

Hillsborough County MPO Transit Study

Leadership Team

May 21, 2007

Tampa Port Authority





- 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



CATS Charlotte Gateway Station

Rail, BRT, Bus, Streetcar, AMTRAK

CATS CHARLOTTE GATEWAY STATION



CATS South Corridor Light Rail



CATS Streetcar System – Portland Type Vehicle



Norfolk Light Rail



HAMPTON ROADS TRANSIT



• [Light Rail Home](#)

• [What is Light Rail?](#) • [What are the Light Rail studies about?](#)

• [Benefits of Light Rail](#) • [Regional Fixed Guideway Map](#)

• [Exit Light Rail Homepage](#)

DMU VS. Conventional Commuter Rail





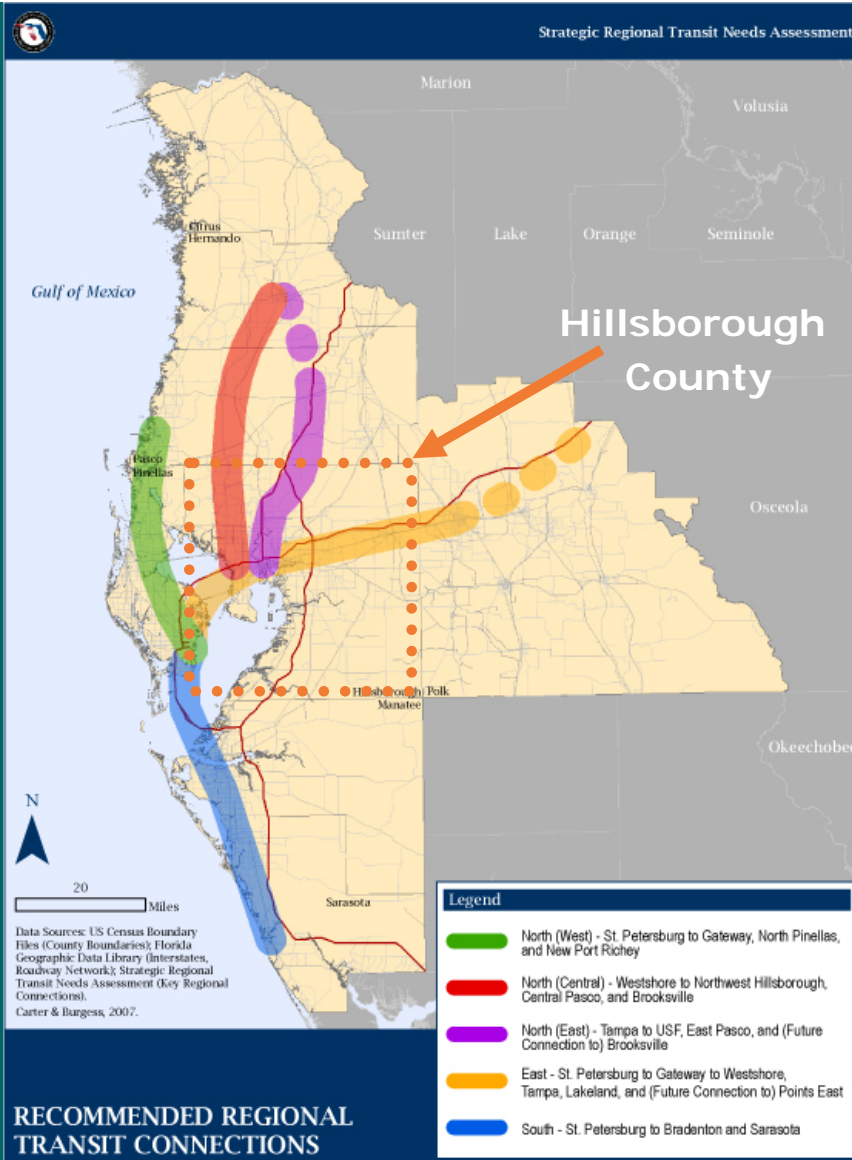
TRANSIT STUDY

Project Update

Clarence Eng, AICP – Renaissance Planning Group



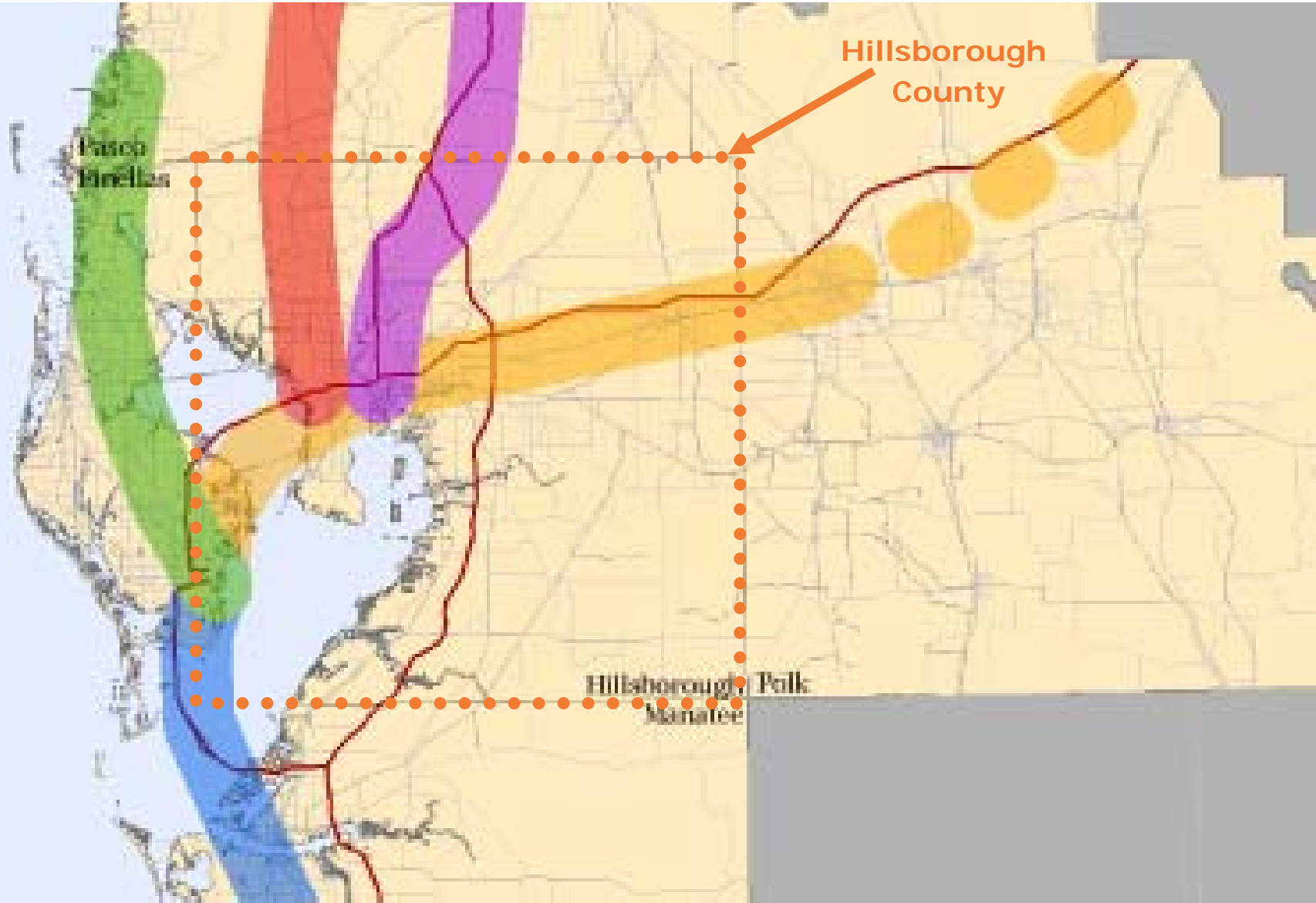
SRTNA Recommended Regional Transit Connections

