OVERVIEW
The City of Tampa is conducting the InVision: Tampa Streetcar Feasibility Study to evaluate modernizing and extending the existing streetcar system. The study is designed to advance mobility, livability, and economic development goals presented in the InVision: Tampa Center City Plan and build on recent and ongoing studies assessing transportation needs in the City and region.

PROJECT GOALS
» Provide a “One-Seat Trip” From Ybor City to Tampa Heights through the heart of Downtown Tampa.
» Maximize exclusive guideway operations to avoid congestion, ensure travel time reliability, and minimize impacts on traffic operations.
» Deliver high quality, accessible service with full day and late evening hours, high frequency service, and passenger amenities.
» Design so other transit vehicles can share the guideway and stops.

SYSTEM MODERNIZATION
The project calls for the modernization of the existing system and an extension to better connect downtown destinations. Modernization improvements include: the reconfiguration of existing stations, the reconstruction of several tight turns, upgrading of the traction power system, and expansion or replacement of the HART Streetcar Barn.

PARTNERS
FDOT (Study Sponsor)
City of Tampa (Owner)
HART (Operator)

CONTACT INFORMATION
Project information is available on the City of Tampa website at www.tampagov.net/streetcar. Please direct questions or comments to Milton Martinez, P.E., 813.274.8998, streetcar@tampagov.net, www.tampagov.net/streetcar.

PHASE I PREFERRED ALIGNMENT
During Phase 1, the City identified two north/south oriented alignments as the preferred alignment options for the extension. Along a combination of Tampa Street, Franklin Street, and Florida Avenue, these alignments extend enhanced transit service from the end of the existing line on Franklin Street through the core of Downtown, to the vicinity of Marion Transit Center, and north to Tampa Heights.

These preferred alignments have the potential to deliver these benefits:
» Provide convenient, congestion resistant connections between major residential areas; employment centers; and cultural, educational, and entertainment destinations.
» Offer first mile/last mile link to destinations from regional parking resources and local and regional transit services.
» Improve access to and connections between major public spaces and event venues.

Enhanced transit service along these preferred alignments also establishes a strong foundation for future extensions of the system, consistent with on-going regional transit planning initiatives.
PHASE 2 RECOMMENDATIONS

MODERNIZATION OF THE EXISTING SYSTEM
To support modern streetcar operations, the following improvements will need to be completed to the existing system:

- Reconstruct tight turns to accommodate turning radii of modern vehicles.
- Upgrade stations to allow for level boarding and serve larger vehicles.
- Expand or replace the HART Streetcar Barn to accommodate storage and maintenance for modern street vehicles.

EXTENSION THROUGH DOWNTOWN TO TAMPA HEIGHTS

BROREIN STREET
- Eastbound Brorein Street from the existing system on Franklin Street to Florida Avenue.

FLORIDA AVENUE
- Northbound Florida Avenue in an exclusive guideway from Brorein Street.
- Northbound Florida Avenue in a shared travel lane from Harrison Street to Palm Avenue.

PALM AVENUE
- Westbound Palm Avenue in a shared lane from Florida Avenue to Tampa Street.

TAMPA STREET
- Southbound Tampa Street in an exclusive guideway from Palm Avenue to Kennedy Boulevard;
- Southbound Tampa Street in a shared lane from Kennedy Boulevard to Whiting Street;
- Eastbound Whiting Street in a median to connect to the existing system on Franklin Street

FRANKLIN STREET
- Franklin Street alignment is not recommended.