#090283

GAINESVILLE REGIONAL TRANSIT SYSTEM

2010-2019 TRANSIT DEVELOPMENT PLAN

Major Update

PREPARED FOR:

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This document will be updated prior to the August 12 City Commission final packets to include a financial section and revisions to any additional sections based on public comments received through August 6, 2009.

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Section 1: Introduction

The State of Florida Public Transit Block Grant Program was enacted by the Florida Legislature to provide a stable source of State funding for public transportation. The Block Grant Program requires public transit service providers to develop and adopt a 10-year Transit Development Plan (TDP). Major updates must be submitted to the Florida Department of Transportation (FDOT) by September 1st of the year they are due. This FY 2010/2019 TDP is a major update, which is required every five years. The TDP is the source for determining the types of projects and their priority in the public transportation component of the Transportation Improvement Program (TIP). The plan must also be consistent with the approved local government comprehensive plans and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's (MTPO) Long Range Transportation Plan. The Gainesville Regional Transit System (RTS) is responsible for ensuring the completion of the TDP.

This plan meets the requirements for a major TDP update in accordance with Rule Chapter 14-73, Florida Administrative Code (FAC).

OVERVIEW OF TRANSIT DEVELOPMENT PLAN (TDP) REQUIREMENTS

The purpose of this study is to undertake a major update of the RTS TDP, as required by State law. This update will result in a 10-year plan addressing transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies.

Florida Statutes (F.S.) mandate the preparation of a TDP for all transit systems that receive Block Grants from the State of Florida. Relevant sections in the F.S. are provided below.

(1) There is created a public transit block grant program which shall be administered by the department. Eligible providers must establish public transportation development plans consistent,

to the maximum extent feasible, with approved local government comprehensive plans of the units of local government in which the provider is located.

Section 341.052

(2) Where there is an approved local government comprehensive plan in the political subdivision or political subdivisions in which the public transportation system is located, each public transit provider shall establish public transportation development plans consistent with approved local government comprehensive plans.

Section 341.071

On February 20, 2007, FDOT promulgated Rule 14-73.001, which substantially changed the TDP requirements. The changes are documented below:

- Extended the planning horizon from 5 years to 10 years
- Required updates every 5 years instead of 3 years
- Made the annual report, public involvement, and demand estimation requirements more explicit
- Required plan approval
- Established a deadline for said approval in order to qualify for funding

Key requirements in the TDP Rule, as outlined in the draft report "Guidance for Producing a Transit Development Plan", prepared by the USF Center for Urban Transportation Research (CUTR) with Tindale-Oliver & Associates and Dan Boyle and Associates in 2008 for FDOT are summarized below.

Key TDP Requirements

Who: TDPs are required from all entities who apply for State Transit Grant Funds (Section 341.052, F.S.)

When: TDPs must be developed, adopted, and submitted on or before September 1st of the fiscal year for which funding is being sought. A major update is required every 5 years and an annual update/progress report is required all other years.

Where: Plans must be submitted to and on file with the appropriate District Office.

Time Period: Plans must cover the fiscal year for which funds are being sought and the subsequent nine years. Plan submittal is a prerequisite to fund receipt.

TDP Contents: Compliance will be evaluated by FDOT District staff based on the major elements outlined below:

- Specification of an approved public participation process and documentation of its use.
- A situational appraisal that includes at least:

  - Effects of land use, state and local transportation plans, and other governmental actions and policies, socio-economic trends, organizational issues, and technology.
  - Estimation of the community's demand for transit service using an approved technique
  - Performance evaluation of service provided in the community
- The agency vision, mission, and goals
- Consideration of alternative courses of action
- Ten-year implementation plan including:
  - Ten-year program of strategies and policies
  - Maps indicating areas to be served and types and levels of service
  - Monitoring program to track performance
  - Ten-year financial plan noting sources and expenditures of funds
- Relationship to other plans and policies

TDP Annual Update Contents: Annual updates shall be in the form of a progress report on the 10-year implementation program, and shall include:

- Past year's accomplishments compared to the original implementation program;
- Analysis of any discrepancies between the plan and its implementation for the past year and steps that will be taken to attain the original goals and objectives;
- Any revisions to the implementation program for the coming year;
- Revised implementation program for the tenth year;
- Added recommendations for the new tenth year of the updated plan;
- A revised financial plan; and,
- A revised list of projects or services needed to meet the goals and objectives.

FDOT Review: Within 60 days of receipt, FDOT will notify the applicant regarding compliance and eligibility status.

TDP Checklist

Table 1-1 is a list of TDP requirements from Rule 14-73.001. The table also indicates whether or not the item was accomplished in this TDP.

Table 1-1
TDP Checklist

Public Involvement Process	
☑	Public Involvement Plan (PIP)
☑	PIP approved by FDOT
☑	TDP includes description of public involvement process
☑	Provide notification to FDOT
☑	Provide notification to Regional Workforce Board
☑	Provide notification to MPO
Situational Appraisal	
☑	Land use
☑	State and local Transportation Plans
☑	Other governmental actions and policies
☑	Socioeconomic trends
☑	Organizational issues
☑	Technology
☑	10-year annual projections of transit ridership using approved model
☑	Do land uses and urban design patterns support/hinder transit service provision?
☑	Calculate farebox recovery
Mission and Goals	
☑	Provider's vision
☑	Provider's mission
☑	Provider's goals
☑	Provider's objectives
Alternative Courses of Action	
☑	Development and evaluation of alternative strategies and actions
☑	Benefits and costs of each alternative
☑	Examination of financial alternatives
Implementation Program	
☑	10-year implementation program
☑	Maps indicating areas to be served
☑	Maps indicating types and levels of service
☑	Monitoring program to track performance measures
☑	10-year financial plan listing operating and capital expenses
☑	Capital acquisition or construction schedule
☑	Anticipated revenues by source
Relationship to Other Plans	
☑	TDP consistent with Florida Transportation Plan
☑	TDP consistent with Local Government Comprehensive Plan
☑	TDP consistent with MPO Long-Range Transportation Plan
☑	TDP consistent with Regional Transportation Goals and Objectives
Submission	
TBD[1]	Adopted by City Commission
TBD[1]	Submitted by September 1, 2009

[1]TBD - To Be Determined

REPORT ORGANIZATION

This draft report, which is compiled to support the RTS 10-Year TDP Major Update, is composed of ten major sections, including this introduction section. Each section is briefly described below.

Section 2 provides a review of the study area population, demographics, travel behavior, commuting patterns, development activities, land use, and roadway considerations for the City of Gainesville. This includes tables and maps of the study area's baseline conditions, including population, demographic, and journey-to-work characteristics from various sources. In addition, current and planned development activities and growth are also discussed. A review of land use and roadway conditions is also included, followed by a review of regional trends in transit.

Section 3 provides an overview of the existing fixed-route transit services in the City of Gainesville. This includes summaries and descriptions of operating characteristics, capital equipment, and other operational features such as Americans with Disabilities (ADA) complementary paratransit service.

Section 4 summarizes the public involvement activities that were undertaken as part of the TDP update process and other related efforts by RTS. Public involvement activities discussed and/or summarized in this section include the on-board transit survey distributed to RTS riders in April 2009 and other activities that are currently ongoing and planned as part of the TDP.

Section 5 presents the performance assessment conducted for fixed-route services. This assessment includes a trend analysis where performance is reviewed over time. The trend analysis shows the positive and negative trends for the years analyzed. In addition, this section provides the results of the fixed-route peer review analysis. This type of analysis compares the performance of the public transportation system with other transit systems selected as having similar characteristics at a given point in time. A capacity analysis is also conducted, followed by a review and analysis of farebox recovery ratios.

Section 6 presents the review of relevant plans, studies, and polices. The purpose of this effort is to provide information to support an understanding of transit planning issues in the Gainesville area, and support the performance of a situational appraisal, which is an assessment of the operating environment for the transit system.

Section 7 presents the situation appraisal for the TDP. The requirements for a major update of a TDP include the need for a situation appraisal of the environment in which the transit agency operates. The purpose of this appraisal is to help develop an understanding of the RTS operating environment in the context of the following elements including regional issues, socioeconomics, travel behavior, existing and future land use, policy issues, organizational issues, technological issues, and environmental issues.

Section 8 presents a review and evaluation of transit demand and mobility needs regarding transit services in the City of Gainesville. The evaluation was completed by reviewing three major components, including ridership trends, ridership forecasting, and transit market assessment.

Section 9 provides the transit mission for the City of Gainesville and the goals, objectives, and policies to accomplish the transit mission. The mission, goals, objectives, and policies were developed based on discussions with RTS staff, the RTS Strategic Plan, input through the public involvement process, and the results of the technical evaluations.

Section 10 summarizes the potential transit alternatives developed as part of the 10-year planning horizon of this TDP update using public, Review Committee, and RTS staff input, results of various demand analyses, and policy guidance provided by City staff, administration, and elected officials.

Section 11 presents the 10-year TDP for the City of Gainesville, developed based on coordination with RTS staff, public involvement, transit demand analysis, and other recent assessment and evaluation studies conducted for the Gainesville area.

Section 2: Baseline Conditions

PHYSICAL DESCRIPTION OF THE STUDY AREA

The City of Gainesville is located in north central Florida and is bordered on the north by Columbia, Union, and Bradford counties, on the east by Putnam County, on the west by Gilchrist County, and on the south by Levy and Marion counties. According to the MTPO 2035 Socioeconomic Report's 2007 base year conditions, the City of Gainesville is approximately 60 square miles and Alachua County is approximately 785 square miles. Map 2-1 provides an illustration of the study area for the TDP.

POPULATION CHARACTERISTICS

The population of Alachua County is expected to increase from 217,955 in 2000 to 245,187 in 2009, an increase of 12.5 percent. The data for 2000 through 2019 were compiled using the 2000 Census and data from the MTPO 2035 Socioeconomic Report. Table 2-1 provides selected population characteristics for Alachua County for 2000, 2007, 2009, and 2019.

2010 RTS Transit Development Plan

Gainesville Inset

UNION
COLUMBIA
CLAY
GILCHRIST
PUTNAM
LEVY
MARION

CR 236
CR 241 NW
CR 239 NW
SR-121
SR-241,231 & 235
CR 231
CR 237 NW
NW 298 ST
NW 202ND ST
CR 235A/NW 173 ST
NW 110TH AVE
NW 94TH AVE
SR-45 / US-27
CR 235 NW
CR NW 186
CR 32
NW 170TH ST
202ND ST
SW 30TH AVE
SW 46TH AVE
SE 110 ST/ SE 90 AVE
SW 148 ST / CR 241
NW 39TH AVE
NW 43RD ST
NW 53RD AVE
SR-222
NW 23RD AVE
SR-120
US 441 / SR 25
NW 22ND ST
SR 121
SW 8TH AVE
SW 75TH ST
SW 122ND ST
SW 91ST ST
CR 234 SE
SR-20
SE 152ND ST/CR 2082 SE
CR 2082
CR 325
CR 346A
CR 346
CR 346 SE
SE 185TH ST
SW WACAHOOTA RD
CR 219A
CR 1474 E
CR 1474B

N
0 2 4 Miles

Source: Alachua County Department of Growth Management, GIS Division & RTS

Legend

- BRT
- RTS Transit Routes
- MTPO Boundary

Municipalities

- ALACHUA
- ARCHER
- GAINESVILLE
- HAWTHORNE
- HIGH SPRINGS
- LACROSSE
- MICANOPY
- NEWBERRY
- WALDO

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TDP Study Area

Table 2-1
Population Characteristics, Alachua County (2000-2019)

Alachua County	2000	2007	2009	2019	Change 2000-2007	Change 2007-2009	Change 2009-2019
Persons	217,955	240,040	245,187	270,920	10.1%	2.1%	10.5%
Households	95,113	108,658	110,959	122,465	14.2%	2.1%	10.4%
Workers	113,346	132,432	135,922	153,371	16.8%	2.6%	12.8%
Land Area (Square Miles)	874.3	969.1	969.1	969.1	10.8%	0.0%	0.0%
Water Area (Square Miles)	94.9	N/A	N/A	N/A	N/A	N/A	N/A
Persons Per Household	2.3	2.2	2.2	2.2	-4.3%	0.0%	0.0%
Persons Per Square Mile of Land Area	249.3	247.7	253.0	279.6	-0.6%	2.1%	10.5%

Source: 2000 Census and Gainesville MTPO LRTP SE Data

The population of the City of Gainesville is expected to increase from 95,447 in 2000 to 115,731 in 2009, an increase of 20 percent. The data for 2000, 2007, 2009, and 2019 were compiled using the 2000 Census and data from the MTPO 2035 Socioeconomic Report. Table 2-2 provides selected population characteristics for the City of Gainesville for 2000, 2007, 2009, and 2019.

Table 2-2
Population Characteristics, City of Gainesville (2000-2019)

City of Gainesville	2000	2007	2009[1]	2019	Change 2000-2007	Change 2007-2009	Change 2009-2019
Persons	95,447	114,584	115,731	121,459	20.0%	1.0%	4.9%
Households	40,105	54,218	54,771	57,542	35.2%	1.0%	5.1%
Workers	49,083	90,733	92,735	102,759	84.9%	2.2%	10.8%
Land Area (Square Miles)	48.2	61.2	61.2	61.2	27.0%	0.0%	0.0%
Water Area (Square Miles)	0.9	N/A	N/A	N/A	N/A	N/A	N/A
Persons Per Household	2.4	2.1	2.1	2.1	-11.2%	0.0%	0.0%
Persons Per Square Mile of Land Area	1,981.1	1,872.3	1,891.0	1,984.6	-5.5%	1.0%	4.9%

Source: 2000 Census and Gainesville MTPO LRTP SE Data
[1]The City of Gainesville 2009 land area is based on April 2009 numbers and does not include June annexations.

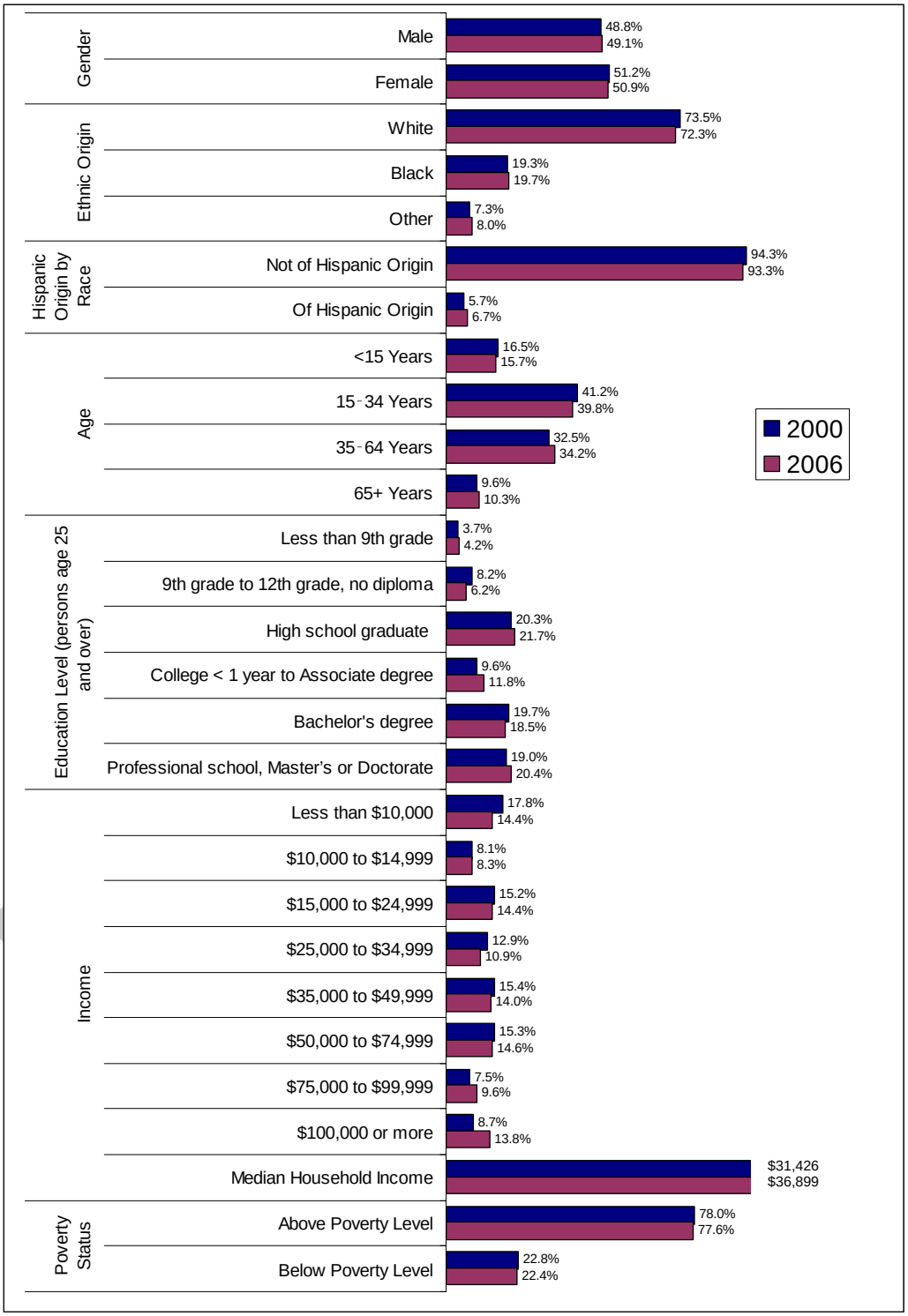
DEMOGRAPHIC AND JOURNEY-TO-WORK CHARACTERISTICS

Demographic and journey-to-work characteristics were compiled from the 2000 Census and the 2006 American Community Survey. Both the Census and the American Community Survey base these estimates on a sampling of the total population. The sample results are then interpreted to represent the whole population. Journey to work information was not collected in the MTPO LRTP SE Data; therefore, 2000 Census and 2006 American Community Survey data was used to illustrate the journey-to-work characteristics.

Figure 2-1 provides selected demographic data for Alachua County, and Figure 2-2 illustrates journey-to-work characteristics for Alachua County. Many of the characteristics provided in Figure 2-1 and Figure 2-2 were chosen because of their known influence on transit use.

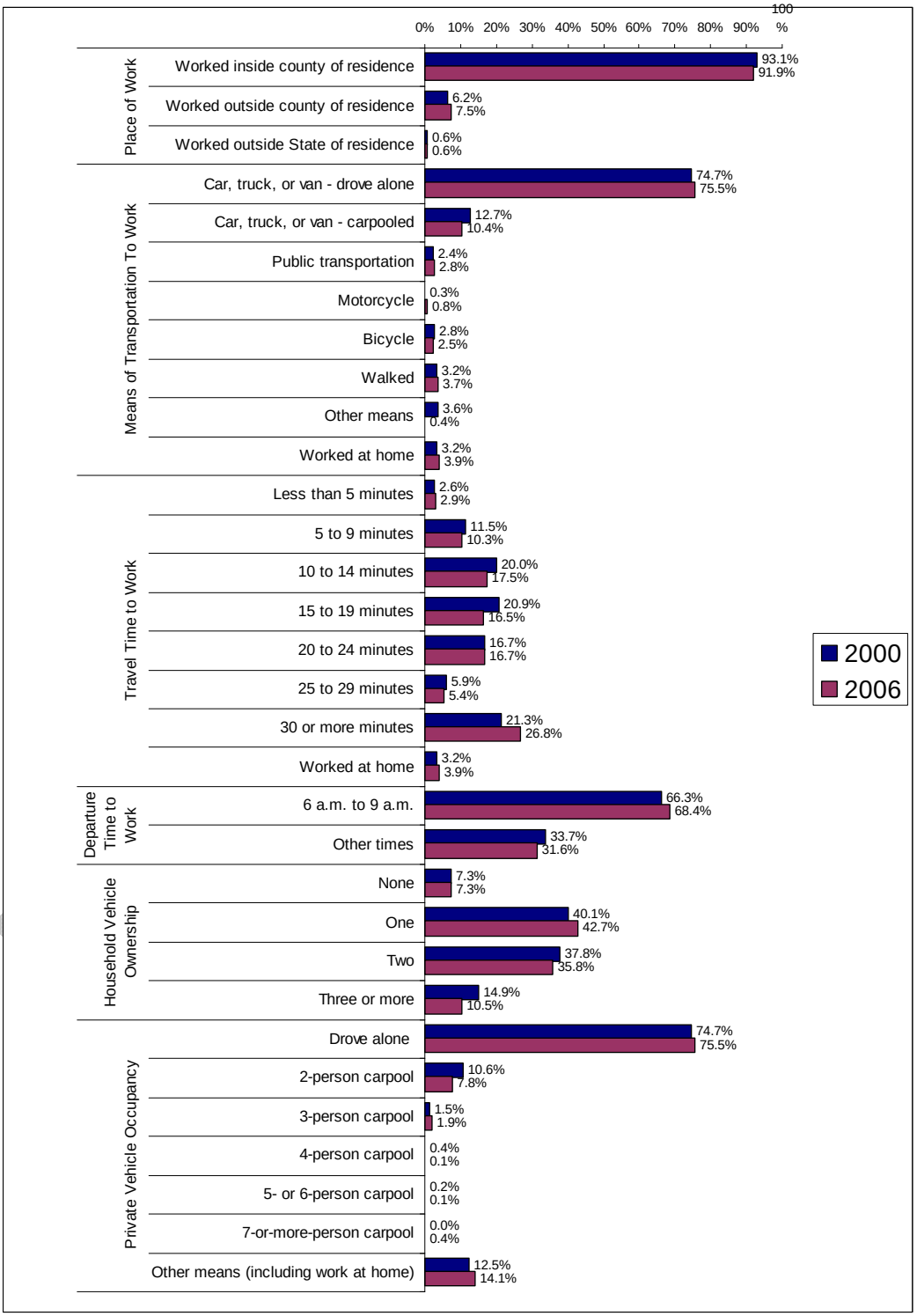
Figure 2-1 shows that Alachua County's demographics have not significantly changed from 2000 to 2006 in terms of ethnic diversity and gender. The education levels for the County increased slightly from 2000 to 2006. In 2000, 8.2 percent of residents had less than a 12th grade education, but in 2006 only 6.2 percent of the population was in this category. The percent of residents with incomes greater than $100,000 also slightly increased. In 2000, 8.7 percent of residents earned greater than $100,000 and in 2006 13.8 percent of the population was in this category.

Figure 2-1
Demographic Characteristics, Alachua County (2000 and 2006)



Source: 2000 Census and 2006 American Community Survey

Figure 2-2
Journey-to-Work Characteristics, Alachua County (2000 and 2006)



Source: 2000 Census and 2006 American Community Survey

Figure 2-2 shows that public transit mode share has slightly increased since 2000. In 2000, 2.4 percent of residents utilized public transit as a means of transportation to work compared to 2.8 percent of the population in 2006. Driving alone has slightly increased. Carpooling and bicycling decreased; however, walking and working from home increased. Travel times have increased slightly, with a larger percentage of people traveling over 30 minutes in 2006 than in 2000.

Maps 2-2 through 2-7 provide selected characteristics for Alachua County that are particularly relevant to the TDP process. The maps display population, employment, and dwelling unit densities by Traffic Analysis Zone (TAZ) for 2009 and 2019. Population density, employment density, and dwelling unit density are highest in the center, to the south, and on the Westside of the City. As expected, dwelling unit density closely resembles the population density shown in Map 2-1.

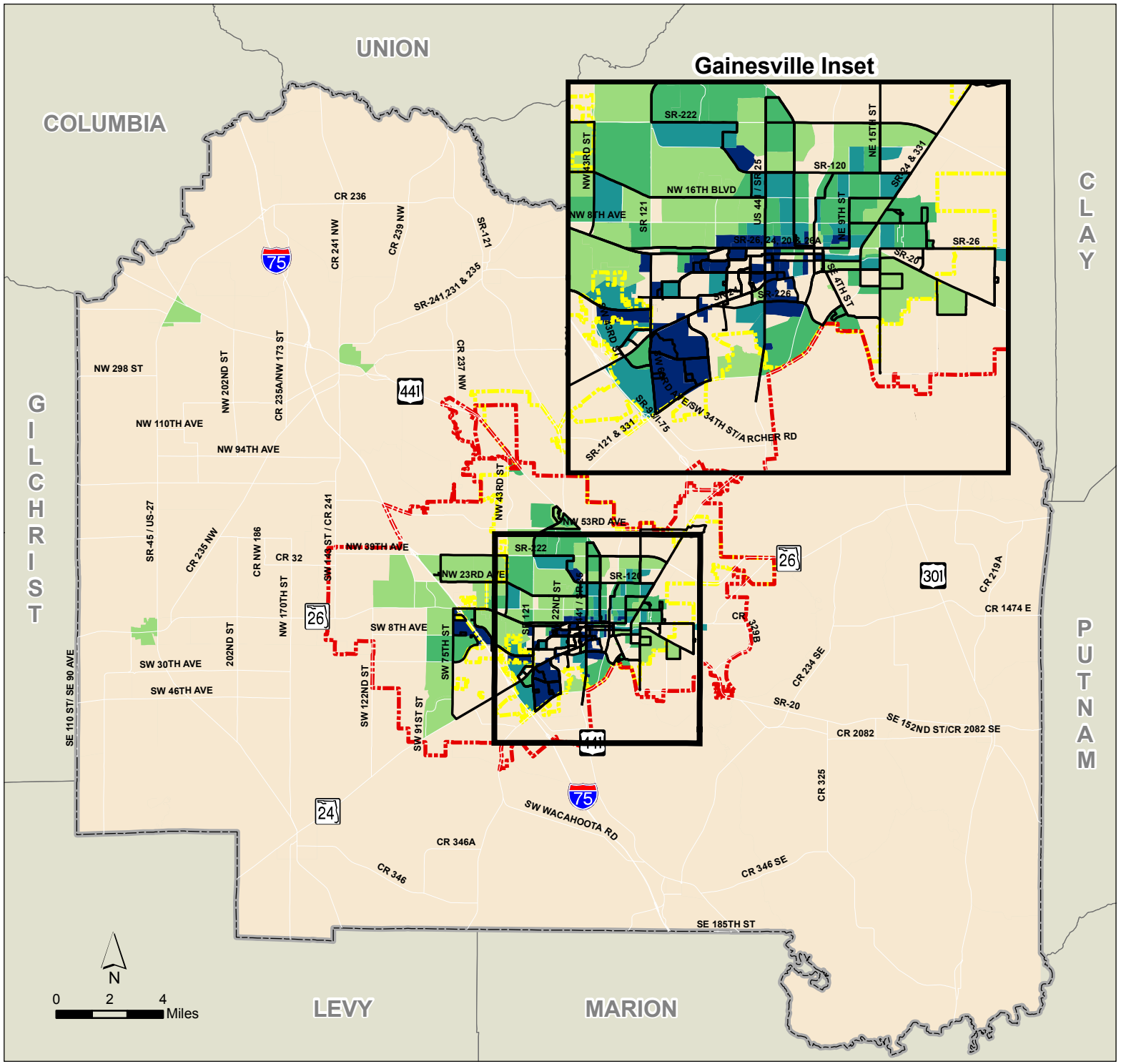
Labor Force and Employment

The current labor force, employment, and unemployment data also were analyzed for Alachua County, as shown in Table 2-2. These figures, not seasonally adjusted, show that Alachua County has a lower unemployment rate than the state as a whole. Due to the prevailing economic conditions, it is expected that the unemployment rates will either remain at the current level or increase in the near future.

Table 2-3
Labor Force Statistics (2009)

Area	Civilian Labor Force	Number Employed	Number Unemployed	Unemployment Rate[1]	Unemployment Rate[2]
Alachua County	131,599	123,979	7,620	5.8%	7.4%
Florida	9,181,000	8,373,000	808,000	8.8%	10.8%

Source[1]: Labor Market Statistics, Local Area Unemployment Statistics Program as of January 2009.
Source[2]: FloridaWorks as of June 2009.



2010 RTS
Transit Development Plan

Legend

- RTS Transit Routes
- MTPO Boundary
- City of Gainesville

2009 Population Density

Persons/Acre

- 0 - 2
- 2 - 4
- 4 - 6
- 6 - 10
- 10 +

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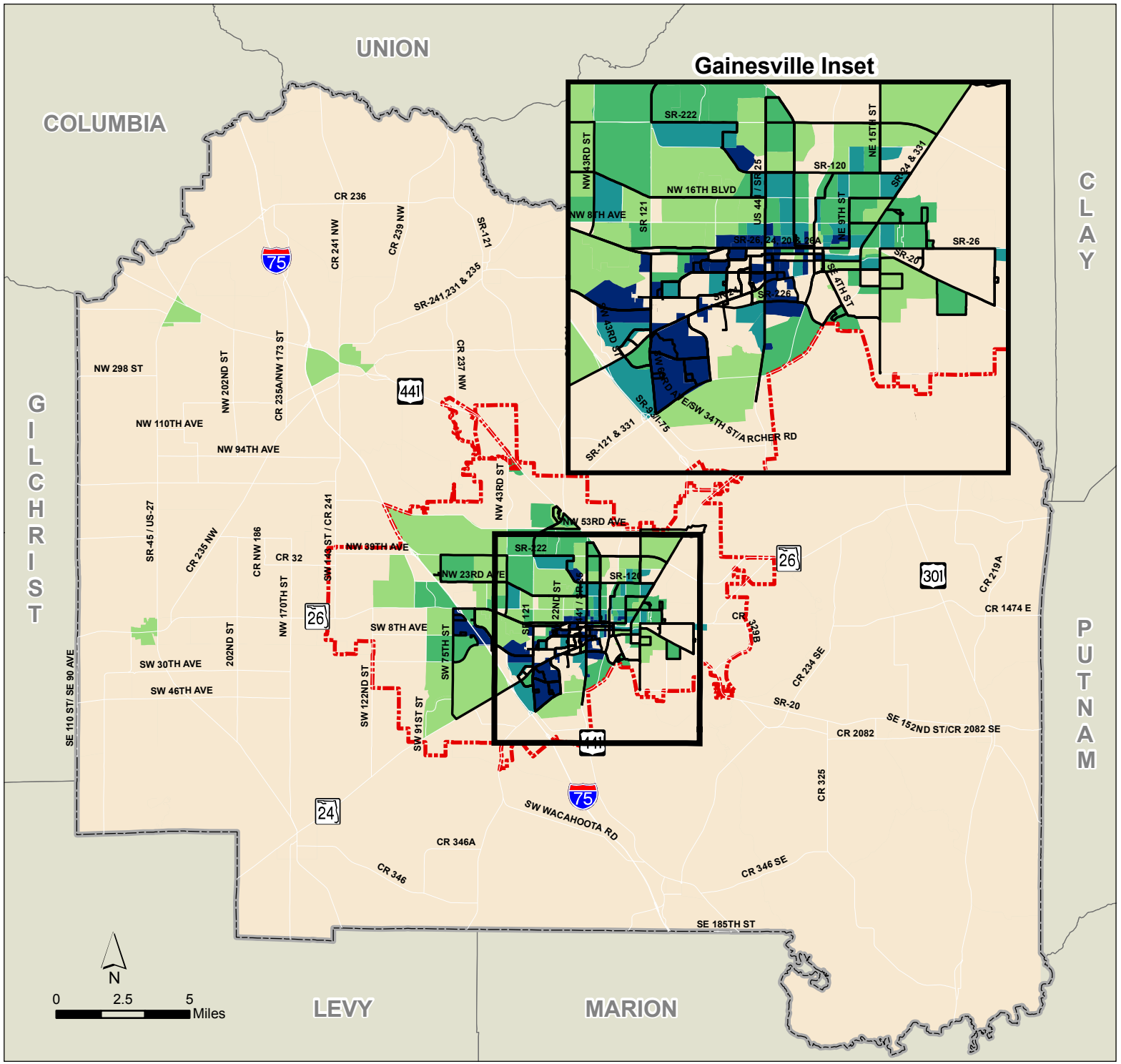
2009 Population Density

Source: Gainesville Metropolitan Transportation Planning Organization 2007-2035 SE data forecast



Source: Gainesville Metropolitan Transportation Planning Organization 2007-2035 SE data forecast

2010 RTS
Transit Development Plan

Legend

- RTS Transit Routes
- MTPO Boundary

2019 Population Density

Persons/Acre

- 0 - 2
- 2 - 4
- 4 - 6
- 6 - 10
- 10 +

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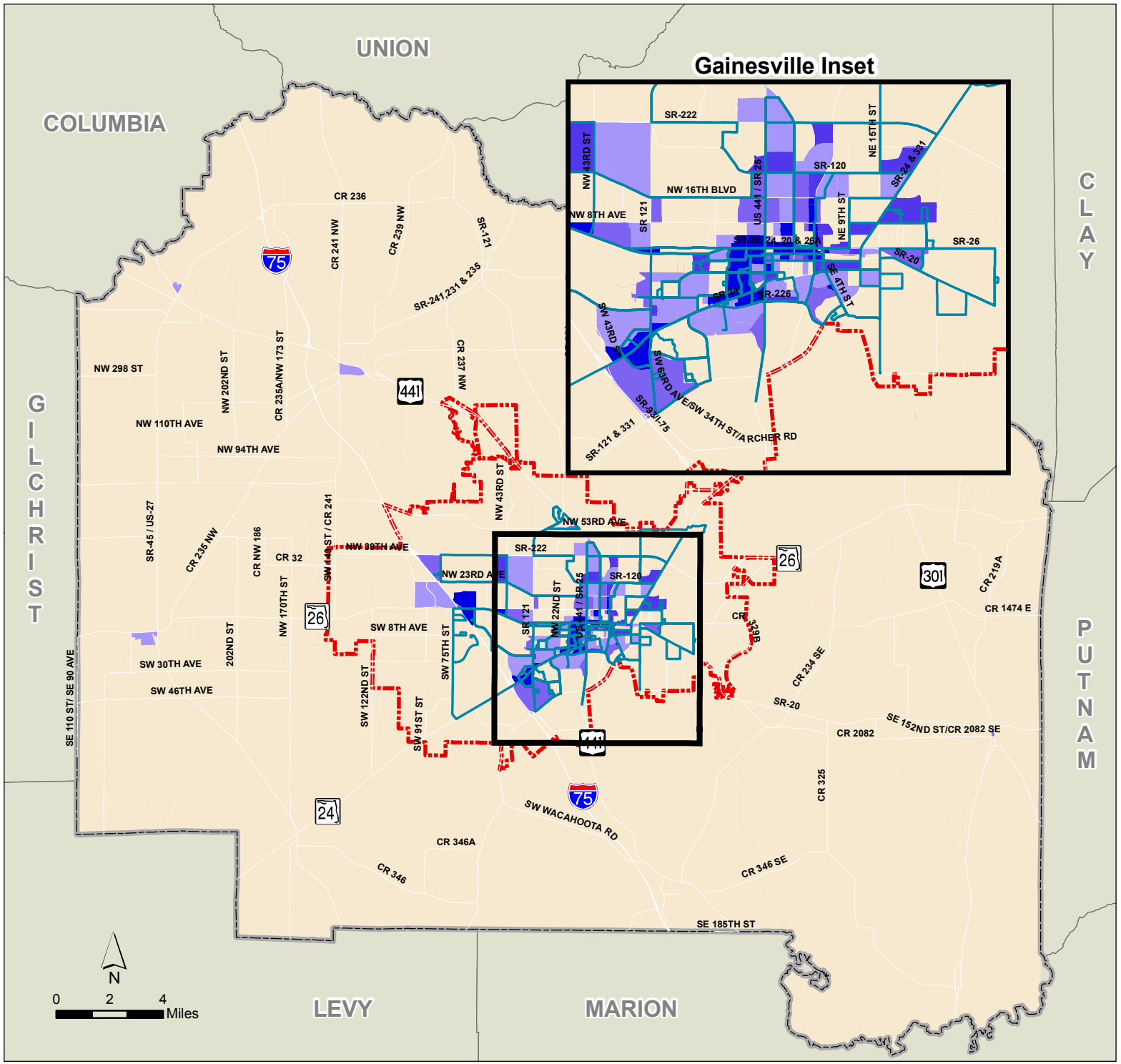
2019 Population Density



2010 RTS Transit Development Plan

Legend

- RTS Transit Routes
- MTPO Boundary

2009 Employment Density

Employees/Acre

- 0 - 2
- 2 - 4
- 4 - 6
- 6 - 10
- 10 +

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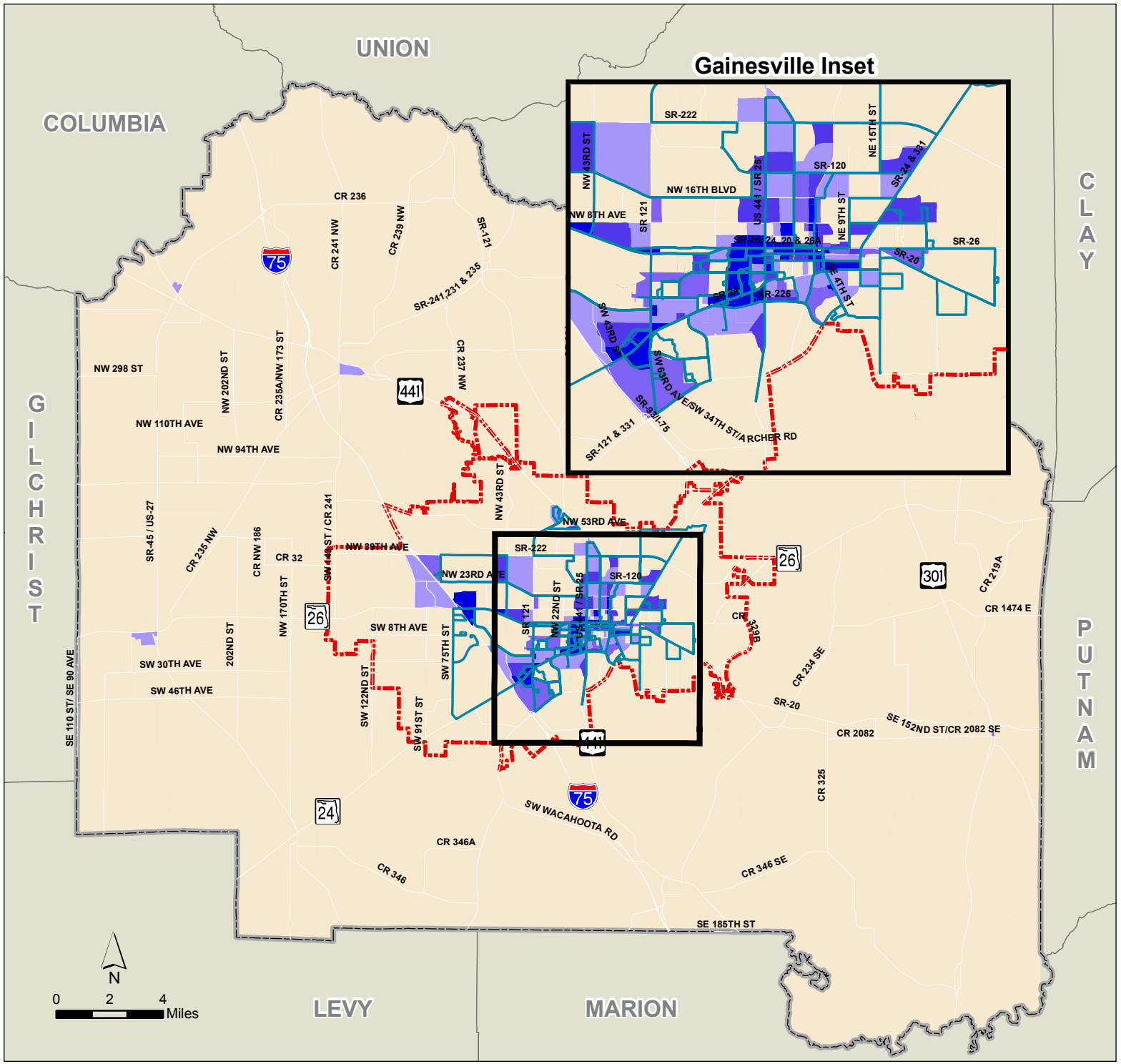
2009 Employment Density

Source: Gainesville Metropolitan Transportation Planning Organization 2007-2035 SE data forecast



2010 RTS
Transit Development Plan

Legend

- RTS Transit Routes
- MTPO Boundary

2019 Employment Density

Employees/Acre

- 0 - 2
- 2 - 4
- 4 - 6
- 6 - 10
- 10 +

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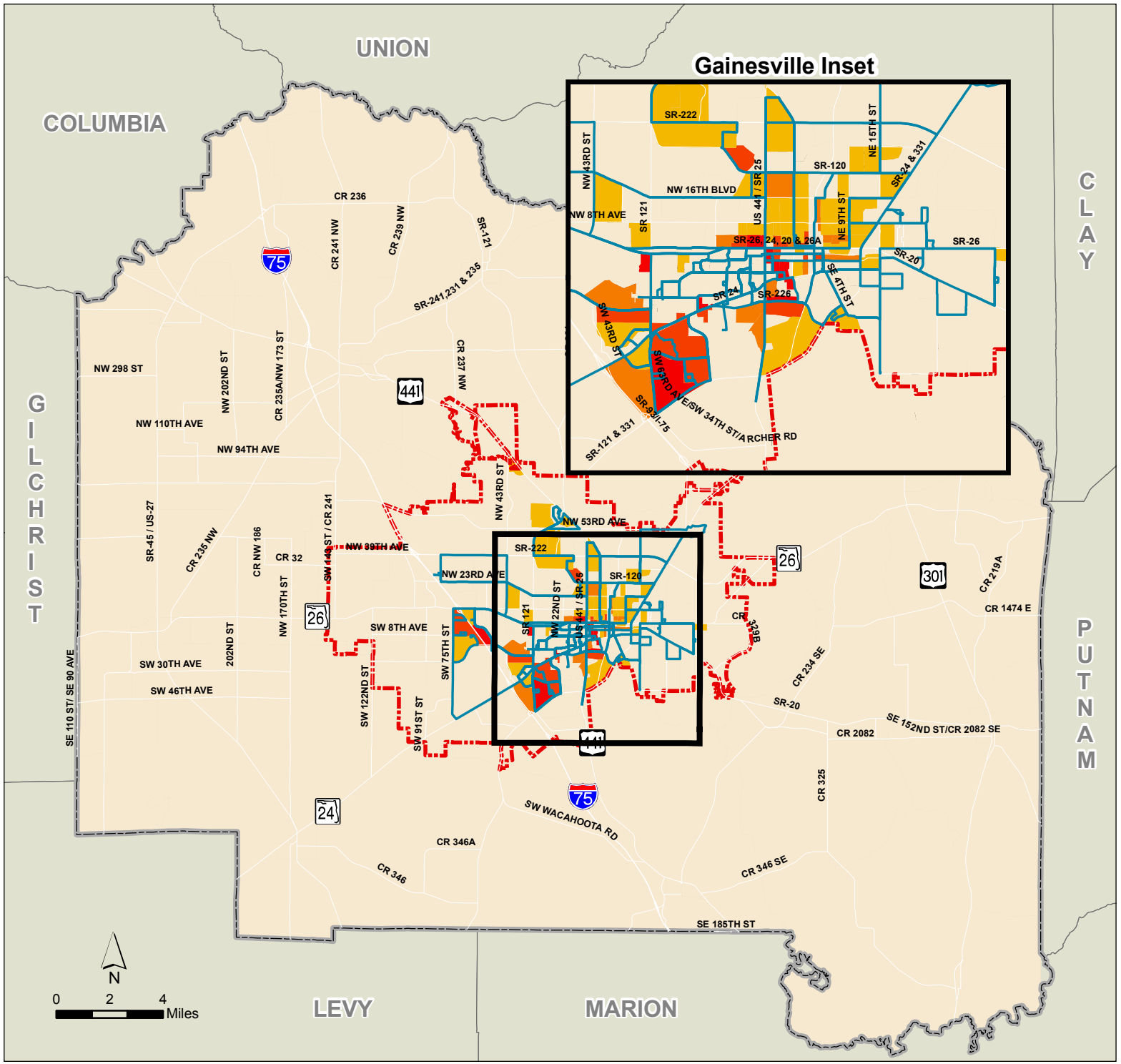
2019 Employment Density

Source: Gainesville Metropolitan Transportation Planning Organization 2007-2035 SE data forecast



Source: Gainesville Metropolitan Transportation Planning Organization 2007-2035 SE data forecast

2010 RTS
Transit Development Plan

Legend

- RTS Transit Routes
- MTPO Boundary

2009 Dwelling Unit Density

Dwelling Units/Acre

- 0 - 2
- 2 - 4
- 4 - 6
- 6 - 10
- 10 +

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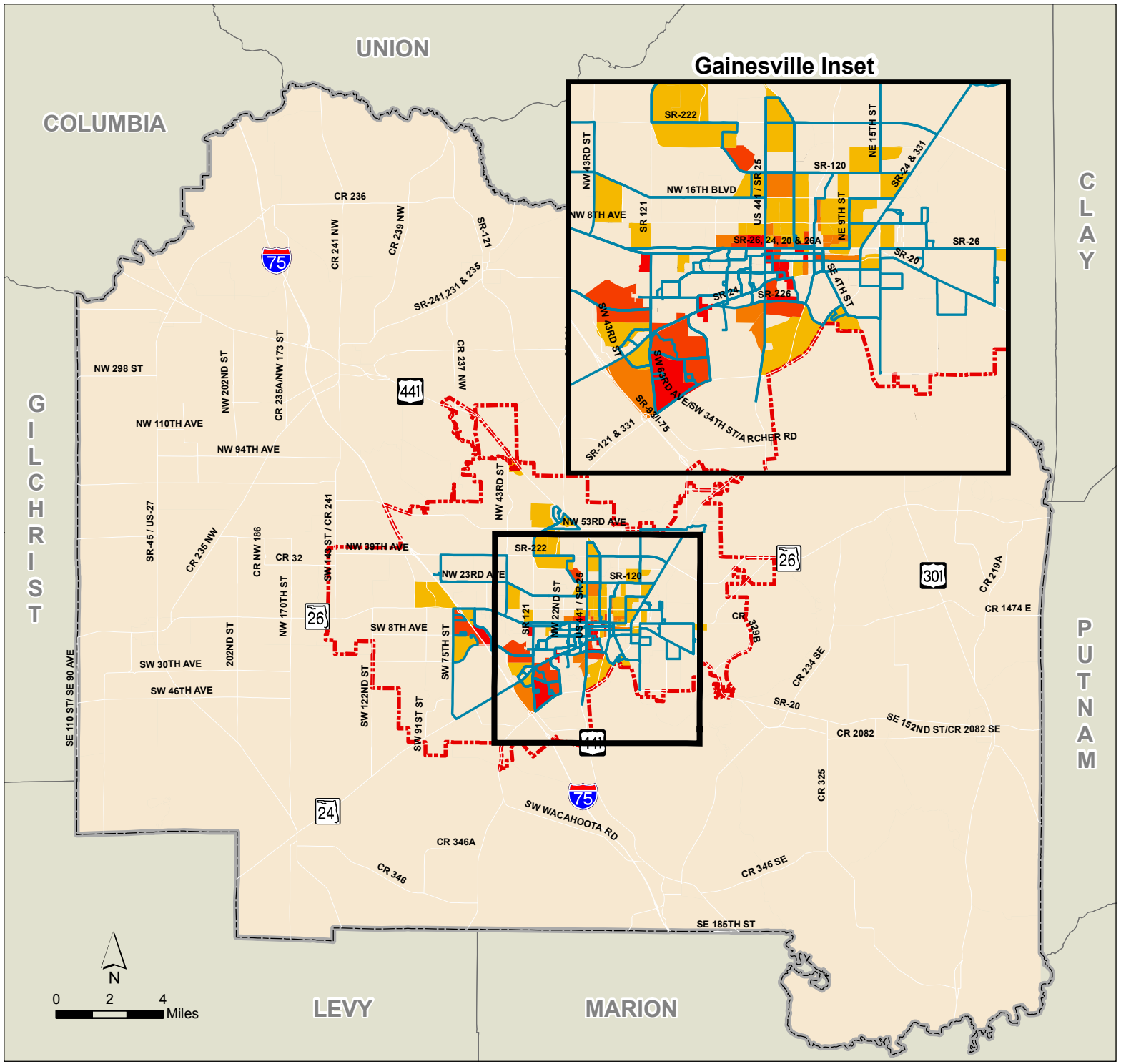
2009 Dwelling Unit Density



Source: Gainesville Metropolitan Transportation Planning Organization 2007-2035 SE data forecast

2010 RTS
Transit Development Plan

Legend

- RTS Transit Routes
- MTPO Boundary

2019 Dwelling Unit Density

Dwelling Units/Acre

- 0 - 2
- 2 - 4
- 4 - 6
- 6 - 10
- 10 +

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2019 Dwelling Unit Density

COMMUTING PATTERNS

Alachua County

Table 2-3 and 2-4 summarize the commuter flows for workers living in Alachua County. The analysis of the 2006 Census Longitudinal Employer-Household Dynamics (LEHD) worker flow database indicates that 80.7 percent of the workers residing in Alachua County also work in Alachua County, with most working in the City of Gainesville. The remaining 19.3 percent of the workers residing in Alachua County commute to neighboring counties, with Duval, Marion, and "All Other Locations" having the three largest percentages of outward commuters.

Table 2-4
Where Alachua County Residents Work, by City (2006)

City of Residence	Count	Share
Gainesville, FL	62,983	62.3%
Jacksonville, FL	3,503	3.5%
Alachua, FL	2,656	2.6%
Ocala, FL	1,370	1.4%
Newberry, FL	991	1.0%
Tallahassee, FL	801	0.8%
Tampa, FL	615	0.6%
High Springs, FL	554	0.5%
Lake City, FL	529	0.5%
Orlando, FL	389	0.4%
All Other Locations[1]	26,745	26.4%
All Total Jobs	101,136	100%

Source: U.S. Census Bureau, LEHD Origin-Destination Database
[1]All other locations include unincorporated areas.

Table 2-5
Where Alachua County Residents Work, by County (2006)

County of Residence	Count	Share
Alachua Co., FL	81,573	80.7%
Duval Co., FL	3,665	3.6%
Marion Co., FL	1,993	2.0%
Hillsborough Co., FL	1,376	1.4%
Orange Co., FL	1,092	1.1%
Columbia Co., FL	841	0.8%
Leon Co., FL	832	0.8%
Levy Co., FL	814	0.8%
Pinellas Co., FL	648	0.6%
Putnam Co., FL	609	0.6%
All Other Locations[1]	7,693	7.6%
All Total Jobs	101,136	100%

Source: U.S. Census Bureau, LEHD Origin-Destination Database
[1]All other locations include unincorporated areas.

Table 2-5 and 2-6 summarizes the labor shed for workers commuting to Alachua County. The analysis of 2006 Census LEHD database worker flow data indicates that 66.8 percent of the Alachua County workers also live in Alachua County. The remaining 33.2 percent commute from neighboring counties, with Marion, Duval, "All Other Locations" having the three largest percentages. The majority of Alachua County workers who live in Alachua County reside in the City of Gainesville.

Table 2-6
Where Workers in Alachua County Live, by City (2006)

City of Residence	Count	Share
Gainesville, FL	42,111	34.5%
Jacksonville, FL	4,146	3.4%
Alachua, FL	2,206	1.8%
High Springs, FL	1,089	0.9%
Newberry, FL	1,029	0.8%
Lakeside, FL	586	0.5%
Deltona, FL	545	0.4%
Palm Bay, FL	493	0.4%
Archer, FL	453	0.4%
Ocala, FL	435	0.4%
All Other Locations[1]	68,976	56.5%
All Total Jobs	122,069	100%

Source: U.S. Census Bureau, LEHD Origin-Destination Database
[1]All other locations include unincorporated areas.

Table 2-7
Where Workers in Alachua County Live, by County (2006)

County of Residence	Count	Share
Alachua Co., FL	81,573	66.8%
Marion Co., FL	4,480	3.7%
Duval Co., FL	4,398	3.6%
Levy, Co., FL	3,280	2.7%
Putnam Co., FL	2,504	2.1%
Clay Co., FL	2,289	1.9%
Gilchrist Co., FL	2,109	1.7%
Seminole Co., FL	1,685	1.4%
Hillsborough Co., FL	1,628	1.3%
Columbia Co., FL	1,628	1.3%
All Other Locations[1]	16,496	13.5%
All Total Jobs	122,069	100%

Source: U.S. Census Bureau, LEHD Origin-Destination Database
[1]All other locations include unincorporated areas.

City of Gainesville

Table 2-7 and 2-8 summarize the commuter flows for workers living in the City of Gainesville. The analysis of the 2006 LEHD worker flow database indicates that 67.8 percent of the workers residing in the City of Gainesville also work in the City and 82 percent of the workers residing in the City of Gainesville work in Alachua County. The remaining 32.3 percent of the workers residing in the City of Gainesville commute to neighboring cities, with Jacksonville, Alachua, and "All Other Locations" having the three largest percentages of outward commuters.

Table 2-8
Where City of Gainesville Residents Work, by City (2006)

City of Residence	Count	Share
Gainesville, FL	34,801	67.8%
Jacksonville, FL	1,722	3.4%
Alachua, FL	851	1.7%
Ocala, FL	649	1.3%
Tallahassee, FL	423	0.8%
Newberry, FL	356	0.7%
Tampa, FL	319	0.6%
Lake City, FL	229	0.4%
Orlando, FL	208	0.4%
Charlotte Harbor, FL	172	0.3%
All Other Locations[1]	11,618	22.6%
All Total Jobs	51,348	100%

Source: U.S. Census Bureau, LEHD Origin-Destination Database
[1]All other locations include unincorporated areas.

Table 2-9
Where City of Gainesville Residents Work, by County (2006)

County of Residence	Count	Share
Alachua Co., FL	42,111	82.0%
Duval Co., FL	1,806	3.5%
Marion Co., FL	927	1.8%
Hillsborough Co., FL	691	1.3%
Orange Co., FL	562	1.1%
Leon Co., FL	443	0.9%
Columbia Co., FL	330	0.6%
Pinellas Co., FL	317	0.6%
Levy Co., FL	292	0.6%
Putnam Co., FL	287	0.6%
All Other Locations[1]	3,582	7.0%
All Total Jobs	51,348	100%

Source: U.S. Census Bureau, LEHD Origin-Destination Database
[1]All other locations include unincorporated areas.

Table 2-9 and 2-10 summarizes the labor shed for workers commuting to the City of Gainesville. The analysis of 2006 Census LEHD database worker flow data indicates that 39.4 percent of the City of Gainesville workers also live in the City of Gainesville. The remaining 60.6 percent commute from neighboring counties, with Jacksonville, Alachua, and "All Other Locations" having the three largest percentages.

Table 2-10
Where Workers in the City of Gainesville Live, by City (2006)

City of Residence	Count	Share
Gainesville, FL	34,801	39.4%
Jacksonville, FL	2,619	3.0%
Alachua, FL	1,429	1.6%
Newberry, FL	639	0.7%
High Springs, FL	631	0.7%
Deltona, FL	367	0.4%
Lakeside, FL	312	0.4%
Archer, FL	306	0.3%
Palm Bay, FL	290	0.3%
Casselberry, FL	258	0.3%
All Other Locations[1]	46,631	52.8%
All Total Jobs	88,283	100%

Source: U.S. Census Bureau, LEHD Origin-Destination Database
[1]All other locations include unincorporated areas.

Table 2-11
Where Workers in the City of Gainesville Live, by County (2006)

County of Residence	Count	Share
Alachua Co., FL	62,983	71.3%
Marion Co., FL	2,930	3.3%
Duval Co., FL	2,761	3.1%
Levy, Co., FL	2,132	2.4%
Putnam Co., FL	1,594	1.8%
Clay Co., FL	1,549	1.8%
Bradford Co., FL	1,179	1.3%
Gilchrist Co., FL	1,101	1.2%
Hillsborough Co., FL	1,051	1.2%
Seminole Co., FL	984	1.1%
All Other Locations[1]	10,019	11.3%
All Total Jobs	88,283	100%

Source: U.S. Census Bureau, LEHD Origin-Destination Database
[1]All other locations include unincorporated areas.

Major Employers

As part of the baseline conditions analysis, data on major employers in Alachua County also were reviewed and summarized. The major industries in Alachua County include education and healthcare. Major employment centers include the University of Florida and healthcare centers such as Shands, the Veterans Affairs Medical Center, and North Florida Regional Medical Center.

Table 2-12

Major Private and Public Employers in Alachua County (2009)

Company	Business Type/Sector	Number of Employees
University of Florida	Education	14723
Shands Hospital	Healthcare	12588
Veterans Affairs Medical Center	Healthcare	4317
Alachua County School Board	Public Education	4299
City of Gainesville	City Government	2200
Publix Supermarkets	Grocery	2,056
North Florida Regional Medical Center	Healthcare	1700
Nationwide Insurance Company	Insurance	1300
Alachua County	Government	1120
Santa Fe College	Education	796
Wal-Mart Distribution Center	Grocery	736
Gator Dining Services	Food Service	625
Dollar General Distribution Center	Retail	624
Meridian Behavioral Health Care	Mental Healthcare	620
Wal-Mart Stores	Grocery	504
Tower Hill Insurance Group	Insurance	500
Driltech Mission	Manufacturing	Unknown
ESE, Inc. (Now Mactech, Inc.)	Management Services	Unknown
Regeneration Technologies, Inc.	Orthopedic/Cardio Implants	365
Cox Communications	Communication	350
Hunter Marine Corporation	Sailboats	325
AvMed Health Plan	Health Plans	317
UF Athletic Association	Athletics	300
U.S. Postal Services	Mail Delivery	296
Florida Farm Bureau	Agricultural Association	260
CH2M Hill Southeast, Inc.	Engineering Consulting Firm	254
Performance Food Group	Distribution - Food	245
Exactech, Inc.	Orthopedic Implant Devices	235
J.C. Penney Company	Retail - Dept. and Discount	230
Medical Manager	Healthcare Management	220
The Gainesville Sun	Publishing	214
Moltech Power Systems	Design and Manufacturing	Unknown
Paradigm Properties	Property Management	200
Bear Archery	Manufacturing	187

Table 2-12 (Continued)
Major Private and Public Employers in Alachua County (2009)

Company	Business Type/Sector	Number of Employees
Campus USA Credit Union	Banking Services	185
BellSouth	Telephone Communication	179
Fla. Dept. of Children & Families	Human Services	172
Sears, Roebuck & Company	Retail - Dept. and Discount	172
Lifesouth Community Blood Centers	Healthcare	170
Info Tech, Inc.	IT/Consulting	160
Clariant LSM	Manufacturing	140
MD Tech	Medical Manufacturing	140
Florida Credit Union	Banking Services	135
Naylor Publications, Inc.	Publication Consulting	130
Sallie Mae	Banking Services	125
Bank of America	Banking Services	115
Wachovia	Banking Services	110

Source: Gainesville Chamber of Commerce

DEVELOPMENT ACTIVITIES

FDOT's new TDP guidelines promote focus and review of ongoing and anticipated residential and commercial development activities. Therefore, a review of development activities and existing and future land uses in Alachua County was conducted and summarized.