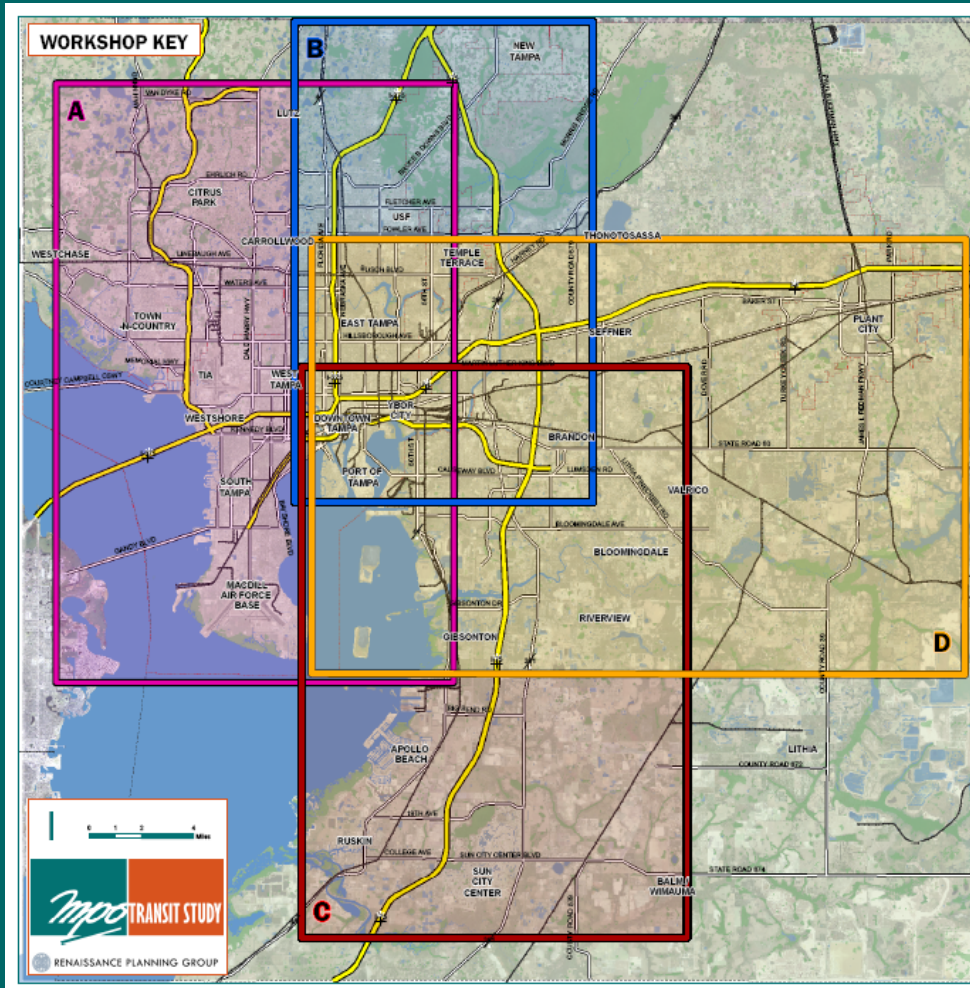




TRANSIT STUDY

MPO Transit Study Area





- 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

PLACE MAKING ELEMENTS

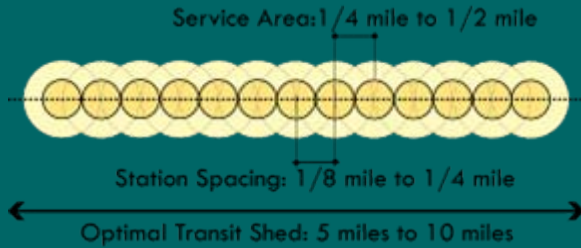
REGIONAL	COMMUNITY	NEIGHBORHOOD
<p>URBAN CENTER This Center zone is the highest density, most granular (lowest) of the six building formative zones. It is a primary, planned urban formative zone. It is the most granular, most intense, and most vibrant of the six zones. It is the most vibrant, most intense, and most vibrant of the six zones. It is the most vibrant, most intense, and most vibrant of the six zones.</p> <p>PLANS Plan Area: 100,000 sq ft Density: 120 to 200 Dwelling Units/Acre Floor Area Ratio: 1.5 to 2.0</p> <p>DESIGN 120 to 200 Dwelling Units/Acre Floor Area Ratio: 1.5 to 2.0</p> <p>DESIGN 120 to 200 Dwelling Units/Acre Floor Area Ratio: 1.5 to 2.0</p> <p>MODE OF USE Based on building formative design</p>	<p>TOWN CENTER This Center zone is the highest density, most granular (lowest) of the six building formative zones. It is a primary, planned urban formative zone. It is the most granular, most intense, and most vibrant of the six zones. It is the most vibrant, most intense, and most vibrant of the six zones. It is the most vibrant, most intense, and most vibrant of the six zones.</p> <p>PLANS Plan Area: 100,000 sq ft Density: 120 to 200 Dwelling Units/Acre Floor Area Ratio: 1.5 to 2.0</p> <p>DESIGN 120 to 200 Dwelling Units/Acre Floor Area Ratio: 1.5 to 2.0</p> <p>DESIGN 120 to 200 Dwelling Units/Acre Floor Area Ratio: 1.5 to 2.0</p> <p>MODE OF USE Based on building formative design</p>	<p>NEIGHBORHOOD CENTER This Center zone is the highest density, most granular (lowest) of the six building formative zones. It is a primary, planned urban formative zone. It is the most granular, most intense, and most vibrant of the six zones. It is the most vibrant, most intense, and most vibrant of the six zones. It is the most vibrant, most intense, and most vibrant of the six zones.</p> <p>PLANS Plan Area: 100,000 sq ft Density: 120 to 200 Dwelling Units/Acre Floor Area Ratio: 1.5 to 2.0</p> <p>DESIGN 120 to 200 Dwelling Units/Acre Floor Area Ratio: 1.5 to 2.0</p> <p>DESIGN 120 to 200 Dwelling Units/Acre Floor Area Ratio: 1.5 to 2.0</p> <p>MODE OF USE Based on building formative design</p>

