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<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CRC</td>
<td>Coastal Regional Commission</td>
</tr>
<tr>
<td>DHS</td>
<td>Department of Human Services</td>
</tr>
<tr>
<td>FTA</td>
<td>Federal Transit Administration</td>
</tr>
<tr>
<td>GDOT</td>
<td>Georgia Department of Transportation</td>
</tr>
<tr>
<td>NEMT</td>
<td>Non-Emergency Medical Transportation</td>
</tr>
<tr>
<td>O&amp;D</td>
<td>Origin and Destination</td>
</tr>
<tr>
<td>SWTRP</td>
<td>Statewide Transit Plan</td>
</tr>
<tr>
<td>USDOT</td>
<td>United States Department of Transportation</td>
</tr>
</tbody>
</table>
1.0 Executive Summary

The Transit Trip Data Analysis Technical Report is Part III of the Existing Conditions Analysis for the Georgia Department of Transportation’s (GDOT) Statewide Transit Plan (SWTRP).

This report portrays the travel demand profile for rural transit trips in areas of the state where data was provided. The primary inputs for the report are local provider trip data from April 2019 that was compiled from two scheduling and dispatch software platforms used by Georgia’s rural providers: Routematch and QRyde.

Twelve transit providers supplied trip data using the Routematch platform, while thirty-two providers supplied trip data using the QRyde platform. Trip data from each provider is analyzed and included in a provider-specific profile. Each profile includes:

- Summary of key statistics;
- Chart of top origin/destination locations;
- Heat map of origins/destinations;
- Point map of destinations outside the provider’s service area;
- Pie chart of trips by funding source; and
- Content describing data analysis and local data trends.

The report concludes with a section that discusses overall trends seen in the data throughout the sample period of April 2019. During the sample period, the most common origin and destination location categories were:

- Senior centers (18% of trips);
- Dialysis and renal care (6%);
- Behavioral/Mental Health (6%);
- Vocational Training (5%); and
- Retail (5%).

Some general trends were also observed regarding trips outside providers’ jurisdictions. During the sample period, trips outside the service area were more common in counties without towns large enough to have specialized services. Destinations outside the service area tended to be for specialized medical and community services in neighboring population centers that may not have been available locally.

Commonly occurring destinations outside relatively low-population service areas were behavioral health centers, dialysis/renal clinics, eye care, orthopedics, and physical rehabilitation centers.
Figure 1 provides a breakdown of trips taken by general funding category. During the data collection period, Federal Transit Administration Section 5311 (Public Transit) funding covered the largest share of trips at 29%. This category was followed by Senior Centers/Aging, which covered 24% of trips. The other major categories were Behavioral Health / Mental Health (15%), Other (12%), and LogistiCare / Medicaid (11%).

These trends were gathered from a sample of 109,156 trips taken by 7,846 unique riders during April 2019. Rural transit riders averaged nearly 14 trips per person during the entire month.
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2.0 Data and Analysis

2.1 Demand Response Trip Records

Trip data from forty-four rural transit providers during the month of April 2019 was gathered and analyzed for this report. Providers use two separate routing and dispatching software platforms to collect trip data: QRyde and Routematch. Outputs from each software platform vary slightly, so there are some minor differences in data reporting for each provider, depending on the platform used to collect trip data.

2.2 Methodology

2.2.1 Script Development

For each platform’s dataset, a set of scripts was developed using a programming language and environment for statistical computing and graphics called R. The script-based method allowed the analysis to be efficiently replicated for each participating provider and facilitates future analyses for additional providers and of additional data.

The scripts used for analyzing both QRyde and Routematch data are included in Appendix A of this report. R is an open-source software. The scripts included in the Appendix can be used as a tool by researchers, planners, local providers, or the public to perform the same analysis and replicate outputs for similar trip datasets.

Table 1 provides a comparison of R outputs delivered by the scripts for each data platform.

Table 1: R Outputs by Platform

<table>
<thead>
<tr>
<th>Output</th>
<th>Routematch</th>
<th>QRyde</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trip Summary Table</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Top 10 Origins/Destinations Bar Chart</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Heatmap of All Origins/Destinations</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Heatmap of Customer Residences</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Map and list of Destinations</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Outside Service Area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Funding Sources Pie Chart</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

R contains many user-developed packages that extend its capabilities and make it more user-friendly. The following packages were utilized for data analysis and graphics development and would need to be installed to run the scripts used for this analysis:

- Dplyr – Data manipulation
- Splitstackshape – separating concatenated data
- Ggplot2 – Bar and pie chart development
- Ggmap – Heat and point maps
- Viridis – Color palettes printable in grayscale and viewable by those with colorblindness
- Rgdal – Import shapefiles for service area boundaries

2.2.2 Mapping Methodology

Both platforms included origin and destination addresses for each trip. These addresses were geocoded to geographic coordinates using the Google Geocoding API. Once coordinates were obtained, the origin and destination locations could be mapped using the ‘Ggmap’ package for R.
To assess trips extending beyond a system’s designated service area, origins and destinations outside system’s service areas needed to be identified. Service areas based on county-level geography were determined by uploading destination addresses to the U.S. Census Geocoder. This service returns coordinates as well as a county Federal Information Processing System (FIPS) code. The R script excluded trip destinations that had the same FIPS code as the service area county. All other destinations were assumed to fall outside the service area.

If the service area was a city’s limits, all destinations that fell within a city that was not the same as the host provider’s city were determined to be outside of the service area.

For QRyde datasets, only confirmed trips were used to develop maps used in the report. Cancellations and no-shows were not included in the maps.

2.2.3 Provider Profile Methodology

The profiles provided in this report contain the outputs that correspond with a given provider’s routing and dispatch software platform, along with written content explaining trends seen in the data.

All trip data collected and analyzed was from a sample period of April 2019 and may not necessarily represent trends that occur throughout an entire calendar year.

For each system shown, GDOT’s analysis presents a summary of operating characteristics for the month, top origins and destinations, rider residential locations, destinations outside primary service jurisdiction, and share of trips by funding sources.

Two funding categories appear often in the provider profiles: ‘Aging’ and ‘Public Transit’.

‘Aging’ refers to trips provided for a transportation program of the Georgia Department of Human Services (DHS) Division of Aging Services. This funding source falls within a general category of human services transportation. Human services transportation funding sources can only be used to cover transit trips that meet specific eligibility criteria. DHS administers numerous human services transportation programs in coordination with public transit providers across Georgia.

‘Public Transit’ refers to trips funded through the FTA Section 5311 Rural Transit program. Unlike human services transportation funds, this funding source is open to all users for any trip purpose. The program provides capital, planning, and operating assistance to states to support public transportation in Census designated rural areas (populations of less than 50,000).

Other funding categories include a variety of human service programs, such as:

- Vocational training;
- Georgia Division of Family and Children Services (DFCS);
- LogistiCare / Medicaid; and
- Behavioral Health / Mental Health.
3.0 Agency Profiles

This section contains profiles of forty-four rural public transit providers from across the state. The primary inputs for the report are local provider trip data from April 2019 that was compiled from two scheduling and dispatch software platforms used by Georgia’s rural providers: Routematch and QRyde.

Twelve transit providers supplied trip data using the Routematch platform, while thirty-two providers supplied trip data using the QRyde platform. Trip data from each provider is analyzed and included in a provider-specific profile. Each profile includes:

- Summary of key statistics;
- Chart of top non-residential origin/destination locations;
- Heat map of origins/destinations;
- Point map of destinations outside the provider’s service area;
- Table of non-residential destinations outside service area with descriptions and addresses;
- Pie chart of trips by funding source; and
- Content describing data analysis and local data trends.
3.1 Augusta Public Transit (Rural Service)

Augusta Public Transit operates both urban (5307) and rural (5311) public transit service. Urban service is provided via fixed route bus operating within the city limits. Rural demand response service operates throughout Richmond County provided the trip origin or destination is outside the Augusta urbanized area.

The following is an analysis of Augusta Public Transit’s rural trips provided during the month of April 2019. The transit provider used the Q Ryde platform to gather trip data during the sample period.

3.1.1 Summary Operating and Ridership Statistics

More than 1,800 demand response trips were scheduled with Augusta Public Transit during April 2019. Approximately 76% of those scheduled trips were ultimately provided while 20% of trips were cancelled by riders in advance. The remaining trips had the passenger no-show or cancel upon vehicle arrival.

Table 2: Augusta Public Transit Rural Operating and Ridership Statistics - April 2019

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Total Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Trips Cancelled on Arrival</th>
<th>Passenger No-Shows</th>
<th>Unique Riders</th>
<th>Mean One-way Trips Per Rider</th>
<th>Vehicles in Service</th>
<th>Vehicle Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,825</td>
<td>1,385</td>
<td>362</td>
<td>14</td>
<td>64</td>
<td>89</td>
<td>20.5</td>
<td>6</td>
<td>729</td>
</tr>
</tbody>
</table>

Throughout the month, the system served 89 unique riders, averaging 20 trips per person. Six different vehicles provided this service, averaging just over 121 revenue hours per vehicle. Table 2 summarizes key operating and ridership statistics for Augusta Public Transit’s demand response service during the month of April.

3.1.2 Top Origins and Destinations

The data provided represents a sample of trips taken over the course of a year. Only trips made during the month of April 2019 were analyzed in this report.

Figure 2 shows Augusta Public Transit’s top ten rural trip origins and destinations for the month. Vocational training organizations, dialysis providers, a hospital, the YMCA, and commercial retailers comprise much of the top origins and destinations, indicating Augusta Public Transit is providing valuable transportation service for the community.

The data shows that Augusta’s rural transit service connects riders to health care and workforce development services and enables them to make social connections and participate in the economy.
Figure 3 shows a heatmap of all Augusta’s rural demand response origins and destinations during the month. The dark gray polygon represents the service area, which is Richmond County.

Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in southwestern Augusta, where a large shopping center and multiple dialysis providers are located. Other nodes of trip activity exist in Downtown Augusta, Fort Gordon, and the Doctors Hospital vicinity.

3.1.3 Residential Origins and Destinations

Figure 4 depicts residential pickups and drop-offs throughout the demand response service area. Unlike the previous figure, most residences appear to be centralized southwest of Augusta outside the city limits.
3.1.4 Map and List of Destinations Outside Jurisdiction

Figure 5 depicts destinations outside the Augusta Public Transit’s primary jurisdiction (Richmond County) while Table 3 shows the top 5 among those destinations. In total, 45 trips crossed jurisdictional lines, representing 3.2% of all trips during the month of April. These 45 trips occurred at only 5 unique locations, all of which were within Columbia County, northwest of Augusta.

In Table 3, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period. These destinations are comprised of health care, disability support, and retail establishments, again indicating that Augusta Public Transit provides critical transportation connections for the community.
Table 3: Augusta Public Transit - Top 5 Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Soto Agl</td>
<td>3736 Executive Center Dr, Augusta, GA, 30907</td>
<td>Columbia</td>
<td>16</td>
</tr>
<tr>
<td>One Smile Away, Inc.</td>
<td>4045 Jimmie Dyess Pkwy, Augusta, GA, 30909</td>
<td>Columbia</td>
<td>13</td>
</tr>
<tr>
<td>Robert Shay, Md (Medical Office)</td>
<td>1719 Magnolia Way, Augusta, GA, 30909</td>
<td>Columbia</td>
<td>12</td>
</tr>
<tr>
<td>Golden Corral Buffet</td>
<td>231 Bobby Jones Expy, Augusta, GA, 30907</td>
<td>Columbia</td>
<td>3</td>
</tr>
<tr>
<td>Walmart Supercenter</td>
<td>260 Bobby Jones Expy, Augusta, GA, 30907</td>
<td>Columbia</td>
<td>1</td>
</tr>
</tbody>
</table>

3.1.5 Trips by Funding Source

All of Augusta’s demand response trips provided during the month of April were funded by the Section 5311 program, meaning all were public transit trips. DHS and NEMT trips were provided by other transportation providers.
3.2 Bacon County Transit

Bacon County Transit operates rural demand response public transit service throughout Bacon County, GA.

The following is an analysis of Bacon County Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the Routematch platform to gather trip data during the sample period.

3.2.1 Summary Operating and Ridership Statistics

Bacon County Transit provided 400 trips during April 2019. Throughout the month, the system served 36 unique riders, averaging about 11 trips per person.

Two different vehicles provided this service, averaging about 84 revenue hours per vehicle during the sample period. Table 4 summarizes key operating and ridership statistics for demand response service during the month.

<table>
<thead>
<tr>
<th>Total Trips Provided</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>400</td>
<td>36</td>
<td>11.1</td>
<td>2</td>
<td>168</td>
</tr>
</tbody>
</table>

3.2.2 Top Origins and Destinations

The data provided represents a sample of trips taken over the course of a year. Only trips made during the month of April 2019 were analyzed in this report.

Figure 6 shows Bacon County Transit’s top ten trip origins and destinations for the month. The county development authority, behavioral health, and senior center comprise many of the top origins and destinations, indicating Bacon County Transit is providing valuable transportation service for the community.

The data shows that Bacon County Transit’s service connects riders to health care and workforce development services and enables them to make social connections and participate in the economy.
3.2.3 Trip Origins and Destinations

Figure 7 shows a heatmap of all Bacon County Transit’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area, which is the county boundary.

Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in Douglas, which is outside the service area. A smaller node of trip density occurs in Alma, which is the county seat.
3.2.4 Map and List of Destinations Outside Jurisdiction

Figure 8 depicts destinations outside the Bacon County Transit primary jurisdiction while Table 5 shows the top 5 among those destinations. In total, 233 trips crossed jurisdictional lines during the sample period. This accounts for 58% of all trips taken during April 2019.

Figure 8: Bacon County Transit Destinations Outside Service Area

In Table 5, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.

The destinations outside of the service area consisted of specialized medical services, community centers, and residences in neighboring Coffee County. These destinations indicate that Bacon County Transit provides critical transportation connections for the community.

Table 5: Bacon County Transit - Top 5 Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unison Behavioral Health</td>
<td>1005 Shirley Ave, Douglas, GA, 31533</td>
<td>Coffee</td>
<td>47</td>
</tr>
<tr>
<td>Coffee County Senior Citizen Program</td>
<td>408 East Ward St., Douglas, GA, 31533</td>
<td>Coffee</td>
<td>23</td>
</tr>
<tr>
<td>Harriet’s Place Apartments</td>
<td>500 North McDonald Ave. Apt A6, Douglas, GA, 31533</td>
<td>Coffee</td>
<td>21</td>
</tr>
<tr>
<td>Ethel Place Apartments</td>
<td>919 Ethel St, Douglas, GA, 31533</td>
<td>Coffee</td>
<td>15</td>
</tr>
<tr>
<td>DaVita Dialysis</td>
<td>190 Westside Dr, Douglas, GA, 31533</td>
<td>Coffee</td>
<td>14</td>
</tr>
</tbody>
</table>

3.2.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘R11 Bacon Senior Center’ category (25.5%). Other major funding categories were ‘R11 Coffee Senior Center’ (19%), ‘R11 Unison CSB-ADA’ (15.2%), and ‘R11 Unison DFCS Day Services’ (15%).

Figure 9 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.
Figure 9: Bacon County Transit Trip Share by Funding Source, April 2019
3.3 Bartow County Transit

Bartow County Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Bartow County.

The following is an analysis of Bartow’s trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.3.1 Summary Operating and Ridership Statistics

6,150 demand response trips were scheduled with Bartow County Transit during April 2019. Approximately 68% of those scheduled trips were ultimately provided while 31% of trips were cancelled by riders in advance. The remaining trips were passenger no-shows.

Throughout the month, the system served 400 unique riders, averaging over 15 trips per person. Thirteen different vehicles provided this service, averaging just over 69 revenue hours per vehicle.

Table 6 summarizes key operating and ridership statistics for demand response service during the month of April.

3.3.2 Top Origins and Destinations

Figure 10 shows Bartow County Transit’s top ten trip origins and destinations for the month analyzed. Community centers, healthcare providers, a fitness center, and commercial retailers comprise much of the top origins and destinations, indicating Bartow County Transit is providing valuable transportation service for the community.

The data shows that Bartow’s transit service connects riders to health care and other amenities and enables them to make social connections and participate in the economy.

Table 6: Bartow Operating and Ridership Statistics - April 2019

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Passenger No-Shows</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>6,150</td>
<td>4,202</td>
<td>1,919</td>
<td>29</td>
<td>400</td>
<td>15.4</td>
<td>13</td>
<td>903.5</td>
</tr>
</tbody>
</table>
Figure 10 shows a heatmap of all Bartow’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area, which is Bartow County.

Figure 11: Bartow Transit Trip Origins and Destinations

Figure 11 shows a heatmap of all Bartow’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area, which is Bartow County.

Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in northern Cartersville, where an educational center (Woodright Industries) is located. Other nodes of trip activity exist along the SR 41 and US 411 corridors, parallel to Interstate 75.
3.3.3 Residential Origins and Destinations

Figure 12 depicts residential pickups and drop-offs throughout the demand response service area. Most residences appear to be centralized near downtown Cartersville and along SR 41 between Cartersville and Cassville.

Figure 12: Bartow Transit Residential Pick-up/Drop-Off Locations

3.3.4 Map and List of Destinations Outside Jurisdiction

Figure 13 depicts destinations outside the Bartow Transit’s primary jurisdiction (Bartow County) while Table 3 shows the top 5 among those destinations. In total, 6 trips crossed jurisdictional lines during the sample period. These 6 trips occurred at 5 unique locations. Two trips occurred in Cobb County, and the remaining four trips occurred in Floyd County.

Figure 13: Bartow Transit Destinations Outside Service Area
In Table 3, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period. These destinations are comprised of a park & ride, medical clinics, and government services, again indicating that Bartow Transit provides critical transportation connections for the community.

Table 7: Bartow Transit Top 5 Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acworth Park &amp; Ride</td>
<td>6045 Lake Acworth Dr, Acworth, GA, 30101</td>
<td>Cobb</td>
<td>2</td>
</tr>
<tr>
<td>Rome VA Clinic</td>
<td>30 Chateau Dr Se, Rome, GA, 30161</td>
<td>Floyd</td>
<td>1</td>
</tr>
<tr>
<td>Harbin Clinic Orthopedics</td>
<td>330 Turner Mcall Blvd, Rome, GA, 30165</td>
<td>Floyd</td>
<td>1</td>
</tr>
<tr>
<td>Social Security Administration</td>
<td>480 Riverside Pkwy Ne, Rome, GA, 30161</td>
<td>Floyd</td>
<td>1</td>
</tr>
<tr>
<td>Harbin Clinic</td>
<td>550 Redmond Rd Nw, Rome, GA, 30165</td>
<td>Floyd</td>
<td>1</td>
</tr>
</tbody>
</table>

3.3.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April were funded by the Section 5311 program (57.8%). Other major funding sources were MH/MR/SA (23.1%) and DHS Aging Services (9%).

Figure 14 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.
3.4 Ben Hill Transit

Ben Hill Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Ben Hill County.

The following is an analysis of Ben Hill Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.4.1 Summary Operating and Ridership Statistics

Ben Hill Transit scheduled 2,971 trips during April 2019. Approximately 92% of those scheduled trips were ultimately provided while 5% of trips were cancelled by riders in advance. The remaining trips were passenger no-shows.

Table 8 summarizes key operating and ridership statistics for demand response service during the month of April.

3.4.2 Top Origins and Destinations

Figure 15 shows Ben Hill Transit’s top ten trip origins and destinations for the month analyzed. Healthcare providers, residences, and educational facilities comprise much of the top origins and destinations, indicating Ben Hill Transit is providing valuable transportation service for the community.

Several of the top trip locations are outside of the service area, including three locations in Tifton. This shows that there is significant demand for trips outside of Ben Hill County. The data shows that Ben Hill’s transit service connects riders to health care and other amenities and enables them to make social connections and participate in the economy.
Figure 16 shows a heatmap of all Ben Hill’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area, which is Ben Hill County. Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in central Fitzgerald, where several amenities are located. Other nodes of trip activity exist outside the service area in Ocilla, Tifton, and Douglas.

3.4.3 Residential Origins and Destinations

Figure 17 depicts residential pickups and drop-offs throughout the demand response service area. Most residential pickups and drop-offs tend to occur within central Fitzgerald, with some small nodes to the east and north of the city. Other nodes of residential activity occur in Tifton and Ocilla.
3.4.4 Map and List of Destinations Outside Jurisdiction

Figure 18 depicts destinations outside the Ben Hill Transit primary jurisdiction (Ben Hill County) while Table 9 shows the top 5 among those destinations. In total, 783 trips crossed jurisdictional lines during the sample period.

Outside jurisdiction trips accounted for 28.5% of trips provided during the sample period. These trips occurred at 103 unique locations in several surrounding counties. Most trips occurred in neighboring Tift County and Irwin County.

In Table 9, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period. These destinations are comprised of medical amenities and a manufacturing facility again indicating that Ben Hill Transit provides critical transportation connections for the community.
Table 9: Ben Hill Transit Top 5 Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>DaVita Tifton Dialysis</td>
<td>624 Love Ave, Tifton, GA, 31794</td>
<td>Tift</td>
<td>304</td>
</tr>
<tr>
<td>Tift Regional Dialysis</td>
<td>1010 Edgefield Dr, Tifton, GA, 31794</td>
<td>Tift</td>
<td>81</td>
</tr>
<tr>
<td>Elixir Door and Metals</td>
<td>243 Washington Ave, Fitzgerald, GA, 31750</td>
<td>Irwin</td>
<td>67</td>
</tr>
<tr>
<td>Irwin County Hospital</td>
<td>710 N Irwin Ave, Ocilla, GA, 31774</td>
<td>Irwin</td>
<td>22</td>
</tr>
</tbody>
</table>

3.4.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April were funded by the Section 5311 (Public Transit) program (57.7%). Other funding source was LogistiCare, which covered 42.3% of trips during the sample period.

Figure 19 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.
3.5 Berrien County Transit

Berrien County Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Berrien County, GA.

The following is an analysis of Berrien County Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the Routematch platform to gather trip data during the sample period.

3.5.1 Summary Operating and Ridership Statistics

Berrien County Transit provided 534 trips during April 2019. Throughout the month, the system served 29 unique riders, averaging about 18 trips per person.

Two different vehicles provided this service, averaging 186 revenue hours per vehicle during the sample period. Table 10 summarizes key operating and ridership statistics for demand response service during the month of April.

<table>
<thead>
<tr>
<th>Total Trips Provided</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>534</td>
<td>29</td>
<td>18.4</td>
<td>2</td>
<td>372</td>
</tr>
</tbody>
</table>

3.5.2 Top Origins and Destinations

The data provided represents a sample of trips taken over the course of a year. Only trips made during the month of April 2019 were analyzed in this report.

Figure 20 shows Berrien County Transit’s top ten trip origins and destinations for the month. Behavioral health services, the senior citizens center, and medical clinics comprise much of the top origins and destinations, indicating that Berrien County Transit is providing valuable transportation service for the community.

The data shows that Berrien County Transit’s service connects riders to health care and community resources and enables them to make social connections and participate in the economy.
3.5.3 Trip Origins and Destinations

Figure 21 shows a heatmap of all Berrien County Transit’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area.

Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in Nashville, which is the county seat. There was almost no trip activity in the rest of the county during the sample period.

3.5.4 Map and List of Destinations Outside Jurisdiction

Figure 22 depicts destinations outside the Berrien County Transit primary jurisdiction while Table 11 shows the top 5 among those destinations. In total, 68 trips crossed jurisdictional lines during the sample period. This accounts for 12.7% of all trips taken during April 2019.
In Table 11, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.

The destinations outside of the service area consisted of specialized medical services in Cook and Lowndes counties. These destinations indicate that Berrien County Transit provides critical transportation connections for the community.

