

*Creating the Future  
Bruce B Downs Blvd*



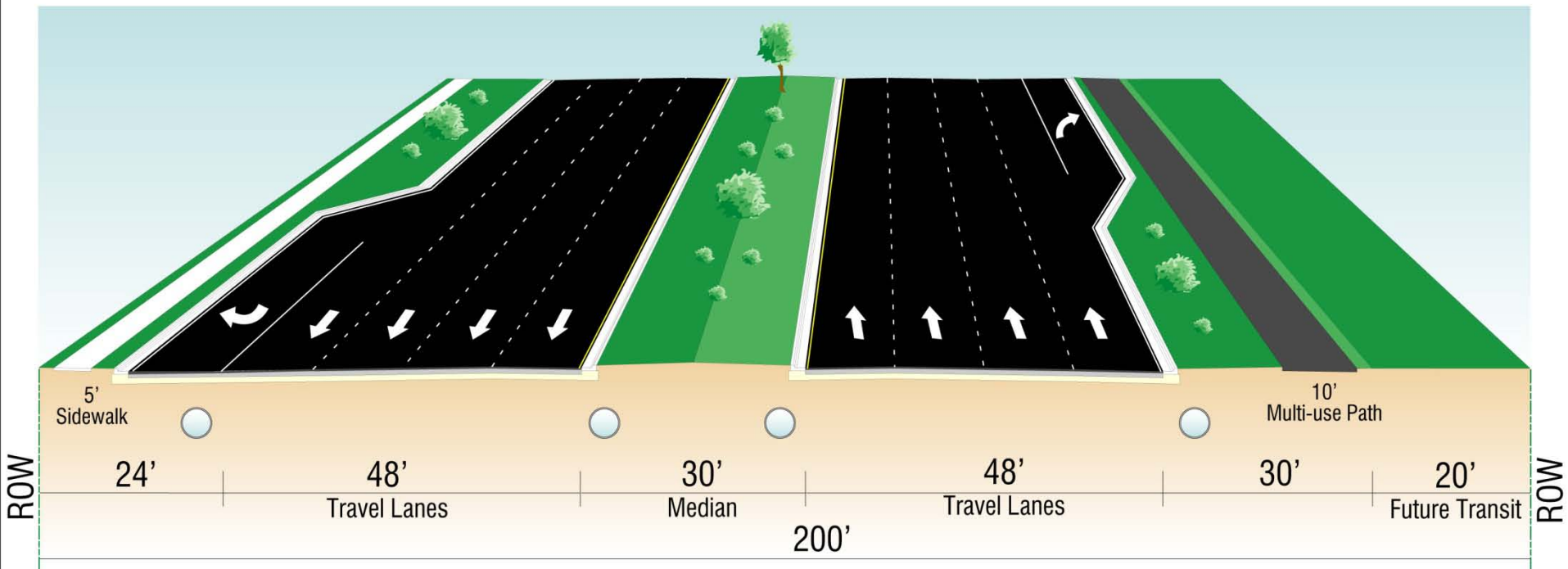
How things look today...



*May not be how things look in the future.*

# Bruce B Downs PD&E Study 2003

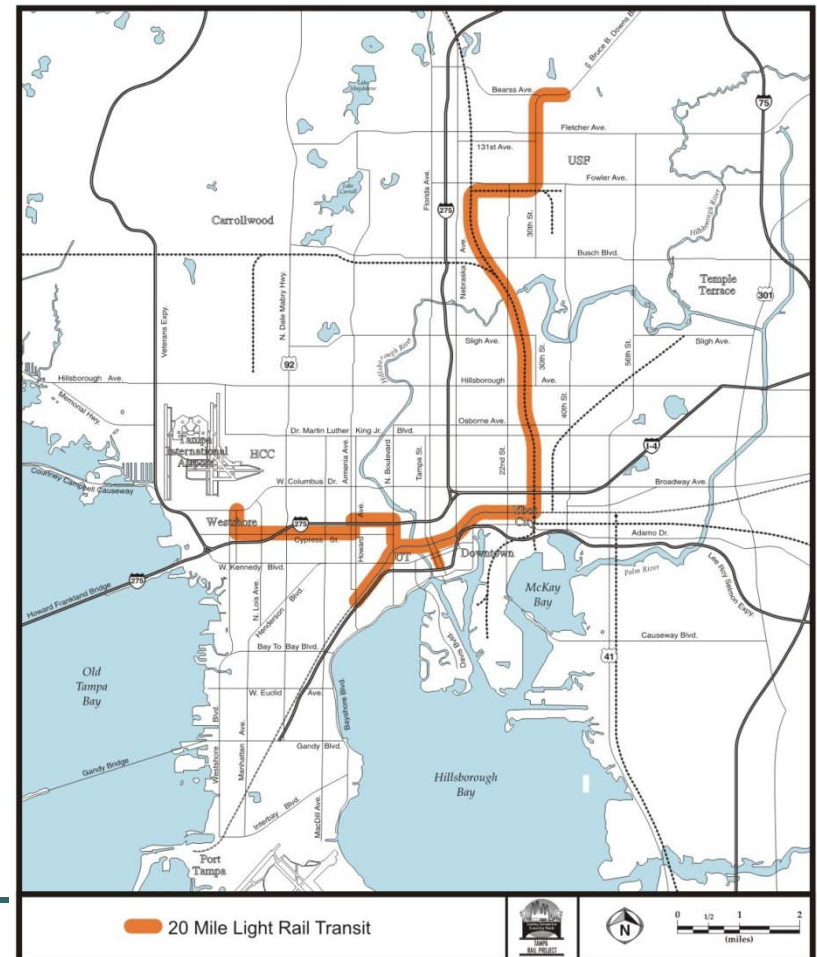
- Construction programmed 2009,  
Palm Springs to Pebble Creek



# Tampa Rail Project FEIS - 2002

- Light rail on Bruce B Downs Blvd as far north as Skipper Road

## Tampa Light Rail Project





What can you do with a  
20 foot transit envelope?

