

FY 2023 Transportation Legislative Request

TRANSIT

Project #1: RTS Fleet Replacement

One of the City of Gainesville Regional Transit (RTS) goals is to reduce energy consumption of the City's bus fleet, which in turn will help improve fuel economy, reduce emissions and lower maintenance costs.

RTS aging fleet is due to doubling the fleet size since 1997 to address the huge ridership increases. RTS needs to replace 24 buses that average over 15 years old (useful life of bus = 12 years) to sustain regular service and reduce maintenance costs. New buses would reduce RTS' annual operating costs by over \$13,000 per bus per year.

Diesel Buses:



Transit needs **\$13,200,000** to replace **24 buses**.

Electric Buses:



Transit needs **\$6,300,000** to purchase **6 electric buses**.

Project #2: RTS Solar Power / Electric Bus Project

Project will create new "green-collar" jobs in Gainesville while harnessing clean, renewable solar power to operate the RTS Bus Facility in a significantly more energy-efficient and cost-effective way. The solar panels generate enough electricity to offset a significant portion of this facility's annual electricity consumption.

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The project will include photovoltaic (PV) cells that cover 200 bus parking stalls and feature perforated panels to filter sunlight. The canopies will be equipped with light-emitting diodes (LEDs) light fixtures to provide ample lighting for safety and maintenance activities at night. In addition to producing power, the shade structures will reduce summertime temperatures between 20 and 30 degrees underneath the canopies, lower bus fuel consumption, reduce the need for air-conditioning and enhance the general work environment for RTS operators, maintenance and facilities personnel.



Transit requests **\$10 million** for this project.

Project #3: *Transit Amenities*

RTS has developed a bus stop improvement plan to identify and prioritize bus stops that require Americans with Disabilities Act (ADA) modifications and passenger amenities like benches and shelters. Improving the pedestrian infrastructure will make the bus riding experience more comfortable, safer, and work toward improving the marketability of transit through enhancing existing ridership and reaching out to new passengers.

RTS requests **\$3,500,000** for transit amenities.

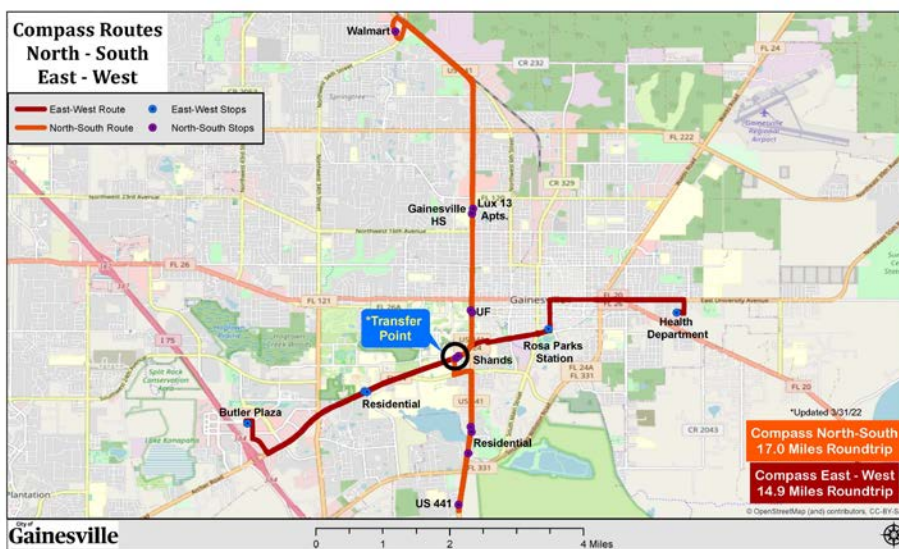


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Project #4: Premium Bus Service Mobility Hubs

Premium express bus service with limited stops connecting North-South (Route A) and East-West (Route B) areas of Gainesville. Route A will connect Walmart Supercenter through the University of Florida to the medical/high density residential/developing activity center located along US Highway 441 to the south of the City at Hoda Academy, while Route B will connect the Gainesville International Airport to the area's regional shopping center, The Oaks Mall, through the Rosa Parks Transfer Station, and the University of Florida business/academic/employment district. Not only will this create an alternate superior transit service along the two major corridors, it will serve as a gateway transit service from the international airport to the heart of the City of Gainesville. As a result, selected stops will be improved to serve as mobility hubs with enhanced transit waiting areas, bikeshare, real-time travel information, smart benches, wayfinding and electric vehicle charging opportunities. The mobility hubs will also be served by existing feeder routes and microtransit services.

RTS requests **\$6.0 million** for 20 Mobility Hubs along the two routes.



TRANSPORTATION AND PARKING

Project #1: Reconstruction of University Avenue into a Complete Street

University Avenue is a landmark street in the City of Gainesville, Florida, but under its current configuration it is not fully serving the people in the community. The corridor runs through the heart of the city, emerging from natural wetlands and traversing through the city's most vulnerable residential districts, through the lively downtown and creative innovation districts, and fronting the University of Florida campus. As such, it serves a diversity of users *and* uses, primarily as a 4-lane roadway. Compared to similar corridors in Florida the corridor's crash rate is almost 3.5 times higher than the statewide average; 5 deadly crashes occurred between 2015 and 2018, and another 10 between 2019 and 2021; action is needed to stop the increasing fatality rate. The city submitted a *Safe Streets and Roads for All* (SS4A) application for the implementation of modifications along University Ave from NW 22nd Street to the eastern city limits, approximately 4.15 miles, seeking to convert the corridor into a complete street that's safe and equitable for all. Nearly half of the project limits encompass the city's designated equity zone on the east side. Project elements include reduction of travel speeds; addition of safe and convenient bicycle facilities; shorter crossing distances by eliminating travel lanes; more convenient crossings by adding designated midblock crossings and medians; and enhancement of existing crossings. The

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total cost of the project is estimated at \$49.6 million; the SS4A application seeks \$8 million for implementation of an interim configuration with resurfacing and pavement markings only.

Existing Roadway:	Proposed Street Design:	The plan calls for:
		<ol style="list-style-type: none"> 1 Lane repurposing from 4-lanes to 2-lanes 2 Narrowed vehicle lanes 3 Buffered two-way cycle track 4 Conversion of undivided segments to divided 5 The installation midblock and minor street high visibility marked crosswalks 6 Midblock pedestrian refuge islands 7 Raised crosswalks or speed bumps

University Avenue Segments:

NW 22 nd Street to NW 12 th Street:	\$28,300,000
NW 12 th Street to NE 3 rd Street:	\$ 9,000,000
<u>NE 3rd Street to SW 31st Street:</u>	<u>\$12,310,000</u>
	\$49,610,000

Project #2: SW 47th Avenue Extension

This project consists of the extension of SW 47th Ave as a 2-lane corridor with a multimodal trail from its termini east of SW 34th St to SW 25th Terrace, enhancing system connectivity, decreasing congestion and enhancing safety along major state owned corridors such as SR221/Williston Rd and SR121/SW 34th St. The project leverages other investments in the area as the adjacent trail is funded with proceeds from the local *Wild Spaces Public Places* (WSPP) initiative. This project is identified as a priority project in the Transportation Element of the City's Comprehensive Plan.

The total cost of the project is estimated at **\$3.4 million.**

PROJECT LOCATION MAP

