

PHASE 2

OUTREACH SUMMARY



Hillsborough MPO
Metropolitan Planning
for Transportation

It's 

TIME

HILLSBOROUGH

Transportation • Innovation • Mobility for Everyone

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PHASE 2

OUTREACH SUMMARY

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Table of Contents

Executive Summary.....	1
Public Outreach.....	1
Summary of Results	2
Introduction.....	5
Purpose	5
Approach.....	5
Survey Overview.....	6
Survey Participation.....	7
Distribution and Promotion	7
Survey Participation Statistics.....	20
Survey Results.....	23
Bus Rapid Transit	23
Major Investments.....	26
Downtown Interchange	45
Conclusion	51
Survey Highlights.....	51

Appendices

Appendix A: Phase 1 Outreach Report

Appendix B: Paper Surveys

Appendix C: Media Coverage

Appendix D: Comments Received

Executive Summary

An essential component of long range transportation planning is a public involvement process that maximizes opportunity for the public at large to engage and provide input to the process. The It's TIME Hillsborough 2045 Long Range Transportation Plan update involved a collaborative effort, between the Hillsborough Metropolitan Planning Organization (MPO) and Hillsborough Planning Commission to implement a two-phase public engagement process, engaging 5,219 Hillsborough County residents, employees, and visitors in two surveys.

Phase 1, It's TIME Tampa Bay, was a collaboration with neighboring Pinellas and Pasco counties to identify land use preferences and transportation priorities. In Phase 2, the Hillsborough MPO and Planning Commission focused on collecting input on the County's highest priority transportation projects.

Public Outreach

MetroQuest was selected as the primary public engagement tool for this two-phase process. The interactive nature of the platform allowed users to rank, rate, and comment on a variety of questions. The survey was hosted on the It's TIME Tampa Bay website (itstimetampabay.org) during Phase 1 and on the Plan Hillsborough website (<http://www.planhillsborough.org/2045lrtp/>) during Phase 2. A paper survey and companion PowerPoint presentation were created for use at in-person meetings and events.

A variety of methods were used to advertise the survey:

- Staff contacted a wide variety of community organizations, homeowners' associations, chambers of commerce, business groups, civic and environmental organizations, particularly in the MPO's communities of concern. Many hosted presentations, distributed information to their members, and communicated with e-blasts to draw attention to the surveys and encourage the public to participate.
- Social media platforms, including Facebook, Twitter, and Instagram, were used to encourage residents to complete the survey. The MPO also utilized paid advertising on social media. A significant portion of the advertising budget was spent targeting Communities of Concern (34% of the visits to the Phase 1 survey website and 44% of the visits to the Phase 2 survey website came from social media).
- Interactive displays manned with staff to assist and answer questions were used to attract hundreds of survey-takers at large events such as Florida's Largest Home Show at the Florida State Fairgrounds and Kid's Day 2019 at Raymond James Stadium.
- Print and broadcast coverage, using both paid and earned media. Publicity included a radio kick-off event, radio cross promotions on both iHeartRadio and Beasley Media, and tie-in radio marketing.
- Other marketing channels included a promotional video posted on the It's TIME Tampa Bay website, an ad in the Tampa Bay Times newspaper, and rack cards in the countywide Property Appraiser's Truth in Millage (TRIM) notice.

The 9,666 participants (at least 4,021 Hillsborough specific) for the tri-county Phase 1 survey set a new MetroQuest record for surveys conducted in the United States. The Hillsborough MPO and Planning Commission staff followed this with more than 5,219 surveys completed in Phase 2. This resulted in at least 4,021 Hillsborough county specific responses from Phase 1 combined with 5219 from Phase 2 for a total of 9,240.

Summary of Results

The first phase of the survey was conducted July 31 to October 1, 2018. It presented three scenarios for future growth that asked citizens how they felt about different investments and accompanying land development strategies, including:

1. New Technologies – Imagine a future where we primarily invest in new technologies and a few roadway projects to manage traffic flow.
2. Expressway Lanes – Imagine a future where we primarily invest in expressway lanes forming an outer loop so traffic does not have to go through the congested center of the region.
3. Transit Focus – Imagine a future where we primarily invest in bus and rail services connecting, revitalizing and filling in the communities that exist today.

Nearly 10,000 citizens responded to the online survey, setting a national record for participation for similar MetroQuest online surveys. Elements of each scenario scored favorably including increased transit service and congestion reduction strategies. The image below depicts the priorities that emerged from the phase 1 results.

Provide alternatives to driving

Rail, bus, &
walk/bike spaces



Reduce congestion



Reinvest in established neighborhoods



Minimize outward growth



Use new technologies

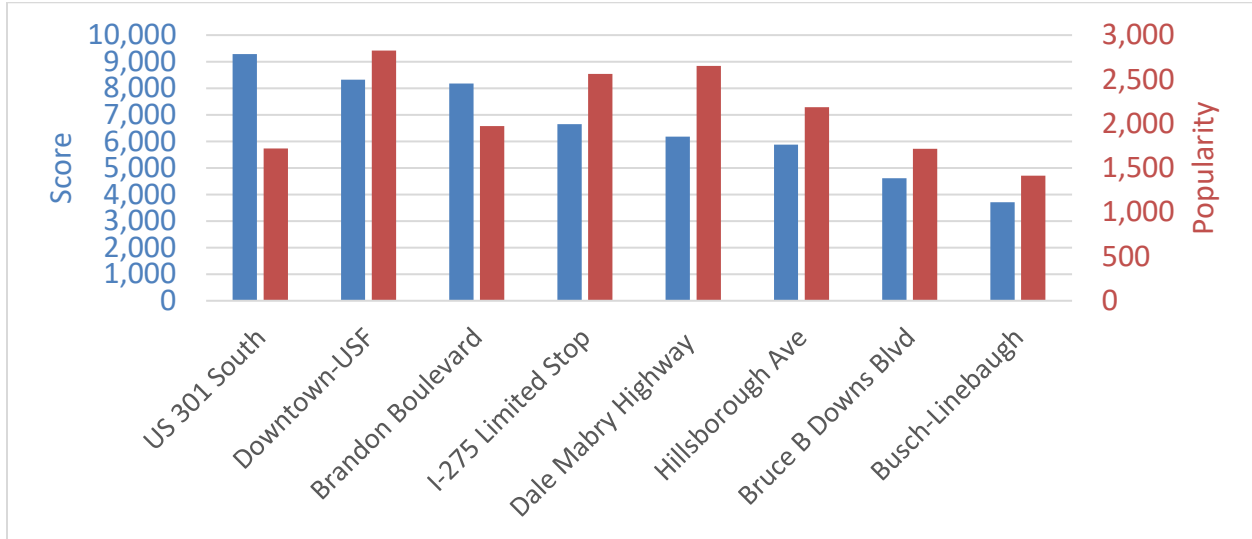
Improve transportation
efficiency



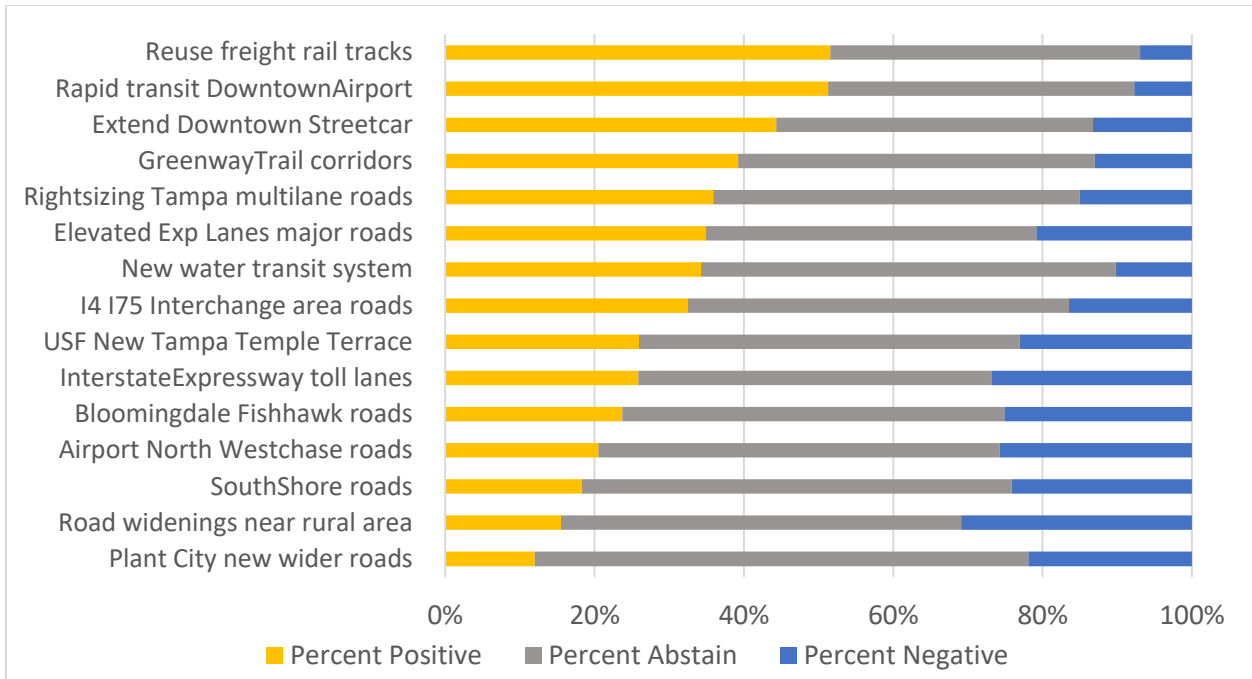
**Strengthen
downtowns**
Create spaces
like them

In the second phase, It's TIME Hillsborough, the MPO collected input on specific projects to achieve the vision from Phase 1. The survey questions focused on Bus Rapid Transit (BRT), Major Investments, and what to do with the Downtown Interchange. The survey ran in June and July 2019.

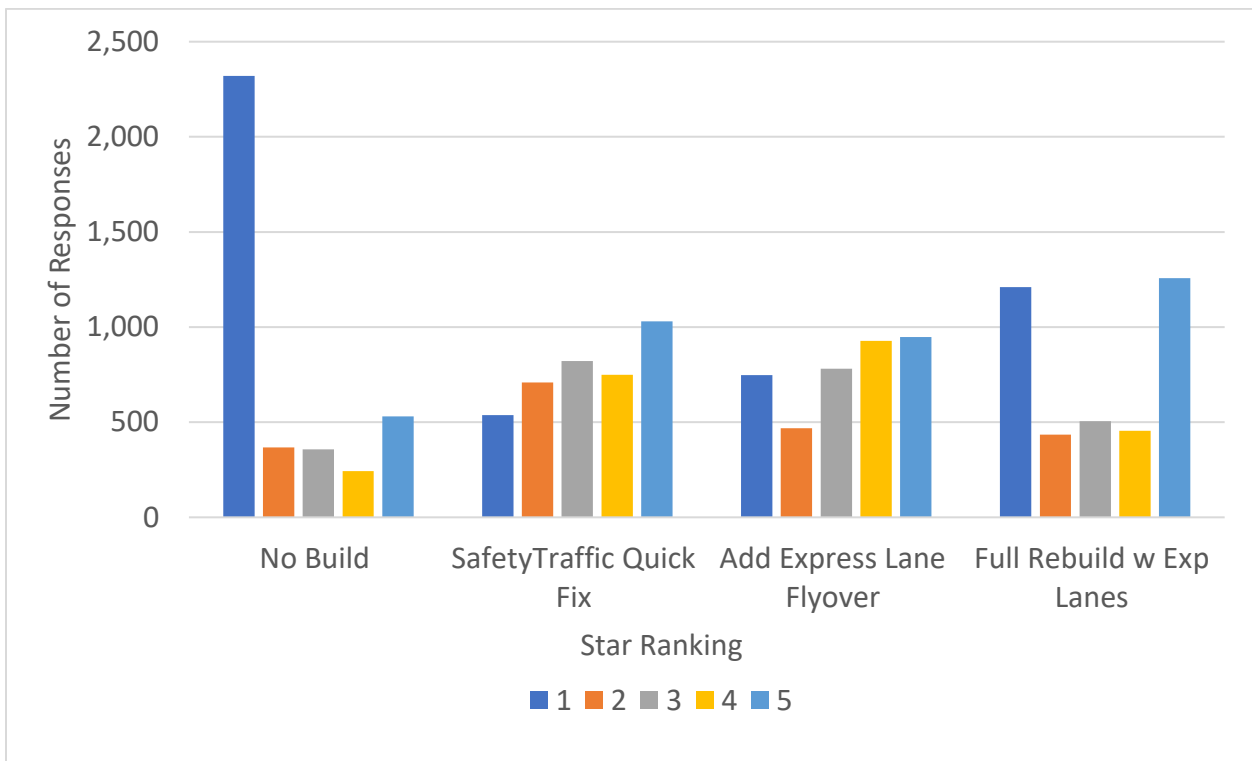
The graph below presents the results of the BRT question. Participants were asked to rank their top five choices for BRT corridors from eight potential routes. The popularity metric is the number of times a route was rated in the top five and the score metric factors in each corridor’s ranking within the top five. For example, US 301 was not in the top five as often as others, but when it was in the top five it was ranked very highly. On the other hand, Dale Mabry was often in the top five, but it was ranked lower within the top five. High Score and high Popularity tend to suggest higher desired routes. US 301 S, Downtown-USF, and Brandon Boulevard were among the top-rated BRT Corridors. Three corridors (Downtown-USF, I-275 Limited Stop, and Dale Mabry Highway) were ranked in the top five of more than half of the survey respondents



Participants were also asked to respond yes or no to 15 Major Investments throughout the county. Investments included “big-ticket” major capacity projects such as widening major roadways, constructing express toll lanes, or building rapid transit systems like passenger rail or a water ferry. The results are shown below. Public transit and active transportation projects (e.g. trails) were the highest rated and generally had countywide support. Road widening projects tended to have localized support and lacked countywide support.



The last question focused on potential options for the Downtown Interchange (I-4/I-275). Survey takers were asked to rate four scenarios from one (lowest) to five (highest) stars. The No Build had the highest number of 1-star votes and Full Rebuild with Express lanes was the most divisive option. Express Lane flyover had roughly equal opinions across all star ratings. Safety/traffic quick fix had the highest overall score and the lowest number of 1-star ratings. Safety/traffic quick fix was also the only build alternative to get a positive response from the urban core of Tampa. The results are shown in the chart below.



Introduction

The remainder of this report focuses on the Phase 2 survey outreach and results. For additional details on Phase 1 see Appendix A or visit itstimetampabay.com.

Purpose

After thousands weighed in on It's TIME Tampa Bay, the Hillsborough Planning Commission and the MPO continued their joint effort to create a vision that will guide the It's TIME Hillsborough 2045 Long Range Transportation Plan. During this next phase, the Planning Commission and MPO sought to spread the theme "You spoke. We listened. Tell us more." After listening to the public's Phase 1 vision, Phase 2 homed in on how to get there by determining which transportation investments are most important to secure a prosperous future for our region given the limited funding available.

Approach

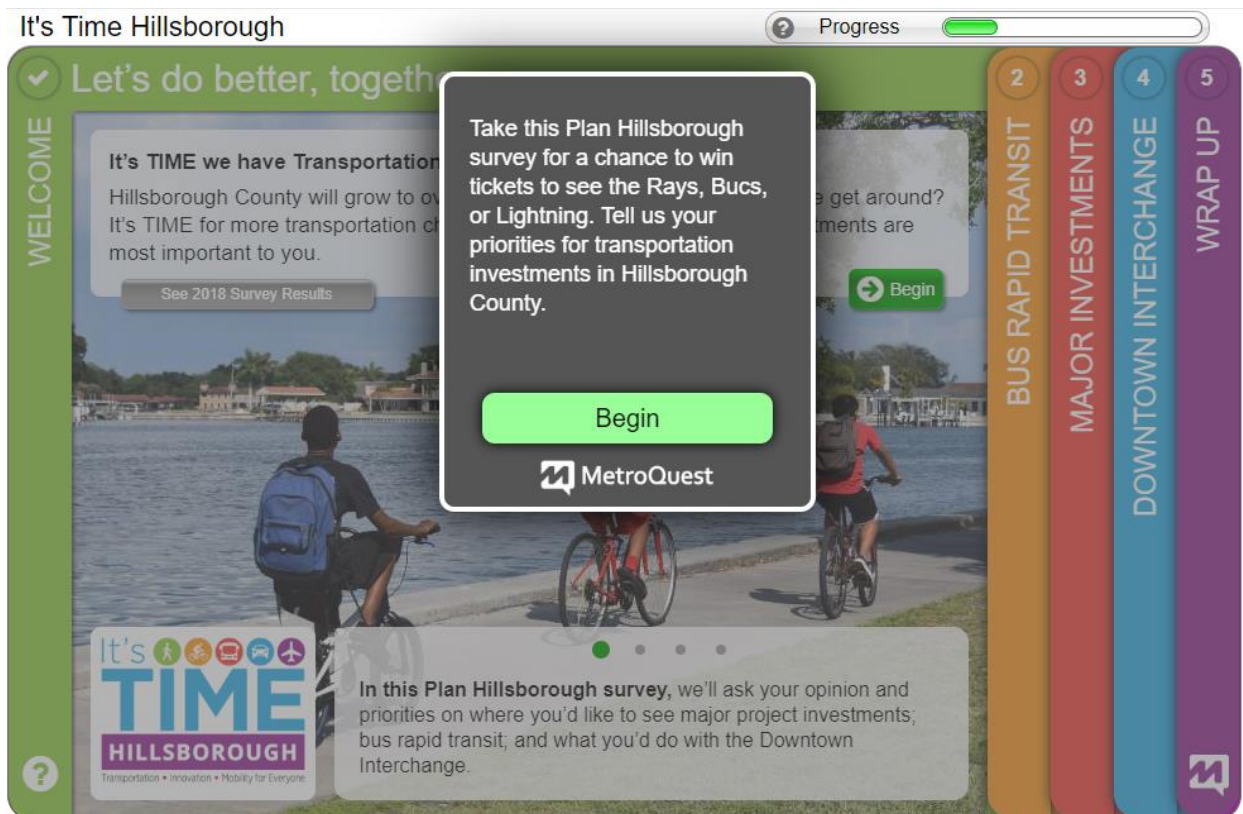
Challenged by a shorter outreach period than Phase 1 and conducted during the peak of summer vacations, Phase 2 of It's TIME Hillsborough used a wide variety of public involvement strategies and partnerships to attract the public's interest and participation with a focus on leveraging social media to drive residents and visitors to the online survey. Strategies included:

- Partnering with radio stations to create buzz and exposure across mainstream and selected demographics as well as to provide prizes (tickets to local NHL, MLB, and NFL games). This incentive was key to survey completion across all demographics - with approximately 65% of survey-takers leaving their email addresses at the end of both phases of this survey, as compared with only 15%-20% for previous surveys using the same MetroQuest platform. Media Kick-Off - News Radio WFLA AM Tampa Bay Live Broadcast
- Community, neighborhood, and business group presentations
- e-Communications and social media to existing MPO contacts
- Paid Facebook and Instagram advertising to Hillsborough County residents, employees, and visitors
- Radio cross promotions on both iHeartRadio and Beasley Media Group.
- Tie in radio marketing across iHeartRadio & Beasley Media station streaming and on click-thru banners on station web sites and emails.
- Kids Day 2019 at Raymond James Stadium

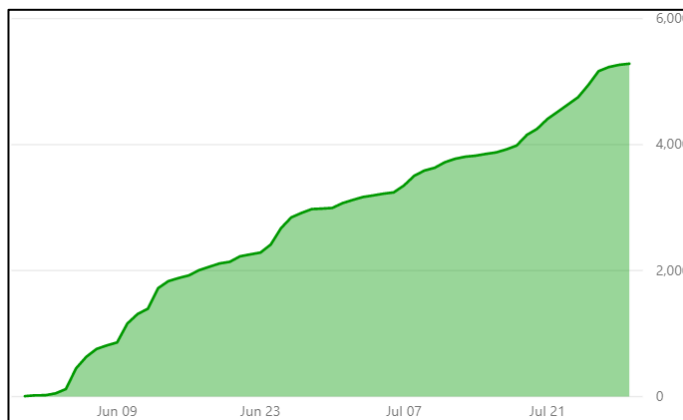
Survey Overview

The Phase 2 MetroQuest survey consisted of five screens: Welcome, Bus Rapid Transit, Major Investments, Downtown Interchange, and Wrap Up. Each screen setup/design, and the corresponding survey results, is discussed in the following chapters.

The Welcome Screen, displayed below, set the context for the project and encouraged people to participate. The introduction pop-up box was the first information that visitors received when clicking on the survey located on the Plan Hillsborough website. To maximize participation, survey participants were eligible to win tickets to a Tampa Bay Buccaneers, Tampa Bay Lightning, or Tampa Bay Rays game if they provided a valid email address on the Wrap-up screen. Nearly 65% of survey takers left a valid email address, compared to less than 15% on previous Hillsborough MPO MetroQuest surveys. This allows the MPO to continue to educate and collect input from a larger audience.



The MetroQuest survey went live on May 31, 2019, with an official launch on June 3, 2019, and closed July 28, 2019. Over this two-month timeframe, there were 8,053 visits to the survey link and 5,284 people answered at least some survey questions. This 64.8% participation rate exceeded the phase 1 survey rate of 55%. Following a standard review and survey clean-up, the final dataset included 5,219 participants. In total, there were 93,758 data points collected, 3,120 comments provided and over 3,280 participants provided their email address and were eligible to win football, hockey or baseball tickets. The graph on the right displays strong participation from start to finish. The survey experienced 19 days with over 100 responses and the most responses for a single day (356 participants) was recorded on June 5th.



Survey Participation

Distribution and Promotion

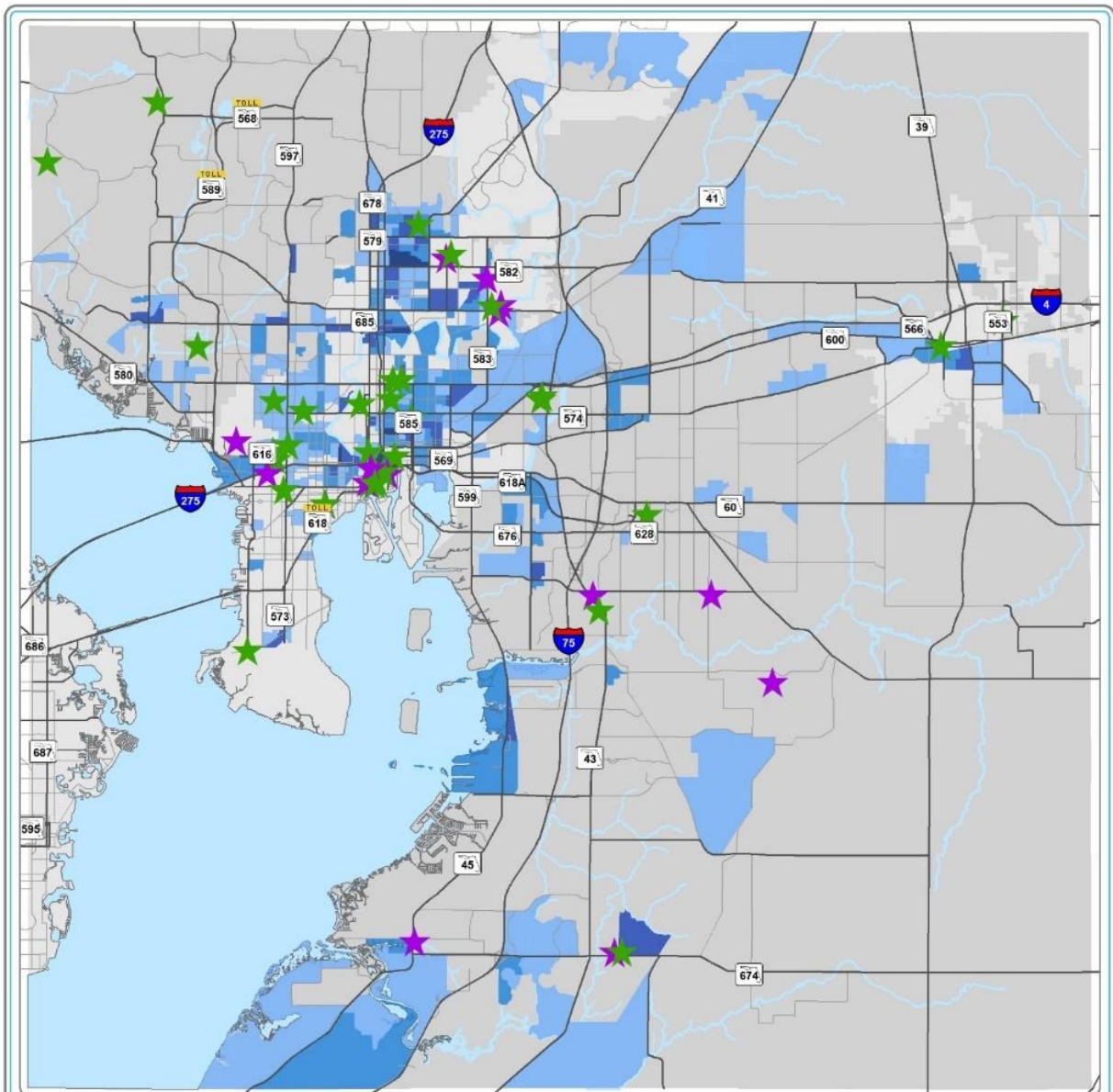
The goal of the outreach program was to engage and involve as many people as possible in the planning process and ensure all citizens, and especially those in Communities of Concern, know that their voice will be heard. Listening to the needs of our citizens and how they envision the best path for our future is critical in making sound transportation investments and creating a Long Range Transportation Plan that serves all members of the community.

Events & Community Support

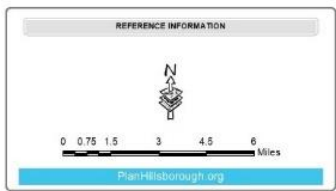
As part of the It's TIME Tampa Bay survey in the summer of 2018, the MPO and Planning Commission cultivated partnerships with a diverse range of community organizations, homeowners' associations, registered neighborhood groups, chambers of commerce, business groups, and civic and environmental organizations. Staff asked community leaders for their interest in taking part in the interactive surveys, asked them to publicize the survey in their membership communications such as newsletters, and offered to present to their groups. A summary of the Phase 1 outreach and the list of groups contacted is provided in Appendix A.

The groups that participated in the It's TIME Tampa Bay campaign were contacted once again to participate in the It's TIME Hillsborough outreach campaign. Many hosted presentations, distributed information to their members, and communicated with e-blasts to draw attention to It's TIME Hillsborough and encourage the public to participate.

During the summer 2019 the It's TIME Hillsborough survey, the MPO and Planning Commission staff interacted with over 16,000 attendees at 34 events, meetings and presentations. The survey launched on May 31st and concluded on July 28th. The following map and corresponding list show the locations of the events and organizations who helped spread the word.



