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## ADA-Related Topics

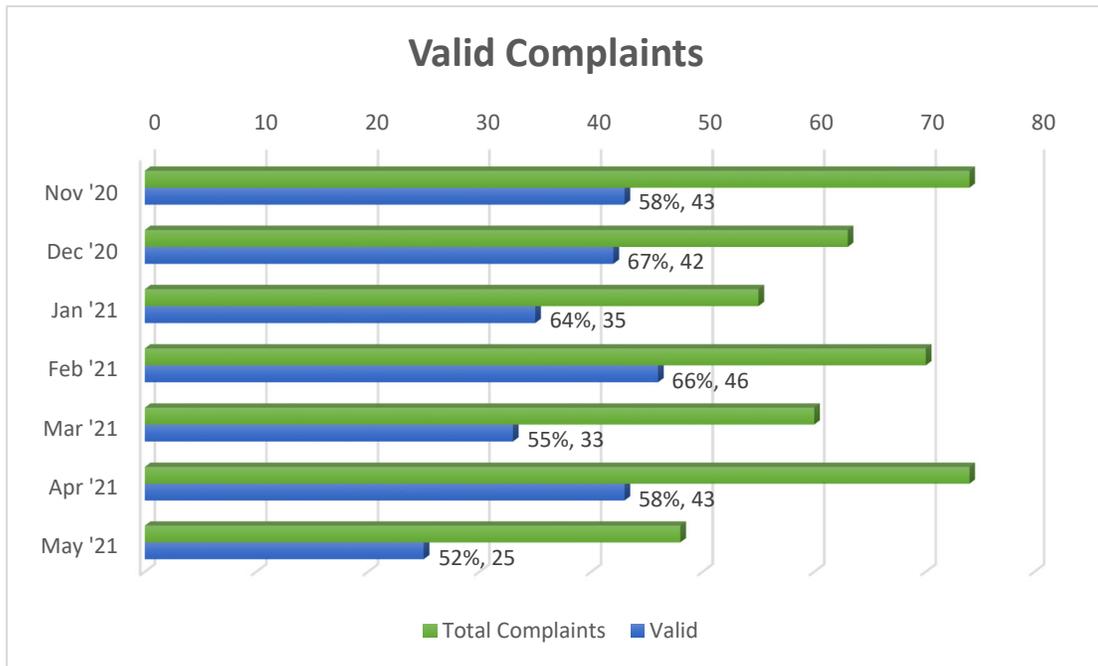
Millie Crawford, ADA Coordinator

2020 - 2021	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
# ADA on Fixed Route	45,824	35,022	39,211	37,074	37,310	40,185	36,838	34,370
# ADA Trips	3,250	2,549	2,976	2,697	2,697	3,022	3,096	3,135
# Valid Complaints	1	0	1	1	1	3	4	1
# Commendations	6	4	3	5	4	9	4	6
# Accidents, Preventable	0	0	0	0	3	1	0	0
# Accidents, Non-Preventable	1	0	1	0	0	0	1	1
# Passenger Incidents, Preventable	0	0	0	0	0	2	0	0
# Passenger Incidents, Non-Preventable	0	0	0	0	0	1	0	0

# Customer Service

Patti Wiggs, Customer Service Advocate

	Nov '20	Dec '20	Jan '21	Feb '21	Mar '21	Apr '21	May '21
Total Complaints	74	63	55	70	60	74	48
Valid Complaints	43	42	35	46	33	43	25
Commendations	1	0	1	0	1	3	2



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# Operations

Roy Darnold, Transit Operations Manager

## **1.) CAD/AVL Intelligent Transit System and Bus Time**

New computer aided dispatch (CAD) system will provide real time information to the control center on bus location, schedule adherence, passenger load and headway. Allows text communication between buses and control center minimizing radio traffic. System controls fare box, ADA announcements and destination signs. Provides maintenance real time warnings on bus performance and issues. Drivers will now have turn by turn directions via GPS including both planned and emergency detours.

Transloc will be replaced by a new website and app named RideRTS. This vehicle locator will receive information through the new CAD/AVL system. Benefit of RideRTS will be more accurate bus arrival/departure times, instant detour notification and map changes. Immediate notification of closed bus stops.

## **2.) Digital Displays at Transfer Stations**

In process of procurement of digital information displays to be installed at both transfer stations. Signage will provide passengers accurate arrival/departure information, PSA and weather announcements, marketing and service update messages.

## **3.) Campus Detours**

Multiple road construction project on Campus are creating many detours. Construction will continue for at least 1 more year resulting in route detours continuously being modified. With new CAD/AVL system, this will be much easier to manage and inform the public.

## **4.) Driver Staffing Level**

Nationwide, transit is facing driver shortages. RTS has also been effected. We have switched to streamline online interviews, job fairs and worked with HR to expedite the hiring process.

## **5.) Passenger Pass-bys**

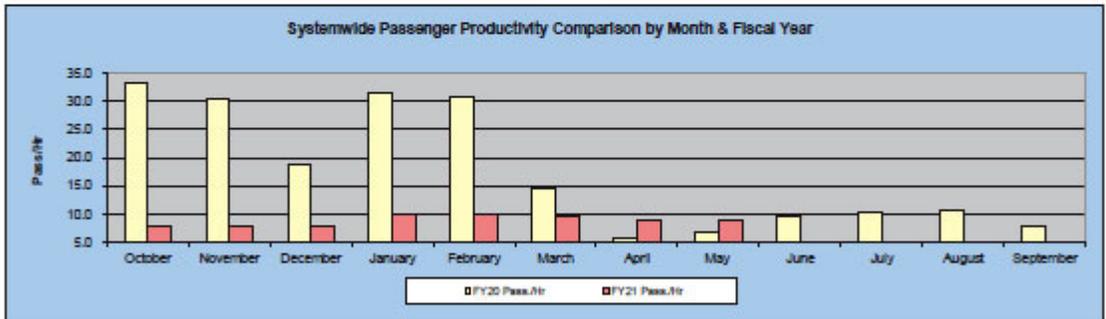
In conjunction with the Customer Service Department, Operations is placing extra focus on passenger pass-bys. Refresher training is being provided to drivers over the summer. Videos of previous pass-bys are being reviewed in class. Discipline for passing passengers has been modified and will be enforce beginning Aug 16 (Fall Service).

