



Enhance RTS Study

Summary of Public Meeting #3

Study Analysis

- Comparison to sister cities that are comparable to Gainesville
- Need to consider ridership under an economic deflation scenario
- How much of current ridership is student based?
- Comparison of increased ridership to fare revenue and how that will offset costs
- How much of current cost is covered by fares?
- What is the cost for road repair in the City?
- As density increases, how would this enhanced transit service benefit the community?
- Selection of alternative seems subjective - How much did commentary at previous meetings affect decision?



Enhance RTS Study

Summary of Public Meeting #3

Service

- Need to first improve existing bus service and provide more bus shelters
- Provide quicker service with less transfers
- Improve service to areas with high passenger usage
- Make the bus system more attractive for everyone, not just for students
- UF library is now open 24 hours a day, need bus service to run 24 hours
- Why is Five Points transfer station necessary?
- Focus on East Gainesville

Taxes

- A one cent increase in the cost of gas will impact the economy severely and so public investment in services like transit are important
- Current taxation cannot fix the roads, therefore enhanced transit is not affordable



Enhance RTS Study

Summary of Public Meeting #3

Meeting Venue

- Meetings should not be at GRU, not easily accessible
- Meetings should be at location where they can be recorded like City Commission
- These meetings need to be publicized

In Favor

- Students rely entirely on the bus, so any improvements to the bus system would be welcomed
- In full favor of expanding existing bus service

Not in Favor

- Citizens have said multiple times they do not want BRT or TSM
- No money to implement this project
- No enhancements until the existing system is improved



Enhance RTS Study

Summary of Comment Sheet

- Comment sheet was developed to solicit public comments on the recommended enhanced transit route and improvements
- Comment sheets were distributed at the February 26 Public Meeting and available on the Study website at www.go-enhanceRTS.com
- 11 comment sheets were returned at the Public Meeting
- As of March 4, 2014, 20 on-line comment sheets were completed
- On-line comment sheet available until April 19, 2014
- As of March 4, 2014, there were 1,923 visits to the Study website



GO Enhance RTS Study Draft Recommendation

With input from a detailed evaluation of potential alternatives, that included both enhanced bus and bus rapid transit (BRT) options, the recommended transit enhancement associated with the GO Enhance RTS Study is a new limited stop bus service. This service, referred to as the Transportation System Management, or TSM alternative, would span an east-west corridor across Gainesville between Santa Fe Village and a new transit center in east Gainesville (at Five Points). The route, referred to as Corridor A, was one of two routes (the other being Corridor B) that were evaluated in detail, with minor routing options (refer to Map 1). The new bus service would operate 18 hours on weekdays, 15 hours on Saturdays, and 12 hours on Sundays, with service ranging from 10-15 minutes on weekdays, 20 minutes on Saturdays, and 30 minutes on Sundays. This service would have no significant roadway improvements, instead focusing on transit priority at major intersections. Standard 40-foot buses would be used for the service. The BRT option that was evaluated in detail involved a greater capital investment with exclusive bus lanes to the extent possible on existing or planned roadways, new low-floor stylized 60-foot articulated buses, enhanced transit stations, and off-board fare collection.

The recommended TSM draft alternative focuses on two phase implementation plan (refer to Map 2). Phase 1 would begin at Oaks Mall and end at a new Five Points transfer station, and would go into operation in 2018. Phase 2 would extend service west to Santa Fe Village and would go into operation in 2020. A third phase between the Five Points transfer station and the airport could be evaluated after implementing Phase 2.

The total estimated capital costs to implement Phases 1 and 2 of the identified TSM improvements (in estimated year of expenditure) are about \$14.5 million. Most of the capital cost would be in new buses. The remaining capital cost would be largely allocated to the new transfer station and transit signal priority. Annual operating costs would range from \$2.6 million per year in 2018 with Phase 1 to \$5 million per year in 2025 with both Phases 1 and 2. To operate the new limited stop service, some of the funds could come from existing local service in the corridor whose service frequency would be cut back with the new service.

