

# Hillsborough County MPO Transit Study

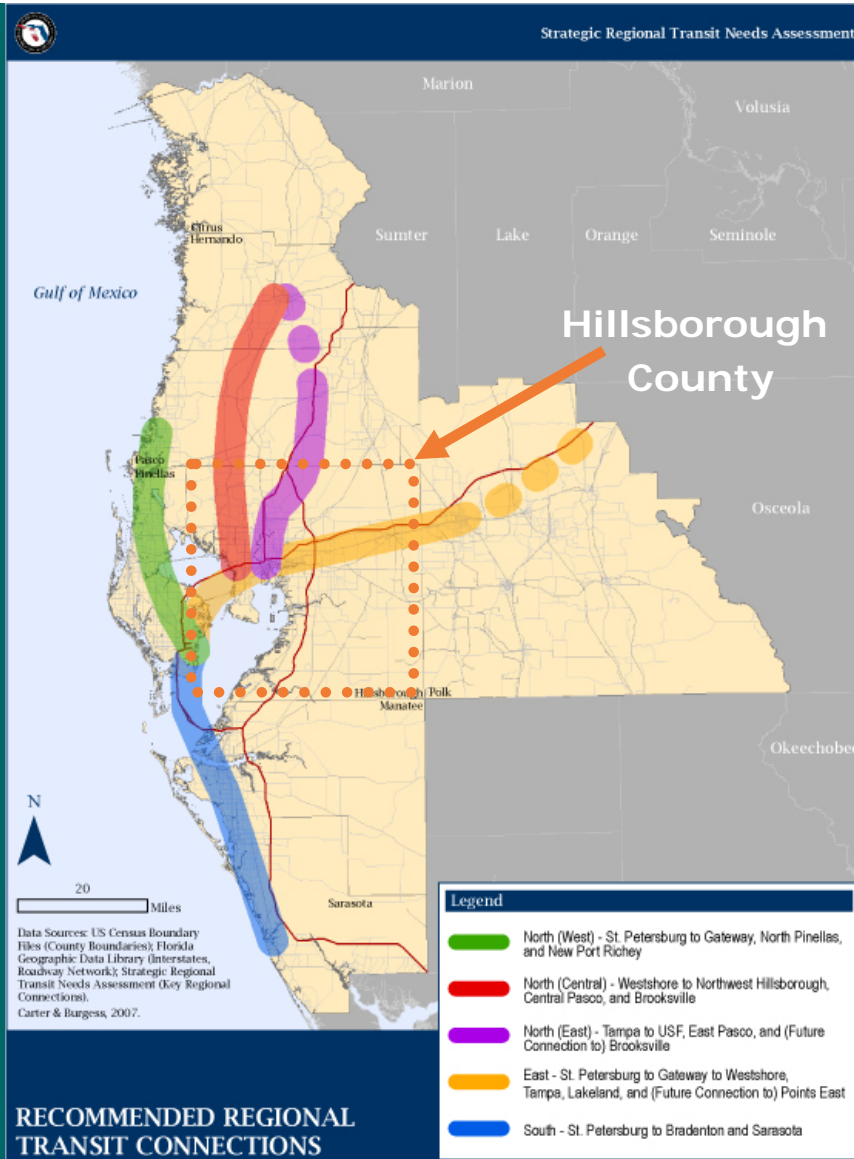
Transit Open House

May 22, 2007

Loretta Ingraham Center



# SRTNA Recommended Regional Transit Connections

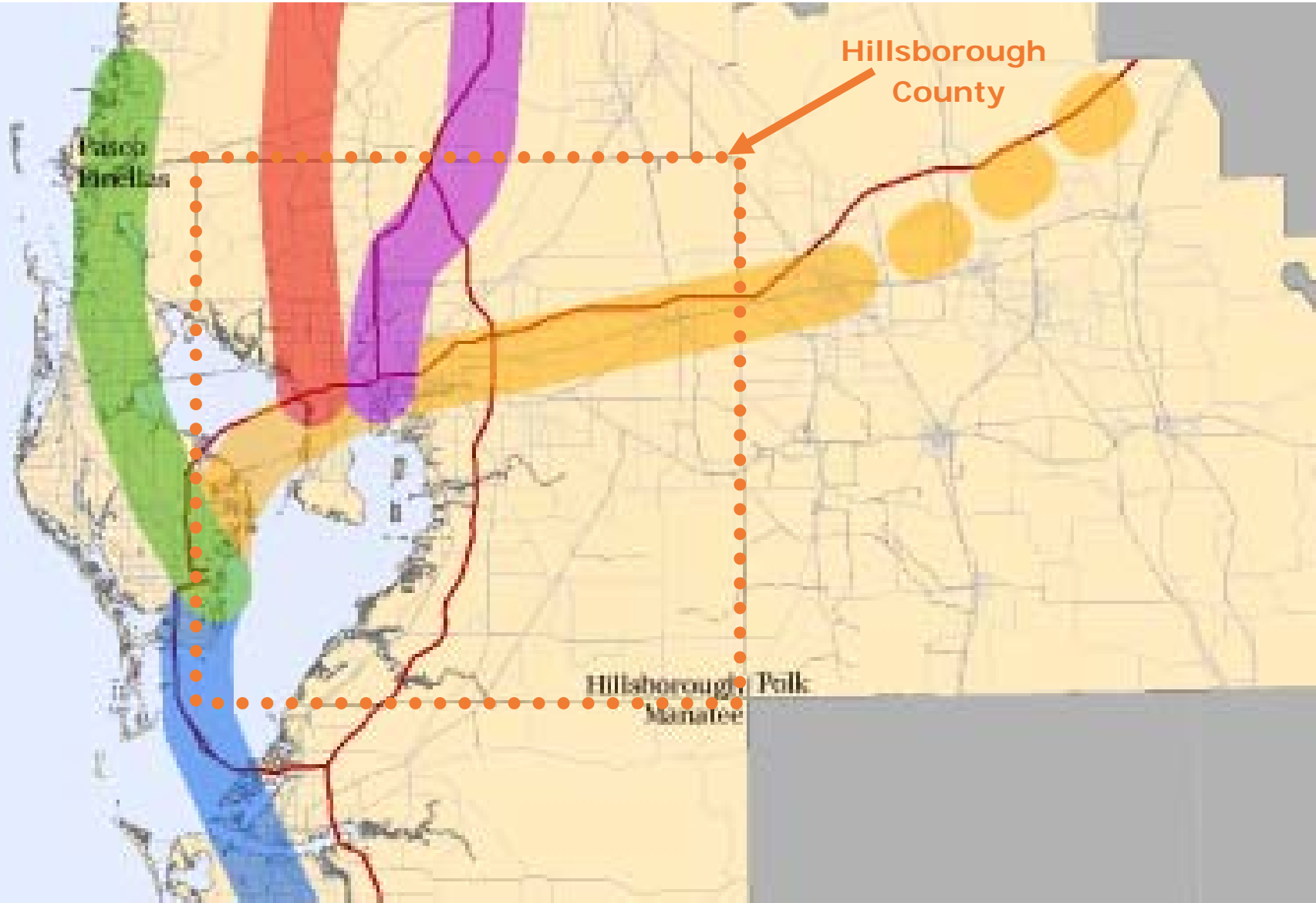


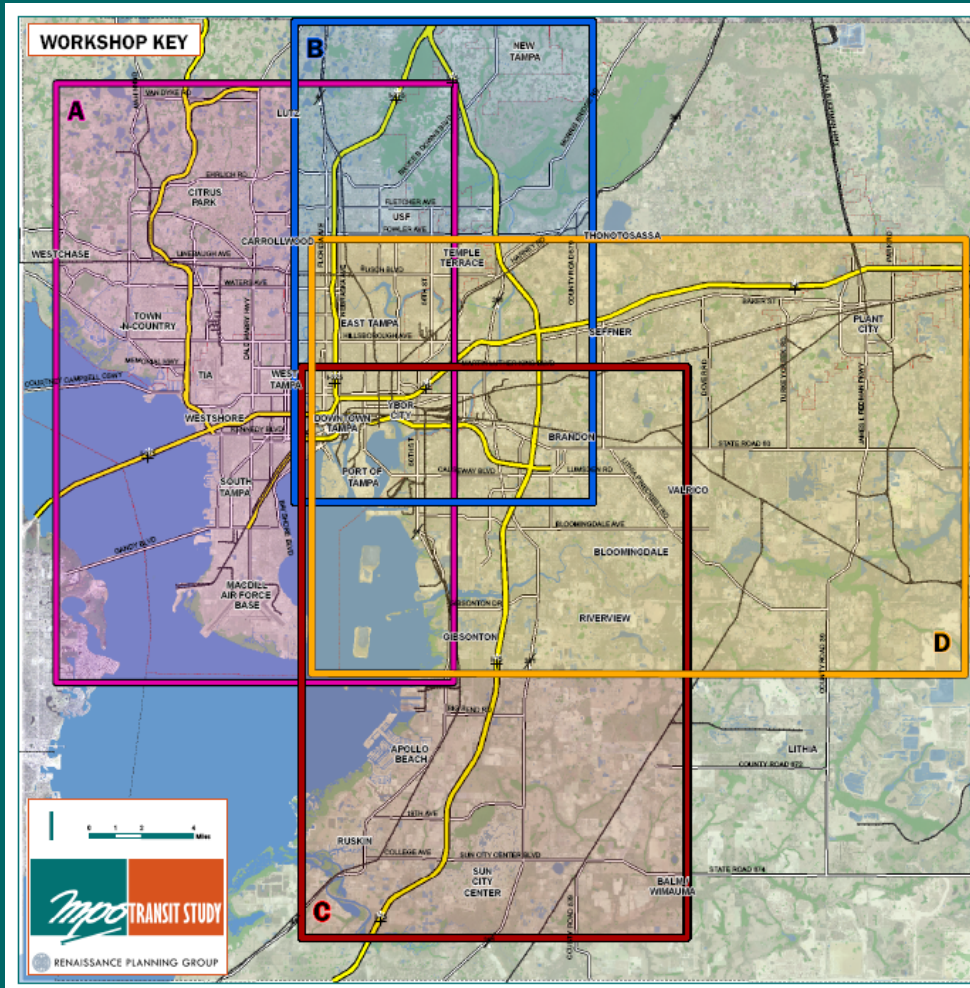
- Florida Dept of Transportation prepared a *Strategic Regional Transit Needs Assessment for the Tampa Bay Region in 2007*



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

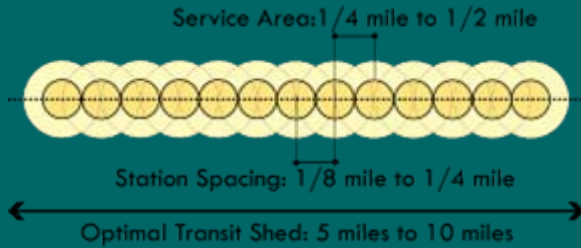
REGIONAL	COMMUNITY	NEIGHBORHOOD
<p><b>URBAN CENTER</b> This Center zone is the highest density and greatest intensity of uses in the city. It is the core