

INVISION:   
TAMPA STREETCAR  
TRANSFORMING TAMPA'S TRANSIT

# PROJECT BRIEFING



City of Tampa Transportation and Stormwater Services Dept.

HART Board of Directors

December 3, 2018



Define an enhanced transit solution that supports the City's vision for a livable, connected, and competitive Downtown.

- » Define strategies for system modernization and extension.
- » Evaluate vehicle technologies, project costs, benefits, and impacts.
- » Closely coordinate with related planning efforts and initiatives.
- » Engage the public and key stakeholders.

# SPONSORS & TEAM MEMBERS

A Joint Project Agreement between the City of Tampa and FDOT



STUDY SPONSOR



OWNER



OPERATOR



LEAD CONSULTANT

with Kimley-Horn & Associates, Inc.,  
B2 Communications, Boothe Transit  
Consulting and others.

# PROJECT STATUS

## PHASE 1 - PROJECT FEASIBILITY

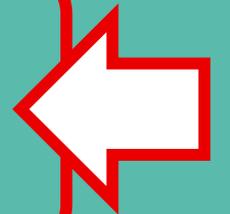
Spring 2017 to Summer 2018

- » Context & Assessment
- » Public Outreach
- » Purpose & Need
- » Alignment Evaluation
- » Preferred Alignment & Modernization
- » Funding & Implementation
- » Request to FTA for Entry into Project Development

## PHASE 2 - PROJECT DEVELOPMENT

Summer 2018 to Summer 2019

- » Alignment Planning & Design
- » System Modernization
- » Transit Technology Evaluation
- » Costs & Ridership
- » Impact Assessment
- » Funding & Implementation
- » Public Outreach



# CONTEXT

by 2040, **100k** people living and working  
in walking distance of the alignment...  
**33k** more than today

completed & planned projects since 2011...  
**15k** residences, **2,100** hotel rooms,  
**3Msf** commercial, & **1.8Msf** retail

