HART
Hillsborough Area Regional Transit Authority

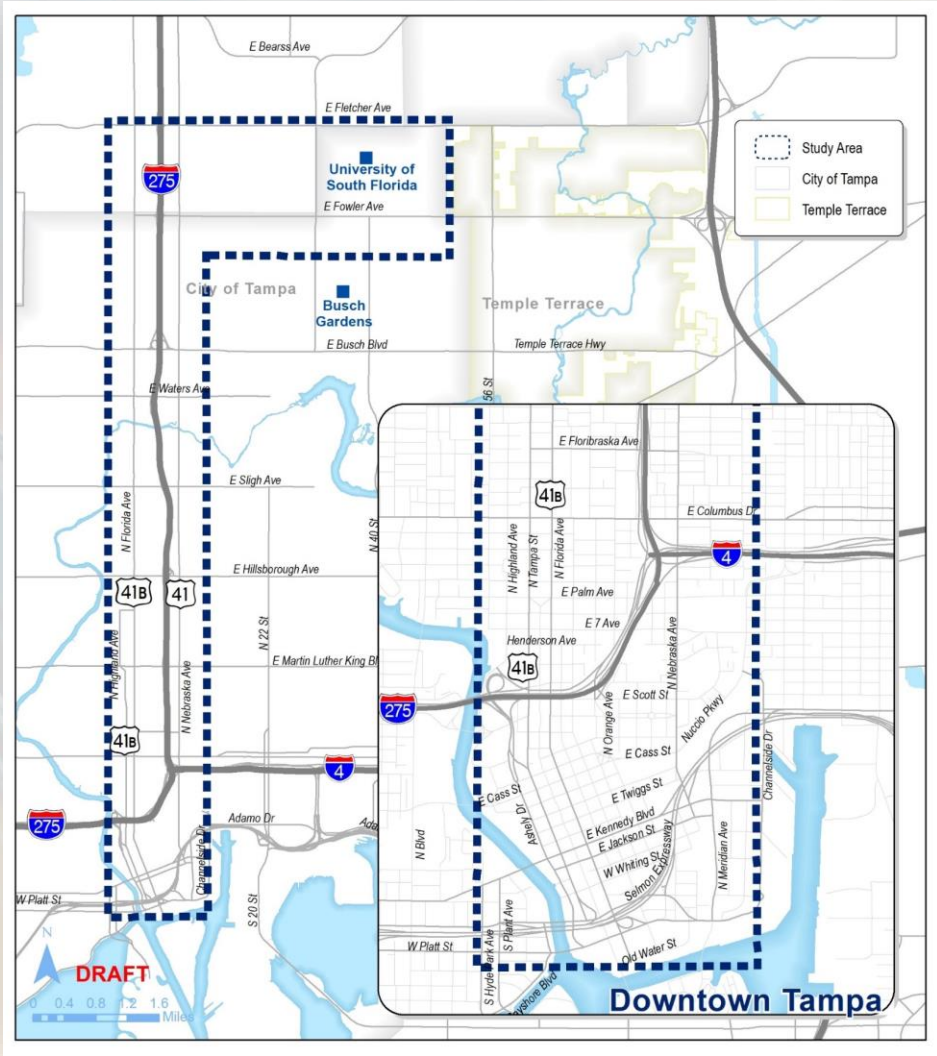
Phase 2A Update

HART Tampa Arterial BRT Study

January 2022

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

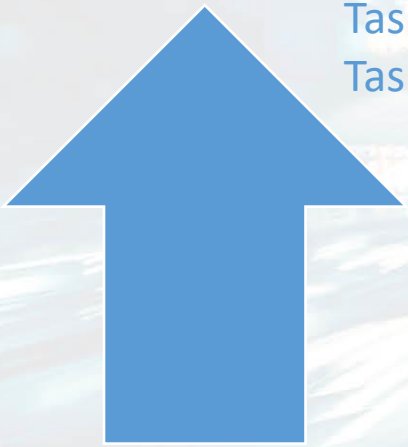
- Improve safety and transit operating conditions
- Improve connectivity for east-west routes
- Improve local transit access for communities between USF and Downtown Tampa, including bicycle and pedestrian connectivity and signalized crossing improvements