HILLSBOROUGH COUNTY, FLORIDA
2045 LRTP PHASE 2
OUTREACH LOCATIONS
 June-July 2019



Outreach Strategy

- ★ In Person
- ★ Online/Print Media

Communities of Concern

- 0 - 1 characteristics
- 2 characteristics
- 3 characteristics
- 4 characteristics
- 5 characteristics

Date	Name of Event or Group	Event Location/Address	E.J. Area?	Format	Attendees	Engaged/Surveyed
6/4	Drew Park CRA	Tampa Police District 1 3818 W Tampa Bay Blvd Tampa, FL 33614	Y	Presentation	8	7
6/4	Hampton Terrace Neighborhood Association	Seminole Heights United Methodist Church 6111 N Central Ave Tampa, FL 33604		Presentation	25	10
6/5	New North Transportation Alliance	4202 E Fowler Ave # 100 Tampa, FL 33620		E-blast, social media		
6/5	Tampa Homeowners Association of Neighborhoods	601 N Nebraska Ave Tampa, FL 33602		E-blast, social media		
6/5	Bloomingdale Homeowners Association	3509 Bell Shoals Rd Valrico, FL 33596		E-blast, social media		
6/5	Firehouse Cultural Center	101 1st Ave NE Ruskin FL 33570	Y	E-blast, social media		
6/5	Fishhawk Ranch Master HOA	5721 Osprey Ridge Dr Lithia, FL 33547		E-blast, social media		
6/6	Carver City Lincoln Gardens Civic Association	1512 N Clark Ave Tampa, FL 33607	Y	Presentation	20	19
6/10	Hillsborough County Public Schools	Hillsborough Countywide	Y	E-blast (peachjar)		
6/10	Media Kick -Off event	Fred's Market 6501 US-301 Riverview, FL 33578		Radio, Table, and iPads	60	21
6/10	Eagles Community	16101 Nine Eagles Dr Odessa, FL 33556		Presentation	76	7
6/11	East Tampa Community Revitalization Partnership	Ragan Park Community Center 1200 E. Lake Ave Tampa, FL 33605	Y	Presentation	35	19
6/11	MPO TIP Public Hearing	County Center 601 E Kennedy Blvd Tampa, FL 33602		Table and iPads	187	20
6/12	Tampa International Airport	4100 George J Bean Pkwy Tampa, FL 33607		Social Media		
6/12	CAC Meeting	County Center 601 E Kennedy Blvd Tampa, FL 33602		Presentation	16	1
6/12	Temple Terrace Citizens Group	Temple Terrace Library 202 Bullard Pkwy Temple Terrace, FL 33617		Presentation	9	2
6/12	BPAC Meeting	County Center 601 E Kennedy Blvd, Tampa, FL 33602		Presentation	19	15
6/13	Visit Tampa Bay	Hillsborough Countywide	Y	E-blast		

Date	Name of Event or Group	Event Location/Address	E.J. Area?	Format	Attendees	Engaged/Surveyed
6/14	Downtown Partnership	101 E Kennedy Blvd Tampa, Florida, 33602		Presentation	31	5
6/17	TAC Meeting	County Center 601 E Kennedy Blvd Tampa, FL 33602		Presentation	11	9
6/19	LRC Meeting	County Center 601 E Kennedy Blvd Tampa, FL 33602		Presentation	22	5
6/21	Greater Brandon Chamber of Commerce	330 Pauls Dr Brandon, FL 33511	Y	Presentation	6	4
6/21	Bike/Walk Tampa Bay Summer Summit	14013 N 22nd St Tampa, FL 33613	Y	Presentation, Table, and iPads	172	30
6/24	Plant City Afternoon Rotary	Plant City HCC Campus Trinkle Center 1206 N Park Road Plant City, FL 33563		Presentation	60	5
6/24	Rotary Club of Temple Terrace	PO Box 16901 Temple Terrace, FL 33617		E-blast		
6/24	Temple Terrace Garden Club	415 Woodmont Ave Temple Terrace, FL 33617		E-blast		
6/24	Temple Terrace Woman's Club	415 Woodmont Ave Temple Terrace, FL 33617		E-blast		
6/24	Temple Terrace Arts Council	9395 N 56th St Temple Terrace, FL 33617		E-blast		
6/24	Hillsborough COIN News Clips	Hillsborough Countywide	Y	E-blast		
6/26	Port Tampa Civic Association	Port Tampa City Library 4902 W. Commerce St Tampa, FL 33616		Presentation	14	14
6/25	Tampa 912 Project	American Legion Hall 3810 W Kennedy Blvd Tampa, FL 33609		Presentation	25	10
6/27	Keystone Civic Association	Keystone Rec Center 17928 Gunn Hwy Odessa, FL 33556		Presentation	110	51
6/27	Tampa Heights Civic Association	THCA Community Center 2005 N Lemar Ave Tampa, FL 33602	Y	Presentation	28	11
6/28	TDCB Meeting	County Center 601 E Kennedy Blvd Tampa, FL 33602		Presentation	18	11
7/1	Plant City Morning Rotary	South Florida Baptist Hospital 301 N Alexander St Plant City, FL 33563	Y	Presentation	8	1
7/2	HART Bus Ride Route 5 (Shift 1)	40th Street (Marion to University)		iPad		9

Date	Name of Event or Group	Event Location/Address	E.J. Area?	Format	Attendees	Engaged/Surveyed
7/2	Women's Transportation Seminar	Tampa, FL 33602		E-blast		
7/9	East Tampa CRA Monthly Meeting	Ragan Park Community Center 1200 E. Lake Ave Tampa, Florida 33610		Presentation	30	3
7/10	Westshore Alliance Transportation Committee	7650 West Courtney Campbell Causeway, 5th Floor Tampa, FL 33607	Y	Presentation	30	7
7/11	HART Bus Ride Route 5 (Shift 2)	40th Street (Marion to University)		iPad		14
7/12	HART Bus Ride Route 9 (Shift 1)	15th Street (Marion to University)		iPad		9
7/12	HART Bus Ride Route 31 (Shift 2)	S. Hillsborough (Westfield/Brandon Mall Amazon)		iPad		7
7/16	HART Bus Ride Route 34 (Shift 1)	Hillsborough Ave (Northwest / Net Park)		iPad		5
7/16	Historic Ybor	The Bricks in Ybor 1327 E 7th Ave Tampa, FL 33605	Y	Presentation	30	8
7/16	South Tampa Chamber of Commerce	701 S Howard Ave Suite 204 Tampa, FL 33606		Presentation	12	12
7/16	USF College of Public Health	USF College of Public Health Auditorium 1023-A 13201 Bruce B Downs Blvd, Tampa, FL 33612		Presentation	12	0
7/17	HART Bus Ride Route 6 (Shift 1)	56th Street (Marion to University)		iPad		17
7/17	HART Bus Ride Route 31 (Shift 1)	S. Hillsborough (Westfield/Brandon Mall Amazon)		iPad		16
7/21	Kids Day 2019	Raymond James Stadium 4201 N Dale Mabry Hwy Tampa, FL 33607	Y	Table and iPads	15000	200
7/24	Building Owners and Management Association (BOMA) of Greater Tampa Bay	University Club of Tampa 201 N Franklin St Suite 3800 Tampa, FL 33602		Presentation	70	10
7/24	Wimauma CDC	Iglesia de Dios Nuevo Pacto 5801 Hickman St Wimauma, FL 33598	Y	Presentation	40	33
7/24	HART Bus Ride Route 16 (Shift 2)	Waters Ave (NW Transfer Center Loop)	Y	iPad		6

Date	Name of Event or Group	Event Location/Address	E.J. Area?	Format	Attendees	Engaged/Surveyed
7/25	Fish Hawk Trails HOA	17616 Old Oak Wy Lithia FL 33547		Presentation	23	5
7/25	Old Seminole Heights Neighborhood Association	Seminole Heights Branch Library 4711 N Central Ave Tampa, FL 33603	Y	Presentation		5
7/26	HART Bus Ride Route 6 (Shift 2)	56th Street (Marion to University)	Y	iPad		21
7/27	National Federation for the Blind	O'Brien's Irish Pub 701 W. Lumsden Rd Brandon, FL 33511		Presentation	15	12

Paper surveys

The survey was re-created in paper form for distribution to audience members and others who preferred to participate with a pen and paper instead of a digital device. The paper survey duplicated the questions from the online MetroQuest tool and was accompanied by a map and list of major projects by area. The paper survey was translated into Spanish for those with limited English proficiency (LEP). Appendix B includes a copy of the survey in English and Spanish. The completed paper surveys were entered online by MPO staff.

Media Advertising

The It’s TIME Hillsborough initiative benefited from print and broadcast coverage, using both paid and earned media. The primary media events that were used to promote the survey included:

- **Radio Kick-off Event** – The MPO partnered with News Radio WFLA AM Tampa Bay Live to do a remote broadcast with Jack Harris and Aaron Jacobson at Fred’s Market Restaurant on June 10th with MPO Board member and transportation agency guest speakers, preceded by one week of on-air promotion.
- **Radio cross promotions** on both iHeartRadio (promotion through July 15) and Beasley Media Group (July promotion) we negotiated partnerships beyond minimal radio buys with bonus media and the provision of prize incentives.
- **Kids Day 2019** – A Beasley Media Group event and the biggest event during the survey period, with 15,000 people attending at Raymond James Stadium which generated hundreds of completed surveys in one day.
- **Tie in Radio Marketing** with a digital schedule across iHeartRadio & Beasley Media station streaming and on click-thru banners linked to the survey on station websites and key station emails.

Examples of earned media coverage include:

- News Channel 8 “Hillsborough leaders seeking public input on transportation plan”
- ABC Action News “Hillsborough County looking for input on long range transportation plan”
- It’s TIME Hillsborough on “The Current” with Roxanne Wilder
- Tampa Bay’s Morning Blend

The total audience reached through media coverage was more than 4.6 million and the MPO estimated earned media coverage is valued at \$550,000. Copies of the articles are provided in Appendix C.

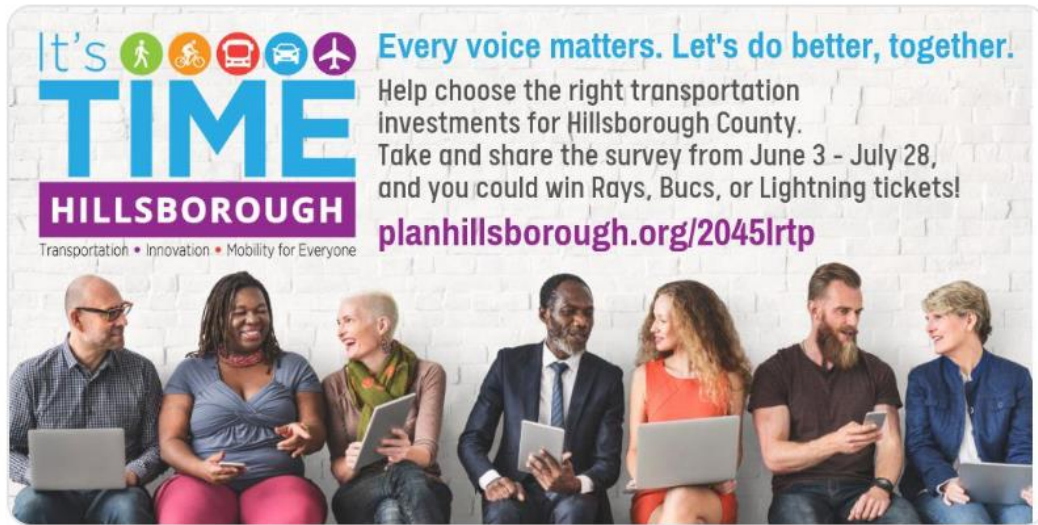
Social Media

As part of the It's TIME Hillsborough campaign, the MPO leveraged their existing Twitter account with more than 6,500 followers to spread the word about the survey. The top tweet, pictured here, earned over 298,000 impressions. The total reach for all of the MPO's #ItsTIMEHillsborough tweets was more than 580,000.



Hillsborough MPO @HillsboroughMPO · Jun 10



Please TAKE & SHARE the #ItsTIMEHillsborough survey NOW thru 7/28. Leave your email to quality for drawings for 10 great prizes! Tell us where you'd like to see major project investments; bus rapid transit; and what you'd do with the Downtown Interchange. shar.es/a0cXl3





Hillsborough County, City of Tampa, Temple Terrace, FL and 6 others



The social media strategy also included paid advertising through Facebook and Instagram. The table below shows the ads that were created, where they were advertised, and their effectiveness to direct users to the survey. The comments provided directly through Facebook are provided in Appendix D.

Ad	Total Spend	Dates	Number of Clicks	Cost per click	Audience
<p>Tell us your transportation priorities, and you could win Rays, Bucs, or Lightning tickets.</p>  <p>PLANHILLSBOROUGH.ORG Join The Conversation Take the survey now. Learn More</p>	\$300	6/3-6/19	374	\$0.80	Hillsborough County (All)
<p>Last chance! Take this survey on transportation investments, and you could win Rays/Bucs/Lightning tickets.</p>  <p>PLANHILLSBOROUGH.ORG Last week to weigh in. Click to take the survey!</p>	\$270	7/24-7/28	343	\$0.79	Hillsborough County (All)

Ad	Total Spend	Dates	Number of Clicks	Cost per click	Audience
<p>It's TIME to take a survey. Tell us how we can do better in Hillsborough County.</p>  <p>PLANHILLSBOROUGH.ORG Tired of sitting in traffic? Learn More Take the survey now.</p>	\$300	6/13-6/28	428	\$0.70	Hillsborough County (All)
<p>Live, work, or play in Hillsborough County? Take a survey to help us choose which transportation projects to invest in.</p>  <p>PLANHILLSBOROUGH.ORG It's TIME to do better. Learn More Click to take the survey.</p>	\$300	6/4-6/9	380	\$0.79	Hillsborough County (All)

Ad	Total Spend	Dates	Number of Clicks	Cost per click	Audience
<p>Help us choose transportation investments for Hillsborough County, and you could win Rays/Bucs/Lightning tickets.</p>  <p>PLANHILLSBOROUGH.ORG It's TIME to make choices. Take the survey today.</p> <p>Learn More</p>	\$50	6/18-6/22	38	\$1.32	Communities of Concern
<p>Tell us what transportation priorities are important to you, and you could win Rays/Bucs/Lightning tickets!</p>  <p>PLANHILLSBOROUGH.ORG It's TIME to be heard. Take the survey now.</p> <p>Learn More</p>	\$680	6/7-7/19	506	\$1.34	Communities of Concern

Ad	Total Spend	Dates	Number of Clicks	Cost per click	Audience
<p>Thousands of people already weighed in with their priorities for transportation in Hillsborough County. Have you?</p>  <p>PLANHILLSBOROUGH.ORG Take the Survey We want to hear from you!</p> <p>Learn More</p>	\$148	7/1-7/13	269	\$0.55	Hillsborough County (All)
<p>Are you interested in right-sizing Tampa streets? What about elevated express lanes? Weigh in on transportation investments, and you could win Rays/Bucs/Lighting tickets.</p>  <p>PLANHILLSBOROUGH.ORG Tell Us Your Priorities Take the survey now.</p> <p>Learn More</p>	\$150	7/18-7/23	243	\$0.62	Hillsborough County (All)
<p>Are you interested in right-sizing Tampa streets? What about elevated express lanes? Weigh in on transportation investments, and you could win Rays/Bucs/Lighting tickets.</p>  <p>PLANHILLSBOROUGH.ORG Tell Us Your Priorities Take the survey now.</p> <p>Learn More</p>	\$150	7/19-7/25	175	\$0.86	Communities of Concern

Ad	Total Spend	Dates	Number of Clicks	Cost per click	Audience
<p>Looking for a better way to get to Tampa International Airport? Take a survey to help us choose which transportation projects to invest in.</p>  <p>PLANHILLSBOROUGH.ORG Better Way to Get to TPA? Click to take the survey now.</p>	\$236	7/18-7/23	594		Hillsborough County (All)
	\$164	7/22-7/26	261		Communities of Concern

Outreach to Specific Industries

Consistent with requirements to consult with officials responsible for other types of planning activities such as tourism and the reduction of risk of natural disasters, the MPO coordinated with the following groups and projects to seek input:

- Email distribution for Trade and Logistics industry stakeholders and Goods Movement Advisory Committee members via the District 7 Freight Coordinator
- Email distribution to over 2,000 tourism industry contacts via Visit Tampa Bay
- Solicited input at ONE BAY Resilient Communities Working Group meetings and the Local Mitigation Strategy Working Group Meetings; participants included citizens, agencies, private sector representatives, municipalities, public works and emergency management staff. The Resilient Tampa Bay Transportation Pilot Project also surveyed agency representatives to gain an understanding of critical facilities in the county. The agencies surveyed were:
 - County Planning: Hillsborough, Pinellas, Pasco
 - County Public Works: Hillsborough, Pinellas, Pasco
 - City: Clearwater, Largo, Tampa, Treasure Island, New Port Richey, Temple Terrace, Plant City, Hillsborough County and Tampa
 - County Local Mitigation Strategy Working Groups: Hillsborough, Pinellas, Pasco
 - County/City/Regional Economic Development Agency or a Chamber: APA FL, Pinellas County Economic Development, City of Largo Economic Development
 - Other Groups: Hillsborough Environmental Protection Commission, ONE Bay Resilient Communities Working Group, Hillsborough County River Board
 - Transit Agency: Pinellas Suncoast Transit Authority (PSTA)

Outreach to Traditionally Under-Represented Populations – Communities of Concern

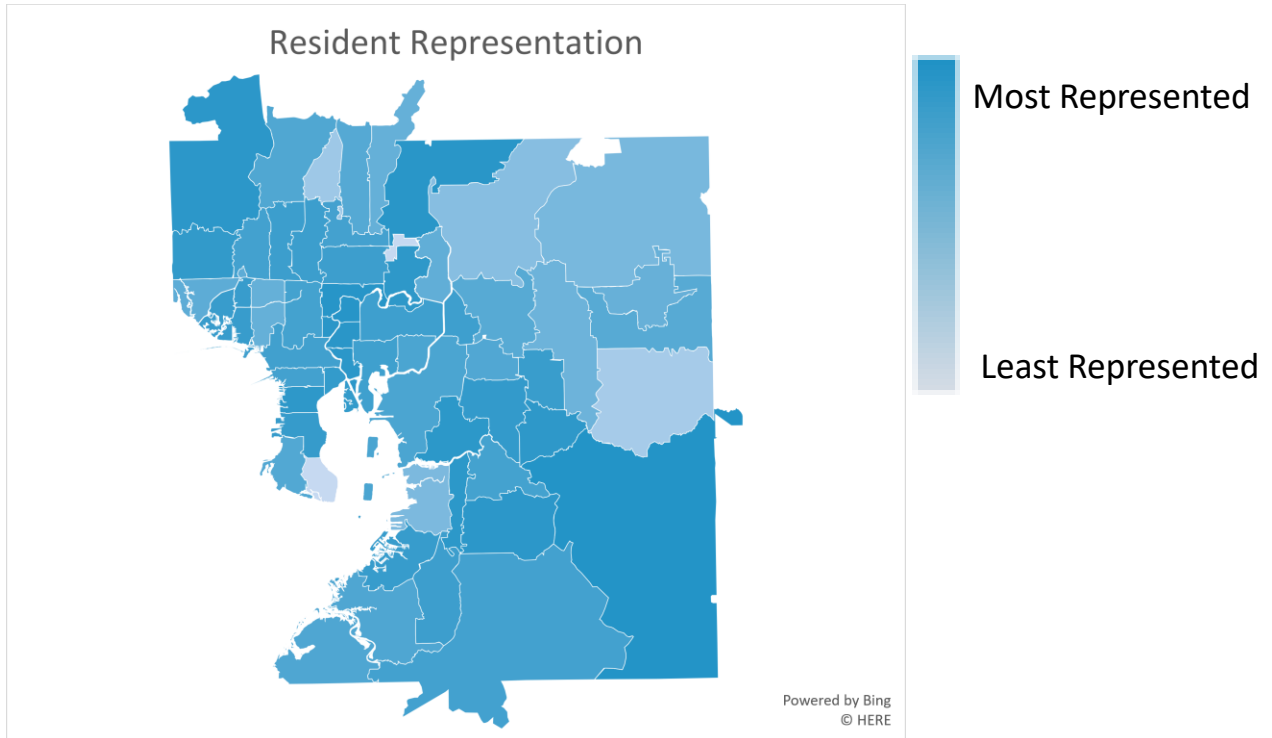
Consistent with its mandate to reach out to and address the needs of low income and minority segments of Hillsborough County's diverse population (spelled out in Executive Order 12898 - federal actions to address Environmental Justice and other federal and state requirements), the MPO invested significant time and resources to involve groups that traditionally have not been represented in transportation decision-making. These population groups include low income, minorities, persons with limited English proficiency, youth (under 18, elderly (65 and over), zero vehicle households, and persons with disabilities. Strategies to involve these groups included:

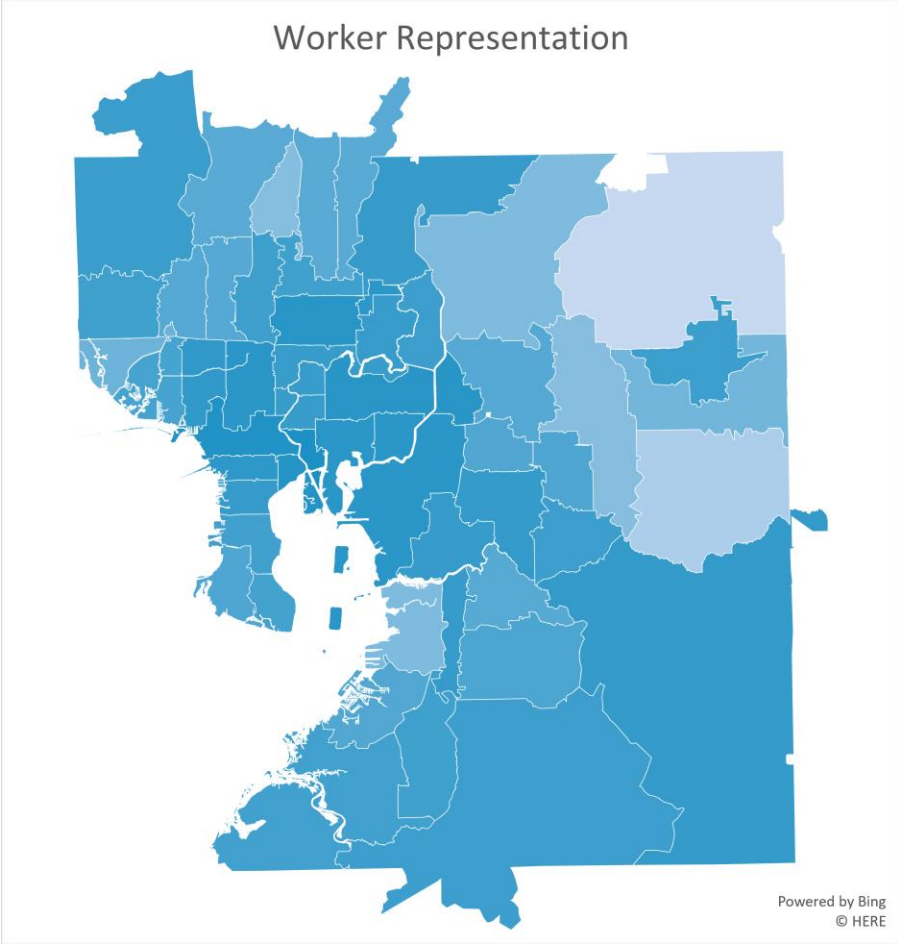
- Email and phone call invitations to Communities of Concern to promote the It's TIME Hillsborough Phase 2 survey and offering to make a presentation to their members.
- Email Initiations through the Hillsborough County Americans with Disabilities (ADA) Officer and liaisons (Hispanic and Asian, etc.)
- Partnership with the Tribal Historic Preservation Office for the Seminole Tribe to collect input from Tribe members.
- MPO sponsorship to the Bike/Walk Summit allowed free admission, including lunch, for members of Communities of Concern.
- Providing Spanish translation at events where there is a concentration of persons with limited English proficiency including the Wimauma Community Development Corporation (CDC)
- Providing multiple staff to complete surveys for visually impaired persons at the National Federation for the Blind.
- Spanish translation of the paper survey hosted on the MPO's Spanish website (www.planhillsborough.org/mpo-documentos-en-espanol/)

- Staff rode HART bus routes through Communities of Concern to collect surveys.

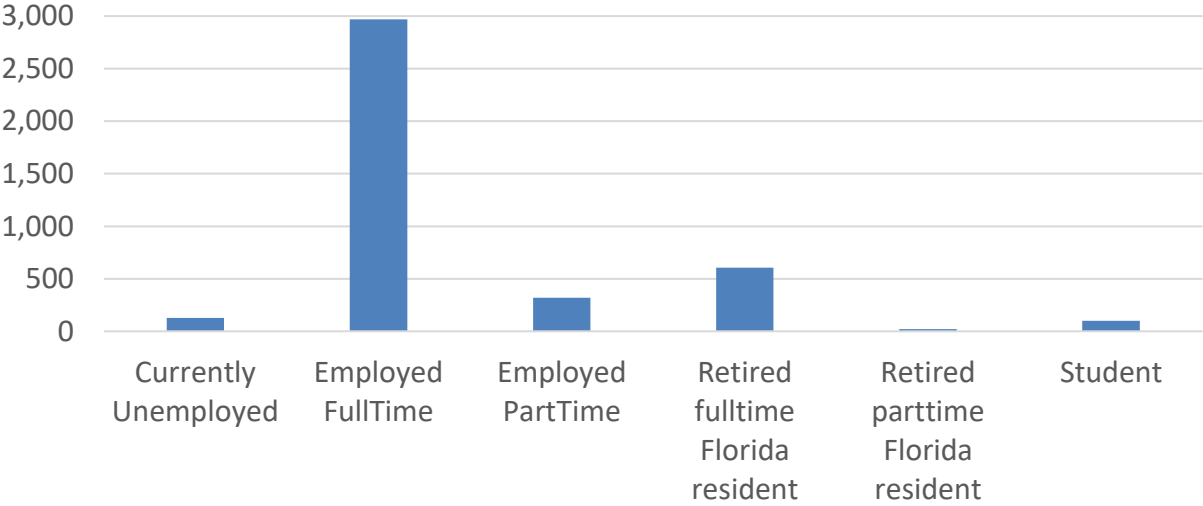
Survey Participation Statistics

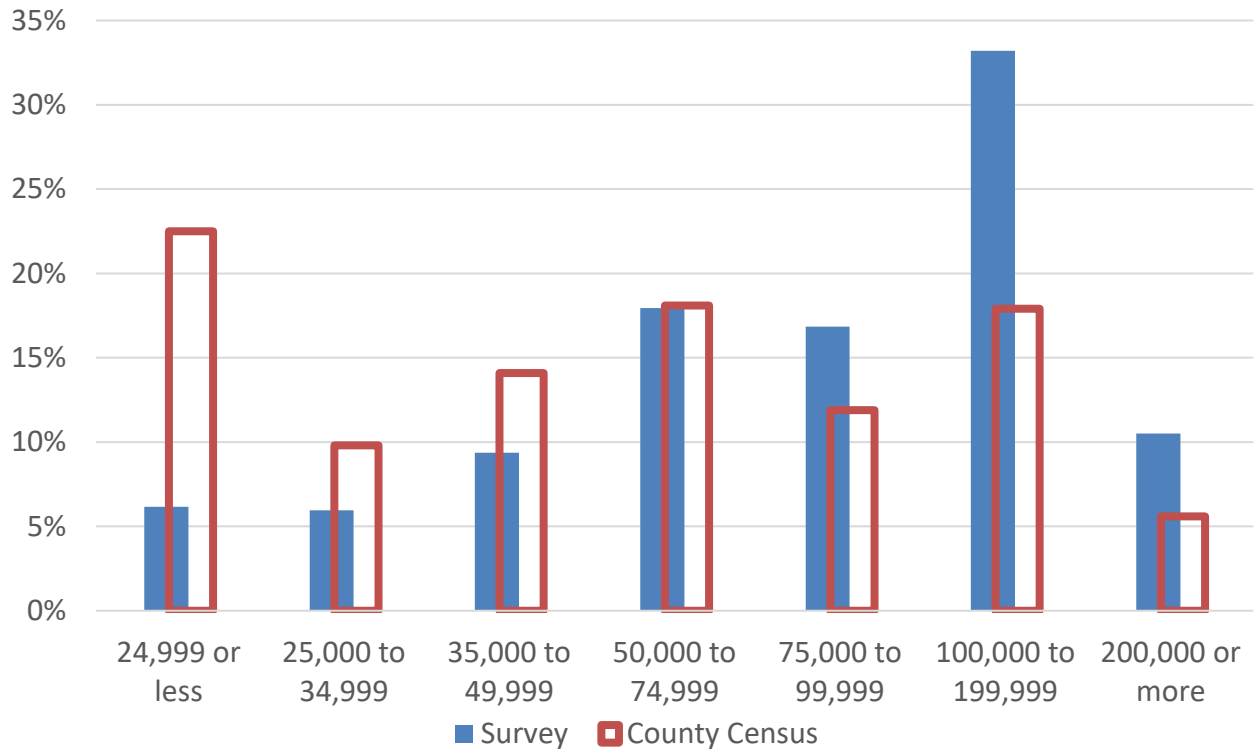
On the Wrap Up page of the survey, participants were asked to provide their home and work zip codes. These zip codes were assigned to a county based on the United States Postal Service (USPS) classification. About 80% of survey takers provided a home zip code and 68% provided a work zip code. Of these responses, 89% were Hillsborough County residents, and 90% worked in Hillsborough County. The following maps show the distribution of responses from around Hillsborough County for both residents and workers.



