

Regional Transit System (RTS)
Five-Year Major Update of Ten-Year
Transit Development Plan FY 2020–2029

Executive Summary

October 2019

Gainesville. **RTS**
MOBILITY





TABLE OF CONTENTS

Introduction.....	1
Public Outreach	2
Evaluation of Alternatives	3
Recommended 10-Year Transit Plan.....	3
RTS 10-Year Transit Needs.....	4
Recommended Transit Plan Highlights.....	6
10-Year Implementation Plan	7

RTS Transit Development Plan

This major update of the City of Gainesville Regional Transit System (RTS) 10-Year Transit Development Plan (TDP) was initiated by RTS and the City Commission. The TDP represents the community's vision and goals for public transportation and is to be used as a strategic guide for the FY 2020–2029 planning horizon. The resulting implementation plan outlines subsequent actions to be taken in the next 10 years.

State Requirement

This TDP is consistent with the requirements of the State of Florida Public Transit Block Grant Program, enacted by the Florida Legislature to provide a stable source of funding for public transportation. The Florida Department of Transportation (FDOT) requires recipients of Block Grant Program funds, such as the City of Gainesville, to prepare a major TDP update every five years. This requirement helps to ensure that the public transportation services being provided and planned for are consistent with the community's mobility needs. Each update must be submitted to the appropriate FDOT District Office by September 1st of the year due.

Plan Development

Developing the RTS TDP involved several planning activities, including documenting study area conditions, analyzing socio-economic characteristics, evaluating existing transit services, gathering and analyzing public input, developing a situation appraisal, identifying transit needs, forecasting potential ridership, and preparing an implementation plan that identified funded and unfunded public transportation needs.

Public Outreach

Public outreach for RTS is an ongoing process that involves receiving and collecting feedback about services. As part of this TDP, various public outreach activities were conducted to understand and obtain feedback regarding the community's mobility wants and needs. To ensure the active participation of and input from RTS users and the general public, outreach efforts included an on-board survey, and public input surveys as well as use of social media, a focused mobility discussion workshop, stakeholder interviews, involvement of a project review committee, and a series of public presentations.

Highlights of the findings of the surveys and other input are presented below.

General Public Comments



- Lack of transportation has negative impacts on income (94%) and access to opportunities (87%).
- Lack of transportation hurts the community (89%) and economy (93%).
- Provide better mobility services (85%).



- Need to be better at informing people about services (85%).
- Increase service frequency (75%).



- Improve facilities for riders, bicyclists, and pedestrians (54–63%).
- Invest more in transit and mobility (94%).
- Mobility improvements should benefit all (70%).

On-Board Survey Findings



- Most riders travel between home, work, and school.
- Most riders walk to/from a bus stop (90%).
- Most riders ride 5 or more days per week (74%).
- Most riders would walk or catch a ride if not for bus service (67%).



- Most riders are long-time users (2+ years) (51%).
- Most riders want more frequent service (32%), weekend service (22%), and benches and shelters (17%),



- Most riders want a premium BRT service (60%).
- Most riders have 1 vehicle available (42%), some have 2+ (24%).

Development and Evaluation of Alternatives

Alternatives were developed to improve existing service and to add new service to serve existing and emerging markets, including new geographic areas and enhanced services and service levels to meet changing service demand. The City of Gainesville, through this TDP, evaluated and prioritized these alternatives to effectively plan and implement them within the next 10 years using existing and/or new funding sources.

To evaluate the benefits of the proposed service alternatives and better prioritize them, a methodology was developed that weighed input based on public outreach, transit markets, productivity, and efficiency. The ranked alternatives resulting from this evaluation process are presented below. The maps on the next page provide illustration of the transit needs, including enhancement of the new services, proposed service realignments, and new services.

