SouthShore Transit Circulator Study
SouthShore Library
November 19, 2013
Agenda

• Introductions / Study Purpose
• Project Schedule
• Existing Conditions / Trends
• Transit and Existing Service
• Transit Needs
• Next Steps
• Introductions
  • Hillsborough County MPO
  • HART
  • SouthShore Stakeholder Group
Why is the study needed?

- SouthShore is the fastest growing portion of the county
- Population has doubled over the last 10 years
- High rate in growth and development expected to continue
- With the change in growth comes the change in needs
What is the purpose of the study?

- Assess the need for transit service for the area
- Determine the best alternative and implementation plan
- 2025 Horizon Year
- Provide input to the MPO and HART plans
Project Schedule

- November 19, 2013 – Project Introduction, Current Conditions, Input
- January 21, 2014 – Present Alternatives / Feedback
- February 18, 2013 – Public Open House
- March 18, 2014 – Present Final Draft
- April/May – MPO/HART Final Approval
Existing Conditions / Trends
Study Area
2000-2010 Population Growth*
*Includes Balm, Little Manatee, and South Rural

SouthShore

2000: 95,100
2010: 178,400

88% Growth

Unincorporated Hillsborough County

2000: 644,700
2010: 834,300

29% Growth

Existing Conditions / Trends
Population Growth

SOURCE: US Census Bureau
2010 Age Distribution Comparison

*Includes Balm, Little Manatee, and South Rural

SouthShore

- 17% 29%
- 37% 18%

Unincorporated Hillsborough County

- 12% 27%
- 40% 21%

0 to 19 yrs
20 to 34 yrs
35 to 64 yrs
65 yrs and over

SOURCE: US Census Bureau

Existing Conditions / Trends
Age Distribution

SOURCE: US Census Bureau
Median Household Income by Community

Hillsborough County
Wimauma
Sun City
Ruskin
Riverview
Gibsonton
Apollo Beach

Existing Conditions / Trends
Medium Household Income

SOURCE: US Census Bureau and American Community Survey
**Existing Conditions / Trends**

**Housing Growth**

*Includes Balm, Little Manatee, and South Rural*

<table>
<thead>
<tr>
<th></th>
<th>SouthShore</th>
<th>Unincorporated Hillsborough County</th>
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<tbody>
<tr>
<td>2000</td>
<td>42,700</td>
<td>269,000</td>
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<tr>
<td>2010</td>
<td>76,300</td>
<td>353,900</td>
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**Growth**

- **79% Growth**
- **32% Growth**

SOURCE: US Census Bureau
SouthShore’s Share of Permitted Residential Units in Unincorporated Hillsborough County

*Includes Balm, Little Manatee, and South Rural

Existing Conditions / Trends
Permitted Residential Units

SOURCE: The Planning Commission
SouthShore and Unincorporated Hillsborough County Permitted Residential Units

*Includes Balm, Little Manatee, and South Rural

Existing Conditions / Trends
Permitted Residential Units

SOURCE: The Planning Commission
Existing Conditions / Trends
2010 Daily Trips

Desireline
Total Trips
- 500 - 700
- 700 - 1,000
- 1,000 - 1,400
- 1,400 - 1,900
- 1,900 - 3,300
Existing Conditions / Trends
SouthShore Work/Non-Work Trips

Distribution of 2010 Work/Non-Work Trips

Work Trips
- 18,700
- 37,900
- 72,300

Non-Work Trips
- 201,400
- 228,800
- 66,100

- Internal-Internal
- Internal-External
- External-Internal
Existing Conditions / Trends
Existing Transit Activity
Servicing SouthShore

- Local Route 31 Monday – Friday connection at Brandon Westfield Mall to Routes 8, 37, 46, Brandon Flex
- Limited Express 47LX Early AM service to downtown Tampa via US 41 and Gibsonton Rd.
- Limited Express 53LX midday service to Brandon Westfield Mall via US 301
- South County Flex Monday – Friday demand responsive flexible route
- 31, 53LX, and Flex among the least productive on HART network
Transit and Existing Service in the SouthShore Area

SOURCE: HART
Transit and Existing Service in the SouthShore Area

SOURCE: HART
Transit and Existing Service in the SouthShore Area

SOURCE: HART
Transit and Existing Service in the SouthShore Area

SOURCE: HART
Transit and Existing Service in the SouthShore Area

SOURCE: HART
Future Plans (Funding and Vehicle Dependent)

- Route reorganization to better serve Amazon warehouse
- FY 2017 South County to MacDill AFB Express, 31 and 53LX connection to new Brandon expresses to USF area, and Westshore.
- FY 2018 Route 31 Saturday service
- FY 2019 Bloomingdale local connected to Route 31
- FY 2025 Route 31 Sunday service and new Big Bend local service
Study Process

• Determine Transit Needs
• Develop Proposed Alternatives
• Receive Public Input – Public Open House
• Prioritize Alternatives
• Select Preferred Alternative
• Develop Implementation Plan
Who, What, Why, Where, and When for Transit?

- Who needs service?
- What would you expect transit do for you?
- Why? – work, shopping, medical…
- Where do you want to go?
- When do you want to go?
Transit Needs
Key Destinations
Transit Needs
Emerging Destinations
Next Steps and Closing Remarks

- Thank you!!
- Review input and develop alternatives
- Present and feedback – January 21, 2014
- Public Open House – February 18, 2014
- Prioritize Alternatives
- Develop Implementation Plan

Transit Needs