Study Overview

• Reevaluate transit needs
• Explore growth in the area
• Coordinate with the MPO and HART
• Analyze years 2025 and 2035
• Conduct Public Involvement
Coordination & Input from the Public

- June - Study objectives and priorities & alternative development
- May - Preliminary alternatives
- September - Refined alternatives
- November - Implementation Plan
Previous Study

- Completed May, 2014
- Public Involvement – Four Meetings
- Final Alternative:
  - Two Two-Way Loops, Extended Flex to Riverview High School, No Fishhawk Extension
Recommended Alternative:
Alt 4: Two Two-Way Loops, Extended Flex to Riverview High School, No Fishhawk Extension

- Operational Refinements
  - 23’, 20 passenger buses to serve the north and south loops
  - Route 1 (Existing Route 53LX) as a limited express route
Existing Service, Preliminary & Proposed Alternatives
Existing Transit Routes

Service Characteristics:

South County US 41
Weekday
5:00 AM – 7:40 PM
75 minutes

Fishhawk South Tampa
Weekday
5:10 AM – 6:40 AM
3:15 PM – 4:40 PM
15 minutes

South County Flex
Weekday
6:00 AM – 7:00 PM
60 minutes
Summary of Preliminary Alternatives

• Service expansion on US 301
  - Gibsonton Park-N-Ride
  - Brandon Mall
  - Downtown

• Service expansion on I-75
  - Gibsonton Park-N-Ride
  - Downtown
Implementation Phases

Add Phases:

1 - US 301 Gibsonton Park-N-Ride
2 - I-75 to Gibsonton Park-N-Ride
3 - I-75 to downtown & South Loop
4 - North Loop
5 - High Speed Ferry connections
Add US 301 Service
Implementation Phase 1

**Service Characteristics:**

**South County US 41 1 - US 301**

- **Weekday**
  - 6:00 AM – 9:00 AM
  - 30 minutes
  - 9:00 AM – 8:00 PM
  - 60 minutes

- **Saturday**
  - 9:00 AM – 8:00 PM
  - 60 minutes

**South County Flex**

- **Weekday**
  - 9:00 AM – 8:00 PM
  - 60 minutes
Add I-75 Express – Gibsonton Park-N-Ride
Implementation Phase 2

Service Characteristics:

2A - I-75 Express to Gibsonton
Weekday
5:00 AM – 9:00 AM
60 minutes
4:00 PM – 8:00 PM
60 minutes
I-75 Express – Downtown & South Loop
Implementation Phase 3

Service Characteristics:

2B - I-75 Express to Downtown
Weekday
5:00 AM – 9:00 AM
60 minutes
4:00 PM – 8:00 PM
60 minutes

3 - South Loop
Weekday
9:30 AM – 3:30 PM
30 minutes
North Loop
Implementation Phase 4

Service Characteristics:

4 - North Loop
Weekday
9:30 AM – 3:30 PM
30 minutes
Fishhawk High Speed Ferry Connection
Implementation Phase 5

Service Characteristics:

5 - Fishhawk HSF

Weekday
5:00 AM – 9:00 AM
30 minutes
4:00 PM – 8:00 PM
30 minutes

*Bloomingdale Route connect with Fishhawk at Sports Complex Park-N-Ride

Weekday
5:00 AM – 9:00 AM
30 minutes
4:00 PM – 8:00 PM
30 minutes
## Cost of Implementation

<table>
<thead>
<tr>
<th>Implementation Phase</th>
<th>Annual Cost*</th>
<th></th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Operational</td>
<td>Capital</td>
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<tr>
<td>1 - US 301</td>
<td>$3,030,400</td>
<td>$7,707,500</td>
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<td>2 - I-75 Gibsonton</td>
<td>$3,458,800</td>
<td>$8,969,900</td>
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<td>3 - I-75 Downtown/South Loop</td>
<td>$4,907,000</td>
<td>$11,686,700</td>
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<td>4 - North Loop</td>
<td>$5,395,800</td>
<td>$12,127,000</td>
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<td>5 - Fishhawk HSF Connection</td>
<td>$9,452,200</td>
<td>$15,914,100</td>
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* Rounded to the nearest $100.
## Ridership Estimates

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<th>Implementation Phase</th>
<th>Average Daily Ridership*</th>
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<tr>
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<td>2025</td>
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<tr>
<td>1 - US 301</td>
<td>735</td>
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<td>2 - I-75 Gibsonton</td>
<td>770</td>
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<td>3 - I-75 Downtown/South Loop</td>
<td>950</td>
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<td>4 - North Loop</td>
<td>960</td>
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<td>5 - Fishhawk HSF Connection</td>
<td>1,725</td>
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* Rounded to the nearest 5.
Alternative Mobility Options
Existing Mobility Options

- Existing Flex Service
- Van Pool Service
- Enterprising Latinas
- Sunshine Line
- First-Mile/Last-Mile (Uber & Lyft)
Enterprising Latinas

Ariba Service
Proposed Mobility Options

- Mobility Hubs at
  - Commercial Areas
  - Key Destinations
  - Public Land
- Mobility Zones
Example of Mobility Hub

Questions & Comments
Next Steps

• Present Plan to the MPO Board
• Incorporate Plan into HART’s Transportation Development Plan (TDP)
Thank you!