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Institute of Transportation Engineers

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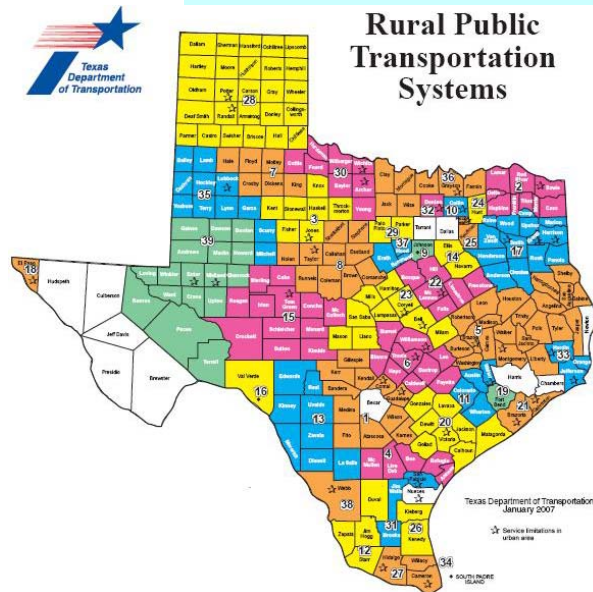
Paratransit Service in Rural Areas of Texas and Mexico

Paratransit

- Transportation service that is flexible and can be adjusted to individual needs.
- Paratransit offers some advantages over transit.
- Examples: taxis, jitney, dial-a-ride, vanpool and subscription service.

Transit in rural Texas

- 39 rural transit systems.
- Service types:
 - Fixed route
 - Dial-a-ride
 - Taxis



Paratransit in rural Texas

- Run by local governments (cities, counties, regional agencies)
- Most systems are dial-a-ride using minivans to vans.
- Local, State, Federal funding
- Some coordination with urban transit systems

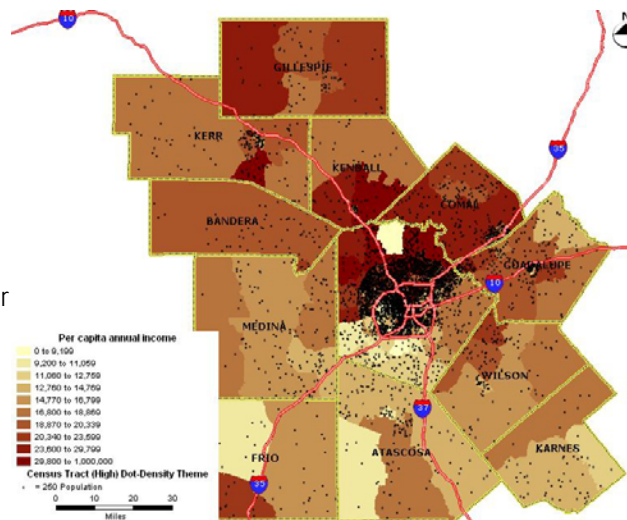


Alamo Area



Socioeconomics in rural Alamo Area

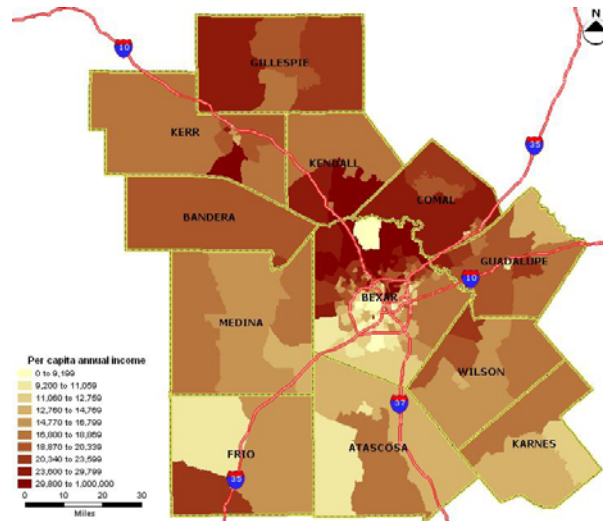
- Population
2 Million (2005)
- Auto ownership
 - Texas
 - 1 vehicle per 2.6 people



Socioeconomics in rural Alamo Area

- Mode Choice

- Urban
 - 93% auto
 - 3% transit
 - 4% other
- Rural
 - 96% auto
 - 0.2% transit
 - 3.8% other



Paratransit in rural Alamo Area

- Service characteristics
 - 24 hour call by noon
 - Vehicle availability, first come first served
 - Medical
 - Youth
 - Senior
 - General Public

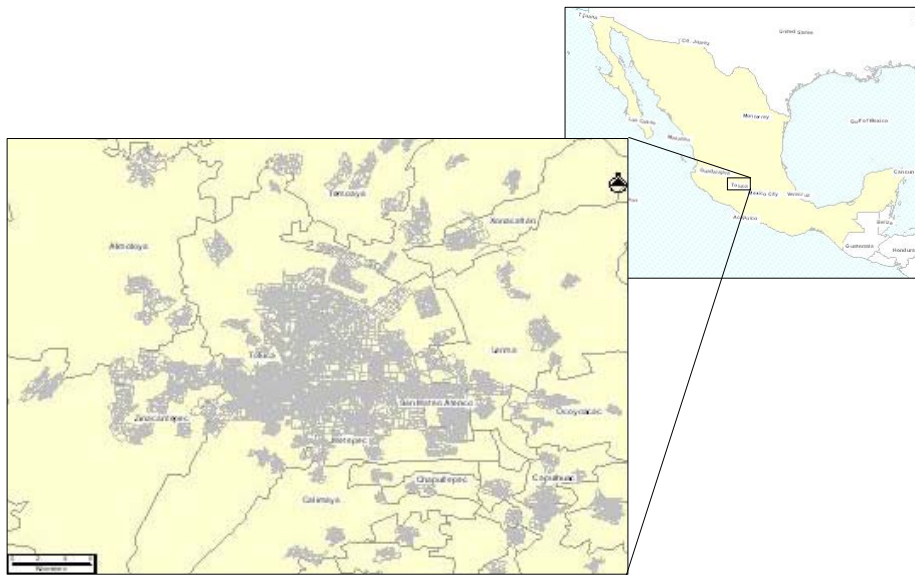


Paratransit in rural Mexico

- Run by private operators with concession.
- For hire operations, 24/7 availability.
- For profit, no subsidies.
- Compete with and complement traditional transit systems.

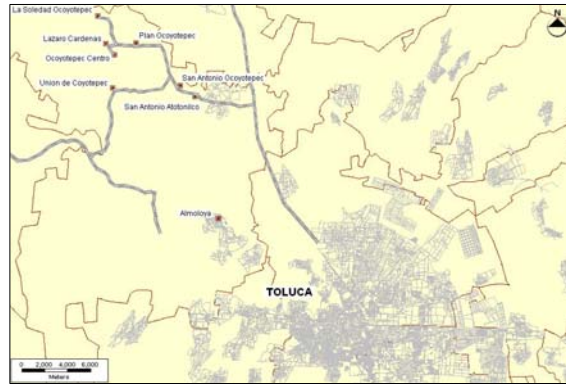


Toluca Area



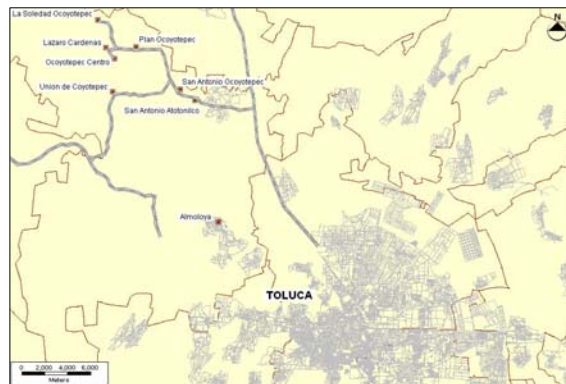
Socioeconomics in rural Toluca

- Population
 - 1.3 Million (2000)
- Auto ownership
 - Urban
 - 1 vehicle per 7 people
 - Rural
 - 1 vehicle per 19 people



Socioeconomics in rural Toluca

- Mode Choice
 - Urban
 - 37% auto
 - 54% transit
 - 9% other
 - Rural
 - 1% auto
 - 60% transit
 - 37% paratransit
 - 2% other



Paratransit in rural Toluca

- Service characteristics
 - 24 hour by hire shared taxi in "terminals"
 - Vehicle availability always but no handicapped accessibility
 - Access to terminal required
 - No curb to curb service
- Transit alternative



Comparison

- | | |
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| <ul style="list-style-type: none">• Texas<ul style="list-style-type: none">• Demand served<ul style="list-style-type: none">• Transit dependent – handicapped – low income• High auto ownership rates• Service<ul style="list-style-type: none">• Dial-a-ride van• 24 hour notice• Fares \$0 - \$3.50 - subsidized• Transit share<ul style="list-style-type: none">• 3% daily trips | <ul style="list-style-type: none">• Mexico<ul style="list-style-type: none">• Demand served<ul style="list-style-type: none">• Transit dependent – low income• Low auto ownership rates• Service<ul style="list-style-type: none">• By hire shared-taxi• 24/7 availability• Fares \$0.50 - \$1.50 – no subsidies• Transit share<ul style="list-style-type: none">• 97% daily trips |
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Next Steps

- Which is better?
 - Dial a ride – 24 hour notice vs. Access to terminal 24/7 availability
- Model/test Texas-style paratransit in rural Mexico
 - Increase accessibility
 - No phone

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