



# PROPOSED FY2018 SYSTEM REDESIGN

## Proposed Implementation: October 2017

**HART is proposing route and schedule modifications that would go into effect in October 2017. The proposed network would improve the experience for most of our customers by offering:**

- More Frequency on Core Routes
- Shorter Trip Times
- More Direct Service
- Greater Efficiency

Thank you for riding HART, and please see the information below describing how your specific bus route would be affected. Please also reference maps to review the proposed changes. All proposed modifications are subject to change. Following the public input period, final proposed changes will be presented to the HART Board for review and approval August 7, 2017.

| ROUTE | BENEFITS  | DESCRIPTION   |
|-------|---|---|
| 1     | <p><b>More Frequency</b><br/> <b>Shorter Trip Times</b><br/> <b>More Direct Service</b></p>     | <ul style="list-style-type: none"> <li>• <b>Increase frequency to every 15 minutes weekdays</b> south of Hillsborough Ave.; every 30 minutes north of Hillsborough Ave., with new stops</li> <li>• <b>Downtown:</b> Route would travel on Florida Ave. and Tampa St. to Whiting St., with new stops</li> <li>• <b>University area:</b> Route would run along Fletcher Ave., with the area north of Fletcher served by HyperLINK</li> <li>• <b>Yukon Transfer Center:</b> Stop at the center would be moved to Florida Ave.</li> </ul> |
| 2     | <p><b>Greater Efficiency</b><br/> <b>More Frequency</b><br/> <b>Shorter Trip Times</b></p>      | <ul style="list-style-type: none"> <li>• <b>Route 2:</b> would be removed and replaced by <b>MetroRapid</b>, which would <b>increase frequency to every 12 minutes weekdays</b></li> <li>• <b>Some current Route 2 stops</b> would be <b>added to MetroRapid</b></li> </ul>   |
| 4     | <p><b>Greater Efficiency</b><br/> <b>Shorter Trip Times</b><br/> <b>More Direct Service</b></p> | <ul style="list-style-type: none"> <li>• <b>Downtown/South Tampa: Route 4</b> would be removed and replaced by <b>Route 19</b> from Marion Transit Center to Britton Plaza Transfer Center</li> <li>• <b>South Tampa: Route 4</b> would be replaced by <b>new all-day limited express route (360LX)</b> would run from Britton Plaza to MacDill AFB</li> <li>• <b>South Tampa:</b> Would also be served by <b>HARTFlex</b></li> </ul>   |
| 5     | <p><b>Shorter Trip Times</b><br/> <b>More Direct Service</b></p>                                | <ul style="list-style-type: none"> <li>• <b>University area:</b> Route would run along Fowler Ave., with new stops</li> <li>• <b>North of Fowler:</b> Connections would be available through <b>HyperLINK</b></li> <li>• <b>University area:</b> Stops on USF campus would be <b>served by the USF Bull Runner and HyperLINK</b></li> </ul>   |
| 6     | <p><b>Shorter Trip Times</b><br/> <b>More Direct Service</b></p>                                | <ul style="list-style-type: none"> <li>• <b>University area, Temple Terrace:</b> Route would run on 56th St. from Netp@rk Transfer Center to Fletcher Ave., with new stops. Stops on USF campus would be <b>served by the USF Bull Runner and HyperLINK</b> (50th St. would be served by Route 39).</li> </ul>  |
| 7     | <p><b>More Direct Service</b><br/> <b>Shorter Trip Times</b></p>                                | <ul style="list-style-type: none"> <li>• <b>Route 7:</b> Would now run between <b>Downtown and HCC-Dale Mabry campus</b> (Connections from HCC to Citrus Park would be provided on Routes 36 and 39)</li> <li>• <b>Hyde Park:</b> Route would shift from <b>Howard/Armenia to North Blvd via Columbus Ave.</b> (Route 14 would serve Howard/Armenia to Swann)</li> <li>• <b>West Tampa Transfer Center:</b> Route would no longer enter Transfer Center</li> </ul>  |