**100k** weekly visitors  
**26k** post K-12 students  
activate downtown districts

**>\$6B investment**  
in 5 master planned projects



# PHASE 1 - CORRIDOR SELECTION

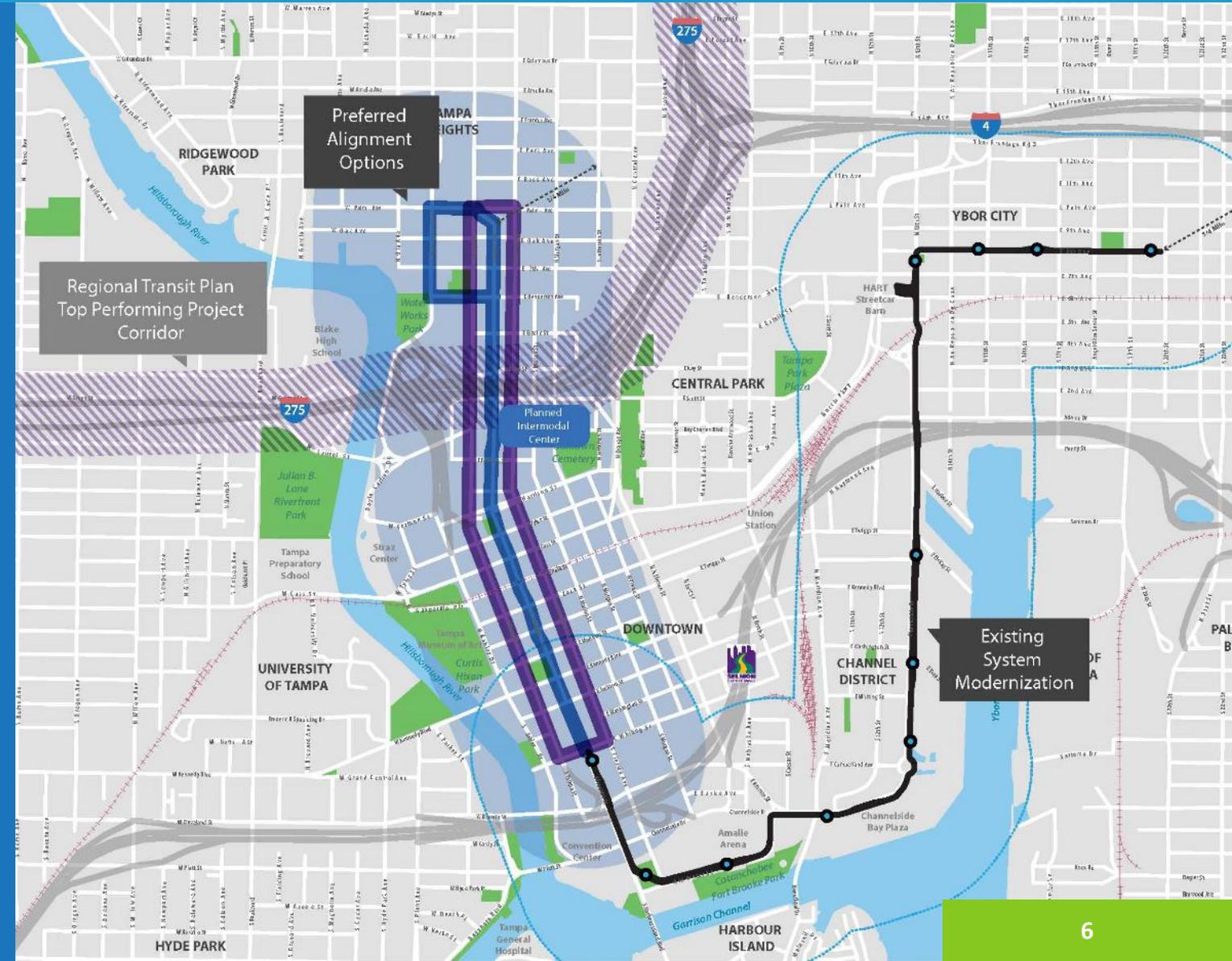
## SELECTED EXTENSION OPTION

- » 1.3 mile through Downtown Core
- » Serves 16,000 jobs and 5,500 residents (extension only)
- » Links to local and regional transit
- » Connects key destinations and venues
- » Cost: \$99.7 - \$102.6 Million\*

## SYSTEM MODERNIZATION

- » Conversion for modern streetcar vehicles
- » Upgrades track and stations
- » Improved service and extended hours
- » Expand HART Streetcar Barn
- » Cost: \$69.6 Million\*

\* costs assume modern streetcar technology



# PHASE 2 - ALIGNMENT OBJECTIVES



## High Quality, Accessible Service

- » One-seat trip from end to end
- » High capacity vehicles
- » Full day, frequent service
- » Quality stops with level boarding
- » Design guideway and stops for use by other transit vehicles

## Maximize Exclusive Guideway Operations

- » Avoid congestion (maximum travel time reliability)
- » Avoid parking and turning queue conflicts

## Minimize Impacts

- » Maintain roadway capacity
- » Minimize parking impacts
- » Minimize impacts on sidewalks and public spaces

# PHASE 2 - ALIGNMENTS & KEY CONSTRAINTS

## FLORIDA CORRIDOR

- » Left turn queue at Kay Street
- » Narrow northern section doesn't allow for exclusive guideway

## TAMPA CORRIDOR

- » I-275 ramp terminal
- » Left turn at Jackson Street
- » Hilton drop-off and Whiting turn