BRT Study Timeline

- June 7, 2019 - Notice to Proceed issued for Tasks 1-3 (Phase 1)
  - Task 1 – Project Management and Public Involvement
  - Task 2 – Define and Evaluate Preliminary Alternatives
  - Task 3 – Recommended Alternative, Supporting Transit Project Opportunities, and Complementary Non-Motorized Mobility Improvements
  - Scope of Services included decision point for Board at end of Phase 1 (see next slide)
- September 14, 2020 - Board decided to suspend this decision point until after Phase 2A
- May 7, 2021 - Phase 2A Notice to Proceed issued for Task 5 (Phase 2A)
  - Task 5 – Preliminary Engineering and Design of Recommended Alternative
- March 2022 - Board to decide path for Phase 2B (see slide 6)

BRT Study Original Approach

Task 1 – Project Management & Public Involvement
Task 2 – Define & Evaluate Preliminary Alternatives
Task 3 – Recommended Alternative, Supporting Transit Project Opportunities & Complementary Non-Motorized Mobility Improvements



Phase 1

Phase 2

Decision Point

- Pursue FTA Funding for Recommended BRT Alternative
- Pursue Implementation of Supporting Transit and Non-Motorized Mobility Improvements

Task 4 – Supporting Project Engineering Plans & Permitting
Task 5 – Recommended Alternative PD&E
Task 6 – Owner's Representation During Construction & Project Management Support

BRT Revised Study Approach

Task 1 – Project Management & Public Involvement
Task 2 – Define & Evaluate Preliminary Alternatives
Task 3 – Recommended Alternative, Supporting Transit Project Opportunities & Complementary Non-Motorized Mobility Improvements

Phase 1

Phase 2A

Task 5 – Recommended Alternative PD&E

Decision Point

Pursue FTA Funding for Recommended BRT Alternative

Pursue Implementation of Supporting Transit and Non-Motorized Mobility Improvements

