

# Jaunt Rural Transit Needs Assessment

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Stakeholder Meeting #2  
December 12, 2023  
Draft

# Overview

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- Description of services
- Ridership data
- Per capita measures
- Peer comparison
- Input from stakeholders
- Review findings from Transit Development Plan
- Next steps
- Discussion

# Existing Services

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- Curb-to-curb demand-response service from rural areas to urban Albemarle or Charlottesville
  - Generally, Mon-Fri with morning and afternoon service
- Rural door-to-door circulator demand-response service
- ADA paratransit in Charlottesville
- Commuter bus services
  - Crozet CONNECT, 29 North CONNECT, Buckingham CONNECT, Lovingson CONNECT

## Rural Door-to-Door/Curb-to-Curb Circulator Demand Response Service

Name	Days of Service	Hours of Service	Geographic Coverage
<b>Albemarle Demand Response</b>	Mon-Fri	10:00 am – 2:00 pm	Albemarle County
<b>Crozet Circulator</b>	Mon-Fri	8:00 am – 4:00 pm last pickup is at 3:45 pm	Crozet
<b>Esmont-Scottsville Circulator</b>	Tue, Th	8:45 am – 3:00 pm last pickup is at 2:00 pm	Esmont-Scottsville area
<b>Fluvanna Circulator</b>	Mon, Wed, Fri	8:30 am – 4:00 pm last pickup is at 3:00 pm	Fluvanna County
<b>Greene Circulator</b>	Mon-Sat	7:00 am – 5:00 pm Monday through Friday	Greene County
<b>Louisa Circulator</b>	Mon-Fri	6:00 am – 5:00 pm (last pickup is 4:30 pm)	Louisa County
<b>Lovingston Circulator</b>	Mon, Tue	8:00 am – 4:00 pm last pickup is 3:30 pm	Lovingston area

# Measuring Quality of Service

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- Service availability
  - Is transit an option?
  - Three measures:
    - Response time
    - Service span
    - Service coverage
- Comfort and convenience
  - If it is an option, would you want to use it?
  - Three measures:
    - Reliability
    - Travel time
    - No-shows

# Service Span Levels of Service

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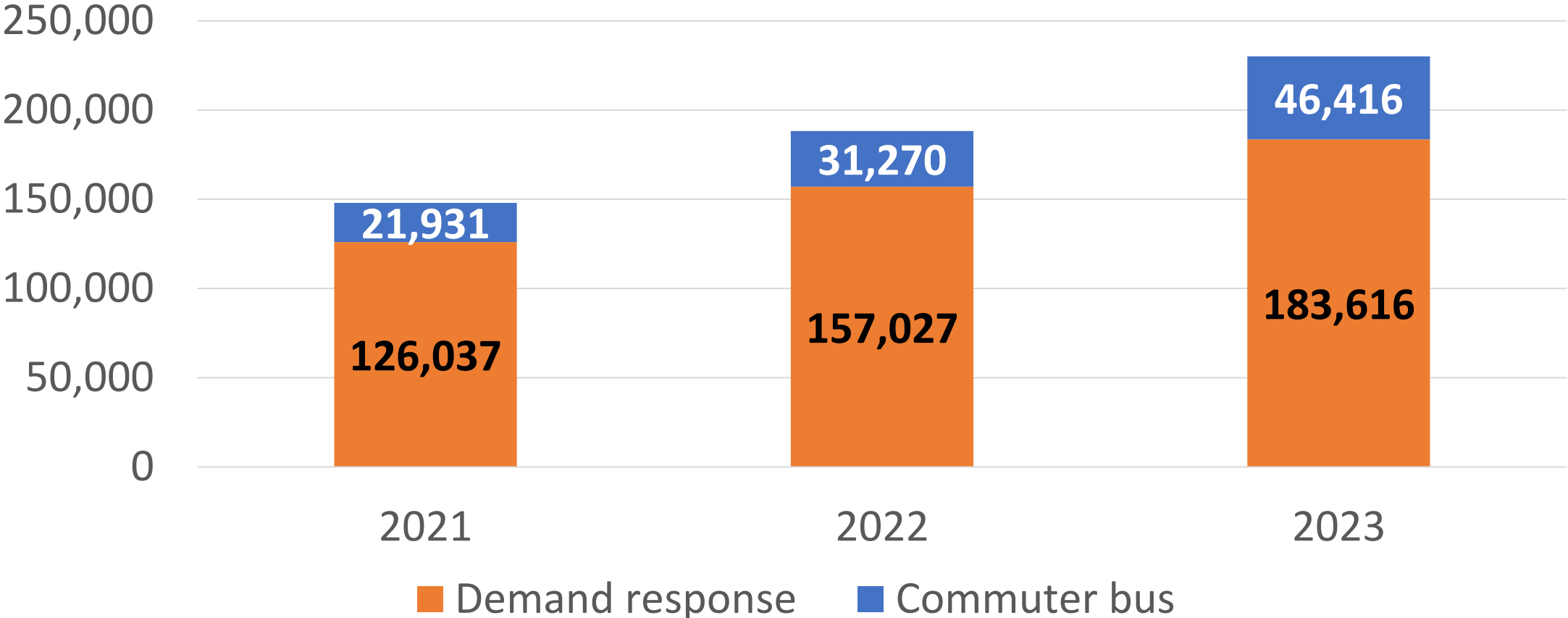
- Days of Service

- 7 days per week
- 6 days per week
- 5 days per week
- 1 to 4 days per week
- Less than weekly

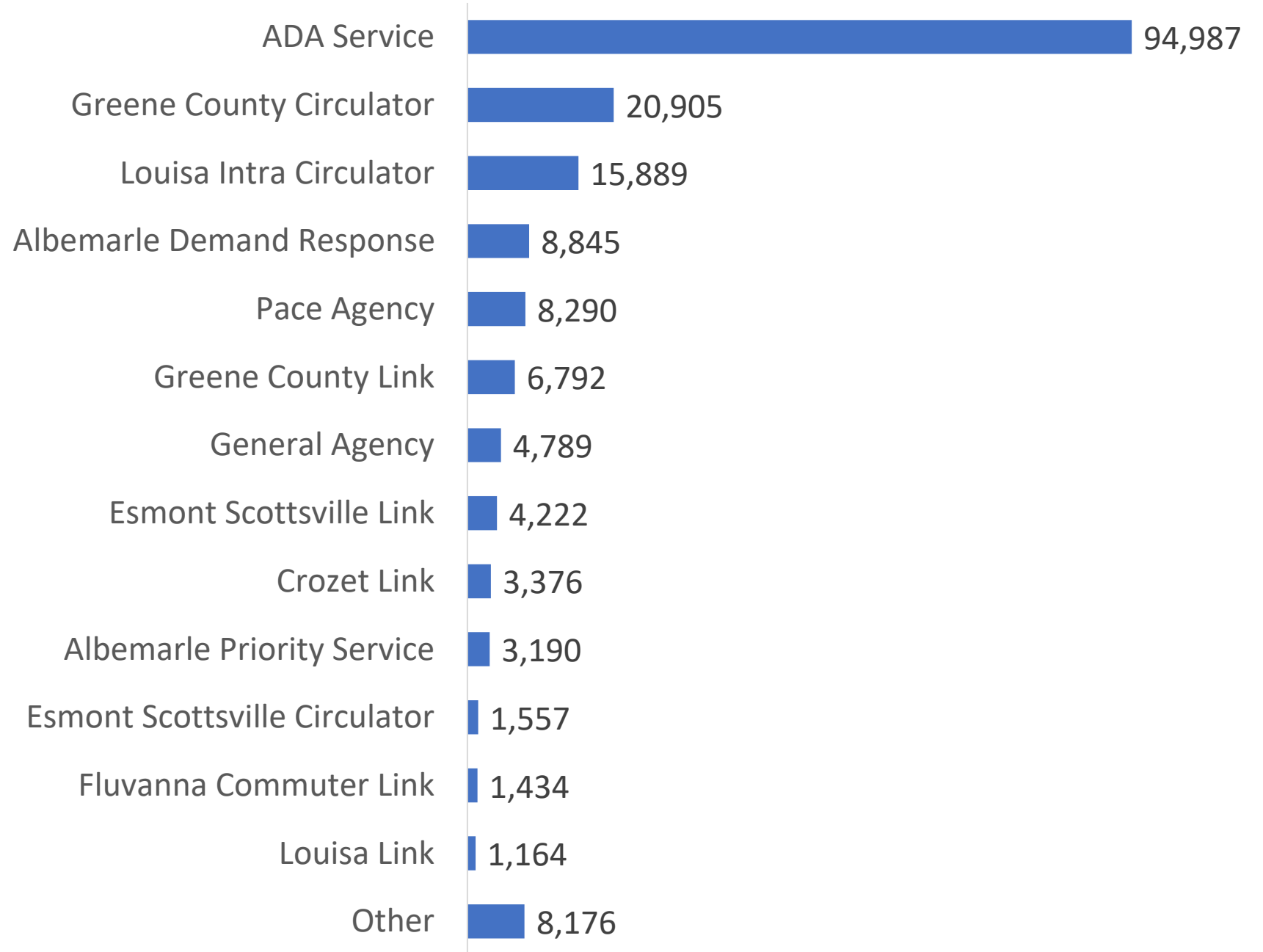
- Hours of Service

- 16 or more hours per day
- 12 to 15 hours per day
- 9 to 11 hours per day
- 5 to 8 hours per day
- Less than 5 hours per day