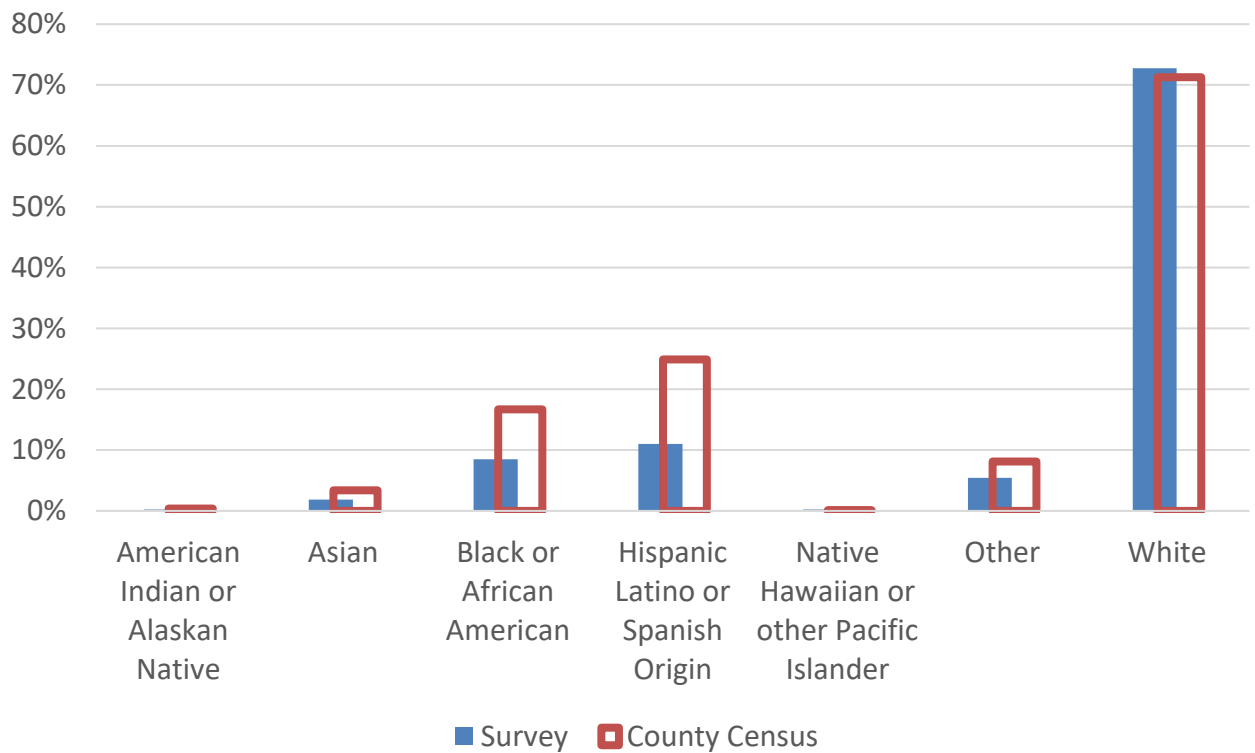


The Wrap Up screen of the survey also asked participants to provide employment status, household income level, and race/ethnicity. These questions were optional. The following charts present the results of these questions. This survey increased participation rate from the Hispanic and Black community by approximately 50-percent as compared with the Part 2 of the last L RTP update for the Imagine 2040 plan.





Source: American Community Survey 2017



Source: American Community Survey 2017

The following privacy statement was included on the Wrap Up screen:

Under Florida law, email addresses are public records. If you do not want your email address released in response to a potential public records request, please do not submit your email address.

In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race color, national origin, age, sex, religion, disability, or family status. [Read more](#) about the MPO's commitment to non-discrimination and other requirements.

Survey Results

Bus Rapid Transit

The second screen of the It's TIME Hillsborough survey included eight potential Bus Rapid Transit (BRT) projects. Participants were asked to rank their top five choices from the following routes.

- Busch-Linebaugh – Serving Westchase, southern Carrollwood, Forest Hills, North Tampa, Busch Gardens, and Temple Terrace
- US 301 South – Serving Sun City Center, Summerfield, Riverview, Bloomingdale, and Brandon Town Center Mall
- Dale Mabry Highway – Serving MacDill AFB, South and West Tampa, Raymond James Stadium, Egypt Lake/Leto, Carrollwood, Northdale, connections to Pasco
- Bruce B Downs Blvd – Serving USF campus, hospitals, Tampa Palms, Pebble Creek, Wiregrass
- Downtown-USF – Serving Downtown, Tampa Heights, Seminole Heights, Sulphur Springs, University Square Mall, USF campus and Temple Terrace via Florida, Fowler
- I-275 Limited Stop – With stations in Wesley Chapel, Fowler Ave area, Downtown Tampa, Westshore/Airport area, Carillon area, Downtown St. Petersburg
- Brandon Boulevard – Serving Brandon Town Center Mall, Brandon Regional Hospital, and Valrico, with an express connection to Downtown Tampa
- Hillsborough Ave – Serving Westchase, Town & Country, West and East Tampa, with connections to Temple Terrace and Pinellas County

Respondents could identify fewer than five routes and still continue on the next screen. The following image displays the Bus Rapid Transit Screen.

What is BRT?

Transit as an alternative to driving – Bus Rapid Transit (BRT) provides fast, high-quality bus service. BRT typically includes station amenities, shorter wait times, modern vehicles, smart technology, and speedier trips.

2 Bus Rapid Transit

What to do Next Task

BUS RAPID TRANSIT

Order your top 5 items above this line

- Busch-Linebaugh BRT
- US 301 South BRT
- Dale Mabry Highway BRT
- Bruce B Downs Blvd BRT
- Downtown-USF BRT
- I-275 Limited Stop BRT
- Brandon Boulevard BRT
- Hillsborough Ave BRT



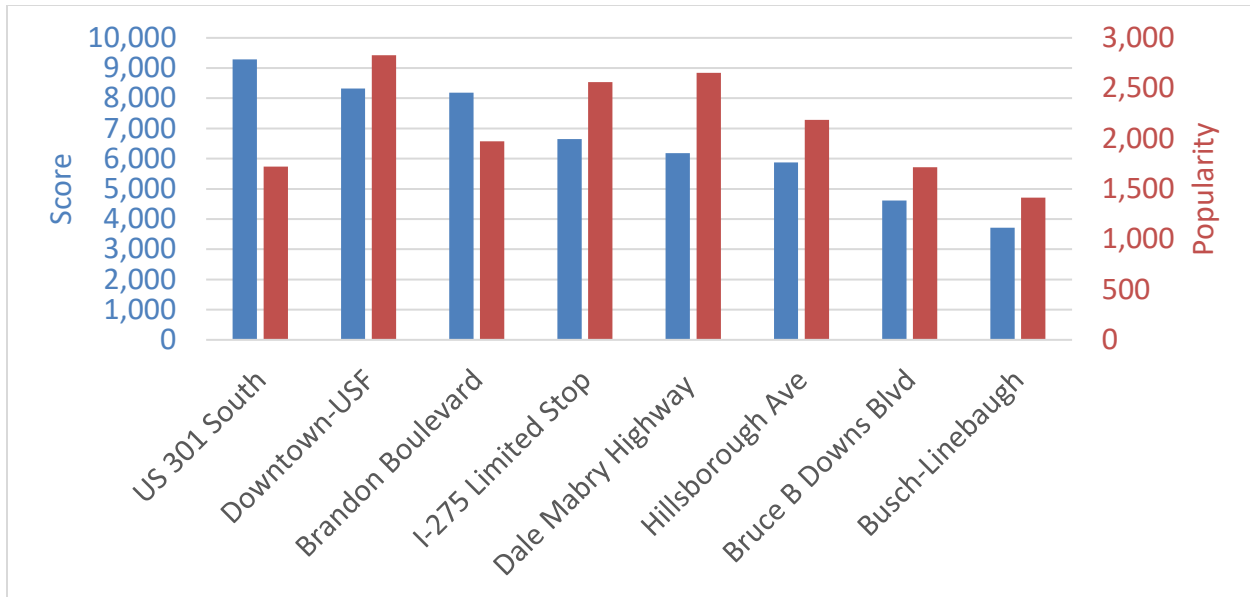
Transit as an alternative to driving
 Bus Rapid Transit (BRT) provides fast, high-quality bus service. BRT typically includes pleasant stations, shorter wait times, modern vehicles, smart technology, and speedier trips. Tell us what roads you want BRT on.

Please drag 5 of the items above the line in your preferred order.

Suggest another

The graph below presents the results of the BRT question based on two values. The popularity is the number of times a route was rated (dragged above the line) and the score factors in its ranking above the line. For example, US 301 was not in the top five as often as others, but when it was in the top five it was ranked very highly. On the other hand, Dale Mabry was often in the top five, but it was ranked lower within the top five. Three corridors (Downtown-USF, I-275 Limited Stop, and Dale Mabry Highway) were ranked in the top five of more than half of the survey respondents. High score and high popularity tend to suggest higher desired routes.

Results from low-income and minority populations were found to be consistent with the countywide results.



Survey participants were able to provide comments on each BRT corridor as well as suggest other corridors. Three main trends were found within the comments. These trends are listed below, and all comments received for the survey are in Appendix D.

Rail vs. BRT

- Concern over removing lanes from private vehicle traffic. Elevated light rail or a monorail would not remove right-of-way from vehicles and reduce delays at intersections, in traffic, or in the event of collisions.
- Perception that rail is more comfortable than buses and that rail stations have more amenities than bus shelters.
- Concern about low ridership because buses are unpopular.

Emphasis on bus lanes

- Concern that BRT lines will not be “true BRT” with separate bus lanes.

Improving stops

- Concerns about placing stops in the correct places and solving the first-and-last-mile problem.
- Bus shelters need to be improved so riders do not have to stand in the rain or the hot sun waiting for buses.

Major Investments

In Screen 3 (Major Investment) participants were asked to respond yes or no to different major investments throughout the county. Investments included “big-ticket” projects such as widening major roadways, constructing express toll lanes, or building rapid transit systems like passenger rail or a water ferry. The screen, shown below, included a map with 15 major investments, symbolized by boxes with color coded lines to represent the projects included. In some cases, projects were grouped together, such as “Rural Road Widening” which included widening on four different roadways in eastern Hillsborough County. The public was asked to click on an area and give the illustrative transportation investments a “thumbs up” for “Yes” or “thumbs down” for “No.” By clicking on each box, users could view the investment description type and leave an open-ended comment. Users could zoom in to view projects proposed in a particular area. If they did not find a major investment among those proposed for an area, users had the option of proposing other projects by clicking on “Suggestion/Comment.” Responses were not required for each major investment.

3 Major Investments What to do Next Task

MAJOR INVESTMENTS

This map shows some potential major projects. Select the projects you feel should be a priority for further study or suggest a different one. These projects are designed to reduce congestion and may include walk and bike facilities. Projects in black are already in the plan.

Item 1
Should this be a priority?
Yes No
Add Comment

Indicate which project you would approve.

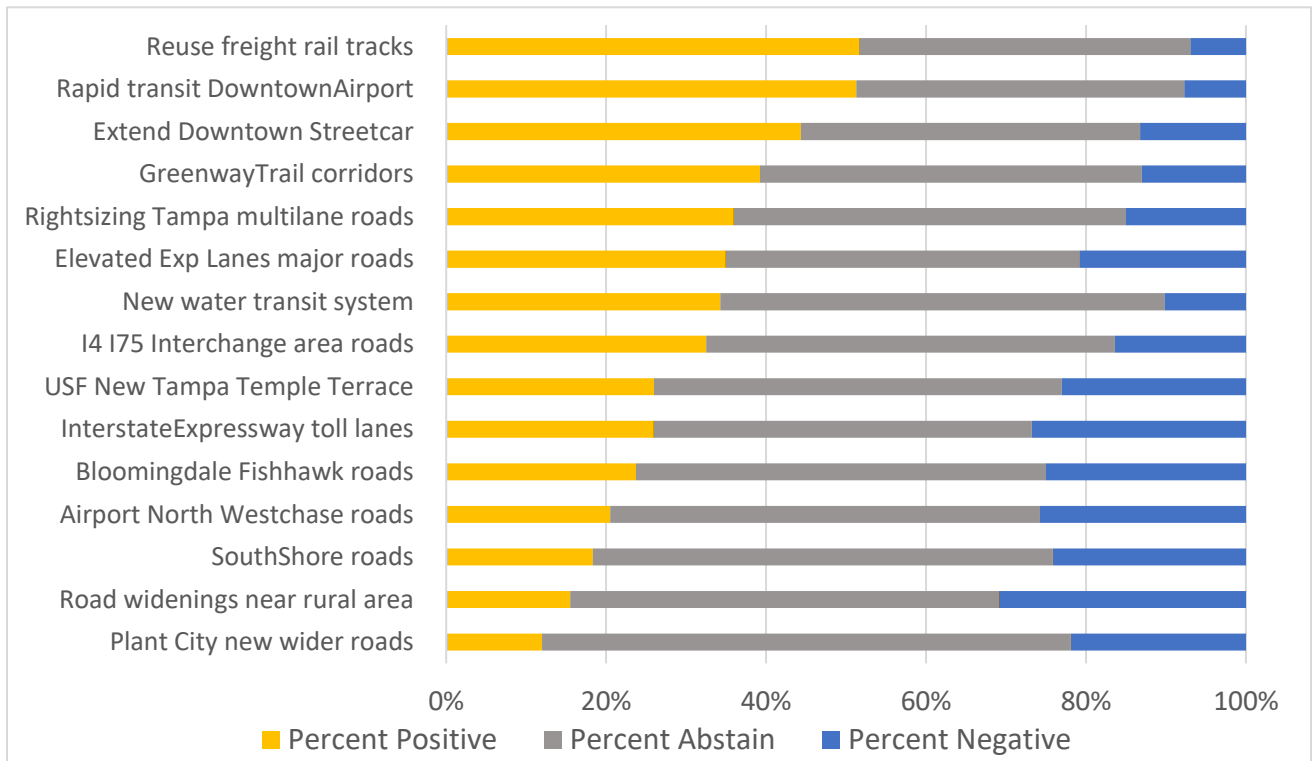
Comment

Map data ©2019 Google, INEGI Terms of Use Report a map error

The major investments included:

- **USF-New Tampa-Temple Terrace**
- **Airport North/Westchase Roads**
- **Interstate/Expressway Toll Lanes**
- **Rural Road Widening**
- **Plant City Road Improvements**
- **I-4/I-75 Interchange Area Roads**
- **Bloomington/ Fishhawk Roads**
- **SouthShore Roads**
- **Elevated Express Lanes**
- **Rightsizing Tampa Multilane Roads**
- **Reusing Freight Rail Tracks**
- **Downtown to Airport Rapid Transit**
- **Water Transit**
- **Extending the Downtown Streetcar**
- **Greenway/Trail Corridors**

The following chart shows the results for each project. The left yellow color shows the percent positive (thumbs up) responses, the right blue color shows the percent negative (thumbs down), and the middle grey color shows the percent of participants not responding to that question.



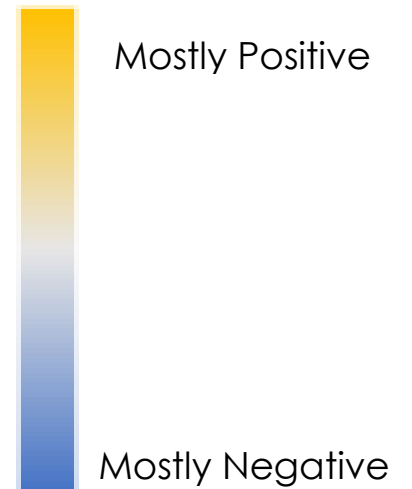
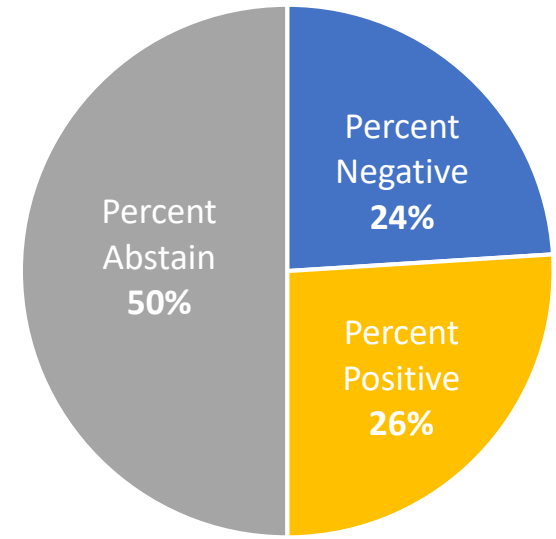
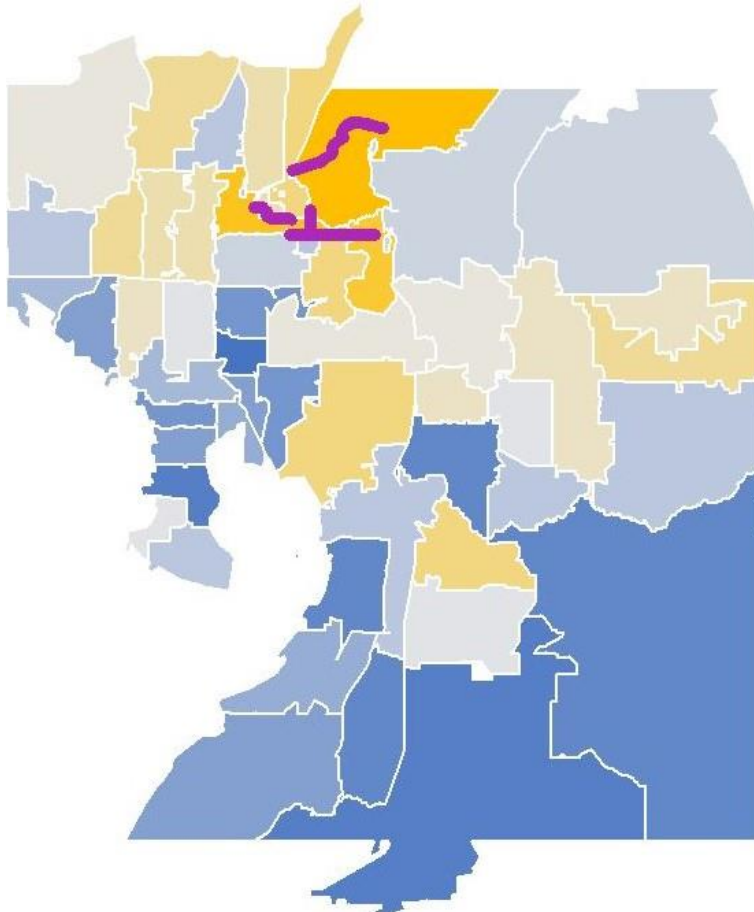
Results from low income and minority populations were primarily found to be consistent with countywide results, except for rural and Plant City widening projects which had more support (about 5-8%) from the low income and minority populations.

The following pages are fact sheets providing more details for each project including the project description, numerical percentages for the values in the following table, and the results based on home zip code.

USF-New Tampa-Temple Terrace

This project group includes:

- Widening Bearss Avenue to six lanes from I-275 to Bruce B. Downs Boulevard
- New Tampa Boulevard to four lanes from Commerce Park Boulevard to Bruce B. Downs
- Fletcher Avenue to six lanes from Bruce B. Downs to Morris Bridge Road

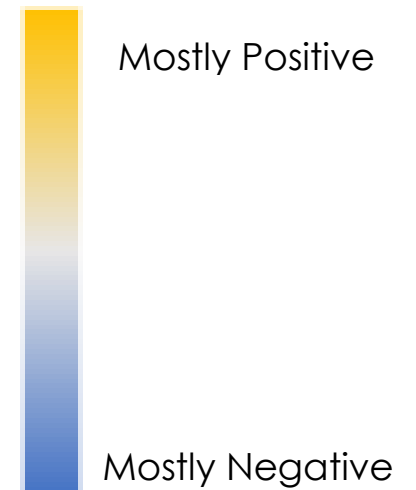
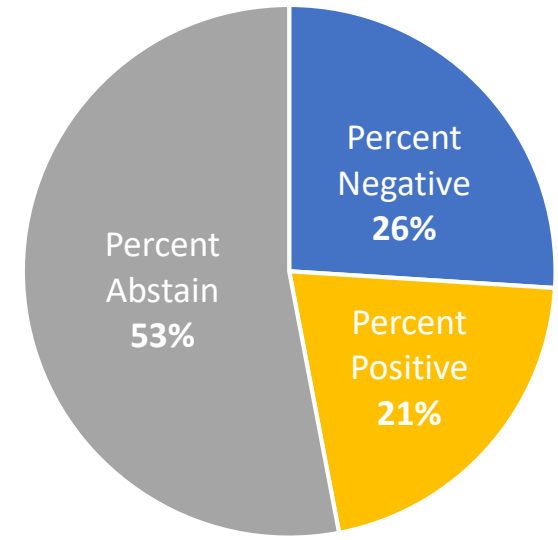
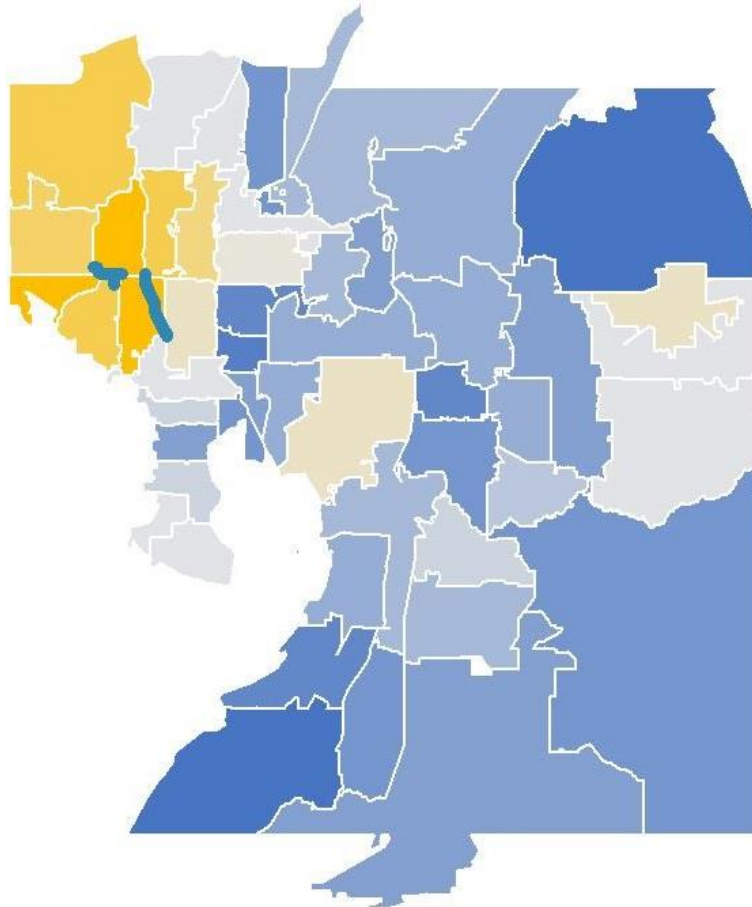


Proposed Project(s)

Airport North/ Westchase Roads

This project group includes:

- Widening Wilsky Boulevard to four lanes
- Widening Linebaugh Avenue to six lanes
- Adding two lanes on Anderson Road



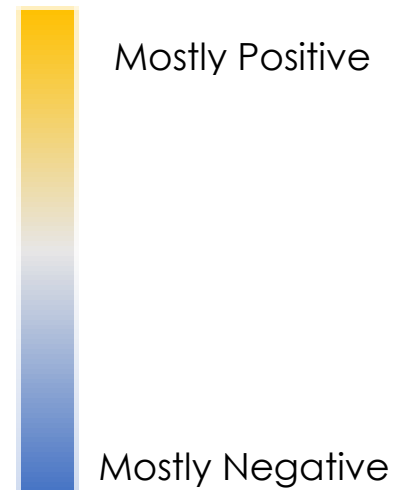
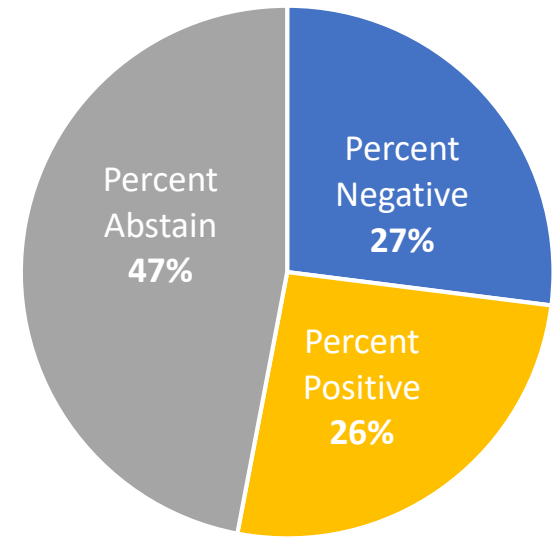
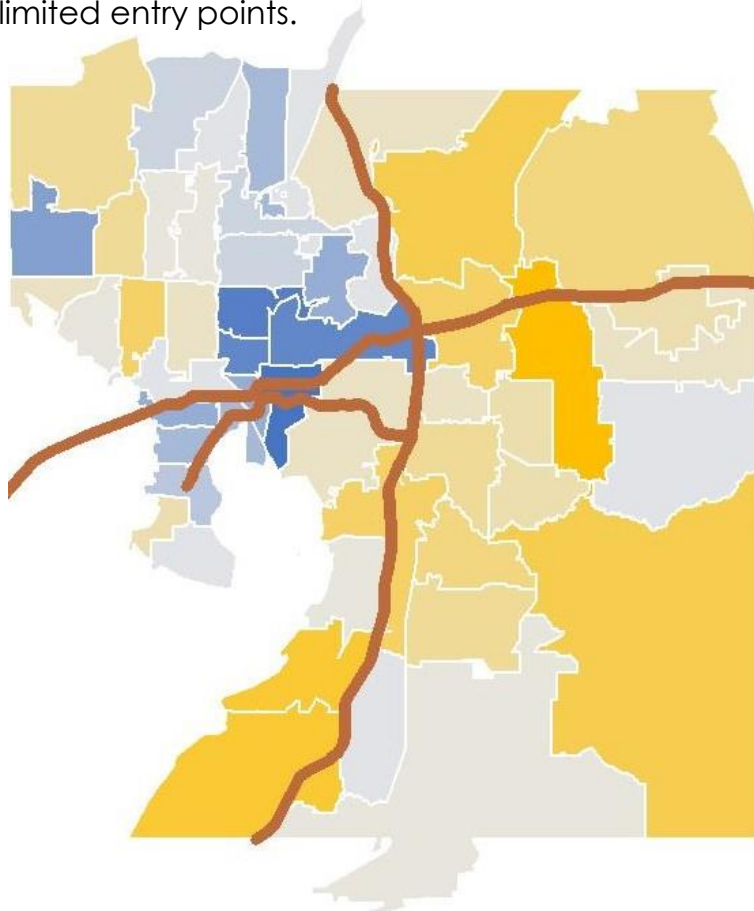
Proposed Project(s)

Interstate Expressway Toll Lanes

This project group includes:

Adding new lanes on I-275

- Adding new lanes on I-4
- Adding new lanes on I-75
- Widening the Selmon Expressway
- Drivers can choose to bypass congestion by paying a variable toll at limited entry points.

