

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



Charlotte NC
26 February 2005
© 2005 Jen Bell

Charlotte



Houston

Albuquerque



San Diego

Flexibility = Opportunities



Grandparents



Young Families



Single Parents

Transit Friendly Development

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

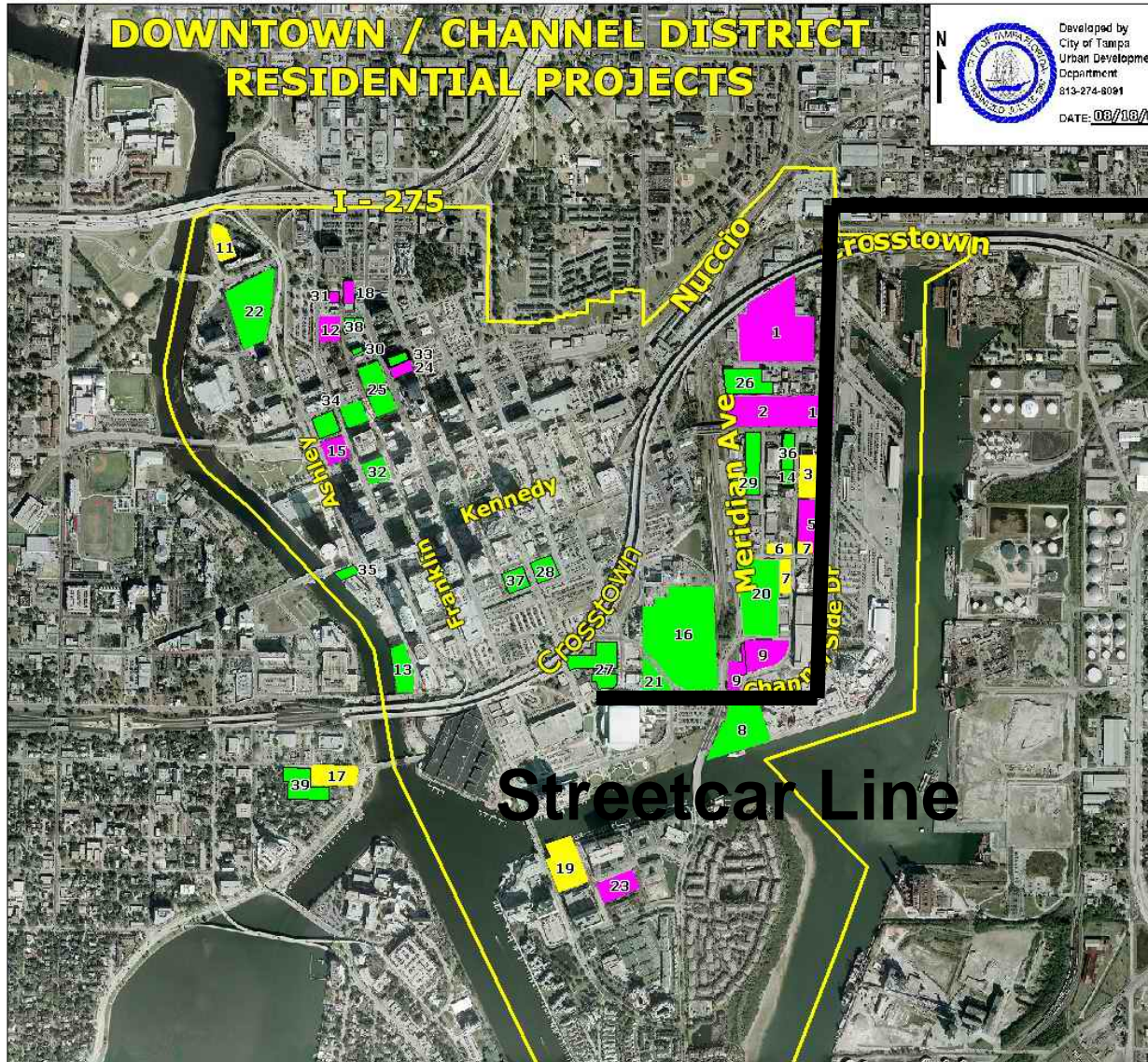
Walkable Communities



West Park Village

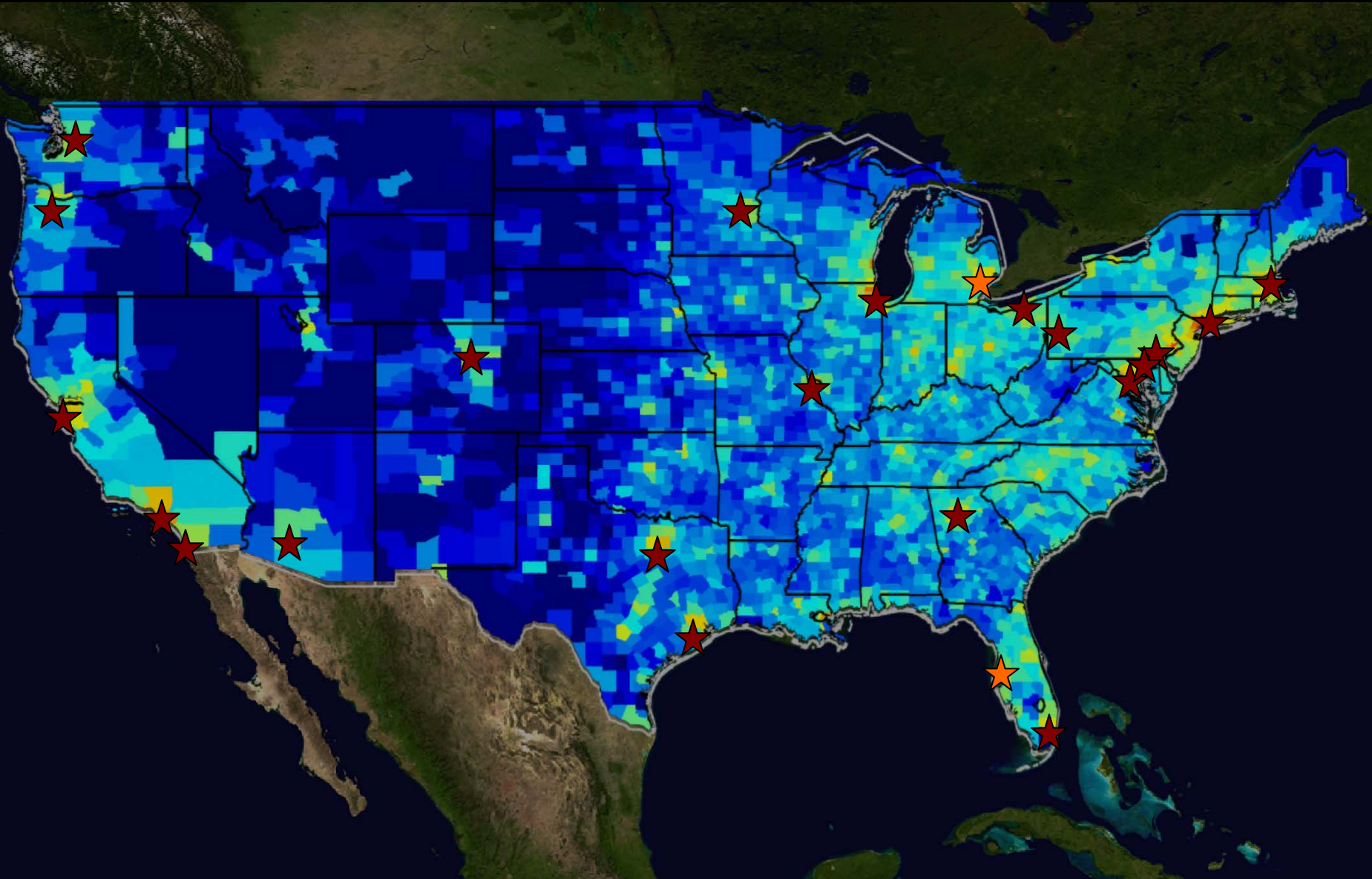


Downtown Tampa – Channel District



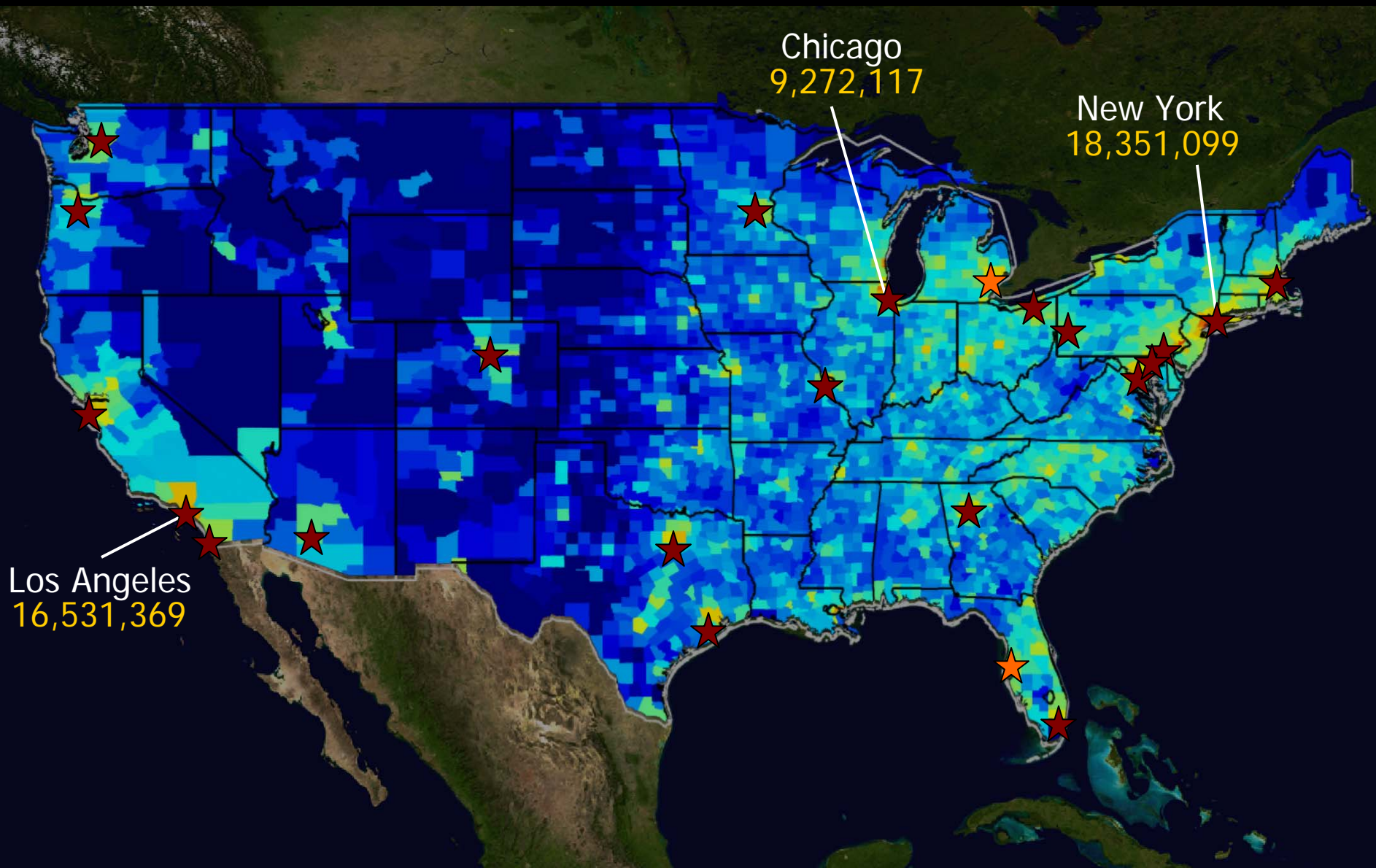
1. Seaport Channelside
5 story 422 Apartments
800-2000 sq ft rental \$1.49/sq foot
 2. Grand Central @ Kennedy
Bldg 1 = 12 story, 196 condos
Bldg 2 = 14 story, 196 condos
600-2100 sq ft \$142k-\$550k
 3. Channelside 212 lofts
2 Story 28 loft&town
1100-2500 sq ft \$155k - \$305k
 4. 1000 Channelside
4 story 10 condos
1500-2600 sq ft \$300k+
 5. The Place @ Channelside
Phase 1 - 8 Story 244 condos
Phase 2 - 32 Story 196 condos
600-3700 sq ft \$189k-1 mil+
 6. The Meridian
6 story 37 loft/condos
885-1900 sq ft \$223-\$514k
 7. Victory Lofts 2 bldgs
4&7 story, 89 condos
800-3500 sq ft \$160-\$850k
 8. Downtown Channelside 2 bldgs
30 story, 250 condos
1700-2400 sq ft \$300k-\$500k
 9. The Towers @ Channelside 2 bldgs
29 story, 257 condos
1130-4852 sq ft \$290k-\$4 mil
 10. Ventana 2 bldgs
11 story, 84 condos
1143-2660 sq ft 580k - \$1.4mil
 11. Arts Center Lofts
5 story, 42 condos
742-1483 sq ft \$145,926-\$290,000
 12. Residence of Franklin St.
8 story, 40 lofts,
1034-2375 sq ft \$230k-\$700k
 13. Trump Tower Tampa
52 story, 190 condos
1951-6150 sq ft \$750k-\$5 million
 14. Lafayette Lofts
6 story, 30 lofts
1000-1600sq ft \$300-\$500k
 15. Skypoint
32 Story 400 condos
725-1400 sq ft \$170k - \$330k +
 16. 02 at Pinnacle Place
O N H O L D
 17. Parkside@One Bay Shore
17 story, 103 condos
1120-3700sq ft \$269k-\$1.4mil
 18. The Arlington
2 story, 11 condos
660-1600 sq ft \$147k-\$325k
 19. Park Crest
9 story, 336 condos
929-2122sq ft \$169k-\$809k
 20. Seaboard Square 4 bldgs
6 story, 370 condos
800-3000 sq ft \$250k-\$800k
 21. The Plaza @ Channelside
30 Story 251 condos
1100-7600sq ft \$310k-\$4.6 mil
 22. Denholtz/Gateway 3bldgs
16,25,40 story, 600 condos
1100-5000sq ft \$250k - 2mil
 23. The Plaza at Harbour Island
20 Story, 142 Condos
1100-4300 sq ft \$500k-\$3 mil
 24. Floridan Hotel Redevelopment
220 Rooms
 25. Kress Redevelopment, 3 bldgs
Bldg 1 44 Story, 574 Condos
Bldg 2 27 Story, 296 Condos
Bldg 3 24 Story, 105 Condos
600+ sq ft \$150 - \$350k
 26. The Martin
22 story, 321 condos
646-1220sq ft \$210k - 520k
 27. Crescent Heights
6 story, 819 condos
850-2500sq ft \$195k - \$1.5 Mil
 28. Seasons Residence
51 story, 410 condos
910-4000sq ft \$250k - 2mil
 29. Cobalt Project
8 story, 280 condos
Unknown sq ft \$Unknown
 30. Carriage House
4 story, 12 condos
1,000-1,300 sq ft \$400k
 31. Franklin Street City Lofts
4 story, 4 condos
2985-3277 sq ft \$800k-\$900k
 32. Six Ten Franklin (Maas Bros)
33 story, 500+ condos
516-1165 sq ft \$300k+
 33. Tampa City Lofts
37 story, 250 Condos
Unknown sq ft \$200k+
 34. Novare-Intown Project
Franklin 34 story, 386 Condos
Ahsley 34 story, 400 condos
646-2080 sq ft, unknown price
 35. Museum Tower
50 story, 215 Condos
Unknown sq ft, unknown price
 36. Finery Project
23 story, 256 Condos
Unknown sq ft, unknown price
 37. Tampa Condo II
51 story, 472 Condos
700-4000 sq ft, \$300k-\$2mil
 38. Royal Condos
27 story, 182 Condos
650-3800 sq ft, \$250-\$1.75mil
 39. C
28 story, 134 Condos
886-4132 sq ft, \$300-\$2.8mil
- | | |
|--|-------------------|
| Complete | Units <u>645</u> |
| Under Constr. | Units <u>2216</u> |
| Planned | Units <u>7907</u> |