of the city, the place where the most people live, work, and play. It is the place where the most people live, work, and play. It is the place where the most people live, work, and play.</p> <p><b>PLAN</b> Plan Area: 100-200 Acres</p> <p><b>DENSITY</b> 100-200 Dwelling Units/Acre</p> <p><b>HEIGHT</b> 10-15 Stories</p> <p><b>LAND USE</b> Mixed Use</p>	<p><b>TOWN CENTER</b> This Center zone is the highest density and greatest intensity of uses in the city. It is the core of the city, the place where the most people live, work, and play. It is the place where the most people live, work, and play. It is the place where the most people live, work, and play.</p> <p><b>PLAN</b> Plan Area: 100-200 Acres</p> <p><b>DENSITY</b> 100-200 Dwelling Units/Acre</p> <p><b>HEIGHT</b> 10-15 Stories</p> <p><b>LAND USE</b> Mixed Use</p>	<p><b>NEIGHBORHOOD CENTER</b> This Center zone is the highest density and greatest intensity of uses in the city. It is the core of the city, the place where the most people live, work, and play. It is the place where the most people live, work, and play. It is the place where the most people live, work, and play.</p> <p><b>PLAN</b> Plan Area: 100-200 Acres</p> <p><b>DENSITY</b> 100-200 Dwelling Units/Acre</p> <p><b>HEIGHT</b> 10-15 Stories</p> <p><b>LAND USE</b> Mixed Use</p>

