



Hillsborough MPO
Metropolitan Planning
for Transportation

Regional Transit Feasibility Plan: Comments & Questions

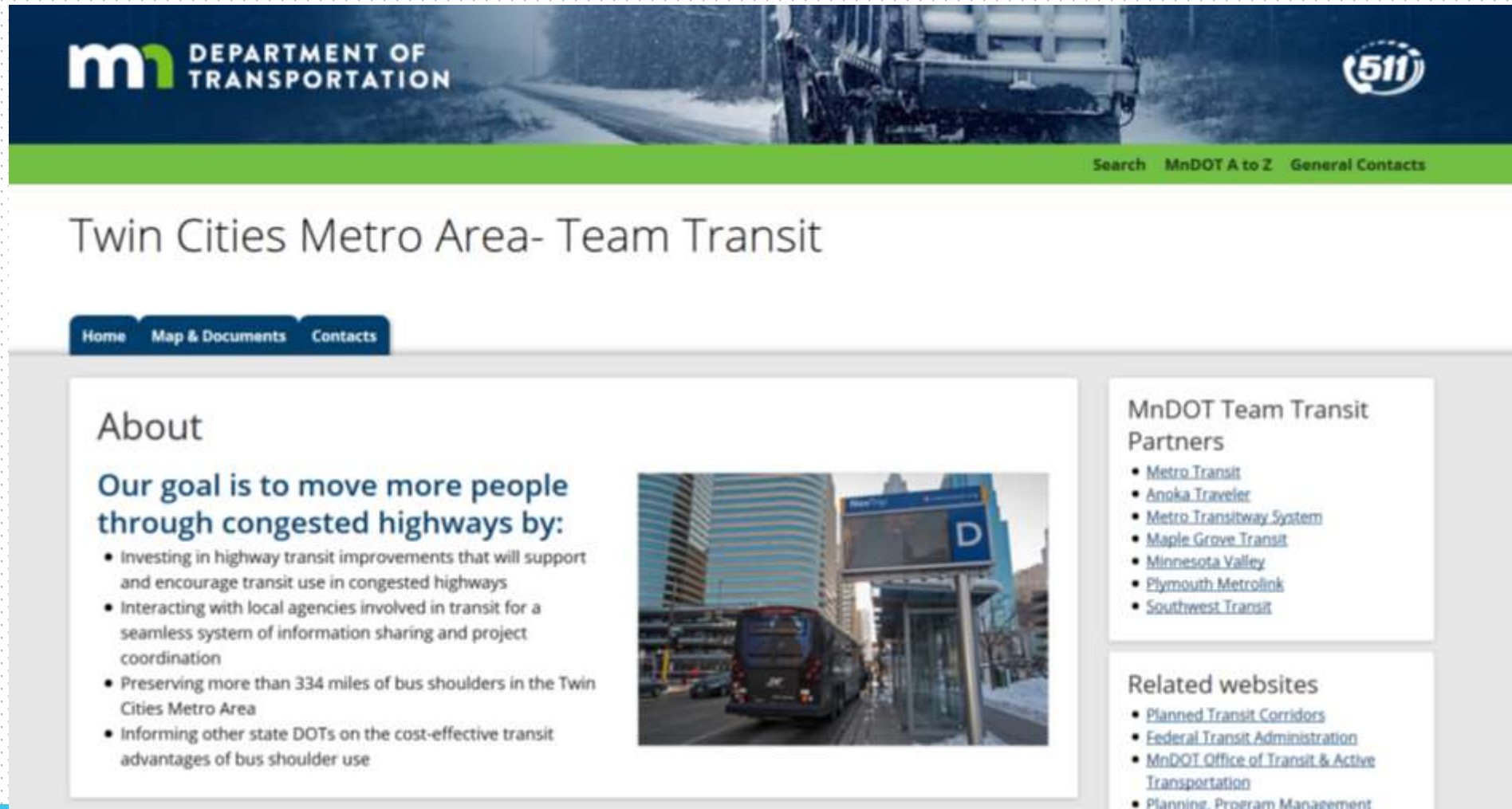
March 2018



- 1. FDOT's offer to develop transit facilities in the interstate right-of-way is valuable and should not be passed up.**



It Takes a Team to Create Bus-Only Shoulders: ex. MnDOT's "Team Transit"



