

Brandon Corridors & Mixed Use Centers – Draft Survey Results (Closed March 15, 2017)

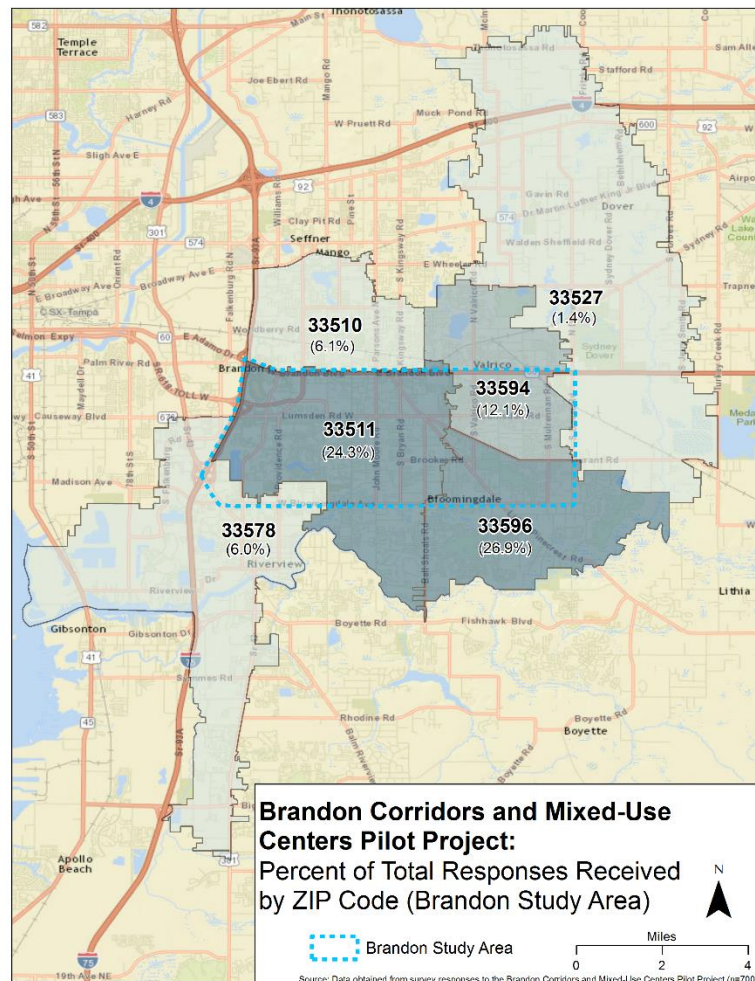
Respondent Locations:

Approximately 76.8% of respondents were located in a ZIP code within the Brandon study boundary. Over half of all respondents were located within ZIP code 33511 (24.3%) or 33596 (26.9%). Responses from ZIP code 33594 comprised 12.1% of all responses.

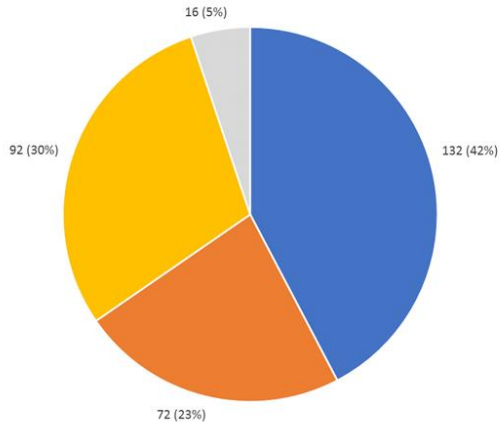
Support by Development Pattern:

The highest support among respondents for compact urban areas was in the zones of Brandon Town Center/Regency Park (42%), Brandon Hospital District (38%), and Brandon Main Street (35%). The highest support for modern suburban areas was in the zones of Bloomingdale Avenue (West End) (36%), Bloomingdale Avenue/Lithia Pinecrest Road (34%), and Brandon Town Center/Regency Park (34%).

The highest support for connected suburban areas was in Lumsden Road (47%), Brandon Main Street (47%), and Bloomingdale Avenue/Bell Shoals Road (46%). Respondents preferred compact urban areas above other development pattern types for Brandon Town Center/Regency Park, and preferred modern suburban areas above other development pattern types for Bloomingdale Avenue (West End). In all of the other eight zones, respondents preferred connected suburban areas.



