision making process?	Tracy Poling	carrie/planning comment	15-Sep-2020	1
Grove Stop Location (location not specified)	This week I noticed a new bus route on Grove Avenue. I understand the need to provide public transportation but I have noticed that the bus goes both east and west on Grove. The buses appear fairly empty and create a lot of noise. Grove Avenue is heavily used by students (and others) who ride bikes, skateboard and even walk on the road to stay at a safe distance from others during the COVID crises. The buses go by pretty quickly.	John and Kathy May	carrie/planning comment	17-Sep-2020	1
Grove Stop Location (location not specified)	I live at 1519 Grove Ave. I am very much against the proposed route on Grove. We are very short on parking, and losing any spaces on Grove would be most inconvenient. This route does not seem necessary, and the noise from the buses is disturbing our peaceful neighborhood. I am requesting this route be discontinued.	Sam Kelly	carrie/planning comment	15-Sep-2020	1
Grove Stop Location (location not specified)	I have just returned to town and heard about the changes to the bus line going down Grove Avenue. I live at 1422 Grove avenue and am extremely upset about these changes. The street is narrow as it is, and there is never enough parking because of the proximity to VCU. There is a lot of foot traffic already from campus. Given the easy availability to Main, and Broad... we do not understand why you need to put the bus down such a small, residential street. Please strongly reconsider this initiative.	Tracie Clang	carrie/planning comment	18-Sep-2020	1
Grove Stop Location (location not specified)	I am firmly opposed to new bus service on Grove Ave. We have suffered bus service on Grove my whole life. We finally got some relief a few years ago when Westhampton 16 was revamped. Now there's buses going west! We always split that burden with Hanover Ave taking the westbound buses. We need the parking and as far as we have been informed, there is very little need for this route.	Deborah Costello	carrie/planning comment	17-Sep-2020	1

Public comments received in March 2020

					3	13
Category	Comment	Submitted	Medium	Date	Support	Oppose
Proposed Grove Stop Locations	I live at 1916 Grove Ave. at Meadow Street. A bus stop at Grove and Meadow would be awful. Needed parking will be taken away. We will once again have to deal with the noise and danger of the speeding busses. (Yes, they used to speed down Grove!)Why is there a need for a Grove Ave. route? In the past, we saw huge buses with only one or two passengers. This is a terrible idea.	Alan Ruck	planning comment	16-Mar-2020		1
Proposed Grove Stop Locations (Grove & Strawberry,EB)	Please choose between the Strawberry St and the Stafford Ave stops but do not use both. Parking is at a premium and we will lose another 3-5 spots on our crowded streets with an added bus stop. This would add another major stressor to the area parking on these two city blocks as there is already overflow from Shields Market, Joe's Inn, and the doctors' office on the Grove/Stafford corner.	Christopher G	planning comment	17-Mar-2020		1
Proposed Grove Stop Locations (Grove & Meadow,EB)	1). Looks like you want to bring back the old route 16—but run it both ways in Grove rather than the old route of on way on Grove and the other on Hanover? WHY? 2) I am totally opposed. 3) what has changed since you (after supposedly thorough planning) eliminated that route? 4). This would eliminate 6 parking spots at the intersection of Grove and Meadow—24 on the section of Grove your map shows. This in an area where parking is at a premium. 5) This would add to congestion and noise at an already busy intersection. (It is not unusual to see 5 cars each way waiting for the light to change) 6) Frankly when the old single stop was at SW corner of Grove and Meadow, most buses went by with only 1 or 2 riders on a huge bus—a total waste. What has changed? No! No! No!	Crist Berry/ CC Kim Gray	planning comment	4-Mar-2020		1
Proposed Grove Stop Locations	I would like to strenuously object to GRTC resuming service as proposed on Grove Avenue in the Fan.I have lived on the 2000 block of Grove for several years. My objections are not simply NIMBY, but speak to fairness, quality of life on Grove, and smart spending by GRTC.Candidly, life is much more pleasant since GRTC service moved off of Grove Avenue. I was glad to see it go, but while running only eastbound GRTC traffic, the Grove Avenue buses were tolerable. The new proposal asks Grove Avenue to endure both east and westbound bus traffic. Why are residents of Grove Avenue expected t bear the full brunt of resumed service? How is this fair when Hanover easily handled Westbound traffic in the prior service? Secondly, the 2000 block of grove lost significant parking opportunities when the city made Meadow permit-only parking...and we are not eligible to buy permits. Therefore, much of Meadow parking goes un-occupied while parking on the 2000 block of Grove is full. Additionally, since GRTC service left Grove, a handicapped section of parking has been created to help an elderly resident on the Southside of Grove - I fully support this use of scarce parking, but it has further reduced our parking options. A renewed bus stop on the south side of Grove will reduce our parking options further making life less tolerable for residents of the 2000 block. Lastly, having observed the Grove Avenue GRTC busses for several years, this line was lightly used at best. Frequently empty busses headed down Grove Avenue and those with riders were sparsely occupied. I would much rather not have GRTC resume this bus service as it will have a detrimental effect on life on Grove for those of us who live here for a line with negligible ridership. However, if this service must resume for the betterment of the city, then the westbound bus traffic should be on one of the other streets in the fan. Reduced quality of life should not be fully borne by residents on Grove. Thanks for the opportunity to share my views. Happy to discuss live as needed.	David Rayner	planning comment	4-Mar-2020		1