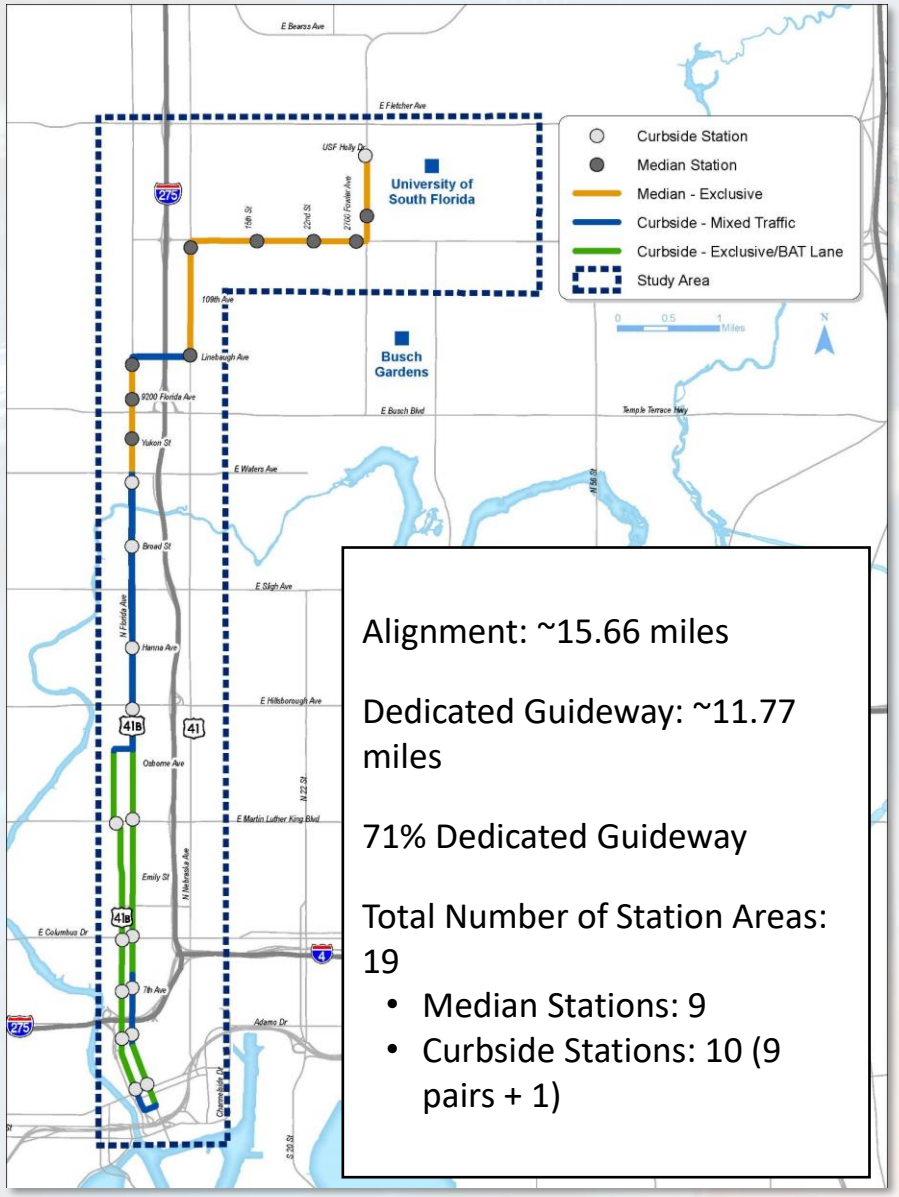
Phase 2B

Task 4 – Supporting Project Engineering Plans & Permitting
Task 6 – Owner's Representation During Construction & Project Management Support

Phase 1 Collaboration

- Technical Committee convened 3 times
  - Members included City of Tampa, Hillsborough County, Hillsborough MPO, and CUTR
- Stakeholder Committee convened 3 times
  - Members included FDOT, City of Tampa, residents from study area, Chamber of Commerce, and USF
- FDOT Fowler Ave Multimodal Study
  - Multiple coordination meetings through FDOT's standing Transit Studies & TBNext Meeting meetings
  - FDOT study team members participated in 2nd public workshop
  - Specific coordination meeting with FDOT on 8/11/21

Recommended BRT Alignment – Phase 1



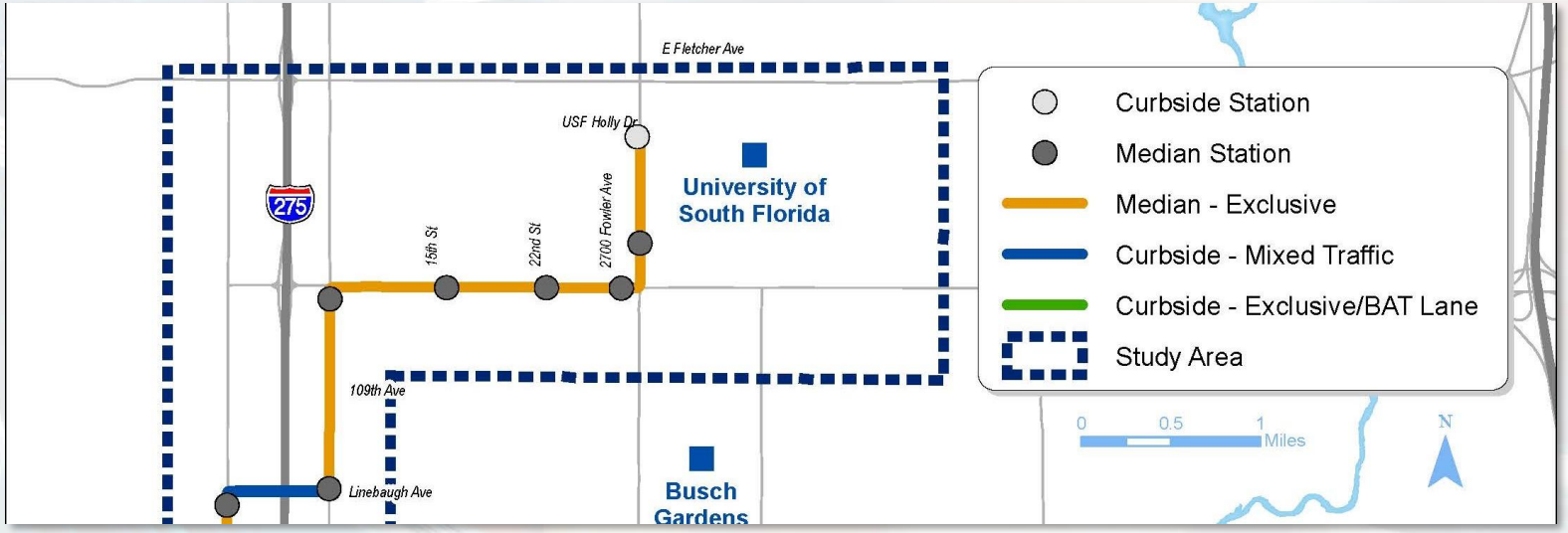
Alignment: ~15.66 miles

Dedicated Guideway: ~11.77 miles

71% Dedicated Guideway

Total Number of Station Areas: 19

- Median Stations: 9
- Curbside Stations: 10 (9 pairs + 1)



Downtown Tampa stations to be aligned with Streetcar Extension

Supporting Transit Projects

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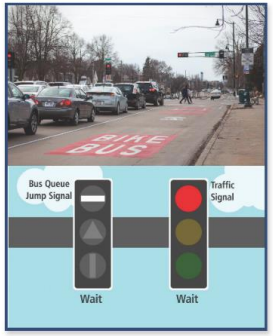
Bus Bay 4 6

- Allows bus to pull out of travel lane at stops.
- Improves safety for bus and riders.
- Reduces congestion.

