Transit Study
Regional Corridors and Hillsborough Connections

Lucie Ayer, AICP
MPO Board Action, May 06

• Conduct multi-modal mass transit study as part of LRTP update, looking at county & cities’ development patterns and a variety of transit technologies.

• Based on the MPO Citizens Advisory Committee recommendation that a long-term vision for public transit in our county be reenergized.
Stepping Stones . . .

- Tampa/Hillsborough-Lakeland/Polk Mobility Study
- 2020 LRTP, 1998
Stepping Stones . . .

- Pinellas Mobility Initiative, 2003
- Pinellas Long Range Transportation Plan, 2004
Stepping Stones . . .

- CCC Regional Long Range Transportation Plan, 2004
Stepping Stones . . .

- Tampa Bay Intermodal Centers PD&E Study, 2005
- Right-of-way acquisition, Downtown Tampa and Gateway Centers
Stepping Stones . . .

- Strategic Regional Transit Needs Assessment, 2006-2007
Building Blocks...

- Tampa Rail Project FEIS
- Record of Decision, 2003
Building Blocks . . .

- Regional Rail Network
Study Goals

- Develop a concept plan for a countywide transit system
- Look at a variety of technologies
- Emphasize regional and sub-regional corridors
- Develop land use/transit strategies
Study Activities

Design a Process for Decision-making

- Form Stakeholder Teams
- Create website and newsletters
- Develop transit scenarios
- Design and schedule workshops and other meetings to provide a forum for discussion
Study Activities

Conduct a public discussion of scenarios

- Meet with leaders, agency staff and public (coordination and information)
- Look at alternative futures: mobility, economy and quality of life implications
- “What do these choices mean to me?”
- Coordinate with Vision Hillsborough and comprehensive planning activities
Study Activities

Develop a preferred scenario

- Make technology choices
- Describe location and quality of service
- Develop preliminary cost estimates
- Identify the benefits, challenges, opportunities
- Provide an opportunity for comment and consensus
- Refine preferred scenario and identify priority investments
## Study Schedule

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Briefings and Website</td>
<td>End of Jan</td>
</tr>
<tr>
<td>Stakeholder Teams</td>
<td>Start Feb</td>
</tr>
<tr>
<td>Workshop</td>
<td>Mar</td>
</tr>
<tr>
<td>Preferred Scenario</td>
<td>Jun</td>
</tr>
<tr>
<td>Refined Scenario</td>
<td>Oct</td>
</tr>
<tr>
<td>Prioritization and Phasing</td>
<td>Nov-Dec</td>
</tr>
</tbody>
</table>
Transit Study
Regional Corridors and Hillsborough Connections

End of Presentation
Multi-Modal Transit in Hillsborough County

Ramond Chiaramonte, AICP
U.S. Population Boom

- 1915 – 100 Million
- 1968 (53 years) – 200 Million
- 2006 (39 years) – 300 Million
- 2037 (31 years) – 400 Million
Changing Demographics

- Empty-nesters
- Elderly
- Single-person Households

Housing preferences and lifestyles are shifting
Why Rail Transit?

- Success of San Diego, Houston, and others;
- Prohibitive cost of oil;
- Metropolitan Statistical Area (MSA) growth trends;
- Tampa as an employment hub;
- Limitations of road-only approach.
Sunbelt Cities

Dallas
Charlotte
Houston
San Diego
Albuquerque

Houston
Albuquerque
San Diego
Charlotte
Cold Places

Salt Lake City

Denver

Minneapolis
Flexibility = Opportunities

Grandparents

Single Parents

Young Families
Transit Friendly Development

• Ease congestion
• Walkable Communities
• West-Park Village
• Downtown Tampa – Channel District
Walkable Communities
The Top Metropolitan Areas by Population

2005 American Community Survey Total Population
Other Metro Areas of National Significance

<table>
<thead>
<tr>
<th>City</th>
<th>Population</th>
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</thead>
<tbody>
<tr>
<td>Dallas</td>
<td>5,727,391</td>
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<tr>
<td>Philadelphia</td>
<td>5,644,383</td>
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<tr>
<td>Miami</td>
<td>5,334,685</td>
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<tr>
<td>Houston</td>
<td>5,193,448</td>
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<tr>
<td>Washington, DC</td>
<td>5,119,490</td>
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<tr>
<td>Atlanta</td>
<td>4,828,838</td>
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<tr>
<td>San Francisco</td>
<td>4,071,751</td>
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<tr>
<td>Boston</td>
<td>4,270,631</td>
</tr>
</tbody>
</table>
Older Established Major Metro Areas

- St. Louis: 2,725,336
- Detroit: 4,428,941
- Cleveland: 2,082,379
- Baltimore: 2,583,923
- Pittsburgh: 2,314,937

2005 American Community Survey Total Population
Emerging Metro Areas of National Significance?

- Seattle: 3,133,715
- Minneapolis: 3,076,239
- Portland: 2,327,901
- Denver: 2,063,277
- San Diego: 2,824,259
- Phoenix: 3,805,123
- Tampa: 2,596,556

2005 American Community Survey Total Population
Top Metro Areas **without** Active Rail Initiatives or Existing Rail Systems

