



**RTS Mission Statement:**  
To provide our community with a safe,  
courteous and reliable transportation alternative.



# Rapid Transit Feasibility Study Final Briefing

**City of Gainesville  
Commission  
March 2010**



**Tindale-Oliver & Associates, Inc.**  
Planning and Engineering

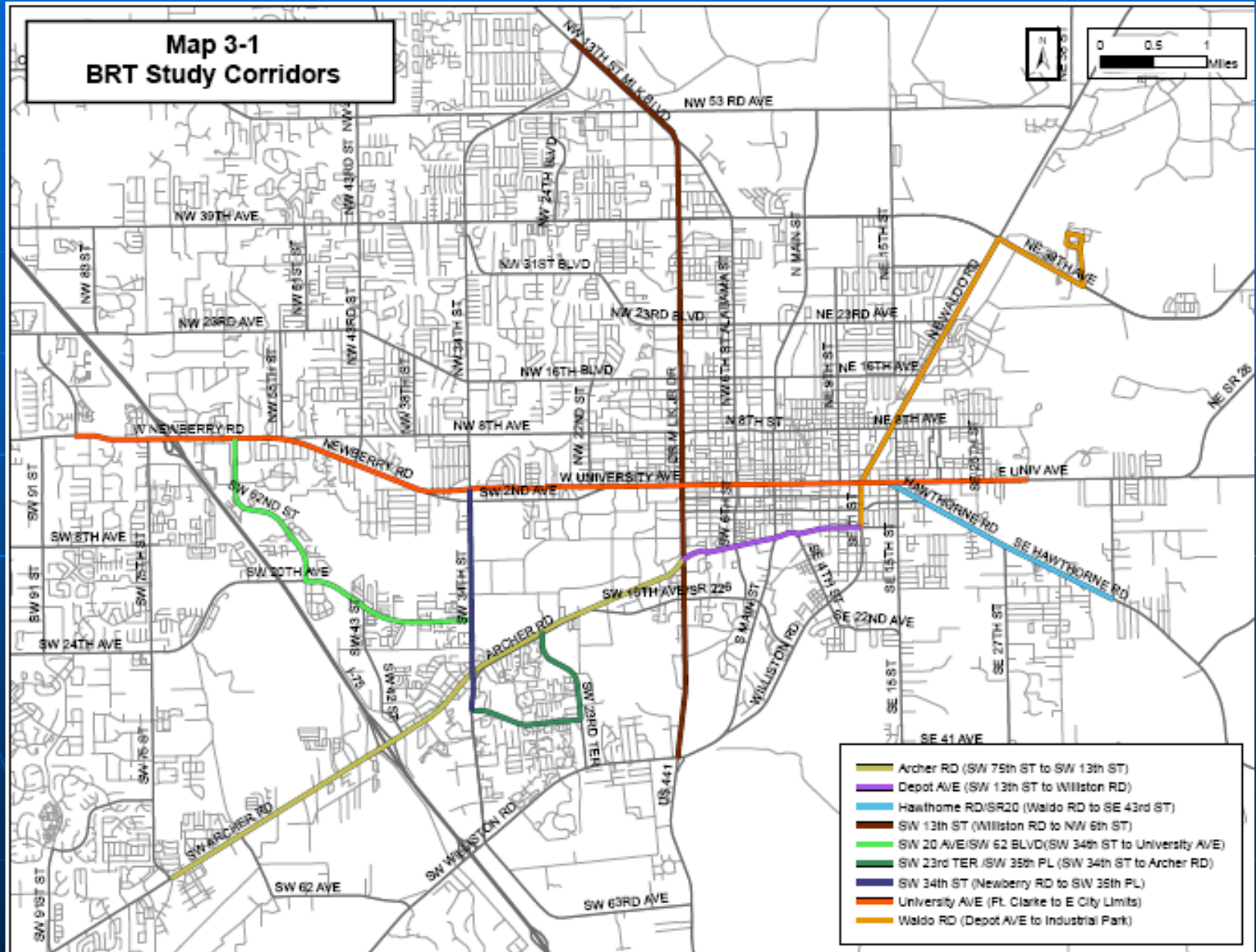
# Study Objectives

- Determine the **feasibility** of Bus Rapid Transit improvements on a **locally preferred corridor** for eligibility in Federal **Small Starts** and **Very Small Starts** program
- Implement a **public involvement plan** that incorporates public involvement activities designed to **educate residents about BRT** and **obtain public opinions** and feedback.
- Assess the **potential application** of bus service enhancements, BRT transit technologies, and specific premium transit elements to the study corridors.

