Rural Transit: Examples of Agency Service Areas

Regional Rural Agency

Many rural transit agencies are responsible for services throughout a multi-county region that may contain one or more communities of varying population, landform, and socio-economic conditions.

City or County Agency

Many rural transit agencies are responsible for services only in one city or one county; city based agencies may or may not be responsible for services throughout the remainder of the county.

Multiple City/County Agencies

In some rural areas, multiple transit agencies provide service to a community. The transit provider for a city and transit provider for the county may operate in the same rural area to serve particular destinations or types of riders.
**Rural Transit: Descriptions of Common Types of Transit Service**

*(Examples only, may not represent all transit services operated by rural transit agencies)*

### Demand Response, Many Origins to Many Destinations

1. Service most often operated by advance reservation as a shared ride from curb at origin location to curb at destination.
2. May be provided for the general public or special transit markets (i.e. Age 65 and over, people with disabilities); may also supplement other transit service.
3. Service may serve large geographic area or be limited to a small area.

### Route Deviation or Flexible, Few Origins to Few Destinations

1. Service operates on a fixed schedule with defined bus stops; however, the driver can deviate (flex) from the route within a pre-established distance (usually ¼ to 1½ miles or longer in rural areas) to provide curb-to-curb service by passenger request.
2. Route deviations must be limited to ensure ability to maintain on-time service.
3. Advance notice is needed to request boarding or alighting at a stop other than a fixed bus stop.

### Fixed Route, Linear Origins to Linear Destinations or Transfers

1. Service utilizing a bus or van along an established route with a set schedule and where passengers board and alight only at marked stops.
2. Bus stops are spaced about every 2 to 5 city blocks in urban centers, every ¼ to ½ mile in less dense areas.
3. Local fixed route service must include complementary demand response for people with disabilities.