The screenshot shows the MnDOT website header with the logo and navigation links. The main content area is titled "Twin Cities Metro Area- Team Transit" and includes a navigation bar with "Home", "Map & Documents", and "Contacts". The "About" section describes the goal of moving more people through congested highways by investing in transit improvements, interacting with local agencies, preserving bus shoulders, and informing other state DOTs. A photo of a bus at a transit stop is included. The "MnDOT Team Transit Partners" list includes Metro Transit, Anoka Traveler, Metro Transitway System, Maple Grove Transit, Minnesota Valley, Plymouth Metrolink, and Southwest Transit. The "Related websites" list includes Planned Transit Corridors, Federal Transit Administration, MnDOT Office of Transit & Active Transportation, and Planning Program Management.

m DEPARTMENT OF TRANSPORTATION

511

Search MnDOT A to Z General Contacts


Twin Cities Metro Area- Team Transit

Home Map & Documents Contacts

About

Our goal is to move more people through congested highways by:

- Investing in highway transit improvements that will support and encourage transit use in congested highways
- Interacting with local agencies involved in transit for a seamless system of information sharing and project coordination
- Preserving more than 334 miles of bus shoulders in the Twin Cities Metro Area
- Informing other state DOTs on the cost-effective transit advantages of bus shoulder use



MnDOT Team Transit Partners

- [Metro Transit](#)
- [Anoka Traveler](#)
- [Metro Transitway System](#)
- [Maple Grove Transit](#)
- [Minnesota Valley](#)
- [Plymouth Metrolink](#)
- [Southwest Transit](#)

Related websites

- [Planned Transit Corridors](#)
- [Federal Transit Administration](#)
- [MnDOT Office of Transit & Active Transportation](#)
- [Planning Program Management](#)



