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Charlottesville Area Transit *Transit Strategic Plan*

Fiscal Year 2025 – 2034

Chapter 3: Planned Improvements and Modifications

June 2024

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Chapter 3: Planned Improvements and Modifications

This chapter identifies and prioritizes service and capital improvements for Charlottesville Area Transit's (CAT) transit network. It begins with a discussion of operational considerations, costs and constraints, ridership, and existing and future needs. Chapter 3 is organized as follows:

- **Section 3.1: Planned Service Improvements** describes specific service change recommendations for each route.
- **Section 3.2: Prioritization of Planned Service Improvements** outlines the anticipated timeframe and associated costs of each project, classified as short-term, mid-term, or long-term.
- **Section 3.3: Service Development** summarizes service hours and miles; evaluates policies and planning actions required for each project's implementation.
- **Section 3.4: Additional Recommendations** outlines other studies and initiatives that should be considered in the strategic planning process.

The intention of this chapter is to identify all expected service improvement projects for CAT over the next ten years. All projects are financially constrained and are therefore reasonably achievable over the Transit Strategic Plan (TSP) timeframe based on expected funding and available grant programs. As with any planning effort, the degree of uncertainty for implementation increases over time. Although all projects outlined here have been examined and prioritized, the execution of each project may change due to evolving circumstances and other forces outside of CAT's control. The service plan will be updated regularly during the annual TSP update process.

Identified improvements are based on:

- Existing route performance
- Trend and gap analysis presented in Chapter 2
- Existing local and regional plans for CAT service
- Workshops with CAT staff and operators
- Input received from the public, including community survey results
- Input received from stakeholder workshop meetings

Several existing plans and studies provided the foundation for the service needs included in this chapter. These plans include the 2021 CAT System Optimization Plan, the 2022 Albemarle County Transit Expansion Study, and the 2022 Regional Transit Vision Plan.

3.1 Planned Service Improvements

This section presents specific route improvements based on the needs identified in Chapter 2 and discussions with CAT staff. Each project begins with a description of service changes followed by details on how the project fulfills the need of the transit system. Operating statistics, as well as estimates for ridership are included for each project. Projects are prioritized and shown by timeline in later sections of the chapter.

Each project in this section is financially constrained, meaning that funding for the project has already been secured or could reasonably be secured in the future. However, a project being included in this section does not guarantee that it will be implemented. Financial conditions are likely to evolve over time, and projects may ultimately change or be eliminated.

The service described in this plan represents the best estimates at the time of recommendation development and is subject to change due to funding availability, concurrent planning efforts, and changing demand. Updates to implementation and potential service destinations will be made during the annual updates to the TSP by CAT.

The planned service improvements that follow are presented as route profile sheets, which contain:

- A description of the service changes.
- The justifications for the service changes, including:
 - Findings from the performance and opportunities analysis completed in Chapter 2.
 - For each of the justifications, highlighted cells in a table provide a quick reference to the types of justifications included for each route:
 - **Meets Identified Demand:** The planned improvement is responsive in meeting identified demand for transit based on travel patterns and/or demographic analysis documented in Chapter 2. Examples included improving service in areas with high transit demand (that currently have some level of service) and/or introducing new service to areas with high transit demand (that do not currently have service)
 - **Performance Improvement Opportunity:** The planned improvement presents an opportunity to improve system performance based on the opportunities documented in Chapter 2. Examples include increases in riders per hour or per-trip boardings.
 - **Efficiency Improvement Opportunity:** The planned improvement presents an opportunity to improve system efficiency based on the opportunities documented in Chapter 2. Examples include improvements to on-time performance and/or maximum vehicle load.
 - **Alignment with Service Standards:** The planned improvement is in alignment with service design standards and goals documented in Chapter 1.
- A table showing the route's service classification.
- A table showing the origins and destinations.
- A table comparing level of service—span and headway—between the existing service and the service targets for the route. This table excludes unconstrained changes.
- A table showing the implementation horizons of changes and the impact on annual hours, miles, and ridership.
- A place for any special notes that apply to the route.
- A map showing the route and added or eliminated sections of the route (if applicable).



Route 1

Piedmont Virginia Community College and Woolen Mills

Service Classification	
Local	

Origins and Destinations Served		
	Existing	Proposed
To / From	PVCC/Riverview	PVCC/Riverview

Level of Service			
Span			
	Existing		Proposed
Weekday	6:00 AM – 10:30 PM		6:30 AM – 10:30 PM
Saturday	6:00 AM – 10:30 PM		6:30 AM – 10:30 PM
Sunday	-		6:30 AM – 10:30 PM
Headways			
		Existing	Proposed
Weekday	Peak	60 min	30 min
	Off-Peak	60 min	30 min
Saturday	All-Day	60 min	30 min
Sunday	All-Day	-	30 min

Service Changes

- Increase weekday frequency to every 30 minutes and set weekday span to match the service standard of 6:30 AM to 10:30 PM
- Add Sunday service with 60-minute frequencies. Set weekend span to match the service standard of 6:30 AM to 10:30 PM
- Increase weekend frequency to every 30 minutes

☐ Meets Identified Demand	☒ Performance Improvement Opportunity	☐ Efficiency Improvement Opportunity	☒ Alignment with Service Standards
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Justification

- Route 1 currently does not offer Sunday service. The addition of Sunday service will improve mobility for residents of the Woolen Mills, Martha Jefferson, and Belmont neighborhoods.
- Route 1 currently has the second-lowest riders per revenue hour of all routes in the system. It is possible that the lack of Sunday service detracts from the general usability of Route 1, as residents who might be inclined to ride transit opt for other modes (such as driving) due to the lack of service on Sunday. The implementation of Sunday service will make Route 1 more appealing and useful to existing and potential future riders.

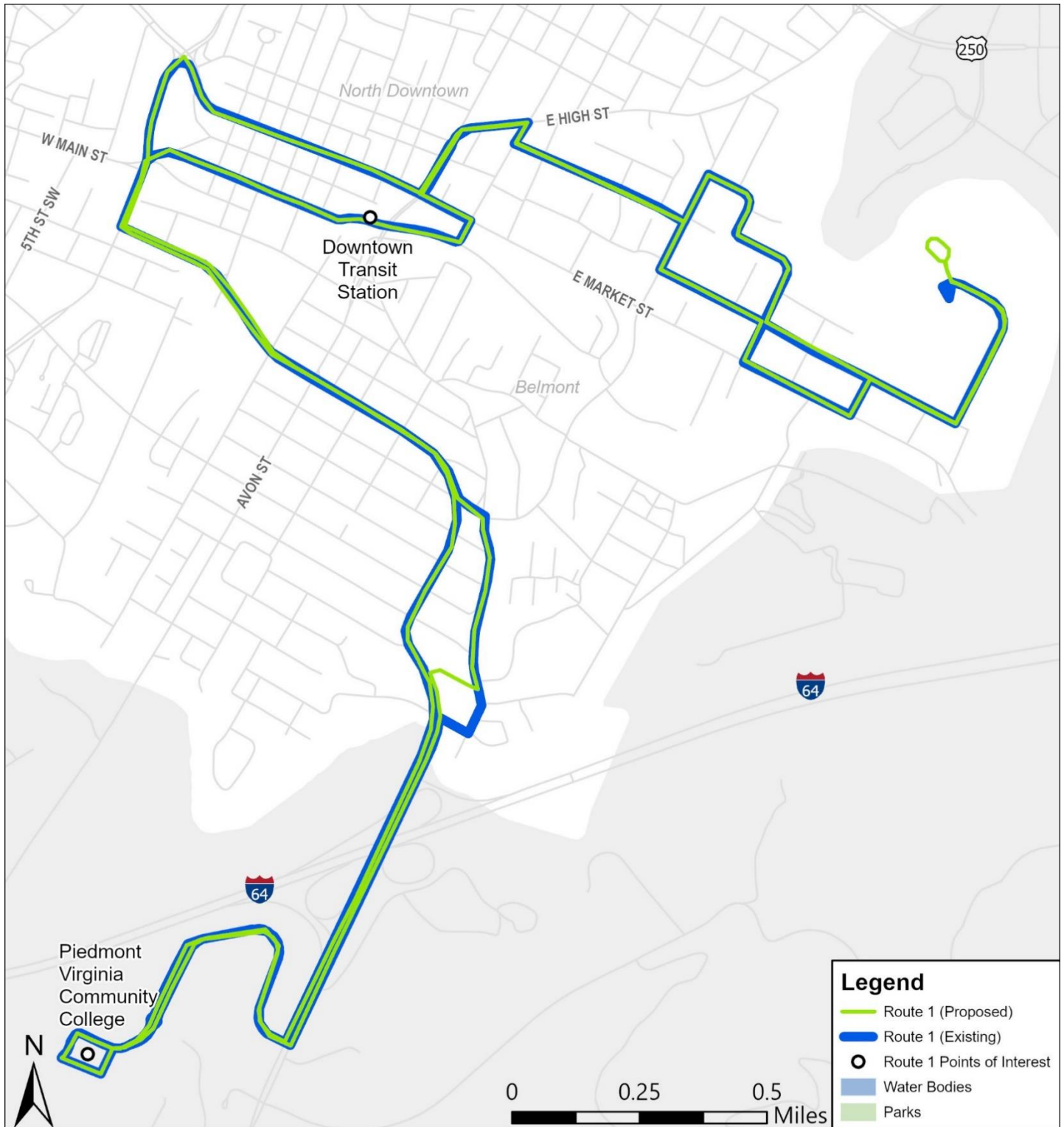
Service Change Phasing				
Horizon	Improvement	Estimated Change from Existing (Annual)		
		Revenue Hours	Revenue Miles	Ridership
Mid-Term	Increase weekday frequency to every 30 minutes and set weekday span to match the service standard of 6:30 AM to 10:30 PM.	3,636	38,757	17,711
Long-Term	Add Sunday service with 60-minute frequencies. Set weekend span to match the service standard of 6:30 AM to 10:30 PM.	1,465	21,926	9,291
Unconstrained	Increase weekend frequency to every 30 minutes.	1,379	20,637	8,603

NOTE: Unconstrained improvements are not reflected in Level of Service table above or map below.



Route 1

Piedmont Virginia Community College and Woolen Mill





Route 2A

5th Street Station

Service Classification	
Key	

Origins and Destinations Served		
	Existing	Proposed
To / From	Downtown/ Willoughby Square	Downtown/ Willoughby Square

Level of Service			
Span			
	Existing	Proposed	
Weekday	6:30 AM – 10:30 PM	6:00 AM – 12:00 AM	
Saturday	6:30 AM – 10:30 PM	6:30 AM – 10:30 PM	
Sunday	-	6:30 AM – 10:30 PM	
Headways			
		Existing	Proposed
Weekday	Peak	30 min	30 min
	Off-Peak	30 min	30 min
Saturday	All-Day	30 min	60 min
Sunday	All-Day	-	60 min

Notes
Route 2B's service changes are outlined separately

Service Changes

- Split Route 2 into two patterns. Route 2A will have bidirectional service on Avon Street to Willoughby Square Shopping Center.
- Add Sunday service with 60-minute frequencies from 6:30 AM to 10:30 PM
- Increase weekday frequency to every 30 minutes
- Increase weekday span to 6:00 AM to 12:00 AM
- Extend weekend frequency to every 30 minutes and span to 6:00 AM to 12:00 AM

☒ Meets Identified Demand	☒ Performance Improvement Opportunity	☐ Efficiency Improvement Opportunity	☒ Alignment with Service Standards
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Justification

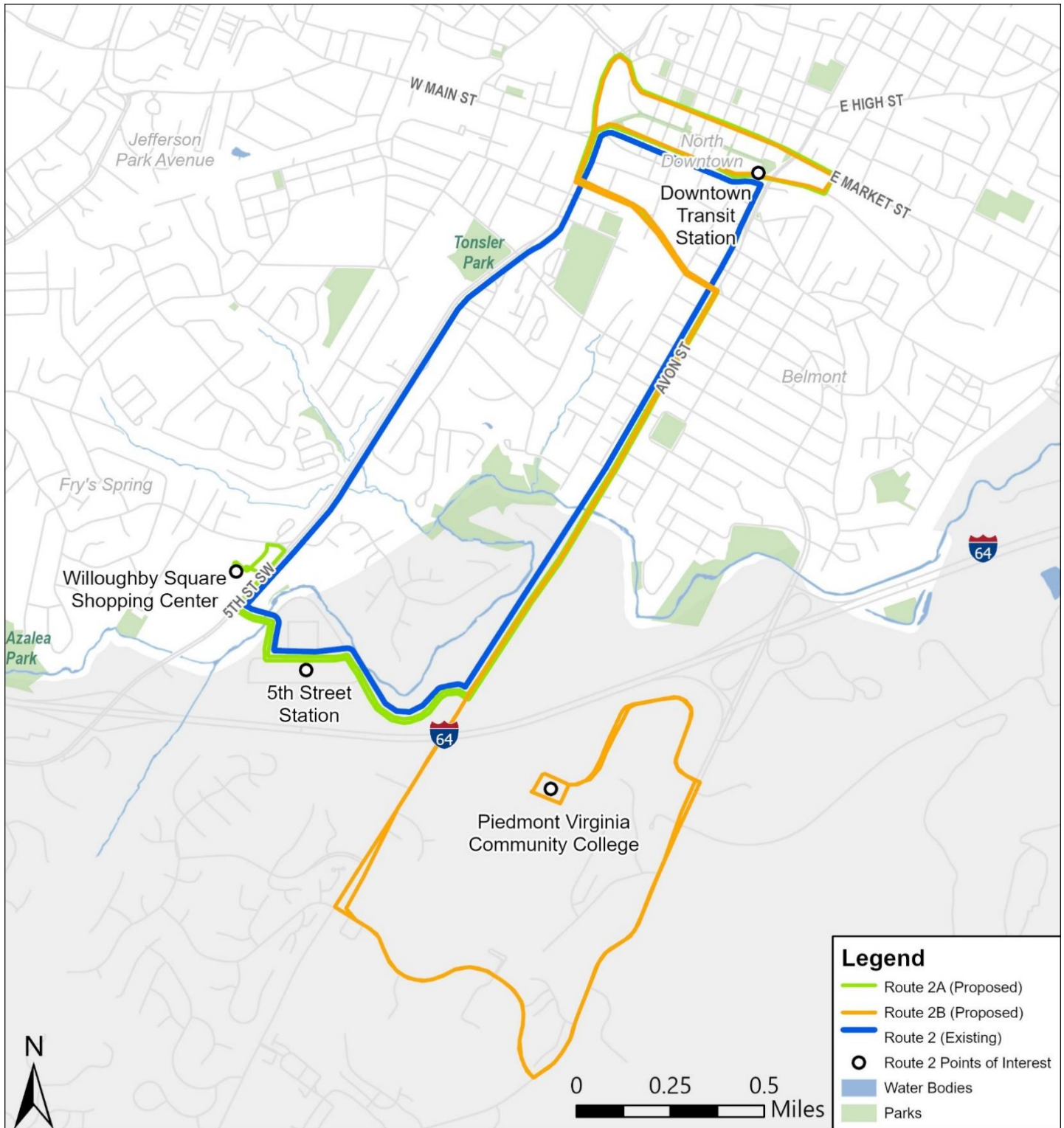
- Route 2 currently operates on a one-way loop—outbound on 5th Street SW and inbound on Avon Street. This configuration risks being confusing for riders who may not understand the service or inconvenient to those who may wish to travel in the opposite direction.
- The proposed Route 2A will be easier for riders to understand and allow for travel in both directions.

