

Hillsborough County MPO Transit Study

Technical Team
August 23, 2007





- Technology Choices
- Needs and Opportunities
- Transit Concepts
- Comparative Land Use Analysis
- Measures of Effectiveness
- System Design Issues
- Current Activities and Next Steps

Technology Choices

Heavy Rail





TRANSIT STUDY

Light Rail



Charlotte



Houston



Minneapolis

Commuter Rail



DMU VS. Conventional Commuter Rail



Needs and Opportunities



TRANSIT STUDY

Regional Rail Opportunities

North Pinellas ←

St Petersburg ↙



Lakeland & Orlando →

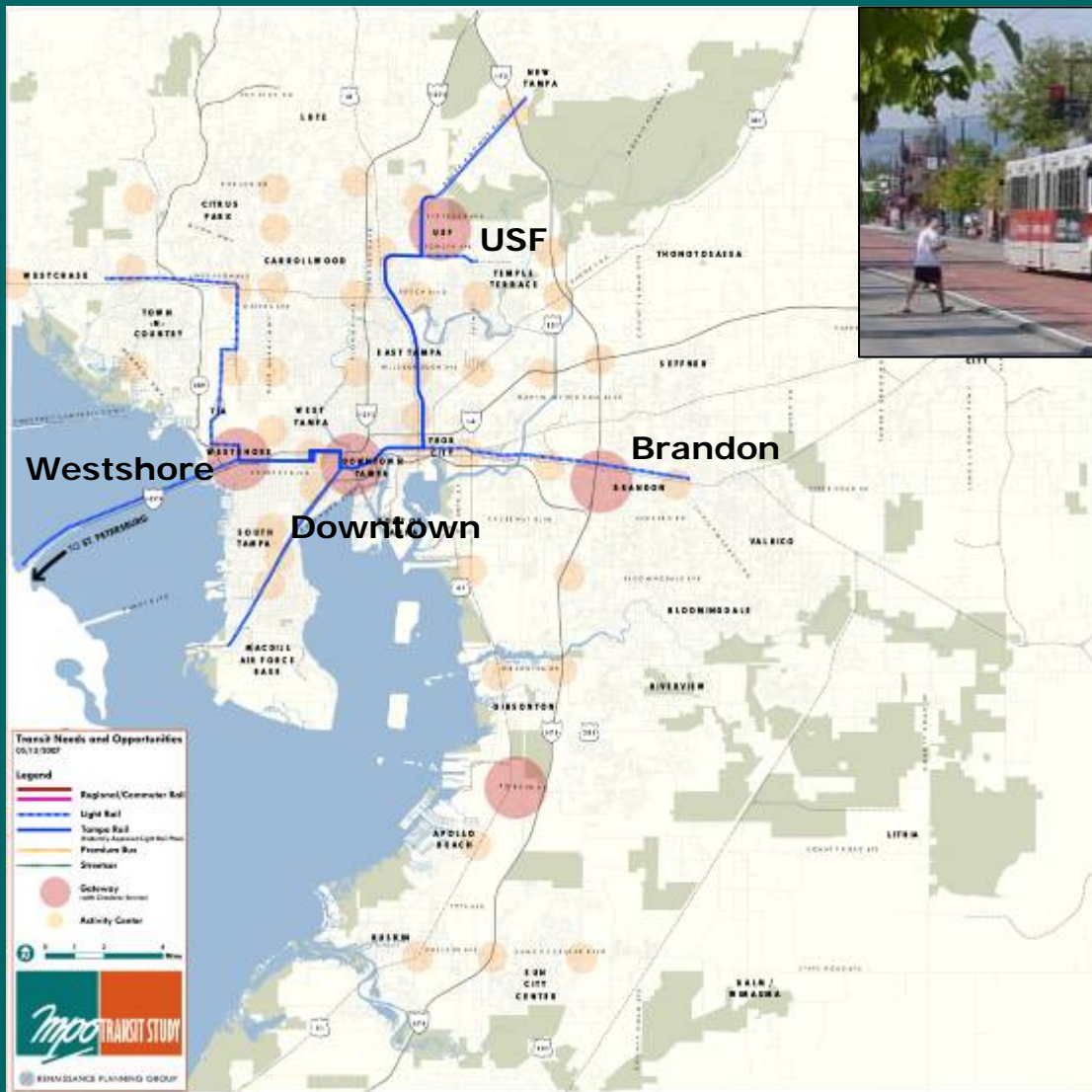
- Existing CSX or New Track
- Peak Travel
- Park & Ride Lots



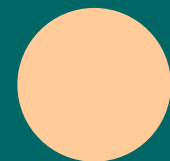


TRANSIT STUDY

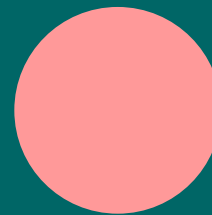
Light Rail Opportunities



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



Activity Center



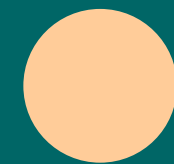
Gateway



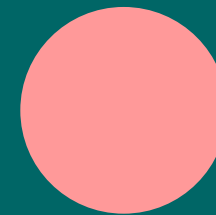
Bus Opportunities



- BRT - Dedicated Lane or Traffic Priority
- Express Service



Activity Center

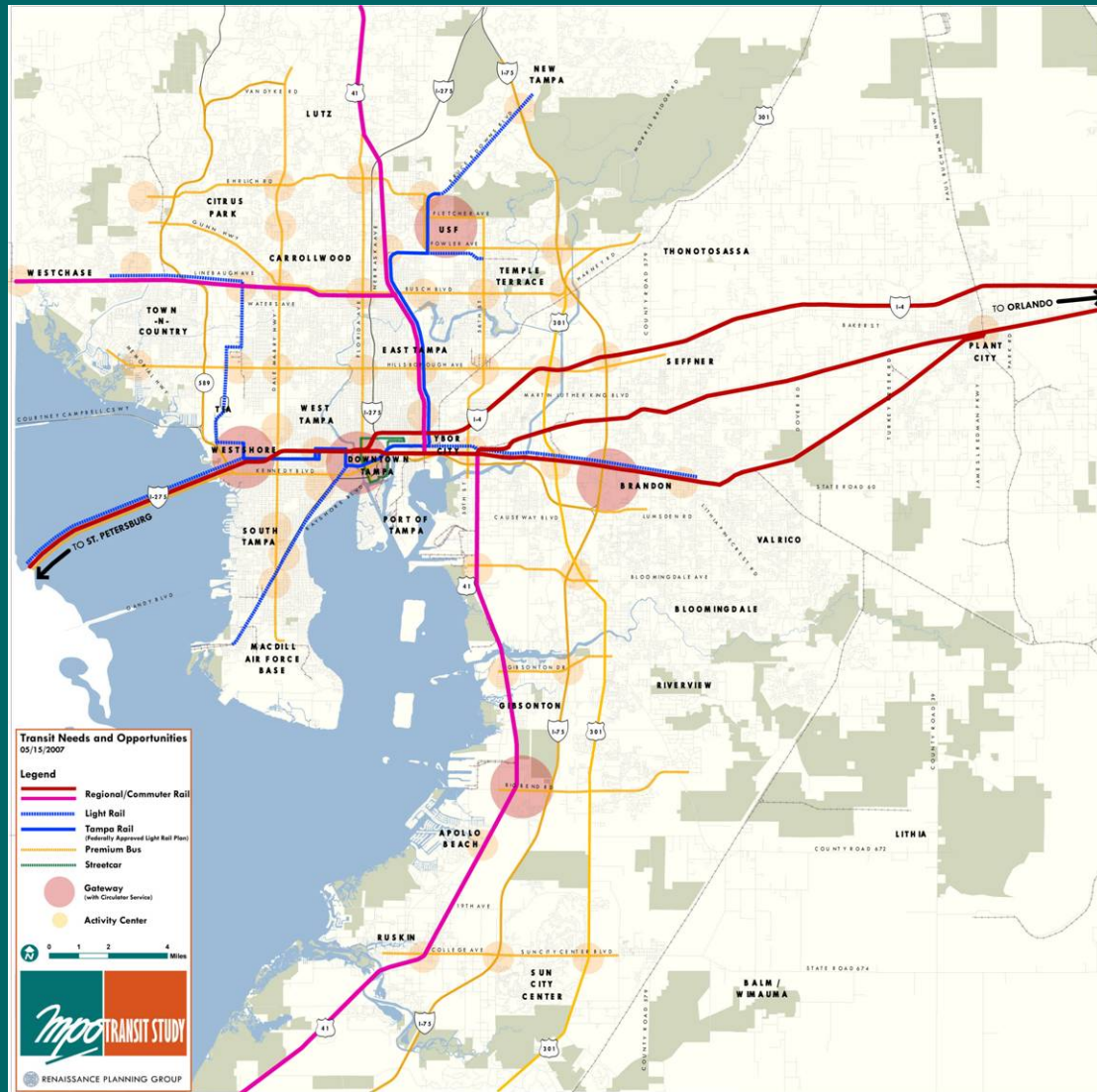


Gateway



TRANSIT STUDY

Transit Needs & Opportunities



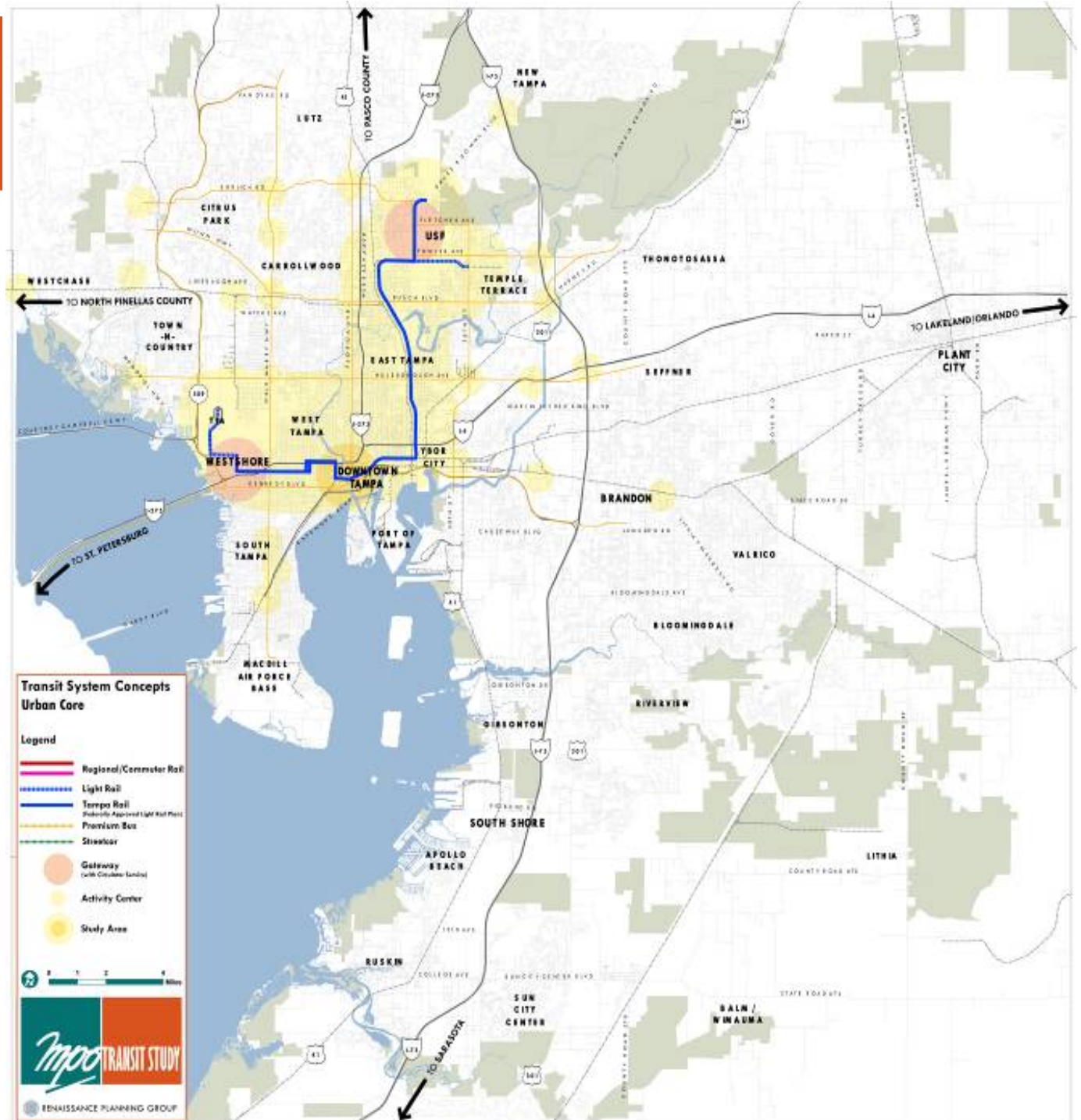
Transit Concepts



- For Transit Concept, FTA documents require support of local land use policies and plans
- The Concept provides an updated framework and support
- Future works includes analysis of land use policies and adjustments, if needed



**Concept A:
Diagram**

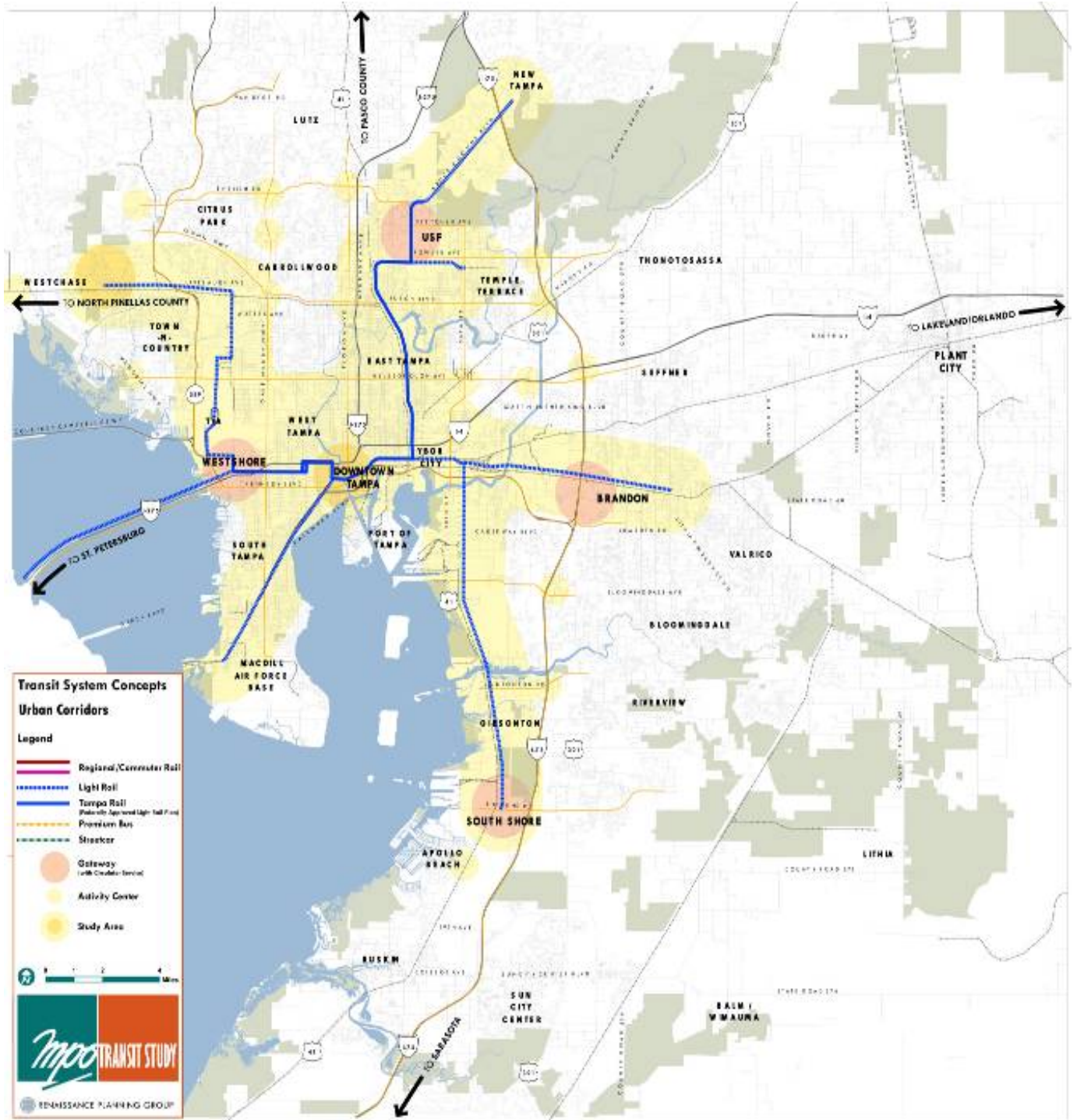




- Part of *Regional Transit System* needs
 - Tampa to St Petersburg
- Builds upon past work (Tampa Rail)



