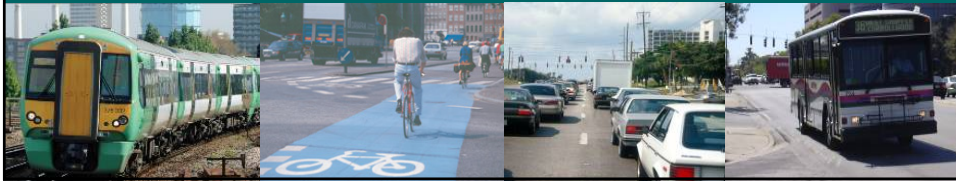
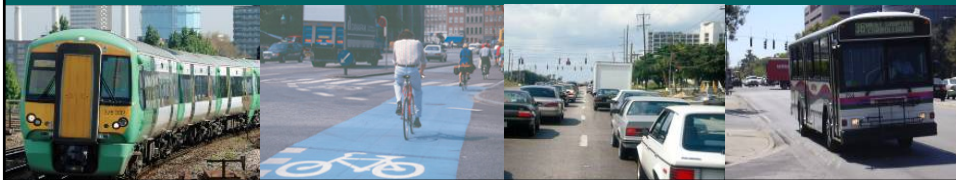


Hillsborough County MPO Transit Study

Transit Concept for 2050
November 5, 2007



Transit Technologies



Technologies Considered

- Bus
- Light Rail
- Commuter Rail



Bus

- Standard or articulated high-capacity vehicles
- Special lanes or signal priority – Bus Rapid Transit
- Advantage of flexible service
- Congestion problem



Capacity of about one new arterial lane

Commuter Rail

- Locomotive pulling passenger cars
- Shares freight tracks
- Flexible capacity
- Peak hour service
- Long haul or suburb to city
- Needs to run flat and straight



Capacity of about one new lane of Interstate

Light Rail

- Powered from above by electric wires
- Has its own tracks
- Frequent service
- All day service
- Suburb to city and urban area travel
- Quick acceleration
- Can climb and turn



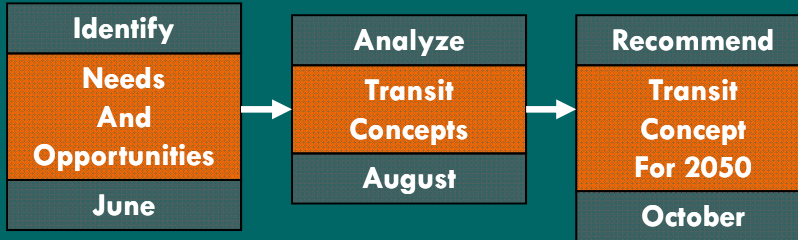
Capacity of about four new arterial lanes

- Congested travel is projected to increase by 1,000% by 2050
- Average commute time for vehicles would triple
- Rail transit provides reliable trip times that don't change
- Bus transit can also do this in exclusive or special purpose lanes



Study Summary





Transit Concept For 2050 Brochure

Overview
 The MPO Transit Study was initiated in Fall 2006 to identify long range transit needs that will improve mobility, economic vitality, and quality of life within Hillsborough County. First, community values were identified through a series of focus groups held throughout the county in late 2006. Through an extensive public participation series of transit scenario workshops in Spring 2007, transit corridors were identified and discussed. Using the survey, four Transit Concept options were evaluated for system configuration, costs and benefits. The resulting preferred Transit Concept for 2050 is the composite of tradeoffs in order to produce the greatest benefit for the county.

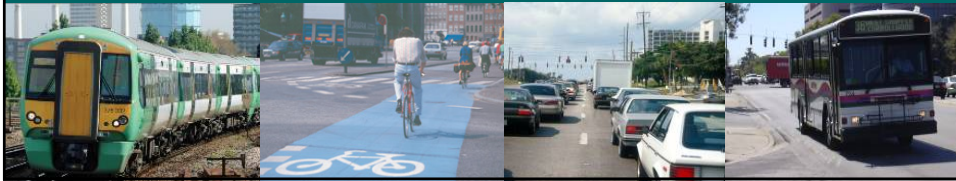
The Transit Concept for 2050 will provide input to the MPO Long Range Transportation Plan, Comprehensive Plans for the city and the county, the Hillsborough Area Regional Transit (HART) Transit Development Plan, and the action plan for Tampa Bay Area Regional Transportation Authority (TBARTA). Working together, these plans will provide the policy framework for multimodal transportation improvements to support local and regional managed growth and economic vitality.

Transit Concept
 The MPO's Transit Concept for 2050 (see map on page 2) serves local and inter-regional travel needs within the Tampa Bay area. Providing alternative ways to travel along major commuting corridors, the concept depicts an overall transit system that best serves existing communities and activity centers as well as projected growth within the county. Capitalizing on existing land use plans, the concept maximizes potential land usage for key corridors, while providing quality transit service for the greatest number of potential riders.

To meet local travel needs as well as providing key regional connections in conjunction with TBARTA, the concept builds on a base of local and community circulator buses to include regional (commuter rail, light rail and premium bus). Each of these technologies provides a distinct type of service to meet the various needs of transit riders. Where is the passenger going? How long is the trip? Is it a work trip or a trip to an entertainment or shopping destination? Characteristics vary with each type of service. The preferred concept addresses the variations in service, minimizing transfers and interchanges between destinations and maximizing amenities around the varying types of transit stations.