MOBILITY ELEMENTS

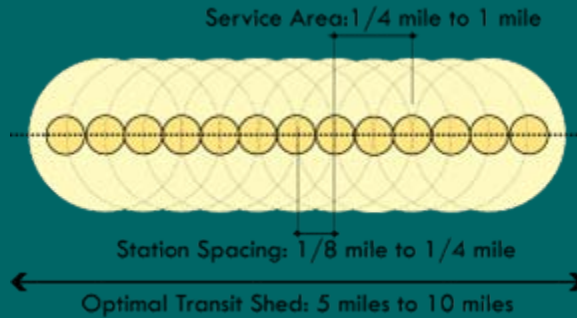
PEDESTRIAN	BICYCLE	AUTO	BUS
<p>STATION CHARACTERISTICS Average Station Area: 100</p> <p>SUPPLEMENTARY SERVICES Walking Distance: 0 to 1/2 mile Bike Share: 0 to 1/2 mile Rental Car: 0 to 1/2 mile</p> <p>STATION CHARACTERISTICS Average Station Area: 100</p> <p>SUPPLEMENTARY SERVICES Walking Distance: 0 to 1/2 mile Bike Share: 0 to 1/2 mile Rental Car: 0 to 1/2 mile</p> <p>STATION CHARACTERISTICS Average Station Area: 100</p> <p>SUPPLEMENTARY SERVICES Walking Distance: 0 to 1/2 mile Bike Share: 0 to 1/2 mile Rental Car: 0 to 1/2 mile</p>	<p>STATION CHARACTERISTICS Average Station Area: 100</p> <p>SUPPLEMENTARY SERVICES Walking Distance: 0 to 1/2 mile Bike Share: 0 to 1/2 mile Rental Car: 0 to 1/2 mile</p> <p>STATION CHARACTERISTICS Average Station Area: 100</p> <p>SUPPLEMENTARY SERVICES Walking Distance: 0 to 1/2 mile Bike Share: 0 to 1/2 mile Rental Car: 0 to 1/2 mile</p> <p>STATION CHARACTERISTICS Average Station Area: 100</p> <p>SUPPLEMENTARY SERVICES Walking Distance: 0 to 1/2 mile Bike Share: 0 to 1/2 mile Rental Car: 0 to 1/2 mile</p>	<p>STATION CHARACTERISTICS Average Station Area: 100</p> <p>SUPPLEMENTARY SERVICES Walking Distance: 0 to 1/2 mile Bike Share: 0 to 1/2 mile Rental Car: 0 to 1/2 mile</p> <p>STATION CHARACTERISTICS Average Station Area: 100</p> <p>SUPPLEMENTARY SERVICES Walking Distance: 0 to 1/2 mile Bike Share: 0 to 1/2 mile Rental Car: 0 to 1/2 mile</p> <p>STATION CHARACTERISTICS Average Station Area: 100</p> <p>SUPPLEMENTARY SERVICES Walking Distance: 0 to 1/2 mile Bike Share: 0 to 1/2 mile Rental Car: 0 to 1/2 mile</p>	<p>STATION CHARACTERISTICS Average Station Area: 100</p> <p>SUPPLEMENTARY SERVICES Walking Distance: 0 to 1/2 mile Bike Share: 0 to 1/2 mile Rental Car: 0 to 1/2 mile</p> <p>STATION CHARACTERISTICS Average Station Area: 100</p> <p>SUPPLEMENTARY SERVICES Walking Distance: 0 to 1/2 mile Bike Share: 0 to 1/2 mile Rental Car: 0 to 1/2 mile</p> <p>STATION CHARACTERISTICS Average Station Area: 100</p> <p>SUPPLEMENTARY SERVICES Walking Distance: 0 to 1/2 mile Bike Share: 0 to 1/2 mile Rental Car: 0 to 1/2 mile</p>
CIRCULATOR	BUS RAPID	LIGHT RAIL	COMMUTER RAIL
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Mobility Elements