# Planning

Krys Ochia, Transit Planning Manager

Gainesville-RTS Passenger Productivity by Month and Fiscal Year

FY '21 Monthly Passenger Productivity Report Summary				FY'20 Monthly Passenger Productivity Report Summary			
Month	Passenger Trips	Revenue Hours	FY21 Pass./Hr	Month	Passenger Trips	Revenue Hours	FY20 Pass./Hr
October	222,536	27,712	8.0	October	1,154,448	34,564	33.4
November	172,817	21,755	7.9	November	857,251	28,043	30.6
December	157,887	20,122	7.8	December	443,505	23,383	19.0
January	214,722	21,545	10.0	January	959,242	30,338	31.6
February	240,983	24,386	9.9	February	949,176	30,706	30.9
March	259,025	27,055	9.6	March	330,697	22,450	14.7
April	230,714	26,019	8.9	April	105,488	17,778	5.9
May	161,005	18,195	8.8	May	114,141	17,042	6.7
June				June	146,369	15,015	9.7
July				July	161,337	15,563	10.4
August				August	171,696	16,021	10.7
September				September	208,087	26,597	7.8
<b>FY 21 YTD</b>	<b>1,659,689</b>	<b>186,789</b>	<b>8.9</b>	<b>FY 20 YTD</b>	<b>4,913,948</b>	<b>204,303</b>	<b>24.1</b>
YTD Δ%	-86%	-4%	-63%	FY 20 YTD	6,801,487	277,488	20.2



COVID-19 DATA

NO COVID-19 DATA

Note: Observe change in the scale on "Y axle". Now the top is 35...it was 60 on monthly reports before than this.

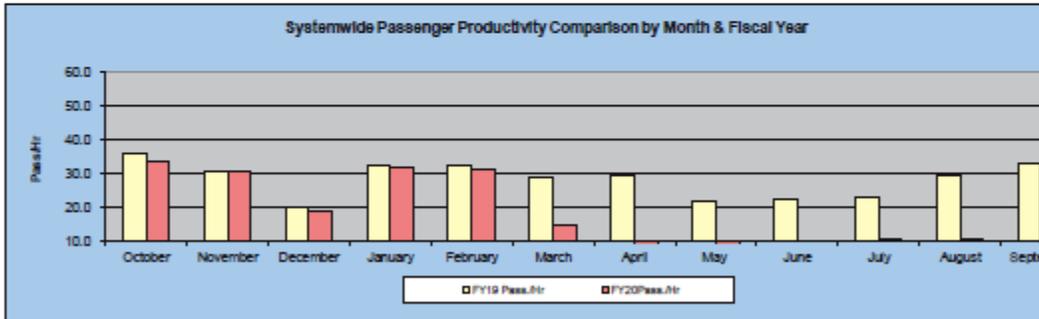
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Gainesville-RTS Passenger Productivity by Month and Fiscal Year

FY 2020 Monthly Passenger Productivity Report Summary			
Month	Passenger Trips	Revenue Hours	FY20Pass./Hr
October	1,154,448	34,564	33.4
November	857,251	28,043	30.6
December	443,505	23,383	19.0
January	959,242	30,338	31.6
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March	330,697	22,450	14.7
April	105,488	17,778	5.9
May	114,141	17,042	6.7
June	146,369	15,015	9.7
July	161,337	15,563	10.4
August	171,696	16,021	10.7
September	208,087	26,597	7.8
<b>FY 20 YTD</b>	<b>5,601,437</b>	<b>277,498</b>	<b>20.2</b>
YTD Δ%	-30%	-13%	-30%

FY 2019 Monthly Passenger Productivity Report Summary			
Month	Passenger Trips	Revenue Hours	FY19 Pass./Hr
October	1,196,020	33,579	35.6
November	866,875	28,278	30.7
December	429,481	21,739	19.7
January	933,172	28,766	32.4
February	953,233	29,436	32.4
March	789,881	27,455	28.8
April	926,322	31,738	29.2
May	449,912	20,826	21.6
June	390,214	17,585	22.2
July	486,638	21,025	23.2
August	750,759	25,492	29.5
September	1,039,958	31,352	33.2
<b>FY 19 YTD</b>	<b>9,212,465</b>	<b>317,272</b>	<b>29.0</b>
<b>FY 19 YTD</b>	<b>8,212,486</b>	<b>317,272</b>	<b>25.9</b>



\* October 2019 has Homecoming Parade... one FULL SERVICE day!!!!  
 \*\*\*\* January 2020 has just 2 days reduced service  
 \*\*\*\*\* COVID 19 after March 16th, 2020 Special Reduce Service, almost one bus per Reduced Routes Service.  
 \*\*\*\*\* April 2020 Reduce Service All Month, No Campus Routes, No Later Gator Service,  
 \*\*\*\*\* Summer Schedule May 2019 started May 6th, 2019. Summer 2020 Starts May 4th, 2020 Spring 2020 Covid 19 Reduced Service.  
 May 2019 had 4 Saturdays and Sundays. May 2020 has 5 Saturdays and Sundays.  
 August 2020: Summer Covid Schedule, One week Santa Fe Full Service. One day like Fall 2020 Schedule  
 September 2020: Four buses less on service 9x4 21x3 26x3 38x4 After Sept 21st

Reviewed by: \_\_\_\_\_ Date: \_\_\_\_\_  
 Reviewed by: \_\_\_\_\_ Date: \_\_\_\_\_

# Reimagined Transit

July 2021



## 1.0. INTRODUCTION

This report is a summary of a reimagined transit network that provides enhanced services for neighbors within Gainesville's Regional Transit System service area. A reimagined service network strives to reduce transit wait and travel times; improve regional connectivity; and, provides vehicle and transit amenities to customers. As the Gainesville area's population increases and more developments are completed, RTS should be positioned to serve new riders that occupy high density housing and those who have developed shopping and work habits that are transit-oriented.

Analyses of RTS and its service needs and future capital and operational needs were included in the current RTS' 2020-2029 Transit Development Plan. The state-mandated plan also requires transit agencies to submit an annual update to share accomplishments, lessons learned and failures. A reimagined RTS network system is developed to reflect the ideas discussed in the report, and includes enhancements that would make the RTS service available to everyone within the service area. Pedestrian, bicycle and other non-motorized but transit-friendly modes are assumed to take advantage of a reimagined transit network by encouraging users to use buses to complete their trip.

The other element that is expected to promote increased ridership, as a result of a reimagined transit network, is land use that encourages transit-oriented development (TOD) and mixed use development. As the name implies TODs are developments that are placed next to transit routes or at transit stations, and for the Gainesville area, transfer stations that make it more convenient to access transit services. Mixed use and higher density developments provide convenient and cost-effective walkable, bikeable, and transit mobility options. Such developments discourage auto parking and could provide other incentives that discourage driving in single occupancy automobiles.

A transit station can serve as a terminus for several fixed routes and a collection center for riders convenience and ease of transfer opportunities to connect to trunk or microtransit services. Other complimentary road design in a reimagined network is the creation of bus-only lanes, queue jumps and traffic signal priority (TSP) at intersections. These changes allow bus riders to have priority over drivers at an intersection when the traffic light is red. A traffic signal that turns green for buses reduces the travel time for buses and acts as an incentive to drivers to ride the bus. Bus customers can also benefit from reliable Customer Electronic Information System (CEIS) at transfer stations. Part of a premium service system a CEIS allows passengers to track when their bus arrives and minimizes customer anxiety over "prolonged" wait times for a bus. Removing on-street parking within bus zones to allow for easy loading and off-loading of passengers is another method of providing incentives to bus customers while increasing safety at bus stops.

