

Hillsborough County MPO Transit Study

Citizens Team Workshop

Wednesday, February 28th, 2006

Hillsborough Community College - Brandon





- 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



- 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



- 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



- 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



- 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?

- How our communities are put together influences our transportation options
- Different development patterns support different mobility options



How Do Place Making and Transportation Tie Together?

PLACE MAKING ELEMENTS

	SPECIAL	REGIONAL	COMMUNITY	NEIGHBORHOOD
URBAN	<p>DOWNTOWN High density Mixed use Retail/Services Structure/Surface/On-street parking Place: Downtown Tampa, Downtown St. Petersburg</p> <p>DENSITY 24 to 40 Dwelling Units/Acre 300 Jobs/Acre INTENSITY 8.0 Floor Area Ratio</p>	<p>URBAN CENTER High to medium density Mixed use Retail/Services Structure/Surface/On-street parking Place: West Shore Plaza</p> <p>DENSITY 12 to 20 Dwelling Units/Acre 175 Jobs/Acre INTENSITY 4.0 Floor Area Ratio</p>	<p>MAIN STREET Medium density Residential use Retail/Services Structure/Surface/On-street parking Place: Hyde Park, Your City</p> <p>DENSITY 8 to 18 Dwelling Units/Acre 15 Jobs/Acre INTENSITY 2.0 Floor Area Ratio</p>	<p>URBAN NEIGHBORHOOD Low to medium density Residential use Retail/Services Structure/Surface/On-street parking Place: Seminole Heights, Carrollwood, Temple Terrace</p> <p>DENSITY 4 to 12 Dwelling Units/Acre 10 Jobs/Acre INTENSITY 0.8 Floor Area Ratio</p>
	SUBURBAN	<p>CAMPUS/FACILITIES Location vary by special use classification, such as educational, transportation, industrial, etc. Place: Tampa International Airport, Tampa Port, Cruise Ship Terminal, University of South Florida, Beach Gardens</p> <p>DENSITY 12 to 12 Dwelling Units/Acre 100 Jobs/Acre INTENSITY 2.0 Floor Area Ratio</p>	<p>TOWN CENTER Medium density Mixed use Retail/Services Structure/Surface/On-street parking Place: Brandon Hall, Citrus Park Mall</p> <p>DENSITY 12 to 12 Dwelling Units/Acre 100 Jobs/Acre INTENSITY 2.0 Floor Area Ratio</p>	<p>VILLAGE Low density Residential use Retail/Services Structure/Surface/On-street parking Place: West Park Village</p> <p>DENSITY 8 to 12 Dwelling Units/Acre 100 Jobs/Acre INTENSITY 0.8 Floor Area Ratio</p>

