



Regional Transit Vision

REGIONAL

TRANSIT

VISION

FOR THE
CHARLOTTESVILLE
AREA

**Jurisdiction Update -
Charlottesville City Council**



Agenda

- **Background**
- **Brief discussion on Transit Vision Statement, Goals, and Objectives**
- **Vision Concepts**
- **Phase 2 Engagement Strategy**
- **Q/A**



Regional Transit Vision for the Charlottesville Area

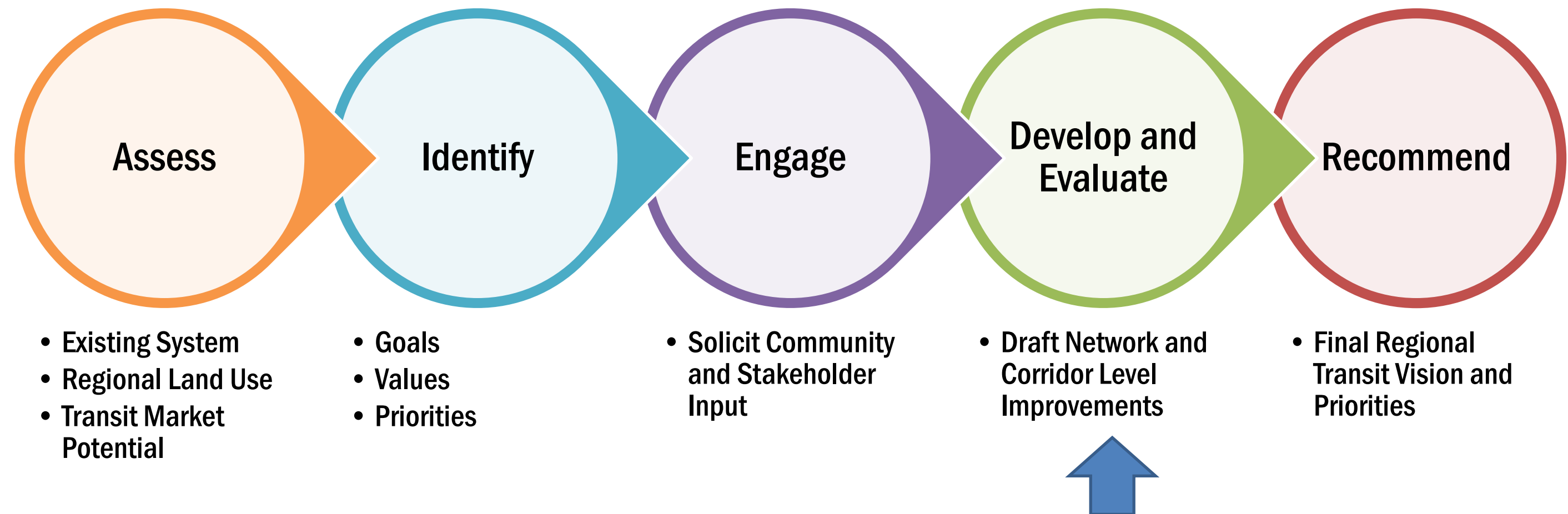
Thomas Jefferson Planning District Commission

Background



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
- Project Website: <http://www.tinyurl.com/transitvision>



Transit Vision Vs. Transit Governance

Transit Vision Study differs from the upcoming **Transit Governance Study**

- **Transit Vision Study** will conclude this summer, just as the **Transit Governance Study** commences
- Focus of the **Transit Vision Study** is potential improvements to the regional transit system
- Focus of the **Transit Governance Study** is governance of regional transit, including potentially a regional transit authority that can collect additional dedicated revenue for transit.

Vision Statement, Goals, Objectives, and Measures

- **Public and Stakeholder led effort to identify transit priorities and goals for the region.**
- **Main Themes:**
 - **Equity – Expand opportunities for all residents and represents the needs of both the urban and rural communities**
 - **Multi-modality – Reduce reliance on automobiles**
 - **Climate Change – Help protect the environment**
- **Proposed Vision Statement:**

Develop, design, and provide transit in the Charlottesville area 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).



Regional Transit Vision for the Charlottesville Area

Thomas Jefferson Planning District Commission

Vision Concepts



What are these concepts?

Two Vision Concepts to show the range of possible transit expansion

Constrained Vision

- Assumes a regional funding source similar to the Central Virginia Transportation Authority
- Most regional funding goes to transit
- Local share to support transit services would be ~20%.
- Built around similar financial structures as the Central Virginia Transportation Authority.
- Assumes \$26 million in regional funding for transit.
 - Assumes new regional dollars replace most existing local funding for transit

Unconstrained Vision

- 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

Proximity to Transit at Midday - Weekday

What percentage of each group in Charlottesville/Albemarle MPO is near transit in the Baseline Network?

- 10 min or better
- 15 min
- 20 min
- 30 min
- 60 min
- On-Demand Zone
- 24-Hour Reservation*

Proximity to Transit at Midday - Weekday

What percentage of each group in Charlottesville/Albemarle MPO is near transit in the Constrained Vision Network?

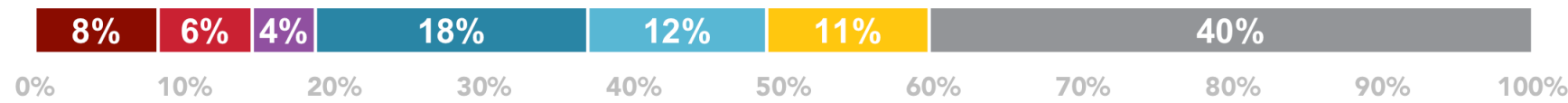
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Proximity to Transit at Midday - Weekday

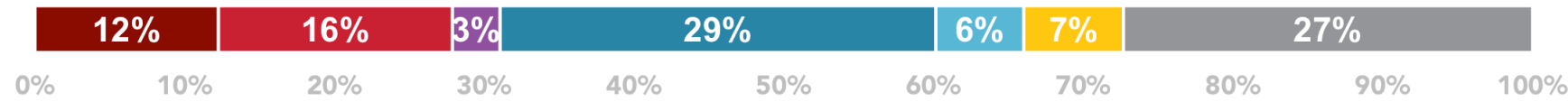
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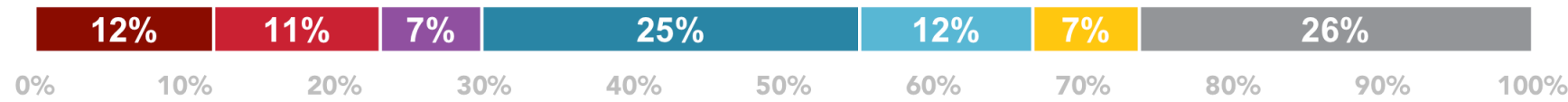
Residents



