



Land Use and Environmental Planning Committee

City Transportation Planning Update

July 2024

The City's Agenda: More Choices to Serve More Trips...

Also, our
presentation
agenda:

Sidewalks and Streetscape Improvements

Scooters

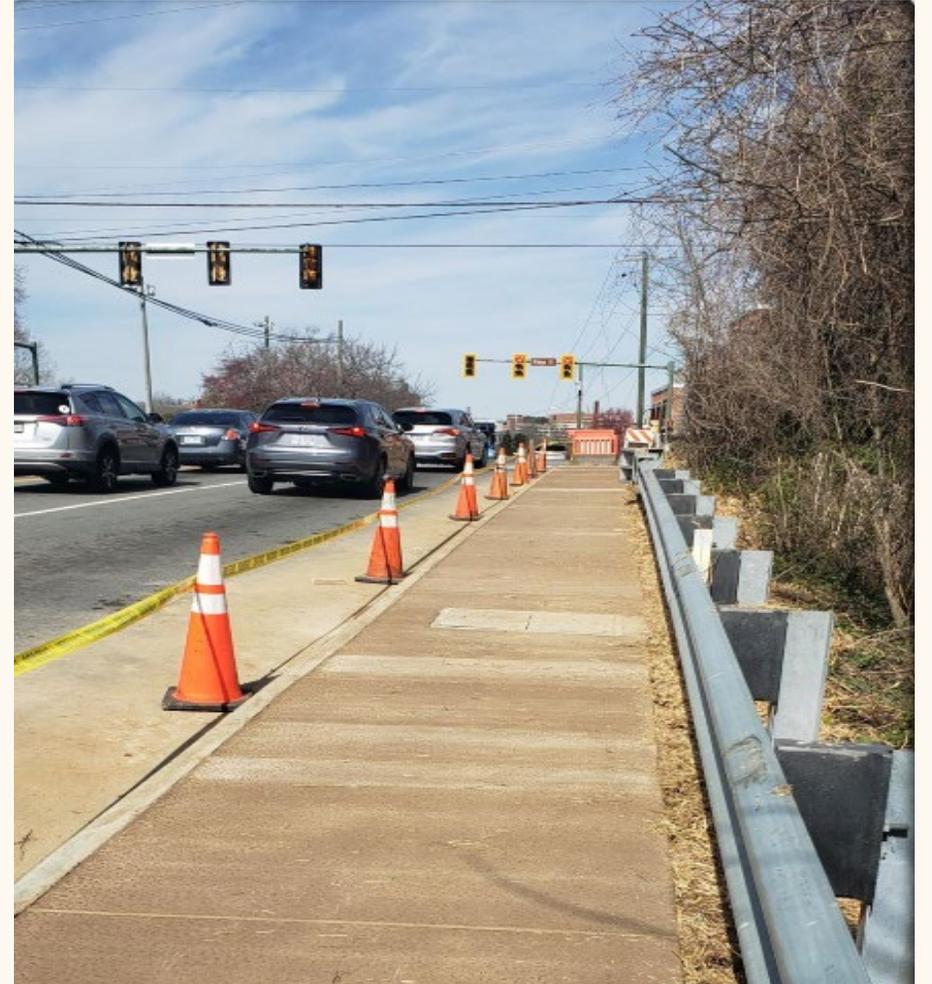
Bike Infrastructure and E-Bikes

Transit Strategic Plan and Fleet Transition

Quickbuilds and Safe Streets For All

Sidewalks

- Since November 2022, several pieces of sidewalk that were already underway have been completed (Rose Hill Dr, Harris St) and two new segments were begun and completed (E High St, Elliott Ave)
- Difficulty moving forward with new projects
 - Lack of defined sidewalk priorities
 - Major sidewalk streetscape projects in right-of-way or design phases
 - Staff capacity issues
- There is a path forward for addressing these issues and, given available funding, the challenge will become managing the volume of construction and its impacts on the transportation network



Sidewalk Priorities

- Identified need for updated and clarified prioritization in 2022 due to conflicting plans
- OIPI consultant team developed a process that incorporated quantitative metrics for key needs, as well as qualitative inputs
- Quantitative analysis was performed on all projects identified in the 2015 Bike-Ped Master Plan and 2016 Streets That Work
- Consultant work on the quantitative analysis was complete in Spring 2023 and qualitative analysis began Summer 2023 but paused for ADA Transition Plan
- Collected community feedback throughout the month of May
- Identified three tiers of projects, based on project difficulty

Sidewalk Priority Project Tiers

Tier 1: 16 projects

Low-Hanging Fruit

Shorter segments where the construction conflicts (right-of-way impacts, stormwater/utility conflicts, trees, etc.) are expected to be fewer

Tier 2: 22 projects

Need Extra Work

Longer segments or whole blocks where there is more uncertainty about potential conflicts and associated construction costs

Tier 3: 13 projects

Big Challenges

Large projects that are certain to have conflicts, require coordination with outside partners (University of Virginia, Albemarle County, VDOT, etc.), and will require additional state, federal, or private funding

What will these sidewalks cost to build?

