

Hillsborough County MPO Transit Study

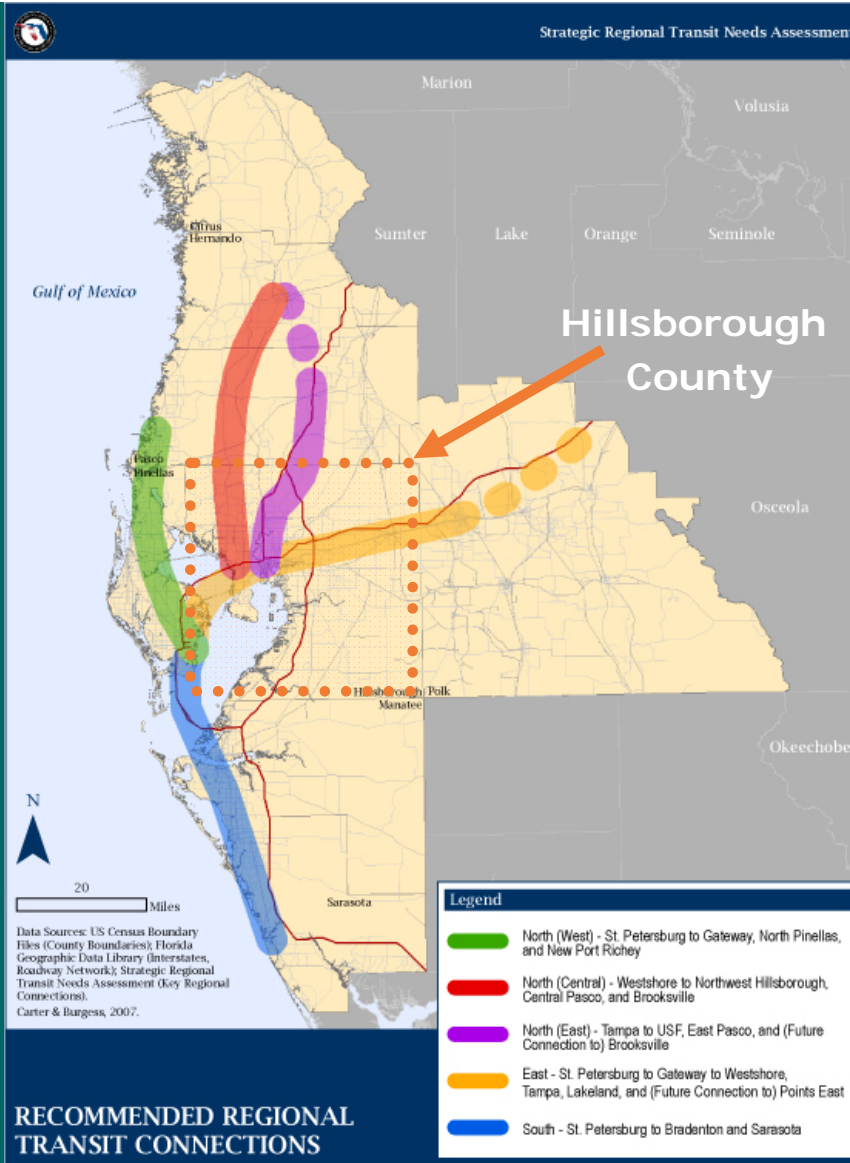
Technical Team
May 24, 2007





TRANSIT STUDY

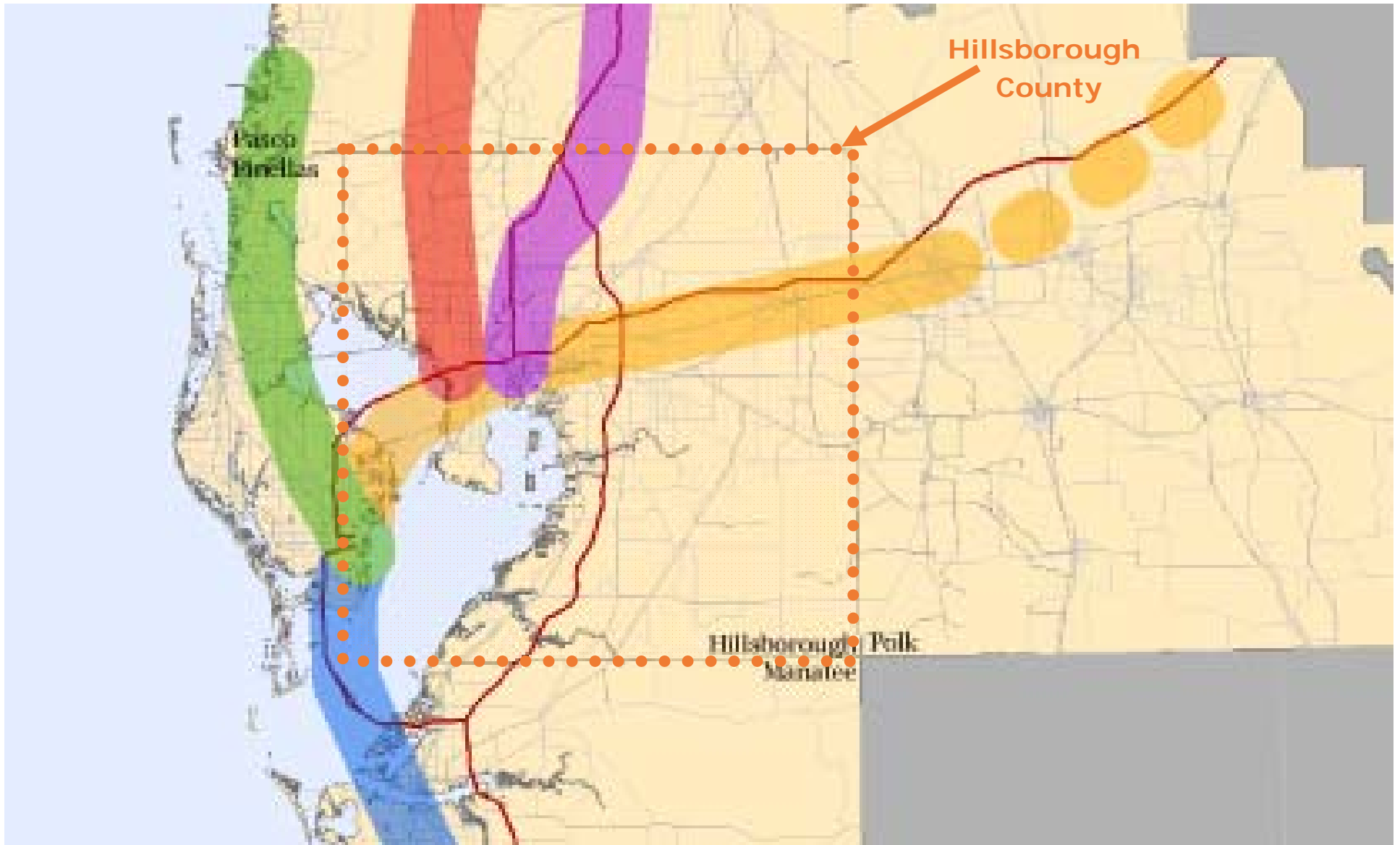
SRTNA Recommended Regional Transit Connections





