

Primary Care Clinics

1 RAHMA Mercy Clinic

1.1 Location

1.1.1 Address

- 5220 Southwest 13th Street

1.1.2 Within City Boundary?

- No – approximately 1 mile

1.1.3 Hours of Operation

- Saturday; 9:00AM – 1:00PM

1.2 Closest Route(s)

- Route 13; span of service (Saturday): 6:45AM – 6:15PM; frequency: 60 minutes

1.3 Closest Stop

- Stop 681 – approximately 0.25 miles

1.4 Assessment

- On Saturday's, the Route 13 is interlined with the Route 16. This means that a single bus alternates between completing a Route 13 roundtrip and a Route 16 roundtrip. This process allows RTS to increase their service coverage on the weekend when demand is lower and individual buses are not needed for each route. This process requires equal timing for both routes to stay on schedule. There is little spare time between the routes so any deviation in running time could force the frequency on Route 13 to be reduced beyond its current 60 minutes. Additionally, for safety reasons, the 55mph speed limit along the stretch of U.S. 441 that the clinic abuts precludes a bus from stopping directly on the roadway. A bus bay would be needed to stop here, if legal, or the bus would have to pull into the facility and turn around. Given the unknown width of the right-of-way and presence of a ditch the later appears to be the most feasible solution. The safety of a new turn-around on U.S. 441 would also need to be investigated and approved by FDOT. An agreement to enter private property would be needed and ADA improvements for passenger boarding and alighting would have to be responsibility of property owner.

1.5 Service Cost

1.5.1 Operating Expense

- Negligible assuming current service could be provided in this area without impacting current frequencies

1.5.2 Capital Cost

- ADA improvements costs in private property would be needed.

1.5.2.1 Bus

- Existing fleet can satisfy service need.

1.5.2.2 Bus Stop

- Given the limited service to this facility it would be cost prohibitive to explore a bus bay for this location, as well as confusing to the general population. The City would need to explore the legal implications and precedent for providing service on private property.
- Recent costs for 5'x8' feet land pads have ranged from \$1,500-\$3,500 depending on site specifics; please note the following requirements for bus stop Americans with Disabilities Act accessibility requirements:
 - A 5' by 8' firm, stable surface landing pad connected to the backside of a curb;
 - A Type F Curb and Gutter in urban and suburban areas;
 - A 5-foot wide accessible pathway that provides connectivity between the stop and adjacent uses; and
 - A cross slope (perpendicular to the direction of travel) at the stop that is less than 2 percent.

1.6 Recommendation

- Explore other service options with MV Transportation since this agency is the Community Transportation Coordinated (CTC).

2 Solstas Lab Partners

2.1 Location

2.1.1 Address

- 6717 Northwest 11th Place

2.1.2 Within City Boundary?

- No – directly adjacent.

2.1.3 Hours of Operation

- Monday – Friday; 7:30AM – 5:00PM

2.2 Closest Route(s)

- Route 23 span of service (Weekdays): 7:15AM – 10:15PM; frequency: 22, 23, 35, and 45 minutes
- Route 62; span of service (Weekdays): 8:00AM – 5:27PM; frequency: 60 minutes
- Route 75; span of service (Weekdays): 6:00AM – 8:16PM; frequency: 35, 52, 53 minutes

2.3 Closest Stop

- Stop 1100 – approximately 0.35 miles

2.4 Assessment

- Solstas Lab Partners is located off NW 69th Terrace and West Newberry Road in an auto-oriented medical complex behind North Florida Regional Medical Center. The Routes 75 and 23 transverse this portion of West Newberry Road. While these two routes could successfully navigate the road network to access the laboratory, introducing this approximately 1 mile deviation would add unnecessary travel time for the large number of users who rely on these routes to travel to the route endpoints. A more optimal solution may be to investigate changing the end of the line of the Route 62 from Oaks Mall to the laboratory. Therefore, riders who do not have to access the facility can alight from the bus and be spared the extra travel time; see appendix for photos. All three route options would require an additional bus to prevent service reductions.