- Survey and design costs for Tier 1 and Tier 2 and construction costs for Tier 1 projects (38 projects total) are estimated at ~\$4.76 million through Fiscal Year 2030.
- Cost estimates were not developed for Tier 2 construction or Tier 3 survey/design/construction due to uncertainties involved with these projects. The anticipated scale of funding need for completing these projects is far higher than Tier 1 projects.

Estimated Funding Needs for Proposed New Sidewalks



- **Team effort from NDS and PW**
 - **NDS to lead project selection, planning, design, and grant application**
 - **PW to lead engineering, right-of-way acquisition, and construction**
- **Review and update estimated schedules and budgets of sidewalk priorities on an annual basis as part of the CIP budget cycle**
- **Not a static list, will evolve and be updated over time: provide annual updates to work that has been completed and revise the list as new opportunities are identified**
- **Currently designing 3 new Tier 1 projects**
- **Scoping for first batch of Tier 2 projects beginning this Fall**
- **Identifying opportunities to complete planning work on Tier 3 with regional, state, and institutional partners**
- **Clearing backlog of committed projects**
- **Adding temporary asphalt sidewalks where feasible**

**What will
happen
with these
priorities?**

Scooters

- **Veo is the City's only scooter/e-bike operator**
- **Regulations governing the scooters (called the "Dockless Mobility Permit Program") were revised in May 2023 to respond to issues concerning both Veo and the City**
- **The City's largest concern regarding the scooter was and is the parking of scooters**
- **New regulations gave Veo the ability to administer fines on riders who improperly use or park the scooters**

Scooters

Veo Local User Survey in October 2023 found:

- 36% of riders do not have a car
- 65% are students
- 39% have been able to decrease car use
- 19% of their trips have replaced a car trip
- 19% x 312,812 trips is 59,435 car trips avoided in 2023
- 19% x 449,880 miles is 85,477 vehicle miles traveled avoided in 2023

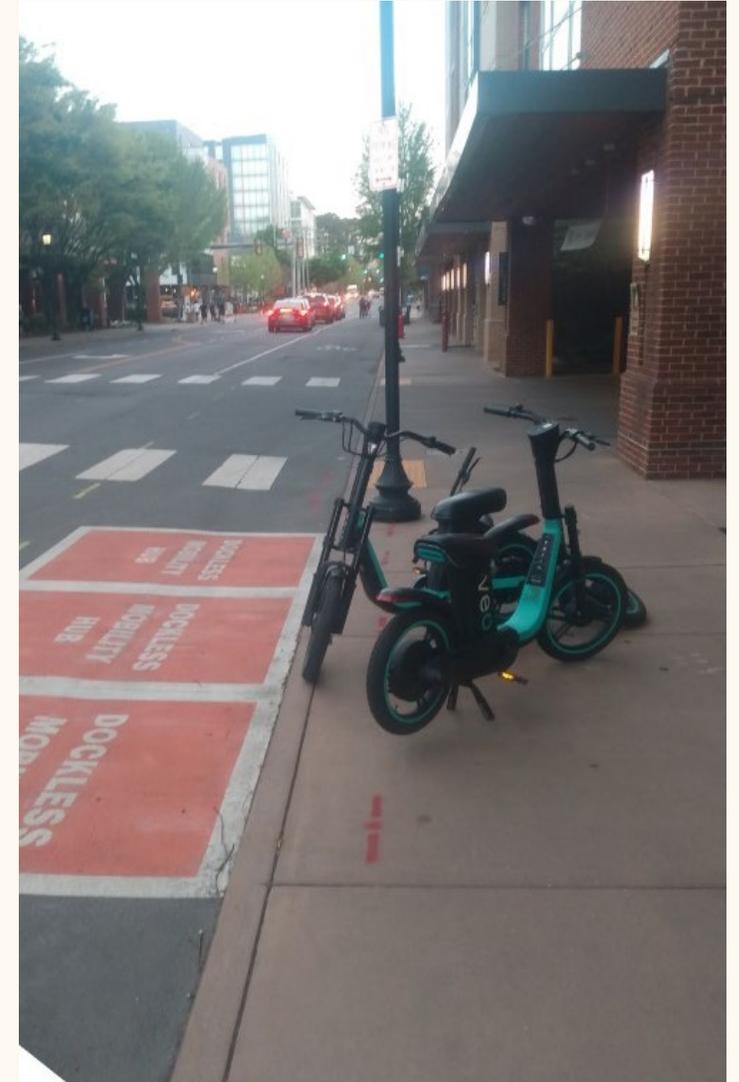
	Users	Rides	Miles
Q1	6,456	73,058	97,596
Q2	8,291	71,728	108,378
Q3	9,602	90,978	134,900
Q4	4,997	77,048	109,006
Total	7,337 (avg)	312,812	449,880