MOBILITY ELEMENTS

PEDESTRIAN	BIKE	AUTO	BUS
<p>STATION CHARACTERISTICS Average Station Area: 10,000</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: 1-8 Jobs/Acre: 5 to 20 Floor Area Ratio: 0.4</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 1 Passenger/Minute Speed: 5 to 15 Miles/Hour RDM: walkable Bicycle: not supported Bicycle: not supported Bicycle: not supported Bicycle: not supported Cost (per foot): \$0</p>	<p>STATION CHARACTERISTICS Average Station Area: 10,000</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: 1-8 Jobs/Acre: 5 to 20 Floor Area Ratio: 0.4</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 1 to 4 Passengers/Minute Speed: 20 to 75 Miles/Hour RDM: walkable Bicycle: supported Bicycle: supported Bicycle: supported Bicycle: supported Cost (per foot): \$5</p>	<p>STATION CHARACTERISTICS Average Station Area: 10,000</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: 1 to 8 Jobs/Acre: 5 to 20 Floor Area Ratio: 0.4</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 1 to 4 Passengers/Minute Speed: 20 to 75 Miles/Hour RDM: walkable Bicycle: supported Bicycle: supported Bicycle: supported Bicycle: supported Cost (per foot): \$5</p>	<p>STATION CHARACTERISTICS Average Station Area: 140 Square Feet</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: 8 to 9 Jobs/Acre: 8 to 30 Floor Area Ratio: 1.0 to 1.8</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 300 to 200 Passengers/Station/Minute Speed: 5 to 15 Miles/Hour RDM: walkable Bicycle: supported Bicycle: supported Bicycle: supported Bicycle: supported Cost (per foot): \$</p>
CIRCULATOR	BRT	LRT	COMMUTER RAIL
<p>STATION CHARACTERISTICS Average Station Area: 200 to 300 Square Feet</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: 8 to 12 Jobs/Acre: 8 to 20 Floor Area Ratio: 1.0</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 1,000 to 3,000 Passengers/Station/Minute Speed: 15 to 20 Miles/Hour RDM: walkable Bicycle: supported Bicycle: supported Bicycle: supported Bicycle: supported Cost (per foot): \$ - \$5</p>	<p>STATION CHARACTERISTICS Average Station Area: 100 to 300 Square Feet</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: 8 to 12 Jobs/Acre: 12 to 20 Floor Area Ratio: 1.0</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 2,000 to 3,000 Passengers/Station/Minute Speed: 15 to 20 Miles/Hour RDM: walkable Bicycle: supported Bicycle: supported Bicycle: supported Bicycle: supported Cost (per foot): \$5 - \$55</p>	<p>STATION CHARACTERISTICS Average Station Area: 100 to 2,000 Square Feet</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: 8 to 12 Jobs/Acre: 12 to 20 Floor Area Ratio: 1.0</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 3,000 to 20,000 Passengers/Station/Minute Speed: 15 to 20 Miles/Hour RDM: walkable Bicycle: supported Bicycle: supported Bicycle: supported Bicycle: supported Cost (per foot): \$5</p>	<p>STATION CHARACTERISTICS Average Station Area: 2,000 to 3,000 Square Feet</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: 8 to 12 Jobs/Acre: 12 to 20 Floor Area Ratio: 1.0</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 3,000 to 20,000 Passengers/Station/Minute Speed: 15 to 20 Miles/Hour RDM: walkable Bicycle: supported Bicycle: supported Bicycle: supported Bicycle: supported Cost (per foot): \$5</p>

