

SouthShore Transit Study Reevaluation

SouthShore Regional Service Center, November 15, 2018



Study Overview

- Reevaluate transit needs
- Explore growth in the area
- Coordinate with the MPO and HART
- Analyze years 2025 and 2035
- Conduct Public Involvement



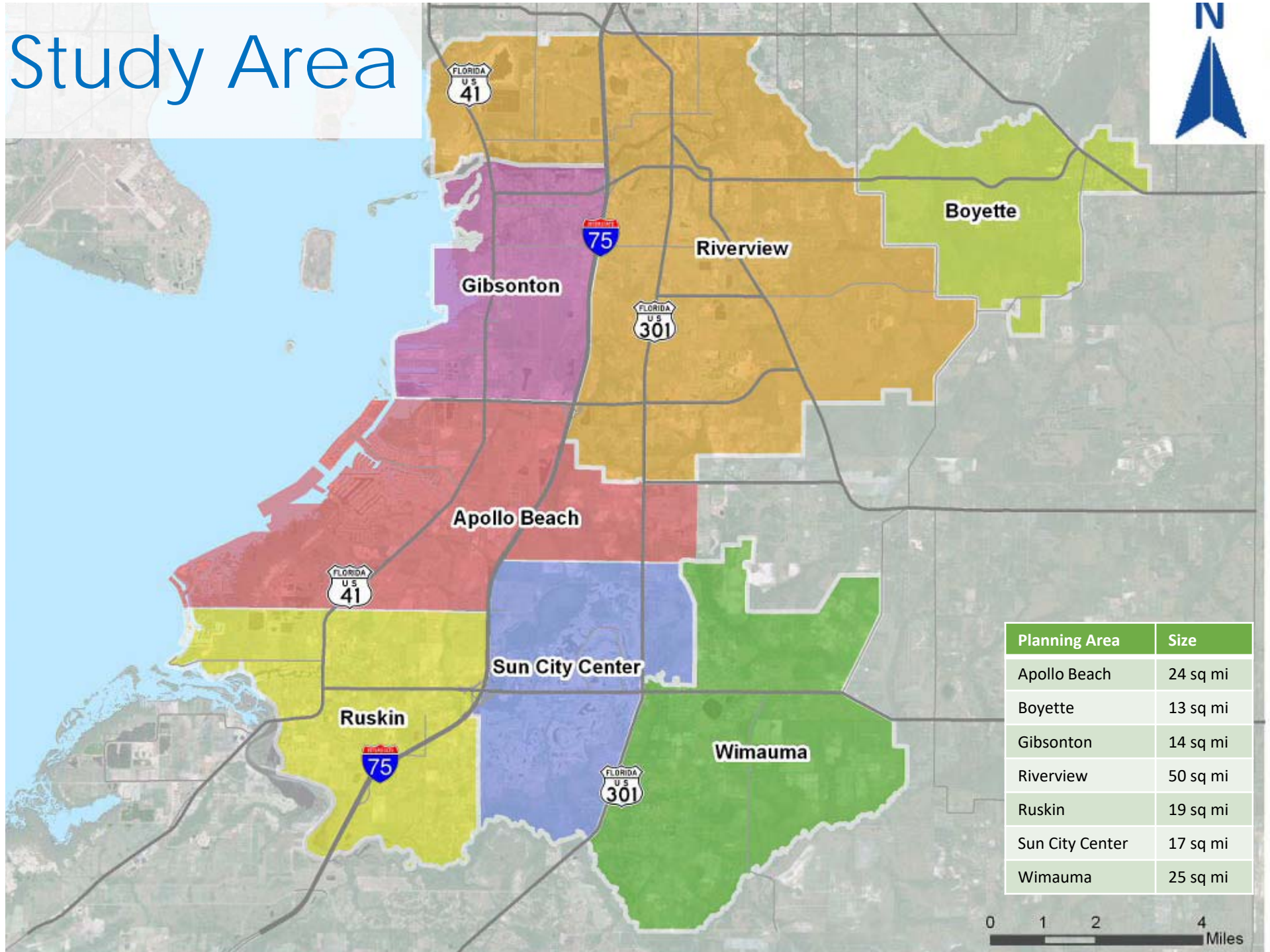
Coordination & Input from the Public



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



Study Area



Previous Study



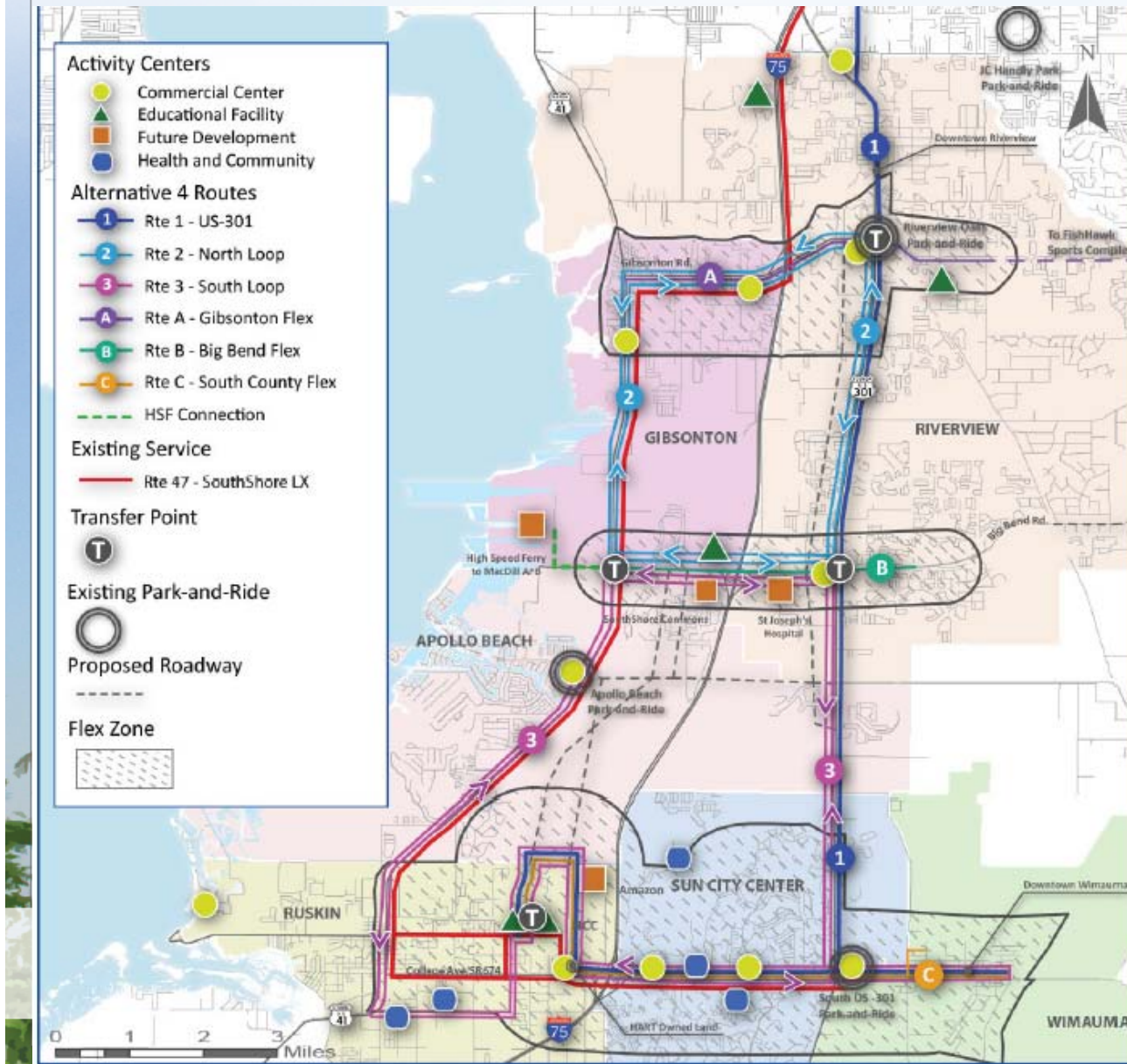