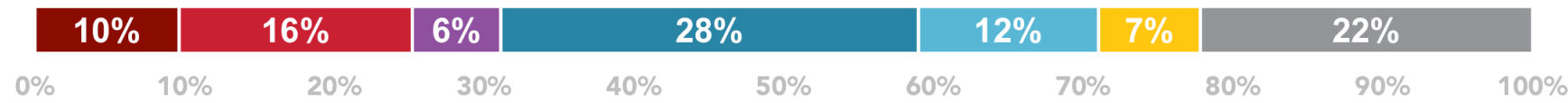
Jobs



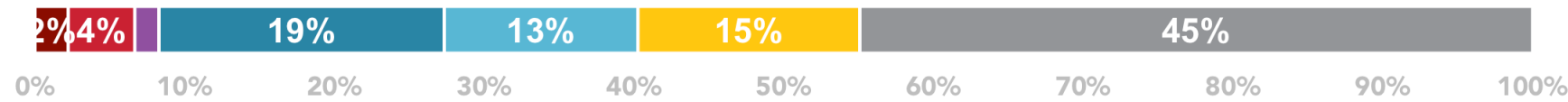
Low-Income Residents



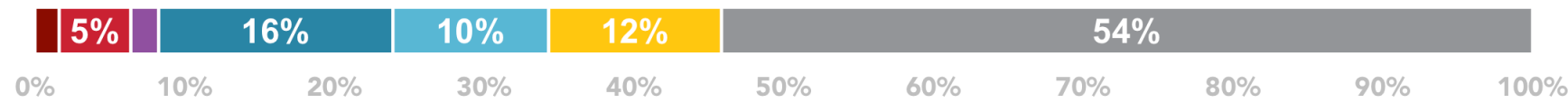
Households Without Cars



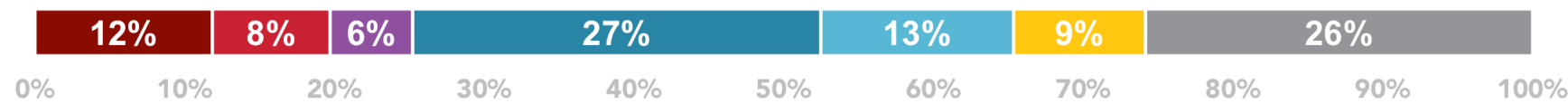
Young Residents



Senior Residents



Residents of Color



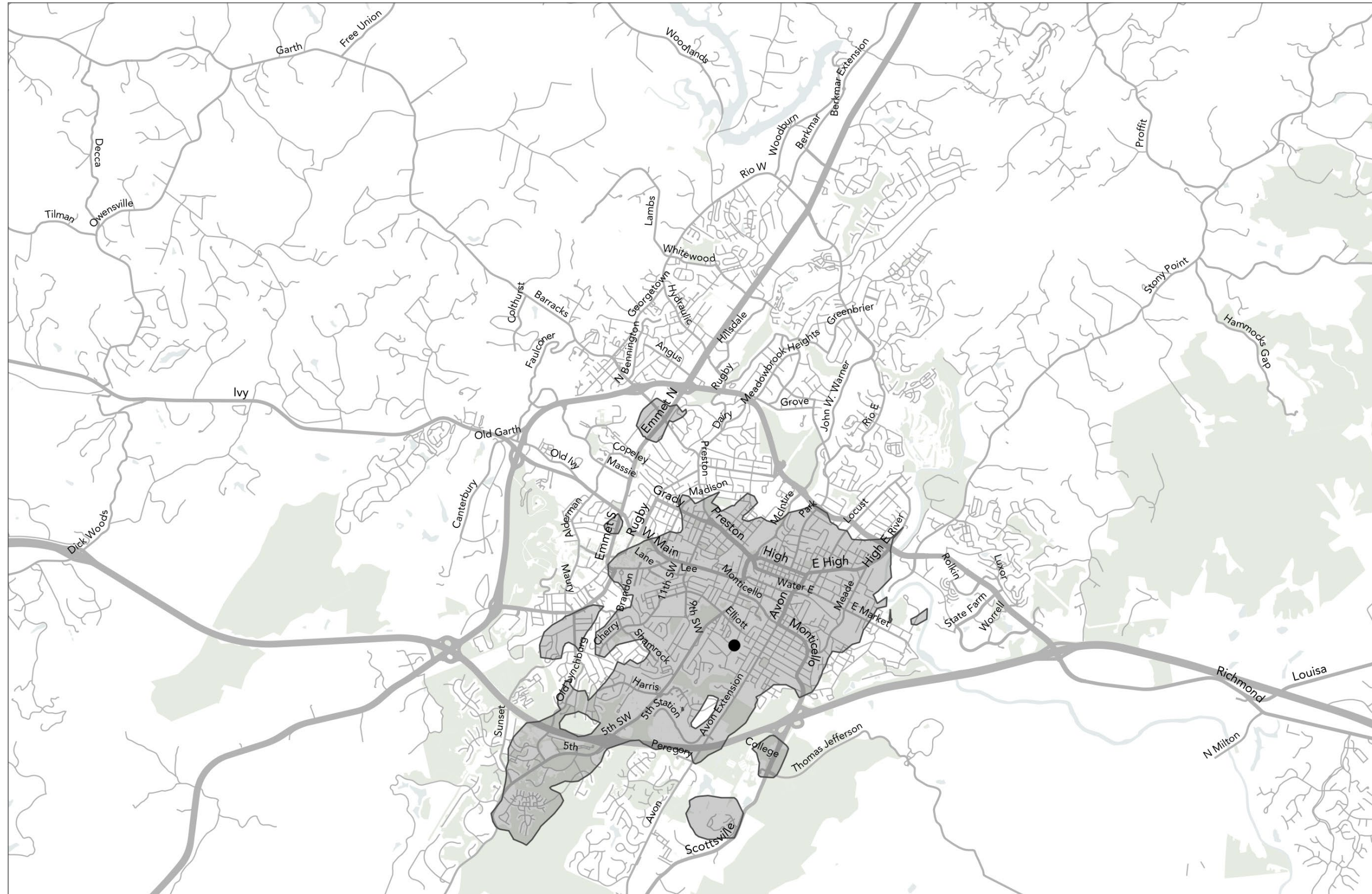
Proximity to Transit at Midday - Weekday

What percentage of each group in Charlottesville/Albemarle MPO is near transit in the Unconstrained Vision Network?



Note: Proximity is measured as being located within 1/2 mile of a bus stop.
 * JAUNT Link or Circulator Service similar to today. Rider must call day before to reserve service.

Where could I be soon?

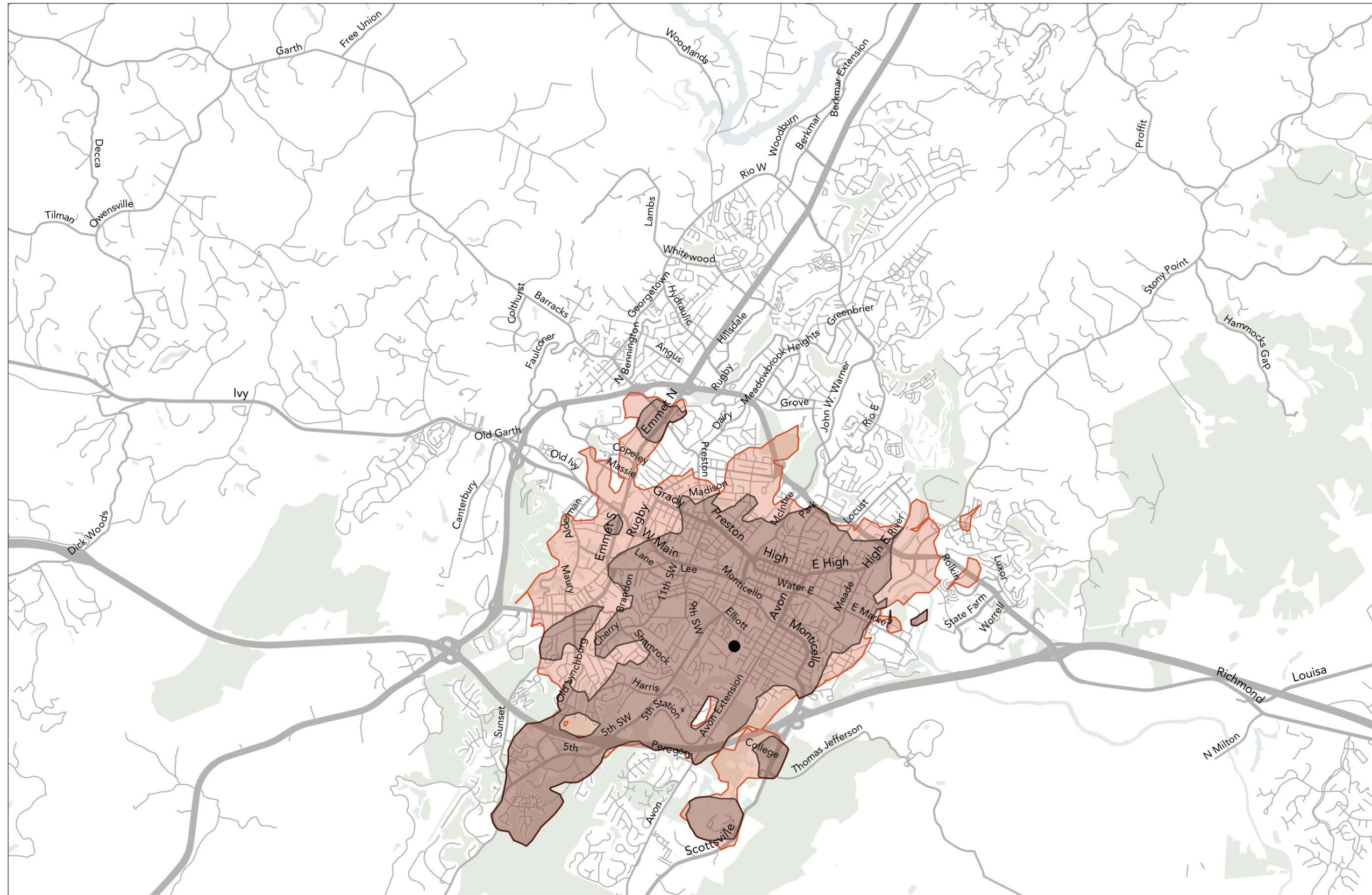


From
1st St S at Lankford Ave
in the
Baseline Network
on weekdays at noon,
using transit, you can reach

29,600	31,700
Jobs	Residents

in 45 minutes

Where could I be soon?



