

Hillsborough County MPO
Transit Study
Overview
Home Game Activity

Alan Steinbeck, AICP

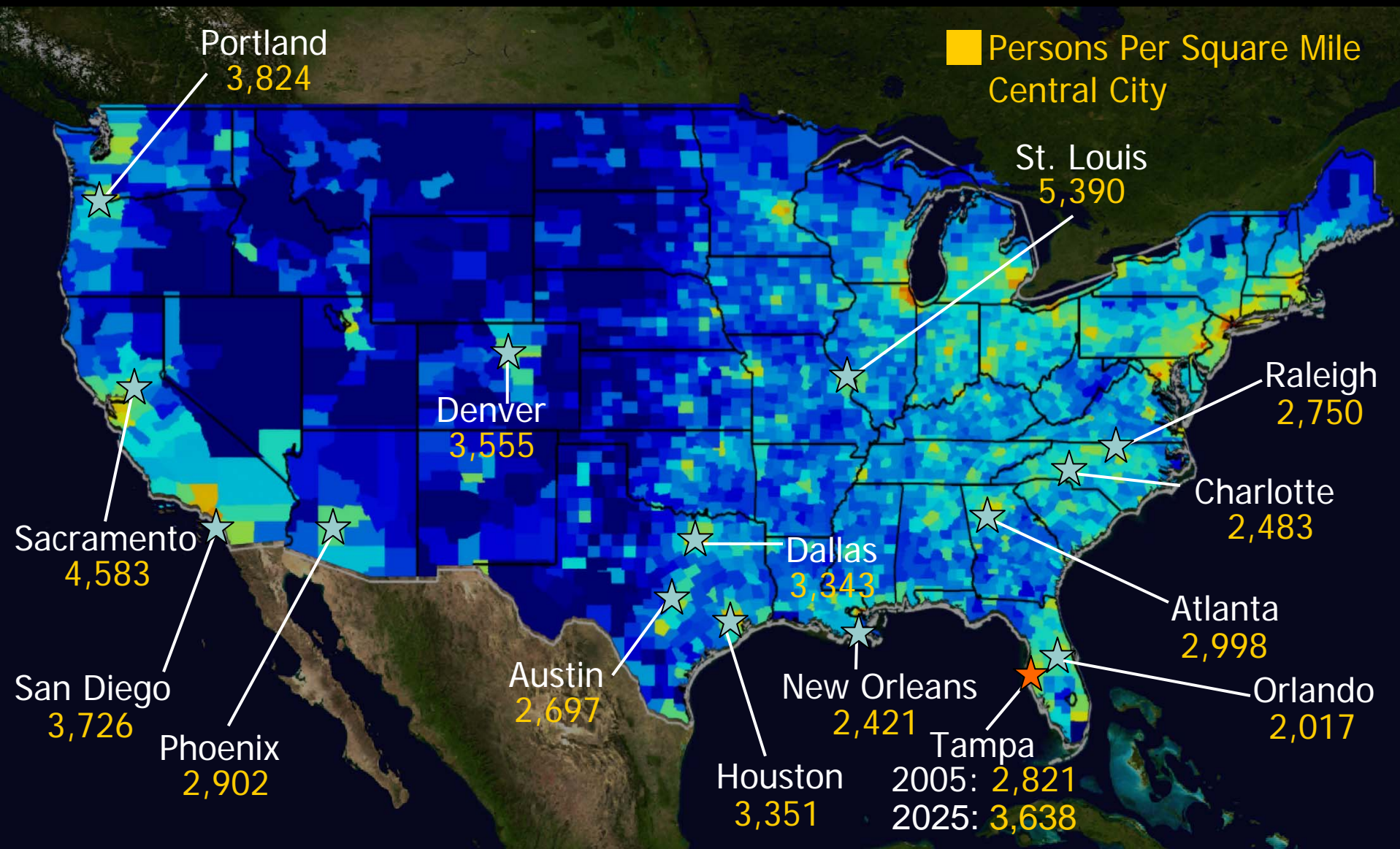
Study Goals

- Develop a concept plan for a countywide transit system
- Look at a variety of technologies
- Emphasize regional and sub-regional corridors
- Develop land use/transit strategies
- Need assessment for