# Total Ridership, FY 2021-2023

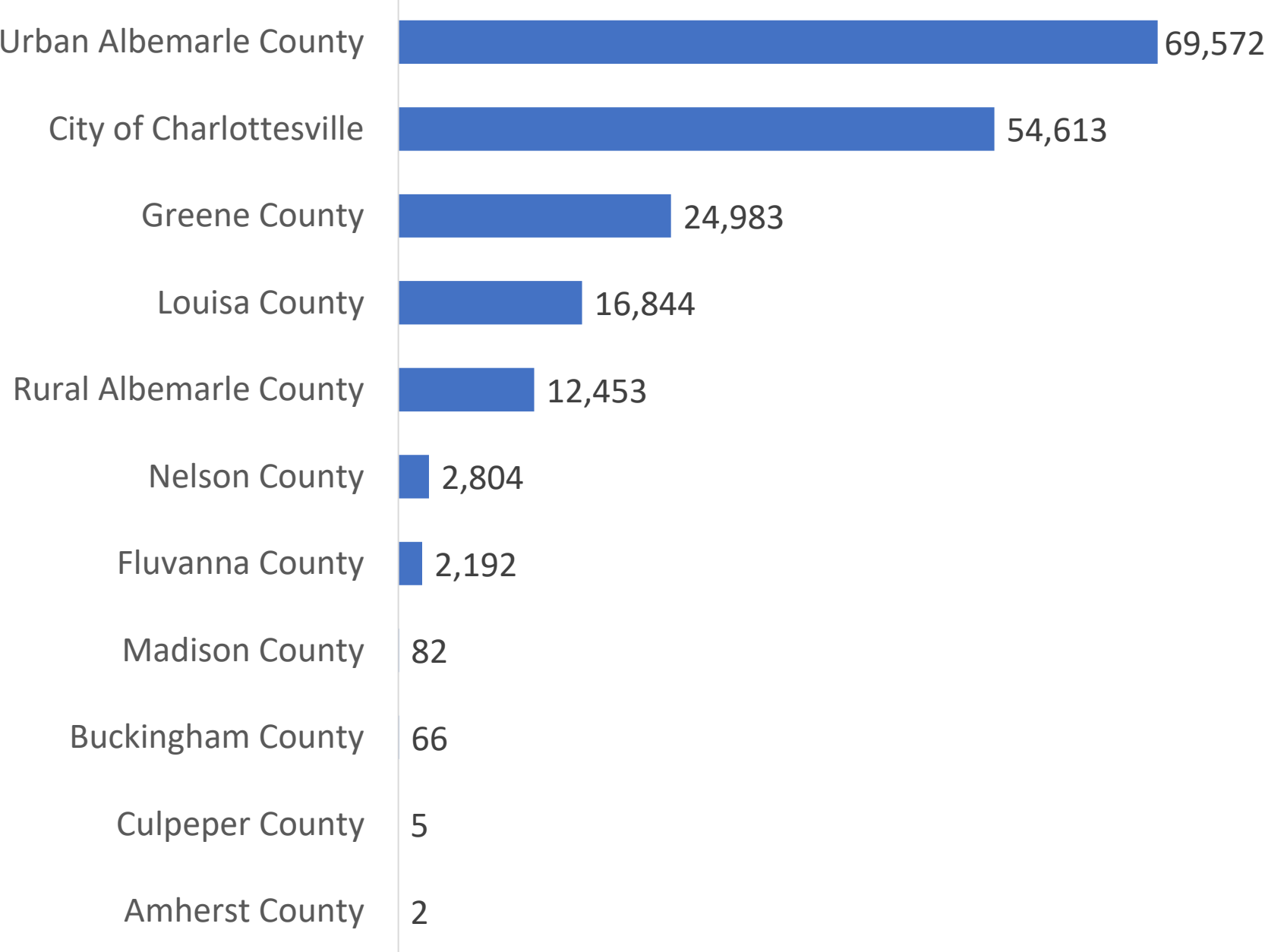


# Demand Response Trips by Service, FY2023

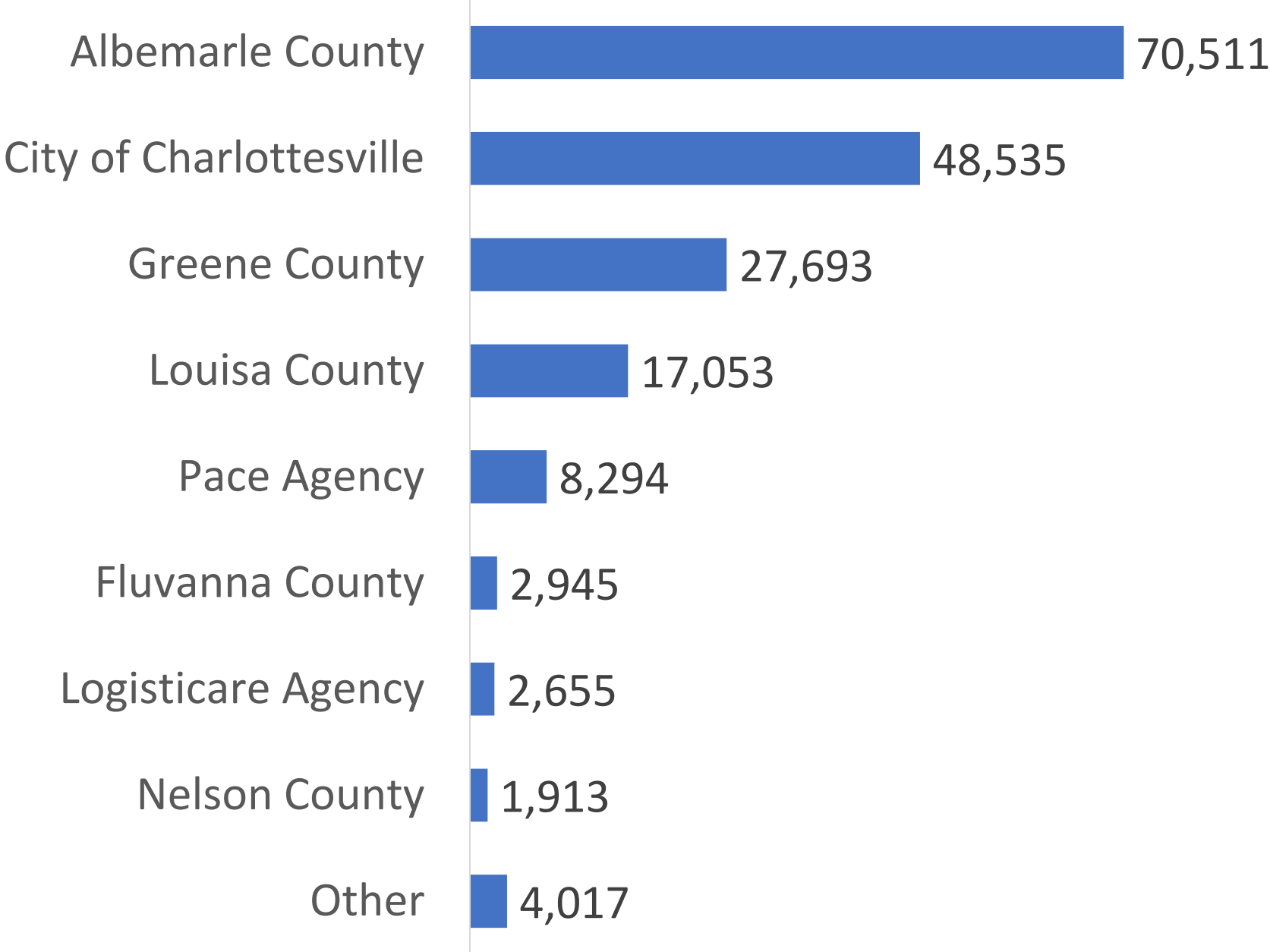




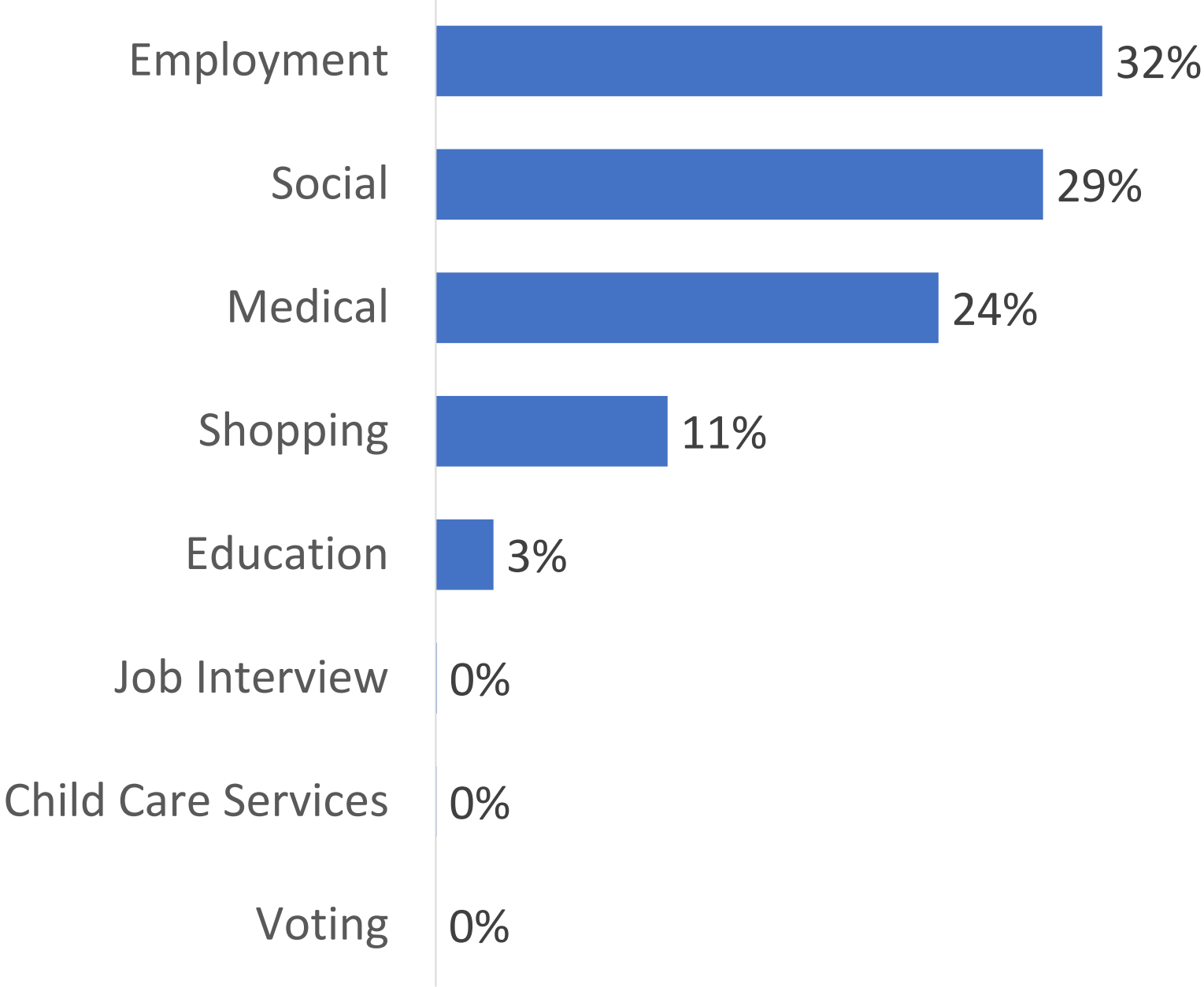
# Demand Response Trips by Pickup Area, FY2023



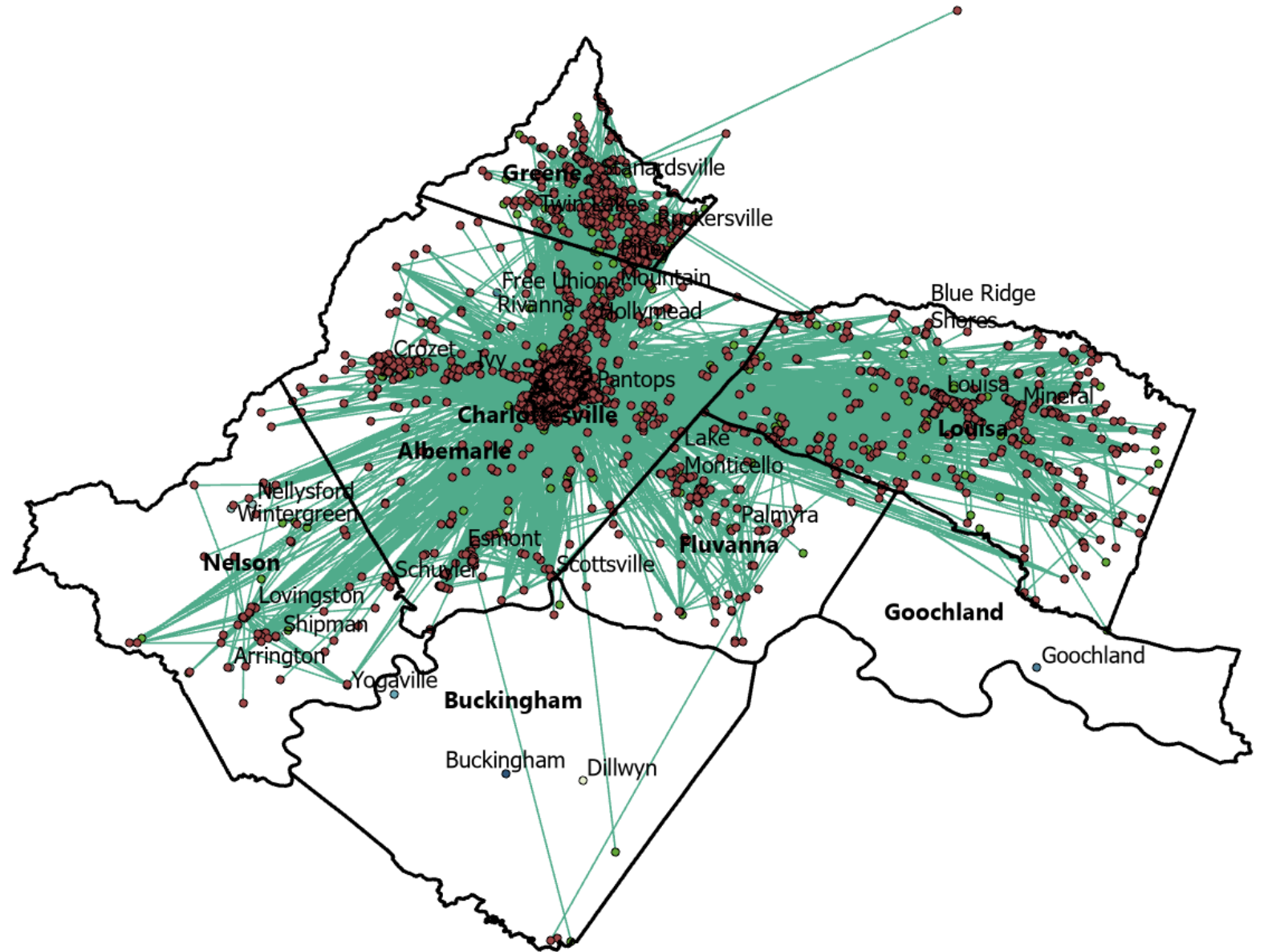
# Demand Response Trips by Local Funding Source, FY2023



# Demand Response Trip Purpose, FY2023

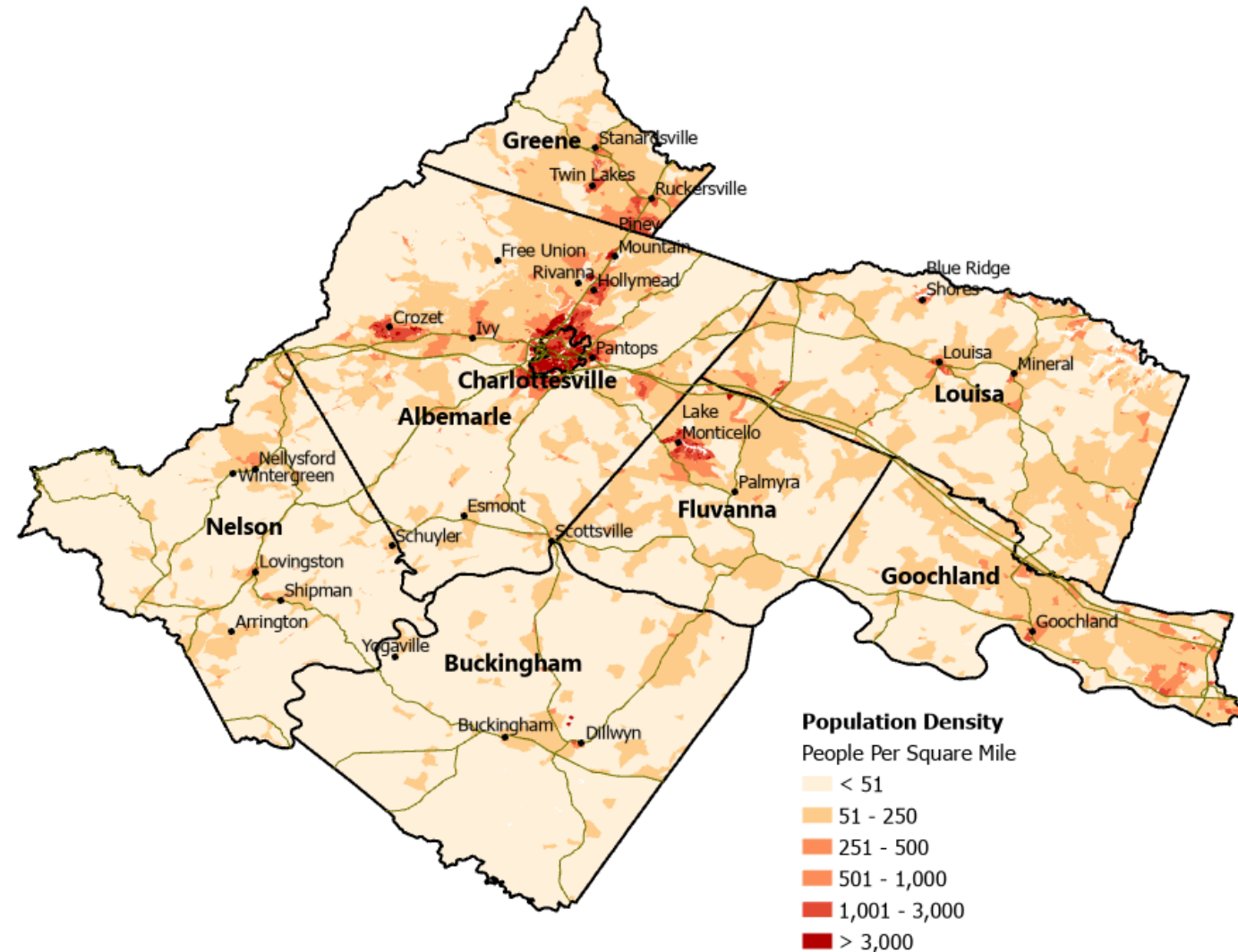


# Geographic Distribution of Demand-Response Trips, FY 2023

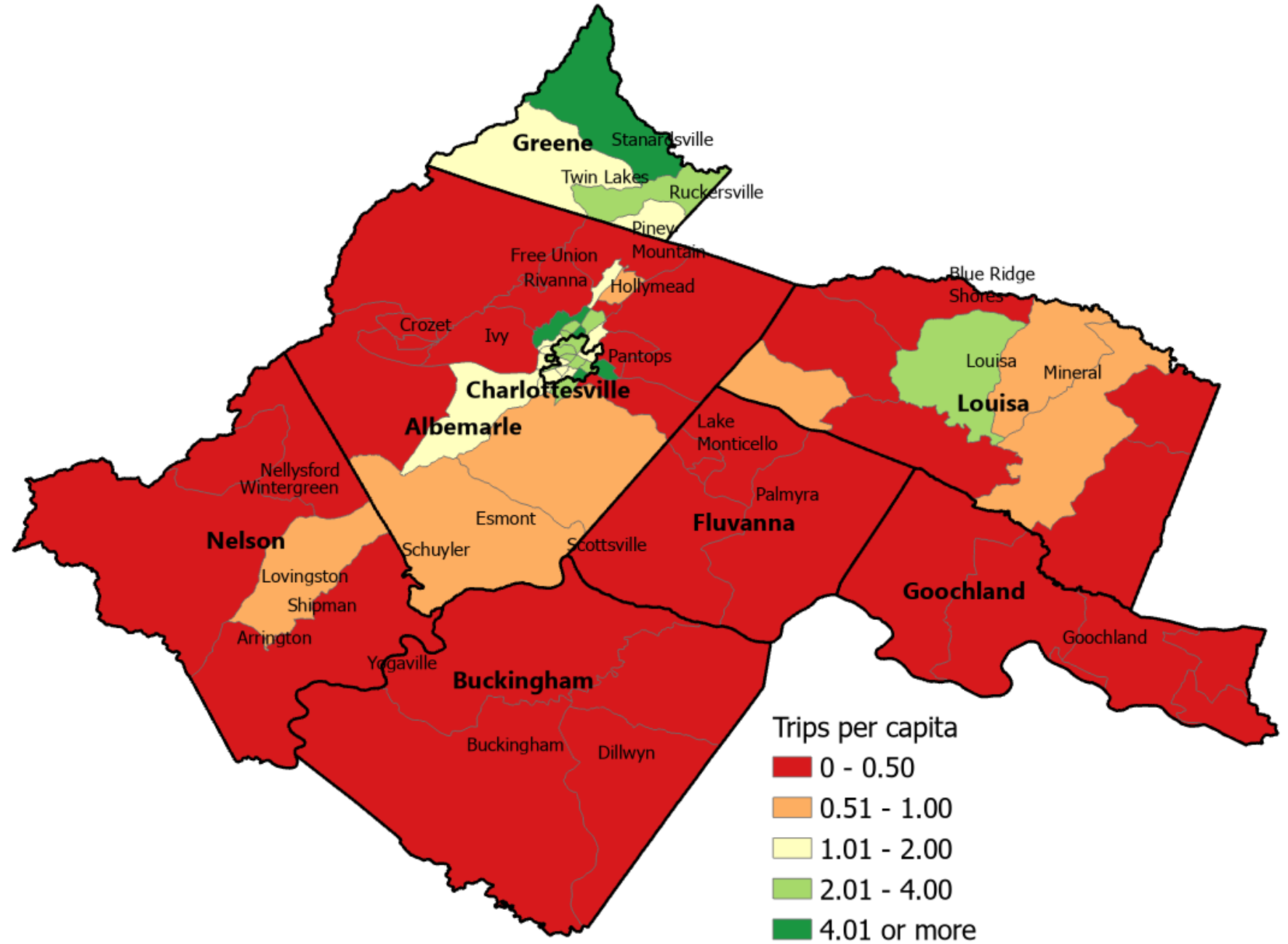


# Per Capita Ridership

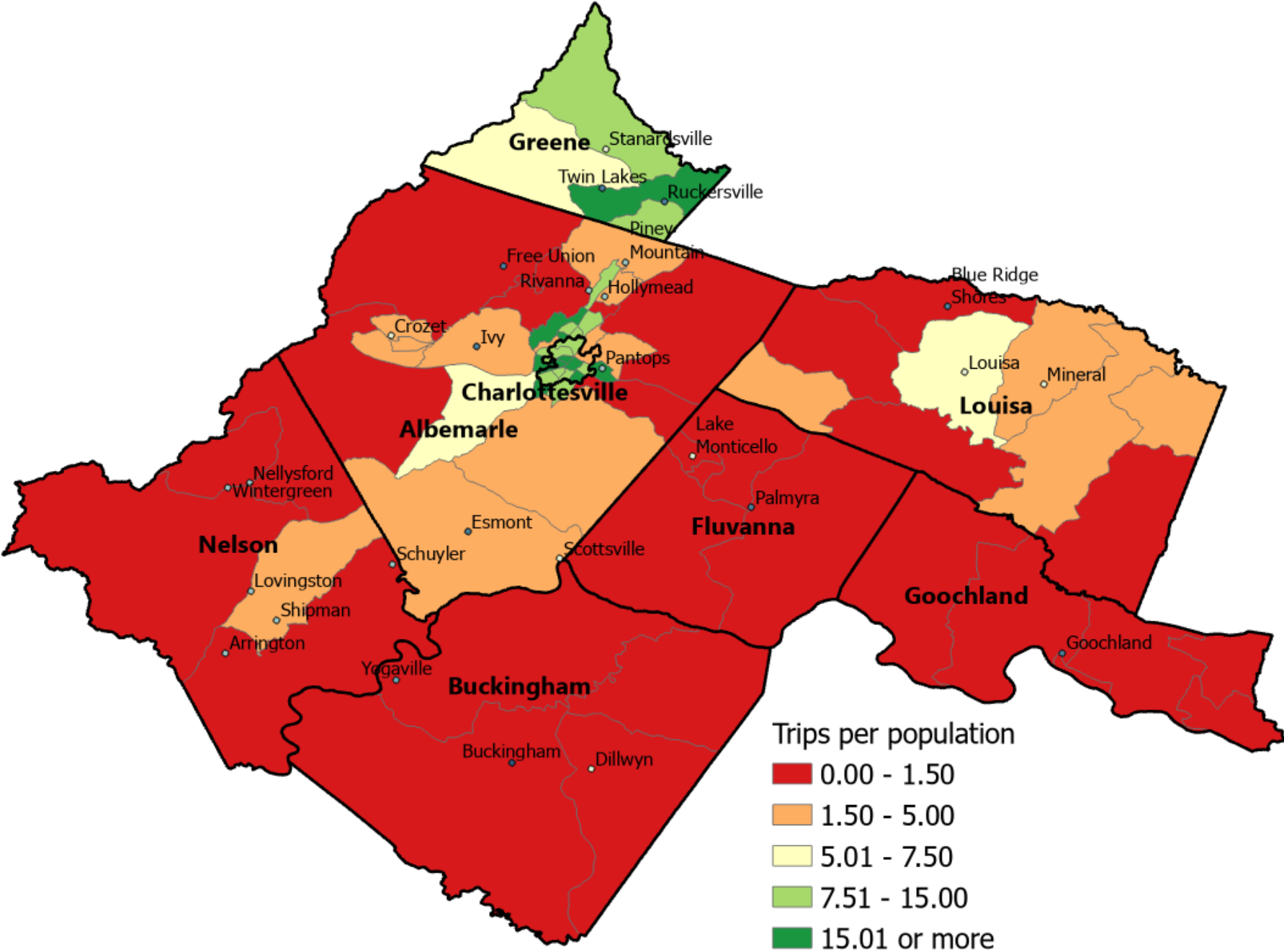
- Trips per total population
- Trips per transportation disadvantage populations
- Useful for identifying how well services are meeting needs