Brandon Town Center/Regency Park

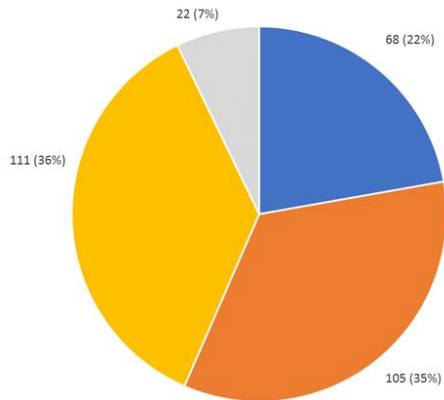


n = 312

- A. Compact Urban Areas
- B. Connected Suburban Areas
- C. Modern Suburban Areas
- D. Other



Bloomington Avenue (West End)

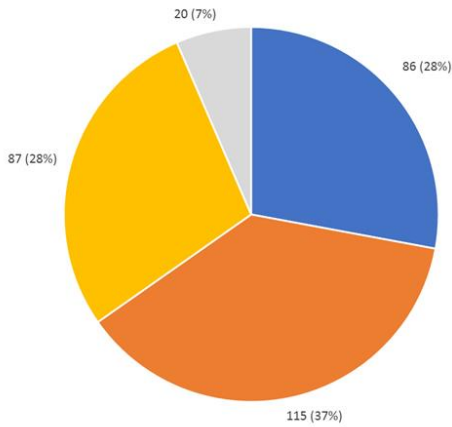


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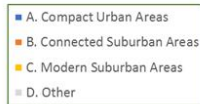
- A. Compact Urban Areas
- B. Connected Suburban Areas
- C. Modern Suburban Areas
- D. Other



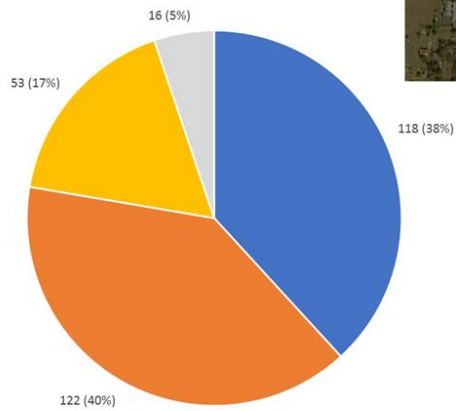
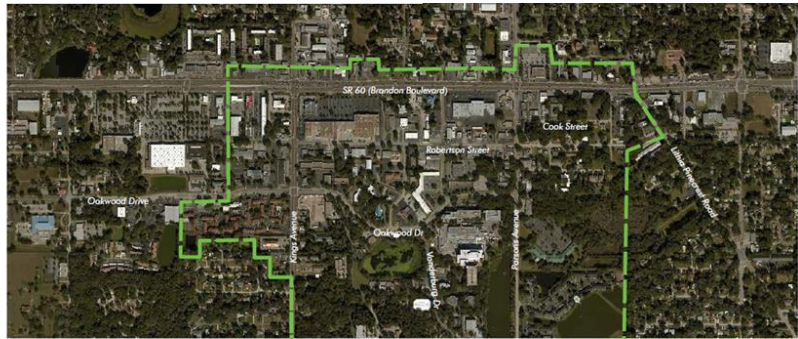
Causeway Boulevard/ Lumsden Road



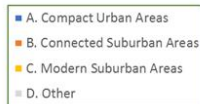
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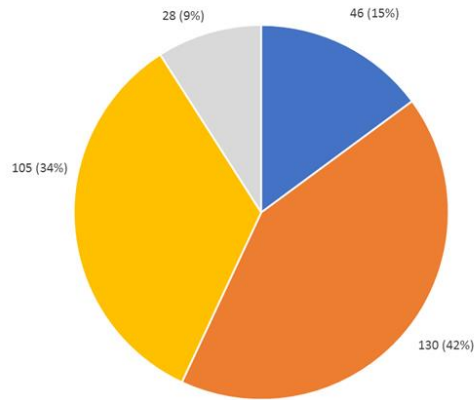
Brandon Hospital District



n = 309



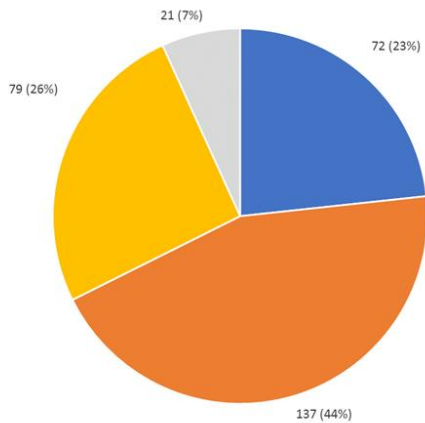
Bloomington Avenue/ Lithia Pinecrest Road



n = 309

- A. Compact Urban Areas
- B. Connected Suburban Areas
- C. Modern Suburban Areas
- D. Other

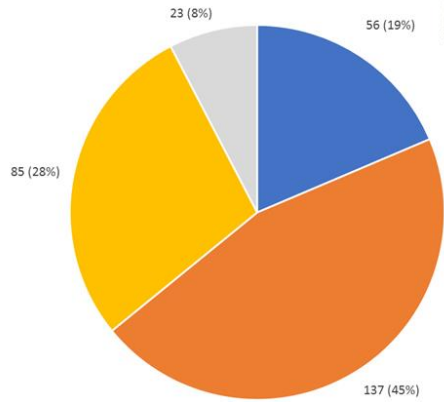
Bloomington Avenue/ Providence Road (Winthrop)



n = 309

- A. Compact Urban Areas
- B. Connected Suburban Areas
- C. Modern Suburban Areas
- D. Other