- ❑ Completed May, 2014
- ❑ Public Involvement – Four Meetings
- ❑ Final Alternative:
 - ❑ Two Two-Way Loops, Extended Flex to Riverview High School, No Fishhawk Extension



Recommended Alternative: Alt 4: Two Two-Way Loops, Extended Flex to Riverview High School, No Fishhawk Extension

Operational Refinements

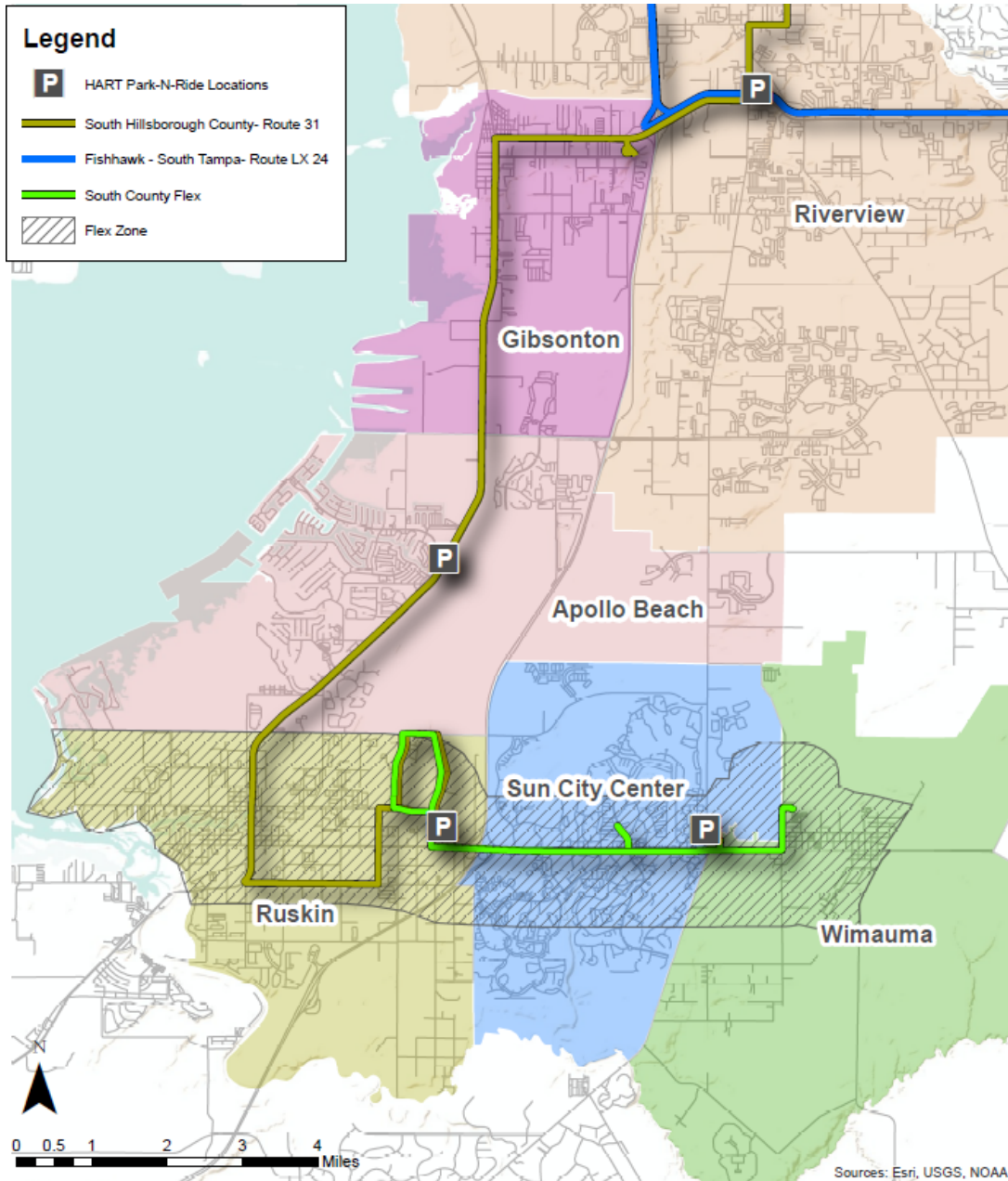
- 23', 20 passenger buses to serve the north and south loops
- Route 1 (Existing Route 53LX) as a limited express route



