



Hillsborough Area Regional Transit Authority

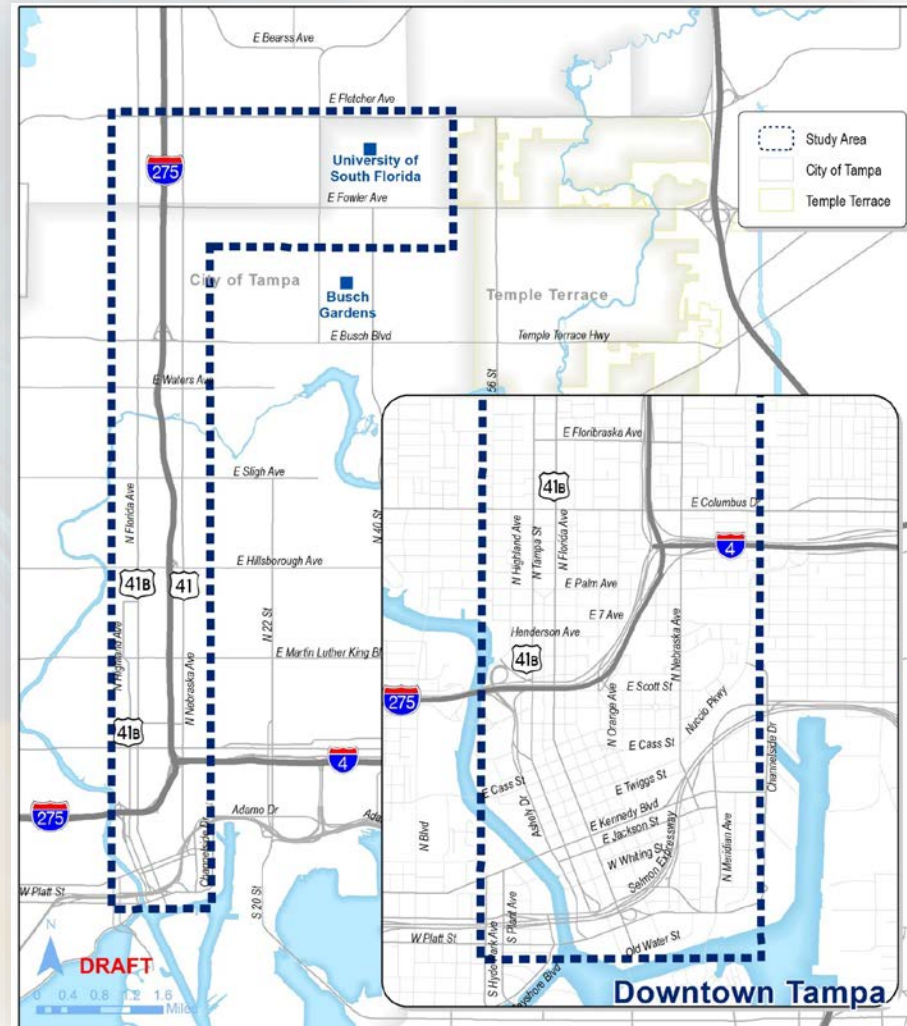
Public Workshop #1

HART Tampa Arterial BRT Study