2.5 Service Cost

2.5.1 Operating Expense

- Standard RTS operating cost = \$62.94/hour
- Weekly operating cost = \$62.94/hour * 9.5 hours/day * 5 days/week = \$2,989.65

2.5.2 Capital Cost

2.5.2.1 Bus

- Standard bus cost = \$400,000

2.5.2.2 Bus Stop

- Recent costs for 5'x8' feet landing pads have ranged from \$1,500-\$3,500 depending on site specifics. Due to the absence of sidewalks in the area and high roadway shoulder embankments, a bus stop near the laboratory cannot be made compliant with Americans with Disabilities Act (ADA) accessibility requirements:
 - A 5' by 8' firm, stable surface landing pad connected to the backside of a curb;
 - A Type F Curb and Gutter in urban and suburban areas;
 - A 5-foot wide accessible pathway that provides connectivity between the stop and adjacent uses; and
 - A cross slope (perpendicular to the direction of travel) at the stop that is less than 2 percent.
- Service into this area may prompt requests for additional stops along NW 69th Terrace.

2.6 Recommendation

- Given the steep operating and capital costs associated with serving the Laboratory, as well as the deleterious effect potential route deviations would have on overall service expediency and directness, Alachua Area Public Health Foundation, Inc. should explore transportation options with MV Transportation. MV Transportation is the Community Transportation Coordinated (CTC).
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3 Westside Samaritans Clinic

3.1 Location

3.1.1 Address

- 10000 West Newberry Road

3.1.2 Within City Boundary?

- No – over 1.5 miles

3.1.3 Hours of Operation

- Thursday; 5:00PM – 8:30PM

3.2 Closest Route(s)

- Route 23; span of service (Weekdays): 7:15AM – 10:15PM; frequency: 22, 23, 35, and 45 minutes

3.3 Closest Stop

- Stop 1275 – approximately 1 mile

3.4 Assessment

- The only proximate route to Westside Samaritan Clinic is Route 23. It would need to be extended approximately 2 miles west to Northwest 98th Street to accommodate the Clinic. Currently, Route 23 transverses Fort Clarke Boulevard serving 10 stops along both the eastern and western portions of the road. The majority of these stops have low to medium daily boarding and alighting activity. Should it deviate from its current course, some portion of the established ridership would no longer be served and Santa Fe College students would be taken further out of their way. Moreover, the low density residential land use along Northwest 98th Street is not conducive to transit use; many sections of the roadway lack adjacent development of any type or through street connections. At this time service to this clinic would not be appropriate; see appendix.
- Service to this location can be revisited with the future provision of Route 26 - service to Town of Tioga. Based on ridership forecasts, this route is scheduled to go into service in 2019 per the City of Gainesville Regional Transit System Transit Development Plan 2013 Annual Update.
- Service costs below are predicated on running a second bus on Route 23 that directly enters into Westside Baptist Church during the clinic's operating hours.

3.5 Service Cost

3.5.1 Operating Expense

- Standard RTS operating cost = \$62.94/hour
- Weekly operating cost = \$62.94/hour * 4.5 hours = \$283.23

3.5.2 Capital Cost

3.5.2.1 Bus

- Existing fleet can satisfy service need.

3.5.2.2 Bus Stop

- Given the limited service to this facility it would be confusing to the general population to provide a stop along either Newberry Road or Northwest 98th Street. The City would need to explore the legal implications and precedent for providing service on private property.
- Recent costs for 5'x8' feet landing pads have ranged from \$1,500-\$3,500 depending on site specifics; please note the following requirements for bus stop Americans with Disabilities Act accessibility requirements:
 - A 5' by 8' firm, stable surface landing pad connected to the backside of a curb;
 - A Type F Curb and Gutter in urban and suburban areas;
 - A 5-foot wide accessible pathway that provides connectivity between the stop and adjacent uses; and
 - A cross slope (perpendicular to the direction of travel) at the stop that is less than 2 percent.

3.6 Recommendation

- Given the limited hours of operation of the clinic and unknown ridership demand, Alachua Area Public Health Foundation, Inc. should explore transportation options with MV Transportation. MV Transportation is the Community Transportation Coordinated (CTC).

Appendix. Primary Care Clinics Photos

1 RAHMA Mercy Clinic

1.1 Clinic (red circle) from Florida Works Bus Stop



1.2 Adjacent to Clinic – Current bus turn-around on U.S. 441



2 Solstas Lab Partners

2.1 Laboratory Location



3 Westside Samaritans Clinic

3.1 North on Northwest 98 Street across from the Clinic