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



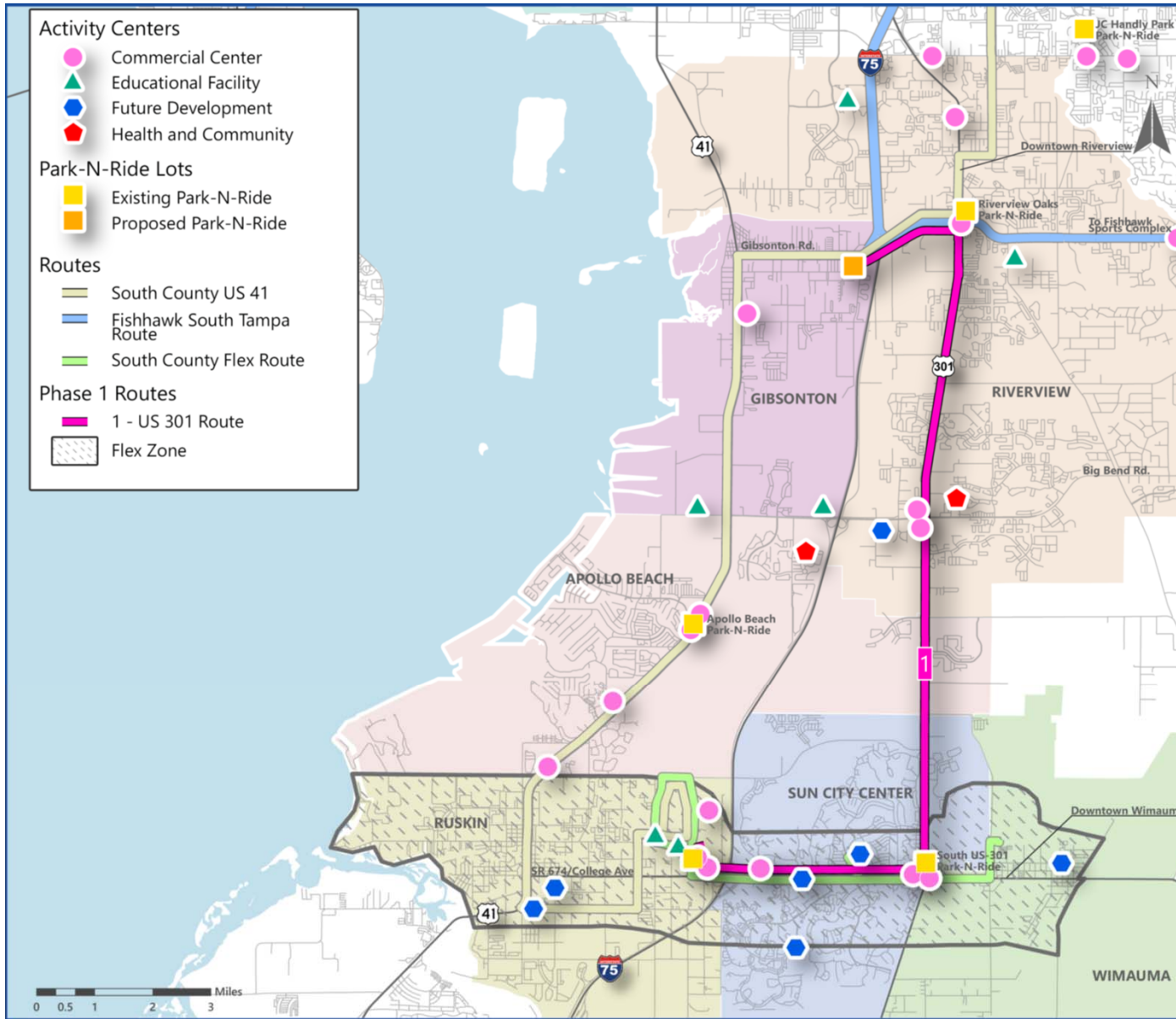
Implementation Phases

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



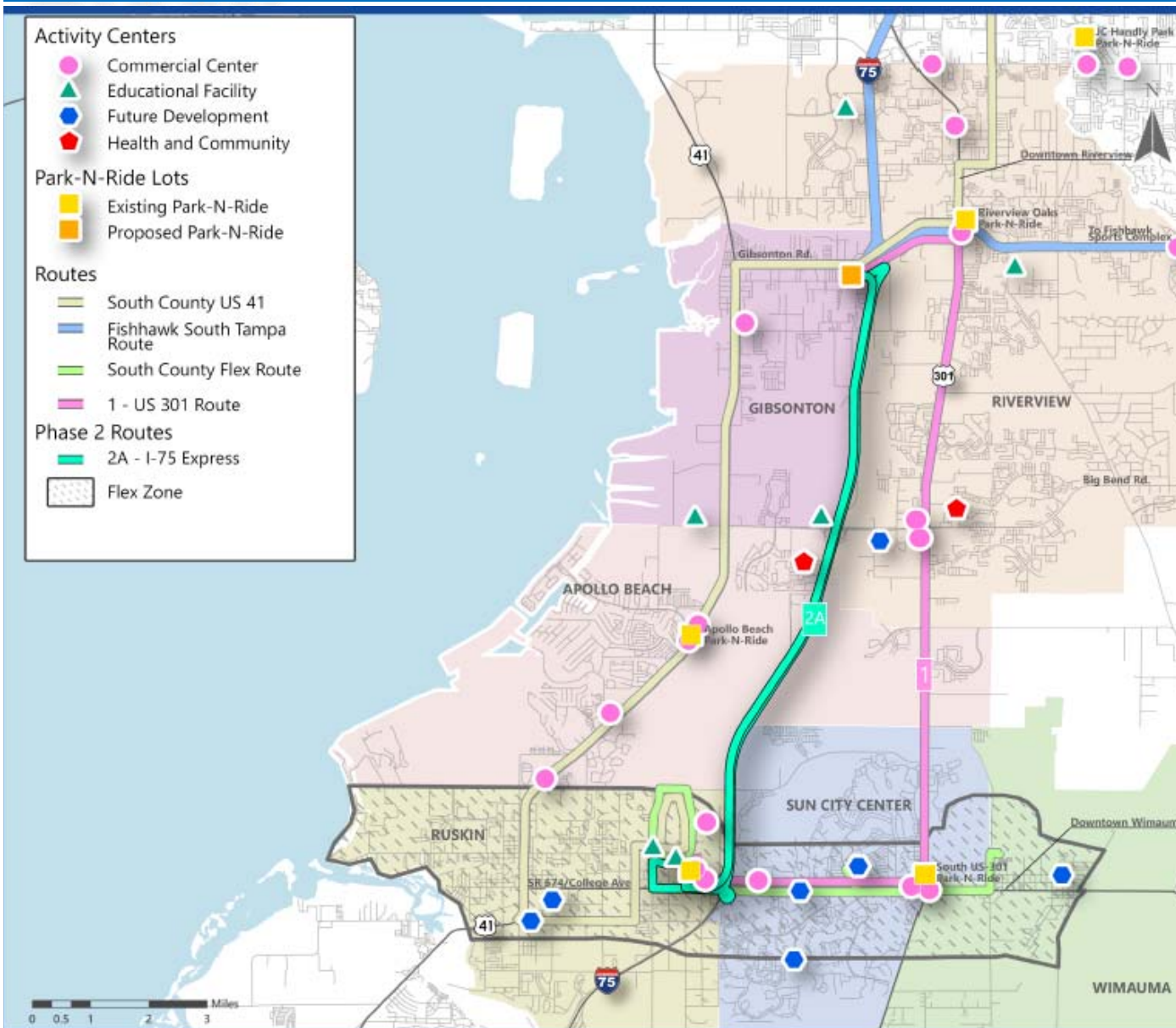