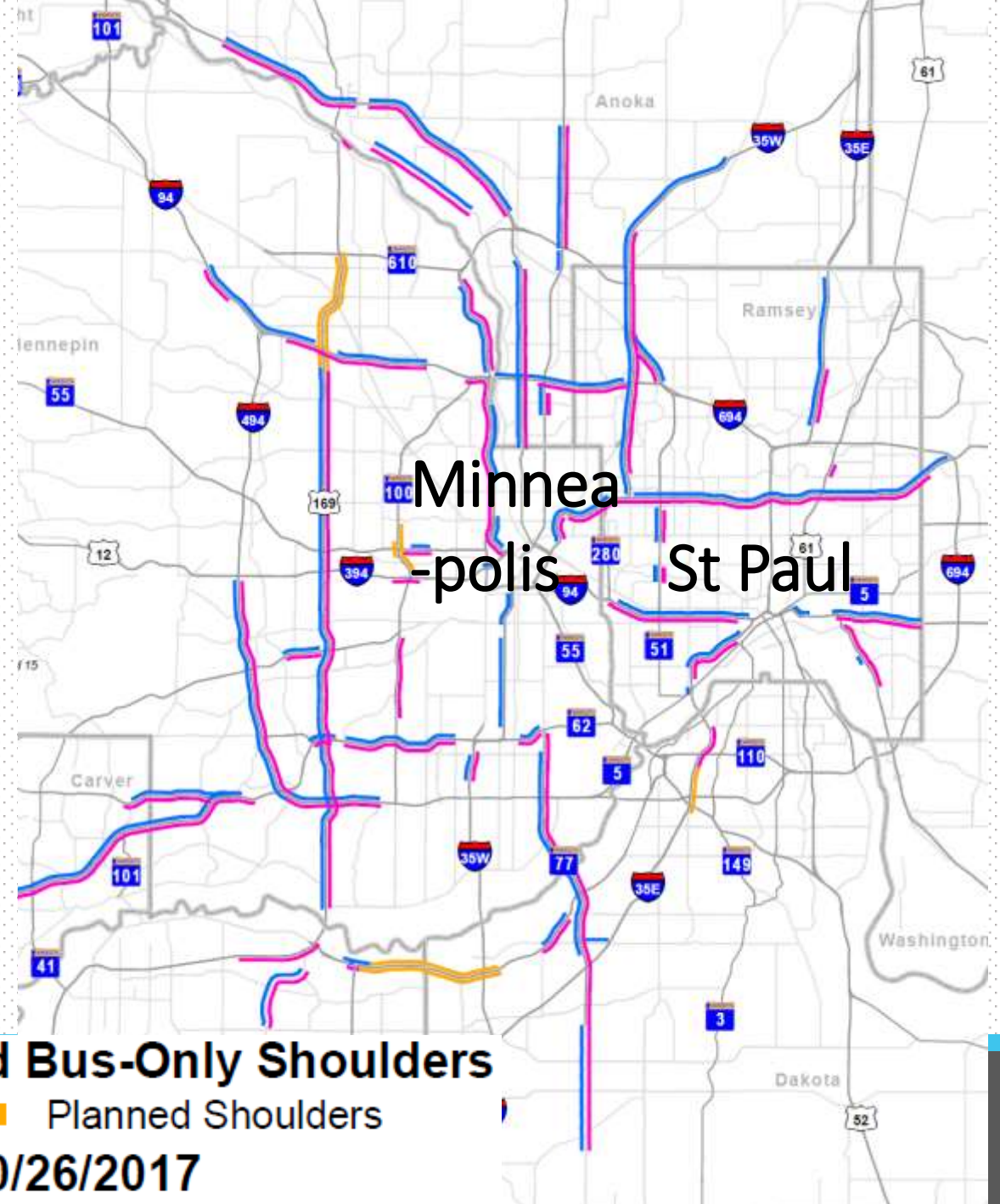
Systematic & Incremental

334+ miles today of bus-only shoulders

<20 miles added per year, steadily since 1992

½ of MetroTransit routes now use these shoulders, and report it saves 5-15 minutes per trip

Complemented by ramp meter bypass lanes, and 106 P&R facilities with 58% utilization



Current Bus-Only Shoulders

- Southbound or Westbound
- Northbound or Eastbound

Planned Bus-Only Shoulders

- Planned Shoulders

Date: 10/26/2017

Does this work?

Avg. Travel Time savings ('97 study):

- 9 minutes from shoulder use
- 10 minutes from ramp meter bypass use
- 17 minutes from HOV lane use

Majority of riders perceive travel time savings from shoulders.

Ridership on shoulder routes increased 9% over two years while ridership system-wide dropped 6½ %.

Bus using ramp meter bypass lane
Video by MN DOT



2. By trying to serve too many purposes, the proposed catalyst project might not do a good job serving any well.



Express BRT on Interstate - Best Serves ...

- ❖ Longer Regional Trips
- ❖ Fewer Stops
- ❖ Commuters
- ❖ Stations in Interstate ROW
- ❖ Transit hubs



Westshore Concept



Los Angeles, CA.



Arterial BRT – Best Serves ...

- ❖ Core transit market
- ❖ Local development
- ❖ Street-Level Stations
- ❖ Trips < 10 miles long

