



City of Gainesville BRT/Bus Alternatives Analysis PUBLIC INVOLVEMENT PLAN



January 31, 2013





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1.0 INTRODUCTION

The *Public Involvement Plan (PIP)* identifies a proactive public involvement process for identifying the locally preferred bus rapid transit (BRT) corridor alignment in the City of Gainesville, Florida. The PIP will be used as a blueprint for defining methods and tools to educate and engage stakeholders in the decision-making process for this project. The PIP has been designed to ensure that stakeholders are provided a number of opportunities to be informed and engaged as the alternatives analysis (AA) progresses.

The obligation to provide information and consider community input in decision-making was made explicit by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). This strong federal emphasis on community participation was continued in the Transportation Equity Act for the 21st Century (TEA-21) in 1998 through Moving Ahead for Progress in the 21st Century (MAP-21 in 2012). The true test of a successful community participation program is the quality of public awareness and feedback. Too often, community participation does not occur until after the community-at-large becomes aware of an unpopular decision, at which point large citizen efforts become necessary to change decisions after the fact. A planning process that involves the average citizen early makes the public a participant in any decision that is ultimately made.



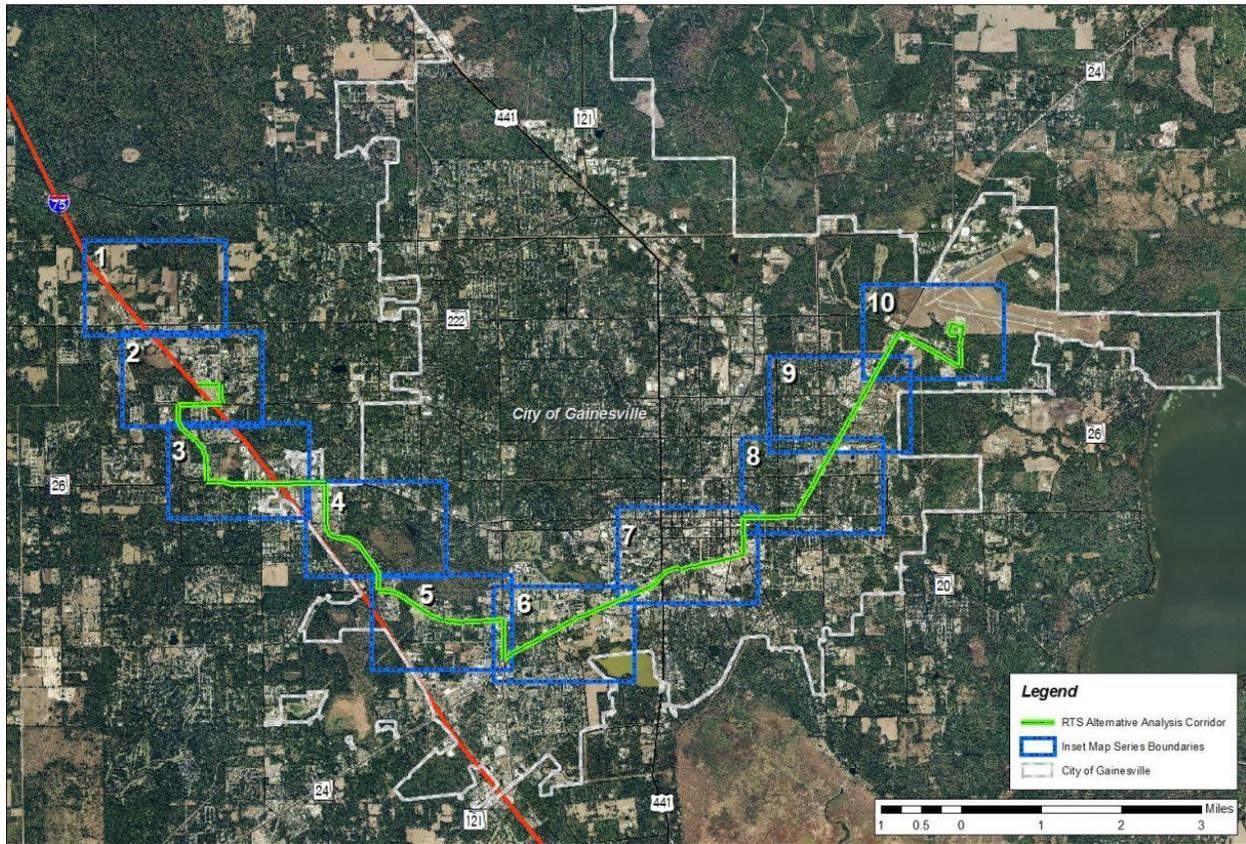
2.0 PUBLIC OUTREACH

Public outreach that engages local citizens, businesses, regional and corridor-wide governmental bodies and interested groups is essential in developing premium transit services and facilities for the City of Gainesville. This PIP defines the process that the Gainesville BRT/Bus AA project will follow to engage those individuals and groups in the planning process.



Similarly, public outreach is crucial to the Gainesville BRT/Bus AA project. This AA project is tasked with finding viable alternatives to both the previously-identified BRT corridor, which follows a 16.6 mile alignment running from Santa Fe College west of I-75 to the Gainesville Regional Airport in East Gainesville, and its potential peripheral segments (see *Figure 1*).

Figure 1: Study Area



In order to engage the public in the AA project, a systematic approach to public outreach will be developed. The PIP will guide the City of Gainesville Regional Transit System (RTS) in:

- I. Maximizing the use of available resources; and
- II. Minimizing delays to the AA project by ensuring that public involvement activities are coordinated with both:
 - a. The various AA project tasks and milestones; and
 - b. Other City/County projects, studies, and planning efforts.

The PIP is intended to be a working document. Due to the importance of developing public awareness about the AA project, it is essential that the PIP's framework be built around the following priorities:

- I. Identifying key personnel from the Project Advisory Working Group (PAWG), who will provide supplemental input to the build alternatives;
- II. Building consensus from public officials at key decision points;
- III. Providing preliminary information about the AA project to the public; and
- IV. Identifying participants for future public meetings/workshops.

3.0 OUTREACH OBJECTIVES

The purpose of the following PIP outreach objectives is to inform and involve citizens, other agencies and local governments and to provide them with opportunities to influence the Locally Preferred Alternative (LPA) for the bus rapid transit (BRT) corridor alignment.

- **Objective A:** Coordinate with the City of Gainesville Regional Transit System (RTS), other City of Gainesville offices, Alachua County and separate corridor stakeholders.
- **Objective B:** Solicit public input from neighborhood, homeowner/condominium and business associations, and university/college faculty and students within the corridor study area.
- **Objective C:** Provide opportunities for the public-at-large to comment on the project.
- **Objective D:** Develop a variety of communications and public involvement programs that are easily accessible for everyone to participate and comment on the project.
- **Objective E:** Comply with FHWA/FTA Title VI Program to ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participating in, or denied the benefits of, or be subject to discrimination relating to this project.



4.0 AREAS OF RESPONSIBILITY AND PROPOSED COMMUNICATION TIERS

The following section outlines the responsibilities of both the Parsons Brinckerhoff (PB) Project Team and the Gainesville RTS staff in the management of this BRT AA project, and lists the communication tiers that should be actively engaged in the public outreach activities.

I. Areas of Responsibility

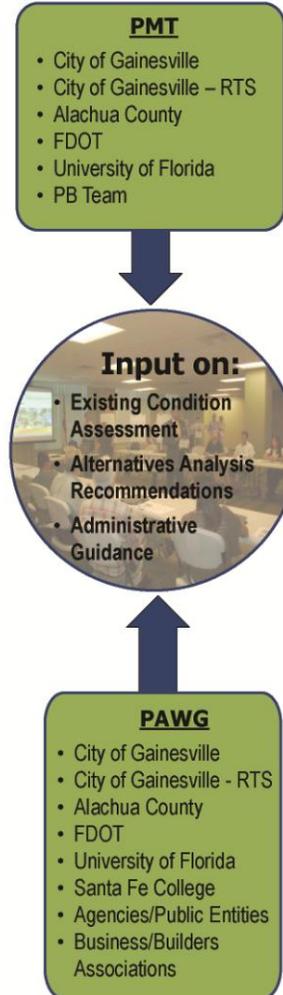
- HHI Design under the direction of PB will manage the PIP.
- All publications, webpage development and media releases will be reviewed and approved by the Gainesville RTS.
- The AA project will include a variety of different levels of participation ranging from technical to general perspectives to gain an overall consensus of the locally preferred alternative for the study corridor. Eight tiers of communications have been established for this project in order to facilitate broad scale community participation.

II. Communication Tiers

1. Project Management/Technical Team (PMT)

The first tier includes key personnel that are involved in the daily management, work tasks and technical assistance of the initial data collection and existing conditions assessment (*Appendix A*).

- **City of Gainesville**
 - Traffic Operations Manager
 - Public Works Planning Manager
- **City of Gainesville - RTS**
 - Transit Director
 - Chief Transit Planner
- **Alachua County**
 - Transportation Planning Manager
 - Development Program Manager (Public Works)
- **Florida Department of Transportation (FDOT)**
 - District 2 Representative
- **University of Florida**
 - Director of Transportation and Parking Services
- **Parsons Brinckerhoff Project (PB)Team**



2. Project Advisory Working Group (PAWG)

The second tier includes additional key technical personnel to provide supplemental input to the goals and objectives, ridership modeling methodology and build alternatives (*see Appendix B*).

- **City of Gainesville**
 - City Manager
 - Assistant City Manager
 - Planning Director
 - Public Works Director
 - CRA Director
 - Transit Director (RTS)
 - Gainesville Regional Utilities (GRU)





- Sergeant (Police Department)
 - Fire Chief (Gainesville Fire Rescue)
 - **Alachua County**
 - County Manager
 - Public Works Director
 - Growth Management Director
 - **Florida Department of Transportation (District 2)**
 - Public Transportation Manager
 - Urban Transportation Development Manager
 - Other Representatives (if recommended by FDOT)
 - **University of Florida**
 - Director of Transportation and Parking Services
 - Assistant Director (Campus Planning)
 - Associate Vice President for Finance and Administration
 - **Santa Fe College**
 - Associate Vice President for Facilities
 - Director of Student Life
 - **Agencies/Public Entities**
 - Assistant Executive Director (NCFRPC - MTPO)
 - Chief Executive Officer (Gainesville Regional Airport)
 - **Business/Builders Associations**
 - President (Chamber of Commerce)
 - Representative (Butler Plaza)
 - Manager (The Oaks Mall)
 - Executive Director (Florida Works)
 - President (Builders Association of North Central Florida)
3. City/County Officials and MTPO

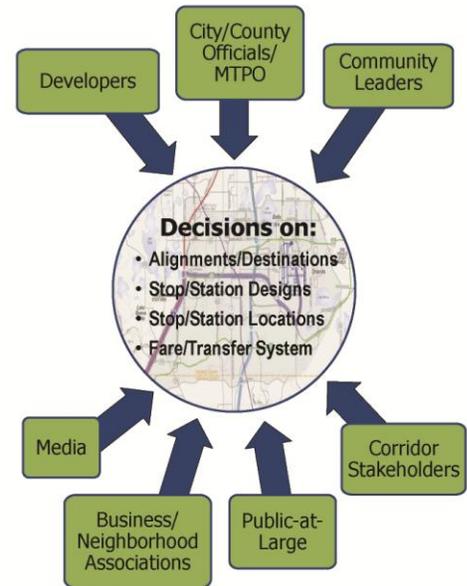
The third tier includes the City and County officials and the MTPO (MTPO Technical Advisory Committee, MTPO Citizens Advisory Committee and the MTPO Board) to provide supplemental input to the goals and objectives and build alternatives, and final approval of the LPA for the BRT corridor alignment (see *Appendix C*).

- **Mayor and City Commission (RTS Board)**

- Craig Lowe, Mayor
- Thomas Hawkins, Commissioner (At-large)
- Lauren Poe, Commissioner (At-large)
- Yvonne Hinson-Rawls, Commissioner (District I)
- Todd Chase, Commissioner (District II)
- Susan Bottcher, Commissioner (District III)
- Randy Wells, Commissioner (District IV)
- Russ Blackburn, City Manager

- **Board of County Commissioners**

- Mike Byerly, Chair (District 1)
- Lee Pinkoson, Vice-Chair (District 2)
- Robert "Hutch" Hutchinson (District 3)
- Susan Baird (District 4)
- Charles "Chuck" Chestnut (District 5)
- Richard Drummond, County Manager



4. Community Leaders

The fourth tier includes key community leaders to provide input from a regional perspective down to local issues and concerns.

- Alachua Chamber of Commerce
- Alachua County Audubon Society
- Alachua County Housing Authority
- Alachua County League of Cities
- Alachua County School Board
- Alachua League of Women Voters
- Builders Association of North Central Florida



- Chamber of Hispanic Affairs
- Community Redevelopment Citizen Advisory Boards
- Florida Works
- Gainesville Area Chamber of Commerce
- Religious Organizations
- Sierra Club
- Southwest Area for Planning
- Sustainable Alachua County
- Veterans Administration
- Women for Wise Growth
- Others



5. Business/Neighborhood Associations

The fifth tier includes business, neighborhood, condominium and homeowners associations within the study area.

- **Business Associations**
 - Chamber's Public Policy group
 - Council for Economic Outreach
 - East Gainesville Development Task Force
 - innovation Gainesville (iG)
- **Neighborhood Associations/Organizations**
 - Duval
 - Duckpond
 - Friends of Alachua County Talk
 - Golfview
 - Grove Street
 - Hibiscus Park
 - Kirkwood
 - Lincoln Estates



- Pleasant Street/5th Avenue
- Porters Community
- Springhill
- Stephen Foster
- Southwest Alliance for Planning
(neighborhoods around Tower Road,
SW 20 Avenue and Archer Road)
- Sugar Hill
- University Heights



6. Developers

The sixth tier includes key developers that have previously developed within the study area.

- David Coffey (attorney representing several developers)
- Deborah Butler
- Howe Development
- John Pla Butler Enterprises
- Ken and Linda McGurn
- North Florida Regional Medical Center



7. Corridor Stakeholders

The seventh tier includes other property owners located along the initial 16.6-mile preferred general alignment and the general study area for this AA study.

- Contact list to be prepared with the information gathered during the economic analysis based on the property assessment data.



8. Media/Public-at-Large

The eighth tier includes the media, general public and interested individuals and parties.

- Alachua County Communications (Mark Sexton, Director)
- Independent Florida Alligator





- Gainesville Guardian
- Gainesville Sun
- Gainesville Voice
- Public-at-Large

5.0 COMMUNICATION PROTOCOL AND COORDINATION PROCEDURES

PB will establish a ProjectSolve site as a communications tool between members of the PB Team and the PMT. The site will be used to transfer data and report files, and draft final meeting summaries and technical products. All PMT members will be granted access to the site.

Through its Business Management System (BMS), PB has a recognized project management system with an established series of tracking templates that are essential components of an overall FTA-compliant Project Management Plan (PMP). A PMP for the Gainesville BRT/Bus AA will be developed to include the following components:

- Organization Plan/Key Team Member Directory
- Work Program/Deliverables
- Schedule
- Review Process
- Decision Process
- Style Guide

The progress reporting template and study schedule will be updated as needed during the study in preparation for PMT meetings. They will be submitted with the corresponding monthly invoice for approval by staff before the meetings.

The following describes the coordination procedures for this BRT AA Study.

- **Parson Brinckerhoff (PB)Team** – Coordinating all task activities and approving all work before sending to RTS.
- **Regional Transit System (RTS)** – Manage the reviews, comments and direction of the task activities and coordinate with staff in providing data inquires and webpage development with the PB Team.
- **Project Management/Technical Team (PMT)** – As indicted previously, PB will manage the PMT to review data and analysis, and provide support to the PAWG.
- **Project Advisory Working Group (PAWG)** – As indicated previously, the PAWG consists of technical key personnel to review and comment on the project milestones. PB public involvement specialists will coordinate these meetings and prepare meeting agendas/packages and document meeting activities.



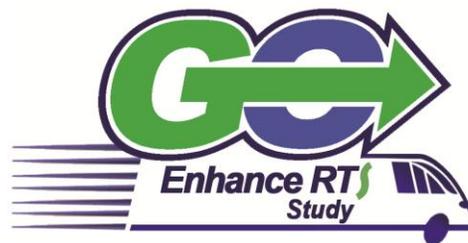
GAINESVILLE BRT/BUS ALTERNATIVES ANALYSIS

- **General Public** – PB public involvement specialists will prepare and maintain the contact list (addresses/emails) of community leaders, business/ neighborhood associations, developers, other corridor stakeholders and individuals to notify them of study updates and upcoming public meetings/workshops. The public involvement specialists will prepare notices and materials for all public meetings/workshops and coordinate with RTS in identifying meeting sites and mailings. Summary of the meetings/workshops will be prepared and submitted to RTS for review. Final meeting summaries will be sent (via electronic copy) to the project advisory working group for their information.
- **Agency Board Briefings** – The PB Team will prepare materials and participate in presentations in briefings to the Gainesville City Council, Alachua County Commissioners and the MTPO Board. In addition, stakeholder interviews will be held with newly-elected City and County Commission members to obtain their insights on premium transit development in the study corridor. Separate briefings will be held with the Chamber of Commerce and Builders Association.
- **Media** – PB public involvement specialists will develop a media list, prepare all media releases and send to identified media outlets with approval from RTS.

6.0 DEVELOPMENT OF PROJECT BRANDING/IDENTITY PROGRAM

A project logo will be developed to identify and promote the BRT AA Study to the public.

- A project logo will be developed with RTS.
- This project logo will be used on the webpage, all publications and meeting summaries, and media releases to increase public awareness of this project.



7.0 MEETINGS/WORKSHOPS, OUTREACH EVENTS AND SCHEDULE

PB public involvement specialists will assist RTS in coordinating the PAWG and other public informational meetings/workshops as needed, as well as coordinating four public meetings/workshops during the study. PB public involvement specialists will coordinate with the PMT to identify meetings/workshops with community and business organizations, elected officials, and other local agencies in the study corridor area. The public involvement specialists will prepare meeting agendas/packages and document all meeting activities. The number of meetings/workshops may be modified by RTS as needed while keeping within the approximate total number of meetings/workshops indicated.

- PAWG meetings (Six meetings total)
- Public information meetings/workshops (Four meetings total)
- Attendance at informal neighborhood/business district meetings (14 meetings total)
- Special briefings with local officials (Two briefings each for Gainesville City Council Alachua County Commisioners, and MTPO Board)
- Special briefings to Chamber of Commerce and Builders Group (One briefing for each)
- Participate in pre-meeting coordination and strategy planning sessions with RTS, as required

Two types of public input will be conducted as part of the study process: informal open house and formal presentation workshops. The specific location of the workshops will be determined by the PMT. Public comments both verbally or from surveys will be recorded and tabulated in the public involvement report.

- Informal Open House Workshops – Provide informal opportunity for citizens to review information about the proposed BRT service, learn about BRT, and provide suggestions for alternative BRT routes in the study area. Public surveys can be distributed and contact information can be gathered at these informal sessions. These open houses can be conducted at special events, neighborhood/business association meetings, on school campuses, as well as prior to formal presentations.



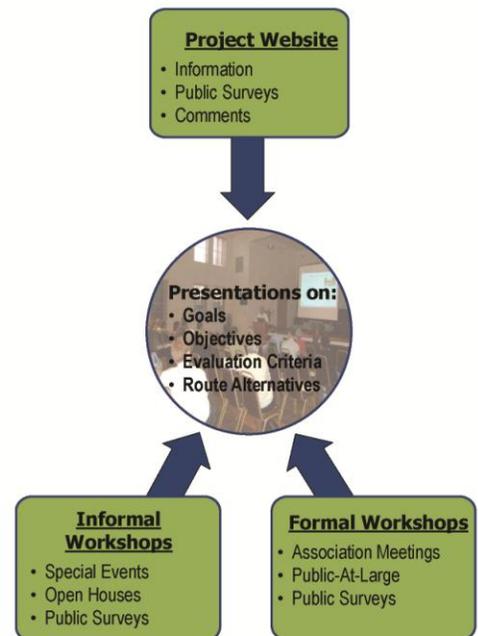
- Formal Presentation Workshops - Provide a forum for consensus-building and encourage group decision-making. Public surveys and/or workshop games/exercises can be conducted to facilitate local BRT route preference. These formal presentations can be conducted at regularly scheduled meetings, when time has been allocated (i.e., regular neighborhood/business association meetings, student union gathering, agency meetings, etc.) and/or at public-at-large meetings to cover major areas in the project study area.



8.0 OUTREACH COLLATERAL INFORMATION MATERIALS

A wide array of techniques for engaging the community will be utilized to inform the public of upcoming workshops/meetings, solicit their comments and provide Study updates.

- **Webpage** – PB public involvement specialists will maintain a project webpage which is regularly updated and linked to other organizations (i.e., RTS, MTPO, City of Gainesville, Alachua County, FDOT, etc.), as well as links to Facebook, Twitter, etc. The webpage will include information on the project status, newsletters and press releases; contact information of key PMT; a search function; Title VI Plan; complaint procedures and complaint form; and a comment form so visitors may comment directly on any subject. The website will also have a “Get Involved” page to encourage people to participate by signing up to receive study newsletters, attending meetings, suggesting a speaker, copies of plans, reports or other information.
- **Email-Blast** – Electronic announcements will be distributed prior to each series of workshops and will inform the public on project workshop dates and locations and related workshop topics (i.e., educational information, BRT service alternatives and alternatives prioritization).
- **Information Distribution** – Press releases and flyers will be prepared prior to each public meeting to notify citizens and encourage participation. Flyers will be made available in a variety of formats and forums to be determined by the PMT and will be provided to RTS staff for distribution.



- **Media Releases/Advertisements** – Coordinate with RTS for media contacts and protocols to routinely send press releases to local daily and weekly newspapers, TV stations and radio stations.
- **Meeting and Workshop Materials** – Prepare meeting agendas, handouts, questionnaires and display boards for RTS review and approval. For the project advisory working group meetings, send agenda packages five days prior to meeting date.
- **Newsletters** – Quarterly newsletters shall be issued on the project status and public meeting dates. The information will be provided via mail and electronically or can be accessed by the public through the webpage.



9.0 MEDIA INFORMATION ELEMENT

Notices of all regular and special meetings will be sent to the various medias serving the region to notify the public.

- Provide informational and promotional materials to RTS for them to incorporate into their multi-media network.
- Develop a media contact list and coordinate with RTS to identify protocols (i.e., news stations, newspapers, radio stations, etc.).

10.0 DOCUMENTATION PROCEDURES

PB public involvement specialists will provide meeting minutes of various meetings/workshops to document activities, comments and recommendations throughout the AA process.

- Summary of PMT meeting activities will be documented and shall be submitted to RTS no later than two days after the meetings.
- Summary of the PAWG meeting activities will be documented and shall be submitted to RTS no later than two days after the meetings.
- Summary of public workshops will be documented by and shall be submitted to RTS no later than two days after the workshops.
- Document FTA Title VI compliance, as part of the alternatives analysis report.