Table 2-13 presents the approved and proposed Developments of Regional Impact (DRI) in the study area. These projects were either approved or proposed to be Transit Oriented Development with strong urban design guidelines.

Table 2-13
Major Developments (2009)

Development	Location	Number of Dwelling Units	Type
Santa Fe Village DRI	Alachua County	1,473	Mixed-Use
Creekside at Beville Run	SW 20th Avenue and SE 34th Street		
Hatchet Creek	Near Airport		
Plum Creek	City of Gainesville		
Newberry Village	Ft. Clarke Boulevard	900	Mixed-Use
Butler Plaza North	City of Gainesville	200	Mixed-Use
Spring Hills DRI	Alachua County	Conceptual Stage	Mixed-Use

Source: RTS and Alachua County

Newberry Village

Development of these parcels must comply with the requirements for Projects that Promote Public Transportation contained in the Alachua County Transportation Mobility Element Policies 1.2.10 – 1.2.13. In furtherance of this requirement the Newberry Village shall provide:

- Public transit within 15-minute peak hour frequencies and 25-minute frequencies during non-peak hours;
- Public transit connecting Santa Fe College and the Oaks Mall; and
- Public transit that is coordinated with the RTS transit hub maintained at the Oaks Mall.

Approval of the Newberry Village DRI requires the construction of dedicated transit lanes along Fort Clark Boulevard and through the Newberry Village site.

Santa Fe Village DRI

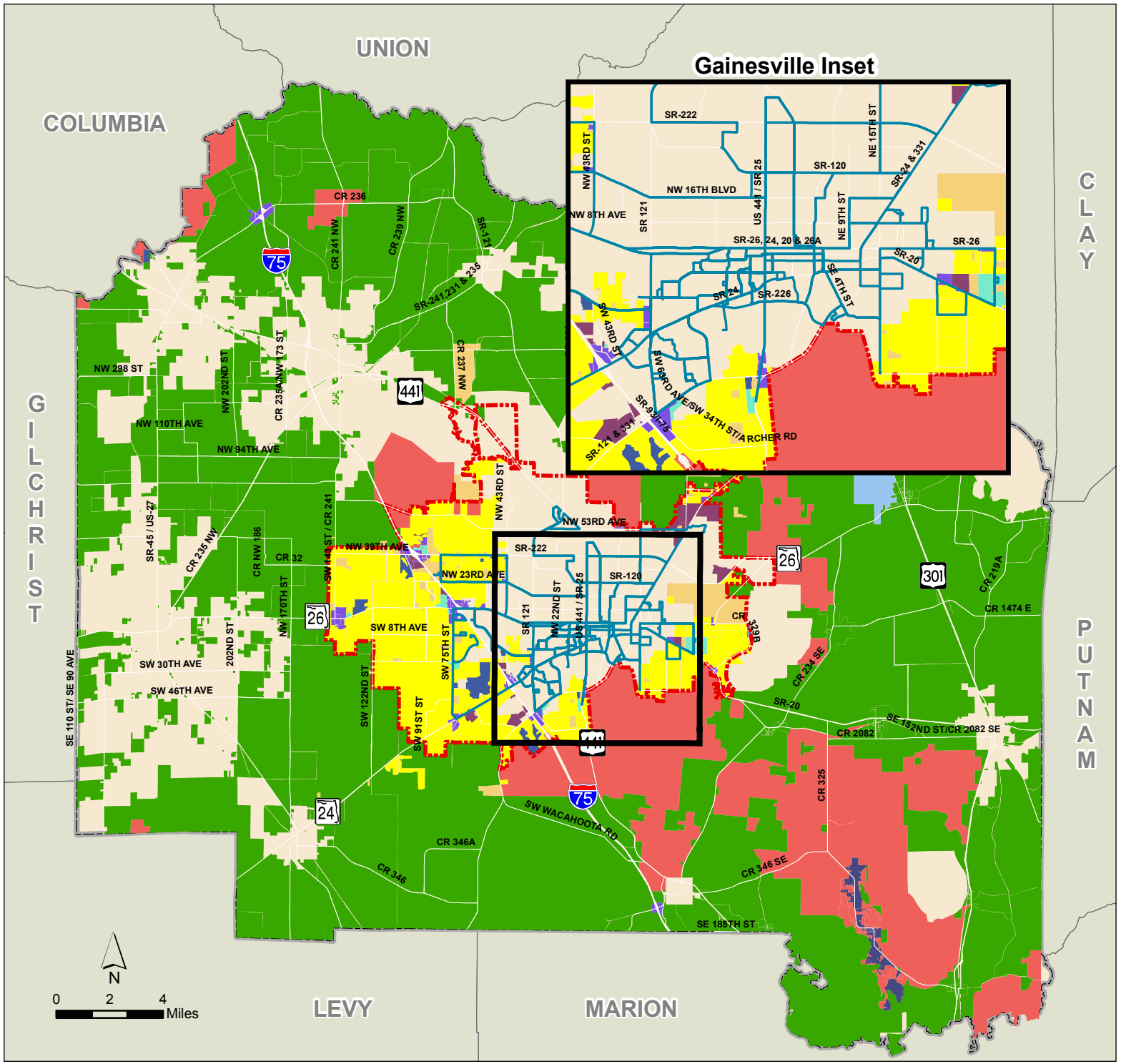
Development of these parcels must comply with the requirements for Projects that Promote Public Transportation contained in the Alachua County Transportation Mobility Element Policies 1.2.10 – 1.2.13. In furtherance of this requirement, the Santa Fe Village DRI has proposed:

- Public transit within 15-minute peak hour frequencies and 25-minute frequencies during non-peak hours; and
- Public transit connecting from Santa Fe Village, through Santa Fe College, Newberry Village, and the Oaks Mall.

The Santa Fe Village DRI is proposing to construct dedicated lanes through the DRI site and down 83rd Street to 23rd Avenue.

FUTURE LAND USE

Alachua County has established land use and zoning maps to guide future development in the County. Map 2-8 provides a snapshot of the future land use designations for Alachua County.



Source: Alachua County Department of Growth Management, GIS Division & RTS

2010 RTS
Transit Development Plan

Legend

- Existing Transit Routes
- MTPO Boundary

2020 Future Land Use

- Active Use
- Commercial
- Conservation
- County Use
- Industrial
- Institutional
- Mixed-Use
- Open
- Recreation
- Residential
- Rural
- Unknown

Tindale-Oliver & Associates, Inc.
Planning and Engineering
Celebrating 20 Years 1989 - 2009

2020 Future Land Use

REGIONAL TRENDS IN TRANSIT

Environmental Initiatives

In an effort to be environmentally-friendly, RTS utilizes a 20% bio-diesel fuel blend on 21 campus buses. RTS' conversion to biodiesel fuel on the UF campus routes was funded by UF. The remaining RTS buses utilize ultra-low sulfur diesel fuel; however, RTS plans to convert these buses to biodiesel fuel as funding is available.

RTS & UF Partnership

The University of Florida and RTS developed a partnership in 1998 that provides pre-paid unlimited access to transit service to UF students, staff, and faculty. Students pay $6.11 per credit hour for unlimited access to RTS service. Since 1999, Santa Fe College has been trying to implement a transportation fee. Recently, Santa Fe College initiated a Transportation Fee Bill that would have allowed Santa Fe students to have the same pre-paid unlimited transit service as UF students. The bill was approved by the House and Senate, but vetoed by the Governor. Santa Fe College had anticipated charging a fee of $2.36 per credit hour and this would have added a new Route 23 and increased evening hours on Route 10, 43, and 11.

Service Improvements

RTS has planned the following service improvements for implementation effective Fall 2009.

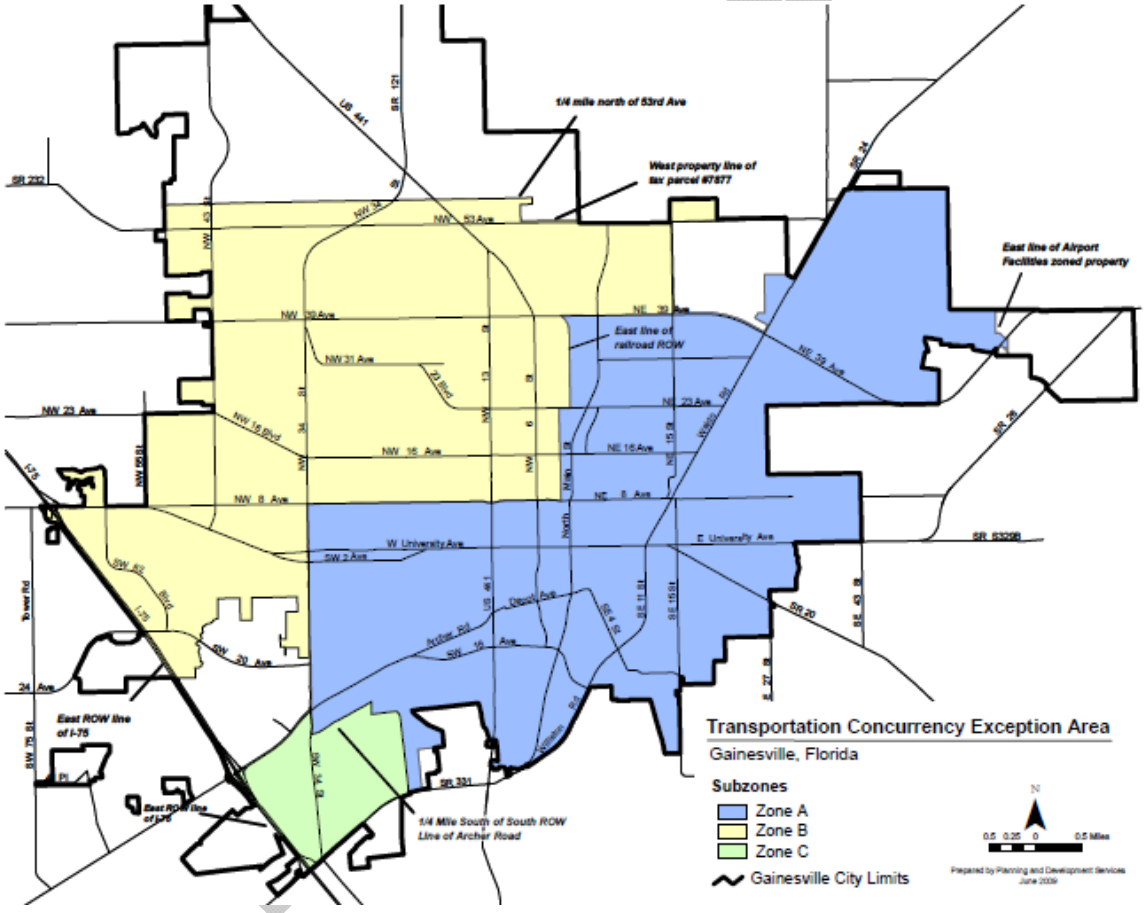
- Route 9 – Added additional 5 minutes for round trip, which increases peak frequency to 9 minutes
- Route 12 – Extended hours to 3AM
- Route 21 – Added 1 bus for an additional 8 hours of service
- Route 22 – Added new peak hour weekday route
- Route 29 – Route will be reinstated during AM and PM peak hours
- Route 34 – Added 1 bus for an additional 8 hours of service
- Route 400 – Increased Saturday frequency to 30 minutes.
- Route 401 – Will be discontinued and Route 20 will be reinstated.
- Route 406 – Increased Saturday frequency to 30 minutes.
- Later Gator – Extended hours to 3AM

In addition to the service improvements previously listed, implementing express AM and PM peak hours on Route 25 is tentatively planned and awaiting approval.

Gainesville Zones

The City of Gainesville is divided into 3 Transportation Concurrency Exception Areas (TCEA) zones. Currently, the City consists of zones A, B, and C. Under the new Senate Bill 360 legislation, the entire City of Gainesville is likely to be a TCEA. The City of Gainesville has proactively initiated plans to expand the existing TCEA zones A, B, and C as well as add zones D, E, and M. At this time, zone A is in need of transit infrastructure; however, this is the only zone that does not currently have the authority to collect fees for improvements. Figure 2-3 illustrates the existing TCEA zones A, B, and C.

Figure 2-3
City of Gainesville TCEA Zones



Source: City of Gainesville Planning and Development Services

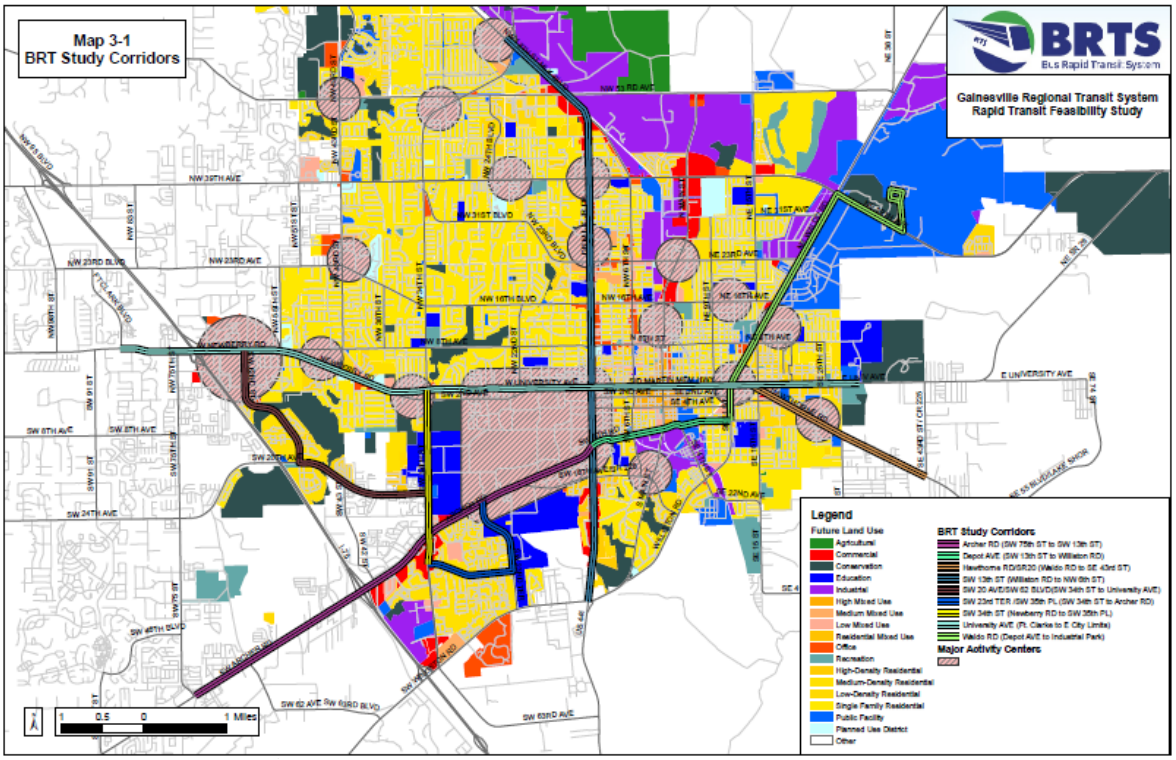
Alachua County Proposed Mobility Plan

Alachua County has prepared a Long Term Concurrency Management System to address roadways that are either currently over capacity or will be over capacity in the near future. The concurrency management system combines a multimodal transportation system with mixed-use land use policies that over time would allow for reduced dependence on single occupant automobile use and increased mode share for transit, bicycling and walking.

Bus Rapid Transit

Bus Rapid Transit (BRT) is a flexible, rubber-tired rapid-transit mode that includes a host of premium service amenities, infrastructure, and technologies that distinguish it from traditional local bus service. The Gainesville Metropolitan Area 2025 Long Range Transportation Plan (LRTP) and Plan East Gainesville study identified community support for BRT service and associated bus service enhancements connecting East Gainesville to major employment and shopping areas. A BRT option was determined to be the service type that offered the greatest improvements in mobility and in alleviating traffic congestion. Based on that determination, a set of candidate corridors were selected by MTPO and RTS staff for examination based on key existing transit corridors in the Gainesville area. In view of its advantages over traditional local bus service, BRT is being considered as a viable transportation alternative for the Gainesville area. A feasibility study is currently being conducted to identify potential BRT corridors. Figure 2-4 illustrates the BRT Study Corridors.

Figure 2-4
BRT Study Corridors



Section 3: Overview of Existing Services

This section provides an overview of existing transportation services and facilities within the City of Gainesville. Transportation services in the City are composed of RTS, the City's fixed-route bus system; paratransit services, which include door-to-door transportation disadvantaged services and complementary ADA (American with Disabilities Act) transportation services; and a variety of private transportation service providers. Of those transportation services, the City of Gainesville's Public Works Department administers RTS and the complementary ADA service.

INVENTORY OF EXISTING SERVICES AND RESOURCES

Fixed-Route Bus Service

RTS operates as a City of Gainesville Public Works Department. The system consists of fixed-route bus lines connecting the City of Gainesville, the UF campus, and some unincorporated parts of the County.

Table 3-1 provides a summary of the transit vehicles owned by RTS. As shown in the table, the entire City-owned fleet consists of a total of 105 vehicles. RTS operates a fleet of 88 diesel buses on its fixed-route system within a service area of approximately 74 square miles. Of those, 15 are utilized for the UF campus and are biodiesel fueled vehicles. The RTS fleet contains 68 vehicles with an automatic vehicle location system, 54 with video cameras, and 66 with talking bus capabilities. The average age of the fleet is 9.5 years, which is down from 2008 based on recent vehicle purchases made by RTS.

The regular one-way bus fare is $1.50. Half-fares are available to youths (under 17 years) and to seniors and persons with disabilities. Children shorter than the farebox ride RTS for free. The bus service is marketed to riders of all age groups. Passengers must be able to board, disembark, and carry their own packages on and off the vehicles.

Table 3-1
Fixed-Route Vehicles

NUMBER OF VEHICLES	VEHICLE MANUFACTUER	AGE	LENGTH	WC LIFT	SEATING CAPACITY	STANDING CAPACITY	AUTOMATIC VEHICLE LOCATOR (AVL)	TALKING BUS	VIDEO CAMERA	BIODIESEL
2	AVS	2002	22	LF	22	20	NO			
8	OBI	1989	35	OK	34	30	NO			
1	OBI	1989	35	OK	34	30	NO			YES
1	GIL	1995	40	OK	42	24	NO	DR500		YES
11	GIL	1995	40	OK	42	24	YES	DR500		
2	OBI	1994	40	OK	43	25	YES			YES
1	OBI	1994	40	OK	43	25	YES			
1	OBI	1994	40	OK	43	25	NO			
4	OBI	1994	40	OK	43	25	NO			YES
9	NOV	2001	40	OK	44	25	YES	DR500	YES	
6	NOV	2001	40	OK	44	25	YES	DR500	YES	YES
1	GIL	2001	40	OK	43	24	YES	DR500	YES	YES
7	GIL	2001	40	OK	43	24	YES	DR500	YES	
3	GIL	2004	40	OK	43	27	YES	DR600	YES	
7	GIL	2005	40	OK	43	27	YES	DR600	YES	
4	GIL	2006	40	OK	43	27	YES	DR600	YES	
5	GIL	2007	40	OK	43	27	YES	DR600	YES	
12	GIL	2007	40	LF	36	45	YES	DR600	YES	
7	FLX	1996	40	OK	44	30	NO			
8	FLX	1991	40	OK	43	30	NO			
5	GIL	1997	30	OK	29	26	NO			

Paratransit Services

The City's complementary ADA service is provided by the Alachua County Community Transportation Coordinator (CTC); MV Transportation, through a contract with RTS, is the provider. As shown in Table 3-2, the complementary ADA service is operated utilizing 18 vehicles with platform lifts. The average age of the paratransit fleet is 2 years.

Table 3-2
Alachua County Paratransit Vehicles

NUMBER OF VEHICLES	YEAR	MAKE	DESCRIPTION	LIFT TYPE	SEATS	# W/C
1	2004	Champion	E350 21' CUTAWAY	Platform	8	2
5	2005	Champion	E450 CUTAWAY 22'	Platform	12	2
1	2005	Champion	E350 21' CUTAWAY	Platform	8	2
5	2006	Champion	E350 21' CUTAWAY	Platform	8	2
6	2007	Champion	3500 21' CUTAWAY	Platform	8	2

Other Capital Equipment

- Shelters and Benches – RTS is in the process of transitioning its bus stop shelters to a new design.
- Route Signage – RTS is in the process of updating its existing bus stop signs to a new circular design.

EXISTING ROUTE SYSTEM

Current Routes

The overall routing system is depicted in Map 2-1.

Major Route Connections

Several connecting points function as route anchors. These locations are major attractors of transit trips, which serve as schedule time points and allow for coordination of route transfers. The connecting points are as follows:

- Rosa Parks RTS Downtown Station – Major Transfer Facility
- Oaks Mall – Transfer Stop and Unofficial Park-and-Ride
- Butler Plaza – Transfer Stop (Shelter Only)
- Reitz Union (McCarty Drive – UF Main Campus) – Transfer Stop
- UF Park-and-Ride Lots – Park-and-Ride for UF Faculty, Staff, and Students

Hours and Days of Service

During weekdays, RTS operates 22 fixed-routes throughout the City of Gainesville and 9 routes on the UF main campus with service spanning from approximately 6:00am to 2:00am. In addition, RTS operates 3 Later Gator late evening routes Thursday through Saturday from approximately 8:30pm to 3.00am. On the weekends, RTS operates a total of 13 routes. Route 407 (the City North Circulator) operates only on Sundays and Route 409 (Downtown to the Gainesville Mall) and 410 (Downtown to Santa Fe College) operate only on Saturdays. The Saturday service span is 7:00am to 6:00pm and the Sunday service span is 10:00am to 5:00pm.

Headways

Service headways during peak service range from 6 to 80 minutes and 10 to 80 minutes during off-peak periods.

Holidays

Currently, no service is available on the following holidays:

- New Year's Day
- Martin Luther King, Jr.'s Birthday
- Memorial Day
- Independence Day
- Labor Day
- Veteran's Day
- Thanksgiving Day
- Christmas Day

Operational Characteristics

The basic characteristics of the existing transit system are summarized in Tables 3-3 through 3-6. Table 3-7 through 3-10 summarizes route-level performance statistics for FY 2008, including whether or not the route receives any funding from UF. The total operating costs for the fixed-route system during FY 2008 were $16,396,047 while farebox revenues for that same time were $8,870,168.

Table 3-11 summarizes each route's length and the portion of the route operating in the City of Gainesville and Alachua County.

Table 3-3

Summary of Transit Service Operating Characteristics (City Routes)

Route	Route Description	Peak Buses	Cycle Time	Peak Headways (7:00am-11:00am / 2:00pm-6:00pm)	Off-Peak Headways (6:00pm-11:00pm)	Evening Headways (11:00pm-2:00am)	Service Span	# of One-Way Trips Weekday
City Routes - Weekdays								
1	Downtown to Butler Plaza via Archer Road	3	60	20/30	20	n/a	6:03am-7:58pm	77
2	Downtown to Health Department via SE 15th Street	1	60	60	60	n/a	6:03am-7:58pm	28
5	Downtown to Oaks Mall via University Avenue	3	60	20/30	30	30	6:03am-2:28am	101
6	Downtown to Gainesville Mall via 6th Street	1	60	60	60	n/a	6:03am-7:58pm	28
11	Downtown to Eastwood Meadows via University Ave	1	60	60	60	n/a	6:03am-7:58pm	28
12	Gateway to McCarty Hall	5	45	9	20	20	6:20am-2:14am	199
13	Shands to FloridaWorks via SW 13th Street	3	30	10	30	30	6:28am-1:59am	154
15	Downtown to NW 23rd Street/NW 6th Street	2	60	30	60	n/a	6:03am-10:58pm	58
16	Shands to Sugar Hill via SW 16th Street	2	40	20	30	30	6:33am-2:15am	102
17	Shands to Downtown	2	40	20	30	30	6:43am-1:59am	100
20	Oaks Mall to McCarty Hall via SW 20th Avenue	6	60	10	30	30	6:00am-2:00am	190
21	Cabana Beach to McCarty Hall	4	48	12	12	n/a	6:34am-5:59pm	111
24	Downtown to Jobs Corps via SR 24 (Waldo Road)	1	60	60	60	n/a	6:03am-7:58pm	28
34	Lexington Crossing to the Hub	3	54	18	50	50	6:40am-1:52am	106
35	McCarty Hall to Homestead Apartments	5	45	9	22	22	6:30am-2:04am	187
36	McCarty Hall to SW 34th Street/Archer Road	2	40	20	20	n/a	7:00am-5:57pm	64
43	Downtown to SFC via 43rd Street	2	120	60	60	n/a	6:03am-6:58pm	25
75	Butler Plaza to Oaks Mall via 75th Street	3	105	35	53	n/a	6:00am-8:16pm	38

Table 3-4

Summary of Transit Service Operating Characteristics (Campus Routes)

Campus Routes (Weekdays Only Except for E/W Circulator)								
Route	Description	Peak Buses	Cycle Time	Peak Headways (7am-11am & 2pm-6pm)	Off-Peak Headway (6:00pm-11:00pm)	Evening Headway (11:00pm-2:00am)	Service Span (Weekday)	# One-Way Trips Weekday
PNR 1 (118)	Park-N-Ride 1 (Harn Museum)	5	30	6	30	n/a	7:00am-7:28pm	90
PNR 2 (117)	Park-N-Ride 2 (SW 34th Street)	2	30	15	30	n/a	7:00am-7:00pm	218
Family (119)	Family Housing	1	30	30	30	n/a	7:00am-5:28pm	42
Frat (120)	West Circulator (Fraternity Row)	2	15	8	15	n/a	7:00am-7:28pm	183
Commuter Lot (120)	Commuter Lot	3	21	7	21	n/a	7:00am-7:33pm	190
N/S Circulator (122)	UF North/South Circulator	1	30	30	30	n/a	7:30am-5:29pm	40
Lakeside (125)	Lakeside	2	30	15	15	n/a	7:00am-5:40pm	84
E/W Circulator (126)	UF East/West Evening Circulator (Weekdays, Saturdays, & Sundays)	2	40	n/a	20	40	5:40pm-1:57am	40
Sorority (127)	East Circulator (Sorority Row)	2	20	10	20	n/a	7:05am-7:30pm	136

Table 3-5

Summary of Transit Service Operating Characteristics (Later Gator Routes)

Later Gator Routes (Thursday - Saturday)								
Route	Description	Peak Buses	Cycle Time	Peak Headways (7am-11am & 2pm-6pm)	Off-Peak Headway (6:00pm-11:00pm)	Evening Headway (11:00pm-2:00am)	Service Span (Weekday)	# One-Way Trips Weekday
300	Later Gator A (Reitz Union to Downtown)	3	30	n/a	10	10	8:30pm-2:47am	72
301	Later Gator B (Lexington Cr. To Downtown)	3	60	n/a	20	20	8:30pm-3:05am	36
302	Later Gator C (Oaks Mall to Downtown)	3	75	n/a	25	25	8:30pm-3:05am	29

Table 3-6

Summary of Transit Service Operating Characteristics (Weekend Routes)

Weekend Routes (Saturday & Sunday)								
Route	Description	Peak Buses	Cycle Time	Saturday Headway (Minutes	Sunday Headway (Minutes)	Service Span (Saturday)	Service Span (Sunday)	# One-Way Trips Sat/Sun
15	Downtown to NW 23rd Street/NW 6th Street	1	60	60	n/a	7:03am-5:58pm	n/a	22/0
75	Butler Plaza to Oaks Mall via 75th Street	1	90	90	n/a	7:03am-5:58pm	n/a	16/0
400	Downtown to Oaks Mall (Saturday Level of Service)	2	60	60/30	60	7:03am-2:28am	10:03am-4:58pm	56/14
401	Downtown to Oaks Mall	2	60	30	60	7:03am-7:58pm	10:03am-4:58pm	51/14
402	Downtown to Gateway	1	60	60	60	7:03am-5:58pm	10:03am-4:58pm	22/14
403	Downtown to Lexington Crossing	1	60	60	60	7:03am-5:58pm	10:03am-4:58pm	22/14
404	One-Stop Career Center to Shands	1	60	60	60	7:03am-5:58pm	10:03am-4:58pm	24/14
405	Sugar Hill to Shands	1	60	60	60	7:03am-5:58pm	10:03am-4:58pm	23/14
406	City East Circulator	1	60	60	60	7:03am-5:58pm	10:03am-4:58pm	22/14
407 (Sunday)	City North Circulator (Sunday Service Only)	1	60	n/a	60	n/a	10:03am-4:58pm	0/14
408	Northwood Village to Shands	1	60	60	60	7:03am-5:58pm	10:03am-4:58pm	24/14
409 (Saturday)	Downtown to Gainesville Mall (Saturday Service Only)	1	60	60	n/a	7:03am-5:58pm	n/a	22/0
410 (Saturday)	Downtown to Santa Fe College (Saturday Service Only)	1	60	60	n/a	7:03am-5:58pm	n/a	22/0

Table 3-7

Summary of Performance Statistics (City Routes)

	Route Information for Fiscal Year 2007/08											
	Receiving UF Funding	Route	Route Description	Passengers	Revenue Miles	Revenue Hours	Farebox Revenue (on bus)	Annual Operating Cost	Cost per Passenger Trip	Cost per Mile	Cost per Hour	Farebox Recovery Ratio
CITY ROUTES (Includes Weekdays and Saturdays)	No	1	Butler Plaza to Downtown via Archer Rd	464,589	113,922.50	11,363.1	$ 43,378.82	$ 747,120.54	$ 1.61	$ 6.56	$ 65.75	5.8%
	No	2	Downtown to Robinson Heights via SE 15th St.	93,860	54,765.40	4,049.5	$ 26,266.10	$ 266,254.63	$ 2.84	$ 4.86	$ 65.75	9.9%
	Yes	5	Oaks Mall to Downtown via University Ave.	450,620	161,199.70	13,550.5	$ 56,917.09	$ 890,946.69	$ 1.98	$ 5.53	$ 65.75	6.4%
	No	6	Downtown to Gainesville Mall via 6th Avenue	100,829	45,344.00	4,048.2	$ 21,025.75	$ 266,169.15	$ 2.64	$ 5.87	$ 65.75	7.9%
	No	7	Downtown to Eastwood Meadows	110,679	47,828.70	4,091.1	$ 30,324.09	$ 268,989.83	$ 2.43	$ 5.62	$ 65.75	11.3%
	No	8	Northwood Village to Shands via NW 13th St.	320,345	141,387.50	11,007.5	$ 47,940.84	$ 723,740.50	$ 2.26	$ 5.12	$ 65.75	6.6%
	Yes	9	Lexington Crossing to McCarty Hall	720,429	173,535.00	16,428.2	$ 7,805.55	$ 1,080,151.52	$ 1.50	$ 6.22	$ 65.75	0.7%
	No	10	SFCC to Downtown via NW 16th Ave./University Ave.	75,694	54,322.50	3,692.9	$ 16,406.94	$ 242,805.55	$ 3.21	$ 4.47	$ 65.75	6.8%
	No	11	Eastwood Meadows to Downtown via University Ave.	113,839	46,160.60	4,049.8	$ 31,396.18	$ 266,274.35	$ 2.34	$ 5.77	$ 65.75	11.8%
	Yes	12	Campus Club to McCarty Hall	647,671	164,074.20	15,871.9	$ 13,540.17	$ 1,043,576.11	$ 1.61	$ 6.36	$ 65.75	1.3%
	Yes	13	Job Services to Newell Dr./Museum Rd. via 13th St.	393,343	96,183.20	8,363.0	$ 21,086.19	$ 549,867.91	$ 1.40	$ 5.72	$ 65.75	3.8%
	No	15	Downtown to NW 23rd St./NW 6th St.	272,139	109,946.30	7,937.6	$ 57,282.02	$ 521,898.52	$ 1.92	$ 4.75	$ 65.75	11.0%
	Yes	16	Newell Dr./Museum Rd. to Sugar Hill via 16th Ave.	295,540	69,597.30	6,815.0	$ 10,945.17	$ 448,083.62	$ 1.52	$ 6.44	$ 65.75	2.4%
	Yes	17	Shands @ Newell Dr. to Downtown	242,051	52,110.90	6,487.1	$ 7,411.46	$ 426,526.17	$ 1.76	$ 8.18	$ 65.75	1.7%
	Yes	20	Oaks Mall to McCarty Hall via SW 20th Ave.	849,568	218,354.60	19,951.9	$ 45,061.69	$ 1,311,836.77	$ 1.54	$ 6.01	$ 65.75	3.4%
	Yes	21	SW 43rd St. to McCarty Hall	337,313	75,069.80	7,273.2	$ 4,737.05	$ 478,210.93	$ 1.42	$ 6.37	$ 65.75	1.0%
	No	24	Downtown to Job Corps via SR 24 (Waldo Rd.)	104,919	68,796.70	4,091.6	$ 23,650.64	$ 269,022.70	$ 2.56	$ 3.91	$ 65.75	8.8%
	Yes	29	Shands to Cobblestone (Peak Hour Service - discontinued in May) (Reinstated August 2009)	17,085	10,844.20	857.3	$ 765.48	$ 56,367.48	$ 3.30	$ 5.20	$ 65.75	1.4%
	Yes	34	Lexington Crossing to the Hub	353,542	120,955.35	10,578.5	$ 8,063.09	$ 695,537.69	$ 1.97	$ 5.75	$ 65.75	1.2%
	Yes	35	McCarty Hall to Homestead Apartments	543,509	169,756.00	13,659.7	$ 11,501.12	$ 898,122.65	$ 1.65	$ 5.29	$ 65.75	1.3%
	Yes	36	McCarty Hall to SW 34th St./Archer Rd. (No Summer Service)	117,672	39,707.70	3,303.3	$ 887.43	$ 217,194.61	$ 1.85	$ 5.47	$ 65.75	0.4%
	No	43	SFCC to Downtown via 43rd St.	152,980	77,709.60	6,224.0	$ 19,273.52	$ 409,228.00	$ 2.68	$ 5.27	$ 65.75	4.7%
	No	75	Butler Plaza to Oaks Mall via 75th St. (90% Funded by County)	228,723	138,851.80	8,855.3	$ 80,675.48	$ 582,232.69	$ 2.55	$ 4.19	$ 65.75	13.9%

Table 3-8
Summary of Performance Statistics (Campus Routes)

Route Information for Fiscal Year 2007/08												
	Receiving UF Funding	Route	Route Description	Passengers	Revenue Miles	Revenue Hours	Farebox Revenue (on bus)	Annual Operating Cost	Cost per Passenger Trip	Cost per Mile	Cost per Hour	Farebox Recovery Ratio
CAMPUS ROUTES (Fare Free)	Yes	117	Park-N-Ride 2 (SW 34th St.)	137,424	33,626.70	3505.2	$ 41.47	$ 230,466.90	$ 1.68	$ 6.85	$ 65.75	0.0%
	Yes	118	Park-N-Ride 1 (Harn Museum)	535,985	71,832.70	8452.7	$ 500.77	$ 555,766.34	$ 1.04	$ 7.74	$ 65.75	0.1%
	Yes	119	Family Housing	76,283	20,611.80	2236.2	$ 2.11	$ 147,026.86	$ 1.93	$ 7.13	$ 65.75	0.0%
	Yes	120	West Circulator (Fraternity Row)	291,816	38,109.90	4872.9	$ 20.61	$ 320,394.49	$ 1.10	$ 8.41	$ 65.75	0.0%
	Yes	121	Commuter Lot	227,583	56,407.00	7023.3	$ 18.76	$ 461,784.61	$ 2.03	$ 8.19	$ 65.75	0.0%
	Yes	122	UF North/South Circulator	49,083	33,405.50	4574.9	$ 12.70	$ 300,798.36	$ 6.13	$ 9.00	$ 65.75	0.0%
	Yes	125	Lakeside	237,990	37,762.00	4446.1	$ 46.96	$ 292,329.10	$ 1.23	$ 7.74	$ 65.75	0.0%
	Yes	126	UF East/West Circulator (includes Sunday Service)	59,676	41,462.90	4406.2	$ 65.23	$ 289,708.31	$ 4.85	$ 6.99	$ 65.75	0.0%
	Yes	127	East Circulator (Sorority Row)	216,399	27,039.70	4392.5	$ 16.25	$ 288,809.51	$ 1.33	$ 10.68	$ 65.75	0.0%
	Yes	128	Lake Wauburg (Saturday Only - discontinued in September)	1,002	6,116.00	343.0	$ 9.50	$ 22,554.88	$ 22.51	$ 3.69	$ 65.75	0.0%

Table 3-9
Summary of Performance Statistics (Later Gator Routes)

Route Information for Fiscal Year 2007/08												
	Receiving UF Funding	Route	Route Description	Passengers	Revenue Miles	Revenue Hours	Farebox Revenue (on bus)	Annual Operating Cost	Cost per Passenger Trip	Cost per Mile	Cost per Hour	Farebox Recovery Ratio
EVENING ROUTES (Thu - Sat)	Yes	300	Later Gator A (Downtown to Reitz Union)	45,333	31,367.90	2,280.8	$ 551.98	$ 149,962.60	$ 3.31	$ 4.78	$ 65.75	0.4%
	Yes	301	Later Gator B (Lexington Cr. to Downtown)	26,122	25,512.00	1,945.8	$ 846.81	$ 127,933.72	$ 4.90	$ 5.01	$ 65.75	0.7%
	Yes	302	Later Gator C (Oaks Mall to Downtown)	33,622	24,237.85	1,969.4	$ 1,250.60	$ 129,489.37	$ 3.85	$ 5.34	$ 65.75	1.0%
	Yes	305	Later Gator F (Campus Club to Downtown) (Discontinued beginning May 2009)	13,819	22,706.75	2,012.5	$ 497.05	$ 132,324.51	$ 9.58	$ 5.83	$ 65.75	0.4%

Table 3-10

Summary of Performance Statistics (Weekend Routes)

Route Information for Fiscal Year 2007/08												
	Receiving UF Funding	Route	Route Description	Passengers	Revenue Miles	Revenue Hours	Farebox Revenue (on bus)	Annual Operating Cost	Cost per Passenger Trip	Cost per Mile	Cost per Hour	Farebox Recovery Ratio
SUNDAY ROUTES	Yes	400	Downtown to Oaks Mall	5,967	4,390.40	360.0	$ 1,389.01	$ 23,670.00	$ 3.97	$ 5.39	$ 65.75	5.9%
	Yes	401	Downtown to Oaks Mall	6,903	5,179.30	360.0	$ 941.39	$ 23,670.00	$ 3.43	$ 4.57	$ 65.75	4.0%
	Yes	402	Downtown to Campus Club	8,790	3,875.90	360.0	$ 888.14	$ 23,670.00	$ 2.69	$ 6.11	$ 65.75	3.8%
	Yes	403	Downtown to Lexington Crossing	4,086	4,748.10	360.0	$ 288.11	$ 23,670.00	$ 5.79	$ 4.99	$ 65.75	1.2%
	Yes	404	One-Stop Career Ctr. to Shands	2,978	2,195.20	179.6	$ 351.40	$ 11,808.70	$ 3.97	$ 5.38	$ 65.75	3.0%
	Yes	405	Sugar Hill to Shands	3,811	2,058.00	179.6	$ 312.70	$ 11,808.70	$ 3.10	$ 5.74	$ 65.75	2.6%
	Yes	406	City East Circulator (Trying to get money from the county unsuccessful to date)	3,410	4,804.80	360.0	$ 863.62	$ 23,670.00	$ 6.94	$ 4.93	$ 65.75	3.6%
	Yes	407	City North Circulator (Trying to get money from the county unsuccessful to date)	5,656	4,257.40	357.8	$ 1,153.40	$ 23,525.35	$ 4.16	$ 5.53	$ 65.75	4.9%
	Yes	408	Northwood Village to Shands	3,760	6,136.20	361.8	$ 992.83	$ 23,788.35	$ 6.33	$ 3.88	$ 65.75	4.2%

Table 3-11
Route Lengths and Bus Stops by Location

Route	% By Route Length			% By Stop Count		
	Length	City (%)	County (%)	Stops	City (%)	County (%)
1	11.2	100%	0%	59	100%	0%
2	12.9	92%	8%	79	90%	10%
5	12.8	96%	4%	69	99%	1%
7	12.2	58%	42%	73	60%	40%
10	17.0	70%	30%	83	77%	23%
11	13.0	81%	19%	77	83%	17%
13	5.9	68%	32%	35	71%	29%
20	11.7	100%	0%	56	100%	0%
21	9.7	100%	0%	44	100%	0%
24	18.2	94%	6%	83	98%	2%
43	25.7	72%	28%	124	77%	23%
75	23.6	24%	76%	111	15%	85%
400	12.8	96%	4%	69	99%	1%
401	15.1	100%	0%	78	100%	0%
402	11.4	100%	0%	61	100%	0%
404	5.9	68%	32%	35	71%	29%
406	16.9	84%	16%	80	86%	14%
410	19.1	73%	27%	97	80%	20%
Totals		82.1%	17.9%	1163	83.7%	16.3%

Updated: June 22, 2009

Transportation Disadvantaged

Consistent with Florida Statute 427, coordinated transportation disadvantaged (TD) services are provided throughout Alachua County through cooperative efforts with a designated Community Transportation Coordinator (CTC).

The TDP program provides door-to-door paratransit services to individuals who need assistance in accessing daily needs such as day care, education, training, medical facilities, nutrition sites, employment and other life sustaining appointments.

The current CTC is MV Transportation. Under the TD program, all agencies and transportation operators that receive federal, state, or local government TD funds are required to contract with the CTC for transportation services. The CTC conducts all operational planning, administration, and coordination of transportation disadvantaged trips in the Alachua County designated TD service area. Currently, the CTC does not contract with any other transportation operators in the Alachua County designated TD service area.

Oversight of the TD program is provided through the Designated Official Planning Agency (DOPA) and the Local Coordinating Board (LCB). In Alachua County, the MTPO serves as the DOPA for the County. The LCB is composed of TD service users and local agency healthcare representatives and is responsible for providing guidance and advice to the CTC, as well as serving as the forum for any grievances or complaints on part of TD service users.

During FY 2008, 160,936 trips were provided through the County's TD program. Table 3-12 includes the breakdown of TD trips by trip type for FY 2008. As shown in the table, the largest and smallest portion of total TD trips in FY 2008 was made for medical reasons and nutritional reasons, respectively.

Table 3-12
FY 2008 TD Trips by Purpose, Alachua County

Trip Type	Number of Trips	% of Total
Medical	86,624	53.8%
Employment	50,398	31.3%
Education / Training / Daycare	5,432	3.4%
Nutritional	2,177	1.4%
Life-Sustaining / Other	16,305	10.1%
Total	160,963	100.0%

Source: 2008 FCTD Annual Performance Report

ADA Paratransit Service

The ADA transportation service complements the existing public transportation services, RTS. ADA services are for residents who live within ¾-mile on either side of the fixed-route system, but are unable to access the fixed-route transit system due to disability.

ADA Service Information

ADA paratransit service functions as a shared-ride service with multiple passengers. Origins and destinations must be within ¾-mile on either side of the fixed-route system.

To use the ADA service, an ADA photo ID card must be obtained. The Center for Independent Living processes all ADA paratransit applications.

MV Transportation provides and schedules the appointments for the service, and an appointment must be scheduled at least one day prior to the trip and during office hours, Monday – Sunday, 8:00 am to 5:00 pm. Reservations may be made up to 14 days in advance. On the day of the trip, MV Transportation cannot change pickup times or pickup / drop off locations. Each scheduled trip must have an appointment time and destination address.

Pickup times can be scheduled on weekdays between 6:00 am to 9:00 pm, Saturdays from 6:00 am to 7:00 pm, and Sundays from 10:00 am to 5:00 pm. ADA trips have a 60 minute pickup window. Multiple trips in a single day can be scheduled a minimum of 90 minutes apart.

Individuals who are ADA certified ride for free on fixed-route buses. ADA riders are required to show their ADA ID card to the RTS driver each time they board the fixed-route bus.

Visitors in the City of Gainesville whose ADA eligibility has been determined by another transit or public agency are also able to use their ADA ID card while visiting the City of Gainesville. Visitors must provide proof of eligibility prior to using the ADA service.

Qualification Process

RTS maintains the following qualification process for persons requesting ADA service:

1. Persons applying for ADA eligibility must first contact the Center for Independent Living at (352) 378-7474 and ask to schedule an ADA certification appointment. Transportation to the Center for Independent Living will be provided by RTS with no charge. The Center evaluates applicants and determines eligibility for the ADA transportation services.

2. When eligibility for ADA transportation services is determined, the applicant will receive written notification of eligibility, and if the applicant is determined to be eligible, an ADA ID card.

3. Upon receipt of the ADA ID card, trips are scheduled by contacting MV Transportation at the reservation line. ADA trip reservations must be scheduled one day prior to the planned trip.

BUS STOP PLACEMENT

Bus stop placement and spacing have a major influence on the performance of bus service. There is an inherent tradeoff between close stops (every block or 0.125 to 0.25 mile) with short walk distances, more frequent stops, and a longer bus trip and stops further apart with longer walk distances, more infrequent stops, higher speeds, and shorter bus trips. RTS staff is in the process of evaluating the existing bus stop locations. RTS will assess the bus stop inventory and either remove or add bus stops to improve the system's efficiency.

PRIVATE TRANSPORTATION SERVICE PROVIDERS

This section includes an inventory of existing private transportation service provides in Alachua County. Each provider was mailed a short questionnaire to obtain information about its transportation services. The questionnaire can be found in Appendix E. Table 3-13 includes information for agencies that completed the questionnaire. In addition to those agencies, Table 3-14 includes a listing of other service providers in the County that did not respond to the questionnaire is also included.

Table 3-13
Alachua County Private Transportation Service Providers

Agency / Provider	Type of Service	Age of Facility and Condition	Service Area	Hours	Fare	Service Frequency	Primary Destinations	Average Annual Ridership	Rolling Stock	Other Equipment
A Candies Productions, Inc. / A Candies Coach Works, Inc.	Charter	Unknown	USA and Canada	24	Varies / Charter	As Needed	80% State / 20% Out of State	Varies	(1) - 1998 Prevost 5b-Pax Motor Coach (1) - 1999 Prevost 5b-Pax Motor Coach (2) - 2000 Prevost 5b-Pax Motor Coach (1) - 2000 Crystal 16-Pax Mini Bus/Limo	(1) - 2007 L Sedan (2) - 2005/2006 Limo (1) - 2005 Hummer (1) 1954 Rolls
Mr. Charter, Inc.	47 & 56 Passenger Charter	2006 / Excellent	Southeast, but will go anywhere	Mon - Fri 10am-6pm (Mon-Sun bus service available)	$900-$1,200 depends on miles, hours, and destination	Weekly	Orlando	50-60 trips per year	(1) - 2006 56 Passenger Bus	
Legendary Coaches, LLC	Charter & Lease	1999 / Good	Continental US	24 / 7	Varies with mileage and duration	Day/Multi-Day/Weeks/Months	Larger College Towns and Entertainment Destinations	25,000 to 45,000	(2) - 2007 Motor Coach (2) - 2005 Motor Coach	
Runways Transportation Co.	Shuttle	Good	Jacksonville, Orlando, & Gainesville	7 days / week, 24 hrs / day	Varies	10 one-way trips per day	Jacksonville International Airport, Orlando International Airport, University of Florida, Compass Bank on SW 34th	Proprietary	(2) - 2004 Sprinter Van (Wheelchair Accessible, Luggage, and Wifi) (2) - 2007 Sprinter Van (Wheelchair Accessible, Luggage, and Wifi) (1) - 2008 Sprinter Van (Wheelchair Accessible, Luggage, and Wifi)	

The following Alachua County Private transportation service providers did not respond to the survey for various reasons, including lack of interest or communications issues.

Table 3-14
Alachua County Private Transportation Service Providers (No Response)

MV Transportation	Veterans Cab Company
Unimet Taxicab Company	Affordable Transportation
Leopard Transport	C&V Non-Emergency Transportation
Best Care Transport	Coordinated Transportation System
Ride Solution	Gainesville Limousines
SNAP	Absolute Perfect Limousine
SHANDS Hospital	A Premier Carriage Company
Amtrak	A Unique Occasion
GMG Transportation	Aloha Limo of Florida
Greyhound Bus	A.R.C. Transportation, Inc
Miami Bus Service	Berg Transport, Inc
A1 Yellow Cab	City Cab
Aimtree	GMG Transportation
Bestway Cab	Hylton's VIP and Executive Service
Diamond Cab	M and T Transportation Services
Gainesville Cab Company	Ocala Limousine Service
Safety Cabs	Parrish Medivan
Southern Comfort Transportation	Premier Transportation
Commuter Taxi Cab	Pronto Limousine Service
Airport Taxi	GatorLift
VIP Taxi Service	ELS Transportation
Yellow Cab Company	Holiday Coach Lines Inc. of Gainesville
Annett Bus Lines	USA Taxi and Airport Shuttle
A Florida Tour	The Bus Bank
A Susie's Limousines	BusNeeds
Fabulous Coach Lines	Prompt Charters
Premier Parties Entertainment, Inc.	Megabus.com
Travelynx	Signature Shuttle

Section 4: Public Involvement Process

A Public Involvement Plan was developed for the TDP to outline public involvement efforts throughout the TDP process and ensure ample opportunities for the public as well as local agencies and organizations to participate in the development of this TDP. This plan, developed in accordance with the MTPO's Public Involvement Plan, is presented in Appendix A. This section summarizes the public involvement activities that were undertaken as part of the TDP major update and additional public involvement activities undertaken directly by RTS. The components of the public involvement activities are presented below.

PUBLIC INVOLVEMENT COMPONENTS

Review Committee Meetings

As part of the TDP update process, a TDP Review Committee was established to provide oversight and technical feedback. The Review Committee is composed of representatives from the MTPO, UF, Santa Fe College, the City of Gainesville, Alachua County, FloridaWorks, FDOT, RTS, and citizens. The Review Committee is scheduled to meet three times throughout the course of the project.

The first TDP Review Committee Meeting was held on Thursday, April 23, 2009. During this initial project kick-off meeting, the Review Committee reviewed the TDP Public Involvement Plan, project schedule, selected peers, scope of services, public workshop formats, and proposed candidates for the stakeholder interview process. The second Review Committee Meeting was held Thursday, June 18, 2009. During this meeting, the committee reviewed the results from the completed public involvement activities. The final Review Committee Meeting will be held on Thursday, July 23, 2009. During the third meeting, the committee will review the draft document and provide feedback on the selected alternatives.

STAKEHOLDER INTERVIEWS

A series of interviews was conducted with 10 stakeholders indentified by RTS staff. The stakeholders included key local officials, as well as representatives from several organizations throughout Alachua County with an interest in transportation services. Table 4-1 provides a list of the stakeholders that were interviewed for the update process.

Table 4-1
Stakeholder Interview Participants

Name	Affiliation	Date of Interview
Angela Pate	FloridaWorks	May 11, 2009
Mike Byerly	Alachua County Commissioner	May 12, 2009
Dr. Jackson Sasser	Santa Fe College	May 14, 2009
Gail Monahan	Alachua County Housing Authority	May 14, 2009
Thomas Hawkins, Jr.	City of Gainesville Commissioner	May 15, 2009
Brad Pollitt	Shands	May 19, 2009
Nick Ross	Veterans Administration	May 21, 2009
Ed Poppell	University of Florida	May 22, 2009
Gina Hill	Builders Association of North Central Florida	June 25, 2009
Brent Christensen	Chamber of Commerce	July 10, 2009

A series of 27 detailed questions was developed to facilitate the discussion and obtain stakeholders' perceptions of three major areas related to public transportation in Alachua County and the City of Gainesville.

- Existing Conditions
- The Future of Transit
- Transit Funding Issues

A copy of the interview script that was used for all of the interviews is presented in Appendix C. Common perceptions and themes from the stakeholder interviews are summarized below.

Existing Conditions

(1) Are you currently aware of RTS and its services?

All of the stakeholders were aware of RTS and its services.

(2) Is the public perception of RTS good, satisfactory, or poor?

The majority of stakeholders commented that the public's perception of RTS is "good"; however, one stakeholder commented that the public's perception of RTS is good for students, but poor for people who work in the area. A few stakeholders commented that RTS' service is perceived as satisfactory.

(3) Do you believe RTS has done an effective job marketing transit service options?

For the most part, stakeholders believed that RTS has done an okay job marketing its transit services. One stakeholder commented that RTS's marketing efforts are hot and cold. Another stakeholder mentioned that there are no futuristic options and the community needs leadership of vision in transportation. A couple stakeholders commented that RTS has not done an effective job of marketing. One reason mentioned was that the stakeholder is unaware of RTS' services other than seeing empty buses driving around the City.

(4) Who do you believe uses the transit system? (Workers, Students, Unemployed, Elderly, Tourists/Visitors)

The majority of stakeholders indicated that students, the elderly population, and low-income workers without transportation are using the transit system. Some stakeholders also indicated that the unemployed population utilizes the system. For the most part, stakeholders did not believe tourists and visitors are using the system.

(5) What do you believe is the purpose of most transit trips? (Medical, Shopping, Recreation, Work, School)

The majority of stakeholders believe most transit trips are for school, medical, and work. A couple of the stakeholders were unsure of the purpose of most transit trips.

(6) What are the major destinations within your immediate community?

Stakeholders believed that the major destinations within the community include UF, Shands, downtown, the hospitals, Santa Fe College, and major employers.

(7) What are the major destinations outside of your community where people are traveling to, from in your area?

According to the stakeholders, major destinations outside of the community include the small outlying towns of Alachua, Archer, Newberry, Micanopy, High Springs, and Hawthorne. One stakeholder indicated that people are traveling to and from the bulk of housing located on the east and west sides of the City. Another stakeholder mentioned that people are traveling to the new developments in Hawthorne because this is the area where growth can occur. Stakeholder also believed that people are traveling to adjoining counties for work, Ocala, Orlando, Tampa, and Jacksonville.

(8) Do you use RTS? Why? Why not?

The majority of stakeholders do not use RTS. Reasons cited for not utilizing the transit system included the services does not reach the areas where stakeholders reside and there are no Park-and-Ride lots outside of town and the service is not conducive to busy schedules. Only one stakeholder indicated that they use RTS on an infrequent basis, mostly for travel to the UF campus.

(9) What do you think are the most significant issues facing automobile travelers?

Most stakeholders believe that the community perceives congestion as an issue for automobile travelers; however, several stakeholders commented that Gainesville has limited congestion compared to other cities. Several stakeholders indicated that the cost of gasoline and the cost of owning and maintaining vehicles are some of the biggest issue facing automobile travelers.

(10) What do you think are the most significant issues facing transit users?

Stakeholders identified the most significant issues facing transit users as travel times including hours of operations and headways, the lack of Park-and-Ride lots, limited east/west routes, accessibility, funding for transit, and the cost of using transit.

(11) What groups of travelers seem to experience the most difficult transportation conditions (the disabled, low-income, elderly, commuters, etc)? Why?

The majority of stakeholders identified the disabled, low-income, and elderly as the travelers experiencing the worst conditions. Reasons cited for believing the disabled and low-income experience difficult transportation conditions included the lack of density to support transit in low-income areas, the need to drop kids off at daycare, and the need to own a vehicle because the system is not connected. One stakeholder mentioned that workers living within 10-miles from Gainesville experience difficult transportation conditions because of the lack of transit and Park-and-Ride lots. Another stakeholder mentioned that Santa Fe College students experience the worst transportation conditions because there are few routes to Santa Fe College, few access points around Santa Fe College, and limited access to the hub.

(12) Do you believe there is a congestion problem in Gainesville?

The majority of stakeholders do not believe there is a congestion problem in Gainesville compared to other cities; however, a couple stakeholders mentioned that there could be a growing problem. A few stakeholders do believe there is a congestion problem in Gainesville, particularly in the morning and afternoon.

The Future of Transit in Gainesville

(13) Is there a need for additional transit service in Gainesville?

All of the stakeholders indicated that there is a need for additional transit service in Gainesville. Some of the future services mentioned included: increased service to East Gainesville and the areas surrounding the UF campus, extended transit hours, increased headways, service to the outlying communities, service to the Gainesville Regional Airport, service on the SE 35th Boulevard and SW 20th Avenue corridors, and a premium service such as bus rapid transit (BRT) or electric street cars. One stakeholder mentioned that the need would depend on the frequencies and route sufficiencies.

(14) What type of transit services would you like to see more of in the Gainesville area? (More Frequent Fixed-Route, Express Bus, Trolley, Demand Response, Increased Weekend Service, Late Evening Service)

Stakeholders also indicated that they would like to see more fixed-routes, express buses, Park-and-Ride lots, direct and frequent routes to East Gainesville and Santa Fe College, BRT or street car service in the most urbanized parts of the City, shorter travel times more specific to people's needs, connections to Santa Fe Healthcare and Newberry Village, and BRT service connecting with Archer and Alachua for jobs. One stakeholder mentioned that they would like to see a trolley connecting the downtown area with UF.

(15) Do you believe that public transportation can relieve congestion in Gainesville?

The majority of stakeholders who believe there is a congestion problem in Gainesville also believe that public transportation can reduce the congestion. One stakeholder commented that public transportation cannot relieve congestion alone, RTS needs a congestion relief strategy that focuses on increasing urban development and coordination with the City's planning department so that transit plans, future land use allocations, urban design requirements, and concurrency management regulations all work in tandem to support ridership. One stakeholder does not believe that public transportation can help relieve congestion.

(16) What efforts or initiatives are you aware of that have been undertaken in the last five years to address traffic congestion in the region (locally)?

According to stakeholders, efforts or initiatives undertaken in the last five years to address traffic congestion include the purchase of a Traffic Management System (TMS), discussion about implementing BRT, FloridaWorks Green Ride, TCEAs, utilizing gas tax revenue to fund transit, and the County's long term concurrency management system. One stakeholder commented that the RTS and UF agreement was an initiative to address congestion, but this occurred over 5 years ago. Stakeholder who did not believe that any initiatives have been undertaken cited reasons including there is no funding for roads and congestion is encouraged in the community.

(17) (Of those listed above), which would you describe as having been successful and why?

The stakeholder that mentioned TCEAs were used to address traffic congestion also commented that the City used the TCEA funds to increase transit ridership to UF and this has been successful because traffic counts on many roadways and intersections surrounding the campus have declined in recent years.

Another stakeholder commented that no initiatives have been successful because people are not using the alternatives and there are no incentives.

(18) (Of those listed above), which would you describe as having been unsuccessful and why?

One stakeholder commented that the TCEAs have not been as successful as possible because they do not address future land use and urban design. This person also mentioned that the single factor driving transit ridership to and from UF has been the unavailability of parking and increasing ridership to other destinations will require the integration of transit planning, concurrency management regulations, future land use allocations, and urban design requirements. Another stakeholder mentioned that none of the initiatives have been unsuccessful, but underused.

(19) What efforts would you like to see undertaken, to address traffic congestion in this region?

Stakeholders indicated that they would like to see BRT, Park-and-Ride lots to address traffic congestion in the region, improved and new roads aimed at increasing capacity, and reasonable enhancements to public transit.

(20) What additional steps do you feel should be taken to increase the use of public transit in the Gainesville Metropolitan Area?

