



Summary Transit Operations for the Third Quarter

Fiscal Year 2015

May 19, 2015

Introduction:

What follows is a summary of third quarter FY 2015 ridership for Charlottesville Area Transit (CAT). This has been compiled using latest operations data available from the CAT fare collection for January, February, and March 2015.

Organization of this Report:

This report is organized by the service hierarchy developed in the 2012-13 Transit Study, these are:

- **Local Routes** are those routes operating in the densely developed areas of the City and County where demand for service is relatively strong even though high frequency service is not supported. These routes provide service to Charlottesville and Albemarle County's neighborhoods, some commercial areas, and other destinations. These routes make up most of the CAT system.
- **Key Routes** are those routes that form the high frequency backbone of the CAT system. These routes operate primarily along primary arterial roads and offer simple, straight, direct service to major destinations in the City and County.
- **Lifeline Routes** operate in limited areas where there are high proportions of elderly, low income, or autoless households. These routes are maintained to provide a limited amount of service to meet critical needs.

Also summarized are the transit rides provided for University of Virginia students, staff, and health workers and ridership on routes funded either fully or in part by Albemarle County (Routes 1, 3, 5, 10, and 11).

Route Details:

Local Routes:

- **Route 1:** Route 1 serves Woolen Mills and portions of Belmont and Piedmont Virginia community college.
Route 1 funding is 50% City and 50% County
- **Route 3:** Route 3 serves Belmont, Ridge Street, and Southwood.
Route 3 funding is 50% City and 50% County
- **Route 4:** Route 4 serves Fry's Spring, Fifeville, Jefferson Park Avenue, UVA Medical Center, and Willoughby Square Shopping Center.
Route 4 is 100% City funded.
- **Route 5:** Route 5 serves the commercial and residential areas west of US Route 29 North. This includes Barracks Road, Georgetown Road, Commonwealth Drive, Stonefield Commons, Rio Hill, Albemarle Square, Berkmar Drive, and Walmart on Hilton Heights Road.
Route 5 is 100% County funded.
- **Route 6:** Route 6 serves Downtown, Crescent halls, 1st Street, Elliott Street, Ridge Street, Willoughby Square shopping center, Bailey Road, Prospect Avenue, and UVA medical Center.
Route 6 is 100% City funded.
- **Route 8:** Route 8 serves Rose Hill, Venable, Barracks Road, Seminole Square, Stonefield Commons and the Virginia Workforce Center.

Route 8 is 100% City funded.

- **Route 9:** Route 9 serves UVA Medical Center, Rose Hill, Rugby Road, Charlottesville High School, Greenbrier, and Fashion Square Mall.

Route 9 is 100% City funded.

- **Route 10:** Route 10 serves East High Street, Pantops, Martha Jefferson Hospital, the Veteran's Administration, and Stony Point Road.

Route 10 is 100% County funded.

Key Routes:

- **Route 7:** Route 7 serves Downtown, West Main Street, Jefferson Park Avenue, Emmet Street, Barracks Road, Best Buy, Hydraulic Road, Seminole Square, Hillsdale and Fashion Square Mall. This route is the most heavily traveled route on the system, it runs with the greatest frequency and is one of two Sunday service routes.

Route 7 is 100% City funded.

- **Free Trolley:** The Free Trolley serves Downtown, West Main Street, Jefferson Park Avenue, University Central Grounds, University Avenue, and The Corner. The trolley is the second most heavily traveled route on the system, it runs with higher frequency than all routes except Route 7 and it operates on Sunday. As the name implies, there is no fare required to ride the Trolley. The Trolley is 82% funded by the City and 18% funded by the University of Virginia.

Lifeline Routes:

- **Route 11:** Route 11 serves Downtown, Locust Grove, Rio Road, and Fashion Square Mall. Route 11 is 54% City funded and 46% County Funded.

Additional Highlights:

- CAT's FTA Triennial Review was April 27 – 28, 2015. FTA identified some minor findings with regard to oversight of our ADA partner (JAUNT) and with our procurement Disadvantaged Business Enterprise (DBE) program. Two of CAT's grants tracking systems were identified as industry best practices.
- CAT's fare collection replacement program has been delayed by firmware issues. We will announce a revised schedule in the coming weeks.
- CAT staff is evaluating an updated driver training curriculum.
- CAT and City Workforce will begin a second GO Driver training program in the next few weeks.

Charlottesville Area Transit
Operations Summary - Third Quarter FY 2015
All Route Service

Month:	January	February	March	Year-to-Date
Route Category	7/1/2014 - 3/31/2015			
All Route Ridership	199,122	205,825	207,994	1,837,447
Percentage Increase / Decrease vs. Previous Year	20.71%	18.16%	16.74%	6.61%
Local Route Ridership	63,866	59,567	65,568	605,884
Percentage Increase / Decrease vs. Previous Year	13.27%	7.33%	9.26%	3.95%
Key Route Ridership	129,672	142,106	137,997	1,189,344
Percentage Increase / Decrease vs. Previous Year	24.67%	24.54%	22.06%	7.48%
Lifeline Route Ridership	5,584	4,152	4,429	42,219
Percentage Increase / Decrease vs. Previous Year	22.16%	-9.44%	-13.02%	23.99%

Charlottesville Area Transit
Operations Summary - Third Quarter FY 2015
University of Virginia Affiliated Ridership

Month:	January	February	March	Year-to-Date
Route Category	7/1/2014 - 3/31/2015			
Total Ridership	38,819	40,977	40,174	333,477
Percentage Increase / Decrease vs. Previous Year	29.43%	31.80%	27.86%	12.85%

Charlottesville Area Transit
Operations Summary - Third Quarter FY 2015
County Funded Routes

Month:	January	February	March	Year-to-Date
Route Category	7/1/2014 - 3/31/2015			
Total Ridership	38,370	35,716	39,432	369,965
Percentage Increase / Decrease vs. Previous Year	8.87%	4.04%	5.80%	3.49%