There has been an emergence of TNC (Transit Network Company) services such as Uber and Lyft that provide door-to-door premium service. Some advocates for using TNCs to provide paratransit do not realize the cost of an average ride is sometimes equal to a significant portion of the hourly wage of an average transit customer. A transit network that combines high frequency fixed route and door-to-door service framework is necessary for transit agencies to provide. The goal of a reimagined transit network service is to make transit service available to everyone by providing transit options to address different travel preferences.

## **2.0. BACKGROUND**

Transit agencies in the United States are interested in adding value to transit service by enhancing services available to transit customers. Consider that the Federal Transit Administration has suggested that by approaching transit services as door-to-door, not just stop-to-stop, transit agencies and their jurisdictions can improve safety and increase public transportation use. The ultimate transit service is the one that provides service door-to-door.

Transit services means different things to different community users – daily commuters to work and school, individuals who prefer fast (non-stop express/limited stop) service, leisure riders, those who access community services (to the doctors/lawyers offices, grocery stores), those who work after hours and those who ride bus to dining and late evening entertainment. That list probably covers the entire community, and running fixed bus routes on major streets will not meet their combined goals. A reimagined service system should endeavor to serve the different needs by providing different types of transit service. It is plausible that some riders might take the bus and prefer to ride a bicycle or a scooter from a transfer station or catch a ride on a microtransit bus to get to their final destination.

Technology has a role to play in an enhanced and reimagined transit service environment – transit users would like to keep a tab on the arrival times of their ride. Studies show that when a transit user has control over the wait time for a ride, they are more likely to use the service, similar to an express service that is based on headway schedule. Users know for example, that if they miss the bus the maximum wait time is 15 minutes for the next bus. One other component of a premium and reimagined service is the provision of a modern passenger collection center, also known as transfer stations, transit stations or mobility hubs. Such a facility allows service users to access and gather at a major stop for all modes and quickly transfer to another trunk line service, ride a microtransit bus, use a scooter or ride a bicycle to a final destination. With these in mind the rest of the report will address different potential services that will collectively serve everyone in the community, preferably on a premise of a door-to-door service. For those who work weekends and evenings, the system would consider extended service hours or span of service and a fairly decent service frequency to meet their needs. There is also the opportunity to rely on technology within a small-spaced vehicle for mobility provided by Autonomous Vehicles. This service is also nimble when the technology can easily adapt to different roadway design and traffic structure. Presently the technology is being finessed through testing.

### **2.1. RTS Existing Service Characteristics**

The City of Gainesville is located in Alachua County in north central Florida and is the county seat. It 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. Alachua County is approximately 969 square miles, and the City of Gainesville is approximately 63 square miles.

RTS operates as a division of the City of Gainesville Department of Transportation and Mobility. RTS staff consists of 308 employees—217 operators, 48 maintenance workers, and 43 general administration staff. RTS operates all of its fixed route services out of a single 12-acre facility that is located just southeast of downtown Gainesville. The system consists of fixed-route bus routes connecting the City of Gainesville, the University of Florida UF, Santa Fe College, and some unincorporated parts of Alachua County. RTS has a service area of 83 square miles, servicing a population of 163,990. The RTS has 55 bus routes consisting of 40 City/County routes, 10 Campus and 5 Later Gator Routes. It has 138 buses with an average age of 11.4 years (system map is shown on the next page). During peak service, RTS operates 116 vehicles. RTS contracts with MV Transportation for its ADA service, and MV has a fleet of 20 vans.

Within the RTS service area about 80% of passengers attend or work at the University of Florida or Santa Fe College. The average headway, ridership and trip time within the system are shown below.

**Table 1. Average Headway and Ridership**

Service Period	Average Headway		Average Ridership
	Day	Evening	
Weekday	32	41	50,191
Saturday	48	32	14,748
Sunday	56	20	3,271

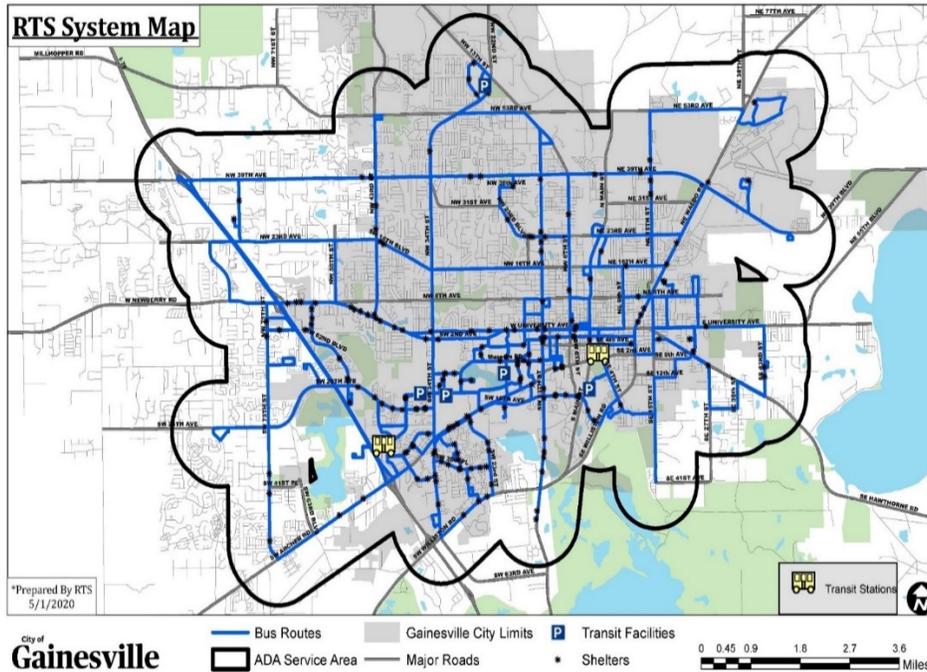
**Table 2. Average Trip Time**

Service Period	City		Campus	
	Day	Evening	Day	Evening
Weekday	47	46	29	28
Saturday	47	51	43	36
Sunday	47	NS	36	36

Source: RTS Ridership Data, 2019

The service characteristics shows that during the weekday, the average headway, based on separate RTS data, is 32 minutes (day time), compared to 41 minutes during the evening service period. On Saturdays, the average daytime headway is 48 minutes while the evening headway is 32 minutes. Of course what these averages hide is that on some routes, such as Route 27, during the week (M-F) the headway is 120 minutes (there are no weekend services), while the headway is a mere 15-22 minutes on Route 12, M-F. For a reimagined service, it is advisable to first consider increasing service frequency (bus comes by more often) system wide, as suggested by 75% of community builders, no matter the ultimate network (service) structure that is selected.

**Figure 1. System Map**



The next pages provide a summary of the characteristics of each route within the system. It includes information on total annual ridership, frequency and funding sources.