- One line of rail OR
- One lane of busway

**Problem:**

Outbound transit vehicle has to wait at a side-track for in-bound to pass, slowing 'rapid transit'



# Elevated Rail = Elevated Costs

- **Elevated light rail project for Honolulu:**  
**\$206 million per mile estimate**

Source: Honolulu High Capacity Transit Corridor DEIS, NOV 08

- **Charlotte Blue Line:**  
**\$50.75 million per mile (grade level)**

Source: CATS, NOV 07, inflated to 2008 dollars






- **Portland Interstate Max:**  
**\$84.57 million per mile (grade level)**

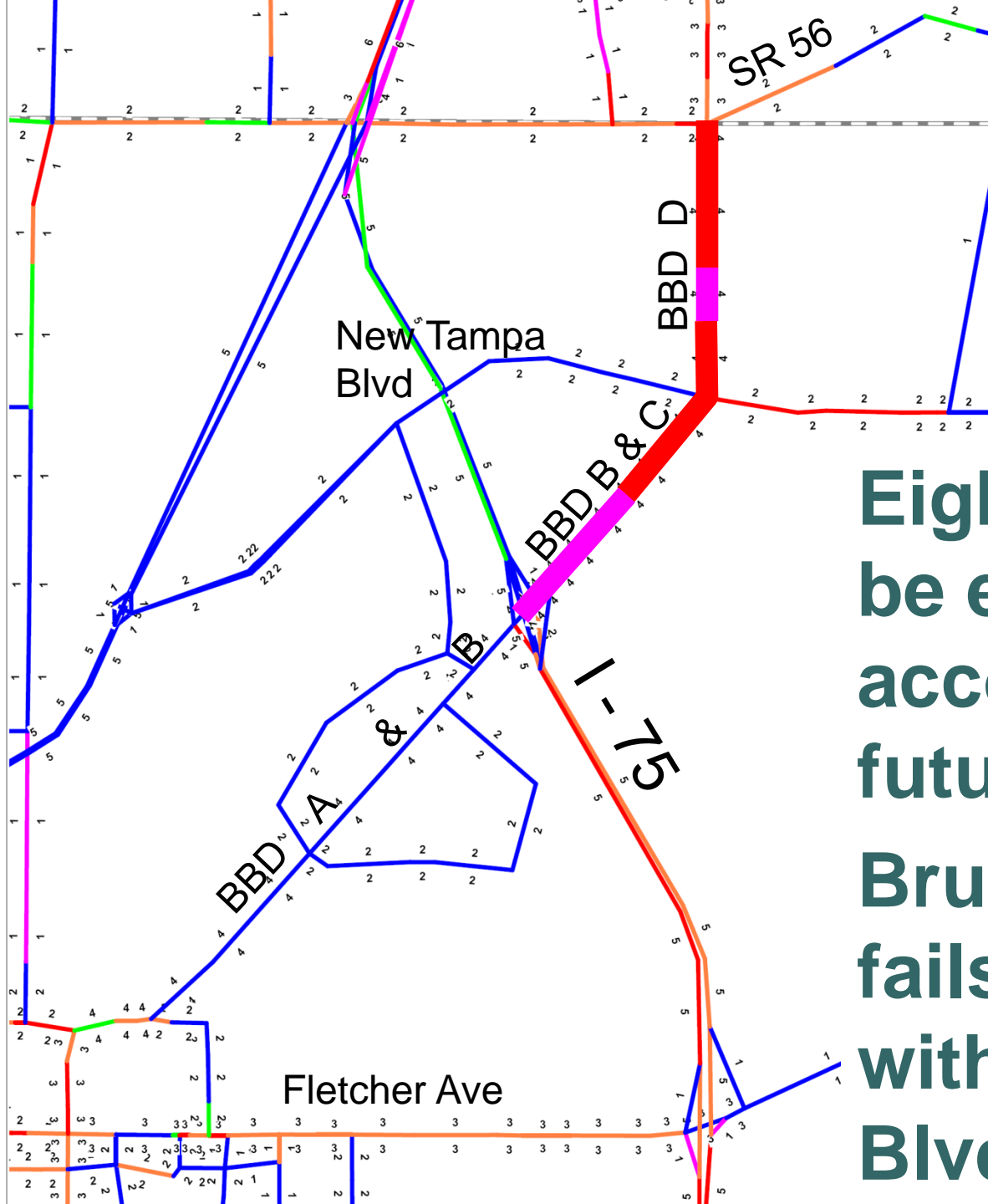
Source: FTA Before & After Studies of New Starts Projects, 2004 reported costs inflated to 2008 dollars



**Is rail transit needed on a  
suburban arterial?**

## 2035 Needs Plan

-  VOL\_CAP: 0.00-0.90
-  VOL\_CAP: 0.91-1.00
-  VOL\_CAP: 1.01-1.20
-  VOL\_CAP: 1.21-1.50
-  VOL\_CAP: Greater than 1.50



**Eight lanes will not be enough to accommodate future traffic.**

**Bruce B Downs fails in 2035 even with New Tampa Blvd as a reliever.**

# Proposed Approach:

- Proceed with the funded project (Segment B/C). Replace turn lanes with rail in future.
- Redesign other segments (A and D) for 6 lanes.