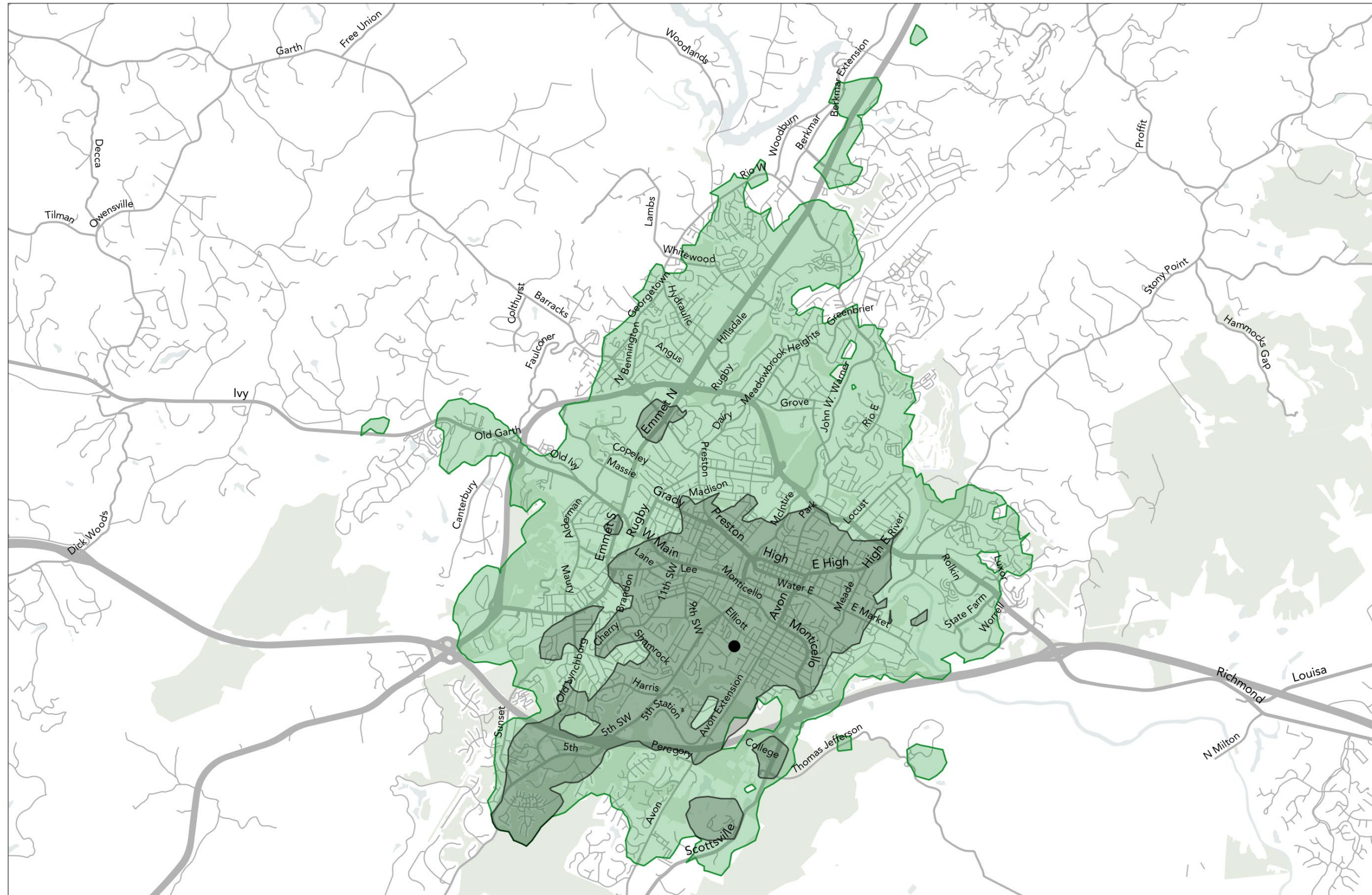
From
1st St S at Lankford Ave
in the
**Constrained Vision
Network**

on weekdays at noon,
using transit, you can reach

39,600	47,600
Jobs	Residents
in 45 minutes	

+34%	+50%
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Where could I be soon?



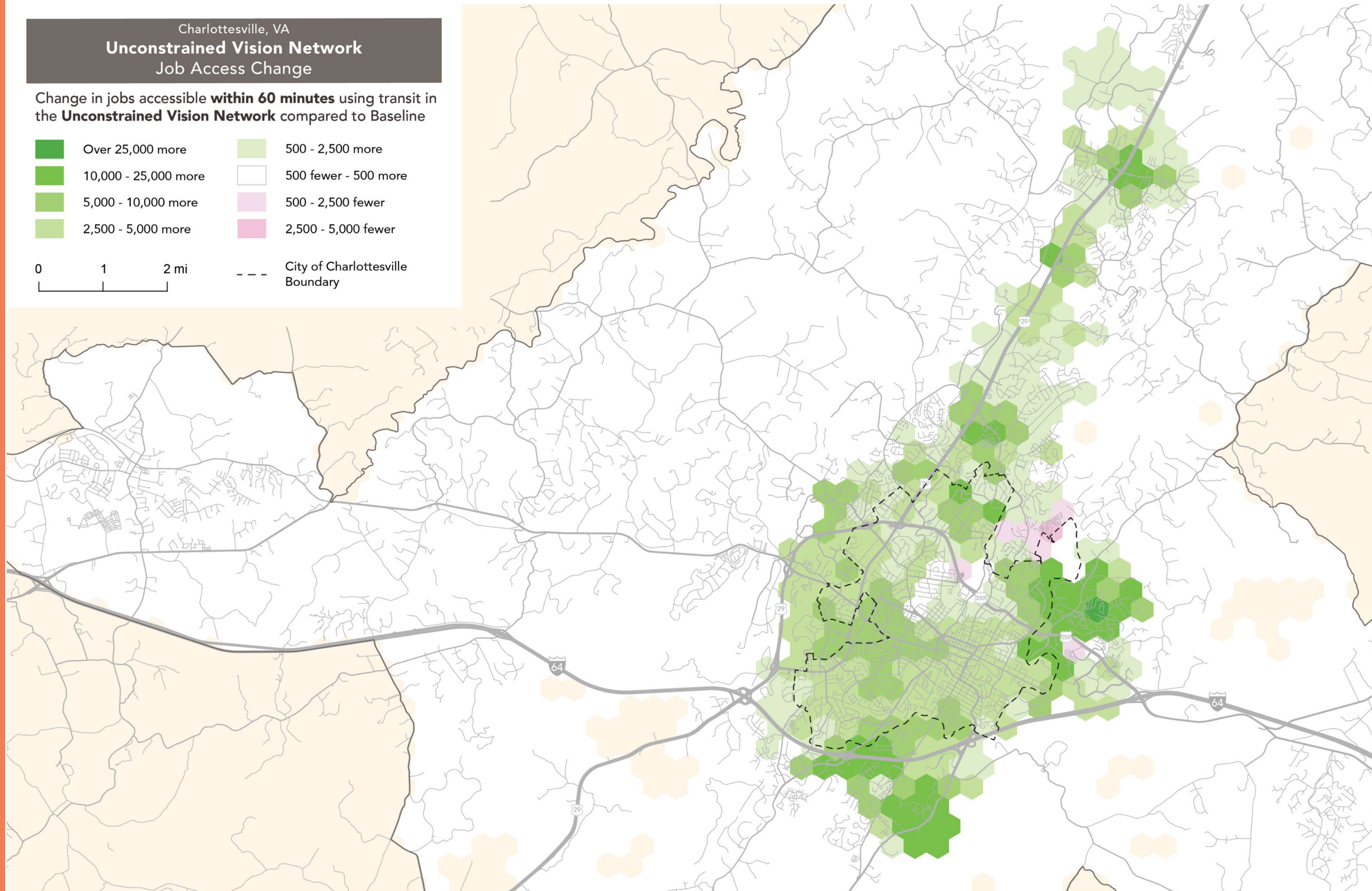
From
1st St S at Lankford Ave
in the
**Unconstrained Vision
Network**