Queue Jump 1 2 3 4 6

- Allows bus "jump" in front of traffic at intersection.
- Requires an additional lane (e.g. existing right turn)
- Improves travel time on congested corridors.

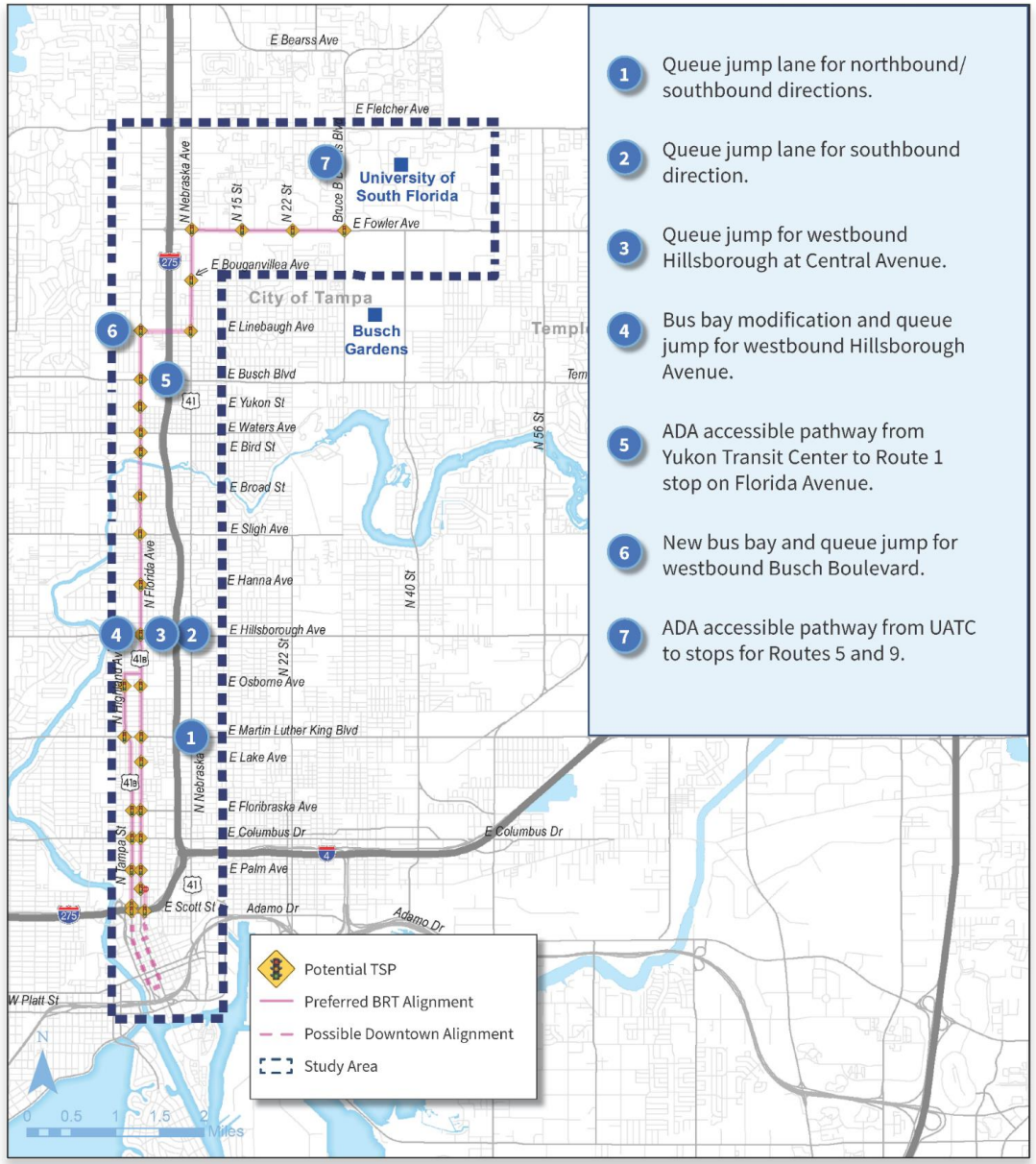


Transit Signal Priority (TSP)

- Bus communicates with signal to extend green or shorten red light times.
- Improves travel time reliability.

