

centers with predictable destination-to-destination travel times. Additional express service could provide reduced travel times during peak periods.

- Light Rail would include park-and-ride, kiss-and-ride, bus feeder and circulator services with supportive station area development. Key bus-to-rail and rail-to-rail transfer stations provides convenient, reliable end-to-end service.
- Station area development would help maximize the transit investment with good pedestrian access to the transit facilities, provide a compact, vibrant user experience and, in turn, allow transit to support both employment and housing development.

Premium Bus

- Premium bus transit provides a complementary network of continuous, rapid bus service connections among the county's activity centers, suburban communities, along major corridors in the urbanized core area, and to Downtown Tampa.
- Premium bus service provides longer distance destination service through an enhanced commuter service or connecting to Commuter or Light Rail. Premium bus will serve in-town areas with limited stops along major corridors (i.e. Hillsborough Ave.), or could connect major regional centers located at edges of the urban core area (i.e. USF to Brandon) while by-passing the need to travel downtown.
- Premium bus will operate in separated lanes or shared roadways along existing major corridors. Elements would include enhanced amenities, travel information displays, bus feeder and circulator services, and supportive station area development. Station area development could help maximize transit investment with easy pedestrian access, and support jobs and housing development.
- Premium bus service will combine with streetcars, regular bus, and circulators to provide an integrated and improved transportation system.



Overview

The MPO Transit Study was initiated in the Fall of 2006 to identify long range transit needs that will improve mobility, economic vitality, and quality of life within Hillsborough County. First, community values were identified through a series of focus groups held throughout the county in late 2006. Through an extensive public participation series of transit scenarios workshops in Spring 2007, potential transit connections were identified and discussed. During the summer, four Transit Concept options were evaluated for system configuration, costs and benefits. The resulting preferred Transit Concept for 2050 is the composite of trade-offs intended to produce the greatest benefit for the county.

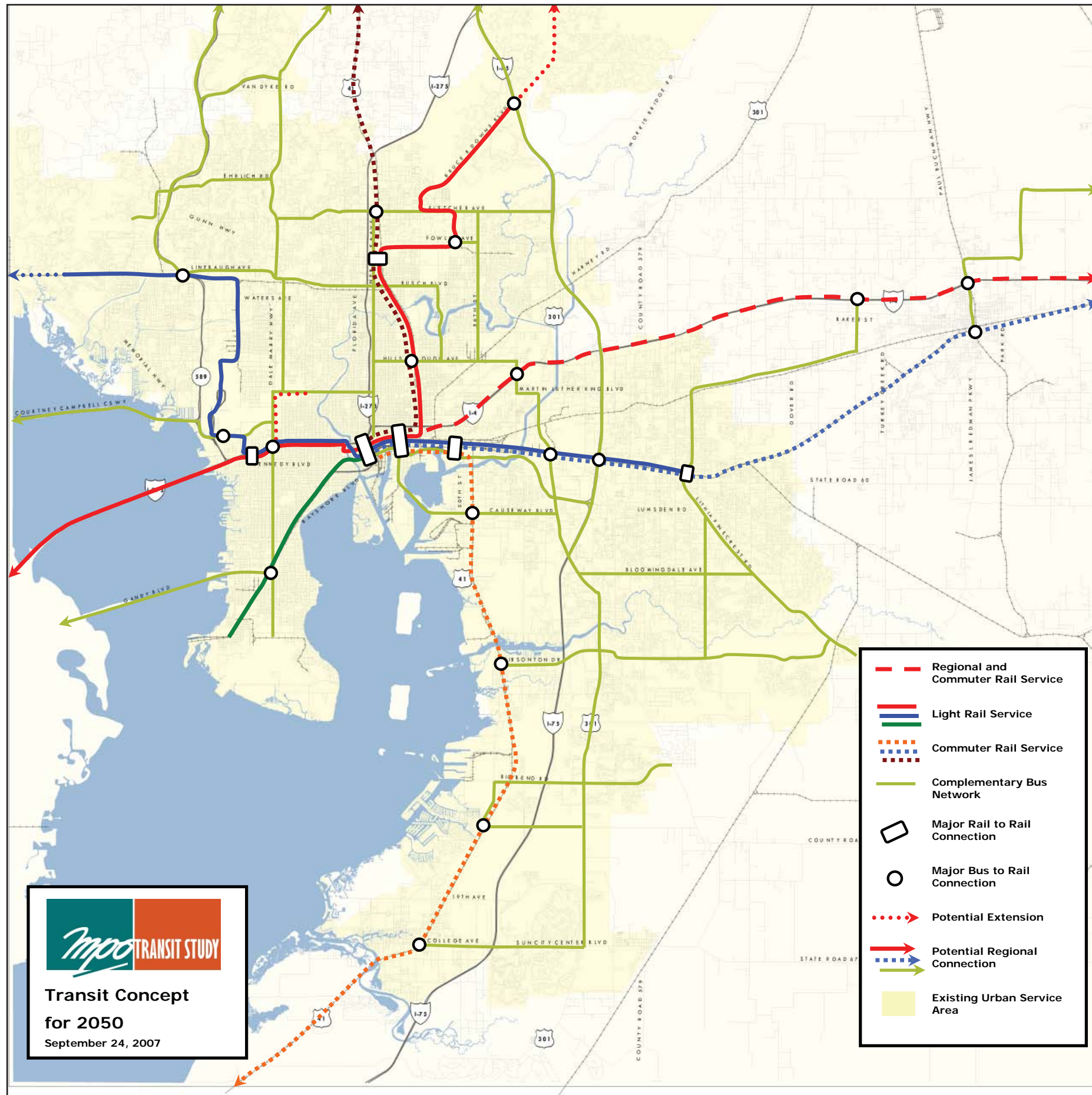
The Transit Concept for 2050 will provide input to the MPO Long Range Transportation Plan, Comprehensive Plans for the cities and the county, the Hillsborough Area Regional Transit (HART) Transit Development Plan, and the action plan for Tampa Bay Area Regional Transportation Authority (TBARTA). Working together, these plans will provide the policy framework for multi-modal transportation improvements to support local and regional growth and economic vitality.