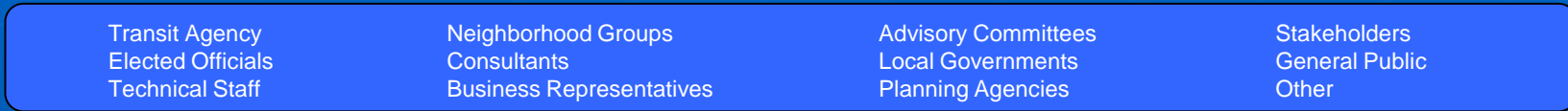
# Study Objectives

- Conduct a **corridor assessment and prioritization analysis** to determine the best corridors for near term BRT application.
- Ensure **consistency with the 2025 LRTP** in regard to improving mobility and alleviating traffic congestion in the Gainesville area.
- Provide an **environmentally-friendly alternative transportation choice** for Gainesville.

# Potential BRT Corridors



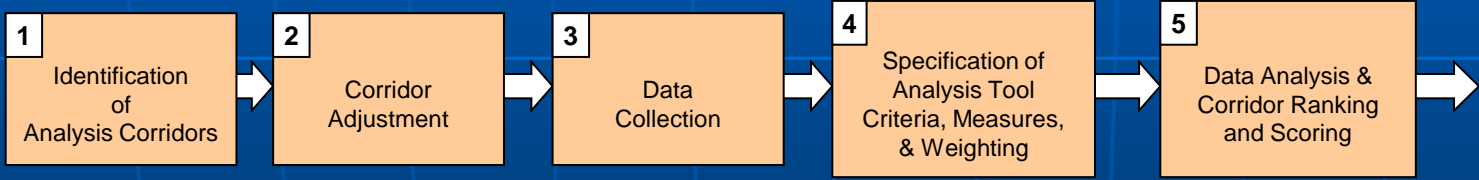
# Analysis Framework



**Policy Direction**

**Steps**

**Data Track**



Field Review  
Land Uses  
Transit Markets

Field Review  
Existing Resources

Measures Based  
on Available  
Data

Analysis Tool  
Application



# Evaluation Criteria

- Four Parts:
  - Market Potential
  - Travel Flows/Patterns
  - Roadway/Intersection Improvements
  - Accessibility/Compatibility

# Corridor Criteria Points

Corridor	Criteria
	Total Score
Archer RD (SW 75th ST to SW 13th ST)	51
Depot AVE (SW 13th ST to Williston RD)	43
Hawthorne RD/SR20 (Waldo RD to SE 43rd ST)	29
SW 13th ST (Williston RD to NW 6th ST)	23
SW 20 AVE/SW 62 BLVD(SW 34th ST to University AVE)	45
SW 23rd TER /SW 35th PL (SW 34th ST to Archer RD)	47
SW 34th ST (Newberry RD to SW 35th PL)	53
University AVE (Ft. Clarke to E City Limits)	27
Waldo RD (Depot AVE to Industrial Park)	33