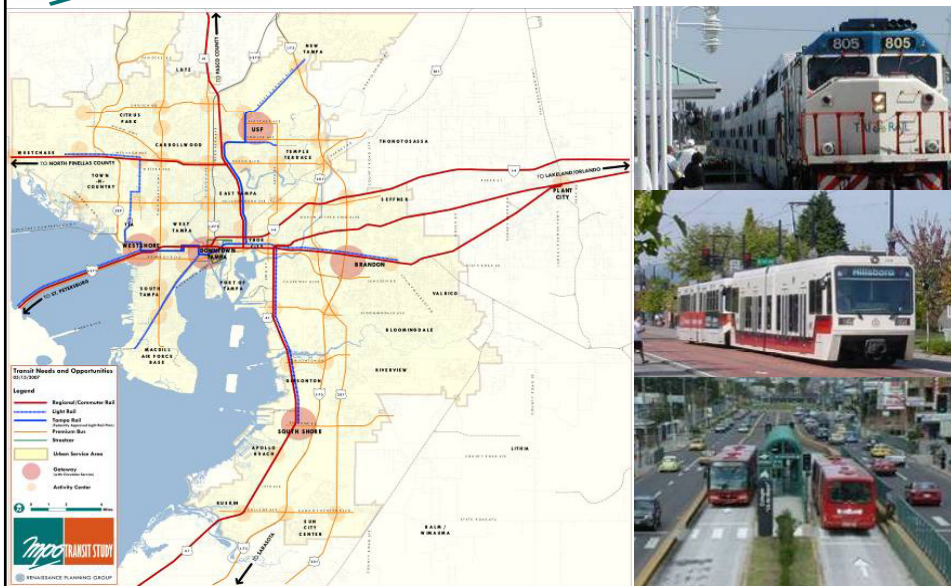
Transit Concept for 2050

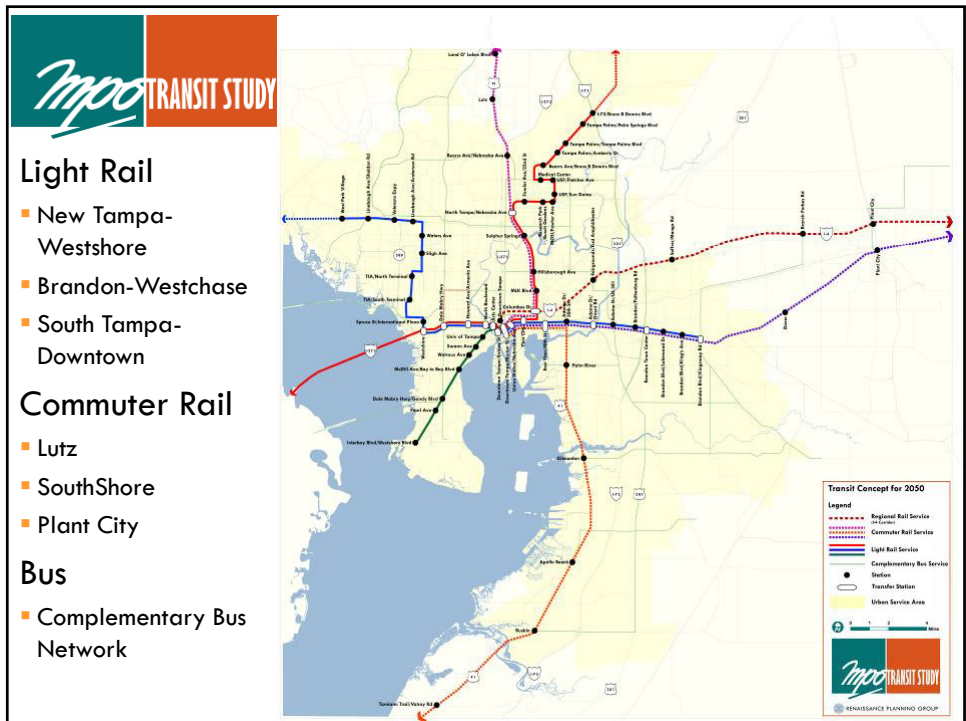
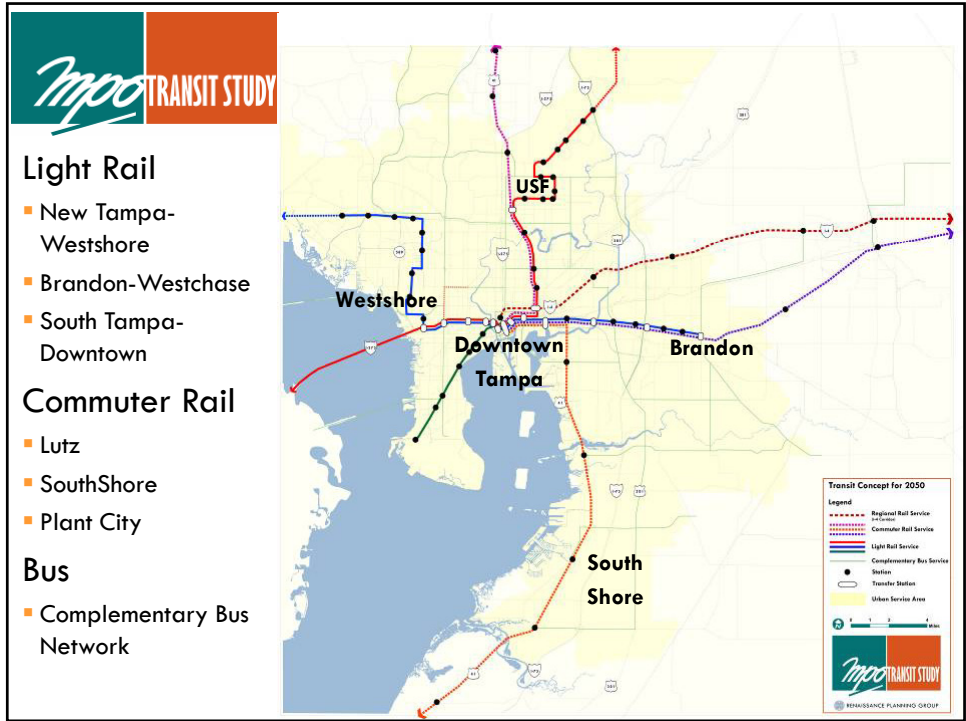


