



Regional Transit Vision

REGIONAL

TRANSIT

VISION

FOR THE
CHARLOTTESVILLE
AREA

RTP Final Presentation

October 27, 2022



Agenda

- **Background (5 minutes)**
- **Overview of Final Transit Vision (20 minutes)**
- **Next Steps (5 minutes)**
- **Q&A**



Regional Transit Vision for the Charlottesville Area

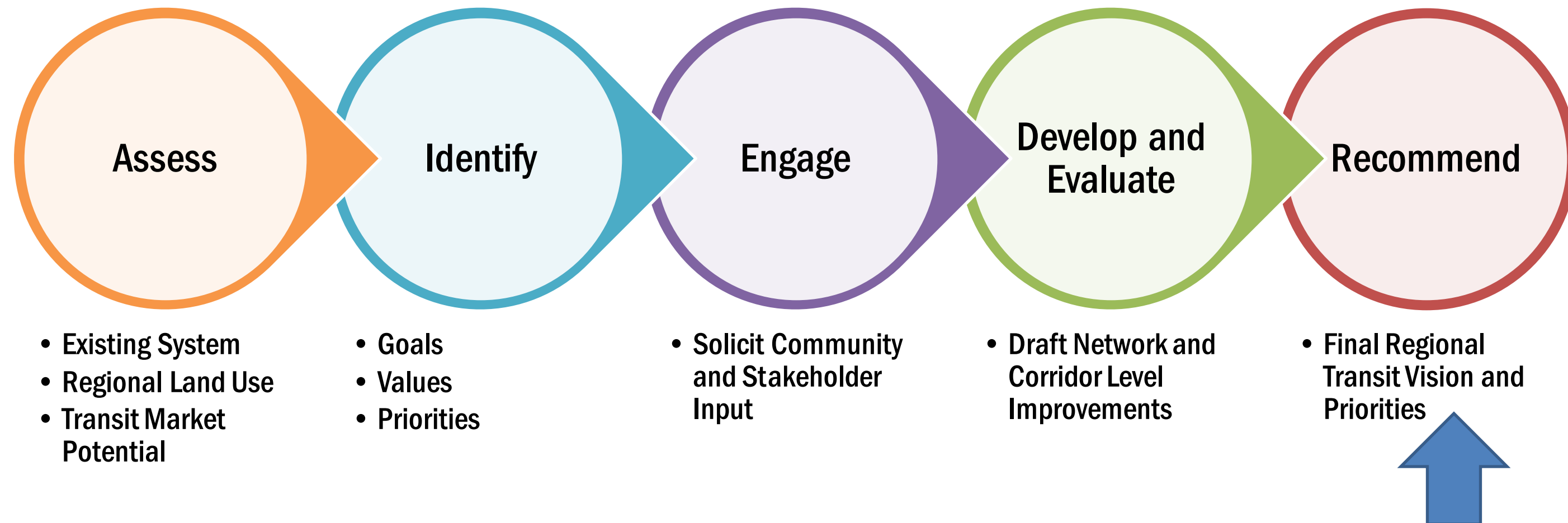
Thomas Jefferson Planning District Commission

Background

REGIONAL
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Project Overview/ Process

- Collaborative effort to evaluate and establish a clear long-term vision for transit service in the region
- Led by the TJPDC and funded in part by DRPT and the local jurisdictions



Engagement Activities

Website

Surveys

- Social Pinpoint mapping
- Online and paper
- 1,400 total responses

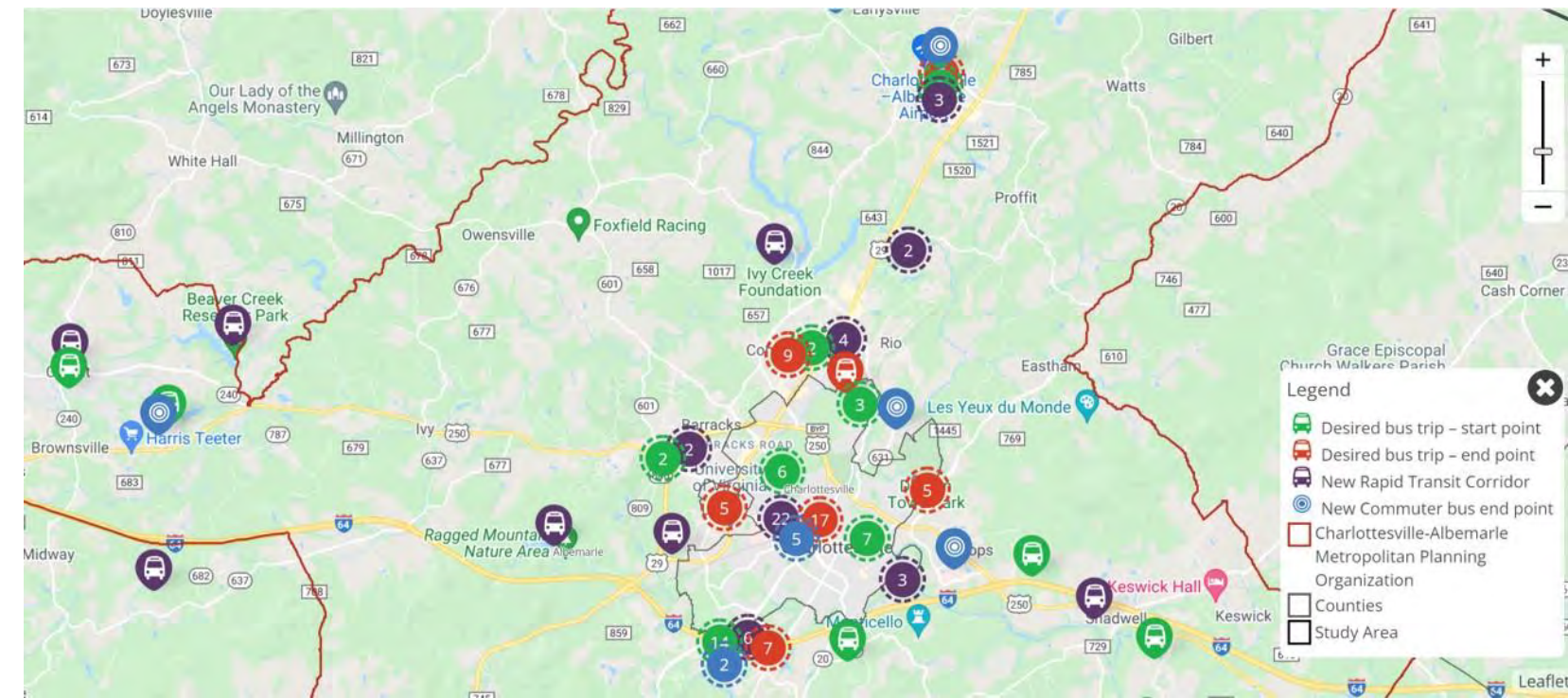
Mailers

Five Focus Groups

Targeted in-person outreach

- Transit Center
- Soul of C'ville

Five stakeholder workshops



The Regional Transit Vision for the Charlottesville Area is a collaborative effort to evaluate transit service in Charlottesville and the surrounding region and to establish a clear long-term vision for efficient, equitable and effective transit service in the region.

This effort is being assisted by some of the leading public transit experts in the country, but the ultimate success of the plan depends on robust and meaningful public engagement. We invite you to visit the project website to find information about upcoming events and to learn about all the ways that you can share your thoughts and ideas.



For more information, visit www.tinyurl.com/transitvision or hold up your smartphone camera to this QR code.



Utilice este código QR para realizar la encuesta en español.

Extra Engagement Efforts

- After the first survey RTP members and stakeholders requested more engagement with existing and potential transit riders and underrepresented communities.
- TJPDC staff put in extra effort to engage these groups
 - Five Focus Groups with targeted stakeholders to include perspectives from low-income residents, older adults, people with disabilities, and people with limited English proficiency



Extra Engagement Efforts

- **Ongoing Stakeholder Coordination with various groups to collect feedback and spread the word including IMPACT C'ville, Piedmont Housing Alliance (PHA), Community Climate Collaborative (C3), First Baptist Church, JEDI Youth Ambassadors, Jefferson Area Board for Aging (JABA), Piedmont Environmental Council (PEC), SENTARA, Sin Barreras and UVA Hospital.**
- **Numerous Presentations by the project team to elected bodies and stakeholder groups.**
- **Mailing and Notices targeted to neighborhoods with high need and high transit use.**
- **Final survey respondents were 25% low income, 50% people of color, and 16% had not vehicle at home.**



Regional Transit Vision for the Charlottesville Area

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Final Transit Vision Report



What is the Final Transit Vision?

The Final Transit Vision Plan includes

- **Why the region needs a Transit Vision**
 - Benefits of Transit and Current Transit Limitations
- **The Vision for Improved and Expanded Transit in the Region**
 - Goals and objectives for improving service, land use policies, better communication and coordination, investing in facilities
- **Assessment of Markets and Needs for Transit in the Region**
- **Networks that Implement the Vision**
 - Unconstrained Network that fully implements the Vision
 - Constrained Network that moves the region toward the Vision
- **Engagement process and feedback that guided the Vision**
- **Next Steps to Implement the Vision**

Why Invest in Transit?

Transportation Costs Are High in the Region In Charlottesville and Albemarle

1 in 10 people live in Poverty

7% households have no vehicle available

\$12,700 annual transportation cost per household

\$59,600 median household income in the City of Charlottesville

\$65,000 median household income in the urban area

21% of household income is spent on transportation

20,300 average household vehicle miles traveled

**8.42 tonnes of greenhouse gases from auto use
by average household**

Jurisdiction	% People in Poverty	% Households Without Vehicles	Median Household Income	% of Income Spent on Transportation	Average Household VMT	Tonnes of GHG from Auto Use by Avg HH
Buckingham	16%	6%	\$48,600	26%	24,500	10.24
Fluvanna	8%	2%	\$78,900	25%	24,600	10.35
Greene	10%	3%	\$67,300	25%	24,700	10.78
Louisa	11%	5%	\$67,000	26%	25,700	10.76
Nelson	12%	6%	\$62,200	26%	24,800	9.5

Geometry bats last



Bus



Private Car



Uber, Lyft, etc.

Improved Transit Helps with Many Needs

Good bus service helps with many problems.

- Climate
- Equity / Social Justice
- Access to opportunity



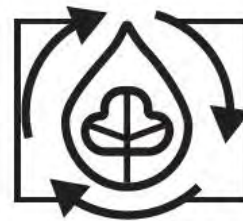
Social Safety Net

Transit can help meeting the needs of people in situations of disadvantage, with access to essential services and jobs, or alleviate social isolation by providing a basic affordable transportation option.



