

# MOBILITY WORKSHOP

**MALISA MCCREEDY, AICP**  
**DIRECTOR OF TRANSPORTATION & MOBILITY**

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ATTACHMENT 190979A



ENHANCING THE QUALITY OF LIFE AND TRANSPORTATION IN THE GAINESVILLE, FL COMMUNITY



# STATUS UPDATES

- ▶ Micromobility Ordinance
- ▶ AV Shuttle Launch February 3rd
- ▶ Parking Miscellaneous
  - Paid Parking on Newberry Road.
  - 4th Avenue - neighborhood data collection, way-finding signage will be installed directing to the parking garage.
  - Back in angled parking - policy supports and we install when presented opportunities



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# MICROTRANSIT OR FIRST MILE/LAST MILE

GAINESVILLE RTS PASSENGER PRODUCTIVITY REPORT				
Route		Passengers	Hours	Pass./Hr
600	Microtransit E. University Avenue	876	157	5.6
601	Microtransit Hawthorne Rd.	720	161	4.5
602	Microtransit SE 15th Street-SE 35th Street	800	157	5.1



# RTS BUS FLEET CHALLENGE PLAN



The FTA describes the Useful Life of a bus as **12 years**.\*

\*New FTA regulations may increase Useful Life to 15 years.

The current RTS fleet age is 11.5 years.

RTS provides approximately **4,000,000 miles** of service and with a useful life of buses at 500,000 miles per bus. Meaning RTS **needs to purchase at least 8 buses per year**. It currently buys 2 per year



RTS has 72 buses over 12 years old and are eligible for retirement.

40 buses are over 15 years old.

RTS should be spending on average **\$9 million per year** on fleet replacement (**18 buses per year**) instead of **\$1 million** as it currently does.



**DUE FOR RETIREMENT**

**40 Buses**  
Over 15 years Old

16.2%

29.1%

54.7%

**135 Buses**  
Total Fleet

**72 Buses**  
Over 12 years Old

# PARKING POLICY DIRECTION



- ▶ There is a significant capital investment need for maintenance and repair of the parking garage and parking equipment; as well as, capital funding set aside for on-going repair and maintenance needs.



- ▶ Cost estimate to replace obsolete equipment includes 40 pay station kiosks @ \$10k per plus monthly maintenance costs to program/run/monitor machines; collect revenue; audit; reconcile; maintain and repair new equipment.
- ▶ \$300k identified in a 2015/2016 engineering analysis of critical parking garage maintenance.



- ▶ Essential question we are asking today:

Should the parking model shift to paid public parking in the downtown core Monday-Saturday with evening hours for on-street and off-street parking areas in order to pay for current parking operation and maintenance needs?

Seek new revenue or future budget?



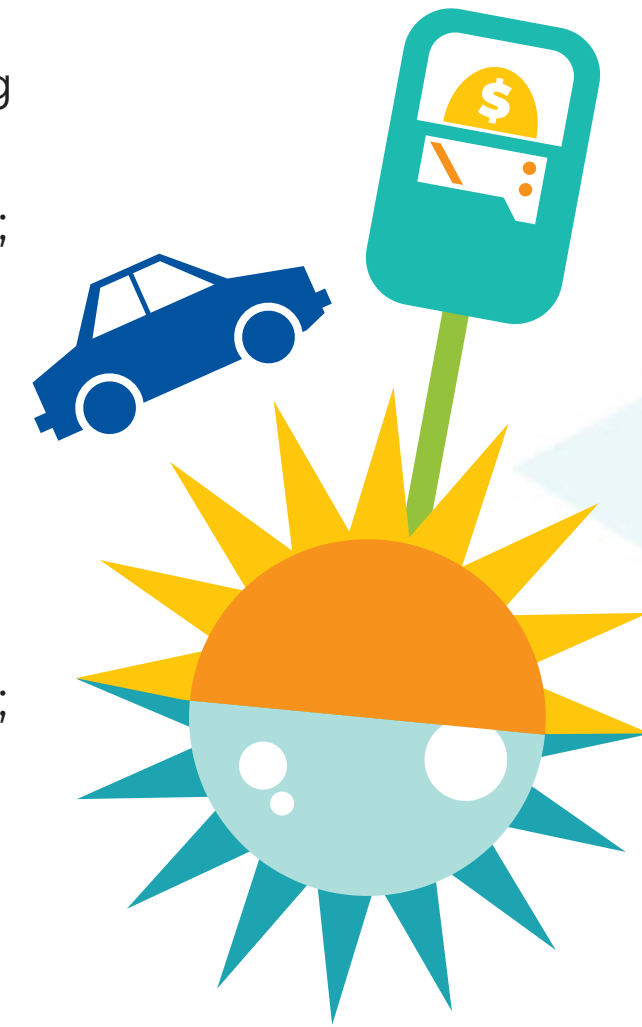
# PARKING MANAGEMENT

## Option 1 : In House

- ▶ Fill existing vacant positions and add additional staff.
- ▶ Replace existing meters with pay station kiosks and mobile pay.
- ▶ Rehab Garage to address outstanding maintenance issues first identified in 2015/2016; water infiltration and damage caused being the priority.
- ▶ Evening paid parking & paid parking in downtown where now free; additional revenue capture ~10% or \$100,000.
- ▶ Significant upfront investment.

## Option 2 : RFP/Outsource

- ▶ Require management company to bring capital investment and address key maintenance issues in garage facility.
- ▶ Evening paid parking & paid parking in downtown where now free; additional revenue capture ~10%.
- ▶ Cost neutral as parking operation will pay for itself and fund the capital investment repayment.



# PARKING CONSULTANT & STAFF RECOMMENDATIONS FROM 2010 THAT ARE STILL RELEVANT TODAY

## CURRENT IMPLEMENTATION OF FREE VERSUS PAID PARKING

### **Consultants Recommendation:**

- ▶ The inconsistency between where free on-street spaces are located and paid on street spaces and the proximity to public off-street parking which is all paid, indicates a necessity to make a consistent parking program. Because the agreements that were made in developing the Southwest Downtown Parking Garage, free on-street spaces need to be changed to time-limited, paid parking.

### **Staff Comments / Recommendations:**

- ▶ Staff concurs with the consultant recommendation. Currently, patrons leaving the City's downtown parking garage walk past free parking spaces to get to their destination. This does not encourage use of the garage.



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# PARKING CONSULTANT & STAFF RECOMMENDATIONS FROM 2010 THAT ARE STILL RELEVANT TODAY CONT'D

## **Consultants Recommendation:**

- ▶ Prime on-street parking on the “core” blocks should be priced at a premium to the slightly more distant off-street spaces on a per hour basis. To also encourage space turnover, these on-street parking spaces should have 2-hour limits. Slightly closer off-street lots can have a 3-hour time limit while the Southwest Downtown Parking Garage would allow long term parking.

## **Staff Comments / Recommendations:**

- ▶ The consultant defined the core study area as North 2nd Avenue to the north, East 7th Street to the east, South 4th Avenue to the south and West 6th Street to the west.
- ▶ Staff recommends implementation of premium pricing as outlined and for the 2-hour time limit in the defined on-street core area.

Prepared by Trish Everitt, Parking Operations Supervisor 12/2010



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# THANK YOU

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