TRANSIT STUDY

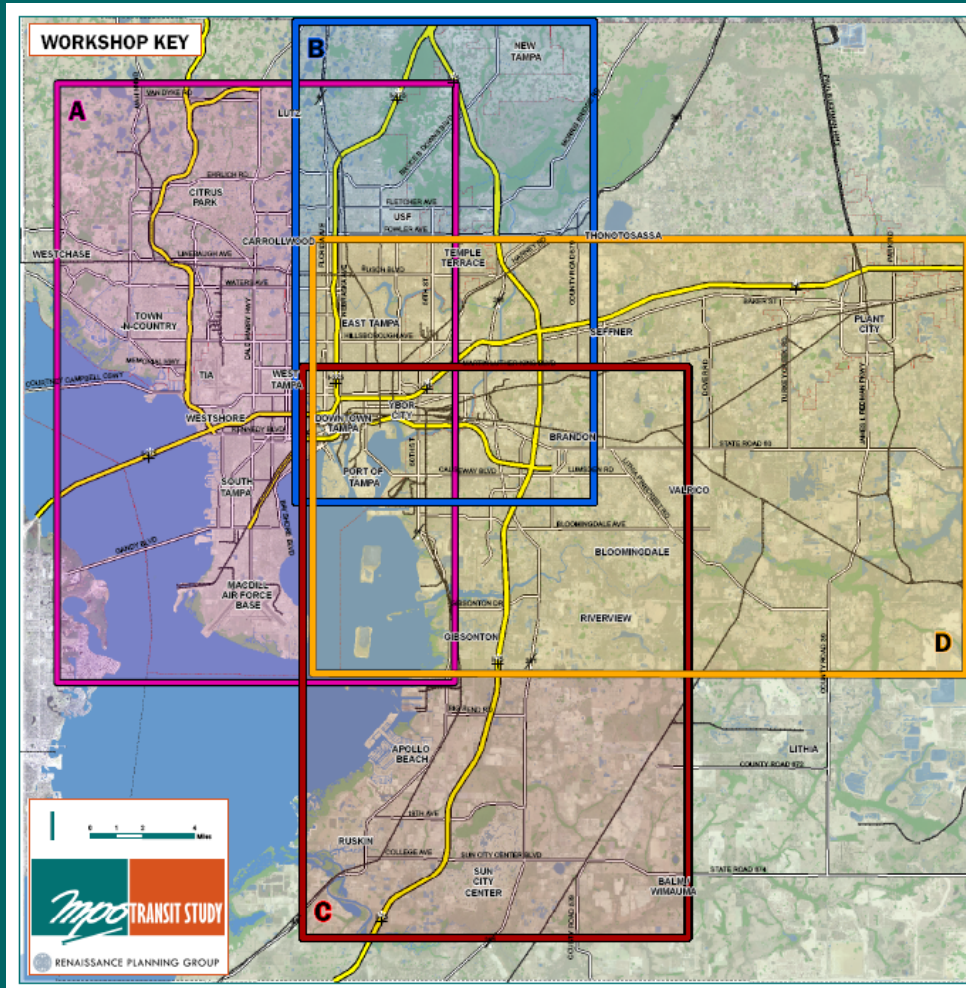
MPO Transit Study Area





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 Core Center area of highest density and greatest intensity of uses including business, civic, cultural, governmental, institutional, residential, and green space, including walkways, pedestrian, and bicycle facilities. Roughly 10% of the area consists of commercial office and retail uses. Medium to high density, medium to high intensity commercial/office and retail use generally 600-1000 ft²/acre. Medium to high intensity residential use generally 100-200 units/acre. Medium to high intensity parking to serve transit and other uses.</p> <p>ROLE Urban Center Area</p> <p>DENSITY 120-200 Dwelling Units/Acre 100-150 Jobs/Acre</p> <p>ACCESSIBILITY 1/4 to 1/2 Mile from stations</p> <p>MODE OF USE Based on building, ground storage</p>	<p>TOWN CENTER Core Center area of medium density residential, retail use, and commercial building, civic, institutional building, open middle single family residential, low to mid single family residential, and green space. The center of activity, retail, and recreation is roughly 80% residential or commercial. Residential use is medium to high density, medium to high intensity, medium to high intensity commercial/office and retail use generally 400-600 ft²/acre. Medium to high intensity residential use generally 100-200 units/acre. Medium to high intensity parking to serve transit and other uses.</p> <p>ROLE Town Center Area</p> <p>DENSITY 80-120 Dwelling Units/Acre 50-75 Jobs/Acre</p> <p>ACCESSIBILITY 1/4 to 1/2 Mile from stations</p> <p>MODE OF USE Based on building, ground storage</p>	<p>NEIGHBORHOOD CENTER High-density Center Area of a primarily residential and civic use. Medium to high density residential use, institutional building, civic, institutional building, open middle single family residential, low to mid single family residential, and green space. The center of activity, retail, and recreation is roughly 80% residential or commercial. Residential use is medium to high density, medium to high intensity, medium to high intensity commercial/office and retail use generally 400-600 ft²/acre. Medium to high intensity residential use generally 100-200 units/acre. Medium to high intensity parking to serve transit and other uses.</p> <p>ROLE Neighborhood Center Area</p> <p>DENSITY 50-80 Dwelling Units/Acre 25-50 Jobs/Acre</p> <p>ACCESSIBILITY 1/4 to 1/2 Mile from stations</p> <p>MODE OF USE Based on building, ground storage</p>

MOBILITY ELEMENTS

PEDESTRIAN	BICYCLE	AUTO	BUS
