TECHNICAL APPENDIX

Demographics

Population / Composition

According to the 2000 Census, the total population of the county was 998,948, making it the 4th most populated in Florida. In 2005, the county’s population was estimated at 1,131,546, according to the University of Florida’s Bureau of Economic and Business Research (BEBR). The BEBR predicts that by 2015, that figure may rise to 1,382,700. Total population is projected to grow to 1,590,600 people by the year 2025, and to 1,680,600 by 2030. Hillsborough County has a relatively young population in comparison with the rest of Florida. As shown in Figure 1, only 16 percent of the population in 2000 was aged 60 or older, ranking Hillsborough County 54th out of 67 counties in the state. At the other end of the age spectrum, 28 percent of the county population is aged nineteen or younger, this age cohort ranks 13th among Florida counties, representing a higher percentage than for the state as a whole.

Figure 1 – Age Distribution in Hillsborough County

Source: 2000 Census
Figure 2 shows that 36 percent of the population in Hillsborough County are minorities, ranking 12th, in the state. In 2000, slightly more than half of the population was female, ranking 26th among counties in the state. Additionally, the US Census’ American Community Survey (ACS), which provides some demographic data for the year 2004, was also consulted. These trends regarding age, gender, and ethnicity have remained stable between 2000 and 2004.

A new category “Hispanic or Latino by Race” was included in the Census 2000 data. The Hispanic population includes 66 percent White Hispanic, 3 percent Black Hispanic and 31 percent Other Hispanic.

Figure 2 – Minority Population in Hillsborough County

![Minority Population in Hillsborough County chart]

Source: 2000 Census
As shown in Figure 3, 60 percent of Hillsborough County households have two persons or less. Twenty-three percent have four or more persons within the household. The average household size in Hillsborough County is 2.5 persons, which is a slightly larger average household size when compared with other counties in the state. Average household size has held constant between 2000 and 2004.

**Figure 3 – Household Size in Hillsborough County**

![Bar chart showing household size distribution in Hillsborough County](source: 2000 Census)
Figure 4 shows Hillsborough County’s educational level for persons aged 25 or older. Approximately 81 percent of the population aged 25 and older has finished high school, ranking Hillsborough County 27th in the state. This is slightly better than the state as a whole. According to the ACS, in 2004, the corresponding figure had risen to 84.3 percent which was also slightly better than the US as a whole (83.9 percent).

Figure 4 – Education Level of Population Aged 25 or Older in Hillsborough County

Source: 2000 Census
Over 16 percent of Hillsborough County’s population, or 161,365 people, have an income-to-poverty ratio of less than 125 percent of the federal poverty guidelines for Hillsborough County. This ranks Hillsborough County 41st in the state, a relatively low number of people in poverty. As shown in Figure 5, 35 percent of this population is under 50 percent of the income-to-poverty ratio.

**Figure 5 – Population with Income-To-Poverty Ration Under 125% of Poverty Status in Hillsborough County**

Source: 2000 Census
Figure 6 shows vehicles per household in Hillsborough County. As shown, 13 percent of Hillsborough County households had three or more vehicles in 2000. Approximately eight percent of the households had no vehicles. Only 18 other counties in Florida had a higher percent of households with no vehicle available as a means of transportation. The average number of vehicles per household was 1.6. Forty-five Florida counties had a higher average.

**Figure 6 – Vehicles per Household in Hillsborough County**

Source: 2000 Census
Hillsborough County’s population density is shown in Figure 7. Most of the population is concentrated in Tampa, with additional population concentrations in Plant City and Brandon. This observation is consistent with travel patterns for the general public and transportation disadvantaged population. The distribution of persons in the county aged 60 or older is shown in Figure 8. Thirty-seven percent of the census tracts in Hillsborough County have concentrations of 500 or more persons aged 60 or older per square mile. This population is most evident in Tampa, as well as in outlying areas, including south Hillsborough County, Brandon, and Plant City.
FIGURE 7: DENSITY OF POPULATION
FIGURE 8: DENSITY OF POPULATION AGED 65 OR OVER

PERSONS PER SQUARE MILE BY CENSUS BLOCK

- 0 - 250
- 251 - 500
- 501 - 1000
- 1001 - 2000
- 2001 - 4000
- 4001 - 7500

HART PARATRANSIT SERVICE AREA
STRAWBERRY EXPRESS PARATRANSIT SERVICE AREA
LIMITED ACCESS ROADS
EXISTING ROAD NETWORK

CREATED: JUNE 2006
The density of population with an income-to-poverty ratio of less than 125 percent in the county is shown in Figure 9. Sixteen percent of the census tracts have a concentration of at least 1,000 or more persons per square mile with an income-to-poverty ratio less than 125 percent. They are mostly clustered in Tampa, with a greater concentration in Town n' Country and Plant City.