Place Making Elements



Downtown

Downtown Tampa

8.0 Floor Area Ratio

300 jobs/acre

24-40 dwelling units/acre



Campus

TIA/Port of Tampa/USF

8.0 Floor Area Ratio

300 jobs/acre

24-40 dwelling units/acre



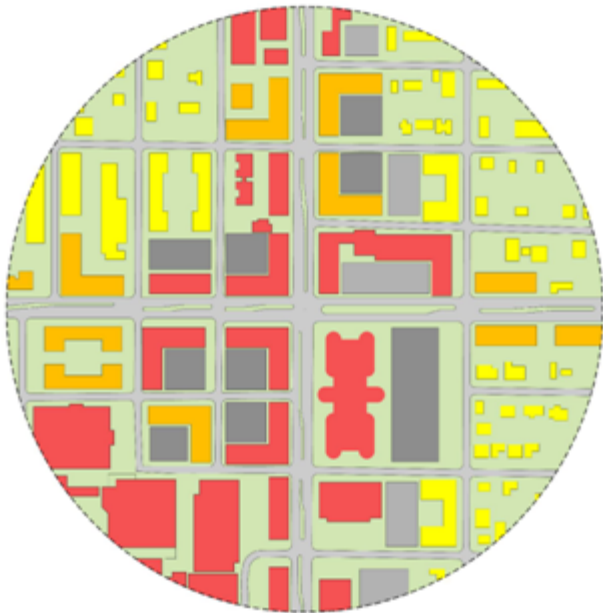
Urban Center

West Shore Plaza

4.0 Floor Area Ratio

175 jobs/acre

15-30 dwelling units/acre



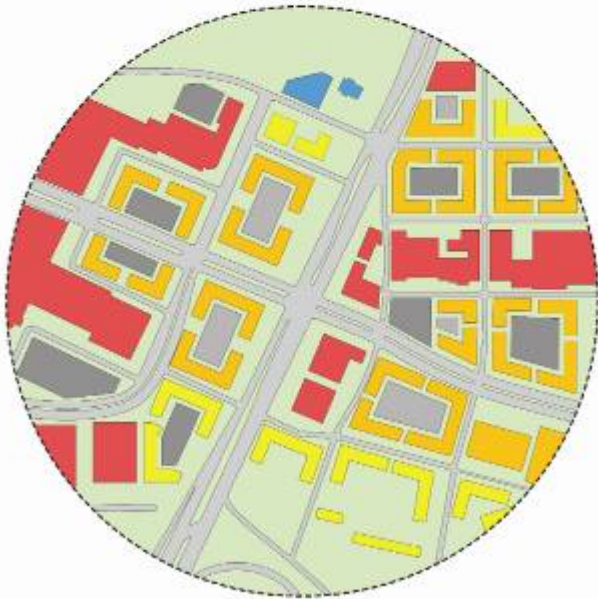
Town Center

Citrus Park Mall

2.5 Floor Area Ratio

100 jobs/acre

12-24 units/acre