## MPO Actions 2009:

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- Support immediate implementation of Segment B/C widening project
- Request Hillsborough County Commission identify Segment B/C northbound right turn lanes as potential right of way for rail in future
- Update Long Range Transportation Plan to show need for 6 lanes on Segments A and D

# Since Then....

- More detailed analysis of rail in Bruce B Downs Blvd right-of-way, Seg. A
- Seg. B/C under construction
- Seg. D seeking funding

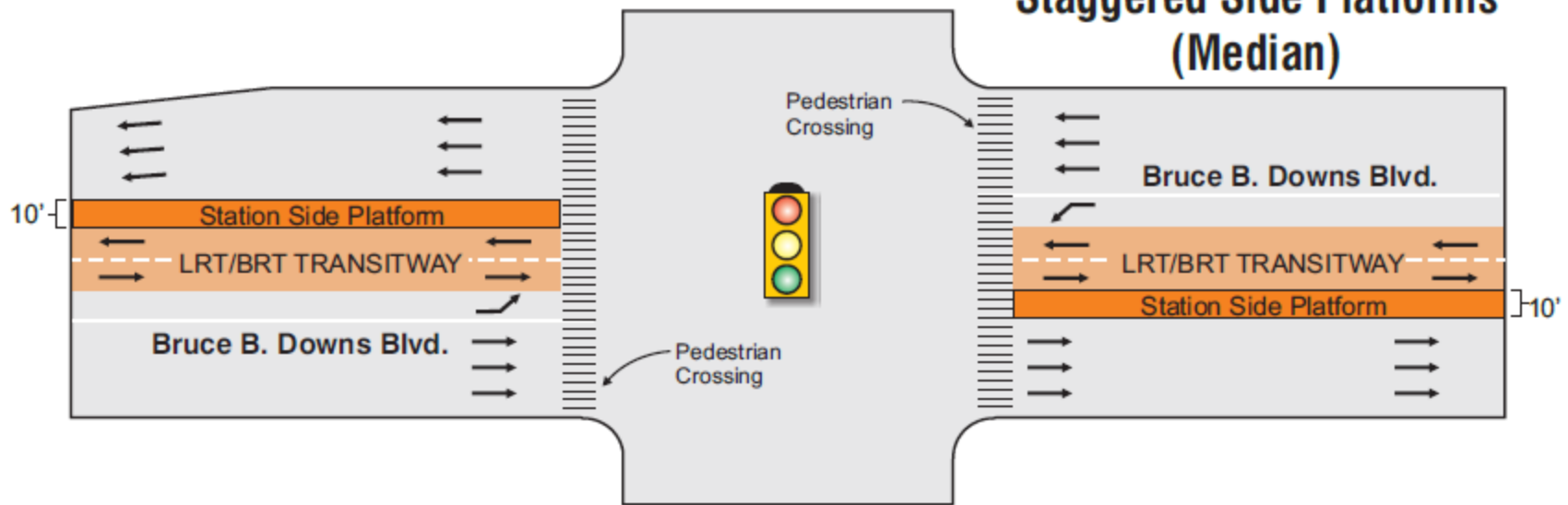