Scooter Parking Violations

- Veo receives reports of improper parking and usage through MyCville app, the Veo app, by phone (1-855-VEO-2256), and at hello@veoride.com
- In 2023, received around 700 reports of improper parking and were able to attribute about 50% of them to the last rider and administered a violation/fine
- In 2024, Veo's operations team has been even more responsive, with 300 reports investigated so far
- MyCville accounted for 59 of those 700 reports in 2023 – using the Veo app or the email is the fastest way to get a response
- Majority of these reports are from City and UVA transportation staff

Better scooter parking is getting closer, but isn't fixed yet

- Veo began user fines for improper parking, safety and parking training at sign-up, and a slow speed mode for new users last Summer
- UVA and the City began deploying hub parking locations (signed, painted, and virtual)
- No silver bullet to parking woes – finding problems in the same locations during AM commute
- Management of the system requires not just an app or hubs or fines, it requires staff (ideally not City staff)
- Beginning June 1, City staff has been visiting regularly-reported problem areas and reporting violations, following up after an hour to confirm Veo's response time and administering \$100 fine to Veo that has not been moved within the hour



Bike Infrastructure

- **Most bicycle projects identified in the City's Bicycle and Pedestrian Master Plan are completed, except for the separated/protected facilities**
 - **Working with VDOT's Bike/Ped office to develop a new road diet alternative on 5th St SW that would include a two-way protected cycle track**
 - **Beginning scoping for protected bicycle facilities on West Main beginning this Fall, would focus on a low-cost implementation**
- **Bike parking is inconsistent around the City and efforts to expand parking have been connected to businesses requesting free racks**
 - **New bike parking inventory created, in coordination with UVA P&T during Fall 2023. Link to a Google Map available on the City's Biking & Walking Page**
 - **First order of new racks will be deployed around the Downtown Mall this Fall**
 - **Businesses can still contact NDS for a bike rack**

E-Bikes

- **While there may be a lack of protected bike lanes currently in the City, usage of e-bikes is growing and users are expressing more comfort and safety, given their ability to keep up with urban vehicular speeds**
- **Cost is a major barrier, and other localities and states have had success in overcoming this barrier for more potential users by offering a subsidy toward e-bike purchases for residents**
- **City staff is currently working on developing an e-bike subsidy pilot program, to roll out later this Fall**
- **The e-bike subsidy is funded with revenues from Veo permit fees (around \$50k per year), matched with funding from the City's Climate Action Fund and currently looking at opportunities to expand this through partnerships with private, non-profit funding sources**

E-Bikes

- **Lessons learned from other localities: quarterly cycles, lottery instead of first-come-first-served, voucher instead of rebate**
- **Voucher redeemable in initial phases at local bike shops only**
- **Currently assessing different levels of subsidy for standard e-bikes vs cargo e-bikes and additional subsidy for income-qualifying residents**
- **Remaining issues to work through:**
 - **Getting a voucher system that is secure and usable across the different cash register systems used at the bike shops**
 - **Coordinating with bike shops on available inventory**
 - **Making choices about what's important to include in the initial round and what can be layered in with later rounds of vouchers**

CAT Transit Strategic Plan

- **Creates a strategic blueprint outlining changes that will improve the provision of transit services**
- **Is legislatively mandated to obtain future State funding**
- **Provides a forecast for future funding requests to support recommendations**
- **Contains recommendations that are not binding—the plan is meant to be flexible and can be adjusted in future updates**
 - **Annual written updates to DRPT and minor document updates every 5 years**

Flexibility is important for CAT given ongoing and future regional transit efforts, local and regional growth, bus operator shortages, evolving funding needs, and ongoing considerations or upcoming studies about fares and fleet technology