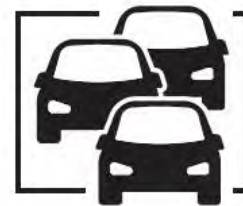
Economic Opportunity

Transit can give workers access to more jobs; businesses access to more workers; and students more access to education and training.



Climate and Environmental Benefits

By reducing car trips, transit use can reduce air pollution and greenhouse gas emissions. Frequent transit can also support compact development and help conserve land.



Congestion Mitigation

Transit carries more people than cars; transit use can mitigate traffic congestion by reducing Vehicle Miles Traveled (VMT). This is especially important in areas with high jobs-housing imbalances and a preponderance of long commutes.



Health

Transit can support physical activity. This is partly because most riders walk to their bus stop, but also because riders will tend to walk more in between their transit trips.



Personal Liberty

By providing people the ability to reach more places than they otherwise would, a transit system can be a tool for personal liberty, empowering people to make choices and fulfill their individual goals.

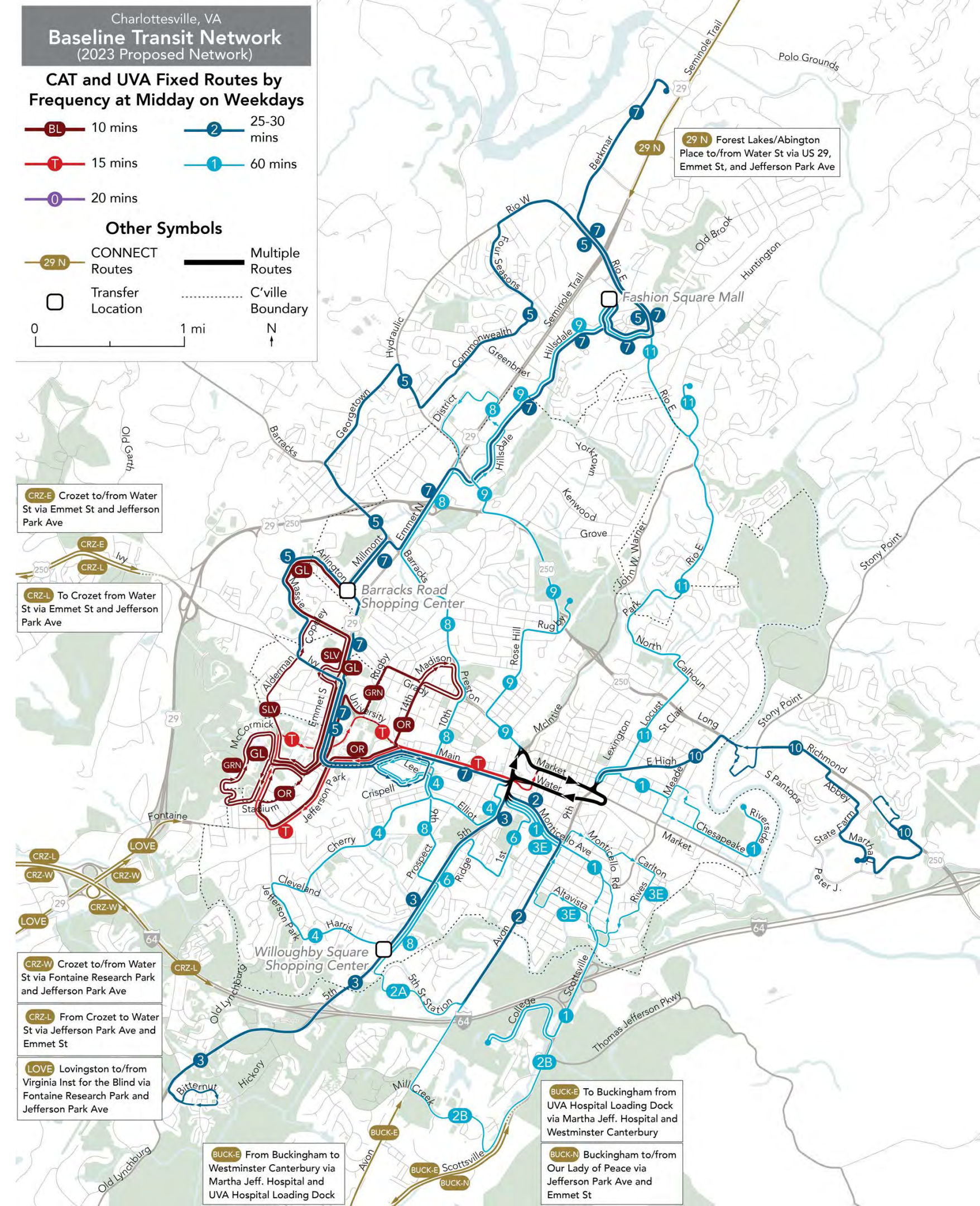
Today's Service Is Limited

Urban Fixed-Route Service

CAT Trolley and UVA services are the only frequent services in the area.

All other routes are every 30 or 60 minutes most of the day.

Limited evening and weekend service.



Regional Services are limited

Today Jaunt provides

Circulator

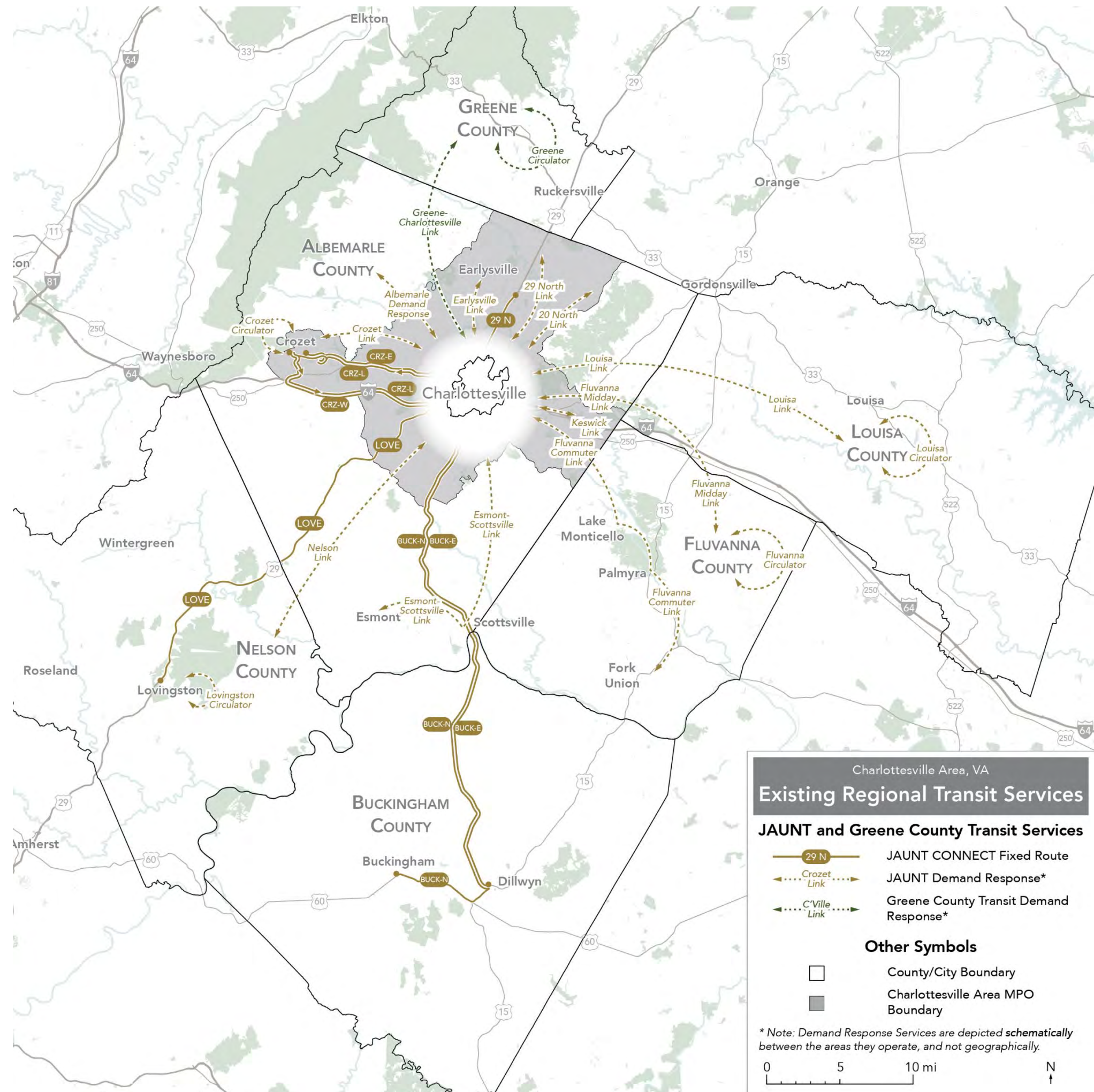
- Demand Response Service
- For trips within individual counties or sub-areas
- Need to *book in advance*, usually the day or night before a trip is needed

Link

- Demand Response Service
- Connects outer counties or rural parts of Albemarle to Charlottesville
- Need to *book in advance*, usually the day or night before a trip is needed

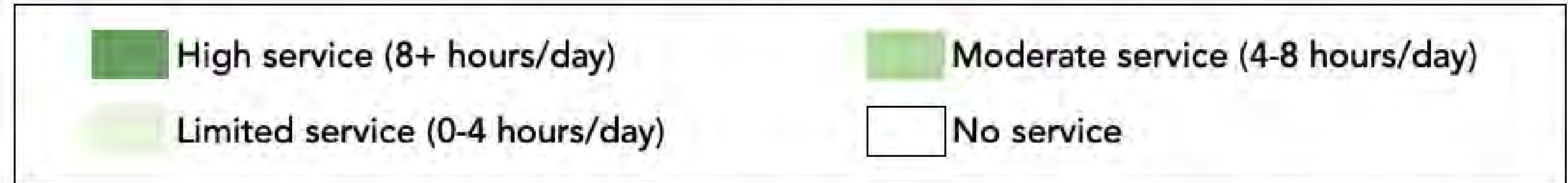
CONNECT

- Fixed route and scheduled service
- Regional Commuter style service
- Connects outer counties or towns to Charlottesville
- Limited trips per day per direction



Circulator Span of Service in Existing Network

Hours of Service per Jaunt service



Service	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Albemarle County Demand Response	10am-2pm	10am-2pm	10am-2pm	10am-2pm	10am-2pm		
Lovingston Circulator	8am-4pm	8am-4pm					
Fluvanna County Circulator	8:30am-4pm		8:30am-4pm		8:30am-4pm		
Louisa County Circulator	6am-5pm	6am-5pm	6am-5pm	6am-5pm	6am-5pm		
Greene County Circulator	8:30am-5pm	8:30am-5pm	8:30am-5pm	8:30am-5pm	8:30am-5pm		
Buckingham County (No Circulator)							



Today, where could I be soon? From Fashion Square, what can I reach in 45 min?