The following ideas were indentified by stakeholders in an effort to increase the use of public transit in the Gainesville Metropolitan Area:

- Implement BRT or street cars within urbanized areas
- Coordinate the transportation planning process with the City's planning department
- Create a business model that funds transportation to reduce cars and provide solutions for the unemployed and low-income
- Build Park-and-Ride lots
- Expand service for working riders
- Change the culture by having the Mayor and other local officials use the system
- Implement universal access and free fares
- Build more transit to attract more people
- Encourage employers to utilize decals that encourage ridership and provide employees with ridership opportunities
- Make the buses more reliable with enough stops that a business person or worker could reasonably use the system for transportation to work and business-related travel during the day

(21) Is more regional transportation needed to connect Gainesville with surrounding areas (such as Alachua, Newberry, Jacksonville or Ocala)?

The majority of stakeholders believe that more regional transportation is needed to connect Gainesville with the surrounding areas. One stakeholder commented that the system should transport workers from outlying areas including adjacent counties. Some of the areas identified by stakeholders include Jacksonville, Ocala, Orlando, Tampa, Newberry, Archer, High Springs, Hawthorne, Micanopy, Bradford County, and Gilchrist County. Some stakeholders that indicated a need for more regional transportation also indicated that they are not willing to pay for the expansion, expansion is not a priority right now, and service should not go to Ocala or Jacksonville. A few stakeholders do not believe more regional transit is needed. One stakeholder commented that transit requires density and the outlying municipalities do not have the densities required to support transit. Another stakeholder commented that there would be no cost benefit to adding transit in the areas surrounding Gainesville.

(22) At some point in the future, do you envision that rail transit will be needed in the city/county? If so, when should it be implemented and where should it go?

The majority of stakeholders do not envision rail transit will be needed in the city/county. Stakeholders commented that there is no return on the investment of rail and a better alternative would be the soft tire version and the corridor concepts previously discussed. One stakeholder mentioned that the soft tire version of rail is already about 10 years late. A couple stakeholders commented that they do envision rail in the future providing long distance access to Jacksonville, Ocala, Orlando, and Tampa. One stakeholder commented that rail maybe a possibility in 20 years, connecting UF and student housing areas.

(23) In the future, do you believe that RTS should remain a City department or become a Regional Transit Authority? If yes, please explain why?

Responses to the question regarding RTS remaining a City department or becoming a Regional Transit Authority varied. One stakeholder commented that they did not care. Several stakeholders commented that they are unsure about the question. However, one person who was unsure also commented that due to disagreements between the City and County, there may have to be a Regional Transit Authority to successfully implement a bus system that operates within the City and County. One stakeholder commented that the region is not there yet, but in the future service will need to be more regional. A few stakeholders commented that RTS should remain a City department. These stakeholders cited reasons including an organization change could hamper the existing relationship between UF and RTS, RTS should remain a City department to constrain growth because other areas do not require transit service, and the City and County have proved able to cooperate to fund routes which serve developed parts of the County. A couple stakeholders were in favor of RTS becoming a Regional Transit Authority because this would allow RTS to take a more regional approach and provide more opportunities for intergovernmental coordination.

(24) Where do you see RTS ten years from now?

The stakeholders' 10-year visions for RTS varied. A couple stakeholders commented that RTS will not be any different with the exception of greener, more energy-efficient buses. One stakeholder mentioned that since the system is geared towards students and UF has capped its growth, RTS will not grow. Another

stakeholder commented that in 10 years RTS will be a Regional Transit Authority with strong funding sources, partnerships with the surrounding cities, and laying the groundwork for BRT or light rail. One stakeholder's vision for RTS includes BRT and other multimodal corridors with park-and-rides that connect to the interstate system. Stakeholders also commented that they see RTS growing with an economical and environmentally-friendly upgraded fleet, a major player for higher education, and an active participant in the review of development proposals and coordination with the City's planning department. One stakeholder hopes to see RTS with a well though out strategically planned expansion that provides better routes and frequencies so that ridership will greatly increase.

Transit Funding

(25) What types of local funding sources should be used to increase transit service in the future?

The majority of stakeholders believe that the gas tax should be used to increase transit service in the future. Stakeholders also indicated other local funding sources that should be used to increase transit service in the future. These local funding sources include taxes on luxuries such as yachts, airplanes, cigarettes, alcohol, UF student fees, developer contributions, sophisticated transportation concurrency payments including mobility fees, long-term developer payments for premium transit service, the County, the City, and Santa Fe College. One stakeholder commented that the local funding source should not single out builders, developers, or homeowners.

(26) Are you willing to pay additional local taxes for an expanded transit system?

Organizations that have agreements with RTS indicated that they already contribute to the transit system. The majority of remaining stakeholders indicated that they are willing to pay additional taxes and a couple stakeholders indicated that they are not willing to pay additional local taxes. One stakeholder commented that they might be willing to pay. Another stakeholder commented that they would only be willing if it can be proven that the ridership exists and everyone is paying not just selected groups.

(27) What are reasonable passenger fares for transit service? (Please specify per trip or other)

Some stakeholders commented that reasonable passenger fares should be accessible for the general population including universal access and free fares. Stakeholders representing organizations with RTS pre-paid agreements commented that their transit service is prepaid. One stakeholder commented that the fare should be dependent on the type of service provided. Premium service should cost more. Another stakeholder commented that on the high end fares should be equal to or less than the gas tax paid by a resident who travels by automobile. A couple stakeholders were unsure about the question.

Transportation Disadvantaged Board Interviews

The TDP stakeholder interview questions were also mailed out to 23 members of the Transportation Disadvantaged (TD) Coordinating Board. Of the 23 TD board members, 4 board members returned responses to the interview questions. The following summarizes those responses.

Existing Conditions

(1) Are you currently aware of RTS and its services?

All of the TD board members were aware of RTS and its services.

(2) Is the public perception of RTS good, satisfactory, or poor?

The TD board members commented that public perception of RTS is good to satisfactory.

(3) Do you believe RTS has done an effective job marketing transit service options?

The majority of TD board members believed that RTS has done a good job marketing its services considering funding issues. One member commented that RTS has not done a good job. Another member commented that the website is good but there should be more links from City and County government websites and social service agency websites. This person also commented that advertising in the paper is a waste of money.

(4) Who do you believe uses the transit system? (Workers, Students, Unemployed, Elderly, Tourists/Visitors)

TD board members indicated that all of the above use the transit system including people on fixed incomes.

(5) What do you believe is the purpose of most transit trips? (Medical, Shopping, Recreation, Work, School)

TD board members indicated that the purpose of most transit trips include medical, shopping, recreation, work and school. However, some members commented that work, school, and shopping are the purpose of most trips.

(6) What are the major destinations within your immediate community?

TD board members believed that the major destinations within the community include the Center for Independent Living, library, courthouse, Oaks Mall, UF, Shands, downtown, Santa Fe College, and the VA hospital.

(7) What are the major destinations outside of your community where people are traveling to, from in your area?

According to the TD board members, major destinations outside of the community include the Orlando and Jacksonville airports, links to other public transportation, Alachua, Hawthorne, Micanopy, High Springs, Archer, and Newberry.

(8) Do you use RTS? Why? Why not?

None of the TD board members who responded to the questions use RTS. Some of the reasons included owning an automobile, the system does not go to their employer, living outside of the RTS service area, and being disabled.

(9) What do you think are the most significant issues facing automobile travelers?

TD board members indicated that congestion, the cost of gas, the cost of insurance and car payments, gridlock, safety, traffic, school zones, and the inability to use mass transit instead of automobiles are the most significant issues facing automobile travelers.

(10) What do you think are the most significant issues facing transit users?

TD board members indicated that lack of adequate transit service for all groups, timing and availability of buses, money, increased demand, and urban sprawl are the most significant issues facing automobile travelers.

(11) What groups of travelers seem to experience the most difficult transportation conditions (the disabled, low-income, elderly, commuters, etc)? Why?

The majority of TD board members identified the disabled, low-income, and elderly as the travelers experiencing the worst conditions. Reasons cited for believing the disabled and low-income experience difficult transportation conditions included the lack of transportation that fits their needs, access to stops, the number of buses (1 hour headways in east Gainesville), and the inability to cope.

(12) Do you believe there is a congestion problem in Gainesville?

The majority of TD board members commented that there is a congestion problem in the City of Gainesville.

The Future of Transit in Gainesville

(13) Is there a need for additional transit service in Gainesville?

All of the TD board members indicated that there is a need for additional transit service in Gainesville.

(14) What type of transit services would you like to see more of in the Gainesville area? (More Frequent Fixed-Route, Express Bus, Trolley, Demand Response, Increased Weekend Service, Late Evening Service)

TD board members indicated that they would like to more frequent fixed-route, increased weekend service, demand response, more routes outside of the UF campus, and later evening service.

(15) Do you believe that public transportation can relieve congestion in Gainesville?

The majority of TD board members commented that public transportation can relieve congestion to the extent that the public transportation is more frequent with more locations.

(16) What efforts or initiatives are you aware of that have been undertaken in the last five years to address traffic congestion in the region (locally)?

According to the TD board members, efforts or initiatives undertaken in the last five years to address traffic congestion include the purchase of a Traffic Management System (TMS), various efforts completed by the planning commission, TD board, County, and City, and encouraging students to use the bus through free rides and scarce parking. One person was unaware of any initiatives.

(17) (Of those listed above), which would you describe as having been successful and why?

One TD board member mentioned that less parking at UF and rides paid for through activity fees have been successful in addressing traffic congestion. Another member commented that they did not think the TMS has been implemented because of the budget.

(18) (Of those listed above), which would you describe as having been unsuccessful and why?

One TD board member commented those with prolonged public comment confuse the process.

(19) What efforts would you like to see undertaken, to address traffic congestion in this region?

TD board members commented that they would like to see the following efforts undertaken to address traffic congestion: alternate routes, no parking on the UF campus, business, employer, and governmental incentives to use mass transit, allocate money for needed road work and transportation, and expanding the routes to the suburbs.

(20) What additional steps do you feel should be taken to increase the use of public transit in the Gainesville Metropolitan Area?

The following ideas were indentified by the TD board members in an effort to increase the use of public transit in the Gainesville Metropolitan Area:

- Utilize funding from sales tax and gas tax
- More timely routes (10 to 20 minute frequencies)
- Increase hours
- Increase advertisements
- Expand routes outside of the City Limits
- Create a second "hub" for buses

(21) Is more regional transportation needed to connect Gainesville with surrounding areas (such as Alachua, Newberry, Jacksonville or Ocala)?

Half of the TD board member respondents commented that more regional transportation is needed and the other half commented that more regional transportation is needed in the future. Areas for regional expansion included Jacksonville, Alachua, and Newberry.

(22) At some point in the future, do you envision that rail transit will be needed in the city/county? If so, when should it be implemented and where should it go?

The majority of TD board members envision rail transit will be needed in the city/county. One member did not envision rail transit will be needed in the city/county. Areas mentioned for future rail included Archer Road, Newberry Road, major cities in Florida, from Gainesville to smaller communities (i.e., Hawthorne), Ocala, Jacksonville, Orlando, and Tallahassee.

(23) In the future, do you believe that RTS should remain a City department or become a Regional Transit Authority? If yes, please explain why?

TD board members believed that RTS should become a Regional Transit Authority for reasons including the ability to acquire more funding, the ability to coordinate a wider area, and the ability to expand to rural areas.

(24) Where do you see RTS ten years from now?

The following identifies the TD board members' 10-year visions for RTS:

- An Authority and true regional system
- More demand than ever and still growing
- Continuing to cater to UF and not meeting the needs of the public
- Taking care of transportation throughout the County

Transit Funding

(25) What types of local funding sources should be used to increase transit service in the future?

To increase transit service in the future, the TD board members commented that businesses and agencies should pay a tax for transit, dedicated funding should come from County taxes, riders should pay monthly fees, and grants, gas tax, and sales tax should be used.

(26) Are you willing to pay additional local taxes for an expanded transit system?

All of the TD board members who responded to the interview questions indicated that they are willing to pay additional local taxes for an expanded transit system.

(27) What are reasonable passenger fares for transit service? (Please specify per trip or other)

Responses to this question varied from $1.00 per trip, $1.50 per trip, $2.00 to $3.00 per trip, and $50.00 per month.

PUBLIC INVOLVEMENT WORKSHOPS AND TRANSIT SURVEYS

Public workshops have proven to be an effective technique for obtaining substantive public participation in the planning process. Early in the TDP development process, surveys and comment cards were disseminated at the downtown bus terminal, the MTPO's 2035 Long Range Transportation Plan (LRTP) workshop, Santa Fe College, and the UF campus as a mechanism for obtaining input from the general public regarding the transit needs of the City of Gainesville. These public involvement activities were also conducted to reach the greatest number of participants and a wide geographic service area. The following list summarizes the comments received during the surveying efforts.

- A small percentage of drivers need an attitude adjustment.
- Route spacing between buses should be monitored from the control room to keep them properly spaced on their routes.
- More buses are needed later at night and longer on the weekends.
- Why does a 20 (401) go to downtown on weekends? This route should stay the same as during the week. Riders could just transfer on campus to another bus. Many people that ride the 20 don't need to go into town – just to campus and connect in the Gateway area.
- A friend of mine says in the summer buses need to run later at night on SW Williston Road for the Polo's and other apartments.
- More bus stops are needed around the apartments rather than one every two to three blocks.
- More bus service is needed all over the County.
- Gas prices are rising again so ridership will increase; therefore, if RTS increases the routes and duration of hours more people will ride the bus.
- A bus stop is needed in front of the First Presbyterian Church on SW 2nd Avenue.
- Bus service needs to start earlier on Sunday – 10am is rather late.
- Many areas of Gainesville do not have bus service.
- I am disabled and use a wheelchair. Most of the drivers are very helpful and have a great attitude. However, some drivers act like darn another wheelchair that I have to deal with, it will

make me late. These are the drivers with an attitude towards the disabled people and do not treat us well. I have experienced this treatment on Route 1 (today at 4:30pm from Frazier Rogers on Campus) and sometimes on a 20, a 21, and a 12. For the most part, most drivers on these routes are excellent! But, the few with the attitude problem make it difficult for us.

- I am glad Gainesville has the RTS system. Some of the problems with transportation (the need for more buses, longer service hours, and more routes) will be made better in time – I believe this!
- Thanks for having RTS for Gainesville! I appreciate you all a lot!
- More frequent and later routes are needed on the eastside.
- Service south on 13th between University and SW 16th Avenue.
- I would like a bus service that passes 8th Avenue.
- A bus on NW 8th Avenue & 34th Street would encourage my neighborhood to use the bus. My daughter will need later buses from Santa Fe College to NW 8th Avenue & 34th Street.
- The bus stops running at 6pm and I don't get off work until later than that so I just drive.
- Currently, I am a commuter student. Therefore, I don't utilize the bus system at this time.
- I think there should be more buses that run on the weekends and evenings. And, better service to places like the health department and North Florida Regional.
- I would love to ride the bus for free like UF students.
- I don't utilize RTS because I have a car, if I didn't then it would be fine.
- Ever since I came to Gainesville, RTS has provided me with good service. Especially, the Later Gator.
- Route 1 needs more "lay-over" so it can stay on time. It is never on time, but it's not the driver's fault.
- The problem I have is the Sunday schedule. They never follow it.
- I really do not think that RTS is fair in having the buses run only hourly on all of the eastside routes – can you honestly say that this is being equal to everyone?
- Provide service to outlying areas of the County
- Provide service to NE 39th Avenue to N. FL. Evaluation & Treatment Center
- Provide service to E. University Avenue past SE 43rd Street
- Provide late night service to the shopping areas

Two public workshops will also be held over the course of the TDP development process. The first public workshop was held at the GRU Energy Fair on Saturday, May 16, 2009. The workshop was open-house style, which allowed attendees to view maps and a PowerPoint presentation, ask questions, complete surveys and comment cards, and identify areas in need of additional service. The following list summarizes the comments received during the first public workshop.

- RTS needs to expand to other areas, like Alachua and Newberry. People will ride the system if it is there. Throw out the lifeline and they will grab a hold of it. The system is wonderful and will continue to grow and grow, grow, grow.
- I would like to see a low floor bus or 2 on Route 75; also, later service on weekdays. My neighbors and I carry a lot of groceries on the bus. Many of us have trouble with bus stairs. Service is pretty good for the size of town.

- It would be nice to have Sunday service and later runs on the 75. Add a Route 63 to run on SW 63rd between Archer Road and the Williston Road & 34th Street corner.
- More service in the NW section near 34th Street and Northwood Oaks & Pines subdivisions.
- My daughter is in a wheelchair and feels unsafe – slides around. Tower Road bus stops are not accessible because of the grass.
- Route 5 is the best! Should keep running every 20 minutes during summer sessions. Very supportive of the rapid transit program for the future.
- Contact cars about Google Transit Services and how transit can help them.
- Need 24 hour service. Need services to Orlando and Tampa. Need service everywhere, but extended hours on Route 75.
- I live in an area not served by RTS (Hamilton Heights at Newberry Road & NW 98th Street). I drive daily to work on Newberry Road and to schools on eastside (Lincoln Middle School and Eastside High School). I am aggravated by all the time I spend in traffic and would love to be able to use RTS and also have my teenage son learn to use RTS. Thank you!
- I would like night service on East University at least to 10pm in order to catch the bus for work at 11:45pm.

The results of the surveys received from the LRTP workshop, the downtown bus terminal, the Santa Fe College campus, UF main campus, and the first public workshop indicated the following:

- 99 percent of respondents were aware of RTS services
- 75 percent of respondents feel there is a need for more transit service in Gainesville
- 49 percent of respondents think the public perception of RTS is satisfactory
- The majority of respondents would like for RTS to increase its weekend service and fixed-route frequencies
- 86 percent of respondents use RTS
- 66 percent of respondents are willing to pay additional local taxes for an expanded transit system
- 63 percent of respondents believe there is a congestion problem in Gainesville
- 55 percent of respondents think more regional transportation is needed to connect Gainesville with the surrounding areas
- 49 percent of respondents do not envision that in the future rail transit will be needed in the county/city
- 51 percent of respondents believe that RTS's priority improvement should be expanding service to new areas

A second public workshop will be held at the end of the TDP development process. This workshop will present the TDP alternatives to the general public for comment and prioritization. The location will be chosen in an effort to attract the greatest number of participants.

RTS OPERATOR SURVEY

In July 2009 RTS completed an agency bus driver survey. Because the drivers are in direct contact with the riders every day, they are a valuable source of information concerning public opinion and attitude about RTS' daily operations. A total of 165 completed surveys were returned.

Drivers were asked to identify the most frequent complaints expressed by the passengers. The most frequent passenger complaints are presented in Table 4-2.

Table 4-2
Passenger Complaints Identified by Drivers

Complaints Cited Most Frequently by Drivers		
Complaint	Number of Responses	Percent of Responses
Some transit operators are rude	113	12%
Bus is late	93	9%
Bus does not go where I want	89	9%
Bus did not show / passed me up	84	9%
Infrequent service	84	9%
Bus schedules are difficult to understand	82	8%
No bus shelters/benches	72	7%
Fare is too high	67	7%
Bus leaves stop too early	47	5%
Difficult to get route / schedule information	43	4%
Need park-and-ride / express service	41	4%
Bus is not clean	40	4%
Eating or drinking on bus	39	4%
Route or destination is not clear	32	3%
Bus is not comfortable	27	3%
Bus stop is not being announced	23	2%
Other	4	0%
Total	980	100%

According to the responding drivers, some transit operators are rude, the bus is late, the bus does not go where I want, the bus did not show / passed me up, and infrequent service were the most common complaints voiced by passengers. Drivers who responded to the survey indicated that the most valid complaints expressed by passengers included the bus does not go where I want, some transit operators are rude, the bus is late, infrequent service, and the fare is too high.

Drivers were also asked to indicate which improvements would be helpful to the system. Most of the operators who completed the survey indicated that more time is needed in the schedules and that more

buses are needed on the routes. Table 4-3 shows the distribution of results for this particular survey question.

Table 4-3
Possible Improvements Identified by Bus Drivers

Possible Improvements Most Frequently Cited by Drivers		
Improvement	Number of Responses	Percent of Responses
Give more time in schedules	122	16%
More buses on routes	94	12%
Put up shelters at bus stops	87	11%
Operate express bus / park-and-ride service	84	11%
Maintain buses more frequently	83	11%
Provide better route and schedule information	78	10%
Operate newer, smaller buses	57	7%
Operate articulated vehicles	55	7%
Operate alternative fuel vehicles	50	7%
Lower the fares	43	6%
Other	11	1%
Total	764	100%

The drivers were also asked to identify potential safety problems on any of the current RTS routes. Operators who responded to the survey identified 19 routes with perceived safety problems. The following are the specific safety problems identified by the drivers who responded to this question.

- The U-turn at FloridaWorks on Route 13
- The bus stop lighting at night
- The intersection of 35th Place and 23rd Terrace needs a traffic light
- The pullout on SW 20th Avenue at Cabana Beach
- Recessed bus stops
- Stops too close together
- Stops too close to road

Next, the drivers were asked whether there were any run times on routes or route segments that are difficult to maintain. The operators who responded to this question identified 28 routes with difficult schedules. Table 4-4 lists the routes with schedules that the operators identified as being difficult to maintain. Route 15 was identified by the most responding drivers (31) as being difficult to maintain. The second most mentioned route was Route 5, with 21 drivers indicating that this route is difficult to maintain.

Table 4-4

Routes with Schedule Problems Identified by Drivers

Routes with Difficult-to-Maintain Schedules		
Route	Number of Responses	Percent of Responses
15	31	17%
5	21	12%
1	16	9%
9	15	8%
12	14	8%
401	13	7%
35	8	4%
75	6	3%
10	5	3%
13	5	3%
34	5	3%
410	5	3%
2	4	2%
36	4	2%
120	4	2%
121	4	2%
300	3	2%
402	3	2%
6	2	1%
24	2	1%
117	2	1%
7	1	1%
11	1	1%
20	1	1%
118	1	1%
301	1	1%
406	1	1%
407	1	1%
Total	179	100%

The drivers were asked whether there were any routes that should be modified. Routes 15, 5, and 13 were identified by the most responding drivers as needing modification. Table 4-5 lists the routes that operators identified as in need of modification.

Table 4-5
Routes in Need of Modification Identified by Drivers

Routes in Need of Modification		
Route	Number of Responses	Percent of Responses
15	12	14%
5	8	9%
13	7	8%
11	6	7%
401	6	7%
9	5	6%
1	3	4%
2	3	4%
7	3	4%
75	3	4%
6	2	2%
24	2	2%
35	2	2%
300	2	2%
402	2	2%
404	2	2%
405	2	2%
410	2	2%
10	1	1%
16	1	1%
17	1	1%
21	1	1%
22	1	1%
36	1	1%
122	1	1%
301	1	1%
400	1	1%
403	1	1%
408	1	1%
Total	85	100%

Operators were also asked to identify the busiest bus stops. Operators who responded to the question identified the following locations as having the busiest bus stops: the Estates, University Commons, McCarty, and Shands.

DISCUSSION GROUP WORKSHOPS

To supplement the information collected during the public workshops, two discussion groups were held to support the TDP update process. The workshops were held on Monday, May 18, 2009. The first workshop consisted of representatives from the Center for Independent Living, the Alachua County School Board,

Shands, RTS, the City of Newberry, and the City of Alachua. The representatives were invited to represent the views of informed "non-user" groups. During the non-user group workshop, discussion took place on topics including:

- RTS becoming a Regional Transit Authority that operates County-wide and whether or not this is RTS's vision for the future
- The location of the RTS facility
- Conducting an overview of route system needs
- More Park-and-Ride locations
- Increased frequency on City routes
- More transportation for the elderly
- Expansion implications including paratransit costs
- Establishing a dedicated funding source
- The allocation of funding

The second discussion group consisted of transit-users. During the user group workshop, discussion took place on topics including:

- Marketing RTS services to non-users
- More frequent buses
- Differential in atmosphere and attitude between the campus routes and the City routes
- Rewarding drivers for exemplary service
- Adding the word "exemplary" and "energy-efficient" to the RTS mission statement
- Implementing safety measures at the downtown terminal
- Providing peak shuttles for shift work on Archer Road
- Implementing a weekly pass program for visitors
- Time required to access the health department and Tower Road
- Changing the route numbers on the weekends
- Changing the downtown terminal design
- Providing more information at the bus stops
- Creating a transit district with a dedicated funding source
- Having UF architect students design RTS shelters

ON-BOARD SURVEY

As part of the TDP public involvement process, an on-board survey was conducted during April 2009. On-board surveys are an important service assessment tool employed by public transportation agencies. Feedback from the on-board survey efforts will assist RTS staff in planning for immediate service improvements and in determining future transit needs in the City of Gainesville. In addition, RTS can use the on-board survey results to determine the demographic make-up and travel characteristics of its existing customer base.

Survey Approach

On-board surveyors were utilized to help facilitate the survey administration process and ensure a higher response rate. Four different survey instruments were prepared and administered to bus riders. A full length survey was administered to all those who boarded each surveyed RTS bus. A shorter survey was administered to each boarding passenger who had already filled out one or more of the full RTS survey forms on a previous trip(s). Both the long and the short versions of the survey were translated into Spanish language versions for distribution to Spanish speaking patrons who were not able to complete the English versions.

Questions on the short version asked respondents about several characteristics of their current trip only. Previous on-board survey efforts have shown that distribution of a shorter, trip characteristics version of the full on-board survey can be successful in increasing the overall survey response rate. The English and Spanish versions of the full-length survey and the short trip characteristics survey instruments can be found in Appendix B.

The on-board survey was distributed by a team of trained survey personnel. Prior to sending surveyors out on RTS buses, a training session was conducted in order to instruct surveyors about their duties and responsibilities and to address any issues or concerns that they may have had about the survey process.

On-Board Survey Results

The following section documents the results of the on-board survey. A total of 7,299 RTS bus riders responded to the survey. Based on the number of total surveys packaged for distribution 23,027, a response rate of 31.6 percent was achieved through the on-board survey effort. It is important to note that the response rate reflects a conservative figure based on the total number of surveys packaged for distribution. The total number of surveys packaged for distribution includes the total number of Spanish surveys and the total number of short travel behavior surveys. In practice, a rider will be asked to fill out only one type of survey on a given trip. If the estimate is adjusted to include this methodological aspect, the reported response rate would be much higher.

Table 4-6 notes the number of surveys available for distribution and completed on each RTS route during the survey effort.

Table 4-6
Number of Completed Surveys by Route

Route #	Survey Distributed	Survey Completed	Complete Rate
1	873	369	42.3%
2	201	41	20.4%
5	993	196	19.7%
6	191	78	40.8%
7	271	65	24.0%
8	723	294	40.7%
9	2005	857	42.7%
10	141	59	41.8%
11	231	41	17.7%
12	1755	553	31.5%
13	1083	395	36.5%
15	562	278	49.5%
16	742	235	31.7%
17	582	182	31.3%
20	1926	399	20.7%
21	1124	346	30.8%
24	221	66	29.9%
34	963	296	30.7%
35	1404	382	27.2%
36	442	162	36.7%
43	362	91	25.1%
75	513	175	34.1%
117	442	271	61.3%
118	1955	557	28.5%
119	262	75	28.6%
120	942	156	16.6%
121	693	234	33.8%
122	181	49	27.1%
125	442	137	31.0%
126	141	67	47.5%
127	661	170	25.7%
Total	23027	7276	31.6%

For analysis purposes, the 23 questions on the long survey were divided into three major categories. Analysis categories include travel characteristics, rider demographics, and customer service and satisfaction. The short survey was combined with the long survey by adding the short survey responses to the comparable travel behavior questions on the long survey.

Travel Characteristics

Travel characteristics questions were designed to ask respondents about their individual trip attributes and their travel behavior. Topics covered by the travel characteristics questions on the survey include:

- Trip origin (type and location)
- Trip destination (type and location)
- Vehicle ownership
- Fare type used
- Transit stop/station access and egress travel mode
- Transfers
- Frequency of transit use

Questions 1 and 4 asked respondents about the type of place they were coming from to start their one-way trip and the type of place they are going to on the same one-way trip, respectively. Figures 4-1 and 4-2 present the results to these two questions. As shown in Figure 4-1, most respondent trips originated at home. The second highest trip origin indicated by respondents was college/tech. Similarly, the two highest trip destinations were college/tech and home. The trip destination results are shown in Figure 4-2.

Figure 4-1
Trip Origin

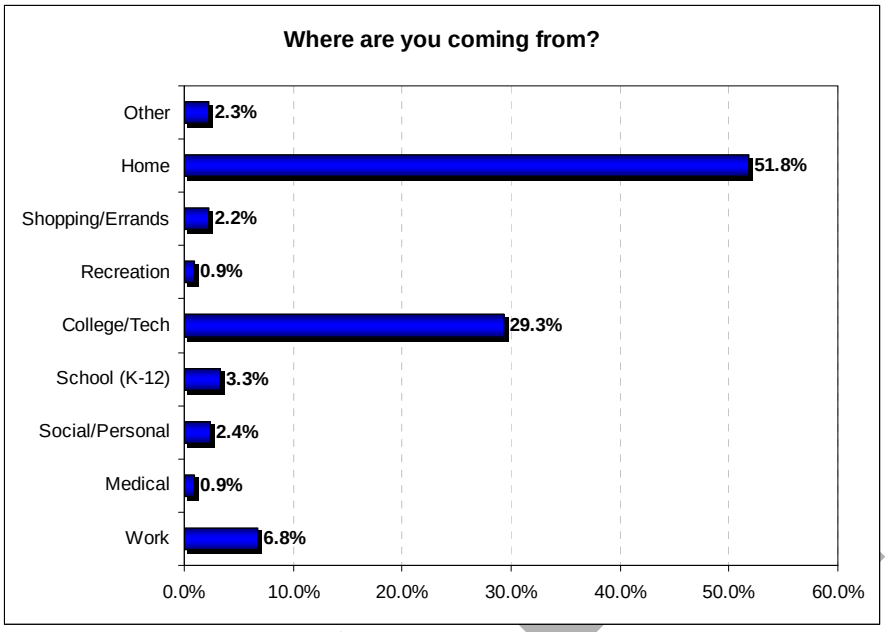
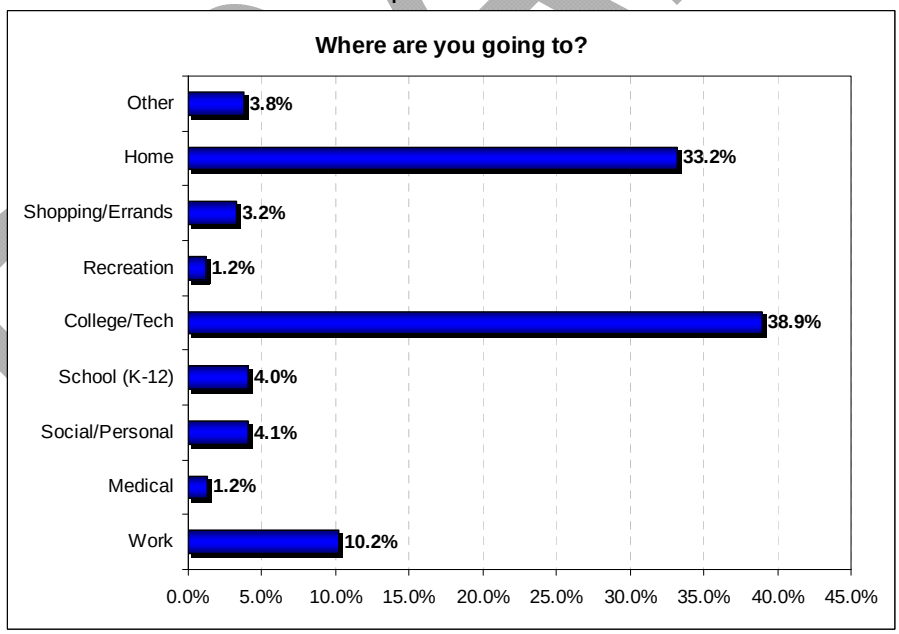


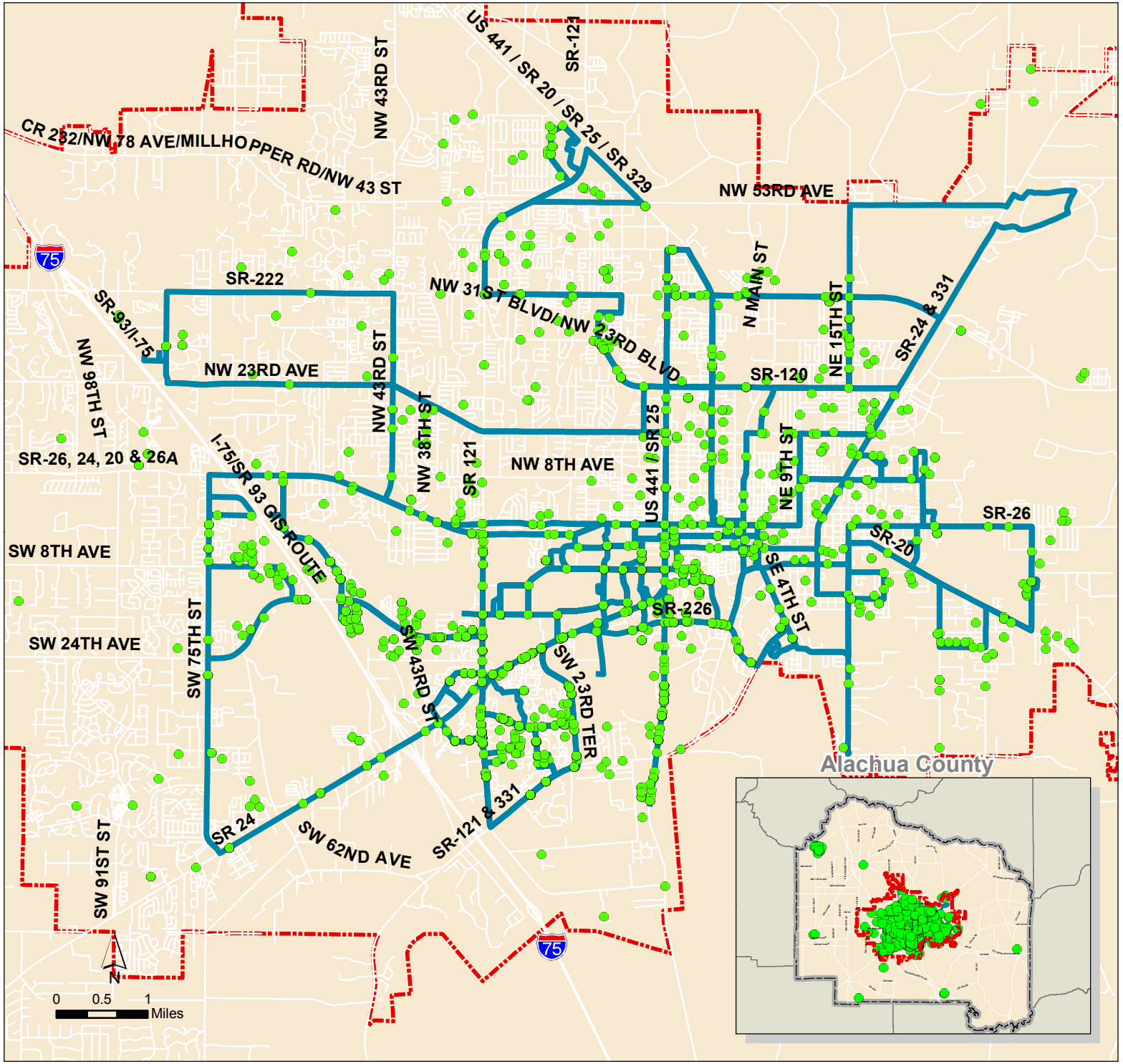
Figure 4-2
Trip Destination



Questions 2 and 5 asked respondents to indicate the address or name of the trip start location and their trip end destination. Respondents were asked to specify an address: name a place, business, or building; or indicate the nearest intersection. Information provided by respondents was geocoded using ArcGIS software. Geocoding is the process of assigning geographic coordinates to data records. The trip origins

and destinations were assigned to specific geographic areas of the County. Map 4-1 and 4-2 illustrate the origins and destinations of the survey respondents.

Questions 3a and 6a on the survey asked respondents to describe how they access the transit system and how they will reach their final destination. The responses to these questions reveal how transit users must often times combine various modes of travel in order to complete their individual trip. As shown in Figures 4-3 and 4-4, the majority of RTS bus customers walk to and from the bus stop/station. The second most common access and egress mode of travel to and from the bus stop is transferring to another bus route.



Source: RTS 2009 On-Board Survey Results

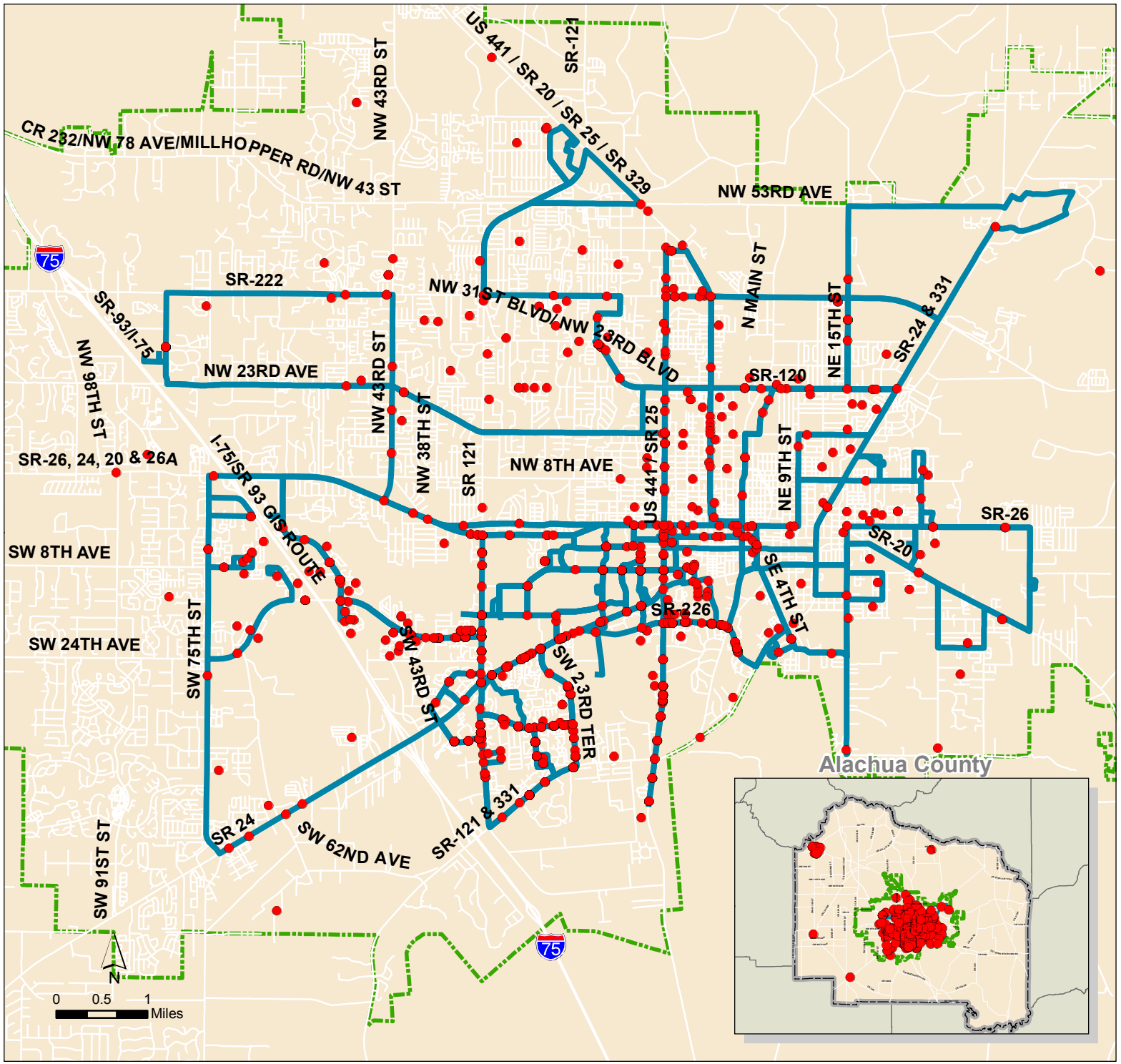
2010 RTS
Transit Development Plan

Legend

- Trip Origin
- RTS Transit Routes
- MTPO Boundary

Tindale-Oliver & Associates, Inc.
Planning and Engineering
Celebrating 20 Years 1989 - 2009

Trip Origins



Source: RTS 2009 On-Board Survey Results

2010 RTS
Transit Development Plan

Legend

- Trip Destination
- RTS Transit Routes
- MTPO Boundary

Tindale-Oliver & Associates, Inc.
Planning and Engineering
Celebrating 20 Years 1989 - 2009

Trip Destinations

Figure 4-3
Transit Station Access

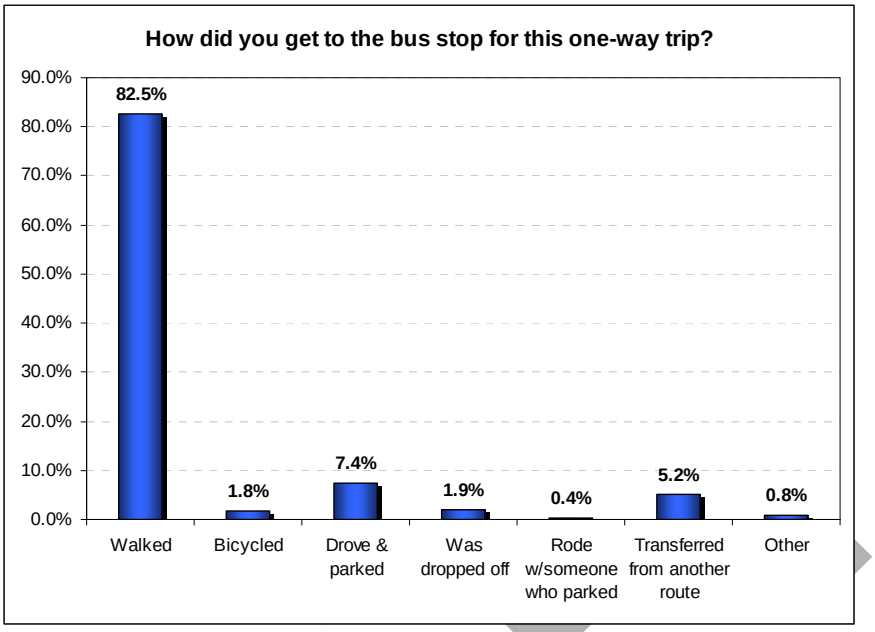
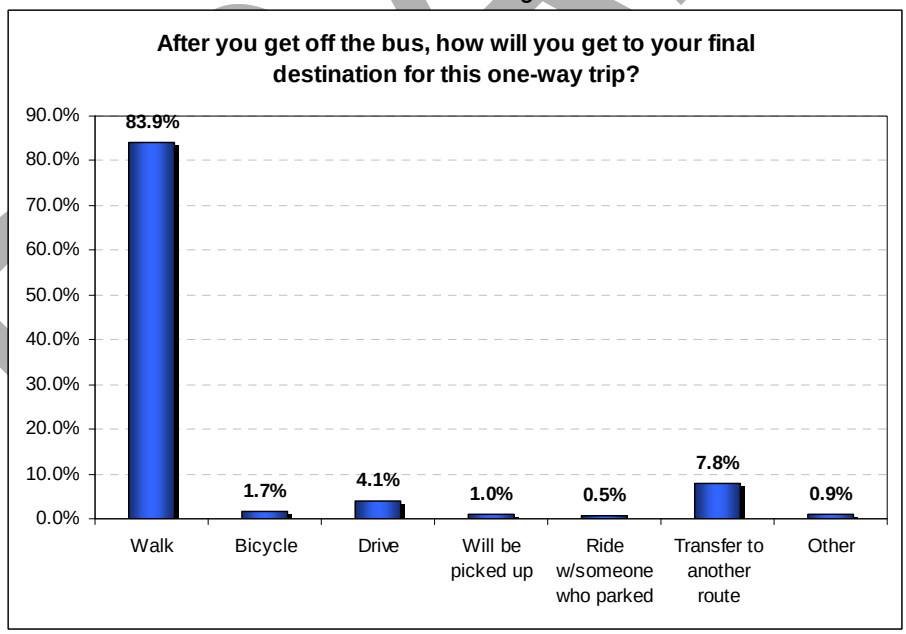


Figure 4-4
Transit Station Egress



Questions 3b and 6b asked bus riders whether their trip involved a transfer. About 16 percent of the respondents indicated that their trip involved a transfer to another bus route, while 84 percent of the riders reached their final destinations without having to transfer to another bus. Figure 4-5 shows the percent of

respondents transferring to other routes. Figure 4-6 shows the top three routes that required transfers. Route 1 has the highest number of riders transferring to other routes, followed by Route 5 and Route 15.

Figure 4-5
Transfer Summary

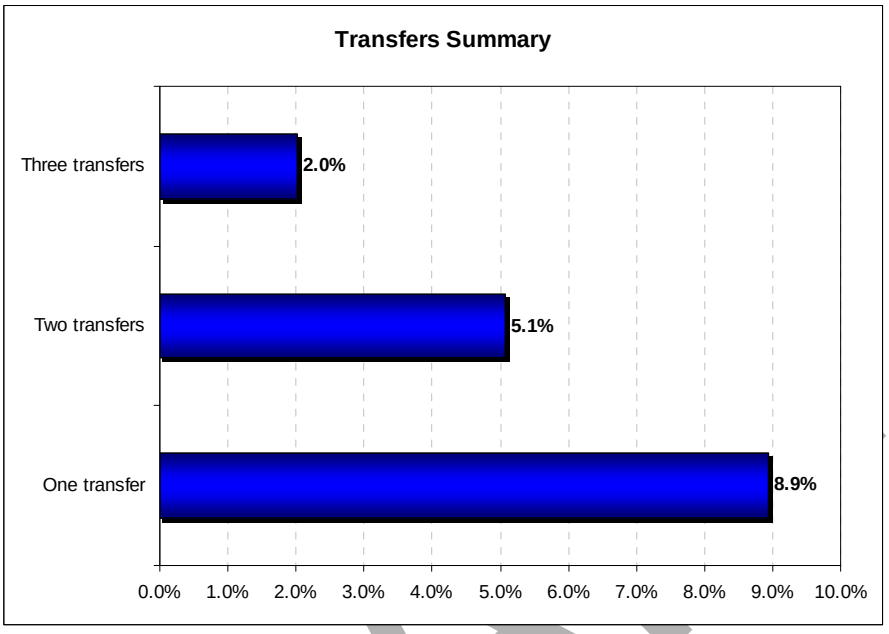
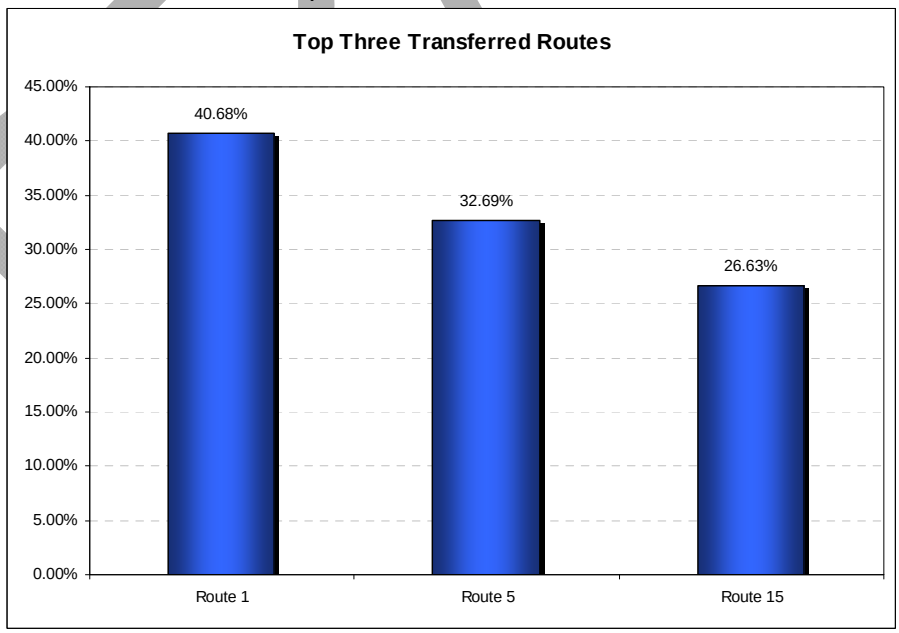
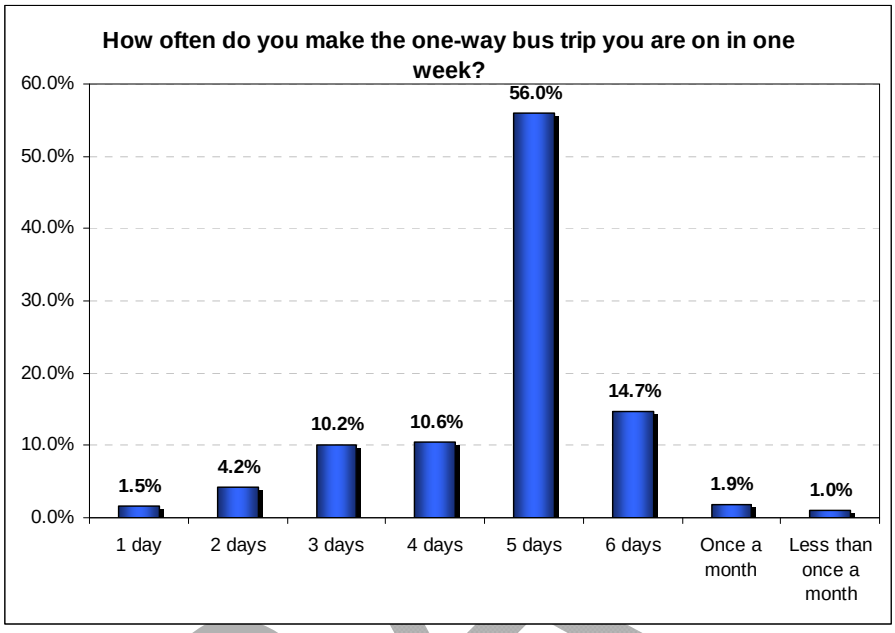


Figure 4-6
Top Three Transferred Routes



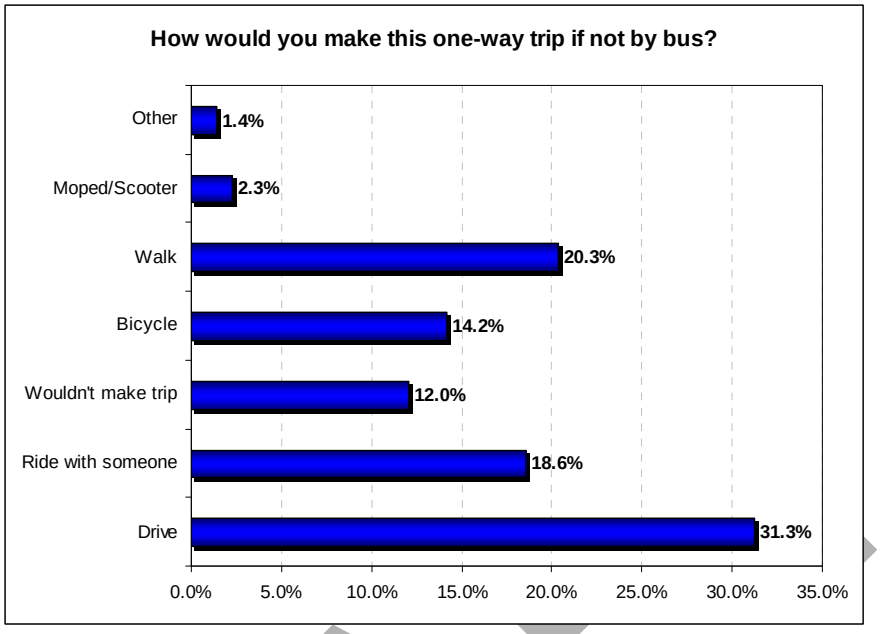
Respondents were asked how often they complete the one-way trip they were making at the time the survey was administered. As shown in Figure 4-7, over 50 percent of respondents indicated that they use RTS services more than 5 times per week.

Figure 4-7
Trip Frequency



Question 10 asked bus riders about how they would complete their trip if bus service was not available. Results to this question are shown in Figure 4-8. The most common response provided was to drive, followed by walk. These responses, along with the large distributions of individuals who would ride with someone else or bicycle, reflect the significant number of RTS riders who use the transit service to avoid having to drive their automobiles.

Figure 4-8
Mode Choice



To assess the utilization rates of fare media and payment methods, a question about how bus riders paid their fare was placed on the survey. The majority of bus riders, 76 percent, utilized Gator 1 ID cards. Approximately, 6 percent of respondents indicated using a daily pass and 5 percent indicated using a monthly pass. Figure 4-9 displays the distribution of the respondent's fare payment methods.

Figure 4-9
Fare Payment Method

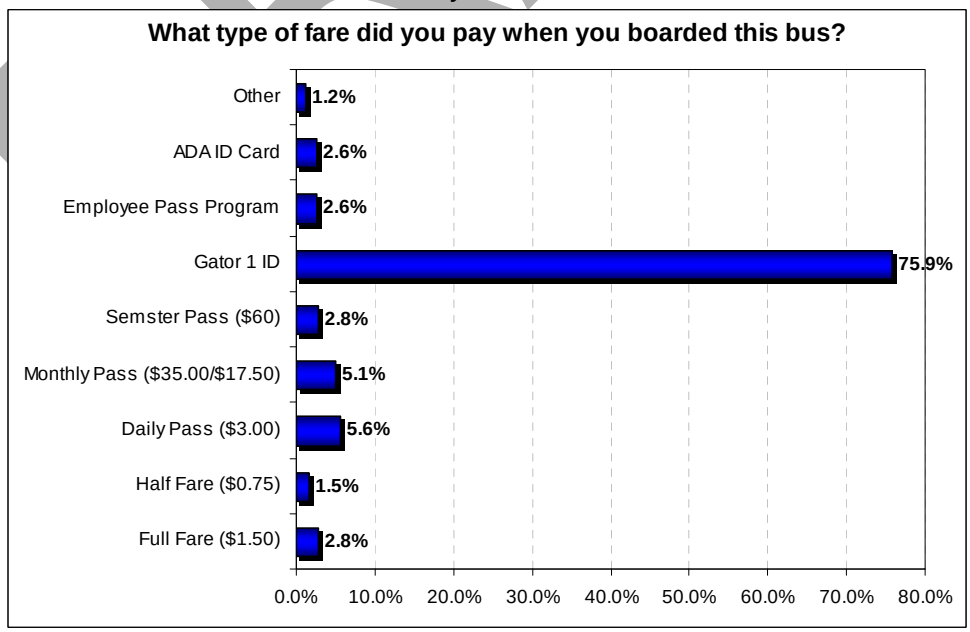
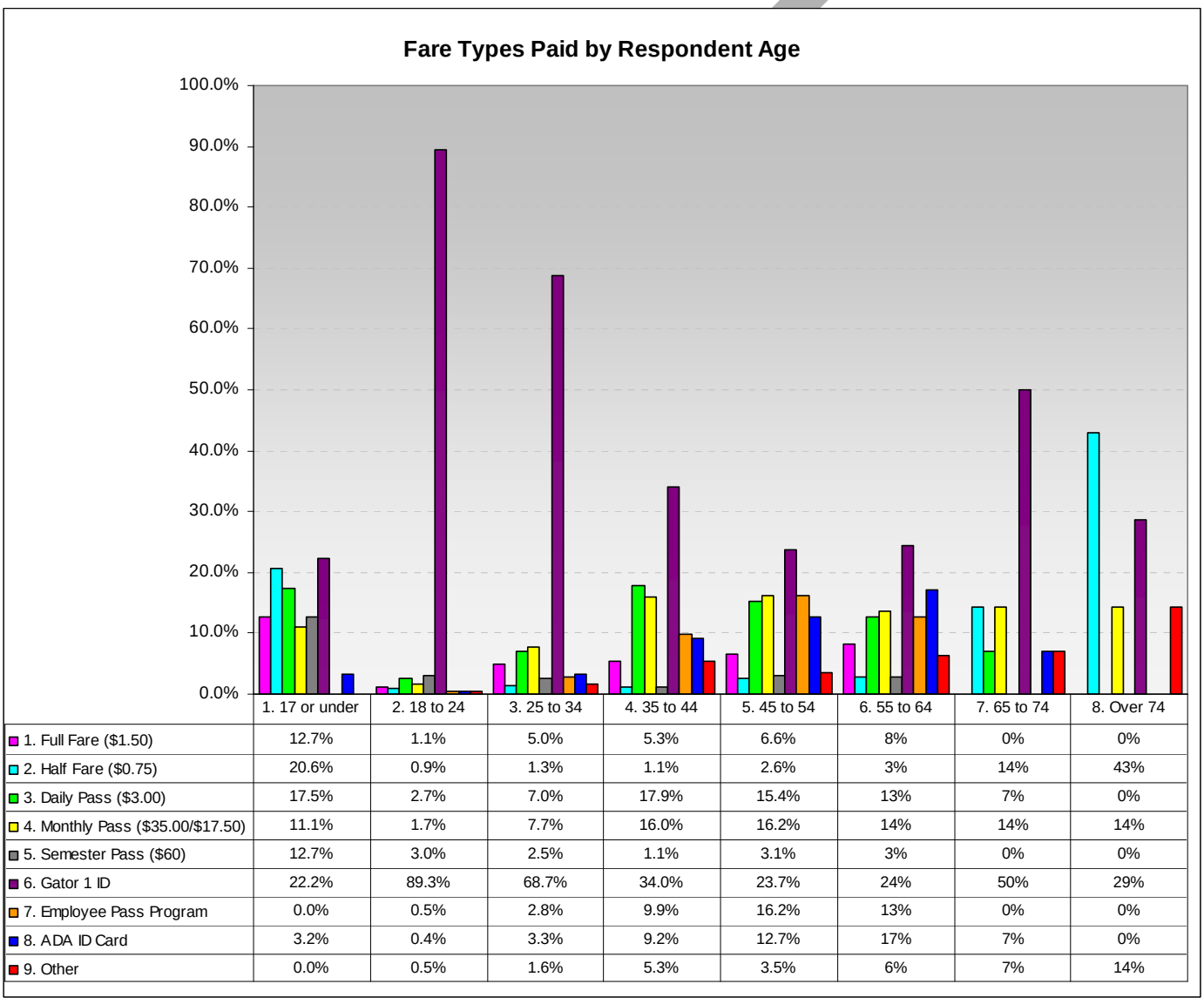


Figure 4-10 shows the method of fare payment used by riders in different age groups. Respondents less than 74 years of age are more likely to use Gator 1 ID cards for their trip when compared to other fare payment options. From among the multi-ride passes, the full-fare daily pass is the most common pass used by respondents less than 24 years of age. For the most part, the monthly pass use increases with rider age.