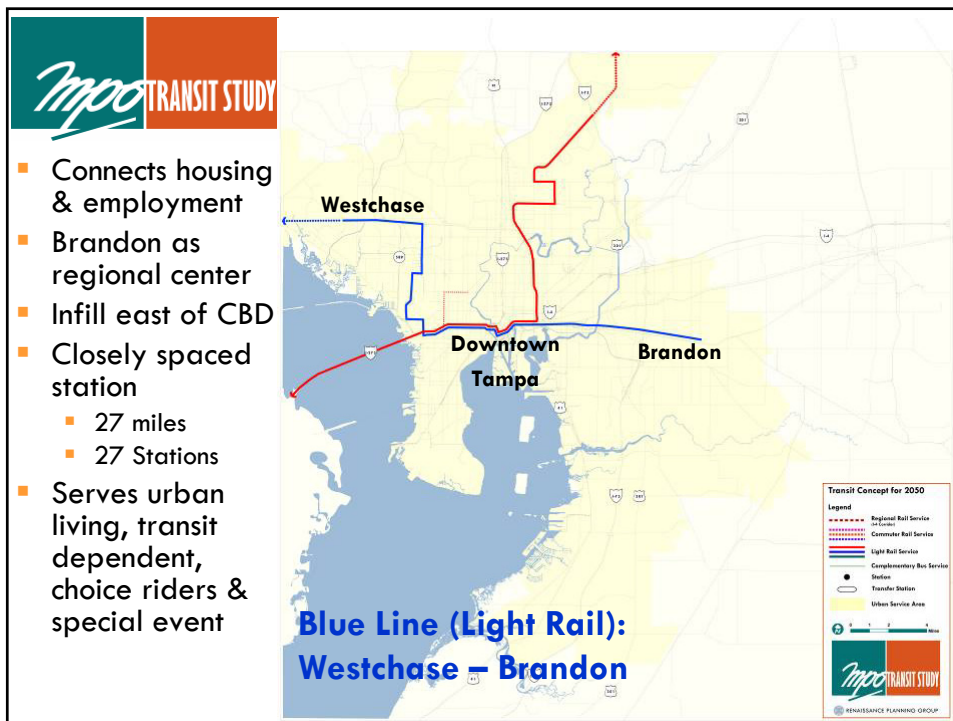
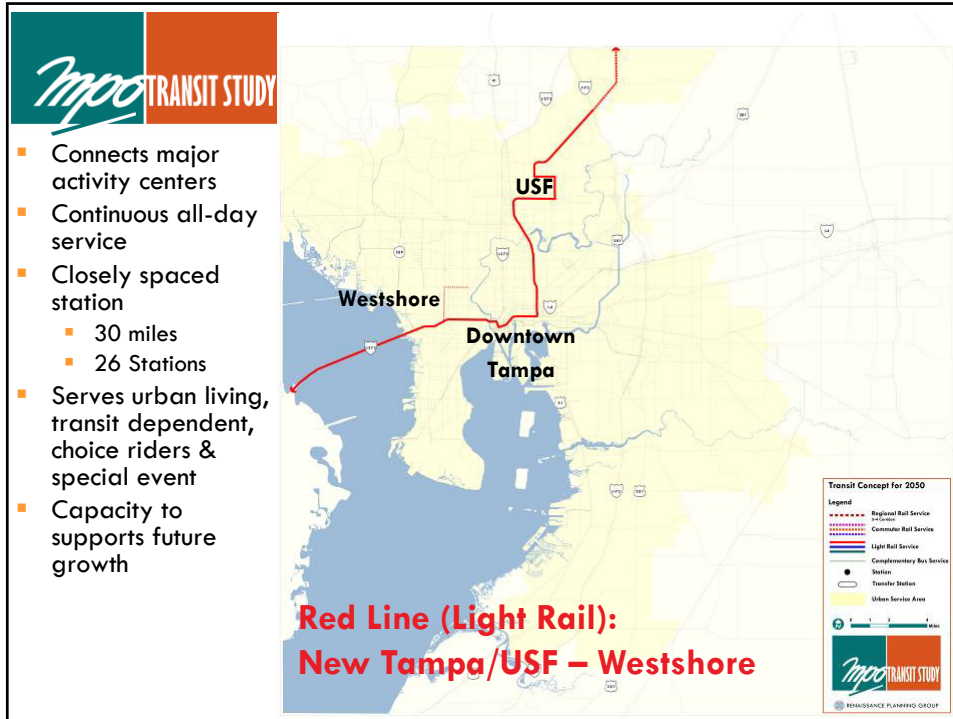
Transit Concept for 2050

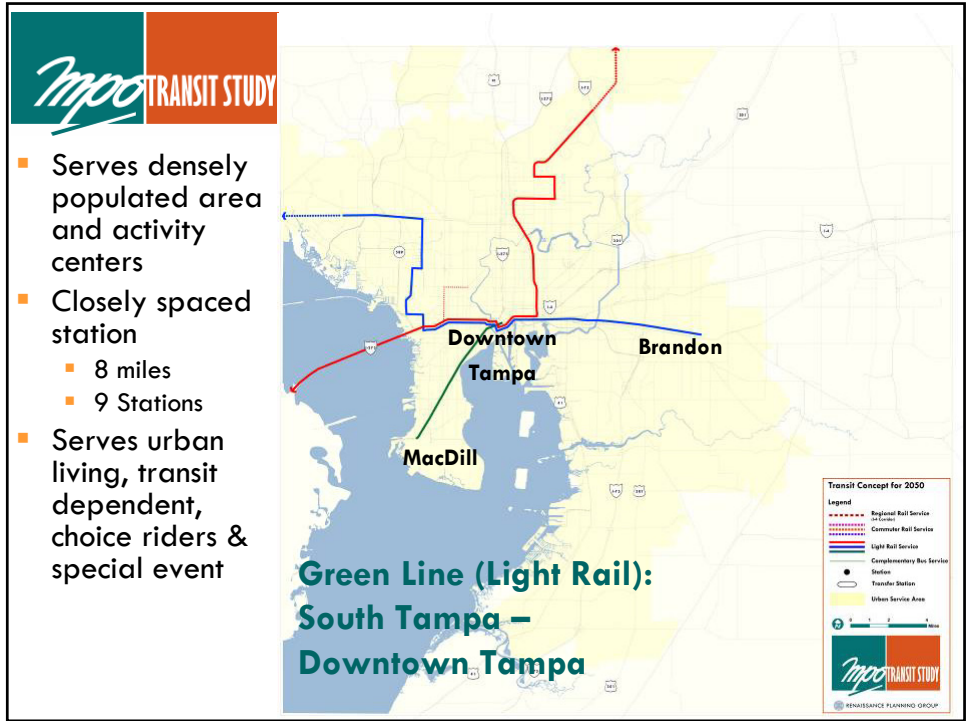
- Basis of Concept
 - Improve Mobility
 - Support Economic Vitality
 - Quality of Life and Growth Management
- Transit Service Characteristics
 - Major Destinations
 - Quality of Service
 - Service Area