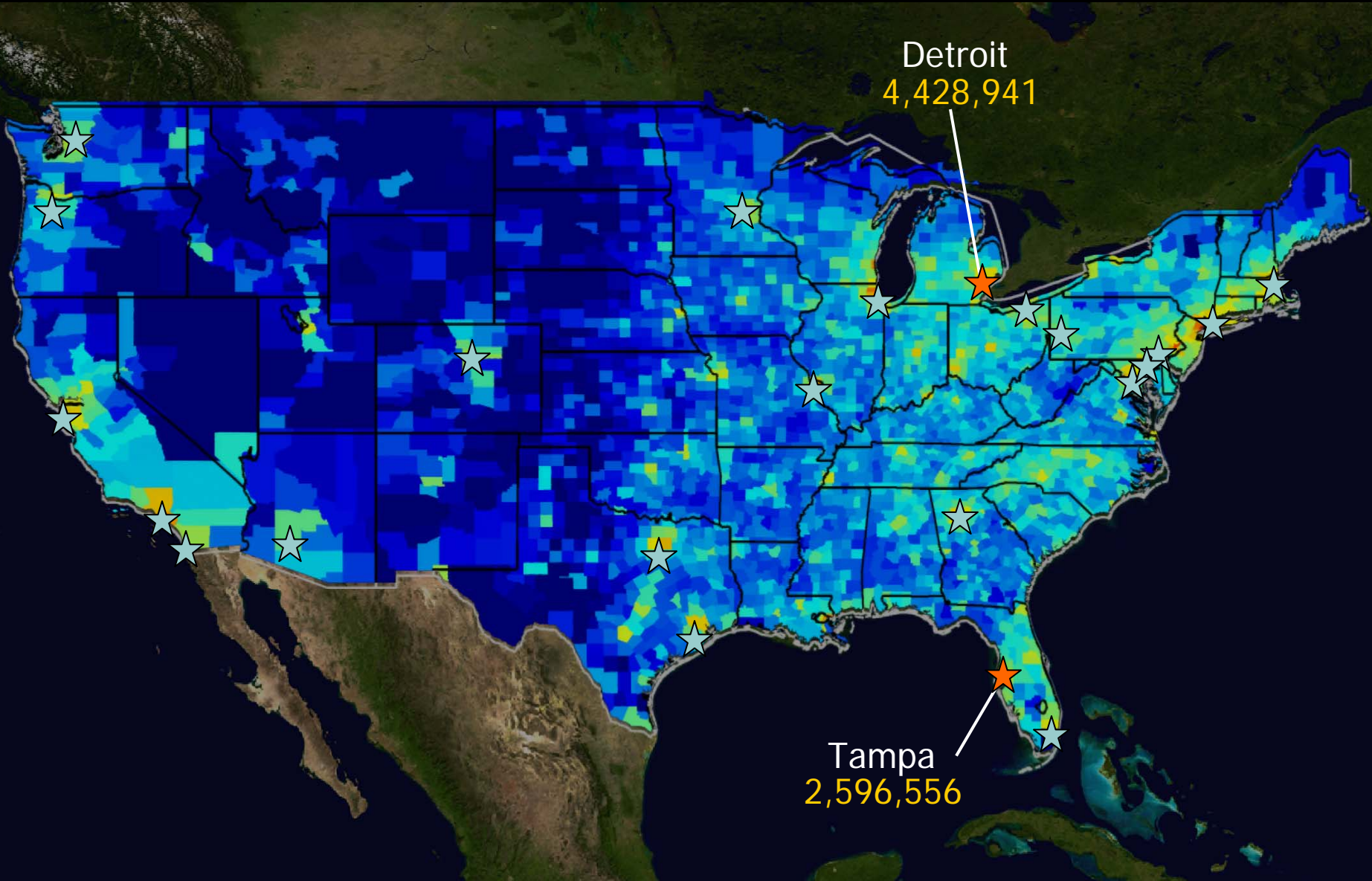
L RTP



Background: Comparable Areas with Planned or Existing Rail – Central City Population Density



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





Plano, Texas Before & after a DART Rail Station

“Quality investments
have a transformative
effect.”



“No new road capacity to Downtown in over 30 years. And Downtown is booming.”

- #1 destination for working adults < 35
- \$5.5 Billion in private investment
- Ridership growing faster than driving



“Be guilty of trying to put in something for everyone.”

119 miles of rapid transit

18 miles of Bus Rapid Transit (BRT)

31 new Park-n-Rides

Enhanced Bus Network & Transit Hubs (FastConnects)

Denver Union Station



A map of Hillsborough County, Florida, is shown in orange. Two insets are provided: a yellow inset for Minneapolis, Minnesota, and a green inset for Atlanta, Georgia. The map also shows the coastline of Florida to the west and south. Dashed lines indicate the map's position on a grid.