Overview of Planned Improvements

- 40 service improvements developed
- Incorporates recommendations from the 2021 CAT System Optimization Plan and 2022 Regional Transit Vision Plan
- Service improvements are “fiscally constrained” and grouped into one of three timeframes through FY 2035:
 - Short-term (1 to 4 years) = 25,800 added service hours (+30% from today)
 - Mid-term (4 to 8 years) = 62,400 added service hours (+70% from today)
 - Long-term (8 to 10 years) = 96,900 added service hours (+110% from today)
- Select “unconstrained” projects and additional recommendations subject to future study also included



Additional, non-service recommendations for future study, consideration, and assessment:

- **Customer experience:** Improvements to bus stops, expanded hours of operation at Downtown Transit Station
- **Fare policy:** Determine whether and how to sustain fare-free operations
- **Intermodal transfer opportunities:** Assess potential new park-and-ride connections
- **On-time performance:** Adjustments to route schedules and performance monitoring
- **Regional coordination:** with JAUNT, Albemarle County, and/or UVA
- **Microtransit expansion:** Assess potential service expansion opportunities
- **Regional Transit Vision Plan:** Incorporation of additional unconstrained improvements

Transitioning the Fleet to Zero-Emissions

- In addition to the TSP, CAT has been working on a Zero-Emissions Transition Plan
- The first phase of the Zero-Emissions Transition Plan was determining which new fuel sources would be feasible for CAT services and determining a strategy for moving to a feasible ZEB fleet
 - This study recommended a pilot for both battery-electric buses and hydrogen buses
 - First set of battery-electric buses for the pilot are being ordered this year
 - Hydrogen pilot will require CAT to determine a fuel source first
- The CAT TSP includes the fleet transition plan and does not include any new diesel bus purchases starting in 2028

Financial Considerations

- Recommendations are required by DRPT to be financially-constrained, but cost estimates and other details can be updated in future updates
- Improvements, especially frequency increases, require significant increases in operational funding
- Local funding contributions from jurisdictions is based on share of service hours
- CAT anticipates that need to increase local funding support, especially in 2026 and beyond, to maintain existing service and implement recommendations
 - DRPT Transit Ridership Incentive Program (TRIP) grant that is funding fare-free service will expire in 2026
 - Federal CARES Act funding will not be available after 2025