<p>Open Street: 10 ft to 1 mile</p> <p>STATION CHARACTERISTICS Average Station Area: 5-7 SUPPLEMENTARY SERVICES Building: 100-200 ft² Station: 10-20 ft² Real Area: 10-20 ft² STATION CHARACTERISTICS Capacity: 1-2,000 Passengers/Station/Minute Station: 10-20 ft² Real Area: 10-20 ft² MODE OF USE Medium to high intensity: 10-20 ft² Development cost: \$1</p>	<p>Open Street: 10 ft to 1 mile</p> <p>STATION CHARACTERISTICS Average Station Area: 5-7 SUPPLEMENTARY SERVICES Building: 100-200 ft² Station: 10-20 ft² Real Area: 10-20 ft² STATION CHARACTERISTICS Capacity: 1-2,000 Passengers/Station/Minute Station: 10-20 ft² Real Area: 10-20 ft² MODE OF USE Medium to high intensity: 10-20 ft² Development cost: \$1</p>	<p>Open Street: 10 ft to 1 mile</p> <p>STATION CHARACTERISTICS Average Station Area: 5-7 SUPPLEMENTARY SERVICES Building: 100-200 ft² Station: 10-20 ft² Real Area: 10-20 ft² STATION CHARACTERISTICS Capacity: 1-2,000 Passengers/Station/Minute Station: 10-20 ft² Real Area: 10-20 ft² MODE OF USE Medium to high intensity: 10-20 ft² Development cost: \$1</p>	<p>Service Area: 1/2 mile to 1/4 mile</p> <p>STATION CHARACTERISTICS Average Station Area: 5-7 SUPPLEMENTARY SERVICES Building: 100-200 ft² Station: 10-20 ft² Real Area: 10-20 ft² STATION CHARACTERISTICS Capacity: 1-2,000 Passengers/Station/Minute Station: 10-20 ft² Real Area: 10-20 ft² MODE OF USE Medium to high intensity: 10-20 ft² Development cost: \$1</p>
CIRCULATOR	BUS RAPID	LIGHT RAIL	COMMUTER RAIL
<p>Service Area: 1/2 mile to 1/4 mile</p> <p>STATION CHARACTERISTICS Average Station Area: 200 to 300 Square Feet SUPPLEMENTARY SERVICES Building: 100-200 ft² Station: 10-20 ft² Real Area: 10-20 ft² STATION CHARACTERISTICS Capacity: 1,000 to 2,000 Passengers/Station/Minute Station: 10-20 ft² Real Area: 10-20 ft² MODE OF USE Medium to high intensity: 10-20 ft² Development cost: \$1-5</p>	<p>Service Area: 1/2 mile to 1/4 mile</p> <p>STATION CHARACTERISTICS Average Station Area: 100 to 200 Square Feet SUPPLEMENTARY SERVICES Building: 100-200 ft² Station: 10-20 ft² Real Area: 10-20 ft² STATION CHARACTERISTICS Capacity: 1,000 to 2,000 Passengers/Station/Minute Station: 10-20 ft² Real Area: 10-20 ft² MODE OF USE Medium to high intensity: 10-20 ft² Development cost: \$1-5</p>	<p>Service Area: 1/2 mile to 1/4 mile</p> <p>STATION CHARACTERISTICS Average Station Area: 500 to 1,000 Square Feet SUPPLEMENTARY SERVICES Building: 100-200 ft² Station: 10-20 ft² Real Area: 10-20 ft² STATION CHARACTERISTICS Capacity: 1,000 to 2,000 Passengers/Station/Minute Station: 10-20 ft² Real Area: 10-20 ft² MODE OF USE Medium to high intensity: 10-20 ft² Development cost: \$1-5</p>	<p>Service Area: 1/2 mile to 1/4 mile</p> <p>STATION CHARACTERISTICS Average Station Area: 2,000 to 3,000 Square Feet SUPPLEMENTARY SERVICES Building: 100-200 ft² Station: 10-20 ft² Real Area: 10-20 ft² STATION CHARACTERISTICS Capacity: 1,000 to 2,000 Passengers/Station/Minute Station: 10-20 ft² Real Area: 10-20 ft² MODE OF USE Medium to high intensity: 10-20 ft² Development cost: \$1-5</p>