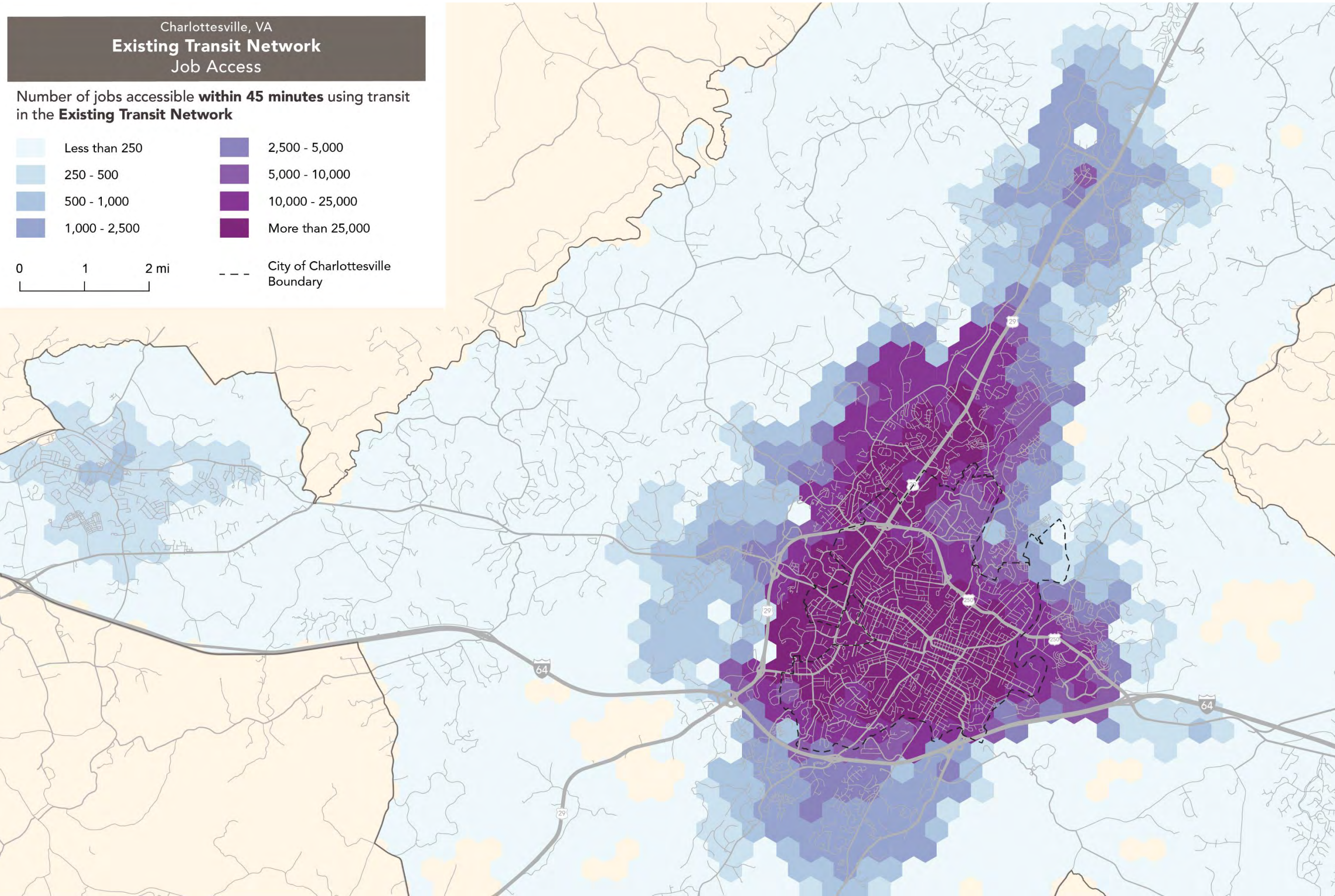
27,900
Jobs

19,100
Residents

in 45 minutes

- By car it's possible to reach nearly 95,000 jobs.
- Someone relying on transit can reach only 29% of those jobs

Today, the average resident can reach 16,200 jobs by transit in 45 minutes.



Someone relying on transit can reach only 17% of jobs that are reachable by car in the same amount of time.

Bus service is Key to the Solution

The fastest, most effective way to make transit **useful to more people in more situations.**

- Low capital cost
- Fast implementation

Useful transit → higher ridership.

Useful transit → support for more sustainable land use.

- **Climate solution**
- **Equity solution**
- **Access solution**

Can scale to cover most of a region, reaching almost everyone.



Regional Transit Vision for the Charlottesville Area

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How Can the Region Improve?



Guiding Principles

When reviewing project Goals, three emerged as predominant concerns:

- **Equity**
- **Multi-Modality/Connectivity**
- **Measures to address Climate Change**

These were adopted for the project as Guiding Principles

Vision Statement

Proposed Vision Statement:

Develop, design, and provide transit in the region in a manner that reflects a collaborative, inclusive and equitable process, representing needs in both urban and rural areas. This transit system expands opportunities for all residents (**Equity**), reduces reliance on automobiles (**Multi-modality**), and helps protect the environment (**Climate Change Mitigation**).

Goals and Objectives

- **Goal 1—Enhance**
 - Provide high quality and high frequency transit options in the busiest parts of the region
 - 3rd highest ranked goal—72% "Very Important"
- **Goal 2—Expand**
 - Expand the region's transit service to more neighborhoods, towns, and places and increase basic transit connectivity
 - 2nd highest ranked goal—74% "Very Important"
- **Goal 3—Connect**
 - Promote efficient and attractive multimodal connectivity for seamless regional travel
 - Example: Identify a single location where all travel modes meeting, including intercity services
- **Goal 4—Collaborate**
 - Improve internal and external communication with the transit agencies and with local governments to increase transit supportive land use decisions

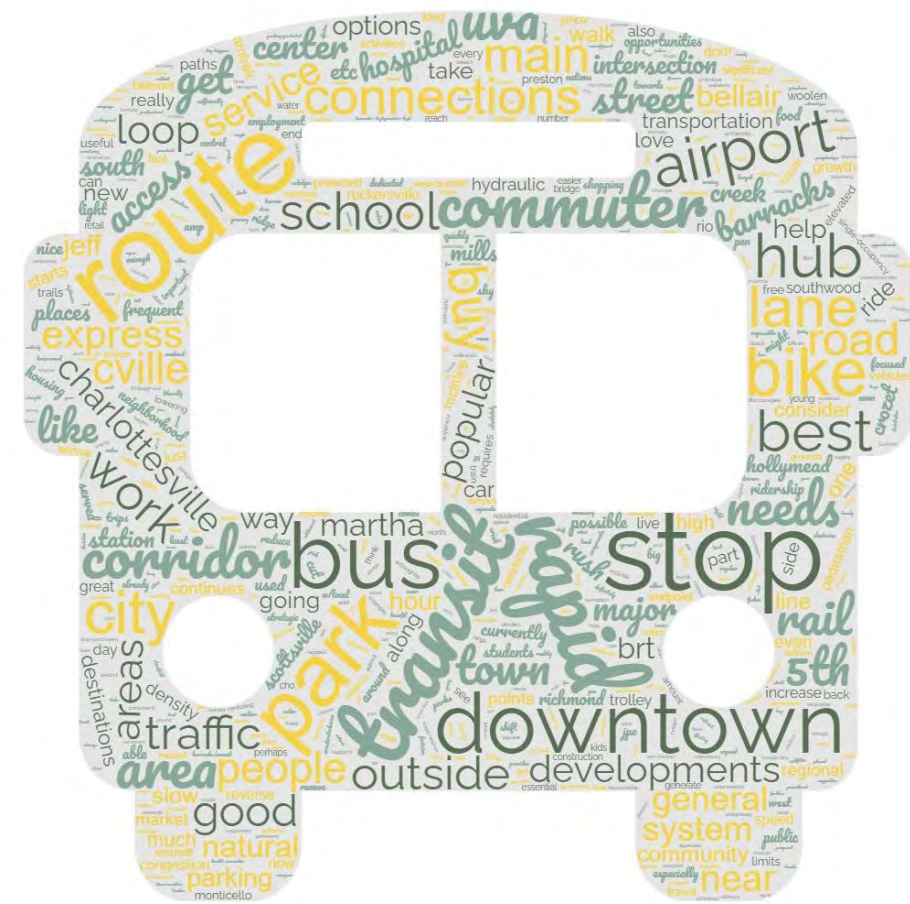
Goals and Objectives

- **Goal 5—Improve Equity**
 - Improve transit access for people with low household incomes, limited physical mobility, or lack of access to automobiles
 - Top ranked goal—81% "Very Important"
- **Goal 6—Grow Equitably**
 - Create a strong linkage between transit and compact, walkable, robust transit-supportive and equitable land use with safe access/egress conditions
- **Goal 7—Support**
 - Enhance the region's economy and economic well-being of its residents by improving access to employment opportunities and community services
- **Goal 8—Sustainability/Climate**
 - Minimize the environmental impact of the region's transportation system

What did we hear?

Responses on Needs, Vision, and Goals

- Equity, climate change, and multi-modal access were top priorities
 - Led to the Guiding Principles of the Vision Statement
- Waiting is a major burden, it takes too long to use transit, evening and weekend service is inadequate
 - Led to network recommendations to improve these factors
- Limited times for service in rural areas is a major barrier
 - Led to network recommendations for 7-day per week Circulator service





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Vision Networks



What are these two Networks?

