Hillsborough County MPO
Transit Study
Citizens Team Workshop
Wednesday, February 28th, 2006
Hillsborough Community College - Brandon
What is the MPO Transit Study?

- An effort to look at the full range of transit options in Hillsborough County to determine:
  - How can we get the greatest return on our transit investments?
  - How can transit support community values and quality of life goals?
  - How can transit further the economic development goals of community?
Why plan for transit now?
Why plan for transit now?

- Growth is coming – another 400K people in the next 20 years
- As the area grows, congestion, travel times and transportation costs will increase
- We can’t build our way out of congestion through roads alone
What will be the outcome?

- A transit plan that is financially feasible
- A plan that reduces the county’s dependence on cars
- A plan that maximizes transportation choices throughout the county
- A plan that allows more people to shift spending from vehicle-related costs to other priorities
- A plan that can support community preservation and redevelopment goals
What makes a great transit system?

- One that attracts ‘choice riders’
- A system that serves the needs of those who don’t have cars
- One that the business community sees as a positive asset
- One that helps further community design and growth management goals
How do we get there?

- Design a system that:
  - Maximizes accessibility through walking trips
  - Maximizes the number of people and destinations around transit stops
  - Lets the urban form do the heavy lifting
Tonight’s Exercise

Focus on potential transit corridors to determine:

- Where do we want to see transit investments made?
- Where are we willing to see changes to the urban form to maximize potential riders?
- Where do we want to preserve the existing character of neighborhoods?
- Where can transit be the catalyst for economic development?
- Where can transit help achieve placemaking goals?
Place Making and Transportation

- How our communities are put together influences our transportation options
- Different development patterns support different mobility options
**Downtown**
Downtown Tampa
8.0 Floor Area Ratio
300 jobs/acre
24-40 dwelling units/acre
Suburban Special

Campus
TIA/Port of Tampa/USF
8.0 Floor Area Ratio
300 jobs/acre
24-40 dwelling units/acre
**Urban Center**
West Shore Plaza
4.0 Floor Area Ratio
175 jobs/acre
15-30 dwelling units/acre
Suburban Regional

**Town Center**
Citrus Park Mall
2.5 Floor Area Ratio
100 jobs/acre
12-24 units/acre
Main Street
Hyde Park, Ybor City
2.0 Floor Area Ratio
60 jobs/acre
10-18 dwelling units/acre
Village
West Park Village
0.8 Floor Area Ratio
20 jobs/acre
8-12 dwelling units/acre
Urban Neighborhood
Seminole Heights
0.8 Floor Area Ratio
15 jobs/acre  8-12 du/acre
Suburban Neighborhood

New Tampa

0.5 Floor Area Ratio

10 jobs/acre  6-10 du/acre
How Will We Get There?

Mobility Elements
How Will We Get There?

Pedestrian

Optimal Travel Shed: 1/4 mile to 1 mile
How Will We Get There?

Bicycle

Optimal Travel Shed: 1/4 mile to 15 miles
How Will We Get There?

Automobile

Optimal Travel Shed: 1/2 mile to 60 miles
How Will We Get There?

Bus

Service Area: 1/4 mile to 1/2 mile

Station Spacing: 1/8 mile to 1/4 mile

Optimal Transit Shed: 5 miles to 10 miles
How Will We Get There?

Circulator

Service Area: 1/4 mile to 1 mile

Station Spacing: 1/8 mile to 1/4 mile

Optimal Transit Shed: 5 miles to 10 miles
How Will We Get There?

Bus Rapid Transit

Service Area: 1/4 mile to 3 miles
Station Spacing: 1/2 mile to 1 mile
Optimal Transit Shed: 5 miles to 20 miles
How Will We Get There?

Light Rail

Service Area: 1/4 mile to 5 miles
Station Spacing: 1 mile to 2 miles
Optimal Transit Shed: 5 miles to 50 miles
How Will We Get There?

Commuter Rail

Service Area: 1/2 mile to 5 miles
Station Spacing: 5 miles to 15 miles
Optimal Transit Shed: 5 miles to 100 miles
### Place Making Elements

#### Special
- **Urban**
  - Place Making: Pedestrian
  - Mobility: Bike
  - Circulator: BRT
  - Commuter Rail

#### Regional
- **Suburban**
  - Place Making: Campus Facilities
  - Mobility: Auto

#### Community
- **Main Street**
  - Place Making: Downtown
  - Mobility: Auto

#### Neighborhood
- **Urban Neighborhood**
  - Place Making: Residential
  - Mobility: Bus

### Mobility Elements

#### Pedestrian
- **Urban**
  - Average Distance: 0.5 mile
  - Supportive Features: Average Speed: 4.5

#### Bike
- **Urban**
  - Average Distance: 0.5 mile
  - Supportive Features: Average Speed: 4.5

#### Auto
- **Urban**
  - Average Distance: 0.5 mile
  - Supportive Features: Average Speed: 4.5

#### Bus
- **Urban**
  - Average Distance: 0.5 mile
  - Supportive Features: Average Speed: 4.5

#### Circulator
- **Urban**
  - Average Distance: 0.5 mile
  - Supportive Features: Average Speed: 4.5

#### BRT
- **Urban**
  - Average Distance: 0.5 mile
  - Supportive Features: Average Speed: 4.5

#### LRT
- **Urban**
  - Average Distance: 0.5 mile
  - Supportive Features: Average Speed: 4.5

#### Commuter Rail
- **Urban**
  - Average Distance: 0.5 mile
  - Supportive Features: Average Speed: 4.5

### Renaissance Planning Group

- **Urban**
  - Average Distance: 0.5 mile
  - Supportive Features: Average Speed: 4.5

### Transit Study

- **Urban**
  - Average Distance: 0.5 mile
  - Supportive Features: Average Speed: 4.5
Transit Scenario Game Overview

- Hillsborough County divided into sub-regional corridors (Tables A-H)

- For your corridor:
  - Consider the kinds of mobility options that make the most sense
  - Consider how the urban form in the corridor might change over time or stay the same given your mobility preferences
  - Use the chips to identify redevelopment opportunities
How will your input be used?

- We will use your input to create alternatives for each corridor.
- We will use these alternatives and compare them to the Trend Plan which advances the ‘status quo’ of urban form.
- We will bring these back to you to evaluate and choose preferences.
Next Steps

- Community Workshop – March 13
  - Two sessions (1:30-4:00 and 6:00-8:30 pm)
  - Held at the Florida State Fairgrounds

- Transit Scenario Alternatives (Mar-May 2007)
- Draft Transit Scenario (May-Aug 2007)
- Final Draft (Aug-Oct 2007)
- Implementation Strategy (Aug-Oct 2007)
For More Information
Visit Our Website
www.mpotransit.org