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|-------|---|---|
| 8     |   | <ul style="list-style-type: none"> <li>No changes</li> </ul>  |
| 9     | Shorter Trip Times<br>Better Service  | <ul style="list-style-type: none"> <li><b>East Tampa:</b> Route would serve 30th St., starting at Hillsborough Ave., with new stops</li> <li>Route 16 would serve Waters Ave. stops, Route 1 would serve Florida Ave. stops, and Route 45 would serve Linebaugh/15th St.</li> <li><b>All stops:</b> Weekend service would begin an hour earlier – at 6 a.m.</li> </ul>  |
| 10    | Greater Efficiency<br>More Direct Service                                     | <ul style="list-style-type: none"> <li><b>West Tampa:</b> Route 10 would be removed and replaced by new Route 11 for connections between Downtown Tampa and International Plaza</li> <li><b>Cypress Point:</b> Western section of existing Route 10, including <b>MacDonald Training Center, Tampa Housing Authority and Social Security Office</b> would be served by <b>HARTFlex</b></li> </ul>   |
| 11    | More Direct Service   | <ul style="list-style-type: none"> <li><b>New route:</b> Would run from downtown to Main St., Spruce St. and International Plaza, with new stops</li> </ul>   |
| 12    | More Frequency  | <ul style="list-style-type: none"> <li><b>Increase frequency to every 15 minutes</b> weekdays 5 a.m.-7 p.m.</li> </ul>  |
| 14    | More Frequency  | <ul style="list-style-type: none"> <li><b>Increase frequency to every 30 minutes</b> on weekdays 6 a.m.-8 p.m.</li> <li><b>Hyde Park:</b> Route would run down Howard/Armenia to Swann (North Blvd. stops would be served by Route 7. Route 30/Kennedy Blvd. would provide access to the Marion Transit Center.)</li> <li><b>Weekday and Saturday service</b> would start at 6 a.m.</li> <li><b>Sunday service</b> would be added</li> </ul>  |
| 15    | Shorter Trip Times<br>Greater Efficiency                                      | <ul style="list-style-type: none"> <li><b>East Tampa:</b> Eastern end of the route would run from Columbus Dr. north to Netp@rk Transfer Center on 50th St., with new stops. Route would no longer serve Orient Road Jail.</li> </ul>   |
| 16    | More Frequency<br>Better Service<br>Shorter Trip Times                        | <ul style="list-style-type: none"> <li><b>Every 30 minutes</b> on weekdays</li> <li><b>Sulphur Springs:</b> Route would extend east to Rowlett Park</li> <li><b>Sunday service</b> would be added</li> <li><b>Saturday service</b> would shift to hourly</li> <li><b>Yukon Transfer Center:</b> Route would no longer enter Transfer Center</li> </ul>  |
| 17    | Better Service  | <ul style="list-style-type: none"> <li><b>New route:</b> Would cover part of Route 19 from Britton Plaza Transfer Center to O'Brien/Idaho</li> </ul>  |
| 18    | Greater Efficiency  | <ul style="list-style-type: none"> <li><b>Route 18:</b> Would be removed and replaced by Route 9 with connections also available through HyperLINK</li> </ul>   |
| 19    | Shorter Trip Times<br>More Frequency<br>Better Service<br>More Direct Service | <ul style="list-style-type: none"> <li><b>Downtown:</b> Route would shift from Transitway to Florida Ave./Tampa St.</li> <li><b>Hyde Park:</b> Route would shift slightly from Cleveland to Swann Ave. after serving Tampa General Hospital</li> <li><b>South Tampa:</b> Route would end at Britton Plaza Transfer Center</li> <li><b>Service would expand to 10 p.m.</b> weekdays</li> <li><b>Service would start at 5 a.m.</b> weekdays</li> <li><b>Hyde Park/Davis Island:</b> Return trips to downtown would utilize stops on S. Plant Ave. and Platt St. to transfer at Hyde Park Ave.</li> <li><b>South Tampa:</b> Proposed Route 17 would serve the area south of Britton Plaza</li> </ul> |
| 20X   |   | <ul style="list-style-type: none"> <li>No changes</li> </ul>  |
| 21LX  | Greater Efficiency  | <ul style="list-style-type: none"> <li><b>Route 21LX:</b> Would be removed and replaced by <b>Route 6</b></li> </ul>  |