Service Characteristics:
South County US 41
1 - US 301

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



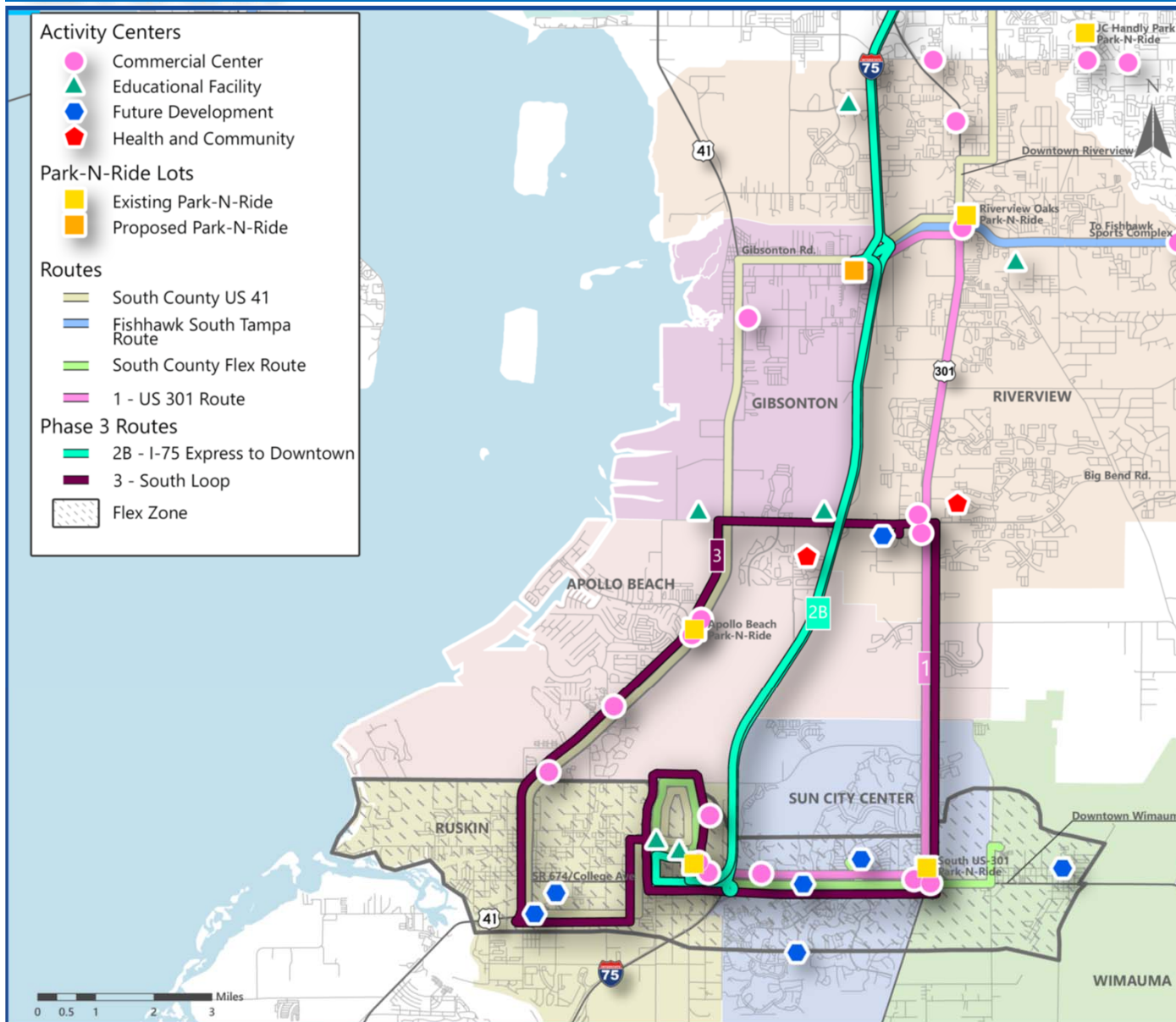
Service Characteristics:

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

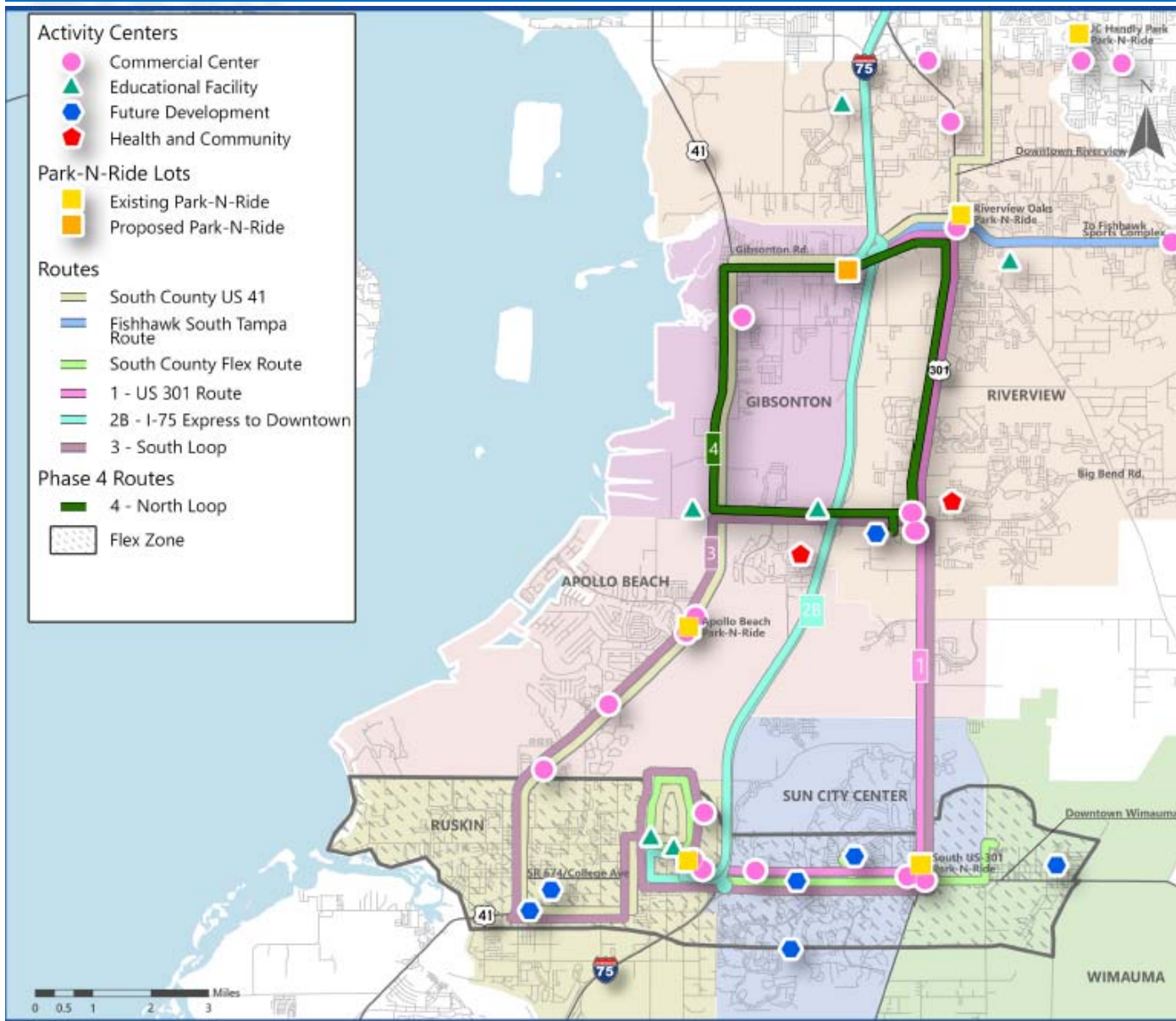
Weekday
5:00 AM – 9:00 AM
60 minutes

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:

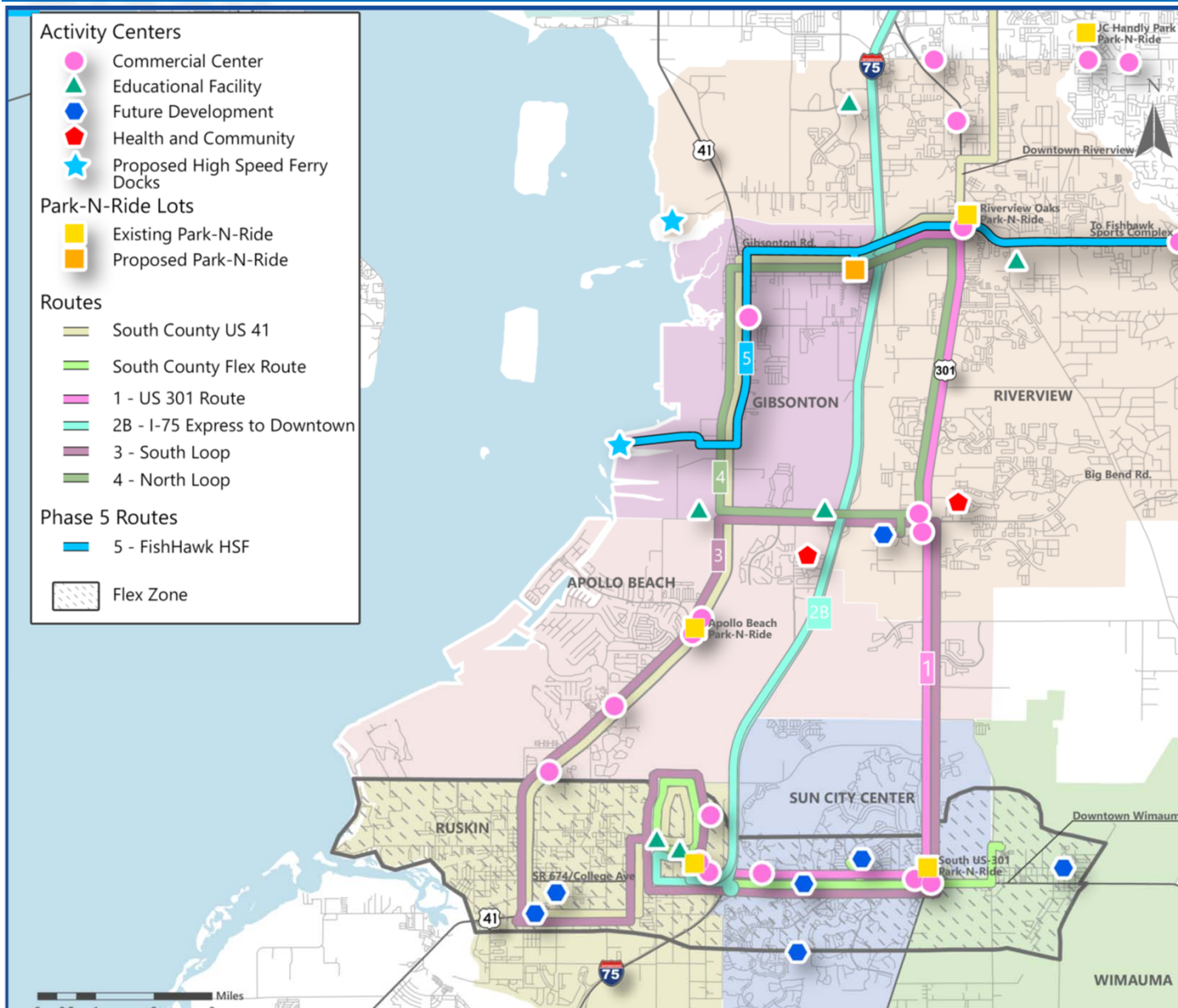
4 - North Loop

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



Implementation Phase	Annual Cost*	
	Operational	Capital
1 - US 301	\$3,030,400	\$7,707,500
2 - I-75 Gibsonton	\$3,458,800	\$8,969,900
3 - I-75 Downtown/South Loop	\$4,907,000	\$11,686,700
4 - North Loop	\$5,395,800	\$12,127,000
5 - Fishhawk HSF Connection	\$9,452,200	\$15,914,100

* Rounded to the nearest \$100.



Ridership Estimates



Implementation Phase	Average Daily Ridership*	
	2025	2035
1 - US 301	735	855
2 - I-75 Gibsonton	770	910
3 - I-75 Downtown/South Loop	950	1,110
4 - North Loop	960	1,125
5 - Fishhawk HSF Connection	1,725	2,035

* 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



Source: New Integrated Smart Transport Options (NISTO). <http://www.nisto-project.eu/de/nisto.html>