Table 11: Berrien County Transit Top 5 Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. Renal Care</td>
<td>701 Hutchinson Ave, Adel, GA, 31620</td>
<td>Cook</td>
<td>16</td>
</tr>
<tr>
<td>Thacker Dermatology</td>
<td>3526 N Crossing Cir, Valdosta, GA, 31602</td>
<td>Lowndes</td>
<td>3</td>
</tr>
</tbody>
</table>
3.5.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘R11 Berrien DD Center’ category (44.8%). Other major funding categories were ‘R11 Berrien County Senior Center’ (26.8%) and ‘R11 (Hourly) Berrien DD’ (15.4%).

Figure 23 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.

Figure 23: Berrien County Transit Trip Share by Funding Source, April 2019
3.6 Brantley County Transit

Brantley County Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Brantley County, GA.

The following is an analysis of Brantley County Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the Routematch platform to gather trip data during the sample period.

3.6.1 Summary Operating and Ridership Statistics

Brantley County Transit provided 116 trips during April 2019. Throughout the month, the system served 18 unique riders, averaging 6.4 trips per person.

One vehicle provided this service, operating 54.5 revenue hours during the sample period.

Table 12 summarizes key operating and ridership statistics for demand response service during the month of April.

3.6.2 Top Origins and Destinations

The data provided represents a sample of trips taken over the course of a year. Only trips made during the month of April 2019 were analyzed in this report.

Figure 24 shows Brantley County Transit’s top ten trip origins and destinations for the month. County services and behavioral health care, and specialized medical services comprise many of the top origins and destinations, indicating that Brantley County Transit is providing valuable transportation service for the community.

The data shows that Brantley County Transit’s service connects riders to health care and community resources and enables them to make social connections and participate in the economy.

Table 12: Brantley County Transit Operating and Ridership Statistics - April 2019

<table>
<thead>
<tr>
<th>Total Trips Provided</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>116</td>
<td>18</td>
<td>6.4</td>
<td>1</td>
<td>54.5</td>
</tr>
</tbody>
</table>
3.6.3 Trip Origins and Destinations

Figure 25 shows a heatmap of all Brantley County Transit’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area. The highest density of trips appears along U.S. 301, between Hortense and McKinnon. Other nodes of trip activity appear in Nahunta and Waycross.

3.6.4 Map and List of Destinations Outside Jurisdiction

Figure 26 depicts destinations outside the Brantley County Transit primary jurisdiction while Table 13 shows the top 5 among those destinations. In total, 29 trips crossed jurisdictional lines during the sample period. This accounts for 25% of all trips taken during April 2019.
In Table 13, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.

The destinations outside of the service area consisted of specialized medical services in Ware and Glynn counties. These destinations indicate that Brantley County Transit provides critical transportation connections for the community.

### Table 13: Brantley County Transit Top Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unison Behavioral Health</td>
<td>1007 Mary St, Waycross, GA, 31503</td>
<td>Ware</td>
<td>11</td>
</tr>
<tr>
<td>The Mall at Waycross</td>
<td>2215 Memorial Dr, Waycross, GA, 31501</td>
<td>Ware</td>
<td>1</td>
</tr>
<tr>
<td>Southern Orthopedics &amp; Sports Medicine</td>
<td>3231 Glynn Ave, Brunswick, GA, 31520</td>
<td>Glynn</td>
<td>1</td>
</tr>
<tr>
<td>Southeastern Retina Specialists</td>
<td>406 Riverside Dr, Waycross, GA, 31501</td>
<td>Ware</td>
<td>1</td>
</tr>
</tbody>
</table>

### 3.6.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘R11 Brantley Senior Center’ category (41.4%). Other major funding categories were ‘R11 (Hourly) Unison DFCS SA AD Outpatient’ (23.3%) and ‘R11 Unison DFCS SA AD Outpatient’ (19.8%).

Figure 27 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.
Figure 27: Brantley County Transit Trip Share by Funding Source, April 2019
3.7 Brooks Transit

Brooks Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Brooks County, GA.

The following is an analysis of Brooks Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the Routematch platform to gather trip data during the sample period.

3.7.1 Summary Operating and Ridership Statistics

Brooks Transit provided 1,310 trips during April 2019. Throughout the month, the system served 86 unique riders, averaging 15.2 trips per person.

Three vehicles provided this service, averaging almost 208 revenue hours per vehicle during the sample period.

Table 14: Brooks Transit Operating and Ridership Statistics - April 2019

<table>
<thead>
<tr>
<th>Total Trips Provided</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,310</td>
<td>86</td>
<td>15.2</td>
<td>3</td>
<td>622.8</td>
</tr>
</tbody>
</table>

3.7.2 TopOrigins and Destinations

The data provided represents a sample of trips taken over the course of a year. Only trips made during the month of April 2019 were analyzed in this report.

Figure 28 shows Brooks Transit’s top trip origins and destinations for the month. County services, behavioral health care, and medical services comprise many of the top origins and destinations, indicating that Brooks Transit is providing valuable transportation service for the community.

The data shows that Brooks Transit’s service connects riders to health care and community resources and enables them to make social connections and participate in the economy.
3.7.3 Trip Origins and Destinations

Figure 29 shows a heatmap of all Brooks Transit’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area. Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in Quitman, which is the county seat. Other nodes of trip activity appear in Valdosta, along roadways between Quitman and Valdosta, and near Morven in the northern portion of the county.
3.7.4 Map and List of Destinations Outside Jurisdiction

Figure 30 depicts destinations outside the Brooks Transit primary jurisdiction while Table 15 shows the top 5 among those destinations. In total, 147 trips crossed jurisdictional lines during the sample period. This accounts for 11.2% of all trips taken during April 2019.

In Table 15, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.

![Figure 30: Brooks Transit Destinations Outside Service Area](image)

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Behavioral Health Services</td>
<td>3120 N Oak St Ext, Valdosta, GA, 31602</td>
<td>Lowndes</td>
<td>75</td>
</tr>
<tr>
<td>Valdosta Dialysis Clinic</td>
<td>1115 S Patterson St, Valdosta, GA, 31601</td>
<td>Lowndes</td>
<td>18</td>
</tr>
<tr>
<td>U.S. Renal Care</td>
<td>506 N Patterson St, Valdosta, GA, 31601</td>
<td>Lowndes</td>
<td>9</td>
</tr>
</tbody>
</table>

3.7.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘R11 Brooks DD Center’ category (37.6%). Other major funding categories were ‘R11 Brooks Senior Center’ (28%) and ‘LogistiCare’ (14.5%).

Figure 31 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.
Figure 31: Brooks Transit Trip Share by Funding Source, April 2019

- LogistiCare: 28.0%
- PP BHS (ACT): 2.6%
- PP BHS (MH): 1.3%
- PP BHS of SGA (SA): 1.3%
- Public Fares: 6.5%
- R11 Brooks DD Center: 14.5%
- R11 Brooks Senior Center: 7.2%
- R11 Lowrides DFCS: 1.2%
3.8 Burke County Transit

Burke Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Burke County.

The following is an analysis of Burke Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.8.1 Summary Operating and Ridership Statistics

Burke Transit scheduled 3,313 trips during April 2019. Approximately 70% of those scheduled trips were ultimately provided while 29.4% of trips were cancelled by riders in advance. The remaining trips were passenger no-shows.

Table 16 summarizes key operating and ridership statistics for demand response service during the month of April.

3.8.2 Top Origins and Destinations

Figure 32 shows Burke Transit’s top ten trip origins and destinations for the month analyzed. Senior centers and healthcare providers comprise many of the top origins and destinations, indicating Burke Transit is providing valuable transportation service for the community.

The data shows that Burke’s transit service connects riders to health care and other amenities and enables them to make social connections and participate in the economy.

Table 16: Burke Operating and Ridership Statistics - April 2019

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Passenger No-Shows</th>
<th>Unique Riders</th>
<th>Mean One-Way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>3,313</td>
<td>2,325</td>
<td>975</td>
<td>13</td>
<td>206</td>
<td>16.1</td>
<td>8</td>
<td>1,600</td>
</tr>
</tbody>
</table>
Figure 32: Burke Transit Top Trip Origins and Destinations

Figure 33 shows a heatmap of all Burke’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area, which is Burke County.

Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in central and northwestern Waynesboro, where several amenities are located. Other nodes of trip activity exist in Sardis and outside the service area in central Augusta.

3.8.3 Residential Origins and Destinations

Figure 34 depicts residential pickups and drop-offs throughout the demand response service area. Most residential pickups and drop-offs tend to occur within central Waynesboro, with some additional trips occurring to the northeast, between Shell Bluff and Waynesboro. Other nodes of residential activity occur in central and northwestern Sardis along State Route 24.
3.8.4 Map and List of Destinations Outside Jurisdiction

Figure 35 depicts destinations outside the Burke Transit primary jurisdiction (Burke County) while Table 17 shows the top 5 among those destinations. In total, 48 trips crossed jurisdictional lines during the sample period.

In Table 17, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period. These destinations are comprised of specialized medical facilities and an intercity transit station in Augusta, again indicating that Burke Transit provides critical transportation connections for the community.

Outside jurisdiction trips accounted for 2% of trips provided during the sample period. These trips occurred at 35 unique locations in neighboring Richmond County and Columbia County.
### Table 17: Burke Transit Top 5 Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Augusta University Health</td>
<td>1447 Harper St, Augusta, GA, 30912</td>
<td>Richmond</td>
<td>5</td>
</tr>
<tr>
<td>Augusta Foot and Ankle Group</td>
<td>1515 Laney Walker Blvd, Augusta, GA, 30904</td>
<td>Richmond</td>
<td>4</td>
</tr>
<tr>
<td>Women's Health of Augusta</td>
<td>1303 D'antignac St, Augusta, GA, 30901</td>
<td>Richmond</td>
<td>2</td>
</tr>
<tr>
<td>Augusta Bus Station</td>
<td>1546 Broad St, Augusta, GA, 30904</td>
<td>Richmond</td>
<td>2</td>
</tr>
<tr>
<td>Summerville Professional Center (Medical)</td>
<td>2258 Wrightsboro Rd, Augusta, GA, 30904</td>
<td>Richmond</td>
<td>2</td>
</tr>
</tbody>
</table>

#### 3.8.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April were funded by the DHS Aging program (42.3%). Other funding sources were Medicaid (36.4%) and General Public Transit (21.2%).

Figure 36 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.
3.9 Catoosa Trans-Aid

Catoosa Trans-Aid operates a rural public transit system. Rural demand response provides service throughout the service area of Catoosa County.

The following is an analysis of Catoosa Trans-Aid trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.9.1 Summary Operating and Ridership Statistics

Catoosa Trans-Aid scheduled 2,467 trips during April 2019. Approximately 70% of those scheduled trips were ultimately provided while 28.3% of trips were cancelled by riders in advance. The remaining trips were passenger no-shows.

Throughout the month, the system served 193 unique riders, averaging over 12 trips per person. Ten different vehicles provided this service, averaging about 84 revenue hours per vehicle.

Table 18 summarizes key operating and ridership statistics for demand response service during the month of April.

3.9.2 Top Origins and Destinations

Figure 37 shows Catoosa Trans-Aid’s top ten trip origins and destinations for the month analyzed. Healthcare providers and retailers comprise many of the top origins and destinations, indicating Catoosa Trans-Aid is providing valuable transportation service for the community.

The data shows that Catoosa’s transit service connects riders to health care and other amenities and enables them to make social connections and participate in the economy.

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Passenger No-Shows</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,467</td>
<td>1,744</td>
<td>699</td>
<td>24</td>
<td>193</td>
<td>12.8</td>
<td>10</td>
<td>842</td>
</tr>
</tbody>
</table>

Table 18: Catoosa Trans-Aid Operating and Ridership Statistics - April 2019
Figure 37: Catoosa Trans-Aid Top Trip Origins and Destinations

Figure 38 shows a heatmap of all Catoosa’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area, which is Catoosa County. Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears along State Route 2, where several county amenities, including a senior center, exist. Other nodes of trip activity exist in Ringgold, Fort Oglethorpe, and outside the service area in central Chattanooga, TN.

3.9.3 Residential Origins and Destinations

Figure 39 depicts residential pickups and drop-offs throughout the demand response service area. Most residential pickups and drop-offs tend to occur in a node along SR 2, near the senior center. Additional nodes exist in Fort Oglethorpe and central/western Ringgold.
3.9.4 Map and List of Destinations Outside Jurisdiction

Figure 40 depicts destinations outside the Catoosa Trans-Aid primary jurisdiction (Catoosa County) while Table 19 shows the top 5 among those destinations. In total, 84 trips crossed jurisdictional lines during the sample period.

Outside jurisdiction trips accounted for 4.8% of trips provided during the sample period. These trips occurred at 34 unique locations in neighboring Hamilton County, Tennessee.

In Table 19, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period. These destinations are comprised of specialized medical facilities in Chattanooga TN, again indicating that Catoosa Trans-Aid provides critical transportation connections for the community.
Table 19: Catoosa Trans-Aid Top 5 Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Erlanger Medical Mall</td>
<td>979 E. 3rd Street, Chattanooga, Tn, 37403</td>
<td>Clinch</td>
<td>18</td>
</tr>
<tr>
<td>Consultants in Pain Management</td>
<td>2000 Stein Drive, Chattanooga, Tn, 37421</td>
<td>Clinch</td>
<td>5</td>
</tr>
<tr>
<td>Lyerly Medical Pavilion</td>
<td>281 N Lyerly Street, Chattanooga, Tn, 37404</td>
<td>Clinch</td>
<td>5</td>
</tr>
<tr>
<td>Parkridge Medical Center</td>
<td>2333 McCallie Avenue, Chattanooga, Tn, 37404</td>
<td>Clinch</td>
<td>4</td>
</tr>
<tr>
<td>Erlanger Institute for Sports and Health</td>
<td>1100 East Third Street, Chattanooga, Tn, 37403</td>
<td>Clinch</td>
<td>3</td>
</tr>
</tbody>
</table>

### 3.9.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April were funded by the Public Transit (5311) program (70.3%). The remaining trips were funded by the DHS Aging program (29.7%).

Figure 41 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.
3.10 Cherokee Area Transportation System (CATS)

Cherokee Area Transit System (CATS) operates demand response, two fixed routes, paratransit, and vanpool transit. This section analyzes trip data from the CATS fixed route and rural demand response systems.

Rural demand response provides service throughout the service area of Cherokee County. The following is an analysis of CATS trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.10.1 Summary Operating and Ridership Statistics

CATS scheduled 16,664 trips during April 2019. Approximately 91% of those scheduled trips were ultimately provided while 8% of trips were cancelled by riders in advance. The remaining trips were passenger no-shows.

Rural demand response provides service throughout the service area of Cherokee County. The following is an analysis of CATS trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

Throughout the month, the system served 400 unique riders, averaging over 41 trips per person. Seventeen different vehicles provided this service, averaging about 236 revenue hours per vehicle. Table 20 summarizes key operating and ridership statistics for demand response service during the month of April.

### 3.10.2 Top Origins and Destinations

Figure 42 shows CATS’s top ten trip origins and destinations for the month analyzed. Healthcare providers, grocery stores, and workforce development facilities comprise many of the top origins and destinations, indicating CATS is providing valuable transportation service for the community.

The data shows that Cherokee’s transit service connects riders to job training, healthcare, and other amenities and enables them to make social connections and participate in the economy.

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Passenger No-Shows</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>16,664</td>
<td>15,202</td>
<td>1,326</td>
<td>136</td>
<td>400</td>
<td>41.7</td>
<td>17</td>
<td>4,015</td>
</tr>
</tbody>
</table>
Figure 43 shows a heatmap of all Cherokee’s origins and destinations during the month of April. The dark gray polygon represents the service area, which is Cherokee County.

Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in central Canton and along Univeter Road just south of Canton, where several amenities, including an educational facility and senior center exist.

3.10.3 Residential Origins and Destinations

Figure 44 depicts residential pickups and drop-offs throughout the service area. Most residential pickups and drop-offs tend to occur in a node along SR 5/Marietta Hwy in southern Canton. Additional smaller nodes exist in northern Canton and to the east and west of Woodstock.
3.10.4 Map and List of Destinations Outside Jurisdiction

Figure 45 depicts destinations outside the CATS primary jurisdiction (Cherokee County). In total, 22 trips crossed jurisdictional lines during the sample period.

Outside jurisdiction trips accounted for 0.1% of trips provided during the sample period. These trips occurred at only one location in neighboring Cobb County.

3.10.5 Trips by Funding Source

All 22 trips with destinations outside the CATS service area were to the city of Acworth in Cobb County.

The largest share of trips provided during the month of April fell under the ‘Fixed Route’ funding category (59.7%). The next largest shares were ‘Training Center’ and ‘Senior Services’, with 18.6% and 9.8% of trips, respectively. The remaining trips were split between ‘Demand Response’, ‘Rural General Public’, and ‘Highland Rivers’. 
Figure 46 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.

Figure 46: CATS Trip Share by Funding Source, April 2019
3.11 Cook County Transit System

Cook County Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Cook County, GA.

The following is an analysis of Cook County Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the Routematch platform to gather trip data during the sample period.

3.11.1 Summary Operating and Ridership Statistics

Cook County Transit provided 1,720 trips during April 2019. Throughout the month, the system served 208 unique riders, averaging 8.3 trips per person.

Six vehicles provided this service, averaging 126.5 revenue hours per vehicle during the sample period.

Table 21 summarizes key operating and ridership statistics for demand response service during the month of April.

3.11.2 Top Origins and Destinations

The data provided represents a sample of trips taken over the course of a year. Only trips made during the month of April 2019 were analyzed in this report.

Figure 47 shows Cook County Transit’s top ten trip origins and destinations for the month. Behavioral health care, county services, and educational institutions comprise many of the top origins and destinations, indicating that Cook County Transit is providing valuable transportation service for the community.

The data shows that Cook County Transit’s service connects riders to health care and community resources and enables them to make social connections and participate in the economy.

<table>
<thead>
<tr>
<th>Total Trips Provided</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,720</td>
<td>208</td>
<td>8.3</td>
<td>6</td>
<td>759</td>
</tr>
</tbody>
</table>
3.11.3 Trip Origins and Destinations

Figure 48 shows a heatmap of all Cook County Transit’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area. Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in Adel and Valdosta. Trips tended to occur along Interstate 75 corridor from Lenox to Valdosta during the sample period.
3.11.4 Map and List of Destinations Outside Jurisdiction

Figure 49 depicts destinations outside the Cook County Transit primary jurisdiction while Table 22 shows the top 5 among those destinations. In total, 589 trips crossed jurisdictional lines during the sample period. This accounts for 34.2% of all trips taken during April 2019.

In Table 22, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.

Table 22: Cook County Transit Top Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Circle of Friends Adult Day Center</td>
<td>256 N St Augustine Rd, Valdosta, GA, 31601</td>
<td>Lowndes</td>
<td>31</td>
</tr>
<tr>
<td>Lowndes Service Center</td>
<td>1644 East Park Avenue, Valdosta, GA, 31602</td>
<td>Lowndes</td>
<td>26</td>
</tr>
<tr>
<td>Behavioral Health Services of South Georgia</td>
<td>3120 N Oak St Ext, Valdosta, GA, 31602</td>
<td>Lowndes</td>
<td>14</td>
</tr>
<tr>
<td>Redirect Driver Improvement Services</td>
<td>430 Connell Rd, Valdosta, GA, 31602</td>
<td>Lowndes</td>
<td>10</td>
</tr>
<tr>
<td>Valdosta State University</td>
<td>1500 N Patterson St, Valdosta, GA, 31698</td>
<td>Lowndes</td>
<td>9</td>
</tr>
</tbody>
</table>

3.11.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘PP BHS (Peer Support)’ category (19%). Other major funding categories were ‘LogistiCare’ (15.9%) and ‘R11 Cook DD’ (11.2%).

Figure 50 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.
Figure 50: Cook County Transit Trip Share by Funding Source, April 2019
3.12 Coweta County Transit

Coweta County Transit operates a rural public transit system. Rural demand response provides service throughout the service area Coweta County.

The following is an analysis of Coweta Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.12.1 Summary Operating and Ridership Statistics

Coweta County Transit scheduled 4,912 trips during April 2019. Approximately 74% of those scheduled trips were ultimately provided while 23.2% of trips were cancelled by riders in advance. The remaining trips were passenger no-shows.

Table 23: Coweta County Transit Operating and Ridership Statistics - April 2019

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Passenger No-Shows</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>4,912</td>
<td>3,647</td>
<td>1,142</td>
<td>123</td>
<td>186</td>
<td>26.4</td>
<td>9</td>
<td>2,038</td>
</tr>
</tbody>
</table>

Throughout the month, the system served 186 unique riders, averaging over 26 trips per person. Nine different vehicles provided this service, averaging about 226 revenue hours per vehicle.

Table 23 summarizes key operating and ridership statistics for demand response service during the month of April.

3.12.2 Top Origins and Destinations

Figure 51 shows Coweta County Transit’s top ten trip origins and destinations for the month analyzed. Senior centers, healthcare providers, and retailers comprise much of the top origins and destinations, indicating Coweta County Transit is providing valuable transportation service for the community.

The data shows that Coweta’s transit service connects riders to health care and other amenities and enables them to make social connections and participate in the economy.
Figure 51: Coweta County Transit Top Trip Origins and Destinations

Figure 52 shows a heatmap of all Coweta’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area, which is Coweta County. Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears along State Route 34/Newnan Bypass Rd, where several county amenities exist. Other nodes of trip activity exist to the east of Newnan along SR 34, as well as in Grantville and the Thomas Crossroads area near Peachtree City.

3.12.3 Residential Origins and Destinations

Figure 53 depicts residential pickups and drop-offs throughout the demand response service area. Residential pickups and drop-offs are dispersed along several nodes, with most occurring in central Newnan. Additional nodes exist near Interstate 85 north of Newnan, as well as in the southern part of the county in Grantville.
3.12.4 Map and List of Destinations Outside Jurisdiction

There were no trips outside the jurisdiction of Coweta County during the sample period.

3.12.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April were funded by the ‘Behavioral Health and Development Disabilities’ category (44.9%). Other major funding categories were ‘Aging’ and ‘Public Transportation’, which funded 30% and 21% of trips during the sample period, respectively.

Figure 54 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.
3.13 Crawford County Transit

Crawford County Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Crawford County.

The following is an analysis of Crawford Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.13.1 Summary Operating and Ridership Statistics

Crawford County Transit scheduled 340 trips during April 2019. Approximately 79% of those scheduled trips were ultimately provided while 13% of trips were cancelled by riders in advance. The remaining trips were passenger no-shows.

Throughout the month, the system served 83 unique riders, averaging over four trips per person. Five different vehicles provided this service, averaging about 26 revenue hours per vehicle.

Table 24 summarizes key operating and ridership statistics for demand response service during the month of April.

3.13.2 Top Origins and Destinations

Figure 55 shows Crawford County Transit’s top ten trip origins and destinations for the month analyzed. Healthcare providers, and retailers comprise much of the top origins and destinations, indicating Crawford County Transit is providing valuable transportation service for the community.

The data shows that Crawford’s transit service connects riders to health care and other amenities and enables them to make social connections and participate in the economy.

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Trips Cancelled on Arrival</th>
<th>Passenger No-Shows</th>
<th>Unique Riders</th>
<th>Mean One-Way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>340</td>
<td>267</td>
<td>44</td>
<td>2</td>
<td>27</td>
<td>83</td>
<td>4.1</td>
<td>5</td>
<td>131</td>
</tr>
</tbody>
</table>
Figure 55: Crawford County Transit Top Trip Origins and Destinations

![Bar Chart](chart.png)

Figure 55 shows the top trip origins and destinations in Crawford County. The chart displays the number of trips to each location.

- Phoenix Center: 20 trips
- Peach Regional Medical: 13 trips
- Medical: 12 trips
- Dr. Gaton: 12 trips
- Valley Medical: 10 trips
- Roses Macon: 10 trips
- Doctor/Dialysis: 10 trips
- Chick-Fil-A: 10 trips
- 375 High Point Road: 9 trips
- BBT: 8 trips

Figure 56 shows a heatmap of all Crawford’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area, which is Crawford County.

Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in central Roberta, which is the county seat. Other nodes of trip activity exist in Macon, Fort Valley, and Warner Robins. The three smaller nodes fall outside the service area.

3.13.3 Residential Origins and Destinations

Figure 57 depicts residential pickups and drop-offs throughout the demand response service area. Like the previous map, the largest node of activity appears in central Roberta. However, this figure shows an additional, smaller node in western Crawford County, near Salem. More activity nodes exist along U.S. 341/SR 7 near Fort Valley, and in central Macon.
3.13.4 Map and List of Destinations Outside Jurisdiction

Figure 58 depicts destinations outside the Crawford County Transit primary jurisdiction (Crawford County) while Table 25 shows the top 5 among those destinations. In total, 64 trips crossed jurisdictional lines during the sample period.

Outside jurisdiction trips accounted for 24% of trips provided during the sample period. These trips occurred at 42 unique locations.

In Table 25, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period. These destinations are comprised of retail, banking, and specialized medical facilities in neighboring counties like Bibb, Peach, and Houston. This indicates that Crawford County Transit provides critical transportation connections for the community.
Table 25: Crawford County Transit Top 5 Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chick-Fil-A</td>
<td>5055 Brookhaven, Macon, GA, 31206</td>
<td>Bibb</td>
<td>5</td>
</tr>
<tr>
<td>BB&amp;T (Bank)</td>
<td>110 North Camellia, Fort Valley, GA, 31030</td>
<td>Peach</td>
<td>4</td>
</tr>
<tr>
<td>Georgia Eye Care Center</td>
<td>1870 Hardeman Ave, Macon, GA, 31201</td>
<td>Bibb</td>
<td>4</td>
</tr>
<tr>
<td>Georgia Dermatology &amp; Skin Cancer Center</td>
<td>1157 Forsyth St, Macon, GA, 31201</td>
<td>Bibb</td>
<td>3</td>
</tr>
<tr>
<td>Eyesight Associates</td>
<td>216 Corder Rd, Warner Robins, GA, 31088</td>
<td>Houston</td>
<td>3</td>
</tr>
</tbody>
</table>

3.13.5 Trips by Funding Source

All of Crawford County Transit’s demand response trips provided during the month of April were funded by the Section 5311 program, meaning all were public transit trips.
Coastal Regional Commission (CRC) operates a rural public transit system. Rural demand response provides service throughout the service area, which consists of the following counties:

- Bryan
- Bulloch
- Camden
- Chatham
- Effingham
- Glynn
- Liberty
- Long
- McIntosh
- Screven

The following is an analysis of CRC trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

### 3.14.1 Summary Operating and Ridership Statistics

CRC scheduled 17,612 trips during April 2019. Approximately 73% of those scheduled trips were ultimately provided while 21% of trips were cancelled by riders in advance. The remaining trips were passenger no-shows.

Throughout the month, the system served 797 unique riders, averaging over 22 trips per person. Sixty-five different vehicles provided this service, averaging about 43 revenue hours per vehicle. Table 26 summarizes key operating and ridership statistics for demand response service during the month of April.

### 3.14.2 Top Origins and Destinations

Figure 59 shows CRC’s top ten trip origins and destinations for the month analyzed. Senior centers and healthcare facilities comprise many of the top origins and destinations, indicating CRC is providing valuable transportation service for the community.

The data shows that CRC’s transit service connects riders to health care and other amenities and enables them to make social connections and participate in the economy.

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Passenger No-Show</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>17,612</td>
<td>12,921</td>
<td>3,718</td>
<td>973</td>
<td>797</td>
<td>22.1</td>
<td>65</td>
<td>2,778</td>
</tr>
</tbody>
</table>
Figure 60 shows a heatmap of all CRC’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area. Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in Savannah, which is the largest city in the service area. Other nodes of trip activity exist in Brunswick, Hinesville, and Statesboro. Smaller activity nodes occur along the Interstate 95 corridor and other major roadways throughout the service area.

3.14.3 Residential Origins and Destinations

Figure 61 depicts residential pickups and drop-offs throughout the demand response service area. Like the previous map, the largest cities within the service area contain nodes of activity, with Savannah having the highest density of trips during the period of April 2019.
3.14.4 Map and List of Destinations Outside Jurisdiction

Figure 62 depicts destinations outside the CRC primary jurisdiction while Table 27 shows the top 5 among those destinations. In total, 63 trips crossed jurisdictional lines during the sample period.

Outside jurisdiction trips accounted for 0.5% of trips provided during the sample period. These trips occurred at 17 unique locations. The majority of trips occur within the CRC service area.

In Table 27, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period. These destinations are comprised of workforce development and medical facilities in neighboring Wayne County. This indicates that CRC provides critical transportation connections for the community.
Table 27: CRC Top 5 Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Altamaha Technical College</td>
<td>1777 W CHERRY ST, Jesup, GA, 31545</td>
<td>Wayne</td>
<td>9</td>
</tr>
<tr>
<td>Wayne Urology</td>
<td>162 MEMORIAL DR, Jesup, GA, 31546</td>
<td>Wayne</td>
<td>2</td>
</tr>
<tr>
<td>Interstate Credit Union</td>
<td>705 W CHERRY STREET, JESUP, GA, 31545</td>
<td>Wayne</td>
<td>2</td>
</tr>
<tr>
<td>Wayne Memorial Hospital</td>
<td>865 S 1ST ST, JESUP, GA, 31545</td>
<td>Wayne</td>
<td>2</td>
</tr>
<tr>
<td>AppleCare Immediate Care</td>
<td>111 COLONIAL WAY, JESUP, GA, 31545</td>
<td>Wayne</td>
<td>1</td>
</tr>
</tbody>
</table>

3.14.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘Aging’ category (58.3%). Other major funding categories were ‘MH/MR/SA’, ‘5311’, and ‘Department of Family & Children Services’, which funded 12%, 9.9%, and 9.4% of trips during the sample period, respectively.

Figure 63 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.
3.15 Crisp Area Regional Transit (CART) & Americus Transit

RMS, Inc. operates rural public transit systems in both Crisp County and Americus, GA. The operator provided the trip data for both systems as a combined dataset, so they are analyzed together as one service area consisting of two adjacent counties. Rural demand response provides service throughout the service area of Crisp and Sumter Counties.

The following is an analysis of Crisp-Americus trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.15.1 Summary Operating and Ridership Statistics

Crisp-Americus scheduled 5,195 trips during April 2019. Approximately 85% of those scheduled trips were ultimately provided while 13.5% of trips were cancelled by riders in advance. The remaining trips were passenger no-shows.

Table 28 summarizes key operating and ridership statistics for demand response service during the month of April.

3.15.2 Top Origins and Destinations

Figure 64 shows Crisp-Americus’s top ten trip origins and destinations for the month analyzed. Healthcare facilities and senior centers comprise many of the top origins and destinations, indicating Crisp-Americus is providing valuable transportation service for the community.

The data shows that Crisp-Americus’s transit service connects riders to health care and other amenities and enables them to make social connections and participate in the economy.

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Passenger No-Shows</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>5,195</td>
<td>4,396</td>
<td>701</td>
<td>98</td>
<td>697</td>
<td>7.5</td>
<td>12</td>
<td>192.5</td>
</tr>
</tbody>
</table>
Figure 64: Crisp-Americus Top Trip Origins and Destinations

<table>
<thead>
<tr>
<th>Location</th>
<th>Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>CRISP REGIONAL DIALYSIS</td>
<td>348</td>
</tr>
<tr>
<td>DOCTOR'S OFFICE</td>
<td>338</td>
</tr>
<tr>
<td>SENIOR CENTER</td>
<td>198</td>
</tr>
<tr>
<td>DAVITA-CORDELE</td>
<td>188</td>
</tr>
<tr>
<td>DAVITA-AMERICUS</td>
<td>116</td>
</tr>
<tr>
<td>DAVITA-SUMTER COUNTY DIALYSIS</td>
<td>96</td>
</tr>
<tr>
<td>MIDDLE FLINT BREEZE WAY</td>
<td>70</td>
</tr>
<tr>
<td>CRISP REGIONAL NURSING &amp; REHAB</td>
<td>64</td>
</tr>
<tr>
<td>MAGNOLIA MANOR - AMERICUS</td>
<td>55</td>
</tr>
<tr>
<td>PHOEBE SUMTER MEDICAL CENTER</td>
<td>54</td>
</tr>
</tbody>
</table>

Figure 65 shows a heatmap of all Crisp-Americus’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area. Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in Americus and Cordele, which are the largest cities in the service area. Another small node of activity exists in Albany, which is outside the service area.

3.15.3 Residential Origins and Destinations

Figure 66 depicts residential pickups and drop-offs throughout the demand response service area. Residential trip activity appears similar to the previous map, but the Albany node of trip density does not appear.
3.15.4 Map and List of Destinations Outside Jurisdiction

Figure 67 depicts destinations outside the Crisp-Americus primary jurisdiction while Table 27 shows the top 5 among those destinations. In total, 505 trips crossed jurisdictional lines during the sample period.

Outside jurisdiction trips accounted for 11.4% of trips provided during the sample period. These trips occurred at 166 unique locations.

In Table 27, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period. These destinations are comprised of medical facilities in neighboring counties like Dougherty, Turner, and Terrell. These destinations indicate that Crisp-Americus provides critical transportation connections for the community.
Table 29: Crisp-Americus Top 5 Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albany Vascular Specialist Center</td>
<td>2300 DAWSON RD, Albany, GA, 31707</td>
<td>Dougherty</td>
<td>32</td>
</tr>
<tr>
<td>Pruitt Health</td>
<td>441 INDUSTRIAL DR, Ashburn, GA, 31714</td>
<td>Turner</td>
<td>23</td>
</tr>
<tr>
<td>Phoebe Medical Tower II</td>
<td>425 3RD AVE, Albany, GA, 31701</td>
<td>Dougherty</td>
<td>20</td>
</tr>
<tr>
<td>Phoebe Medical Tower II</td>
<td>425 W 3RD AVE, Albany, GA, 31701</td>
<td>Dougherty</td>
<td>17</td>
</tr>
<tr>
<td>Dialysis Clinic, Inc.</td>
<td>806 FORRESTER DR, Dawson, GA, 39842</td>
<td>Terrell</td>
<td>14</td>
</tr>
</tbody>
</table>

3.15.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘LogistiCare’ category (50.6%). Other major funding categories were ‘Public Transit’, ‘Public Transit (Americus)’, and ‘Sumter Aging’, which funded 28.9%, 9%, and 8.8% of trips during the sample period, respectively.

Figure 68 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.
3.16 Dade County Transit

Dade County Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Dade County, GA.

The following is an analysis of Dade County Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.16.1 Summary Operating and Ridership Statistics

Dade County Transit scheduled 2,209 trips during April 2019. Approximately 51% of those scheduled trips were ultimately provided while 49% of trips were cancelled by riders in advance. There were no passenger no-shows during the sample period.

Table 30 summarizes key operating and ridership statistics for demand response service during the month of April.

3.16.2 Top Origins and Destinations

Figure 69 shows Dade County Transit’s top ten trip origins and destinations for the month analyzed. Healthcare facilities, grocery stores, and residences comprise many of the top origins and destinations, indicating Dade County Transit is providing valuable transportation service for the community.

The data shows that Dade County Transit’s service connects riders to health care and other amenities and enables them to make social connections and participate in the economy.

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Passenger No-Show</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,209</td>
<td>1,136</td>
<td>1,073</td>
<td>0</td>
<td>101</td>
<td>21.9</td>
<td>5</td>
<td>587</td>
</tr>
</tbody>
</table>
3.16.3 Residential Origins and Destinations

Figure 70 shows a heatmap of all Dade County Transit’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area. Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears just south of Trenton, near Interstate 59. Another node of activity exists in central Trenton.
3.16.4 Map and List of Destinations Outside Jurisdiction

Figure 72 depicts destinations outside the Dade County Transit primary jurisdiction while Table 31 shows the top 5 among those destinations. In total, 97 trips crossed jurisdictional lines during the sample period.

Outside jurisdiction trips accounted for 8.5% of trips provided during the sample period. These trips occurred at 37 unique locations.

In Table 31, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.

The top five destinations are comprised of retailers and medical facilities in neighboring Hamilton County, TN. These destinations indicate that Dade County Transit provides critical transportation connections for the community.
### Table 31: Dade County Transit Top 5 Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wal-Mart</td>
<td>3550 Cummings Hwy, Chattanooga, TN, 37419</td>
<td>Clinch</td>
<td>15</td>
</tr>
<tr>
<td>DCI Broad Street (Dialysis Clinic)</td>
<td>3555 Broad Street, Chattanooga, TN, 37409</td>
<td>Clinch</td>
<td>11</td>
</tr>
<tr>
<td>Erlanger Medical Mall</td>
<td>979 E 3rd St, Chattanooga, TN, 37403</td>
<td>Clinch</td>
<td>10</td>
</tr>
<tr>
<td>CSL Plasma</td>
<td>2809 E 50th St, Chattanooga, TN, 37407</td>
<td>Clinch</td>
<td>5</td>
</tr>
<tr>
<td>Siskin Rehab Hospital</td>
<td>1 Siskin Drive, Chattanooga, TN, 37403</td>
<td>Clinch</td>
<td>4</td>
</tr>
</tbody>
</table>

### 3.16.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘Public Transit’ category (55.4%). The other major funding category was ‘DHS’, which funded 44.6% of the trips taken during the sample period.

**Figure 73** shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.
3.17 Dawson County Transit

Dawson County Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Dawson County, GA.

The following is an analysis of Dawson County Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.17.1 Summary Operating and Ridership Statistics

Dawson County Transit scheduled 1,373 trips during April 2019. Approximately 72% of those scheduled trips were ultimately provided while almost 28% of trips were cancelled by riders in advance. There were seven passenger no-shows during the sample period.

Throughout the month, the system served 84 unique riders, averaging 16.3 trips per person. Four different vehicles provided this service. Revenue hours are not available for Dawson County Transit due to a lack of accurate information provided in the trip data.

Table 32 summarizes key operating and ridership statistics for demand response service during the month of April.

<table>
<thead>
<tr>
<th></th>
<th>Dawson County Transit Operating and Ridership Statistics - April 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Trips Scheduled</td>
<td>1,373</td>
</tr>
<tr>
<td>Trips Provided</td>
<td>983</td>
</tr>
<tr>
<td>Trips Cancelled in Advance</td>
<td>383</td>
</tr>
<tr>
<td>Passenger No-Shows</td>
<td>7</td>
</tr>
<tr>
<td>Unique Riders</td>
<td>84</td>
</tr>
<tr>
<td>Mean One-way Trips per Rider</td>
<td>16.3</td>
</tr>
<tr>
<td>Vehicles in Service</td>
<td>4</td>
</tr>
<tr>
<td>Revenue Hours</td>
<td>N/A</td>
</tr>
</tbody>
</table>
May 2020

Figure 74 shows Dawson County Transit’s top ten trip origins and destinations for the month analyzed. Community facilities, retailers, and entertainment comprise many of the top origins and destinations, indicating Dawson County Transit is providing valuable transportation service for the community.

The data shows that Dawson County Transit’s service connects riders to amenities and enables them to make social connections and participate in the economy.

Figure 74: Dawson County Transit Top Trip Origins and Destinations

Figure 75 shows a heatmap of all Dawson County Transit’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area.

Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears just north of Dawsonville, near the intersection of SR 9 and SR 136. Additional nodes appear in southeast Dawson County.

Figure 75: Dawson County Transit Trip Origins and Destinations
3.17.2 Residential Origins and Destinations

Figure 76 depicts residential pickups and drop-offs throughout the demand response service area. Residential trip activity occurred in three major nodes: one in Dawsonville, and two more in southeastern Dawson County. Other small nodes occur west of Dawsonville, in the northwest corner of the county, and outside the service area near Cumming.

Figure 76: Dawson County Transit Residential Pick-up/Drop-Off Locations

3.17.3 Map and List of Destinations Outside Jurisdiction

Figure 77 depicts destinations outside the Dawson County Transit primary jurisdiction while Table 33 shows the top 5 among those destinations. In total, 43 trips crossed jurisdictional lines during the sample period.

Outside jurisdiction trips accounted for 4.3% of trips provided during the sample period. These trips occurred at nine unique locations.

Figure 77: Dawson County Transit Destinations Outside Service Area
In Table 33, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.

The top five destinations are comprised of retailers, entertainment, and medical facilities in Hall, Lumpkin, and Forsyth Counties. These destinations indicate that Dawson County Transit provides critical transportation connections for the community.

Table 33: Dawson County Transit Top 5 Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Golden Corral Buffet &amp; Grill</td>
<td>1450 Browns Bridge Rd, Gainesville, GA 30501</td>
<td>Hall</td>
<td>24</td>
</tr>
<tr>
<td>Chestatee Wildlife Preserve</td>
<td>469 Old Dahlonega Hwy, Dahlonega, GA, 30533</td>
<td>Lumpkin</td>
<td>10</td>
</tr>
<tr>
<td>Papa John’s Pizza</td>
<td>287 South Chestatee St, Dahlonega, GA, 30533</td>
<td>Lumpkin</td>
<td>3</td>
</tr>
<tr>
<td>Northeast Georgia Diagnostic Clinic</td>
<td>1240 Jesse Jewell Pkwy, Gainesville, GA, 30501</td>
<td>Hall</td>
<td>1</td>
</tr>
<tr>
<td>Avita Community Partners (Medical)</td>
<td>125 North Corners Pkwy, Cumming, GA, 30040</td>
<td>Forsyth</td>
<td>1</td>
</tr>
</tbody>
</table>

3.17.4 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘DHS Ambulatory’ category (67%). The other major funding category was ‘Dawson’, which funded 27.4% of the trips taken during the sample period.

Figure 78 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.
3.18 Decatur County - MIDS

MIDS-Decatur operates a rural public transit system. Rural demand response provides service throughout the service area of the Southwest Georgia Regional Commission, which includes the following counties:

- Baker
- Colquitt
- Decatur
- Dougherty
- Early
- Grady
- Lee
- Miller
- Mitchell
- Seminole

The service area also includes the following cities that fall outside of the counties listed above:

- Arlington
- Dawson
- Sylvester

The following is an analysis of MIDS-Decatur trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the Routematch platform to gather trip data during the sample period.

### 3.18.1 Summary Operating and Ridership Statistics

MIDS-Decatur provided 2,506 trips during April 2019. Throughout the month, the system served 394 unique riders, averaging 6.4 trips per person.

Nine vehicles provided this service, averaging 137 revenue hours per vehicle during the sample period.

*Table 34* summarizes key operating and ridership statistics for demand response service during the month of April.

#### 3.18.2 Top Origins and Destinations

The data provided represents a sample of trips taken over the course of a year. Only trips made during the month of April 2019 were analyzed in this report.

*Figure 79* shows MIDS-Decatur’s top ten trip origins and destinations for the month. County services, health care providers, and employers comprise many of the top origins and destinations, indicating that MIDS-Decatur is providing valuable transportation service for the community.

The data shows that MIDS-Decatur’s service connects riders to health care and community resources and enables them to make social connections and participate in the economy.

<table>
<thead>
<tr>
<th>Total Trips Provided</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,506</td>
<td>394</td>
<td>6.4</td>
<td>9</td>
<td>1,233</td>
</tr>
</tbody>
</table>
3.18.3 Trip Origins and Destinations

Figure 80 shows a heatmap of all MIDS-Decatur’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area.

Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in Bainbridge.
3.18.4 Map and List of Destinations Outside Jurisdiction

Figure 81 depicts destinations outside the MIDS-Decatur primary jurisdiction while Table 35 shows the top 5 among those destinations. In total, 149 trips crossed jurisdictional lines during the sample period. This accounts for 5.9% of all trips taken during April 2019.

The destinations outside of the service area consisted of specialized medical services in Thomas County. These destinations indicate that MIDS-Decatur provides critical transportation connections for the community.

Table 35: MIDS-Decatur Top 5 Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southern Interventional Pain Center</td>
<td>615 S Hansell St, Thomasville, GA, 31792</td>
<td>Thomas</td>
<td>12</td>
</tr>
<tr>
<td>Cancer Center</td>
<td>919 S Broad St, Thomasville, GA, 31792</td>
<td>Thomas</td>
<td>12</td>
</tr>
<tr>
<td>Urology Services</td>
<td>116 Mimosa Dr, Thomasville, GA, 31792</td>
<td>Thomas</td>
<td>10</td>
</tr>
<tr>
<td>South Georgia Surgical Associates</td>
<td>100 Mimosa Dr, Thomasville, GA, 31792</td>
<td>Thomas</td>
<td>9</td>
</tr>
<tr>
<td>Georgia Pines Mental Health</td>
<td>1102 Smith Ave, Thomasville, GA, 31792</td>
<td>Thomas</td>
<td>9</td>
</tr>
</tbody>
</table>

In Table 35, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.
3.18.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘LogistiCare’ category (40.4%). Other major funding categories were ‘R10 Decatur-Seminole Service Center’ (36.2%) and ‘Public Fares’ (17%).

Figure 82 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.

Figure 82: MIDS-Decatur Trip Share by Funding Source, April 2019
3.19  Dooly – Macon – Wilcox

RMS, Inc. operates rural public transit systems in both Dooly, Macon, and Wilcox Counties. The operator provided the trip data for all three systems as a combined dataset, so they are analyzed together as one service area consisting of three adjacent counties. Rural demand response provides service throughout the service area of Dooly, Macon, and Wilcox Counties.

The following is an analysis of Dooly-Macon-Wilcox trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.19.1 Summary Operating and Ridership Statistics

Dooly-Macon-Wilcox scheduled 5,388 trips during April 2019. Approximately 84% of those scheduled trips were ultimately provided while 15% of trips were cancelled by riders in advance. The remaining trips were passenger no-shows.

Table 36: Dooly-Macon-Wilcox Operating and Ridership Statistics - April 2019

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Passenger No-shows</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>5,388</td>
<td>4,546</td>
<td>807</td>
<td>35</td>
<td>694</td>
<td>7.8</td>
<td>13</td>
<td>212</td>
</tr>
</tbody>
</table>

Throughout the month, the system served 694 unique riders, averaging 7.8 trips per person. Thirteen different vehicles provided this service, averaging about 16 revenue hours per vehicle. Table 36 summarizes key operating and ridership statistics for demand response service during the month of April.

3.19.2 Top Origins and Destinations

Figure 83 shows Dooly-Macon-Wilcox’s top ten trip origins and destinations for the month analyzed. Healthcare facilities comprise many of the top origins and destinations, indicating Dooly-Macon-Wilcox is providing valuable transportation service for the community.

The data shows that Dooly-Macon-Wilcox’s transit service connects riders to health care and other amenities and enables them to make social connections and participate in the economy.
Figure 84 shows a heatmap of all Dooly-Macon-Wilcox’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area.

Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in Cordele, which is outside the service area. Other major trip density nodes appear in Vienna, Montezuma, and Fort Valley.

3.19.3 Residential Origins and Destinations

Figure 85 depicts residential pickups and drop-offs throughout the demand response service area. Residential trip activity appears similar to the previous map, but with less activity outside of the service area.
3.19.4 Map and List of Destinations Outside Jurisdiction

Figure 86 depicts destinations outside the Dooly-Macon-Wilcox primary jurisdiction while Table 37 shows the top 5 among those destinations. In total, 1,582 trips crossed jurisdictional lines during the sample period.