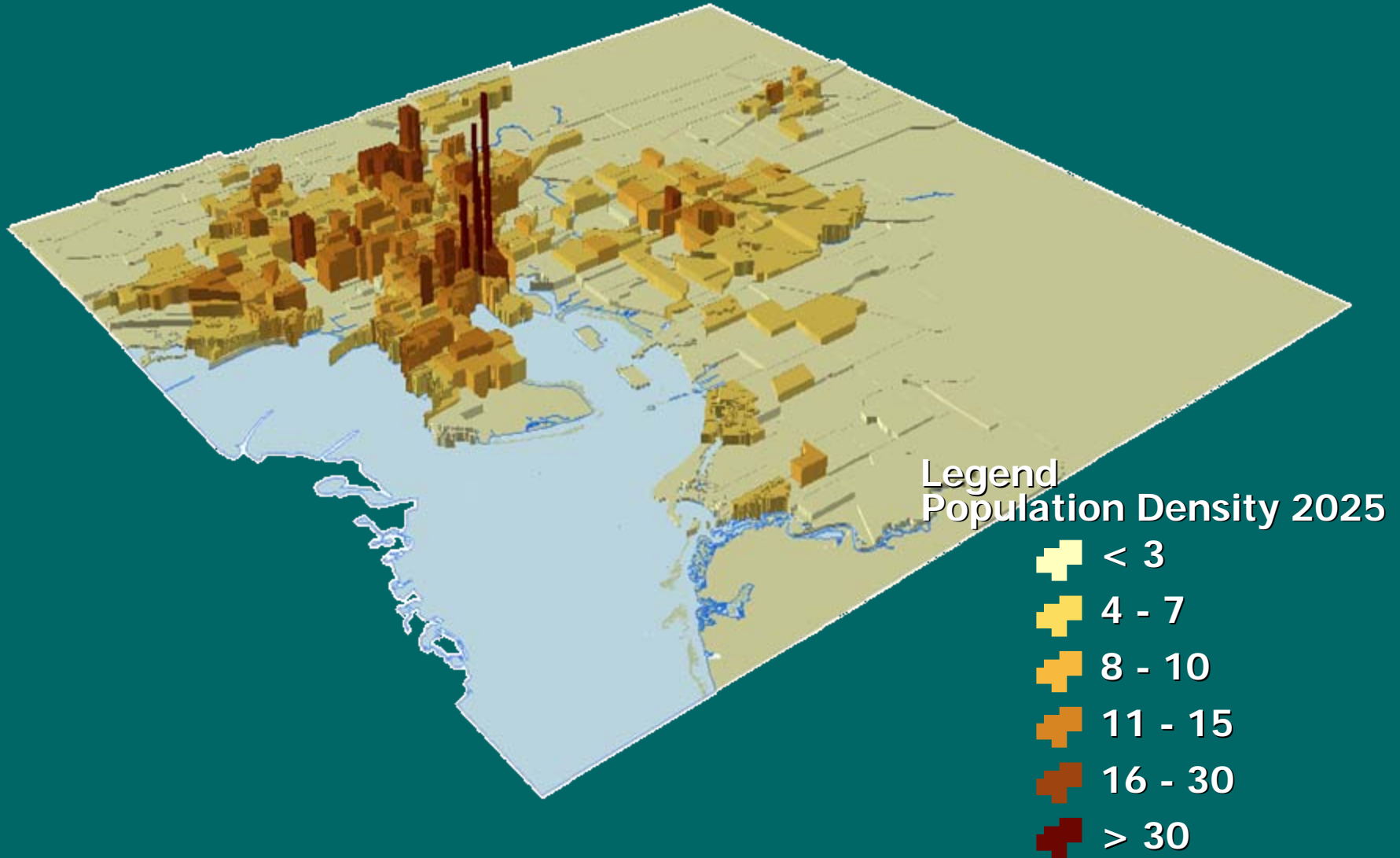
Hillsborough County
1073 sq mi

Minneapolis
58 sq mi

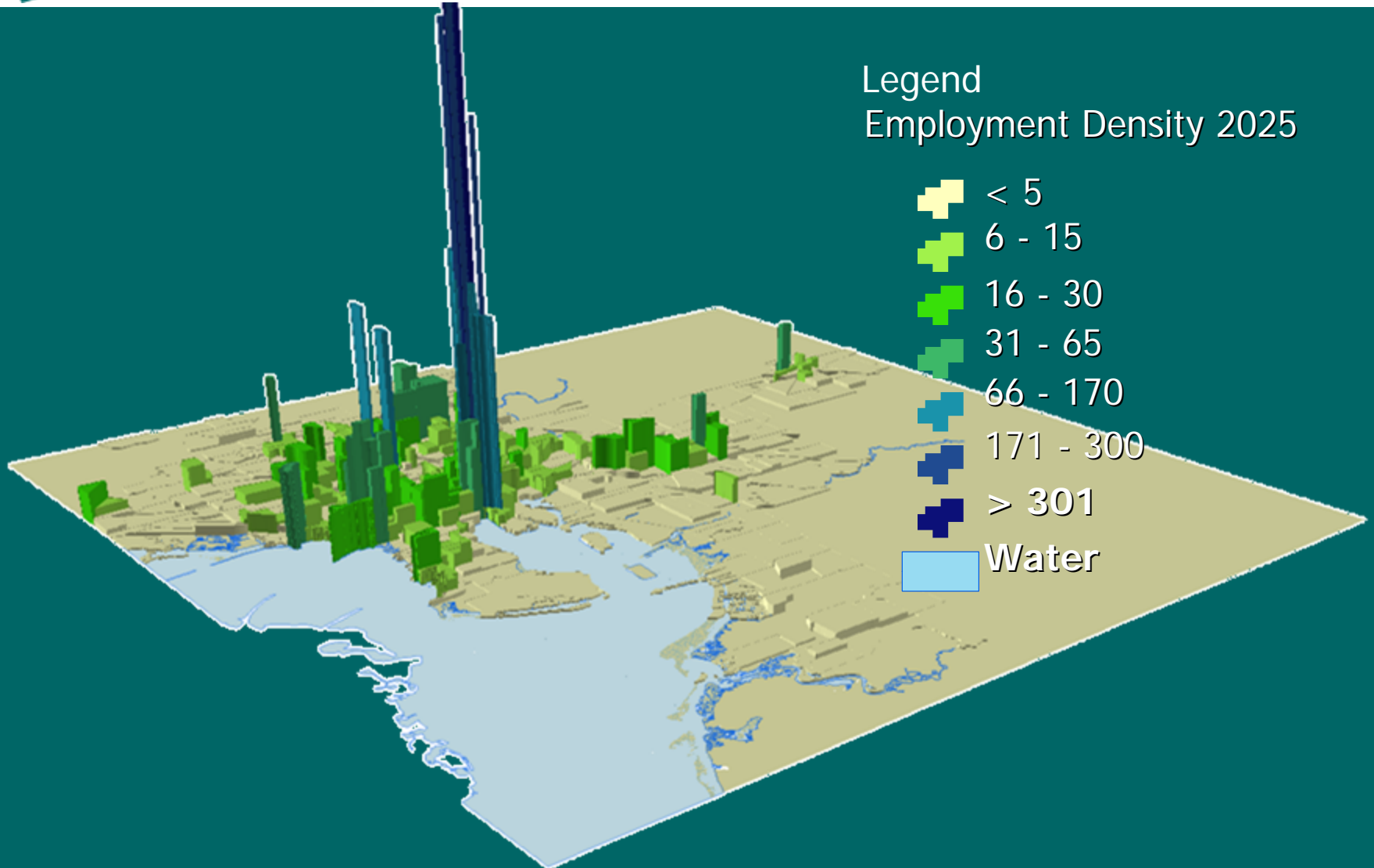
Atlanta
132 sq mi

**Background:
Growth by 2025**

Background: Population Density 2025



Background: Job Density 2025



- Design a Process for Decision-making
- Conduct a public discussion of scenarios
- Refine and circulate the preferred scenario



Study Schedule

Values Workshops	Nov-Dec
Briefings and Website	End of Jan
Stakeholder Teams	Start Feb
Workshop	Mar
Preferred Scenario	Jun
Refined Scenario	Oct
Prioritization and Phasing	Nov-Dec

A vibrant, artistic illustration of a transit station. In the foreground, a woman in a light blue dress walks towards the viewer. To her left, a man on a bicycle and another person on a red bicycle are riding along a path. In the background, a