

Regional Transit Vision

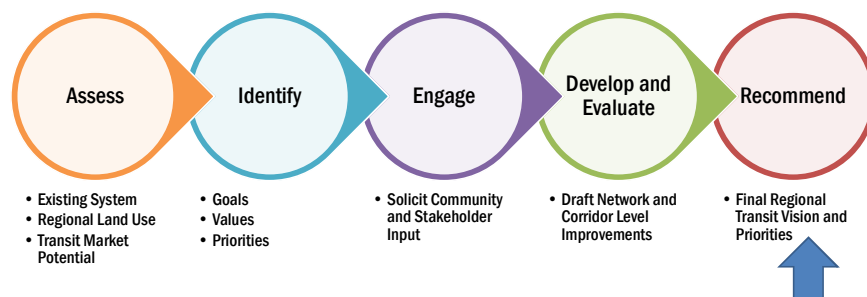


TJPDC Commission
December 1, 2022

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Project Overview/ Process

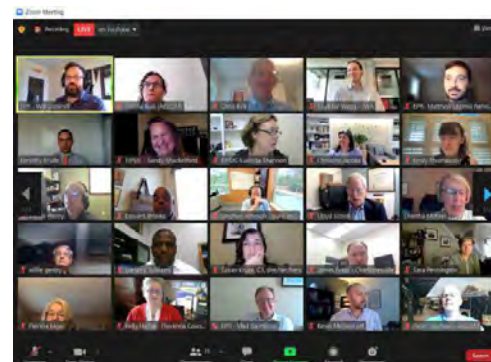
- Collaborative effort to evaluate and establish a clear long-term vision for transit service in the region
- Led by the TJPDC and funded in part by DRPT and the local jurisdictions



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Engagement Activities

- Website
- Surveys
 - Social Pinpoint mapping
 - Online and paper
 - 1,400 total responses
- Mailers
- Focus Groups
- Targeted in-person outreach
 - Transit Center
 - Soul of C'ville
- Five stakeholder workshops



Extra Engagement Efforts

- Stakeholders requested more engagement with transit riders, people of color, or people in need.
- 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
- 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), Piedmont Environmental Council (PEC), Jefferson Area Board for Aging (JABA), Sin Barreras, First Baptist Church, and UVA Hospital and Sentara.
- 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 no vehicle at home.

Engagement

What did we hear?

- 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



Final Transit Vision Report

What is the Final Transit Vision?

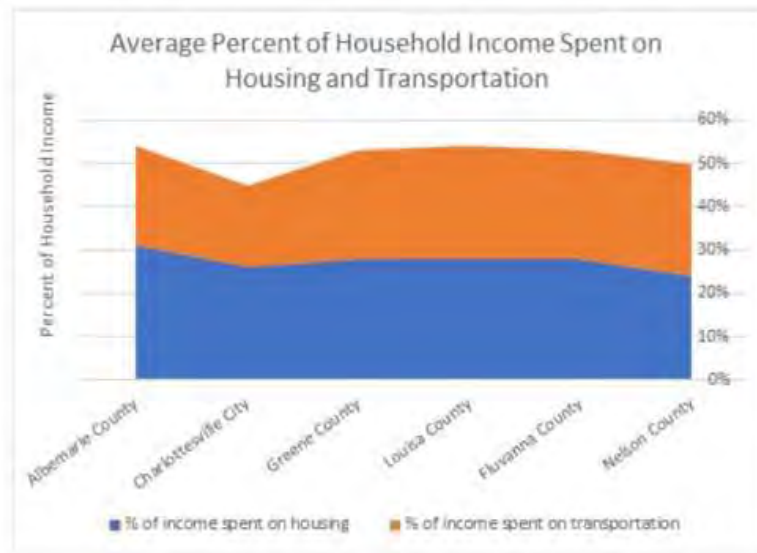
The Final Transit Vision Plan includes

- **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

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Why Invest in Transit?

Transportation costs are high in our region.



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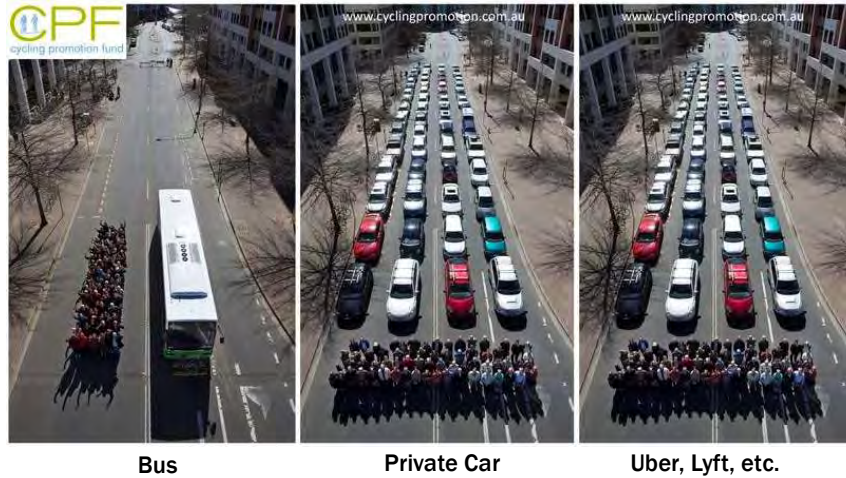
Why Invest in Transit?