- **Tampa**: 2,596,556
- **Detroit**: 4,428,941

*2005 American Community Survey Total Population*
Comparable Areas with Planned or Existing Rail - Population

<table>
<thead>
<tr>
<th>City</th>
<th>Total Population in Thousands</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dallas</td>
<td>5,727</td>
</tr>
<tr>
<td>Houston</td>
<td>5,193</td>
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<tr>
<td>Atlanta</td>
<td>4,828</td>
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<tr>
<td>Phoenix</td>
<td>3,805</td>
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<tr>
<td>San Diego</td>
<td>2,824</td>
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<tr>
<td>Sacramento</td>
<td>2,004</td>
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<tr>
<td>Portland</td>
<td>2,063</td>
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<tr>
<td>Denver</td>
<td>2,327</td>
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<tr>
<td>Orlando</td>
<td>1,903</td>
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<tr>
<td>Raleigh</td>
<td>924</td>
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<tr>
<td>Charlotte</td>
<td>1,491</td>
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<tr>
<td>New Orleans</td>
<td>1,292</td>
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<tr>
<td>Tampa Bay Region 2005</td>
<td>3,983</td>
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<tr>
<td>Tampa Bay Region 2025</td>
<td>5,354</td>
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<tr>
<td>Tampa MSA 2005</td>
<td>2,596</td>
</tr>
<tr>
<td>Tampa MSA 2025</td>
<td>5,354</td>
</tr>
</tbody>
</table>

American Community Survey – 2005 Place Population Estimates
Comparable Areas with Planned or Existing Rail – Central City Population Density

- Portland: 3,824
- Sarasota: 3,726
- Phoenix: 2,902
- Houston: 3,351
- Austin: 2,697
- Denver: 3,555
- Dallas: 3,343
- San Diego: 3,726

St. Louis: 5,390

New Orleans:
- 2005: 2,821
- 2025: 3,638

Tampa: 2,017

Sacramento: 4,583

Raleigh: 2,750

American Community Survey – 2005 Place Population Estimates
Comparable Areas with Planned or Existing Rail - Employment

Employment in thousands:

- Dallas: 2,710
- Houston: 2,296
- Atlanta: 2,238
- Phoenix: 1,761
- San Diego: 1,292
- Sacramento: 1,291
- Portland: 976
- Denver: 1,176
- St. Louis: 907
- Charlotte: 777
- Raleigh: 456
- Atlanta: 2,238
- Orlando: 974
- New Orleans: 542
- Austin: 689
- Houston: 2,296
- Tampa 2005: 1,195
- Tampa 2025: 2,023

Bureau of Labor Statistics – Quarterly Census of Employment and Wages
Where does Tampa Bay rank?

- Tampa Bay - ranked 13\textsuperscript{th} largest Television market.
- Tampa Bay - ranked 19\textsuperscript{th} in population.
- Tampa and Detroit - only two areas in top 25 without rail.
### Tampa Bay and Surrounding Metro Areas 2005 and 2025 Population

<table>
<thead>
<tr>
<th>Area</th>
<th>2005</th>
<th>2025</th>
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</thead>
<tbody>
<tr>
<td><strong>Lakeland MSA</strong></td>
<td></td>
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<tr>
<td>Polk</td>
<td>541,840</td>
<td>740,770</td>
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<tr>
<td><strong>Sarasota-Bradenton-Venice MSA</strong></td>
<td></td>
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<tr>
<td>Manatee</td>
<td>304,364</td>
<td>443,380</td>
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<tr>
<td>Sarasota</td>
<td>367,867</td>
<td>505,400</td>
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<tr>
<td></td>
<td>672,232</td>
<td>948,780</td>
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<tr>
<td><strong>Tampa-St Pete-Clearwater MSA</strong></td>
<td></td>
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<tr>
<td>Hernando</td>
<td>150,784</td>
<td>218,900</td>
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<tr>
<td>Hillsborough</td>
<td>1,131,546</td>
<td>1,590,600</td>
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<tr>
<td>Pasco</td>
<td>404,898</td>
<td>610,370</td>
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<tr>
<td>Pinellas</td>
<td>947,744</td>
<td>1,060,100</td>
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<tr>
<td></td>
<td>2,636,972</td>
<td>3,479,970</td>
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<tr>
<td><strong>GRAND TOTAL</strong></td>
<td>3,851,043</td>
<td>5,169,520</td>
</tr>
<tr>
<td>City</td>
<td>Roadway Lane Miles</td>
<td>Public Transportation Within City Limits</td>
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<tr>
<td>--------------</td>
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<tr>
<td>Atlanta</td>
<td>3,829</td>
<td>2,534</td>
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<tr>
<td>Pop: 470,688</td>
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<tr>
<td>Minneapolis</td>
<td>2,586</td>
<td>2,283</td>
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<tr>
<td>Pop: 372,811</td>
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<td></td>
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<tr>
<td>Hillsborough</td>
<td>4,300</td>
<td>886</td>
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<tr>
<td>Pop: 1,132,152</td>
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</table>
Population: Persons Per Acre - 2025

