



Hillsborough Area Regional Transit Authority

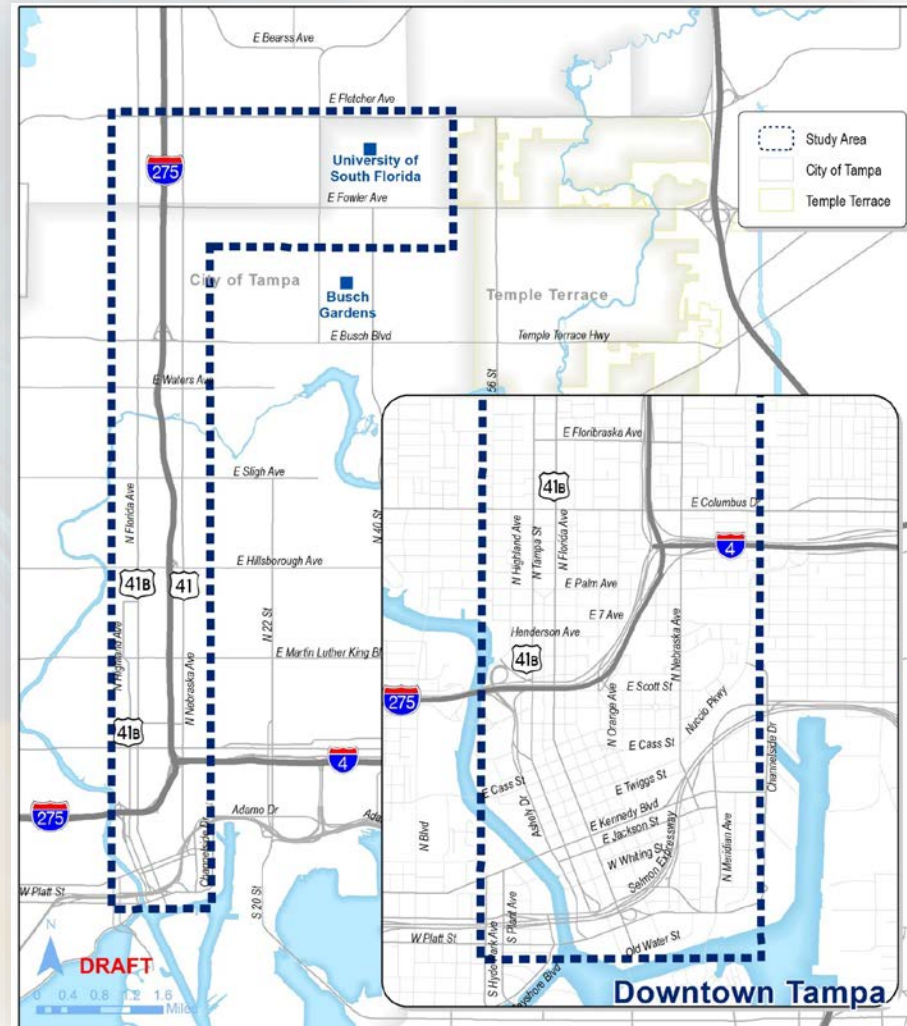
Public Workshop #2

HART Tampa Arterial BRT Study

March 12, 2020