Outside jurisdiction trips accounted for almost 35% of trips provided during the sample period. These trips occurred at 392 unique locations.
### Table 37: Dooly-Macon-Wilcox Top 5 Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. Renal Care</td>
<td>292 Industrial Blvd, Hawkinsville, GA, 31036</td>
<td>Pulaski</td>
<td>106</td>
</tr>
<tr>
<td>Crisp Regional Dialysis Center</td>
<td>1302 N 5th St, Cordele, GA, 31015</td>
<td>Crisp</td>
<td>105</td>
</tr>
<tr>
<td>DaVita Cordele Dialysis Center</td>
<td>1013 16th Ave E, Cordele, GA, 31015</td>
<td>Crisp</td>
<td>96</td>
</tr>
<tr>
<td>Perry Dialysis Center</td>
<td>1027 Keith Dr, Perry, GA, 31069</td>
<td>Houston</td>
<td>60</td>
</tr>
<tr>
<td>DaVita Dialysis Center of Middle Georgia</td>
<td>509 N Houston Rd, Warner Robins, GA, 31093</td>
<td>Houston</td>
<td>29</td>
</tr>
</tbody>
</table>

#### 3.19.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘LogistiCare’ category (59.1%). Other major funding categories were ‘Public Transit’, ‘DHS Aging – Dooley’, and ‘DHS Aging – Crisp County’, which funded 19.7%, 8.9%, and 7.5% of trips, respectively.

Figure 87 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.
3.20 Glascock County Transit

Glascock County Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Glascock County, GA.

The following is an analysis of Glascock County Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.20.1 Summary Operating and Ridership Statistics

Glascock County Transit scheduled 428 trips during April 2019. Approximately 80% of those scheduled trips were ultimately provided while almost 20% of trips were cancelled by riders in advance. There was one passenger no-show during the sample period.

Table 38 summarizes key operating and ridership statistics for demand response service during the month of April.

3.20.2 Top Origins and Destinations

Figure 88 shows Glascock County Transit’s top ten trip origins and destinations for the month analyzed. Community facilities, retailers, and healthcare providers comprise many of the top origins and destinations, indicating Glascock County Transit is providing valuable transportation service for the community.

The data shows that Glascock County Transit’s service connects riders to amenities and enables them to make social connections and participate in the economy.

<table>
<thead>
<tr>
<th>Total Trips</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Passenger No-Shows</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>428</td>
<td>342</td>
<td>85</td>
<td>1</td>
<td>28</td>
<td>15.3</td>
<td>2</td>
<td>138</td>
</tr>
</tbody>
</table>
Figure 88: Glascock County Transit Top Trip Origins and Destinations

<table>
<thead>
<tr>
<th>Location</th>
<th>Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gibson Senior Center</td>
<td>77</td>
</tr>
<tr>
<td>Dollar General</td>
<td>61</td>
</tr>
<tr>
<td>Gibson Mini Mart</td>
<td>42</td>
</tr>
<tr>
<td>Walmart</td>
<td>19</td>
</tr>
<tr>
<td>Glascock County Transit Office</td>
<td>12</td>
</tr>
<tr>
<td>Gibson Village</td>
<td>12</td>
</tr>
<tr>
<td>Usry's Mobile Home Supply</td>
<td>10</td>
</tr>
<tr>
<td>Jet Food #30</td>
<td>10</td>
</tr>
<tr>
<td>Hometown Market</td>
<td>8</td>
</tr>
<tr>
<td>Gibson Health and Rehabilitation</td>
<td>8</td>
</tr>
</tbody>
</table>

Figure 89 shows a heatmap of all Glascock County Transit’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area. Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in Gibson, which is the county seat. Another major trip node appears outside the service area in Thomson. Additional trips occurred in Augusta and Sandersville.

3.20.3 Residential Origins and Destinations

Figure 90 depicts residential pickups and drop-offs throughout the demand response service area. Residential trip activity was focused within the service area in central and eastern Gibson. Another small node exists in the eastern portion of the county.
3.20.4 Map and List of Destinations Outside Jurisdiction

Figure 91 depicts destinations outside the Glascock County Transit primary jurisdiction while Table 39 shows the top 5 among those destinations. In total, 76 trips crossed jurisdictional lines during the sample period.

Outside jurisdiction trips accounted for 22% of trips provided during the sample period. These trips occurred at nine unique locations.

In Table 39, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.

The top five destinations are comprised of retailers and medical facilities in Richmond and McDuffie Counties. These destinations indicate that Glascock County Transit provides critical transportation connections for the community.
Table 39: Glascock County Transit Top 5 Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kroger</td>
<td>3435 Wrightsboro Road, Augusta, GA, 30909</td>
<td>Richmond</td>
<td>4</td>
</tr>
<tr>
<td>Thomson Podiatry Associates</td>
<td>1043 Washington, Thomson, GA, 30824</td>
<td>McDuffie</td>
<td>3</td>
</tr>
<tr>
<td>Waffle House</td>
<td>1096 Claussen Road, Augusta, GA, 30907</td>
<td>Richmond</td>
<td>3</td>
</tr>
<tr>
<td>Bee’s Honey Consignment (Antiques)</td>
<td>118 Black, Thomson, GA, 30824</td>
<td>McDuffie</td>
<td>3</td>
</tr>
<tr>
<td>University Primary Care</td>
<td>3486 Peach Orchard Road, Augusta, GA, 30906</td>
<td>Richmond</td>
<td>3</td>
</tr>
</tbody>
</table>

3.20.5 Trips by Funding Source

All of Glascock County Transit’s demand response trips provided during the month of April were funded by the Section 5311 program, meaning all were rural public transit trips.
3.21 Grady County – MIDS

MIDS-Grady operates a rural public transit system. Rural demand response provides service throughout the service area of the Southwest Georgia Regional Commission (SWGRC), which includes the following counties:

- Baker
- Colquitt
- Decatur
- Dougherty
- Early
- Grady
- Lee
- Miller
- Mitchell
- Seminole

The service area also includes the following cities that fall outside of the counties listed above:

- Arlington
- Dawson
- Sylvester

The following is an analysis of MIDS-Grady trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the Routematch platform to gather trip data during the sample period.

### 3.21.1 Summary Operating and Ridership Statistics

MIDS-Grady provided 2,325 trips during April 2019. Throughout the month, the system served 245 unique riders, averaging 9.5 trips per person.

Five vehicles provided this service, averaging 231 revenue hours per vehicle during the sample period.

Table 40 summarizes key operating and ridership statistics for demand response service during the month of April.

### 3.21.2 Top Origins and Destinations

The data provided represents a sample of trips taken over the course of a year. Only trips made during the month of April 2019 were analyzed in this report.

Figure 92 shows MIDS-Grady’s top ten trip origins and destinations for the month. County services, health care providers, employers, and residences comprise many of the top origins and destinations, indicating that MIDS-Grady is providing valuable transportation service for the community.

The data shows that MIDS-Grady’s service connects riders to health care and community resources and enables them to make social connections and participate in the economy.

<table>
<thead>
<tr>
<th>Total Trips Provided</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,325</td>
<td>245</td>
<td>9.5</td>
<td>5</td>
<td>1,157</td>
</tr>
</tbody>
</table>
3.21.3 Trip Origins and Destinations

Figure 93 shows a heatmap of all MIDS-Grady’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area.

Yellow represents a higher density of trips while purple represents lower trip density. Three nodes of trip density occurred during the sample period. These nodes appear in Bainbridge, Cairo, and Thomasville. The latter city is outside the SWGRC service area.

Figure 93: MIDS-Grady Trip Origins and Destinations
3.21.4 Map and List of Destinations Outside Jurisdiction

Figure 94 depicts destinations outside the MIDS-Grady primary jurisdiction while Table 41 shows the top 5 among those destinations. In total, 254 trips crossed jurisdictional lines during the sample period. This accounts for 10.9% of all trips taken during April 2019.

Figure 94: MIDS-Grady Destinations Outside Service Area

The destinations outside of the service area consisted of specialized medical services and residences in Thomas County. These destinations indicate that MIDS-Grady provides critical transportation connections for the community.

Table 41: MIDS-Grady Top 5 Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgia Pines Mental Health</td>
<td>1102 Smith Ave, Thomasville, GA, 31792</td>
<td>Thomas</td>
<td>33</td>
</tr>
<tr>
<td>DaVita Red Hills Dialysis</td>
<td>201 Old Albany Rd, Thomasville, GA, 31792</td>
<td>Thomas</td>
<td>20</td>
</tr>
<tr>
<td>Georgia Pines Lakeview PCH</td>
<td>349 Shoreline Dr, Thomasville, GA, 31792</td>
<td>Thomas</td>
<td>15</td>
</tr>
<tr>
<td>Fresenius Kidney Care Thomasville</td>
<td>300 W Jackson St, Thomasville, GA, 31792</td>
<td>Thomas</td>
<td>13</td>
</tr>
<tr>
<td>South Georgia Surgical Associates</td>
<td>100 Mimosa Dr, Thomasville, GA, 31792</td>
<td>Thomas</td>
<td>10</td>
</tr>
</tbody>
</table>

In Table 41, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.
### 3.21.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘LogistiCare’ category (32.7%). Other major funding categories were ‘R10 Decatur-Seminole Service Center’ (22.5%) and ‘R10 Heritage Foundation Mayas House’ (10.7%).

**Figure 95** shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.

*Figure 95: MIDS-Grady Trip Share by Funding Source, April 2019*
3.22 Habersham County Transit

Habersham County Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Habersham County, GA.

The following is an analysis of Habersham County Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.22.1 Summary Operating and Ridership Statistics

Habersham County Transit scheduled 889 trips during April 2019. Approximately 85% of those scheduled trips were ultimately provided while about 12% of trips were cancelled by riders in advance. The remaining trips were cancelled on arrival and passenger no-shows.

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Trips Cancelled on Arrival</th>
<th>Passenger No-Show</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>889</td>
<td>757</td>
<td>110</td>
<td>19</td>
<td>3</td>
<td>62</td>
<td>14.3</td>
<td>2</td>
<td>389</td>
</tr>
</tbody>
</table>

Throughout the month, the system served 62 unique riders, averaging 14.3 trips per person. Two different vehicles provided this service, averaging about 195 revenue hours per vehicle.

**Table 42** summarizes key operating and ridership statistics for demand response service during the month of April.

3.22.2 Top Origins and Destinations

**Figure 96** shows Habersham County Transit’s top ten trip origins and destinations for the month analyzed. Healthcare providers, retailers, and residences comprise many of the top origins and destinations, indicating Habersham County Transit is providing valuable transportation service for the community.

The data shows that Habersham County Transit’s service connects riders to amenities and enables them to make social connections and participate in the economy.
Figure 96: Habersham County Transit Top Trip Origins and Destinations

Figure 97 shows a heatmap of all Habersham County Transit's demand response origins and destinations during the month of April. The dark gray polygon represents the service area. Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in Demorest, along U.S. Highway 23. Additional trips occurred in Clarkesville and Cornelia.

3.22.3 Residential Origins and Destinations

Figure 98 depicts residential pickups and drop-offs throughout the demand response service area. Residential trip activity was focused on the same major node along U.S. 23 in Demorest. Some residential trip activity also occurred in Cornelia.
3.22.4 Map and List of Destinations Outside Jurisdiction

Figure 99 depicts destinations outside the Habersham County Transit primary jurisdiction. In total, five trips crossed jurisdictional lines during the sample period.

Outside jurisdiction trips accounted for 0.05% of trips provided during the sample period. These trips occurred at one location.

3.22.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘Avita’ category (68.4%). Avita Community Partners is an organization that serves persons experiencing the effects of mental illness, developmental disabilities, and addictive diseases within a 13-county area in northeast Georgia. The other major funding category was ‘General Public’, which covered 31.6% of trips during the sample period.
**Figure 100** shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.
3.23 Hall Area Transit

Hall Area Transit operates fixed route, paratransit, and demand response transit service. Urban service is provided via six fixed routes. Rural demand response provides service throughout Hall County.

The following is an analysis of Hall County Transit’s demand response and paratransit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.23.1 Summary Operating and Ridership Statistics

Hall Area Transit scheduled 1,462 paratransit and demand response trips during April 2019. Approximately 78% of those scheduled trips were ultimately provided while 19% of trips were cancelled by riders in advance. The remaining trips were passenger no-shows.

Throughout the month, the system served 117 unique riders, averaging 12.5 trips per person. Seven different vehicles provided this service, averaging about 48 revenue hours per vehicle.

Table 43 summarizes key operating and ridership statistics for Hall Area Transit’s demand response service during the month of April.

3.23.2 Top Origins and Destinations

Figure 101 shows Hall Area Transit’s top ten paratransit and demand response trip origins and destinations for the month analyzed. Healthcare providers, senior centers, grocery stores, government services, and residences comprise many of the top origins and destinations, indicating Hall Area Transit is providing valuable transportation service for the community.

The data shows that Hall Area Transit’s service connects riders to health care and other amenities and enables them to make social connections and participate in the economy.

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Total Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Passenger No-Shows</th>
<th>Unique Riders</th>
<th>Mean One-Way Trips Per Rider</th>
<th>Vehicles in Service</th>
<th>Vehicle Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,462</td>
<td>1,145</td>
<td>284</td>
<td>33</td>
<td>117</td>
<td>12.5</td>
<td>7</td>
<td>334</td>
</tr>
</tbody>
</table>
Figure 102 shows a heatmap of all Hall Area Transit’s paratransit and demand response origins and destinations during the month of April. The dark gray polygon represents the service area, which is Hall County.

Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in central and northern Gainesville. Other small nodes of trip activity occur in Oakwood and Flowery Branch.

3.23.3 Residential Origins and Destinations

Figure 103 depicts residential pickups and drop-offs throughout the demand response service area. Unlike the previous figure, most residences appear to be widely spread in northern Gainesville, with a secondary node of residences in Flowery Branch.
3.23.4 Map and List of Destinations Outside Jurisdiction

All paratransit and demand response trips during April 2019 occurred within the service area of Hall County.

3.23.5 Trips by Funding Source

The largest share of paratransit and demand response trips provided during the month of April was funded by the ‘Public Transit’ category (93.4%). Other major funding categories were ‘Guest House’ and ‘ADA’, which funded 3.8% and 2.8% of trips, respectively.

Figure 104 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.
3.24 Haralson County Transit

Haralson County Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Haralson County, GA.

The following is an analysis of Haralson County Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.24.1 Summary Operating and Ridership Statistics

Haralson County Transit scheduled 601 trips during April 2019. Approximately 80% of those scheduled trips were ultimately provided while about 17% of trips were cancelled by riders in advance. The remaining trips were cancelled on arrival and passenger no-shows.

Throughout the month, the system served 120 unique riders, averaging 5 trips per person. Six different vehicles provided this service. Revenue Hours were not available for Haralson County due to a lack of accurate pickup and drop-off time data in the trip report during the sample period.

Table 44 summarizes key operating and ridership statistics for demand response service during the month of April.

3.24.2 Top Origins and Destinations

Figure 105 shows Haralson County Transit’s top ten trip origins and destinations for the month analyzed. Healthcare providers and retailers comprise many of the top origins and destinations, indicating Haralson County Transit is providing valuable transportation service for the community.

The data shows that Haralson County Transit’s service connects riders to amenities and enables them to make social connections and participate in the economy.

Table 44: Haralson County Transit Operating and Ridership Statistics - April 2019

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Passenger No-Shows</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>601</td>
<td>482</td>
<td>104</td>
<td>15</td>
<td>120</td>
<td>5</td>
<td>6</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Figure 105 shows the top trip origins and destinations for Haralson County Transit. The bar chart indicates that Walmart has the highest number of trips (83), followed by Haralson Behavioral Health (20) and Ingle's (18). Other locations with notable trip counts include Alliance Spine Pain Management, Tallapoosa Pigly Wiggly, Tallapoosa Family Health, DR Surapu, DR Parrish, and Buchanan Medical, each with 12 trips.

Figure 106 shows a heatmap of all Haralson County Transit’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area. Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in Bremen. Other trip nodes inside the service area appear in Buchanan and Tallapoosa.

Outside the service area, a major node appears in Carrollton, with some additional trips occurring in Villa Rica.

3.24.3 Residential Origins and Destinations

Figure 107 depicts residential pickups and drop-offs throughout the demand response service area. Residential trip activity was more dispersed throughout the county, with trips occurring throughout most of the county.
Like the previous figure, trips appear to have a higher density near the incorporated areas of Bremen, Tallapoosa, and Buchanan.

**Figure 107: Haralson County Transit Residential Pick-up/Drop-Off Locations**

Outside jurisdiction trips accounted for 20% of trips provided during the sample period. These trips occurred at 28 unique locations. Most trips outside the service area occurred in Carrollton and Villa Rica.

**Figure 108: Haralson County Transit Destinations Outside Service Area**

In **Table 45**, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.

The top five destinations are comprised of specialized medical services in neighboring Carroll County. These destinations indicate that Haralson County Transit provides critical transportation connections for the community.

**3.24.4 Map and List of Destinations Outside Jurisdiction**

**Figure 108** depicts destinations outside the Haralson County Transit primary jurisdiction while **Table 39** shows the top 5 among those destinations. In total, 96 trips crossed jurisdictional lines during the sample period.
Table 45: Haralson County Transit Top 5 Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Professional Park Medical Services</td>
<td>100 Professional Pl, Carrollton, GA, 30117</td>
<td>Carroll</td>
<td>16</td>
</tr>
<tr>
<td>Spine &amp; MRI Center - Carrollton Orthopedic Clinic</td>
<td>812 S Park St, Carrollton, GA, 30117</td>
<td>Carroll</td>
<td>15</td>
</tr>
<tr>
<td>West Georgia Gastroenterology</td>
<td>157 Clinic Ave, Carrollton, GA, 30117</td>
<td>Carroll</td>
<td>11</td>
</tr>
<tr>
<td>Tanner Medical Center</td>
<td>705 Dixie St, Carrollton, GA, 30117</td>
<td>Carroll</td>
<td>7</td>
</tr>
<tr>
<td>Carrollton Orthopedic Clinic</td>
<td>150 Clinic Ave, Carrollton, GA, 30117</td>
<td>Carroll</td>
<td>6</td>
</tr>
</tbody>
</table>

3.24.5 Trips by Funding Source

All of Haralson County Transit’s demand response trips provided during the month of April were funded by the Section 5311 program, meaning all were rural public transit trips.
3.25 Hart Transit

Hart Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Hart County, GA.

The following is an analysis of Hart Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.25.1 Summary Operating and Ridership Statistics

Hart Transit scheduled 1,033 trips during April 2019. Approximately 80% of those scheduled trips were ultimately provided while about 20% of trips were cancelled by riders in advance. There were no passenger no-shows recorded during the sample period.

Table 46 summarizes key operating and ridership statistics for demand response service during the month of April.

3.25.2 Top Origins and Destinations

Figure 109 shows Hart Transit's top ten trip origins and destinations for the month analyzed. Healthcare providers and retailers make up many of the top locations, indicating Hart Transit is providing valuable transportation service for the community.

The data shows that Hart Transit's service connects riders to amenities and enables them to make social connections and participate in the economy.

Table 46: Hart Transit Operating and Ridership Statistics - April 2019

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Passenger No-Shows</th>
<th>Unique Riders</th>
<th>Mean Trips One-way per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,033</td>
<td>832</td>
<td>201</td>
<td>0</td>
<td>40</td>
<td>25.8</td>
<td>2</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Figure 109 shows a heatmap of all Hart Transit’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area.

Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in central and eastern Hartwell, which is the county seat. Other small trip nodes appear throughout the county.

3.25.3 Residential Origins and Destinations

Figure 111 depicts residential pickups and drop-offs throughout the demand response service area. Residential trip activity was more dispersed throughout the county, with trips occurring throughout the county.

Like the previous figure, trips appear to have a higher density near the incorporated areas of Hartwell, with a large node of activity to the south of Hartwell, near State Route 172.
3.25.4 Map and List of Destinations Outside Jurisdiction

Figure 112 depicts destinations outside the Hart Transit primary jurisdiction while Table 47 shows the top 5 among those destinations. In total, one trip crossed jurisdictional lines during the sample period.

Outside jurisdiction trips accounted for 0.1% of trips provided during the sample period. These trips occurred at one location in Royston, GA.

In Table 47, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.

The only destination outside the service area was medical center in neighboring Franklin County. This destination indicates that Hart Transit provides critical transportation connections for the community.
Table 47: Hart Transit Destination Outside Service Area

<table>
<thead>
<tr>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Piedmont Athens Regional Royston Health Campus</td>
<td>Franklin</td>
<td>1</td>
</tr>
<tr>
<td>930 Franklin Springs St, Royston, GA, 30662</td>
<td>Franklin</td>
<td>1</td>
</tr>
</tbody>
</table>

3.25.5 Trips by Funding Source

The largest share of paratransit and demand response trips provided during the month of April was funded by the ‘Mental Health’ category (46.9%). Other major funding categories were ‘Aging’ and ‘Rural General Public’, which funded 37.2% and 16% of trips, respectively.

Figure 113 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.

Figure 113: Hart Transit Trip Share by Funding Source, April 2019
3.26 Heard County Transit

Heard County Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Heard County, GA.

The following is an analysis of Heard County Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.26.1 Summary Operating and Ridership Statistics

Heard County Transit scheduled 461 trips during April 2019. Approximately 83% of those scheduled trips were ultimately provided while about 16% of trips were cancelled by riders in advance. The remaining trips were cancelled on arrival or passenger no-shows.

Throughout the month, the system served 42 unique riders, averaging 11 trips per person. Two different vehicles provided this service, averaging 83 revenue hours per vehicle during the sample period.

**Table 48** summarizes key operating and ridership statistics for demand response service during the month of April.

3.26.2 Top Origins and Destinations

*Figure 114* shows Heard County Transit’s top ten trip origins and destinations for the month analyzed. Healthcare providers, retailers, and residences make up many of the top locations, indicating Heard County Transit is providing valuable transportation service for the community.

The data shows that Heard County Transit’s service connects riders to amenities and enables them to make social connections and participate in the economy.

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Trips Cancelled on Arrival</th>
<th>Passenger No-Shows</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>461</td>
<td>381</td>
<td>73</td>
<td>3</td>
<td>4</td>
<td>42</td>
<td>11</td>
<td>2</td>
<td>166</td>
</tr>
</tbody>
</table>
Figure 114 shows a heatmap of all Heard County Transit’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area.

Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in central Franklin, which is the county seat. Other small trip nodes appear throughout the county and in Newnan, which is outside the service area.

3.26.3 Residential Origins and Destinations

Figure 116 depicts residential pickups and drop-offs throughout the demand response service area. Residential trip activity was more dispersed throughout the county, with trips occurring throughout the county.

Unlike the previous figure, residential pickups and drop-offs tend to be clustered outside of central Franklin, with the largest nodes corresponding to major roadways in the service area.
3.26.4 Map and List of Destinations Outside Jurisdiction

Figure 117 depicts destinations outside the Heard County Transit primary jurisdiction while Table 49 shows the top 5 among those destinations. In total, 69 trips crossed jurisdictional lines during the sample period.

Outside jurisdiction trips accounted for 15% of trips provided during the sample period. These trips occurred in nearby Newnan, Carrollton, and LaGrange.

In Table 49, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.

The destinations outside of the service area consisted of community amenities and retailers. These destinations indicate that Heard County Transit provides critical transportation connections for the community.
Table 49: Heard County Transit Top 5 Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rutledge Center for Developmentally Disabled Adults</td>
<td>61 Hospital Rd, Newnan, GA, 30263</td>
<td>Coweta</td>
<td>36</td>
</tr>
<tr>
<td>Pathways Service Center</td>
<td>1710 Shorewood, Lagrange, GA, 30240</td>
<td>Troup</td>
<td>22</td>
</tr>
<tr>
<td>Department of Community Supervision – Newnan</td>
<td>51 Perry St, Newnan, GA, 30263</td>
<td>Coweta</td>
<td>3</td>
</tr>
<tr>
<td>Walmart</td>
<td>803 New Franklin Rd, Lagrange, GA, 30240</td>
<td>Troup</td>
<td>2</td>
</tr>
<tr>
<td>Red Roof Inn</td>
<td>1111 Bankhead Hwy, Carrollton, GA, 30117</td>
<td>Carroll</td>
<td>1</td>
</tr>
</tbody>
</table>

3.26.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘Rural General Public’ category (48.4%). Other major funding categories were ‘DHS Senior Center Core’ and ‘DHS Rutledge Long Distance’, which funded 16.5% and 10.4% of trips, respectively.