Legend
Population Density 2025
< 3
4 - 7
8 - 10
11 - 15
16 - 30
> 30
Employment: Persons Per Acre - 2025

Legend

- Employment Density 2025
  - < 5
  - 6 - 15
  - 16 - 30
  - 31 - 65
  - 66 - 170
  - 171 - 300
  - > 301

Water
Employment Centers - Land Area

3 Mile USF
3 Mile Brandon
2 Mile Downtown
2 Mile Westshore

7.6 Percent of the land area
Employment Centers - Population

3 Mile Brandon
3 Mile USF
2 Mile Downtown
2 Mile Westshore

20 Percent of Population
Employment Centers - Jobs

- 3 Mile Brandon
- 3 Mile USF
- 2 Mile Downtown
- 2 Mile Westshore

42.1 Percent of Jobs
## Employment Centers - Population

<table>
<thead>
<tr>
<th></th>
<th>2000</th>
<th>2004</th>
<th>2015</th>
<th>2025</th>
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<tbody>
<tr>
<td><strong>USF</strong></td>
<td></td>
<td></td>
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<tr>
<td>Employment</td>
<td>74,161</td>
<td>80,052</td>
<td>97,158</td>
<td>119,992</td>
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<tr>
<td>Population</td>
<td>103,891</td>
<td>121,507</td>
<td>132,818</td>
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<tr>
<td>Housing Units</td>
<td>49,323</td>
<td>57,363</td>
<td>62,794</td>
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<tr>
<td><strong>Downtown</strong></td>
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<tr>
<td>Employment</td>
<td>89,437</td>
<td>96,707</td>
<td>125,657</td>
<td>156,688</td>
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<tr>
<td>Population</td>
<td>43,079</td>
<td>50,430</td>
<td>67,006</td>
<td>67,006</td>
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<tr>
<td>Housing Units</td>
<td>21,689</td>
<td>25,766</td>
<td>34,566</td>
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<tr>
<td><strong>Westshore</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Employment</td>
<td>77,436</td>
<td>83,006</td>
<td>95,355</td>
<td>109,901</td>
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<tr>
<td>Population</td>
<td>16,555</td>
<td>16,888</td>
<td>18,243</td>
<td>18,243</td>
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<tr>
<td>Housing Units</td>
<td>7,568</td>
<td>7,675</td>
<td>8,233</td>
<td>8,233</td>
</tr>
<tr>
<td><strong>Brandon</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employment</td>
<td>54,783</td>
<td>58,995</td>
<td>71,416</td>
<td>85,172</td>
</tr>
<tr>
<td>Population</td>
<td>58,568</td>
<td>65,066</td>
<td>82,257</td>
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</tr>
<tr>
<td>HousingUnits</td>
<td>24,261</td>
<td>27,049</td>
<td>34,217</td>
<td></td>
</tr>
</tbody>
</table>
Total Daily Trips 2025

USF
- Year 2000 Population: 36,757
- Year 2000 Employment: 46,970
- 6.9 Per Acre

Tampa
- Year 2000 Population: 14,918
- Year 2000 Employment: 69,696
- 4.9 Per Acre

Westshore
- Year 2000 Population: 11,663
- Year 2000 Employment: 68,933
- 1.9 Per Acre

Legend:
- Under 1,000
- 1,001 - 2,500
- 2,501 - 5,000
- 5,001 - 20,000
- Above 20,000
Goals of Rail Transit

- Provide a cost effective transportation strategy to keep Tampa Bay competitive with other communities.
- Provide for mobility needs within and through the area at peak travel times.
- Enhance quality of life through mixed-use and transit development oriented patterns.
These issues affect the success of our community. There are several challenges we face:

- Mobility
- Economic Vitality
- Quality Of Life

These elements interact and influence each other.
The capacity of our transportation system is limiting our ability to grow.
The nature of our growth has reduced our mobility options.
Congestion and long distance driving are resulting in more time behind the wheel.
Household transportation costs are very high when driving is the only viable option.
The cost of housing and transportation is growing faster than economic opportunity.
Workforce housing and access to jobs are increasingly important to the local economy.
Investment in rail transit can address all of these issues by increasing:

- Transportation system capacity and mobility options
- Opportunities for growth
- Housing and transportation affordability
- Access to jobs and services
Resolution

The Hillsborough County City-County Planning Commission encourages all appropriate government agencies in Hillsborough County, including its municipalities, to pursue a comprehensive and coordinated vision of alternative forms of transportation that includes roads, light rail, and bus rapid transit (BRT).
Consider the interaction of land use and transportation, and the role rail transit can play in supporting an array of community lifestyle choices, as decisions are made during the updates of the Comprehensive Plans and the Long Range Transportation Plan.
Resolution

Create a long term vision for 2050 considering future land use options and transportation investments that are mutually supportive and that provide a wide range of economic opportunity, lifestyles and mobility choices.
Resolution

Work cooperatively to implement and support the long term vision for land use, transportation and improved quality of life and directs Planning Commission staff to present this resolution to the four jurisdictions of Hillsborough County and other appropriate government agencies.
Multi-Modal Transit in Hillsborough County

Ramond Chiaramonte, AICP