ADA Accessible Path 5 7

- Accessible pathways between points noted on map.



Supporting Non-Motorized Projects

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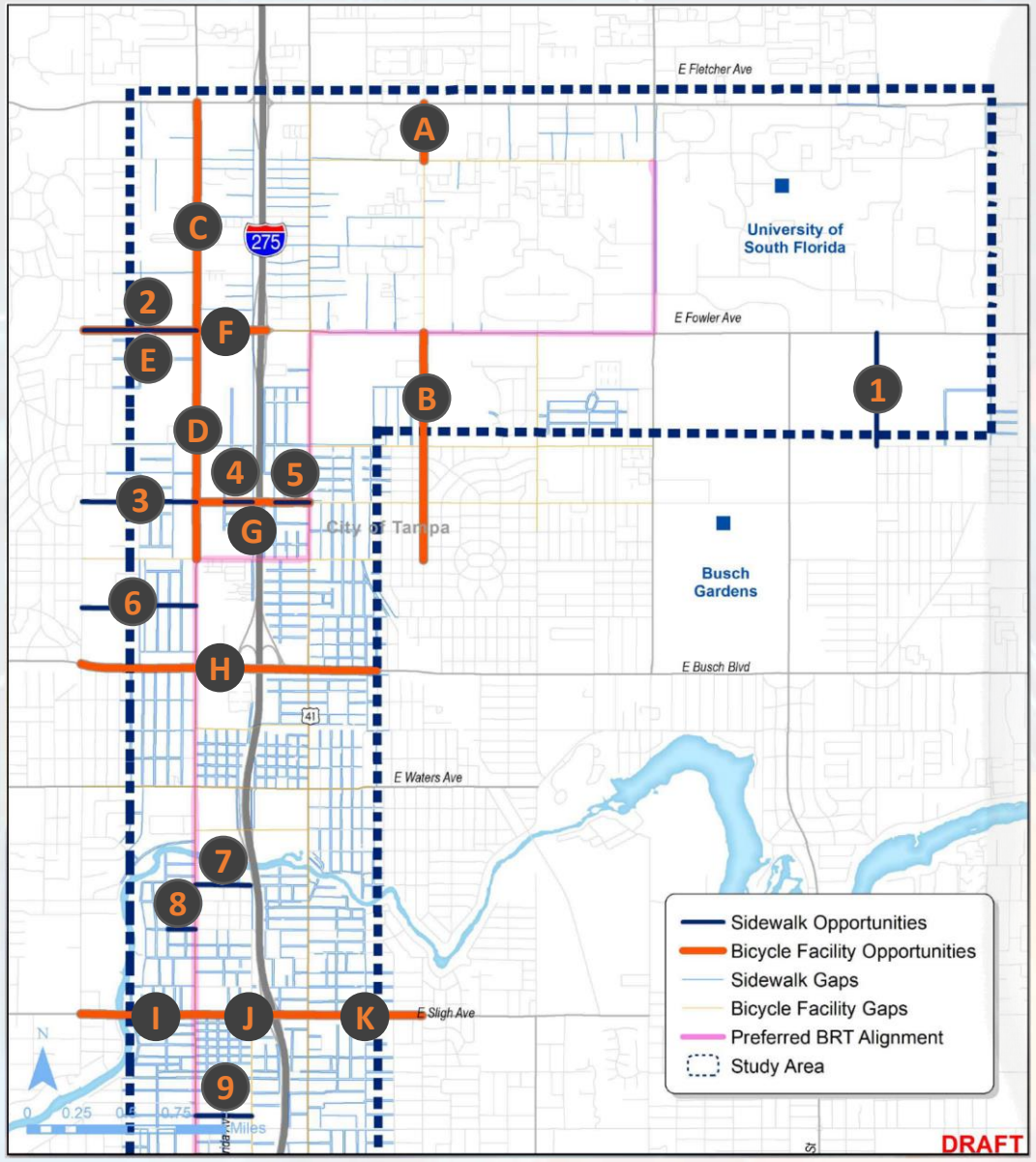