Service Change Phasing				
Horizon	Improvement	Estimated Change from Existing (Annual)		
		Revenue Hours	Revenue Miles	Ridership
Short-Term	Split Route 2 into two patterns. Route 2A will have bidirectional service on Avon Street to Willoughby Square Shopping Center.	(1,069)	(10,822)	(6,078)
Mid-Term	Add Sunday service with 60-minute frequencies 6:30 AM to 10:30 PM.	467	7,129	10,408
Long-Term	Increase weekday frequency to every 30 minutes.	2,992	31,109	27,188
Long-Term	Increase weekday span to 6:00 AM to 12:00 AM.	748	7,778	
Unconstrained	Extend weekend frequency to every 30 minutes and span to 6:00 AM to 12:00 AM.	1,357	16,774	24,136

NOTE: Unconstrained improvements are not reflected in Level of Service table above or map below.



Route 2A
5th Street Station





Route 2B

Piedmont Virginia Community College

Service Classification	
Key/Local/Lifeline	

Origins and Destinations Served		
	Existing	Proposed
To/From	-	Downtown/ PVCC

Level of Service			
Span			
	Existing		Proposed
Weekday	-		6:00 AM – 12:00 AM
Saturday	-		6:30 AM – 10:30 PM
Sunday	-		6:30 AM – 10:30 PM
Headways			
		Existing	Proposed
Weekday	Peak	-	30 min
	Off-Peak	-	30 min
Saturday	All-Day	-	60 min
Sunday	All-Day	-	60 min

Notes
This is new service.

Service Changes

- Split Route 2 into two patterns. Route 2B will have bidirectional service on Avon Street to Piedmont Virginia Community College with 60-minute frequencies
- Add Sunday service with 60-minute frequencies
- Improve weekday frequency to every 30 minutes
- Increase weekday span to 6:00 AM to 12:00 AM
- Increase weekend frequencies to 30 minutes and span to 6:00 AM to 12:00 AM

☒ Meets Identified Demand	☒ Performance Improvement Opportunity	☐ Efficiency Improvement Opportunity	☒ Alignment with Service Standards
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Justification

- Route 2 currently operates on a counter-clockwise loop—outbound on 5th Street SW and inbound on Avon Street. This configuration is potentially confusing and inconvenient for riders, who may not understand the looping nature of the service, or who may wish to travel in the opposite direction than the route operates.
- Route 2B will extend new service southward along Mill Creek Drive and to Monticello High School along the way to PVCC.

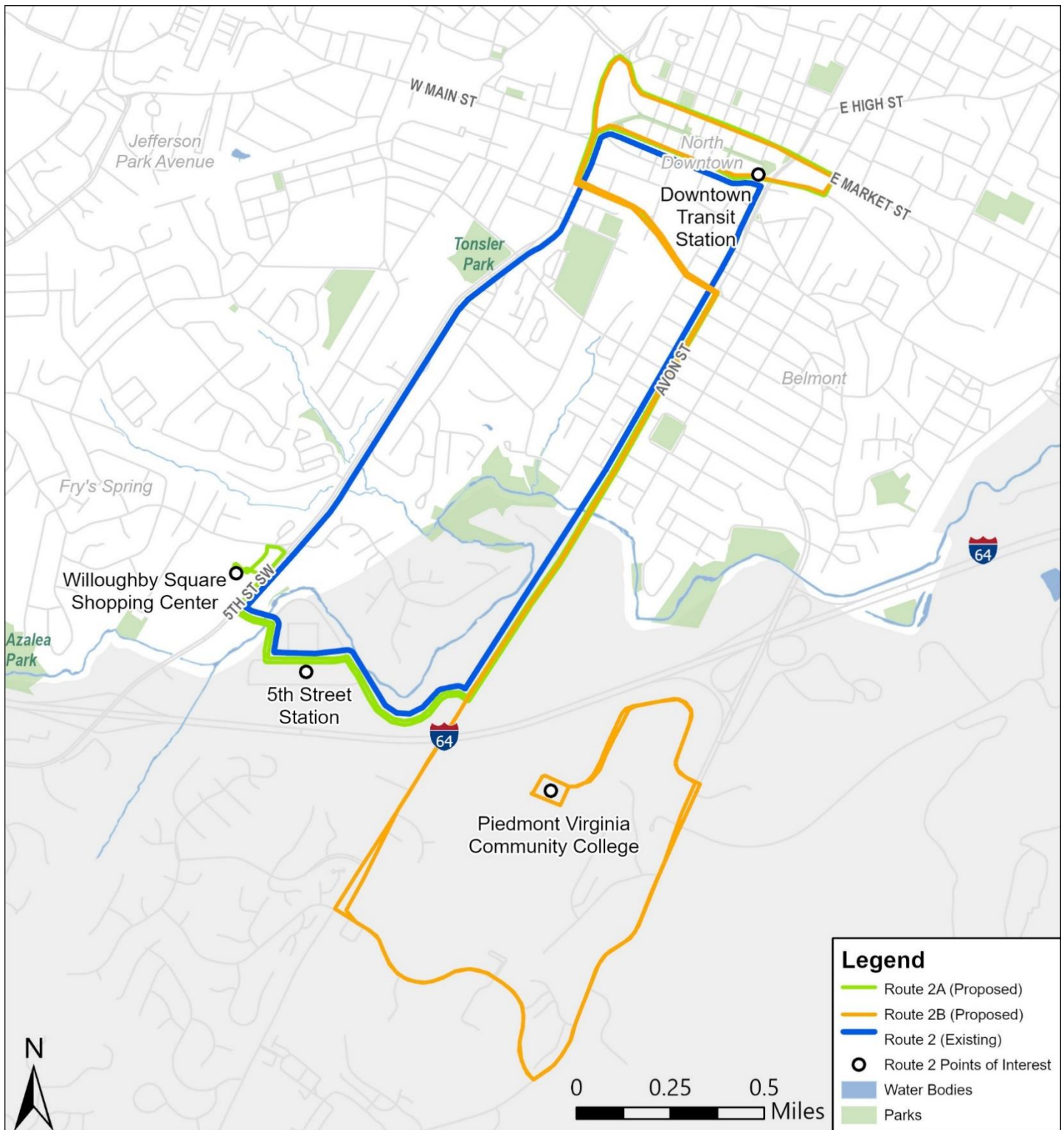
Service Change Phasing				
Horizon	Improvement	Estimated Change from Existing (Annual)		
		Revenue Hours	Revenue Miles	Ridership
Short-Term	Split Route 2 into two patterns. Route 2B will have bidirectional service on Avon Street to Piedmont Virginia Community College with 60-minute frequencies.	6,061	62,886	43,040
Mid-Term	Add Sunday service with 60-minute frequencies from 6:30 AM to 10:30 PM.	835	11,157	8,890
Long-Term	Increase weekday frequency to every 30 minutes.	4,760	48,686	17,639
Long-Term	Increase weekday span to 6:00 AM to 12:00 AM	1,190	12,171	
Unconstrained	Increase weekend frequencies to 30 minutes and span to 6:00 AM to 12:00 AM.	2,164	26,252	23,230

NOTE: Unconstrained improvements are not reflected in Level of Service table above or map below.



Route 2B

Piedmont Virginia Community College





Route 3

Southwood and Belmont

Service Classification	
Local	

Origins and Destinations Served		
	Existing	Proposed
To / From	Downtown/ Southwood	Downtown/ Southwood

Level of Service			
Span			
	Existing		Proposed
Weekday	6:00 AM – 10:30 AM		6:30 AM – 10:30 PM
Saturday	6:00 AM – 10:30 AM		6:30 AM – 10:30 PM
Sunday	-		6:30 AM – 10:30 PM
Headways			
		Existing	Proposed
Weekday	Peak	60 min	30 min
	Off-Peak	60 min	30 min
Saturday	All-Day	60 min	30 min
Sunday	All-Day	-	30 min

Notes
Route 3E's service changes are outlined separately.

Service Changes

- Split Route 3 into two patterns (Route 3 and Route 3E), with Route 3 operating directly between Downtown and Southwood with 30-minute weekday frequencies and 60-minute weekend frequencies from 6:30 AM to 10:30 PM
- Increase weekend frequencies to every 30 minutes
- Increase span every day to 6:00 AM to 12:00 AM

☒ Meets Identified Demand	☒ Performance Improvement Opportunity	☐ Efficiency Improvement Opportunity	☒ Alignment with Service Standards
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Justification

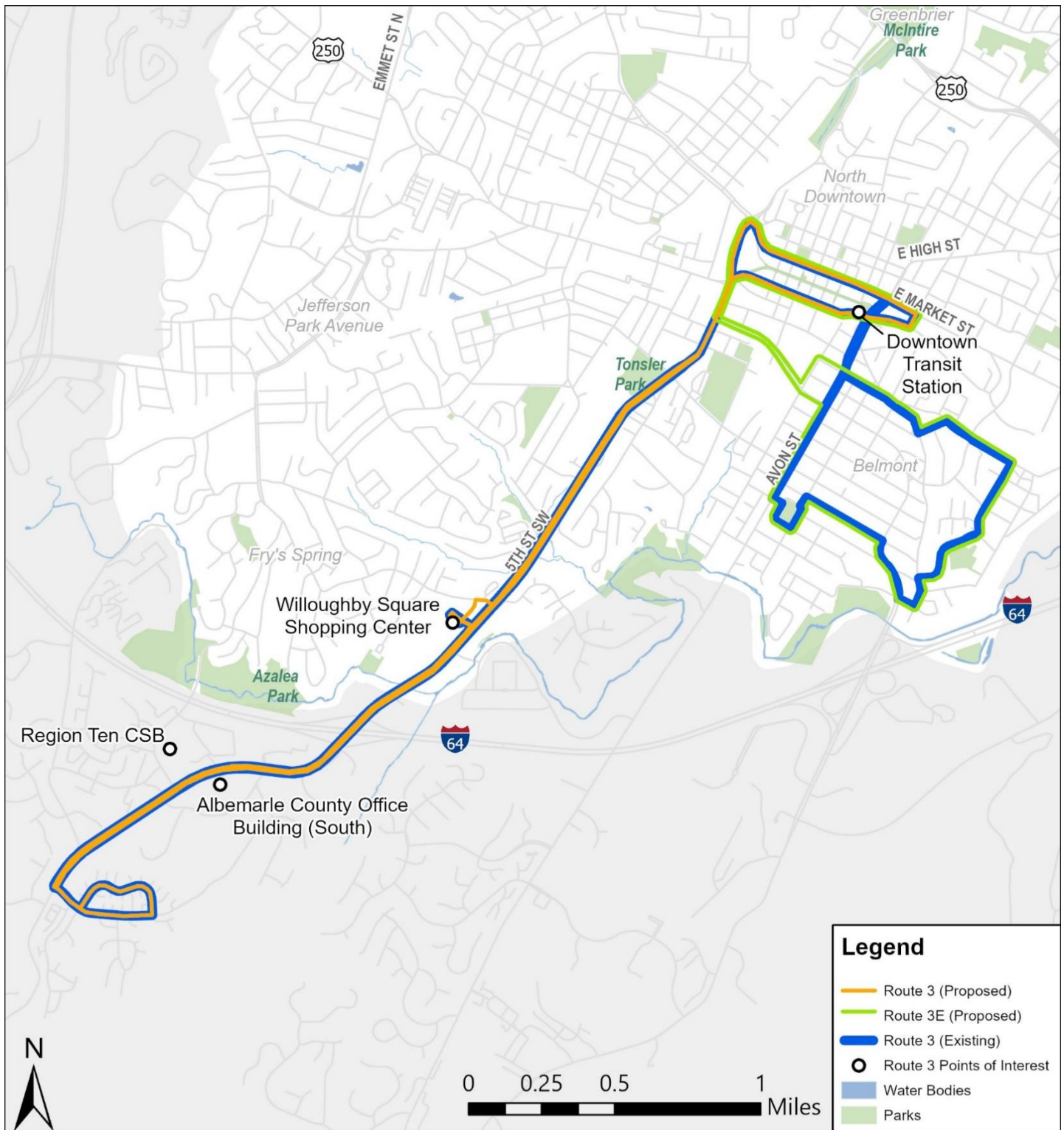
- This change will result in a quicker, more direct trip for riders along the 5th Street corridor looking to travel to or make connections downtown.
- Schedule changes are required to meet service standards.

