Multi-Modal Transit in Hillsborough County

Ramond Chiaramonte, AICP
Why Rail Transit?

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

Dallas

Charlotte

Houston

San Diego

Albuquerque
Flexibility = Opportunities

Grandparents

Young Families

Single Parents
Transit Friendly Development

• Ease congestion
• Walkable Communities
• West-Park Village
• Downtown Tampa – Channel District
Walkable Communities
West Park Village
Downtown Tampa – Channel District

Streetcar Line

Complete Units: 645
Under Constr. Units: 2216
Planned Units: 7907

DOWNTOWN / CHANNEL DISTRICT RESIDENTIAL PROJECTS

1. Seaport Channelside
   3 story, 422 Apartments
   800-2000 sq ft, rental $1.41/sq ft
2. Grand Central & Kennedy
   Bldgs 1, 2 story, 656 condos
   Bldg 3, 4 story, 500 condos
3. Channelside
   2 story, 276 lofts
4. 1000 Channelside
   4 story, 18 condos
   1,000-2,000 sq ft, $300K-
5. The Place @ Channelside
   Phase 1, 2 story, 241 condos
   Phase 2, 3 story, 196 condos
6. The Hendrys
   4 story, 270 units
7. Victory Lofts
   3 story, 1400 sq ft, $320K-
8. Downtown Channelside
   3 story, 220 units
9. The Towers @ Channelside
   3 story, 227 condos
10. Vendomes
    2 story, 11 units
11. Arts Center Lofts
    2 story, 42 units
12. Residence on Franklin
    3 story, 160 units
13. Trump Tower Tampa
    2 story, 119 units
14. Lafayette Lofts
    4 story, 60 units
15. Skypoint
    2 story, 400 units
16. 52 at Franklin Place
    2 story, 51 units
17. Parkside @ Rosemary
    2 story, 51 units
18. The Roosevelt
    2 story, 120 units
19. The Beau
    2 story, 70 units
20. Seacliff Condos
    2 story, 92 units
21. The Place @ Channelside
    3 story, 211 units
    1,000-2,000 sq ft, $310K-
22. Donaldson Gateway
    3 story, 600 units
    1,100-1,800 sq ft, $350K-
23. The Plaza at Harbour Island
    8 story, 142 units
    1,000-1,500 sq ft, $350K-
24. Hyatt Hotel Redevelopment
    220 rooms
25. Riverwalk Redevelopment
    3 story, 57 units
    1,000-2,000 sq ft, $350K-
26. The Martin
    2 story, 31 units
    900-1,000 sq ft, $350K-
27. Crescent Heights
    2 story, 157 units
    900-1,200 sq ft, $350K-
28. Seasons Residences
    2 story, 410 units
    900-1,500 sq ft, $350K-
29. Cabana Project
    2 story, 38 units
    900-1,200 sq ft, $250K-
30. Garden House
    2 story, 12 units
    900-1,500 sq ft, $250K-
31. Franklin Street Condos
    3 story, 16 units
32. Ten Franklin (The Fives)
    3 story, 90 units
33. Tampa Condos
    4 story, 220 units
34. Museum Inn Tour
    4 story, 196 units
35. Tampa Condos
    5 story, 146 units
36. Energy Tower
    4 story, 220 units
37. Tampa Condos
    5 story, 12 units
38. Royal Condos
    4 story, 196 units
39. C
    2 story, 134 units

Units: 645
Units: 2216
Units: 7907
Other Metro Areas of National Significance

- Dallas, 5,727,391
- Philadelphia, 5,644,383
- Miami, 5,334,685
- Houston, 5,193,448
- Washington, DC, 5,119,490
- Atlanta, 4,828,838
- Miami, 5,334,685

2005 American Community Survey Total Population
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
- Tampa: 2,596,556
- Phoenix: 3,805,123

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 - Employment

- 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
- Tampa 2005: 1,195
- Tampa 2025: 2,023
- New Orleans: 542
- Orlando: 974
- Raleigh: 456
- Charlotte: 777
- Atlanta 2005: 2,238

Employment in thousands

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

- Tampa Bay ranked 13th largest Television market
- Tampa Bay ranked 19th in population.
- Tampa and Detroit only two areas in top 25 without rail.
<table>
<thead>
<tr>
<th>MSA</th>
<th>2005</th>
<th>2025</th>
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<tbody>
<tr>
<td>Lakeland MSA</td>
<td></td>
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<tr>
<td>Polk</td>
<td>541,840</td>
<td>740,770</td>
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<td>Sarasota-Bradenton-Venice MSA</td>
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<tr>
<td>Manatee</td>
<td>304,364</td>
<td>443,380</td>
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<td>Sarasota</td>
<td>367,867</td>
<td>505,400</td>
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<td></td>
<td>672,232</td>
<td>948,780</td>
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<td>Tampa-St Pete-Clearwater MSA</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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<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><strong>3,851,043</strong></td>
<td><strong>5,169,520</strong></td>
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</table>
Population: Persons Per Acre - 2025
Employment Centers - Population