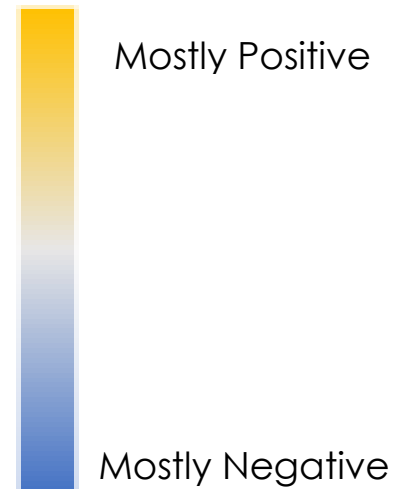
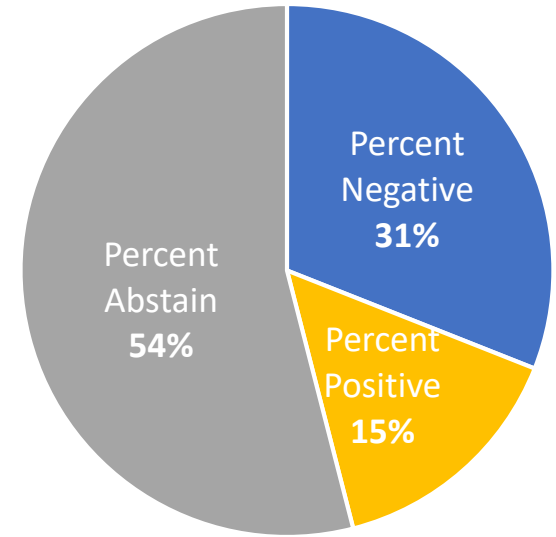
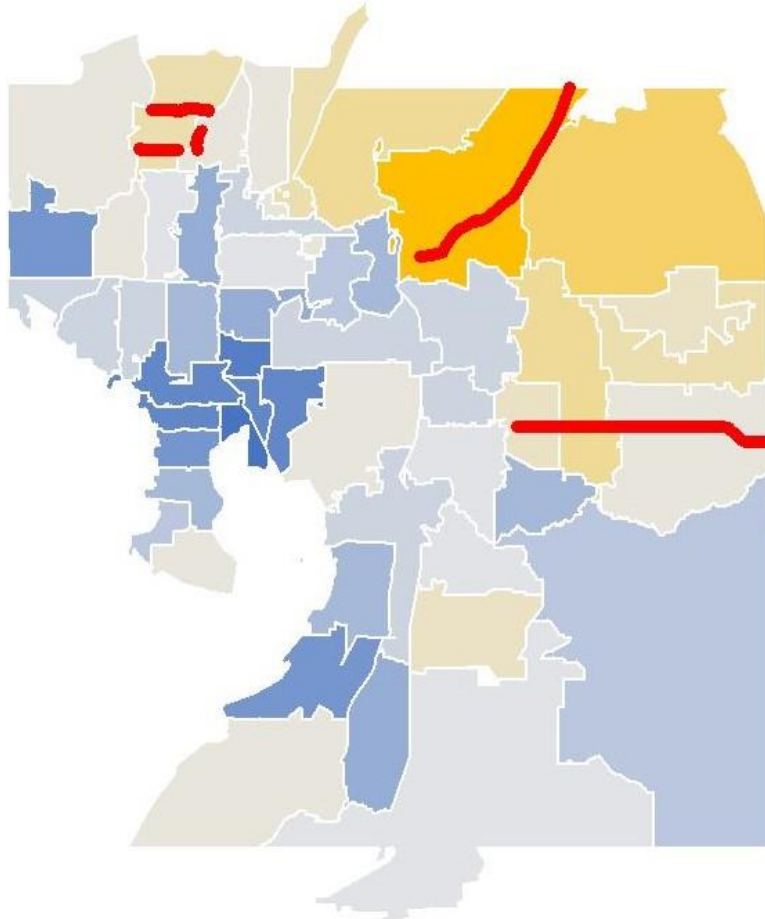


Proposed Project(s)

Rural Road Widening

This project group includes adding two lanes on:

- US 301
- SR 60
- Dale Mabry
- Lutz Lake Fern Road
- Van Dyke Road



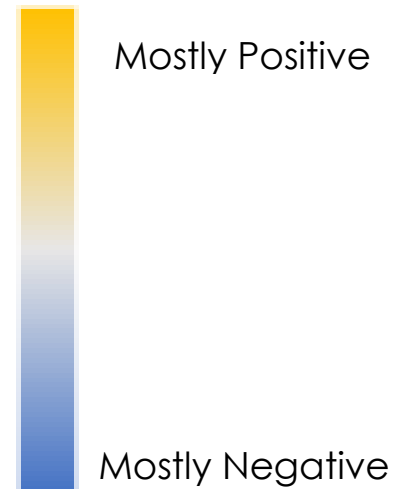
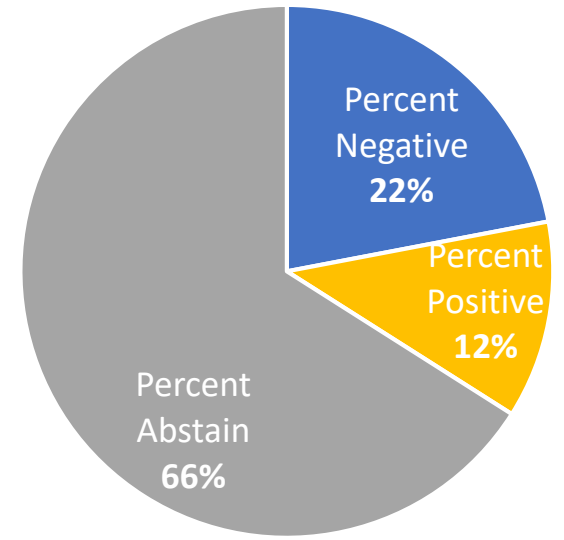
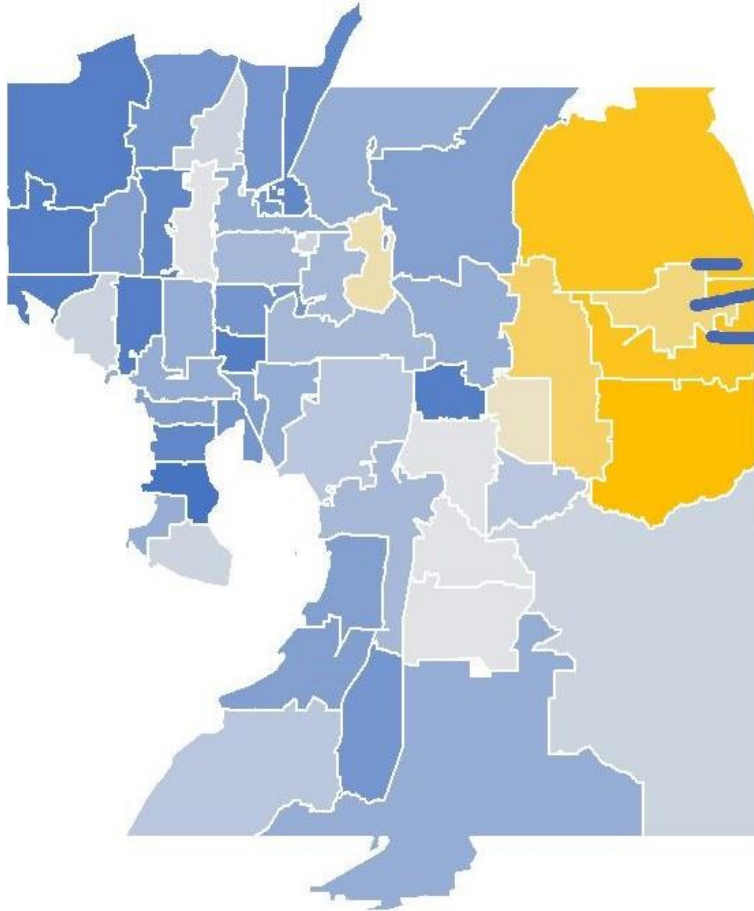
Proposed Project(s)

Plant City Road Improvements

This project will support the Plant City Northeast Master Plan. This project group includes:

Extending Sam Allen Road

- Extending Rice Road
- Widening US 92



Proposed Project(s)

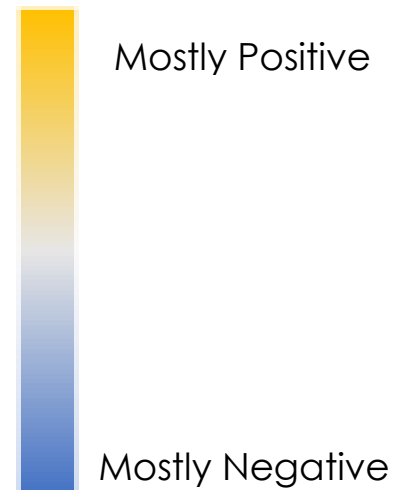
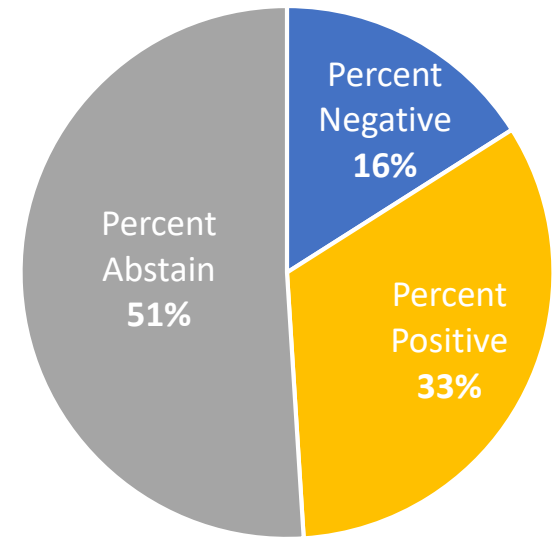
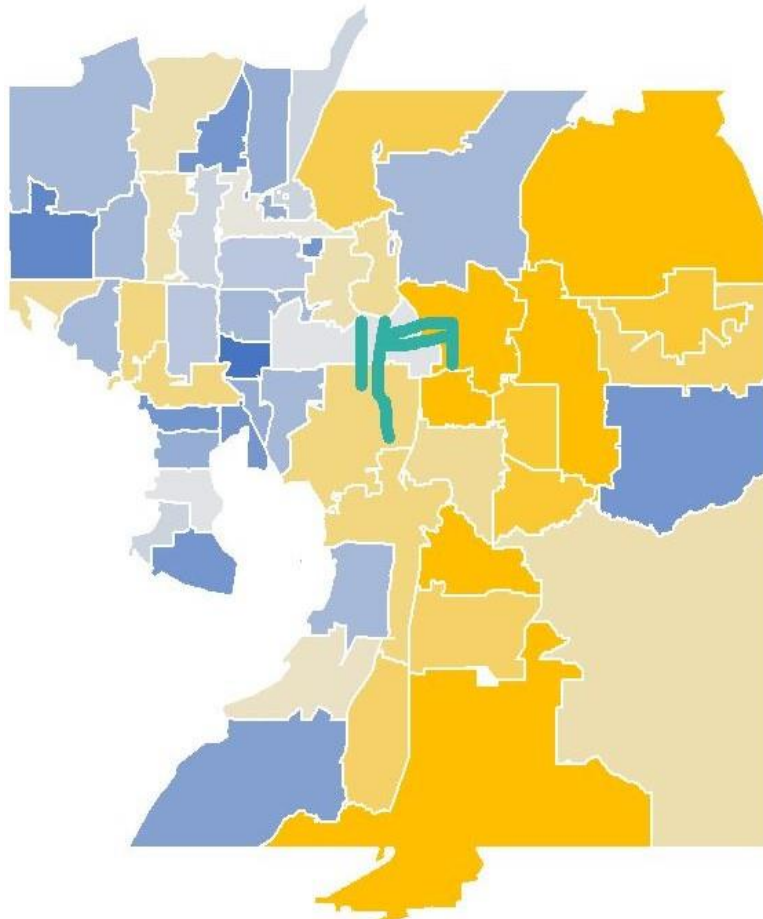
I-4/I-75 Interchange Area Roads

To support central-county job growth, this project group includes:

- Sligh Avenue extension

and two additional lanes on:

- Orient Road
- US 301
- Mango Road



Proposed Project(s)

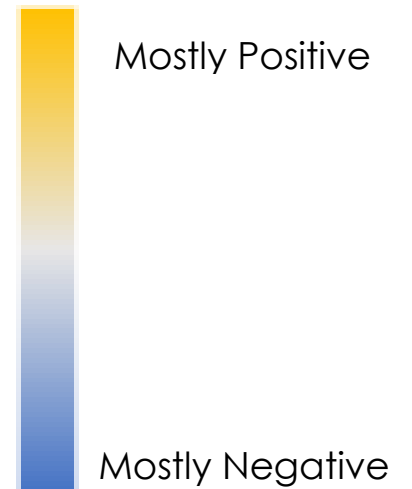
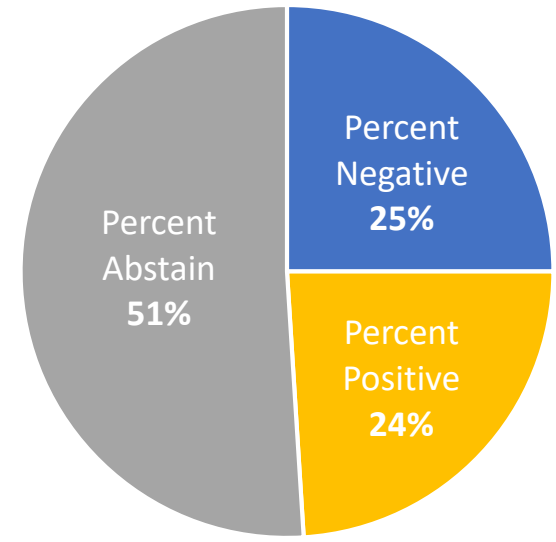
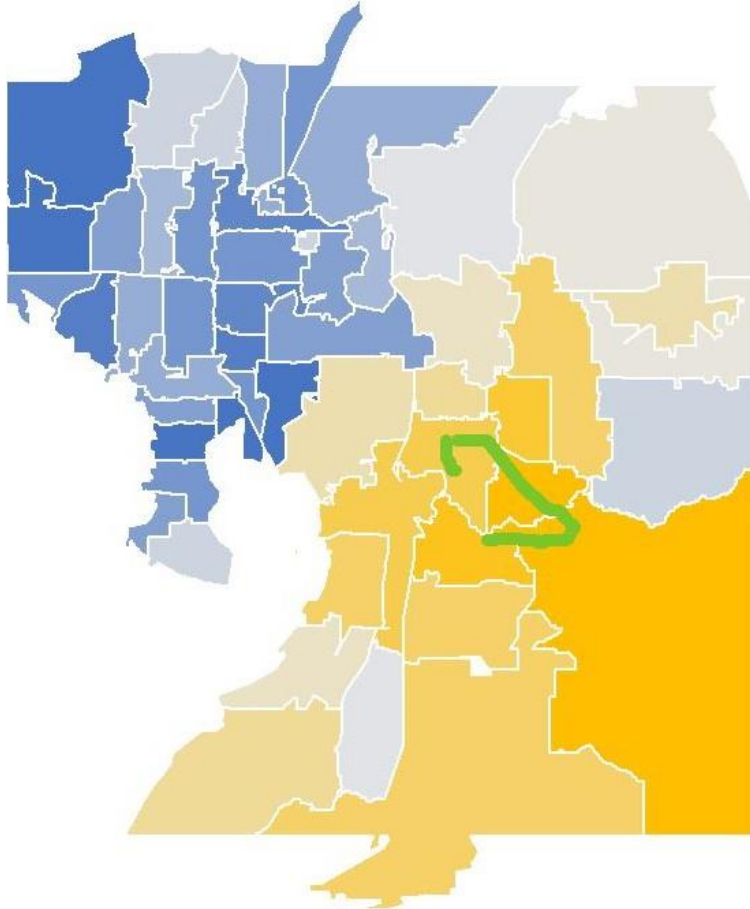
Bloomington/Fishhawk Roads

This project group includes:

- Extending Providence Lake Road

and two additional lanes on:

- Lumsden Avenue
- Lithia-Pinecrest
- Fishhawk Boulevard

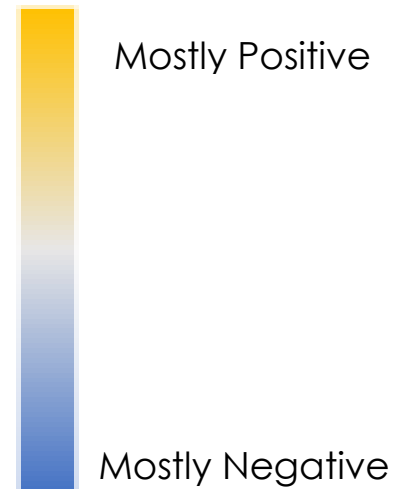
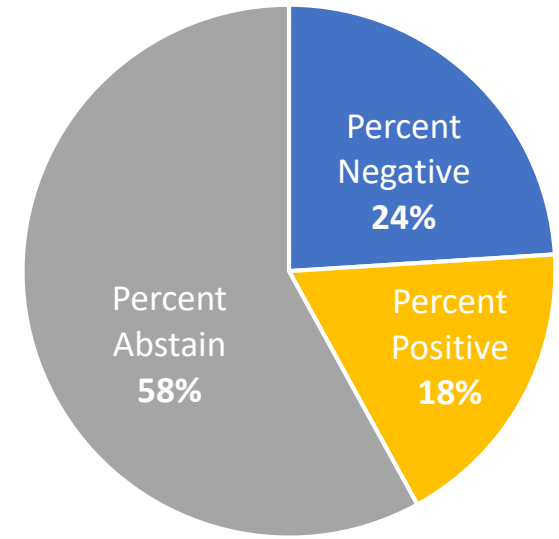
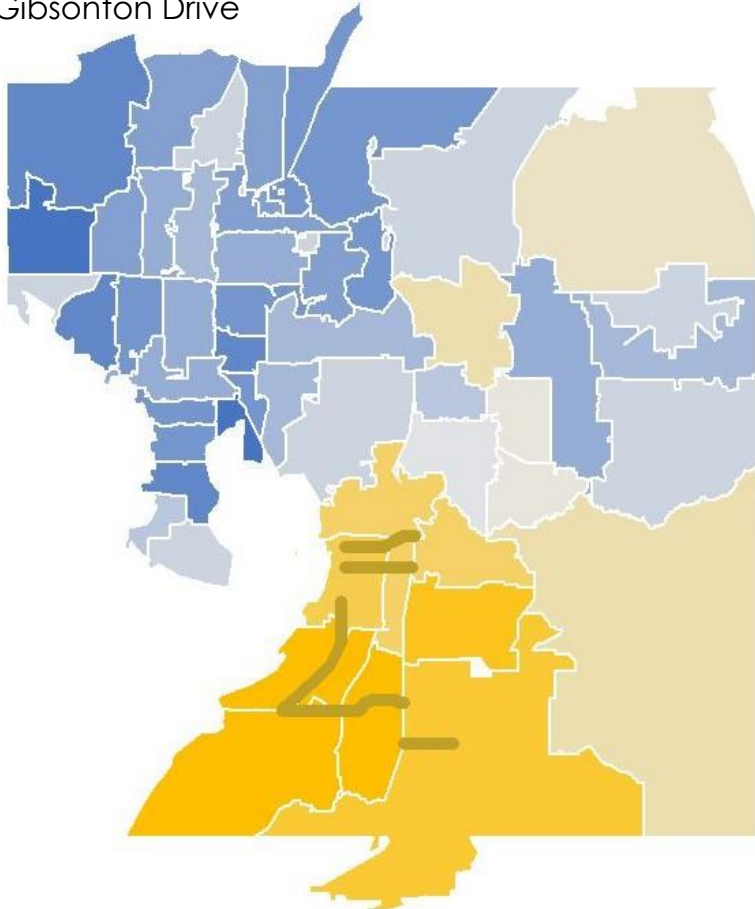


Proposed Project(s)

SouthShore Roads

This project group includes:

- Extending 19th Avenue and two additional lanes on:
 - US 41
 - Symmes Road
 - Gibsonton Drive

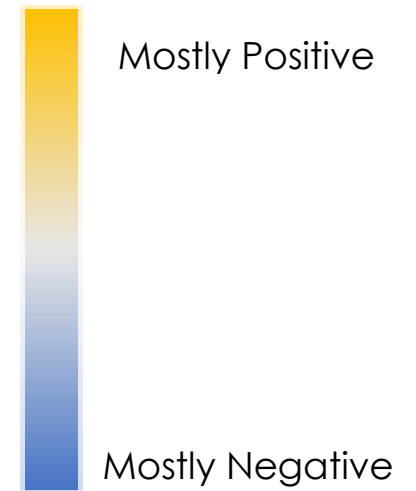
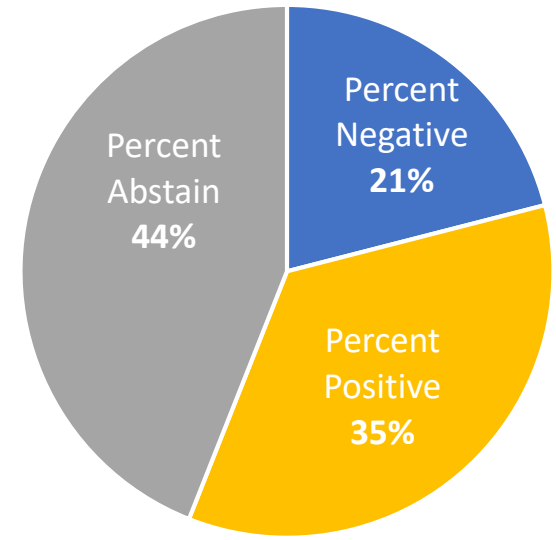
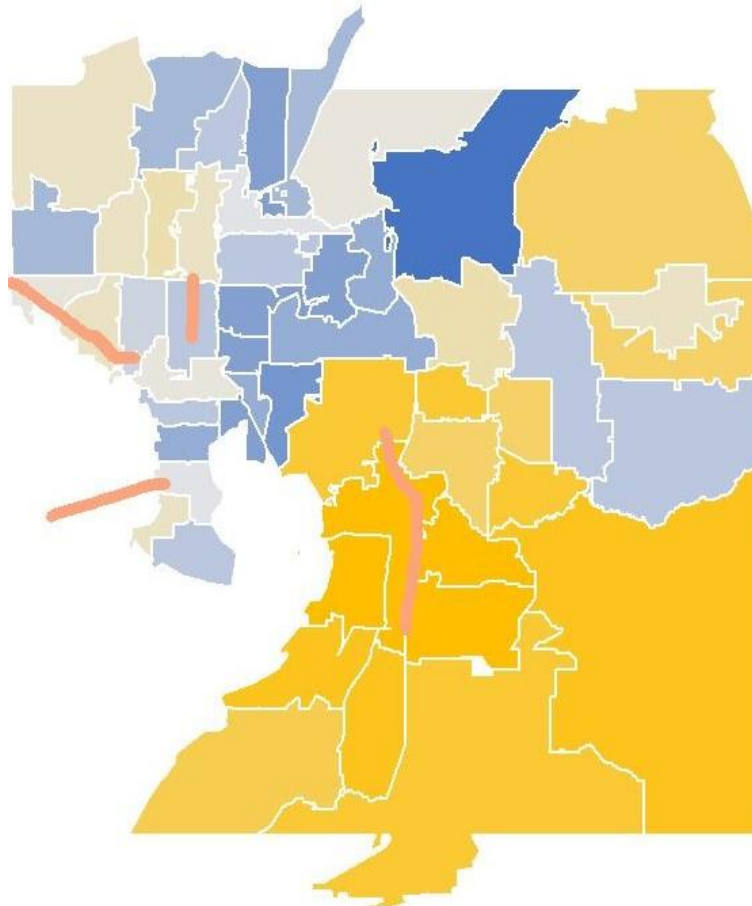


Proposed Project(s)

Elevated Express Lanes

This project group proposes express lanes like the Selmon Expressway on:

- Hillsborough Avenue/Memorial Highway
- US 301
- Dale Mabry Highway
- Gandy Bridge

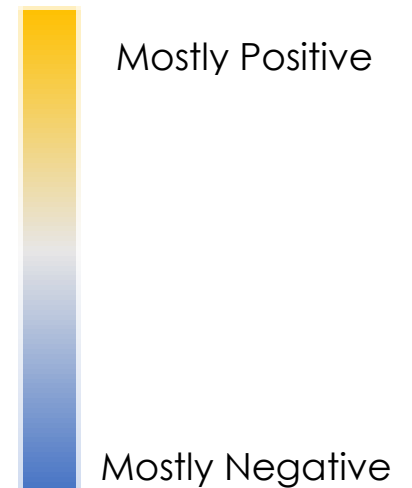
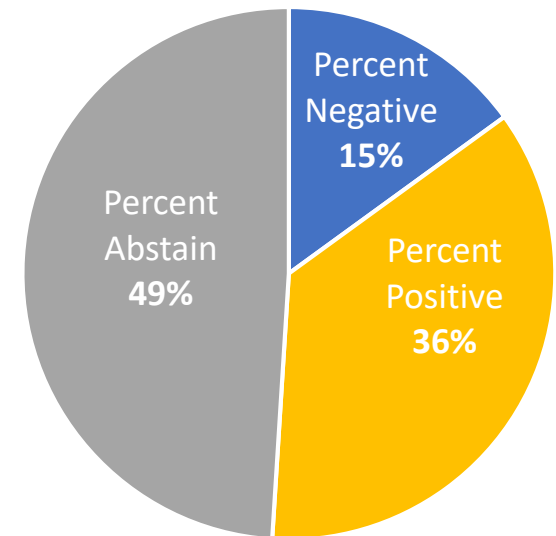
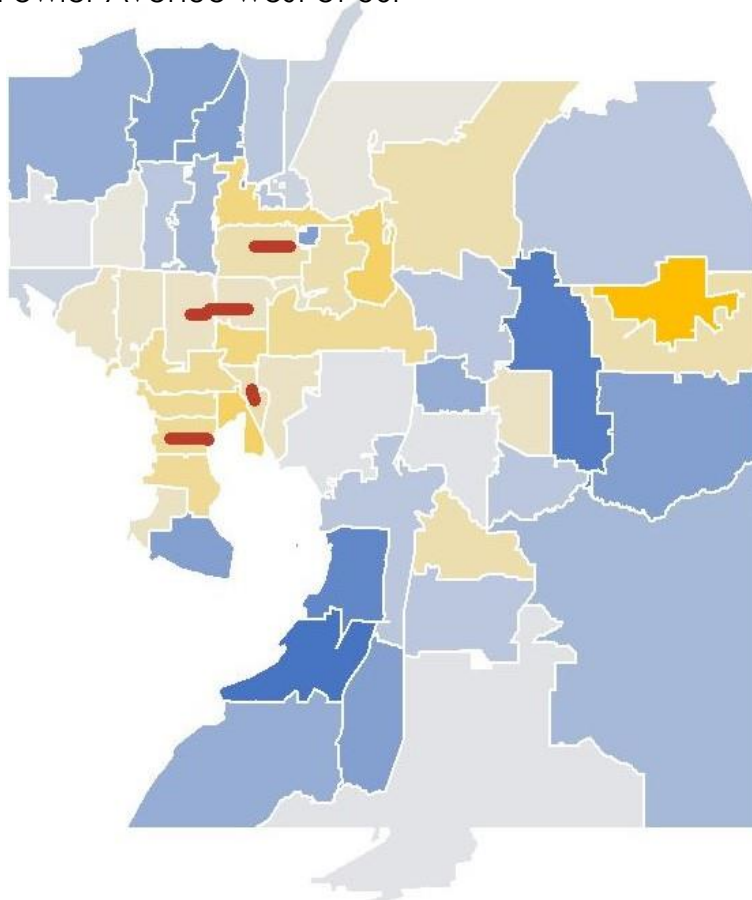