Service Change Phasing				
Horizon	Improvement	Estimated Change from Existing (Annual)		
		Revenue Hours	Revenue Miles	Ridership
Mid-Term	Split Route 3 into two patterns (Route 3 and Route 3E), with Route 3 operating directly between Downtown and Southwood with 30-minute weekday frequencies and 60-minute weekend frequencies from 6:30 AM to 10:30 PM.	2,649	33,761	(2,258)
Long-Term	Increase weekend frequencies to every 30 minutes.	1,229	16,611	15,751
Unconstrained	Extend span every day to 6:00 AM to 12:00 AM	1,090	13,779	17,347

NOTE: Unconstrained improvements are not reflected in Level of Service table above or map below.



Route 3
Southwood and Belmont





Route 3E Belmont

Service Classification		
Key/Local/Lifeline		

Origins and Destinations Served		
	Existing	Proposed
To / From	-	Downtown/PVCC

Level of Service			
Span			
	Existing		Proposed
Weekday	-		6:30 AM – 10:30 PM
Saturday	-		6:30 AM – 10:30 PM
Sunday	-		6:30 AM – 10:30 PM
Headways			
		Existing	Proposed
Weekday	Peak	-	60 min
	Off-Peak	-	60 min
Saturday	All-Day	-	60 min
Sunday	All-Day	-	60 min

Notes
This is new service.

Service Changes

- Split Route 3 into two patterns (Route 3 and Route 3E), with Route 3E operating directly between Downtown and Belmont with 60-minute frequencies Monday to Saturday from 6:30 AM to 10:30 PM
- Add Sunday service with 60-minute frequencies from 6:30 AM to 10:30 PM
- Increase frequencies to every 30 minutes every day

☒ Meets Identified Demand	☒ Performance Improvement Opportunity	☐ Efficiency Improvement Opportunity	☒ Alignment with Service Standards
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Justification

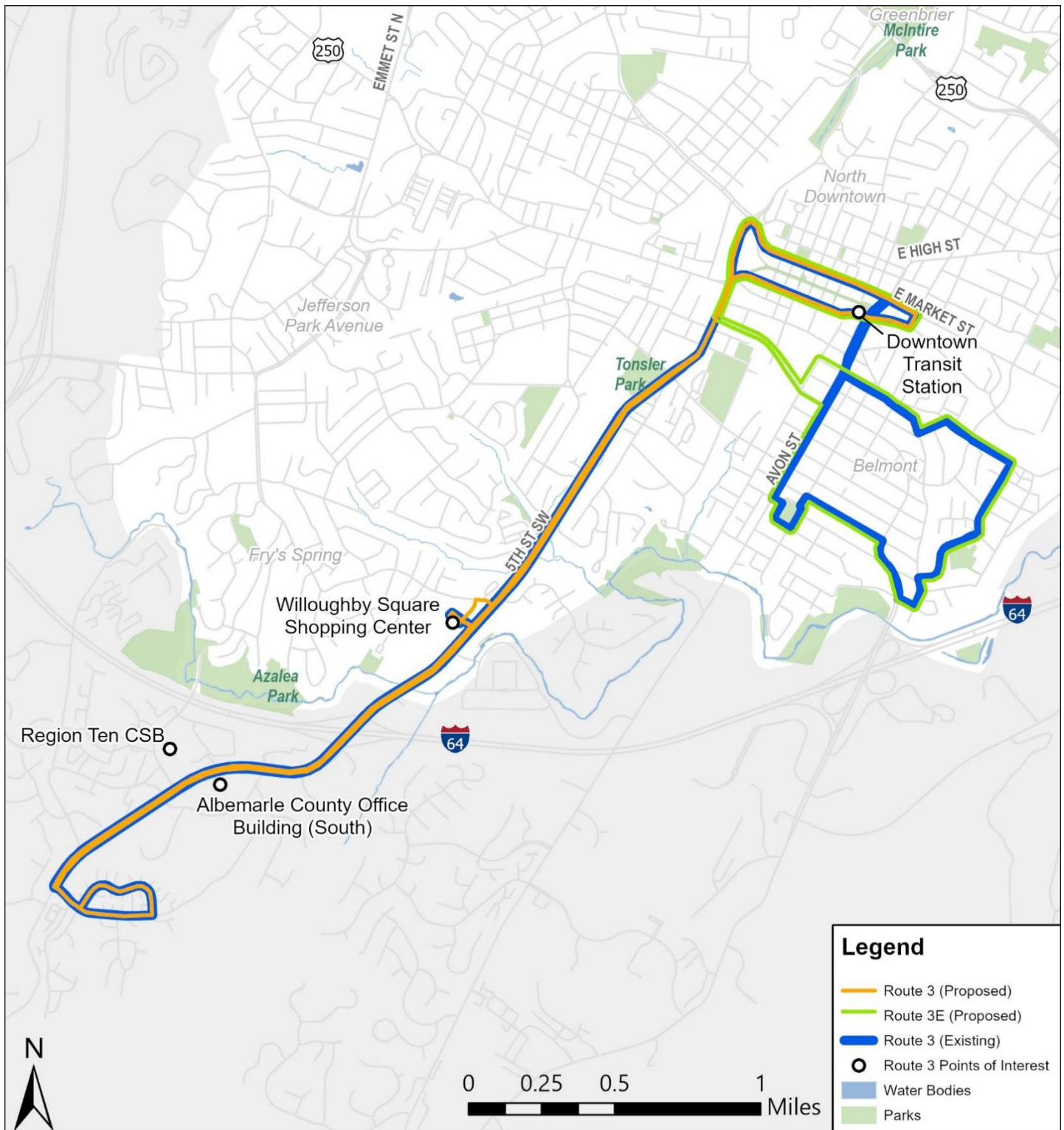
- This change will result in quicker, more direct trips for riders in Belmont looking to travel to or make connections Downtown.
- Schedule changes are required to meet service standards.

Service Change Phasing				
Horizon	Improvement	Estimated Change from Existing (Annual)		
		Revenue Hours	Revenue Miles	Ridership
Mid-Term	Split Route 3 into two patterns (Route 3 and Route 3E), with Route 3E operating directly between Downtown and Belmont with 60-minute frequencies Monday to Saturday from 6:30 AM to 10:30 PM.	2,294	29,413	45,979
Long-Term	Add Sunday service with 60-minute frequencies from 6:30 AM to 10:30 PM.	342	5,218	6,287
Unconstrained	Increase frequencies to every 30 minutes every day.	2,482	32,594	29,599

NOTE: Unconstrained improvements are not reflected in Level of Service table above or map below.



Route 3E
Belmont





Route 4

Cherry Avenue and Harrison Road

Service Classification	
Local	

Origins and Destinations Served		
	Existing	Proposed
To / From	Downtown/ Willoughby	Downtown/ Willoughby

Level of Service			
Span			
	Existing	Proposed	
Weekday	6:30 AM – 10:30 PM	6:00 AM – 12:00 AM	
Saturday	6:30 AM – 10:30 PM	6:00 AM – 12:00 AM	
Sunday	-	6:30 AM – 10:30 PM	
Headways			
		Existing	Proposed
Weekday	Peak	30 min	30 min
	Off-Peak	60 min	30 min
Saturday	All-Day	60 min	30 min
Sunday	All-Day	-	-

Service Changes

- Extend 30-minute frequencies from peak-only to all-day on weekdays.
- Improve Saturday frequencies to 30 minutes.
- Increase weekday and Saturday span to 6:00 AM to 12:00 AM.
- Add Sunday service with 30-minute frequencies and 6:00 AM to 12:00 AM span.

☐ Meets Identified Demand	☒ Performance Improvement Opportunity	☐ Efficiency Improvement Opportunity	☒ Alignment with Service Standards
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Justification

- Increasing Route 4's frequency to operate every 30 minutes all day will provide more consistent and reliable service, which will help address Route 4's on-time performance. Route 4 currently has the second lowest on-time performance in CAT system.
- Schedule changes required to meet service standards.

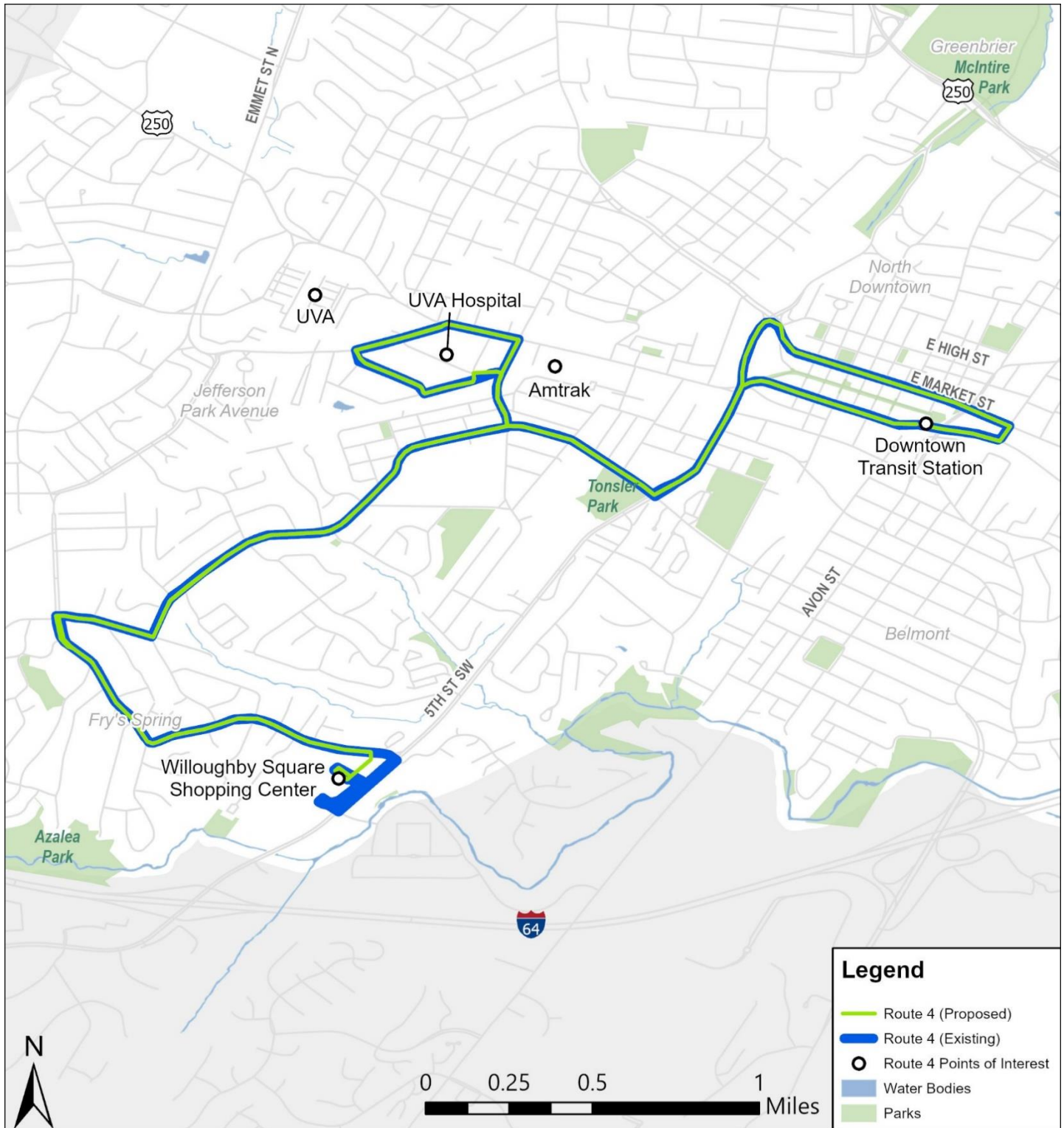
Service Change Phasing				
Horizon	Improvement	Estimated Change from Existing (Annual)		
		Revenue Hours	Revenue Miles	Ridership
Mid-Term	Extend 30-minute frequencies from peak-only to all-day on weekdays.	3,536	41,581	28,864
Long-Term	Improve Saturday frequencies to 30 minutes.	905	10,542	15,146
Long-Term	Increase weekday and Saturday span to 6:00 AM to 12:00 AM.	1,219	13,982	
Unconstrained	Add Sunday service with 30-minute frequencies and 6:00 AM to 12:00 AM span.	1,526	22,945	23,866

NOTE: Unconstrained improvements are not reflected in Level of Service table above or map below.