Bus

Service Area: 1/4 mile to 1/2 mile



Station Spacing: 1/2 mile to 1/4 mile

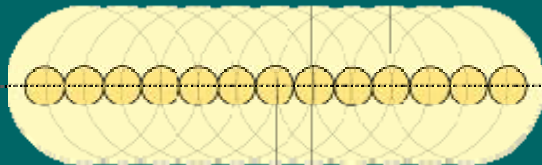


Optimal Transit Speed: 8 miles to 16 miles



Trolley

Service Area: 1/4 mile to 1 mile



Station Spacing: 1/2 mile to 1/4 mile



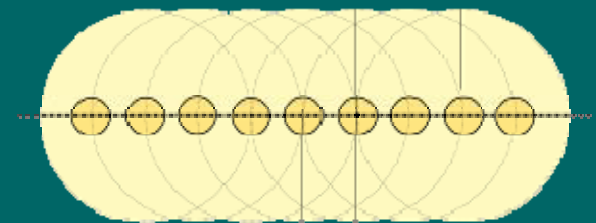
Optimal Transit Speed: 8 miles to 16 miles



Premium Bus



Service Area: 1/4 mile to 3 miles



Station Spacing: 1/2 mile to 1 mile

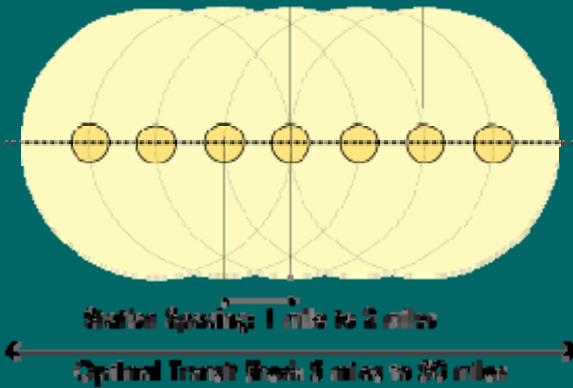


Optimal Transit Speed: 8 miles to 20 miles



Light Rail

Service Area: 1/4 mile to 3 miles

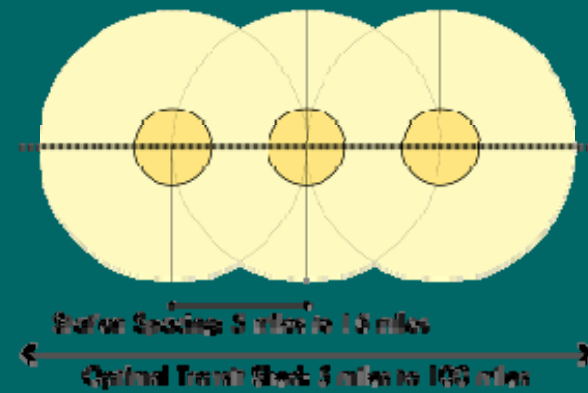


Station Spacing: 1 mile to 3 miles

Optimal Transit Area: 3 miles to 80 miles



Service Area: 1/2 mile to 3 miles



Station Spacing: 3 miles to 10 miles

Optimal Transit Area: 3 miles to 100 miles


Regional Rail



TRANSIT STUDY

Playing the Game

- **Locate Existing Landmarks and Activity Centers**

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



- **Connect the dots**

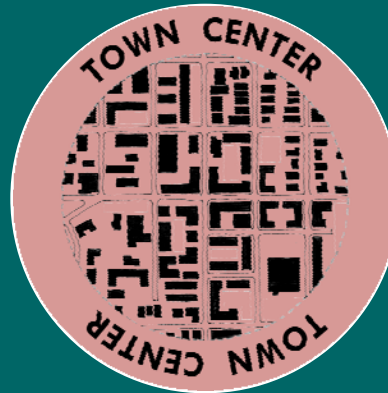
 Identify transit corridors





TRANSIT STUDY

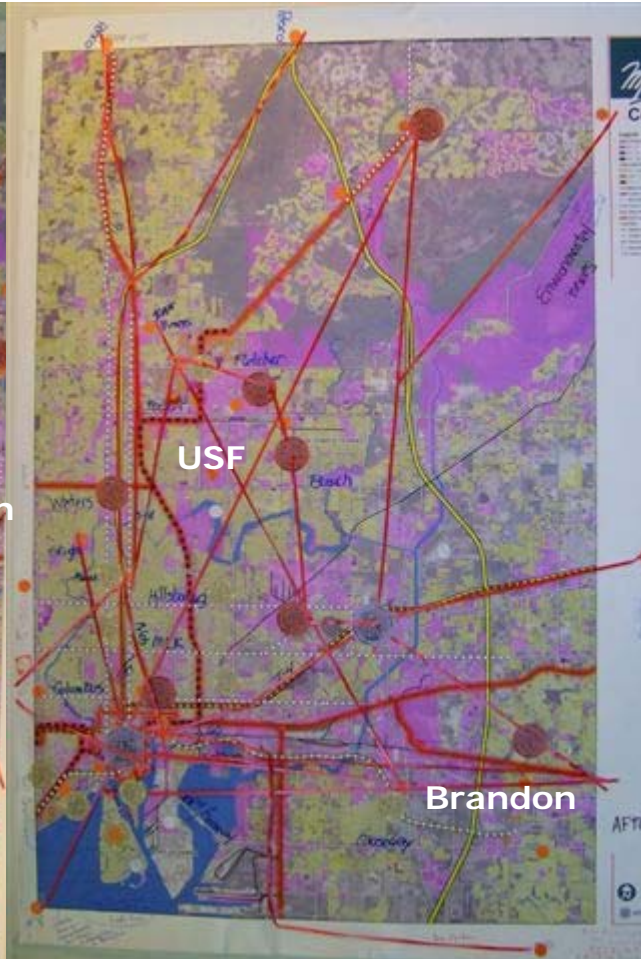
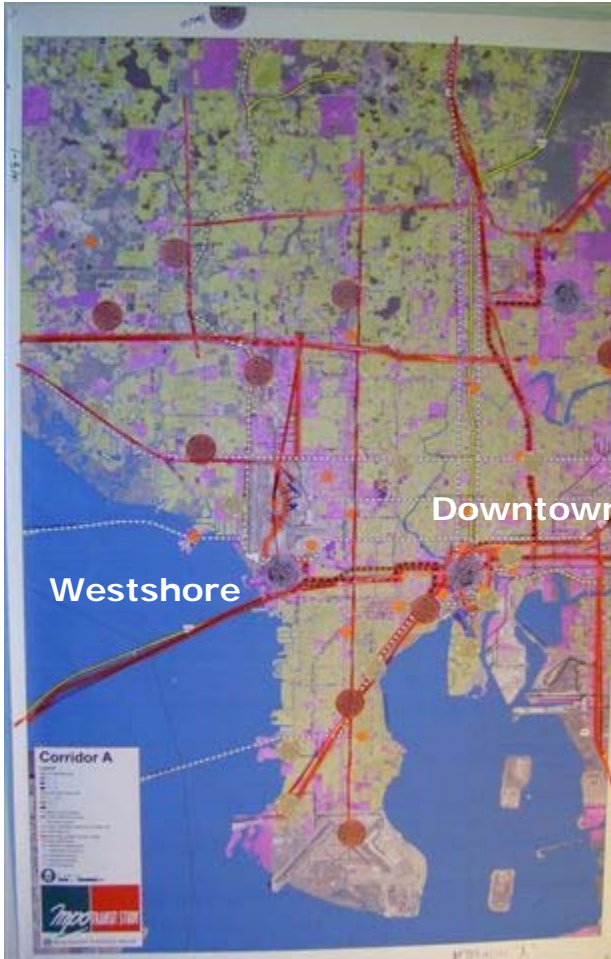
Placed Activity Center Chips