3 Mile Brandon
3 Mile USF
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

29 Percent of Population
Employment Centers - Population

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

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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<tr>
<td><strong>USF</strong></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>
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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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<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>
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<tr>
<td>Housing Units</td>
<td>7,568</td>
<td>7,675</td>
<td>8,233</td>
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<tr>
<td><strong>Brandon</strong></td>
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<tr>
<td>Employment</td>
<td>54,783</td>
<td>58,995</td>
<td>71,416</td>
<td>85,172</td>
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<tr>
<td>Population</td>
<td>58,568</td>
<td>65,066</td>
<td>82,257</td>
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<tr>
<td>Housing Units</td>
<td>24,261</td>
<td>27,049</td>
<td>34,217</td>
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</table>
## Employment Centers - Population

<table>
<thead>
<tr>
<th></th>
<th>2004</th>
<th>2025</th>
<th>2025 Percent</th>
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<tbody>
<tr>
<td>Total</td>
<td>318,760</td>
<td>471,753</td>
<td>42%</td>
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<tr>
<td>Empl.</td>
<td>222,093</td>
<td>300,324</td>
<td>29%</td>
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<tr>
<td>Pop.</td>
<td>222,093</td>
<td>300,324</td>
<td>07%</td>
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<tr>
<td>Land Area</td>
<td></td>
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</table>
Long Range Transit Planning

Regional Corridors and Hillsborough Connections
The long-term vision for public transit in Hillsborough County is ready for a new direction.
Stepping Stones

- Tampa Bay Commuter Rail Authority’s Tampa to Lakeland Feasibility Study, 1993
Stepping Stones

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

- Tampa Rail Project FEIS
- Record of Decision, 2003
Stepping Stones

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

• High Speed Rail Authority Tampa-Orlando Corridor
• FEIS Record of Decision 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
Stepping Stones

- Tampa Mayor Iorio Position Statement 2006
So Where Are We Now?

• Some convergence among plans
  • CSX and I-4 corridors
  • Connect the major dots, regionally

• But very limited existing funding streams

• Minimal bus service today

• Continued multi-county growth

• Need for cross-county services as well as within-county services

• Cross-county service provider unclear
“We need to be planning now for future rapid transit.”
- MPO Citizens Advisory Cmte.

- Growth, density, and traffic congestion continue to increase.
- Road widening alone will not solve all our problems, particularly in dense, congested central areas.
- It can easily take 10-20 years to plan and build any significant transportation project.
- If we don’t begin planning now, we fall further behind our competitors.
Transit Supportive Densities 2025
MPO Citizens Advisory Committee Recommendation Spring 2006

- We need to be planning now for future rapid transit.
- The Tampa Rail Project proposal is a good starting point but there are opportunities for improvement.
- Next Steps include two serious challenges:
  - The need to build ridership;
  - Sources of transit operating funds.

- We recommend that studies of the long-term vision for public transit in our county be reenergized.
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.

• Refine scope of study in coming months.

Goal: A package of transit improvements that can be included in the cost-affordable long range plan.
Objectives

- Develop long-range premium transit services to Hillsborough destinations and connections to regional corridors, looking at a variety of technologies.
Objectives

- Coordinate with and identify opportunities to implement multimodal strategies in partnership with FDOT.
Objectives

- Develop coordinated land use-transit vision and strategy in conjunction with the Planning Commission and jurisdictions in Hillsborough County.
Objectives

- Involve stakeholders at all levels in decision-making. Identify key constituencies and regularly review the level of support each expresses for the concept development.
Objectives

- Review funding and financing options and recommend strategies.
A. Cultivate Allies and Champions

- November - December 2006
- Form Action Steps Team
- Form Public Agency Team
- Form Community Team
Study Phases

B. Cooperative visioning and public discussion of scenarios

- January - April 2007
- Alternative futures, quality of life implications, willingness to pay
- Plain English- “What do these choices mean to me personally?”
- Coordinate with Vision Hillsborough
- Partner with Cities’ Comprehensive Plan update workshops
Study Phases

C. Refine preferred scenario and funding strategy

- June - October 2007
- Transit service planning and design - locations, amount of service, feeders and connectors
- Technology choices
- Cost estimates and revenue forecasts
Study Phases

D. Implementation schedule

- November - December 2007
- Prioritization
- Phasing
- Action steps - land use, funding, transit service ramp-up
Multi-Modal Transit in Hillsborough County

Ramond Chiaramonte, AICP
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.
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).
Resolution

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.
Recommended MPO Motion

Support the Planning Commission resolution to jointly work with local and regional government entities and the private sector to proactively establish a multi-modal vision for our transit system and create a development pattern that is supportive of our transportation investments.
Multi-Modal Transit in Hillsborough County

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