Please share your comments on the recommended enhanced transit route and improvements. For more information, please review the summary of findings presentation on the study website at www.go-enhanceRTS.com. You can also complete this comment sheet on-line.

1. Do you agree with the study's conclusion that Corridor A is preferred over Corridor B? (Please check one)

Yes No

If No, please explain:



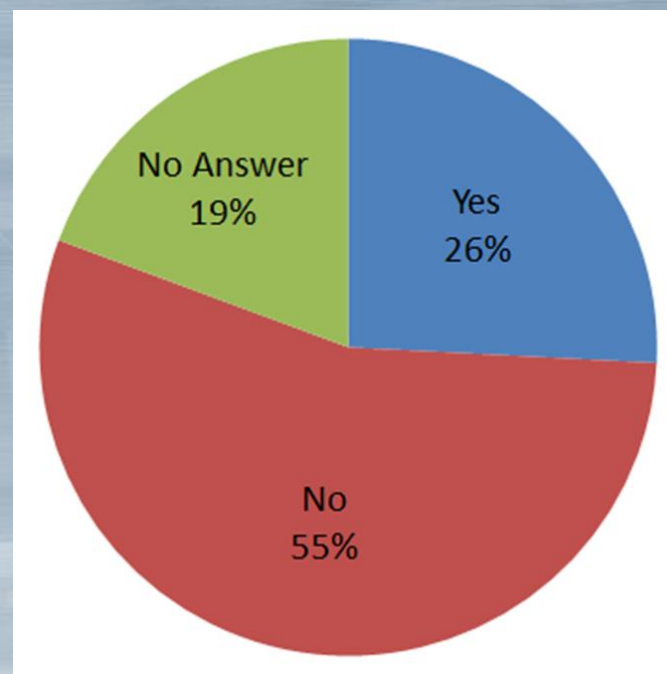
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Summary of Comment Sheet

Question 1: Do you agree with the study's conclusion that Corridor A is preferred over Corridor B?

If No, please explain:

- Hull Rd. might initially save money in construction and enhanced transportation costs, but it will never have a high volume of riders
- Should do more research on where passengers are actually getting on and off the bus
- Archer Rd. consists of large amount of riders that won't be able to get on a rapid transit route if it goes through Hull Rd.
- Important to directly connect both Celebration Pointe and Butler Plaza to the TSM system



Note: Total Responses = 31



Enhance RTS Study

Summary of Comment Sheet

Question 1: Do you agree with the study's conclusion that Corridor A is preferred over Corridor B?

If No, please explain: *(continued)*

- Provide a circulator route that goes only between Celebration Pointe and a TSM connection stop
- TSM system will be an important tool for connecting people in East Gainesville with jobs in Butler Plaza
- Neither option, especially with only 2-6% increase in ridership
- Less costly solution such as improving existing bus routes and headways by adding busses during peak times, etc.
- Gainesville does not need, nor can afford, nor justify such expenditures on either of these corridor alternatives
- Need to repair the roadways