**Concept B:
Diagram**

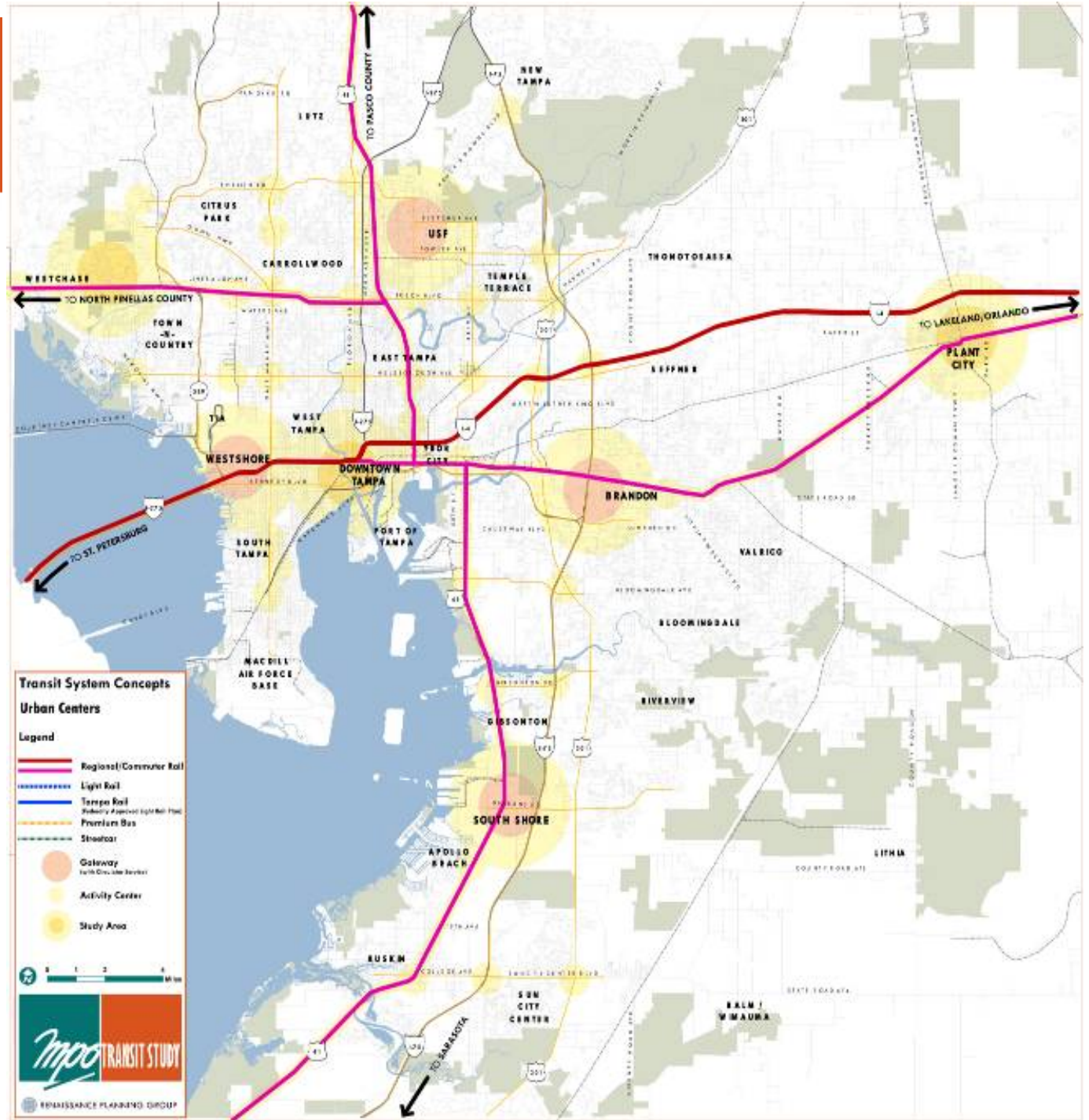




- Enables Brandon to become a regional player
- Provides accessibility to suburban areas
- Enables Quality of Life choices
- Focuses development
- Serves County development and growth needs
- Provides access to TIA Airport
- Provides infill and revitalization opportunity
- Improves existing transit service for *Choice Riders*



**Concept C:
Diagram**





- Provides commuter connections to Plant City and SouthShore
- Serves Hillsborough County's needs to support regional transit service to Lakeland, Manatee, Brooksville



TRANSIT STUDY

Comparative Land Use Analysis for Transit Concepts



Concept A: Stations





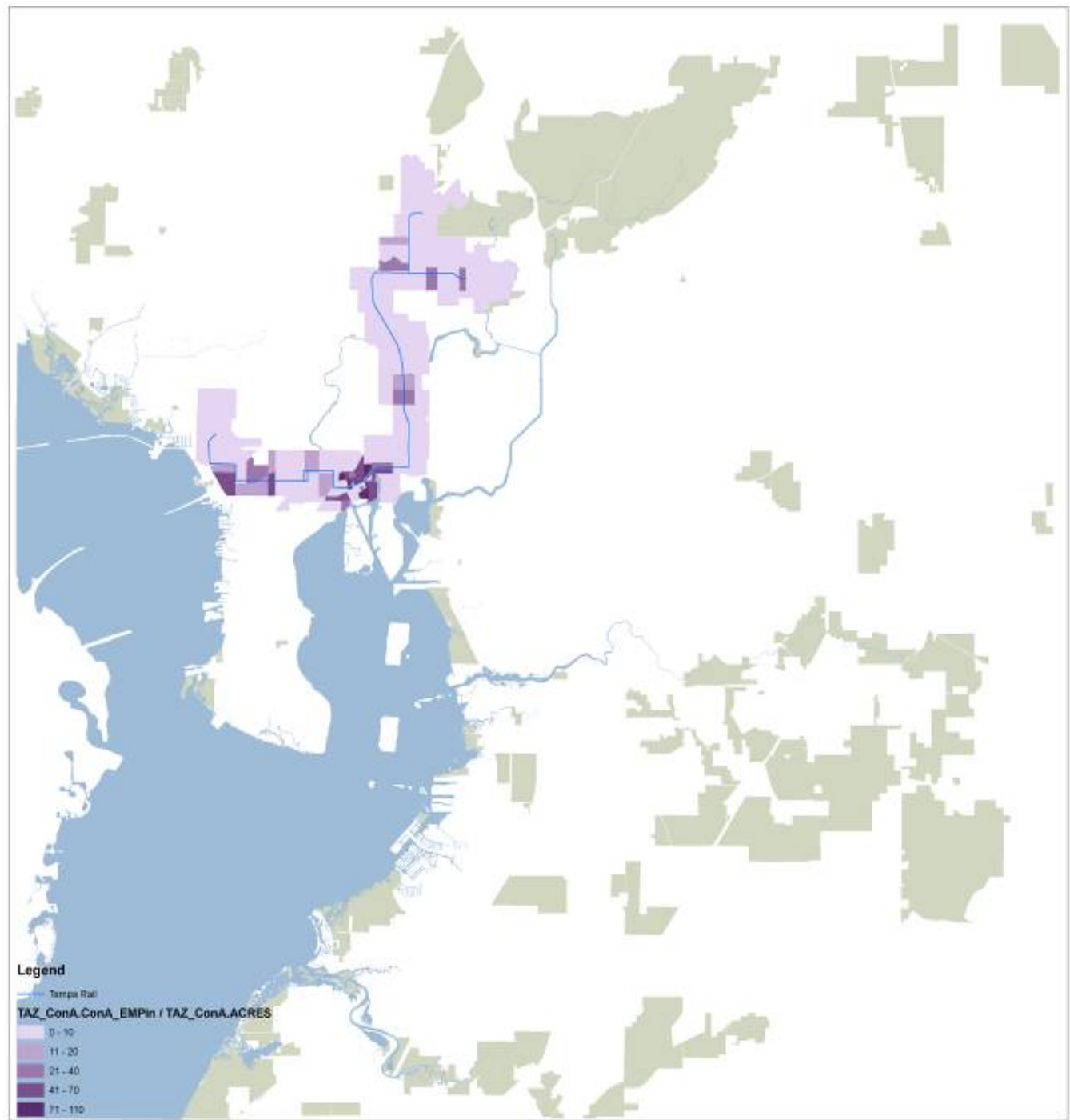
Concept A:

**HH Increment/
Acre by TAZ**





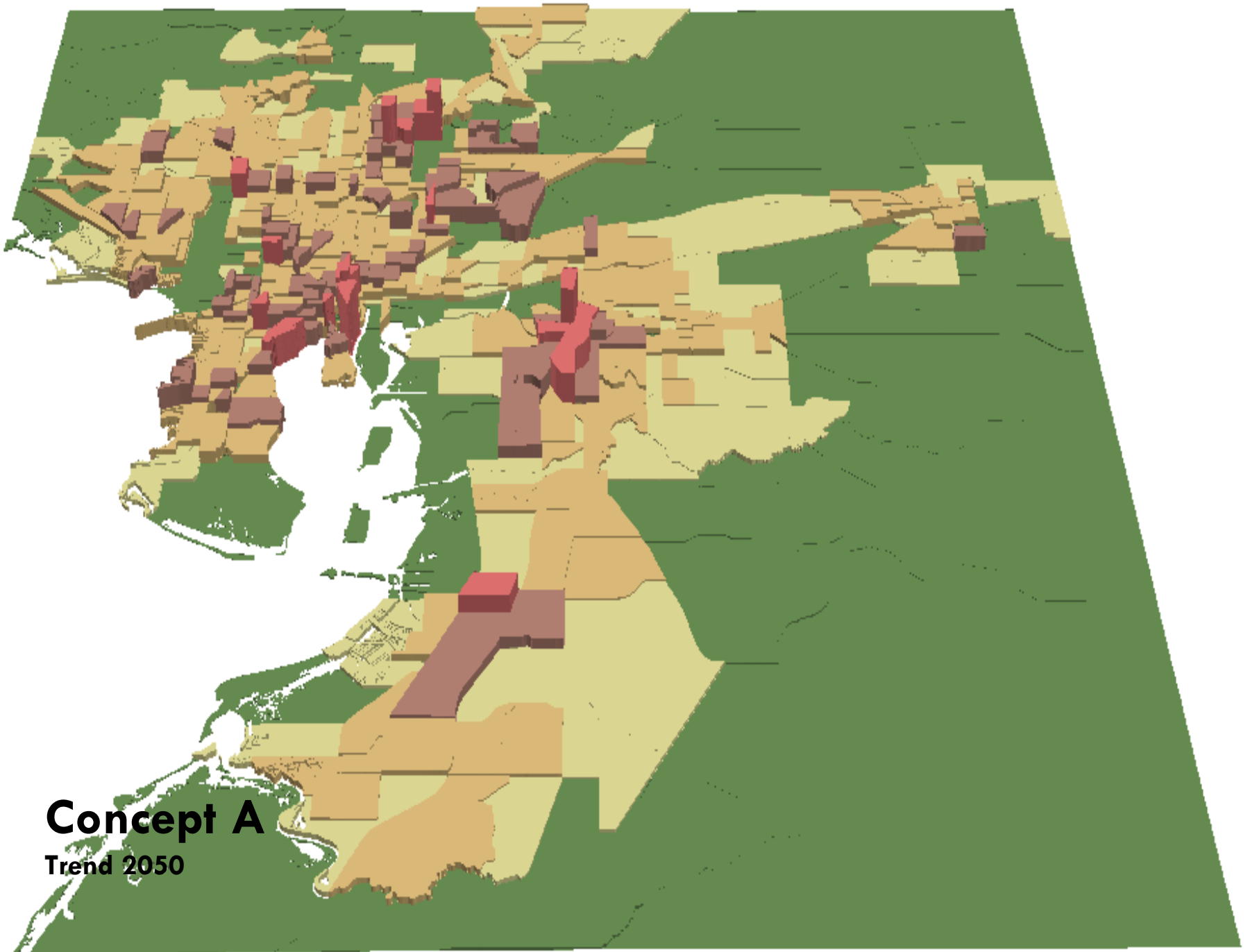
**Concept A:
Jobs Increment/
Acre by TAZ**