APPENDIX A
PROJECT MANAGEMENT/TECHNICAL TEAM (PMT)

First	Last	Title	Organization - Department	Address	City	State	Zip	Email	Phone
Austin	Chapman	FDOT, District 2 Representative	Florida Department of Transportation	2198 Edison Ave.	Jacksonville	FL	32204-2730	austin.chapman@dot.state.fl.us	(904) 360-5653
Michael	Fay	Development Program Manager	Alachua County Public Works	P.O. Box 1188	Gainesville	FL	32602-1188	mjf@AlachuaCounty.US	(352) 374-5245 x218
Jesus	Gomez	Transit Director	City of Gainesville - RTS	P.O. Box 490 Station 5	Gainesville	FL	32602-0490	gomezjm@cityofgainesville.org	(352) 334-2609
Jeffrey	Hays	Transportation Planning Manager	Alachua County		Gainesville	FL		jhays@alachuacounty.us	(352) 374-5249
Debbie	Leistner	Public Works Planning Manager	City of Gainesville	P.O. Box 490 Station 58	Gainesville	FL	32602-0490	leistnerdl@cityofgainesville.org	(352) 393-8412
Phil	Mann	Traffic Operations Manager	City of Gainesville	P.O. Box 490 Station 58	Gainesville	FL	32602-0490	mannpr@cityofgainesville.org	(352) 393-8133
Doug	Robinson	Chief Transit Planner	City of Gainesville - RTS	P.O. Box 490 Station 5	Gainesville	FL	32602-0490	robinsondk@cityofgainesville.org	(352) 334-2621



APPENDIX B
PROJECT ADVISORY WORKING GROUP (PAWG)

First	Last	Title	Organization - Department	Address	City	State	Zip	Email	Phone
David	Beaulieu	AGM for Energy Delivery	Gainesville Regional Utilities	4747 N. Main Street	Gainesville	FL	32609	beaulieude@gru.com	(352) 393-1500
James	Bennett	FDOT Urban Transportation Development Manager	Florida Department of Transportation, District 2	2198 Edison Ave.	Jacksonville	FL	32204-2730	james.bennett@dot.state.fl.us	(904) 360-5646
Russ	Blackburn	City Manager	City of Gainesville - City Manager	P.O. Box 490 Station 6	Gainesville	FL	32602-0490	blackburnrd@cityofgainesville.org	(352) 334-5010
Bob	Bratcher	Representative	Butler Plaza		Gainesville	FL		bobbbratcher@gmail.com	(352) 213-7315
Erik	Bredfeldt	Planning Director	City of Gainesville		Gainesville	FL		bredfeldea@cityofgainesville.org	(352) 393-8690
Linda	Dixon	Assistant Director	University of Florida - Campus Planning	PO BOX 115050	Gainesville	FL	32611-5050	ldixon@admin.ufl.edu	(352) 392-8799
Richard	Drummond	County Manager	Alachua County Manager's Office	12 SE 1st Street	Gainesville	FL	32602	rdrummond@alachuacounty.us	(352) 338-7394
Regina	Embry-Webster	Principal Engineer	City of Gainesville - GRU		Gainesville	FL		embryrg@gru.com	(352) 393-1297
Kelly	Fisher	CRA Director	City of Gainesville - Community Redevelopment		Gainesville	FL		fisherhk@cityofgainesville.org	(352) 334-2011
Paul	Folkers	Assistant City Manager	City of Gainesville - City Manager	P.O. Box 490 Station 6	Gainesville	FL	32602-0490	folkerspe@cityofgainesville.org	(352) 334-5010
Bryan	Harrington	Chamber Representative	Chamber of Commerce		Gainesville	FL		bharrington@parrish-mccall.com	(352) 378-1571 ext. 319
Jesus	Gomez	Transit Director	City of Gainesville - RTS	P.O. Box 490 Station 5	Gainesville	FL	32602-0490	gomezjm@cityofgainesville.org	(352) 343-7852
Richard	Hedrick	Public Works Director	Alachua County - Public Works		Gainesville	FL		rhedrick@alachuacounty.us	(352) 374-5245 Ext. 2111
Michael	Fay		Alachua County - Public Works		Gainesville	FL		mcf@alachuacounty.us	(352) 548-1218
Joseph	Raulerson	Sergeant	City of Gainesville Police Department	413 NW 8th Ave.	Gainesville	FL	32602	raulersojh@cityofgainesville.org	(352) 393-7743
Steven	Lachnicht	Growth Management Director	Alachua County - Growth Management					slachnicht@alachuacounty.us	
Angie	McCann	Manager	The Oaks Mall		Gainesville	FL		angie.mccan@ggp.com	
Bob	Miller	Associate Vice President for Finance and Administration	University of Florida - Business Affairs	Box 113100	Gainesville	FL	32611	Rmiller@admin.ufl.edu	(352) 392-1336



APPENDIX B
PROJECT ADVISORY WORKING GROUP (PAWG)

First	Last	Title	Organization - Department	Address	City	State	Zip	Email	Phone
Kim	Tesch-Vaught	Executive Director	FloridaWorks		Gainesville	FL		ktesch-vaught@floridaworksonline.com	(352) 262-3688
Allan	Penksa	Chief Executive Officer	Gainesville Regional Airport		Gainesville	FL		allan.penksa@flygainesville.com	(352) 373-0249
Gene	Prince	Fire Chief	Gainesville Fire Rescue		Gainesville	FL		princehe@cityofgainesville.org	
Marlie	Sanderson	Assistant Executive Director	NCFRPC - MTPO	2009 N.W. 67th Place, Suite A	Gainesville	FL	32653-1603	sanderson@ncfrpc.org	(352) 955-2200 ext.103
Teresa	Scott	Public Works Director	City of Gainesville - Public Works	P.O. Box 490 Station 58	Gainesville	FL	32602-0490	scotta@cityofgainesville.org	(352) 373-8801
Matt	Webster	President	Builders Assoc. of North Central Florida		Gainesville	FL		matt.webster@cppi.com	(352) 494-2697
Philip	Worth	Public Transportation Manager	Florida Department of Transportation, District 2	2198 Edison Ave.	Jacksonville	FL	32204-2730	phil.worth@dot.state.fl.us	(904) 360-5650
Timothy	Hayes	Deputy Fire Chief	Gainesville Fire Rescue		Gainesville	FL		hayestp@cityofgainesville.org	(352) 393-8462
Austin	Chapman	FDOT, District 2 Representative	Florida Department of Transportation, District 2	2198 Edison Ave.	Jacksonville	FL	32204-2730	austin.chapman@dot.state.fl.us	(904) 360-5653
Bill	Reese	Associate Vice President for Facilities	Santa Fe College					bill.reese@sfcollge.edu	(352) 395-5521
Dan	Rodkin	Director, Student Life	Santa Fe College					dan.rodkin@sfcollge.edu	(352) 395-5514
Karen	Taulbee		Florida Department of Transportation, District 2	2198 Edison Ave.	Jacksonville	FL	32204-2730		
Ruth	Martin	Executive Assistant	Gainesville Regional Utilities						
Michael	Escalante		NCFRPC/MTPO	2009 NW 67th Place	Gainesville	FL	32653-1603	escalante@ncfrpc.org	(352) 955-2209
Guy	Panda		CHW					guvp@chw-inc.com	(352) 331-1976



APPENDIX C
CITY OF GAINESVILLE OFFICIALS

First	Last	Title	Organization - Department	Address	City	State	Zip	Email	Phone
		Entire City Commission Email Address	City of Gainesville Commission	200 E. University Avenue	Gainesville	FL	32601-0490	CityComm@cityofgainesville.org	(352) 334-5015
Todd	Chase	City Commissioner, District II	City of Gainesville Commission	200 E. University Avenue	Gainesville	FL	32601-0490	chasetn@cityofgainesville.org	(352) 334-5015
Lauren	Poe	City Commissioner, At-Large	City of Gainesville Commission	200 E. University Avenue	Gainesville	FL	32601-0490	poel@cityofgainesville.org	(352) 334-5015
Thomas	Hawkins	City Commissioner, At-Large	City of Gainesville Commission	200 E. University Avenue	Gainesville	FL	32601-0490	hawkinswt@cityofgainesville.org	(352) 334-5015
Yvonne	Hinson-Rawls	City Commissioner, District I	City of Gainesville Commission	200 E. University Avenue	Gainesville	FL	32601-0490	rawlsyh@cityofgainesville.org	(352) 334-5015
Craig	Lowe	City Commissioner, Mayor	City of Gainesville Commission	200 E. University Avenue	Gainesville	FL	32601-0490	LoweSC@cityofgainesville.org	(352) 334-5015
Susan	Bottcher	City Commissioner, District III	City of Gainesville Commission	200 E. University Avenue	Gainesville	FL	32601-0490	bottchersw@cityofgainesville.org	(352) 334-5015
Randy	Wells	City Commissioner, District IV	City of Gainesville Commission	200 E. University Avenue	Gainesville	FL	32601-0490	wellsrm@cityofgainesville.org	(352) 334-5015
Russ	Blackburn	City Manager	City of Gainesville - City Manager	P.O. Box 490 Station 6	Gainesville	FL	32602-0490	blackburnrd@cityofgainesville.org	(352) 334-5010
Robert	Hunzinger	General Manager for Utilities	City of Gainesville - GRU		Gainesville	FL	32602-0491	hunzingerre@gru.com	(352) 334-3400 ext. 1007



APPENDIX C
GAINESVILLE MTPo BOARD

First	Last	Title	Organization - Department	Address	City	State	Zip	Email	Phone
		Entire City Commission Email Address	City of Gainesville Commission	200 E. University Avenue	Gainesville	FL	32601-0490	CityComm@cityofgainesville.org	(352) 334-5015
Todd	Chase	City Commissioner, District II	City of Gainesville Commission	200 E. University Avenue	Gainesville	FL	32601-0490	chasetrn@cityofgainesville.org	(352) 334-5015
Lauren	Poe	City Commissioner, At-Large	City of Gainesville Commission	200 E. University Avenue	Gainesville	FL	32601-0490	poel@cityofgainesville.org	(352) 334-5015
Thomas	Hawkins	City Commissioner, At-Large	City of Gainesville Commission	200 E. University Avenue	Gainesville	FL	32601-0490	hawkinswt@cityofgainesville.org	(352) 334-5015
Yvonne	Hinson-Rawls	City Commissioner, District 1	City of Gainesville Commission	200 E. University Avenue	Gainesville	FL	32601-0490	rawlsyh@cityofgainesville.org	(352) 334-5015
Craig	Lowe	City Commissioner, Mayor	City of Gainesville Commission	200 E. University Avenue	Gainesville	FL	32601-0490	LoweSC@cityofgainesville.org	(352) 334-5015
Susan	Botcher	City Commissioner, District III	City of Gainesville Commission	200 E. University Avenue	Gainesville	FL	32601-0490	botchersw@cityofgainesville.org	(352) 334-5015
Randy	Wells	City Commissioner, District IV	City of Gainesville Commission	200 E. University Avenue	Gainesville	FL	32601-0490	wellsrm@cityofgainesville.org	(352) 334-5015
Mike	Byerly	County Commissioner, District 1	Alachua County Commission	P.O. Box 2877	Gainesville	FL	32602-2877	byerly@alachuacounty.us	(352) 264-6900
Susan	Baird	County Commissioner, District 4	Alachua County Commission	P.O. Box 2877	Gainesville	FL	32602-2877	sbaird@alachuacounty.us	(352) 264-6900
Winston	Bradley	County Commissioner, District 5	Alachua County Commission	P.O. Box 2877	Gainesville	FL	32602-2877	wbradley@alachuacounty.us	(352) 264-6900
Lee	Pinkoson	County Commissioner, District 2	Alachua County Commission	P.O. Box 2877	Gainesville	FL	32602-2877	lpinkoson@alachuacounty.us	(352) 264-6900
Paula	Delaney	County Commissioner, District 3	Alachua County Commission	P.O. Box 2877	Gainesville	FL	32602-2877	pdelaney@alachuacounty.us	(352) 264-6900
Curtis	Reynolds	UF Vice President of Business Affairs	University of Florida		Gainesville	FL			

APPENDIX B
Summary of Public Comment Sheet, March 2013



SUMMARY OF PUBLIC OPINION QUESTIONNAIRE

The following summarizes public input on perceptions for enhanced transit service in the east-west study corridor, particularly the need for and configuration of new “premium transit” service. The information gathered is not meant to be scientific in nature, but to seek ideas from the community regarding enhancements to RTS transit services, stations, routing options and other features. The routing segment alternative maps in Question 7 are preliminary to be further refined in the next phases of the study.

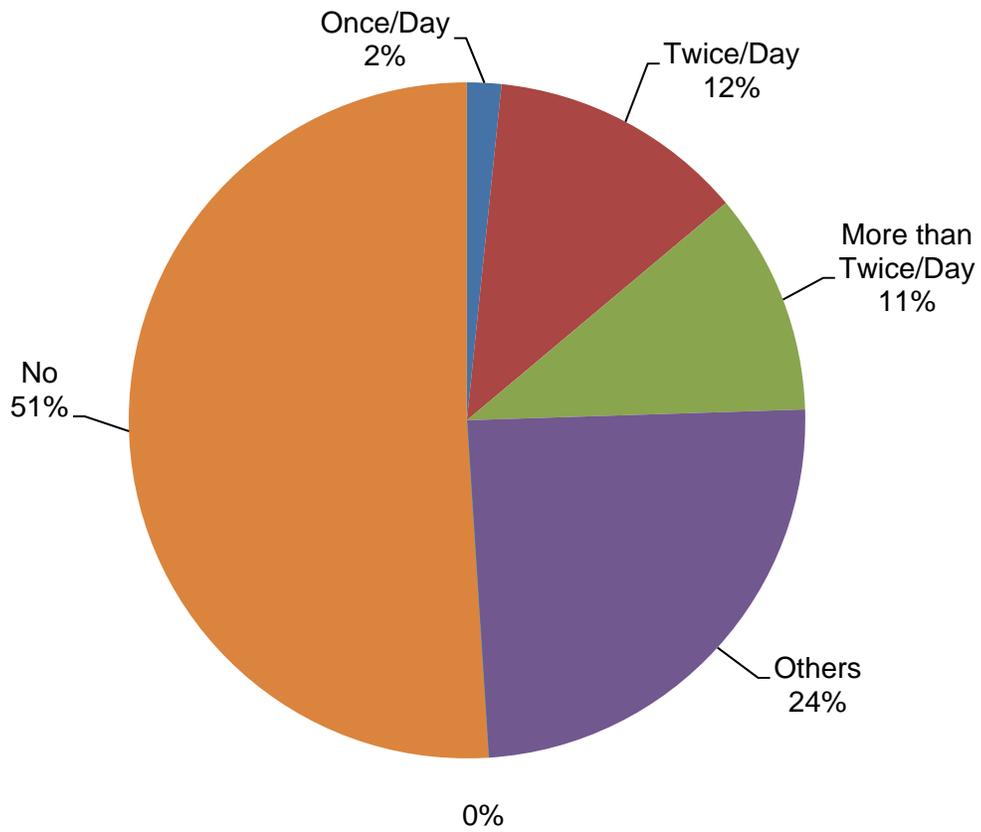
The public opinion questionnaire was distributed at the January 22, 2013 Open House Workshop and other community outreach activities during the months of January and February 2013, such as information booths at the Rosa Park RTS Downtown Station, University of Florida, Santa Fe College and Black on Black Task Force Meeting.

In addition, the public opinion questionnaire was available on-line at the study website at www.go-enhanceRTS.com from January 23 to February 17, 2013. Information about the GO Enhance RTS Study and the on-line public opinion questionnaire were sent to the community via email-blast. An article published by the *Independent Florida Alligator* also informed the community about the study and the online public opinion questionnaire.

A total of **229 public opinion questionnaires** were completed (*both returned questionnaires from the outreach activities and on-line questionnaires from the study website*). Please refer to **Appendix A** for summary of public comments pertaining to each of the nine (9) questions from the Public Opinion Questionnaire. All public comments are paraphrased.

Outreach Activities	Completed Questionnaires
Rosa Park RTS Downtown Station	5
University of Florida	7
Open House Workshop	17
Santa Fe College	29
Black on Black Task Force Meeting	2
On-line Public Opinion Questionnaires	169
Total	229

Question 1. Do you ride RTS?



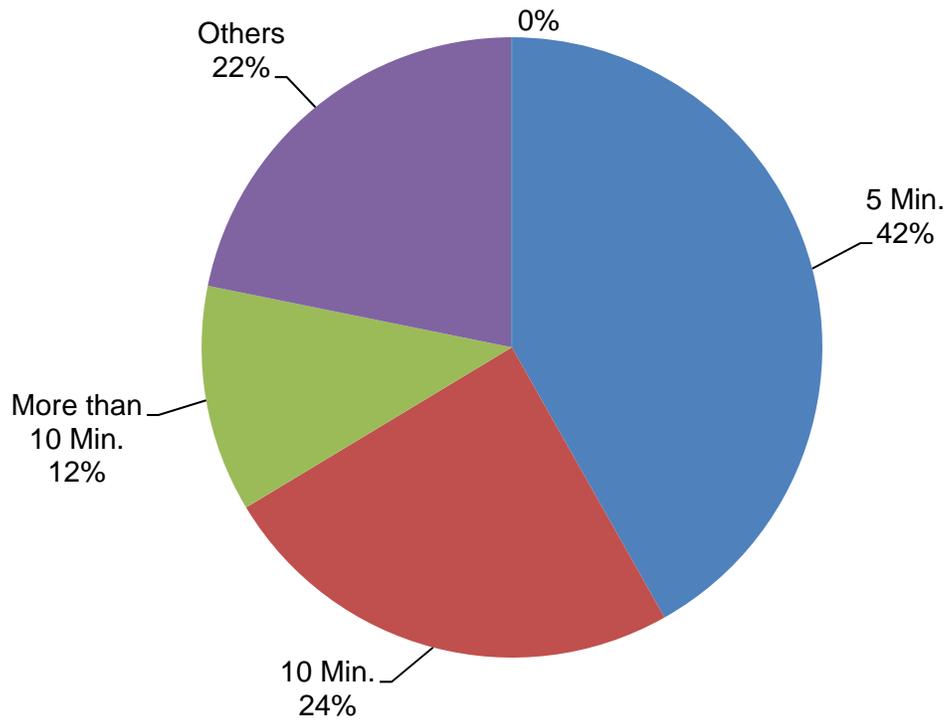
Note: Total 245 responses

Summary

- Just over 50% (125) of the respondents do not ride RTS due to using other form of transportation, bus service not convenient, limited service and expensive to ride RTS.
- However, 42% (53) of the respondents that do not ride RTS support rapid transit or some form of enhance bus service.
- 25% (61) of the respondents ride RTS regularly.
- 24% (60) of the respondents seldom ride RTS or find the bus service not convenient.

Question 2. How far would you travel to a RTS Stop?

a. Walk



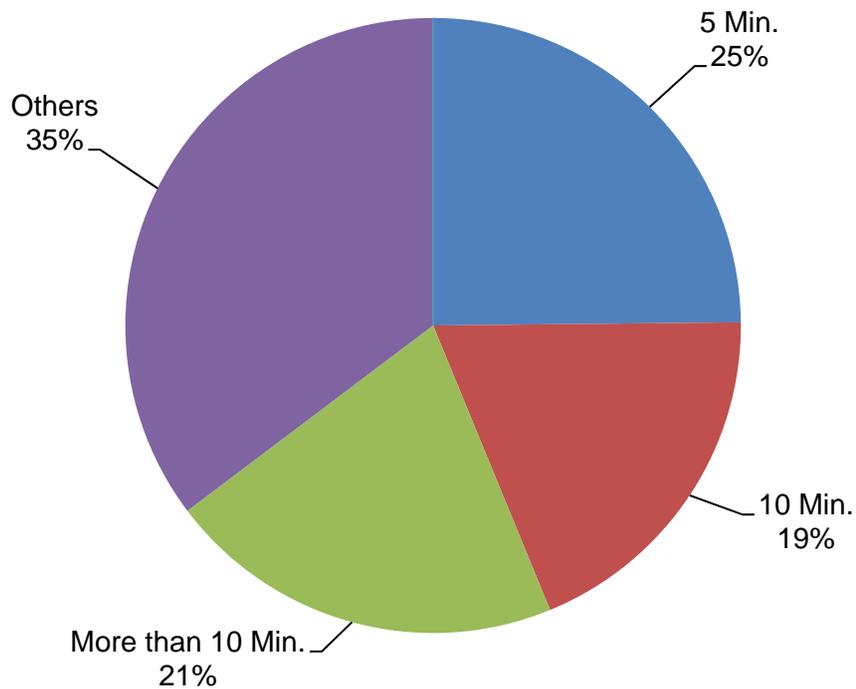
Note: Total 220 responses

Summary

- 42% (92) of the respondents would walk 5 minutes to a RTS stop.
- 24% (54) of the respondents would walk 10 minutes to a RTS stop.
- 12% (26) of the respondents would walk more than 10 minutes to a RTS stop.
- The remainder 22% (48) of the respondents indicated other travel times/distances to a RTS stop, not interested in riding a bus or other reasons.

Question 2. How far would you travel to a RTS Stop?

b. Bicycle



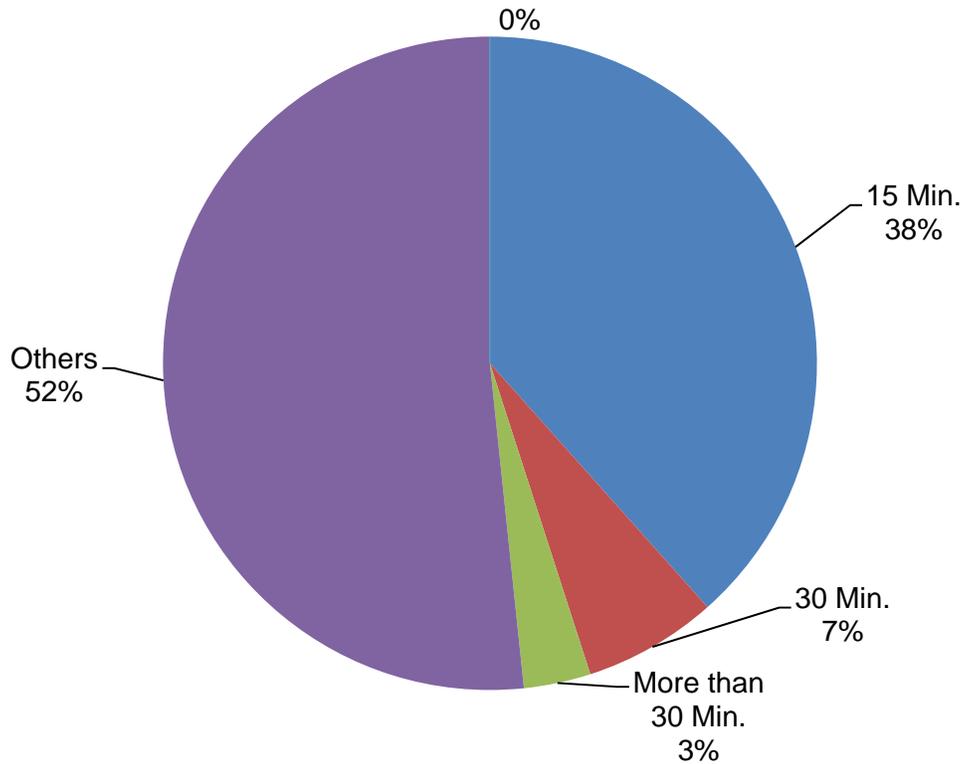
Note: Total 153 responses

Summary

- 25% (38) of the respondents would bike 5 minutes to a RTS stop.
- 19% (29) of the respondents would bike 10 minutes to a RTS stop.
- 21% (32) of the respondents would bike more than 10 minutes to a RTS stop.
- The remainder 35% (54) of the respondents indicated other travel times or would not bike to a RTS stop.

Question 2. How far would you travel to a RTS Stop?

c. Drive to a Park & Ride Lot

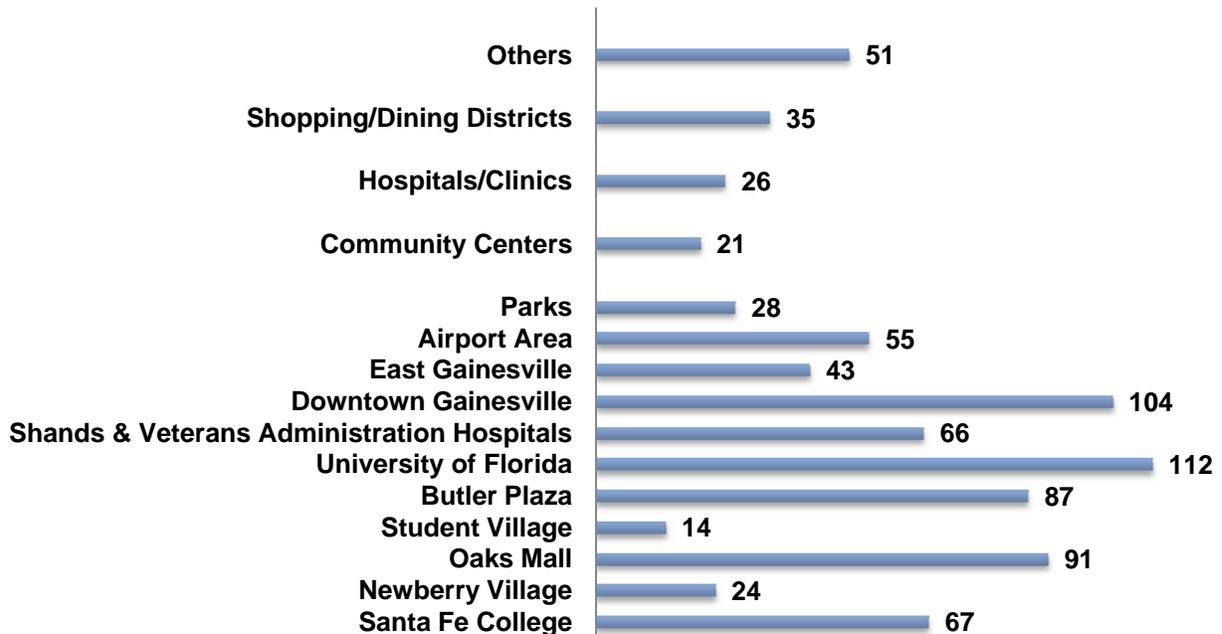


Note: Total 151 responses

Summary

- 38% (58) of the respondents would drive 15 minutes to a Park & Ride Lot.
- 7% (10) of the respondents would drive 30 minutes to a Park & Ride Lot.
- 3% (5) of the respondents would drive 30 minutes to a Park & Ride Lot.
- The remainder 52% (78) of the respondents indicated other travel times, safety concerns at park & ride lots, not interested in using park & ride or other reasons.

Question 3. Where would you like RTS to take you in or near the identified study area?



Note: Total 824 responses

SUMMARY

- The top five (5) destinations are:
 1. University of Florida - 14% (112 responses)
 2. Downtown Gainesville - 13% (104 responses)
 3. The Oaks Mall - 11% (91 responses)
 4. Butler Plaza - 10% (87 responses)
 5. Santa Fe College - 8% (67 responses) and Shands & Veterans Administration Hospitals - 8% (66 responses)
- Other prime destinations include the airport area - 7% (55 responses) and East Gainesville - 5% (43 responses)
- Only 3% (24) of the respondents would travel to Newberry Village and 2% (14) of the respondents would travel to the Student Village.
- Total of 20% (161) of the respondents identified other destinations (i.e., parks, community centers, hospitals/clinics, shopping/dining districts and others).

Question 4. What are the three most important factors to consider in selecting a rapid transit mode and routing for the study corridor?

Important Factors	Increase in transit speed	Increase in transit frequency	Increase in transit reliability	Accessibility to transit stops	Passenger amenities	Increase in route/vehicle passenger carrying capacity	System simple enough for occasional rider to understand and/or use	Impact on traffic congestion	Removal of on-street parking	Cost to build	Cost to operate and maintain
1	33	58	34	29	7	13	22	24	8	62	44
2	34	36	26	23	10	15	15	15	5	20	36
3	22	22	24	26	18	13	55	36	20	12	22

Summary

- Cost to build is a major factor to consider in selecting a rapid transit mode and routing for the study corridor.
- Increase in transit frequency, and cost to operate and maintain are secondary factors to consider in selecting a rapid transit mode and routing for the study corridor.
- System simple enough for occasional rider to understand and/or use is the third important factor to consider in selecting a rapid transit mode and routing for the study corridor.
- Other important factors and concerns are service, traffic congestion and cost.

Question 5. What passenger amenities at rapid transit stations would be desirable, and their relative priority?

Priorities	Route Map/Schedule/ Information Kiosk	Real-Time Passenger Information	Enhanced Shelters/Benches/ Trash Receptacles	Off-Board Fare Collection	Emergency Call Box/Button	Lighting	Bicycle Racks/Storage
1	54	55	41	8	24	18	16
2	38	31	28	12	17	18	18
3	28	19	35	15	16	19	15
4	3	6	5	7	6	9	8
5	4	4	4	4	6	7	7
6	5	2	3	11	10	6	3
7	4	7	5	16	13	9	11

Summary

- Real time passenger information, route map/information kiosk and enhanced station facilities are the top three high priority passenger amenities, followed by lighting, bicycle racks/storage, off-board fare collection and emergency systems.
- Other comments include safety/security, disability access, landscaping, interior climate control and onboard WiFi; as well as concerns relating to cost and traffic congestion.