It is important to note that there are several thresholds and factors involved in determining this population. Below is a sample of “depth of poverty” measures provided by the U.S. Census Bureau.
The distribution of households with no vehicles available in the county is shown in Figure 10. Eight percent of the census tracts have a concentration of at least 500 or more persons per square mile in this category. The location of these census tracts corresponds closely with the location of low-income residents in Tampa. These groups typically are highly dependent on public transportation.
FIGURE 10: DENSITY OF HOUSEHOLDS WITH NO VEHICLE AVAILABLE IN HILLSBOROUGH COUNTY
Employment

In 2000, there were 672,561 jobs in Hillsborough County. This number is projected to grow by almost 64 percent, to 1,055,801 by the year 2025. In the future, there will be more employees commuting to the county from residences outside the area. Temporary jobs and individuals holding more than one job are also projected to increase.

In Hillsborough County, 50 percent, or 502,834 persons are employed. This ranks the county fifth in the state in terms of its employment to population ratio, and fourth in the overall number of persons as compared with other counties in Florida. Employment densities are fairly concentrated in the urban area of Tampa, with the largest employment concentrations in downtown Tampa, as shown in Figure 11. This pattern of employment closely aligns with the population densities observed. This pattern suggests that work trips are likely to be clustered in the urban areas, where the population is located.
Community Development Character

Land Use

The MPO’s LRTP recognizes the connection between good land use planning and a viable transportation network. The MPO understands that the integration of land use and transportation planning is critical to effective growth management and quality development. The newly adopted 2035 LRTP was designed to support the adopted comprehensive plans of unincorporated Hillsborough County and the Cities of Tampa, Temple Terrace, and Plant City.

A primary concern of transportation officials is to provide a transportation system that efficiently moves people from their homes to activity sites. As such, it is necessary to understand where these travel demands exist now in the future. Accordingly, existing land uses for Hillsborough County can be viewed by going to the Hillsborough County City-County Planning Commission web site here: http://www.theplanningcommission.org/maps/adoptedpdfmaps/adoptedpdfmaps/adoptedpdfmaps/existing-land-use-map/Areawide_Hillsborough_County_Existing_Land_Use.pdf/view. To view Adopted Future Land Use Maps for the county and three municipalities, please go here: http://www.theplanningcommission.org/maps/adoptedpdfmaps. These maps portray the distribution between urban and rural land uses in the county as envisioned by the comprehensive plans. These maps can be obtained from the Hillsborough County City-County Planning Commission.

Hillsborough County’s urban service area is a management strategy designed to encourage growth in areas that are appropriately suited and timely for development. Development in these areas should occur commensurate with the ability for the county to provide, or plan for a full range of urban services within a 20-year time frame. The urban service area concept reinforces the use of public transportation in areas of concentrated development.

The rural/agricultural, phosphate mining, and environmental areas located in the outlying portions of the county generally do not include suburban scale residential development, nor do they contain trip attractors such as offices or major shopping areas. These areas are projected to remain rural through the year 2035.

Most of the trip attractors and residential areas are in Tampa, Brandon, Temple Terrace, Plant City and the north/northwest portions of Hillsborough County. Major trip attractors include the Tampa Central Business District, Westshore Area, the Dale Mabry Highway Corridor, Temple Terrace/University of South Florida (USF) Area and Brandon. The unincorporated portion of the county has denser suburban areas in Carrollwood, Town ‘n’ County, Brandon, Apollo Beach and Sun City Center. These areas contain substantial numbers of single-family dwelling units, which have high residential trip generation rates because of their higher average income and persons per household.

Unincorporated Hillsborough County

The 2000 population for unincorporated Hillsborough County was 644,668.
The Future Land Use Element for the unincorporated county establishes a land use pattern that will encourage the development of an efficient transportation system. The land use plan encourages employment centers, commercial uses, and residential development to locate in close proximity to each other.

With the opening of I-75 through the central portion of the county in the early 1980s, numerous new developments have been approved and built within the corridor. Many of these developments are classified as Developments of Regional Impact (DRIs) -- extremely large projects, which have considerable impact on the surrounding transportation network. Some of these high intensity developments include Brandon Town Center, Sabal Business Park and Tampa Palms. These developments, coupled with the continued strong growth in Northwest County and the expected growth in South County, will require expanded transportation infrastructure and improved transportation service. The 2035 LRTP includes a transportation system capable of supporting these areas of the county.

**City of Plant City**

Plant City is the hub of eastern Hillsborough County with a population of 29,915 in 2000 and a land area of 23.2 square miles. Its economy is based on agriculture and diversified manufacturing. The predominant residential land use is single-family. Plant City seeks “an efficient transportation network that preserves the fabric and character of the community.” It promotes economic growth and community development, balanced with the enhancements and preservation of existing neighborhoods. The transportation network recognizes and supports the industrial growth projected in this area.