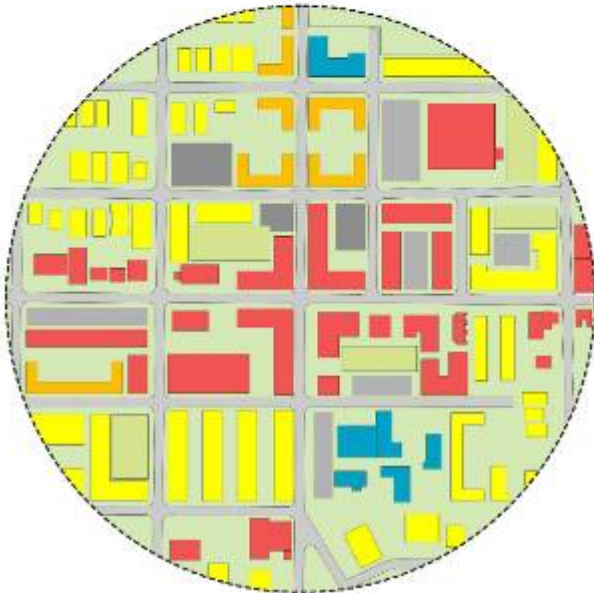
Main Street

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





TRANSIT STUDY

Urban Neighborhood

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

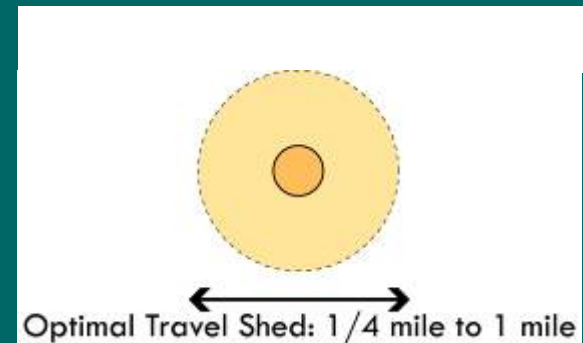
10 jobs/acre 6-10 du/acre



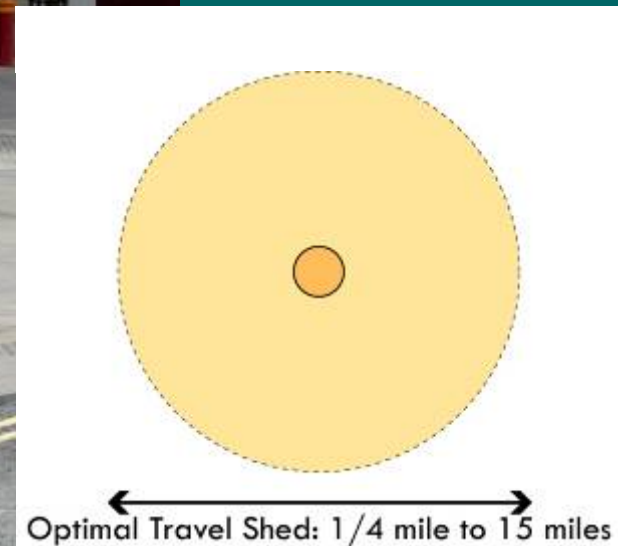
Mobility Elements



Pedestrian

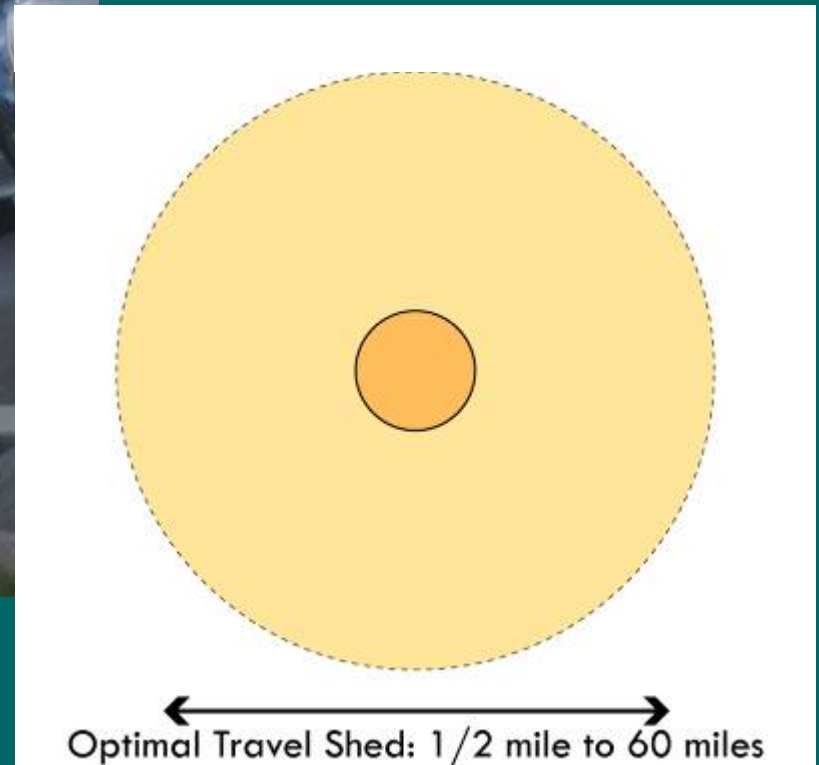


Bicycle

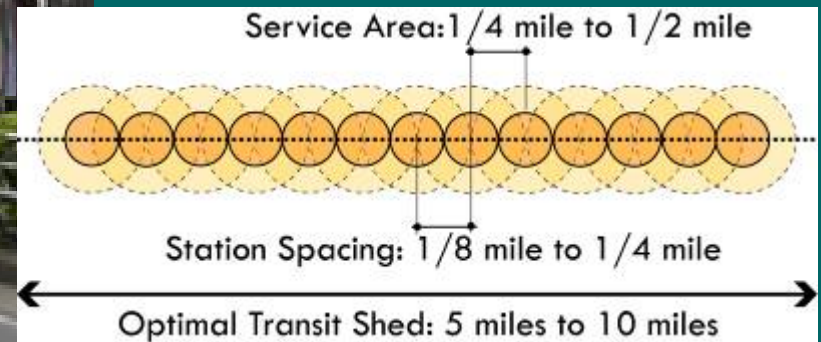


How Will We Get There?

