

# ALIGNMENT RECOMMENDATIONS WORKSHOP

Tuesday, October 24, 2017 at 5:30 p.m.

INVISION:   
**TAMPA STREETCAR**  
 TRANSFORMING TAMPA'S TRANSIT

## About the Project

The Tampa Historic Streetcar System is a 2.7-mile-long, fixed guideway transit service connecting downtown Tampa, the Channel District, and Ybor City. Today, the streetcar system is used mainly for tourist travel and special events, but with improvement and extension, has the potential to serve both as an attractive transportation option for residents, visitors, and employees and as a catalyst for reinvestment and economic development in downtown and surrounding urban neighborhoods.

The City of Tampa, in partnership with the Florida Department of Transportation, is conducting a public transportation feasibility study for the extension and modernization of the current system. The goal of this planning process, which is called InVision: Tampa Streetcar, is to take the first step towards creating a viable transportation choice for people who live, work, and visit downtown. The planning team is exploring a wide range of corridors and technologies, including the possible use of autonomous transit vehicles, and will recommend feasible alternatives and funding strategies.

The first phase of InVision: Tampa Streetcar is expected to be complete in fall 2017 with the identification of a preferred corridor for improved transit service. Based on an evaluation of seven alignment options, the study team identified two preferred alignment options (see figure below). A summary of the evaluation of seven alignment options developed as part of Phase 1 is provided on the following page of this handout. Pending the City's selection of one (or more) of the alignment options, a second phase will be initiated during 2018 to refine improvement plans and strategies, explore alternative vehicle technologies, assess community and environmental impacts, and define funding sources and implementation timetables.