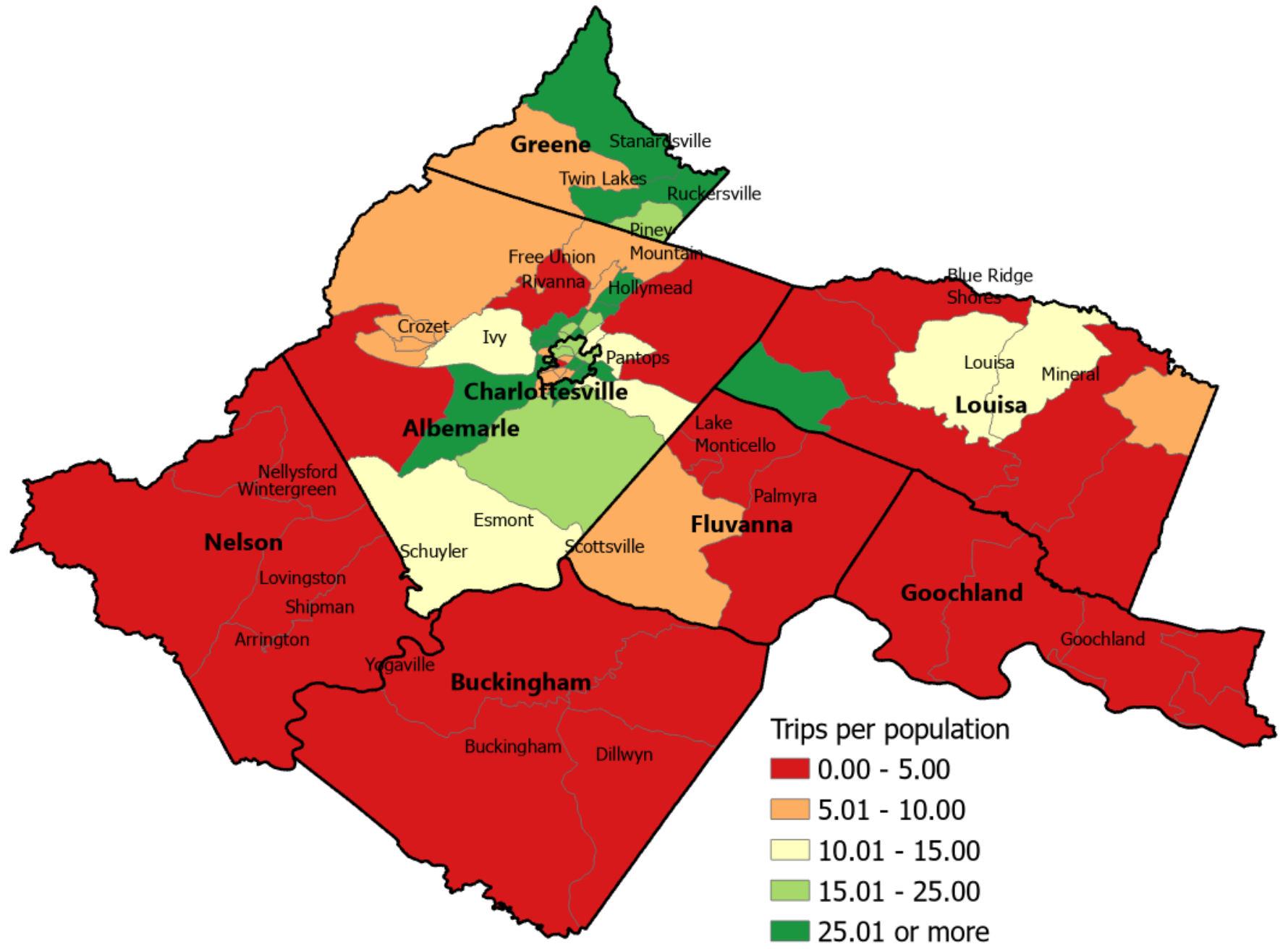
# Demand-Respond Trips Per Capita, FY 2023



