2025-52B

City of Gainesville

Regional Transit System (RTS) Transit Route Restoration Plan

December 2024

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The Gainesville Regional Transit System (RTS) has undertaken a Transit Route Restoration Plan (TRRP) to help to reimagine the current network to benefit service productivity and efficiency, and enhance transit ridership by improving transit operability to provide better mobility options for residents and visitors. The plan will help set the context for subsequent recommended improvements to the RTS routes and services. It examines RTS service data as well as operating environment conditions to help identify changes in the local transit markets, commuting patterns, service provision and other key components of the current mobility environment that may have had an impact on ridership. These analyses also will help define existing mobility gaps and transit service deficiencies.

Due to the introduction of ridesharing, the impact of the pandemic, and numerous other exogenous factors, people's mobility demands and how/when they travel have changed. The TRRP is aimed at increasing ridership, improving productivity, and enhancing services to increase the overall attractiveness of RTS for existing, prior, and new riders. The proposed network will phase recommendations that can be implemented over time and will foster an opportunity to create a strategic framework for RTS to increase ridership and improve operations.

The following sections of this document detail the various aspects of the TRRP:

- Section 1: Service Data and Performance Statistics
- Section 2: Operating Environment Conditions Analysis
- Section 3: Transit Market Analysis
- Section 4: System Network Analysis
- Section 5: Outreach and Public Involvement
- Section 6: Needs Assessment
- Section 7: Transit Routing Recommendations
- Section 8: Additional Considerations and Next Steps

1 SERVICE DATA ANALYSIS & PERFORMANCE STATISTICS

This section includes an assessment of how efficiently RTS supplies fixed-route and demand response services and how effectively those services meet the needs of the area, as well as trends of critical performance indicators aimed at understanding the existing system's level of performance.

1.1 Fixed-Route Critical Performance Indicators

Critical performance indicators have been included below in Table 1-1 over a 5-year period from 2018 to 2022. The NTD data for 2023 was not published at the time of the study, so the most recent 2022 NTD data was used. These indicators help highlight the recent performance trajectory of RTS and can be useful for addressing negative trends before their impact on the agency becomes too burdensome.

All fixed-route performance indicators significantly worsened in 2020 during the COVID-19 pandemic. Most indicators have improved over the past year, although operating expenses have increased per revenue mile, per revenue hour, and per peak vehicle.

TABLE 1-1: RTS FIXED-ROUTE PERFORMANCE INDICATORS

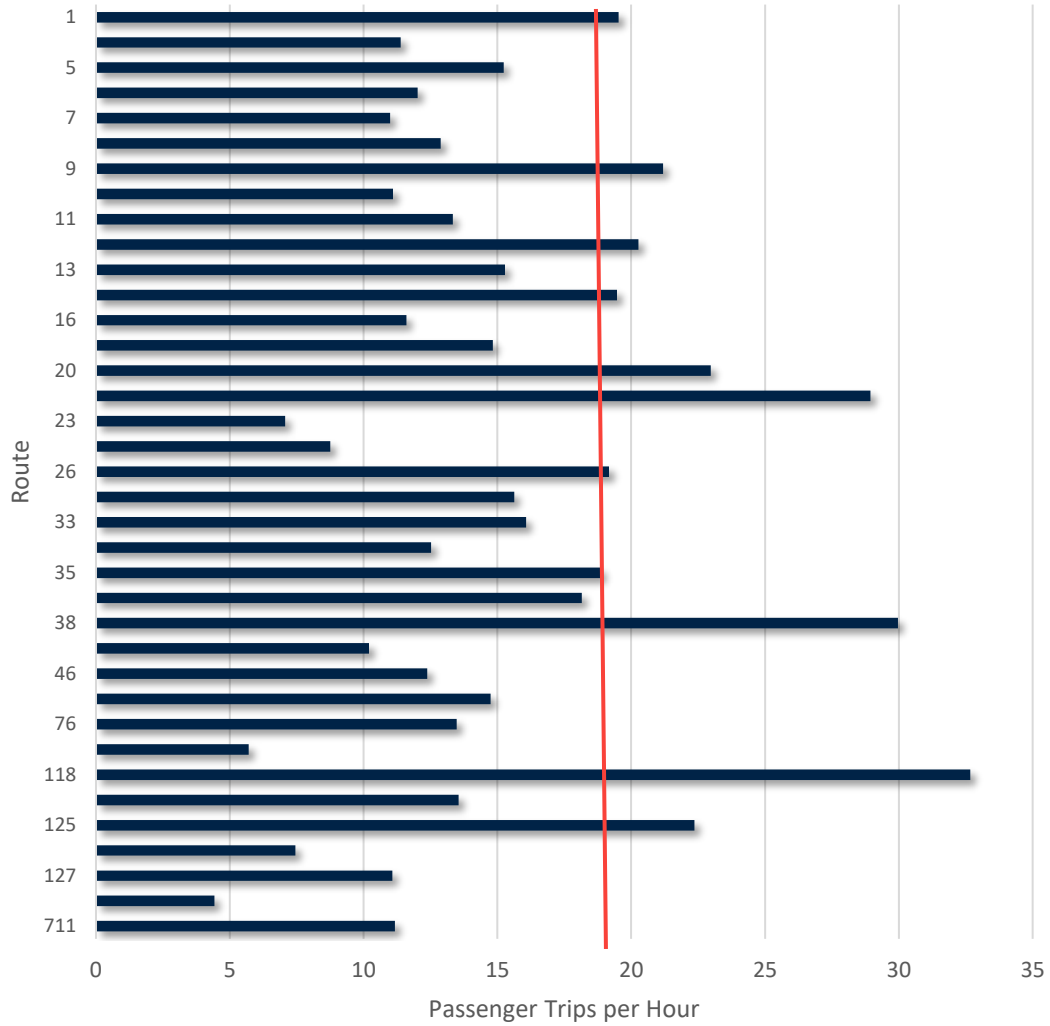
Indicator	2018	2019	2020	2021	2022	Trend
Passenger Trips per Hour	29.43	29.24	20.12	10.44	16.16	△
Passenger Trips per Mile	2.51	2.39	1.70	0.87	1.37	△
Farebox Recovery	64.96%	61.22%	52.30%	47.45%	54.76%	△
Operating Expense per Revenue Mile	$6.48	$6.81	$7.70	$6.92	$8.18	△
Operating Expense per Revenue Hour	$75.99	$83.21	$91.33	$83.07	$96.40	△
Operating Expense per Passenger Trip	$2.58	$2.85	$4.54	$7.96	$5.97	▽
Operating Expense per Peak Vehicle	$214,407	$224,435	$225,932	$233,169	$259,300	△

Source: 2022 National Transit Database (NTD)

1.2 Fixed-Route Productivity

To assess how efficiently RTS supplies fixed-route transit service and how effectively those services meet the needs of the area, a trend analysis of passenger trips per revenue hour was conducted for FY2022. Figure 1-1 shows passenger trips per revenue hour in FY2022 for all RTS routes. While the average RTS route serves an annual average of 19.5 passengers per hour, the route annual average ranges from 5 to 33.5 passenger trips per hour. The top three most productive routes are 11, 13, and 9. The three least productive routes are 78, 711, and 126. This information will be carefully examined during the route redesign stage to increase productivity on routes and the system. It should be noted that at the time of the analysis FY 2023 data was not provided, but it is estimated that there will be an increase in ridership trends of approximately 10% from 2022 to 2023.

FIGURE 1-1: FIXED-ROUTE PASSENGER TRIPS PER HOUR (FY 2022)



Sources: RTS

(2022)

1.3 Fixed-Route Financial Characteristics

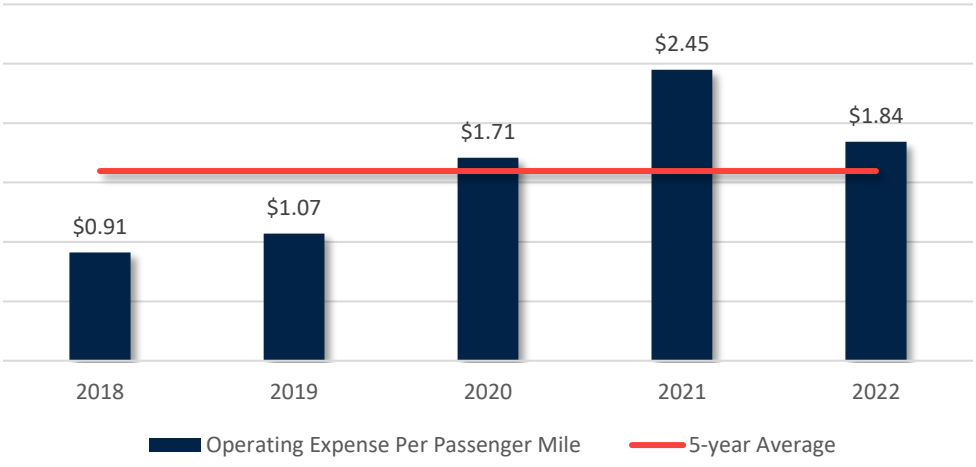
To examine RTS' recent performance in terms of cost efficiency, financial characteristics were compiled from the National Transit Database (NTD) and RTS sources for the last five years (2018 to 2022). The NTD data for 2023 was not published at the time of the study, so the most recent 2022 data was used. This section summarizes the trends that were identified for the following financial characteristics:

- Operating Expense per Passenger Mile
- Operating Expense per Passenger Trip
- Operating Expense per Revenue Hour
- Operating Expense per Revenue Mile
- Operating Expense per Service Area Capita
- Total Maintenance Expense
- Total Operating Expense

Operating Expense per Passenger Mile

Reported as operating expense per passenger mile, this cost measure reflects the efficiency of the agency's fixed-route services in terms of its operating outlay for each passenger mile of service consumed by its patrons. This measure considers the impact that trip length has on performance since it is the case that some riders will make long trips while others will make shorter trips. RTS' cost per passenger mile metric increased significantly through 2021, as shown in Figure 1-2. This is likely a reflection of the COVID-19 related drop in ridership outpacing the scaling back of service. However, this trend began to reverse in 2022, signaling ever-increasing demand post-pandemic.

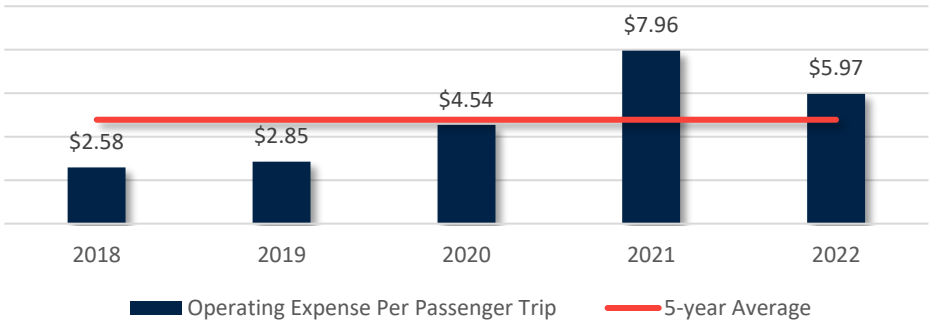
FIGURE 1-2: OPERATING EXPENSE PER PASSENGER MILE



Operating Expense per Passenger Trip

Operating expense per passenger trip is similar to the prior cost measure involving passenger miles in that it measures the general cost efficiency of transporting riders, but this trip-based metric does not account for the variability in trip length to help explain costs. This measure is often considered a key indicator of comparative performance since it reflects both the efficiency with which the service is delivered, and the market demands for the service. For RTS, the cost per trip increased more than threefold from 2018 to 2021, as shown in Figure 1-3. As with cost per mile, this metric decreased in 2022, as increased ridership aided in offsetting the cost of operation.

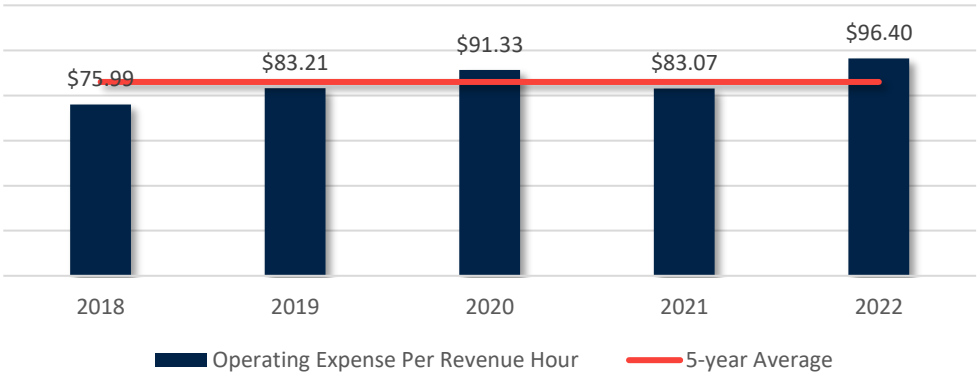
FIGURE 1-3: OPERATING EXPENSE PER PASSENGER TRIP



Operating Expense per Revenue Hour

Operating expense per revenue hour is one of two key cost measures that examines the efficiency with which service delivery is occurring for an agency. A stable or decreasing trend in this measure ensures that transit service is being delivered efficiently on a per-revenue hour basis while controlling the costs associated with its provision. The revenue hour component of the measure is determined by the total number of hours that an agency's fixed-route vehicles are in revenue service, including any scheduled layovers between trips. RTS' operating cost per revenue hour increased in 2022 as total operating expense increased and service was scaled back slightly.

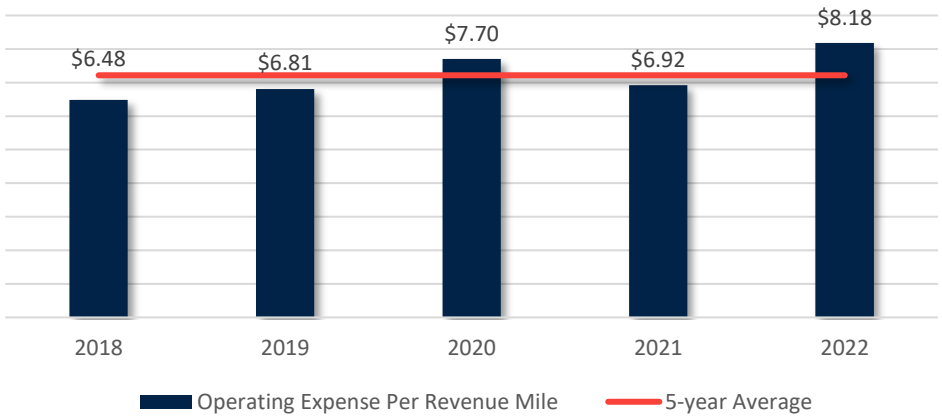
FIGURE 1-4: OPERATING EXPENSE PER REVENUE HOUR



Operating Expense per Revenue Mile

The other key cost measure that can highlight the efficiency with which service delivery is occurring for an agency is operating expense per revenue mile. It is similar to the revenue hour measure except that the amount of revenue service provided over the course of a year is measured in terms of distance rather than time. As with cost per revenue hour, the cost per revenue mile metric for RTS increased in 2022 as total operating expense increased and service was scaled back slightly.

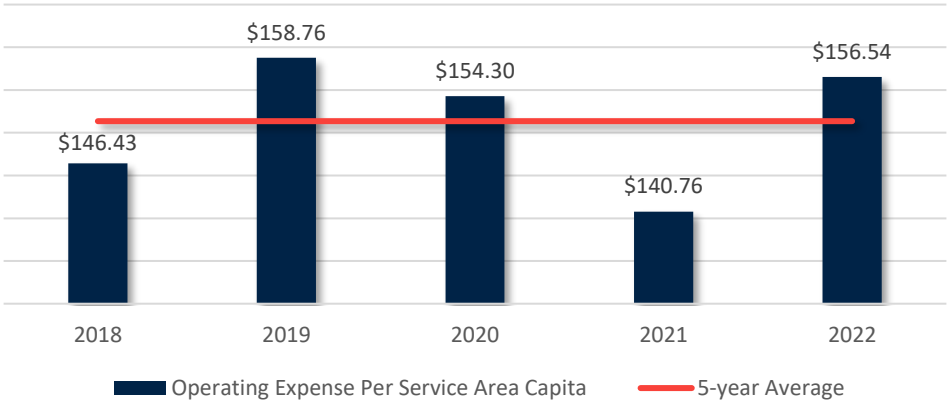
FIGURE 1-5: OPERATING EXPENSE PER REVENUE MILE



Operating Expense per Revenue Mile

Operating expense per service area capita divides an agency's total operating expense by the population within its service area. Regardless of whether everyone in a community uses transit, the metric is used as a proxy indicator for the total resource commitment made to transit within the community measured on a per-person basis. For RTS, this measure increased slightly until 2019, at which point it began to gradually decrease. In 2022, operating expense per service area capita climbed up again. It should be noted that NTD has reported the same service area population for the past five years.

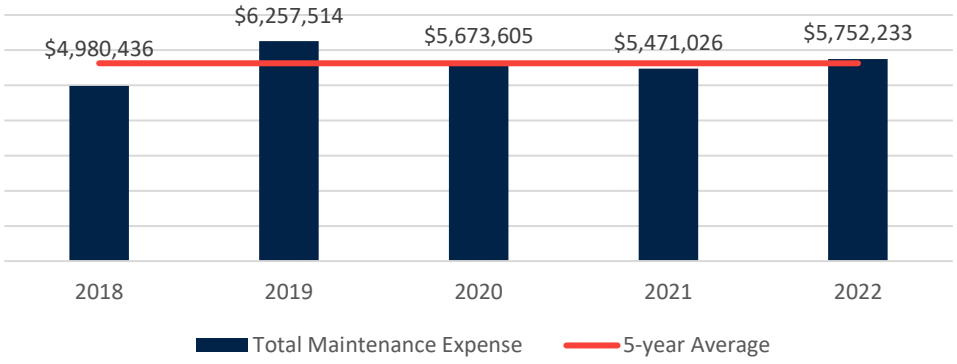
FIGURE 1-6: OPERATING EXPENSE PER SERVICE AREA CAPITA



Total Maintenance Expense

An important factor in both the provision and utilization of transit service is its reliability. If vehicles constantly break down or are in a state of disrepair, patrons might look for other mobility options. While there are several indicators available to ascertain the condition of an agency's vehicle fleet and how they are performing in terms of reliability, a basic yet key indicator to consider is total maintenance expense. This measure is a subset of total operating expenses and includes all expenses involved in the maintenance of an agency's vehicle. Sudden increases without a corresponding logical cause (i.e., increase in fleet size) in this expense indicator can highlight an issue with the fleet that may be having an impact on performance. As shown in Figure 1-7, maintenance costs peaked in 2019, then decreased and have remained relatively stable since then.

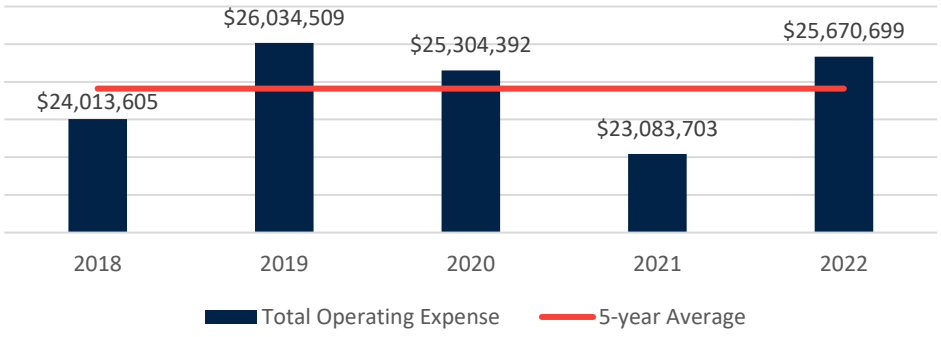
FIGURE 1-7: TOTAL MAINTENANCE EXPENSE



Total Operating Expense

Total operating expense is a measure of the total spending of a transit agency on its operations, including administration, maintenance, and operation of its vehicles. While this indicator is typically examined in conjunction with other service characteristics to ascertain various aspects of system performance from the cost efficiency perspective, it also can be beneficial to consider its trend and ensure that it does not reflect large fluctuations and/or precipitous increases. RTS' total operating expense has fluctuated over the past five years. The 2022 total operating expense is 3.4% above the five-year average.

FIGURE 1-8: TOTAL OPERATING EXPENSE



1.4 Fare Structure and Farebox Data

The RTS fare structure is outlined in Table 1-2. A standard one-way fixed-route trip fare costs $1.50. $0.75 one-way fares are available for older adults, K-12 students, City College students, Medicare/Medicaid recipients, and veteran/active-duty military personnel. Additionally, many RTS users ride fare-free, including ADA certified individuals, University of Florida employees and students, Santa Fe College employees and students, UF Health employees, City of Gainesville employees, and Gainesville Regional Utilities (GRU) employees. For Fiscal Years 2022 and 2023, individuals ages 0-18 and 65+ were able to ride RTS for free as part of a pilot program, "18 and Under, 65 and Over." The program, jointly funded by Alachua County and the City of Gainesville, did not require eligible passengers to show proof of age to take advantage of free fares. In addition to the standard one-way fare, RTS offers day, month, and semester passes.

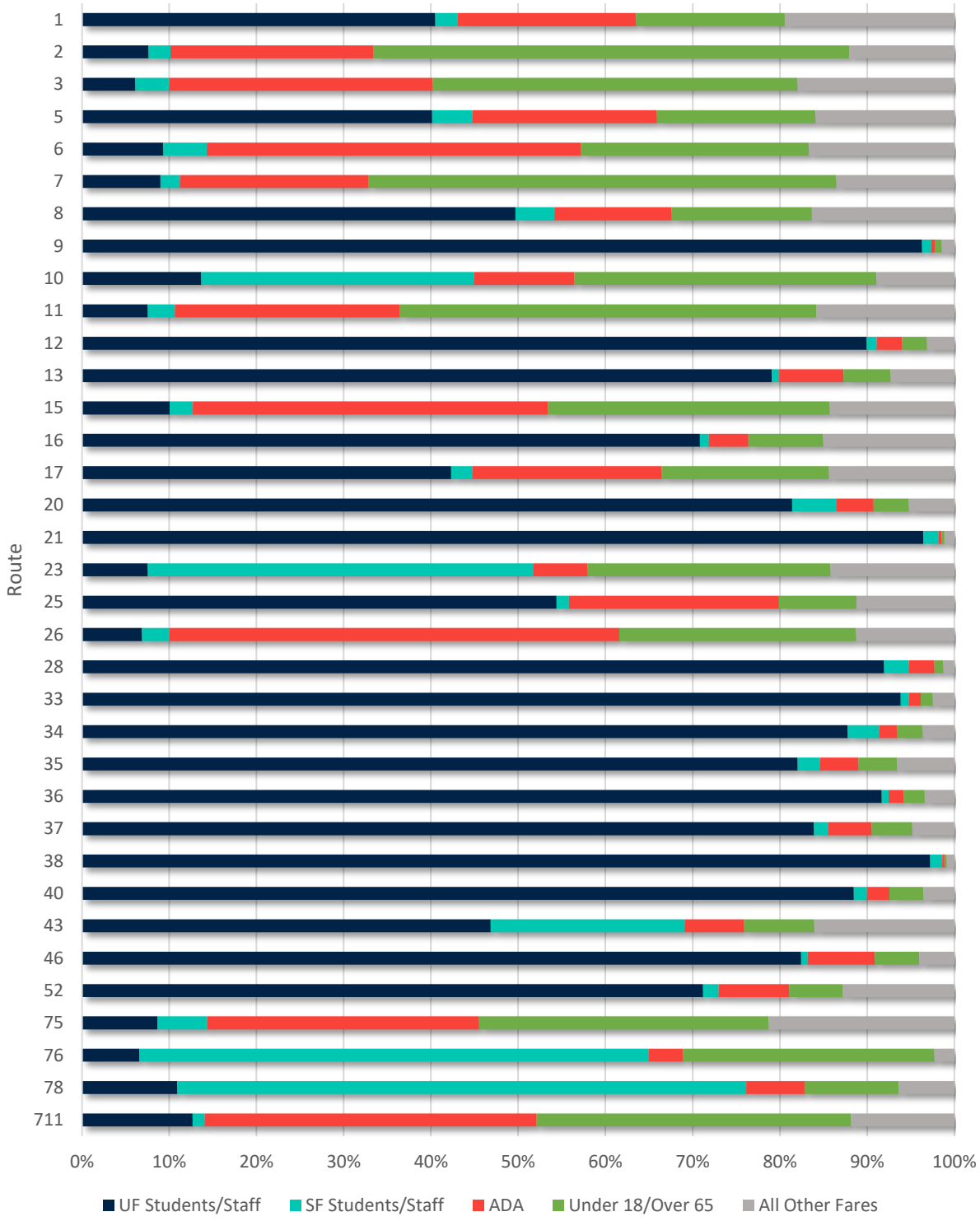
Notably, the vast majority of RTS users do not directly pay fare for their trips. Nearly 4 out of 5 trips are completed by a UF or Santa Fe College employee or student, who have unlimited prepaid access to RTS via their Gator One or Santa Fe IDs. The route-level breakdown of farebox distribution among UF, Sante Fe, ADA certified, youth, and senior passengers is depicted in Figure 1-9.

TABLE 1-2: RTS FARE STRUCTURE

RTS Fare Schedule	Cash Fare (One Way Only)	All Day/24-Hour Pass	Monthly/31-Day Pass	Semester Pass
Adults	$1.50	$3.00	$35.00	-
Adults Ages 65+	$0.75	$3.00	$17.50	-
K-12 Students	$0.75	$3.00	$17.50	$60.00
City College Students (Valid Student Photo ID Required)	$0.75	$3.00	$17.50	$60.00
Medicaid & Medicare Recipients (Valid Photo ID and Medicaid/Medicare Card Required)	$0.75	$3.00	$17.50	-
Veterans & Active-Duty Military (Valid Veteran/Military Photo ID Required)	$0.75	$3.00	$17.50	-
ADA Certified Persons (Paratransit)	$3.00	-	-	-
ADA Certified Persons (fixed-route)	Unlimited Prepaid Access with Valid ADA Photo ID			
University of Florida Students, Faculty & Staff	Unlimited Prepaid Access with Valid Gator 1 ID			
Santa Fe Students, Faculty & Staff	Unlimited Prepaid Access with Valid Santa Fe ID (landscape format)			
Shands, City of Gainesville & GRU Employees	Unlimited Prepaid Access with Valid Employee Photo ID			

Source: RTS Fall 2023 Schedule

FIGURE 1-9: RTS CITY FIXED-ROUTE FAREBOX KEY (FY 2023)



Source: RTS, 2023

1.5 Prior Patron Surveys/Profiles

It can be insightful to examine prior transit study results before embarking on present-day changes to a transit system's network and/or services. The study results may offer additional context with which to understand existing service needs and issues, provide more community input to consider before addressing those needs and issues, and even offer logical recommendations that still may have applicability to this route restoration. To take advantage of such potential insights, prior RTS study results and recommendations are examined in this section.

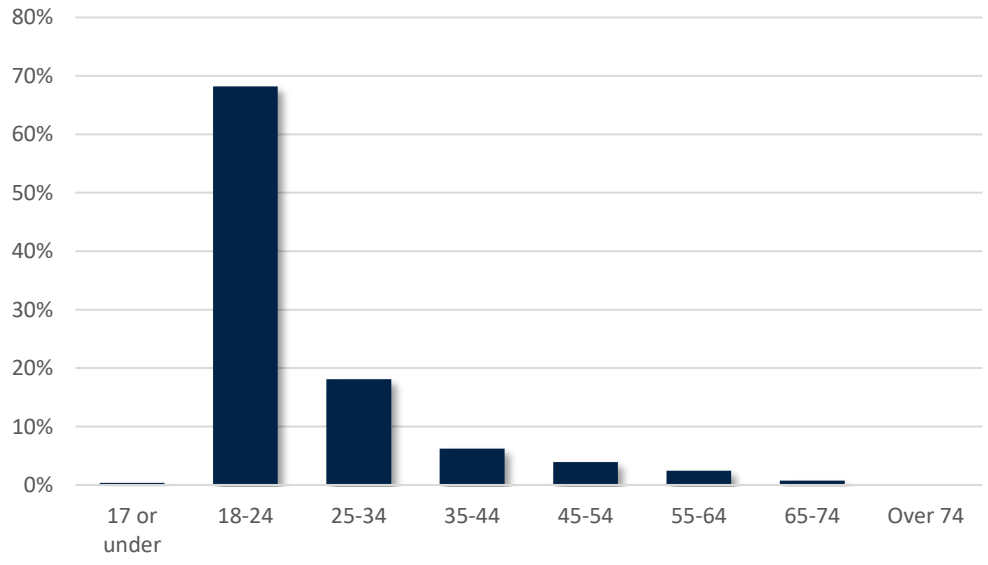
The most recent RTS on-board survey, completed in 2019, collected data on rider trends, travel characteristics, and engaged riders to help identify potential future service improvements and policies.

Demographics

As established in the previous section, University of Florida and Santa Fe College students and staff comprise the majority of RTS users. This explains the age distribution of RTS passengers per the 2019 COA survey, which reported over two-thirds of its respondents as between the ages of 18 and 24, the typical age range of Gainesville's student population (Figure 1-10). Supporting this finding is the fare payment type distribution from the same survey, which revealed that two-thirds of survey respondents used their UF Gator One ID to pay RTS fare (Figure 1-12).

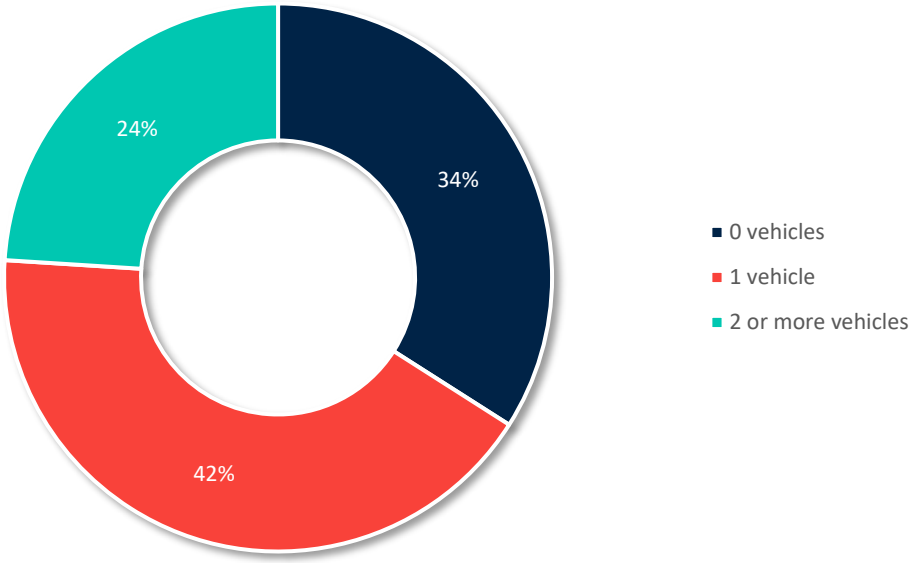
A significant portion of respondents indicated their households do not have access to a personal vehicle. Per Figure 1-11, over one-third of respondents reported living in a zero-vehicle household. Furthermore, nearly a quarter of respondents belonged to households which own two or more personal vehicles.

FIGURE 1-10: AGE (2019 ONBOARD SURVEY)



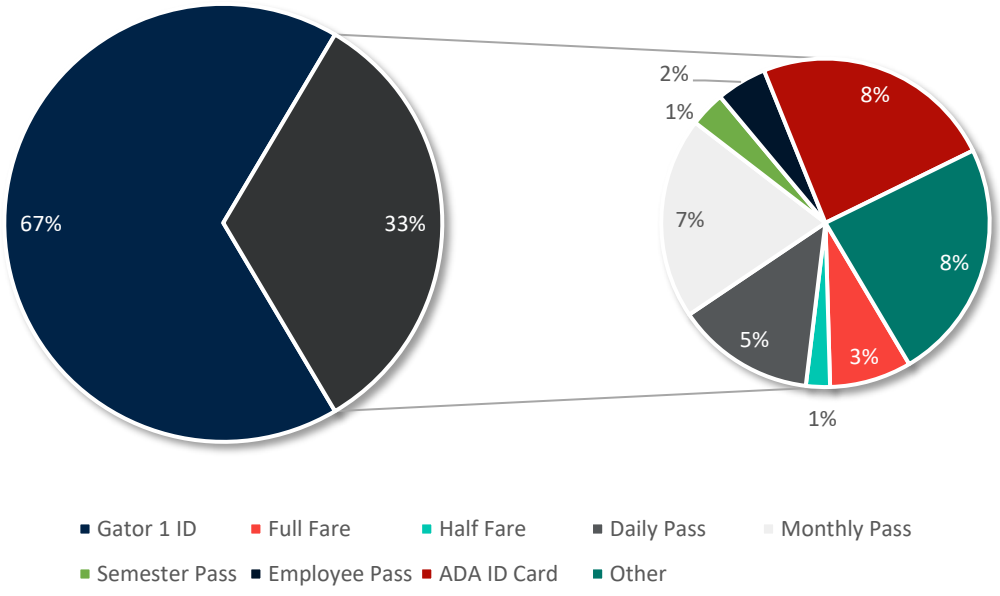
Source: RTS 2019 Onboard Survey

FIGURE 1-11: NUMBER OF VEHICLES OWNED PER HOUSEHOLD (2019 ONBOARD SURVEY)



Source: RTS 2019 Onboard Survey

FIGURE 1-12: TYPE OF FARE PAYMENT (2019 ONBOARD SURVEY)

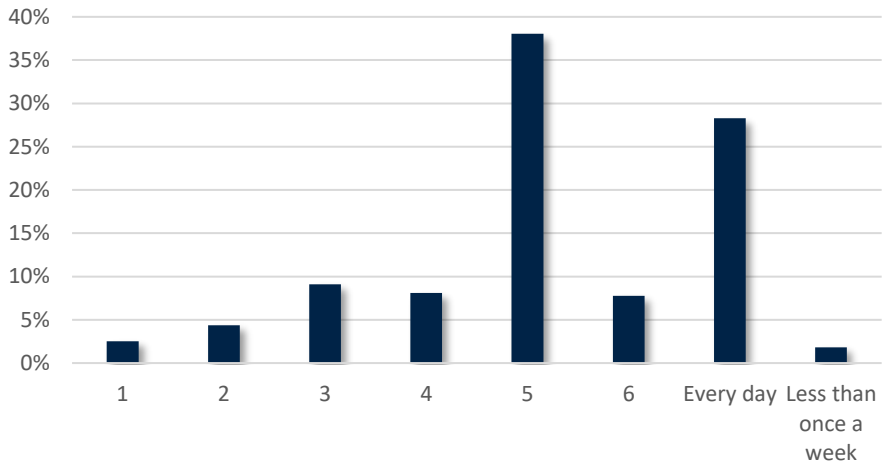


Source: RTS 2019 Onboard Survey

Passenger Trends and Travel Characteristics

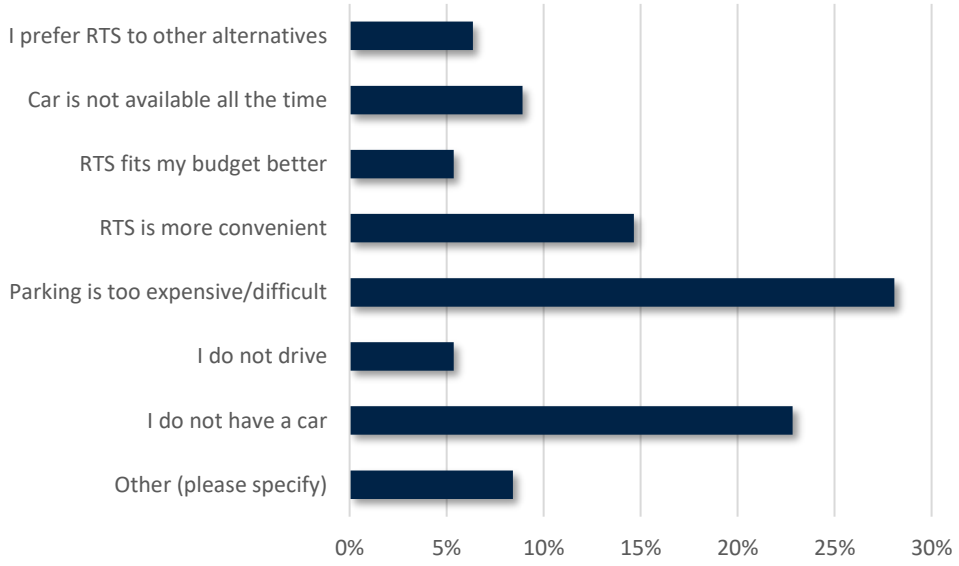
The 2019 COA survey also revealed several notable passenger trends and travel characteristics. Many RTS passengers use the service frequently. As evident in Figure 1-13, nearly three in four respondents disclosed they use the service at least five days per week. This suggests most RTS users heavily rely on the service for their transportation needs. Overall, survey respondents indicated their top three reasons for riding RTS were to bypass parking costs and challenges at their destinations, because they did not have access to personal vehicles, and because RTS was more convenient (Figure 1-14).

FIGURE 1-13: DAYS PER WEEK RIDING RTS (2019 ONBOARD SURVEY)



Source: RTS 2019 Onboard Survey

FIGURE 1-14: TOP REASONS FOR RIDING RTS (2019 ONBOARD SURVEY)



Source: RTS 2019 Onboard Survey

Depicted in Table 1-3, the on-board survey asked passengers which RTS routes they desire increased frequency. Of the most frequently indicated routes, all served UF's main campus. Many of these routes were high-ridership, and many served major destinations including UF Health, Butler Plaza, and areas of student housing.

TABLE 1-3: TOP 10 ROUTES FOR INCREASED FREQUENCY (2019 ONBOARD SURVEY)

Route	Responses for Increased Frequency	2019 Weekday Peak Frequency (minutes)	2023 Weekday Peak Frequency (minutes)	FY 2023 Ridership Rank
20- Reitz Union to Oaks Mall	19	12	15	1
38- The Hub to Gainesville Place	16	10	10	3
28- The Hub to Butler Plaza	15	13	27	26
33- Butler Plaza to the Hub	12	15	15	7
37- Reitz Union to Butler Plaza	12	26	27	15
13- Beaty Towers to Cottage Grove Apartments	11	10	15	12
35- Reitz Union to SW 35th Place	11	10	13	6
122- UF North/South Circulator	11	30	30	28
43- UF Health to Santa Fe College	9	30	45	17
12- Reitz Union to Butler Plaza	8	13	13	2

Source: RTS 2019 Onboard Survey

1.6 Transit Infrastructure

Major Hubs

RTS utilizes several major hubs for its service. These hubs facilitate transfers, stopovers, park and ride, and provide amenities such as benches, shelters, and restrooms. These hubs are located at major activity centers, in areas of high transit demand. The two largest hubs, the Rosa Parks Transfer Station and Butler Plaza Transfer Station, serve many routes and provide the most amenities. They are the only two physical locations to purchase RTS passes. Table 1-4 lists these hubs, the routes they serve, and the amenities they provide. In addition to these major hubs, there are other significant stops which facilitate transfers and park and ride including UF's Cultural Plaza and the Northside Walmart.

TABLE 1-4: MAJOR RTS HUBS

Name	Public Parking	Routes Served	Amenities
Rosa Parks Transfer Station	Street Parking	1, 3, 5, 6, 7, 10, 11, 15, 16, 17, 25, 26, 46, 600, 711	Benches, Trash Cans, Shelter, Bike Rack, Restrooms, Customer Service
Butler Plaza Transfer Station	Parking Lot	1, 12, 28, 33, 37, 75, 78	Benches, Trash Cans, Shelter, Bike Rack, Restrooms, Customer Service
The Hub	None	9, 28, 33, 34, 38, 118, 122, 125, 126	Benches, Trash Cans, Shelter, Bike Rack, Restrooms
Reitz Union	None	9, 12, 20, 21, 25, 35, 37, 38, 46, 126, 150	Benches, Trash Cans, Shelter, Restrooms
UF Health (Shands)*	None	1, 8, 13, 16, 17, 25, 46, 52, 122	Benches, Trash Cans, Shelter
Oaks Mall*	Parking Lot	5, 20, 23, 75, 76	Benches, Trash Cans, Shelter
Santa Fe College	Parking Lot	10, 23, 43, 76, 78	Benches, Trash Cans, Shelter

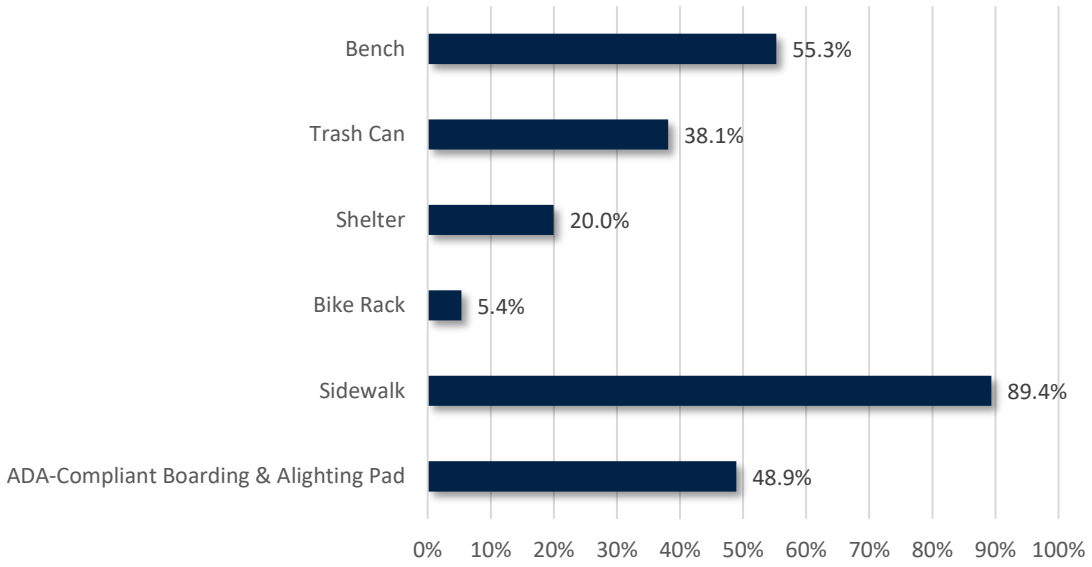
*Consists of multiple bus stops

Sources: RTS Fall 2023 Schedule, RTS Fall 2023 Bus Stops

Bus Stop Infrastructure

As of 2023, RTS operates 1,025 active bus stops. Figure 1-15 depicts the system-wide distribution of RTS bus stop infrastructure. The vast majority of bus stops are accessible by sidewalk. About half of all bus stops provide a bench and a pad for boarding and alighting. Some bus stops are equipped with trash cans and shelters, and only a select few bus stops furnish a bike rack.

FIGURE 1-15: RTS BUS STOP INFRASTRUCTURE



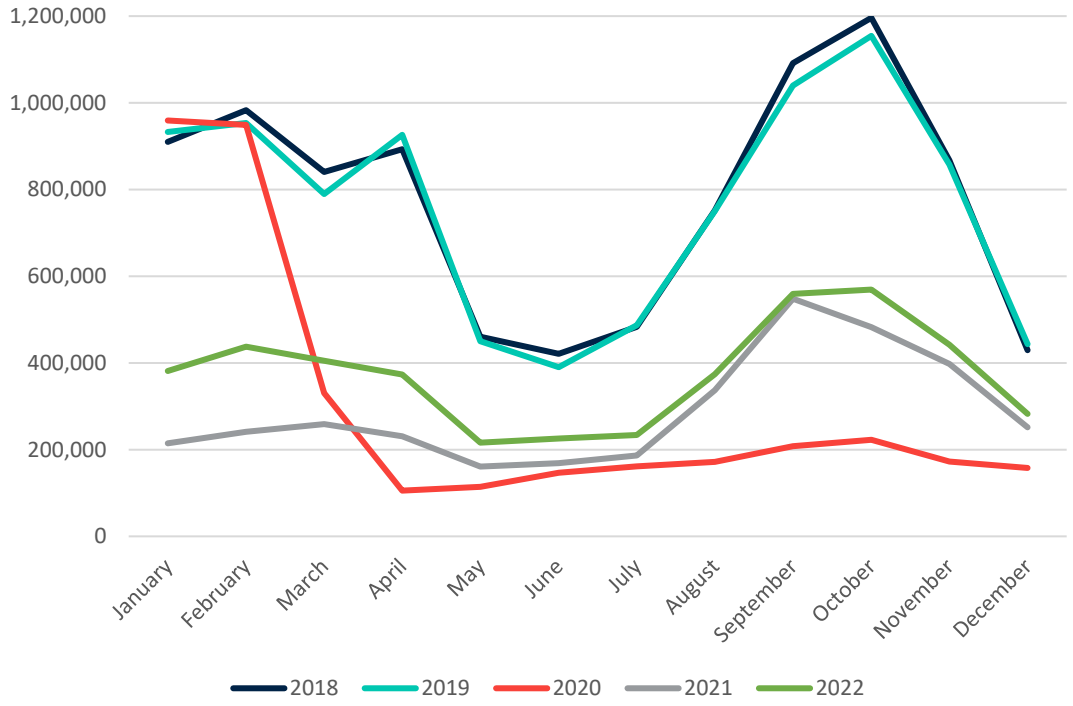
Source: RTS Fall 2023 Bus Stops

1.7 COVID-19 Related Service Changes

Like other transit agencies, RTS was significantly impacted by the COVID-19 pandemic beginning in March 2020. At that time, safety was the top priority. To maintain the safety of employees and passengers, RTS limited bus capacity to 20 passengers, required the use of protective face masks, required passengers to enter and exit through the rear door of the bus, limited service until 11:00 PM, and increased the frequency and thoroughness of its sanitation process. Fares were suspended until September 2020, when they were reinstated.

As the entire community was ordered to quarantine during the beginning of the pandemic, demand for RTS service decreased substantially because of pandemic-induced travel disruptions. Figure 1-16 illustrates the change in monthly ridership before, during, and after the COVID-19 pandemic. To meet demand and remain a cost-efficient service, RTS scaled back its service at the beginning of the pandemic. Table 1-5 lists routes that were discontinued in 2020, in addition to all routes that were added and removed from RTS service since then. Since 2020, RTS discontinued 19 routes and added two routes to its service. It is worth noting the impact of the UF school calendar on ridership patterns.

FIGURE 1-16: RTS SYSTEM-WIDE MONTHLY RIDERSHIP (2018-2022)



Sources: RTS Ridership Reports (FY 2018-2023)

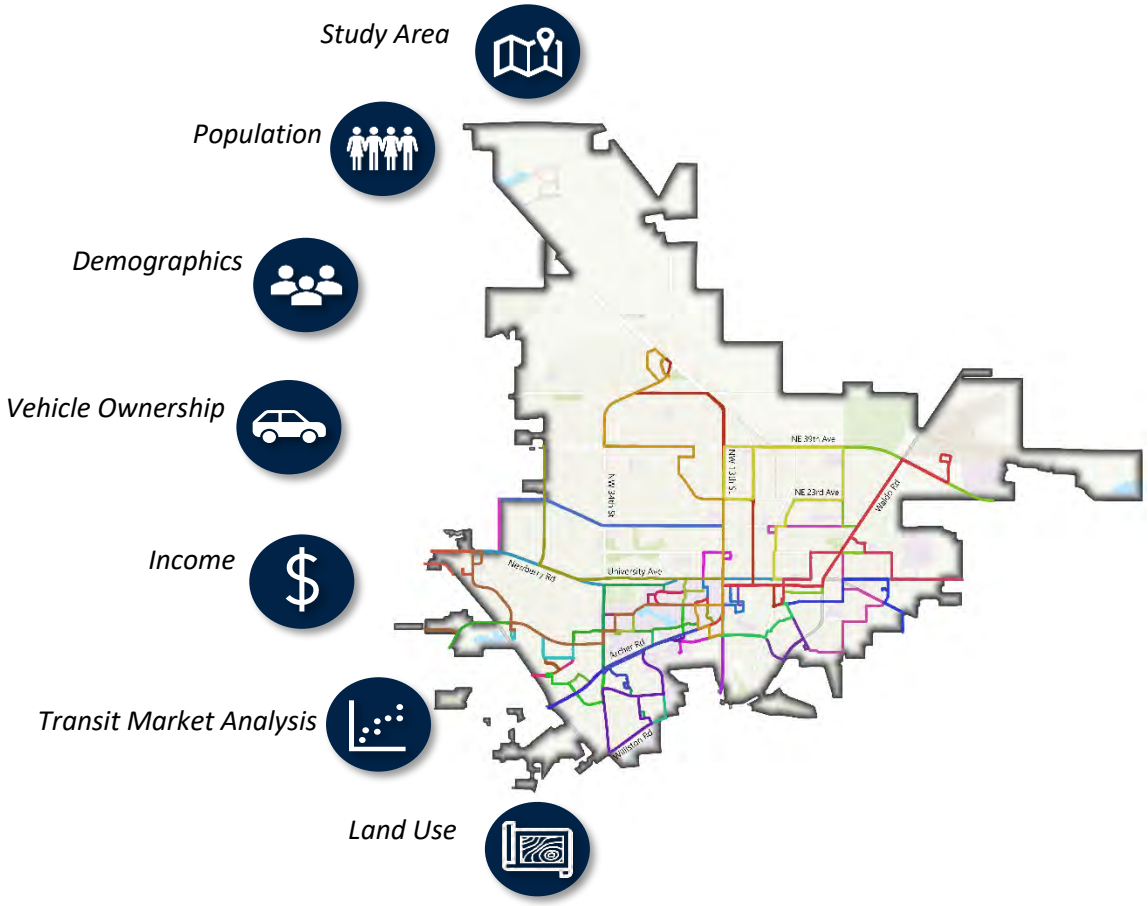
TABLE 1-5: RTS ROUTE DISCONTINUATIONS AND ADDITIONS SINCE 2020

Routes discontinued in 2020	Routes discontinued in 2021	Routes discontinued in 2022	Routes discontinued in 2023	New routes since 2020
19- Reitz Union to SW 23rd Terr @ SW 35th Place	**39**- Santa Fe to Airport	**24**- Downtown Station to Job Corps	**2**- Downtown Station to NE Walmart Supercenter	**52**- UF Health to Jonesville
29- Beaty Towers to Kiwanis Park	**117**- Park-N-Ride 2 (SW 34th St.)	**27**- Downtown Station to NE Walmart Supercenter	**36**- Reitz Union to SW 34th St Post Office	**78**- Butler Plaza to Santa Fe
128- Reitz Union to Lake Wauburg	**120**- West Circulator (Fraternity Row)	**800**- Santa Fe to Butler Plaza	**40**- The Hub to Hunters Crossing	
300- Later Gator A (Fraternity Row to Downtown Station)	**301**- Later Gator B (SW Gainesville to Downtown Station)		**119**- Family Housing	
	302- Later Gator C (Oaks Mall to Downtown Station)		**121**- Commuter Lot	
	303- Later Gator D (CareerSource to Downtown Station)			
	305- Later Gator F (Butler Plaza to Downtown Station)			

Sources: RTS Ridership Reports (FY 2020-2023), RTS Fall 2023 Schedule

2 OPERATING ENVIRONMENT CONDITIONS ANALYSIS

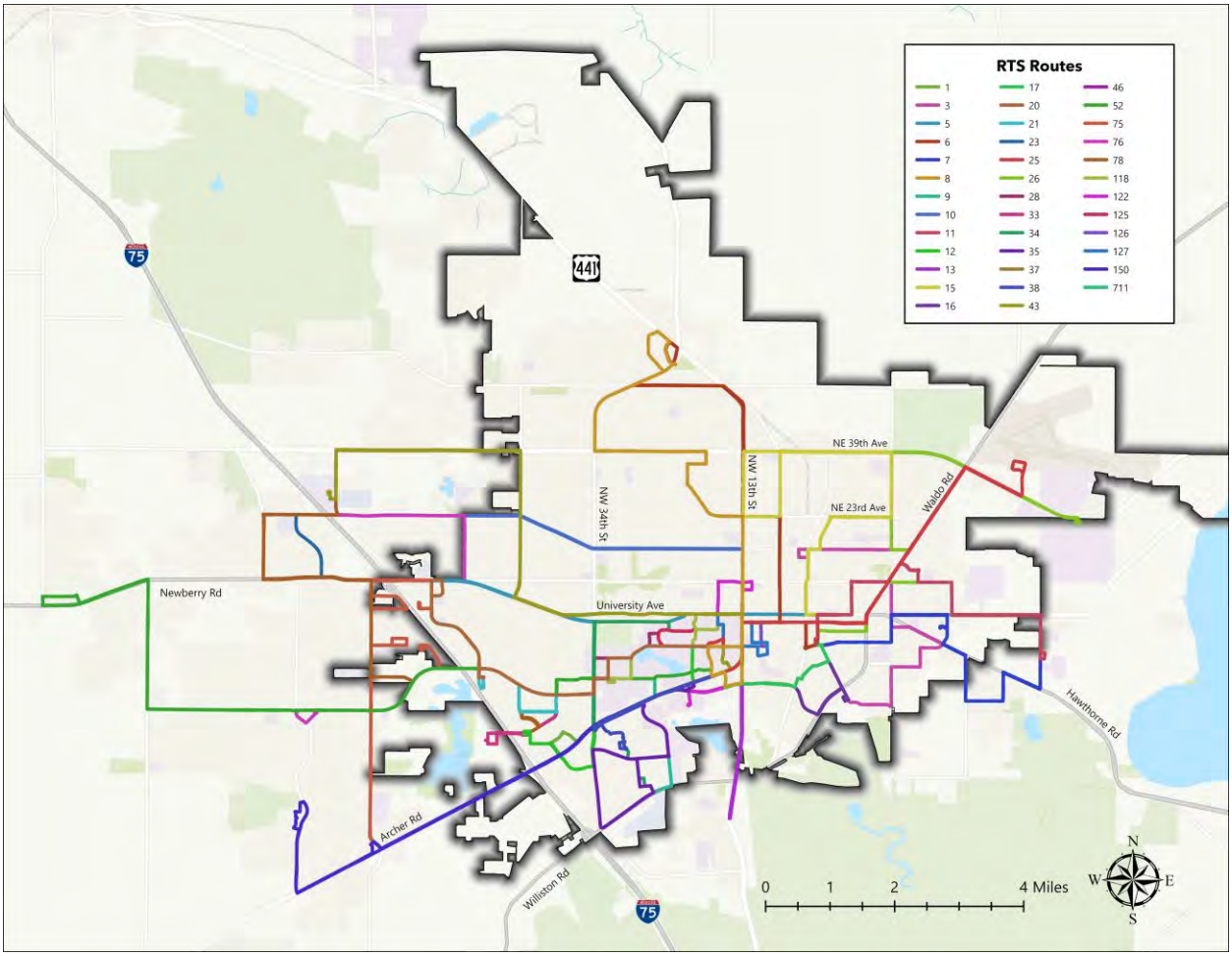
This section reviews the operating environment and documents its existing conditions to establish an understanding of the environment in which RTS is currently operating. Applicable regulatory, geographic, environmental, demographic, and economic factors present in Gainesville impact the provision of transit services, so it is critical for RTS to recognize its current and future operating environment. This review of the operating environment provides a baseline upon which RTS will be able to evaluate opportunities to improve existing services, develop future services, and mitigate any issues that may hinder the agency's objectives. A series of maps, figures and tables illustrate and aid in the description of selected population, demographic, land use, and transportation characteristics. Data for the baseline conditions are derived from primary sources including the U.S. Census, American Community Survey (ACS), the Florida Department of Transportation (FDOT) and the City of Gainesville.



2.1 Service Area

As of Fall 2023, RTS operates 38 fixed routes in Gainesville, FL, with some route segments serving unincorporated Alachua County. These routes are depicted in the RTS system map below (Figure 2-1). Gainesville, the county seat of Alachua County, is located in North Central Florida. It is situated 62 miles southwest of Jacksonville, 96 miles northwest of Orlando, and is equidistant from Atlanta and Miami. The city covers 65.27 square miles and houses 142,414 residents as of 2022. Gainesville is best known for its mild climate, tree canopies and nature, cultural and historical amenities, and as the home to Florida's flagship public university, the University of Florida.

FIGURE 2-1: RTS SYSTEM



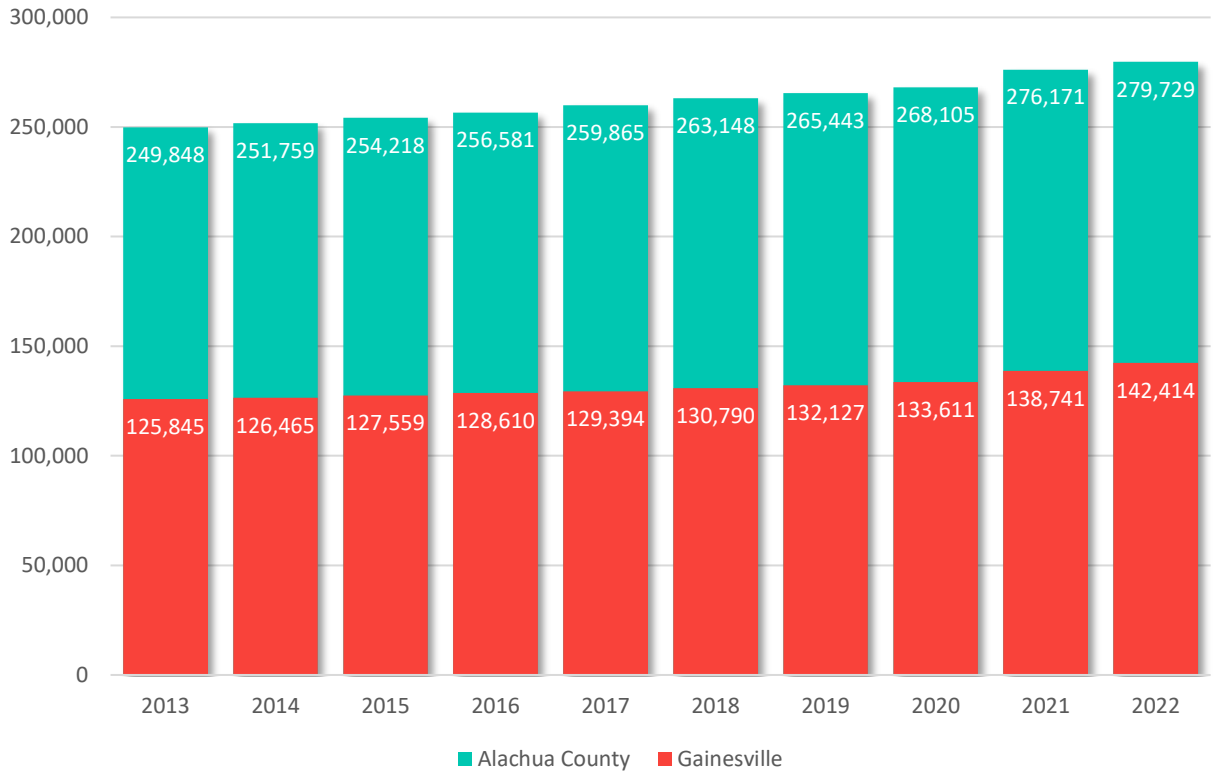
Sources: RTS Fall 2023 GTFS

2.2 Population and Demographics

Population

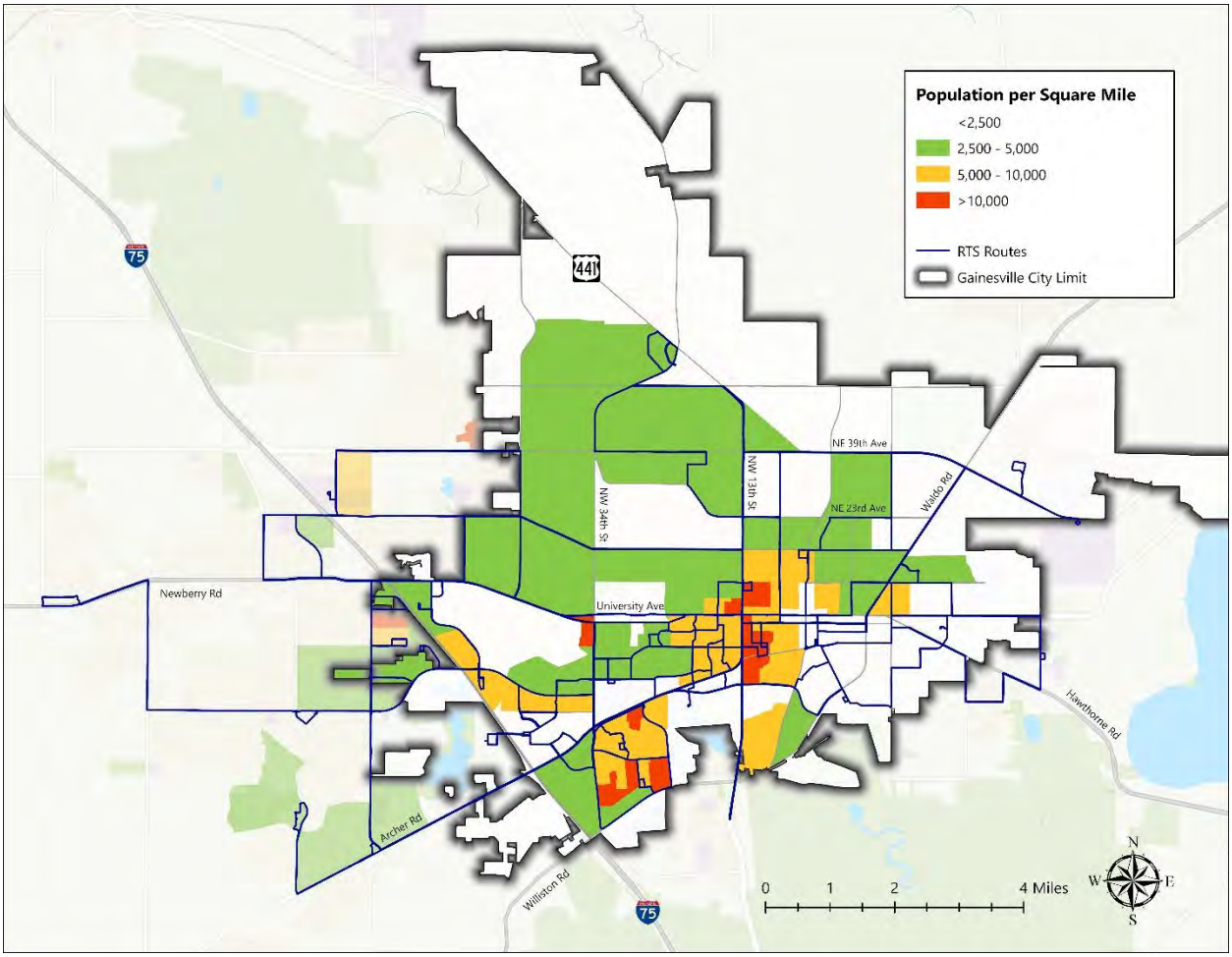
Per the most recent (2022) ACS 5-year Estimates, Gainesville's population is 138,741, as shown in Figure 2-2. The city's population grew 7.2% over the past 5-years and 11% over the past 10-years. It comprises half of Alachua County's total population. Gainesville's population is most concentrated near the University of Florida, SW 20th Avenue, SW 62nd Boulevard, and in deep-rooted neighborhoods including Pleasant Street, Fifth Avenue, and the Porters Community, as shown in Figure 2-3.

FIGURE 2-2: POPULATION IN GAINESVILLE AND ALACHUA COUNTY, FL (2013-2022)



Source: ACS 5-Year Estimates (2013-2022)

FIGURE 2-3: POPULATION DENSITY



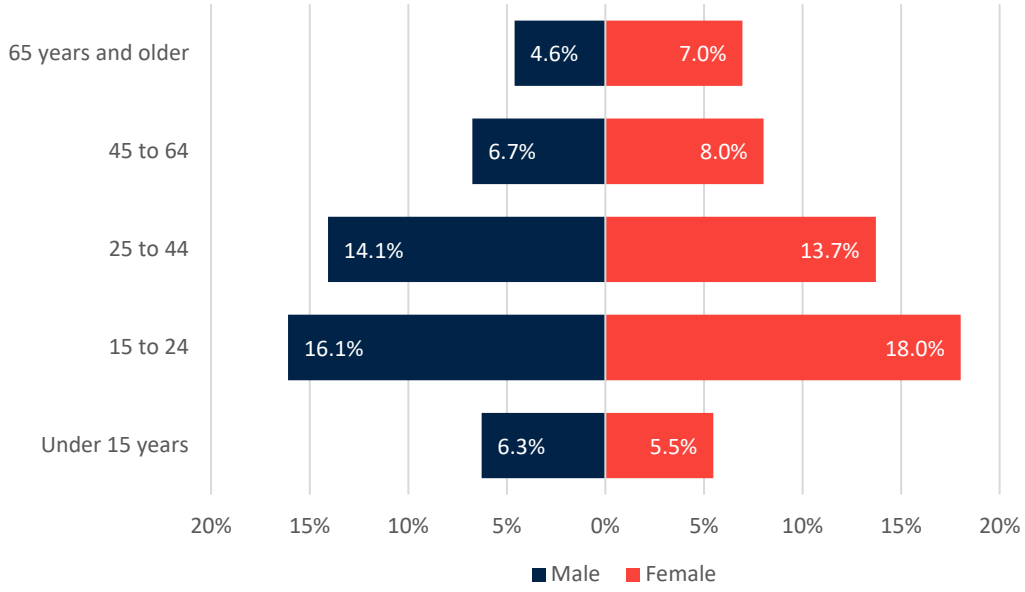
Source: 2021 ACS 5-Year Estimates

Age, Gender, and Race

Gainesville has a relatively young population, as individuals below the age of 25 comprise nearly half of the entire population. Residents under the age of 45 comprise nearly three quarters of the city's population. Over 34% of Gainesville residents are aged 15 to 24 and 11.6% are over 65 years of age, totaling 45.7% of the population with a high propensity for transit use due to age, as shown in Figure 2-4. Women in Gainesville slightly outnumber men, comprising 52 percent of the population, although the number of men in the 0-15 and 25-44 age groups exceeds the number of women in those same age groups.

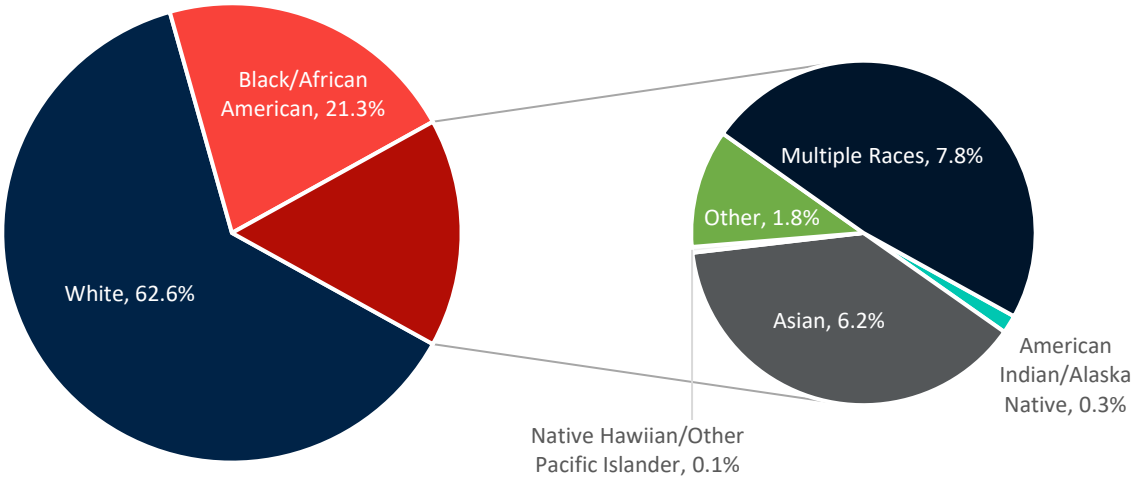
In addition, 62.6% of Gainesville's population identifies as White. The next largest cohort is Black/African Americans, composing 21.3% of the city's population. Nearly 8% of Gainesville residents identify with multiple races and the remaining 8.3% are other races.

FIGURE 2-4: AGE AND GENDER



Source: 2021 ACS 5-Year Estimates

FIGURE 2-5: RACE



Employment

According to Gainesville's 2022 Comprehensive Financial Report, Gainesville's total labor force amounted to 148,660 employees. The three occupational groups with the highest levels of employment in Gainesville include office/administrative support, healthcare practitioners, and food preparation/service. Table 2-1 includes a list of the top 10 employers that employ over 30 percent of Gainesville's workforce. The University of Florida and its healthcare branch (Shands) employ nearly one in five Gainesville workers.

TABLE 2-1: TOP 10 EMPLOYERS IN GAINESVILLE, FL (2022)

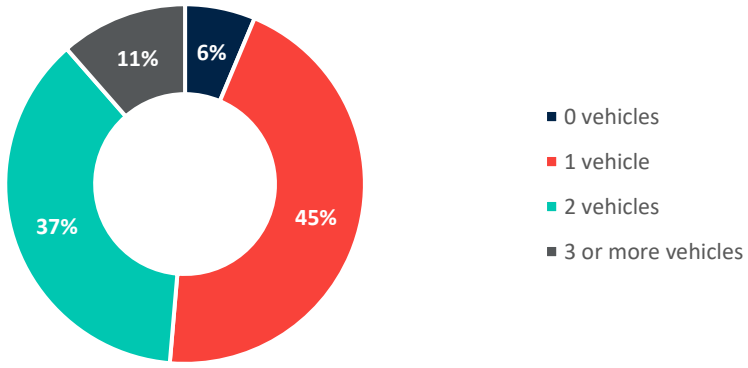
Employer	Number of Employees	% of Total Labor Force
University of Florida	17,648	11.87%
UF Health Shands Hospital	9,944	6.69%
Alachua County School Board	4,634	3.12%
US Department of Veteran Affairs	3,438	2.31%
Publix Supermarkets	2,403	1.62%
City of Gainesville	2,265	1.52%
HCA Florida North Florida Hospital	1,857	1.25%
Santa Fe College	1,388	0.93%
Tacachale Developmental Disability Center	966	0.65%
Alachua County Board of County Commissioners	947	0.64%

Source: City of Gainesville 2022 Comprehensive Financial Report

Vehicle Ownership

Over 90% of households in Gainesville have access to at least one vehicle. This is slightly higher than the national average of 92%. Two or more vehicles are accessible to nearly half of all Gainesville households.

FIGURE 2-6: NUMBER OF VEHICLES OWNED PER HOUSEHOLD



Source: 2021 ACS 5-Year Estimates

Income

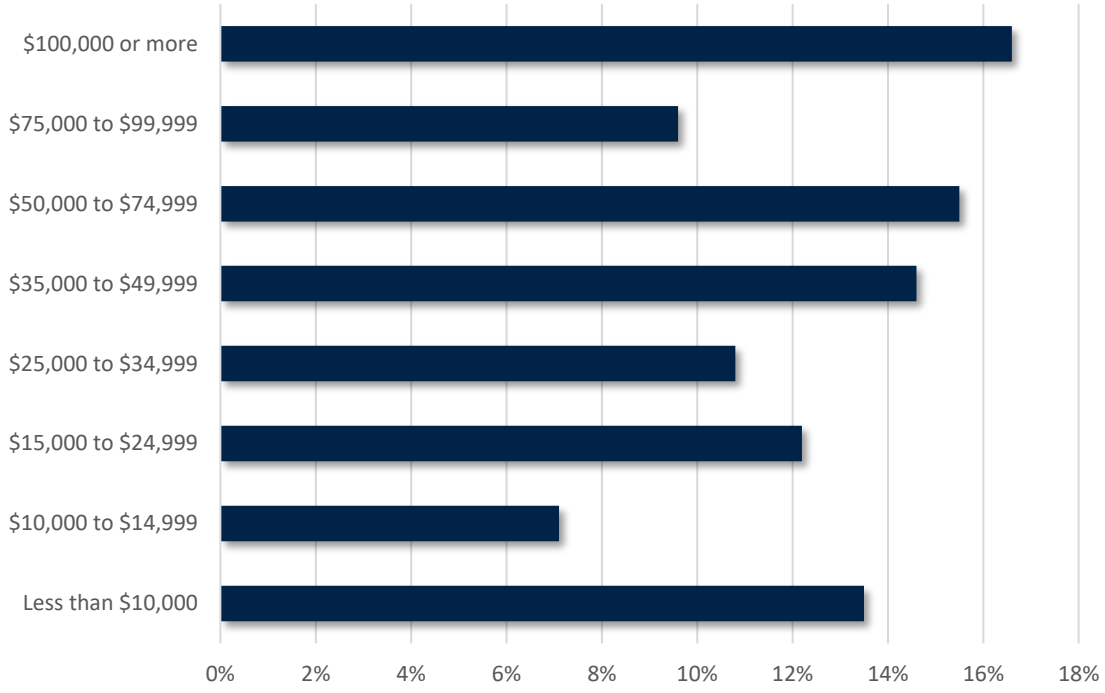
Gainesville's 2021 median household income was $40,937, less than the county and state it is located in, which reported 2021 median household incomes of $53,314 and $61,777, respectively. The income brackets which constitute the largest percentage of Gainesville's population are more than $100,000, $50,000 to $74,999, $35,000 to $49,999, and less than $10,000.

TABLE 2-2: MEDIAN HOUSEHOLD INCOME BY JURISDICTION

Jurisdiction	2021 Median Household Income
Gainesville, FL	$40,937
Alachua County, FL	$53,314
Florida	$61,777
United States	$69,021

Source: 2021 ACS 5-Year Estimates

FIGURE 2-7: INCOME DISTRIBUTION



Source: 2021 ACS 5-Year Estimates

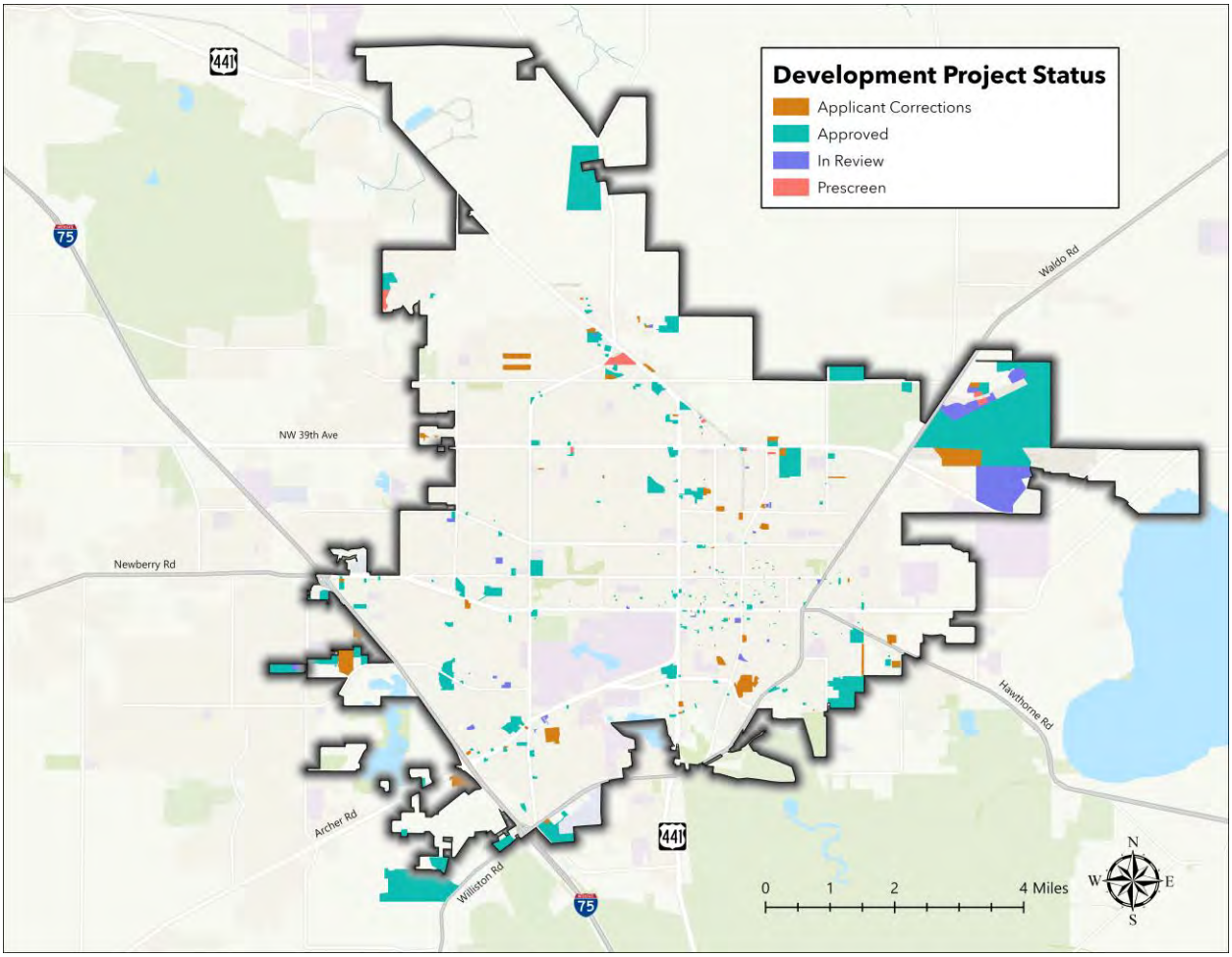
2.3 Land Use

To better assess the impact of local land use conditions and policies on public transportation needs, it is important to identify the current and future areas of the county that may benefit the most from the provision of public transportation services. Historically and currently, the University of Florida and Downtown sit in the center of the city's activity. In recent years, major commercial areas and corridors include Archer Road, University Avenue, Newberry Road, 13th Street, and 39th Avenue.

Future development will create new demands for transportation, including for transit. There are approximately 380 active development projects currently listed by the City of Gainesville Department of Sustainable Development, ranging in status from prescreening to approved. These projects are mapped in Figure 2-8. The types of development range from small-scale renovations and single-family housing projects to hospitals and other major developments. Residential and mixed-use developments of significant scale will take place in Gainesville's Northside, near SW 17th Road, near Williston Road west of Interstate 75, and west of UF's campus between SW 20th Avenue and Hull Road. In addition to residential and mixed-use, major upcoming commercial developments include improvements and expansions to the Gainesville Regional Airport, a new hospital and emergency room near Archer Road, and an urgent care center in Gainesville's Eastside.

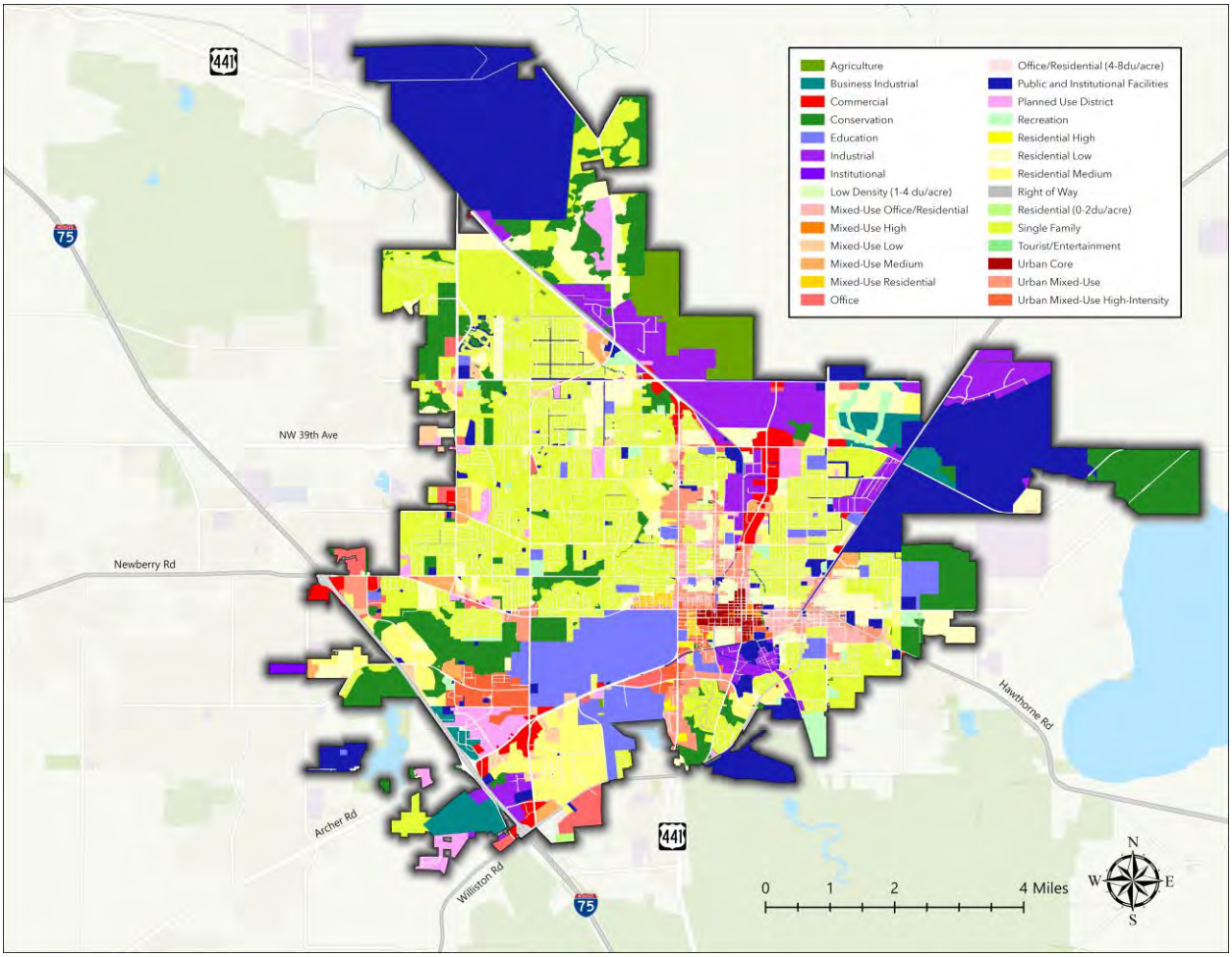
Current land use and future land use within the city are illustrated in Figures 2-9 and 2-10, respectively. Large swaths of single family residential comprise the majority of the area of Northwest Gainesville. The University of Florida and Downtown Gainesville urban core are also expansive and clearly visible areas on the map. The fringes of the city tend to have less intense land uses such as agriculture, conservation, institutional, and planned development.

FIGURE 2-8: CITY OF GAINESVILLE DEVELOPMENT PROJECT STATUS (SINCE 2020)



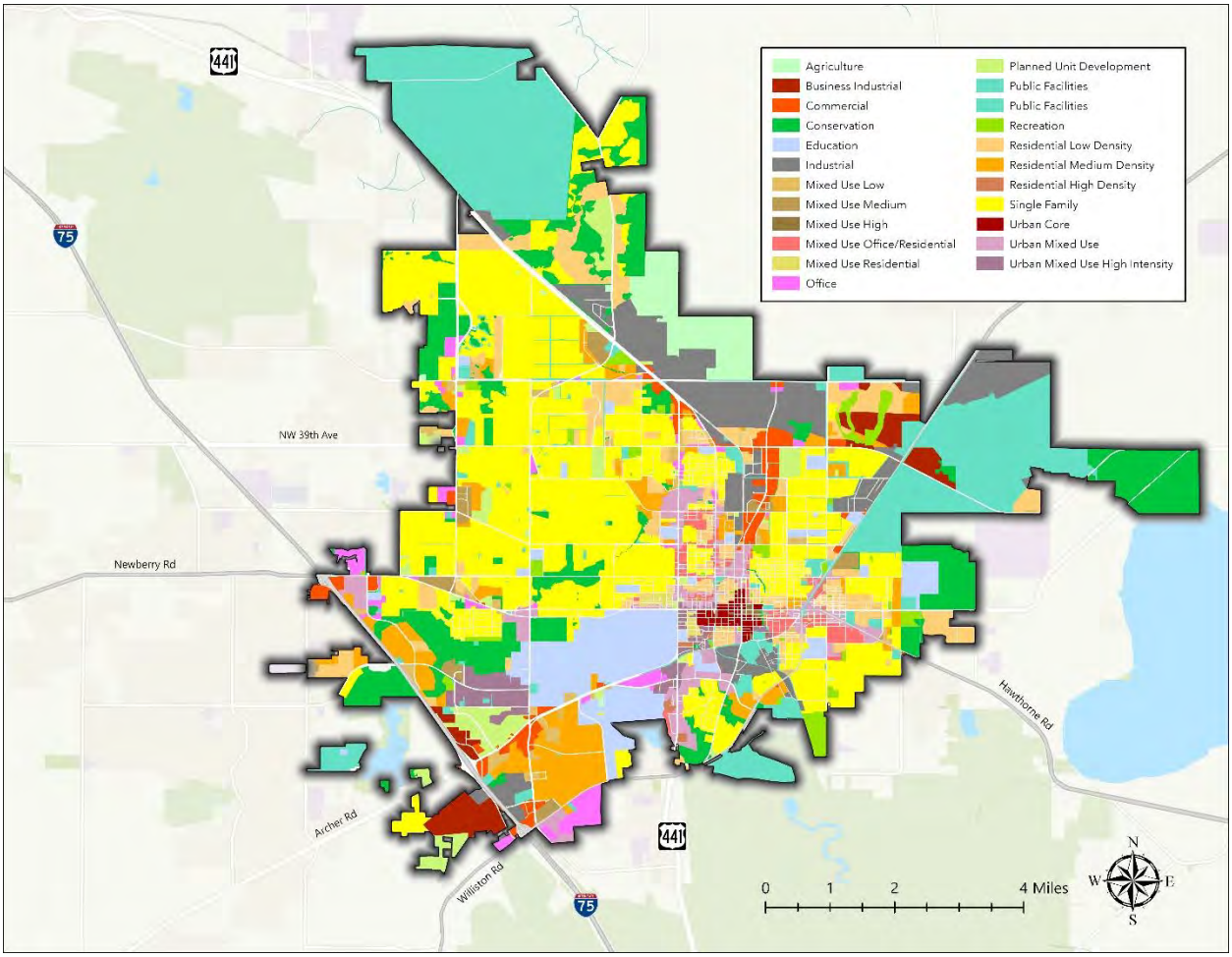
Source: City of Gainesville, 2023

FIGURE 2-9: GAINESVILLE CURRENT LAND USE



Source: City of Gainesville, 2023

FIGURE 2-10: GAINESVILLE FUTURE LAND USE



Source: City of Gainesville, 2023

2.4 Travel Conditions

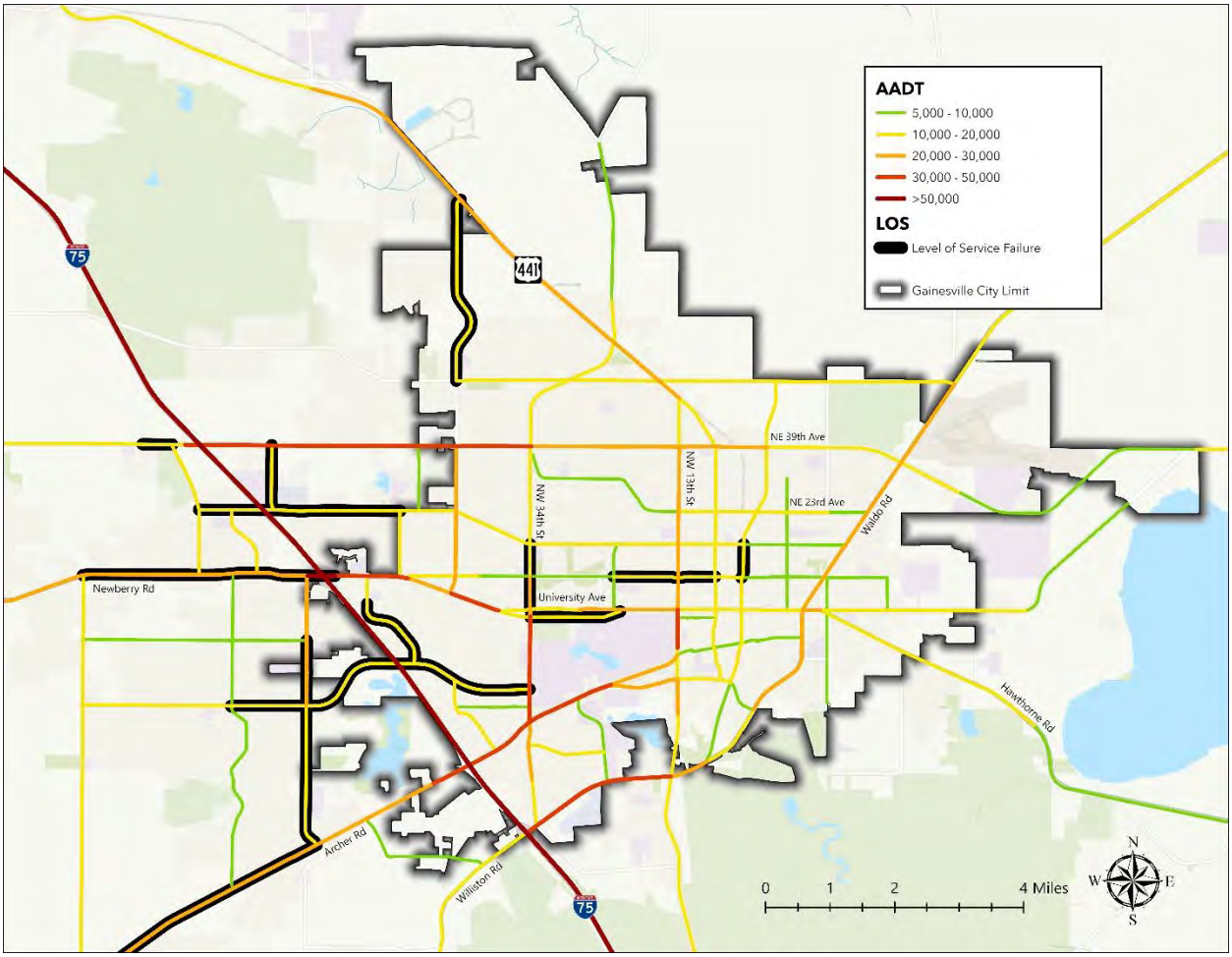
Annual Average Daily Traffic (AADT)

In Gainesville, significant traffic volumes are typically experienced on state-owned major arterial roads. The city's busiest roads are primarily located on its west side, close to Interstate 75, which has the highest traffic volume of any road in Gainesville. Major arterials consisting of segments which carry an average of over 30,000 vehicles per day include Newberry Road, Archer Road, Williston Road, SW 34th Street, and SW 13th Street.