| ROUTE               | BENEFITS   | DESCRIPTION   |
|---------------------|--|---|
| <b>22X</b>          | <b>Greater Efficiency<br/>Better Service</b>                         | <ul style="list-style-type: none"> <li>• <b>Dover/Brandon:</b> Route would be removed with Route 46 providing service from Dover to Brandon Mall. Routes 8, 25LX, 60LX and 360LX would provide service from Brandon Mall to downtown</li> </ul>   |
| <b>24X<br/>25LX</b> | <b>Greater Efficiency</b>  | <ul style="list-style-type: none"> <li>• Would operate with similar schedule, with some adjustments</li> <li>• Added stops in Downtown Tampa</li> <li>• <b>Proposed all-day Route 360LX</b> would provide connections between Brandon Mall, Downtown Tampa, Britton Plaza and MacDill Air Force Base</li> </ul>   |
| <b>27LX</b>         | <b>Greater Efficiency<br/>More Frequency</b>                         | <ul style="list-style-type: none"> <li>• <b>Downtown Service:</b> Route 27LX would be removed with alternative service available on 24X, 25LX, 60LX and 360LX</li> <li>• <b>Brandon:</b> Routes 8, 37, 46 and 31 would connect at the Brandon Mall</li> <li>• All-day, 30-minute service would be provided by a combination of Routes 60LX and 360LX</li> </ul>   |
| <b>28X</b>          | <b>Greater Efficiency</b>  | <ul style="list-style-type: none"> <li>• <b>Route would be removed. TBARTA's commuter vanpools</b> would be available – call 800-998-RIDE or <a href="http://tbarta.com/en/vanpooling/commuter/vanpool">http://tbarta.com/en/vanpooling/commuter/vanpool</a></li> </ul>   |
| <b>30</b>           | <b>Shorter Trip Times<br/>More Direct Service<br/>Better Service</b> | <ul style="list-style-type: none"> <li>• <b>Downtown:</b> Minor route shift from Transitway to Florida Ave./Tampa St.</li> <li>• <b>Airport:</b> Route would run from downtown/Marion Transit Center to Tampa International Airport</li> <li>• <b>New Route 60LX</b> would provide service to the Northwest Transfer Center</li> </ul>  |
| <b>31</b>           |  | <ul style="list-style-type: none"> <li>• No changes</li> </ul>  |
| <b>32</b>           | <b>Shorter Trip Times<br/>More Frequency<br/>Better Service</b>      | <ul style="list-style-type: none"> <li>• <b>West Tampa:</b> Route would no longer use the West Tampa Transfer Center. Transfers would take place on Dale Mabry Hwy.</li> <li>• <b>Orient Park:</b> Route would no longer shift onto Broadway</li> <li>• <b>Route would be expanded</b> to run from Netp@rk Transfer Center to Tampa International Airport. Service from Netp@rk Transfer Center to the Mango Walmart would be provided by the new Route 38.</li> </ul>  |
| <b>33</b>           | <b>Shorter Trip Times<br/>More Direct Service</b>                    | <ul style="list-style-type: none"> <li>• <b>University Area:</b> Route would run straight along Fletcher Avenue, with connections available through <b>HyperLINK</b></li> </ul>   |
| <b>34</b>           | <b>More Frequency</b>  | <ul style="list-style-type: none"> <li>• <b>Increase frequency to every 15 minutes weekdays</b></li> </ul>  |
| <b>36</b>           | <b>Shorter Trip Times<br/>More Frequency</b>                         | <ul style="list-style-type: none"> <li>• <b>South Tampa:</b> Route would provide service to Britton Plaza Transfer Center and the <b>new all-day express route (360LX)</b> would serve Britton Plaza to MacDill AFB every hour</li> </ul>   |
| <b>37</b>           | <b>Better Service</b>  | <ul style="list-style-type: none"> <li>• <b>East Tampa/Brandon:</b> Route would run from Netp@rk Transfer Center to the Brandon Mall</li> <li>• <b>Brandon:</b> Service from the Brandon Mall to Brandon Hospital would be provided by Route 46 and HyperLINK</li> </ul>  |
| <b>38</b>           | <b>Better Service</b>  | <ul style="list-style-type: none"> <li>• <b>East Tampa/Mango:</b> New route running from the Netp@rk Transfer Center to the Mango Walmart</li> </ul>  |
| <b>39</b>           | <b>Better Service<br/>Faster Trip Times</b>                          | <ul style="list-style-type: none"> <li>• <b>Temple Terrace:</b> Route would be expanded to Harney Road, with new stops</li> <li>• <b>Temple Terrace:</b> Route would split into alternating trips, east of 56th Street: <ol style="list-style-type: none"> <li>1. 50th St./Puritan Rd./Sligh Ave.</li> <li>2. Davis/Bullard Pkwy.</li> </ol> </li> <li>• <b>Lowry Park Central:</b> Route would no longer serve Yukon Transfer Center</li> <li>• <b>East Tampa:</b> Service to Netp@rk Transfer Center would be provided by Route 6</li> <li>• <b>Route would run hourly</b> on weekdays and Saturdays</li> </ul> |