# From Corridors to Alignments



## RTS Rapid Transit Study

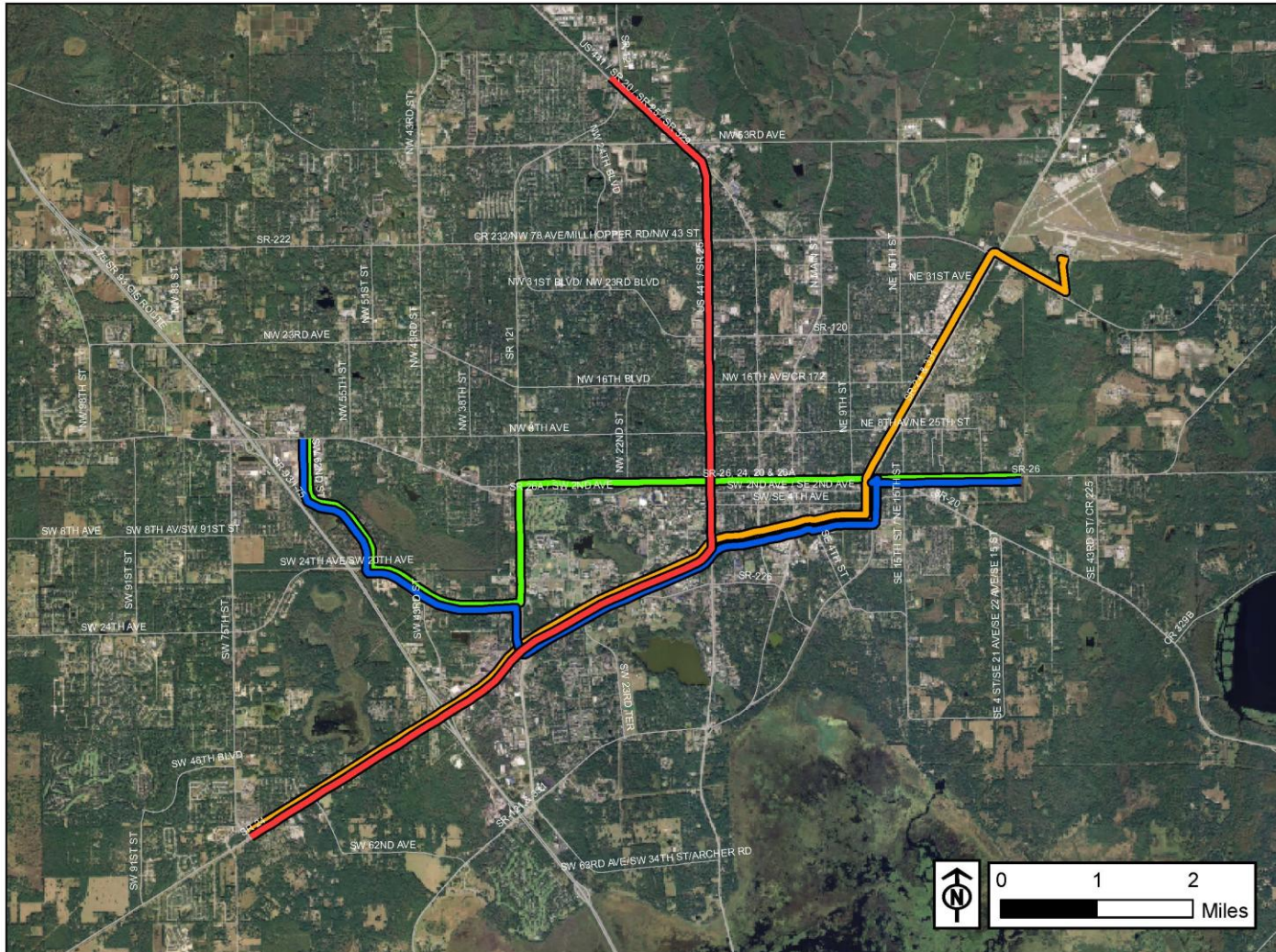
### Legend

#### New Service Configurations

- Configuration 1 (Green line)
- Configuration 2 (Yellow line)
- Configuration 3 (Blue line)
- Configuration 4 (Red line)