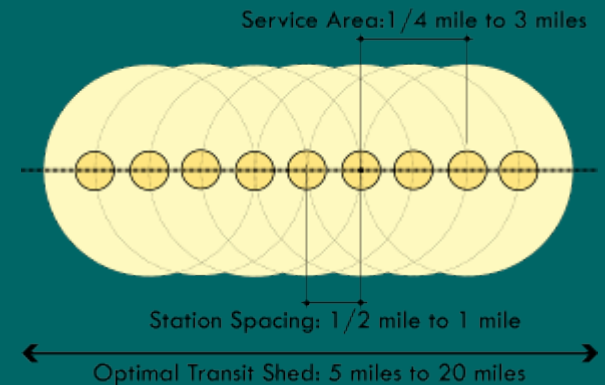
Bus



Trolley

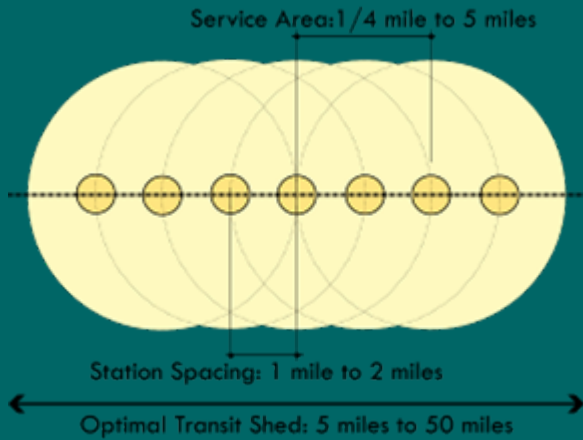


Premium Bus

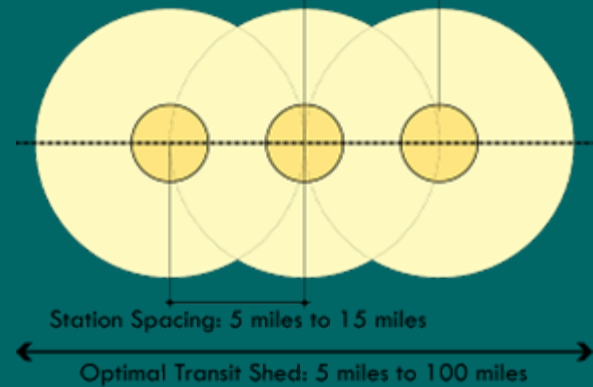




Light Rail



Service Area: 1/2 mile to 5 miles



Regional Rail

- **Locate Existing Landmarks and Activity Centers**

● Place an orange dot where you work, live, shop, and play



- **Connect the dots**

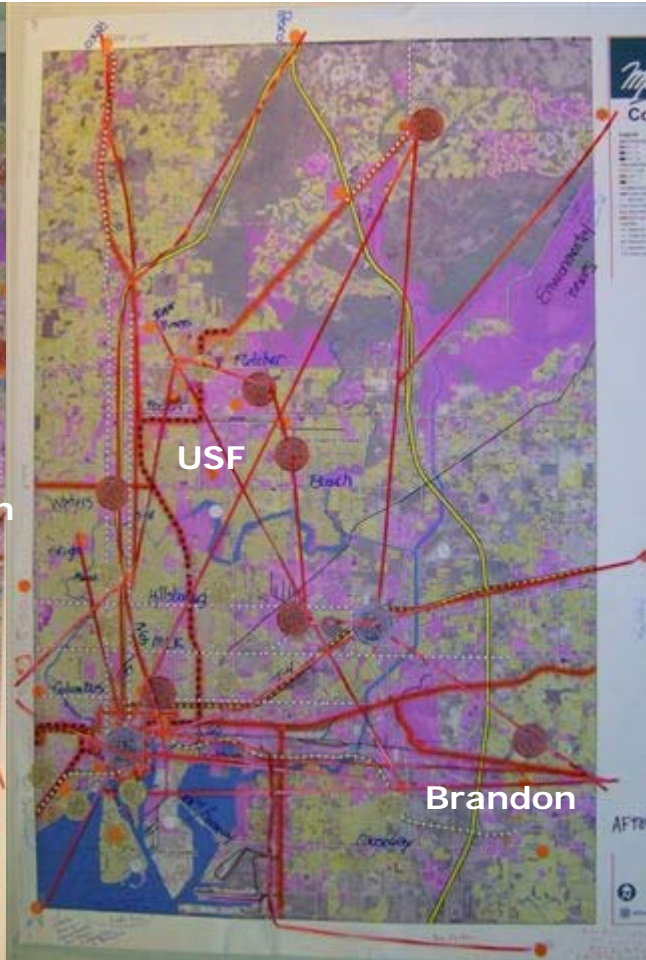
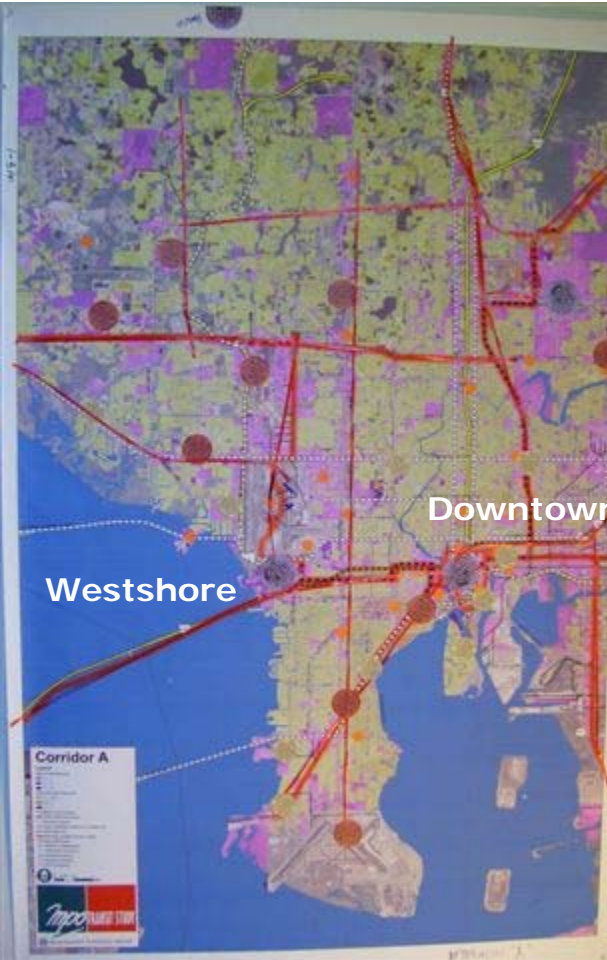
- Identify transit corridors