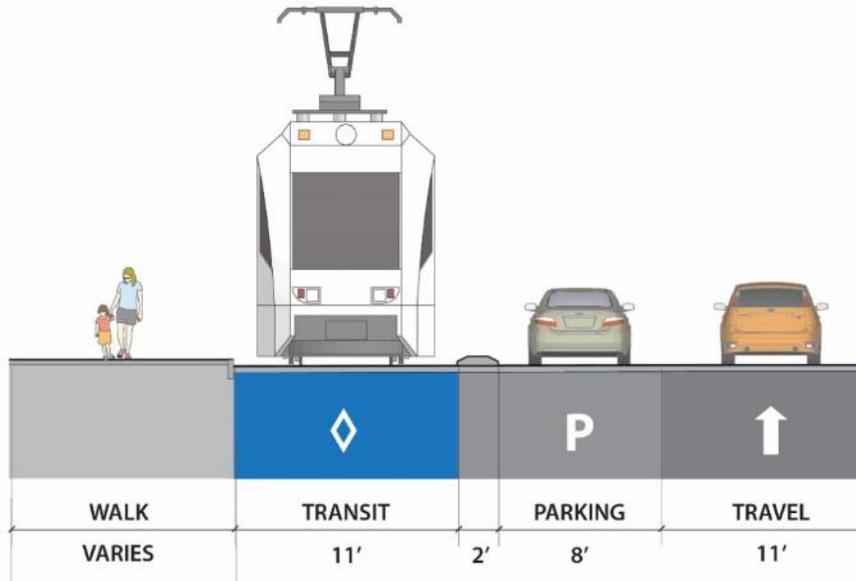
## FRANKLIN CORRIDOR\*

- » Slow travel speeds
- » No potential for exclusive guideway

*\* Southernmost section excluded from consideration due to streetscape/esplanade reconstruction*

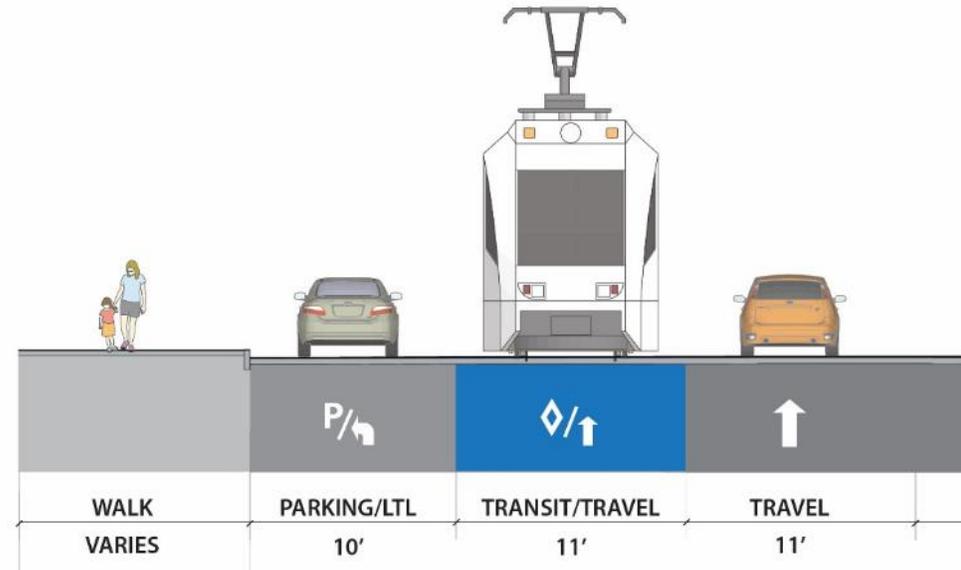


# PHASE 2 - GUIDEWAY OPTIONS



## Exclusive Transit Lane

- » Bypasses corridor congestion
- » Limits potential for blocked guideway
- » Displaces parking & bike lanes
- » Potential for shared transit use & right side stops



## Shared Lane

- » Impacted by corridor congestion
- » Minimal impact on parking & bike lanes
- » Potential for blocked guideway
- » Right side stops on right side only

