



112 MacTanly Place  
Staunton, VA 24401

Phone: (540) 885-5174  
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**BRITE Transit Advisory Committee Meeting Summary**  
**July 10, 2024, 2:30 p.m.**

*Electronic Meeting via Zoom*

Central Shenandoah Planning District Commission  
112 MacTanly Place  
Staunton, VA 24401

[Click Here for Audio Recording of Meeting](#)

	Name	Organization
✓	Amanda Kaufman	City of Staunton
✓	Jennifer Whetzel	County of Augusta
✓	Leslie Tate	City of Waynesboro
✓	Krystal Moyers	Augusta Health
✓	Mike Kelley	Wilson Workforce & Rehabilitation Center
	<i>Vacant</i>	Staunton Downtown Development
✓	Terry Rodgers, Chair	Shenandoah Valley Social Services
	Anastasia Triplett	Blue Ridge Community College
✓	Becky Messer	Transit Service Rider
	Paul Terry	Transit Service Rider
✓	Jeannie Puffenbarger	Virginia Regional Transit
✓	Kyle Trissel	Department of Rail and Public Transportation

	Name	Organization
✓	Ann Cundy	CSPDC
✓	Devon Thompson	CSPDC
✓	Paula Melester	CSPDC
✓	Alisande Tombarge, City of Waynesboro	
✓	Tammy DuBose, Valley Community Services Board	
✓	Rodney Rhodes, City of Staunton	
✓	Zach Beard, CSPDC	
✓	Garreth Bartholomew, CSPDC	
✓	Le’Roy Sweezy, Jr., VRT	

**Call to Order**

The July 10, 2024, meeting of the BRITE Transit Advisory Committee (BTAC) was called to order at 2:32 PM by Ms. Krystal Moyers, Chairperson. Pursuant to §2.2-3708.2 of the Code of Virginia, BTAC members may participate in meetings through electronic communication means. All attendees attended virtually.

**Public Comment**

Chairperson Moyers opened the floor for public comment. There were no public comments.

**Approve Minutes**

Chairperson Moyers presented the minutes from the May 8, 2024, BTAC meeting for consideration.



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***Ms. Leslie Tate moved, seconded by Ms. Terry Rodgers, to approve the minutes of the May 8, 2024, meeting, as presented. Motion carried unanimously.***

## **Business**

**Proposed Staunton North & West Loops and Downtown Trolley Route Modifications:** Ms. Devon Thompson announced that a request was received to serve potential new development on the southwestern end of Staunton around Middlebrook Avenue. Bus service was not currently available to that area of Staunton, so the Central Shenandoah Planning District Commission (CSPDC) and Virginia Regional Transit (VRT) staff worked on a proposed route change to the Staunton North & West Loops and the Staunton Downtown Trolley to make the accommodation. The proposed changes provided a few different options on how to move forward, and after the presentation the floor would open for questions, comments, and/or vote to move forward (see attached presentation for additional detail and information).

Ms. Thompson provided background for the request, which came from a developer constructing new multifamily apartment units off Montgomery Avenue, accompanied by additional built and planned future developments along the Middlebrook Avenue corridor. Said developer needed a bus stop within a quarter mile of the new development to qualify for Low-Income Housing Tax Credits, and additional planned development in the area prompted further exploration into stop locations (a map was shown to detail proposed development in the area).

Ms. Thompson detailed the current route operations and schedule of the Staunton North & West Loops – the route that provided the closest service to Middlebrook Avenue. The Staunton North & West Loops operated as two, 30-minute loops that connected the northern and western ends of Staunton (stops included the Staunton Library, YMCA/Food Lion, Terry Court Shopping Center, Food Lion (West Beverley), Gypsy Hill Park, Gypsy Hill House, and Staunton Medical Center). The hours of operation for the route were Monday-Friday, 8:00AM-9:00PM, and Saturday, 8:00AM-6:00PM.