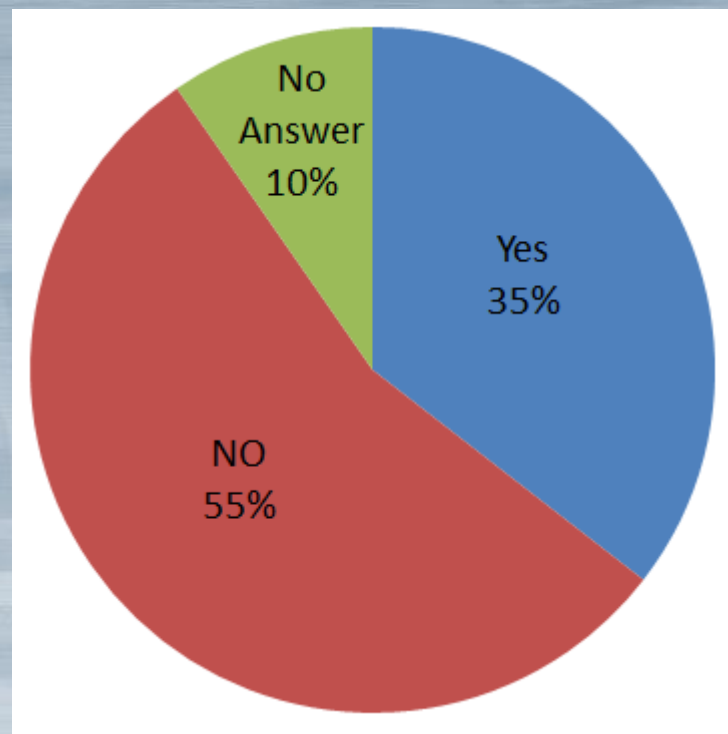
Enhance RTS Study

Summary of Comment Sheet

Question 2: Do you agree with the study's conclusion that TSM should be pursued over BRT at this time?

If No, please explain:

- TSM is a reasonable compromise but the data in the study clearly demonstrated that BRT would be the most cost effective solution
- Neither is the best option, instead focus on enhancing existing routes with more headways and fine tuning some of the routes
- Gainesville does not need, nor can afford, nor justify such expenditures on either of these corridor alternatives



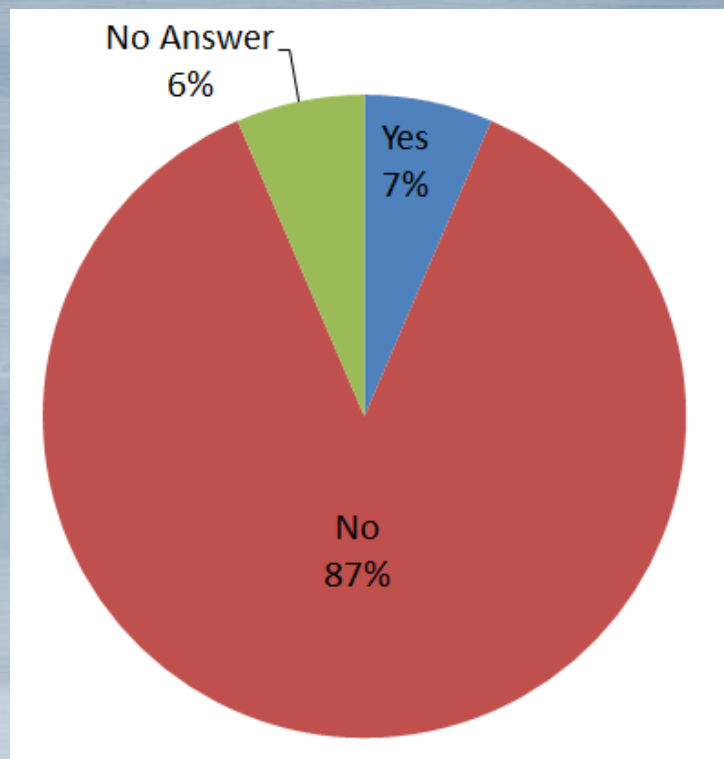
Note: Total Responses = 31



Enhance RTS Study

Summary of Comment Sheet

Question 3: If you think the BRT should be pursued, would you accept it if funding would have to come entirely from local sources?