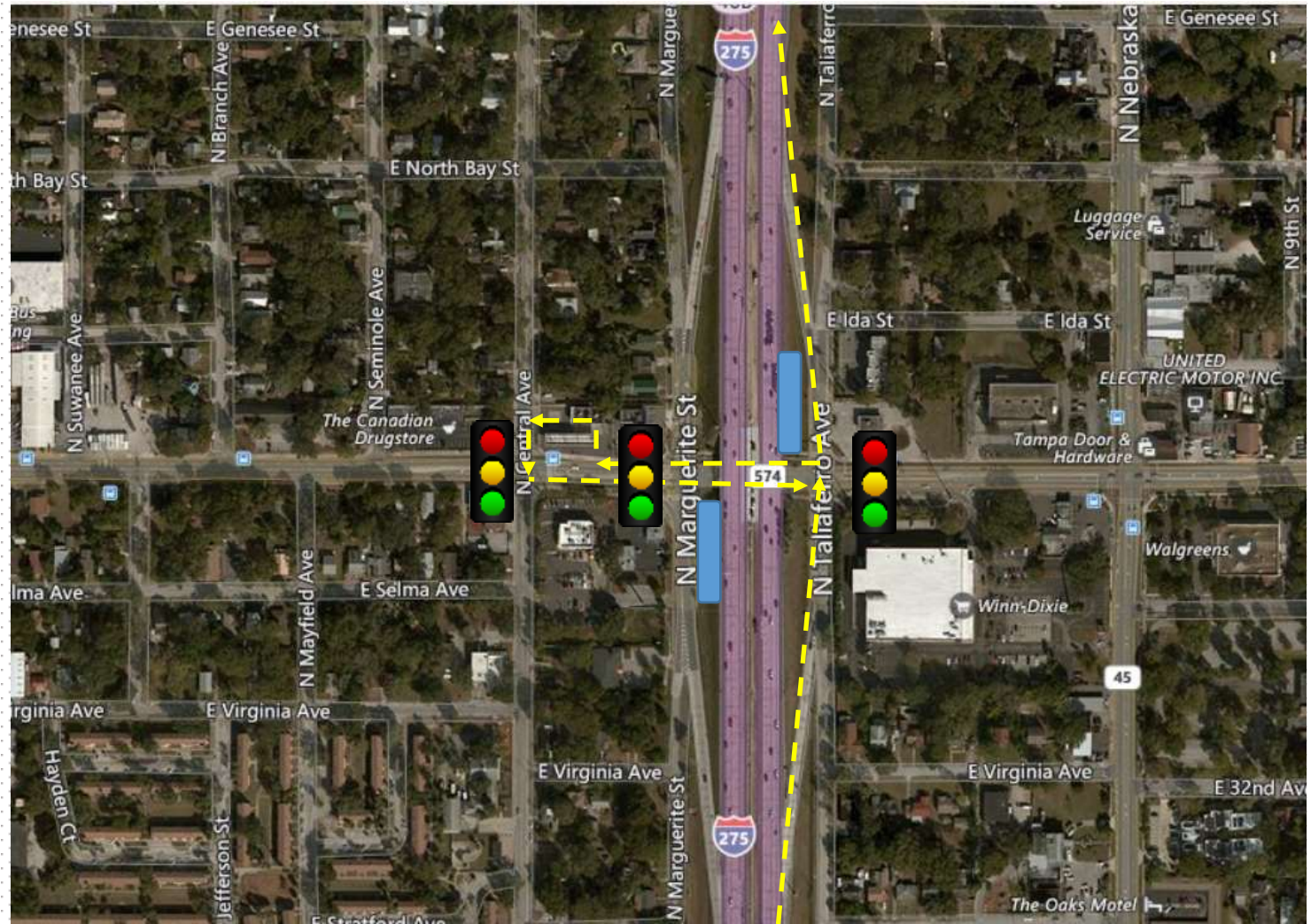


❖ Must Express BRT vehicles exit Interstate to access street-level stations?

- How much time will be added to trip, at 19 street-level stations?

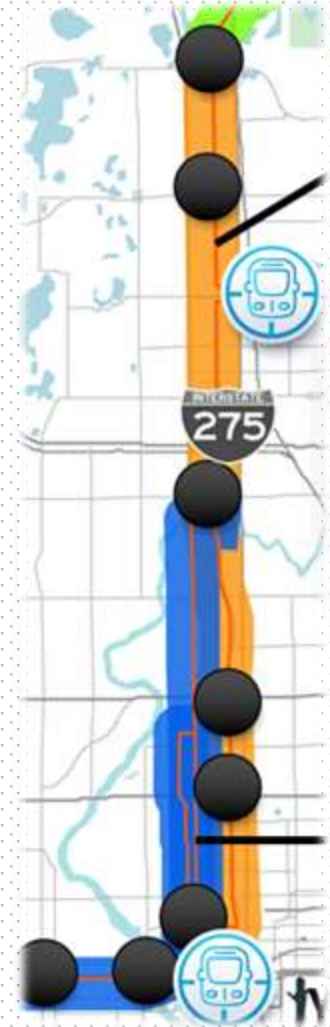
❖ If they don't, can peds & bikes get safely to stations in Interstate right-of way?

❖ Which stations should have Park & Ride lots, and which focus on walk/bike/bus access?



Arterial BRT & Interstate Express BRT

- ❖ Both are proposed in the 9-mile segment north of downtown Tampa
- ❖ Will they compete for riders?
- ❖ Should they be studied as a package to ensure they complement each other, & each serves its market well?
 - Peak Period: operate both Express & Arterial BRT on parallel facilities? Off Peak: integrate?
- ❖ Can we leverage our local dollars even further by bundling?



3. Improving regional transit is needed but cannot come at the expense of under-funded local bus service; cannot rob Peter to pay Paul.



❖ “On par with Sheboygan”



SCOTT KEELER | Times

Sabrena Lloyd, 42, spends 30 hours a week commuting from her home north of Fletcher Avenue to her job at Tampa International Airport. If she had a car, it would take her 25 minutes each way.

Tampa Bay has one of the worst public transit systems in America. Here's why.

By CAITLIN JOHNSTON and ELI ZHANG
Times Staff Writers

Feb. 16, 2017

❖ “Tampa Bay spends far less on transit each year than any other major metro area. It is the only top-20 metro region to spend less than \$213 million annually. Its \$141 million operating budget is on par with Bridgeport, CT and Buffalo, NY, each of which have 1.5 million fewer people.”

❖ “Tampa Bay’s system reaches the same number of jobs as those in places like Boise, ID, or Chattanooga, TN – except it serves five times as many people.”