Ms. Thompson and Ms. Jeannie Puffenbarger detailed the proposed modifications to the Staunton North & West Loops and Staunton Downtown Trolley routes and hours of service for the Staunton North & West Loops.

- Staunton North & West Loops:
  - The bus would travel along Middlebrook Avenue and turn around on Seth Drive, off Lacy B. King Drive (the bus would then be on the correct side of the street for CALL stop passenger pickup at Middlebrook Trace Apartments). The bus would then turn on Bridge Street (current operations) and travel along Stuart Street to Hays Avenue rather than Sudbury Street. The bus would then resume the current route.
  - With the added time for service along Middlebrook Avenue, the route would need to be adjusted into one, one hour loop rather than two, 30-minute loops.
  - Staff also proposed a change to the hours of operation for the route while making the route change. The current hours would not allow for a connection to the first 250 Connector trip and the proposed change would accommodate this connection. The proposed new hours would be Monday-Friday,



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6:30AM-7:30PM, and Saturday, 7:30AM-5:30PM. A shift in starting on the half hour would also mean the West Loop would start the route rather than the North Loop (current operations).

- Staunton Downtown Trolley:
  - The Staunton Downtown Trolley would in turn pick up some stops that were previously served by the West Loop – Booker T. Washington Community Center and the Sudbury Street stops. The Downtown Trolley would then resume its route by turning on Jefferson Street to travel along West Beverley Street.

Ms. Puffenbarger outlined the impacts of the change, which included timing impacts and safety impacts.

- Timing:
  - Benefits to an earlier start time for hours of operation were noted – especially the connection that would be established with the first 250 Connector run.
  - The change to the one-hour loop would mean riders would not need to stand out in extreme climates for 30 minutes while waiting for other connections that hubbed at the Lewis Street Hub on the half hour.
  - The proposed 5:30PM end time would still allow for a connection to the Saturday Night Trolley (start time of 6:00PM).
- Safety:
  - No safety impacts were cited for the proposed changes.
  - Future bus stop amenities could be installed, with a pull-off and shelter offered by the developer. Once the development was finalized and utilization determined, such amenities could be considered.

Ms. Thompson opened the floor for questions, comments, and concerns. Ms. Thompson indicated that if the committee was comfortable with the proposed changes they could vote to move forward with the change, or if there were questions and concerns staff could do further research on the impacts of the changes and find other alternatives or solicit rider feedback.

Discussion ensued regarding the timeline of the proposed changes (two or three months); timeline constraints of the developer that requested the stop (none known); and short-term versus long-term changes for the corridor.

***Mr. Mike Kelley moved, seconded by Ms. Jennifer Whetzel, to approve the proposed route and schedule changes to the Staunton North & West Loops and route modifications to the Staunton Downtown Trolley, as presented. Motion carried unanimously.***

**Microtransit Feasibility Study:** Ms. Thompson indicated that the CSPDC made application for and was awarded a Technical Assistance grant from the Virginia Department of Rail and Public Transportation (DRPT) to conduct a microtransit feasibility study in Fiscal Year (FY) 2025.

On-demand microtransit service was becoming a popular solution for transit providers looking to supplement underperforming fixed-route service or to increase mobility options in the service area. The CSPC would conduct a microtransit feasibility study to analyze potential service models and related costs and considerations to implement



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on-demand microtransit services within the service area. This process would help BRITE identify opportunities for microtransit, determine project demand for microtransit service, and simulate potential service models for future implementation.

**Staunton Lewis Street Hub Rehabilitation Update:** Ms. Paula Melester provided an update on the Lewis Street Transit Hub rehabilitation project. Construction status consisted of curbs and sidewalks being poured, and next steps would include underground work like conduit installation and stormwater drainage work.

The project was on track to be completed on schedule for the end of summer and on budget. A ribbon cutting event would be planned at the time of completion.

