BRT Study Introduction

- **Purpose**: Identify a corridor, using some combination of Florida, Nebraska and/or Fowler avenues to connect Downtown Tampa to the USF Tampa Campus
Study Goals

• Improve safety and transit operating conditions
• Improve connectivity for east-west routes
• Improve local transit access for communities between USF and Downtown Tampa, including bicycle and pedestrian connectivity and signalized crossing improvements
Identified Transit Needs

• Expanded transit options for new and existing riders
• Better connectivity between USF and Downtown Tampa (as recommended by previous HART plans and studies)
• Premium transit service to support the City of Tampa’s plans for denser redevelopment and long-term economic growth
Timeline

We are here

- 2019
  - Jun: Kick-Off & Background Research
  - Jul: Preliminary Alternatives Public Workshop
  - Aug - Dec: Definition of Alternatives & Evaluation

- 2020
  - Jan: Recommended Alternative Public Workshop
  - Feb: Define Recommended Alternative & Supporting Projects
  - Mar: Recommended Alternative Decision
  - Apr: Phase 2 Begins
Coordinating Efforts

• Heights Mobility Study (FDOT)
• Tampa Streetcar Extension (City of Tampa)
• Regional Rapid Transit (TBARTA)
• Fowler Avenue Multimodal Corridor Study (FDOT)
• University Area Intermodal Center Study (FDOT)
• Downtown Intermodal Center Study (FDOT)
• US 41 and 41 B Improvements (FDOT)
Heights Mobility Study

- Consistent with concepts that propose:
  - Business Access Transit (BAT) lane or Mixed Traffic north of Violet Street
  - Lane reduction and transit lane south of Violet Street
  - Nonmotorized enhancements
Initial Alternatives & Screenings

• Seventeen (17) alternatives identified
  • Florida Ave to Fowler Ave
  • Nebraska Ave to Fowler Ave
  • Remaining use 1 of 15 cross-streets to connect from Florida Ave to Nebraska Ave

• Conducted 2 screenings:
  • Fatal Flaw Analysis
  • Preliminary Alternatives Analysis
  • Recommended Alignment
  • Initial BRT Alignment
  • Long-Term BRT Alignment

17 Initial Alternatives

Fatal Flaw Analysis

3 Preliminary Alternatives

Palm Avenue

Waters Avenue

Linebaugh Avenue

Preliminary Alternatives Analysis

Recommended Alignment

Removed due to overlap with MetroRapid North/South
Initial BRT Alignment

• Linebaugh Ave Alternative is recommended

• Provides the following benefits to the study area:
  • A higher opportunity for infill and redevelopment
  • Higher existing transit use and more uses that are compatible with transit
  • Higher degree of supporting land use
  • A greater potential for transit travel time savings

Linebaugh Avenue:
Total Alignment: ~12.09 miles
Dedicated Guideway: ~8.04 miles
66% Dedicated Guideway
Median Stations: 7
Curbside Stations: 26 (13 pairs)
Long-Term BRT Alignment

- HART’s long-term preference is to remain on Florida Ave to Fowler Ave
- Key issues to be addressed:
  - Land uses at north end of Florida Ave and at intersection with Fowler Ave
  - Ability to provide a dedicated lane under I-275
  - Ease/efficiency of connectivity with potential University Area Intermodal Center
1. Identify Supporting Transit & Nonmotorized Projects
2. Develop Project Prioritization Approach for Supporting Projects
3. Update HART Board in January 2020
4. Develop Recommended Alternative & Implementation Plan
5. Next Public Workshop in late February 2020
6. HART Board Decision in March/April 2020
7. Begin Phase 2
Tonight’s Workshop

- Review recommended Initial BRT Alignment and provide comments on:
  - Proposed alignment
  - Preferred elements of BRT
  - Other transit needs within the study area or along intersecting routes

- Non-motorized improvements
  - Station for you to identify safety issues within the study area
  - Information about Heights Mobility Study available

Additional information available about other regional transit studies available.