Proposed Grove Stop Locations (Grove & Lombardy)	Putting a bus stop at the corner of Grove & Lombardy is a great idea. I was surprised when it was removed when the Pulse buses started on Broad Street as it seemed to be a bus stop with frequent customers. Having the bus bench and trash receptacle at that location is good as the intersection is a busy one.	Dorothy Luck	planning comment	5-Mar-2020		1
Proposed Grove Stop Locations (Grove & Stafford,EB)	We want to share our support of this whole hardheartedly. With a preschool across the street it is long overdue that traffic be slowed down on this part of Grove Ave In the 15 months we have lived here, we have already had a half dozen car accidents at the corner of Grove and N Stafford	Enrique and Juli Navarrete	planning comment	4-Mar-2020		1

Proposed Grove Stop Locations (Grove & Strawberry,EB)	With respect to the request to install new stops at Grove and Strawberry, EB, I am opposed to this request. There was a stop there for many years and it has been such an improvement since it has been gone. Parking is already a challenge and having the parking spaces taken away to make room for another bus stop when there are already enough stops on Grove Avenue is unnecessary and a burden on residents on the stree	Gregg	planning comment	4-Mar-2020		1
Proposed Grove Stop Locations (Grove & Strawberry,EB)	I got a notice about a new stop right in front of my residence. Obviously, would prefer not to lose the parking, as it is difficult enough as it is.....	Jim Klaus	planning comment	4-Mar-2020		1
Proposed Grove Stop Locations	I am a resident on this block and oppose bringing back this bus stop for the following reasons: 1) there is often 5-7 cars waiting at this light and a bus will stop the flow if traffic 2) there is now a handicapped parking spot at the location the bus stop was in. Adding room for a bus stop plus the space required for a handicapped spot would take up 6 to 8 parking spots on a block that already is difficult to park on 3) this route was never heavily trafficked and I'm unclear why you think it will be now. There were hardly any riders getting on or off right here before I suggest keeping the route as-is rather than putting it back on this part of grove.	Kelley Ryan	planning comment	4-Mar-2020		1
Proposed Grove Stop Locations	We are strongly opposed to adding a bus stop directly in front of our house (2301 Grove Ave). 1) If you have to add a stop, why would you not put it (back) in front of a commercial building (large busy doctors office) at the corner of Grove and Shields one block away? That is where it was until a year or so ago, the poles for the non parking and bus sign are still there. If Grove/Shields is not an option, Grove/Stafford would be a better than Grove/Strawberry, since there are many more apartments buildings on Stafford (higher density) likely more riders. 2) Our block of Grove/Strawberry already has significant less parking due the daycare center that has a large designated no parking area in front and the whole block is very busy in the morning and evening with parents dropping off and picking up kids. The parents park wherever they can find a spot and young kids are running up and down our block, putting a bus stop in the mix is asking for accidents. 3) Grove and Strawberry is currently a 4 way stop. If busses stop at our corner for loading and unloading the stop sign will not be visible and people will run the stop signs. We have this problem now when a van or large SUV parks close to the stop sign on Grove obstructing it from view. The corner mentioned under point one (Grove/Shields and Grove/Stafford are not 4 way stops, Grove has the right of way in both those places.) 4) We are very concerned about the noise pollution from the busses stopping and pulling up, loud automated announcements, loading and unloading directly in front of our house. 5) We are very concerned about the smell from the bus exhausts when we are enjoying our front porch. Also, we see that many of the bus stops have a public trash cans which in the Fan means it will be filled with dog poop, diapers and over flowing with trash. We do not want to deal with these smells when we are trying to enjoy our front porch. The corner of Grove and Shields (see point 1) always had a public trash can until it was removed last year. 6) Having a bus stop directly in front of an upscale, single family residence will negatively impact on its resale value for which we would expect to be compensated.	Marc Oosterhuis and Taylor Bell	planning comment	8-Mar-2020		1