**Table 3. Summary of RTS Service Characteristics – Route Funding, Frequency and Ridership**

Route	City	FY2018 Totals Pass.	FY2019 Totals Pass.	Frequency in minutes			Funding				FDOT/FTA
				Peak	off Peak	Night	City	County	UF	Santa Fe	
1	Downtown Station to Butler Plaza	543,190	537,313	17	30	60	X		X		
2	Downtown Station to NE Walmart Supercenter	71,201	63,458	60	60	N/A	X				
3	Downtown Station to N Main Post Office	27,875	27,360	60	60	N/A	X				
5	Downtown Station to Oaks Mall	387,329	355,345	24	30	30	X		X		
6	Downtown Station to Plaza Verde	90,131	86,117	60	60	N/A	X				
7	Downtown Station to Eastwood Meadows	69,791	73,833	60	60	N/A	X	X			
8	UF Health to North Walmart Supercenter	294,874	280,368	30	30	40	X		X		
9	Reitz Union to Hunters Run	462,636	441,655	9	9	20			X		
10	Downtown Station to Santa Fe	99,165	98,823	35	35	N/A	X	X		X	
11	Downtown Station to Eastwood Meadows	100,970	97,954	60	60	N/A	X		X		
12	Reitz Union to Butler Plaza	505,721	467,250	15	15	25			X		
13	Beaty Towers to CareerSource	342,307	382,539	10	10	30	X		X		
15	Downtown Station to NW 13th St (@ NW 23rd Ave)	244,473	243,564	35	35	60	X				
16	Beaty Towers to Sugar Hill	107,111	110,842	34	34	30	X		X		
17	Beaty Towers to Downtown Station	104,742	105,098	34	34	N/A			X		
19	Reitz Union to SW 23rd Terr @ SW 35th Place	7,140	7,505	32	N/A	N/A			X		
20	Reitz Union to Oaks Mall	846,141	811,181	12	12	30	X		X		
21	Reitz Union to Cabana Beach	280,449	263,437	18	18	N/A			X		
23	Oaks Mall to Santa Fe	106,176	87,794	18	23	15				X	X
24	Downtown Station to Job Corps	15,139	12,127	120	120	N/A	X	X			
25	UF Commuter Lot to Airport	71,293	66,405	65	65	N/A			X		
26	Downtown Station to Airport	115,271	108,209	60	60	N/A	X				
27	Downtown Station to NE Walmart Supercenter	11,771	10,805	120	120	N/A	X				
28	The Hub to Forest Park	193,142	162,885	13	13	N/A			X		
29	Beaty Towers to Kiwanis Park	41,141	50,943	40	40	N/A			X		
33	Butler Plaza to Midtown	319,849	377,951	18	18	30			X		
34	The HUB to Lexington Crossing	222,080	229,494	20	20	50			X		
35	Reitz Union to SW 35th Place	614,451	591,596	10	10	23	X		X		
36	Reitz Union to SW 34th St Post Office	96,546	82,742	30	30	N/A			X		

Route	City	FY2018 Totals Pass.	FY2019 Totals Pass.	Frequency in minutes			Funding				FDOT/ FTA
				Peak	off Peak	Night	City	County	UF	Santa Fe	
37	Reitz Union to Butler Plaza (via SW 35th Place)	194,536	203,690	20	30	N/A			X		
38	The Hub to Gainesville Place	578,826	625,155	10	10	45			X		
39	Santa Fe to Airport	21,995	20,547	60	60	N/A				X	
40	HUB to Hunters Crossing	30,679	30,334	65	65	N/A			X		
43	UF Health to Santa Fe	191,516	188,653	30	30	N/A	X	X			
46	Reitz Union to Downtown Station	155,979	154,833	15	15	N/A			X		
75	Oaks Mall to Butler Plaza	230,791	221,012	40	60	60	X	X			
76	Santa Fe to Haile Square Market	31,414	31,733	60	60	N/A				X	
117	Park-N-Ride 2 (SW 34th St.)	115,777	73,609	32	32	N/A			X		
118	Park-N-Ride 1 (Cultural Plaza)	350,261	346,071	10	10	N/A			X		
119	Family Housing	69,733	52,487	30	30	N/A			X		
120	West Circulator (Fraternity Row)	225,001	202,118	10	10	N/A			X		
121	Commuter Lot	65,530	48,666	15	15	N/A			X		
122	UF North/South Circulator	48,689	72,314	30	30	N/A			X		
125	Lakeside	131,479	144,678	15	15	N/A			X		
126	UF East/West Circulator	78,946	83,697	N/A	N/A	20			X		
127	East Circulator (Sorority Row)	246,788	278,340	11	11	N/A			X		
128	Reitz Union to Lake Wauburg	1,586	1,454	N/A	N/A	N/A			X		
150	Haile Plantation - UF Campus		2,932	20	60	N/A			X		
300	Later Gator A	13,770	11,959	N/A	N/A	13			X		
301	Later Gator B	15,910	12,728	N/A	N/A	20			X		
302	Later Gator C	22,397	21,819	N/A	N/A	25			X		
303	Later Gator D	1,673	1,297	N/A	N/A	N/A			X		
305	Later Gator F	3,508	3,254	N/A	N/A	N/A			X		
711	Downtown to E. Meadows	32,985	34,228	N/A	N/A	60	X	X			
800	Santa Fe to Butler Plaza	2,359	13,530	60	60	N/A				X	X

## 2.2. Existing Transit Development Plan (TDP)

**Table 4. What type of mobility services would you like?**

Answer Options	Responses
a. More bus service- cover new areas	66.01%
<b>b. High frequency bus service – bus comes by more often</b>	75.37%
<b>c. Enhanced bus network- buses running on main roads and complemented by neighborhood shuttles</b>	57.14%
d. More infrastructure for pedestrians and bicyclists	54.19%
<b>e. More shelters, better signage and service information, transfer hubs</b>	63.05%
f. Mobility-on-demand services	27.59%
g. More scooter and bike-share service	25.62%
h. A combination of the above	40.39%
Other (please specify)	14.29%