The Top Metropolitan Areas by Population

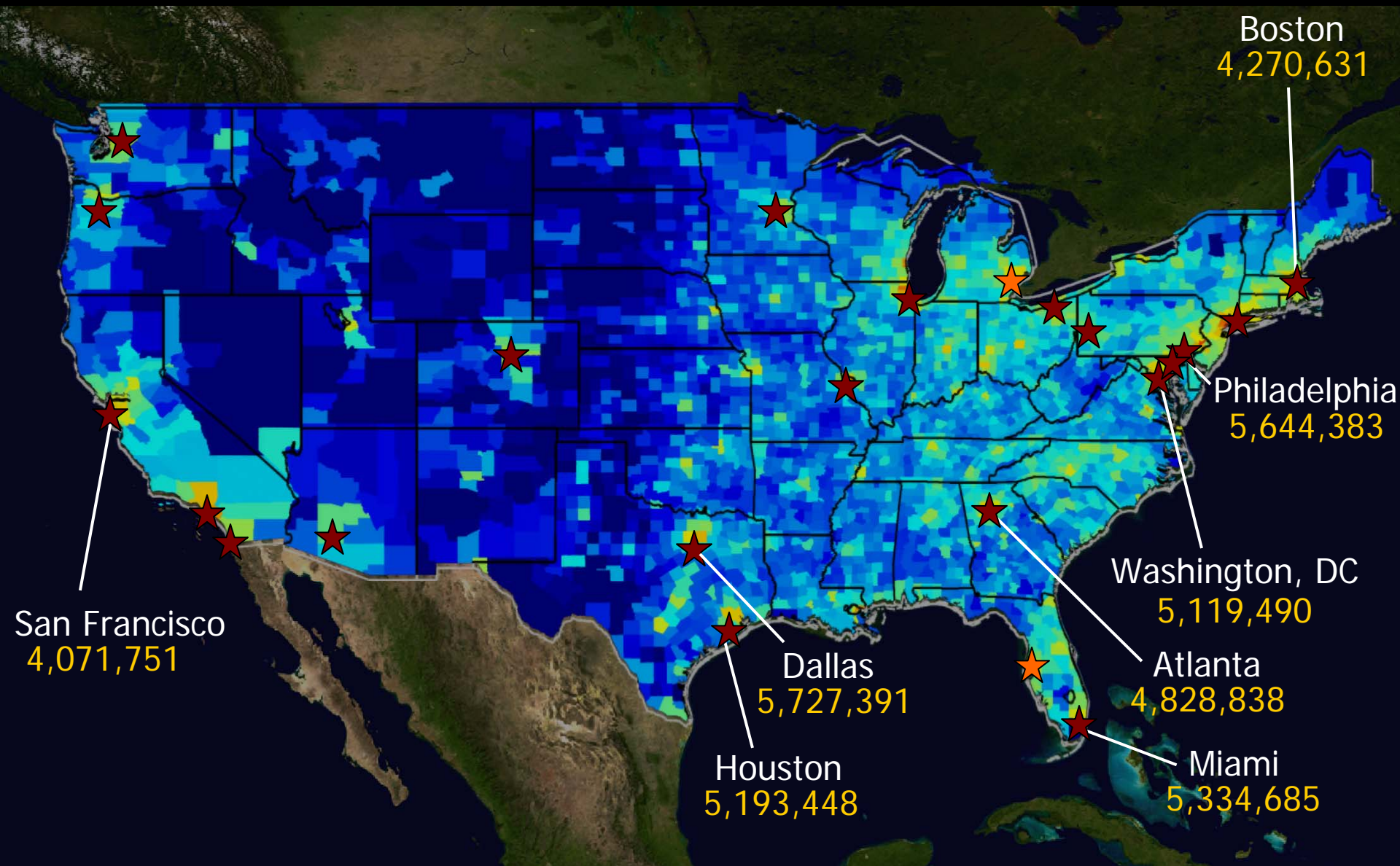


2005 American Community Survey Total Population

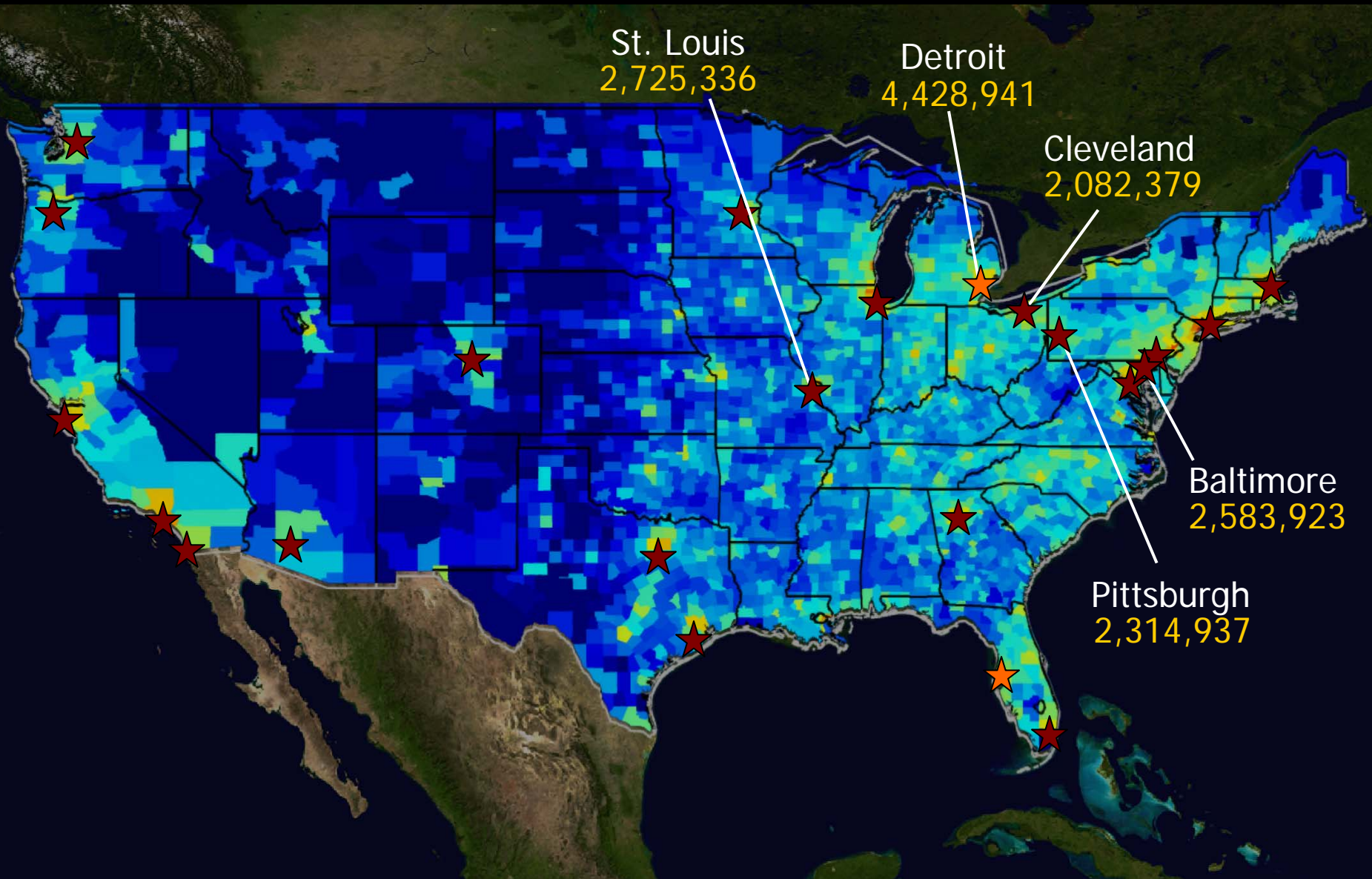
World Class Metropolitan Areas



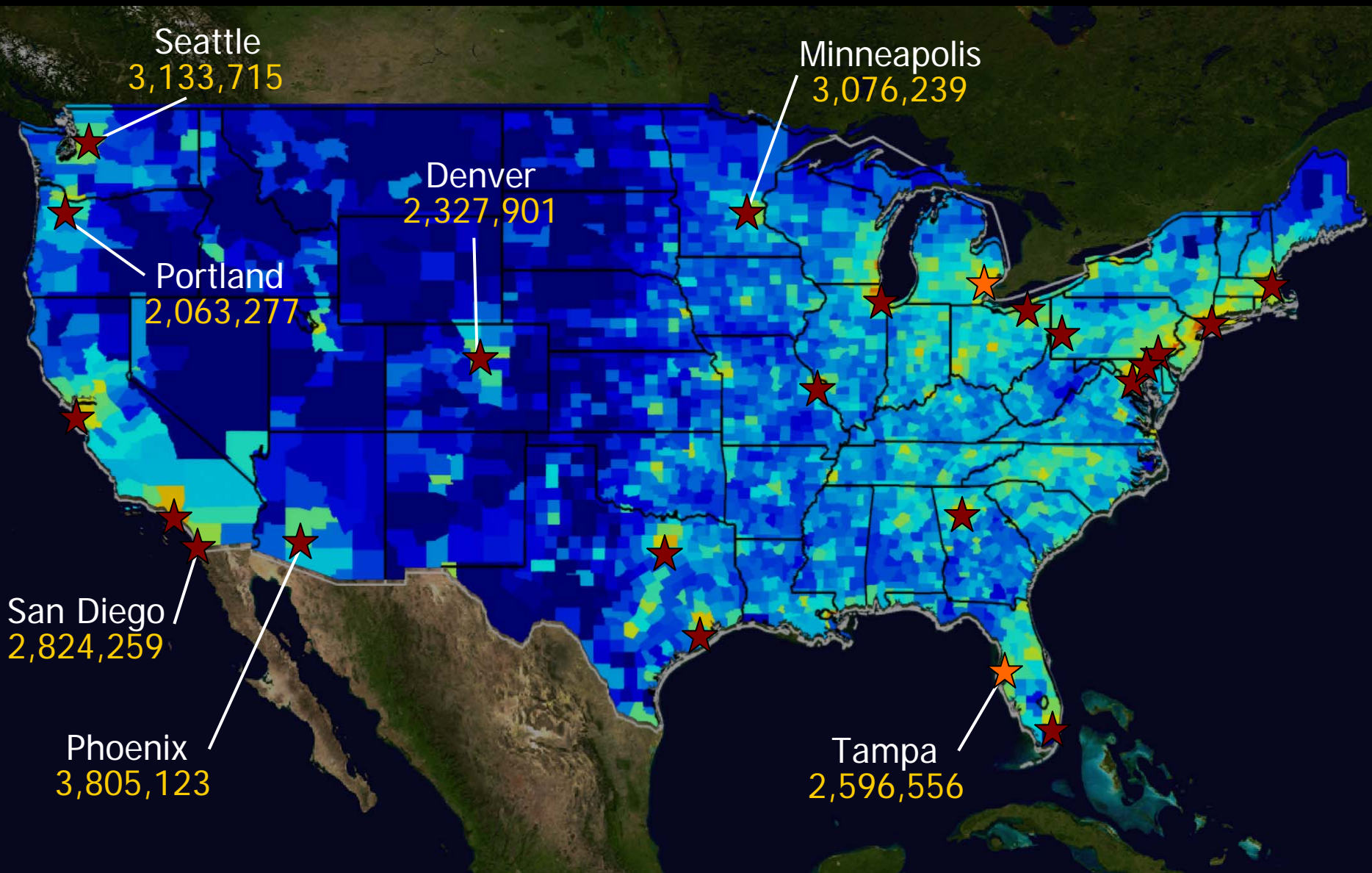
Other Metro Areas of National Significance