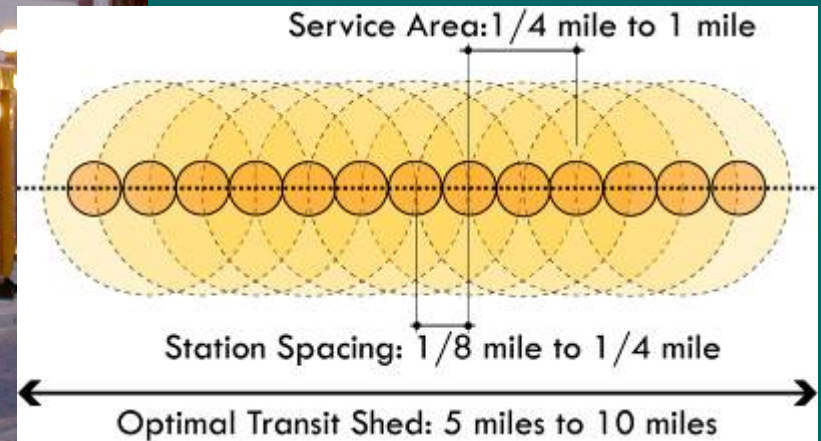
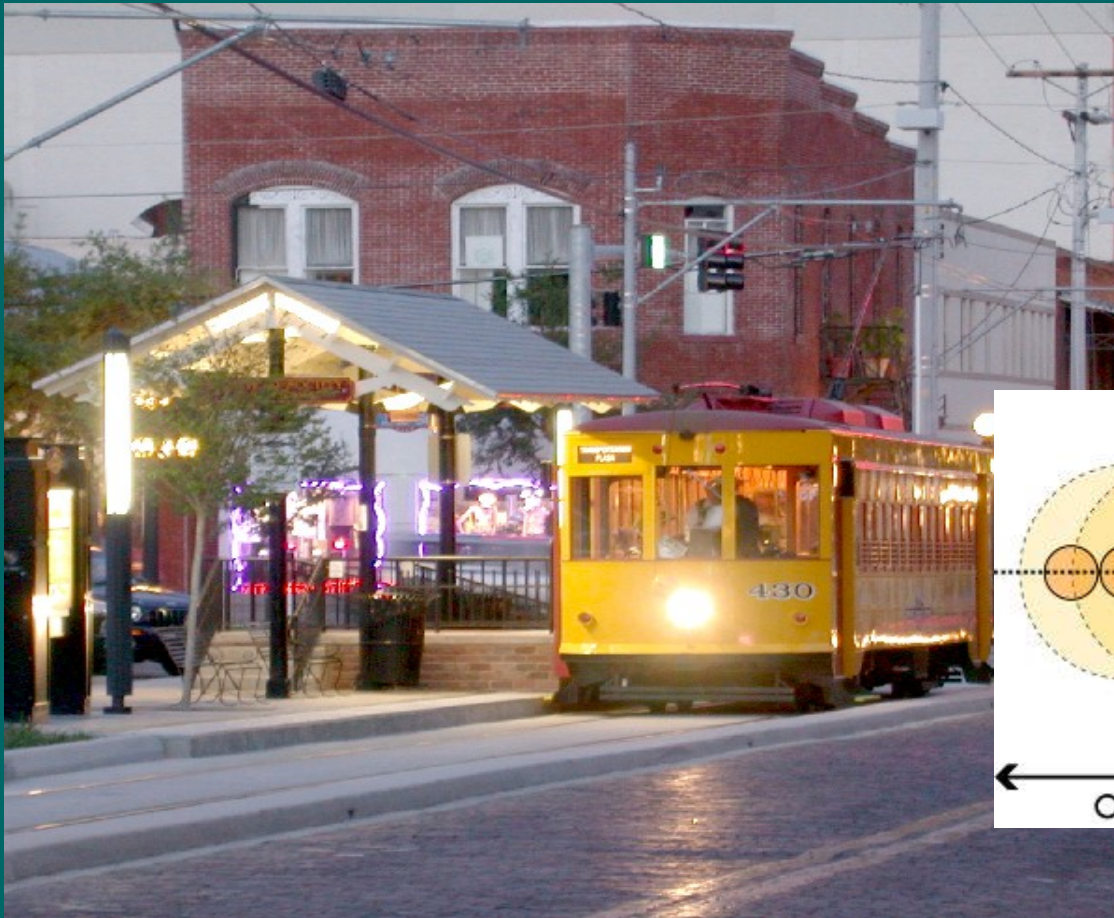
Automobile