Level of Service (LOS)

Level of Service is a metric which incorporates roadway capacity, traffic volume, and traffic flow to qualitatively describe the performance of a particular road segment. Figure 2-11 illustrates Annual Average Daily Traffic (AADT) of roads in Gainesville, in addition to roads which exhibit an insufficient, or failing, LOS. Most roads in Gainesville which are not able to facilitate a stable flow of travel are located in West Gainesville and beyond the municipal boundaries into unincorporated Alachua County. Typically, these roads are two-lane major collectors and minor arterials which carry 10,000 to 30,000 vehicles per day.

FIGURE 2-11: ANNUAL AADT IN 2022 AND LEVEL OF SERVICE (LOS) FAILURE IN 2019



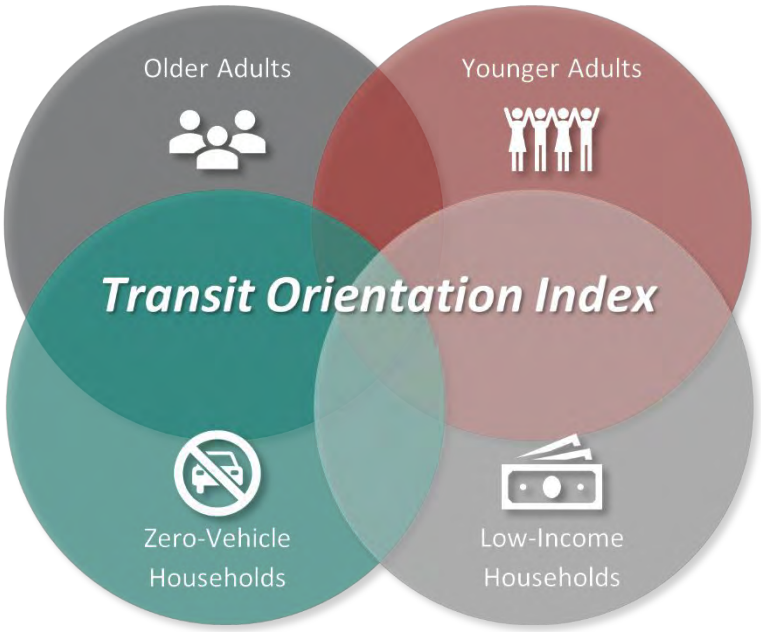
Sources: Florida Department of Transportation, 2022; Gainesville Metropolitan Transportation Planning Organization, 2021

3 TRANSIT MARKET ANALYSIS

3.1 Traditional Market Assessment

A traditional transit market refers to population segments that historically have had a higher propensity to use transit and are dependent on public transit for their transportation needs. Traditional transit users typically include older adults, youth and young adults, and households that are low-income and/or have zero vehicles. A Transit Orientation Index (TOI) assessment assists in identifying areas where a traditional transit market exists. To create the TOI for this analysis, demographic data from the 2021 American Community Survey (ACS) 5-Year Estimates were compiled at the census block group level and categorized according to each block group's relative ability to support transit based on the prevalence of these demographic characteristics. Four socioeconomic and demographic characteristics traditionally associated with the propensity to use transit were used to develop the TOI and include:

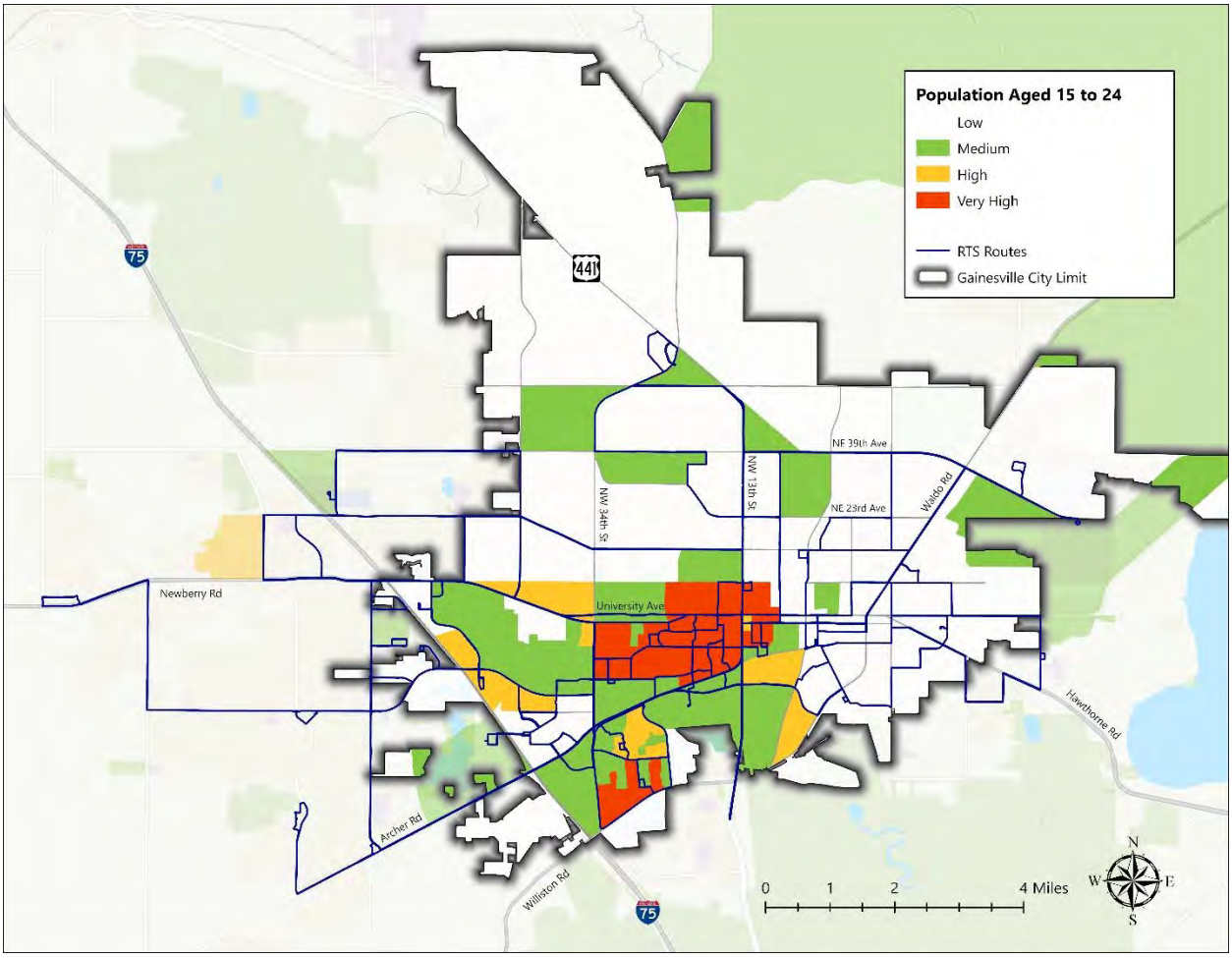
- Proportion of population ages 15-24 (young adults)
- Proportion of population age 65 and over (older adults)
- Proportion of population below poverty level (annual household income less than $25,000)
- Proportion of households with no vehicles (zero-vehicle households)



Young Adult Population

Much of Gainesville's young adult population (ages 15-24) is concentrated near the University of Florida's main campus, extending north to NW 8th Avenue and east to NW 6th Street, as shown in Figure 3-1. Additional pockets of young adults in Gainesville can be found south of the UF campus and along SW 20th Avenue and SW 62nd Blvd, an area of the city with a large student population.

FIGURE 3-1: DISTRIBUTION OF YOUNG ADULTS

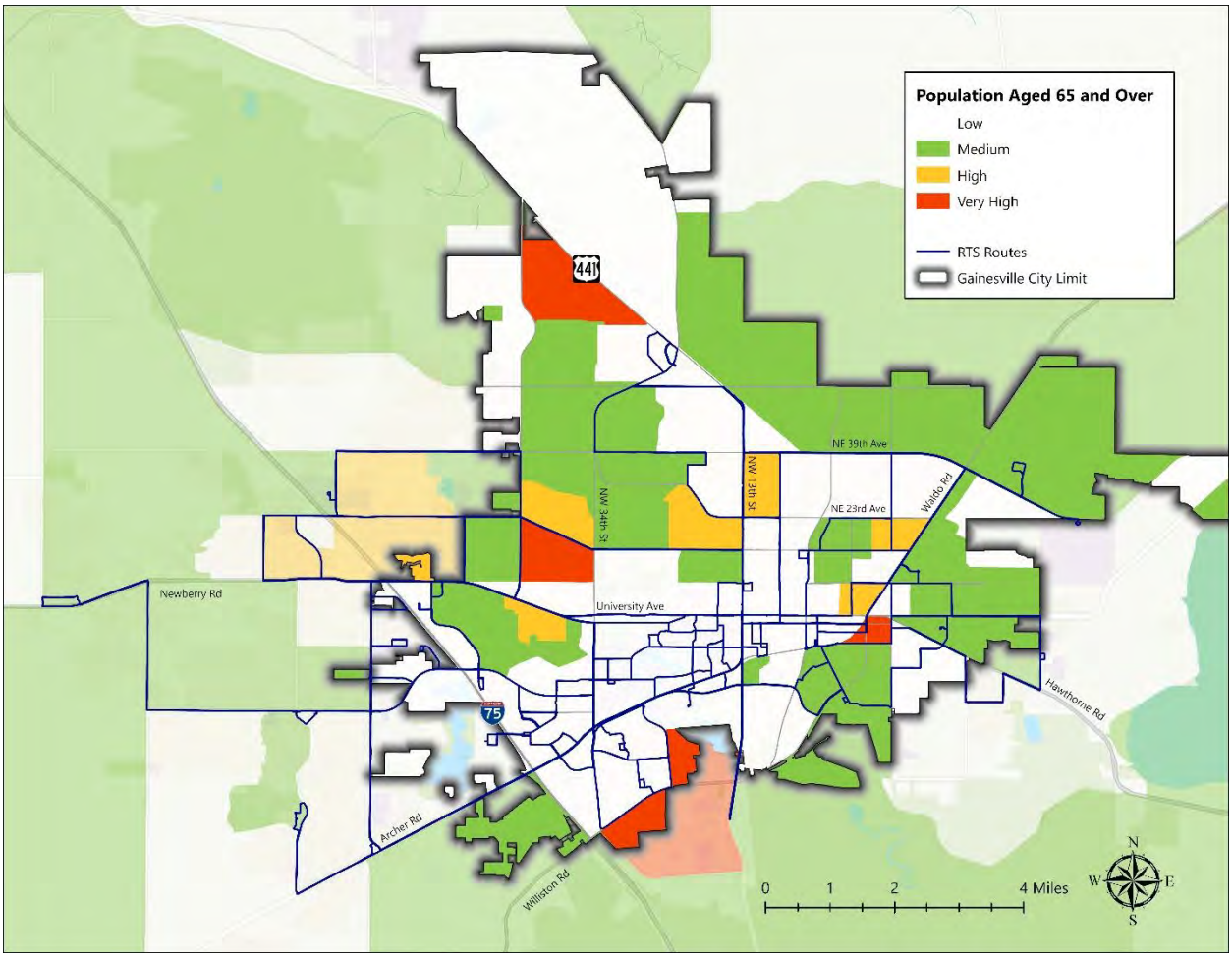


Source: 2021 ACS 5-Year Estimates

Older Adult Population

While there are no large swaths of block groups in Gainesville with high percentages of older adults (ages 65 and older), such block groups are most prevalent outside the vicinity of downtown and the University of Florida. Northwest Gainesville has the largest number of block groups with high percentages of older adults, an area of the city that is mostly residential in land use and not served by many RTS routes, as shown in Figure 3-2.

FIGURE 3-2: DISTRIBUTION OF OLDER ADULTS

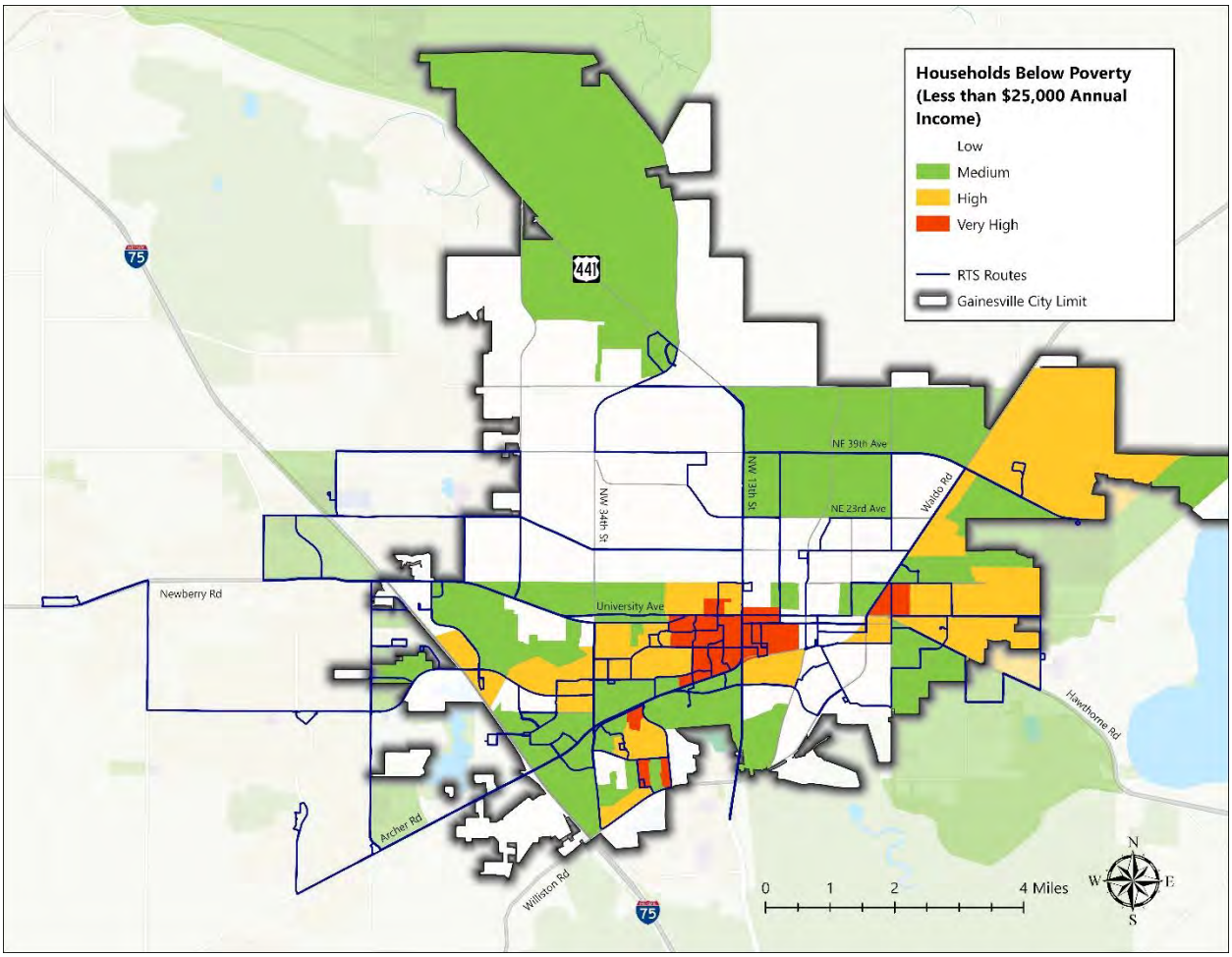


Source: 2021 ACS 5-Year Estimates

Households Below Poverty

Similar to the prevalence of young adults in Gainesville, high concentrations of households below poverty are located near the University of Florida's main campus, extending north to NW 8th Avenue and east to NW 6th Street, along with pockets south of the UF campus and along SW 20th Avenue and SW 62nd Blvd. Additionally, households below poverty are prevalent east of Waldo Road, as shown in Figure 3-3.

FIGURE 3-3: DISTRIBUTION OF HOUSEHOLDS BELOW POVERTY

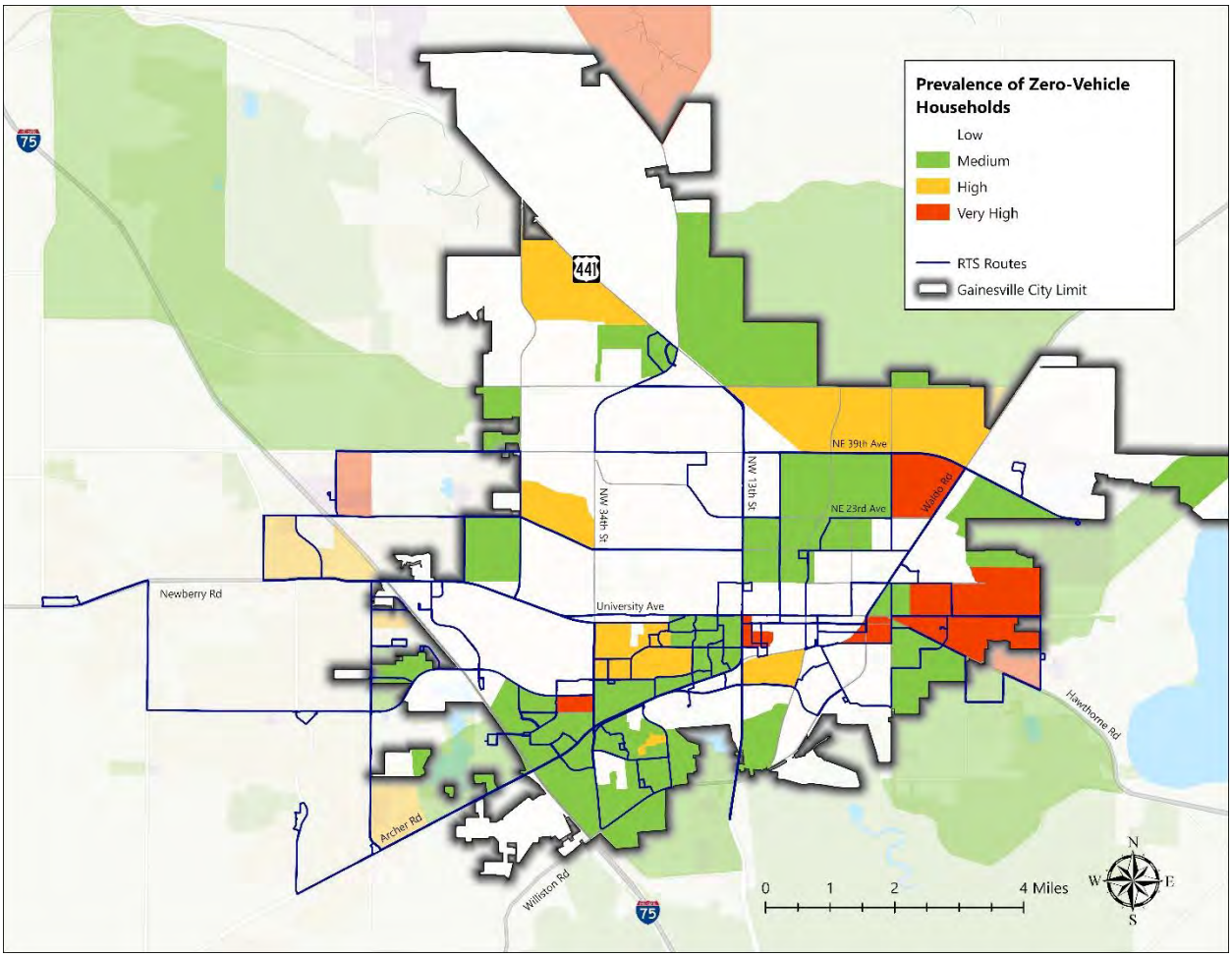


Source: 2021 ACS 5-Year Estimates

Zero-Vehicle Households

Although only 6% of all households in Gainesville do not have access to a personal vehicle, there are several pockets of the city where this rate is much higher, as shown in Figure 3-4. Zero-vehicle households are concentrated highest in East Gainesville, especially east of NE/SE 15th Street. Other areas with high rates of zero-vehicle households in Gainesville can be found north of NE 39th Avenue and in the northwest portion of the University of Florida campus.

FIGURE 3-4: DISTRIBUTION OF ZERO-VEHICLE HOUSEHOLDS



Source: 2021 ACS 5-Year Estimates

Transit Orientation Index (TOI)

Considering the prevalence of four factors (see Figure 3-5) influencing transit propensity including young adults, older adults, households below poverty, and zero-vehicle households, the Transit Orientation Index (TOI) categorizes transit propensity by block group as “low,” “medium,” “high,” or “very high.”

In Gainesville, areas very highly propense to transit include the University of Florida campus and its surrounding areas to the north, south and east, and a couple pockets in Northwest and Southeast Gainesville. Block groups of medium to high transit propensity are located between NW 34th Street and NW 43rd Street, and in East Gainesville, as shown in Figure 3-6.

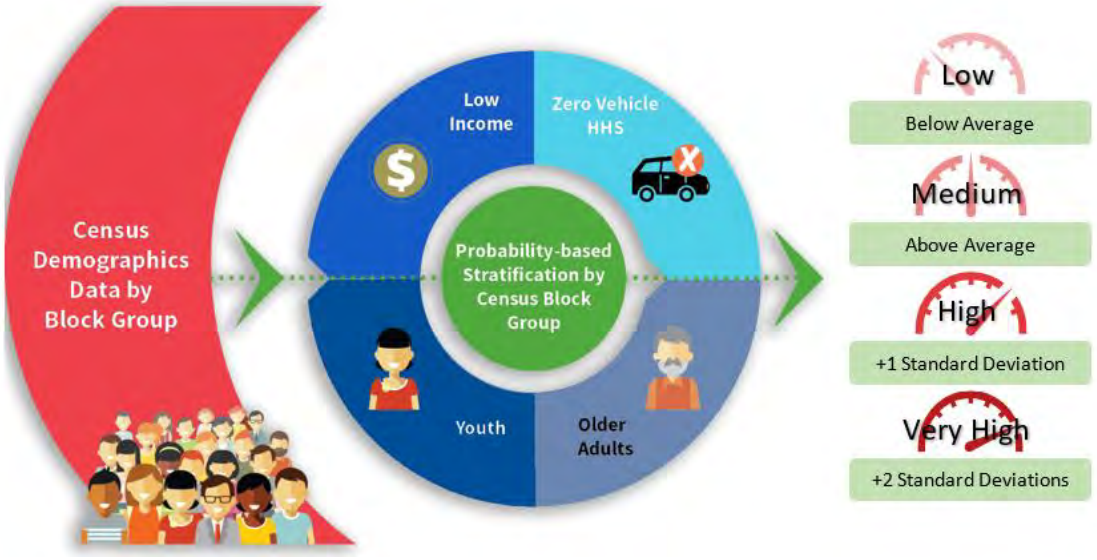
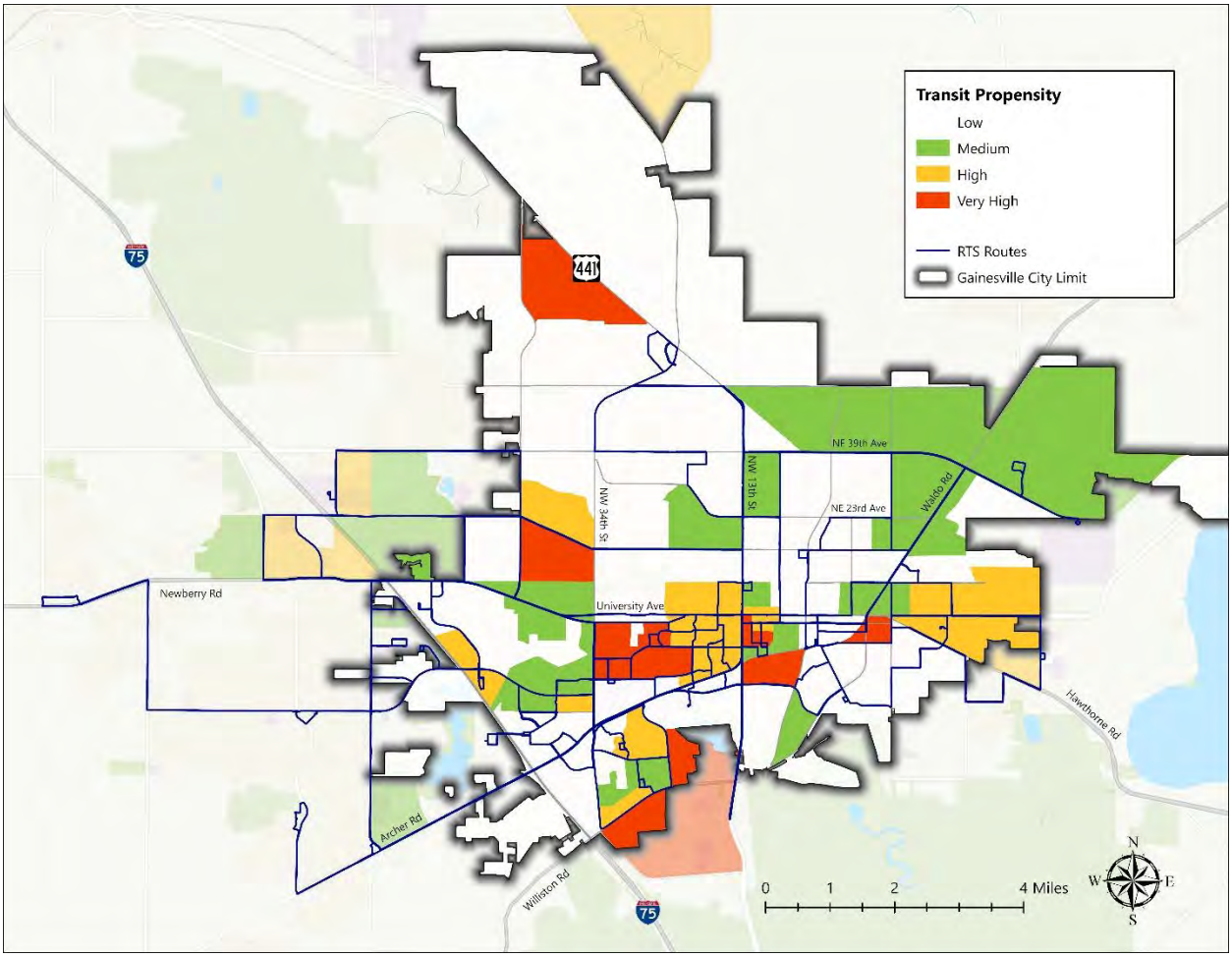
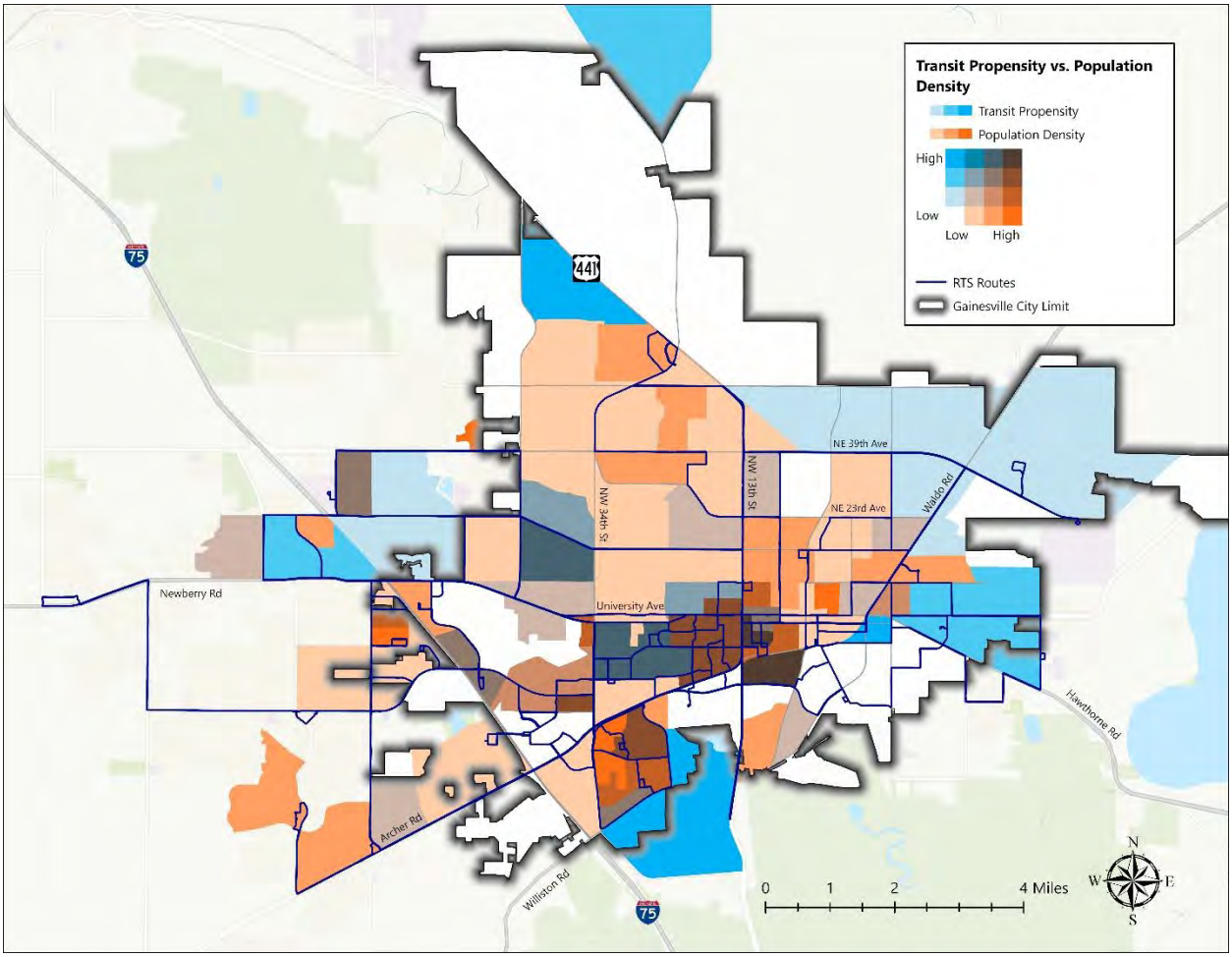


FIGURE 3-5: TRANSIT ORIENTATION INDEX (TOI)



Source: 2021 ACS 5-Year Estimates

FIGURE 3-6: TRANSIT PROPENSITY AND POPULATION DENSITY



Source: 2021 ACS 5-Year Estimates

3.2 Discretionary Market Assessment

The discretionary market refers to the potential riders living in higher-density areas within a public transit service area who may choose to use transit as a transportation alternative though they have other options with which to meet their mobility needs. The Density Threshold Assessment (DTA) conducted for RTS uses industry-standard thresholds to identify areas within the RTS service area that experience transit-supportive residential and employment density levels. Data was retrieved from Replica, a data platform that represents demographics, mobility, economic activity, and land use. Replica sources much of its data from U.S. Census Bureau products, such as the American Community Survey 5-year Estimates and LEHD Origin-Destination Employment Statistics Data. From Replica's dataset, block group-level data of employment, number of dwelling units, and land area were incorporated into the Density Threshold Assessment. Three density thresholds were developed to indicate whether an area has sufficient density to sustain a level of fixed-route transit operations. The analysis assesses an area's ability to support Minimum, High, or Very High transit service level investment. These thresholds are detailed in Table 3-1.

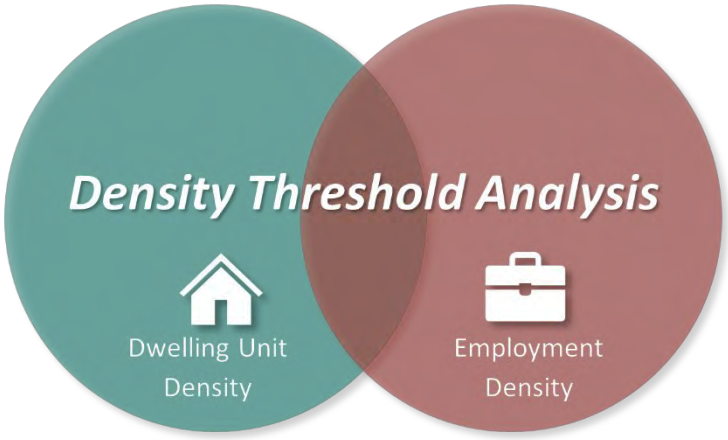
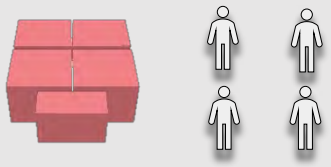
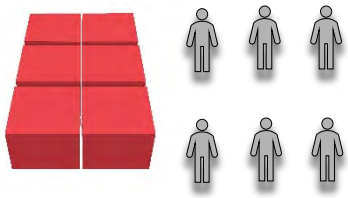
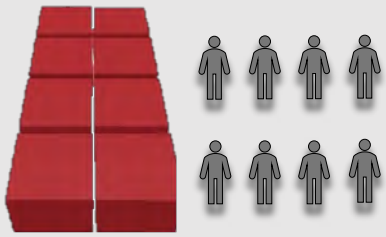


TABLE 3-1: DTA INVESTMENT THRESHOLDS

Level of Transit Investment	Dwelling Unit Density Threshold[1]	Employment Density Threshold[2]	Description	Visual Representation
Minimum	4.5-5 dwelling units per acre	4 employees per acre	Minimum dwelling unit or employment densities to consider basic fixed-route transit services	
High	6-7 dwelling units per acre	5-6 employees per acre	Increased dwelling unit or employment densities that may be able to support higher levels of transit investment (i.e., increased frequencies)	
Very High	≥ 8 dwelling units per acre	≥7 employees per acre	Highest dwelling unit or employment densities that may be able to support premium transit services (i.e., Bus Rapid Transit)	

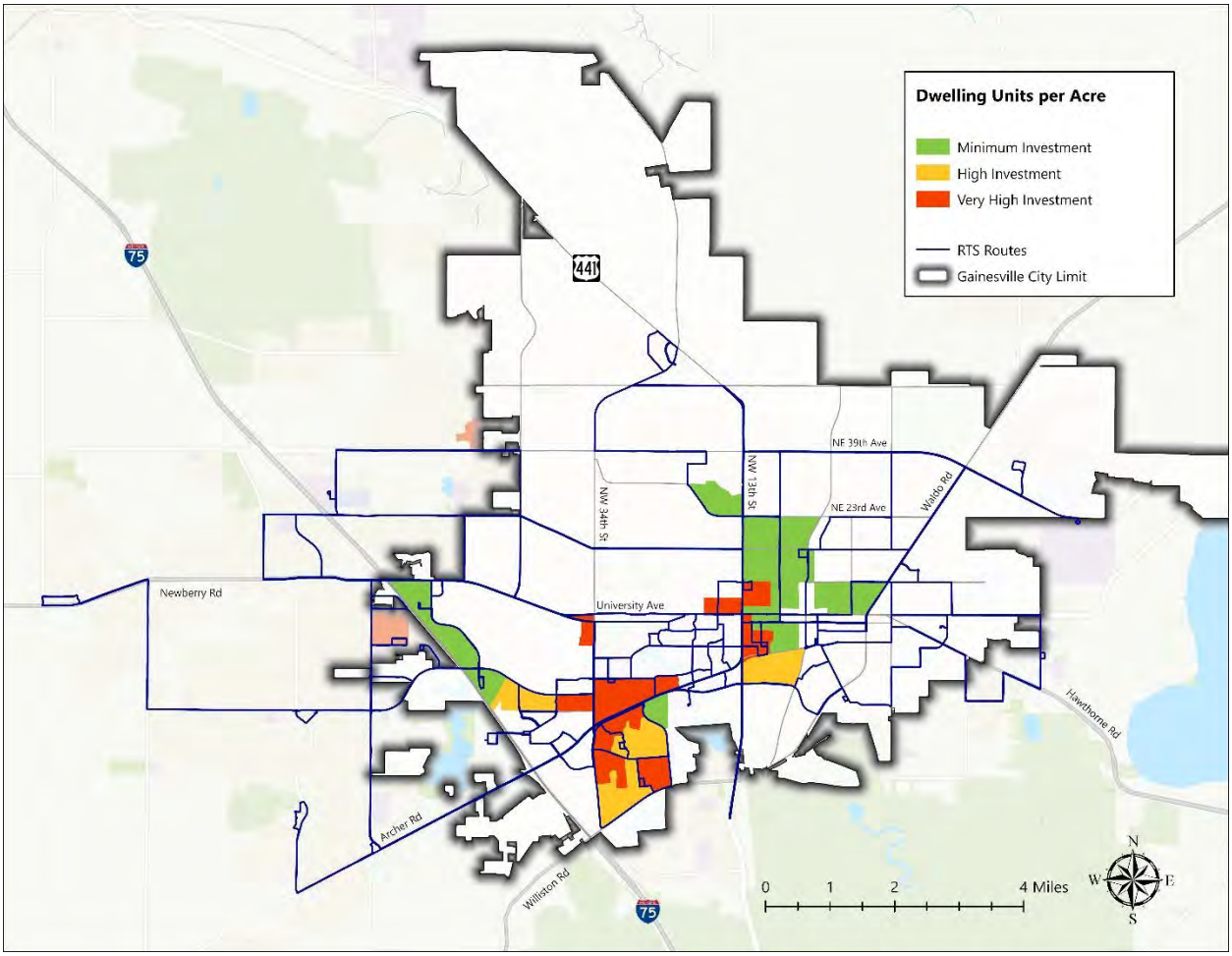
[1] TRB, National Research Council, TCRP Report 16, Volume 1 (1996), "Transit and Land Use Form," November 2002, MTC Resolution 3434 TOD Policy for Regional Transit Expansion Projects.

[2] Based on review of research on relationship between transit technology and employment densities.

Housing Density

Areas with the highest housing density in Gainesville are those with high concentrations of multi-unit residential structures. Very high investment in housing density is primarily located surrounding the University of Florida's main campus, as shown in Figure 3-7. Some additional pockets of very high housing density are located just west of Gainesville's municipal boundary. Moderate housing density can also be found in many areas between NW 13th Street and Main Street.

FIGURE 3-7: HOUSING DENSITY

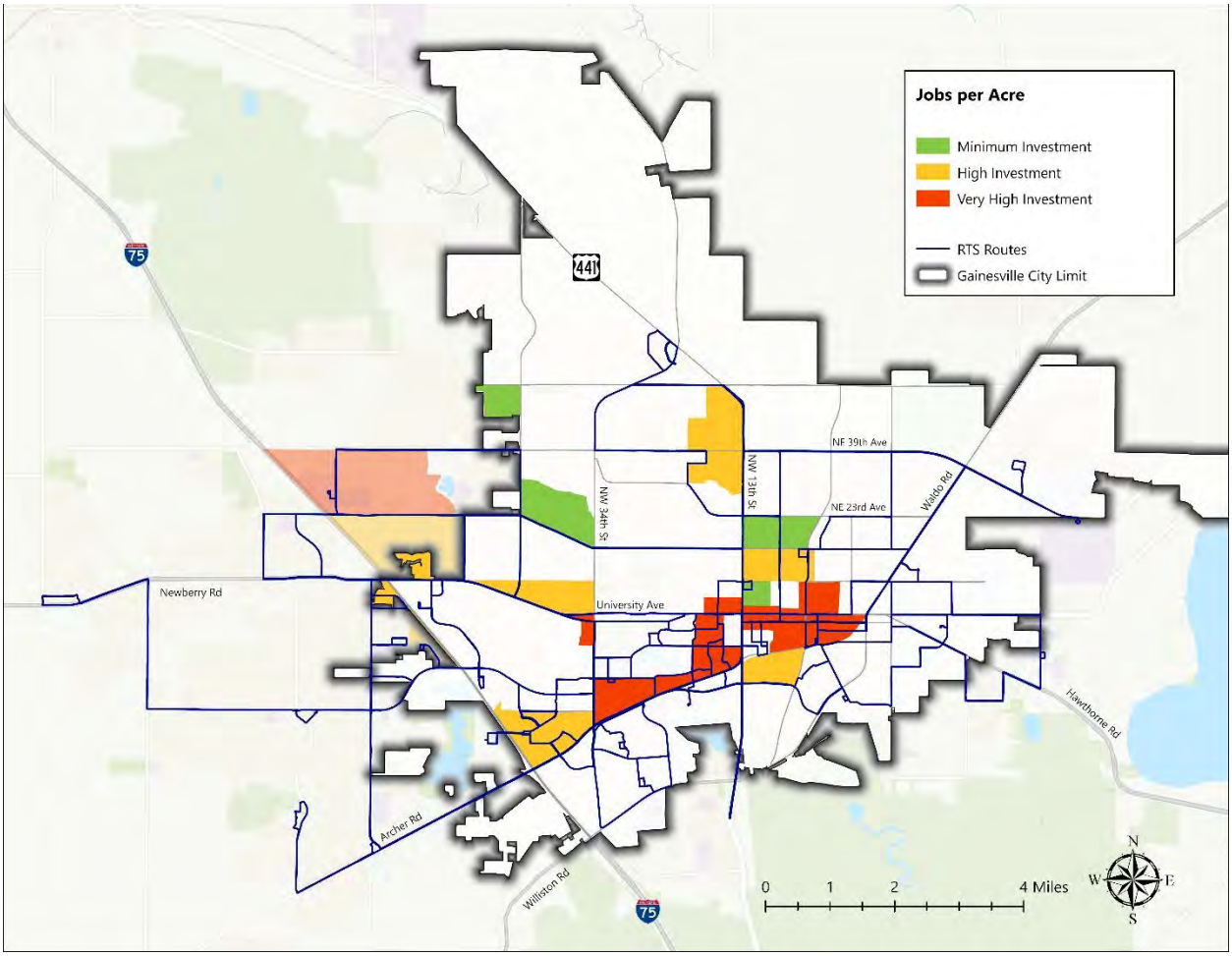


Source: Replica, 2023

Employment Density

High employment density in Gainesville is characterized by several large employers including the University of Florida, its medical branch (UF Health/Shands), HCA Healthcare, and Santa Fe College. Block groups that include and surround these institutions' main campuses exhibit high employment density. Very high investment in jobs is also evident in Downtown Gainesville and its surrounding areas, as shown in Figure 3-8. Other areas of high employment density include Butler Plaza and areas near SW 16th Avenue and SW 13th Street.

FIGURE 3-8: EMPLOYMENT DENSITY

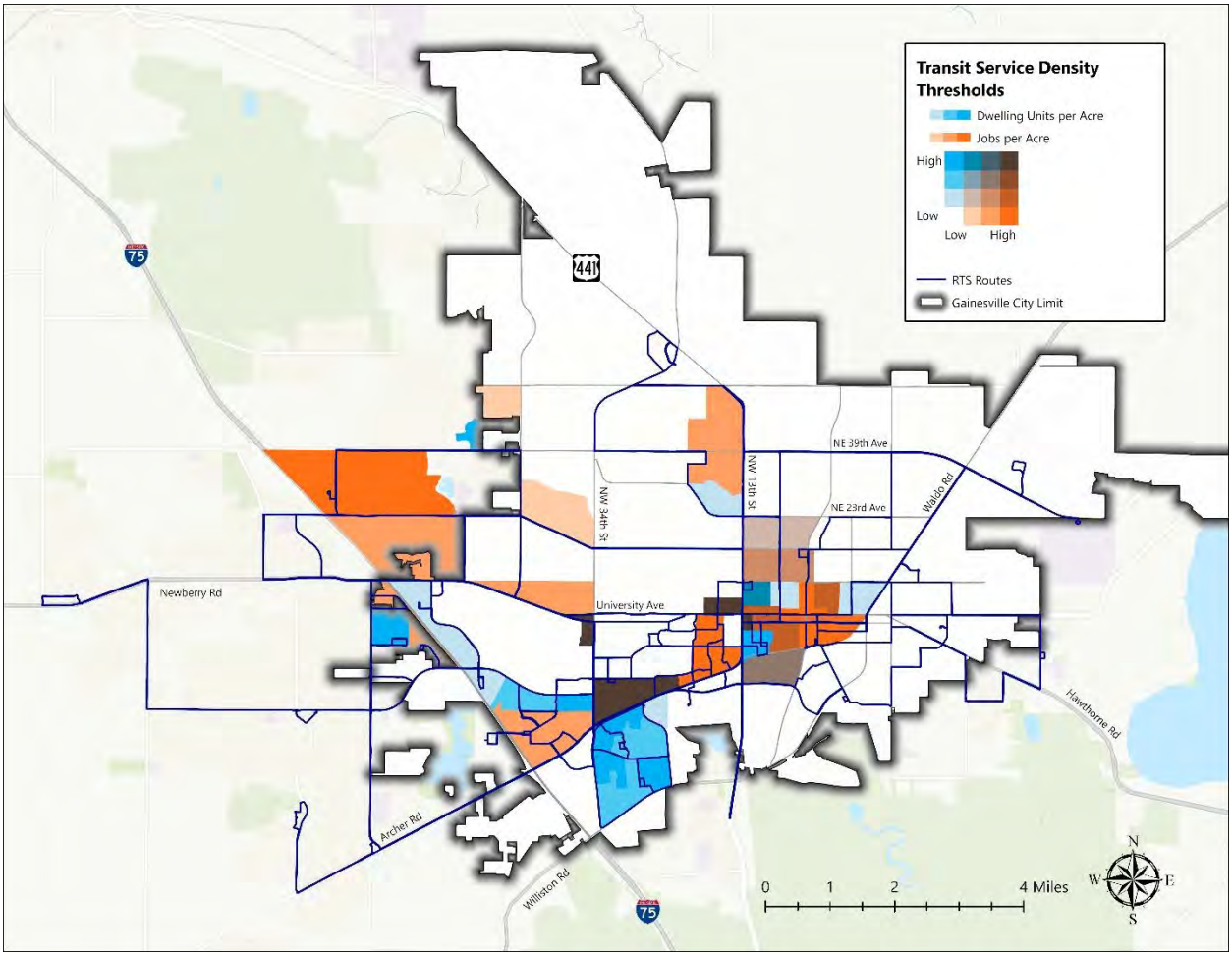


Source: Replica, 2023

Density Threshold Assessment (DTA)

Combining the data presented in the previous two maps, the transit service density threshold map below depicts, by block group, the relationship between housing density and employment density (Figure 3-9). Most areas in Gainesville exhibit either a high concentration of dwelling units, a high concentration of jobs, or neither. The only areas in the city with both very high concentrations of housing and employment are located near University Avenue and SW 34th Street, University Avenue and NW 13th Street, and the southernmost portion of UF's main campus.

FIGURE 3-9: DENSITY THRESHOLD ASSESSMENT (DTA)



Source: Replica, 2023

3.3 Gap Analysis

This section presents the gap analysis, which is an evaluation process that compares existing service coverage to areas of potential need using the TOI analysis results for the RTS service area. This is an approach that is becoming increasingly common as a component of assessing the performance of public transit in meeting the needs of the populations within a service area which are propense to transit use.

The gap analysis aims to identify geographical gaps in public transit where travel needs are high, but services are non-existent or insufficient. This is a twofold process that uses socioeconomic data and geographic analysis. The first step involves determining transit service subareas with high transit TOI scores, using factors such as young adult populations, older adult populations, households in poverty, and zero-vehicle households. The TOI score is then mapped to the RTS service area. The second step uses geographic analyses to determine the extent of each route's service reach by using buffer tools. Ultimately, the two outputs are overlaid with one another to identify general gaps in the RTS transit service, and more specifically, high priority TOI areas that are served, unserved, or underserved. Note that areas beyond the buffered area along the route are considered to be unserved.

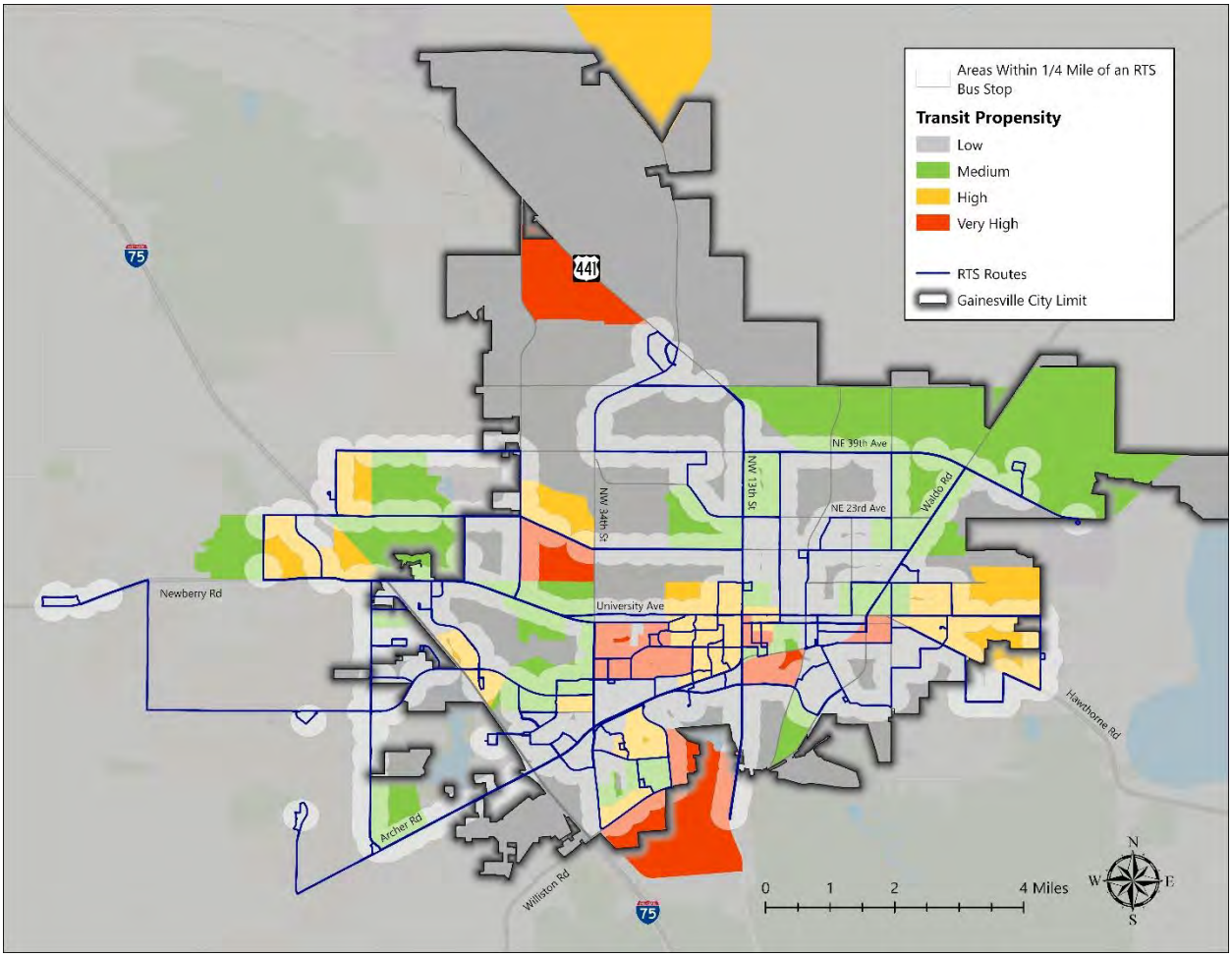
As shown in Figure 3-11, practically all areas in Gainesville south of NW 53rd Avenue are located within ¾ of a mile of at least one RTS fixed route bus stop. The ¾-mile buffer represents the required ADA paratransit service area to determine the extent of each route's ridership capture area. When narrowing the buffer to only ¼ of a mile, as shown in Figure 3-10, more areas are excluded from the immediate vicinity of an RTS bus stop. The ¼-mile buffer represents the typical distance most passengers are willing to walk between a bus stop and their trip origin or destination. These gaps are primarily located in Northwest Gainesville, distant from major arterial roads. There are additional gaps sprinkled throughout the city. Areas of very high transit propensity that noticeably may have the potential for being underserved include:

- Turkey Creek Forest (near NW 13th Street and NW 43rd Street)
- Idylwild and Oak Hammock (south of Williston Road between SW 13th Street and SW 34th Street)
- Westmoreland and Libby Heights (near NW 34th Street and NW 8th Avenue)

Turkey Creek Forest, a neighborhood of single-family residences, is the only one of these three underserved, transit-propense areas which is outside the range of RTS service in both the ¼ mile and ¾ mile buffers. Although it is accessible from two major roads, Turkey Creek Forest is located in a more rural area of Gainesville. The other two areas identified as underserved and transit are also comprised primarily of single-family residences, but also each contain an elementary school. However, Oak Hammock is a mixed-use Life Plan Community for adults ages 55 and older.

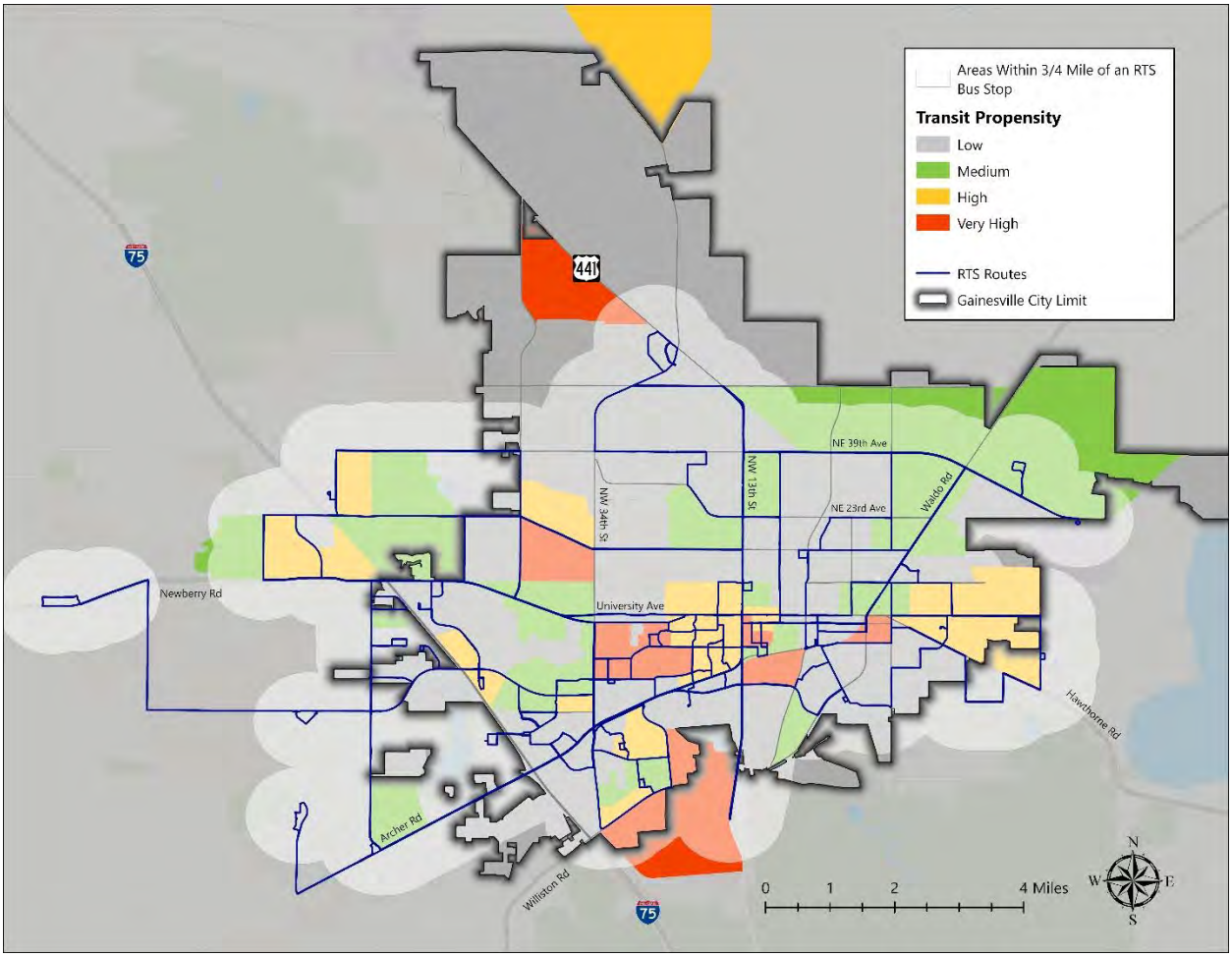
Once the gap analysis is prepared, service planning is applied to develop strategies to mitigate the gaps in service, especially in areas that resonate high in terms of TOI score. RTS has several options for serving targeted services gaps including modifications to existing routes – adjusting route alignments, service span, service frequencies, use of flex-routes, and application of mobility-on-demand strategies.

FIGURE 3-10: RTS GAP ANALYSIS (1/4 MILE BUFFER)



Sources: 2021 ACS 5-Year Estimates, RTS Fall 2023 GTFS

FIGURE 3-11: RTS GAP ANALYSIS (3/4 MILE BUFFER)



Sources: 2021 ACS 5-Year Estimates, RTS Fall 2023 GTFS

3.4 Activity Centers

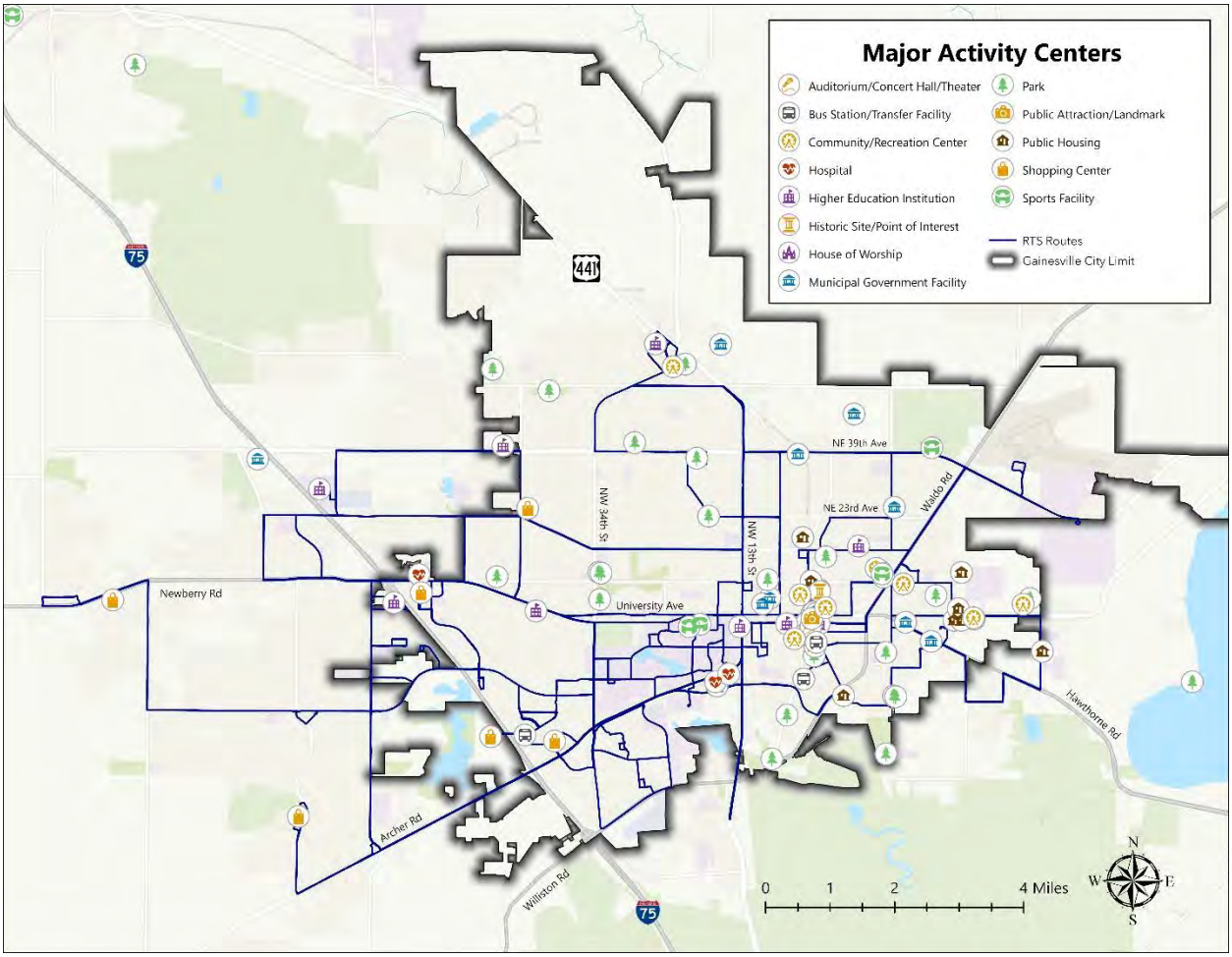
Activity centers are critical for transit, as they effectively drive one end of most travel flows, including transit trips. An Activity Center Analysis identifies these trip generators within and around the RTS service area to determine if transit is servicing key locations for users. Activity centers reviewed include major employment locations and other locations identified as transit generators, such as higher education institutions, health and medical facilities, government services, major shopping destinations, sports facilities, points of interest, and public housing.

A geographic assessment of the locations of major trip generators in a transit agency's service area in comparison to its route network was conducted to determine how effective existing service is at serving the key places that people in the community want and/or need to access. New developments can also affect where and how transit should be operated in the service area in the future. The following major activity clusters (Figure 3-12) were identified for RTS:

- University of Florida
- Santa Fe College
- HCA North Florida/Oaks Mall
- Downtown Gainesville
- Butler Plaza

A future activity cluster will be located near the Gainesville Technology Entrepreneurship Center (GTEC) on Hawthorne Road in southeast Gainesville. Located at Cornerstone Campus, the property's tenants currently include GTEC and a food safety laboratory. There are plans to house more commercial tenants at the Cornerstone Campus in the future. This activity cluster will also include a UF Health urgent care center and an RTS transfer station.

FIGURE 3-12: MAJOR ACTIVITY CENTERS



Source: City of Gainesville, 2023

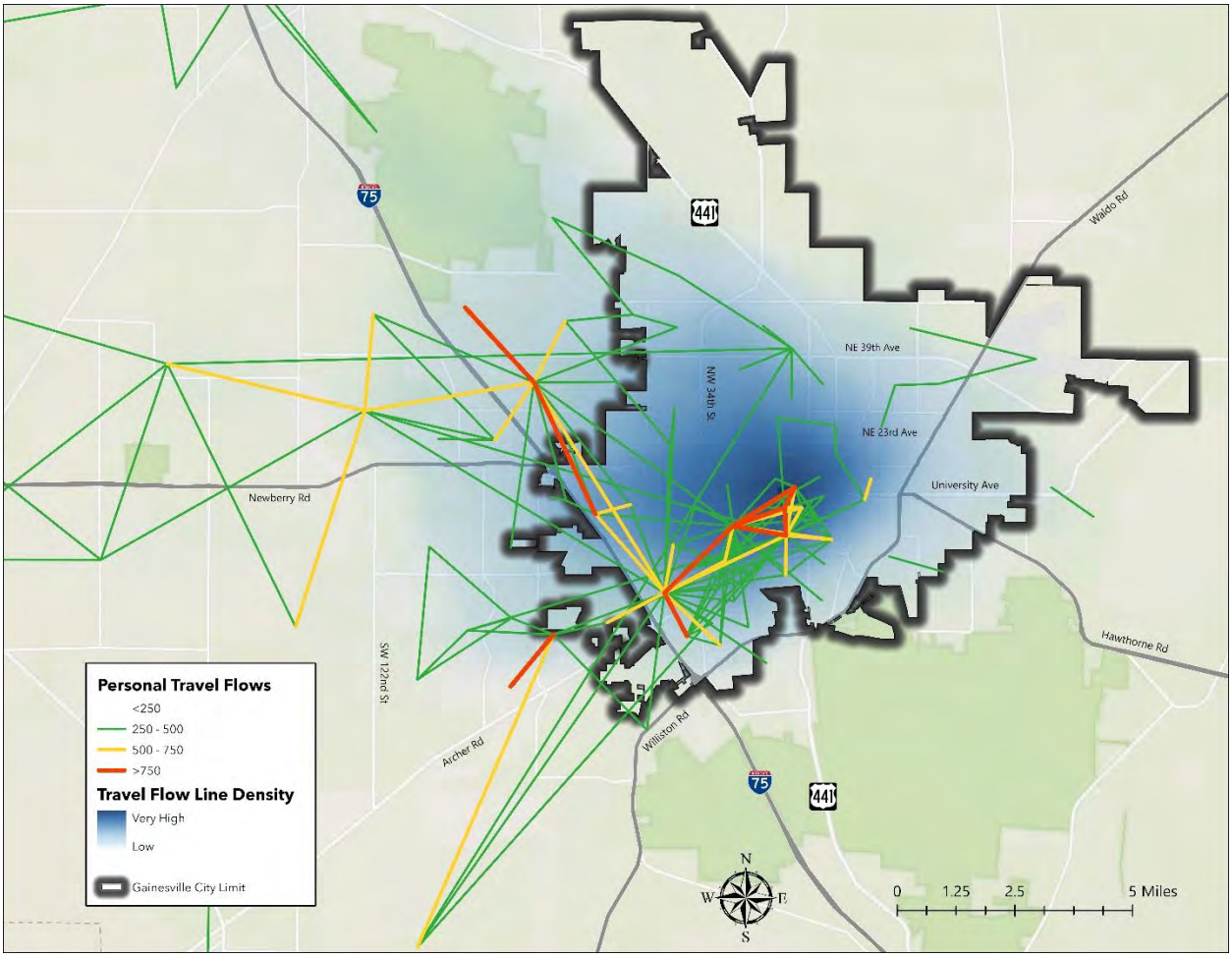
3.5 Travel Flow Analysis

Understanding travel flows and patterns is critical to transit market segmentation. Of particular importance are commuting flows within the City of Gainesville and connecting to adjacent unincorporated areas within Alachua County. The following travel flows data was derived using Replica, a mobility, and economic activities management tool. Replica estimates travel trends based on data sources, including but not limited to road traffic, mobile locations, and financial transactions. This data is compiled and estimated to determine changes in mode and purpose, as well as socioeconomic and travel characteristics. The analysis provides an understanding of the magnitude of average daily trips between areas that can be helpful in planning and distributing future transit service provisions.

The distribution of trips by block group helps to identify areas to which a large number of people begin or end their trip. The information shown in the following figures illustrates average weekday travel flows for spring 2023. The data presented in Figure 3-13 include the origin location as the centroid of a given block group. These lines do not reflect exact travel origins and destinations, but the findings can be used to address localized movement of persons in Gainesville.

Trends regarding travel flows in and around Gainesville reflect the recent growth and overall high levels of activity in Southwest Gainesville and the adjacent unincorporated areas. The travel flows in Gainesville with the highest number of trips connect the University of Florida and its surrounding areas to Southwest Gainesville, which is served by key corridors including Archer Road, Interstate 75, SW 34th Street, and SW 20th Avenue. Butler Plaza is a major commercial activity center in that part of the city. Other travel flows with a high number of trips connect major activity centers in Northwest Gainesville including Oaks Mall, HCA North Florida, and Santa Fe College.

FIGURE 3-13: TRAVEL FLOW ANALYSIS (SPRING WEEKDAY 2023)



Source: Replica, 2023

4 SYSTEM NETWORK ANALYSIS

As a part of the Transit Route Restoration Plan (TRRP), historical data on service and ridership for the routes in the study area were collected and analyzed to help establish context for RTS's prior performance on both a system and route-by-route basis. Key findings from this analysis are integrated into the subsequent development, assessment, and consideration for recommendation of transit alternatives and concepts that will be evaluated throughout the next stage of this project. The following elements are included in this section:

- Existing service characteristics
- Existing service performance statistics
- Route-level performance
- On-time performance
- Existing ridership statistics
- Route-level profiles
- Existing local plans review

The route-by-route analysis introduced in this section of the report evaluates each route in terms of productivity, on-time performance, purpose, activity centers served, frequency, and span of service, among other pertinent performance metrics, while also documenting some positive (pros) and negative (cons) aspects of each route noted and/or perceived by the project team.

This section provides an assessment of how efficiently RTS supplies fixed-route transit service and how effectively those services meet the needs of the area, as well as analyses of critical performance indicators aimed at understanding the existing system's level of performance.

Service Characteristics

Key characteristics of RTS' service include frequency of service, service span, runtimes, and the number of vehicles in service. These characteristics are analyzed by evaluating quantitative data at the route level. This data helps highlight the quality and level of service provided by each route and by the system as a whole. The findings from these analyses are useful for indicating service deficiencies and inefficiencies so that RTS can take full advantage of its resources and meet the mobility demands of its customers.

Frequency of Service

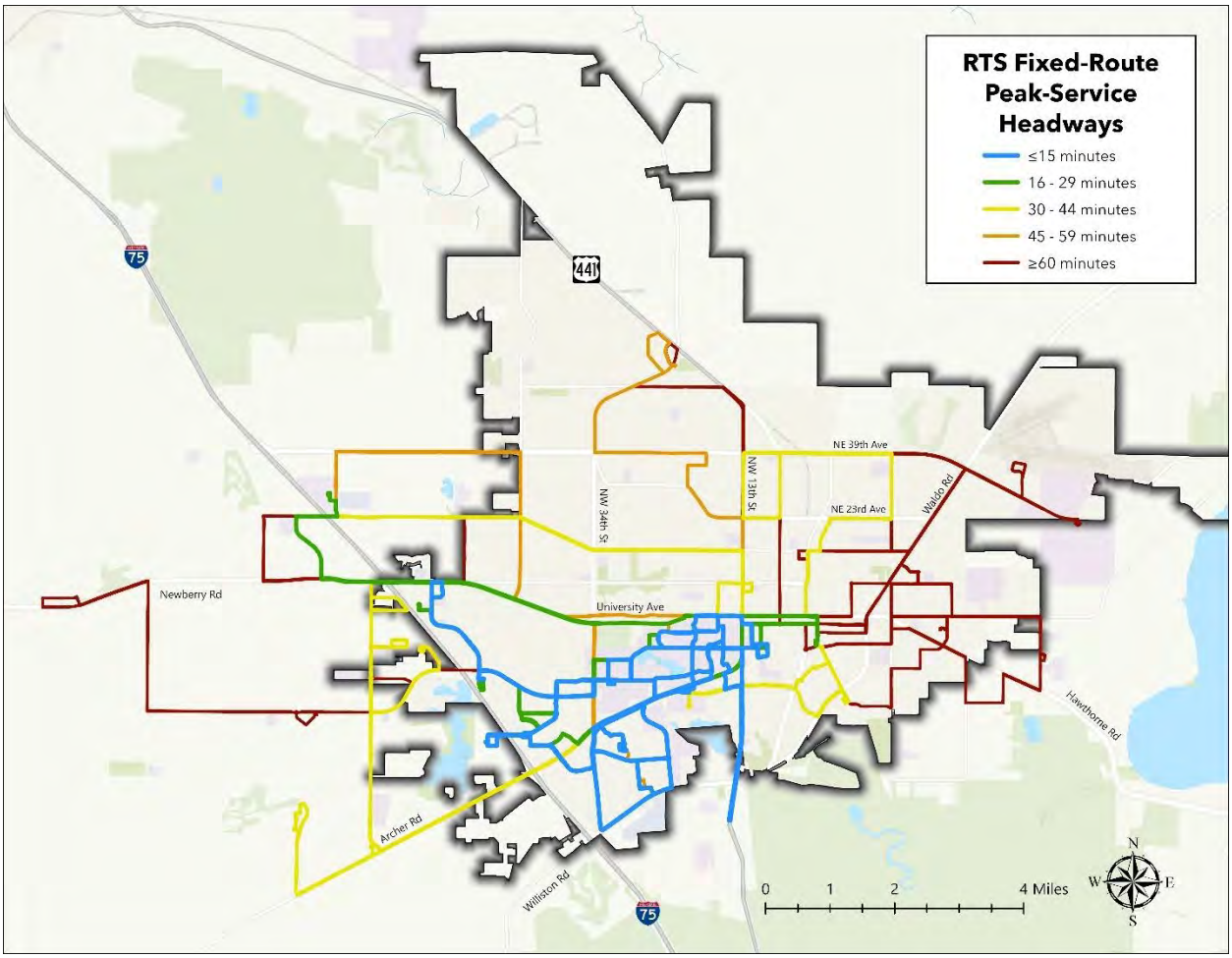
Each RTS fixed route operates either five, six, or seven days per week. The frequency of service varies depending on the route, the time of day, and the day of the week. Certain RTS routes operate as frequently as 10-minute headways during peak-hour weekday service, and as sporadically as once every 120 minutes on weekends.

Figure 4-1 below categorizes RTS routes by the frequency of peak-hour service. The most frequent service in the RTS system, 10–15-minute headways during peak service, is found on routes which serve University of Florida's (UF) main campus. On the other end of the spectrum, routes which only run once per hour are typically found in East Gainesville. This difference observed in Figure 4-1 aligns with

increased the level of funding provided by UF, with the increased funding the level of service increases around the main campus.

Midday headways on certain routes are less frequent than morning or afternoon service. Night and weekend service offer the least frequent headways, with most routes operating on a 30-to-60-minute frequency.

FIGURE 4-1: RTS PEAK-SERVICE FREQUENCY BY ROUTE (FALL 2023)



Service Spans

As of Fall of 2023, RTS provides fixed-route service between 5:40 AM and 12:08 AM on weekdays, between 5:30 AM and 11:13 PM on Saturdays, and between 9:30 AM and 6:14 PM on Sundays. Tables 4-1, 4-2, and 4-3 show the service spans and headways of each route on weekdays, Saturdays, and Sundays, respectively. On weekdays, routes typically begin service between 6:00 AM and 8:00 AM, and end between 7:00 PM and 11:00 PM. On Saturdays, only about half of RTS routes are in service. The Saturday service spans are shorter, as most routes begin service around 7:00 AM and end service between 6:00 PM and 9:00 PM. On Sundays, a similar number of routes operate, however the service span is significantly shorter, as most routes only operate between 10:00 AM and 6:00 PM.

TABLE 4-1: RTS FIXED-ROUTE WEEKDAY SERVICE SPANS (FALL 2023)

Route	6am	7am	8am	Mid-day	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm	12am
1				→										
3				→										
5				→										
6				→										
7				→										
8				→										
9				→										
10				→										
11				→										
12				→										
13				→										
15				→										
16				→										
17				→										
20				→										
21				→										
23				→										
25				→										
26				→										
28				→										
33				→										
34				→										
35				→										
37				→										
38				→										
43				→										
46				→										
52				→										
75				→										
76				→										
78				→										
118				→										
122				→										
125				→										
126														
127				→										
150				→										
711														

TABLE 4-2: RTS FIXED-ROUTE SATURDAY SERVICE SPANS (FALL 2023)

Route	6am	7am	8am	9am	10am	11am	Mid-day	4pm	5pm	6pm	7pm	8pm	9pm	10pm
1							→							
5							→							
6							→							
8							→							
10							→							
12							→							
13							→							
15							→							
16							→							
20							→							
25							→							
33							→							
35							→							
37							→							
75							→							
126							→							
711							→							

TABLE 4-3: RTS FIXED-ROUTE SUNDAY SERVICE SPANS (FALL 2023)

Route	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm
1										
5										
8										
12										
13										
15										
16										
20										
25										
33										
35										
37										
75										
126										
711										

4.1 Route Performance

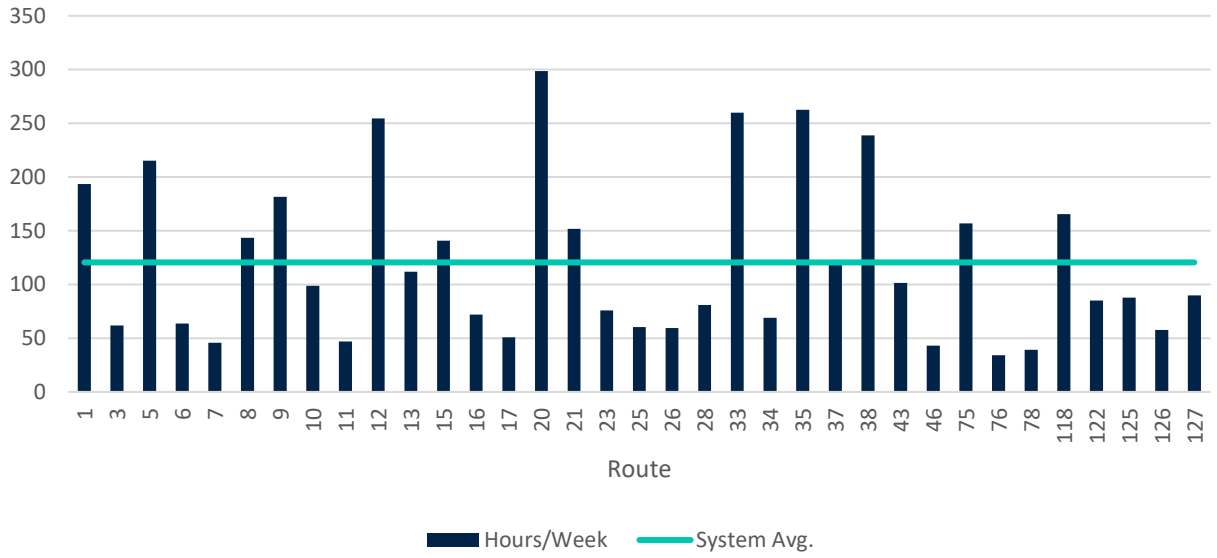
Route performance is a notable metric for understanding the existing operating condition for transit services. In the "Defining the Problem" section, the analyses of key performance measures were quantified at the system level by year (2018 – 2022). This section aims to analyze the latest route performance provided by RTS by evaluating key performance metrics at the segment level for the year 2022. As previously mentioned, these indicators help highlight the recent performance trajectory of RTS and can be useful for addressing negative trends before their impact on the agency becomes too burdensome. It is important to note that Route 52 was omitted from the analysis, as this Route began operation in Fall of 2023. Additionally, Routes 150 and 711 were excluded due to their unique purposes, which fell outside the typical fixed route operations. The following key metrics were analyzed at the system level by route:

- Revenue Hours Per Week
- Passenger Trips Per Revenue Hour
- Average Weekday Layover Percentage
- Cost Per Passenger Trip (Marginal and Fully Allocated)
- Fully Allocated Cost Per Passenger Trip (Marginal and Fully Allocated)
- Segment Level Ridership
- Performance Summary

4.1.1 Revenue Hours per Week

Revenue hours per week is a key measure examining the service levels, operational efficiency, and resource allocation of a given route. A stable or decreasing trend in this measure ensures that a route is operating efficiently on a per-revenue hour basis while controlling the costs associated with its operations. RTS routes average over 120 revenue hours per week, with 13 routes falling above that system average. Analyzing other key route indicators presented in the route profile section and other areas of the study relative to revenue hours per week allow RTS to make informed decisions centered around both efficiency and effectiveness for a given route within the network. Reducing revenue hours can allow additional funds to be allocated to key corridors needing improvements within the network. Figure 4-2 below highlights the segment level weekly revenue hours relative to the system average.

FIGURE 4-2: RTS REVENUE HOURS PER WEEK (FALL 2023)

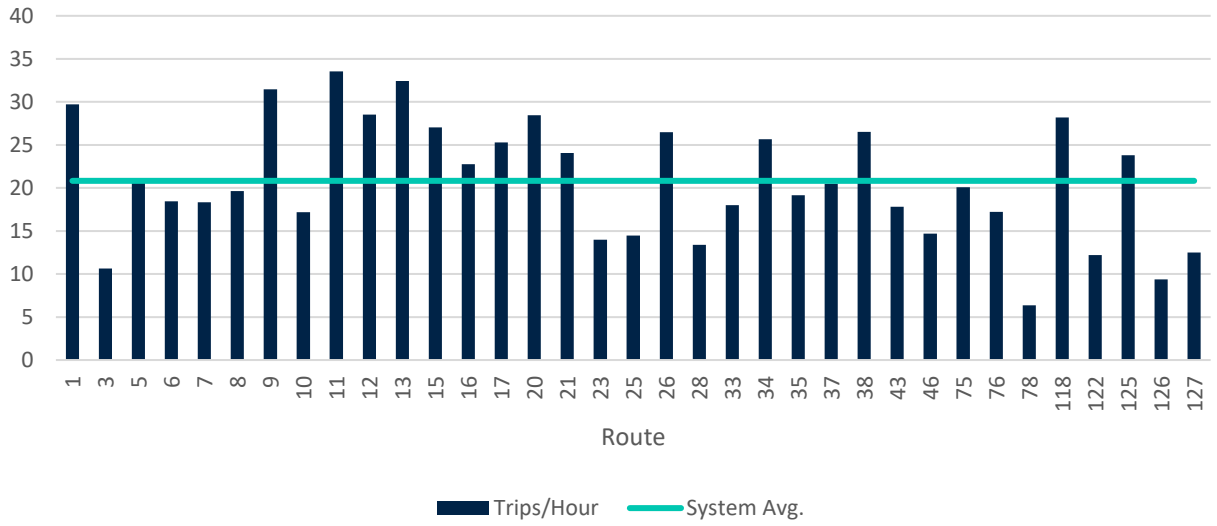


Note: Route 52 was 89.90, Route 150 was 69.48, and Route 711 was 67.46

4.1.2 Passenger Trips Per Revenue Hour

Passenger trips per revenue hour is an analytical measure which is often considered a key indicator of comparative performance since it reflects both the efficiency with which the service is delivered, and the inherent demand of service on a given route relative to the current service window. The system average for RTS was nearly 21 passenger trips per revenue hour, with 16 routes falling above the system average for this measure. Route 11 has the observed highest trips per revenue hour (33), with Route 78 having the observed lowest trips per revenue hour (6). The majority of the routes fall below the system average maintain an average passenger per revenue hour greater than 10, with the majority of routes with above average passengers per revenue hour exceeding 25 passengers. Figure 4-3 below illustrates the segments relative to one another.

FIGURE 4-3: RTS PASSENGER TRIPS PER REVENUE HOUR (FY 2022)



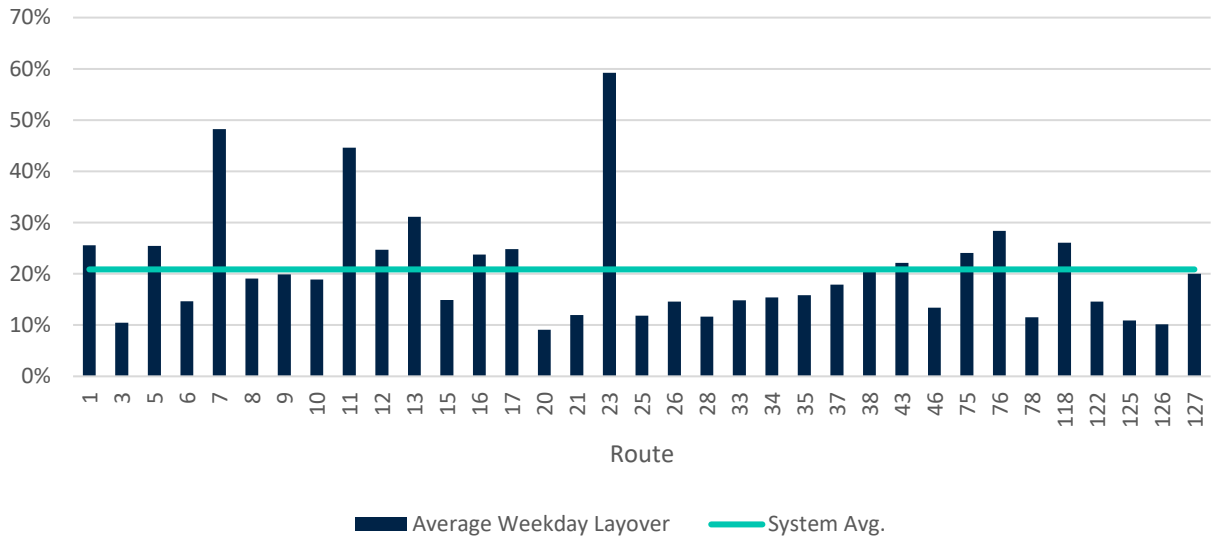
Note: Route 52 was 2.04, 150 was 5.05, and Route 711 was 7.36

4.1.3 Average Weekday Layover Percentage

Analyzing the average weekday layover percentage allows for RTS to understand where scheduling and time point adjustments could be utilized to increase efficiency and effectiveness of service provision. Layover percentage is the ratio of layover time to the total time it takes for a route to complete a run in both directions. Furthermore, a layover is the downtime or break between inbound and outbound runs.