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



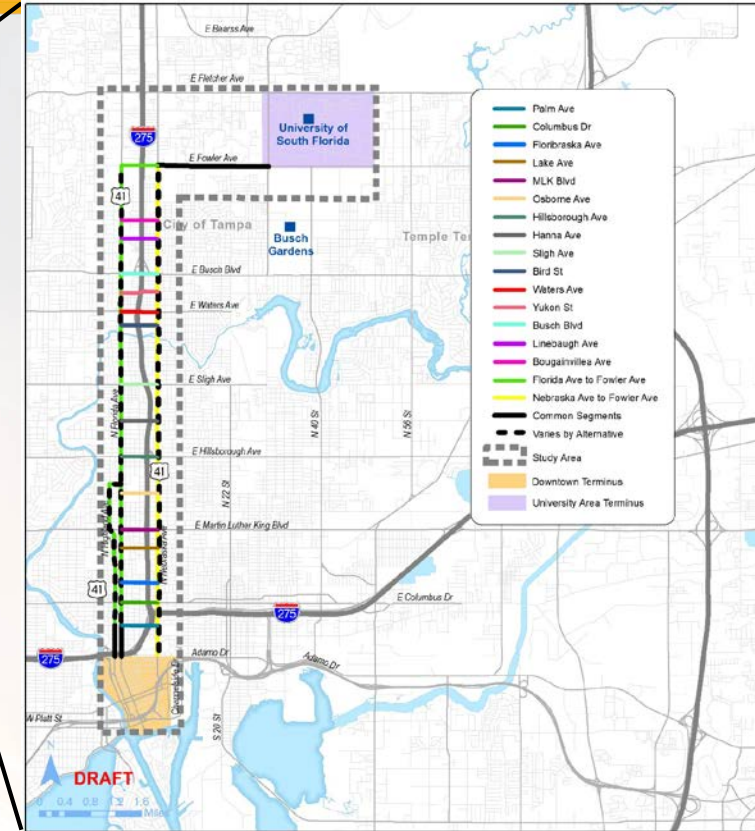
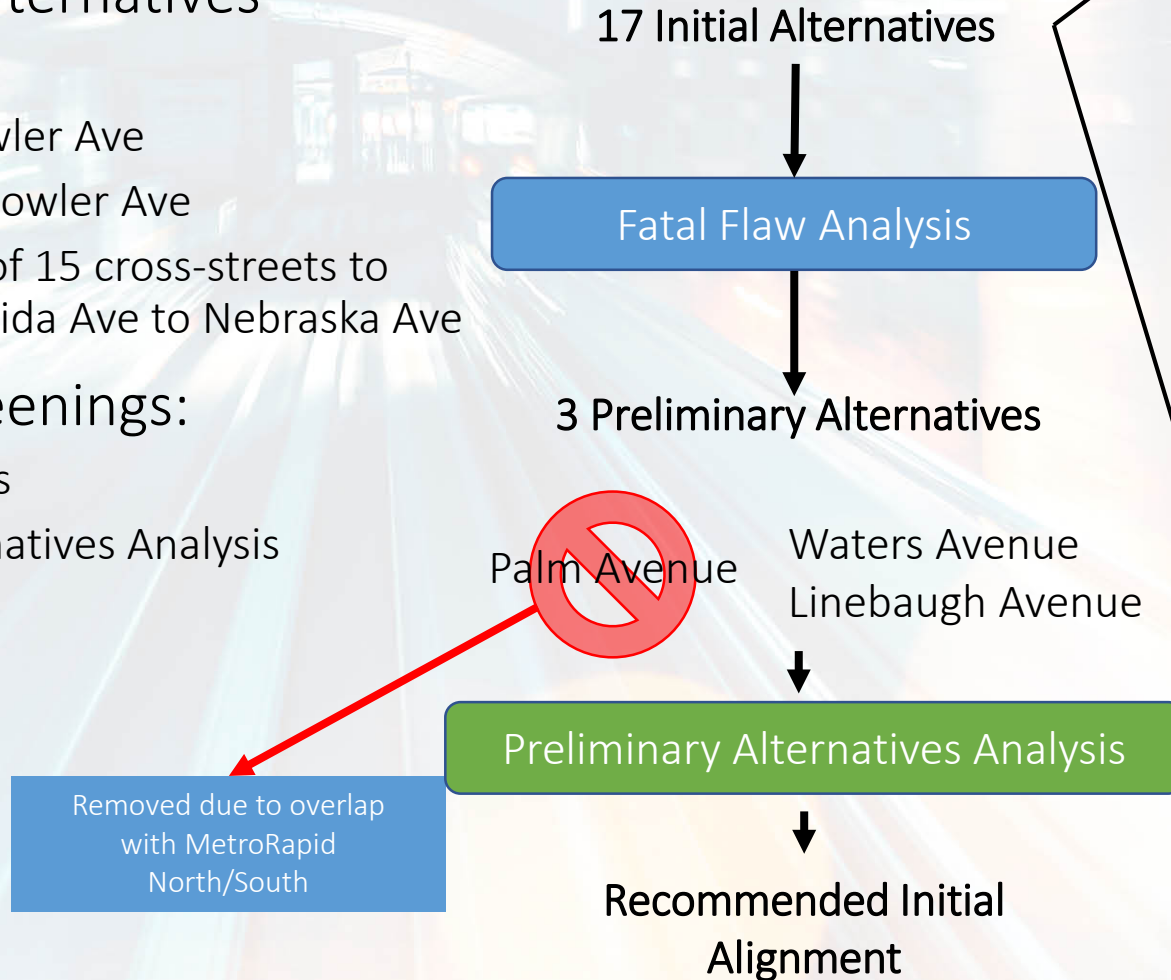
Study Goals