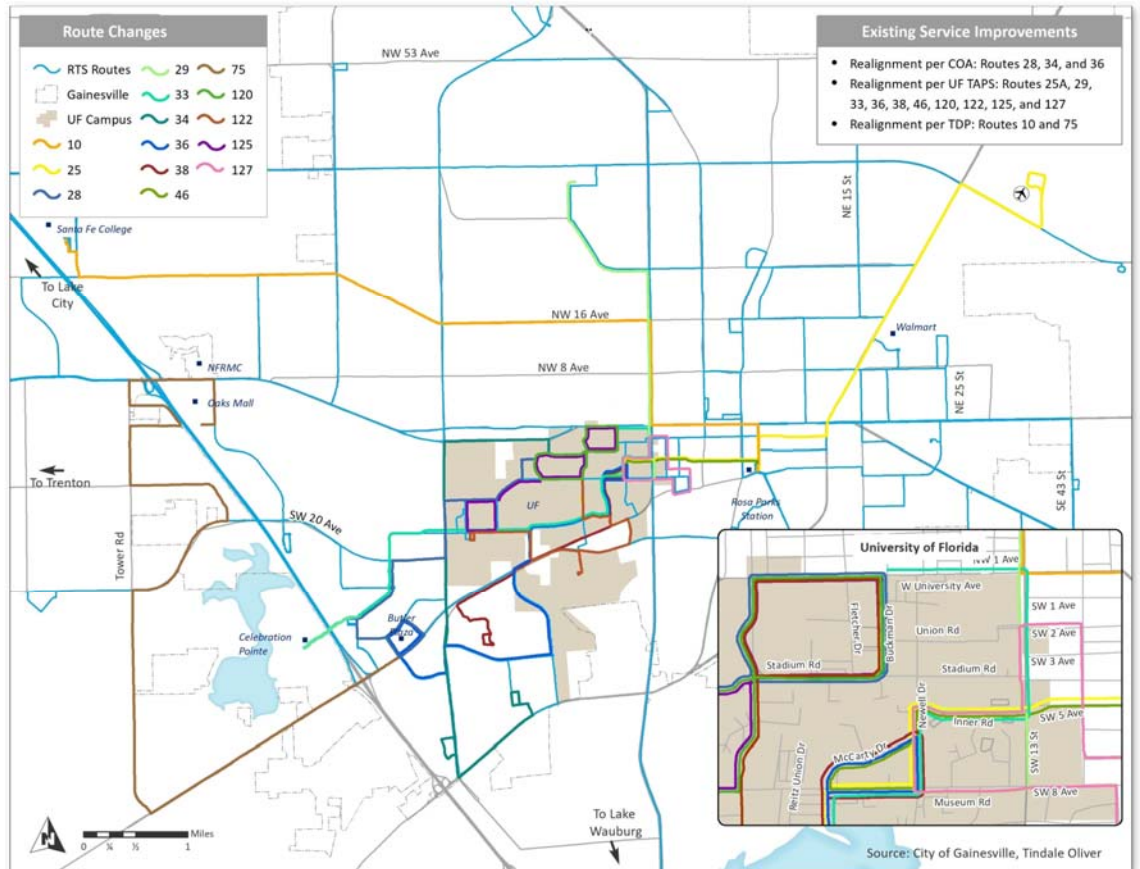
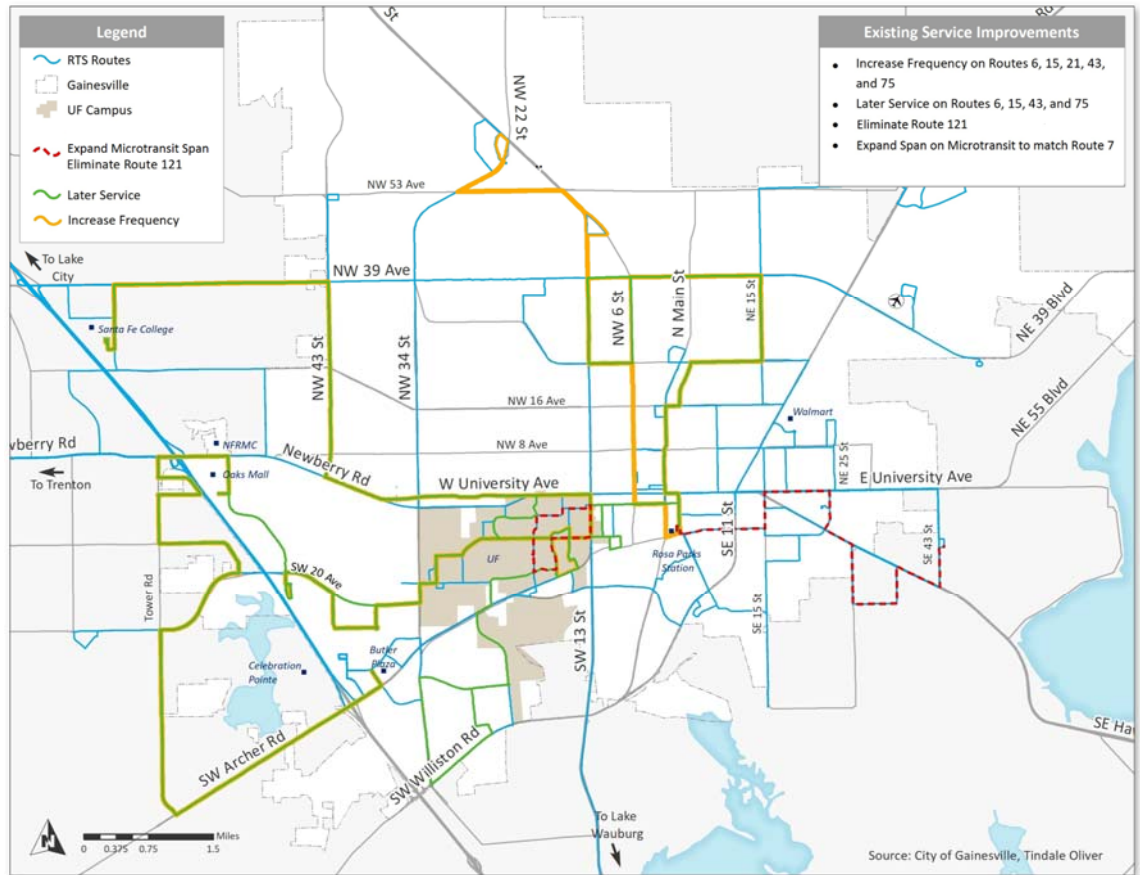
Alternatives Priorities	Rank
Existing Services – Improve service span, frequency, aging vehicles, and Microtransit.	1
Mobility-On-Demand Services – Improve local mobility, access to fixed-route network, augments growing paratransit demand.	2
Service Realignments – Coordinate changes consistent with the UF Transportation Plan and previous COA/TDP recommendations.	3
East Gainesville Transit Center – Advance proposed project to create an improved transit hub to serve the community.	4
Transit Priority Treatments – Deploy transit signal priority (TSP) and queue jump lanes at key intersections along key corridors.	5
BRT- Lite and UF Express – Advance premium transit services along key corridors to benefit from TSP/Queue Jump treatments.	6