This metric signifies how time-efficient a route is in revenue services. Identifying route layover percentages falling above or below the system average can aid in the establishment of a standard threshold which RTS can utilize for service planning within their fixed route network. On average, RTS has a system average of nearly 21 percent of weekday layovers occurring across the network. Some routes however fall drastically higher than the system average such as Route 23 (59%), Route 7 (48%), and Route 11 (45%). In total, 13 RTS routes fall above the system average of 21 percent, Figure 4-4 below illustrates the data presented in this section.

FIGURE 4-4: RTS AVERAGE WEEKDAY LAYOVER PERCENT (FALL 2023)



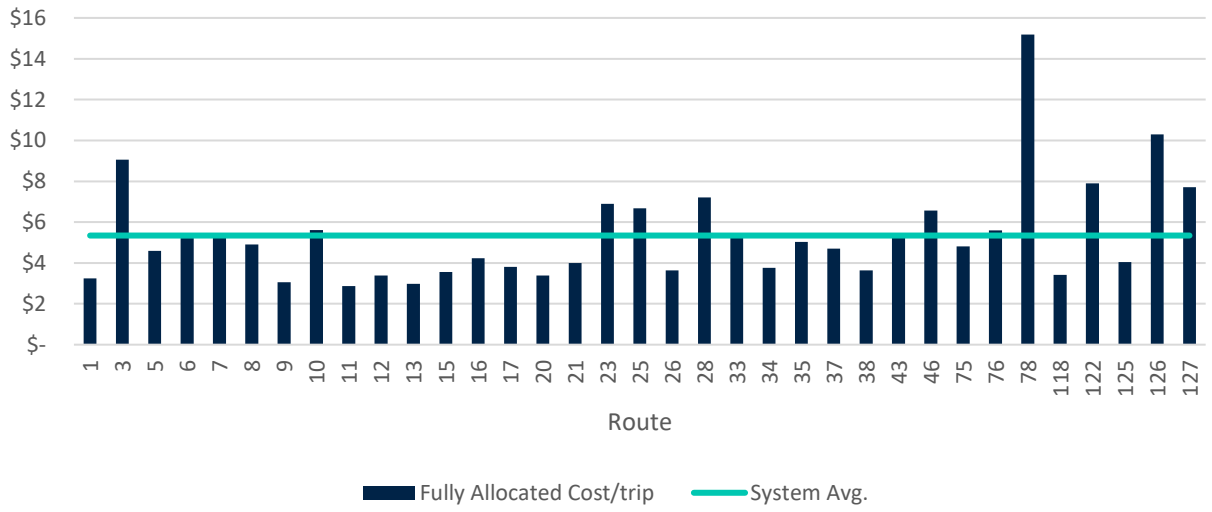
Note: Route 52 was 7.75%, 150 was 18.84%, and Route 711 was 12.55%

4.1.4 Operating Expense Per Passenger Trip (Marginal and Fully Allocated)

Analyzing the operating expense per passenger trip at the segment level is a critical process in evaluating the existing transit network for RTS as this measure helps provide more granular insights on which routes are costing RTS more to operate compared to other counterparts in the existing network. Marginal operating expenses, also referred to as variable costs, include only direct operational costs like operator wage, absences, and benefits. The marginal operating expense is often used when making modifications to transit network because these vary with the level of service being provided. The fully allocated operating expense includes all direct and indirect costs associated with the operation of transit services, including operator wages, absences, benefits, fuel and tires, maintenance, materials, administration, and facility related capital costs. The fully allocated operating expense is often examined at a higher level because these do not typically vary with changes in the level of service and do not directly support revenue service.

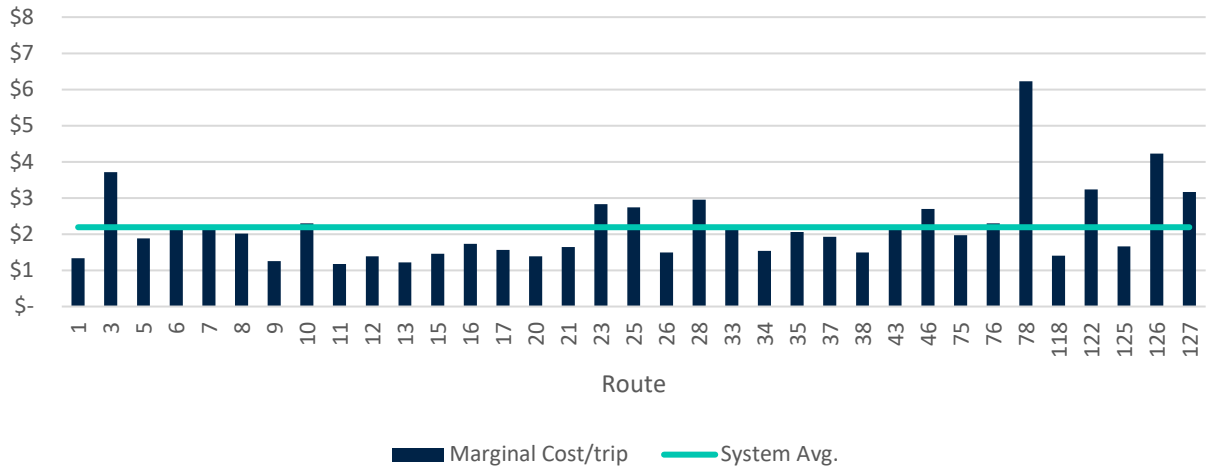
Overall, the system average for fully allocated operating expense per passenger trip is $5.34 with 13 routes falling above the system average. The highest operating expense per passenger trip is observed with Route 78 coming in around $15. The majority of RTS routes fall below the $5 per passenger trip mark. Figure 4-5 below highlights the data outlined in this section. Similar trends are observed in the marginal operating expense per passenger trip data presented in Figure 4-6 below. With an expected lower system average of $2.19 and the same routes increasing the overall cost per passenger trip.

FIGURE 4-5: RTS FULLY ALLOCATED OPERATING EXPENSE PER PASSENGER TRIP (FY 2022)



Note: Data was not provided for Route 52 since it was implemented in Fall 2023
Note: Route 150 was $19.08 and Route 711 was $13.09

FIGURE 4-6: RTS MARGINAL OPERATING EXPENSE PER PASSENGER TRIP (2022)

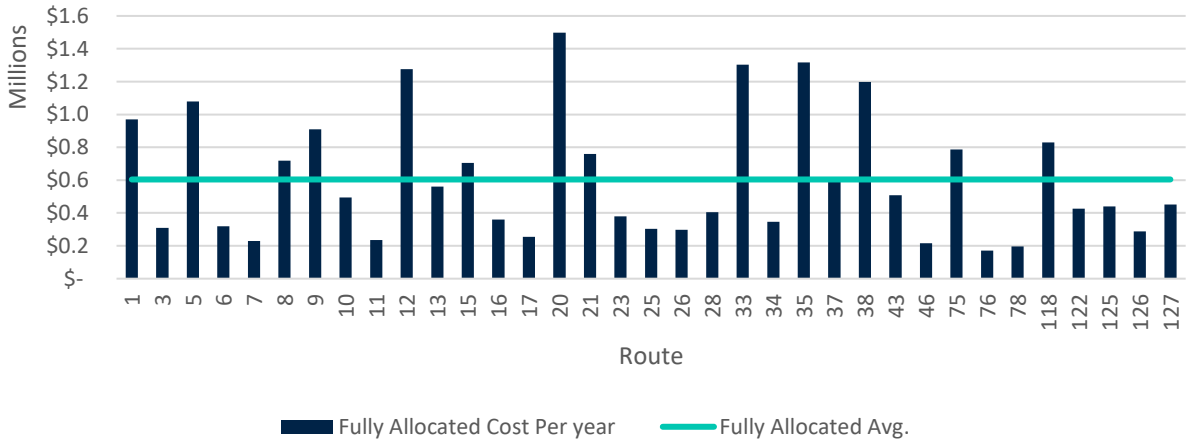


Note: Data was not provided for Route 52 since it was implemented in Fall 2023
Note: Route 150 was $7.83 and Route 711 was $5.37

4.1.5 Operating Expense Per Route (Marginal and Fully Allocated)

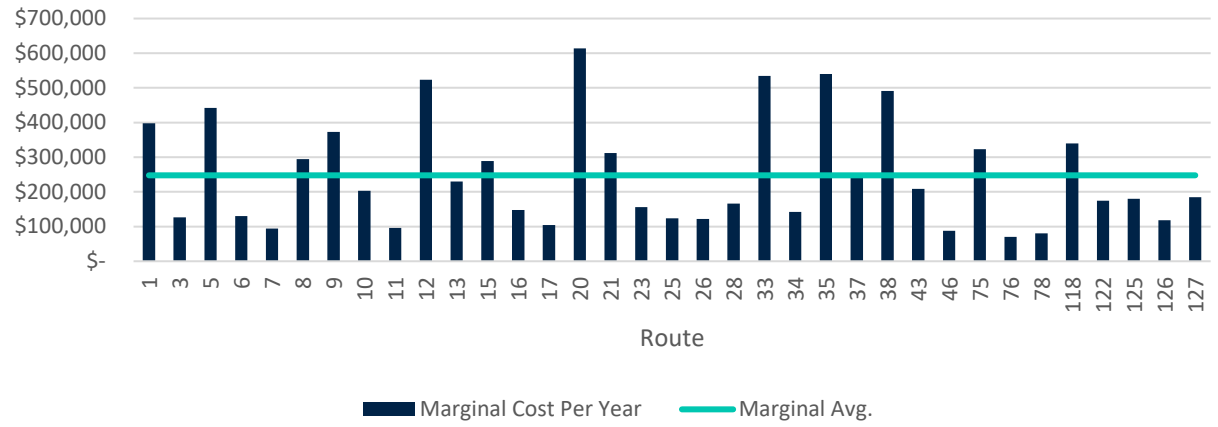
Analyzing the operating expense at the route level is a critical process in evaluating the existing transit network for RTS as this measure helps provide more granular insights which routes are costing RTS more to operate compared to other counterparts in the existing network. Overall, the system average for fully allocated operating expense per route is $604,086 with 13 routes falling above the system average. RTS has six routes that cost over $1 million to operate annually (Routes 5, 12, 20, 33, 35, and 38). The majority of RTS routes cost between $250,000 and $600,000 annually to operate. Figure 4-7 below highlights the data outlined in this section for routes and their fully allocated operating expense per year. Similar trends are observed in the marginal operating expense per route data presented in Figure 4-8 below. With an expected lower system average of $247,838 and the same routes increasing the overall net operating expenses.

FIGURE 4-7: RTS FULLY ALLOCATED OPERATING EXPENSE PER ROUTE (2022)



Note: Route 52 was $450,670, Route 150 was $348,293, and Route 711 was $228,171

FIGURE 4-8: RTS MARGINAL OPERATING EXPENSE PER ROUTE (2022)

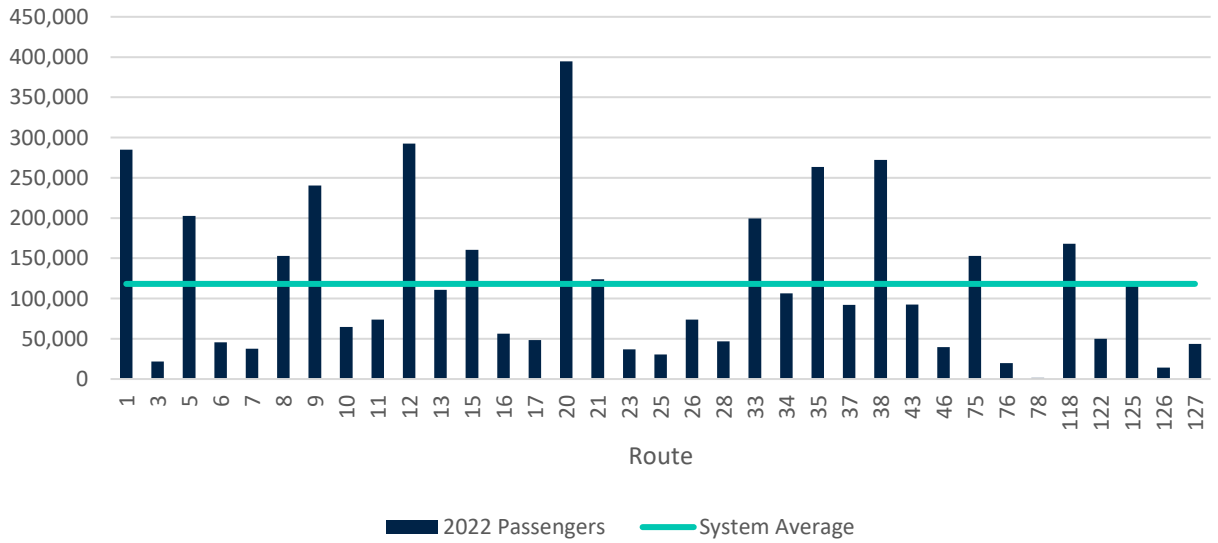


Note: Route 52 was $184,896, Route 150 was $142,894, and Route 711 was $138,741

4.1.6 Segment Level Ridership

Another major aspect of an operational review is the analysis of fixed route utilization at the route level. Gaining key insights into the performance of route can be found through analyzing ridership relative to the network, this allows RTS to determine which routes are considered "underperforming" based on established metrics. In 2022, RTS fixed route service carried 4,173,878 transit riders, with a system average of 118,195 riders per route. In 2022, 14 RTS routes had ridership that exceeded the system average; Route 20 was the highest with nearly 400,000 riders. Inversely, Route 78 had the lowest ridership observed within the RTS network at just over 1,500 annual riders. Figure 4-9 below illustrates the comparative ridership analyzed in this section at the route level.

FIGURE 4-9: RTS ROUTE LEVEL RIDERSHIP (2022)



Note: Data was not provided for Route 52 since it was implemented in Fall 2023
Note: Ridership for Route 150 was 17,053 and Route 711 was 20,009

4.1.7 Performance Summary 2019 and 2022

Considering two key factors of route performance, marginal cost per trip and trips per hour, a composite performance score was developed in order to identify and compare adequately performing routes with underperforming routes in the RTS system. The following summary outlines the performance summary for 2019 and 2022 to get a snapshot of the system pre and post pandemic.

To create the composite score, first, the values for marginal cost per passenger trip and passenger trips per hour were standardized, resulting in new values also known as "z-scores." Since z-scores include negative values, a constant of 4 was added to each value so that all values were positive. Finally, the values representing marginal cost per passenger trip were added to the values representing passenger trips per hour, resulting in a final composite score for overall route performance, illustrated in Figure 4-10 and Figure 4-11. It should be noted that Route 52, which has only been in service since August 2023, was excluded from this calculation as there is insufficient ridership data for the 2022 summary and Route 78 was not included in the summary for 2019. For consistency purposes only current routes were included in the following comparative summary.

4.1.7.1 2019 Performance Summary

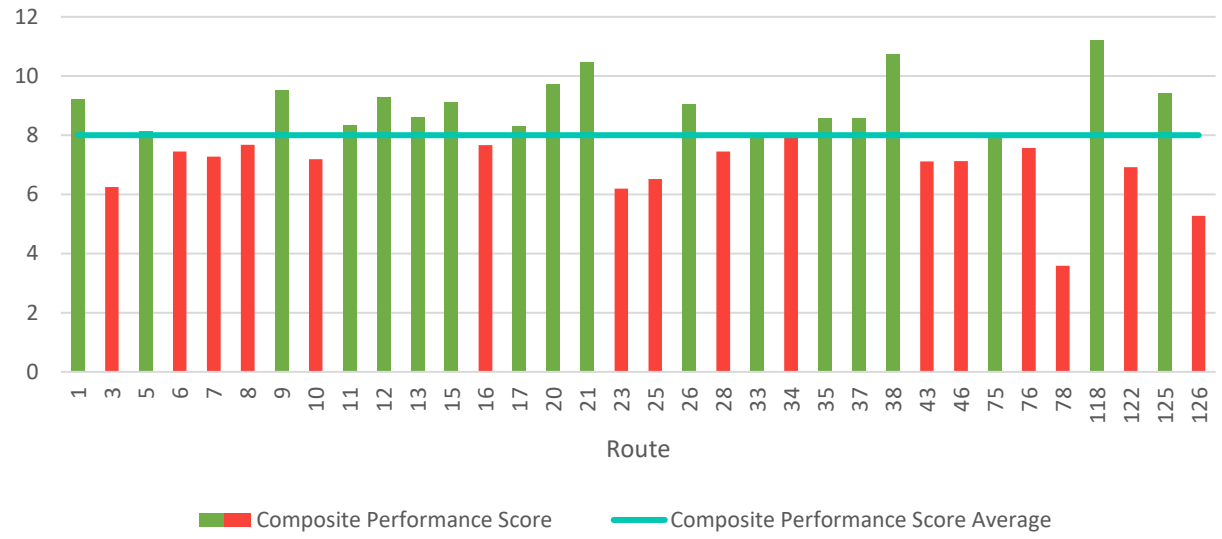
The composite score representing adequate route performance (the RTS system average) is 8.8. There are 19 routes that scored above this threshold (depicted in green in Figure 4-10) and 16 routes that scored below this threshold (depicted in red in Figure 4-10). Typically, the routes scoring above the system average serve UF's main campus or Gainesville's most-traveled major arterials, while most routes scoring below the system average serve areas with lower density or less-traveled arterials and collectors, including the Northwest and East areas of Gainesville.

FIGURE 4-10: RTS ROUTE PERFORMANCE COMPOSITE SCORES

4.1.7.2 2022 Performance Summary

The composite score representing adequate route performance (the RTS system average) is 8. There are 19 routes that scored above this threshold (depicted in green in Figure 4-11) and 18 routes that scored below this threshold (depicted in red in Figure 4-11). Typically, the routes scoring above the system average serve UF's main campus or Gainesville's most-traveled major arterials, similar to the data presented in 2019 performance summary. However, this metric has likely increased in 2023 as ridership begins to rebound.

FIGURE 4-11: RTS ROUTE PERFORMANCE COMPOSITE SCORES



4.1.7.3 Route Performance Snapshot

The route snapshot highlights the cost per trip and productivity of the route, along with that, this provides a system rank for the given metric. Additionally, the route's overall composite score (derived from the two metrics above) and system rank is included. This allows the reader to see where a route falls relative to its peers in the RTS network for these key metrics. Table 4-4 below highlights the comparison of the route snapshot scores for 2019 and 2023.

TABLE 4-4: ROUTE PERFORMANCE SNAPSHOT

Route	2019 Marginal	2019 System Rank (MCPT)	2019 Trips per Hour	2019 System Rank (PTPH)	2019 Performance	2022 Marginal	2022 System Rank (MCPT)	2022 Trips per Hour	2022 System Rank (PTPH)	2022 Performance
1	$1.30	13	29.9	13	13	$1.33	4	19.5	8	8
3	$2.79	34	13.9	34	34	$3.72	33	11.4	27	32
5	$1.58	21	24.6	21	21	$1.88	16	15.2	16	16
6	$1.81	25	21.5	25	25	$2.14	21	12.0	25	23
7	$1.82	26	21.3	26	26	$2.16	22	11.0	31	25
8	$1.73	24	22.4	24	24	$2.02	19	12.9	22	20
9	$1.18	10	32.9	10	10	$1.26	3	21.2	6	5
10	$2.23	32	17.4	32	32	$2.30	26	11.1	29	26
11	$2.22	30	17.5	30	30	$1.18	1	13.3	21	14
12	$1.33	17	29.2	17	17	$1.39	5	20.3	7	7
13	$0.91	4	42.6	4	4	$1.22	2	15.3	15	11
15	$1.33	16	29.2	16	16	$1.46	8	19.5	9	9
16	$1.73	23	22.5	23	23	$1.74	15	11.6	26	21
17	$1.23	12	31.5	12	12	$1.56	12	14.8	17	15
20	$0.98	5	39.7	5	5	$1.39	6	23.0	4	4
21	$1.03	6	37.6	6	6	$1.64	13	28.9	3	3
23	$2.23	31	17.4	31	31	$2.83	29	7.1	35	33
25	$2.08	29	18.7	29	29	$2.74	28	8.8	33	31
26	$1.39	18	27.9	18	18	$1.49	10	19.2	10	10
28	$1.31	15	29.6	15	15	$2.96	30	15.6	14	24
33	$1.42	19	27.3	19	19	$2.20	23	16.1	13	17
34	$1.57	20	24.7	20	20	$1.54	11	12.5	23	19
35	$1.09	8	35.5	8	8	$2.06	20	18.9	11	12
37	$1.05	7	36.9	7	7	$1.93	17	18.2	12	13
38	$0.58	2	67.2	2	2	$1.49	9	30.0	2	2
43	$1.98	27	19.6	27	27	$2.22	24	10.2	32	28
46	$0.85	3	45.6	3	3	$2.69	27	12.4	24	27
75	$1.70	22	22.8	22	22	$1.97	18	14.7	18	18
76	$1.30	14	29.9	14	14	$2.30	25	13.5	20	22
78	n/a	n/a	n/a	n/a	37	$6.23	36	5.7	36	36
118	$2.90	35	13.4	35	35	$1.40	7	32.7	1	1
122	$1.99	28	19.5	28	28	$3.24	32	13.5	19	29
125	$1.14	9	34.1	9	9	$1.66	14	22.4	5	6
126	$2.59	33	15.0	33	33	$4.22	34	7.5	34	34
127	$0.57	1	68.5	1	1	$3.16	31	11.1	30	30
150	$8.87	36	4.4	36	36	$7.83	37	4.4	37	37
711	$1.20	11	32.2	11	11	$5.37	35	11.2	28	35

4.2 On-Time Performance

On-time performance is a key metric for understanding the level of success of a transit service to remain on its published schedule. A high systemwide on-time performance is critical for riders that rely on the schedule to arrive at their destination on time and be sure the bus will not leave earlier than its expected time, which increases the overall reliability of the service. It is also helpful to use on-time performance for evaluating route segments where lower ridership and consistent delay may warrant an alignment modification, a schedule adjustment, or some other mitigating treatment(s). On-time performance was analyzed to determine which routes may have service reliability issues to possibly help identify where improvements may be prudent and beneficial for route schedules as they are considered for modification in the redesign process.

On-Time Performance Results

According to RTS policy, a bus is on-time if it arrives at a given stop no more than one minute ahead of and no more than five minutes past its scheduled arrival time. Overall, a route is considered on-time if it is on time 65% of the time. On-time performance is measured based on the departures from each end of the route and from additional timepoints, if applicable.

The following presents the results from the on-time performance data collected for RTS from August through October 2023. Figure 4-12 illustrates the route-level on-time performance using systemwide averages. As shown, the overall RTS fixed-route system during this timeframe was on time 59% of the time, while it was early 12% and late 29% of the time.

The route-level on-time performance statistics are included in Table 4-5. As shown, only 13 out of 38 routes met or exceeded the system standard of 65% on-time performance. Route 11 shows the strongest performance at an 83% on-time rate, while Route 52 exhibits the poorest performance with a 38% on-time percentage. Routes 9, 26, 28, 125, 127, and 711 were the only routes to have early arrival rates that were higher than late arrival rates. Figure 4-13 provides the route-level on-time performance compared to other routes or the system-wide average for a convenient visual comparison of performance.

FIGURE 4-12: RTS ON-TIME PERFORMANCE RESULTS (AUGUST-OCTOBER 2023)

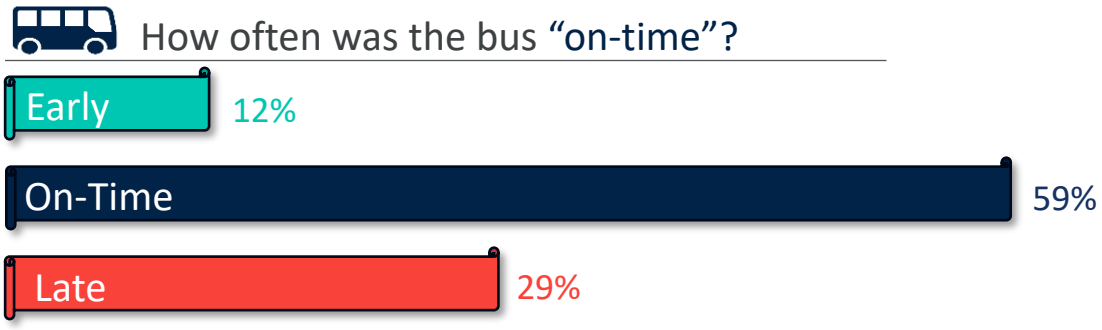
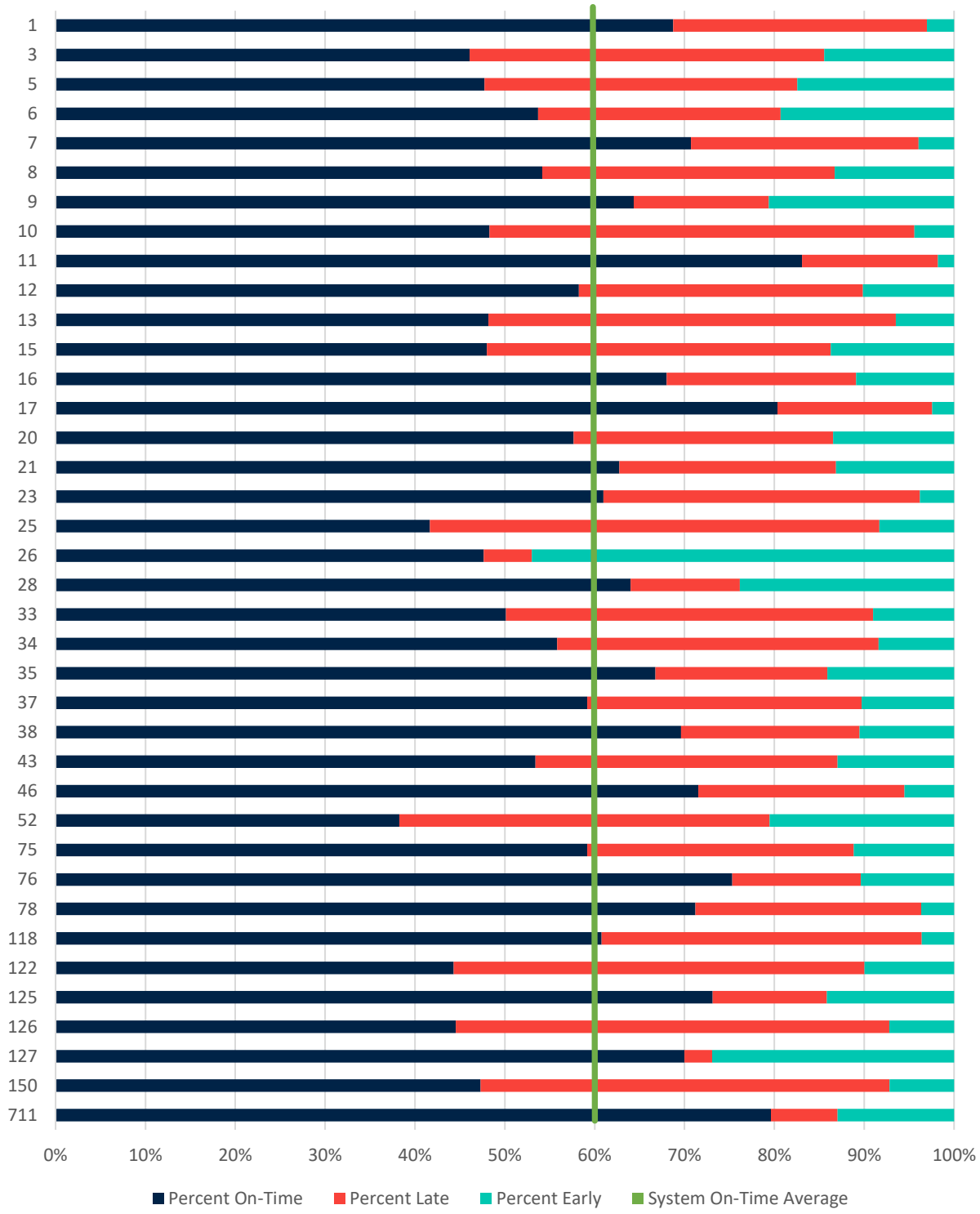


TABLE 4-5: ON-TIME PERFORMANCE BY ROUTE, INCLUDING RANK WITHIN SYSTEM (AUGUST-OCTOBER 2023)

Route	On-Time (%)	Late (%)	Early (%)	Rank
1	69%	28%	3%	11
3	46%	39%	14%	34
5	48%	35%	17%	31
6	54%	27%	19%	25
7	71%	25%	4%	8
8	54%	33%	13%	24
9	64%	15%	21%	14
10	48%	47%	4%	28
11	83%	15%	2%	1
12	58%	32%	10%	21
13	48%	45%	6%	29
15	48%	38%	14%	30
16	68%	21%	11%	12
17	80%	17%	2%	2
20	58%	29%	13%	22
21	63%	24%	13%	16
23	61%	35%	4%	17
25	42%	50%	8%	37
26	48%	5%	47%	32
28	64%	12%	24%	15
33	50%	41%	9%	27
34	56%	36%	8%	23
35	67%	19%	14%	13
37	59%	31%	10%	20
38	70%	20%	11%	10
43	53%	34%	13%	26
46	72%	23%	6%	6
52	38%	41%	21%	38
75	59%	30%	11%	19
76	75%	14%	10%	4
78	71%	25%	4%	7
118	61%	36%	4%	18
122	44%	46%	10%	36
125	73%	13%	14%	5
126	45%	48%	7%	35
127	70%	3%	27%	9
150	47%	46%	7%	33
711	80%	7%	13%	3

FIGURE 4-13: ON-TIME PERFORMANCE BY ROUTE VERSUS SYSTEM AVERAGE (AUGUST-OCTOBER 2023)



4.3 Ridership

This section documents the existing ridership by analyzing the average daily boardings at the stop level for the RTS system. Figures 4-14 through 4-17 illustrate the systemwide average weekday daily boardings for June and October of 2019 and 2023. This identifies stops along each route that have the highest average daily ridership or where stops have the lowest average daily ridership. Analyzing average daily boarding is an important tool used in evaluating demand patterns and for optimizing the efficiency and effectiveness of transit services.

The COVID-19 pandemic resulted in a decline in ridership due to factors such as health concerns and more remote or hybrid-remote working environments. As shown in the figures below, there were fewer stops in 2023 compared to 2019 that had 101 passenger boardings or more per day. The highest concentrations of stops with above average daily boardings are located on or in proximity to the UF campus. A map inset is included in the top left corner of each map to provide a more detailed view of the area around UF that exhibits the highest average daily boardings. The northwest and southeast portions of the study area are shown to have stops with the lowest average daily boardings, with ridership typically decreasing as distance from the UF campus increases.

FIGURE 4-14: AVERAGE DAILY BOARDING - JUNE 2019

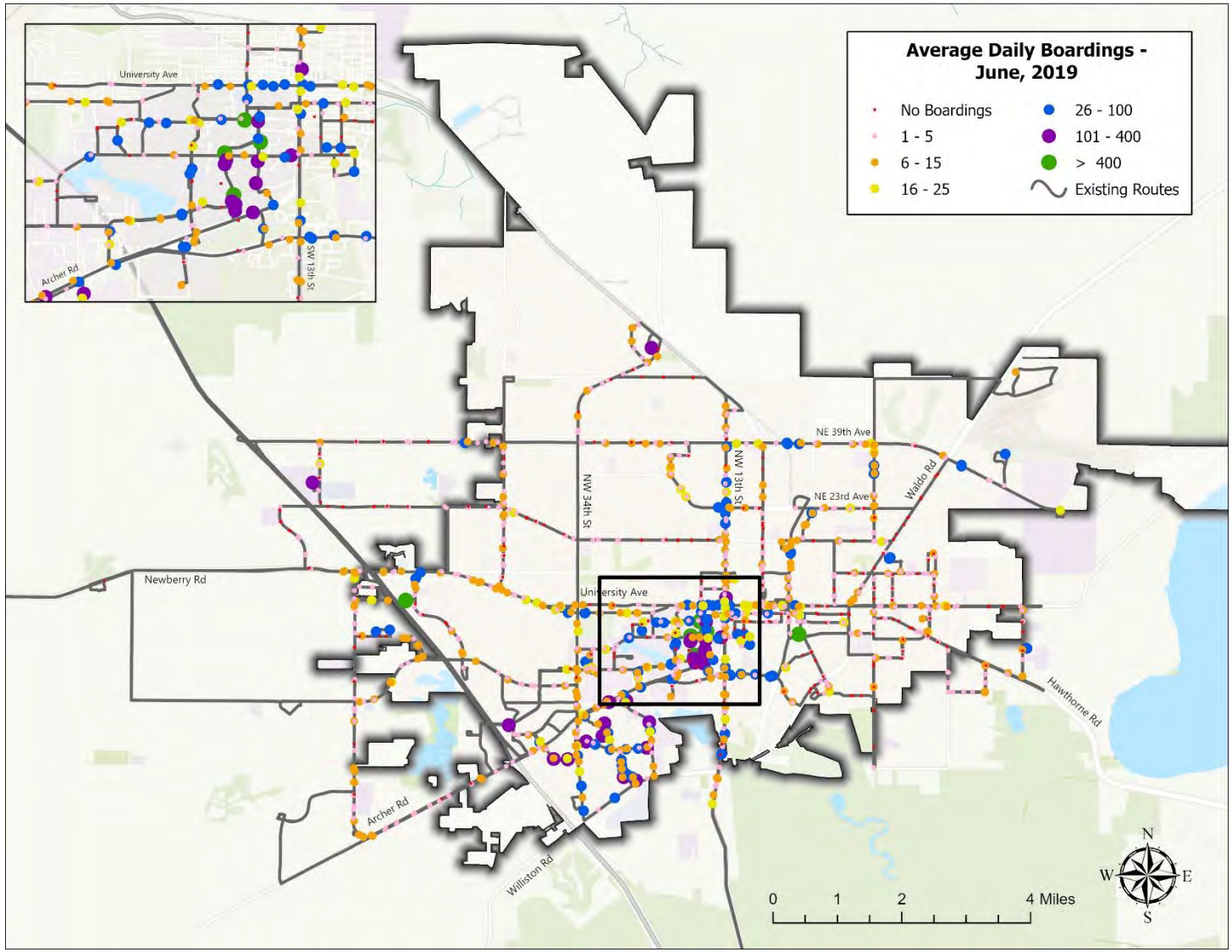


FIGURE 4-15: AVERAGE DAILY BOARDING - JUNE 2023

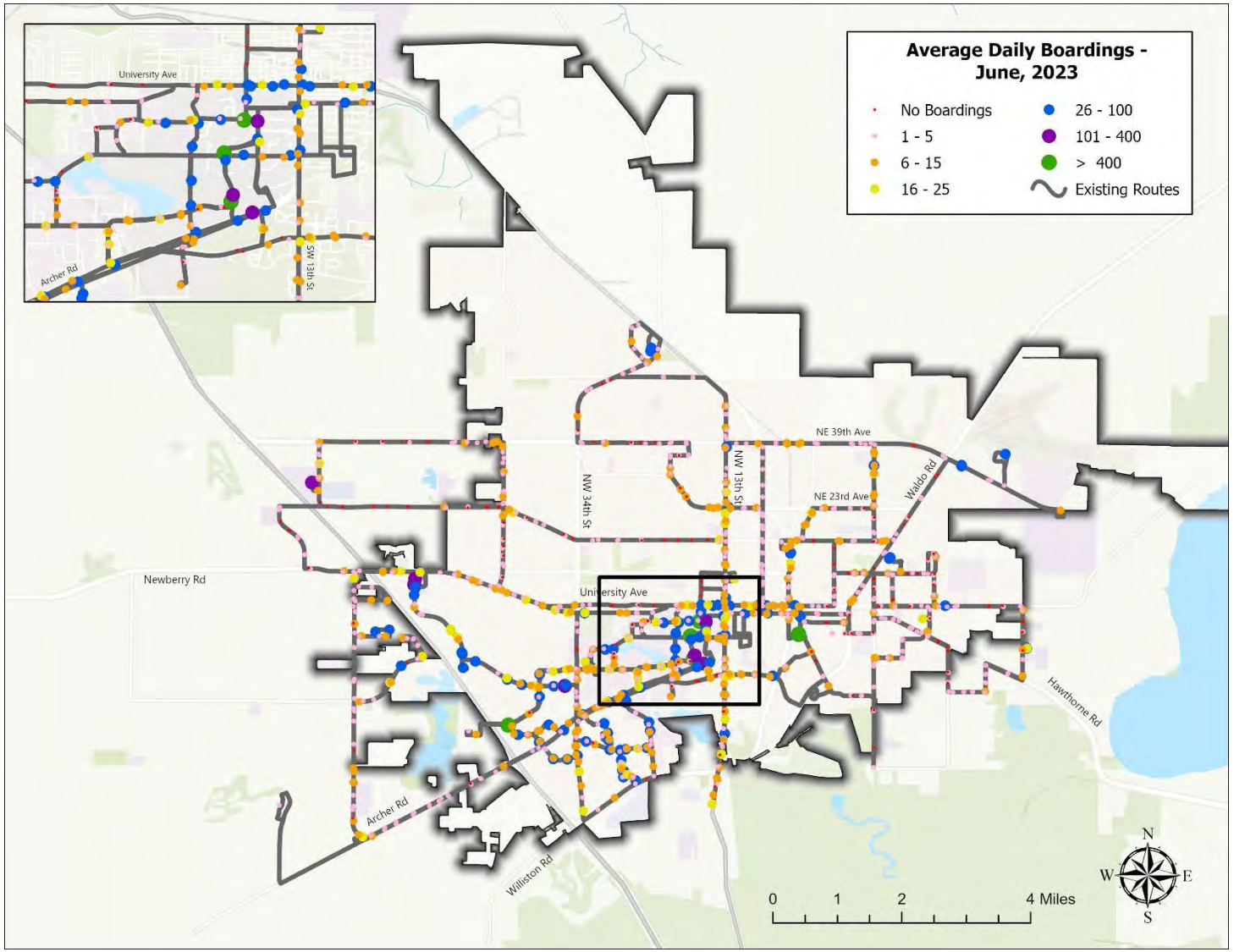


FIGURE 4-16: AVERAGE DAILY BOARDING - OCTOBER 2019

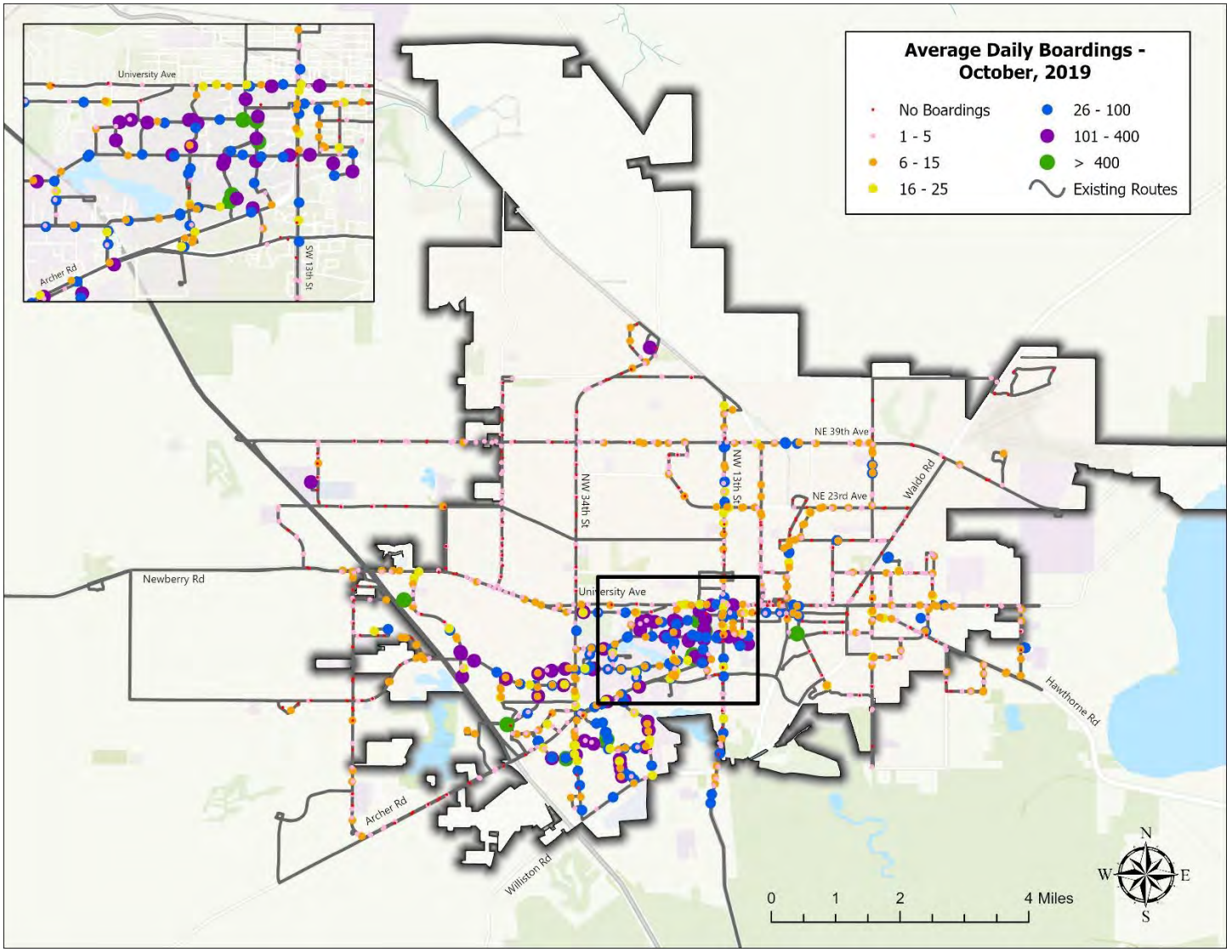
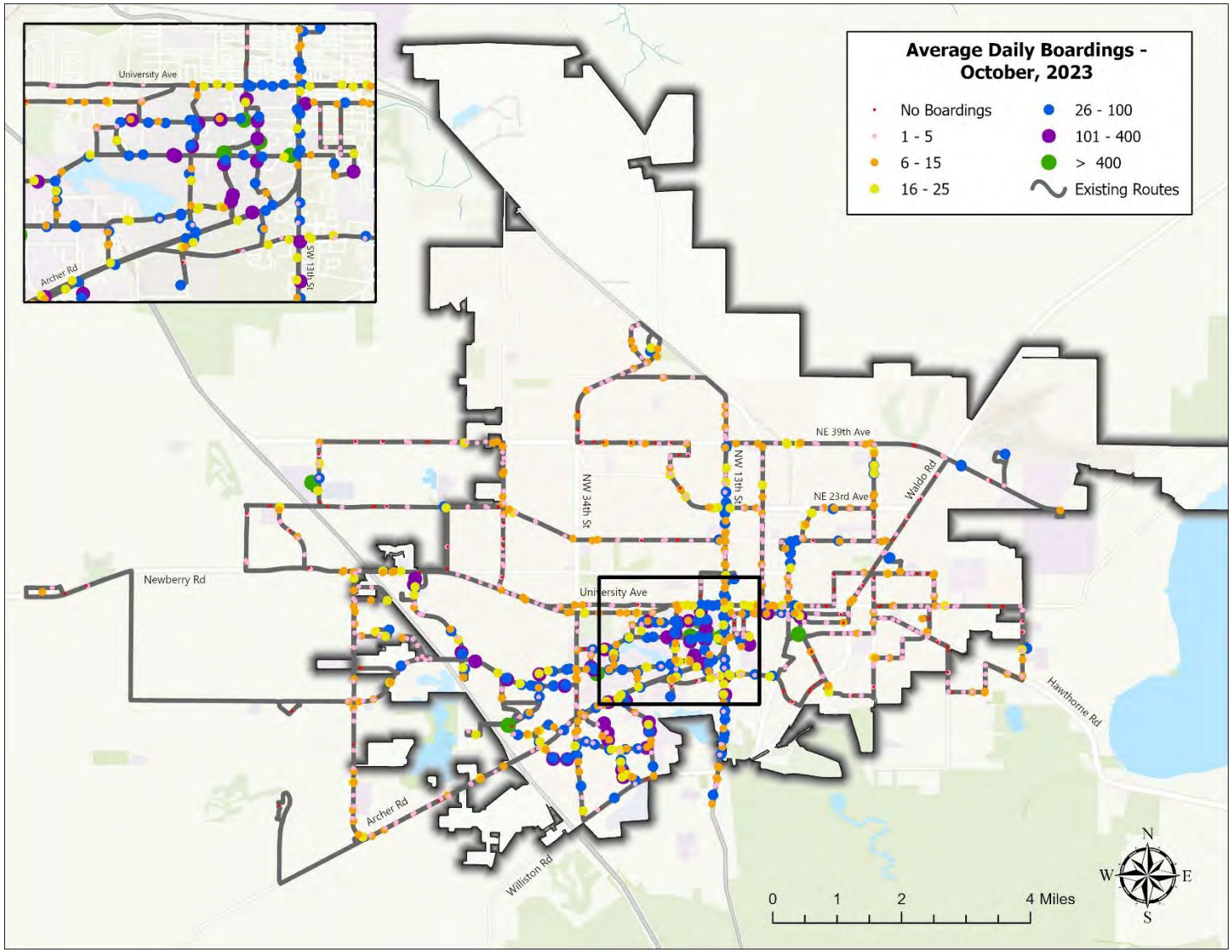


FIGURE 4-17: AVERAGE DAILY BOARDING - OCTOBER 2023



4.4 Route Profiles

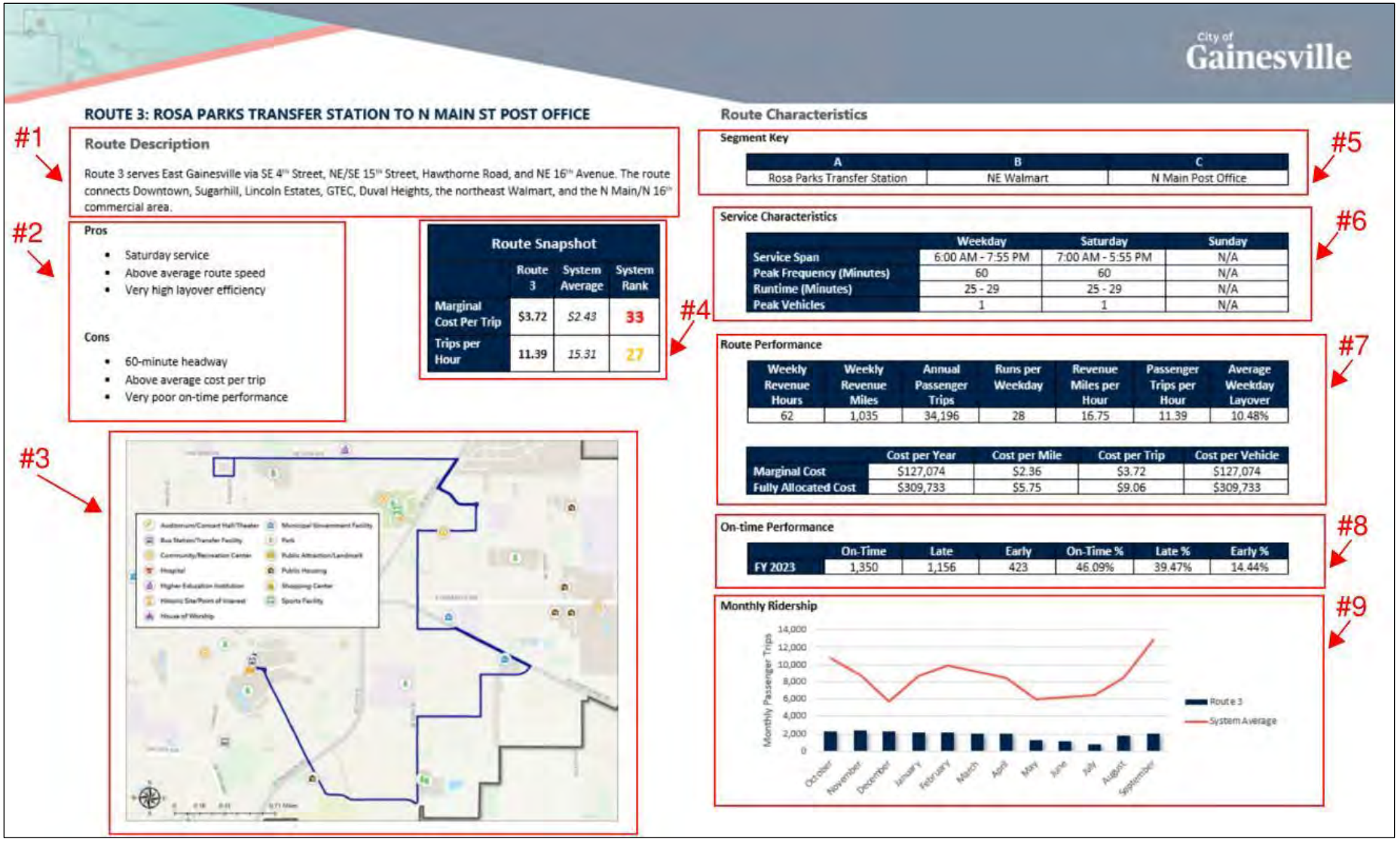
Appendix A contains the route profiles for each fixed route. These were prepared to highlight an analysis of each route's performance, its assets to the system, and the challenges it faces. In addition, the route profiles include information on where the route operates, ridership levels, span and frequency information, performance metrics, on-time performance, project team observations, and considerations for alternatives. The route profiles were developed based on data analyses as well as informed through the field review of routes conducted January 22-23, 2024.

Figure 4-18, the Route Profile Key, illustrates the elements addressed in each route profile. Each element of the route profile is described by the following:

1. **Route Description:** Describes the route in the route profile and highlights major areas served along the route.
2. **Pros and Cons:** This section provides pros/cons by route, as well as observations gathered during the project team field visit. This section also provides preliminary route modification notes, which are being considered as the project team begins route modifications. In addition, this section also summarizes key performance metrics that are considered during the route redesign phase.
3. **Route Map:** Illustrates the RTS route on a street map relative to trip generators in the area.
4. **Route Snapshot:** The route snapshot highlights the cost per trip and productivity of the route, along with that, this provides a system rank for the given metric. Additionally, the route's overall composite score (derived from the two metrics above) and system rank is included. This allows the reader to see where a route falls relative to its peers in the RTS network for these key metrics.
5. **Segment Key:** Lists the timepoints along each route.
6. **Service Characteristics:** Outlines service characteristics associated with each route, including the span of services, frequency of service, runtime, and peak vehicles utilized by each RTS route.
7. **Route Performance:** Shows critical performance indicators such as costs, ridership, vehicle trips, number of vehicles, and hours.
8. **On-time Performance:** Highlights peak route-level on-time performance for 2023, which is a critical performance indicator that the project team considers during the route redesign phase.
9. **Monthly Ridership**: Provides monthly ridership by route from by month for FY 2022 compared to the system average.

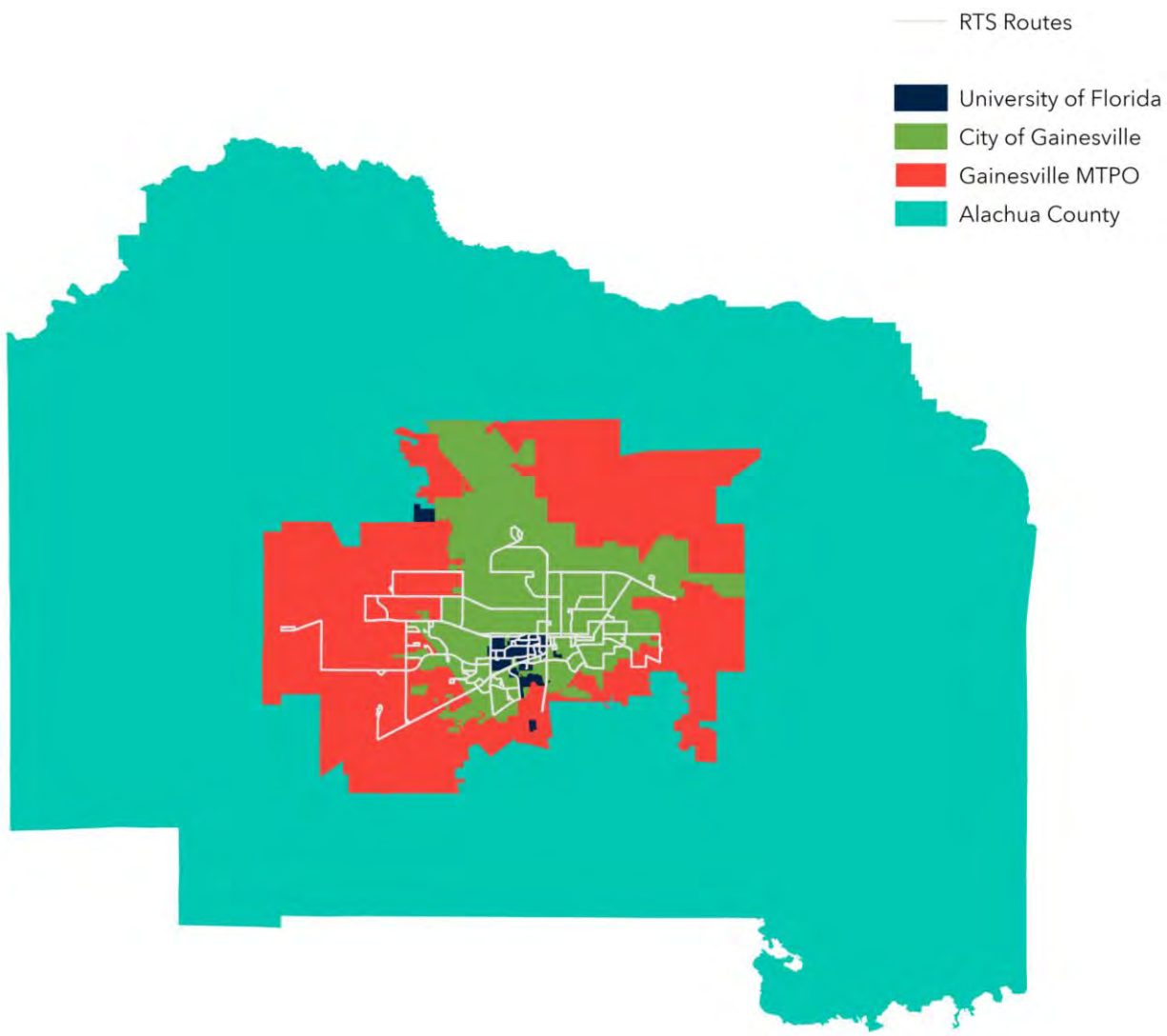
A complete set of the route profiles is listed in **Appendix A.**

FIGURE 4-18: ROUTE PROFILE KEY



4.5 Existing Local Plans Review

The key transit-related plans and studies from Gainesville and Alachua County were identified and reviewed to help inform the RTS Route Restoration. The primary objective of this section is to document existing plans and policies relating to transit needs and services in the community to improve the understating of the policy context in which RTS operates, as well as identify any prior needs or recommendations related to service modifications and enhancements. The plans review has been divided into three major categories of plan jurisdictions: City of Gainesville, University of Florida, and all other local and regional plans.



4.6 City of Gainesville Plans

Transit planning in the City of Gainesville is guided at the highest level by Gainesville's Comprehensive Plan. Below that, other strategic plans inform policies, while RTS plans and studies identify and implement specific enhancements and modifications to its service.

Plan	Summary	Key Takeaways
City of Gainesville Comprehensive Plan (Last updated in 2022)	The principal document guiding the ideals and operation of Gainesville, the Comprehensive Plan identifies Gainesville's assets and the long-range community needs and goals. It facilitates a process for soliciting community input and to consider the impacts of future commercial and residential land use on the many facets of Gainesville's health and prosperity.	Gainesville's Comprehensive Plan strives to strike a balance between the needs of those who are transit-dependent and those who have a choice about using the transit system. Strategies pertinent to transit include: • Provide fixed-route transit service within ¼ mile of 80% of all medium and high-density residential areas • Provide peak-hour frequencies of 20 minutes or less within ¼ mile of all high-density residential areas (and 30 minutes or less for all other transit-supportive areas) • Operate 80% of fixed routes for at least 14 hours per day • Establish Bus Rapid Transit connecting East Gainesville to centers of employment and commerce • Improve transit infrastructure and related transit-supportive investments
Imagine GNV Comprehensive Plan Draft (2022)	As the time to draft a new comprehensive plan rolls around, Gainesville strives to create an inclusive plan by partnering with communities historically left out of the planning process, including predominantly Black communities. The comprehensive planning process identifies current actions and policies reinforcing equity and seeks to reverse them. Imagine GNV prioritizes actions the city can take to reinvest in marginalized communities and guides decisions	Imagine GNV acknowledges the transportation disparity in Gainesville and calls for a more equitable distribution and operation of public transportation services. Strategies pertinent to transit include: • Provide fare-free transit for residents who rely on public transit • Improve transit infrastructure and related transit-supportive investments • Continue to provide and potentially expand on-demand transit service • Incorporate equity and inclusivity considerations when adding or modifying transit services • Reduce carbon emissions generated by transportation

Plan	Summary	Key Takeaways
	affecting nearly every aspect of life in Gainesville.	
City of Gainesville Strategic Plan (2020)	The Strategic Plan outlines Gainesville's vision, mission and values. A set of goals, initiatives and performance measures are defined in order to achieve each objective. Various strategies are established in order to collect, analyze and use data for improved decision-making and planning.	Key strategies to the provision of transit services include: • Affordable or free transit services • Transit including both fixed routes and on-demand services
Downtown Gainesville Strategic Plan (2022)	The Downtown Strategic Plan is comprised of 16 ideas for the future of Downtown organized under six key findings. Collectively, these ideas represent the unified vision for the future of the urban core of Gainesville.	During the community engagement process, Downtown residents and workers indicated a lack of transit and other multimodal transit connections in Downtown and desired a more comprehensive multimodal network to serve the area.
RTS Transit Development Plan 2020-2029 (2019)	The Transit Development Plan (TDP) is a state-required 10-year plan for transit and mobility needs, cost and revenue projections. Furthermore, it represents the community's vision and goals for public transportation, to be used a strategic planning guide. This document is the most recent TDP Major Update prepared by RTS.	This Transit Development Plan established two high-level goals: 1. Provide an Equitable, Accessible, Dynamic, Safe, Customer Responsive, Publicly Engaged, and Performance Driven Transit System 2. Be Good Stewards of Public Resources Public outreach initiatives for the TDP solicited the thoughts of Gainesville residents. Many residents indicated there is insufficient transit service in East Gainesville, Northwest Gainesville, Santa Fe, and west of Interstate 75 The highest-ranked service improvement alternatives identified in this TDP include: • Increased frequency on certain routes • Realignments of certain routes • Implementation of Bus Rapid Transit • Later service on certain routes

Plan	Summary	Key Takeaways
GO Enhance RTS Study (2014)	As a follow-up to an earlier study on rapid transit feasibility along an extended east-corridor in Gainesville, the GO Enhance RTS study expanded upon the initial study to examine a variety of plausible transit improvements in a broadened travel corridor. The study evaluated premium transit modes as a cost-effective, sustainable mechanism for improving east-west connectivity, increasing mobility and transportation choice, reducing congestion and parking demand, spurring economic development, and supporting the community's desire for a multimodal model network.	This study identified potential routes for limited-stop, high-frequency premium transit service covering the following major destinations, and then some: • Santa Fe College • Oaks Mall/HCA North Florida • University of Florida/UF Health (Shands) • Downtown Gainesville

4.7 University of Florida Plans

As the largest cohort of RTS users and the service's largest revenue source, the University of Florida generates the highest demand for transit in Gainesville. Most RTS routes serve the University of Florida, and many students and staff rely on transit to commute. UF has implemented several plans which incorporate transit as a means to facilitate mobility for students, staff, and visitors to the university.

Plan	Summary	Key Takeaways
Campus Master Plan 2020-2030 (2020)	The Campus Master Plan is the guiding document for the provision of University of Florida facilities, land resources, and other assets for the next ten years. The plan outlines policies for responsible stewardship of land resources and sustainable development that supports the university's mission. Like many comprehensive and master plans, it is organized into elements, each with sets of goals, objectives, and policies.	One objective in the plan focuses on the provision of transit services and facilities to the University of Florida community. Its policies include: • Coordination with RTS for transit services • Implementation of bus shelters at highly utilized stops • Incentivizing transit use among the UF community • Continuation of pre-paid fares for UF affiliates
Strategic Development Plan (2017)	The Strategic Development Plan seeks to shape the university and surrounding community's future over the next 40 to 50 years and establish the framework for Gainesville to be the "New American City." The plan examines key issues within the community and incorporates the voices of the public to develop four main initiatives: 1. New American City 2. Proximity 3. Strong Neighborhoods 4. Stewardship	This plan calls for the recentering, unity, and sustainability of Gainesville's urban core of the University of Florida, Downtown, and the surrounding areas. It identifies key corridors as activity centers, candidates for redevelopment, and to facilitate transportation. These corridors include: • University Avenue • SW 2nd Avenue • SW 4th Avenue • Museum Road • Depot Avenue • SW 13th Street • SW 1st Street • Newell Drive

Plan	Summary	Key Takeaways
Transportation and Parking Strategic Plan (2018)	The Transportation and Parking Strategic Plan provides context and direction for the development of the University of Florida's transportation network and supporting infrastructure into the future. It promotes accessible, safe, convenient, efficient, and sustainable mobility to and from campus. Additionally, this plan promotes the vision of the Strategic Development Plan to re-center the growth and development between the campus and Downtown Gainesville, uniting and fostering healthy relationships between the university and its surrounding communities.	The Transportation and Parking Strategic Plan commits UF to a partnership with RTS to improve transportation efficiency. Additionally, the plan's recommendations include: • Implementing a Bicycle and Pedestrian Zone in the academic core of campus (and rerouting transit as a result) • Evaluating class scheduling in attempt to alleviate peak-hour traffic congestion • Providing premium transit service from park and ride lots • Create and incentivize routes to connect UF to areas of employee residence • Create a route connecting UF Health to the main campus • Create a route connecting Cultural Plaza and Downtown Gainesville (Arts Axis) • Bolster bus stop infrastructure at key stops

4.8 Other Local and Regional Plans

In addition to the City of Gainesville and the University of Florida, several other agencies develop plans which outline the provision of transit services in the greater Gainesville area and indicate potential modifications or enhancements to those services. Additional key agencies which govern and influence transit services in the area include Alachua County and the Gainesville Metropolitan Transportation Planning Organization (MTPO).

Plan	Summary	Key Takeaways
Gainesville MTPO 2045 Long Range Transportation Plan (2021)	The Gainesville MTPO LRTP is used to document existing transportation conditions and anticipated needs of the Gainesville urbanized area. It uses data and public feedback to develop a long-range multimodal transportation network plan for implementation through 2045.	The LRTP includes the adopted 2045 needs plan, which identifies priority transportation projects, many of which are related to roadway design, construction, and improvements. Key transit improvement projects include: • Realignment of certain routes • Elimination of Route 121 • Increased frequency on multiple routes • UF express service from Duckpond, Haile Plantation, and Tower Road • Bus Rapid Transit as proposed in the GO Enhance RTS study • Construction of a park and ride facility at Tower Road and SW 8th Avenue
Gainesville MTPO 2023-2027 Transportation Improvement Program (2022)	The Transportation Improvement Program lists all transportation projects within Gainesville's urbanized area to be funded by local, regional, state, and national government agencies. The TIP identifies all regionally significant transportation projects for which Federal Highway Administration or Federal Transit Administration approval is required. These projects and their respective costs are derived from the Long-Range Transportation Plan.	Local and federal funds have been committed for transit capital, operations, and the construction of a new transfer center in East Gainesville.

Plan	Summary	Key Takeaways
Gainesville MTPO Multimodal Level of Service Report (2021)	The Multimodal Level of Service Report provides a level of service analysis for automotive, bicycle, pedestrian, and transit modes of travel in the Gainesville urbanized area, incorporating data from 2019.	The report identified several corridors in the RTS service area with a failing quality of transit service, characterized by minimal access to transit, high travel times, and headways greater than 60 minutes: • Hawthorne Road • Newberry Road west of Interstate 75 • Williston Road from SW 13th Street to University Avenue • Waldo Road north of NE 39th Avenue • NW 53rd Avenue • NW 23rd Avenue from NW 43rd Street to NW 55th Street • SE 43rd Street • NE 9th Street • NE 25th Street • SE 2nd Avenue from SE 7th Street to Williston Road • W 12th Street from SW 4th Avenue to NW 8th Avenue • S Main Street from Depot Avenue to Williston Road
Alachua County Comprehensive Plan 2019-2040 (2019)	The Alachua County Comprehensive Plan is a foundational document which consists of goals, objectives, policies, and maps in sixteen elements relating to sustainable development and community prosperity in Alachua County.	This Comprehensive Plan calls for the following transit-related services: • Coordination with RTS for the provision of transit service in Alachua County • Express transit during peak periods • Dedicated transit lanes on certain roads
Alachua County Mobility Plan	An extension of the transportation mobility element of the Alachua County Comprehensive Plan, the Mobility Plan includes transportation, land use, and sustainability elements. Key features of this plan include: • Reduction of vehicle miles and	In relation to transit, this plan includes maps of proposed express transit and rapid transit corridors, connecting major activity centers and large residential clusters.

Plan	Summary	Key Takeaways
	greenhouse gas emissions per capita • An alternative concurrency management system • Provisions and incentives for Transit-Oriented Developments and other developments that will facilitate a reduction in vehicles miles travelled per capita • A multimodal infrastructure plan	
Evaluation of East Gainesville, Florida Microtransit Mobility Project (2021)	This study undertaken by University of Florida researchers evaluates the microtransit pilot program in East Gainesville and provides recommendations for long-term implementation of the service	This study resulted in the formulation of the following recommendations: • Establish goals, strategies, and performance measures • Utilize microtransit as a means to increase mobility in a multimodal network • Develop strategies to increase ridership • Decrease wait times • Expand operating hours • Expand coverage for job accessibility

5 OUTREACH AND PUBLIC INVOLVEMENT

A simple, yet key ingredient of any good public outreach effort is the effectiveness of listening and how that information is incorporated into the project process. The most effective plans include activities and methods oriented specifically to the project area and an understanding of the local and regional character. The City of Gainesville and the Consultant Team recognize the importance of public engagement and have developed strategies to engage the public, stakeholders and agencies involved in the Transit Route Restoration Plan (TRRP).

The following offers a summary of the various public outreach efforts, and the respective summaries associated with the various engagement activities undertaken in the TRRP project.

5.1 Public engagement activities – Public Involvement Plan (PIP) Summary

The following were identified as the methods of communication that best serve the needs of Gainesville, aligning with the goal of reaching and hearing from as many people and organizations as possible to ensure that their voices are heard throughout the TRRP study. The following outlines the public involvement strategies utilized in the TRRP:

- Development of a Citizen Transit Advisory Committee (CTAC) including CTAC Meetings (5)
- Discussion Group Workshops (4)
- Individual/One-on-one Stakeholder Interviews (8)
- Online Survey (1)
- Public Workshops/Meetings (2)
- Social Media
- Website

5.2 Community Transit Advisory Committee

In order to enhance the focus of the project to address local mobility needs and objectives, a Community Transit Advisory Committee (CTAC) was established. Members of the committee were provided with relevant data and will be encouraged to provide input throughout the life of the project. Creating a CTAC ensured that the City and RTS were soliciting input and engaging decision-making from key community agencies as part of the TRRP. The role of the CTAC and public outreach and engagement efforts was consistent with the City's adopted public engagement guidelines. Table 5-1 below outlines the CTAC.

A total of three CTAC meetings were held during the project as summarized below as "hybrid" in-person and virtual meetings based on CTAC member availability.

1. The first meeting was held as the kickoff meeting with the CTAC, following a preliminary virtual meeting with City and RTS staff.

2. The second meeting was held to discuss an update on progress, upcoming public meeting and virtual room.
3. The third meeting was held as a combination of the TDP first Steering Committee meeting and the TRRP CTAC meeting. The membership of the TDP Steering Committee currently serve as members of the TRRP Citizens Transit Advisory Committee (CTAC). Going forward, these meetings will be combined. TDP and TRRP business and decision-making will be itemized on the meeting agendas.

TABLE 5-1 TRRP COMMUNITY TRANSIT ADVISORY COMMITTEE

Name	Agency	Email
Kiner Malcolm	Gainesville Housing Authority	malcolmk@gnvha.org
Freddie Jones	Gainesville Housing Authority	freddiej@gnvha.org
Ardry Henderson	Gainesville Housing Authority	ardryh@gnvha.org
Corey Harris	Gainesville Housing & Community Development	harriscj@cityofgainesville.org
Wendy Resnick	City of Gainesville, GNV4ALL	Gnv4allHT@gmail.com
James Lawrence	City of Gainesville, GNV4ALL	gnv4all@gmail.com
Dr. Laura Gonzales	Language Access Florida	languageaccessflorida@gmail.com
Robin Lewy	The Rural Women's Health Program	rlewy@rwhp.org
Ricardo Alcala	Madres Sin Fronteras	msfgainesville@gmail.com
Debra Anderson	University of Florida International Center	danderson@ufic.ufl.edu
Xiang 'Jacob' Yan	University of Florida	xiangyan@ufl.edu
Barbara McDade Gordon, Ph.D	Welcoming Gainesville & Alachua County	welcominggainesville@gmail.com
Nicole Diaz	Project Salud, The Rural Women's Health Project	salud@rwhp.org
Jeff Koons	Gainesville MPTO	koons@ncfrpc.org
Naima Brown	Santa Fe College	naima.brown@sfcollege.edu
Tracey Reeves	Santa Fe College	tracey.reeves@sfcollege.edu
Beth Alexander	Santa Fe College - Adult Education, ESOL Program	beth.alexander@sfcollege.edu
Barbara Sleep	RTS Citizens Advisory Board	sleepbl@cityofgainesville.org
Christy Haven	RTS Citizens Advisory Board	gritsty@gmail.com
Zeriah Folston	City of Gainesville, EEO	folstonzk@cityofgainesville.org
Rossana Passaniti	City of Gainesville, City Manager, POI Manager	passanitir1@cityofgainesville.org
Rick Smith	City of Gainesville, Community Reinvestment Area	smithrd@gainesvillefl.gov
Lynne Valdes	City of Gainesville, Police Department, Sgt.	valdesls@cityofgainesville.org
Roy Darnold	City of Gainesville, RTS Operations	darnoldrt@cityofgainesville.org

5.3 CTAC Meeting Summaries

The following section offers a summary of the CTAC meetings conducted on the aforementioned dates. The following summaries are broken out by the respective meeting number and date, each summary contains an attendance list and relevant information covered in the meeting. Full meeting agendas and PowerPoint materials can be found in Appendix B

5.3.1 CTAC/Steering Committee Meeting # 1 Tuesday, February 13, 10:00 am – 11:30 am via Teams

Attendance

- RTS – Krys Ochia
- Benesch – Randall Farwell, Taylor Cox, Rachel Kling
- Quest – Sara Shepherd, Karen Harrell
- WSP – Alan Danaher
- CTAC Members – Alison Moss, Chris Dawson, Christy Haven, Jeffrey Hays, Jeremi Mcinnis, Michale Escalante, Shannon Leontiades, Oscar Santiago Lynda Reinhart, Sgt. Lynee Valdes, Wendy Resnick, Scott Wright, Xiang Yan.

Meeting Summary

- Krys Ochia, RTS Transportation Manager, briefly welcomed the committee members.
- Meeting opened by Randall Farwell, Consultant Project Manager, who transitioned into the guided presentation.
- Sara Shepherd, Public Involvement/Quest, presented Public Involvement Plan (PIP) slide and public involvement activities slide.
- Focus of meeting content: Purpose of the Study, Review of the PI, Review of Key Market Conditions, Project Goals and Objectives and the Project Schedule.

Questions, Answers, Comments

- Wendy Resnick asked is route 118 the most efficient and 150 least efficient? What caused a 2 million loss between 2020-2021?
    - Randall- Reduction in service due to Covid and restrictions on ridership.
    - Krys Ochia- Fewer routes, 150 route 7 routes a day. Unfair comparison because smaller route.
- Randall- Please respond to invite and share your goals.
    - Wendy Resnick - Educational goals. I am interested in ridership under 18 to get to the school and library. Economic goal- I want them to be able to get to afterschool job.
- Shannon Leontiades- I work at Santa Fe College. I work with immigrants. Immigrants moving west and northwest. Is this about routes being added?
- Michael Escalante / Gainesville MTPO- Looking at fare structure. I did not see fare free. I thought it was started for elderly and students? If it is over it might want to be addressed in matrix. We

need adequate # of bus drivers to drive the routes. Is RTS staff going to be asking the city commission to approve the PIP and Tech 1 Memo? I would like to provide project info to MTPO for their April 1 meeting. Need by mid-March so we can let them know the plan is under development. The explosion of mode options has impacted ridership. Including working remotely.
    - Krys- We are still doing fare free.
- Allison/Alachua County- Goals and Objectives for Mobility. They seem the same . Greenhouse gases, environmental should be mentioned. Increase mode share. Understand these are place holders now. Vehicles miles traveled reduction is a good goal.
- Wendy Resnick - Under 18 over 65 free fare. Has been in effect since Oct. 2021. Was questioned in City Commission Meeting for budget cuts. City did not cut. Might come up again.
- Krys- Might be good idea for CTAC members to attend City Commission meeting.
- Shannon Leontiades - Getting ready to survey students. A lot of bilingual Spanish, Haitian/Creole students. Are there survey questions that you have we can add to our survey?
    - Randall- We do not have a survey yet. It will be an online survey. We would like to send it to your contacts also. We will have a draft questionnaire for the CTAC to review. We will do multi-media format and in-person events.
- Michael Escalante / Gainesville MTPO - Outreach to house of worship and social groups. Public Health Department might have a handle on mobility choice challenged.
    - Randall- We will include churches in outreach. Mobility needs and services- Rider groups, program bases organizations, community and neighborhood associations, social and healthcare services. Workforce/Economics and Educations we have Sante Fe/ UF as part of CTAC.
- Michael Escalante / Gainesville MTPO- Can there be a reference or memo regarding the Restoration Plan and TDP?
    - Krys- The major updates of the TDP is due this September.
    - Taylor- Tech memo we are reviewing includes other plans and you will see that in the tech memo.
- Michael Escalante / Gainesville MTPO- May need to be amendment to the TDP based on the Restoration Plan. Maybe include some strategies from Restoration Plan to TDP?

5.3.2 CTAC Meeting # 2 Tuesday, March 26, 9:00 am – 10:00 am via Teams

Attendance

- RTS – Krys Ochia
- Benesch – Randall Farwell, Taylor Cox, Rachel Kling
- Quest – Sara Shepherd
- CTAC Members – Alison Moss, Daniel Blumberg, Chris Dawson, Juan Castillo, Roy Darnold, Laura Gonzales, Oscar Santiago Perez, Sgt. Lynee Valdes, Wendy R., Seth M. Wood. Barbara Sleep, Zeriah Folston, Rossana Passaniti, Rick Smith.

Meeting Summary

- Krys Ochia, RTS Transportation Manager, briefly welcomed the committee members.
- Meeting opened by Randall Farwell, Consultant Project Manager, who transitioned into the guided presentation.

Questions, Answers, Comments

Feedback was discussed verbally and through chat. A copy of the comments submitted through chat is provided below.

- Laura Gonzales commented that the materials needed to be available and more accessible in other languages. She said that Mandarin Chinese speakers are 10% of the population. Note: US Census Bureau indicates 6% Asian population in Gainesville.
    - Response (Mr. Farwell): Hispanic population is highest so Spanish is readily available. The project team will discuss how to make the virtual room and survey accessible to Mandarin Chinese. Translated materials are available upon request as well.
- Chris Dawson asked how the link will be distributed.
    - Response (Mr. Farwell, Mr. Ochia, Ms. Shepherd): The City Communications Office, RTS Communications Staff, database, and partners such as the CTAC.
- Question about survey open and close dates, incentives and goal.
    - Response: (Mr. Farwell) Survey will open a week or two before the public meetings and close around September at the conclusion of the project.
        - Mr. Ochia: RTS would rather not provide incentives. Implications for governmental agency to provide such items.
        - Mr. Farwell: The goal is 300-400 submissions. Usually, the project receives quite a few submissions.
- Question via chat about including unincorporated areas.
    - Response (Mr. Farwall and Mr. Ochia): Unincorporated areas are included in the study and database.

5.3.3 (Combined with TDP Steering Committee Meeting #1) Tuesday, July 30, 1:30 pm – 3:00 pm via Teams

Attendance

- RTS – Krys Ochia, Jesus Gomez, Rossana Passaniti, April, Thomas Idoyaga
- Benesch – Randall Farwell, Taylor Cox, Juan Suarez, Logan Patterson
- Quest – Sara Shepherd, Karen Harrell
- CTAC Members – Jeremiah McInnis, Juan Castillo, Lynne Valdes, Mike Escalante, Allison Moss, Scott Wright, Xiang Yan, Jeffrey Hays, Zeriah Foltson, Shannon Leontiades, Corey Harris, Roy Darnold, Thomas

Meeting Summary

- Team introductions.
- Meeting opened by Taylor Cox, Consultant Project Manager, who transitioned into the guided presentation.

Questions, Answers, Comments

Feedback was discussed verbally and through chat. A copy of the comments submitted through chat is provided below.

- Question via chat: What's the geographic unit used for in the replica graphic?
    - Response: (Juan Suarez) It is the block group level.
- Question via chat: Was there consideration of land use and service demand analyses within RTS service area, which includes unincorporated Alachua County in the Gainesville Urban Area?
    - Response: (Juan Suarez) For the baseline conditions we only examine land use at high level, however when we complete our demand estimation study, this section evaluates service demand using land use as one of several factors.
- To follow up on Mike's comment, some of the slides appear to include only COG analysis, not extend beyond COG boundaries into the County's "Urban Cluster." Can you please clarify there geography analyzed?
    - Response: (Juan Suarez) For all our maps, we analyzed the entire county, either at a block group level or a traffic analysis zone level. All of our analyses we are also considering the urban parts of the Greater Gainesville area including those that are outside city limits.
- Question via chat: For public involvement, is the virtual room the main point of contact? How do we reach citizens who may not be tech savvy?
    - Response: Examples were given for public involvement outreach.
- Question via chat: Will you have surveys available in other language?
    - Response: (Sara Shepherd) Surveys and other content are available in multiple languages identified in the City's Immigrant Services Coordinator. If you would like the list of languages, we can provide it.
    - Response: (via chat) You need to add Haitian Creole
- Question via chat: I wonder to what extent RTS' negotiations with UF affect your development of this plan? I assume that the potential uncertainties of UF's payments can have a significant impact on strategic development directions.
    - Response: (Jesus Gomez) We are meeting with UF weekly.
    - Response: (Randall Farwell) We are viewing the negotiations between UF and the City.
- Comment via chat: Please be aware the new TDP will likely be incorporated in the MTPO Yea 2050 LRTP. The current TDP is in the Year 2045 LRTP.

5.3.4 Final TRRP Meeting (Combined with TDP Steering Committee Meeting #2) Monday, November 4, 3:00 pm – 4:00 pm via Teams

Attendance

- RTS – Krys Ochia, Jesus Gomez
- Benesch – Randall Farwell, Taylor Cox, Rachel Kling, Juan Suarez
- Quest – Karen Harrell, Christa Assi
- CTAC Members – Alison Moss, Zeriah Folston, Corey Harris, Roy Darnold, William MacDonald, Jeremiah Mcinnis, Scott Wright, Xiang Jacob Yan, Sgt. Lynee Valdes, Wendy Resnick, Barbara Sleep, Rossana Passaniti.

Meeting Summary

- Krys Ochia, RTS Transportation Manager, briefly welcomed the committee members.
- Meeting opened by Taylor Cox, Consultant Project Manager, who transitioned into the guided presentation.

Questions, Answers, Comments

Feedback was discussed verbally and through chat. A copy of the comments submitted through chat is provided below.

- Allison Moss asked to set up a brief meeting with the project team and the county to discuss areas within the county where fixed route is truncated and replaced with MOD.
    - Response (Mr. Farwell): Yes, RTS will coordinate with the county to set up that meeting. The team examined APC data at the stop level to determine where routes need to be modified to improve efficiency but do so in a way where coverage can be preserved with MOD. Most trips were going to a grocery store or Santa Fe college so our goal was to preserve coverage to those locations and provide a more frequent on demand option that expands transit coverage in areas where fixed route transit is not feasible.
- Roy Darnold asked if the new transfer station was considered in the route realignment. It was also asked if the modifications estimated vehicles.
    - Response (Taylor Cox): Yes, the Eastside Transfer Center was taken into consideration during the route realignment. Yes, vehicles were estimated in the operational characteristics and there will be a reduction based on the changes to UF routes.
- Krys Ochia asked if students will be affected by the route realignment and if the group will meet again.
    - Response (Taylor Cox): This is the final TRRP Steering Committee meeting, but the two projects are folding together, so we will meet next to discuss the TDP the week of December 9-13, 2024. The students will see an impact but hopefully minimal as the routes still serve the main stops on/off campus but they may be taking a different vehicle and a slightly modified route.

5.4 Stakeholder Interviews

The Consultant Team, working with RTS staff, identified a set of stakeholders and conducted eight (8) remote stakeholder interviews. Stakeholder interviews were scheduled during times convenient for each stakeholder. The purpose for the stakeholder interviews were centered around Informing stakeholders about the study and identify ways to improve and revive transit ridership to pre-pandemic levels based on the deep knowledge and familiarity of the community and context of each stakeholders possess.

Table 5-2 below outlines the stakeholder interview list, and the dates interviews were conducted.

TABLE 5-2: STAKEHOLDER INTERVIEWS

Name	Agency	Email	Date Interview Held
Casey Willits	City Commissioner D3	willitscw@gainesvillefl.gov	Wed., May 8, 1:15 p.m.
Jeffrey Hays	Alachua County Growth Management Director	jhays@alachuacounty.us	Mon., May 13, 10 a.m.
Ed Book	City Commissioner D2	bookea@gainesvillefl.gov	Wed., May 15, 4:30 p.m.
Linda Dixon	Director of Planning UF	ldixon@ufl.edu	Mon., May 20, 11 a.m.
Reina Saco	Commissioner At-Large	sacore@gainesvillefl.gov	Tues., May 21, 2 p.m.
Andrew Persons	Chief Operating Officer	citymgr@gainesvillefl.gov	Thurs., May 30, 1pm
Desmon Duncan-Walker	City Commissioner D1	walkerdn@gainesvillefl.gov	Wed., June 5, 3 p.m.
Tracy Reeves	Director Student Life, Santa Fe College	tracey.reeves@sfcollege.edu	Tues., June 25, 1p.m.

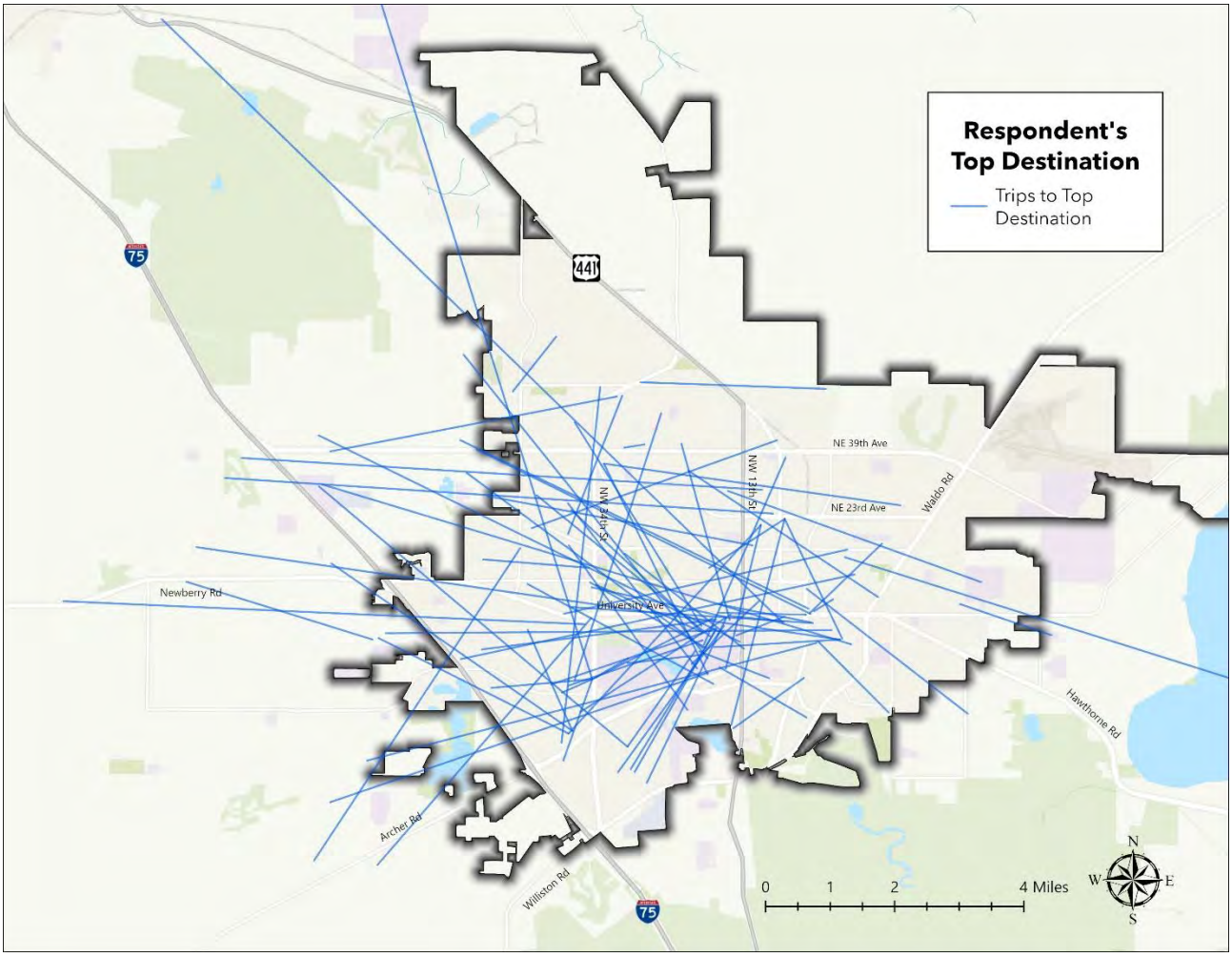
The stakeholder interviews were summarized as a group, the following summary highlights the overarching findings and insights gained from the stakeholder interviews conducted during the life of the TRRP project.

