



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)*

Staff

Chip Boyles, *TJPDC*
Gretchen Thomas, *TJPDC*
Sara Pennington, *Rideshare*
Jessica Hersh-Ballering, *TJPDC*

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.

DRAFT