TRANSIT STUDY

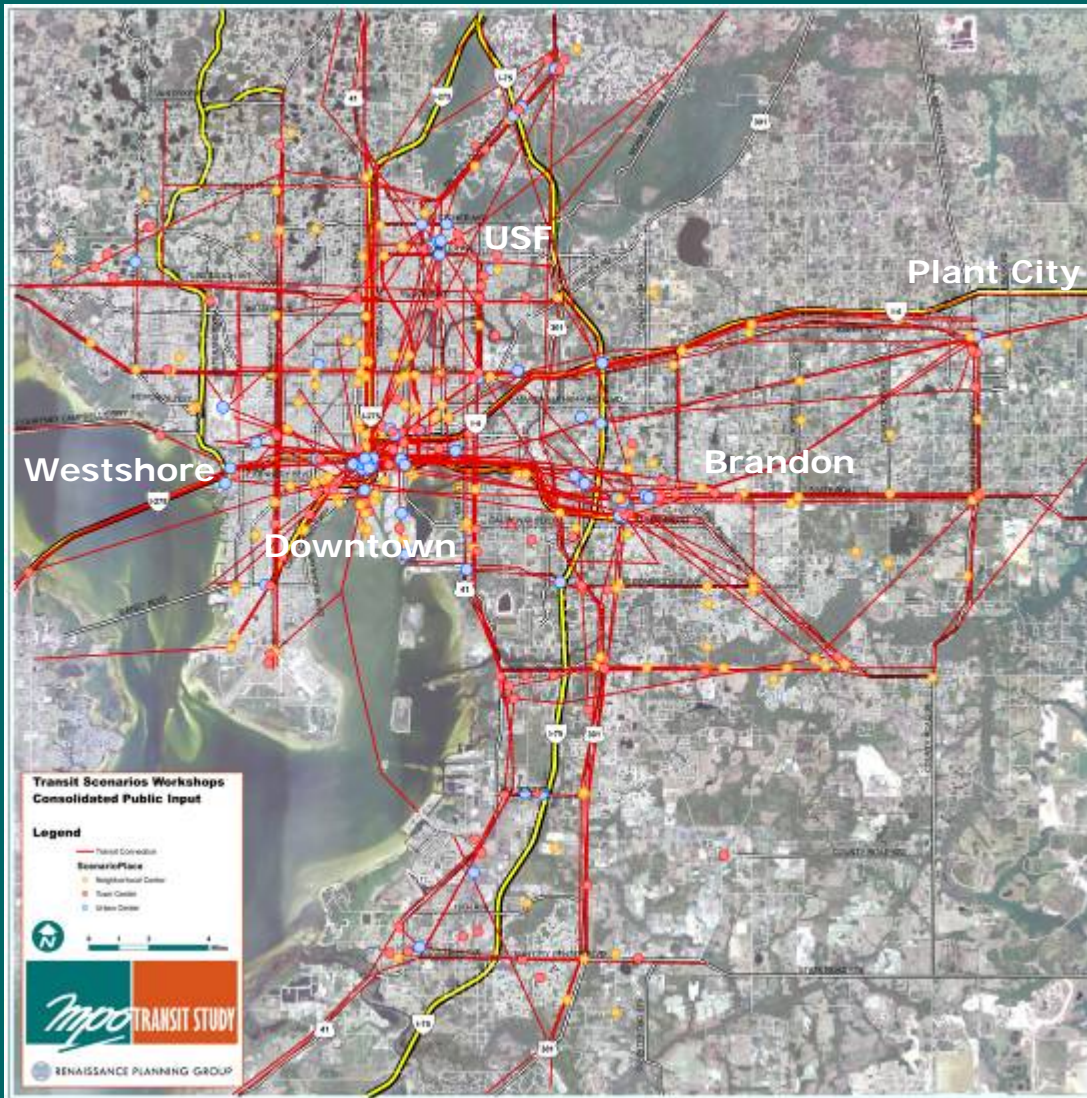
Transit Scenario Workshop Exercise Boards Results





TRANSIT STUDY

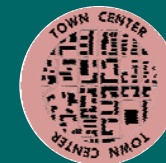
Transit Scenario Workshop Consolidated Results