**ITS – Mobile Data Collection System Closeout:** Ms. Thompson reported that implementation of the new Mobile Data Collection System (MDCS) was closed out with final acceptance testing completed with Passio and Kimley-Horn. VRT was starting to phase some drivers to full electronic data collection while other drivers continued to collect both manual and electronic data to ensure the accuracy of the electronic data. Ms. Thompson also applauded all the work Mr. Le’Roy Sweezy had done regarding implementation of the MDCS.

Recently, there was a good usage case study of Passio data with the City of Waynesboro. City staff submitted a SMART SCALE application for bus stop improvements at a few existing stops in Waynesboro, and part of the application required stop usage data. CSPDC staff was able to provide the City with usage data at those particular locations since Passio was launched in the Spring.

**Afton Express Update:** Ms. Thompson announced that Afton Express operations continued to go well, and announced the following updates:

- UVA Fontaine Research Park:
  - A stop at UVA Fontaine Research Park was added in May to help accommodate the shift in parking due to construction. The addition of the stop was in line with construction and had seen a decent amount of usage. If utilization continued to increase, staff would look to make it a permanent change.
- Afton Express’s Third Anniversary:
  - September marked the third anniversary of Afton Express, and CSPDC would start planning pop-up events in the next month.
- Stop Relocations:
  - Staff were looking to move the Staunton Mall stop to Staunton Crossing Park and Ride Lot. The City of Staunton was anticipating opening the road either this or next month, and plans were tentative to move the stop in September.

**Paratransit Service Update:** Ms. Thompson indicated that there was still a large demand for BRITE Access (paratransit service), and reminded the committee that last fiscal year’s proposed Saturday service hours were shifted back into the weekdays to help accommodate the increased demand. The demand was still there, and this fiscal year the same change would be made – an additional two hours would be added to the Staunton Access 2 bus



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to help with the increased demand for Access service. That would increase the total hours of operation for Staunton Access 2 bus to 4 hours Monday-Friday.

VRT reported that since starting at the beginning of this month, these additional hours had been very helpful to scheduling the influx of passengers utilizing the service. CSPDC and VRT would continue to track demand and usage, and as the budget for the next fiscal year was developed, additional paratransit service may need to be considered as the area's population was aging. Ms. Thompson indicated the Staunton-Augusta-Waynesboro region was not the only region to see an uptick in paratransit usage – other regions and transit agencies throughout the Commonwealth were seeing the same trends.

Ms. Melester added that paratransit demand would be factored into the microtransit feasibility study, with the idea that implementation of microtransit could potentially alleviate the paratransit demand seen.

**Contractor Update:** Mr. Sweezy reported that operations were going well.

**Other Business:** Chairperson Moyers asked if there was any other business to come before the committee.

- **SMART SCALE Application for the City of Waynesboro:** Ms. Leslie Tate announced that the City of Waynesboro was submitting a SMART SCALE application for bus stop improvements (bus shelters, ADA compliant features, pedestrian infrastructure) for six existing bus stops in Waynesboro – Walmart, Walmart Market, Speedway Gas Station, Food Lion (King Avenue), Kroger, and Mountain View Apartments.
- **Bylaw Approval by CSPDC Board of Commissioners:** Ms. Thompson indicated that there was no quorum at the June CSPDC Board of Commissioners meeting, so the action would be presented at the August meeting for approval.
- **BTAC Alternates:** Ms. Thompson asked that any committee members that did not have an alternate in place appoint one in the coming weeks. Not only would this provide new perspectives for the committee, but also streamline attendance.
- **SAWMPO Long-Range Transportation Plan Update:** Ms. Melester announced that the Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) was embarking on their 2050 Long-Range Transportation Plan (LRTP). Public engagement activities were being planned, such as a public engagement survey and stakeholder information sessions (both planned for August).
- **Transit Planner Hired:** Ms. Melester announced that a new Transit Planner was hired, and they would start in August. The position would oversee the RideShare/Commuter Assistance Program and would assist with day-to-day transit tasks.