Route 4

Cherry Avenue and Harrison Road





Route 5

Commonwealth Drive

Service Classification	
Local	

Origins and Destinations Served		
	Existing	Proposed
To / From	Barracks Road/ Walmart	Fashion Square Mall/UVA Hospital

Level of Service			
Span			
	Existing	Proposed	
Weekday	6:30 AM – 10:30 PM	6:00 AM – 12:00 AM	
Saturday	6:30 AM – 10:30 PM	6:00 AM – 12:00 AM	
Sunday	-	6:00 AM – 12:00 AM	
Headways			
		Existing	Proposed
Weekday	Peak	30 min	30 min
	Off-Peak	30 min	30 min
Saturday	All-Day	30 min	30 min
Sunday	All-Day	-	60 min

Service Changes

- Realign Route 5 by ending the route at Fashion Square Mall to the north (eliminating service to Walmart) and extending the route to serve UVA Hospital to the south
- Add Sunday service with 60-minute frequencies from 6:30 AM to 10:30 PM
- Improve span every day to 6:00 AM to 12:00 AM.

☐ Meets Identified Demand	☒ Performance Improvement Opportunity	☐ Efficiency Improvement Opportunity	☒ Alignment with Service Standards
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Justification

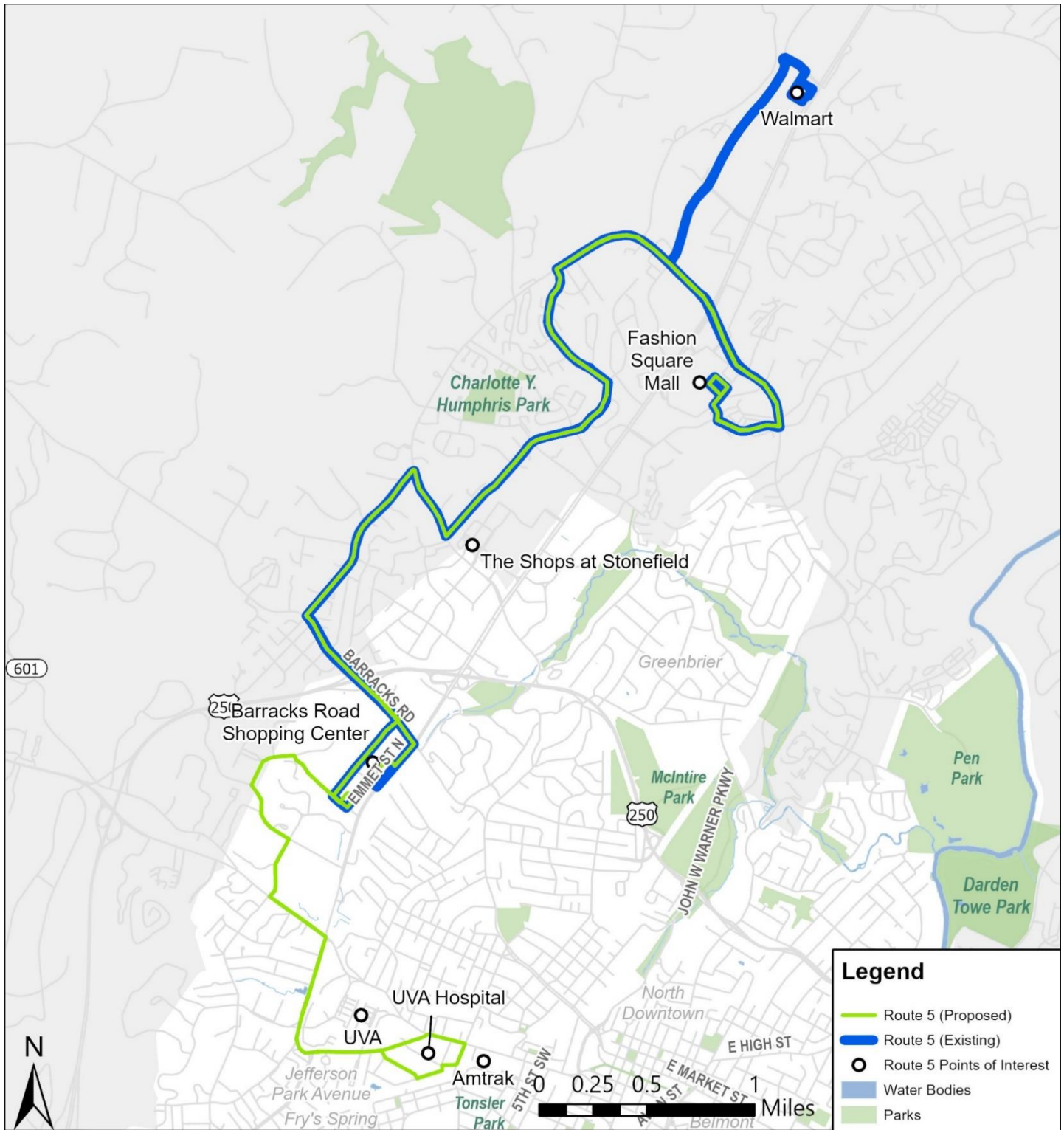
- The current route structure effectively has dual termini at Fashion Square Mall and Walmart. This creates long deviations for all riders that are not traveling between these two destinations, increases travel times, and makes transit a less attractive option. This change to Route 5 will create a faster, more direct connection between the mall and downtown. Extending the route to UVA Hospital creates a one-seat ride along a north-south corridor with high proportions of jobs and population.
- Schedule changes are required to meet service standards.

Service Change Phasing				
Horizon	Improvement	Estimated Change from Existing (Annual)		
		Revenue Hours	Revenue Miles	Ridership
Mid-Term	Realign Route 5 by ending the route at Fashion Square Mall to the north (eliminating service to Walmart) and extending the route to serve UVA Hospital to the south.	(2,134)	(21,947)	43,509
Long-Term	Add Sunday service with 60-minute frequencies from 6:30 AM to 10:30 PM.	1,060	15,886	35,202
Long-Term	Increase span every day to 6:00 AM to 12:00 AM.	3,178	33,472	

NOTE: Unconstrained improvements are not reflected in Level of Service table above or map below.



Route 5
Commonwealth Drive





Route 6

Willoughby Square

Service Classification	
Local	

Origins and Destinations Served		
	Existing	Proposed
To / From	Downtown/ Willoughby Square/ UVA Hospital	Downtown/ Willoughby Square

Level of Service			
Span			
	Existing	Proposed	
Weekday	6:30 AM – 10:30 PM	6:30 AM – 10:30 PM	
Saturday	6:30 AM – 10:30 PM	6:30 AM – 10:30 PM	
Sunday	-	-	
Headways			
		Existing	Proposed
Weekday	Peak	60 mins	30 mins
	Off-Peak	60 mins	30 mins
Saturday	All-Day	60 mins	30 mins
Sunday	All-Day	-	-

Service Changes

- Increase weekday frequency to every 30 minutes
- Realign Route 6 to operate via 1st Street South directly to/from Willoughby Square Shopping Center, eliminating service to UVA Hospital
- Increase Saturday frequency to every 30 minutes.
- Add Sunday service with 30-minute frequencies from 6:30 AM to 10:30 PM
- Increase span every day to 6:00 AM to 12:00 AM.

☐ Meets Identified Demand	☒ Performance Improvement Opportunity	☐ Efficiency Improvement Opportunity	☒ Alignment with Service Standards
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Justification

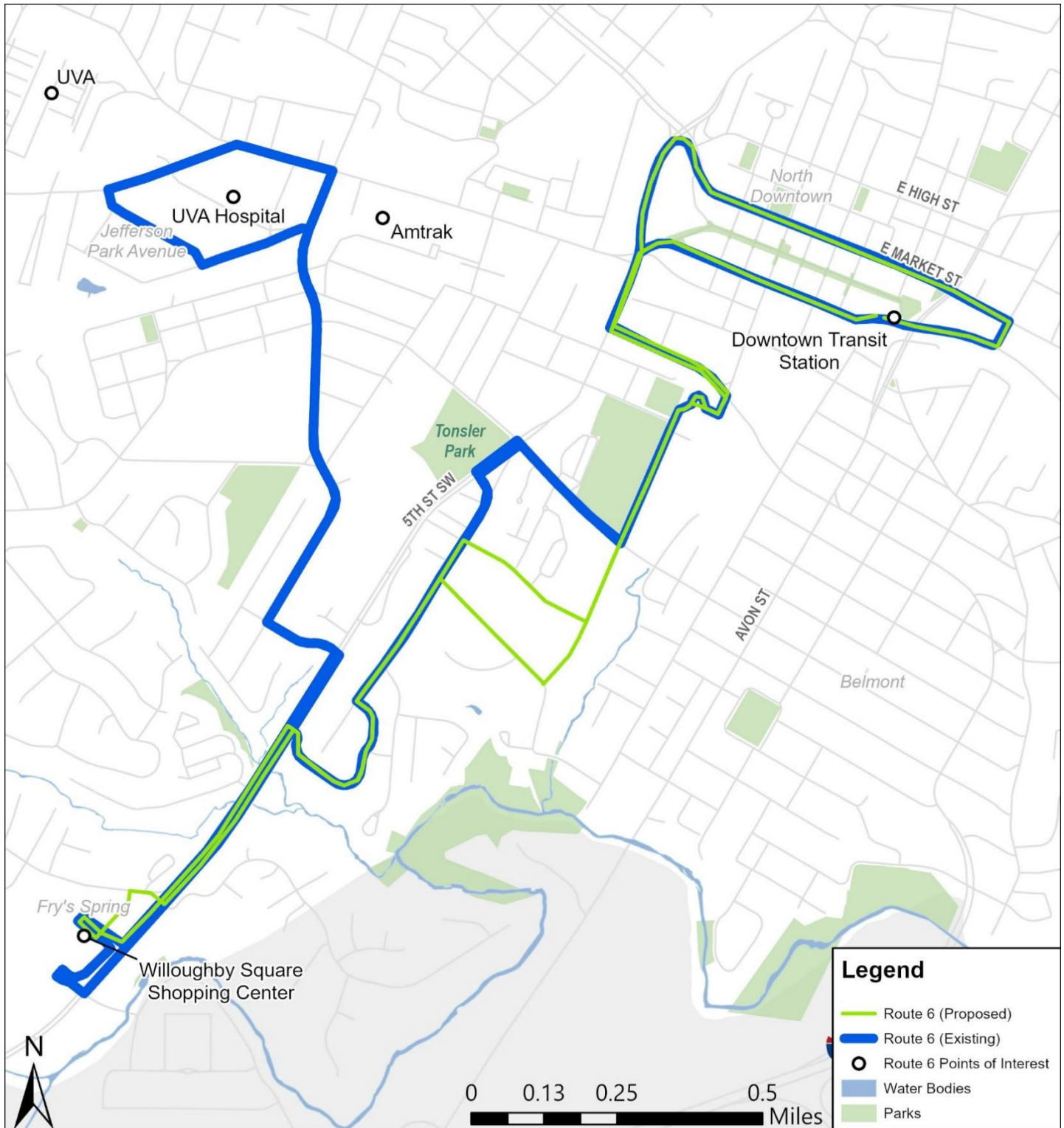
- The current route structure effectively has dual termini at UVA Hospital and Willoughby Square. This creates long deviations for all riders that are not traveling between these two destinations, increasing travel times and making transit a less attractive option. This change to Route 6's structure will create a faster, more direct connection between the Willoughby Square and downtown.
- Schedule changes required to meet service standards.

Service Change Phasing				
Horizon	Improvement	Estimated Change from Existing (Annual)		
		Revenue Hours	Revenue Miles	Ridership
Short-Term	Increase weekday frequency to every 30 minutes.	3,914	45,609	21,005
Short-Term	Realign Route 6 to operate via 1st Street South directly to/from Willoughby Square Shopping Center, eliminating service to UVA Hospital.	(3,142)	(35,295)	(21,139)
Short-Term	Increase Saturday frequency to every 30 minutes.	577	6,287	
Unconstrained	Add Sunday service with 30-minute frequencies from 6:30 AM to 10:30 PM.	816	12,204	25,593
Unconstrained	Increase span every day to 6:00 AM to 12:00 AM.	864	9,817	

NOTE: Unconstrained improvements are not reflected in Level of Service table above or map below.



Route 6
Willoughby Square



Route 7

Emmet Street and Seminole Trail

Service Classification	
Key	

Origins and Destinations Served		
	Existing	Proposed
To / From	Downtown/Fashion Square Mall	Downtown/Walmart

Level of Service			
Span			
	Existing		Proposed
Weekday	6:30 AM – 10:30 PM		6:30 AM – 10:30 PM
Saturday	6:30 AM – 10:30 PM		6:30 AM – 10:30 PM
Sunday	-		6:30 AM – 10:30 PM
Headways			
	Existing		Proposed
Weekday	Peak	30	15
	Off-Peak	30	30
Saturday	All-Day	30	30
Sunday	All-Day	-	30

Notes
This route is proposed to operate with a cutback. Frequencies in Level of Service table may not represent the frequencies along the entire route.