Safe Routes to School

Quickbuilds

Safe Streets For All Supplemental Grant

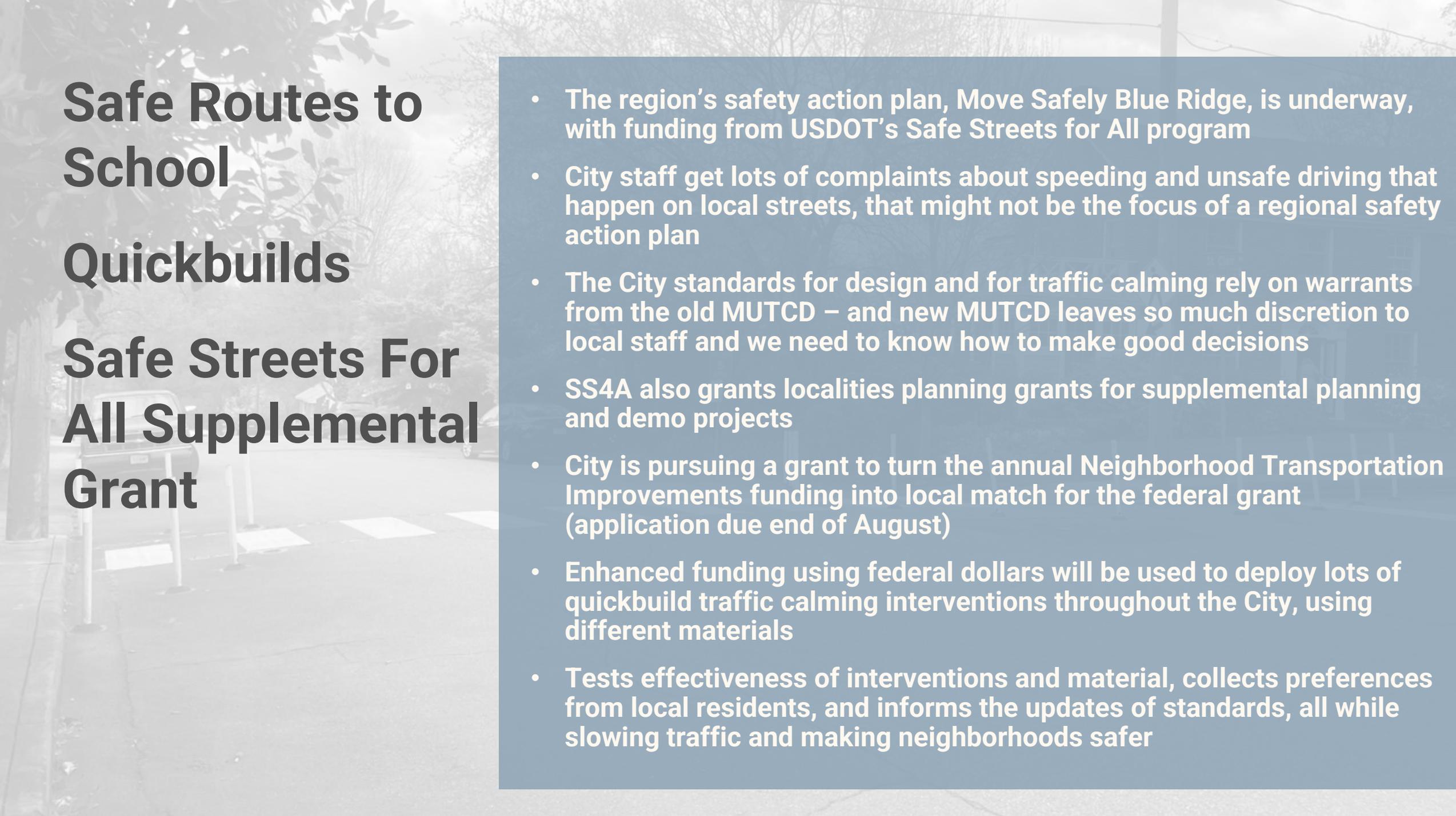
- During the pandemic, the reduction in staff at Pupil Transportation meant more students needed to find other means to school than the normal school bus, and the parent-responsibility zones for each school were expanded
- The Safe Routes to School program shifted from being a program that taught kids bike and pedestrian safety to one that was geared directly at finding and building safe routes to school using quick-builds
- Quick-builds are typically safety improvements that can be deployed with paint or plastic (reflectors, temporary curbing, flex posts) and bring visibility to pedestrians and bicyclists and have to date been focused on the SRTS needs in the City
- SRTS quick-builds have been funded for the past two years using CARES Act funding and deployed around 200 projects
- Currently working on shifting to more bike focused projects and projects leading to school bus stops
- Have 7 projects currently moving forward to harden successful paint/plastic SRTS projects

Safe Routes to School

Quickbuilds

Safe Streets For All Supplemental Grant

- The City's CIP includes funding for Neighborhood Transportation Improvements, which are described as funding "demonstrations, pilots, semi-permanent improvements and small-scale improvements on streets and sidewalks to enhance neighborhood safety, walkability, and bikeability", aka quick-builds
- Needed a process in place to receive input on where to put quick-builds, beyond the SRTS program
- The Bicycle and Pedestrian Advisory Committee was looking for a role in advising the City staff on ideas of "easy fixes" and have taken on the challenge of providing recommendations to the City on what to build
- City staff are working with the BPAC quick-build subcommittee to build the knowledge of City standards and requirements, identify examples of previously successful quick-build projects that could be replicated elsewhere, and generally inform the fiscal and physical constraints the subcommittee needs to work within
- BPAC is an open resident-led committee, all are welcome and encouraged to join and get involved in helping us figure out where the "easy fixes" should go



Safe Routes to School

Quickbuilds

Safe Streets For All Supplemental Grant

- The region's safety action plan, Move Safely Blue Ridge, is underway, with funding from USDOT's Safe Streets for All program
- City staff get lots of complaints about speeding and unsafe driving that happen on local streets, that might not be the focus of a regional safety action plan
- The City standards for design and for traffic calming rely on warrants from the old MUTCD – and new MUTCD leaves so much discretion to local staff and we need to know how to make good decisions
- SS4A also grants localities planning grants for supplemental planning and demo projects
- City is pursuing a grant to turn the annual Neighborhood Transportation Improvements funding into local match for the federal grant (application due end of August)
- Enhanced funding using federal dollars will be used to deploy lots of quickbuild traffic calming interventions throughout the City, using different materials
- Tests effectiveness of interventions and material, collects preferences from local residents, and informs the updates of standards, all while slowing traffic and making neighborhoods safer

Thank You