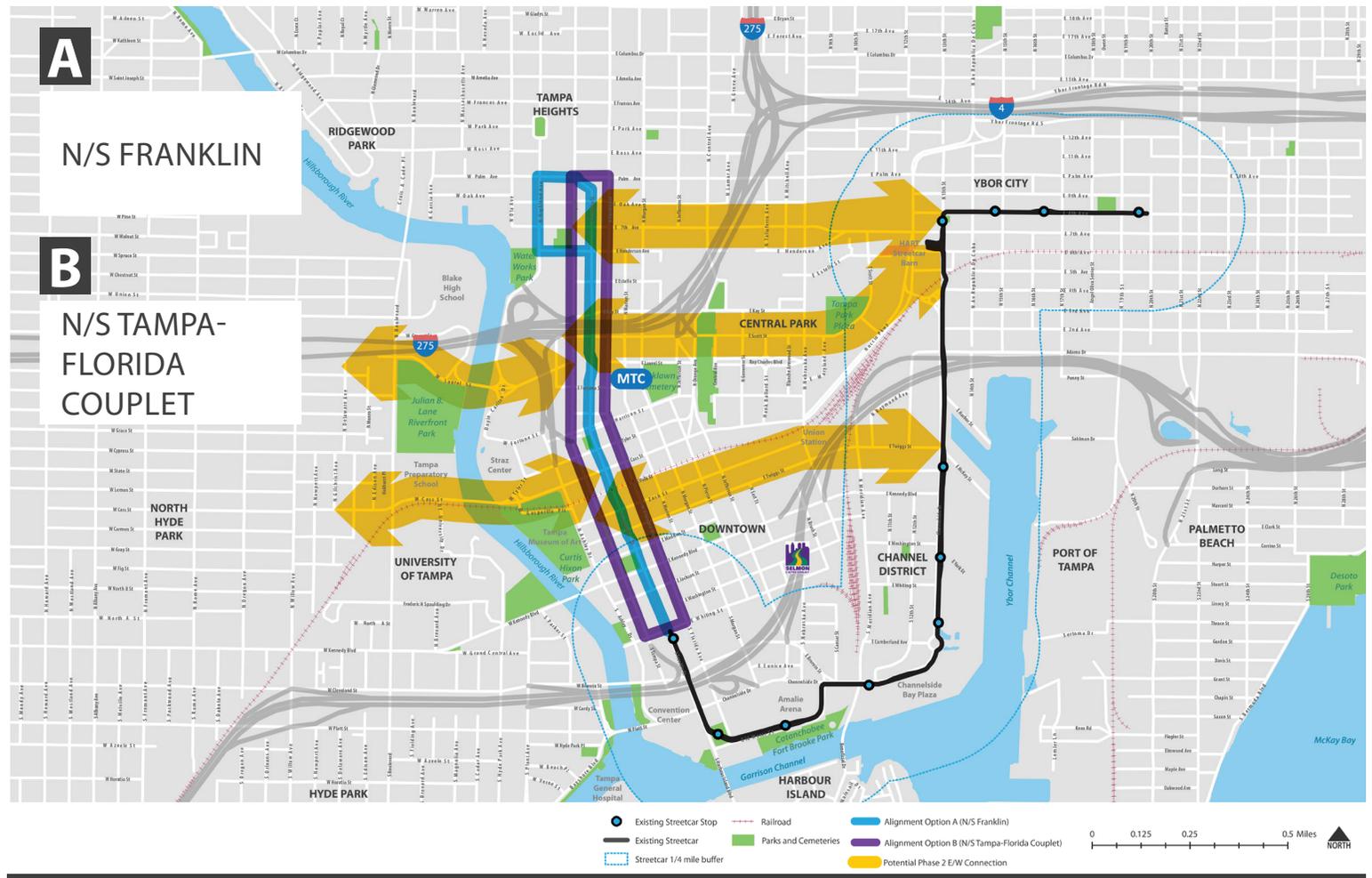
## Contact Information

**If you have any questions or comments about the study, please contact:**

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## Preferred Alignment Options



# Evaluation Summary Table of Considered Alignment Options

Evaluation Category	North/South		East/West			Loop	
	A N/S Franklin Street	B N/S Tampa Street-Florida Avenue Couplet	C E/W West River-Ybor City	D E/W North Hyde Park-Channel District	E E/W North Hyde Park-Convention Center Couplet	F Loop Downtown-Channel District	G Loop Downtown-Ybor City
<b>Alignment Information</b>							
Track Miles	2.67	2.60	4.66	4.94	3.27	2.46	4.12
# of Vehicles	4	4	7	7	5	4	6
Capital Costs (\$2017)	\$94 million	\$97 million	\$174 million	\$180 million	\$124 million	\$91 million	\$138 million
Annual O&M Costs	\$3.6 million	\$3.6 million	\$6.2 million	\$6.2 million	\$4.4 million	\$3.6 million	\$5.3 million
Avg. Weekday Boardings (2020)	2,200	2,200	2,450	2,700	1,500	2,300	2,300
Population & Employment within 1/4 mile (2020)	20,600	24,100	29,900	31,200	15,100	20,400	22,000
<b>Purpose &amp; Need Considerations</b>							
Connect Downtown Districts	●	●	●	●	●	●	●
Serve Diverse Travel Markets	●	●	●	●	●	●	●
Improve First Mile/Last Mile Connections	●	●	●	●	●	●	●
Support Economic Development	●	●	●	●	●	●	●
Expand Sustainable Transportation Options	●	●	●	●	●	●	●
<b>Performance &amp; Impact</b>							
Population & Employment Served	●	●	●	●	●	●	●
Capital & Operating Costs	●	●	●	●	●	●	●
Cost Effectiveness	●	●	●	●	●	●	●
Constructability/Operational Constraints	●	●	●	●	●	●	●
Traffic & Parking Impacts	●	●	●	●	●	●	●
Community & Environment Impacts	●	●	●	●	●	●	●
<b>OVERALL RATING</b>	●	●	●	●	●	●	●

See Appendix A of the Definition & Evaluation of Alignment Options report for the complete evaluation matrix.

Rating Key:

