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
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

17 Initial Alternatives

Fatal Flaw Analysis

3 Preliminary Alternatives

Palm Avenue

Waters Avenue Linebaugh Avenue

Preliminary Alternatives Analysis

Recommended Initial 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
Since December 2019...

• We’ve been refining the BRT alignment with a focus on:
  • Guideway options
  • Station locations
  • Operating plan

• Identifying supportive transit and non-motorized projects
Recommended BRT Alignment

Alignment: ~15.66 miles
Dedicated Guideway: ~11.77 miles
71% Dedicated Guideway
Total Number of Station Areas: 19
- Median Stations: 9
- Curbside Stations: 10 (9 pairs + 1)
Recommended BRT Guideways

- Dedicated Bus Lane or Business Access Transit (BAT) Lane
- Right Lane Mixed Traffic
- Median Running Way (Bi-Directional or Two Lanes)

Bruce B Downs Boulevard

Nebraska Avenue - Bi-Directional Bus Lane

North Tampa Street
Potential BRT Stations

Northern Portion of the Alignment: Linebaugh Ave to USF area

- Recommended Alternative Alignment
- Recommended Station
- Recommended Optional Station
- Study Area

All proposed station locations are conceptual. The feasibility and exact placement of stations will be determined during later stages of planning and design.
Potential BRT Stations

Central Portion of the Alignment: Linebaugh Ave to Hanna Ave

All proposed station locations are conceptual. The feasibility and exact placement of stations will be determined during later stages of planning and design.
Potential BRT Stations

Southern Portion of the Alignment: Floribraska Ave to Whiting St

All proposed station locations are conceptual. The feasibility and exact placement of stations will be determined during later stages of planning and design.
Modern BRT Station Concept

Note: BRT station concept. Final station design to be determined.
Comparative Travel Times

Midpoint Travel Times

<table>
<thead>
<tr>
<th>Travel Segment</th>
<th>Heavy Congestion Route 1 (PM Peak)</th>
<th>Scheduled Route 1 (PM Peak)</th>
<th>Estimated BRT Travel Time (PM Peak)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sleigh Avenue to USF</td>
<td>40+ minutes</td>
<td>34 minutes</td>
<td>16-17 minutes</td>
</tr>
<tr>
<td>Sleigh Avenue to Downtown Tampa</td>
<td>32+ minutes</td>
<td>28 minutes</td>
<td>14-15 minutes</td>
</tr>
</tbody>
</table>

Northbound from Downtown Tampa to USF

- 80+ minutes
- 46 minutes
- 32-35 minutes

Southbound from USF to Downtown Tampa

- 65+ minutes
- 60 minutes
- 33-36 minutes
Supporting Transit Projects

For more detail, please see full size display boards.

Bus Bay

A bus bay is an area that allows the bus to pull out of the travel lane at stops. This feature improves safety for the bus and its riders and reduces congestion in the travel lanes.

Queue Jump

A queue jump allows a bus to “jump” in front of the other traffic at a signalized intersection. A queue jump requires an additional lane (an existing right turn lane, for example) and a special signal. This improves travel times for buses on congested corridors.

Transit Signal Priority (TSP)

TSP is a system that allows the buses to communicate with the traffic signals to either extend the green light time or reduce the red light time so that the bus can clear the intersection. TSP improves travel time reliability for buses.

ADA Accessible Path

Pathways will be provided in between the points noted that comply with the Americans with Disabilities Act requirements.
Supporting Non-Motorized Projects

For more detail, please see full size display boards.

Potential Non-Motorized Improvements – Northern Corridor

<table>
<thead>
<tr>
<th>Map ID</th>
<th>On Street</th>
<th>From/To</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>46th Street</td>
<td>Whiteway Drive to Fowler Avenue</td>
</tr>
<tr>
<td>2</td>
<td>Country Club Drive</td>
<td>North Boulevard to Florida Avenue</td>
</tr>
<tr>
<td>3</td>
<td>Bougainvillea Avenue</td>
<td>North Boulevard to Florida Avenue</td>
</tr>
<tr>
<td>4</td>
<td>Bougainvillea Avenue</td>
<td>Florida Avenue to Central Avenue</td>
</tr>
<tr>
<td>5</td>
<td>Bougainvillea Avenue</td>
<td>Annette Avenue to Nebraska Avenue</td>
</tr>
<tr>
<td>6</td>
<td>Florland Drive/Pattuk Avenue</td>
<td>North Boulevard to Florida Avenue</td>
</tr>
<tr>
<td>7</td>
<td>Hanlon Street</td>
<td>Florida Avenue to Central Avenue</td>
</tr>
<tr>
<td>8</td>
<td>Broad Street</td>
<td>Highland Avenue to Florida Avenue</td>
</tr>
<tr>
<td>9</td>
<td>Jean Street</td>
<td>Florida Avenue to Central Avenue</td>
</tr>
</tbody>
</table>