on weekdays at noon,
using transit, you can reach

65,800	76,200
Jobs	Residents
in 45 minutes	

+122% **+140%**

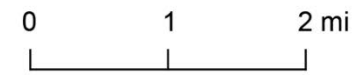
Job Access Change: Constrained Network



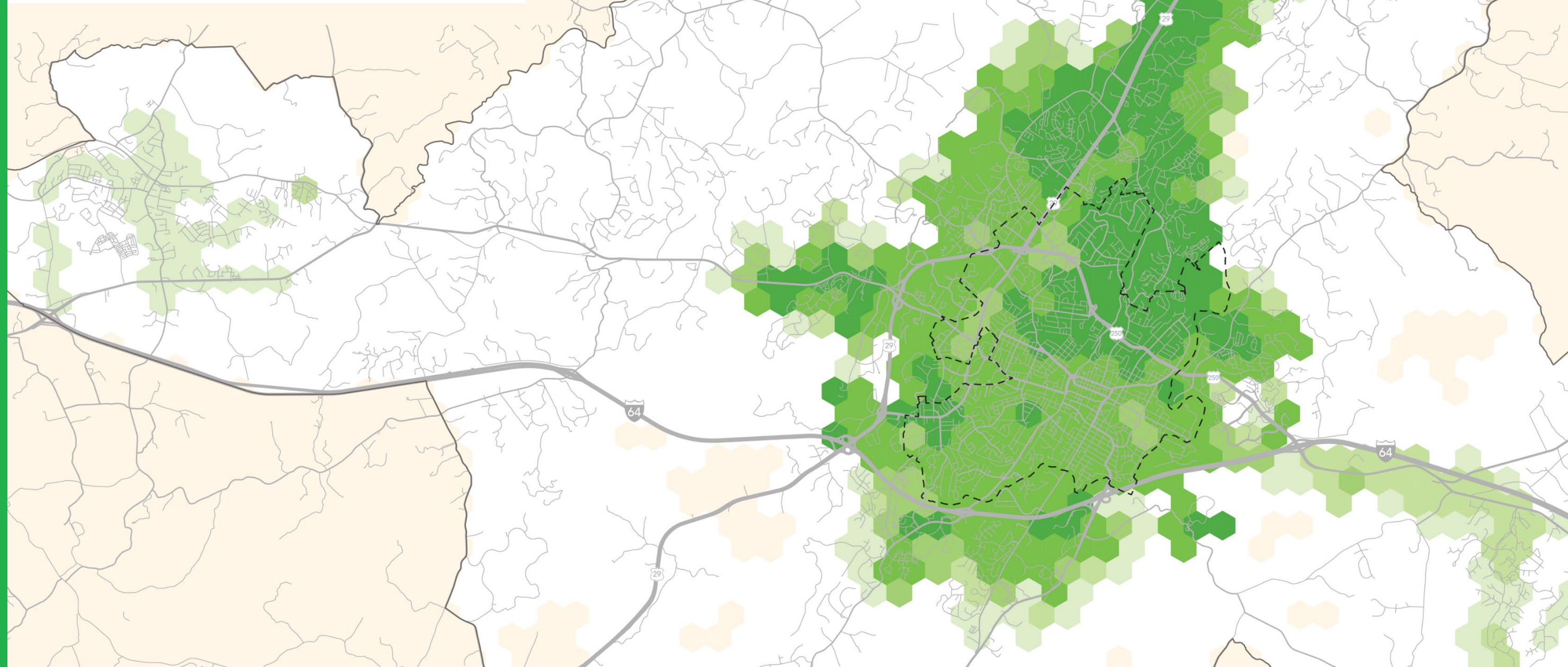
Job Access Change: Unconstrained Network

Charlottesville, VA Unconstrained Vision Network Job Access Change

Change in jobs accessible **within 60 minutes** using transit in the **Unconstrained Vision Network** compared to Baseline