Demand-response  
trips per  
population aged  
65+ or 18-64 with  
a disability

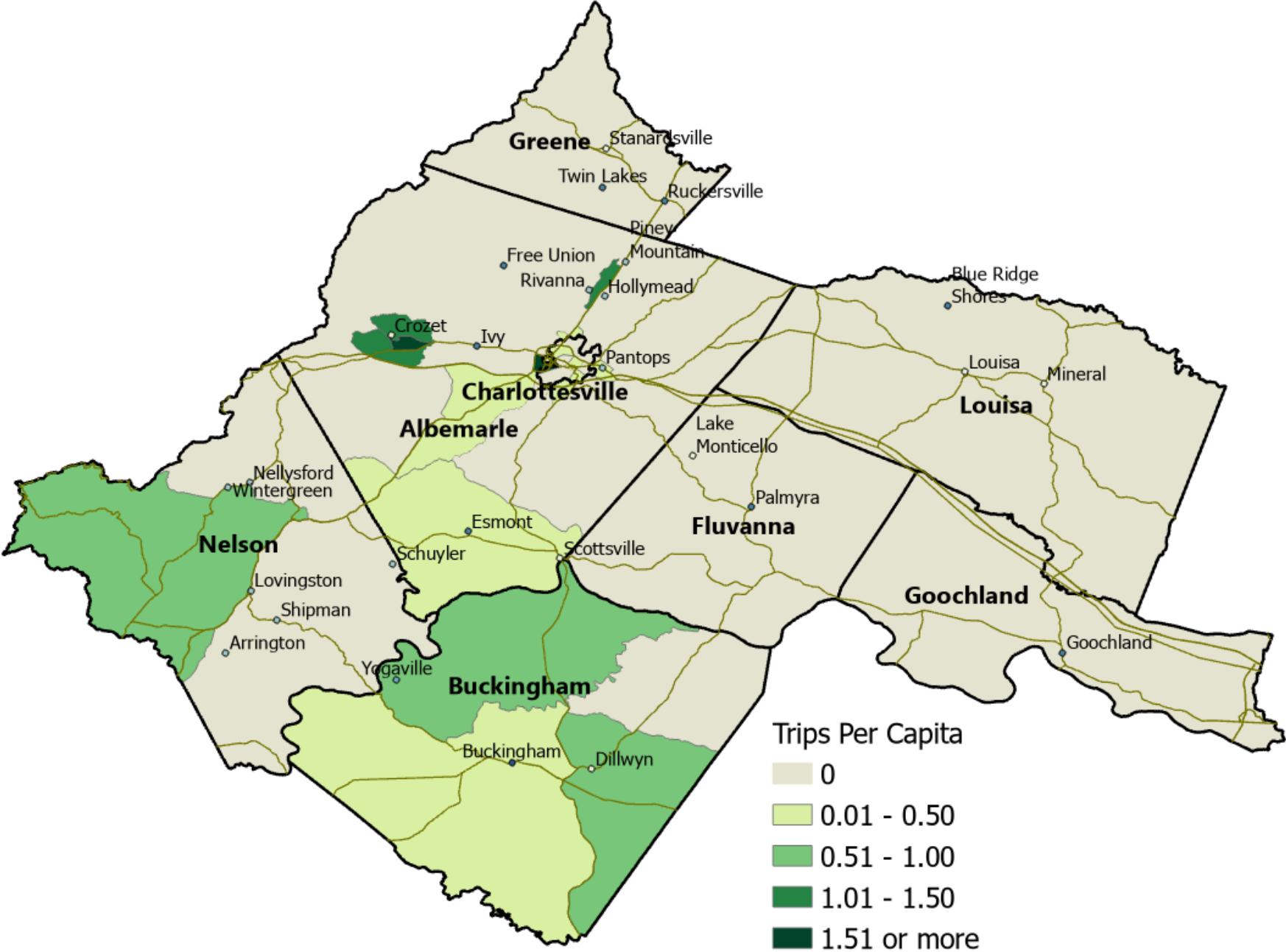


# Demand-response trips per population in poverty

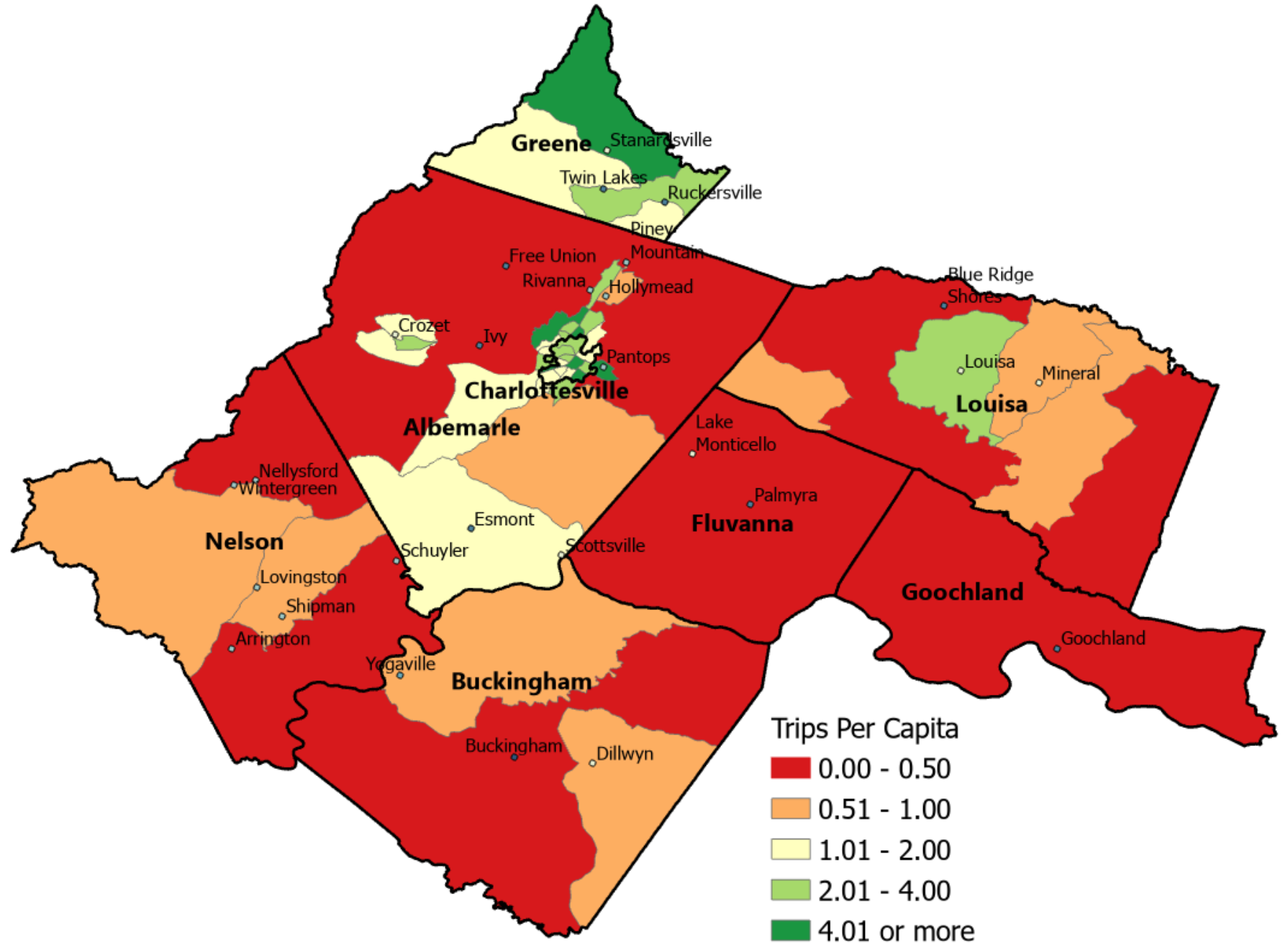




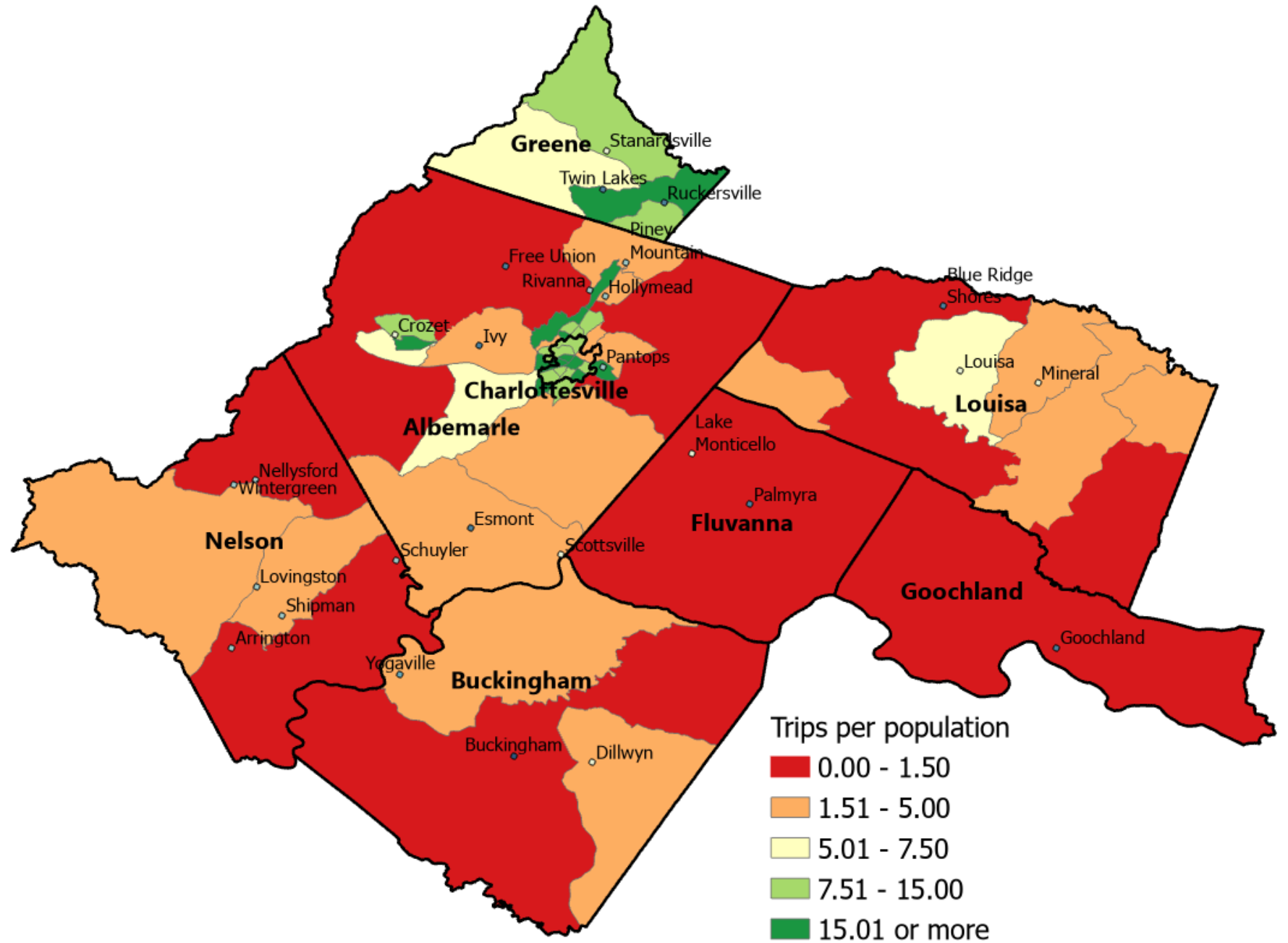
# Commuter bus trips per capita, FY 2023