Valrico Center

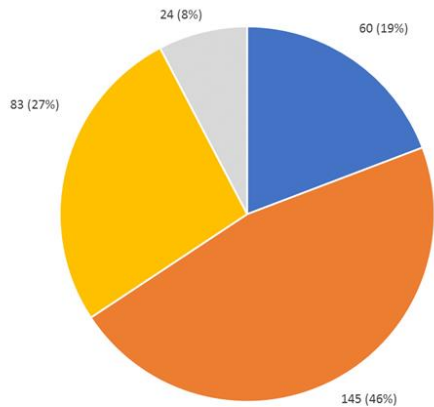


n = 301

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- B. Connected Suburban Areas
- C. Modern Suburban Areas
- D. Other



Bloomington Avenue/ Bell Shoals Road

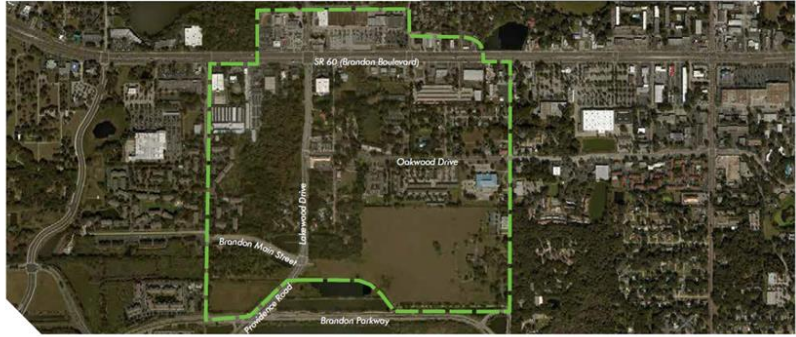
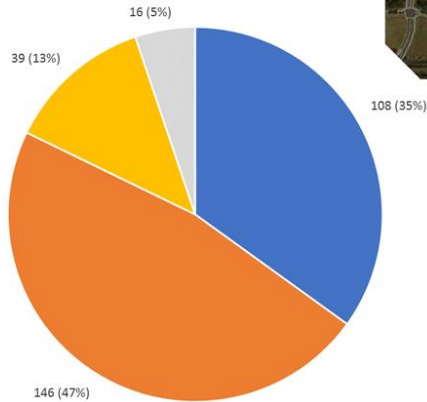


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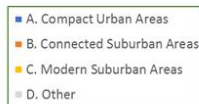
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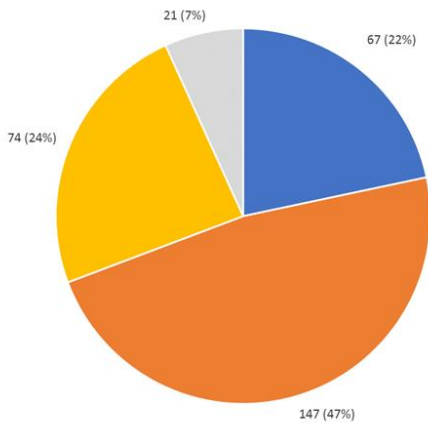
Brandon Main Street (Oakfield Corridor)



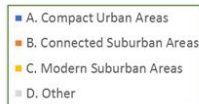
n = 309



Lumsden Road/ Kings Avenue



n = 309



Transportation Improvements:

For the corridors of Brandon Boulevard/SR 60, Lumsden Road/Causeway Boulevard, and Bloomingdale Boulevard, respondents felt that roadway and intersection improvements were the best way to support and enhance their development pattern preferences. Over half of respondents felt these improvements along Brandon Boulevard/SR 60 (56.6%) and Bloomingdale Boulevard (57.7%) were a top priority, while nearly half felt they were a top priority them along Lumsden Road/Causeway Boulevard (49.4%). Better transit connecting outside Brandon had the second highest support, with approximately 40% of

respondents considering it a top priority for each of the three corridors. Approximately 30% of respondents considered better transit connecting within Brandon a top priority for each of the three corridors. The lowest priority among transportation investments was for walking and bicycling improvements. Approximately 20% of respondents felt that these improvements were a top priority for Brandon Boulevard/SR 60 and Lumsden Road/Causeway Boulevard, while approximately 30% of respondents felt walking and bicycling improvements were a top priority along Bloomingdale Boulevard.

Public Transportation Improvements:

Over half of respondents felt that increased express service to major employment centers (69.4%) and more routes serving the greater Brandon area (54.2%) would be best for the city. Support was lowest for first and last mile service (35.3%) and buses operating later in the evening (41.8%)