# 2010 Transit Assessment Findings (Segment A)

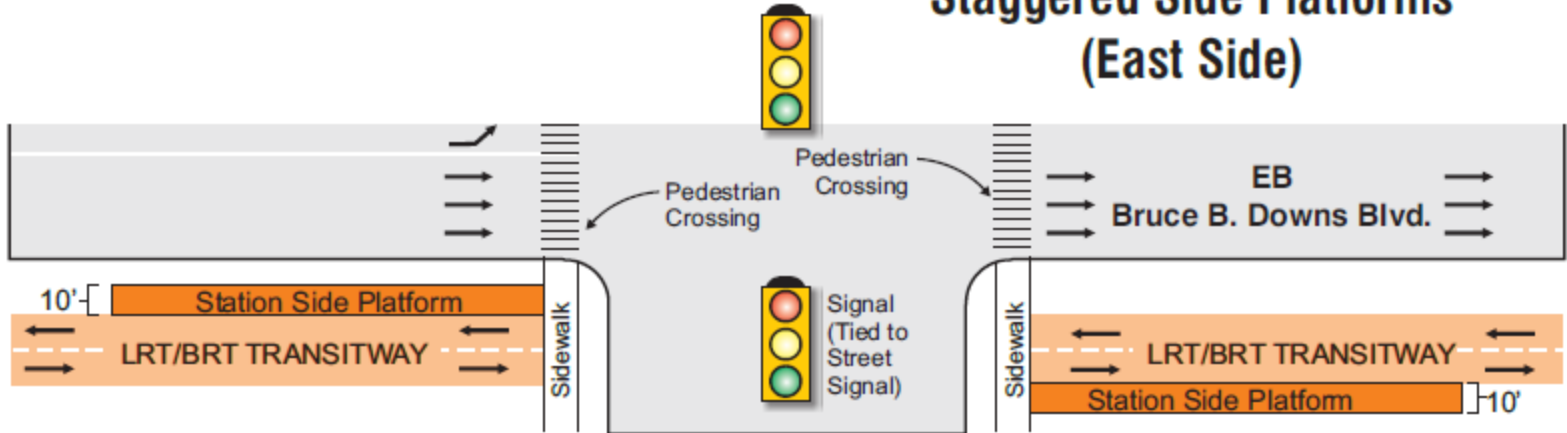
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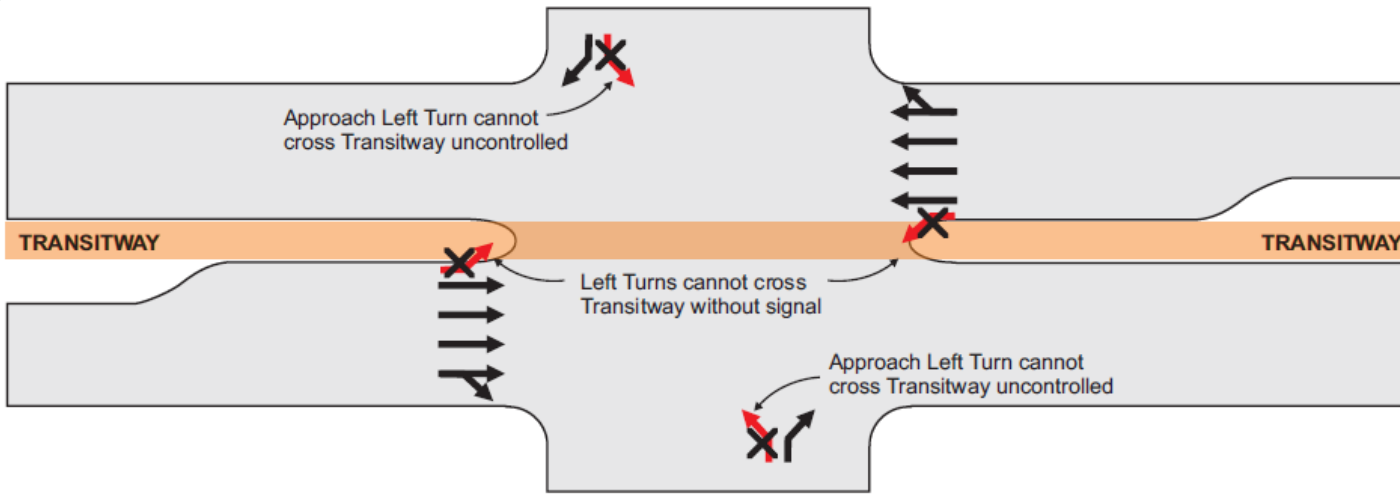
- No station location will fit in the median, with the current 8-lane road design, unless the curbs are relocated
- Relocating the curb lines would delay construction of the road lanes by perhaps 3 years – or require a major reconstruction of the road when transit is extended here (2018?)

## Staggered Side Platforms (Median)



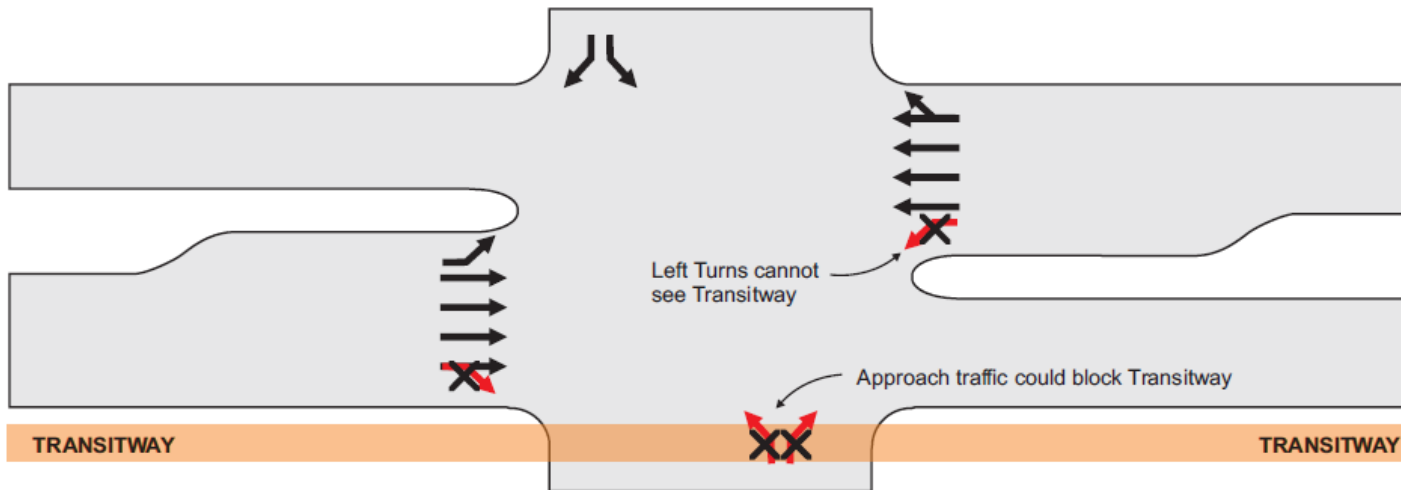
## Staggered Side Platforms (East Side)