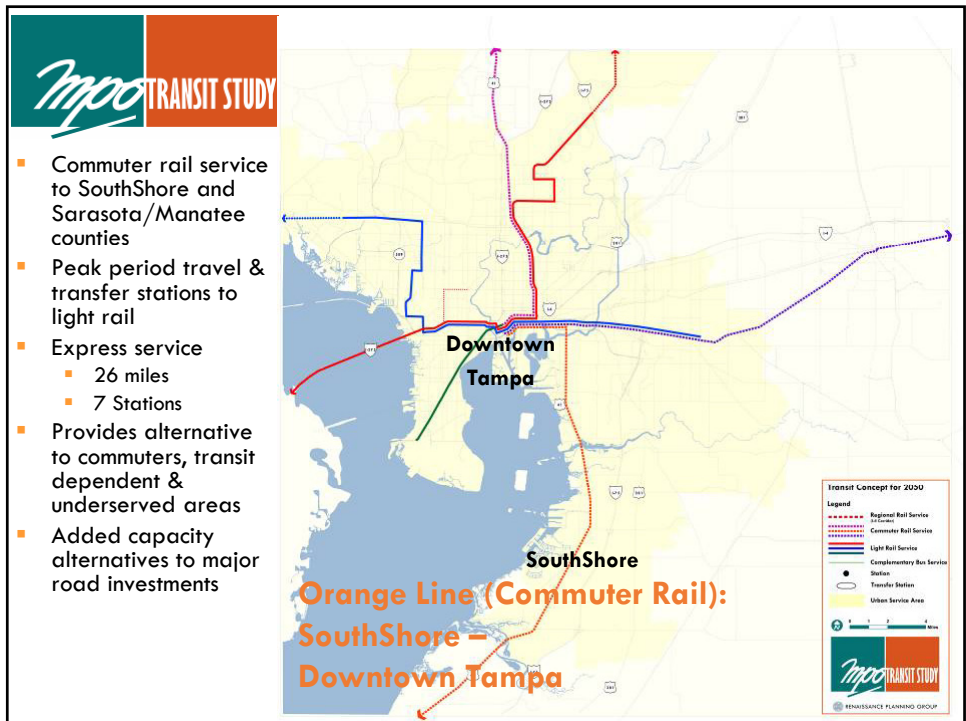
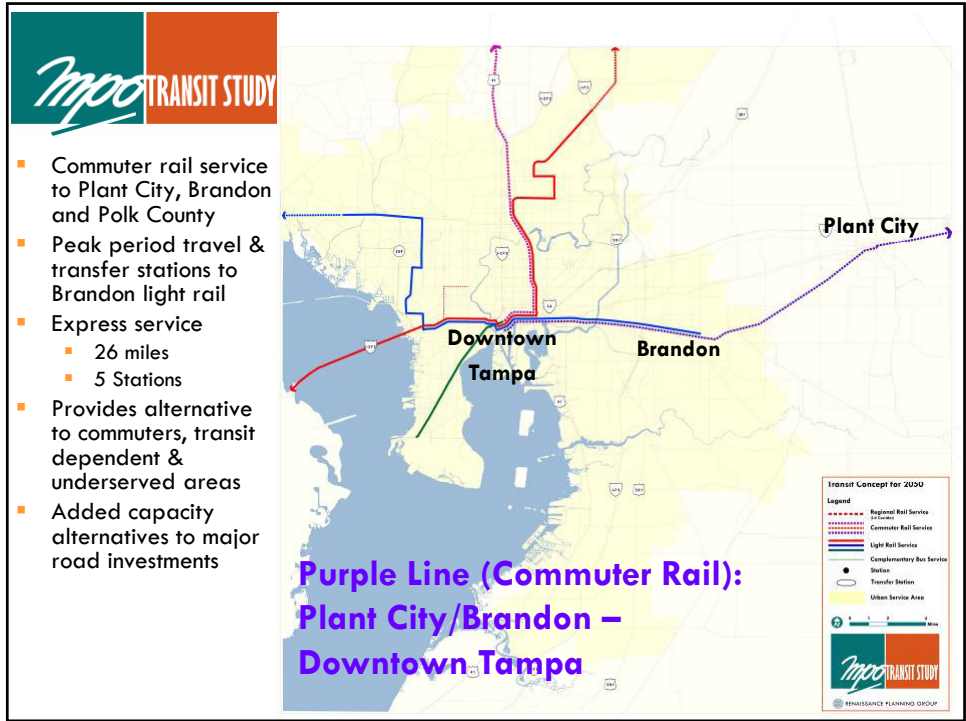
- Identified best opportunities for transit corridors
 - Past studies and current concepts
 - Built system concept
- Determined projected growth
 - Compared concepts with trend for 2050
 - Created a transit oriented future concept
- Tested technology choices
 - Evaluated capacity of transit corridors to accommodate development
 - Evaluated overall ridership potential and order of magnitude costs

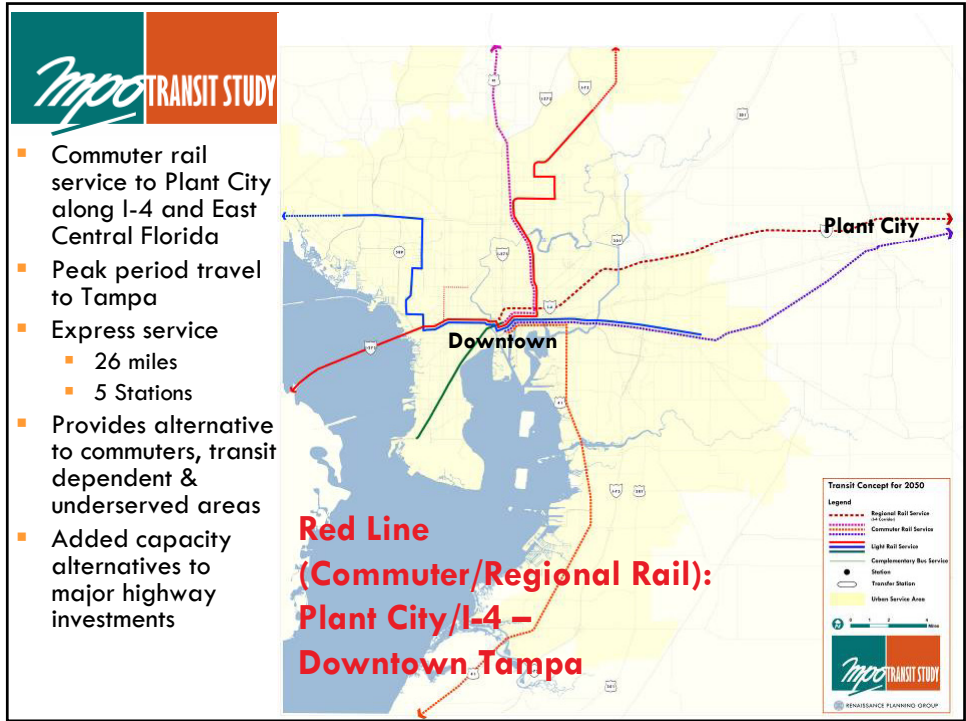












Transit Concept Characteristics

Light Rail (Average 1 mile station spacing)

- New Tampa-Westshore (Red Line) 30 miles █ 26 stations
- Brandon-Westchase (Blue Line) 27 miles █ 27 stations
- South Tampa-Downtown (Green Line) 8 miles █ 9 stations

Commuter Rail (Avg. 3-5 mile station spacing)

- Lutz (Magenta Line) 17 miles █ 6 stations
- SouthShore (Orange Line) 26 miles █ 7 stations
- Plant City/Brandon (Purple Line) 26 miles █ 5 stations
- Plant City/I-4 (Red Line) 26 miles █ 5 stations

Denver Comparison



Denver

Hillsborough County

- Light Rail
 - 65 miles and 62 stations
- Commuter Rail
 - 95 miles and 23 stations