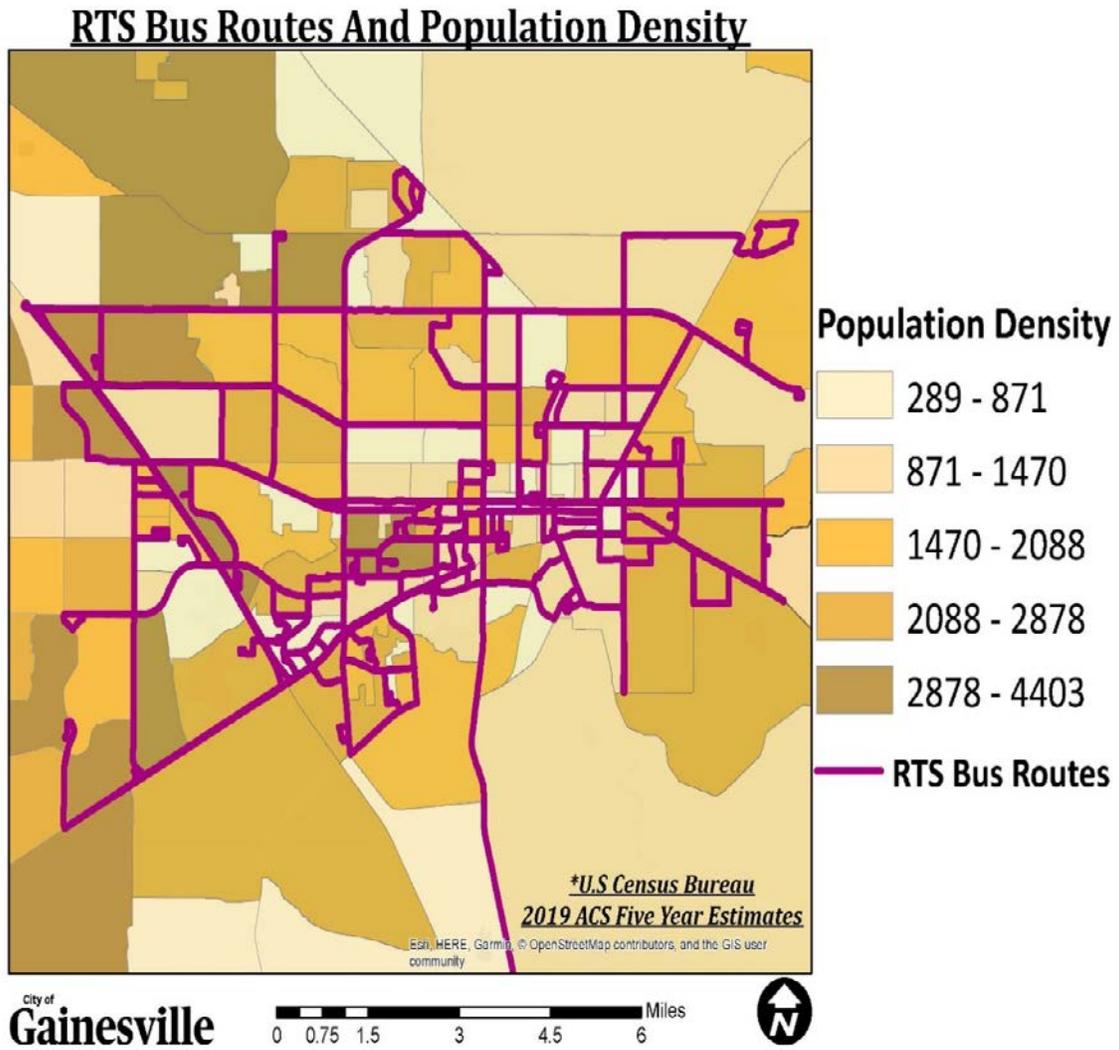
Source: RTS TDP, October 3, 2019

The question “What type of mobility service would you like?” on Table 4 was presented to neighbors during the preparation of RTS’ Transit Development Plan (TDP) that was adopted in 2019 by the City Commission. The questions and answers reveal a recognition that different people have different expectations for transit services. This report represents a vision of a transit system that can potentially service all transit customers within the service area. Based on their responses, 84% of neighbors would prefer an enhanced bus network with buses running on main roads complemented by neighborhood shuttles/mobility-on-demand service system. At the same time 75.37% back the tried-and-true method of improving bus service – increasing frequency or reducing the length of time passengers wait for the bus to arrive. This is the single most important service feature requested by neighbors. And, the third highest transit vision is for a network that covers new areas, that is the addition of new services. Developing and implementing a system that covers the three top preferred service areas will address a premium service within a reimagined system for most of the neighbors. Adding the convenience of technology, such as the ability to track bus arrival time, to enhance customer experience and safety at bus stops (parked automobiles are not blocking access to a standing bus) should be assumed to be a component of any type of service provided for neighbors.

Providing fixed trunk line services is predicated on availability of potential customers along the new route. To evaluate the need for such new trunk line service, the map *RTS Bus Routes and Population Density*, Figure 2, shows the result of superimposing the current RTS route system on population density within RTS service area to allow for visualization of where service gaps exist within the system. We know that 36% of Gainesville population are students and 73.39% of transit users are associated with the University of Florida. In other words, at least 73% of all transit trip origins are located at the University of Florida during PM Peak. The superimposition of the population density map on existing fixed route network helps us to evaluate how effective the current network is in providing services to all potential customers. The information gleaned from it will contribute to justify extension of services to new areas.

From the map, it appears that there may be a need to extend services to the northwest (Turkey Creek) and southwest (towards Archer) districts - they have the darkest color tones - followed by areas southeast of North Lincoln Heights between SE Hawthorne Rd and SE 15<sup>th</sup> Street. Otherwise, it is certainly acceptable to state that the system has a good framework upon which valuable enhancements could be imagined, given current sources of ridership and funding.

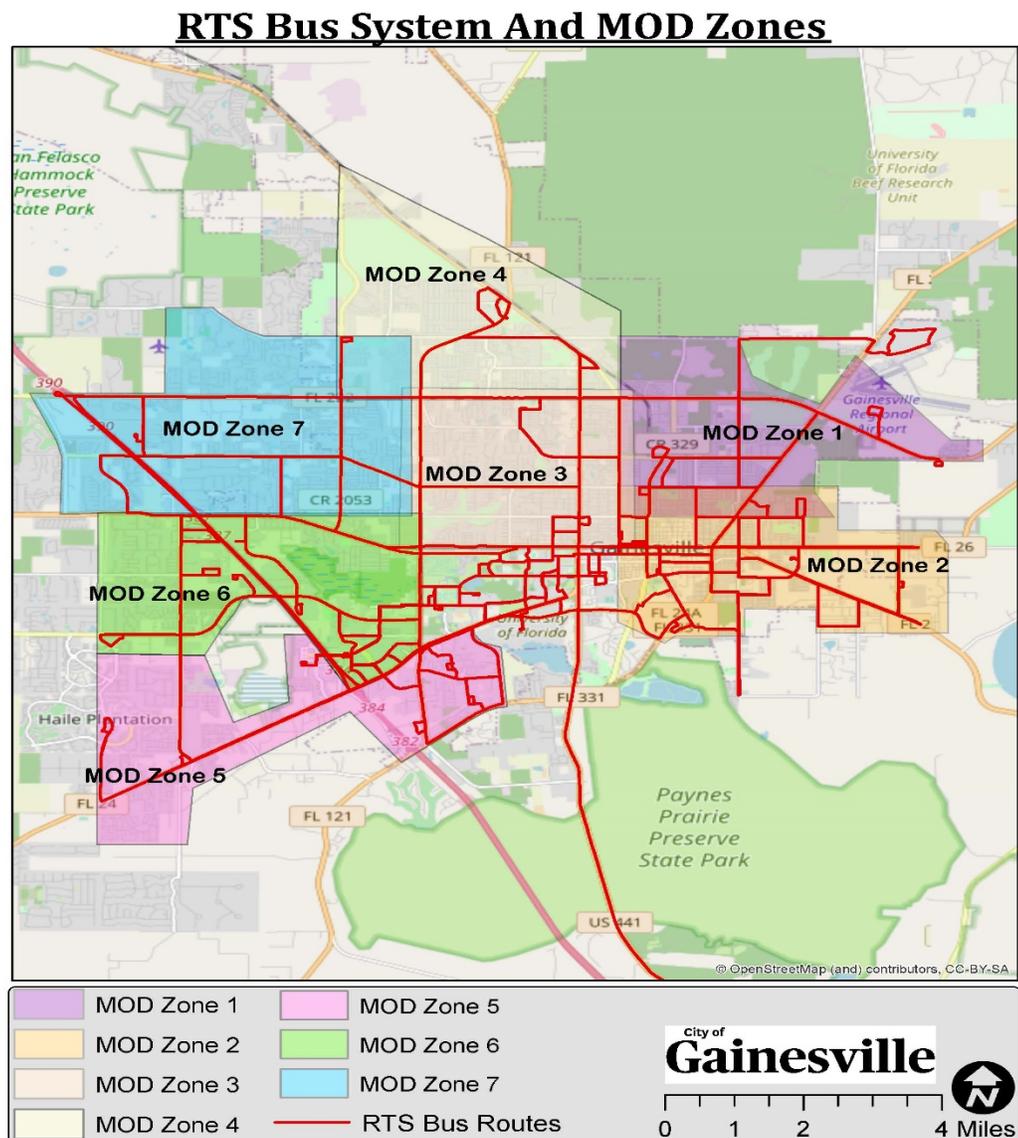
Figure 2: RTS Bus Routes and Population Density