transit vehicle is stopped at a station platform. The scene is filled with lush green trees and a clear blue sky, creating a pleasant and modern atmosphere.

Transit Scenarios Game

Tuesday, March 13th

Workshops at 1:00 p.m. & 6:00 p.m.

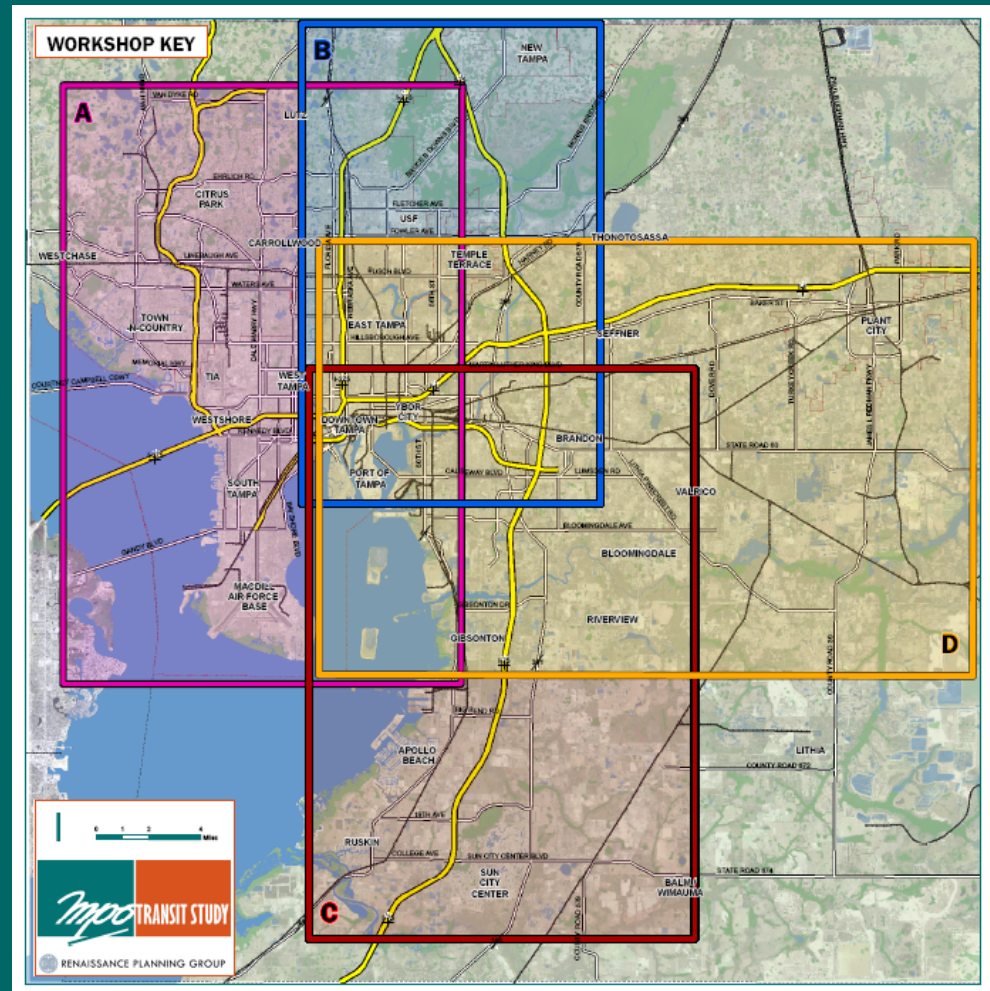
Florida Center Building

Next to the Botanical Gardens at the Florida State Fairgrounds

Hillsborough County MPO Transit Study Home Game



- Hillsborough County divided into sub-regional corridors (Tables A-D)



- **Locate Existing Landmarks and Activity Centers**

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

- **Connect the dots**

- Identify transit corridors





■ Place a Chip

Pick a blue, red, or yellow dot that matches your vision of the future design of activity centers and places in your community. Place the dot on the map.