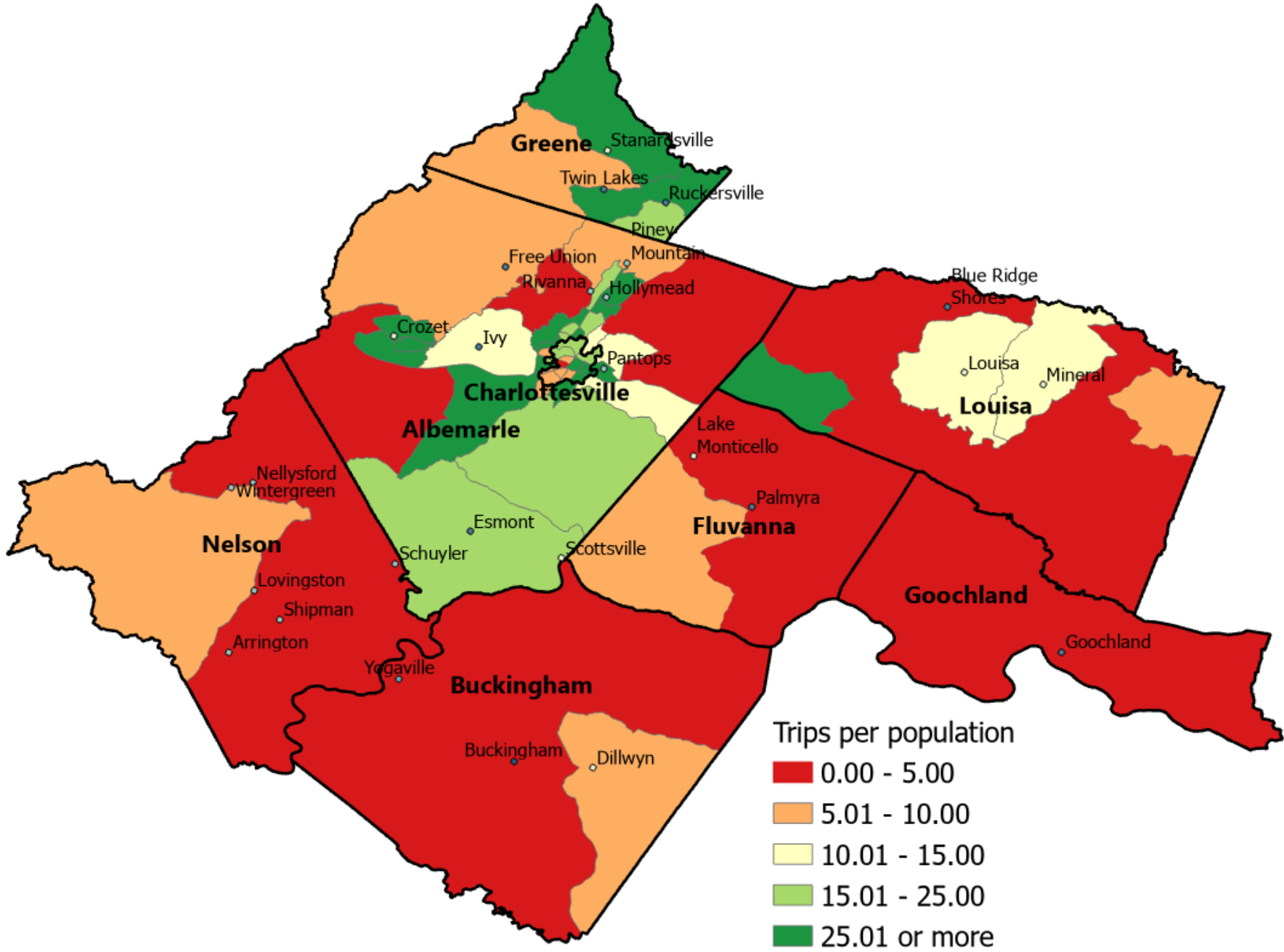
# Total trips per capita, FY 2023



Total trips per population aged 65+ or 18-64 with a disability



# Total trips per population in poverty



# Demand-Response Operating Data by County, FY 2023

	Vehicle Revenue Miles	Vehicle Revenue Hours	Unlinked Passenger Trips	Unlinked Passenger Miles
Urban Albemarle County	594,560	44,815	101,704	749,967
City of Charlottesville	461,090	36,609	86,882	598,565
Greene County	222,353	13,312	28,887	315,272
Louisa County	234,731	10,612	17,677	252,960
Rural Albemarle County	202,966	10,287	20,359	350,474
Nelson County	31,847	1,243	3,462	91,325
Fluvanna County	33,150	1,452	3,493	84,769
Madison County	461	16	161	4,566
Buckingham County	280	11	99	3,056
Culpepper County	84	5	8	24
Amherst County	74	5	8	49

# Demand-Response Trips Per Vehicle Revenue Mile and Hour, FY 2023

	Trips per Vehicle Revenue Mile	Trips per Vehicle Revenue Hour
Urban Albemarle County	0.17	2.27
City of Charlottesville	0.19	2.37
Greene County	0.13	2.17
Louisa County	0.08	1.67
Rural Albemarle County	0.10	1.98
Nelson County	0.11	2.79
Fluvanna County	0.11	2.40
Buckingham County	0.35	8.68

## Rural Demand-Response Transit National Averages

- Trips per Vehicle Revenue Mile: 0.13
- Trips per Vehicle Revenue Hour: 2.3

# Demand-Response Per Capita Service, by County, FY 2023

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	Per Capita Vehicle Revenue Miles	Per Capita Vehicle Revenue Hours	Per Capita Trips
Albemarle County	7.10	0.49	1.09
City of Charlottesville	9.90	0.79	1.87
Greene County	10.82	0.65	1.41
Louisa County	6.24	0.28	0.47
Nelson County	2.16	0.08	0.23
Fluvanna County	1.22	0.05	0.13
Buckingham County	0.02	0.00	0.01

# Other Medical Transportation Options

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- Brittany's Transit Services, LLC (within 50-mile radius of Louisa)
- H&M Transport (throughout Virginia)
- IKOR Transport, LLC (Charlottesville and surrounding counties)
- LifeCare Medical Transports (throughout Virginia)
- Lucy Transportation (Charlottesville, Colonial Heights, Fairfax, Hopewell, Louisa, Oakton and Petersburg)
- Medi-Ride (Charlottesville, Crozet, Fluvanna, Louisa, Madison and Orange)
- Naborforce (Charlottesville, Crozet, Ivy, Keswick, Lake Monticello, Palmyra, Ruckersville and Stanardsville)
- Priority Patient Transport (Shenandoah Valley and Charlottesville regions)
- Reliable Rides, LLC (multiple counties in the region)
- Swyft Transportation, LLC (throughout Virginia)
- Wii Care Transportation, LLC (Albemarle, Charlottesville, Greene and Louisa)