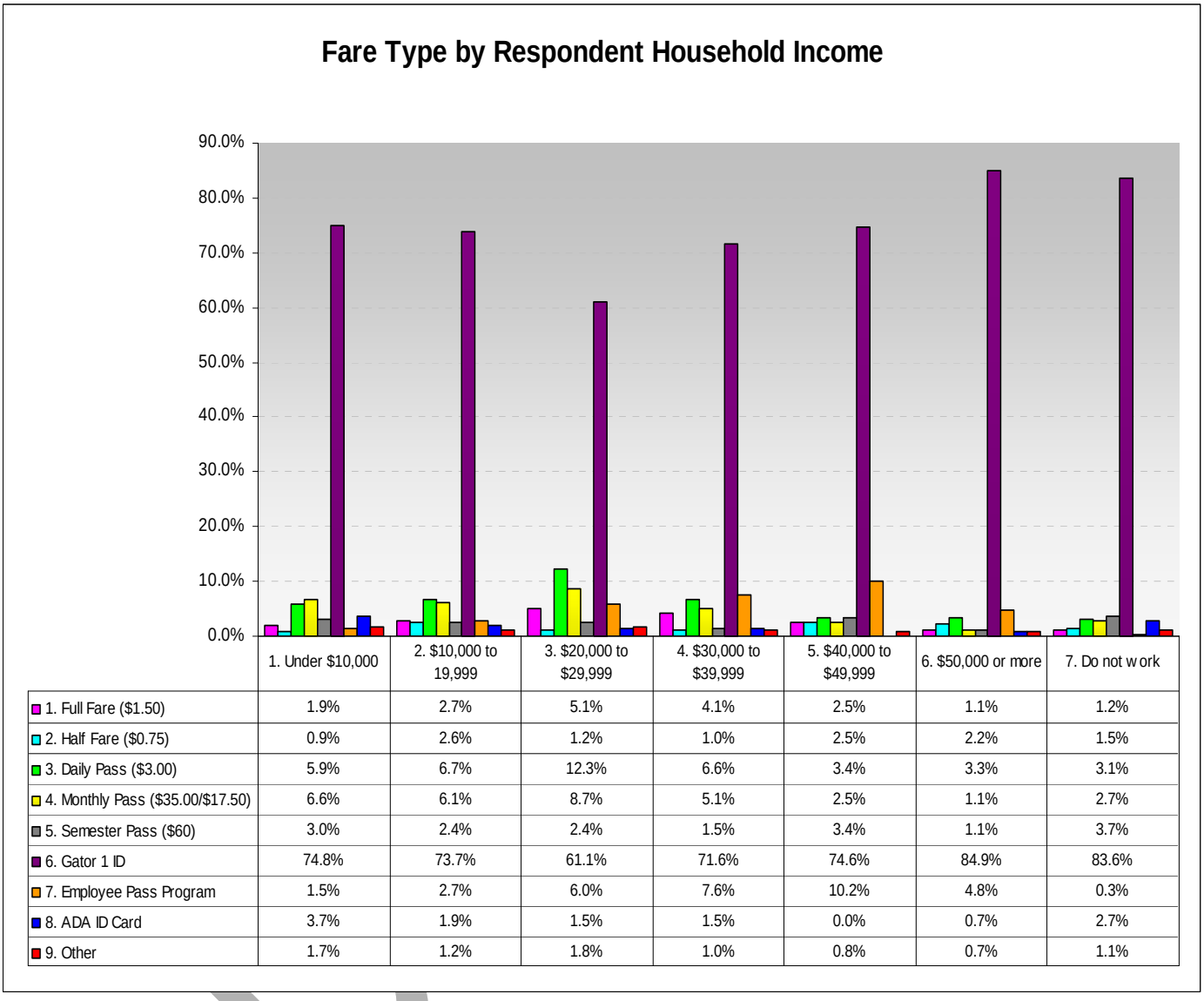
Figure 4-11 shows the method of fare payment used by riders with different incomes. The Gator 1 ID card is the primary fare type for all riders, regardless of annual household incomes.

Figure 4-10
Fare Type Paid by Respondent Age



	1. 17 or under	2. 18 to 24	3. 25 to 34	4. 35 to 44	5. 45 to 54	6. 55 to 64	7. 65 to 74	8. Over 74
1. Full Fare ($1.50)	12.7%	1.1%	5.0%	5.3%	6.6%	8%	0%	0%
2. Half Fare ($0.75)	20.6%	0.9%	1.3%	1.1%	2.6%	3%	14%	43%
3. Daily Pass ($3.00)	17.5%	2.7%	7.0%	17.9%	15.4%	13%	7%	0%
4. Monthly Pass ($35.00/$17.50)	11.1%	1.7%	7.7%	16.0%	16.2%	14%	14%	14%
5. Semester Pass ($60)	12.7%	3.0%	2.5%	1.1%	3.1%	3%	0%	0%
6. Gator 1 ID	22.2%	89.3%	68.7%	34.0%	23.7%	24%	50%	29%
7. Employee Pass Program	0.0%	0.5%	2.8%	9.9%	16.2%	13%	0%	0%
8. ADA ID Card	3.2%	0.4%	3.3%	9.2%	12.7%	17%	7%	0%
9. Other	0.0%	0.5%	1.6%	5.3%	3.5%	6%	7%	14%

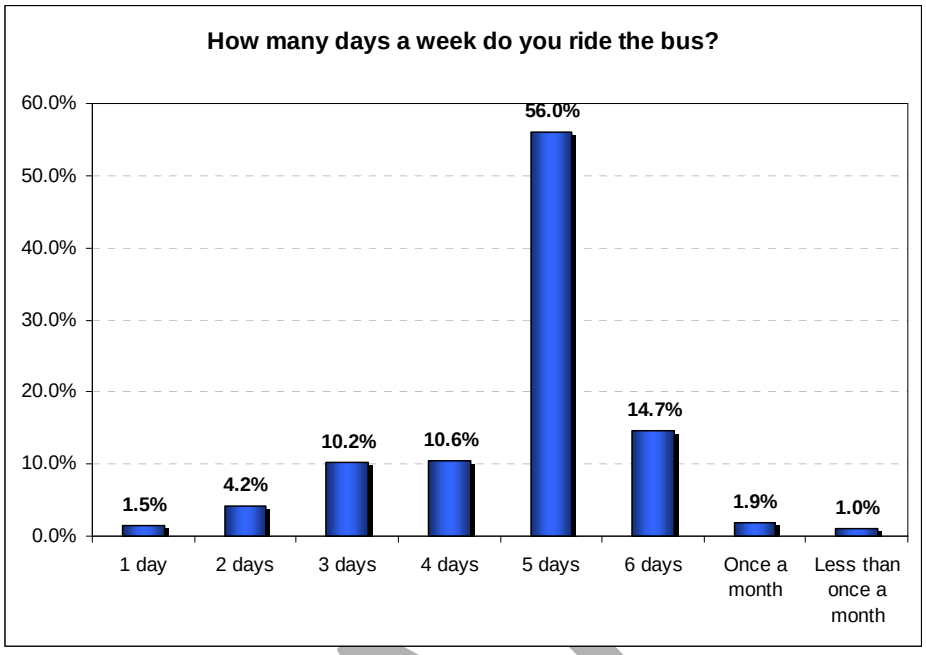
Figure 4-11
Fare Type Paid by Respondent Household Income



	1. Under $10,000	2. $10,000 to 19,999	3. $20,000 to $29,999	4. $30,000 to $39,999	5. $40,000 to $49,999	6. $50,000 or more	7. Do not work
1. Full Fare ($1.50)	1.9%	2.7%	5.1%	4.1%	2.5%	1.1%	1.2%
2. Half Fare ($0.75)	0.9%	2.6%	1.2%	1.0%	2.5%	2.2%	1.5%
3. Daily Pass ($3.00)	5.9%	6.7%	12.3%	6.6%	3.4%	3.3%	3.1%
4. Monthly Pass ($35.00/$17.50)	6.6%	6.1%	8.7%	5.1%	2.5%	1.1%	2.7%
5. Semester Pass ($60)	3.0%	2.4%	2.4%	1.5%	3.4%	1.1%	3.7%
6. Gator 1 ID	74.8%	73.7%	61.1%	71.6%	74.6%	84.9%	83.6%
7. Employee Pass Program	1.5%	2.7%	6.0%	7.6%	10.2%	4.8%	0.3%
8. ADA ID Card	3.7%	1.9%	1.5%	1.5%	0.0%	0.7%	2.7%
9. Other	1.7%	1.2%	1.8%	1.0%	0.8%	0.7%	1.1%

Question 8 asked survey respondents how many days a week they ride the bus. This question is different from Question 9 on the survey, which asked respondents how many times a week they make the specific one-way trip they were making at the time they completed the survey. Instead, this question focuses on a respondent's overall utilization of RTS bus service, regardless of trip purpose. The results to Question 8 are shown in Figure 4-12. Fifty-six percent of respondents indicated that they ride the bus at least five days a week.

Figure 4-12
Frequency of Use



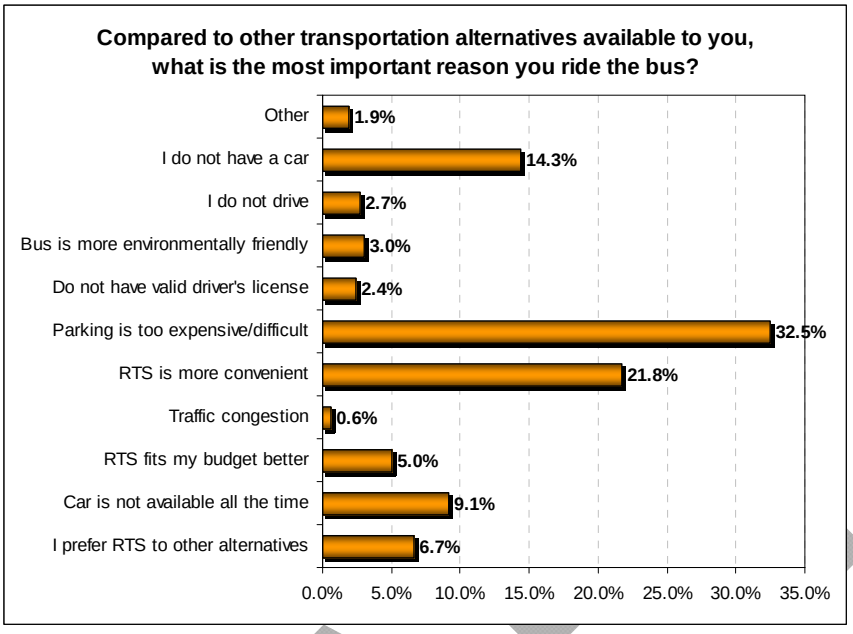
Rider Demographics

The demographic portion of the survey includes a variety of questions that queried respondents about their household income levels, age, gender, and ethnicity, among other things. Other topics covered by the demographic questions include reasons for using RTS service and how long riders have been using RTS service.

Question 12 on the survey asked respondents to indicate the most important reason why they ride the bus. As shown in Figure 4-13, the number one reason selected by respondents is "Parking is too expensive/difficult". Another reason for using RTS that received a large percentage of responses includes "RTS is more convenient". Combined, the indication of these reasons further suggests that a large portion of RTS's riders have other transportation options and, therefore, rely heavily on the transit service to avoid the inconvenience and expense of driving their automobiles.

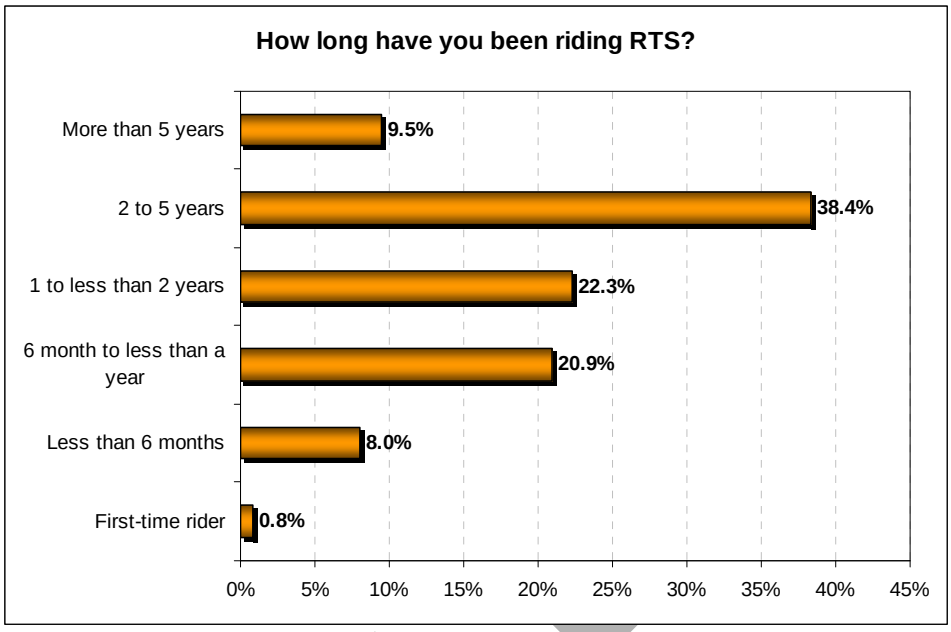
The responses to this question also reveal information on discretionary ridership. A substitute measure for "choice" riders among on-board survey respondents can be gauged by the percent of responses received for the "I prefer RTS to other alternatives" response category. That category received almost 7 percent of responses.

Figure 4-13
Reason for Using RTS



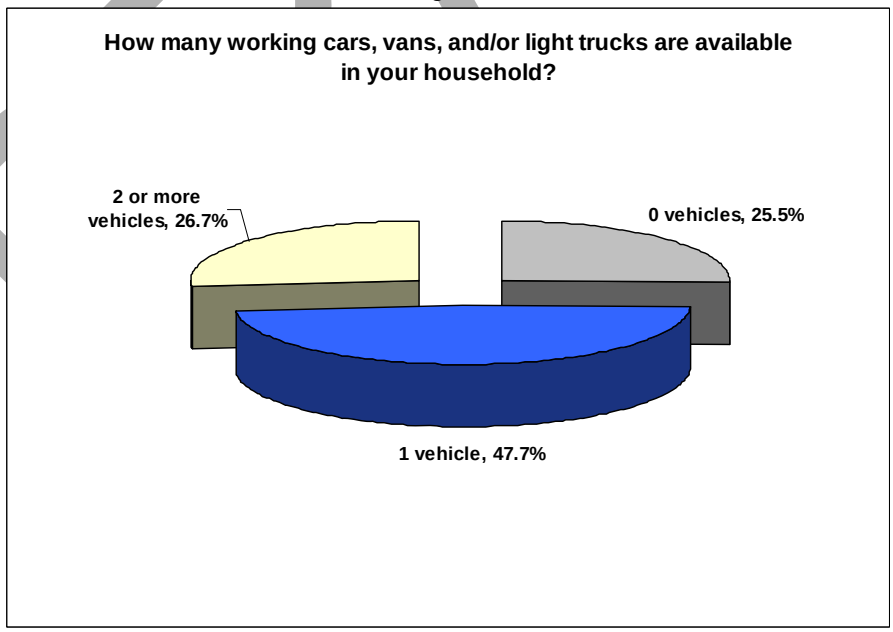
The on-board survey results reveal that a large portion of RTS users are loyal, long-time customers. Figure 4-14 displays the results to Question 7, which asked riders how long they have been using RTS bus service. Nearly 50 percent of respondents indicated that they have been using RTS bus service for two or more years. Nine percent of respondents indicated that they have been using RTS services for less than six months or were first time riders.

Figure 4-14
History of Use



The results to Question 20 are displayed in Figure 4-15. Question 20 asked respondents to indicate how many working vehicles they have available at their household. Nearly 75 percent of respondents have 1 or more working vehicles in their households.

Figure 4-15
Working Vehicles



The demographics section of the survey also asked respondents to provide some information about themselves. These types of questions enable RTS to construct a profile of the average RTS bus service user. Table 4-7 provides a profile of the average RTS bus rider based on the significant percentage of all responses received for various demographic questions. Figure 4-16 displays the responses to the demographic questions in graphic form. In order to analyze the demographics of the average rider from the general population, the average rider profile was also constructed after excluding all student responses. Table 4-7a provides a profile of the non-student bus rider. Figure 4-16a displays the non-student responses to the demographic questions in graphic form. In addition to the rider profile, more detail regarding bus riders can be found in Map 4-3, which illustrates the density of home locations for all RTS survey respondents per zip code area in Gainesville.

Table 4-7
The Average RTS Bus Rider (2009)

Category	Average Rider Demographics
Gender	Female
Ethnic Origin	White
Age	18 to 24
Annual Household Income	Under $10,000/Do not work
Regular RTS Rider	Yes

Table 4-7a
The Average RTS Bus Rider (Student Responses Excluded)

Category	Average Rider Demographics
Gender	Female
Ethnic Origin	White
Age	18 to 24
Annual Household Income	Under $10,000/Do not work
Regular RTS Rider	Yes

Figure 4-16
RTS Rider Demographics (2009)

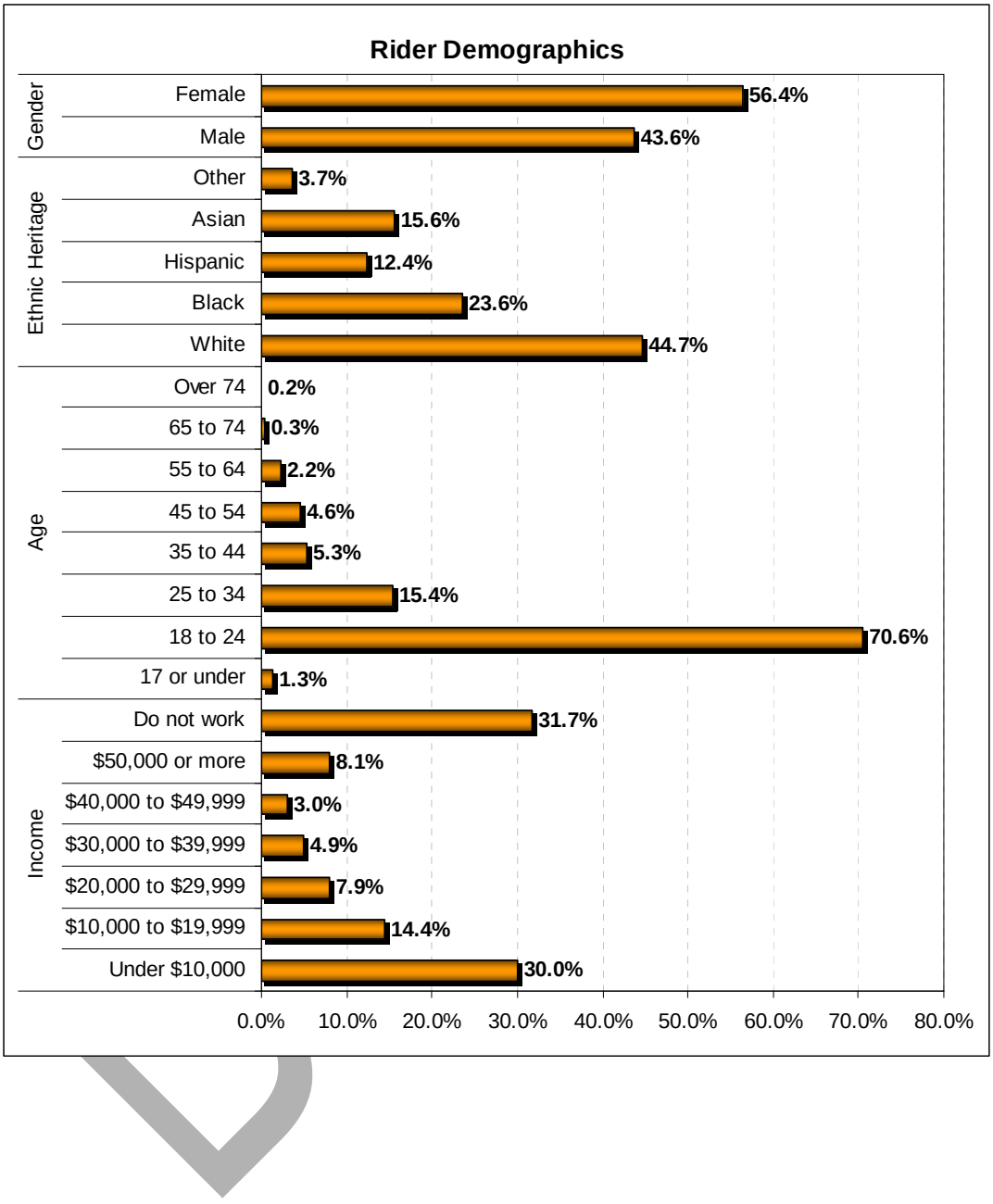
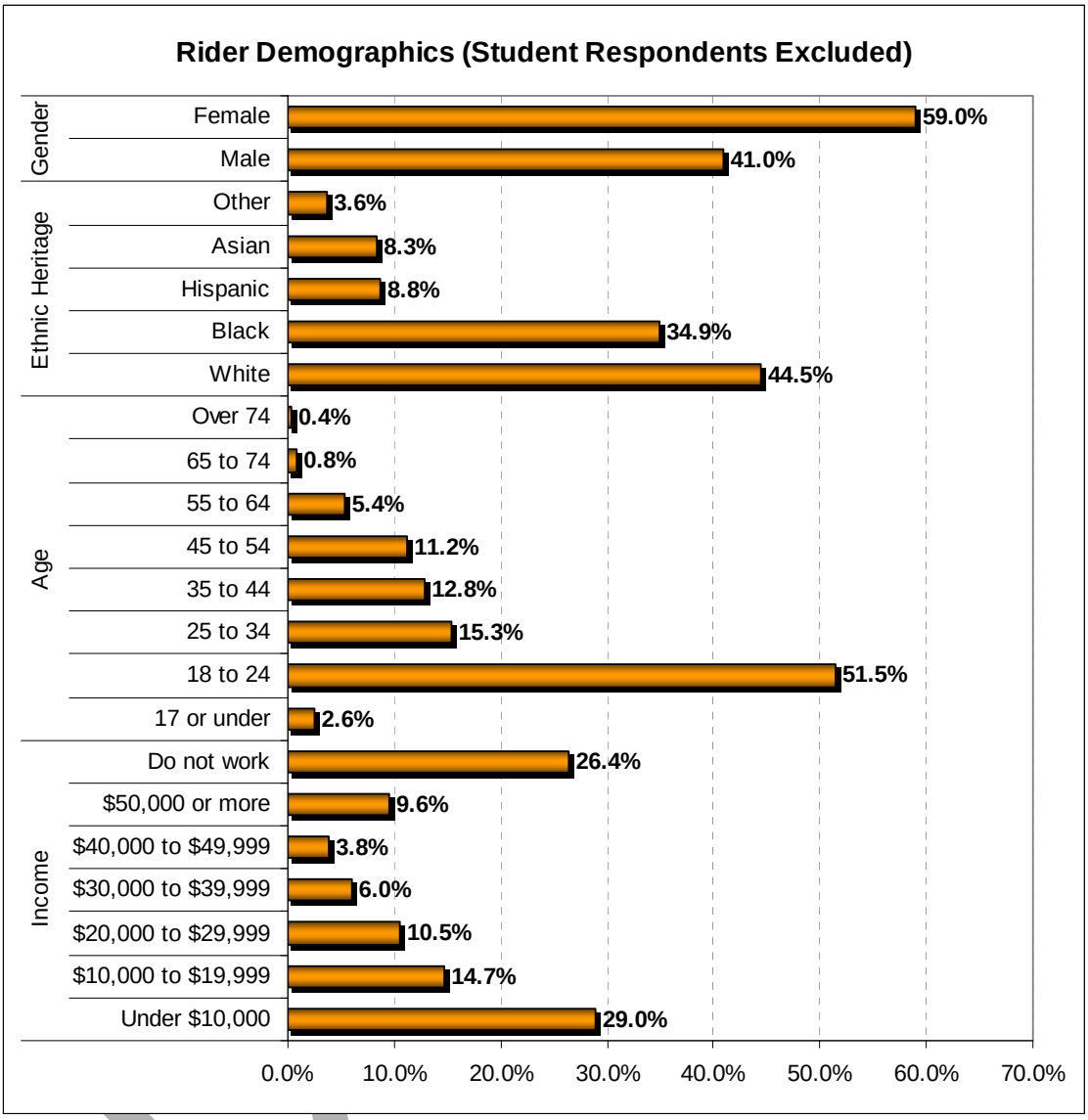
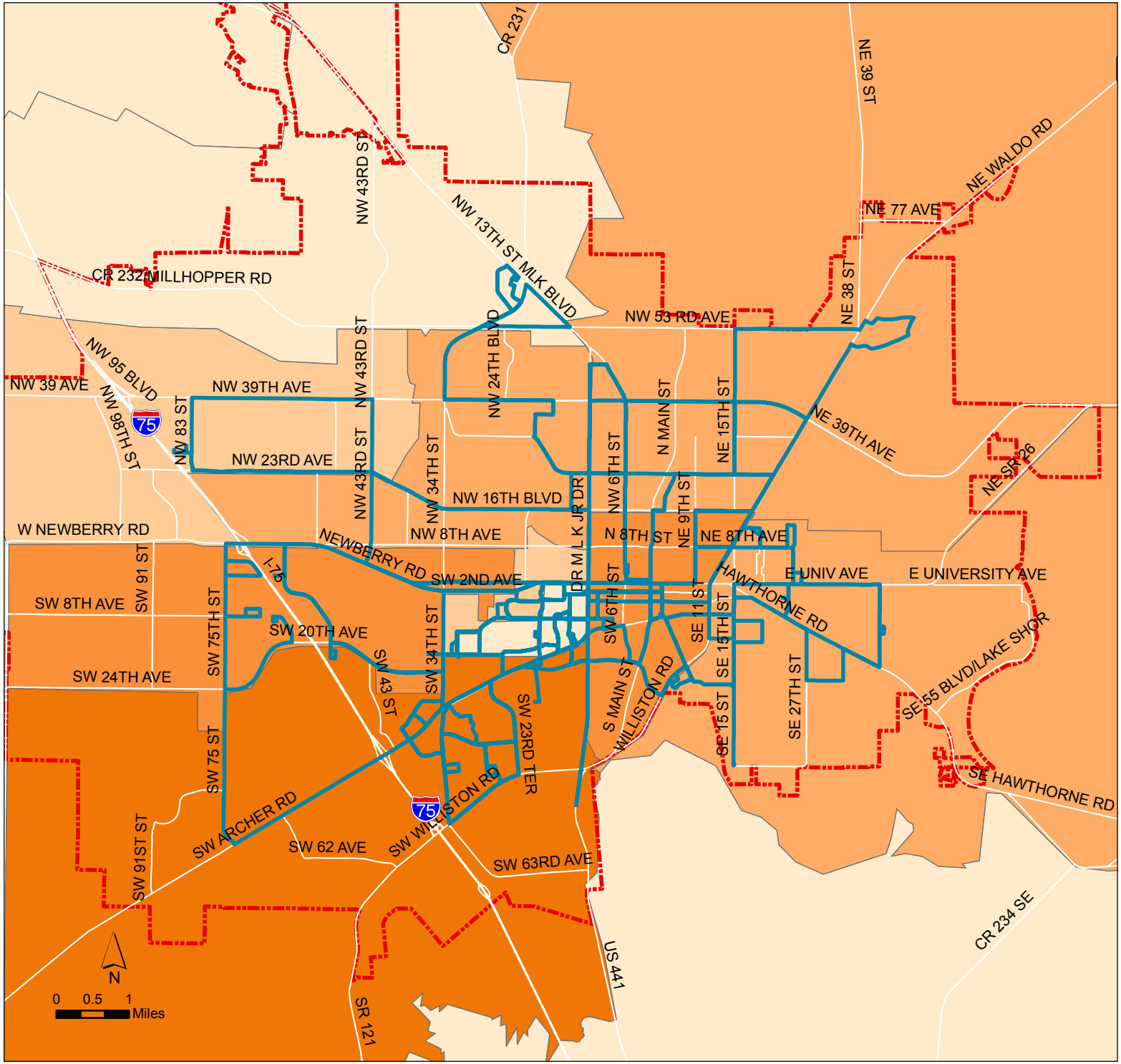


Figure 4-16a
RTS Rider Demographics (Students Excluded)





2010 RTS
Transit Development Plan

Legend

- Existing Transit Routes
- MTPO Boundary

Home Locations by Zip Code

- 0 - 50
- 51 - 150
- 151 - 300
- 301 - 700
- >700

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Home Locations of Respondents by Zip Code

Customer Service and Satisfaction

Customer service and satisfaction questions queried respondents regarding improvements to RTS services and about their general satisfaction levels with various aspects of RTS service. In addition, an effort was made to cross-tabulate selected demographic characteristics with satisfaction levels, as appropriate. General satisfaction levels were also reviewed and cross tabulated after excluding the student responses.

For Question 13, respondents were asked to select from a list of six potential improvements which they believed were the most important improvements for RTS to implement. For this question, survey respondents were allowed to select more than one improvement. In addition, a space was provided on the survey as a response category so that respondents could input their own improvement if needed. Figure 4-17 displays the results to the service improvements question on the survey. Figure 4-17a displays the results utilizing responses from the general population.

Figure 4-17
Service Improvements

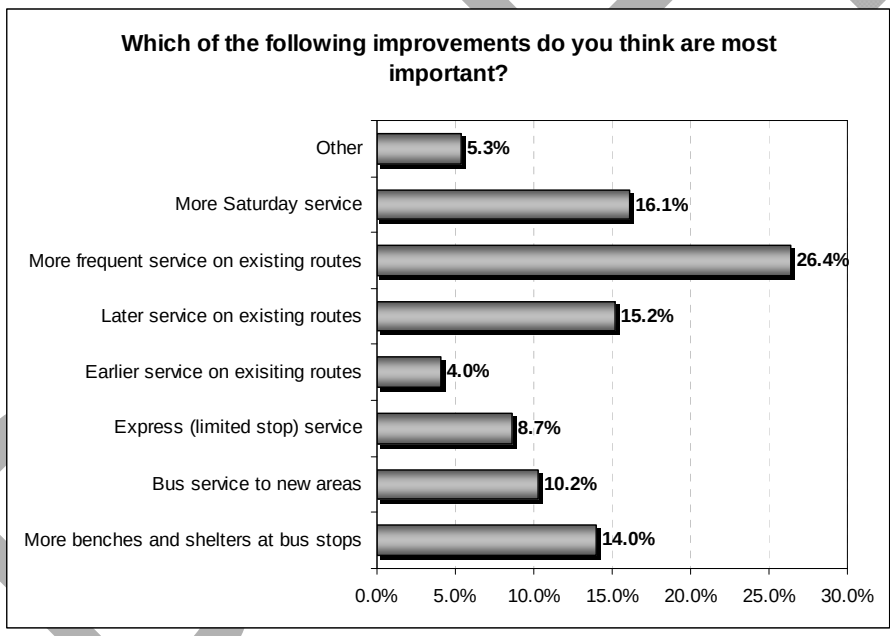
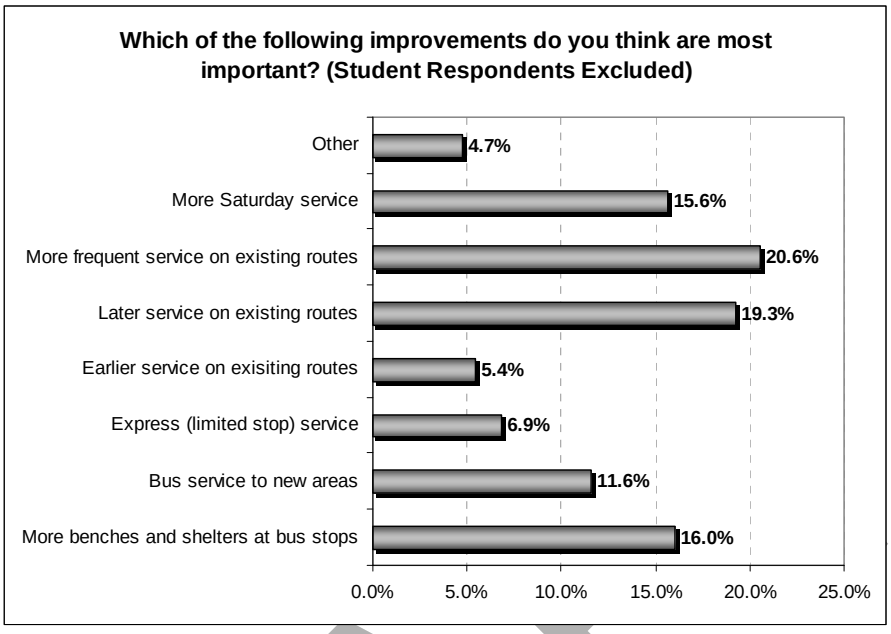


Figure 4-17a
Service Improvements (Student Responses Excluded)



The write-in improvement requests in the "Other" category include the following.

- More Sunday service
- Improved customer service
- Improved on-time service
- More bus routes
- Bike racks at bus stops

As part of the express service response category, respondents were asked to specify which road(s) on which they would like to see express service. The most frequently referenced write-in responses were for express service along Archer Road, 34th Street, SW 20th Avenue, 13th Street, and University Avenue. Archer Road received the largest number of write-in responses.

Question 14 asked respondents if they would use a "premium" express bus service. As shown in Figure 4-18, 35 percent of the respondents indicated that they would use a bus rapid transit (BRT) like service and 50 percent indicated that they might use the service. Figure 4-18a displays the general population responses to Question 14. The responses displayed in Figure 4-18 and Figure 4-18a are similar.

Figure 4-18
BRT Service

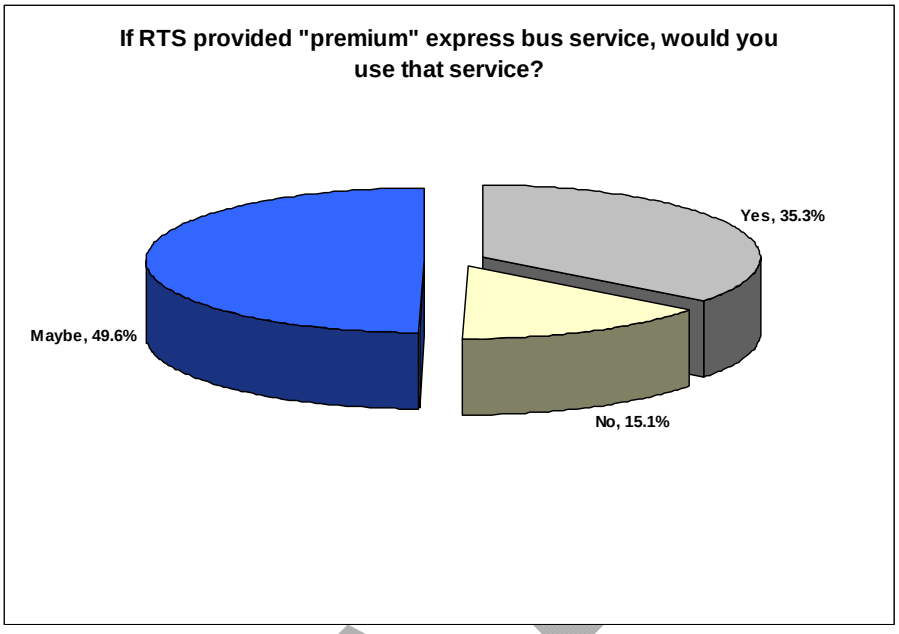
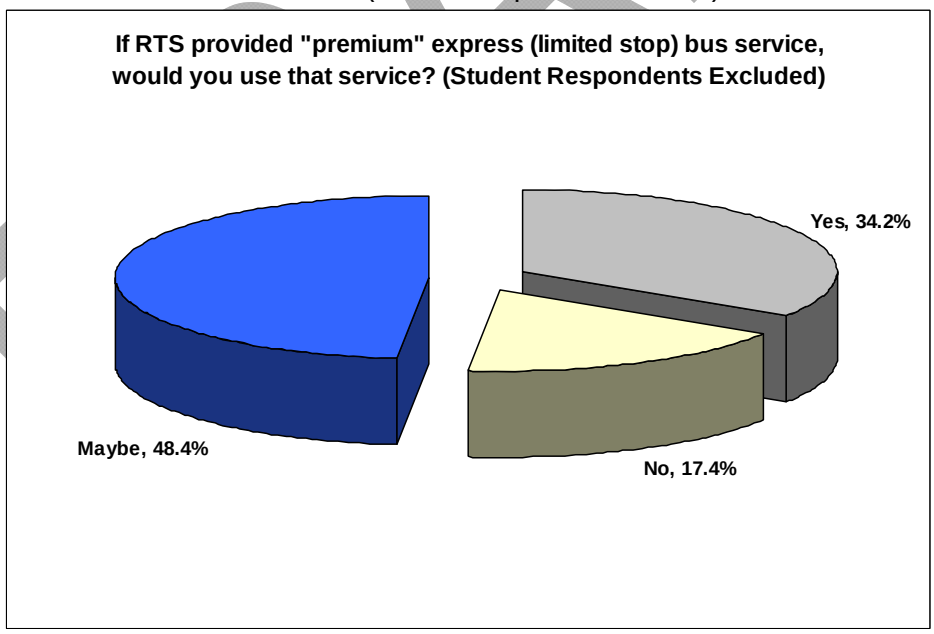


Figure 4-18a
BRT Service (Student Responses Excluded)



For Question 15, respondents were asked to indicate how they prefer to receive information about RTS services, schedules, and changes. As shown in Figure 4-19, 30 percent of respondents prefer to receive RTS information from the RTS website. Twenty-four percent prefer that RTS information is available on the bus and 20 percent would like to see information at the bus stops. Figure 4-19a displays the non-student

responses to Question 15. After excluding the student responses, the preference to receive information via email and on the RTS website decreased, while the preference to receive information by telephone, paper bus schedule, and newspaper increased.

Figure 4-19
RTS Information Dissemination

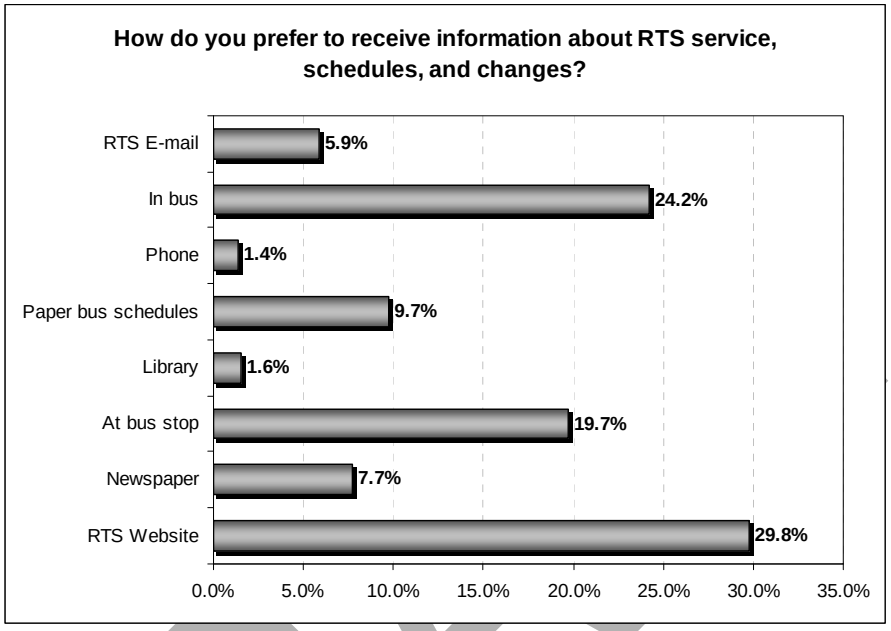
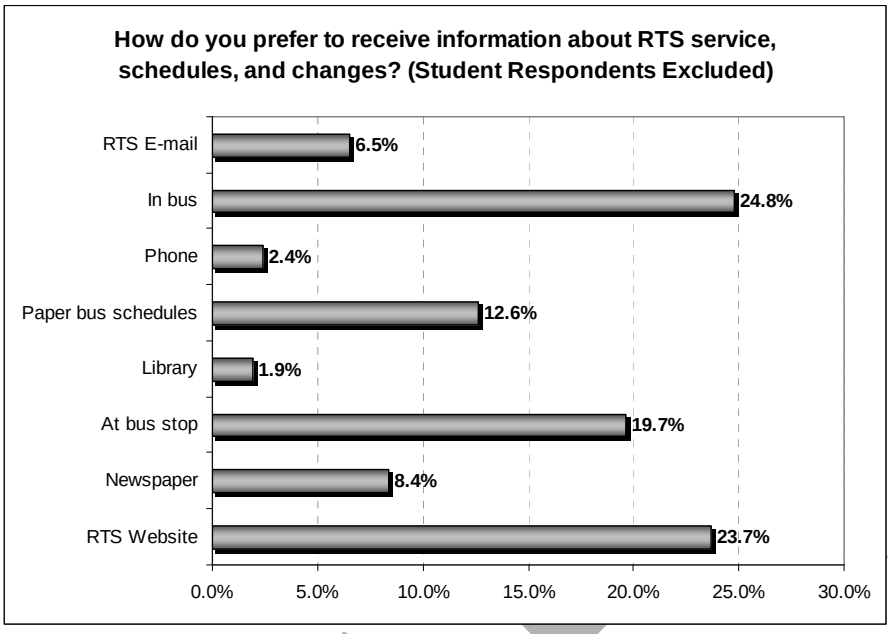


Figure 4-19a
RTS Information Dissemination (Student Responses Excluded)



Question 23 on the survey asked riders to rate the bus service that was provided by RTS on the day the survey was administered. Respondents were given a list of eight service-related criteria to rate as either "Very Poor", "Poor", "Fair", "Good", or "Very Good". The respondents could select their responses by circling a number from 1 to 5, with 1 being "Very Poor" and 5 being "Very Good". The ratings of all the respondents were then averaged to obtain a final overall rating for each criterion. Although scores for these types of questions are typically high, understanding customer satisfaction levels assists RTS in prioritizing which potential issues need the most attention, and which areas of service require the most improvement. The highest scores were given to bus stop safety, driver courtesy, directness of route, and bus timeliness. Each of those categories received average rating scores above 4.0. The availability of shelter and shade at bus stops, the frequency of the bus, the length of the bus trip, and the website's user friendliness each received ratings below 4.0. The final criterion, the rider's overall satisfaction with RTS received an average score of 4.05. Figure 4-20 shows all 9 categories and their respective average rating scores.

The scores for Question 23 were also averaged after excluding the student responses. Figure 4-20a shows the general population's ratings for all 9 categories. The average scores from the general population were higher than the scores that included the student population responses, with the exception of bus stop safety, website user friendliness, and shelter and shade.

Figure 4-20
Service Rating

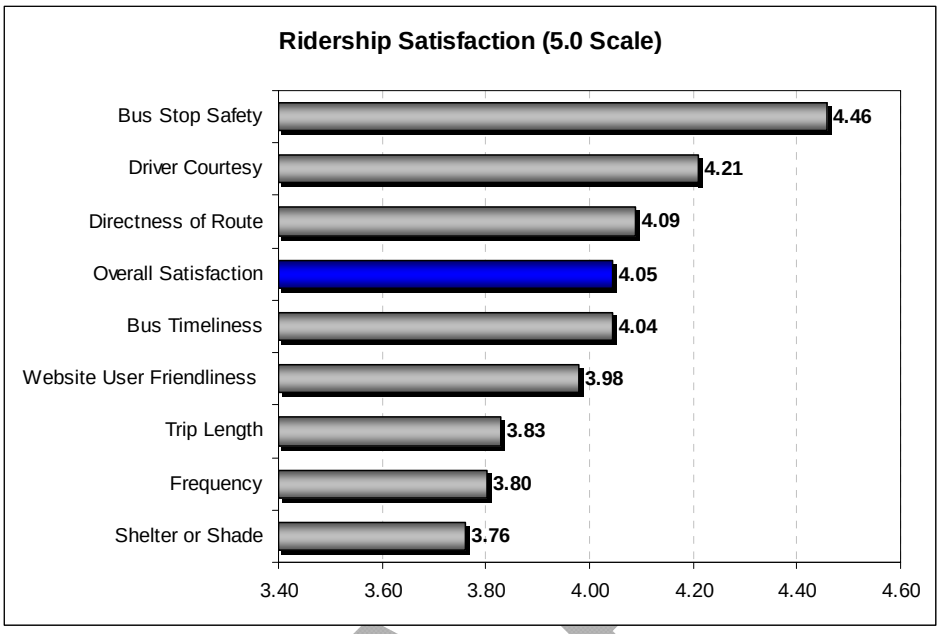
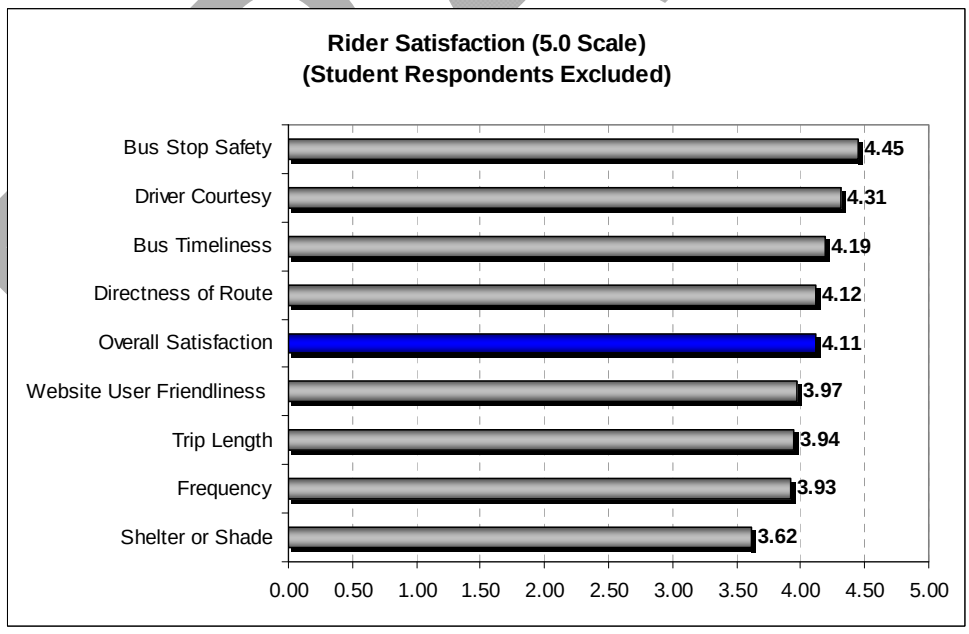


Figure 4-20a
Service Rating (Student Responses Excluded)



Figures 4-21 through 4-24 display RTS customer satisfaction ratings by age, gender, ethnic heritage, and household income. As shown in Figure 4-21, the highest overall ratings were given by respondents between the ages of 45 and 74, with respondents between the ages of 55 and 64 averaging and overall rating of 4.28. The lowest overall ratings were given by respondents age 74 and over, with an average rating of 3.38. Figure 4-22 displays the average overall system service rating by respondent's gender. Males typically rated the system higher than females, with an average overall service rating of 4.05, compared to a rating of 4.04 for females. Figure 4-23 provides the average overall RTS system service rating by respondents of different ethnic heritages. While Hispanic respondents rated the system highest on average at 4.06, respondents indicating "Other" as their ethnic heritage rated the system lowest on average with a rating of 4.03. Figure 4-24 displays the average overall RTS system service ratings stratified by income level. Average overall satisfaction was highest amongst those earning between $40,000 and $49,999, with an average overall rating of 4.14. Those earning under $10,000 and those who do not work rated the system lowest, with an average overall rating of 4.02. Nevertheless, as indicated previously, this is still a "Good" rating.

Figures 4-21a through 4-24a display the customer service satisfaction responses from the general population only. After excluding the student responses, the highest overall ratings were given by respondents between the ages of 55 to 64. Figure 4-22a displays the average overall system service rating by respondent's gender. Without the student responses, females rated the system higher than males, with an overall service rating of 4.12, compared to a rating of 4.11 for males. Figure 4-23a provides the average overall RTS system service rating by respondents of different ethnic heritages. Similar to Figure 4-23, Hispanic respondents rated the system highest on average with a rating of 4.18 and respondents indicating "Other" as their ethnic heritage rated the system lowest with a rating of 3.88. Figure 4-24a displays the average overall RTS system service ratings stratified by income level. Similar Figure 4-24, overall satisfaction was highest amongst those earning between $40,000 and $49,999. However, after excluding the student responses the average rating increased from 4.02 to 4.24.

Figure 4-21
Rider Satisfaction and Age

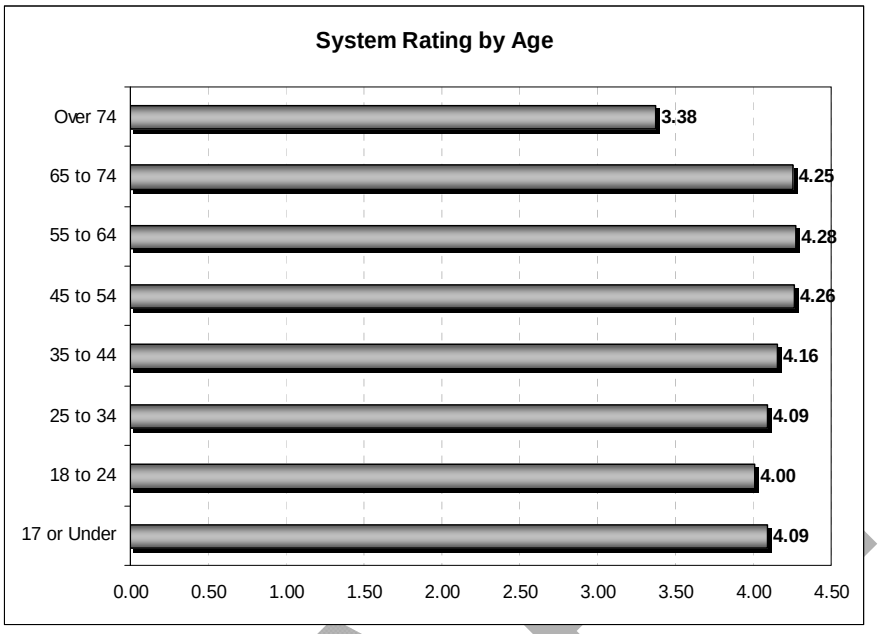


Figure 4-21a
Rider Satisfaction and Age (Student Responses Excluded)

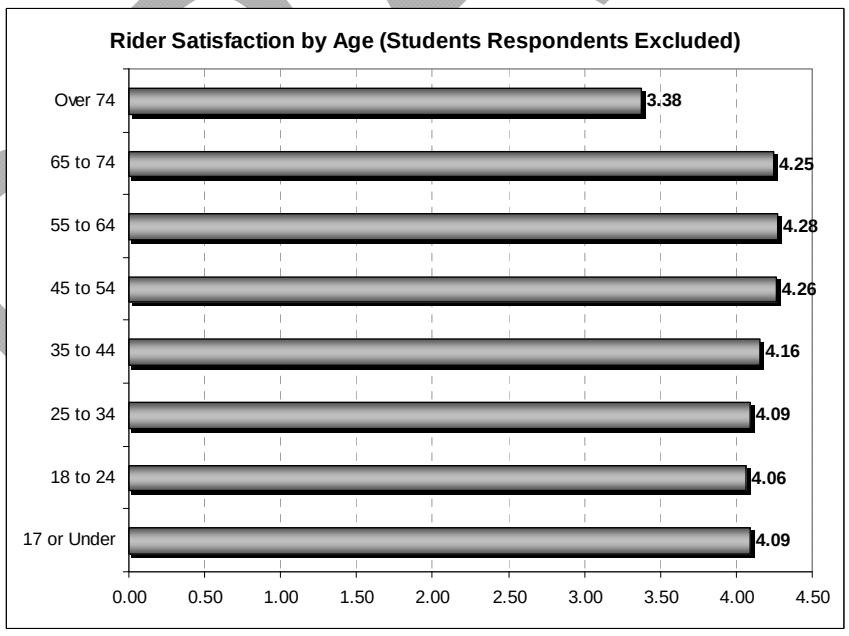


Figure 4-22
Rider Satisfaction and Gender

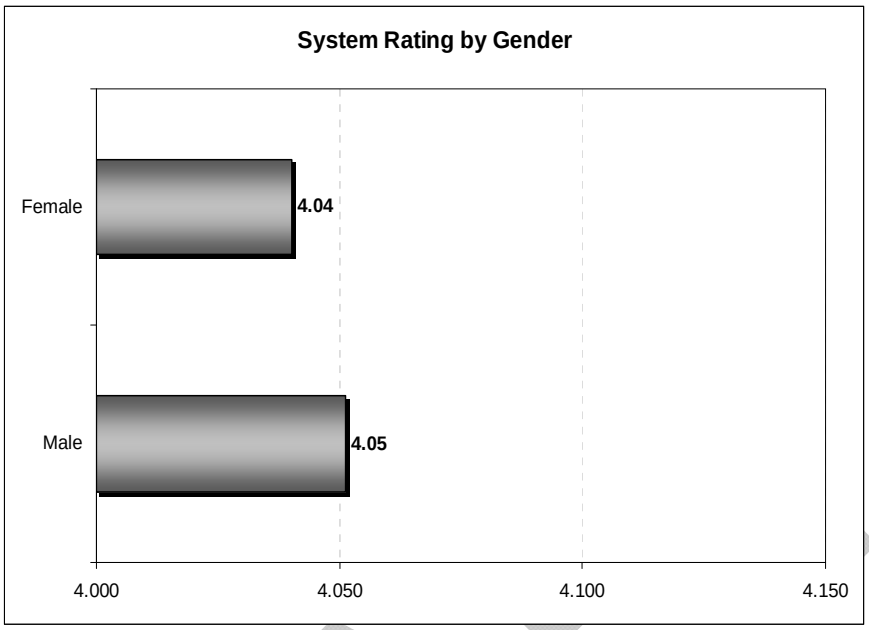


Figure 4-22a
Rider Satisfaction and Gender (Student Responses Excluded)

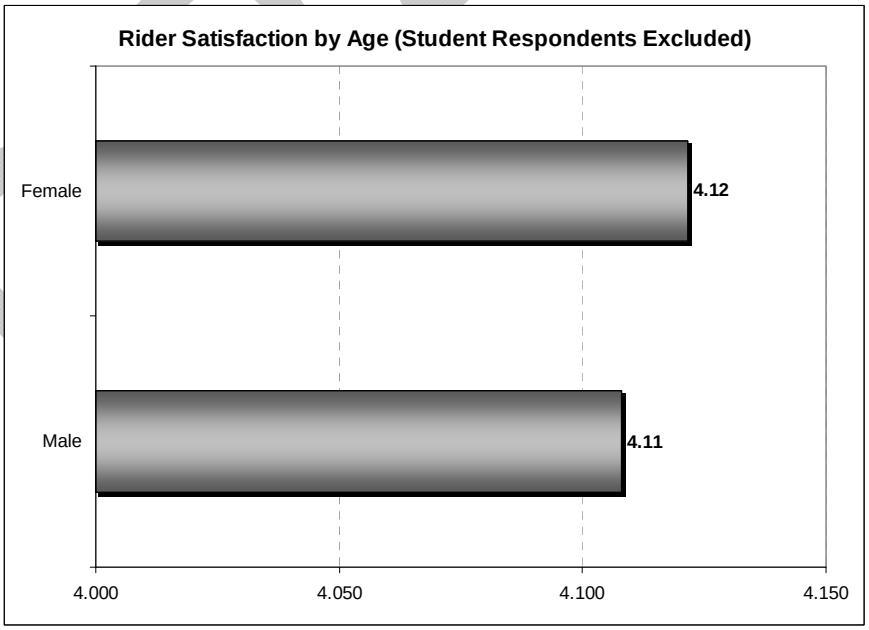


Figure 4-23
Rider Satisfaction and Ethnic Heritage

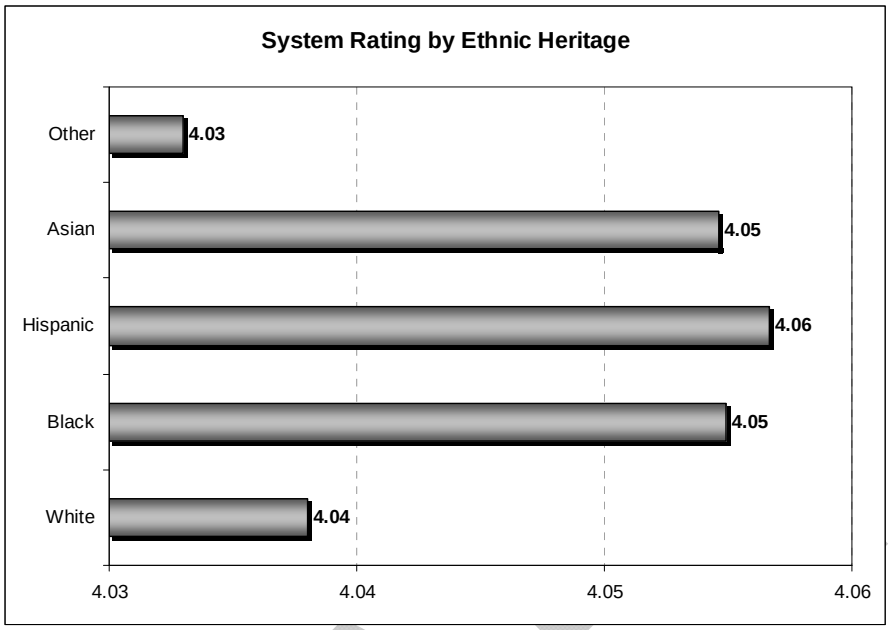


Figure 4-23a
Rider Satisfaction and Ethnic Heritage (Student Responses Excluded)

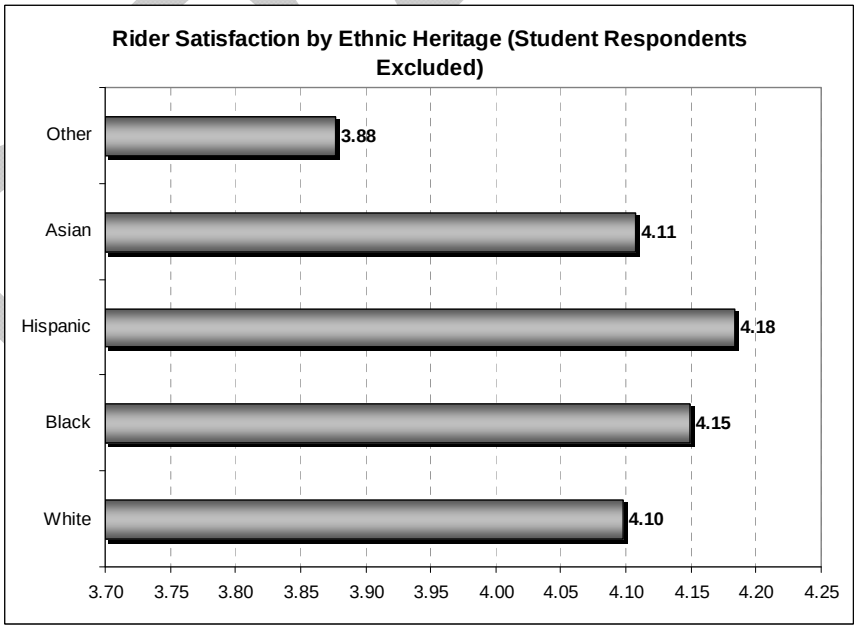


Figure 4-24
Rider Satisfaction and Household Income

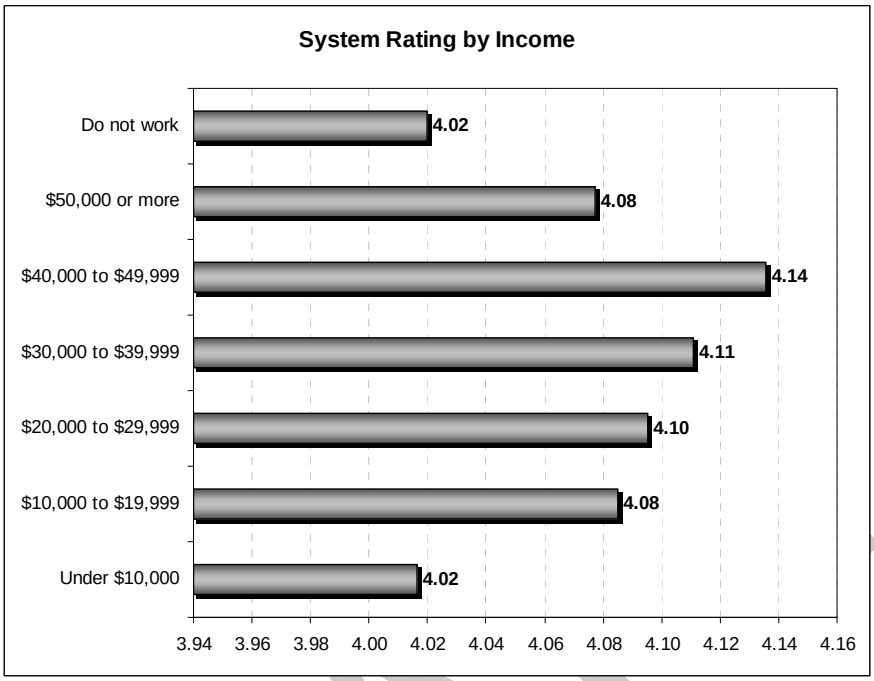
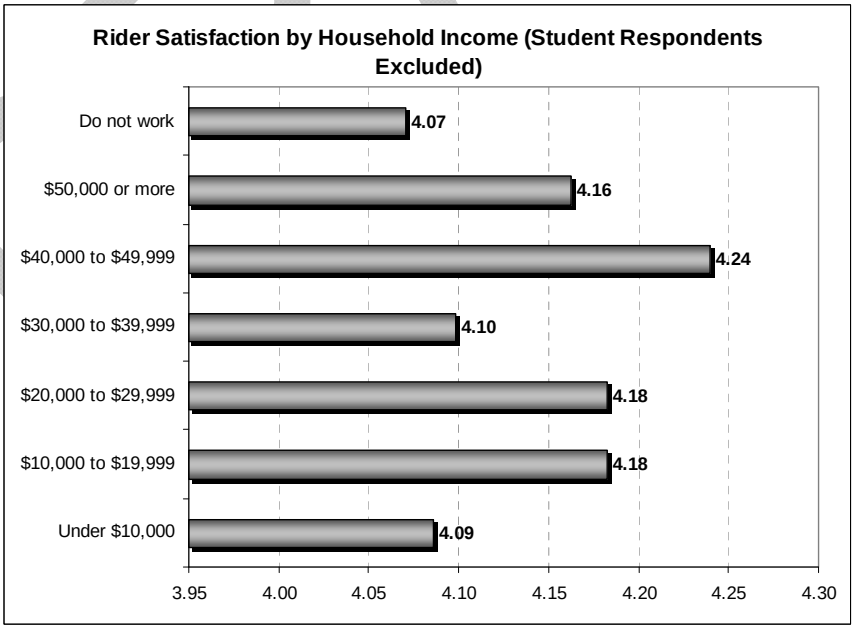


Figure 4-24a
Rider Satisfaction and Household Income (Student Responses Excluded)



On-Board Survey General Conclusions

Results from the on-board survey provide insight into various aspects of the RTS fixed-route bus service. Salient conclusions drawn from the on-board survey analysis are summarized in this section.