Denver

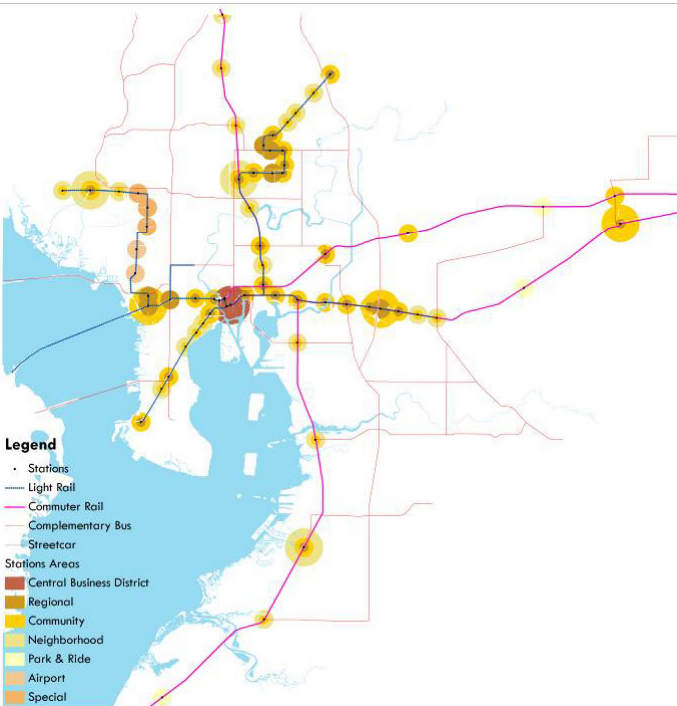
- Light Rail
 - 72 miles and 65 stations
- Commuter Rail
 - 80 miles and 20 stations

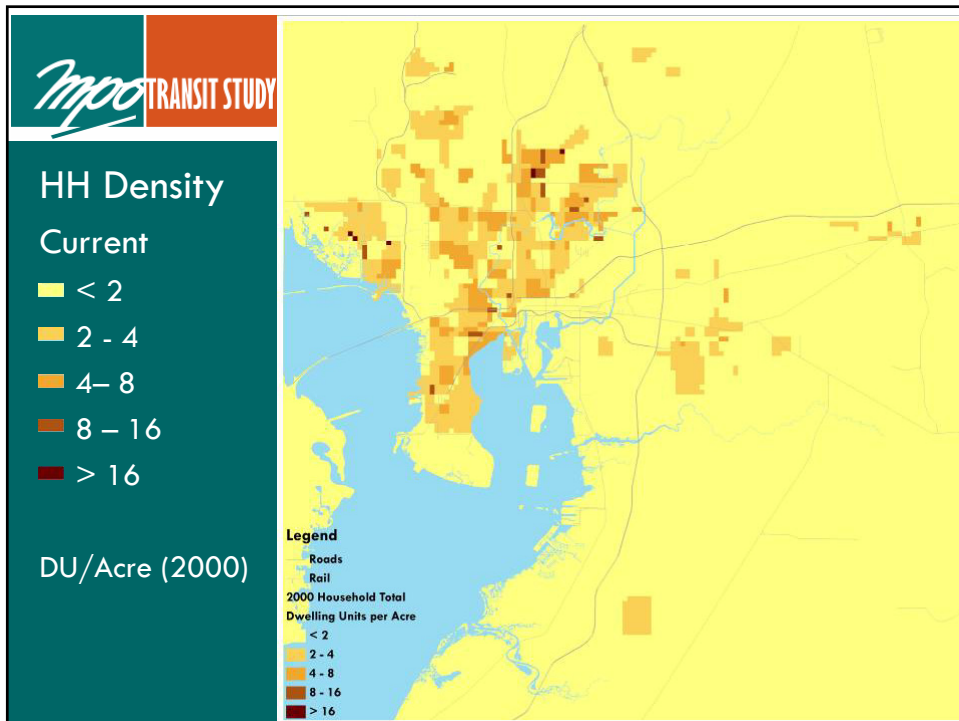
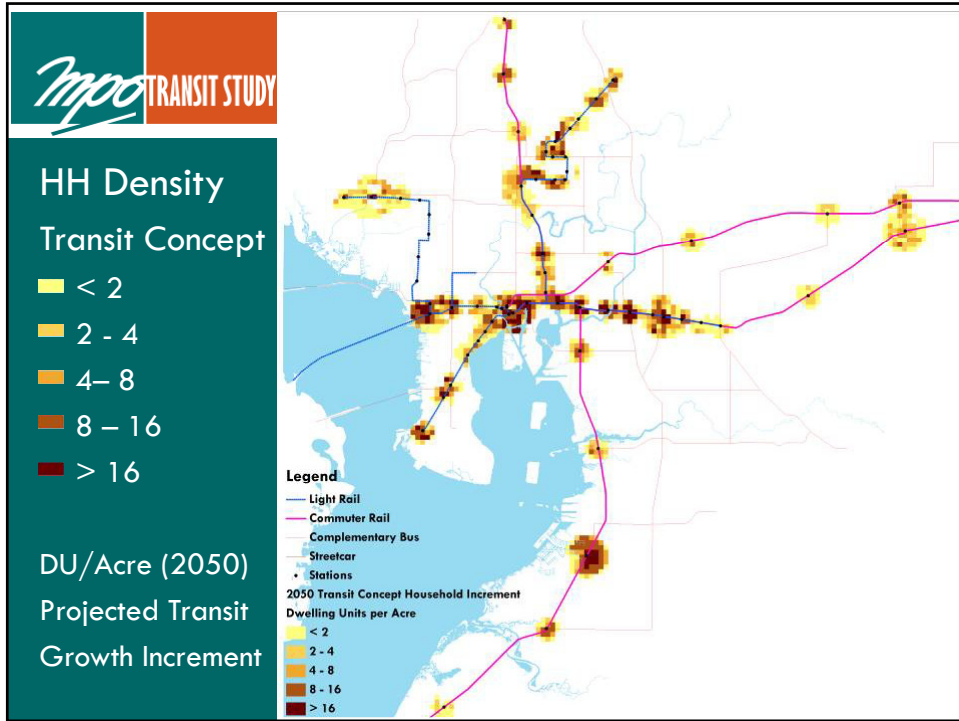
Analysis of 2050 Transit Future

