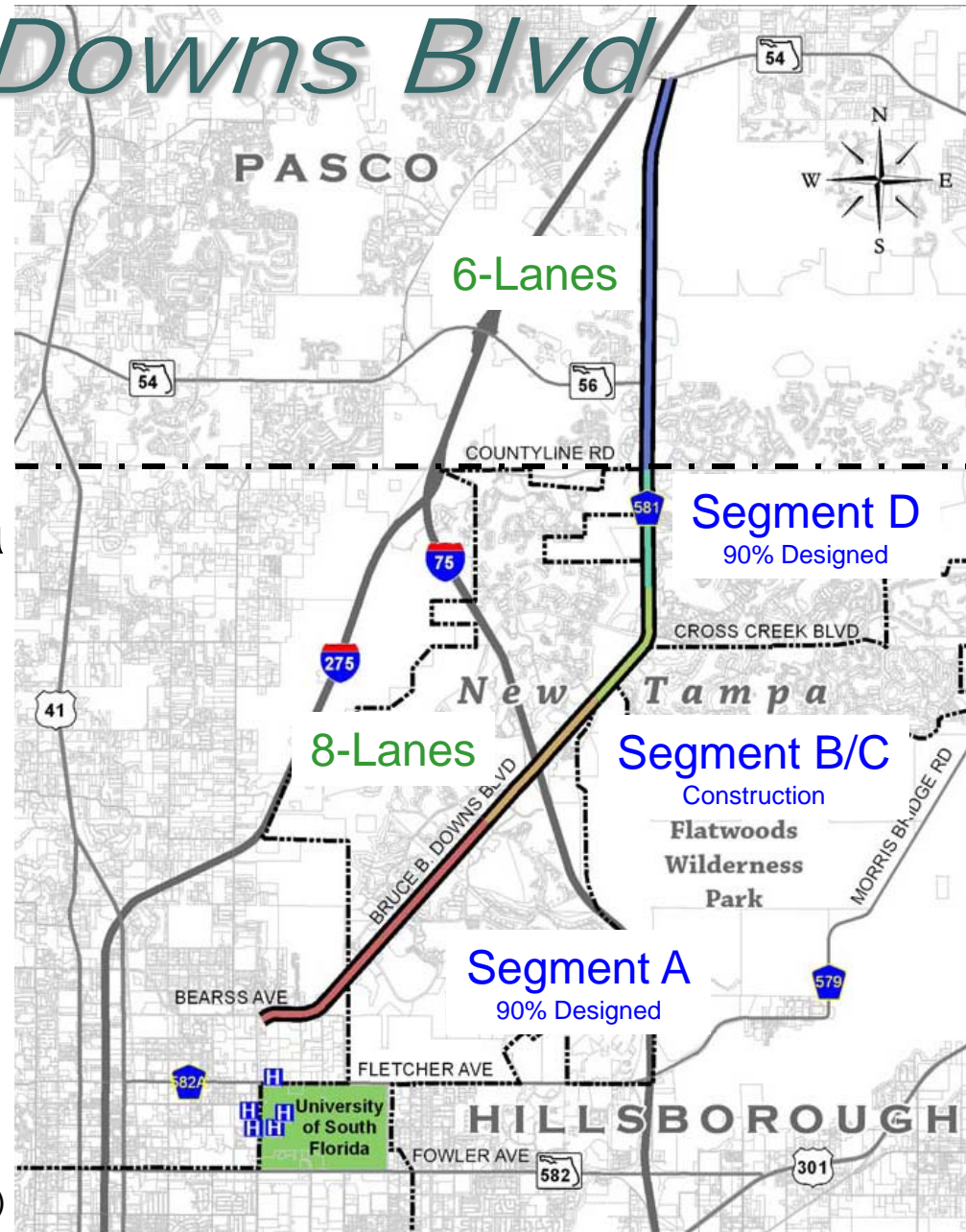


Bruce B Downs Blvd

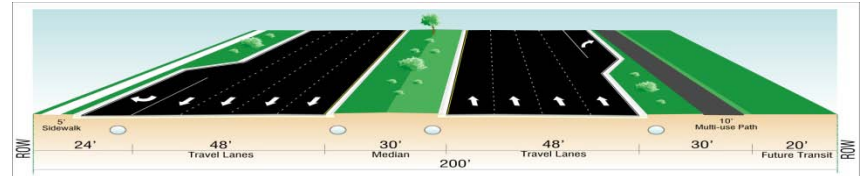
BOCC Tasking

BOCC directed staff to perform a review of the road widening project, a needs analysis, and investigate expediting the Southern Phase (Segment A) and come back with recommendations.