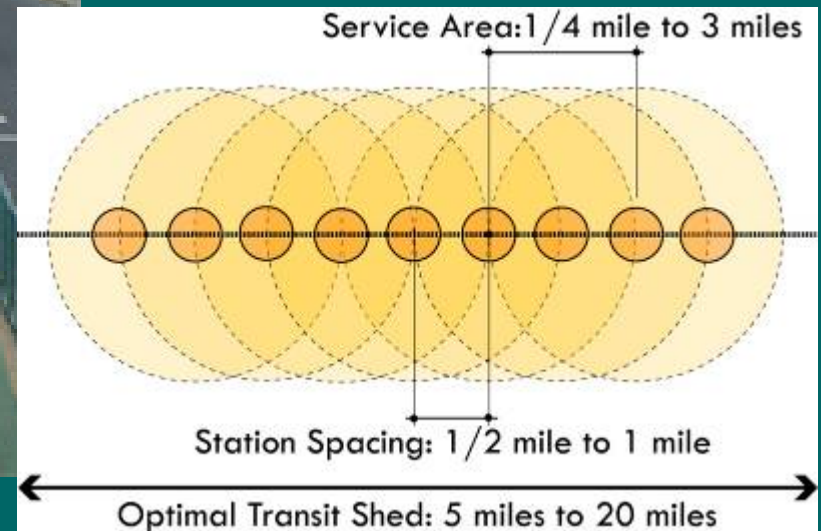
Bus



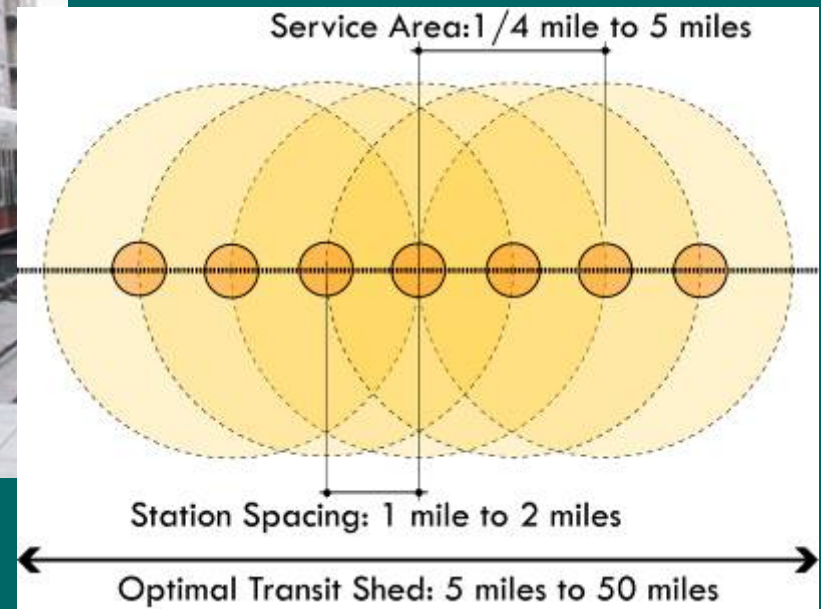
Circulator



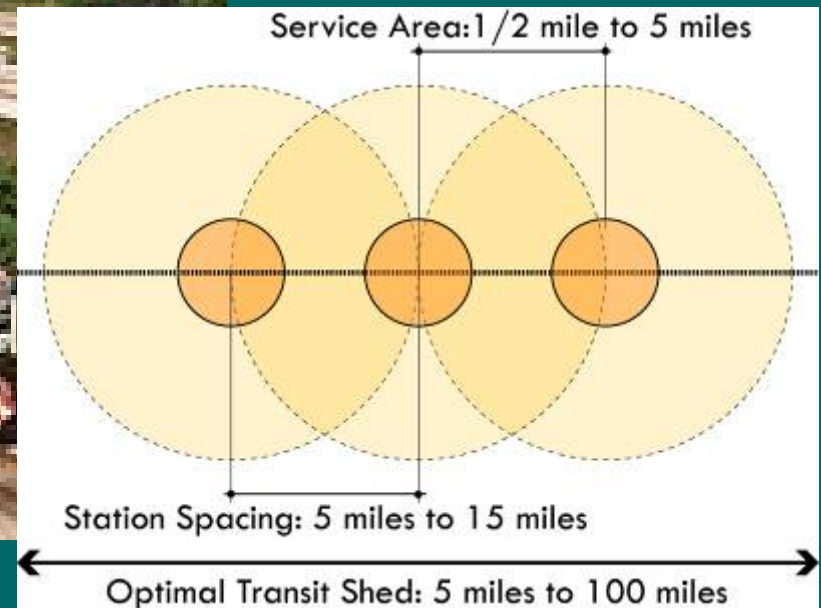
Bus Rapid Transit



Light Rail







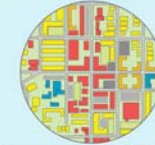














Commuter Rail





PLACE MAKING ELEMENTS

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	SUBURBAN	  <p>CAMPUS/FACILITIES Intensity vary by special use classification, such as educational, transportation, industrial, etc. Place Tampa International Airport, Tampa Port, Cruise Ship Terminal, University of South Florida, Beach Gardens</p> <p>DENSITY 12 to 20 Dwelling Units/Acre 100 Jobs/Acre INTENSITY 2.0 Floor Area Ratio</p> 	  <p>TOWN CENTER Medium density Mixed use Retail/Services Structure/Surface/On-street parking Place Brandon Hall, Citrus Park Mall</p> <p>DENSITY 12 to 20 Dwelling Units/Acre 100 Jobs/Acre INTENSITY 2.0 Floor Area Ratio</p> 	  <p>VILLAGE Low density Retail/Services Surface/On-street parking Place West Park Village</p> <p>DENSITY 8 to 12 Dwelling Units/Acre 10 Jobs/Acre INTENSITY 0.8 Floor Area Ratio</p> 

MOBILITY ELEMENTS

PEDESTRIAN	BIKE	AUTO	BUS
  <p>STATION CHARACTERISTICS Average Station Area: 1/4 Acre</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: 18 Jobs/Acre: 30-50 Floor Area Ratio: N/A</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 1 Passenger/Minute Speed: 3 to 1.9 miles/Hour RDM requirements: Sidewalks Restrictions (per supportive density): N/A Cost (per station mile): <\$</p>	  <p>STATION CHARACTERISTICS Average Station Area: 1/4 Acre</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: 18 Jobs/Acre: 30-50 Floor Area Ratio: N/A</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 1 Passenger/Minute Speed: 15 to 19 miles/Hour RDM requirements: Street Lighting with Dedicated Lanes Restrictions (per supportive density): N/A Cost (per station mile): <\$</p>	  <p>STATION CHARACTERISTICS Average Station Area: 1/4 Acre</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: 2 to 9 Jobs/Acre: 2 to 20 Floor Area Ratio: N/A</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 1 to 4 Passengers/Minute Speed: 20 to 70 miles/Hour RDM requirements: Street Lighting Restrictions (per supportive density): N/A Cost (per station mile): \$</p>	  <p>STATION CHARACTERISTICS Average Station