Question 6. What economic development impact would rapid transit service have within the study corridor?

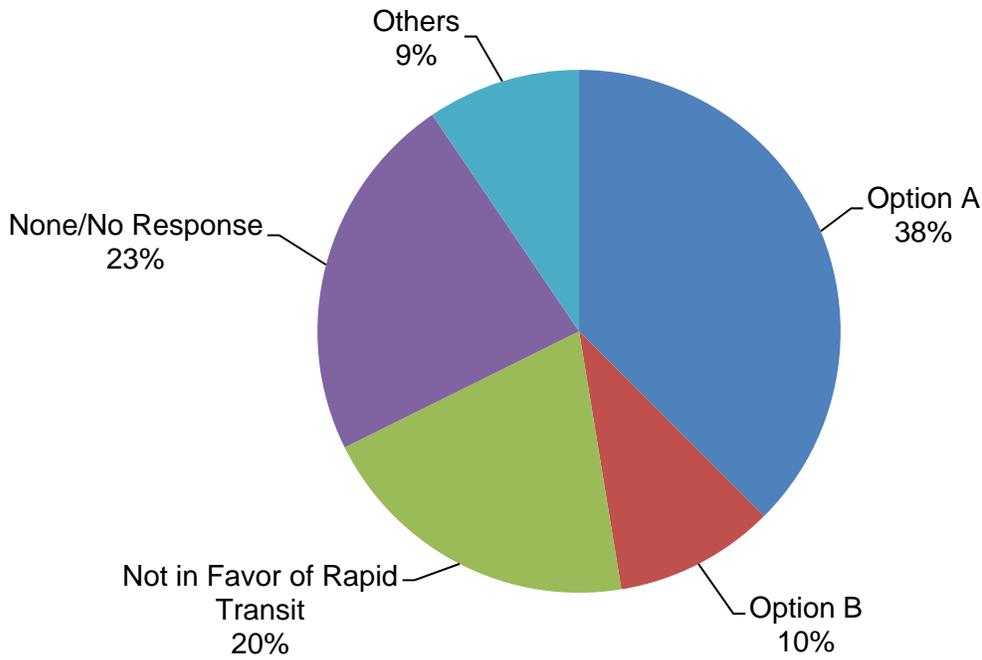
Priorities	Population Growth	More Jobs	Higher Property Values	Increase Housing Units	Increase Commercial/Retail Developments	Increase Office Spaces	Increase Hotels	Increase Community Facilities
1	23	56	20	11	17	7	2	17
2	20	25	8	19	23	7	1	19
3	12	5	14	22	17	10	2	19
4	2	7	3	3	8	6	3	0
5	3	1	6	2	3	6	1	5
6	4	0	4	3	0	2	3	2
7	23	1	3	2	2	2	9	0
8	7	4	4	4	4	3	7	5

Summary

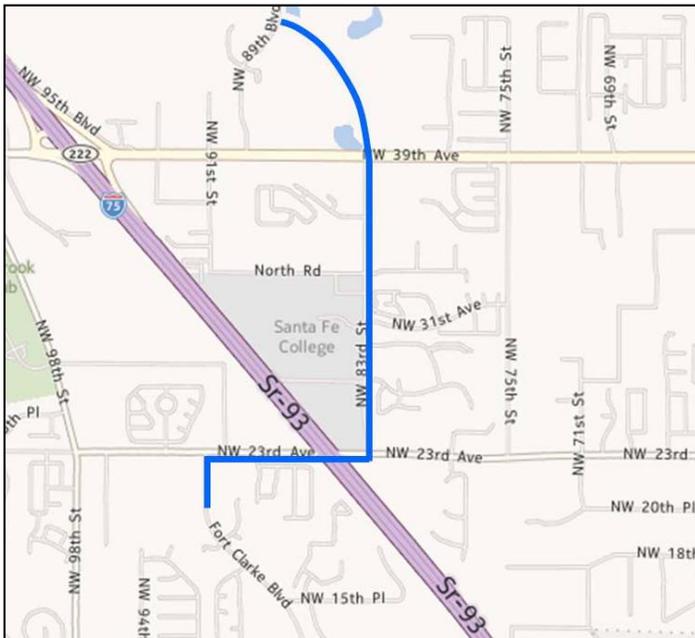
- More jobs, increase commercial/retail developments and increase housing units would have a higher economic development impact as a result of rapid transit service followed by increase office space, higher property values, population growth, increase hotels and increase community facilities.
- Other comments on economic development impacts include population/density, jobs and land use, as well as no economic impact due to rapid transit service.

Question 7. Please provide your preference on the initial routing segment alternatives (Subarea 1 through 6)

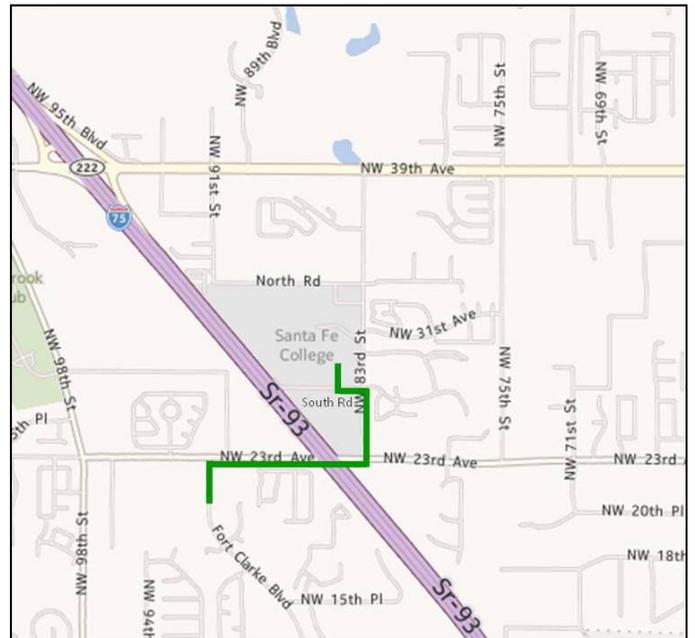
a. Subarea 1 Spring Hill/Santa Fe College



Note: Total 232 responses



Option A - 38%



Option B - 10%

Question 7. Please provide your preference on the initial routing segment alternatives (Subarea 1 through 6) (continue)

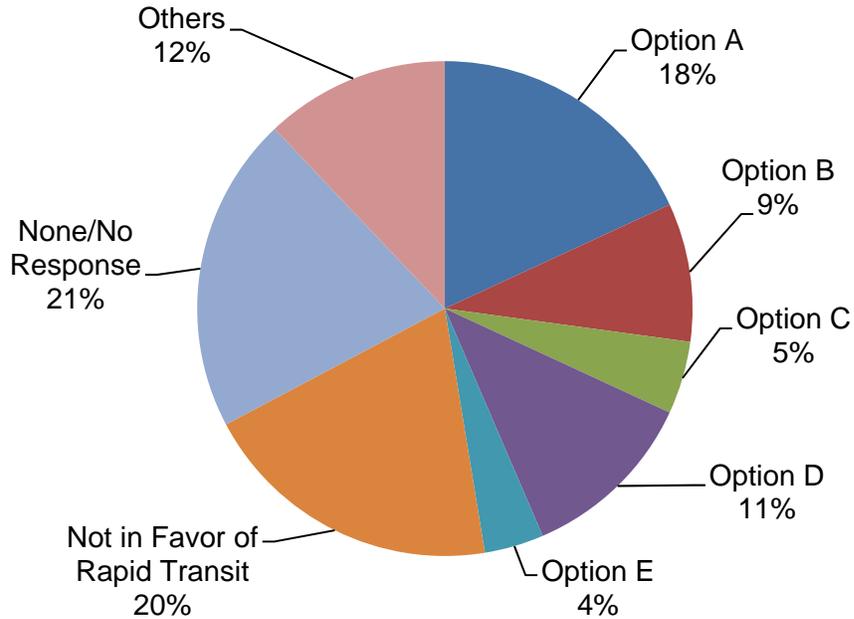
a. Subarea 1 Spring Hill/Santa Fe College

Summary

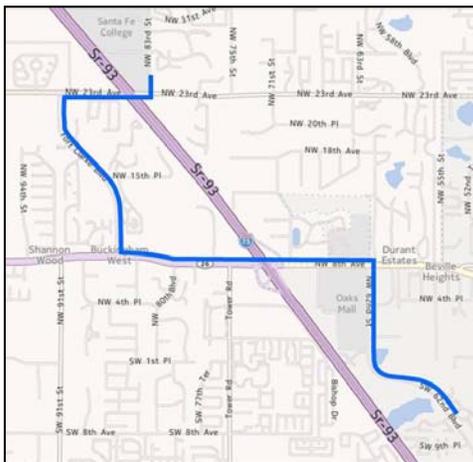
- 38% (87) of the respondents prefer Option A.
- 10% (23) of the respondents prefer Option B.
- 20% (47) of the respondents are not in favor of rapid transit service.
- 23% (53) of the respondents have no response to the routing segment alternatives.
- 9% (22) of the respondents have other suggestions or comments.
- Other comments include alternative segment routes and reasons not in favor of rapid transit, such as high cost, low demand for service and waste of tax payers money.

Question 7. Please provide your preference on the initial routing segment alternatives (Subarea 1 through 6)

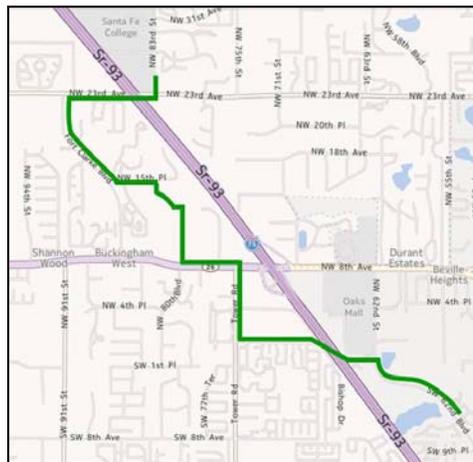
b. Subarea 2 Santa Fe College to Oaks Mall



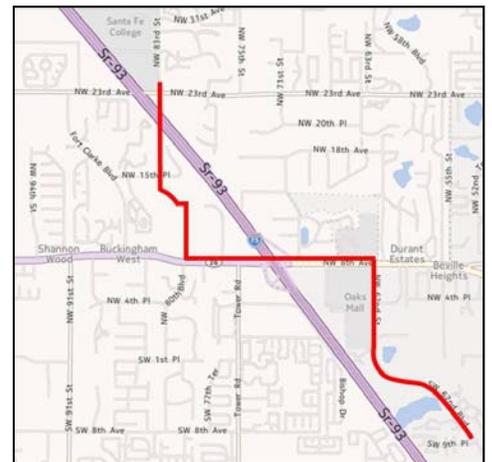
Note: Total 232 responses



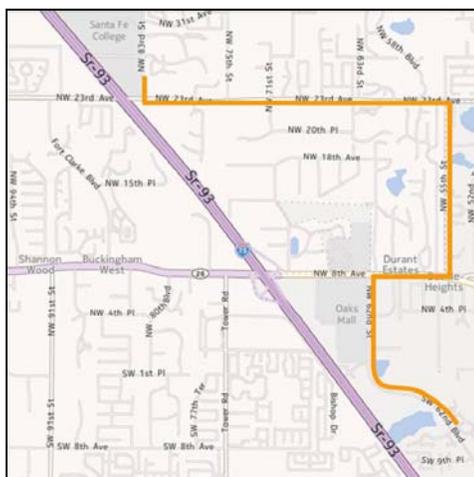
Option A - 18%



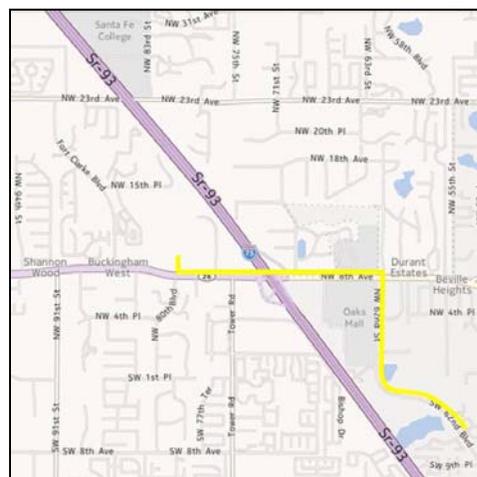
Option B - 9%



Option C - 5%



Option D - 11%



Option E - 4%

Question 7. Please provide your preference on the initial routing segment alternatives (Subarea 1 through 6)

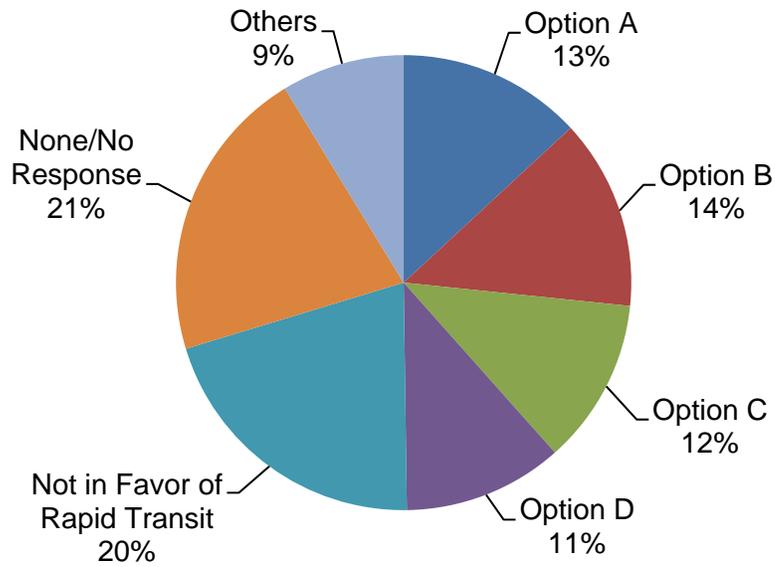
b. Subarea 2 Santa Fe College to Oaks Mall *(continue)*

Summary

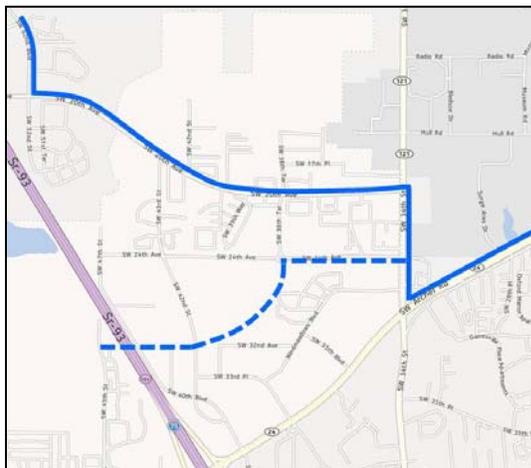
- 18% (42) of the respondents prefer Option A.
- 9% (21) of the respondents prefer Option B.
- 5% (11) of the respondents prefer Option C.
- 11% (27) of the respondents prefer Option D.
- 4% (9) of the respondents prefer Option E.
- 20% (46) of the respondents are not in favor of rapid transit service.
- 21% (48) of the respondents have no response to the routing segment alternatives.
- 12% (28) of the respondents have other suggestions and comments.
- Other comments include alternative segment routes and reasons not in favor of rapid transit, such as high cost and waste of tax payers money.

Question 7. Please provide your preference on the initial routing segment alternatives (Subarea 1 through 6)

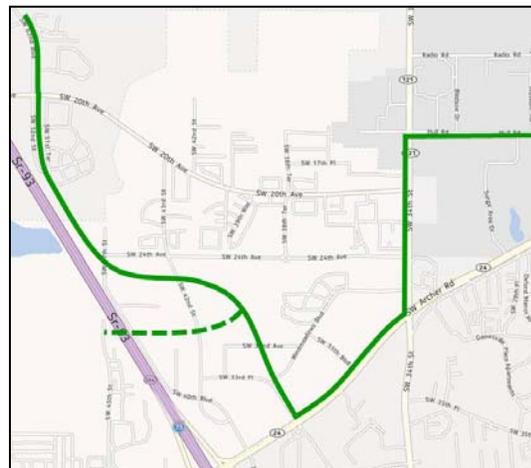
c. Subarea 3 Student Village Area



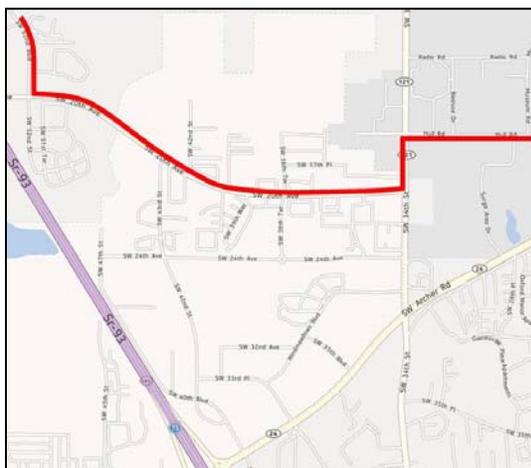
Note: Total 229 responses



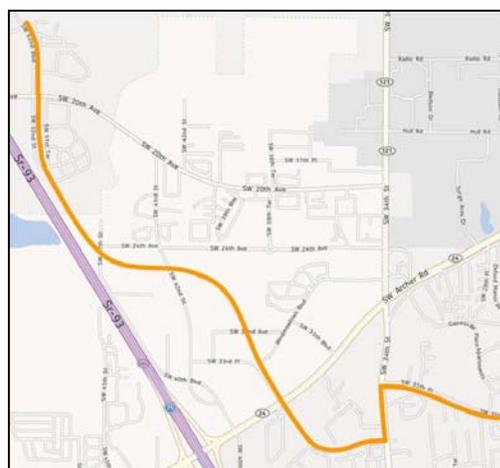
Option A - 13%



Option B - 14%



Option C - 12%



Option D - 11%

Question 7. Please provide your preference on the initial routing segment alternatives (Subarea 1 through 6)

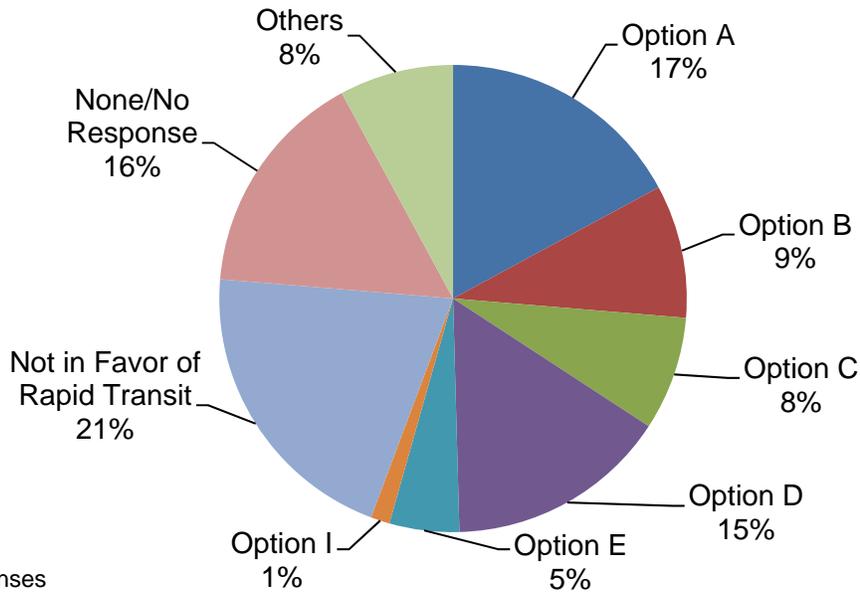
c. Subarea 3 Student Village Area *(continue)*

Summary

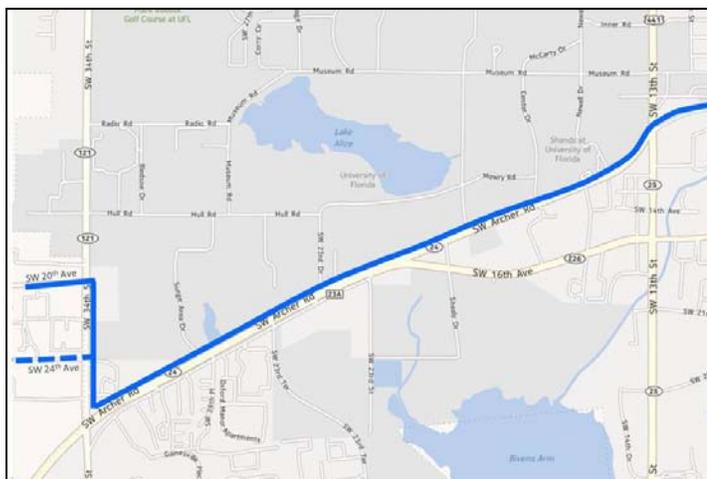
- 13% (30) of the respondents prefer Option A.
- 14% (31) of the respondents prefer Option B.
- 12% (27) of the respondents prefer Option C.
- 11% (26) of the respondents prefer Option D.
- 20% (47) of the respondents are not in favor of rapid transit service.
- 21% (48) of the respondents have no response to the routing segment alternatives.
- 9% (20) of the respondents have other suggestions and comments.
- Other comments include alternative segment routes and reasons not in favor of rapid transit, such as high cost, low demand for service and waste of tax payers money.

Question 7. Please provide your preference on the initial routing segment alternatives (Subarea 1 through 6)

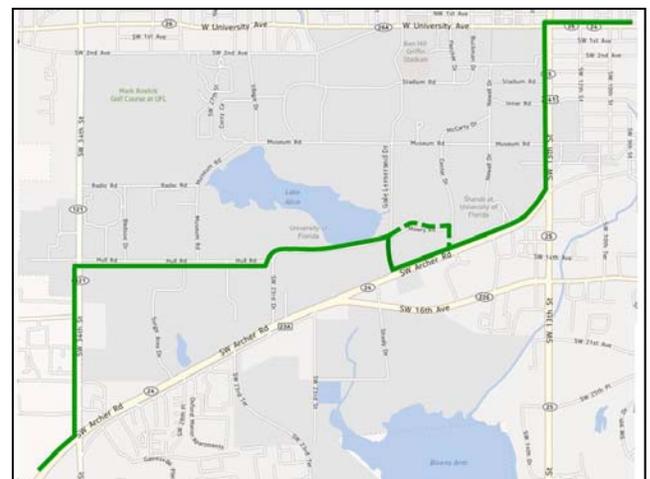
d. Subarea 4 University of Florida Campus



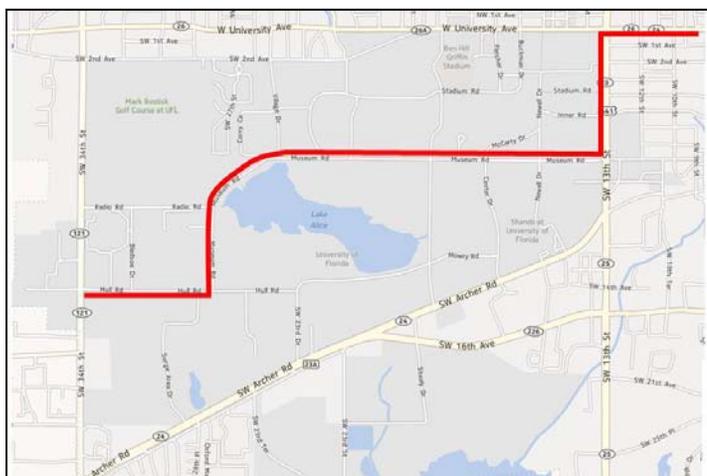
Note: Total 229 responses



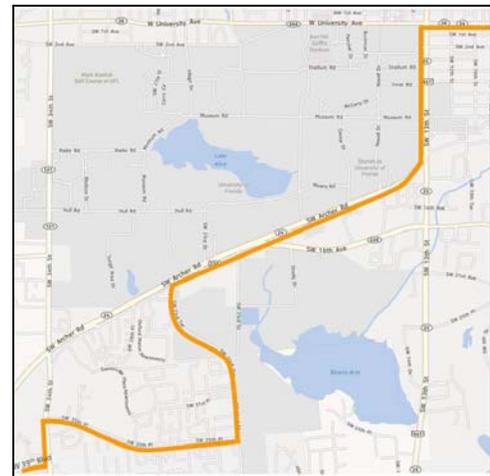
Option A - 17%



Option B - 9%



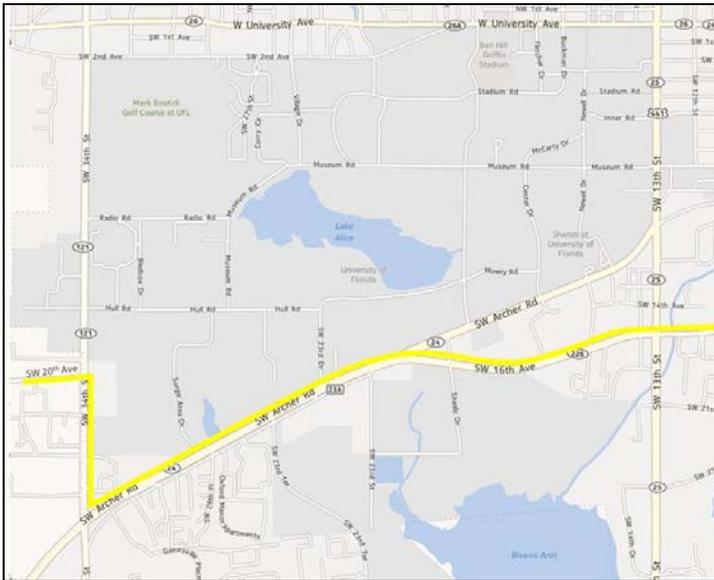
Option C - 8%



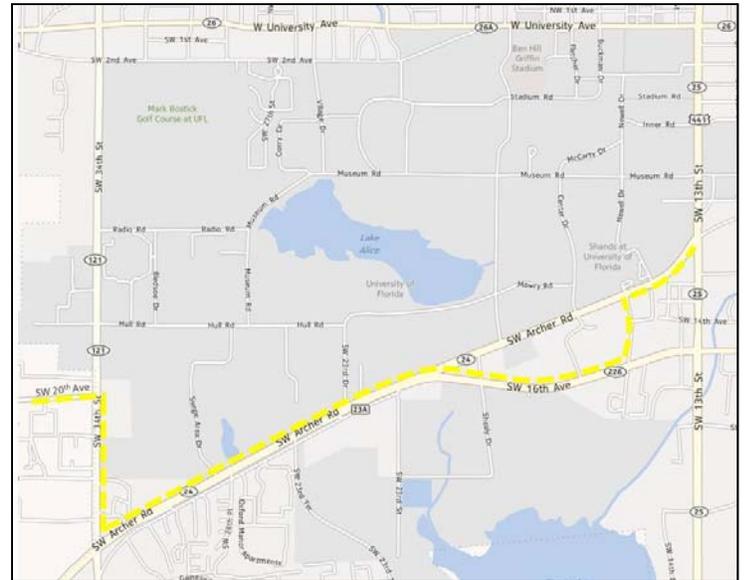
Option D - 15%

Question 7. Please provide your preference on the initial routing segment alternatives (Subarea 1 through 6)

d. Subarea 4 University of Florida Campus (continue)