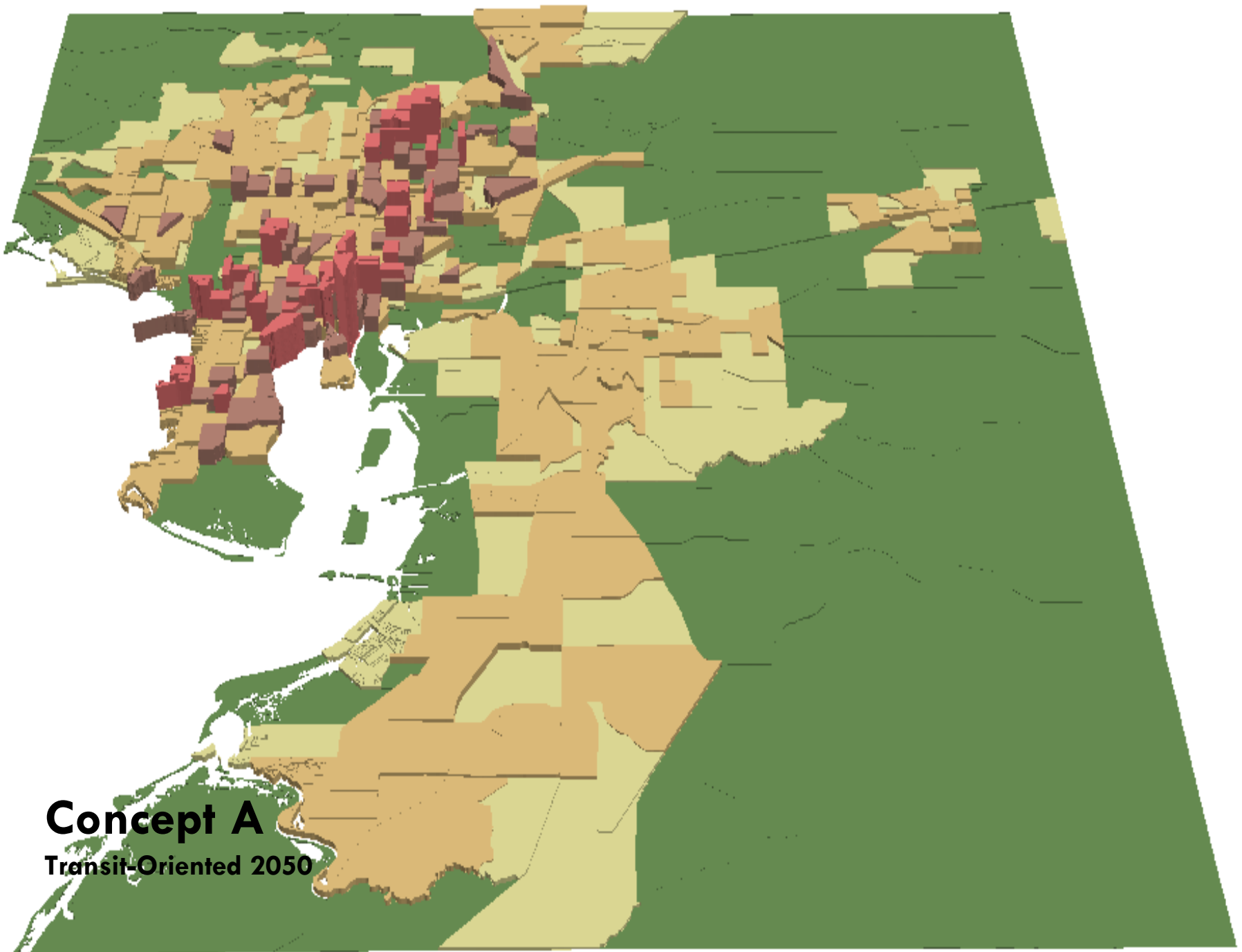


Concept A

Incremental Growth in Station Areas



Concept A
Trend 2050



Concept A
Transit-Oriented 2050



**Concept B:
Stations**





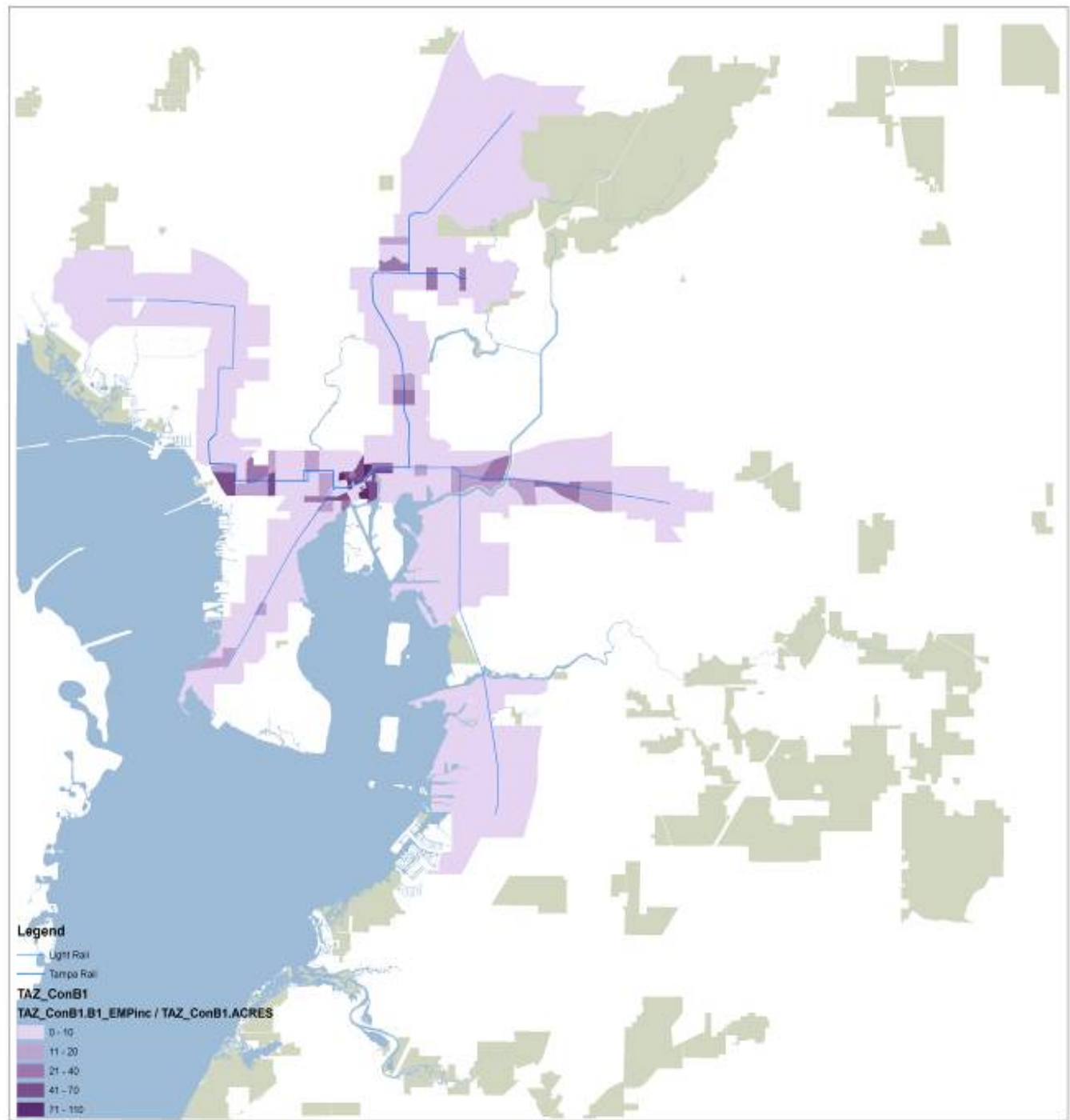
Concept B:

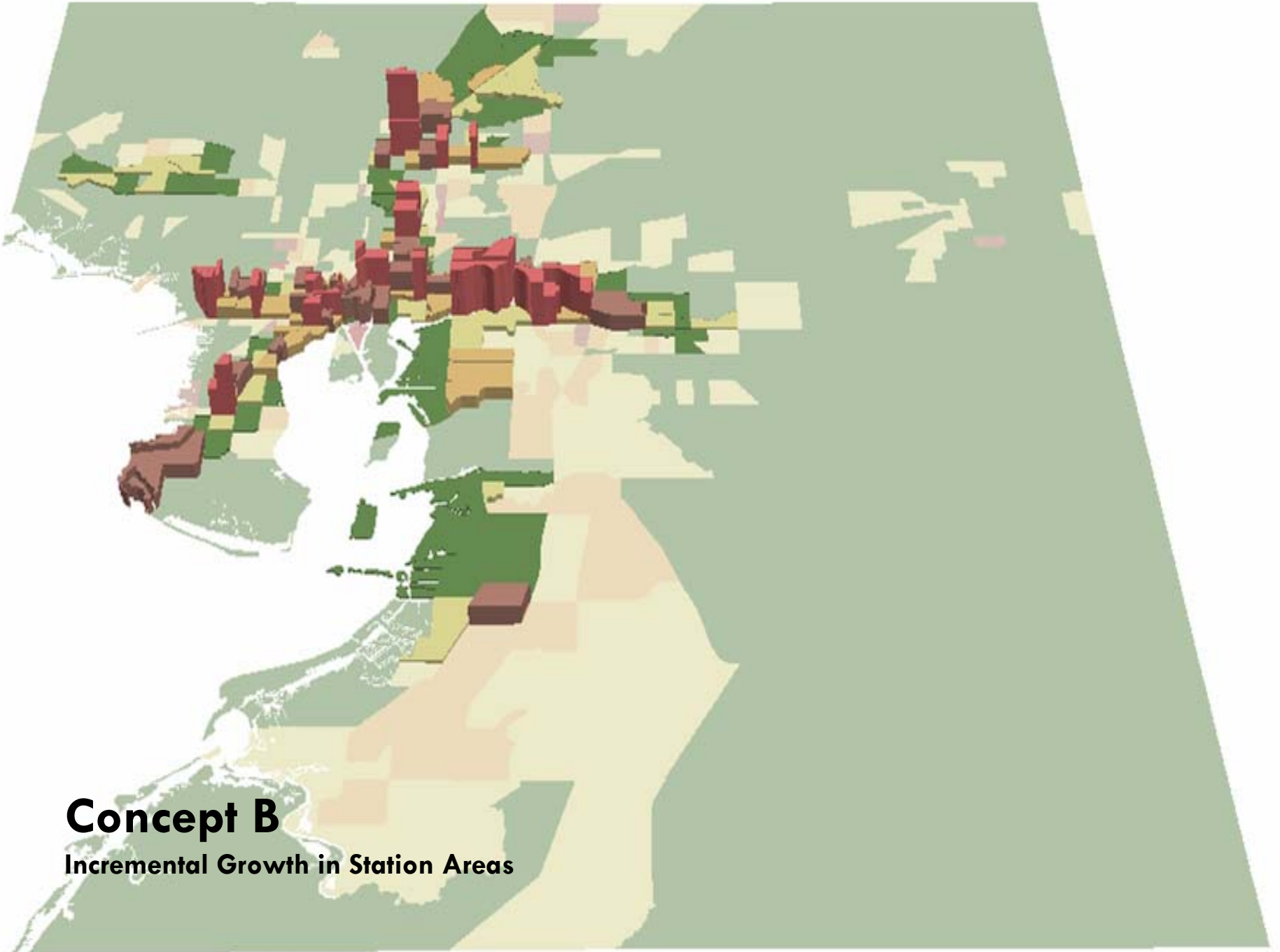
**HH Increment/
Acre by TAZ**





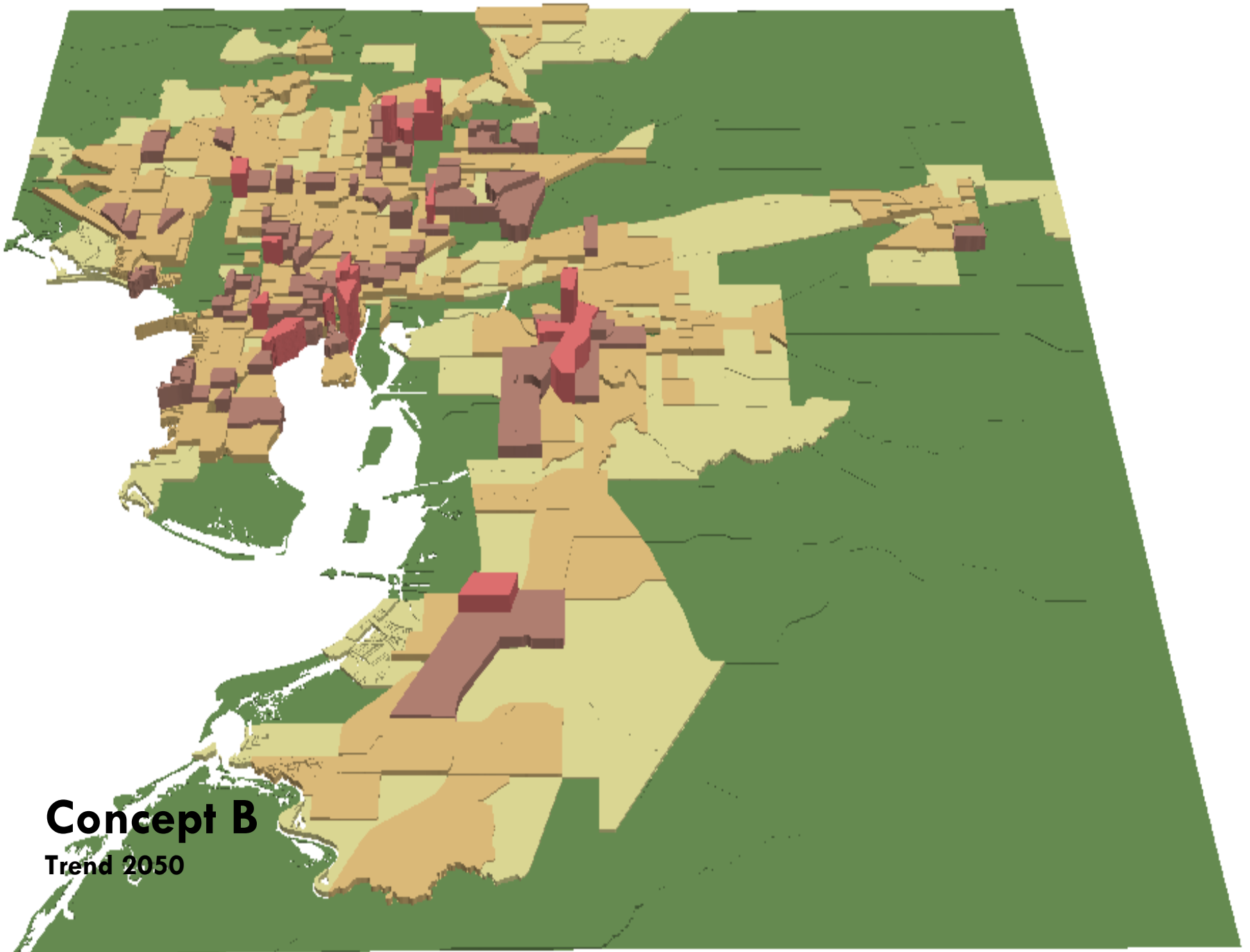
**Concept B:
Jobs Increment/
Acre by TAZ**