### MOBILITY ELEMENTS

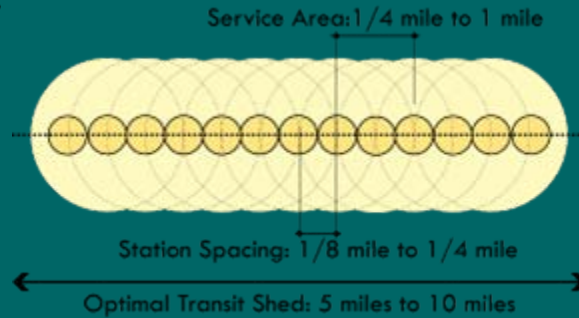
PEDESTRIAN	BICYCLE	AUTO	BUS
<p><b>PEDESTRIAN CHARACTERISTICS</b> Average Speed: 3.0 mph</p> <p><b>SUPPLEMENTARY SERVICE AREA</b> Walking Distance: 0.5 to 1.0 miles</p> <p><b>NEIGHBORHOOD CHARACTERISTICS</b> Capacity: 10,000 Pedestrians/Hour</p>	<p><b>BICYCLE CHARACTERISTICS</b> Average Speed: 15.0 mph</p> <p><b>SUPPLEMENTARY SERVICE AREA</b> Bicycling Distance: 1.0 to 2.0 miles</p> <p><b>NEIGHBORHOOD CHARACTERISTICS</b> Capacity: 1,000 Bicyclists/Hour</p>	<p><b>AUTO CHARACTERISTICS</b> Average Speed: 30.0 mph</p> <p><b>SUPPLEMENTARY SERVICE AREA</b> Bicycling Distance: 2.0 to 3.0 miles</p> <p><b>NEIGHBORHOOD CHARACTERISTICS</b> Capacity: 100,000 Autos/Hour</p>	<p><b>BUS CHARACTERISTICS</b> Average Speed: 10.0 mph</p> <p><b>SUPPLEMENTARY SERVICE AREA</b> Bicycling Distance: 0.5 to 1.0 miles</p> <p><b>NEIGHBORHOOD CHARACTERISTICS</b> Capacity: 10,000 Buses/Hour</p>
<p><b>CIRCULATOR CHARACTERISTICS</b> Average Speed: 15.0 mph</p> <p><b>SUPPLEMENTARY SERVICE AREA</b> Bicycling Distance: 0.5 to 1.0 miles</p> <p><b>NEIGHBORHOOD CHARACTERISTICS</b> Capacity: 1,000 Circulators/Hour</p>	<p><b>BUS RAPID CHARACTERISTICS</b> Average Speed: 20.0 mph</p> <p><b>SUPPLEMENTARY SERVICE AREA</b> Bicycling Distance: 1.0 to 2.0 miles</p> <p><b>NEIGHBORHOOD CHARACTERISTICS</b> Capacity: 10,000 Bus Rapid/Hour</p>	<p><b>LIGHT RAIL CHARACTERISTICS</b> Average Speed: 30.0 mph</p> <p><b>SUPPLEMENTARY SERVICE AREA</b> Bicycling Distance: 2.0 to 3.0 miles</p> <p><b>NEIGHBORHOOD CHARACTERISTICS</b> Capacity: 100,000 Light Rail/Hour</p>	<p><b>COMMUTER RAIL CHARACTERISTICS</b> Average Speed: 40.0 mph</p> <p><b>SUPPLEMENTARY SERVICE AREA</b> Bicycling Distance: 3.0 to 4.0 miles</p> <p><b>NEIGHBORHOOD CHARACTERISTICS</b> Capacity: 1,000,000 Commuter Rail/Hour</p>