### Map 6-1

#### New Service Configurations





# Preferred Configuration with Alternatives



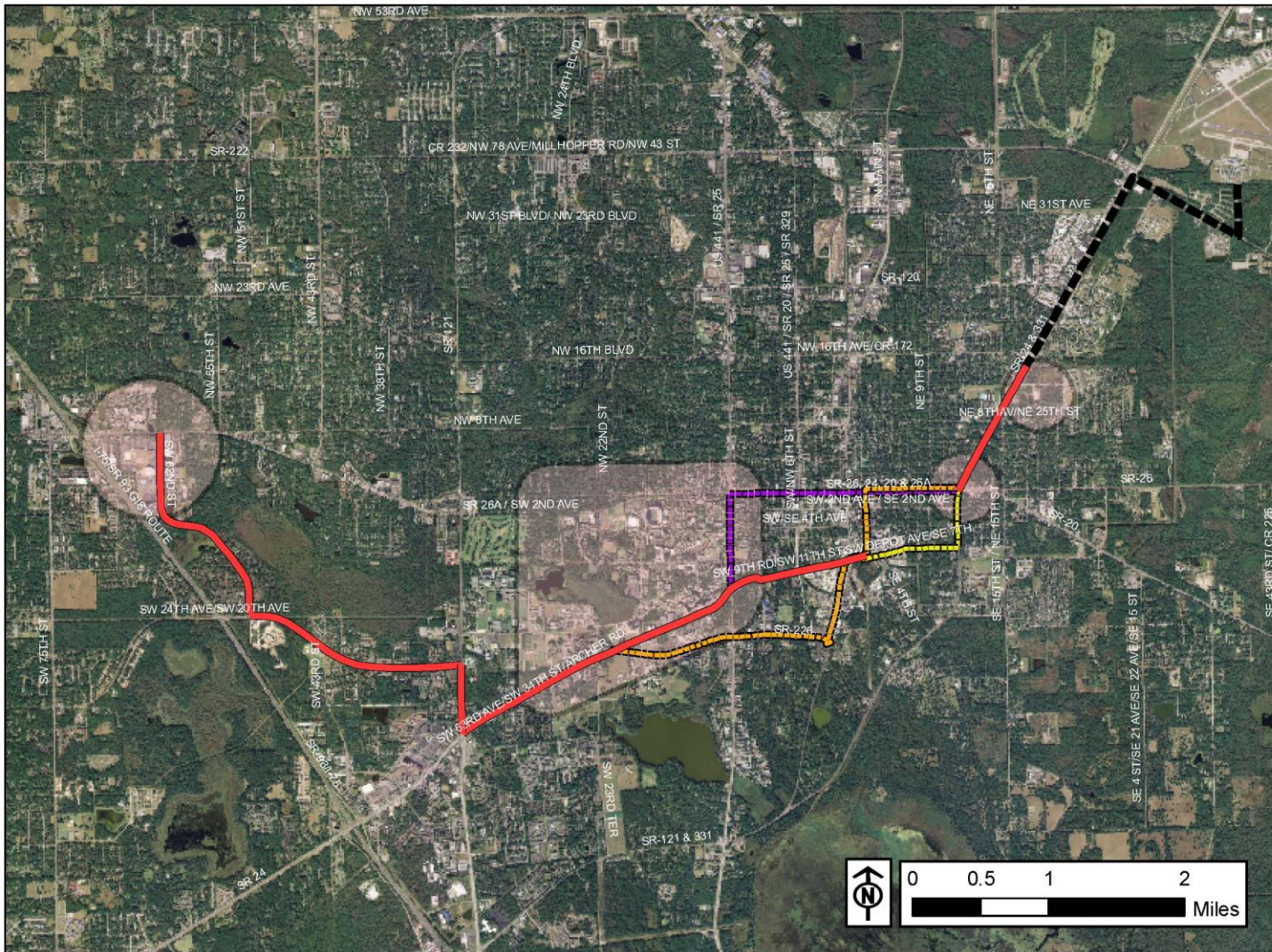
## RTS Rapid Transit Study

### Legend

- Primary Corridor
- Potential Future BRT Extension
- Alternative I
- Alternative II
- Alternative III
- Major Activity Center