| ROUTE              | BENEFITS   | DESCRIPTION  |
|--------------------|--|--|
| <b>41</b>          | <b>Greater Efficiency<br/>Better Service</b>                         | <ul style="list-style-type: none"> <li>• <b>West Tampa/East Tampa:</b> Route would be removed and replaced by Route 34, running along Hillsborough Ave. and connecting West Tampa to Netp@rk</li> <li>• <b>Woodland Terrace/Lowry Park Central:</b> Sligh Ave. would now be served by three routes: 9 on 30th St., 12 on 22nd Ave. and 45 on Rome/North Blvd.</li> </ul>   |
| <b>45</b>          | <b>Faster Trip Times<br/>More Direct Service</b>                     | <ul style="list-style-type: none"> <li>• <b>East Tampa/University Area:</b> Route would serve Yukon Transfer center, and run on 15th St. between Linebaugh Ave. and University Area Transit Center</li> <li>• <b>North Tampa:</b> Route would run on Florida Ave. between Waters and Linebaugh</li> <li>• <b>Carrollwood:</b> Route would shift from Himes Ave. to Dale Mabry Hwy.</li> <li>• <b>University Area:</b> HyperLINK service available within zone</li> </ul>   |
| <b>46</b>          | <b>More Frequency<br/>Better Service</b>                             | <ul style="list-style-type: none"> <li>• <b>All-day, hourly</b> service would be provided by Routes 60LX and 360LX, from Westfield-Brandon Transfer Center to downtown</li> <li>• <b>Palmetto Beach and Causeway Blvd</b> segments removed</li> <li>• <b>Brandon:</b> Route would now serve Brandon Regional Hospital</li> <li>• <b>Sunday service</b> would be added (hourly)</li> </ul>  |
| <b>47LX</b>        | <b>Greater Efficiency</b>  | <ul style="list-style-type: none"> <li>• <b>South County:</b> Route 47LX would be removed. Alternative is Route 31, providing connection from South County to Brandon, with available connections to downtown on 360LX and 60LX.</li> <li>• <b>Connection to 24X available at Gibsonton Dr. and US 41</b> provides direct service to Downtown Tampa and MacDill to replace 47LX</li> </ul>   |
| <b>51X</b>         | <b>Better Service</b>  | <ul style="list-style-type: none"> <li>• <b>Wesley Chapel:</b> Would add service from the new Florida Hospital/Wesley Chapel Park 'N Ride to downtown</li> </ul>   |
| <b>53X</b>         | <b>Greater Efficiency<br/>More Frequency</b>                         | <ul style="list-style-type: none"> <li>• Route 53X would be removed. Transfer from Route 31 to Route 24X at Gibsonton Dr. at US 301 replaces express service to and from Downtown Tampa (with connection to MacDill AFB)</li> <li>• <b>All-day express connections</b> available on 360LX and 60LX</li> </ul>  |