Potential Non-Motorized Improvements Northern Corridor

Map ID	On Street	From/To
Sidewalk Connections		
1	46th Street	Whiteway Drive to Fowler Avenue
2	Country Club Drive	North Boulevard to Florida Avenue
3	Bougainvillea Avenue	North Boulevard to Florida Avenue
4	Bougainvillea Avenue	Florida Avenue to Central Avenue
5	Bougainvillea Avenue	Annette Avenue to Nebraska Avenue
6	Floriland Drive/Patbur Avenue	North Boulevard to Florida Avenue
7	Hanlon Street	Florida Avenue to Central Avenue
8	Broad Street	Highland Avenue to Florida Avenue
9	Jean Street	Florida Avenue to Central Avenue
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

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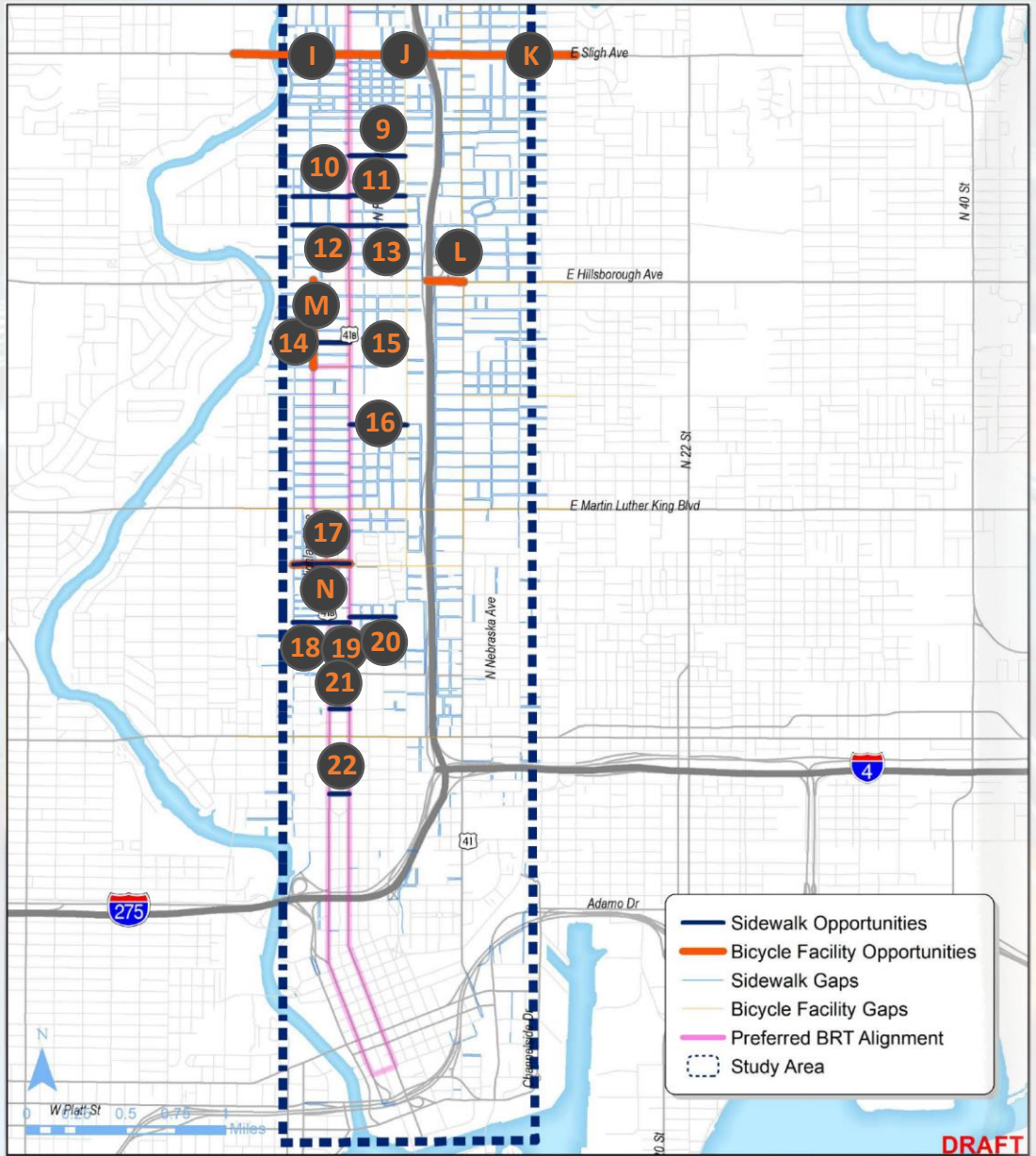