Two Vision Networks to show how expanded transit improves the lives of people in the region

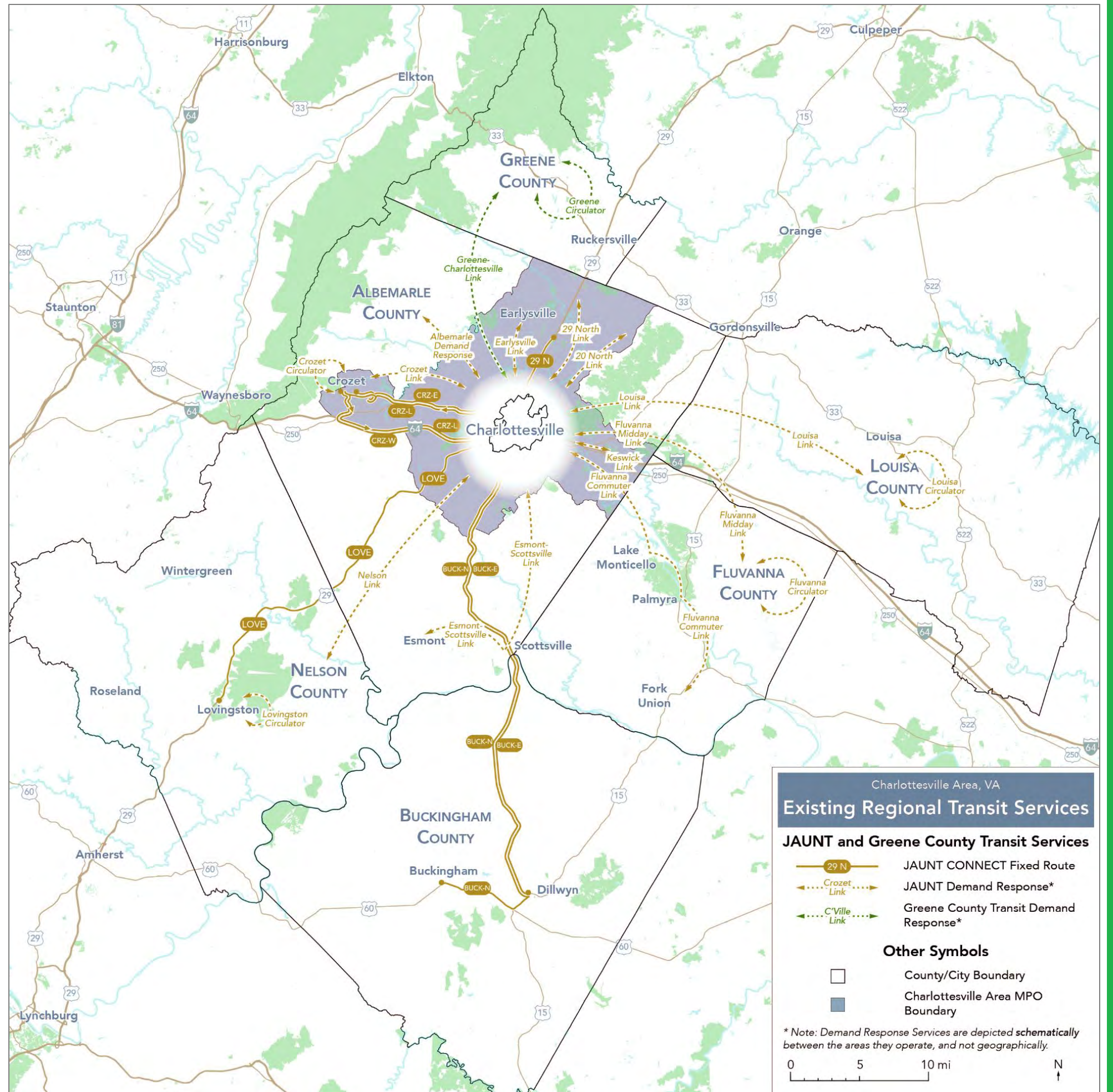
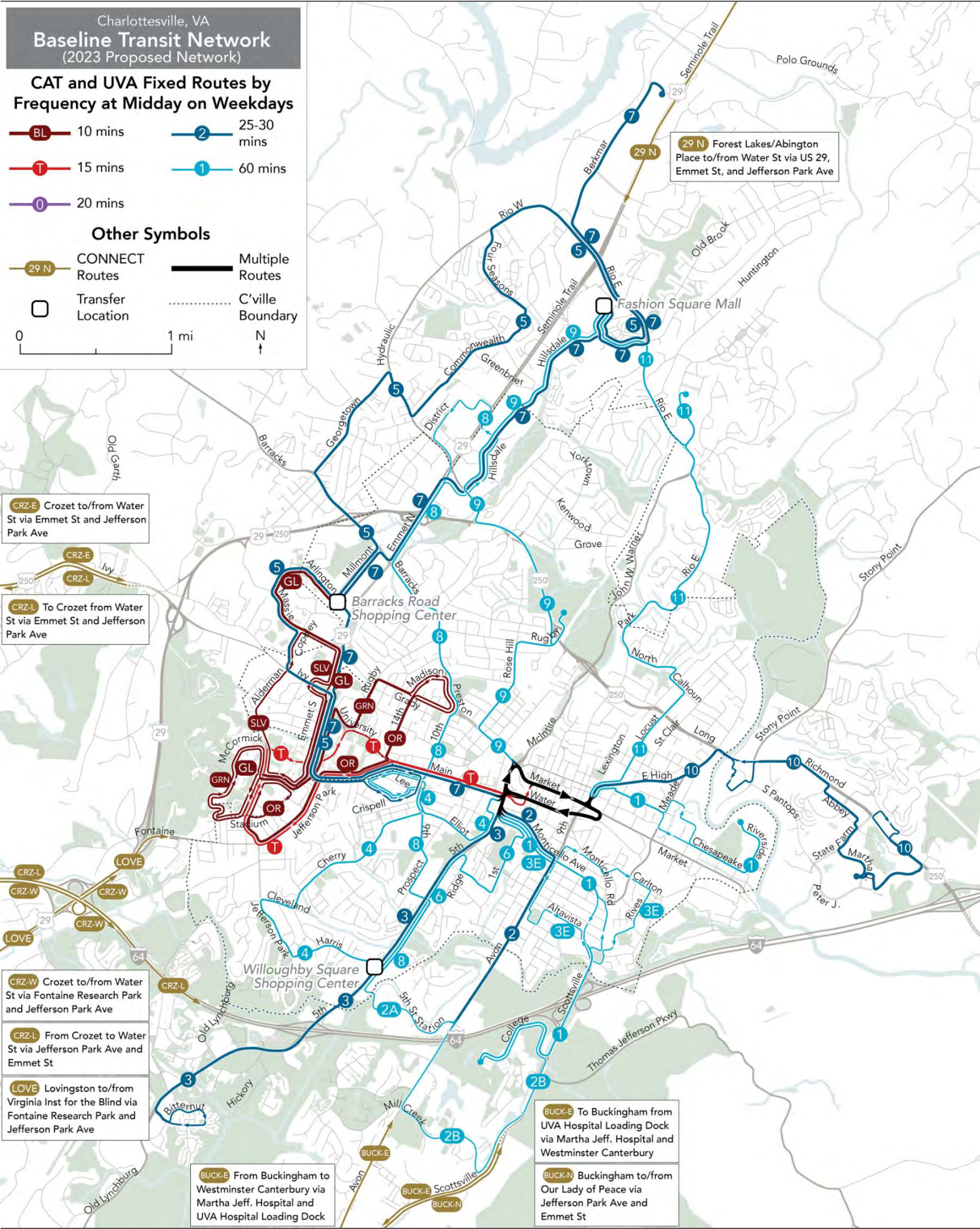
Unconstrained Network

- What would you do if the region could build a network to meet its land use, climate, and other policy goals?
- No defined limit on the funding of this vision concept
- Total estimated annual cost would be about \$70 million per year.