--- City of Charlottesville
Boundary

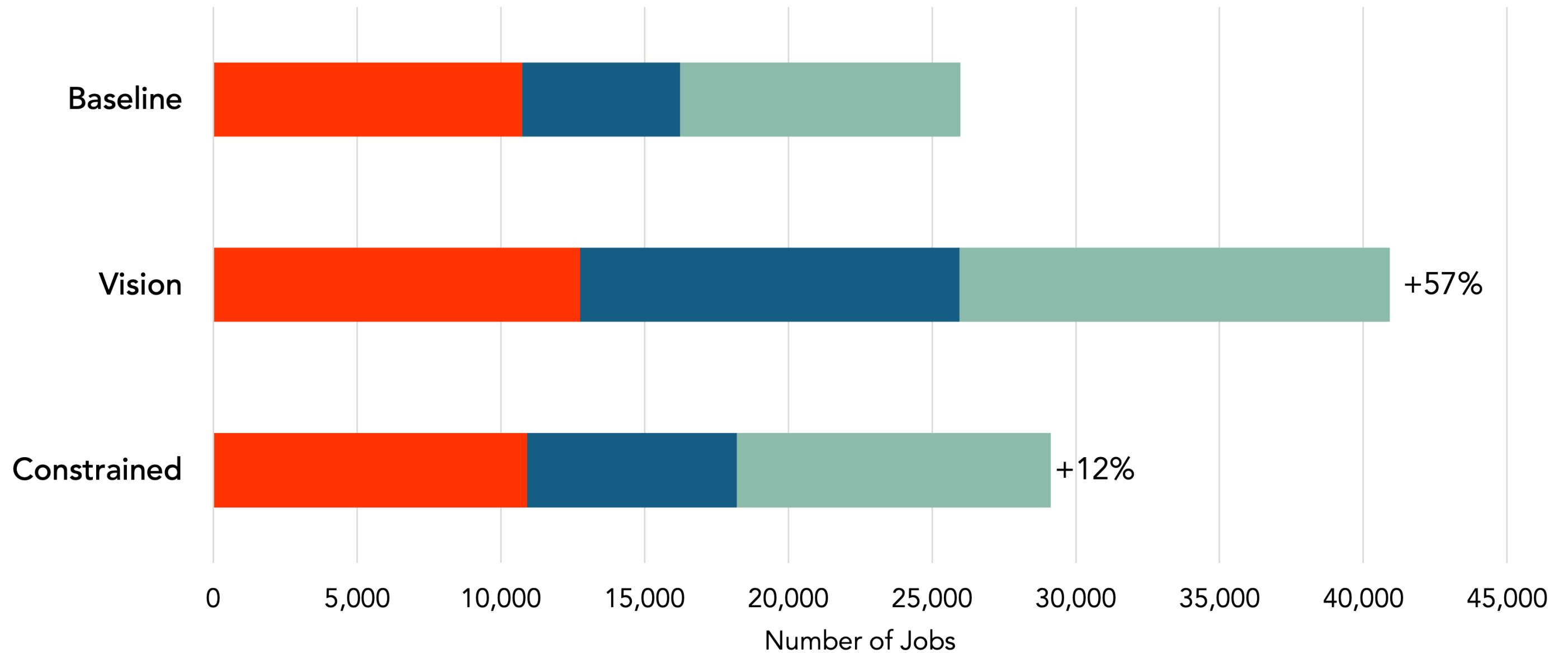


Average Job Access Change

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

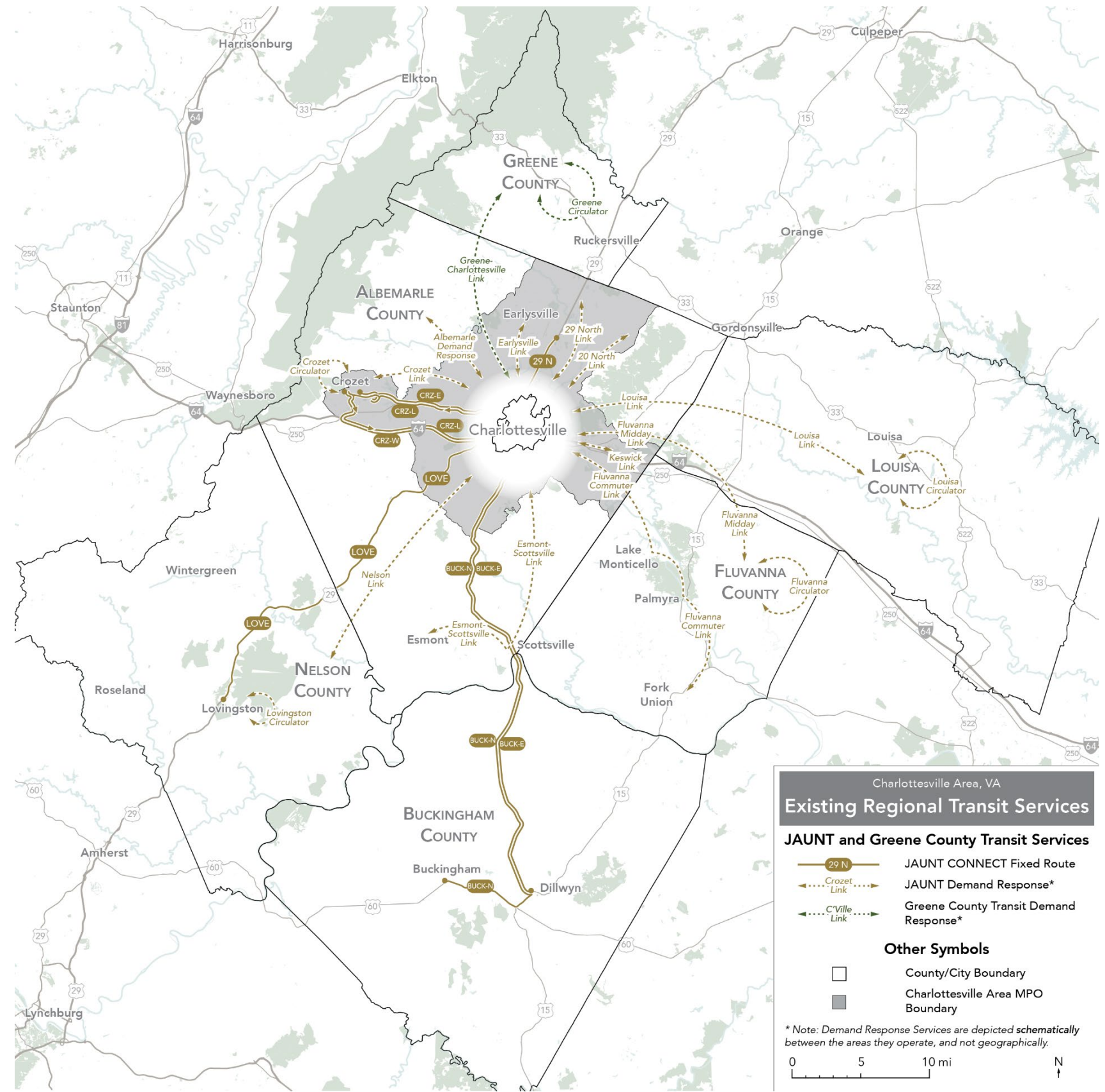
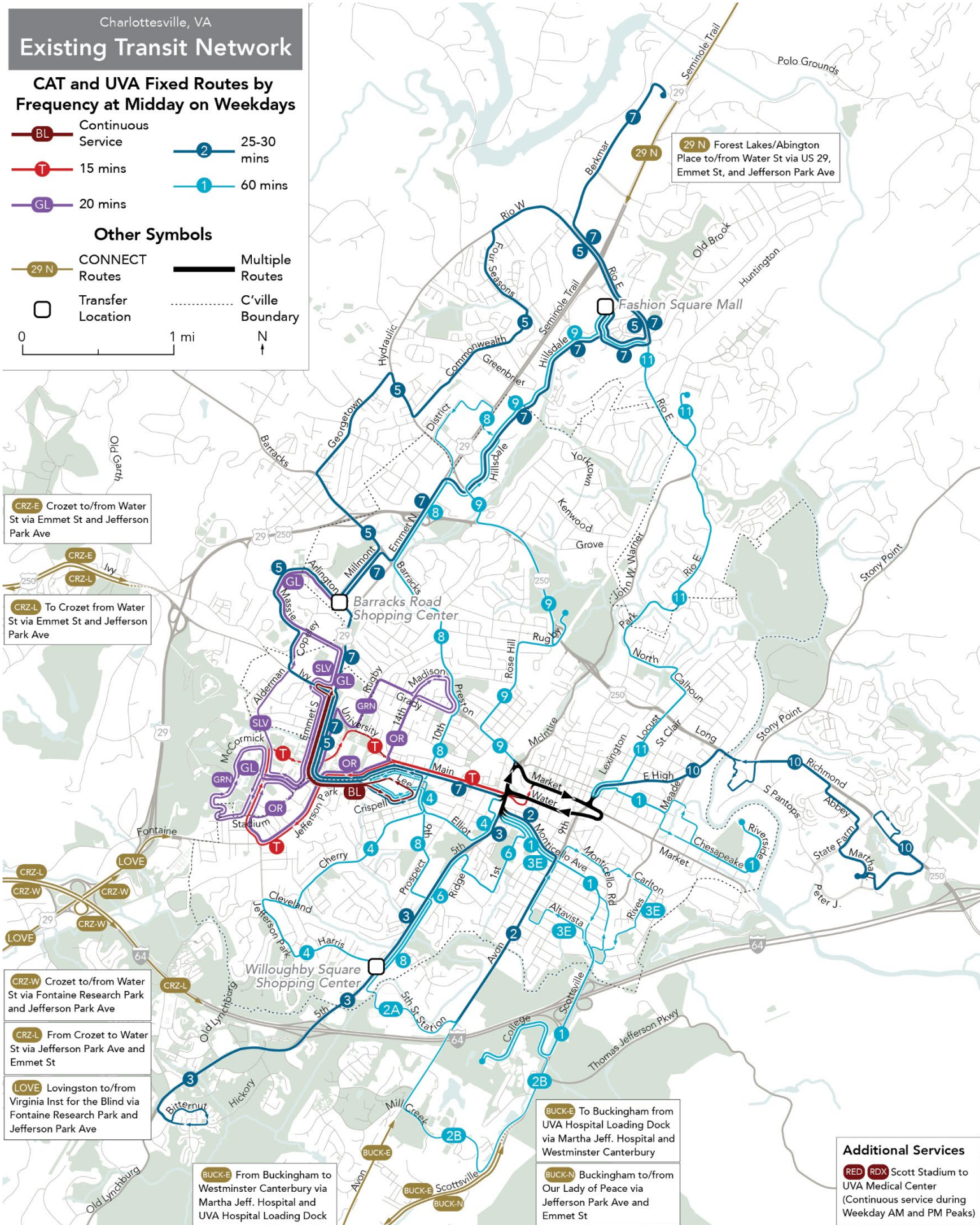
30 Min 45 Min 60 Min