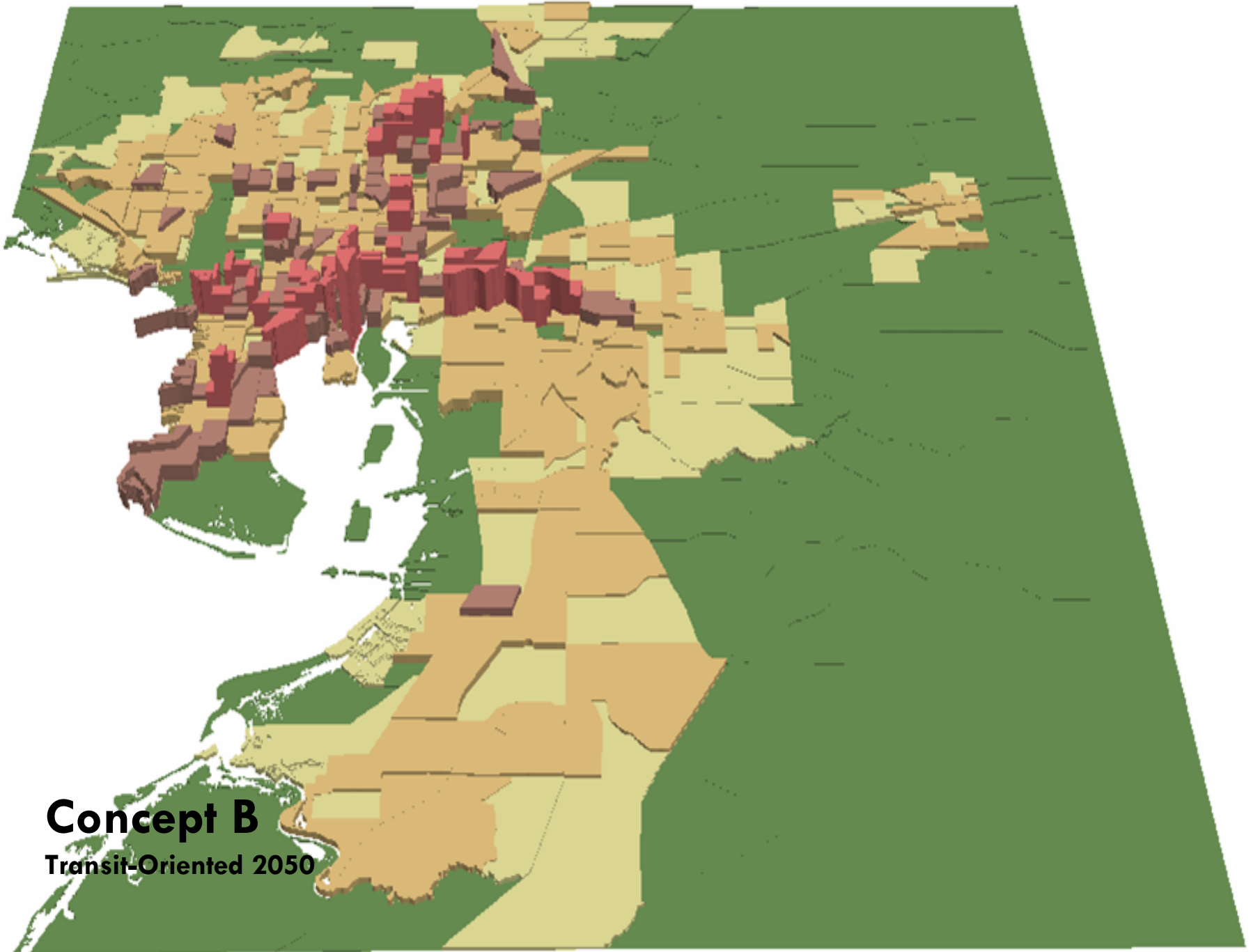


Concept B

Incremental Growth in Station Areas



Concept B
Trend 2050

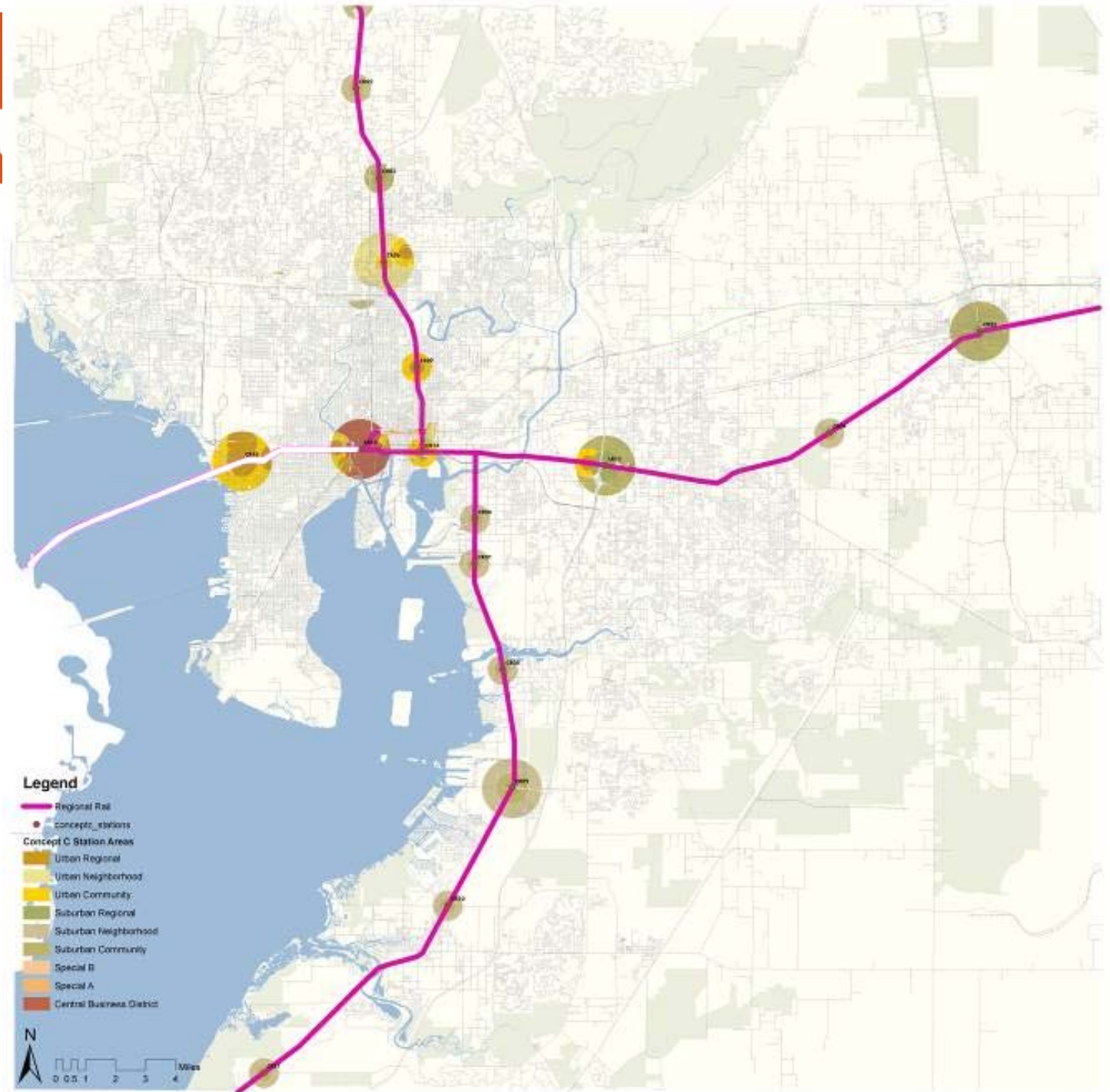


Concept B

Transit-Oriented 2050



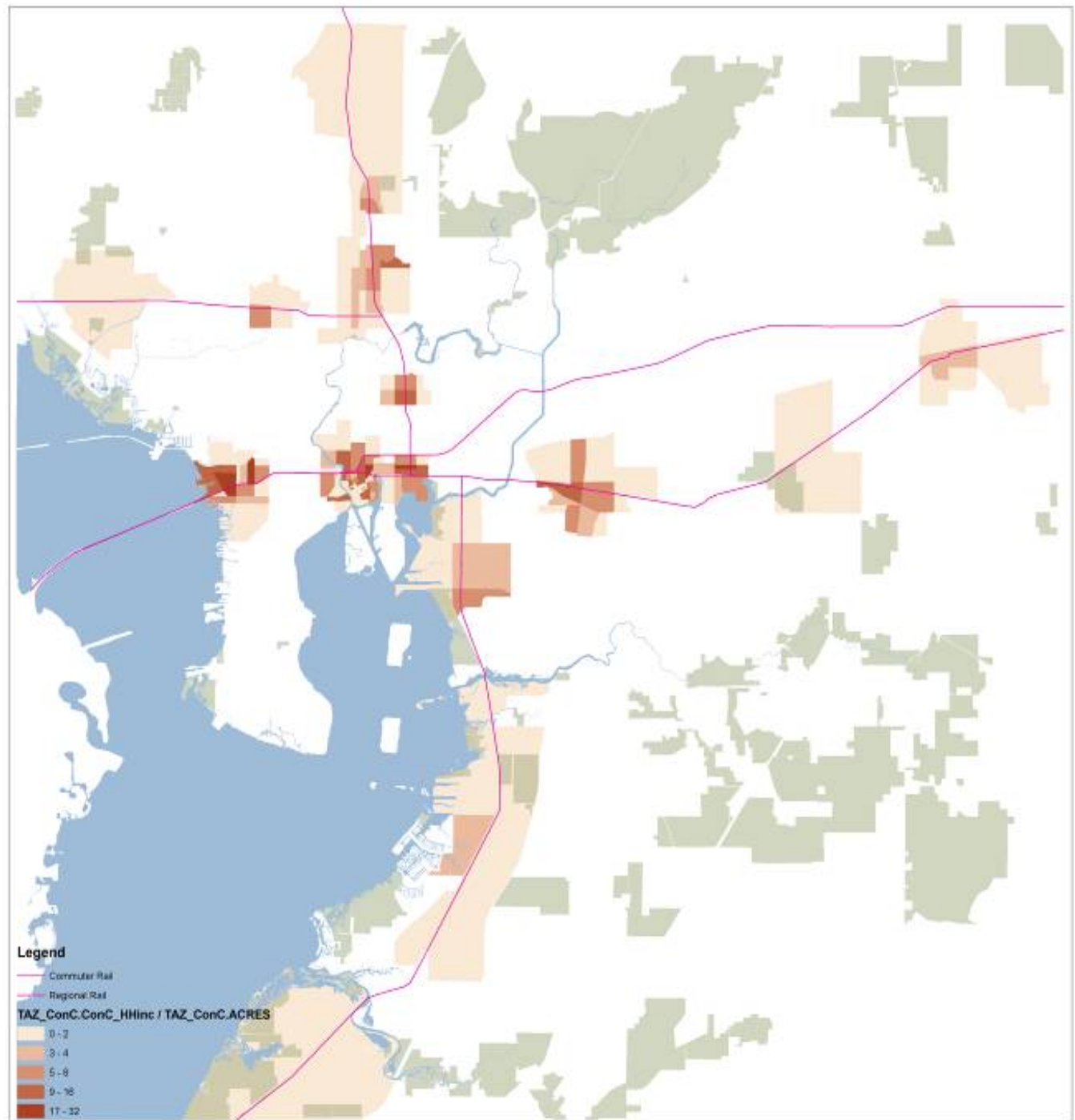
Concept C: Stations





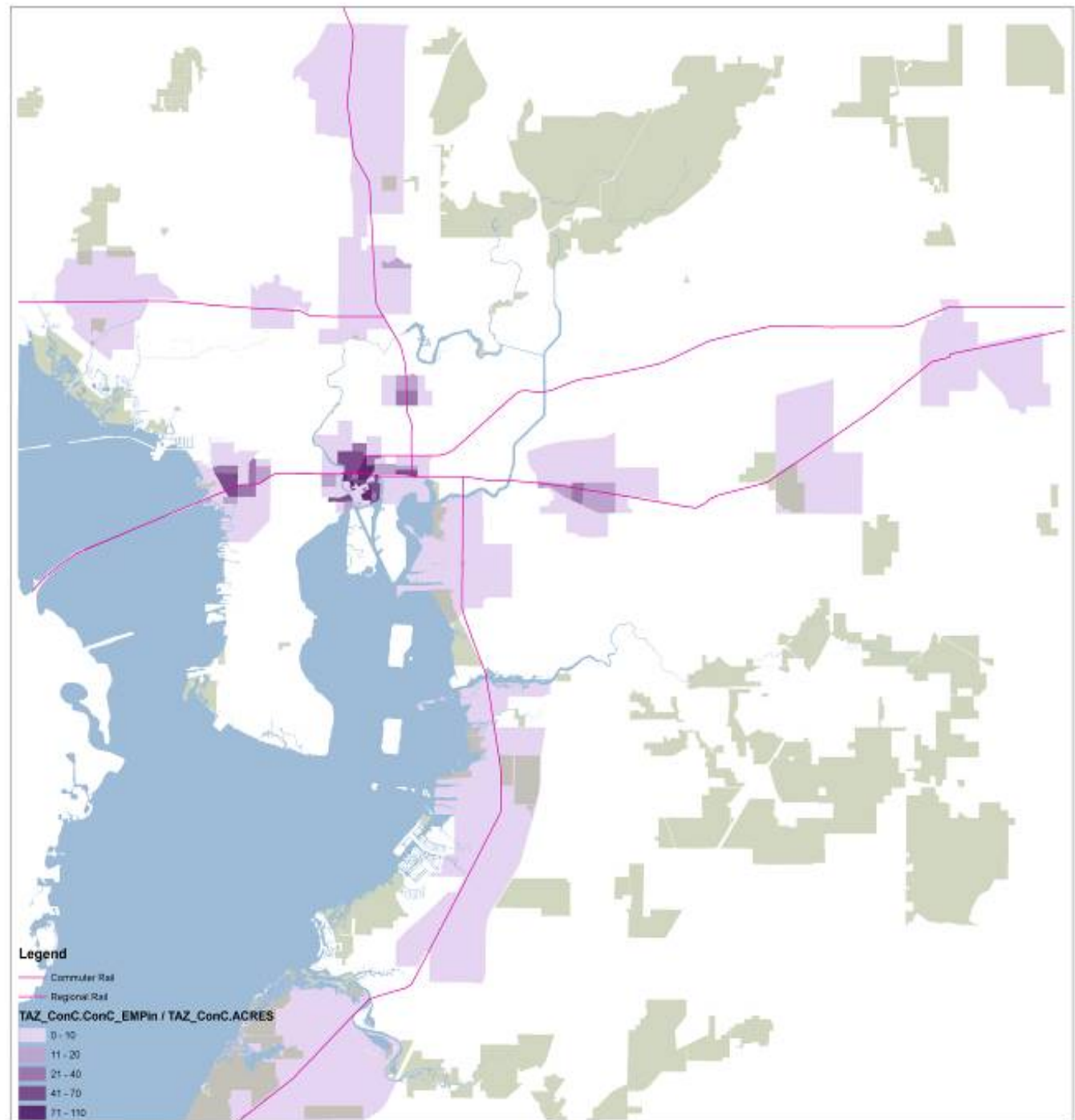
Concept C:

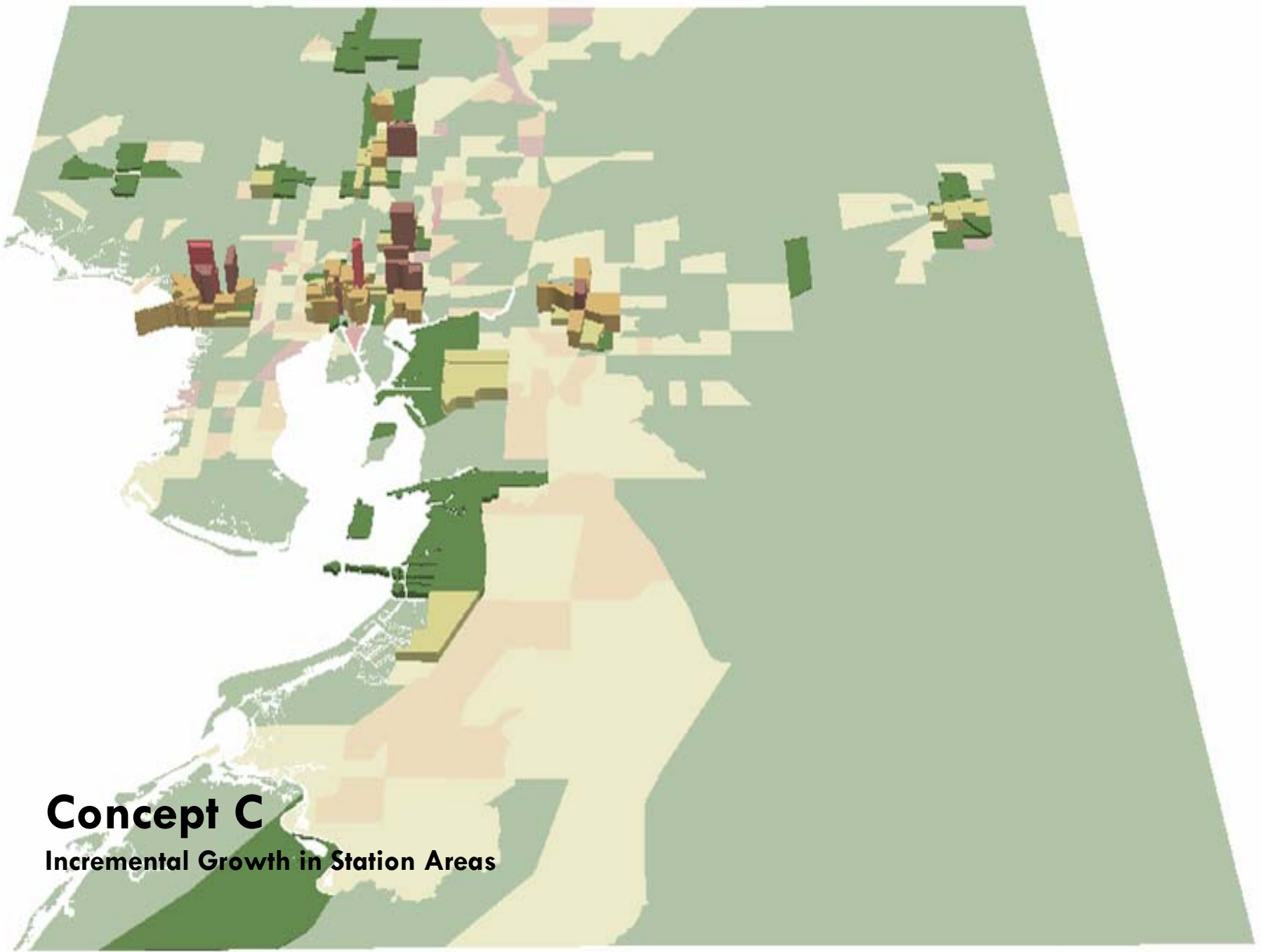
**HH Increment/
Acre by TAZ**





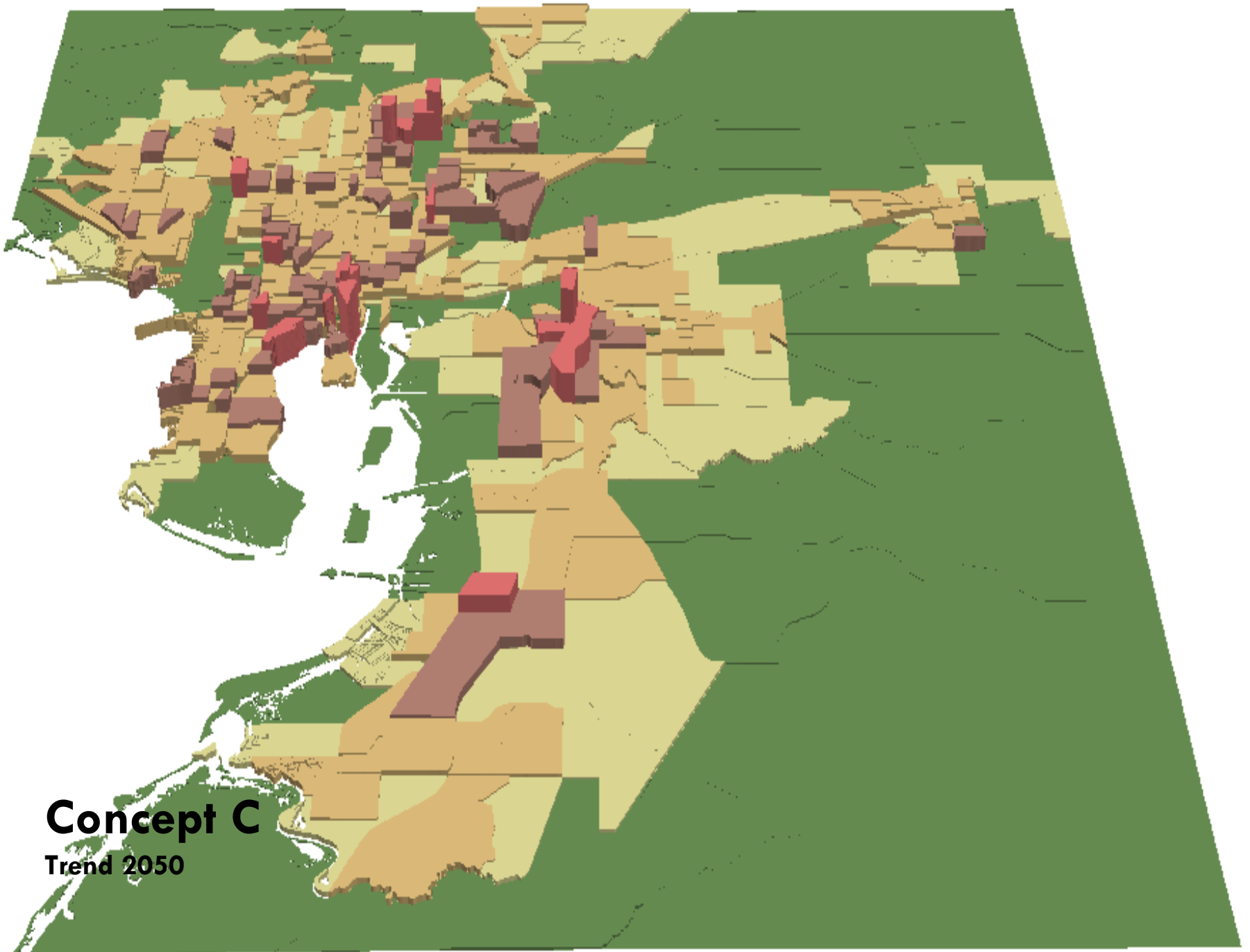
**Concept C:
Jobs Increment/
Acre by TAZ**



