Hillsborough County MPO Transit Study

Leadership Team
May 21, 2007
Tampa Port Authority
Meeting Agenda

- Welcome & Introductions
- Lessons Learned
- Project Update
- Facilitated Discussion
Lessons Learned

Paul P. Skoutelas, P.E.
Parson Brinckerhoff
Paul Skoutelas

System Plan Assembly

- A major milestone
- Local, state and national implications
- Not for the fainthearted
- Commendable effort
Paul Skoutelas
Partnerships To Be Forged
Your Role, Stakeholder/Partner
Opportunity to Build a Place
Big Plans & Small Steps
Measurable Steps
Paul Skoutelas

The Practitioner’s Perspective

- Transit Anecdotes
- Success Starts With a Plan
- Plans Start Local Support
Norfolk Light Rail

- Light Rail Home
- What is Light Rail?
- Benefits of Light Rail
- What are the Light Rail studies about?
- Regional Fixed Guideway Map
- Exit Light Rail Homepage
DMU VS. Conventional Commuter Rail
Project Update

Clarence Eng, AICP – Renaissance Planning Group
Hillsborough County was divided into 4 sub-regional corridors (travel sheds) for community transit game.
Community provided information on the relationship between design, development patterns and transit options.
Mobility Elements

**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

**Trolley**
- 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

**Premium Bus**
- Service Area: 1/4 mile to 3 miles
- Station Spacing: 1/2 mile to 1 mile
- Optimal Transit Shed: 5 miles to 20 miles
Mobility Elements

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

Regional Rail
- Service Area: 1/2 mile to 5 miles
- Station Spacing: 5 miles to 1.5 miles
- Optimal Transit Shed: 5 miles to 100 miles
Playing the Game

- **Locate Existing Landmarks and Activity Centers**
  - Place an orange dot where you work, live, shop, and play

- **Connect the dots**
  - Identify transit corridors
Placed Activity Center Chips
Transit Scenario Workshop
Exercise Boards Results
Regional Rail Opportunities

- Existing CSX or New Track
- Peak Travel
- Park & Ride Lots
Light Rail Opportunities

- Westshore
- Downtown
- USF
- Brandon
- Activity Center
- Gateway

- New Track or Existing Track
- Continuous Service
- Links Major Centers
Premium Bus Opportunities

- Dedicated Lane or Traffic Priority
- Express Service
- “Like-Rail” Bus

Activity Center
Gateway
Component of Evaluation/Analysis

- Guiding Principles
- System Capacity
- Land Use Strategies
- Scenarios
- Guiding Principles
  - Mobility
  - Land Use
  - Environment
  - Economic Vitality
Guiding Concepts: Mobility

- **Mobility**
  - “... more quality time …, and less time in traffic."
  - “... more reliable travel times."
  - “... services, and jobs to be more accessible… "

- **How can we measure it?**
  - Reduced average travel time
  - Improved average travel speed
  - Increased frequency of transit service
  - Increased non-auto trips
Guiding Concepts: Land Use

- **Land Use**
  - “… grow our small towns and save some open space …”
  - “I like a growing economy, but traffic grows with it…”

- **How can we measure it?**
  - % residents/workers near transit
  - Affordable housing near transit
  - Less land consumed
Guiding Concepts: Environment

- **Environment**
  - “… save open space rather than sprawling …”
  - “… Traffic cuts through my community. I want to feel safe…”

- **How can we measure it?**
  - Improved air quality
  - Reduced fuel consumption
  - Decreased acres of wetlands impacted
  - Increased open space preservation
Guiding Concepts: Economic Vitality

- **Economic Vitality**
  - “… more reliable travel times.”
  - “… will gridlock choke the economy?”

- **How can we measure it?**
  - Decreased Congestion Impact on Job Growth
  - Increased Property Valuation for TOD
  - Decreased Congestion Impact on Labor/Goods During Peaks and Prolonged Delay
  - Tax Consequences of Inadequate Transportation Infrastructure
Next Steps

- Transit Needs & Opportunities (May)
- Evaluation of Scenarios (Jun-Jul)
- Public Outreach (Aug)
- System Concept (Sept)
- Strategies (Oct-Nov)
Facilitated Discussion

Whit Blanton, AICP – Renaissance Planning Group