by transit and walking during midday on weekdays



Unconstrained Vision Network





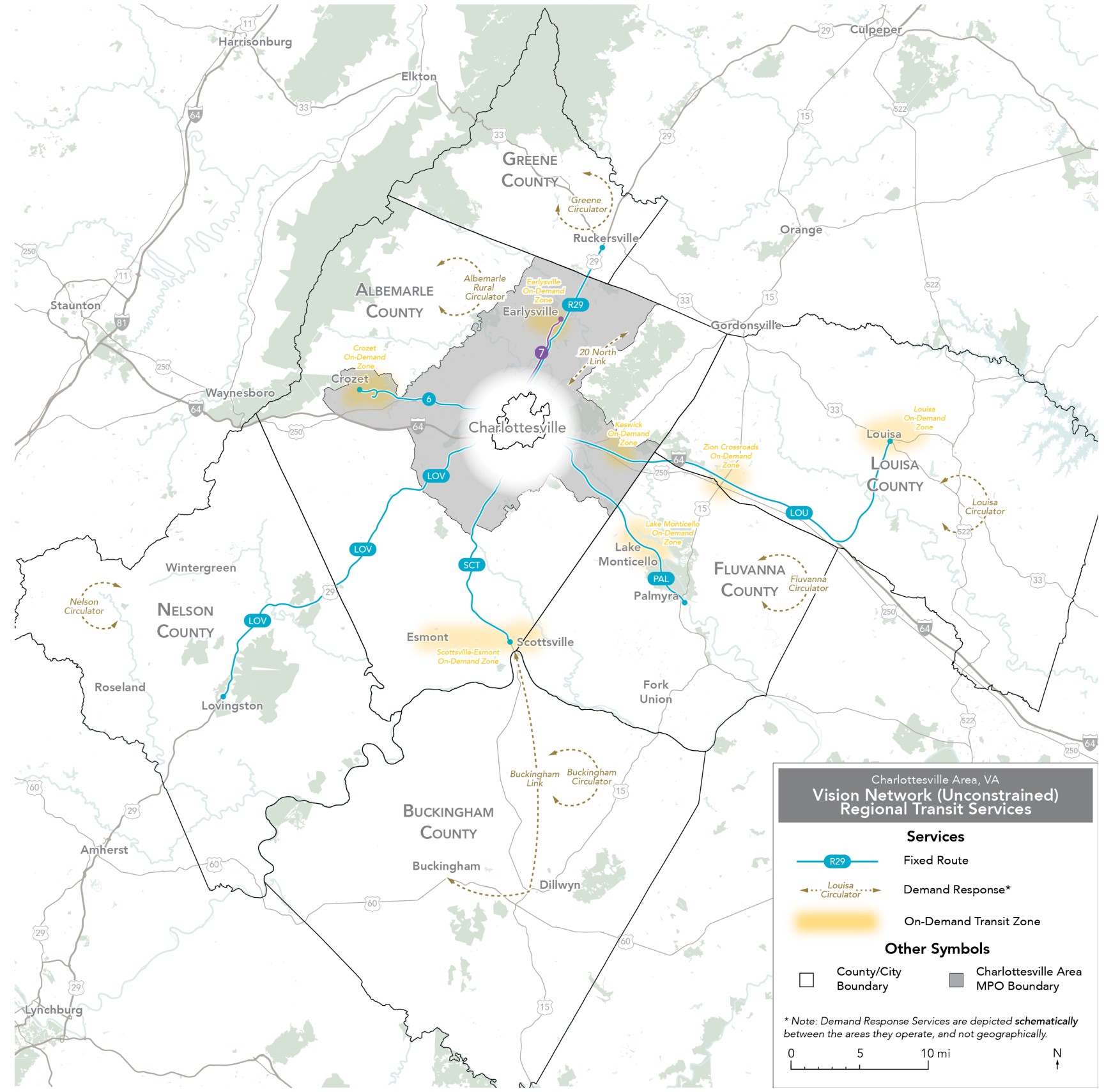
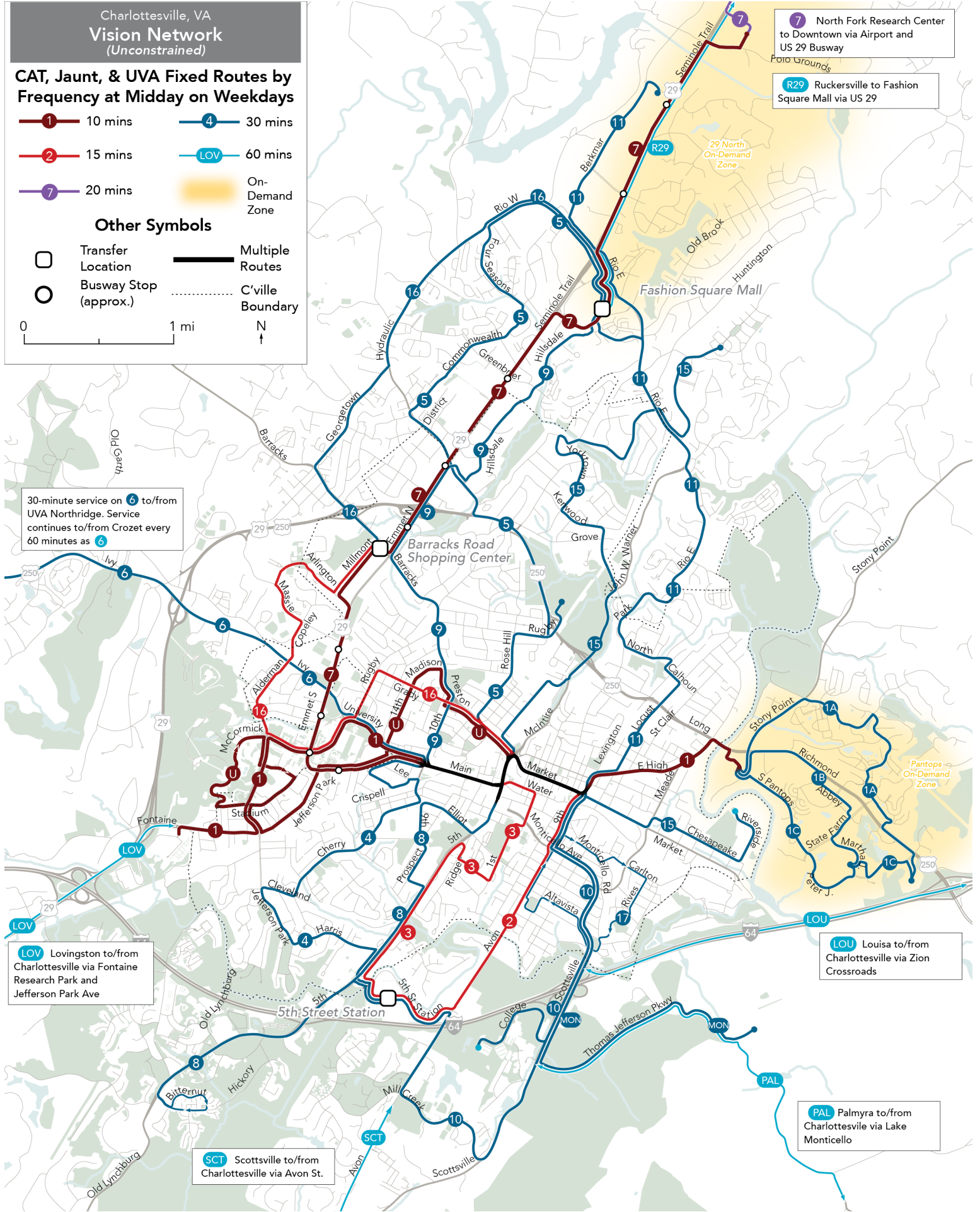
Charlottesville, VA
Vision Network (Unconstrained)
CAT, Jaunt, & UVA Fixed Routes by Frequency at Midday on Weekdays

	10 mins		30 mins
	15 mins		60 mins
	20 mins		On-Demand Zone

Other Symbols

	Transfer Location		Multiple Routes
	Busway Stop (approx.)		C'ville Boundary

0 1 mi N ↑



Charlottesville Area, VA
Vision Network (Unconstrained) Regional Transit Services