December 9, 2019

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



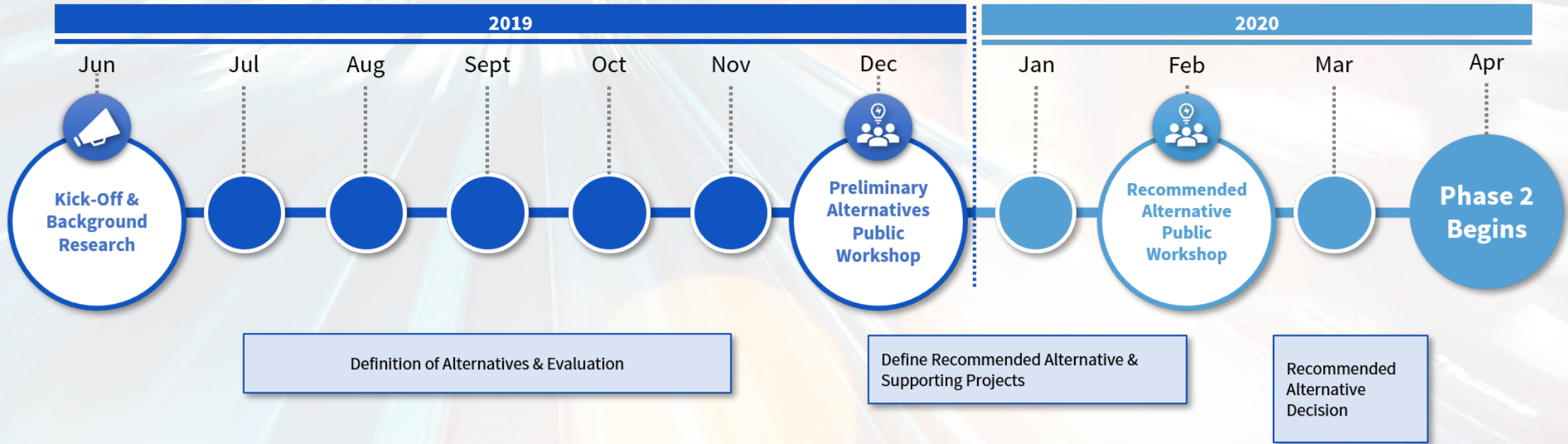
Identified Transit Needs