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

Transportation costs are high in our region.

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Geometry bats last



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

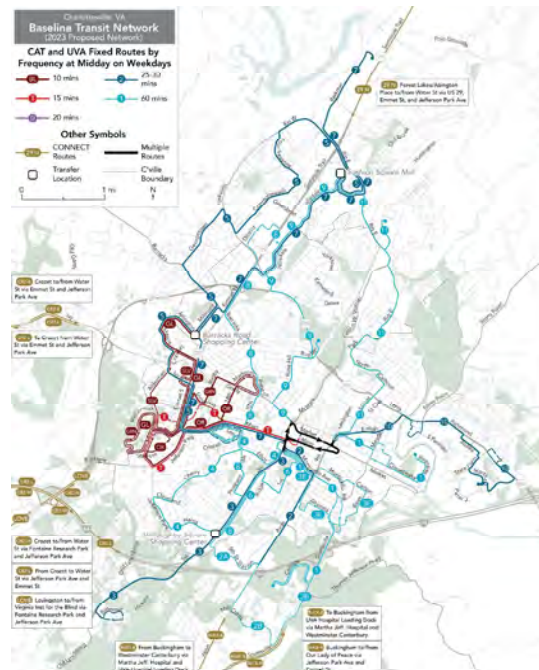
By providing people the ability to reach more places than they otherwise would, a transit system can be a tool for personal liberty, empowering people to make choices and fulfill their individual goals.

Today's Service Is Limited

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.



Existing Circulator Services

Existing Regional Network							
Hours of Service per Joint service							
High service (8+ hours/day) Moderate service (4-8 hours/day) Limited service (0-4 hours/day) No service							
Service	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Albemarle County Demand Response	10am-2pm	10am-2pm	10am-2pm	10am-2pm	10am-2pm		
Livingston 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)							

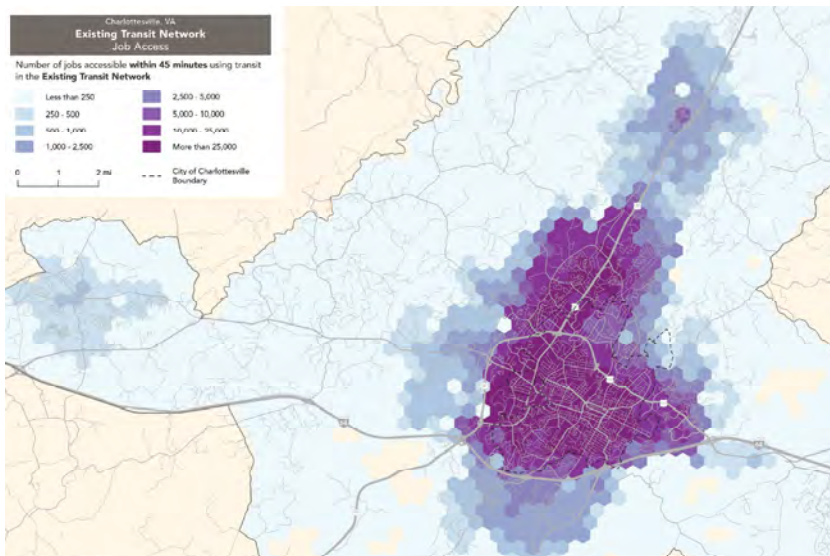
Where could I be soon? From Fashion Square, what can I reach in 45 min?



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

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.



How Can the Region Improve?



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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.

Vision Statement And Guiding Principles

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
- **Goal 2—Expand**
 - Expand the region's transit service to more neighborhoods, towns, and places and increase basic transit connectivity
- **Goal 3—Connect**
 - Promote efficient and attractive multimodal connectivity for seamless regional travel
- **Goal 4—Collaborate**
 - Improve internal and external communication with the transit agencies and with local governments to increase transit supportive land use decisions
- **Goal 5—Improve Equity**
 - Improve transit access for people with low household incomes, limited physical mobility, or lack of access to automobiles
- **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

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Vision Networks



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What are these two Networks?

