

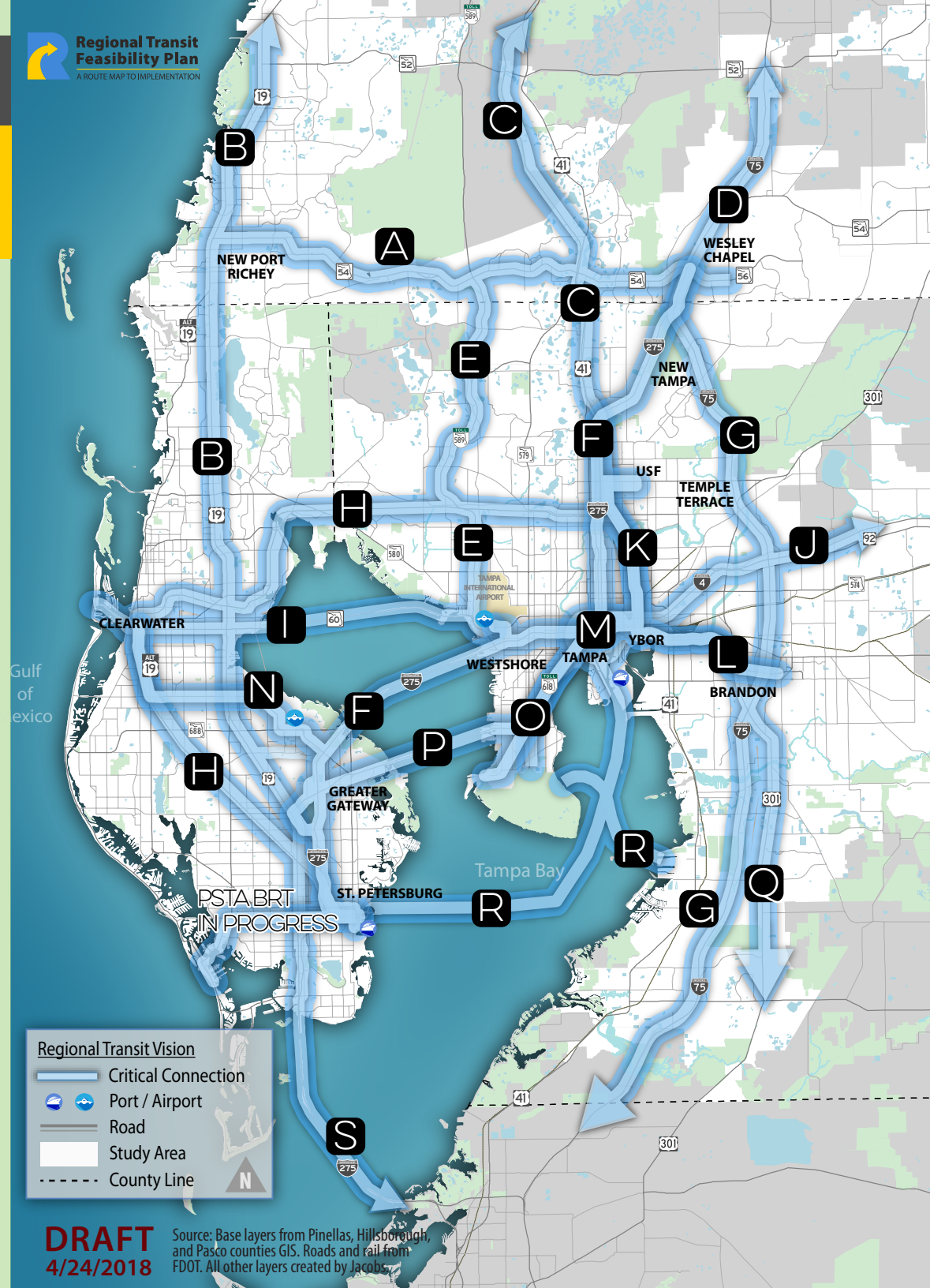
VISION NETWORK

WHAT IS THE PLAN FOR REGIONAL TRANSIT?

Regional Transit Vision, listed from north to south:

- A Pasco along SR 54/56
- B Pinellas to Pasco and north along US 19
- C Hillsborough to Brooksville along freight rail
- D Pasco and north along I-75
- E Pasco to Hillsborough along the Suncoast/Veterans
- F Wesley Chapel to St. Petersburg along I-275
- G Pasco to Manatee along I-75
- H Hillsborough to Pinellas along freight rail
- I Hillsborough to Pinellas along SR 60
- J Tampa to Plant City and points east along I-4
- K USF area to Tampa along freight rail
- L Westshore, Tampa to Brandon near or on the Selmon Expressway
- M City of Tampa Streetcar Extension
- N Gateway to Clearwater along Roosevelt/East Bay
- O South Tampa to Downtown Tampa on or near the Selmon Expressway
- P St. Petersburg to Tampa across Gandy Bridge
- Q Brandon to Ruskin along US 301
- R Ferries across Tampa Bay
- S St. Petersburg to Bradenton along I-275

Regional Transit Feasibility Plan
A ROUTE MAP TO IMPLEMENTATION



HOW THE DRAFT CATALYST PERFORMS

SERVES TODAY'S JOB CENTERS

SERVES OUR RESIDENTS

FORECASTED ANNUAL RIDERS

COST TO BUILD

ST. PETE TO TAMPA

Optimized for Tampa Bay

- Operating in Dedicated Lane.** Lanes only for transit which bypass traffic congestion

- **Operating in Express Lane.** To cross the bay efficiently, transit would operate in future express lanes designed to reduce congestion

Operating in Mixed Traffic. Where there are natural preserves and fewer riders

Pictured here: Electric Super Bus in Malmö, Sweden



DRAFT
4/24/2018

Source: Base layers from Pinellas, Hillsborough, and Pasco counties GIS. Roads and rail from FDOT. All other layers created by Jacobs.

HOW THE DRAFT URBAN RAIL PROJECT PERFORMS

42K

SERVES TODAY'S JOB CENTERS

Number of jobs within 1/2 mile of corridor (in 2017)

35K

SERVES OUR RESIDENTS

Number of residents within 1/2 mile of station areas (in 2017)

3.3M

FORECASTED ANNUAL RIDERS

Number of annual trips on the service (estimated for 2017)

\$490-620M

COST TO BUILD

2017 Planning level costs, subject to change

20-25 MINS

USF CAMPUS TO TAMPA

Using an Existing Freight Rail Corridor



Pictured here: Diesel Multiple Unit Urban Rail Service in Texas

We can re-imagine and use a few of our more underutilized freight rail corridors. This would require the use of the rail right-of-way and a special rail vehicle that can safely operate with existing freight trains. These vehicles (shown above) can either be diesel or electric.