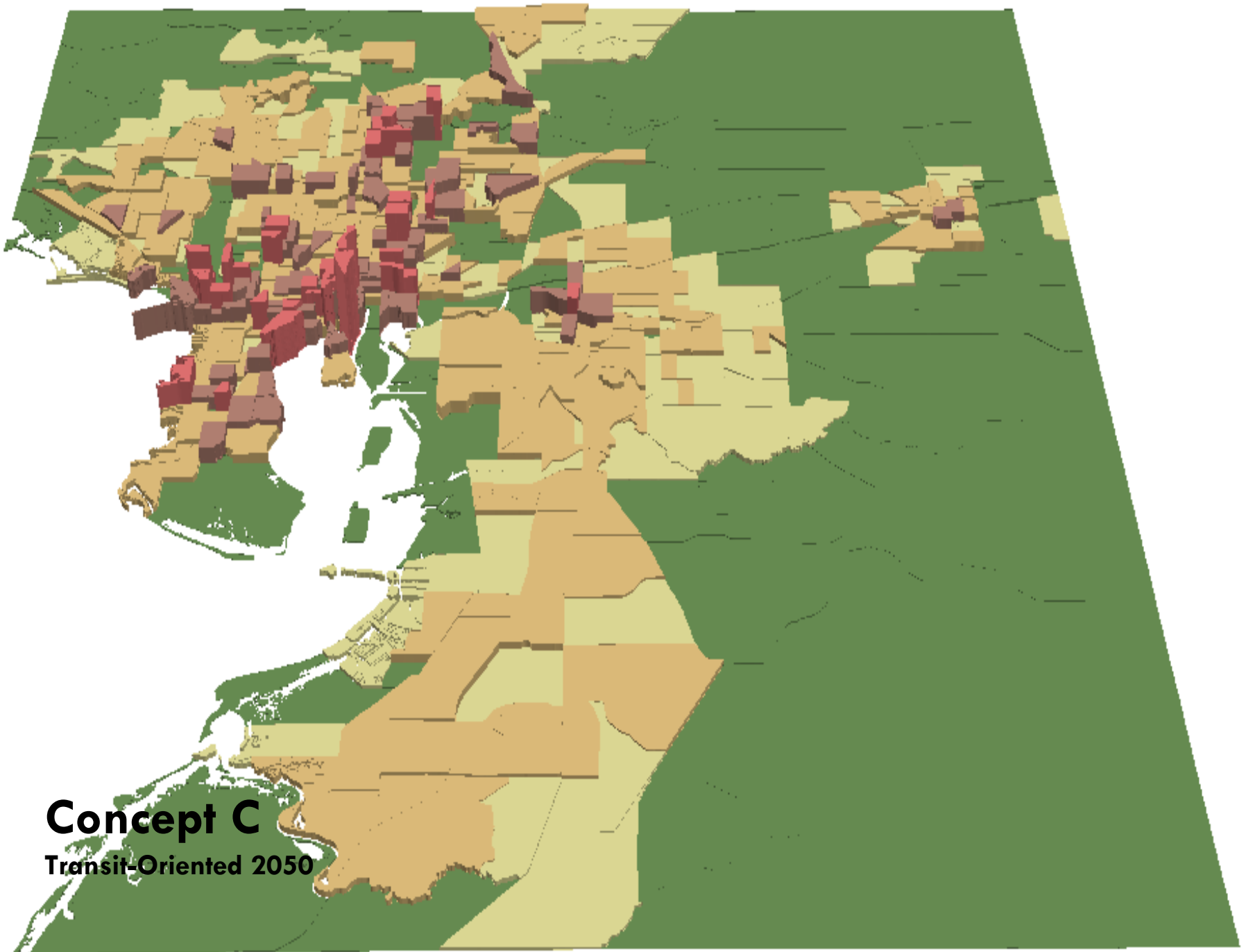


Concept C

Incremental Growth in Station Areas



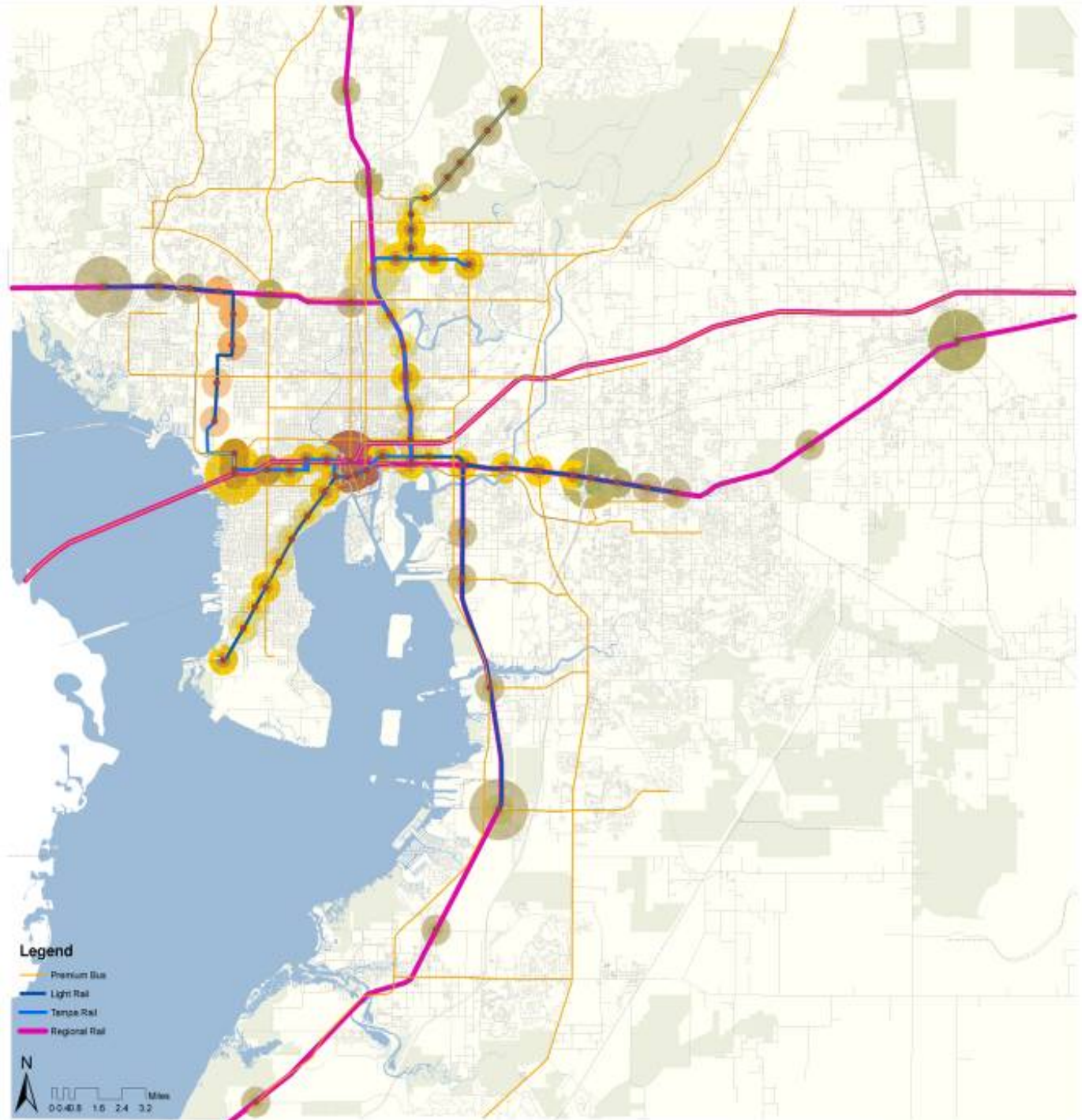
Concept C
Trend 2050

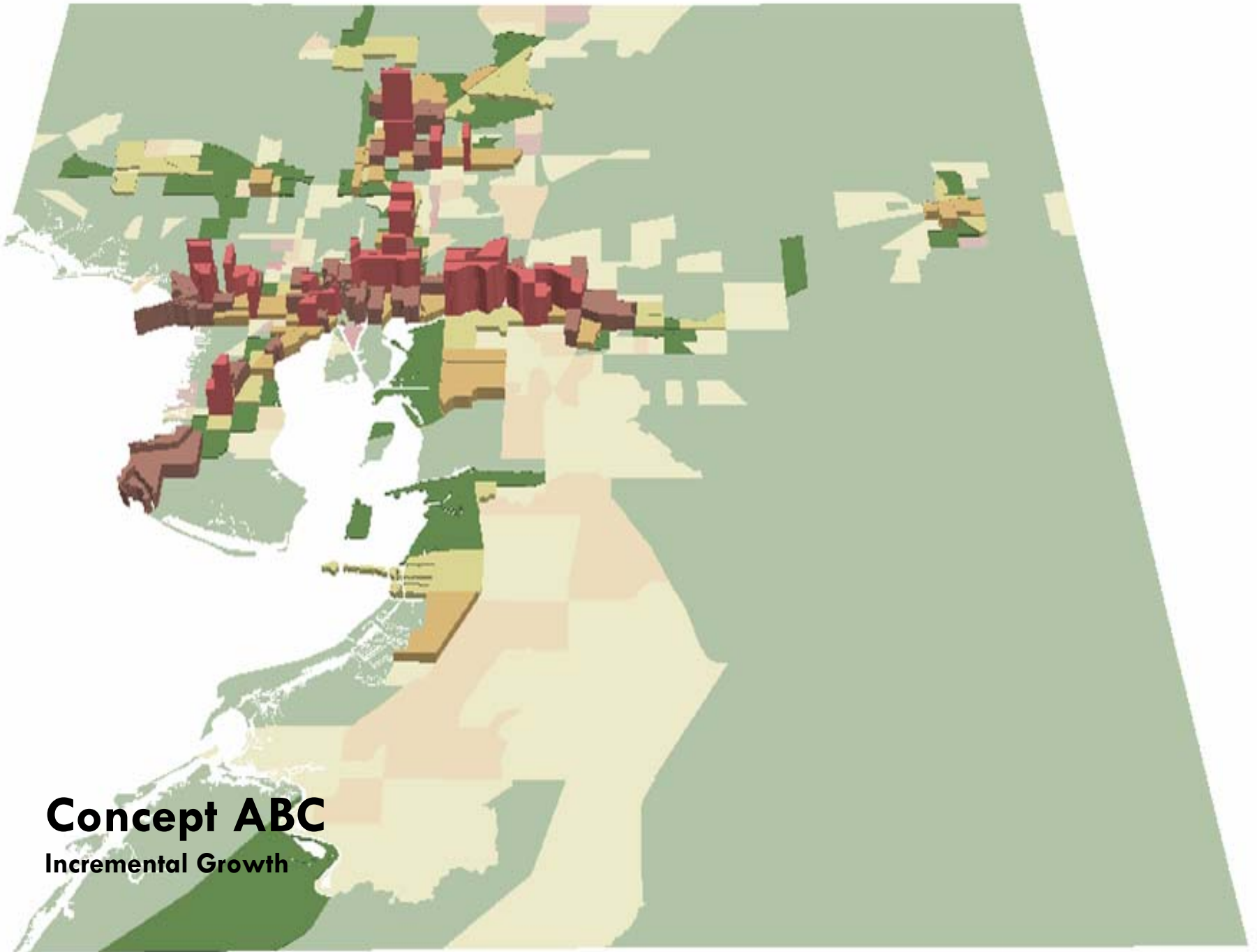


Concept C
Transit-Oriented 2050

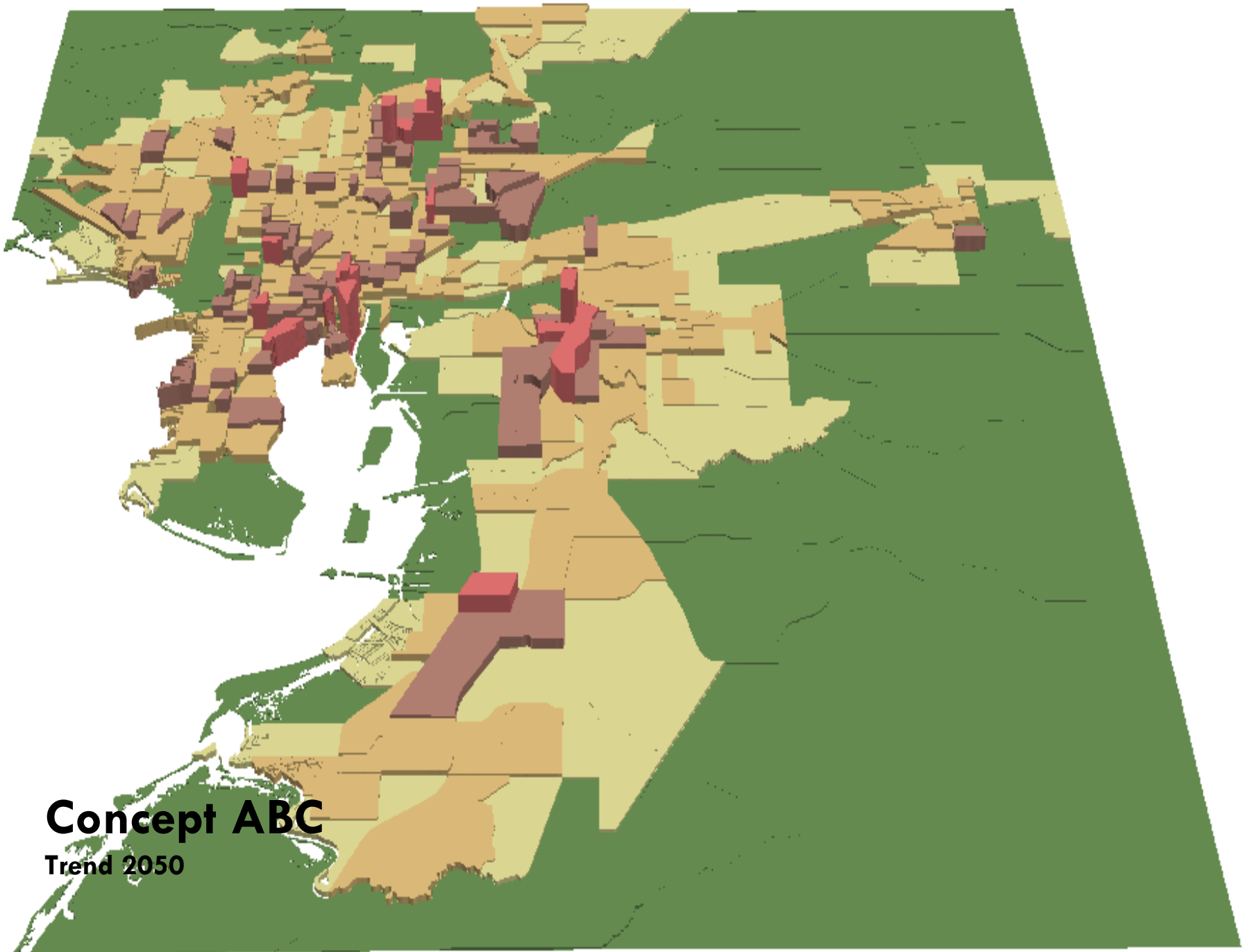


**Concept ABC:
Stations**

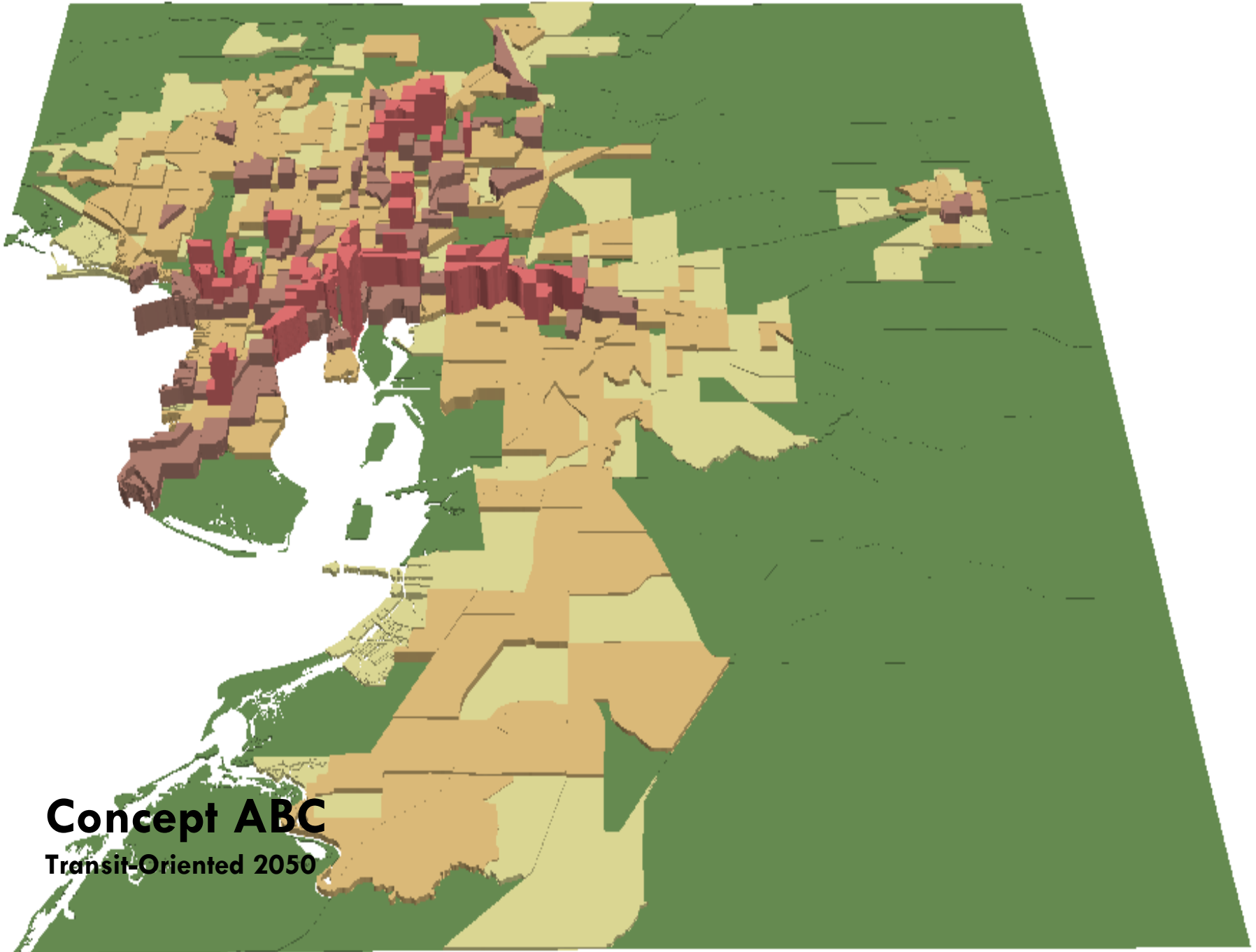




Concept ABC
Incremental Growth



Concept ABC
Trend 2050



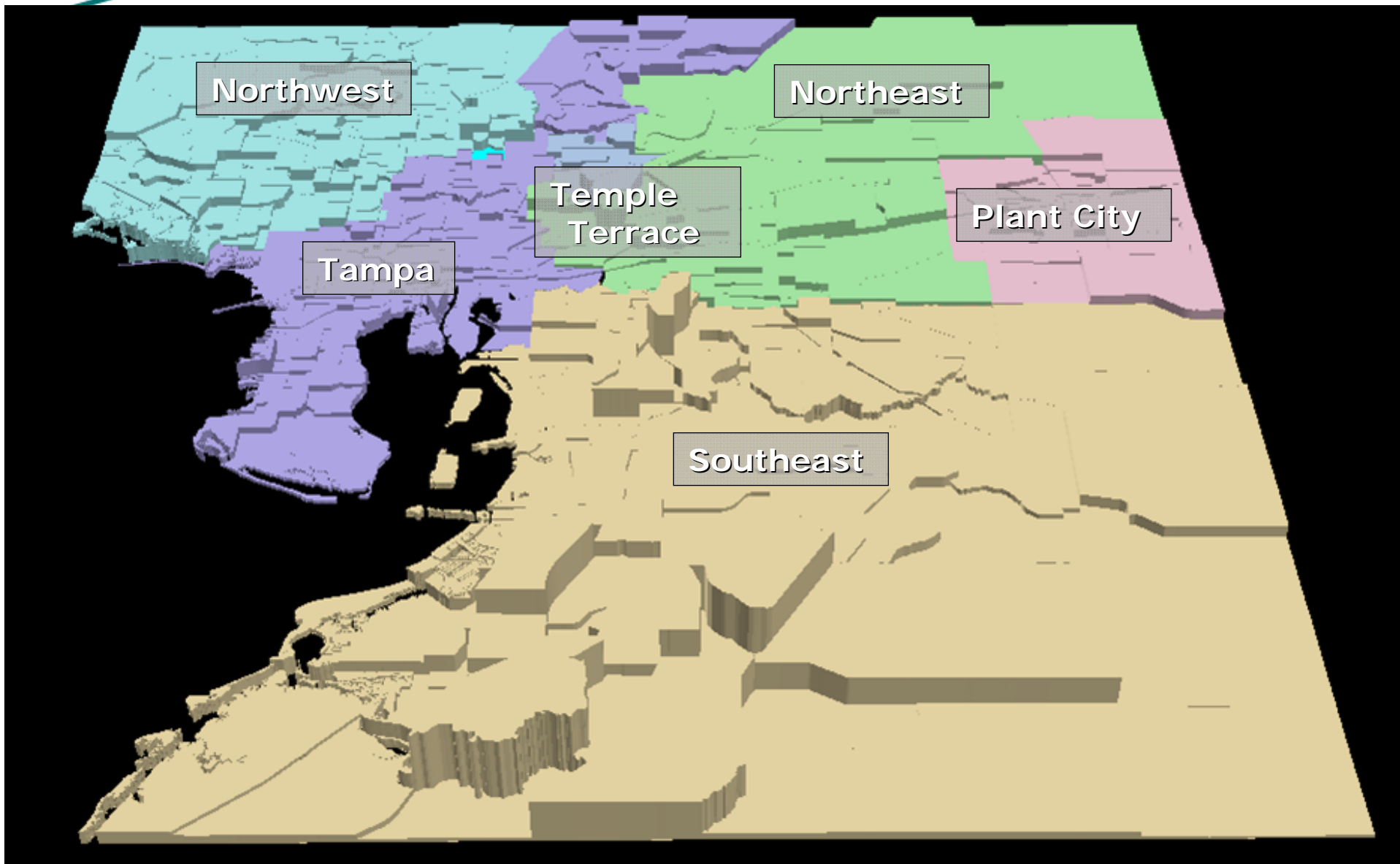
Concept ABC
Transit-Oriented 2050



TRANSIT STUDY