Recommended 10-Year Transit Plan

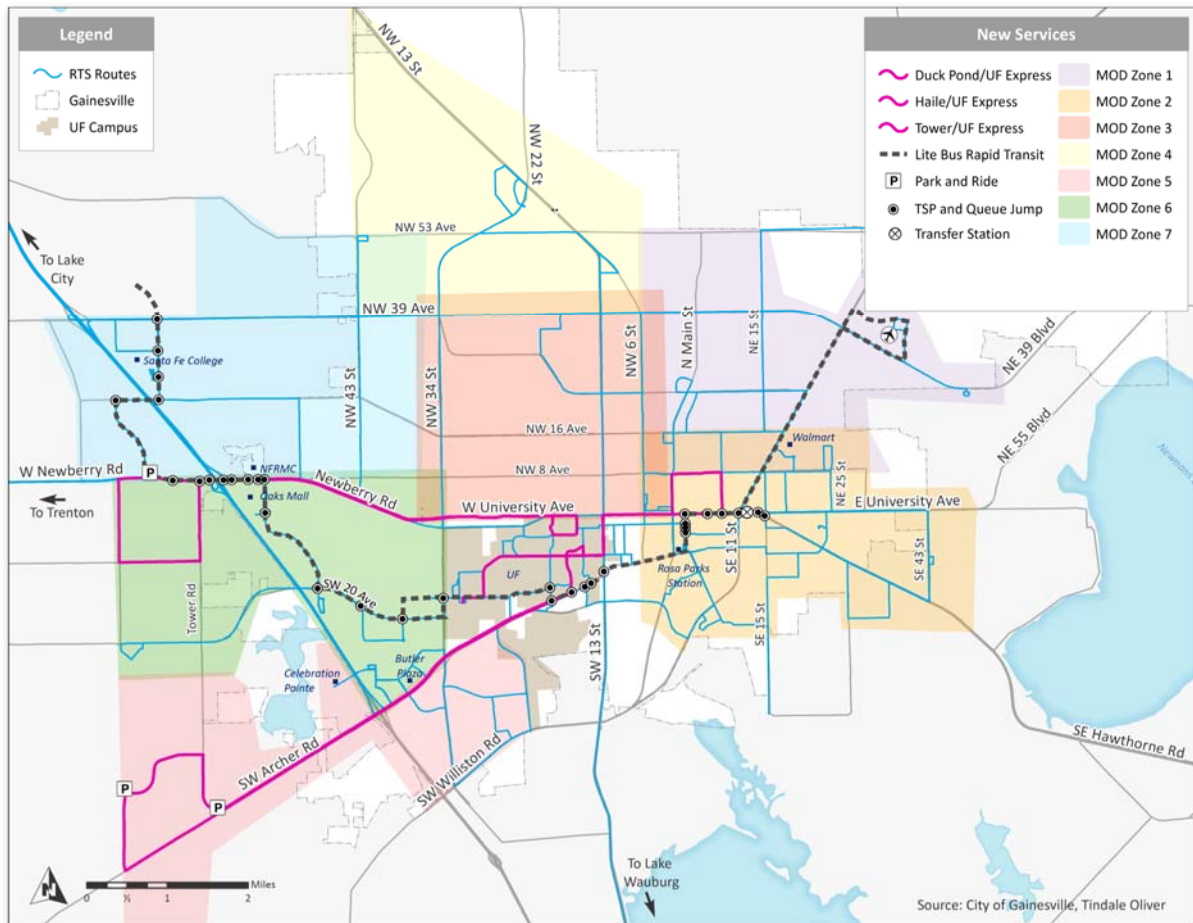
The recommended RTS TDP improvements for the next 10 years are presented in on the following pages. The transit service improvements and capital projects programmed for the next 10 years, subject to City Commission budget approval, were determined with input from the public, City of Gainesville staff, the City Commission, and evaluation of transit needs and fiscal considerations.