### **Adjournment**

Chairperson Moyers indicated that the next BTAC meeting was scheduled for September 11, 2024, at 2:30 PM at the CSPDC office.

There being no further business to come before the BTAC, the meeting concluded at 3:16 PM.



# **BRITE BUS**

# **PROPOSED ROUTE CHANGE**

Staunton North & West Loops  
and Downtown Trolley





# REQUEST

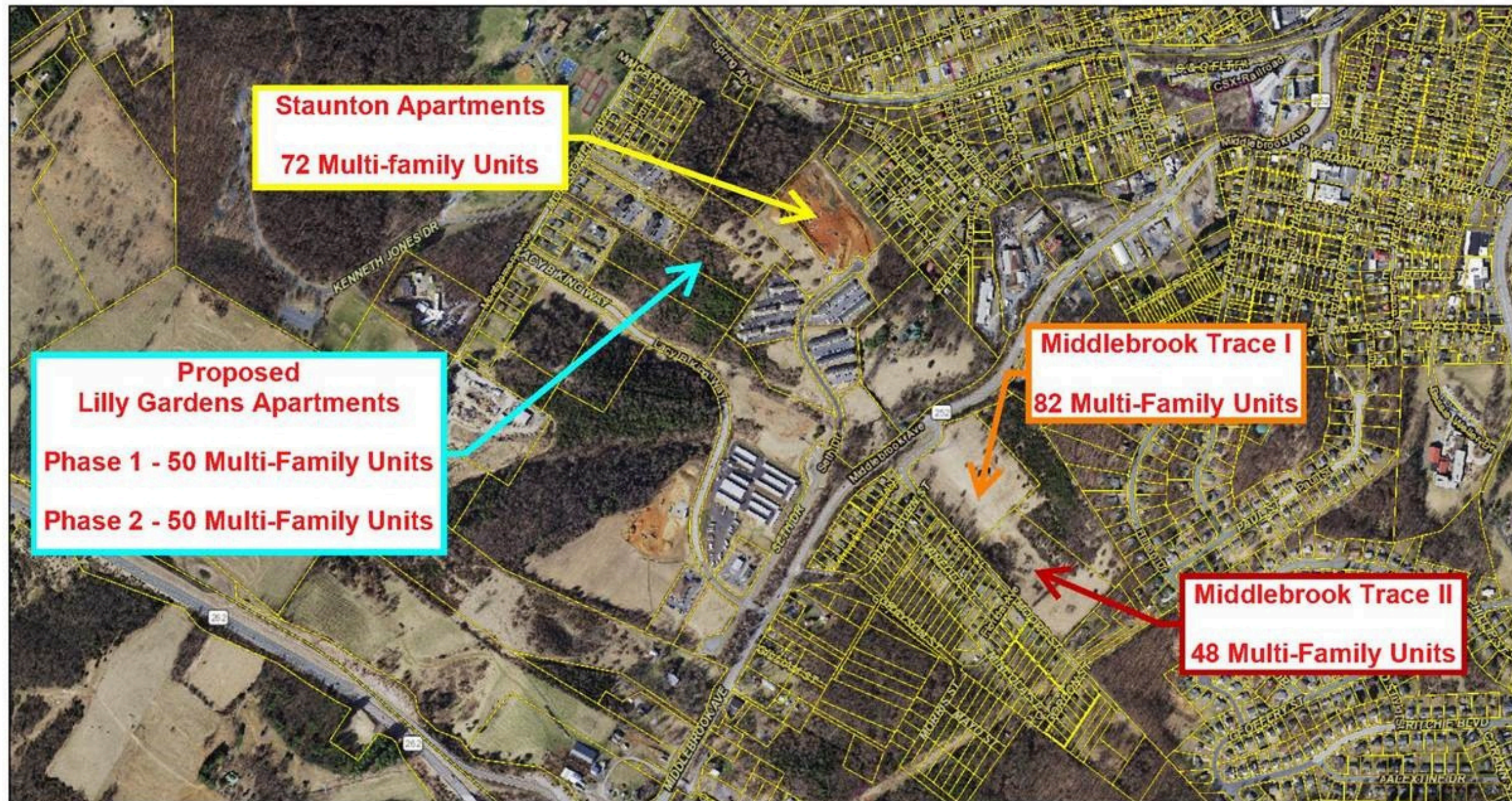
- Lily Gardens VA LLC
- Application submitted to Virginia Housing for a reservation of Low Income Housing Tax Credits to develop 50 new construction multifamily apartments located off Montgomery Avenue
- Existing public bus stop needed to move forward with development