■ Make Adjustments

- Discuss as a group
- Move, remove or add chips
- Adjust ribbons

■ Record It

- Tape chips & ribbons
- Record key ideas

■ Report Out



- Design and development patterns influences transit options

PLACE MAKING ELEMENTS

REGIONAL	COMMUNITY	NEIGHBORHOOD
<p>URBAN CENTER Urban Centers consist of the highest density and greatest variety of uses, including theaters, civic centers, government buildings, art galleries, museums, one green space, hotels, multifamily residential, restaurants, and retail. Roughly 70% of the area consists of commercial, office and retail uses. All structures, including multifamily residential, commercial/office and retail uses are generally 6-10 stories in height. Parking is mostly structured with some on-street and no-fee parking.</p>	<p>TOWN CENTER Town Centers consist of medium density residential, mixed-use, and commercial building types. Residential building types include single family attached, town/row units, single family detached, and group-flat units. The mix of office, retail, and commercial is roughly 30% commercial to residential. Commercial and mixed uses include grocery stores, book stores, movie theaters, restaurants, offices, and specialty retail, and areas can include housing, offices, and parks. Commercial and mixed use buildings are generally 2-4 stories in height with walk sidewalks. Parking is mostly on-street or surface with some structured parking.</p>	<p>NEIGHBORHOOD CENTER Neighborhood Centers consist of a primarily residential urban fabric with mixed use. Residential building types include single family homes, row houses and townhouses. Neighborhood commercial and mixed use areas consist of uses such as offices, professional office space, town-row units, coffee shops, boutiques, drug stores and convenience stores, and specialty retail. Mixed use and commercial structures are not taller than 3 stories with on-street or surface parking.</p>
<p>PLACE West Shore Plaza</p> <p>DENSITY 12 to 30 Dwelling Units/Acre 128 to 178 Jobs/Acre</p> <p>INTENSITY 2.0 to 4.0 Floor Area Ratio</p> <p>MIX OF USES Based on building square footage</p>	<p>PLACE SOMC-Hyde Park, Flor City</p> <p>DENSITY 8 to 18 Dwelling Units/Acre 30 to 60 Jobs/Acre</p> <p>INTENSITY 1.0 to 2.0 Floor Area Ratio</p> <p>MIX OF USES Based on building square footage</p>	<p>PLACE Seminole Heights, Corfieldwood, Temple Terrace, West Park Village</p> <p>DENSITY 4 to 12 Dwelling Units/Acre 10 to 20 Jobs/Acre</p> <p>INTENSITY 0.5 to 1.0 Floor Area Ratio</p> <p>MIX OF USES Based on building square footage</p>