➤ 9 median closures

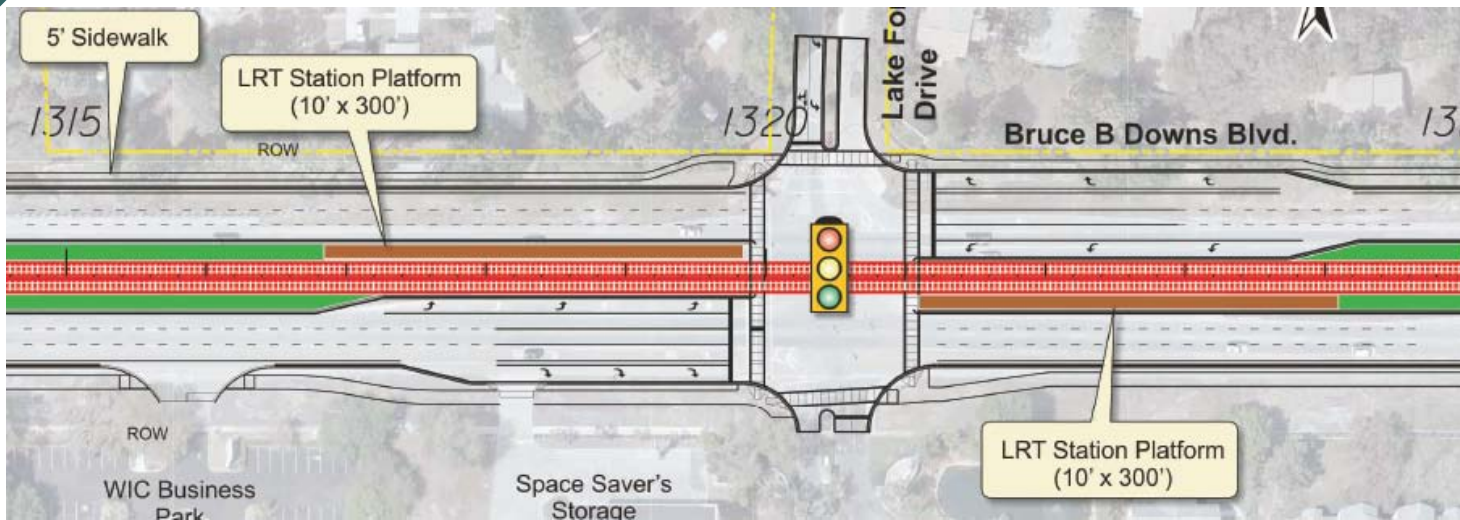
### Turning Movements precluded with Median Transitway