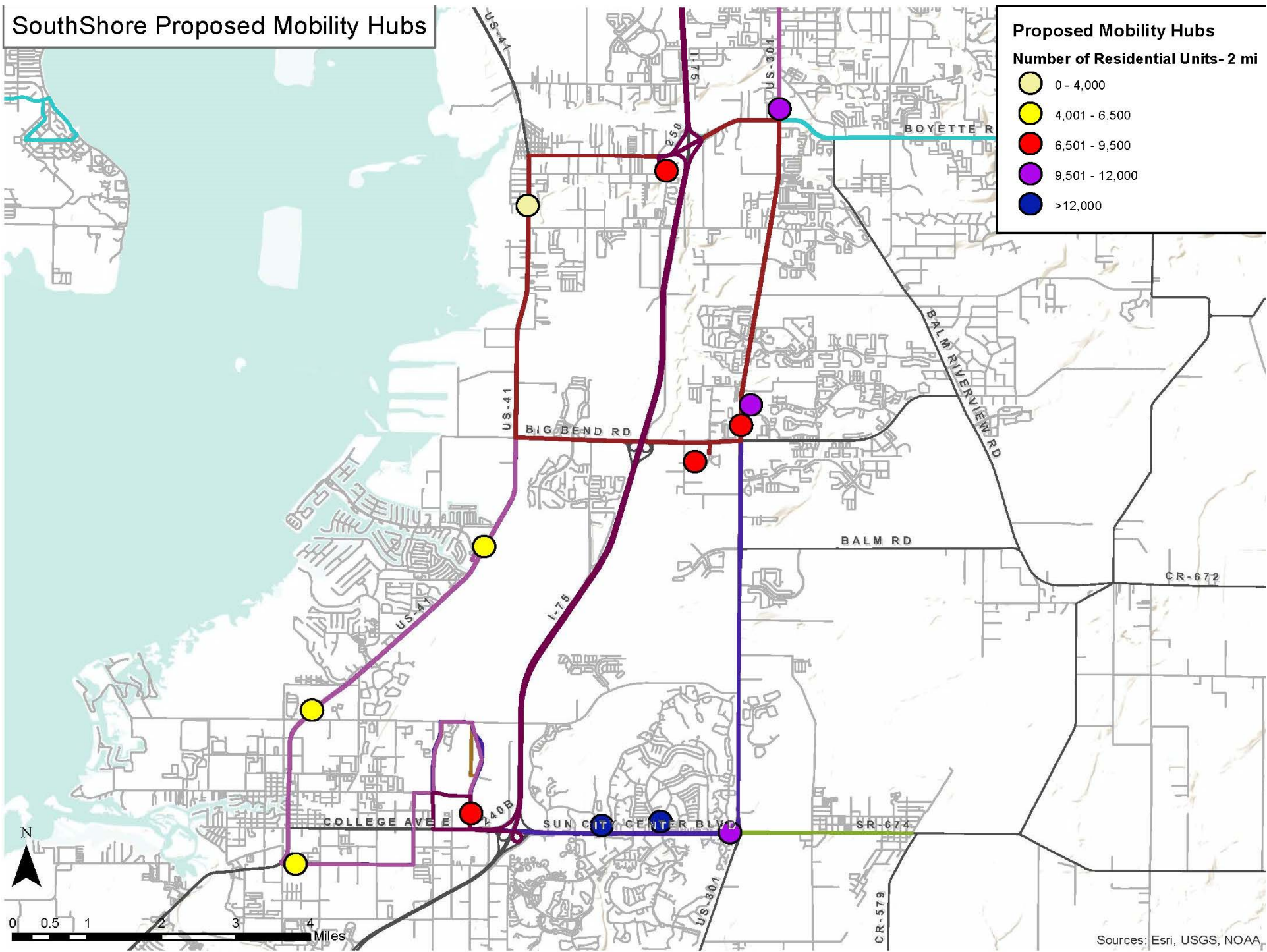


SouthShore Proposed Mobility Hubs

Proposed Mobility Hubs

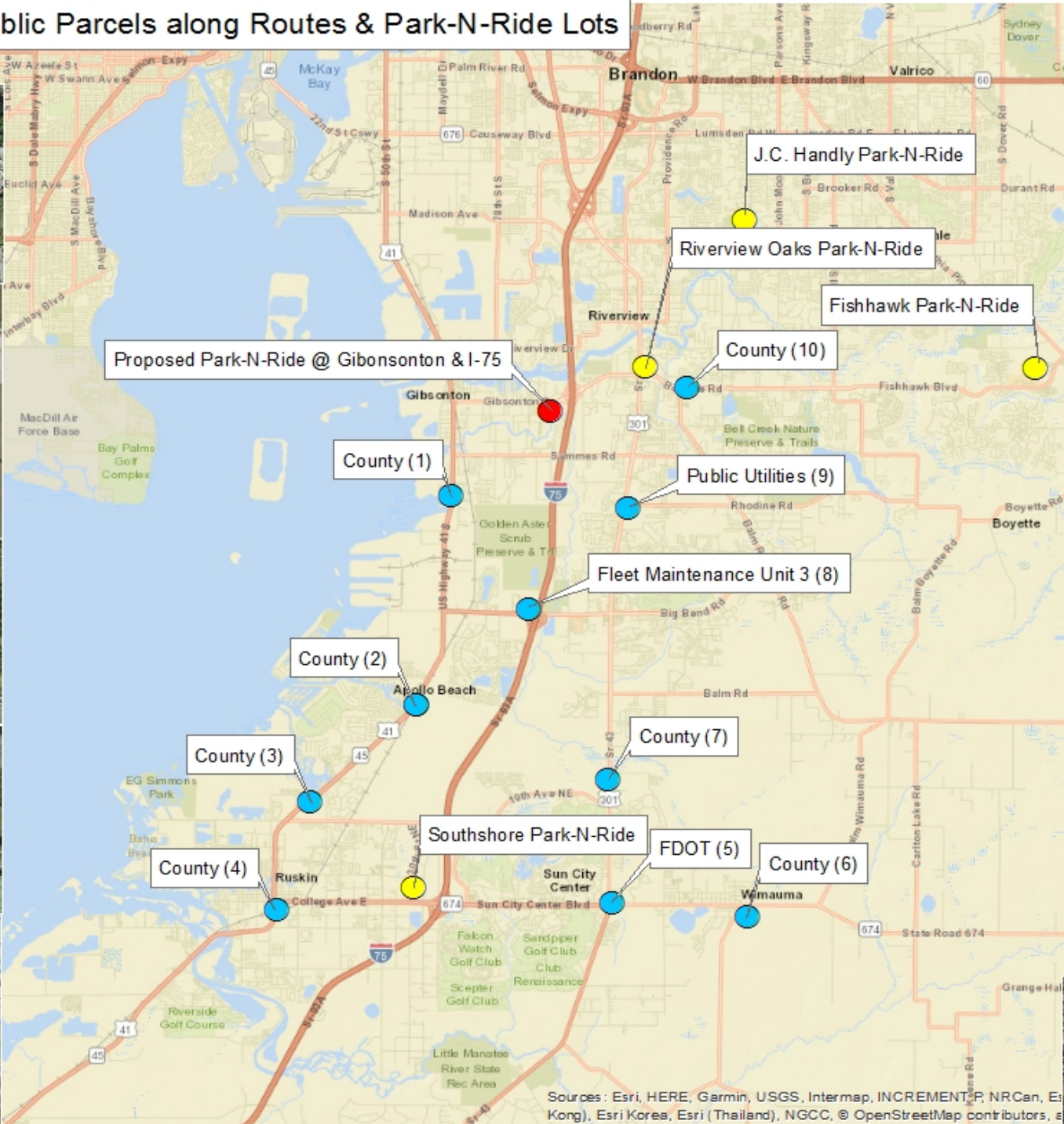
Number of Residential Units- 2 mi

- 0 - 4,000
- 4,001 - 6,500
- 6,501 - 9,500
- 9,501 - 12,000
- >12,000



Sources: Esri, USGS, NOAA

Southshore Public Parcels along Routes & Park-N-Ride Lots



Legend