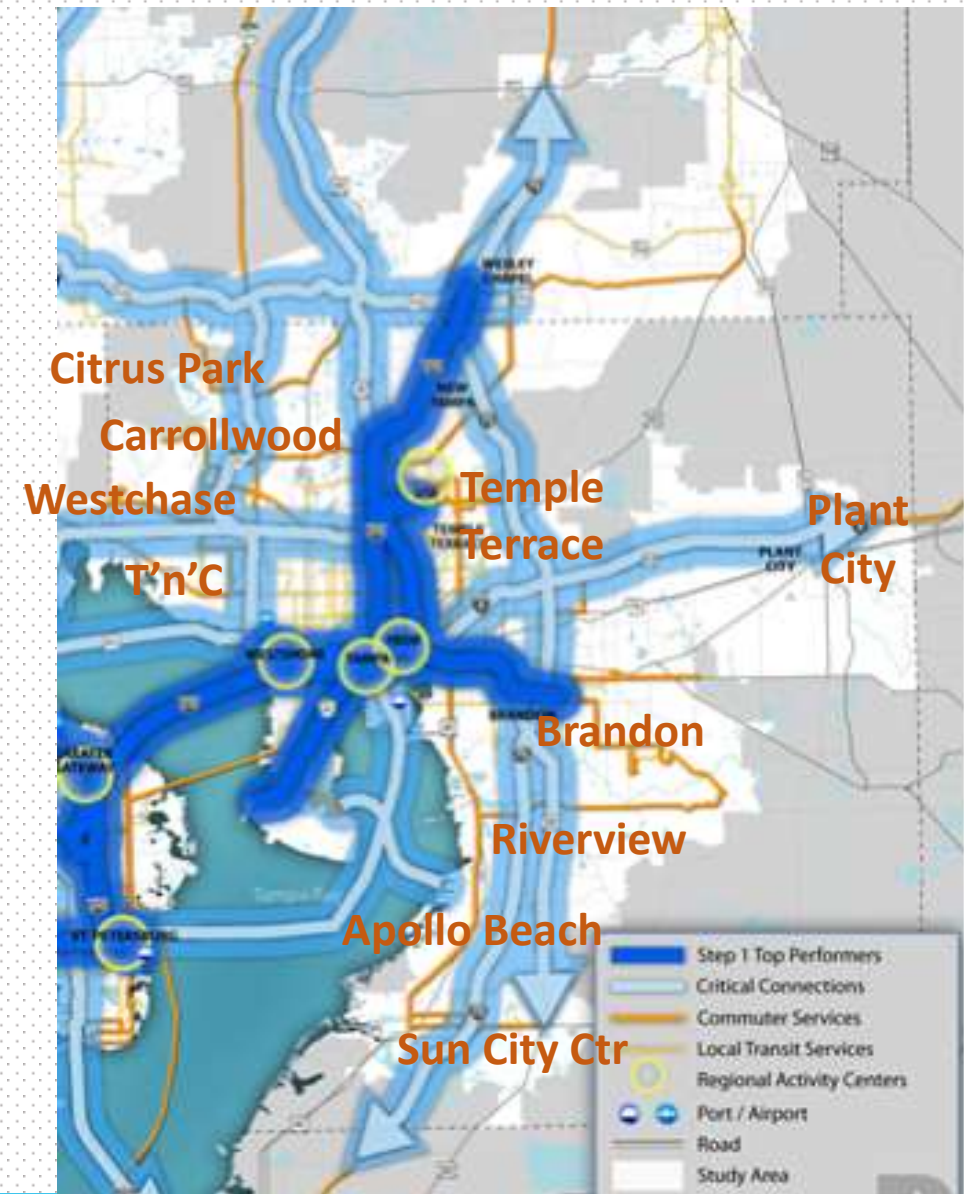
- ❖ Will Express BRT consume \$\$ needed to operate local bus service or Arterial BRT?

- ❖ *Need to grow the pie*
 - PPPs for station development
 - Grants – which require
 - Local funding to match the grants. How to make that a net increase for transit?