Proposed Project(s)

Rightsizing Tampa's Multilane Roads

This project group will improve safety on roads with more lanes than necessary and reuse some pavement for dedicated walk, bike, and bus lanes on:

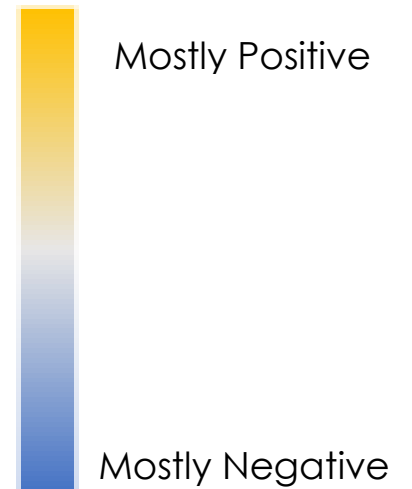
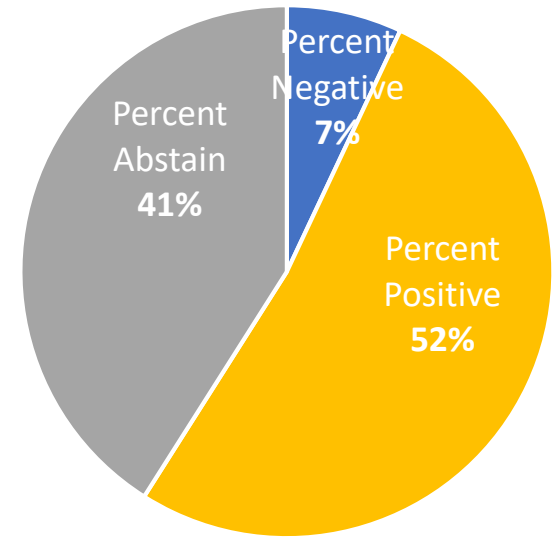
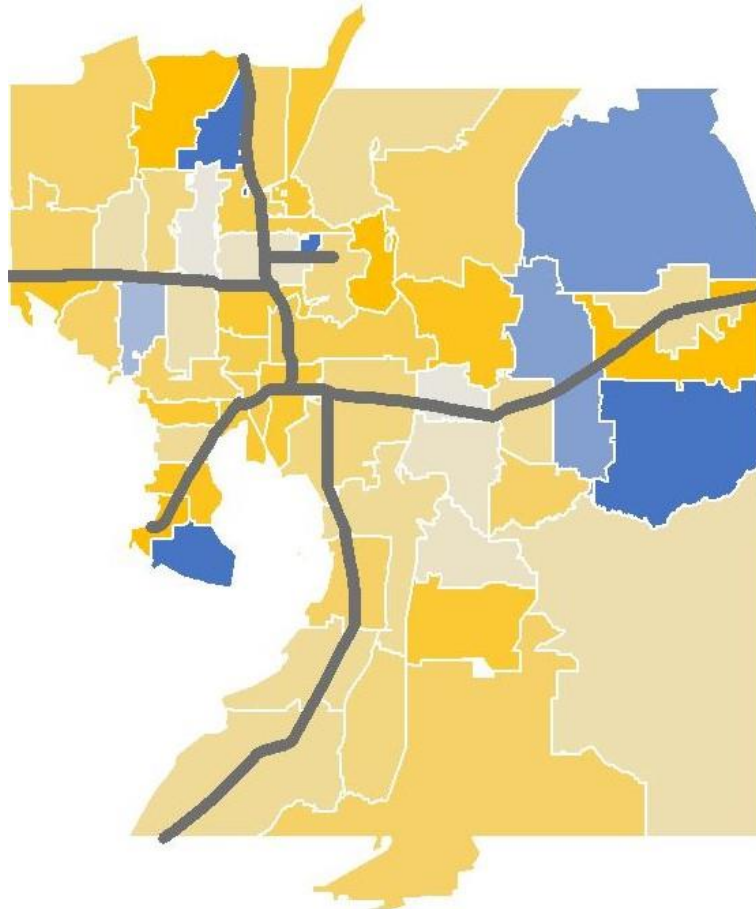
- Bay to Bay Boulevard
- Pierce Street Downtown
- Sligh Avenue near Lowry Park
- Fowler Avenue west of USF



Proposed Project(s)

Reusing Freight Rail Tracks

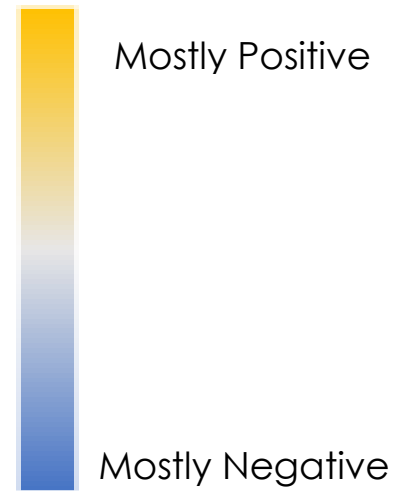
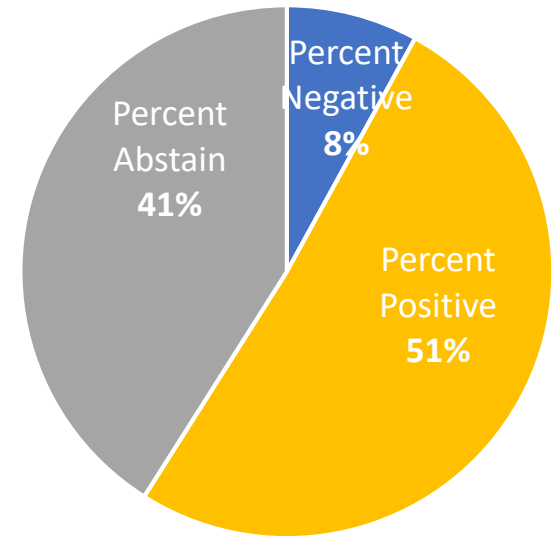
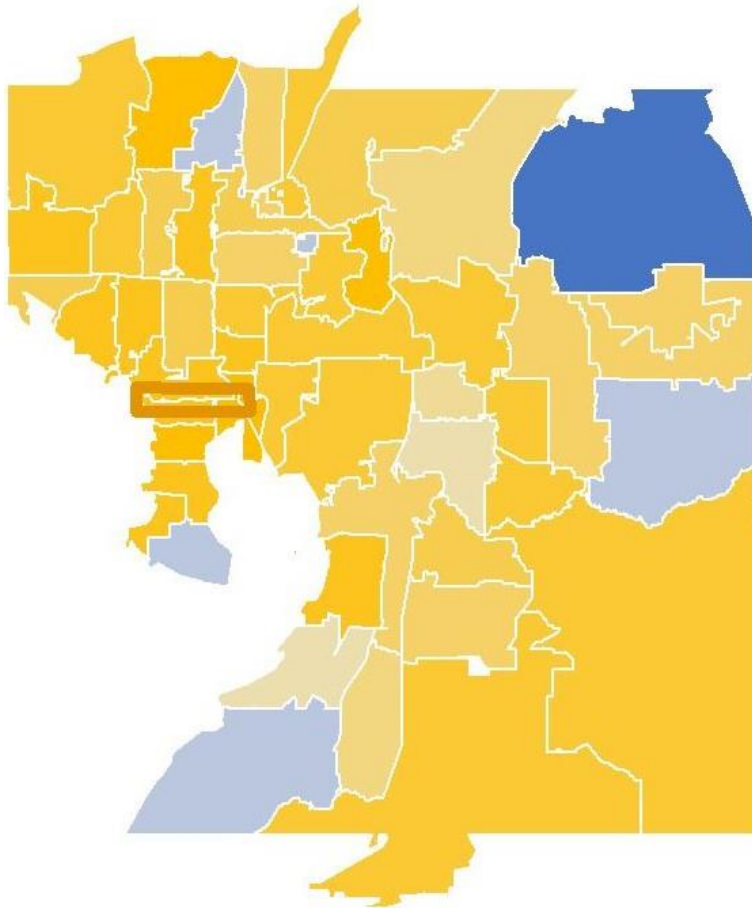
This project group will add commuter service on existing tracks, starting with a Downtown to USF rail line. Service can be expanded to Carrollwood, Westchase, Lutz, Wesley Chapel, Brandon, Plant City, and SouthShore.



Proposed Project(s)

Downtown to Airport Rapid Transit

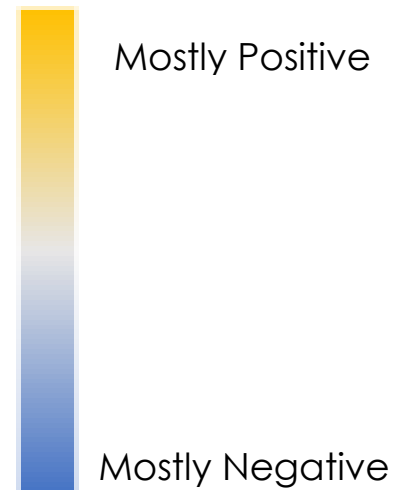
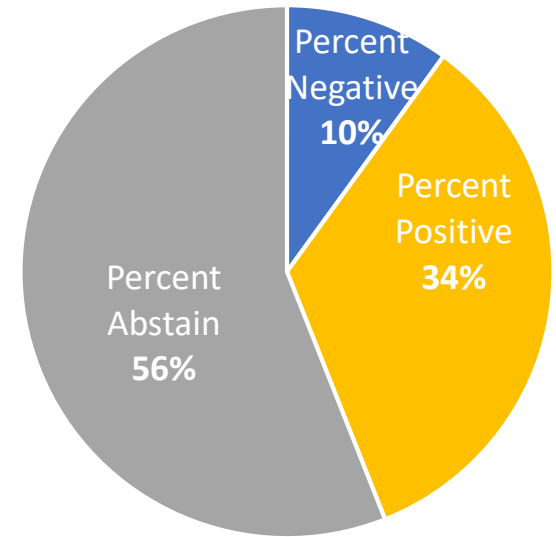
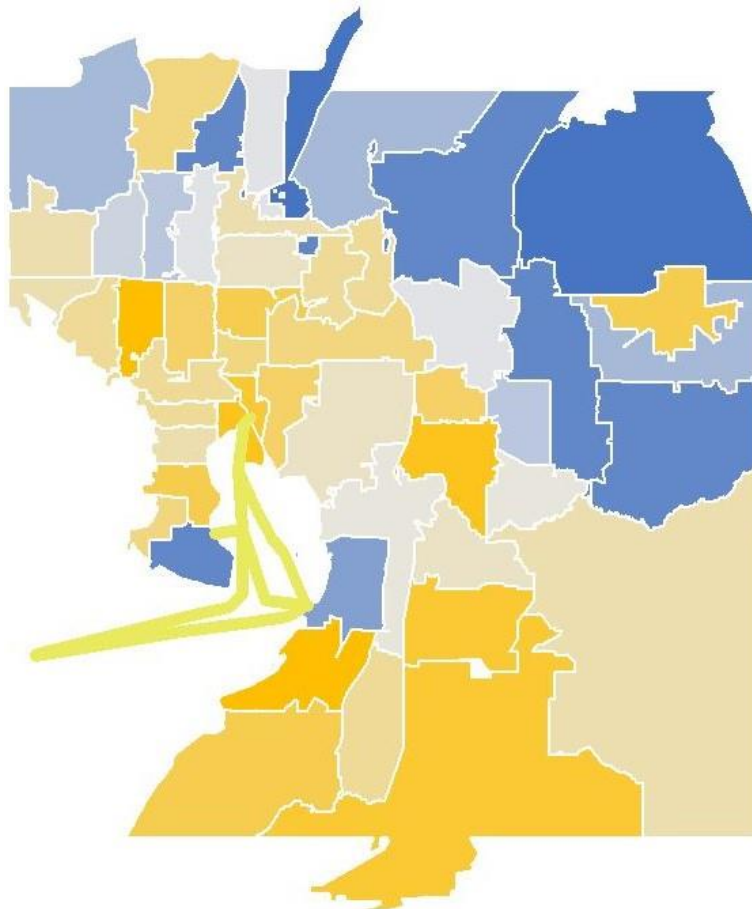
This project will create a new corridor for rapid bus or rail connecting Downtown, Midtown, Westshore, and Tampa International Airport.



Proposed Project Area

Water Transit

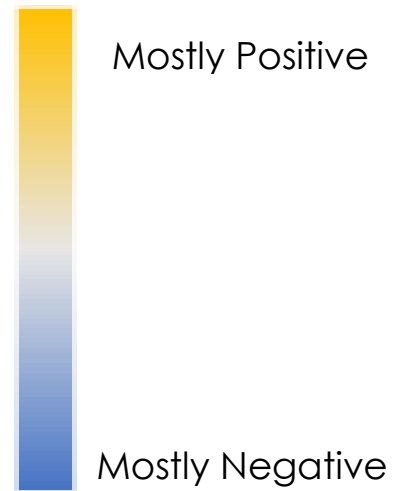
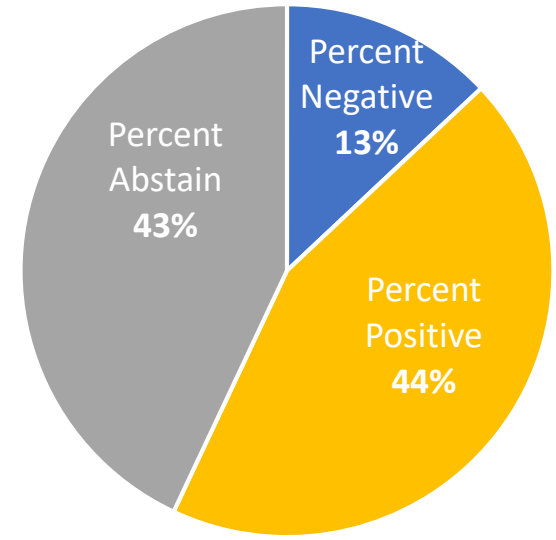
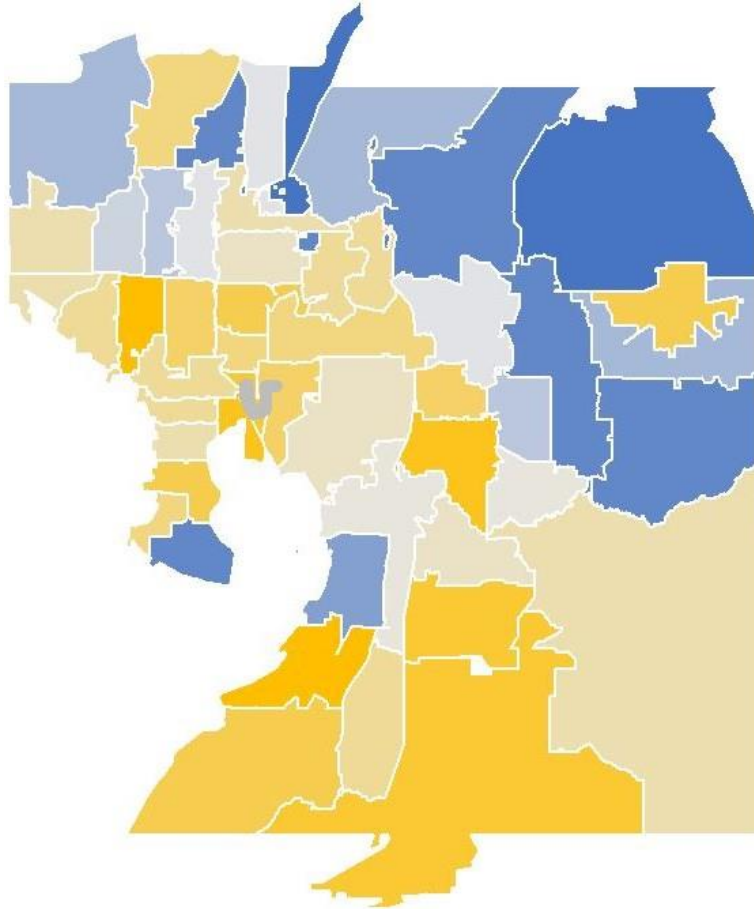
This project will implement regular ferry service connecting Downtown Tampa to St. Petersburg, MacDill Air Force Base, and South Hillsborough County.



Proposed Project(s)

Extending the Downtown Streetcar

This project will modernize and upgrade Tampa's historic streetcar and extend it to connect with the business district core, downtown transit center, and nearby neighborhoods.

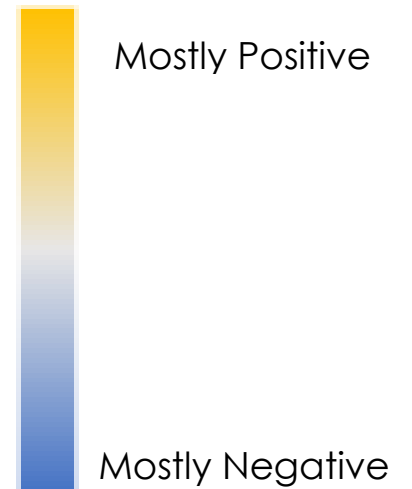
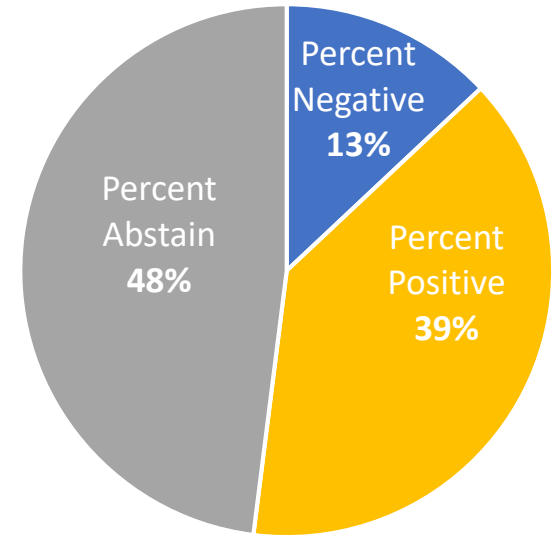
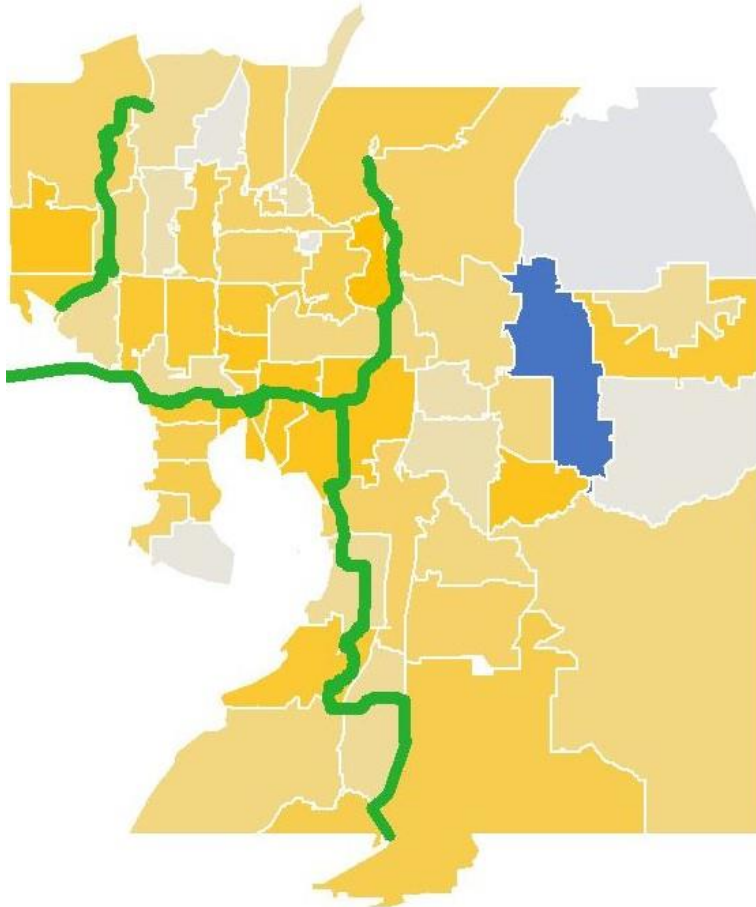


Proposed Project(s)

Greenway/Trail Corridors

This project group will:

- complete the Upper Tampa Bay Trail,
- connect the Downtown Riverwalk to the Courtney Campbell and Bypass Canal Trails and South Coast Greenway, and
- ssadd better walk/bike connections to neighborhoods.



Proposed Project(s)

Participants were also able to provide comments for the major investments. The following are the main themes found in the comments for different categories of projects. The full list of comments is included in Appendix D.

Widening and Adding New Roads

Supporters of **widening roads** cited congestion relief as the main reason to pursue this strategy. Other participants supported road widenings if they also come with bicycle and pedestrian improvements. Some supporters of these projects only supported adding new roads, but did not support widening.

The people who did not support widening and adding new roads mostly believed that the money would be better spent on improving transit, bicycle, and pedestrian infrastructure instead. Safety for pedestrians and cyclists is a common theme for people who did not support these projects. A few commenters also suggested restricting development until transportation infrastructure is improved, especially on rural roads.

Express Lanes

Proponents of **express lanes** commented on the revenue that can be generated and invested back into the infrastructure. Others cited reducing congestion in the general lanes, being able to move faster in the lanes themselves, and adding BRT lines as their reasons for supporting the project.

People who don't support express lanes cited equity as a major reason. They argued that express lanes only make it more expensive to drive and price out low-income drivers. Others said that express lanes are underutilized.

Multi-Modal Projects

Multi-modal projects include rightsizing Tampa streets, reusing freight rail tracks for commuter rail, extending the Downtown streetcar, expanding water transit in Tampa Bay, implementing rapid transit from Downtown to the airport, and expanding the Greenway and trail corridors.

Proponents of **rightsizing Tampa streets** cited bicycle and pedestrian safety as a common reason. Others were proponents of dedicated transit lanes. On the other hand, some participants cited concerns about adding congestion. Some dissenters suggested routing pedestrians and cyclists to smaller parallel streets instead of reducing lanes on major roads.

Reusing freight rail tracks is a very popular strategy. An overwhelming majority of people selected this project as a priority. Rail is a popular solution among survey participants, although a few commenters suggested putting a BRT line along the freight right-of-way if rail is not yet feasible. The people who selected that this should not be a priority cited concerns over low ridership. Others believed it was a good idea, but other projects, such as new roads and BRT, should be prioritized first.

Rapid transit connecting Downtown Tampa to the airport is another popular project. Most people supported rail over buses, and cited that visitors, especially businesspeople, should not be forced to rent cars to get to downtown. People who do not support the strategy cited concerns over the mode. Some people support one mode, but not the other. Others cite concerns regarding low ridership, arguing that many visitors are not going downtown from the airport.

Water transit is more polarizing than the freight and Downtown-Airport rapid transit projects. Supporters were excited about the prospect of a new commute option that could reduce congestion on the bridges. Dissenters cited concerns about operational costs and pricing. They argued that water transit service is more of a tourist service than an actual commute mode. Some people think it's a good idea but want to prioritize roads and rail first. Others cite concerns about connectivity from the ports to the city.

Extending the streetcar also had a lot of supporters. 85% of commenters checked that this project should be a priority. Common themes among supporters include reducing auto use, improving connectivity throughout Downtown, and removing the need for parking. People who did not support this strategy stated that the streetcar is outdated, or that it's too expensive.

The Greenway and Trail Corridor extensions are also popular. People stated that bicycle and pedestrian infrastructure improves quality of life and serve many uses, including commuting, tourism, and recreation. Many suggest improving connectivity between the trails and mass transit as well. People who don't support the project mostly state that other projects should be prioritized first, and some cite concerns about the trails being underutilized.

Downtown Interchange

In Screen 4 (Downtown Interchange), participants were asked to rate four different options for the I-275/I-4 interchange in downtown Tampa. These are options to help guide the scale of improvements desired by residents and workers in Hillsborough County. The options ranged from No Build to Full Rebuild with Express Lanes. The two intermediate options were Safety/Traffic Quick Fix and adding an Express Lane Flyover. Participants were able to rate each option from one to five stars. The image below shows the screen for the No Build option. As shown in the screenshot, each option had a description and image associated with it. These are shown below for each option.

The screenshot displays a survey interface for the 'Downtown Interchange' project. The title is 'Options for I-275/I-4'. There are four options: 'No Build', 'Safety/Traffic Quick Fix', 'Add Express Lane Flyover', and 'Full Rebuild w/ Exp Lanes'. The 'No Build' option is selected and highlighted. Below the selected option, there is a list of bullet points: 'No further construction', 'Existing lanes stay the same', 'Severe crash hotspot', 'Airport ↔ Ybor in 15-30 minutes', 'Airport ↔ MLK in 10-30 minutes', 'Impacts 0 homes/businesses', and 'Construction cost: \$0'. To the right of the text, there is a rating system with five stars and an 'Optional Comment' field. At the bottom of the screen, there is an aerial photograph of the interchange.