- Bus riders are satisfied with the RTS service. The average overall satisfaction rating was 4.05 out of 5.
- The general population rating for RTS service is higher after excluding student responses. The average overall satisfaction rating from the general population only was 4.11 out of 5.
- A large proportion of bus riders, 76 percent, are utilizing Gator 1 ID cards to board the bus. Only 3 percent of respondents indicated paying the full cash fare to board the bus.
- A large share of RTS trips are college trips. Almost 40 percent of respondents indicated college/tech as the final destination of their particular bus trip.
- Bus riders are primarily regular users of the service. Fifty-six percent of respondents indicated that they ride the bus at least five times a week. In addition, nearly 50 percent indicated that they have been using RTS service for more than two years.
- Survey respondents indicated more frequent service on existing routes as the most important service improvement needed to be implemented.
- In addition to more frequent service, other high scoring service improvements include more Saturday service, later service on existing routes, and more bus stop infrastructure.
- Nearly 85 percent of respondents indicated that they might utilize a BRT-like service if implemented. In addition, for those respondents who noted that express service was needed, the most common write-in location for express service was along Archer Road.
- The average RTS bus rider is a female between the ages of 18 and 24 of a white ethnic heritage and an annual household income of less than $10,000.
- After excluding student responses, the average RTS bus rider remains the same (female, between the ages of 18 and 24, of white ethnic heritage, and an annual household income of less than $10,000).

Section 5: Evaluation of Existing Services

This section presents the evaluation conducted for fixed-route transit services in the City of Gainesville. This includes the results of a trend analysis where RTS's performance is reviewed over time and a peer review analysis to compare its performance with other similarly situated transit agencies.

FIXED-ROUTE TREND ANALYSIS

A trend analysis was conducted to examine the performance of the City of Gainesville's fixed route bus service. Data were compiled based on the information received from the fixed-route transit service provider (RTS) for five years from 2003 through 2008. This analysis includes statistical tables and graphs that present selected performance indicators, and effectiveness, and efficiency measures for the selected time period. Table 5-1 lists the measures used in this performance and trend analysis. Highlights of the trend analysis are presented below.

Table 5-1
Performance Review Measures
RTS Analysis (2003-2008)

General Performance	Effectiveness	Efficiency
Service Area Population	Vehicle Miles Per Capita	Operating Expense Per Capita
Passenger Trips	Passenger Trips Per Capita	Operating Expense Per Capita (in 2003$)
Vehicle Miles	Passenger Trips Per Revenue Mile	Operating Expense Per Passenger Trip
Revenue Miles	Passenger Trips Per Revenue Hour	Operating Expense Per Passenger Trip (in 2003$)
Total Operating Expense	Number of System Failures	Operating Expense Per Revenue Mile
Total Operating Expense (in 2003$)	Revenue Miles Between Failures	Operating Expense Per Revenue Mile (in 2003$)
Passenger Fare Revenue	Weekday Span of Service	Farebox Recovery
		Revenue Miles Per Vehicle Mile
		Average Fare

Performance Indicators

Performance indicators are used to present the data that are reported directly in the National Transit Database (NTD) reports and relate to overall system performance. Selected performance indicators are presented in Table 5-2 and Figures 5-1 through 5-6.

Table 5-2
General Performance Indicators
RTS Analysis (2003-2008)

Performance Measure	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	% Change 2003-2008
General Performance							
Service Area Population	144,164	144,164	144,164	149,173	149,173	149,173	3.5%
Passenger Trips	8,103,120	8,066,278	8,041,803	8,562,284	8,939,334	9,004,928	11.1%
Vehicle Miles	2,582,491	2,806,894	2,820,508	2,831,654	2,934,800	2,977,556	15.3%
Revenue Miles	2,408,321	2,661,644	2,668,090	2,679,969	2,789,048	2,846,734	18.2%
Passenger Miles	27,153,323	27,029,866	26,947,851	28,683,651	29,946,768	25,213,798	-7.1%
Total Operating Expense	$10,917,692	$12,608,960	$13,823,592	$14,568,986	$15,490,468	$16,396,047	50.2%
Total Operating Expense (in 2003$)	$10,917,692	$12,270,363	$12,902,239	$13,198,267	$13,798,623	$13,473,660	23.4%
Passenger Fare Revenue	$5,517,864	$6,325,217	$7,193,151	$7,961,439	$8,638,494	$8,870,168	60.8%

Sources: NTD and RTS

Figure 5-1

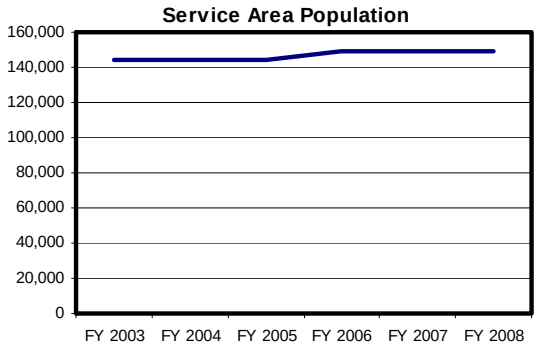


Figure 5-2

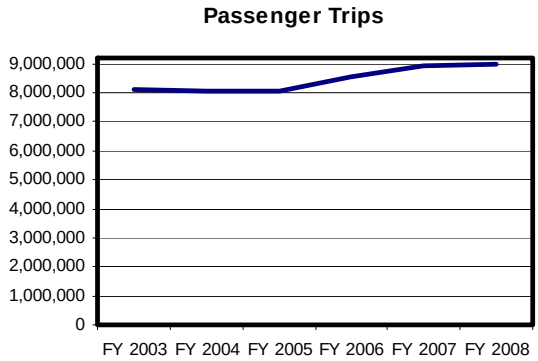


Figure 5-3

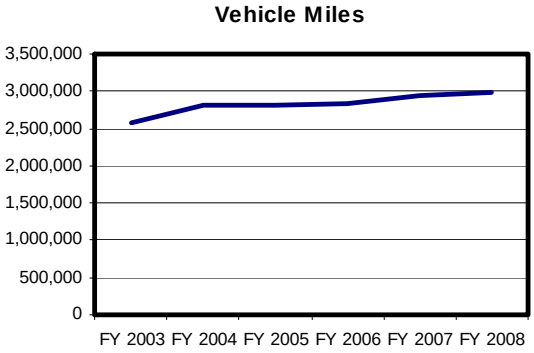


Figure 5-4

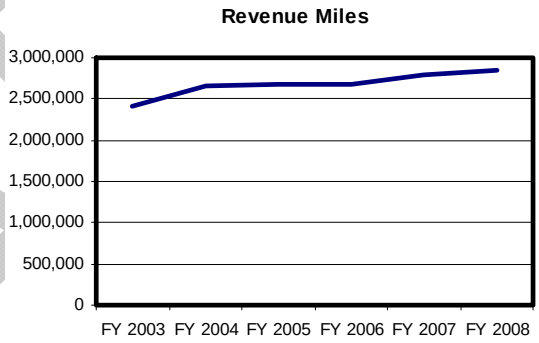


Figure 5-5

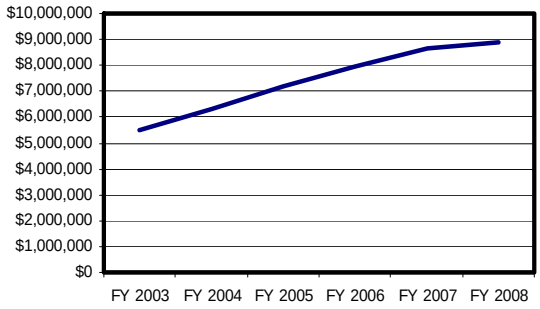
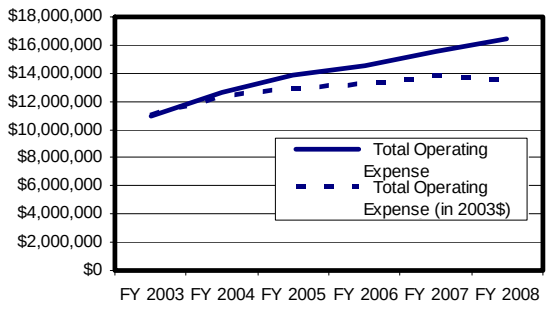


Figure 5-6



The following is a summary of the trends that are evident among the performance indicators provided in Table 5-2 and Figures 5-1 through 5-6.

- Service area population for RTS increased from 144,164 persons in 2003 to 149,173 persons in 2008, an increase of almost 4 percent.

- The passenger trips for RTS increased from 8,103,120 in 2003 to 9,004,928 in 2008, an increase of 11 percent.

- Total vehicle miles of service have increased from 2,582,491 in 2003 to 2,977,556 in 2008, an increase of 15 percent.

- Similarly, revenue miles of service also increased from 2,408,321 in 2003 to 2,846,734 in 2008, an increase of 18 percent.

- Total operating expense increased from $10,917,692 in 2003 to $16,396,047 in 2008, an increase of over 50 percent. However, the real dollar increase (adjusted for inflation) in total operating expense is 23 percent.

- Passenger fare revenues have increased from $5,517,864 in 2003 to $8,870,168 in 2008, an increase of almost 61 percent. In 1998, RTS and UF entered into an agreement that allowed UF students to pre-pay for unlimited transit service, which also resulted in an increase in passenger fare revenues.

Effectiveness Measures

Effectiveness measures indicate the extent to which service-related goals are being met. For example, passenger trips per capita are a measure of the effectiveness of a system in meeting the transportation needs of the community. Selected effectiveness measures are presented in Table 5-3 and figures 5-7 through 5-13.

Table 5-3
Effectiveness Measures
RTS Analysis (2003-2008)

Performance Measure	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	% Change 2003 2008
Vehicle Miles Per Capita	17.91	19.47	19.56	18.98	19.67	19.96	11.4%
Passenger Trips Per Capita	56.21	55.95	55.78	57.40	59.93	60.37	7.4%
Passenger Trips Per Revenue Mile	3.36	3.03	3.01	3.19	3.21	3.16	-6.0%
Passenger Trips Per Revenue Hour	38.22	34.60	34.11	36.23	36.14	36.33	-4.9%
Average Age of Fleet (in years)	10.37	11.26	11.10	10.20	10.40	9.27	-10.6%
Average Headway (in minutes)	20.58	20.47	19.28	19.09	19.83	19.94	-3.1%
Number of Vehicle System Failures	796	796	796	804	805	699	-12.2%
Revenue Miles Between Failures (000)	3,025.53	3,343.77	3,351.87	3,333.29	3,464.66	4,072.58	34.6%
Weekday Span of Service (in hours)	19.25	19.25	19.25	19.25	20.25	20.17	4.8%

Figure 5-7

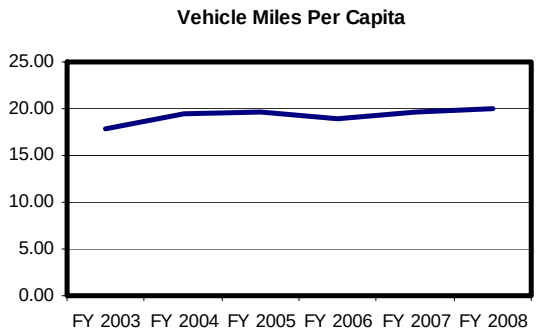


Figure 5-8

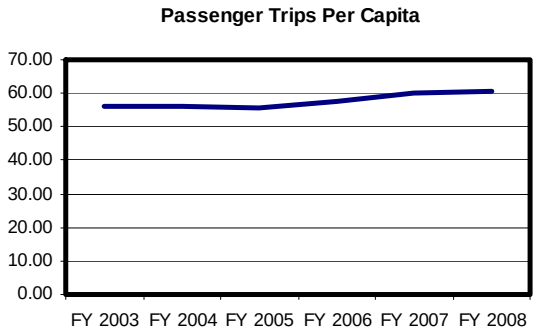


Figure 5-9

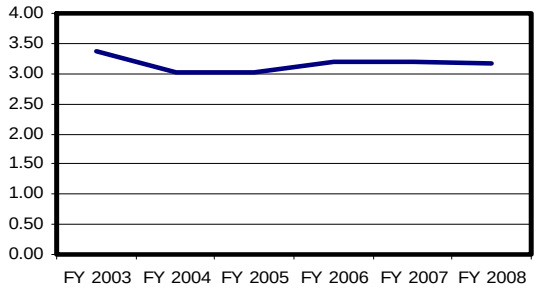


Figure 5-10

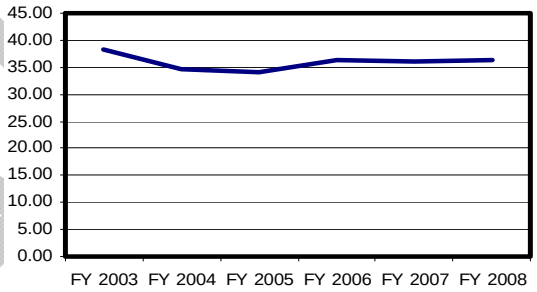


Figure 5-11

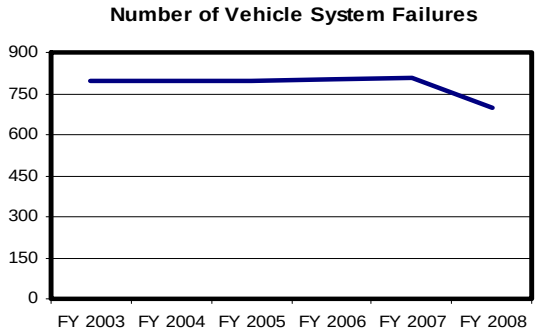


Figure 5-12

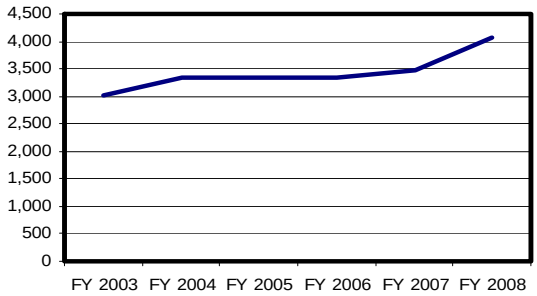
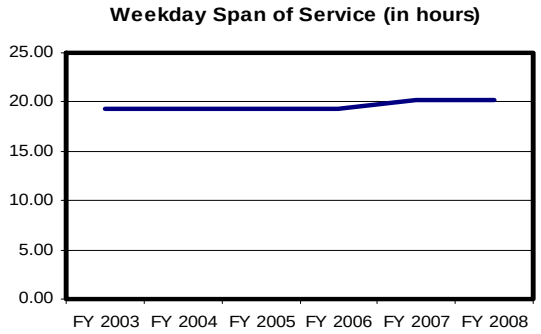


Figure 5-13



The following is a summary of the trends that are evident among the effectiveness measures presented in Table 5-3 and Figures 5-7 through 5-13.

- Vehicle miles per capita increased by over 11 percent from 2003 through 2008.
- Passenger trips per capita increased from 56.21 in 2003 to 60.37 in 2008, an increase of over 7 percent.
- Passenger trips per revenue mile decreased form 3.36 in 2003 to 3.16 in 2008, a decrease of 6 percent.
- Passenger trips per revenue hour decreased from 38.22 trips in 2003 to 36.33 trips in 2008, a decrease of 5 percent.
- The number of vehicle system failures decreased from 796 in 2003 to 699 in 2008, an overall decrease of 12 percent. The revenue miles between failures, however, increased by nearly 35 percent due to an increase in revenue miles during the same period.
- Service availability increased from 19.25 hours per day to 20.17 hours per day, an increase of nearly 5 percent from 2003 to 2008.

Efficiency Measures

Efficiency measures are designed to measure the level of resources necessary to achieve a given level of output. Efficiency measures are presented in Table 5-4 and Figures 5-14 through 5-19.

Table 5-4
Efficiency Measures
RTS Trend Analysis (2003-2008)

Performance Measure	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	% Change 2003 2008
Cost Efficiency							
Operating Expense Per Capita	$75.73	$87.46	$95.89	$97.67	$103.84	$109.91	45.1%
Operating Expense Per Capita (in 2003$)	$75.73	$85.11	$89.50	$88.48	$92.50	$90.32	19.3%
Operating Expense Per Passenger Trip	$1.35	$1.56	$1.72	$1.70	$1.73	$1.82	35.1%
Operating Expense Per Passenger Trip (in 2003$)	$1.35	$1.52	$1.60	$1.54	$1.54	$1.50	11.1%
Operating Expense Per Passenger Mile	$0.40	$0.47	$0.51	$0.51	$0.52	$0.65	61.7%
Operating Expense Per Passenger Mile (in 2003$)	$0.40	$0.45	$0.48	$0.46	$0.46	$0.53	32.9%
Operating Expense Per Revenue Mile	$4.53	$4.74	$5.18	$5.44	$5.55	$5.76	27.1%
Operating Expense Per Revenue Mile (in 2003$)	$4.53	$4.61	$4.84	$4.92	$4.95	$4.73	4.4%
Operating Expense Per Revenue Hour	$51.49	$54.08	$58.63	$61.65	$62.63	$66.16	28.5%
Operating Expense Per Revenue Hour (in 2003$)	$51.49	$52.63	$54.72	$55.85	$55.79	$54.37	5.6%
Operating Ratios							
Farebox Recovery	50.54%	50.16%	52.04%	54.65%	55.77%	54.10%	7.0%
Vehicle Utilization							
Revenue Miles Per Vehicle Mile	0.93	0.95	0.95	0.95	0.95	0.96	2.5%
Fares							
Average Fare	$0.68	$0.78	$0.89	$0.93	$0.97	$0.99	45.6%

Source: NTD and RTS

Figure 5-14

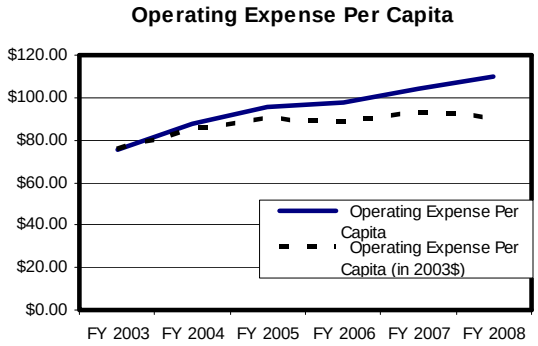


Figure 5-15

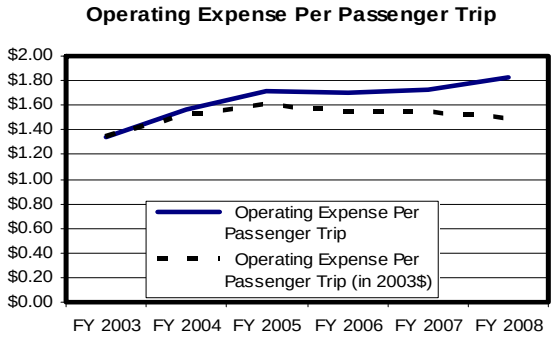


Figure 5-16

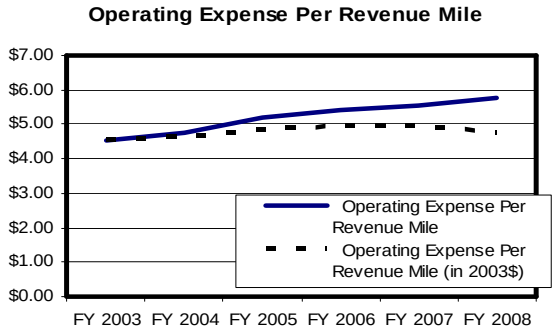


Figure 5-17

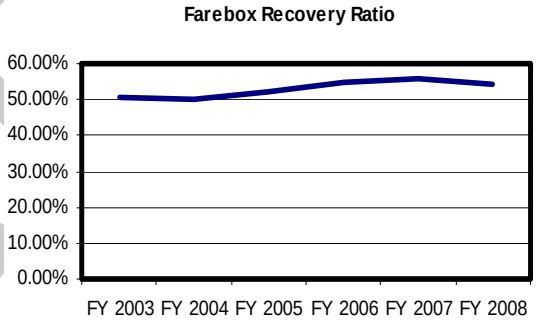


Figure 5-18

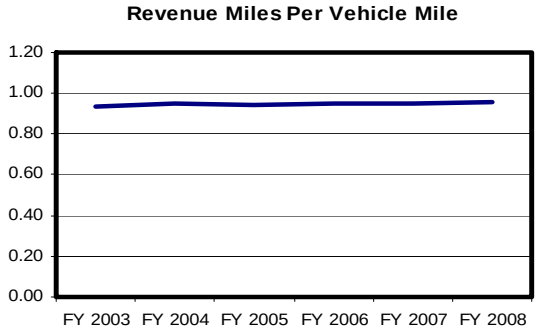
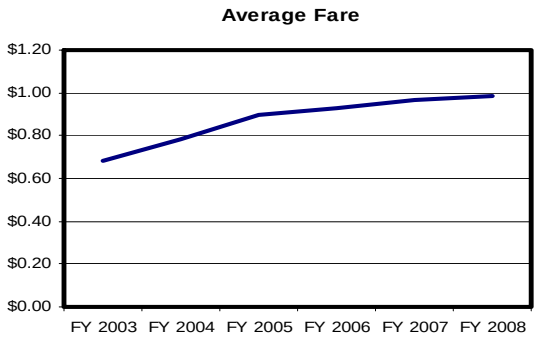


Figure 5-19



The following is a summary of the trends that are evident among the cost efficiency measures presented in Table 5-4 and Figures 5-14 through 5-19.

- Operating expense per capita increased by 45 percent from $75.73 in 2003 to $109.91 in 2008. The real dollar increase, however, is 19 percent.

- Operating expense per passenger trip increased from $1.35 in 2003 to $1.82 in 2008, an increase of 35 percent in nominal dollars and 11 percent in real dollars.

- Operating expense per revenue mile increased from $4.53 in 2003 to $5.76 in 2008, an increase of 27 percent in nominal dollars and nearly 4.5 percent in real dollars.

- Farebox recovery increased from 50.5 percent in 2003 to 54.10 percent in 2008, an increase of 7 percent.

- Revenue miles per vehicle mile increased from 0.93 in 2003 to 0.96 in 2008, an increase of 2.5 percent.

- The average fare increased from $0.68 in 2003 to $0.99 in 2008, an increase of nearly 46 percent.

Summary of Trend Analysis

The trend analysis is only one aspect of transit performance evaluation. However, when combined with the peer review analysis, the results provide a starting point for understanding the trends in transit system performance over time and compared to other systems with similar characteristics.

Some of the key trends are described below.

Service Consumption – Passenger trips per capita has shown a positive trend over a relatively short period, from 2003 to 2008. Passenger trips per revenue mile and passenger trips per revenue hour have shown a negative trend over the same period. This shows that there are more people accessing the system; however, these passengers are traveling for shorter distances and time periods.

Service Supply – Vehicle miles per capita (service supply) has increased through 2008.

Quality of Service – The measures analyzed in this category have indicated positive trends from 2003 to 2008. The number of vehicle system failures has decreased and the revenue miles between failures have increased. This simply stated means there are less overall failures.

Cost Efficiency – Cost efficiency over the 6-year period was measured by analyzing both the nominal and real dollar changes in costs. To analyze the costs in real dollars, all costs were deflated to 2003 dollars using annual deflation rates of 2.69 percent for 2004, 3.39 percent for 2005, 3.24 percent for 2006, 2.85 percent for 2007, and 3.85 percent for 2008 that are based on the Consumer Price Index (CPI).

Operating Ratios – The farebox recovery ratio had a positive trend from 2003-2008.

Table 5-5 summarizes the trend analysis showing the positive and negative trends identified in the analysis.

Table 5-5
Summary of Trend Analysis (2003-2008)

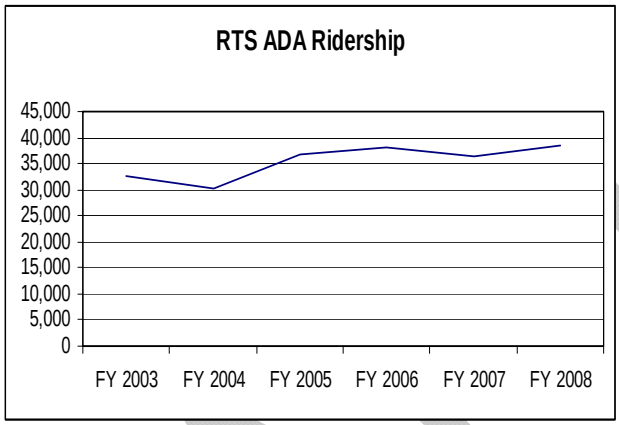
Measure/Indicator	Change (2003-2008)
General Performance	
Service Area Population	3.5%
Passenger Trips	11.1%
Vehicle Miles	15.3%
Revenue Miles	18.2%
Total Operating Expense	50.2%
Total Operating Expense (in 2003$)	23.4%
Passenger Fare Revenue	60.8%
Service Supply	
Vehicle Miles Per Capita	11.4%
Service Consumption	
Passenger Trips Per Capita	7.4%
Passenger Trips Per Revenue Mile	-6.0%
Passenger Trips Per Revenue Hour	-4.9%
Quality of Service	
Number of Vehicle System Failures	-12.2%
Revenue Miles Between Vehicle System Failures	34.6%
Availability	
Weekday Span of Service	4.8%
Cost Efficiency	
Operating Expense Per Capita	45.1%
Operating Expense Per Capita (in 2003$)	19.3%
Operating Expense Per Passenger Trip	35.1%
Operating Expense Per Passenger Trip (in 2003$)	11.1%
Operating Expense Per Revenue Mile	27.1%
Operating Expense Per Revenue Mile (in 2003$)	4.4%
Operating Ratio	
Farebox Recovery Ratio	7.0%
Vehicle Utilization	
Revenue Miles Per Vehicle Miles	2.5%
Fare	
Average Fare	45.6%

Source: NTD and RTS

ADA Ridership Trend

In addition to regular fixed-route trips, RTS' complementary ADA paratransit trips have increased from 32,527 in 2003 to 38,314 in 2008. As shown in Figure 5-20, ADA passenger trips increased significantly from 2004 to 2006. The demand has increased by nearly 18 percent since 2003.

Figure 5-20
RTS ADA Ridership Trend



FIXED-ROUTE PEER REVIEW

A peer review analysis was conducted for RTS to compare its performance at a given point in time with other similar agencies. The peer review was conducted using 2007 NTD data, the most current validated NTD data available. Selected performance indicators, effectiveness measures, and efficiency measures are provided throughout this section in tabular and graphical formats to illustrate the performance of the fixed-route system relative to the peer group. For each selected indicator and measure, the tables provide the RTS value, the minimum value among the peer group, the maximum value among the peer group, the mean of the peer group, and the percent that the RTS values are away from the mean. The methodology used to select the peer systems is discussed below.

Peer System Selection Methodology

The peer selection was conducted using the 2008 Florida Transit Information System (FTIS) database. At the time of the peer selection process, the most current data available in the FTIS database was 2006 NTD data. The peers were identified through an objective assessment of five standard variables in NTD. After the peer systems were selected utilizing the FTIS database, the 2007 NTD data for each peer system was obtained through the NTD website and used to conduct the peer review analysis. The variables used to select the peer systems include:

- Geography (southeastern United States)
- Service Area Population
- Operating Expense

- Revenue Miles
- Vehicles Operated in Maximum Service

First, the peer group selection was based on geographic location; the states included were Louisiana, Arkansas, Mississippi, Alabama, Tennessee, North Carolina, South Carolina, Georgia, and Florida. Fixed-route systems operating in these southeastern states were identified and analyzed based on the four remaining variables. Based on the results of the FTIS peer selection process and input from RTS staff, 7 transit systems were selected for the peer review analysis. Table 5-6 presents the selected peers.

Performance Indicators

Selected performance indicators for the peer review are presented in this section. Categories of performance indicators include population, population density, ridership, revenue miles, and vehicles. Table 5-7 and Figures 5-21 through 5-28 present the performance indicators for the RTS peer review analysis.

Table 5-6
Selected Peer Systems
RTS Peer Review Analysis

Transit System	Location
StarMetro	Tallahassee, Florida
Lee County Transit (LeeTran)	Ft. Myers, Florida
Chatham Area Transit (CAT)	Savannah, Georgia
Knoxville Area Transit (KAT)	Knoxville, Tennessee
Chattanooga Area Regional Transportation Authority (CARTA)	Chattanooga, Tennessee
Lane Transit District (LTD)	Eugene, Oregon
Champaign-Urbana Mass Transit District (CUMTD)	Urbana, Illinois

Table 5-7
Performance Indicators
RTS Peer Review Analysis (2007)

Indicator	RTS	Peer Group Minimum	Peer Group Maximum	Peer Group Mean	RTS % from the Mean
Service Area Population	149,173	123,484	451,153	215,128	-30.66%
Service Area Population Density	2,016	530	4,116	1,919	5.07%
Passenger Trips	8,939,334	2,524,263	9,757,984	5,577,995	60.26%
Revenue Miles	2,789,048	1,649,564	3,464,018	2,593,871	7.52%
Revenue Hours	247,350	139,419	279,688	203,648	21.46%
Vehicles Operated in Maximum Service	88	45	91	66	32.58%
Total Operating Expense	$15,490,468	$10,787,717	$29,461,278	$15,867,677	-2.38%
Passenger Fare Revenues	$8,638,494	$1,131,023	$8,638,494	$3,672,519	135.22%

Figure 5-21

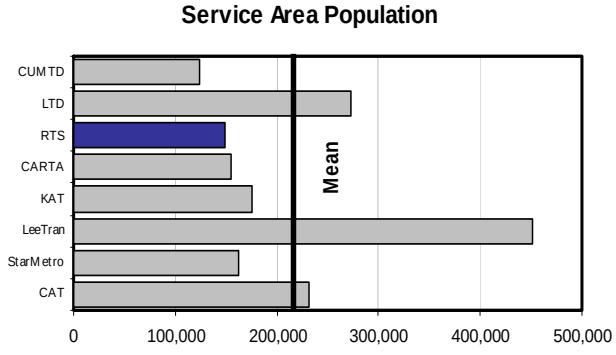


Figure 5-22

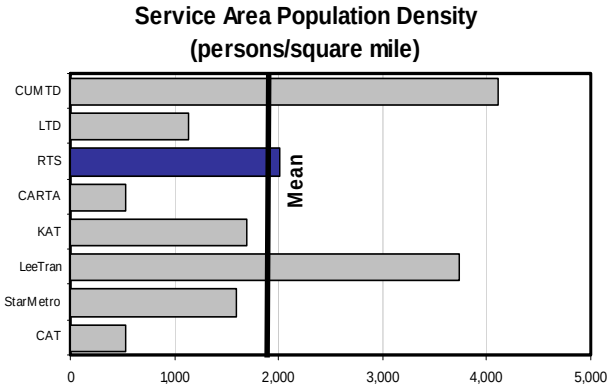


Figure 5-23

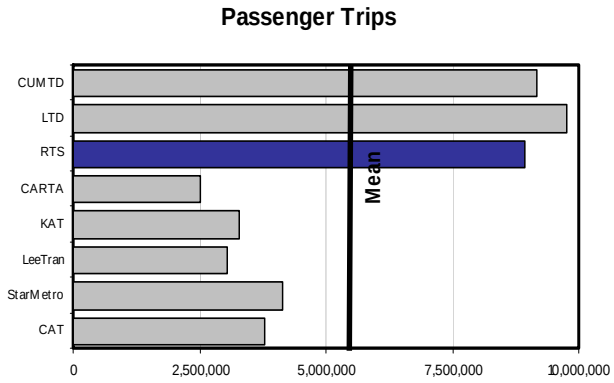


Figure 5-24

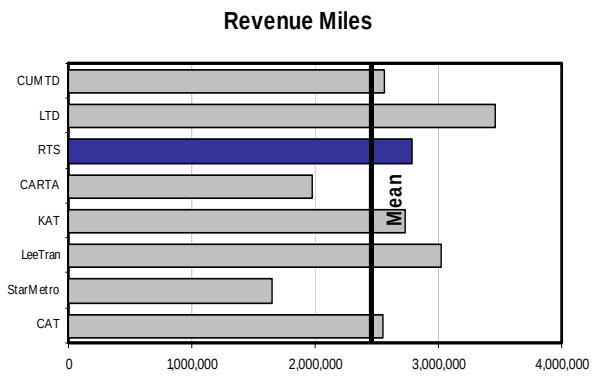


Figure 5-25

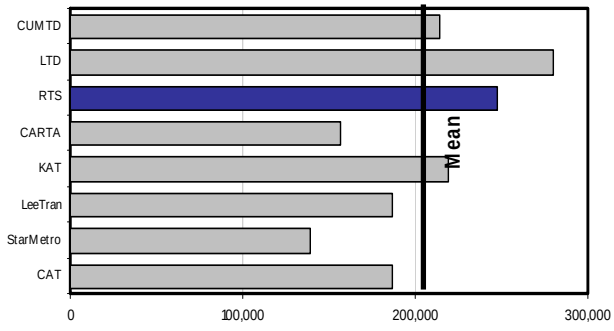


Figure 5-26

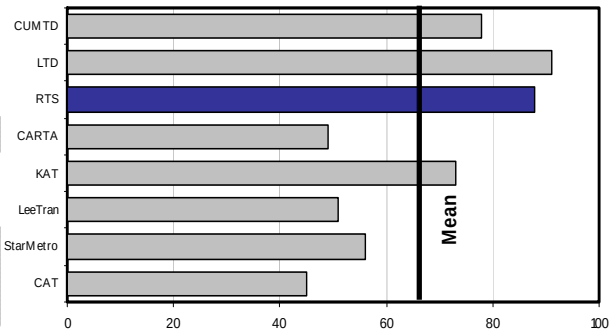


Figure 5-27

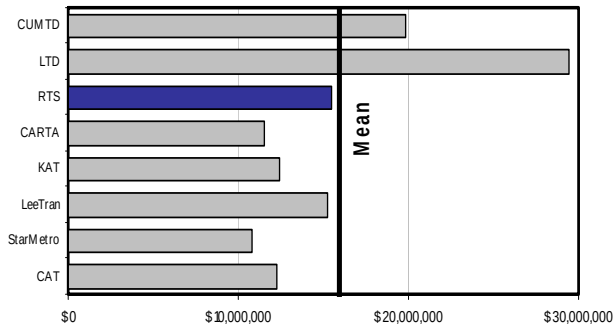
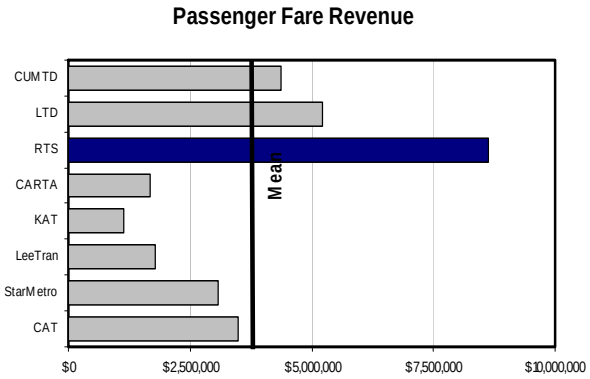


Figure 5-28



The following is a summary of the peer review analysis performance indicators, based on the information presented in Table 5-7 and Figures 5-21 through 5-28.

- Service area population for RTS is less than the peer group average, 31 percent below the mean, while the population density is 6 percent above the mean.
- The passenger trips for RTS are more than 60 percent above the peer group mean.
- Revenue miles for RTS are 7.5 percent above the peer group mean.
- RTS's vehicles operated in maximum service are above the peer group mean by 33 percent.
- Operating expense for RTS is less than the peer group average by 2.4 percent, while passenger fare revenues are above the peer group average by more than 135 percent.

Effectiveness Measures

Categories of effectiveness measures include service supply, service consumption, and quality of service. These categories are each represented by one variable: vehicle miles per capita, passenger trips per revenue mile, and weekday span of service. Table 5-8 and Figures 5-29 through 5-33 present the effectiveness measures for the RTS peer review analysis.

Table 5-8
Effectiveness Measures
RTS Peer Review Analysis (2007)

Measure	RTS	Peer Group Minimum	Peer Group Maximum	Peer Group Mean	RTS % from the Mean
Vehicle Miles Per Capita	19.67	6.99	21.49	14.34	37.17%
Passenger Trips Per Revenue Mile	3.21	1.01	3.57	2.13	50.26%
Weekday Span of Service (in hours)	20.25	17.07	22.03	19.62	3.23%
Passenger Trips Per Revenue Hour	36.14	14.98	42.75	26.39	36.92%
Passenger Trips Per Capita	59.93	6.73	74.16	31.68	89.16%

Source: 2007 NTD

Figure 5-29

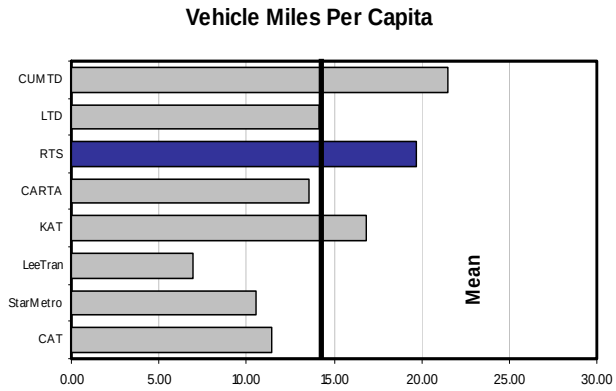


Figure 5-30

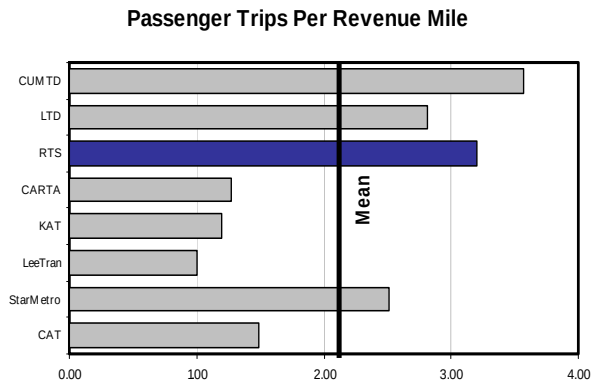


Figure 5-31

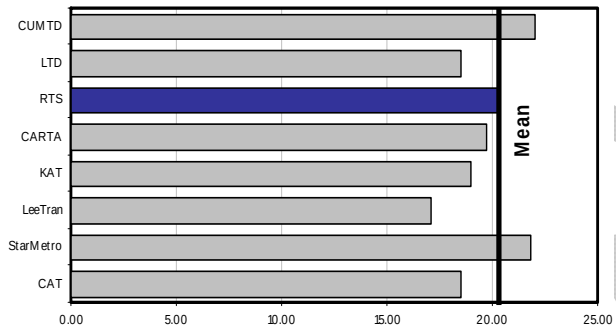


Figure 5-32

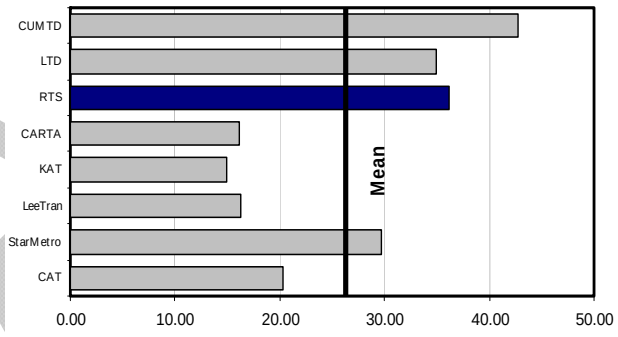
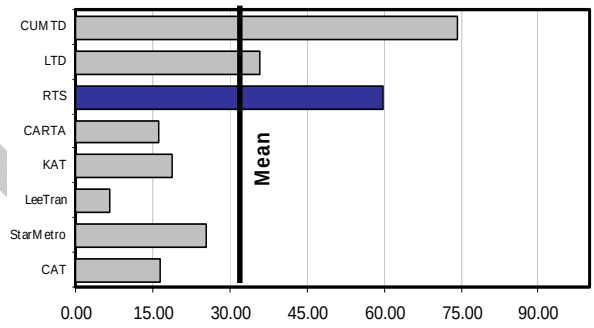


Figure 5-33



The following is a summary of the effectiveness measures for the peer review analysis.

- Vehicle miles per capita for RTS are over 37 percent above the peer group mean.

- Passenger trips per revenue mile for RTS are over 50 percent above the peer group mean.
- Weekday span of service for RTS is more than 3 percent above the peer group mean.

Efficiency Measures

Categories of efficiency measures include cost efficiency and operating ratios. Table 5-9 and Figures 5-34 through 5-40 present the efficiency measures for the RTS peer review analysis.

Table 5-9
Efficiency Measures
RTS Peer Review Analysis (2007)

Measure	RTS	Peer Group Minimum	Peer Group Maximum	Peer Group Mean	RTS % from the Mean
Operating Expense Per Capita	$103.84	$33.80	$16.75	$83.80	23.92%
Operating Expense Per Passenger Trip	$1.73	$1.73	$5.02	$3.26	-46.89%
Operating Expense Per Revenue Mile	$5.55	$4.54	$8.50	$6.06	-8.41%
Operating Expense Per Revenue Hour	$62.63	$56.64	$105.34	$76.91	-18.58%
Farebox Recovery Ratio (%)	55.77%	9.13%	55.77%	23.49%	137.36%
Revenue Miles Per Vehicle Mile	0.95	0.90	0.97	0.94	0.57%
Average Fare	$0.97	$0.35	$0.97	$0.65	47.63%

Source: 2007 NTD

Figure 5-34

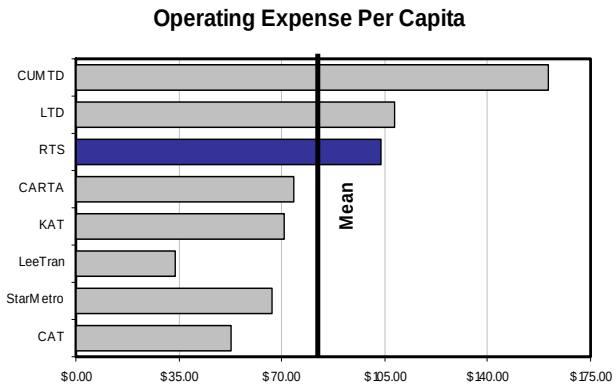


Figure 5-35

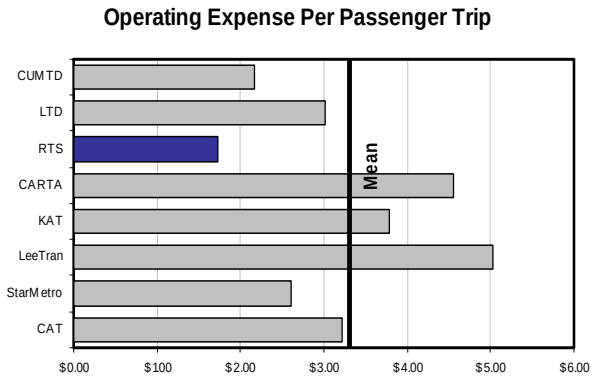


Figure 5-36

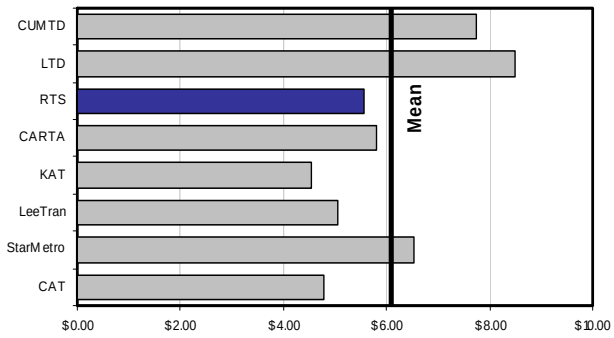


Figure 5-37

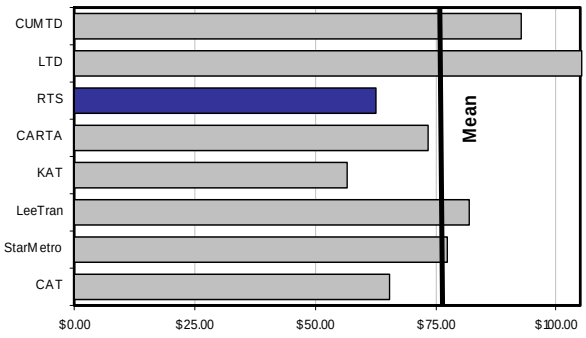


Figure 5-38

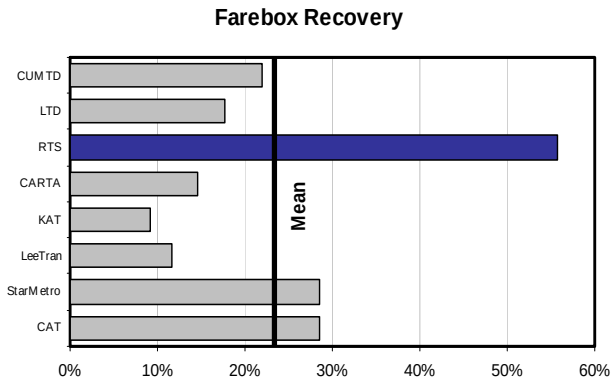


Figure 5-39

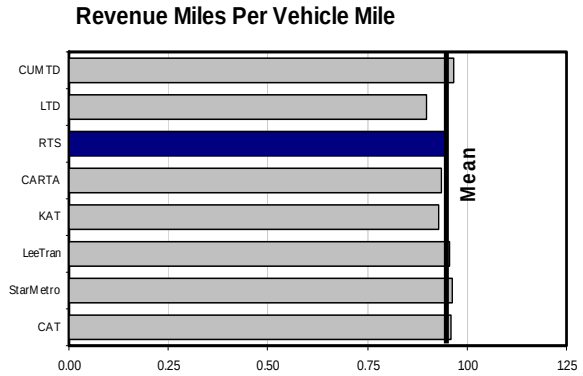
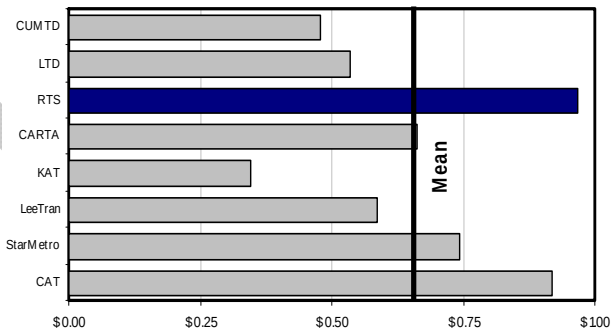


Figure 5-40



The following is a summary of efficiency measures for the peer review presented above.

- Operating expense per capita for RTS is 24 percent above the peer group mean.
- Operating expense per passenger trip for RTS is 47 percent below the peer group mean.
- Operating expense per revenue mile for RTS is over 8 percent below the peer group mean, while operating expense per revenue hour is nearly 19 percent below the peer group mean.
- Farebox recovery for RTS is significantly above the peer group mean, at 137 percent above the peer group mean.

Summary Results for Peer Review Analysis

Table 5-10 provides a summary of the peer review analysis for the RTS fixed-route system. The summary includes the percent that RTS is away from the peer group mean for each performance measure.

Table 5-10
RTS Peer Review Analysis Summary (2007)

Performance Indicators/Measures	Percent from the Mean
Performance Indicators	
Service Area Population	-30.66%
Service Area Population Density	5.07%
Passenger Trips	60.26%
Revenue Miles	7.52%
Revenue Hours	21.46%
Vehicles Operated in Maximum Service	32.58%
Total Operating Expense	-2.38%
Passenger Fare Revenues	135.22%
Service Supply	
Vehicle Miles Per Capita	37.17%
Service Consumption	
Passenger Trips Per Revenue Mile	50.26%
Quality of Service	
Weekday Span of Service (in hours)	3.23%
Cost Efficiency	
Operating Expense Per Capita	23.92%
Operating Expense Per Passenger Trip	-46.89%
Operating Expense Per Revenue Mile	-8.41%
Operating Expense Per Revenue Hour	-18.58%
Operating Ratio	
Farebox Recovery Ratio (%)	137.36%
Vehicle Utilization	
Revenue Miles Per Vehicle Mile	0.57%
Fare	
Average Fare	47.63%

TRANSIT CAPACITY & SUPPLY ANALYSIS

The process used to estimate capacity for the RTS fixed-route system examines the number of routes in operation and the size and number of vehicles in use to determine the number of potential trips that can be carried per year. There are more sophisticated methods of determining system-wide capacity; however, based on the size of the RTS system and the demographic make-up of Alachua County, a more simplified method was chosen. The same methodology was applied in the estimation of ADA/paratransit services.

Fixed-Route Service Supply/Capacity Analysis

The methodology used to estimate transit capacity is based on mileage. In order to determine capacity at the route level, the estimated seat miles and passenger miles were estimated using an assumed average trip length. The assumed average trip length was calculated by dividing FY 2008 passenger miles traveled by the total annual passenger trips. The methodology for the system-wide capacity estimation is as follows:

Step 1: Annual revenue miles, vehicle capacity, and ridership by route were provided by RTS staff. The route length for each RTS route was calculated using ArcGIS geographic information system data.

Step 2: The estimated annual seat miles were calculated by multiplying the revenue miles by the average vehicle capacity. This provides a measure of potential route capacity based on the actual revenue miles of service and the maximum number of passengers that can be transported.

Revenue Miles	X Average Vehicle Capacity =	Estimated Annual Seat Miles
(2,846,734)	(41)	(116,716,094)

Step 3: Annual passenger miles were estimated by multiplying the average trip length by the total number of passenger trips. This provides a measure of actual passenger miles traveled in 2008, showing the actual capacity utilized by riders.

Passenger Trips	X Average Trip Length =	Annual Passenger Miles
(9,004,928)	(2.8)	(25,213,798)

Step 4: To determine the estimated excess capacity, the estimated passenger miles for each route for October 2007 through September 2008 was compared to the estimated annual seat miles to determine the percent of the capacity being used.

Estimated Passenger Miles /	Estimated Seat Miles =	Percent of Capacity Being Used
(25,213,798)	(116,716,094)	(21.6%)

100% -	Percent of Capacity Being Used =	Remaining Capacity
(100%)	(21.6%)	(78.4%)

Table 5-11 summarizes the process used to estimate annual capacity for the existing service routes.

Fixed-Route Capacity Analysis Summary

Based on the estimated capacity analysis, RTS is using approximately 22 percent of its possible capacity. This shows that the existing bus service has substantial capacity remaining. Routes with the least amount of excess capacity include Routes 17, 21, 118, 120, 125, and 127. Routes with the largest amount of excess capacity include Routes 128, 301, and 305. Excess capacities for these three routes are 99 percent, 93 percent, and 96 percent, respectively. RTS discontinued service on Route 305 effective May 2009. Route 128 operates on Saturdays only and will be discontinued effective September 2009.

Excess capacity is not necessary a weakness in the system. The ridership-to-capacity ratio should be monitored over time as part of future major updates to the TDP. In addition, route-by-route average trip length estimates are needed in order to provide a more accurate reflection of unused capacity along all fixed-routes.

Table 5-11
2008 Fixed-Route Transit Supply / Capacity Analysis

Route	Revenue Miles	Average Vehicle Capacity*	Estimated Annual Seat Miles	Average Trip Length**	FY 2008 Annual Ridership	Annual Passenger Miles	Percent of Capacity	Estimated Excess Capacity
1	113,923	41	4,670,823	2.8	464,589	1,300,849	27.9%	72.1%
2	54,765	41	2,245,381	2.8	93,860	262,808	11.7%	88.3%
5	161,200	41	6,609,188	2.8	450,620	1,261,736	19.1%	80.9%
6	45,344	41	1,859,104	2.8	100,829	282,321	15.2%	84.8%
7	47,829	41	1,960,977	2.8	110,679	309,901	15.8%	84.2%
8	141,388	41	5,796,888	2.8	320,345	896,966	15.5%	84.5%
9	173,535	41	7,114,935	2.8	720,429	2,017,201	28.4%	71.6%
10	54,323	41	2,227,223	2.8	75,694	211,943	9.5%	90.5%
11	46,161	41	1,892,585	2.8	113,839	318,749	16.8%	83.2%
12	164,074	41	6,727,042	2.8	647,671	1,813,479	27.0%	73.0%
13	96,183	41	3,943,511	2.8	393,343	1,101,360	27.9%	72.1%
15	109,946	41	4,507,798	2.8	272,139	761,989	16.9%	83.1%
16	69,597	41	2,853,489	2.8	295,540	827,512	29.0%	71.0%
17	52,111	41	2,136,547	2.8	242,051	677,743	31.7%	68.3%
20	218,355	41	8,952,539	2.8	849,568	2,378,790	26.6%	73.4%
21	75,070	41	3,077,862	2.8	337,313	944,476	30.7%	69.3%
24	68,797	41	2,820,665	2.8	104,919	293,773	10.4%	89.6%
29	10,844	41	444,612	2.8	17,085	47,838	10.8%	89.2%
34	120,955	41	4,959,169	2.8	353,542	989,918	20.0%	80.0%
35	169,756	41	6,959,996	2.8	543,509	1,521,825	21.9%	78.1%
36	39,708	41	1,628,016	2.8	117,672	329,482	20.2%	79.8%
43	77,710	41	3,186,094	2.8	152,980	428,344	13.4%	86.6%
75	138,852	41	5,692,924	2.8	228,723	640,424	11.2%	88.8%
300	31,368	41	1,286,084	2.8	45,333	126,932	9.9%	90.1%
301	25,512	41	1,045,992	2.8	26,122	73,142	7.0%	93.0%
302	24,238	41	993,752	2.8	33,622	94,142	9.5%	90.5%
305	22,707	41	930,977	2.8	13,819	38,693	4.2%	95.8%
117	33,627	41	1,378,695	2.8	137,424	384,787	27.9%	72.1%
118	71,833	41	2,945,141	2.8	535,985	1,500,758	51.0%	49.0%
119	20,612	41	845,084	2.8	76,283	213,592	25.3%	74.7%
120	38,110	41	1,562,506	2.8	291,816	817,085	52.3%	47.7%
121	56,407	41	2,312,687	2.8	227,583	637,232	27.6%	72.4%
122	33,406	41	1,369,626	2.8	49,083	137,432	10.0%	90.0%
125	37,762	41	1,548,242	2.8	237,990	666,372	43.0%	57.0%
126	41,463	41	1,699,979	2.8	59,676	167,093	9.8%	90.2%
127	27,040	41	1,108,628	2.8	216,399	605,917	54.7%	45.3%
128	6,116	41	250,756	2.8	1,002	2,806	1.1%	98.9%
400-408	37,645	41	1,543,457	2.8	45,852	128,386	8.3%	91.7%
Total	2,758,268	41	113,088,970	2.8	9,004,928	25,213,798	22.3%	77.7%

*Based on vehicle inventory provided by RTS. Average seating capacity for all traditional bus routes is calculated by dividng the total seating capacity for all vehcles in the fleet by the total number of vehicles.