### 3.0. TDP Recommended Services

#### 3.1. Microtransit - Mobility on Demand Service (MOD)

Figure 3. RTS System and MOD Zones



The other visual image depicted by Figure 2 is the existence of service gaps outside of the highest population density areas. In recognition of those service gaps, the latest Transit Development Plan (FY 2020-2029) has developed seven (7) Mobility on Demand (MOD) Zones to fill the gaps. Doing so will also address perceived transit inequities and at the same time provide service to transportation-disadvantaged. The combined *RTS Bus System and MOD Zones*, Figure 3, shows the zones and how they would be integrated into the existing fixed-route transit network to ensure that the RTS service covers all areas where all riders need to travel: there will be a new MOD-cum-Trunk Line service hybrid that creates a reimagined framework in which practically everyone has access to transit services within the service area. Meanwhile, RTS has ranked and prioritized the MOD zones based on factors such as income levels, car ownership and density of fixed routes in the area. MOD Service will be provided with 12-15 seater vans or cut-away that are ADA-accessible. They are also outfitted with modern technology to allow passengers to track and determine the arrival time of their ride. This mode of service provides door-to-door service from home or other trip origins to a final destination. It could be funded to operate all-day or during targeted hours. Based on the existing microtransit service, the

wait time will be 12-15 minutes, and adding more buses reduces the wait time. Unlike fixed route services, an MOD service is nimble and more agile to quickly respond to changes in customer demand. The annual cost of operating service in a single zone is shown in Table 5.

**Table 5. Operating Cost (for a Single Zone)**

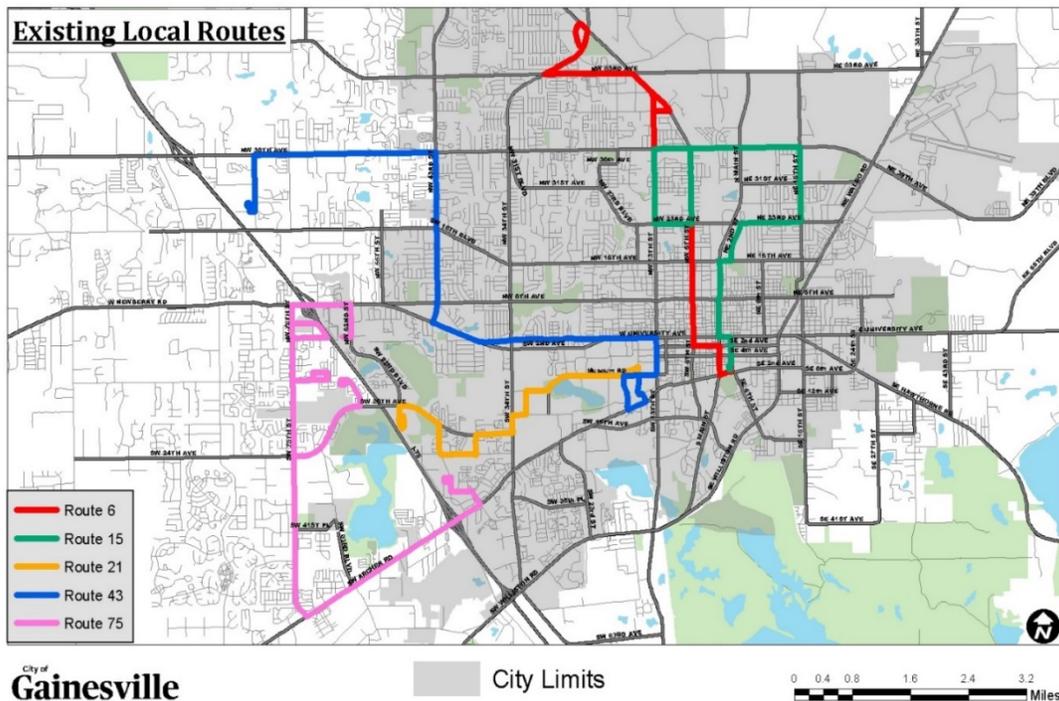
Route	Description	Frequency	Hours	# of Buses	Hrs/Year	Operating Cost	Comments
MOD	Community-based service	15	10	2	2,520	\$180,029	Min. 2 buses/Zone
<b>MOD (All)</b>	<b>Community-based service</b>	<b>15</b>	<b>10</b>	<b>14</b>	<b>17,640</b>	<b>\$1,260,203</b>	<b>2 buses/Zone</b>

Note: \$71.44/hour

### 3.2. Enhanced Local Services

Neighbors have indicated that they are also interested in enhanced transit services. The TDP has identified the best candidate routes that would benefit most from increasing frequency. To demonstrate the benefit of enhanced services, the TDP provides projected ridership data for affected routes - 6, 15, 21, 43 and 75 - for the planning period 2019 to 2029, Table 5, and developed the ridership numbers based on the TBEST model. Enhancing the services produces the projected ridership, especially when paired with the use of technology to reduce travel time. Notice that the numbers represent annualized weekday ridership growth rates. Enhancing a service includes doubling frequency (Routes 6 & 21), improving frequency (Routes 15 & 43) and merely providing a consistent 30-minute frequency on Route 75. The operating cost (at \$71.44/hr) shown in Table 6 is for enhancing the services for identified routes, and Figure 4 shows the affected routes.