Service Changes

- Extend Route 7 to Walmart to the north and realign to serve Seminole Square Shopping Center in both directions. Service to The Shops at Stonefield would be cut (but still served by Route 8). Near Barracks Road Shopping Center, adjust the route slightly to operate along Millmont Street.
- Add Sunday service with 30-minute frequencies from 6:30 AM to 10:30 PM
- Add service between Downtown and Barracks Road Shopping Center only (cutback) during weekday peak periods (7:00 AM to 9:00 AM and 3:30 PM to 5:00 PM) for 15-minute frequency on this segment
- Extend route to North Fork Research Park via Airport
- Improve span every day to 6:00 AM to 12:00 AM

☒ Meets Identified Demand	☒ Performance Improvement Opportunity	☐ Efficiency Improvement Opportunity	☒ Alignment with Service Standards
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Justification

- Bidirectional service to Seminole Square is needed to avoid unnecessarily long trips for riders and to simplify the rider experience
- Demand for service to North Fork Research Park was identified in Chapter 2
- Schedule changes are required to meet service standards

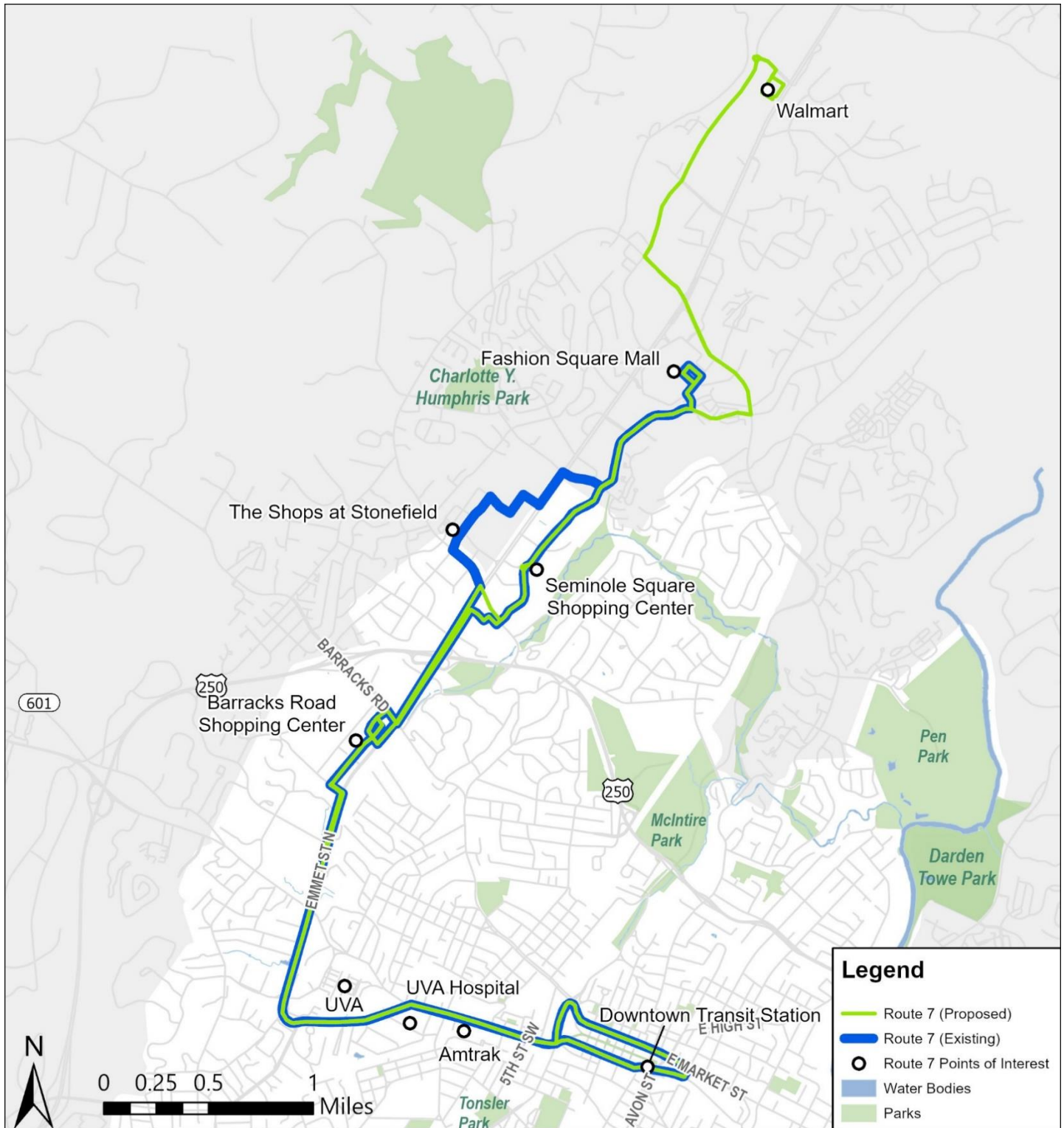
Service Change Phasing				
Horizon	Improvement	Estimated Change from Existing (Annual)		
		Revenue Hours	Revenue Miles	Ridership
Mid-Term	Extend Route 7 to Walmart to the north and realign to serve Seminole Square Shopping Center in both directions. Service to The Shops at Stonefield would be cut (but still served by Route 8). Near Barracks Road Shopping Center, adjust the route slightly to operate along Millmont Street	5,926	63,284	195,858
Mid-Term	Add Sunday service with 30-minute frequencies from 6:30 AM to 10:30 PM	2,450	36,357	
Mid-Term	Add service between Downtown and Barracks Road Shopping Center only (cutback) during weekday peak periods (7:00 AM to 9:00 AM and 3:30 PM to 5:00 PM) for 15-minute increased frequency on this segment	983	10,204	
Unconstrained	Extend service to North Fork Research Park via Airport	13,435	164,792	11,940
Unconstrained	Increase span every day to 6:00 AM to 12:00 AM	4,418	47,973	

NOTE: Unconstrained improvements are not reflected in Level of Service table above or map below.



Route 7

Emmet Street and Seminole Trail





Route 8

Preston Avenue and Emmet Street

Service Classification	
Local	

Origins and Destinations Served		
	Existing	Proposed
To / From	Downtown/Shops at Stonefield	Willoughby Square/Shops at Stonefield

Level of Service			
Span			
	Existing		Proposed
Weekday	6:30 AM – 6:30 PM		6:30 AM – 10:30 PM
Saturday	6:30 AM – 6:30 PM		6:30 AM – 10:30 PM
Sunday	-		-
Headways			
		Existing	Proposed
Weekday	Peak	60	30
	Off-Peak	60	30
Saturday	All-Day	60	30
Sunday	All-Day	-	-

Service Changes

- Modify/extend route to end at Willoughby Shopping Center (via UVA Hospital), eliminating service to Downtown
- Increase weekday and Saturday span to 6:30 AM to 10:30 PM
- Increase frequency to every 30 minutes on weekdays and Saturday
- Add Sunday service with 30-minute frequencies

Meets Identified Demand	Performance Improvement Opportunity	Efficiency Improvement Opportunity	Alignment with Service Standards
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Justification

- Realignment from downtown to Willoughby Shopping Center will provide south Charlottesville residents with one-seat ride access to the US 29 corridor.
- Schedule changes required to meet service standards.

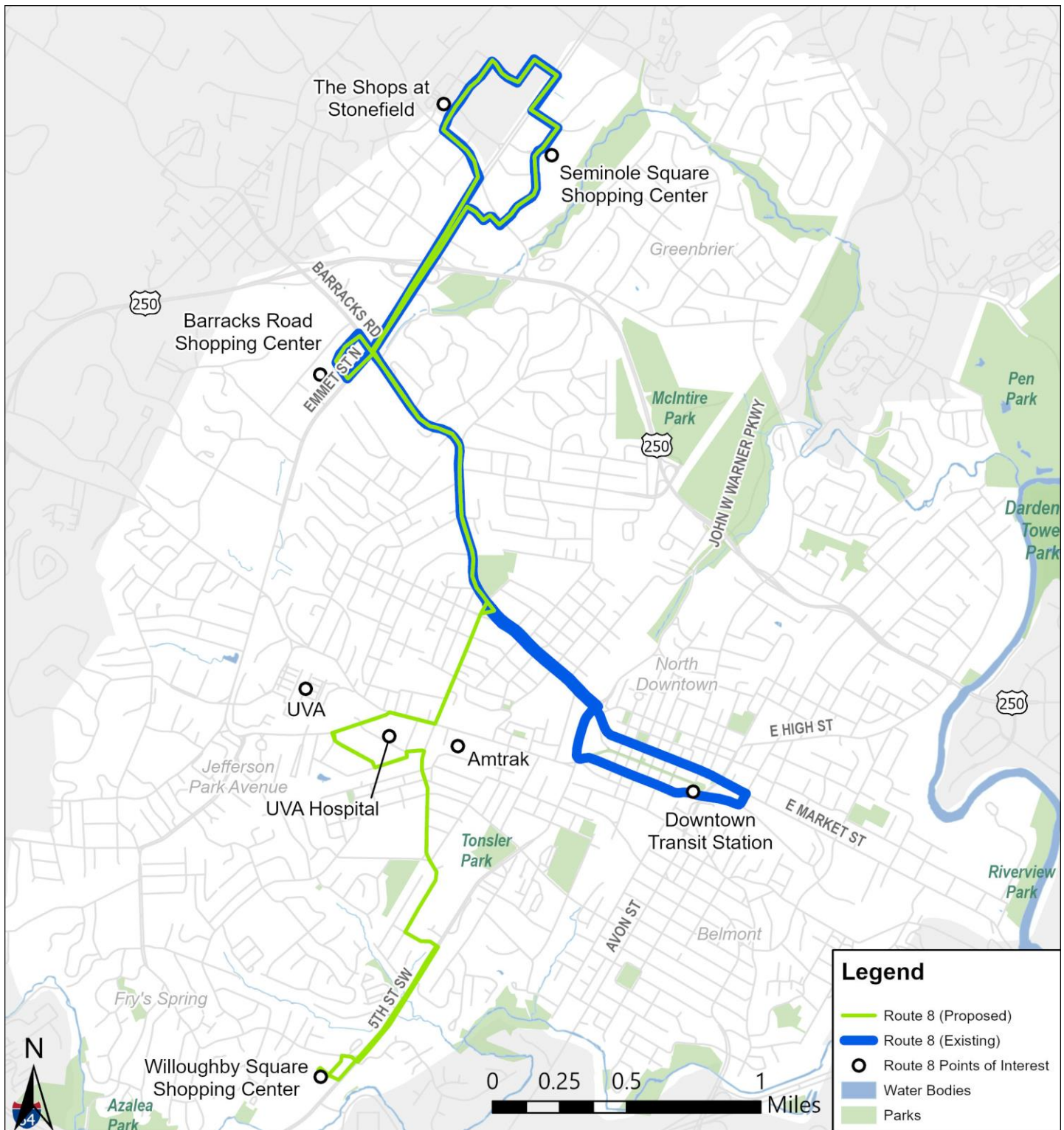
Service Change Phasing				
Horizon	Improvement	Estimated Change from Existing (Annual)		
		Revenue Hours	Revenue Miles	Ridership
Mid-Term	Modify/extend route to end at Willoughby Shopping Center (via UVA Hospital), eliminating service to Downtown	1,302	12,667	28,942
Mid-Term	Increase weekday and Saturday span to 6:30 AM to 10:30 PM	1,917	19,220	
Long-Term	Increase frequency to every 30 minutes on weekdays and Saturday	6,531	61,505	38,280
Unconstrained	Implement Sunday service with 30-minute frequencies	1,512	22,506	28,052

NOTE: Unconstrained improvements are not reflected in Level of Service table above or map below.



Route 8

Preston Avenue and Emmet Street





Route 9

Health Department and YMCA

Service Classification	
Local	

Origins and Destinations Served		
	Existing	Proposed
To/From	Downtown/ Charlottesville High School	Downtown/Fashion Square Mall

Level of Service			
Span			
	Existing	Proposed	
Weekday	7:00 AM – 10:30 PM	6:30 AM – 10:30 PM	
Saturday	7:00 AM – 10:30 PM	6:30 AM – 10:30 PM	
Sunday	-	6:30 AM – 10:30 PM	
Headways			
		Existing	Proposed
Weekday	Peak	30 mins	30 mins
	Off-Peak	60 mins	60 mins
Saturday	All-Day	30 mins	30 mins
Sunday	All-Day	-	60 mins

Notes
Existing Weekday frequency reverts to every 60 minutes after 5:00 PM.

Service Changes

- Extend weekday 30-minute frequencies to run until 7:00 PM (currently running until 5:00 PM)
- Realign route to eliminate service to UVA Hospital and extend service to Fashion Square Mall
- Add Sunday service with 60-minute frequencies
- Increase frequency to every 30 minutes every day

☒ Meets Identified Demand	☐ Performance Improvement Opportunity	☐ Efficiency Improvement Opportunity	☒ Alignment with Service Standards
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Justification

- CAT has received requests to extend 30-minute service to accommodate after school activities at Charlottesville High School
- Realigning the route to run from Downtown to Fashion Square Mall will provide more direct service from Downtown to the eastern portion of the US 29 corridor
- Schedule changes are required to meet service standards