### Map 6-2

### Alignment Alternatives

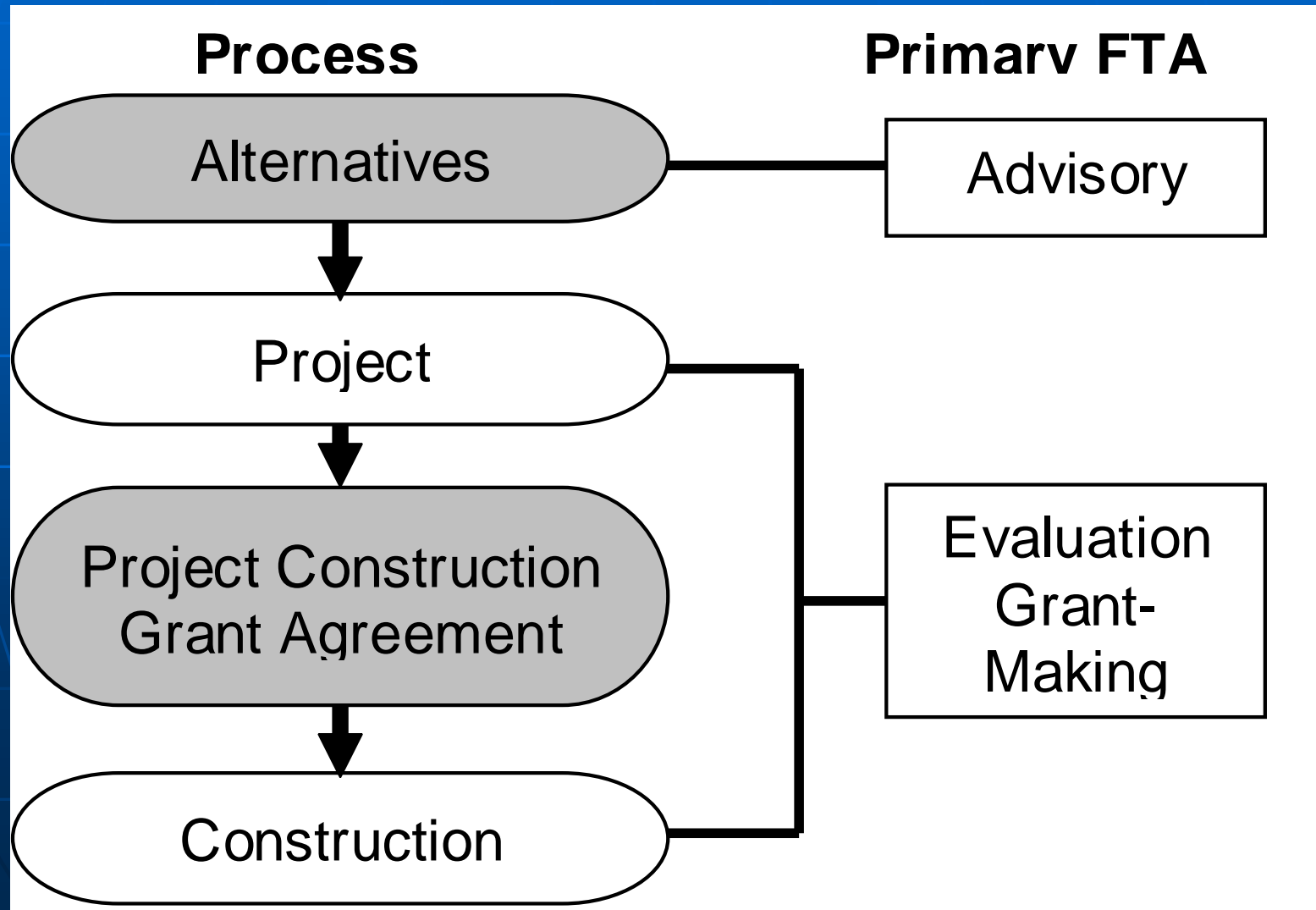




# Technology Assessment

Corridor Segment	Simple Stops	Super Stops	Stations	Running Ways	Intersections for TSP Consideration	Off-Board Fare Payment	Vehicles	Real Time Information
							Stylized, with 40' hybrid electric approximate cost increase of \$175k	At all super stops & stations
<b>SW 62nd Boulevard</b>	X	X	X	Mixed traffic	All (2)	Yes - End of Line/Start of Line		
<b>SW 20th Avenue</b>	X	X	X	Mixed traffic	All (1)	Yes		
<b>SW34th Street</b>	X	X	X	Mixed traffic	All (1)	No		
<b>Archer Rd (SR 24)</b>	X	X	X	Bus lane potential on Archer from SW34th St. to SW 16th St.	All, except Archer/34th (8)	Yes		
<b>SW 9th Road</b>	X	X		Mixed traffic	All (2)	No		
<b>Depot Avenue</b>	X	X		Mixed traffic	All (2)	No		
<b>SE 7th Avenue</b>	X	X		Mixed traffic	All (1)	No		
<b>Waldo Road</b>	X	X		Mixed traffic	All (4)	Yes - End of Line/Start of Line		
<b>Costs</b>				Approx 4 million per route mile - busway	\$30,000 for TSP traffic controller firmware license	\$60,000 per FVM	Standard 40' Coach \$317,000; Gasoline Hybrid \$500,000	\$5,000 per location