Figure 118 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.
3.27 Jackson County Transit

Jackson County Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Jackson County, GA.

The following is an analysis of Jackson County Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.27.1 Summary Operating and Ridership Statistics

Jackson County Transit scheduled 1,276 trips during April 2019. Approximately 70% of those scheduled trips were ultimately provided while about 24% of trips were cancelled by riders in advance. The remaining trips were cancelled on arrival or passenger no-shows.

Table 50 summarizes key operating and ridership statistics for demand response service during the month of April.

3.27.2 Top Origins and Destinations

Figure 119 shows Jackson County Transit’s top ten trip origins and destinations for the month analyzed. Community resources, healthcare providers, and employers make up many of the top locations, indicating Jackson County Transit is providing valuable transportation service for the community.

The data shows that Jackson County Transit’s service connects riders to amenities and enables them to make social connections and participate in the economy.

Table 50: Jackson County Transit Operating and Ridership Statistics - April 2019

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Trips Cancelled on Arrival</th>
<th>Passenger No-Shows</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,276</td>
<td>901</td>
<td>311</td>
<td>2</td>
<td>62</td>
<td>66</td>
<td>19.3</td>
<td>5</td>
<td>508</td>
</tr>
</tbody>
</table>
Figure 119: Jackson County Transit Top Trip Origins and Destinations

<table>
<thead>
<tr>
<th>Location</th>
<th>Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>JACKSON CREATIVE</td>
<td>313</td>
</tr>
<tr>
<td>SENIOR CENTER</td>
<td>134</td>
</tr>
<tr>
<td>WAYNE POULTRY</td>
<td>71</td>
</tr>
<tr>
<td>QUALITY FOODS</td>
<td>69</td>
</tr>
<tr>
<td>KUBOTA</td>
<td>66</td>
</tr>
<tr>
<td>POTTERS HOUSE</td>
<td>56</td>
</tr>
<tr>
<td>TOYOTA TACG</td>
<td>54</td>
</tr>
<tr>
<td>JACKSON MENTAL HEALTH</td>
<td>41</td>
</tr>
<tr>
<td>ATHENS DEVITA</td>
<td>26</td>
</tr>
<tr>
<td>ATHENS RENAL CENTER</td>
<td>24</td>
</tr>
</tbody>
</table>

Figure 120: Jackson County Transit Trip Origins and Destinations

Figure 120 shows a heatmap of all Jackson County Transit’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area.

Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in Commerce. Other trip nodes appear throughout the county and in Athens, which is outside the service area.

3.27.3 Residential Origins and Destinations

Figure 121 depicts residential pickups and drop-offs throughout the demand response service area. The highest density of residential activity during the sample period occurred in Jefferson. Other nodes of activity occurred in Commerce, Pendergrass, Braselton, Maysville, Nicholson, and Bogart.
3.27.4 Map and List of Destinations Outside Jurisdiction

Figure 122 depicts destinations outside the Jackson County Transit primary jurisdiction while Table 51 shows the top 5 among those destinations. In total, 64 trips crossed jurisdictional lines during the sample period.

Outside jurisdiction trips accounted for 7% of trips provided during the sample period.

In Table 51, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.

The destinations outside of the service area consisted of specialized medical services and retailers in neighboring Hall County and Clarke County. These destinations indicate that Jackson County Transit provides critical transportation connections for the community.
Table 51: Jackson County Transit Top 5 Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Specialty Clinics of GA – Orthopedics</td>
<td>1241 Friendship Rd, Braselton, GA, 30517</td>
<td>Hall</td>
<td>13</td>
</tr>
<tr>
<td>Advantage Behavioral Health Systems</td>
<td>240 Mitchell Bridge Rd, Athens, GA, 30606</td>
<td>Clarke</td>
<td>13</td>
</tr>
<tr>
<td>Classic City Dialysis</td>
<td>1686 Prince Ave, Athens, GA, 30601</td>
<td>Clarke</td>
<td>12</td>
</tr>
<tr>
<td>Athens Renal Center</td>
<td>2047 Prince Ave, Athens, GA, 30601</td>
<td>Clarke</td>
<td>12</td>
</tr>
<tr>
<td>Goodwill of North Georgia: East Athens Store</td>
<td>4070 Lexington Rd, Athens, GA, 30605</td>
<td>Clarke</td>
<td>4</td>
</tr>
</tbody>
</table>

3.27.5 Trips by Funding Source

All trips during the sample period of April 2019 were funded by the ‘Rural General Public’ category.
3.28 Jefferson Transit

Jefferson Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Jefferson County, GA.

The following is an analysis of Jefferson Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.28.1 Summary Operating and Ridership Statistics

Jefferson Transit scheduled 3,976 trips during April 2019. Approximately 64% of those scheduled trips were ultimately provided while about 34% of trips were cancelled by riders in advance. The remaining trips were passenger no-shows.

Table 52 summarizes key operating and ridership statistics for demand response service during the month of April.

3.28.2 Top Origins and Destinations

Figure 123 shows Jefferson Transit’s top ten trip origins and destinations for the month analyzed. Community resources, healthcare providers, and employers make up many of the top locations, indicating Jefferson Transit is providing valuable transportation service for the community.

The data shows that Jefferson Transit’s service connects riders to amenities and enables them to make social connections and participate in the economy.

Table 52: Jefferson Transit Operating and Ridership Statistics - April 2019

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Passenger No-Shows</th>
<th>Unique Riders</th>
<th>Mean One-Way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>3,976</td>
<td>2,535</td>
<td>1,364</td>
<td>77</td>
<td>213</td>
<td>18.7</td>
<td>8</td>
<td>903</td>
</tr>
</tbody>
</table>
Figure 123: Jefferson Transit Top Trip Origins and Destinations

<table>
<thead>
<tr>
<th>Location</th>
<th>Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>LEISURE CENTER</td>
<td>533</td>
</tr>
<tr>
<td>COASTAL PROCESSING</td>
<td>323</td>
</tr>
<tr>
<td>L’VILLE DIALYSIS</td>
<td>305</td>
</tr>
<tr>
<td>LAMB BROTHERS LUMBER</td>
<td>190</td>
</tr>
<tr>
<td>HEAD START PROGRAM</td>
<td>84</td>
</tr>
<tr>
<td>LOUISVILLE ACADEMY</td>
<td>69</td>
</tr>
<tr>
<td>LEWIS STEEL WORKS</td>
<td>69</td>
</tr>
<tr>
<td>LOUISVILLE MIDDLE SCHOOL</td>
<td>68</td>
</tr>
<tr>
<td>JEFFERSON CO HIGH SCHOOL</td>
<td>62</td>
</tr>
<tr>
<td>SANDERSVILLE TECH COLLEGE</td>
<td>58</td>
</tr>
</tbody>
</table>

Figure 123 shows a heatmap of all Jefferson Transit’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area. Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in central and western Louisville. Other trip nodes appear in Wadley and Wrens, on the U.S. 221 corridor.

3.28.3 Residential Origins and Destinations

Figure 125 depicts residential pickups and drop-offs throughout the demand response service area. Like the previous figure, residential trip density appears to be clustered along the incorporated areas of Wrens, Louisville, and Wadley, following the U.S. 221 and U.S. 1 corridors.
3.28.4 Map and List of Destinations Outside Jurisdiction

Figure 126 depicts destinations outside the Jefferson Transit primary jurisdiction while Table 53 shows the top 5 among those destinations. In total, 62 trips crossed jurisdictional lines during the sample period.

Outside jurisdiction trips accounted for 2.4% of trips provided during the sample period.

In Table 53, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.

The destinations outside of the service area consisted of specialized medical services and retailers in nearby Laurens, Richmond, and Columbia counties. These destinations indicate that Jefferson Transit provides critical transportation connections for the community.
Table 53: Jefferson Transit Top 5 Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ole Times Country Buffet</td>
<td>1636 Veterans Blvd, Dublin, GA, 31021</td>
<td>Laurens</td>
<td>22</td>
</tr>
<tr>
<td>Augusta Smiles Youth Dentistry</td>
<td>1631 Gordon Hwy, Augusta, GA, 30906</td>
<td>Richmond</td>
<td>5</td>
</tr>
<tr>
<td>Doctors Hospital of Augusta</td>
<td>3651 Wheeler Rd, Augusta, GA, 30909</td>
<td>Richmond</td>
<td>5</td>
</tr>
<tr>
<td>Charlie Norwood VA Medical Center</td>
<td>950 15th St, Downtown, Augusta, GA, 30904</td>
<td>Richmond</td>
<td>5</td>
</tr>
<tr>
<td>Golden Corral Buffet &amp; Grill</td>
<td>231 Bobby Jones Exp, Augusta, GA, 30907</td>
<td>Columbia</td>
<td>4</td>
</tr>
</tbody>
</table>

3.28.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘Public Transportation’ category (68.9%). The other funding category was ‘DHS Individuals’, which funded 31.1% of trips during the sample period.

Figure 127 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.
3.29  Lowndes County Transit

Lowndes County Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Lowndes County, GA.

The following is an analysis of Lowndes County Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the Routematch platform to gather trip data during the sample period.

3.29.1 Summary Operating and Ridership Statistics

Lowndes County Transit provided 2,885 trips during April 2019. Throughout the month, the system served 329 unique riders, averaging 8.8 trips per person.

Eight vehicles provided this service, averaging 132 revenue hours per vehicle during the sample period.

Table 54 summarizes key operating and ridership statistics for demand response service during the month of April.

3.29.2 Top Origins and Destinations

The data provided represents a sample of trips taken over the course of a year. Only trips made during the month of April 2019 were analyzed in this report.

Figure 128 shows Lowndes County Transit’s top ten trip origins and destinations for the month. County services, health care providers, and employers comprise many of the top origins and destinations, indicating that Lowndes County Transit is providing valuable transportation service for the community.

The data shows that Lowndes County Transit’s service connects riders to health care and community resources and enables them to make social connections and participate in the economy.

<table>
<thead>
<tr>
<th>Total Trips Provided</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,885</td>
<td>329</td>
<td>8.8</td>
<td>8</td>
<td>1,056</td>
</tr>
</tbody>
</table>
3.29.3 Trip Origins and Destinations

Figure 129 shows a heatmap of all Lowndes County Transit’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area.

Yellow represents a higher density of trips while purple represents lower trip density. During the sample period, trip density was concentrated in central Valdosta, with another small node of density in Sparks.

3.29.4 Map and List of Destinations Outside Jurisdiction

Figure 130 depicts destinations outside the Lowndes County Transit primary jurisdiction while Table 55 shows the top among those destinations. In total, 232 trips crossed jurisdictional lines during the sample period. This accounts for 8% of all trips taken during April 2019.
In Table 55, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.

The destinations outside of the service area consisted of an employer and medical provider in Brooks and Cooks counties. These destinations indicate that Lowndes County Transit provides critical transportation connections for the community.
3.29.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘Public Fares’ category (33.1%). Other major funding categories were ‘R11 Lowndes DD Center’ (14.7%) and ‘R11 Cook DD’ (9.3%).

Figure 131 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.

Figure 131: Lowndes County Transit Trip Share by Funding Source, April 2019
3.30 Lumpkin County Transit

Lumpkin County Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Lumpkin County, GA.

The following is an analysis of Lumpkin County Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.30.1 Summary Operating and Ridership Statistics

Lumpkin County Transit scheduled 714 trips during April 2019. Approximately 68% of those scheduled trips were ultimately provided while about 28% of trips were cancelled by riders in advance. The remaining trips were passenger no-shows.

Throughout the month, the system served 60 unique riders, averaging 11.9 trips per person. Two different vehicles provided this service, averaging 110 revenue hours per vehicle during the sample period.

Table 56: Lumpkin County Transit Operating and Ridership Statistics - April 2019

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Passenger No-Shows</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>714</td>
<td>483</td>
<td>203</td>
<td>28</td>
<td>60</td>
<td>11.9</td>
<td>2</td>
<td>220</td>
</tr>
</tbody>
</table>

The data shows that Lumpkin County Transit’s service connects riders to amenities and enables them to make social connections and participate in the economy. The data provided represents a sample of trips taken over the course of a year. Only trips taken during the month of April 2019 were analyzed in this report.
Figure 132: Lumpkin County Transit Top Trip Origins and Destinations

Figure 133: Lumpkin County Transit Trip Origins and Destinations

Figure 133 shows a heatmap of all Lumpkin County Transit’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area. Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in Dahlonega, near State Route 9. There was minimal trip activity in the rest of the county during the sample period.

3.30.3 Residential Origins and Destinations

Figure 134 depicts residential pickups and drop-offs throughout the demand response service area. Like the previous figure, residential trip density appears to be clustered in Dahlonega with almost no trip activity in the rest of Lumpkin County.
3.30.4 Map and List of Destinations Outside Jurisdiction

There were no trips outside of the service area during the sample period of April 2019.

3.30.5 Trips by Funding Source

All trips were funded by the ‘Rural General Public’ category during the sample period of April 2019.
3.31 Morgan County Transit System

Morgan County Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Morgan County, GA.

The following is an analysis of Morgan County Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.31.1 Summary Operating and Ridership Statistics

Morgan County Transit scheduled 2,919 trips during April 2019. Approximately 69% of those scheduled trips were ultimately provided while about 30% of trips were cancelled by riders in advance. The remaining trips were cancelled on arrival or passenger no-shows.

Throughout the month, the system served 176 unique riders, averaging 16.6 trips per person. Eight different vehicles provided this service, averaging 98 revenue hours per vehicle during the sample period.

Table 57 summarizes key operating and ridership statistics for demand response service during the month of April.

3.31.2 Top Origins and Destinations

Figure 135 shows Morgan County Transit’s top ten trip origins and destinations for the month analyzed. Community resources, healthcare providers, and retailers make up many of the top locations, indicating Morgan County Transit is providing valuable transportation service for the community.

The data shows that Morgan County Transit’s service connects riders to amenities and enables them to make social connections and participate in the economy.

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Trips Cancelled on Arrival</th>
<th>Passenger No-Shows</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,919</td>
<td>2,016</td>
<td>881</td>
<td>1</td>
<td>21</td>
<td>176</td>
<td>16.6</td>
<td>6</td>
<td>589</td>
</tr>
</tbody>
</table>
Figure 135 shows a heat map of all Morgan County Transit’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area. Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in the city limits of Madison, which is the county seat. A particularly high concentration of trips occurred near the intersection of U.S. 278 and U.S. 441, near central Madison.

3.31.3 Residential Origins and Destinations

Figure 137 depicts residential pickups and drop-offs throughout the demand response service area. Like the previous figure, residential trip density appears to be clustered in central Madison. Other nodes exist at the southern border of the county, as well as near Buckhead and Rutledge.
3.31.4 Map and List of Destinations Outside Jurisdiction

Figure 138 depicts destinations outside the Morgan County Transit primary jurisdiction while Table 58 shows the top 5 among those destinations. In total, two trips crossed jurisdictional lines during the sample period.

In Table 58, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.

The destination outside of the service area consisted of a hospital in nearby Newton County. This destination indicates that Morgan County Transit provides critical transportation connections for the community.
3.31.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘Rural General Public’ category (59.6%). The other funding category was ‘Aging’, which funded 39.4% of trips during the sample period.

Figure 139 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.

**Figure 139: Morgan County Transit Trip Share by Funding Source, April 2019**

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Piedmont Newton</td>
<td>5126 Hospital Dr Ne, Covington, GA, 30014</td>
<td>Newton</td>
<td>2</td>
</tr>
</tbody>
</table>
3.32 Pierce Transit

Pierce Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Pierce County, GA.

The following is an analysis of Pierce Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the Routematch platform to gather trip data during the sample period.

3.32.1 Summary Operating and Ridership Statistics

Pierce Transit provided 1,634 trips during April 2019. Throughout the month, the system served 161 unique riders, averaging 10.1 trips per person.

Seven vehicles provided this service, averaging 104 revenue hours per vehicle during the sample period.

Table 59 summarizes key operating and ridership statistics for demand response service during the month of April.

3.32.2 Top Origins and Destinations

The data provided represents a sample of trips taken over the course of a year. Only trips made during the month of April 2019 were analyzed in this report.

Figure 140 shows Pierce Transit’s top ten trip origins and destinations for the month. County services, health care providers, and employers comprise many of the top origins and destinations, indicating that Pierce Transit is providing valuable transportation service for the community.

The data shows that Pierce Transit’s service connects riders to health care and community resources and enables them to make social connections and participate in the economy.

<table>
<thead>
<tr>
<th>Total Trips Provided</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,634</td>
<td>161</td>
<td>10.1</td>
<td>7</td>
<td>730</td>
</tr>
</tbody>
</table>
3.32.3 Trip Origins and Destinations

Figure 141 shows a heatmap of all Pierce Transit’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area. Inside the service area, the highest density of trips occurred in Blackshear.
3.32.4 Map and List of Destinations Outside Jurisdiction

Figure 142 depicts destinations outside the Pierce Transit primary jurisdiction while Table 60 shows the top 5 among those destinations. In total, 958 trips crossed jurisdictional lines during the sample period. This accounts for 58.6% of all trips taken during April 2019.

Figure 142: Pierce Transit Destinations Outside Service Area

The destinations outside of the service area consisted of a senior center, specialized healthcare services, and the Superior Court in Ware County. These destinations indicate that Pierce Transit provides critical transportation connections for the community.

Table 60: Pierce Transit Top 5 Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nelson Greene Senior Center</td>
<td>1615 Carswell Ave, Waycross, GA, 31503</td>
<td>Ware</td>
<td>162</td>
</tr>
<tr>
<td>Unison Behavioral Health</td>
<td>1007 Mary St, Waycross, GA, 31503</td>
<td>Ware</td>
<td>110</td>
</tr>
<tr>
<td>Waycross Dialysis</td>
<td>220 Uvalda St, Waycross, GA, 31501</td>
<td>Ware</td>
<td>29</td>
</tr>
<tr>
<td>DaVita Waycross Dialysis</td>
<td>308 Carswell Ave, Waycross, GA, 31501</td>
<td>Ware</td>
<td>24</td>
</tr>
<tr>
<td>Ware County Clerk – Superior Court</td>
<td>800 Church St, Waycross, GA, 31501</td>
<td>Ware</td>
<td>19</td>
</tr>
</tbody>
</table>

In Table 60, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.
3.32.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘Public Fares’ category (23.6%). Other major funding categories were ‘R11 Ware Senior Center’ (19.6%) and ‘R11 Pierce Senior Center’ (14.4%).

Figure 143 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.

Figure 143: Pierce Transit Trip Share by Funding Source, April 2019
3.33 Putnam Transit

Putnam Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Putnam County, GA.

The following is an analysis of Putnam Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.33.1 Summary Operating and Ridership Statistics

Putnam Transit scheduled 1,570 trips during April 2019. Approximately 86% of those scheduled trips were ultimately provided while about 14% of trips were cancelled by riders in advance.

Table 61: Putnam Transit Operating and Ridership Statistics - April 2019

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,570</td>
<td>1,355</td>
<td>215</td>
<td>195</td>
<td>8</td>
<td>3</td>
<td>414</td>
</tr>
</tbody>
</table>

Throughout the month, the system served 195 unique riders, averaging 8 trips per person. Three different vehicles provided this service, averaging 138 revenue hours per vehicle during the sample period.

Table 57 summarizes key operating and ridership statistics for demand response service during the month of April.

3.33.2 Top Origins and Destinations

Figure 135 shows Putnam Transit’s top ten trip origins and destinations for the month analyzed. Community resources and retailers make up many of the top locations, indicating Putnam Transit is providing valuable transportation service for the community.

The data shows that Putnam Transit’s service connects riders to amenities and enables them to make social connections and participate in the economy.
Figure 144: Putnam Transit Top Trip Origins and Destinations

<table>
<thead>
<tr>
<th>Location</th>
<th>Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>SC SENIOR CENTER</td>
<td>280</td>
</tr>
<tr>
<td>WALMART</td>
<td>182</td>
</tr>
<tr>
<td>BODYPLEX</td>
<td>89</td>
</tr>
<tr>
<td>PIGGLY WIGGLY</td>
<td>64</td>
</tr>
<tr>
<td>AJAY KUMAR</td>
<td>60</td>
</tr>
<tr>
<td>136 HILLSIDE</td>
<td>49</td>
</tr>
<tr>
<td>INGLES</td>
<td>48</td>
</tr>
<tr>
<td>HC</td>
<td>43</td>
</tr>
<tr>
<td>HABAND</td>
<td>39</td>
</tr>
<tr>
<td>TASTEE CHICK</td>
<td>37</td>
</tr>
</tbody>
</table>

Figure 145: Putnam Transit Trip Origins and Destinations

Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in the city limits of Eatonton, which is the county seat. Smaller nodes of trip activity occur along S.R. 44 in the northern portion of the county, and along U.S. 441 in the southern portion of the county.

Figure 136 shows a heatmap of all Putnam Transit’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area.
3.33.3 Residential Origins and Destinations

Figure 137 depicts residential pickups and drop-offs throughout the demand response service area. Like the previous figure, residential trip density appears to be clustered in central Eatonton. Another small node of residential trip activity occurred in the southern portion of the county, near U.S. 441.

Figure 146: Putnam Transit Residential Pick-up/Drop-Off Locations

3.33.4 Map and List of Destinations Outside Jurisdiction

Figure 138 depicts destinations outside the Putnam Transit primary jurisdiction while Table 58 shows the top 5 among those destinations. In total, seven trips crossed jurisdictional lines during the sample period.

Figure 147: Putnam Transit Destinations Outside Service Area

In Table 58, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.
The destinations outside of the service area consisted of specialized medical services in nearby Baldwin County. This destination indicates that Putnam Transit provides critical transportation connections for the community.

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dialysis Center of Milledgeville</td>
<td>1520 N Columbia St, Milledgeville, GA, 31061</td>
<td>Baldwin</td>
<td>2</td>
</tr>
<tr>
<td>Milledgeville Medical Center</td>
<td>750 N Cobb, Milledgeville, GA, 31061</td>
<td>Baldwin</td>
<td>2</td>
</tr>
<tr>
<td>Antonio Luis, M.D.</td>
<td>1013 Fernwood Dr, Milledgeville, GA, 31061</td>
<td>Baldwin</td>
<td>1</td>
</tr>
<tr>
<td>TenderCare Clinic of Milledgeville</td>
<td>111 Fieldstone Dr, Milledgeville, GA, 31061</td>
<td>Baldwin</td>
<td>1</td>
</tr>
<tr>
<td>Carley S. Ebanks, M.D.</td>
<td>1215 N Columbia St, Milledgeville, GA, 31061</td>
<td>Baldwin</td>
<td>1</td>
</tr>
</tbody>
</table>

### 3.33.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘General Public’ category (79.4%). The other funding category was ‘Senior Center’, which funded 20.6% of trips during the sample period.

Figure 139 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.
3.34 Seminole County-MIDS

MIDS-Seminole operates a rural public transit system. Rural demand response provides service throughout the service area of the Southwest Georgia Regional Commission (SWGRC), which includes the following counties:

- Baker
- Colquitt
- Decatur
- Dougherty
- Early
- Grady
- Lee
- Miller
- Mitchell
- Seminole

The service area also includes the following cities that fall outside of the counties listed above:

- Arlington
- Dawson
- Sylvester

The following is an analysis of MIDS-Seminole trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the Routematch platform to gather trip data during the sample period.

### 3.34.1 Summary Operating and Ridership Statistics

MIDS-Seminole provided 972 trips during April 2019. Throughout the month, the system served 181 unique riders, averaging 5.4 trips per person.