MOBILITY ELEMENTS

PEDESTRIAN	BICYCLE	AUTO	BUS
<p>Optimal Travel Shed: 1/4 mile to 1 mile</p>	<p>Optimal Travel Shed: 1/4 mile to 1/2 mile</p>	<p>Optimal Travel Shed: 1/2 mile to 20 miles</p>	<p>Service Area: 1/4 mile to 1/2 mile Station Spacing: 1/2 mile to 1/4 mile Optimal Travel Shed: 3 miles to 10 miles</p>
<p>STATION CHARACTERISTICS Average Station Area: N/A</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: >8 Jobs/Acre: 8 to 30 Floor Area Ratio: N/A</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 1 Passenger/Minute Speed: 5 to 1.5 Miles/Hour ROW requirements: Sidewalk</p> <p>Headways (at approximate density): N/A Cost (per foot cost): < \$</p>	<p>STATION CHARACTERISTICS Average Station Area: N/A</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: >8 Jobs/Acre: 8 to 30 Floor Area Ratio: N/A</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 1 Passenger/Minute Speed: 5 to 1.5 Miles/Hour ROW requirements: Street Right-of-Way with Dedicated Lane</p> <p>Headways (at approximate density): N/A Cost (per foot cost): < \$</p>	<p>STATION CHARACTERISTICS Average Station Area: N/A</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: 2 to 8 Jobs/Acre: 8 to 30 Floor Area Ratio: N/A</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 1 to 4 Passengers/Minute Speed: 35 to 70 Miles/Hour ROW requirements: Street Right-of-Way</p> <p>Headways (at approximate density): N/A Cost (per foot cost): \$</p>	<p>STATION CHARACTERISTICS Average Station Area: 140 Square Feet</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: 6 to 8 Jobs/Acre: 8 to 30 Floor Area Ratio: 1.0 to 1.5</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 300 to 1,000 Passengers/Direction/Minute Average Speed (for transit mode): 8 to 15 Miles/Hour ROW requirements: Street Right-of-Way</p> <p>Headways (at approximate density): 15 to 20 Minutes Cost (per foot cost): \$</p>
CIRCULATOR	BUS RAPID	LIGHT RAIL	COMMUTER RAIL
<p>Service Area: 1/4 mile to 1 mile Station Spacing: 1/2 mile to 1/4 mile Optimal Travel Shed: 3 miles to 10 miles</p>	<p>Service Area: 1/4 mile to 3 miles Station Spacing: 1/2 mile to 1 mile Optimal Travel Shed: 3 miles to 20 miles</p>	<p>Service Area: 1/4 mile to 3 miles Station Spacing: 1 mile to 3 miles Optimal Travel Shed: 3 miles to 50 miles</p>	<p>Service Area: 1/2 mile to 3 miles Station Spacing: 3 miles to 18 miles Optimal Travel Shed: 3 miles to 100 miles</p>
<p>STATION CHARACTERISTICS Average Station Area: 200 to 300 Square Feet</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: 8 to 10 Jobs/Acre: 8 to 16 Floor Area Ratio: 1.0 to 1.5</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 1,000 to 3,000 Passengers/Direction/Minute Average Speed (for transit mode): 15 to 18 Miles/Hour ROW requirements: Street Right-of-Way (one-way) or Semi-Dedicated Right-of-Way</p> <p>Headways (at approximate density): 15 to 30 Minutes Cost (per foot cost): \$ - \$</p>	<p>STATION CHARACTERISTICS Average Station Area: 140 to 300 Square Feet</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: 4 to 12 Jobs/Acre: 8 to 30 Floor Area Ratio: 1.0 to 1.5</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 2,000 to 10,000 Passengers/Direction/Minute Average Speed (for transit mode): 15 to 18 Miles/Hour ROW requirements: Semi-Dedicated Right-of-Way</p> <p>Headways (at approximate density): 15 to 30 Minutes Cost (per foot cost): \$</p>	<p>STATION CHARACTERISTICS Average Station Area: 600 to 2,000 Square Feet</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: 4 to 12 Jobs/Acre: 12 to 30 Floor Area Ratio: 1.0 to 2.0</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 3,000 to 18,000 Passengers/Direction/Minute Average Speed (for transit mode): 15 to 30 Miles/Hour ROW requirements: Semi-Dedicated Right-of-Way or Dedicated Right-of-Way</p> <p>Headways (at approximate density): 15 to 20 Minutes Cost (per foot cost): \$ - \$</p>	<p>STATION CHARACTERISTICS Average Station Area: 1,000 to 5,000 Square Feet</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: >12 Jobs/Acre: >30 Floor Area Ratio: >2.0</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 2,000 to 30,000 Passengers/Direction/Minute Average Speed (for transit mode): 30 to 50 Miles/Hour ROW requirements: Exclusive with Dedicated Right-of-Way</p> <p>Headways (at approximate density): 20 to 30 Minutes Cost (per foot cost): \$ - \$</p>