Sub-Regions

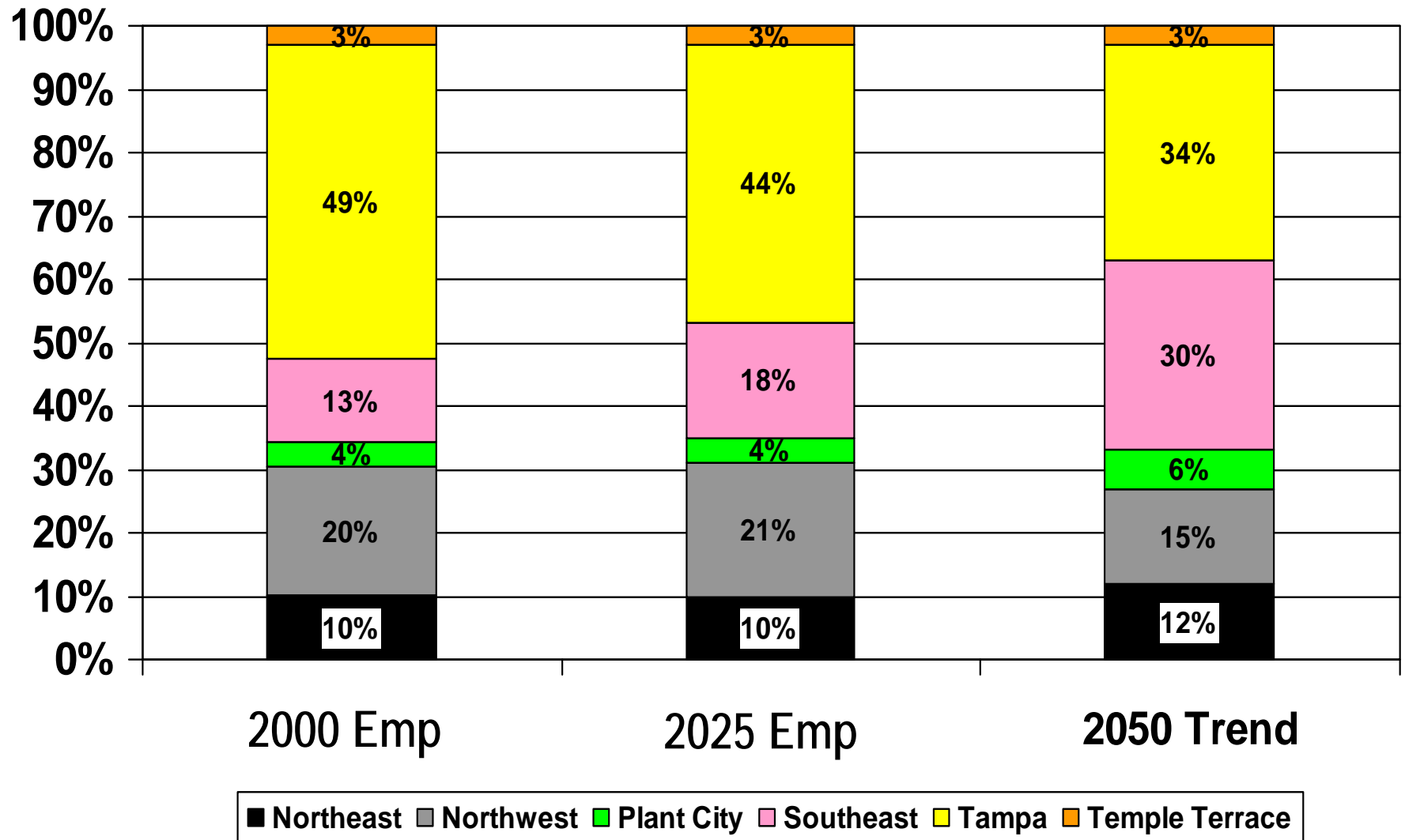
With TAZ Boundaries





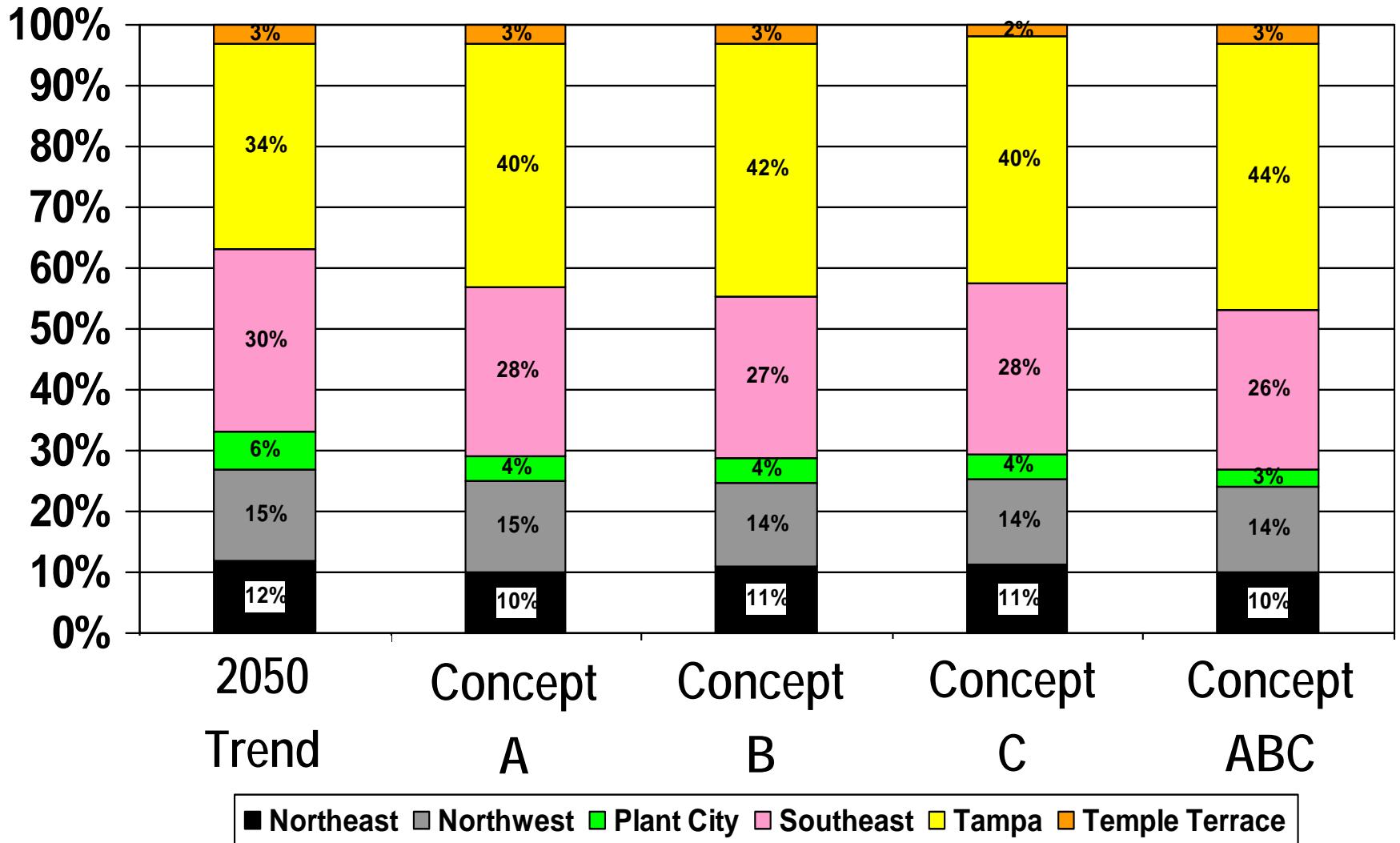
Employment Trend

By Sub-Region





Employment Trend by Transit Concept for Sub-Regions

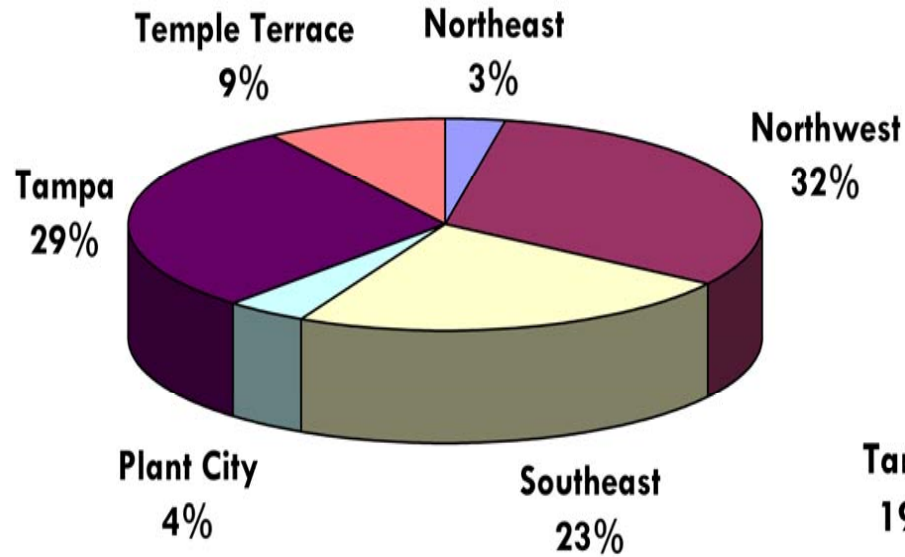




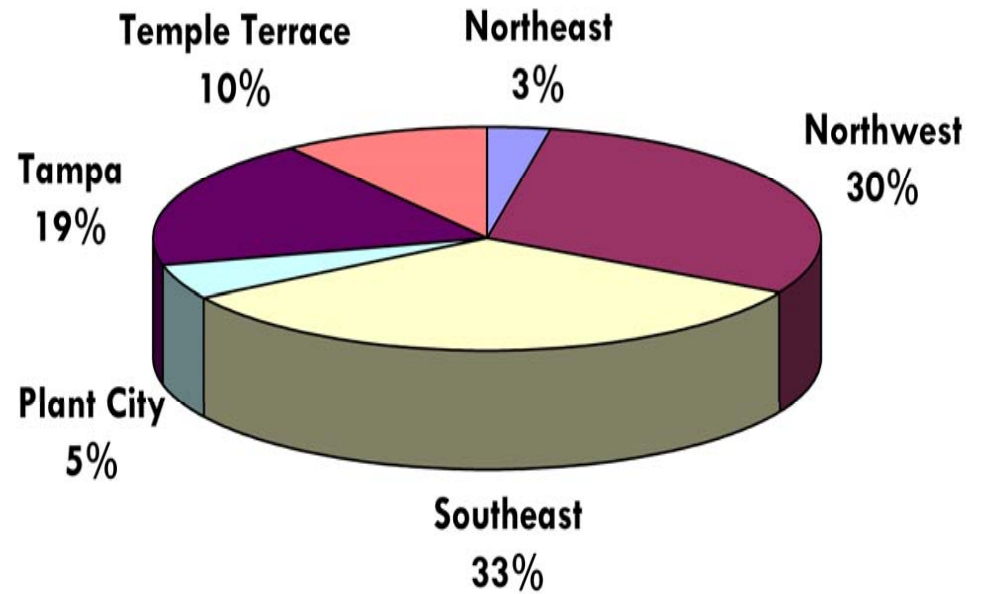
2050 Employment with Transit

by Concept

	Concept A	Concept B	Concept C	Concept ABC	2050 Forecast
Employment	170,795	290,370	216,138	367,768	1,430,199
% of 2050 Forecast	11.94%	20.30%	15.11%	25.71%	