Area: 1/2 Acre to 1/2 Acre</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: 5 to 9 Jobs/Acre: 8 to 30 Floor Area Ratio: 1.0 to 1.0</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 200 to 1,200 Passengers/Station/Minute Speed: 5 to 18 miles/Hour RDM requirements: Street Lighting Restrictions (per supportive density): 15 to 20 minutes Cost (per station mile): \$</p>
CIRCULATOR	BRT	LRT	COMMUTER RAIL
  <p>STATION CHARACTERISTICS Average Station Area: 200 to 300 Square Feet</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: 8 to 12 Jobs/Acre: 15 to 20 Floor Area Ratio: 1 to 2</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 1,000 to 16,000 Passengers/Station/Minute Speed: 10 to 15 miles/Hour RDM requirements: Street Lighting Restrictions (per supportive density): 15 to 20 minutes Cost (per station mile): \$ - \$\$</p>	  <p>STATION CHARACTERISTICS Average Station Area: 1/4 to 3/4 Acre</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: 8 to 12 Jobs/Acre: 12 to 20 Floor Area Ratio: 1 to 2</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 3,000 to 16,000 Passengers/Station/Minute Speed: 15 to 25 miles/Hour RDM requirements: Street Lighting Restrictions (per supportive density): 15 to 20 minutes Cost (per station mile): \$\$ - \$\$\$</p>	  <p>STATION CHARACTERISTICS Average Station Area: 3/4 to 1 Acre</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: 1 to 2 Jobs/Acre: 12 to 20 Floor Area Ratio: 1 to 2</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 2,000 to 20,000 Passengers/Station/Minute Speed: 20 to 35 miles/Hour RDM requirements: Street Lighting with Dedicated Right-of-Way Restrictions (per supportive density): 20 to 30 minutes Cost (per station mile): \$\$\$</p>	  <p>STATION CHARACTERISTICS Average Station Area: 3,000 to 5,000 Square Feet</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: 1 to 2 Jobs/Acre: 100 Floor Area Ratio: 1 to 2</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 200 to 20,000 Passengers/Station/Minute Speed: 20 to 55 miles/Hour RDM requirements: Street Lighting with Dedicated Right-of-Way Restrictions (per supportive density): 20 to 30 minutes Cost (per station mile): \$\$\$</p>



- 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



- 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