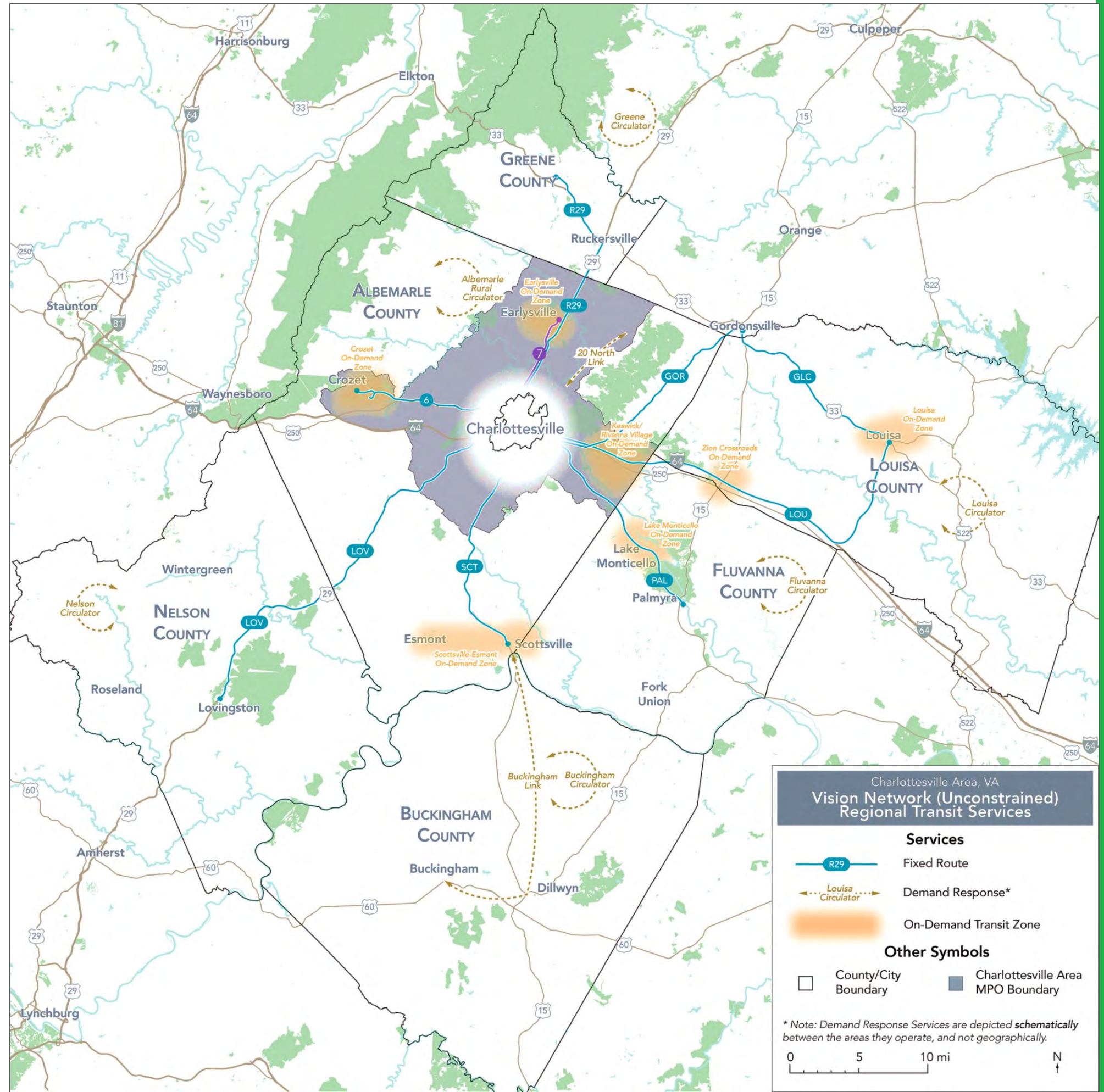
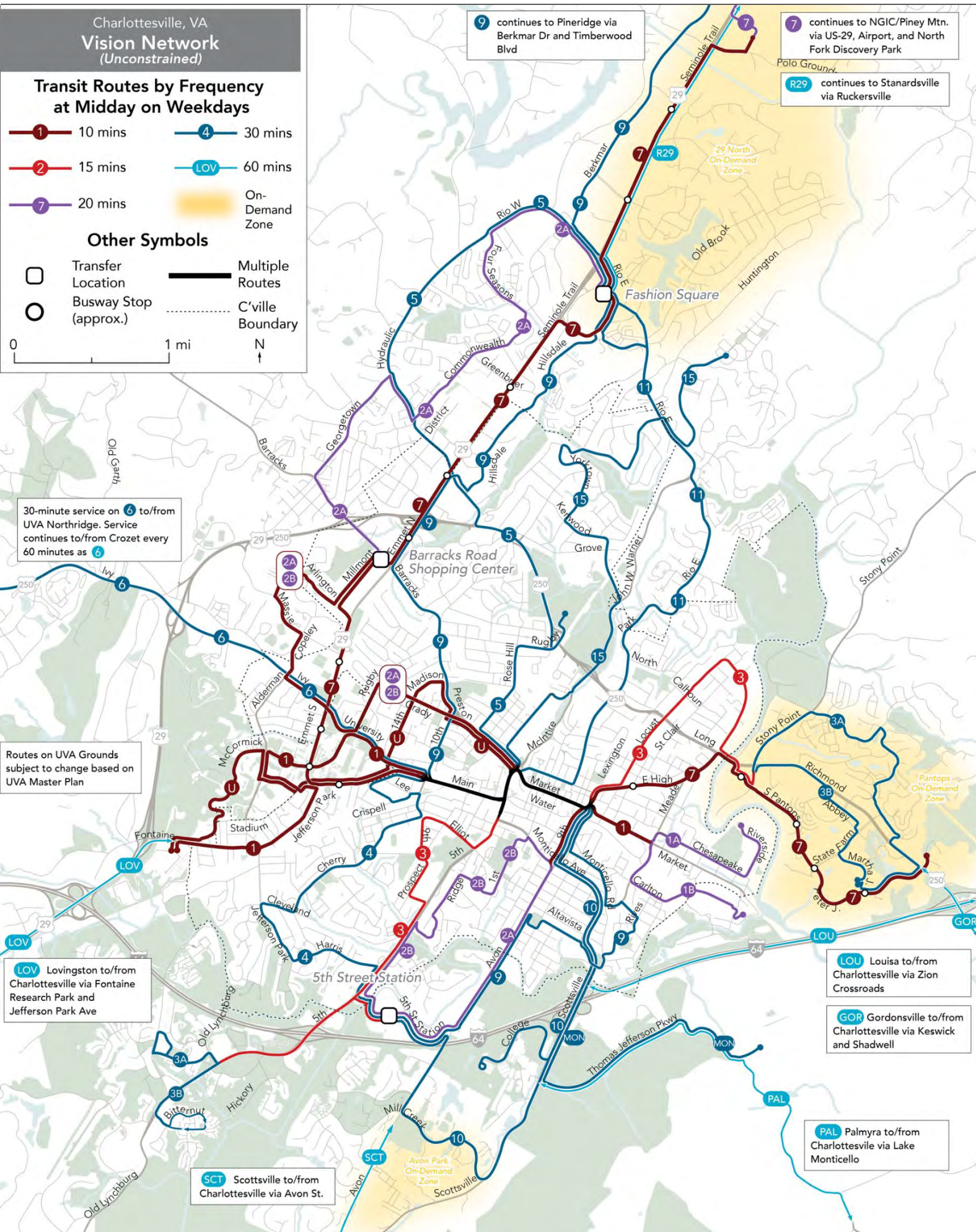
Constrained Network

- For purposes of estimating a possible expanded network this concept assumes regional funding sources similar to the Central Virginia Transportation Authority
- Most of this regional funding goes to transit
- Assumes about \$26 million in regional funding for transit.
 - Assumes new regional dollars replace some local funding for transit
 - \$9.5 million from Federal and State funding
 - Total of \$35.5 million budget (in current dollars) per year
 - Pre-pandemic budgets were about \$19.5 million per year across CAT and Jant

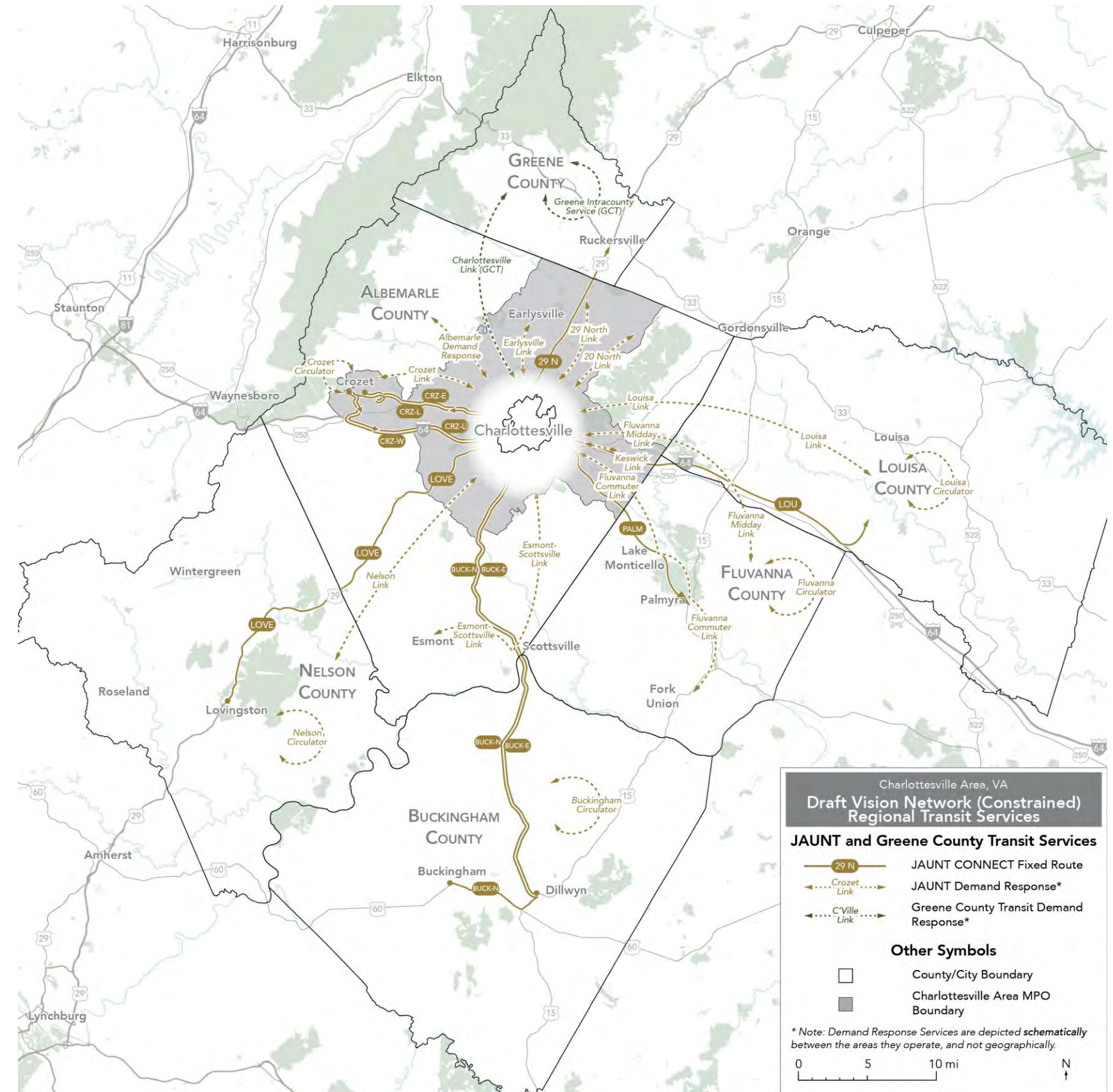
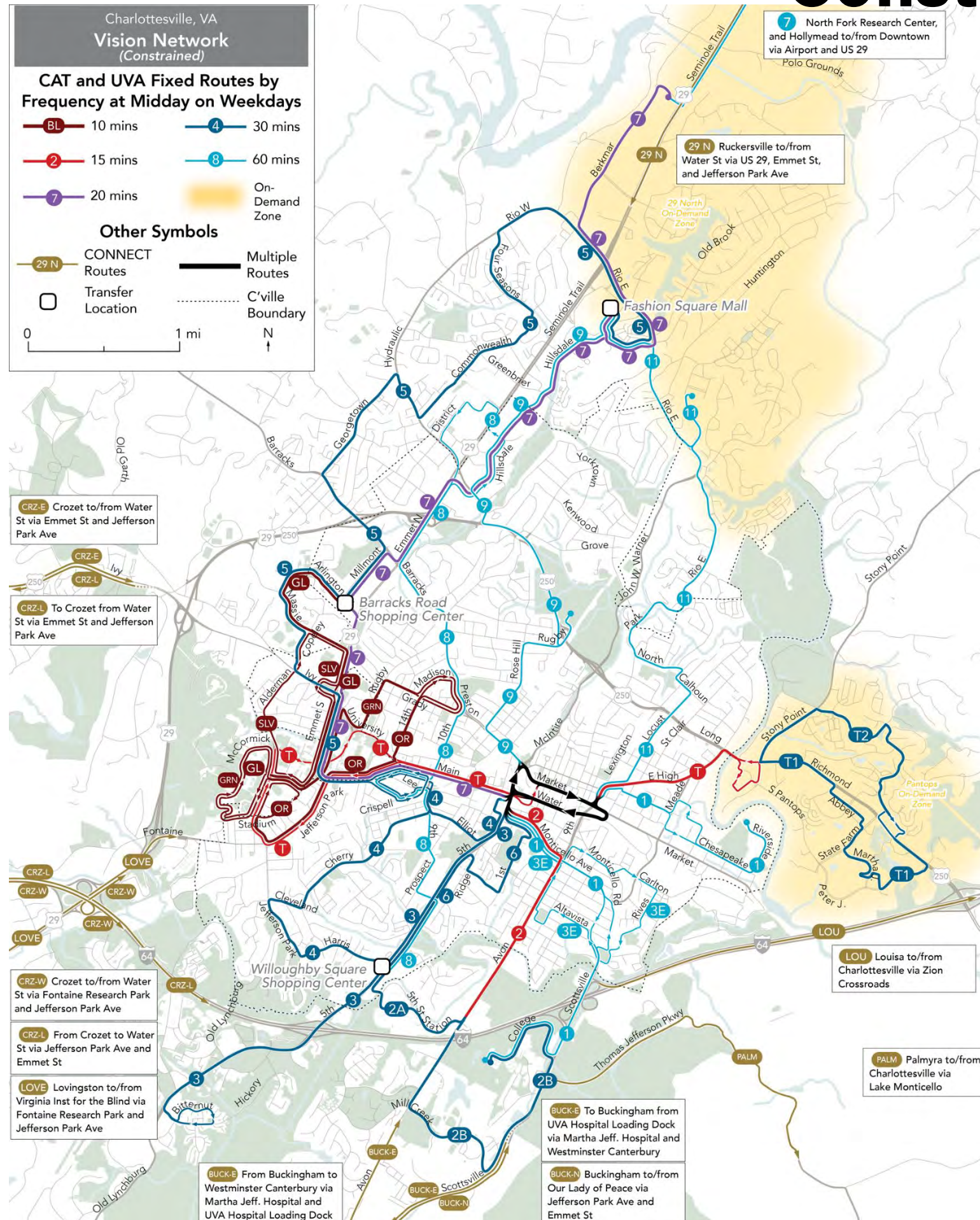
Existing Conditions/Baseline Network



