Advisory Board Agenda

June 20, 2017
9:00 AM
CAT Offices, 1545 Avon Street Extended

I. Welcome and Introductions 9:00

II. Approval of Minutes 9:05
   A. Minutes from 2/14/2017

III. Matters from the Public 9:10

IV. Approval of Agenda / Agenda Changes 9:15

V. Report of Committees 9:20
   A. Belmont Bridge
   B. West Main Street
   C. Code Audit / Streets that Work
   D. PLACE

VI. Manager’s Reports 9:30
   A. Ridership / Performance Statistics – April 2017
   B. Questions

VII. New Business 9:40
   A. Upcoming Transit Development Plan Process
      a. Driving CAT Forward
      b. I-81/I-64 Inter-regional Transit
   B. ADA Paratransit updates – eligibility and recertification/new ID’s
   C. 2018 City Comp Plan Update

VIII. Old Business 10:05
   A. Update on Regional Transit Partnership
   B. Update on By Laws amendment (RTP)
   C. August 5 Alignment changes, Routes 4 & 9, Route 7 due to K-Mart closing

IX. Additional matters from the Public 10:20

X. Next Working Group Meeting schedule / Topic 10:25

XI. Adjournment

CAT’s Mission

The mission of Charlottesville Area Transit is to ensure an accessible, effective, compelling regional public transportation option for all area residents.
Lacking neither the Chair nor Vice Chair, the meeting was called to order by the Transit Director at 8:40 AM. A quorum was present.

Board Members present were:

Peter Thompson, The Senior Center
John Crosby, City
Kristin Szakos, City Council
Rebecca White UVA
Brad Sheffield, JAUNT
Jason Ness, Workforce
Virginia Chambers, UVA Student

Members not present were:

Diantha McKeel, Albemarle County resident
Nick Morrison, TJPDC, CA-MPO
Grant Duffield, Housing
LJ Lopez, City
Lena Seville, Chair
James Mann, Vice Chair

Guest attendees – L.D. Perry, City Resident; the Honorable Robert Fenwick, Charlottesville City Council

Minutes for the February 14, 2017 meeting were approved. Motion Ness, Second Szakos.

Councilor Fenwick asked how the sizes of buses purchased by CAT were determined and how bus shelter locations were determined. Mr. Jones explained that bus purchase were made based upon peak demand for services on each route, that most key routes required 35-Ft. units in peak service and most neighborhood routes, with certain exceptions – Route 9 noted as one of those – required 29-Ft. buses. These make up the majority of CAT’s revenue fleet. Jones explained that these units, while more expensive to purchase, had a service life of up to 15 years, were capable of being refurbished for longer service life, and were much more reliable in heavy service than small buses. He noted that small buses are less reliable when subjected to heavy service and long hours, had half the capacity of large buses, are not able to accommodate standees, and have only a five year service life and are not capable of being rebuilt for longer service. Jones reviewed the federal spare ratio requirement and explained that CAT is required to demonstrate that all federally funded assets are being used in service to the public on a regular basis and that FTA regularly evaluates fleets and does not allow grantees to keep surplus assets. Jones went over the process for placing bus shelters, stating that the decision to place a shelter is based upon passenger volumes and the area having sufficient right-of-way (ROW) to accommodate shelter placement without purchasing additional ROW. He further explained that ROW purchase require environmental analysis which can be an expensive undertaking. Shelter placements typically cost roughly $15,000.00 each. Mr. Perry asked if it was possible to move shelters and Jones stated that it was relatively easy to move the structure and amenities.
Mr. Perry relayed positive comments regarding the ongoing bus survey and commended several drivers for being proactive in distributing the survey on their routes. He asked if it would be possible to facilitate administering the survey to customers with literacy issues. Jones stated he would explore that option. Mr. Perry went on to enquire about enforcement of the smoking zones around the station. Mr. Jones stated he would look into some creative ways to make this happen since the City Attorney states we cannot actively enforce the non-smoking policy outside of the DTS building.

Mr. Perry asked if it would be possible to have CPD ask vagrants and loiterers to stop chasing customers away from the shelter at 2nd & E. Market. Mr. Jones stated he would contact Chief Thomas to see what could be worked out at this location.

