

FACT SHEET – NEEDS BY MODE

TRANSIT



CONNECTIONS TO LRTP GOALS

S

**Safety & Security for
All Users**

H

**Livable & Healthy
Communities**

M

**Multimodal Mobility,
Reliability & Accessibility**

Urban, Rural and Intercity Transit systems support critical mobility needs in West Virginia. Over 7 million trips are supported by public transit annually (prior to 2020). Expanding and enhancing reliability of public transit services provides increased mobility for disadvantaged populations (such as the elderly and disabled) while simultaneously reducing congestion and improving air quality. Investments in transit-oriented development can enhance the economy and decrease vehicle dependency.

STAKEHOLDER INPUT

Increase coordination with MPOs and the Health Department to combat rural transit issues and funding solutions

WVDOH needs a formal planning process to document and address rural transit needs

There is a need for planning studies to identify future transit routes, headways, and transit services



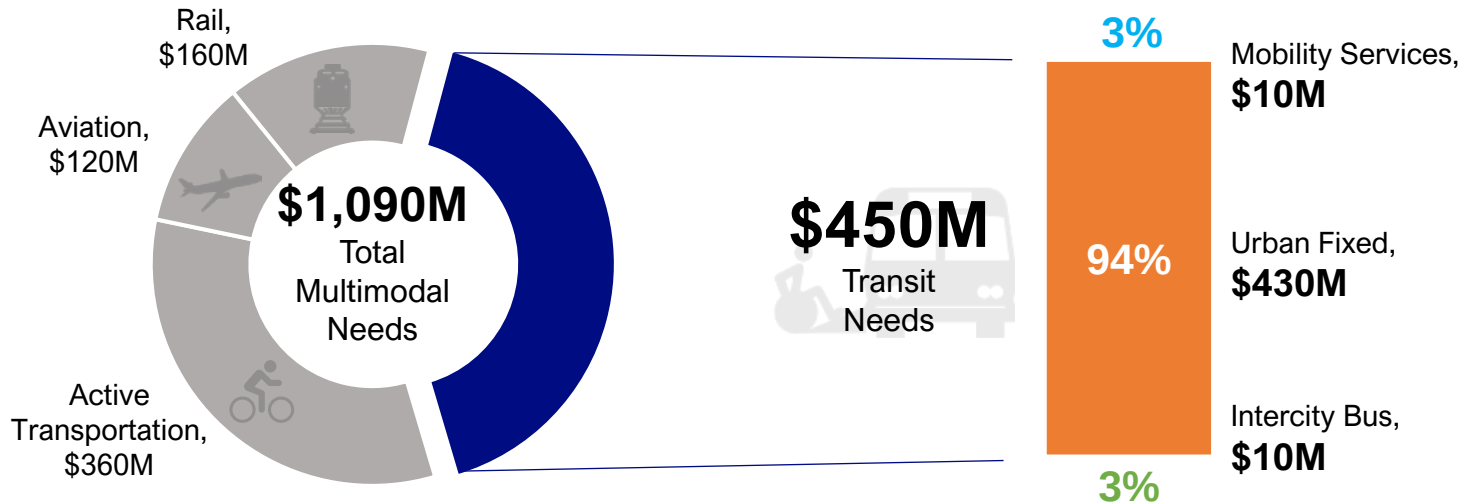
To forecast transit needs, projects were gathered from the eight WV MPO long-range plans. A Commuter Bus Service Analysis from the Eastern Panhandle Transit Authority was also summarized. All projects were then inflated/deflated to the year 2020 to display costs in current-year dollars.

FORECASTING METHOD

Sources considered: [EPTA Commuter Bus Service Analysis](#); Current MPO Long-Range Plans from [BHJ MPC](#), [BOMTS](#), [FRMPO](#), [HEPMPO](#), [KYOVA](#), [MMMPO](#), [RIC](#), and [WWW IPC](#)

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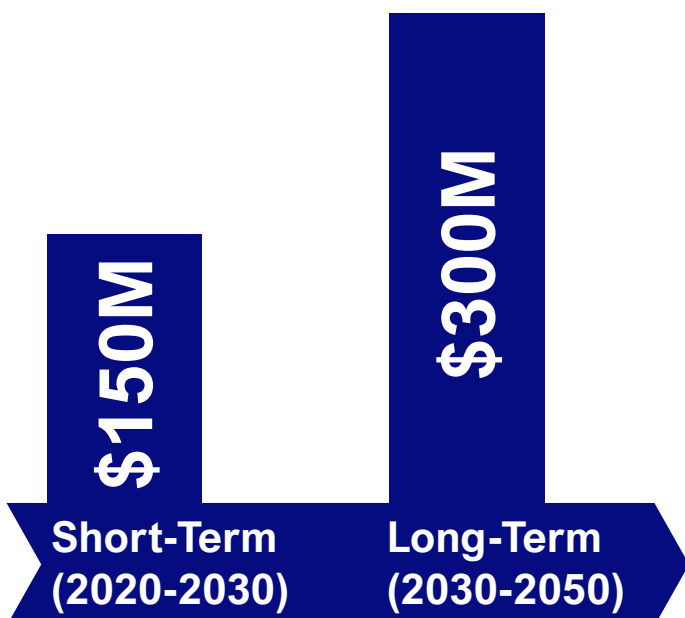
OPPORTUNITIES

There are opportunities statewide to expand transit service operations to provide for those who have limited mobility. Transit providers can also leverage funding from the VW environmental mitigation settlement to upgrade transit vehicles to utilize cleaner energies.

TRENDS AND EMERGING NEEDS

Funding constraints and long-distances between destinations such as health care, education and employment opportunities remain a challenge for rural transit. As new mobility options such as micro-transit and mobility-as-a-service become available, transit will have to compete with these other services for choice riders.

SHORT-TERM AND LONG-TERM FORECASTS



- Increase statewide public transit services from the currently served 37 counties to all 55 counties in West Virginia
- Enhance bus services supporting commute travel including construction of new park and ride lots
- Vehicle replacements and fleet expansions to include electric buses
- Operate more deviated (flexible) fixed route service in rural areas
- Improve bus stop amenities
- Ensure statewide transit assets remain in good working condition