**Share of Households
2000**



**Share of Households
2050**



2050 Population with Transit by Concept

	Concept A	Concept B	Concept C	Concept ABC	2050 Forecast
Population	175,309	420,589	315,170	595,798	2,034,180
% of 2050 Forecast	8.62%	20.68%	15.49%	29.29%	

Measures of Effectiveness

Land Use

- Population near Stations
- Employment near Stations
- Potential TOD Acreage
- Incremental increase in Land Value

Mobility

- Carrying capacity of Transit System
- Transit Ridership
- Miles and Hours of Travel
- Speed and Congestion



Environment

- Air Quality
- Fuel Consumption - Energy



Financial

- Capital Costs
- O&M Costs

Systems

- Integration – Countywide and Regional
- Service Characteristics
- System Capacity



TRANSIT STUDY

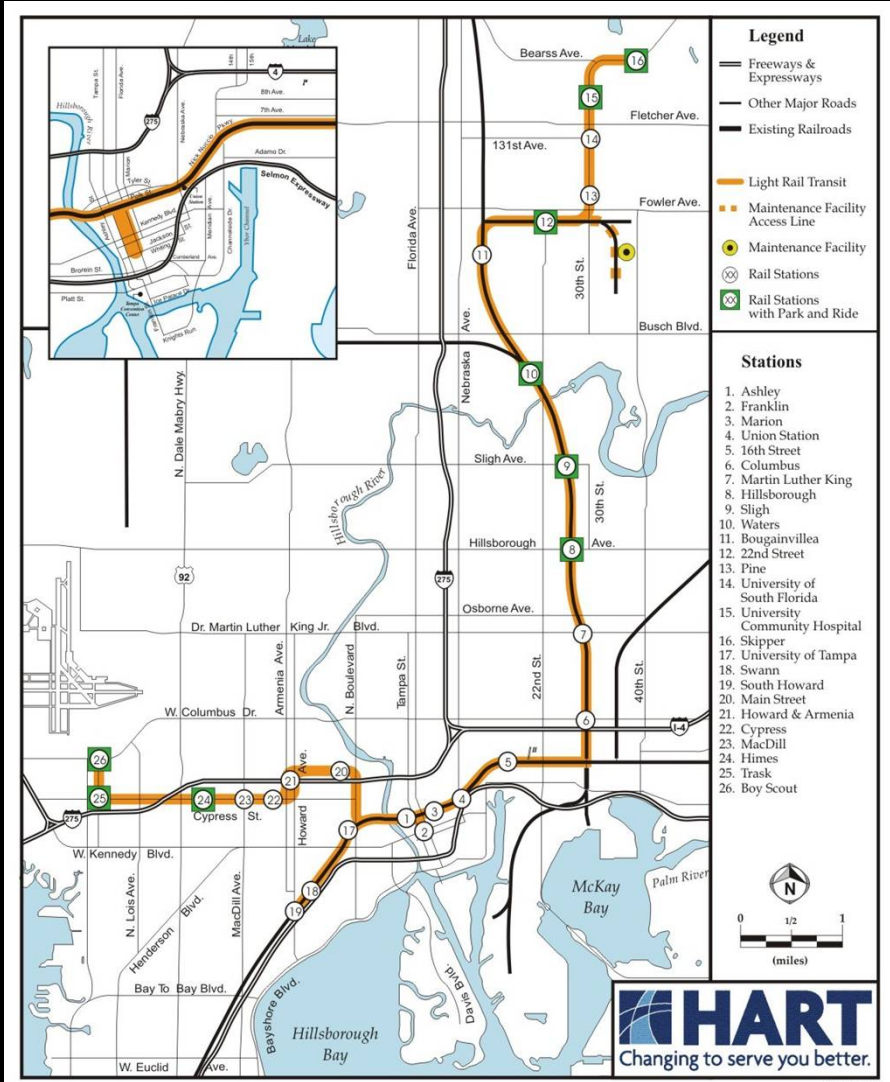
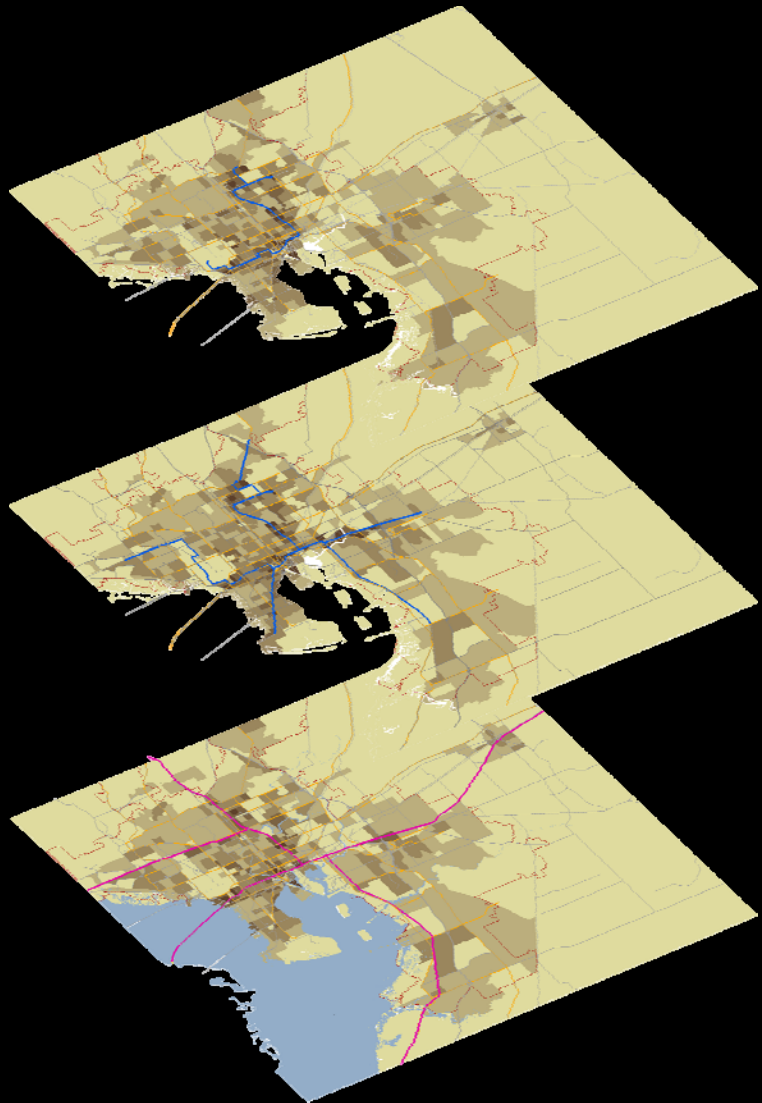
System Design Issues