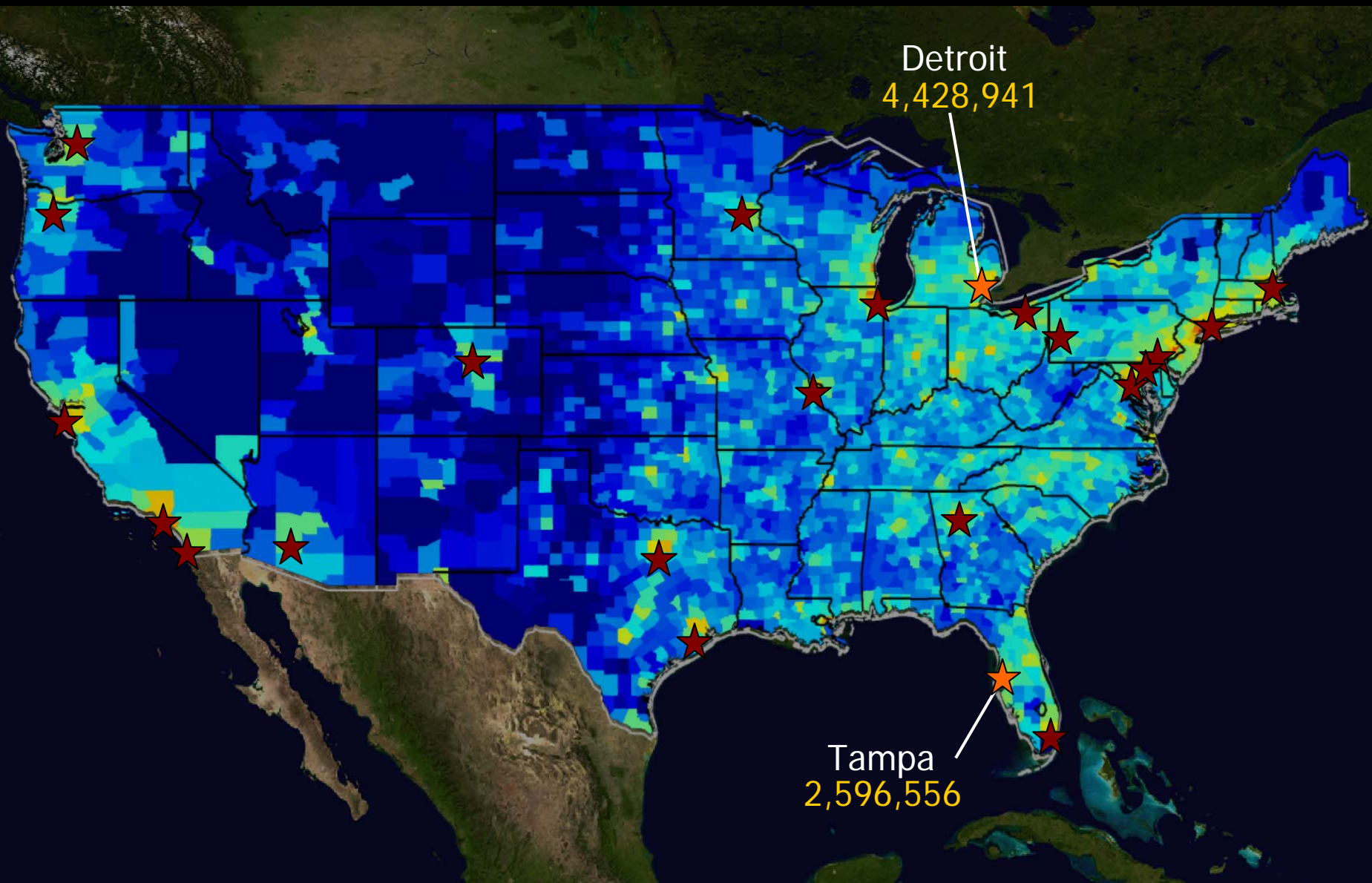
Older Established Major Metro Areas



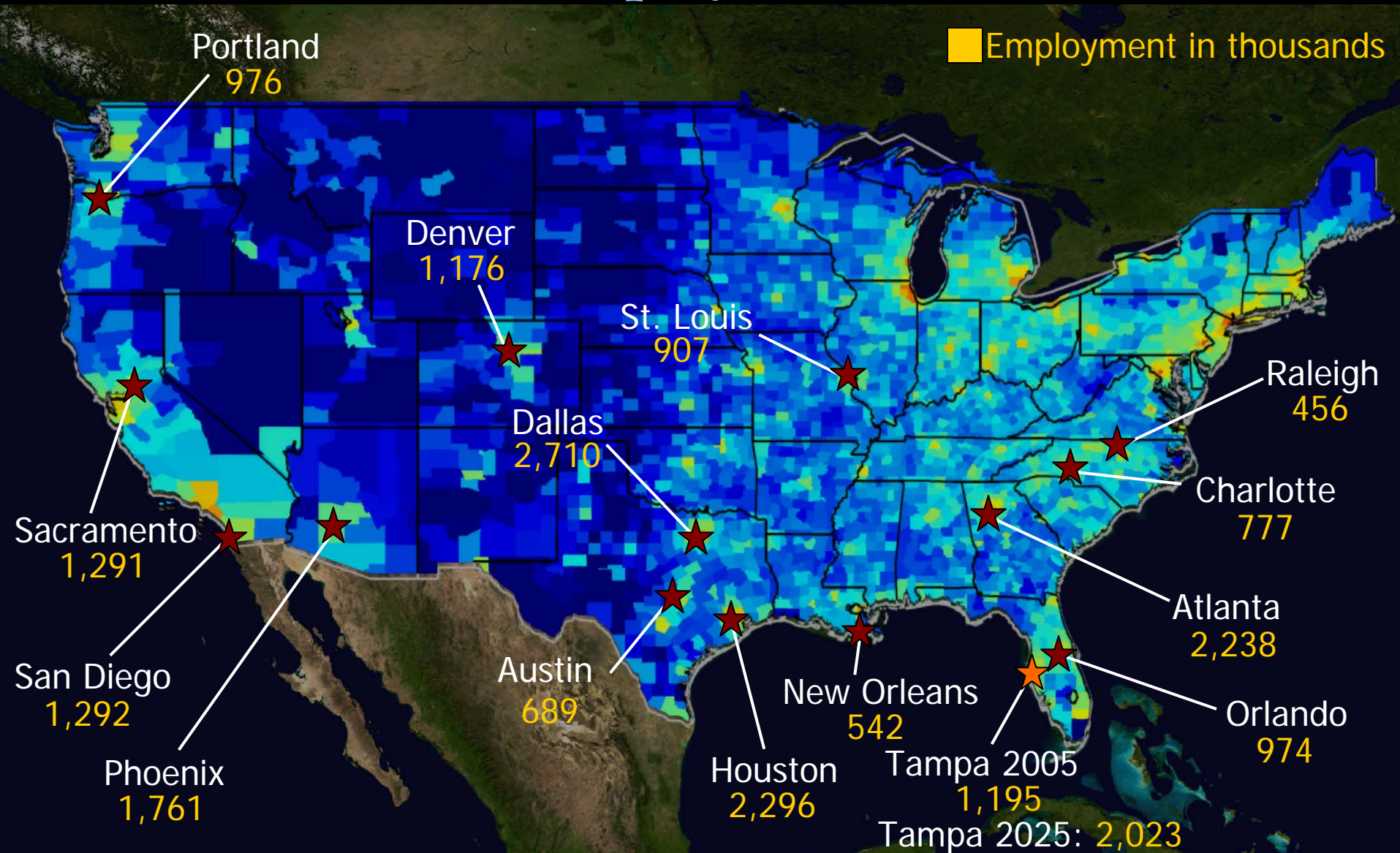
Emerging Metro Areas of National Significance?



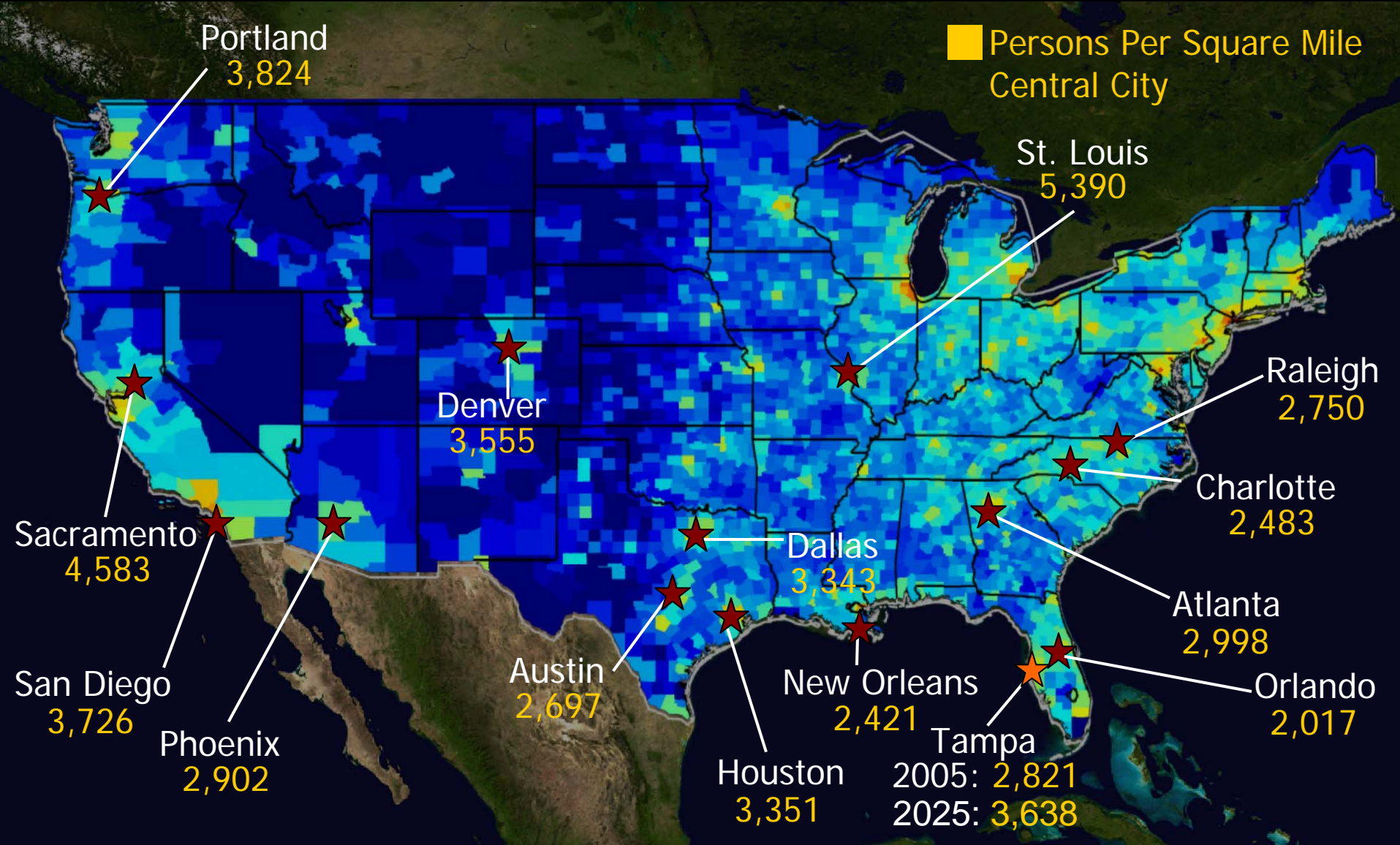
Top Metro Areas **without** Active Rail Initiatives or Existing Rail Systems



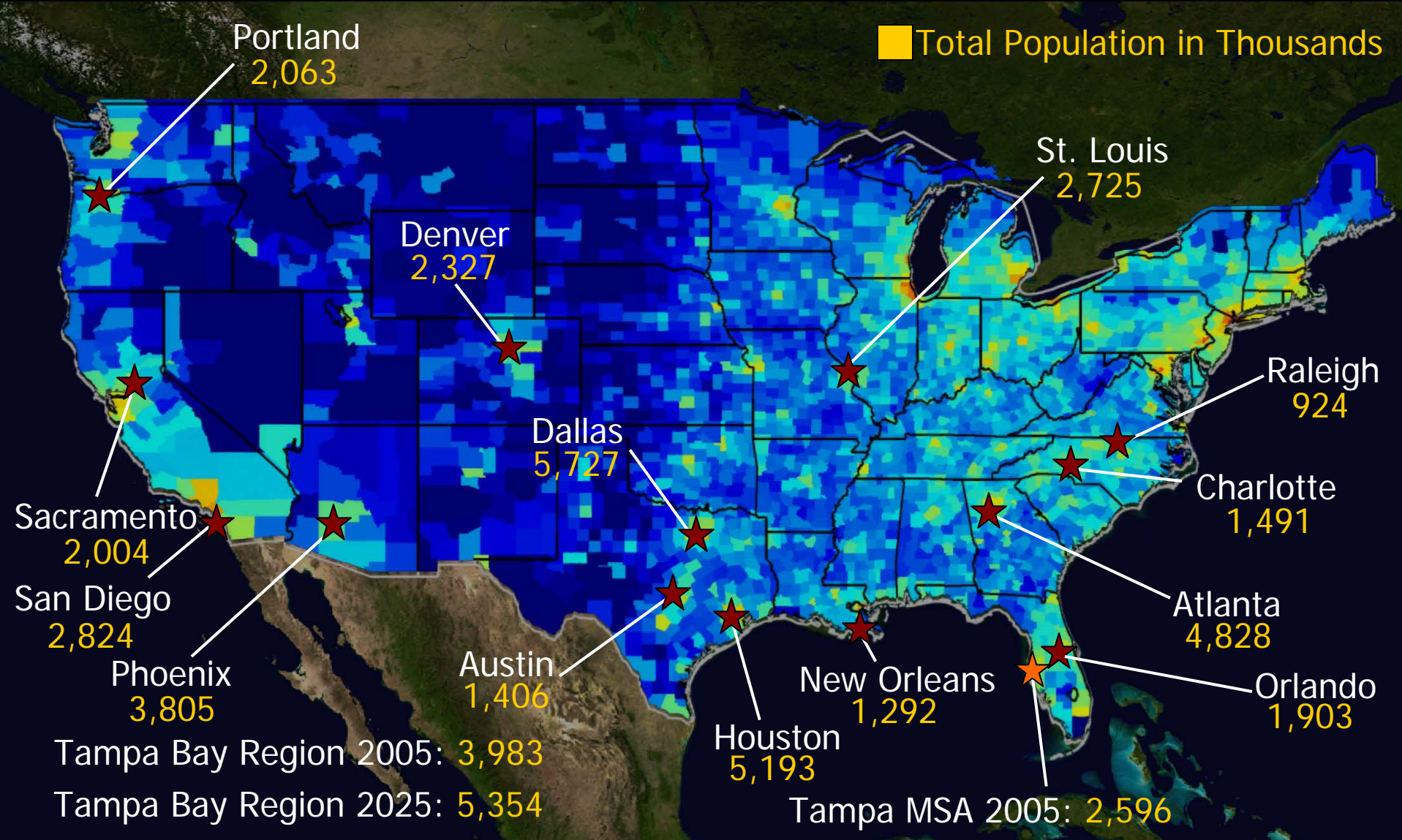
Comparable Areas with Planned or Existing Rail - Employment



Comparable Areas with Planned or Existing Rail – Population Density



Central Cities with Planned or Existing Rail - Population



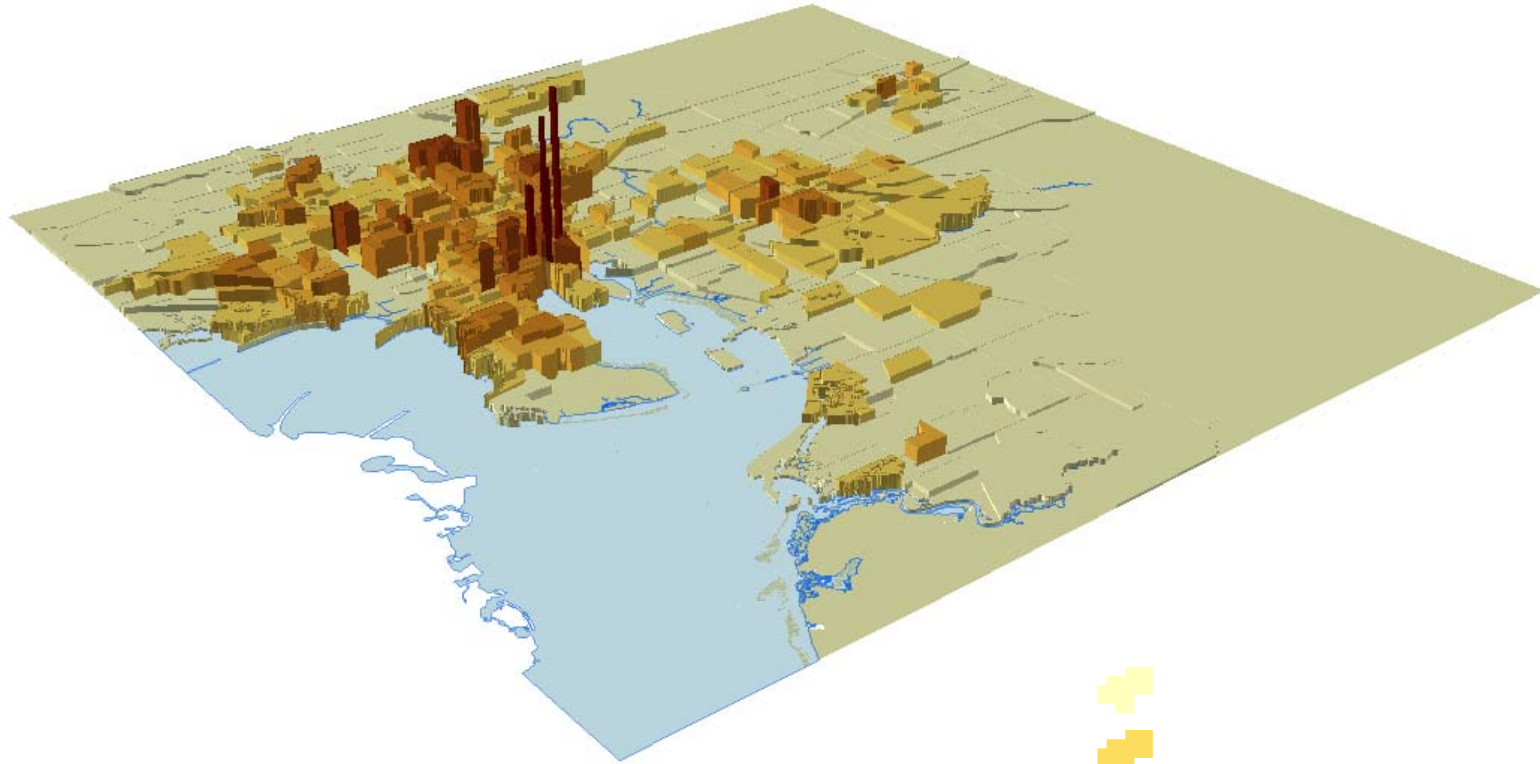
Where does Tampa Bay rank?