4 Options for I-275/I-4

What to do Next Task

- No Build
- Safety/Traffic Quick Fix
- Add Express Lane Flyover
- Full Rebuild w/ Exp Lanes

Safety/Traffic Quick Fix

- Fixes I-275 ramps to/from I-4
- Only adds ramp lanes
- No added thru lanes
- Reduces severe crashes
- Impacts 0 homes/businesses
- Construction cost: less than \$200 million

Please rate this scenario:



Optional Comment



4 Options for I-275/I-4

What to do Next Task

- No Build
- Safety/Traffic Quick Fix
- Add Express Lane Flyover
- Full Rebuild w/ Exp Lanes

Add Express Lane Flyover

- 4 new express lanes east-west, 0 going north
- Existing lanes stay the same
- Connects I-4 exp. lanes to Airport
- Reduces severe crashes
- Airport ↔ Ybor in 11 minutes (in express lanes)
- Impacts about 75 homes/businesses
- Construction cost: more than \$700 million

Please rate this scenario:



Optional Comment



- No Build
- Safety/Traffic Quick Fix
- Add Express Lane Flyover
- Full Rebuild w/ Exp Lanes

Full Rebuild w/ Exp Lanes

- Widens and adds more lanes
- Includes 4 east-west express lanes
- Creates east-west corridor for transit
- Reduces the most severe crashes
- Airport ↔ MLK in 9 minutes (in express lanes)
- Impacts about 220 homes or businesses
- Construction cost: more than \$1,000 million (\$1 billion)

Please rate this scenario:



Optional Comment



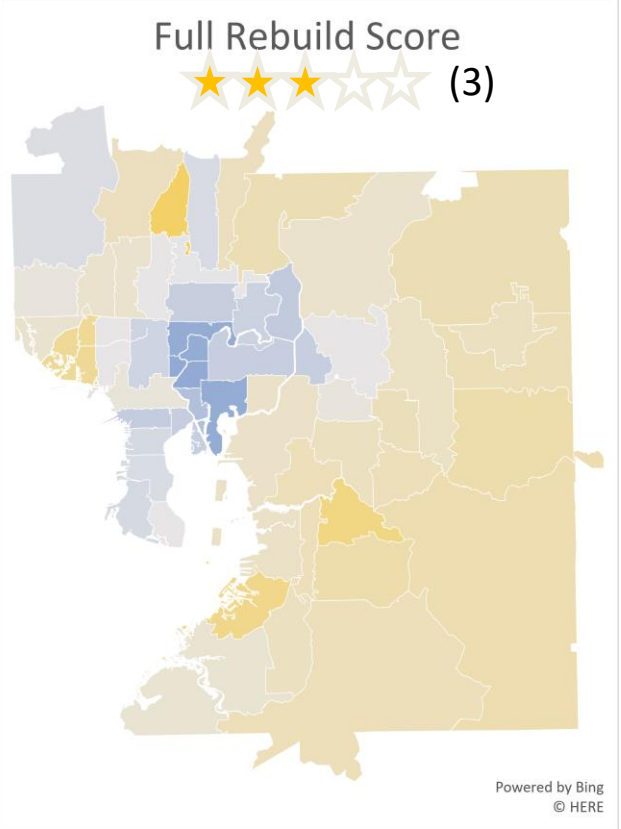
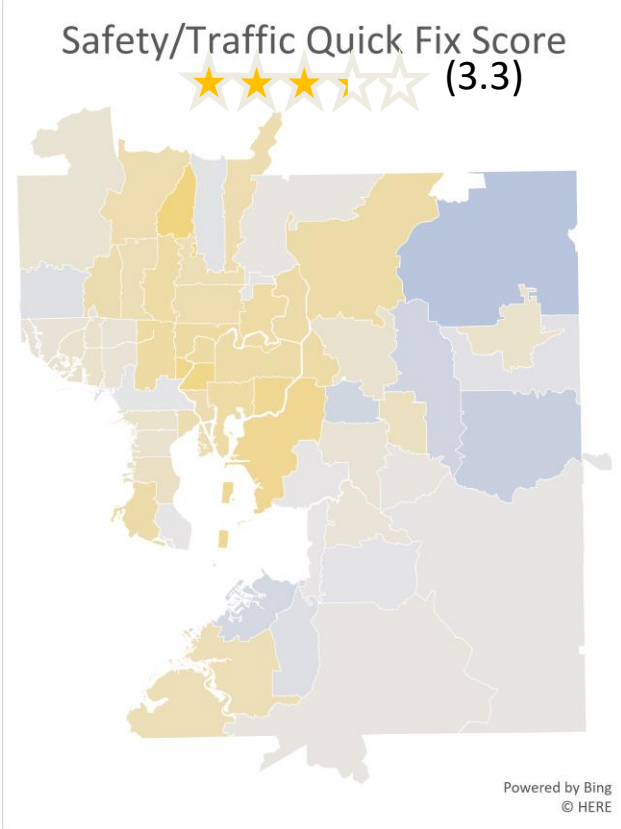
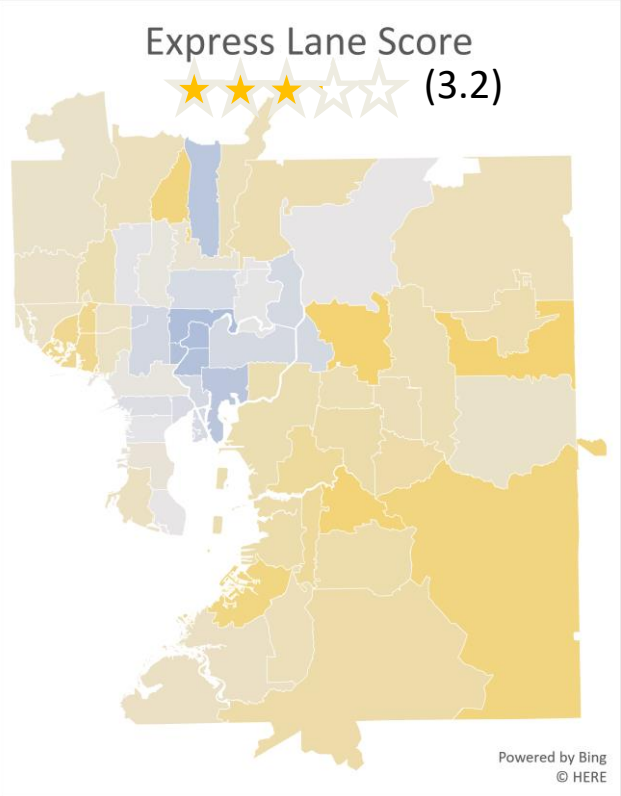
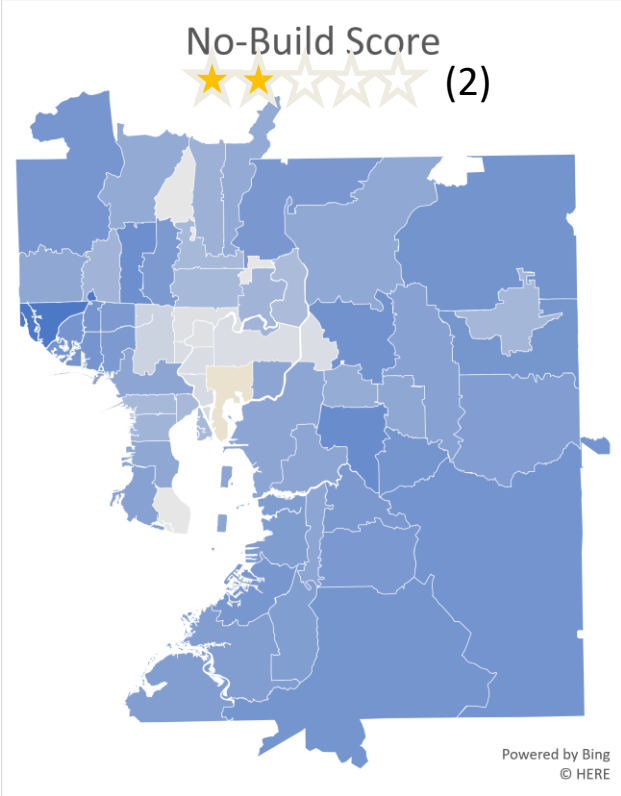
Results for this question are presented in a few formats. The first graph shows the number of responses for each star rating for each interchange option. The next page shows the results for each option by home zip code as well as the average star rating that each project had.

Survey takers were asked to rate four scenarios from one (lowest) to five (highest) stars. The No Build had the highest number of 1-star votes and Full Rebuild with Express lanes was the most divisive option. Express Lane flyover had roughly equal opinions across all star ratings. Safety/traffic quick fix had the highest overall score, but it also had the lowest number of 1-star ratings. Safety/traffic quick fix was also the only build alternative to get a positive response from the urban core of Tampa. The results are shown in the chart below.

The No Build option is only slightly supported by the downtown core, with the rest of the county strongly opposed to it. The express lane flyover option is rated well outside of the City of Tampa. The safety/traffic quick fix option is rated neutral to positive throughout most of the county, including the downtown core. It is the only option, other than No Build, that the residents of the urban core of Tampa support. The Full Rebuild option is ranked positively outside of the City of Tampa, similar to the express lane flyover option.

Results from low income and minority populations were found to be consistent with the countywide results.





Similar to the previous questions, each interchange option had space for comments. A summary of the common themes of the comments follows.

Comments on No Build

This scenario had the highest number of 1-star ratings. People who rated this scenario one or two stars argued that doing nothing does not help the situation, especially with the lives lost and injuries sustained because of crashes at the interchange. Suggestions for improving the interchange included diverting traffic to different locations by creating new business districts, adding capacity and simplifying the intersection, and better signage.

Many people supported the No Build scenario, especially if paired with transit investments. They also cited concerns over the impacts of construction on nearby homes and businesses.

Comments on Safety/Traffic Quick Fix

People who gave this scenario a low rating are divided. Some didn't support adding new lanes at all, and others felt that adding travel lanes is necessary to fix the interchange. Others felt that a quick fix would only mask the issue and that larger changes would need to be done later.

Supporters of this scenario liked that it does not impact homes or businesses while still reducing crashes.

Comments on Add Express Lane Flyover

Common themes among people who gave this scenario a low rating were impacts on homes and businesses, a desire to divert the money towards an elevated rail system, and concerns over the high price tag.

People who rated the project highly say that it's a good thing to allow people to bypass the interchange and continue to the airport.

Comments on Full Rebuild with Express Lanes

Many participants are against the project and prefer that the money be spent on transit, bicycle, and pedestrian infrastructure. Others cited old projects that aimed to fix I-275 and believe that they did not work. People also expressed a lot of concern over the homes and businesses that will be impacted by the construction. Many opponents of the project supported turning this section of I-275 into a boulevard instead.

People who support the project believe that there is no other way to fix this interchange other than rebuilding it. These participants state that quick fixes only delay the inevitable – that the interchange would need to be torn out and rebuilt in the future anyways.

Conclusion

The engagement process for It's TIME Hillsborough involved extensive outreach between the Hillsborough MPO and the local community. The survey reached 5,219 survey participants. This is more than half of the U.S. record-breaking phase 1 (It's TIME Tampa Bay) which included responses from three counties. The data from this survey will be used to inform the remaining 2045 Plan development efforts.

Survey Highlights

A main theme of the survey results was a desire for public transit and active transportation in Hillsborough County. The first question of the survey asked participants about priorities for bus rapid transit. Three corridors (Downtown-USF, I-275 Limited Stop, and Dale Mabry Highway) were ranked in the top five of more than half of the survey respondents

The next question of the survey asked participants to respond yes or no to 15 major investments throughout the county. Investments included "big-ticket" major capacity projects such as widening major roadways, constructing express toll lanes, or building rapid transit systems like passenger rail or a water ferry. Public transit and active transportation projects (e.g. trails) were the highest rated projects and generally had countywide support. Road widening projects tended to have localized support and lacked countywide support.

The final question of the survey presented general options for the I-275/I-4 interchange in downtown Tampa. This question was divisive with results for Full Rebuild being strongly split between one star and five stars. The No Build option received the highest number of 1-star votes, four times greater than the amount of 5 stars. The other two intermediate options had more evenly split results between all five-star options, with the safety/traffic quick fix option gaining positive support throughout most of Hillsborough County.

Appendices

Appendix A: Phase 1 Outreach Report

Phase 1 Survey Outreach

Survey Overview

The It's TIME Hillsborough 2045 Long Range Transportation Plan update involved a collaborative effort between the Hillsborough Metropolitan Planning Organization (MPO) and Hillsborough Planning Commission to implement a two-phase public engagement process. Phase 1, It's TIME Tampa Bay, was a collaboration with neighboring Pinellas and Pasco counties to identify land use preferences and transportation priorities. The public engagement survey, conducted in late July, August, and September of 2018, considered three different scenarios for future growth. The approximately 9,600 participants for the tri-county Phase 1 survey set a new MetroQuest record for surveys conducted in the United States.

The three scenarios were focused on different investment and accompanying land development strategies, including:

- A. New Technologies – Imagine a future where we primarily invest in new technologies and a few roadway projects to manage traffic flow.
- B. Expressway Lanes – Imagine a future where we primarily invest in expressway lanes forming an outer loop so traffic does not have to go through the congested center of the region.
- C. Transit Focus – Imagine a future where we primarily invest in bus and rail services connecting, revitalizing and filling in the communities that exist today.

MetroQuest was selected as the primary public engagement tool. The interactive nature of the platform allows users to rank, rate, and comment on a variety of questions. Additional information on the Phase 1 survey questions and results can be found on the it's TIME Tampa Bay website (<http://itstimetampabay.org/>).

Provide alternatives to driving

Rail, bus, &
walk/bike spaces



Reinvest in established neighborhoods



Reduce congestion



Minimize outward growth



Use new technologies

Improve transportation
efficiency



**Strengthen
downtowns**
Create spaces
like them

Public Outreach

The survey was hosted on the It's TIME Tampa Bay website (itstimetampabay.org). A paper survey and companion PowerPoint presentation were created for use at in-person meetings and events.

The overall goal of the outreach program was to maximize our reach into the community to engage and involve as many people as possible in the long-range transportation planning process. Every voice matters. Hearing what citizens want and how they view our future is critical to making the right transportation investments to better serve all members of our community. The outreach program specifically focused on reaching the MPO's Communities of Concern, to make sure voices who are not traditionally heard from are represented in the Plan.

A variety of methods were used to advertise the survey:

- Staff contacted a wide variety of community organizations, homeowners' associations, chambers of commerce, business groups, civic and environmental organizations, particularly in the MPO's communities of concern. Many hosted presentations, distributed information to their members, and communicated with e-blasts to draw attention to It's TIME Tampa Bay and encourage the public to participate.
- Social media platforms, including Facebook, Twitter and Instagram were used throughout the survey implementation periods to encourage residents to visit the survey websites and complete

the survey. The MPO posted on their own social media channels and invested in paid social media advertising. A significant portion of the advertising budget was spent in Communities of Concerns (34% of the visits to the Phase 1 survey website).

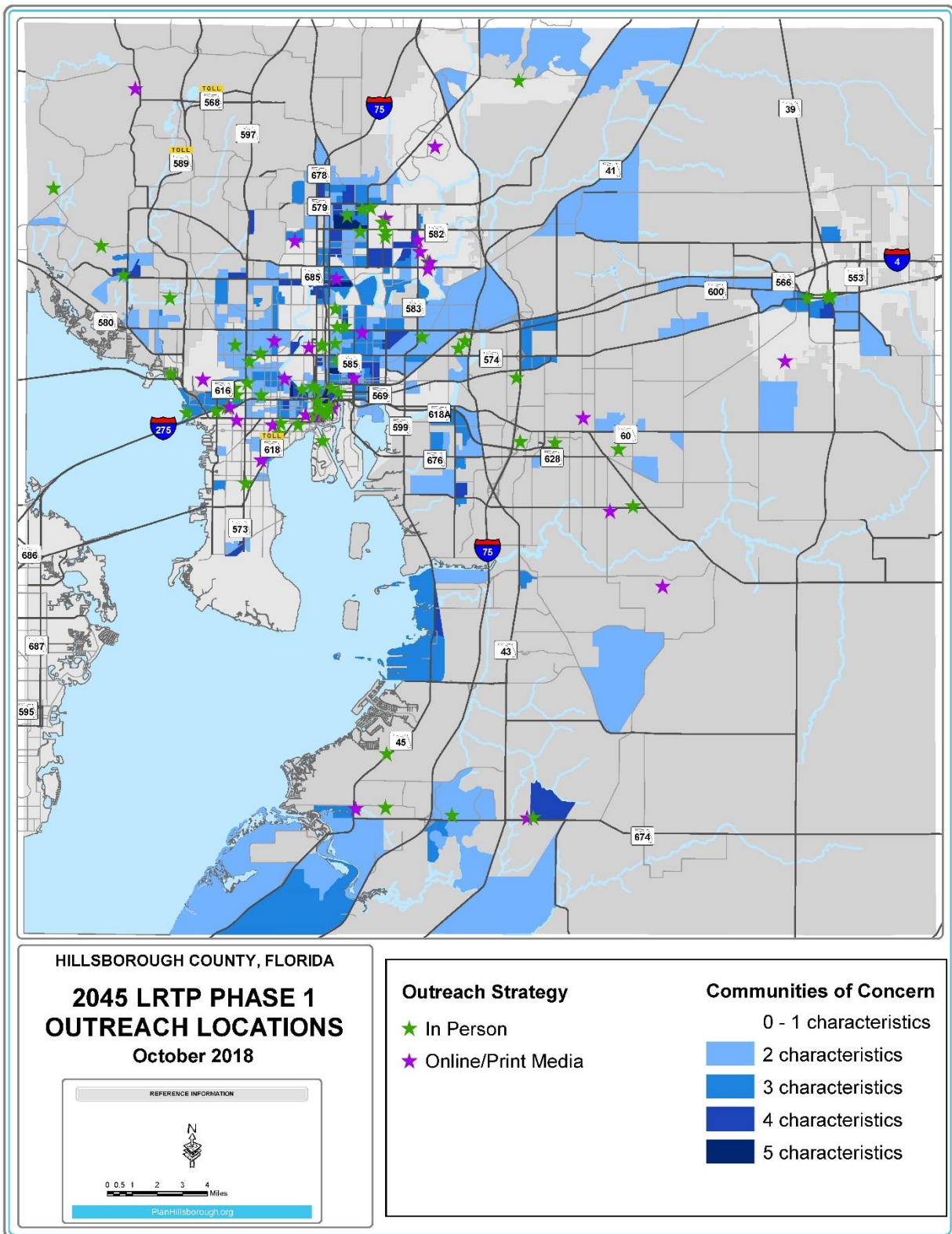
- MPO-staffed attended large events such as Florida's Largest Home Show at the Florida State Fairgrounds.

Other channels included a promotional video posted on the It's TIME Tampa Bay website, an ad in the Tampa Bay Times newspaper, and rack cards in the countywide Property Appraiser's Truth in Millage (TRIM) notice.

Events & Community Support

As part of the It's TIME Tampa Bay survey in the summer of 2018, the MPO and Planning Commission cultivated partnerships with a diverse range of community organizations, agencies, and private sector interests. Staff contacted a number of community organizations, homeowners' associations, chambers of commerce, business groups, civic and environmental organizations. Neighborhood groups registered with the County and cities were also contacted. Staff asked community leaders for their interest in taking part in the interactive surveys, asked them to publicize the survey in their membership communications such as newsletters, and offered to present to their groups. Many hosted presentations, distributed information to their members, and communicated with e-blasts to draw attention to It's TIME Tampa Bay and encourage the public to participate.

During the summer 2018 It's TIME Tampa Bay outreach and public engagement program, the MPO and Planning Commission nearly 80 events, meetings and presentations. The following map and corresponding list show the location of these events and organizations who helped spread the word.



Date	Organization/Group	Event Location/Address	E.J. Area?	Format	Attendees	Engaged/Surveyed
8/2	Southshore Round table	906 N US Hwy 41 Ruskin, FL 33570		Presentation	4	4
8/3	Wimauma Community Development Corporation Festive Friday	5705 Hillsborough St Wimauma, FL 33598	Y	Presentation	10	0
8/4	Back to School Bash	Raymond James Stadium 4201 N Dale Mabry Hwy Tampa, FL 33607	Y	Table	300	0
8/6	Plant City Morning Rotary	South Florida Baptist Hospital 301 N Alexander St Plant City, FL 33563	Y	Presentation	7	0
8/8	Spectrum News	Hillsborough Countywide	Y	Interview	--	--
8/8	Tampa Homeowners Association of Neighborhoods (THAN)	601 N Nebraska Ave Tampa, FL 33602		Presentation	15	4
8/9	Plant City Planning Board	Plant City Hall 302 W Reynolds St, Plant City, FL 33563		Presentation	4	3
8/9	New Horizons Self-Reliance - Survey Presentation	10108 Londonshire L.N. Tampa, FL 33647		Presentation	8	4
8/9	Seminole Heights Joint Meeting	Seminole Heights Branch Library 4711 N Central Ave Tampa, FL 33603	Y	Presentation	12	0
8/9	Library outreach	County Center 601 E Kennedy Blvd Tampa, FL 33602		Pop Up	--	--
8/10	Library outreach	County Center 601 E Kennedy Blvd Tampa, FL 33602		Pop Up	--	--
8/13	New Tampa Road Safety group	10001 Cross Creek Blvd, Tampa FL 33647		Paper Surveys	10	0
8/14	Alliance for Citizens with Disabilities Hillsborough County	Tampa Lighthouse for the Blind 1106 W Platt St Tampa, FL 33606		Presentation	20	0
8/14	East Tampa Community Revitalization Partnership	Ragan Park Community Center 1200 E. Lake Ave Tampa, FL 33605	Y	Presentation	30	25

Date	Organization/Group	Event Location/Address	E.J. Area?	Format	Attendees	Engaged/Surveyed
8/14	Westchase Community Association/ Westchase Government Affairs Committee	Westchase Swim and Tennis Center 10405 Countryway Blvd. Tampa, FL 33626		Presentation	41	4
8/15	Apollo Beach/South Shore Chamber of Commerce Diversity Council	906 N US Hwy 41 Ruskin, FL 33570		Presentation	60	60
8/19	Philippine Cultural Foundation -Barrio Fiesta	Bayanihan Arts & Events Center 14301 Nine Eagles Dr Tampa, FL 33626		Table	120	10
8/20	Brentwood Hills HOA meeting	1512 Brentwood Hills Blvd Valrico, FL 33594		Presentation	--	--
8/21	HART Northwest Transfer Center	Town 'N' Country, FL 33615		Pop Up	25	2
8/21	2045 Presentation to the River Board TAC	Amtrak Union Station 601 N Nebraska Ave Tampa, FL 33602		Presentation	--	--
8/22	Brandon Chamber Economic Development Committee - Survey Presentation	330 Pauls Dr # 100 Brandon, FL 33511		Presentation	12	3
8/23	Greater Plant City Chamber of Commerce	106 N Evers St Plant City, 33563		Presentation	20	0
8/24	HART University Area Transfer Center	N 27th St Tampa, FL 33612		Pop Up	15	4
8/24	HART University Area Transfer Center popup event	N 27th St Tampa, FL 33612		Pop Up		
8/25	National Federation of the Blind of Florida	17643 Bruce B Downs Blvd Tampa, FL 33647		Presentation	30	5
8/27	HART Netpark Transfer Center Popup event	East Lake-Orient Park, FL 33610		Pop Up	60	1
8/27	HART Netpark Transfer Center Popup event	East Lake-Orient Park, FL 33610		Pop Up	40	10
8/27	WTS Tampa Bay	717 South Restaurant 717 S Howard Ave Tampa, FL 33606		Presentation	22	0
8/28	Drew Park CRA	West Tampa Public Library 2312 W. Union Street Tampa, FL 33614	Y	Presentation	23	15
8/29	Innovation Ip Advisory Board Meeting	10920 McKinley Dr Tampa, FL 33612		Presentation	43	21

Date	Organization/Group	Event Location/Address	E.J. Area?	Format	Attendees	Engaged/Surveyed
8/29	HART Marion Transfer Center	1211 N Marion St Tampa, FL 33602		Pop Up	65	7
8/29	HART Marion Transfer Center	1211 N Marion St Tampa, FL 33602		Pop Up		
8/30	HART Britton Plaza Transfer Center	Tampa, FL 33629		Pop Up	10	0
8/30	HART Britton Plaza Transfer Center	Tampa, FL 33629		Pop Up		
8/30	Move Tampa Bay	Beaux-Arts Group 400 N Ashley Dr., #800 Tampa, FL 33602		Presentation	9	4
8/31-9/3	Florida's Largest Home Show	Florida State Fairgrounds 4800 US Hwy 301 N Tampa, FL 33610	11am - 6 pm	Table	6,400	276
9/4	Temple Terrace Rotary Club	Temple Terrace Golf & Country Club 200 Inverness Ave Temple Terrace, FL 33617		Presentation	20	20
9/4	Hampton Terrace Neighborhood Association	Seminole Heights United Methodist Church 6111 N Central Ave Tampa, FL 33604		Presentation	35	24
9/5	HART Westshore Transfer Center	Tampa, FL 33609		Pop Up	45	0
9/5	HART Westshore Transfer Center	Tampa, FL 33609		Pop Up	30	0
9/6	HART Yukon Transfer Center	400 E Yukon St Tampa, FL 33604		Pop Up	--	--
9/6	Give Life day at the USF COPH	USF College of Public Health 3010 USF Banyan Cir Tampa, FL 33612		Presentation	15	10
9/6	Carver City/Lincoln Gardens Civic Association	1512 N Clark Ave Tampa, FL 33607	Y	Presentation	15	14
9/7	Tampa Bay Transportation Management Leadership Area Group Meeting	FDOT D7 11201 N McKinley Dr Tampa FL		Presentation	--	--
9/8	Brandon Mall	459 Brandon Town Center Dr Brandon, FL 33511		Pop Up	200	7
9/9	Brandon Mall	459 Brandon Town Center Dr Brandon, FL 33511		Pop Up	100	0

Date	Organization/Group	Event Location/Address	E.J. Area?	Format	Attendees	Engaged/Surveyed
9/11	Brandon Chamber	The Regent 6437 Watson Rd Riverview, FL 33578		Luncheon	60	30
9/11	NAOIP	401 E. Jackson St Tampa, FL 33602		Presentation	20	1
9/12	MPO CAC Committee Meeting	County Center 601 E Kennedy Blvd Tampa, FL 33602		Presentation	--	--
9/12	New North Tampa Transportation Alliance	4202 E Fowler Ave # 100 Tampa, FL 33620		Presentation	9	9
9/12	Florida Institute for Community Studies Survey Presentation	Morgan Woods Park 7510 Soccer Avenue Tampa FL 33634		Presentation	10	8
9/12	Westshore Alliance Transportation Committee	7650 West Courtney Campbell Causeway, 5th Floor Tampa, FL 33607	Y	Presentation	29	0
9/12	National Drive Electric Week event	Joe Chillura Courthouse square 600 E Kennedy Blvd Tampa, FL 33602		Presentation	50	0
9/12	BPAC	County Center 601 E Kennedy Blvd Tampa, FL 33602		Presentation	20	17
9/13	HCC Back to School Bash	Hillsborough Community College 10451 Nancy Watkins Dr Tampa, FL 33619		Table	200	30
9/13	Brandon Mall	459 Brandon Town Center Dr Brandon, FL 33511		Pop Up	75	30
9/15	Safe and Sound Hillsborough	Kings Forest Recreation Center 8008 E Chelsea St Tampa, FL 33610		Table	65	11
9/17	MPO TAC Committee	County Center 601 E Kennedy Blvd Tampa, FL 33602		Presentation	--	--
9/17	Rampello Magnet School Achievement Via Individual Determination (AVID)	Rampello School 802 East Washington St Tampa, FL 22602		Class Presentation	70	80
9/17	Plant City Economic Development Council	Solaris Healthcare 701 N Wilder Rd Plant City, FL 33566		Presentation	33	7

Date	Organization/Group	Event Location/Address	E.J. Area?	Format	Attendees	Engaged/Surveyed
9/18	Junior League of Tampa Inc. Leadership Council meeting	87 Columbia Dr Tampa, FL 33606		Presentation	60	6
9/19	Title VI Native American & Alaskan Native Education Initiative	Brewster Technical College 2222 N Tampa St Tampa FL 33602		Presentation	7	7
9/17	County Center Pop-Up	County Center 601 E Kennedy Blvd Tampa, FL 33602		Pop Up	35	1
9/18	County Center Pop-Up	County Center 601 E Kennedy Blvd Tampa, FL 33602		Pop Up	30	10
9/19	MPO Livable Roadway Committee Meeting	County Center 601 E Kennedy Blvd Tampa, FL 33602		Presentation	--	--
9/20	Temple Terrace Annexation Community Meeting	Omar K. Lightfoot Center 10901 N 56th St Temple Terrace, FL 33617		Table	37	0
9/20	Resilient and Sustainable Infrastructure	USF Business School 4202 E Fowler Ave Tampa, FL 33620	Allison taking a class, survey, rack cards	Class Presentation	60	30
9/20	Tampa Heights Civic Association	THCA Community Center 2005 N Lemar Ave Tampa, FL 33602		Presentation	20	7
9/20	Redlands Christian Migrant Association's	5610 DeSoto St. Wimauma, FL 33598		Presentation	65	42
9/20	Historic Ybor Neighborhood	Children's Board 1002 E Palm Ave Tampa, FL 33605	Y	Presentation	25	10
9/21	Tampa Downtown Partnership Transportation Committee	101 E Kennedy Blvd Tampa, Florida, 33602		Presentation	27	6
9/24	Plant City Afternoon Rotary	Plant City HCC Campus Trinkle Center 1206 N Park Road Plant City, FL 33563		Presentation	12	12

Date	Organization/Group	Event Location/Address	E.J. Area?	Format	Attendees	Engaged/Surveyed
9/25	Tampa East Sertoma Civic Club	2501 E Fowler Ave Tampa, FL 33612		Presentation	12	10
9/25	Downtown Partnership Transportation Debriefing	400 N. Ashley Dr Tampa, FL 33602			130	0
9/25	TB Next East Tampa Working Group Meeting	Ragan Park Community Center 1200 E Lake Ave Tampa, FL 33605		Pop Up	14	2
9/26	Community Traffic Safety Team (CTST)	FDOT D7 11201 N McKinley Dr Tampa FL		Presentation	31	0
9/26	STWG	County Center 601 E Kennedy Blvd Tampa, FL 33602		Presentation	27	6
9/26	MacFarlane Park Association and Neighborhood Watch/Armory Garden Club	David M. Barksdale Senior Center 1801 N Lincoln Ave Tampa, FL 33607		Presentation	30	20

The following groups helped spread the word through e-blasts, social media posts, and newsletters:

- All Saints Lutheran Church
- Bowman Heights
- Community Foundation of Tampa, Carver City
- Community Tampa Bay
- Davis Islands Garden Club
- Disability Achievement Center
- East Hillsborough Heights Neighborhood Crime Watch
- East Tampa Business and Civic Association
- ECHO of Brandon (Emergency Care Help Organization)
- Emerging Leaders of Tampa Bay
- Enterprising Latinas
- Firehouse Cultural Center
- Fishhawk Ranch Master Homeowners Assoc.
- Florida Museum of Photographic Arts
- Forest Hills Neighborhood Association, Inc.
- GFWC Temple Terrace Women's Club
- Greater Temple Terrace Chamber of Commerce
- Hillsborough County Public Libraries
- IP
- Moffitt Cancer Center
- Palma Ceia Pines
- Restorative Justice Coalition
- Urban Core Chamber
- Southeast Seminole Heights
- South Seminole Heights
- Old Seminole Heights Neighborhood Association
- South Seminole Heights Civic Association
- Sulphur Springs Action League, Inc.
- Tampa Bay League of United Latin American Citizens (LULAC)
- Tampa International Airport
- Tampa Metro YMCA
- Tampa Palms CDD
- Temple Terrace Garden Club
- Temple Terrace Women's Club
- Temple Terrace Junior Women's Club
- USF Students with Disabilities Services

- University of Tampa
- Walden Lake Community Association
- Wheels of Success

The following groups were contacted by phone and email, but did not respond to the MPO's request to participate in the survey.