- 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



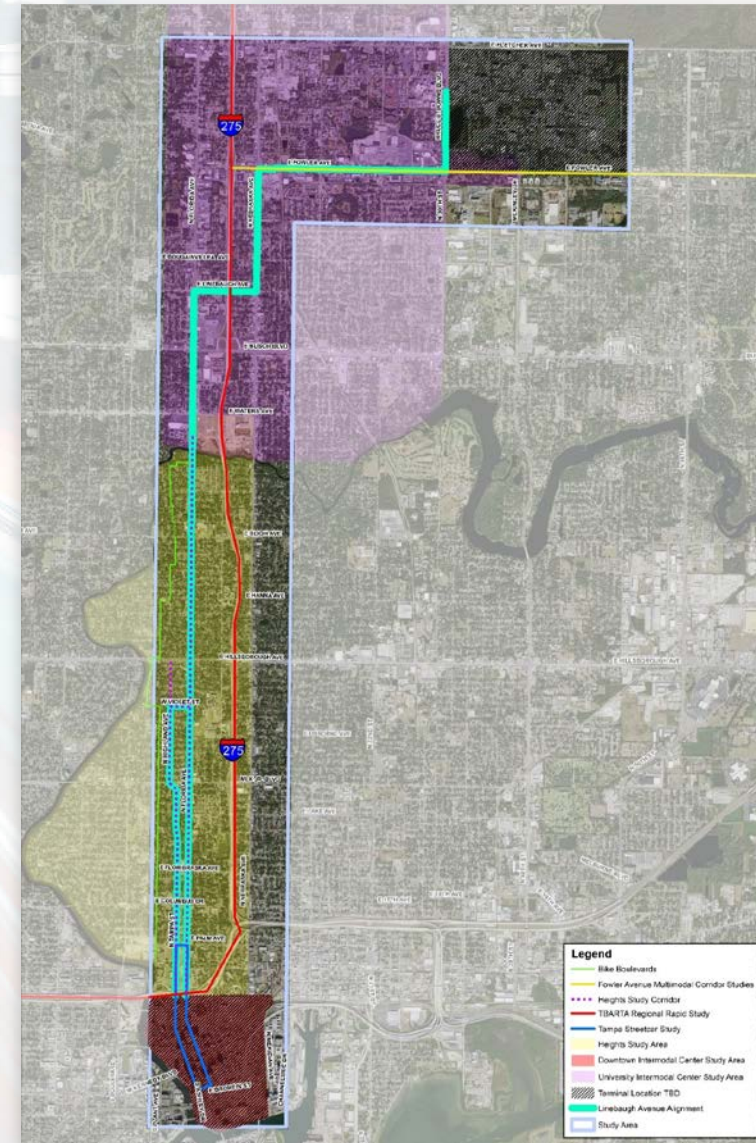
Timeline

We are here



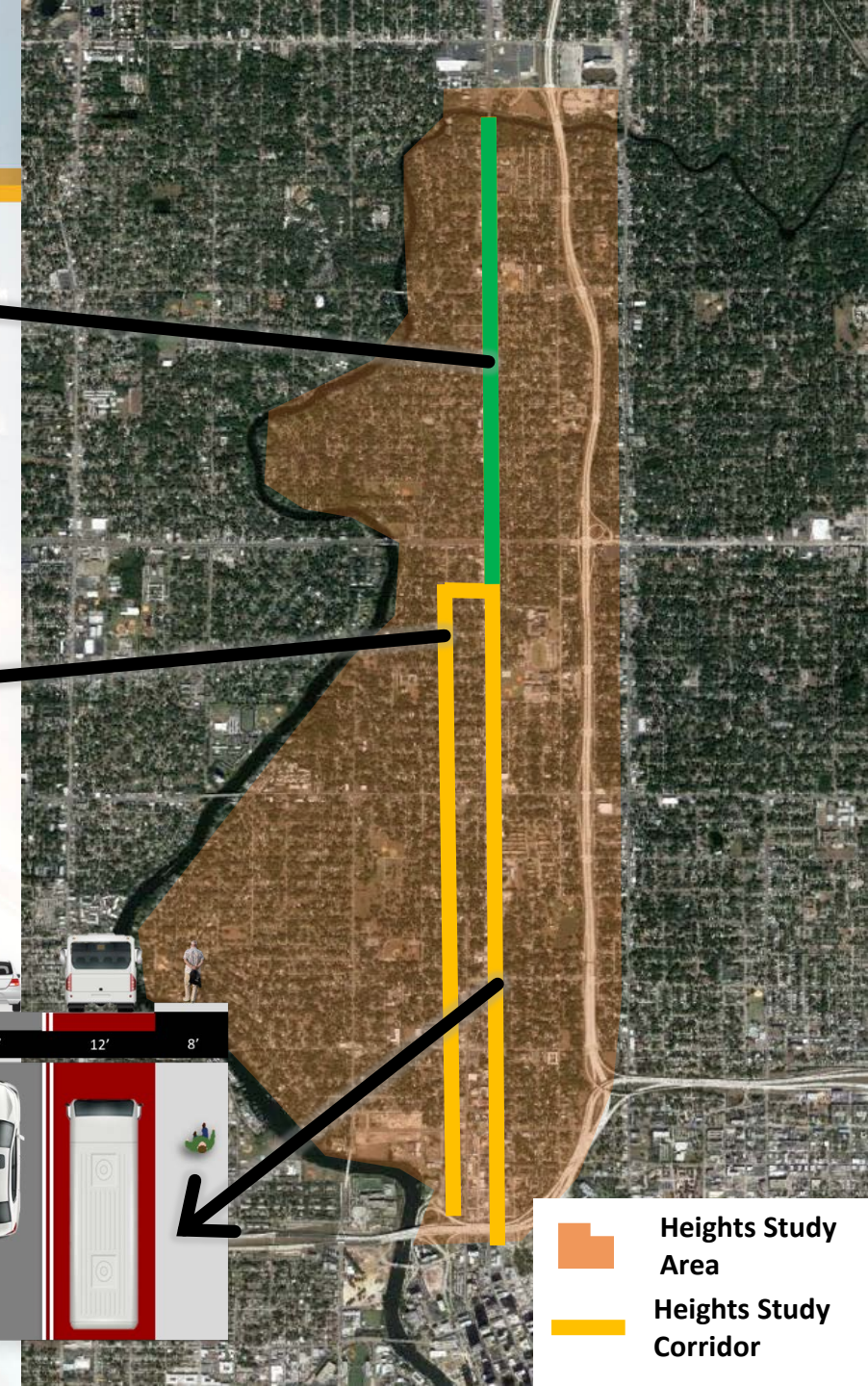