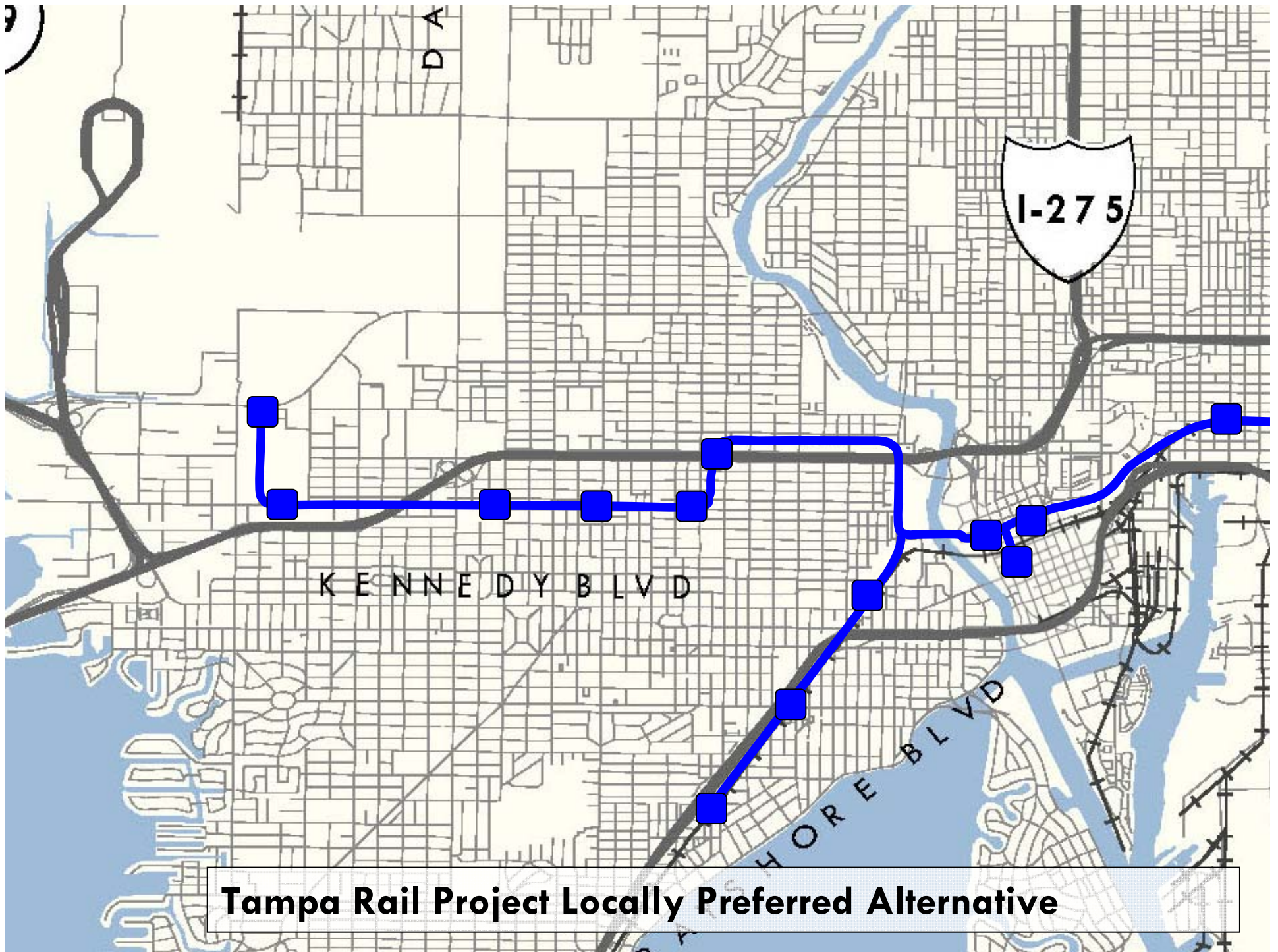


- Connecting Downtown and Westshore
- Downtown Tampa
- USF Area
- I-4 Corridor

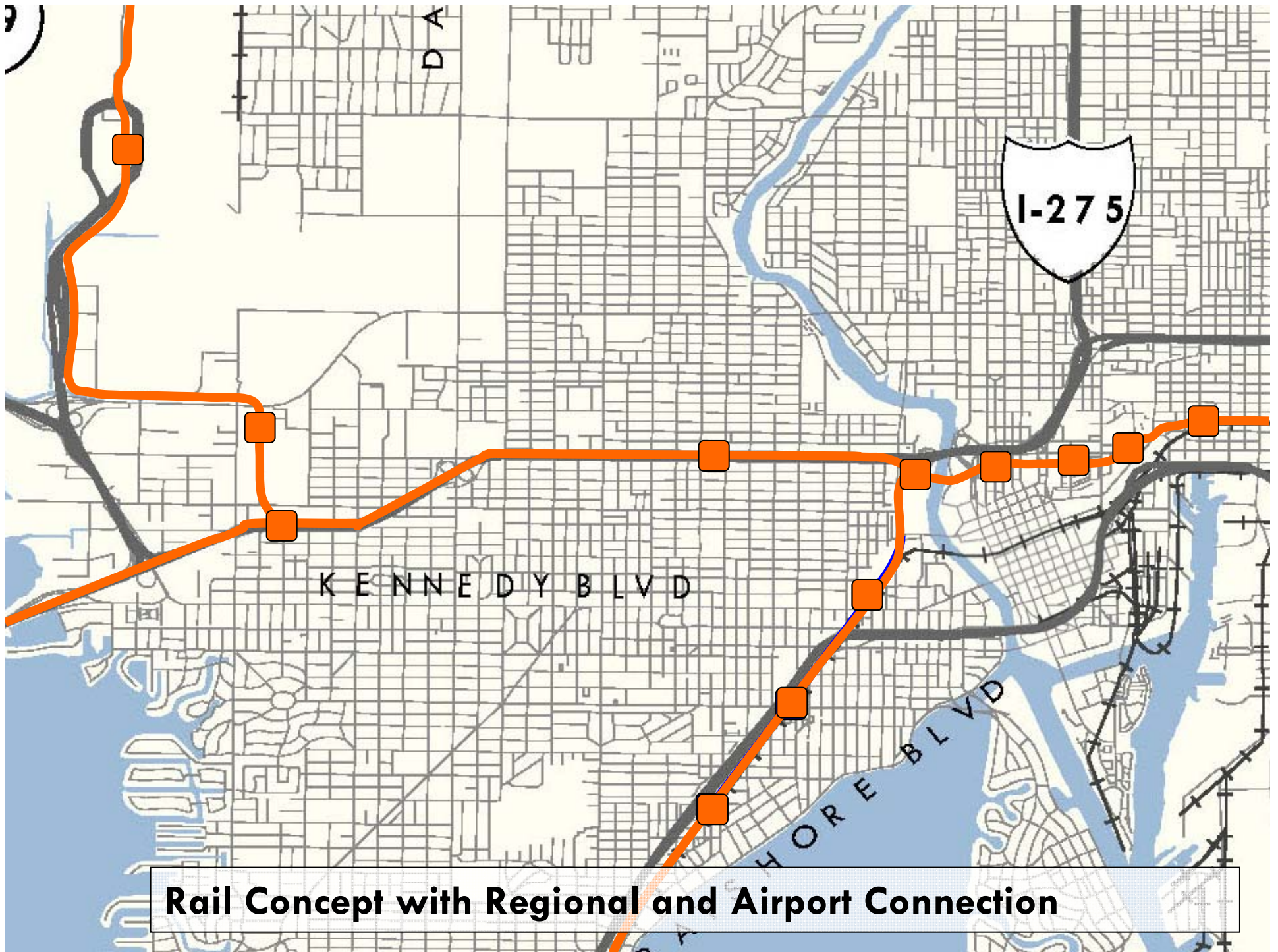
Tampa Rail Project

Locally Preferred Alternative

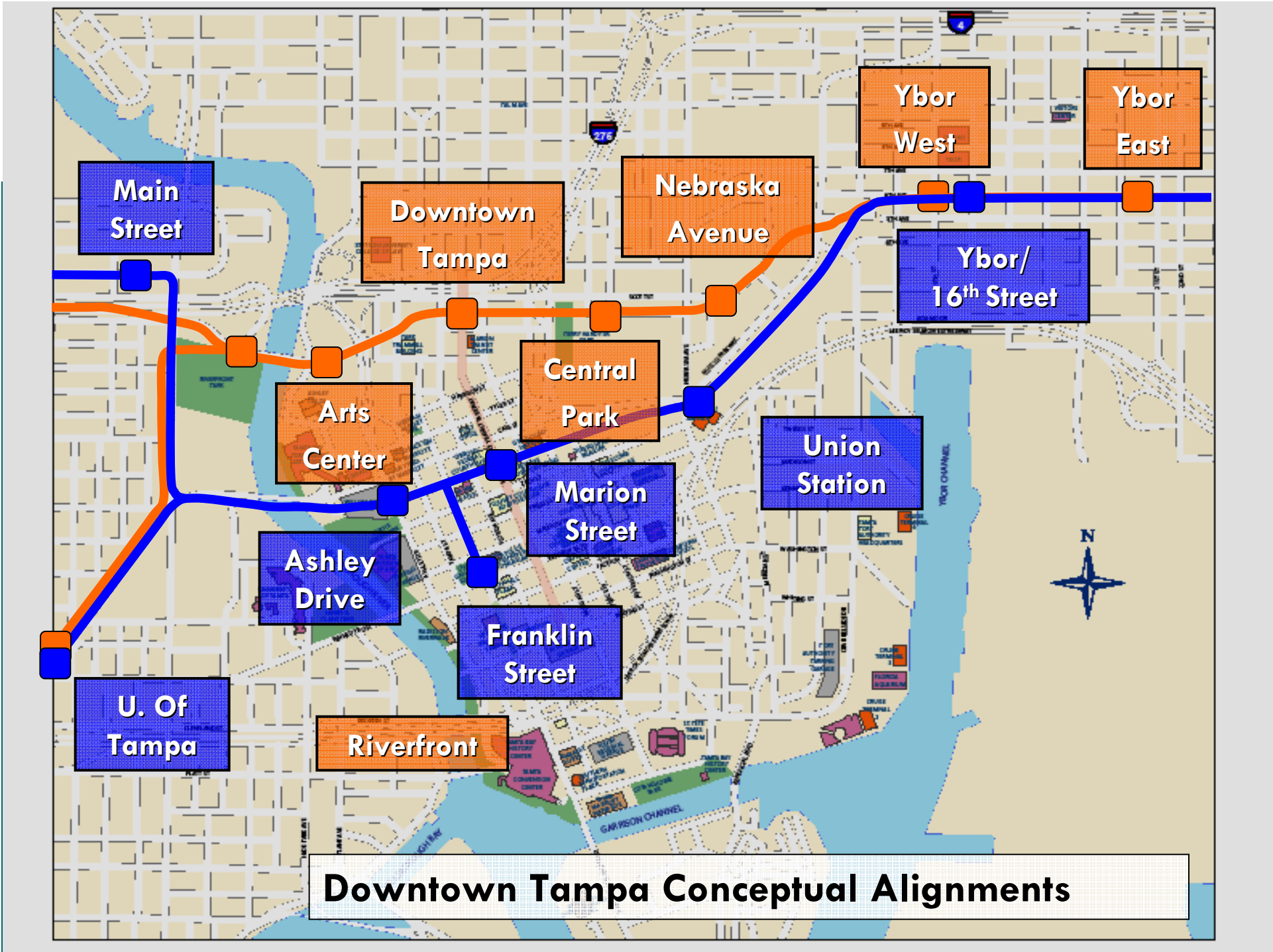




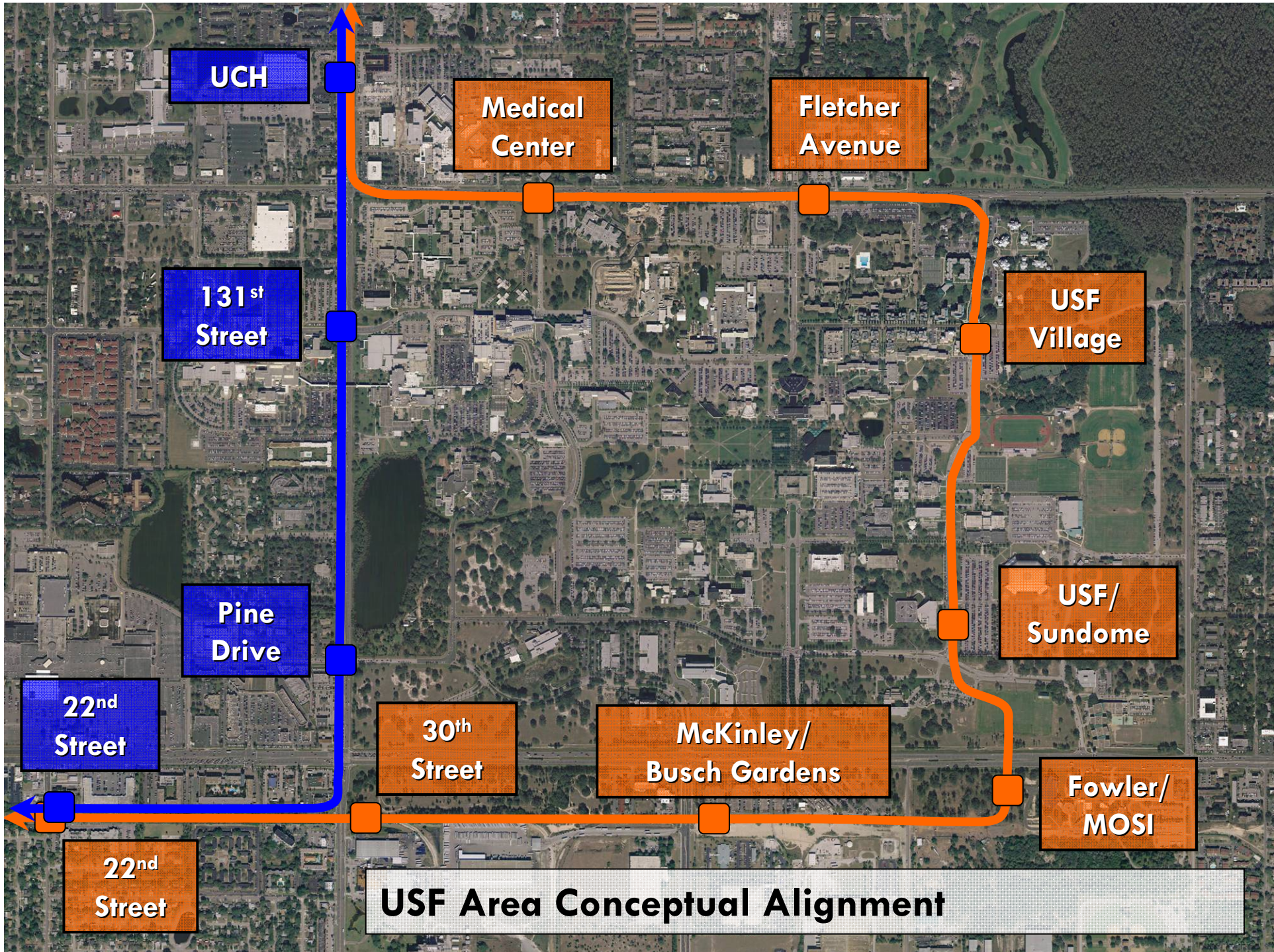
Tampa Rail Project Locally Preferred Alternative



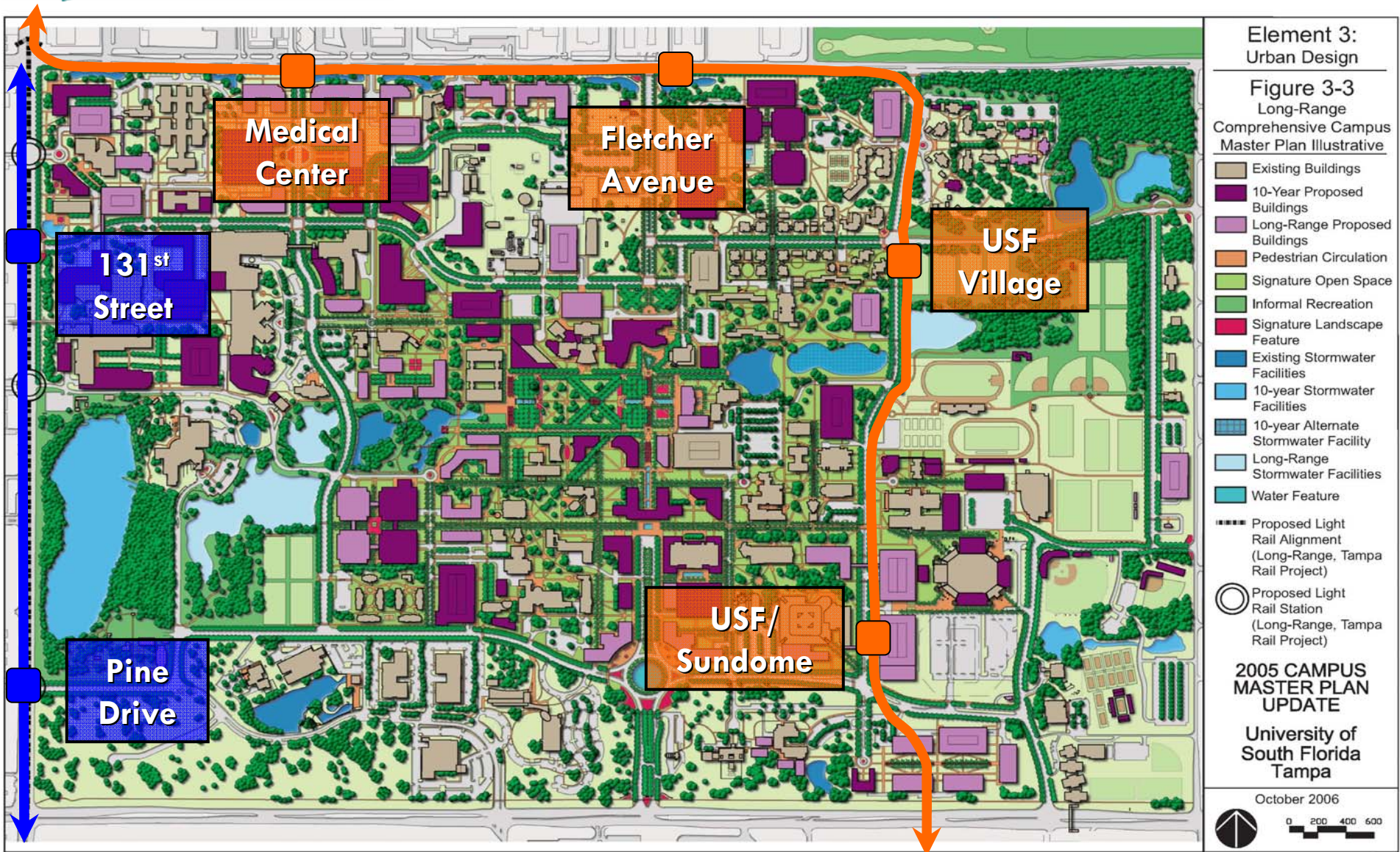
Rail Concept with Regional and Airport Connection

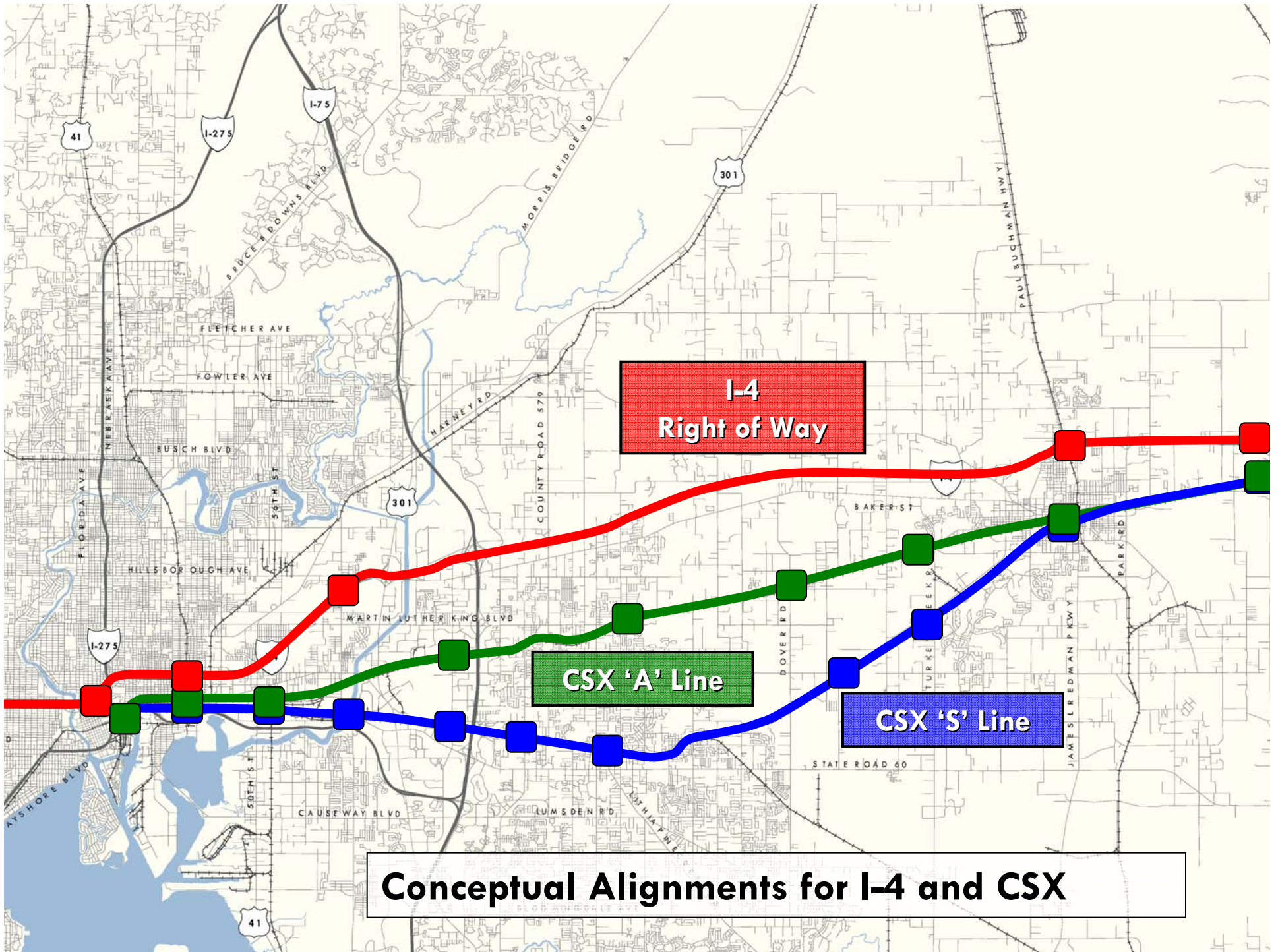


Downtown Tampa Conceptual Alignments



USF Conceptual Alignment



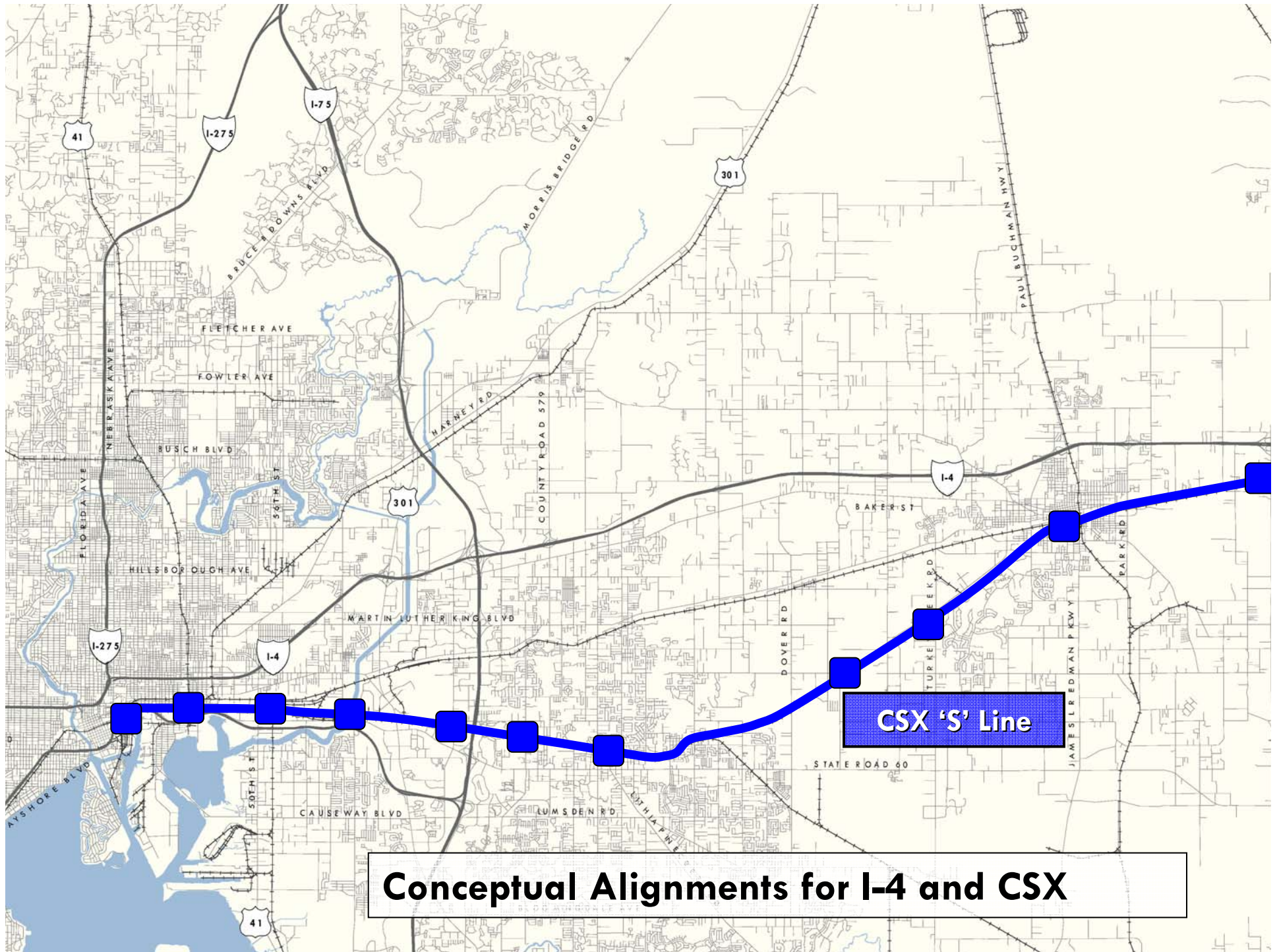


**I-4
Right of Way**

CSX 'A' Line

CSX 'S' Line

Conceptual Alignments for I-4 and CSX



CSX 'S' Line

Conceptual Alignments for I-4 and CSX

Current Activities and Next Steps



- **MPO and Committees (Aug and Sep)**
- **Leadership Team (Aug 20)**
- **Technical Team (Aug 23)**
- **MOSI Open House (Aug 25)**



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