- Tampa Bay ranked 13th largest Television market
- Tampa Bay ranked 19th in population.
- Tampa and Detroit only two areas in top 25 without rail.

Tampa Bay and Surrounding Metro Areas 2005 and 2025 Population

	<u>2005</u>	<u>2025</u>
Lakeland MSA		
Polk	541,840	740,770
Sarasota-Bradenton-Venice MSA		
Manatee	304,364	443,380
Sarasota	367,867	505,400
	672,232	948,780
Tampa-St Pete-Clearwater MSA		
Hernando	150,784	218,900
Hillsborough	1,131,546	1,590,600
Pasco	404,898	610,370
Pinellas	947,744	1,060,100
	2,636,972	3,479,970
GRAND TOTAL	3,851,043	5,169,520

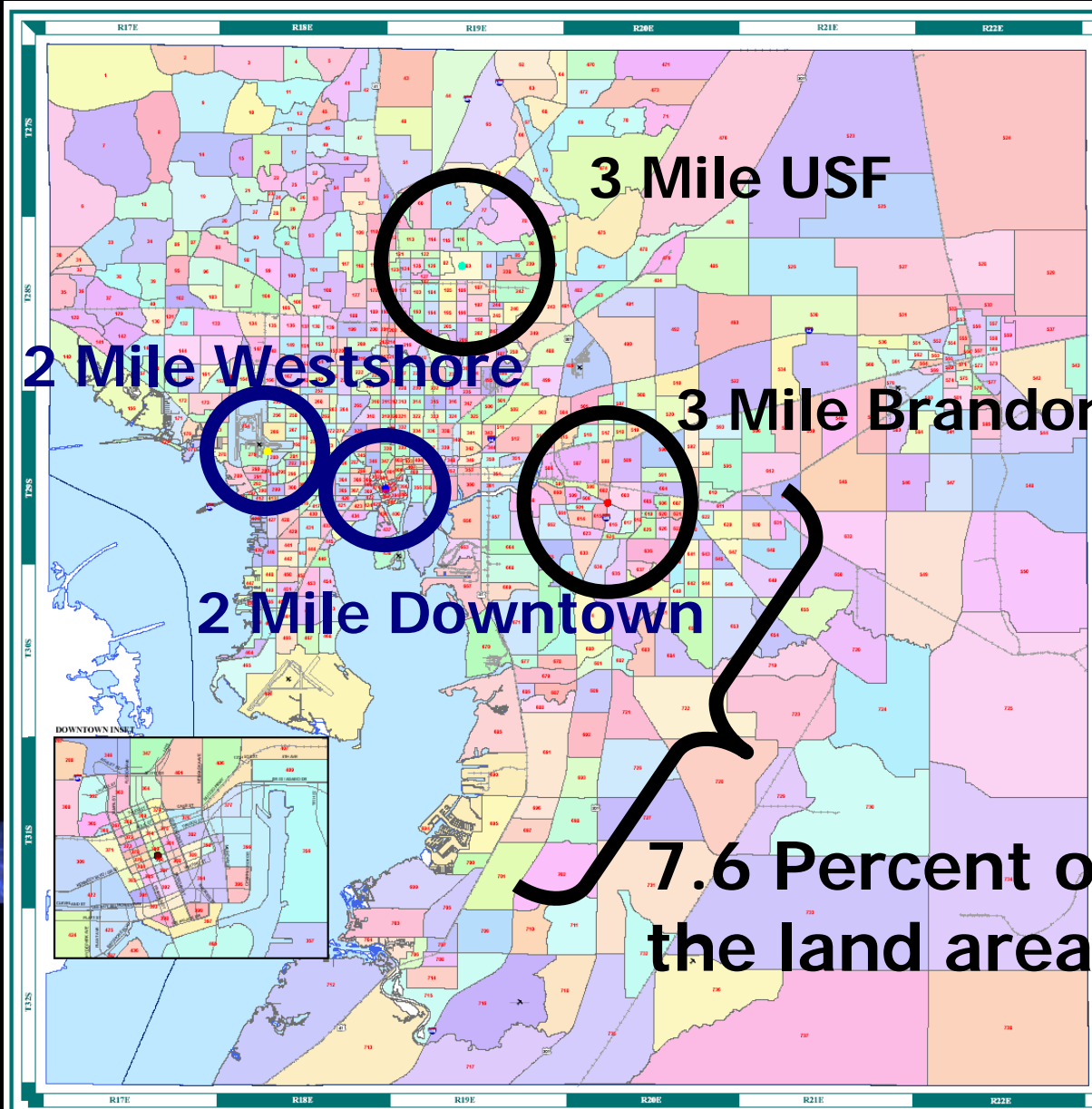
Population: Persons Per Acre - 2025



2025



Employment Centers - Population



Hillsborough County 2003 Traffic Analysis Zones



Hillsborough County MPO
County Center, 301 E. Hennepin Blvd., 10th Fl.
P.O. Box 1110 Tampa, Florida 33601-1110
813-271-5840 (813)-266-8100 (813)-272-4256 fax

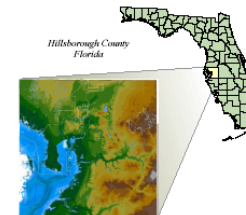
Legend

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

- Traffic Analysis Zone
- Water and Bay
- Streams/Rivers
- County Boundary
- Existing Roads
- Railroad
- Airports
- Airfields



Locator Map



Hillsborough County
2003 Traffic Analysis Zones
August 31, 2004

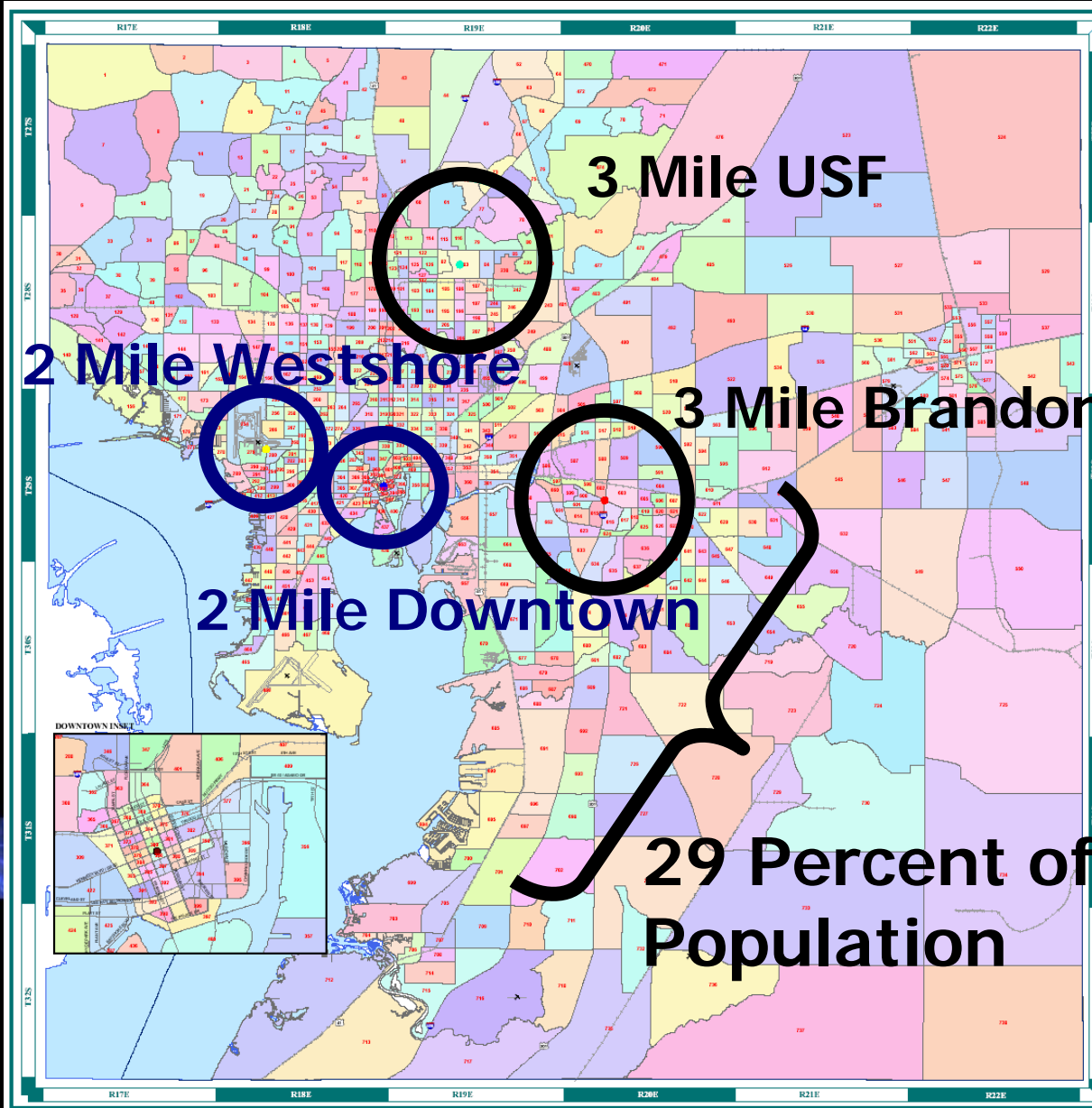
DATA SOURCES: Base map, roads, water from Hillsborough County City-County Planning Commission. Street Lines and Area from Hillsborough County Property Appraiser. Wetlands from SWFWMD. Significant Wetlands Derived from Planning and Development Management, based on satellite imagery. Only wetlands greater than 40 acres depicted.

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ACCURACY: It is assumed that the accuracy of the boundary overlay with U.S. National Map accuracy standards. However, such accuracy is not guaranteed by the Hillsborough County City-County Planning Commission. This map is for illustrative purposes only. For the most current data and information, see the appropriate source.

This document is: prepared by the contractor TAC/EC since 2003 TAC/EC Update-01 and Author: Roger W. Marlin - GIS Analyst

Employment Centers - Population



Hillsborough County 2003 Traffic Analysis Zones



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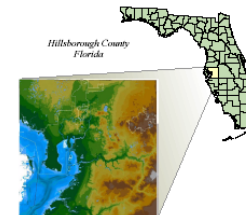
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Locator Map



**Hillsborough County
2003 Traffic Analysis Zones**
August 31, 2006

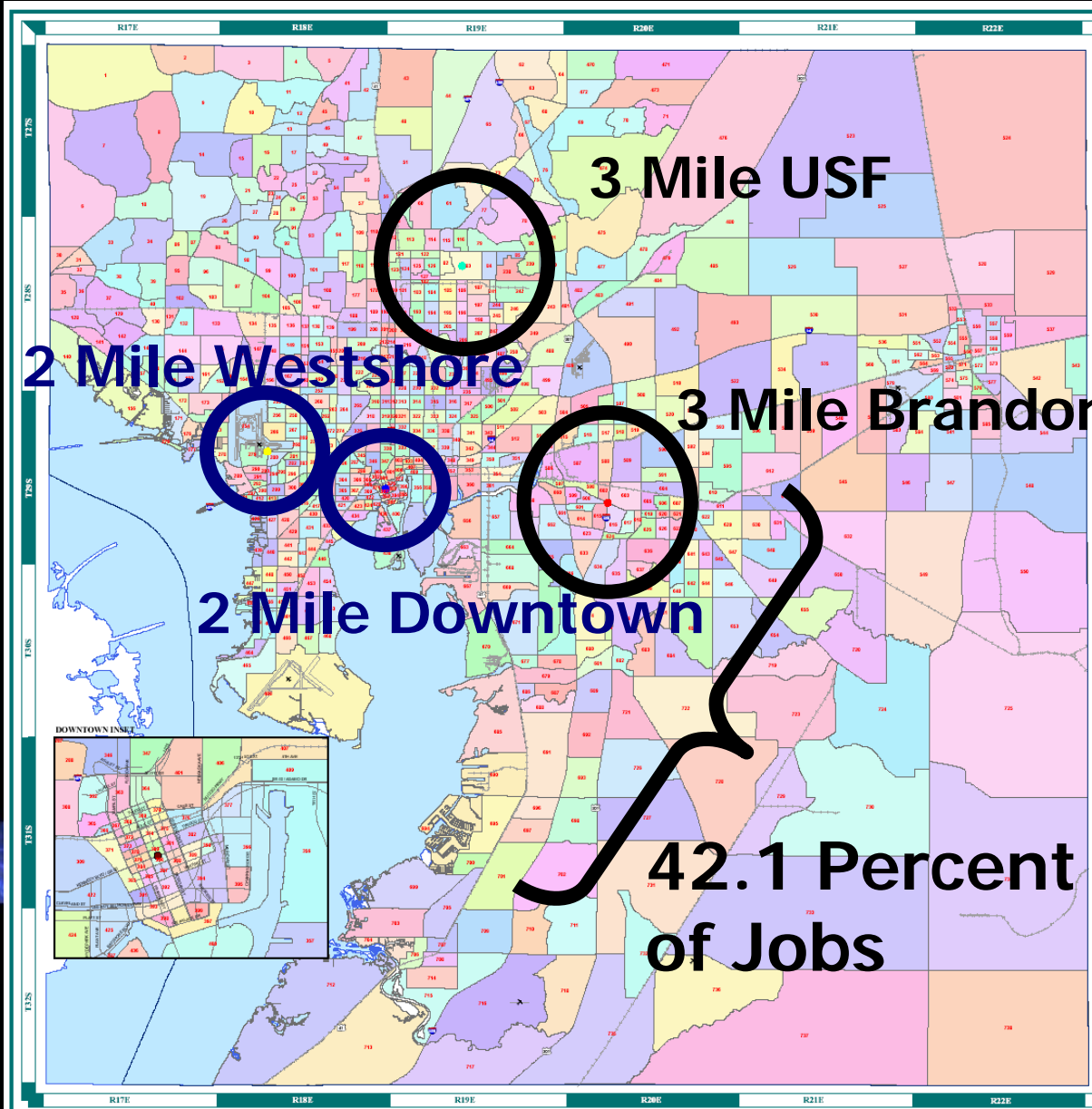
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This document is: **approved for publication** TMAZ: June 2003 TMAZ Update-01 and Author: Roger W. Marlin - GIS Analyst

Employment Centers - Population



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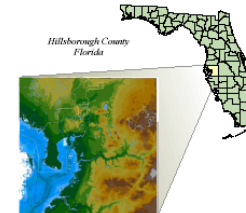
Legend

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This document is: 1) unapproved for publication; 2) dated from 2003 TAZ Update-01 and Author: Roger W. Marlin - GIS Analyst

Employment Centers - Population

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

Employment Centers - Population

Total	2004	2025	2025 Percent
Empl.	318,760	471,753	42%
Pop.	222,093	300,324	29%
Land Area			07%