- Bel Mar Shores Civic Association
- Café Con Tampa
- Carrollwood Cultural Center
- Corporation to Develop Communities of Tampa, Inc.
- Covington Park (Apollo Beach CDD)
- Crossover Community Church
- Cuban Civic Club, Town And Country
- Dana Shores Civic Association
- Dover Advent Christian Church
- Fawn Ridge HOA
- Fellowship Baptist Church of Thonotosassa
- First Baptist Church of Gibsonton
- First Baptist Church of Plant City
- Fishhawk-Riverview Rotary Club
- Florida College
- Florida Immigrant Coalition (FLIC) - Tampa
- GFWC Lutz Land O' Lakes Woman's Club
- GFWC Plant City Junior Women's Club
- GFWC Women's Club of Plant City, Inc.
- Good Samaritan Mission
- Gray Gables Neighborhood Assn
- Greater Riverview Chamber of Commerce
- Greater Seffner Area Chamber of Commerce
- Highland Pines Community Task Force
- HighPoint Church of Brandon
- Improvement League of Plant City, CDC
- Kiwanis Club of Plant City
- NAACP Hillsborough County Chapter
- New Beginnings of Tampa
- New Life Church Plant City
- New Tampa Council
- Old West Tampa Neighborhood Association & Crimewatch

- Palm River Point
- Palma Ceia Neighborhood Association
- Palmetto Beach Community Association, Inc.
- Plant City Community Resource Center
- San Jose Mission
- Seminole Tribe of Florida
- Sulphur Springs CDC
- Sun City Center Woman's Club
- Sun City Women's Center
- Sun City Center Area Chamber of Commerce
- Sunset Park Area Homeowners Association
- The Climate Mobilization
- Town N Country Park Civic Association
- University Area CDC
- University Square Civic Association, Inc.
- Upper Tampa Bay Regional Chamber
- USF Student Government
- Virginia Park Residential Neighborhood Association
- VM Ybor Neighborhood Association
- Walk/Bike Tampa
- Wat Tampa Sunday Market
- West Tampa Central City CDC
- Youth Villages Inc, Carver City

Appendix B: Paper Surveys

It's TIME 2045 TRANSPORTATION PLAN



Transportation, land use, and funding are important challenges in Hillsborough County. Hillsborough County will grow to over 2 million people by 2045. Plan Hillsborough would like your input on where you'd like to see bus rapid transit; major project investments; and what you'd do with the Downtown Interchange.

Instructions: Follow the presentation for additional information and fill-in each section of your survey when instructed to do so.

2. BUS RAPID TRANSIT Rank up to five corridors from 1 to 5, with 1 being the most important.

Tell us where you would like to see Bus Rapid Transit.

Bus Rapid Transit (BRT) provides fast, high-quality bus service. BRT typically includes pleasant stations, shorter wait times, modern vehicles, smart technology, and speedier trips. Tell us what roads you want BRT on.

- Brandon Blvd
- Busch-Linebaugh
- Downtown-USF
- I-275 Limited Stop
- Bruce B Downs
- Dale Mabry Hwy
- Hillsborough Ave
- US 301 South

Comments (optional):

3. MAJOR INVESTMENTS

Select the projects you feel should be a priority for further study.

GREENWAY/TRAIL CORRIDORS

Complete the Upper Tampa Bay Trail; connect the Downtown Riverwalk to the Courtney Campbell and Bypass Canal Trails and South Coast Greenway; add better walk/bike connections to neighborhoods.

Should this be a priority?

- Yes No

RAPID TRANSIT, DOWNTOWN-AIRPORT

Create new corridor (location to be determined) for rapid bus or rail connecting Downtown, Midtown, Westshore, and Tampa International Airport and beyond.

- Yes No

RIGHTSIZING TAMPA MULTILANE ROADS

Improve safety on roads with more lanes than needed, reusing some pavement for dedicated walk/bike/bus: Bay to Bay Blvd; Pierce St Downtown; Sligh Ave near Lowry Park; Fowler Ave west of USF.

- Yes No

REUSE FREIGHT RAIL TRACKS

Add commuter service on existing tracks, starting with Downtown-USF rail line. Expand in future to Carrollwood, Westchase, Lutz, Wesley Chapel, Brandon, Plant City, and SouthShore.

- Yes No

USF/NEW TAMPA/TEMPLE TERRACE

Widen Bearss Ave to 6 lanes (I-275 to Bruce B Downs); widen New Tampa Blvd to 4 lanes (Commerce Park Blvd to Bruce B Downs); widen Fletcher Ave to 6 lanes (Bruce B Downs to Morris Bridge Rd).

- Yes No

ELEVATED EXP. LANES, MAJOR ROADS

Like Selmon Exwy, may be built on center columns in median: Hills Ave/Memorial Hwy (Veterans Exwy to Pinellas County); US 301 (Selmon Exwy to Big Bend); Dale Mabry Hwy (Hills Ave to Busch); Gandy Bridge.

- Yes No

EXTEND DOWNTOWN STREETCAR

Modernize and upgrade Tampa's historic streetcar system and extend it to connect with the business district core, downtown transit center, and nearby neighborhoods.

- Yes No

ROAD WIDENINGS NEAR RURAL AREA

Add 2 lanes on: US 301 (Pasco County to Thonotosassa); SR 60 Polk County to Valrico; Dale Mabry (Van Dyke to Cheval); Lutz Lake Fern Rd (Suncoast to Dale Mabry); Van Dyke Rd (Suncoast to Calusa Trace).

- Yes No

BLOOMINGDALE/FISHHAWK ROADS

Extend Providence Lakes Blvd (Brandon Pkwy to Kings) and add 2 lanes on: Lumsden Ave (Kings to Lithia-Pinecrest); Lithia-Pinecrest (Lumsden to Fishhawk); Fishhawk Blvd (Bell Shoals to Lithia-Pinecrest).

- Yes No

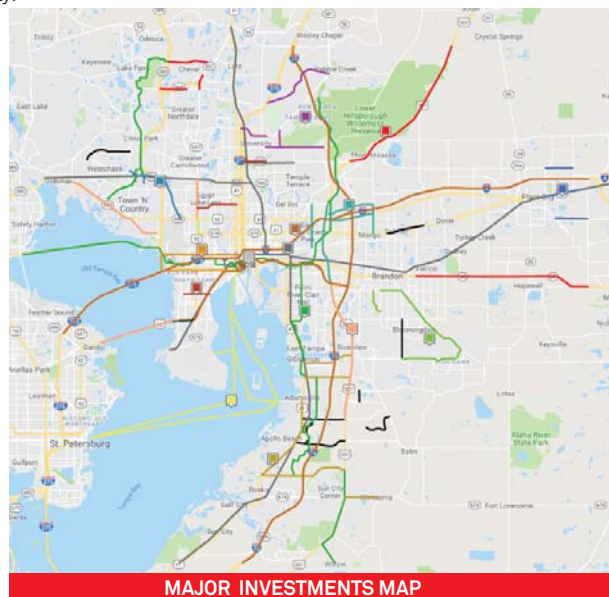
PLANT CITY NEW, WIDER ROADS

To support Plant City Northeast Master Plan and county line area job cluster, extend Sam Allen Rd and Rice Rd to Polk County line; and widen US 92 (Reynolds St to Polk County line).

- Yes No

PROJECTS ALREADY FUNDED

Projects already funded in the plan.



MAJOR INVESTMENTS MAP

SOUTHSHORE ROADS

Extend 19th Ave (West Lake to US 301), and add two lanes on: US 41 (Apollo Beach to 19th Ave); Symmes Rd (US 301 to US 41); Gibsonton Dr (US 41 to US 301).

- Yes No

AIRPORT NORTH/WESTCHASE ROADS

Widen Wilsky Blvd to 4 lanes (Hanley Rd to Linebaugh); widen Linebaugh Ave to 6 lanes (Sheldon to Veterans Ex); add 2 lanes on Anderson Rd (Hillsborough to Linebaugh)

- Yes No

INTERSTATE/EXPRESSWAY TOLL LANES

New lanes on I-275 west of Downtown, and on I-4 and I-75. Make Selmon Exwy 6 lanes. Drivers can choose to bypass congestion by paying a toll that's higher at rush hours. Limited entry points improve flow.

- Yes No

NEW WATER TRANSIT SYSTEMS

Regular, frequent ferry service connecting the Downtowns of Tampa and St Petersburg, MacDill AFB and South Hillsborough County, providing an alternative to driving around the bay.

- Yes No

I-4/I-75 INTERCHANGE AREA ROADS

Support central-county job growth area by extending Sligh Ave (Harney to Mango) and adding 2 lanes on: Orient Rd (Sligh to Broadway); US 301 (Sligh to Selmon); Mango Rd (MLK to Sligh Extension)

- Yes No

Comments (optional):

(continue on back)

4. DOWNTOWN INTERCHANGE

Rate the four options by circling the number of stars.
1 star = lowest rating, 5 stars = highest rating

WHAT SHOULD BE DONE WITH THE DOWNTOWN INTERCHANGE?

OPTION 1 - NO BUILD



- No further construction
- Existing lanes stay the same
- Severe crash hotspot
- Airport→Ybor in 15-30 minutes
- Airport→MLK in 10-30 minutes
- Impacts 0 homes/businesses
- Construction cost: \$0

OPTION 2 - SAFETY/TRAFFIC QUICK FIX



- Fixes I-275 ramps to/from I-4
- Only adds ramp lanes
- No added thru lanes
- Reduces severe crashes
- Impacts 0 homes/businesses
- Construction cost: less than \$200 million

OPTION 3 - ADD EXPRESS LANE FLYOVER



- Existing lanes stay the same
- Connects I-4 exp. lanes to Airport
- Reduces severe crashes
- Airport→Ybor in 11 minutes (in express lanes)
- Impacts about 75 homes/businesses
- Construction cost: approximately \$700 million

OPTION 4 - FULL REBUILD WITH EXPRESS LANES



- Widens and adds more lanes
- Includes 4 east-west express lanes
- Creates east-west corridor for transit
- Reduces the most severe crashes
- Airport→MLK in 9 minutes (in express lanes)
- Impacts about 220 homes or businesses
- Construction cost: more than \$1,000 million (\$1 billion)

Comments: If you wish to provide comments on any of the options, **please write the corresponding number** and your comment below.

5. WRAP UP

TELL US ABOUT YOU!

1. Home Zip Code

2. Work Zip Code

3. Employment Status

- Employed Full-time
- Employed Part-time
- Currently Unemployed
- Retired (full-time Florida resident)
- Retired (part-time Florida resident)
- Student

4. Race/Ethnicity

- White
- Black, or African American
- Hispanic, Latino or Spanish origin
- Asian
- American Indian or Alaskan Native
- Native Hawaiian or Other Pacific Islander
- Other

5. Annual Household Income

- \$24,999 or less
- \$25,000 to \$34,999
- \$35,000 to \$49,999
- \$50,000 to \$79,000
- \$79,000 to \$99,000
- \$100,000 to \$199,000
- \$200,000 or more

Enter your email here for a chance to win Rays, Bucs, or Lightning tickets.

In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race color, national origin, age, sex, religion, disability, or family status. Under Florida law, email addresses are public records. If you do not want your email address released in response to a potential public records request, please do not submit your email address.

Your priorities and comments provide valuable insight that will help guide decisions about the future Hillsborough County Transportation System. If you would like more information please visit our website at planhillsborough.org/2045LRTP



Thank you to our marketing partners!



It's TIME 2045 PLAN DE TRANSPORTACIÓN

HILLSBOROUGH

Transportation • Innovation • Mobility for Everyone

El transporte, el uso de la tierra y la financiación son retos importantes en el Condado de Hillsborough. El Condado de Hillsborough crecerá a más de 2 millones de personas en el año 2045. Plan Hillsborough desea recibir su opinión sobre dónde le gustaría ver el tránsito rápido de autobuses; grandes inversiones en proyectos; y lo que haría con el Intercambio en el Downtown.

Instrucciones: Siga la presentación para obtener información adicional y llene cada sección de su encuesta cuando se le indique.

2. TRANSITO RÁPIDO EN AUTOBUSES Clasifique hasta cinco corredores del 1 al 5, siendo 1 el más importante.

Díganos dónde le gustaría ver el Tránsito Rápido de Autobuses.

El Tránsito Rápido de Autobuses, o BRT por sus siglas en inglés, proporciona un servicio de autobuses rápido y de alta calidad. El BRT típicamente incluye estaciones agradables, tiempos de espera más cortos, vehículos modernos, tecnología inteligente y viajes más rápidos. Díganos en qué calles prefiere el BRT.

- Brandon Blvd Busch-Linebaugh Downtown-USF I-275 Limited Stop
 Bruce B Downs Dale Mabry Hwy Hillsborough Ave US 301 South

Comentarios (opcional):

3. GRANDES INVERSIONES

Seleccione los proyectos que usted considere una prioridad para un estudio futuro.

GREENWAY/TRAIL CORRIDORS

Completa el Upper Tampa Bay Trail, conecta el Downtown Riverwalk al Courtney Campbell y Bypass Canal Trails y el South Coast Greenway, agrega mejores conexiones para caminar/conexiones de bicicleta a los barrios.

¿Debería ser esto una prioridad?

- Sí No

RAPID TRANSIT, DOWNTOWN-AIRPORT

Crea un nuevo corredor (sitios serán determinados) para un autobús rápido o tren que conecta el Downtown, Midtown, Westshore, y Tampa International Airport y más allá.

- Sí No

RIGHTSIZING TAMPA MULTILANE ROADS

Mejora la seguridad en las carreteras con más carriles de los que son necesarios, reutiliza parte del pavimento para uso exclusivo de peatones/bicicletas/autobuses: Bay to Bay Blvd; Pierce St Downtown; Sligh Ave por Lowry Park; Fowler Ave al oeste de USF.

- Sí No

REUSE FREIGHT RAIL TRACKS

Agrega el servicio de trenes de cercanías en las vías existentes, comenzando con la línea de ferrocarril Downtown-USF. Expandir en el futuro a Carrollwood, Westchase, Lutz, Wesley Chapel, Brandon, Plant City, y SouthShore.

- Sí No

USF/NEW TAMPA/TEMPLE TERRACE

Amplía Bearss Ave a 6 carriles (I-275 a Bruce B Downs); amplía New Tampa Blvd a 4 carriles (Commerce Park Blvd a Bruce B Downs); amplía Fletcher Ave a 6 carriles (Bruce B Downs a Morris Bridge Rd).

- Sí No

ELEVATED EXP. LANES, MAJOR ROADS

Al igual que Selmon Exwy, los carriles elevados pueden construirse sobre columnas centrales en el terraplén para: Hills Ave/Memorial Hwy (Veterans Exwy a Pinellas County); US 301 (Selmon Exwy a Big Bend); Dale Mabry Hwy (Hills Ave a Busch); Gandy Bridge.

- Sí No

EXTEND DOWNTOWN STREETCAR

Moderniza y actualiza el sistema histórico de tranvías de Tampa y lo extiende para conectarlo con el distrito de negocios, el tránsito del centro de la ciudad y barrios cercanos.

- Sí No

ROAD WIDENINGS NEAR RURAL AREA

Agrega 2 carriles en: US 301 (Pasco County a Thonotosassa); SR 60 Polk County a Valrico; Dale Mabry (Van Dyke a Cheval); Lutz Lake Fern Rd (Suncoast a Dale Mabry); Van Dyke Rd (Suncoast a Calusa Trace).

- Sí No

BLOOMINGDALE/FISHHAWK ROADS

Extiende Providence Lakes Blvd (Brandon Pkwy a Kings) y agrega 2 carriles en: Lumsden Ave (Kings a Lithia-Pinecrest); Lithia-Pinecrest (Lumsden a Fishhawk); Fishhawk Blvd (Bell Shoals a Lithia-Pinecrest).

- Sí No

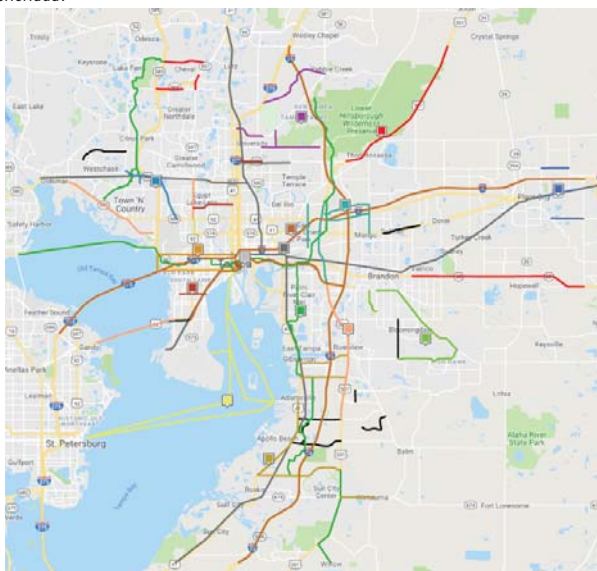
PLANT CITY NEW, WIDER ROADS

Respalda el plan principal de Plant City y el área de empleo del condado extiende Sam Allen Rd y Rice Rd al condado de Polk; y amplía US 92 (Reynolds St al condado de Polk).

- Sí No

PROJECTS ALREADY FUNDED

Proyectos ya financiados en el plan.



MAPA DE LAS INVERSIONES PRINCIPALES

SOUTHSHORE ROADS

Extiende 19th Ave (West Lake a US 301), y agrega dos carriles en: US 41 (Apollo Beach a 19th Ave); Symmes Rd (US 301 a US 41); Gibsonton Dr (US 41 a US 301).

- Sí No

AIRPORT NORTH/WESTCHASE ROADS

Amplía Wilsky Blvd a 4 carriles (Hanley Rd a Linebaugh); amplía Linebaugh Ave a 6 carriles (Sheldon a Veterans Ex); agrega 2 carriles en Anderson Rd (Hillsborough a Linebaugh)

- Sí No

INTERSTATE/EXPRESSWAY TOLL LANES

Carriles nuevos en la I-275 al oeste del Centro, y en la I-4 y I-75. Ampliar Selmon Exwy a 6 carriles. Los conductores pueden optar por evitar la congestión pagando un peaje más alto en las horas pico. Puntos de entrada limitados mejoran el flujo.

- Sí No

NEW WATER TRANSIT SYSTEMS

Servicio regular y frecuente de ferry que conecta los Centros de Tampa y St Petersburg, la Base Aérea de MacDill y el sur del condado de Hillsborough, ofreciendo una alternativa a la conducción alrededor de la bahía

- Sí No

I-4/I-75 INTERCHANGE AREA ROADS

Apoye el crecimiento de empleos en el área central del condado mediante la extensión de Sligh Ave (Harney a Mango) y la adición de 2 carriles en: Orient Rd (Sligh a Broadway); US 301 (Sligh a Selmon); Mango Rd (MLK a Sligh Extension)

- Sí No

Comentarios (opcional):

(Continúe en la parte de atrás)

Califique las cuatro opciones encerrando en un círculo el número de estrellas.
 1 estrella = calificación más baja,
 5 estrellas = calificación más alta

4. INTERCAMBIO EN EL CENTRO DE LA CIUDAD

¿QUÉ SE DEBE HACER CON EL INTERCAMBIO EN EL DOWNTOWN?

OPCIÓN 1 - NO CONSTRUIR



- No más construcción
- Los carriles existentes permanecen iguales
- Punto de choques severos
- Aeropuerto→Ybor en 15-30 minutos
- Aeropuerto →MLK en 10-30 minutos
- Impacta 0 casas o negocios
- Costo de construcción: \$0

OPCIÓN 3 - AGREGAR EXPRESS LANE FLYOVER



- Los carriles existentes permanecen iguales
- Conecta los carriles exprés de la I-4 al Aeropuerto
- Reduce los choques severos
- Aeropuerto→Ybor en 11 minutos (en carriles exprés)
- Impacta alrededor de 75 casas o negocios
- Costo de construcción: aproximadamente \$ 700 millones

OPCIÓN 2 - SEGURIDAD/REVISIÓN RÁPIDA DE TRÁFICO



- Arregla las rampas de I-275 a/de la I-4
- Sólo agrega carriles de rampa
- No agrega carriles
- Reduce los choques severos
- Impacta 0 casas o negocios
- Costo de construcción: menos de \$200 millones

OPCIÓN 4 - RECONSTRUCCIÓN COMPLETA



- Amplía y agrega más carriles
- Incluye 4 carriles exprés este-oeste
- Crea corredor este-oeste para el tránsito.
- Reduce los choques más severos.
- Aeropuerto→MLK en 9 minutos (en carriles exprés)
- Impacta alrededor de 220 casas o negocios
- Costo de construcción: mas de \$1,000 millones

Comentarios: Si desea dejar comentarios sobre alguna de las opciones, por favor **escriba el número correspondiente** y su comentario a continuación.

5. CONCLUSIÓN

¡CUÉNTANOS ACERCA DE USTED!

1. Código postal de la casa

2. Código postal del trabajo

3. Estado de Empleo

- Empleado a tiempo completo
- Empleado a tiempo parcial
- Desempleado
- Retirado (residente de la Florida el año entero)
- Retirado (residente de la Florida la mitad del año)
- Estudiante

4. Raza/Etnicidad

- Blanco o caucásico
- Negro o Afroamericano
- Hispano, Latino o de origen Español
- Asiático
- Indio americano o Nativo de Alaska
- Nativo de Hawái o las islas del Pacífico
- Otro

5. Ingreso anual de su casa

- \$24,999 o menos
- \$25,000 a \$34,999
- \$35,000 a \$49,999
- \$50,000 a \$79,000
- \$79,000 a \$99,000
- \$100,000 a \$199,000
- \$200,000 o más

Escriba su correo electrónico aquí para tener la oportunidad de ganar boletos de los Rays, Bucs, o Lightning.

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964 y otras leyes de no discriminación, la participación pública se solicita sin importar el color de la raza, el origen nacional, la edad, el sexo, la religión, la discapacidad o el estado familiar. Bajo la ley de Florida, las direcciones de correo electrónico son registros públicos. Si no desea que se publique su dirección de correo electrónico en respuesta a una posible solicitud de registros públicos, no envíe su dirección de correo electrónico.

Sus prioridades y comentarios proporcionan información valiosa que ayudará a guiar las decisiones sobre el futuro sistema de transporte del condado de Hillsborough.

Si desea más información, visite nuestro sitio web en planhillsborough.org/2045LRTP



Thank you to our marketing partners!



Appendix C: Media Coverage

Hillsborough County looking for input on long range transportation plan



Hillsborough County is asking for input on its long range transportation plan.

Officials say Hillsborough County will grow to more than 2 million people by 2045, and no single transportation solution will solve our traffic woes as we continue to grow. We need more transportation choices and safe mobility for everyone.

An online survey asks residents where they would like to see major project investments, bus rapid transit; and what you'd do with the Downtown Interchange.

AdChoices

ADVERTISING

In addition to transit and roadway projects, the 2045 Transportation Plan will include other bicycle and pedestrian safety improvements as well as innovative intelligent transportation system projects.

If you do take the survey, you will be entered for a chance to win Rays, Bucs or Lightning tickets.

Prize drawings for ten pairs of tickets will be held at the end of the August 6 MPO Board Meeting.

[For more information and to take the survey, click here.](#)

Hillsborough leaders seeking public input on transportation plan

Local leaders in Hillsborough County want to hear exactly how you feel about traffic and are looking for input on their [Transportation Improvement Program](#) to fund projects over the next five years.

[Hillsborough MPO- Metropolitan Planning for Transportation](#) will hold a public hearing Tuesday at 6 p.m. at the County Center building in downtown Tampa. There'll be time allotted for public comments.

“Why do we keep adding lanes just to see them clog again, just to end up where we started? That’s the definition of insanity,” said Michelle Cookson, secretary of Sunshine Citizens.

Cookson and others with a group called [Sunshine Citizens](#) plan to show up at the public hearing to push for county leaders to make public transit options more of a priority.

Cookson said the expansion of interstates is making a negative impact on communities. Local leaders who have the power to help tell News Channel 8 they understand the need for more options.

“There are definitely parts of our community where it’s not realistic to widen the roads any further because there will be so much impact on the neighborhoods, on the businesses,” said Beth Alden, Executive Director of Hillsborough Metropolitan Planning for Transportation.

But there are areas where county officials will look at enhancing what’s already in place.

The MPO board will consider making additions to the priority list at the public hearing.

Alden said they’ll look at adding one new lane to I-275 N of downtown Tampa in each direction using the right of way that’s already there.

The board will also look at adding a lane to the I-275 ramp getting onto I-4, which goes east to Orlando.

That area is notorious for backups and crashes.

Appendix D: Comments Received

MetroQuest Comments

Bus Rapid Transit (BRT)

Participants were given eight corridors and asked to rank five of them. 1 is the highest rank, 5 is the lowest rank. No value means the participant did not rank that corridor.