Stakeholders generally view the Regional Transit System (RTS) favorably, especially for its support of student mobility, though they identify gaps in service for non-student residents and underserved areas. They express strong interest in expanding RTS, with suggestions for more express routes, frequent fixed-route services, expanded hours, and neighborhood shuttles to enhance regional connectivity. Funding challenges are a major concern, with recommendations for exploring local taxes, state and federal support, and partnerships. Stakeholders also see transit as a means to reduce congestion and advocate for improved infrastructure, such as covered shelters, better sidewalks, and real-time digital signage. Looking forward, they emphasize that RTS must adapt to Gainesville's growth, enhance marketing, and secure stable funding to meet evolving community needs.

5.5 Online Survey

The key takeaways from the online surveys that were developed and administered as a part of TRRP study are presented below. The survey was administered using Survey Monkey, a web-based survey tool, and was distributed using social media, website links, stakeholder email lists, and at outreach events. The survey instrument and list of open-ended comments can be found in Appendix C. Figure 5-1 below highlights the common origin and destinations for respondent's top travel destination.

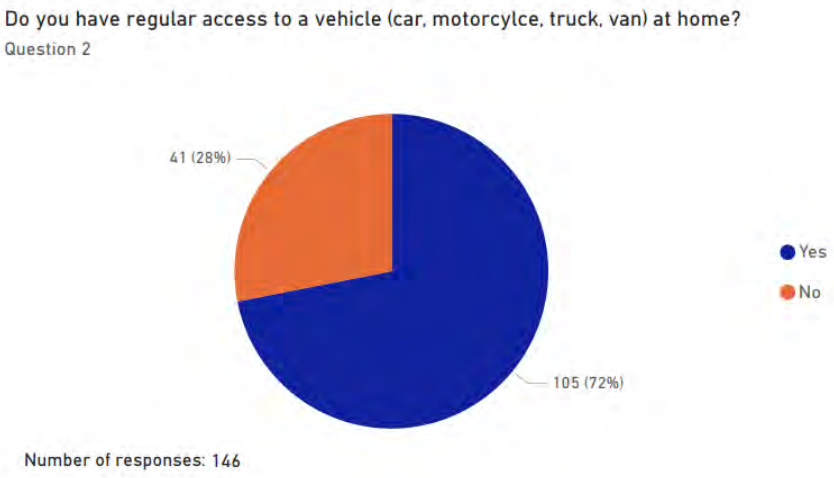
FIGURE 5-1: RESPONDENT TOP TRAVEL DESTINATION



5.5.1 General Questions

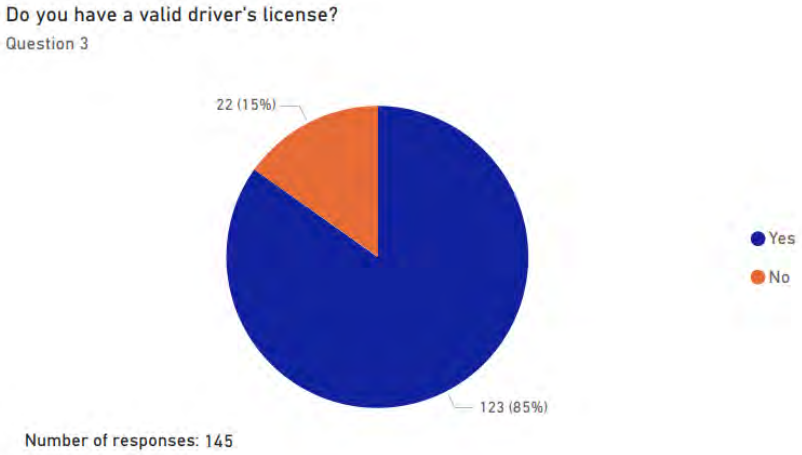
5.5.1.1 Q2. Do you have regular access to a vehicle?

Nearly three-quarters, 72%, of survey respondents, reported they have regular access to a vehicle, which includes cars, motorcycles, trucks, SUV, or a carpool. Only 28% of respondents said they do not have access to any vehicle for transportation. Because a large share of the respondents have regular access to a vehicle, some of the following questions will be cross tabulated with this question to draw out nuanced findings from the survey instrument to determine if the two groups identified in this question experience mobility differently in Gainesville. As will be noted in Question 16 later in this analysis, this cohort of respondents is also more likely to have identified as college students than the overall survey population, which can potentially offer insights into Gainesville's academic community's views on transit.



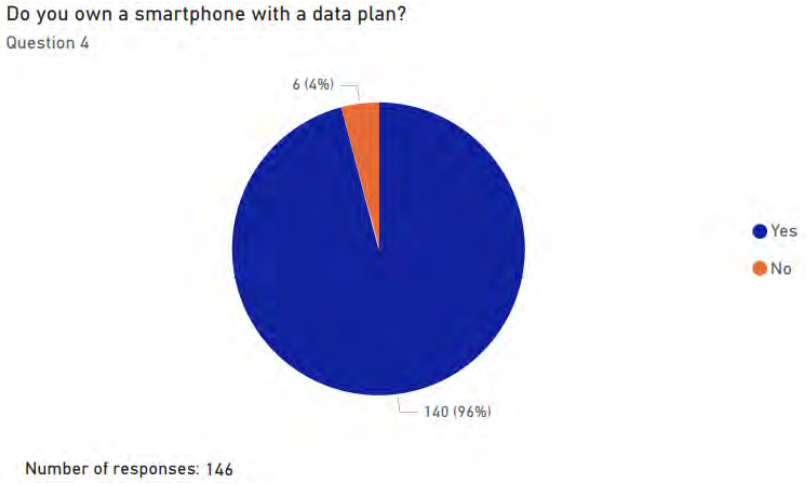
5.5.1.2 Q3. Do you have a valid driver's license?

Most survey respondents, 85%, reported having a driver's license. The remaining 15% of respondents do not have a license. This suggests that licensure is not a limitation on vehicle usage, which is expected, given how common driver's licenses are used as a form of government-issued identification.



5.5.1.3 Q4. Do you own a smartphone with a data plan?

The survey shows that 96% of respondents have a smartphone with a data plan, while just 4% did not. This suggests that smartphone access is approaching universal adoption levels. This represents an opportunity for RTS to consider allocating resources to develop applications and other services that can be used on smartphones. This approach can further facilitate how RTS services are used.

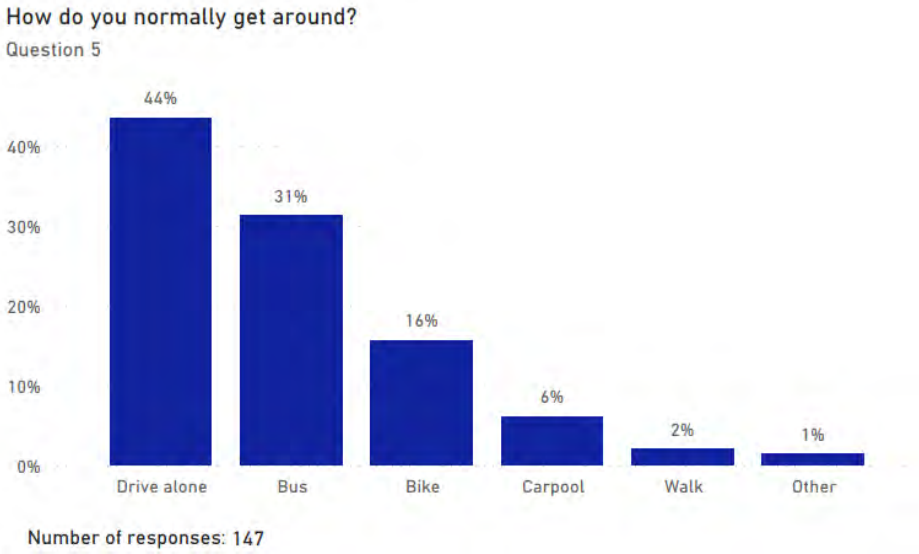


5.5.2 Trip Characteristic Questions

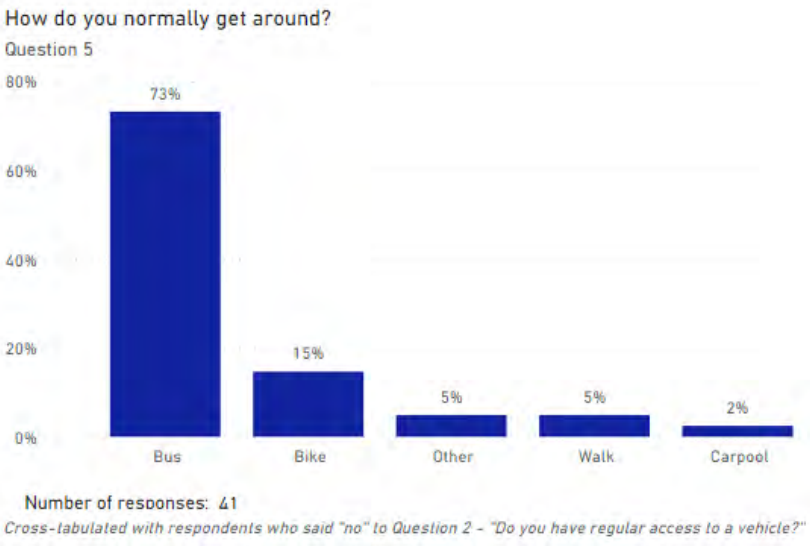
5.5.2.1 Q5. How do you normally get around?

Most respondents reported getting around by driving alone (using a car, motorcycle, moped, or scooter), with 44% of the total survey population selecting this option. Bus was the second highest mode, with 31%. Other modes selected were 16% for bicycling, 6% for carpool, and 2% walking.

Notably, despite 72% of the survey population saying they have regular access to a vehicle, just 44% of respondents are driving alone. This potentially suggests that many people surveyed are either choice riders or perceive transit to be a more attractive mode.

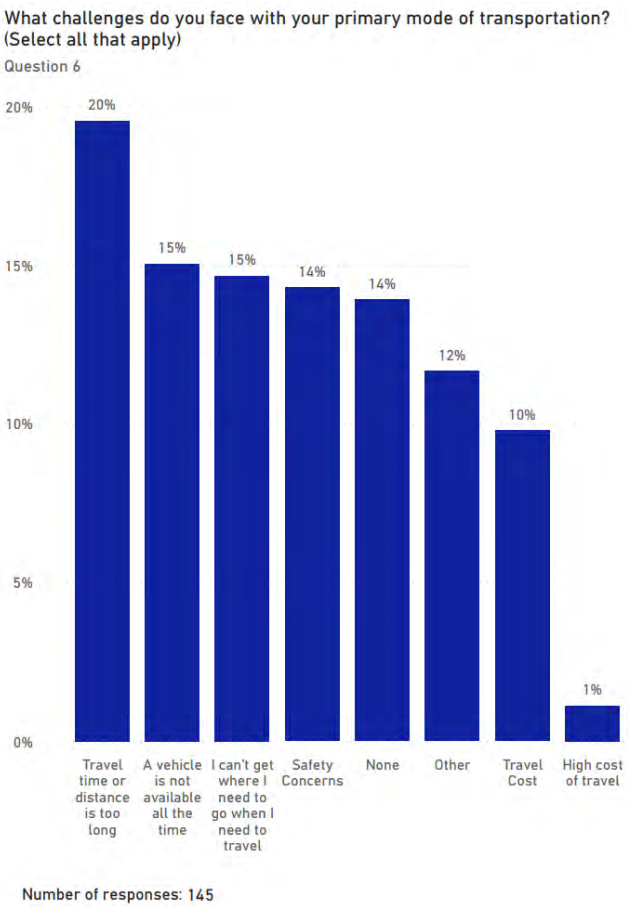


When this question is cross tabulated with respondents who do not have access to a vehicle, 73% selected bus as their primary mode of transportation.



5.5.2.2 Q6. What challenges do you face with your primary mode of transportation?

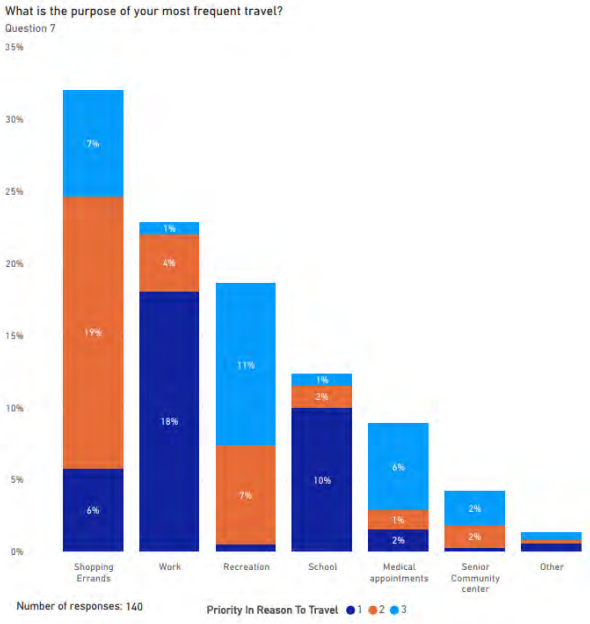
Question 6 asked about the challenges users face with their primary mode of transportation. Respondents were allowed to select as many options as were applicable. The most frequently selected answer was travel time or distance is too long – 20% of those surveyed chose this option. Another 15% selected "a vehicle is not available all the time", and the same percentage selected they "can't get where [they] need to go". Another 14% cited safety concerns while the same percentage said they faced no travel challenges. Cost was a concern for 10%, and 12% cited 'other' concerns. Several responses under the "other" category cited transit amenities and convenience, including a lack of shelter from the elements at transit stops, service frequency, and connectivity.



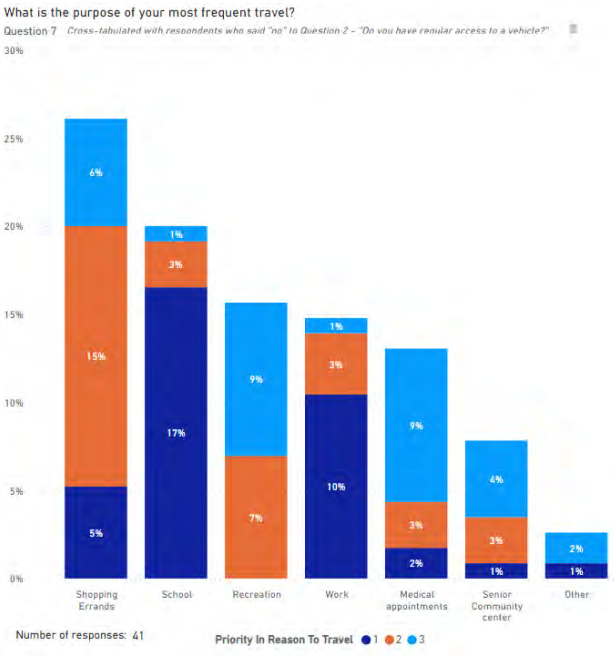
5.5.2.3 Q7. What is the purpose of your most frequent travel?

Question 7 asked respondents to identify their three most frequent trip types. Overall, the results show that the most common reason people travel is for work (18%), school (10%), and shopping, errands, or personal appointments (6%). The second most frequent reason to travel is shopping, errands, or personal appointments with (18%), recreation (7%), and work with (4%). The third most frequent reason to travel was recreation (11%), shopping and errands (7%), and medical appointments, (6%). These

responses suggest that RTS should continue to prioritize trips that connect residential areas to commercial districts in Gainesville

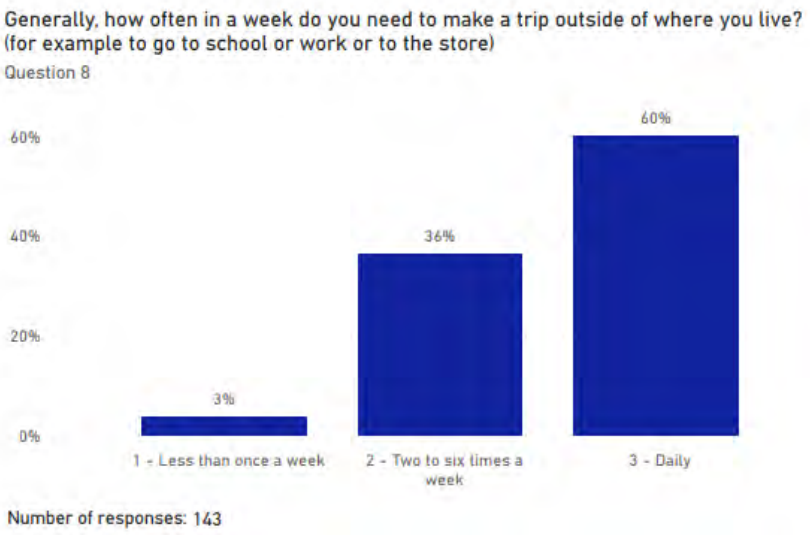


When question 7 is cross tabulated with those without access to a vehicle, work and school are inverted in the most frequently cited trip purposes, but shopping and errands remains the top destination overall.



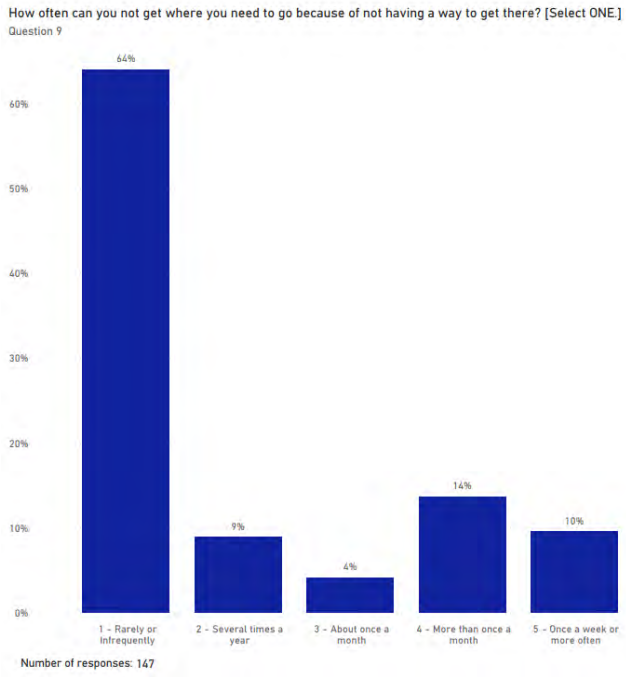
5.5.2.4 Q8. Generally, how often in a week do you need to make a trip outside of where you live? (for example, to go to school or work or to the store)

Overall, survey respondents reported making regular trips away from home frequently. More than half of respondents, 60%, reported making trips away from home daily, while 36% reported taking trips two to six times a week. Combined, these two selections accounted for 96% of the responses to this question, suggesting that consistent, daily transit service is an important service in Gainesville.

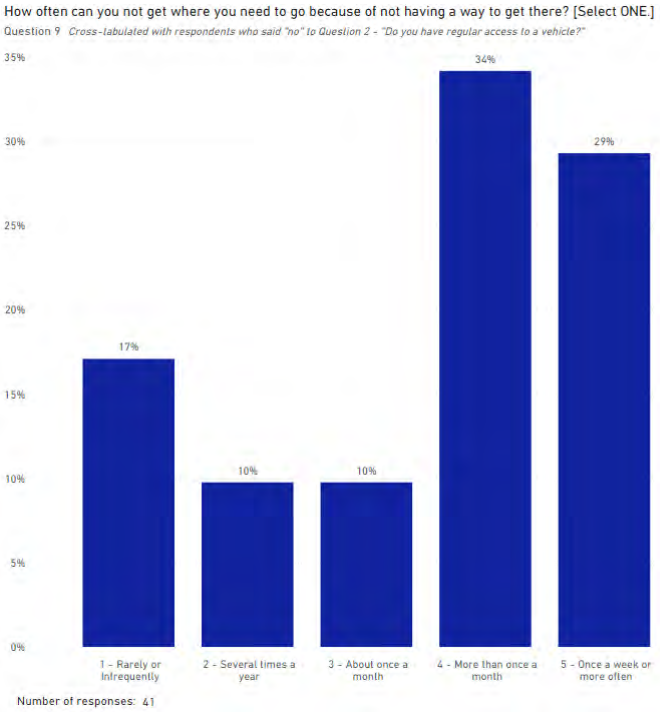


5.5.2.5 Q9. How often can you not get where you need to go because of not having a way to get there? (Select one.)

Question 9 asked respondents to identify limitations, if any, on their travel in Gainesville. How often are they kept from a destination because they do not have a means of transportation? The majority, 64%, noted they rarely have trouble getting where they need to go. On the other hand, more than a quarter of respondents, 28%, reported difficulty getting to a destination at least once a month or more frequently.

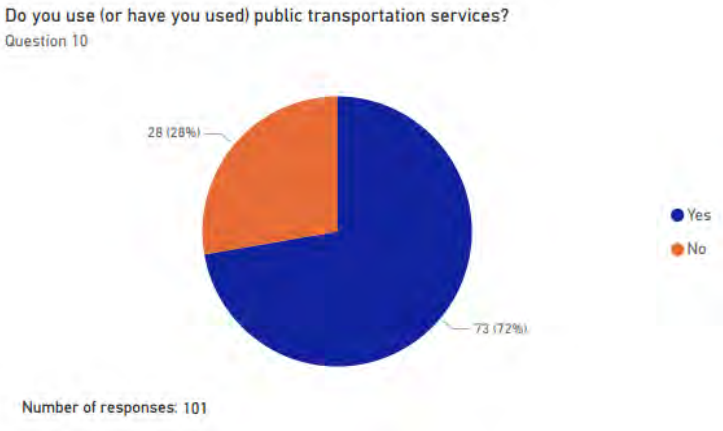


However, when Question 9 is cross tabulated with respondents who reported not having access to a vehicle, a different story emerges. Overall, 63% of those who do not have regular vehicle access have trouble reaching destinations at least once a month.



5.5.2.6 Q10. Do you use (or have you used) public transportation services?

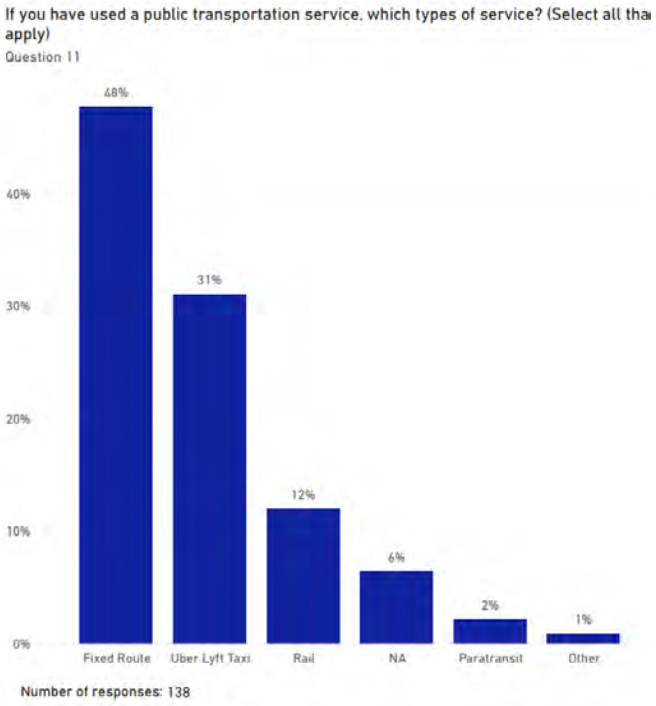
Most respondents, 72%, said that they currently or previously have used public transportation before, while only 28% of respondents said that they do not. The responses to this question suggests that most of the survey group has a working familiarity with transit



5.5.2.7 Q11. If you have used a public transportation service, which types of service? (Select all that apply)

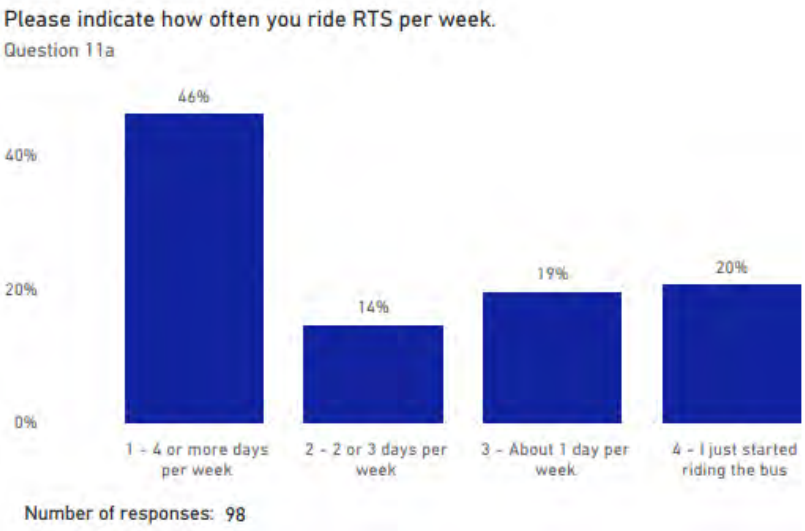
This question asked respondents to identify the types of transit service they use. Multiple selections were allowed for this question. Almost half of respondents, 48%, cited fixed route bus as a transit mode they use, followed by 31% reporting Uber, Lyft, or Taxi. 12% listed rail, and 2% identified paratransit. The high percentage for ride-hailing applications suggests that there may be opportunities for RTS to explore

opportunities to integrate ride-hailing services with the overall transit network for the Gainesville community.

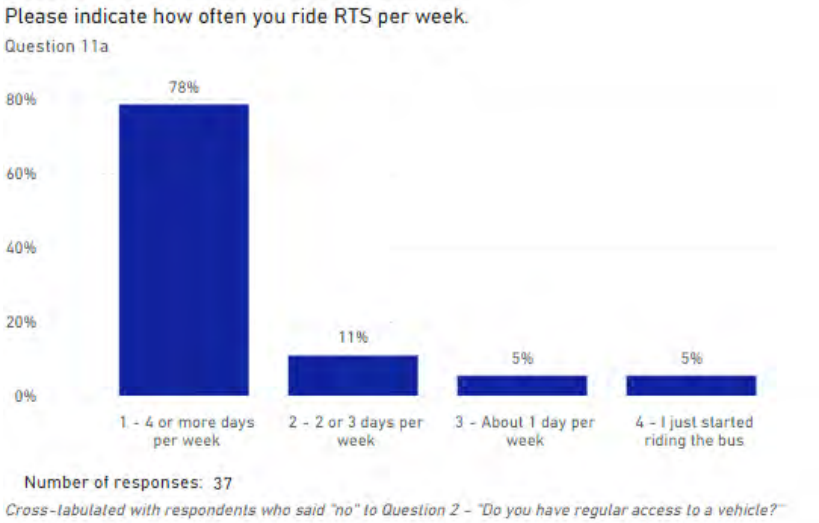


5.5.2.8 Q11a. Indicate how often you ride RTS per week

The survey asked respondents to indicate how many times that they ride RTS per week, the top answer was 4 or more days a week, with 46% selecting this option. When this percentage is combined with the 14% who use RTS 2-3 days a week, 60% of the respondents use RTS services regularly. The second highest category was people who have just starting to use RTS with a total of 20%.



The percentage of respondents who use transit four or more days a week increases to 78% when this question is cross tabulated with question 2 (those without access to a vehicle), underscoring how individuals who do not have regular access to a vehicle are more reliant on RTS services for their mobility needs.

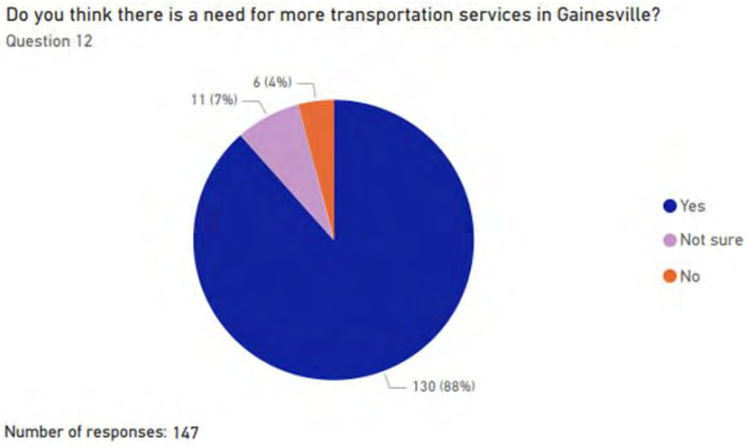


5.5.3 Transit Service Improvement Questions

The following set of questions asked riders to consider whether additional transit services are needed in Gainesville, and if so, what types of facilities and amenities would help attract them to use RTS's services more frequently.

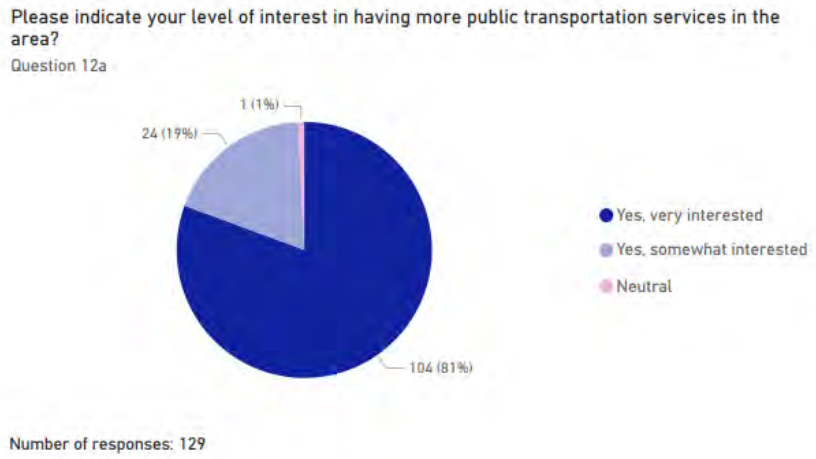
5.5.3.1 Q12. Do you think there is a need for more transportation services in Gainesville?

Question 12 asked respondents if they feel there is a need more transportation services in Gainesville. A significant majority of those surveyed, 88%, said yes indicating that RTS should continue to pursue expanded and more frequent transit services in Gainesville. A further 7% were not sure, and only 4% said no. When this question is cross tabulated with question 2, the responses are unanimous in favor of more transportation services.



5.5.3.2 Q12a.Please indicate your level of interest in having more public transportation services in the area?

This question is a follow-up to the previous question, asking about the respondent's level of interest in having more public transportation in Gainesville. The results are similar to the previous question, with a large majority, 81%, noting they are "very interested" in having more public transportation services in Gainesville. A further 19% noted they are "somewhat interested."



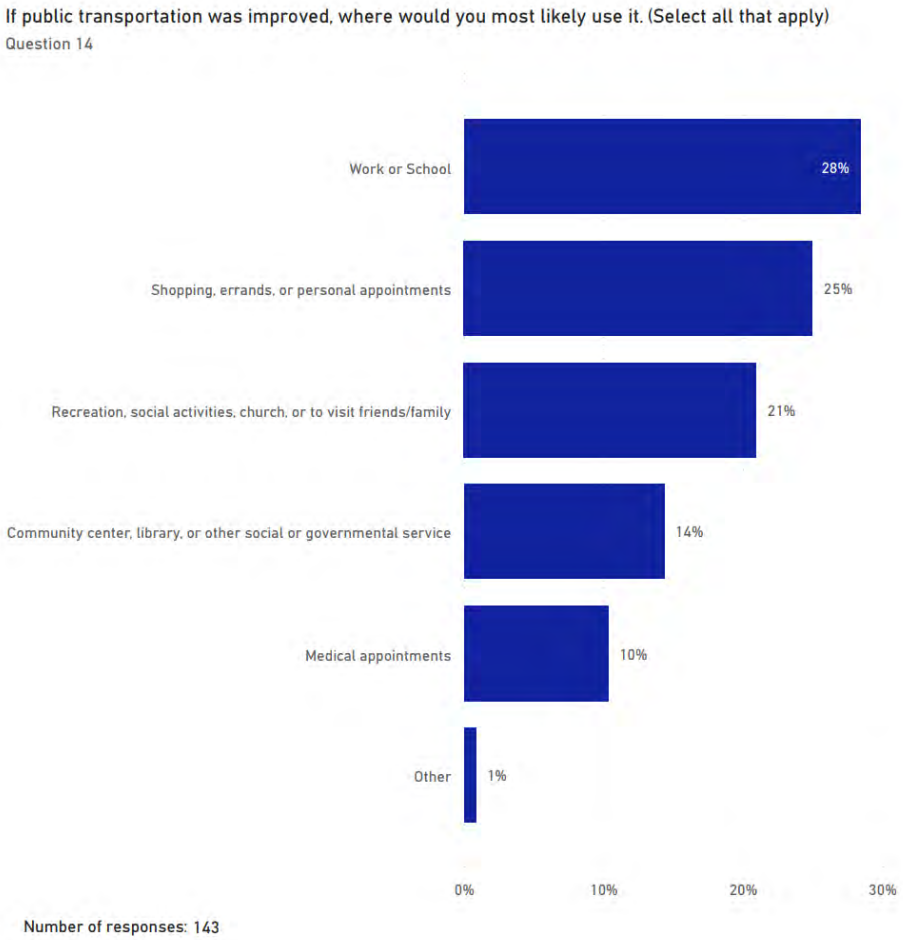
5.5.3.3 Q13.What features would encourage you to try or use public transportation more? (Select all that apply)

This question asked respondents to identify features and amenities that would encourage more public transportation use. Multiple selections were allowed for this question. The most popular option was a bus route with comparable travel time to automobiles, which was selected by 17% of the survey group. Late evening/night service and more weekend services were the second most popular options with 11% for each indicating a need for weekend routes and extended hours. Another 10% selected more service on key roadways, and 9% selected improved lighting at shelters and bus stops. Between 7 and 8% of respondents selected mobility hubs, sidewalk connectivity, app-based mobility, and affordable fares. Just 5% selected early morning service, and 4% selected improved cleanliness at stops. Cross-tabulating this question with Question 2 did not yield significantly different results.

13. What features would encourage you to try or use public transportation if it?	Percentage
A bus route with comparable travel time to auto	16.77%
Late evening/night service	11.18%
Weekend service	11.18%
More service along key roadways	9.74%
A lit shelter at the bus stop	8.95%
Mobility hubs at major destinations to connect buses and community on-demand services	8.15%
Sidewalks to and from the bus stop	7.99%
App-based mobility on demand for local travel and to connect with transit	7.19%
Affordable fare/ costs less than driving	6.55%
Early morning service	5.43%
Improved bus stop cleanliness	4.15%
Other	2.72%
Total	**100.00%**

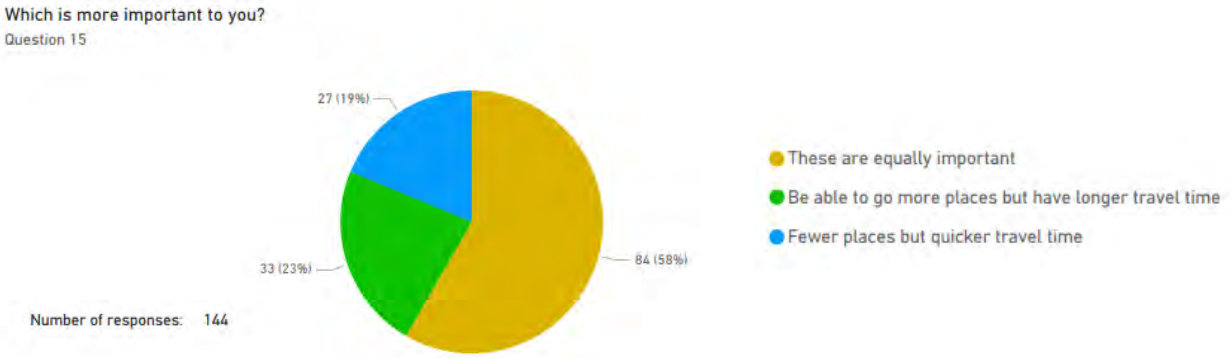
5.5.4 Q14. If public transportation was improved, where would you most likely use it to go? (Select all that apply)

Question 14 asked about where respondents would use transit to go if services were improved. Multiple selections were allowed for this question. Roughly equal shares of respondents chose work or school – 28%, - and shopping, errands or personal appointments – 25%. Another 21% chose recreation or social activities for this question. 14% chose community centers, libraries or other social/governmental services, while 10% selected medical appointments. The responses to this question suggest that RTS should concentrate on providing strong transit linkages between residential and commercial districts.



5.5.4.1 Q15. Which is more important to you, where you can go or travel time?

Question 15 seeks to identify if respondents prioritize transit coverage or speed. The results of this question are mixed. Rather than choosing one over the other, most respondents said that both options are equally important to them. 58% of respondents opted for this selection, while 23% said that more widespread coverage was the most important, and 19% preferred quicker travel time serving fewer places.

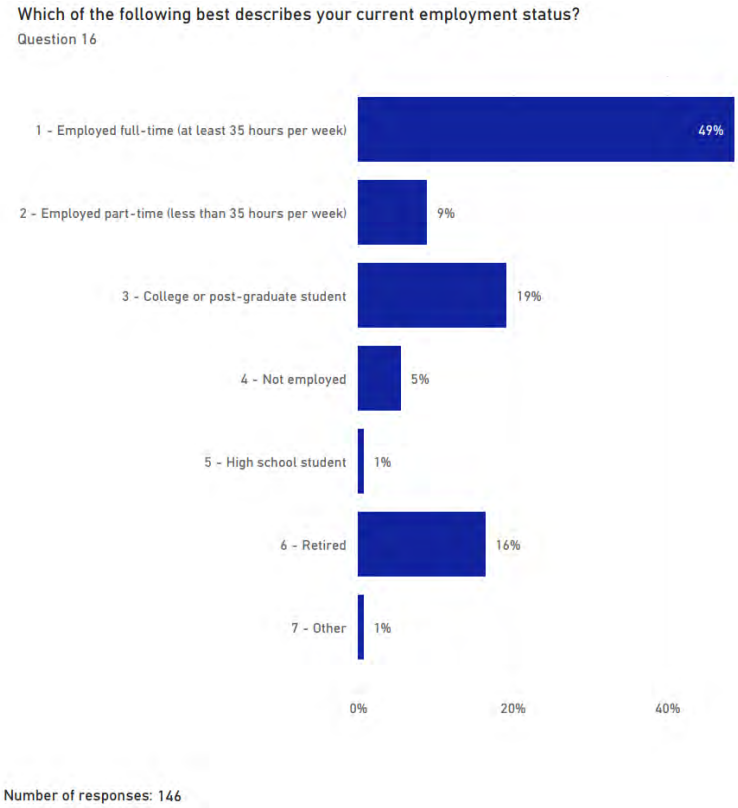


5.5.5 Demographic Questions

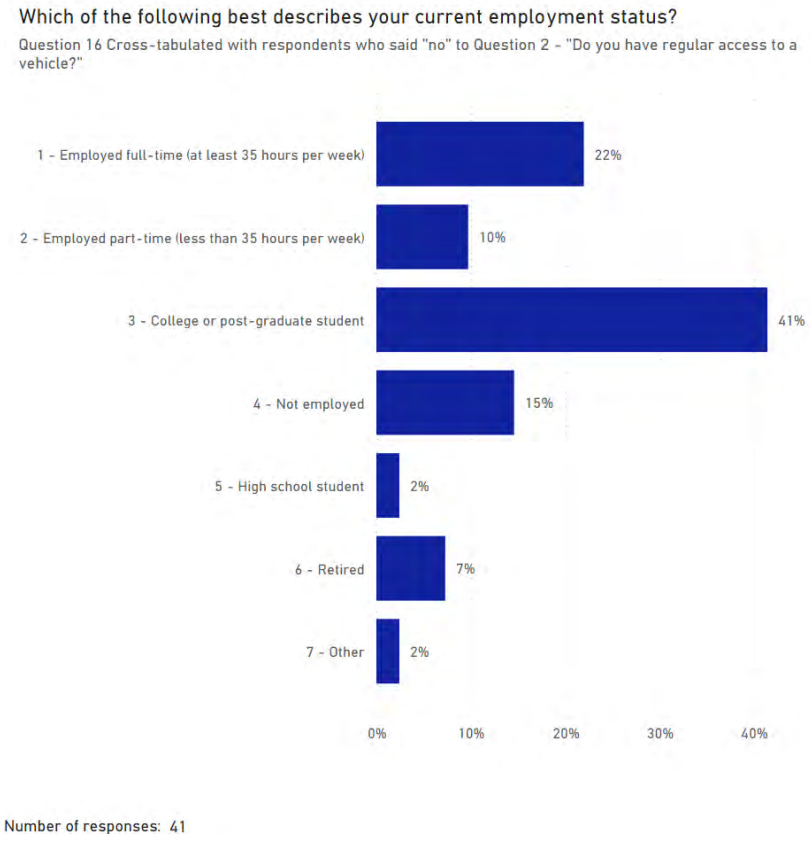
The following demographic questions were included in the survey to better understand who was completing the survey.

5.5.5.1 Q16. Which of the following best describes your current employment status?

Nearly half – 49% – of survey respondents reported being employed full-time or at least 35 hours a week. An additional 9% were employed part-time. A total of 20% of survey respondents reported being students; 19% were college or post-graduate students, 1% were in high school, and 16% of respondents are retired. There were relatively low numbers of college students and more full-time workers.

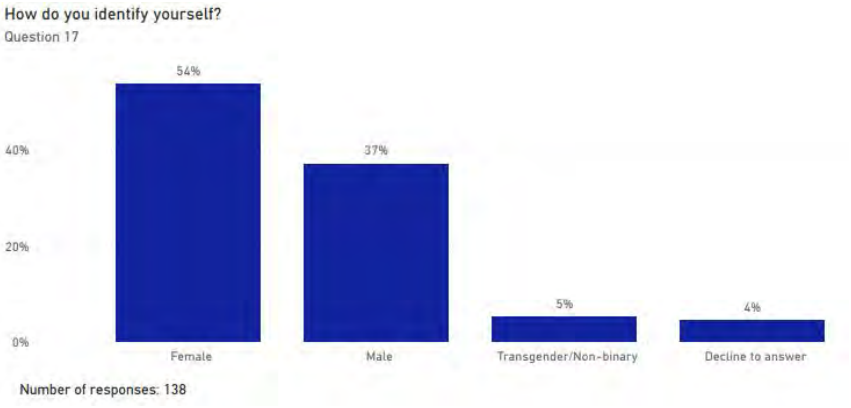


Question 16 cross tabulated with question 2 shows there is considerable overlap between those who do not have vehicular access and college or post-graduate students. When filtering through question 2, 41% said they were college or post-graduate students. Inversely, the percentage of those reporting being employed full-time decreases from 49% to 22% in this tabulation.



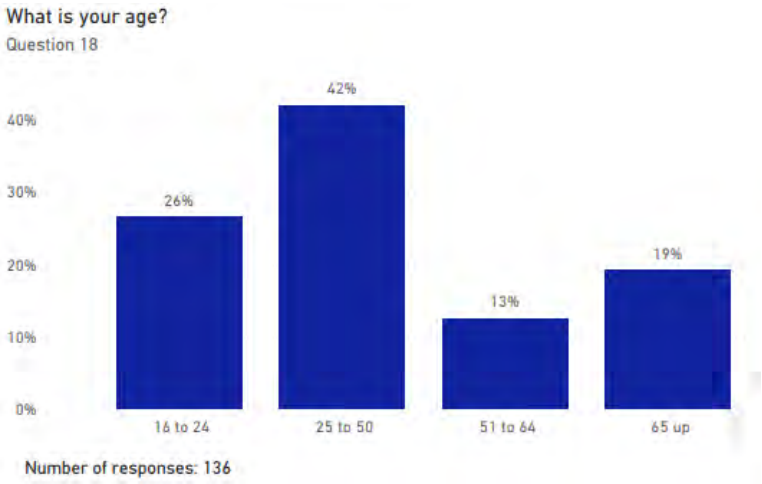
5.5.5.2 Q17. How do you identify yourself?

More women completed the survey than men – 54% and 37% respectively. 5% reported being transgender or non-binary, and 4% declined to answer the question. Cross-tabulating some questions by gender does yield some different results.

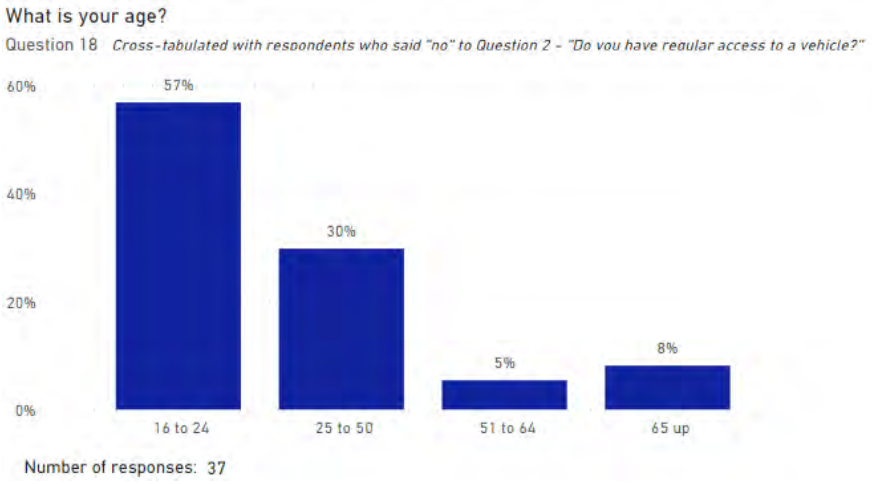


5.5.5.3 Q18. What is your age?

The top two age groups that took the survey were 25-50 years old (42%) and 16-24 years old (24%). For the other age categories, 13% of respondents were between the ages of 51 and 64, and 19% were 65 or older.

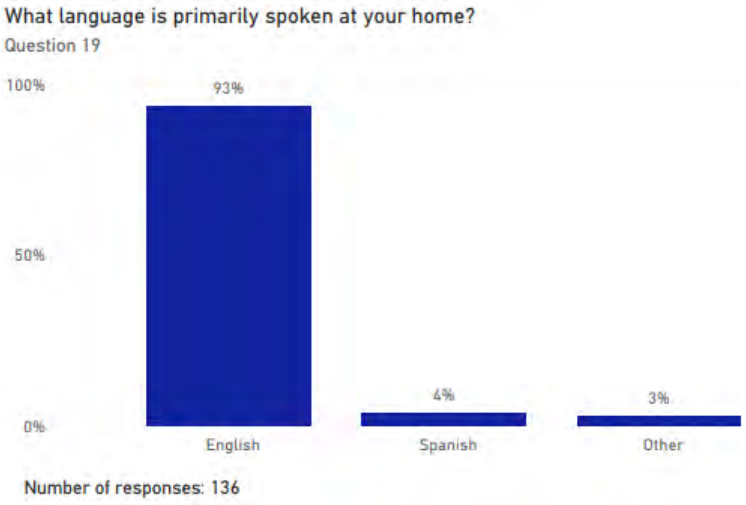


Cross-tabulating qustion 18 with question 2 indicates that individuals who do not have regular access to a vehicle are younger than the overall suver population – 57% of individuals who responded “no” to having access to a vehicle are between the ages of 16 and 24, underscoring the linkage between transit-dependency and age.



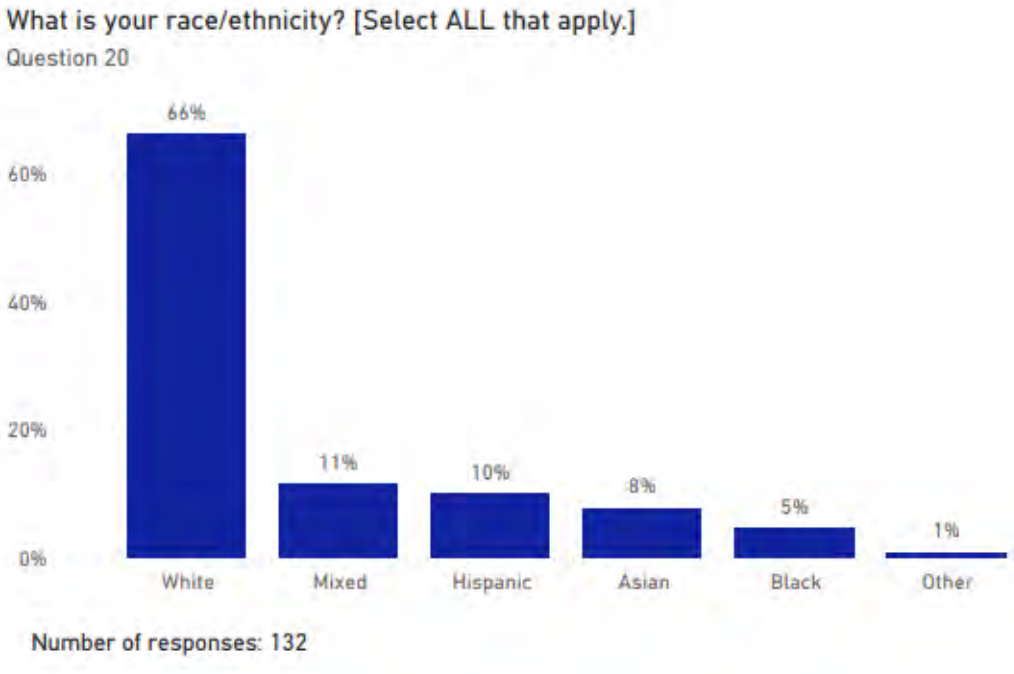
5.5.5.4 Q19. What language is primarily spoken at your home?

When asked about language, a large majority said they spoke English (93%). A small minority – 4% reported speaking Spanish, while 3% reported speaking another language. The languages identified in the other category included Chinese, Hindi, and Polish.



5.5.5.5 Q20. What is your race/ethnicity? (Select all that apply.)

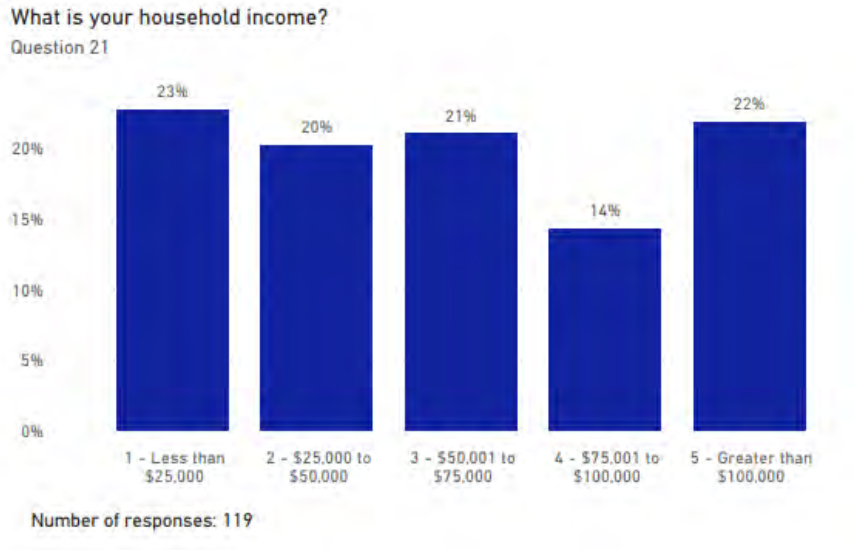
This question asked individuals about their race or ethnicity. Survey respondents could select all that applied. The majority selected White/Caucasian (66%), and the next highest was mixed (11%). 10% identified as Hispanic, 8% as Asian, and 5% as black.



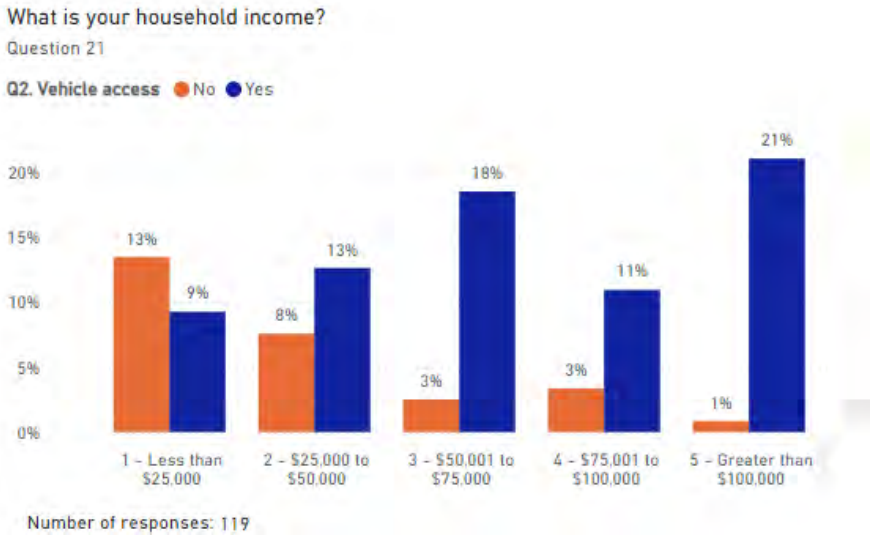
5.5.5.6 Q21. What is your household income?

The household income responses were more or less evenly divided between the five categories. According to the survey, 23% of respondents earn less than $25,000, 20% reported up to $50,000, and 21% reported their household income as up to $75,000. At the other end of the spectrum, 14% reported incomes between $75,000 and $100,000, and 22% said their household income was greater than

$100,000 a year. For comparison purposes, the median income for Gainesville is $43,783, according to the 2022 5-Year American Community Survey.

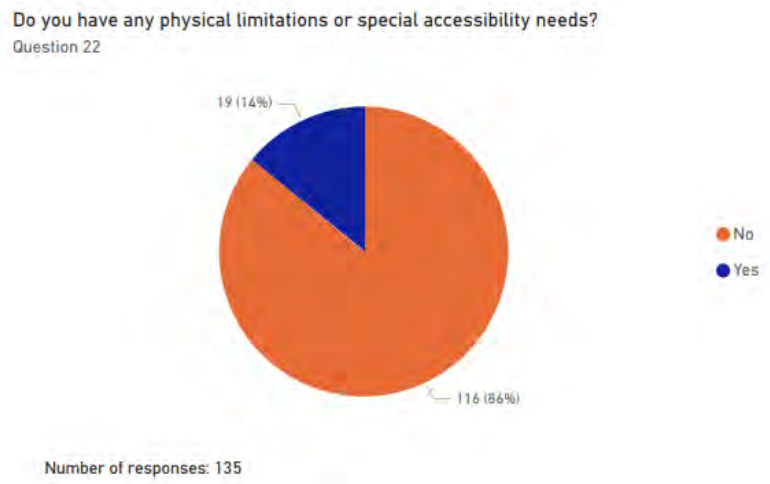


In the following graphic, household income is measured against question 2. Individuals reporting acces to a vehicle trended towards the higher income brackets, with 21% of respondents who do have regular vehicualar access earning more than $100,000. Most of the respondents who said they do not have regular vehicle access, reported earning less than $25,000.



5.5.5.7 Q22. Do you have any physical limitations or special accessibility needs?

Overall, most people who took the survey does not have physical limitations or special accessibility needs, with 86% of respondents choosing this option, but 14% reported having physical limitations or special accessibility needs.



5.5.6 Suggestions and Comments

5.5.6.1 Q23. Please share any suggestions or comments about transportation services you want in your community.

In this open-ended question, respondents were asked to provide suggestions and comments. There were many responses that covered various topics, including the following:

- Bus times and routes need improvement;
- The bus stops need more seating and shade for people waiting for the bus;
- A call for dedicated bus lanes throughout the community;
- One comment stated that bus drivers sometimes park on the curb, which makes it hard for people to get on and off the bus;
- Another comment called for better infrastructure and ADA features transit stops, including improved shading and shelter from the elements;
- Bike infrastructure needs to be improved to help with safety;
- Having more affordable on demand services, along with more routes going to the university and more rural areas;
- A survey respondent asked for newer buses, with better cooling, that the bus seats not be carpeted, and that RTS institute more frequent cleanings;
- One comment asked for drivers to be more responsive about responding to stop requests.
- A need better routes, less transfers and less long wait times between transfers, more frequent run times, covered shelters at the stops, affordable (better than car), more frequent airport access, not all tailored to UF;
- There were calls for more comprehensive paratransit services, including one survey respondent who noted they have experienced no-shows for scheduled paratransit rides.

Please see the Appendix C for the full unabridged list of responses to Question 23.

5.5.6.2 Q24. Please share any suggestions or comments about transportation services you want in your community.

Comments covered an array of topics including the following:

- Better connections throughout the community;
- Longer operating times, including later runs at night;
- Increased service frequency;
- Improve the roads to make them safer for bicyclists;
- Dedicated bus lanes;
- Institute park and ride facilities around Gainesville;
- Some survey respondents noted that there were errors in the app on the map and inaccurate run times;
- One survey respondent asked for a return of the connector routes, stating that they are useful for students and employees who live outside of Gainesville;
- Downtown shuttles from parking lots and garages for people with mobility challenges.

Please see the Appendix C for the full unabridged list of responses to Question 24.

5.6 Public Workshops and Discussion Groups

The Consultant Team and RTS staff conducted invitation-based discussion groups. One of the discussion group workshops focused on current and former riders. The other discussion group workshop was focused on: community/neighborhood associations; social and healthcare services; and workforce/economic development. The workshops were held at accessible venues coinciding with RTS's existing service area. The following table highlights those present for the group workshops, along with the time, date, and location of the workshops.

A total of two public meetings were held during the project as summarized below. The first meeting was held as a kickoff meeting.

5.6.1 Public Meeting # 1 Thursday, April 11, 5 – 7 p.m., GTEC, Room 107 2153 Southeast Hawthorne Road, Gainesville, FL

Notification of Meeting

- Public Meeting #1 was conducted in-person with a meeting announcement posted on the City of Gainesville's Department of Transportation website, also known as the Regional Transit System (RTS) and announced at a preceding Citizen Transit Advisory Committee meeting where the members were encouraged to also share the public meeting details on their organization's communications platforms. Questions and comments could be submitted on forms provided at the public meeting, on the project's virtual room, or by QR code included on the meeting's handout.

Attendance

- There were 18 participants including attendees who did not sign in. Of those 18 participants, 10 were project team members (three did not sign in), three (3) were volunteer Spanish translators and five (5) were passersby who also did not sign in but engaged in learning about the study and the survey that was available via iPads and QR code on the handout.

Summary

The following provides a summary of information provided and discussed at the meeting.

- Overview of the study, status/updates, purpose of the meeting, and introduction to activities as shown in the digital presentation.
- Activity and other project boards were available. Monkey string representing attendee's comments were added to the display board by attendees. See photo in Appendix D.
- Comment table with forms and collection boxes were available.
- Table for iPads with pre-loaded surveys was available.
- Public meeting signs with arrows were placed along Hawthorne Road and in the parking lot to encourage and direct participation from the community to the respective room in the GTEC building.
- The meeting ended at 7 p.m. per scheduled time.

Attendee Comments

- No comments were submitted at the meeting or during the 14-day comment period.

5.6.2 Public Meeting #2 Friday, April 12, 5 – 7 p.m., RTS Headquarters, 34 SE 13th Rd, Gainesville, FL 32601

Notification of Meeting

- Public Meeting #2 was conducted in-person as a pop-up at the agency's 50-year anniversary event. An announcement for the anniversary event was posted on the City of Gainesville's Department of Transportation website, also known as the Regional Transit System (RTS) and the pop-up event was announced at a preceding Citizen Transit Advisory Committee meeting where the members were encouraged to also share the event and meeting details on their organization's communications platforms. Questions and comments could be submitted on forms provided at the public meeting, on the project's virtual room, or by QR code included on the meeting's handout.

Attendance

- There were 50 participants excluding attendees who did not sign in. Of those participants, 10 were project team members including RTS who did not sign in.

Summary

The following provides a summary of information provided and discussed at the meeting.

- Overview of the study, status/updates via project boards and activity.
    - Monkey string representing attendee's comments were added to the display board by attendees. See photo in Appendix D.
- iPads with pre-loaded surveys was available.
- The meeting ended at 7 p.m. per scheduled time.

5.7 Virtual Room Website

A virtual room is an online website that simulates a meeting room that displays project data and relevant information about the project in ways that are accessible and interesting for the public and stakeholders. Visitors who enter the room saw a 360-degree room filled with project materials such as PowerPoint presentations, fact sheets, information boards, technical reports, a sign-in sheet, comment box, and more. Figure 5-2 presents the front-facing view of the virtual room. The virtual room website was available from March 20th to September 13th, receiving a total of 660 visits and 3 comments. The comments mentioned a desire for a regional train to improve connections to other parts of Florida, as well as specific feedback about a bus driver.

FIGURE 5-2: VIRTUAL ROOM VIEW

5.8 Citizen Advisory Board

The consultant team presented to the Citizen Advisory Board (CAB) on September 18, 2024, from 5:30pm to 7:30pm at the RTS main office. At this meeting the consultant team introduced the baseline conditions, outreach, performance metrics, and recommendations identified in the TRRP. The CAB group meets monthly to discuss transit updates.

6 NEEDS ASSESSMENT

As presented previously in Sections 1 and 2, a significant level of analysis was completed on the RTS system and its service area. Such analysis is critical in a redesign study as it provides both context and structure for the development of potential recommendations for new services and/or service modifications and enhancements. Using these various data and analyses, the project team evaluated the local service area, service demand, and service supply to identify any existing geographical/temporal gaps between identified needs and existing services so that these could be accounted for in the redesign TRRP study.

The following are the key items (presented in more detail in those prior sections) that were assessed to identify transit needs within the current RTS service area. Each is summarized briefly in this section to further highlight the various pertinent issues and needs and how they were considered in the development of the recommendations associated with the TRRP study.

- Population Trends and Characteristics – Used to identify where potential growth is occurring and where ridership potential may be located
- Labor Force and Employment – Used to locate where higher concentrations of employment occur and where opportunities for work-based transit is most needed
- Major Activity Centers and Land Use – Used to identify where the highest boardings and alightings occur in the service area
- Transportation Disadvantaged Populations – A traditional rider market, or transportation disadvantaged population, refers to population segments that historically have had a higher propensity to use transit or are dependent on public transit for their transportation needs
- Discretionary Markets – The discretionary market analysis (DTA) describes potential riders living in higher-density areas who may choose to use transit
- Gap Analysis – A criteria-based method that reviews coverage and assesses potential connectivity gaps in the service area

6.1 Population Trends and Characteristics

Per the most recent (2022) ACS 5-year Estimates, Gainesville's population is 138,741, the city's population grew 7.2% over the past 5-years and 11% over the past 10-years. It comprises half of Alachua County's total population. Gainesville's population is most concentrated near the University of Florida, SW 20th Avenue, SW 62nd Boulevard, and in deep-rooted neighborhoods including Pleasant Street, Fifth Avenue, and the Porters Community.

Gainesville has a relatively young population, as individuals below the age of 25 comprise nearly half of the entire population. Residents under the age of 45 comprise nearly three quarters of the city's population. Over 34% of Gainesville residents are aged 15 to 24 and 11.6% are over 65 years of age, totaling 45.7% of the population with a high propensity for transit use due to age. Women in Gainesville

slightly outnumber men, comprising 52 percent of the population, although the number of men in the 0-15 and 25-44 age groups exceeds the number of women in those same age groups.

In addition, 62.6% of Gainesville's population identifies as White. The next largest cohort is Black/African Americans, composing 21.3% of the city's population. Nearly 8% of Gainesville residents identify with multiple races and the remaining 8.3% are other races.

6.2 Labor Force and Employment

RTS must accommodate a variety of work schedules and trip destinations to adequately support a diverse base of riders in the greater Gainesville area. According to Gainesville's 2022 Comprehensive Financial Report, Gainesville's total labor force amounted to 148,660 employees. The three occupational groups with the highest levels of employment in Gainesville include office/administrative support, healthcare practitioners, and food preparation/service. The University of Florida and its healthcare branch (Shands) employs nearly one in five Gainesville workers. The project team designed routes that better serve the top aforementioned industries and surrounding uses by providing more refined and thoughtful routes connecting both students and employees to job centers and key locations throughout the Gainesville area.

6.3 Major Activity Centers and Development

First mile/last mile connections and services make transit more attractive and viable for employees in major jobs centers, especially where there are not presently sufficient transit connections. These services should vary by mode, frequency, and type to capture the various markets within and connecting to various key activity centers throughout the Gainesville area. Activity centers reviewed include major employment locations and other locations identified as transit generators, such as higher education institutions, health and medical facilities, government services, major shopping destinations, sports facilities, points of interest, and public housing.

Future development will create new demands for transportation, including for transit. There are approximately 380 active development projects currently listed by the City of Gainesville Department of Sustainable Development, ranging in status from prescreening to approved. The types of development range from small-scale renovations and single-family housing projects to hospitals and other major developments. Residential and mixed-use developments of significant scale will take place in Gainesville's Northside, near SW 17th Road, near Williston Road west of Interstate 75, and west of UF's campus between SW 20th Avenue and Hull Road. In addition to residential and mixed-use, major upcoming commercial developments include improvements and expansions to the Gainesville Regional Airport, a new hospital and emergency room near Archer Road, and an urgent care center in Gainesville's Eastside.

6.4 Transportation Disadvantaged Populations

Transportation disadvantaged or the traditional transit market refers to populations that historically have a higher propensity to use transit and depend on public transit for their transportation needs. The

RTS service area includes Census block groups with significant transit dependent populations. In Gainesville, areas very highly propense to transit include the University of Florida campus and its surrounding areas to the north, south and east, and a couple pockets in Northwest and Southeast Gainesville. Block groups of medium to high transit propensity are located between NW 34th Street and NW 43rd Street, and in East Gainesville. The project team used this information to realign routes and consolidate service to fill in service gaps that were underserved by the RTS service.

6.5 Discretionary Markets

The discretionary market refers to the potential riders living in higher-density areas of the service area who may choose to use transit as a commute or transportation alternative though they have other options with which to meet their mobility needs. Most areas in Gainesville exhibit either a high concentration of dwelling units, a high concentration of jobs, or neither. The only areas in the city with both very high concentrations of housing and employment are located near University Avenue and SW 34th Street, University Avenue and NW 13th Street, and the southernmost portion of UF's main campus.

For household unit-based results the areas with the highest housing density in Gainesville are those with high concentrations of multi-unit residential structures. Very high investment in housing density is primarily located surrounding the University of Florida's main campus. With some additional areas appearing just west of Gainesville's municipal boundary. Moderate housing density can also be found in many areas between NW 13th Street and Main Street.

Similarly to the household unit-based metric, the employment unit-based metric had similar trends with high employment density in Gainesville being characterized by several large employers including the University of Florida, its medical branch (UF Health/Shands), HCA Healthcare, and Santa Fe College. Block groups that include and surround these institutions' main campuses exhibit high employment density. Along with other areas of moderate employment density appearing in areas around Butler Plaza and areas near SW 16th Avenue and SW 13th Street.

The project team used this tool to determine whether existing routes serve areas of Northern Kentucky considered to be transit-supportive for the corresponding transit market.

6.6 Gap Analysis

The project team conducted a gap analysis aimed to identify geographical gaps in public transit where travel needs are high, but services are non-existent (unserved) or insufficient (underserved). These gaps are primarily located in Northwest Gainesville, distant from major arterial roads, with additional gaps sprinkled throughout the city. Areas of very high transit propensity that noticeably may have the potential for being underserved include:

- Turkey Creek Forest (near NW 13th Street and NW 43rd Street)
- Idylwild and Oak Hammock (south of Williston Road between SW 13th Street and SW 34th Street)
- Westmoreland and Libby Heights (near NW 34th Street and NW 8th Avenue)

7 TRANSIT ROUTING RECOMMENDATIONS

Due to the specific focus of the study, transit routing and operating modifications were analyzed and prioritized throughout the course of the project to develop an implementable set of service recommendations. Extensive data collection and analyses were performed in the early stages of the project to evaluate existing service performance, coverage, and potential new markets, as well as determine whether existing service levels and types were effective in providing the necessary mobility to the community to meet the communities travel needs, as well as generate ridership.

An important initial recommendation for the TRRP was to first focus on modifications to the existing network to address existing operational issues negatively affecting the performance of the overall service and ridership. These issues result from a variety of both internal and external factors that include increased traffic congestion throughout the service area, overextension and redundancy in service coverage. As a result, key goals for this system redesign include:

- Minimize impacts to existing ridership while increasing system operational efficiencies
- Preserve coverage, but realign routes where they are negatively impacting ridership, travel times, and on-time performance on existing routes
- Reduce redundancy to better utilize resources to bolster other services

All new routes that end up being implemented must be advertised in individual route brochures or published online. If brochures are used, it also is recommended that there be a section on the reverse of each route brochure that shows the corridor frequencies associated with the proposed routes and new services to indicate the variety of options passengers have for travel along each corridor throughout a typical weekday, Saturday, or Sunday.

This section of the report is framed in two phases, the first phase of the recommendations is reflective of the proposed changes stemming from the UF transit study that occurred outside of the TRRP project. UF, Santa Fe College (SFC), Alachua County (County), and City staff reached agreeable terms on a new base network with major modifications occurring mainly to the UF funded routes. The proposed changes to the routes funded by UF remained consistent into the second phase of recommendations which considered the proposed changes from phase 1 and reworked the RTS funded routes and potential new service to better serve the Gainesville community. The following section outlines the proposed changes associated with both networks.

7.1 Phase 1 – New Base Network (1-2 year Implementation)

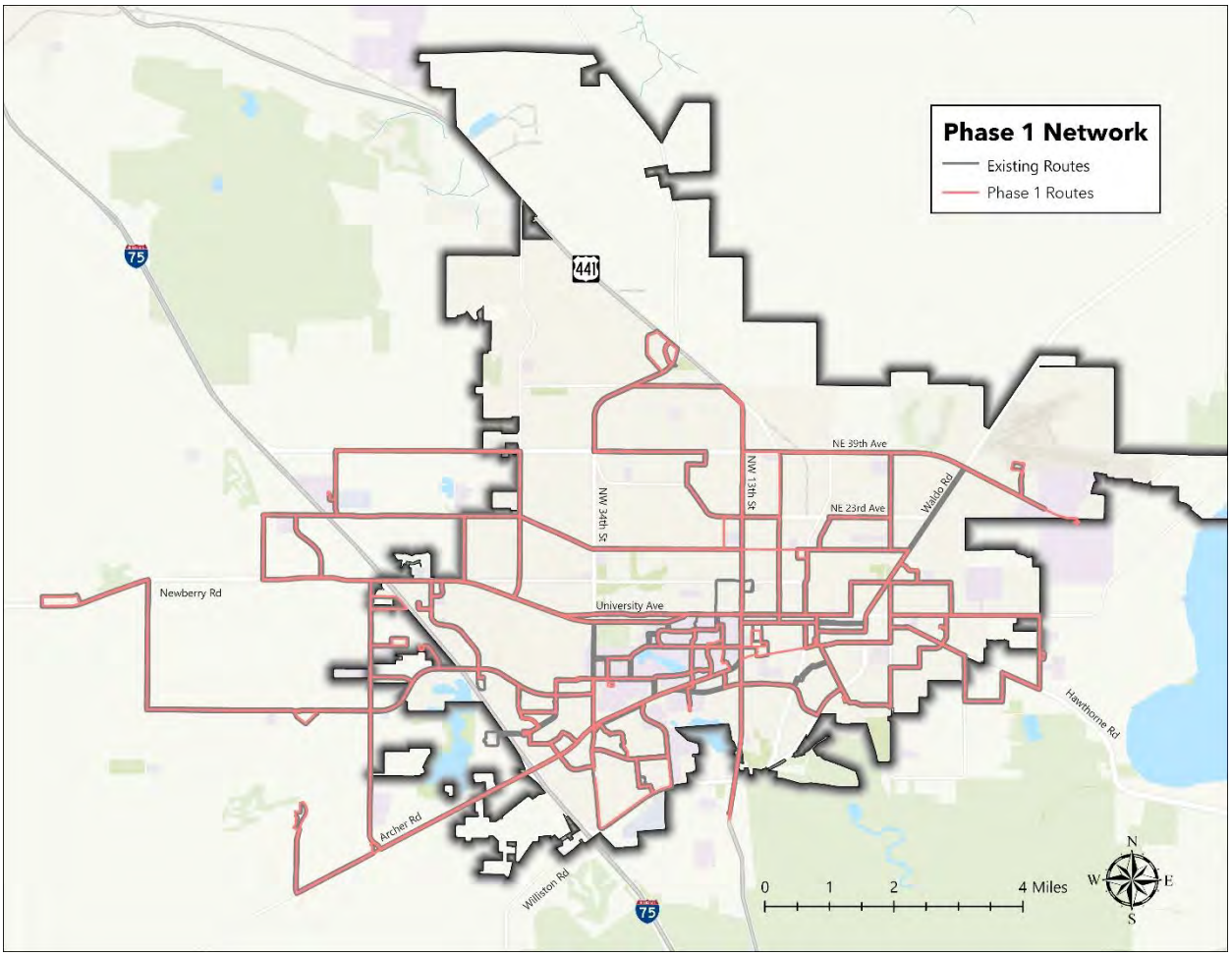
In the midst of formulating recommendations for the TRRP project UF completed a transit study unrelated to the TRRP study. These initial recommendations were vetted by RTS staff and ultimately led to the development of a new near-term network that UF, SFC, County, and RTS adopted. The following section outlines the proposed changes associated with this new network which is referred to as "phase 1" for purposes of separating the two recommendations being provided in this section. The following section outlines the proposed modifications to the existing fixed route network associated with phase 1 of the TRRP study. Table 7-1 below highlights the existing services and the proposed modification, removal, or sustainment of each route.

TABLE 7-1: PHASE 1 SYSTEM ROUTE ALIGNMENT MODIFICATIONS OUTLINE

Route	Funding	Maintained	Removed	Modified	Modification Made
1	RTS	x			
3	RTS	x			
5	RTS	x			
6	RTS	x			
7	RTS	x			
8	RTS			x	Connects to east side Walmart, no longer serves Shand's
9	UF			x	Circulator style route, serves area rt 34 used to cover to some degree
10	RTS	x			
11	RTS	x			
12	UF			x	Serves new area south of archer and along 34th street, circuitous alignment
13	UF			x	Extended north on 13th to NW 23rd Ave
15	RTS	x			
16	UF		x		
17	UF			x	Serves area previously served by rt 16, maintains most service
20	UF			x	Serves are below SW 24th street then back onto 20th Ave
21	UF		x		
23	SFC	x			
25	UF		x		
26	RTS	x			
28	UF		x		
33	UF			x	Serves Reitz Union and changes alignment to and from Butler Plaza
34	UF		x		
35	UF		x		
37	UF	x			
38	UF		x		
43	RTS	x			
46	UF		x		
52	County	x			
75	County	x			
76	SFC	x			
78	SFC	x			
118	UF		x		
122	UF		x		
125	UF		x		
126	UF		x		
127	UF		x		
150	UF	x			
711	RTS	x			

Figure 7-1 below highlights the system level comparison to the existing RTS network to the Phase 1 network by means of a network overlay, the pink routes shown above the existing routes in grey allow for the geographic comparison of the proposed network ahead of the funding specific changes outlined in a forthcoming section of this report.

FIGURE 7-1: PHASE 1 SYSTEM OVERLAY



7.1.1 UF Route Modifications and Proposed Services

As indicated in the table above, 13 routes are removed from the existing fixed route network. The following sections refine the previously presented table by funding source, breaking out the existing and proposed network modifications by funding provider. Tables 7- 2 and 7-3 below outline the existing and proposed route level operational requirements and capital for only the UF funded routes.

TABLE 7-2: EXISTING UF OPERATIONAL REQUIREMENTS (SEPTEMBER 2023)

ROUTE	VEHICLES	HOURS / YR	FA $ / YR ($96.4/HR)
9	4	9,439	$909,920
12	4	13,236	$1,275,950
13	2	5,819	$560,952
16	1	3,741	$360,632
17	1	2,639	$254,400
20	4	15,531	$1,497,188
21	3	7,888	$760,403
25	1	3,141	$302,792
28	2	4,199	$404,784
33	4	13,514	$1,302,750
34	1	3,587	$345,787
35	4	13,655	$1,316,342
37	2	6,265	$603,946
38	5	12,419	$1,197,192
46	1	2,231	$215,068
118	4	8,602	$829,233
122	2	4,420	$426,088
125	2	4,560	$439,584
126	2	2,991	$288,332
127	2	4,675	$450,670
150	2	3,613	$348,293
SUMMARY	**53**	**146,165**	**$14,090,306**

TABLE 7-3: MODIFIED UF OPERATIONAL REQUIREMENTS

ROUTE	VEHICLES	HOURS / YR	FA $ / YR ($96.4/HR)
9	4	11,036	$1,063,870
12	4	10,366	$999,282
13	4	15,695	$1,512,998
17	3	4,759	$458,768
20	5	16,481	$1,588,768
33	4	10,274	$990,414
37	4	13,334	$1,285,398
150	2	3,613	$348,293
SUMMARY	**30**	**85,556**	**$8,247,791**

As indicated in the tables above, there is a reduction of service reflected in the UF funded routes, 13 routes being eliminated. The proposed reduction of service to the existing fixed route network equates to an annual savings of approximately $5.8 million based on the fully allocated cost per hour. Some of these reductions are mitigated by the addition of new services highlighted in Table 7-4 below. The following routes outlined in Table 7-4 below reflect the refined alignment of campus circulator routes providing localized mobility to the UF campus and some surrounding areas. Figure 7-2 on the following page highlights the proposed changes outlined in this subsection.

TABLE 7-4: PROPOSED NEW SERVICE UF OPERATIONAL REQUIREMENTS

ROUTE	VEHICLES	HOURS / YR	FA $ / YR ($96.4/HR)
CC1	1	4,542	$437,849
CC2	4	13,878	$1,337,839
CC3	1	3,074	$296,334
SUMMARY	**6**	**21,494**	**$2,072,022**

FIGURE 7-2: PHASE 1 UF SYSTEM OVERLAY

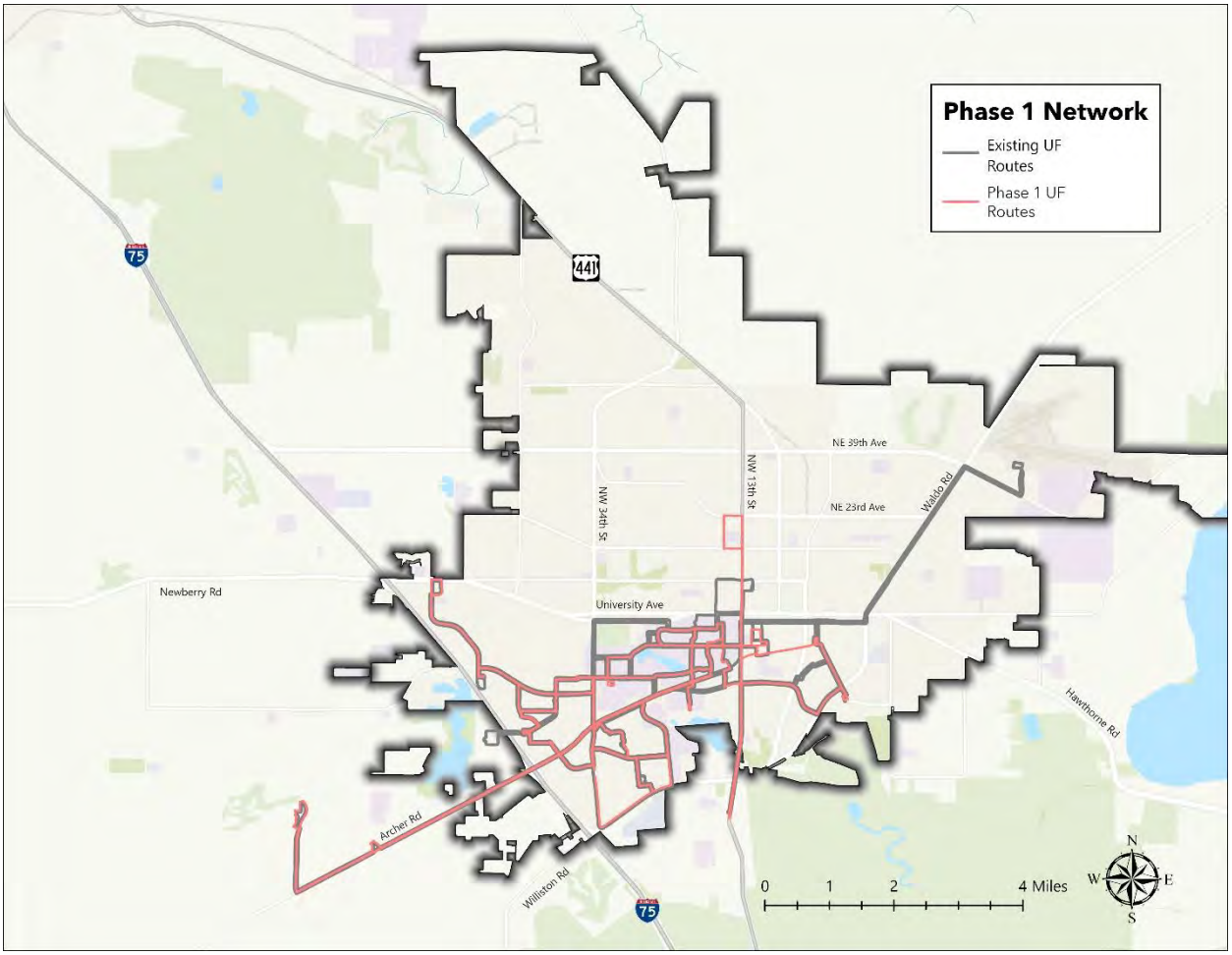


Table 7-5 below outlines the operating requirements for all services provided by UF associated with Phase 1 of the TRRP. As indicated, it will cost UF approximately $10.3 million to operate the proposed services, a decrease of approximately $5.8 million compared to the existing services funded by UF.

TABLE 7-5: PROPOSED UF PHASE 1 OPERATING REQUIREMENTS

ROUTE	VEHICLES	HOURS / YR	FA $ / YR ($96.4/HR)
9	4	11,036	$1,063,870
12	4	10,366	$999,282
13	4	15,695	$1,512,998
17	3	4,759	$458,768
20	5	16,481	$1,588,768
33	4	10,274	$990,414
37	4	13,334	$1,285,398
150	2	3,613	$348,293
CC1	1	4,542	$437,849
CC2	4	13,878	$1,337,839
CC3	1	3,074	$296,334
SUMMARY	**36**	**107,052**	**$10,319,813**

7.1.2 RTS Route Modifications and Proposed Services

Table 7-6 and 7-7 below outline the existing and proposed route level operational requirements for RTS funded routes. No major changes regarding removal of service were indicated for City routes in this phase of the study. However, there was one minor modification indicated by RTS staff to the alignment of Route 8, which will now provide more service to the Walmart on the east side of Gainesville increasing the number of transfer locations for the system, which also increases access and connectivity of transit. In addition, based on the coordination with UF, RTS staff suggested operational adjustments to all routes.

TABLE 7-6: EXISTING RTS OPERATIONAL REQUIREMENTS (SEPTEMBER 2023)

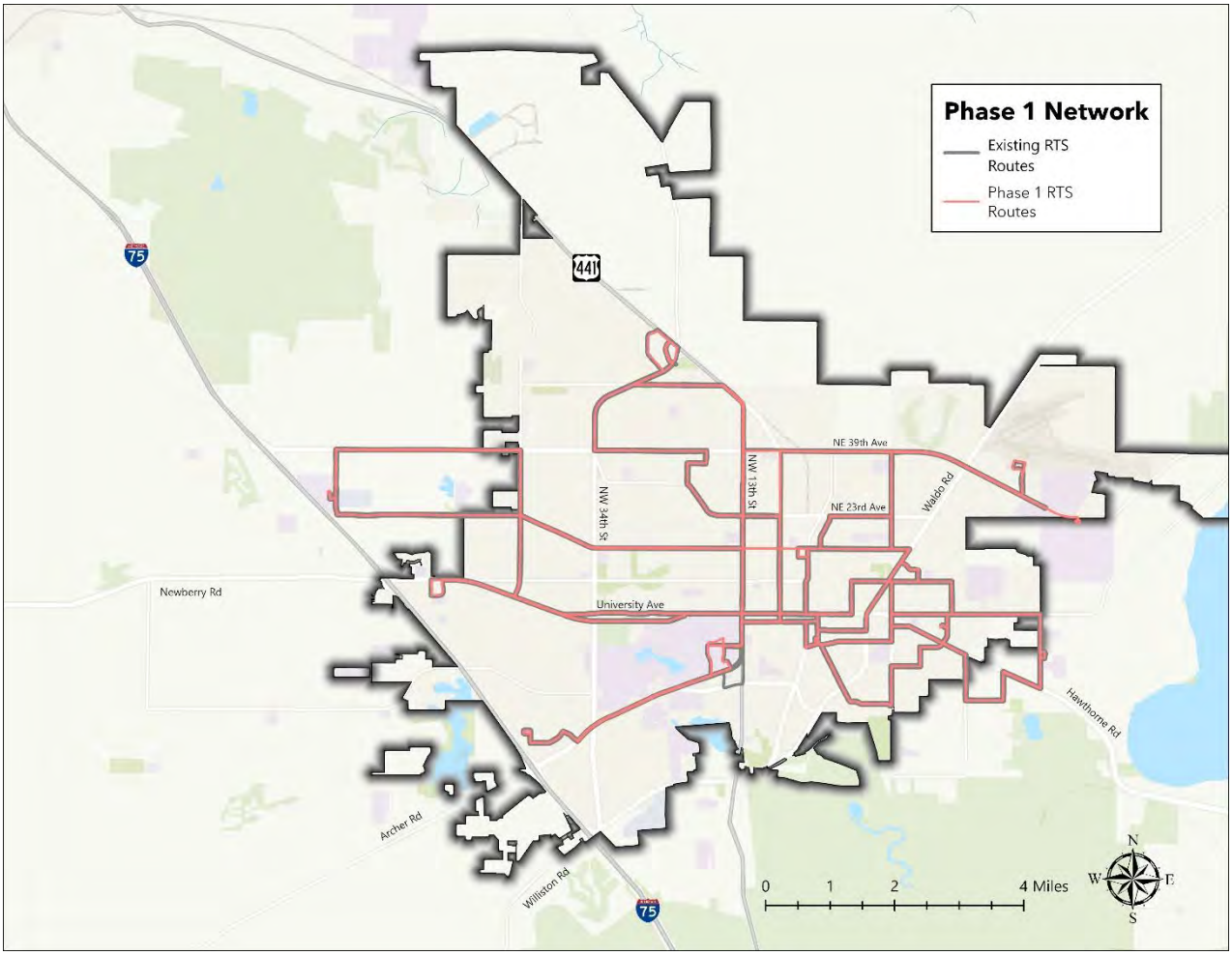
ROUTE	VEHICLES	HOURS / YR	FA $ / YR ($96.4/HR)
1	4	10,063	$970,073
3	2	3,213	$309,733
5	3	11,187	$1,078,427
6	1	3,300	$318,120
7	1	2,380	$229,432
8	2	7,450	$718,180
10	3	5,134	$494,918
11	1	2,440	$235,216
15	2	7,316	$705,262
26	1	3,094	$298,262
43	2	5,274	$508,414
711	1	3,508	$338,171
SUMMARY	**23**	**64,359**	**$6,204,208**

As indicated in the table below, there is no reduction in service with RTS funded routes. In phase 1 of the study there are no proposed new services to be operated by RTS, only modifications provided by RTS staff which are reflected in the increase of 7,026 annual revenue hours and a increase of nearly $700k in operating costs. Table 7-7 outlines the proposed RTS operating requirements under Phase 1, followed by Figure 7-3 highlighting the proposed network overlay.

