Thomas Jefferson Regional Transit Partnership
September 26, 2019
8:00 AM
Water Street Center

Committee – Voting Members

Diantha McKeel, Albemarle Co - Chair
Kathy Galvin, City of Charlottesville – Vice Chair
Lucas Ames, JAUNT Urban
Randy Parker, JAUNT Rural (Louisa)
Ned Gallaway, Albemarle (absent)
Nikuyah Walker, City of Charlottesville (absent)
Neil Sherman, DRPT (absent)

Non-Voting & Alternates

Karen Davis, JAUNT
Brad Sheffield, JAUNT
Garland Williams, CAT
Becca White, UTS
Trevor Henry, Albemarle County
Mike Murphy, City of Charlottesville
James Mann, CAT Advisory Board
Kim McManus, PVCC (absent)
Jim Foley, ACPD
Alison DeTuncq, CTB (absent)
Chris Rowland, JAUNT
Ginger Morris, Greene County Transit (absent)
Sally LeBeau, UVA Hospital (absent)

Call to Order

Chair Diantha McKeel called the work session to order at 8:10 am and began introductions. Ms. Elizabeth Cromwell gave a welcome also.

Mr. Chip Boyles then began the work session with a brief introduction of the Regional Transit Partnership and their goals, objectives and the purpose of the listening session this morning. Next, he led the group through a list of discussion questions regarding transit.

1. What transit services work well within our area? (Especially for business needs)
   - Passenger Rail – 200% increase in 10 years.
   - JAUNT/UVA Partnership – Commuter service = UVA funding
   - Improved bus access in City.
   - Access and Services.
• Frequency in a very small “core” of City.
• UVA App.
• UVA/CAT partnership.
• Increase awareness of localities in Greenway.
• UVA Bus system is good.
• Transit Oriented Development within core.
• Regional Transit Partnership.
• Supportive local officials.
• Intercity Megabus.
• Planning – City/County cooperation.
• Passenger Rail (10 anniversary of regional train)
• Two new commuter transit services (one from the North)
• Megabus increased offerings to DC
• Improved bus access in the city
• Frequency of bus service in the core
• Increased local government awareness of and funding for greenways
• Transit Oriented Development in the core
• UVA Funding
• UVA bus system is reliable
• UVA App for rider services
• UVA students, faculty, staff ride CAT (Charlottesville Area Transit) for free
• JABA partnership with JAUNT
• Informed, supportive local officials

2. What does not work well within our area? (Especially for business needs)
• Frequency.
• No service to Waynesboro.
• Farebox not convenient.
• Weak peripheral service.
• Lack of dedicated bike lane/shoulders.
• No bus in the County.
• Routes change on weekends.
• Insurance burden for Amtrak Station
• Week parking management policy.
• No Park and Ride lots.
• Private ownership of Amtrak.
• Division of 2 agency, UTS/CAT.
• Long bridge capacity.
• Insufficient understanding of parking and transit.
• Lack of transit priority (BRT/dedicated lane/etc.).
• Existing traditional sprawl development.
• No bike allowed on VRE.
• Insufficient East/West rail.
• Bus service hour is short.
• The commuter service is limited/insufficient
• Insufficient East/West rail service/capacity
• Insurance burden from Amtrak/CSV
• Long Bridge
• Private ownership of rail stations
• Lack of transit to Waynesboro
• Insufficient bus coverage in the county
• Insufficient hours (Sunday/evening) of transit operations
• Inconsistency of routes/Routes change on the weekends
• System doesn’t work well between “spokes” of the wheel. (Weak peripheral service.)
• Weak transition/bike infrastructure from county to city
• Pedestrian and bike safety needs improvements (especially along all of the corridors)
• Weak parking policies/pricing
• Limited park and ride lots
• Absence of UVA satellite parking on the East
• Lack of coordination between CAT and UVA Transit service
• Lack of understanding/awareness from community/private sector of the importance of
good parking policies, density policy
• Lack of BRT
• Lack of dedicated bus lanes
• Traditional sprawl development
• No cash cards for buses

3. **What are the obstacles that prevent the transit system from meeting your needs?**
• Money.
• Dillon Rule.
• Poor land use.
• Legacy road network/land use policy.
• Culture of private vehicles.
• Insufficient carrot/stick.
• Lack of political will.
• Competing mission of each system.
• Insufficient regional coordination.
• Dillon Rule
• Money
• Low density and lack of interconnected streets
• Poor land use planning
• Insufficient regional coordination

4. **What should local government’s role and priorities be toward transit?**
• Local authority to control traffic.
• Increased access to agency/program to reduce social isolation.
• Better bus network to connect to Park and Ride.
• Housing issue.
• TNC (Uber/Lyft) services.
• Coordinate with major employers.
• Coordinated stop arm camera program for school buses.
• More balanced transportation funding (roads vs transit).
• Car pooling.
• Zoning.
• Improved bike/ped infrastructure.
• Good data.

5. **What is the biggest mistakes that could be made to our transit services?**
   • Lack of coordination between services and modes.
   • Changes that will decrease affordable housing.
   • Planning for past trend and not future trends.
   • Maintaining status quo.
   • Leaving out voice of those who use transit.
   • Trying to apply one-size-fits-all solutions to all needs.
   • Distraction of fads.
   • Lack of coordination between services and modes
   • Changes that would decrease affordable housing choices
   • Planning for past, not future trends
   • Doing nothing/maintaining status quo
   • Not doing a comprehensive plan/failure to adapt zoning to community vision
   • Leaving out the voice of those who use public transit
   • Lack of consideration of equity
   • Distraction by new modes of transit

6. **What would you do to improve transit services if it were your business?**
   • Increase funding.
   • More local control of ability to raise money.
   • “Yield to bus” law.
   • Stronger pedestrian safety state laws.
   • Consolidated marketing/organization.
   • Unified technology.
   • More planning/TOD/zoning laws.
   • Easier information distribution.
   • Dynamic pricing of parking.
   • Local authority of roads (take over from VDOT).
   • Other types of transit service.
   • Non displacement strategy.
   • Bike/micro mobility solutions.
   • Last mile solutions.
   • Increase frequency on key routes.
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7. What are some “out of the box” ideas to meet business needs?
• HOV lanes.
• TNC/Alternative pilots.
• VMT tax (vehicle miles traveled).
• HOV lanes
• Pilots/TCNs
• Vehicle Miles Traveled (VMT) tax
• Congestion pricing
• TDM
• Synchronizing lights/prioritizing non-car options
• Crossing guards for all the schools

8. Who are natural allies that we should bring together to assist?
• Employers.
• Environmental groups.
• Cyclists.
• AARP.
• Faith community.
• Human services.
• Local electives.
• Local government.
• Disability group.
• Public safety.
• Universities.
• Schools/hospitals.
• Environmental groups
• Community bikes
• Employers
• Faith communities
• Active volunteers
• Human service agencies
• Housing advocates
• Local elected officials
• Local government
• First responders
• Universities and schools
• Hospitals
• Healthy organizations

Next steps decided by the group is to work up a plan to do more individualized meetings with business owners and managers.