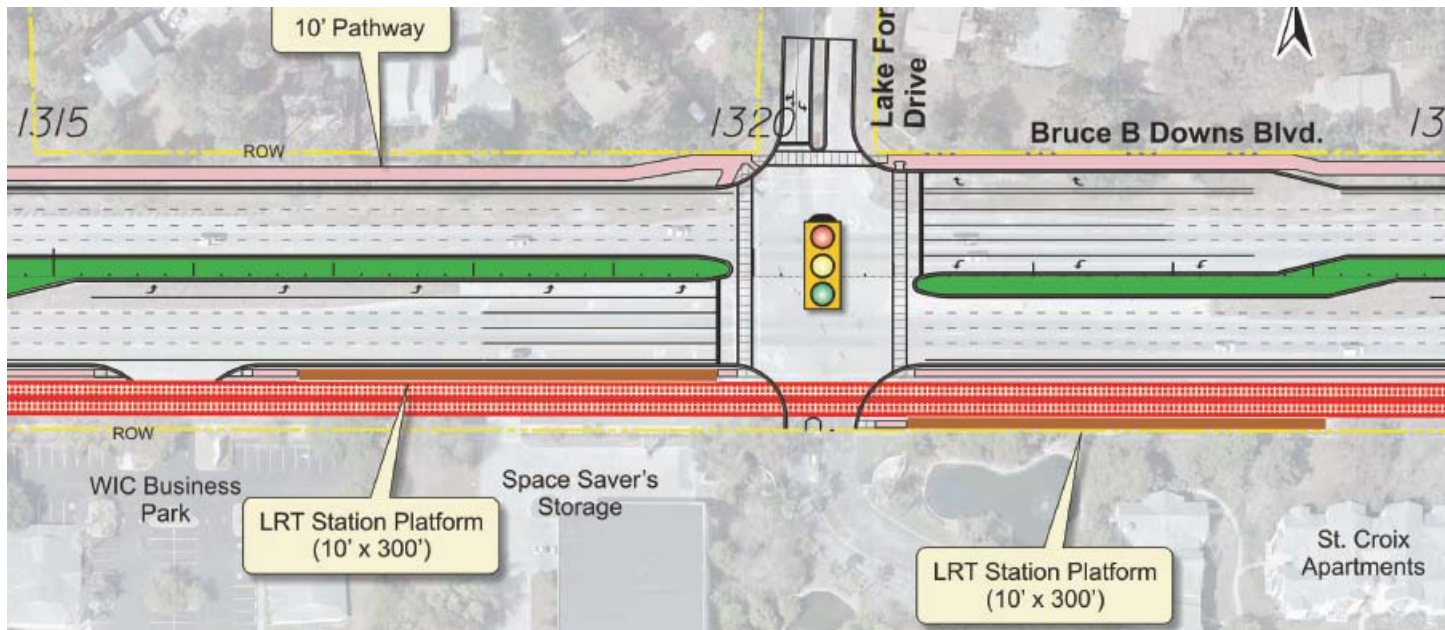
➤ 7 median closures

➤ 16 side street closures

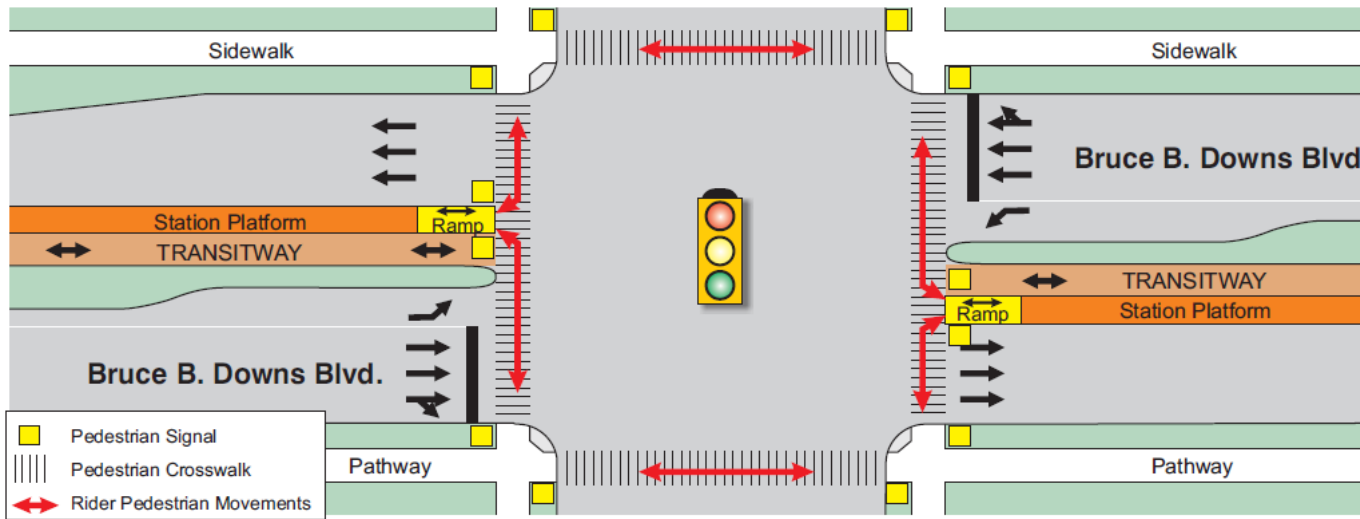
### Turning Movements precluded with East Side Transitway



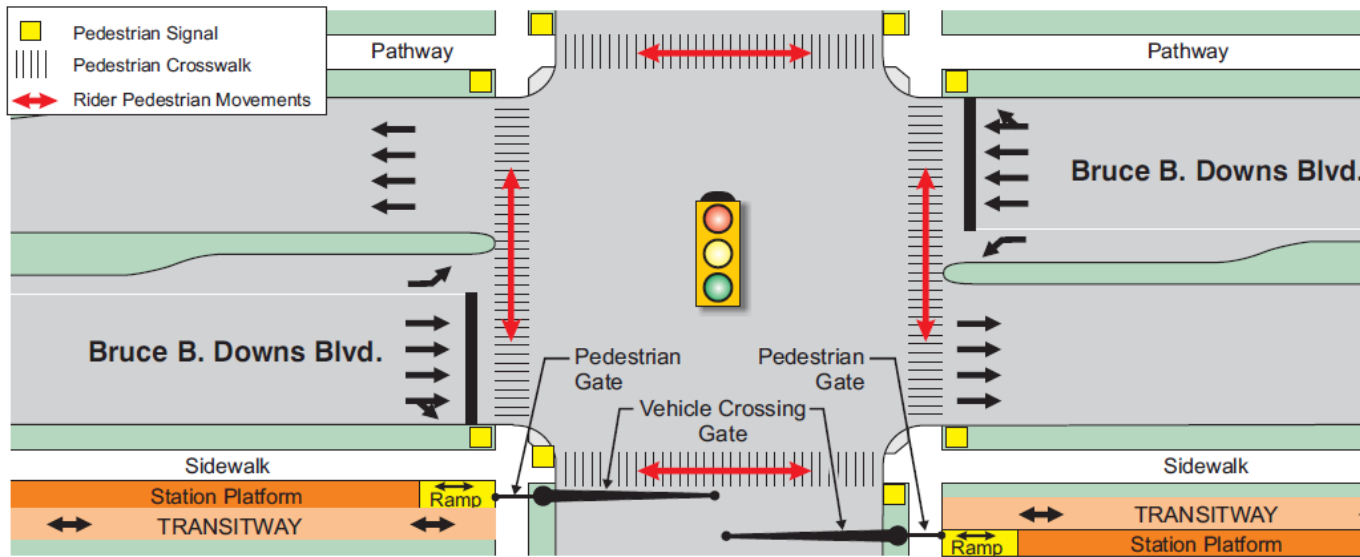
- Single LTL's at 2 inter-sections
- Mitigate with U-turns