Game Piece: Urban Center



West Shore Plaza

4.0 Floor Area Ratio

175 jobs/acre

15-30 dwelling units/acre

Game Piece: Town Center



SoHo/Ybor City
2.5 Floor Area Ratio
100 jobs/acre
12-24 units/acre



Game Piece: Neighborhood Center



Seminole Heights
2.0 Floor Area Ratio
60 jobs/acre
10-18 dwelling units/acre

Mobility

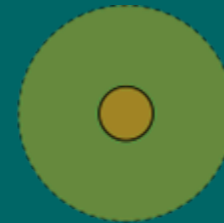
PLACE MAKING ELEMENTS

REGIONAL	COMMUNITY	NEIGHBORHOOD
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MOBILITY ELEMENTS

PEDESTRIAN	BICYCLE	AUTO	BUS
<p>STATION CHARACTERISTICS Average Station Area: N/A</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: >8 Jobs/Acre: 8 to 30 Floor Area Ratio: N/A</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 1 Passenger/Minute Speed: 5 to 1.5 Miles/Hour ROW requirements: Sidewalk</p> <p>Headways (at approximate density): N/A Cost (per foot cost): < \$</p>	<p>STATION CHARACTERISTICS Average Station Area: N/A</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: >8 Jobs/Acre: 8 to 30 Floor Area Ratio: N/A</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 1 Passenger/Minute Speed: 5 to 1.5 Miles/Hour ROW requirements: Street Crossing with Dedicated Lane</p> <p>Headways (at approximate density): N/A Cost (per foot cost): < \$</p>	<p>STATION CHARACTERISTICS Average Station Area: N/A</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: 2 to 8 Jobs/Acre: 2 to 30 Floor Area Ratio: N/A</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 1 to 4 Passengers/Minute Speed: 35 to 70 Miles/Hour ROW requirements: Street Crossing</p> <p>Headways (at approximate density): N/A Cost (per foot cost): \$</p>	<p>STATION CHARACTERISTICS Average Station Area: 140 Square Feet</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: 6 to 8 Jobs/Acre: 6 to 30 Floor Area Ratio: 1.0 to 1.5</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 200 to 3,000 Passengers/Direction/Minute Average Speed (for transit mode): 6 to 15 Miles/Hour ROW requirements: Street Crossing</p> <p>Headways (at approximate density): 15 to 20 Minutes Cost (per foot cost): \$</p>
CIRCULATOR	BUS RAPID	LIGHT RAIL	COMMUTER RAIL
<p>STATION CHARACTERISTICS Average Station Area: 200 to 200 Square Feet</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: 8 to 10 Jobs/Acre: 8 to 16 Floor Area Ratio: 1.0</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 1,000 to 3,000 Passengers/Direction/Minute Average Speed (for transit mode): 10 to 15 Miles/Hour ROW requirements: Street Crossing (one-way) or Semi-Dedicated</p> <p>Headways (at approximate density): 15 to 20 Minutes Cost (per foot cost): \$ - \$</p>	<p>STATION CHARACTERISTICS Average Station Area: 140 to 200 Square Feet</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: 4 to 12 Jobs/Acre: 8 to 30 Floor Area Ratio: 1.0</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 2,000 to 10,000 Passengers/Direction/Minute Average Speed (for transit mode): 10 to 15 Miles/Hour ROW requirements: Semi-Dedicated</p> <p>Headways (at approximate density): 15 to 30 Minutes Cost (per foot cost): \$</p>	<p>STATION CHARACTERISTICS Average Station Area: 600 to 2,000 Square Feet</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: 4 to 12 Jobs/Acre: 12 to 30 Floor Area Ratio: 2.0</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 5,000 to 10,000 Passengers/Direction/Minute Average Speed (for transit mode): 15 to 30 Miles/Hour ROW requirements: Semi-Dedicated or Exclusive with Dedicated Gateway</p> <p>Headways (at approximate density): 15 to 20 Minutes Cost (per foot cost): \$ - \$</p>	<p>STATION CHARACTERISTICS Average Station Area: 3,000 to 5,000 Square Feet</p> <p>SUPPORTIVE DENSITY/INTENSITY Dwelling Units/Acre: >12 Jobs/Acre: >30 Floor Area Ratio: >2.0</p> <p>TECHNOLOGY CHARACTERISTICS Capacity: 2,000 to 30,000 Passengers/Direction/Minute Average Speed (for transit mode): 30 to 50 Miles/Hour ROW requirements: Exclusive with Dedicated Railway</p> <p>Headways (at approximate density): 20 to 30 Minutes Cost (per foot cost): \$ - \$</p>

Pedestrian



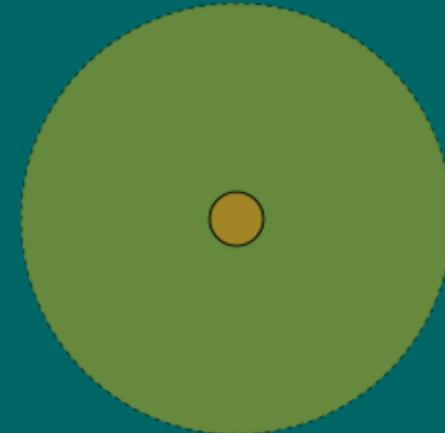
Optimal Travel Shed: 1/4 mile to 1 mile



TRANSIT STUDY

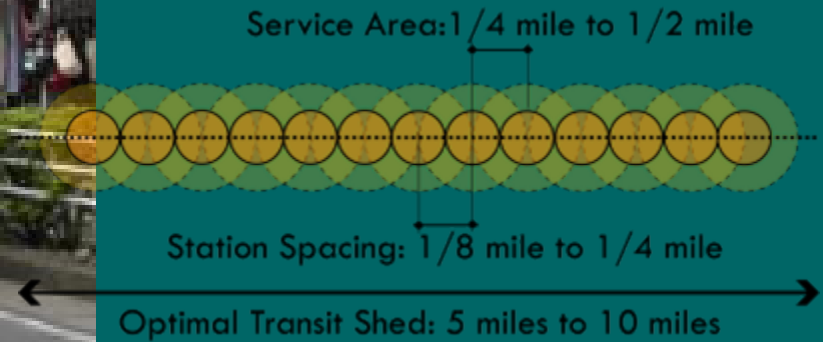
How Will We Get There?