**Systemwide average trip length estimated at 2.8 for all fixed-bus routes.

Demand-Response Service Supply / Capacity Analysis

The demand response services for purchased transportation were evaluated to estimate annual capacity for 2008. The methodology used for the demand response service capacity estimation was identical to that of the fixed-route outlined in the previous subsection. Table 5-12 summarizes the process used to estimate annual capacity for the existing demand response services.

Table 5-12
2008 Demand Response Service Transit Capacity / Analysis

	Revenue Miles	Average Vehicle Capacity*	Estimated Annual Seat Miles	Average Trip Length**	FY 2008 Annual Ridership	Annual Passenger Miles	Percent of Capacity	Estimated Excess Capacity
Demand Response - Purchased Transportation	408,063	8	3,369,136	8	38,314	315,707	9.4%	90.6%

*Based on FY 2008 NTD

**Average trip length estimated at 8.2 for all ADA trips.

Demand Response Service Capacity Analysis Summary

Based on the estimated capacity analysis, RTS is using approximately 9 percent of the possible capacity. This shows that demand response service has substantial capacity remaining. Excess capacity is not necessarily a weakness in the system, given the nature of the requested trips. Expecting full paratransit vans is unrealistic since the service operates on the basis of advanced trip reservations, and multi-loading is often difficult to accommodate given the often diverse nature of origins and destinations for each patron.

Section 6: Review of Plans, Studies, and Policies

A major component of the TDP update is the review and assessment of relevant plans, studies, and policies. The results of this effort provide information to support an understanding of transit planning issues in the Gainesville area and, more importantly, support the performance of a situational appraisal, which is an assessment of the operating environment for the transit system (see Section 7 of the TDP). This section reviews transit policies at the local, regional, state, and federal levels of government. For the sake of brevity, the most important documents in terms of their relevance to transit are summarized below, while many other documents are summarized in Appendix D.

LOCAL

The following section includes summaries of plans affecting Alachua County and the City of Gainesville.

Alachua County Comprehensive Plan

Florida law requires every incorporated municipality and county to adopt a comprehensive plan that is consistent with the Growth Management Act of 1985. The Growth Management Act requires comprehensive plans to be consistent with state and regional plans. For communities with a population over 50,000, comprehensive plans must include a Transportation Element that summarizes existing and future transportation conditions, how those conditions relate to what the community considers the ideal transportation situation, and how the community proposes to get there. The Alachua County Comprehensive Plan is the primary policy document concerning land use, transportation, and other planning categories for the County.

The Alachua County Comprehensive Plan was adopted in 1991, with the most recent amendments updating the comprehensive plan adopted in 2002. Only the goals and objectives that are relevant to public transportation are summarized below.

Future Land Use Element

Policy 1.3.9.2:
Multi-family development in medium-high density and high density residential and use categories shall provide bus shelters, if warranted based on the existing or planned bus service. The need for shelters will be determined through consultation with the appropriate transit provider. Pedestrian facilities will be connected into the nearest pedestrian network and available or planned mass transit facility.

Policy 2.5.4 and 2.5.6:
The development of Urban Activity Centers shall provide pedestrian and bicycle-friendly access, and provide transit facilities to the development and surrounding community. The development of the activity center located at Archer Road and 34th Street shall include an area for an RTS shelter and park-and-ride lot. The shelter and parking area will be provided after RTS officials determine there is a need for the facilities. The activity center development at Tower Road and 24th Avenue shall provide a comfortable, multi-functional space for transit riders waiting for buses. Park-and-ride bicycle storage will also be provided.

Policy 3.2.4 and 3.5.1:
According to the comprehensive plan, all neighborhood, community, and regional shopping centers shall include pedestrian access, bicycle parking areas, bus bays, and bus shelters in an effort to encourage alternative transportation modes. Regional shopping centers shall be served by mass transportation routes and shall be designed to accommodate mass transit, bicycles, and pedestrians.

Policy 5.4.1 and 5.4.5:
Civic and government facilities, including future library branches, should be located on transit routes, in activity centers, village centers, or near other community services to ensure accessibility. All major health facilities should be accessible by mass transit.

Approval of applications for new developments in areas designated for urban residential uses within the Urban Cluster, but outside the Urban Service Line shall be considered based on the existing public transit service within ¼-mile, or a planned public transit line, or alternatives, which are funded and assured to be operational in time to serve the first phase of development and each subsequent phase.

Policy 8.5.5:
Alachua County will coordinate with the MTPO and the City of Gainesville to establish a BRT system connecting east Gainesville with centers of employment and commerce.

Transportation Mobility Element

Policy 1.1.5a:
According to the Transportation Mobility Element from the Alachua County Comprehensive Plan, ridesharing promotion and assistance (contingent upon funding) from the FDOT in terms of assistance for park-and-ride lots and

transit service shall be implemented as part of the strategy to maintain or improve the adopted level of service standard.

Policy 1.2.5:
Alachua County Transportation Concurrency Exception Area (TCEA) mitigation strategies include, but are not limited to the following:

- Intersection and/or signalization modifications to improve roadway operations and safety
- Construction of bus shelters or stations
- Construction of bus turn-out facilities
- Provisions for employee / resident bus pass programs
- Payments to RTS in order to increase frequencies or extend service
- Provisions of ridesharing or vanpooling programs

In order for project to be eligible for the TCEA, the project shall meet the following criteria:

- Located within ¼-mile of an existing public transit line, or a planned public transit line, with 15 minute peak hour frequencies, or alternatives that are funded and assured to be operational within the first phase of the development. The alternatives may include services such as express bus service or other transit service that meets the requirements.
- The development plan includes public transit facilities and services designed to maximize the use of the public transit line by persons expected to live and / or work within the proposed development.
- The development provides a transit shelter or station on the public transit line of sufficient size to accommodate the persons expected to live and / or work / shop within the project boundaries. The transit shelter / station shall be safe, comfortable, and convenience for its intended users. The station shall be located near the center of the project and shall not be a single purpose facility, but instead shall include a mix of uses and amenities.
- The project must be designed in such a way as to provide easy access for transit to serve the project. The project should be designed to allow 80 percent of the residents / workers walking access to the transit station. As an alternative, the project may provide for 80 percent of the users to have walking access to a feeder service that provides for fast and easy access to the mainline shelter / station via shuttles, vans, or some other automated form of people mover (other than a single-occupant vehicle). For the purposes of these criteria, walking access is defined as being within ¼-mile.
- Safe, comfortable, pedestrian-friendly, and bicycle-friendly facilities shall be provided for the transit shelters, stations, and stops, including the appropriate bicycle parking and lockers.
- The project shall provide a commercial center that includes the main transit station.

<u>Transit</u>

Policy 3.3.1:
According to the Transit Element of the Alachua County Comprehensive Plan, Alachua County will provide pertinent data to the City of Gainesville to enhance planning for the RTS service area in the unincorporated portion of the

County. The County will coordinate with the City to establish future mass transit rights-of-way and / or corridors. The future rights-of-way will be protected by Alachua County through its development review process. Rights-of-way necessary on County-maintained projects shall be acquired as soon as funds become available for such specific projects. The County will coordinate with FDOT to determine right-of-way needs when proposed right-of-way are located on state-maintained roadways.

Future developments at densities and intensities suitable for mass transit within or adjacent to the RTS service area shall be designed to facilitate the use of mass transit through site design features such as covered bus stops, pedestrian access to and from bus stops, and bus pullouts where they can be designed for easy access onto the main line.

Policy 3.6.1:
Mass transit, and other measures such as van or carpooling and provision with the private sector of park and ride facilities, shall be developed as part of the Transportation Demand Management strategies to maintain or improve levels of service on roadway segments through non-capital intensive means.

Policy 3.6.2:
Alachua County shall continue to coordinate transit issues with its municipalities, RTS, other transportation providers, transportation disadvantaged programs, FDOT, and the MTPO.

Policy 3.2.2:
Alachua County will also continue to provide support for the operation of paratransit service in unincorporated Alachua County in order to provide 24-hour ambulatory and wheelchair service on a demand response basis within the available financial resources.

City of Gainesville Comprehensive Plan

The City of Gainesville is in the process of developing its Evaluation and Appraisal Report (EAR) for the City's Comprehensive Plan. The EAR process, as required by Florida Statutes Chapter 163.3191, offers an opportunity for the City to identify major issues and address these issues when updating the Comprehensive Plan. The following summarizes the transportation related goals and objectives included the City's most recent Comprehensive Plan.

Future Land Use Element

To promote mixed-use development within the City, the City recommends incorporating a transit stop into future developments. The City's adopted Growth Management Framework includes an Alternative Design Concept. The Future Alternative Design Concept identifies potential future visions for Gainesville. Concept A, which is consistent to the MTPO Livable Community Reinvestment Plan, promote a vision that includes a high level of premium transit service in a linear Archer Road corridor.

- In order to qualify for the Urban Infill and Redevelopment Grant Program, local governments must demonstrate that more than 50 percent of the area is within ¼ mile of a transit stop, or a sufficient number of such transit stops will be made available concurrent with the designation.

Transportation Mobility Element

- The City must create an environment that promotes transportation choices, compact development, and a livable city.
- Site plans for new developments and redevelopment of non-residential sites shall be required to show any existing and proposed bicycle and pedestrian access to adjacent properties and transit stops.
- The City shall strive to implement transportation-related aspects of Plan East Gainesville, including but not limited to:
    - Coordinating with the MTPO to establish a Bus Rapid Transit system connecting east Gainesville with centers of employment and commerce (Policy 1.1.13).
    - Include in the transportation network provisions for bicyclists, transit users, and pedestrians on NE 15th Street, East University Avenue, Main Street, and NE 8th Avenue, where applicable (Policy 1.1.13).
- By 2005, the City shall continue to work with FDOT, MTPO, and Alachua County to identify future transportation rights-of-way and to provide for development regulations and acquisition programs which will protect such corridors for their intended future use. Such protection and long-range planning shall include pedestrian, bicycle, car, and transit facilities (Policy 1.4.1).

Transit Element

CREATE A PREMIERE COMMUNITY TRANSIT SYSTEM THAT PROVIDES A VARIETY OF FLEXIBLE TRANSPORTATION SERVICES THAT PROMOTE ACCESSIBILITY AND COMFORT. THE CITY SHALL BECOME A NATIONAL MODEL FOR EXPANDED AND ENHANCED TRANSIT SERVICE THROUGH AGGRESSIVE EFFORTS TO PROVIDE CONVENIENT SERVICE THROUGHOUT THE CITY AND URBAN AREA. SERVICE SHALL BE PROVIDED WITH THE CLEANEST, QUIETEST, MOST EFFICIENT EQUIPMENT FEASIBLE.

- Design RTS to strike a balance between the needs of those who are transit-dependent, and the need to become a viable service designed for the substantially larger market of those who have a choice about using the bus. Viable service shall be supported by ensuring that the bus system serves major trip generators and attractors such as the UF campus and neighborhood (activity) centers, and that employment and housing are adequately served by safe, pleasant and convenient transit stops, while also providing for the transportation-disadvantaged.
- The City shall strive to increase the amount of land designated for multi-family development, when appropriate, on the Future Land Use Map near important transit stops along arterials and collectors.
- The City shall strive to link its land use and transportation planning by establishing neighborhood (activity) centers as “transit-oriented developments.” Ideally, transit hubs will evolve into having a sense of place and community.

- By 2005, the City shall evaluate the citywide bus stops to identify needs for bus stop improvements such as well-designed shelters, bicycle parking, route information, benches, waste receptacles, or the need for a new bus stop (Policy 3.1.3).
    - Transit stop enhancements
        - Comfortable seating
        - Roof protection from sun and rain
        - Easy-to-read route maps and schedules
        - Lighting
        - Bicycle parking
        - Easily recognizable as a city RTS bus stop
- The City shall acquire additional buses to accommodate expanded services and increased ridership (Policy 3.1.4).
- The City shall support expansion of the Bus Card Pass membership to include Shands employees, and consider establishing a program that would provide one to more city residents (Policy 3.1.5).
- Increase transit ridership. Strive to carry 8 million riders per year by 2005 and 10 million riders per year by 2010 (Objective 3.2).
- The City shall strive for a residential density of at least 8 units per acre for developments in areas that are or will be served by frequent transit.
- The City shall equip new RTS bus stops with easy-to-understand timetable and route information and an easily recognizable RTS logo (Policy 3.2.2).
- The City shall strive to provide main bus service within 1/4 mile of 80 percent of all medium and high density residential areas identified on the Future Land Use Map of the Comprehensive Plan, and within the RTS service area (Policy 3.2.3).
- The City bus service shall be expanded to serve a diverse cross-section of Gainesville residents (Policy 3.2.4).
- The City bus service shall be enhanced to improve reliability and expand weekday evening and weekend service (Policy 3.2.5).
- By 2005, the City shall strive to have bicycle parking facilities designed in conformance with City bicycle parking standards at all major transit stops and transfer points within city limits (Policy 4.1.12).
- The City shall work with and encourage large employers to develop incentives to offer employees to reduce single-occupant vehicle trips to work, such as flex hours, subsidized transit passes or parking cash-out policies, for their employees (Policy 7.1.12).
- The City shall monitor the ridership potential for main bus service to the Gainesville Regional Airport, and institute such service when the City Commission determines that demand warrants transit service to the airport and the surrounding (Policy 9.1.1).

City Transit Priorities

- Obtain additional local funding for public transit operations.
    - Currently, the County has the ability to increase the local option gas tax by 5 cents. The Alachua County Transportation Funding Advisory Committee has recommended the County increase the tax by 5 cents, as well as dedicate a portion of the increase in County ad valorem revenue to transportation over the next 5 years. These actions would make available an additional $7 million

per year in funding for all transportation. The committee recommended that approximately $1 million per year of the total $7 million should be allocated to public transit. The City should work with the County to implement the recommended increase in transportation funding.

- Pursue on-going Congressional earmarks of transit capital funds.
    - The City obtained 21 used buses from two other Florida transit systems in 1998. These buses were needed to sustain a substantial increase in ridership being experienced by the transit system. All of these buses were already eligible for replacement under federal regulations. They need to be immediately replaced. The City obtained a Congressional earmark of federal transit capital funds for FY 1999 in the amount of $1.5 million. This amount will allow the purchase of 5 buses and related equipment. An earmark of $5.5 million to purchase another 19 buses will be made for FY 2001. Congressional earmark requests for transit should be made regularly.
- Obtain additional FDOT funding for transit operations.
    - The City, working with the County through the Metropolitan Transportation Planning Organization (MTPO), successfully encouraged FDOT to include the purchase of buses with Federal Surface Transportation Program (STP) funds in the FDOT work program in 1998. Through the MTPO, the City should pursue the allocation of FDOT state highway funds to transit operating expenses. All FDOT state funds are flexible and may be used for either transit operating or transit capital projects. Many local transit routes serve state corridors, such as US 441, SR 20, and SR 24. FDOT needs to be encouraged to share in the operating expenses of transit that serves state corridors.
- A multi-jurisdictional transit authority.
    - Since the City acquired the Regional Transit System from Alachua County in the early 1980s, the City has been the primary local funding agency for transit in the Gainesville urbanized area. At the time the transit system was acquired there was much more federal operating assistance available than is now the case. As a result, the City's financial commitment to the transit system (which serves the entire urbanized area) has increased to the point that almost all of the City's share of the local option gas tax is now devoted to the transit system. On the other hand, the County's financial commitment has remained modest and not connected to the amount of bus service provided to unincorporated areas. Recently, UF has made a major commitment to funding transit service through its Campus Development Plan and a new Student Government transit fee paid by each student.
- Increase bus frequency
    - In October 1985, the North Central Florida Regional Planning Council35 cited a study calling for 10-minute frequency (headways) during peak periods and 20-minute frequency off-peak. Calthorpe calls for 15-minute frequency throughout the day. See Table 5 for current frequencies for RTS buses.
- Bus traffic signal pre-emption/priority
    - These devices allow bus drivers to trigger a green light at traffic signals. They are currently available to the City Fire Department.
    - RTS is currently seeking the following to correct deficiencies in transferring from another form of travel to the bus. For example, funding is needed to construct the new transfer facility at in the Depot Area downtown, as well as a terminal or transfer station near or on the UF campus. "Busways" may be needed along University

Avenue and Archer Road. Park-n- Ride lots are needed at Gainesville Mall, Haile Plantation, Winn Dixie on NW 13th Street, and the Winn Dixie on South Main Street.

- The overall capacity of the RTS system is, in most cases, adequate to handle trips in the year 2000. However, additional capacity is required in particular areas – particularly in Southwest Gainesville and nearby southwestern unincorporated urban areas, where people are being left at bus stops because buses are full on weekday mornings.

Transit System Capital Needs

- The Florida Department of Transportation 5-Year Work Program, dated February 14, 2000, contains the following committed capital projects for the transit system:
    - Passenger amenities (benches, shelters, and related)
    - Expansion of the bus fleet to include "Alternate Fuel" buses (15 in FY 00'-01' & 4 in FY 01'-02')
    - Land acquisition and design funding for new transfer center
- The Gainesville RTS prepared a Capital Improvement Program in 1999 that, in addition to the above, included the following:
    - 25 40-foot, ADA-compliant replacement buses over the next 5 years.
    - 7 expansion buses (40-foot, ADA-compliant) to carry the increased passenger loads experienced in recent years. These buses will be used to provide new RTS routes, including more routes to the UF campus, a route to the Gainesville Regional Airport, and additional late night service.
    - 5 lift-equipped vans leased to a local operator providing the ADA-required complementary paratransit service.
    - 5 vans to be used to start a new vanpool and commuter assistance program in the county
- The only existing trip generators and attractors not served by transit are Northwood Village, the Gainesville Regional Airport and the Airport Industrial Park. These are developing neighborhood (activity) centers and RTS will assess the need for service to these areas as they develop. (RTS provided service to the airport in the 1980's, but service was discontinued upon evaluation of the ridership generated and attracted by the airport.)
- The Land Use Element of the County Comprehensive Plan lists a number of urban activity centers, rural activity centers and rural employment centers located outside the Gainesville Urban Reserve Area. Currently, these are outside the RTS main bus service area, but within the Demand-Response System Zone 3 service area. Improvements within the existing main bus service area would have a higher priority than would extension of main bus service to these areas. Through adoption of a Transportation Concurrency Exception Area (TCEA), the City identified "existing and potential transit hubs (see Figure 13).

Transportation Demand Management

- TDM is a program, usually involving a partnership of local employers and local government, to reduce single -occupant vehicle (SOV) trips. Local governments around the nation have adopted a TDM ordinance that requires the employer to meet SOV trip reduction targets, and usually includes a menu of strategies to reach the targets, such as:

    - Flexible work hours or other modification of the work schedule

- Establishment of a trip reduction coordinator for the employer
- Telecommuting
- Increased fees for SOV parking
- Monetary incentives for van pooling, use of public transit (usually with transit passes), bicycling, and walking
- Parking cash-out to encourage non-SOV trips by removing the large subsidy for free employee parking, while still allowing the option of making such trips
- Institution of shuttle services
- Provide showers and lockers at job sites
- Provide a "guaranteed ride home" program
- Park-and-Ride services
- Restrictions on number of travel lanes or number of parking spaces provided

- The Transportation Funding Advisory Committee (TFAC) was convened to identify funding sources for transportation modifications. In 1999, TFAC recommended that Alachua County adopt a 5-cent local option gasoline tax increase and transportation impact fees.

CITY OF GAINESVILLE CAPITAL IMPROVEMENTS ELEMENT

- Mass transit capital improvements are heavily dependent on the availability of federal and state funding. Capital improvements for transportation are scheduled and approved through the federally required Metropolitan Transportation Planning Organization (MTPO).
- Mass Transit: No capital improvements associated with LOS standards have been identified as necessary.
- Transportation Mobility: No capital improvements associated with LOS standards have been identified as necessary.

Alachua County Long Term Concurrency Management

In addition to the comprehensive planning requirements, a subsection of the Growth Management Act requires the County to administer a concurrency management system, as prescribed in Chapter 9J-5 of the Florida Administrative Code (FAC). In its most simple terms, concurrency means that development cannot proceed without the appropriate infrastructure being in place to support the development. If a development is shown to degrade infrastructure below the adopted level of service standard, the development must provide mitigation or not be approved. Public transportation is an activity that is monitored as part of the concurrency requirement.

Alachua County roads presently operating below LOS Standard (over capacity):

1. SW 20th Avenue from SW 62nd Blvd to SW 34th Street
2. Newberry Road (SR 26) from SW 8th to I-75
3. Roads operating below LOS Standard with reserved trips
4. Archer Road (SR 24) from SW 34th to I-75
5. Newberry Road (SR 26) from I-75 to CR 241 (NW 143rd)
6. Archer Road (SR 24) from I-75 to Tower Road (SW 75th)

7. Archer Road (SR 24) from Tower Road (SW 75th) to SW 91st
8. NW 23rd Avenue from NW 98th to NW 55th
9. Tower Road (SW 75th) from Archer Road (SR 24) to SW 8th Ave
10. Roads operating between 90 - 99 % of capacity with reserved trips
11. NW 83rd Street from NW 39th (SR 222) to NW 23rd
12. SW 20th Avenue from SW 61st to SW 62nd Blvd (Over I-75)
13. Williston Road (SR 121) from SW 62nd Ave to I-75
14. NW 39th Avenue (SR 222) from I-75 to NW 83rd Street

Gainesville Metropolitan Area Year 2025 Livable Community Reinvestment Plan (LRTP)

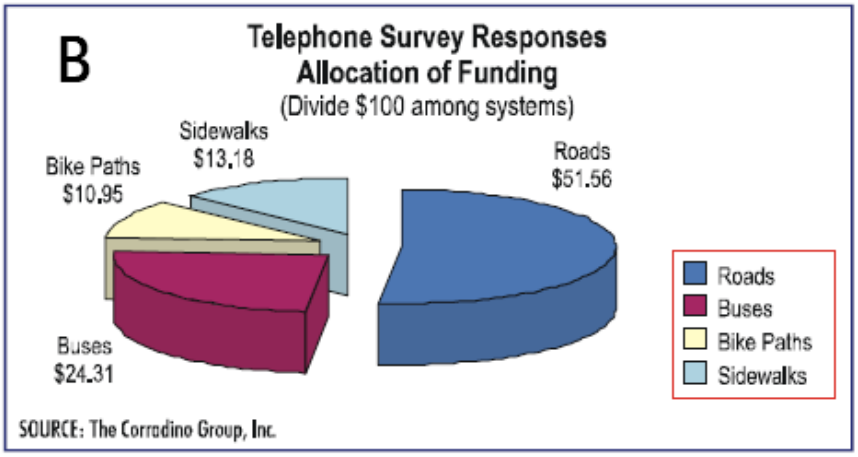
The LRTP is the fundamental planning document for transportation in Alachua County. While the Comprehensive Plan provides a vision of where the County wants to go, the LRTP provides the year-by-year needs to reach the transportation-related goals. Although these goals are determined at the local level, they must be consistent with federal- and state-level requirements to maintain funding.

Every 5 years the MTPO updates its LRTP. Since the MTPO is currently in the process of developing its 2035 LRTP update, a summary of the 2025 LRTP is documented below.

The overlying mission of the MTPO Plan is:

> *"Land use developed with intensity and density that creates more balance in east-west Gainesville area growth, connects a limited number of highly developed mixed-use centers, and is served by a highly-efficient multimodal transportation system, which allows for mode choice. The transportation system is safely used by people of all ages and income classes, supported by a dedicated transportation funding source and provides for:*
>
> *a. walkable University and town centers;*
> *b. improved and affordable transit service;*
> *c. improved bikeway / trail system; and,*
> *d. better road connectivity."*

As part of the 2025 LRTP, a telephone survey was conducted in the Gainesville Urbanized Area in the spring of 2005 to address a series of transportation issues. Highlights of the survey indicate that the respondents (more than 450 completed interviews) are most interested in investing in maintaining existing facilities (A). They prefer that more than half of that investment be in roads, with about one quarter spent on transit and the remaining 24 percent divided between sidewalks for pedestrians and paths for bicyclists (B).



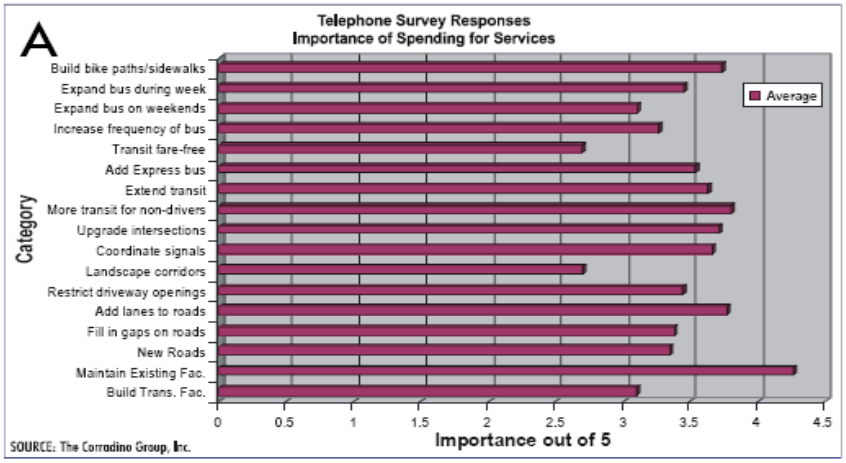


Table 2
Years 2007 to 2011 SAFETEA-LU High Priority Projects

PROJECT DESCRIPTION	AMOUNT (IN MILLIONS)
Airport Access Road Construction	$1.60
SW 62nd - 24th Avenue	$1.60
Improve North-South Corridor between Archer Road and Newberry Road to provide congestion relief to Interstate 75 corridor, State Road 121, State Road 24 and State Road 26	$2.40 $1.50
Depot Avenue Reconstruction- (total project cost is $15.8)	$4.80
NE 19th Street/NE 19th Terrace	$0.80
NE 19th Drive/NE 20th Street and NE 25th Street	$1.60
Regional Transit System (RTS) Bus Facility Expansion	$3.34
RTS Facility Expansion	$1.00
RTS Bus Rapid Transit Study	$0.42
RTS Bus Replacement	$3.30
TOTAL	**$22.36**

Source: The Gainesville Urbanized Area Metropolitan Transportation Planning Organization

Cost Summary of All RTS System Projects

Project	Estimated Costs
Maintain Existing Fleet	$47,200,000
Enhance Existing Routes	$27,000,000
New Routes	$16,200,000
Park-and-Ride / Express Bus	$11,200,000
Bus Rapid Transit	$4,700,000
New RTS Operations and Maintenance Facility	$24,000,000
Multimodal Facility	$3,000,000
Transfer Facilities	$4,500,000
Total	$137,800,000

RTS – New and Replacement Buses Needed Through Year 2025

Project	Buses Needed
Maintain Existing Fleet	170
Enhance Existing Routes	90
New Routes	54
Park-and-Ride / Express Bus	29
Bus Rapid Transit	4
Total	347

Plan East Gainesville

A signature project recommended in the transportation plan is the development of a BRT system that provides improved transit travel times and amenities. The BRT would enjoy priority treatment at key traffic signals and, where feasible, run on dedicated bus lanes using signature transit vehicles with distinctive markings and stations. The BRT would link East Gainesville with downtown, Shands Hospital, the University of Florida and Butler Plaza via a regional system that would generally operate along Archer Road, Depot Avenue and the Waldo Road Rail Trail corridor to Five Points. Two routes would then diverge – one would travel along Waldo Road to the Fairgrounds Employment Center and Airport, and one would travel along Hawthorne Road to SE 43rd Street. Part of the system – from I-75 to Shands – is already included in the MTPO's 2020 long-range transportation plan. This recommendation would extend the service along a logical corridor providing improved regional transit connectivity for Eastside residents and businesses.

Future Land Use Element

Within the urban sector, the concept is to encourage development of urban neighborhoods and commercial areas that are proximate or oriented to the city. A priority is to connect the eastward neighborhoods and corridors in the Urban sector of the study area to the more vibrant University of Florida and downtown business districts with the proposed Bus Rapid Transit system and greenways.

Hawthorne Road and NE/SE 27th Street

Hawthorne Road presents significant economic development opportunities to create pedestrian scale, transit-oriented development with high design standards. The focus of development in the corridor is three primary activity centers including Five Points, SE 27th Street and SE 43rd Street, the Fairgrounds Employment Center, and the Regional Recreation Center adjacent to Fred Cone Park. The development of these activity centers is tied to a major transit investment from Archer/downtown to East Gainesville via Hawthorne Road and to the creation of a new NE 27th Street Greenway Corridor. The activity center designation identifies areas planned for mixed-use, high-density development that is supported by a high level of transit service. Transition areas create the opportunity for larger scale commercial uses, such as a grocery store, and moderate-intensity residential uses.

Five Points

The Five Points Activity Center will become the new "downtown" of Gainesville's east side, supported by the Bus Rapid Transit (BRT) system. This activity center has been identified as a priority for redevelopment as a signature project, or catalyst, for private sector reinvestment.

Transportation Element

Creating a more linear transit system, which provides direct and efficient linkages between emerging East Gainesville activity centers, downtown, Santa Fe Community College, the University of Florida and the Archer Road medical/commercial corridor would provide an incentive to use the service.

- Linking East Gainesville activity centers with the downtown, University of Florida and commercial development along the linear Archer Road corridor would create a seamless, integrated transit system.

Public Transportation

The cornerstone of the recommended transportation plan for Plan East Gainesville is to establish a Bus Rapid Transit service that unifies East Gainesville with downtown and the Archer Road corridor as part of an integrated regional system.

The high frequency service would employ a series of bus preferential treatments, including traffic signal priority, rapid passenger boarding and alighting, intersection queue-jump lanes and dedicated travel lanes to reduce bus travel times to key destinations and increase the person-carrying capacity of the transportation system. Given the redesign of the Depot Avenue corridor, on-street parking on parts of Hawthorne Road, and the existing rail-trail across SW

13th Street, along Depot Avenue and connecting to Waldo Road, there is good potential for a BRT service operating on dedicated travel lanes for at least a portion of service.

The initial BRT service would connect from Archer Road to the Five Points area via Depot Avenue and the Waldo Road rail-trail alignment. Two routes would then diverge from that centrally-located transfer station, with service operating along Waldo Road to the proposed Fairgrounds Employment Center and Regional Airport, and along Hawthorne Road to serve the planned mixed-use centers at 27th Street and 43rd Street. Major stations would be located at points where redevelopment or new development is planned to occur.

Park and ride lots located at SE 43rd Street and on north Waldo Road would help capture new riders living near those locations for a quick, seamless ride into the region's employment centers.

The service plan for the BRT requires frequent service – operating at least every 10 to 15 minutes during the peak periods – and running a longer span of service into the early evening to enable workers to reach their destination at the end of the day. As commercial development along the line occurs, service may be extended until 10 PM or later. Both the transit vehicles and stations should have signature, highly visible features to distinguish the service from ordinary bus service.

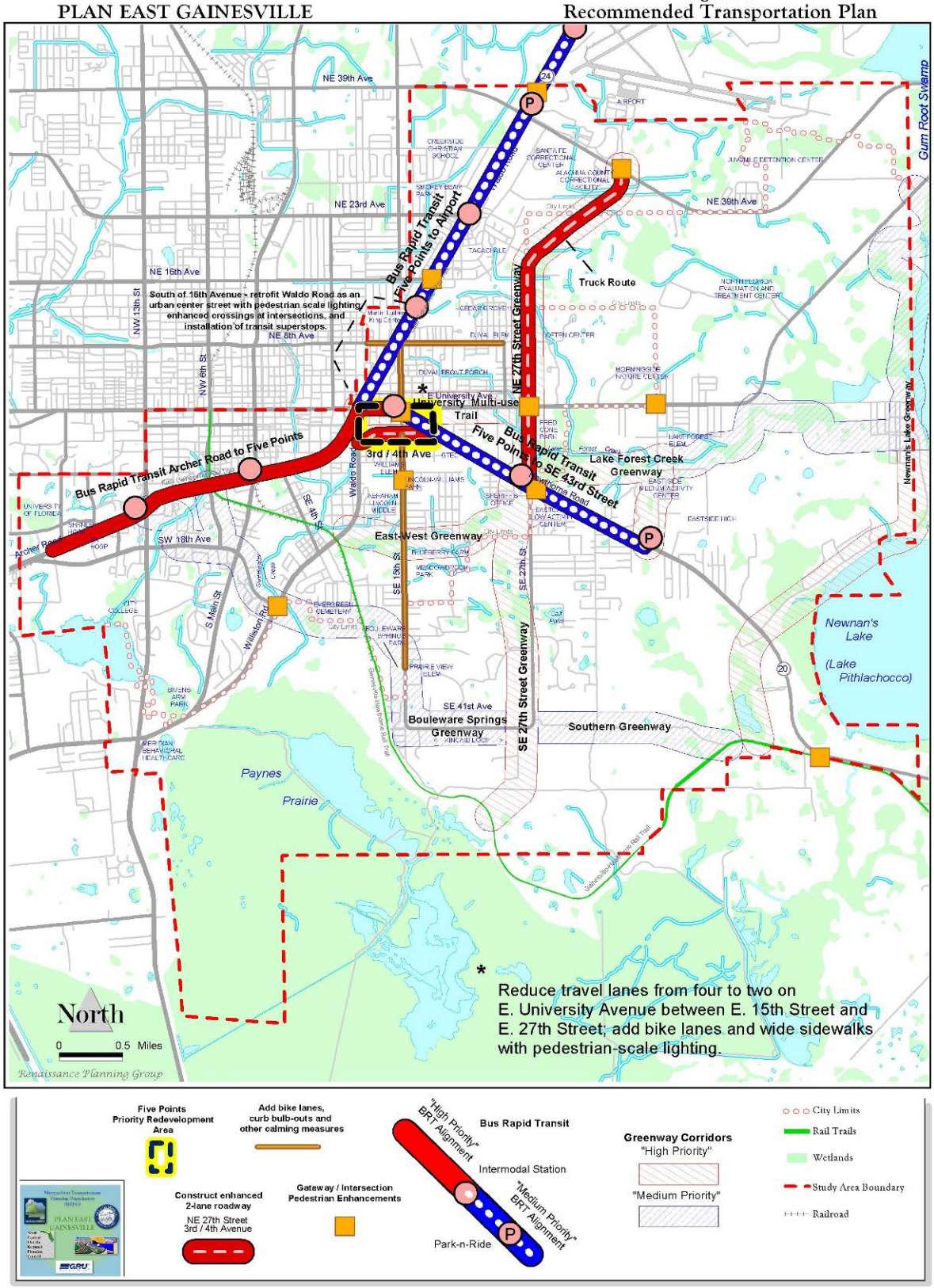
This ultimate BRT system depends on the available funding, and the MTPO will need to prioritize each segment. More detailed engineering analysis will need to be performed to establish an operating plan. A phased implementation plan is recommended, which would begin introducing these service elements based on financial feasibility. The initial link needs to provide a connection to East Gainesville at Five Points. Depending on the availability of funding, subsequent phases would extend service northeast along Waldo Road to the Fairgrounds/airport area, and southeast along Hawthorne Road to the SE 27th and SE 43rd Street activity centers. Initial implementation may focus on acquisition of signature vehicles and signal system priority treatments, while later phases would entail construction of dedicated lanes along existing right-of-way, such as the Depot Avenue and Waldo Road rail-trail, or where on-street parking exists on Hawthorne Road.

Transit stations for the BRT service would occur in two forms: 1) stations that facilitate pedestrian accessibility because of their proximity and integration with transit-oriented development so that with quick boarding and alighting can occur, and 2) park-and-ride stations. Both would provide intermodal connections with other modes, such as local bus routes, bicycle facilities or automobile parking. The first type of transit station would include shelters, benches, information kiosks, newspaper racks and vending, supported by immediately adjacent commercial land uses. Located within mixed-use centers in a more urban development framework, transit patrons would generally walk or ride bicycles to the station. The park-and-ride BRT stations would have many of the same amenities as the first type, but because of their suburban location would have more land devoted to parking. Approximately 10-20 parking spaces should be reserved for transit patrons who would drive to the station. These locations must be a relatively short drive (five minutes or less) from residential areas to capture potential riders, such as people who live in the vicinity of Ironwood Golf Course and Eastside High School. With no charge for parking, the lots may also attract people who are commuting to downtown or the University from outlying areas.

Regular fixed-route bus service, operated by the Regional Transit System, may need to be modified or restructured to feed and otherwise support the BRT service outlined in this plan. However, these operational details of BRT are premature at this time. The main concept that should be considered is that BRT stations, particularly at Five Points and the Fairgrounds Employment Center, serve as intermodal transfer centers, where multiple bus routes can converge to minimize the time spent waiting to transfer between routes.

The plan supports the MTPO's vision of a high level of premium transit service within a linear Archer Road corridor through a series of transit preferential treatments known collectively as Bus Rapid Transit. This plan extends that service from the Shands Hospital area through the southern part of downtown Gainesville along Depot Avenue and into East Gainesville at Five Points. This investment would make the Archer Road premium transit service truly a regional type of service that connects workers and employment centers in East Gainesville with major civic, employment and commercial destinations elsewhere in the urbanized area. This project unifies east and west parts of the community, enhancing the transit level of service for a traditionally underserved segment of the population.

Figure L
PLAN EAST GAINESVILLE
Recommended Transportation Plan



Urban Village – Action Plan

- There are elements of a multi-modal framework already in place, and current transit ridership is high, but multi-modal facilities and services would likely need to be expanded in order to satisfy the requirements of an MMTD.

- A key finding in the transportation analysis is that the percentage of automobile trips (as a percentage of total trips of all travel modes) on the roadway network decreases while the percentage of transit and bicycle/pedestrian trips increases, when residential density and land use diversity are increased. This "mode share" for transit and bicycle/pedestrian modes increases in a higher density mixed use environment. The mode share percentages, however, remain constant when residential density reaches an average of 60 units per acre. Despite the increase in transit and bicycle/pedestrian mode share that result from higher density and land use diversity, the total number of automobile trips on the roadway network still increases as the population and density of the scenarios increase.

- The SW 20th Avenue community charrette established the future transportation vision for this area. Included in this transportation vision are the following elements:
    - The need to construct SW 20th Avenue with the following elements included in the design: bus bays, raised medians, roundabouts, sidewalks, transit super stops, and turn lanes.

- The *Urban Village: Southwest 20th Avenue Transportation Design Proposal* recommends the reconstruction of SW 20th Avenue as a roadway with special features that allow cars and buses to operate more efficiently within this two-lane corridor. These recommendations include a unique roadway cross-section called Auto-Merge. Within this design, buses are given the priority to pull forward out of the bus bay, while cars (who are passing on the left side) are required to yield to the bus. The advantages of the Auto-Merge cross-section are as follows.
    - Gives the priority to the bus lane- autos must merge back into the travel lane behind the bus; and
    - Automobile traffic flow is maintained while buses load and unload passengers.

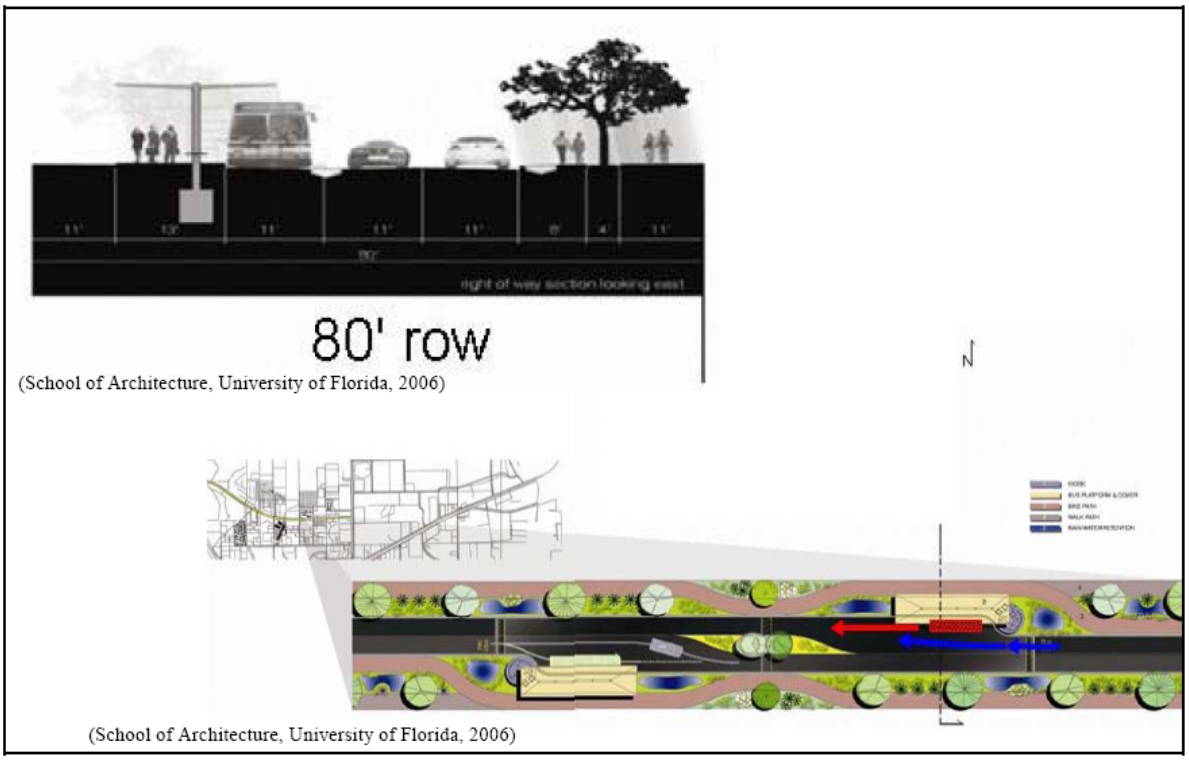
- The *Multimodal Handbook* contains performance measures that are designed to accomplish specific multimodal objectives. These measures include the following:
    - 80 percent of all facilities contained in bicycle and pedestrian networks function at level of service C or better;
    - All parcels within one-fourth (1/4) mile of a transit stop should be served by pedestrian facilities operating at level of service C or better; and
    - 80 percent of employees and dwelling units in a multimodal district must be located within one-half (½) mile of a transit stop.

SW 20TH AVENUE/HULL ROAD AREA-IMPLEMENTATION PLAN

[As adopted by the MTPO and included in the Long Range Transportation Plan on July 22, 1998]
[As revised by the MTPO on December 10, 1998]
[As revised by the MTPO on February 20, 2003]

PHASE	DESCRIPTION
Phase 1	annual enhanced transit funding preliminary engineering studies to identify the right-of-way that should be preserved for the bicycle/pedestrian trail and Hull Road extension
Phase 1A	bicycle/pedestrian trail bicycle/pedestrian grade separation at SW 34th Street
Phase 1B	SW 34th Street right-turnlane at SW 20th Avenue SW 20th Avenue- construct, missing sidewalk construct roundabouts construct turnlanes construct raised medians construct bus bays construct transit "super stops"
Phase 2	SW 62nd Boulevard constructed to SW 43rd Street SW 62nd Boulevard/SW 43rd Street roundabout SW 24th Avenue constructed east to SW 38th Terrace (4-lanes) SW 24th Avenue/SW 38th Terrace roundabout SW 24th Avenue constructed east to SW 34th Street (4-lanes) SW 24th Avenue constructed east to Archer Road (4-lanes) SW 40th Terrace constructed SW 38th Terrace constructed
Phase 3	IF NEEDED, two-lane Hull Road constructed on Alternative 2-A alignment with street amenities, including wide sidewalks, bikelanes and streetscaping.
Footnote 1	All roads constructed will be two-lane divided roads and will have sidewalks and bikelanes, except for SW 24th Avenue which will be four-lane divided.
Footnote 2	Funding for Hull Road four-lane right-of-way purchase on Alternative 2-A alignment in Phase I was reallocated to other projects on December 10, 1998.
Footnote 3	The MTPO amended the Long Range Transportation Plan, on February 20, 2003, to construct SW 24th Avenue from SW 43rd Street to Archer Road as a four-lane divided facility.

Image 4 - Auto-Merge (a)



Transportation Improvement Program

Produced by the Gainesville MTPO, the TIP prioritizes and programs funding for specific transportation projects to be implemented over a 5 year period. Projects are reflected for all modes of transportation: roadways, public transit, bicycle facilities, sidewalks, etc. The TIP is a "financially constrained" plan, which means that projects listed in the plan must have a source of funding. In May 2008, the MTPO adopted the TIP for fiscal yeas 2008 / 2009 through 2012 / 13. The purpose of the TIP is to identify all transportation improvements, or projects, included in the 5-year work program for the Gainesville Urbanized Area.

Transit Development Plan, Major Update 2007-2011

The Regional Transit System or RTS, provides fixed-route transit service to the Gainesville metropolitan area. As part of the system's transit planning process, RTS is required to complete a major update to its TDP every five years, with minor updates during the interim years. The most recent major update was completed in 2006, providing a plan for public transportation in Gainesville and parts of Alachua County for the five-year period, from FY 2007 through FY 2011. The existing TDP assesses the performance of existing services, reviews demographic and travel behavior characteristics within the service area, summarizes local transit policies, develops proposed transit enhancements, and prepares a five-year implementation plan. The TDP concludes with a five-year financial plan to implement the proposed for capital and operating improvements.

The previously adopted TDP is divided into five functional chapters:

Chapter One is a compilation of base data, including demographics, employment characteristics and travel patterns of service area residents.

Chapter Two provides a summary of the goals and initiatives from the 2007 TDP. These goals and initiatives were intended to guide RTS during and beyond the five-year plan horizon.

Chapter Three presents a performance evaluation of RTS using the National Transit
Database, an annual report required by the Federal Transit Administration. The evaluation measures used in this performance review are both operational and financial. Operational measures include vehicle, employee, service, general financial, and efficiency measures.

Financial measures convey the overall costs and revenues associated with RTS' operations. The purpose of the performance evaluation is to measure the productivity and effectiveness of transit operations, as well as the cost efficiency of the system, with the goal of providing more efficient and effective transit service in Alachua County.

Chapter Four provides an estimation of the ridership demand for RTS' services over the five-year planning horizon of the TDP, as well as an assessment of mobility needs in the Gainesville metropolitan area and a brief evaluation of the alternate methods for increasing mobility to meet the determined needs. This estimation is necessary in order to plan for the future transit needs of Alachua County, as well as the development of potential transit alternatives. Using the methodology outlined in the TDP, it was estimated that RTS' ridership would increase from 8.1 million riders in 2005 to 11.8 million riders by 2011.

Chapter Five is an assimilation of the data and information contained in the first four chapters and consists of two major elements: (1) a Ten-Year Transportation Services Plan, and (2) a capital and operation plan. The Five-Year Transportation Service Plan outlined the recommended projects and policies over the next five years and focused on the development of new fixed route services designed to meet the needs of the community. In order to ensure that the services and improvements identified in the Transportation Services Plan were adequately funded, the annual capital and operating costs and revenues necessary to achieve the planned services and improvements for the five-year period are identified.

Infrastructure

- Expand RTS facilities including the maintenance building and the administration/operations building
- Improve passenger amenities to make transit more convenient and comfortable

Technology

- Improve reliability of service through implementation of on-board technologies
    - Automatic Passenger Counters

- CAD/AVL equipment
- Farebox upgrades
- Video cameras
- Transit signal priority

- Implement technologies that improve the information available to existing and potential transit customers to assist in making informed travel decisions
  - Implement Google Transit Trip Planner

Expand Awareness of Alternatives to Bus (ADA and commuter assistance)

Complementary paratransit service or ADA
Vanpool

Service expansion

Implement new local bus routes
Study feasibility of a bus rapid transit service

Infrastructure

- Remodel and expand the RTS Training Room
  - Remove storage
  - Design to hold trainings and public meetings

Modernize existing operations facility

Transit Development Plan, 2008 Annual Progress Report

As previously mentioned, RTS is required to submit an annual minor update of the TDP in the years between the major updates. Minor updates of the TDP were completed in both 2007 and 2008, following the completion of the major update in 2006. Similar to the major update, the goal of the minor updates is to provide a strategic guide for public transportation in the Gainesville metropolitan area; the 2007 minor update for the four-year planning period of FY 2008 through FY 2011 and the 2008 minor update for FY 2009 through 2011. Each minor update included updates to the capital and operating financial plan, and performance measures. Any changes resulting from the minor updates to the 2006 TDP will be reviewed and incorporated into the 2009 TDP major update.

STATE

Florida TDP Requirements (finalized December 20, 2007)

The State of Florida Public Transit Block Grant Program was enacted by the Florida Legislature to provide a stable source of State funding for public transportation. The Block Grant Program requires public transit service providers to develop and adopt a TDP. The TDP is the source for determining the types of projects and their priority in the

public transportation component of a community's TIP. The plan must be consistent with the approved local government comprehensive plans and LRTPs.

Finalized on December 20, 2007, the intent of the new TDP requirements is "to provide better planned and, thus, improved public transit services, and to provide the State with improved estimates of transit needs over a longer period of time." The following identified changes were made to the TDP requirements:

- Extends the planning horizon from 5 years to10 years
- Requires major updates every 5 years rather than every 3 years
- Requires a public involvement plan to be developed and approved by FDOT or to be consistent with the jurisdiction's approved public involvement plan
- Requires that FDOT, the Regional Workforce Board, and the local MPO be advised of all public meetings where the TDP is presented and discussed, and that these entities be given the opportunity to review and comment on the TDP during the development of the mission, goals, objectives, alternatives, and 10-year implementation program
- Requires the estimation of the community's demand for transit service (10-year annual projections) using the planning tools provided by FDOT or a demand estimation technique approved by FDOT
- Requires that annual updates be in the form of a progress report on the 10-year implementation program and include:
    - Past year's accomplishments compared to the original implementation program
    - Analysis of discrepancies between the plan and its implementation for the past year
    - Any revisions to the implementation program for the coming year
    - Revised implementation program for the 10th year
    - Added recommendations for the new 10th year of the updated plan
    - Revised financial plan
    - Revised list of projects or services needed to meet the goals and objectives, including projects for which funding has not been identified
- Allows for TDPs to be submitted to FDOT at any time but requires that they be submitted by September 1st, including annual progress reports

In addition to the State mandate, the TDP can also assist in meeting several objectives, as indicated in the Manual for the Preparation of Transit Development Plans prepared by the USF Center for Urban Transportation Research (CUTR) in October 1993. FDOT is currently working on an update to this manual to document and support the new TDP requirements. Other objectives of a TDP include the following:

- Assess the need for transit services
- Determine appropriate type and level of transit services
- Identify current and planned local transit resources
- Evaluate existing services
- Outline capital and operating expenses for proposed service development
- Identify potential and expected funding sources
- Identify a staged implementation plan supporting the cost affordable TIP

Chapter 427, FS, and Rule 41-2, FAC

Please refer to the summary of this statute included earlier in this section under the discussion of the Transportation Disadvantaged Service Plan.

Chapter 341, FS

Chapter 341 creates Public Transit Block Grants (PTBG) that shall be administered by FDOT. Block grant funds shall only be provided to urban and rural providers designated by the United States Department of Transportation and Community Transportation Coordinators, as defined in Chapter 427, FS. Eligible providers must establish public transportation development plans consistent, to the maximum extent feasible, with approved local government comprehensive plans of the units of local government in which the provider is located. In developing public transportation development plans, eligible providers must solicit comments from regional workforce boards established under Chapter 445. The development plans must address how the public transit provider will work with the appropriate regional workforce board to provide services to participants in the welfare transition program. Eligible providers must provide information to the regional workforce board serving the county in which the provider is located regarding the availability of transportation services to assist program participants. Costs for which PTBG program funds may be expended include:

- Costs of public bus transit and local public fixed guideway capital projects
- Costs of public bus transit service development and transit corridor projects
- Costs of public bus transit operations

All projects must be consistent, to the maximum extent feasible, with the approved local government comprehensive plans of the units of local government in which the project is located.

Chapter 341 also requires each public transit provider to establish public transportation development plans consistent with approved local government comprehensive plans where there is an approved local government comprehensive plan in the political subdivision or political subdivisions in which the public transportation system is located. In particular, each public transit provider shall establish productivity and performance measures, which must be approved by FDOT and which must be selected from measures developed pursuant to §341.041(3). Each provider shall report annually to FDOT relative to these measures. In approving these measures, FDOT shall give consideration to the goals and objectives of each system, the needs of the local area, and the role for public transit in the local area. In addition, each public transit provider shall publish the productivity and performance measures established for the year in the local newspaper of its area and a report that provides quantitative data relative to the attainment of established productivity and performance measures.

FEDERAL

The following provides summaries of federal legislation affecting transit.

SAFETEA-LU and Surface Transportation Reauthorization

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) continues and / or establishes numerous funding programs for transit. The following relevant programs are from *FDOT's Resource Guide for Transit and Transit-Related Programs* (November 2005):

- Urbanized Area Formula Program
- Growing States and High Density States Program
- Bus and Bus Related Facilities Program
- Major Capital Investment Grants of $75 Million or More
- Major Capital Investment Grants of Under $75 Million
- New Freedom Program
- Job Access and Reverse Commute Program (JARC)
- Flexible Funding Programs
- FHWA Discretionary Programs

SAFETEA-LU includes several different funding programs, many of which could be accessed with innovative approaches and project ideas. It should be noted that any funds that are awarded by FTA, regardless of the initial source of the funding, must be properly identified in the STIP prior to the award being approved. With annual appropriations and allocations occurring each year, appropriate adjustments to the FDOT Work Program are required to ensure that projects are properly included in the STIP.

Federal support in public transportation continues to grow, and the number of funding programs that can be used to develop transit systems expands with each federal transportation reauthorization. To anticipate that federal support will be maintained is logical, and should a local area decide to move ahead with developing a high investment service such as bus rapid transit, federal support should be attainable.

SAFETEA-LU is set to expire on September 30, 2009, requiring Congress to decide on the future of this legislation; however, the current economic climate has required action from the federal government prior to the initial reauthorization timeframe. As part of the economic stimulus legislation, referred to as the American Recovery and Reinvestment Act of 2009, the federal government has dedicated financial resources towards the construction of transportation infrastructure in unprecedented levels. The Recovery Act includes an investment of $150 billion in new infrastructure, representing the largest increase in funding of our nation's roads, bridges, and mass transit systems since the creation of the national highway system in the 1950s.

The U.S. House transportation reauthorization bill, "The Surface Transportation Authorization Act of 2009", was released June 2009 as the blueprint for upcoming reauthorization of SAFETEA-LU and is the first look at what reauthorization may look like later this year. The blueprint emphasizes the growing consensus on the need for a major overhaul of the federal transportation program. The intent of the bill is to "transform Federal surface transportation from an amalgamation of prescriptive programs to a performance-based framework for intermodal transportation investment." Regardless of the form that reauthorization takes, it is clear that an even greater

emphasis will be placed on national objectives for improving safety, providing transportation choices, limiting adverse impacts on the environment, and promoting the public health and livability of our communities.

SUMMARY

This section summarizes the most important plans, studies, policies, and legislative requirements that are relevant to the major update of the TDP. Additional documents, which offer useful and important information, also are summarized in Appendix D of this plan. A general observation can be made that no apparent conflicts exist with regard to consistency with other plans.

Section 7: Situational Appraisal

The requirements for a major update of a TDP include the need for a situational appraisal of the environment in which the transit agency operates. The purpose of this appraisal is to help develop an understanding of RTS' transit operating environment in the context of the following elements:

- Regional issues
- Socioeconomics
- Travel behavior
- Existing and future land use
- Policy issues
- Organizational issues
- Technical issues
- Environmental issues

The assessment of these elements resulted in the identification of possible implications for RTS' transit program. The assessment and resulting implications are drawn from the following sources:

- Review of relevant plans, studies, and programs prepared at all levels of government (see Section 6).
- Results of technical evaluation performed as part of the TDP planning process (throughout the TDP)
- Outcomes of discussions with RTS staff and the Review Committee.
- Comments and guidance from the City Commission and MTPO Board.

Issues, trends, and implications are summarized for each of the major elements in the remainder of this section.

REGIONAL TRANSIT ISSUES

Regional transit issues are of critical importance to the future of public transit in Alachua County and are highlighted below.

Regional Transit Planning and Implementation

RTS provides service to the City of Gainesville and adjacent areas of Alachua County. RTS is a division of the City of Gainesville's Public Works Department. Throughout the TDP public involvement efforts, discussions took place regarding the mission of RTS and the implications of RTS becoming a Regional Transit Authority. Representatives from outlying municipalities participated in discussion group meetings and expressed interest in RTS providing public transit service to their areas.

- *Implications* – Since RTS is a department of the City of Gainesville Public Works Department, the decision to provide regional transit service will need to be made by the City Commission. RTS staff will continue to facilitate discussions with outlying municipalities and adjacent counties. RTS will review other viable alternatives for commuters including commuter services and park-and-ride lots.

Commuting to and from Jobs in Alachua & Bradford Counties

Based on the analysis of the 2006 Census LEHD data provided in Section 2, a percentage of Alachua County residents and workers commute to and from neighboring communities. FloridaWorks GREENRIDE is a regional free web-based carpooling program for Alachua and Bradford counties. The FloridaWorks GREENRIDE website matches potential carpoolers based on similar schedules and destinations.

- *Implications* - In an effort to promote commuting alternatives to the single-occupant vehicle, RTS is implementing a commuter services program to promote transportation demand management (TDM) strategies. RTS will coordinate its commuter services program with FloridaWorks GREENRIDE to complement the existing carpooling program for Alachua County.

SOCIOECONOMICS

Population and Employment Growth

From 2000 to 2009, the population of the City of Gainesville increased by 21 percent. However, the rate of growth has been slower in recent years. According to the MTPO's 2035 LRTP (currently being developed), population is projected to increase from 115,731 in 2009 to 130,623 in 2035, an annualized increase of .5 percent. Likewise, employment is projected to increase from 92,735 in 2009 to 118,796 in 2035, an annualized increase of approximately 1 percent. Based on the City's low rate of population and employment growth, RTS will have a minimal demand for increased transportation services within the City Limits.

RTS' service area encompasses areas outside of the City of Gainesville; therefore, Alachua County's population and employment growth was also reviewed. From 2000 to 2009, the population of Alachua County increased by nearly 12.5 percent. Like the City of Gainesville, Alachua County's rate of growth has also been slower in recent years. According to the MTPO's 2035 LRTP, population is projected to increase from 245,187 in 2009 to 312,093 in 2035, an annualized increase of approximately 1 percent. Likewise, employment is projected to increase from 135,922 in 2009 to 181,289 in 2035, an annualized increase of approximately 1 percent. With an annualized population and employment growth increase of approximately 1 percent, the County may experience little demand for future transit service and infrastructure.

- *Implications* – Alachua County's gradual population and employment growth rates may inhibit the expansion of transit services throughout the entire County. The County and City will need to review transportation solutions for areas with non-transit supportive densities.