# Mobility Elements

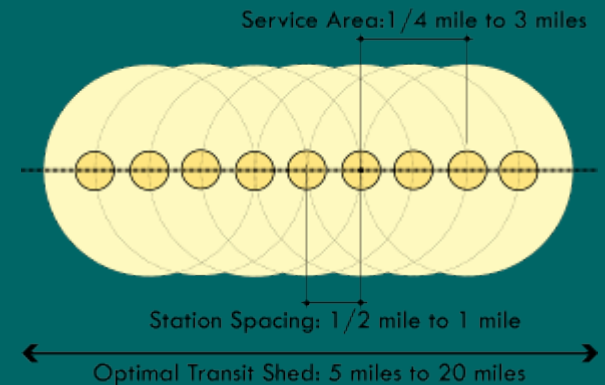
## Bus



## Trolley

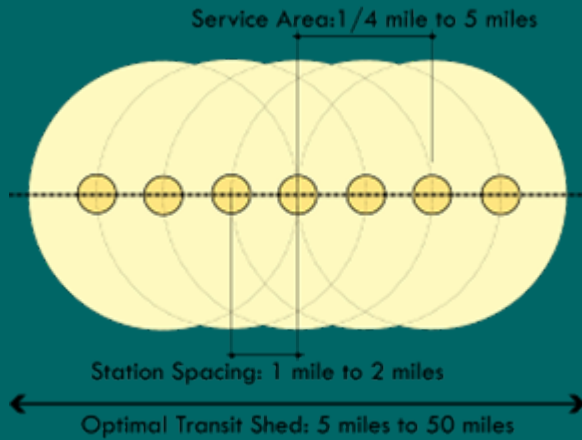


## Premium Bus

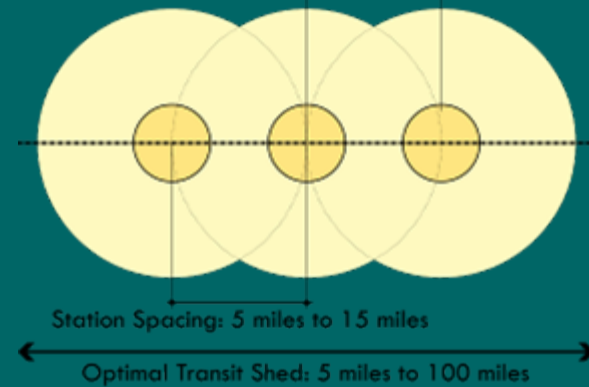




## Light Rail



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