Transit



Neighborhood Center



Town Center



Urban Center



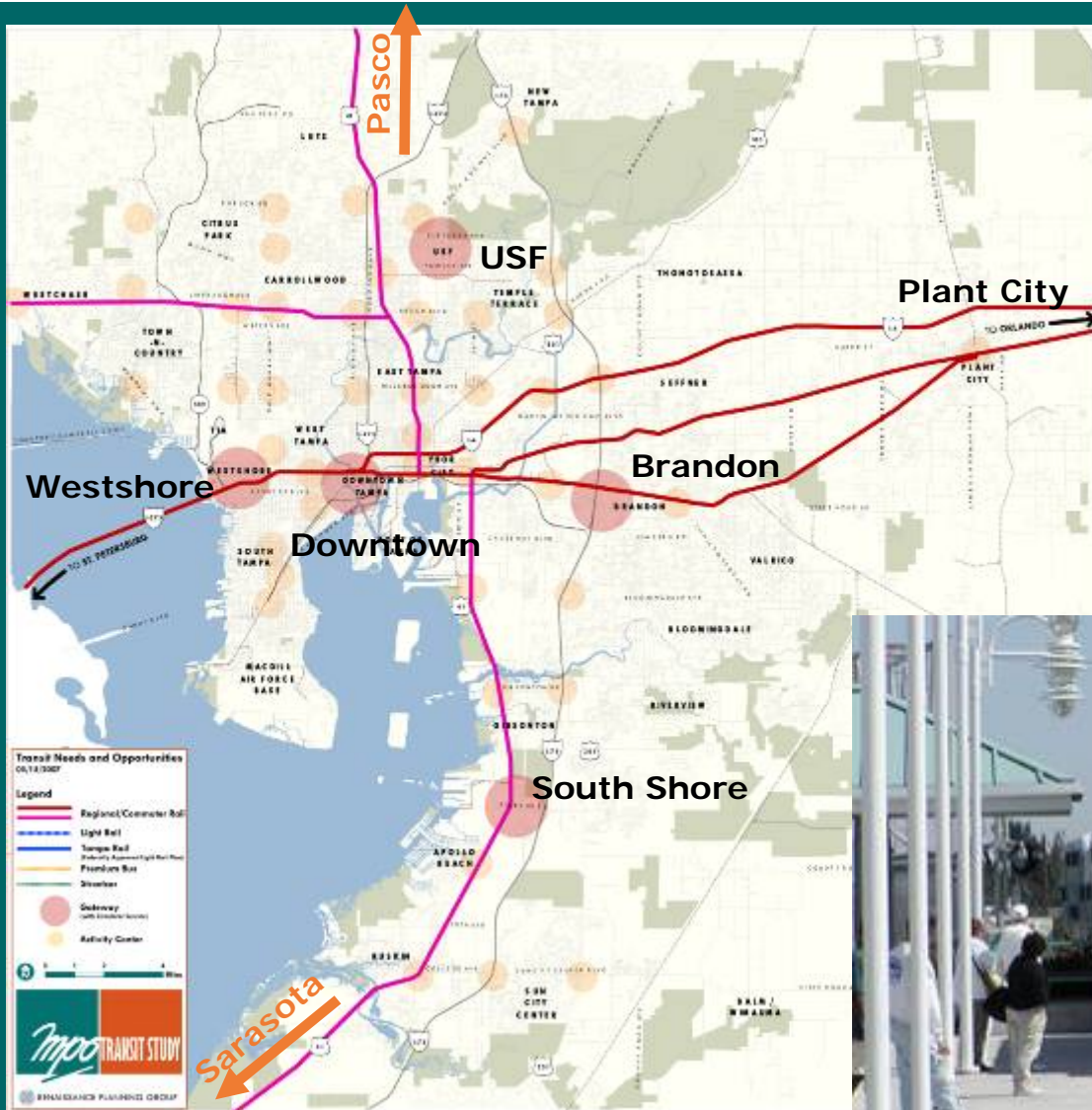
TRANSIT STUDY

Regional Rail Opportunities

