

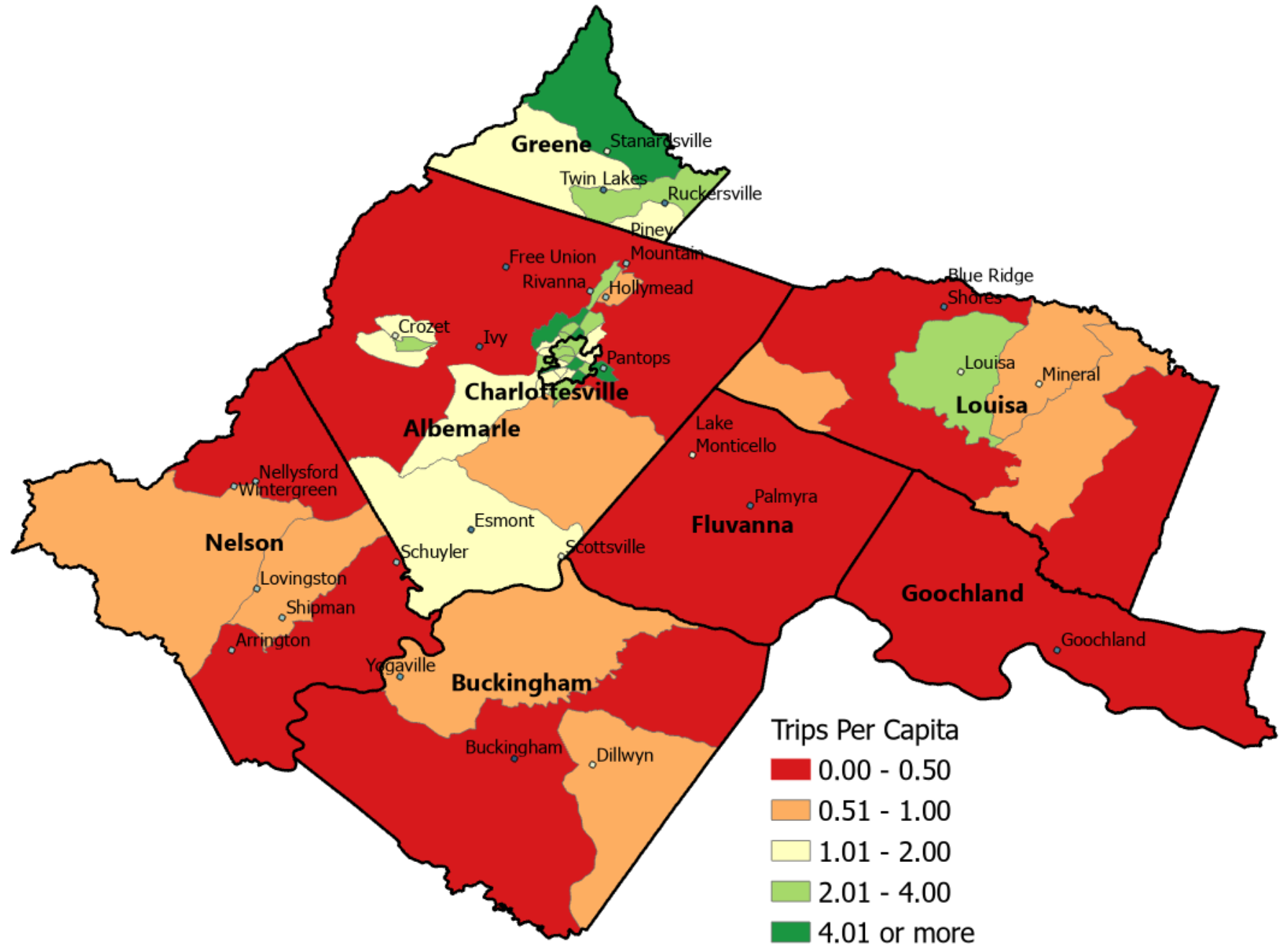
Jaunt Rural Transit Needs Assessment

Meeting of the Board of Directors
July 10, 2024

Overview

- Population and Demographic Profiles
- Existing Transit Service Levels
- Service Gaps
- Recommendations
- Conclusions