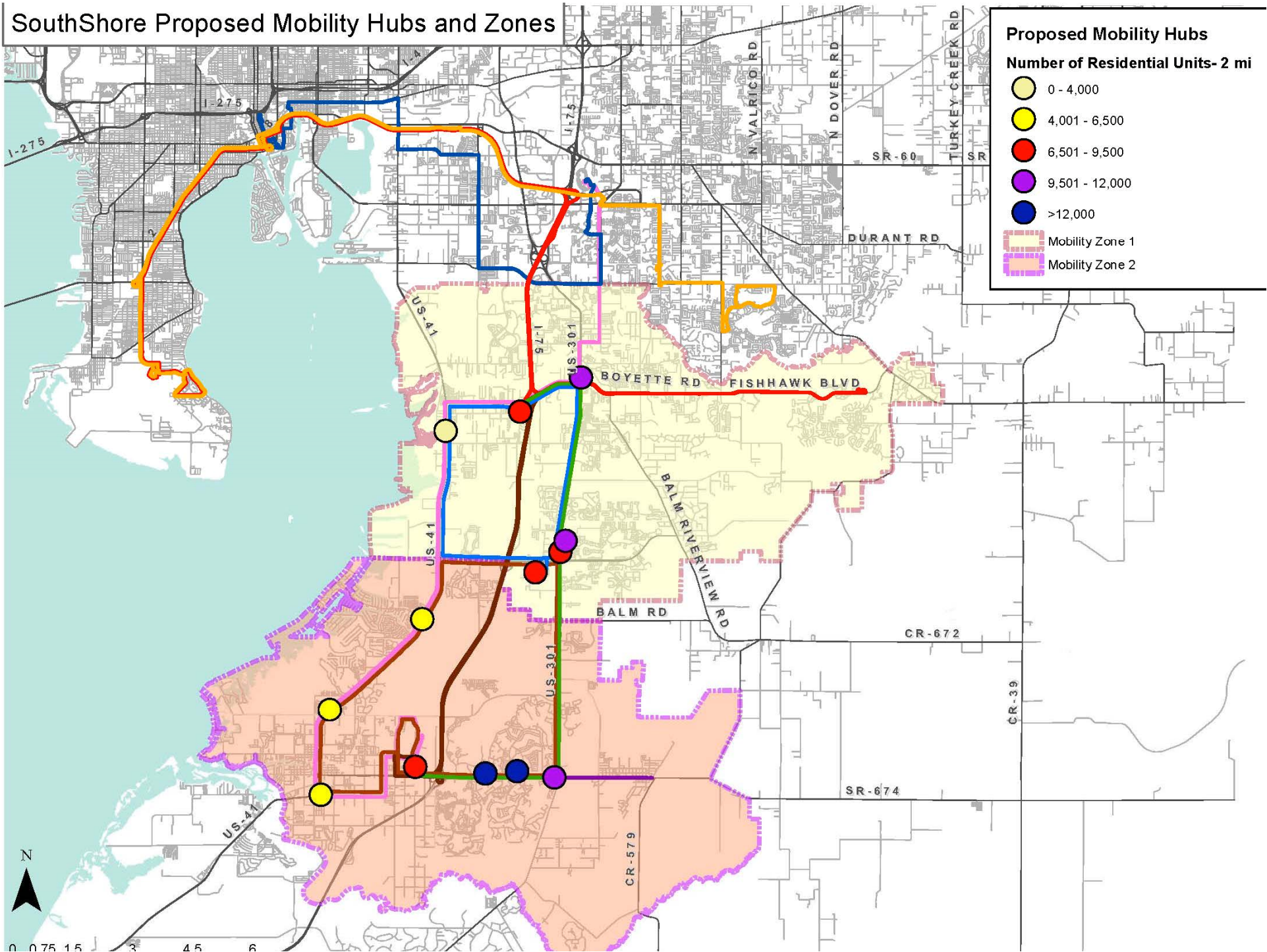
Types of Lots

- Existing Park-N-Ride
- Proposed Park-N-Ride
- Public Land



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, s

SouthShore Proposed Mobility Hubs and Zones



Questions & Comments



Next Steps



- Present Plan to the MPO Board
- Incorporate Plan into HART's Transportation Development Plan (TDP)



Thank you !