Four vehicles provided this service, averaging approximately 116 revenue hours per vehicle during the sample period.

Table 63 summarizes key operating and ridership statistics for demand response service during the month of April.

#### 3.34.2 Top Origins and Destinations

The data provided represents a sample of trips taken over the course of a year. Only trips made during the month of April 2019 were analyzed in this report.

Figure 149 shows MIDS-Seminole’s top ten trip origins and destinations for the month. County services, health care providers, and employers comprise many of the top origins and destinations, indicating that MIDS-Seminole is providing valuable transportation service for the community.

The data shows that MIDS-Seminole’s service connects riders to health care and community resources and enables them to make social connections and participate in the economy.

<table>
<thead>
<tr>
<th>Total Trips Provided</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>972</td>
<td>181</td>
<td>5.4</td>
<td>4</td>
<td>465</td>
</tr>
</tbody>
</table>
3.3.4.3 Trip Origins and Destinations

Figure 150 shows a heatmap of all MIDS-Seminole’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area.

Yellow represents a higher density of trips while purple represents lower trip density. During the sample period, the highest density of trips occurred in Bainbridge and Donalsonville.

3.3.4.4 Map and List of Destinations Outside Jurisdiction

Figure 151 depicts destinations outside the MIDS-Seminole primary jurisdiction while Table 64 shows the top 5 among those destinations. In total, 56 trips crossed jurisdictional lines during the sample period. This accounts for 5.7% of all trips taken during April 2019.
In Table 64, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.

The top destinations outside of the service area consisted of specialized medical services in Dothan, AL and Tallahassee, FL. These destinations indicate that MIDS-Seminole provides critical transportation connections for the community.

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dothan Dialysis Clinic</td>
<td>1630 Columbia Hwy, Dothan, AL, 36303</td>
<td>Houston, AL</td>
<td>9</td>
</tr>
<tr>
<td>Southeast Health</td>
<td>1108 Ross Clark Cir, Dothan, AL, 36301</td>
<td>Houston, AL</td>
<td>6</td>
</tr>
<tr>
<td>Dothan Medical Associates</td>
<td>1118 Ross Clark Cir, Dothan, AL, 36301</td>
<td>Houston, AL</td>
<td>6</td>
</tr>
<tr>
<td>Eye Center South</td>
<td>2800 Ross Clark Cir, Dothan, AL, 36301</td>
<td>Houston, AL</td>
<td>6</td>
</tr>
<tr>
<td>Southern Vitreoretinal Associates</td>
<td>2439 Care Dr, Tallahassee, FL, 32308</td>
<td>Leon, FL</td>
<td>5</td>
</tr>
</tbody>
</table>
3.34.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘LogistiCare’ category (42.7%). Other major funding categories were ‘R10 Decatur-Seminole Service Center’ (22.4%) and ‘R10 Seminole Senior Center’ (19.9%).

Figure 152 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.

Figure 152: MIDS-Seminole Trip Share by Funding Source, April 2019
3.35  Social Circle Transit

Social Circle Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Social Circle, GA.

The following is an analysis of Social Circle Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.35.1  Summary Operating and Ridership Statistics

Social Circle Transit scheduled 771 trips during April 2019. Approximately 65% of those scheduled trips were ultimately provided while about 22% of trips were cancelled by riders in advance. The remaining trips were passenger no-shows.

Throughout the month, the system served 51 unique riders, averaging about 15 trips per person. Two different vehicles provided this service, averaging about 84 revenue hours per vehicle during the sample period.

Table 65 summarizes key operating and ridership statistics for demand response service during the month of April.

3.35.2  Top Origins and Destinations

Figure 153 shows Social Circle Transit's top ten trip origins and destinations for the month analyzed. Community resources, medical services, and retailers make up many of the top locations, indicating Social Circle Transit is providing valuable transportation service for the community.

The data shows that Social Circle Transit's service connects riders to amenities and enables them to make social connections and participate in the economy.

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Passenger No-Shows</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>771</td>
<td>499</td>
<td>166</td>
<td>106</td>
<td>51</td>
<td>15.1</td>
<td>2</td>
<td>167</td>
</tr>
</tbody>
</table>
Figure 154 shows a heatmap of all Social Circle Transit’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area. Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in central Social Circle, with additional nodes along Cherokee Road and Hightower Trail.

3.35.3 Residential Origins and Destinations

Figure 155 depicts residential pickups and drop-offs throughout the demand response service area. Unlike the previous figure, residential trip density appears to occur mostly outside of central Social Circle.
3.35.4 Map and List of Destinations Outside Jurisdiction

Figure 156 depicts destinations outside the Social Circle Transit primary jurisdiction while Table 66 shows the top 5 among those destinations. In total, 24 trips crossed jurisdictional lines during the sample period. This accounts for 3% of all trips taken during April 2019.

In Table 66, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.

The destinations outside of the service area consisted of specialized medical services, workforce development, and residences in nearby Walton County and Newton County. These destinations indicate that Social Circle Transit provides critical transportation connections for the community.
Table 66: Social Circle Transit Top 5 Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Women’s Health and Wellness Clinic of Walton</td>
<td>226 Alcovy St, Monroe, GA, 30655</td>
<td>Walton</td>
<td>6</td>
</tr>
<tr>
<td>Athens Technical College – Walton County Campus</td>
<td>212 Bryant Rd., Monroe, GA, 30655</td>
<td>Walton</td>
<td>2</td>
</tr>
<tr>
<td>Piedmont Walton Hospital</td>
<td>2151w W Spring St, Monroe, GA, 30655</td>
<td>Walton</td>
<td>2</td>
</tr>
<tr>
<td>Parker Dialysis</td>
<td>225 Plaza Drive, Monroe, GA, 30655</td>
<td>Walton</td>
<td>2</td>
</tr>
</tbody>
</table>

3.35.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘Public Transit’ category (70%). The other funding category was ‘Senior Center’, which funded 30% of trips during the sample period.

Figure 139 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.
3.36 Southwest Georgia Regional Transit

Southwest Georgia Regional Transit operates a rural public transit system. Rural demand response provides service throughout the service area of the following counties:

- Baker
- Colquitt
- Decatur
- Dougherty
- Early
- Grady
- Lee
- Miller
- Mitchell
- Seminole

The service area also includes the following cities that fall outside of the counties listed above:

- Arlington
- Dawson
- Sylvester

The following is an analysis of Southwest Georgia Regional Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.36.1 Summary Operating and Ridership Statistics

Southwest Georgia Regional Transit scheduled 13,884 trips during April 2019. Approximately 70% of those scheduled trips were ultimately provided while about 29% of trips were cancelled by riders in advance. The remaining trips were cancelled on arrival or passenger no-shows.

Throughout the month, the system served 815 unique riders, averaging about 17 trips per person. Twenty-nine different vehicles provided this service, averaging about 158 revenue hours per vehicle during the sample period. Table 67 summarizes key operating and ridership statistics for demand response service during the month of April.

3.36.2 Top Origins and Destinations

Figure 158 shows Southwest Georgia Regional Transit’s top ten trip origins and destinations for the month analyzed. Community centers, medical services, and vocational training services make up many of the top locations, indicating Southwest Georgia Regional Transit is providing valuable transportation service for the community.

The data shows that Southwest Georgia Regional Transit’s service connects riders to amenities and enables them to make social connections and participate in the economy.

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Trips Cancelled on Arrival</th>
<th>Passenger No-Show</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>13,884</td>
<td>9,657</td>
<td>4,072</td>
<td>9</td>
<td>146</td>
<td>815</td>
<td>17</td>
<td>29</td>
<td>4,577</td>
</tr>
</tbody>
</table>

Table 67: Southwest Georgia Regional Transit Operating and Ridership Statistics - April 2019
Figure 158: Southwest Georgia Regional Transit Top Trip Origins and Destinations

Figure 159 shows a heatmap of all Southwest Georgia Regional Transit’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area. Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in Camilla, with other nodes of density appearing in Blakely, Albany, Arlington, and Pelham.

3.36.3 Residential Origins and Destinations

Figure 160 depicts residential pickups and drop-offs throughout the demand response service area. This figure is similar to the previous map, with nodes of trip density appearing in many incorporated areas throughout the service area.
### 3.36.4 Map and List of Destinations Outside Jurisdiction

**Figure 161** depicts destinations outside the Southwest Georgia Regional Transit primary jurisdiction while Table 68 shows the top 5 among those destinations. In total, 343 trips crossed jurisdictional lines during the sample period. This accounts for 2.5% of all trips taken during April 2019.

In **Table 68**, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.

The destinations outside of the service area consisted of specialized medical services. The most frequent destination outside the service area was across state lines in Dothan, Alabama. Other destinations were in nearby Thomas County. These destinations indicate that Southwest Georgia Regional Transit provides critical transportation connections for the community.
Table 68: Southwest Georgia Regional Transit Top 5 Destinations
Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dialysis Clinic - Dothan</td>
<td>1630 Columbia Hwy, Dothan, AL, 36303</td>
<td>Coffee</td>
<td>24</td>
</tr>
<tr>
<td>South Georgia Surgical Associates</td>
<td>100 Mimosa Dr, Thomasville, GA, 31792</td>
<td>Thomas</td>
<td>16</td>
</tr>
<tr>
<td>DaVita Red Hills Dialysis</td>
<td>201 Old Albany Rd, Thomasville, GA, 31792</td>
<td>Thomas</td>
<td>11</td>
</tr>
<tr>
<td>Southern Interventional Pain Center</td>
<td>615 S Hansell St, Thomasville, GA, 31792</td>
<td>Thomas</td>
<td>8</td>
</tr>
<tr>
<td>Urology Services of Archbold</td>
<td>116 Mimosa Dr, Thomasville, GA 31792</td>
<td>Thomas</td>
<td>7</td>
</tr>
</tbody>
</table>

3.36.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘LogistiCare’ category (22.7%). Other major funding categories were ‘GA Pines Mitchell Baker Service Center’, ‘Public’, and ‘Public Fares’, which funded 19.7%, 13.3%, and 7.9% of trips during the sample period, respectively.

Figure 162 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.
3.37 Taliaferro County Transit

Taliaferro County Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Taliaferro County, GA.

The following is an analysis of Taliaferro County Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.37.1 Summary Operating and Ridership Statistics

Taliaferro County Transit scheduled 473 trips during April 2019. Approximately 59% of those scheduled trips were ultimately provided while about 41% of trips were cancelled by riders in advance.

Throughout the month, the system served 22 unique riders, averaging about 22 trips per person. Two different vehicles provided this service. Revenue hours were unavailable due to a lack of accurate pickup and drop-off times from the vehicles’ trip data.

Table 69 summarizes key operating and ridership statistics for demand response service during the month of April.

3.37.2 Top Origins and Destinations

Figure 163 shows Taliaferro County Transit’s top ten trip origins and destinations for the month analyzed. Community centers, medical services, and retailers make up many of the top locations, indicating Taliaferro County Transit is providing valuable transportation service for the community.

The data shows that Taliaferro County Transit’s service connects riders to amenities and enables them to make social connections and participate in the economy.

Table 69: Taliaferro County Transit Operating and Ridership Statistics - April 2019

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>473</td>
<td>279</td>
<td>194</td>
<td>22</td>
<td>21.5</td>
<td>2</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Figure 163: Taliaferro County Transit Top Trip Origins and Destinations

Figure 164 shows a heatmap of all Taliaferro County Transit’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area. Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in Crawfordville, with a smaller node of trip density in Sharon.

3.37.3 Residential Origins and Destinations

Figure 165 depicts residential pickups and drop-offs throughout the demand response service area. Unlike the previous figure, residential trips occurred throughout the county during the sample period, with nodes around Crawfordville and Sharon.
3.37.4 Map and List of Destinations Outside Jurisdiction

Figure 166 depicts destinations outside the Taliaferro County Transit primary jurisdiction while Table 70 shows the top 5 among those destinations. In total, 18 trips crossed jurisdictional lines during the sample period. This accounts for 3.8% of all trips taken during April 2019.

In Table 70, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.

The destinations outside of the service area consisted of retailers and medical services in Wilkes, Greene, and McDuffie counties. These destinations indicate that Taliaferro County Transit provides critical transportation connections for the community.
Table 70: Taliaferro County Transit Top 5 Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wills Memorial Hospital</td>
<td>120 Gordon Street, Washington, GA, 30673</td>
<td>Wilkes</td>
<td>3</td>
</tr>
<tr>
<td>Ingles</td>
<td>1480 East Broad Street, Greensboro, GA, 30642</td>
<td>Greene</td>
<td>1</td>
</tr>
<tr>
<td>Bank South</td>
<td>200 N East Street, Greensboro, GA, 30642</td>
<td>Greene</td>
<td>1</td>
</tr>
<tr>
<td>University Hospital McDuffie</td>
<td>2460 Washington Rd, Thomson, GA, 30824</td>
<td>McDuffie</td>
<td>1</td>
</tr>
</tbody>
</table>

3.37.5 Trips by Funding Source

All the trips taken during the sample period of April 2019 were funded by the ‘Rural General Public’ category.
3.38 Taylor County Transit Authority

Taylor County Transit Authority operates a rural public transit system. Rural demand response provides service throughout the service area of Taylor County, GA.

The following is an analysis of Taylor County Transit Authority trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.38.1 Summary Operating and Ridership Statistics

Taylor County Transit Authority scheduled 536 trips during April 2019. Approximately 95% of those scheduled trips were ultimately provided while about 5% of trips were cancelled by riders in advance.

Throughout the month, the system served 59 unique riders, averaging about 9 trips per person. Seven different vehicles provided this service. Revenue hours were unavailable due to a lack of accurate pickup and drop-off times from the vehicles’ trip data.

Table 71 summarizes key operating and ridership statistics for demand response service during the month of April.

3.38.2 Top Origins and Destinations

Figure 167 shows Taylor County Transit Authority’s top ten trip origins and destinations for the month analyzed. Community centers and medical centers make up many of the top locations, indicating Taylor County Transit Authority is providing valuable transportation service for the community.

The data shows that Taylor County Transit Authority’s service connects riders to amenities and enables them to make social connections and participate in the economy.

Table 71: Taylor County Transit Authority Operating and Ridership Statistics - April 2019

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>536</td>
<td>507</td>
<td>29</td>
<td>59</td>
<td>9.1</td>
<td>7</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Figure 167: Taylor County Transit Authority Top Trip Origins and Destinations

<table>
<thead>
<tr>
<th>Location</th>
<th>Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Doctors</td>
<td>477</td>
</tr>
<tr>
<td>Senior Center</td>
<td>249</td>
</tr>
<tr>
<td>Dialysis Fort Valley</td>
<td>78</td>
</tr>
<tr>
<td>Upson County Hospital</td>
<td>30</td>
</tr>
<tr>
<td>FMNAdialysis</td>
<td>26</td>
</tr>
<tr>
<td>Dialysis</td>
<td>8</td>
</tr>
<tr>
<td>Crystal Brown Md.</td>
<td>4</td>
</tr>
<tr>
<td>Americus</td>
<td>2</td>
</tr>
</tbody>
</table>

Figure 168 shows a heatmap of all Taylor County Transit Authority’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area.

Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in Reynolds, with a smaller node of trip density in Butler and along U.S. 80 in the northern portion of the county.

3.38.3 Residential Origins and Destinations

Figure 169 depicts residential pickups and drop-offs throughout the demand response service area. Like the previous figure, residential trips occurred in Reynolds, Butler, and along U.S. Highway 80.
3.38.4 Map and List of Destinations Outside Jurisdiction

Figure 170 depicts destinations outside the Taylor County Transit Authority primary jurisdiction while Table 72 shows the top 5 among those destinations. In total, 56 trips crossed jurisdictional lines during the sample period. This accounts for 10.4% of all trips taken during April 2019.

In Table 72, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.

The destinations outside of the service area consisted of medical services in Upson, Peach, and Houston counties. These destinations indicate that Taylor County Transit Authority provides critical transportation connections for the community.
3.38.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘Aging’ category (52.6%). Other major funding categories were ‘Medicaid’, ‘Fair Box’, and ‘Rural General Public’, which funded 22%, 20.5%, and 4.9% of trips during the sample period, respectively.

Figure 171 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.
3.39 Tift Lift

Tift Lift operates a rural public transit system. Rural demand response provides service throughout the service area of Tift County, GA.

The following is an analysis of Tift Lift trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.39.1 Summary Operating and Ridership Statistics

Tift Lift scheduled 1,077 trips during April 2019. Approximately 76% of those scheduled trips were ultimately provided while about 23% of trips were cancelled by riders in advance. The remaining trips were cancelled on arrival or passenger no-shows.

Throughout the month, the system served 128 unique riders, averaging about 8 trips per person. Two different vehicles provided this service, averaging 112 revenue hours per vehicle during the sample period.

Table 73 summarizes key operating and ridership statistics for demand response service during the month of April.

3.39.2 Top Origins and Destinations

Figure 172 shows Tift Lift’s top ten trip origins and destinations for the month for the month analyzed. Schools and medical providers make up many of the top locations, indicating Tift Lift is providing valuable transportation service for the community.

The data shows that Tift Lift’s service connects riders to amenities and enables them to make social connections and participate in the economy.

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Trips Cancelled on Arrival</th>
<th>Passenger No-Shows</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,077</td>
<td>819</td>
<td>244</td>
<td>2</td>
<td>12</td>
<td>128</td>
<td>8.4</td>
<td>2</td>
<td>224</td>
</tr>
</tbody>
</table>
Figure 172: Tift Lift Top Trip Origins and Destinations

<table>
<thead>
<tr>
<th>Location</th>
<th>Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>AFFINITY CLINIC</td>
<td>75</td>
</tr>
<tr>
<td>PRE-K CENTER</td>
<td>68</td>
</tr>
<tr>
<td>GO BALEY SCHOOL</td>
<td>52</td>
</tr>
<tr>
<td>DAVITA</td>
<td>51</td>
</tr>
<tr>
<td>NORTHSIDE ELEMENTARY SCHOOL</td>
<td>44</td>
</tr>
<tr>
<td>LEN LASTINGER PRIMARY SCHOOL</td>
<td>34</td>
</tr>
<tr>
<td>MOULTREI TECHNICAL COLLEGE</td>
<td>26</td>
</tr>
<tr>
<td>FIRST PRODUCTS INC</td>
<td>24</td>
</tr>
<tr>
<td>HOUSING AUTHORITY OFFICE</td>
<td>23</td>
</tr>
<tr>
<td>COMFORT INN</td>
<td>23</td>
</tr>
</tbody>
</table>

Figure 173 shows a heatmap of all Tift Lift’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area.

Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in southeastern Tifton, although the trip density was high throughout Tifton during the sample period. Almost no trips occurred in the rest of Tift County outside of Tifton during the sample period.

3.39.3 Residential Origins and Destinations

According to the methodology presented at the beginning of this report, locations were assumed to be customer residences if the trip dataset did not provide a description of the pickup or drop-off location. Tift Lift provided descriptions for all locations but one, so a Residential Origins and Destinations was not developed.
3.39.4 Map and List of Destinations Outside Jurisdiction

There were no destinations outside the service area of Tift County during the sample period of April 2019.

3.39.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘Cash’ category (99.3%). The other funding category was ‘Rural General Public’ which funded 0.7% of trips taken during the sample period.

Figure 171 shows a breakdown of all funding sources during April 2019.
3.40 Towns County Transit

Towns County Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Taylor County, GA.

The following is an analysis of Towns County Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.40.1 Summary Operating and Ridership Statistics

Towns County Transit scheduled 381 trips during April 2019. Approximately 80% of those scheduled trips were ultimately provided while about 20% of trips were cancelled by riders in advance.

Throughout the month, the system served 21 unique riders, averaging about 18 trips per person. Two different vehicles provided this service. Revenue hours were unavailable due to a lack of accurate pickup and drop-off times from the vehicles’ trip data.

Table 74 summarizes key operating and ridership statistics for demand response service during the month of April.

3.40.2 Top Origins and Destinations

Figure 175 shows Towns County Transit’s top ten trip origins and destinations for the month analyzed. Community facilities and medical centers make up many of the top locations, indicating Towns County Transit is providing valuable transportation service for the community.

The data shows that Towns County Transit’s service connects riders to amenities and enables them to make social connections and participate in the economy.

Table 74: Towns County Transit Operating and Ridership Statistics - April 2019

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>381</td>
<td>306</td>
<td>75</td>
<td>21</td>
<td>18.1</td>
<td>2</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Figure 175: Towns County Transit Top Trip Origins and Destinations

Figure 176 shows a heatmap of all Towns County Transit’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area. Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in Hiawassee, with additional trips occurring in Young Harris. Outside the service area, Blairsville had a high density of trips during the sample period.

3.40.3 Residential Origins and Destinations

Figure 177 depicts residential pickups and drop-offs throughout the demand response service area. Like the previous figure, residential trips tended to occur around Hiawassee and Young Harris.
3.40.4 Map and List of Destinations Outside Jurisdiction

Figure 178 depicts destinations outside the Towns County Transit primary jurisdiction while Table 75 provides more information about these destinations. In total, 16 trips crossed jurisdictional lines, ending in two unique non-residential drop-off locations during the sample period. This accounts for 4% of all trips taken during April 2019.

In Table 75, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.

The non-residential destinations outside of the service area consisted of medical services in neighboring Union County. These destinations indicate that Towns County Transit provides critical transportation connections for the community.
Table 75: Towns County Transit Top Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Union County Nursing Home</td>
<td>550 Nursing Home Circle, Blairsville, GA, 30512</td>
<td>Union</td>
<td>12</td>
</tr>
<tr>
<td>Union General Hospital</td>
<td>35 Hospital Rd, Blairsville, GA, 30512</td>
<td>Union</td>
<td>3</td>
</tr>
</tbody>
</table>

3.40.5 Trips by Funding Source

All trips taken during the sample period of April 2019 were funded by the ‘Rural General Public’ category.
3.41 Three Rivers Regional Transit System

Three Rivers Regional Transit System operates a rural public transit system. Rural demand response provides service throughout the service area of the following counties:

- Butts
- Lamar
- Meriwether
- Pike
- Spalding
- Upson

The following is an analysis of Three Rivers Regional Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.41.1 Summary Operating and Ridership Statistics

Three Rivers Regional Transit scheduled 14,959 trips during April 2019. Approximately 76% of those scheduled trips were ultimately provided while about 21% of trips were cancelled by riders in advance. The remaining trips were passenger no-shows.

Throughout the month, the system served 657 unique riders, averaging almost 23 trips per person. Thirty different vehicles provided this service, averaging 93.7 revenue hours per vehicle during the sample period.

Table 76 summarizes key operating and ridership statistics for demand response service during the month of April.

3.41.2 Top Origins and Destinations

Figure 179 shows Three Rivers Regional Transit’s top ten trip origins and destinations for the month analyzed. Community facilities and senior centers make up many of the top locations, indicating Three Rivers Regional Transit is providing valuable transportation service for the community.

The data shows that Three Rivers Regional Transit’s service connects riders to amenities and enables them to make social connections and participate in the economy.

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Passenger No-Shows</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>14,959</td>
<td>11,411</td>
<td>3,172</td>
<td>376</td>
<td>657</td>
<td>22.8</td>
<td>30</td>
<td>2,810</td>
</tr>
</tbody>
</table>

Table 76: Three Rivers Regional Transit Operating and Ridership Statistics - April 2019
Figure 179: Three Rivers Regional Transit Top Trip Origins and Destinations

Figure 180: Three Rivers Regional Transit Trip Origins and Destinations

Figure 179 shows a heatmap of all Three Rivers Regional Transit’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area. Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in Griffin, with additional trips occurring in Thomaston, Barnesville, Jackson, and Manchester. Outside the service area, Carrollton had a high density of trips during the sample period.