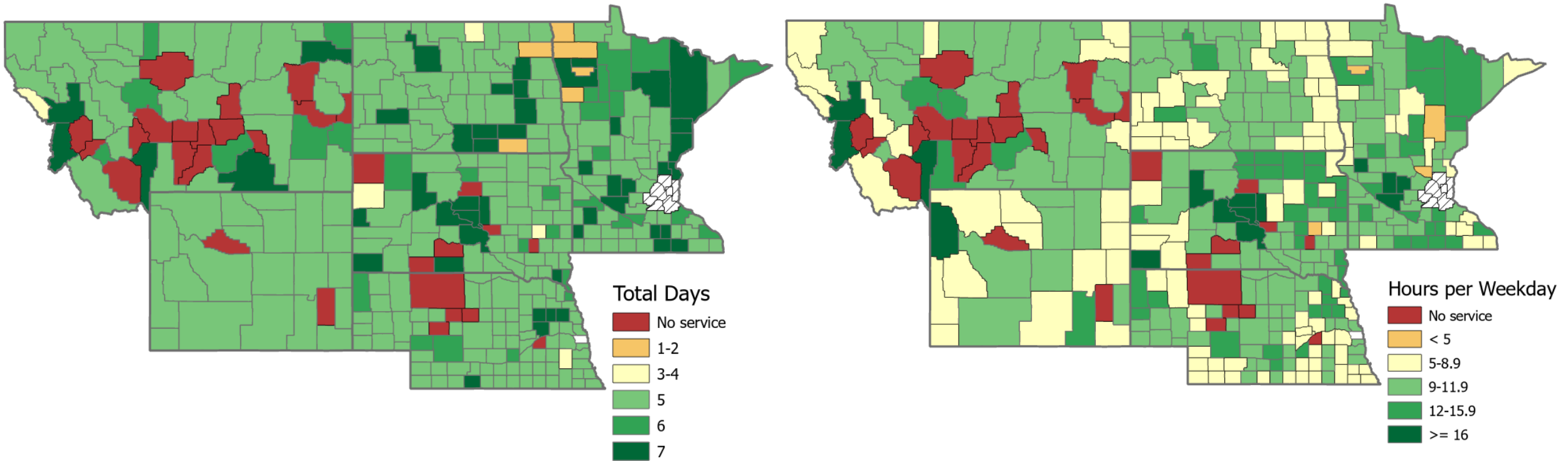
# Peer Comparison

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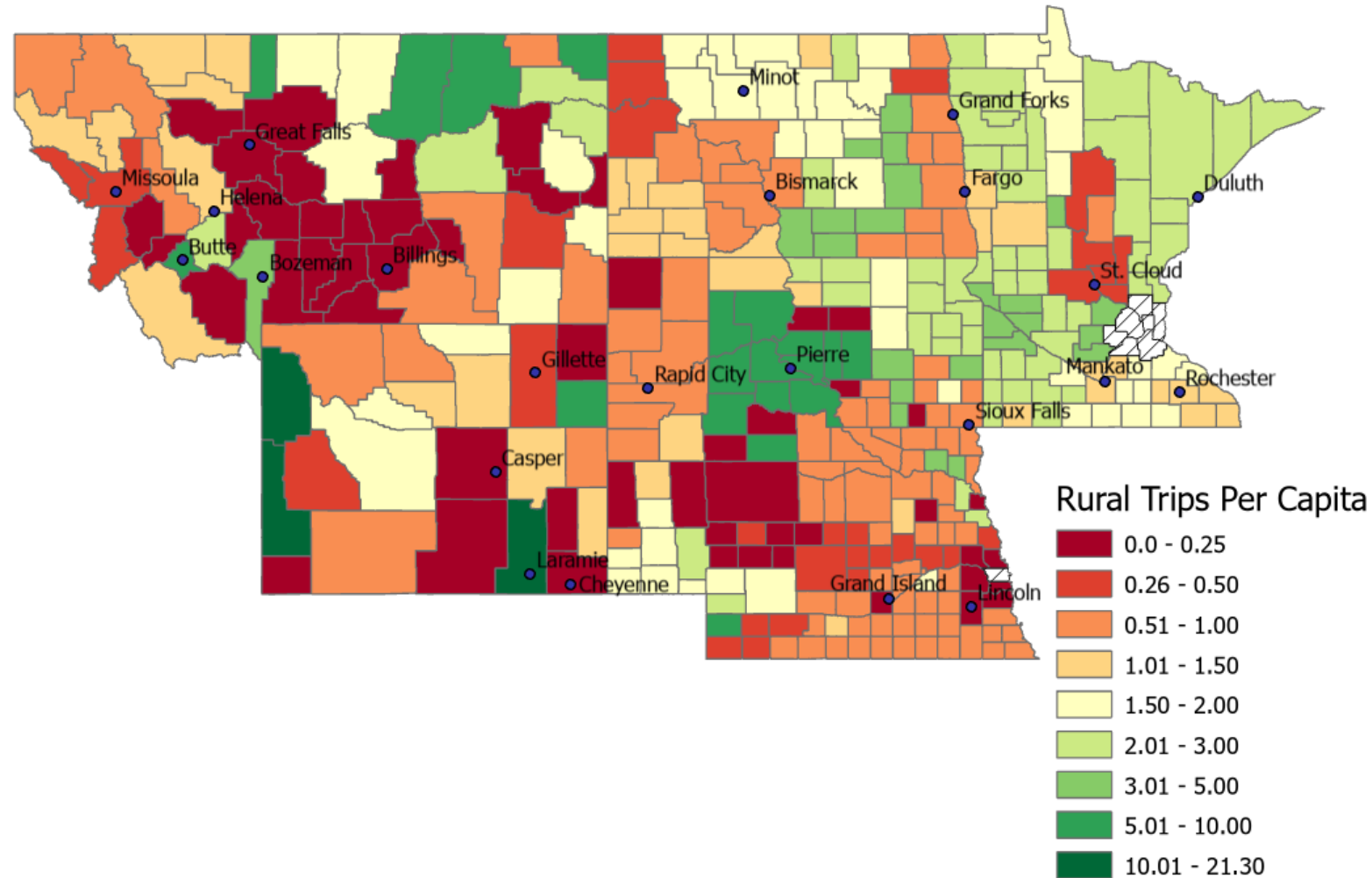
- Comparisons from previous research of rural transit in Upper Midwest/Great Plains
  - North Dakota, South Dakota, Minnesota, Nebraska, Montana, Wyoming
- Comparisons to other rural systems in Virginia and surrounding states
- Establish benchmarks

# Rural Comparison: Span of Service

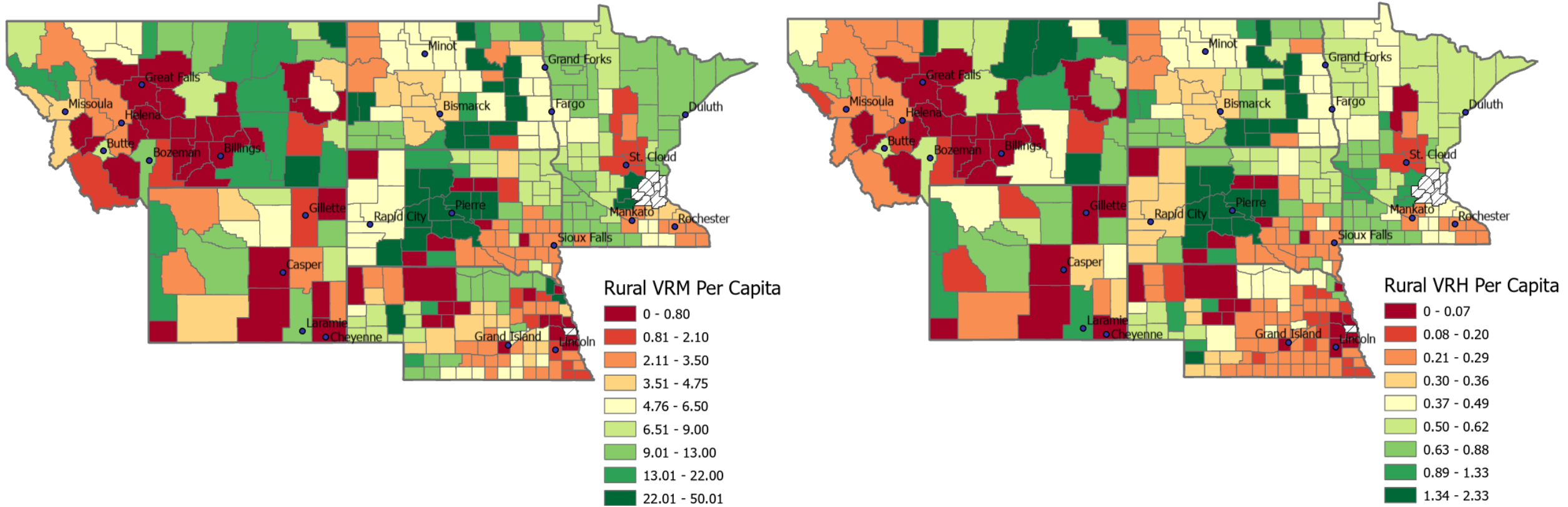
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# Rural Comparison: Trips Per Capita, Average 2017-2021



# Rural Comparison: Trips Per Vehicle Revenue Miles and Hours, Average 2017-2021



# Rural Comparisons: Statewide Averages 2017-2021

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	Vehicle Revenue Miles Per Capita	Vehicle Revenue Hours Per Capita	Ridership Per Capita
North Dakota	7.23	0.49	1.20
South Dakota	7.03	0.49	1.88
Montana	5.65	0.36	1.56
Wyoming	5.76	0.46	3.70
Wyoming (exc. START, UW)	3.43	0.28	0.75
Nebraska	3.63	0.22	0.62
Minnesota	6.07	0.40	1.58

# Rural Transit National Averages

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	Per total rural population	Per population of older adults or people with a disability	Per population in poverty
Trips per capita	2.0	8.2	10.2
Vehicle revenue miles per capita	8.5	33.7	42.3
Vehicle revenue hours per capita	0.5	12.1	2.2

# Comparing Jaunt Service to Benchmarks

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- Identifying appropriate benchmarks
- Considering multiple target levels
  - Baseline
  - Higher service levels
- Calculating current service deficits
- Estimating costs of meeting target levels

# Input from Stakeholders

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- Does the data analysis match your experience?
- What are the needs in your jurisdictions?
- What are appropriate goals?



# Findings from Jaunt's Transit Development Plan (2022)

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- Stakeholder interviews
  - Need for expanded service hours, expanded service coverage, and more frequent service
  - Expanded access for some areas that have lower densities where providing service is a challenge
  - Need for more service in rural areas
  - Lengthy travel times outside of Charlottesville

# Findings from Jaunt's Transit Development Plan (2022)

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- Survey responses from community members
  - Lengthy travel times most cited reason for not using transit
  - Hours and days of operation are too limited
  - Need for additional or improved service in the region

# Areas Identified in the Transit Development Plan in Need of Improvement

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1. Buckingham County with specific requests for New Canton
2. Nelson County
3. Greene County
4. Charlottesville –Crozet –Waynesboro
5. Rural areas (all areas outside of Charlottesville)
6. Weekend Crozet Service
7. Weekend Greene County Service
8. Madison Heights
9. Lynchburg
10. Buckingham to Charlottesville
11. Louisa

# Findings from Jaunt's Transit Development Plan (2022)

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- Survey responses from riders
  - Generally positive
  - Like most: drivers, convenience, reliability, friendliness
  - Like least: waiting time, long travel time, lack of weekend service, need for reservations, late buses

# Service Improvements Proposed in the Transit Development Plan

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1. App-based demand response with a focus on Albemarle County
2. Monticello microtransit
3. US 29 service expansion to complement microtransit
4. Fluvanna Circulator Additional Service
5. Stoney Creek / Nelson County additional service
6. Streamline Crozet CONNECT
7. Streamline Buckingham CONNECT
8. New Louisa Circulator Flex Route

# Next Steps

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- Refine peer analysis
- Seek input from stakeholders
- Identify service targets
- Calculate service gaps
- Propose potential service options
- Conduct cost analysis
- Next stakeholder meeting: March?

Thank you

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