# PHASE 2 - STOP LOCATIONS & CONCEPTS

## LOCATIONS

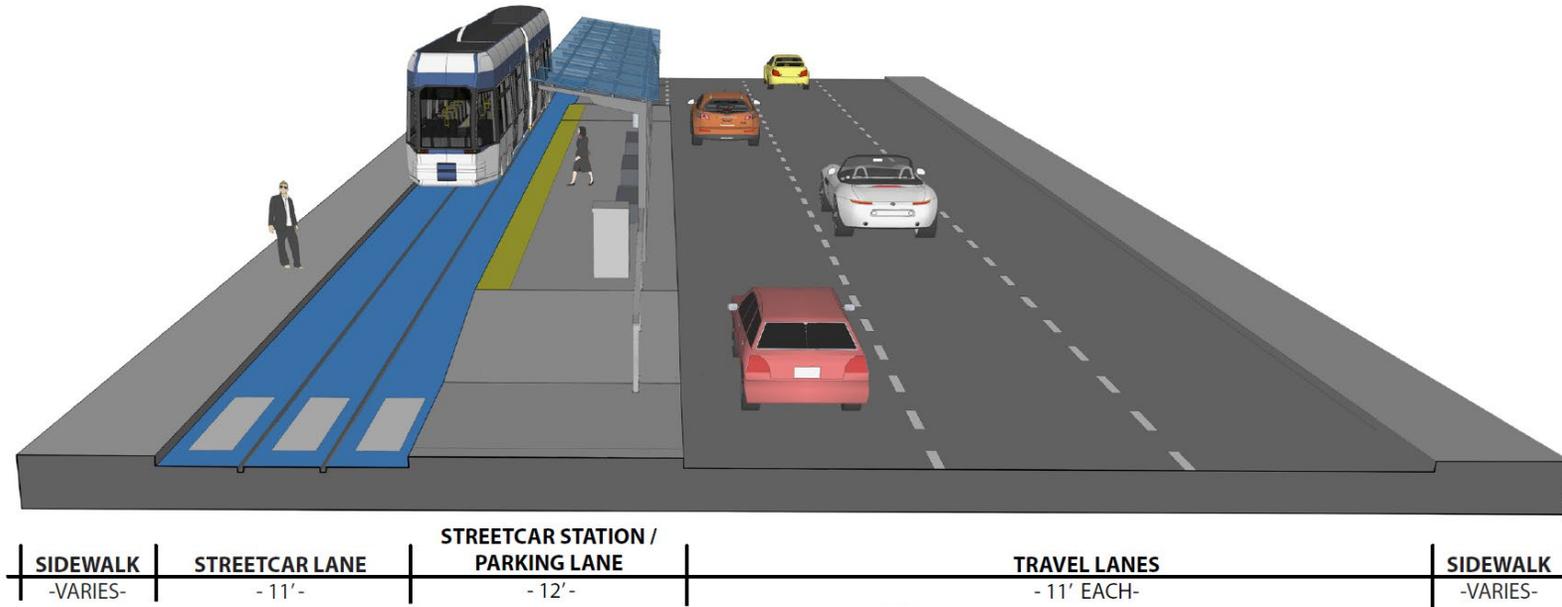
- » Every 4-5 blocks
- » Easy walking distance to destinations

## STOP DESIGN CONCEPTS

- » Raised platform for level boarding
- » Shelter, seating, and lighting
- » Designed to be shared with buses and other transit vehicles