TABLE 7-7: MODIFIED RTS OPERATIONAL REQUIREMENTS

ROUTE	VEHICLES	HOURS / YR	FA $ / YR ($96.4/HR)
1	4	16,093	$1,551,365
3	2	3,911	$377,020
5	3	9,330	$899,412
6	1	4,087	$393,987
7	1	3,443	$331,905
8	2	4,899	$472,264
10	3	5,889	$567,700
11	1	2,401	$231,456
15	2	6,093	$587,365
26	1	4,514	$435,150
43	2	6,052	$583,413
711	1	4,673	$450,477
SUMMARY	**23**	**71,385**	**$6,881,514**

FIGURE 7-3: PHASE 1 RTS NETWORK OVERLAY



7.1.3 Santa Fe College (SFC) and County Route Modifications and Proposed Services

Tables 7-8 and 7-9 below outline the existing and proposed route level operational requirements for SFC and County funded routes. There were no major changes regarding the removal of service for SFC and County routes in this phase of the study. Only minor modifications to operating requirements were made regarding weekend operations with minor impacts on revenue hours, hence the reflected cost savings indicated between the two tables.

TABLE 7-8: EXISTING SANTA FE AND COUNTY OPERATIONAL REQUIREMENTS (SEPTEMBER 2023)

ROUTE	VEHICLES	HOURS / YR	FA $ / YR ($96.4/HR)
52 (County)	2	4,675	$450,670
75 (County)	3	8,162	$786,817
23 (SF)	2	3,940	$379,816
76 (SF)	1	1,781	$171,688
78 (SF)	1	2,040	$196,656
SUMMARY	**9**	**20,598**	**$1,985,647**

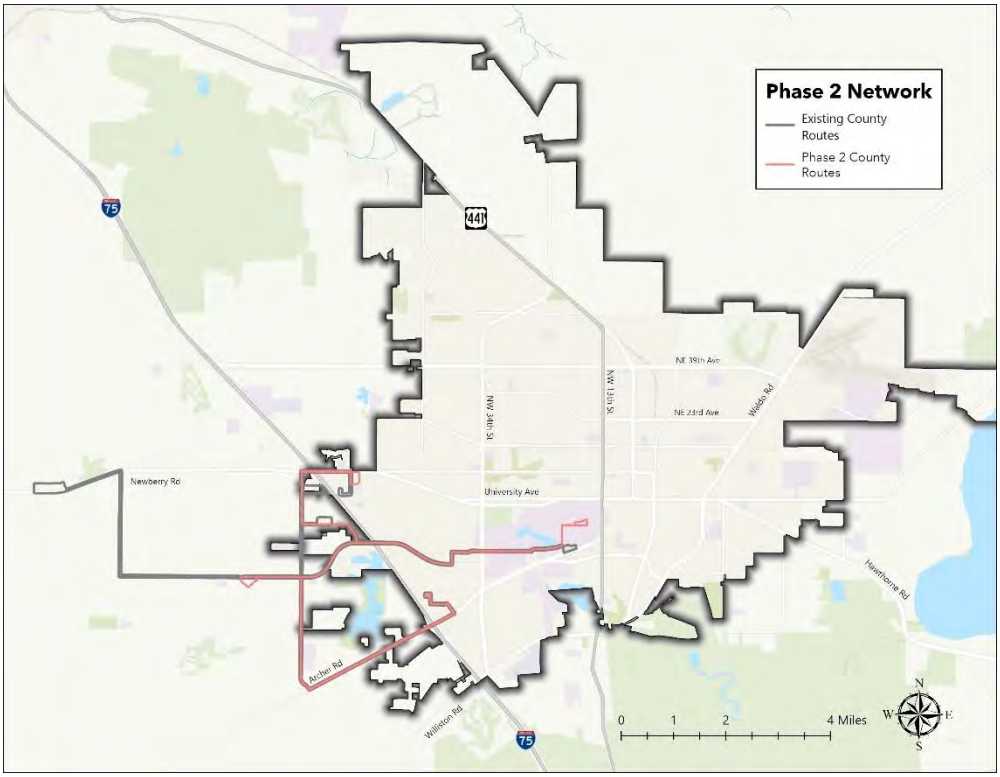
As indicated in the table below, there is no direct reduction in service with SFC and County funded routes. The proposed services for SFC and County compared to the existing fixed route network equate to an annual decrease of just over $30,000 (just over $15,000 for both SFC and County), based on the NTD fully allocated cost per hour. In phase 1 of the study, there are no proposed new services to be operated by SFC and County, only minor modifications to operating requirements as mentioned.

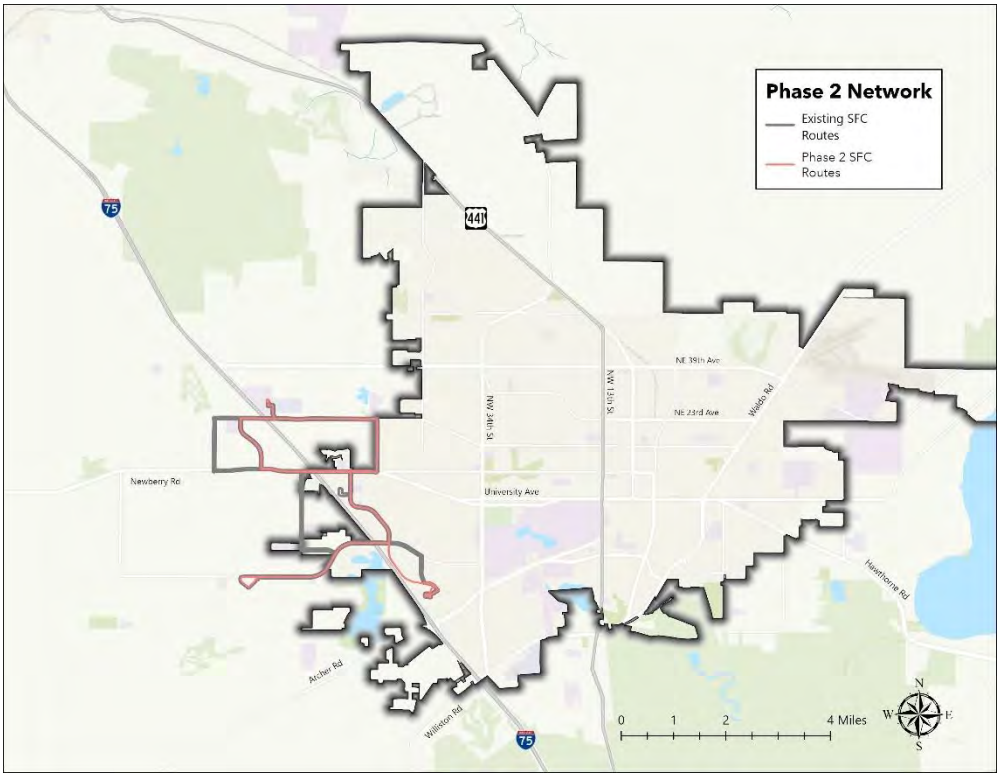
TABLE 7-9: MODIFIED SANTA FE AND COUNTY OPERATIONAL REQUIREMENTS

ROUTE	VEHICLES	HOURS / YR	FA $ / YR ($96.4/HR)
52 (County)	2	4,675	$450,670
75 (County)	3	8,002	$771,393
23 (SF)	2	3,774	$363,814
76 (SF)	1	1,781	$171,688
78 (SF)	1	2,040	$196,656
SUMMARY	**9**	**20,272**	**$1,954,221**

Figure 7-4 below illustrates the network overlay for Phase 1 routes for SFC and County funded routes.

FIGURE 7-4: PHASE 1 COUNTY/SANTA FE COLLEGE NETWORK OVERLAY

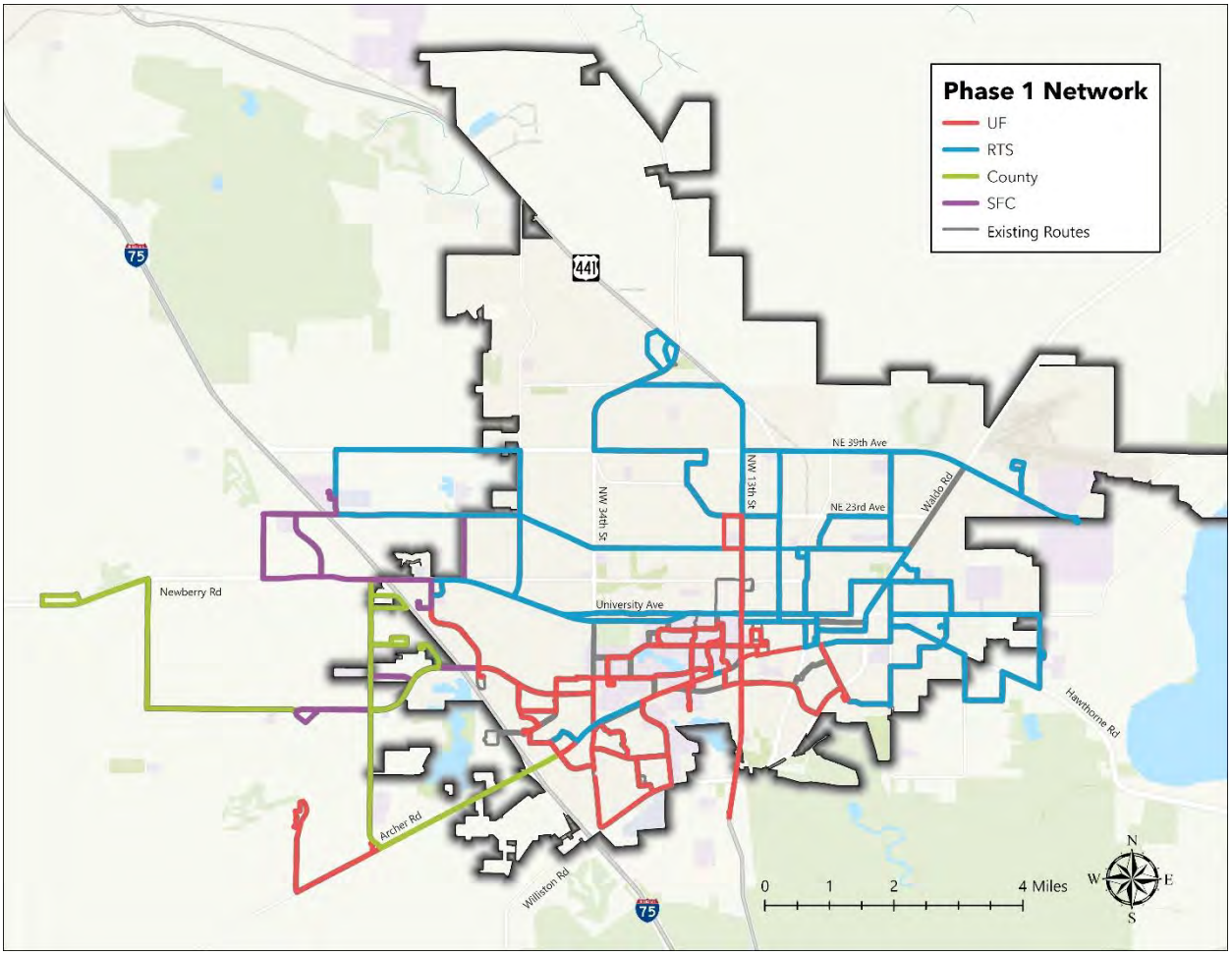




7.1.4 Phase 1 System Summary

The following section offers a system level summary for the Phase 1 network, previously broken out by funding source throughout this section of the report. The following provides a system level summary regarding span and frequency of service for Weekdays, Saturdays, and Sundays. Along with that this section highlights the Phase 1 network spatially by funding source, allowing the viewer to gain necessary insight into the geographic distribution of service provided in this network illustrated below in Figure 7-5. Lastly, this section provides the total operating cost for the Phase 1 network by combining the previously summarized data throughout this section of the report.

FIGURE 7-5: PHASE 1 NETWORK BY FUNDING SOURCE



Phase 1 Service Spans

Tables 7-10, 7-11, and 7-12 show the service spans and headways of each route on weekdays, Saturdays, and Sundays, respectively. On weekdays, routes typically begin service between 6:00 AM and 8:00 AM, and end between 7:00 PM and 11:00 PM. On Saturdays, only about half of the fixed routes are in service. The Saturday service spans are shorter, as most routes begin service around 7:00 AM and end service around 7:00 PM. On Sundays, a similar number of routes operate, however the service span is significantly shorter, as most routes only operate between 10:00 AM and 6:00 PM.

TABLE 7-10: PHASE 1 WEEKDAY SPAN AND FREQUENCY CHART

Route	Provider	6am	7am	8am	Mid-day	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm	12am
1	City				→										
3	City				→										
5	City				→										
6	City				→										
7	City				→										
8	City				→										
9	UF				→										
10	City				→										
11	City				→										
12	UF				→										
13	UF				→										
15	City				→										
17	UF				→										
20	UF (1/2)				→										
23	SF (1/2)				→										
26	City				→										
33	UF				→										
37	UF				→										
43	City				→										
52	CY				→										
75	CY				→										
76	SF				→										
78	SF				→										
711	City				→										
150	UF				→										
CC1	UF				→										
CC2	UF				→										
CC3	UF				→										

Headways
- ≤15 minutes
- 16 - 29 minutes
- 30 - 44 minutes
- 45 - 59 minutes
- ≥60 minutes

Table 7-11: Phase 1 Saturday Span and Frequency Chart

Route	Provider	6am	7am	8am	9am	10am	11am	Mid-day	4pm	5pm	6pm	7pm	8pm	9pm	10pm
1	City							→							
3	City														
5	City							→							
6	City							→							
8	City							→							
9	UF														
10	City							→							
12	UF							→							
13	UF							→							
15	City							→							
17	UF														
20	UF (1/2)							→							
26	City														
33	UF							→							
37	UF							→							
75	CY							→							
711	City							→							
CC1	UF							→							
CC2	UF							→							
CC3	UF							→							

Headways
- ≤15 minutes
- 16 - 29 minutes
- 30 - 44 minutes
- 45 - 59 minutes
- ≥60 minutes

Table 7-12: Phase 1 Sunday Span and Frequency Chart

Route	Provider	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm
1	City										
5	City										
8	City										
9	UF										
12	UF										
13	UF										
15	City										
17	UF										
20	UF (1/2)										
26	City										
33	UF										
37	UF										
75	CY										
711	City										
CC1	UF										
CC2	UF										
CC3	UF										

Headways
- ≤15 minutes
- 16 - 29 minutes
- 30 - 44 minutes
- 45 - 59 minutes
- ≥60 minutes

Phase 1 Systemwide Operational Requirements

The following table highlights the previously presented information at the system level as opposed to breaking the operating requirements out at the funding source level. Table 7-13 below includes the funding source for each route, VOMS, revenue hours per year, and the fully allocated per year based on the 2022 NTD report. This table reflects savings of nearly $3.1 million between the existing and proposed network.

TABLE 7-13: PHASE 1 SYSTEM WIDE OPERATIONAL REQUIREMENT SUMMARY

FUNDING	ROUTE	VEHICLES	HOURS / YR	FA $ / YR ($96.4/HR)
RTS	1	4	16,093	$1,551,365
RTS	3	2	3,911	$377,020
RTS	5	3	9,330	$899,412
RTS	6	1	4,087	$393,987
RTS	7	1	3,443	$331,905
RTS	8	2	4,899	$472,264
UF	9	4	11,036	$1,063,870
RTS	10	3	5,889	$567,700
RTS	11	1	2,401	$231,456
UF	12	4	10,366	$999,282
UF	13	4	15,695	$1,512,998
RTS	15	2	6,093	$587,365
UF	17	3	4,759	$458,768
UF	20	5	16,481	$1,588,768
SFC	23	2	3,774	$363,814
RTS	26	1	4,514	$435,150
UF	33	4	10,274	$990,414
UF	37	4	13,334	$1,285,398
RTS	43	2	6,052	$583,413
COUNTY	52	2	4,675	$450,670
COUNTY	75	3	8,002	$771,393
SFC	76	1	1,781	$171,688
SFC	78	1	2,040	$196,656
UF	150	2	3,613	$348,293
RTS	711	1	4,673	$450,477
UF	CC1	1	4,542	$437,849
UF	CC2	4	13,878	$1,337,839
UF	CC3	1	3,074	$296,334
SYSTEM SUMMARY		**68**	**198,709**	**$19,155,548**

7.2 Phase 2 – TRRP Proposed Network (3-5 year Implementation)

The following section introduces the recommendations associated with Phase 2 of the TRRP. This phase incorporates all the recommendations already implemented in Phase 1 but introduces new recommendations to routes that have not already been implemented as a part of Phase 1. The following section outlines the proposed modifications to the existing fixed route network associated with phase 2 of the TRRP study. Table 7-14 below highlights the existing services and the proposed modification, removal, or sustainment of each route.

TABLE 7-14: PHASE 2 SYSTEM ROUTE ALIGNMENT MODIFICATIONS OUTLINE

Route	*Funding*	*Maintained*	*Removed*	*Modified*	*Modification Made*
1	RTS	x			
3	RTS			x	Truncated alignment now connects to east side Walmart, replaces service for 7,11, and 711
5	RTS			x	Extended to connect to future eastside transfer center
6	RTS			x	Streamlined alignment along NW 6th street
7	RTS		x		
8	RTS			x	Same as Phase 1
9	UF			x	Circulator style route, serves area rt 34 used to cover to some degree
10	RTS	x			
11	RTS		x		
12	UF			x	Serves new area south of archer and along 34th street, circuitous alignment
13	UF			x	Extended north on 13th to NW 23rd Ave
15	RTS		x		MOD connectivity implemented
16	UF		x		
17	UF			x	Serves area previously served by rt 16, maintains most service
20	UF			x	Serves are below SW 24th street then back onto 20th ave
21	UF		x		
23	SFC			x	Connects to Butler Plaza now
25	UF		x		
26	RTS			x	Connects to Reitz union, truncated to airport
28	UF		x		
33	UF			x	Serves Ritz union and changes alignment to and from Butler Plaza
34	UF		x		
35	UF		x		
37	UF	x			
38	UF		x		
43	RTS	x			
46	UF		x		
52	County			x	Truncated alignment – complimented by proposed MOD
75	County			x	Streamlined alignment - complimented by proposed MOD
76	SFC	x			
78	SFC		x		Service replaced by modified rt 23
118	UF		x		
122	UF		x		
125	UF		x		
126	UF		x		
127	UF		x		
150	UF	x			
711	RTS		x		

7.2.1 UF Route Modifications and Proposed Services

The proposed modifications to the UF services reflected in Section 7.1.1 are consistent in this portion of the TRRP report with what was already recommended in Phase 1. The same operating standards defined and reflected in Section 7.1.1 are carried into Phase 2 of the TRRP proposed network.

7.2.2 RTS Route Modifications and Proposed Services

The existing operational requirements for RTS funded services in Gainesville previously presented in Section 7.1.2. serves as the baseline for comparison for proposed service recommendations highlighted in Table 7-15 below.

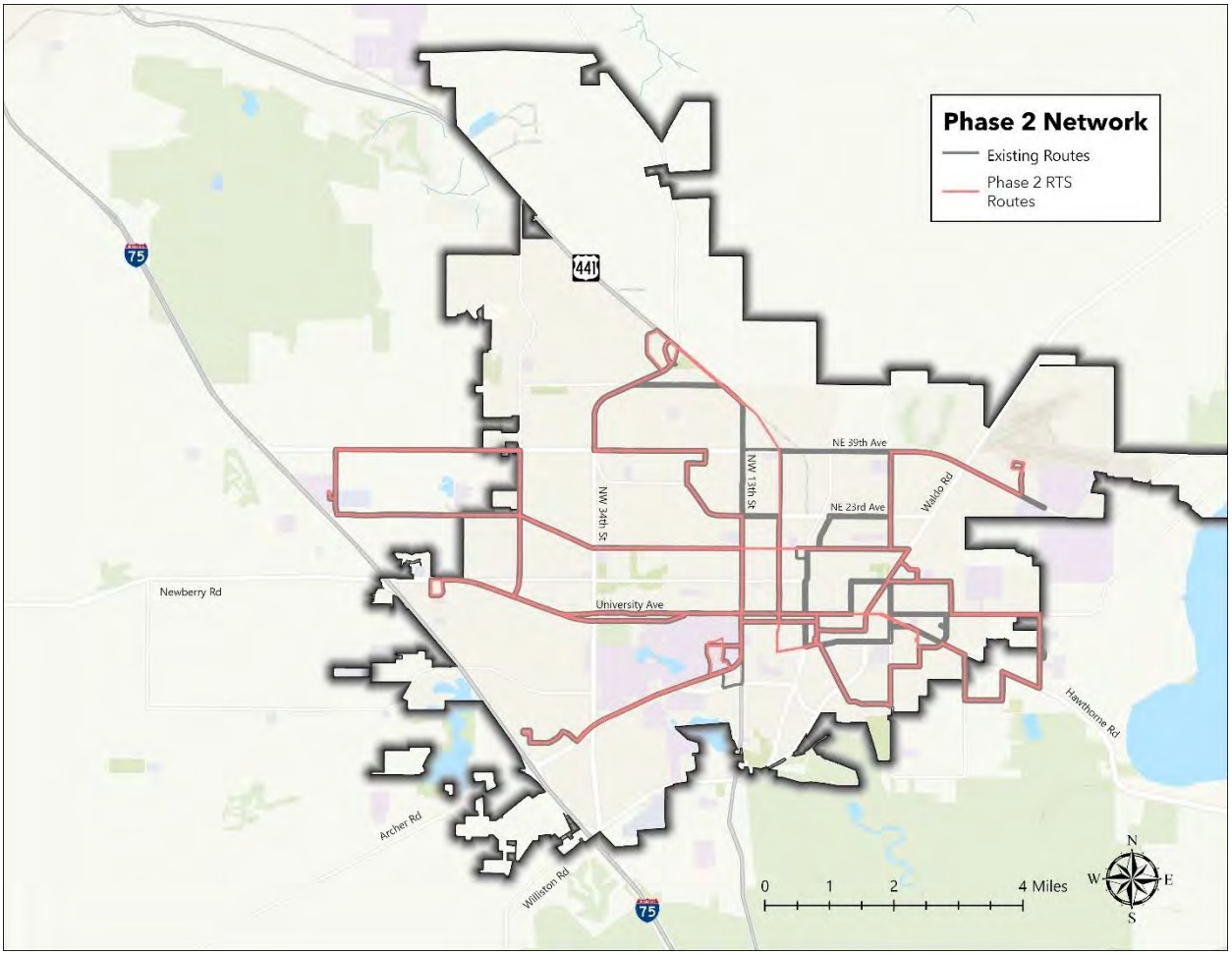
The proposed services for RTS in phase 2 of the TRRP compared to the existing fixed route network equate to an annual decrease of nearly $320,000, based on the NTD fully allocated cost per hour. Table 7-15 below highlights the modified route level operational requirements associated with RTS funded routes in phase 2 of the TRRP recommendations.

TABLE 7-15: MODIFIED RTS OPERATIONAL REQUIREMENTS

ROUTE	VEHICLES	HOURS / YR	FA $ / YR ($96.4/HR)
1	4	13,257	$1,277,975
3	3	9,634	$928,718
5	4	11,972	$1,154,101
6	1	2,757	$265,775
8	2	4,899	$472,264
10	3	5,678	$547,359
26	2	4,403	$424,449
43	3	8,445	$814,098
SUMMARY	**22**	**61,045**	**$5,884,739**

These proposed modifications in part with the TRRP study aimed to refine the service offerings, increase coverage, and promote a user-friendly riding experience with standardized headways. Figure 7-6 on the following page highlights the proposed fixed route changes associated with phase 2 of the TRRP recommendations; these services are complimented by a proposed MOD solution outlined in a forthcoming section of the report.

FIGURE 7-6: PHASE 2 RTS NETWORK OVERLAY



7.2.3 Santa Fe College and County Route Modifications and Proposed Services

The existing operational requirements for SFC and County funded services in Gainesville are previously presented in Section 7.1.3. serves as the baseline for comparison for proposed service recommendations for phase 2 are highlighted in Table 7-16 below.

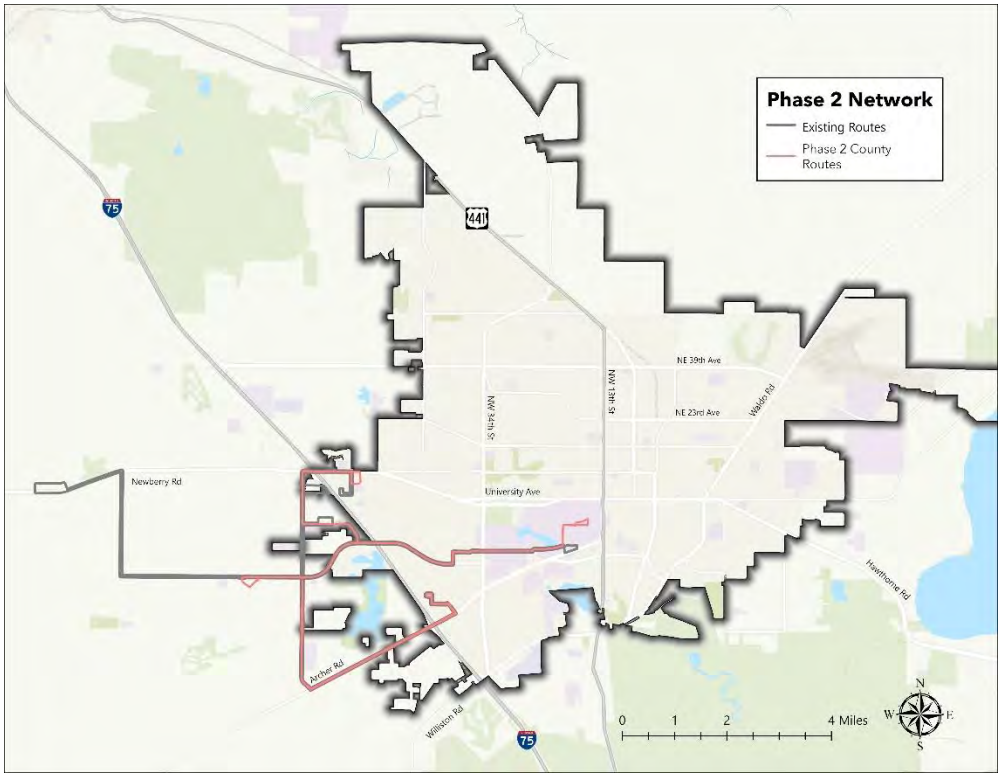
The proposed services for SFC and County compared to the existing fixed route network equate to an annual decrease of just over $150,000 based on the NTD fully allocated cost per hour.

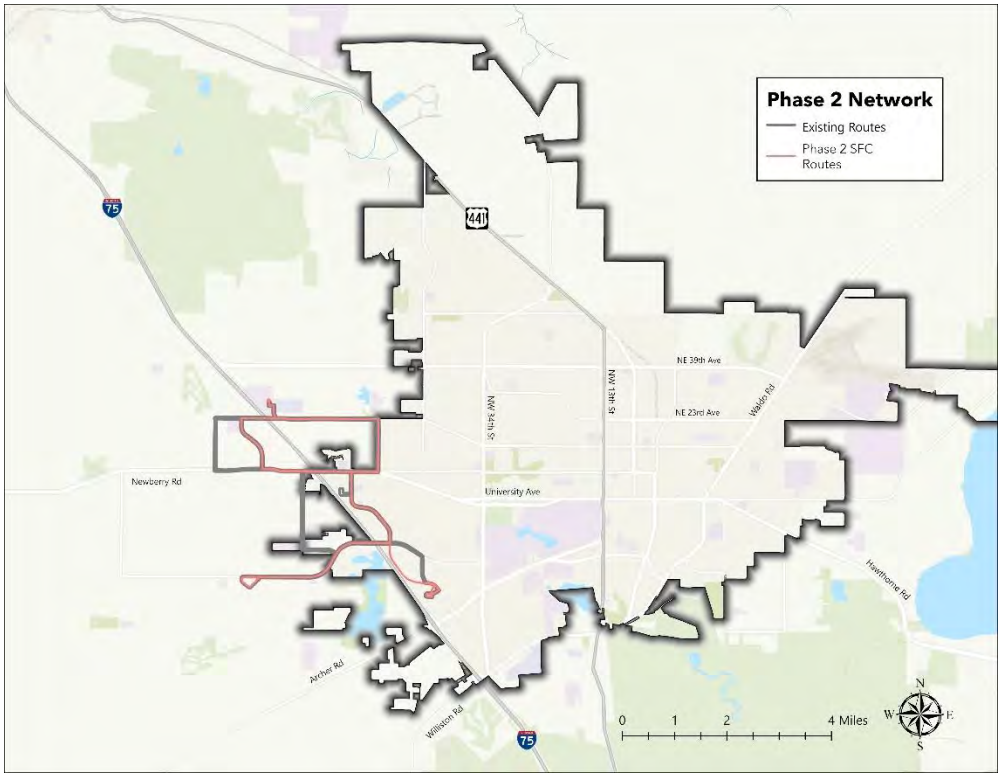
TABLE 7-16: MODIFIED SANTA FE COLLEGE AND COUNTY OPERATIONAL REQUIREMENTS

ROUTE	VEHICLES	HOURS / YR	FA $ / YR ($96.4/HR)
52 (County)	2	3,982	$383,865
75 (County)	2	6,767	$652,339
23 (SF)	2	5,308	$511,691
76 (SF)	2	2,947	$284,091
SUMMARY	**8**	**19,004**	**$1,831,986**

As indicated in the table below, there are modifications to the existing network. These proposed modifications in part with the TRRP study aimed to refine the service offerings, increase coverage, and promote a user-friendly riding experience with standardized headways. Alignment changes to SFC and County funded routes are reflected in Figure 7-7 below.

FIGURE 7-7: COUNTY/SANTA FE COLLEGE PHASE 2 NETWORK OVERLAY





7.2.3.1 Proposed Expanded RTS Services – Mobility-on-Demand (MOD)

The recommended MOD will operate as a mobility-for-all service by responding to customer requests and providing a shared-ride solution. This means the MOD service is equally available to the general-public as well as persons with disabilities as described in Section 7.1 of the Federal Transit Administration Circular describing dial-a-ride demand responsive service type provisions of the ADA.

The MOD service was developed to operate in conjunction with and in support of the fixed route network and ADA paratransit services. Therefore, the MOD services will be fully ADA compliant. The MOD service will be accessible in terms of requesting a ride (via phone or app), boarding the vehicle, alighting the vehicle, and a request cannot be denied due to capacity constraints for a person with disabilities.

MOD service design and service delivery goals and objectives were defined to improve access to mobility for individuals and communities around the City of Gainesville. These include:

- Connect people and places
  - First/last-mile connections with the fixed route network
  - Deliver localized mobility
  - Offer access to the greater metropolitan area
  - Prioritize directness of travel
  - Connect jobs, housing, and major activity centers
- Drive economic growth
  - Facilitate access to employment
  - Reduce travel time to retail
  - Enable access to healthcare
  - Expand access to education
- Improve quality of life for individuals and communities
  - Eliminate transportation as a barrier
  - Expand access to mobility choices
  - Facilitate access to life services locally and by connection to the fixed route network

Through these goals and objectives, the development of MOD zones and service design considered the relationship between the proposed MOD service, the existing fixed route network, and the potential for access to mobility to be expanded and improved for persons within each MOD zone, locally as well as connections to regional destinations. The deployment of MOD service shall support proposed refinements to existing fixed routes to operate along optimized routing, improve service reliability, on-time performance, reduce travel times, revenue hours by functioning more as trunkline service rather than collector service. The objective is to create a better-functioning and more attractive mobility network for current riders and new riders by overlaying and integrating MOD services to the fixed-route network at key mobility hubs.

MOD service models and MOD zones were defined to provide mobility services within defined service areas with the following characteristics:

- A concentration of persons with mobility needs
- The coincident absence of transit service within walking distance (½-mile)
- Proximity to the RTS fixed route network
- Fulfillment of the mobility service goals and objectives.

Figure 7-8 below presents three proposed MOD zones developed in accordance with these criteria. Table 7-17 below highlights the operational assumptions for the proposed MOD services in phase 2, proposed costs in the table were derived from an estimated contract rate of $65.00 per revenue hour and these costs are mitigated by potential paratransit trips migrated to the MOD services proposed under phase 2, the expected cost is reflected in the "new cost" column of the table. It is envisioned that MOD would operate on a 30-minute offset from fixed route, beginning service 30 minutes before fixed route and ending service 30 minutes after service to facilitate a connective service offering for RTS.

FIGURE 7-8: PHASE 2 PROPOSED MOD

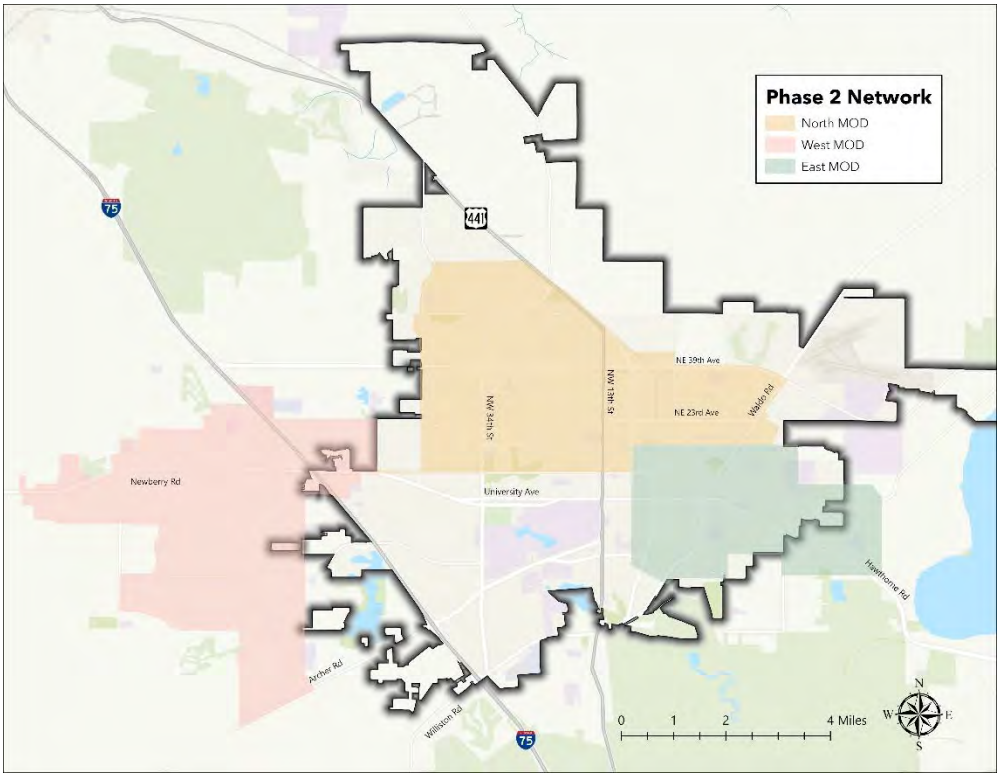


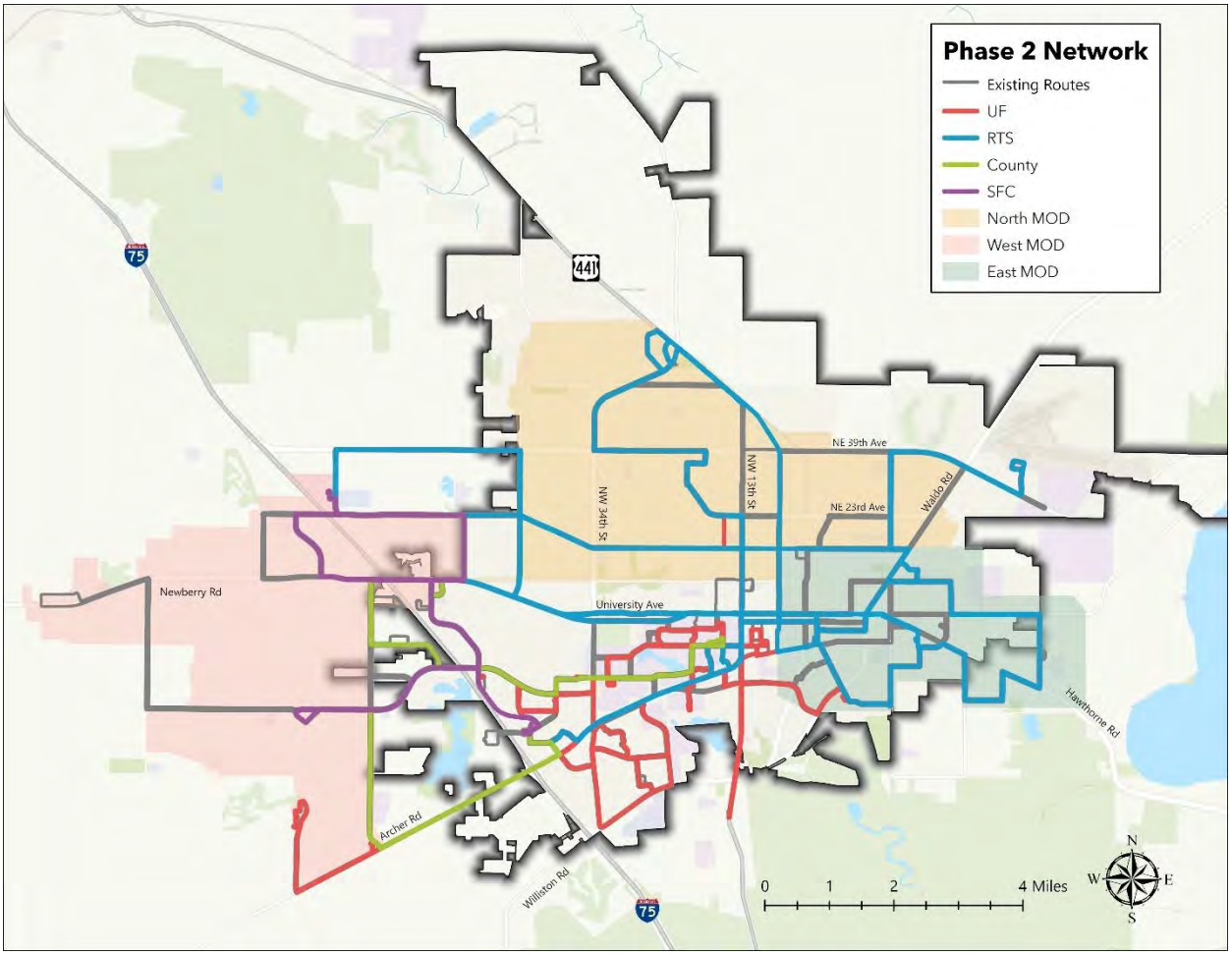
TABLE 7-17: PROPOSED MOD OPERATIONAL REQUIREMENTS

ZONE	VOMS	WEEKDAY REV HRS	SAT REV HRS	SUNDAY REV HRS	WEEKLY REV HOURS	YEARLY REV HOURS	TRIPS/YR	COST/YR	MITIGATED TRIPS	COST SAVINGS	NEW COST
NORTH	3	180	26	18	224	11,648	32,760	$757,120	6,989	$291,707	$465,413
EAST	1	90	13	9	112	5,824	20,800	$378,560	1,966	$82,043	$296,517
WEST	1	90	13	9	112	5,824	8,476	$378,560	250	$10,418	$368,142

7.2.4 Phase 2 System Summary

The following section offers a system level summary for the Phase 1 network, previously broken out by funding source. The following provides a system level summary regarding span and frequency of service for Weekdays, Saturdays, and Sundays. Lastly, this section provides the total operating cost for the Phase 2 network by combining the previously summarized data throughout this section of the report. Figure 7-9 below highlights the proposed fixed route recommendations along with the proposed additional service found in the formation of expanded MOD services.

FIGURE 7-9: PHASE 2 PROPOSED NETWORK OVERLAY



Phase 2 Service Spans

Tables 7-18, 7-19, and 7-20 show the service spans and headways of each route on weekdays, Saturdays, and Sundays, respectively. On weekdays, routes typically begin service between 6:00 AM and 8:00 AM, and end between 7:00 PM and 11:00 PM. On Saturdays, only about half of the fixed routes are in service. The Saturday service spans are shorter, as most routes begin service around 7:00 AM and end service around 7:00 PM. On Sundays, a similar number of routes operate, however the service span is significantly shorter, as most routes only operate between 10:00 AM and 6:00 PM.

TABLE 7-18: PHASE 2 WEEKDAY SPAN AND FREQUENCY CHART

Route	Provider	6am	7am	8am	Mid-day	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm	12am
1	City				→										
3	City				→										
5	City				→										
6	City				→										
8	City				→										
9	UF				→										
10	City				→										
12	UF				→										
13	UF				→										
17	UF				→										
20	UF (1/2)				→										
23	SF (1/2)				→										
26	City				→										
33	UF				→										
37	UF				→										
43	City				→										
52	CY				→										
75	CY				→										
76	SF				→										
150	UF				→										
CC1	UF				→										
CC2	UF				→										
CC3	UF				→										

Headways
- ≤15 minutes
- 16 - 29 minutes
- 30 - 44 minutes
- 45 - 59 minutes
- ≥60 minutes

Table 7-19: Phase 2 Saturday Span and Frequency Chart

Route	Provider	6am	7am	8am	9am	10am	11am	Mid-day	4pm	5pm	6pm	7pm	8pm	9pm	10pm
1	City							→							
3	City							→							
5	City							→							
6	City							→							
8	City							→							
9	UF							→							
10	City							→							
12	UF							→							
13	UF							→							
17	UF							→							
20	UF (1/2)							→							
33	UF							→							
37	UF							→							
52	CY							→							
75	CY							→							
76	SF							→							
CC1	UF							→							
CC2	UF							→							
CC3	UF							→							

Table 7-20: Phase 2 Sunday Span and Frequency Chart

Route	Provider	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm
1	City										
3	City										
5	City										
6	City										
8	City										
9	UF										
12	UF										
13	UF										
17	UF										
20	UF (1/2)										
33	UF										
37	UF										
52	CY										
75	CY										
76	SF										
CC1	UF										
CC2	UF										
CC3	UF										

Phase 2 Systemwide Operational Requirements

The following table highlights the previously presented information at the system level as opposed to breaking the operating requirements out at the funding source level. Table 7-21 below features each routes funding source, VOMS, revenue hours per year, the fully allocated costs per year based on the 2022 NTD report.

TABLE 7-21: PHASE 2 SYSTEMWIDE OPERATIONAL REQUIREMENTS

FUNDING	ROUTE	VEHICLES	HOURS / YR	FA $ / YR ($96.4/HR)
RTS	**1**	4	13,257	$1,277,975
RTS	**3**	3	9,634	$928,718
RTS	**5**	4	11,972	$1,154,101
RTS	**6**	1	2,757	$265,775
RTS	**8**	2	6,984	$673,258
UF	**9**	4	11,036	$1,063,870
RTS	**10**	3	5,678	$547,359
UF	**12**	4	10,366	$999,282
UF	**13**	4	15,695	$1,512,998
UF	**17**	3	4,759	$458,768
UF	**20**	5	16,481	$1,588,768
SFC	**23**	2	5,308	$511,691
RTS	**26**	2	4,403	$424,449
UF	**33**	4	10,274	$990,414
UF	**37**	4	13,334	$1,285,398
RTS	**43**	3	8,445	$814,098
COUNTY	**52**	2	3,982	$383,865
COUNTY	**75**	2	6,767	$652,339
SFC	**76**	2	2,947	$284,091
UF	**150**	2	3,613	$348,293
UF	**CC1**	1	4,542	$437,849
UF	**CC2**	4	13,878	$1,337,839
UF	**CC3**	1	3,074	$296,334
SYSTEM SUMMARY		**66**	**189,186**	**$18,237,532**

Table 7-22 below reiterates the proposed MOD operating characteristics and expenses associated with phase 2.

TABLE 7-22: PROPOSED MOD OPERATING EXPENSES

ZONE	YEARLY REV HOURS	COST/YR	MITIGATED TRIPS PER YEAR (65%)	COST SAVINGS	NEW COST
NORTH	11,648	$757,120	6,989	$291,707	$465,413
EAST	5,824	$378,560	1,966	$82,043	$296,517
WEST	5,824	$378,560	250	$10,418	$368,142
SUMMARY	**23,296**	**$1,514,240**	**9,205**	**$384,168**	**$1,130,072**

In total, the proposed fixed route network in phase 2 would cost approximately $18.2 million at the fully allocated rate and approximately $19.3 million with MOD. A net decrease of approximately $2.9 million compared to the existing September 2023 RTS services and a fixed route decrease of approximately $900k between phase 1 and phase 2 recommendations. With the implementation of MOD, the overall cost will increase approximately $200k between phase 1 and phase 2.

8 ADDITIONAL CONSIDERATIONS AND NEXT STEPS

This section outlines actionable items, assessed partially through the TRRP, that serve as potential next steps for implementing the recommended changes effectively. The following items are recommended to be studied subsequently in order to facilitate a smooth transition to the proposed services outlined in this report.

8.1 Bus Stop Placement

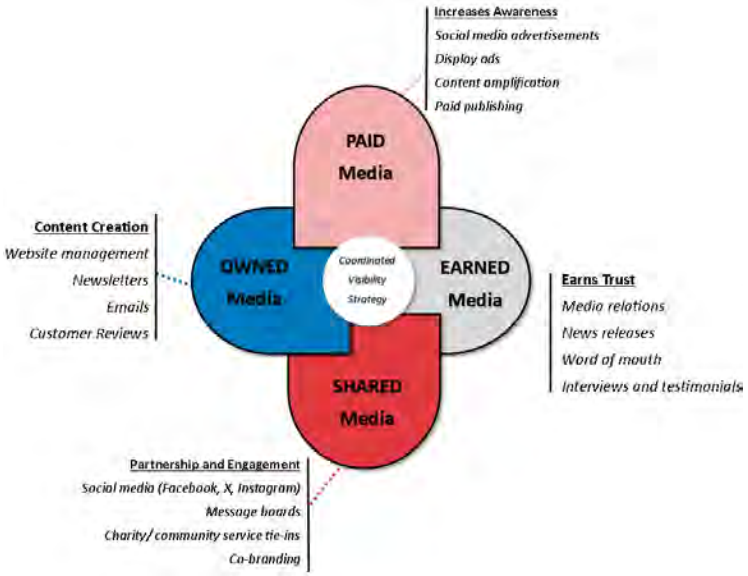
Based on the proposed route modifications and route terminations, some RTS bus stops could either be consolidated (by combining two or more stops into one) or removed entirely. The decision to consolidate or eliminate stops can be based on a number of factors such as existing passenger activity levels, improper spacing, placement of bus stops, and severity of needed accessibility and/or safety improvements. RTS should consider the following criteria if the possibility of consolidating stops is considered:

- Distance – A minimum bus stop spacing distance of 1/8-mile should be considered for urban bus stops and 1/4-mile for suburban and rural bus stops. Stops that are spaced more closely should be reviewed to determine whether consolidation may be feasible without negatively impacting passenger walk access to RTS services.
- Ridership – The number of passengers boarding/alighting at each stop should be evaluated (i.e., passenger ride check) to determine whether the stop can be consolidated or eliminated.
- Nearby Trip Generators – The number and character of nearby trip generators should be evaluated if consolidation is recommended to ensure that access to critical uses or facilities is not impacted unnecessarily.
- Determine Bus Stop Conditions Priority Scoring – The stage of the prioritization process that addressed bus stop conditions (i.e., accessibility, safety/security, operational efficiency) should be considered to help determine the timing of the bus stops being proposed for consolidation (i.e., immediate, near-term, long-term)

8.2 Education Campaign

As RTS prepares for changes to its transit system with the proposed adjustments to the fixed route network and the introduction of MOD services, it is imperative to ensure that residents are well-informed and engaged throughout the process. A structured educational campaign offers a systematic approach to informing the public and stakeholders in an organized manner. A versatile communication methodology for disseminating information is the PESO model, which establishes an integrated multimedia framework. This approach strategically employs diverse tactics to amplify key ideas, engage target audiences, enhance message saturation, and boost overall engagement. By applying the PESO model, communication strategies effectively amplify both public-facing and targeted messages across the model's four pillars.

- **Paid Media** - Leveraging paid media opportunities to effectively amplify messages across traditional media platforms and various social media channels. This can be achieved through strategic "sponsorship" placements, targeted email marketing, and optimization of content for broader reach.
- **Earned Media** - Securing media coverage, press mentions, reviews, social media shares, and mentions through nonpaid efforts.
- **Shared Media** - Utilizing social media platforms such as Facebook, X (Twitter), Instagram, and LinkedIn to allow individuals and organizations to share thoughts and ideas across digital platforms.
- **Owned Media** - Creating communications opportunities and content that are self-managed, controlled, and shared with key users on organization-owned platforms.



Effective communication facilitates the delivery, understanding, and interpretation of messages by the intended audience. Thus, messaging plays an essential role in conveying clear and concise information. Recognizing that diverse audiences respond differently to messages, creating an array of messaging strategies is an important step in grounding public-facing campaigns in tailored content to appeal to various stakeholder groups.

Meeting the needs of the expanding limited English proficiency communities in the Gainesville area is also imperative, emphasizing the importance of prioritizing translated services. This is essential to improve information accessibility and enhance engagement efforts during the education and awareness phase.

The new RTS service represents a significant leap forward in connectivity, offering expanded opportunities to link a broader customer base to more destinations both within and beyond Gainesville's perimeter. Recognizing the magnitude of these comprehensive service modifications, a robust communications plan is recommended to not only educate but also raise awareness about the impending changes.

8.3 Technology

Technology is an important priority to improve customer experience and enhance operational efficiency. Implementing technology, particularly into the MOD service with a user-friendly mobile application, enhances the service by providing passengers with seamless booking experiences and real-time updates on vehicle availability and arrival times.

Technology can also focus internally on the operational needs of a transit agency or it can be more outward facing to provide additional utility and benefit to patrons, such as real-time passenger information boards at transfer stations. Regardless of purpose, there are many available advanced technology systems and applications that agencies may consider, with an equally wide range of costs and potential benefits associated with them.

Below is a summary of some of the technological improvements that RTS may want to consider as enhancements are made to the system over time.

- Replace or upgrade paratransit scheduling and dispatching software.
- Replace or upgrade computer-aided dispatch (CAD)/Automatic Vehicle Location (AVL) for fixed-route with supervisor remote laptop access.
- Implement a transit signal priority (TSP) system for major corridors like Archer Road or other major transit corridors.
- Enhance on-board surveillance system.
- Install an Interactive Voice Response (IVR) system.
- Implement MOD application software to expand the service.
- Update Zero Emission Bus (ZEB) transition plan.
- Upgrade infrastructure to include solar power at bus stops and facilities.

8.4 Fare Simplification or Refresh

RTS currently offers multiple fare options for its customers. It is recommended to examine the fares for opportunities to simplify the options, allowing for easier understanding and use of the service. Additionally, it is suggested to assess the fares in terms of farebox revenue and recovery ratio and current market rates to determine if any adjustments are necessary, while ensuring affordability and accessibility for users.

If a fare change is considered, in compliance with FTA regulations, RTS will need to perform a Title VI analysis of fare change impacts on low-income and minority populations. This will help determine whether a disproportionate impact on low income or minority populations will occur.

8.5 Microtransit

Based on the route recommendations identified in the COA, the study determined fixed route and mobility strategies to change, enhance, and redesign the transit system. Through this effort the project team worked with staff to thoroughly review microtransit services with the intent of fully understanding how microtransit services will function and connect with the fixed route transit network. This process

included defining each service area, reviewing the microtransit concept of operations, operating rules, response times, operating requirements, operating costs, ridership, and net impacts on ridership and operations (fixed route and paratransit).

8.5.1 Microtransit Procurement

The next step, following the implementation of Phase 1 route modifications, is to implement microtransit in other areas of the RTS service area along with the additional route modifications. The following items shall be identified in this process: the recommended microtransit service concept, performance metrics, the Transportation-a-as-Service (TaaS) platform functional requirements matrix, testing and acceptance requirements, deployment schedule, training, warranty, pricing, evaluation criteria, and respondent submittal requirements and schedule. In addition to those variables, a fare policy recommendation shall be developed fitting within the existing RTS fare structure.

9 APPENDIX A

City of Gainesville

RTS Route Restoration Plan

Technical Memorandum #2

Route Analysis and Service Planning

Appendix A

RTS Route Profiles

December 2024

TABLE OF CONTENTS

ROUTE 1: ROSA PARKS TRANSFER STATION TO BUTLER PLAZA TRANSFER STATION

Route Description

Route 1 furnishes a significant east-west connection in Gainesville, providing service between Southwest Gainesville, UF, and Downtown. It mainly serves Archer Road, SW 13th Street, and SW 2nd Avenue. With nearly 300,000 annual passenger trips it is one of RTS' busiest routes.

Pros

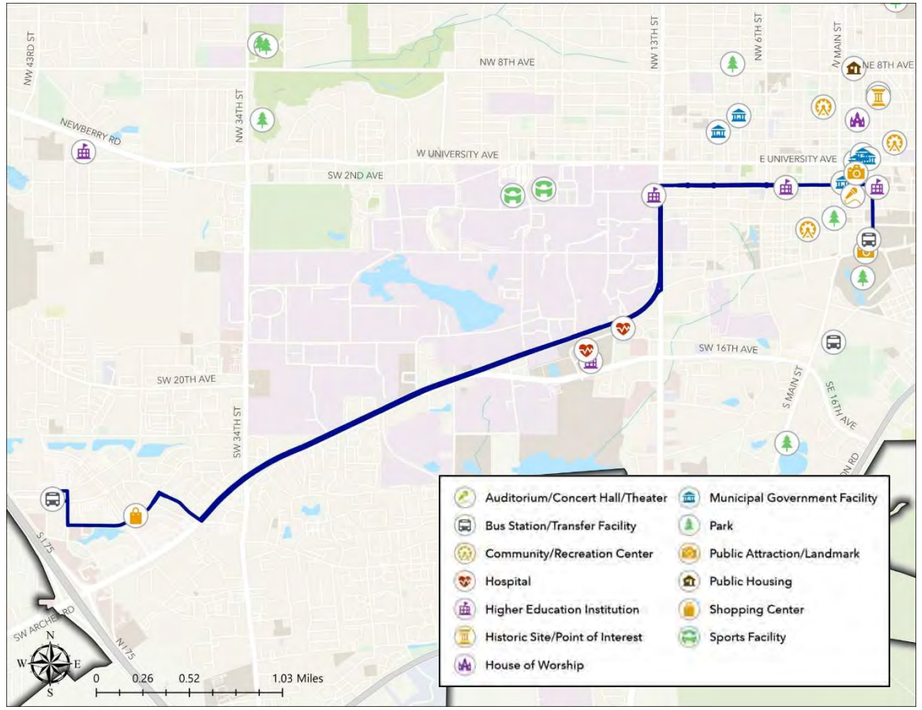
- Streamlined alignment, frequent service, connects key centers
- Above average headways and service spans compared to system average
- Above average productivity compared to system average

Cons

- Late arrivals account for 28% of arrivals in FY 2023
- Above system average weekday layover percentage at 25%

Route Snapshot

	Route 1	System Average	System Rank
Marginal Cost Per Trip	**$1.33**	*$2.43*	**4**
Trips per Hour	**19.52**	*15.31*	**8**
Performance Score	**9.43**	*8.00*	**8**



Route Characteristics

Segment Key

A	B	C
Rosa Parks Transfer Station	UF Health	Butler Plaza Transfer Station

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	5:49 AM - 10:55 PM	6:00 AM - 6:58 PM	10:00 AM - 5:55 PM
Peak Frequency (Minutes)	20	30	60
Runtime (Minutes)	25 - 32	21 - 26	25 - 26
Peak Vehicles	3	2	1

Route Performance

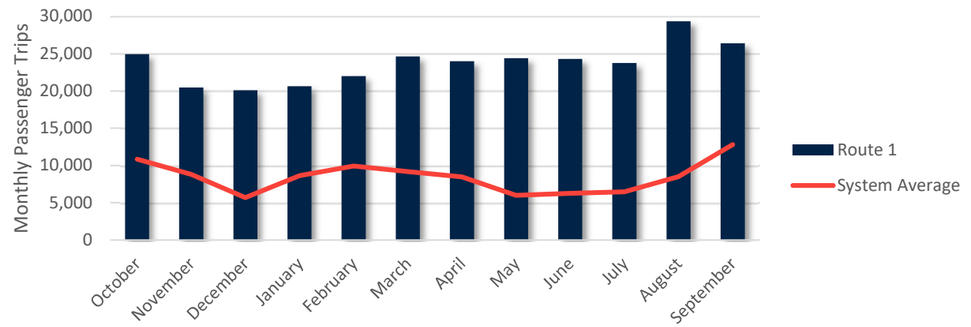
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
194	2,299	298,978	70	11.88	19.52	25.60%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$970,073	$8.12	$3.24	$242,518

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	3,477	1,430	152	68.73%	28.27%	3.00%

Monthly Ridership



ROUTE 3: ROSA PARKS TRANSFER STATION TO N MAIN ST POST OFFICE

Route Description

Route 3 serves East Gainesville via SE 4th Street, NE/SE 15th Street, Hawthorne Road, and NE 16th Avenue. The route connects Downtown, Sugarhill, Lincoln Estates, GTEC, Duval Heights, the northeast Walmart, and the N Main/N 16th commercial area.

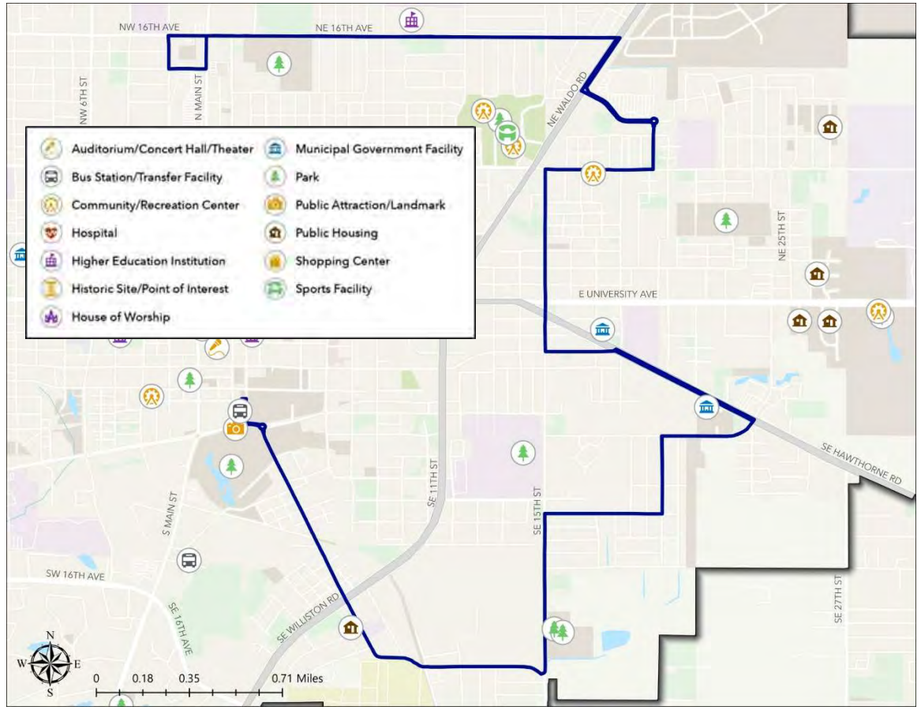
Pros

- Provides weekend connectivity via Saturday service
- Operating expense is below RTS system average

Cons

- Limited frequency could impact ridership totals
- Above average cost per trip compared to RTS system
- Roughly 40% of arrivals are late with only 46% of arrivals being on time
- Meandering route alignment could impact on time arrivals

Route Snapshot			
	Route 3	System Average	System Rank
Marginal Cost Per Trip	**$3.72**	*$2.43*	**33**
Trips per Hour	**11.39**	*15.31*	**27**
Performance Score	**6.48**	*8.00*	**32**



Route Characteristics

Segment Key

A	B	C
Rosa Parks Transfer Station	NE Walmart	N Main Post Office

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	6:00 AM - 7:55 PM	7:00 AM - 5:55 PM	N/A
Peak Frequency (Minutes)	60	60	N/A
Runtime (Minutes)	25 - 29	25 - 29	N/A
Peak Vehicles	1	1	N/A

Route Performance

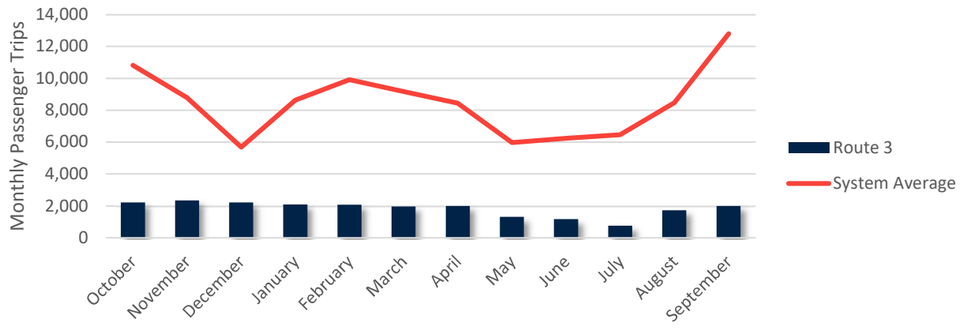
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
62	1,035	34,196	28	16.75	11.39	10.48%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$309,733	$5.75	$9.06	$309,733

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	1,350	1,156	423	46.09%	39.47%	14.44%

Monthly Ridership



ROUTE 5: ROSA PARKS TRANSFER STATION TO OAKS MALL

Route Description

Another major east-west connector, Route 5 runs on Newberry Road, SW 2nd Avenue, and University Avenue. It facilitates a direct connection between the Oaks Mall/HCA North Florida area, UF, and Downtown.

Pros

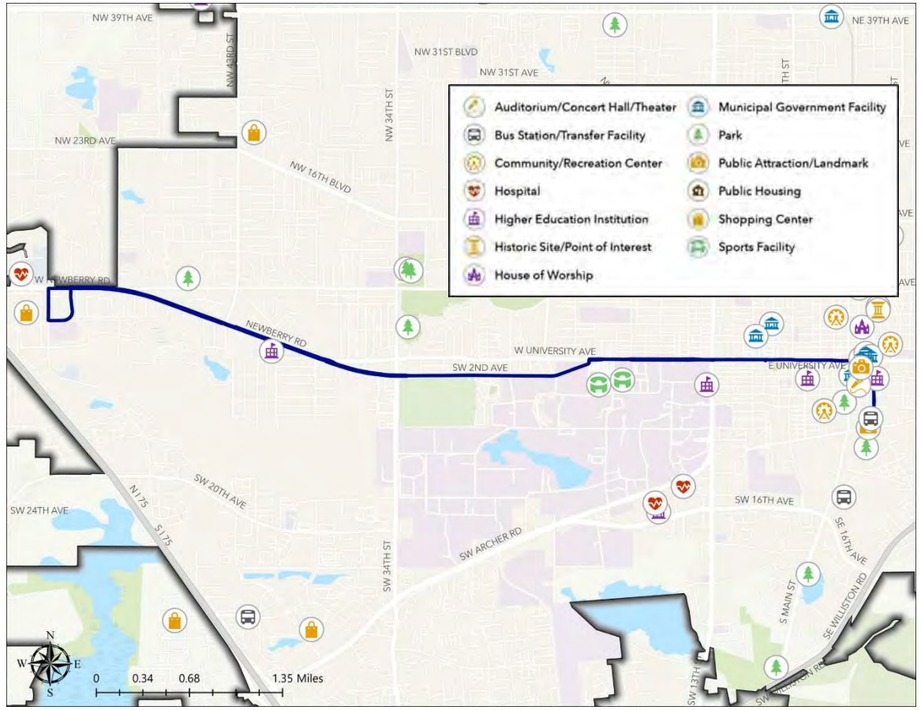
- Above system average headways and service spans
- Serves several major destinations along a key corridor
- Below average cost per trip and per mile compared to RTS system average
- Above average productivity compared to system average
- Streamlined alignment and frequent service supports connectivity

Cons

- Above average layover-to-service ratio
- Late arrivals nearly 35% of the time, with on time arrivals occurring less than 50% of the time

Route Snapshot

	Route 5	System Average	System Rank
Marginal Cost Per Trip	**$1.88**	*$2.43*	16
Trips per Hour	**15.24**	*15.31*	16
Performance Score	**8.37**	*8.00*	16



Route Characteristics

Segment Key

A	B	C
Rosa Parks Transfer Station	Westgate Plaza	Oaks Mall

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	6:00 AM - 11:53 PM	7:00 AM - 9:19 PM	10:00 AM - 5:52 PM
Peak Frequency (Minutes)	20	30	60
Runtime (Minutes)	24 - 31	19 - 24	22 - 24
Peak Vehicles	3	2	1

Route Performance

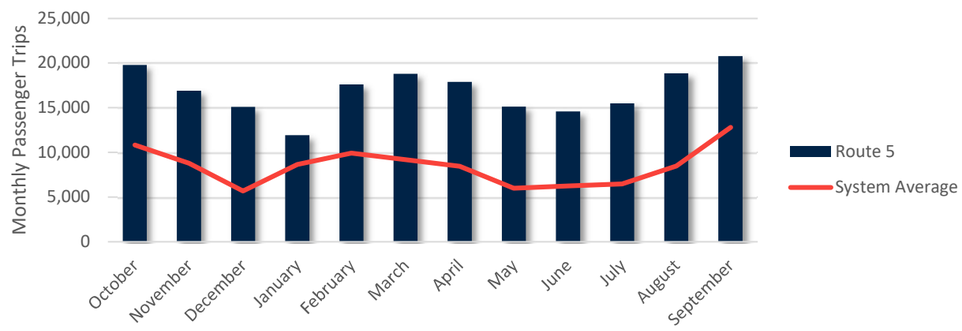
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
215	3,036	234,830	87	14.11	15.24	25.47%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$1,078,427	$6.83	$4.59	$269,607

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	3,573	2,604	1,306	47.75%	34.80%	17.45%

Monthly Ridership



ROUTE 6: ROSA PARKS TRANSFER STATION TO N WALMART SUPERCENTER

Route Description

Route 6 runs north-south, primarily along NW 6th Street and NW 13th Street. It facilitates trips between North Gainesville and the Rosa Parks Transfer Station in Downtown. Route 6 provides service to many neighborhoods along NW 6th Street and major commercial areas along NW 13th Street, especially near NW 23rd Avenue, NW 39th Avenue, and NW 34th Boulevard.

Pros

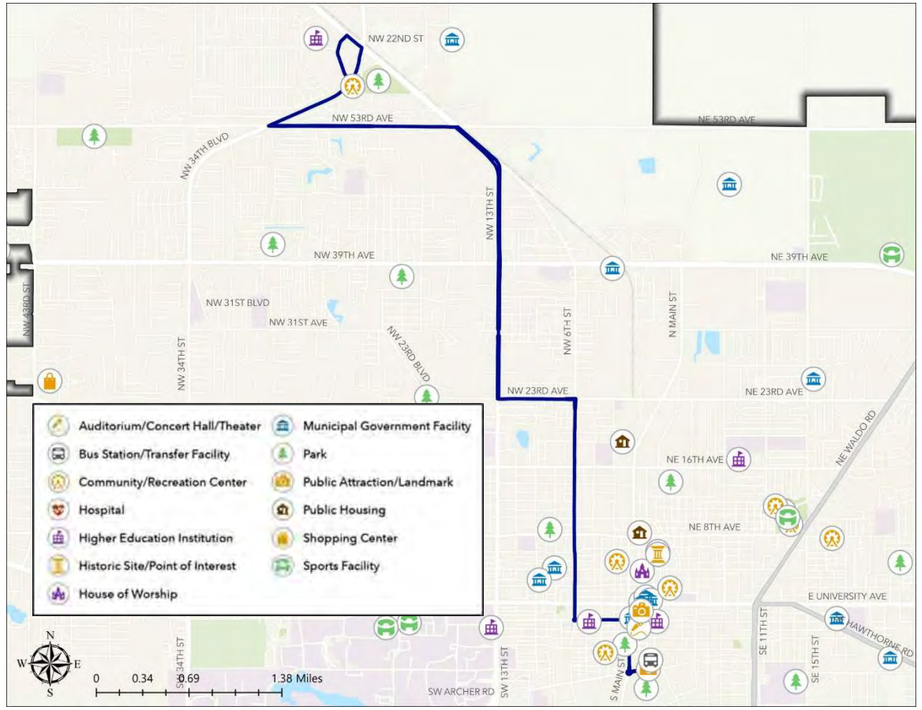
- Below average cost per trip and cost per mile compared to RTS system average
- Routes average layover is below the system average
- Area might be suitable for on-demand services

Cons

- Infrequent service, no late evening service, no Sunday service could impact ridership
- Annual 2022 ridership dropped below system average
- Low density service area might impact ridership

Route Snapshot

	Route 6	System Average	System Rank
Marginal Cost Per Trip	**$2.14**	*$2.43*	21
Trips per Hour	**12.02**	*15.31*	25
Performance Score	**7.68**	*8.00*	23



Route Characteristics

Segment Key

A	B	C
Rosa Parks Transfer Station	NW 6th Street/NW 23rd Avenue	N Walmart

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	6:00 AM - 7:55 PM	8:00 AM - 4:51 PM	N/A
Peak Frequency (Minutes)	60	120	N/A
Runtime (Minutes)	25 - 27	22 - 23	N/A
Peak Vehicles	1	1	N/A

Route Performance

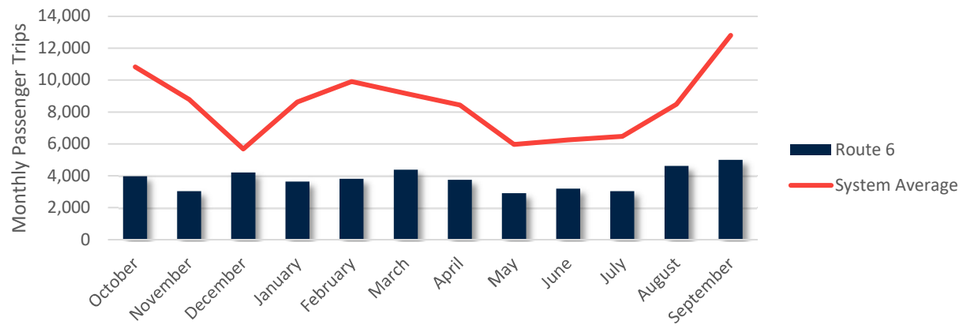
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
63	1,124	60,870	28	17.71	12.02	14.67%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$318,120	$5.44	$5.23	$318,120

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	1,694	851	609	53.71%	26.98%	19.31%

Monthly Ridership



ROUTE 7: ROSA PARKS TRANSFER STATION TO EASTWOOD MEADOWS

Route Description

Route 7 operates between Downtown and Southeast Gainesville via SE 7th Avenue, University Avenue, and Hawthorne Road. The route serves passengers traveling to or from North Lincoln Heights, Duval Heights, the Alachua County Health Department, Eastwood Meadows, and Eastside High School.

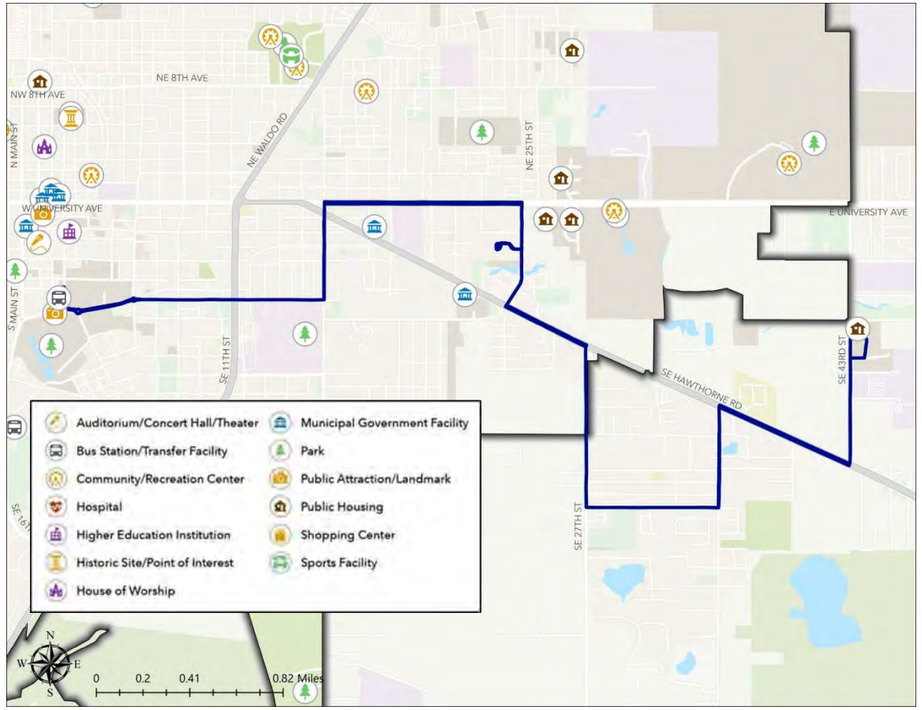
Pros

- Cost per trip and cost per mile fall below system average
- Serves key destinations in Southeast Gainesville
- Over 70% of arrivals are on time

Cons

- Infrequent service could impact ridership
- Below average productivity compared to system average
- Nearly 50% average weekday layover, far above RTS system average
- Meandering alignment

Route Snapshot			
	Route 7	System Average	System Rank
Marginal Cost Per Trip	$2.16	*$2.43*	22
Trips per Hour	10.99	*15.31*	31
Performance Score	7.51	*8.00*	25



Route Characteristics

Segment Key

A	B	C
Rosa Parks Transfer Station	Health Department	Eastwood Meadows

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	6:00 AM - 7:50 PM	N/A	N/A
Peak Frequency (Minutes)	60	N/A	N/A
Runtime (Minutes)	20	N/A	N/A
Peak Vehicles	1	N/A	N/A

Route Performance

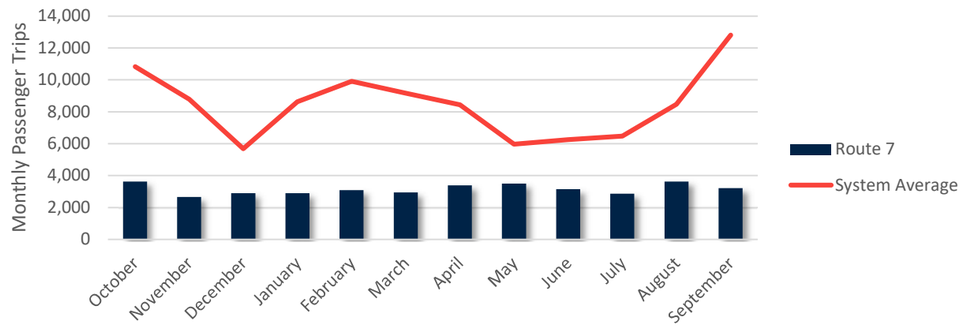
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
46	862	43,630	28	18.84	10.99	48.23%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$229,432	$5.12	$5.26	$229,432

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	2,230	799	125	70.70%	25.33%	3.96%

Monthly Ridership



ROUTE 8: N WALMART SUPERCENTER TO UF HEALTH

Route Description

A significant north-south RTS line, Route 8 connects North Gainesville to UF by way of NW 34th Boulevard, NE 39th Avenue, and NW/SW 13th Street. In addition to this route's service to the major commercial areas along the aforementioned roads, Route 8 serves many significant neighborhoods including Ridgeview and University Park.

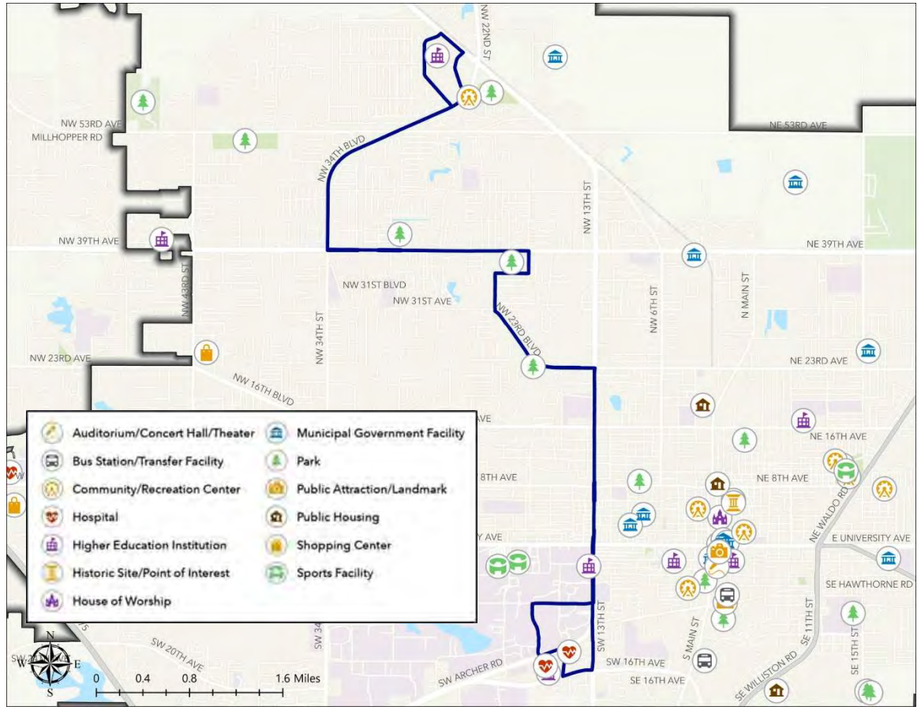
Pros

- Below average cost per trip and cost per mile compared to the system average
- Above average annual ridership compared to the system average

Cons

- Variable frequency during service could impact ridership
- On time arrivals 32% of the time, matched by late arrivals occurring 32% of the time
- Low density service area could impact fixed route ridership

Route Snapshot			
	Route 8	System Average	System Rank
Marginal Cost Per Trip	$2.02	*$2.43*	19
Trips per Hour	12.88	*15.31*	22
Performance Score	7.91	*8.00*	20



Route Characteristics

Segment Key

A	B	C
UF Health	NW 23rd Avenue/NW 13th Street	N Walmart

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	6:02 AM - 10:41 PM	7:20 AM - 7:10 PM	10:00 AM - 5:50 PM
Peak Frequency (Minutes)	45	80	80
Runtime (Minutes)	31 - 43	30 - 33	30 - 33
Peak Vehicles	2	1	1

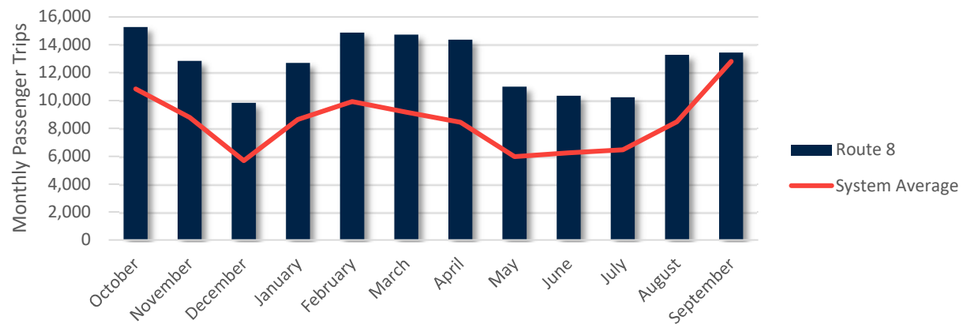
Route Performance

Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
143	2,123	146,224	42	14.82	12.88	19.05%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$718,180	$6.51	$4.91	$359,090

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	2,541	1,526	623	32.54%	32.54%	13.28%



ROUTE 9: REITZ UNION TO HUNTERS RUN

Route Description

A high-ridership commuter route, Route 9 shuttles UF affiliates between the main campus and areas of high-density housing near SW 23rd Terrace and SW 35th Place.

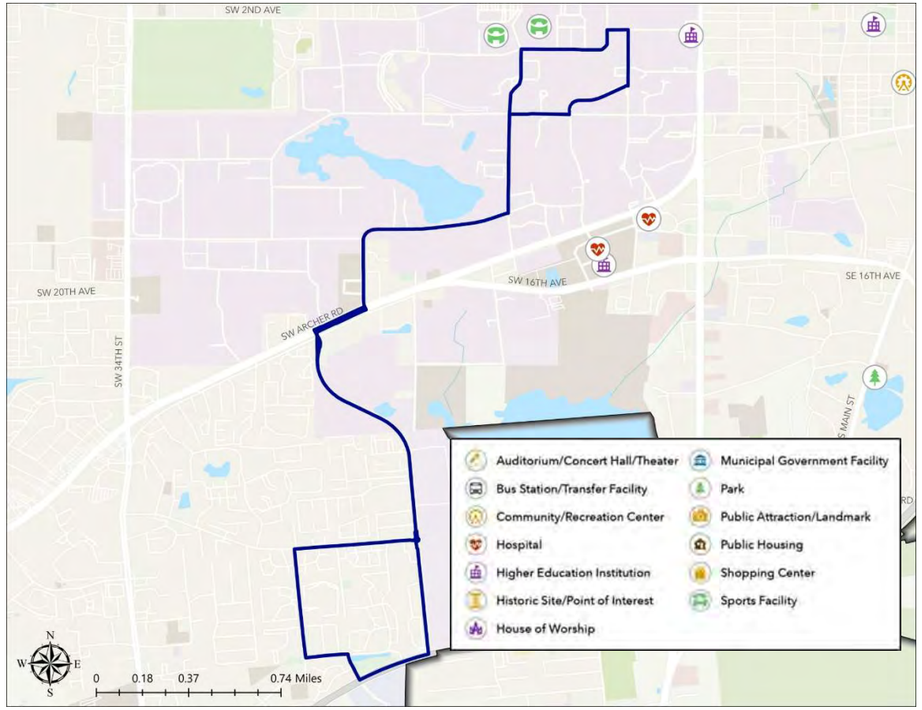
Pros

- Frequent service offers adequate connectivity
- Cost per trip is well below system average
- Above average productivity compared to other RTS routes

Cons

- Above average cost per mile compared to system average
- Only 64% of arrivals are on time with over 20% of arrivals being early

Route Snapshot			
	Route 9	System Average	System Rank
Marginal Cost Per Trip	$1.26	*$2.43*	3
Trips per Hour	21.19	*15.31*	6
Performance Score	9.75	*8.00*	5



Route Characteristics

Segment Key

A	B	C
Reitz Union	University Commons	Hunters Run

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	6:49 AM - 11:09 PM	N/A	N/A
Peak Frequency (Minutes)	13	N/A	N/A
Runtime (Minutes)	11 - 29	N/A	N/A
Peak Vehicles	4	N/A	N/A

Route Performance

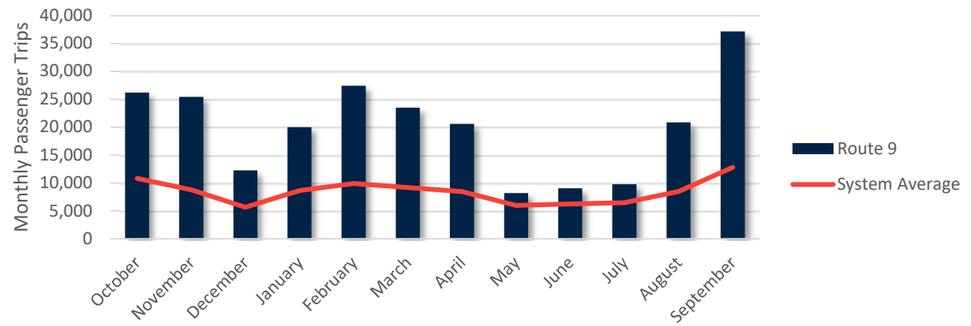
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
182	2,094	296,922	106	11.53	21.19	19.91%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$909,920	$8.36	$3.06	$227,480

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	5,749	1,343	1,841	64.36%	15.03%	20.61%

Monthly Ridership



ROUTE 10: ROSA PARKS TRANSFER STATION TO SANTA FE COLLEGE

Route Description

An east-west connection situated further north, Route 10 runs along NW 23rd Avenue, NW 16th Boulevard, NW 13th Street, and University Avenue between Santa Fe College and Downtown. Most of the route between Santa Fe College and NW 13th Street travels through single-family residential areas.

Pros

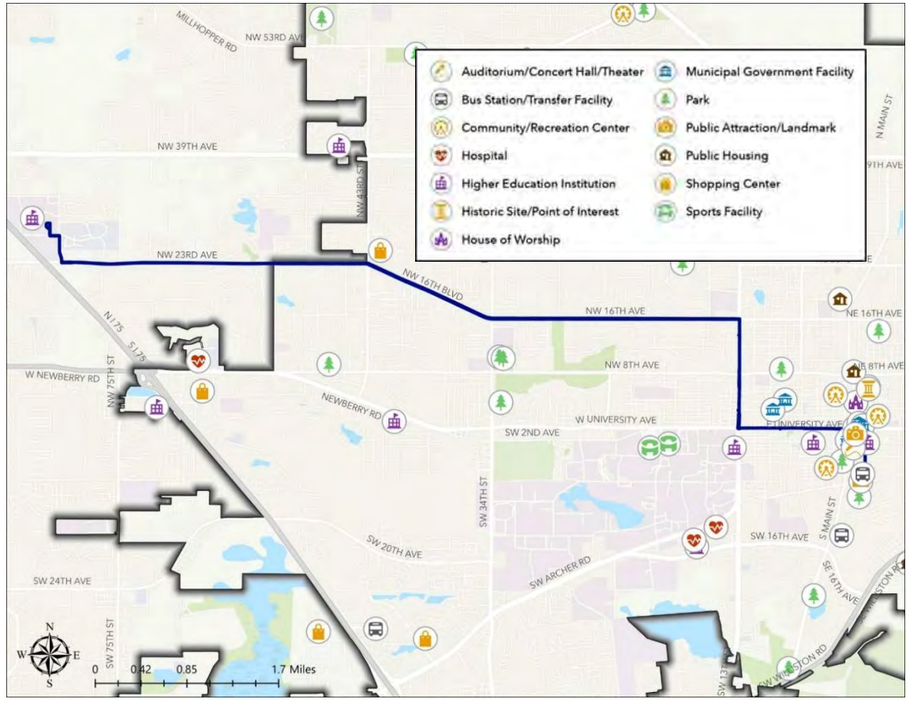
- Below average cost per trip compared to RTS average
- Frequent service serving downtown and adjacent areas
- Streamlined alignment and adequate frequency

Cons

- Below average annual ridership compared to system average
- Above average cost per trip compared to RTS system average
- Approximately 47% of arrivals are late with only 48% arriving on time

Route Snapshot

	Route 10	System Average	System Rank
Marginal Cost Per Trip	**$2.30**	*$2.43*	26
Trips per Hour	**11.10**	*15.31*	29
Performance Score	**7.43**	*8.00*	26



Route Characteristics

Segment Key

A	B	C	D
Rosa Parks Station	NW 16th Ave/NW 13th St	NW 23rd Av/NW 43rd St	Santa Fe College

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	7:00 AM - 7:30 PM	7:00 AM - 5:55 PM	N/A
Peak Frequency (Minutes)	35	120	N/A
Runtime (Minutes)	27 - 31	22	N/A
Peak Vehicles	2	1	N/A

Route Performance

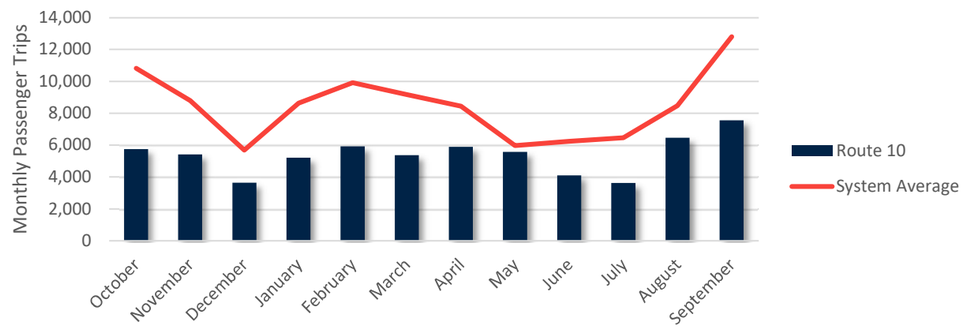
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
99	1,789	88,170	40	18.12	11.10	18.87%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$494,918	$5.32	$5.61	$247,459

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	2,822	2,764	258	48.29%	47.30%	4.41%

Monthly Ridership



ROUTE 11: ROSA PARKS TRANSFER STATION TO EASTWOOD MEADOWS

Route Description

The northern-situated counterpart to Route 7, Route 11 also connects Downtown to Eastwood Meadows, but runs further north up to the Northeast Walmart. Major neighborhoods served by this route include Duval Heights and Northeast Neighbors.