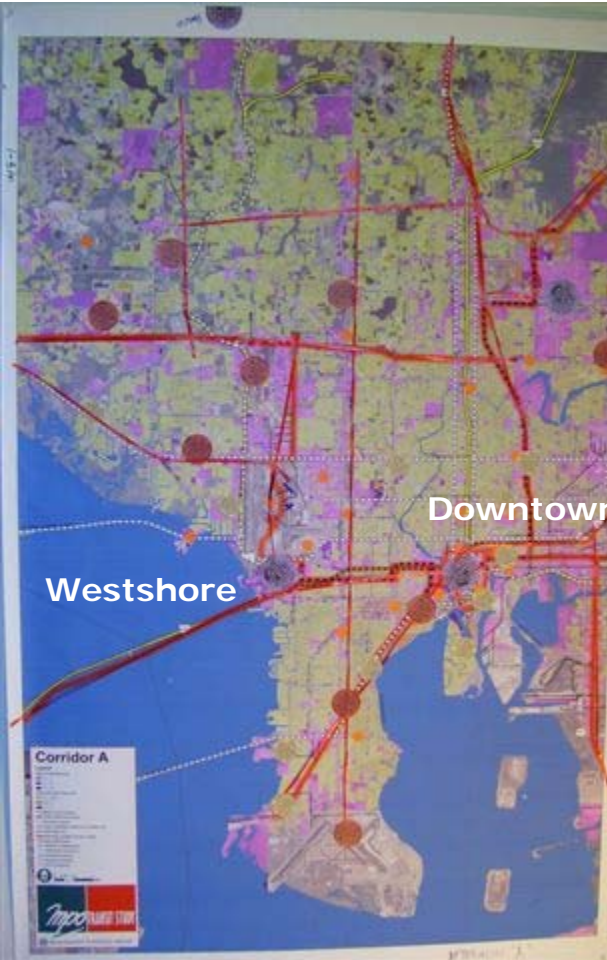




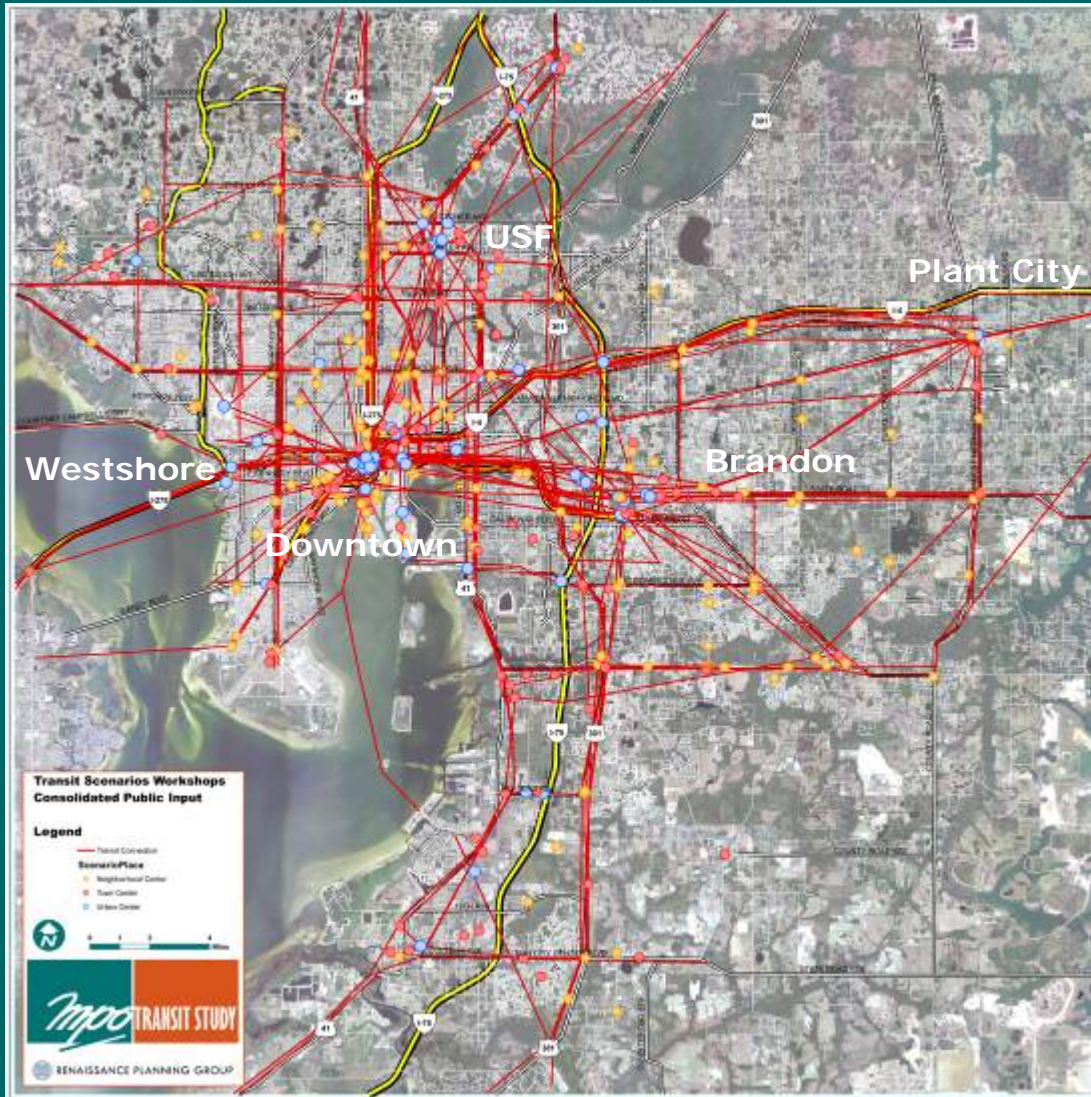
# Placed Activity Center Chips



# Transit Scenario Workshop Exercise Boards Results



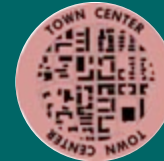
# Transit Scenario Workshop Consolidated Results