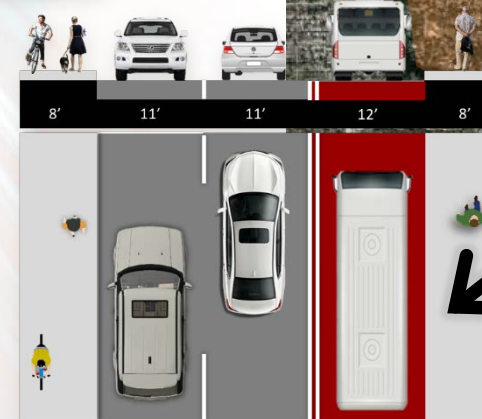
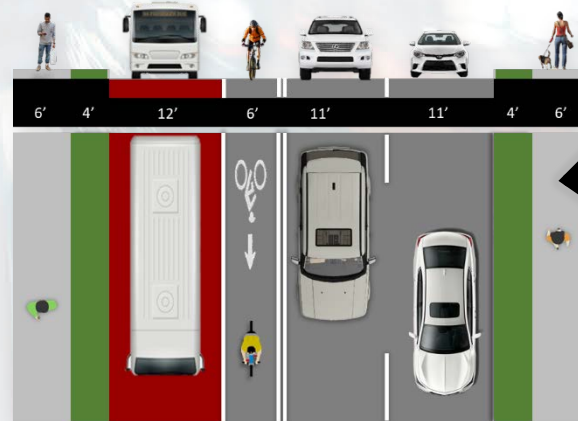
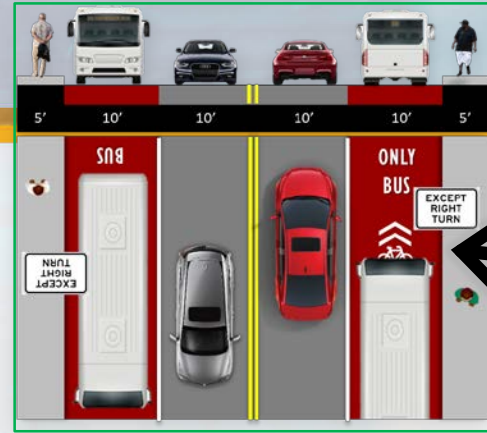
Coordinating Efforts