North Pinellas



St Petersburg



Lakeland & Orlando

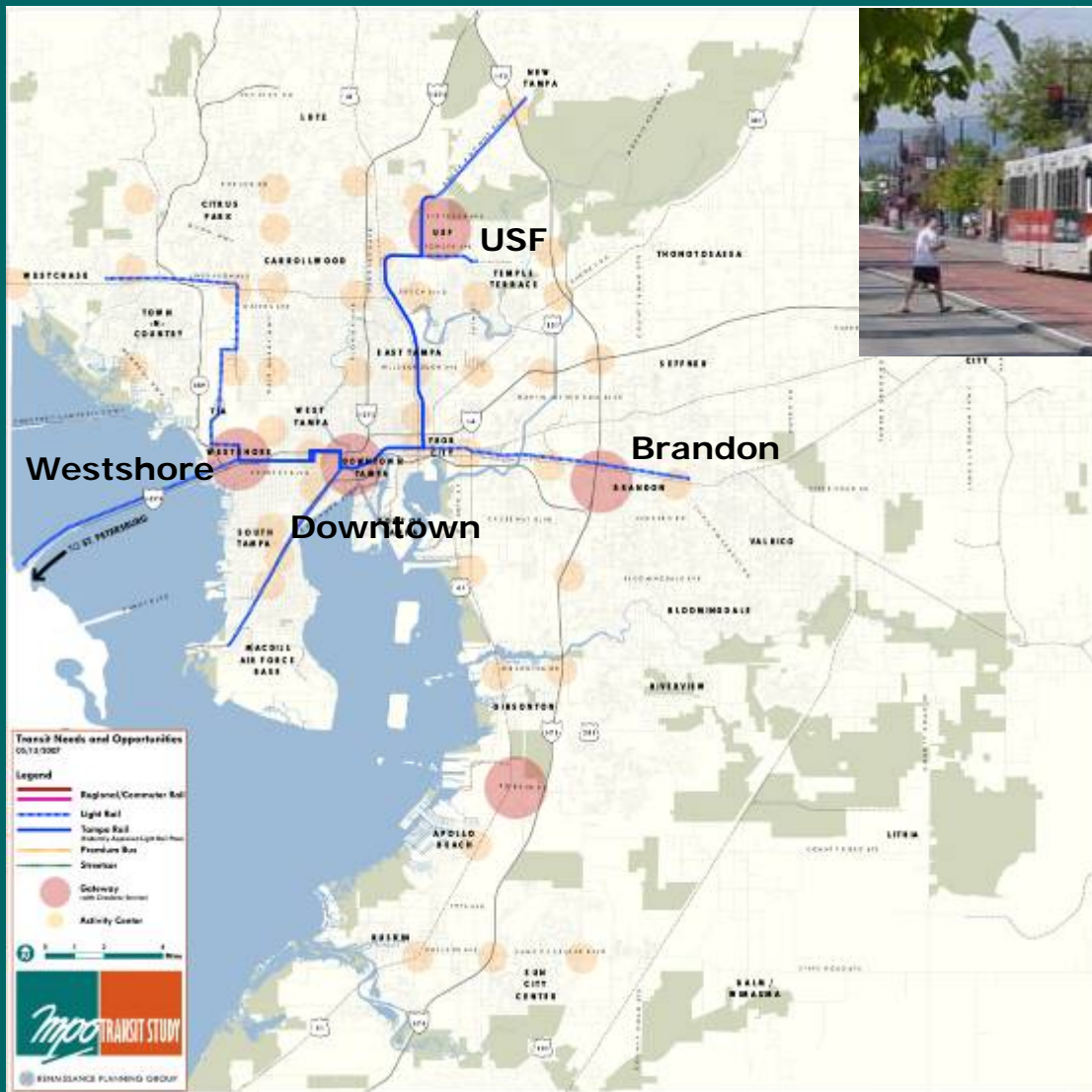
- Existing CSX or New Track
- Peak Travel
- Park & Ride Lots