Potential Non-Motorized Improvements Southern Corridor

Map ID	On Street	From/To
Sidewalk Connections		
9	Jean Street	Florida Avenue to Central Avenue
10	Idlewild Avenue	Ola Avenue to Florida Avenue
11	Idlewild Avenue	Florida Avenue to Central Avenue
12	Henry Avenue	Ola Avenue to Florida Avenue
13	Henry Avenue	Florida Avenue to Central Avenue
14	Wilder Avenue	River Boulevard to Florida Avenue
15	Wilder Avenue	Suwannee Avenue to Central Avenue
16	Cayuga Street	Florida Avenue to Central Avenue
17	Indiana Avenue	Ola Avenue to Florida Avenue
18	26th Street	Ola Avenue to Highland Avenue
19	26th Street	Highland Avenue to Florida Avenue
20	26th Street	Florida Avenue to Avon Avenue
21	Gladys Street	Tampa Street to Florida Avenue
22	Ross Avenue	Tampa Street to Florida Avenue
Bicycle Connections		
I	Sligh Avenue	North Boulevard to Florida Avenue
J	Sligh Avenue	Florida Avenue to Nebraska Avenue
K	Sligh Avenue	Nebraska Avenue to 15th Street
L	Hillsborough Avenue	I-275 to Nebraska Avenue
M	Highland Avenue	Violet Street to Hillsborough Avenue
N	Indiana Avenue	Ola Avenue to Florida Avenue

Recommended BRT Alignment – Phase 2

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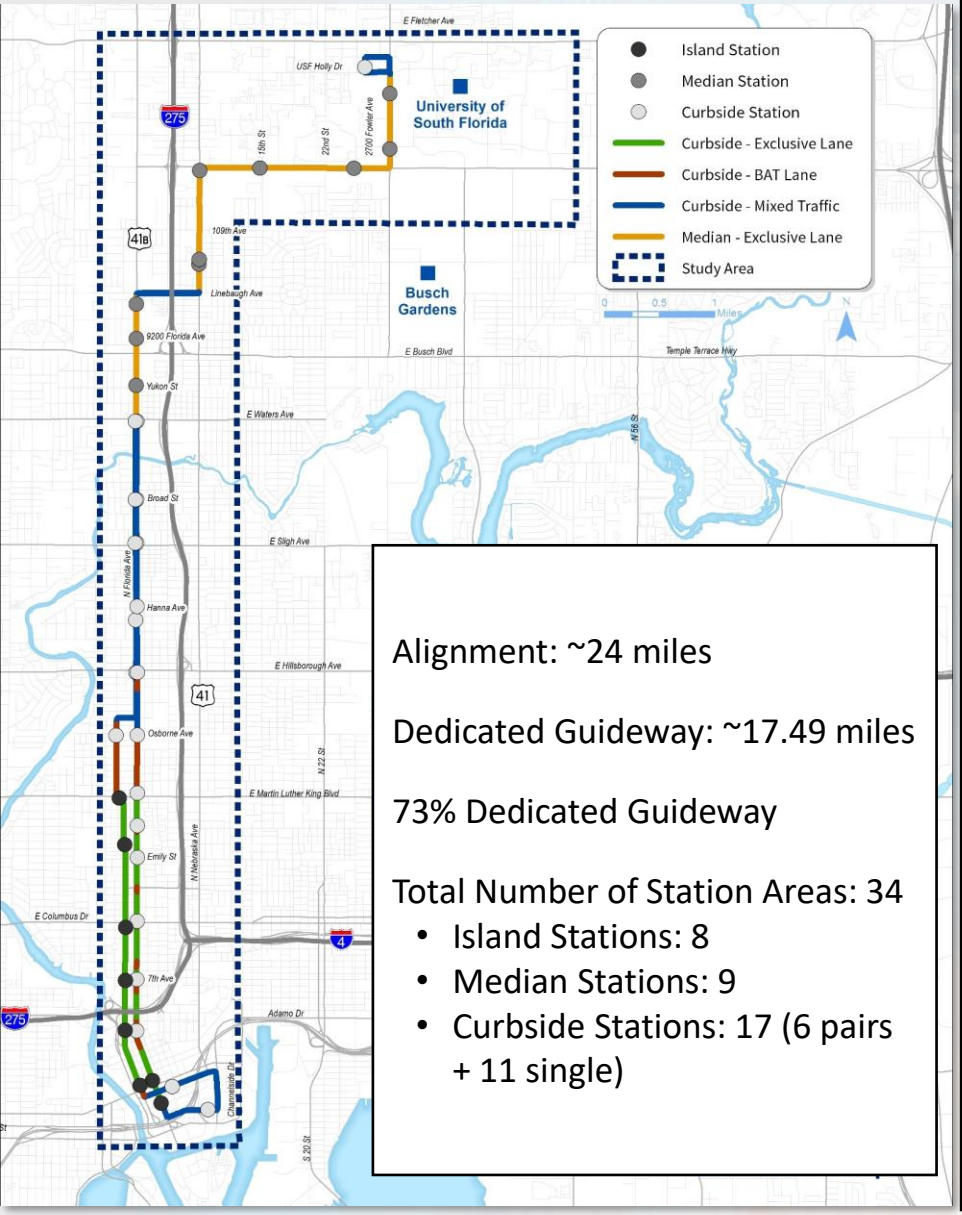