3.41.3 Residential Origins and Destinations

Figure 181 depicts residential pickups and drop-offs throughout the demand response service area. Like the previous figure, residential trips tended to occur in the cities within the service area.
3.41.4 Map and List of Destinations Outside Jurisdiction

Figure 182 depicts destinations outside the Three Rivers Regional Transit primary jurisdiction while Table 77 provides more information about the top non-residential destinations. In total, 2,602 trips crossed jurisdictional lines during the sample period. This accounts for 17.3% of all trips taken during April 2019.

In Table 77, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.

The destinations outside of the service area consisted of vocational training, medical facilities and retailers in Carroll County. These destinations indicate that Three Rivers Regional Transit provides critical transportation connections for the community.
Table 77: Three Rivers Regional Transit Top Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carroll County Training Center</td>
<td>200 Alton Estes Dr, Carrollton, GA, 30117</td>
<td>Carroll</td>
<td>935</td>
</tr>
<tr>
<td>Carrollton Senior Center</td>
<td>220 West Ave, Carrollton, GA, 30117</td>
<td>Carroll</td>
<td>182</td>
</tr>
<tr>
<td>West Georgia Specialty Center (Medical)</td>
<td>157 Clinic Ave, Carrollton, GA, 30117</td>
<td>Carroll</td>
<td>50</td>
</tr>
<tr>
<td>Kroger</td>
<td>1355 S Park St, Carrollton, GA 30117</td>
<td>Carroll</td>
<td>27</td>
</tr>
<tr>
<td>The UPS Store</td>
<td>1109 S Park St, Carrollton, GA 30117</td>
<td>Carroll</td>
<td>22</td>
</tr>
</tbody>
</table>

3.41.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘Behavior Health and Dev Disabilities’ category (47.2%). The other funding categories were ‘Aging’ and ‘Public Transportation’, which funded 32.3% and 18.5% of trips taken during the sample period, respectively.

Figure 183 shows a breakdown of all funding sources that covered at least 1% of trips taken during April 2019.
3.42 Turner Transit

Turner Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Turner County, GA.

The following is an analysis of Turner Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the Routematch platform to gather trip data during the sample period.

3.42.1 Summary Operating and Ridership Statistics

Turner Transit provided 761 trips during April 2019. Throughout the month, the system served 31 unique riders, averaging 24.5 trips per person.

Three vehicles provided this service, averaging 113 revenue hours per vehicle during the sample period.

Table 78 summarizes key operating and ridership statistics for demand response service during the month of April.

3.42.2 Top Origins and Destinations

The data provided represents a sample of trips taken over the course of a year. Only trips made during the month of April 2019 were analyzed in this report.

Figure 184 shows Turner Transit’s top ten non-residential trip origins and destinations for the month. Health care providers, nutrition services, and retailers comprise many of the top origins and destinations, indicating that Turner Transit is providing valuable transportation service for the community.

The data shows that Turner Transit’s service connects riders to health care and community resources and enables them to make social connections and participate in the economy.

<table>
<thead>
<tr>
<th>Total Trips Provided</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>761</td>
<td>31</td>
<td>24.5</td>
<td>3</td>
<td>340</td>
</tr>
</tbody>
</table>
Figure 184: Turner Transit Top Trip Origins and Destinations

3.42.3 Trip Origins and Destinations

Figure 185 shows a heatmap of all Turner Transit’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area.

Yellow represents a higher density of trips while purple represents lower trip density. During the sample period, the highest density of trips occurred in Ashburn. There were several nodes of trip density outside the service area as well, the largest of which occurred in Tifton.
3.42.4 Map and List of Destinations Outside Jurisdiction

Figure 186 depicts destinations outside the Turner Transit primary jurisdiction while Table 79 summarizes the top destinations. In total, 126 trips crossed jurisdictional lines during the sample period. This accounts for 16.5% of all trips taken during April 2019.

Table 79: Turner Transit Top Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dollar Tree</td>
<td>161 S Virginia Ave, Tifton, GA 31794</td>
<td>Tift</td>
<td>2</td>
</tr>
<tr>
<td>Golden Corral Buffet &amp; Grill</td>
<td>190 S Virginia Ave, Tifton, GA 31794</td>
<td>Tift</td>
<td>2</td>
</tr>
<tr>
<td>Abraham Baldwin Agricultural College</td>
<td>2802 Moore Hwy, Tifton, GA 31794</td>
<td>Tift</td>
<td>1</td>
</tr>
</tbody>
</table>

The destinations outside of the service area consisted of retailers and educational institutions in Tift County. These destinations indicate that Turner Transit provides critical transportation connections for the community.

In Table 79, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.
3.42.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘R11 Turner City of Ashburn Senior Center’ category (29.2%). Other major funding categories were ‘PP BHS (Peer Support)’ (26%) and ‘R11 Turner DD’ (24.7%).

Figure 187 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.
3.43  Ware County Transit

Ware County Transit operates a rural public transit system. Rural demand response provides service throughout the service area of Ware County, GA.

The following is an analysis of Ware County Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the Routematch platform to gather trip data during the sample period.

### 3.43.1 Summary Operating and Ridership Statistics

Ware County Transit provided 804 trips during April 2019. Throughout the month, the system served 102 unique riders, averaging 7.9 trips per person.

Four vehicles provided this service, averaging 66.5 revenue hours per vehicle during the sample period.

<table>
<thead>
<tr>
<th>Total Trips Provided</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>804</td>
<td>102</td>
<td>7.9</td>
<td>4</td>
<td>266</td>
</tr>
</tbody>
</table>

Table 78 summarizes key operating and ridership statistics for demand response service during the month of April.

### 3.43.2 Top Origins and Destinations

The data provided represents a sample of trips taken over the course of a year. Only trips made during the month of April 2019 were analyzed in this report.

Figure 188 shows Ware County Transit’s top ten trip origins and destinations for the month. Health care providers and retailers comprise many of the top origins and destinations, indicating that Ware County Transit is providing valuable transportation service for the community.

The data shows that Ware County Transit’s service connects riders to health care and community resources and enables them to make social connections and participate in the economy.
3.43.3 Trip Origins and Destinations

Figure 185 shows a heatmap of all Ware County Transit’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area. Yellow represents a higher density of trips while purple represents lower trip density. During the sample period, the highest density of trips occurred in Waycross, which is the county seat.

3.43.4 Map and List of Destinations Outside Jurisdiction

Figure 186 depicts destinations outside the Ware County Transit primary jurisdiction while Table 79 shows the top 5 among those destinations. In total, 43 trips crossed jurisdictional lines during the sample period. This accounts for 5.3% of all trips taken during April 2019.
In Table 79, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.

The destinations outside of the service area consisted of medical services and residences in Charlton, Brantley, and Wayne counties. These destinations indicate that Ware County Transit provides critical transportation connections for the community.

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advance Rehabilitation</td>
<td>215 1st St, Folkston, GA, 31537</td>
<td>Charlton</td>
<td>6</td>
</tr>
<tr>
<td>Southeast Georgia Health System – MRI Center</td>
<td>1111 Glynco Pkwy, Brunswick, GA, 31525</td>
<td>Glynn</td>
<td>1</td>
</tr>
<tr>
<td>UF Health North Hospital</td>
<td>15225 Max Leggett Parkway, Jacksonville, FL, 32218</td>
<td>Duval, FL</td>
<td>1</td>
</tr>
<tr>
<td>Southeast Georgia Physical Associates - Neurosurgery</td>
<td>2500 Starling St, Brunswick, GA, 31520</td>
<td>Glynn</td>
<td>1</td>
</tr>
<tr>
<td>McDonald’s</td>
<td>3133 Watson Blvd, Warner Robins, GA, 31093</td>
<td>Houston</td>
<td>1</td>
</tr>
</tbody>
</table>
3.43.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘R11 Unison DFCS Garden Gate’ category (22.5%). Other major funding categories were ‘Public Fares’ (17.3%) and ‘R11 VOA SA DFCS Ware’ (17%).

Figure 187 shows a breakdown of all funding sources that covered more than 1% of trips taken during April 2019.

Figure 191: Ware County Transit Trip Share by Funding Source, April 2019
3.44 Wayne County Transit

Wayne County Transit System operates a rural public transit system. Rural demand response provides service throughout the service area of Wayne County, GA.

The following is an analysis of Wayne County Transit trips provided during the month of April 2019. The data provided represents a sample of trips taken over the course of a year. The transit provider used the QRyde platform to gather trip data during the sample period.

3.44.1 Summary Operating and Ridership Statistics

Wayne County Transit scheduled 14,959 trips during April 2019. Approximately 76% of those scheduled trips were ultimately provided while about 21% of trips were cancelled by riders in advance. The remaining trips were passenger no-shows.

Table 82: Wayne County Transit Operating and Ridership Statistics - April 2019

<table>
<thead>
<tr>
<th>Total Trips Scheduled</th>
<th>Trips Provided</th>
<th>Trips Cancelled in Advance</th>
<th>Trips Cancelled on Arrival</th>
<th>Passenger No-Shows</th>
<th>Unique Riders</th>
<th>Mean One-way Trips per Rider</th>
<th>Vehicles in Service</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>5,525</td>
<td>3,988</td>
<td>1,377</td>
<td>1</td>
<td>159</td>
<td>272</td>
<td>20.3</td>
<td>11</td>
<td>2,046</td>
</tr>
</tbody>
</table>

Throughout the month, the system served 657 unique riders, averaging almost 23 trips per person. Thirty different vehicles provided this service, averaging 93.7 revenue hours per vehicle during the sample period.

Table 82 summarizes key operating and ridership statistics for demand response service during the month of April.

3.44.2 Top Origins and Destinations

Figure 192 shows Wayne County Transit’s top ten trip origins and destinations for the month analyzed. Community facilities, senior centers, and medical services make up many of the top locations, indicating Wayne County Transit is providing valuable transportation service for the community.

The data shows that Wayne County Transit’s service connects riders to amenities and enables them to make social connections and participate in the economy.
Figure 192 shows a heatmap of all Wayne County Transit’s demand response origins and destinations during the month of April. The dark gray polygon represents the service area.

Yellow represents a higher density of trips while purple represents lower trip density. The highest density of trips appears in western Jesup. During the sample period, trips appear to be concentrated in Jesup, with little trip density occurring in the rest of the county.

3.44.3 Residential Origins and Destinations

Figure 194 depicts residential pickups and drop-offs throughout the demand response service area. Like the previous figure, residential trips tended to occur almost entirely in Jesup.
3.44.4 Map and List of Destinations Outside Jurisdiction

Figure 195 depicts destinations outside the Wayne County Transit primary jurisdiction while Table 83 provides more information about these destinations. In total, 61 trips crossed jurisdictional lines during the sample period. This accounts for 1.1% of all trips taken during April 2019. In Table 83, the ‘Trip Count’ column indicates the number of pickups and drop-offs that occurred at each address during the data collection period.

The destinations outside of the service area consisted of residences, medical centers, and retailers in Long, Appling, Toombs, and Glynn counties. These destinations indicate that Wayne County Transit provides critical transportation connections for the community.
### Table 83: Wayne County Transit Top Destinations Outside Service Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>County</th>
<th>Trip Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sarah’s in the City (Restaurant)</td>
<td>1686 Golden Isle W, Baxley, GA, 31513</td>
<td>Appling</td>
<td>6</td>
</tr>
<tr>
<td>Southeast Georgia Health System Medical Plaza</td>
<td>3025 Shrine Rd, Brunswick, GA, 31520</td>
<td>Glynn</td>
<td>6</td>
</tr>
<tr>
<td>Walmart Supercenter</td>
<td>980 W Parker Street, Baxley, GA, 31513</td>
<td>Appling</td>
<td>6</td>
</tr>
<tr>
<td>Diversity Health Center</td>
<td>17 Mcdonald St, Ludowici, GA, 31316</td>
<td>Long</td>
<td>5</td>
</tr>
<tr>
<td>Vidalia Psychiatry Clinic</td>
<td>106 Queen St, Vidalia, GA, 30474</td>
<td>Toombs</td>
<td>2</td>
</tr>
</tbody>
</table>

#### 3.44.5 Trips by Funding Source

The largest share of demand response trips provided during the month of April was funded by the ‘MH/MR/SA’ category (46.9%). The other funding categories were ‘Public Transit’, ‘Aging’, and ‘DFACS’, which funded 31.9%, 18.5%, and 1.5% of trips taken during the sample period, respectively.

Figure 196 shows a breakdown of all funding sources that covered at least 1% of trips taken during April 2019.
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4.0 Conclusions and Results

This section provides a summary of overall trends in trip data related to trip purposes/locations, outside jurisdiction trips, funding sources, and riders.

There are currently 80 transit systems in Georgia that provide rural transit services for residents. The data included in this report was collected from 44 rural transit systems, but GDOT intends to continue a more comprehensive collection of transit trip data in the future. This will ensure that each rural transit provider receives a profile with similar analysis of transit ridership trends.

Application of Results

The results from this report will be used in numerous ways for the GDOT Statewide Transit Plan (SWTRP). GDOT and their rural transit partners can use the profiles to better understand the most common origins and destinations of rural riders, as well as understanding high-demand locations that fall outside of service areas. This data can be used as inputs in the SWTRP to plan for cross-jurisdictional service in regions with a high share of trips that traverse service area boundaries.

The rural transit trip data collected for this report could be used to determine some of the performance measures used to evaluate SWTRP implementation and guide future transit investment. Performance measures that could be determined are:

- Number of revenue service hours, and
- Trips per service hour.

Future Data Strategies

Agency profiles could be more consistent and detailed in the future if all rural transit providers use the same transit scheduling and dispatching software platform. Because the data in this report was collected from two separate platforms, the data format and types were inconsistent between providers. For example, some provider data had trip origin and destination descriptions included, while other data only had addresses. This requires the GDOT team to manually perform internet searches on common addresses to determine location descriptions, i.e. schools, vocational training, or hospitals.

Another strategy for future improvement is the addition of vehicle latitude and longitude at each origin and destination location. This could be included with any vehicle that has an on-board GPS system.
Because neither software platform included latitude and longitude data, the GDOT team used a Google Maps Application Programming Interface (API) to geocode each origin and destination address using the R programming language. This process converts addresses to coordinates, allowing the team to visualize address data in map form.

4.1 Trip Origins and Destinations

The project team grouped the top trip origins and destinations from all 44 transit providers by general category to gain a better understanding of trip purposes.

During the sample period, the most common origin and destination categories were:

- Senior centers (18% of trips);
- Dialysis and renal care (6%);
- Behavioral/Mental Health (6%);
- Vocational Training (5%); and
- Retail (5%).

This shows that riders tend to use transit to access vital resources in the surrounding area. Riders tend to use rural transit to participate in their communities, access medical care, improve their educational and vocational skills, and participate in the local economy.

4.2 Outside Jurisdiction Trips

During the sample period, the share of trips outside transit providers’ jurisdictions varied. Among providers with relatively large population centers within the service area, outside jurisdiction trips tended to make up relatively small share of overall trips during the sample period.

For example, 8% of the 2,885 trips provided by Lowndes County Transit occurred outside the service area. Trips were concentrated in Valdosta, the county seat of almost 43,000 people, according to the U.S. Census Bureau American Community Survey (ACS). The counties surrounding Lowndes are relatively low population with generally fewer medical and social services than those of Lowndes County.

Among providers in relatively low-population areas, trips outside the service area were more common and made up a larger share of overall trips during the sample period. For these providers, destinations outside the service area tended to be specialized medical services that may not have been available locally.

Cook County lies just north of Lowndes County. In 2017, the entire county had a population of 12,700 people, according to the U.S. Census Bureau ACS. This is less than one-third the population of the City of Valdosta. During the sample period, 34% of the 1,720 trips provided by Cook County Transit System occurred outside the jurisdiction. All these trips were to destinations in Lowndes County, including several community facilities and educational institutions in Valdosta.

Commonly occurring locations outside low-population service areas were dialysis/renal clinics, eye care, orthopedics, and physical rehabilitation centers. This indicates that rural transit providers in relatively low-population areas need to cross jurisdictional boundaries to provide access to critical services and destinations that may not be available within their service areas.
4.3 Funding Sources

A wide variety of funding sources were utilized by the 44 rural transit providers studied in this report during the sample period.

Figure 197 provides a breakdown of all rides taken by general funding categories during the month of April 2019.

- **FTA 5311 (Public Transit)**: 29% of trips
- **Senior Centers/Aging**: 24% of trips
- **Behavioral Health / Mental Health**: 15% of trips
- **Other**: 12% of trips
- **LogistiCare / Medicaid**: 11% of trips
- **Vocational**: 3% of trips
- **DHS/DFCS**: 6% of trips
- **School Transportation**: 4% of trips
- **Other Public Transport**: 3% of trips
- **Special Needs**: 3% of trips
- **Regional Transportation Authority**: 1% of trips

During the data collection period, FTA 5311 (Public Transit) funding covered the largest share of trips at 29%. This category was followed by Senior Centers/Aging, which covered 24% of trips. The other major categories were Behavioral Health / Mental Health (15%), Other (12%), and LogistiCare / Medicaid (11%).

‘Public Transit’ refers to trips funded through the FTA Section 5311 Rural Transit program. The program provides capital, planning, and operating assistance to states to support public transportation in Census designated rural areas (populations of less than 50,000).

The Senior Centers/Aging category refers to trips provided for a transportation program of the Georgia Department of Human Services’ (DHS) Division of Aging Services. DHS administers numerous human services transportation programs in coordination with public transit providers across Georgia.

4.4 Riders

These trends were gathered from a sample of 109,156 trips taken by 7,846 unique riders during April 2019. Rural transit riders averaged nearly 14 trips per person during the entire month.
Providers using Q Ryde were able to provide detailed information on segment numbers and inbound versus outbound trips for each vehicle. This allows further analysis to determine the number of riders for each inbound and outbound vehicle. During the sample period, there was an average of 2.8 riders per vehicle trip, assuming 22 days of weekday service during the sample period.
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Appendix A

Routematch R Scripts

Provider Summary

```r
setwd("C:\Users\UserName\Documents\R\Training\QRyde")
Routematch <- read.csv("Routematch_MIDS.csv", na.strings = c("", "NA"))
library("tidyverse")

#Filter by provider
Ware <- dplyr::filter(Routematch, Pool == "Ware GDOT")
#Ware <- dplyr::filter(QRyde, grepl("Ware", Provider)) #just for providers listed twice

#trip status
tripcount_total <- Ware %>%
  summarise(Total_Trips_Scheduled = tally(Ware)) #total trip count

tripcount <- tripcount_total %>%
  summarise(Total_Trips_Scheduled = max(Total_Trips_Scheduled))

#vehicles in service
vehicles <- Ware %>%
  count(Van) #trip count for each vehicle

vehicles <- na.omit(vehicles) #remove na

vehiclecount <- vehicles %>%
  summarise(VehiclesInService = n_distinct(Van)) #number of distinct vehicles

#unique riders
riders <- Ware %>%
  count(C.First) #trip count for each rider

uniqueriders <- riders %>%
  summarise(Unique_Riders = n_distinct(C.First)) #number of distinct riders

#average trips per rider
tripsperrider <- riders %>%
  summarise(MeanOneWayTripsPerRider = mean(n))

#join data
Summary <- bind_cols(tripcount, uniqueriders, tripsperrider, vehiclecount)

#Write CSV
write.csv(Summary, "WareSummary.csv")
```
Top 10 Origins/Destinations Chart

```r
setwd("C:\Users\UserName\Documents\R\Training\QRyde")
Routematch <- read.csv("Routematch_MIDS.csv", na.strings = c("", "NA"))
library("tidyverse")

#Filter by provider
Ware <- dplyr::filter(Routematch, Pool == "Ware GDOT")

#concatenate
Ware$Origin <- paste(Ware$O.Street, Ware$O.City, Ware$O.State, Ware$O.Zip)
Ware$Destination <- paste(Ware$D.Street, Ware$D.City, Ware$D.State, Ware$D.Zip)

#Top 10 Origin locations
OriginCount <- dplyr::count(Ware, Origin)
OriginCount <- na.omit(OriginCount)
OriginCount <- rename(OriginCount, Location = Origin)

DestCount <- dplyr::count(Ware, Destination)
DestCount <- na.omit(DestCount)
DestCount <- rename(DestCount, Location = Destination)

OD_All <- dplyr::bind_rows(OriginCount, DestCount)
OD_All <- rename(OD_All, Trips = n)
OD_All <- OD_All %>%
group_by(Location) %>%
summarise_all(list(sum))
OD_All <- dplyr::arrange(OD_All, desc(Trips))

Top10OD <- dplyr::slice(OD_All, 1:10)

#Modify values in OD_All
write.csv(OD_All, "WareODAddresses_All.csv")
write.csv(Top10OD, "WareOD_Addresses_Top10.csv")

#Modify values using Excel - add 'Description' field and google addresses
Top10OD <- read.csv("WareOD_Addresses_Top10.csv")

ODChart <- ggplot(Top10OD, aes(x = reorder(Top10OD$Description, Top10OD$Trips), y = Top10OD$Trips)) +
coord_flip() +
geom_text(aes(label = Top10OD$Trips), size = 3, position =
position_nudge(y = 12)) +
ylim(c(0, max(Top10OD$Trips))) +
theme(axis.text.x.bottom = element_text(size=10))

```
# Input county shapefile
setwd("C:\Users\UserName\Documents\R\Training\QRyde\Counties_Georgia")
ServiceArea <- readOGR(dsn = ".", layer = "Ware")
# Project to WGS 1984, used by google maps
ServiceArea <- spTransform(ServiceArea, CRS("+proj=longlat +datum=WGS84"))
ServiceArea <- fortify(ServiceArea)

# Filter by provider
Ware <- dplyr::filter(Routematch, Pool == "Ware GDOT")

# All pickups and dropoffs
# Create origins csv for census geocoder
Origins <- Ware %>%
  select(O.Street, O.City, O.State, O.Zip)
setwd("C:\Users\UserName\Documents\R\Training\QRyde")
write.csv(Origins, "WareOrigins.csv")

# Create destinations csv for census geocoder
Destinations <- Ware %>%
  select(D.Street, D.City, D.State, D.Zip)
write.csv(Destinations, "WareDestinations.csv")

# Upload this to the Census geocoder
(https://geocoding.geo.census.gov/geocoder/geographies/addressbatch?form)
# Copy output csv to working directory and rename it
"AugustaGeocodedOrigins.csv or AugustaGeocodedDestinations.csv"

# Read Census geocoder output csv
Origins_Geocoded <- read.csv("WareOriginsGeocoded.csv")
Destinations_Geocoded <-
read.csv("WareDestinationsGeocoded.csv")

# Combine geocoded pickup and dropoffs
Geocoded_all <- bind_rows(Origins_Geocoded, Destinations_Geocoded)
Geocoded_split <- cSplit(Geocoded_all, 'X6', sep="",
type.convert=FALSE)
Geocoded_split <- na.omit(Geocoded_split)

# Change character variables to numeric
Geocoded_split$X6_1 = as.numeric(as.character(Geocoded_split$X6_1))
Geocoded_split$X6_2 = as.numeric(as.character(Geocoded_split$X6_2))

# Max and min lat/lon
All_Summary <- ServiceArea %>%
  summarise(lon_min = min(ServiceArea$long, na.rm = TRUE),
  lon_max = max(ServiceArea$long, na.rm = TRUE),
  lat_min = min(ServiceArea$lat, na.rm = TRUE),
  lat_max = max(ServiceArea$lat, na.rm = TRUE))

# Set map range
lon_all <- c(All_Summary$lon_min, All_Summary$lon_max)
lat_all <- c(All_Summary$lat_min, All_Summary$lat_max)

# Define map extents
map <- qmap(location = c(lon = mean(lon_all), lat = mean(lat_all)),
  zoom = 9,
  source = "google", maptype = "roadmap", color = "bw")

# Plot all pickups/dropoffs density map
Density_All <- map +
  geom_path(aes(x = long, y = lat),
    data = ServiceArea,
    alpha = .7, color = "darkgray",
    size = 1.1) +
May 2020