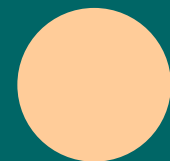


TRANSIT STUDY

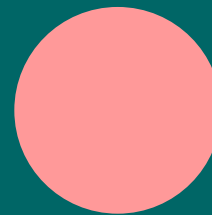
Light Rail Opportunities



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



Activity Center



Gateway

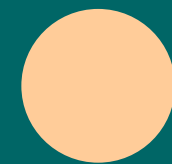


TRANSIT STUDY

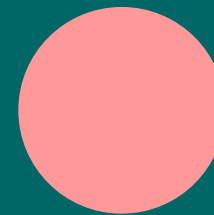
Premium Bus Opportunities



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



Activity Center

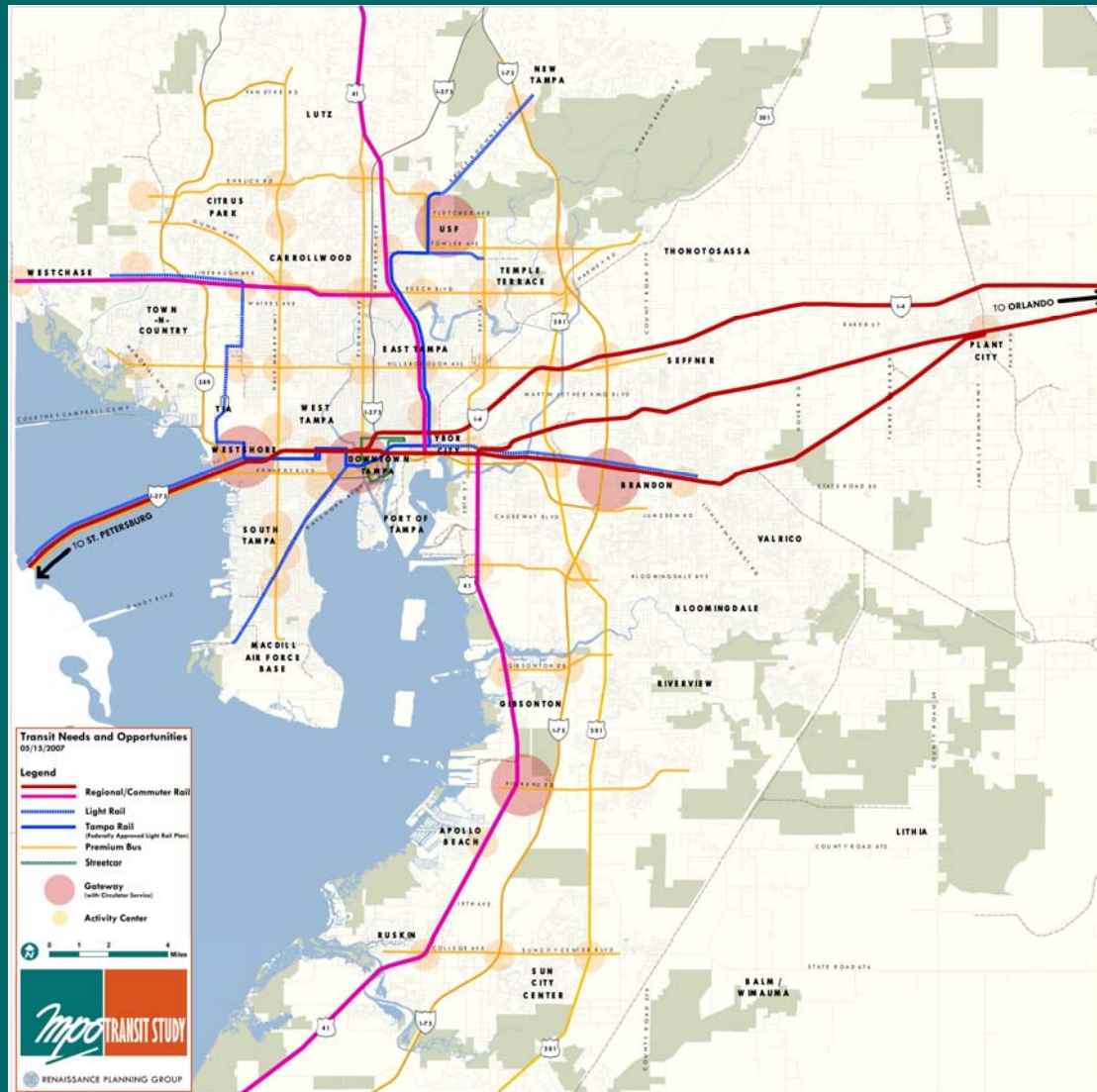


Gateway



TRANSIT STUDY

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)**