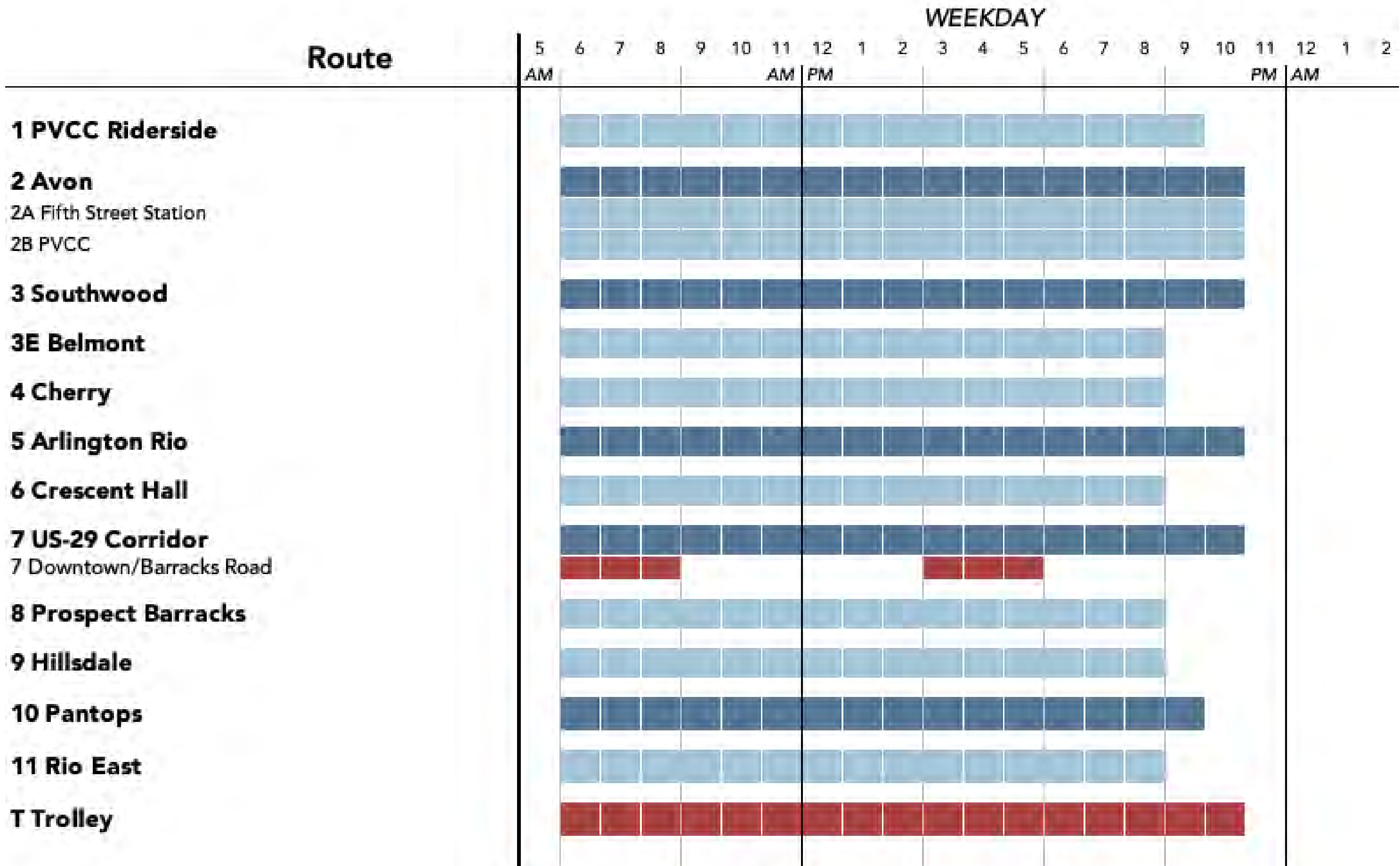
Unconstrained Network



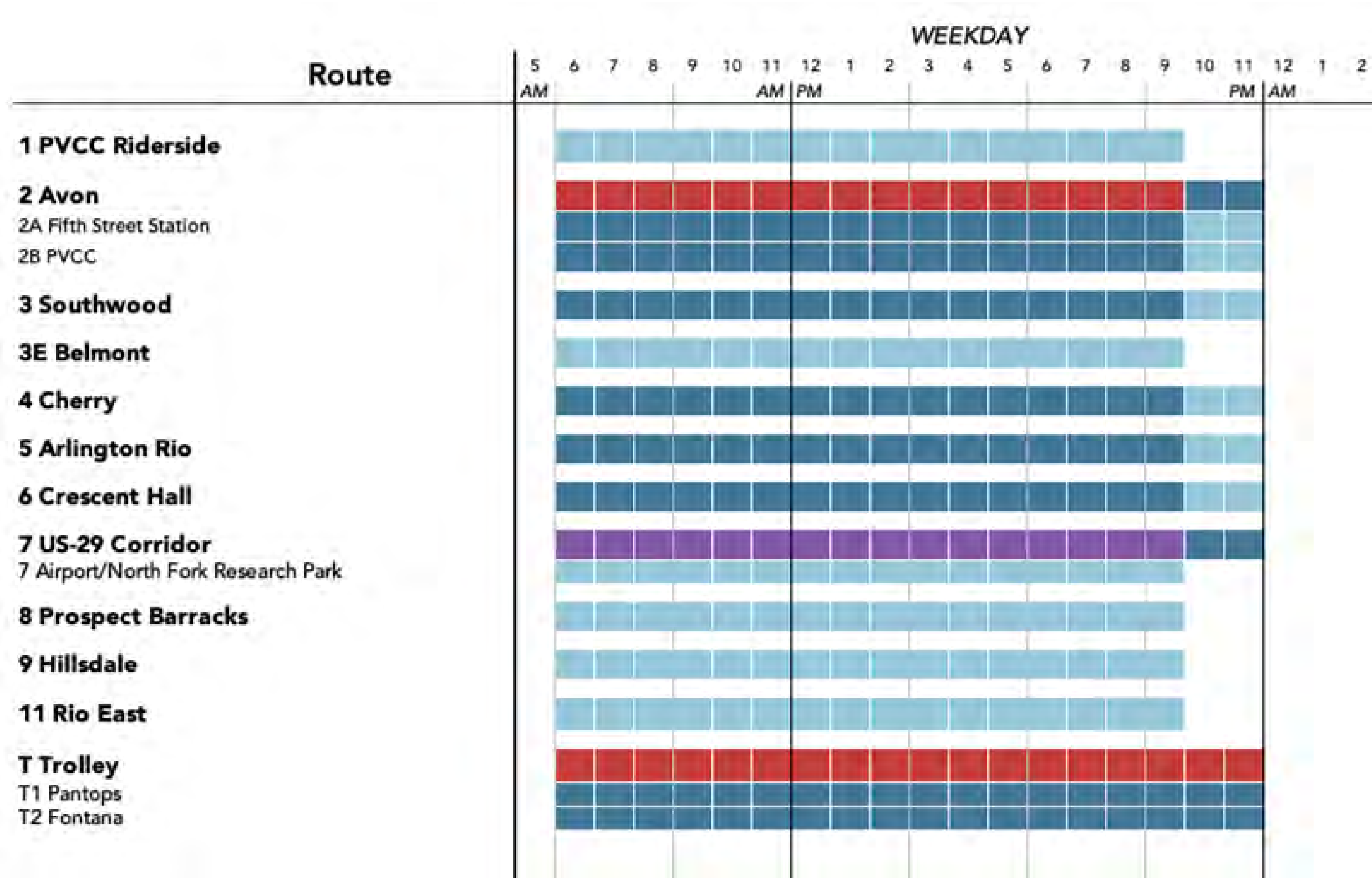
Constrained Network



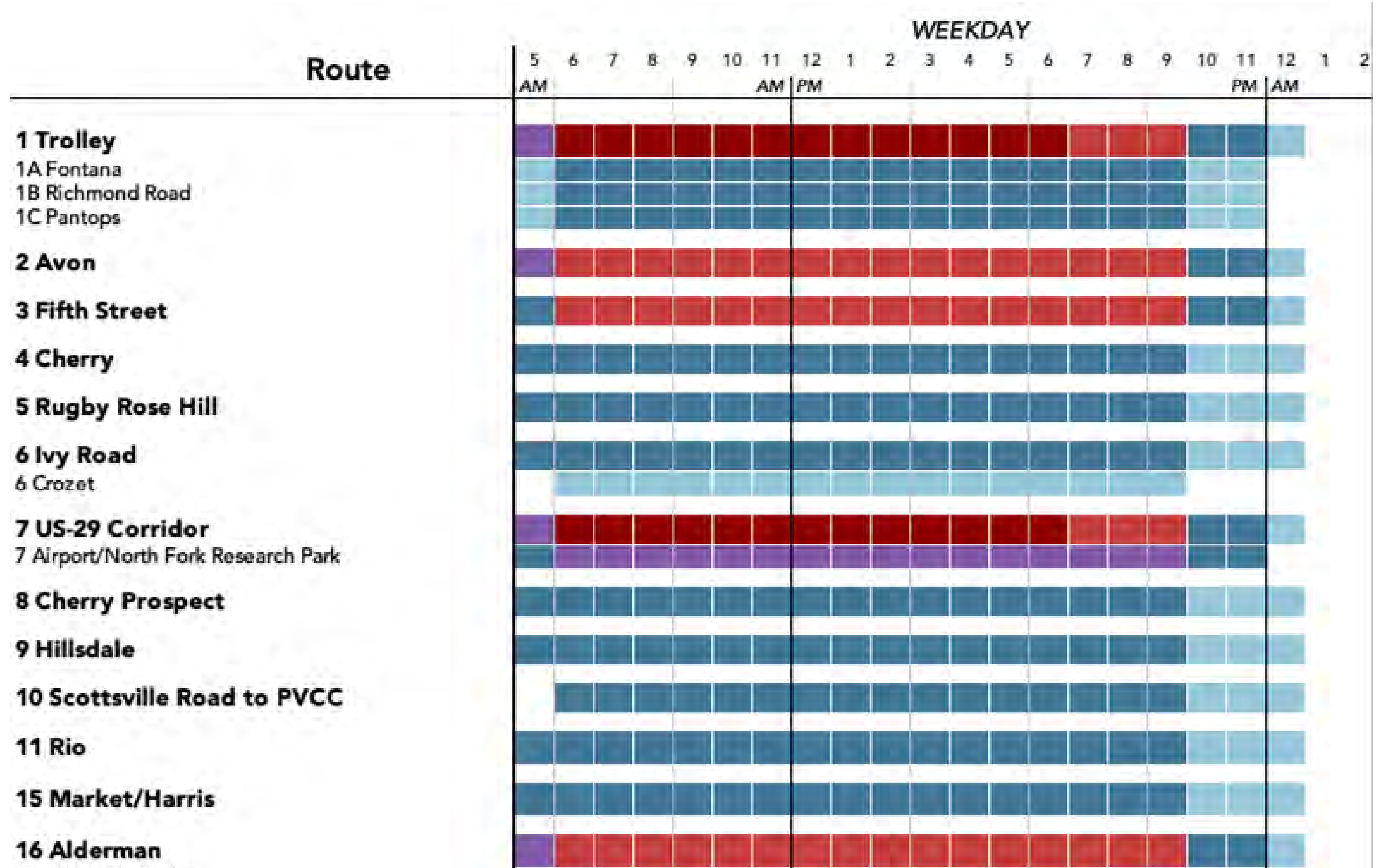
Weekday Baseline Network Span



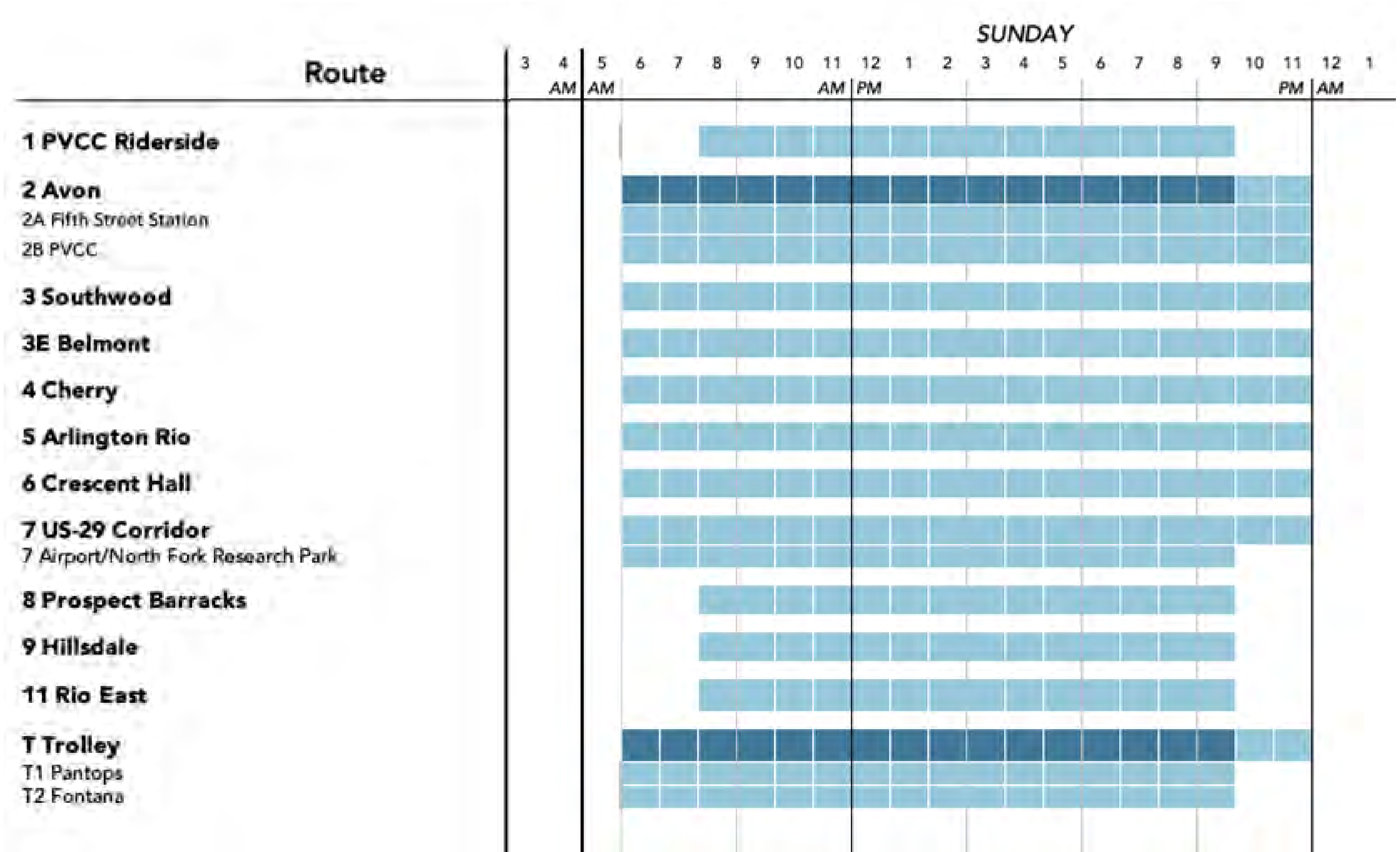
Weekday Constrained Network Span



Weekday Unconstrained Network Span

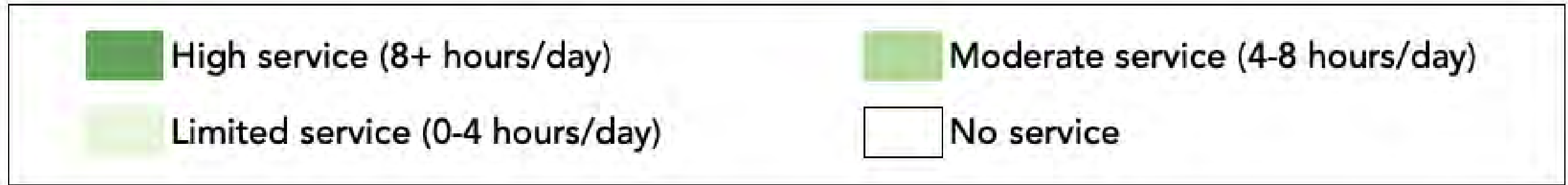


Sunday Constrained Network Span



Circulator Span of Service in Constrained Network

Hours of Service per day of week



Service	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Albemarle County Rural Circulator	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm
Lovingston Circulator	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm
Fluvanna County Circulator	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm
Louisa County Circulator	6am-7pm	6am-7pm	6am-7pm	6am-7pm	6am-7pm	6am-7pm	6am-7pm
Greene County Circulator	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm
Buckingham County Circulator	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm



Today, where could I be soon?

From
Fashion Square Mall

in the

Baseline Network

on weekdays at noon,
using transit, you can reach

27,900

Jobs

19,100

Residents

in 45 minutes



Constrained Vision Network

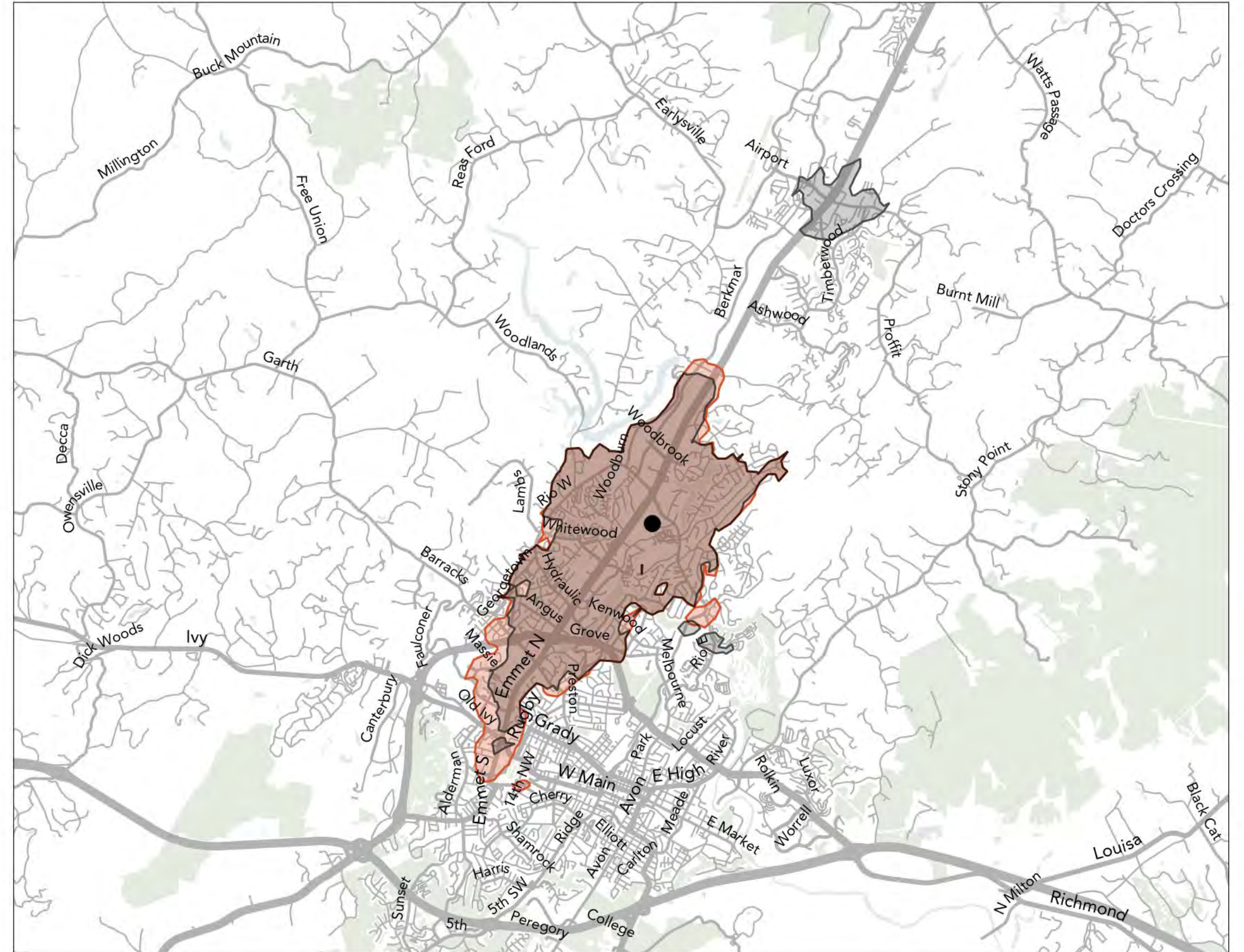
Where could I be soon?