- No RTL's at 5 inter-sections
- No bus pull-off's



- 3-4 lanes are crossed at a time
- Median station gives refuge for slow walkers



- Easy access from east, cross 9-10 lanes from west
- No median refuge

# **DRIVING TIME BETWEEN PALM SPRINGS BOULEVARD AND BEARSS AVENUE**

## **2012**

**6 lanes:** 7-8 minutes off-peak; 10-14 minutes peak

**8 lanes:** 7-8 minutes off-peak and peak

## **2032**

**6 lanes:** 9-24 minutes off-peak, 33-55 minutes peak

**8 lanes:** 7-17 minutes off-peak, 20-37 minutes peak

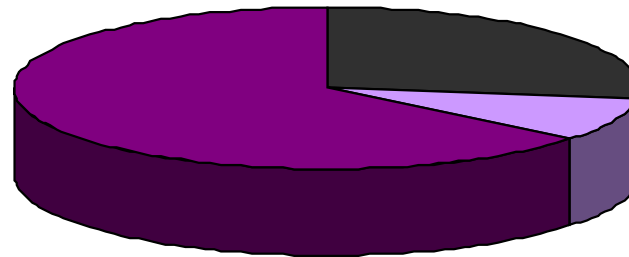
## **TRAVEL TIME BY RAIL**

I-75 to Fletcher/USF Station: 9 minutes (for  
foreseeable future)

# Scenario 1 Comments

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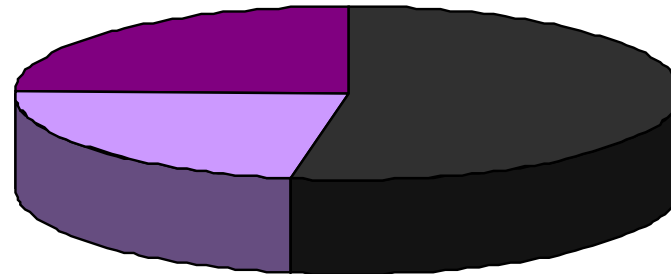
- Fewer neighborhood impacts
- Better pedestrian connections
- Better turn lanes or access
- Don't keep building lanes
- Concern: funding for transit is not secure



- 28 Do Not Support
- 9 Accept with Reservations
- 66 Support

# Scenario 2 Comments

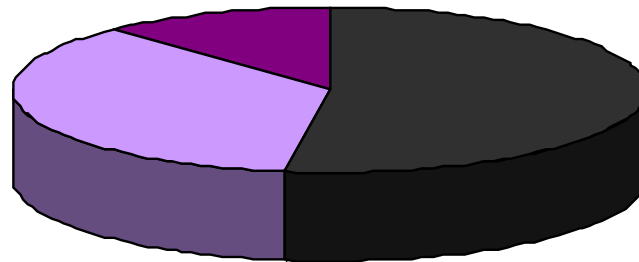
- More neighborhood impacts
- Worse ped access to rail
- Concern re: turn lane impacts and road access
- Building lanes induces traffic
- Eight lanes = true need



- 49 Do not support
- 21 Accept with Reservations
- 23 Support

# Scenario 3 Comments

- Buses won't be used
- Only as an interim step before rail
- Maybe this is the most realistic scenario if rail is impossible

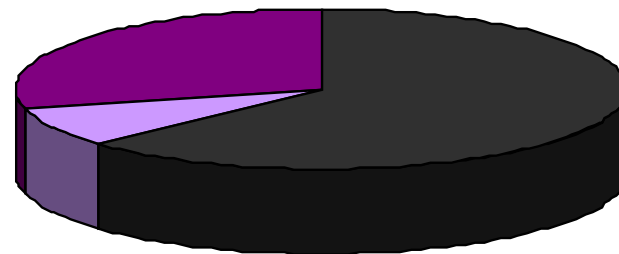


- 48 Do not support
- 33 Accept with reservations
- 11 Support

# Scenario 4 Comments

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- Don't wait to integrate transit
- Concern re: neighborhood impacts and aesthetics
- Best idea because the future of transit is uncertain



- 63 Does not Support
- 8 Accepts with Reservations
- 29 Supports

# Waiting for the Unknowns

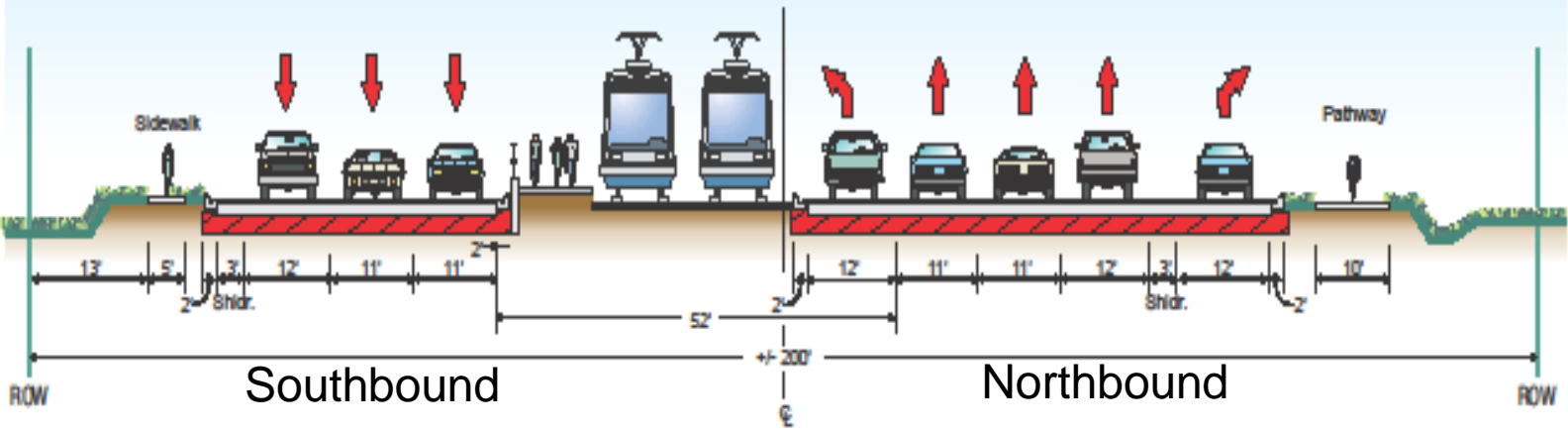
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- Will HART's study recommend rail technology rather than rapid bus?
- Will HART recommend including the Bruce B Downs segment in the Northeast Corridor?
- Will funding for transit be approved as soon as this fall?