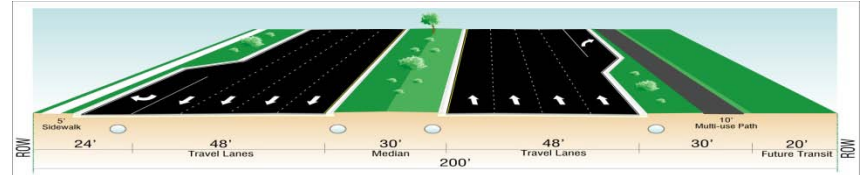
Note: Southern Phase is Segment A (Bearss to Palm Springs)

Project Summary



- FDOT PD&E Study completed in 2003 called for 8-laning BBD in Hillsborough County with a dedicated 20' transit corridor on the east side of the roadway. Additional ROW for transit would be acquired in the future.
- Based on the study, the County proceeded with 8-lane design on all three segments and prioritized for construction Segment B/C, then Segment D, and then Segment A. Prioritization of Segment D was based on anticipated residual funding from Segment B/C.

Project Summary



- Segment B/C is beginning construction Jan 2010.
- Based on the current bidding climate appears funding may be adequate to construct Segment A.
- BOCC approved prioritizing Segment A over Segment D for construction.
- County submitted Segment D for a TIGER Grant. MPO requested an earmark from Rep Bilirakis for Segment A.

Project Update

- Public Works initiated review of roadway options subsequent to town hall meeting in New Tampa.
- Spring 09 BOCC requested review of roadway in response to citizen concerns with the transition from Segment B/C to Segment A.
- Spring 09 project funding was questionable.
- Spring 09 TBARTA requested 34' dedicated for transit versus the 20' specified in the PD&E. Projects were 90% designed.
- Spring 09 MPO revised the LRTP to show 6-lanes for Segments A & D.

Project Update

- Public Works developed alternative alignments and performed traffic analysis and developed Measures of Effectiveness (MOEs) for the roadway.
- Public Works briefed the MPO and BOCC on the results and committed to continue to work with local agencies over the next three months following a transit analysis.
- Following a transit analysis by PB Americas, Public Works will hold a public meeting, and brief the MPO and BOCC in Spring 2010 on recommendations.

Moving Forward

- Hillsborough County desires to maximize transit opportunities while minimizing the impact to the design, funding/costs, and schedule for the widening of BBD.
- PB Americas is assisting with a:
 - Feasibility analysis of transit alternatives
 - Livability impact of transit/roadway alternatives
 - Cost analysis of transit alternatives on the roadway
 - Risk analysis

Moving Forward

- Transit Alternatives:
 - Light Rail Transit (LRT) or Bus Rapid Transit (BRT) on east side of roadway at grade
 - LRT or BRT in median at grade
 - BRT/managed lanes in existing lanes
- Roadway Alternatives:
 - 8-lanes with future removal of NBRT lanes or inside turn lanes.
 - 6-lanes now with no NBRT lanes
 - 6-lanes now with wide median