Option E - 5%



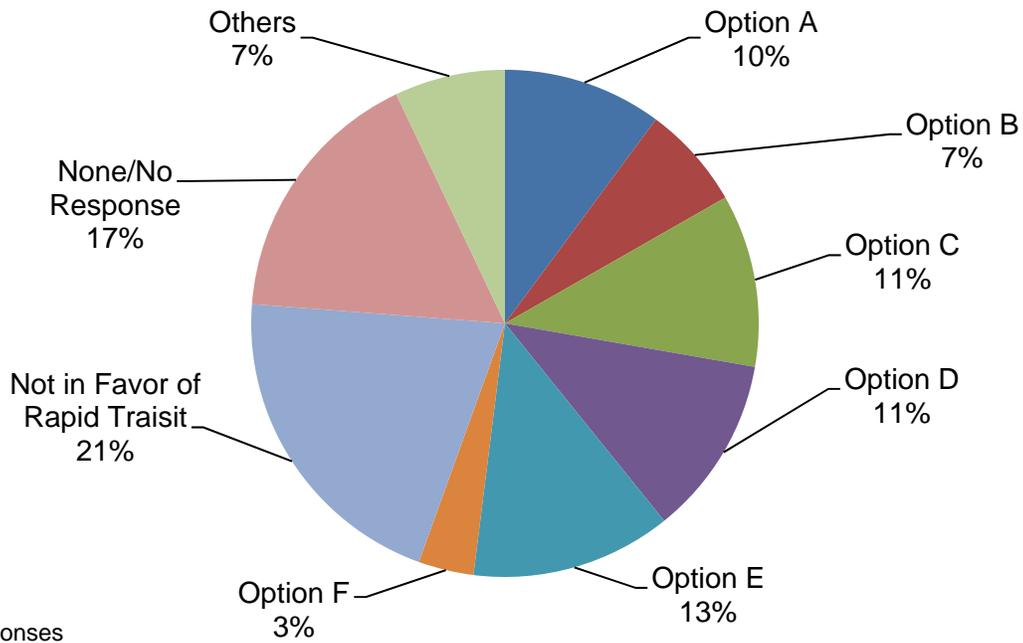
Option I - 1%

Summary

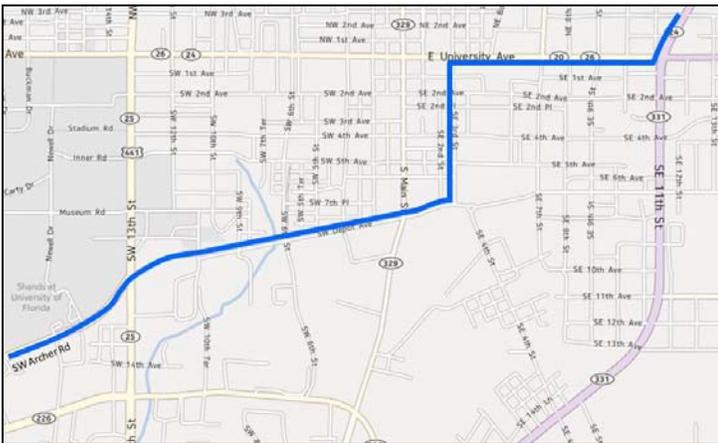
- 17% (39) of the respondents prefer Option A.
- 9% (21) of the respondents prefer Option B.
- 8% (18) of the respondents prefer Option C.
- 15% (35) of the respondents prefer Option D.
- 5% (11) of the respondents prefer Option E.
- 1% (3) of the respondents prefer Option I.
- 21% (47) of the respondents are not in favor of rapid transit service.
- 16% (37) of the respondents have no response to the routing segment alternatives.
- 8% (18) of the respondents have other suggestions and comments.
- Other comments include alternative segment routes and reasons not in favor of rapid transit, such as high cost, traffic congestion and waste of tax payers money.

Question 7. Please provide your preference on the initial routing segment alternatives (Subarea 1 through 6)

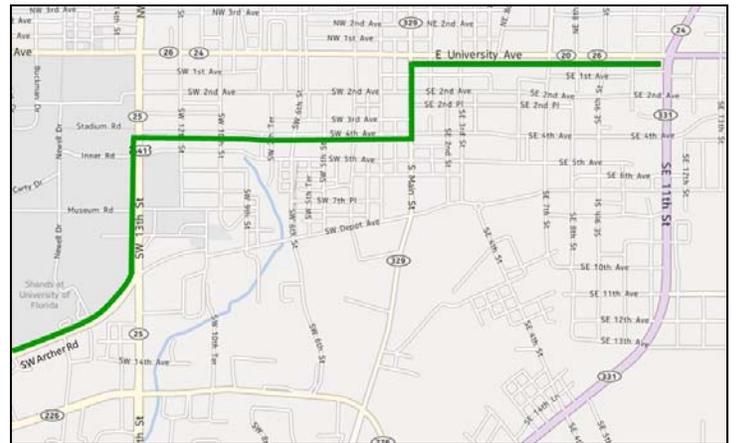
e. Subarea 5 Downtown Gainesville



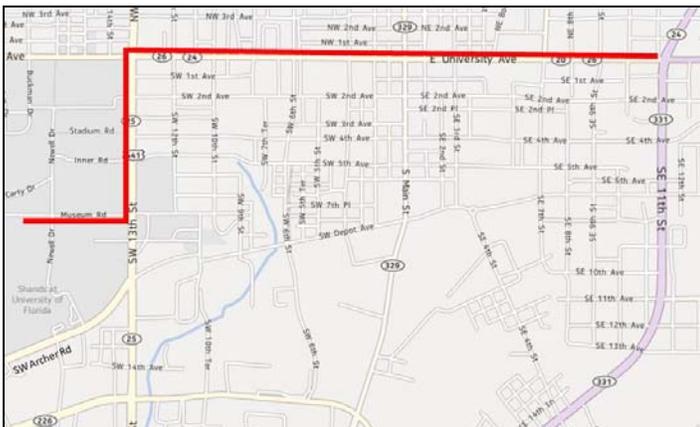
Note: Total 229 responses



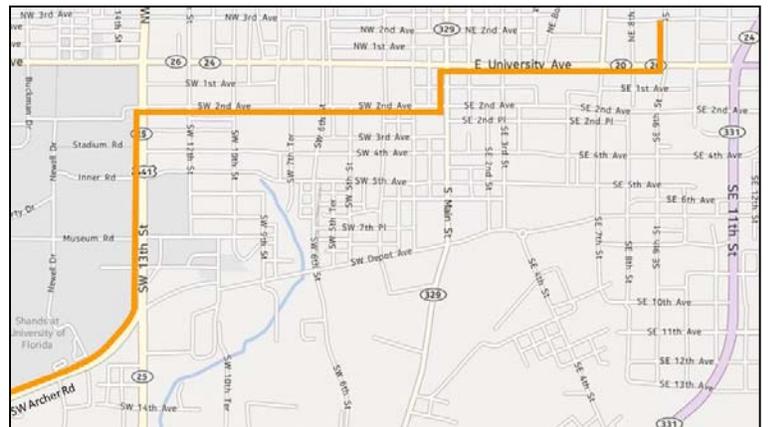
Option A - 10%



Option B - 7%



Option C - 11%



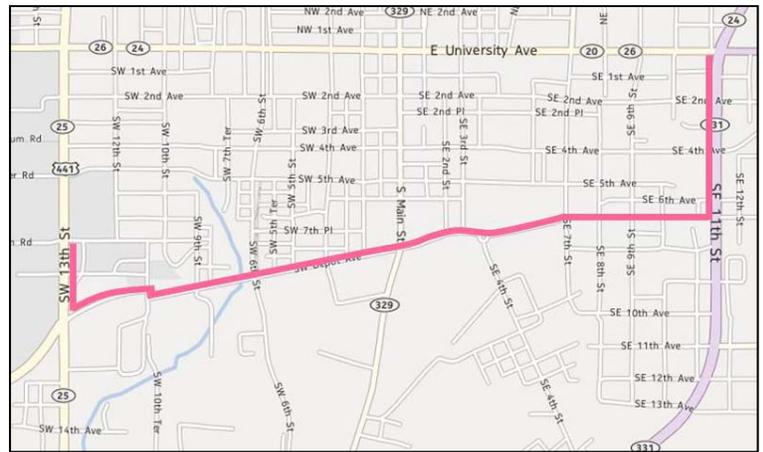
Option D - 11%

Question 7. Please provide your preference on the initial routing segment alternatives (Subarea 1 through 6)

e. Subarea 5 Downtown Gainesville (continue)



Option E - 13%



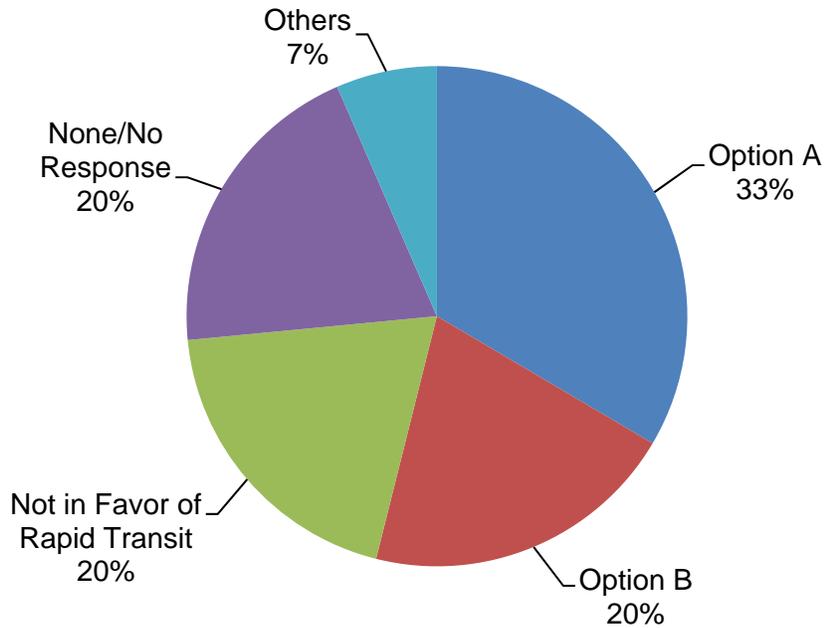
Option F - 3%

Summary

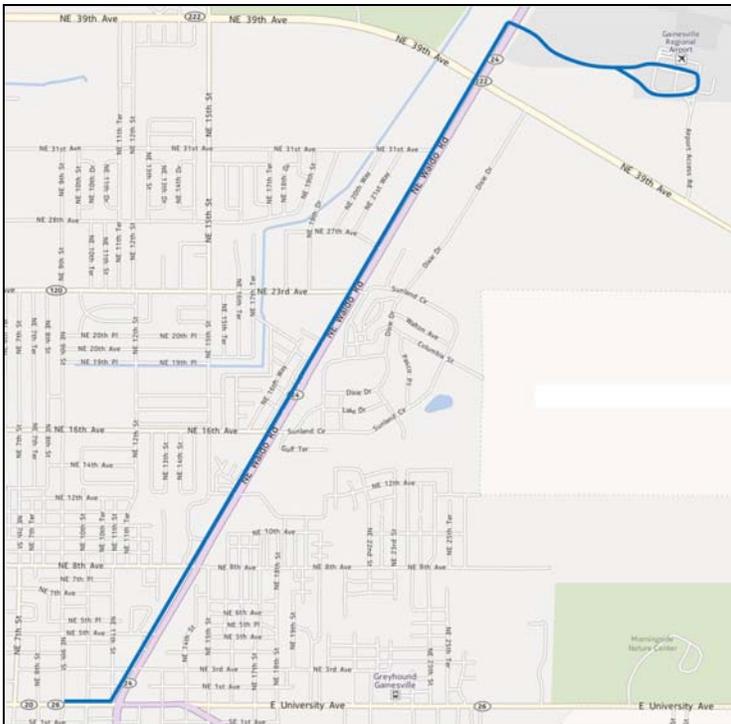
- 10% (23) of the respondents prefer Option A.
- 7% (15) of the respondents prefer Option B.
- 11% (25) of the respondents prefer Option C.
- 11% (26) of the respondents prefer Option D.
- 13% (29) of the respondents prefer Option E.
- 3% (8) of the respondents prefer Option F.
- 21% (47) of the respondents are not in favor of rapid transit service.
- 17% (38) of the respondents have no response to the routing segment alternatives.
- 7% (16) of the respondents have other suggestions and comments.
- Other comments include alternative segment routes and reasons not in favor of rapid transit, such as high cost, low demand for service, caters to the homeless and waste of tax payers money.

Question 7. Please provide your preference on the initial routing segment alternatives (Subarea 1 through 6)

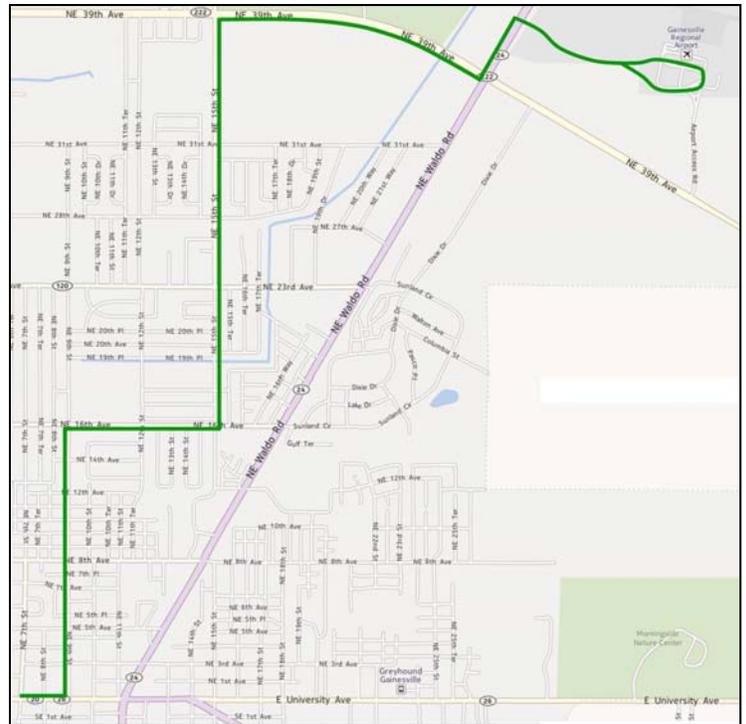
f. Subarea 6 East Gainesville



Note: Total 230 responses



Option A - 33%



Option B - 20%

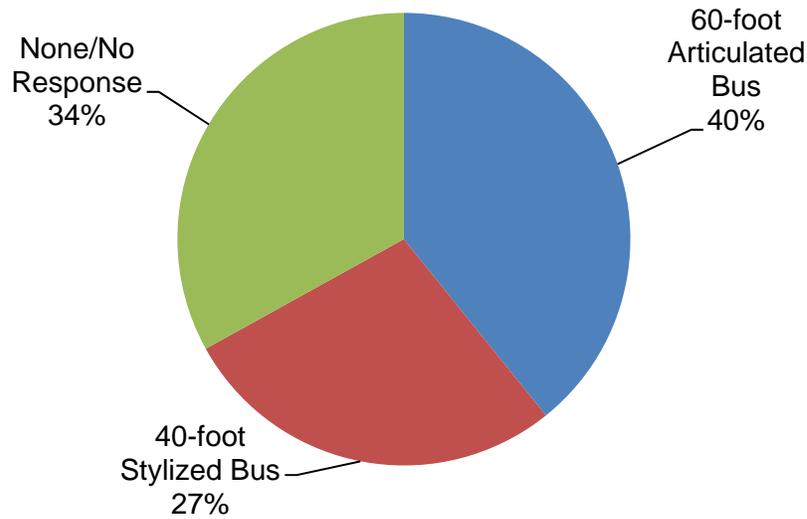
Question 7. Please provide your preference on the initial routing segment alternatives (Subarea 1 through 6)

f. Subarea 6 East Gainesville *(continue)*

Summary

- 33% (77) of the respondents prefer Option A.
- 20% (47) of the respondents prefer Option B.
- 20% (45) of the respondents are not in favor of rapid transit service.
- 20% (46) of the respondents have no response to the routing segment alternatives.
- 7% (15) of the respondents have other suggestions and comments.
- Other comments include alternative segment routes and reasons not in favor of rapid transit, such as high cost, low demand for service and waste of tax payers money.

Question 8. What type of transit vehicle do you prefer for the enhance RTS service?



Note: Total 229 responses



60-Foot Articulated Bus - 40%



40-Foot Stylized Bus - 27%

Summary

- 40% (89) of the respondents prefer the 60-foot articulated bus.
- 27% (63) of the respondents prefer the 40-foot stylized bus.
- 34% (77) of the respondents have no response to the type of transit vehicle.
- Other comments include size of buses, passenger capacity, streetcar/monorail, existing road widths, style of the buses and affordability.

Question 9. Other Comments

See **Appendix A** for summary of comments relating to direct routes, service, transit facilities, safety/security and cost (All public comments are paraphrased).

APPENDIX A

Summary of Public Comments

(All public comments are paraphrased)

Question 1. Do you ride RTS?

a. Yes - Others

Daily/Weekly

- Once/twice/three times a week.
- 3 to 6 times a week.
- 3 days/week.
- Every other day.
- More than once/day.
- Sometimes multiple times per week to as little as once a month.
- On class days at University of Florida.

Monthly

- Once /twice a month.
- 2 to 3 times a month.
- Few times a month.

Yearly

- Twice a year.
- Couple of times a year.
- Less than 10 times/year.

Seldom/Never

- Just when going to Shands.
- Once in awhile.
- Normally ride a bicycle to work but if the weather is inclement, may ride the bus.
- When not able to use drive or it is more convenient to use the bus (on campus for example) 1-10 times/year.
- Only when needed for convenience.
- Never!

Other Comments

- RTS is not efficient - closest stop too far from home to walk and too many transfers to get to the final destination. However, would love to ride.
- Walk to work and have car for other needs.
- Not able to ride bus since there are no early morning service (4:30 to 5:00 AM) to University of Florida campus.
- Live downtown within walking distance to all the services.
- Not convenient to my work place.

Question 1. Do you ride RTS?

a. Yes - Others

Other Comments (continue)

- No longer ride the bus due to rude bus drivers and over crowdedness on the bus.
- No routes to City of Archer.

b. No - Why not?

Other Transportation

- Drive a car.
- Need car for work and run errands.
- Faster to drive to a location than wait for a bus.
- Easier and faster to bike.
- Live downtown within walking distance to all the services.

Inconvenient

- Inconvenient/not realistic for day-to-day use.
- Not convenient with the Florida weather.
- Not convenient/walk far to get to the stops and destinations.
- Does not meet work/business schedule.
- RTS is not a reasonable form of transportation for families with kids, multiple stops around town.

Service

- Poor/limited service and routes.
- Travel a night, no bus service.
- No routes to City of Archer.
- Busses don't run on holidays.
- The headways and routes are not conducive to the practicality of riding RTS for any reason.
- Too many transfers to get around town.
- Very limited service in NW Gainesville area/not serve west Gainesville.
- No early morning service (4:30 to 5:00 AM) to University of Florida campus.
- Not timely or fast enough, routes are not direct, no evening service, need more routes with connections.
- Not available, nor extend outside of RTS service area (i.e., Newberry, Williston, City of Alachua, rural Alachua County, NW Gainesville and Hamilton Heights).

Question 1. Do you ride RTS?

b. No - Why not?

Service (continue)

- Stops are unpaved, uncovered and provide no protection from the elements.
- Lack of security and maintenance.
- No longer ride the bus due to rude bus drivers and over crowdedness on the bus.
- Not geared toward the general public, portrayed as a service for the poor (ads trashing up the busses) rather than a service for everyone.
- No need, but may consider if faster.
- It is not efficient to take public transportation in small cities such as Gainesville. It's primary purpose should be to support student transportation until Gainesville reaches the size of a large urban city such as Miami.
- Satisfied with present mode of public transportation.

Cost

- Too costly/expensive.
- RTS needs to pay for itself and the fare that it charges need to pay for the service in full without subsidy.
- RTS is an excessive waste of taxpayer funds.

Do Not Ride RTS But Support Rapid Transit

- Would ride rapid transit if the service is more convenient, comfortable, frequent, reliable, and faster; safe and easy to use; and better transit amenities (i.e., shelters, bicycle racks, etc.).
- In the long term rapid transit would improve quality of life and avoid gridlock.
- Need to take cars off the road, especially along University Avenue and around downtown.

Question 2. How far would you travel to a RTS Stop?

a. Walk

Others

Time

- Less than 1 minute.
- less than 5 minutes.
- 1 to 3 minutes.
- Between 5 to 10 minutes.
- Over 30 minutes.

Distance

- 1/4 mile
- 50 feet
- 2 blocks

Not Interested

- Would not/not interested in riding the bus.
- Would not walk to a bus stop.
- No time.
- Attempting to use the transit system would needlessly disrupt my schedule.

Other Reasons

- More, if not have a car or if car was broken.
- Handicapped and not able to walk more than a few feet.
- Need more sidewalks and encourage people to walk because of the health benefits.
- Live downtown so there are plenty of options.

Question 2. How far would you travel to a RTS Stop?

b. Bicycle

Others

Time

- 2 to 3 minutes.

Not Interested

- Would not ride to a bus stop.
- Would not, have a car.
- Don't prefer to use the bus.
- If riding a bicycle it does not make sense to ride the bus too!!
- Do not bike because job requires meeting people all over the County and the Florida weather is not conducive to bike and be presentable at the same time.

Other Reasons

- Do not have a bike.
- Too old to ride/handicapped.
- Dangerous to ride a bicycle.

Question 2. How far would you travel to a RTS Stop?

c. Drive to a Park & Ride Lot

Others

Time

- 5 minutes to 20 minutes.
- 5 to 10 minutes.
- Less than 15 minutes.

Service/Security

- No park & ride nearby.
- Why drive to park when driving to my destination in less time.
- Live too close to go with Park and Ride.
- Would not leave my vehicle.

Not Interested

- Not interested, does not fit life style.
- Would not drive to a park & ride.
- If already in car, why change mode of transport?
- Never going to use RTS.
- Don't want to waste time parking and riding.
- None, live in the center of the City near the campus.
- None! Do not need more bus routes, especially rapid bus transit!
- Would not ride RTS unless absolutely necessary.
- Attempting to use the transit system would needlessly disrupt schedule.
- It's not needed in such a small City as Gainesville.
- It's a waste of tax payers' money to implement such a massive system. This is not a metropolis!!!

Other Reasons

- A park and ride lot is a great idea!
- Prefer to walk or bicycle.
- Don't have a car or drive.
- Only exception is a game.
- Not sure.
- Job requires flexibility and meeting people all over the County.

Question 2. How far would you travel to a RTS Stop?

c. Drive to a Park & Ride Lot

Others

Other Reasons (continue)

- Unless our area has a very robust transit system with routes everywhere, covered and paved bus stops within a 5 minute walk, and headways of 10 minutes or less, cannot choose mass transit as an option.
- Handicapped, and not able to climb onto a bus nor can disembark from a bus. Cannot walk more than a few feet.

Question 3. Where would you like RTS to take you in or near the identified study area?

Parks

- Westside Park
- Fred Cone Park
- Jonesville Park
- Paynes Prairie State Preserve
- Northeast Park
- Depot Park
- Bo Diddley Downtown Community Plaza
- Rail Trail
- Morningside Nature Center
- Diamond Sports Park
- Hawthorne Rail Trail Head
- Kanapaha Veterans Memorial Park
- Botanical Gardens
- San Felasco Park
- S/W 43rd Road and SW 20th Avenue
- All City parks

Community Centers

- Martin Luther King Jr. Community Center
- Senior Recreation Center
- Repurpose Art Center
- SW 43rd Street and SW 20th Avenue
- All community centers

Hospitals/Clinics

- Alachua County Health Department
- North Florida Regional Medical Center
- Family Practice doctor offices
- All hospitals and after hour clinics

Question 3. Where would you like RTS to take you in or near the identified study area?

Shopping/Dining Districts

- Tioga Town Center
- Millhopper Plaza
- Hunters Crossing
- Haile Village Center
- Plaza Royale area
- Thornebrook area
- Walmart
- Ward's Supermarket
- TJ Maxx area
- Outback
- Movie Theatre
- Midtown
- All grocery stores
- Publix off 34th Street
- Archer Road
- NW 34th Avenue shops
- NW 4th Avenue shops
- NW 23rd Boulevard/NW 13th Street area
- SE 2nd Avenue and S. Main Street, closer to dining district

Others

- Florida Innovation Hub
- University of Florida Veterinary School
- Hail Plantation Trailer Park
- GCI- possible future facility
- GTEC on Hawthorne Road
- NW 42nd Street
- NE 8th Avenue at NE 17th Drive
- Football games
- Outside of RTS service area
- Jonesville
- City of Alachua

Question 3. Where would you like RTS to take you in or near the identified study area?

Others (*continue*)

- City of Archer
- Jacksonville Airport
- Commuter lot
- Airport expand the hours the bus goes and comes from the airport
- Simple North/South and East/West grid
- New office buildings

Question 4. What are the three most important factors to consider in selecting a rapid transit mode and routing for the study corridor?

Why?

Service

- The rapid transit system needs to be convenient, reliable, frequent, comfortable, relatively direct and easy to use.
- For rapid transit to be successful, it needs to connect people from all segments and geographic locations to major destinations in the community in a reliable and convenient manner.
- Accessibility and direct stops are essential for a user-friendly system (i.e., direct stops from Archer Road to University of Florida).
- Need to have better transit stop amenities to attract users, such as shelters to protect from the sun and rain, benches for comfort and real-time passenger information to know when the next bus is arriving - provide GPS trackers.
- Not having room for more than two bikes has been a major factor in some frustration in using the service.
- The bus system needs to be simple for people to understand how to get to their destinations without confusing bus numbers, numerous transfers and waiting times.
- Need better service to the north and east, and have more weekend and evening services.
- Already have a superior bus system, may need more service in the East side and a couple of other routes, but no additional rapid transit routes. The cost is not worth it.
- Downtown connection (11) only runs once an hour during the early morning and late afternoons, which is very inconvenient. Why run every half hour during the late morning and mid day, but not at the most important times of early morning and late afternoons?

Traffic

- Impact on traffic congestion is the number 1 priority. Need to have dedicated lanes, bus stop pull-in lanes and/or greater separation between stops to prevent back-up of traffic (i.e., traffic congestion on N. Main Street near Publix, University Avenue and around downtown).
- Traffic congestion is a big problem going east and west. Speed and ease will be crucial to having a large ridership.

Question 4. What are the three most important factors to consider in selecting a rapid transit mode and routing for the study corridor?

Why?

Cost

- Support public transportation because it reduces the need for more costly roads and provides cheaper transportation for people trying to get to their jobs.
- Cannot afford to support, run, maintain and fund for a bus system that only serve a few people, most of the busses are empty. RTS not appealing option to the automobile for the general population.
- Cost is a major factor, but if you build a good and reasonable system, it will get used and ultimately be self supporting.
- Not in favor of any rapid transit routes, too expensive to build and maintain, waste of tax payer's money. Money better spent on fixing the roadways.
- Gainesville does not have the population to support rapid transit and too costly to implement.
- Work towards a vision by making the existing RTS even more efficient: 1) increase the number of buses on the student routes and decrease the unused buses on the Westside; and 2) add buses, routes and frequency on the eastside so it can serve the population most in need of a transportation option. Once that is working well, then add the more costly options when tax base is added to financially support rapid transit.
- Cost to consumer would also be of key interest.

Question 5. What passenger amenities at rapid transit stations would be desirable, and their relative priority?

Others

- Safety and security are number 1 priorities. Have better lighting.
- Need to provide covered shelters at the bus stops to protect from rain and sun.
- Bike racks would increase the range of access, particularly to Butler Plaza for shopping.
- Frequently, the bike racks are already full on the buses, need to increase capacity. If not possible, have bike storage at the stops.
- Disability access - Riser ease and comfort.
- Buses are often drastically different than outdoor temperatures (either too hot or too cold).
- Off-board fare collection will make the rapid transit system more efficient.
- Need WiFi onboard buses.
- Increased route lengths to include limits of Gainesville City limits.
- Real time bus information would be nice at the stop to easily know when the next bus is coming.
- Use solar lighting.
- Community gardens and landscaping amenities are important.
- Amenities increase cost. If the amenities are paid for by bus fares then safety first - lighting, emergency call box and route map.
- There are shelters at stops on the Westside of town but not on the Eastside. Why is that? It is very inconvenient to have to stand in the cold/hot weather and rain waiting for a bus.
- Not in favor of rapid transit, too expensive to build and maintain, waste of tax payer's money. Money better spent on fixing the roadways.
- None at all, would cause an eye sore to our City and only cause delay and more traffic issues.

Question 6. What economic development impact would rapid transit service have within the study corridor?

Others

Population/Density

- Rapid transit will allow higher densities for both living and working , so more people will use system as population grows.
- RTS does not support the needs of visitors to our community and the lower income populations on the east side of town.
- Freedom of choice, increased mobility, increased density.
- Decrease number of cars on the road, therefore cutting pollution and congestion.

Jobs

- More accessibility to jobs/businesses. Rapid transit would need to connect population centers to work centers.
- It would be fantastic to have a rapid transit bus from Newberry Road that would not make any stops until it reaches downtown and University of Florida.
- The current transit system connects well to the jobs in the community especially at University of Florida, Santa Fe College, the Oaks Mall and Butler Plaza.

Land Use

- In many communities, this would be considered a prime amenity/benefit of living in a given area.
- Need to change the underlying zoning and other land development regulations to have an economic development impact.
- Encourage usage from City limit areas.
- Need to put a priority on increasing community facilities along the rapid transit corridor.
- Increase use of commercial/retail developments by people who could not access them previously.
- Increase recreational developments.
- Implementing rapid transit in areas of sprawl, with zero connectivity will be difficult, and families with household incomes will hesitant to use public transit.

No Economic Impact

- There would be no positive economic impact for an enhanced RTS system outside of University of Florida, Santa Fe College and extremely high population density areas.
- Would cause increase in 'public' housing.
- Do not believe that any form of transit, nor the location of a route, would create an economic development impact.
- Higher property taxes, more traffic collisions and slower traffic in rush hour, less jobs in Alachua County.

Question 6. What economic development impact would rapid transit service have within the study corridor?

Others

No Economic Impact (continue)

- Higher taxes, development costs, and impact fees to fund the development and maintenance of RTS will not improve economic development.
- Would hurt the local economy unless roads are fixed first. The City should limit spending on the RTS system to 2% of annual property tax collection.
- As roads continue to deteriorate, business will leave the community to find those communities that keep up their basic infrastructure rather than spending money that the budget cannot afford on transit systems no one uses.
- Added automobile traffic congestion: 1) bypasses other businesses; 2) hurts small business; and 3) helps big business.
- Depending on the costs to build and operate the system and how those fees are collected, it could only affect economic development negatively.

Question 7. Please provide your preference on the initial routing segment alternatives (Subarea 1 through 6) (continue)

a. Subarea 1 Spring Hill/Santa Fe College

Other Suggestions/Comments

- More into the Santa Fe College campus.
- Need to get to NW 39th Avenue - Pine Forest Apartments.
- One that accommodates easy Park & Ride option for people approaching from the west on NW 39th Avenue and I-75.
- Concentrate on other City limit areas.
- Move the routes to the east and increase the available buses for the student population.
- Keep it simple on main routes only.
- Rapid transit should not be put on this segment in the first phase.
- Do not take this route.

Not in Favor of Rapid Transit

- Too expensive, the cost to benefit ratio is not worth it for only a few riders. The existing RTS system has shown that the system is inefficient, cost prohibitive and unused.
- Not in favor of any rapid transit routes, waste of tax payer's money. Money better spent on fixing the roadways (i.e., fixing pot holes along NW 16TH Avenue).
- We should spend the money on smaller buses with higher frequency trips than designing a supply of bus routes and rapid transit options for a demand that doesn't exist.
- Do not believe that rapid transit is viable in this area. This is more of a local bus service area.
- Do not support this in any configuration.

Question 7. Please provide your preference on the initial routing segment alternatives (Subarea 1 through 6)

b. Subarea 2 Santa Fe College to Oaks Mall

Other Suggestions/Comments

- Create an Option F focusing in areas with higher density housing, and commercial access both to the Oaks Mall and Hospital.
- The route should include Newberry Village and the Oaks Mall (TOD should be part of future vision).
- Prefer A & C Hybrid. Construct area pass at I-75 & NW 23rd Avenue using existing underpass at Newberry Road. This best combines increased speed with access to North Florida Regional Medical Center.
- Option B makes the most sense but it seems silly to build a new overpass south of the Oaks Mall and not build a new overpass for NW 83rd Street coming south of NW 23rd Avenue. Do we really want to make left turns on NW 23rd Avenue? Don't we want to provide a rapid transit commuting option for folks at North Florida Hospital?
- Restrict RTS to arterial routes in/to downtown area, Santa Fe College, Oaks Mall, Butler Plaza, Shands for student use to obviate need for additional student parking. Don't infringe on rights of others by forcing system on whole community.
- Move the routes to the eastside and serve the poor populations and increase the available buses for the student population.
- Keep it simple on main routes only.
- Concentrate on other City limit areas.
- Rapid transit should not be put on this segment in the first phase.
- Difficult to get people to walk out of their subdivisions and gated communities to ride RTS!
- Would not use, live near downtown.
- No opinion.

Not in Favor of Rapid Transit

- Not needed and cost too much for the minimal benefit.
- Not in favor of any rapid transit routes, waste of tax payer's money.
- Money better spent on fixing the roadways.
- Do not support this in any configuration.
- Let developers pay.

Question 7. Please provide your preference on the initial routing segment alternatives (Subarea 1 through 6)

c. Subarea 3 Student Village Area

Other Suggestions/Comments

- Opt. B should not turn north on SW 34th Street , but continue east on Archer Road at SW 34th Street.
- Option C, but have a route along SW 34th Street Archer Road to Hull Road.
- Option C - bus has already made SW 20th Avenue a difficult road to travel. No need to congest additional roads.
- Create a separate route for Butler Plaza.
- Would prefer to traverse apartment areas with high density.
- Prefer option B, but the route should continue on Archer Road rather than going up NW 34th Street and into campus from there. Campus traffic moves slow and it seems like Archer Road is big enough for dedicated lanes.
- Move the routes to the eastside and serve the poor populations and increase the available buses for the student population.
- Keep it simple on main routes only.
- Do not live near there.
- Would not use the rapid transit, live near downtown.
- No opinion.

Not in Favor of Rapid Transit

- Too expensive, the cost to benefit ratio is not worth it for only a few riders.
- Not in favor of any rapid transit routes, waste of tax payer's money.
- Money better spent on fixing the roadways.
- Let developers pay.
- Why do we need more empty buses for residents other than students?
- Rapid transit is not needed in Gainesville, FL.
- Do not support this in any configuration.

Question 7. Please provide your preference on the initial routing segment alternatives (Subarea 1 through 6)

d. Subarea 4 University of Florida Campus

Other Suggestions/Comments

- Option D, but have the route along SW4th Avenue from SW 13th Street instead of along University Avenue.
- Opt B, but entering at Hull Road and crossing SW 13th Street at SW 2nd Avenue or SW 4th Avenue. Consider turning to Archer Road sooner (through SW 23 Drive or extended SW 23rd Terrace) if you can get dedicated lane on SR 24.
- More routes around Stadium Road/Newell Drive/Union Road would be very helpful for University of Florida students, as a lot of classes are located in that area but not a lot of buses go to those locations, at least compared to Reitz and Rawlings Hall.
- Service to University of Florida Campus and Hospital desirable.
- Concentrate on other City limit areas.
- Keep bus off of Archer Road.
- Keep it simple on main routes only. Let University of Florida run trolleys on campus.
- It makes NO SENSE to have a rapid transit going through campus!
- Too far from my house.

Not in Favor of Rapid Transit

- Too expensive, the cost to benefit ratio is not worth it for only a few riders.
- Not in favor of any rapid transit routes, waste of tax payer's money.
- Do not support this in any configuration.
- Do not support any segments that eliminate existing roadway vehicle capacity.
- Rapid transit is not needed in Gainesville, FL.
- Let developers pay.

Question 7. Please provide your preference on the initial routing segment alternatives (Subarea 1 through 6)

e. Subarea 5 Downtown Gainesville

Other Suggestions/Comments

- Option B, but have the route continue on SW 4th Avenue to SE 3rd Street, north to University Avenue.
- Connect University of Florida and destination, but not on University Avenue or SE 2nd Avenue.
- Bring people to the Rosa Parks Station and provide feeder buses that will take them (in a timely manner) to their final destination. There is no reason to have a rapid transit on University Avenue, much less on SE 2nd Avenue.
- Prefer a hybrid between Option E and Option F that stays along the Depot Ave corridor, but also connects with downtown.
- Run a trolley from downtown to University of Florida.
- Concentrate on other City limit areas.
- Keep it simple on main routes only.
- Do not live or go to these areas/Do not take this route.
- Would not use the rapid transit, live near downtown.

Not in Favor of Rapid Transit

- Too expensive, the cost to benefit ratio is not worth it for only a few riders. Money better spent on fixing the roadways.
- Not in favor of any rapid transit routes, waste of tax payer's money.
- Rapid transit is not needed in Gainesville, FL.
- Let developers pay.
- Do not support this in any configuration.
- Who goes downtown? It is filthy, smelly and depressing. Don't need buses for the homeless to sleep in there.

Question 7. Please provide your preference on the initial routing segment alternatives (Subarea 1 through 6)

f. Subarea 6 East Gainesville

Other Suggestions/Comments

- Provide more destination routes rather than residential routes, not desirable in neighborhoods.
- Have a route that goes straight up US 441 all the way to NW 53rd Avenue.
- Not beneficial - too few flights from Airport.
- Extend the grid on main roads to include East Gainesville.
- Concentrate on other City limit areas.
- Keep it simple on main routes only.
- Do not live there or go there.

Not in Favor of Rapid Transit

- Too expensive, the cost to benefit ratio is not worth it for only a few riders.
- Not in favor of any rapid transit routes, waste of tax payer's money.
- Do not need rapid transit in our City. The transit system needs to pay for itself and the correct fee charged for the service without taxpayer subsidy.
- Do not support this in any configuration.

Question 8. What type of transit vehicle do you prefer for the enhance RTS service?

Other Comments

- 40' stylized bus may be good rapid transit fleet to start, when the service becomes popular in a number of years then get the 60' articulated buses. May be use 60' buses during special events.
- LOVE the 60 ft bus, it shows that rapid transit is completely different from regular bus service and will get noticed. Just don't put awful ads on the sides to junk them up!!
- In areas with low ridership, have smaller buses or minivans with capacity around 15-20 people that run on high frequency.
- Use smallest vehicle possible; buses are predominately empty most of time now, why make larger, more expensive, more traffic unfriendly and environmentally unfriendly?
- Articulated buses should go down SW20th Avenue and pick up all the students living along that area. It makes sense to start with normal buses on the new route unless there are some indications of capacity needs for the articulated bus.
- Increased bus capacity is the most important. Often bus passes by nearly 30 people who are not able to board because the bus is already cramped inside. Bus 15 is always full during rush hour.
- Large buses are not necessary when most of the time the buses are either empty or have a small number of people in them. They are costly and not fuel efficient.
- Roads are too small for the articulated bus.
- Vehicle type depends on the demand and the cost. Whichever is the most cost effective.
- A streetcar/light rail system would be nice. Monorails as well?
- If it is not already a given, hybrid buses would be preferred.
- The colors of the buses are HORRIBLE! Why not a single color - gator blue?
- Cannot afford new buses.

Question 9. Other Comments

Direct Routes

- Need to look at a streamline route that connects Santa Fe College to the airport with stops along 39th Avenue.
- Include route to NE 35th Place because there is more housing development that will occur in the region. It is already very high density, and the increase in property tax revenue would be a plus.
- RTS should operate a route on the circumference of the City (going around it clockwise and the opposite counter-clockwise). Thus one take the route from the extreme Northeast to the Southwest or the extreme Northwest to the Southwest on a route not designed to go thru heavy central Gainesville traffic and also provide transit for those on the fringes of the City and enable them to get completely around Gainesville not having to dart in and out of a central hub.
- It is imperative to connect east Gainesville's residential community to Santa Fe College in a route that is direct and reasonable in time to get to classes.
- Preference to routes that serve major trip generator (University of Florida, Santa Fe College, Shands, Downtown, Hospital) in the most time efficient way.
- Need buses that go to the Eastside of Gainesville, all of the Walmarts, all grocery stores, the DMV, and the Senior Recreation Center. Need a route that goes from West to East more North than University Avenue.
- Rapid transit is useful with increased frequencies, faster trips, and increased capacities as long as it provides a direct route to major destinations. Having to travel from Santa Fe College down to the Oaks Mall and then down to Butler Plaza before getting to University of Florida or downtown is baffling.
- Need to identify corridors and make the best connections between the highest usage areas of the system. This means going through the University of Florida campus and possibly providing new, frequent service to circulate passengers to other major destinations on campus.
- Multiple routes! Create direct paths for riders.
- Put rapid transit where there is the most congestion and where most people are going.

Service

- Keep it up. It's working well and helps the University of Florida population.
- Good luck! This project could really help shape the future of Gainesville.
- Keep doing this - Community needs this!
- What is important is cost effectiveness, route patterns, timeliness and safety.
- Need 75 to come every 30 min on Archer Road, especially on Saturdays.
- Need Sunday service, more buses on I-75 and service to East Gainesville.
- Sunday night service from Commuter Lot to Lexington Crossings. Many students often need rides home from getting off the busses. Taxis often never show up and SNAP never goes off campus.

Question 9. Other Comments

Service (continue)

- More buses north and west.
- Expand the hours for the buses that goes to airport, late night will be really helpful.
- Emphasize signal priority over dedicated bus lanes.
- Need to set ambitious goal for dedicated lanes & signal priority. It would be better to invest an extra year presenting this issue with DOT than conceding, getting a mixed traffic rapid transit and starting construction early.
- Schedule changes or cancelations should be promptly notified to the public.
- Need to focus on getting service to the City limits of Gainesville.
- Rapid transit should be for everyone and not just for students.
- Any deviations to attempt to capture student ridership will be wasted effort. Students are riding regular bus routes in droves already. That system isn't broken, so why try to fix it?
- The major problem right now is that there is a large population west of I-75 who would ride a rapid transit, but they are in the unincorporated areas and so they do not "count" in this analysis. The entire system needs to be Countywide, with rapid transit fitting into major corridors.
- At this time the transit system should be functional but not a luxury.
- The main focus for this system should be for students because that is what this town is built around. If the system is to be changed to cost more than the bus fares should be raised to support the changes.

Transit Facilities

- Enhance on-line service for cell phone and tablet.
- Amenities like WIFI on buses and stops would probably attract a higher income rider that doesn't always ride RTS.
- Important to board and de-board quickly, and having a pleasant environment inside the bus.
- Bike racks could catch areas such as Lexington crossing, and potentially other ones if bike rack locations where well planned.
- All buses in Gainesville need to have bike racks.
- The roads are already narrow and to designate a lane for busses is insane. Bus pull offs would fit the design better for an area where the mentality is to narrow roadways.
- Please look at way to integrate alternative transit (i.e., bicycle, pedestrian, etc.) along transit right-of-way, particularly when considering separated lanes/corridors.

Question 9. Other Comments *(continue)*

Safety/Security

- Has the safety of the public also been addressed. There will have to be extra police to monitor these buses and the crime that will take place on them.
- Public safety is a major concern, need to be addressed at the stops/stations and on the buses.
- The biggest challenge is convincing people who live in the suburbs to start using buses. Safe park-n-ride lots will be one important need.

Cost

- Cost to benefit ratio is not worth it. The economy is very rough currently, cost of living is high.
- It is cost prohibited to operate RTS in Gainesville. Let University of Florida have their bus system for students and use that money to fix our roads.
- Not in favor of this project. The bus service we currently have is sufficient.
- Not in favor of any rapid transit routes, waste of tax payer's money.

APPENDIX C
Public Meeting 2 Summary



Public Open House & Workshop #2

Thursday, May 23, 2013 – 6:00 PM to 8:30 PM

Workshop Summary

Location: GRU Administration Building, Multi-Purpose Room
301 SE 4th Avenue, Gainesville, FL 32601

Attendees:

- 42 members of the public signed-in (See Attached Sign-in Sheet)
- It is noted that at least 2 people that came in late did not sign in

RTS Staff & Presenters

- Jesus Gomez, RTS
- Mathew Mueller, RTS
- Alan Danaher, Parsons Brinkerhoff
- Ginger Corless, HHI/TOA

A public workshop was held on Thursday, May 23, 2013 to present project information and gain public input regarding the provision of premium transit in Gainesville/Alachua County. Attached to this summary is a listing of how the workshop was promoted. From 6:00 PM to 6:15 PM workshop participants were requested to sign in and view project boards that were on display.

Matt Muller, RTS opened the meeting by stating the intent of the meeting was to provide a briefing on the project and to provide the opportunity for the group to share their thoughts on the project and planning process. The group was informed that this was the second of four public workshops/meetings and the next workshop/meeting would be held in late summer.

The attached PowerPoint presentation was used to provide the update and was jointly presented by Alan Danaher and Ginger Corless. During and following the presentation, Ginger informed the group that the information presented can be accessed on the project website www.go-enhancerts.com. Ginger facilitated open discussion and comments.

The following is a summary of the questions/comments:

- Group wanted to make sure that we looked at a system transportation fix, specifically looking at the road network. There was concern that transit fixed guideways would take away from existing roadway capacity.



- What will the phasing be of the various segments? Answer given – At this time we have not looked at potential phasing; however, following technical work, will evaluate phasing options as part of development of the Locally Preferred Alternative and overall implementation strategy.
- Why are so many of the planned park and ride facilities on the west side of town? Answer given – Many of the facilities shown are either existing or located at a planned development. The goal would be to capture those trips coming from the west to use the enhanced transit system. East transfer locations include a potential one at Five Points and the existing Rosa Parks Transfer Station, as well as at the Airport.
- Will the hospitals contribute any funding? Funding options need to be evaluated – how much can we afford and who is paying for it? Answer given - Group was informed that there are numerous examples where medical and university organizations partner with transit agencies to enhance overall service.
- Comment was made that questioned the need to take premium transit to the airport at this time due to low commercial air traffic.
- Transit alternatives and strategies like this are needed since just adding additional roadway capacity only furthers sprawl and is not sustainable.
- What funding role will UF and SF have with the BRT? Answer given - We do not know, however, we are working with each of these organizations.
- There were multiple comments regarding – “How does this alignment help individuals who do not live near it? What improvements will be made to ensure connections from other non-BRT lines are possible? This does not appear to benefit the community as much as it does developers and students?” Answer given - Group was informed that this is only one project that RTS is looking at to improve services. This study itself will include analyzing how other system modifications can be made to serve the community and support premium transit. Group was informed that RTS is in the process of starting a Comprehensive Operational Analysis (COA) to look at overall existing system operations and facilities.
- How much is this study costing? What share is local/federal/state? Answer given – The study cost \$650,000 and is being funded through Federal and State dollars. There is no City match (State is providing the local match).
- What type of ridership increase for the BRT system in Eugene has been achieved? Answer given – The Eugene-Springfield area is a relatively similar community in size to Gainesville and has the University of Oregon; however, much smaller than UF. The average weekday boardings on BRT in 2012 exceeded 10,000 per month when UO was in session, along the two corridors totaling 11.5 miles in length. This represents a doubling of ridership prior to BRT implementation.



- How will the BRT interact with all the planned roundabouts in the community, I would think this would make it more difficult for transit.
- What are we doing to protect students from bad weather? Answer given – Facilities and shelters will be provided for premium services and RTS will be looking at their fixed line service facilities in the near future.
- We need to improve service for students and then get UF and SF to partner in funding.
- We need to improve the bus system for students so they are off the roadway resulting in less congestion for those who won't ride the bus.
- How will BRT enhancements be integrated with the bicycle mode? Frequently miss buses because the bicycle racks on the buses are already utilized. Answer given – There are bus designs that allow on-bus bike boarding – however, this takes away from capacity. There are also three capacity bike rack designs available.
- How long will this process take (planning to construction)? Focus should be on north-south connections and creating a more integrated network first? Answer given – We are in the planning analysis phase to determine what if any premium transit improvements are cost feasible and desired by the community. The planning study will be completed by the end of the year; from there it is up to the City and other funding partners to determine if they want to move forward in submitting a Project Development application to the FTA. The implementation process can then take 5-10 years after funding is received. Federal funding sources currently do not cover operating expenses.
- Why is the middle section of the community being ignored? Answer given – We are not ignoring, we will be looking at how to connect people to the premium transit system in the next phase of the planning process.
- We need to prioritize enhancing service and headways in East Gainesville.
- We need longer running hours. Answer given – Group was informed that FTA New Starts/Small Starts program eligibility requirements in the recent past have included BRT/Enhanced Bus service run every 10 minutes during peak periods and 15 minutes off peak, and for a minimum of 14 hours per day.
- Benchmarks are important but we must not always try to replicate what we see elsewhere and we need to recognize the unique characteristics of Gainesville.
- Premium transit is a “champagne” project – we need to take care of our existing crumbling infrastructure before we do something like this.
- Improving our roadway network is critical – BRT is currently a want not a need. We must restore the public's trust that the Gainesville City and Alachua County Commissions are properly spending our tax dollars. *Note: Similar comments to this one were made several times.*



- Streetcar was excluded as a mode but the City is doing a streetcar study right – how much is that study? Answer given - The City is in the process of looking at a downtown streetcar circulator through a conceptual study. The cost is \$100,000 – all City funding.
- What enhancements could we have made with that \$100,000 to the existing RTS system - couldn't we had done some signalization or facility improvements?
- We must focus on our roadway priorities first. We need to analyze whether the communities enacting BRT have the same level of poverty as Alachua County and have the same backlog in roadway repairs.
- Will service on the #39 RTS route be restored to Lamplighter in the Fall? Answer given – The #39 route will continue in the Fall to the FDOT facility and its frequency will be improved from 90 to 60 minutes.
- Disappointed that cost estimates have not been presented at this meeting. Looking forward to the next meeting to have them.
- Transit is not supposed to be profitable. We must recognize this and ensure that we are serving those most in need.
- I have had the opportunity to ride a similar system in Decatur, Georgia – Emory University. It works well and is free.
- RTS has a perception problem. Drivers can be very rude and buses not run on time.
- Bus drivers have to wait to leave to hit time points so they do not run hot.
- Is the meeting being recorded? Is anyone taking minutes? Answer given – No the meeting is not being recorded; however notes are being taken and will be documented.
- There are community improvements that can be done first before BRT. Appears that the middle section of the community was ignored and alignments built on predetermined outcome.
- RTS needs to augment their scheduling approach.
- There are those of us that support enhanced buses and believe we can have enhancements such as new shelters, preemptive signalization and service improvements without too much investment.
- Those opposed to BRT do not speak for the whole community. Road backlogs are worse in other counties.
- Commend the presenters for doing a good job organizing the presentation and Q & A.



Comment Cards

Ginger requested that attendees take a few moments and complete the comment card either before leaving the workshop or on-line at www.go-enhancerts.com. She stated that the presentation and the comment cards would be up for about 2 weeks.

A total of 16 comment cards were completed and turned in at the May 23rd Workshop. A separate summary will be prepared presenting and assessing the information provided on all comment cards submitted via the website or at other meetings occurring through June 14, 2013.