Note: Total Responses = 31



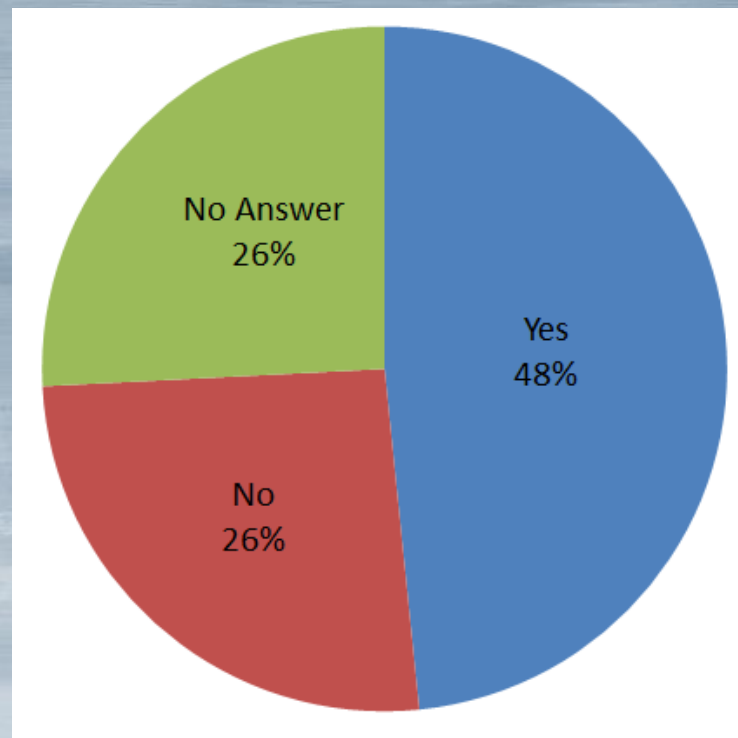
Enhance RTS Study

Summary of Comment Sheet

Question 4: Are there any questions that the study did not evaluate that it should have?

If Yes, please explain:

- Study does nothing to address the future economy as it relates to revenue and ridership projections
- No economic study to validate sales tax revenue
- Study does not recognize that historic data presented to support growth originated in a period of "hyper-growth" spurred by the "debt-bubble"
- Study should have evaluated efficiency in the current RTS system
- Not considered were the importance of bus pullouts for improved congestion



Note: Total Responses = 31



Enhance RTS Study

Summary of Comment Sheet

Question 4: Are there any questions that the study did not evaluate that it should have?

If Yes, please explain: *(continued)*

- What about smaller buses?
- Long term effects of very little Federal funding due to the massive national debt
- Could the City use incentive funding for transit instead of building parking garages
- Like to see data on BRT route from Downtown to Convention Center via UF and SFC to UF



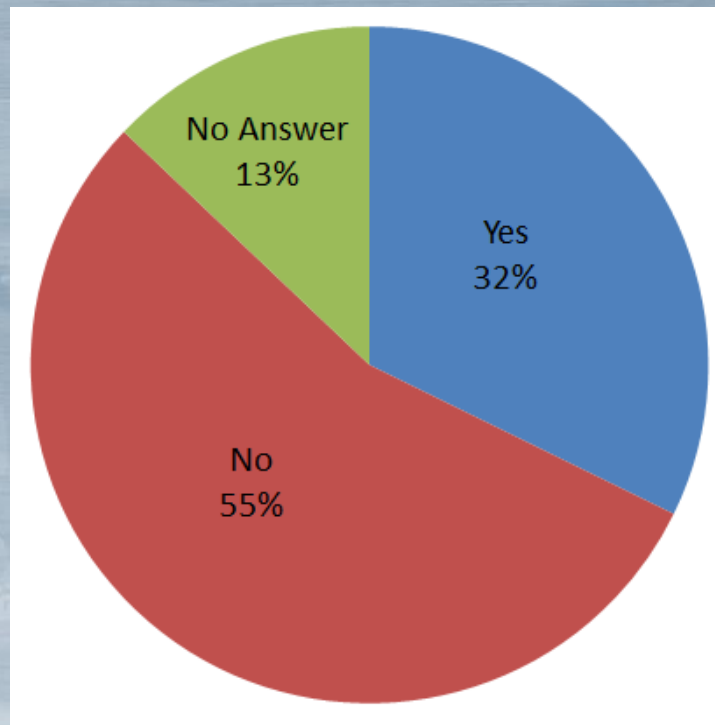
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Summary of Comment Sheet

Question 5: Does the phasing of the TSM segments seem to occur in the best order?

