We are using a webinar format

- You can use the questions function at any time.
- We will pause between sections and answer/response to questions throughout the meeting.
- If you are calling in with a phone, you might not have access to the questions options.
- At the end, we can unmute attendees and allow for discussion.
  - Make sure to unmute
  - You can raise your hand to speak at the end
- Visit: [www.tinyurl.com/transitvision](http://www.tinyurl.com/transitvision) and answer the survey
Welcome

Christine Jacobs
TJPDC, Executive Director

Lucinda Shannon
TJPDC, Project Manager

Tim Brulle, LEED AP
AECOM, Project Manager

Scudder Wagg
JWA, Principal Associate

Will Cockrell, AICP
EPR, P.C., Senior Planner
Agenda

1. Introductions - Icebreakers
2. Background & Purpose of the Project
3. Project Overview & Engagement Process
4. Results of Transit Propensity Analysis
5. Visioning Exercise
6. Q/A Debrief
7. Meeting Wrap Up and Next Steps
What is your first name and where do you live? - Please enter into the questions box

- Charlottesville City
- Albemarle County
- Nelson County
- Greene County
- Fluvanna County
- Louisa County
- Buckingham County
- Other
How would you like to get around in 10 years? - Please enter into the questions box

- Walk
- Ride (Transit)
- Drive (car)
- Pedal (bike)
- Roll (scooter / skateboard)
- Sit (work at home)
- Fly
How did you hear about this meeting? - Please enter into the questions box

1. Social Media (Facebook, Twitter)
2. Project Webpage
3. Email
4. Flyer on Bus or Transit Center
5. Heard by word of mouth
6. Other (If other, detail in the chat)
Background

- A study effort that seeks to develop a single, unified vision for the future of transit service in the Charlottesville area
- TJPDC initiated this effort to provide cooperation and collective action toward a regional transit vision
- An identified “next step” for the Regional Transit Partnership, which the TJPDC formed “to provide recommendations to decision-makers on transit-related matters.”
Purpose of this Meeting

1. Introduce the study effort to public
2. Update public on initial work and findings
3. Receive high-level input from public on key questions about the future transit vision for the region
Project Overview

Assess
- Existing System
- Regional Land Use
- Transit Market Potential

Identify
- Goals
- Values
- Priorities

Engage
- Solicit Community and Stakeholder Input

Develop and Evaluate
- Draft Network and Corridor Level Improvements

Recommend
- Final Regional Transit Vision and Priorities
Engagement Process

Listen
Summer - Fall 2021
- Public Input
  - Project Launch
  - Transit Propensity Assessment
  - Stakeholder Workshop

Envision
Winter - Spring 2022
- Public Forum
  - Land Use Assessment
  - Stakeholder Workshop
  - Alternatives for Review

Affirm
Spring - Summer 2022
- Workshop / Forum
  - Stakeholder Workshop
  - Plan Recommendations
  - Final Report

Deliverable
Regional Transit Vision for the Charlottesville Area

Transit Values and Trade-offs
Regional Transit Map: Service Providers

Legend:
- UTS Transit Lines (UVA)
- CAT Transit Lines
- Jaunt Transit Lines
- Study Area County Boundary
- Parks
- CAMPO (Charlottesville/Albermarle Metropolitan Planning Organization)
- Study Area Boundary
- County Boundary

Sources: CAT, UTS, Jaunt (as of July 2021)
Transit is often asked to meet many goals or needs

- Make sure everyone’s near a bus
- Run like a business
- Get people to jobs
- Make new developments more attractive
- Serve the transit needs of the elderly and disabled
- Gets lots of ridership
- Get people out of their cars
- Support dense and walkable development.
- Be convenient and easy to use
- Reduce congestion
- Put an equal amount of transit in all parts of the region
- Not cost too much - Low subsidy per passenger.
Some of these demands come into conflict . . .