**City of Tampa**

The City of Tampa’s land area comprises 117.1 square miles or 11 percent of the total land area within the Hillsborough County. The City had a population of 303,447 in 2000. The patterns of development in the city are well established. To enhance its strengths and make efficient use of its physical and fiscal resources, the city is directing land use decisions toward an urban form structured on a framework of regional activity centers, redevelopment areas, and regional attractors. Tampa’s major regional activity centers include:

- Tampa Central Business District
- Rocky Point
- University of South Florida
- Westshore Business District

The densities and intensities for these activity centers, which are governed by the Future Land Use Element in the Tampa Comprehensive Plan, play an important part in the determination of transportation improvements required to serve these centers.

**City of Temple Terrace**

Temple Terrace is a small, largely built-out community with a high quality residential character. In 2000, its total population was 20,918 within a land area of 6.9 square
miles. A goal in the Temple Terrace Future Land Use Element is “. . . to achieve a well-balanced and well-organized combination of residential, non-residential, recreational, and public uses served by a convenient and efficient transportation network while protecting and preserving the fabric and character of neighborhoods.” Many of the commercial and government uses are centered on 56th Street, which is the city’s major north-south artery. Recently, the city has been working on a substantial redevelopment project to create a mixed-use town center as its commercial focal point. Plans call for construction of a New Urbanism-style development incorporating retail, residential, office, restaurant and civic/cultural components. This Downtown Redevelopment project’s initial redevelopment efforts will focus on the 29-acre commercial center southeast of Bullard Parkway and 56th Street; it has a groundbreaking set for July 2, 2010.

**Major Trip Generators / Attractors**

To determine where major trip generators and attractors are located, data was analyzed for all transportation disadvantaged trips provided by the CTC and HART. HART provided paratransit ridership data for FY 2004/05. The CTC provided door-to-door and bus pass data for October 2005 and March 2006. The data is categorized as door-to-door and bus pass based on the type of ridership. Door-to-door trips include HART’s paratransit and CTC door-to-door. Bus pass trips include only CTC bus pass ridership.

**Figures 12 and 13** show the number of door-to-door and bus pass trip destinations by zip code. The density of the trip destinations is illustrated in **Figures 14 and 15**. It is important to note that these areas with a large number of trip origins are different from the areas with the highest concentration of trip origins.
FIGURE 12: HILLSBOROUGH COUNTY DOOR TO DOOR TRIP DESTINATIONS BY ZIP CODE
FIGURE 13: HILLSBOROUGH COUNTY TD BUS PASS TRIP DESTINATIONS BY ZIP CODE
FIGURE 14: DENSITY OF DOOR TO DOOR TRIP DESTINATIONS BY ZIP CODE
Because the majority of trip destinations were for medical purposes, it is not surprising to see from these figures that the largest number and density of trips were in the area of central Tampa, where a large number of medical facilities are located. In north Tampa, the area along Fletcher Avenue also has several medical facilities where transportation disadvantaged trips frequently occur. Another significant location for trip destinations is in the Brandon area.

Because most transportation disadvantaged trips are round trips, a trip generator is typically viewed as a traveler’s residence. Figures 16 and 17 show the number of current trip origins of door-to-door and bus pass trips per day. The density of origin trips for both types of ridership (door-to-door and pass) is shown in Figures 18 and 19. The areas with high concentrations of trip origins include the central Tampa area, southwest of Hillsborough Avenue and Interstate 275, as shown in Figure 20.
FIGURE 16: HILLSBOROUGH COUNTY DOOR TO DOOR TRIP ORIGINS BY ZIP CODE

NUMBER OF TRIPS PER DAY

- 0 - 8 HART PARATRANSIT SERVICE AREA
- 9 - 16 STRAWBERRY EXPRESS PARATRANSIT SERVICE AREA
- 17 - 25 LIMITED ACCESS ROADS
- 26 - 30 EXISTING ROAD NETWORK
- 31 - 55

SOURCE: TRANSPORTATION DISADVANTAGED TRIP INVENTORY PRODUCED BY HART AND THE CTC 496
CREATED: JUNE 2000
FIGURE 17: HILLSBOROUGH COUNTY TD BUS PASS TRIP ORIGINS BY ZIP CODE

[Map showing trip origins by ZIP code with different color codes indicating number of trips per day]
FIGURE 18: DENSITY OF DOOR TO DOOR TRIP ORIGINS BY ZIP CODE
FIGURE 19: DENSITY OF BUS PASS TRIP ORIGINS BY ZIP CODE
FIGURE 20: HILLSBOROUGH COUNTY MAJOR TRIP GENERATORS AND ATTRACTORS