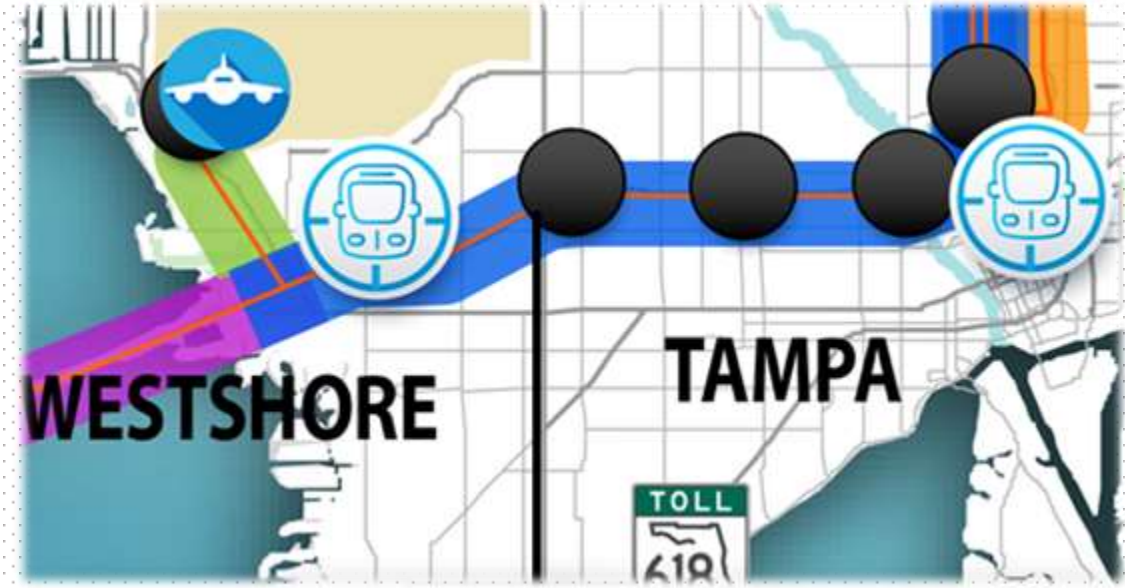


❖ Growing the pie....

- Will likely require Hillsborough County Commission support
- And therefore will need to demonstrate how unincorporated county residents can benefit from transit improvements
- Can we look more broadly at strengthening shoulders on freeways throughout region? I-75? I-4? Selmon & Veterans Expressways?
- Does it make sense for TBARTA to be the only implementer?



- ❖ Appreciate FDOT's offer to integrate transit-supportive infrastructure in Tampa Bay Next project. May we have more info?
- ❖ What is the cost of ...
 - Reinforced pavement on shoulders?
 - Is this also required by Statewide hurricane evacuation plan?
 - Noise walls, retaining walls?
- ❖ Are dedicated BRT lanes between Downtown & Westshore the best use of expensive right-of-way & infrastructure? (Lane likely to be empty at least 9 minutes out of 10.)



4. Rubber-Tire vs. Steel-Wheel Transit (Or when's the best time to plant a tree?)



❖ What does research say about BRT influencing land use, economic development & ROI around stations?

- How does Express BRT compare to Rail?
- How does Express BRT compare to Arterial BRT?
- Has market has responded to BRT in other cities?
- Will it stimulate Transit-Oriented Development?
- What effect will it have on tax base?

❖ What does research say about BRT vs. rail attracting riders, and why?

- Total riders, new riders, choice riders
- Per mile, per hour
- Systemwide ridership
- Stations likely to produce most riders



Cleveland, OH
Orange Line, LA



Is the CSX corridor not worth preserving as a ROW asset for the future?

- Downtown-USF travelshed very congested today, few options
 - Will CSX sell/lease sections?
 - Will CSX consider South Tampa line?
 - What is the appraised value? What is its value for freight? For transit?
 - Will CSX negotiate with anyone besides FDOT?
- ❖ Assumptions re: implementation
- 5 years for BRT? 10 years for rail?



5. Other Questions



- ❖ Have other cities built Express BRT as starter project?
- ❖ Relationship of catalyst project to other projects?
 - HART's existing MetroRapid
 - HART 275LX and PSTA 100X extension
 - Boulevard concept
 - Local connections: Invision Tampa Streetcar; Westshore, Downtown & University Area Circulators



Next steps

- ❖ Does implementation have to be one big project? Can it be segmented and phased?
 - Shorter segments could qualify for Small Starts program, which has a much shorter queue of projects than the New Starts program
- ❖ If agencies want to implement part of the regional system, can they request a portion of FDOT's \$5 million set-aside for PD&E?
 - If yes, what will be required?
- ❖ Can agencies propose projects on other lines on the RTFP map besides the proposed "catalyst"?
 - Would such projects have to meet FTA New Starts/Small Starts criteria? Could they be less capital-intensive and compete for other state funds?



6. Your Questions?