Transit Concept

The MPO's Transit Concept for 2050 (see map on page 2) serves local and inter-regional travel needs within the Tampa Bay area. Providing alternative ways to travel along major commuting corridors, the concept depicts an overall transit system that best serves existing communities and activity centers as well as projected growth within the county. Capitalizing on existing land use plans, the concept maximizes potential land usage for key corridors, while providing quality transit service for the greatest number of potential riders.

To meet local travel needs as well as providing key regional connections in conjunction with TBARTA, the concept builds on a base of existing local and community circulator buses by adding **regional/commuter rail**, **light rail** and **premium bus** services. Each of these technologies provides a distinct type of service to meet the various needs of transit riders. Where is the passenger going? How long is the trip? Is it a work trip or a trip to an entertainment or shopping destination? Characteristics vary with each type of service. The preferred transit concept addresses these variations, minimizing transfers and interruptions between destinations while maximizing amenities around transit stations.





Regional/Commuter Rail

- Regional and commuter rail connections would serve commuters to and from Downtown Tampa to destinations in Plant City, SouthShore, Brooksville, Pinellas, Polk, Sarasota and Manatee counties using existing rail corridors. Commuter rail service parallel to I-4 would serve to supplement regional travel along the Orlando/Lakeland/Plant City to Tampa corridor.
- High capacity passenger locomotive rail service would provide improved travel times for regular commuters between suburban areas to Downtown Tampa with limited stops along congested road corridors. To provide reduced travel times, the system will be planned with stations spaced five or more miles apart, and could incorporate express trains that would not stop at every station during times of peak demand.
- Commuter rail service will include park and ride lots, bus feeder service, and circulators. Station areas would provide service amenities for commuters and promote easy pedestrian access to jobs and housing located near the stations, helping to maximize the transit investment.



Light Rail

- Light Rail would connect the major gateways and activity centers in Hillsborough County and provide continuous service throughout the day between New Tampa/USF, Brandon, Westchase, St. Petersburg to Westshore and Downtown Tampa.
- Light Rail provides flexible service that will navigate along existing rail corridors, transition to share surface streets with cars, and accommodate tighter turns and changes in elevation. Transit station spacing averaging one to two miles apart would serve a wide range of transit trip types, including work, shop, recreation and special events, while connecting key activity