- 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



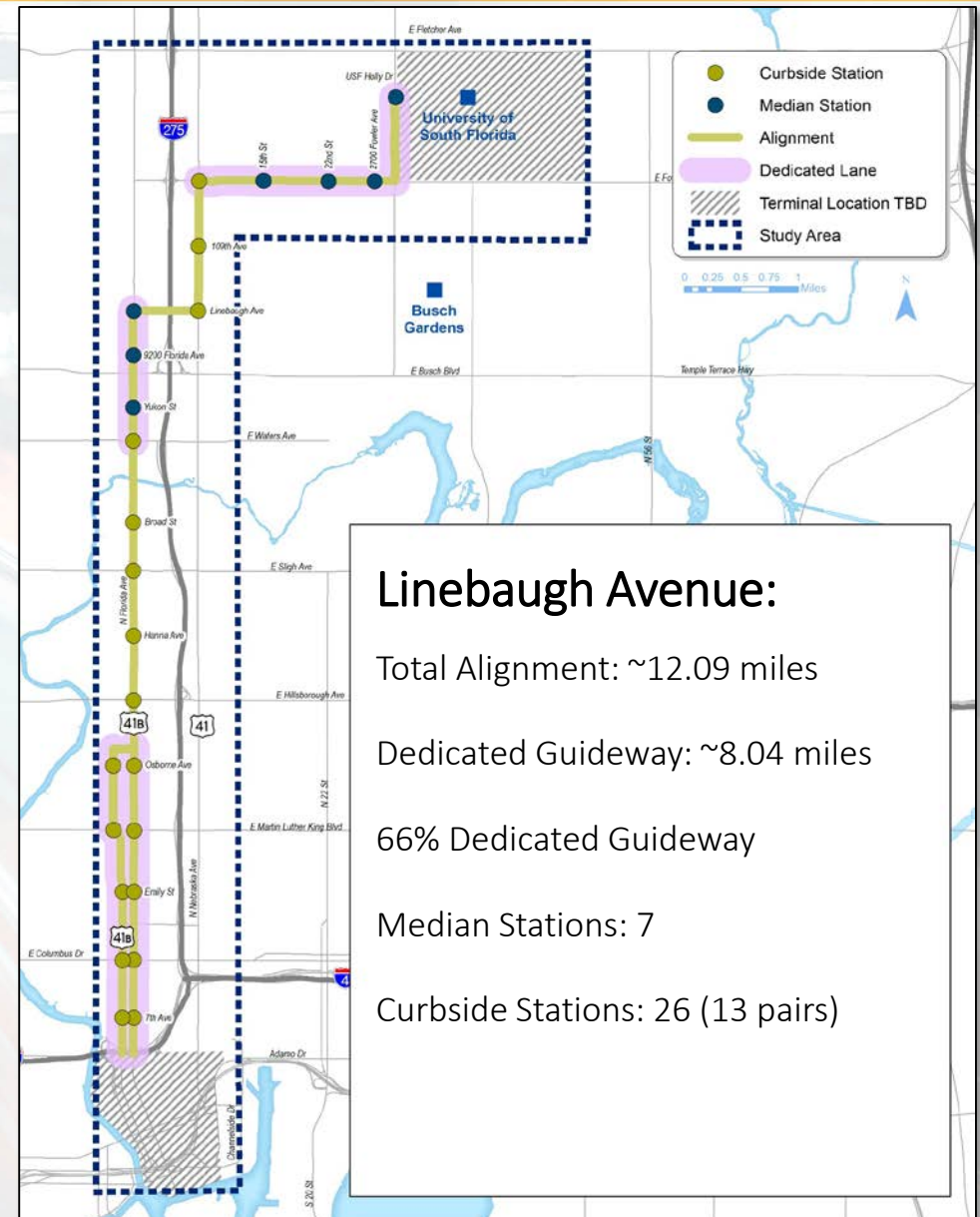
Initial Alternatives & Screenings

- 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



Initial BRT Alignment

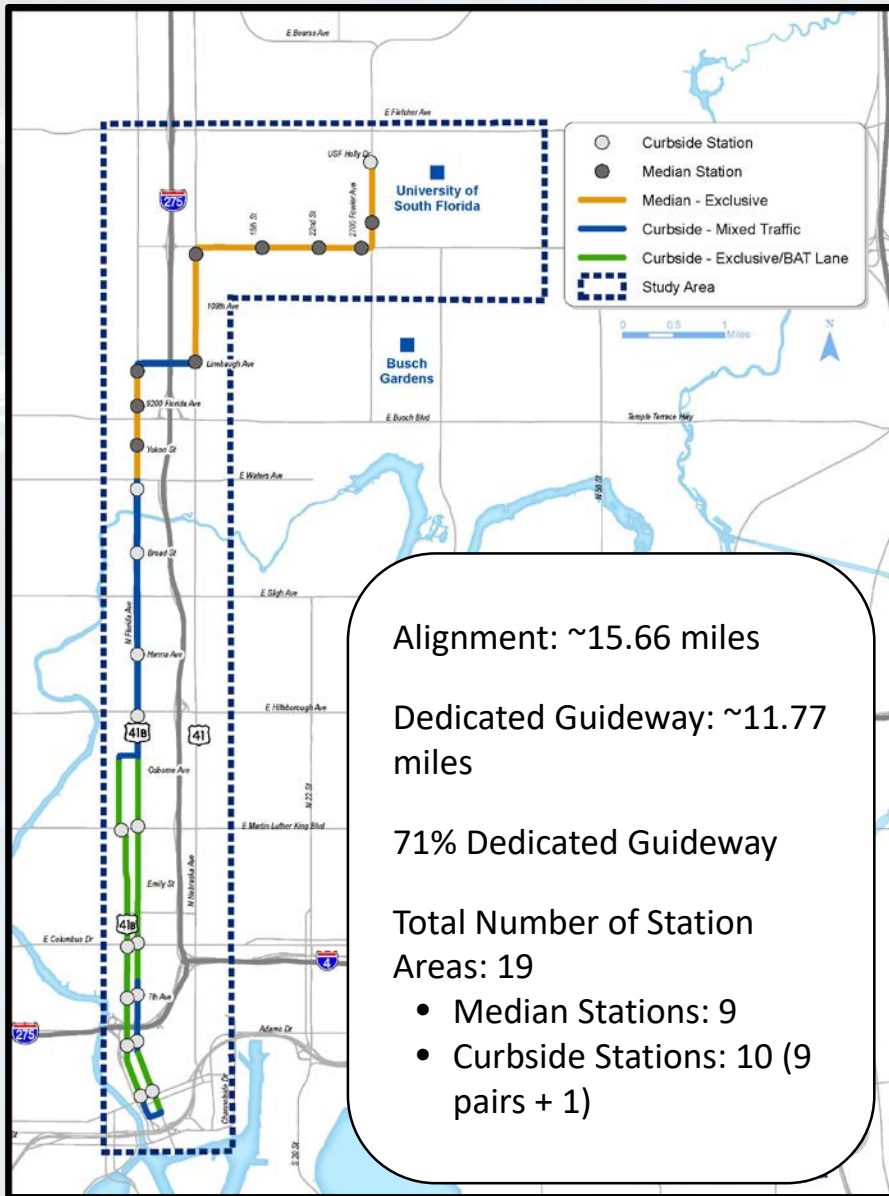
- Linebaugh Ave Alternative is recommended
- Provides the following benefits to the study area:
 - A higher opportunity for infill and redevelopment
 - Higher existing transit use and more uses that are compatible with transit
 - Higher degree of supporting land use
 - A greater potential for transit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



Since December 2019...

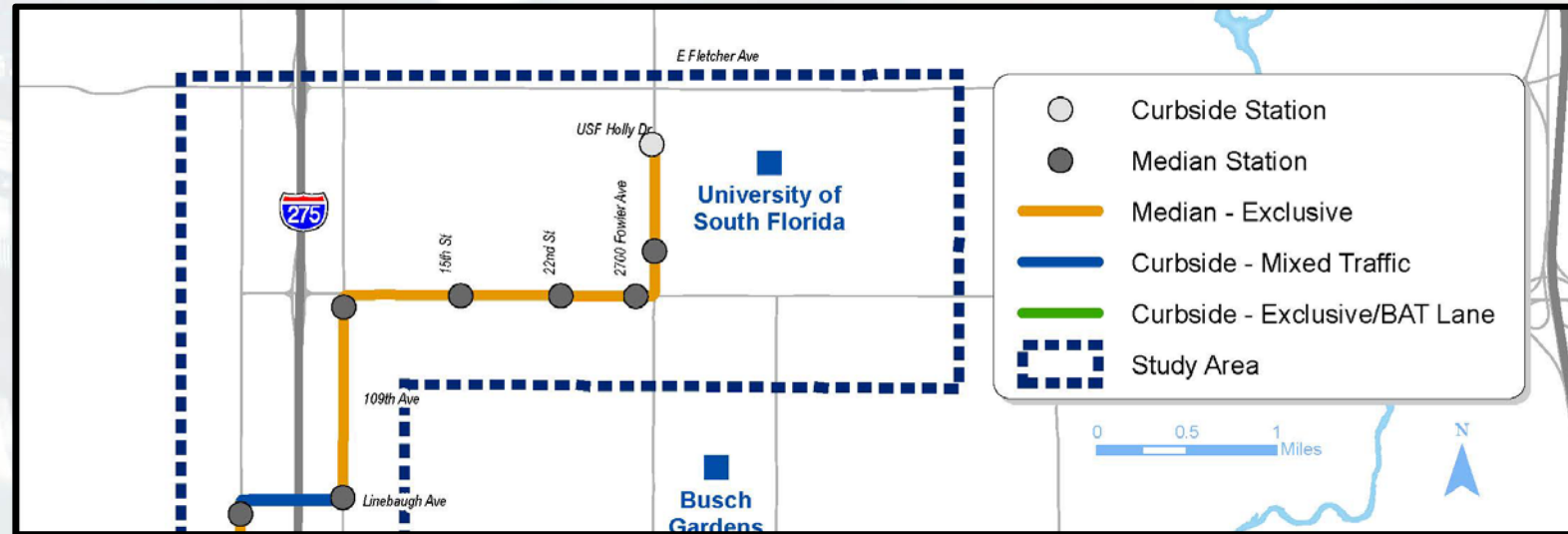
- We've been refining the BRT alignment with a focus on:
 - Guideway options
 - Station locations
 - Operating plan
- Identifying supportive transit and non-motorized projects

Recommended BRT Alignment



Alignment: ~15.66 miles
 Dedicated Guideway: ~11.77 miles
 71% Dedicated Guideway
 Total Number of Station Areas: 19

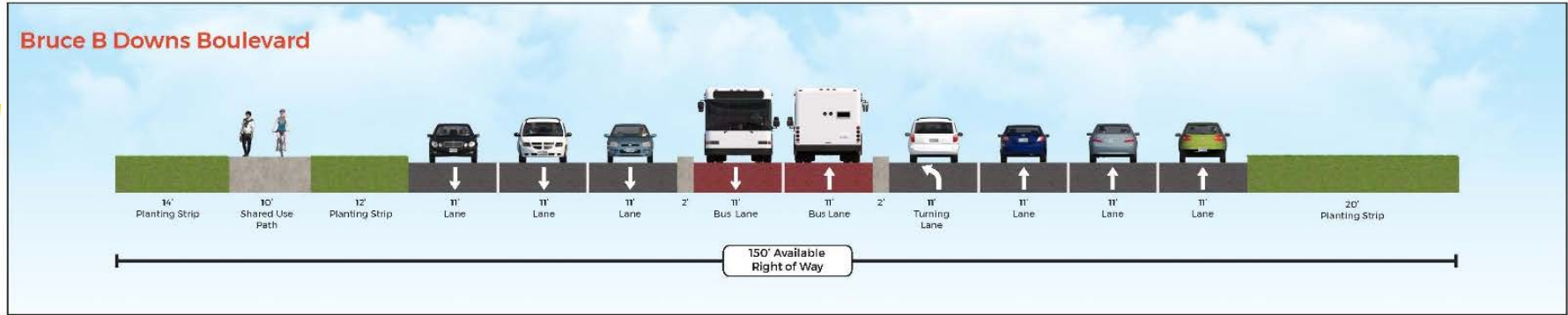
- Median Stations: 9
- Curbside Stations: 10 (9 pairs + 1)



Recommended BRT Guideways



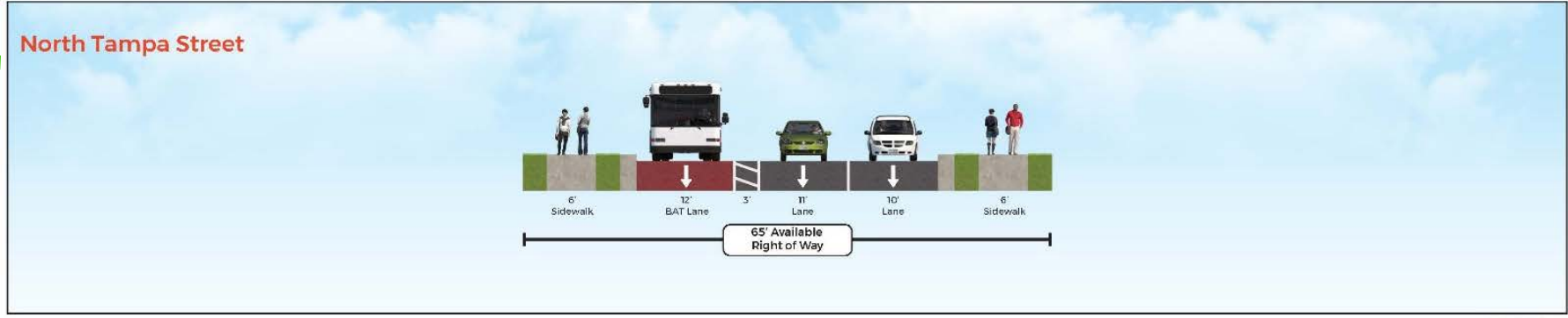
- Dedicated Bus Lane or Business Access Transit (BAT) Lane
- Right Lane Mixed Traffic
- Median Running Way (Bi-Directional or Two Lanes)



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Potential BRT Stations

Northern Portion of the Alignment: Linebaugh Ave to USF area

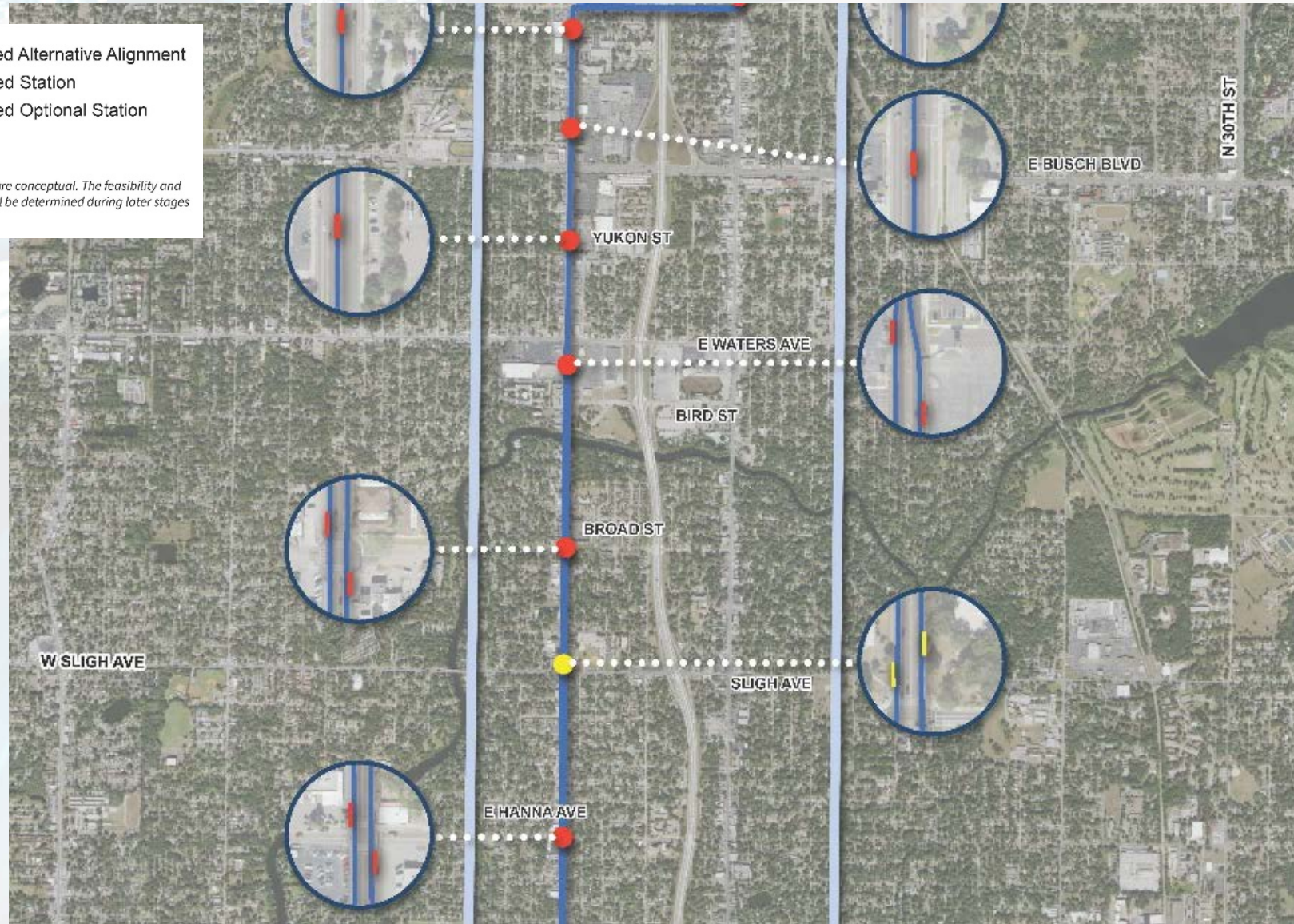


Potential BRT Stations

Central Portion of the Alignment: Linebaugh Ave to Hanna Ave

- 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: Hillsborough Ave to Floribraska Ave

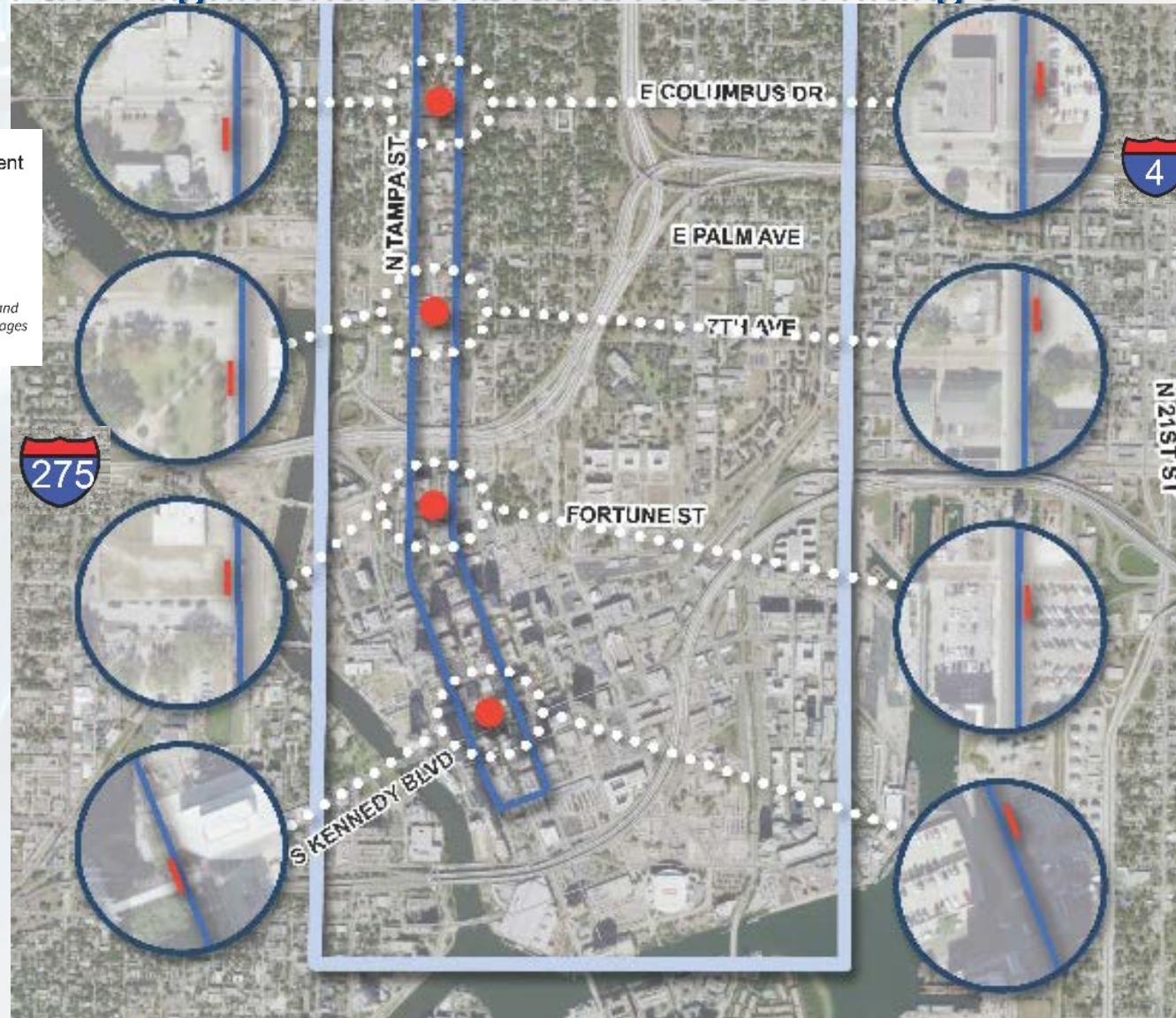


Potential BRT Stations

Southern Portion of the Alignment: Floribraska Ave to Whiting St

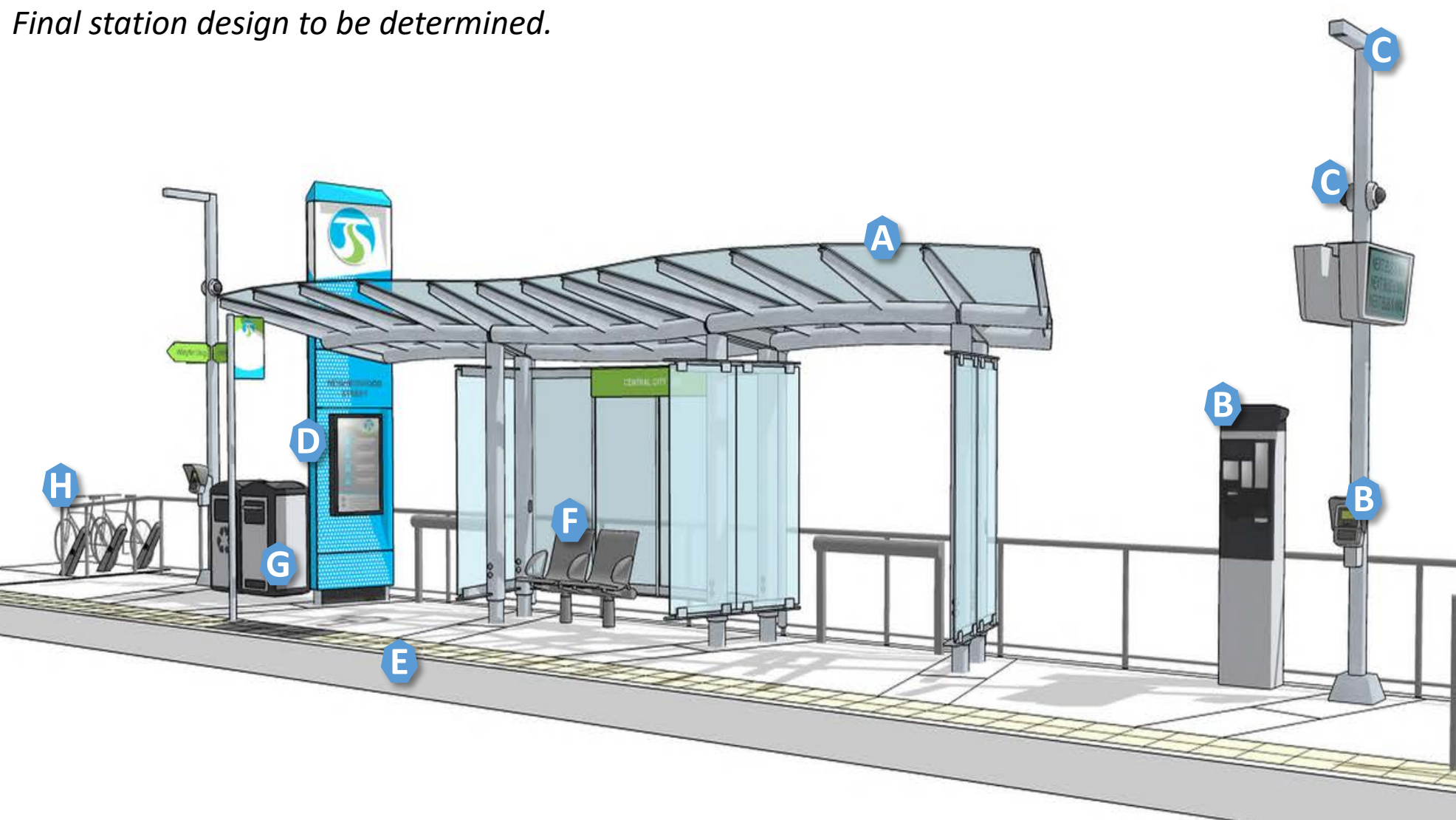
- Recommended Alternative Alignment
- Recommended Station
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- Study Area

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Modern BRT Station Concept

*Note: BRT station concept.
Final station design to be determined.*



- A** Shelters with lighting
- B** Pre-board ticketing machines
- C** Security and lighting fixtures
- D** Real-time/ accessible displays
- E** Level boarding and detectable edges
- F** Benches
- G** Trash and recycling containers
- H** Bicycle parking/ sharing

Comparative Travel Times

- Heavy Congestion Route 1 Travel Time (PM peak)
- Scheduled Route 1 Travel Time (PM peak)
- Estimated BRT Travel Time (PM peak)

Northbound from Downtown Tampa to USF



Southbound from USF to Downtown Tampa



Midpoint Travel Times

Travel Segment	Heavy Congestion Route 1 (PM Peak)	Scheduled Route 1 (PM Peak)	Estimated BRT Travel Time (PM Peak)
Sligh Avenue to USF	40+ minutes	34 minutes	16-17 minutes
Sligh Avenue to Downtown Tampa	32+ minutes	28 minutes	14-15 minutes

Supporting Transit Projects

For more detail, please see full size display boards.

Bus Bay 4 6

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 1 2 3 4 6

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.