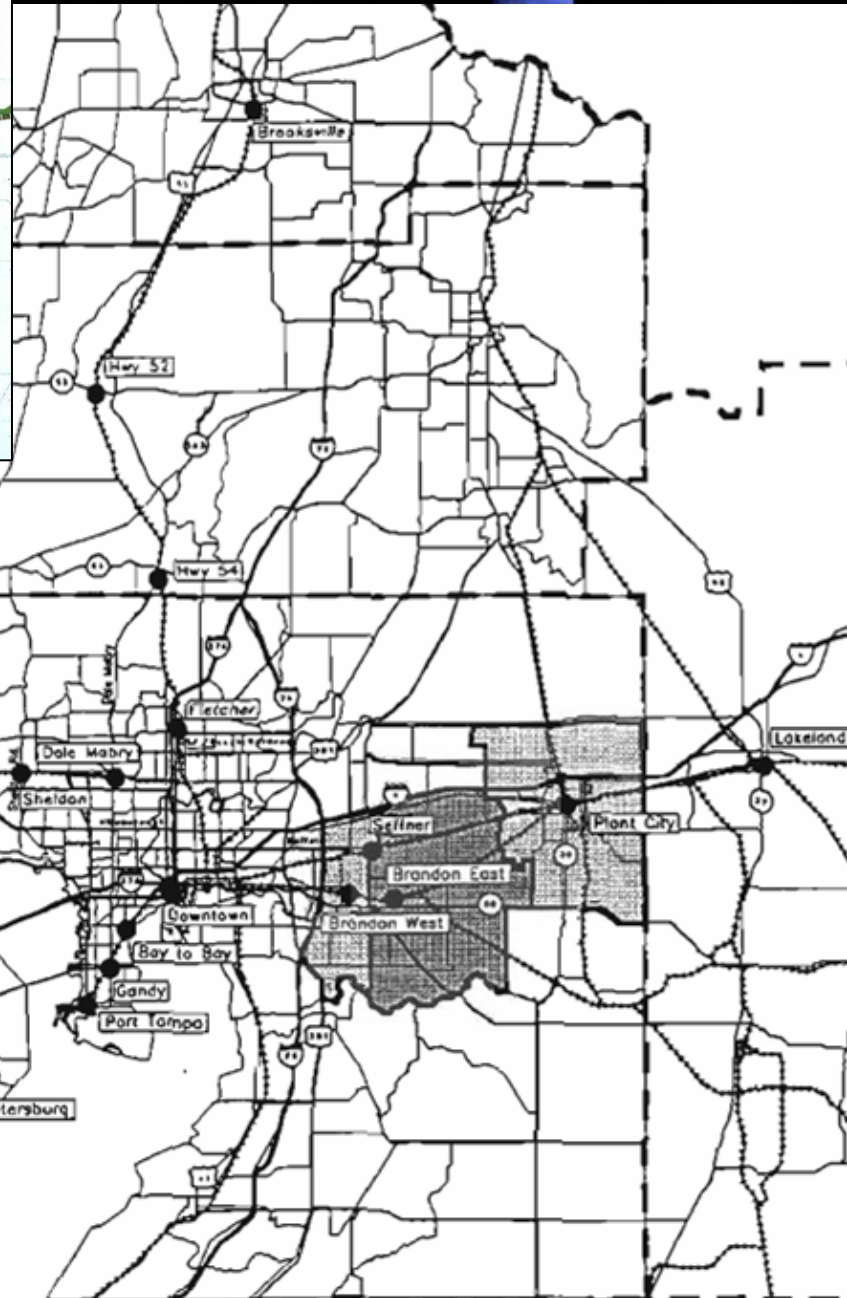
Long Range Transit Planning

Regional Corridors and Hillsborough Connections



MPO Citizens Advisory Committee Perspective, Spring 2005

- The long-term vision for public transit in Hillsborough County is ready for a new direction.

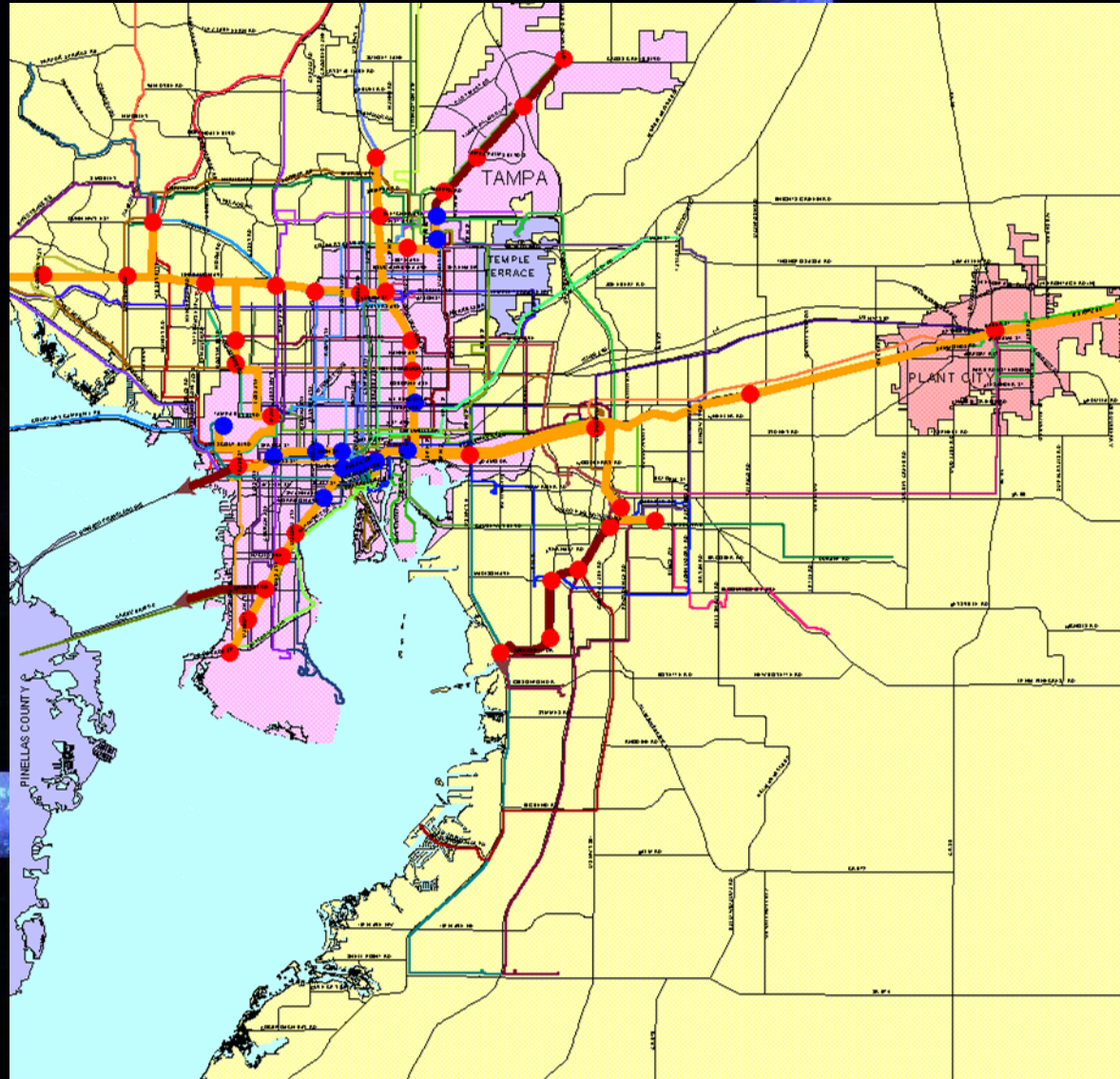


Stepping Stones

- Tampa Bay Commuter Rail Authority's Tampa to Lakeland Feasibility Study, 1993

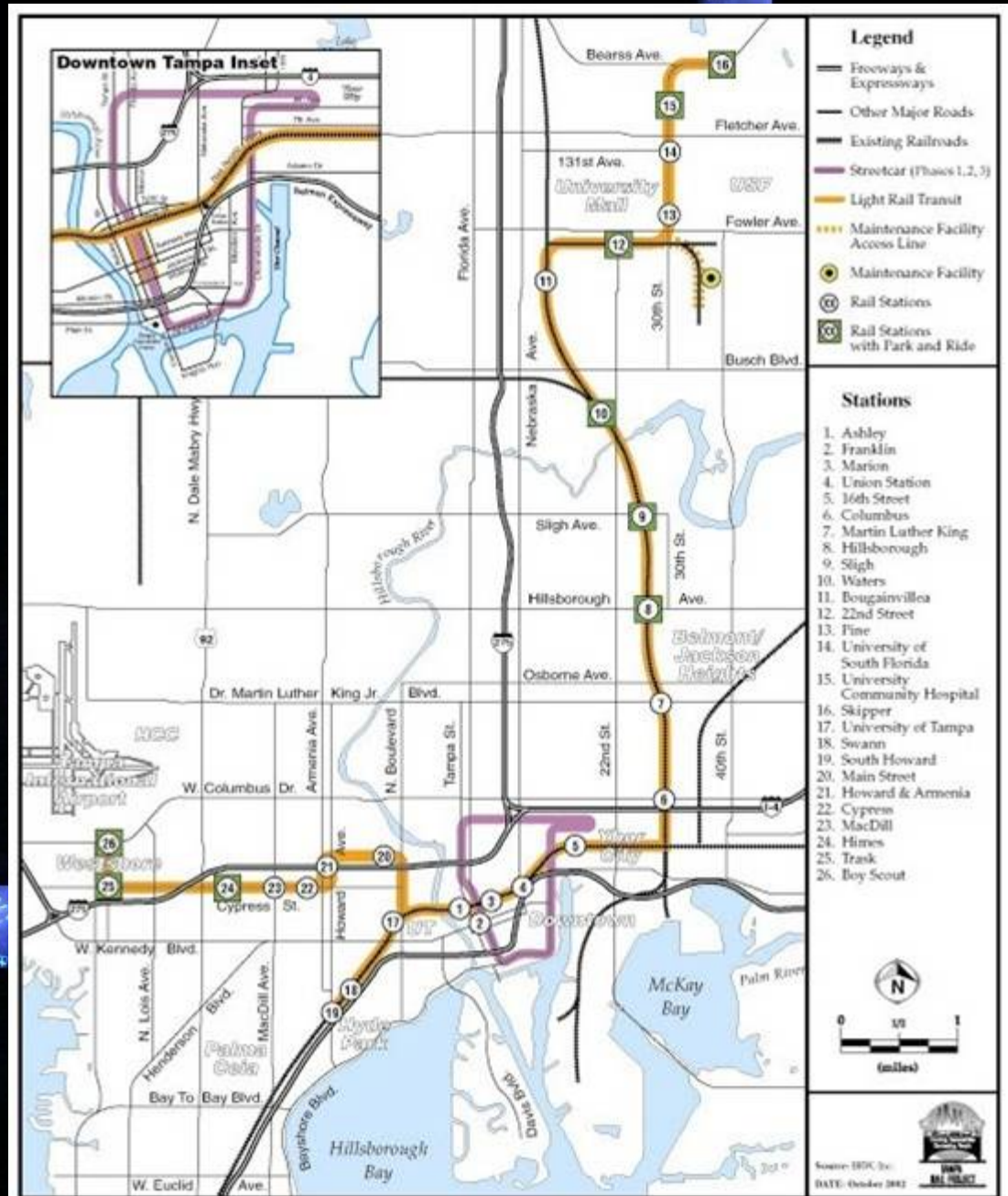
Stepping Stones

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



Stepping Stones

- Tampa Rail Project FEIS
- Record of Decision, 2003

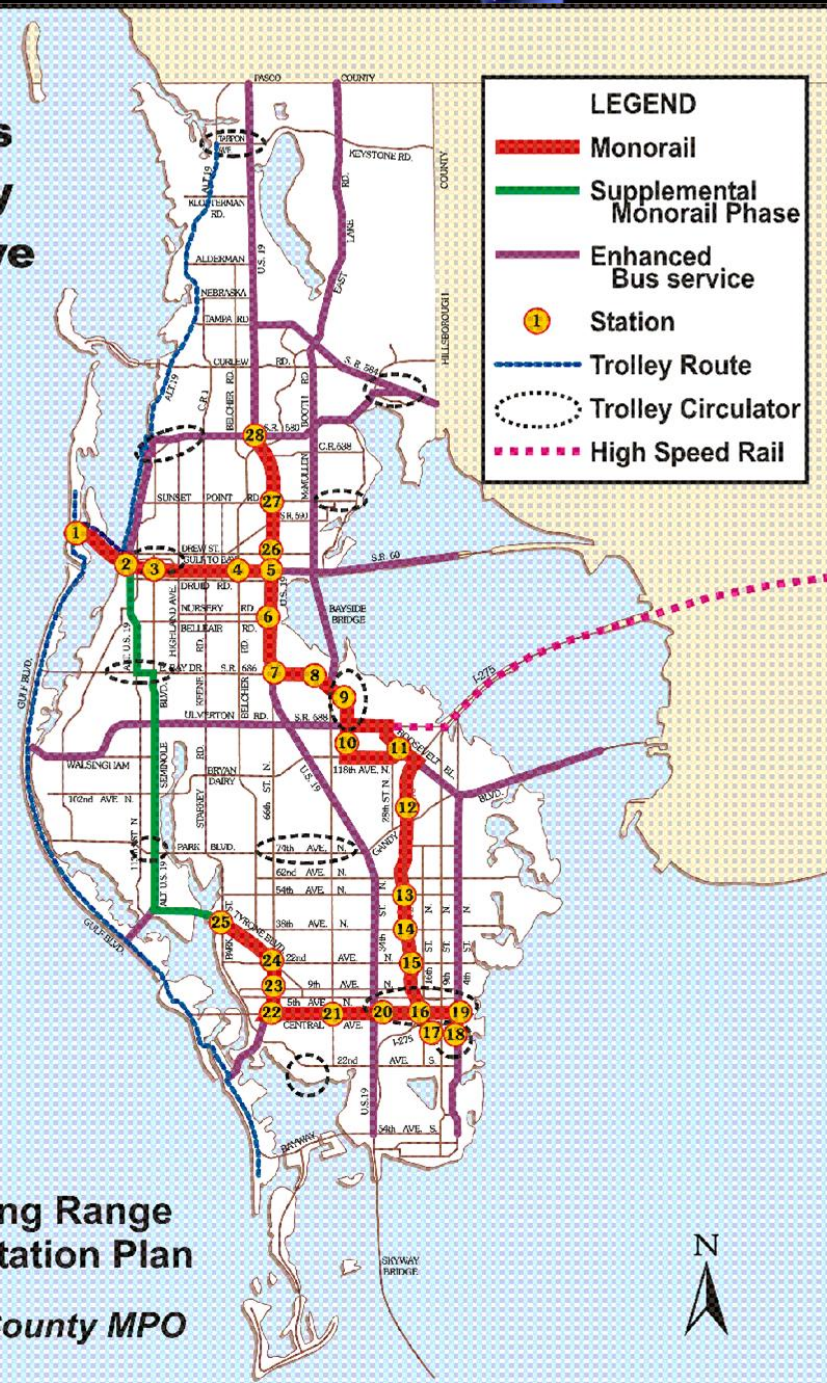
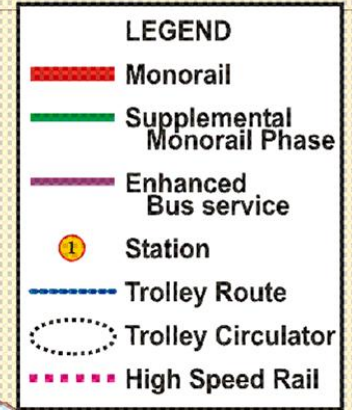