Services

- Fixed Route
- Demand Response*
- On-Demand Transit Zone

Other Symbols

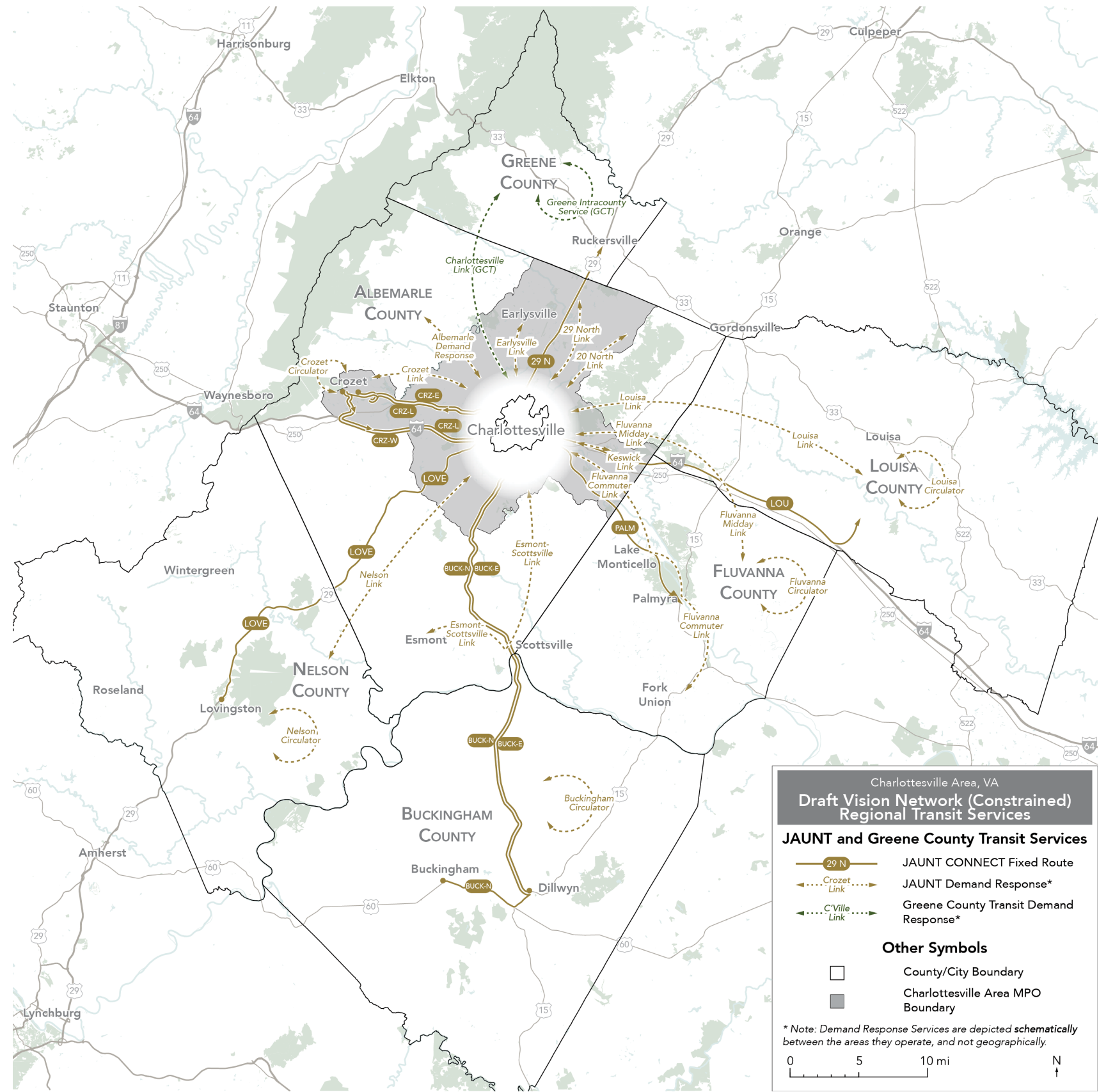
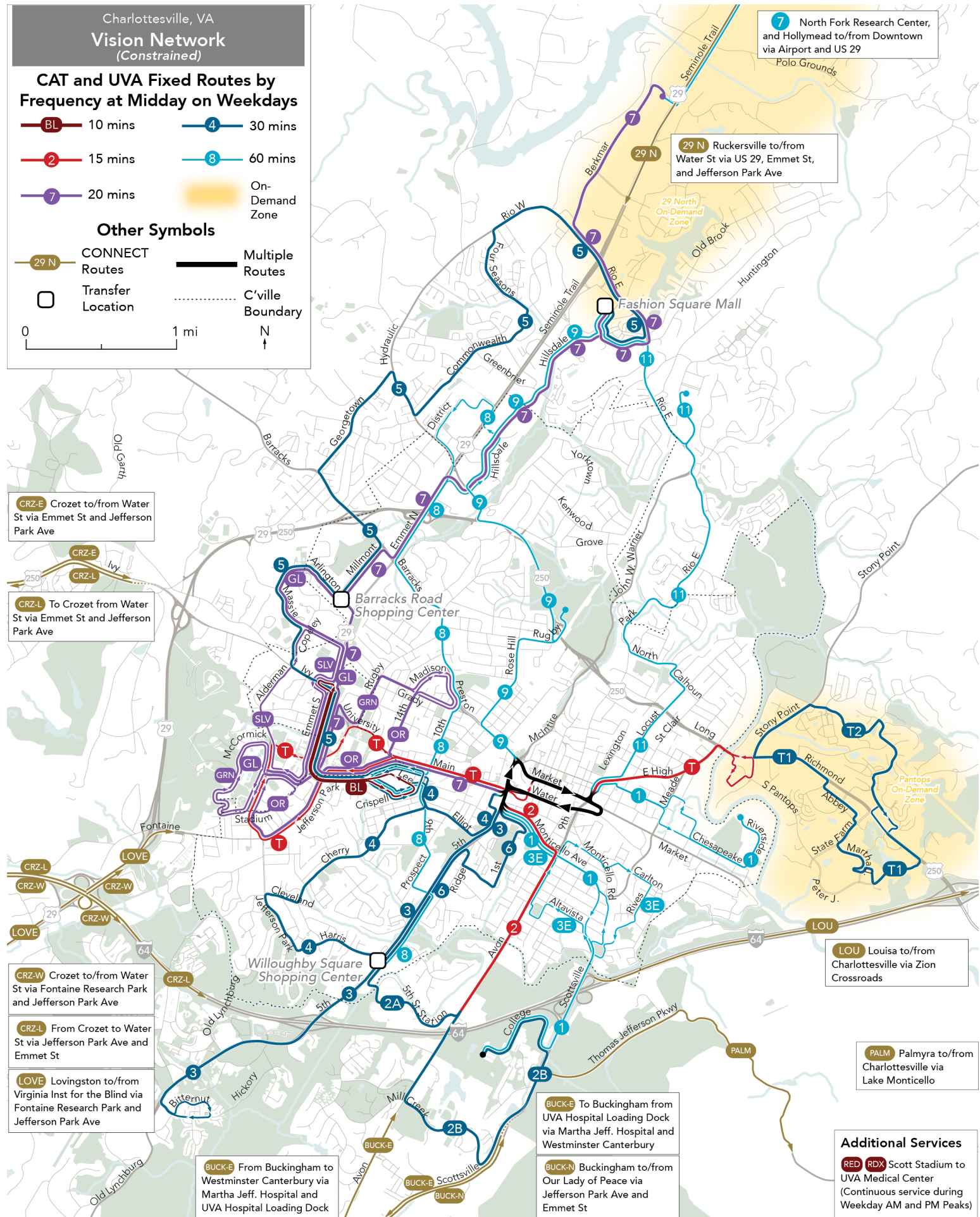
- County/City Boundary
- Charlottesville Area MPO Boundary

* Note: Demand Response Services are depicted schematically between the areas they operate, and not geographically.

0 5 10 mi N ↑

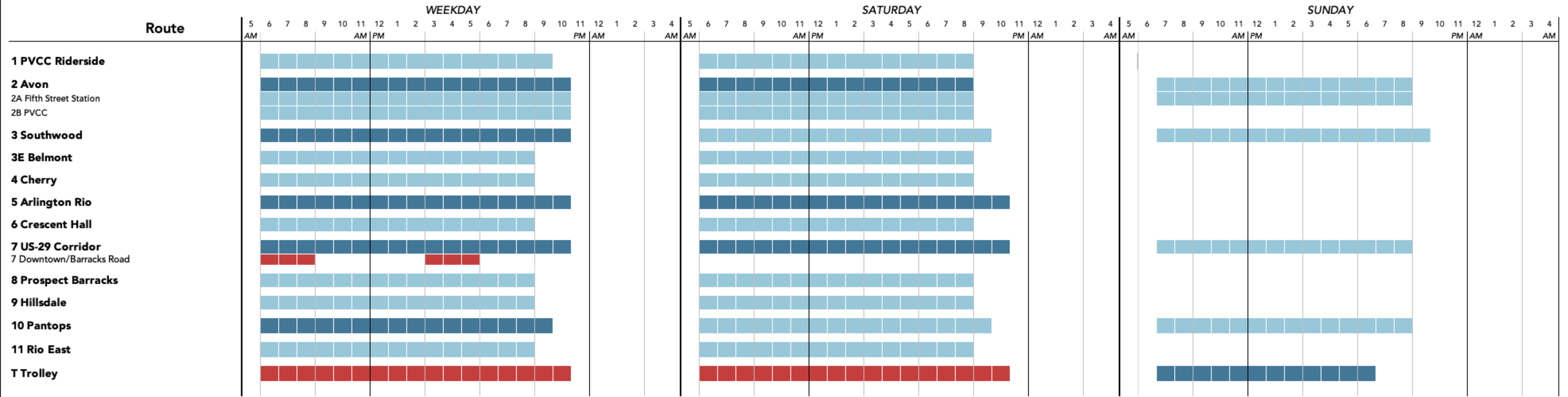
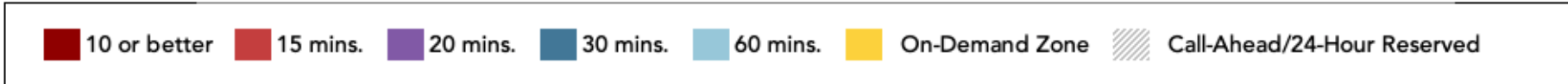
Constrained Vision Network





Baseline Network

Frequencies and Approximate Hours of Service for Each Route





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Engagement Strategy – Phase 2

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Phase Two: Next Steps

Phase 2. Envision: Underway

- Confirm the draft vision and goals
- Explore long-term transit alternatives for the region
- Collect preferences on alternatives and future outcomes

June 2022:

- Various dates – Present to Local Elected Bodies
- June 9 – Launch the survey
- June 9 - Update the project website
- June 13 Week – Focus Group Discussions
- TBD – Conduct Surveying at the Transit Center
- June 23 – Hold the Public Open House Event

July 2022:

- July 12 – Complete Local Presentations
- TBD – Update the Project Website with Summary of Phase II Engagement

August 2022:

- August 25 – Hold Final Meeting with RTP to Present the Completed Plan

Survey Questions and Objectives

Details:

- Online survey launches on June 9th
- Hardcopy version available for distribution
- Includes introduction and informational piece

Objectives:

- Attain feedback on the scenarios
- Identify public and stakeholder thoughts on future needs

Questions: Unconstrained Scenario vs. Constrained Scenario

- What do you think?
- What do you think is missing or needs improvements?
- Does the scenario go far enough?
- Question about funding*
- Additional detail questions*

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Open Discussion
and Questions

On-Demand Transit

vs.

