



## 2.0 Commitments and Recommendations

### 2.1 Commitments

To minimize the impacts of this project to the human environment, Hillsborough Area Regional Transit (HART) Authority is committed to the following measures for the North / South Corridor Bus Rapid Transit (BRT) improvements.

#### **Station Construction**

HART is committed to constructing of approximately 50 BRT stations in both directions at 24 intersections (not including the transit centers, MSTP stops and Park and Ride) with the appropriate passenger amenities along Jackson Street, Kennedy Boulevard, Nebraska Avenue, Fletcher Avenue, at the Marion Transit Center, at the University Area Transit Center and the future Park and Ride location near the I-75 and Fletcher Avenue interchange. The BRT service will stop at four cross streets along the Marion Street Transitway in each direction. Fourteen stops will also be added at Telecom Park and Hidden River Corporate Park, which will consist of a bench and flag stop sign.

HART is committed to providing connections to the existing sidewalks and proposed stations along the North / South BRT Corridor, either with sufficient clear distance within a station, or with a five foot minimum sidewalk around a station. Sidewalk connections from existing pedestrian network to stations will be included for those without existing sidewalks.

HART is committed to maintaining the station improvements/amenities (bench, trash receptacles, totem, shelter, etc.) based on individual station design requirements.

HART is committed to maximizing the use of the existing right(s)-of-way jointly controlled by Florida Department of Transportation (FDOT), Hillsborough County, City of Tampa, and City of Temple Terrace.

HART is committed to acquiring right-of-way only to accommodate necessary station improvements. HART will carry out a right-of-way and relocation program in accordance with the recommendations, process and actions of Hillsborough County "The Real Property Acquisition Process", revised on February 13, 2008.

HART is committed to incorporating the station improvements into the existing drainage system, where possible. Where improvements require adjustment to existing drainage structures and/or pond locations, HART is committed to mitigation of all effects of those adjustments. Mitigation of impacts within the existing facility is the preferred design solution, by constructing retaining / gravity walls and/or restoring lost storage volume within the existing stormwater facility.

HART is committed to reexamining the aesthetics and landscaping at the proposed stations as part of the final engineering phase of this project.

FDOT, Hillsborough County, City of Tampa, and City of Temple Terrace are committed to allowing HART to construct the proposed stations within the right-of-way under their respective jurisdictions.



HART is committed to obtaining the required permits/authorizations from the Southwest Florida Water Management District, Florida Department of Environmental Protection, State Historic Preservation Office, FDOT, Hillsborough County, City of Tampa, and City of Temple Terrace.

HART is committed to conducting a Level 2 Contamination Assessment, where appropriate within the limits of construction for the proposed stations once the appropriate design information is available and the appropriate rights of way access is available during the final engineering phase. The suspected parcels are described in detail in **Chapter 9** of this report.

HART is committed to conducting a Phase I Cultural Resource Assessment Survey for cultural resources within the area of potential effect that are identified by the State Historic Preservation Officer at the preferred station locations during the final engineering phase.

HART is committed to providing the pedestrian improvements as discussed in **Chapter 8** of this report.

### **Transit Signal Priority (TSP)**

HART is committed to continue coordinating with FDOT, Hillsborough County and City of Tampa to obtain the approval for the implementation of TSP along the BRT corridor.

HART is committed to providing the hardware, software, firmware and signal upgrades necessary for the implementation of TSP along the BRT corridor.

HART is committed to obtaining a memorandum of understanding and/or memorandum of agreement for the installation, maintenance and operation of the TSP signal equipment along the corridor from FDOT, Hillsborough County and City of Tampa.

### **Agency Coordination**

HART is committed to making recommendations for BRT and local transit service for the Hillsborough County Fletcher Avenue PD&E Study, currently underway. Recommendations include retaining bus pullouts, upgraded pedestrian crossing and transit signal priority. Additional recommendations may be requested after the BRT system is operational.

HART is committed to working with FDOT on making recommendations to be included in the rehabilitation projects on the corridor. Recommendations include the addition of bus pullout areas similar to those completed on the southern portion of Nebraska Avenue, upgrades to pedestrian crosswalks and signals. Additional recommendations may be requested after the BRT system is operational.

Hillsborough County is committed to funding the HART North / South BRT Project through the Transportation Task Force (TTF) Fund. The TTF funding will provide the funding for the design and construction of the civil and signal improvements. However, the funding for the vehicles to be used on the North / South BRT route will be acquired through HART's standard procurement procedures for buses using a separate funding source.

### **Service Plan**

HART is committed to operating the BRT service for a minimum of 14 hours per day (5:30 am to 7:30 pm, tentative), with service every 10 minutes during peak hours and 15 minutes at all other times. Route 2 service will operate at 30-minute headways based on available operational funding to support the services. In addition, Telecom Park and Hidden River Corporate Park will be



serviced in one direction either the trip to or from University Area Transit Center based on the time of day (AM or PM). Alternating trips throughout the 14 hour service day are extended east of the UATC to Hidden River Corporate Park. In the morning (AM), trips from UATC will operate through Telecom Park then Hidden River Corporate Park / Park and Ride and back to UATC. While in the evening (PM), trips from UATC will operate through Hidden River Corporate Park / Park and Ride then to Telecom Park and back to UATC. The recommendation is to serve Telecom Park and Hidden River Corporate Park in only one direction as a way to provide service to the majority of the potential users while minimizing the travel time, vehicles, and annual O&M expenses.

### **Threatened and Endangered Species**

HART is committed to re-evaluating the project limits for the presence of any federal or state-listed threatened and endangered plant species during the final engineering/permitting phase of the project. No species are anticipated to be displaced with the construction of the stations. During preparation of permit applications, any suitable habitats for threatened and endangered wildlife species that potentially could be impacted by station construction will be identified and surveyed.

If any federal or state-listed threatened and endangered wildlife species are found and impacts cannot be avoided, coordination will be initiated with the appropriate resource agencies and the required permits will be obtained.

## **2.2 Recommendations**

HART recommends operating BRT service and constructing BRT stations and associated roadway, sidewalk, and drainage improvements along the North / South BRT Corridor. The preferred station designs are shown on the *Preferred Alternative Concept Plans* in **Appendix C** and described in detail in **Chapter 8** of this report. In addition, HART recommends implementing TSP along the BRT corridor to improve the BRT service time.

HART recommends that FDOT and Hillsborough County work with HART during the Project Development and Environment (PD&E) Study for Fletcher Avenue. HART recommends that bus bays be constructed at each of the BRT stations along the Fletcher Avenue. Additionally, HART recommends that queue jumps be analyzed at the intersections of Bruce B. Downs Boulevard and Fletcher Avenue.

The service route to/from Telecom Park will need to be reexamined based on the future connection of Telecom Parkway extension to Arbor Isle Boulevard.