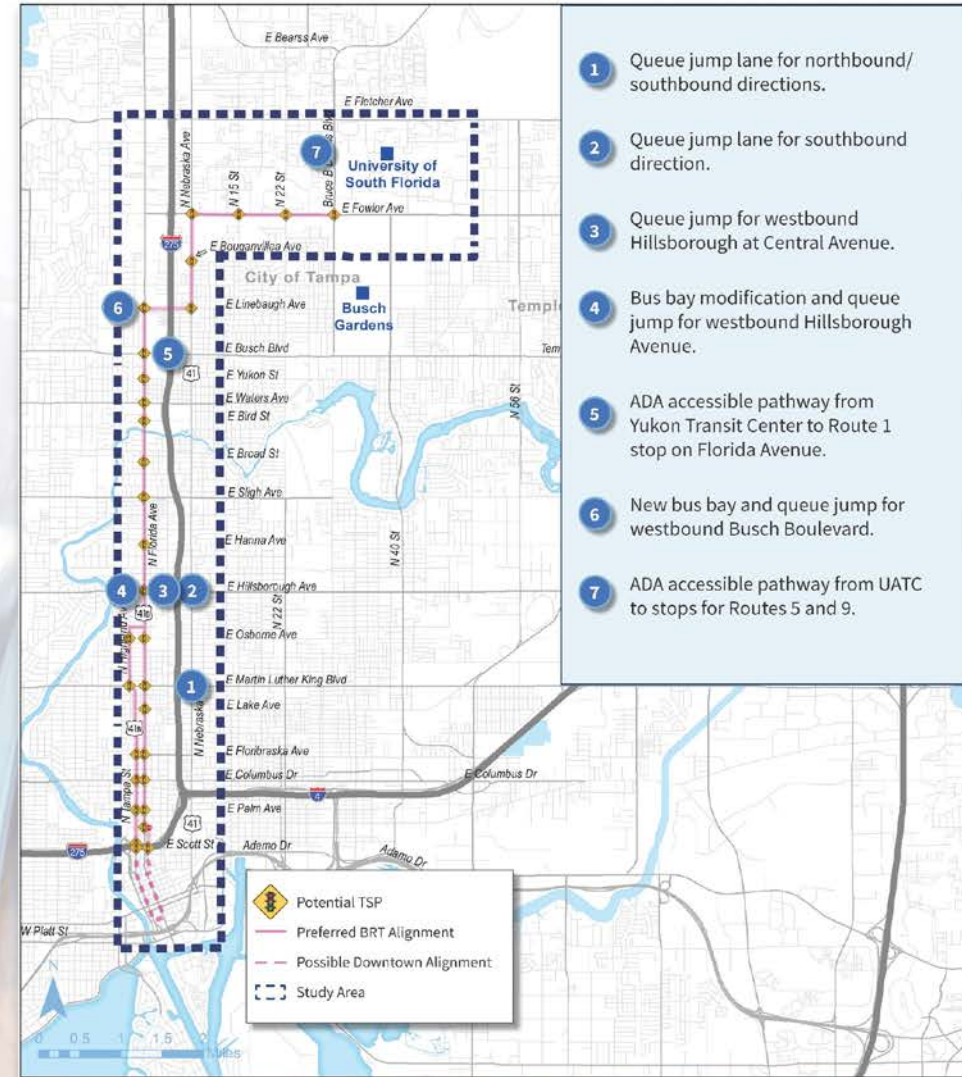
Transit Signal Priority (TSP) 5

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 5 7

Pathways will be provided in between the points noted that comply with the Americans with Disabilities Act requirements.

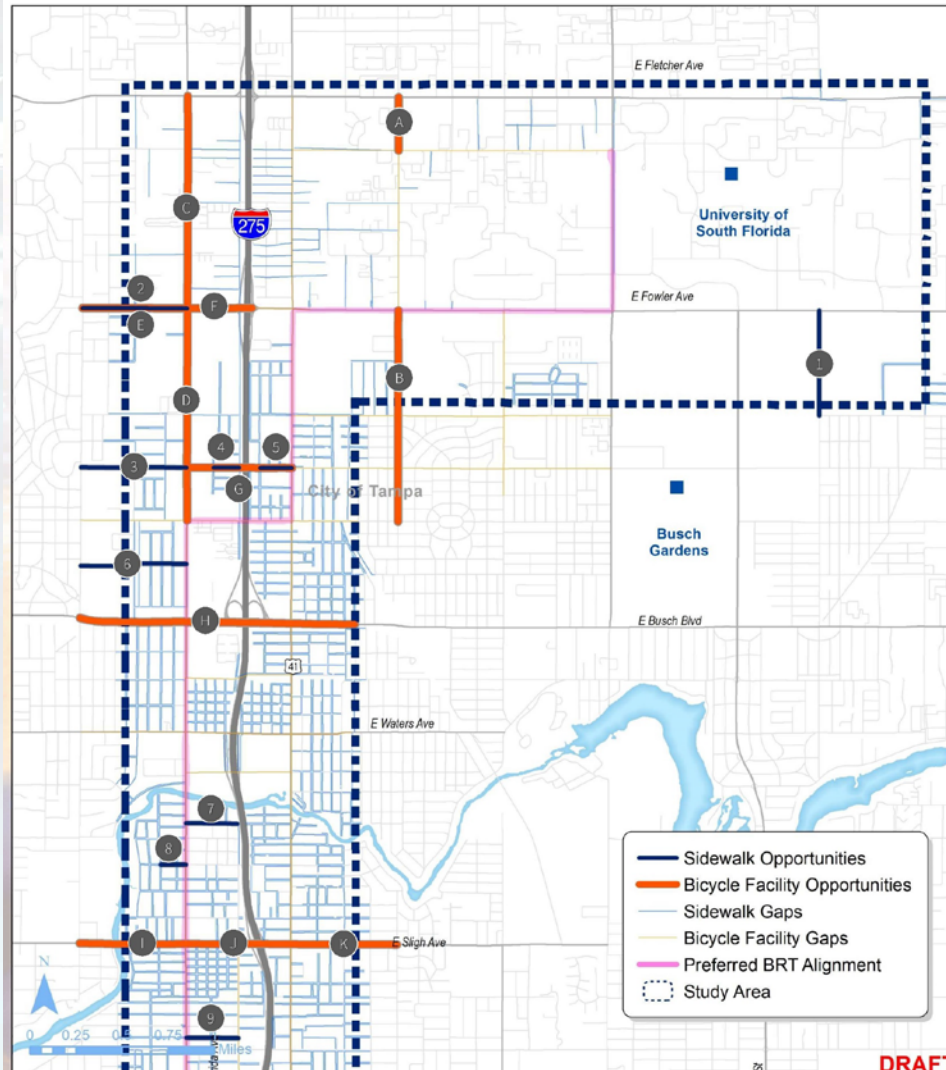


- 1 Queue jump lane for northbound/southbound directions.
- 2 Queue jump lane for southbound direction.
- 3 Queue jump for westbound Hillsborough at Central Avenue.
- 4 Bus bay modification and queue jump for westbound Hillsborough Avenue.
- 5 ADA accessible pathway from Yukon Transit Center to Route 1 stop on Florida Avenue.
- 6 New bus bay and queue jump for westbound Busch Boulevard.
- 7 ADA accessible pathway from UATC to stops for Routes 5 and 9.

Supporting Non-Motorized Projects

For more detail, please see full size display boards.

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

Next Steps