Demand Response Service

vs. Paratransit

What's the difference?

On-Demand Transit

- Same day reservation, usually booked using a smartphone app, a website, or by calling in
- Service available within a specified zone
- Not currently operating in the region

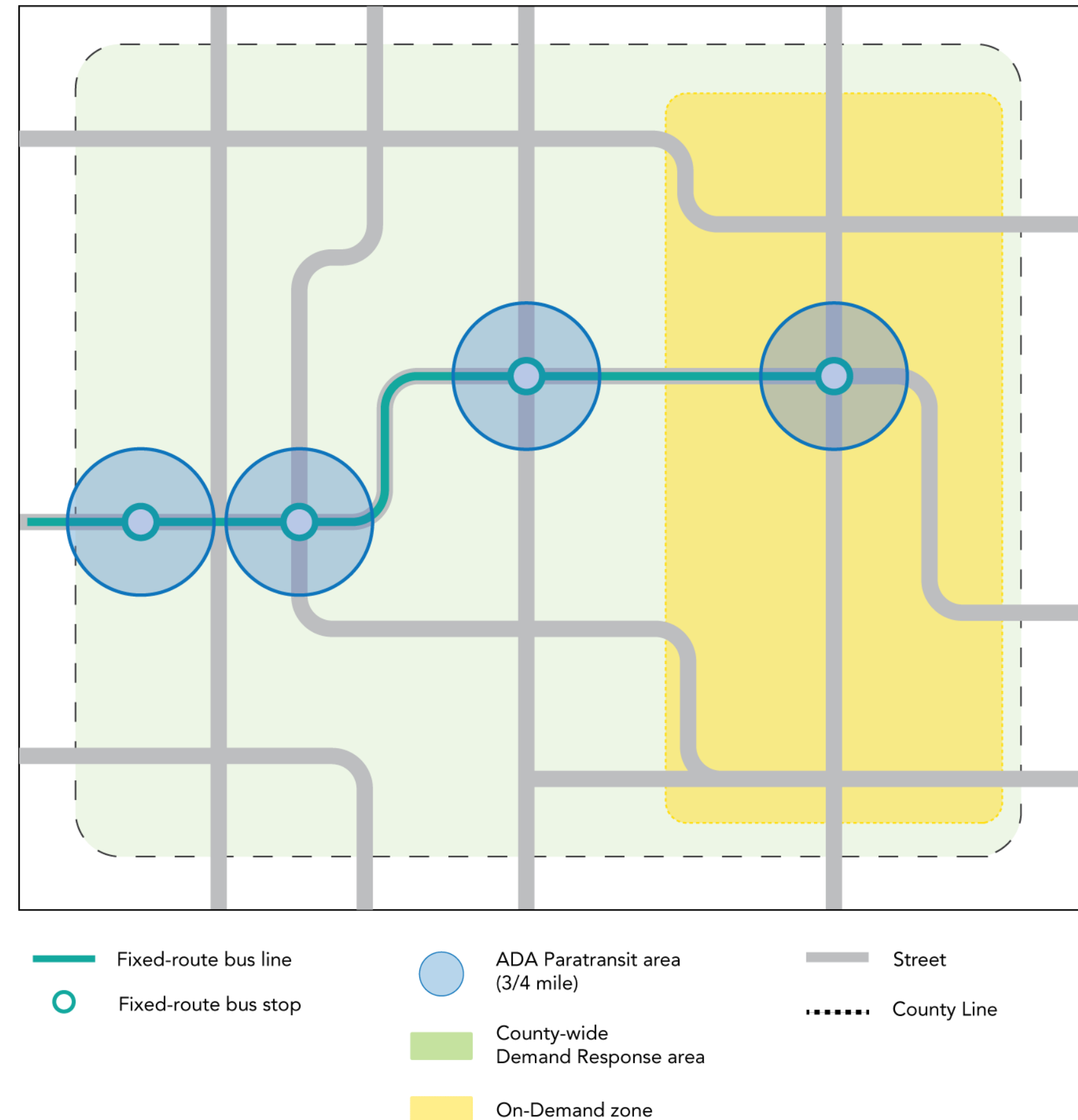
Demand Response Service

- Need to *book in advance*, usually the day or night before a trip is needed
- Currently operated by Jaunt

ADA Paratransit

- Registration and eligibility certification required
- Rides available within a $\frac{3}{4}$ radius of a fixed route stop per regulation

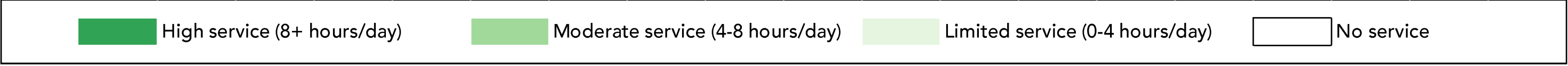
All three service types may be operated within a single area area



Existing Circulator Services

Existing Regional Network

Hours of Service per Jaunt service



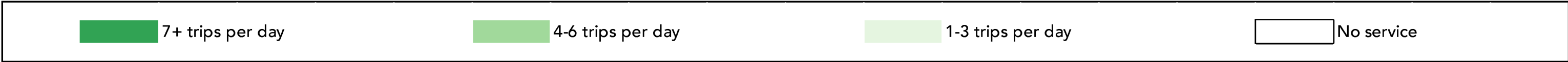
Service	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Albemarle County Demand Response	10am-2pm	10am-2pm	10am-2pm	10am-2pm	10am-2pm		
Lovingston Circulator	8am-4pm	8am-4pm					
Fluvanna County Circulator	8:30am-4pm		8:30am-4pm		8:30am-4pm		
Louisa County Circulator	6am-5pm	6am-5pm	6am-5pm	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)							



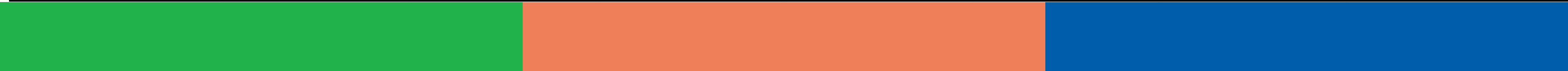
Existing CONNECT Services

Existing Regional Network

Trips per day per Jaunt CONNECT service



Service	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
CRZ-E Crozet East	7 trips	7 trips	7 trips	7 trips	7 trips		
CRZ-W Crozet West	7 trips	7 trips	7 trips	7 trips	7 trips		
CRZ-L Crozet PM Loop	1 trip	1 trip	1 trip	1 trip	1 trip		
29N 29 North	6 trips	6 trips	6 trips	6 trips	6 trips		
BUCK-E Buckingham East	2 trips	2 trips	2 trips	2 trips	2 trips	2 trips	2 trips
BUCK -N Buckingham North	2 trips	2 trips	2 trips	2 trips	2 trips	2 trips	2 trips
LOVE Lovington	2 trips	2 trips	2 trips	2 trips	2 trips		
Palmyra							
Louisa							



Coordination with UVA

With improved frequency through UVA there's an opportunity to trade resources:

Expanded and improved regional network serves

- **North Fork Research Park**
- **UVA Northridge**
- **Fontaine Research Park**
- **Travel through the grounds along Emmet/JPA**
- **West Grounds to University Avenue**

Many UTS circulator services could be reallocated to a high-frequency U Line

- **Service every 10 minutes**
- **Similar to existing Orange, Green, and Gold Line services**

Ongoing UVA Master Plan may affect Final Vision recommendations on paths through and around the grounds.