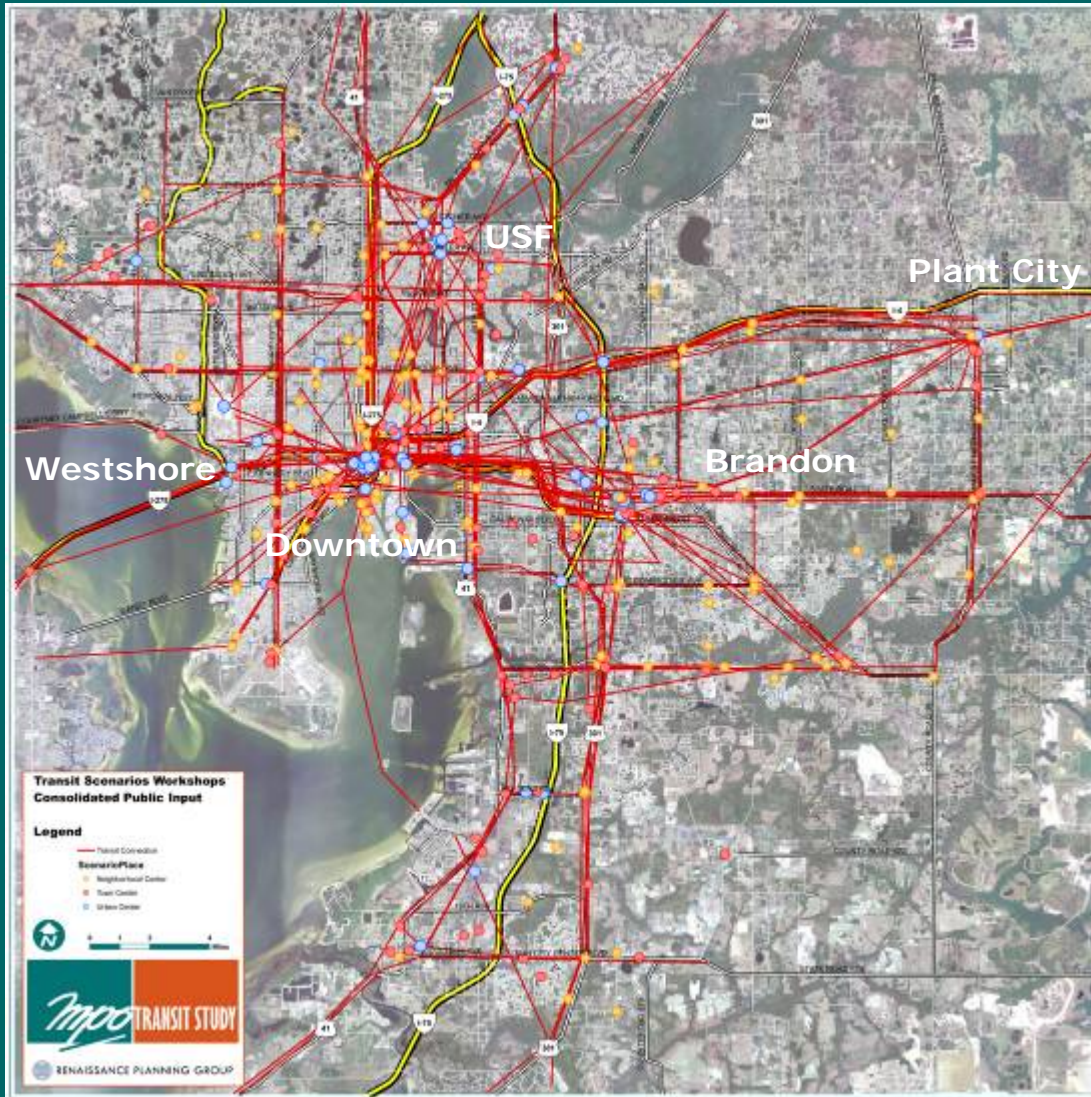
Placed Activity Center Chips



Transit Scenario Workshop Exercise Boards Results



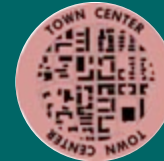
Transit Scenario Workshop Consolidated Results