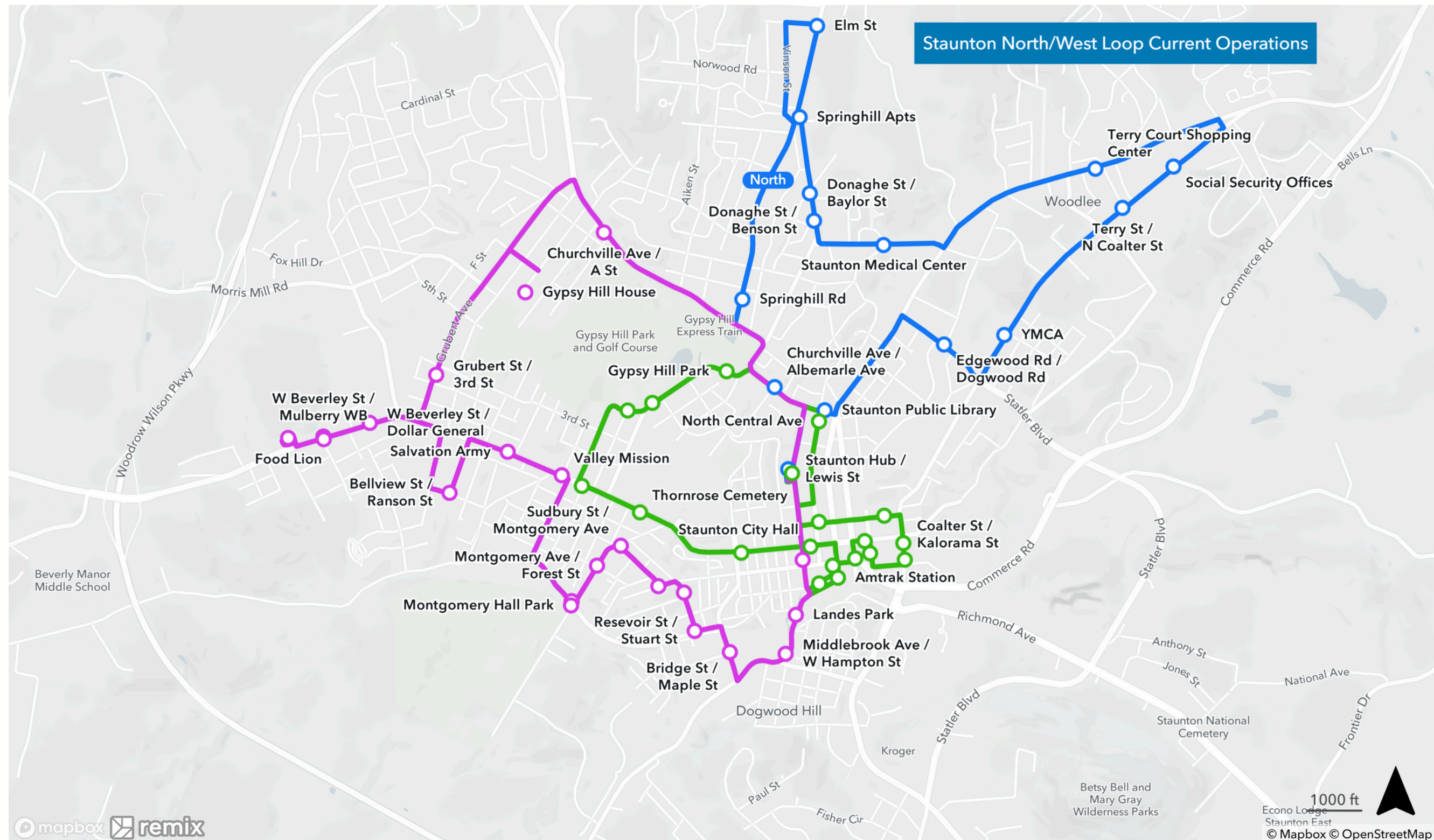
# FUTURE CONDITIONS

Development on Middlebrook Ave





# CURRENT ROUTE



Three orange dots are positioned in the top right corner. A thin orange curved line starts from the top center and arcs towards the right. A thin red curved line starts from the top left and arcs towards the bottom left. A large orange semi-circle is located in the bottom right corner.

# CURRENT OPERATIONS

- North & West Loops are two, thirty minute loops that connect the northern and western ends of Staunton to the Lewis Street Hub
- No service along southwest end of Staunton and along Middlebrook Avenue