The Agenda was approved, Motion Thompson, Second Ness

Report of Committees

- Belmont Bridge – Mr. Jones noted that design charrettes are being held
- West Main Street – Mr. Jones reported that the schematic design meeting are completed and will lead to the 60% design completion phase. He stated that he had presented new curb designs to the designers which were approved and will be incorporated into the final design. These curb designs will eliminate damage to bus tire sidewalls at stops.
- Code Audit/Streets that Work – This design review is ready to start and many of the new stop and curb designs recently discovered will make their way into the new design standards.
- PLACE – No report

Mr. Jones reviewed the second quarter statistics and fielded questions from the Board. Mr. Crosby spoke about journey to work information he has compiled for the area that reveals that most northern area commuters are coming in from Greene County.

Mr. Sheffield spoke about the upcoming Transit Development Plan updates that will be conducted this fall by JAUNT and CAT jointly. These plans will pull heavily from demographic data being compiled in conjunction with the 2045 Long Range Transportation Plan (LRTP).

Under new business Mr. Jones spoke about the upcoming public meetings to discuss the realignment of Route 9 to serve the new YMCA and service enhancements to Route 4 aimed and getting the route to meet published schedules.

During extended public comment Mr. Perry expressed concerns regarding Route 1 schedule adherence on the Woolen Mills leg in the morning. He stated that the route seems very tight and customers often miss transfers. Mr. Jones stated he would have operations conduct a time study to see what may be done to correct this. Mr. Perry thanked the Board and CAT staff for all their hard work in making things run, often during very trying conditions.

The meeting adjourned at 10:15 AM.

Next CAT Board Meeting is 6/13/2017, 8:30 AM, 407 Water Street
CAT Monthly Director’s Report

April 2017

Ridership for Analysis for April 2017:

- Total Ridership ................................................................. 189,731
- Local Route Ridership ...................................................... 60,102
- Key Route Ridership ......................................................... 124,386
- Lifeline Route Ridership .................................................... 5,243
- County Funded Ridership ................................................. 44,298
- University of Virginia Affiliated Ridership ......................... 48,302
- JAUNT ADA Paratransit Ridership ................................... 11,851

April 2017 Ridership Summary

<table>
<thead>
<tr>
<th>Category</th>
<th>2017</th>
<th>2016</th>
<th>% +/-</th>
</tr>
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<tbody>
<tr>
<td>Local Routes</td>
<td>60,102</td>
<td>65,382</td>
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<tr>
<td>Key Routes</td>
<td>124,386</td>
<td>141,346</td>
<td>-12.00%</td>
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<tr>
<td>Lifeline Routes</td>
<td>5,243</td>
<td>4,604</td>
<td>13.88%</td>
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<tr>
<td>All Service</td>
<td>189,731</td>
<td>211,332</td>
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<tr>
<td>County Funded</td>
<td>44,298</td>
<td>43,726</td>
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<td>University Rides</td>
<td>48,302</td>
<td>64,933</td>
<td>-25.61%</td>
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Mileage Analysis for April 2017:

- Total Revenue Service Miles ........................................ 79,282
- Total Revenue Fleet Miles ......................................... 97,171
- Total Deadhead Miles ................................................ 17,889
- Passengers per Revenue Mile ...................................... 2.40

Service Hours for April 2017:

- Total Revenue Service Hours ..................................... 8,338
- Passengers per Revenue Mile ...................................... 22.76
## JAUNT