How far can I travel in 45 minutes from

Fashion Square Mall

on weekdays at noon

	Change	% Change
Jobs	+1,700	+6.0%
Residents	+2,800	+15.0%



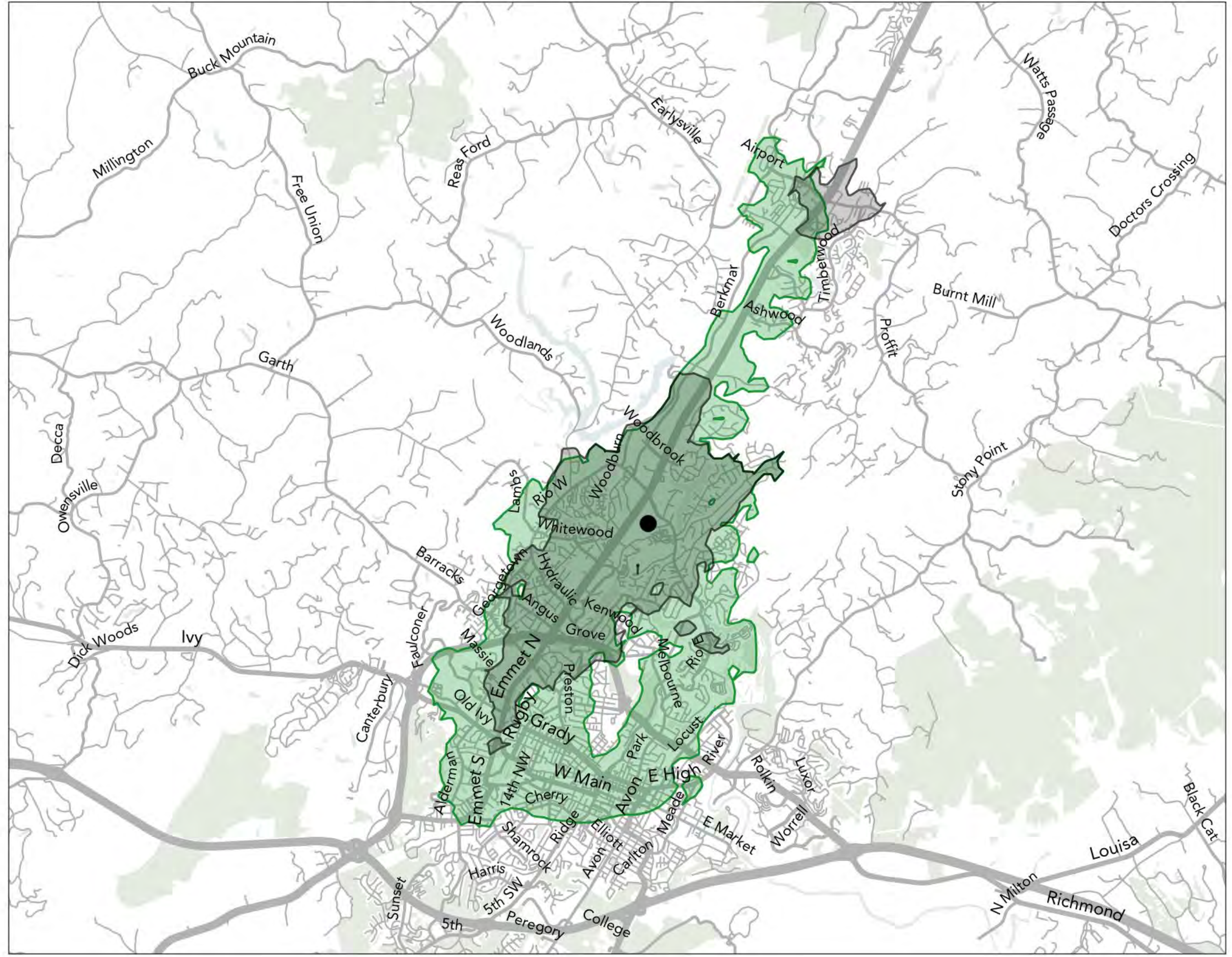
Where could I be soon?

How far can I travel in 45 minutes from

Fashion Square Mall

on weekdays at noon

Unconstrained Vision Network

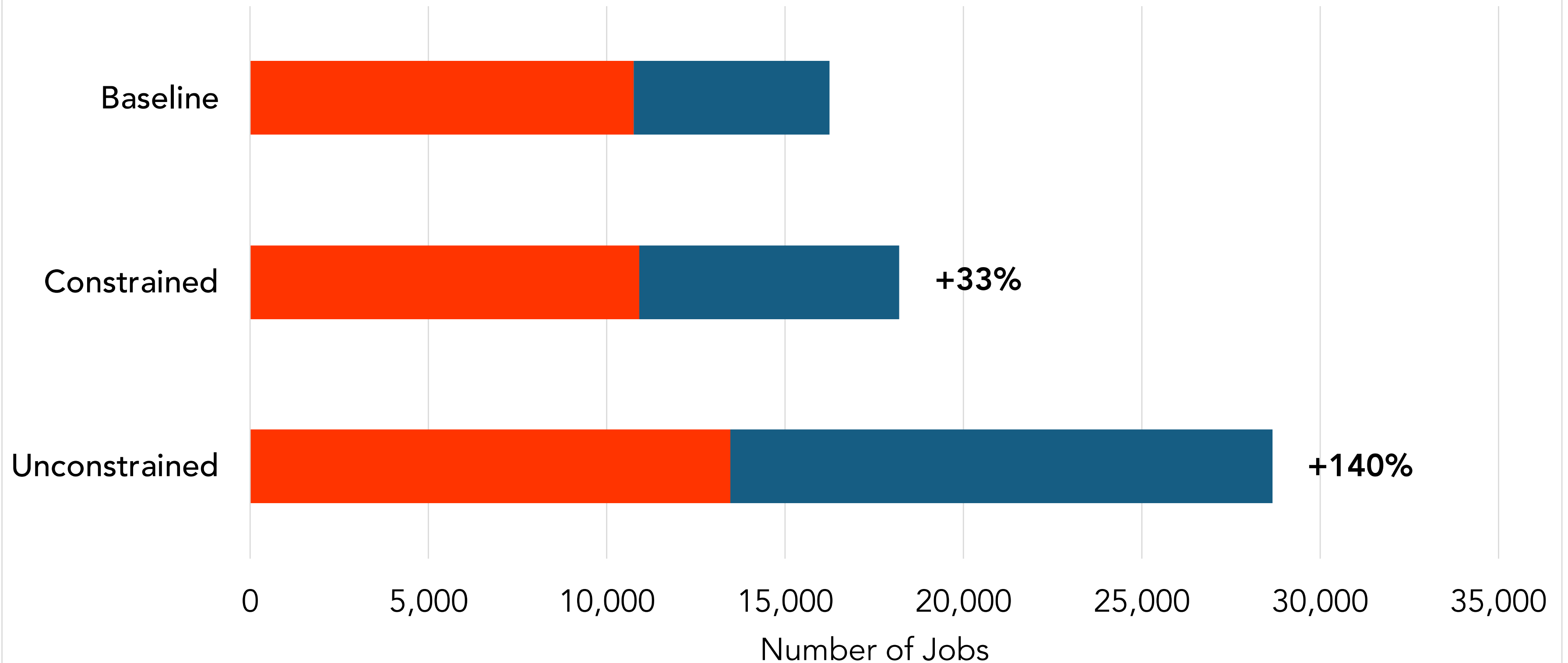


	Change	% Change
Jobs	+34,000	+122.0%
Residents	+32,100	+168.0%

How many jobs can the average Resident in Charlottesville/Albemarle MPO reach in...

30 Min 45 Min

by transit and walking during midday on weekdays



What did we hear about the networks?

- **90% of survey respondents supported regional funding to achieve the Unconstrained Network**
- **When asked if the Constrained Network does enough to improve transit in the region, 73% said “no”**
 - **Suggests that respondents wanted a larger, more expansive transit network like the Unconstrained Network**
- **Vast majority also said it was important to fund the Constrained Network, though at lower levels (75%) compared to the Unconstrained Network**

What did we hear about the networks?

- **More than 90% of respondents said they would support BRT on US 29**
- **When asked what might be missing, key items noted were**
 - **Additional rural services and inter-regional services**
 - **Alternative fuel or electrification of transit**
 - **Improvements to bike and walk access to transit**
 - **Park and ride or pick-up/drop-off locations for transit access**



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Next Steps



Implementing the Vision

Key Next Steps

- **Transit Governance Study**
 - Find ways to fund the Vision
- **Communication and organizing on Regional Authority**
- **Long-term land use planning coordination**
- **Workforce development for operations and maintenance staff**
- **Implement guidelines for tracking service improvements**
- **Build consensus around BRT corridor improvements**

**Next Steps:
Your response**

Need any comments back from RTP by November 10.

TJPDC and consultant team will revise and update report by November 30.

Send comments to Lucinda Shannon at lshannon@tjpd.org

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Open Discussion
and Questions