Stepping Stones

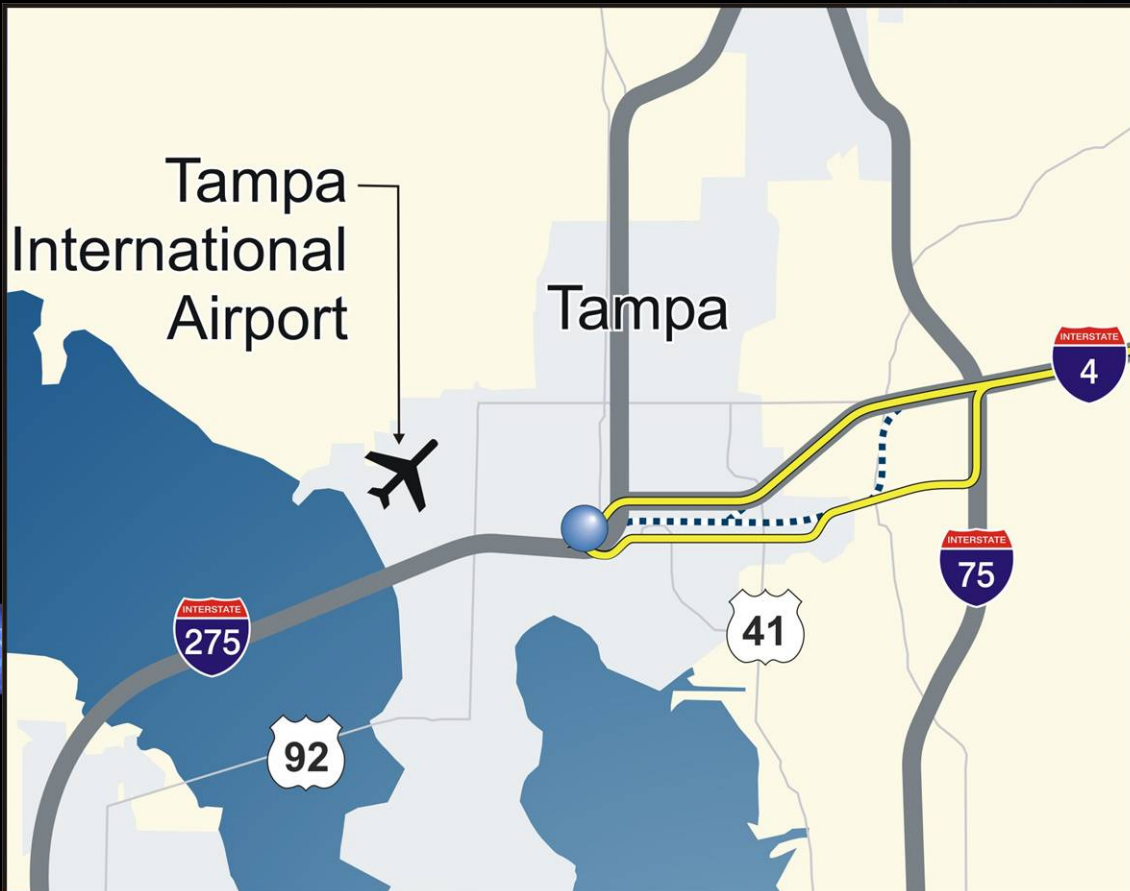
- Pinellas Mobility Initiative, 2003
- Pinellas Long Range Transportation Plan, 2004

Pinellas Mobility Initiative

2025 Long Range Transportation Plan
Pinellas County MPO



Stepping Stones



- High Speed Rail Authority Tampa-Orlando Corridor
- FEIS Record of Decision 2004

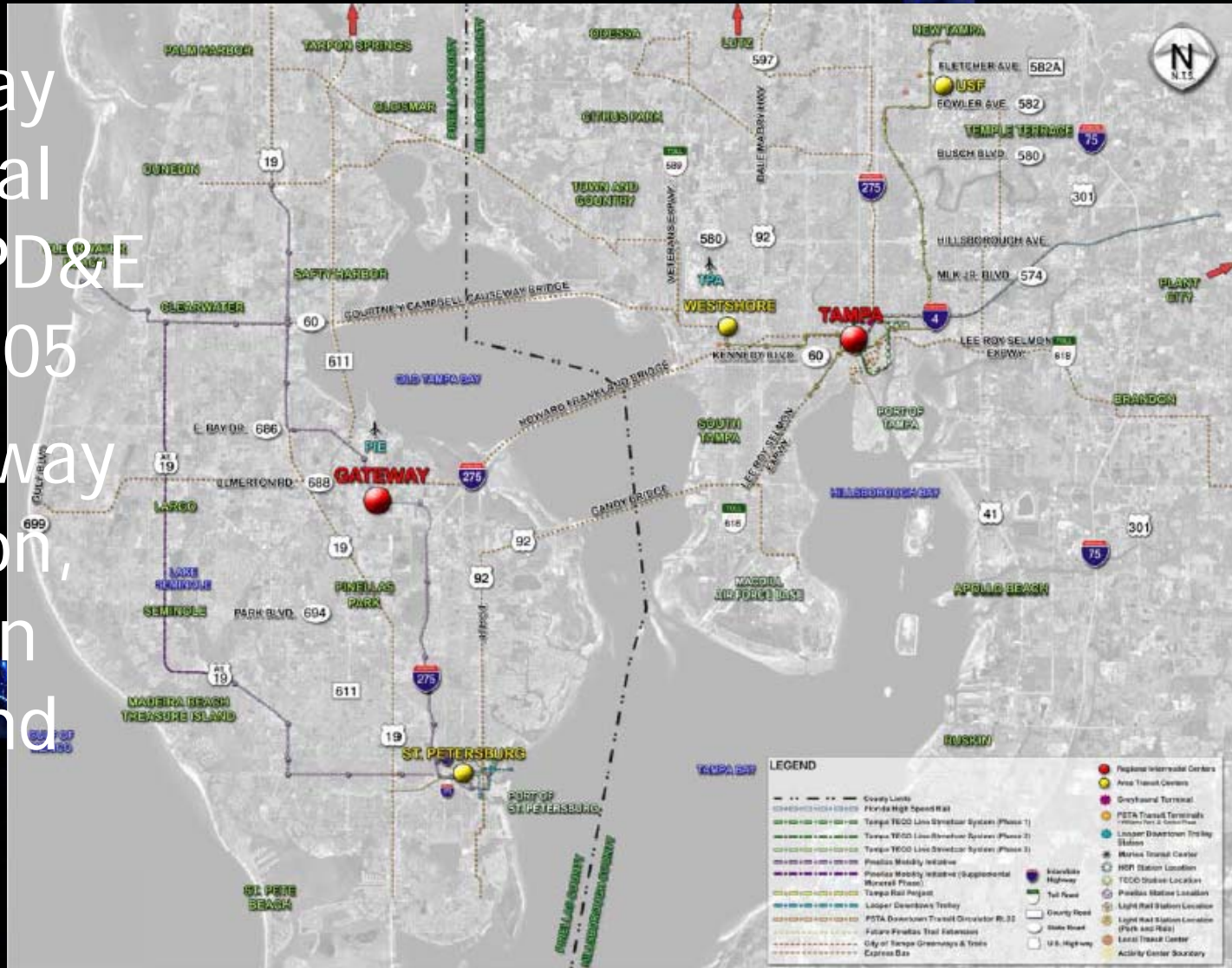
Stepping Stones

- CCC Regional Long Range Transportation Plan, 2004

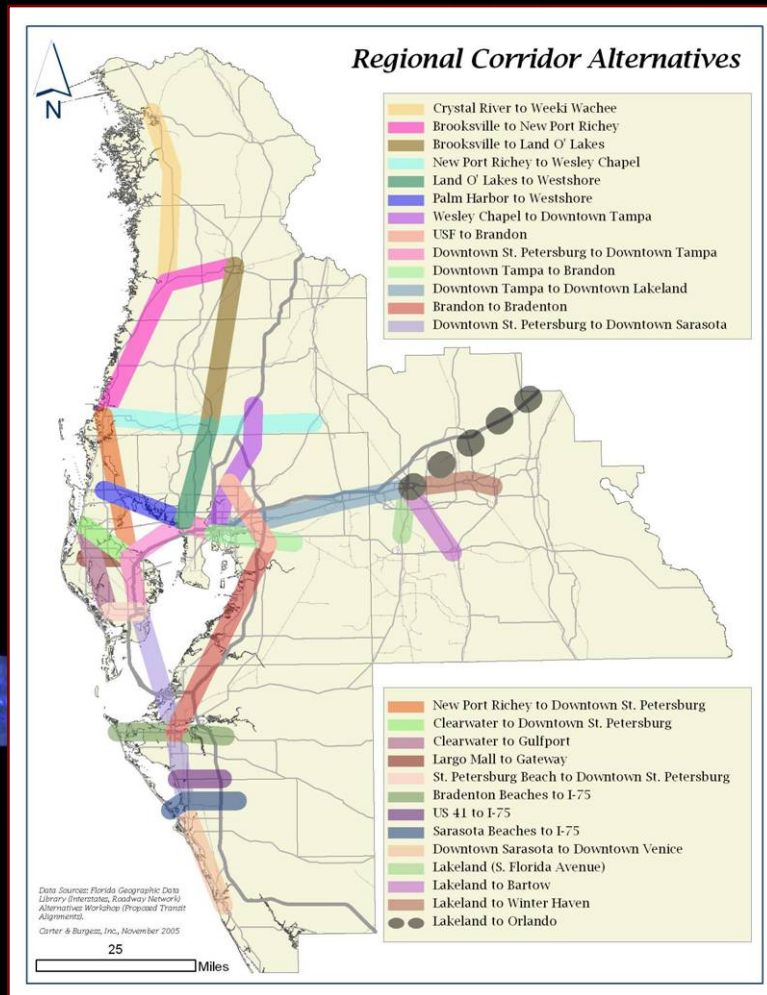


Stepping Stones

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



Stepping Stones

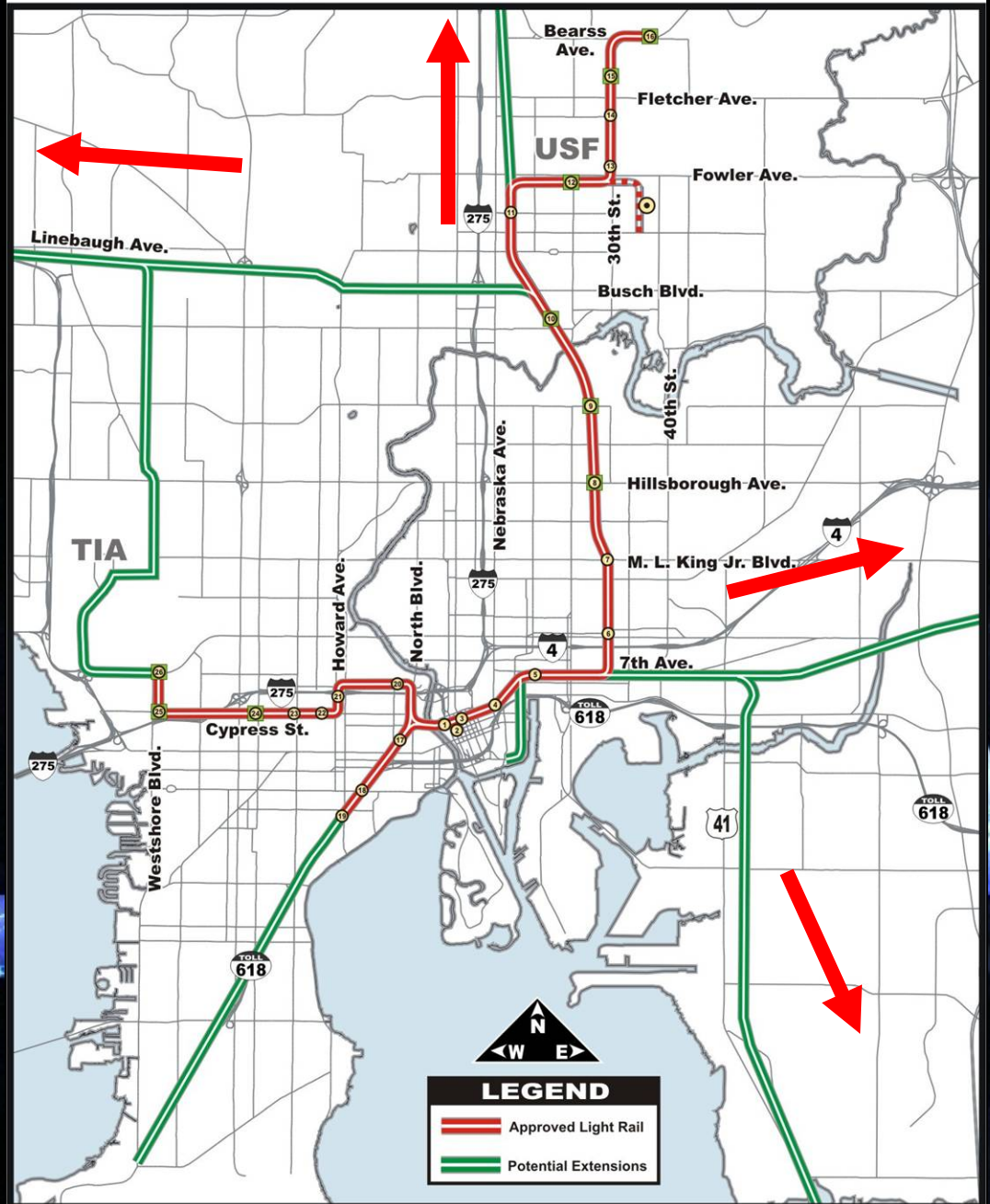


- Strategic Regional Transit Needs Assessment, 2006

Stepping Stones

- Tampa Mayor Iorio Position Statement 2006

2002 Tampa Rail with Extensions



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.”

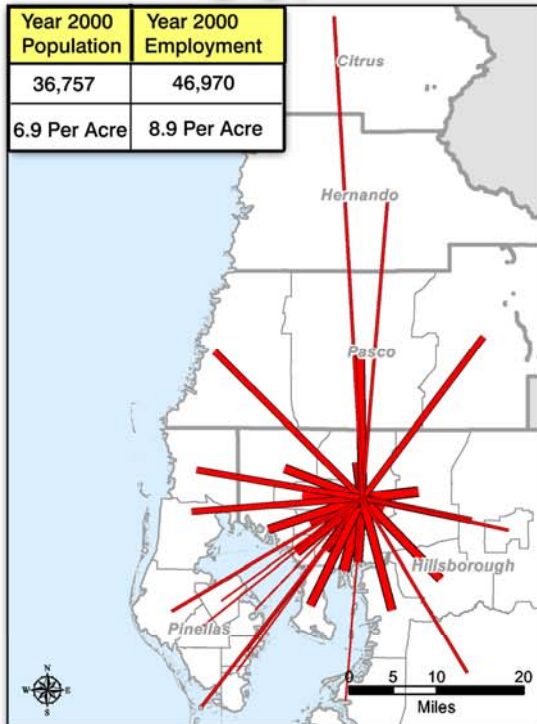
- MPO Citizens Advisory Cmte.

- 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.