APPENDIX D
Summary of Public Comment Sheet, July 2013



SUMMARY OF PUBLIC COMMENT SHEET

The following summarizes public input on the refined "premium transit" alternatives. The information gathered is not meant to be scientific in nature, but to seek ideas from the public on the refined routing options.

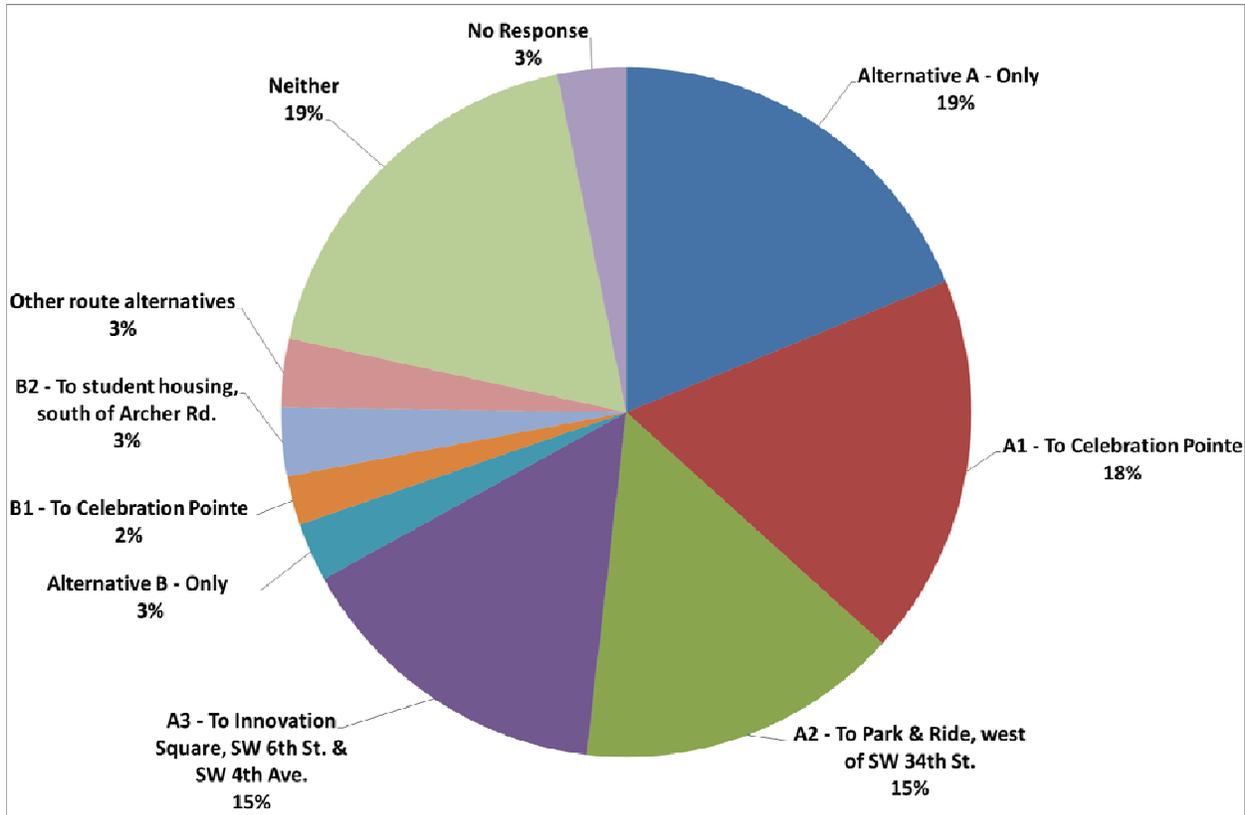
The public comment sheet was distributed at the May 23, 2013 Open House and Workshop and other community outreach activities during the months of May and June 2013, such as presentations at various community and agency meetings:

- Builders Association of North Central Florida
- North Central Florida Regional Planning Council/Metropolitan Transportation Planning Organization
- Gainesville Area Chamber of Commerce
- Black on Black Crime Task Force
- FloridaWorks

In addition, the public comment sheet was available at the study website at www.go-enhanceRTS.com from May 20 to June 21.

Information about the GO Enhance RTS Study and the on-line comment sheet were sent to the community via email-blasts and through announcements at the above mentioned meetings.

A total of **107 public comment sheets** were completed (*both returned from the outreach activities and on-line comment sheet*). Two additional surveys were also received via email. Please refer to **Appendix A** for summary of public comments pertaining to each of the three (3) questions from the public comment sheet. All public comments are paraphrased.



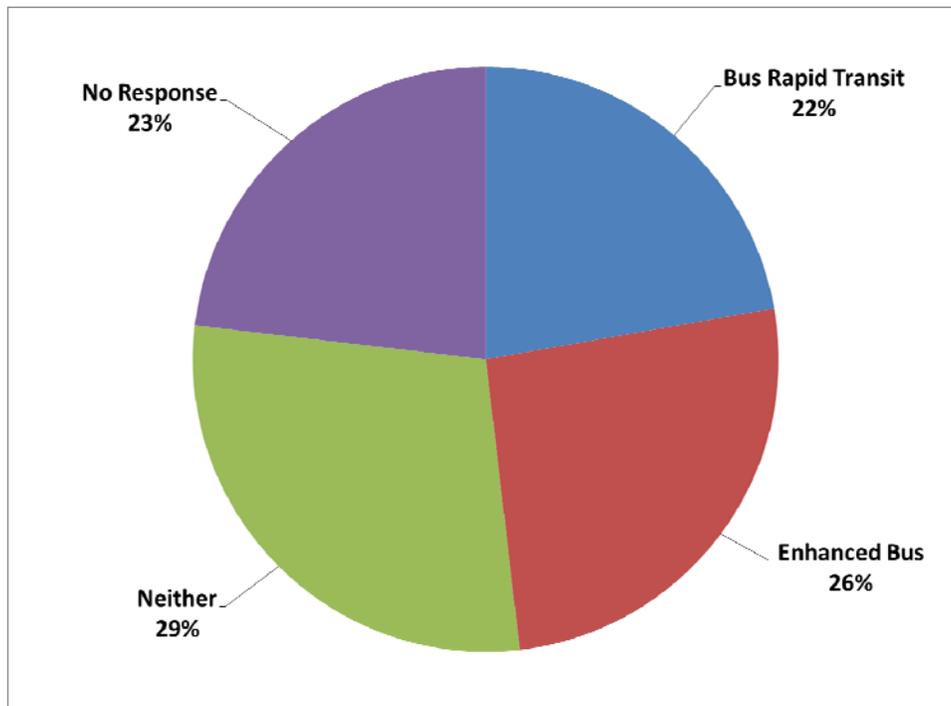
Note: Total 218 responses (multiple answers were selected)

Summary (All public comments are paraphrased)

- 19% of the respondents chose Alternative A-Only (note: 2% chose only Alternative A-Only and 17% chose Alternative A-Only plus other routing options).
- Preference for other routing options for Alternative A includes the following:
 - A1 (To Celebration Pointe) - 18%
 - A2 (To Park & Ride, west of SW 34th Street) - 15%
 - A3 (To Innovation Square, SW 6th Street and SW 4th Avenue) - 15%.
- 3% of the respondents chose Alternative B-Only (note: 0.5% chose only Alternative B-Only and 2.5% chose Alternative B-Only plus other routing options).
- Preference for other routing options for Alternative B includes the following:
 - B1 (To Celebration Pointe) - 2%
 - B2 (To student housing, south of Archer Road) - 3%

- 3% of the respondents indicated other routing alternatives, such as (see **Appendix A** for summary of public comments):
 - Modify Alternative A to pass UF Reitz Union (Museum Road) north/around Lake Alice; and ensure service to MLK Center.
 - Alternative A with southern portion staying on Archer Road.
 - Alternative B looks good but turning off of Waldo Road will slow it down. Keeping the route off of Campus and on Archer Road is critical to keeping faster service times. Other routes can connect small neighborhoods. Stopping at Santa Fe College might be cheaper, would readjust Spring Hills current route.
 - Need to include Haile Plantation in the study. A truly meaningful route would be a dedicated loop from Haile Plantation down SW 20th Avenue, across campus to Shands and back out Archer Road to SW 91st Street. Could even have a park and ride out there.
 - Serve the outlying communities, maybe three times a day.
- 19% of the respondents indicated neither alternatives and associated routing options. Their reasons included the following (see **Appendix A** for summary of public comments):
 - Improve existing service (i.e., headways, connections, buses/mini vans).
 - Provide more and better commuter options.
 - Prioritize expenditures to expand the current bus system to be more inclusionary to all citizens.
 - Need to include the Haile Plantation region.
 - Repair exiting roadways/infrastructure is a higher priority.
 - Insufficient population to make any of this feasible or cost effective.
 - BRT is not necessary and is too expensive.
 - Do not support BRT.
- 3% did not respond to Question 1.

Question 2: What is your desired transit mode for enhancing RTS service?



Note: Total 108 responses (multiple answers were selected)

Summary (All public comments are paraphrased)

- 22% of the respondents preferred Bus Rapid Transit.
- 26% of the respondents preferred Enhanced Bus.
- 29% of the respondents indicated neither transit modes (note: There is a 10% difference in those responses that chose neither refined "premium transit" alternatives in Question 1 versus neither transit modes as indicated here). Their reasons included the following (see *Appendix A for summary of public comments*):
 - Improve existing service, especially in East Gainesville (i.e., headways, connections, add routes, quieter and fuel efficient buses, signal priority, stop reduction, station enhancements).
 - Spend money on fixing the roads is a higher priority.
 - The taxpayer can't afford this BRT service.
 - Use bus fares to upgrade bus system.
 - It is not necessary and too expensive.
 - We do not need enhanced RTS service.
- 23% of the respondents did not respond to Question 2.

Question 3: Other Comments

See *Appendix A* for summary of public comments (all public comments are paraphrased).

APPENDIX A

Summary of Public Comments

(All public comments are paraphrased)

Question 1: Which refined "*Premium Transit*" route alternative do you prefer?

a. *Other Route Alternatives (Please explain)*

- Modify Alternative A to pass UF Reitz Union (Museum Road) north/around Lake Alice; and ensure service to MLK Center.
- Alternative "A" with southern portion staying on Archer Road.
- "B looks good but turning off of Waldo Road will slow it down. Keeping it off of Campus and on Archer Road is critical to keeping faster service times. Other routes can connect small neighborhoods. Stopping it at Santa Fe College might be cheaper, I would just readjust Spring Hills current route."
- Why wasn't Haile Plantation included in the study? Because we don't take the bus, may be because there is no bus to take! Drive to UF every day along with several thousand other cars along SW 20th Avenue or Archer Road. Why is there NO SINGLE route for us? (Only option is three bus changes and walking across a busy intersection on SW 20th Avenue). We don't go to Santa Fe College; the far majority of travelers go to UF/Shands. There is also no safe bike route. Therefore, driving is the only option. A truly meaningful route would be a dedicated loop from Haile Plantation down SW 20th Avenue, across campus to Shands and back out Archer Road to SW 91st Street. You could even have a park and ride out there.
- Serve the outlying communities, maybe three times a day. Maybe smaller buses to begin with, but once folks find it to be reliable, it will be used.
- RTS is the best system!

b. *Neither (Please explain)*

Service/Routing

- None of these routings bear any resemblance to the current RTS route map and the highest volume routes which RTS has identified.
- Until the buses can be scheduled to meet the connection, such as Route 75 which stops at 8:01 PM out of Linton Oaks. How can that community be helped?
- Not on a grid system.
- Just improve RTS headway or provide mini vans for special needs, and repair streets and roads.
- What Gainesville needs is more and better commuter options. When those are in place then we can start looking at connecting activity centers. With large numbers of workers going to only a few areas (UF, NFRMC/Mall, Downtown), better commuter service can have a great affect than connecting activity centers.
- Prioritize your expenditures to expand the current bus system to be more inclusionary to all citizens. Also optimize the route scheduling so that all of the lower income users will be able to use the bus system to get to and from work during normal working hours.
- No point to have BRT, if you do not include the Haile Plantation region. This is the largest number of people in the County not living in the City of Gainesville.
- It is not clear that moving around large empty vehicles is much of an improvement over moving around smaller ones. In fact, it may be worse. According to the

Department of Energy's Transportation Energy Data Book, in 2010 transporting each passenger one mile by car required 3447 BTUs of energy. Transporting each passenger a mile by bus required 4118 BTUs, surprisingly making bus transit less green by this metric. Rail transit admittedly fares better, at 2520 BTUs per passenger mile, but even this is not the kind of slam-dunk advantage over the auto that transit advocates might hope for.

- I don't ride the bus.

Roadways

- Prior to enhancing service, must maintain existing infrastructure and find a way to build trust needed to fund improvements. Fix the roads!
- Would like to see our roads improved. Let's focus on that before spending money for new buses and building a separate lane for them! Wish our planners would take care of the basics for the community. Take a look at Tower Road.
- Please fix the roads!!! Buses make us waste gas sitting behind them waiting in traffic to load and unload. Fix the roads with my tax \$\$\$\$ (i.e., Tower Road Southside in front of Wiles and 16th Avenue at NW 43rd Street east in front of Publix).
- These questions cannot be answered accurately until the County repairs the many dangerous roads on which we drive. Please submit the questionnaire again after repairs are made so we can best evaluate future RTS Service.
- Prefer the roads be repaired to enhance travel for automobiles. There are currently enough buses on the roads.
- Just spend money fixing our roads by filling pot holes and moving traffic.
- Please spend the money on road repairs.
- Put buses and "transit" on a back burner and fix all the roads first.
- STOP THE INSANITY...FIX THE ROADS! Why would anyone need to "explain"
- Stop the madness, maintain our roads!!!
- Just fix the roads; we can't afford bus rapid transit.

Cost

- There is insufficient population to make any of this feasible or cost effective. It is unfair to the needs of those in this community to use public funds to advocate for a project, that if it succeeds, will favor the private interests of a few developers and increase the transportation options of those who move into the communities envisioned by these investors - at enhanced profit to these investors - while underfunding the needs of many present day residents. A quicker way to achieve the same thing would be to purchase a fleet of luxury Humvees through regressive taxes on the poor to provide premium transit service to the rich.
- The taxpayer can't afford this. The taxpayers and the citizens need decently paved roads that don't destroy cars and cause a public safety hazard.
- This is not needed and is an enormous waste of money! Fix the roads!
- It is not necessary and is too expensive.

- Do not support BRT costs.

Not in Favor of BRT

- We do not need Bus Rapid Transit!
- Do not support rapid transit at this time and at costs.
- The public does not support this initiative, there are other priorities.

Question 2: What is your desired transit mode for enhancing RTS service?

a. Neither (Please explain)

Service

- RTS should have a robust local funding source to support bus opportunity at service levels according to need. Two-way signal priority, stop reduction, bus stop capital improvements are realistic goals. Fixed guideway must be part of the larger road planning process, and attempting to graft a poorly conceived version on the map or antagonizing the environmentalist communities with massive road widening schemes seem short sighted.
- Improve headways on existing RTS service in East Gainesville prior to thinking about enhancements.
- Improve headways in East Gainesville and repair our unsafe crumbling streets.
- Skeptical about checking the enhanced bus service option as it sounds like what we should be doing in our basic service. Add routes, provide right size buses, shorten the time between buses and make sure the buses go where they are needed most so people without cars can get where they need to go to keep jobs, medical appointments, etc.
- Would like to see electric buses which are quiet and clean. The routes can be changed as needs change. The stops should be on a platform in the median so they can be used in both directions. Passengers can step off quickly onto the platform and the bus can be on its way. They should run every 10 minutes. Examples: Chattanooga, Chicago (in process of being implemented), and Mexico City (where they carry more passengers than Gainesville has citizens).
- Concentrate on providing adequate bus service for college students.
- Increasing empty bus service on increasingly hazardous streets is a waste of resources.
- Don't know enough to make this decision! I trust the professionals.

Roadways

- These questions cannot be answered accurately until the County repairs the many dangerous roads on which we drive. Please submit the questionnaire again after repairs are made so we can best evaluate future RTS Service.
- Gainesville should be embarrassed about our roads - fix them!
- Just fix the roads!

- Fix the roads (i.e., Tower Road Southside in front of Wiles and 16th Avenue at NW 43rd Street east in front of Publix).
- Not sure about the data for RTS per person costs, but driving on the roads in town that need real attention. Please spend the money on the roads.
- Please spend the money on the roads. We are not going to ride bikes and we are not going to take the bus.
- Fix roads with tax funds.

Cost

- Our taxes are very high and our roads need repairing. Understand that there is a need for public transit; however BRT would be a very expensive endeavor. If we can find ways to pay for this type of projects why can't we find money to fix our roads?
- The taxpayer can't afford this. The taxpayers and the citizens need decently paved roads that don't destroy cars and cause a public safety hazard.
- Use bus fares to upgrade bus system.
- It is not necessary and is too expensive.

Not in Favor of BRT

- Please just stop it...please leave us alone...please go play in someone else's city!!! And quit shoving a square peg through a round hole!! You know this is a waste of money...how do you sleep at night?? Why would anyone need to "explain"
- The public does not support this initiative, there are other priorities.
- We do not need enhanced RTS service!!!
- Why not add helicopter service.

Question 3: Other Comments

Support

- Very excited about the next step serving Santa Fe College to Butler Plaza and Shands with Rosa Parks than the Airport is a great idea, but what about Route 39, what will happen to it?
- Excited about this new transit possibility!
- Supporter of great basic transit and excellent enhanced transit as well...both BRT and streetcar would fit well in Gainesville/Alachua County and will be well used.
- Sounds like a good idea. We can enhance mass transit, separate from the road, bike paths and pedestrian walkways. Our community is not a community of car drivers. In previous decades, people used to take streetcars, until General Motors bought them up and killed them off. More people will use mass transit if it was actually convenient and faster.

Routing Options

- Survey each municipality surrounding Gainesville as to either a percentage or hard numbers of their citizens who currently commute into Gainesville for work or school. Survey should also include where they work (i.e., UF, VA/Shands, SFC, downtown, Oaks Mall, NFRMC, Nationwide Insurance, Farm Bureau, Butler Plaza). This information will help refine what route configuration and where the Park & Ride/transfer stations would serve the greatest need.
- Take into consideration the notion of continuing Route 39, specifically the DOT bus stop. People at the Lamplighter Mobile Home Park desperately need mass transit. It is crucial that RTS continue with the bus stop at FDOT and keep the same drivers on this route; they are so much needed to help people along.
- Don't have it go down NE 9th Street. That is a residential road and can't take heavy traffic. Also, it doesn't need to go to Spring Hill. Don't be in the pocket of a suburban sprawl developer. It should stop at Santa Fe College.
- MLK Center transfer station could be considered (Citizen Field-major attractor) as alternative to 5 Points. Archer Road in front of Shands may be slower speed limit. Will local routes connect to new transfer stations, so not all routes go to Rosa Parks? Like Tallahassee/Leon County? Also has changed system, no corridor has multiple routes - Good Idea!
- Your study area includes the University Avenue/Newberry Road corridor yet all of your options ignore that corridor completely.
- Wish there was better connectivity off Tower Road.
- Provide more easy side bus routes for people to get to work and longer hours.
- More concerned with phasing of recommended or alternative options. Also regarding proposed transfer routes, I will simply point out disparity in East/West at 2/3. Why "premium transit" vs. BRT now?

Service/Amenities

- In Miami, they have dedicated lanes during rush hours for car-pools and buses that are heavily enforced.
- When riding a bike from Haile Plantation to the airport is faster than taking the bus, there is a problem. It takes three bus connections for Haile Plantation to get to the airport and there are bike paths nearly the entire way. So the bike paths do make a difference.
- Please keep even the low-income communities in the loop, not just the College students and their major concerns!! The regular people are here and use the buses on a continuous basis even when school is out!!
- Need to serve the population that rides the bus. The student housing sites are the best example. Your family style subdivision are a candidate but still difficult to entice riders and probably not worth the expense. Cost/effect should be a main basis for the decision.
- Enhanced bus - Later hours especially on routes that run near all local Emergency Rooms.
- Rail based alternatives at 10 times the cost of bus-based-rubber-wheeled vehicle transit seems to be completely unnecessary.
- BRT would leave out the transportation needs of many people. BRT is dearly aimed at encouraging the development of three or four suburban developments which are not

needed. We are saturated with suburbia. BRT should not be considered! To increase bus ridership for all people, improve the current bus system in the following ways:

- 1) Build more bus shelters (not black in color, but light colors to decrease heat) to shade riders from the heat and shelter them from the rain;
- 2) Plant trees (don't butcher them) next to shelters and benches for cooling;
- 3) Connect routes to prevent long, out-of-the way trips;
- 4) Provide smaller buses where ridership is less;
- 5) Provide improved technology here needed;
- 6) Keep emission exhaust from entering the bus interiors;
- 7) Provide more bicycle holding capacity on the buses; and
- 8) Provide more bicycle racks at stops.

These improvements would go a long way and cost a lot less than BRT. Many people do not regularly go to UF, Santa Fe, Butler Plaza or Oaks Mall. These malls are unpleasant places to shop, as many people avoid them.

- Major concerns include the mode of transportation (buses or rail) have all forward-facing seats; and provide some kind of shelter at every bus stop to protect from the elements. These two points go for all routes not just this enhanced route.
- More bus service needed to east Gainesville. Do not ruin our streets with trolley tracks which are inflexible.
- Right size the buses for the routes also. Quit using the large bus on routes that can be adequately served with a smaller bus.
- Crucial to have a park and ride or transit accessible to the population west of I-75/Archer Road to provide the population the opportunity to use mass transit and reduce traffic throughout the city
- Rapid transit sounds nice, but the real problem is getting folks from the last mile stops to a transfer station in a reasonable amount of time and having express service between the corridors. Nobody wants to wait 30+ minutes for a bus!
- You don't need dedicated lanes, just smarter management of when and where the bus stops and easier traffic management (like signal priority).
- There is no reason off-board fare and real-time passenger data can't be handled through a mobile application and also available at park and ride locations using an enhanced bus option. This would reduce cost and solve the real problem.

Repair Roadways

- Fix roads and current bus system first.
- Just fix the roads!
- This is simply another attempt to move citizens out of their autos. The roads should be repaired to make it easier for drivers to reach their destinations. The wish to cater to UF students should not be the priority. Providing well-kept roads for the taxpaying citizens who drive their own vehicles should be.
- No new taxes until the priority are to repair roads.

- Repair the roads, so both buses and vehicles can use the roads safely.
- The taxpayers and the citizens need decently paved roads that don't destroy cars and cause a public safety hazard.
- These questions cannot be answered accurately until the County repairs the many dangerous roads on which we drive. Please submit the questionnaire again after repairs are made so we can best evaluate future RTS Service.
- Fix the roads (i.e., Tower Road Southside in front of Wiles and 16th Avenue at NW 43rd Street east in front of Publix).

Costs

- The City approved spending \$100K on a study for a trolley car. That money could be better spent on increasing headways for RTS service in East Gainesville. Bond money with *Swift* is not appropriate for a city the size of Gainesville.
- This whole exercise is a waste of the taxpayers' money and should be done in house and save the cost of consultants.
- The County should be paying its share of Public Transit.
- BRT is too expensive and Gainesville is too small for it. Please enhance the existing bus service before spending hundreds of millions of dollars on an unnecessary BRT system.
- The taxpayer can't afford this!

Not in Favor of BRT

- I know you are well meaning but PLEASE "go" away. I demand my comments show up in your report as written...I will be on the lookout for them.
- The public does not support this initiative, there are other priorities.
- Come on guys, we don't have the luxury of having these things. Fix what is broken don't change to something new and costly. Solve the problem of moving traffic from one side of town to the other with few disruptions.
- Horrible idea - right up there with the Biomass plant! Keep it up, and watch all the overtaxed taxpayers leave the city and county!
- Quit wasting taxpayers' money on the RTS system. The ridership, other than college students, is basically non-existent. Leave the RTS system alone!
- When is the last time you rode a bus in Gainesville, only use them on game days which was great.

Other Comments

- Interested in learning more about the current transportation system in Gainesville and how the new system plans to improve the flow of traffic, as well as serve the population. Is there a development plan to work with the transportation plan?
- Please focus on the needs of this community over the needs of private developers and those who will benefit financially from assisting private developers is raiding public funds primarily for private purposes.

- Do not have enough information to make a realistic contribution. The only way to control sprawl is to build up "High Rises" Is this what we want? BRT? Bus Rapid Transit? Regional Bus? Premium Transit? Trolley - Joke! RTS - Regional Transit? Rapid Transit?
- This should have been audio recorded. It should have been a City Commission meeting-with all Commissioners present.
- RTS drivers need to be educated regarding Florida Statutes that pertain to cyclists sharing the road, and bicycles being vehicles. RTS drivers are among the biggest threat to cyclist safety. At least some do not understand how to share the road, and they show blatant disregard for cyclists' safety, and are, at times downright dangerous and rude. RTS management does not take complaints against bus drivers who endanger cyclists or pedestrians seriously. That needs to change before any support to expand our local RTS service.

APPENDIX E
Public Meeting 3 Summary



Public Meeting #3

Wednesday, February 26, 2014 at 6:00 PM to 8:30 PM

Meeting Summary

Location: GRU Administration Building, Multi-Purpose Room
301 SE 4th Avenue, Gainesville, FL 32601 Conference Room

Attendees:

29 members of the public signed-in

RTS Staff &Presenters

Jesus Gomez, RTS

Mathew Mueller, RTS

Alan Danaher, Parsons Brinkerhoff

Ginger Corless, HHI/TOA

A public meeting was held on Wednesday, February 26, 2014 to present the recommended enhanced transit route and improvements, and to gain public input.

The presentation was jointly presented by Alan Danaher and Ginger Corless. During and following the presentation, Ginger informed the group that the information presented and the comment sheet can be accessed on the project website www.go-enhancerts.com. Ginger facilitated open discussion and comments.

The following is a summary of the comments and questions.

Study Analysis

- Need to consider ridership under an economic deflation scenario.
- For your comparison did you use sister cities that are comparable to Gainesville? Answer given - Reviewed other university towns that have implemented BRT, in particular Eugene, OR (University of Oregon) and Ft. Collins, CO (Colorado State University), to draw comparisons.
- As density increases, how would this enhanced transit service benefit the community? Answer given - With greater density, particularly transit-oriented development, transit can serve travel demand more efficiently leading to greater ridership and less traffic congestion.
- How much of current ridership is student based? Answer given - In recent years, Santa Fe College and University of Florida ridership has accounted for 70%-80% of total fiscal year ridership.