<b>Future Phases</b>				Consider median bus lanes		Fare Vending machines at all stops		Real-time information at all stops

# FTA Section 5309 Small Starts and Very Small Starts Development Process



# Small Starts Requirements

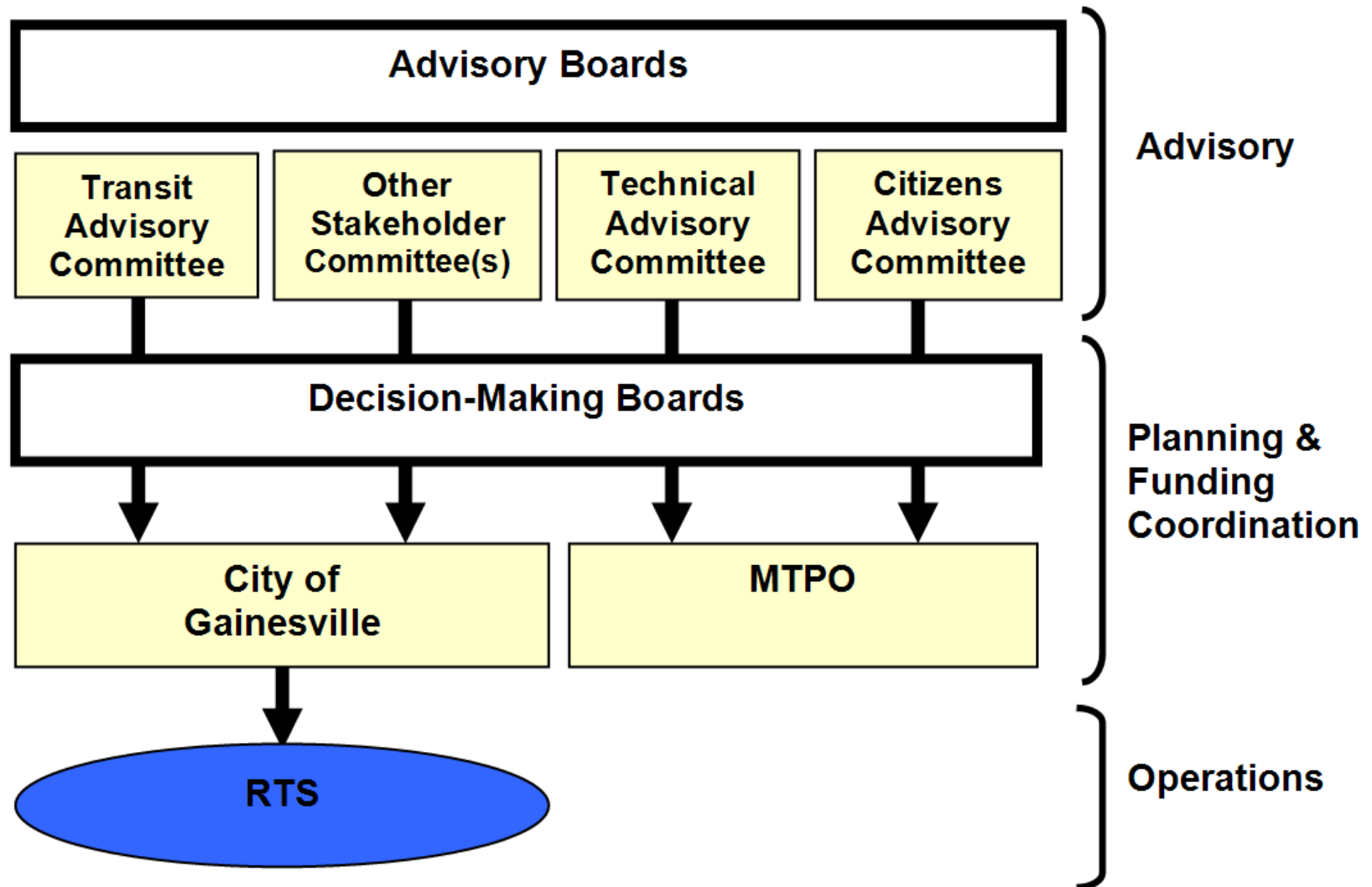
Very Small Starts	Small Starts
<b>Differences</b>	
Less than \$50 Million Total Cost	Less than \$250 Million Total Cost
Less than \$3 Million per Mile (excluding vehicles)	Less than \$75 Million Section 5309 Funding Request
Existing Corridor Ridership Exceeds 3,000/Day	Fixed Guideway at Least 50% of the Project Length During Peak Period
Transit Stations	Substantial Transit Stations
<b>Similarities</b>	
Signal Priority	Signal Priority
Low Floor/Level Boarding Vehicles	Low Floor/Level Boarding Vehicles
10-Minute Peak/15-Minute Off-Peak	10-Minute Peak/15-Minute Off-Peak
Special Branding of Service	Special Branding of Service
14-Hour Service Span Minimum	14-Hour Service Span Minimum