**Americans with Disabilities Act Compliance**  
**Monthly Statistical and Performance Summary**  
**FY 2017**

<table>
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<tr>
<th></th>
<th>Jul-16</th>
<th>Aug-16</th>
<th>Sep-16</th>
<th>Oct-16</th>
<th>Nov-16</th>
<th>Dec-16</th>
<th>Jan-16</th>
<th>Feb-16</th>
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<th>May-16</th>
<th>Jun-16</th>
<th>FY 17 YTD</th>
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<tbody>
<tr>
<td><strong>Systemwide Trips Provided</strong></td>
<td>24,415</td>
<td>27,922</td>
<td>27,640</td>
<td>27,152</td>
<td>27,697</td>
<td>25,993</td>
<td>28,199</td>
<td>27,247</td>
<td>28,347</td>
<td>25,603</td>
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<td><strong>ADA Trips Provided</strong></td>
<td>11,759</td>
<td>12,564</td>
<td>12,586</td>
<td>12,089</td>
<td>11,681</td>
<td>11,119</td>
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<td><strong>Total revenue Service Miles Operated</strong></td>
<td>145,772</td>
<td>166,861</td>
<td>156,134</td>
<td>147,431</td>
<td>142,405</td>
<td>135,694</td>
<td>149,320</td>
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<td>134,237</td>
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<td>1,474,943</td>
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<td><strong>ADA Miles Operated</strong></td>
<td>48,952</td>
<td>53,770</td>
<td>52,438</td>
<td>48,830</td>
<td>47,186</td>
<td>44,975</td>
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<td></td>
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<td>491,742</td>
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<td><strong>Total revenue Service Hours Operated</strong></td>
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<td>10,368</td>
<td>9,650</td>
<td>9,108</td>
<td>8,697</td>
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<td>9,045</td>
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<td><strong>ADA Hours Operated</strong></td>
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<td>4,427</td>
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<td>3,900</td>
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<td>4,117</td>
<td>3,889</td>
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<td></td>
<td>41,485</td>
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|                       |        |        |        |        |        |        |        |        |        |        |        |        |          |
| **Total No Shows**     | 409    | 387    | 356    | 468    | 508    | 679    | 415    | 490    | 610    | 567    |        |        | 4,889     |
| **ADA No Shows**       | 190    | 176    | 147    | 232    | 316    | 447    | 205    | 360    | 361    | 355    |        |        | 2,789     |
| **Total Denials/Turndowns** | 10    | 49     | 28     | 24     | 15     | 88     | 19     | 12     | 12     |        |        | 192       |
| **ADA Denials**        | 4      | 16     | 8      | 6      | 5      | 8      | 2      | 2      |        |        |        | 59        |

| **On-Time Performance** |        |        |        |        |        |        |        |        |        |        |        |        |          |
|                       |        |        |        |        |        |        |        |        |        |        |        |        |          |
| **On-Time within Stated Window** | 82.00% | 73.00% | 78.00% | 79.00% | 77.00% | 83.00% | 83.00% | 84.00% | 87.00% | 87.00% |        |        | 81.30%    |
| **On-Time for Specific Appointment** | 98.00% | 97.00% | 99.00% | 98.00% | 99.00% | 98.00% | 98.00% | 99.00% | 98.00% | 98.00% |        |        | 98.30%    |
| **Trips Not Late**     | 88.00% | 78.00% | 81.00% | 87.00% | 88.00% | 89.00% | 82.00% | 85.00% | 86.00% | 85.00% |        |        | 84.90%    |

| **Number of ADA Related Complaints** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **ADA Missed Trips**       | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Lifts Determined Inoperable** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **ADA Passenger Incidents / Accidents** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **ADA Vehicle Accidents**  | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **Excessively Long ADA Trips (exceeds 60 minutes)** | 31 | 42 | 36 | 37 | 33 | 24 | 31 | 36 | 42 | 36 | 348 |
| **Average Call Hold Times** | 1:58 | 2:07 | 1:52 | 1:58 | 1:54 | 1:45 | 1:55 | 2:02 | 1:52 | 1:56 | 1:55 |

**Standards:**  
On-Time Performance Within Stated Window: 85%  
ADA Trip Denials: 5 or less per month  
ADA Missed Trips: 5 or less per month  
Excessively Long ADA Trips: 65 or less per month  
Call Hold Times: Average 2:00 or less per month, per call
Driving CAT Forward

In the next few months, CAT will begin the process of gathering information for its next six-year Transit Development Plan (TDP). As we move forward, the following principles will guide us:

- **Match CAT service to modern travel patterns:** Place bus service where it will benefit the most likely transit users. Our current system addresses past traffic patterns. We must strive to update our system to reflect where jobs are, when our customers need to be at those jobs, and what areas these commuters are traveling from to get to our area.

- **Strengthen our Network structure:** Use major road corridors to improve connectivity between County routes and City routes in order to make transit trips competitive with auto travel. Our current network makes some crosstown and neighborhood-to-neighborhood trips slow and difficult.

- **Simplify our Routes:** Simplify our system map with more direct routes and more clock based schedules to create a transit system that is more efficient and easy to use. Our current routing and schedule has become highly customized. While this has allowed CAT to achieve some efficiencies, it hinders first-time or casual use of the system.

- **Foster a Transit First lifestyle:** Increase the frequency, days, and hours that service is available to allow greater flexibility in trip planning, shorter wait times and ultimately the ability to live without a car.

- **Build Financial Stability:** Increase system ridership to improve fare box recovery, providing better value to customers and taxpayers.

CAT will be using the TDP process to evaluate our entire fixed route bus system and redesign our transit network as necessary to meet current transit demand and address trends of flat to declining ridership. VDRPT will engage a consultant to assist us in the development of this new six-year plan. CAT will provide data from our AVL and AFC system to assist the consultant group. The consultant group will conduct public involvement sessions and CAT may choose to conduct additional outreach before the plan is created.