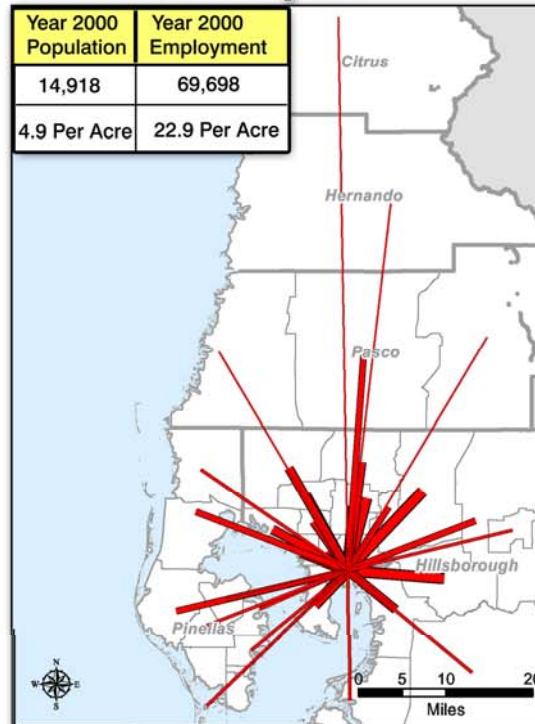
Total Daily Trips 2025



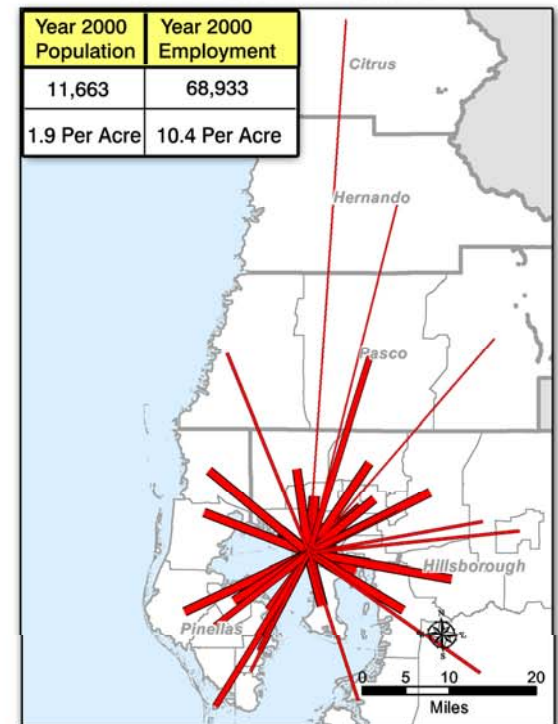
USF



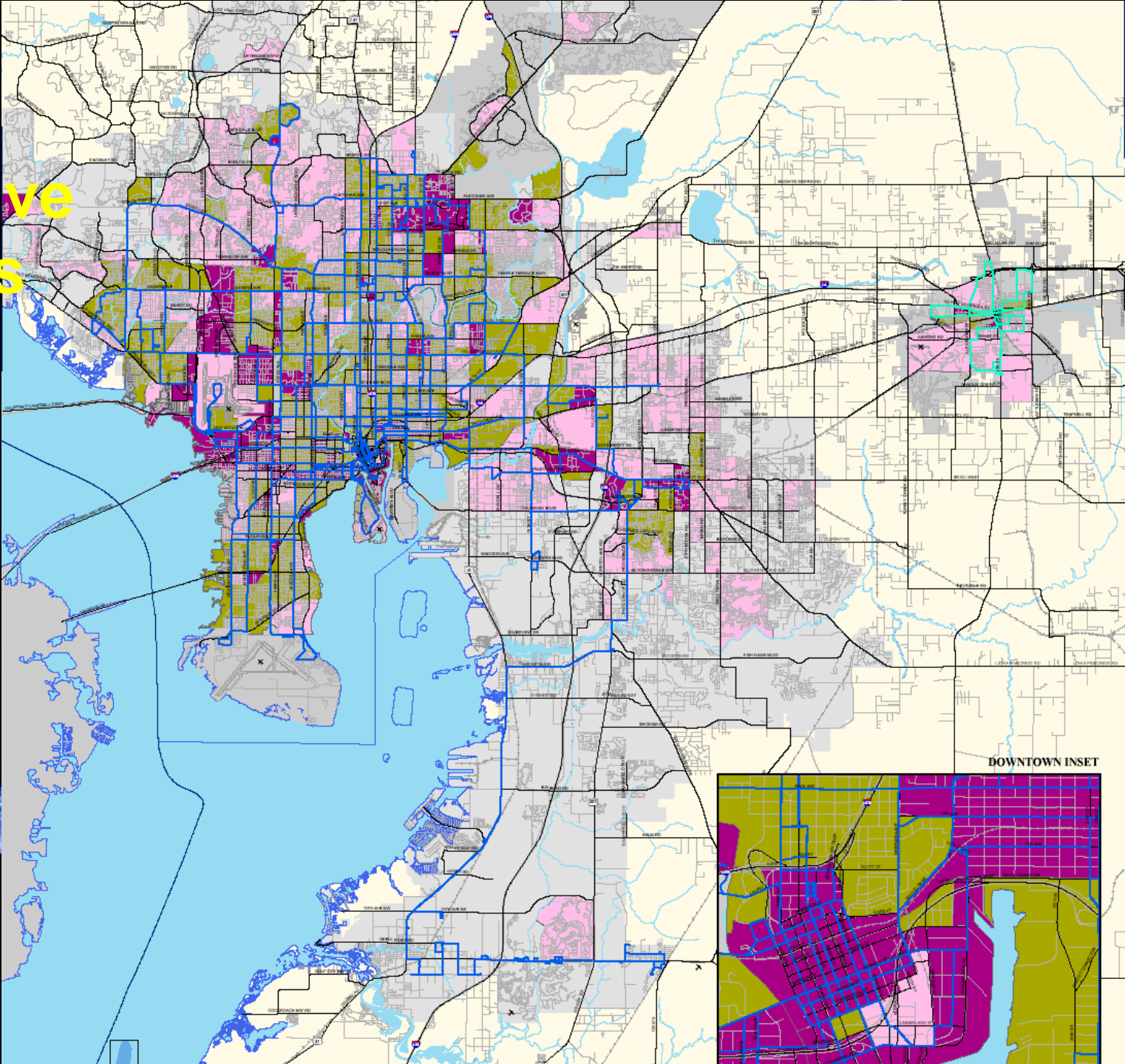
Tampa



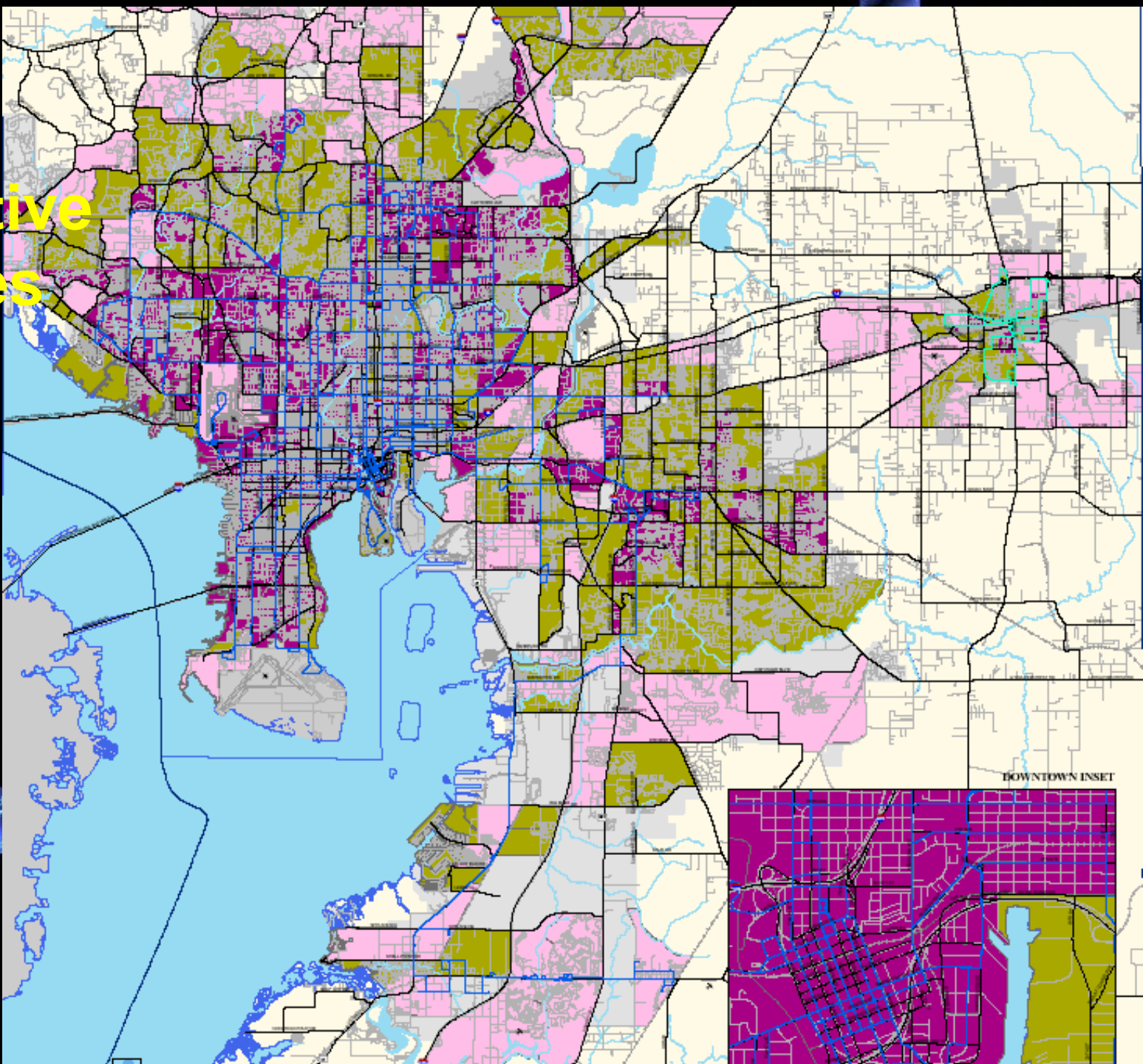
Westshore



Transit Supportive Densities 2005



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.

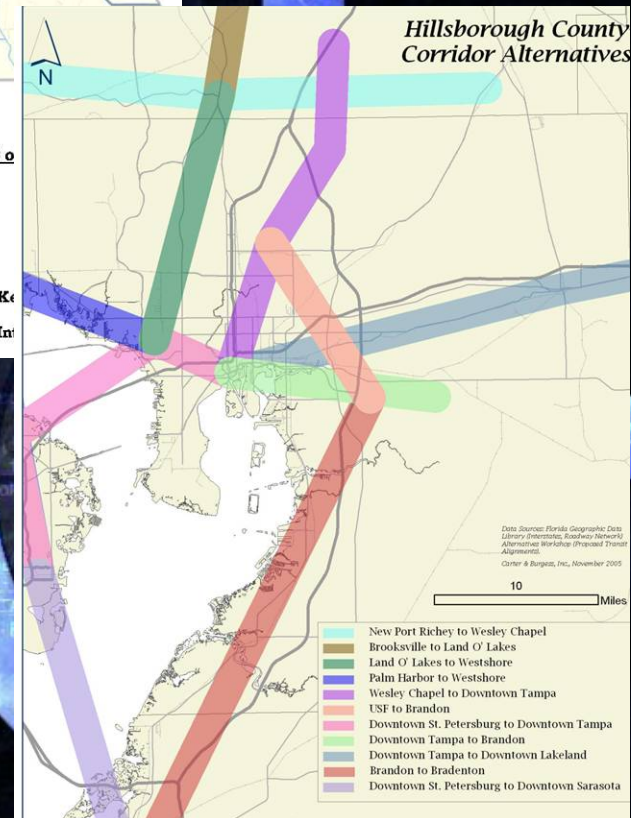
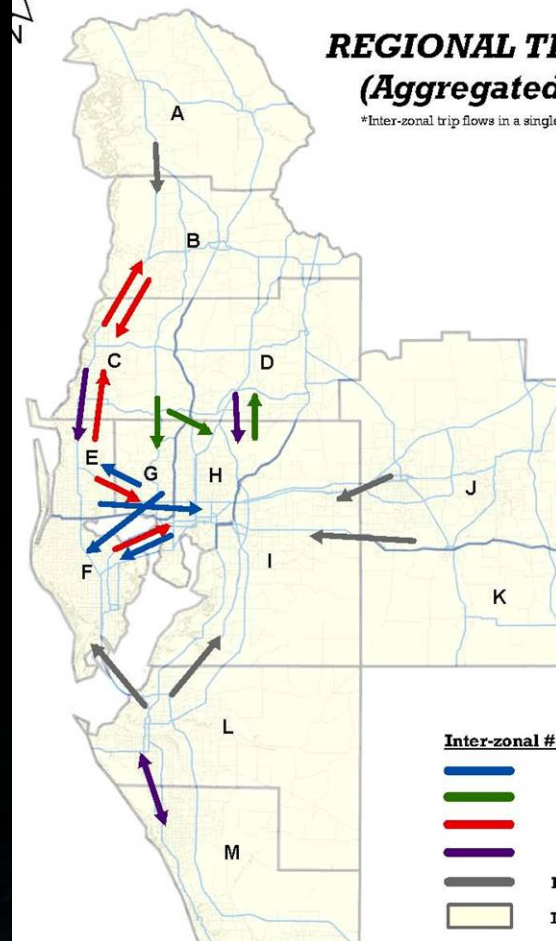


Objectives

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

REGIONAL TRIP FLOWS (Aggregated Zones)*

*Inter-zonal trip flows in a single county are not shown.



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.



BUILDING PARTNERSHIPS



Objectives

- Review funding and financing options and recommend strategies.

Study Phases

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

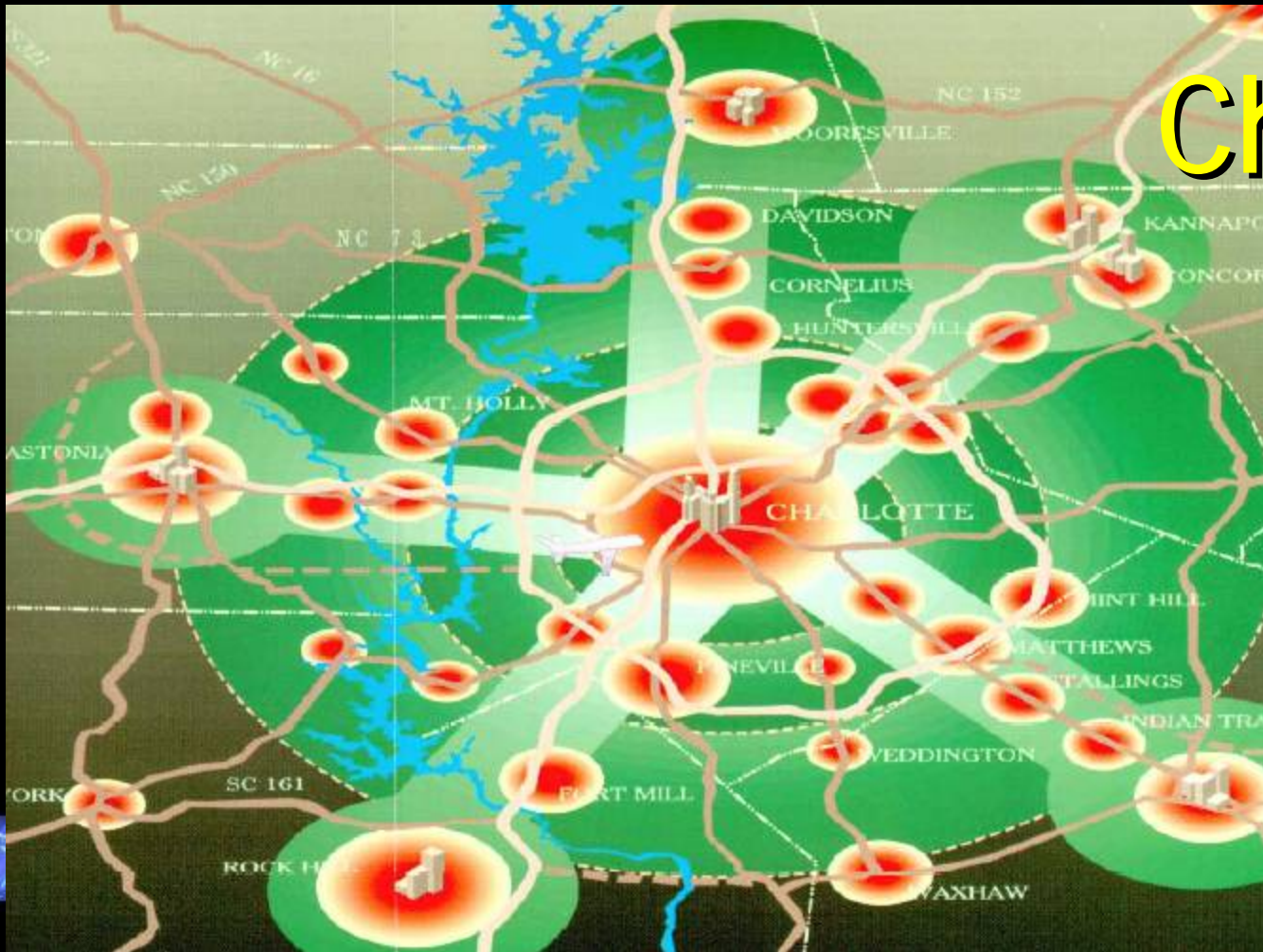
- June - October 2007
- Transit service planning and design - locations, amount of service, feeders and connectors
- Technology choices
- Cost estimates and revenue forecasts