Transit



Neighborhood Center



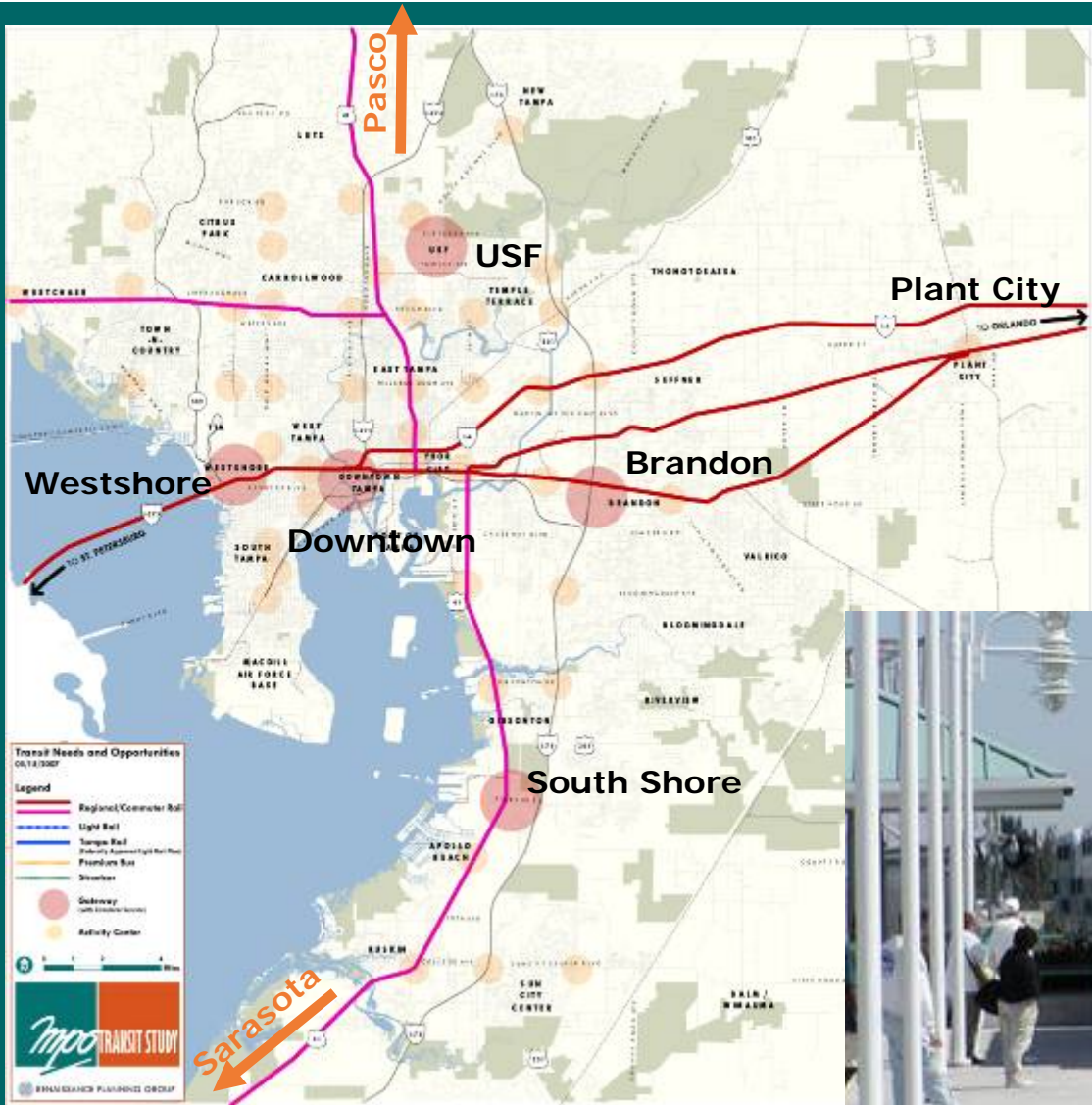
Town Center



Urban Center



# Regional Rail Opportunities



Lakeland & Orlando

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



North Pinellas

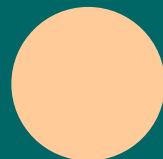
St Petersburg

Sarasota

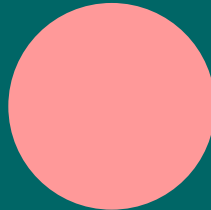
# Light Rail Opportunities



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



Activity Center

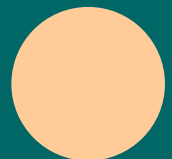


Gateway

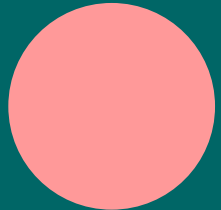
# Premium Bus Opportunities



- **Dedicated Lane or Traffic Priority**
- **Express Service**
- **“Like-Rail” Bus**