- Make sure everyone’s near a bus
- Run like a business
- Get people to jobs
  - Not cost too much - Low subsidy per passenger.

- Serve the transit needs of the elderly and disabled
  - Be convenient and easy to use
  - Get people out of their cars
  - Put an equal amount of transit in all parts of the region

- Make new developments more attractive
- Gets lots of ridership
  - Reduce congestion

- Support dense and walkable development.
Here is a person.
She is in a city full of possible destinations.
In **45 minutes** she can get to...

...anywhere in a **certain area**.
Her access to jobs is the number of jobs in that area.

You can also look at access to education, shopping, etc.
Where could you be soon?

... is the same question as...

Where could I work?
Where could I play?
Where could I study?
Where could I shop?
Where could I worship?
Who can I visit?
Who could I meet?
How free am I?
How do you maximize access for the most people?

The **most efficient** access-expanding service is

- **Frequent**
- Reasonably fast and reliable.
- Available when you need it (span of service)

...and **focused where many people** and activities that can benefit.
High frequency means public transit is coming soon. This has three independent benefits:

• Less Waiting

• Easier Connections

• Reduced Impact of Disruptions
Frequency is hard to explain to someone who doesn’t use transit much.

Imagine there's a gate at the end of your driveway that opens only once an hour!
Density

**Density** How many people, jobs, and activities are near each potential transit stop?

- Many people and jobs are within walking distance of transit.

- Fewer people and jobs are within walking distance of transit.
Walkability

**Walkability**

Is it possible to walk between the stop and the activities around it?

- It must also be safe to cross the street at a stop. You usually need the stops on both sides for two-way travel!
Walkability
**Linearity**  Can transit run in reasonably straight lines?

*+* A logical transit line is a direct path between any two destinations on it.

*−* Destinations located off the straight path force transit to deviate, discouraging those who want to ride through and increasing cost.
When a transit network maximizes access, it increases the likelihood that the service is useful for any particular trip.

Maximizing access by transit also improves:

• Access to economic opportunity.
• Personal freedom.
• Value of investments in a walkable community.
• Functionality of the city and region.
Is Maximizing Access What You Want?

Make sure everyone’s near a bus

Be convenient and easy to use

Run like a business

Get people to jobs

Make new developments more attractive

Serve the transit needs of the elderly and disabled

Support dense and walkable development.

Gets lots of ridership

Get people out of their cars

Reduce congestion

Put an equal amount of transit in all parts of the region

Not cost too much - Low subsidy per passenger.

The Ridership-Coverage Trade-off
This is a fictional town, with 18 buses to deploy

Dots are the locations of residents and jobs.
Ridership Goal

Maximize Access

Maximum average access to opportunity.

Lowest subsidy per passenger.

Support dense and walkable development.

Emissions reduction.

Reduction in vehicle miles traveled.
Coverage

Goal

Some access to opportunity for everyone everywhere.

“Lifeline”

Service to every town or electoral district.

Some Service for Everyone
This is a fictional town, with 18 buses to deploy.

Dots are the locations of residents and jobs.
Both goals are important,  
... but they lead opposite directions!

**Ridership Goal**

Maximum average access to opportunity.
Lowest subsidy per passenger.
Support denser development.
Emissions reduction.
Reduction in vehicle miles traveled.

**Coverage Goal**

Some access to opportunity for everyone everywhere.
“Lifeline”
Service to every town or electoral district.
What about on-demand options?

- Local fixed route bus
- Fixed route with some deviations on request
- Demand-response to one (or few) points; or along a corridor
- Door-to-door fully demand-response zone

More riders per service hour *physically possible*

Fewer riders per service hour *physically possible*
Range of Productivity

- Political floor seems to be about 5-10 riders per service hour
- National average is 28 riders per service hour

Local fixed route bus

- Record: ~60 riders per service hour
- Door-to-door fully demand-response zone
- Record: 6 riders per service hour
Transit tools in a rural context

Fixed route with some deviations on request

Demand-response to one (or few) points; or along a corridor

Door-to-door fully demand-response zone

More ridership focused

More coverage focused
There’s a wide range of land use and level of transit demand across the region: urban, suburban, small town, rural.