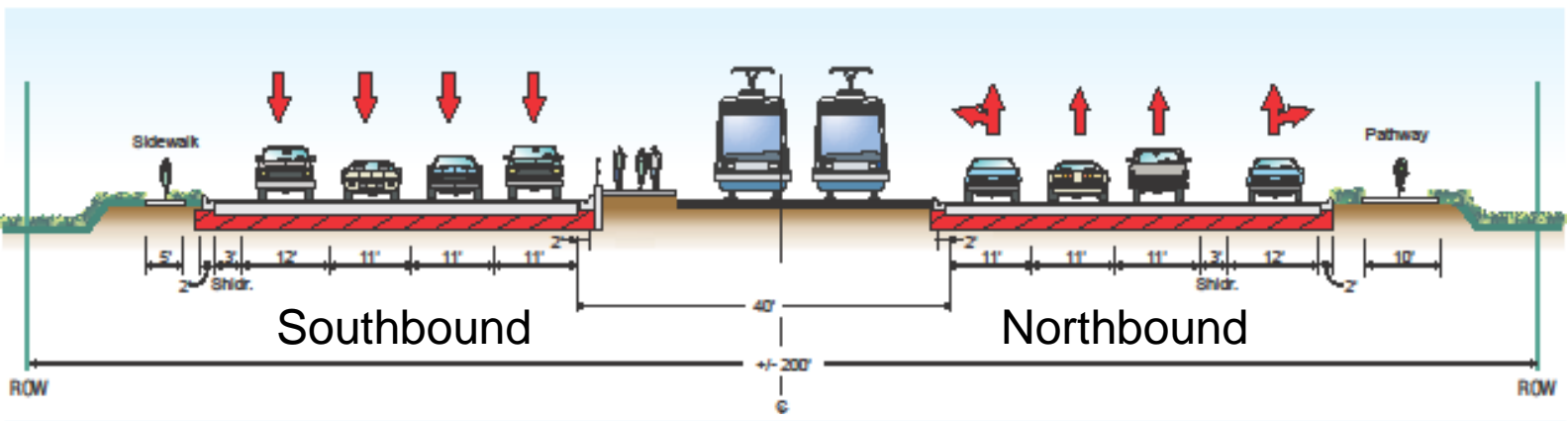
# Exploring Options in Meantime

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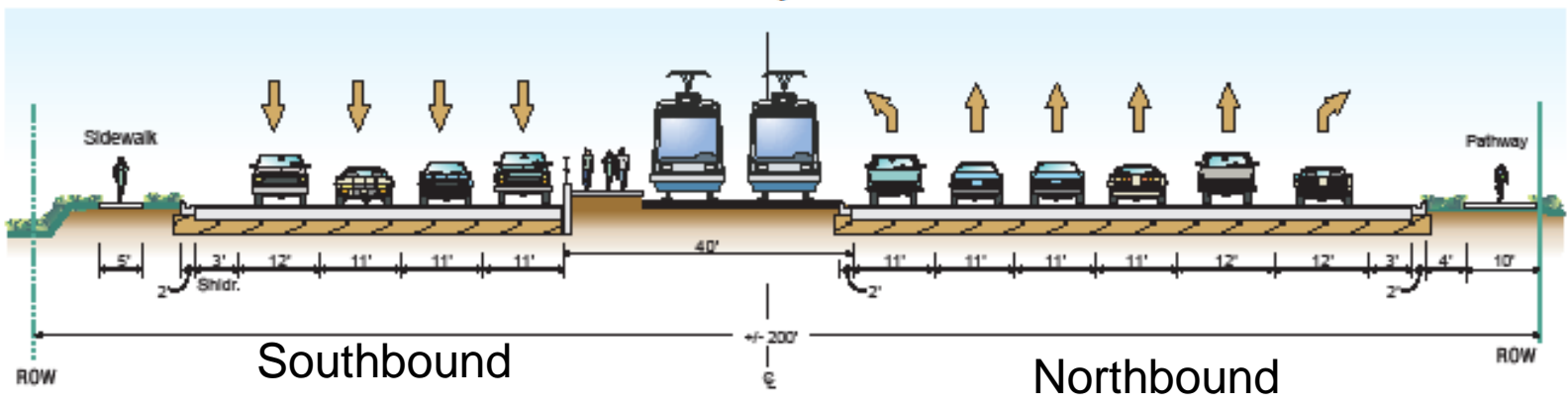
- New concept: 7 lanes now, expandable to 8 lanes later
- Leaves space for transit in median (one lane next to median is not built)
- Does not delay road construction (footprint does not expand)
- Worst traffic (southbound A.M. peak) is accommodated first



6-lane Segment, with transit in the median which precludes potential for future widening of southbound lanes due to limited ROW.



Off-set median transit alignment. Can be incorporated into existing 8-lane configuration once east-side/median transition locations are known along BBD.



Off-set median transit alignment which allows for widening to the east to make up for lost lanes in the median to accommodate transit.