If No, please explain:

- Need a station at MLK Center
- No need for a transfer station
- Neither is the best option, instead focus on enhancing existing routes with more headways and fine tuning some of the routes, especially for East Gainesville
- Do not pursue TSM or BRT



Note: Total Responses = 31



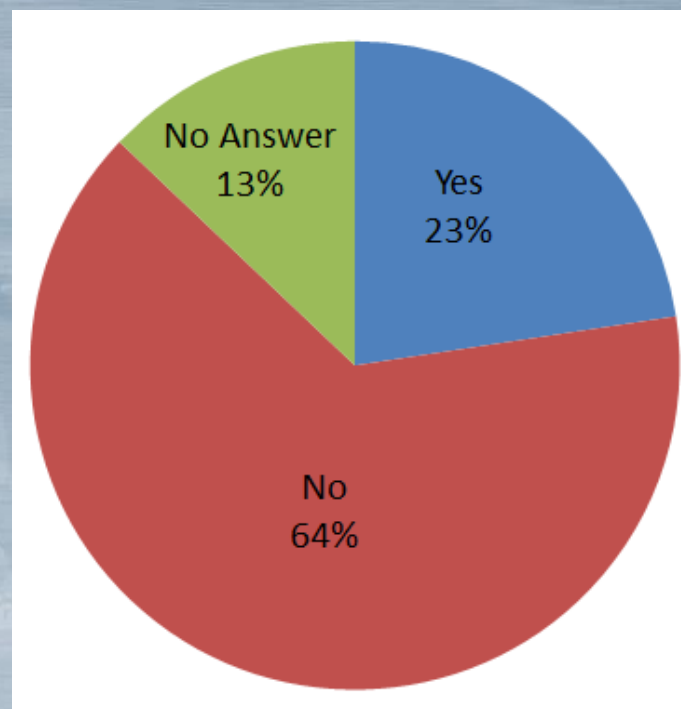
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Summary of Comment Sheet

Question 6: Would you support a transportation surtax that included transit improvements in general?

If No, please explain:

- Focus surtax on repair and maintenance of roads
- In favor of enhancing existing routes or even improving those routes in lower income areas that depend on buses for transportation
- Rate increase for the people actually using the bus system should be enacted to help fund RTS enhancements
- Waste of taxpayer funds



Note: Total Responses = 31



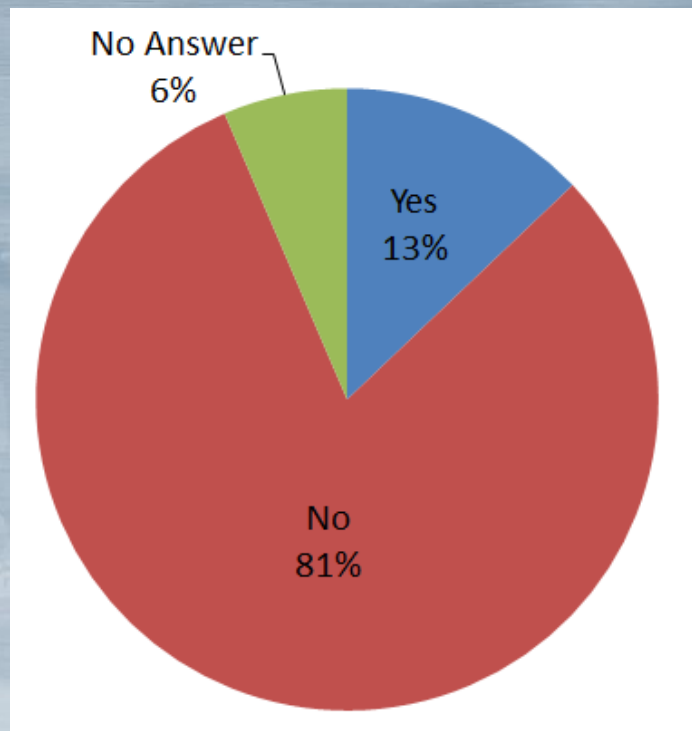
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Summary of Comment Sheet

Question 7: Would you support a transportation surtax that included the specific transit TSM improvements identified?