- 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

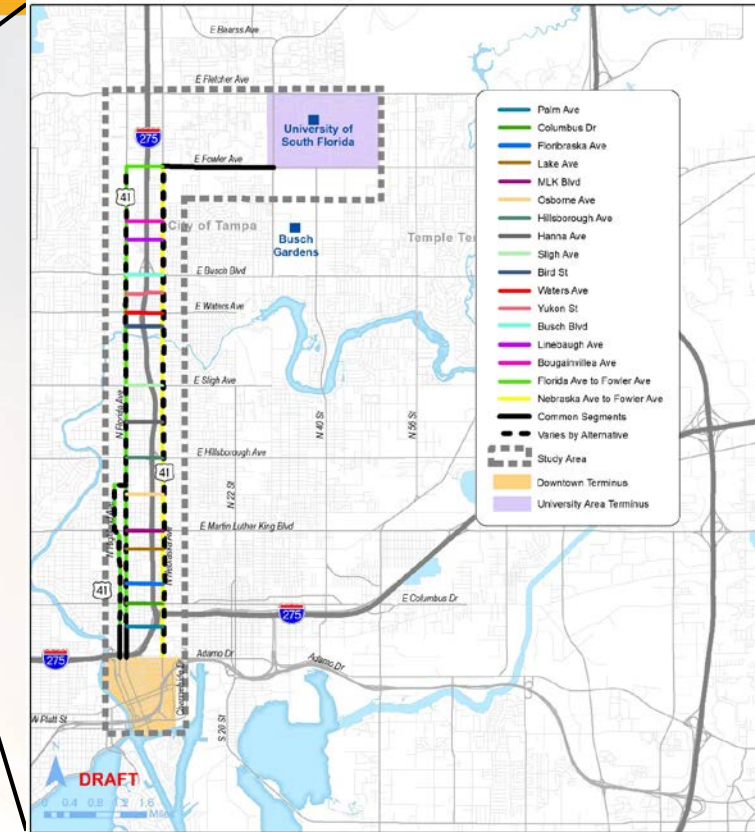
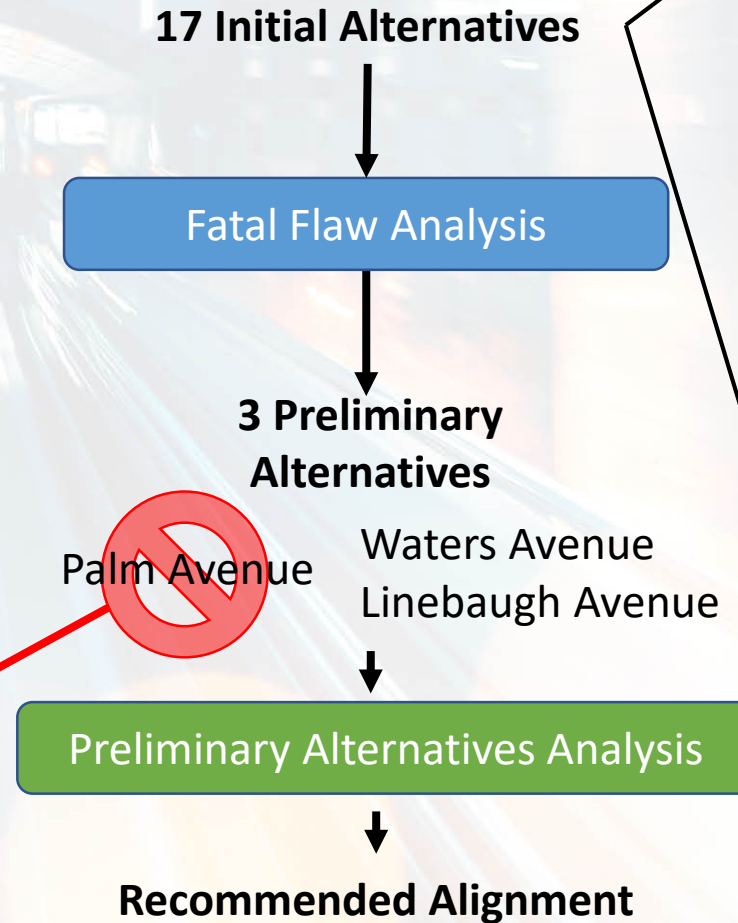