We will share data via our website during the project, especially prior to decision points.

www.catchthecat.org
(434) 970-3649
I-81/I-64 Inter-Regional Public Transportation Proposal

Public bus service connecting Harrisonburg, Staunton, Waynesboro, and Charlottesville

Level of Service and Fares

- Monday through Friday, 5:50 a.m. to 8:45 p.m.
- Six eastbound trips; seven westbound trips each weekday.
- Distance-based fares: $5.00 between Harrisonburg and Charlottesville; $4.00 between Staunton/Waynesboro and Charlottesville; and $3.00 within the Shenandoah Valley.

Vehicles Required

- Three buses in service and one spare
- 28-passenger capacity buses for start-up
- Leased or contractor-owned

Park and Ride Lot Needs

- Harrisonburg – I-81, Exit 245
- Weyers Cave – I-81, Exit 235
- Staunton – I-81, Exit 222
- Waynesboro – I-64, Exit 94
  - Improvements planned through Smart Scale grant

Proposed Implementation Timeline and 3-Year Budget

- Three-year service start-up proposed, beginning in January, 2019
- FY19, service start-up, January 2019, 6 months of the fiscal year
- FY20, 1st full year
- FY21, 2nd full year
- FY22, first 6 months to end of the fiscal year

<table>
<thead>
<tr>
<th>Implementation Year</th>
<th>Annual Operating Costs</th>
<th>Farebox Revenue</th>
<th>Federal S.5311</th>
<th>State Assistance</th>
<th>Local Assistance</th>
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<td>FY19 (1)</td>
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<td>$33,450</td>
<td>$107,954</td>
<td>$34,545</td>
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<td>$66,930</td>
<td>$98,806</td>
<td>$31,618</td>
<td>$67,188</td>
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</table>

(1) Six-month budget
I-81/I-64 Inter-Regional Public Transportation Proposal

Public bus service connecting Harrisonburg, Staunton, Waynesboro, and Charlottesville

Proposed Local Match and Commitment

If ten local funding partners share the responsibility to provide local match for the proposed three-year start-up, each would pay the following:

- FY19: $7,341
- FY20: $14,461
- FY21: $13,438
- FY22: $6,719

The service would then be evaluated to determine if it is successful and should continue, at which time the local funding commitments would be re-evaluated.

Preliminary Implementation Tasks

- Continued dialogue with DRPT with regard to grant applicant, organizational structure, and availability of federal and state funding
- Dialogue with Greyhound and Amtrak to learn about the availability of funding based on service connections
- Development of local match through discussions with major institutions served and local jurisdictions in the corridor
- Identification of park and ride lots
- Development of branding and marketing campaign
- Fine-tuning of level of service and bus stops
- Development of grant application(s) (applications due December 15, 2017 for FY 2019)
Transportation Chapter

Complete Streets

Goal 1: Increase safe, convenient and pleasant accommodations for pedestrians, bicyclists and people with disabilities that improve quality of life within the community and within individual neighborhoods.

1.1: Continue to implement the City’s Bicycle and Pedestrian Master Plan to facilitate bicycle and pedestrian travel within the City.

1.2: Provide convenient and safe pedestrian connections within 1/4 miles of all commercial and employment centers, transit routes, schools and parks.

1.3: Continue to implement the Streets that Work Plan, providing design features on roadways, such as street trees within buffers, street furniture and sidewalk widths that improve the safety and comfort level of all users and contribute to the City’s environmental goals.

1.4: Explore and implement safe, convenient and visually attractive crossing alternatives to enable pedestrians and bicyclists to cross major thoroughfares.

1.5: Continue to include bicycle and pedestrian accommodations in conjunction with the planning and design of all major road projects, all new development and road paving projects.

1.6: Consistently apply ADA standards to facility design per the ADA Transition Plan and ensure that accessible curb ramps exist at all pedestrian crossings where conditions allow.

1.7: Examine and update the Standards and Design Manual to better incorporate Complete Street and Living Street design features in the public right of way.

1.8: Coordinate with public schools to implement the Safe Routes to School Activities and Programs plan within every public school in the City.

1.9: Seek to expand and anticipate traffic calming where applicable throughout the City in collaboration with neighborhood residents and as part of the development process.

Land Use & Community Design

Goal 2: Improve transportation options and quality of life through land use, community design techniques, and an effective, high frequency transit system.