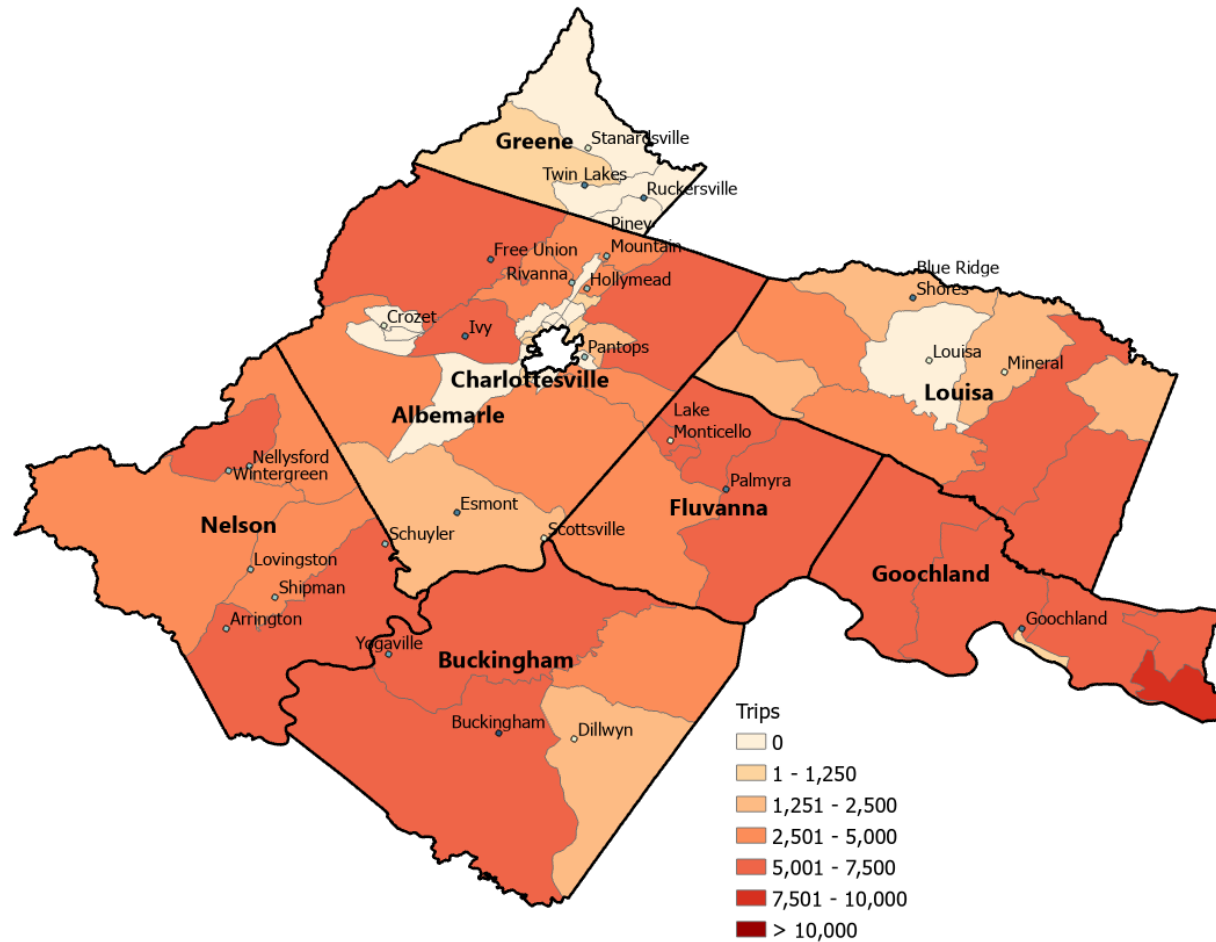
Total trips per capita, FY 2023



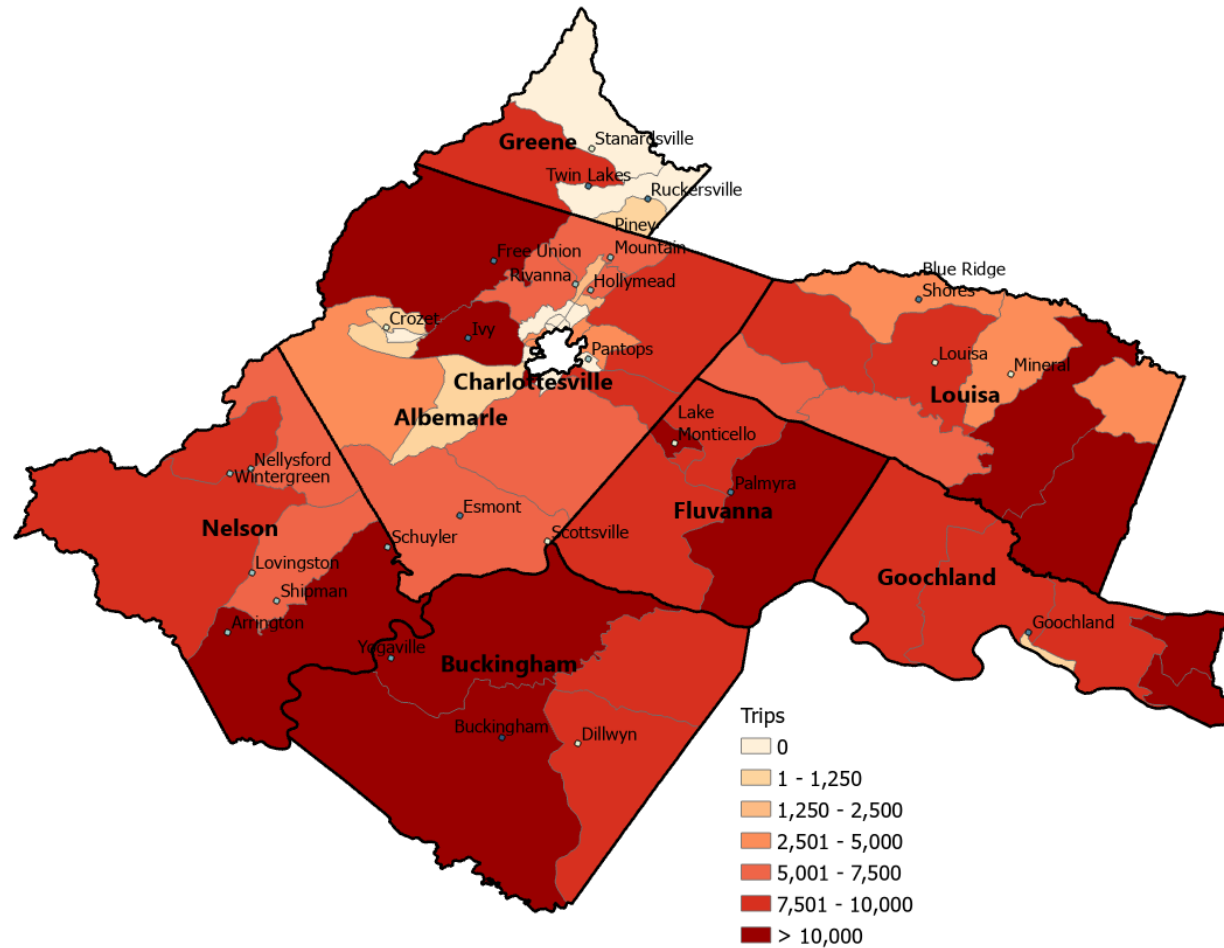
Identifying Service Gap

- Peer analysis
- Mobility gap
- Ridership models
- Establish ridership targets
- Compare current ridership to targets

Ridership Deficit: Goal 2



Ridership Deficit: Goal 3



County-Level Ridership Deficits

County	Trips FY 2023	Goal 1	Goal 2	Goal 3
Albemarle	160,833	93,987	117,484	187,975
Buckingham	5,725	14,478	18,097	34,099
Fluvanna	3,493	23,721	29,651	47,441
Greene	28,887	17,423	21,778	40,238
Louisa	17,677	36,542	45,678	73,085
Nelson	5,594	17,601	22,001	35,202
Western Goochland	0	6,508	8,135	13,015