RTS 10-Year Transit Needs

Improvements to Existing Service



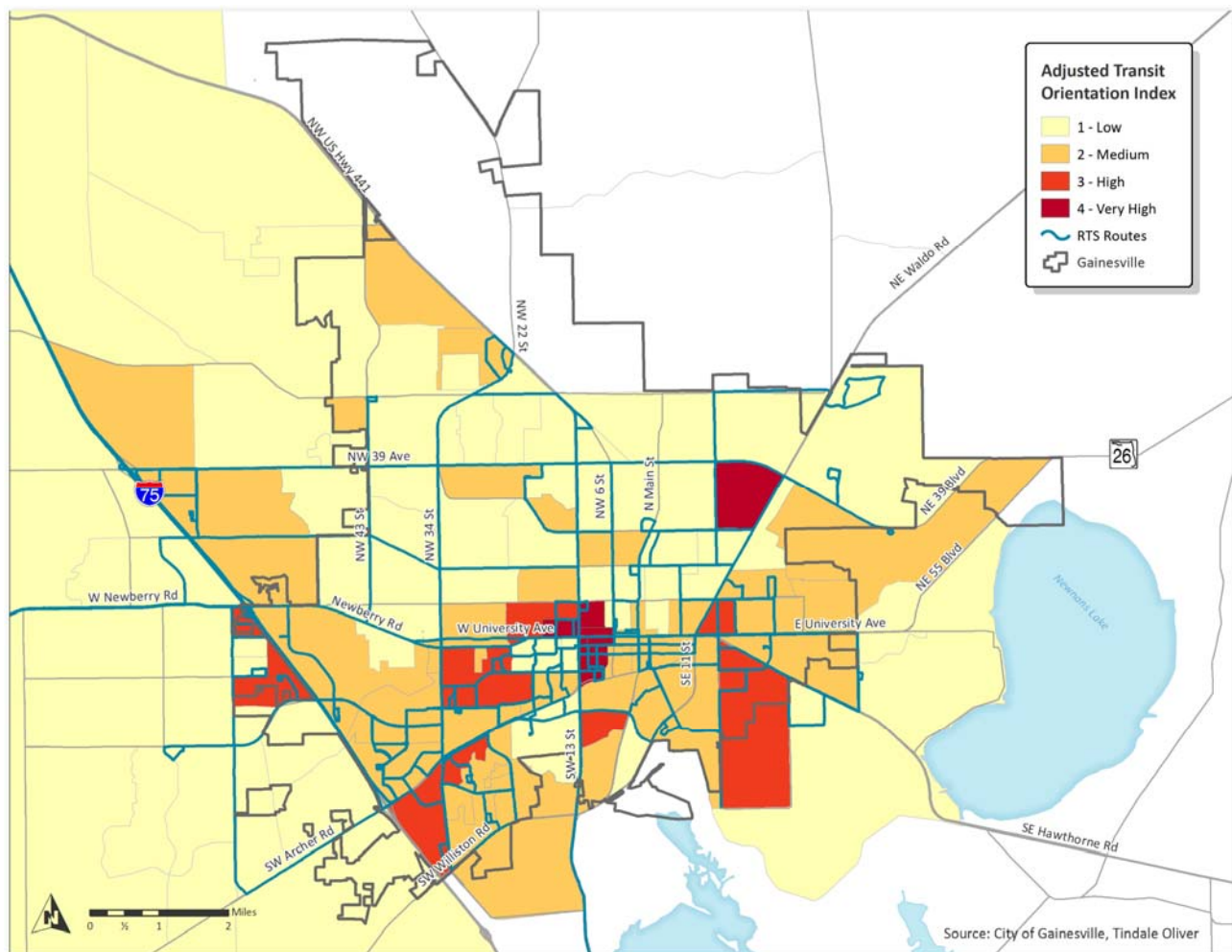
New Services



Service Improvements and New Services

- The Haile/UF Express Route was implemented with the Fall 2019 service changes.
- The Streetcar project, shown in the above map, was determined to not be a priority in the next 10 years.
- TSP/queue jumps will be programmed as funding becomes available.
- Park-and-ride locations will be developed in conjunction with Express services.
- Service improvements to current routes include doubling frequency on Route 21, on Route 6 on weekdays, and on Route 15 after 6:00 pm. Other frequency improvements change Route 43 to 20-minute frequency, run Route 75 every 30 minutes, and extend microtransit span to match Route 7.
- Service will be extended to 10:00 pm on Routes 6 and 43, to 11:00 pm on Route 75, and to 12:00 midnight on Route 15.
- New services will include Bus Rapid Transit (BRT) Lite using TSP/queue jumps along Newberry Road, 20th Avenue, through the UF campus, and Waldo Road to the Gainesville Regional Airport.
- Express routes will be added to connect Tower Road and the Duck Pond areas to the UF campus.
- Seven Mobility-On-Demand (MOD) zones will be implemented throughout greater Gainesville as enhanced microtransit services accessible through real-time phone, web application and calling RTS. These services will add local mobility and first/last-mile connection to the fixed route network and will augment service to meet growing ADA demand with an on-demand general public service.

Recommended 10-Year Plan Strategy and Highlights



- Gainesville has large student and low-income populations and a growing older adult population; combined with county population growth (23.5% by 2040), high demand for transit is expected.
- The cost of paratransit services is increasing faster than peer services, and demand for paratransit service to maintain mobility for lifeline trips such as work, shopping, and medical is growing.
- The need for improved mobility for work, school, healthcare, and shopping is growing, especially in East Gainesville and along key corridors such as Archer Road and Newberry Road/University and west of I-75.
- Continuing and strengthening regional partnerships is an important strategy to provide high-quality transit and multimodal solutions to serve current riders and attract new riders.
- Proposed route improvements will add coverage, improve service frequencies, and reduce travel times.
- Premium transit will provide reliable travel times and improve on-time service along congested corridors.
- MOD services will improve access to mobility for local travel and connections to fixed-route and will support growing paratransit demand.
- Extending the span of microtransit to match Route 7 to improve access to downtown and East Gainesville.