Study Phases

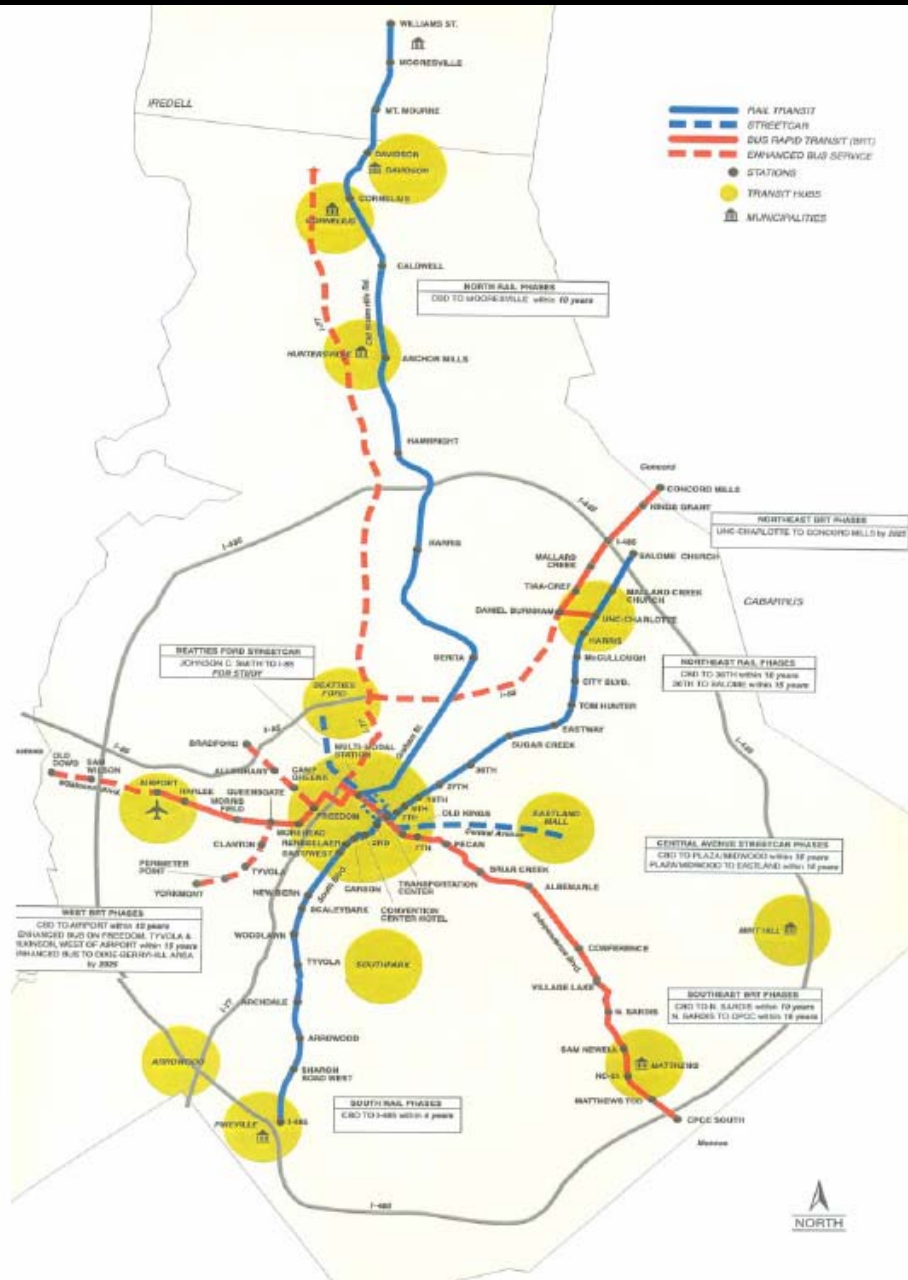
D. Implementation schedule

- November - December 2007
- Prioritization
- Phasing
- Action steps - land use, funding, transit service ramp-up

Charlotte



Charlotte



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**



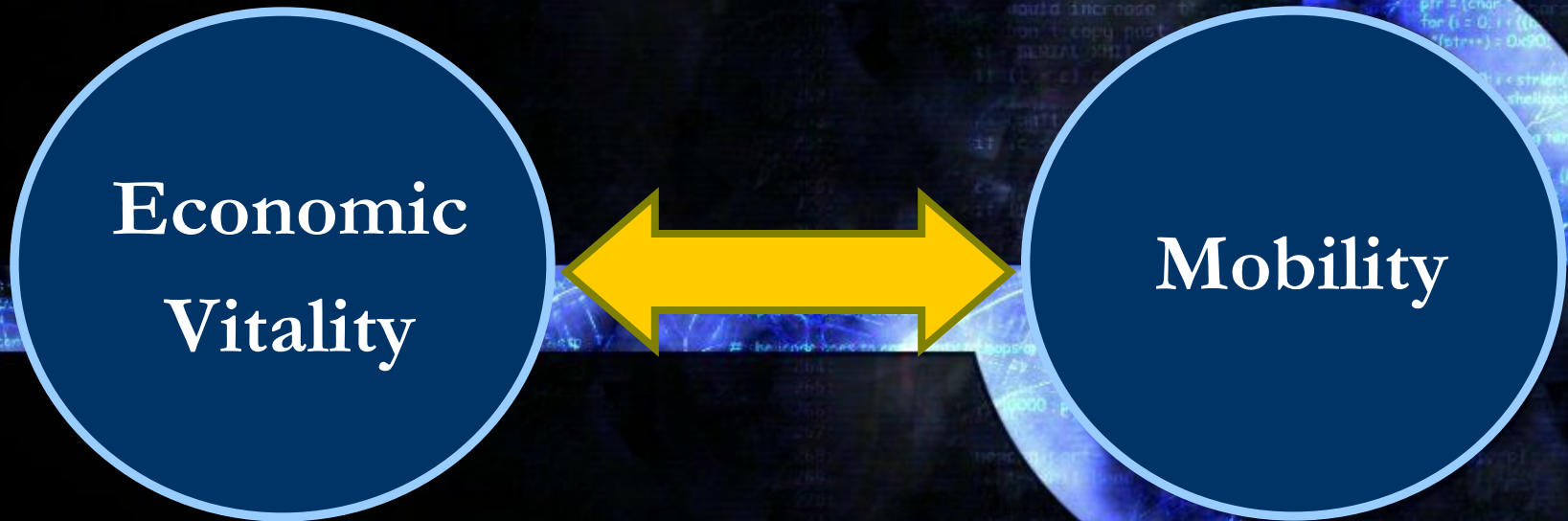
**There are
several
challenges
we face**



The capacity of our
transportation ^{Mobility} system is
limiting our ability to grow.



The nature of our growth
has reduced our mobility
options.



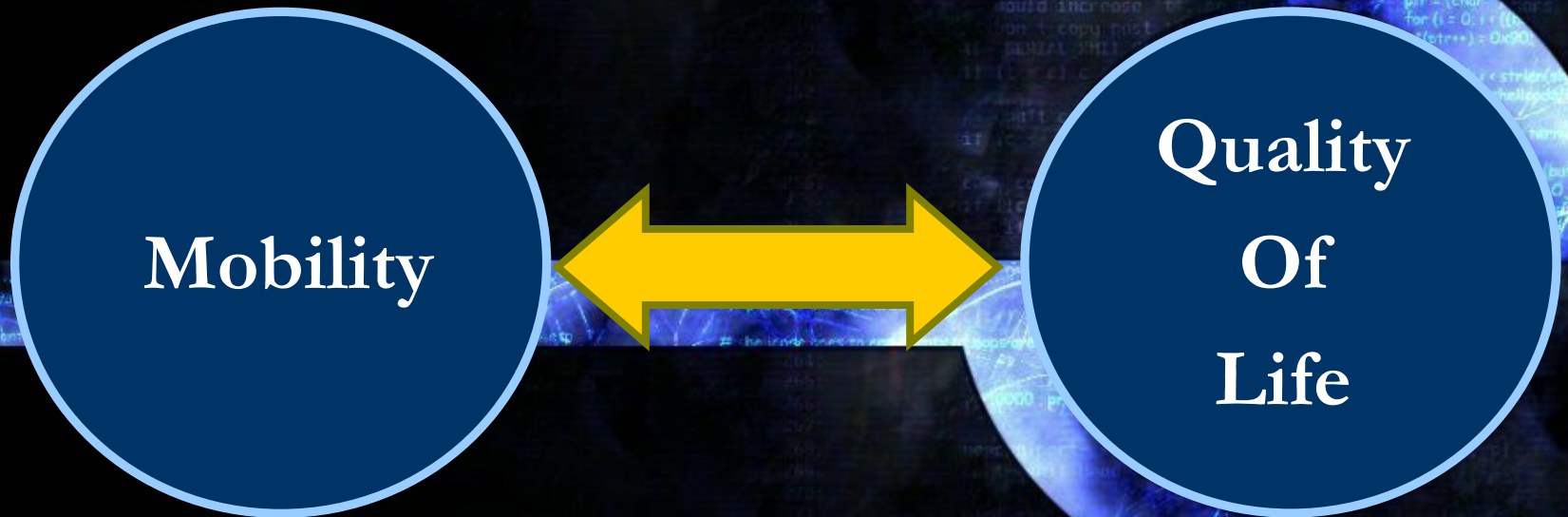
Congestion and long distance driving are resulting in more time behind the wheel.

**Economic
Vitality**

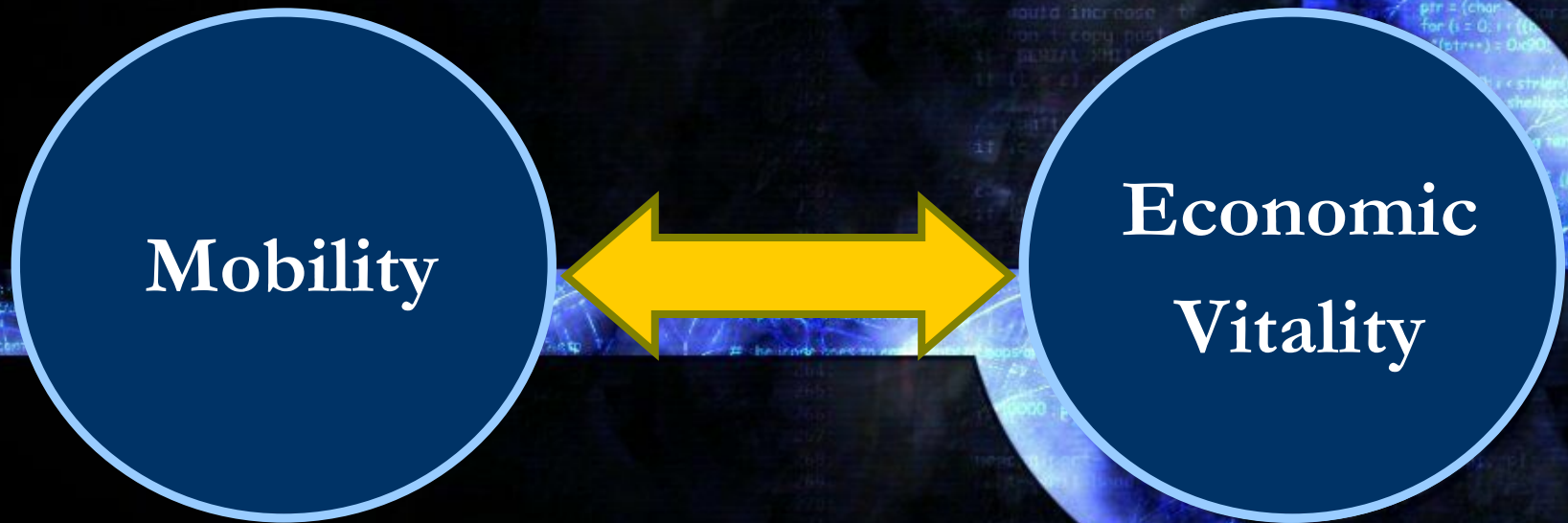
The diagram features two blue circles with white text, connected by a yellow double-headed arrow. The background is dark with blue and white digital patterns, including faint code snippets like 'ptr = (char*)', 'for (i = 0; i < (strlen(s) - 1); i++)', and 'strcpy(post, s);'. The circles are positioned on either side of the arrow, with 'Economic Vitality' on the left and 'Quality Of Life' on the right.

**Quality
Of
Life**

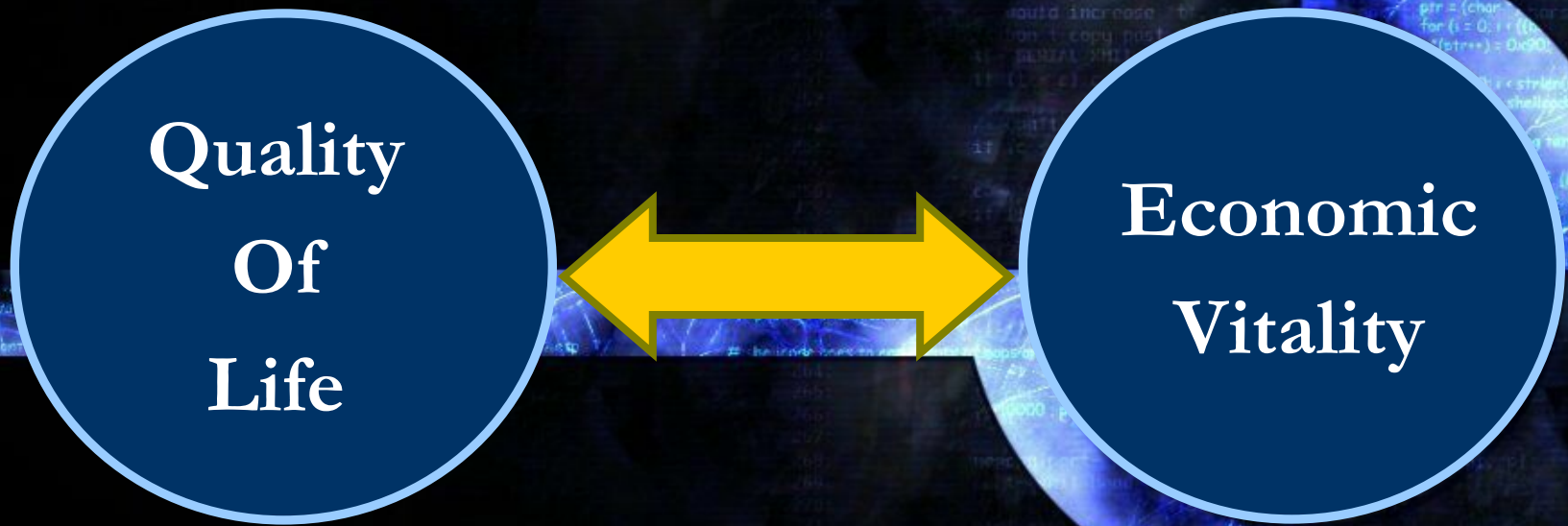
Household transportation costs are very high when driving is the only viable option.



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

Ramond Chiaramonte, AICP