County-Level Ridership Deficits

County	Trips FY 2023	Number of trips below goal		
		Goal 1	Goal 2	Goal 3
Albemarle	160,833	0	0	27,142
Buckingham	5,725	8,753	12,372	28,374
Fluvanna	3,493	20,228	26,158	43,948
Greene	28,887	0	0	11,351
Louisa	17,677	18,865	28,001	55,408
Nelson	5,594	12,007	16,407	29,608
Western Goochland	0	6,508	8,135	13,015

Additional Trips and Operating Funding Needed to Meet Goals

	Ridership Increase	Operating Costs
Albemarle	27,142	\$672,841
Buckingham	8,753	\$216,978
Fluvanna	20,228	\$501,442
Greene	11,351	\$281,380
Louisa	18,865	\$467,674
Nelson	12,007	\$297,648
Sub total		\$2,437,963
Western Goochland	8,764	\$324,268
Total		\$2,762,231

Recommendations: Albemarle County

- Needs assessment:
 - Ridership goals are being met in urban areas, but there is room for improvement.
 - Ridership is significantly below targets in rural areas.
- Recommendations:
 - Extend service hours in rural areas, with a goal of at least 5 days per week and 10 hours per day.
 - Implement microtransit in Crozet.

Recommendations: Buckingham County

- Needs assessment:
 - Population density is low, but poverty and disability rates are higher.
 - Demand-response services are not available.
 - Ridership levels are well below targets.
- Recommendations:
 - Add demand-response services within the county and into Charlottesville/urban Albemarle.

Recommendations: Fluvanna County

- Needs assessment:
 - Per capita ridership levels are the lowest in Fluvanna County.
 - Ridership would need to increase 7.7 times to reach the first goal, the largest relative gap within Jaunt's service area.
- Recommendations:
 - Extend the service days and hours of the existing Fluvanna Circulator, with a goal of 5 days per week and 10 hours per day.
 - Expand the frequency and hours of the Workday Link.
 - Expand the Midday Link to 5 days per week.

Recommendations: Greene County

- Needs assessment:
 - Per capita ridership is the highest among all rural areas served by Jaunt.
 - The first two ridership goals are being met, but improvements could be made to exceed the third goal.
 - Commuter bus does not serve the county.
- Recommendations:
 - Implement microtransit in the more densely populated areas of the county.
 - Extend the 29 North CONNECT commuter bus service into Greene County.
 - Extend the circulator service to 12 hours per day and 6 days per week as funding allows.

Recommendations: Louisa County

- Needs assessment:
 - Ridership is significantly below the first goal – in absolute terms the gap below the first goal is the largest among all of the counties.
 - Gaps are found throughout the county, but the largest gaps are in the eastern part of the county.
 - The central part of the county around the town of Louisa is better served.
- Recommendations:
 - Expand the Louisa Link demand-response service into Charlottesville to 5 days per week and extend the hours later.
 - Study options for additional services, such as commuter bus or flex route services connecting the town of Louisa to outlying areas.

Recommendations: Nelson County

- Needs assessment:
 - Low population density, but the demographics support a need for transit with a high percentage of older adults and relatively high rates of poverty and disability.
 - Demand-response service is limited.
 - Ridership would need to increase 3.6 times to reach the first goal.
- Recommendations:
 - Expand the geographic coverage of the Lovingston Circulator demand-response service to the entire county.
 - Extend the service span of the Circulator service, with a goal of 5 days per week and 10 hours per day.
 - Expand the Nelson Midday Link, providing demand-response service to Charlottesville, to 5 days per week, with increased hours and frequency.

Recommendations: Goochland County

- Needs assessment:
 - There are no transit services currently available.
 - Western Goochland County, the focus of this study, has a lower population density.
 - Travel is oriented more toward the Richmond area than to Charlottesville.
 - There is a demand for service in Western Goochland, but other counties in Jaunt's service area have greater unmet needs.
- Recommendations:
 - Prioritize improvements within Jaunt's existing service area.
 - Goochland County should focus on obtaining services from a Richmond-based provider.

Conclusions

- Significant unmet needs exist throughout the rural areas served by Jaunt
- Recommendations are provided for how Jaunt could reach ridership goals in each county
- Future efforts could study specific service improvements
- Results show the need for increased funding

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Thank you!