If No, please explain:

- TSM appears to be an attempt to revitalize East Gainesville, but misses the real need for the community to get where they are going
- Stop spending large sums of money to "beautify" Gainesville to the extent of undermining road infrastructure
- Any surtax should be used solely for road repair and improved existing bus service
- Do not have the density or money for TSM



Note: Total Responses = 31



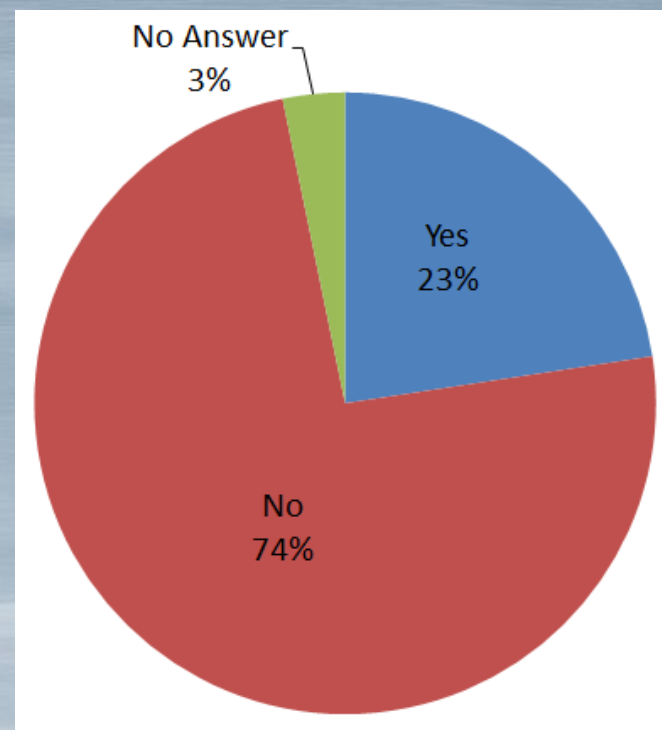
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Summary of Comment Sheet

Question 8: Do you believe that mobility benefits of the TSM justify its cost?

If No, please explain:

- No cost-benefit analysis presented - its all conjecture with no proof
- Improvement in the mobility is too small to justify its cost and there are too many other things to fund (i.e., repairing the roads)
- It's hard to "justify" an expenditure that has little, if any, chance of being recovered
- Service limited to few residents at the expensive of non-residents
- Fix the roads before any transit improvements



Note: Total Responses = 31



Enhance RTS Study

Summary of Comment Sheet

Question 9: Other Comments

Service

- Existing routes and headways should be improved by adding buses during peak times, etc.
- Provide shelters at bus stops
- Less costly solutions exist as opposed to Rapid Transit or Enhanced RTS (TSM)
- TSM without smart control causes wasted time, money, fuel and more pollution
- TSM is a reasonable interim solution for this community, but RTS should explore the use of articulated buses and enhanced stations, as well to make it a true BRT-Lite scenario
- Service needs to support local businesses
- Convention Center should be in the priority corridor
- Shands Hospital should be connected to Butler Plaza
- Bus stop is needed at MLK Center at Waldo Rd. and NE 8th Ave. as it is a major civic area
- 5 Points configuration seems awkward



Enhance RTS Study

Summary of Comment Sheet

Question 9: Other Comments *(continued)*

Costs/Taxes

- Do not have the population to justify the high cost for this project, just need to improve existing bus service
- City and County administrations need to deal with reality and plan for transit/roads with budget limitations in mind
- Fix the roads with existing funding
- No taxes, no new transit plans whatsoever until the backlog of road improvements is completed
- RTS should move to a position of being self-sufficient, needing very little local tax funding