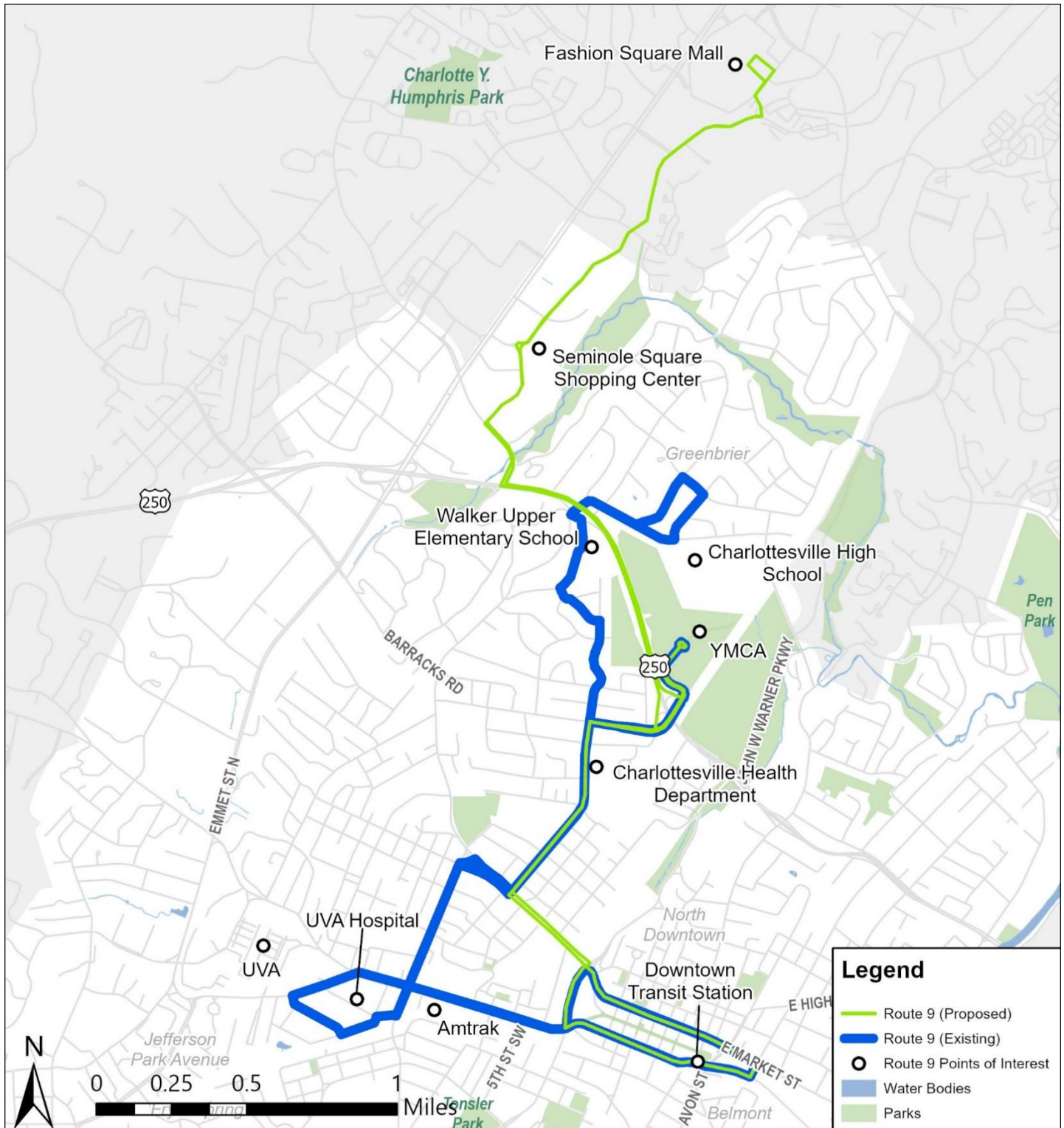
Service Change Phasing				
Horizon	Improvement	Estimated Change from Existing (Annual)		
		Revenue Hours	Revenue Miles	Ridership
Short-Term	Extend weekday 30-minute frequencies to run until 7:00 PM (currently running until 5:00 PM).	527	4,932	3,385
Mid-Term	Realign route to eliminate service to UVA Hospital and extend service to Fashion Square Mall.	4,007	63,919	6,031
Long-Term	Add Sunday service with 60-minute frequencies.	1,075	15,971	4,360
Unconstrained	Increase frequency to every 30 minutes every day.	3,944	52,241	7,514

NOTE: Unconstrained improvements are not reflected in Level of Service table above or map below.



Route 9

Health Department and YMCA





Route 10

Pantops

Service Classification	
Local	

Origins and Destinations Served		
	Existing	Proposed
To / From	Downtown/Sentara	Downtown/Sentara

Level of Service			
Span			
	Existing		Proposed
Weekday	6:30 AM – 10:30 PM		6:30 AM – 10:30 PM
Saturday	6:30 AM – 10:30 PM		6:30 AM – 10:30 PM
Sunday	-		6:30 AM – 10:30 PM
Headways			
		Existing	Proposed
Weekday	Peak	60 mins	30 mins
	Off-Peak	60 mins	30 mins
Saturday	All-Day	60 mins	30 mins
Sunday	All-Day	-	30 mins

Service Changes

- Realign Route 10 to remove the one-way loop through Pantops, replacing it with bi-directional service and eliminating service to Stony Point Road/Avemore Apartments
- Increase frequency to every 30 minutes on weekdays and Saturday
- Add Sunday service with 30-minute frequencies
- Increase span to 6:00 AM to 12:00 AM every day

☒ Meets Identified Demand	☐ Performance Improvement Opportunity	☐ Efficiency Improvement Opportunity	☒ Alignment with Service Standards
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Justification

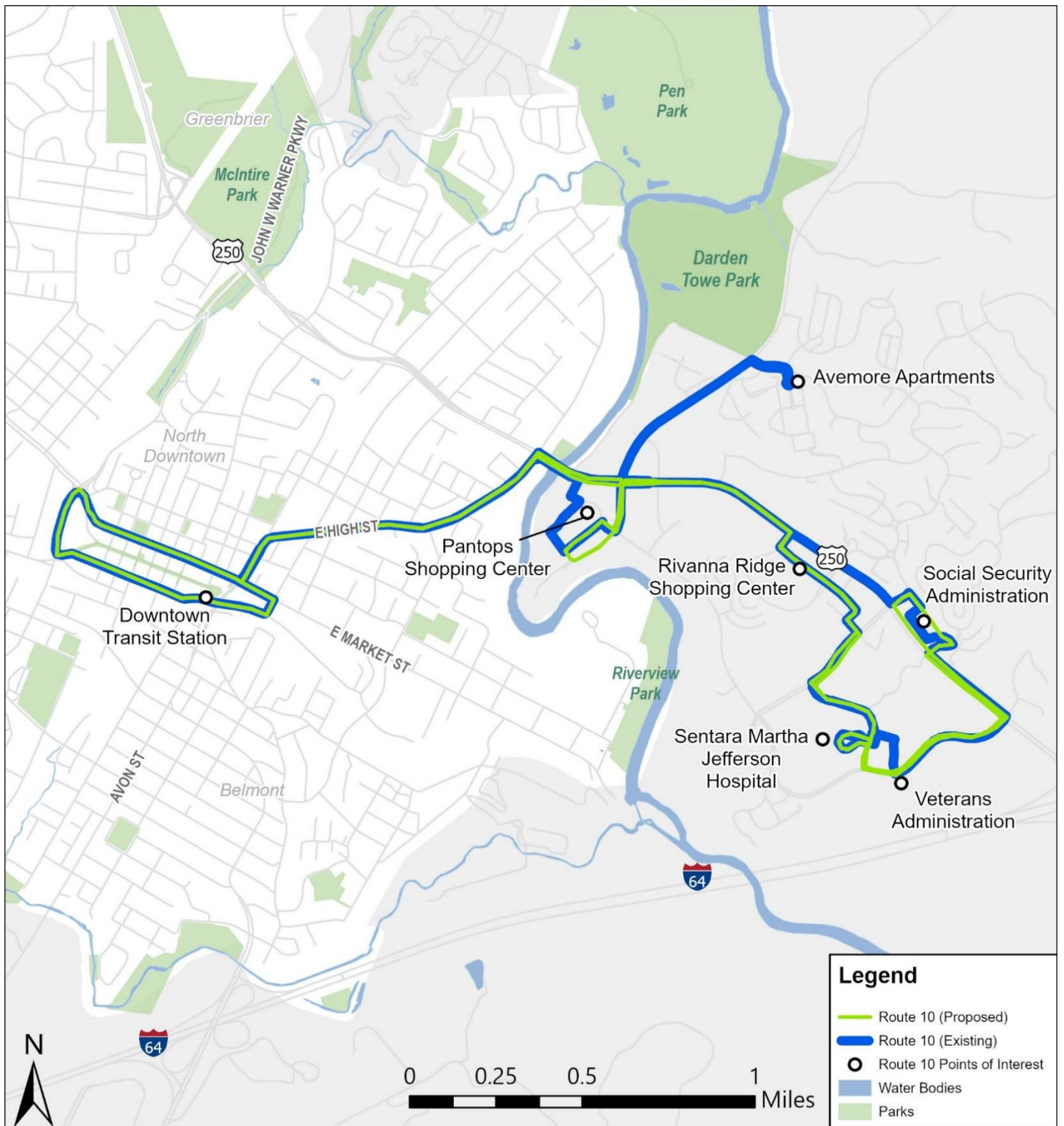
- Currently, service through Pantops operates on a one-way, counterclockwise loop. To make the route more convenient and easier for riders to understand, the loop will be replaced with bi-directional service. These changes will allow riders greater mobility and choice about how and when to travel.
- Schedule changes required to meet service standards.

Service Change Phasing				
Horizon	Improvement	Estimated Change from Existing (Annual)		
		Revenue Hours	Revenue Miles	Ridership
Mid-Term	Realign Route 10 to remove the one-way loop through Pantops, replacing it with bi-directional service and eliminating service to Stony Point Road/Avemore Apartments.	992	5,588	(2,379)
Long-Term	Increase frequency to every 30 minutes on weekdays and Saturday.	5,472	57,587	33,126
Long-Term	Add Sunday service with 30-minute frequencies	1,331	19,834	
Unconstrained	Increase span to 6:00 AM to 12:00 AM every day	1,546	15,954	14,164

NOTE: Unconstrained improvements are not reflected in Level of Service table above or map below.



Route 10
Pantops





Route 11

Locust Avenue and Rio Road

Service Classification	
Lifeline	

Origins and Destinations Served		
	Existing	Proposed
To / From	Downtown/Fashion Square Mall	Downtown/Fashion Square Mall

Level of Service			
Span			
	Existing	Proposed	
Weekday	6:00 AM – 10:30 PM	6:30 AM – 10:30 PM	
Saturday	6:00 AM – 10:30 PM	6:30 AM – 10:30 PM	
Sunday	-	6:30 AM – 10:30 PM	
Headways			
		Existing	Proposed
Weekday	Peak	60 mins	30 mins
	Off-Peak	60 mins	30 mins
Saturday	All-Day	60 mins	30 mins
Sunday	All-Day	-	60 mins

Service Changes

- Add service to the Center at Belvedere (northbound towards Fashion Square Mall only) and eliminate service to Locust Avenue, Peartree Lane, and St Clair Avenue
- Increase frequency to every 30 minutes on weekdays and Saturday
- Increase Saturday span to 6:30 AM to 10:30 PM
- Add Sunday service with 60-minute frequencies

☒ Meets Identified Demand	☒ Performance Improvement Opportunity	☐ Efficiency Improvement Opportunity	☒ Alignment with Service Standards
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Justification

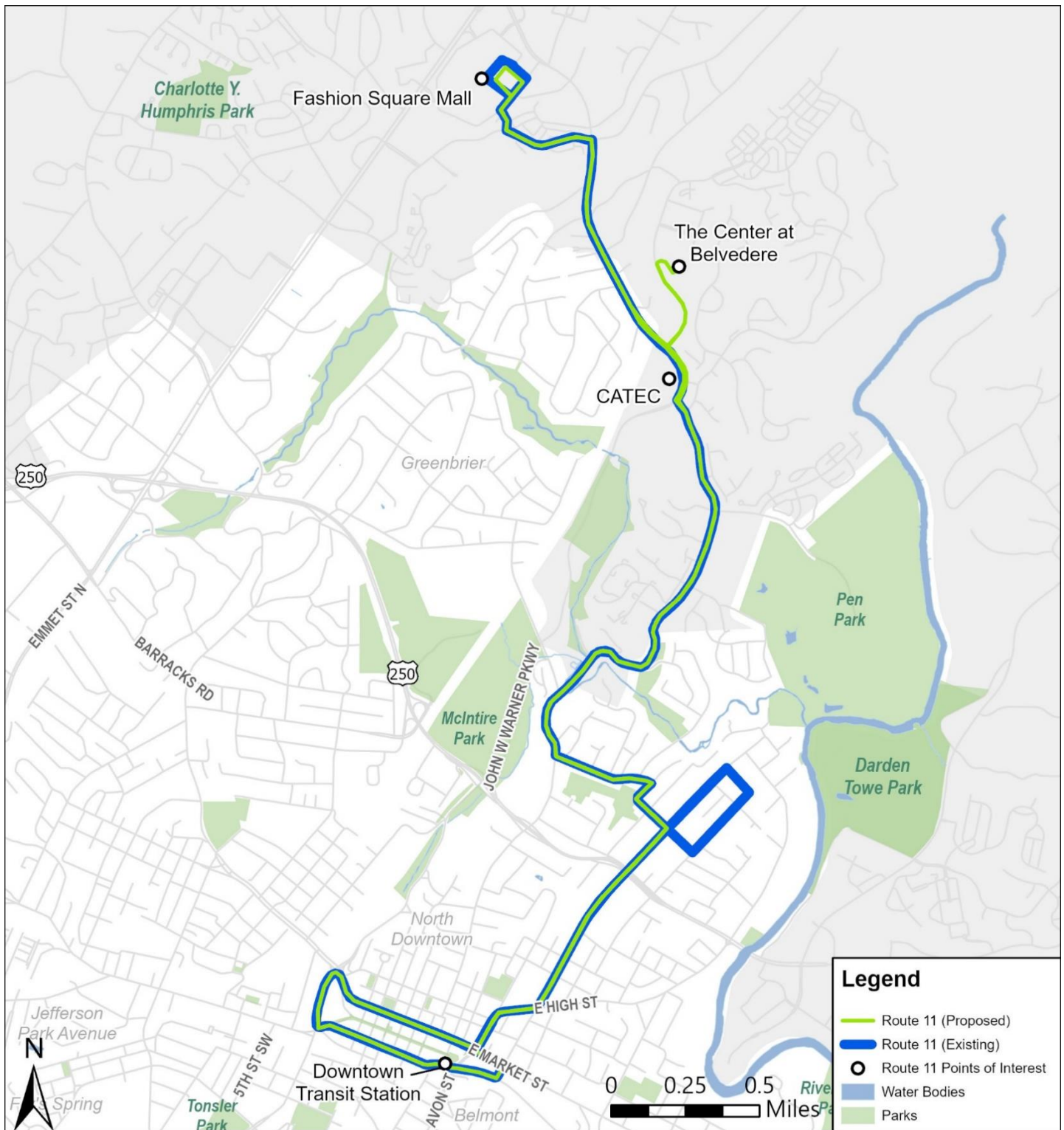
- This service change will fulfill longstanding rider requests for CAT service to the Center at Belvedere
- Schedule changes are required to meet service standards

