

Rural and Paratransit Coordination Challenges and Opportunities

Mike Hayes, Nassau County



RURAL






5307 **5310**

5311 **5316**

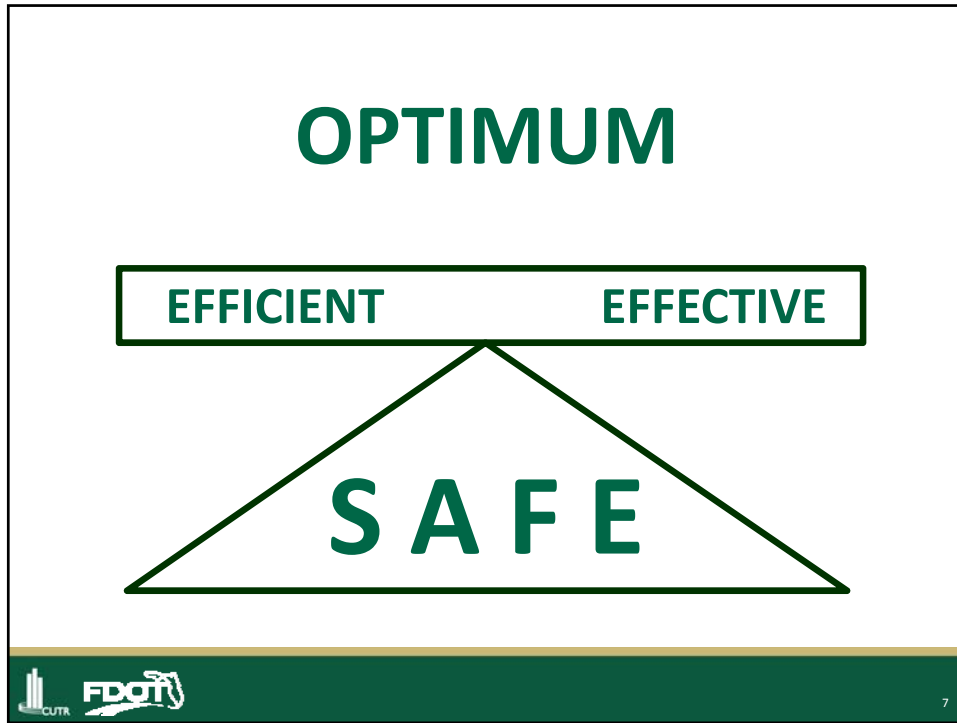
5309 **5339**



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Service Diversification in Rural Areas

The System that Coordination Built

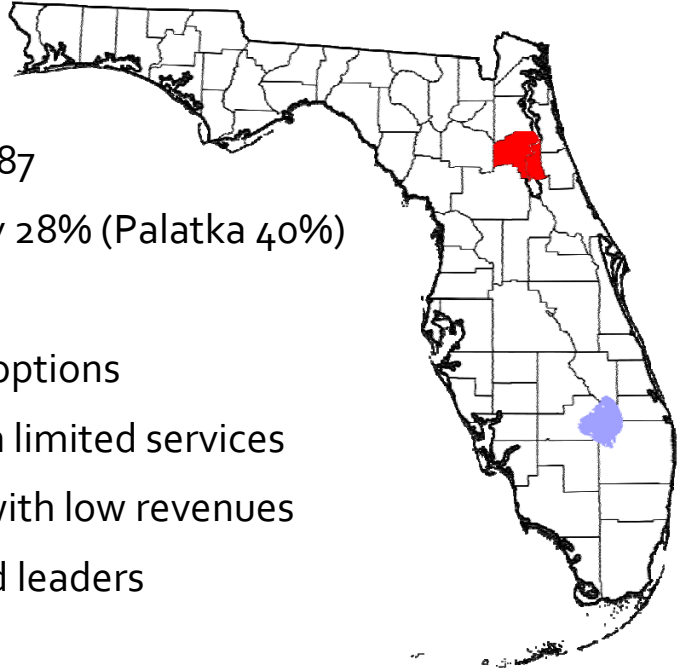


Rural Transit Challenges

- Dirt Roads
- Low density
- Long average trip lengths
- Insufficient local funds
- Scarce funding opportunities
- Matching funds difficult to identify



Putnam County



- Per capita income \$18,587
- Persons living in poverty 28% (Palatka 40%)
- Dirt roads 50%
- Limited transportation options
- Small local hospital with limited services
- Fully levied local taxes with low revenues
- Innovative residents and leaders