| <b>57</b>          | <b>Greater Efficiency<br/>Better Service<br/>More Direct Service</b> | <ul style="list-style-type: none"> <li>• <b>University Area/East Tampa:</b> Route 57 would be removed and replaced by Route 6 for connections from the Netp@rk Transfer Center to the University Area Transit Center</li> <li>• <b>Temple Terrace:</b> Connections to Davis Road/Temple Terrace Blvd. would be provided by Route 39</li> <li>• <b>University area:</b> North of Fletcher <b>direct to your door service</b> would be provided through <b>HyperLINK</b></li> <li>• <b>University area:</b> Stops on USF campus would be <b>served by the USF Bull Runner</b></li> </ul> |
| <b>60LX</b>        | <b>Better Service</b>  | <ul style="list-style-type: none"> <li>• <b>New all-day, hourly, limited-stop</b> service serving the Northwest Transfer Center, Tampa International Airport, Downtown Tampa and Brandon Mall</li> </ul>   |
| <b>61LX</b>        | <b>Greater Efficiency<br/>More Frequency<br/>Better Service</b>      | <ul style="list-style-type: none"> <li>• <b>Route would be removed and replaced by 60LX, providing all-day, hourly, limited-stop</b> service between Northwest Transfer Center, Tampa International Airport, Downtown Tampa and Brandon Mall</li> </ul>  |
| <b>200X</b>        | <b>Greater Efficiency</b>  | <ul style="list-style-type: none"> <li>• <b>Route would be removed. TBARTA's commuter vanpools</b> would be available – call 800-998-RIDE or <a href="http://tbarta.com/en/vanpooling/commuter/vanpool">http://tbarta.com/en/vanpooling/commuter/vanpool</a></li> </ul>  |
| <b>275LX</b>       | <b>More Direct Service<br/>Faster Trip Times</b>                     | <ul style="list-style-type: none"> <li>• <b>New all-day, hourly, limited-stop service</b> provided on weekdays from the University Area Transit Center to Downtown Tampa and Tampa International Airport</li> </ul>  |
| <b>360LX</b>       | <b>More Frequency<br/>Faster Trip Times</b>                          | <ul style="list-style-type: none"> <li>• <b>New all-day, hourly, limited-stop</b> service would connect Brandon Mall, Downtown Tampa, Britton Plaza and MacDill Air Force Base</li> </ul>  |
| <b>Metro Rapid</b> | <b>More Frequency<br/>Better Service</b>                             | <ul style="list-style-type: none"> <li>• <b>Increase frequency to every 12 minutes weekdays</b> - route would be combined with Route 2</li> <li>• <b>MetroRapid</b> would now serve some Route 2 stops</li> </ul>  |
| <b>HART Flex</b>   | <b>Greater Efficiency<br/>Better Service</b>                         | <ul style="list-style-type: none"> <li>• <b>HARTFlex Brandon would be replaced by HyperLINK</b></li> <li>• <b>HARTFlex South Tampa</b> is being adjusted north to Cypress to cover part of the current Route 10</li> <li>• <b>South County, Town 'N Country and Northdale Flex</b> would have no changes</li> </ul>  |

Visit [goHART.org/TDP](http://goHART.org/TDP) for additional outreach opportunities and more information.