Bruce B. Downs Boulevard - Segment A

8 Lane Typical Section with LRT in the Median



Hillsborough County



Note: Roadway will have designated / marked shoulders

Bruce B. Downs Boulevard - Segment A

8 Lane Typical Section with 32' LRT Corridor



Hillsborough County



Note: Roadway will have designated / marked shoulders

Bruce B. Downs Boulevard - Segment A

B Lane Typical Section with BRT in the Outside Lane



Hillsborough County



Note: Roadway will have designated / marked shoulders

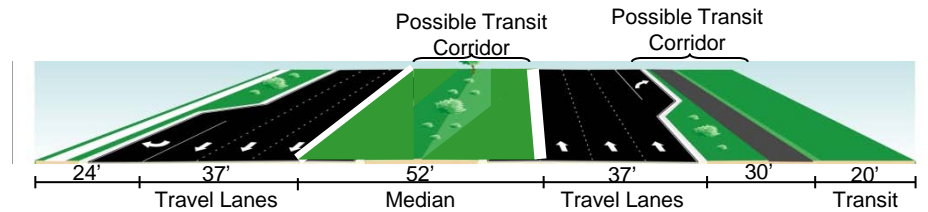
8-Lane Alignment per PD&E



- Cost \$55M.
- Due to current unknowns, maximizes flexibility to support all transit initiatives including BRT/HOV on existing lanes during peak travel demands.
- Can provide for future transit in either the median (loss of inside lanes) or right corridor with the loss of the right turn lanes to provide the needed 34'.
- Will provide years of benefit due to reduced vehicle travel delay.
- Permitted under less stringent SWFWMD stormwater treatment rules making the roadway less expensive to build now than after July 2010.



6-Lane Alignment



- Cost \$52M (\$3M savings).
- Fails to meet capacity needs. Roadway fails in Southbound lanes when roadway opens.
- Doesn't allow for interim transit initiatives such as BRT or HOV lanes on existing lanes.
- Can provide for future transit in either the median or transit corridor with the loss of the right turn lanes to provide the needed 34'.
- If transit is located in the median, we won't be removing existing capacity as we would if we constructed an 8-lane roadway now.
- Will only result in overall savings if transit is located in the median—which is unknown. Should transit be located in the right (eastern/southern) corridor, the inside lanes will have to be constructed in the future (\$21M estimate) in order to make up for the loss of the right turn lanes.

Bruce B. Downs Widening Needs Analysis for Segments A & D

Segment	Lane Configuration	Cost	Failure Year	Travel Time (AM/PM) Minutes (2012)	Travel Time (AM/PM) Minutes (2032)	Community Costs due to Delay: Time, Fuel, Emissions (2012) ¹	Community Costs due to Delay: Time, Fuel, Emissions (2032) ¹
A (Bearss to Palm Springs) 3.6 Miles	6-Lane	\$52M	2012 (AM Southbound)	NB 7.0/7.7 SB 14.2/10.5 SB(AM)5.4 Min (38%)	NB 8.6/33.3 SB 55.1/24.3 NB(PM)13 Min SB(AM)18 Min NB40% SB33%	\$53M/Yr (\$30M/Yr)	\$276M/Yr (\$149M/Yr)
	8-Lane	\$55M	2025 (AM Southbound)	NB 7.0/6.8 SB 8.8/8.6	NB 7.4/20.1 SB 37.1/16.6	\$23M/Yr	\$126.9M/Yr
D (Pebble Creek to County Line Rd) 1.5 Miles	6-Lane	\$15.2M	2028 (AM Southbound)	NB 3.8/3.6 SB 4.6/4.3	NB 5.3/6.1 SB 9.9/6.3	\$4.86M/Yr (\$192K/Yr)	\$22.6M/Yr (\$6.7M/Yr)
	8-Lane	\$16M	Post 2030 (AM Southbound)	NB 3.8/3.6 SB 4.4/4.2	NB 5.2/4.4 SB 7.0/5.6	\$4.67M/Yr	\$15.9M/Yr

Notes:

1. Costs calculated based on data from US DOT National Highway Traffic Safety Administration (NHTSA) Final Regulatory Impact Analysis, March 2009.
2. Information in red indicates increase in time or cost associated with 6-lane roadway.
3. Costs for 6-Lanes assumes outside edge of pavement is maintained and inside lanes adjacent to median are not constructed.

Conclusion

- Based on current bidding climate funding is available to construct an 8-lane Segment A along BBD.
- County is committed to not delay Segment A.
- Roadway supports critical services such as hospitals, VA, USF, and economically the University Community Area.
- Transit picture is unknown and will not be known for quite some time. TBARTA is initiating a transit alternatives analysis which is expected to take 1 ½ - 2 years.
- Transit funding is unknown and there is no guarantee the transportation referendum will pass--providing the necessary funding for future transit.
- Funding for future roadway improvements is questionable due to existing funding revenue shortfalls and transportation referendum unknowns.