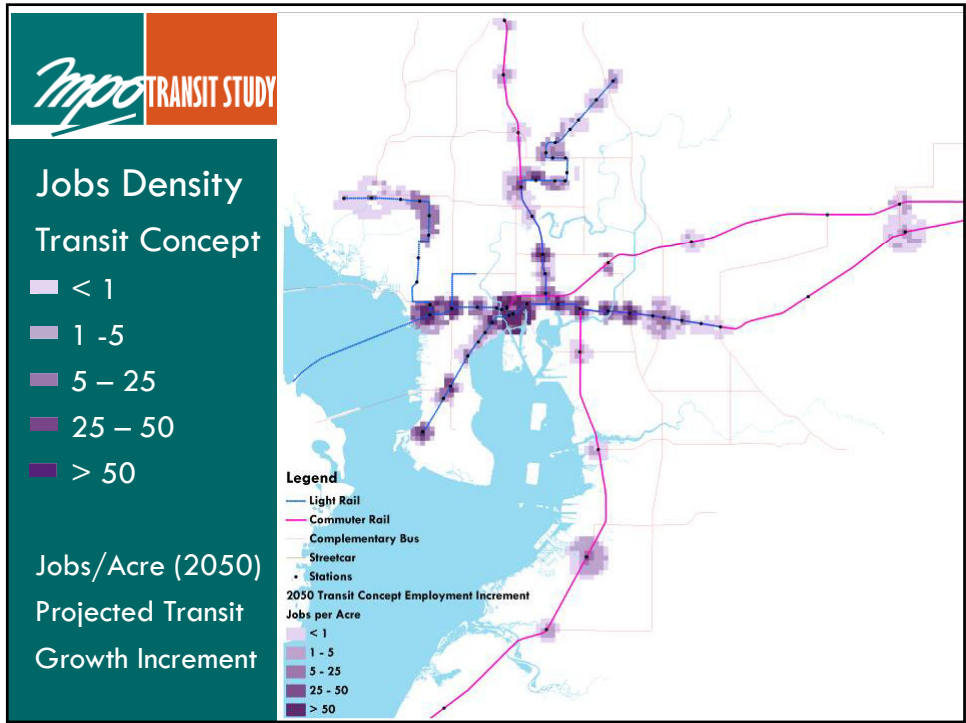
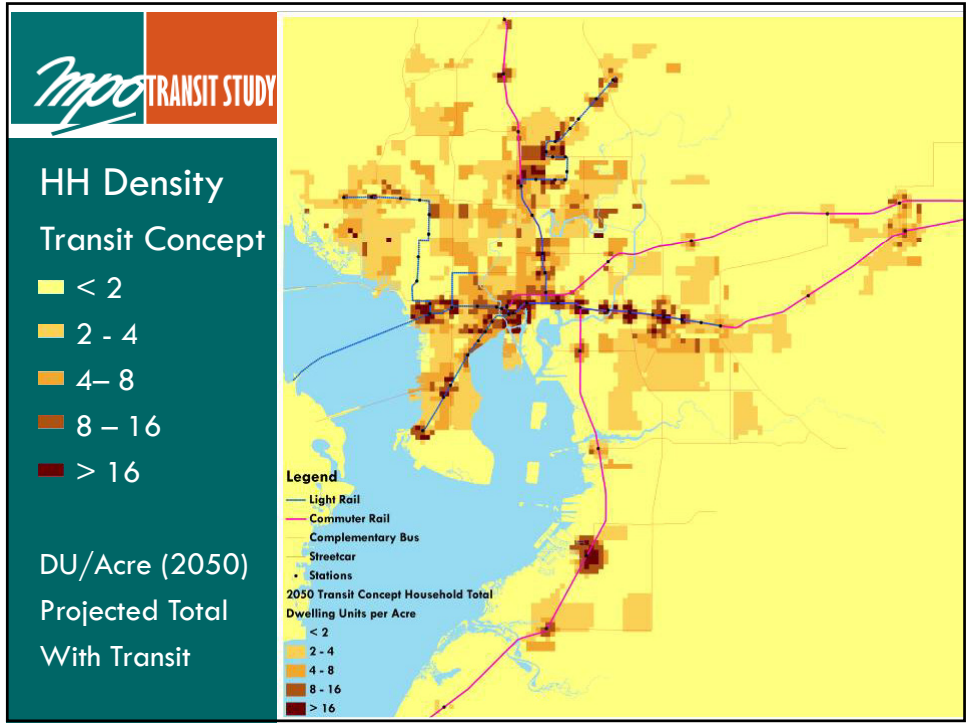


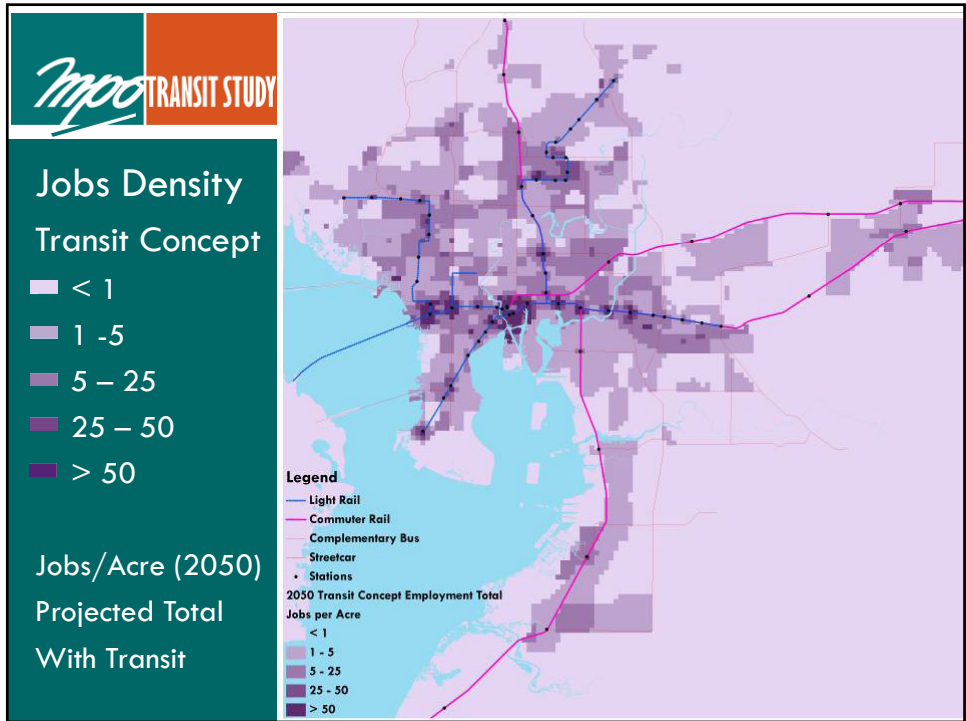
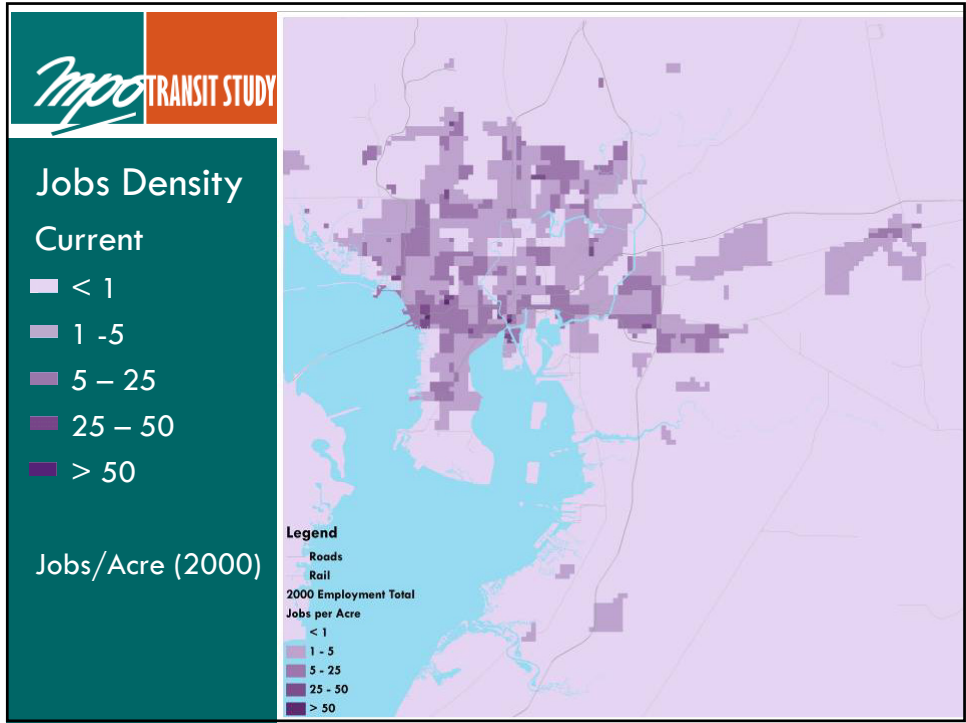
Station Types