The Ridership/Coverage balance is best decided at the level of transit funding, which is currently the City or County level.

Each jurisdiction (Albemarle, Buckingham, Charlottesville, Greene, Louisa, and Nelson) can decide on a Ridership/Coverage Balance that each community prefers.

If there were a regional funding source, then there would be a reason to consider the Ridership vs Coverage balance on a regional scale.
Visioning Exercise

This Regional Transit Vision will guide long term (10-20 year) investments in transit.

Thinking about the long-term vision for transit, please rate how important each of the following potential goals for transit would be to the region

Building upon past efforts.
RTP Visioning Exercise (2018)

The Long-term Vision For Charlottesville’s Regional Transit System—By 2038:

The Charlottesville Region’s transit system is an efficient, high-quality, integrated regional network of transit services that provides all residents with access to employment opportunities in a way that minimizes congestion and maximizes the region’s reputation as the best place to live, work, learn and play.
Establish a new vision for transit in the Charlottesville area that reflects a collaborative, inclusive and equitable process that represents needs in both urban and rural areas. The vision is aspirational, yet implementable through a new funding and operating model.

The next slides will include questions on the importance of each goal to the region.
Potential Goals

1. **Enhance:** Provide high quality and high frequency transit options in the busiest parts of the region
2. **Expand:** Expand the region’s transit service to more neighborhoods, towns, and places and increase basic transit connectivity
3. **Connect:** Promote efficient and attractive multimodal connectivity for seamless regional travel
4. **Improve Equity:** Improve transit access for people with low income, limited physical mobility, or lack of access to automobiles
5. **Grow Equitably:** Create a strong linkage between transit and compact, walkable, robust transit-supportive and equitable land use with safe access/egress conditions
6. **Collaborate:** Improve internal and external communication with the transit agencies and with local governments to increase transit supportive land use decisions
7. **Support:** Enhance the region’s economy and economic well-being of its residents by improving access to employment opportunities and community services
8. **Sustainability/Climate:** Minimize the environmental impact of the region's transportation system.

Ask attendees to pick their top 4 goal areas
Respond in the Questions Box

- Are any of these in your top 4 goals?
- Do you agree with these goals?
- What is missing?

Enhance:
Provide high quality and high frequency transit options in the busiest parts of the region

Expand:
Expand the region’s transit service to more neighborhoods, towns, and places and increase basic transit connectivity

Connect:
Promote efficient and attractive multimodal connectivity for seamless regional travel
**Improve Equity:**
Improve transit access for people with low income, limited physical mobility, or lack of access to automobiles

**Grow Equitably:**
Create a strong linkage between transit and compact, walkable, robust transit-supportive and equitable land use with safe access/egress conditions
Respond in the Questions Box

• Are any of these in your top 4 goals?
• Do you agree with these goals?
• What is missing?

Collaborate:
Improve internal and external communication with the transit agencies and with local governments to increase transit supportive land use decisions

Support:
Enhance the region’s economy and economic well-being of its residents by improving access to employment opportunities and community services

Sustainability/Climate:
Minimize the environmental impact of the region's transportation system
Meeting Debrief

Results of Visioning Exercise and major comments/topics discussed
Open Discussion

Are there other goals for transit in this region that aren't listed above and that you think are especially important?

Please type your thoughts in the Chat Box or Raise Your Hand to be Unmuted
Next Steps

- Project Website and Survey: [www.tinyurl.com/transitvision](http://www.tinyurl.com/transitvision)
  - Survey open through the end of the year
- Draft Vision Statement
- Transit Analysis and Preliminary Recommendations
Additional Thoughts for the Study Team to Consider?

Visit the Project Website for feedback options and take the Survey:
www.tinyurl.com/transitvision