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

Unconstrained Network

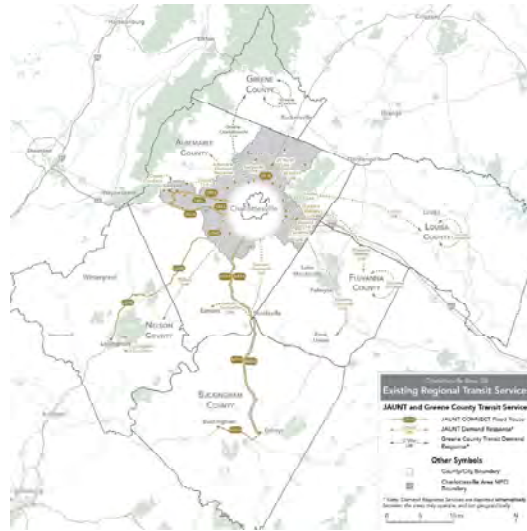
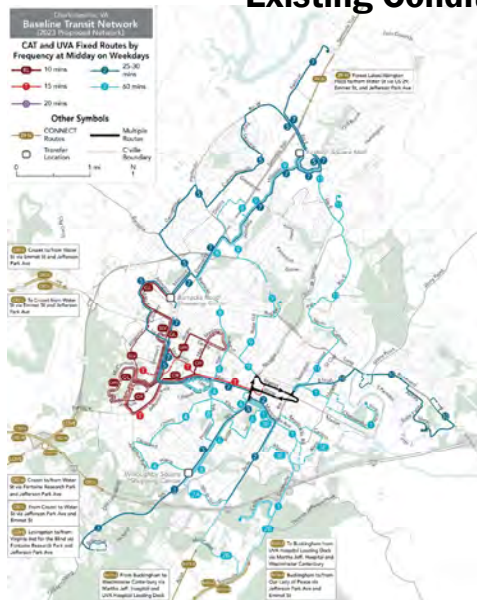
- What would you do if the region could build a network to meet its land use, climate, and other policy goals?
- No defined limit on the funding of this vision concept
- Total estimated annual cost would be about \$70 million per year.

Constrained Network

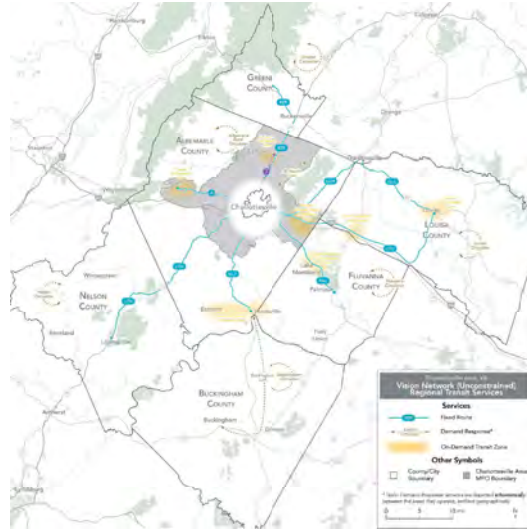
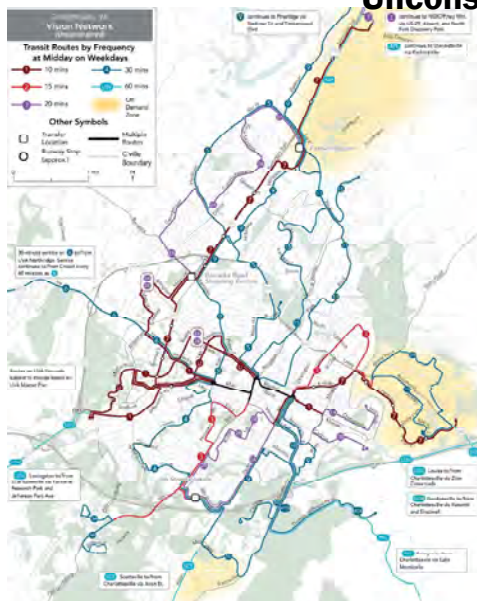
- For purposes of estimating a possible expanded network this concept assumes regional funding sources similar to the Central Virginia Transportation Authority
- Most of this regional funding goes to transit
- Assumes about \$26 million in regional funding for transit.
 - Assumes new regional dollars 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 JAUNT