2.1: Provide convenient and safe bicycle, pedestrian, and transit connections between new and existing residential developments, employment areas and other activity centers to promote the option of walking, biking, or using public transportation.
2.2: Encourage new street connections and alternate traffic patterns where appropriate to distribute traffic volumes across a network and reduce trip lengths for pedestrians, cyclists, transit, and private vehicles.

2.3: Improve walking and biking conditions by discouraging and/or minimizing curb cuts for driveways, garages, etc. in new development and redevelopment.

2.4: Encourage a mix of uses in priority locations, such as along identified transit corridors and other key roadways, to facilitate multimodal travel and increase cost-effectiveness of future service.

2.5: Update city regulations (zoning, Standards and Design) to consider design techniques that allow for urban scale, walkable communities where appropriate.

2.6: Promote urban design techniques, such as placing parking behind buildings, reducing setbacks and increasing network connectivity, to create a more pedestrian friendly streetscape and to reduce speeds on high volume roadways.

2.7: Encourage businesses to provide on-site amenities such as transit shelters and bicycle storage (racks/lockers) to promote alternative transit for their workers.

2.8: Consider efficient and effective Transportation System Management (TSM) techniques during transportation planning and scoping of projects.

2.9: Reduce parking requirements when a development proposal includes Transportation Demand Management (TDM) strategies that can be demonstrated to reduce trip making to and from the development.

2.10: Encourage UVA and other major employers, like the City of Charlottesville and Charlottesville City School Division, to work in partnership with developers and real estate professionals to expand workforce housing opportunities within close proximity of the employer, either by foot, bike or transit.

**Arterial Roadway Network**

**Goal 3: Improve mobility and safety of the arterial roadway network.**

3.1: Continue to encourage local employers to use Travel Demand Management (TDM) techniques, such as flexible work hours and financial incentives for using alternative modes of commuting, to preserve the traffic-moving capacity of the arterial roadway network.

3.2: Continue to use Transportation System Management techniques such as Intelligent Transportation Systems to coordinate traffic signals, and communicate emergencies, weather and incidents to drivers.

3.3: Develop Access Management standards for new development and redevelopment along primary entrance corridors.

3.4: Identify multimodal solutions to reduce single occupancy vehicle use.
3.5: Identify additional roadway connections to improve the connectivity of streets.

**Efficient Mobility**

Goal 4: **Maintain an efficient transportation system that provides the mobility and access that supports the economic development goals of the city.**

4.1: Establish designated truck routes within the City.

4.2: Minimize the effects of congestion on commuters and the movement of goods through such strategies as: signal coordination, parking management techniques that reduce the need to circle for a parking spot, encouragement of off-peak deliveries and promotion of sustainable modes of transportation.

4.3: Prioritize funding for regular maintenance to preserve and sustain investments in our transportation system.

4.4: Consider the impacts that emerging technologies in transportation (e.g., autonomous cars, online goods delivery, electric vehicles, etc.) may have on the future capacity needs of the transportation network.

**Parking**

Goal 5: **Provide parking to adequately meet demand and support economic vitality without sacrificing aesthetics, while minimizing environmental impacts and accommodating pedestrians, bicycles, transit users and disabled individuals.**

5.1: Continue to provide bicycle parking at public buildings and explore opportunities to provide bicycle parking within public right-of-way to support local businesses.

5.2: Work with University of Virginia officials to encourage students, faculty and staff to live closer to the University or to use alternative modes of transportation wherever they live.

5.3: Encourage employers to provide incentives for employees who do not drive to work.

5.4: Provide public parking to maintain the vitality of the City while using pricing strategies (including metering) and coordinated locations of parking to encourage use of transit, walking and bicycling.

5.5: Explore options for park-and-ride lots and examine parking exempt zones. Utilize the zoning regulations to promote sound private parking facility supply and design by private developers.

5.6: Explore shared motor vehicle service and bike share for the Downtown and University areas.

5.7: Examine investment in municipal, shared parking facilities in targeted mixed use corridors in an effort to encourage redevelopment.
5.8 Develop suburban park and ride facilities and provide express transit service to and from these during peak demand periods to reduce traffic congestion into and out of the City’s urban core and employment areas.

Transit System

**Goal 6: Create a transit system that increases local and regional mobility and provides a reliable and efficient alternative for Charlottesville’s citizens.**

6.1: Continue to expand transit service and increase ridership by providing more frequent service and a longer span of service on all routes.