Demographic and Current Transit Market

Transit markets can be organized into three major categories: traditional markets, discretionary markets, and regional markets. The *traditional market* includes individuals who have no or limited transportation alternatives and rely on public transit for essential recreational trips. This market includes the elderly, youth, disabled, low-income, and no / limited vehicle populations. The *discretionary market* refers to individuals who have a choice of transportation alternatives and may choose transit if the service is able to be competitive with the automobile in terms of travel time, convenience, or other reasons. The *regional market* refers to the demand for commuter travel to other counties in the region. Based on the RTS on-board survey results, the typical RTS rider is from the discretionary market.

- *Implications* – Existing conditions and the quality / level of transit service near the UF campus have targeted the discretionary market. RTS has successfully maintained a reasonable level of service on the UF routes through the RTS and UF agreement. RTS may have an opportunity to target more traditional riders through increased level of service and transit investment on the City routes. The challenge for RTS will be responding to the regional transit market as it develops over time.

Persons with Disabilities

RTS' ADA trips have increased from 32,527 in 2003 to 38,314 in FY 2008, an increase of approximately 18 percent. It is anticipated that the demand for ADA trips will continue to grow over time.

- *Implications* – RTS must continue to provide door-to-door, ADA paratransit service that complements fixed-route bus service and provide this service to individuals who are unable to access the RTS fixed-route system due to a disability. RTS should consider implementing programs and services that increase the likelihood and ability of persons with disabilities to use the less costly fixed-route bus service. Examples of these programs and services include travel training, more and better sidewalk connections, low-floor buses, and service / infrastructure improvements placed in areas that will serve the ADA population.

TRAVEL BEHAVIOR

Growth Areas and Travel Demand

Development and travel patterns are continuing to expand the urban area, with higher residential and employment growth to the west and south of the City of Gainesville. Outlying municipalities have also expressed interest in RTS providing transit service to their communities.

- *Implication* – As growth continues to occur in suburban and outlying areas of Alachua County, it will become increasingly important to consider innovative public transit options, such as feeder and flex-route service, park-and-ride lots, carpools, and vanpools.

Roadway Congestion

While congestion is not a significant problem in Alachua County today, it may become increasingly prevalent as DRIs are planned and approved west of the City of Gainesville. Alachua County has prepared a Long Term Concurrency Management System to address roadways that are either currently over capacity or will be over capacity in the near future. The concurrency management system combines a multimodal transportation system with mixed-use land use policies that over time would allow for reduced dependence on single occupant automobile use and increased mode share for transit, bicycling and walking.

Alachua County's Mobility Plan promotes an alternative concurrency management system that enables development to satisfy its transportation concurrency obligation through the payment of a multimodal transportation fee. The Mobility Plan includes plans for future express transit and rapid transit as well as bicycle and pedestrian connectivity.

Alachua County has required that the developments of Newberry Village and Santa Fe Village provide contributions towards public transportation. Newberry Village DRI will construct dedicated transit lanes along Fort Clarke Boulevard in coordination with the County's plans for future BRT service. For other outlying areas of the County, population and employment rates are projected to increase at gradual annualized growth rates.

- *Implication* – The City of Gainesville and Alachua County will need to work collaboratively to develop and implement transportation services to new development through the utilization of multimodal transportation fees. In addition, the City and County will need to work together to develop a master plan that encompasses the results of the current BRT Feasibility Study and the proposed express and rapid transit corridors included in the County's Mobility Plan.

LAND USE

Existing and Future Land Use

Alachua County's existing and future land use plans generally do not reflect development patterns, densities, and intensities that are supportive of transit, with the exception of the City of Gainesville and the area immediately

surrounding the City, particularly to the west. The majority of land outside of the City of Gainesville has rural and conservation future land use designations. These development patterns reinforce the reality that the outlying municipalities may need to consider innovative public transit options, such as feeder and flex-route service, park-and-ride lots, carpools, and vanpools, rather than fixed-route bus service.

- *Implications* – RTS and Alachua County may consider working together to provide alternative public transit options that benefit commuters living in the outlying municipalities with non-transit supportive densities. Alachua County's Mobility Plan creates opportunities for Transit Oriented Development (TOD) within the County.

The City of Gainesville existing and future land use plans include the requirements for large parcels to contain a mix of land uses to facilitate a reduction in vehicle miles traveled and promote energy-efficient land uses. The City is also comprised of TCEA zones, which promote alternative modes of transit and urban infill.

- *Implications* – The City's existing and future land use plans reflect development patterns, densities, and intensities that are supportive of transit. The 2019 transit supportive densities within the City are currently served by RTS fixed-routes.

POLICY ISSUES

UF and RTS Agreement

In 1998, RTS entered into an agreement with UF that allows students to pre-pay for unlimited transportation service. UF either funds or partially funds many of the RTS fixed-routes. This agreement has created a quality level of service for students, faculty, and staff of the University. Santa Fe College attempted to implement a transportation fee similar to UF. The bill was approved by the House and Senate, but vetoed by the Governor.

Implications – The UF campus receives a higher quality level of service as a result of the students funding the system; however, this has created equity issues between the City and Campus routes. Based on the results of the TDP public involvement efforts, there is also some perceived inequity between UF and Santa Fe College students.

Transit Vehicles

RTS recently made the decision to apply for transit stimulus funding from the Americans Recovery and Reinvestment Act of 2009 (ARRA). RTS will use the funding to purchase new buses.

Implications – The ARRA funds will be used to replace some of the older buses used to operate fixed-route service.

Senate Bill 360

With the recent passing of the new Senate Bill 360 legislation, the entire City of Gainesville will likely qualify as a Dense Urban Land Area (DULA). The City is currently in the process of amending its comprehensive plan to include

an expansion of the existing TCEA zones and 3 new TCEA zones. In addition, the Future Land Use Element is being updated to specify the new TCEA zones and require that large developments address regional impacts. Updates are proposed to the Concurrency Management Element that will require large development to provide transit at 15 minute frequencies. The Mobility Element is being updated to include the implementation of BRT and express bus service. The TCEA zones allow the City to support and fund mobility and alternative modes of transportation. However, due to capacity issues future service expansion cannot occur prior to the construction or expansion of the existing RTS maintenance facility. The City has included funding for a new or expanded RTS maintenance facility in its proposed amendments to the Capital Improvements Element.

Implications – The proposed amendments to expand the existing TCEAs and create 3 new TCEA zones will assist RTS in collecting funding for future expansion and improvements, including a new or expanded maintenance facility.

Surface Transportation Reauthorization

The U.S. House transportation reauthorization bill, "The Surface Transportation Authorization Act of 2009," was released in June 2009 as the blueprint for the upcoming reauthorization of SAFETEA-LU and is the first look at what reauthorization may look like later this year. The blueprint emphasizes the growing consensus on the need for a major overhaul of the federal transportation program. The intent of the bill is to "transform federal surface transportation from an amalgamation of prescriptive programs to a performance-based framework for intermodal transportation investment." Regardless of the form that reauthorization takes, it is clear that an even greater emphasis will be placed on national objectives for improving safety, providing transportation choices, limiting adverse impacts on the environment, and promoting the public health and livability of our community.

- *Implications* – Many of the key themes in the reauthorization bill point to the importance of transit and its role in achieving the national objectives summarized above. RTS will need to be prepared to respond to reauthorization as it evolves later this year. In particular, the emphasis on transit, safety, and greenhouse gas reduction will likely necessitate increased considerations for transit in the MTPO LRTP and other planning initiatives.

ORGANIZATIONAL ISSUES

RTS operates as a City of Gainesville Public Works Department and is currently the only public transit provider in Alachua County. In 2001, an assessment of RTS' transit system was completed. The purpose of this assessment was to evaluate the effectiveness of current transit operations and identify opportunities for improvements through changes to its operations, marketing, and administration.

- *Implications* – The last Comprehensive Operational Analysis (COA) was developed nearly 9 years ago. Based on the discussion that occurred during the TDP public involvement efforts regarding RTS becoming a Regional Transit Authority, RTS may consider conducting another COA to assess the feasibility of becoming a Regional Transit Authority. This may enable the City to make a policy decision and proceed with a clear vision for the future of RTS. A COA will also identify productivity of existing routes and whether efficiencies can be gained in the current RTS service.

TECHNICAL ISSUES

Campus Routes

As a result of the agreement between UF and RTS, RTS has been able to implement advanced technologies on the UF campus routes. Currently, RTS utilizes a 20 percent bio-diesel fuel blend on 21 campus buses. RTS implemented the Gator Locator automatic vehicle locator (AVL) system, which provides real-time access to the campus fixed-route bus locations via the internet. RTS is in the process of implementing a Google™ Transit trip planner, which is trip planning software. As funds become available, RTS plans to convert the remaining buses to biodiesel fuel and install AVL on the remaining buses. In addition to the technologies previously mentioned, RTS currently utilizes talking bus software on all of its fixed-route buses.

- *Implications* – RTS City routes are operating at a lower level of service in comparison to the campus routes with regard to technology. When funding becomes available for City routes, RTS will have to prioritize the improvements needed to bring the City routes to the same level of service as the campus routes.

ENVIRONMENTAL ISSUES

Air Quality Non-Attainment

In 2008, the Federal government reduced the National Ambient Air Quality Standard (NAAQS) for ozone. In March 2009, Florida's governor submitted recommendations to the Environmental Protection Agency (EPA) on the areas to be designated as Florida's non-attainment areas.

- *Implications* – At the current time, the City of Gainesville is not included in the recommended areas designated as non-attainment. RTS should continue to implement service and technologies that positively impact air quality.

House Bill 697

Effective July 1, 2008, House Bill 697 amended Ch. 163, F.S., to establish new local planning requirements which incorporate strategies to reduce greenhouse gas emissions. The bill requires local governments to apply new requirements no later than the due date of the EAR-based amendments to reduce greenhouse gas emissions.

- *Implications* – RTS currently operates 21 buses using a 20 percent bio-diesel fuel blend. In addition, the City of Gainesville and Alachua County have proposed or adopted policies that promote alternative modes of transportation and require developments to contribute towards transit.

SUMMARY

The situational appraisal was performed to document the current operating environment and identify potential implications that should be considered by RTS in preparing a major update to the 10-Year TDP. The implications summarized in this section were used to support the transit demand estimation and mobility needs assessment, as well as the development and evaluation of transit alternatives presented later in this document.

Section 8: Transit Demand & Mobility Needs

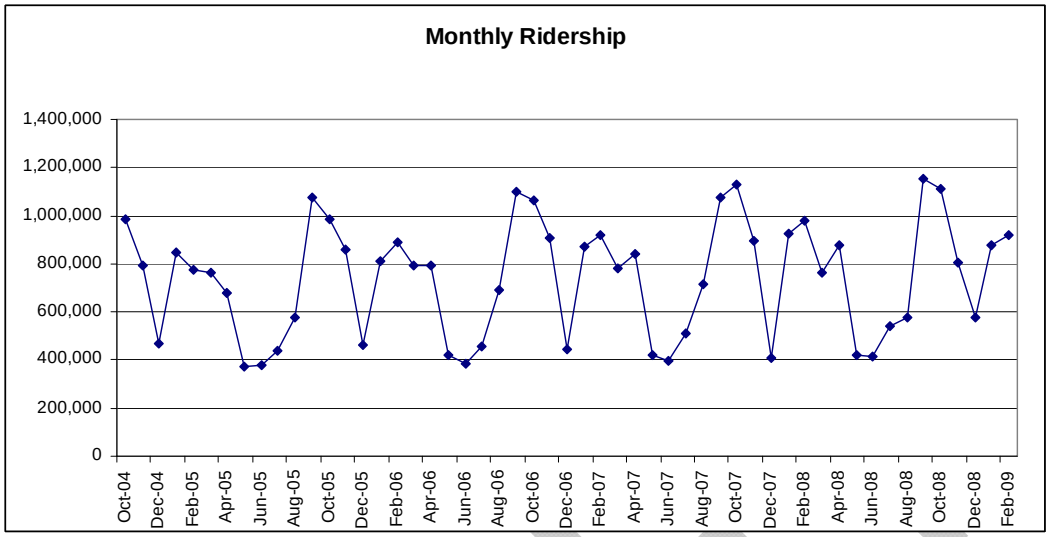
This section presents a review and evaluation of transit demand and mobility needs regarding transit services in the City of Gainesville / Alachua County. The evaluation was completed by reviewing three major components, including:

- Ridership trends
- TBEST ridership forecasting
- Transit market assessment

RIDERSHIP TRENDS

As shown in Figure 8-1, RTS has seen an increase in monthly ridership, from 987,928 monthly trips in October 2004 to 1,110,517 monthly trips in October 2008. Ridership has shown a steady upward trend, with seasonal fluctuations in December, May, June, July, and August when the UF students are on break and transit services are reduced. Compared to other RTS routes, Route 20 (Oaks Mall to McCarty Hall via SW 20th Avenue) has consecutively had the greatest number of passengers from FY 2005 to FY 2009 and accounts for nearly 10 percent of the total system-wide ridership.

Figure 9-1
Monthly Ridership for RTS (2005 to 2009)



TBEST RIDERSHIP FORECASTING

FDOT approved transit demand forecasting tool for TDPs, Transit Boarding Estimation and Simulation Tool (TBEST), which was used to forecast future ridership demand in the City of Gainesville / Alachua County. Designed to provide near and mid-term forecasts of transit ridership, TBEST is a comprehensive transit analysis and ridership-forecasting model that is capable of simulating travel demand at the individual stop-level. It also accounts for transit network connectivity, spatial and temporal accessibility, time-of-day variations, and route competition and complementarities.

Model Inputs and Assumptions

TBEST uses various demographic and transit network data as model inputs. These inputs and the assumptions made in modeling the City of Gainesville's transit service in TBEST are presented below. It should be noted, however, that the model is not interactive with the roadway network conditions. Therefore, ridership forecasts will not show direct sensitivity to changes in the roadway traffic conditions or speeds.

- Transit Network – The transit network for RTS coded in the base TBEST model were updated to reflect 2008 conditions, as 2008 was selected as the validation year for the model. The transit network in TBEST required various edits to reflect the 2008 route alignments and service characteristics in the City of Gainesville. Network edits included adding and editing routes, generating stops, editing service span, modifying headways and travel time, defining special generators, and other network considerations.

- Demographic Data – The demographics including population and employment used as the base input for the TBEST model are derived from the MTPO 2035 LRTP SE data. The model uses a TAZ-level personal geodatabase as the format for spatial distribution of population data.

- TBEST Model Limitations – According to Florida law, TBEST is the FDOT-approved model for transit ridership forecasting as part of TDPs in Florida. However, it is important to understand that TBEST is just one tool for evaluating improvements to existing and future transit services. Although TBEST provides ridership projections at the route and bus stop levels, its strength lies more in its ability to facilitate relative comparisons of ridership productivity for various transit network scenarios. As a result, the analyst should use caution and professional judgment when considering the absolute ridership projections resulting from the TBEST model. TBEST continues to be a work in progress and will become more and more useful as its limitations are addressed in future updates to the model.

Using these inputs, assumptions, and 2008 ridership data for RTS, the TBEST model was validated for 2008. Using the validation model as the base model and TDP alternatives and their corresponding implementation years, annual TBEST ridership forecasts for the 10-year TDP were developed and are presented in Section 11 of this report.

TRANSIT MARKET ASSESSMENT

Transit demand and mobility needs were assessed for RTS through a transit market assessment. The transit market assessment for the City of Gainesville and Alachua County includes an evaluation of markets from three major perspectives. These include:

- Traditional market – potential traditional transit users, including elderly, youth, and persons in households that are low-income and / or have no vehicles.

- Choice market – potential riders living in more densely-populated areas of the City and County and choosing to use transit as a commuting alternative.

- Regional market – potential riders wishing to access destinations throughout the Gainesville area by using a connected regional transit system.

The first two perspectives reflect market segments from demographic and density perspectives. The third perspective relates to market segments from a broader geographic perspective. By identifying these three market perspectives, analysis tools can be used to understand market segments and ultimately develop potential service improvement and policy strategies. It is important to note that the analysis tools can offer applications for more than one market perspective. The results of each market assessment are presented below.

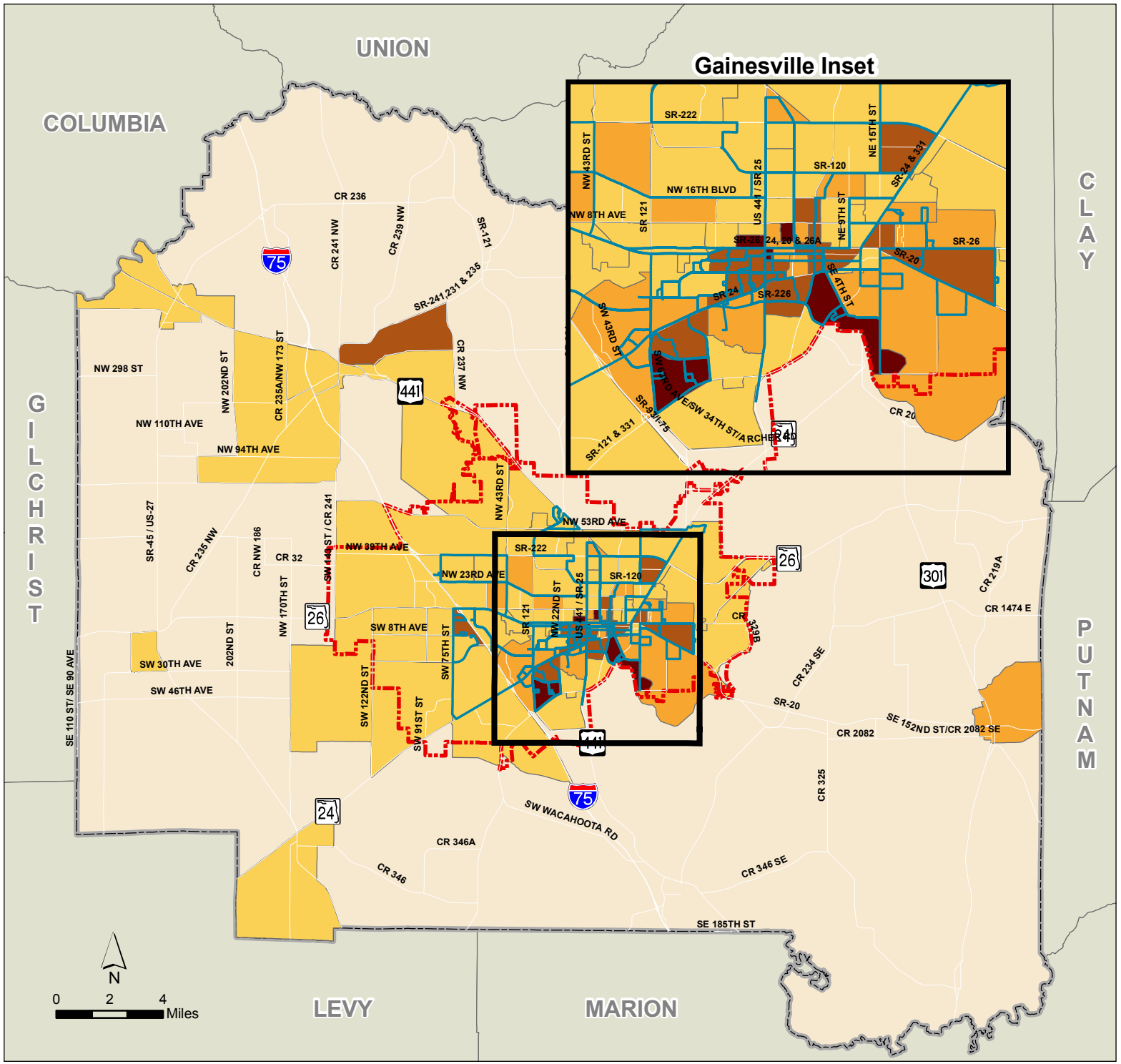
Traditional Market

As indicated previously, the traditional transit market refers to population segments that have historically had a higher propensity to use transit. Using 2000 Census data, a Transit Orientation Index (TOI) was developed for Alachua County. The TOI categorizes each block group in the County according to its relative ability to support transit based on the prevalence of specific demographic characteristics. The block groups are rated as "Very High", "High", "Medium", "Low", or "Very Low" in their respective levels of transit orientation. It should be noted that the block groups with very low population densities (less than 100 persons per square mile) were excluded from this analysis.

To create the TOI, data from the 2000 Census were compiled at the block group level. While it is recognized that the 2000 Census data are nearly 10 years old, this is the most recent data available at this geographic level for which to complete this analysis. For this analysis, 5 population and demographic characteristics were used to develop the TOI. Each characteristic is traditionally conducive to transit use. The 5 characteristics that were used to produce the index include the following:

- Population density (persons per square mile)
- Proportion of the population age 60 and over (elderly)
- Proportion of the population under age 16 (youths)
- Proportion of the population below the poverty level
- Proportion of households with no vehicle (0-vehicle households)

The 2000 TOI is illustrated in Map 8-1. The TOI analysis shows that, for the most part, block groups in Alachua County have Low or Very Low transit orientation. The City of Gainesville has several block groups with Medium, High, or Very High transit orientation and these areas are already currently being served by transit. The City of Alachua has a block group with a High transit orientation and the City of Hawthorne has a block group with a Medium transit orientation. These areas are not currently served by transit.



Source: Census 2000 & RTS

2010 RTS Transit Development Plan

Legend

- RTS Transit Routes
- MTPO Boundary

Transit Orientation

- Very High
- High
- Medium
- Low
- Very Low*

* Population Density is Less Than 100 Persons per Square Mile

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2000 Transit Orientation Index (TOI)

Choice Market

The choice market includes potential riders living in higher density areas of the City and choosing to use transit as a commuting alternative. As density increases, areas generally become more and more supportive of transit.

To illustrate this relationship, a Density Threshold Assessment (DTA) was conducted based on industry standard relationships between density and varying levels of transit investment.

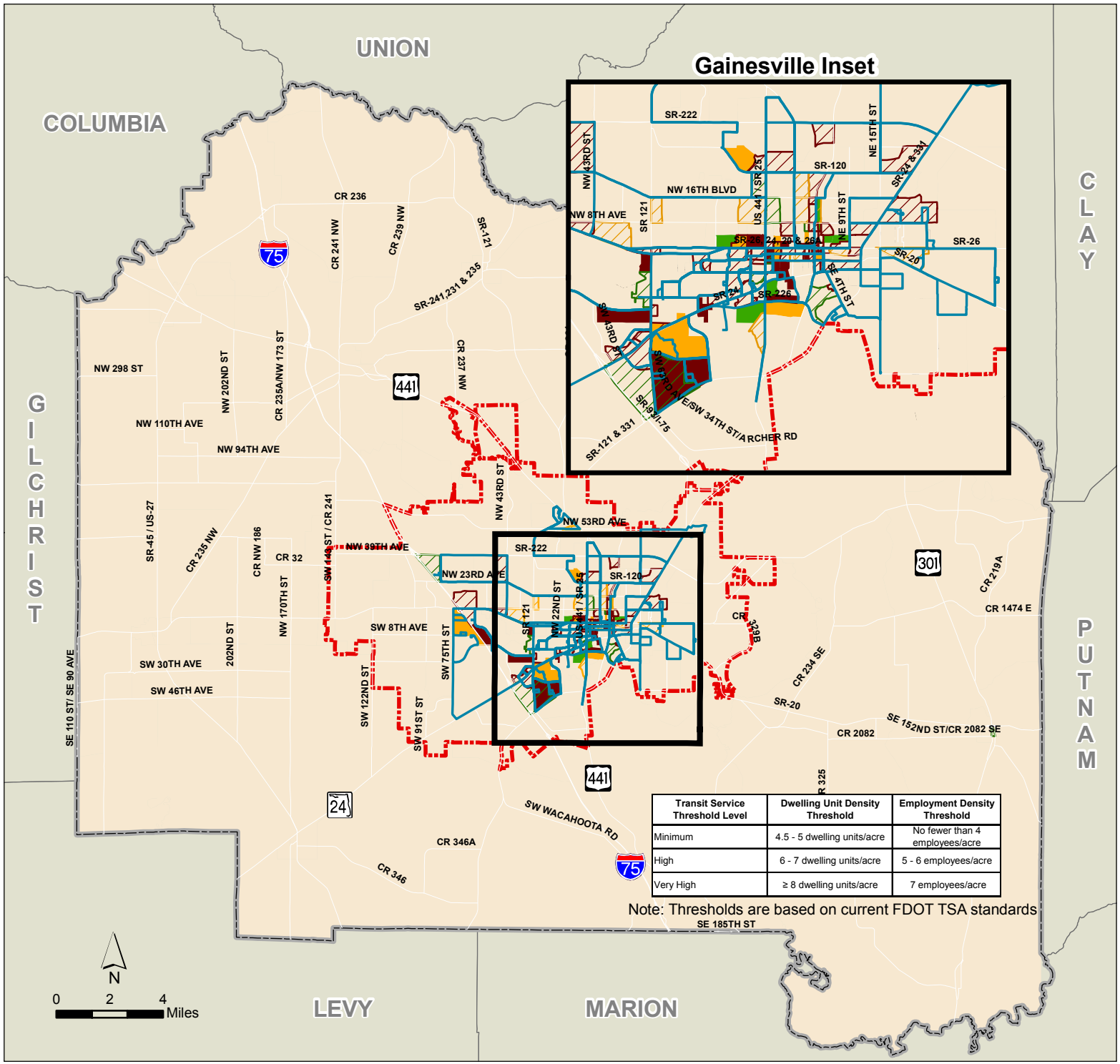
The DTA examines population and employment densities by Traffic Analysis Zone (TAZ) and categorizes TAZs with regard to their ability to support transit. The DTA categories relate to a specific TAZ's ability to support minimum, high, or very high levels of transit investment. It should be noted that dwelling units are used as a proxy for population in this analysis.

To support minimum transit investment, a TAZ must have either 4.5 to 5 dwelling units per acre, or no fewer than 4 employees per acre. To be considered supportive of high transit investment, a TAZ would need 6 to 7 dwelling units per acre, or 5 to 6 employees per acre. For a very high level of transit investment, the TAZ needs to have 8 or more dwelling units per acre, or 7 or more employees per acre.

Map 8-2 illustrates the current (2009) DTA; Map 8-3 illustrates the future (2019) DTA.

In 2009, the only areas that qualify as transit supportive are within the City of Gainesville. A couple TAZs in South Gainesville have high and very high dwelling unit density thresholds. Of the TAZs that are supportive of bus, all are currently being served by transit. In 2019, several TAZs within the City of Gainesville generally become more supportive of transit; however, these areas are also currently being served by transit.

Similar to the traditional market, the results of the choice market assessment are used in subsequent chapters to support the identification of transit needs, whether it be new routes or increased frequencies.



Transit Service Threshold Level	Dwelling Unit Density Threshold	Employment Density Threshold
Minimum	4.5 - 5 dwelling units/acre	No fewer than 4 employees/acre
High	6 - 7 dwelling units/acre	5 - 6 employees/acre
Very High	≥ 8 dwelling units/acre	7 employees/acre

Note: Thresholds are based on current FDOT TSA standards

Source: Gainesville Metropolitan Transportation Planning Organization 2007-2035 SE data forecast & RTS

2010 RTS
Transit Development Plan

Legend

RTS Transit Routes

Employment Density Threshold

- Minimum
- High
- Very High

Dwelling Unit Density Threshold

- Not Transit Supportive
- Minimum
- High
- Very High

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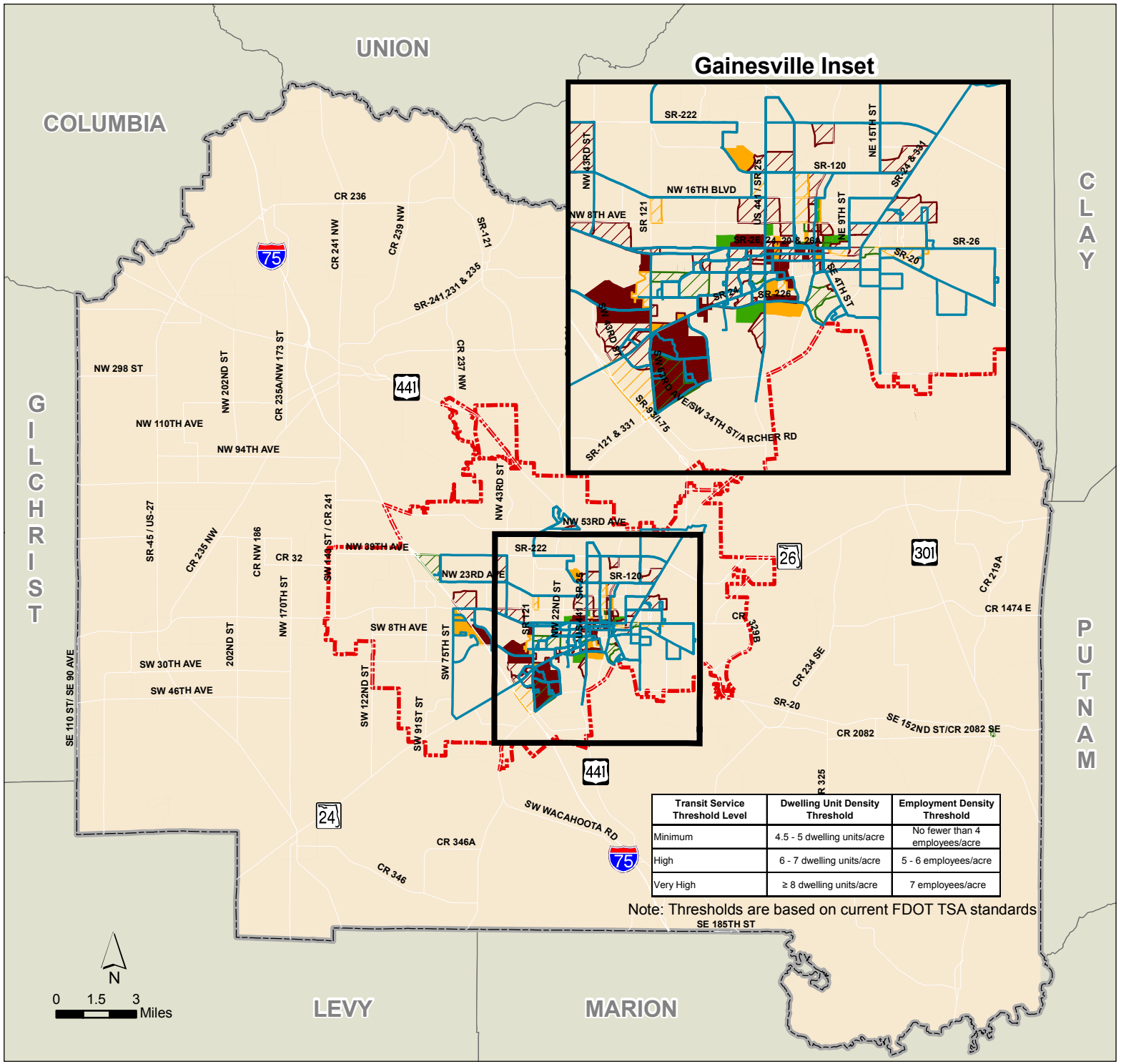
2009 Density Threshold Assessment



Transit Service Threshold Level	Dwelling Unit Density Threshold	Employment Density Threshold
Minimum	4.5 - 5 dwelling units/acre	No fewer than 4 employees/acre
High	6 - 7 dwelling units/acre	5 - 6 employees/acre
Very High	≥ 8 dwelling units/acre	7 employees/acre

Note: Thresholds are based on current FDOT TSA standards

Source: Gainesville Metropolitan Transportation Planning Organization 2007-2035 SE data forecast & RTS

2010 RTS
Transit Development Plan

Legend

- RTS Transit Routes

Employment Density Threshold

- Minimum
- High
- Very High

Dwelling Unit Density Threshold

- Not Transit Supportive
- Minimum
- High
- Very High

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2019 Density Threshold Assessment

Regional Market

As previously mentioned, the regional market refers to those riders who wish to access destinations throughout Alachua County by utilizing a connected regional transit system. As discussed in previous sections, RTS is in the process of developing a BRT Feasibility Study as well as implementing a commuter assistance program. Alachua County's Mobility Plan has identified corridors for future express and rapid transit. These regional initiatives may provide additional services to those riders who wish to access destinations throughout Alachua County.

Section 9: Goals, Objectives, & Initiatives

This section provides the transit mission for the RTS TDP (2010-2019). The mission is followed by the goals, objectives, and initiatives designed to help accomplish the transit mission. The mission, goals, objectives, and initiatives were developed based on discussions with RTS staff, input through the public involvement process, Review Committee input, and the results of the TDP planning process. The RTS vision, mission, goals, objectives, and initiatives are presented in the remainder of this section.

RTS PUBLIC TRANSIT VISION

To be the transportation mode of choice for the Gainesville Metropolitan area

RTS PUBLIC TRANSIT MISSION

To enhance the quality of life in our community by providing safe, courteous, equitable, reliable, and energy-efficient transportation services

GOALS, OBJECTIVES, AND INITIATIVES

Goal 1: Provide equitable and balanced transportation choices that meet the needs of the populations within the Gainesville area.

Objective 1.1: Increase quality and level of transit services in East Gainesville.

Initiatives for Objective 1.1:

Initiative 1.1.1: Expand the frequency of service to 30 minutes or better on all existing East Gainesville routes by 2015 and future routes by 2019.

Initiative 1.1.2: Improve and maintain the transit infrastructure within East Gainesville.

Initiative 1.1.3: Update technologies on fixed-route buses serving East Gainesville by 2019.

Objective 1.2: Expand and maintain transportation infrastructure to enhance transportation choices and improve capacity for future transit expansions and improvements

Initiatives for Objective 1.2:

Initiative 1.2.1: Enhance bus stops according to the Bus Stop Improvement Plan by strategic placement of 10 landing pads per year and 5 shelters per year

Initiative 1.2.2: Encourage multimodal practices by considering bicycle and pedestrian needs when expanding the transit system

Initiative 1.2.3: Preserve the existing transit infrastructure throughout the RTS service area

Objective 1.3: Enhance transit services within the Gainesville area

Initiatives for Objective 1.3:

Initiative 1.3.1: Increase transit ridership by 2 percent each year

Initiative 1.3.2: Expand service hours by 4,000 hours each year

Initiative 1.3.3: Add 1 new route every other year

Initiative 1.3.4: Expand the frequency of service to 30 minutes or better on all existing routes by 2015 and future routes by 2019.

Initiative 1.3.5: Implement weekend service on all existing routes by 2019.

Initiative 1.3.6: Promote ridership to Arts & Entertainment destinations

Initiative 1.3.7: Plan Park-and-Ride services on the fringes of the City of Gainesville

Initiative 1.3.8: Implement BRT service within the Gainesville area and evaluate the feasibility of other premium transit services, such as streetcar

Initiative 1.3.9: Conduct environmental assessments along the preferred BRT corridors that are developed through the BRT Feasibility Study

Initiative 1.3.10: Coordinate with Alachua County and the MTPO to implement a comprehensive BRT system that includes the corridors indentified in Alachua County's Mobility Plan

Objective 1.4: Implement and expand Intelligent Transportation System (ITS) improvements

Initiatives for Objective 1.4:

Initiative 1.4.1: Implement a phased update of the fare collection system to improve revenue collection by purchasing 5 new fare boxes per year

Initiative 1.4.2: Maintain IT and security systems by installing web cams at the UF campus, Rosa Parks Downtown Station, and Operations and Maintenance facility

Initiative 1.4.3: Implement Fleet Net for dispatch, payroll, and timekeeping by September 2010

Initiative 1.4.4: Add Global Positioning System (GPS) units to all new buses

Initiative 1.4.5: Implement Google Transit by September 2010

Initiative 1.4.6: Expand the Gator Locator system to include City routes by 2015

Initiative 1.4.7: Install Automatic Passenger Counter (APC) on 1 bus per year

Initiative 1.4.8: Install Talking Bus announcements on all new buses

Initiative 1.4.9: Develop ITS Strategic Plan

Initiative 1.4.10: Develop evaluation criteria for potential and proposed ITS projects

Objective 1.5: Enhance RTS facilities to meet existing and future transit demands

Initiatives for Objective 1.5:

Initiative 1.5.1: Continue efforts to identify funding sources to enhance the RTS maintenance and operations facilities in order to increase the capacity needed for future service expansions

Initiative 1.5.2: Continue efforts to acquire land for future expansion needs either by expanding the current facility or relocating the facility to another location to increase capacity

Initiative 1.5.3: Continue to maintain all RTS facilities (Administration, Operations, Maintenance, and Rosa Parks Downtown Station)

Initiative 1.5.4: Move to the administrative modular building by October 2009

Objective 1.6: Enhance mobility for Americans with Disabilities Act (ADA) passengers

Initiatives for Objective 1.6:

Initiative 1.6.1: Increase ADA accessibility by adding 10 new curb ramps per year

Initiative 1.6.2: Provide access to RTS schedules for the visually impaired

Initiative 1.6.3: Update the ADA paratransit guide annually

Initiative 1.6.4: Install mobile data terminals (MDTs) on ADA paratransit vans by 2015

Initiative 1.6.5: Continue to contract with the Community Transportation Coordinator (CTC) for the provision of paratransit service under the ADA.

Initiative 1.6.6: Replace existing fixed-route vehicles with vehicles that meet ADA service requirements

Objective 1.7: Improve and maintain the RTS fleet

Initiatives for Objective 1.7:

Initiative 1.7.1: Operate a fleet of fixed-route vehicles with an average age of less than 6 years by 2019

Initiative 1.7.2: Purchase 5-10 new buses per year to improve fleet age

Initiative 1.7.3: Replace and maintain 1 ADA van per year

Initiative 1.7.4: Install tracking on support vehicles by 2015

Initiative 1.7.5: Install computers in supervisors' vehicles by 2015

Initiative 1.7.6: Purchase 1 new support vehicles

Initiative 1.7.7: Purchase 8 new buses with ARRA funds by FY 2011

Initiative 1.7.8: Perform scheduled maintenance activities for all transit vehicles

Objective 1.8: By 2019, identify and implement innovative approaches for commuter services in the Gainesville area, e.g., vanpools, Emergency Ride Home, etc.

Initiatives for Objective 1.8:

Initiative 1.8.1: Coordinate the RTS commuter assistance program with the FloridaWorks GREENRIDE web-based carpooling system and FDOT.

Goal 2: Protect and sustain the natural environment and address future energy needs and reduce energy demand

Objective 2.1: Reduce energy demand at facilities

Initiatives for Objective 2.1:

Initiative 2.1.1: Increase recycling efforts throughout RTS

Initiative 2.1.2: Turn off lights and computers when not in use

Objective 2.2: Reduce fuel consumption in RTS vehicles

Initiatives for Objective 2.2:

Initiative 2.2.1: Increase efficiency by purchasing new buses

Initiative 2.2.2: Transition the RTS City route buses to a bio-diesel fuel blend by 2019

Initiative 2.2.3: Explore alternative energy sources

Initiative 2.2.4: When acquiring new buses for service expansions, consider the purchase of smaller vehicles to match the capacity requirements of the new service.

Initiative 2.2.5: When acquiring new buses for replacement or service expansion, consider alternative fuels prior to the purchase of any new buses.

Objective 2.3: Reduce Gainesville residents' total vehicle miles traveled

Initiatives for Objective 2.3:

Initiative 2.3.1: Increase transit's share of the total trips travelled in the Gainesville metro area

Goal 3: Improve the quality of life in our neighborhoods for the benefit of all residents and enhance the community appearance

Objective 3.1: Enhance RTS amenities

Initiatives for Objective 3.1:

Initiative 3.1.1: Increase bike racks at bus stops by 5 bike racks per year

Initiative 3.1.2: Continue to update all bus stops with the new RTS bus stop signage

Initiative 3.1.3: Construct 5 bus stop shelters per year

Initiative 3.1.4: Pursue funding for improvements of new and existing bus stops

Initiative 3.1.5: Develop an amenities inventory within a geographic information system

Objective 3.2: Coordinate route planning with comprehensive plan use and density allocations so that development and redevelopment along transit routes can increase the accessibility of goods, services, and jobs from residents' homes.

Goal 4: Increase the visibility of RTS services through marketing, education, improvement of existing services, and the development of new services

Objective 4.1: Increase marketing and public outreach efforts to educate citizens and visitors about the benefits, availability, and characteristics of existing and planned transit services.

Initiatives for Objective 4.1:

Initiative 4.1.1: Distribute bus schedules and system information in public places throughout the County for residents and visitors

Initiative 4.1.2: Maintain and regularly update the RTS website with current service and schedule information

Initiative 4.1.3: Increase RTS branding on buses, bus stops, uniforms, and shelters

Objective 4.2: Develop an ongoing public involvement process to solicit citizen feedback through surveys, discussion groups, interviews, and public workshops

Initiatives for Objective 4.2:

Initiative 4.2.1: Maintain an ongoing public involvement process through surveys, discussion groups, interviews, public workshops, and participation in public events.

Initiative 4.2.2: Conduct an on-board survey at least every 5 years as part of major TDP updates to monitor changes in user demographics, travel behavior characteristics, and user satisfaction.

Objective 4.3: Pursue marketing opportunities through community organizations

Initiatives for Objective 4.3:

Initiative 4.3.1: Develop materials that integrate the opinion and transit needs of community business leaders

Initiative 4.3.2: Attend one community organization meeting each year to educate the public about the RTS existing and planned transit system

Initiative 4.3.3: Distribute transit service information and user-friendly brochures to at least 25 percent of businesses within ¼-mile of existing transit routes by 2013.

Objective 4.4: Coordinate BRT implementation with RTS marketing efforts to create a highly visible, easily recognized, premium RTS brand

Initiatives for Objective 4.4:

Initiative 4.4.1: Use buses with a modern appearance on BRT routes

Initiative 4.4.2: Provide attractive, welcoming, easily identifiable stations along BRT routes

Initiative 4.4.3: Consider unique naming or branding of BRT routes to distinguish BRT as a premium RTS service

Goal 5: Monitor service quality and maintain minimum standards

Objective 5.1: Develop a performance monitoring program that addresses performance standards for fixed-route, paratransit, and commuter transit service.

Initiatives for Objective 5.1:

Initiative 5.1.1: Meet the fixed-route and paratransit performance measures established in the performance monitoring program

Initiative 5.1.2: Maintain an on-time performance of 92 percent

Initiative 5.1.3: Conduct a COA every 3-5 years for detailed information on services

Goal 6: Coordinate public transportation services with planning efforts

Objective 6.1: Enhance responsiveness and promote transit improvements by integrating into the development review process

Initiatives for Objective 6.1:

Initiative 6.1.1: Regularly attend development review meetings to express the importance of transportation and transit considerations

Initiative 6.1.2: Increase modal opportunities during development review

Initiative 6.1.3: Standardize a process for RTS to submit comments on proposed City of Gainesville land use actions

Objective 6.2: Support land use planning and regulations that encourage transit-supportive development.

Initiatives for Objective 6.2:

Initiative 6.2.1: Support land use regulations requiring development and redevelopment within activity centers and important transportation hubs to be in the form of Transit Oriented Developments

Initiative 6.2.2: Prioritize placement of premium transit routes, such as BRT or streetcar, along corridors and to activity centers which planning efforts have identified as appropriate for mixed-use development at sufficient densities to support transit.

Initiative 6.2.3: Support land use regulations that require design features which facilitate pedestrian mobility and transit ridership such as small street blocks, connectivity, placement of parking to the side or rear of buildings, and wide sidewalks.

Initiative 6.2.4: Support comprehensive pan future land use allocations that provide for mixed-use development and redevelopment or development and redevelopment at densities sufficient to support transit only in those areas which pedestrians can access from a corridor which RTS could serve with a premium transit service such as BRT or streetcar.

Initiative 6.2.5: Consider bus stop accessibility in the identification and prioritization of sidewalk and bicycle facility improvements.

Objective 6.3: Increase coordination with other planning agencies

Initiatives for Objective 6.3:

Initiative 6.3.1: Coordinate planning efforts with the City of Gainesville, Alachua County, adjacent cities, and the MTPO

Initiative 6.3.2: Coordinate planning efforts into the long-term planning efforts of the relevant local and state agencies, governments, and organizations

Initiative 6.3.3: Coordinate planning efforts with local human services agencies

Initiative 6.3.4: Coordinate new services with the City of Gainesville and Alachua County to meet the requirements for each TCEA zone

Initiative 6.3.5: Coordinate with the City of Gainesville, adjacent cities, and Alachua County to implement new services using mobility fees collected as part of the alternative concurrency management process

Initiative 6.3.6: Ensure consistency with Alachua County and the City of Gainesville plans

Goal 7: Maximize the use of all funding sources and services, public and private, to increase RTS revenue and meet the need for general public transit service

Objective 7.1: Expand existing revenue sources

Initiatives for Objective 7.1:

Initiative 7.1.1: Increase advertising revenue by 2 percent each year

Initiative 7.1.2: Increase revenue from other partnerships by 2 percent each year

Initiative 7.1.3: Coordinate with all public, quasi-public, and non-profit entities in order to maximize all potential funding opportunities for public transportation in the Gainesville area

Initiative 7.1.4: Educate the general public and local decision makers on the importance of public transportation and the need for local financial support

Initiative 7.1.5: Submit grant applications / requests for funding available through federal, state, and local sources

Initiative 7.1.6: Request financial support from the City of Gainesville, Alachua County, the MTPO, FDOT, and FTA on an annual basis

Goal 8: Improve and pursue partnerships and intergovernmental relationships

Objective 8.1: Improve and expand transit partnerships

Initiatives for Objective 8.1:

Initiative 8.1.1: Maintain focus on UF partnership

Initiative 8.1.2: Pursue and enhance additional public and private business partnerships

Initiative 8.1.3: Increase participation in the employee bus pass program by 2 percent each year

Initiative 8.1.4: Develop transit information packets for distribution by the Chamber of Commerce and / or the Visitor & Convention Bureau

Objective 8.2: Increase public outreach and accessibility of RTS services to the public

Initiatives for Objective 8.2:

Initiative 8.2.1: Increase networking by attending 2 Chamber of Commerce meetings per year

Initiative 8.2.2: Increase participation in public outreach events by attending 4 events per year

Initiative 8.2.3: Publish an RTS passenger newsletter 3 times per year

Initiative 8.2.4: Increase public outreach and accessibility of RTS services by conducting 5 public meetings per year

Initiative 8.2.5: Participate in the UF website podcast

Initiative 8.2.6: Upgrade the RTS website to include a trip planner and provide greater information to potential and existing customers

Initiative 8.2.7: Participate in local job fairs to increase knowledge about the transit system

Objective 8.3: Pursue coordination activities with regional entities and neighboring communities

Initiatives for Objective 8.3:

Initiative 8.3.1: Meet at least annually with staff from neighboring communities to identify innovative regional approaches to a coordinated transportation system

Initiative 8.3.2: Conduct a Comprehensive Operational Analysis to determine the feasibility of extending services and operating regionally

Goal 9: Increase transit ridership and improve cost efficiency

Objective 9.1: Increase the number of fixed-route passenger trips by 20 percent from FY 2010 to FY 2019.

Objective 9.2: Achieve and maintain an annual operating cost per one-way passenger trip to within the Consumer Price Index (CPI) or less

Initiatives for Objectives 9.2:

Initiative 9.2.1: Improve existing transit services and implement new transit services, consistent with the 10-year transit needs identified in the 2009 TDP (2010-2019).

Initiative 9.2.2: Increase passengers per hour each year

Initiative 9.2.3: Increase passengers per mile each year

Initiative 9.3.3: Develop a fare review and update schedule to ensure fares on both campus and City routes provide at least 25 percent of the total service cost without the need to implement dramatic fare increases.

Initiative 9.3.4: Expand more cost efficient fixed-route services, so that higher cost paratransit services can be restricted to the legal requirement of ¾ of a mile from a fixed-route

Goal 10: Improve and enhance customer satisfaction

Objective 10.1: Continue efforts to obtain customer feedback

Initiatives for Objective 10.1:

Initiative 10.1.1: Improve customer satisfaction by reducing the number of complaints by 4% each year

Initiative 10.1.2: Reduce service interruptions by 3% per year

Initiative 10.1.3: Increase customer service compliments by 1% per year

Initiative 10.1.4: Reduce customer service complaints on ADA trips

Initiative 10.1.5: Increase customer service compliments on ADA trips

Initiative 10.1.6: Review the feasibility of utilizing the weekday route numbers on the weekend routes to avoid customer confusion

Initiative 10.1.7: Conduct customer satisfaction surveys once a year

Initiative 10.1.8: Provide continuous accessible avenues for receiving client feedback, complaints, suggestions, and / or comments to improve service

Goal 11: Increase public safety and protect the safety of RTS riders

Objective 11.1: Reduce preventable accidents and service interruptions by 3 percent each year

Initiatives for Objective 11.1:

Initiative 11.1.1: Expand operator safety training program

Initiative 11.1.2: Establish a dedicated driving range

Initiative 11.1.3: Review and improve potential safety locations identified in the RTS Operator Survey conducted March 2009

Initiative 11.1.4: Maintain National Incident Management System (NIMS) compliance

Initiative 11.1.5: Increase Later Gator ridership to decrease drunk driving

Initiative 11.1.6: Increase Gator Aider ridership to decrease drunk driving and stadium traffic

Initiative 11.1.7: Continue to monitor operations, maintenance requirements, management, and oversight for compliance with local, state, and federal guidelines

Initiative 11.1.8: Develop a process for operators to communicate potential vehicle maintenance problems that feed into an ongoing preventative maintenance program and address actual maintenance problems immediately

Goal 12: Increase RTS staff skills and knowledge

Objective 12.1: Provide opportunities for additional training to advance operator and administrative staff skills and knowledge

Initiatives for Objective 12.1:

Initiative 12.1.1: Provide training to all supervisors to enhance supervisory skills and level of mentoring

Initiative 12.1.2: Provide opportunities for RTS staff to attend transit training and conferences

Initiative 12.1.3: Develop employee growth plans for all staff

Initiative 12.1.4: Track RTS staff training and progress toward meeting the established goals for each position

Objective 12.2: Develop standard interviewing procedures

Initiatives for Objective 12.2:

Initiative 12.2.1: Develop a skill testing battery for each RTS position to be administered during the interview process, including fleet mechanics

Initiative 12.2.2: Develop standard interview questions for each position

Objective 12.3: Increase employee retention by 2 percent each year

Initiatives for Objective 12.3:

Initiative 12.3.1: Promote dispatchers to supervisors, as appropriate

Initiative 12.3.2: Update position descriptions

Initiative 12.3.3: Revise Operations employee handbook to be consistent with value statements

Initiative 12.3.4: Develop an employee recognition program

Initiative 12.3.5: Highlight an outstanding employee each quarter

Section 10: Transit Alternatives

This purpose of this section is to summarize the potential transit alternatives developed as part of the 10-year planning horizon of this TDP update.

METHODS USED TO DEVELOP AND EVALUATE ALTERNATIVES

Potential transit alternatives for the City of Gainesville / Alachua County were developed and evaluated through a number of methods. In addition to the use of public and RTS staff input, the results of various demand analyses were completed to indentify the initial alternatives. These methods are described in more detail below.

Public Involvement

As is Section 4, citizen involvement was emphasized extensively as part of the preparation of the preparation of the TDP. Efforts to facilitate public involvement included Review Committee meetings, public workshops, surveys, discussion groups, and stakeholder interviews.

Discussions with RTS Staff

Numerous discussions took place with Review Committee and RTS staff throughout the TDP process, which resulted in an extensive amount of local knowledge that can be learned only from living and working in Alachua County on a daily basis, particularly knowledge related to the day-to-day operation of RTS. This information also was used, as appropriate, in the development and selection of transit alternatives for the City of Gainesville / Alachua County.

Situational Appraisal

A situational appraisal was conducted for transit to enhance the understanding of the environment in which the transit agency operates and to understand key trends and implications that impact the approach that RTS will take in developing transit service alternatives.

Transit Demand Estimation and Mobility Needs

Section 8 provides an assessment of the potential transit demand in Alachua County. The assessment involves the use of several techniques, including a review of ridership trends, results from the TBEST demand modeling, and an assessment of transit markets, including traditional markets, discretionary markets, and regional markets. The *traditional market* includes individuals who have no or limited transportation alternatives and rely on public transit for essential and recreational trips. This market includes the elderly, youth, low-income, and no / limited vehicle populations. The *discretionary market* refers to individuals who have a choice of transportation alternatives and may choose transit if the service is able to be competitive with the automobile in terms of travel time, convenience, or other reason. The *regional market* refers to the demand for commuter travel to other counties in the region. The results of the transit market assessment were used to indentify and select transit alternatives for Alachua County.

TRANSIT ALTERNATIVES

Tables 10-1 and 10-1B list the alternatives that were identified through the TDP process for possible implementation between FY 2010 and FY 2019. The next section includes a detailed discussion of the transit service, capital / infrastructure, and policy alternatives evaluated and included as part of the TDP update.

Table 10-1

TDP Service Alternatives (FY 2010-FY 2019)

Priority Numbering	Implementation Year	Priorities
1	2011	Route 10 increase fixed-route frequency to 40 minutes and Route 43 increase fixed-route frequency to 30 minutes
2	2011	Route 23 – Fixed-route service from the Oaks Mall to Santa Fe College along Fort Clarke Boulevard
3	2011	Route 25 – Fixed-route service to airport, UF eastside campus, downtown, and UF main campus
4	2012	Route 62 – Fixed-route service from the Oaks Mall to Butler Plaza
5	2012	Route 1, Route 8, and Route 11 extend fixed-route hours to 11:00pm
6	2013	Implement BRT Feasibility Study Corridor Alternative #1
7	2013	Park-and-ride lot at I-75 and Newberry Road
8	2014	Park-and-ride lot at Butler Plaza Area
9	2014	Park-and-ride lot west of I-75 and Archer Road (area between Tower Road and SW 63rd Street)
10	2015	Route 6 and Route 11 increase frequency to 30 minutes
11	2015	Route 46 - New circulator route Downtown / UF
12	2015	Park-and-ride lot at Eastside Activity Center (43rd and Hawthorne Road)
13	2015	Express bus route from the City of Alachua to the park-and-ride lot at NW 34th and US 441 (6am-10am and 4pm-8pm)
14	2015	County Proposed Archer Road Express Bus Service (75th Street to US 441)
15	2015	County Proposed Newberry Road Express Bus Service (CR 241 to the UF) Express bus route from the City of Newberry, stopping in Jonesville, to the park-and-ride lot west of I-75 and Newberry Road (6am-10am and 4pm-8pm). To be coordinated with County express service.
16	2016	Routes 2 and Route 24 increase fixed-route frequency to 30 minutes
17	2016	Extend Saturday fixed-route hours to 7:58pm on Saturday routes (15, 75, 400, 402, 403, 404, 405, 406, 409, and 410)
18	2016	Route 75 – Provide 35-minute frequency all day, extend weekday evening hours to 10pm, extend Saturday hours to 7:58pm, add Sunday service (10:03am-4:58pm), and increase weekend frequency to 45 minutes
19	2016	Park-and-ride lot at NW 34th St and US 441
20	2016	Park-and-ride lot at 39th Avenue and I-75
21	2016	Park-and-ride lot at 39th Avenue and Waldo Road
22	2017	Implement BRT Feasibility Study Corridor Alternative #2
23	2018	Route 39 – Fixed-route service from Spring Hills DR to the Gainesville Airport
24	2018	Route 44 – Fixed-route service to Hunters Crossing
25	2019	Route 410 - Add Sunday fixed-route service 410 (10:03am-5:58pm)

Table 10-1
TDP Service Alternatives (FY 2010-FY 2019) - Continued

Priority Numbering	Implementation Year	Priorities
26	2019	Route 37 – Fixed-route service along SR 121 between NW 53rd Avenue and University Avenue
27	2019	Route 45 – Magnolia Park (39th Avenue) to UF
28	2019	Route 88 – New fixed-route service Oaks Mall to Super Wal-Mart (via 8th Avenue)
29	2019	Route 91 – New fixed-route service Haile Plantation to SFC
30	2019	Route 92 – New fixed-route service Haile Plantation to UF
31	2019	Route 26 – New fixed-route service Town of Tioga to Oaks Mall (via University Avenue)
32	2019	Route 47 – New fixed-route service Turkey Creek/Oaks Mall (via 43rd Street and Newberry Road)

Table 10-1B

TDP Capital Priorities (FY 2010-FY 2019)

Priority Numbering	Implementation Year	Priorities
1	2010 - 2019	Purchase of rolling stock- 15 new buses for replacement of aged fleet. Purchase of 10 new buses each year from 2011 through 2019 for replacement of aged fleet and expansion of service. (105 total)
2	2010 - 2019	Purchase of office furniture, fixtures and equipment (FFE) and shop FFE each year from 2010 through 2019
3	2010 - 2019	Purchase of paratransit vans – 5 per year from 2010 through 2019 (50 total)
4	2010 - 2019	Purchase support vehicles 4 per year from 2010 through 2019 (40 total)
5	2010 - 2019	Purchase and install benches (5) and shelters (5) each year and install bus stops each year as necessary.
6	2010	Install Automatic Passenger Counters on 10% of all buses
7	2011	Enhance Bus Service Facilities- land acquisition, planning, design, engineering and construction of RTS Maintenance facility
8	2011	Rehabilitate and refurbish existing maintenance facility
9	2011	Purchase video surveillance equipment on all buses
10	2012	Radio system upgrade from 800mhz analog to a digital radio system
11	2012	Rehabilitate and refurbish existing operational facility
12	2012	Purchase new Odyssey Fareboxes for all buses
13	2013	Rehabilitate and refurbish existing training room
14	2013	Dedicated lane for BRT Alternative #1 including technology for signal priority, advance traveler information systems, vehicles, and stations
15	2015	Regional Transportation Center- planning, design, engineering and construction of a multimodal regional transportation
16	2015	Newberry Road Intermodal Center- construct transit transfer facility with park-n-ride lot west of Interstate 75
17	2015	Butler Plaza area Intermodal Center- construct transit transfer facility with park-n-ride lot
18	2015	Archer Road Intermodal Center- construct transit transfer facility with park-n-ride lot west of Interstate 75 (75th Street and Tower Road Area)
19	2015	Eastside Intermodal Center- construct transit transfer facility with park-n-ride lot
20	2015	US 441 Intermodal Center- construct transit transfer facility with park-n-ride lot
21	2016	SpringHills Area Intermodal Center- construct transit transfer facility with park-n-ride lot at I-75 and NW 39th Avenue
22	2016	Airport Area Intermodal Center- construct transit transfer facility with park-n-ride lot at Waldo Road and NW 39th Avenue
23	2017	Dedicated lane for BRT Alternative #2 including technology for signal priority, advance traveler information systems, vehicles, and stations

Appendix A

TDP Public Involvement Plan

GAINESVILLE REGIONAL TRANSIT SYSTEM

TRANSIT DEVELOPMENT PLAN

PUBLIC INVOLVEMENT PLAN

Prepared for:

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April 2009

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I. INTRODUCTION

The City of Gainesville's Regional Transit System (RTS) is in the process of developing its ten-year Transit Development Plan (TDP) major update. The ten-year TDP is a strategic guide for public transportation in the community over the next ten years. The plan also represents the transit agency's vision for public transportation in its service area during the ten year time period. Several public involvement activities were selected for inclusion in the TDP's public involvement process to ensure the active participation of citizens in the community. Each of the public involvement activities are discussed in this section. The activities have been placed into two major categories: direct involvement activities and information distribution activities. Direct involvement activities refer to those that engage the public in "hands on" workshops and/or discussion about the project. The information distribution activities refer to public information materials that are used to inform the general public of project related topics and issues.