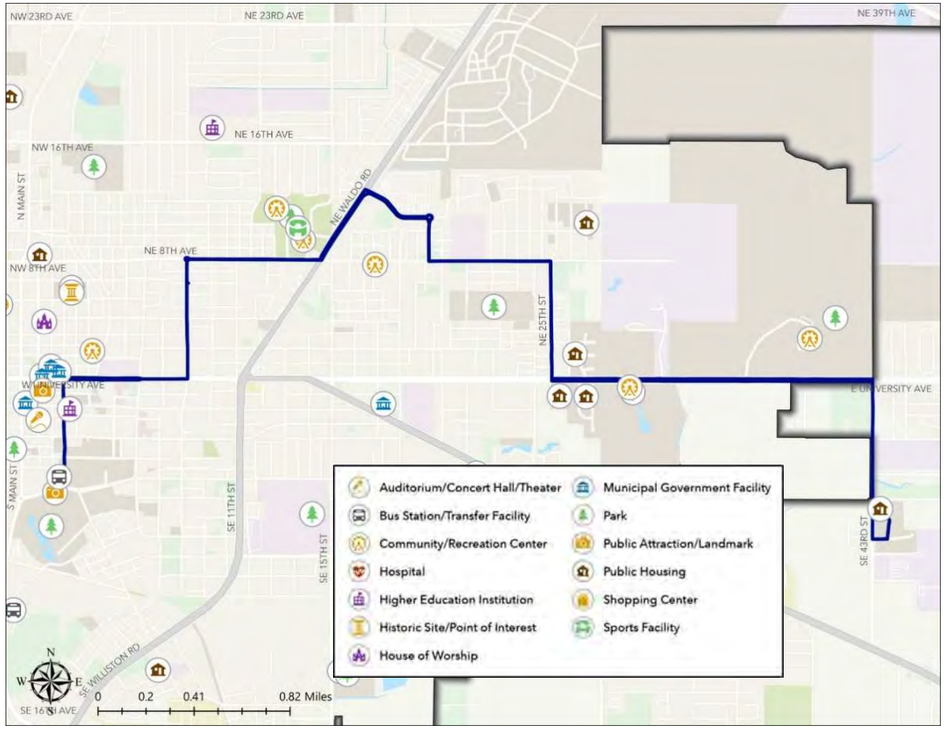
Pros

- Below average cost per trip and cost per mile compared to system average
- Approximately 83% of arrivals are on time

Cons

- Below average annual ridership compared to RTS system average
- A 44% layover efficiency places the route far below system average
- Meandering alignment

Route Snapshot			
	Route 11	System Average	System Rank
Marginal Cost Per Trip	**$1.18**	*$2.43*	**1**
Trips per Hour	**13.34**	*15.31*	**21**
Performance Score	**8.57**	*8.00*	**14**



Route Characteristics

Segment Key

A	B	C
Rosa Parks Transfer Station	NE Walmart	Eastwood Meadows

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	6:00 AM - 7:50 PM	N/A	N/A
Peak Frequency (Minutes)	60	N/A	N/A
Runtime (Minutes)	20 - 21	N/A	N/A
Peak Vehicles	1	N/A	N/A

Route Performance

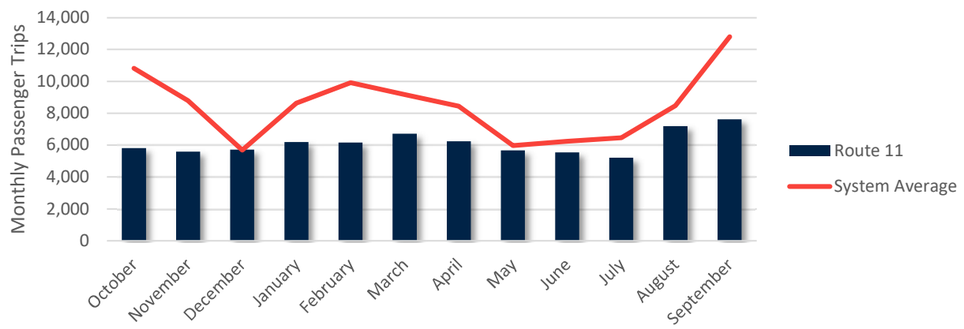
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
47	775	81,799	28	16.51	13.34	44.62%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$235,216	$5.84	$2.88	$235,216

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	2,550	464	55	83.09%	15.12%	1.79%

Monthly Ridership



ROUTE 12: REITZ UNION TO BUTLER PLAZA TRANSFER STATION

Route Description

Route 12 has the second-highest ridership of all RTS Routes. It is a key route which facilitates travel between the UF campus to Butler Plaza. It primarily runs along Archer Road, a major arterial. Significant retail establishments and multi-family housing are served by this route.

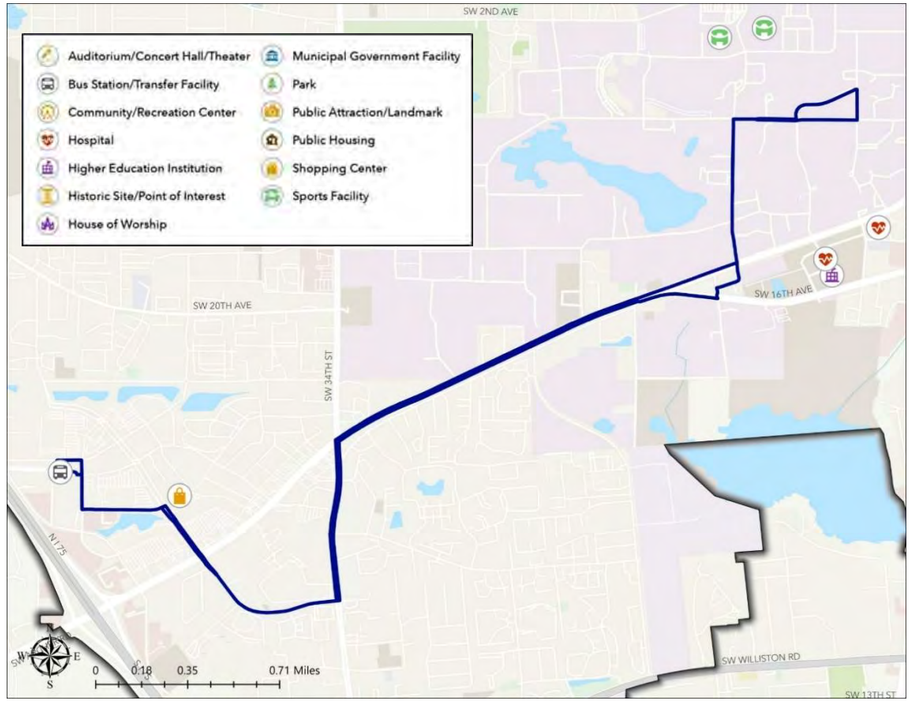
Pros

- Frequent peak service (13-minute headways)
- Low cost per trip compared to system average
- High productivity, well above other RTS fixed routes

Cons

- Above average cost per mile compared to system average
- Above average layover-to-service ratio compared to system average

Route Snapshot			
	Route 12	System Average	System Rank
Marginal Cost Per Trip	**$1.39**	*$2.43*	5
Trips per Hour	**20.27**	*15.31*	7
Performance Score	**9.51**	*8.00*	7



Route Characteristics

Segment Key

A	B	C
Reitz Union	University Commons	Butler Plaza Transfer Station

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	6:44 AM - 12:08 AM	7:20 AM - 8:59 PM	10:00 AM - 6:14 PM
Peak Frequency (Minutes)	13	25	50
Runtime (Minutes)	18 - 25	17 - 22	17 - 22
Peak Vehicles	4	2	1

Route Performance

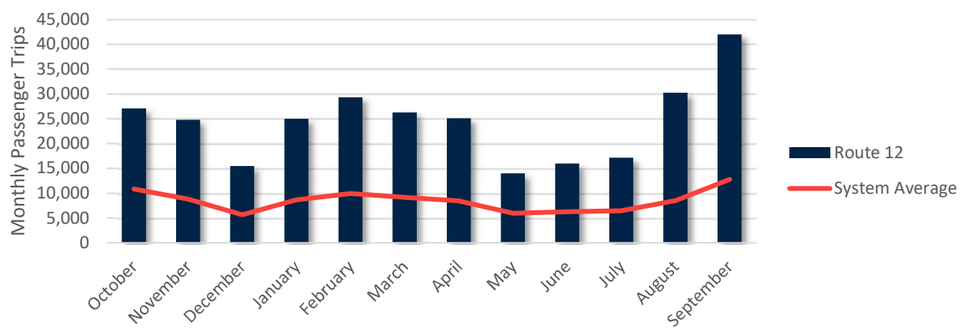
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
255	3,261	377,613	103	12.81	20.27	24.72%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$1,275,950	$7.52	$3.38	$318,988

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	7,368	4,002	1,283	58.23%	31.63%	10.14%

Monthly Ridership



ROUTE 13: BEATY TOWERS TO COTTAGE GROVE APARTMENTS

Route Description

The sole route on SW 13th Street south of SW 16th Avenue, Route 13 funnels passengers near SW 13th Street north to UF, Shands, and other areas in Gainesville via connecting RTS routes.

Pros

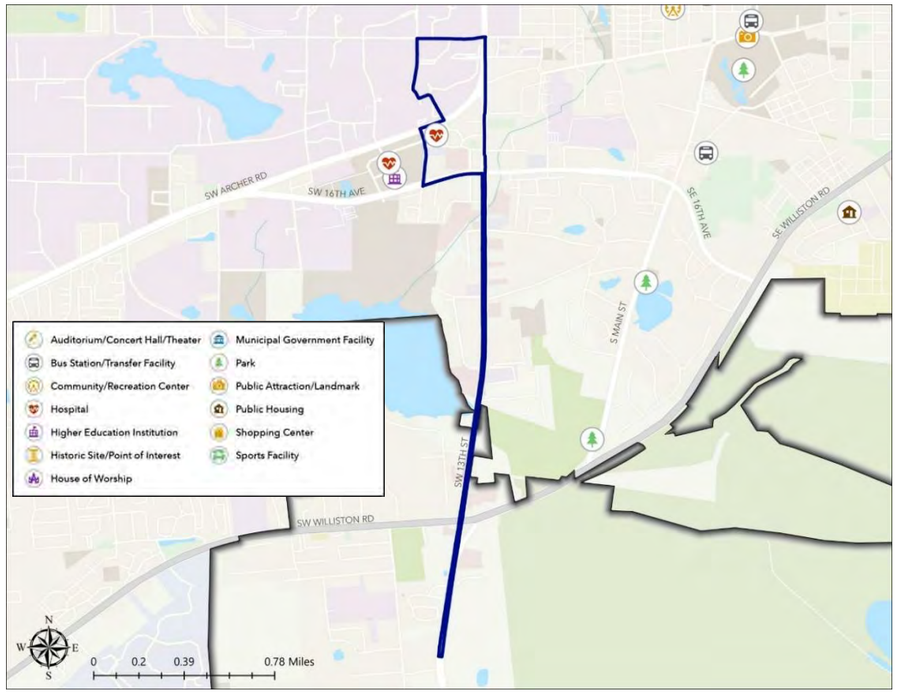
- Frequent service offers good connectivity
- Very low cost per trip and below average cost per mile compared to system average
- Above average productivity compared to system average

Cons

- Layover efficiency of greater than 30%, well above system average
- Approximately 48% of arrivals are on time, with 45% of arrivals being late

Route Snapshot

	Route 13	System Average	System Rank
Marginal Cost Per Trip	**$1.22**	*$2.43*	**2**
Trips per Hour	**15.28**	*15.31*	**15**
Performance Score	**8.85**	*8.00*	**11**



Route Characteristics

Segment Key

A	B
Beaty Towers	US 441 South

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	6:45 AM - 11:11 PM	7:06 AM - 6:15 PM	10:06 AM - 5:59 PM
Peak Frequency (Minutes)	15	60	60
Runtime (Minutes)	9 - 14	9 - 14	9 -14
Peak Vehicles	2	1	1

Route Performance

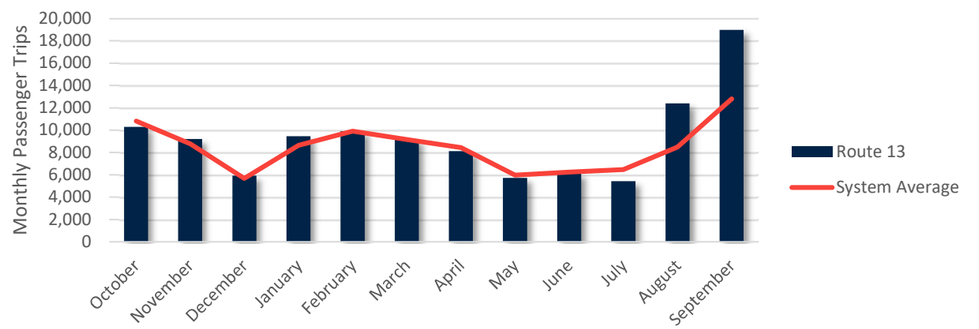
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
112	1,778	188,589	92	15.89	15.28	31.10%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$560,952	$6.07	$3.56	$280,476

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	3,472	3,268	467	48.14%	45.34%	6.48%

Monthly Ridership



ROUTE 15: ROSA PARKS TRANSFER STATION TO NW 13TH STREET

Route Description

Route 15 is the highest-ridership route in the system that does not serve the University of Florida. The route runs north-south along N Main Street, an established commercial corridor. Route 15 continues north and west along NE 23rd Avenue, NE 15th Street, NE/NW 39th Avenue, NW 13th Street, and NW 6th Street.

Pros

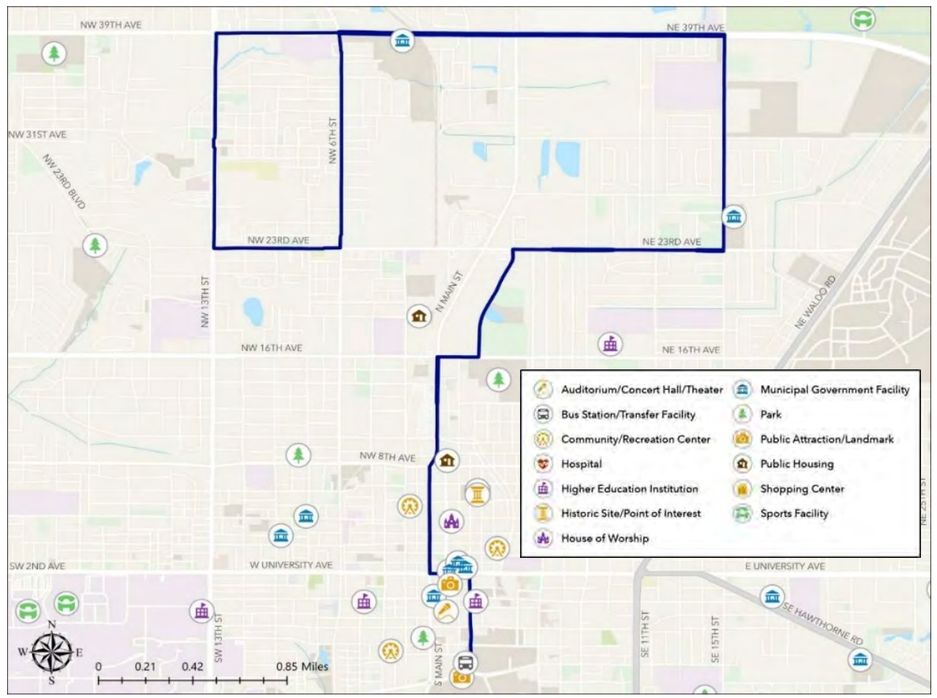
- Below average cost per trip and cost per mile compared to system average
- Route offers weekend connectivity
- Above average productivity compared to system average

Cons

- Approximately 48% of arrivals are on time, with an additional 40% of arrivals being late
- Circuitous alignment could impact OTP and connectivity

Route Snapshot

	Route 15	System Average	System Rank
Marginal Cost Per Trip	**$1.46**	*$2.43*	**8**
Trips per Hour	**19.47**	*15.31*	**9**
Performance Score	**9.33**	*8.00*	**9**



Route Characteristics

Segment Key

A	B	C
Rosa Parks Transfer Station	NE 15th Street/NE 39th Avenue	NW 13th Street

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	6:00 AM - 10:54 PM	7:00 AM - 5:54 PM	10:00 AM - 5:54 PM
Peak Frequency (Minutes)	30	60	60
Runtime (Minutes)	25 - 32	25 - 29	25 - 29
Peak Vehicles	2	1	1

Route Performance

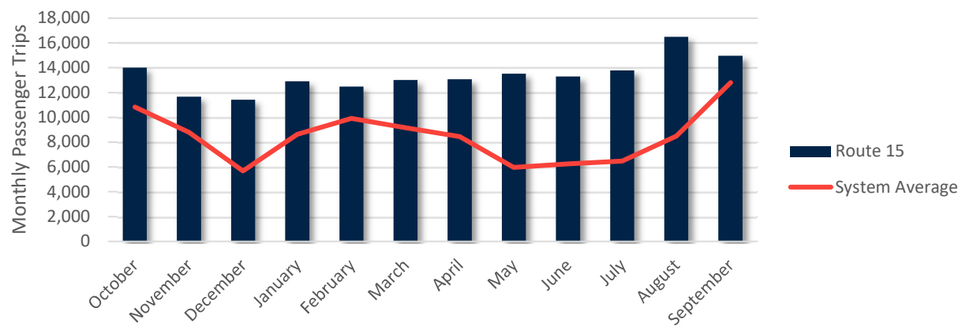
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
141	2,191	197,893	54	15.58	19.47	14.88%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$705,262	$6.19	$3.56	$352,631

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	2,828	2,254	809	48.01%	38.26%	13.73%

Monthly Ridership



ROUTE 16: BEATY TOWERS TO ROSA PARKS TRANSFER STATION

Route Description

Route 16 serves SE/SW 16th Avenue as a connection between UF/Shands, Sugarhill, Woodland Park, and Downtown, primarily utilizing SE/SW 16th Avenue, Williston Road, and SE 4th Street.

Pros

- Below average cost per trip and cost per mile compared to system average
- Satisfactory on-time performance (current standard)

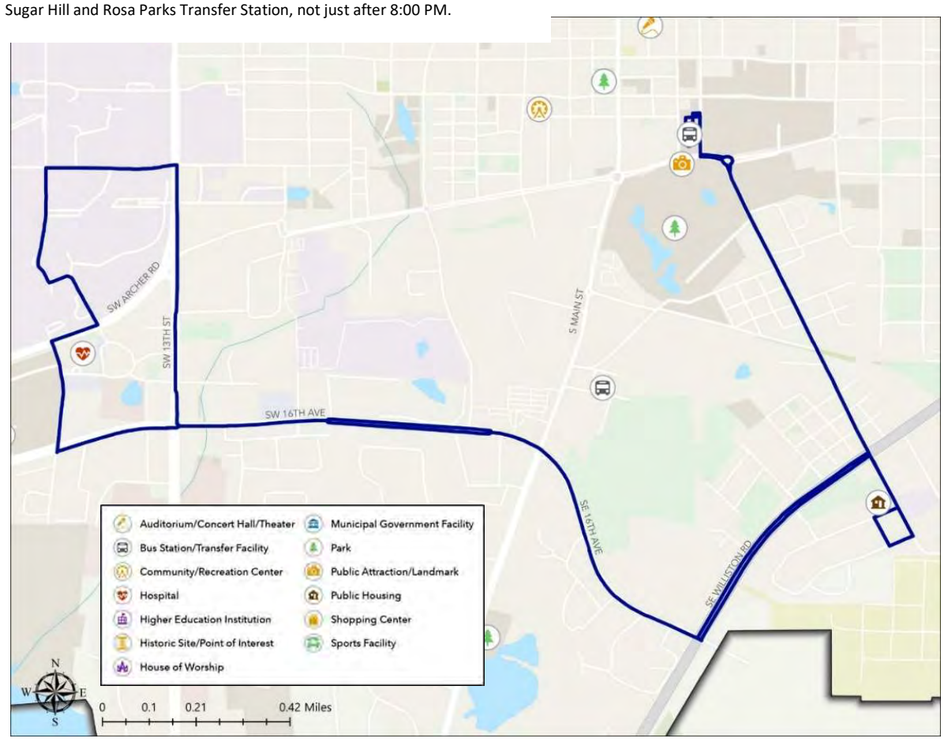
Cons

- Average weekday layover is nearly 24% above system average
- Approximately 21% of arrivals are late
- Circuitous alignment

Route Snapshot

	Route 16	System Average	System Rank
Marginal Cost Per Trip	**$1.74**	*$2.43*	15
Trips per Hour	**11.60**	*15.31*	26
Performance Score	**7.90**	*8.00*	21

*Route 16 was modified in Spring 2024 to include all-day service between Sugar Hill and Rosa Parks Transfer Station, not just after 8:00 PM.



Route Characteristics

Segment Key

A	B	C
Beaty Towers	Sugar Hill	Rosa Parks Transfer Station

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	6:30 AM - 11:15 PM	7:15 AM - 6:30 PM	10:15 AM - 5:50 PM
Peak Frequency (Minutes)	40	60	60
Runtime (Minutes)	17 - 18	15	15
Peak Vehicles	1	1	1

Route Performance

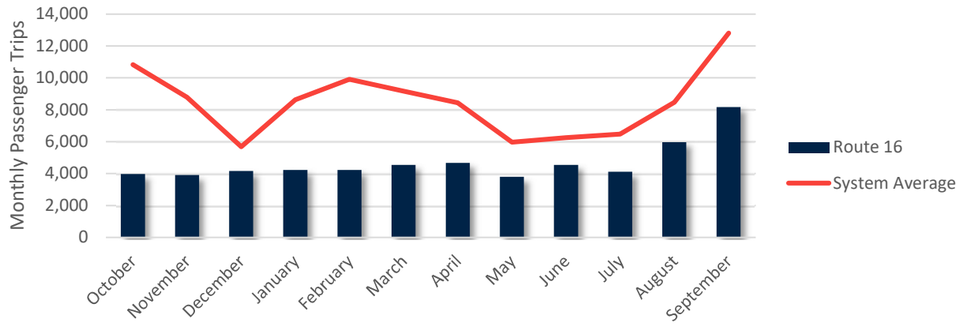
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
72	1,020	85,204	58	14.18	11.60	23.75%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$360,632	$6.80	$4.23	$360,632

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	2,752	854	441	68.00%	21.10%	10.90%

Monthly Ridership



ROUTE 17: ROSA PARKS TRANSFER STATION TO BEATY TOWERS

Route Description

Running a route similar to that of Route 16, Route 17 instead runs S Main Street, SE Veitch Street, and SE 10th Ave as the connecting link between SW 16th Avenue and Rosa Parks Transfer Station. Additionally, unlike Route 16, Route 17 does not operate on weekends.

Pros

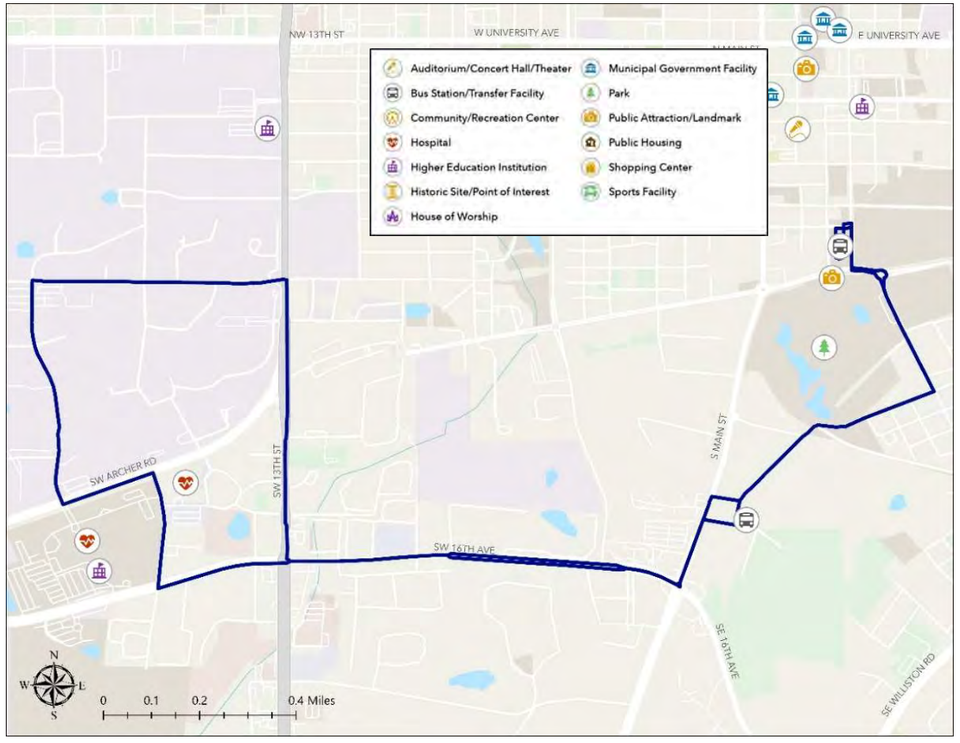
- Below average cost per trip compared to system average
- Approximately 80% of arrivals are on time.

Cons

- Above average cost per mile compared to system average
- Above average layover-to-service ratio of 24%
- Below average ridership compared to system average

Route Snapshot

	Route 17	System Average	System Rank
Marginal Cost Per Trip	**$1.56**	*$2.43*	12
Trips per Hour	**14.83**	*15.31*	17
Performance Score	**8.53**	*8.00*	15



Route Characteristics

Segment Key

A	B
Beaty Towers	Rosa Parks Transfer Station

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	6:20 AM - 7:35 PM	N/A	N/A
Peak Frequency (Minutes)	40	N/A	N/A
Runtime (Minutes)	17 - 18	N/A	N/A
Peak Vehicles	1	N/A	N/A

Route Performance

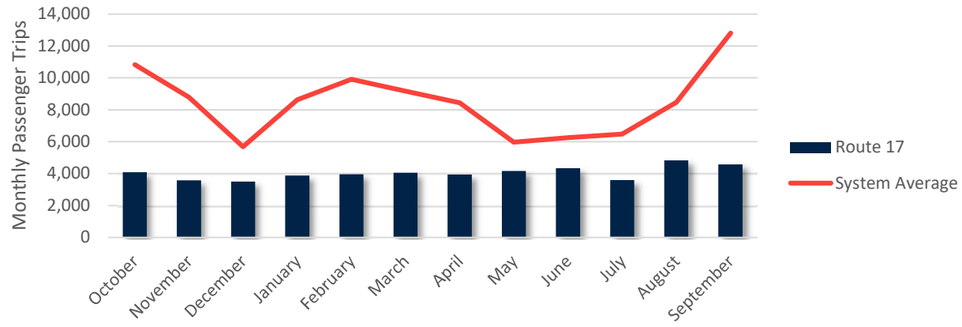
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
51	643	66,764	46	12.67	14.83	24.83%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$254,400	$7.61	$3.81	$254,400

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	2,754	590	84	80.34%	17.21%	2.45%

Monthly Ridership



ROUTE 20: REITZ UNION TO OAKS MALL

Route Description

The RTS route which had the most passenger trips in FY2023, Route 20 establishes a critical link between two major activity centers, Oaks Mall/HCA North Florida and UF's main campus. Route 20 serves densely populated residential areas along SW 62nd Boulevard and SW 20th Avenue, as well as the commercial area near SW 20th Avenue and SW 34th Street.

Pros

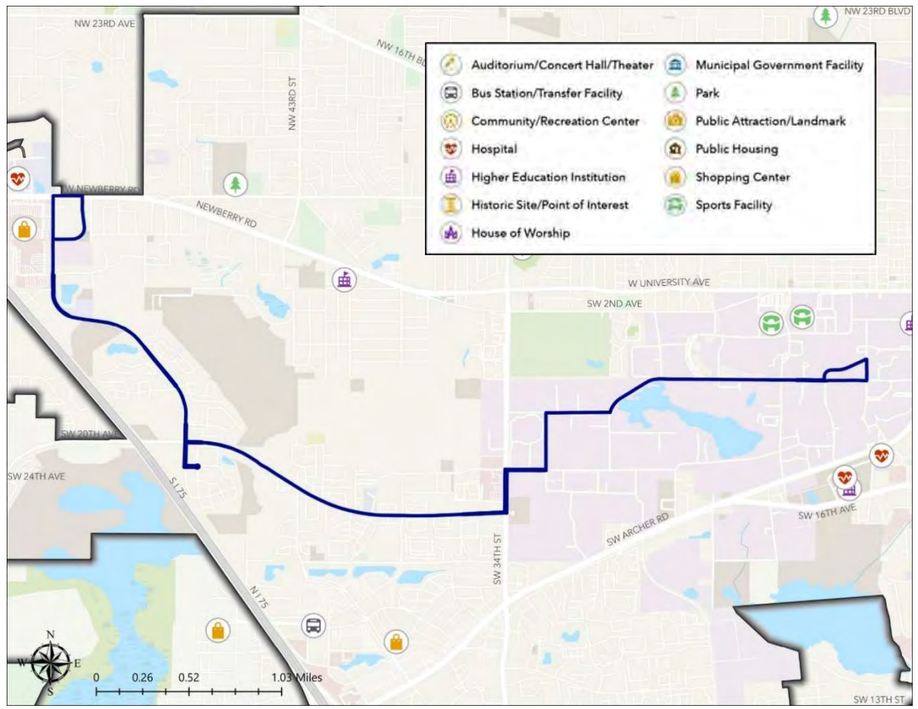
- Frequent service and extended hours of service
- Below average cost per trip compared to system
- High productivity compared to other RTS routes
- Layover efficiency is below system average

Cons

- Above average cost per mile compared to system average
- Approximately 28% of arrivals are late, with only 57% of arrivals being considered on-time

Route Snapshot

	Route 20	System Average	System Rank
Marginal Cost Per Trip	**$1.39**	*$2.43*	**6**
Trips per Hour	**22.97**	*15.31*	**4**
Performance Score	**9.94**	*8.00*	**4**



Route Characteristics

Segment Key

A	B	C
Reitz Union	34th Street Plaza	Oaks Mall

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	6:00 AM - 12:00 AM	7:00 AM - 7:58 PM	10:00 AM - 5:58 PM
Peak Frequency (Minutes)	15	30	60
Runtime (Minutes)	25 - 30	25 - 28	25 - 28
Peak Vehicles	4	2	1

Route Performance

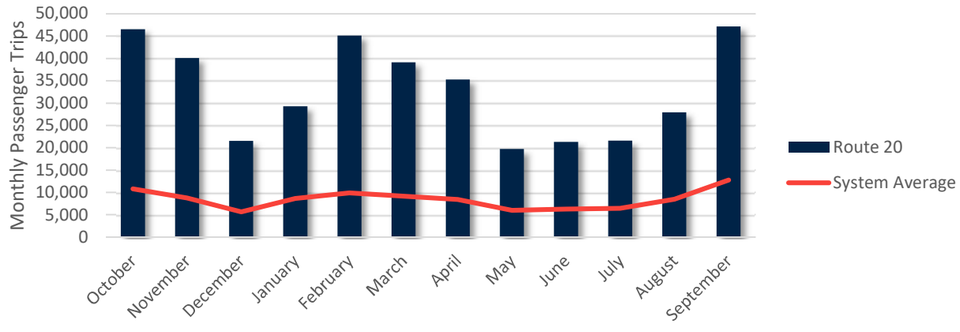
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
299	3,920	442,048	120	13.12	22.97	9.09%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$1,497,188	$7.35	$3.39	$420,400

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	6,564	3,288	1,533	57.65%	28.88%	13.47%

Monthly Ridership



ROUTE 21: REITZ UNION TO CABANA BEACH

Route Description

Running a route which closely mirrors that of Route 20, Route 21 provides support in the facilitation of trips between UF's campus core, the southwest portion of the campus, and high-density housing near SW 20th Avenue. This route only operates during the UF Fall and Spring academic semesters.

Pros

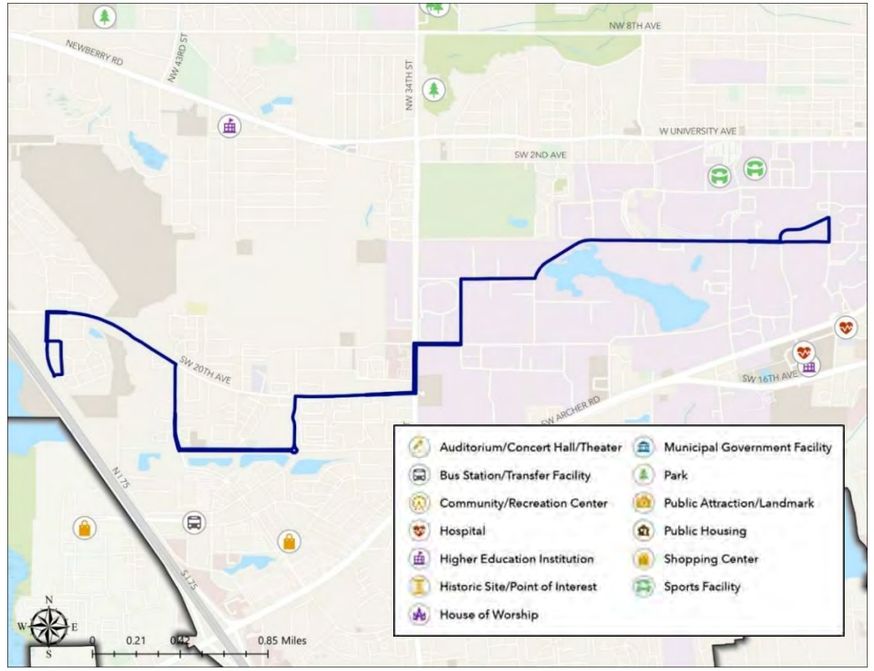
- High frequency and extended hours of service offer increased connectivity
- Below average cost per trip compared to system
- High productivity per hour compared to system
- Below system average layover-to-service ratio

Cons

- Cost per mile falls above system average
- Roughly 24% of arrivals are late

Route Snapshot

	Route 21	System Average	System Rank
Marginal Cost Per Trip	**$1.64**	*$2.43*	13
Trips per Hour	**28.94**	*15.31*	3
Performance Score	**10.70**	*8.00*	3



Route Characteristics

Segment Key

A	B	C
Reitz Union	34th Street Plaza	Cabana Beach

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	6:53 AM - 7:35 PM	N/A	N/A
Peak Frequency (Minutes)	18	N/A	N/A
Runtime (Minutes)	20 - 28	N/A	N/A
Peak Vehicles	3	N/A	N/A

Route Performance

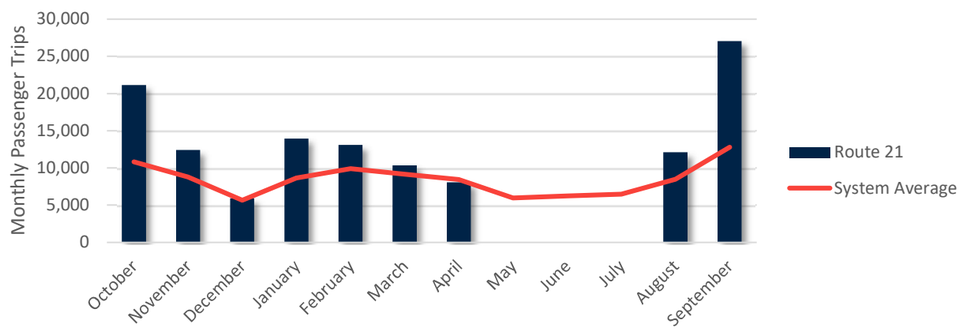
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
152	1,933	189,863	77	12.74	28.94	11.96%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$760,403	$7.57	$4.01	$253,468

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	4,450	1,711	931	62.75%	24.13%	13.13%

Monthly Ridership



ROUTE 23: OAKS MALL TO SANTA FE COLLEGE

Route Description

A link between Oaks Mall/HCA North Florida and Santa Fe College, Route 23 provides frequent bus service between these two destinations along Newberry Road, Fort Clarke Boulevard, and NW 23rd Avenue.

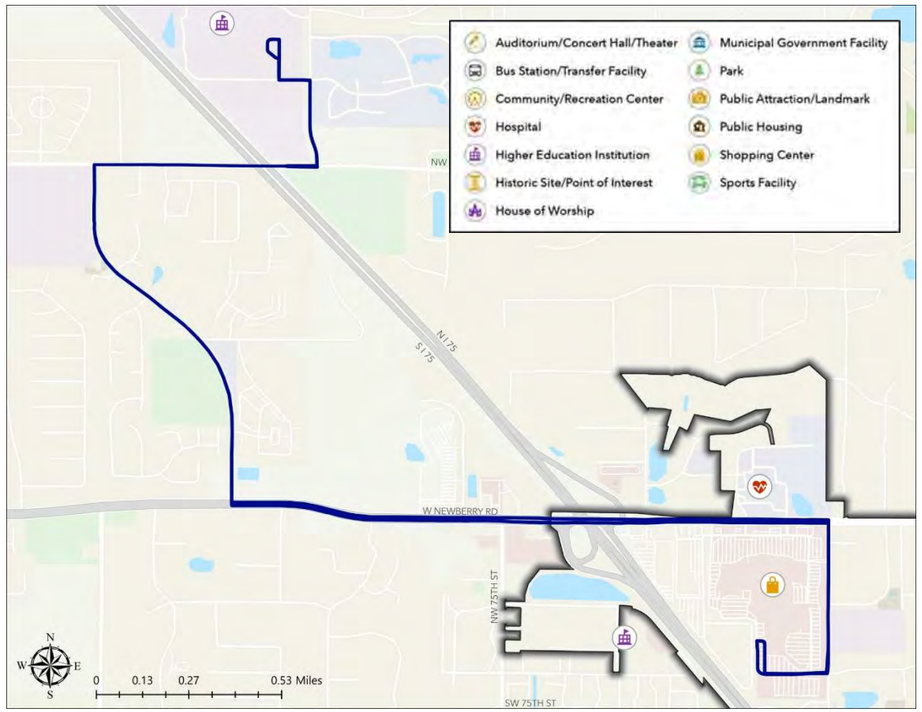
Pros

- Frequent service provision increases connectivity
- Below average cost per mile compared to RTS average

Cons

- Very high layover ratio at nearly 60%, drastically higher than system average
- Below average productivity compared to system
- Over 35% of arrivals are late
- Route alignment and structure may need improvement

Route Snapshot			
	Route 23	System Average	System Rank
Marginal Cost Per Trip	**$2.83**	*$2.43*	**29**
Trips per Hour	**7.07**	*15.31*	**35**
Performance Score	**6.43**	*8.00*	**33**



Route Characteristics

Segment Key

A	B
Oaks Mall	Santa Fe College

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	7:27 AM - 10:15 PM	N/A	N/A
Peak Frequency (Minutes)	18	N/A	N/A
Runtime (Minutes)	11 - 17	N/A	N/A
Peak Vehicles	2	N/A	N/A

Route Performance

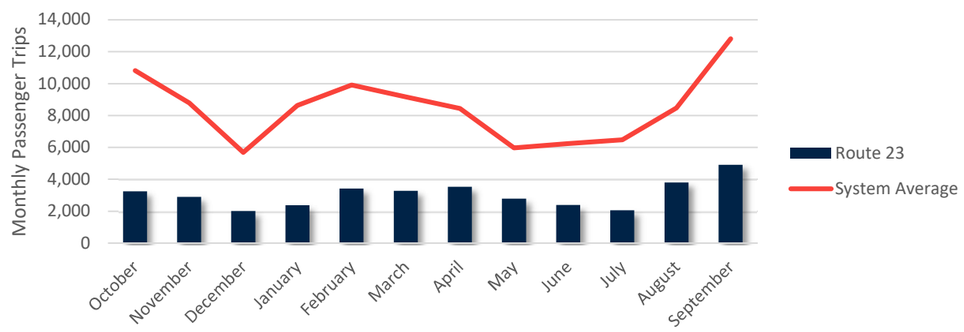
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
76	1,392	55,123	76	18.37	7.07	59.22%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$379,816	$5.25	$6.89	$189,908

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	3,174	1,834	198	60.97%	35.23%	3.80%

Monthly Ridership



ROUTE 25: REITZ UNION TO AIRPORT

Route Description

One of two RTS routes serving Gainesville Regional Airport, Route 25 serves key stops between UF and the Airport along SE/SW 2nd Avenue and Waldo Road including Rosa Parks Transfer Station, Walmart, Tacachale Center, and GRACE marketplace.

Pros

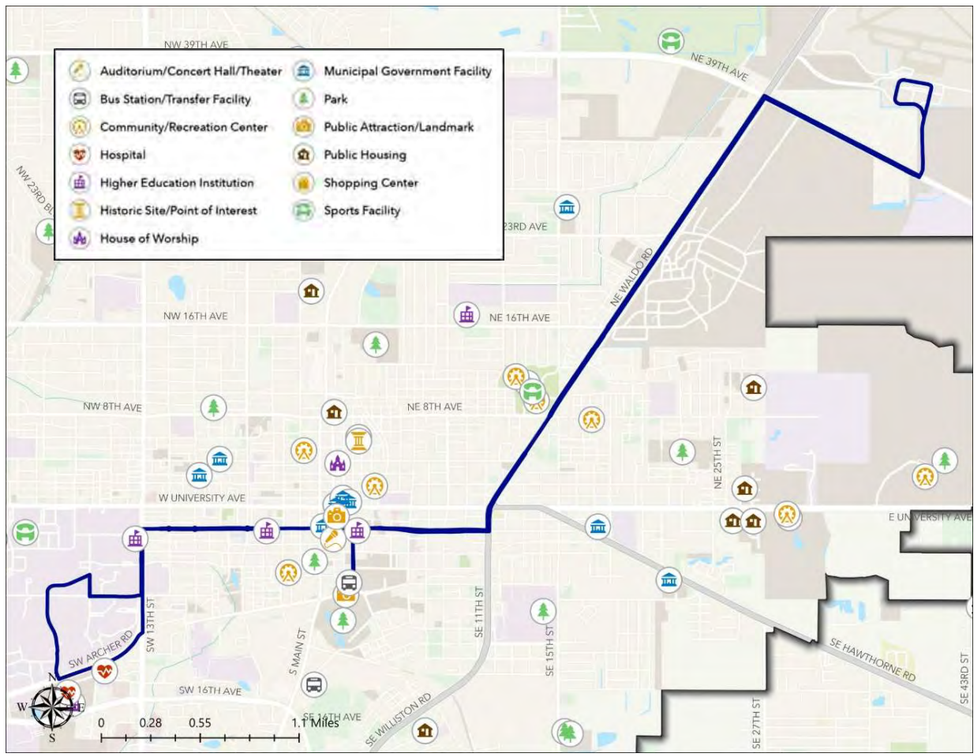
- Below average cost per mile compared to system average
- Below average layover-to-service ratio compared to system average

Cons

- Infrequent service could impact ridership
- Below average productivity compared to system
- Over 41% of arrivals on time, over 50% late arrivals.

Route Snapshot

	Route 25	System Average	System Rank
Marginal Cost Per Trip	$2.74	*$2.43*	28
Trips per Hour	8.76	*15.31*	33
Performance Score	6.75	*8.00*	31



Route Characteristics

Segment Key

A	B	C
Reitz Union	Rosa Parks Transfer Station	Airport

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	7:20 AM - 5:54 PM	7:27 AM - 4:47 PM	9:47 AM - 4:47 PM
Peak Frequency (Minutes)	65	70	70
Runtime (Minutes)	29	26 - 31	26 - 31
Peak Vehicles	1	1	1

Route Performance

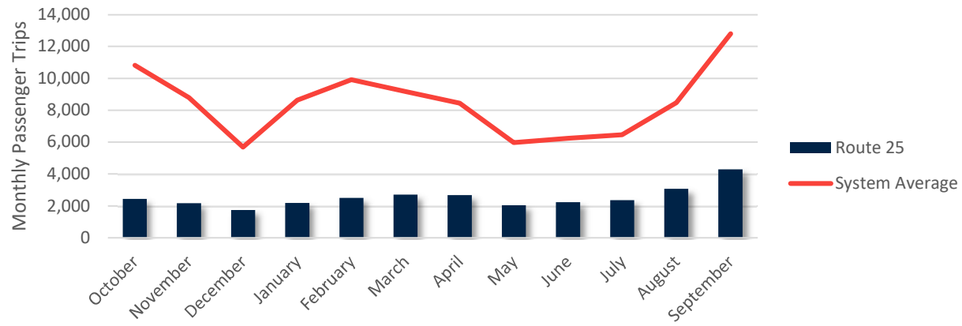
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
60	942	45,381	20	15.60	8.76	11.85%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$302,792	$6.18	$6.67	$302,792

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	893	1,073	178	41.65%	50.05%	8.30%

Monthly Ridership



ROUTE 26: ROSA PARKS TRANSFER STATION TO AIRPORT

Route Description

The other RTS route serving Gainesville Regional Airport, Route 26 does not connect UF and Downtown like Route 25 does, and it also deviates from Waldo Road onto NE 15th Street at the Northeast Walmart.

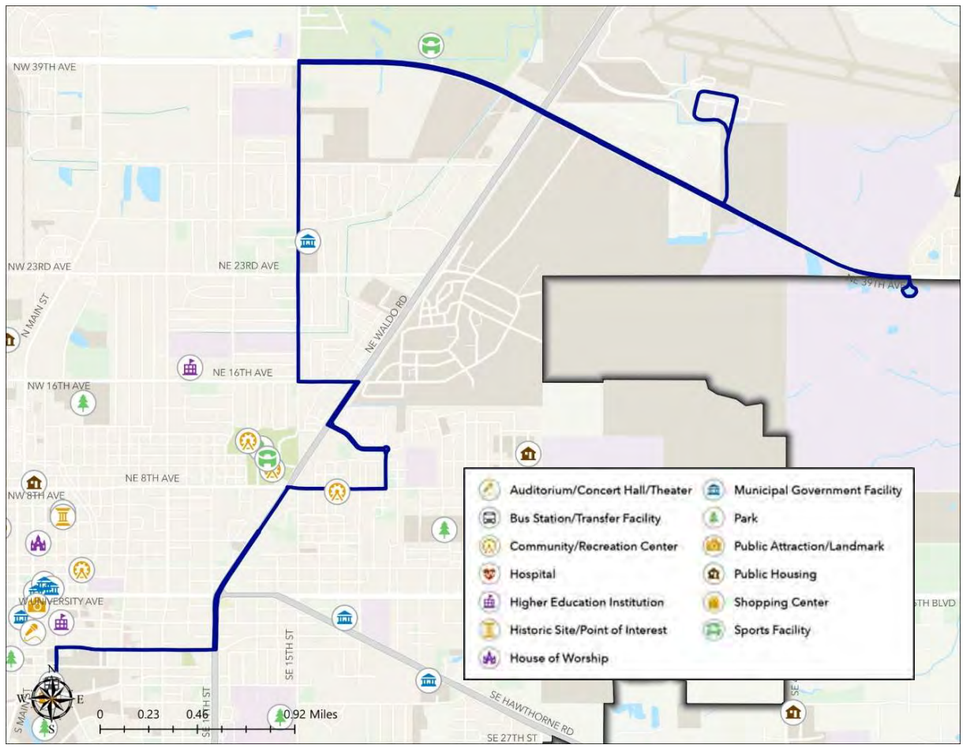
Pros

- Cost per trip and cost per mile below system average
- Fair productivity compared to system
- Layover-to-service ratio below system average

Cons

- Roughly 47% of arrivals are early potentially impacting connectivity
- Just over 47% of routes arrive on time
- Meandering alignment could impact OTP

Route Snapshot			
	Route 26	System Average	System Rank
Marginal Cost Per Trip	**$1.49**	*$2.43*	**10**
Trips per Hour	**19.17**	*15.31*	**10**
Performance Score	**9.26**	*8.00*	**10**



Route Characteristics

Segment Key

A	B	C
Rosa Parks Transfer Station	NE 15th Street/NE 39th Avenue	Airport

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	6:00 AM - 7:54 PM	N/A	N/A
Peak Frequency (Minutes)	60	N/A	N/A
Runtime (Minutes)	24 - 28	N/A	N/A
Peak Vehicles	1	N/A	N/A

Route Performance

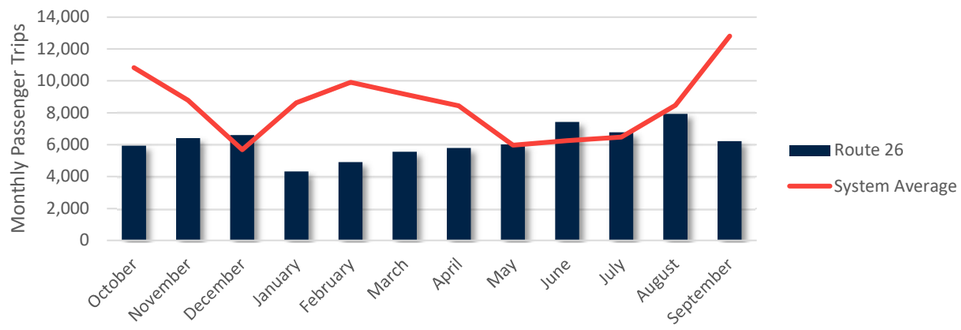
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
60	1,076	81,897	28	18.08	19.17	14.59%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$298,262	$5.33	$3.64	$486,724

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	713	80	703	47.66%	5.35%	46.99%

Monthly Ridership



ROUTE 28: BUTLER PLAZA TRANSFER STATION TO THE HUB

Route Description

Serving a similar purpose to Routes 20 and 21, Route 28 connects residential areas west of UF's campus to the campus' academic core. Its termini are different than routes 20 and 21, serving the Butler Plaza Transfer Station instead of Cabana Beach and The Hub instead of Reitz Union. This route only operates during the UF Fall and Spring academic semesters.

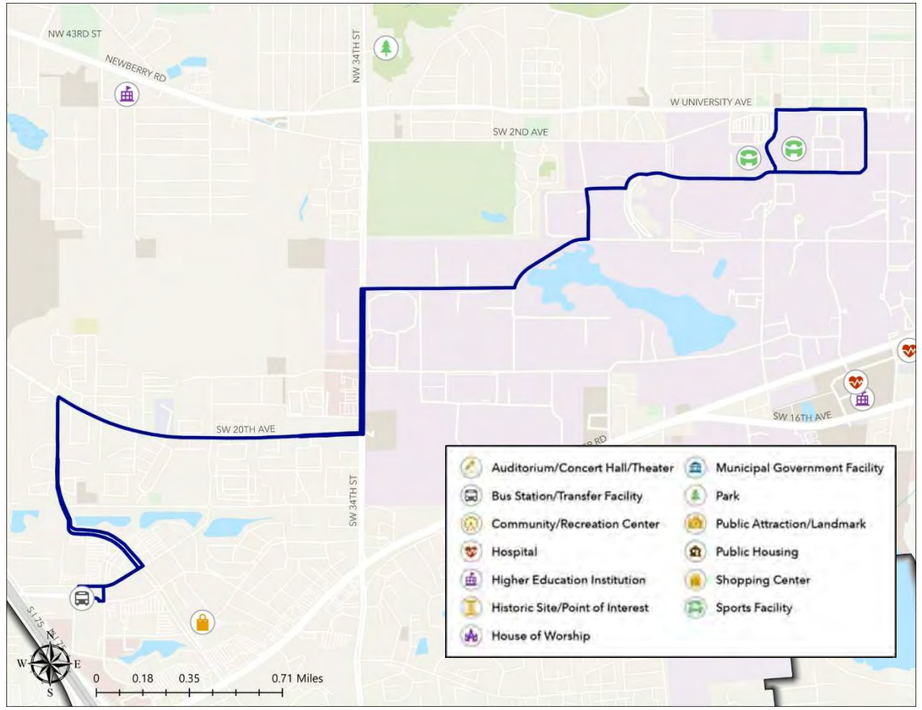
Pros

- Above average trips per hour compared to system
- Below average layover-to-service ratio compared to system average

Cons

- Above average cost per mile compared to system average
- Below average annual ridership compared to other RTS routes

Route Snapshot			
	Route 28	System Average	System Rank
Marginal Cost Per Trip	$2.96	*$2.43*	30
Trips per Hour	15.63	*15.31*	14
Performance Score	7.68	*8.00*	24



Route Characteristics

Segment Key

A	B	C
Butler Plaza Transfer Station	Campus USA	The Hub

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	7:53 AM - 5:21 PM	N/A	N/A
Peak Frequency (Minutes)	27	N/A	N/A
Runtime (Minutes)	20 - 28	N/A	N/A
Peak Vehicles	2	N/A	N/A

Route Performance

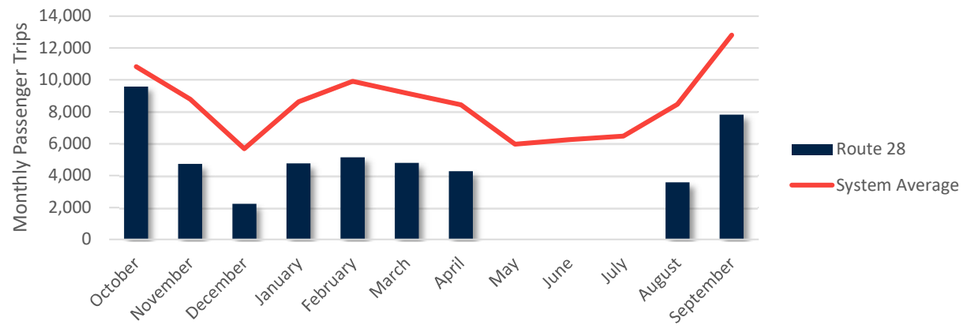
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
81	984	56,158	41	12.18	15.63	11.66%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$404,784	$7.91	$7.21	$202,392

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	2,774	526	1,034	64.01%	12.14%	23.86%

Monthly Ridership



ROUTE 33: CELEBRATION POINTE TO THE HUB

Route Description

Like Route 28, Route 33 connects Butler Plaza Transfer Station to The Hub. Additionally, Route 33 continues west of Butler Plaza, terminating at Celebration Pointe. Instead of the SW 20th Avenue/SW 34th Street/Radio Road/Museum Road route taken by Route 28, Route 33 travels along SW 38th Terrace, Hull Road, and Mowry Road.

Pros

- Frequent and extended service span
- Coverage of various key activity centers
- Below average cost per trip compared to system avg.
- Above average productivity compared to system
- Streamlined alignment along key corridors

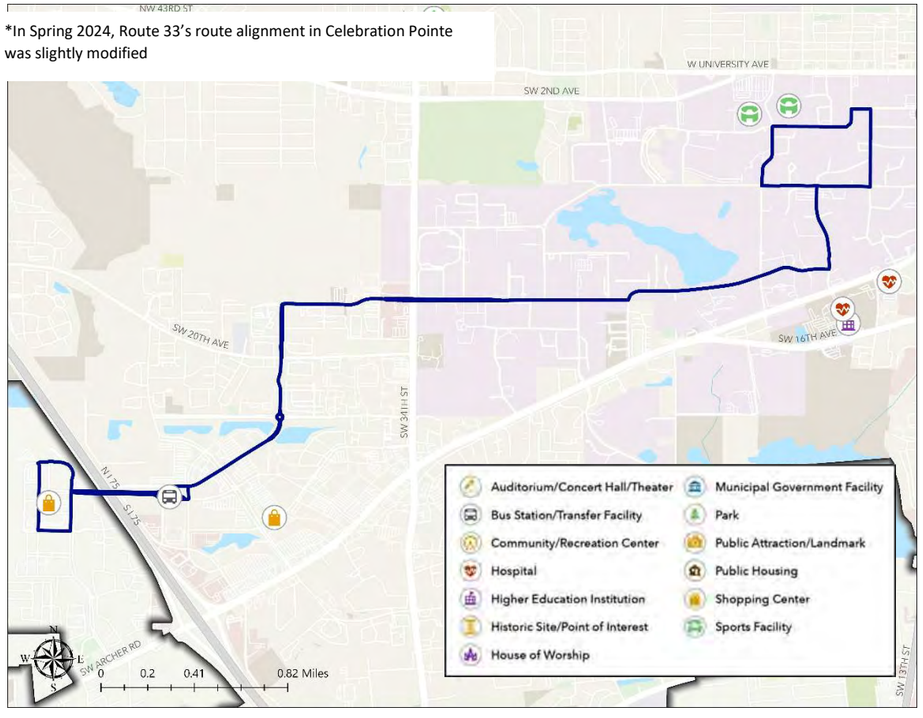
Cons

- Above average cost per mile compared to system
- Approximately 50% of arrivals are on time with and additional 40% being late

Route Snapshot

	Route 33	System Average	System Rank
Marginal Cost Per Trip	$2.20	*$2.43*	23
Trips per Hour	16.07	*15.31*	13
Performance Score	8.28	*8.00*	17

*In Spring 2024, Route 33's route alignment in Celebration Pointe was slightly modified



Route Characteristics

Segment Key

A	B	C
Butler Plaza Transfer Station	Cultural Plaza	The Hub

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	6:51 AM - 11:15 PM	7:51 AM - 8:18 PM	9:48 AM - 5:48 PM
Peak Frequency (Minutes)	15	30	60
Runtime (Minutes)	25 - 27	25 - 27	25 - 27
Peak Vehicles	4	2	1

Route Performance

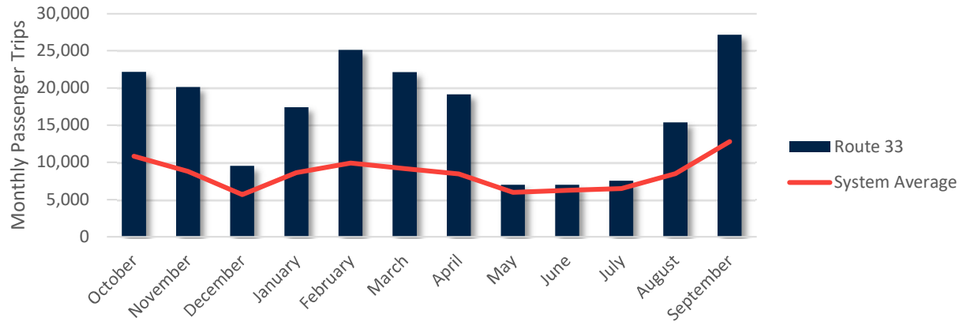
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
260	3,044	243,377	110	11.71	16.07	14.83%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$1,302,750	$8.23	$5.35	$325,687

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	5,877	4,790	1,056	50.13%	40.86%	9.01%

Monthly Ridership



ROUTE 34: THE HUB TO VA HOSPITAL

Route Description

Route 34 utilizes SW 34th Street as a corridor to connect the northern parts of UF's campus to residences and businesses to the southwest. This route includes stops near the major commercial area surrounding SW 34th Street and Archer Road, ultimately terminating at the new VA clinic near SW 34th Street and Williston Road.

Pros

- Below average cost per trip compared to system average
- Routes overall performance score ranks in the top 50% of RTS routes
- Streamlined alignment along key corridors

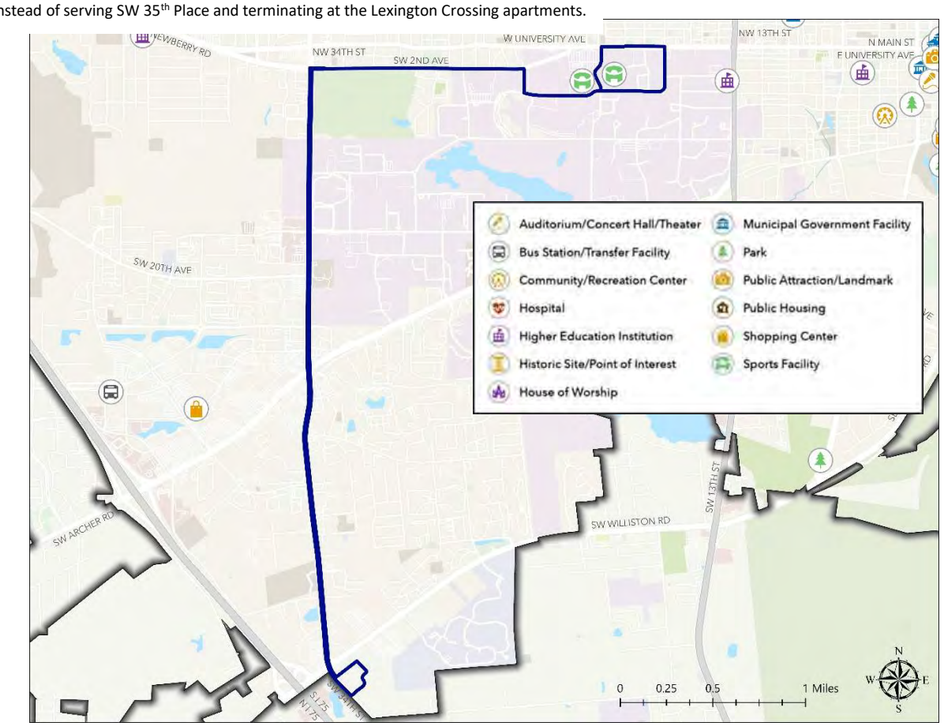
Cons

- Above average cost per mile compared to system
- Just over 55% of arrivals are on time, with another 35% of late arrivals

*Effective Spring 2024, Route 34 has a new alignment south of SW 35th Place. Route 34 runs on SW 34th Street between SW 2nd Avenue and Williston Road, terminating at the new VA clinics instead of serving SW 35th Place and terminating at the Lexington Crossing apartments.

Route Snapshot

	Route 34	System Average	System Rank
Marginal Cost Per Trip	$1.54	*$2.43*	11
Trips per Hour	12.52	*15.31*	23
Performance Score	8.19	*8.00*	19



Route Characteristics

Segment Key

A	B	C
The Hub	Westgate Plaza	VA Hospital

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	6:50 AM - 11:04 PM	N/A	N/A
Peak Frequency (Minutes)	50	N/A	N/A
Runtime (Minutes)	20 - 28	N/A	N/A
Peak Vehicles	1	N/A	N/A

Route Performance

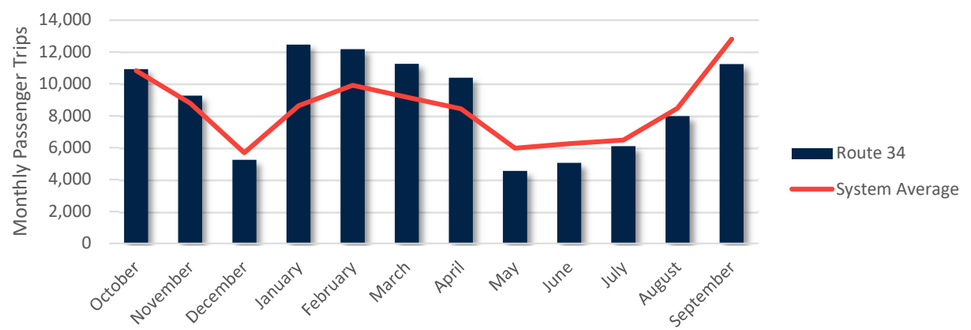
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
69	819	92,093	32	11.87	12.52	15.42%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$345,787	$8.12	$3.75	$345,787

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	1,837	1,178	276	55.82%	35.79%	8.39%

Monthly Ridership



ROUTE 35: REITZ UNION TO SW 35TH PLACE

Route Description

Route 35 is also a UF commuter route between Reitz Union and apartment complexes south of campus. Additionally, Route 35 covers residences and commercial areas near SWs 34th Street and Williston Road.

Pros

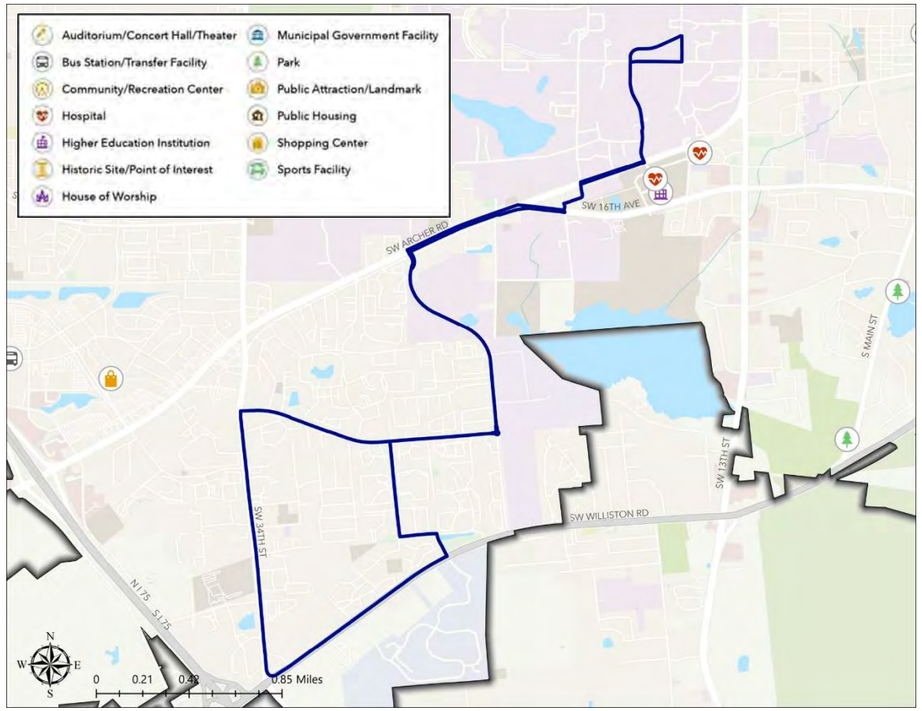
- Very frequent peak service (13-minute headways)
- Night and weekend service improve connectivity
- Cost per trip and cost per mile below system average
- Satisfactory on-time performance (current standard)

Cons

- Nearly 20% of arrivals are late
- Circuitous alignment impacts OTP and connectivity

Route Snapshot

	Route 35	System Average	System Rank
Marginal Cost Per Trip	**$2.06**	*$2.43*	20
Trips per Hour	**18.87**	*15.31*	11
Performance Score	**8.82**	*8.00*	12



Route Characteristics

Segment Key

A	B	C
Reitz Union	University Commons	Ridgemar Commons

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	6:35 AM - 12:06 AM	7:06 AM - 7:31 PM	10:26 AM - 5:51 PM
Peak Frequency (Minutes)	13	50	50
Runtime (Minutes)	17 - 31	18 - 21	18 - 21
Peak Vehicles	4	1	1

Route Performance

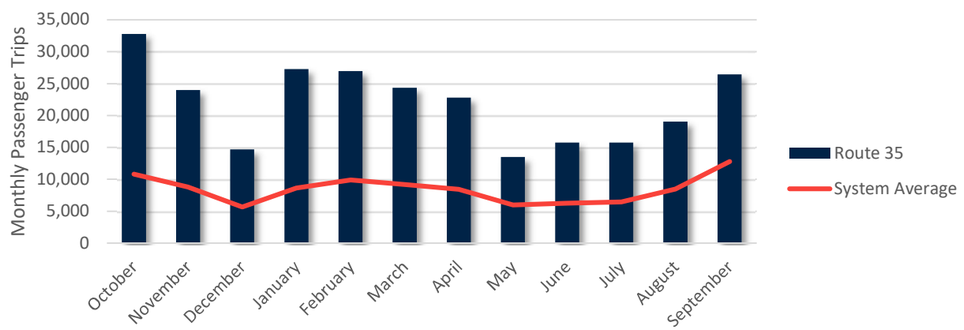
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
263	3,590	261,717	136	13.67	18.87	15.84%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$1,316,342	$7.05	$5.03	$376,394

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	8,283	2,378	1,748	66.75%	19.16%	14.09%

Monthly Ridership



ROUTE 37: REITZ UNION TO BUTLER PLAZA TRANSFER STATION

Route Description

Route 37 closely mirrors Route 12. Both routes connect Butler Plaza Transfer Station to Reitz Union, however Route 37 does not operate on Archer Road west of SW 23rd Terrace. Instead, Route 37 travels east-west along SW 35th Place and SW 39th Boulevard.

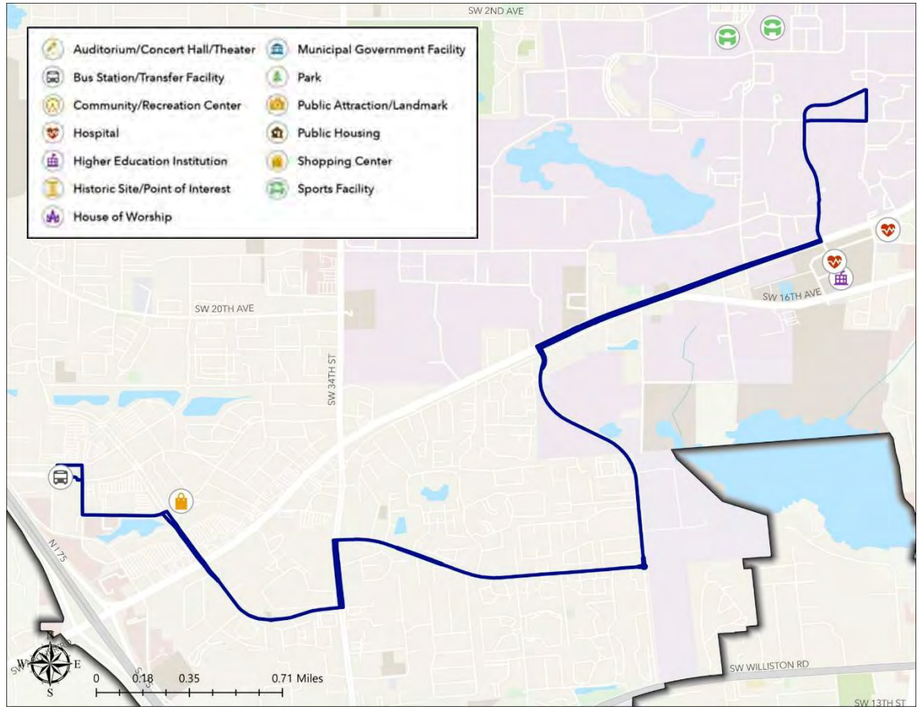
Pros

- Night and weekend service possibily improves connectivity
- Cost per trip and per mile below system average
- Above average productivity compared to system

Cons

- Annual ridership below system average
- Nearly 30% of arrivals are late, with less than 60% being on time

Route Snapshot			
	Route 37	System Average	System Rank
Marginal Cost Per Trip	$1.93	*$2.43*	17
Trips per Hour	18.16	*15.31*	12
Performance Score	8.80	*8.00*	13



Route Characteristics

Segment Key

A	B	C
Reitz Union	University Commons	Butler Plaza Transfer Station

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	7:00 AM - 10:45 PM	8:48 AM - 8:22 PM	10:00 AM - 5:52 PM
Peak Frequency (Minutes)	27	50	50
Runtime (Minutes)	19 - 26	17 - 22	17 - 22
Peak Vehicles	2	1	1

Route Performance

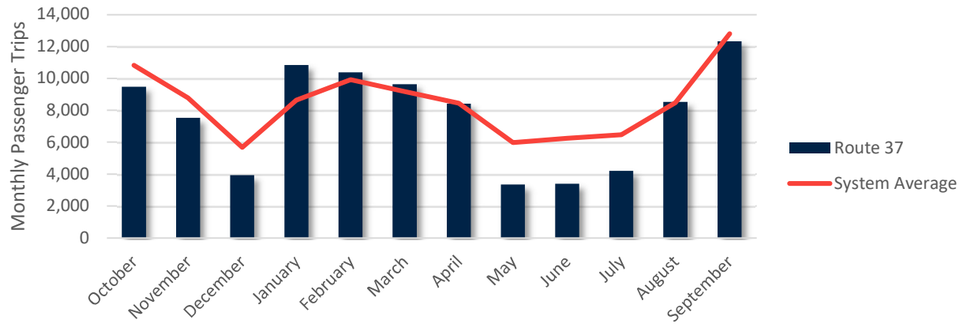
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
120	1,710	128,330	54	14.20	18.16	17.87%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$603,946	$6.79	$4.71	$301,973

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	3,477	1,795	605	59.16%	30.54%	10.29%

Monthly Ridership



ROUTE 38: THE HUB TO GAINESVILLE PLACE

Route Description

The third busiest RTS route, Route 38 is an additional commuting connection between UF and high-density housing south of Archer Road. It is more accessible to residences near Old Archer Road compared to other routes.

Pros

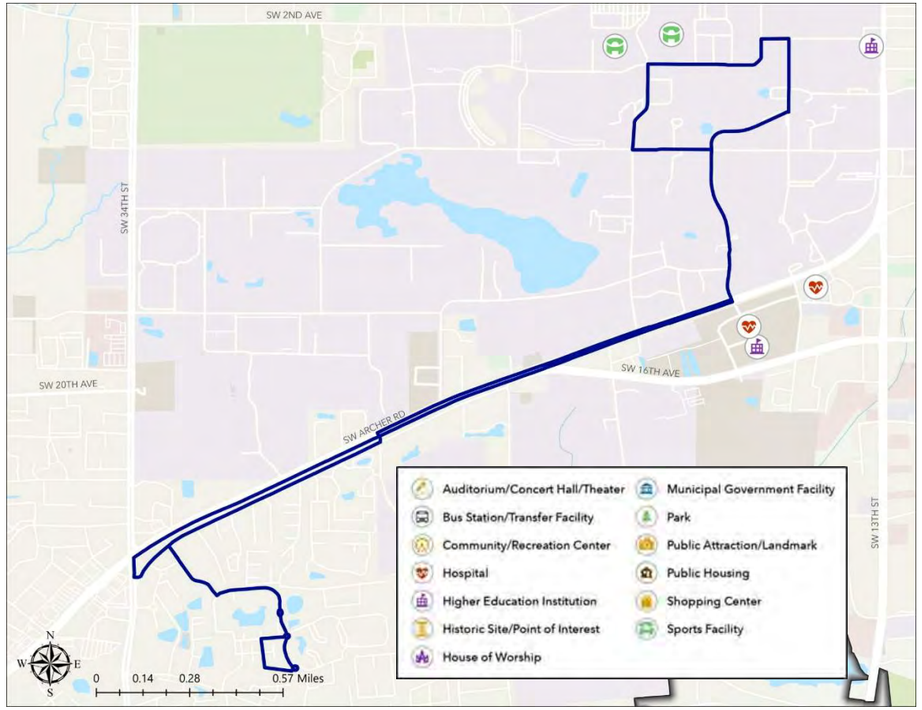
- Very frequent peak service (10-minute headways)
- Below average cost per trip compared to system average
- Highly productive route compared to other RTS routes
- Nearly 70% of arrivals are on time

Cons

- Cost per mile falls above system average
- Nearly 20% of arrivals are late

Route Snapshot

	Route 38	System Average	System Rank
Marginal Cost Per Trip	$1.49	*$2.43*	9
Trips per Hour	29.97	*15.31*	2
Performance Score	10.97	*8.00*	2



Route Characteristics

Segment Key

A	B	C
The Hub	Shands @ Center Drive	Gainesville Place

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	6:45 AM - 10:33 PM	N/A	N/A
Peak Frequency (Minutes)	10	N/A	N/A
Runtime (Minutes)	18 - 21	N/A	N/A
Peak Vehicles	5	N/A	N/A

Route Performance

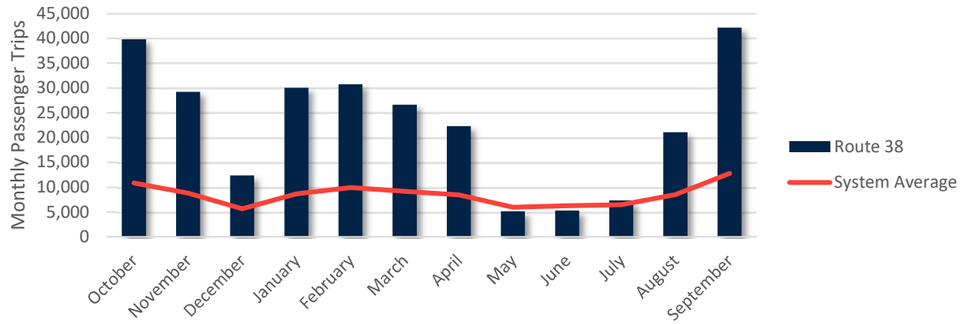
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
239	2,620	329,290	144	10.97	29.97	20.53%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$1,197,192	$8.79	$3.64	$239,438

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	8,220	2,346	1,242	69.61%	19.87%	10.52%

Monthly Ridership



ROUTE 43: UF HEALTH TO SANTA FE COLLEGE

Route Description

Route 43 travels between Santa Fe College and UF/Shands. This route includes service on NW 39th Avenue, NW 43rd Street, and Newberry Road/University Avenue. It is the only RTS route to serve NW 43rd Street, a key north-south corridor in West Gainesville.

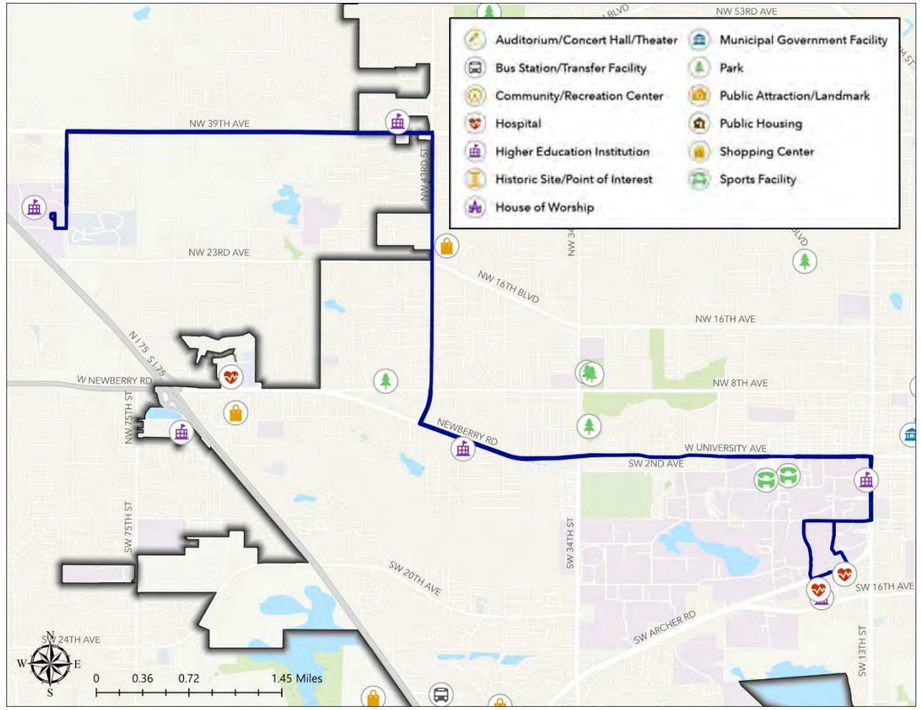
Pros

- Cost per mile below system average
- Above average route speed

Cons

- Above average cost per trip compare the system average
- Productivity falls below system average
- Just over 33% of arrivals are late, with only 53% of arrivals being on time

Route Snapshot			
	Route 43	System Average	System Rank
Marginal Cost Per Trip	$2.22	*$2.43*	24
Trips per Hour	10.20	*15.31*	32
Performance Score	7.34	*8.00*	28



Route Characteristics

Segment Key

A	B	C	D
UF Health	Westgate Plaza	Millhopper Plaza	Santa Fe College

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	6:07 AM - 7:30 PM	N/A	N/A
Peak Frequency (Minutes)	45	N/A	N/A
Runtime (Minutes)	35 - 38	N/A	N/A
Peak Vehicles	2	N/A	N/A

Route Performance

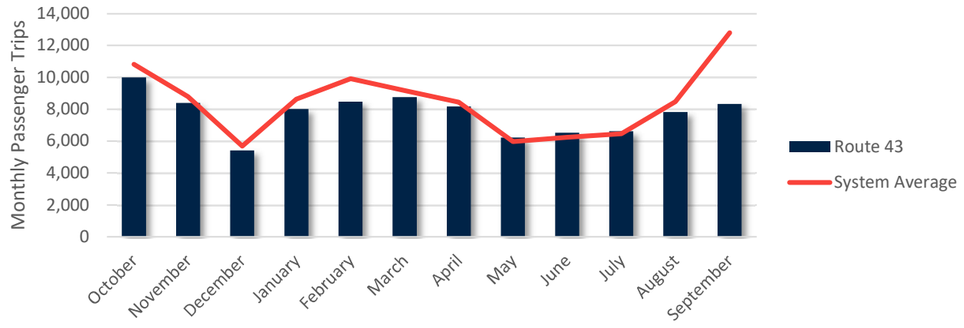
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
101	1,717	94,024	34	16.93	10.20	22.15%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$508,414	$5.70	$5.41	$254,207

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	2,790	1,756	677	53.42%	33.62%	12.96%

Monthly Ridership



ROUTE 46: REITZ UNION TO ROSA PARKS TRANSFER STATION

Route Description

Route 46 functions as a dedicated link between the heart of the UF campus and Downtown Gainesville. SW 2nd Avenue is the primary corridor this route serves, which houses the Innovation District and is in close proximity to the Porters Community as well as UF student housing.

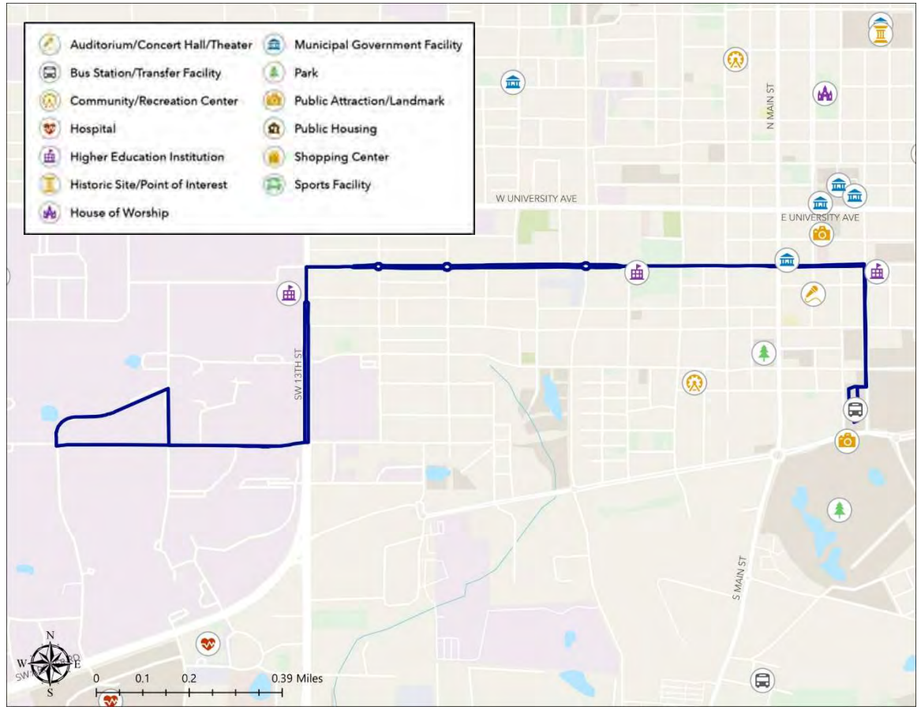
Pros

- Below average layover-to-service ratio
- Over 71% of arrivals are on time

Cons

- Cost per mile is above system average
- Annual ridership falls below system average
- Low frequency of service

Route Snapshot			
	Route 46	System Average	System Rank
Marginal Cost Per Trip	$2.69	*$2.43*	27
Trips per Hour	12.38	*15.31*	24
Performance Score	7.35	*8.00*	27



Route Characteristics

Segment Key

A	B
Reitz Union	Rosa Parks Transfer Station

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	8:05 AM - 6:00 PM	N/A	N/A
Peak Frequency (Minutes)	40	N/A	N/A
Runtime (Minutes)	17 - 18	N/A	N/A
Peak Vehicles	1	N/A	N/A

Route Performance

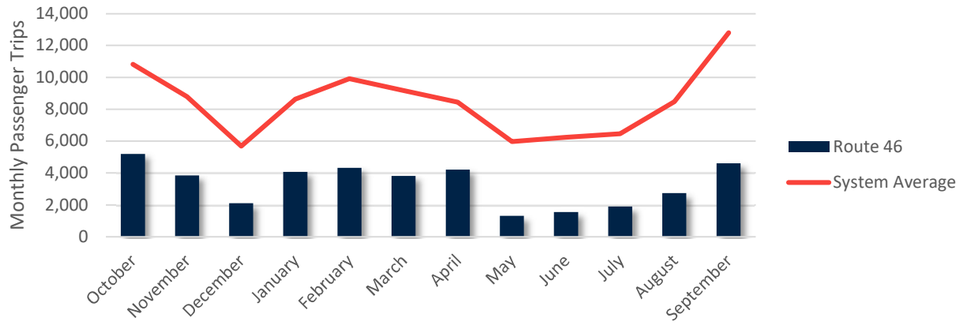
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
43	338	32,742	30	7.87	12.38	13.37%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$215,068	$12.25	$6.57	$215,068

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	427	137	33	71.52%	22.95%	5.53%

Monthly Ridership



ROUTE 52: JONESVILLE TO REITZ UNION

Route Description

The newest route in service, Route 52 is designed as a commuter route for UF and UF Health employees living in the Jonesville area or those who desire to park and ride from that location. There are no stops on this route in between the Jonesville area and Tower Road, but local service resumes along SW 20th/24th Avenue and Hull Road.