Georgia Statewide Transit Plan | Final Rural Transit Trip Data Analysis Report

```r
stat_density2d(
  aes(x = X6_1, y = X6_2, fill = ..level..),
  alpha = 0.1, size = 2, bins = 25, data = Geocoded_split,
  geom = "polygon") +
  #scale_fill_continuous(name = "Number of Pickups & Dropoffs") +
  #labs(title = "All Pickups/Dropoffs - Augusta", subtitle = "April 2019")
  scale_fill_viridis(name = "Trips") +
  coord_map(projection = "mercator",
    xlim = c(attr(map, "bb")$ll.lon, attr(map, "bb")$ur.lon),
    ylim = c(attr(map, "bb")$ll.lat, attr(map, "bb")$ur.lat))

print(Density_All)

setwd("C:\\Users\\UserName\\Documents\\R\\Training\\QRyde")
ggsave("WareDensity_All.jpeg", plot = Density_All, dpi = 300)
```

### Destinations Outside Service Area List & Heatmap

```r
setwd("C:\\Users\\UserName\\Documents\\R\\Training\\QRyde")
Routematch <- read.csv("Routematch_MIDS.csv", na.strings = c("", "NA"))
Routematch <- Routematch %>%
  rename(D.Street = "D.Street")
library("tidyverse")
library("ggmap")
library("splitstackshape")
library("rgdal")

register_google(key="XYZ")

#Input county shapefile
setwd("C:\\Users\\UserName\\Documents\\R\\Training\\QRyde\\Counties_Georgia")
ServiceArea <- readOGR(dsn = ".", layer = "Ware")
#Project to WGS 1984, used by google maps
ServiceArea <- spTransform(ServiceArea, CRS("+proj=longlat +datum=WGS84"))
ServiceArea <- fortify(ServiceArea)

#filter for counties outside service area

#OutsideSA <- dplyr::filter(Destinations_Geocoded, X10 != 253, #SWGRC counties only
#                           X10 != 205, #change number(s) to FIPS code(s) of service area
#                           X10 != 201,
#                           X10 != 177,
#                           X10 != 131,
#                           X10 != 99,
#                           X10 != 95,
#                           X10 != 87,
#                           X10 != 71,
#                           X10 != 7)

#OutsideSA <-
dplyr::filter(Destinations_Geocoded, X10 != 299)

#split lat/long column into two columns
OutsideSA_split <- cSplit(Destinations_Geocoded, 'X6', sep=""," type.convert=FALSE)
#lat/long column name may vary

#Count dropoffs outside jurisdiction
OutsideSACount <- dplyr::filter(OutsideSA_split %>%
  count(X2, X10) %>%
  arrange(desc(n))
#just for Ware county
OutsideSACount <- OutsideSACount

#Geocode addresses
OutsideSAlatlong <- geocode(as.character(Destinations_Geocoded$X2))

#Bind columns (lat/long & count)
OutsideSAbind <- bind_cols(OutsideSACount, OutsideSAlatlong)

#define map extents
map <- qmap(location = c(lon = mean(lon_all), lat = mean(lat_all)), zoom = 9,
  source = "google", maptype = "roadmap", color = "bw")

#Plot map
OutsideSAmap <- map +
```

---

**Georgia Department of Transportation**

A-4
geom_path(aes(x = long, y = lat),
  data = ServiceArea,
  alpha = .7, color = "darkgray",
  size = 1) +
geom_point(aes(x = lon, y = lat, size = n),
  data = OutsideSAbind, alpha = 0.4) +
#geom_text(data = OutsideSAbind, mapping = aes(label = n), size = 3.5, fontface = "bold", position = position_nudge(x = 0.012, y = -0.005),
#check_overlap = TRUE) +
#breaks = c(30, 60, 90),
#labels = expression(30, 60, 90) +
labs(size = "Trips")
#theme(legend.position = "none")
print(OutsideSAMap)

setwd("C:\Users\UserName\Documents\R\Training\QRyde")

outsideSA_percent <- merge(tripsum, tottripcount)
outsideSA_percent <- select(outsideSA_percent, TripCount = 1, everything())
outsideSA_percent$TripCount = tripsum
outsideSA_percent$TripCount / n #Percent of trips that occurred outside service area

#Filter by provider
Ware <- dplyr::filter(Routematch, Pool == "Ware GDOT")

#Write CSV - all destinations outside service area
write.csv(destlist_all, "WareOutsideServiceArea_All.csv"

#Write CSV - top 5 destinations outside service area
write.csv(destlist_top5, "WareOutsideServiceArea_Top5.csv"

#Funding Source List & Pie Chart

setwd("C:\Users\UserName\Documents\R\Training\QRyde")

Ware <- dplyr::filter(Routematch, Pool == "Ware GDOT")

#Filter by provider
Ware <- dplyr::filter(Routematch, Pool == "Ware GDOT")

#Trips by fund source
fundingsummary <- Ware %>%
count(FundingSource)

#add label position and rename funding source column
fundingsummary <- fundingsummary %>%
mutate(lab.ypos = cumsum(n) - 0.5*n)
rename(FundingSource = Funding_Source)
#write funding summary csv
write.csv(fundingsummary, "WareFundingSummary.csv")

#print funding breakdown
fundingsummary

#remove sources less than 1% of total
fundingsummary <- fundingsummary %>%
  filter(perlabel > 1)

#create plot
fundingchart <- ggplot(fundingsummary, aes(x = ",", y = n, fill =
  Funding_Source))

fundingchart + geom_bar(width = 1, stat = "identity", color = "white") +
  coord_polar("y", start = 0) +
  theme_void() +
  theme(axis.text.x = element_blank()) +
  scale_fill_hue(c = 75, l = 50) +
  geom_text(aes(label = perlabel),
    position = position_stack(vjust = 0.5),
    size = 3.5, color = "white", check_overlap = TRUE)

ggsave("WareFundingPie.jpeg", plot = last_plot(), dpi = 300)
QRyde R Scripts

Provider Summary

```
setwd("C:\Users\UserName\Documents\R\Training\QRyde")
QRyde <- read.csv("QRyde_Funding_Join_r1.csv")
library("tidyverse")

#Filter by provider
Wayne <- dplyr::filter(QRyde, Provider == "Wayne")
Wayne <- dplyr::filter(QRyde, grepl("Wayne", Provider)) #just for providers listed twice

?#trip status
tripcount_total <- Wayne %>%
  summarise(Total_Trips_Scheduled = tally(Wayne)) #total trip count

tripcount_confirmed <- Wayne %>%
  count(Confirmed = TRIP.STATUS == "Confirmed") %>%
  filter(Confirmed == "TRUE") %>%
  select(n) %>%
  `colnames<-`("Trips_Provided") #confirmed trip count

tripcount_cancelonarrival <- Wayne %>%
  count(CancelOnArrival = TRIP.STATUS == "Cancel-On-Arrival") %>%
  filter(CancelOnArrival == "TRUE") %>%
  select(n) %>%
  `colnames<-`("Trips_Cancelled_on_Arrival") #canceled on arrival trip count

tripcount_cancelled <- Wayne %>%
  count(Cancelled = TRIP.STATUS == "Cancelled") %>%
  filter(Cancelled == "TRUE") %>%
  select(n) %>%
  `colnames<-`("Trips_Cancelled_in_Advance") #canceled trip count

tripcount_noshow <- Wayne %>%
  count(NoShow = TRIP.STATUS == "No-Show") %>%
  filter(NoShow == "TRUE") %>%
  select(n) %>%
  `colnames<-`("Passenger_No-Shows") #no show trip count

vehicles <- Wayne %>%
  count(VEHICLE) #trip count for each vehicle

vehicles <- na.omit(vehicles) #remove na

vehiclecount <- vehicles %>%
  summarise(VehiclesInService = n_distinct(VEHICLE)) #number of distinct vehicles

#unique riders
riders <- Wayne %>%
  count(CLIENT.NAME) #trip count for each rider

uniqueriders <- riders %>%
  summarise(Unique_Riders = n_distinct(CLIENT.NAME)) #number of distinct riders

#average trips per rider
trippsperrider <- riders %>%
  summarise(MeanOneWayTripsperRider = mean(n))

#join data
Summary <- bind_cols(tripcount_confirmed, tripcount_cancelled,
  tripcount_cancelonarrival,
  tripcount_noshow,
  uniqueriders, trippssperrider, vehiclecount)

#Add new column - total trips scheduled
Summary <- Summary %>%
  mutate(Total_Trips_Scheduled = Trips_Provided + Trips_Cancelled_on_Arrival +
    Passenger_No-Shows + Trips_Cancelled_in_Advance)

#move total trips scheduled to front
Summary <- Summary %>%
  select(Total_Trips_Scheduled, everything())

#Write CSV
write.csv(Summary, "WayneSummary.csv")
```

vehicles <- Wayne %>%
  count(VEHICLE) #trip count for each vehicle

vehicles <- na.omit(vehicles) #remove na

vehiclecount <- vehicles %>%
  summarise(VehiclesInService = n_distinct(VEHICLE)) #number of distinct vehicles

#unique riders
riders <- Wayne %>%
  count(CLIENT.NAME) #trip count for each rider

uniqueriders <- riders %>%
  summarise(Unique_Riders = n_distinct(CLIENT.NAME)) #number of distinct riders

#average trips per rider
trippsperrider <- riders %>%
  summarise(MeanOneWayTripsperRider = mean(n))

#join data
Summary <- bind_cols(tripcount_confirmed, tripcount_cancelled,
  tripcount_cancelonarrival,
  tripcount_noshow,
  uniqueriders, trippssperrider, vehiclecount)

#Add new column - total trips scheduled
Summary <- Summary %>%
  mutate(Total_Trips_Scheduled = Trips_Provided + Trips_Cancelled_on_Arrival +
    Passenger_No-Shows + Trips_Cancelled_in_Advance)

#move total trips scheduled to front
Summary <- Summary %>%
  select(Total_Trips_Scheduled, everything())

#Write CSV
write.csv(Summary, "WayneSummary.csv")
Top 5 Origins/Destinations Chart

```r
# Filter by provider
Wayne <- dplyr::filter(QRyde, Subrecipient1 == "Wayne")
confirmedtrips <- dplyr::filter(Wayne, TRIP.STATUS == "Confirmed")

# Top 10 Origin locations cWayne
OriginCount <- dplyr::count(confirmedtrips, P.U.LOCATION)
OriginCount <- na.omit(OriginCount)
OriginCount <- rename(OriginCount, Location = P.U.LOCATION)

DestCount <- dplyr::count(confirmedtrips, D.O.LOCATION)
DestCount <- na.omit(DestCount)
DestCount <- rename(DestCount, Location = D.O.LOCATION)

OD_All <- dplyr::bind_rows(OriginCount, DestCount)
OD_All <- rename(OD_All, Trips = n)
OD_All <- OD_All %>%
  group_by(Location) %>%
  summarise_all(list(sum))
OD_All <- dplyr::arrange(OD_All, desc(Trips))

Top10OD <- dplyr::slice(OD_All, 1:10)
```

Origin/Destination Heatmap

```r
# Input county shapefile
ServiceArea <- readOGR(dsn = ".", layer = "Wayne")
ServiceArea <- spTransform(ServiceArea, CRS("+proj=longlat +datum=WGS84"))
ServiceArea <- fortify(ServiceArea)

# Register Google API
register_google(key="XYZ")

# Filter by provider
Wayne <- dplyr::filter(QRyde, Provider == "Wayne")
confirmedtrips <- dplyr::filter(Wayne, TRIP.STATUS == "Confirmed")

# ALL PICKUPS AND DROPOFFS

# Geocode all pickup addresses
Pickupsxy_all <- geocode(as.character(Wayne$P.U.ADDRESS))
Pickups_geocoded_all <- bind_cols(Wayne, Pickupsxy_all)

setwd("C:\Users\UserName\Documents\R\Training\QRyde")
write.csv(Pickups_geocoded_all, "WaynePickups_Geocoded.csv")

# Geocode all dropoff addresses
Dropoffsxy_all <- geocode(as.character(Wayne$D.O.ADDRESS))
Dropoffs_geocoded_all <- bind_cols(Wayne, Dropoffsxy_all)

setwd("C:\Users\UserName\Documents\R\Training\QRyde")
write.csv(Dropoffs_geocoded_all, "WayneDropoffs_Geocoded.csv")
```
# Combine geocoded pickup and dropoffs
Geocoded_all <- bind_rows(Pickups_geocoded_all, Dropoffs_geocoded_all)

# max and min lat/lon
All_Summary <- ServiceArea %>%
  summarise(lon_min = min(ServiceArea$long, na.rm = TRUE),
            lon_max = max(ServiceArea$long, na.rm = TRUE),
            lat_min = min(ServiceArea$lat, na.rm = TRUE),
            lat_max = max(ServiceArea$lat, na.rm = TRUE))

# set map range
lon_all <- c(All_Summary$lon_min, All_Summary$lon_max)
lat_all <- c(All_Summary,lat_min, All_Summary$lat_max)

# define map extents
map <- qmap(location = c(lon = mean(lon_all), lat = mean(lat_all)), zoom = 10,
             source = "google", maptype = "roadmap", color = "bw")

# Plot all pickups/dropoffs density map
Density_All <- map +
  geom_path(aes(x = long, y = lat),
            data = ServiceArea,
            alpha = .7, color = "darkgray",
            size = 1.1) +
  stat_density2d(
    aes(x = lon, y = lat, fill = ..level..),
    alpha = 0.1, size = 2, bins = 50, data = Geocoded_all,
    geom = "polygon") +
  scale_fill_viridis(name = "Trips") +
  coord_map(projection = "mercator",
            xlim = c(attr(map, "bb")$ll.lon, attr(map, "bb")$ur.lon),
            ylim = c(attr(map, "bb")$ll.lat, attr(map, "bb")$ur.lat))

# labs(title = "All Pickups/Dropoffs - Augusta", subtitle = "April 2019")
print(Density_All)

ggsave("WayneDensity_All.jpeg", plot = Density_All, dpi = 300)

# RESIDENTIAL PICKUPS AND DROPOFFS

# Only keep pickup/dropoff locations called 'NA'. Removes businesses, medical centers, etc
ResPickups <- dplyr::filter(Pickups_geocoded_all,
                             is.na(Pickups_geocoded_all$P.U.LOCATION))
ResDropoffs <- dplyr::filter(Dropoffs_geocoded_all,
                              is.na(Dropoffs_geocoded_all$D.O.LOCATION))

# Combine geocoded residential pickup and dropoffs
Residential_all <- bind_rows(ResPickups, ResDropoffs)

# Plot residential pickup/dropoff map
ResDensityMap <- map +
  geom_path(aes(x = long, y = lat),
            data = ServiceArea,
            alpha = .7, color = "darkgray",
            size = 1.1) +
  stat_density2d(
    aes(x = lon, y = lat, fill = ..level..),
    alpha = 0.2, size = 2, bins = 15, data = Residential_all,
    geom = "polygon") +
  scale_fill_viridis(name = "Trips") +
  coord_map(projection = "mercator",
            xlim = c(attr(map, "bb")$ll.lon, attr(map, "bb")$ur.lon),
            ylim = c(attr(map, "bb")$ll.lat, attr(map, "bb")$ur.lat))

# labs(title = "Residential Pickups/Dropoffs - Augusta", subtitle = "April 2019")
print(ResDensityMap)

ggsave("WayneResidentialDensity.jpeg", plot = ResDensityMap, dpi = 300)

# Map and List of Destinations Outside Service Area
setwd("C:\Users\UserName\Documents\R\Training\QRyde")
QRyde <- read.csv("QRyde_Combined_Funding_r2.csv")
library("tidyverse")
library("ggmap")
library("splitstackshape")
library("rgdal")

# Input county shapefile
setwd("C:\Users\UserName\Documents\R\Training\QRyde\Counties_Georgia")
ServiceArea <- readOGR(dsn = ".", layer = "Wayne")
# Project to WGS 1984, used by google maps
ServiceArea <- spTransform(ServiceArea, CRS("+proj=longlat +datum=WGS84"))
ServiceArea <- fortify(ServiceArea)

# max and min lat/lon
All_Summary <- ServiceArea %>%
  summarise(lon_min = min(ServiceArea$long, na.rm = TRUE),
  lon_max = max(ServiceArea$long, na.rm = TRUE),
  lat_min = min(ServiceArea$lat, na.rm = TRUE),
  lat_max = max(ServiceArea$lat, na.rm = TRUE))

# set map range
lon_all <- c(All_Summary$lon_min, All_Summary$lon_max)
lat_all <- c(All_Summary$lat_min, All_Summary$lat_max)

# Register Google API
register_google(key="XYZ")

# Filter by provider
Wayne <- dplyr::filter(QRyde, Subrecipient1 == "Wayne")
confirmedtrips <- dplyr::filter(Wayne, TRIP.STATUS == "Confirmed")

# Create separate csv of provider-specific dropoff addresses
DO <- dplyr::select(confirmedtrips, starts_with("D.O.ADDRESS"))
DO_split <- cSplit(DO, "D.O.ADDRESS", sep="", type.convert=FALSE)

# if there are more than 10,000 rows, need to split data up for census geocoder
Census_1 <- DO_Census %>%
  slice(1:9999)
Census_2 <- DO_Census %>%
  slice(10000:n())
setwd("C:\Users\UserName\Documents\R\Training\QRyde")

# Write csv for Census Geocoder
write.csv(Census_1, "WayneDOAddresses_1.csv")
write.csv(Census_2, "WayneDOAddresses_2.csv")

# Upload this to the Census geocoder
(https://geocoding.geo.census.gov/geocoder/geographies/addressbatch?form)
# Copy output csv to working directory and rename it "AugustaGeocoded.csv"

# read Census geocoder output csv
# if this produces an error, you may need to add headings to each column of csv,
# start at 'X1' and increase numerically by with each column
WayneGeocoded_1 <- read.csv("WayneGeocoded.csv")
WayneGeocoded_2 <- read.csv("WayneGeocoded_2.csv") # if more than one geocoded file
WayneGeocoded_All <- dplyr::bind_rows(WayneGeocoded_1, WayneGeocoded_2) # if more than one geocoded file

# Filter for counties outside service area
OutsideSA <- dplyr::filter(WayneGeocoded_1, X10 != 305)
# X10 != 255, change number(s) to FIPS code(s) of service area
# X10 != 231, X10 != 199, X10 != 171, X10 != 35
# X10 != 95,

# Filter cities within southwest ga
OutsideSA_split <- cSplit(OutsideSA, 'X6', sep="", type.convert=FALSE)

# Count dropoffs outside jurisdiction
OutsideSACount <-OutsideSA_split %>%
  count(X2, X10) %>%
  arrange(desc(n))

# just for Wayne county
OutsideSACount <- OutsideSACount %>%
#slice(2)

# Geocode addresses
OutsideSAlatlong <- geocode(as.character(OutsideSACount$X2))

# Bind columns (lat long & count)
OutsideSAbind <- bind_cols(OutsideSACount, OutsideSAlatlong)

# Define map extents
map <- qmap(location = c(lon = mean(lon_all), lat = mean(lat_all)), zoom = 9, 
source = "google", maptype = "roadmap", color = "bw")

# Plot map
OutsideSAMap <- map + 
  geom_path(aes(x = long, y = lat), 
data = ServiceArea, 
alpha = .7, color = "darkgray", 
size = 1) + 
  geom_point(aes(x=lon, y = lat, size = n), 
color = I(rgb(202, 0, 108, maxColorValue = 255)), data = 
OutsideSAbind, alpha = 0.4) + 
  #geom_text(data=OutsideSAbind, mapping=aes(label=n), size = 3.5, fontface = "bold", position = position_nudge(x = 0.012, y = -0.005), 
  #check_overlap = TRUE) + 
  breaks = c(30, 60, 90), 
  #labels = expression(30, 60, 90) + 
  labs(size = "Trips") 
  #theme(legend.position = "none")
print(OutsideSAMap)

# Save map as jpeg
ggsave("WayneOutsideSA.jpeg", plot = OutsideSAMap, dpi = 300)

destlist_all <- OutsideSAbind %>% 
  rename(TripCount = n, CountyFIPS = X10, Address = X2) # Original column names may vary
tripsum <- dplyr::summarise(destlist_all, sum(TripCount))
tripsum # Displays number of trips outside service area

# Count rows in 'confirmedtrips' dataframe
tottripcount <- count(confirmedtrips)

outsideSA_percent <- merge(tripsum, tottripcount)
outsideSA_percent <- select(outsideSA_percent, TripCount = 1, everything())
outsideSA_percent <- dplyr::mutate(outsideSA_percent, TripCount / n)
outsideSA_percent$TripCount/n # Percent of trips that occurred outside service area

# Write CSV - all destinations outside service area
write.csv(destlist_all, "WayneOutsideServiceArea_All.csv")

# List of top 5 destinations
destlist_top5 <- dplyr::slice(destlist_all, 1:5)

# Write CSV - top 5 destinations outside service area
write.csv(destlist_top5, "WayneOutsideServiceArea_Top5.csv")

### Funding Sources Pie Chart

setwd("C:\Users\UserName\Documents\R\Training\QRyde")
QRyde <- read.csv("QRyde_Funding_Join_r1.csv")
library("tidyverse")
library("dplyr")

# Filter by provider
Wayne <- dplyr::filter(QRyde, Subrecipient1 == "Wayne")

# Wayne <- Wayne %>% 
# mutate(NAME = replace(NAME, NAME == "SUTMER AGING", "SUMTER AGING")) # Correct misspelled word

# Trips by fund source - ideally consolidate some of the fund sources
fundingsummary <- Wayne %>% 
  count(NAME)

# Arrange in descending order by count
fundingsummary <- dplyr::arrange(fundingsummary, desc(n))

# Create percentage
fundingsummary <- dplyr::arrange(fundingsummary, %>% 
  mutate(per = n/sum(n)))
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fundingsummary$perlabel <- scales::percent(fundingsummary$per)
fundingsummary$conclabel <- paste0(fundingsummary$NAME, ": ", fundingsummary$perlabel)

#add label position and rename funding source column
fundingsummary <- fundingsummary %>%
  mutate(lab.ypos = cumsum(n) - 0.5*n) %>%
  rename(Funding_Source = NAME)

#write funding summary csv
write.csv(fundingsummary, "WayneFundingSummary.csv")

#remove sources less than 1% of total
fundingsummary <- fundingsummary %>%
  filter(perlabel > 1)

#create plot
fundingchart <- ggplot(fundingsummary, aes(x = ",", y = n, fill = Funding_Source))
fundingchart + geom_bar(width = 1, stat = "identity", color = "white") +
  coord_polar("y", start = 0) +
  theme_void() +
  theme(axis.text.x = element_blank()) +
  scale_fill_hue(c = 75, l = 50) +
  geom_text(aes(label = perlabel),
    position = position_stack(vjust = 0.5),
    size = 3.5, color = "white", check_overlap = TRUE)
ggsave("WayneFundingPie.jpeg", plot = last_plot(), dpi = 300)

Combining Datasets

Combine QRyde and Routematch Into One CSV

library("tidyverse")

Georgia Statewide Transit Plan | Final Rural Transit Trip Data Analysis Report

setwd("C:\Users\UserName\Documents\R\Training\QRyde")
Routematch <- read.csv("Routematch_MIDS.csv", na.strings = c("", "NA"))
QRyde <- read.csv("QRyde_Funding_Join_r1.csv")

QRyde_selection <- QRyde %>%
  select(TRAVEL.DATE, P.U.ADDRESS, D.O.ADDRESS, P.U.LOCATION, D.O.LOCATION, NAME)

Routematch_selection <- Routematch %>%
  select(RunDate, O.Address, D.Address, Purpose, FundingSource)

Combined <- dplyr::bind_rows(QRyde_selection, Routematch_selection)
write.csv(Combined, "QRyde_Routematch_Combined.csv")
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