Sidewalk Connections

Bicycle Connections

A 15th Street 131st Avenue to Fletcher Avenue
B 15th Street Linebaugh Avenue to Fowler Avenue
C Florida Avenue Fowler Avenue to Fletcher Avenue
D Florida Avenue Linebaugh Avenue to Fowler Avenue
E Country Club Drive North Boulevard to Florida Avenue
F Fowler Avenue Florida Avenue to I-275
G Bougainvillea Avenue Florida Avenue to Nebraska Avenue
H Busch Boulevard North Boulevard to Nebraska Avenue
I Sligh Avenue North Boulevard to Florida Avenue
J Sligh Avenue Florida Avenue to Nebraska Avenue
K Sligh Avenue Nebraska Avenue to 15th Street
Supporting Non-Motorized Projects

For more detail, please see full size display boards.

Potential Non-Motorized Improvements – Southern Corridor

<table>
<thead>
<tr>
<th>Sidewalk Connections</th>
<th>On Street</th>
<th>From/To</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>Jean Street</td>
<td>Florida Avenue to Central Avenue</td>
</tr>
<tr>
<td>10</td>
<td>Idlewild Avenue</td>
<td>Ola Avenue to Florida Avenue</td>
</tr>
<tr>
<td>11</td>
<td>Idlewild Avenue</td>
<td>Florida Avenue to Central Avenue</td>
</tr>
<tr>
<td>12</td>
<td>Henry Avenue</td>
<td>Ola Avenue to Florida Avenue</td>
</tr>
<tr>
<td>13</td>
<td>Henry Avenue</td>
<td>Florida Avenue to Central Avenue</td>
</tr>
<tr>
<td>14</td>
<td>Wilder Avenue</td>
<td>River Boulevard to Florida Avenue</td>
</tr>
<tr>
<td>15</td>
<td>Wilder Avenue</td>
<td>Suwannee Avenue to Central Avenue</td>
</tr>
<tr>
<td>16</td>
<td>Cayuga Street</td>
<td>Florida Avenue to Central Avenue</td>
</tr>
<tr>
<td>17</td>
<td>Indiana Avenue</td>
<td>Ola Avenue to Florida Avenue</td>
</tr>
<tr>
<td>18</td>
<td>26th Street</td>
<td>Ola Avenue to Highland Avenue</td>
</tr>
<tr>
<td>19</td>
<td>26th Street</td>
<td>Highland Avenue to Florida Avenue</td>
</tr>
<tr>
<td>20</td>
<td>26th Street</td>
<td>Florida Avenue to Avon Avenue</td>
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<tr>
<td>21</td>
<td>Gladys Street</td>
<td>Tampa Street to Florida Avenue</td>
</tr>
<tr>
<td>22</td>
<td>Ross Avenue</td>
<td>Tampa Street to Florida Avenue</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Bicycle Connections</th>
<th>On Street</th>
<th>From/To</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>Sligh Avenue</td>
<td>North Boulevard to Florida Avenue</td>
</tr>
<tr>
<td>J</td>
<td>Sligh Avenue</td>
<td>Florida Avenue to Nebraska Avenue</td>
</tr>
<tr>
<td>K</td>
<td>Sligh Avenue</td>
<td>Nebraska Avenue to 15th Street</td>
</tr>
<tr>
<td>L</td>
<td>Hillsborough Avenue</td>
<td>I-275 to Nebraska Avenue</td>
</tr>
<tr>
<td>M</td>
<td>Highland Avenue</td>
<td>Violet Street to Hillsborough Avenue</td>
</tr>
<tr>
<td>N</td>
<td>Indiana Avenue</td>
<td>Ola Avenue to Florida Avenue</td>
</tr>
</tbody>
</table>
Next Steps

Tasks associated with applying for a Federal Transit Administration Capital Improvement Grant

Tasks associated with implementation of these projects

Apply for FTA Capital Grant

Pursue Supporting Projects Only

Phase 1 Begins

Initial Public Workshop

Second Public Workshop

Phase 2 Recommendation

1

2

Phase 2 Begins

Jun

Dec

Mar

2019

2020