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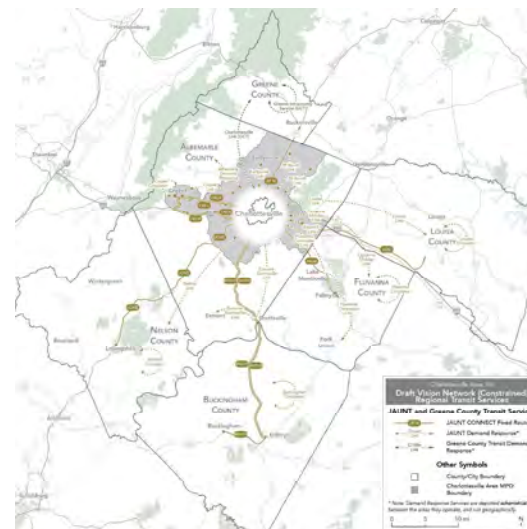
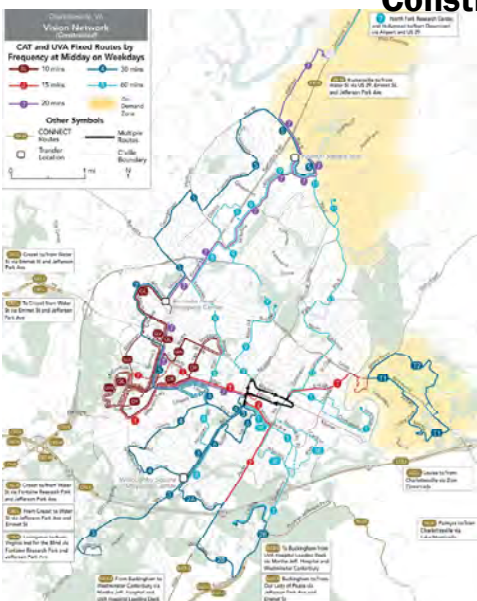
Existing Conditions/Baseline Network



Unconstrained Network



Constrained Network

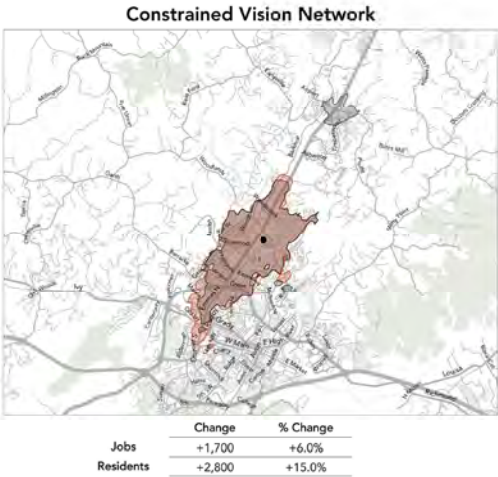
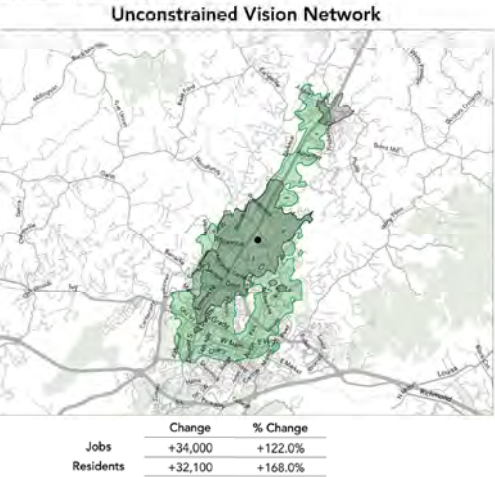


Where could I be soon?

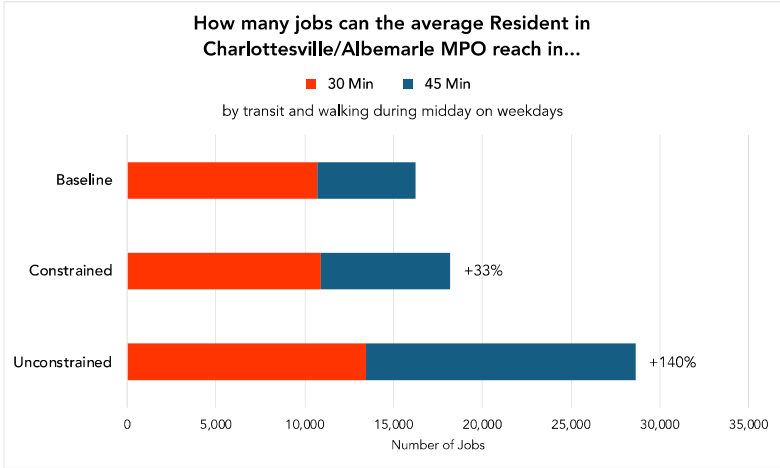


Where could I be soon?

How far can I travel in 45 minutes from
Fashion Square Mall
on Weekdays at noon in the:



Change in Jobs Reachable





Next Steps



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Implementing the Vision

Key Next Steps

- Transit Governance Study
- 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

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Open Discussion and Questions

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