**Figure 4. Proposed Service Enhancements**



**Table 6. Existing Local Services Scheduled for Enhancement**

Route	Description	2019 Boardings	2029 Boardings	% Change
6	Depot Park to Fl. Museum	98,685	119,656	21.3%
15	Duck Pond to UF	265,455	325,294	22.5%
21	Depot to Natural Area Lab	478,890	123,229	25.7%
43	Reitz Union to SW 38 <sup>th</sup> /24 <sup>th</sup>	247,530	294,911	19.2%
75	Downtown to UF	235,110	266,663	13.4%

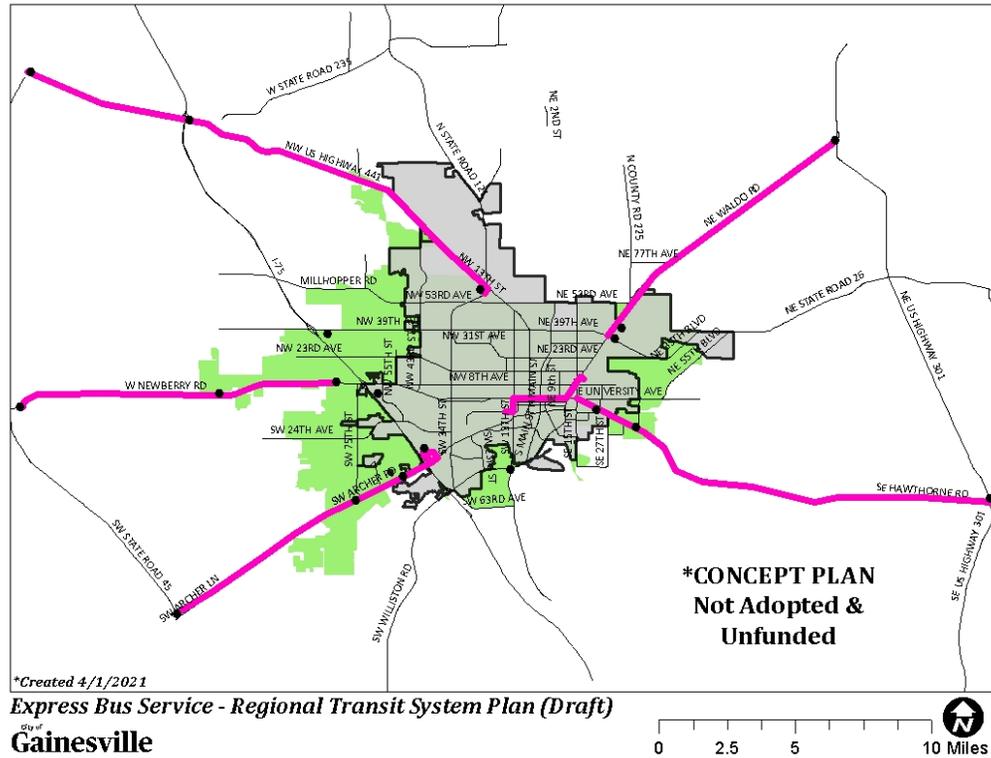
**Table 7. Operating Cost**

Route	Description	Frequency Current / Future	New Hours	# of New Buses	Hrs/Year	Added Operating Cost	Comments
6	Downtown to Gainesville Mall	60 / 30	14	1	3,528	\$252,040	Peak hour, 30 minute frequency
15	Rosa Parks to NW 13 <sup>th</sup>	60 / 30	18	2	9,072	\$648,104	Peak hour, 30 minute frequency
21	Reitz Union to Cabana	16/ 8	13	4	13,104	\$936,150	Peak hour, 8 minute frequency
43	Downtown to SFC	30 / 20	13	1	3,276	\$234,037	Peak hour, 20 minute frequency
75	Butler Plaza to Oaks Mall	35 / 30	13	3	9,828	\$702,112	Peak hour, 30 minute frequency
All Routes Above	Increase span 6, 15, 43, 75 Per TDP		10	0	2,520	\$180,029	6, 43 to 10; 15, 75 to 11
			<b>Total</b>	<b>20</b>	<b>41,328</b>	<b>\$2,952,472</b>	

### 3.3. Inter-City Express Services

These routes will allow RTS to serve county residents in urbanized, non-urbanized and unincorporated areas of Alachua County. For these services to succeed, the service must effectively compete with the alternative (cost) of driving to Gainesville. Moreover, RTS must collaborate with affected local governments to initiate, implement and manage the service. Table 8 shows the operating cost and service hours.

**Figure 6. Proposed Inter-City Express Service Alignments**



**Table 8. Inter-City Express Service Operating Cost**

Route	Description	Frequency	Hours	# of Buses	Hrs/Year	Operating Cost	Comments
800	City of Alachua to Northwood Village	30	17	2	4,284	\$306,049	Peak hour service, 6-10am, 4-7pm
801	City of Newberry – Jonesville-Tioga to UF	30	17	2	4,284	\$306,049	Peak hour service, 6-10am, 4-7pm
802	NE Walmart SC to UF	30	17	2	4,284	\$306,049	UF-sponsored
803	City of Archer to UF	30	17	2	4,284	\$306,049	Peak hour service, 6-10am, 4-7pm
804	Hawthorne to Eastside Activity Ctr.	30	17	2	4,284	\$306,049	Peak hour service, 6-10am, 4-7pm
805	Waldo to Downtown to UF	30	17	2	4,284	\$306,049	Peak hour service, 6-10am, 4-7pm
			<b>Total</b>	<b>14</b>	<b>29,988</b>	<b>\$2,142,343</b>	

#### 4.0. RTS Proposed Service Modifications

After March 2020, RTS has modified services due to the pandemic situation and there have been noticeable passenger behavior changes that is creating a need for modifying services further. These changes go far beyond TDP current recommendations. RTS recommends the following changes:

- Combine existing fixed routes to create premium transit routes. Route A (East-West route similar to the first BRT proposed route on previous planning reports) and Route B (North-South route)
- Convert existing low productivity routes to microtransit routes.
- Replace existing service with Circulators.
- Identify mobility hubs along Routes A and B to be served by feeder routes and microtransit routes

#### 4.1. Premium Transit Routes (A and B)

Route A (East-West Route) will connect Gainesville Regional Airport to Oaks Mall Shopping Center through Rosa Parks Transfer Station and the University of Florida, while Route B (North-South Route) will connect the Walmart Super Center/Senior Center to the terminus of Route 13 at Hoda Academy through the University of Florida (where it interfaces with the East-West Route).

Routes A and B will borrow buses from existing fixed route services that may require discontinuing service on the affected route or increasing existing headway. The potential routes are Routes 1, 8 and 20 (that will lose two buses each) and Route 13 that will donate one bus. This means that there will be a discontinuation of service on Route 1 while Routes 8, 13 and 20 will experience reduction in service. Routes A and B service will provide an alternate and superior service for customers along the corridor. Route A service will use four buses M-F every 30 minutes (See Figure 7); and, Route B will use three buses for, M-F every 30-45 minutes (See Figure 8).