- Regional**
 50-100 DU/Ac
 30-500 Jobs/Ac
- Community**
 20-75 DU/Ac
 5-100 Jobs/Ac
- Neighborhood**
 10-50 DU/Ac
 2-15 Jobs/Ac





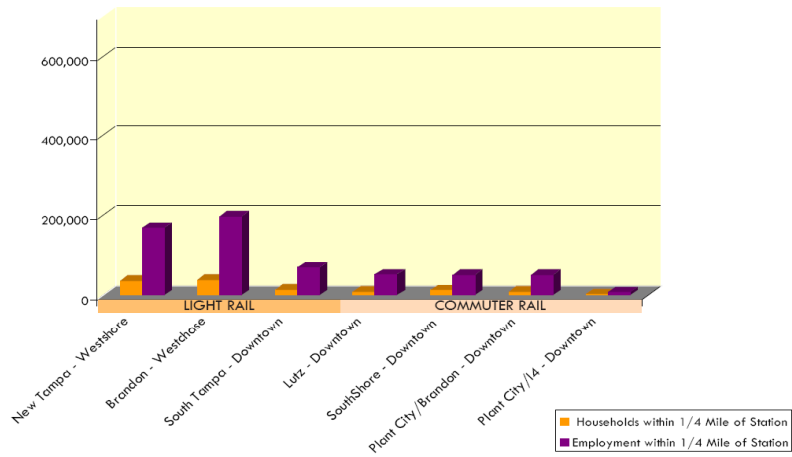






MPO TRANSIT STUDY

Total Households & Jobs Within Walking Distance for 2050

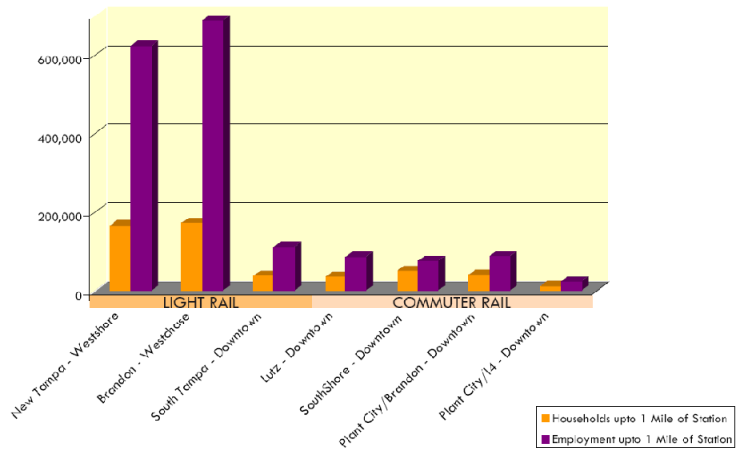


This figure illustrates the total projected households and jobs based on the Transit Concept for 2050 that are located within 1/4 mile of stations.

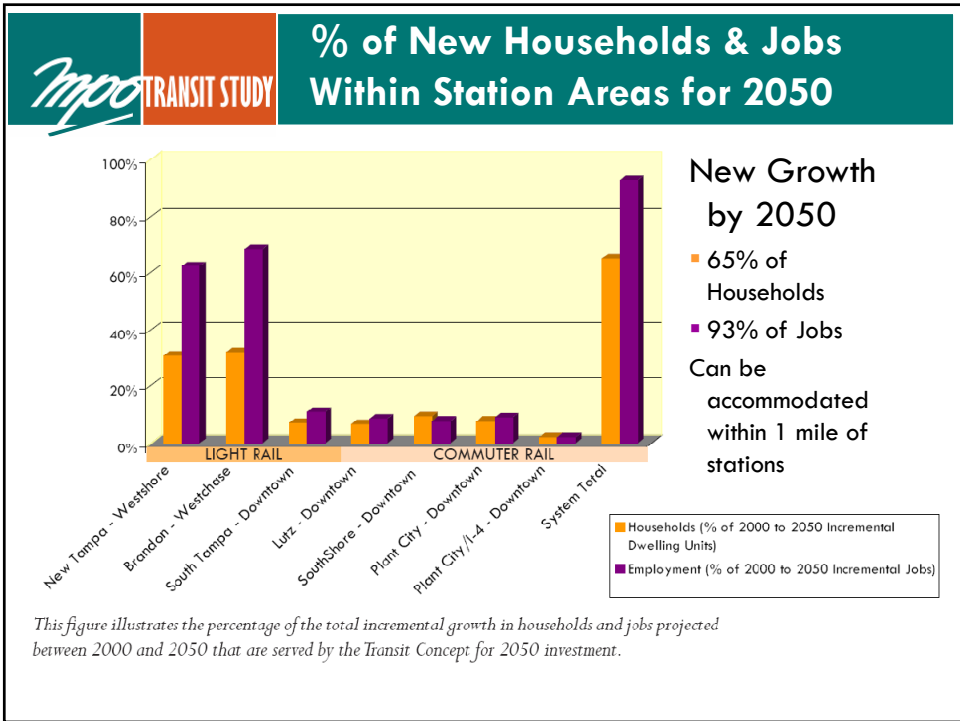
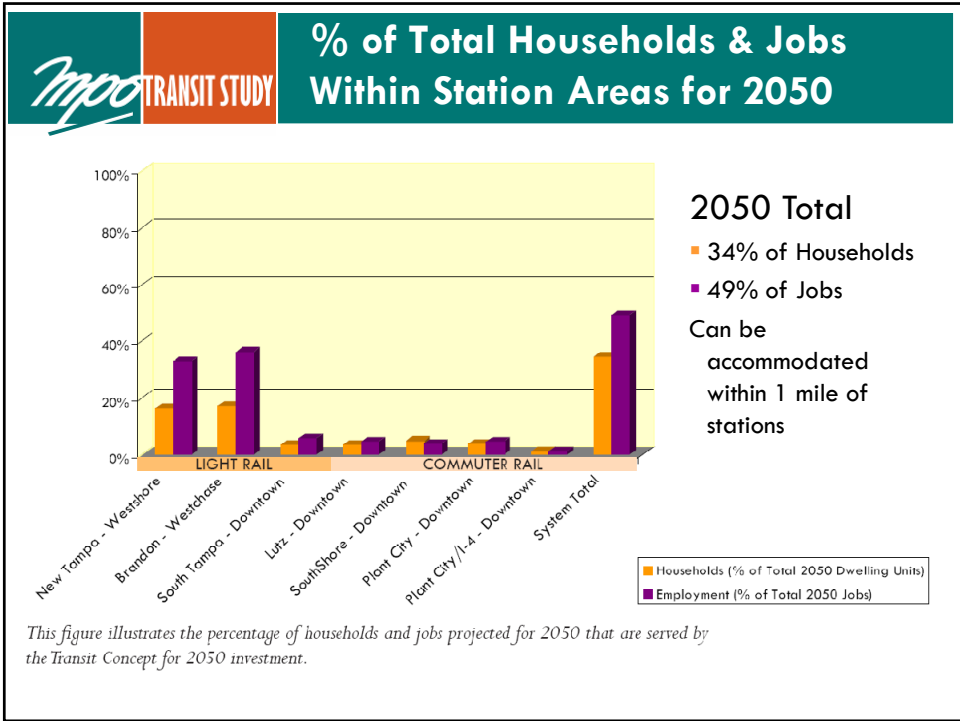