Diverse Rural Opportunities



- Paratransit Services
- Local Flex Routes
- Regional Commuter Services
- Regional multi-modal transportation hub
- Rural transit vehicles
- Integrated Technologies



Paratransit - Demand Response Door to Door Transportation

Diverse funding sources coordinated to keep costs down

- State and Federal Transportation Grants
- Medicaid
- Med-Waiver
- Human Service Agencies



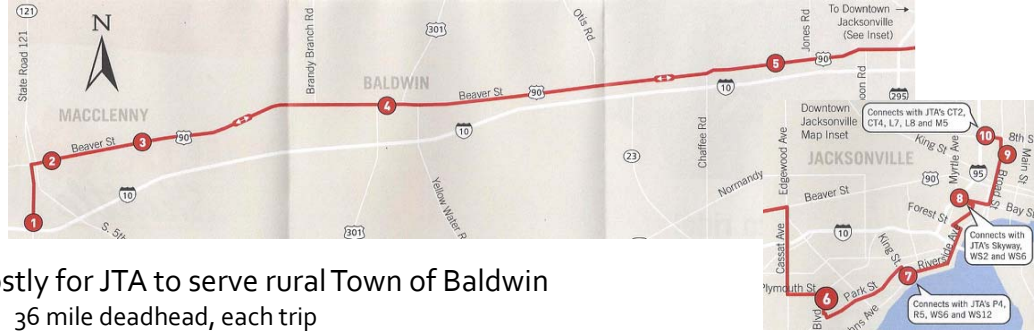
Regional Commuter Services

Design based on regular long distance trip demand
- add premium curbside service

- Greyhound Service
- Van Pools
- Express Routes



Jacksonville Transportation Authority (JTA) & Baker County Council on Aging (CoA) Partnership



- Costly for JTA to serve rural Town of Baldwin
 - 36 mile deadhead, each trip
- Baker County Council on Aging operating paratransit daily to Jacksonville
- JTA provides 5311 funds and match for Duval County service miles
- Baker County provides match for Baker County service miles

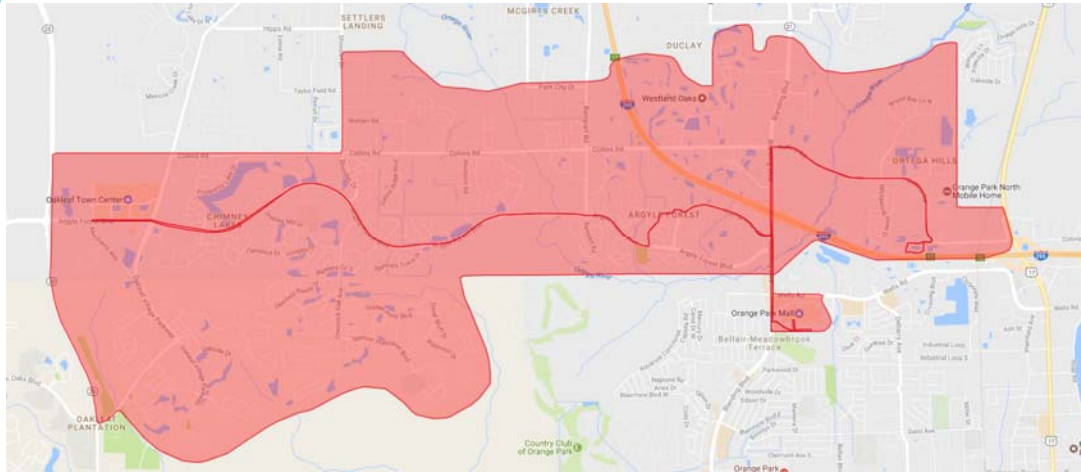


Flex Route Services

Design based on paratransit trip demand patterns

- Identify major destinations
- Connect the dots
- Define premium curbside pickup area
- Open the door for walk-ons
- Coordinate operational cost between funding sources

Flex Route Example



Red line - prescribed route

Red shading - premium curbside pickup area



Regional Multi-Modal Hub

- Local Flex Route transfer point
- Historic Amtrak Station
- Greyhound Station
- State-wide bike trail
- Rest area facilities
- Ride Solution Offices
- Museum





Advance Rural Low Floor Vehicles

- Ruggedized 26-Foot, highly maneuverable low-floor bus
- 25 passenger capacity
- H-Drive technology
- Passed Altoona testing
- Seeking a manufacturer



Diverse Technologies

- Shared Regional Scheduling / CAD System
- Open Source Multi-Modal Trip Planner
- Integrated technologies coming soon
 - Medicaid & Trip Booking Software
 - Regional Fare Collection System





Diverse Leadership Team

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