

Charlottesville and Albemarle Regional Transit Vision Plan

Purpose:

- For local leaders, transit agencies, and a wide variety of stakeholders to collaboratively develop a clear vision for the future of transit in our region
- Early work will gather data from a variety of sources to identify the types of transit service that can be supported on travel corridors throughout our region
- The final work product will be a Regional Transit Vision Plan document that identifies short-term, long-term, and extended long-term actions the community must take to support the community's vision for high-quality transit

Budget: \$350,000

- \$175,000 in grant funds
- \$87,500 from Albemarle County as local match
- \$87,500 from City of Charlottesville as local match

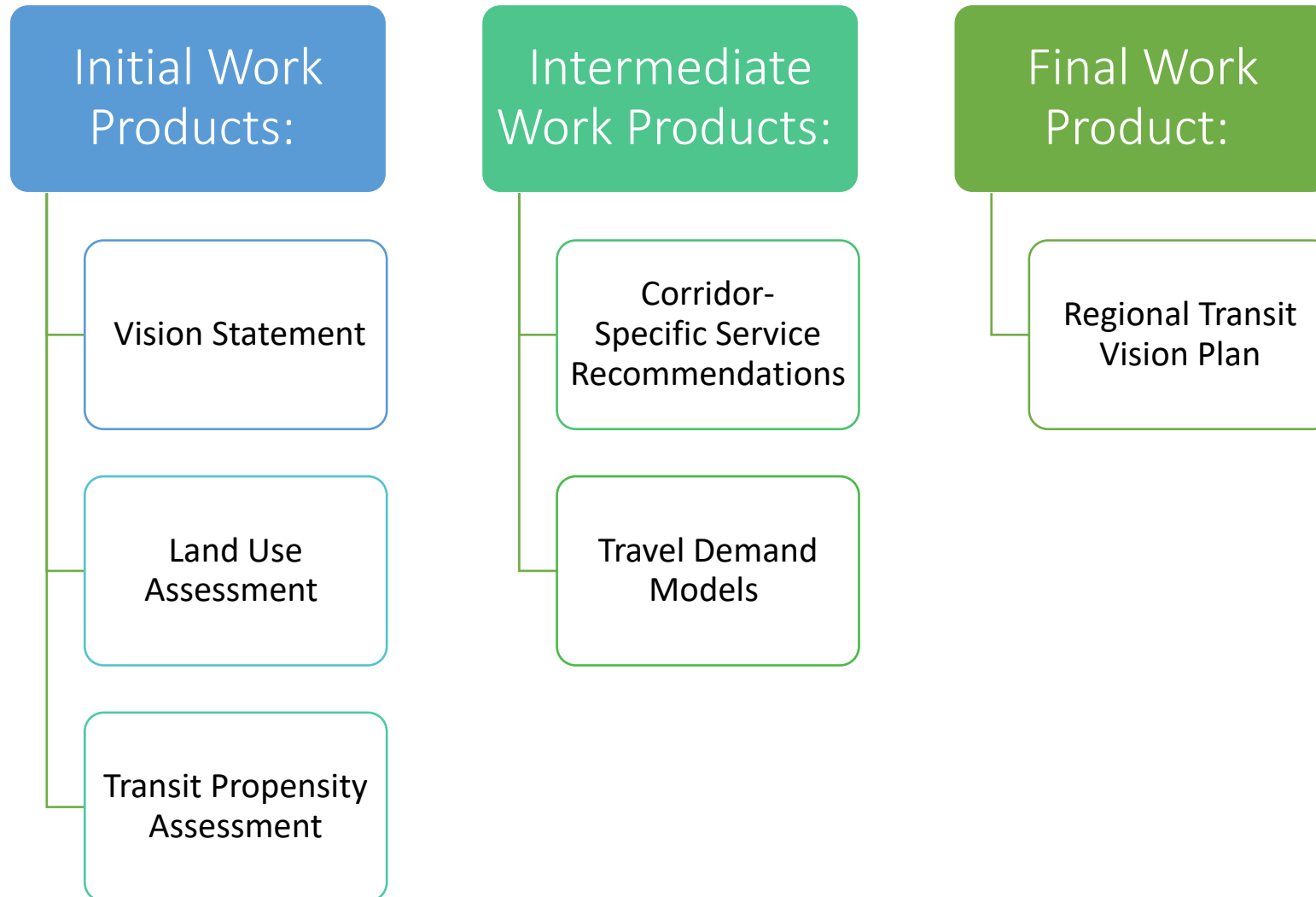
Timeline: ~18 months (as soon as the agreements are signed – June 30, 2022)

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Next steps:



Scope of Work



Vision Statement

- The *Vision Statement* will concisely define the community's understanding of what a "high-quality" transit system looks and feels like, as well as the outcomes in which it results.
- The statement will be the result of collaborative discussions among the RTP, stakeholders, and the general public.

Land Use Assessment

- The *Land Use Assessment* will focus primarily on existing land use plans and zoning codes for the region, while also considering planned significant development projects that might indicate an increased need for transit service.
- This assessment may also consider the built environment, such as planned pedestrian-focused projects, that might support new or increased transit service in an area.

Transit Propensity Assessment

- The *Transit Propensity Assessment* will use Census, employment, and other data, as well as input from stakeholders and the public, to better understand what kind of transit service is needed and would be supported in the area.
 - Some variables that may be considered as part of this assessment include number and density of workplaces in an area and the number of employees, the number and density of non-employment destinations in an area (parks, healthcare, etc.), vehicle ownership rates, etc.
- Equity should be a major consideration of the *Transit Propensity Assessment*, such that historically-underserved populations and populations likely to rely on transit to meet daily needs are quantitatively and qualitatively prioritized in this assessment.

Corridor-Specific Service Recommendations

- The initial work products will guide the development of corridor-specific recommendations for the type of transit service that can be supported.
 - Types of service may include express, high-frequency local, low-frequency local, demand-response, etc.
 - The document will describe these service types in detail.
- This document will include a map to quickly show which type of service is recommended for each corridor.
- This document will prioritize the recommendations to create a relative timeline for implementation.
- Just as equity was described to be a major consideration of the Transit Propensity Assessment, the consulting team should address how the corridor-specific recommendations consider and prioritize our region's historically-underserved populations and populations most likely to rely on transit to meet daily needs.

Travel Demand Models

- The consulting team will use travel demand modeling to compare the fully-implemented “Recommended Scenario” to current transit service, referred to as the “No Change Scenario.”
- Variables for comparison might include ridership, transit service hours, operating costs, costs per passenger, population within a quarter mile of a bus stop, etc.
- The consulting team should address how the “Recommended Scenario” improves equity in our region.

Regional Transit Vision Plan

- Ultimately, the consultant shall develop a Charlottesville Area Regional Transit Vision Plan that summarizes the results and recommendations of the initial and intermediate work products
- Additionally, this document will investigate other broad transit planning topics that the region's providers must grapple with in the visioning process, such as the use of alternative fuel vehicles, equity, safety, and first-/last-mile connections, providing recommendations on these topics that are consistent with the corridor-specific transit recommendations.
- Ultimately, this document will identify short-term, long-term, and extended long-term actions that can be achieved through the collaboration of regional transit agencies, the Regional Transit Partnership, the localities, and other stakeholders.
- The expected outcome of these actions is to create and sustain high-quality, equitable transit service that meets the needs of all the region's riders regardless of their motivation for transit use.