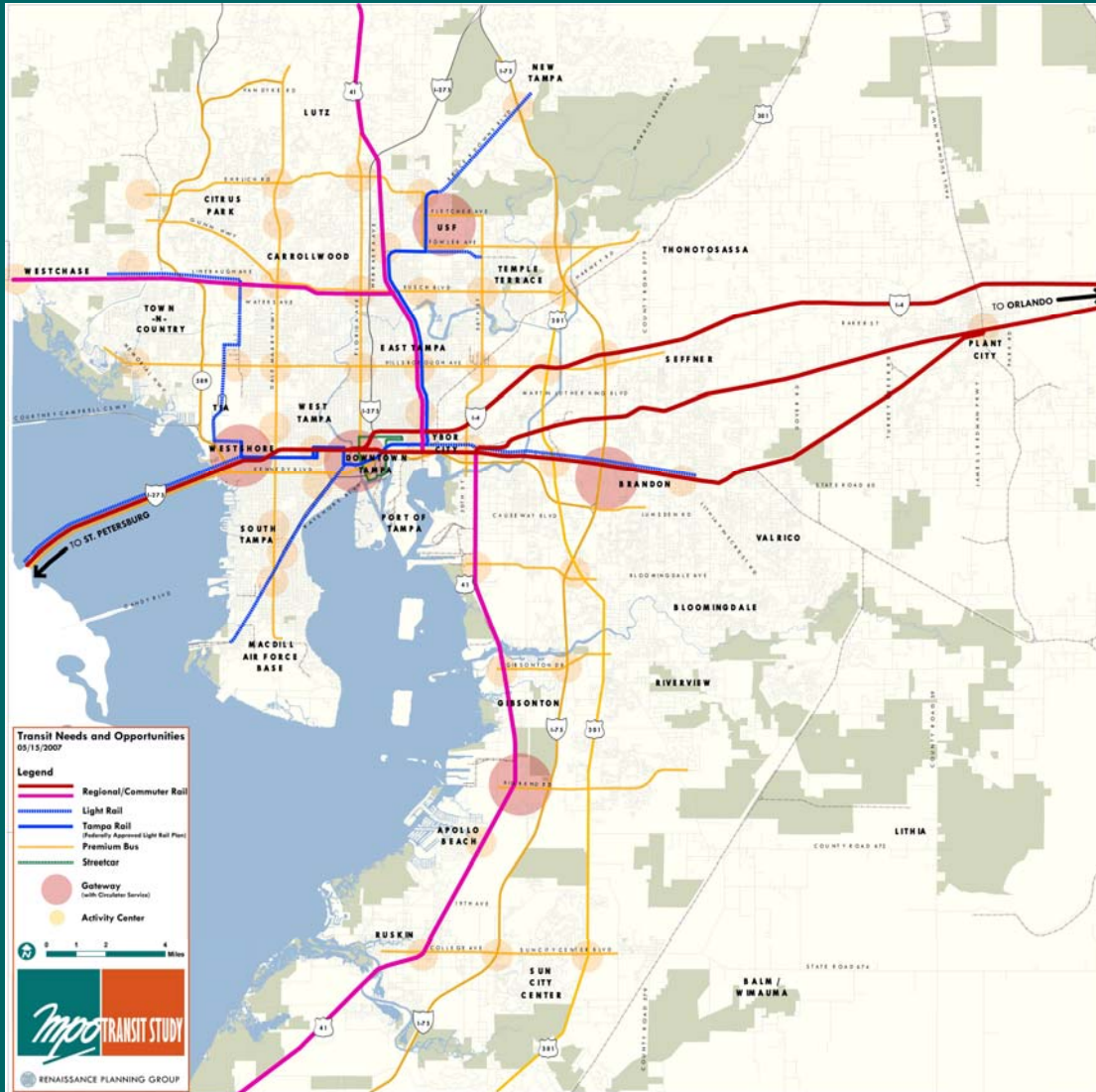


Activity Center



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)**



# For More Information

Visit Our Website

# www.mpotransit.org

The screenshot shows the homepage of the MPO Transit Study website. At the top, there is a navigation bar with links for 'site', 'map', 'accessibility', and 'contact'. Below this is a search bar with a magnifying glass icon and the word 'search'. The main navigation menu includes 'home', 'the study', 'meetings & events', 'community voices', 'media center', 'other studies', 'questions & answers', and 'log in'. The main content area features a section titled 'Exploring Our Transit Future' with a sub-header 'Exploring Our Transit Future' and a small image of a yellow and black tram. The text below the image reads: 'The Hillsborough Metropolitan Planning Organization (MPO) is conducting a study to identify transit service needs in Hillsborough County. "Our goal is to produce a comprehensive transportation plan that includes not only road, sidewalk and trail improvements, but also a transit network that provides the cost-efficient technologies to give people options to get where they want and need to be. We encourage the public to participate throughout the planning process, so that the plan will provide the connectivity that people are telling us they want." - Councilman Shawn Harrison, MPO Chairman. Study findings and recommendations will be considered during the MPO Long Range Transportation Plan update in 2008. The study will also support updates to local government comprehensive plans and the Hillsborough Area Regional Transit (HART) Transit Development Plan. Check this site often to learn more about the study's progress and ways you can be involved in planning for Hillsborough County's transit future.'

CONNECTING WITH OUR FUTURE

FLORIDA POWERED  
skin by PYBOOM