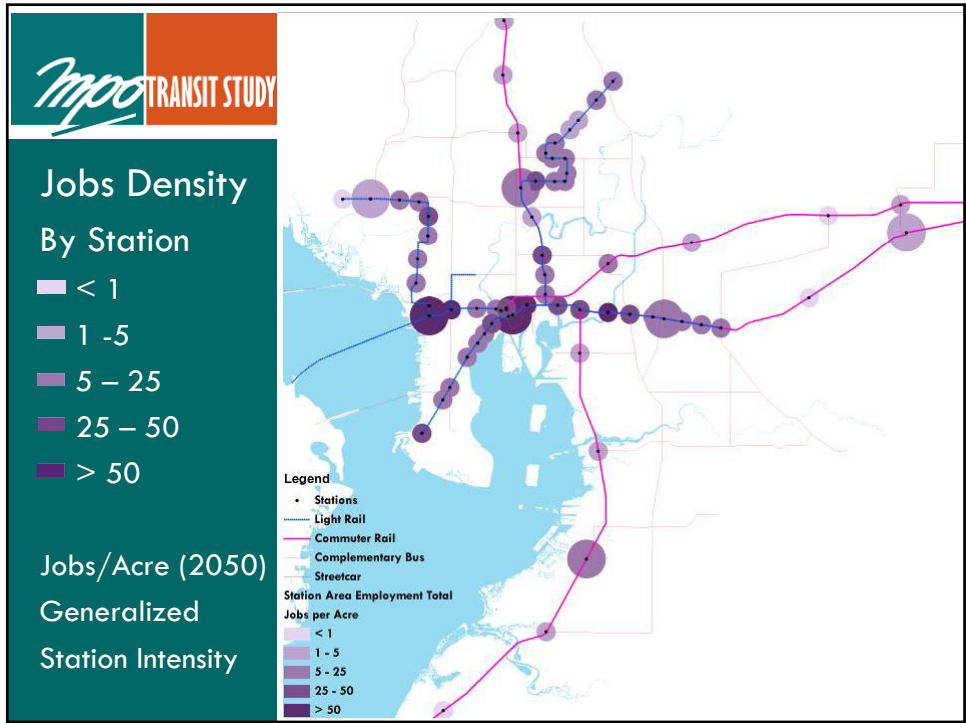
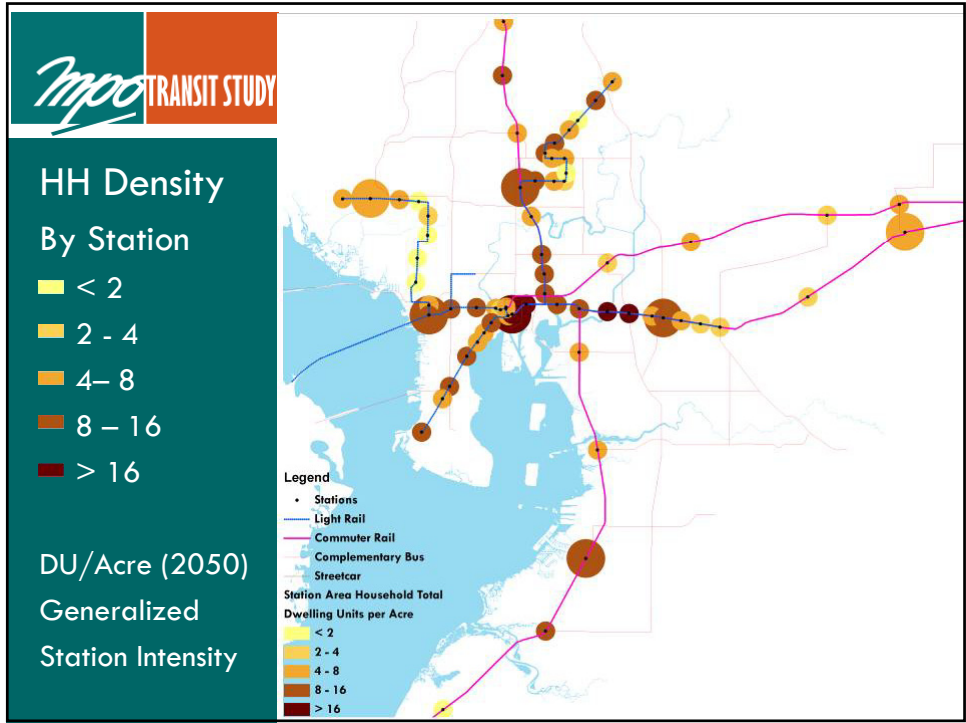
MPO TRANSIT STUDY

Total Households & Jobs Within One Mile for 2050



This figure illustrates the total projected households and jobs for the Transit Concept for 2050 that are located up to 1 mile from stations based on station type designation.





Station Area Density: System Average

	Within 1/4 Mile of Stations		Within 1/2 Mile of Stations	
	Households	Employment	Households	Employment
	Dwelling Units/Acre	Jobs/Acre	Dwelling Units/Acre	Jobs/Acre
Existing Density	2	10	1	6
Projected Trend 2050 Density	3	16	3	11
Projected Transit Concept for 2050 Density	11	38	8	20
Future Land Use Capacity	11	54	9	31

The capacity of Future Land Use Plans are supportive of Transit Oriented Development.

Hillsborough County MPO Transit Study

End of Presentation