Proposed Grove Stop Locations (Grove & Strawberry,EB)	I am strongly opposed to a bus stop at Strawberry and Grove. I guess my question is this. When the Pulse started, the bus stop at Grove and Shields was eliminated. I didn't understand that but now am asking why can't that stop be reinstated instead creating a new one.It appears on the map enclosed that there is a proposal for stops at Stafford and Strawberry Streets---one block. This doesn't seem right to me. If it was at Shields, it appears to be more reasonable.It eliminates many parking places for the residents. At Shields corner, it is in front of a doctor's officeon none side so the parking is not as critical as the building has its own parking lot behind the building.	Margaret Wright	planning comment	5-Mar-2020		1
Proposed Grove Stop Locations (Grove & Lombardy)	I love on Grove Ave and my wife and I oppose reinstituting a stop at Grove and Lombardy. There have been several things lately that have further impacted already difficult parking. This Includes increased set backs on the corner of Grove and Lombardy and a requested special use permit to turn a garage into a residence. A bus stop will further reduce parking in order to add a stop that was minimally used. On a less self interested front I think this pulls away from increasing use of the Pulse route.	Michael Connor	planning comment	5-Mar-2020		1

Proposed Grove Stop Locations (Grove & Strawberry,EB)	<p>the bus or wishes for a stop at Grove and Strawberry—and I doubt there are many people, at all, who would board the bus at this location were a bus to stop there. Indeed, there used to be a stop at Grove and Shields, and it is my recollection that very few people ever boarded the bus at that stop, which as you know is no longer used. In short, I don't see any significant need for a stop at Grove & Strawberry. There is a bus stop at Retreat Hospital, yes? The Retreat stop is a mere 3 blocks from Strawberry and Grove and 2 blocks from Stafford and Grove. Those are very short distances for anyone to reach who lives near Strawberry Street. Indeed, anyone living in the vicinity of Strawberry and Grove can /easily/ walk to Retreat Hospital in 10 minutes or, usually, less. It is probably a 6 minute walk from my house. In the other direction, I see that there might be a request for a stop at Grove and Meadow. I can't say whether a stop is needed there. I used to see GRTC buses going along Grove, and they never had many passengers. I don't want to sound as if I'm opposed to public transportation—not at all. But it is important to have routesthat maximize efficiency, as you well know.</p>	Richard Ernsberger Jr.	planning comment	5-Mar-2020		1
Proposed Grove Stop Locations (Grove & Stafford,EB)	<p>I don't think the placement of a bus stop on this corner is a good idea. There is a daycare center just 3 buildings down from this corner, which creates a lot of traffic, particularly in the a.m. and between 3 and 6 in the evening. Many cars are doing turnarounds in that intersection to find parking for child pick-up. There is a lot of child walking traffic as it is a major walking thoroughfare for Fox Elementary. There are already a number of parking spots taken up for the daycare center in an area that is irritatingly short of parking already. I presume there will be a bus stop at Robinson and Grove, just 2 blocks away from Stafford. A much better 2-block from another bus stop alternative would be to place the EB bus stop at Shields and Grove. There is an imaging center that takes up 1/3 of the block at that corner. The center has a large parking lot behind the building, so, placement of a bus stop would not take away valuable residential parking. And there is limited foot traffic to the daycare center and Fox Elementary. An EB stop at Strawberry and Grove would also be superior to Stafford and Grove. It already has a stop sign at that intersection and is farther away from the daycare center. It also places a stop 3 blocks away each from the EB Meadow and Robinson stops. It does suffer from child foot traffic to Fox Elementary though.</p>	Ron Steel	planning comment	18-Mar-2020		
Proposed Grove Stop Locations (Grove & Meadow,EB)	<p>We have no objection to the proposed bus stop at the intersection of Grove Avenue and Meadow Street. We have lived at 1914 Grove Avenue since 1974. Our memory is that there was a stop at this location for many years. However, if there is a new stop at Grove & Meadow, having stops at both the Grove & Stafford and Grove & Strawberry intersections does seem unnecessary.</p>	Steven & Peggy	planning comment	17-Mar-2020	1	
Proposed Grove Stop Locations (Grove & Stafford,EB)	<p>My address is 2403 Grove Ave. A stop previously existed at this location, in front of my home, and was removed approximately two years ago. My observation was that this was a VERY lightly used stop. Re-establishing that stop at the same location will entail the loss of a number of valuable parking places on Grove Ave. A poor idea.</p>	Tom Herrick	planning comment	10-Mar-2020		1
Proposed Grove Stop Locations (Grove & Strawberry,EB)	<p>As a Richmond tax paying homeowner in the Fan District on Strawberry Street, I REJECT the proposal to install new stops at Strawberry Street & Grove Avenue. In this very dense Fan District area of homeowners' and rentals (and 1 daycare business) there has been an increasingly strong proliferation with the lack of available street parking.</p>		planning comment	9-Mar-2020		1