Service Change Phasing				
Horizon	Improvement	Estimated Change from Existing (Annual)		
		Revenue Hours	Revenue Miles	Ridership
Short-Term	Add service to the Center at Belvedere (northbound towards Fashion Square Mall only) and eliminate service to Locust Avenue, Peartree Lane, and St Clair Avenue	(337)	(3,876)	41
Mid-Term	Increase frequency to every 30 minutes on weekdays and Saturday.	4,076	50,389	21,060
Long-Term	Increase Saturday span to 6:30 AM to 10:30 PM.	249	3,001	13,626
Long-Term	Add Sunday service with 60-minute frequencies.	748	11,146	



Route 11

Locust Avenue and Rio Road





Free Trolley

W Main Street & UVA

Service Classification	
Key	

Origins and Destinations Served		
	Existing	Proposed
To / From	Downtown/UVA	Downtown/UVA

Level of Service			
Span			
	Existing	Proposed	
Weekday	6:30 AM – 10:30 PM	6:30 AM – 10:30 PM	
Saturday	6:30 AM – 10:30 PM	6:30 AM – 10:30 PM	
Sunday	-	6:30 AM – 10:30 PM	
Headways			
		Existing	Proposed
Weekday	Peak	25	15
	Off-Peak	25	15
Saturday	All-Day	25	30
Sunday	All-Day	-	30

Service Changes

- Increase weekday frequency to every 15 minutes
- Add Sunday service with 30-minute frequencies
- Increase weekday frequency to every 10 minutes and weekend frequency to every 15 minutes
- Increase span to 6:00 AM to 12:00 AM on weekdays and Saturday

☒ Meets Identified Demand	☒ Performance Improvement Opportunity	☐ Efficiency Improvement Opportunity	☒ Alignment with Service Standards
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Justification

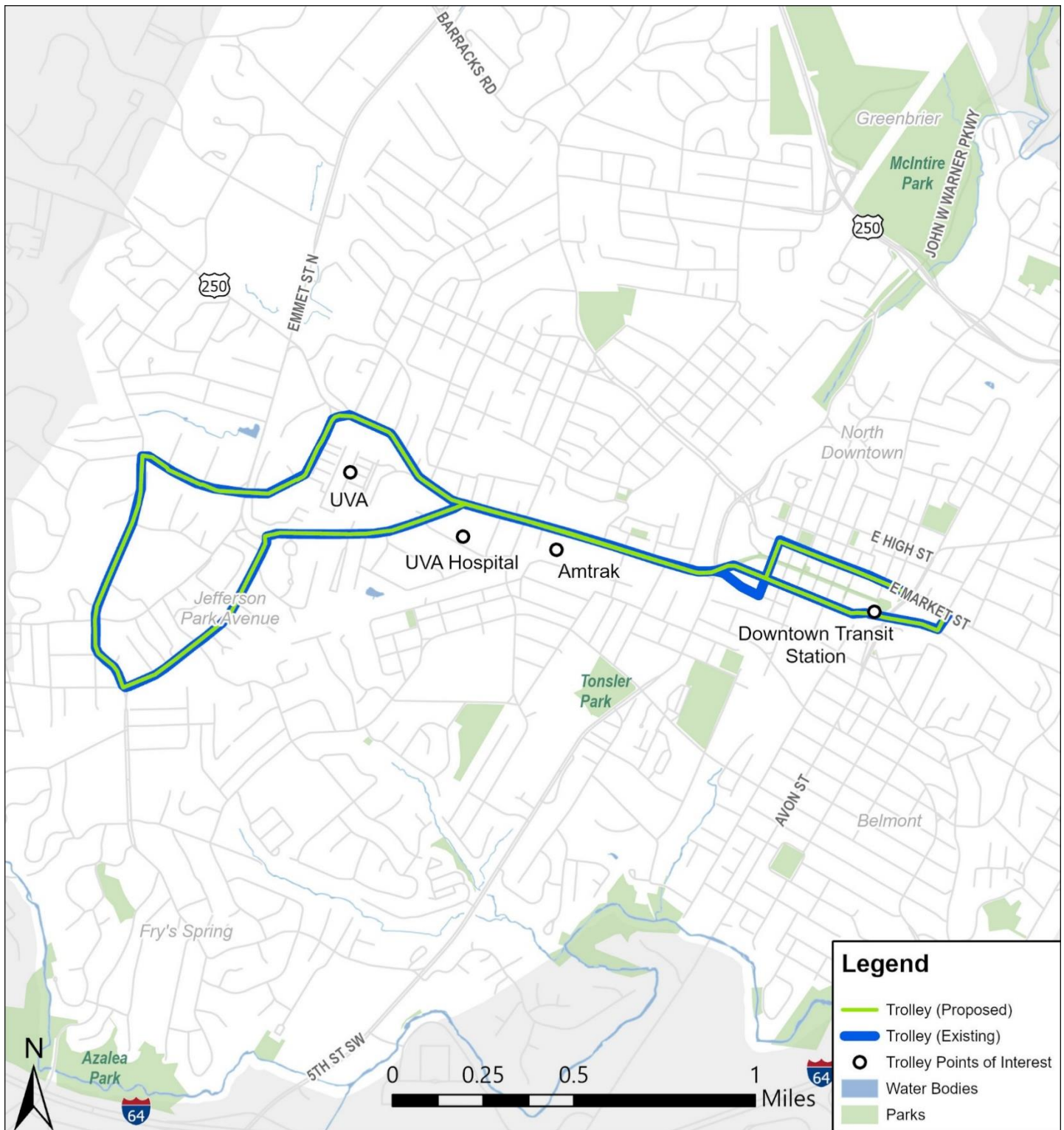
- Increasing frequencies to 15- and 30-minute intervals will better facilitate timed transfers with other routes.
- The Free Trolley route has the highest riders per revenue hour identified in Chapter 2, demonstrating strong demand. This change will provide additional service to service potential latent demand.
- Schedule changes are required to meet service standards.

Service Change Phasing				
Horizon	Improvement	Estimated Change from Existing (Annual)		
		Revenue Hours	Revenue Miles	Ridership
Mid-Term	Increase weekday frequency to every 15 minutes.	5,737	40,749	87,753
Mid-Term	Add Sunday service with 30-minute frequencies.	497	9,114	
Unconstrained	Increase weekday frequency to every 10 minutes and weekend frequency to every 15 minutes	8,971	69,129	189,772
Unconstrained	Increase span to 6:00 AM to 12:00 AM on weekdays and Saturday	3,092	23,319	

NOTE: Unconstrained improvements are not reflected in Level of Service table above or map below.



Free Trolley
W Main Street & UVA





MicroCAT

On-Demand Microtransit Service

Service Classification	
Key/Local/Lifeline	

Origins and Destinations Served		
	Existing	Proposed
To / From	None	Various

Level of Service			
Span			
	Existing		Proposed
Weekday	-		6:30 AM – 9:00 PM
Saturday	-		6:30 AM – 9:00 PM
Sunday	-		-
Headways			
		Existing	Proposed
Weekday	Peak	-	N/A
	Off-Peak	-	N/A
Saturday	All-Day	-	N/A
Sunday	All-Day	-	N/A

Notes

Following a successful pilot period to test the effectiveness of microtransit service in Albemarle County's initial two zones, CAT will investigate potential expansion of microtransit into other areas of Albemarle and within the City of Charlottesville, with a specific focus on serving lower-income residents.

Service Changes

- Implement microtransit service in the Pantops zone on weekdays and Saturday from 6:30 AM to 9:00 PM
- Implement microtransit service in the US 29 North zone on weekdays and Saturday from 6:30 AM to 9:00 PM

☒ Meets Identified Demand	☐ Performance Improvement Opportunity	☐ Efficiency Improvement Opportunity	☐ Alignment with Service Standards
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Justification

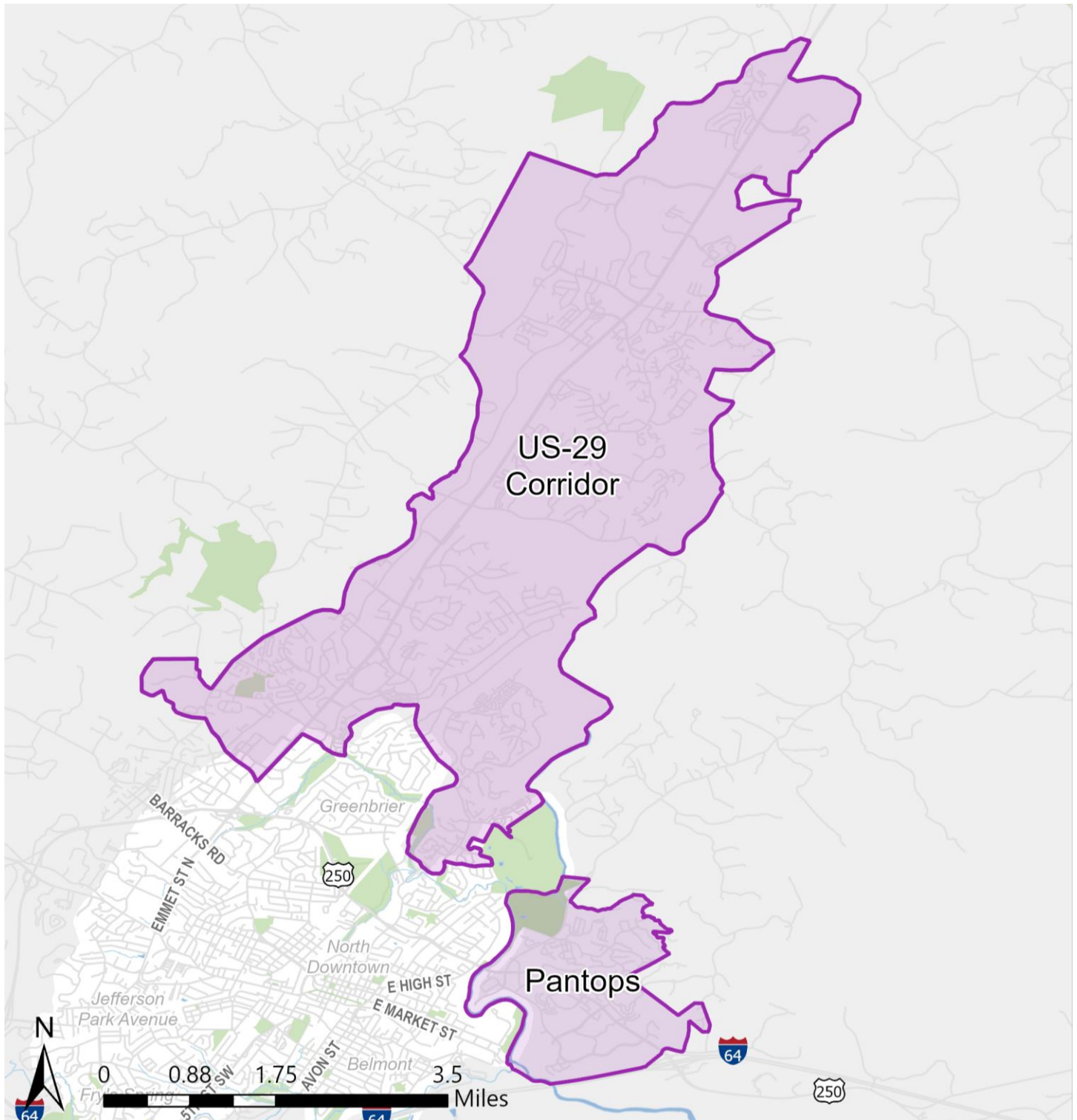
- The Pantops area is a key cultural and tourism destination with low density that makes it difficult to serve effectively with traditional fixed-route transit.
- The US 29 North area is a fast-growing, destination-rich area that is ripe for transit expansion; however, it too has a lower density that makes effective fixed-route transit service difficult to implement.
- Creating transit connections in these areas with MicroCAT service will improve access to jobs and opportunities in these two economically important parts of the region.

Service Change Phasing				
Horizon	Improvement	Estimated Change from Existing (Annual)		
		Revenue Hours	Revenue Miles	Ridership
Short-Term	Implement microtransit service in the Pantops zone on weekdays and Saturday from 6:30 AM to 9:00 PM.	4,250	Estimate Unavailable	TBD
Short-Term	Implement microtransit service in the US 29 North zone on weekdays and Saturday from 6:30 AM to 9:00 PM.	13,000	Estimate Unavailable	TBD



MicroCAT

On-Demand Microtransit Service



3.2 Prioritization of Planned Service Improvements

The proposed projects outlined in **Section 3.1** are prioritized into a service plan based on several factors including cost, implementation feasibility, and needs fulfillment. In placing projects into the ten-year TSP timeframe, CAT has outlined its priorities for how to approach future funding opportunities.

Table 3-1 shows each project's implementation horizon, costs, and funding strategy. It must be noted, however, that these plans are accurate as of the development of the TSP but are subject to change as funding availability and service needs may change.

