

# SouthShore Transit Circulator Study



The **SouthShore Transit Circulator** assessed the need for transit circulator service to connect the existing and future residential, employment, and activity centers within the SouthShore Area and develop the best alternative and implementation plan that will provide input into the Hillsborough County MPO and HART Plans. The SouthShore Area, the fastest growing area of Hillsborough County, has experienced significant growth and development over the last ten years and this high rate of growth and development is expected to continue.



## 6 Communities

The SouthShore area includes six communities in the southern part of unincorporated Hillsborough County: Apollo Beach, Gibsonton, Ruskin, Riverview, Sun City Center, and Wimauma.

## 4 Alternatives

Four Alternatives were developed to serve the SouthShore area and include:

**Alternative 1:** HART Planned Service with FishHawk Connection

**Alternative 2:** Figure 8 Configuration with Flex

**Alternative 3:** Two One-Way Loops (with Local Service to Brandon Town Center and FishHawk)

**Alternative 4:** Two Two-Way Loops (extended Flex to Riverview High School, no FishHawk Extension)

## 8 Performance Measures

The alternatives were evaluated based on the following eight performance measures:

- + Annual Revenue Miles
- + Annual Revenue Hours
- + Annual Operating Cost
- + Annual Projected Ridership
- + Passenger per Revenue Mile
- + Passenger per Revenue Hour
- + Annual Operating Cost
- + Capital Cost

## Evaluation of Alternatives

Alternative	Annual Revenue Miles	Annual Revenue Hours	Annual Operating Cost (\$1,000)	Annual Projected 2025 Ridership	Passengers per Revenue Hour	Passengers per Revenue Mile	Operating Cost per Passenger	Capital Cost (\$1,000)	Total	Overall Rank
Alternative 1	2	2	3	1	2	2	2	3	17	3
Alternative 2	1	1	4	2	4	4	4	4	24	1
Alternative 3	3	3	2	3	1	1	1	2	16	4
Alternative 4	4	4	1	4	3	3	3	2	24	1

## Recommendations & Proposed Phasing

Based on the evaluation and public comment, Alternative 4 is the recommended alternative. Further refinements made to Alternative 4 include: providing 23', 20 passenger buses to serve the north and south loops and keeping Route 1 as a limited express route.

### Year 2020:

- + Add the north and south bi-directional loops
- + Delete existing Route 31 along US 41
- + Realign Route 53LX to extend to the Amazon/HCC SouthShore Campus
- + Add one additional bus to South County Flex