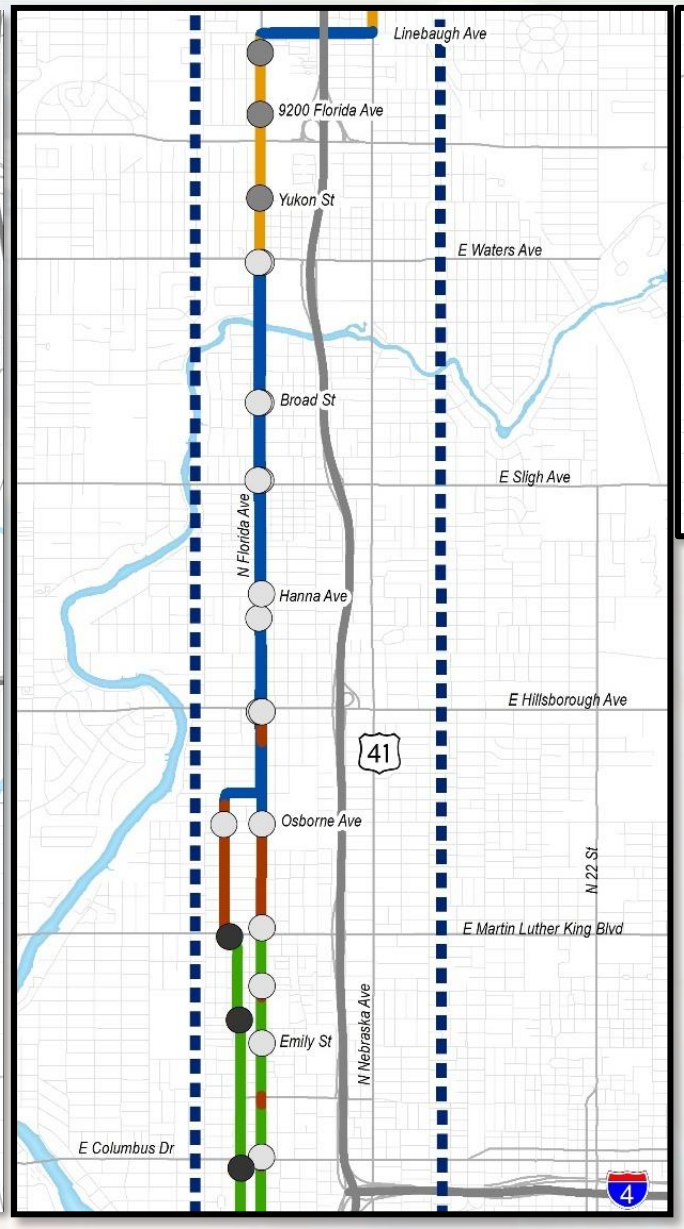
Alignment: ~24 miles

Dedicated Guideway: ~17.49 miles

73% Dedicated Guideway

Total Number of Station Areas: 34

- Island Stations: 8
- Median Stations: 9
- Curbside Stations: 17 (6 pairs + 11 single)



Next Steps

- Present Phase 2A to Board
  - Bring to February Board and March Board to best align with upcoming FDOT PD&E Fowler Study
    - > Further summarize reasoning for dates with respect to FDOT PD&E
  - If Board elects to pursue FTA funding for Recommended BRT Alternative:
    - > Consultation meeting with FTA regarding Class of Action
    - > Additional coordination with FDOT & FTA regarding Fowler Ave PD&E
    - > Complete FTA's Project Development application and process
  - If Board elects to pursue Low-Cost Alternative
    - > Coordinate with FDOT and City of Tampa regarding proposal
    - > Prepare scope and fee using remaining contract funds (Tasks 4 and 6) to complete design plans and necessary coordination, permitting, etc.
    - > Complete work
  - If Board elects to do nothing
    - > Update scope and fee for Tasks 4 and 6 to implement supporting projects from Phase 1.