Pros

- Very high layover ratio compared to other RTS routes
- Streamlines alignment on key corridors

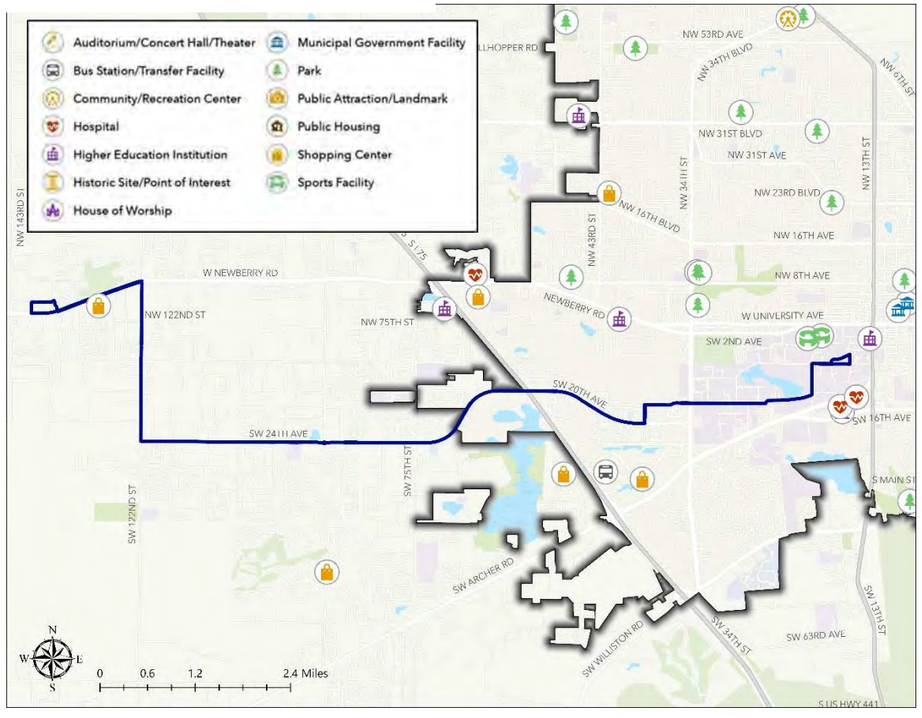
Cons

- High cost per trip and cost per mile compared to system
- Very low productivity compare to other RTS routes
- Over 41% of arrivals are late, dropping on time arrivals to less than 40%
- Long route in lower density service area

*In Spring 2024, Route 52's route alignment was modified east of Gale Lemerand Drive so that the route terminates at Reitz Union instead of UF Health.

Route Snapshot

	Route 52	System Average	System Rank
Marginal Cost Per Trip	**$19.43***	*$2.43*	**38**
Trips per Hour	**2.03***	*15.31*	**38**
Route Performance	**-10.03***	*8.00*	**38**



Route Characteristics

Segment Key

A	B
Reitz Union	Jonesville

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	6:00 AM - 6:55 PM	N/A	N/A
Peak Frequency (Minutes)	60	N/A	N/A
Runtime (Minutes)	55	N/A	N/A
Peak Vehicles	2	N/A	N/A

Route Performance

Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
90	1,184	9,518*	20	13.17	2.03*	7.75%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$450,670	$7.32	$47.35	$225,335

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	477	514	256	38.25%	41.22%	20.53%

*Route 52 did not commence service until August 2023. Due to its insufficient ridership data and status as a statistical outlier, Route 52 was excluded from calculations of the mean for applicable performance measures. Furthermore, annual ridership for Route 52 was estimated based on its ridership data from August and September 2023.

ROUTE 75: OAKS MALL TO BUTLER PLAZA TRANSFER STATION

Route Description

Route 75 is the primary transit service to the Tower Triangle area. It runs between Butler Plaza Transfer Station and Oaks Mall, mostly along Archer Road and Tower Road, however it deviates from Tower Road to serve Tower Center, SW 8th Avenue, and SW 4th Avenue. Route 75 stops mostly serve residential areas near Tower Road and a mix of commercial and residential areas along Newberry Road and Archer Road.

Pros

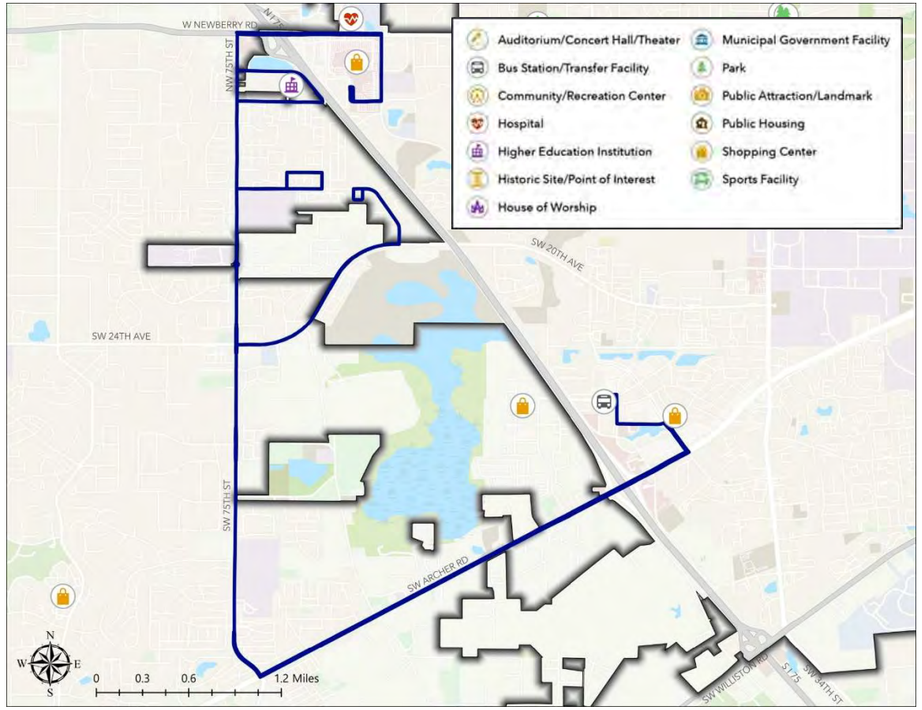
- Cost per trip and cost per mile are low compared to system average
- Provides substantial coverage for Tower Triangle

Cons

- Unfavorable route geometry results in a potentially lengthy trip between origin and destination
- Above average layover-to-service ratio
- Nearly 30% of arrivals are late, with less than 60% of arrivals being classified as on time

Route Snapshot

	Route 75	System Average	System Rank
Marginal Cost Per Trip	**$1.97**	*$2.43*	18
Trips per Hour	**14.74**	*15.31*	18
Performance Score	**8.23**	*8.00*	18



Route Characteristics

Segment Key

A	B	C	D	E
Oaks Mall	Holly Heights	Linton Oaks	Veterans Park	Butler Plaza

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	5:40 AM - 10:13 PM	5:30 AM - 7:20 PM	9:30 AM - 5:17 PM
Peak Frequency (Minutes)	40	120	120
Runtime (Minutes)	43 - 49	42 - 47	42 - 47
Peak Vehicles	3	1	1

Route Performance

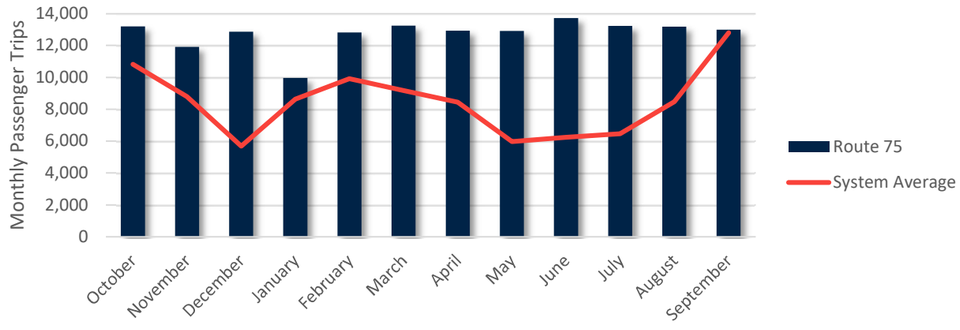
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
157	3,378	163,745	36	21.52	14.74	24.09%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$786,817	$4.48	$4.81	$331,230

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	3,397	1,702	641	59.18%	29.65%	11.17%

Monthly Ridership



ROUTE 76: HAILE MARKETPLACE TO SANTA FE COLLEGE

Route Description

Another connection between west Gainesville and unincorporated areas to the west, Route 76 travels between Haile Plantation, Oaks Mall/HCA North Florida, and Santa Fe College. Therefore, it supplements Route 23 as a connection between Oaks Mall/HCA North Florida and Santa Fe College. Route 76 serves the SW 20th/24th Avenue, SW 62nd Boulevard/Street, Newberry Road, NW 55th Street, and NW 23rd Avenue corridors. This route only operates during the Santa Fe College Fall and Spring academic semesters.

Pros

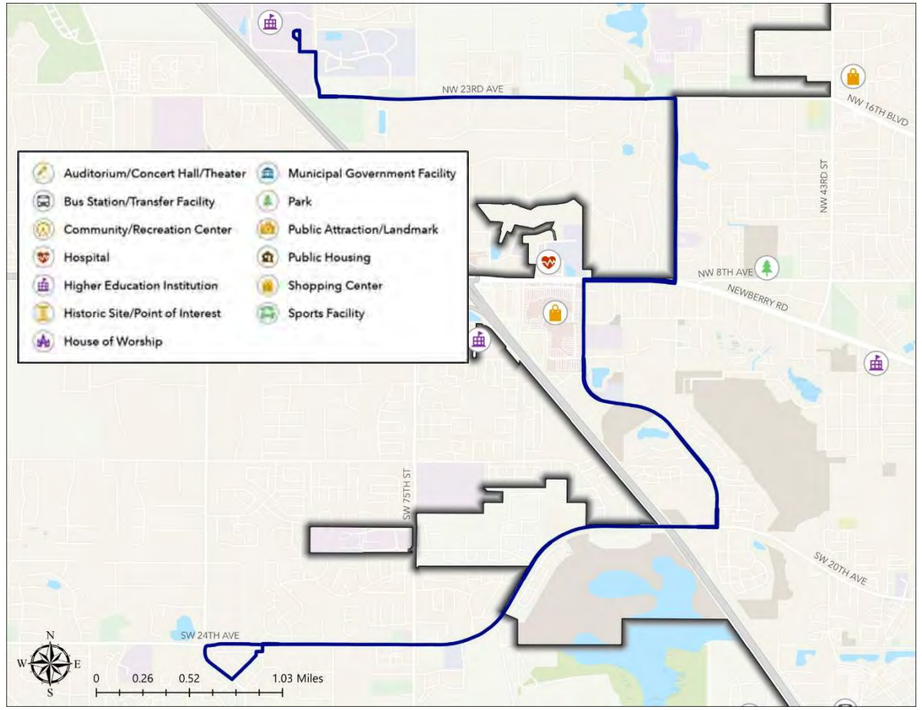
- Cost per trip and cost per mile fall below system average
- Over 75% of arrivals are on time

Cons

- Annual ridership below falls system average
- Very low layover efficiency compared to system average

Route Snapshot

	Route 76	System Average	System Rank
Marginal Cost Per Trip	**$2.30**	*$2.43*	25
Trips per Hour	**13.48**	*15.31*	20
Performance Score	**7.81**	*8.00*	22



Route Characteristics

Segment Key

A	B	C
Haile Market Place	Terwilliger	Santa Fe College

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	7:25 AM - 4:23 PM	N/A	N/A
Peak Frequency (Minutes)	60	N/A	N/A
Runtime (Minutes)	23	N/A	N/A
Peak Vehicles	1	N/A	N/A

Route Performance

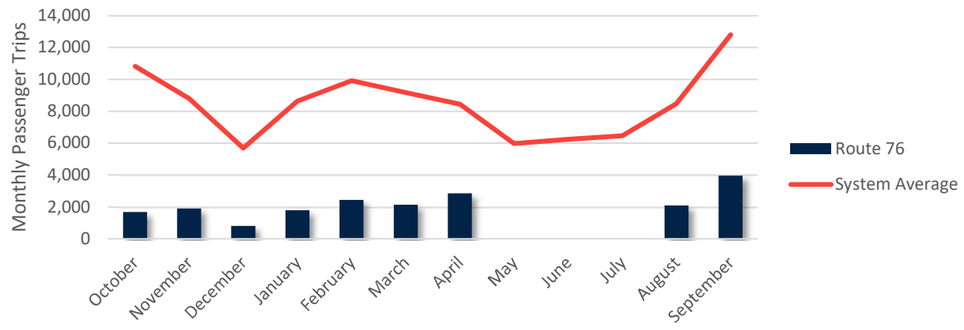
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
34	726	30,665	18	21.19	13.48	28.37%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$171,688	$4.55	$5.60	$171,688

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	1,175	223	162	75.32%	14.29%	10.38%

Monthly Ridership



ROUTE 78: BUTLER PLAZA TRANSFER STATION TO SANTA FE COLLEGE

Route Description

Route 78 operates between Butler Plaza Transfer Station and Santa Fe College. Like Routes 75 and 76, Route 78 connects unincorporated neighborhoods in the urbanized area to west Gainesville and Santa Fe College via NW 23rd Avenue, NW 98th Street, Newberry Road, Tower Road, SW 17th Road, and SW 20th Avenue.

Pros

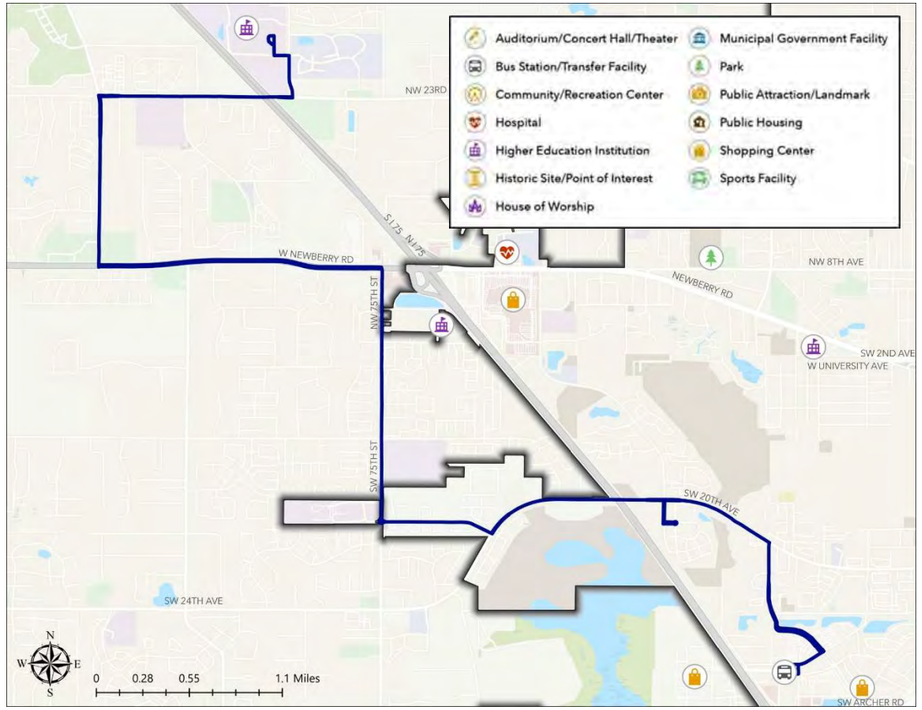
- Very high layover efficiency compared to system
- 71% of arrivals are on time

Cons

- Cost per trip and cost per mile fall above system average
- Infrequent service could impact connectivity
- Very low number of passenger trips per hour, well below system average
- Just over 25% of arrivals are late

Route Snapshot

	Route 78	System Average	System Rank
Marginal Cost Per Trip	**$6.23**	*$2.43*	**36**
Trips per Hour	**5.71**	*15.31*	**36**
Performance Score	**3.82**	*8.00*	**36**



Route Characteristics

Segment Key

A	B
Santa Fe College	Butler Plaza Transfer Station

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	7:15 AM - 4:10 PM	N/A	N/A
Peak Frequency (Minutes)	90	N/A	N/A
Runtime (Minutes)	40	N/A	N/A
Peak Vehicles	1	N/A	N/A

Route Performance

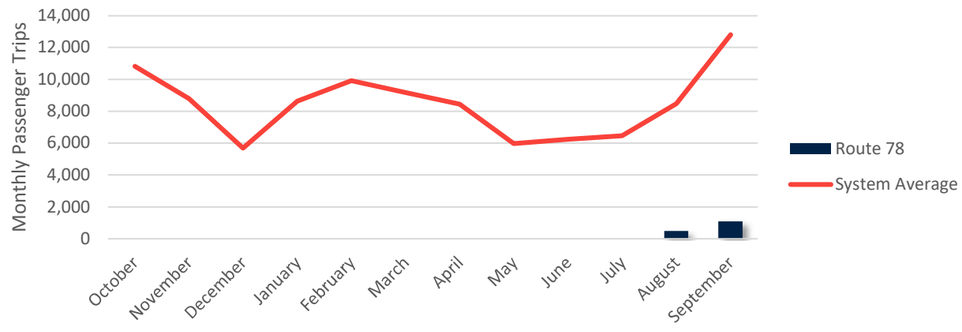
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
39	524	12,949	12	13.36	5.71	11.50%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$196,656	$7.22	$15.19	$196,656

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	623	220	32	71.20%	25.14%	3.66%

Monthly Ridership



ROUTE 118: THE HUB TO CULTURAL PLAZA

Route Description

As the highest-ridership UF campus route and the RTS route with highest frequency (7-minute headways), Route 118 shuttles UF students, staff, and visitors between UF's campus core (The Hub) and its southwestern facilities (Cultural Plaza) via Museum Road. This route only operates during the UF Fall and Spring academic semesters.

Pros

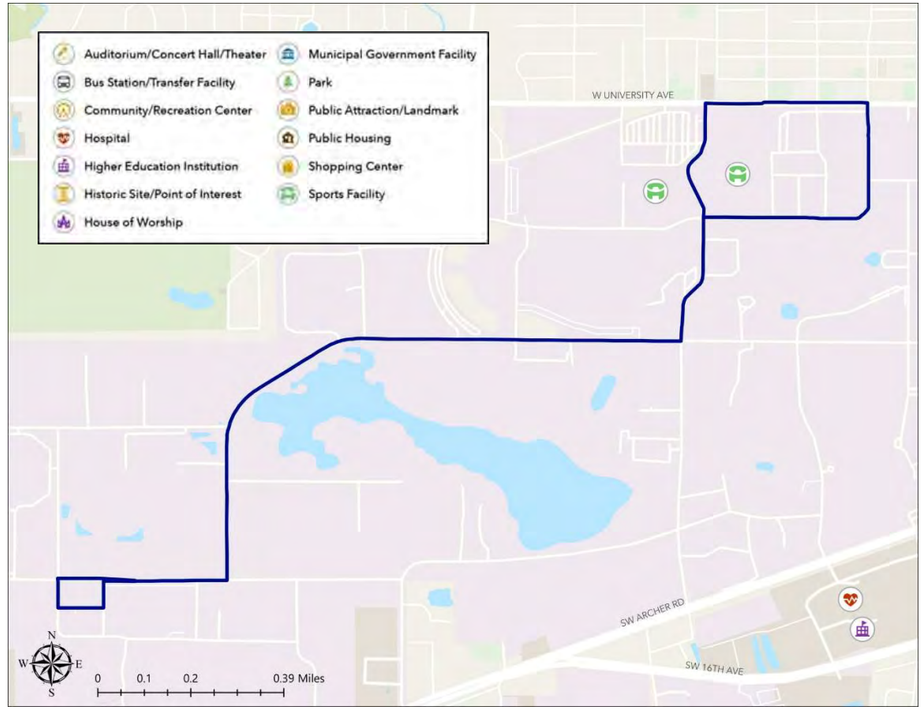
- Very high peak frequency (7-minute headways)
- Below average cost per trip compared to system average
- Very high number of passenger trips per hour

Cons

- Approximately 35% of arrivals are late, with just over 60% of arrivals being on time
- Cost per mile falls above system average
- Very low layover efficiency compared to other RTS routes

Route Snapshot

	Route 118	System Average	System Rank
Marginal Cost Per Trip	$1.40	*$2.43*	7
Trips per Hour	32.67	*15.31*	1
Performance Score	11.45	*8.00*	1



Route Characteristics

Segment Key

A	B
The Hub	Cultural Plaza

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	7:00 AM - 7:16 PM	N/A	N/A
Peak Frequency (Minutes)	7	N/A	N/A
Runtime (Minutes)	9 - 13	N/A	N/A
Peak Vehicles	4	N/A	N/A

Route Performance

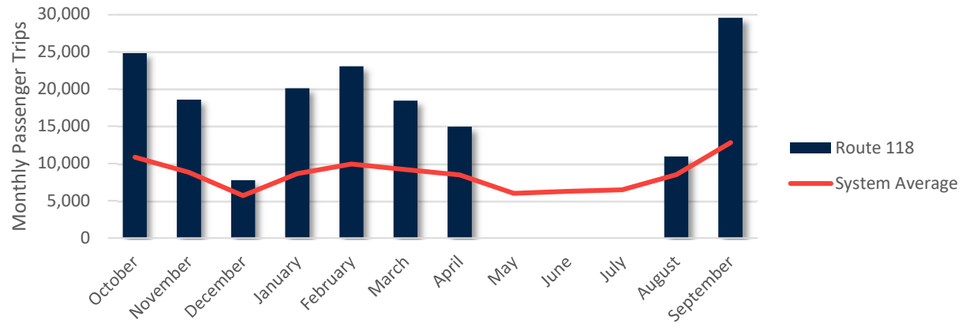
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
165	2,171	242,525	185	13.12	32.67	26.09%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$829,233	$7.34	$3.42	$207,308

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	7,237	4,242	430	60.77%	35.62%	3.61%

Monthly Ridership



ROUTE 122: ALIGHT APARTMENTS TO CULTURAL PLAZA

Route Description

Route 122 is a UF campus route connecting housing north of campus, UF's core campus, UF Health, and UF's Animal Science facilities.

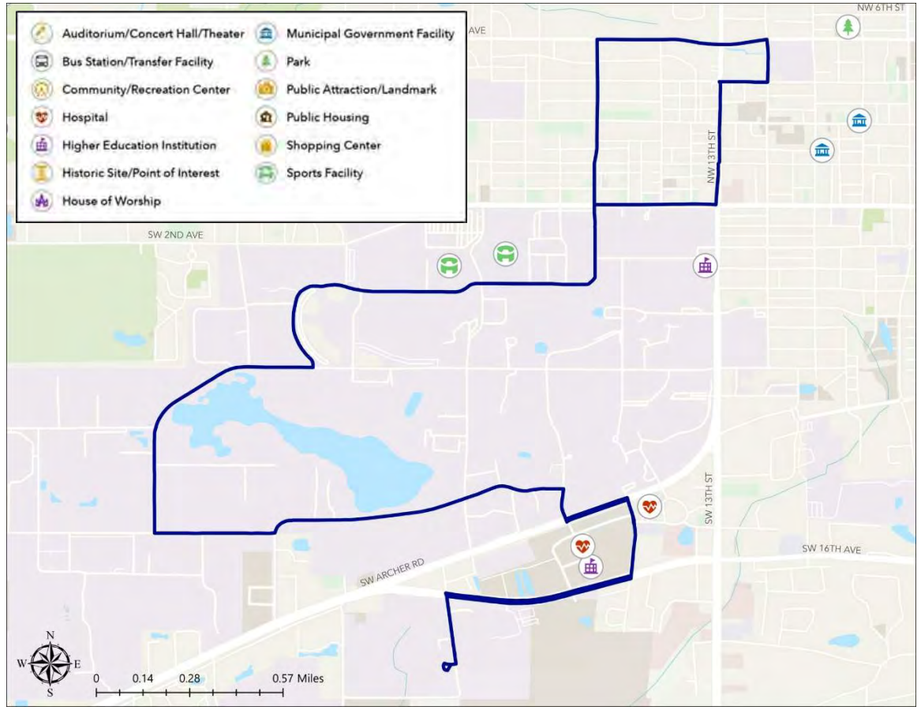
Pros

- Below average layover-to-service ratio compared to system average
- Serves campus and surrounding areas

Cons

- Unfavorable route geometry results in lengthy trip between origin and destination
- Cost per trip and cost per mile above system average
- Approximately 44% of trips are on time, with over 45% of trips arriving late to their timepoint

Route Snapshot			
	Route 122	System Average	System Rank
Marginal Cost Per Trip	$3.24	*$2.43*	32
Trips per Hour	13.55	*15.31*	19
Performance Score	7.15	*8.00*	29



Route Characteristics

Segment Key

A	B	C	D
Alight Apartments	The Hub	Cultural Plaza	Animal Science

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	7:30 AM - 5:30 PM	N/A	N/A
Peak Frequency (Minutes)	30	N/A	N/A
Runtime (Minutes)	26	N/A	N/A
Peak Vehicles	2	N/A	N/A

Route Performance

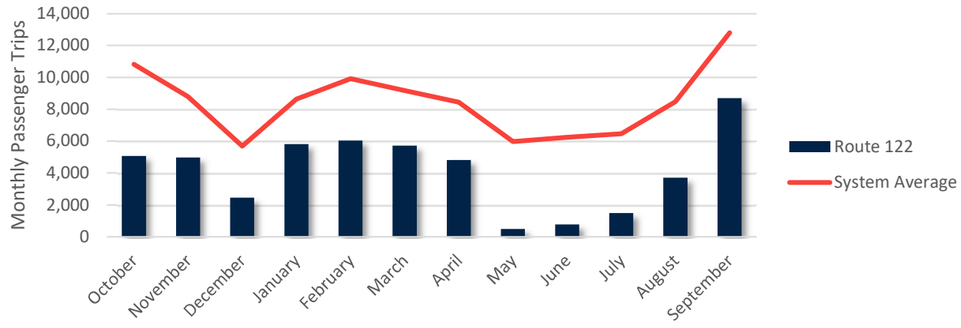
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
85	1,070	53,967	40	12.59	13.55	14.60%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$426,088	$7.66	$7.90	$213,044

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	2,516	2,596	567	44.30%	45.71%	9.98%

Monthly Ridership



ROUTE 125: THE HUB TO LAKESIDE

Route Description

Similarly routed to Route 118, Route 125 circulates between the northeast section of UF's campus and its southwest. Route 125 additionally serves Newell Drive, Stadium Road, and the Lakeside dormitory.

Pros

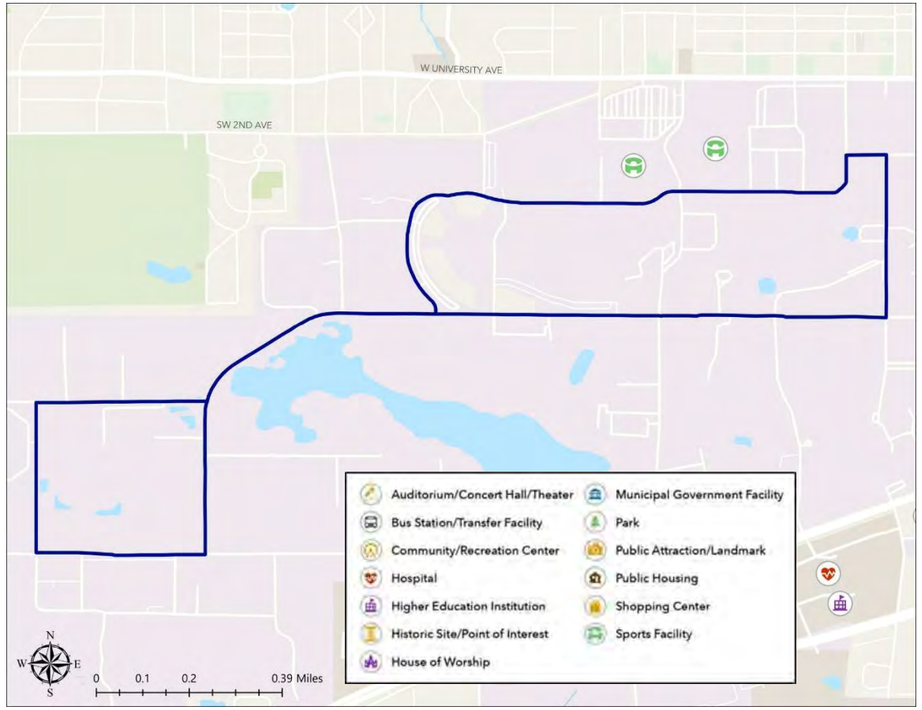
- Frequent service
- Cost per trip falls below system average
- Very high number of passenger trips per hour
- Very high layover efficiency
- Over 73% of arrivals are on time

Cons

- Cost per mile falls above system average
- Annual ridership falls below system average

Route Snapshot

	Route 125	System Average	System Rank
Marginal Cost Per Trip	**$1.66**	*$2.43*	14
Trips per Hour	**22.36**	*15.31*	5
Performance Score	**9.65**	*8.00*	6



Route Characteristics

Segment Key

A	B
The Hub	Lakeside

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	7:15 AM - 5:40 PM	N/A	N/A
Peak Frequency (Minutes)	15	N/A	N/A
Runtime (Minutes)	10 - 17	N/A	N/A
Peak Vehicles	2	N/A	N/A

Route Performance

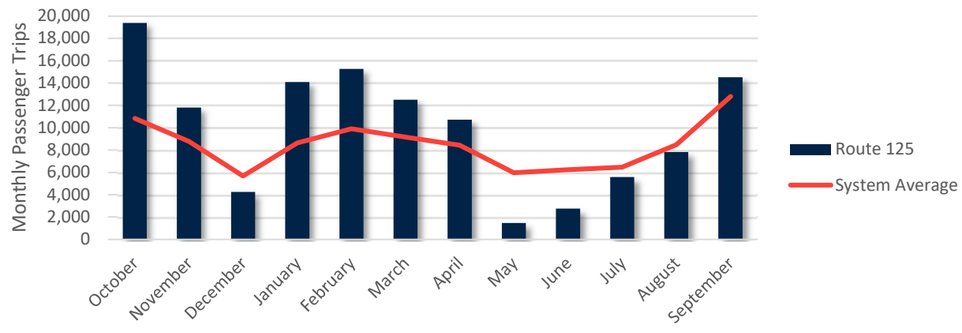
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
88	894	108,512	80	10.19	22.36	10.90%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$439,584	$9.46	$4.05	$219,792

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	3,694	643	715	73.12%	12.73%	14.15%

Monthly Ridership



ROUTE 126: SORORITY ROW TO LAKESIDE

Route Description

Route 126 is nearly identical to Route 125 except that its service expands east to serve several apartments and student housing east of SW 13th Street. Additionally, Route 126 stops at Reitz Union.

Pros

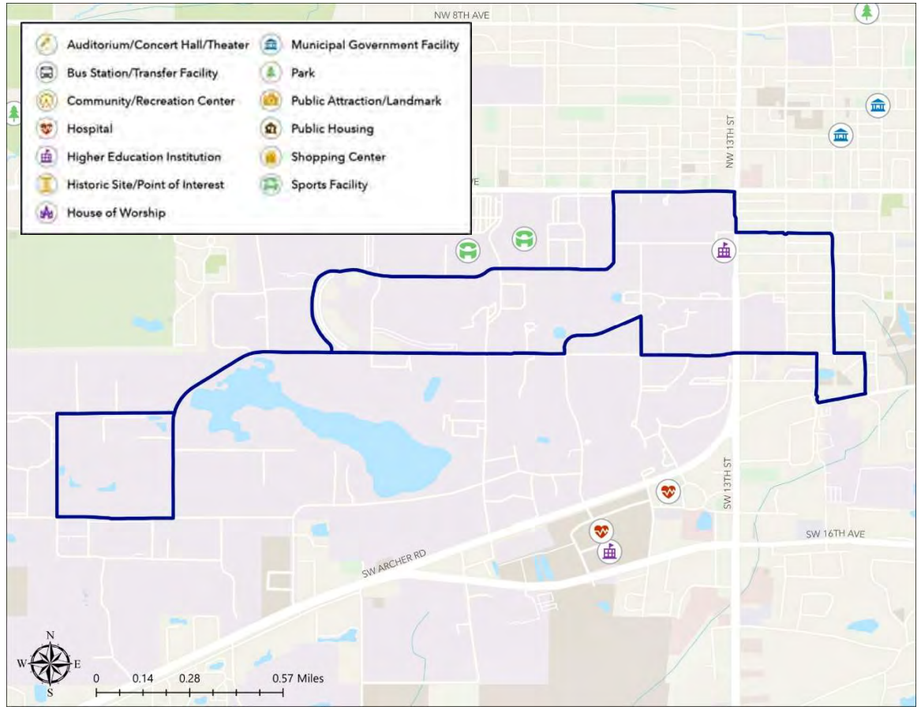
- Frequent service promotes connectivity
- Extended service span compared to other RTS routes
- Very high layover efficiency

Cons

- Cost per trip and cost per mile fall above system average
- Below average passenger trips per hour compared to system average
- Approximately 48% of arrivals are late, impacts OTP under 45%

Route Snapshot

	Route 126	System Average	System Rank
Marginal Cost Per Trip	**$4.22**	*$2.43*	**34**
Trips per Hour	**7.45**	*15.31*	**34**
Performance Score	**5.50**	*8.00*	**34**



Route Characteristics

Segment Key

A	B	C
Sorority Row	Reitz Union	Lakeside

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	6:55 PM - 11:13 PM	10:55 AM - 11:13 PM	10:55 AM - 6:13 PM
Peak Frequency (Minutes)	20	20	40
Runtime (Minutes)	18	18	18
Peak Vehicles	2	2	1

Route Performance

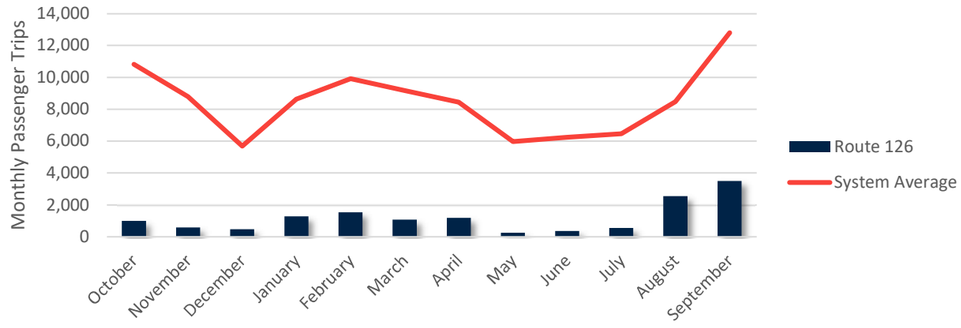
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
58	625	28,000	24	10.87	7.45	10.14%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$288,332	$8.87	$10.30	$144,166

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	625	677	101	44.55%	48.25%	7.20%

Monthly Ridership



ROUTE 127: SORORITY ROW TO SW 2ND AVENUE

Route Description

Route 127 is essentially a subset of Route 126, focusing on more frequent service between the residential area immediately east of SW 13th Street and UF's campus core. Key roads served by this route include University Avenue, SW 12th Street, SW 8th Avenue/Museum Road, and Newell Drive.

Pros

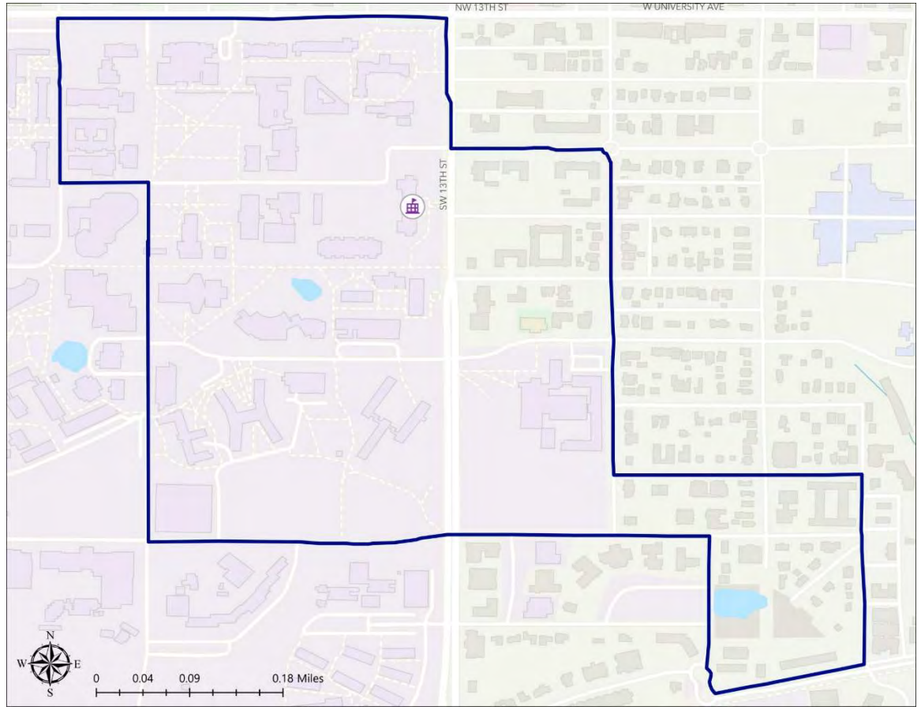
- Frequent service promotes connectivity
- Approximately 70% of arrivals are on time

Cons

- Cost per trip and cost per mile high compared to system
- Below average passenger trips per hour compared to other RTS routes
- Nearly 27% of arrivals are early
- Annual ridership low compared to system average

Route Snapshot

	Route 127	System Average	System Rank
Marginal Cost Per Trip	**$1.93**	*$2.43*	**31**
Trips per Hour	**18.16**	*15.31*	**30**
Performance Score	**6.82**	*8.00*	**30**



Route Characteristics

Segment Key

A	B
Sorority Row	SW 2nd Avenue

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	6:55 AM - 7:25 PM	N/A	N/A
Peak Frequency (Minutes)	15	N/A	N/A
Runtime (Minutes)	9 - 16	N/A	N/A
Peak Vehicles	2	N/A	N/A

Route Performance

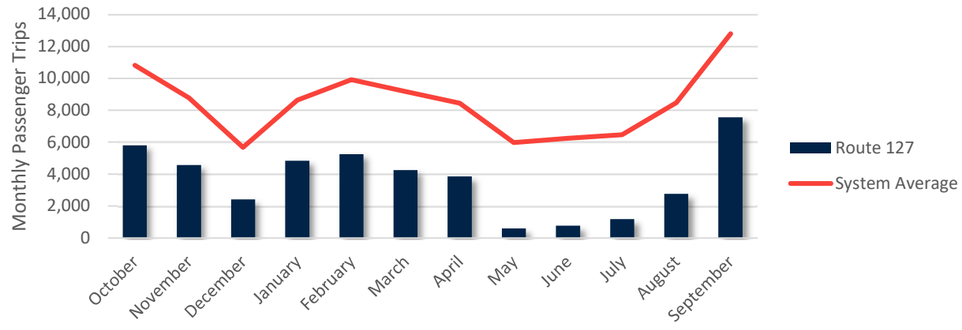
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
90	561	58,426	88	6.24	11.08	20.02%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$450,670	$15.44	$7.71	$225,335

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	4,303	189	1,655	70.00%	3.07%	26.92%

Monthly Ridership



ROUTE 150: HAILE PLANTATION TO REITZ UNION

Route Description

Like Route 52, Route 150 functions as a UF employee commuter route between the main campus and Haile Plantation, a large neighborhood in unincorporated Alachua County and residence of many UF affiliates. This route is essentially an express route, as there are only four stops each run: Haile Plantation, Tower Square, UF Health, and Reitz Union.

Pros

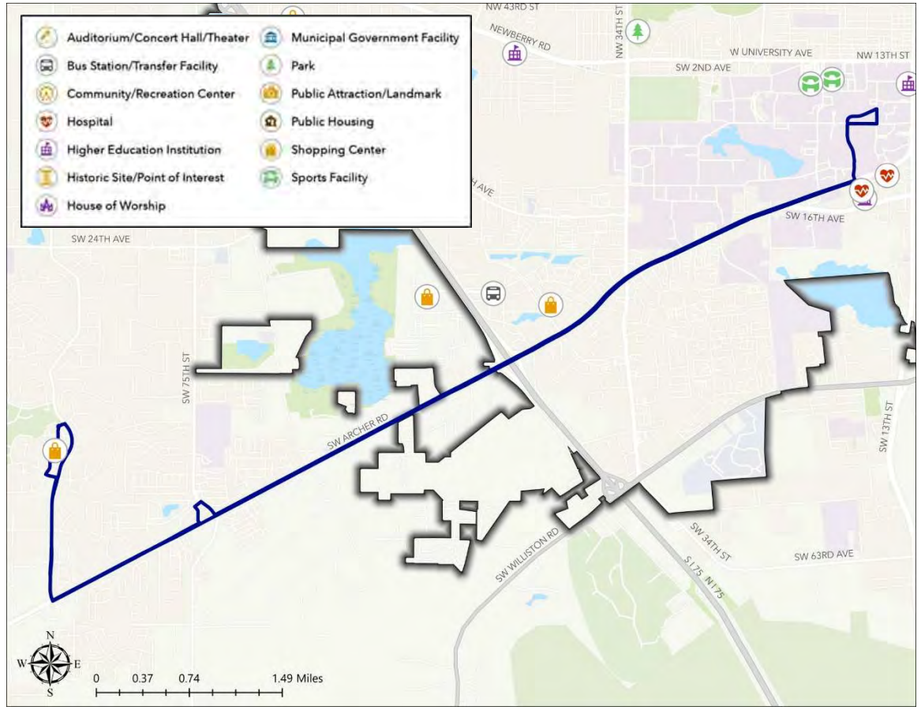
- Streamlined alignment with limited stops
- Cost per mile below system average

Cons

- Very low number of passenger trips per hour
- Approximately 45% of arrivals are late, while on time arrivals are also below 50%
- Annual ridership low compared to system average

Route Snapshot

	Route 150	System Average	System Rank
Marginal Cost Per Trip	**$7.83**	*$2.43*	**37**
Trips per Hour	**4.43**	*15.31*	**37**
Performance Score	**2.50**	*8.00*	**37**



Route Characteristics

Segment Key

A	B
Haile Plantation	Reitz Union

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	6:30 AM - 6:35 PM	N/A	N/A
Peak Frequency (Minutes)	30	N/A	N/A
Runtime (Minutes)	25	N/A	N/A
Peak Vehicles	2	N/A	N/A

Route Performance

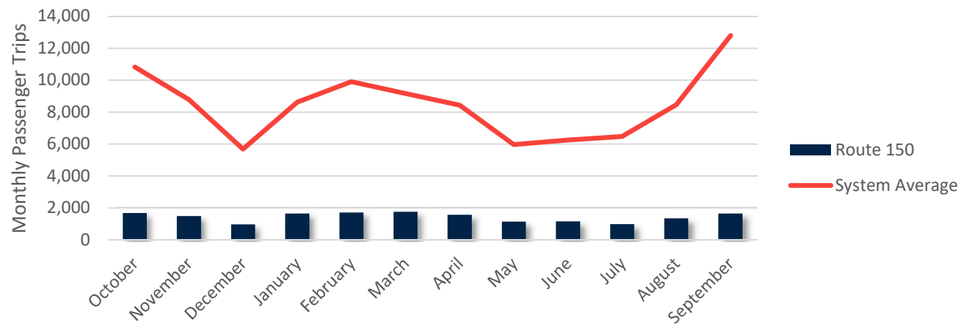
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
69	1,492	18,255	34	21.47	4.43	18.84%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$348,293	$4.49	$19.08	$174,147

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	830	799	126	47.29%	45.53%	7.18%

Monthly Ridership



ROUTE 711: EASTWOOD MEADOWS TO ROSA PARKS TRANSFER STATION

Route Description

Derived from Routes 7 and 11, Route 711 functions as an evening and weekend service extension of its parent routes. A crucial route in East Gainesville in the evenings and on the weekends, Route 711 serves the same destinations as its parent routes except for stops located along SE 7th Avenue and SE 15th Street.

Pros

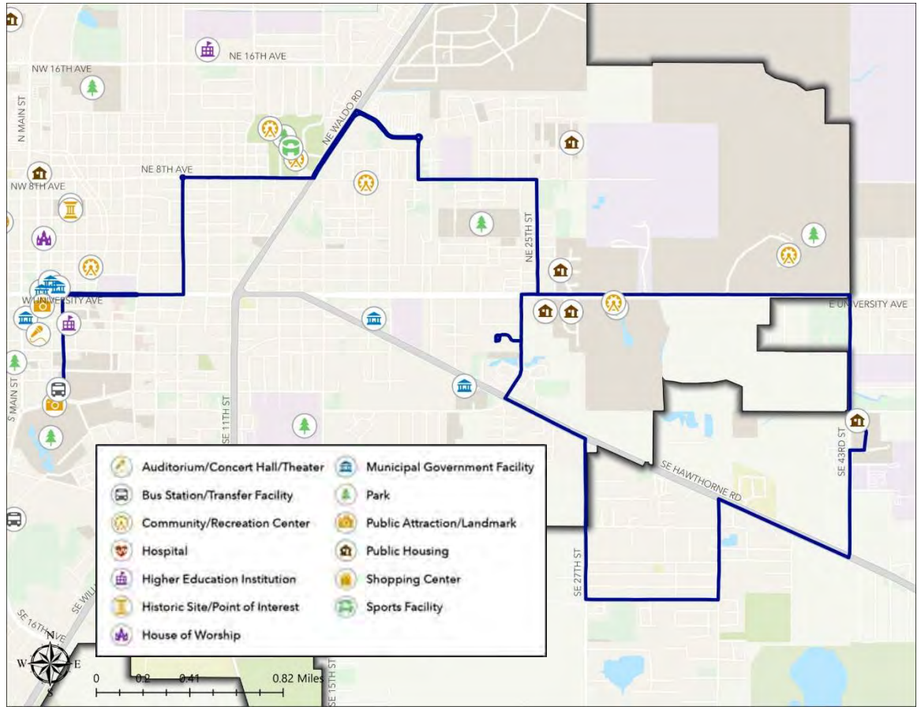
- Extended service span increases connectivity
- Cost per mile below system average
- Below average layover-to-service ratio
- Nearly 80% of arrivals are on-time

Cons

- Unfavorable route geometry results in a lengthy trip between origin and destination
- Very high cost per trip compared to system
- Annual ridership below system average
- Poor route alignment and structure

Route Snapshot

	Route 711	System Average	System Rank
Marginal Cost Per Trip	$5.37	*$2.43*	35
Trips per Hour	11.17	*15.31*	28
Performance Score	5.28	*8.00*	35



Route Characteristics

Segment Key

A	B	C
Eastwood Meadows	NE Walmart	Rosa Parks Transfer Station

Service Characteristics

	Weekday	Saturday	Sunday
Service Span	8:00 PM - 10:52 PM	6:00 AM - 7:19 PM	10:00 AM - 5:49 PM
Peak Frequency (Minutes)	60	60	60
Runtime (Minutes)	22 - 29	19 - 27	19 - 27
Peak Vehicles	1	2	1

Route Performance

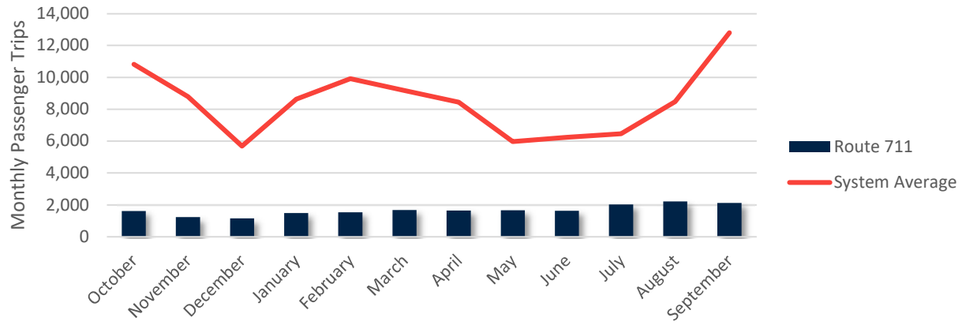
Weekly Revenue Hours	Weekly Revenue Miles	Annual Passenger Trips	Runs per Weekday	Revenue Miles per Hour	Passenger Trips per Hour	Average Weekday Layover
30	490	25,827	6	16.40	11.17	12.55%

	Cost per Year	Cost per Mile	Cost per Trip	Cost per Vehicle
Fully Allocated Cost	$338,171	$5.78	$13.09	$169,086

On-time Performance

	On-Time	Late	Early	On-Time %	Late %	Early %
FY 2023	43	4	7	79.63%	7.41%	12.96%

Monthly Ridership



10 APPENDIX B

City of Gainesville

Regional Transit System (RTS) Transit Route Restoration Plan (TRRP)

Citizen Transit Advisory Committee (CTAC)- Meeting 1

February 14, 2024

benesch

2025-52B

City of Gainesville

Agenda

- Introductions
- Purpose of Study
- Public Involvement Plan
- Key Market Conditions
- Goals and Objectives
- Project Schedule
- Discussion & Next Steps

benesch

City of Gainesville

Purpose of Study

Nationally transit ridership declined with COVID

Work and commuter behavior have changed

Changes in the economy, technology, and housing

Demographic shifts in mobility need

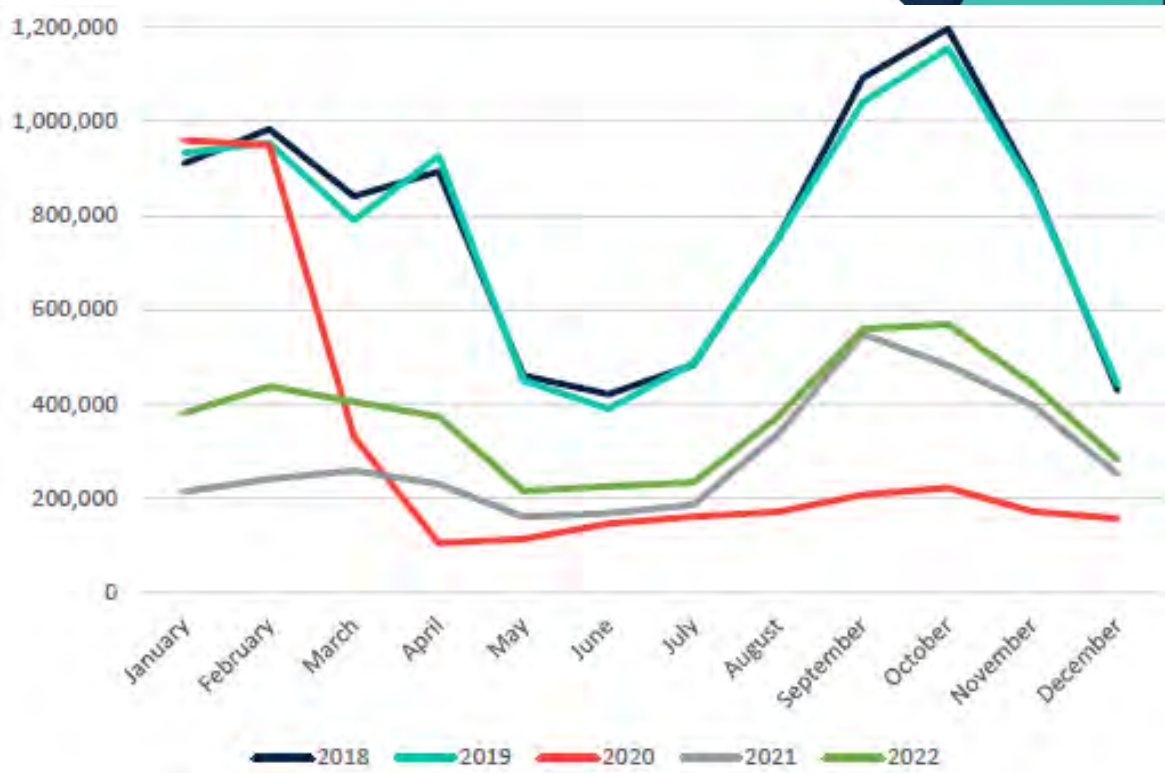
Combined, these impacted traditional transit

We need to reset how we view mobility

Study examines RTS network and services to create a more responsive, effective, and attractive mobility system

Your role is to share your understanding of the community

Fixed Route Monthly Ridership ('18-'22)



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City of Gainesville

Public Involvement Plan (PIP)

Engaging the community, including underrepresented populations is essential for a meaningful mobility solution

The PIP shared with you sets out the principles and framework for engagement

The PIP was developed with knowledge of and consistent with the City's community engagement guide

The PIP also continues from and builds on recent mobility engagement efforts

Quest is leading engagement efforts and will walk us through key elements of the PIP

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Public Involvement Activities

Develop Citizens Transit Advisory Committee ***(you guys!)*** – five meetings held at key decision points

Conduct four group discussion workshops – mobility needs/services, community/neighborhoods, social/healthcare, and workforce/economics

Conduct 10 one-on-one stakeholder interviews – community and key institutional leaders

Conduct online surveys (broad based), targeted social media strategy, leverage websites and contact databases

Hybrid in-person and virtual public workshops – first following initial CTAC meeting, then at draft concept and at final recommendations

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Key Market Conditions

Tech Memo #1 assess the RTS operating environment

Provides a system-level performance analysis

Defines transit and travel markets

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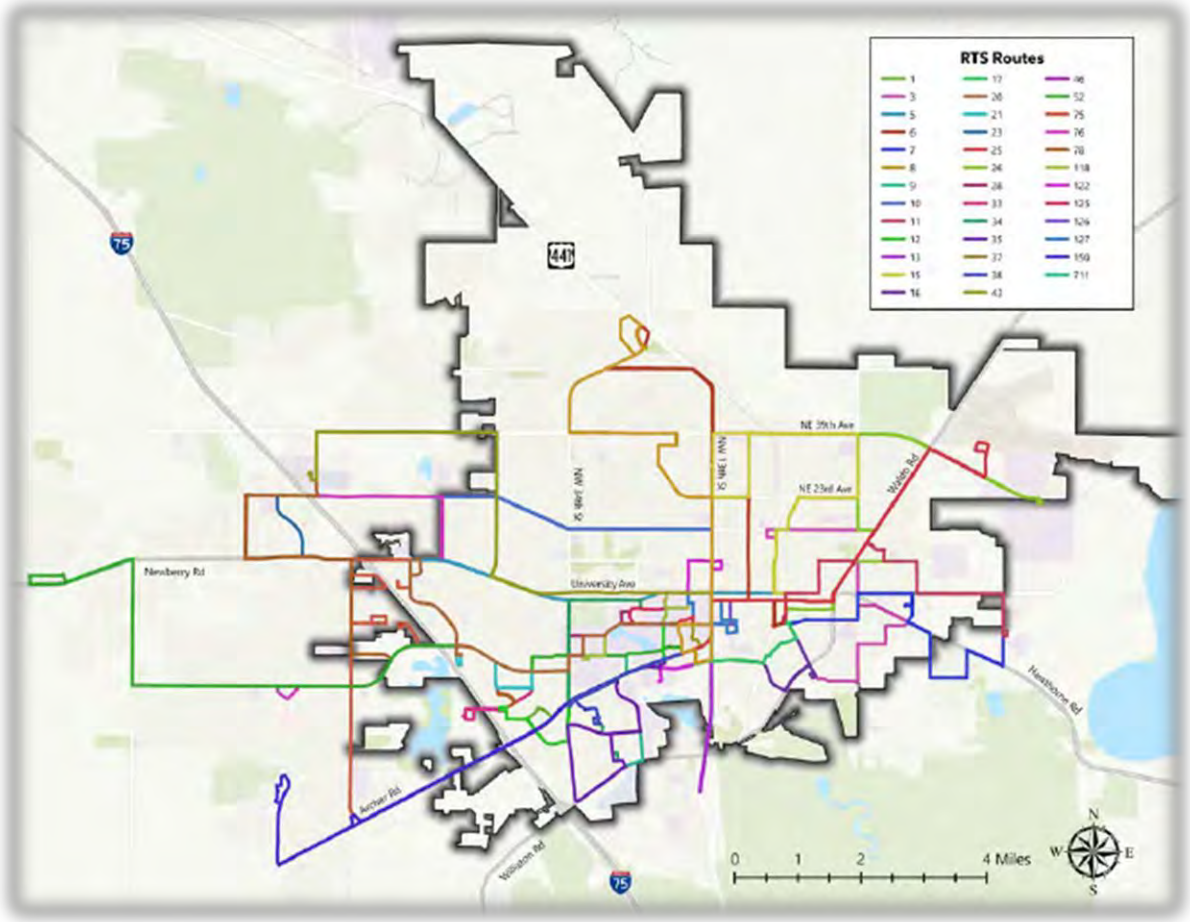
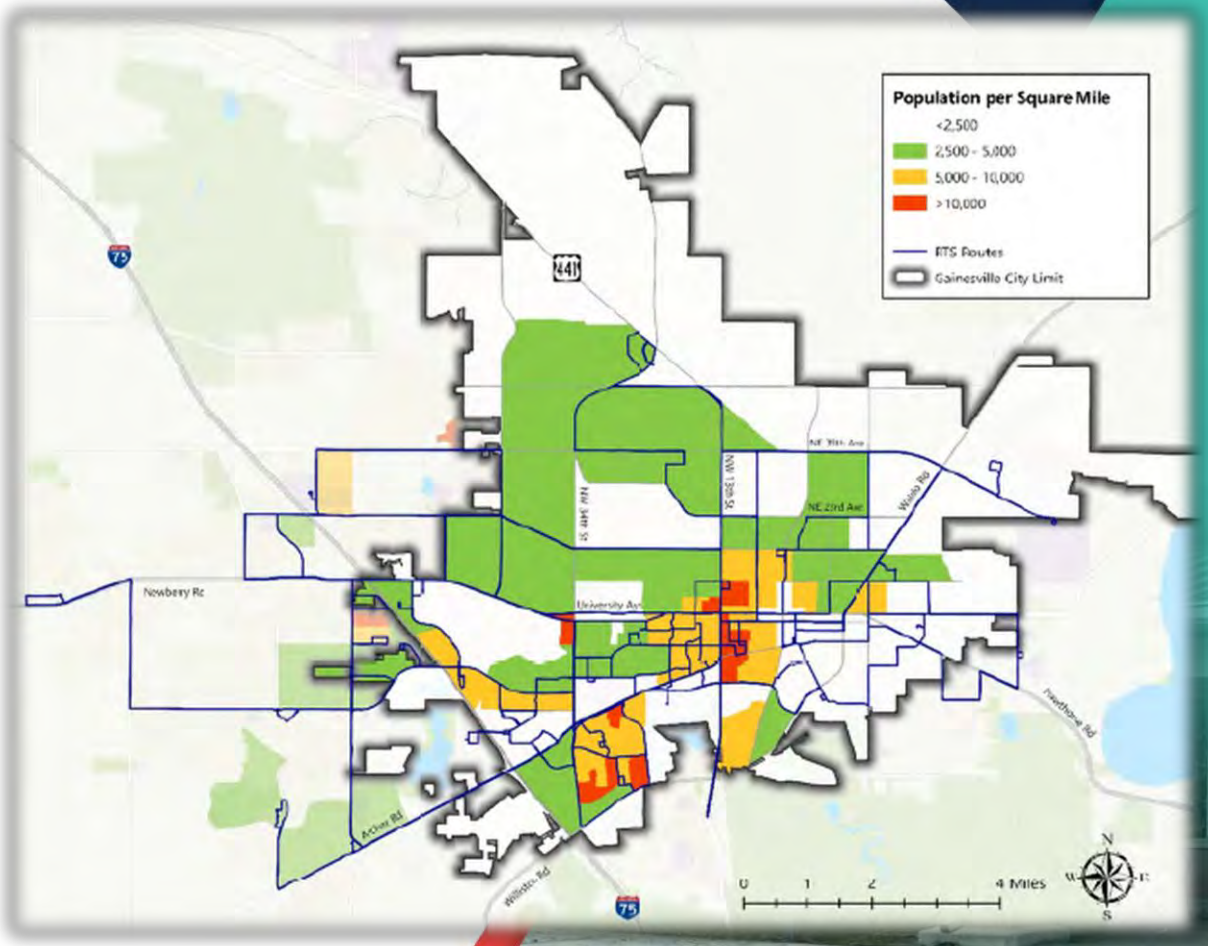
Operating Environment

RTS Fixed Route System



Population Density



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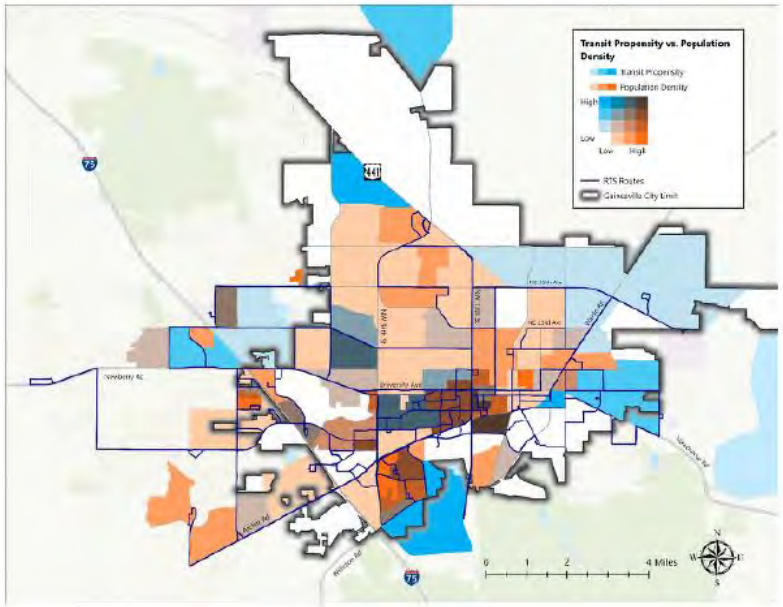
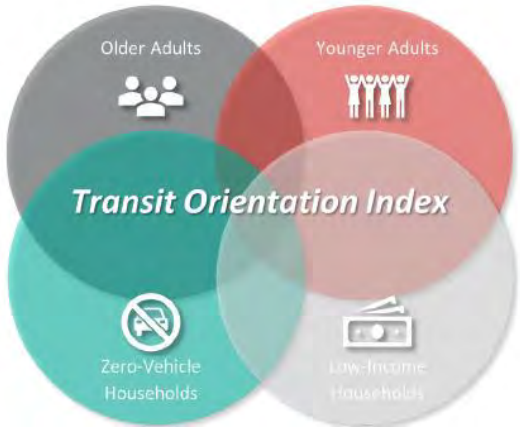
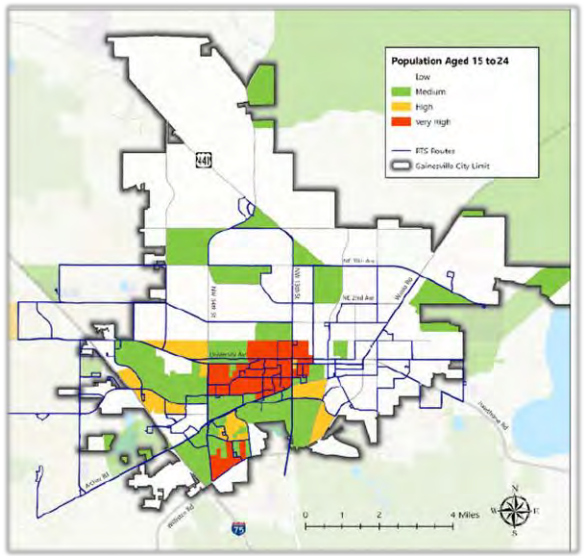
Transit Market Analysis

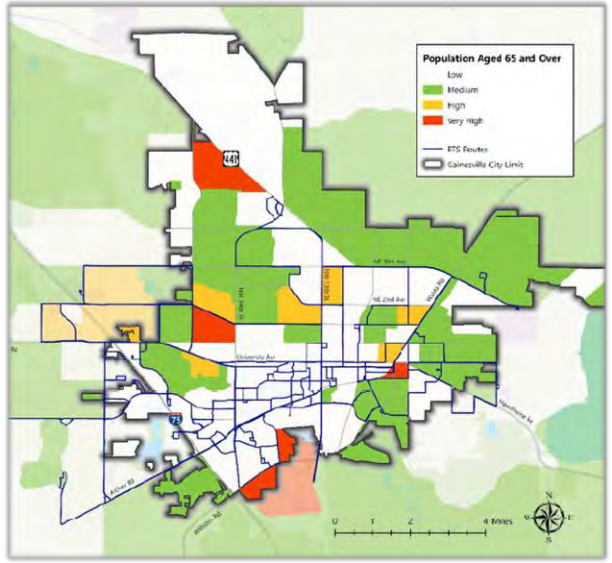
Transit Propensity and Population Density

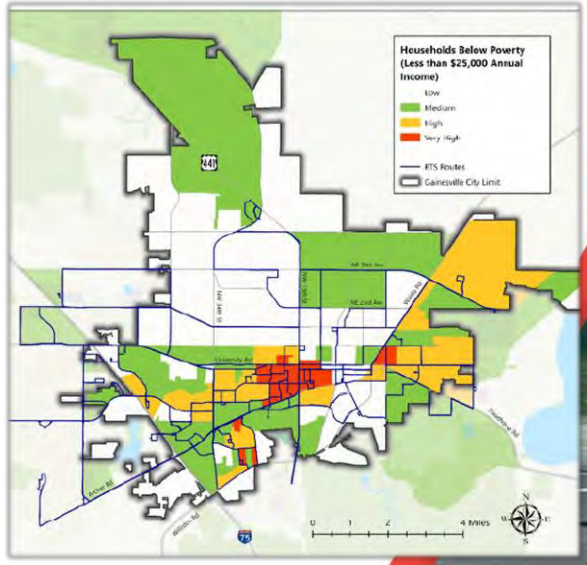


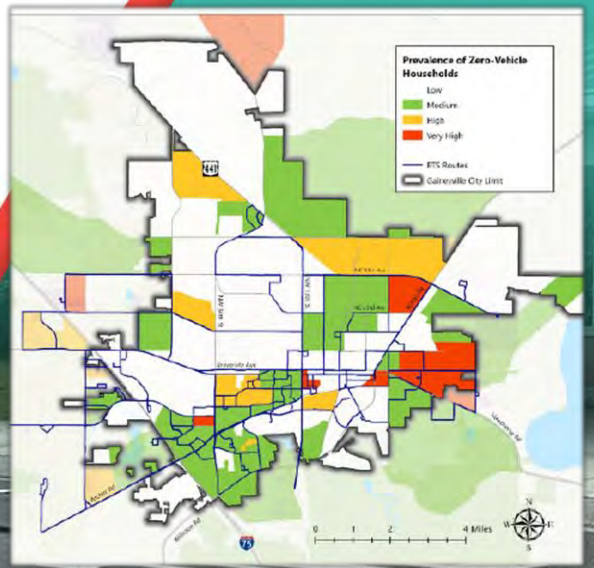


Population in Gainesville and Alachua County







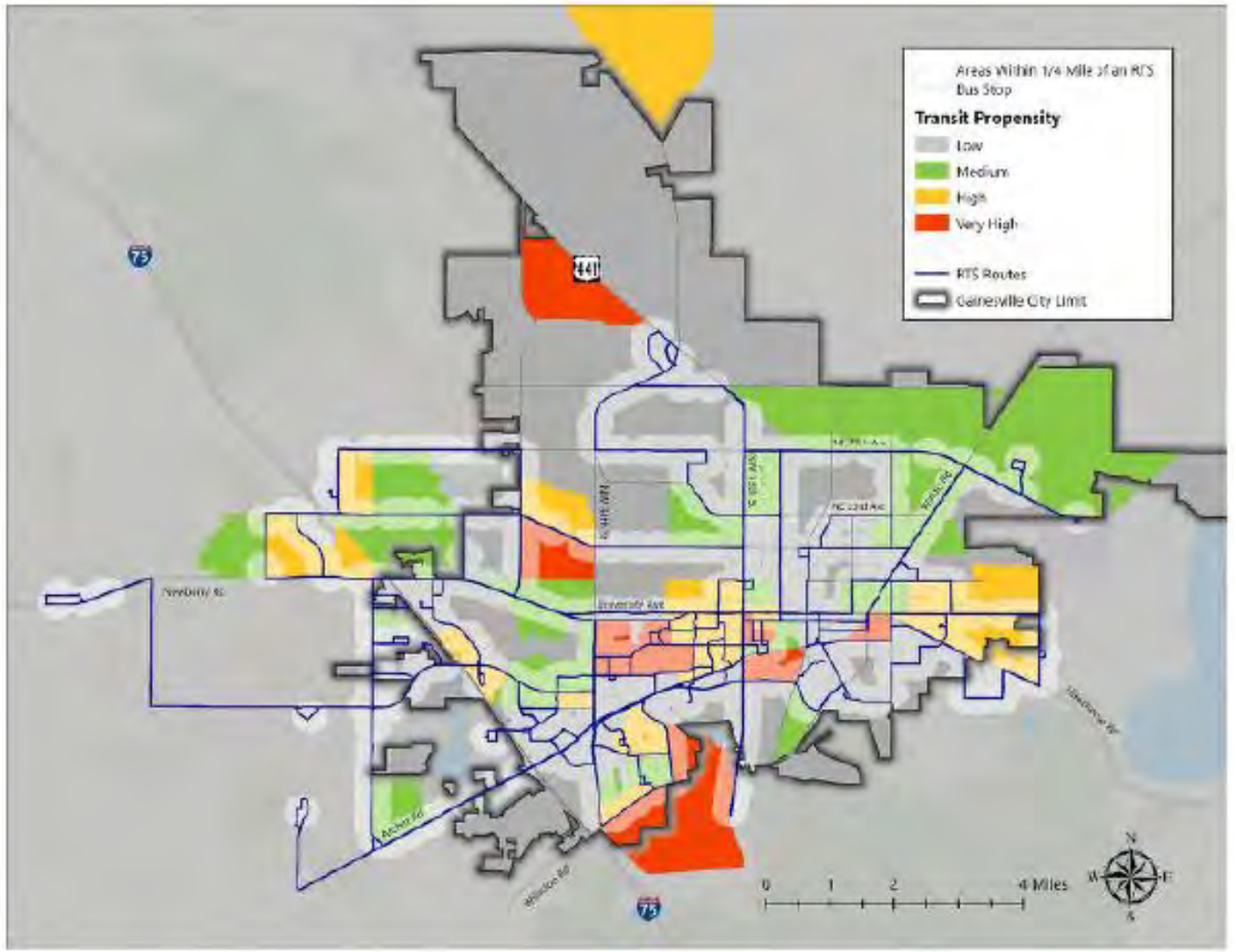


City of Gainesville

Transit Gap Analysis

- Reflects mobility need, served and unserved, by transit
- Areas within buffer are served
- Areas outside buffer are not
- Some high and very high areas are unserved
- Land use, density, and route structure create gaps
- Does not reflect gaps due to travel time and inconvenience
- Provides insight for restructure

RTS Fixed Gap Analysis ¼-mile Buffer



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City of Gainesville

Operating Environment

FIGURE 2-6: NUMBER OF VEHICLES OWNED PER HOUSEHOLD

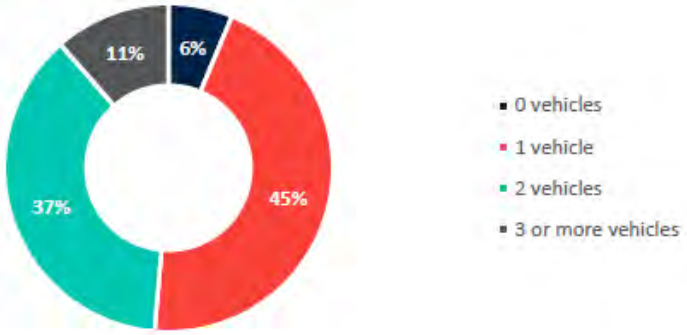


FIGURE 2-4: AGE AND GENDER

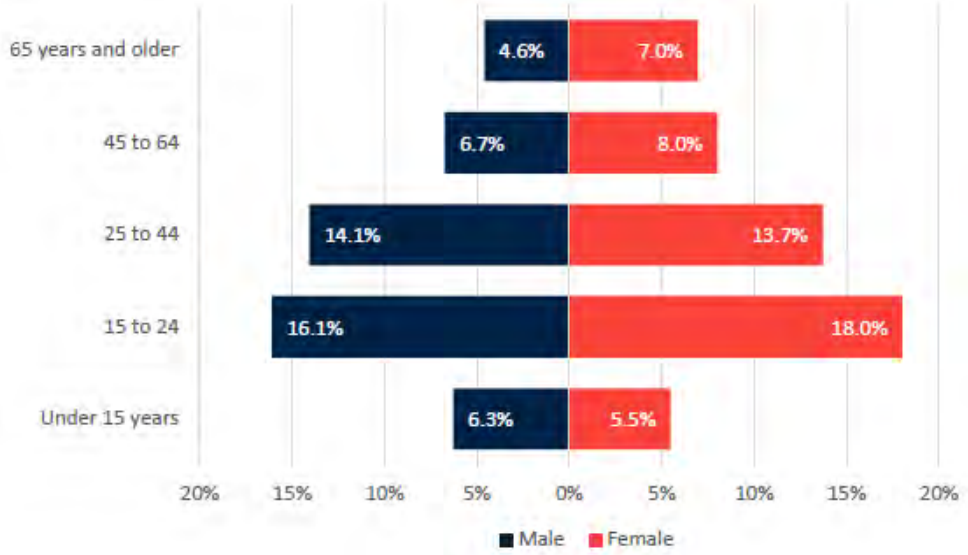
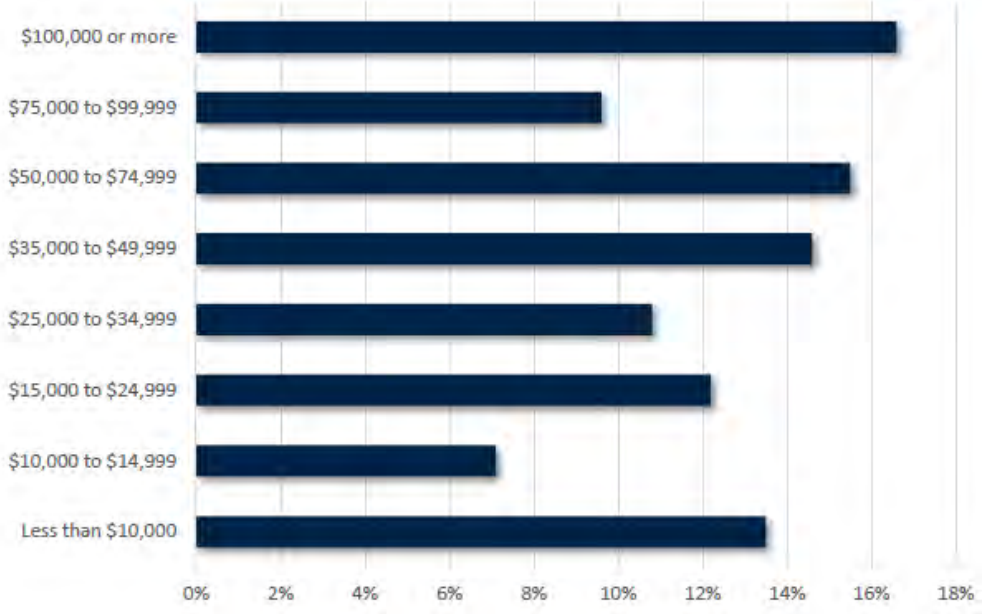
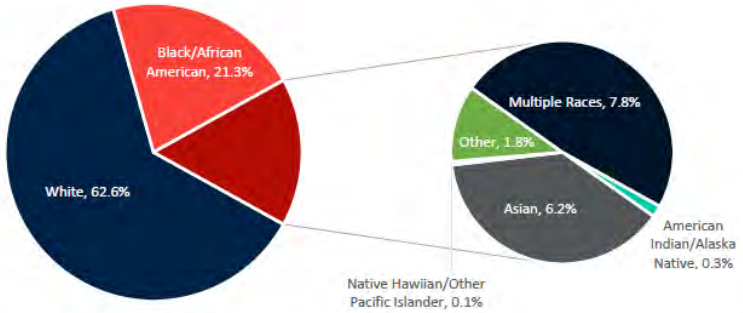


FIGURE 2-7: INCOME DISTRIBUTION





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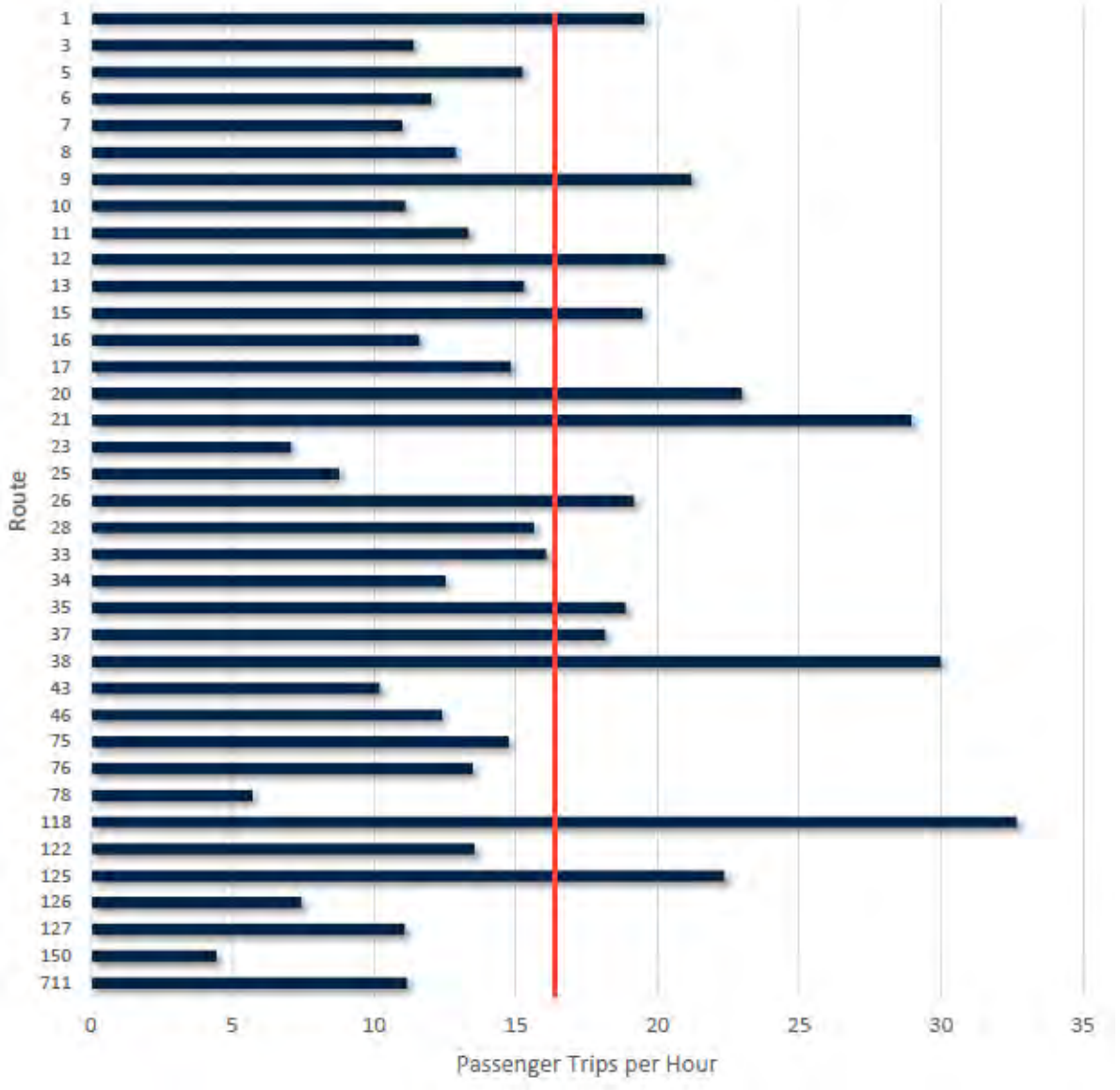
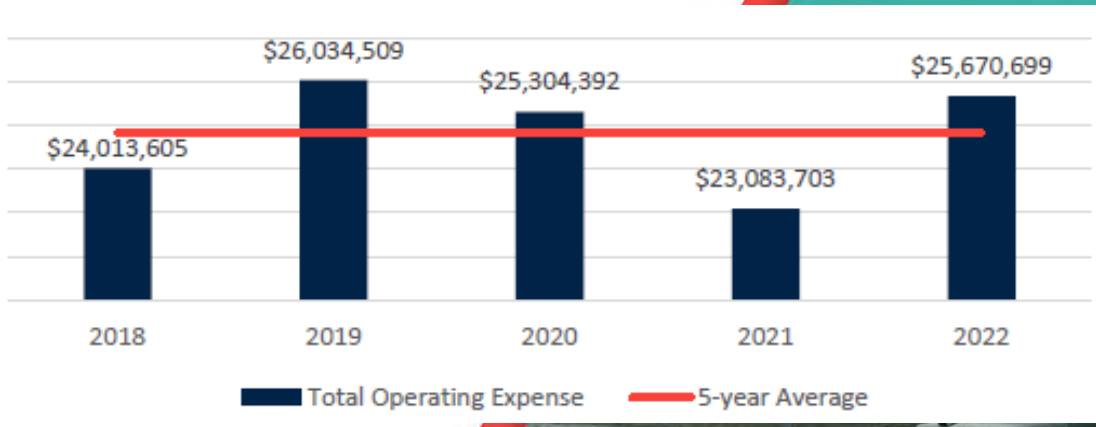
Key Performance Metrics

FIGURE 1-1: FIXED-ROUTE PASSENGER TRIPS PER HOUR (FY 2022)





Goals and Objectives for Mobility

2025-52B

City of Gainesville

Mobility Goals:

To support individuals

To support community

Education Goals:

To support individuals

To support community

Economic Goals:

To support individuals

To support community

Mobility Performance Goals:

To support individuals

To support RTS and community

Community Goals:

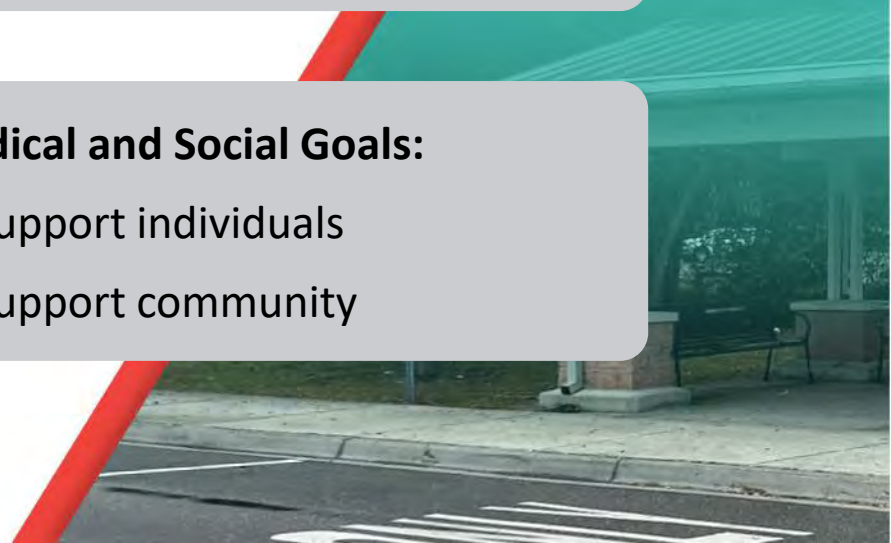
To build and foster community

To be fair and equitable

Medical and Social Goals:

To support individuals

To support community



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Goals and Objectives for Mobility

Task	Task Description	2023				2024								
		September	October	November	December	January	February	March	April	May	June	July	August	September
A	Project Initiation & CTAC Formation	NTP												
B	Problem Definition													
C	Route Analysis & Service Planning													
D	Public Involvement Plan													
E	Engagement Activities Implementation													
F	Needs Analysis & Restoration Recommendations													
G	Draft Documentation & Presentations													
H	Final Documentation & Adoption													

Legend

Task Duration

- Project Management Plan
- Monthly Progress Report
- Virtual Pre-Kickoff Meeting
- Kickoff/CTAC Meeting
- Presentations
- Summary Technical Memo
- Field Review
- Stakeholder Meetings
- Online Survey
- Discussion Group Workshops
- Public Meetings
- Website
- Social Media
- Draft/Final Restoration Plan
- Plan Adoption

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Discussion and Next Steps

Randall Farwell

Project Manager

rfarwell@benesch.com

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City of Gainesville

Regional Transit System (RTS) Transit Route Restoration Plan (TRRP)

Citizen Transit Advisory Committee (CTAC)
Meeting 2

March 26, 2024

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Agenda

- Welcome
- Project Update
- Outreach & Public Meetings
- Project Virtual Room
- Discussion & Next Steps

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Project Update

- Defining the Problem Memo Complete ✓
- Public Involvement Plan Complete ✓
- Route and System Review Analysis Complete ✓
- Field Review is Complete ✓
- Developing System Alternatives and Concepts
- Public Meetings April 11 and 12 ★
- Developing Stakeholder Interview Process

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Outreach & Public Meetings

Develop Citizens Transit Advisory Committee – **Second of five meetings** to support decision making at key points

Conduct four group discussion workshops – mobility needs/services, community/neighborhoods, social/healthcare, and workforce/economics – **Post initial public meetings**

Conduct up to 10 one-on-one stakeholder interviews – community and key institutional leaders – **Questionnaire developed, scheduling interviews**

Conduct online surveys (broad based), targeted social media strategy, leverage websites and contact databases – **will launch before Public Meetings**

Hybrid in-person and virtual public workshops – first **are April 11 at GTEC and April 12 at 50th Anniversary event**, then at draft concept and at final recommendations

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Project Virtual Room

https://storage.net-fs.com/hosting/7441809/17/

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Discussion and Next Steps

Randall Farwell

Project Manager

rfarwell@benesch.com

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City of Gainesville

RTS TDP Major Update
Steering Committee Meeting #1
July 30, 2024 @ 1:30pm – 3:00pm

Agenda

1. Introductions
   - Jesus Gomez, RTS, Transportation Director
   - Krys Ochia, RTS, Transit Planning Manager
   - Randy Farwell, Benesch, Senior Advisor
   - Taylor Cox, Benesch, Project Manager/Task Lead for consultant team
   - Juan Suarez, Benesch, Benesch, Task Lead
   - Logan Patterson, Benesch, Planner
   - Sara Shepherd, Quest, Outreach Support
   - Karen Harrell, Quest, Outreach Support
   - Thomas Rodrigues, WSP, Task Lead/Project Support
2. Role of Steering Committee
3. TDP purpose and integration with the TRRP
4. Timeline and deliverables
   - Task level overview
5. Baseline Conditions and Plans Review
6. Preliminary Service Recommendations
7. Next Meeting and Open Discussion