Bicycle

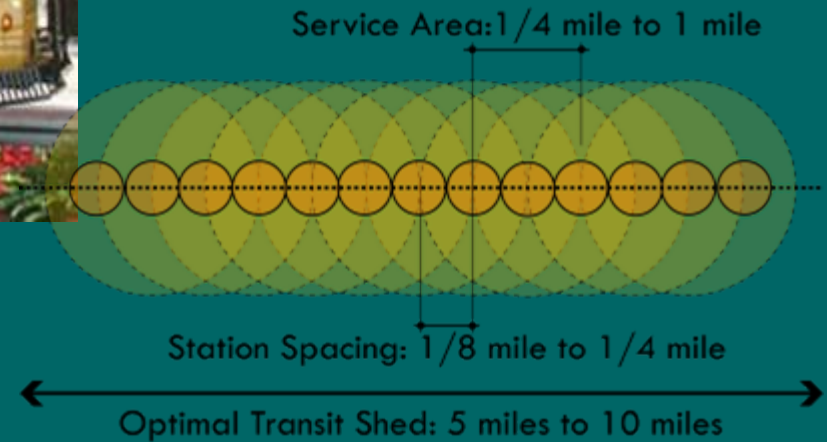


←→ Optimal Travel Shed: 1/4 mile to 15 miles

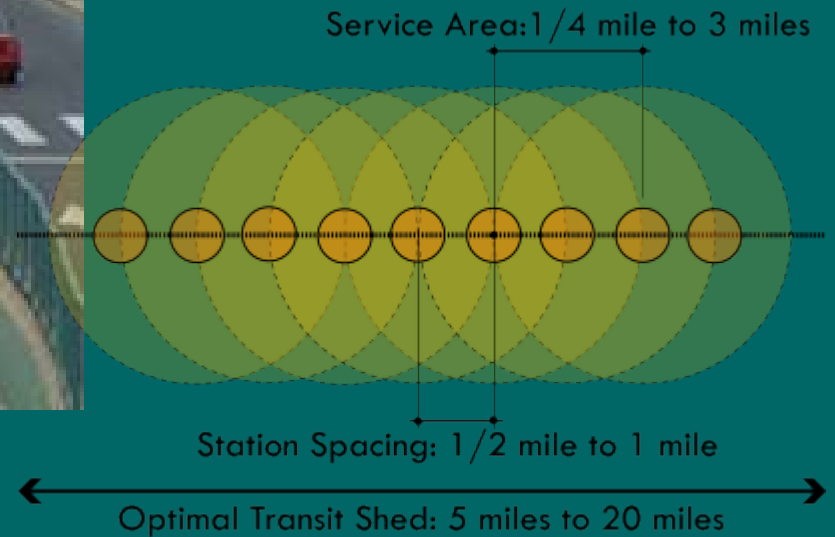
Bus



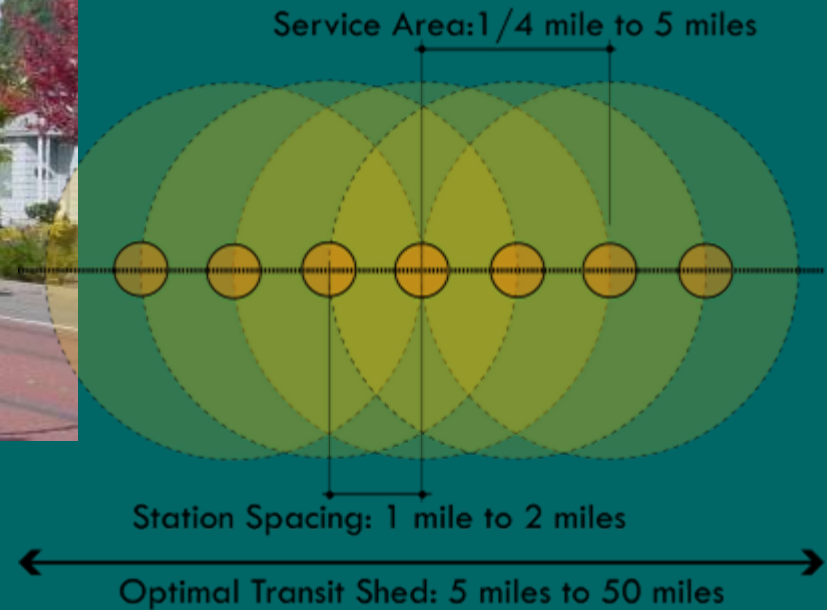
Circulator



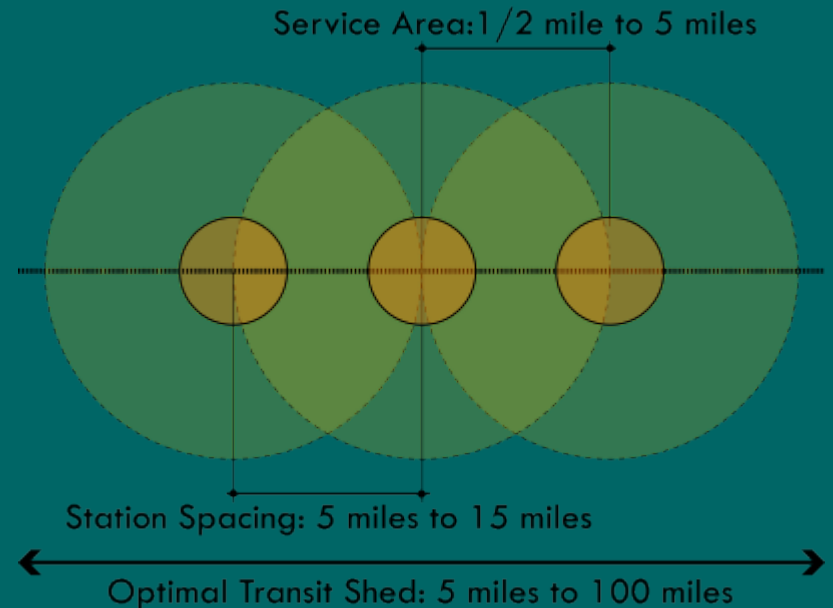
Bus Rapid Transit



Light Rail



Commuter Rail





- Your input will help determine transit alternatives for each corridor
- Alternatives will be prepared and compared to the *Trend Plan*
- A draft scenario will be developed for further community evaluation



For More Information

Visit Our Website

www.mpotransit.org