Each project is assigned to an implementation timeframe as shown below. Projects that do not fit within the constrained funding, but that may be implemented if funding is identified during the ten-year horizon, are labeled as unconstrained. Any constrained projects not currently included in the Constrained Long-Range Plan (CLRP) will be added upon City Council adoption of the TSP so that they can be included in the STIP and SYIP.

- **Short-Term** (FY 2025 to FY 2028)
- **Medium-Term** (FY 2029 to FY 2032)
- **Long-Term** (FY 2033 to FY 2035)

Table 3-1: Summary of Prioritized Service Improvements

Timeframe	Project Description	Incremental Annual O&M Cost	Incremental Capital Cost
Short	Route 2 Realignment	\$651,139	\$2,476,119
Short	Route 6 Weekday Frequency Improvements	\$510,528	\$1,238,060
Short	Route 9 Weekday Frequency Improvements	\$68,689	N/A
Short	Route 11 Realignment	\$(43,957)	N/A
Short	MicroCAT Pantops and 29 North Implementation	\$1,755,000 ¹	N/A
Short	Route 6 Realignment	\$(461,269)	N/A
Short	Route 6 Saturday Frequency Improvements	\$84,708	N/A
TOTAL Short-Term		\$2,564,838	\$3,714,179
Medium	Route 1 Weekday Frequency Improvements	\$533,792	\$2,786,894
Medium	Route 2A Sunday Service	\$68,559	N/A
Medium	Route 2B Sunday Service	\$122,584	N/A
Medium	Route 3 Reconfiguration	\$725,669	\$2,786,894

¹ Source: DRPT TRIP grant



Timeframe	Project Description	Incremental Annual O&M Cost	Incremental Capital Cost
Medium	Route 4 Weekday Frequency Improvements	\$519,111	N/A
Medium	Route 5 Realignment	\$(313,287)	N/A
Medium	Route 7 Realignment	\$869,981	\$2,786,894
Medium	Route 7 Sunday Service	\$359,678	N/A
Medium	Route 7 Supplemental Service	\$144,312	\$2,786,894
Medium	Route 8 Realignment	\$191,143	\$1,393,447
Medium	Route 8 Service Span Improvements	\$281,430	N/A
Medium	Route 9 Realignment	\$588,257	\$2,786,894
Medium	Route 10 realignment	\$145,633	\$1,393,447
Medium	Route 11 Weekday Frequency Improvements	\$598,387	\$1,393,447
Medium	Trolley Weekday Frequency Improvements	\$842,234	\$2,786,894
Medium	Trolley Sunday service	\$79,729	N/A
TOTAL Medium-Term		\$5,757,212	\$20,901,705
Long	Route 1 Weekend Service	\$235,016	N/A
Long	Route 2A Weekday Frequency Improvements	\$479,978	\$1,522,657
Long	Route 2A Weekday Service Span Improvements	\$119,994	N/A
Long	Route 2B Weekday Frequency Improvements	\$763,601	\$1,522,657
Long	Route 2B Weekday Service Span Improvements	\$190,900	N/A
Long	Route 3 Weekend Frequency Improvements	\$197,157	N/A
Long	Route 3E Sunday Service	\$54,864	N/A
Long	Route 4 Saturday Frequency Improvements	\$145,181	N/A
Long	Route 4 Service Span Improvements	\$195,553	N/A
Long	Route 5 Sunday Service	\$170,046	N/A

Timeframe	Project Description	Incremental Annual O&M Cost	Incremental Capital Cost
Long	Route 5 Service Span Improvements	\$509,816	N/A
Long	Route 8 Frequency Improvements	\$1,047,706	\$1,522,657
Long	Route 9 Sunday Service	\$172,452	N/A
Long	Route 10 Frequency Improvements	\$877,821	\$1,522,657
Long	Route 10 Sunday Service	\$213,520	N/A
Long	Route 11 Sunday service	\$39,945	N/A
Long	Route 11 Saturday service span improvements	\$119,994	N/A
TOTAL Long-Term		\$5,533,544	\$6,090,628

Unconstrained service improvements are listed in **Table 3-2** below. It should be noted that these unconstrained service recommendations do not include all of the unconstrained service recommendations from the Regional Transit Vision Plan. Some of the proposed recommendations in that plan do not fit with the existing route structure, the route network associated with the improvements proposed within the constrained improvements table above, or with the constrained improvements recommended within the Regional Transit Vision Plan itself.

Table 3-2: Unconstrained Service Improvements

Timeframe	Project Description	Incremental O&M Cost
Unconstrained	Route 1 Weekend Frequency Improvements	\$241,733
Unconstrained	Route 2A Weekend Frequency Improvements	\$237,876
Unconstrained	Route 2B Weekend Frequency Improvements	\$379,340
Unconstrained	Route 3 Service Span Improvements	\$191,072
Unconstrained	Route 3E Frequency Improvements	\$435,084
Unconstrained	Route 4 Sunday Service	\$267,501
Unconstrained	Route 6 Sunday Service	\$143,041
Unconstrained	Route 6 Service Span Improvements	\$151,456
Unconstrained	Route 7 Extension	\$2,355,098

Timeframe	Project Description	Incremental O&M Cost
Unconstrained	Route 7 Service Span Improvements	\$774,457
Unconstrained	Route 8 Sunday Service	\$265,047
Unconstrained	Route 9 Frequency Improvements	\$691,366
Unconstrained	Route 10 Service Span Improvements	\$271,007
Unconstrained	Trolley Frequency Improvements	\$1,572,578
Unconstrained	Trolley Service Span Improvements	\$542,014
TOTAL Unconstrained		\$8,518,670

3.3 Capital Projects Supporting TSP Implementation

ZEV Transition

Although CAT has not yet determined the technology mix of future revenue vehicle purchases, CAT's Facility Design and Zero-Emissions Vehicles Feasibility Study is in the process of establishing this information. For purposes of this analysis, capital costs were assumed to include the purchase of zero-emissions vehicles (ZEVs), but not their associated facilities infrastructure. The feasibility study will identify necessary facilities improvements related to ZEV implementation.

Downtown Vehicle Capacity

Capacity at the Downtown Transit Station is limited by the number of bus bays. Long-term investments in a new downtown transfer location or significant restructuring of operations so that layovers occur off-site will be required to fully implement TSP service recommendations. Potential short-term options to address this issue include:

- Stagger route departure times to minimize the number of vehicles servicing the Downtown Transit Station at any given time. This will not be a long-term solution given increased frequencies proposed over time.
- Restructure operations so that layovers no longer take place at the Downtown Transit Station. Routes could lay over only at the non-Downtown end of the line and serve the Downtown Transit Station as a stop along the Downtown loop before heading back outbound. This could create on-time performance issues due to the lack of recovery time after inbound trips and limits operators' access to restroom facilities during their layovers.
- Conduct a study to examine potential options for addressing bus capacity constraints. If a new site was identified, CAT would need to pursue funding for design and construction.

3.4 Service Development

Table 3-3 details the high-level operational impacts of the proposed projects by phase.



Table 3-3: Operational Impacts

Timeframe	Projects	Annual Service Hours Change	Annual Service Miles Change	Anticipated Annual Ridership Change
Short-Term	• Route 2 Realignment • Route 6 Weekday Frequency Improvements • Route 6 Realignment • Route 6 Saturday Frequency Improvements • Route 9 Weekday Frequency Improvements • Route 11 Realignment • MicroCAT Pantops and 29 North Implementation²	23,781	98,729	40,254
Mid-Term	• Route 1 Weekday Frequency Improvements • Route 2A Sunday Service • Route 2B Sunday Service • Route 3 Reconfiguration • Route 4 Weekday Frequency Improvements • Route 5 Realignment • Route 7 Realignment • Route 7 Sunday Service • Route 7 Supplemental Service • Route 8 Realignment • Route 8 Service Span Improvements • Route 9 Realignment • Route 10 realignment • Route 11 Weekday Frequency Improvements • Trolley Weekday Frequency Improvements • Trolley Sunday service	39,170	422,334	490,368
Long-Term	• Route 1 Weekend Service • Route 2A Weekday Frequency Improvements • Route 2A Weekday Service Span Improvements • Route 2B Weekday Frequency Improvements • Route 2B Weekday Service Span Improvements	34,494	386,425	215,896

² Estimated annual service hours change include MicroCAT, however, estimated annual service miles change does not.



Timeframe	Projects	Annual Service Hours Change	Annual Service Miles Change	Anticipated Annual Ridership Change
Long-Term (cont.)	• Route 3 Weekend Frequency Improvements • Route 3E Sunday Service • Route 4 Saturday Frequency Improvements • Route 4 Service Span Improvements • Route 5 Sunday Service • Route 5 Service Span Improvements • Route 8 Frequency Improvements • Route 9 Sunday Service • Route 10 Frequency Improvements • Route 10 Sunday Service • Route 11 Sunday service • Route 11 Saturday service span improvements			
Unconstrained	• Route 1 Weekend Frequency Improvements • Route 2A Weekend Frequency Improvements • Route 2B Weekend Frequency Improvements • Route 3 Service Span Improvements • Route 3E Frequency Improvements • Route 4 Sunday Service • Route 6 Sunday Service • Route 6 Service Span Improvements • Route 7 Extension • Route 7 Service Span Improvements • Route 8 Sunday Service • Route 9 Frequency Improvements • Route 10 Service Span Improvements • Trolley Frequency Improvements • Trolley Service Span Improvements	48,596	550,916	403,816

Title VI

As a recipient of federal funds, CAT must adhere to Title VI of the Civil Rights Act of 1964 and its associated executive orders, which collectively prohibit discrimination in the provision of transit service based on race, color, national origin, and income. Major service changes such as those outlined in the TSP must be evaluated to determine whether they have a disparate or disproportionate impact on minority and low-income populations.

Although this analysis should be done for each service change in advance of its implementation, a broad review of potential impacts was completed as part of the TSP. American Community Survey data within Remix was used to assess the percentages of the population that are minority or below the poverty line within the network catchment area. The results of this analysis are shown in **Table 3-4**. The percentage of the population does not significantly change, but the percentage of the population served by transit that are classified as a minority increases by 7%. This indicates that the future network would improve geographic accessibility for minority populations.

Table 3-4: Title VI Analysis

	% Minority	% Poverty
Existing Network	37%	20%
Long-Term Network	44%	20%

Additional analysis will be required at the time of implementation to better understand Title VI impacts and identify potential mitigation strategies, if warranted.

3.5 Additional Recommendations

To fully realize the goals and objectives set forth in Chapter 1 and to better implement the planned service improvements described in this chapter, several policy recommendations should be considered for implementation over the ten-year span of this TSP. Some of these policy recommendations can be implemented unilaterally by CAT, while others require regional coordination to execute.

Customer Experience

CAT's success is dependent upon providing a consistently excellent customer experience. To that end, CAT should pursue the following changes to enhance the customer experience:

- Improve bus stop signs by adding route names, numbers, and directions
- Expand hours of operation for Downtown Transit Station
- Continue expanding bus stop amenities, including identifying additional locations for deployment of bus shelters

Fare Policy

CAT's zero-fare operations are funded in part by a Transit Ridership Incentive Program (TRIP) grant provided by the Virginia Department of Rail and Public Transportation (DRPT) that expires in 2026. CAT should explore future funding opportunities to sustain fare-free operations.

Intermodal Transfer Opportunities

CAT should work with large regional employers such as the University of Virginia (UVA) to assess commuting demand, to market existing park and ride locations, and to identify potential new locations for park and ride facilities. This will help leverage CAT's investments in transit service to serve a broader spectrum of the community.

On-Time Performance

On-time performance (OTP) is a key driver of customer satisfaction. When implementing TSP service adjustments, CAT should look for opportunities to adjust route schedules to add additional time and remove excess time where necessary. The agency should also cultivate a focus on OTP monitoring to identify and eliminate problem areas through schedule adjustments or by addressing operator behavior. These recommendations will require addressing underlying software issues that currently cause OTP to be calculated inaccurately.

Regional Coordination

Numerous opportunities exist for enhanced regional coordination among CAT, JAUNT, Albemarle County, and UVA's University Transit Service (UTS). Albemarle County is conducting a study³ that has identified the cost allocation methodology that CAT uses as something that should be addressed at a regional level. Once completed, this study could form the foundation for reevaluating CAT's capital funding mix, as well as a reevaluation of more general funding considerations for the agency. CAT should also explore opportunities to collaborate and coordinate service with Jaunt and UTS in accordance with the findings of the Regional Governance Study that is currently underway.

Microtransit Expansion Studies

MicroCAT on-demand microtransit service began operating in two zones in Fall 2023 as a pilot project. Once permanent service is established and has been in operation for a sufficient amount of time, additional planning work should be completed to assess the potential for expansion. While Albemarle County has existing planning work to build from, in the form of the 2022 Albemarle County Transit Expansion Study, CAT will need to work with the City to determine the potential for microtransit services.

Regional Transit Vision Plan (Unconstrained)

Along with identifying opportunities to incorporate route improvements from the unconstrained recommendations of the Regional Transit Vision Plan, CAT should explore opportunities to expand and formalize transfer opportunities outside of Downtown to improve network connectivity and better serve the diffuse urban form of Charlottesville. Potential future locations for transfer hubs include Barracks Road Shopping Center, 5th Street Station, Fashion Square Mall, and Willoughby Square Shopping Center.

CAT should also begin identifying opportunities to study enhancing transit service in the US 29/Emmett Street/West Main Street corridor through improvements to capacity, frequency, and reliability.

³ (Texas A&M Transportation Institute, 2023)