# Steps to Design and Construction

- Select preferred BRT alternative for initial implementation
- Prepare and submit alternatives analysis report to FTA
- Receive approval from FTA to enter into Project Development
- Receive approval from FTA and enter into FTA Project Construction Grant Agreement
- Construct Project

# BRT Planning and Operations Arrangements

## BRT Planning and Operations Arrangements



Transit-Supportive Policy Category	Example Policy/Program
Growth Management	<ul style="list-style-type: none"> <li>• Plans or policies that promote infill development and redevelopment in established urban activity centers.</li> <li>• Plans or policies that concentrate development around major transit facilities.</li> <li>• Plans or policies that allow transfer of development rights to urban areas</li> </ul>
Transit-Supportive Corridor Policies	<ul style="list-style-type: none"> <li>• Subarea and station area plans and policies that include initiatives to develop or redevelop in the transit corridor</li> <li>• Policies that promote mixed-use development</li> <li>• Requirements and/or capital improvement plans that outline sidewalk improvements, connected streets and walkways, and other pedestrian infrastructure around stations</li> <li>• Policies to reduce parking requirements or cap parking in station areas</li> </ul>
Supportive Zoning Regulations Near Transit Stations	<ul style="list-style-type: none"> <li>• Transit overlay zoning</li> <li>• Zoning incentives for increased development in station areas, such as density bonuses</li> </ul>
Tools that Implement Land Use Policies	<ul style="list-style-type: none"> <li>• Inter-local agreements, resolutions, or letters of endorsement in support of coordinating land use and transit investment</li> <li>• Public outreach materials</li> <li>• Zoning requirements for traffic mitigation</li> <li>• Programs that provide incentives for transit-oriented development (tax-increment financing, tax abatement, etc.)</li> </ul>



# Conclusions

- Gainesville has a **feasible** locally-preferred alternative for BRT
- **Student** ridership constitutes 3,000 daily rider requirement for FTA funding
- RTS has applied for **\$25 million** FTA fixed-guideway funding

# Next Steps

- Consider formal City of Gainesville acceptance of Study
- Consider request for endorsement by the MTPPO
- Shore up partnerships
  - Government and private sector
- Consider request for MTPPO/RTS to define an overall system plan for BRT, fixed-route, demand-response and commuter services
- Relate System Plan to LRTP and TDP

# Next Steps

- Consider request for FDOT to incorporate BRT design and operations into Archer Road corridor improvements
- Pursue Local, State and Federal Partnerships to move into Alternatives Analysis and next phases of New Starts process
- Consider overall financial plan for future county-wide mobility service program relating to growth management, economic development and sustainability