**Figure 7: Premium Service Route A**

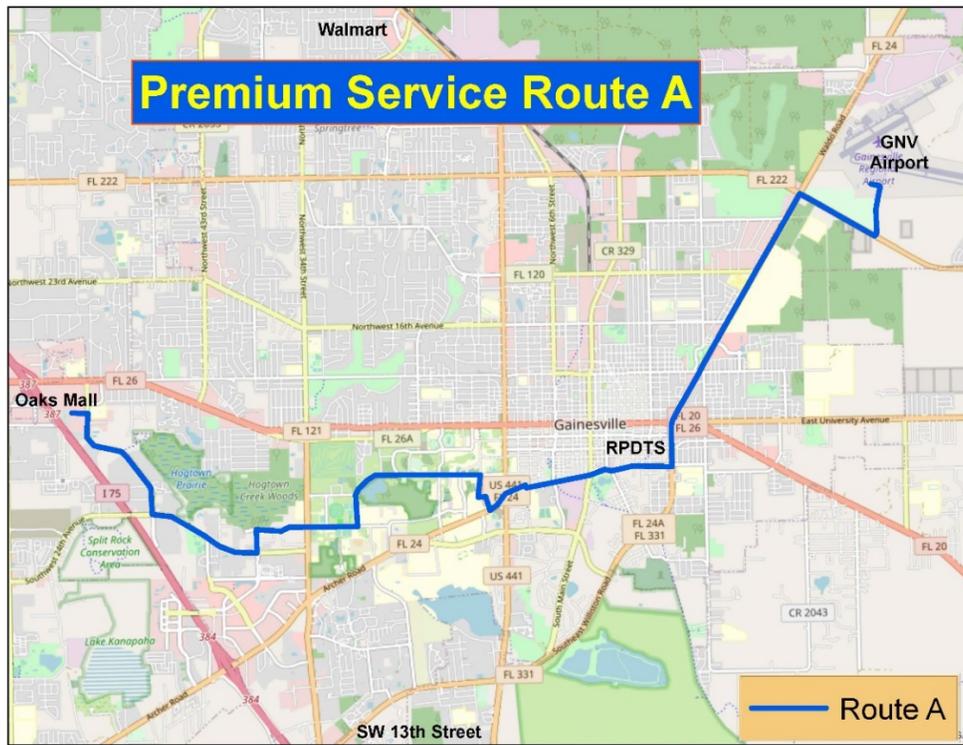


Figure 8. Premium Service Route B

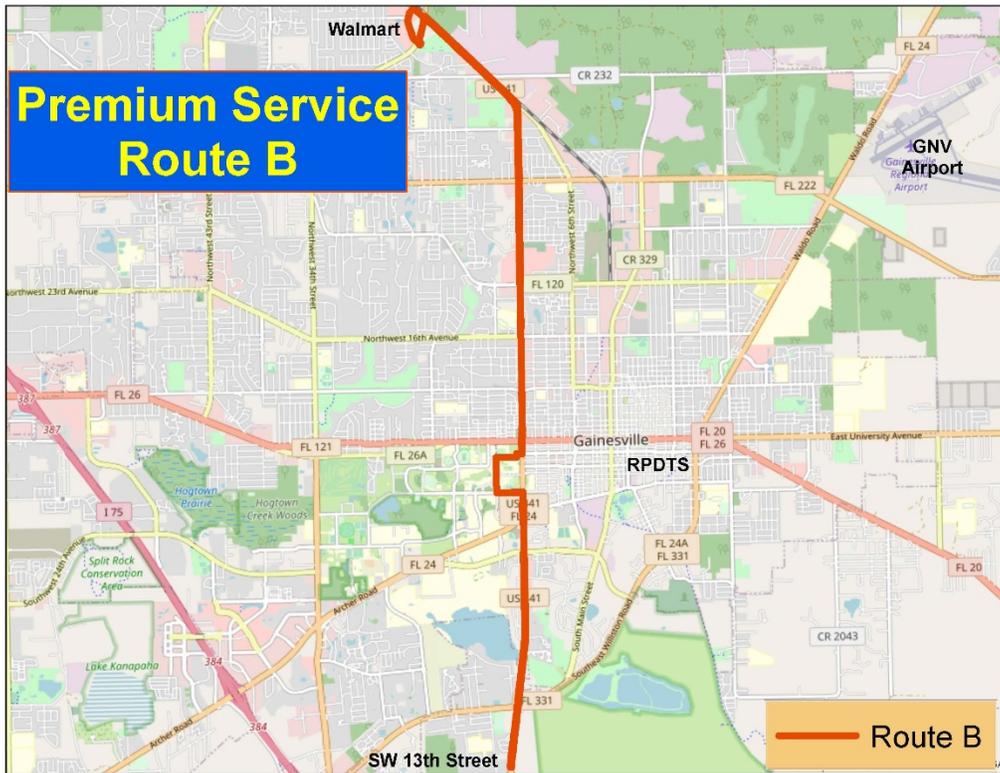


Table 9. Cost Comparison (Fixed Routes 1, 8, 13, 20 and A/B)

Route	# of Buses	Weekday Hours	Saturday Hours	Sunday Hours	Cost/Year
<b>1</b>	2	34.9	13	8	\$706,313
<b>8</b>	2	42			\$756,121
<b>13</b>	1	18			\$324,052
<b>20</b>	2	40			\$720,115
	<b>7</b>	<b>134.9</b>	<b>13</b>	<b>8</b>	<b>\$2,506,601</b>
<b>A</b>	4	66	28	18	\$1,359,075
<b>B</b>	3	49.5	28	18	\$1,062,027
	<b>7</b>	<b>115.5</b>	<b>56</b>	<b>36</b>	<b>\$2,421,102</b>

Note: \$71.44/hour

## 4.2. Expansion of Microtransit Services

RTS is reviewing routes that have significant reduction in ridership even before the pandemic and replace those services with Microtransit services. Potential Routes are routes 24 and 27 that currently productivity is under 4 passengers per hour.

**Figure 9. Microtransit Fleet**



**Table 10. Cost Comparison (Route24/27 and Microtransit)**

Route	# of Buses	Weekday Hours	Cost/Year
24	0.5	6	\$108,017
27	0.5	5	\$90,014
	<b>1</b>	<b>11</b>	<b>\$198,032</b>
Microtransit	1	7	\$126,020
	<b>1</b>	<b>7</b>	<b>\$126,020</b>

Note: \$71.44/hour, 252 weekdays

## 4.3. Circulators

Infill development around campus continues to grow and demands for transit service is also growing. One way to address the demand is to move some of the buses that are no longer needed as trippers (buses to assist with overcrowding routes) and move them to create neighborhood circulators around campus.