10-Year Implementation Plan

The implementation plan shown below outlines service improvements included in the recommended transit plan from 2020 through 2029 as well as unfunded needs. It is important to emphasize that the schedule shown does not preclude the opportunity to delay or advance any improvements. This project implementation schedule should be adjusted as priorities change, funding allocations change, or more funding becomes available.

	Description	10-Year Operating Cost	10-Year Capital Cost
Maintain Existing Fixed-Route Service	Maintain existing fixed-route service	\$266,390,435	\$77,334,006
Maintain Existing Paratransit Service	Maintain existing paratransit service	\$21,713,299	\$4,493,369
Phase 1 (2020–2024)			
Increase frequencies on Routes 6, 15, 21, 43, 75	Double frequency on Route 6 – weekday Double frequency on Route 15 – evening Double frequency on Route 21 Increase frequency 30 min to 20 min – Route 43 30-min frequency – Route 75	\$19,283,899	\$1,448,286
Increase service span on Routes 6, 15, 21, 43, 75, 600/601 (Microtransit)	Expand span on Microtransit to match Route 7 Later service Route 6 – until 10:00 pm Later service Route 15 – until 12:00 midnight Later service Route 43 – until 10:00 pm Later service Route 75 – until 11:00 pm	\$9,058,740	\$1,448,286
Phase 2 (2025–2029)			
Replace Route 121, realign routes per UF TAPS, realign routes per TDP/COA	Replace with other service improvements Realign Routes 25A, 29, 38, 46, 120, 122, 125, 127, 10, 28, 33, 34, 36, 75	\$371,326	\$0
Other/Capital Projects (2020–2029)			
TSP/Queue Jump	Projects enhance service throughout service area		\$16,050,000
East Side Transfer Station			\$4,006,925
Bus Stop Infrastructure			\$5,861,000
ADA Improvements			\$5,000,000
Technology Projects			\$10,723,000
Recurring Facilities Upgrades			\$1,567,615
Unfunded Needs (2020–2029)			
MOD Service (Phase 1)	MOD zones (7) overlay fixed route network to add on-demand local mobility, first/last-mile connections, for general public and paratransit demand	\$7,565,194	\$645,496
BRT– Lite Service (Phase 2)	BRT light service along Newberry, Archer, West University with TSP/queue jump treatments	\$13,692,629	\$5,315,356
Express Service (Phase 2)	Duck Pond/UF Express and Tower/UF Express	\$5,569,883	\$2,319,387
Paratransit Service (Phase 2)	Expanded ADA to cover new service/demand	\$919,081	\$2,078,687

Costs and Revenue Summary	10-Year Cost	10-Year Revenue	Unfunded
Operating Needs	\$349,184,682	\$293,466,577	\$55,718,106
Capital Needs	\$138,291,411	\$94,531,600	\$45,533,958

Post-TDP Adoption Coordination

The City of Gainesville adopted this TDP on October 3, 2019. Implementation of the recommended 10-year plan will require close coordination among local and regional transit and planning agencies and the University of Florida. RTS and City of Gainesville staff are committed to coordinating efforts to implement the 10-Year TDP and continue exploring funding opportunities to facilitate implementation of the plan, operations and capital needs.

Continue Established Relationships

Throughout the TDP public involvement process, the City of Gainesville/RTS staff identified transit advocates and educated the public on the importance of transit to fulfilling mobility needs of the community. These relationships, along with existing partnerships, should be leveraged to continue building support for the implementation strategies. These advocates may serve as facilitators for a grassroots outreach program or could become transit cheerleaders/ambassadors who can provide a foundation/support network for future outreach. These future efforts can build upon the tools and lessons afforded by the TDP and aid in prioritizing target markets to engage in the Gainesville region.

For more information, contact:

City of Gainesville
200 East University Avenue
Gainesville, Florida 32601
(352) 334-5000





Gainesville. **RTS**
MOBILITY





Gainesville.
Citizen centered
People empowered