6.2: Evaluate transit services, including attention to Sunday and after-dark bus service and route restructuring, and update the City-wide transit plan.

6.3: Continue to work with Albemarle County and the TJPDC to develop a transit system that adequately serves the residents of the entire Charlottesville-Albemarle community. This includes the continued study of express bus routes and Bus Rapid Transit (BRT).*

6.4: Work closely with state government, regional organizations and adjacent jurisdictions to support transit-oriented and transit-accessible employment throughout the region.

6.5: Accommodate the travel needs of all residents and employees, including low-income populations, the elderly and those with disabilities.

6.6: Require the development of transit-oriented/supportive developments.

6.7: Begin to develop a plan for a dedicated funding source to support transit development and operation of high frequency service on all routes.

6.8: Work closely with new developments to provide an accessible path from nearby transit stops to an accessible entrance of the site/building.

6.9: Work with appropriate agencies to evaluate the use of Intelligent Transportation System (ITS)/transit signal priority to promote transit efficiency.

6.10: Explore innovative approaches to increasing ridership of public transit, especially for first time riders.

Regional Transportation

**Goal 7: Continue to work with appropriate governing bodies to create a robust regional transportation network.**

7.1: Actively work with VDOT, VDRPT, TJPDC, Albemarle County, JAUNT, and the University of Virginia to develop a regional transportation network surrounding the City.
7.2: Evaluate regional transportation network priorities surrounding the City in MPO plans.

7.3: Actively work with the MPO to collect information regarding regional travel patterns, such as origin destination data and bicycle counts to improve access to destinations within the City and region.

7.4: Increase communication and cooperation among the City, County, Institutes of higher education, interest groups, developers and the public to develop and enhance recreational and transportation trails to ensure consistency of bicycle and pedestrian facilities across City-County boundaries.

7.5: Continue to work with the TJPDC, Albemarle County and VDOT on design solutions for Route 29, such as grade-separated interchanges and parallel road networks that balance the needs of both local and regional traffic.

7.6: Encourage existing and new employment and business uses to support alternative travel modes by participating in the region’s Rideshare and car/vanpooling programs.

7.7: Work with regional partners and the Virginia Department of Rail and Public Transportation (DRPT) to examine future demand for and feasibility of additional AMTRAK rail service for Charlottesville and the Lynchburg corridor prior to the Roanoke Extension project.

**Sustainable Transportation Infrastructure**

**Goal 8: Develop sustainable transportation infrastructure by designing, constructing, installing, using and maintaining the city’s transportation assets and equipment in efficient, innovative and environmentally responsible ways.**

8.1: Integrate best management practices into all aspects of the city’s transportation and facility maintenance activities.

8.2: Develop policies and strategies, including collaboration with partnering organizations, to incorporate sustainable transportation infrastructure alternatives as an integral part of planning.

8.3: Develop strategies to assess the cost-effectiveness of using sustainable transportation infrastructure instead of traditional alternatives for specific projects and ensure that the multifunctional benefits of sustainable transportation infrastructure are considered in cost-benefit analyses.

8.4: Continue to perform regular maintenance on existing transportation-related equipment and facilities to maximize capital investment and minimize air, water and noise pollution.

8.5: Where feasible, use alternative energy sources to power equipment, such as solar powered beacons, EV charging infrastructure, and electric buses.

8.6: Develop a plan to replace City owned vehicles with more environmentally friendly vehicles.

8.7: Consider the impacts that emerging technologies in transportation (e.g., autonomous cars, online goods delivery, electric vehicles, etc.) may have on the environmental sustainability goals of the City.
Infrastructure Funding

**Goal 9:** Identify and seek new sources of sustainable funding protocol and mechanisms for the maintenance of existing infrastructure and facilities and future development of the transportation system.

9.1: Identify additional funding sources for transportation improvements including grants, public/private partnerships and potential system operations revenues.

9.2: Create a regional advocacy group that brings all jurisdictions together to push for statewide changes in transportation funding and to lobby the General Assembly for additional funding/enabling authority to do so.

9.3: Coordinate the funding and development of transportation facilities with regional transportation and land use plans and with planned public and private investments.

9.4: Explore the possibility of establishing a Transportation District or impact fee service areas for road improvement projects and determine the feasibility of implementing them.

9.5: Make developers aware of new trail linkages needed and seek opportunities for private donations of trail easements and construction of trail enhancements such as bridges or interpretive signage.

9.6: Pursue funding through state and federal grant programs to support multimodal transportation planning and the integration of transportation and land use.