# PHASE 2 - STOP LOCATIONS & CONCEPTS



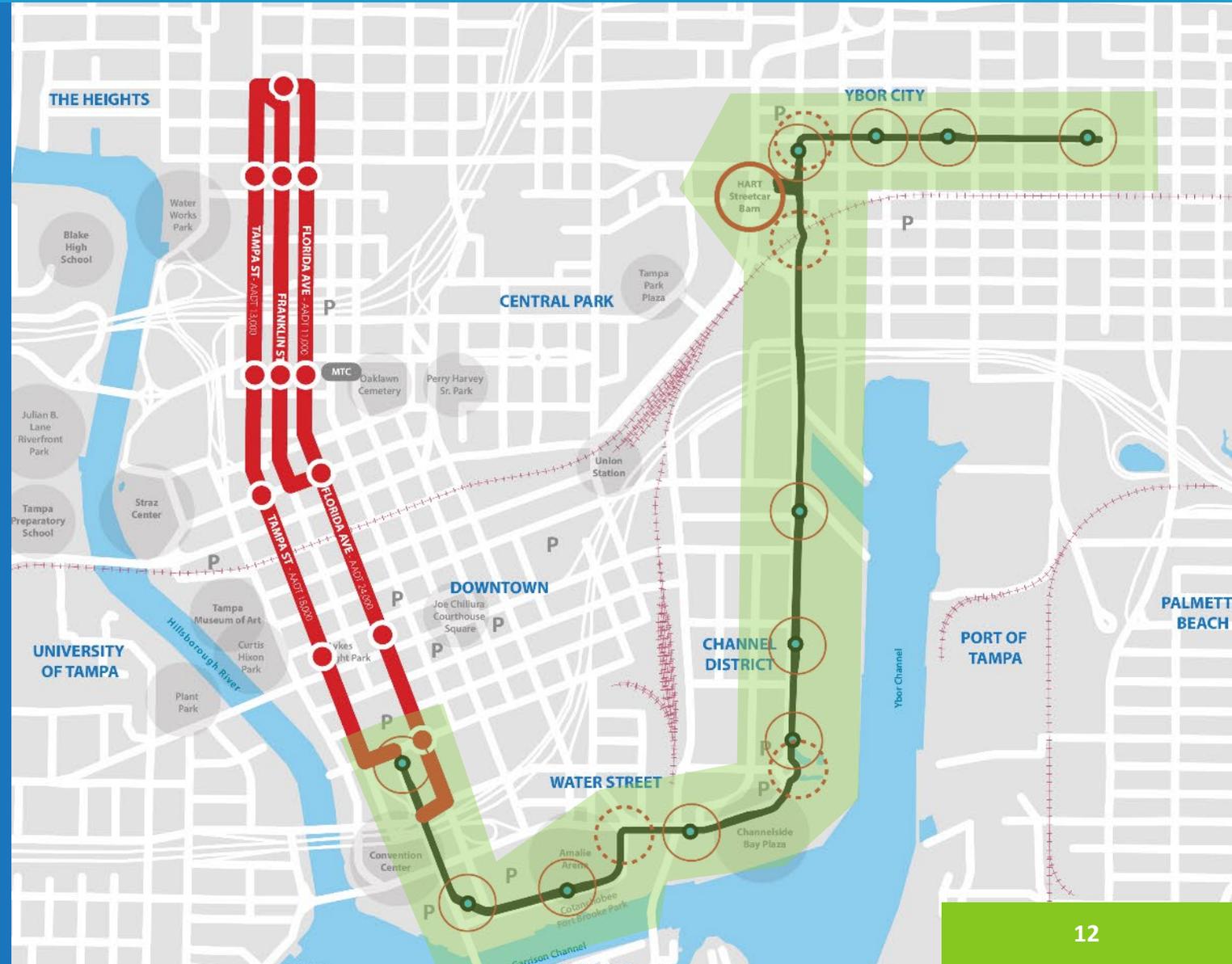
Examples from Kansas City, Missouri

## Streetcar Stop in Parking Lane

- » Transit guideway along curb line
- » Stop located in parking lane
- » No right-of-way required along sidewalk
- » Can be shared with buses (right side stops)

# PHASE 2 - SYSTEM MODERNIZATION

-  **TRACK RECONSTRUCTION**
  - » Reconstruct track to increase radius at tight corners
-  **STATION IMPROVEMENTS**
  - » Removal of high block for ADA access
  - » Platform reconstruction and lengthening
-  **STREETCAR BARN EXPANSION**
  - » Expansion required to fit modern streetcar vehicles and maintenance equipment
  - » Preliminary analysis is positive