Transit



Neighborhood Center



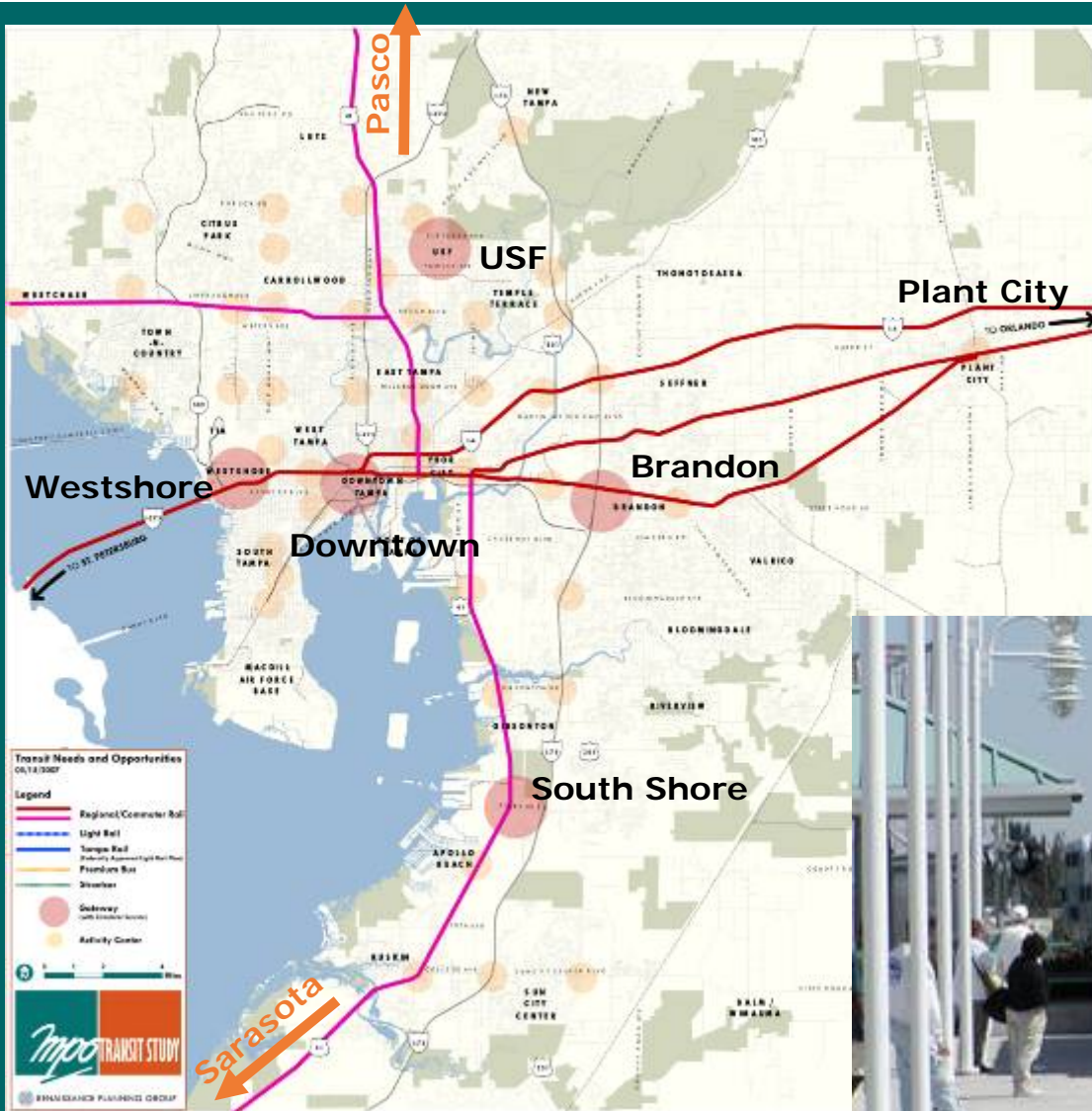
Town Center



Urban Center



Regional Rail Opportunities



Lakeland & Orlando

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



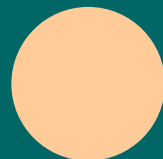
North Pinellas

St Petersburg

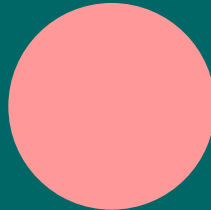
Light Rail Opportunities



- New Track or Existing Track
- Continuous Service
- Links Major Centers



Activity Center



Gateway

Premium Bus Opportunities



- Dedicated Lane or Traffic Priority
- Express Service
- "Like-Rail" Bus

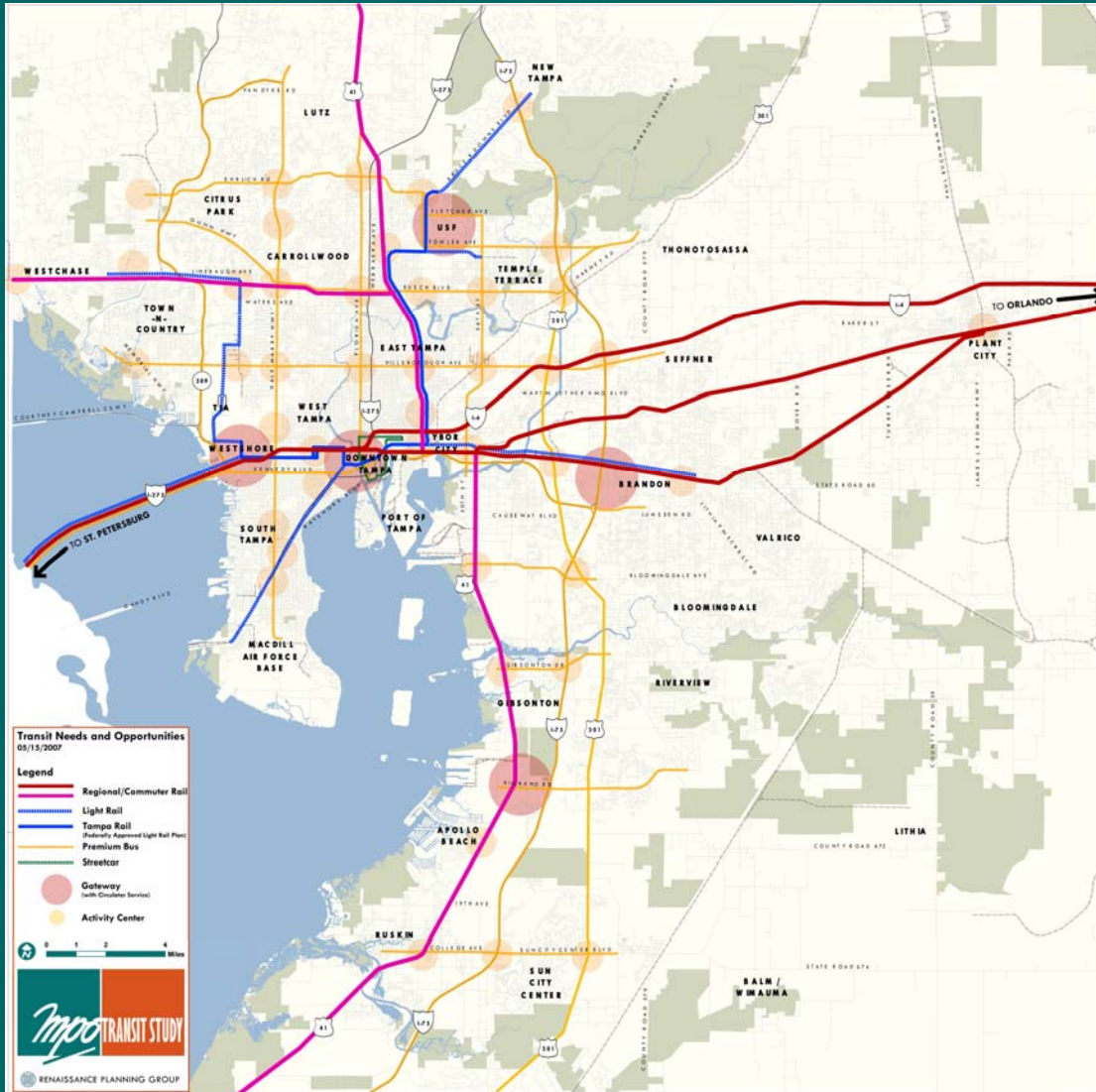


Activity Center



Gateway

Transit Needs & Opportunities





- **Guiding Principles**
- **System Capacity**
- **Land Use Strategies**
- **Scenarios**



- **Guiding Principles**
 - **Mobility**
 - **Land Use**
 - **Environment**
 - **Economic Vitality**



- **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



- **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



- **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



- **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



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



TRANSIT STUDY

Facilitated Discussion

Whit Blanton, AICP – Renaissance Planning Group