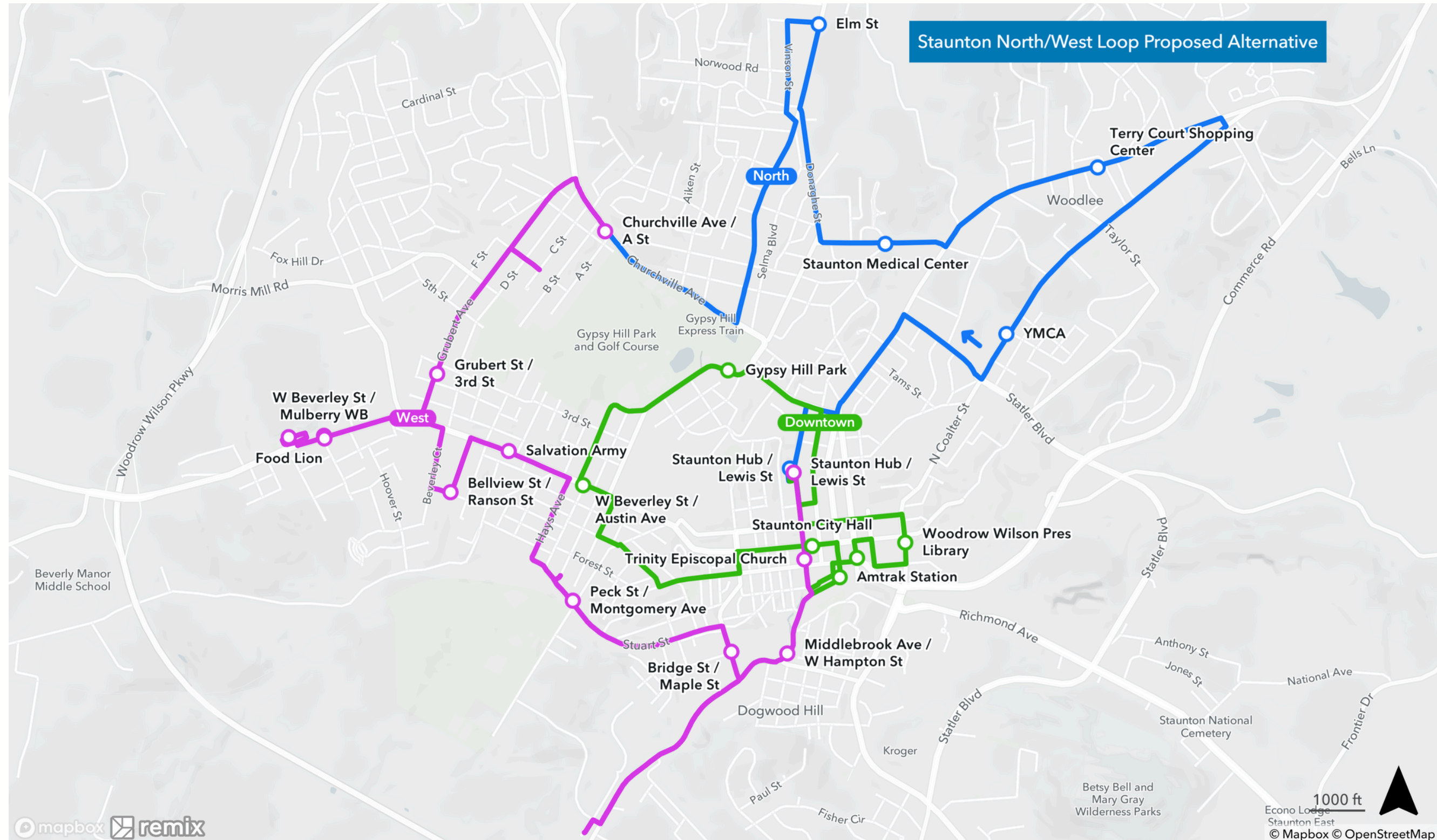


# CURRENT SCHEDULE

North Loop, Monday – Friday: 8:00 a.m. – 8:30 p.m. & Saturday: 8:00 a.m. – 5:30 p.m.													
STAUNTON HUB/LEWIS STREET	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00
ELM STREET EB	8:08	9:08	10:08	11:08	12:08	1:08	2:08	3:08	4:08	5:08	6:08	7:08	8:08
STAUNTON MEDICAL CENTER	8:12	9:12	10:12	11:12	12:12	1:12	2:12	3:12	4:12	5:12	6:12	7:12	8:12
TERRY COURT SHOPPING CENTER	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15	8:15
SOCIAL SECURITY OFFICES	CALL	CALL	CALL	CALL	CALL	CALL	CALL	CALL	CALL	CALL	CALL	CALL	CALL
YMCA	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18	7:18	8:18
STAUNTON HUB/LEWIS STREET	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:30

West Loop, Monday – Friday: 8:30 a.m. – 9:00 p.m. & Saturday: 8:30 a.m. – 6:00 p.m.													
STAUNTON HUB/LEWIS STREET	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:30
RESERVOIR ST./STUART ST.	8:35	9:35	10:35	11:35	12:35	1:35	2:35	3:35	4:35	5:35	6:35	7:35	8:35
MONTGOMERY AVE/FOREST ST.	8:37	9:37	10:37	11:37	12:37	1:37	2:37	3:37	4:37	5:37	6:37	7:37	8:37
BELLVIEW ST./RANSON ST.	8:42	9:42	10:42	11:42	12:42	1:42	2:42	3:42	4:42	5:42	6:42	7:42	8:42
FOOD LION	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:45
GRUBERT ST./3RD ST.	8:48	9:48	10:48	11:48	12:48	1:48	2:48	3:48	4:38	5:48	6:48	7:48	8:48
GYPSY HILL HOUSE	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50	6:50	7:50	8:50
STAUNTON HUB/LEWIS STREET	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00

# PROPOSED ROUTE CHANGES





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# PROPOSED OPERATIONS

- Serve Middlebrook Ave housing units via Middlebrook Trace CALL Stop
- Downtown Trolley will pick up Booker T. Washington Community Center & Sudbury Street and resume route at West Beverley & Jefferson Street
- New operating hours:
  - Monday-Friday: 6:30AM - 7:30PM vs. 8:00AM-9:00PM
  - Saturday: 7:30AM-5:30PM vs. 8:00AM-6:00PM