# PHASE 2 - VEHICLE TECHNOLOGY



Replica Streetcar



BRT / Rubber Tire



Modern Streetcar

## Key Decision Factors

Vehicle Capacity

Travel Speed

Accessibility & Rider Comfort

Economic Development Impact

Capital & Operating Costs

# UPCOMING PUBLIC WORKSHOP

## Project Recommendations Open House

*Recommended Alignment and Lane Configurations For The Extension*

*Concepts for Streetcar Station Stops*

*Evaluation of Alternative Vehicle Technology*

*Strategies For Modernization*

**WEDNESDAY, DECEMBER 12, 2018**

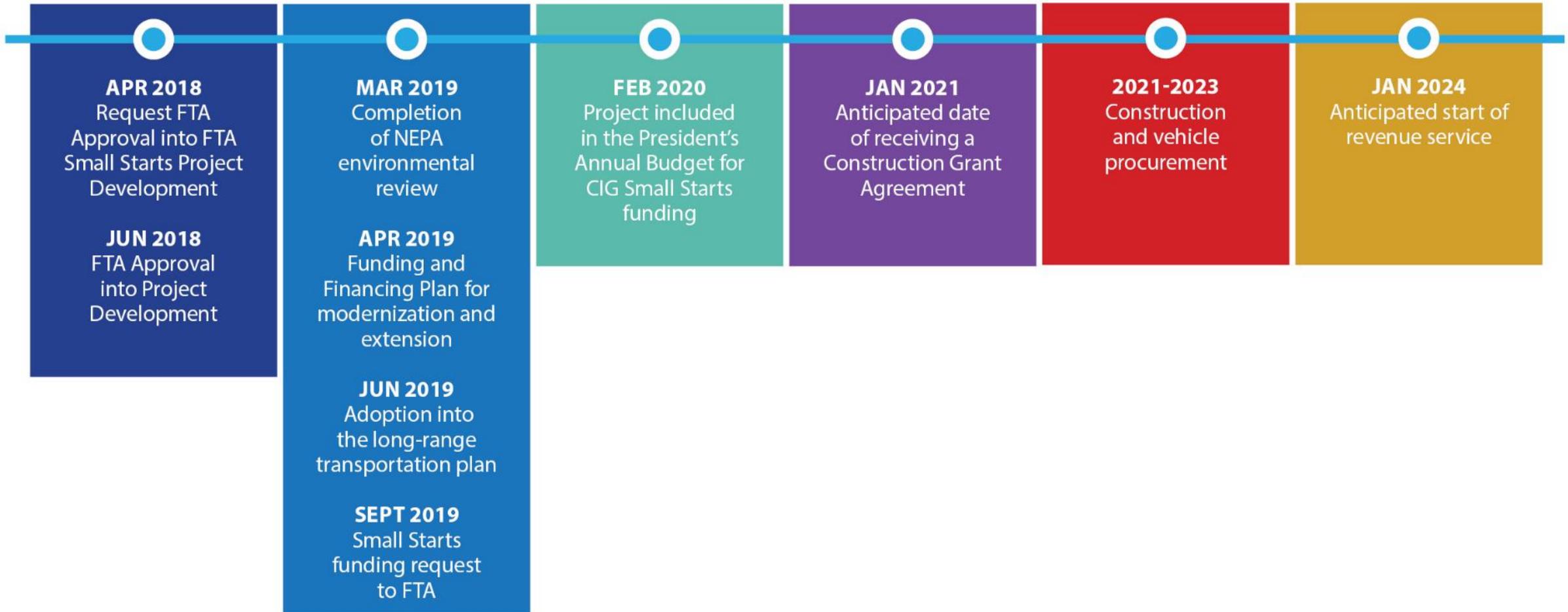
5:30pm to 7:30pm - Open House

6:00pm - Presentation

**Julian B. Lane Riverfront Park**

River Center - 1001 N. Boulevard, Tampa

# NEXT STEPS - SCHEDULE



INVISION:   
**TAMPA STREETCAR**  
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<http://www.tampagov.net/streetcar>  
[streetcar@tampagov.net](mailto:streetcar@tampagov.net)

THANK YOU!