This Public Involvement Plan (PIP) has been developed as part of the TDP in order to formally document all planned public outreach activities to be undertaken. The Plan identifies numerous opportunities for public involvement as well as involvement on the part of local agencies and organizations. In accordance with the Florida Department of Transportation (FDOT) TDP Florida Rule 14-73.001, this Plan was developed to be consistent with the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area's Public Involvement Plan. Activities proposed within this PIP include coordination with the TDP review committee, stakeholder interviews, on-board survey, discussion group workshops, and public workshops. The results of the public involvement activities will be used in the development of the ten-year transit plan as part of the major TDP update.

Title VI of the Civil Rights Act

RTS is committed to ensuring that no person shall on the basis of race, color or national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any RTS program or activity.

Environmental Justice

Title VI of the 1964 Civil Rights Act and the 1994 U.S. Department of Transportation (DOT) Order on Environmental Justice requires that the transportation planning process seeks to identify the needs of low-income and minority populations. RTS is committed to enhancing public involvement activities to identify and address the needs of minority and low-income populations in making transportation decision.

Limited English Proficiency (LEP)

Public transportation providers receiving federal funding from the DOT have a responsibility, under Title VI of the Civil Rights Act of 1964, to take reasonable steps to ensure Limited English Proficiency (LEP) persons have meaningful access to benefits, services, information, and other important programs and activities. LEP persons include individuals who have a limited ability to read, write, speak, or understand English. RTS is committed to creating a positive environment for LEP persons and ensuring that LEP persons have an opportunity for full participation in public involvement activities.

Special Accommodations

Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation service to participate in public meeting activities are requested to notify RTS at least seven days prior to workshops or meetings. Requests for alternative format materials or translation should be made in advance to accommodate the development and provision of these materials. RTS public meeting notices will include the RTS staff contact phone number and deadline date for requesting special accommodations at workshops or meetings.

II. PUBLIC INVOLVEMENT PLAN TECHNIQUES

Many public involvement techniques were selected for inclusion in the TDP PIP to maximize the potential for active participation by citizens in the community. Each of the techniques is briefly summarized in this Section. Direct involvement techniques refer to those that engage the public in "hands on" workshops and/or discussion about the project. Information distribution techniques refer to those that utilize the dissemination of public information materials to inform the general public of the project.

Direct Involvement Activities

Public involvement activities involving direct interaction with agencies, organizations, and/or citizens will be used throughout the study process. The direct involvement activities selected for the study include the following.

- Review Committee Meetings
- Stakeholder Interviews
- Transit Passenger Surveys
- Public Workshops
- Discussion Groups
- Public Presentations
- Local Government Agency Participation
- MTPO Board and MTPO Advisory Committees Participation

The following section describes each direct involvement activity in detail. In addition, the number of times each activity is programmed to be performed is noted where appropriate.

- Review Committee – A TDP Review Committee will be assembled to provide project oversight and technical feedback throughout the TDP development process. A TDP Review Committee kick-off meeting is tentatively scheduled for Thursday, April 23, 2009 to discuss the scope of work for the project and the preliminary project schedule. The Review Committee is scheduled to meet three times throughout the course of the project. Representatives from the following agencies and organizations may be selected as Review Committee members:

    - Gainesville Regional Transit System (RTS) Administrator and Operator
    - City of Gainesville
    - Alachua County
    - North Central Florida Regional Planning Council (MTPO)
    - Florida Department of Transportation (FDOT)
    - Regional Workforce Board (FloridaWorks)
    - University of Florida
    - Project Consultants

- Stakeholder Interviews – Stakeholder interviews will be conducted to solicit ideas, concerns, and comments from key individuals/organizations, community leaders, and other individuals identified by RTS and the Review Committee to obtain their opinions and ideas regarding current and future transit services in the Gainesville area. Interviews are planned to be held with ten stakeholders and will seek to assess the stakeholder's views of current transit service, implementing and funding new transit projects, as well as identifying transit issues that are of greatest local concern. The interviews will be conducted by telephone and will require approximately thirty to forty-five minutes of the stakeholder's time. A brief questionnaire will be developed to include several open-ended questions pertaining to the stakeholder's perceptions of existing transit services, as well as their opinions regarding the future of public transportation in the community. The stakeholder questions can be provided in advance for review prior to the interview. Representatives from the following agencies and organizations may be selected for stakeholder interview:

    - City of Gainesville Commissioners
    - Alachua County Commissioners
    - FDOT
    - FloridaWorks
    - University of Florida
    - Gainesville Chamber of Commerce
    - Transportation Disadvantaged Board Member
    - Builders Association of North Central Florida
    - Surrounding Communities

- Transit Passenger Surveys – A system-wide on-board survey of RTS fixed-route bus patrons will be designed and conducted to inquire about passenger demographics, travel behavior, satisfaction, needs, and issues. The survey sample will include 50 percent of weekday scheduled bus trips. On-board surveyors will help facilitate the survey administration process by distributing and collecting survey questionnaires.

- Transit Operator Surveys – RTS has recently conducted an operator survey and will share the results for inclusion in the TDP public involvement section.

- Public Workshops – Public workshops have proven to be an effective technique for obtaining substantive public participation in the planning process and will be the primary mechanism to obtain input from the general public regarding the transit needs of the City of Gainesville. The public workshop locations will be selected by the RTS staff in coordination with the Review Committee. The workshop locations will be selected in an attempt to distribute meetings across the RTS geographic service area. If necessary, additional public involvement activities may be conducted to reach the greatest number of participants throughout the RTS service area.

The first workshop will occur early in the process, during the second task when specific baseline conditions and policy and market factors are being assessed. The first workshop will be held at a centrally located mall or other venue with significant public walk-through traffic and will be conducted jointly by the Consultant and the RTS staff. The purpose of the first workshop will be to acquire additional input on the perceptions of transit service and mobility needs in the study area. The second workshop is anticipated to occur later in the process once the potential transit alternative improvements and solutions have been identified. This will allow the public to provide input on the prioritization of the proposed alternatives in the final TDP implementation plan. Public workshop participants will have 45 days after each workshop to submit comments on the materials presented.

The public workshops conducted as part of the study process will be an "open-house"-style workshop and may employ one or more public participation techniques (presentations, surveys, dot polling, visual displays, and other informational materials). The types of strategies employed will depend on the workshop topics and venues.

- *Open House Workshops* – An open house is typically the most flexible public workshop that allows participants to tour staged workshop stations at their own pace. Workshop stations will be designed to address separate issues. This public involvement technique is typically designed to be informal and does not require an invitation to participate. It also may be appropriate to coordinate some of the public workshops with other scheduled events to help spur attendance. This will provide opportunities for all interested parties to be actively engaged in the public involvement process for the major TDP update.

The detailed schedule of these meetings will be determined in conjunction with RTS staff. At a minimum, these workshops shall be given public notice in accordance with the City of Gainesville, RTS, and the MTPO's public notification requirements. However, it is anticipated that additional marketing materials will be developed to promote the public workshops and information about the public workshops will likely be posted in County government buildings, public libraries, municipal governments, recreation centers, community centers, newspapers, and buses within the City of Gainesville.

- Discussion Group Workshops – To supplement the information collected during the previously listed public involvement activities, two discussion groups will be held to support the TDP update process. One of the workshops will be conducted using current transit riders to help represent the "user" perspective. Participants of the transit-user discussion group will be recruited through flyers on-board the RTS buses. In addition, one of the workshops will consist of members from the business, health, and education communities, as well as local chambers of commerce, to help represent the view of informed "non-users". RTS staff will work with the Review Committee to identify and recruit potential "user" and "non-user" participants and preferred venues for the workshops.

- Public Presentations – A total of four presentations of the TDP will be made at the direction of RTS staff and may include:

- *Board of County Commissioners* – The Board of County Commissioners is the governing body for County Government. The Board is responsible for creating policies that establish the County's budget, enacting new laws, ruling on rezoning applications and other land-use cases, and appointing the County Manager and the County Attorney.

- *Transit Agency Advisory Board* – The RTS Advisory Board is composed of a total of nine members. The Advisory Board advises the City Commission on matters relating to public transit development in the City of Gainesville and Alachua County.

- *MTPO Board* – The MTPO Board is composed of decision-makers responsible for regional transportation planning in the Gainesville area. Consequently, it is critical to keep them informed throughout the project and to obtain their input and guidance for the study.

- *MTPO Technical Advisory Committee* – The TAC is composed of technically qualified representatives of agencies responsible for local planning and engineering activities throughout Alachua County. It is the responsibility of the TAC:

    - To coordinate transportation planning and programming activities;
    - To review transportation studies and reports;
    - To review work programs and transportation improvement programs; and
    - To provide technical recommendations to the MTPO on transportation issues.

- *MTPO Citizens Advisory Committee* – The role of the CAC is to represent the views of Alachua's citizens in regards to transportation-related matters. The CAC is composed of citizens appointed by the MTPO Board.

- *Regional Workforce Board* – FloridaWorks is the name for the Alachua/Bradford Regional Workforce Board. It is made up of community leaders from the public and private sector who share the goal of developing and sustaining a qualified and effective regional workforce.

Presentations may also be made to the City of Gainesville or various community councils or commissions in Alachua County.

- Peer Review and Involvement – In addition to RTS, the public involvement process for the TDP update will also include the involvement of other entities, such as FDOT, the regional workforce board, and other interested parties, as appropriate. These parties will be invited to all public participation events, provided a copy of the public involvement summary for review, and provided an opportunity to review and comment on the draft TDP.

Information Distribution Activities

The information distribution activities selected for the TDP are listed and discussed below.

- Public Involvement Plan – The public involvement plan will be made available to RTS staff for placement on the RTS web site.

- Press Releases/Flyers for Public Workshops – Press releases and flyers will be prepared prior to each of the public workshops to notify citizens and encourage participation. Flyers will be made available in a variety of formats and forums to be determined by the Review Committee and will be provided to RTS staff for distribution. In addition, the workshops will be noticed in the Gainesville Sun and the Gainesville Guardian by display ads.

- Channel 12 (Gainesville Public Channel) – To the degree feasible, TDP meetings and other project announcements will be advertised on Gainesville's Community 12 Television.

- Reports and Information for RTS Web Site – Technical reports, study and workshop materials, and other information will be provided to RTS staff for posting on the RTS web site.

- Notification of General Public – The general public will be notified of public meetings through a number of methods: legal advertisement, RTS website, flyers, and press releases.

- Mailing/Contact Lists – If available, the RTS mailing list will enable the distribution of project-related information throughout the development of the TDP. Mailings will be designed to reach diverse populations throughout the City of Gainesville and the study area. Specifically, an effort will be made to reach local stakeholder groups with study materials. Such groups include the City of Gainesville Chamber of Commerce, the University of Florida Student Government, and the Gainesville Community Redevelopment Agency among others.

- 2035 Long Range Transportation Plan Website – Information will be shared with the 2035 Long Range Transportation Plan (LRTP) project team for inclusion on the 2035 LRTP Livable Transportation website (livabletransportation.org).

- Additional Presentation and Workshop Materials – Public involvement materials developed for the public involvement plan will be made available to RTS staff and Review Committee members for use at their discretion at other public involvement events and opportunities. Materials include presentations, presentation boards, surveys, and other tools and informational resources used to gather public input throughout the study process.

III. MEASURES OF EFFECTIVENESS

Effectiveness measures have been established to evaluate the effectiveness of the public involvement process. For the purposes of this Public Involvement Plan, effectiveness measures will be defined as follows:

- Total number of persons engaged – This will be measured by using a sign-in/attendance log to monitor attendance for any discussion group, Review Committee meeting, and public workshop.

- Total number of public involvement events – The total number of public involvement events will be documented within the public involvement section of the TDP. In addition, the public meeting locations will be depicted on a map within the RTS geographic service area.

- Total number of persons surveyed – The total number of persons surveyed will be documented in the public involvement section of the TDP.

- Total visits to website to complete surveys – Surveys accessed and completed on the RTS website will be documented and included in the public involvement section of the TDP.

- Total service recommendations in ten-year plan that result from public involvement – Public involvement participants will be given comment forms to document comments and/or recommendations. All questions that cannot be answered at the meetings will be responded to in writing within 45 days, provided the person provides their name and address.

IV. PUBLIC INVOLVEMENT SCHEDULE

A project schedule was developed for the public participation portions of the study. This project schedule is provided in Table 1. Please note that the dates for specific meetings and public involvement activities are approximate and subject to change pending on guidance from RTS and the project Review Committee.

Table 1
Preliminary Project Public Involvement Schedule

Public Involvement Activity	Date
On-Board Survey	April 4, 2009 – April 9, 2009 April 14, 2009 – April 16, 2009
Stakeholder Interviews	April 13, 2009 – April 15, 2009
Review Committee Meeting #1	April 23, 2009
Agency Discussion Group	May 7, 2009
Transit Users Discussion Group	May 7, 2009
Public Workshop #1	May 15, 2009
Review Committee Meeting #2	May 21, 2009
Review Committee Meeting #3	June 18, 2009
Public Workshop #1 - Public Comments Deadline	June 29, 2009
Public Workshop #2	July 10, 2009
Presentation #1 (Direction of RTS Staff)	July 28, 2009
Presentation #2 (Direction of RTS Staff)	July 29, 2009
Presentation #3 (Direction of RTS Staff)	July 29, 2009
Presentation Draft Final TDP for Approval (MTPO Board)	August 10, 2009
All Public Comments Due	August 24, 2009

Appendix B

On-Board Survey Instruments

RTS On-Board Survey

RTS is planning for the future and needs your feedback to help improve transit services. Your participation in this survey is anonymous and voluntary. If you do not wish to participate, please return the blank form to the surveyor. If you choose to fill out a survey, please check (✓) the correct item, write out, or circle your answers. THANK YOU FOR YOUR COOPERATION.

This survey is about the ONE-WAY transit trip you are making now!

Example of ONE-WAY Bus Trip

1. Where are you COMING FROM NOW? (Please ✓ the starting place of this one-way trip) *(Mark one only)*

1 ___ Work
2 ___ Medical
3 ___ Social/Personal
4 ___ School (K-12)
5 ___ College/Tech
6 ___ Recreation
7 ___ Shopping/Errands
8 ___ Home
9 ___ Other (specify)_____

2. What is the ADDRESS OR NAME of the PLACE, BUSINESS, OR BUILDING you are COMING FROM now?

Address or Intersection (e.g., University @ 34th Street)

Place, Business, or Building Name (e.g., Shands Medical Center)

City

3a. How did you get to the bus stop for this ONE-WAY trip? (Please ✓ only ONE)

1 ___ Walked
2 ___ Bicycled
3 ___ Drove & parked
4 ___ Was dropped off
5 ___ Rode w/ someone who parked
6 ___ Transferred from another route (Go to Question 3b)
7 ___ Other (Specify) _____

3b. If you transferred to this bus from another route during this ONE-WAY trip, what route(s) did you transfer FROM? (Please list in order)

Please list all bus routes: _____, _____, _____, _____

4. Where are you GOING TO NOW on this ONE-WAY trip? (Please ✓ the ending place of this one-way trip) *(Mark one only)*

1 ___ Work
2 ___ Medical
3 ___ Social/Personal
4 ___ School (K-12)
5 ___ College/Tech
6 ___ Recreation
7 ___ Shopping/Errands
8 ___ Home
9 ___ Other (specify)_____

5. What is the NAME OR ADDRESS of the PLACE, BUSINESS, OR BUILDING you are GOING TO now?

Address or Intersection (e.g., University @ 34th Street)

Place, Business, or Building Name (e.g., Shands Medical Center)

City

6a. After you get off this bus, how will you get to your FINAL DESTINATION for this ONE-WAY trip? (Please ✓ only ONE)

1 ___ Walk
2 ___ Bicycle
3 ___ Drive
4 ___ Will be picked up
5 ___ Ride w/ someone who parked
6 ___ Transfer to another route (Go to Question 6b)
7 ___ Other (Specify) _____

6b. If you are transferring from this bus to another bus route to complete this ONE-WAY trip, what bus route(s) will you transfer TO? (Please list in order)

Please list all bus routes: _____, _____, _____, _____

7. How long have you been using RTS bus service?

1 ___ First-time rider (Skip to Q10)
2 ___ Less than 6 months
3 ___ 6 months to less than a year
4 ___ 1 to less than 2 years
5 ___ 2 to 5 years
6 ___ More than 5 years

8. How many days a week do you ride the bus? (Please ✓ only ONE)

1 ___ 1 day
2 ___ 2 days
3 ___ 3 days
4 ___ 4 days
5 ___ 5 days
6 ___ 6 days
7 ___ Once a month or less
8 ___ Once every ___ weeks

PLEASE CONTINUE ON BACK OF SURVEY ➔

9. During a typical week, how often do you make the ONE-WAY BUS TRIP you are on now?

1 ___ 1 day 3 ___ 3 days 5 ___ 5 days 7 ___ Less than once a week
2 ___ 2 days 4 ___ 4 days 6 ___ 6 days

10. How would you make this ONE-WAY TRIP if not by bus? (Please ✓ only ONE)

1 ___ Drive 3 ___ Wouldn't make trip 5 ___ Walk 7 ___ Other (Specify)_____
2 ___ Ride with someone 4 ___ Bicycle 6 ___ Moped/Scooter

11. What type of fare did you pay when you boarded this bus? (Please ✓ only ONE)

1 ___ Full Fare ($1.50) 4 ___ Monthly Pass ($35.00/$17.50) 7 ___ Employee Pass Program
2 ___ Half Fare ($0.75) 5 ___ Semester Pass ($60) 8 ___ ADA ID Card
3 ___ Daily Pass ($3.00) 6 ___ Gator 1 ID 9 ___ Other _____

12. Compared to other transportation alternatives available to you, what is the MOST IMPORTANT reason you ride the bus? (Please ✓ only ONE)

1 ___ I prefer RTS to other alternatives 5 ___ RTS is more convenient 7 ___ I do not drive
2 ___ Car is not available all the time 6 ___ Parking is too expensive/difficult 8 ___ I do not have a car
3 ___ RTS fits my budget better 7 ___ Do not have valid driver's license 9 ___ Other _____
4 ___ Traffic congestion 8 ___ Bus is more environmentally friendly

13. Which of the following improvement(s) do you think are most important? (Check all that apply)

1 ___ More benches and shelters at bus stops 5 ___ Later service on existing routes
2 ___ Bus service to new areas 6 ___ More frequent service on existing routes
3 ___ Express (limited stop) service 7 ___ More Saturday service
4 ___ Earlier service on existing routes 8 ___ Other (Specify) _____

14. If RTS provided "premium" express (limited stop) bus service, would you use that service?

1 ___ Yes, Please indicate on which roads: _____ 2 ___ No 3 ___ Maybe

15. How do you prefer to receive information about RTS service, schedules, and changes?

1 ___ RTS website 4 ___ Library 7 ___ In bus
2 ___ Newspaper 5 ___ Paper bus schedules 8 ___ RTS Email
3 ___ At bus stop 6 ___ Phone

16. Your age is....

1 ___ 17 or under 3 ___ 25 to 34 5 ___ 45 to 54 7 ___ 65 to 74
2 ___ 18 to 24 4 ___ 35 to 44 6 ___ 55 to 64 8 ___ Over 74

17. What is your gender? 1 ___ Male 2 ___ Female

18. What is your race or ethnic heritage? (Please ✓ only ONE)

1 ___ White 2 ___ Black 3 ___ Hispanic 4 ___ Asian 5 ___ Other_____

19. What was the range of your TOTAL household income for 2008?

1 ___ Under $10,000 4 ___ $30,000 to $39,999 7 ___ Do not Work
2 ___ $10,000 to $19,999 5 ___ $40,000 to $49,999
3 ___ $20,000 to $29,999 8 ___ $50,000 or more

20. How many working cars, vans, and/or light trucks are available in your household?

1 ___ 0 vehicles 2 ___ 1 vehicle 3 ___ 2 or more vehicles

21. How many licensed drivers are in your household, including yourself?

1 ___ One 2 ___ Two 3 ___ Three or more

22. What is your home zip code? _____

23. Please tell us about today's bus ride. Circle a score to reflect your opinion about each characteristic.

	Very Poor	Poor	Fair	Good	Very Good
How often the buses run on this route?	1	2	3	4	5
How courteous was the Bus Operator during your trip?	1	2	3	4	5
How directly does this route go to your destination?	1	2	3	4	5
How is the length of time your trip takes?	1	2	3	4	5
How on-time is this bus running today?	1	2	3	4	5
How safe did you feel today while waiting for the bus?	1	2	3	4	5
How was the shade or shelter where you waited?	1	2	3	4	5
How user-friendly is the RTS website, www.go-rts.org?	1	2	3	4	5
Your overall satisfaction with RTS	1	2	3	4	5

THANK YOU FOR COMPLETING THE SURVEY!

Encuesta de Usuarios de RTS

RTS esta colectando información acerca de su viaje. POR FAVOR complete la siguiente encuesta. Su participación en esta encuesta es anónima y voluntaria. Si usted no desea participar, por favor devolver la encuesta al encuestador. Si usted decide completar esta encuesta, por favor marque (✓) su respuesta. GRACIAS POR SU COOPERACIÓN.

Esta encuesta se trata del viaje que estas haciendo ahora.

Ejemplo de un Viaje de Autobus

1. ¿Donde COMENSASTE este viaje? (Marque solo una respuesta)

1 ___ Trabajo
2 ___ Medico
3 ___ Social/Personal
4 ___ Escuela (K-12)
5 ___ College/Universidad
6 ___ Visita/Recreo
7 ___ Compras
8 ___ Casa
9 ___ Otro_____

2. ¿Cual es la DIRECCIÓN O NOMBRE del LUGAR, NEGOCIO, O EDIFICIO donde comensaste este viaje?

Direcolón o Intersecolón (p.ej., Universidad y la Calle 34)

Nombre del Lugar, Negoolo, o Edlflolo (p.ej., Shands Medical Center)

Cuidad

3a. ¿Como hizo para llegar a el paradero para este viaje? (Marque solo una respuesta)

1 ___ Caminar
2 ___ Bicicleta
3 ___ Manejar y parquear
4 ___ Alguien me trajo en vehiculo
5 ___ Alguien me trajo y estaciono su carro en un parqueadero
6 ___ Transfer de otra ruta (siga a la pregunta 3b)
7 ___ Otro _____

3b. ¿Si te transferiste a este bus para completar este viaje, cual bus/ruta usaste? (Por favor enumerar en orden)

Por favor haga lista de todas las rutas de bus: _____, _____, _____, _____

4. ¿Cual es su DESTINO FINAL para este viaje? (Marque solo una respuesta)

1 ___ Trabajo
2 ___ Medico
3 ___ Social/Personal
4 ___ Escuela (K-12)
5 ___ College/Universidad
6 ___ Visita/Recreo
7 ___ Compras
8 ___ Casa
9 ___ Otro_____

5. ¿Cual es la DIRECCIÓN O NOMBRE del LUGAR, NEGOCIO, O EDIFICIO donde TERMINA este viaje?

Direcolón o Intersecolón (p.ej., Universidad y la Calle 34)

Nombre del Lugar, Negoolo o Edlflolo (p.ej., Shands Medical Center)

Cuidad

6a. ¿Como piensas llegar a tu destino final después de bajarse de el autobús? (Marque solo una respuesta)

1 ___ Caminar
2 ___ Bicicleta
3 ___ Manejar y parquear
4 ___ Alguien me recoje
5 ___ Viajar con alguien quien estaciono su carro en un parqueadero
6 ___ Transfer a otra ruta (siga a la pregunta 6b)
7 ___ Otro _____

6b. ¿Si necesitas usar otro bus para completar este viaje, cual bus/ruta vas a usar? (Por favor enumerar en orden)

Por favor haga lista de todas rutas de buses: _____, _____, _____, _____

7. ¿Cuánto tiempo has estado usando el servicio de autobús de RTS?

1 ___ Primer ves (siga a la pregunta 10)
2 ___ Menos de 6 meses
3 ___ 6 meses a menos de un año
4 ___ 1 año a menos de 2 años
5 ___ 2 a 5 años
6 ___ más de 5 años

8. ¿Cuantos días a la semana usas el autobús? (Marque solo una respuesta)

1 ___ 1 día
2 ___ 2 días
3 ___ 3 días
4 ___ 4 días
5 ___ 5 días
6 ___ 6 días
7 ___ Una vez cada mes
8 ___ Una vez cada___semanas

POR FAVOR CONTINUAR ➔

9. ¿Cuantos veces a la semana completas este viaje por autobús? (Marque solo una respuesta)

1 ___ 1 dia 2 ___ 2 dias 3 ___ 3 dias 4 ___ 4 dias 5 ___ 5 dias 6 ___ 6 dias 7 ___ Menos de una vez cada semana

10. ¿Cómo harias este viaje si no por bús?

1 ___ Manejar 2 ___ Montar con alguien 3 ___ No hiciera el viaje 4 ___ Bicicleta 5 ___ Caminar 6 ___ Moped/Scooter 7 ___ Otro (especificar)_____

11. ¿Que tipo de pago usaste al subirse a este bús?

1 ___ Tarifa Total ($1.50) 2 ___ Media Tarifa ($0.75) 3 ___ Pase Diario ($3.00) 4 ___ Pase Mensual ($35.00/$17.50) 5 ___ Pase Semestre ($60) 6 ___ Gator 1 ID 7 ___ Pase de Empleado 8 ___ ADA ID 9 ___ Otro (especificar)_____

12. ¿Comparado a otras alternativas del transporte, cual es la razón más importante por la cual usas el autobús? (Marque solo una respuesta)

1 ___ Prefiero RTS sobre otras alternativas 2 ___ Mi carro no esta disponible 3 ___ Me queda bien con mi presupuesto 4 ___ Congestión de tráfico 5 ___ RTS es mas conveniente 6 ___ Parquear es muy caro/difícil 7 ___ No tengo licencia de conducir 8 ___ El bus es mejor para el medio ambiente 9 ___ No manejo 10 ___ No tengo carro 11 ___ Otro_____

13. ¿Cuales de los siguientes arreglos piensas tu que son los mas importantes? (Marque todos que aplican)

1 ___ Mas asientos y refugios de sombra en los paraderos 2 ___ Servicio en nuevas áreas 3 ___ Servicio Expreso/paradas limitadas 4 ___ Servicio más temprano en rutas existiendo 5 ___ Servicio mas tarde en rutas existiendo 6 ___ Servicio más frecuente en rutas existiendo 7 ___ Más servicio los Sábados 8 ___ Otro_____

14. ¿Usaría usted un servicio expreso de calidad alta con paradas limitadas?

1 ___ Si, indique en cuales calles: _____ 2 ___ No 3 ___ Quizás

15. ¿Cómo quisieras recibir información sobre el servicio, horarios, y cambios de RTS?

1 ___ Página de Web de RTS 2 ___ Periódico 3 ___ En el paradero de bus 4 ___ Biblioteca 5 ___ Horarios de bus en papel 6 ___ Teléfono 7 ___ En el bus 8 ___ Email de RTS

16. Tu edad es....

1 ___ 17 o menos 2 ___ 18 a 24 3 ___ 25 a 34 4 ___ 35 a 44 5 ___ 45 a 54 6 ___ 55 a 64 7 ___ 65 a 74 8 ___ Mas de 74

17. ¿Cual es tu género? 1 ___ Masculino 2 ___ Femenino

18. ¿Cual es su herencia étnica? (Marque solo una respuesta)

1 ___ Anglo 2 ___ Negro 3 ___ Hispano 4 ___ Asiático 5 ___ Otro_____

19. ¿Cuantos fueron los ingresos totales de tu casa en el año 2008?

1 ___ Menos de $10,000 2 ___ $10,000 a $19,999 3 ___ $20,000 a $29,999 4 ___ $30,000 a $39,999 5 ___ $40,000 a $49,999 6 ___ $50,000 o mas 7 ___ No trabajo

20. ¿Cuantos carros, camionetas, y/o camiones se encuentran disponibles en su casa?

1 ___ 0 vehículos 2 ___ 1 vehículo 3 ___ 2 o mas vehículos

21. ¿Incluyendo usted mismo, quantos en su casa tienen licencia de conducir válida?

1 ___ Uno 2 ___ Dos 3 ___ Tres o mas

22. ¿Que es el código postal de su residencia? _____

23. ¿Que satisfecho estas con cada uno de lo siguiente?

	Muy Insatisfecho	Insatisfecho	Neutral	Satisfecho	Muy Satisfecho
¿Frecuencia de servicio de los autobuses en esta ruta?	1	2	3	4	5
¿La cortesía del conductor?	1	2	3	4	5
¿Que directamente va esta ruta ha su destinación?	1	2	3	4	5
¿El tiempo que se demora en hacer su viaje usando el autobús?	1	2	3	4	5
¿La regularidad del autobús en llegar a tiempo?	1	2	3	4	5
¿Seguridad en los paraderos?	1	2	3	4	5
¿La sombra y refugio en el paradero del autobús?	1	2	3	4	5
¿Qué fácil de usar es la pagina de Web de RTS, www.go-rts.org?	1	2	3	4	5
¿Su satisfacción con servicios de RTS?	1	2	3	4	5

GRACIAS POR COMPLETAR ESTA ENCUESTA!

RTS On-Board Survey

RTS is planning for the future and needs your feedback to help improve transit services. Please help us serve you better by completing this survey. Thank you.

This survey is about the one-way transit trip you are making now!

Example of ONE-WAY Trolley/Bus Trip

1. Where are you COMING FROM NOW? (Starting place of this one-way trip) *(Mark one only)*

1 ___ Work
2 ___ Medical
3 ___ Social/Personal
4 ___ School (K-12)
5 ___ College/Tech
6 ___ Recreation
7 ___ Shopping/Errands
8 ___ Home
9 ___ Other (specify)_____

2. What is the ADDRESS or NAME of the PLACE, BUSINESS, or BUILDING you are coming from now?

Address or Intersection (e.g., University @ 34th Street)

Place, Business, or Building Name (e.g., Shands Medical Center)

City

3. If you transferred to this bus from another route during this ONE-WAY trip, what route(s) did you transfer from? (Please list in order)

Please list all bus routes: _____, _____, _____, _____

4. Where are you GOING TO NOW on this one-way trip? (Ending place of this one-way trip) *(Mark one only)*

1 ___ Work
2 ___ Medical
3 ___ Social/Personal
4 ___ School (K-12)
5 ___ College/Tech
6 ___ Recreation
7 ___ Shopping/Errands
8 ___ Home
9 ___ Other (specify)_____

5. What is the ADDRESS or NAME of the PLACE, BUSINESS, or BUILDING you are going to now?

Address or Intersection (e.g., University @ 34th Street)

Place, Business, or Building Name (e.g., Pavilion, Shands Medical Center)

City

6. If you are transferring from this bus to another bus route to complete this ONE-WAY trip, what bus route will you transfer to? (Please list in order)

Please list all bus routes: _____, _____, _____, _____

RTS On-Board Survey

RTS is planning for the future and needs your feedback to help improve transit services. Please help us serve you better by completing this survey. Thank you.

This survey is about the one-way transit trip you are making now!

Example of ONE-WAY Bus Trip

1. Where are you COMING FROM NOW? (Starting place of this one-way trip) *(Mark one only)*

1 ___ Work
2 ___ Medical
3 ___ Social/Personal
4 ___ School (K-12)
5 ___ College/Tech
6 ___ Recreation
7 ___ Shopping/Errands
8 ___ Home
9 ___ Other (specify)_____

2. What is the ADDRESS or NAME of the PLACE, BUSINESS, or BUILDING you are coming from now?

Address or Intersection (e.g., University @ 34th Street)

Place, Business, or Building Name (e.g., Shands Medical Center)

City

3. If you transferred to this bus from another route during this ONE-WAY trip, what route(s) did you transfer from? (Please list in order)

Please list all bus routes: _____, _____, _____, _____

4. Where are you GOING TO NOW on this one-way trip? (Ending place of this one-way trip) *(Mark one only)*

1 ___ Work
2 ___ Medical
3 ___ Social/Personal
4 ___ School (K-12)
5 ___ College/Tech
6 ___ Recreation
7 ___ Shopping/Errands
8 ___ Home
9 ___ Other (specify)_____

5. What is the ADDRESS or NAME of the PLACE, BUSINESS, or BUILDING you are going to now?

Address or Intersection (e.g., University @ 34th Street)

Place, Business, or Building Name (e.g., Pavilion, Shands Medical Center)

City

6. If you are transferring from this bus to another bus route to complete this ONE-WAY trip, what bus route will you transfer to? (Please list in order)

Please list all bus routes: _____, _____, _____, _____

Encuesta de Usuarios de RTS

RTS esta colectando información acerca de su viaje.
POR FAVOR complete la siguiente encuesta.
GRACIAS POR SU COOPERACIÓN.

Esta encuesta se trata de el viaje que estas haciendo ahora.

Ejemplo de un Viaje de Autobus

1. ¿Dónde COMENSASTE este viaje? *(Marque solo una respuesta)*

1 ___ Trabajo
2 ___ Medico
3 ___ Social/Personal
4 ___ Escuela (K-12)
5 ___ College/Universidad
6 ___ Visita/Recreo
7 ___ Compras
8 ___ Casa
9 ___ Otro (specify)_____

2. ¿Cual es la DIRECCIÓN O NOMBRE de el LUGAR, NEGOCIO, O EDIFICIO donde comensaste este viaje?

Dirección o intersección (p.ej., Universidad y la Calle 34)

Nombre de el Lugar, Negocio, o Edificio (p.ej., Shands Medical Center)

Cuidad

3. ¿Si te transferiste a este bus para completar este viaje, cual bus/ruta usaste? (Porfavor anotar las rutas que usaste en orden)

Indica todas las rutas: _____, _____, _____, _____

4. ¿Cual es su DESTINO FINAL para este viaje? *(Marque solo una respuesta)*

1 ___ Trabajo
2 ___ Medico
3 ___ Social/Personal
4 ___ Escuela (K-12)
5 ___ College/Universidad
6 ___ Visita/Recreo
7 ___ Compras
8 ___ Casa
9 ___ Otro (specify)_____

5. ¿Cual es la DIRECCIÓN O NOMBRE de el LUGAR, NEGOCIO, O EDIFICIO donde TERMINA este viaje?

Dirección o intersección (p.ej., Universidad y la Calle 34)

Nombre de el Lugar, Negocio, o Edificio (p.ej., Shands Medical Center)

Ciuidad

6. ¿Si necesitas usar otro bus para completar este viaje, cual bus/ruta vas a usar? (Porfavor anotar las rutas que vas a usar en orden)

Indique todas las rutas: _____, _____, _____, _____

Encuesta de Usuarios de RTS

RTS esta colectando información acerca de su viaje.
POR FAVOR complete la siguiente encuesta.
GRACIAS POR SU COOPERACIÓN.

Esta encuesta se trata de el viaje que estas haciendo ahora.

Ejemplo de un Viaje de Autobus

1. ¿Dónde COMENSASTE este viaje? *(Marque solo una respuesta)*

1 ___ Trabajo
2 ___ Medico
3 ___ Social/Personal
4 ___ Escuela (K-12)
5 ___ College/Universidad
6 ___ Visita/Recreo
7 ___ Compras
8 ___ Casa
9 ___ Otro (specify)_____

2. ¿Cual es la DIRECCIÓN O NOMBRE de el LUGAR, NEGOCIO, O EDIFICIO donde comensaste este viaje?

Dirección o intersección (p.ej., Universidad y la Calle 34)

Nombre de el Lugar, Negocio, o Edificio (p.ej., Shands Medical Center)

Cuidad

3. ¿Si te transferiste a este bus para completar este viaje, cual bus/ruta usaste? (Porfavor anotar las rutas que usaste en orden)

Indica todas las rutas: _____, _____, _____, _____

4. ¿Cual es su DESTINO FINAL para este viaje? *(Marque solo una respuesta)*

1 ___ Trabajo
2 ___ Medico
3 ___ Social/Personal
4 ___ Escuela (K-12)
5 ___ College/Universidad
6 ___ Visita/Recreo
7 ___ Compras
8 ___ Casa
9 ___ Otro (specify)_____

5. ¿Cual es la DIRECCIÓN O NOMBRE de el LUGAR, NEGOCIO, O EDIFICIO donde TERMINA este viaje?

Dirección o intersección (p.ej., Universidad y la Calle 34)

Nombre de el Lugar, Negocio, o Edificio (p.ej., Shands Medical Center)

Ciuidad

6. ¿Si necesitas usar otro bus para completar este viaje, cual bus/ruta vas a usar? (Porfavor anotar las rutas que vas a usar en orden)

Indique todas las rutas: _____, _____, _____, _____

Appendix C

Stakeholder Interview Questions

(1) Are you currently aware of Regional Transit System (RTS) and its services?

_____
_____
_____

(2) Is the public perception of RTS good, satisfactory, or poor?

(3) Is there a need for additional transit service in Gainesville?

_____
_____

(4) What type of transit services would you like to see more of in the Gainesville area? (More Frequent Fixed-Route, Express Bus, Trolley, Demand Response, Increased Weekend Service, Late Evening Service)

_____
_____
_____

(5) Are you willing to pay additional local taxes for an expanded transit system?

_____

(6) What are reasonable passenger fares for transit service? (please specify per trip or other) _____

(7) Who do you believe uses the transit system? (Workers, Students, Unemployed, Elderly, Tourists/Visitors)

_____

(8) What do you believe is the purpose of most transit trips? (Medical, Shopping, Recreation, Work, School)

_____

(9) Do you use RTS? Why? Why not?

_____
_____

(10) What do you think are the most significant issues facing automobile travelers?

_____
_____
_____

(11) What do you think are the most significant issues facing transit users?

_____
_____
_____

(12) What groups of travelers seem to experience the most difficult transportation conditions (the disabled, low-income, elderly, commuters, etc)? Why?

_____
_____
_____

(13) Do you believe there is a congestion problem in Gainesville? (If Yes, go to the next question, if No skip to question 20)

_____
_____

(14) Do you believe that public transportation can relieve congestion in Gainesville?

_____
_____

(15) What efforts or initiatives are you aware of that have been undertaken in the last five years to address traffic congestion in the region (locally)?

_____
_____
_____

(16) (Of those listed above), which would you describe as having been successful and why?

_____
_____
_____

(17) (Of those listed above), which would you describe as having been unsuccessful and why?

_____
_____
_____

(18) What efforts would you like to see undertaken, to address traffic congestion in this region?

_____
_____
_____

(19) What are the major destinations within your immediate community?

_____
_____
_____

(20) What are the major destinations outside of your community where people are traveling to, from your area?

_____
_____
_____

(21) What additional steps do you feel should be taken to increase the use of public transit in the Gainesville Metropolitan Area?

_____
_____
_____

(22) Is more regional transportation needed to connect Gainesville with surrounding areas (such as Alachua, Newberry, Jacksonville or Ocala)?

_____
_____
_____

(23) At some point in the future, do you envision that rail transit will be needed in the city/county? If so, when should it be implemented and where should it go?

_____

(24) In the future, do you believe that RTS should remain a City department or become a Regional Transit Authority? If yes, please explain why?

_____

_____

(25) What types of local funding sources should be used to increase transit service in the future?

_____

_____

_____

(26) Where do you see RTS ten years from now?

_____

_____

_____

_____

(27) Do you believe RTS has done an effective job marketing transit service options?

_____

_____

_____

_____

Appendix D

Additional Review of Plans, Studies, & Policies

ADDITIONAL STATE DOCUMENTS

2025 Florida Transportation Plan (December 2005)

The 2025 FTP, adopted December 2005, is Florida's statewide 20-year transportation plan, which provides a policy framework for allocating funding that will be spent to meet the transportation needs of the state. Florida is committed to providing livable communities and mobility for people and freight through greater connectivity and meeting the rising needs of businesses and households for safety, security, efficiency, and reliability. The FTP provides goals and objectives for Florida's transportation system. The long range goals with supporting objectives that are pertinent to RTS are as follows:

- Enriched quality of life and responsible environmental stewardship.
    - Plan, develop, implement, and fund the transportation system to accommodate the human scale, including pedestrian, bicycle, transit-oriented, and other community-enhancing features, unless inappropriate.

- A stronger economy through enhanced mobility for people and freight.
    - Focus attention on meeting regional mobility needs that transcend traditional jurisdictional boundaries and ensuring connectivity between SIS, regional, and local facilities.
    - Facilitate economic development opportunities in Florida's economically-distressed areas by improving transportation access from these areas to markets in a manner that reflects regional and community visions.
    - Develop multimodal transportation systems that support community visions.
    - Expand transportation choices to enhance local mobility and to maintain the performance of the SIS and regionally significant facilities.
    - Reduce per capita vehicle miles traveled by single occupancy vehicles, especially during peak hours of highway use.
    - Ensure that the transportation system is accessible to all users, including young, elderly, disabled, and economically disadvantaged persons.

- Sustainable transportation investments in Florida's future.
    - Reduce the cost of providing and operating transportation facilities.
    - Document the gap between funding resources and needs across all levels and all modes in a consistent and compatible format.

In summary, the FTP supports the development of state, regional, and local transit services. The growth in Florida requires new and innovative approaches by all modes to meet the needs today and in the future. An update of the FTP is scheduled to begin later in 2009.

Transit 2020

FDOT provides policy guidance to local jurisdictions through the State of Florida Transit Plan, *Transit 2020*. Florida is committed to reducing congestion through the promotion of public transportation. FDOT provides funds to local public transportation systems in the form of Block Grants. The mission, goals, and objectives from the current 2020 public transportation plan are provided below.

The mission of *Transit 2020* is to provide a safe, interconnected statewide transportation system for Florida's citizens and visitors that ensures the mobility of people and goods while enhancing economic prosperity and sustaining the quality of our environment.

The three key issues of *Transit 2020* include transit service, funding, and planning/policy. For each of the three issues, a related goal and set of supporting objectives have been identified to set the direction for transit in Florida for the next 20 years. This plan was formally adopted by FDOT's executive committee in 1998. Updates were originally planned to follow this effort, but to date none have been released.

Goal 1: Implement a transit system that improves and expands travel choices for Floridians and visitors.

Objective 1.1: Achieve the quantity and quality of local transit (core) service sufficient to increase transit ridership in Florida at twice the average rate of population growth through 2020.

Objective 1.2: Develop and expand regional transportation service in corridors where the number of inter-county trips exceeds established thresholds.

Objective 1.3: Expand the transit market to include a greater percentage of riders who have a choice between transit and auto for their trips.

Objective 1.4: Provide an effective and efficient mix of transit modes and transfer facilities to achieve seamless intermodal travel.

Goal 2: Sustain and expand investment in public transportation from all existing and potential public and private funding services.

Objective 2.1: Achieve adequate and stable funding levels to meet transit needs for service preservation, operating and capital expansion, and technological innovation.

Objective 2.2: Utilize flexible funding opportunities for transit.

Objective 2.3: Use creative and innovative funding strategies.

Goal 3: Develop, promote, and encourage transit supportive policies, institutional arrangements, and practices.

Objective 3.1: Promote land use planning and urban design practices that facilitate transit service and access.

Objective 3.2: Foster institutional arrangements, practices, and cultures that establish clearly defined roles, promote staff teamwork, encourage partnership with transit providers, and support a result-oriented management approach.

Objective 3.3: Develop a multi-modal transportation planning process that addresses the wide range of policy issues involved in making sound, long-range transportation investment decisions, including technological innovation and the environmental and economic benefits of transit.

Objective 3.4: Establish broad-based public and political support of transit as a mobility choice and enhancement to Floridians' quality of life.

FDOT Work Program

FDOT annually develops a Five-Year Work Program. The Work Program is a project-specific list of transportation activities and improvements developed in cooperation with the MTPO and local transportation agencies. The Work Program must be consistent, to the maximum extent feasible, with the capital improvement elements of local government comprehensive plans.

The Tentative Work Program is presented to the Legislature at the beginning of each legislative session. It identifies transportation projects and programmed funding by year and is adopted by July 1 each year.

Once adopted, the Work Program is used by FDOT to develop the State Transportation Improvement Program (STIP) that is used at the federal level to ensure that planning efforts are consistent with federal guidelines. All transit funding coming through FTA must be included in the STIP before a grant award can be finalized and approved. Close coordination with FDOT on the programming of federal funds is required in the development of the Tentative Work Program, as well as throughout the year as federal adjustments and allocations are announced.

State transit planning and programs encourage the growth of public transportation services, as well as support the increasing local investment in transit systems. The State has several funding programs that are available if local areas are able to commit to a dedicated funding source for system development and expansion. Legislation passed over the past few years indicates that the State plans to continue to foster a multimodal approach to transportation investment.

Strategic Intermodal System

FDOT has developed a transportation system designed to enhance Florida's economic competitiveness. This system, known as the Strategic Intermodal System, or SIS, is composed of transportation facilities and services of statewide and inter-regional significance. In 2003, the Florida Legislature enacted a law establishing the SIS. This new system represents a fundamental shift in the way Florida views the development and financing of transportation facilities and services.

The SIS was designated through the work of statewide transportation partners in 2003 under the *Omnibus Transportation Bill*. The Legislature recommended partners and enacted objective criteria and thresholds, based on quantitative measures of transportation and economic activity. Two types of facilities were established, including:

- SIS Facilities – facilities that play a critical role in moving people and goods to and from other states and nations, as well as between major economic regions in Florida.

- Emerging SIS Facilities – facilities that do not currently meet adopted SIS criteria but are experiencing growing levels of activity.

SIS corridors in Alachua County include Newberry Road (SR 26) from I-75 to the Gilchrist County line, I-75 from the Marion County line to the Columbia County line, Williston Road (SR 331), Hawthorne Road (SR 20), SR 301, and NW 39th Avenue (SR 222). State financial strategies emphasize funding for SIS facilities, along with linkages between SIS facilities, including express bus service on the highway corridors and bus routes serving intermodal facilities.

RTS will continue to coordinate with FDOT to understand specific implications of the SIS regarding public transportation. Since significant State funding will be allocated to the SIS, it will be important to identify transit facilities that should be considered for inclusion as an SIS or emerging SIS facility.

State of Florida TD Five-Year/Twenty-Year Plan

Developed by the CTD, this plan is required under the Florida Statutes and includes the following elements:

- Explanation of the Florida Coordinated Transportation System
- Five-Year Report Card
- Florida Office of Program Policy Analysis and Government Accountability Review
- Strategic Vision and Goals, Objectives, and Measures

The Long-Range and Five-Year strategic visions were reviewed and used for guidance and are indicated below.

Long-Range Strategic Vision

Create a strategy for the Florida CTD to support the development of a universal transportation system with the following features:

- A coordinated, cost-effective multi-modal transportation system delivered through public-private partnerships
- A single, uniform funding system with a single eligibility determination process
- A sliding scale of fare payment based on a person's ability to pay
- Use of electronic fare media for all passengers
- Services that are designed and implemented regionally (both inter-county and inter-city) throughout the state

Five-Year Strategic Vision

Develop and field-test a model community transportation system for persons who are TD incorporating the following features:

- Statewide coordination of community transportation services using Advanced Public Transportation Systems including Smart Traveler Technology, Smart Vehicle Technology, and Smart Intermodal Systems.
- Statewide coordination and consolidation of community transportation funding sources
- A statewide information management system for tracking passenger eligibility determination.
- Integration of Smart Vehicle Technology on a statewide multi-modal basis to improve vehicle and fleet planning, scheduling, and operations. This effort includes vehicle and ridership data collection, electronic fare media, and geographic information system (GIS) applications.
- Development of a multi-modal transportation network to optimize the transportation system as a whole, using Smart Intermodal Systems. This feature would be available in all areas of the state via electronic access.

State Growth Management Legislation

2009 Growth Management Legislation

The purpose of SB 360 is to direct growth into compact urban areas by removing State-mandated concurrency requirements within dense urban areas. The Bill automatically designates many cities, urban service areas of some counties, and some entire counties as Transportation Concurrency Exception Areas (TCEAs). Within these TCEAs, the Bill makes it clear that concurrency is to be determined by local officials. The Bill removes State-mandated concurrency for such areas; however, local comprehensive plans and land development regulations implementing transportation concurrency for these areas will stay in effect unless modified. Therefore, it becomes important for the administrations of local governments that are designated as TCEAs to understand the importance and value of a good transportation system and to establish a clear mobility plan that addresses multi-modal facilities, services, and finances. With this renewed emphasis on growth management, local governments have the opportunity to craft local TCEAs that promote local growth objectives.

2005 Growth Management Legislation

SB 360 was approved and signed into law by Governor Jeb Bush on June 24, 2005. The law is referred to as the Growth Management (GM) legislation. The highlights of the GM legislation include “closing the gap” between development and construction of needed transportation and school facilities and requiring communities to identify water supplies needed for growth; set up a “pay-as-you-grow” system to reduce

backlogs and future growth needs; and link policies, plans, and budgets to ensure that infrastructure is available to support local growth plans.

SB 360 requires that transportation improvements to meet concurrency are constructed or under construction within three years of the issuance of the building permit. In some situations, when the traffic impact mitigation is planned for the near future, a developer may be able to meet concurrency requirements through monetary "proportionate fair-share" contributions. In some cases, it may be appropriate for transit proportionate share to be considered, such as for developments serving a large number of transit riders or where roadways are physically constrained so that expansion is not possible.

The new funding programs that are potentially applicable to RTS are listed below, along with the amount of statewide funding available over the 10-year life span of the law and its applicability for use on transit projects. Some of these descriptions are taken from FDOT's *Resource Guide for Transit and Transit-Related Programs* (November 2005).

- "New Starts" Transit Program – $709 million (annual amounts starting at $54 million and increasing to $75 million) – The program's purpose is to assist local governments in the development of fixed guideway and bus rapid transit projects and to use State funds to leverage local revenues and secure federal discretionary transit "New Starts" funding. Eligible projects will be major new transit capital projects in metropolitan areas and must support local plans to direct growth where desired. FDOT can fund up to 50 percent of the non-federal share, with a limit of 12.5 percent on projects that do not receive FTA New Starts funding, and State funding participation is dependent on an acceptable FTA rating.

- Transportation Regional Incentive Program (TRIP) – $1.015 billion (annual amounts in most years of $115 million) – Created by the 2005 Legislature, TRIP is a 50/50 match program designed to provide an incentive for regional planning to leverage investments in regionally-significant transportation facilities and to link investments to growth management objectives. Eligible participants include all Counties, MPOs, and multi-county transportation authorities. However, they must form regional partnerships to include two or more contiguous counties and/or MPOs, a multi-county regional transportation authority, or an MPO comprised of three or more counties. These regional partners must develop a regional plan that designates regionally-significant facilities and includes a priority listing of eligible projects.

- State Infrastructure Bank (SIB) – $100 million (one-time allocation to be added to the existing program, but reserved for growth management related projects.) – The SIB has been a good resource for agencies when projects are truly a priority and adequate funding from grants or earmarks are not enough. These interest-free loans can be applied for in the Work Program cycle and, depending upon fund availability and project priority, the funding can be paid back over an extended time period (up to 30 years).

- SIS – $2.8 billion (recurring allocation of $300-$500 million annually) – Increasing the capacity of SIS facilities is the highest priority in the state. Improving the access to and within hubs is critical to efficient operation of the SIS. Therefore, FDOT developed guidelines that were designed to help "close the gap" identified in the GM legislation.

In summary, the 2005 GM legislation provides for many new and creative opportunities to fund transit projects. New state transit funding programs, as well as legislation that identifies transit as a growth management strategy, will offer new transit funding opportunities that should be investigated by RTS.

ADDITIONAL FEDERAL DOCUMENTS

Clean Air Act of 1990

The Clean Air Act of 1990, and subsequent amendments, determines the National Ambient Air Quality Standards (NAAQS). NAAQS are standards based on the amount of particulate matter in the air, measured in parts per million for the following pollutants:

- Nitrogen Oxides (NO_x)
- Carbon Monoxide (CO)
- Ozone (O_3)
- Sulfur Dioxide (SO_2)
- Lead (Pb)
- Particulate Matter (PM)

When monitored pollutant concentrations of the above exceed the standards identified in the NAAQS a certain number of times over a three-year period, that area is then designated a non-attainment area by the U.S. Environmental Protection Agency (EPA). A non-attainment designation carries certain regulatory consequences. First, a non-attainment area must prove that its LRTP will not result in increased pollution, also known as transportation conformity. If an area cannot show transportation conformity, the area becomes ineligible to use or acquire new Federal highway funds.

Federal Regulations Concerning Drug and Alcohol Testing

On January 1, 1995, FTA required large transit employers to begin drug and alcohol testing of employees performing safety-sensitive functions and submit annual reports by March 15 of each year beginning in 1996. The annual report includes the number of employees who had a verified positive for the use of prohibited drugs and the number of employees who tested positive for the misuse of alcohol. Small employers commenced their FTA-required testing on January 1, 1996, and began reporting the same information as the large employers beginning March 15, 1997. The testing rules were updated on August 1, 2001, and established a random testing rate for prohibited drugs and the misuse of alcohol.

The rules require that employers conduct random drug tests at a rate equivalent to at least 50 percent of their total number of safety-sensitive employees for prohibited drug use and at least 25 percent for the misuse of alcohol. The rules provide that the drug random testing rate may be lowered to 25 percent if the "positive rate" for the entire transit industry is less than 1.0 percent for two preceding consecutive years. Once lowered, it may be raised to 50 percent if the positive rate equals or exceeds 1.0 percent for any one year ("positive rate" means the number of positive results for random drug tests conducted under 49 CFR 655.45 plus the number of refusals of random tests required by 49 CFR 655.49, divided by the total number of random drug tests plus the number of refusals of random tests required by 49 CFR Part 655).

The alcohol provisions provide that the random rate may be lowered to 10 percent if the "violation rate" for the entire transit industry is less than 0.5 percent for two consecutive years. It will remain at 25 percent if the "violation rate" is equal to or greater than 0.5 percent but less than 1.0 percent, and it will be raised to 50 percent if the "violation rate" is 1.0 percent or greater for any one year ("violation rate" means the number of covered employees found during random tests given under 49 CFR 655.45 to have an alcohol concentration of 0.04 or greater, plus the number of employees who refuse a random test required by 49 CFR 655.49, divided by the total reported number of random alcohol tests plus the total number of refusals of random tests required by 49 CFR Part 655). In 49 CFR 655.45(b), it is stated that the decision

> *to increase or decrease the minimum annual percentage rate for random drug and alcohol testing is based, in part, on the reported positive drug and alcohol violation rates for the entire industry. The information used for this determination is drawn from the drug and alcohol Management Information System reports required by 49 CFR Part 655. In determining the reliability of the data, the Administrator shall consider the quality and completeness of the reported data, may obtain additional information or reports from employers, and may make appropriate modifications in calculating the industry's verified positive results and violation rates.*

On January 9, 2007, the Administrator announced that the random drug testing rate would be reduced from 50 to 25 percent for 2007 due to a "positive rate" lower than 1.0 percent for random drug test data from 2003 through 2005. The alcohol testing rate was reduced to 10 percent in 2006 and will remain at that level for 2007.

Appendix E

Transportation Provider Questionnaire

Gainesville Transportation Service Provider Survey

Gainesville Regional Transit System (RTS) is in the process of developing its ten-year Transit Development Plan (TDP) major update, in accordance with the Florida Department of Transportation (FDOT) TDP Florida Rule 14-73.001. The State of Florida requires that RTS list all of the transportation providers within its geographic service area. Please take the time to fill out this survey and assist RTS in providing better transportation to all of Gainesville's residents.

1. What is the name of your company? _____

2. What type of service do you provide? (e.g., taxi, demand response, charter) _____

3. Please list the location of your facilities:

Name (e.g., dispatch)	Location	Age	Condition (please circle one)
_____	_____	_____	Excellent Good Fair Poor
_____	_____	_____	Excellent Good Fair Poor
_____	_____	_____	Excellent Good Fair Poor

4. What are the boundaries of your service area? _____

5. What are your hours of operation? _____

6. What is your fare per trip? _____

7. What is your service frequency? _____

8. What are your primary destinations? _____

9. What is your average annual ridership? _____

10. Please list your rolling stock

Type (e.g., car, bus)	Age	Number of Units	Special Accessories
_____			
_____			
_____			

11. Please list any other equipment used to perform daily operation (e.g., automotive repair)

Type	Age	Number of Units	Condition (please circle one)
_____	_____	_____	Excellent Good Fair Poor
_____	_____	_____	Excellent Good Fair Poor
_____	_____	_____	Excellent Good Fair Poor

11. Please list any affiliations with groups or programs involved with public transit:

Thank you for taking the time to complete this survey. Please return the completed survey to Tindale-Oliver & Associates, Inc., 1595 South Semoran Boulevard, Suite 1540, Winter Park, Florida 32792, or fax to (407) 657-9285, or email ptyre@tindaleoliver.com. If the information is available in another format, please mail, fax, or e-mail the existing format without completing this questionnaire.

Appendix F

Farebox Recovery Ratio Report

ANNUAL FAREBOX RECOVERY RATIO REPORT – JULY 2009
REGIONAL TRANSIT SYSTEM (RTS) – FIXED ROUTE SYSTEM,
GAINESVILLE, FLORIDA

CURRENT FAREBOX RECOVERY RATIO

The farebox recovery ratio (FRR) for RTS, the public transportation provider for the Gainesville area, was 54.1 percent in FY 2008. The background with regards to the farebox recovery ratio includes the following.

PRIOR YEAR FARE STUDIES AND CHANGES

In FY 2009, the regular fare was increased by 50 cents to $1.50 and the discounted fare from $0.50 to $0.75. While RTS recognized that some initial ridership reduction typically occurs with fare increases, this was felt to be temporary, and total fare receipts would increase with the change in fares. RTS also collects pre-paid fares through agreements with the University of Florida (UF), SHANDS, the Veterans Administration, Alachua County, and Gainesville Regional Utilities. The UF and RTS agreement allows students to pre-pay for unlimited access to RTS services. As a result of this agreement, RTS' farebox recovery ratio is significantly higher than its peer systems. The City of Gainesville staff also receives pre-paid unlimited bus service through the RTS Employee Pass Program.

STRATEGIES THAT WILL AFFECT THE FAREBOX RECOVERY RATIO

The 2009 Transit Development Plan (TDP) update identifies strategies that will be used to maintain or increase the farebox recovery ratio, including the following:

- Monitor key performance measures for individual fixed-routes.
- Ensure that transit serves major activity centers, potentially increasing the effectiveness of service.
- Increase ridership by continuing to transition transportation disadvantaged and ADA patrons to fixed-route service.
- Increase ridership through enhanced marketing and community relations activities.
- Minimize costs required to operate and administer transportation services.
- Determine the most cost-effective service type on all major corridors given demand, routings, and coverage areas.
- Continue negotiating the level of transit service with the University of Florida

RTS FARE STRUCTURE (FY 2009)

Customer Type	Fare Type	Current Fare
Adult - Regular Fare	Cash Fare	$1.50
	All-Day Pass	$3.00
	Monthly Pass	$35.00
	Student Semester Pass	$60.00
Discount Fare	Cash Fare (Half Fare)	$0.75
	Monthly Pass (Half Fare)	$17.50