# DRAFT PROPOSED SCHEDULE CHANGES

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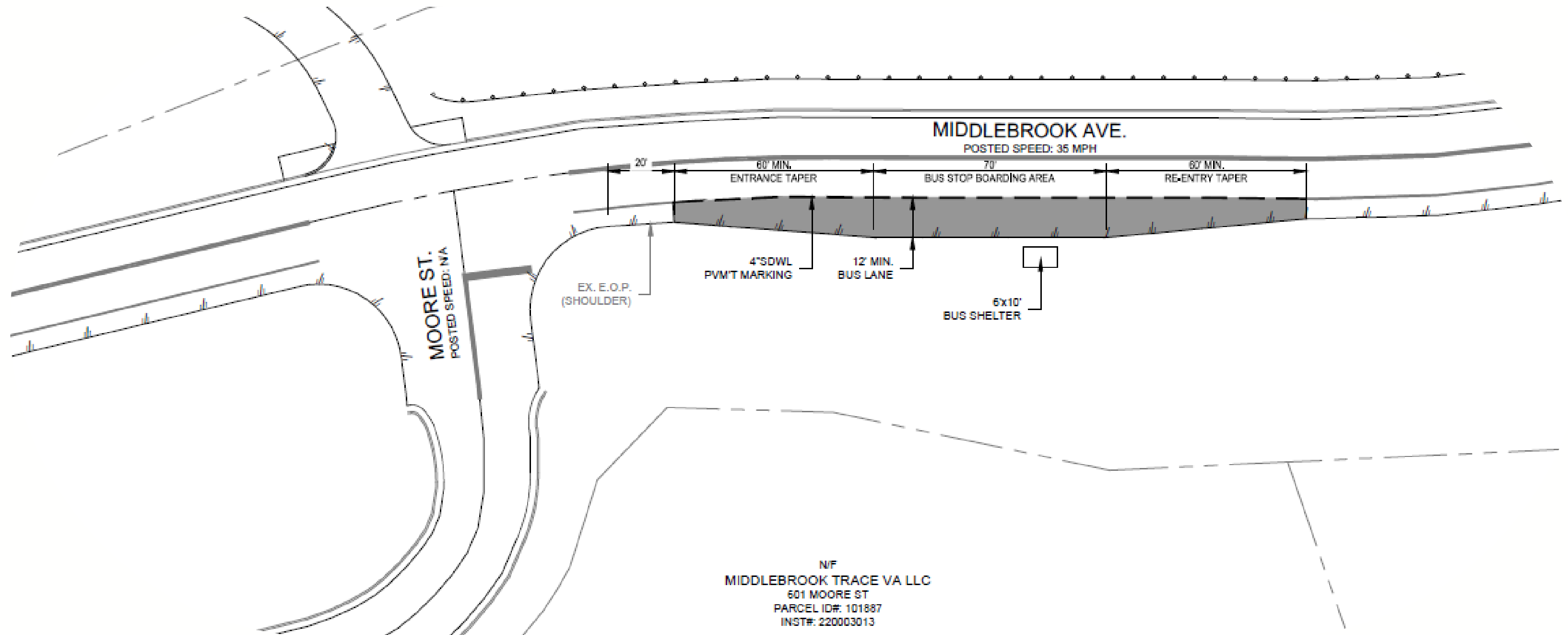
Three orange dots are positioned in the top right corner. A thin red curved line starts from the top left and curves downwards. A thick orange curved line starts from the top center and curves downwards to the right. A solid orange circle is located in the bottom right corner.

# IMPACTS

## TIMING & SAFETY IMPACTS OF PROPOSED CHANGES

- Timing
  - Go from two, thirty minute loops to one, one-hour loop
  - Run time to include Middlebrook Trace as a CALL Stop is approximately 60 minutes
  - New proposed hours while making a change to the route
- Safety
  - No safety impacts
  - Proposed Middlebrook Trace stop would accommodate bus pull off

# ACCOMMODATIONS







# QUESTIONS