- Would like to see how the increase in ridership will impact fare revenue and how that will offset costs. Answer given - This information will be included in revised presentation to the City Commission.
- Seems like FTA criteria is weighted in favor of transit dependent ridership and discounts choice riders. Answer given - That is correct.
- Selection of alternative seems subjective - How much did commentary at previous meetings affect decision? Answer given - The recommended alternative is based on a combination of the results of the detailed definition and evaluation of alternatives, as well as input from the public.
- How much of current cost is covered by fares? Answer given - In FY2013, RTS's fare box recovery was 65%.
- What is the cost for road repair in the City? Answer given - For specific information on roadway cost repairs please contact the Public Works Department at 352-334-5070.
- Where's money coming from? Answer given - The Go Enhance Study evaluated a number of different federal, state and local funding sources which could be applicable for transit improvements. A final decision on a recommended alternative and potential funding strategy will be the subject of further discussion with the City Commission and MTPo Board.
- What are cost differences between TSM and BRT? Answer given - The capital cost for the TSM alternative ranges from \$14.7 million for Corridor A vs. \$15.2 million in existing dollars. For the BRT, the capital ranges from \$56.7 for Corridor vs. \$66.0 million for Corridor B in existing dollars.
- What is the cost per station? Answer given – The cost of a typical station can range from \$231,000.00 for an enhanced stop (41-foot shelter canopy) to \$560,000.00 for an extended station (129-foot shelter canopy).
- What is the cost per bus? Answer given - For a new 40-foot standard bus in the TSM alternative, the assumed cost would be \$500,000.00 each (in existing dollars). For the BRT alternative, a 60-foot stylized vehicle with hybrid power was assumed, at an estimated cost of \$1.1 million each.

Service

- Need to first improve existing bus service and provide more bus shelters.
- Provide quicker service with fewer transfers.



- What is the service during holidays? Answer given - The same schedule as on Sundays – 12 hours from 10 AM to 10 PM at 30 minute frequency.
- Why are we not putting buses where the full loads are? Answer given - Under either the TSM or BRT alternative, buses would be added to corridor with high passenger utilization currently.
- Make the bus system more attractive for everyone, not just for students.
- UF library is now open 24 hours a day, need bus service to run 24 hours.
- The service should potentially run one hour headways from midnight to 5 AM.
- Why is Five Points transfer station necessary? Answer given - A new transfer station in East Gainesville would facilitate transfers between routes in East Gainesville, and would allow for shorter trips by local service in that area.
- Need to focus on East Gainesville.
- Did you look at connecting Santa Fe College to Oaks Mall? Answer given - Yes, extended limited stop service from Oaks Mall to Santa Fe College (and north to Santa Fe Village) would be provided in Phase 2 implementation of the recommended alternative. The service would also serve Newberry Village when developed.
- Citizens have said multiple times they do not want BRT or TSM.
- No money to implement this project.
- No enhancements until the existing system are improved.

Taxes

- A one cent increase in the cost of gas will impact the economy severely and so public investments in services like transit are important.
- Current taxation cannot fix the roads; therefore enhanced transit is not affordable.

Meeting Venue

- Meetings should not be at GRU, not easily accessible.
- Meetings should be at location where they can be recorded like City Commission.
- These meetings need to be publicized. Answer given - This meeting was advertised in the Gainesville Sun, City community centers, Alachua County and RTS websites, and on RTS buses.



In Favor

- Students rely entirely on the bus, so any improvements to the bus system would be welcomed.
- In full favor of expanding existing bus service.

Comment Cards

Ginger requested that attendees take a few moments and complete the comment card either before leaving the workshop or on-line at www.go-enhancerts.com. She stated that the presentation and the comment cards would be up until Saturday, April 19, 2014.

A total of 11 comment cards were completed and turned in at the February 26 Public Meeting. A separate summary will be prepared presenting and assessing the information provided on all comment cards submitted via the website or at other meetings occurring through April 19, 2014.

APPENDIX F
Summary of Public Comment Sheet, May 2014



SUMMARY OF PUBLIC COMMENT SHEET

The following summarizes public input on the recommended Locally Preferred Alternative (LPA). The information gathered is not meant to be statistically significant, but to seek ideas from the public on the recommended routing options and improvements.

The public comment sheet was distributed at the February 26, 2014 Public Meeting and was available on the study website at www.go-enhanceRTS.com from February 26 to April 19, 2014.

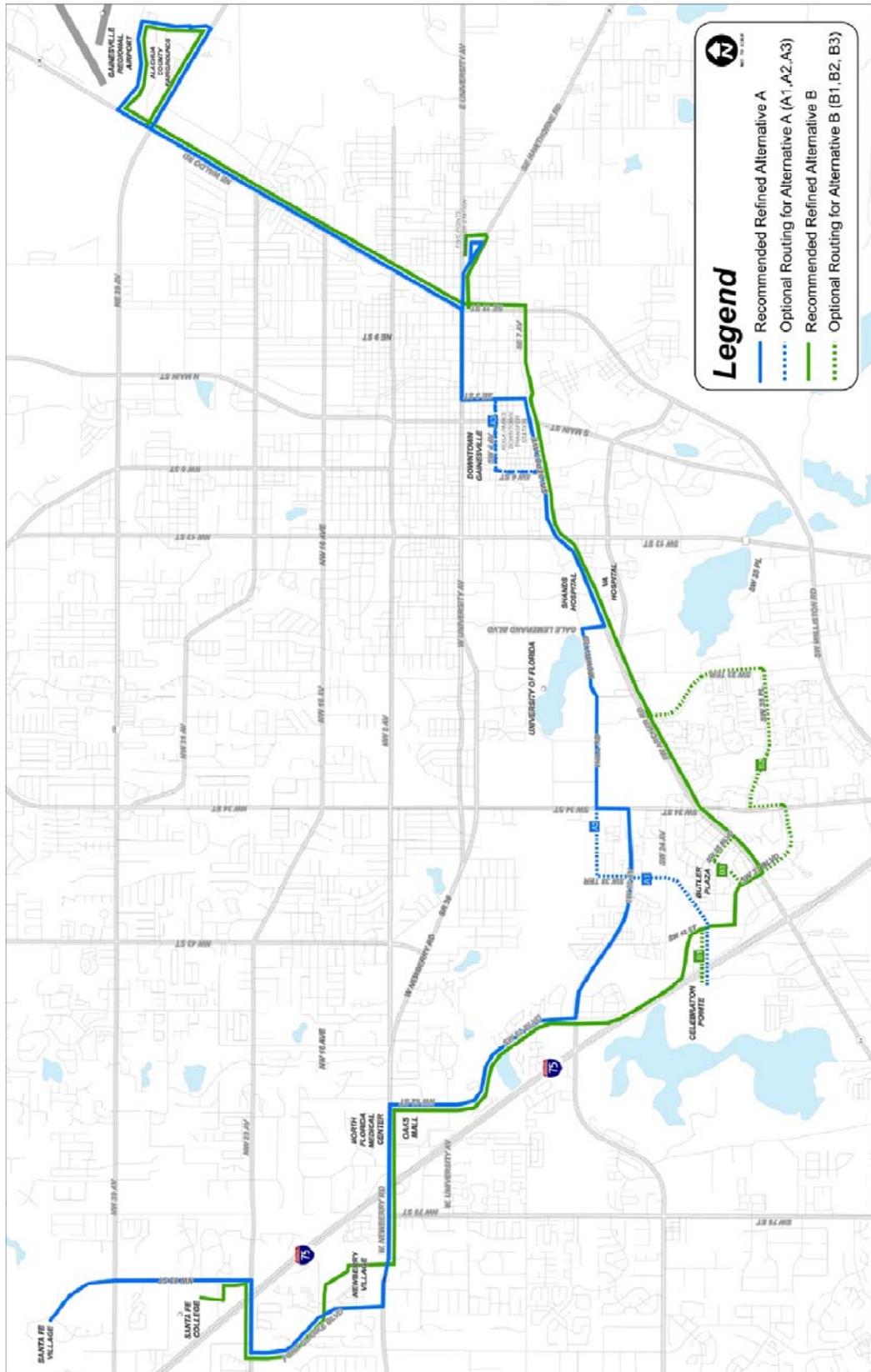
Information about the GO Enhance RTS Study and the on-line comment sheet were sent to the community via email-blasts and mentioned at the following public and agency meetings:

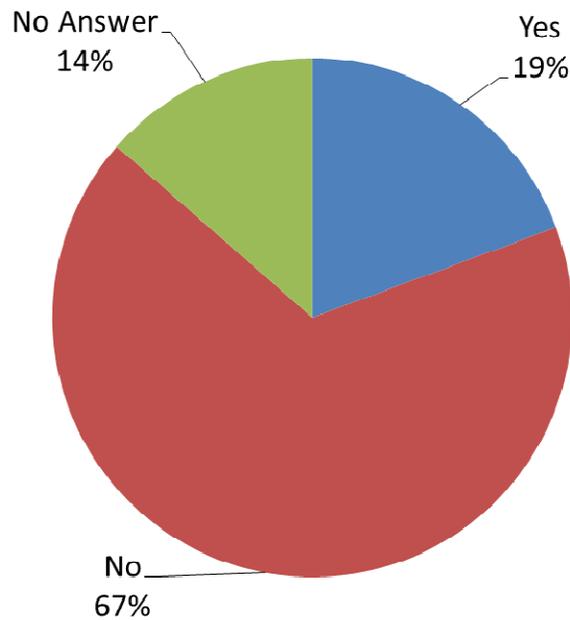
- Gainesville City Commission Meeting – March 20, 2014
- MTPO Technical Advisory Committee Meeting – April 2, 2014
- MTPO Citizens Advisory Committee Meeting – April 2, 2014
- MTPO Board Meeting – April 14, 2014

A total of **156 public comment sheets** were completed (*returned from the public meeting, on-line comment sheet and faxed in*). Please refer to **Appendix A** for summary of public comments pertaining to each of the nine (9) questions from the public comment sheet. All public comments are paraphrased.

Question 1: Do you agree with the study's conclusion that Corridor A is preferred over Corridor B?

MAP 1: Refined Corridor Alternatives





Note: Total 156 responses

Summary

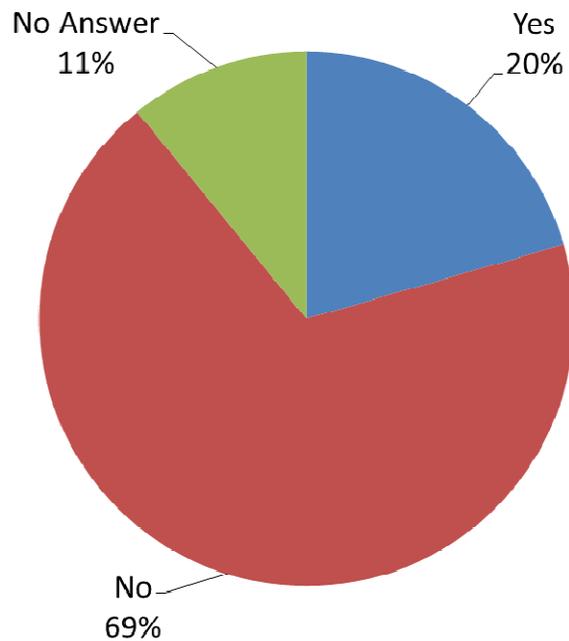
- 67% of the respondents disagree with the study's conclusion that Corridor A is preferred over Corridor B. Reasons include the following. See **Appendix A** for summary of public comments (all public comments are paraphrased).
 - Alternative routes/modifications
 - Archer Road consists of large amount of riders that would not be able to get on a rapid transit route if it goes through Hull Road.
 - Corridor B should extend to Celebration Pointe, Butler Plaza and the student apartments along 35th Place.
 - Directly connect both Celebration Pointe and Butler Plaza to the TSM system.
 - Provide a circulator route that goes only between Celebration Pointe and a TSM connection stop.
 - The route should be on a grid system.
 - Corridor A appears to benefit primarily UF, while Corridor B appears to have a larger service area.
 - By passing through S/E Gainesville, Corridor B is better posed to serve the populations that would most benefit from a TSM route.
 - Many more students in apartments would be outside of walking distance by using Corridor A.

- Connect people in East Gainesville with jobs in Butler Plaza.
- Consider the S/W portion of the metro area, particularly Haile Plantation, and then go out to Tioga.
- Provide service to the Tower Road area.
- Majority of the responses indicated a higher priority to fix/repair the existing roadway infrastructure.
- The City does not have the funding to implement the TSM.
- 19% of the respondents agree with the study's conclusion that Corridor A is preferred over Corridor B.
- 14% did not respond to Question 1.

Question 2: Do you agree with the study's conclusion that TSM should be pursued over BRT at this time?

MAP 2: Transportation System Management (TSM) Draft Locally Preferred Alternative



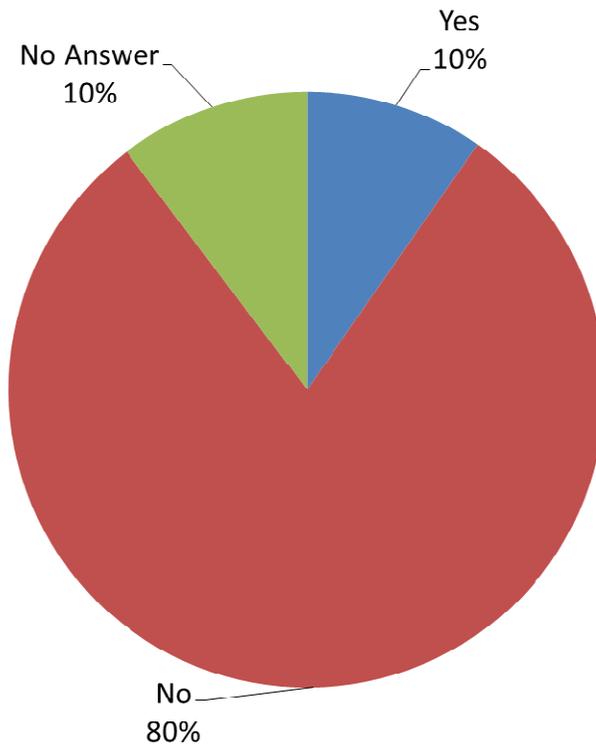


Note: Total 156 responses

Summary

- 69% of the respondents do not agree with the study's conclusion that TSM should be pursued over BRT at this time. Reasons include the following. See **Appendix A** for summary of public comments (all public comments are paraphrased).
 - Prefer BRT over TSM.
 - Make a greater investment now to implement a fixed rail system.
 - Focus on enhancing existing routes with more headways and fine tuning some of the routes and services.
 - Neither of these options serves the Tower Road area.
 - Should include a No-Build option.
 - Majority of the responses indicated a higher priority to fix/repair the existing roadway infrastructure.
 - Gainesville does not have funding to make either option financially feasible.
- 20% of respondents agree with the study's conclusion that TSM should be pursued over BRT at this time.
- 11% did not respond to Question 2.

Question 3: If you think the BRT should be pursued, would you accept it if funding would have to come entirely from local sources?

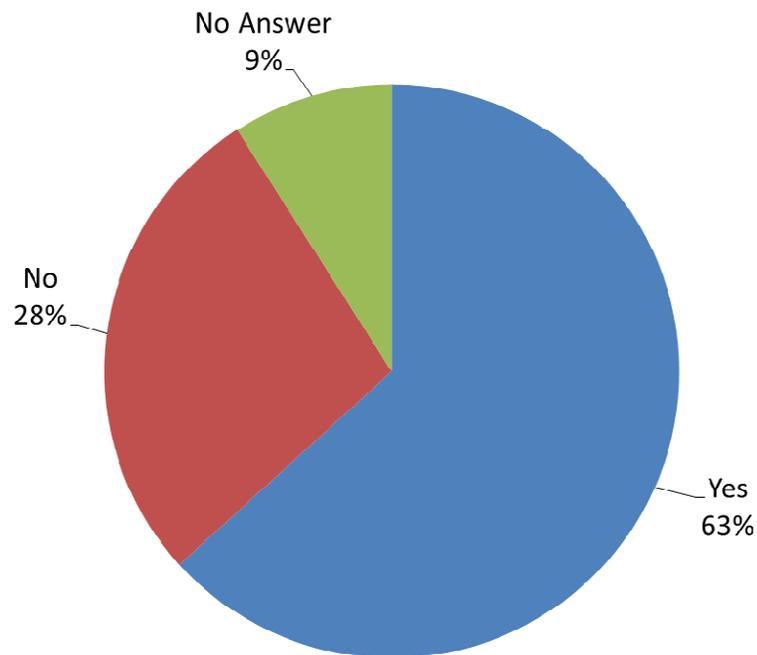


Note: Total 156 responses

Summary

- 80% of the respondents would not accept funding coming entirely from local sources for BRT.
- 10% of the respondents would accept funding coming entirely from local sources for BRT.
- 10% did not respond to Question 3.

Question 4: Are there any questions that the study did not evaluate that it should have?

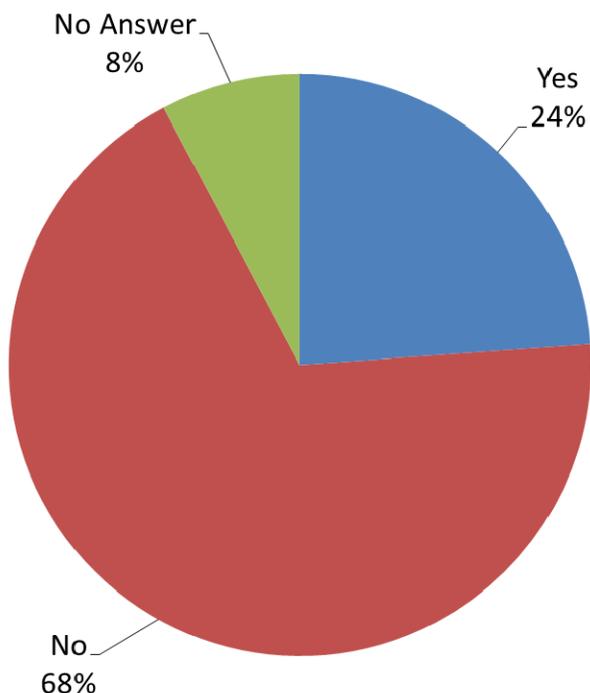


Note: Total 156 responses

Summary

- 63% of the respondents have questions that the study did not evaluate. The questions and comments included topics such as the following. See **Appendix A** for summary of public questions/comments (all public comments are paraphrased).
 - Economics
 - Service/Routing
 - Roadway/Infrastructure
 - Costs/Funding
- 28% of the respondents felt the study evaluated the questions.
- 9% did not respond to Question 4.

Question 5: Does the phasing of the TSM segments seem to occur in the best order?

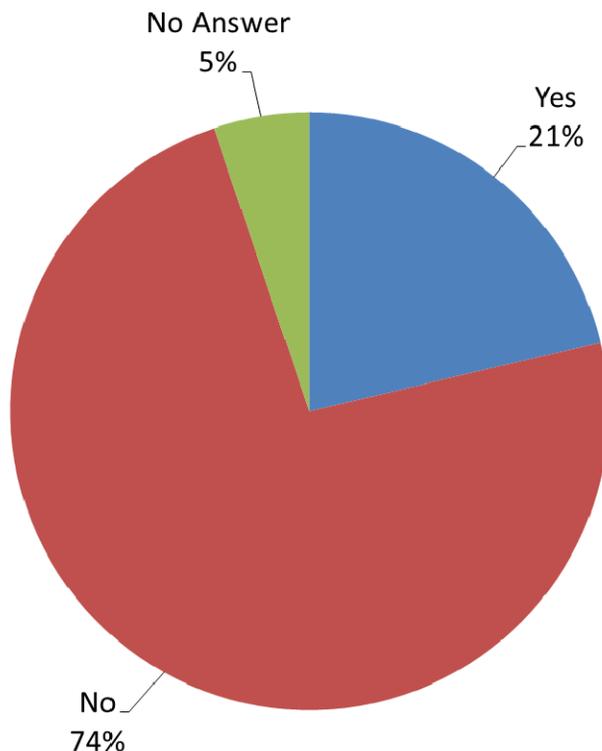


Note: Total 156 responses

Summary

- 68% of the respondents indicated additional phasing options, alternative strategies and other improvements. The comments include the following. See **Appendix A** for summary of public comments (all public comments are paraphrased).
 - Should implement the sections to the colleges first (perhaps with the park and ride option), then fill in the center portion as the second phase.
 - Existing bus routes and headways should be improved first.
 - It leaves out essential areas until too much later.
 - Study missed the bulk of the underserved populations.
 - Majority of the responses indicated a higher priority to fix/repair the existing roadway infrastructure.
 - Gainesville does not have funding to make TSM financially feasible.
- 24% of the respondents agree with the phasing of the TSM segments.
- 8% did not respond to Question 5.

Question 6: Would you support a transportation surtax that included transit improvements in general?



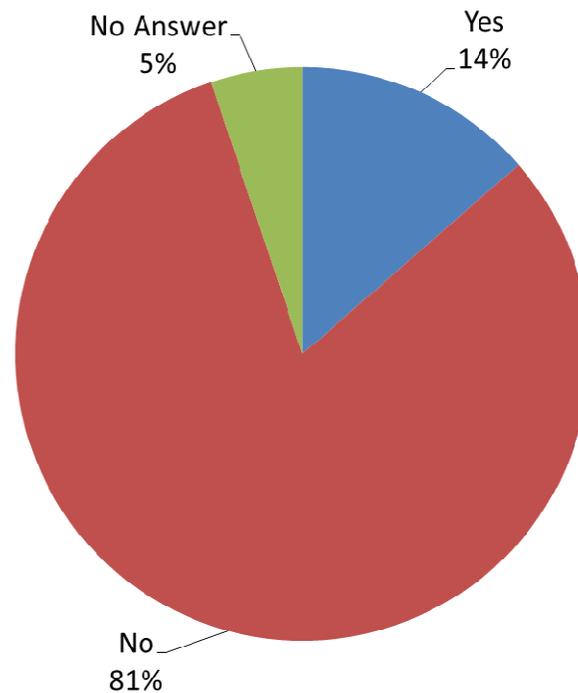
Note: Total 156 responses

Summary

- 74% of the respondents would not support a transportation surtax that included transit improvements in general. Reasons include the following. See **Appendix A** for summary of public comments (all public comments are paraphrased).
 - Support transportation surtax, but not in favor of BRT.
 - Any surtax should be used solely for improving existing bus service.
 - If specific targeted improvements were listed and financially practical, would be in favor.
 - Would not support surtax for transit.
 - Any surtax should be used solely for road repair and to handle the road maintenance backlog.
 - Not support any surtax until local government can manage current revenues for transportation.

- Grant money is the best answer always, at least initially.
- 21% of the respondents would support a transportation surtax that included transit improvements in general.
- 5% did not respond to Question 6.

Question 7: Would you support a transportation surtax that included the specific transit TSM improvements identified?

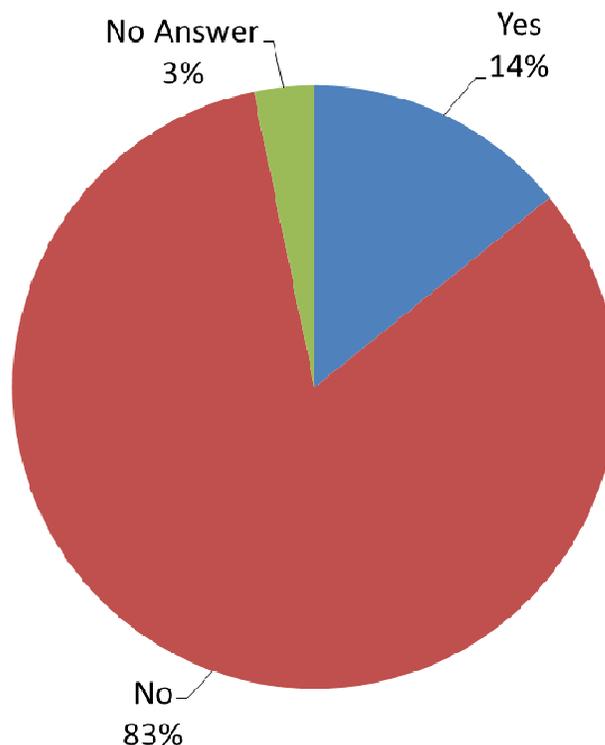


Note: Total 156 responses

Summary

- 81% of the respondents would not support a transportation surtax that included the specific transit TSM improvements. Reasons include the following. See **Appendix A** for summary of public comments (all public comments are paraphrased).
 - Any surtax should be used solely for improving existing bus service.
 - Any surtax should be used solely for road repair and to handle the road maintenance backlog.
 - Not support any surtax until local government can manage current revenues for transportation.
 - Express routes should be tested with existing equipment to determine if any of these routes would be beneficial.
 - This route does not meet the needs of the community.
 - Students are the primary users, start taxing them or the University/College.
- 14% of the respondents support a transportation surtax that included the specific transit TSM improvements.
- 5% did not respond to Question 7.

Question 8: Do you believe that mobility benefits of the TSM justify its cost?



Note: Total 156 responses

Summary

- 83% of the respondents do not believe that mobility benefits of the TSM justify its cost. Reasons include the following. See **Appendix A** for summary of public comments (all public comments are paraphrased).
 - TSM is a reasonable compromise, but the data in the study clearly demonstrates that BRT would be the most cost effective solution.
 - TSM as proposed does little to improve mobility.
 - Mobility benefits have not been clearly defined. The entire proposal seems unsuitable for this community.
 - None of what is proposed does anything for residents who live in the N/W part of the City.
 - Do not see the need for a brand new "transit center" in the Five Points area.
 - It still doesn't solve the I-75 constriction points and other traffic areas.
 - Do not see this project as justifying the cost. Our limited resources must first be used to repair the roads and reduce the backlog of existing road maintenance issues.

- Improvement in the mobility is too small to justify its cost.
- Gainesville does not have funding to make TSM financially feasible.
- 14% of the respondents believe that mobility benefits of the TSM justify its cost.
- 3% did not respond to Question 8.