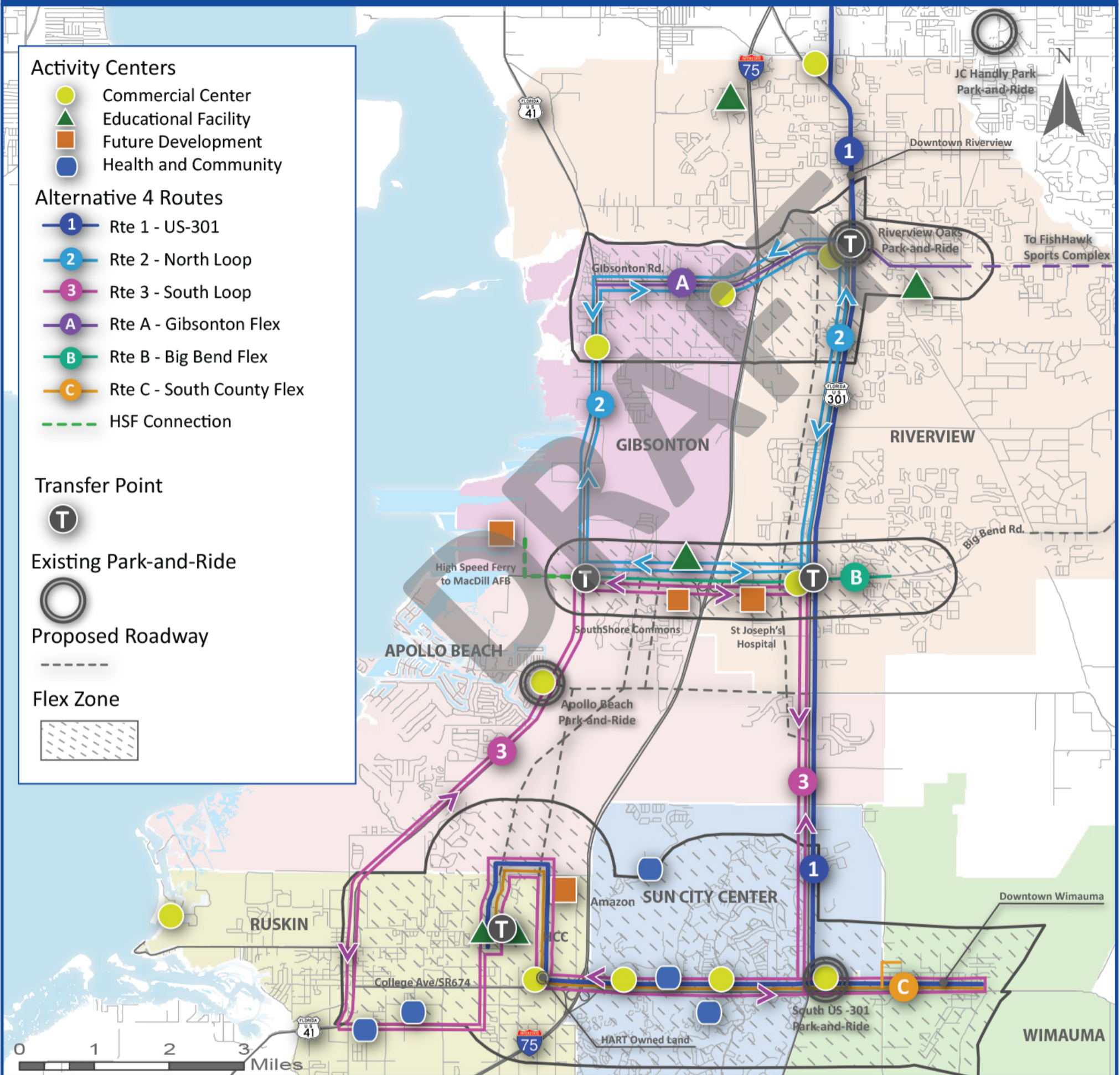
### Year 2022:

- + Expand the South County Flex by area, decrease headway to 45 minutes
- + Add the Gibsonton Flex
- + Add the Big Bend Flex



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## Alternative 4\* - 2 Two-Way Loops, Extended Flex to Riverview High School



Route Number	Route Name	Frequency	Round Trip Route Miles	Round Trip Route Time (min)	Weekday Service			Ridership	
					Round Trip Route Time with layover (min)	Buses Needed	Daily Round Trips	Daily Weekday Projected 2025 Ridership	Daily Saturday Projected 2025 Ridership
1	US-301	75	57	201	211	3	9	310	155
2	North Loop	45	15	53	63	4	34	169	84
3	South Loop	60	30	106	116	4	24	269	134
<b>Fixed Route Sub Total</b>		<i>n/a</i>	102	<i>n/a</i>	<i>n/a</i>	11	67	747	373
A	Gibsonton Flex	45	10	35	45	1	18	62	31
B	Big Bend Flex	45	8	28	38	1	18	86	43
C	South County Flex	45	19	67	67	2	17	118	59
<b>Flex Route Sub Total</b>		<i>n/a</i>	37	<i>n/a</i>	<i>n/a</i>	4	53	266	133
	HSF Connection	26	3	11	<i>n/a</i>	<i>n/a</i>	12	89	45
<b>Total</b>			142					1,102	551

Route Type	Annual Operating Cost (in \$1,000s)			Capital Costs (in \$1,000s)		
	Weekday Annual Operating Cost	Saturday Annual Operating Cost	Annual Operating Cost Demand Response (ADA)	Capital Cost - Vehicles**	Capital Cost - Stops	Total Capital Cost
Fixed Route	\$ 1,772	\$ 306	\$ 378	\$ 1,521	\$ 775	\$ 2,296
Flex Route	\$ 539	\$ 94	\$ -	\$ 506	\$ -	\$ 506
<b>Total</b>	<b>\$ 2,311</b>	<b>\$ 400</b>	<b>\$ 378</b>	<b>\$ 3,926</b>	<b>\$ 775</b>	<b>\$ 4,701</b>



\* Alternative 4 with Refinements, 23' buses are used on the north and south loops.  
 \*\* Includes 20% spare vehicles.

Note: The proposed changes to routes would replace the current 31 Local, 53LX, and flex service in the area. No changes are proposed for Route 47LX.