Heights Study Area
Heights Study Corridor

Initial Alternatives & Screenings

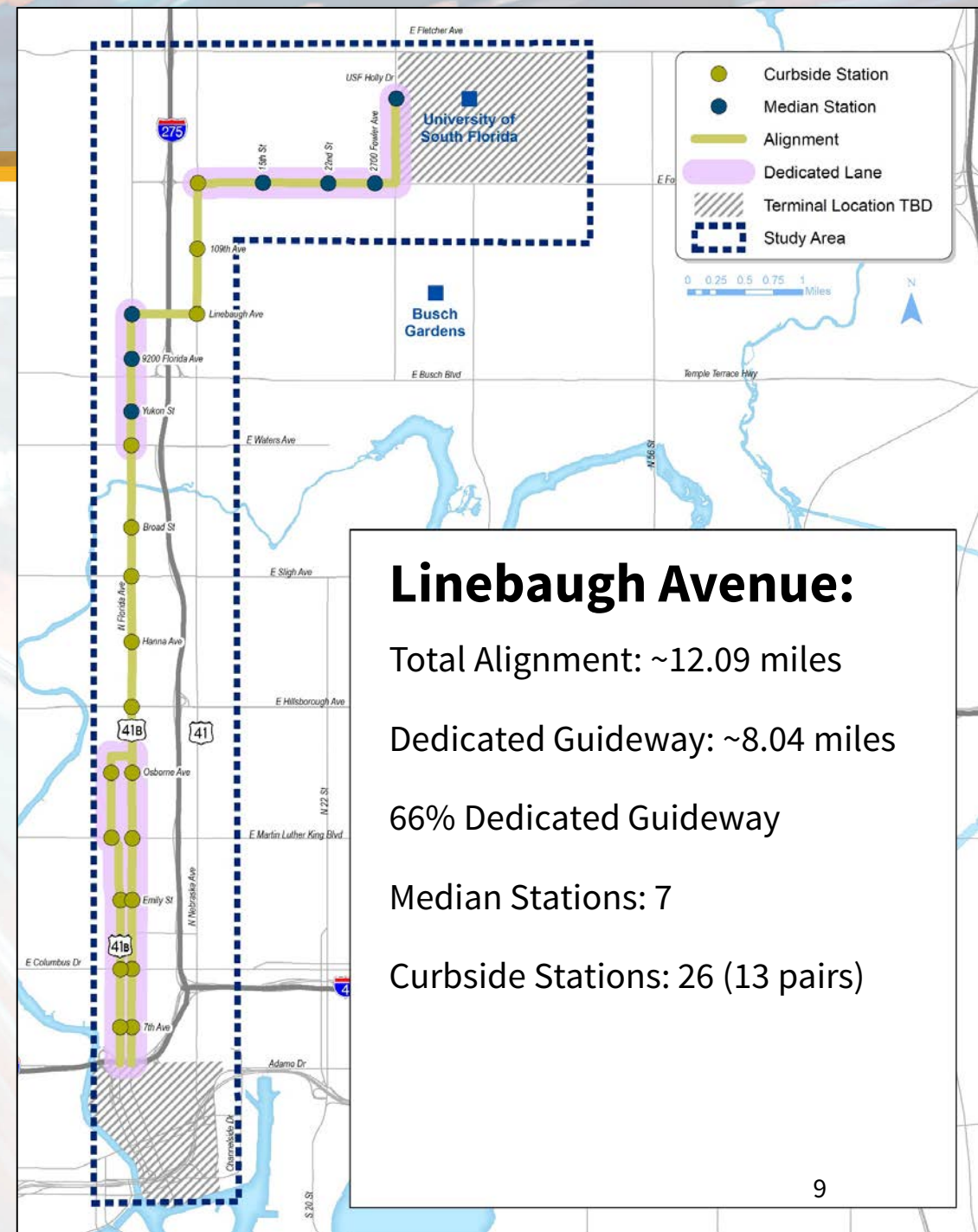
- Seventeen (17) alternatives identified
 - Florida Ave to Fowler Ave
 - Nebraska Ave to Fowler Ave
 - Remaining use 1 of 15 cross-streets to connect from Florida Ave to Nebraska Ave
- Conducted 2 screenings:
 - Fatal Flaw Analysis
 - Preliminary Alternatives Analysis
 - Recommended Alignment
 - Initial BRT Alignment
 - Long-Term BRT Alignment

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



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

- 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.