Question 9: Other Comments

- See **Appendix A** for summary of public comments in the following topics (all public comments are paraphrased).
 - Service/Routing
 - Roadway/Infrastructure
 - Costs/Taxes

APPENDIX A

Summary of Public Comments

(All public comments are paraphrased)

Question 1: Do you agree with the study's conclusion that Corridor A is preferred over Corridor B?

If No, please explain:

Service/Routing

- Hull Road might initially save money in construction and enhanced transportation costs, but it will never have a high volume of riders.
- Archer Road consists of large amount of riders that won't be able to get on a rapid transit route if it goes through Hull Road.
- Corridor B should extend to Celebration Pointe, Butler Plaza and the student apartments along 35th Place. The bus will move more efficiently along Archer Road.
- Important to directly connect both Celebration Pointe and Butler Plaza to the TSM system.
- Provide a circulator route that goes only between Celebration Pointe and a TSM connection stop.
- The routes should be on a grid system.
- TSM system will be an important tool for connecting people in East Gainesville with jobs in Butler Plaza.
- Existing routes and headways should be improved by adding buses during peak times, etc., which is a less costly solution as opposed to BRT or TSM.
- Corridor A appears to benefit primarily UF, whereas Corridor B appears to service a much larger assemblage of residences. RTS already services UF; it needs to broaden the service area to better serve Gainesville residents who are now subsidizing RTS largely for the benefit of UF.
- By passing through S/E Gainesville, Corridor B is better posed to serve the populations that would most benefit from a TSM route.
- Neither route serves the 50,000 -60,000 residents in the Tower Road area. Need to address the existing population.
- Need to consider the S/W portion of the metro area, particularly Haile Plantation, and then go out to Tioga.
- Corridor A is not well connected to the growing area of Corridor B and will leave those residents without a good connection. Corridor A residents can connect more safely to Corridor B (and can also utilize other forms of transportation more easily) then Corridor B residents connecting to Corridor A (requires navigating across Archer Road).
- Need efficient transit options for the major traffic routes each morning and afternoon, such as: Newberry Road and Archer Road park/ride to several campus and Shands stops. The

same thing would be beneficial for those traveling 34th Street from US 441. These routes should not stop at shopping centers or other places, but simply offer an efficient alternative to the majority of County residents who commute to work daily. These dedicated park/ride options should run every 15 minutes between 6a.m. and 7p.m.

- Many more students in apartments would be outside of walking distance in Corridor A.
- Neither is an option at this point, when the ridership will increase only 2-6% for the additional costs.
- Do not have the population to support TSM.
- No enhance system until existing system improves.
- Do not believe projected ridership increases support the use of BRT.
- People will become frustrated with the buses moving in and out of traffic.
- Need to include more destination places.

Roadways/Infrastructure

- Neither option, need to fix the roads.
- Neither is necessary or "preferred." The priority should be fixing the existing roads, not figuring out how to put any new transit system on the current roads.
- First priority is to fix our roads. Why spend money on expanding our bus transportation when most of the buses that are not associated with UF only have a few riders?

Costs/Funding

- Both options are unacceptable, as Gainesville does not need, nor can it afford, nor justify such expenditures.
- No corridor or corridors will pay for itself. The large majority of people will use their hybrid cars, bicycles, electric cars, etc., so that ridership will be minimal.
- Other more important issues that need to be addressed with these funds.
- Have enough buses and routes. Use our transportation dollars to maintain and improve existing roads (i.e., CR236 between I-75 & High Springs).

Question 2: Do you agree with the study's conclusion that TSM should be pursued over BRT at this time?

If No, please explain:

Service/Routing

- TSM is a reasonable compromise, but the data in the study clearly demonstrates that BRT would be the most cost effective solution.
- TSM is better than nothing, but the long term goal can still be BRT.
- BRT will make Gainesville a forward moving City. Great transit means growth and a great City to visit. If we move towards a City of transit and pedestrian and bike friendly roads, then this will be a much better place to live. BRT has to be paired with pedestrian-friendly areas, so we are not dropped off in the middle of a road and have to trudge through the grass to get where we are going (i.e., Butler Plaza).
- BRT would be more effective transit with exclusive bus lanes to the extent possible on existing or planned roadways, new low-floor stylized 60-foot articulated buses, enhanced transit stations and off-board fare collection. BRT would be a leap in the right direction; TSM is a step.
- Not able to see any good reason to pursue TSM over the BRT option. The study seems to suggest that the two reasons for selecting TSM are cost and community preference. First, the higher capital cost for BRT is mitigated by lower operating cost. Also, neither option is affordable without a Charter County Transportation Sales surtax, a funding option that could more than pay for the capital cost of the BRT option. Second, the study should not rely solely on public opinion, and the people that show up at the public meetings do not represent community preference. The study's support for the TSM option is bewildering.
- We need to plan for the future and we need to provide services to attract investors used to seeing this level of investment in high quality infrastructure.
- What the study showed was that we do not need either and should focus on enhancing existing routes with more headways and fine tuning some of the routes.
- Less costly solutions exist as opposed to BRT or TSM, such as: improve existing routes and headways by adding busses during peak times, etc.
- A No-Build option should be pursued and enhance the routes that are at capacity.
- Neither system serves the 50-60,000 residents in the Tower Road area.
- Neither of these schemes should be pursued.
- The study not well planned at any level.
- Should include a No-Build option.

Roadways/Infrastructure

- TSM will not do anything to fix the current dismal road situation.
- Fix the roads before anything else. Not many people besides students ride the buses.
- Neither - spend the \$14.5 million on fixing poor road conditions.
- First priority is to fix our roads.
- Neither option. Fix the roads.

Costs/Funding

- Getting right-of-way now, when it is cheaper than it will be in the future, will allow for eventual installation of fixed rail system, if desired. If we are going to make a major investment, why not one that will significantly reduce the cost of future capital expansions?
- Why spend money on expanding our bus transportation when most of the buses that are not associated with UF only have a few riders?
- Gainesville does not have the population density to make either financially feasible.
- Neither is a good idea. Let's be smart and use the little dollars we have to protect our investment - fix the roads!
- No, other more important issues need to be addressed with these funds!
- It is more important to devote the limited resources to overdue maintenance on existing road infrastructure. Additional funding for RTS should come only after road maintenance backlog has been brought current.
- Have enough buses and routes. Use our transportation dollars to maintain and improve existing roads (i.e., CR236 between I-75 & High Springs).
- Neither route has any intention of being profitable.
- Let the developers foot the bill.
- They are both overly expensive.

Question 3: If you think the BRT should be pursued, would you accept it if funding would have to come entirely from local sources?

No explanation required to question, just a Yes and No response.

Question 4: Are there any questions that the study did not evaluate that it should have?

If Yes, please explain:

Economics

- The study does nothing to address the likely future economic background as it relates to revenue and ridership projections. Study assumptions are purely speculative notions made with no supporting evidence. The study does not recognize that historic data presented to support growth originated in a period of "hyper-growth" spurred by the "debt-bubble." The current economic background is now one of "stagnation" owing to 1) the necessity to lower debt levels; 2) the loss of jobs to technology replacing labor; and 3) offshoring of jobs. Stagnation or "stag-flation" is the future economic course projected by economists. In that case, Gainesville's ridership, transit fare and sales tax surcharge projections are baseless.
- There is no adequate economic study to validate sales tax revenue. Real estate cycle stated as 18 years is actually 30 years. Our economy is mired in stagnation. Real estate will not have a significant recovery. Jobs will not recover meaningfully.
- The study should have looked at City and County planning policies and at major economic development initiatives (such as Innovation Square or Spring Hills) when considering the land use benefits of premium transit service.
- The impact of a premium transit system on promoting transit supportive land uses and future development patterns.

Service/Routing

- Do we as a community want BRT (minus the loud naysayers)? The answer is, Yes!
- Would love to see BRT in Gainesville, but can't support any form of it using the currently proposed route and the proposal to add exclusive lanes. For this to work there needs to be multiple arterial routes, not one linear route. Also signal prioritization should be used, not the addition of exclusive lanes.
- The study should have evaluated efficiency in the current RTS system, delete poor ridership routes or reduce them, enhance those that are well ridden, and improve those routes and amenities (i.e., shelters, accessibility). The other part that was not considered was the importance of bus pullouts for improved congestion or flow. What about smaller buses?
- The obvious need to connect low income and large population centers off of Tower Road and in the Haile Plantation area, as well as the entire City of Archer, which should be connected by a park and ride option to decrease the need to four lanes on Archer Road.
- The study while it looked at destinations of riders seems to have completely missed looking at where the current ridership lives right now. While there are developments in progress that this would serve nicely, it missed many of the complete, utilized developments that have already come to fruition.

- Do the people of Gainesville want a \$14 million expansion of a bus system that sees very little use other than UF and Santa Fe College students? Do not approve of an expansion of limited ridership and expensive buses that will run mostly empty most of the time.
- The study should have taken an honest crack at explaining why Gainesville should obligate itself to higher long term operating costs for a lower quality of transit service.
- The study should have evaluated other corridors. The corridors evaluated in the study make no sense for anything except standard service.
- Why did Corridor A change drastically from the previous path? Why is Corridor B so limiting? Do they feel ridership is not warranted?
- Both Corridor A and Corridor B are the wrong routes.
- Need a connection to NW 39th Avenue between the Airport and Santa Fe College.
- Need a further west bus line. It could go up to Santa Fe College, but needs to go further west first.
- Why skip the largest area of existing, under-served homes?
- What is the difference between TSM and just adding more alternative routes with better transfer stations?
- Is there a demand for this? Was a cost benefit analysis done?
- More consideration of other alternatives would have been helpful.
- Impact on the Haile Plantation & S/W area.
- Need a No-Build option.

Roadways/Infrastructure

- The study was appropriate in scope, however, there was no need for the study in the first place as road repair and improving bus service is evident without an expensive study.
- Where is the money to fix the roads? Why are you spending more money on a system when a current system exists and it is barely used?
- Fixing our streets and roads should be the number one priority regardless of funding.
- Why did the study not focus on fixing our roads?
- Our roads are so poor that any analysis should include this issue.
- Did not address fixing the roads first. Must have a good road for the buses to travel on.
- Need to fix the neglected roads. Take care of the problems we have at hand rather than creating more problems for everyone and wasting more money.

- The study should have looked at fixing the roads as opposed to picking between two RTS choices. Public transportation does not pay for itself in the majority of situations. In the dense campus core it works by being tied to student fees.
- Fix the roads; realistically, look at the ridership on these mostly empty and expensive buses!
- Do not agree with the premise that this should be a priority over existing road maintenance backlog.

Costs/Funding

- The study does not address RTS annual revenue shortfall. The study should have addressed RTS's need to seek a full, fair funding from both UF and Santa Fe College. Gainesville residents are subsidizing RTS largely for the benefit of these schools which do pay into Gainesville's tax revenue.
- Could City incentive funding be used for transit system instead of funding parking garage construction? Could City impose special tax on beer delivery truck parking downtown to help fund system?
- How can the citizens of this City and County afford another expensive desire that a few elitists think we ought to have when we will be paying the highest utility rates for a biomass plant that we didn't need and they thought we ought to have? No more expensive "transformational projects". We can't afford this anymore.
- The study should have provided more clear data on how a Gainesville BRT small starts application would compare not just against the FTA criteria, but against small starts applications from other communities that have been successful in obtaining this grant. That so many other communities received funding with medium scores suggests that the study holds us to a too high and an inapplicable threshold.
- The long term effects of very little Federal funding due to the massive national debt.
- We keep spending money to expand the transit system, but do the numbers warrant the expansion?
- TSM is not necessary. The only changes justifying increased expenditures should be improved headway times and more buses on the heavily used routes.
- Do you think that bus transportation is cost effective?
- Profitability has not been considered.

Question 5: Does the phasing of the TSM segments seem to occur in the best order?

If No, please explain:

Service/Routing

- Should implement the sections to the colleges first (perhaps with the park and ride option) to alleviate traffic and parking concerns at those locations, then fill in the center portion as the second phase.
- RTS plans continually ignore a majority of the population on the west side of I-75 who commute into campus and Shands daily.
- It leaves out essential areas until too much later.
- Existing routes and headways should be improved by adding busses during peak times, etc. Less costly solutions exist as opposed to BRT or TSM.
- No enhance system until existing system is improved.
- Do not need TSM - if we keep the bus system, we have or scale it back.
- Study missed the bulk of underserved populations!
- Need a No-Build option.
- Against TSM.
- The segments should not occur at all in any order.
- Do not pursue TSM or BRT.

Roadways/Infrastructure

- The roads are in poor condition and will not support any additional taxes that go to bike lanes and busses at this time. Once the roads are repaired then consider reviewing other transit modes.
- No enhance system until road repair begins in earnest.
- Scrap the whole idea of TSM. Fix the roads!
- Pave the roads, not more busses.
- Let us move away from enhanced rapid transit until we have repaired our streets, and taken action to unclog the grid.
- Please fix the roads.

Costs/Funding

- They are both unacceptable. Gainesville does not need, nor can it afford, nor justify such expenditures, as either of these schemes entail.
- TSM is not necessary, the only changes justifying increased expenditures should be improved headway times and more busses on the heavily used routes.
- Can do this next transportation surtax go round when it is a more viable project.
- Neither route has any intention of being profitable.
- Can we really afford more mass transit; it will be a fiscal loss in perpetuity.
- Cannot afford BRT or TSM in our community. This is premature.

Question 6: Would you support a transportation surtax that included transit improvements in general?

If No, please explain:

Service/Routing

- Support transportation surtax, but not in favor of BRT. In favor of enhancing existing routes or even improving those routes in lower income areas that depend on buses for transportation.
- Any surtax should be used solely for improving existing bus service and amenities.
- Would typically be yes, but this question is too broad. If specific targeted improvements were listed and financially practical, would be in favor.
- Would not support surtax for transit. Bus service is underutilized and used almost exclusively by students.
- This proposal will create additional cost with no favorable impact on the S/W metro area.
- Deserve options that make sense, like connection to Haile Plantation.
- Not in favor of surtax for TSM.
- Need a No-Build option.

Roadways/Infrastructure

- Gainesville and Alachua County administrations seriously neglected City and road maintenance to the point that a critical and accelerating deterioration of road surfaces is taking place. If remediation is not immediately begun, the future cost of road resurfacing will be multiples of the present cost. Therefore, all else should be held in abeyance until further road surface deterioration is arrested.
- The roads are in poor condition and will not support any additional taxes that go to bike lanes and busses at this time. Once the roads are repaired then consider reviewing other transit modes.
- Taxed enough, money diverted from fixing the roads to other purposes/projects.
- Any surtax should be used solely for road repair.
- Focus surtax on repair and maintenance of roads.
- The surtax should handle the maintenance backlog first.
- Support surtax only if 100% goes to fixing our roads.
- What good is BRT if the roads are full of potholes and patches?

Costs/Taxes

- Grant money is the best answer always, at least initially.
- 2% ridership increase by 2035 – not worth investing in this alternative.
- A rate increase for the people actually using the bus system should be enacted to help fund RTS enhancements.
- Until local government can manage current revenues for transportation, we will not support more waste.
- Neither Gainesville's nor Alachua County's Commissions have demonstrated, nor legally proposed, that funds from a sales tax surcharge would be used exclusively for transit.
- Improvements to the transit system should be funded by the University if they are truly needed.
- Failed to show any restraint in fiscal responsibility with previous mandated taxation.
- Do not need more taxes - need proper use of the taxes.
- Not support any transportation tax. It's time RTS worked within their budget, and use of the money already collected.
- Need strong assurance that surtax funds will not be diverted to general usage.

Question 7: Would you support a transportation surtax that included the specific transit TSM improvements identified?

If No, please explain:

Service/Routing

- This route does not meet the needs of the community. Bus routes should follow the population, not where you want to see economic development occur. This route appears to be an attempt to serve low income areas as a vitalization effort, but misses the real needs of the community to get where they are going.
- The route chosen seems to be part of the City of Gainesville's overall agenda to try and revitalize East Gainesville. If you want to revitalize downtown/East Gainesville you must convince the affluent areas to go there by providing high quality easy mass transit that they will actually want to ride. Otherwise you are just creating an escape route for the people stuck in economically depressed areas. Go where people go to and from work, entertainment, school and shop.
- Missed the bulk of the under-served populations. There are 50,000 -60,000 people within 2 miles of Tower Road and SW 24th Street with no viable transit options. Route #75 is cumbersome and too long to make commuting for work, appointments, or school useful.
- Express routes should be tested with existing equipment to determine if any of these routes would be beneficial.
- Corridor A serves primarily UF and is not the best routing to serve the broader community.
- Gainesville should once again wait for a real proposal to improve our transportation options, to support infill and urban development, and help grow our economy, which this study does not.
- Any surtax should be used solely for improving existing bus service.
- Support transit, just not the way it is proposed here.
- Need a No-Build option.

Roadways/Infrastructure

- Gainesville's administration has foolishly spent large sums of money to "beautify" Gainesville to the extent of undermining road infrastructure.
- The roads are in poor condition and will not support any additional taxes that go to bike lanes and busses at this time. Once the roads are repaired then consider reviewing other transit modes.
- Support a sales tax to pay for infrastructure upgrades to our existing network of roads. It is the only economically feasible way to correct the half a billion dollar backlog of systemic failure over the last 30 years.

- Budget that has been wasted for 20+ years. Cut out the special services that are not essential and start fixing the roads with what is already collected.
- Any surtax should be used solely for road repair.
- Support a surtax that was limited to repair of existing roads.
- Fix the roads before any transit improvements.
- The surtax should handle the roadway maintenance backlog first.
- Please fix SW 62nd Boulevard.

Costs/Taxes

- TSM is not necessary. The only changes justifying increased expenditures should be improved headway times and more busses on the heavily used routes.
- A rate increase for the people actually using the bus system should be enacted to help fund RTS enhancements.
- Until local government can manage current revenues for transportation, we will not support more waste.
- Grant money is the best answer.
- Not supporting any surtax on anything. The dollars that we already pay is the highest taxed county in Florida (and probably the US) needs to be put to better use.
- UF students are the primary users, start taxing them or the University.
- Would not support any kind of transportation surtax.

Question 8: Do you believe that mobility benefits of the TSM justify its cost?

If No, please explain:

Service/Routing

- Do not see the need for a brand new "transit center" in the Five Points area. No mention was made about how service on the east side in general is going to be improved (i.e., increased frequencies or new routes). It would seem that would be necessary if a new transit center is being considered.
- None of what is proposed does anything for residents who live in the N/W part of City. Right now, people in that area have woefully inadequate service for basic commuting to work or school.
- TSM is a reasonable compromise, but the data in the study clearly demonstrates that BRT would be the most cost effective solution.
- TSM as proposed does little to improve mobility. Gainesville lacks sufficient ridership to support a transit system of sufficient scale to improve mobility.
- Mobility benefits have not been clearly defined. The entire proposal seems unsuitable for this community.
- Do not believe that all the right options were considered.
- Why spend money on expanding our bus transportation when most of the buses that are not associated with UF have a few riders?
- TSM is not necessary. The only changes justifying increased expenditures should be improved headway times and more busses on the heavily used routes.
- It still doesn't solve the I-75 constriction points and other traffic areas (i.e., Archer Road, South 34th Street).

Roadways/Infrastructure

- Do not see this project as justifying the cost. Our limited resources must first be used to reduce the backlog of existing road maintenance issues!
- Fix the roads before any transit improvements.
- Fixing our streets and roads should be the number one priority.
- No, it will accommodate small amount of people - fix the roads.

Costs/Taxes

- Presented no cost-benefit analysis – it is all conjecture with no proof.

- Because the improvement in the mobility is too small to justify its cost and we have too many other things to fund (such as a huge backlog of roads).
- The "mobility benefits", if any, accrue almost exclusively to those who are not paying any gas taxes or property taxes, both of which are the main sources of RTS funding. It is hard to "justify" an expenditure that has little, if any, chance of being recovered due to the benefits from making the expenditure.
- Yes, but considering how unpopular taxes are currently, chances of passing these surtaxes at any time soon seem a little difficult. Pursuing grant money always has better acceptance among people, but more headaches for the proponents of the plans. If these requests fail, then the surtax measures have greater chance of being passed. The other point about surtaxes is that you must estimate really well what the actual costs of these implementations are with the future in mind. Coming under-budget 10 years later is never well-interpreted by the voting public.
- Population density in Alachua County does not support these expenditures.
- Putting too much money in public transportation. Why keep doing it when the ridership is not justifying it. Yes, the numbers might increase year over year, but there are more cars added to the road than riders on the buses each year.
- No! The benefits do not justify the cost.
- There are few discussions of cost per trip.
- Cannot give good consideration to spending money if this is the best that can be proposed.

Question 9: Other Comments

Service/Routing

- Right now we have the opportunity to do BRT. It takes a long time to get everything in place, so we need to start now. It is disheartening to deal with pessimism when there is such an amazing project at our fingertips, something that would make our whole town a much better place to live.
- Overall, very much in favor of increased bus services in Gainesville however prefer Corridor B over A. Corridor A is still an improvement, and willing to pay the taxes necessary to see this happen.
- Glad to be living in a progressive City!
- Advocate for BRT, but cannot support the TSM route.
- The 39th Avenue corridor between Gainesville Airport and Santa Fe College is a "no brainer". It should be part of future TSM or BRT plans.
- Existing routes and headways should be improved by adding buses during peak times, holidays, and particularly when the University is not in session, which is a less costly solution as opposed to BRT or TSM.
- Need to spend resources on better service to the east side of town (i.e., bus shelters, increase headways). Much could be gained by putting the bus routes on a grid system with intersecting routes to reduce transit time. The current system is an additional burden to those who need it most and are already overburdened.
- TSM without smart control causes wasted time, money, fuel, and more pollution.
- TSM is a reasonable interim solution for this community, but feel that RTS should explore the use of articulated buses and enhanced stations as well to make it a true BRT-Lite scenario.
- A robust transit system is needed to ensure local Gainesville businesses do not lose customers, in particular in summer when the UF student population declines.
- Decision on possible convention center should be considered along priority corridors.
- Shands should be connected to Butler Plaza with a park & ride area at Butler Plaza.
- The MLK Center at Waldo Road and NE 8th Avenue is a major civic area, so a stop or a major station is needed.
- Five Points configuration seems awkward.
- Need to present another option. No-build alternative sounds more like it.
- Do not need enhancements that cost millions of dollars, instead improve service to East Gainesville (i.e., holiday, weekend and later schedules) and provide transit shelters.

- If either of these plans are implemented the art panels should not have pictures of RTS buses. Scenic pictures of local Gainesville landmarks such as Payne's Prairie, The Swamp, Downtown Gainesville and Innovation Square would build more of a community spirit to both residents and visitors.
- The existing transit system is backwards and under-utilized because it does not serve the population. Nothing will change until Gainesville leaders take a truly regional look at who are their residents and future residents, and what are their needs.
- Please take into account other large and underserved populations in the City and County. This seems to be skewed very much towards the College and the University, and even though these are employment centers, the obvious conclusion is that they are for students. We need good transportation alternatives to relieve traffic, to encourage good economic investment, and to show investors that our county is forward thinking and invested in clean economic growth.
- Limiting stops is a bad idea. Have used bus services over the years, particularly route #10, #5, and #43. Would hate to see these routes limited.
- How about more effective and efficient east-west corridors to improve motorists' access to I-75? If there were parking facilities convenient to I-75, might be able to support some sort of shuttle between that location and UF.
- Gainesville does not need a bus system. Let the UF run the busses.
- Raise the fares to cover the transportation improvements.

Roadways/Infrastructure

- One of the top priorities for government should be to maintain infrastructure. Thus far, our local government is failing in this regard. Before we ask taxpayers to pay more for "wants", government must show accountability for taking care of the "needs". Maintaining existing roads is critical and must come first, if there is to be good stewardship of the public funds.
- The roads in Gainesville and the surrounding area are terrible. The Commission has been fighting over repaving and widening for more than 15 years. Are the roads any closer to being fixed - No!! How much money has been spent on studies and plans when repaving would have been sufficient?
- Thought our gasoline taxes, which are some of the highest in the state, were dedicated funds and were to be used solely for roads. It is now obvious that these funds have been devoted for other uses. Since these funds were diverted, re-divert them to the roads which are in terrible shape and to road repair only. Only after the roads are repaired should rapid transit and bike paths and lanes be considered.
- Regardless of your mode of transportation, the roads here are terrible and can cause vehicle damage or bodily injury.

- Riding a bicycle is dangerous, especially along US 441 or 16th Avenue. The majority of people in this town just want the roads fixed.
- Spend the \$14.5 million on fixing poor road conditions.
- Fix the roads! Even the few bus riders would appreciate better roads.
- Just invest in fixing the existing roads.
- The roads need to be fixed, period - no more buses, no more bike lanes - just fix the roads.

Costs/Taxes

- RTS suffers an annual revenue shortfall of about \$10 million due to subsidizing UF and Santa Fe College. The City and Alachua County Commissioners have privately agreed that they will raise taxes on real estate owners if the sales tax surcharge initiative fails. Instead, the Commissions should levy sufficient charges on both schools to fully cover the costs of a bus service whose ridership is 85% students.
- UF and Santa Fe College do not pay an appropriate share of transit costs. Should not expand transit service which would benefit, primarily, those schools that are not paying their share of costs.
- Gainesville and/or Alachua County cannot support either system due to the high cost. It might sound wonderful to have BRT, but the bus system should not really be the priority.
- Pay a small fortune in property taxes, never use public transportation and drive the roads every single day. Deserve decent roads for the money paid to taxes. Do not resent paying taxes for others who want or need to use public transportation, but resent Commissioners who feel that Alachua County and Gainesville need more public/fancier transportation. Take care of the citizens who are carrying the financial burden of the County now and in the future.
- Our leadership needs to focus on the community and spend our money wisely. A BRT or TSM is not necessary. The bus system we have now is more than adequate and if anything should be scaled way back based on the need. It is the fiduciary responsibility of our leaders to protect our investment and repair our roadways.
- Would not vote to add a dime to the budget until there is a sure cut in waste and a movement to make the bus system profitable and repair the roads.
- TSM is not necessary, the only changes justifying increased expenditures should be improved headway times and more busses on the heavily used routes.
- Do not think the benefits outweigh the costs to build or operate.
- Economic assumptions ignore economic reality.
- Our community does not have the money to support BRT or TSM.