Task Breakdown:

- Task 1 Advisory Review Committee
- Task 2 Public Involvement
- Task 3 Base Data Compilation and Analysis
- Task 4 Identify and Evaluate Current Services:
- Task 5 Situation Appraisal
  - Plans Review (Attachment A)
- Task 6: Demand Estimation
- Task 7: Goals and Objectives
- Task 8: TDP

Attachment A: Project Scope

LIST OF PLANS AND DOCS REVIEWED

City of Gainesville

- City of Gainesville Comprehensive Plan (Last updated in 2022)
- Imagine GNV Comprehensive Plan Draft (2022)
- City of Gainesville Strategic Plan (2020)
- Downtown Gainesville Strategic Plan (2022)
- RTS Transit Development Plan 2020-2029 (2019)
- GO Enhance RTS Study (2014)

University of Florida

- Campus Master Plan 2020-2030 (2020)
- Strategic Development Plan (2017)
- Transportation and Parking Strategic Plan (2018)

Other Local and Regional Plans and Documents

- Gainesville MTPO 2045 Long Range Transportation Plan (2021)
- Gainesville MTPO 2023-2027 Transportation Improvement Program (2022)
- Gainesville MTPO Multimodal Level of Service Report (2021)
- Alachua County Comprehensive Plan 2019-2040 (2019)
- Alachua County Mobility Plan
- Evaluation of East Gainesville, Florida Microtransit Mobility Project (2021)

City of Gainesville

Regional Transit System (RTS) Transit Route Restoration Plan (TRRP)

Citizen Advisory Board (CAB) Meeting

September 18, 2024

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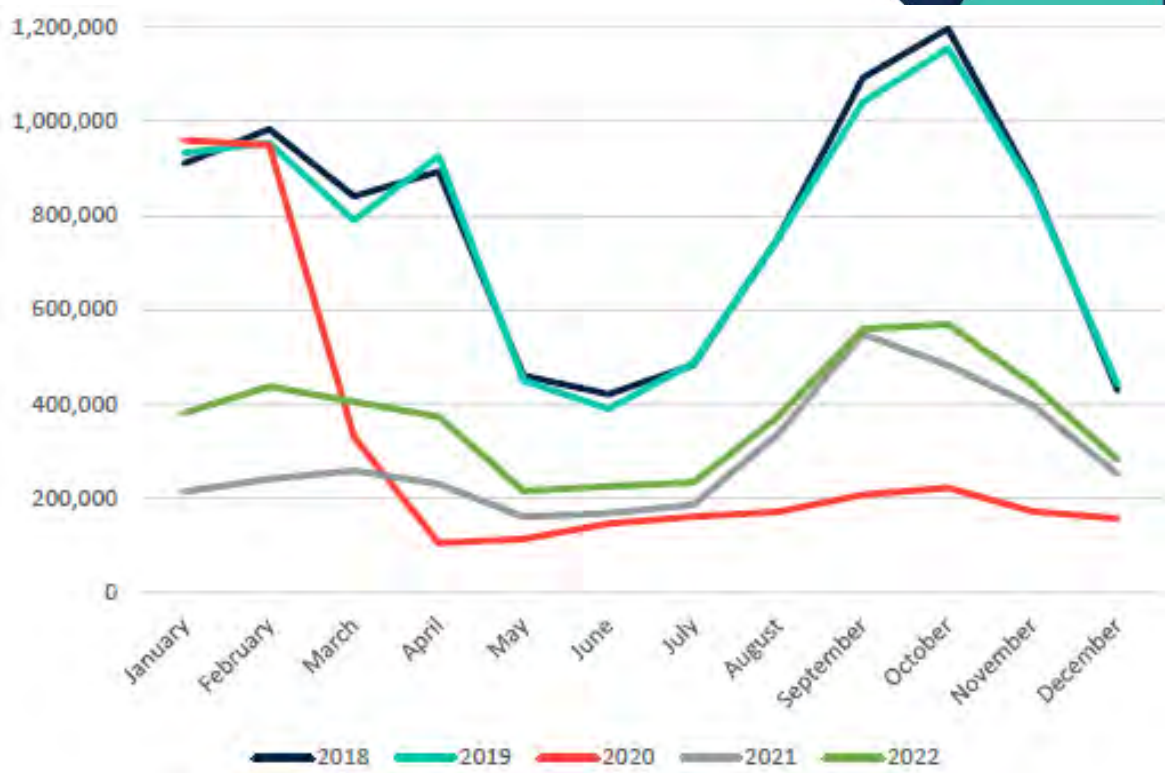
Purpose of Study

- Nationally transit ridership declined with COVID
- Work and commuter behavior have changed
- Changes in the economy, technology, and housing
- Demographic shifts in mobility need
- Combined, these impacted traditional transit
- We need to reset how we view mobility
- Study examines RTS network and services to create a more responsive, effective, and attractive mobility system
- ***Your role*** is to share your understanding of the community

Fixed Route Monthly Ridership (‘18-’22)



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Key Market Conditions

- Assess the RTS operating environment
- Provides a system and route level performance analysis
- Define transit and travel markets

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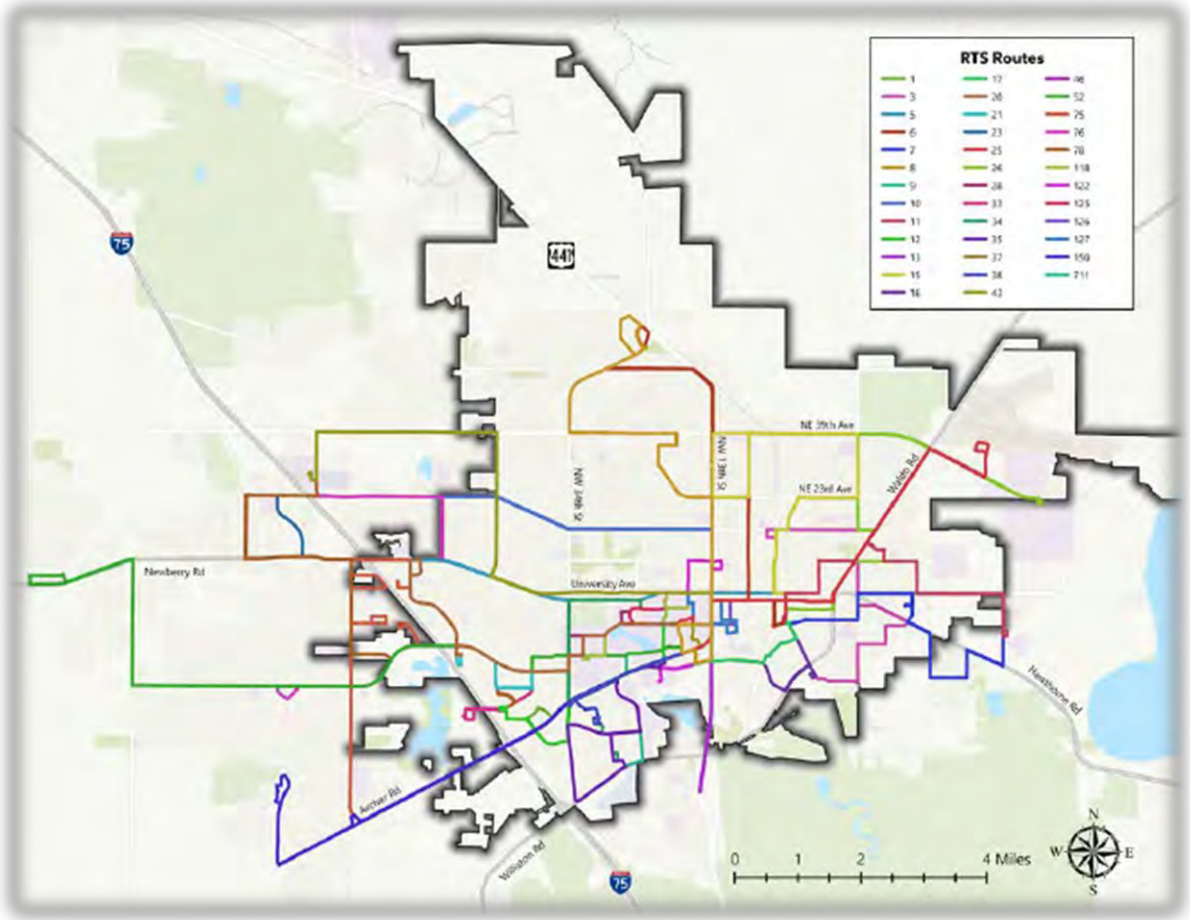
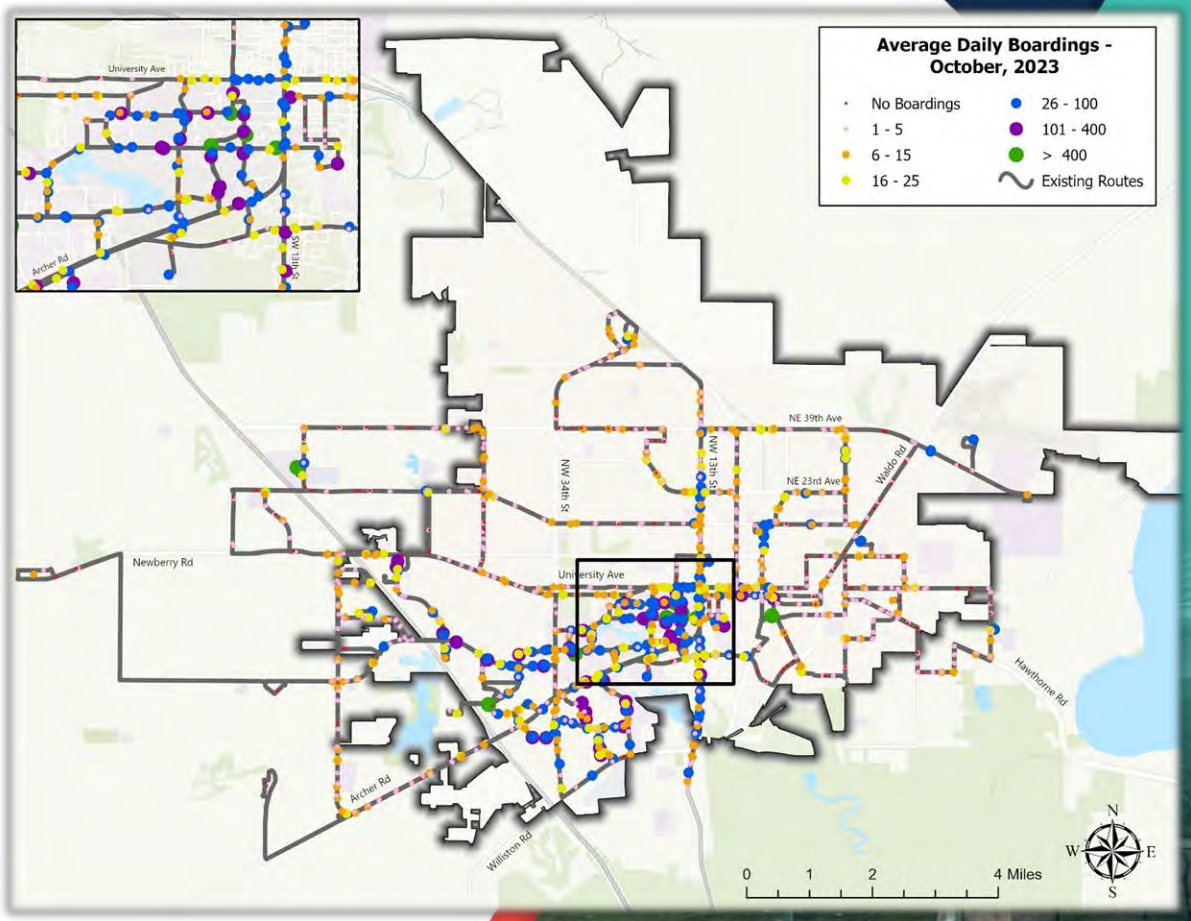
Operating Environment

RTS Fixed Route System



Average Daily Boardings



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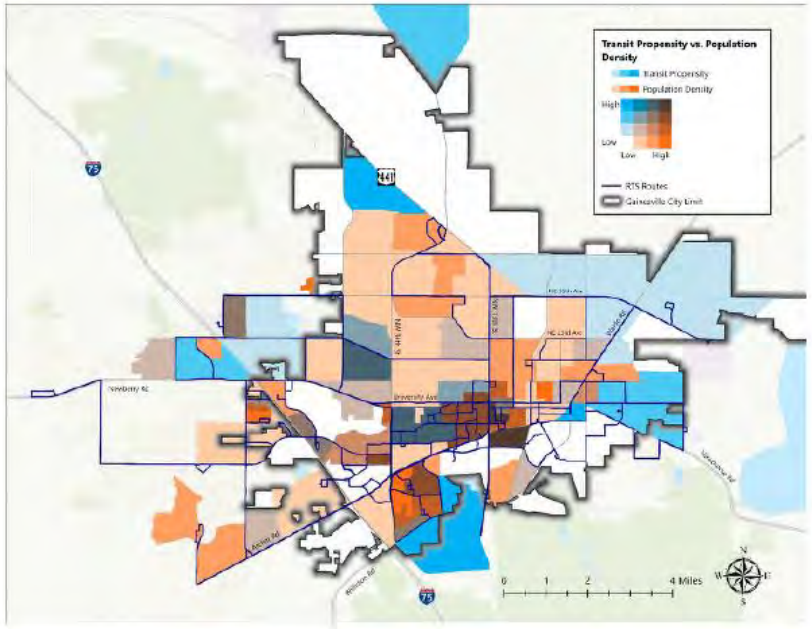
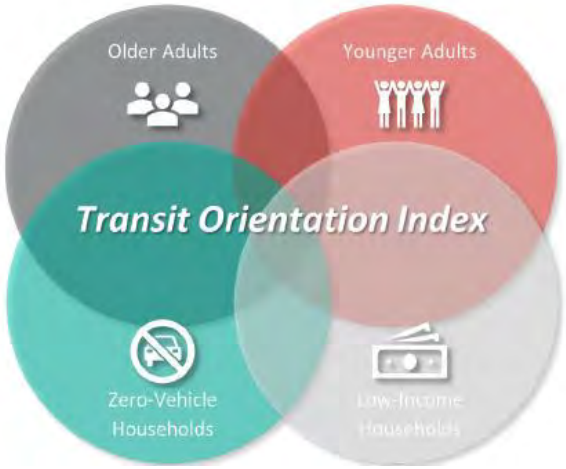
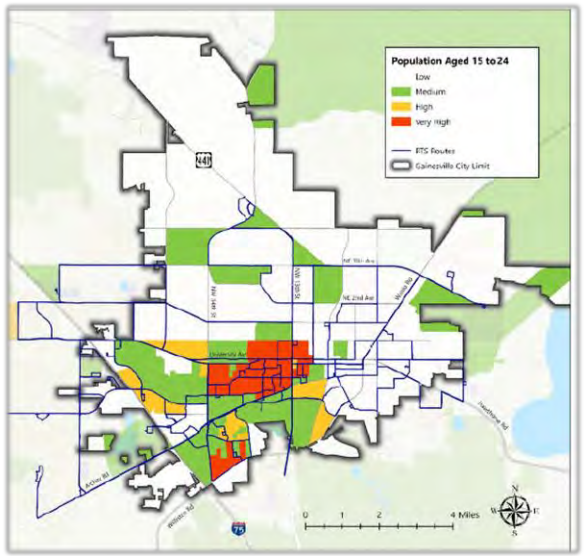
Transit Market Analysis

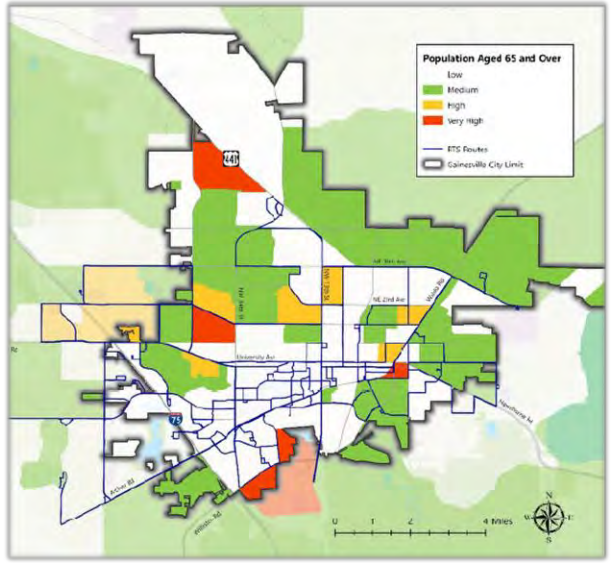
Transit Propensity and Population Density

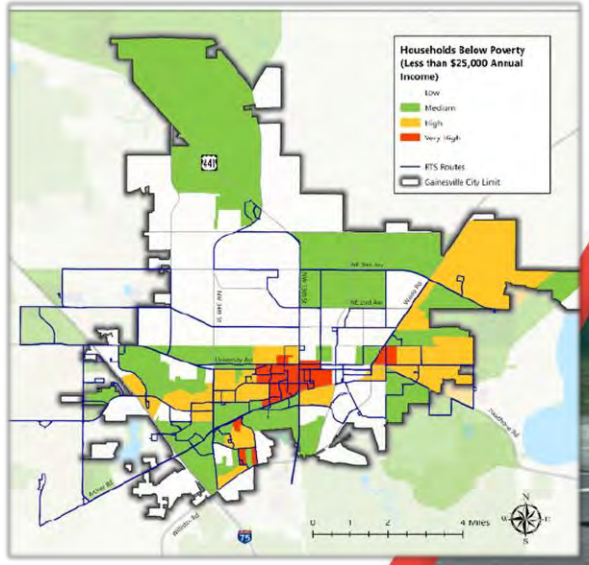


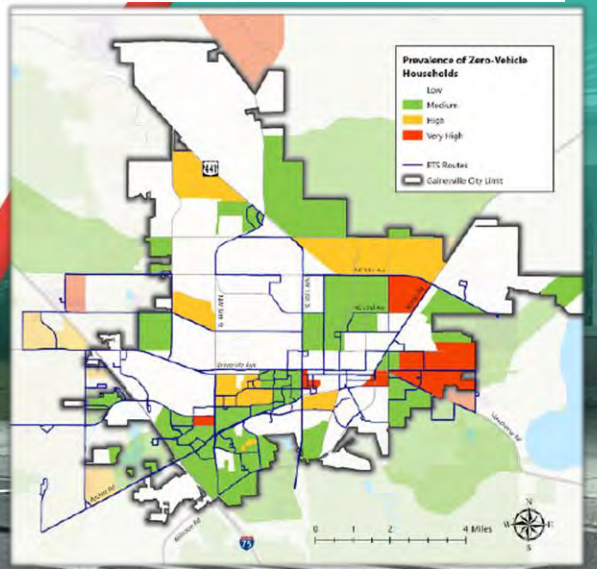


Population in Gainesville and Alachua County









City of Gainesville

Transit Gap Analysis

- Reflects mobility need, served and unserved, by transit
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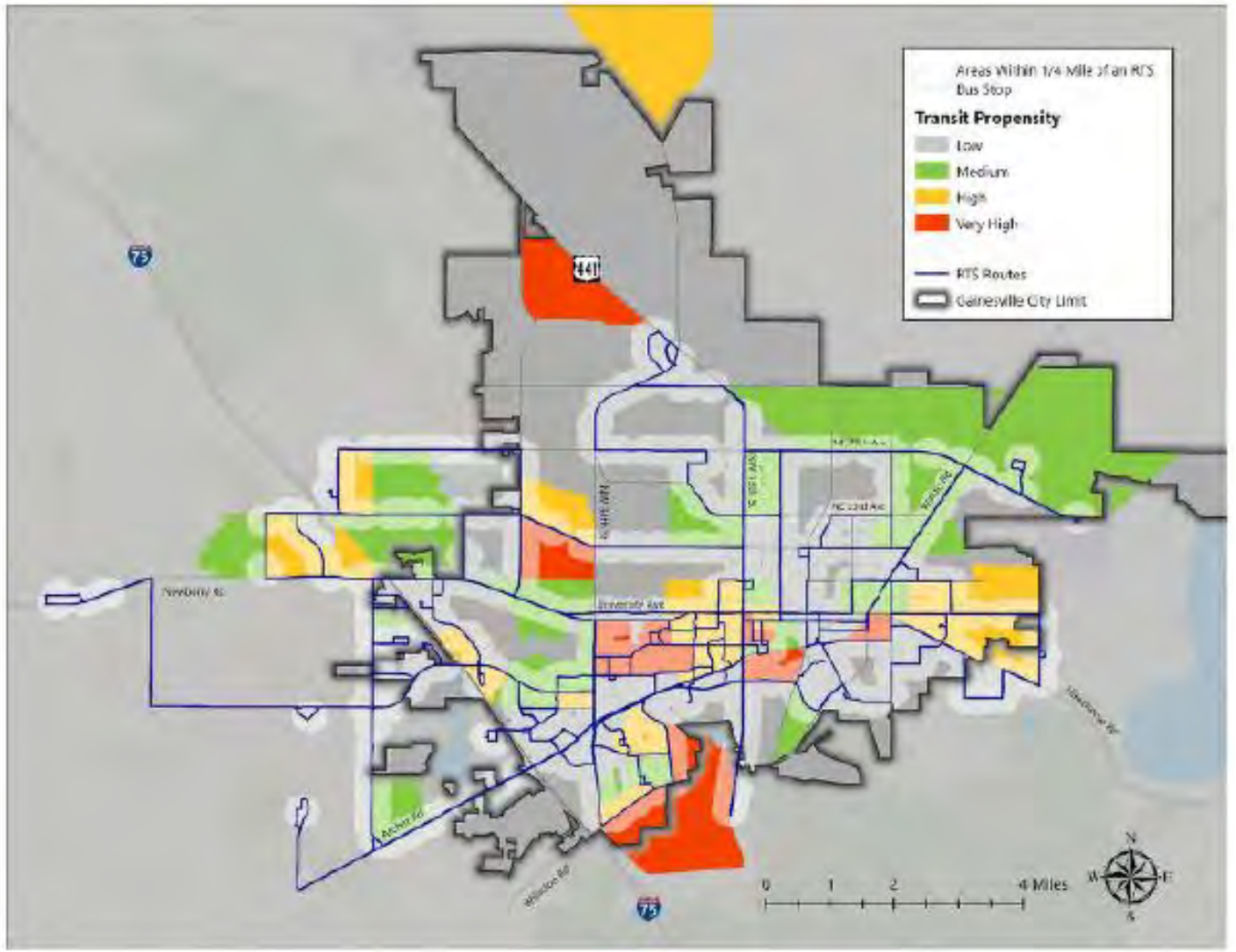

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Public Involvement Activities

Developed Citizens Transit Advisory Committee –meetings were held at key decision points

Conducted group discussion workshops – mobility needs/services, community/neighborhoods, social/healthcare, and workforce/economics

Conducted one-on-one stakeholder interviews – community and key institutional leaders

Conducted online surveys (broad based), targeted social media strategy, leverage websites and contact databases

Hybrid in-person and virtual public workshops were conducted

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Project Virtual Room

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Goals & Objectives for Mobility

2025-52B

City of Gainesville

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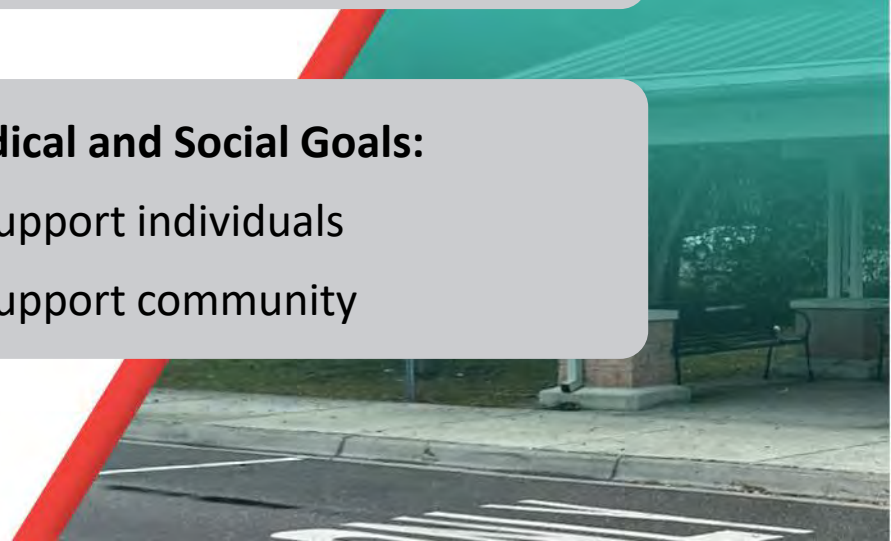

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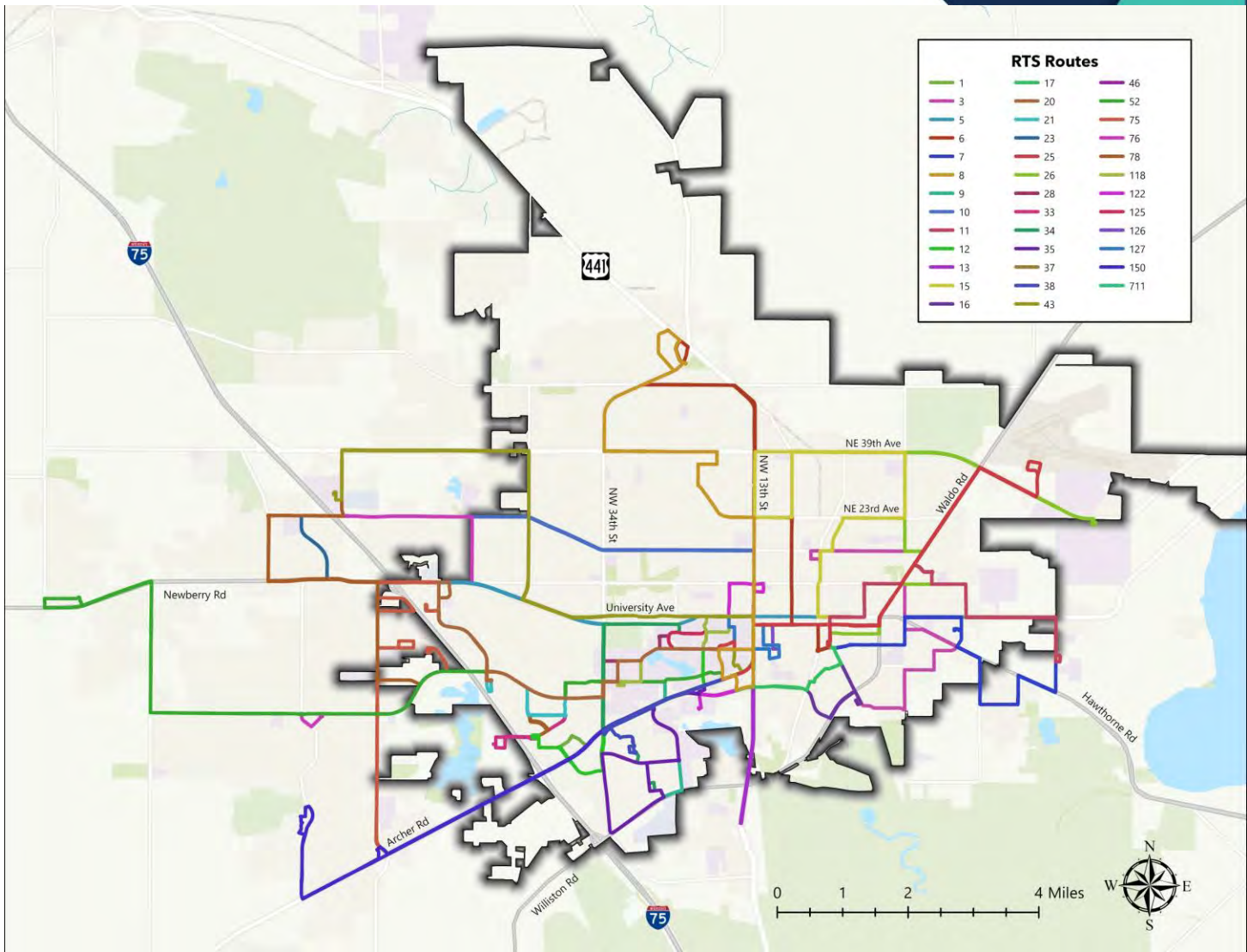
System Overview and Phases

- Existing Network:
  - 38 Fixed routes ($9.1M)
    - 21 UF Funded ($5.8M)
    - 12 RTS Funded ($2.5M)
    - 3 Santa Fe College & 2 County Funded ($815K)
- Phasing of Recommendations:
  - Phase 1 – Reflects UF's proposed Network Changes with minor modifications to RTS funded routes
  - Phase 2 – TRRP Study recommendations, reflecting UF proposed network, modified RTS, Santa Fe College, and County routes

Existing RTS Network



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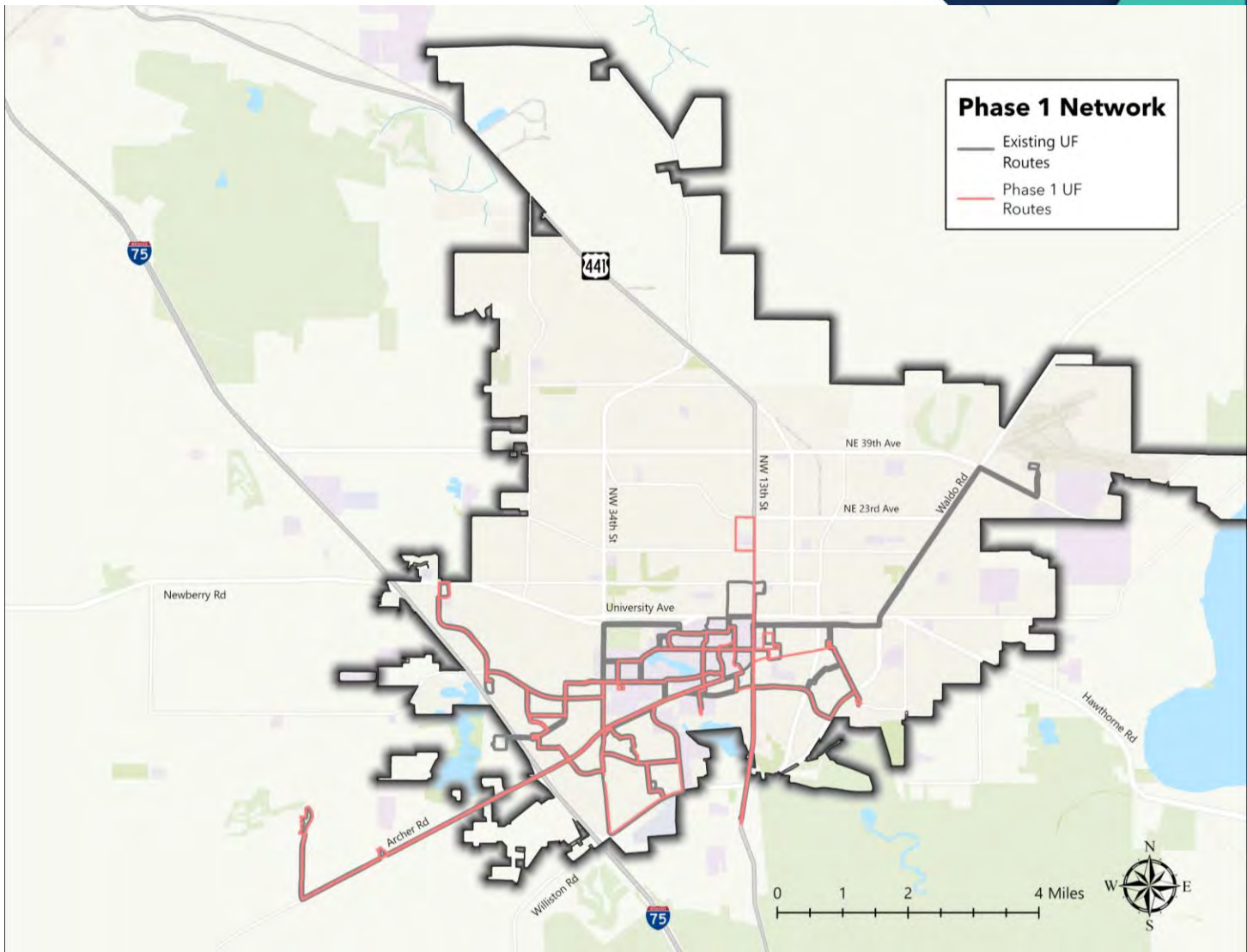
Phase 1 - UF Recommendations

Route	Maintained	Removed	Modified
9			x
12			x
13			x
16		x	
17			x
20			x
21		x	
25		x	
28		x	
33			x
34		x	
35		x	
37	x		
38		x	
46		x	
118		x	
122		x	
125		x	
126		x	
127		x	
150	x		
Proposed			
Campus Circulator North South			
Campus Circulator West			
Campus Circulator East			

Phase 1 - UF Network Overlay



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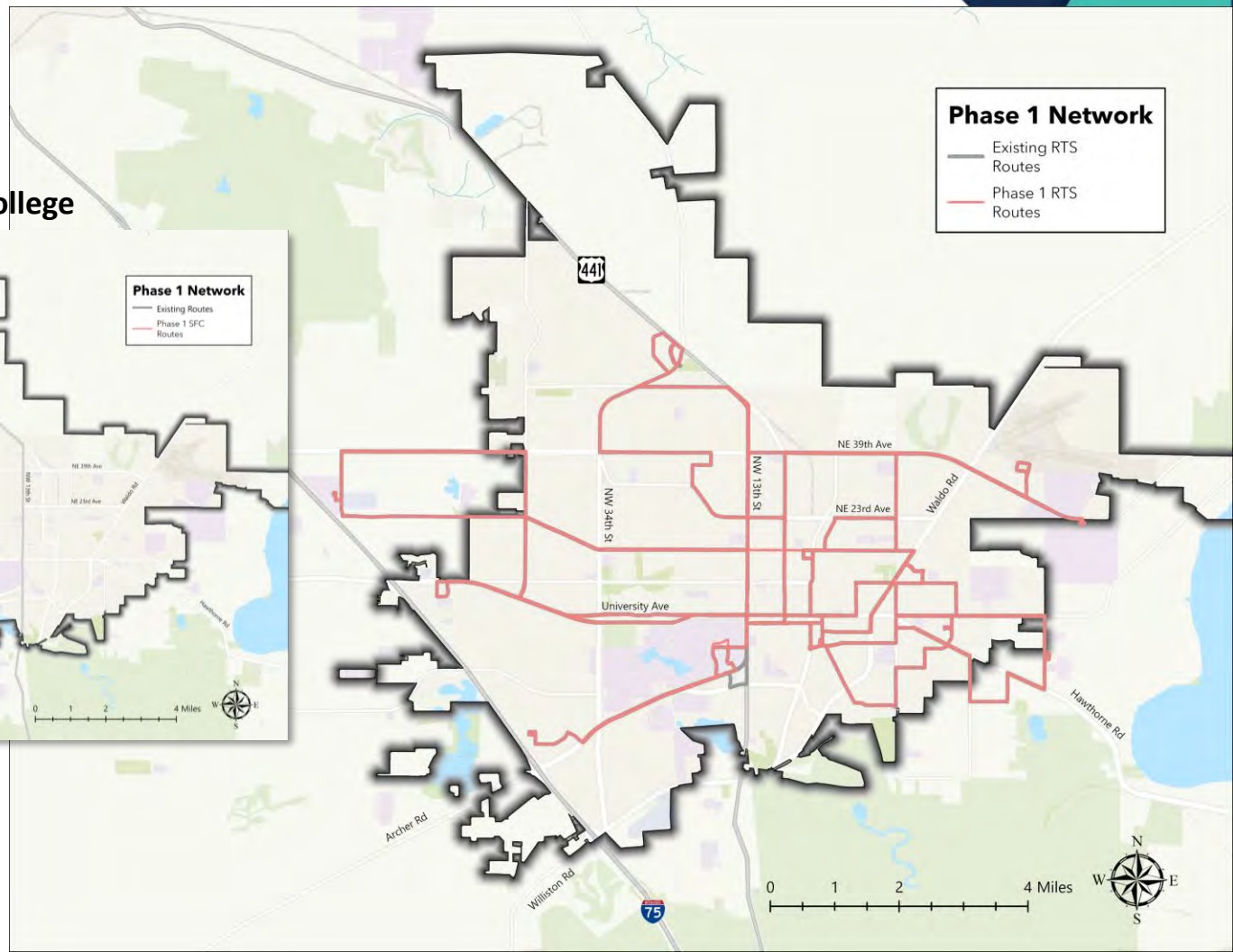
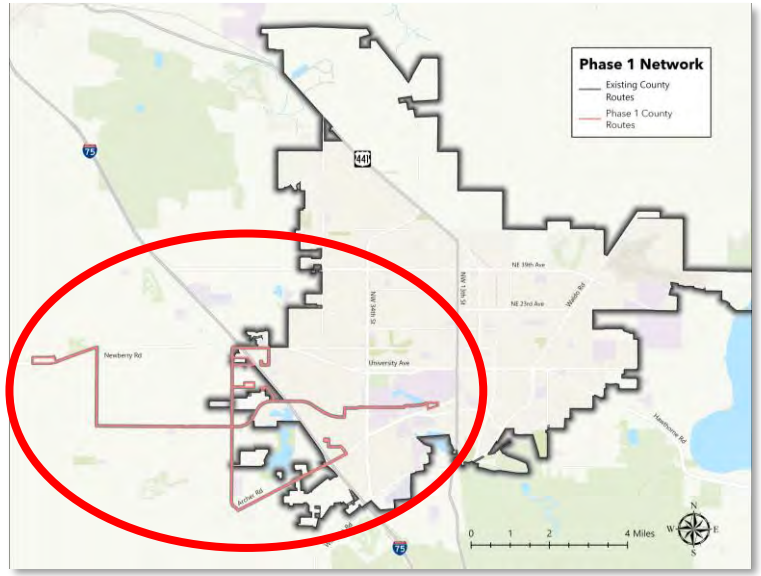
Phase 1 - RTS, Santa Fe College, & County Recommendations

- Minimal modifications to existing network
- Maintain service coverage

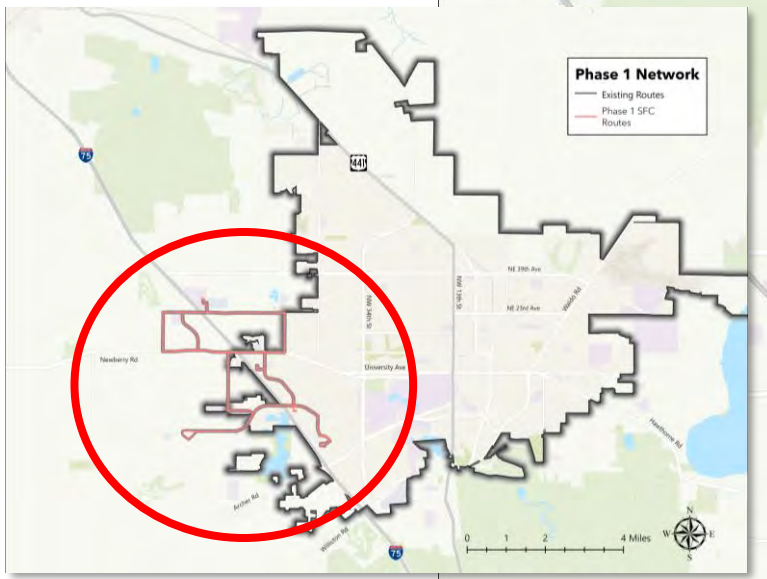
Phase 1 - RTS Network Overlay



Phase 1 - County Network Overlay



Phase 1 – Santa Fe College



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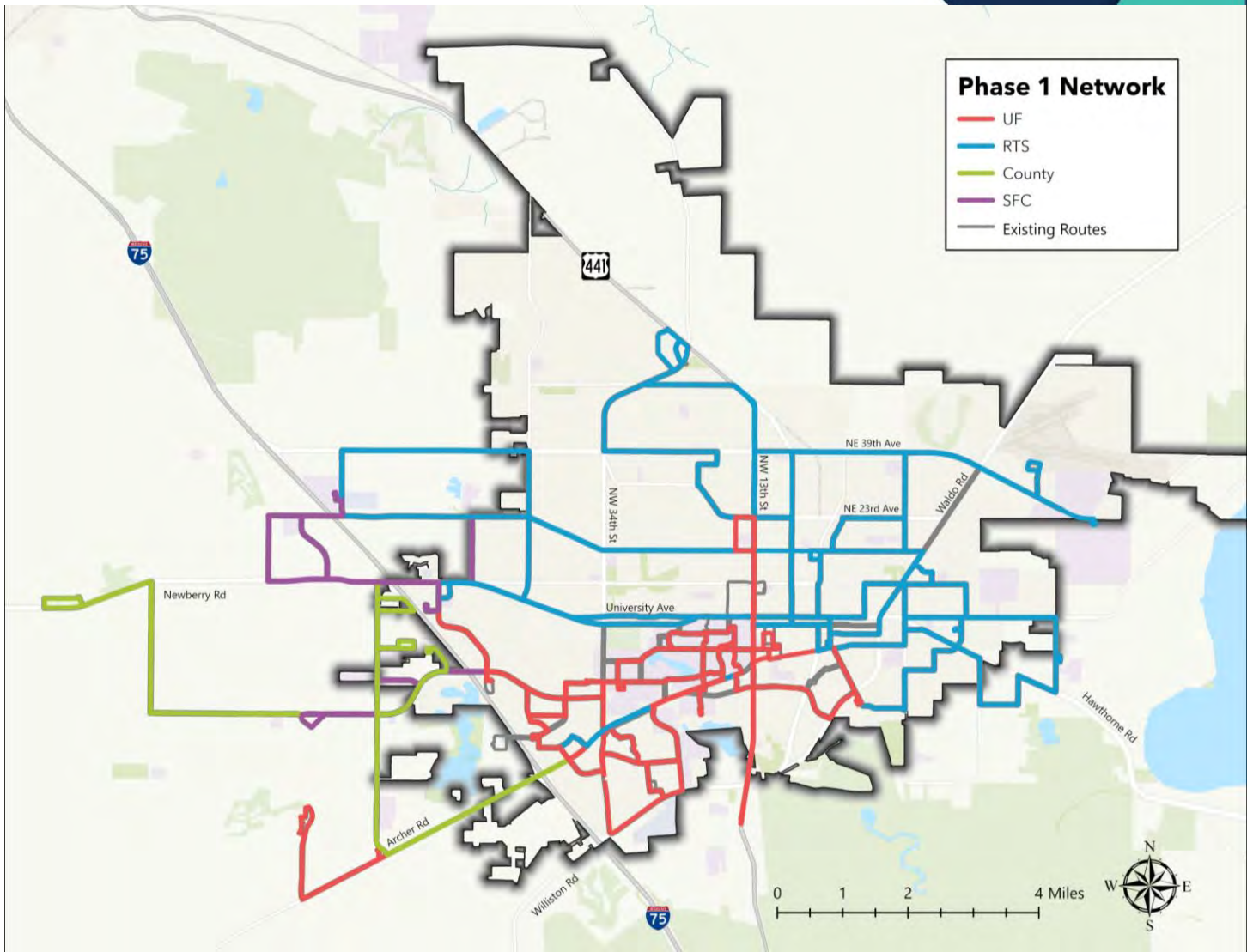
Phase 1 - System Overview

- Phase 1 Network Highlights:
  - 28 Fixed routes ($7.9M)
    - 11 UF Funded ($4.2M)
    - 12 RTS Funded ($2.8M)
    - 3 Santa Fe College and 2 County Funded ($802K)
  - Maintain service coverage
  - Streamlined campus routing

Phase 1 - Network by Funding Source



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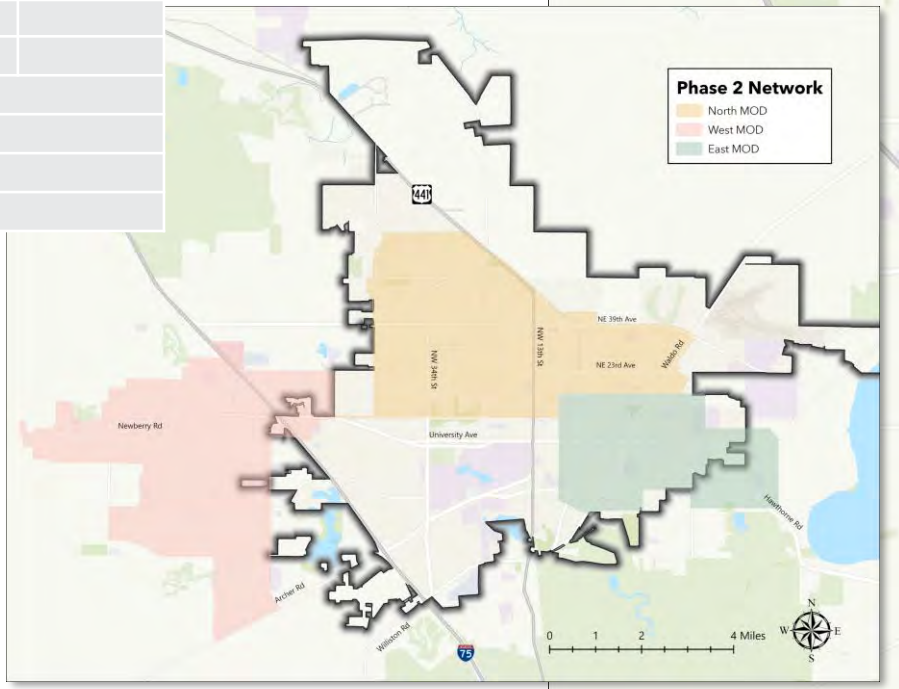
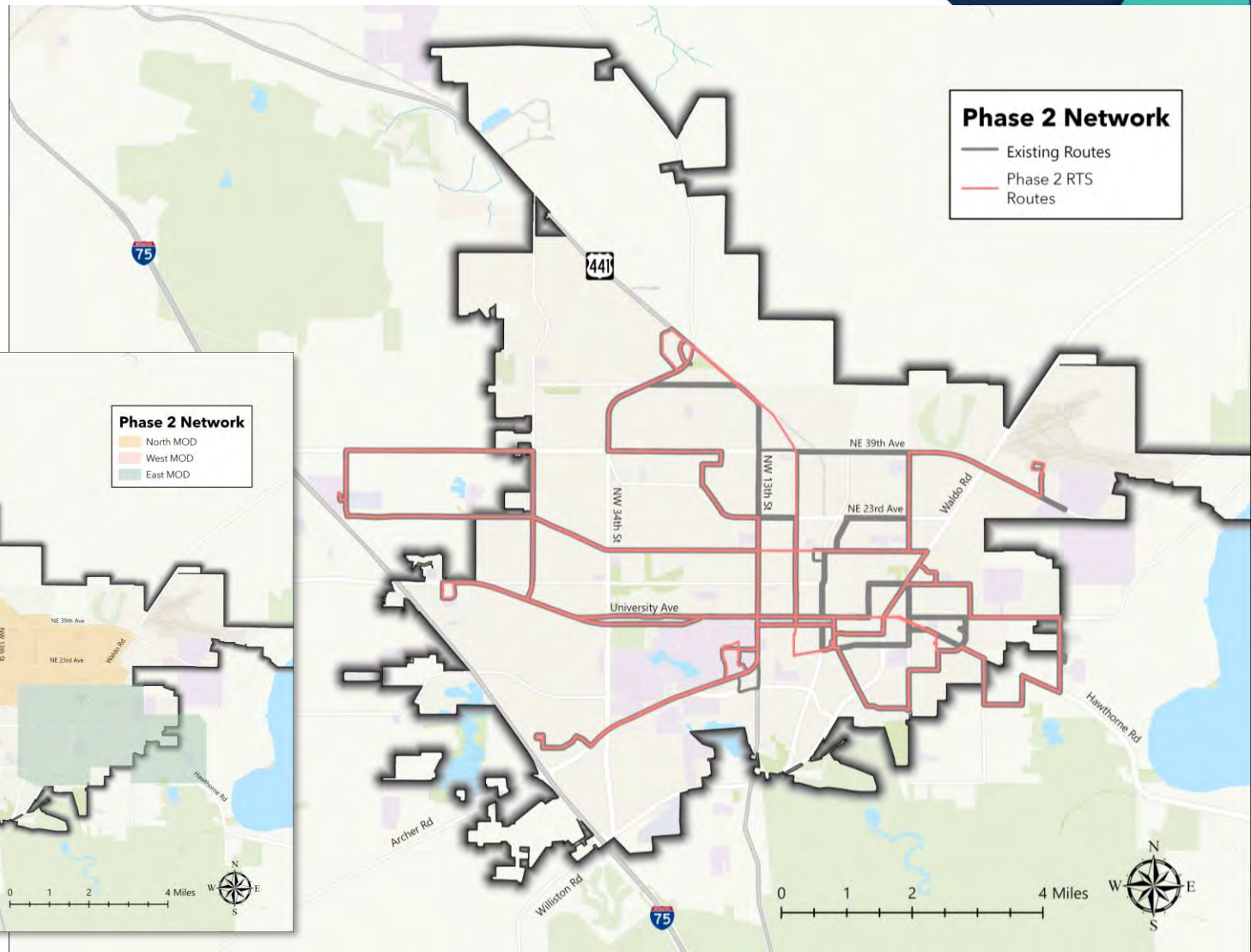
Phase 2 - RTS Recommendations

Route	Maintained	Removed	Modified
1	x		
3			x
5			x
6			x
7		x	
8	x		
10	x		
11		x	
15		x	
26			x
43	x		
711		x	
Proposed			
North MOD			
East MOD			
West MOD			



Phase 1 - UF Network Overlay



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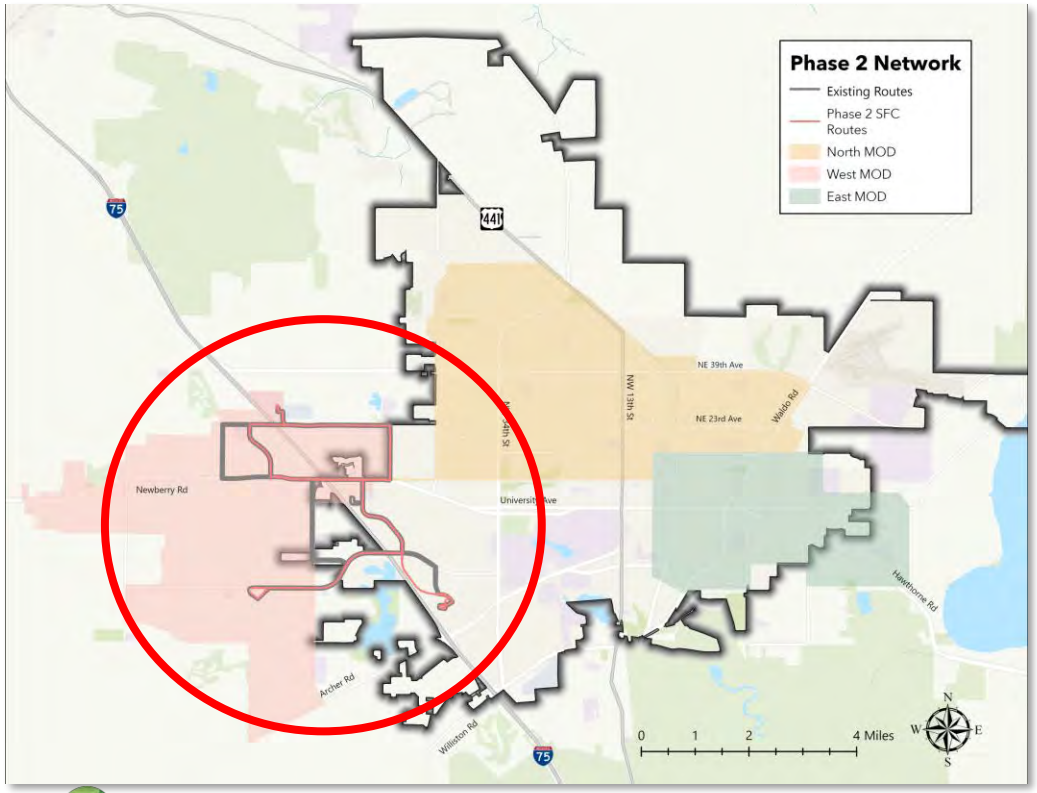
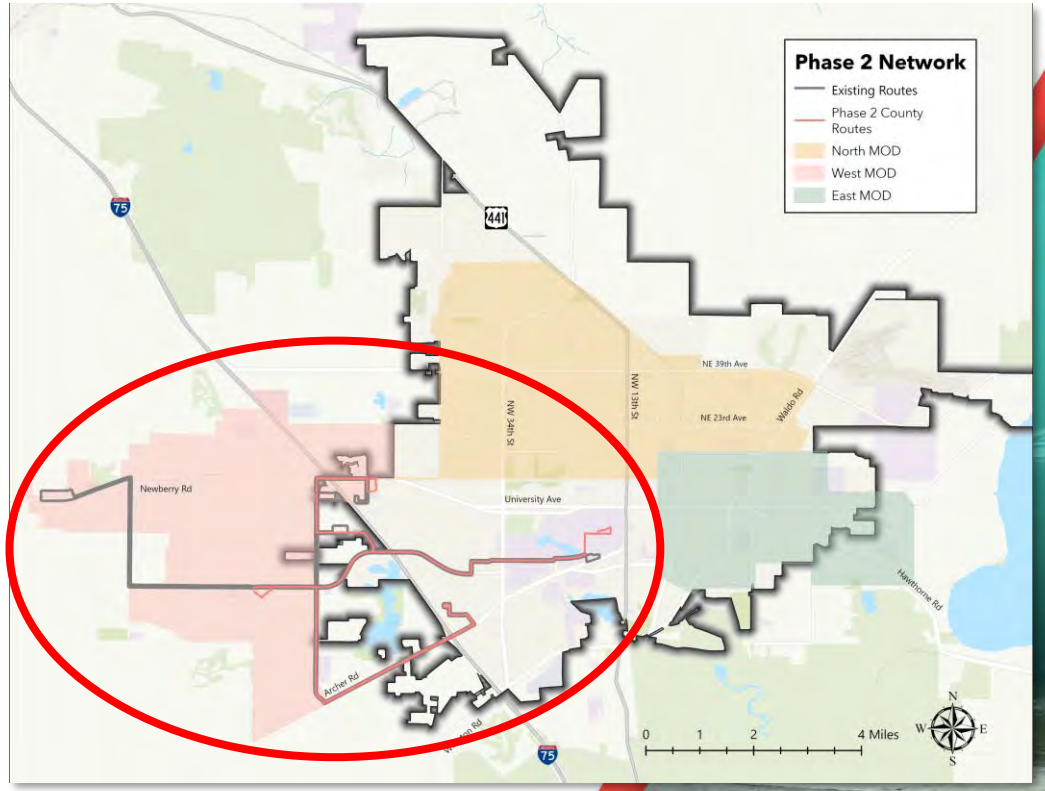
Phase 2 – Santa Fe College & County Recommendations

- Streamlined Routes supported by MOD (shown in pink)
- Truncation of Routes supported by MOD (shown in pink)

Phase 2 – Santa Fe College Network Overlay



Phase 2 - County Network Overlay



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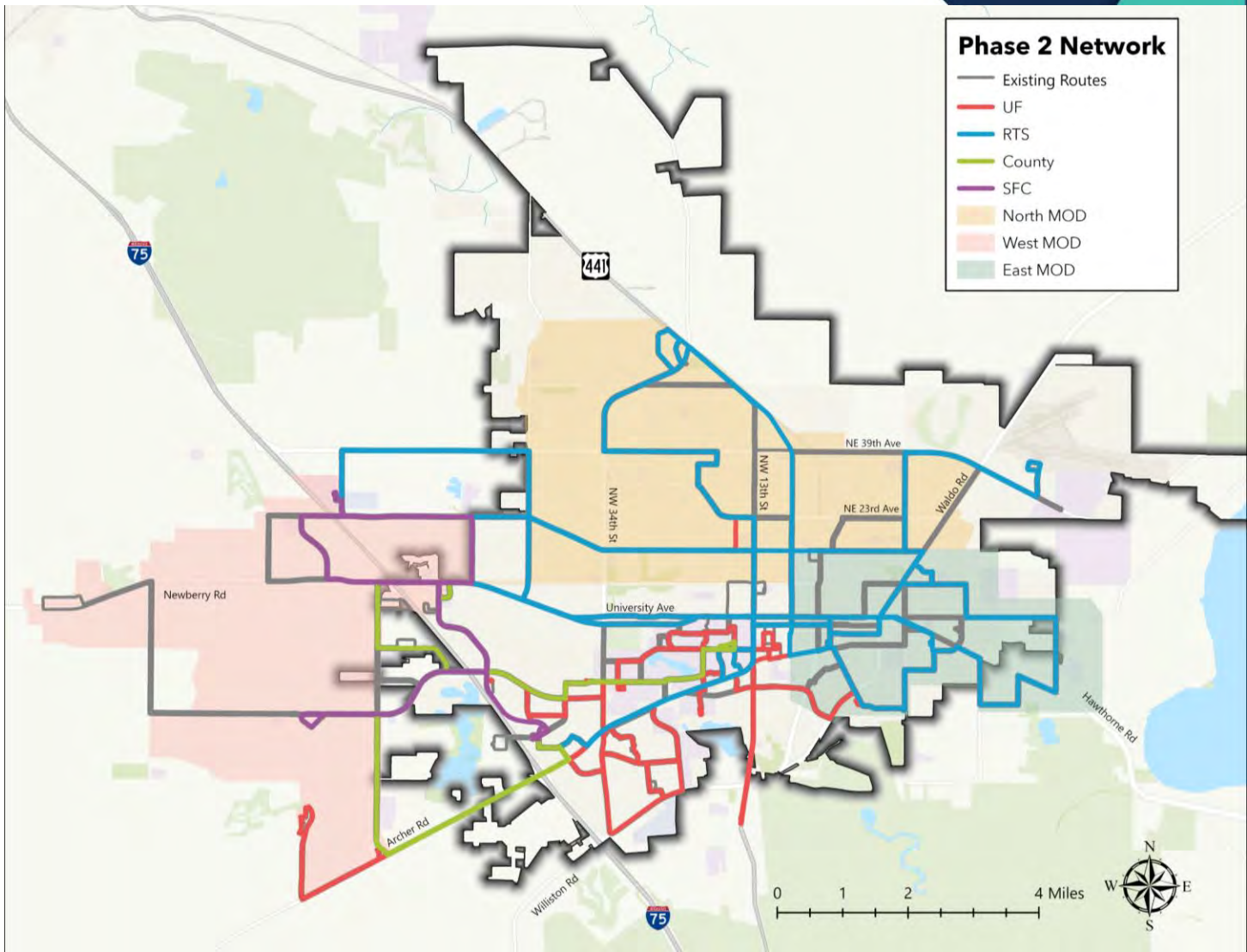
City of Gainesville

Phase 2 - System Overview

- Phase 2 Network Highlights:
  - 23 Fixed routes (7.5M)
    - 11 UF Funded ($4.2M)
    - 12 RTS Funded ($2.5M)
    - 3 Santa Fe College and 2 County Funded ($752K)
  - 3 MOD Zones ($1.1M)
  - Maintain service coverage
  - Streamlined RTS routing
  - Expanded service coverage with MOD

Phase 2 - Network by Funding Source



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Discussion and Next Steps

- Document survey responses
- Host final Steering Committee meeting
- Finalize Implementation Plan and Financial Plan
- Draft Documentation

Randall Farwell
rfarwell@benesch.com

Taylor Cox
tcox@benesch.com

benesch

11 APPENDIX C

Haga clic en el botón superior izquierdo (al lado del globo terráqueo) para español

The City of Gainesville is conducting a transit study to identify and understand how transit and mobility service options can be improved to make it easier, more convenient, cost-effective, and reliable for you to get where you need to be when you need to be there.

By taking this survey, you help us better understand travel needs and behaviors in and around Gainesville. Your responses will help us establish priorities and redesign the transit network and introduce new mobility services.

This survey uses an interactive map tool so you can show the most important places you travel to or need to travel to. The tool lets you type the address, or place name, or zoom in and out of the map to show places that are important for you, your family, your organization.
All your responses will be used for statistical purposes only.

---

1. Where do you live?

How would you like to show your home location?

- ○ Use map
- ○ Type in address or name of location (this will not open a map)

2. Do you have regular access to a vehicle (car, motorcycle, truck, SUV, carpool, vanpool) at home?

- ○ Yes
- ○ No

3. Do you have a valid driver's license?

- ○ Yes
- ○ No

4. Do you own a smartphone with a data plan?

- ○ Yes
- ○ No

5. How do you normally get around?

- ○ I take the bus (RTS)
- ○ I bicycle
- ○ I walk
- ○ I drive alone (car, motorcycle, moped, scooter)
- ○ I ride with someone/carpool
- ○ I use an Uber/Lyft/Taxi
- ○ Micro transit (e-scooters)
- ○ Other

6. What challenges do you face with your primary mode of transportation? [Select top THREE.]

- ☐ A vehicle is not available all the time
- ☐ High cost of travel
- ☐ I can't get where I need to go when I need to travel
- ☐ Travel time or distance is too long
- ☐ Safety concerns
- ☐ I do not have transportation challenges
- ☐ Other

7. When thinking about your top three travel destinations/reasons to take the bus, please select the best answers below to describe your purpose for each.

(1) What is the purpose of your most frequent travel?

-Please select-

(2) What is the purpose of your second most frequent travel?

-Please select-

(3) What is the purpose of your third most frequent travel?

-Please select-

8. Generally, how often in a week do you need to make a trip outside of where you live? (for example to go to school or work or to the store)

- ○ Daily
- ○ Two to six times a week
- ○ Less than once a week

9. How often can you <u>not</u> get where you need to go because of not having a way to get there? [Select ONE.]

- ○ Rarely or Infrequently
- ○ Several times a year
- ○ About once a month
- ○ More than once a month
- ○ Once a week or more often

11. If you have used a public transportation service, which types of service? [Choose all that apply]

- [ ] Not applicable
- [ ] Fixed route bus (RTS)
- [ ] An on-demand service like Uber/Lyft/Taxi
- [ ] ADA paratransit service
- [ ] Passenger rail
- [ ] Other

12. Do you think there is a need for more transportation services in Gainesville?

- ○ Yes
- ○ No
- ○ Not sure

13. What features would encourage you to try or use public transportation more? [Select ALL that apply.]

**Mobility-On-Demand are ridesharing services using a professional driver in a branded vehicle like a minivan to provide rides on request anywhere within a defined service zone. For trips outside this area, like to downtown or campus, you need to transfer to a bus at designated spots (mobility hubs) within the zone.*

**A mobility hub is a destination like a mall or Walmart or the Santa Fe campus where riders can also connect with multiple bus routes.*

- [ ] A bus route with comparable travel time to auto (e.g.: 20 minutes by car, 30 minutes by transit)
- [ ] *App-based mobility on demand for local travel and to connect with transit
- [ ] Early morning service
- [ ] Late evening/night service
- [ ] Weekend service
- [ ] More service along key roadways
- [ ] *Mobility hubs at major destinations to connect buses and community on-demand services
- [ ] Affordable fare, costs less than driving
- [ ] Improved bus stop cleanliness
- [ ] A lit shelter at the bus stop
- [ ] Sidewalk to and from the bus stop
- [ ] Other

14. If public transportation was improved, where would you most likely use it to go? [Select top THREE.]

- [ ] Work or school
- [ ] Shopping, errands, or personal appointments
- [ ] Medical appointments
- [ ] Community center, library, or other social or governmental service
- [ ] Recreation, social activities, church, or to visit friends/family
- [ ] Other

15. Which is more important to you, where you can go or travel time?

- ○ Be able to go more places but have longer travel time
- ○ These are equally important
- ○ Fewer places but quicker travel time

16. Which of the following best describes your current employment status?

- ○ Employed full-time (at least 35 hours per week)
- ○ Employed part-time (less than 35 hours per week)
- ○ College or post-graduate student
- ○ Not employed
- ○ High school student
- ○ Retired
- ○ Other

Please note that questions 17-22 are voluntary.

17. How do you identify yourself?

- ○ Male
- ○ Female
- ○ Transgender/Non-binary
- ○ Please specify if the options above do not apply to you
- ○ Decline to answer

18. What is your age?

- ○ 16 to 24
- ○ 25 to 50
- ○ 51 to 64
- ○ 65 and above

19. What language is primarily spoken at your home?

- ○ English
- ○ Spanish
- ○ Other

20. What is your race/ethnicity? [Select ALL that apply.]

- ☐ American Indian or Alaska Native
- ☐ Black/African American
- ☐ Hispanic/Latino
- ☐ White/Caucasian
- ☐ Native Hawaiian or Other Pacific Islander
- ☐ Asian
- ☐ Two or more races
- ☐ Other

21. What is your household income?

- ○ Less than $25,000
- ○ $25,000 to $50,000
- ○ $50,001 to $75,000
- ○ $75,001 to $100,000
- ○ Greater than $100,000

22. Do you have any physical limitations or special accessibility needs?

- ○ Yes
- ○ No

23. Please share any additional suggestions or comments regarding your transportation needs.

255

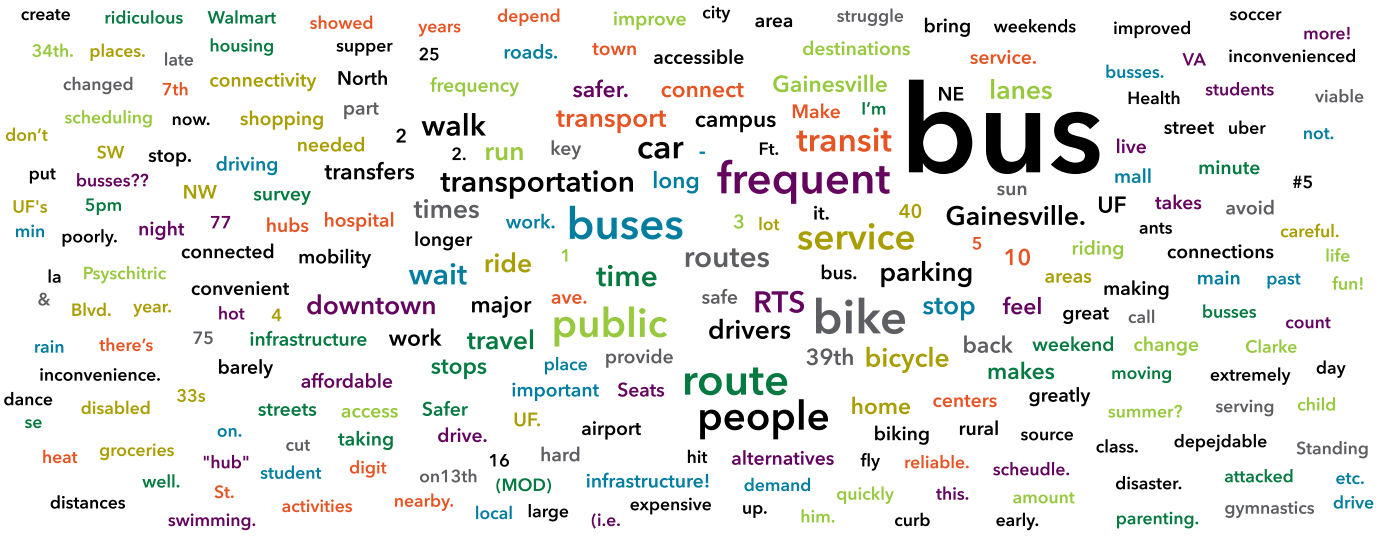
24. Please share any suggestions or comments about transportation services you want in your community.

255

Submit

Gainesville Transit Study

23. Please share any additional suggestions or comments regarding your transportatio…



Response	Count
Work place moving to UF Health Psyschitric Hospital in next 1 year. Need bus to get there and back a nd be reliable. It is my only source e of transportation right now. I work now on13th and bus is not on s ame scheudle. I need to take 2 busses.	1
Why do the busses run less on weekends and summer? I feel like before, there were 4 33s, but now t here's only 2. Also 75 is supper long bus ride, maybe it can be cut down or more busses??	1
While many people think that we need mobility on demand (MOD), it becomes very expensive very qu ickly if we are not careful. Those who need it most are not able to use it. We should provide better ser vice for those who truly need it.	1
Where I live, the 3 digit are extremely important for getting me to class. Without them I would struggle with this.	1
Weekend routes should be more frequent and longer past 5pm	1

We need more bus frequency and weekend service on Ft. Clarke Blvd. I depend on transit but have n eeded to uber because of inconvenience. It seems like transit is serving the students very well but eve ryone outside of the student housing hubs poorly.	1
We have tried scheduling the disabled transport service and they never showed up. We need a depej dable service we can call on and count on.	1
Way To go to Walmart and get large amount of groceries on and off the bus. Bus service over the year s has greatly improved but most bus stops are still a disaster. I am 77 and Standing in the hot sun or r ain while being attacked by ants is no fun!	1
There is not enough parking on UF's campus and there is not enough affordable public parking nearb y. I've already been inconvenienced because the #5 bus changed from having a "hub" at the mall to n ot.	1
The survey doesn't ask about parenting. I want to put my child on the bus when he is old enough to g et himself places. To do that, the bus needs to go to his activities, like soccer, dance, gymnastics, swi mming. I drive ridiculous distances to take him.	1
The RTS is great for college students. RTS needs to be expanded to SW 75th St. in Gainesville. The buses are infrequent and you have to wait and change buses several times to get to downtown Gaine sville or other areas in Gainesville.	1
The city needs to do more to make communing via biking more accessible and safe and also to create viable alternatives to driving (i.e., better bus system and cycling infrastructure, making them comparab le to riding a car.) More in the next prompt...	1
The bus stop is too far from my apartment, making travel very inconvenient. The bus also doesn’t go t o really important locations for me, like the local Walmart.	1
Since I'm on dialysis, I don't tolerate crowds or noises very well. It would be ideal to minimize the time I have to be on public transport, like a more direct route to the mall, or shopping centers, or medical fa cilities.	1
Saturday service is woefully underfunded, not frequent enough and ends too early. Also, I think cleanli ness/sanitation issues/questions post COVID have not been adequately addressed for riders. If there are roaches on the bus is it really safe?	1
Public transportation is in my life experience. I don’t need it now but truly believe it should be availabl e, accessible, publically funded and available to all portions of our community.	1

Please take into consideration walking time especially in unshaded areas and those with no sidewalks. The heat this summer is deadly and having to walk 10 minutes to a bus stop in it every day is impacting my health.	1
Please provide better connections to the NE part of town! It takes over an hour and three connections to get from my home to my work. It is a 25 minute bike ride or 16 minute car ride.	1
Please keep route 10 relatively unchanged. It is is the most convenient no transfer route to connect destinations in the NW part of town connected to UF campus and downtown.	1
Please allow all the bus drivers to pull to the curb for people that can still barely get on & off! Stop removing benches from bus stops--add more! Some of us can barely walk or stand, especially when carrying shopping bags, etc.	1
Not sure what these mean in the survey so I didn't select them: "mobility hubs at key activity centers to connect buses.." "App-based mobility on demand..." Examples or visuals are needed here.	1
No se puede acceder a ciertas zonas de la ciudad	1
No carpeted seats, updated buses, more frequent cleanings, bus drivers responding better to requested stops.	1
Need more parking downtown, and more lanes on several major roads. Like 34th.	1
need more bike lanes, safer width, bikes!	1
Need better routes, less transfers and less long wait times between transfers, more frequent run times, covered shelters at the stops, affordable (better than car), more frequent airport access, not all tailored to UF.	1
Most travel demands outside of School(UF) usually require transfers, which takes up a lot of time, primarily because the buses are not frequent enough. Therefore, the buses do not have competitive edge over cars, which leads to more car dependency.	1
More routes to Santa Fe College. Especially on all of 39th Ave.	1
More frequent buses. To reduce over 39th in wait time Seats and shade for each stop.	1
More Bike lanes are needed.	1
More and quicker routes into UF especially for sports games, etc	1
Make bicycle travel safer.	1

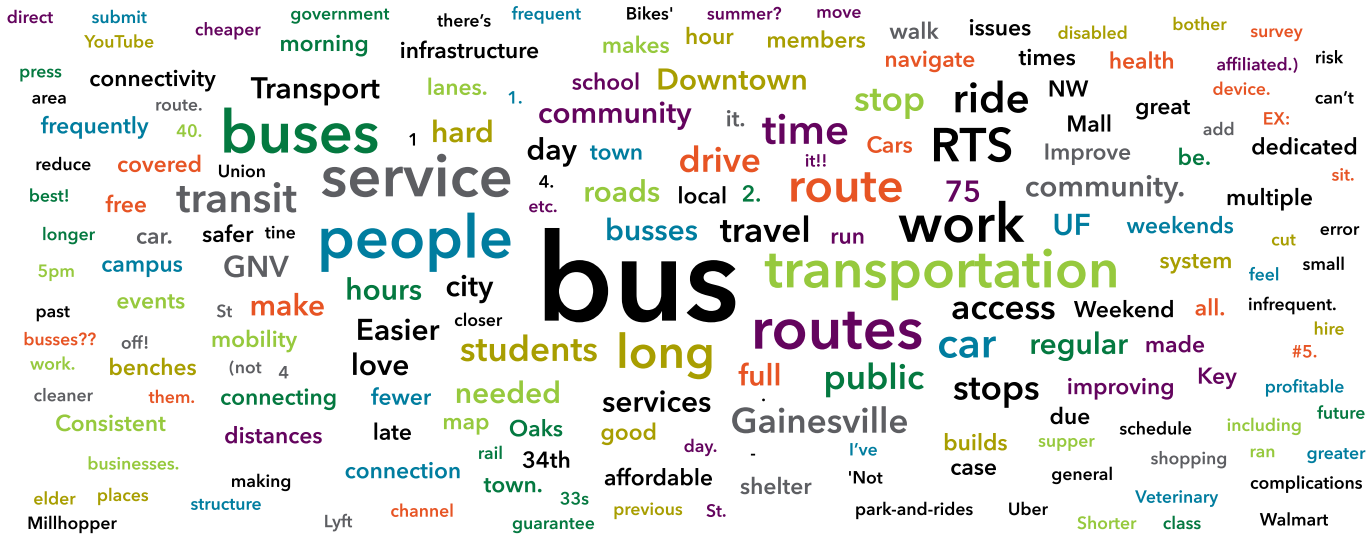
Lamplighter mobile home park needs a bus stop. Maybe a rural route for workers who need travel fro m Lacrosse to a Gainesville hub. It could run x2:per day. There are many economically challenged rur al people who want to work but can't get transportation	1
key routes need to be consistent. hard to rely on when the bus is more than 10 mins late. i might as w ell walk home, get in my car and drive. i use the bus for cost savings and convenience. Move route 5 t o Univ Ave all the time. No 2nd ave.	1
It would be nice to have more bike-friendly alternatives in between Main and 13th Streets North of do wntown, towards 39th Avenue.	1
Improve pedestrian safety!	1
I'd definitely use RTS if there was better connectivity to my destinations and more frequent service.	1
I would ride my bike more often if streets were safer. the main thoroughfare for me is 7th street and th e surface is SO beat up and people fly through that area to avoid NE 9th st, which is also a deathtrap with people literally drag racing there at night	1
I would like to see the bus on NW 34th street come back - I used to use it regularly to get to campus. I t seems to have been discontinued. I don't mind driving my own car, but would use public transportati on if this route came back.	1
I would like the route 40 to be reinstituted.	1
I would like greater public transport options with connectivity to major nature, cultural, and transit spot s in and around Gainesville. This includes: parks, trails, springs, beaches, airport (GNV, Orlando, Jack sonville), private bus stations.	1
I would have to walk 3 miles to Archer Rd. to catch a bus.	1
I want to use public transport more to avoid dealing with parking downtown or on campus especially d uring events, and to save money on gas. When buses don't go where I want, I would like to take my bi ke on the bus to the stop closest to my destination	1
I suffered serious injuries to both of my knees. I do not know from one to another if I would be able to bike or walk. I was also hit by a car when biking, but since my bus route 40 was cancelled, I have no o ther choice but to bike to get to UF.	1
I live so close to celebration pointe but it's inconvenient to get to without late night transit from Haile to there	1

I have used RTS buses and they are great! With just more frequency everything should be perfect specially for rainy days that I can´t go by bike. Sometimes it is hard to connect 2 buses lines, there is a long wait till the next bus comes.	1
I have two kids I have to take to and from school. That makes public transit near impossible to get them there, followed by me immediately going to work.	1
I greatly appreciate that RTS provides all hospital employees (Shands, VA, North Florida) in Gainesville with free transportation as a public service. Hospitals and Clinics do not change their schedules when the University does.	1
I do not own a car and a bicycle serves me well while living in midtown Gainesville. I like how the new bicycle infrastructure in the area makes it easier for me to get around and makes me feel safer. Please continue to improve this infrastructure!	1
I can only get a ride once a week for groceries. The min bus stopped taking me to the senior center and to run errands. Please bring funding back so that people like me can leave their home. I'm left out here to die with no access to town.	1
I am fortunate to have a cargo bicycle so I can do almost any task I need to without having to drive. I am grateful to have a vehicle that helps me go further, lets me bring friends and for emergencies when I don't have time to plan a trip using a service	1
Having buses more frequently during commute times is very imply to me.	1
Good bike lanes and increased awareness of bicycles. Drivers are more distracted than ever, and I no longer feel safe riding my bike on major roads.	1
COOLING	1
Bus stops with some kind of shelter to protect passengers waiting for the bus from the sun and and the rain.	1
Another constraint to taking mass transit is having to walk or wait in the heat.	1
Air sanitation system. Too many people getting on sick and getting everyone else sick. Also your drivers are mostly great but some need to be taught people skills.	1
ADA access. Print maps would be helpful since I don't use app (individual with Down Syndrome).	1
A convenient bus out to Newberry. The bus line near my house got reduced to just one route #8. I wish there were more.	1
A bus that cuts across town east to west on 16th would be a big help	1

- Safer connected bike infrastructure! - more frequent faster bus rides	1

Answered: 61 Skipped: 68

24. Please share any suggestions or comments about transportation services you wan…



Response	Count
Why do the busses run less on weekends and summer? I feel like before, there were 4 33s, but now t here's only 2. Also 75 is supper long bus ride, maybe it can be cut down or more busses??	1
Weekend service on route 75 is too infrequent. The bus schedule can add as many as four hours to m y work day.	1
Weekend routes should be more frequent and longer past 5pm	1
Transportation for disabled who use a mobility device.	1
This will be good for the city because it will reduce the cars in our roads, making everything safer, clea ner, cheaper, and more profitable for the local government and small businesses. See YouTube chann el 'Not Just Bikes' for more (not affiliated.)	1
There's not really a way to improve transit without improving the roads structure, but do your best!	1
There should be some park-and-rides around town, including at Oaks Mall like the previous route of th e #5.	1

The map system was hard to navigate especially if going to a general area for shopping etc. and when I tried to submit it said to press there to navigate to an error, but it didn't work. I think many won't bother with this survey due to complications	1
Something more affordable than Uber or Lyft would make it easier to get around if you do not own a car. Also more direct bus routes to the Veterinary School would make me consider using public transport but it is hard to guarantee I would be on tine	1
Shorter routes with fewer stops at places people really want to be. EX: NW Walmart to Oaks Mall with maybe a stop at the Millhopper Library, then reverse.	1
RTS needs more funding; more routes and more buses per route.	1
RTS is crucial for our community. It would be very hard for commuters and students to move around without its services.	1
Protected Bicycle lanes. I ride or walk.	1
Please support public transportation. It builds our community, assists the community, and builds a greater future for all. I may not need it now but I want to have supported the infrastructure in case I need it. Who knows when I can’t drive anymore. I	1
Please restore route 40.	1
Please EXPAND transportation, not defund it, especially the three-digit buses on campus! UF made a large sprawling campus, it is their responsibility to ensure that students can get around campus at least.	1
Per the above, I would suggest not changing the route schedules for those routes which service local hospitals and clinics.	1
Need more access connecting 34th and 13th street. Would like to see more consideration for regular community events like farmers markets and museum events so that they're made more accessible for all members of the community.	1
More transportation services for elder members of our community.	1
More stops are needed, with covered bus stops. I realize students pay for the buses, but regular people depend on them. We saw how UF wanted to get out of the bus business. Grants and other funding must be provided.	1
More routes from downtown to the reitz Union later at night	1
More covered stops would be appreciated.	1

More buses, less driver licenses. People who cant drive or drive badly should have an option to get to work without driving.	1
More bus routes, closer proximity to where I and others need to go	1
It be great to be able to occasionally travel with my ESA dog as he needs medical service at times an d in case of hurricane he travels with us to shelter	1
Investment in public transit pays off! More access and more destinations mean more riders!	1
Improved connections to travel to Senior Recreation Center on NW 34th St. Thank you.	1
Improve the pedestrian/bike map, and running buses on key corridors more frequently becomes more feasible and provides a more robust transportation network. Key is not always the auto main route b/c sometimes parallel roads offer safer boarding/crossing.	1
I've noticed that there has been a surge in full buses during the morning rush hours. One time, three (3) buses passed me by consecutively because the bus was full. I was late for class because of it. RT S really needs more frequency.	1
I would love an efficient affordable bus system that actually makes sense to ride and cuts down on traf fic and risk of accident	1
I would give up my car if RTS ran more frequently and had better connectivity.	1
I would also like it if my babysitters could get around on the bus, because at present I can only hire pe ople who have a car. If their car breaks down on a given day, they cannot work for me. The car depen dence for childcare is costly in travel time also.	1
I want the busses to work for people other than just students. When UF is out of session the busses ju st stop serving the rest of us, that's not helpful at all. It only takes one stressful ride that makes you lat e to work to stop seeing the bus as viable	1
I want extended service times (weekends), more frequency, and benches to sit. Standing for a very lo ng time is painful on my joints.	1
I want a pedal bus!	1
I used to run an employment program for people with chronic mental health or physical issues . Peopl e would not come to my office for training because it could take up to 2-3 hours just one way to get to my office.	1

I think improving transportation services in Gainesville is an issue that can be tackled from multiple angles. For example, encouraging healthy urban development and creating road infrastructure for multiple modes of transport can help everyone get around	1
I see potential of having bus depots at the directional extremes of the city that are hubs for cross town traffic. Then from these arms, smaller transit lines could travel more frequently. Please remove bus fare - its an unnecessary barrier for citizens.	1
I haven't used RTS for a long time because there were always issues with connecting buses, which meant I had to walk long distances to get where I needed to be. With my health condition, having to walk long distances due to missed bus stops was difficult.	1
Having more available to people. Being on time and app updated. Have better bus stop with benches and shelter from elements. Signs that are visible. Customer service available if needed in morning and night. Would like 1 bus or better connection times.	1
Having an additional route besides 75 to access areas is very much needed.	1
Gainesville is a great town. It seems strange to me that the city seems to fumble with the right paths to take for good public transit when it's already been done well in so many other places. Recruit experienced consultans. Don't reinvent the wheel.	1
Expanded service hours, fewer transfers, and better headways might make me consider transit more often. I don't usually want to drive to Butler Plaza for dinner, for example, but it's easier to do that than figuring out which bus routes I need to go there	1
Easier access to downtown and Depot Park especially during ‘events’.	1
Downtown shuttles from parking lots and garages for people with mobility challenges.	1
Dedicated bus lanes!	1
Consistent, regular service along routes. Once an hour ensures that taking a car is what i will do. Even once every half hour would be enough. Additionally, full service on weekends and nights is crucial. Finally, dedicated bus lanes.	1
Consistent and reliable transportation services are critical for my day to day school and work responsibilities	1
Congratulations on the RTS grant! I'd love to see more free or nearly free transportation available on the east side of town.	1

Cars do not respect bikes, I would love to have more sings across 6th St so they can see that full lane should be granted to bikers.	1
Bring back connector routes! From GNV to Archer, From GNV to Newberry, from GNV to Alachua! These can be incredibly useful for students and employees who work in Gainesville but reside outside of it!!	1
1. long distance light rail 2. Brightline connection to Orlando and all the way down to Miami 3. Increase ride share / rental car options 4. Transport that provides connectivity to all the nature, culture, and connectivity points in and around Gainesville	1

Answered: 52 Skipped: 77

12 APPENDIX D

2025-52B


RTS Transit Route Restoration
Instructions:
Take a sticky string and place it along a route which connects your desired trip origin and destination.
RTS
SW 122ND ST
SW ARCHER RD
SW 24TH AVE
SW 75TH ST
SW 20TH AVE
SW 63RD AVE
SW 13TH ST
S US HWY 441
SW WILLISTON RD
S MAIN ST
Butler Plaza Transfer Station
Oaks Mall
HCA North Florida
Santa Fe College
W NEWBERRY RD
NW 143RD ST
NW 39TH AVE
NW 23RD AVE
NW 16TH BLVD
NW 8TH AVE
W UNIVERSITY AVE
SW 2ND AVE
SW 24TH ST
NW 34TH BLVD
N STATE RD 121
NW 22ND ST
NW 31ST AVE
NW 53RD AVE
NW 6TH ST
N MAIN ST
NE 16TH AVE
NE 8TH AVE
NE 23RD AVE
NE 39TH AVE
NE 53RD AVE
NE WALDO RD
N COUNTY RD 225
E UNIVERSITY AVE
SE 43RD ST
SE 27TH ST
SE 15TH ST
SE 41ST AVE
NW 75TH AVE
NW 69TH AVE
NW 63RD AVE
NW 54TH AVE
NW 43RD ST
NW 39TH AVE
NW 34TH ST
NW 23RD ST
NW 13TH ST
NW 6TH ST
Westside Park
Ben Hill Griffin Stadium
Shands
A Hospitals
Depot Park
Transfer Station
City Hall
Rosa Parks
MLK Multipurpose Center
Clarence R. Kelly Center
GTEC
Fe College
NW 143RD ST
NW 122ND ST
NW 98TH ST
NW 83RD ST
NW 75TH ST
NW 71ST ST
NW 66TH TER
NW 62ND ST
NW 59TH ST
NW 56TH ST
NW 53RD ST
NW 52ND TER
NW 48TH ST
NW 43RD ST
NW 38TH ST
NW 36TH ST
NW 32ND ST
NW 29TH ST
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SE 43RD TER
SE 48TH TER
SE 50TH ST
SE 51ST ST
SW 143RD ST
SW 138TH ST
SW 132ND TER
SW 127TH ST
SW 122ND TER
SW 117TH ST
SW 112TH ST
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SW 88TH ST
SW 84TH ST
SW 81ST ST
SW 78TH ST
SW 75TH ST
SW 69TH TER
SW 63RD TER
SW 63RD BLVD
SW 57TH RD
SW 51ST LN
SW 46TH DR
SW 43RD TER
SW 38TH PL
SW 35TH WAY
SW 31ST DR
SW 30TH TER
SW 27TH TER
SW 25TH ST
SW 23RD TER
SW 21ST DR
SW 19TH TER
SW 17TH TER
SW 14TH DR
SW 11TH PL
SW 8TH PL
SW 5TH LN
SW 2ND TER
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