Brandon Boulevard BRT Rank	Brandon Boulevard BRT - Comment
	Brandon doesn't need anymore encouragement for uncontrolled growth
	Brandon is in desperate need of this.
	I won't ride the bus without a transit police patrolling the stops and moving by bus to each location. Also BRT buses shouldn't be doing financial transactions. You pay at a gate then board the bus when it arrives, no waiting for tickets.
	Express bus from Brandon/Riverview to downtown Tampa
	None of these are helpful for me. It would be great if there were a bus north/south on 75 maybe from USF south to Apollo Beach/Sun City Center - the traffic is atrocious in this area.
	Monorail or trolley would be better than bus!
	This was originally my number 5, so low only because I never go to Brandon. One reason I never go to Brandon is because the traffic is so terrible. This is an important route.
	Dont care about Brandon
	Continued growing house market produces more people and more traffic.
	Brandon area is coming up and where I live there is one bus that comes up 60 to a park and ride and i am thinking, thats not going to work for many.
	Traffic is heavy going to valrico to plant City
	Definitely in Valrico area!!!
	Conjested 24/7
	My number 4 choice
	Need to connect bloomingdale as well
1	Needs to connect to Seffner and Mango. Huge growth in the area and no plans to connect people in this area to Brandon and Tampa and community in general.
1	Lithia pine rest is #1
1	what about south from Brandon, in the Lithia area?
1	Good
1	I believe rail should be the number 1 priority above bus rapid transits for all the BRT options. Not sure why you do not specifically call out Rail. I do not think Rail & Bus options should be lumped together on any of these surveys. Let the people speak about their preference of one over the other.
1	You'll need local transportation to get from valrico/fishhawk/bloomingdale ave area to access these busses. Please consider this.
1	For all BRT projects- so thanks for getting me from home to somewhere where I will still need transportation to my final destination. I always took mass transit in DC and ATL but what is the point of BRT on Dale Mabry. Do you really think people work on DM and live on DM? Same with all these other suggestions

- 1 The bus service is a waste of money, no one uses it. It's not profitable so get rid of it.
This isn't realistic. Where do you put a BRT lane on Brandon blvd? You have ongoing projects building right now right up against the road. You would need to create a new route north of 60 to do this, but even then BRT only serves people that live near the pick up and drop off points. Personally, I'm not going to drive to a transit parking lot to take a bus that drops off 10-15 blocks from my office, and only travels slightly faster than driving myself. It's faster to just drive myself. I know BRT is trendy now, but it doesn't solve congestion issues and rarely pays for itself, especially if a corridor needs to be constructed as is the case here. You can't take a lane away from BB as it sits for this. It's too congested now and only going to get worse as more homes are built in the area. That's not planning for future. It's making the problem worse.
- 2 RT 75 only Tues and Thurs. Not adequate Service
- 2 Can have certain routes serve Seffner to connect to other lines
- 2 This should be on Oakfield not sr 60. 60 is not walkable at all
- 3 No fake BRT. We want real Transit , multiModal Transit
- 5 The end of your survey does not account for the disabled. We have to answer unemployed. Shameful!
- 5 All the way from Brandon to MacDill AFB
- 5 I would expect priority to be given to the routes in highest demand historically.
- 5 Lois Ave and Spruce
BRT is not desired. Old technology that is labor intensive and costly long-term. Go with full rapid transit.
- 5 Limit bus stops, so they are not stopping every block or every other block on limited single lane roads
West Tampa is not listed. Howard and Main (vicinity/neighborhood) but should be. I would rank it #3 (changing US 301 to #4).
- 5 Buses are great travel opportunities for people. Routes require updates and scheduling to meet the demand
- 5 Include disability access, including wheelchairs, , whole cane and programmatic (autism, learning disabilities) visuals vs. english written.

Busch-Linebaugh BRT Rank	BuschLinebaugh BRT - Comment
	Subway will solve you needs around here or light rail system.
	More buses are needed during week and weekends.
	They need city style transportation
	this is the worst between 4:30-6:00 pm and before 8:30 am week days . 40 minute delays
	Another well needed East-West Connection
	No one in Westchase will use BRT.
	Need adequate Park 'n Rides adjacent to BRT stops
	Add better shelters. To protect from rain.
	How about Bloomingdale ave. What about plant city
	Good
	My 5th choice.
	Timley

- 1 Please stop calling it a bus. People don't want to ride the bus. Come up with a better name.
- 1 This is a much needed east west connection with high ridership and low service
- Many of these corridors are unpleasant to travel today by car, walking and bicycling. Transit needs to
- 1 contribute to safer travel
- 1 To go to Florida College would be awesome.. Missing N blvd. Country club busing out to 56th
- I would not use bus rapid transit but would use light rail. I will not stand in the heat for a bus on the
- 1 roadside but would wait in a transit station.
- Alternate transportation is a must. Temple Terrace has major regional highways which need more
- 2 access for people. East/west buses allow movement of people including bikes as alternatives.
- 3 AAA, WellCare and Capital One HQtrs in Henderson off of Waters needs BRT support
- Bus ridership is down. More buses are a waste of money. People in FL do not want to stand in the hot
- 4 sun waiting for buses.
- 5 It'd be nice to have good walking and biking routes along these corridors too.
- 5 connect to Oldsmar/Palm Harbor
- 5 We need electric buses - don't let St. Pete out green us!
- 5 It is not likely I would be interested.
- 5 No regional parking garage plan.

I-275 Limited Stop BRT Rank I275 Limited Stop BRT -

The BRT plan is flawed and seems to be a half-assed fix since it has no good plans for building stations and relies heavily on sharing existing lanes with regular traffic. Putting larger busses in regular traffic seems to be a disaster waiting to happen. Increase the frequency and routes of the regular (or smaller) bus service along most of these routes and save BRT for a long haul system when you can devise a better plan (light rail like MARTA).

We need a Mass Transit system in place to deal with our traffic problems.

make sure there is ample parking nearby to drop off car and park there for the day

same story, more people more traffic

Using the emergency lanes or median of I275 do not count as BRT.

If you're going to do BRT, then do BRT and not BT. That means dedicated right of way; elevated platforms; pay at stations BEFORE getting on the bus; SHADED stops; 15 minute headways- minimum.

It will alleviate the current traffic problems that most face daily commuting these area and connecting us to jobs, home, leisure and restaurants.

more reliable and easy public transportation options for easy commuting around downtown (Hyde Park, Downtown, Ybor, Seminole Heights) and ways to get from downtown Tampa to St Pete would be great...today Uber & Lyft are all people know but they can be \$\$\$ and deter folks from considering venturing to new neighborhoods

Should be cross county to st pete. Rail preferable on this route with BRT feeder connections

Very bad between the hours 4:30-6:00 at least 30 minute delay

I would be likely to use this most to get to downtown St. Pete.

I am very concerned highway BRT is an FDOT ploy to get the highway expanded and is also not an optimal use of limited transit dollars.

Keep BRT off the Interstate. BRT requires dedicated lanes. Fake BRT proposed by TBARTA and Tampa Bay Partnership is a boondoggle.

South tampa is left out?

i love this

Please! No busses in Sun City Center and surrounding area!

No BRT on highways. Make it gold standard, not a suburban shuttle bus.

Rapid and realistic connection to Pinellas for people who work!! Right now the ex busses don't stop at Westshore - you have to go downtown and then back. BOO and HISS.

Not real BRT, horrible idea

Most of these areas are shopping areas.. you would be surprised how many would love to have a great mass transit system to go shopping

Take existing lane(s) ONLY for BRT. NO MORE LANES

Why isn't Florida Ave nor Fowler Ave on here? Those are my top two!!!! Also, BRT shouldn't go on I-275 at all.

Putting stops on the interstate corridor is poor planning, putting commuters in harm's way, exposing them to pollution, and depriving them of safer, better transit options. BRT in this context is none of the things you describe and my ranking should not be taken as "approval" of a BRT option. This question is biased and will no doubt skew results in favor of BRT, which is a shame, because good, reliable information is essential right now.

Wesley chapel to TPA

Cross Creek

Morris Bridge

1 All these locations and connections will reduce traffic on the highway. This is a great alternative and provide alternatives for everyone

1 I drive I-275 almost every day. This would be a great benefit to me and make a difference in the traffic on the route.

1 Don't forget Seminole Heights.

1 This would allow people better access to major connections in the area.

1 It doesn't matter what we say, you go with what the low income resident areas want, no more widening of freeways.

1 Needs to be designed to eventually serve regional trips.

1 Need to do cut outs as to not block the auto flow of traffic as the bus do now.

1 First stop in Tampa needs to be at Bearss. The traffic on 275 is already built up by the time you get to Fletcher. By the time I would get to Fowler, I might as well keep on driving myself. Additionally, there have to be connections that can easily be made through downtown. I can't use the routes that exist now because I work near the new Midtown and there is no way to get from the suggested stops to that area in any kind of timely fashion that would make sense for me.

1 This is probably my # 1 priority. 1 accident can turn your 30 min. commute to more than an hour. I don't actually drive that way I just see traffic reports.

1 BRT is a band-aid solution to me. It removes a lane from the existing r/w. I think monorail should have been studied more. I realize it is probably more expensive, but it uses the least amount of r/w and I think would move people to/from locales faster because there is less 'in the way'.

1 This really needs to be regional. You have so many commutes crossing county lines each day that BRT that is localized is not going to put a dent in the commuters traveling each day.

1 In Hartford, Conn I used an express bus that took you straight downtown w/o any stops using an express bus lane that also could be used by cars with 2 or more people (HOV).

1	On-highway stops. Dont make buses get off highway
1	Please consider a Pasco connection, for instance linking the current PCPT 41 to the current HART 275LX (at Fowler)
2	Great
2	If this option were available from West Busch to downtown I know many users that would ride Any bus is a pain for traffic that is following behind and have to wait or pass. It is not a very good option.
2	Would this allow for USF students to be able to take courses at both the Tampa and St. Pete Campuses?
3	We need it.
3	This should be rail
4	Each of those stops should be high-traffic focus stops for connecting transportation options.
4	Hard to judge without map.
4	No. 1 is Citrus Park / Mall Area
5	More transportation options need to be added. South of Gandy where multiple apartment companies continue to be built.
5	Build from TPA Hub. Local bus to Keystone.
5	Always packed
5	Better routs
5	Hart did have express bus route from BBD to downtown. I used to take it. I would be downtown before 7 am. That works. many people rode the bus in the morning. Hart decided to change it, now nobody rides the bus. Bad move.

US 301 South	
BRT Rank	US 301 South BRT - Comment
	When there is an accident on 674, anything between I 75 and 301 can be inaccessible. It could be a serious danger for emergency vehicles.
	What about Palm River Clair Mel we need more
	Yes this would be helpful
	Riverview to MacDill
	Do not and would not use public transportation
	There is really no way by transit to reach Tampa from Sun City Ctr, which means more cars on the road. A transit service that has parking for commuters would work
	Desperately needed
	Hopefully plans will incorporate bus pull off areas and NOT stop on the street!!!
	Need more bussing!
	High way 60 to plant City
	I would love to see more routes in south county connecting to downtown and Brandon. Also the wait areas for the buses would be nice if they were shaded. I know air conditioned is impossible so having the wait area shaded is important for sun safety and over heating.
	This will be needed in these areas due to very growing population and traffic congestion.
	Yes, what about having a railroad built. That cuts down on traffic.
	Will reduce Auto traffic in/out south county

Yes

Only lower because this does not concern me as I live no where near this.

So this would just go up and Down 301? What good is that?

Strongly opposed to any BRT. It will be an expensive program that won't effectively recruit new mass transit riders. Streetcar and CSX tracks need to be the first and primary objectives, with any bus routes being secondary and serving to connect people to the streetcar and CSX

I suggest that the people from Wimauma need with the transportation. If you add 2 stop in this routes like Sun coast in Ruskin and the WIC offices. I work for a states offices and i can see the help they need a lot off pregnant mother can made it to there appointments because of the bad routes of transportation and no sidewalk here between Ruskin and Wimauma. I think we need to priorities this two cities. Thanks

Wimauma

Us have all the communities along 301 but don't forget everyone along us 41. Ruskin, Apollo beach, Gibsonton, palm river

And what about Wimauma?

This route needs a way to connect to the rest of the system particularly into downtown.

Sun City Center via 301 to downtown Tampa. AM/ PM

Why isn't a monorail/subway system on the radar?

don't care about this area, since home builders don't pay their share

1 This is truly needed. I live in Summerfield and would possibly take the bus to work downtown Tampa, but there are no bus stops nearby.

1 This area has already exploded with development, and it is continuing. Be proactive so that we don't have major gridlock.

This will not work until

1. 301 is widened
 2. Residential home building is controlled or slowed down.
- 1 US 301 South and North

1 More population growth occurring in this area. We need help.

1 Individuals would rank the area they serves them the most and ignore the rest.

1 Explore a monorail from Brandon to sun city down 301.

1 We need transportation from this area to downtown Tampa!

3 Increase in growth requires major overhaul for alternative transportation issues.

4 Most warehouse jobs you can't find a bus route too.

5 Need something to the airport

5 Hillsborough Ave, Dale Mabry Hwy and Brandon Blvd cannot be expanded further.

5 Inside the city we have not enough stops where is the train we need so badly.

5 Inside the city we have not enough stops where is the train we need so badly.

Downtown-

USF BRT Rank DowntownUSF BRT - Comment

I don't use BRT but see the need for it in theses areas

Rail preferable on this route with BRT feeder connections

the tax was for the WHOLE county not just Tampa

USF students will have the option to take the BRT in order to access jobs and internships in the Downtown area. With a large international and low economic student population in our 50,000+ student body, this option will open 50,000 doors. By doing this, Tampa will increase the potential of keeping the young talent in Tampa.

It too two hours to return from Amalie to USF via Hartline bus with two transfers.

Let buses and light rail die a natural death! It's time to make the hard decisions that will make cities more car friendly.

I support widening I-275 from downtown to Bearss and improving the downtown interchange.

Go Fowler's one to th mallei to my evening classes at usf

I would like to see more bus only lanes and expanded times. Buses that run till 3pm on weekends through downtown and Ybor could mean less drunk driving.

My number 2 choice.

With all the students Traveling from USF to the new medical building downtown we need subway system.

1 I only take 1 bus lane

1 I never go to any of these places but it would help to connect USF to downtown.

1 Light rail would be even better than BRT.

This should be the first choice for BRT, but only so long is this is surface street BRT along dedicated lanes of Florida/Tampa or Nebraska and Fowler or Fletcher. No fake interstate BRT.

1 Yes, please! This would be great and used very frequently.

Needs bigger bicycle racks. They only hold small 10 speed with thin tires. Longer wheel based bicycle with thicker tires are very popular.

1 The only one that makes sense to me is for USF students. The survey clearly stated we want rail! not roads and buses that will be obsolete in a decade!

We NEED covered bus stops! Many have been taken down, but it doesn't help us in the rain- especially people with infants and small kids. YOU try carrying a fussy infant, your stroller, and an umbrella all at once safely!

1 Please connect the growing Heights neighborhoods with other economic areas such as Downtown, South Tampa, St Petersburg, Clearwater.

1 Make MetroRapid the BRT it was supposed to be. No buses at highway speeds. The ride quality is horrific.

1 Ok

4 Actions are required for buses to pick up people in all areas . But people don't want to spend hours on buses.

4 Main Street and North Blvd is 1st priority

5 All bus rapid transits are ranked number 1

5 You don't need bus service, that should be organic and change with needs, not static/useless.

5 All bus rapid transit options were checked.

5 Realistically all of these will be needed to alleviate traffic and increase safety. Other short range transportation options should be linked to these routes as well.

5 Although this wouldn't benefit me directly, I believe providing transportation for USF students to downtown would benefit downtown.

5 I work on Falkenberg and come from Plant City. Bus seems impractical

5 All bus rapid transit were checked.

5 All corridors were rated number 1 on survey.

5 Pretty sure the way this is planned to be implemented that it will be a total fiasco and waste of money.

Dale Mabry

Hwy BRT Rank Dale Mabry Highway BRT -

These are are desperately in need of improving for commuting.

It would be great to have one that goes over to Gandy around the dog track to downtown Tampa.

Needs more frequent covered stops. Connections to downtown area. First/last mile problem currently. Look at stops in front of apartments to reduce use of vehicles.

Lutz

I would add Mac Dill Ave to this route, if not already

nothing for West Shore to downtown? to the Aquarium?

connect with East-West connections

rush hour from 4-6:00 pm and before 8:30 am . 20-30 minute delays

Need bus to come up further to Van Dyke Rd pick up at St. joes North

It would be great if it went to Lutz Lake Fern and had its own lane. I would take it.

No train nobody will ride it and it will be a tax birden.

Bring no. 4 bus back

We can not speak about bus transit and not speak about our largest bus fleet in Hillsborough County the Public School bus, which transports 100,000 students but does not transport the other 100,000. It is cost effective, the safe path to school and removes 77 cars off the road per bus. We cannot continue to speak about mass transit without including the largest evacuation bus fleet and public transportation in our County. This must be community based and focused decisions. The new transit tax does not prohibit the use of funds for all of our buses to include include school buses.

My number one choice

All would be good.

need separate lanes for buses to be effective. Otherwise, you are just in traffic with everybody else

Need adequate-sized Park 'n Rides adjacent to BRT stops

1 Inadequate service currently and no alternative to autos at all.

1 This should be of the highest priority for development of South Tampa corridor.

1 Dale Mabry would be great, but?, How Rapid?

This is a general comment overall, but this area needs an aggressive approach to transportation. I would envision a light rail system similar to BART in the SF Bay Area with two hubs, Brandon and the

1 Airport with spokes from each serving Pinellas, Pasco, and South Hillsborough County and more.

There should be more bus services on Dale Mabry, I would use bus. Also the bus stops should be

1 covered from rain and sun.

2 I think of Dale Mabry as the spine of Hillsborough County. This would be a well-traveled route.

3 Absolutely NO BRT on 275.

3 Westchase/Town & Country Area

3 Prioritize transit on CSX lines for USF

4 No regional parking garage plan.

- 4 In general more routes are need or extended. It's extremely disruptive in one's life to have to plan ahead at times 1 to 2 hrs to ensure arrival of a destination in a timely manner. The biggest annoyance is in making connections.
- 4 There needs to be a connection to this route from Bruce B Downs/USF via Bearrs or Fletcher
- 5 US 301 South Most important
- 5 Important for McDill AFB Rx and base expansion
- 5 The transit Stations aren't maned and they attract the homeless. Not a good place to sit and wait for a bus.

Hillsborough

Ave BRT Rank Hillsborough Ave BRT - Comment

- Space available for multimodal/multicounty station at Hillsborough Ave and Racetrack Road. Needs to connect to pinellas
- This will serve the need in a highly population area of Tampa.
- make 275 a boulevard and route traffic around tampa
- very bad between hours 4:15-5:45 pm and mornings before 8:30am : 20 minute delay
- Start a rush hour express service and parking areas to relieve morning traffic on RT 301 in Riverview and RT 41.
- Nice
- Great
- Why just BRT? buy the CSX tracks
- Need adequate Park 'n Rides adjacent to BRT
- Plant City to Tampa
- Should connect to relevant destination and serve populations that will use it. Students to universities, travelers/airport, downtown workers. Culture change will happen with the young...meet their needs.
- No one in Westchase will use BRT.
- I'm concerned about the waiting time.
- We need an option which will provide transportation from south county Big Bend and 301 area up to Downtown Tampa
- No connections to Lakeland we need better transportation in Lakeland to commute to Tampa
- All busses create traffic backup behind them and then iimpatient people trying to pass and causing potential accidents.
- 1 There is NO bus service in the 12 Oaks area of Town n Country. I'd have to walk over a mile to catch a bus.
- 1 Oldsmar Road
- 1 I would hope Highway 92 is part of Hillsborough in Plant City
- 1 No fake BRT please!
- more elevated roadways.
- 1 look at the success of the Selmon
- 1 This should easily be a priority as there are no real alternatives for residents in these areas.
- 2 Don't forget Seminole Heights.
- 2 More buses are not the answer.
- 3 Great idea since so much of East/West movement is very difficult. I would use this very frequently to get to work!

5 All bus rapid transit options were checked.

6. Busch-Linebaugh

7. Dale Mabry Hwy

5 8. Bruce B. Downs

Nebraska and Florida Ave is not here, it should be. SR 60 is also excluded, along with Crosstown.

5 Please people, a survey is not a plan, it is a contrived response sheet.

5 All bus rapid transit boxes were checked.

5 MacDill Ave should be included in the BRT routes.

7 days a week. Various time for people work schedule. Variances on Sat or Sun - more for M - F for

5 people to get to their appointments and jobs.

Bruce B Downs Blvd

BRT Rank Bruce B Downs Blvd BRT -

I regularly use this to TIA and back.

Safe, clean buses with spacious, secure parking lots near the ends of the line would be very popular with me and my peers. A light rail system is inevitable, why not now?

don't drive over there much, but have heard very bad at morning time before 9 am and 4-6:30 pm on week days

It is vital for the communities in the North East of Tampa to be able to have access to a hospital, university and shopping areas. Many of these communities have people that will benefit from an accessible transportation because they do not drive.

Fowler

My number 3 choice

I used to live in New Tampa and I really wished there was a mass transit system to allow me to go back and forth to work. It was limited and the hours did not work with my work schedule.. I hope there can be a better system to get around.

I feel it should be offered on BBD because a lot of people travel from that area to downtown or westshore area to work.

1 Need a bus to go all the way to TPA.

Please consider a stop at Hunters Green/the new Hunter Lake Cultural Center development on Bruce B Downs.

Also, as a large number of people along BBD work at USF, this bus should go to USF (where it connects to downtown BRT) and to the I-275 BRT route.

1 You don't need bus service, that should be organic and change with needs, not static/useless.

This would be a super ideal there is a lot of call centers out in East-riverview-301 area...would work out much better with this commute

5 The sunshine area - especially down SR 674 - needs transportation options. However, bus stops need to be ADA compliant and that's constrained by the lack of side walks. This should be a priority.

5 Need some forms in Brandon

The entire Cocoun should have crisscrossing bus routes with buses arriving at bus stops every 10 minutes. With only certain routes having rapid transit you will not provide a cohesive functioning bus system that people will get out of their cars for.

None of these work unless it's a true BRT system, meaning the buses don't have to share the road with the rest of the vehicles. Otherwise, there will be no advantage to using a bus system and it will be destined to fail.

5 BRT to the beaches from Tampa please...Courtney Campbell

Suggest another - Comment

All our focus should be on providing a working bus system that will get people out of their cars. It has to be good enough to entice people out of their cars. There's no money in that for developers and politicians and THAT is a huge hurdle.

Boyette Road

56th St, Fowler Ave

I prefer to drive

East-West Metrorapid. TBD but TPA - Spruce/Boyscout/Columbus to Himes to MLK to Habana to Hillsborough

Florida ave/Tampa Street

Bus service needs to be restricted to the city proper and not the greater county areas.

US 41 South to Downtown

Build more road capacity

N US HWY 41 in Lutz needs more than a couple of buses at the beginning and end of the day.

build a monorail to get mass transit off the streets.

Go to temple Terrace to work

AIRPORT???? It's so obvious that no-one takes this seriously if you didn't think to include the airport. Also, IT'S HOT and the weather is very unpredictable. All stations must have shelter from the sun and the rain.

Downtown-Westshore and Airport BRT

No more inefficient empty buses.

674 in Sun City Center needs rapid bus service into Tampa, etc

South county to downtown

Station in Brandon

Trains/rail is a better option

How about something down I4 from say Lakeland to St. Pete? With limited stops DT, west Tampa maybe Brandon.

East-West BRT (Temple Terrace to Westshore)

South Shore Hillsborough

HCC Dale Mabry

From Plant City to Zephyrhills. From Plant City to Tampa.

Boyette to downtown

FL-600

I-4

I75 from the south (Ruskin Wimauma)

FishHawk Blvd

Buses don't help, don't waste money

Land O Lakes Blvd (41)BRT

I-4 from plant city to down town, limited stops

HCC Dale Mabry to HCC Ybor Campus OR HCC Express that connects all 5 campuses throughout the day

School buses! School buses! School buses! Traffic is dramatically less when school is out. 100s of thousands of cars clog the roadways when school is in session. Why would you spend one penny on a commuter bus that is half full. When you have 100s of thousands of students who would happily ride the bus? Every school bus takes 50 cars off the road!

Bearss-Ehrlich BRT

Bloomington Ave, Brandon

56th St - Temple Terrace

Riverview to USF

Lithia (Fishhawk sports complex)-Riverview-Ybor-Downtown-MacDill

How about something on us 41. Apollo Beach. Ruskin

Expand the roads coming from east (FishHawk) to downtown and stop building new homes in this area

BRT along I-75

none

Plant City-Ybor BRT

CYPRESS

I-75 south Riverview, Ruskin, Sun City Center

Kennedy Blvd

FishHawk-Downtown-MacDill BRT

Westchase to Downtown

Around Plant City area, especially to HCC - Plant City Campus

Lumsden needs to be 4 lanes to Miller road, valrico needs signals to slow cars to turn, big backups

Fowler and Temple Terrace

Refuse to take with those nasty, rude unionized HART drivers EVER

Fletcher

Bloomington Avenue

something for palmetto beach..please / adamo drive

apollo beach, Gibsonton, palm river, US 41

Don't forget those on us 41. Ruskin, Apollo beach, Gibsonton, palm river

None of the above. Prefer Managed Express lanes on I-275 with Express bus service.

None of the above

We need to invest in adding capacity to our roads, technology & not costly transit.

Lakeland to Tampa

Nebraska/Florida Ave - Downtown

ST R 674 - US HWY 41

RTE 301 South County to anywhere. Bus service is horrible

None of the above if BRT is a dedicated lane that reduces options for cars, or if it is a fixed guideway.

Temple Terrace

Bloomingdale Avenue

None of the above - Not Applicable to my needs

Tampa Heights MacDill AFB

Fowler Avenue

Lutz/land o lakes; Wesley chapel

Fletcher from Dale Mabry to USF

Plant City to Brandon Mall

Bridge from Ruskin-Apollo Beach Area to Tampa "Bay" Area.

Fish Hawk to Macdill

Downtown to TIA

A connection between Riverview, Downtown and USF is important. Especially with the continued growth.

Memorial

BRT Causeway Blvd to down town

An actual commuter rail. Buses are not the future

Don't build TBNext

Riverview

Brandon to airport

Valrico/ Lithia area bypass to downtown

I don't see any benefit to this over the present bus system.

None

Brt service to Pinellas county

Briton Eliza to west shore maul direct

Lithia/Fishhawk BRT

Fishhawk

Big Bend and 301

I cannot think of any bus route I would ever use. Please focus on road improvements.

21st ruskin

direct Brandon to Downtown St. Pete

Columbus Av or MLK - Also 40th St, and Himes instead of Dale Mabry, and the Veterans Expwy

Bell Shoals to Bloomingdale to downtown

Sheldon and memorial highway

14th Ave

I suggest that the people from Wimauma need with the transportation. If you add 2 stop in this routes like Sun coast in Ruskin and the WIC offices. I work for a states offices and i can see the help they need a lot off pregnant mother can made it to there appointments because of the bad routes of transportation and no sidewalk here between Ruskin and Wimauma. I think we need to priorities this two cities. Thanks

US 41 South BRT

Riverview and South Hillsborough need more connection to Tampa, not just to Brandon mall. Route from Riverview to Temple Terrace or Downtown?

Plant City

Big Bend RD and I4 entrance/exit ramps

41N into downtown Tampa

41 N to downtown Tampa

Airport (TPA to Hillsborough) & Airport (TPA to Downtown

Have you considered "Slug Lots" like what is frequently used in Washington D.C. by many professionals who live in the suburbs and use the "slug" lines to get to work in prominent areas of the city. It's a very, very popular method for commuter transportation Please see this website: <http://www.slug-lines.com/>

US 41 to downtown serving Ruskin and Apollo Beach ? or Fish Hawk to MacDill AFB?

Big Bend Blvd.

US Highway 301

US 92 to Plant City

US 41 South - Apollo Beach / Ruskin

Ruskin/South Shore

Restore north Pinellas connection

Airport to Downtown

Bus isn't practical in Florida/Tampa for most people.

Anything in Plant City to get to Tampa proper.

Downtown to Westshore/Airport

Sheldon Rd., Van Dyke, Lutz

citrus park

Central avenue & MLK

None. BRT is a poor idea

Kennedy Blvd BRT

56th

East lake Road

I-4 Plant City to Downtown

Any lines serving USF should include Temple Terrace where a significant portion of the USF population lives.

Lutz

Westchase/ Town & Country Area to downtown

From Northern Pasco County to Airport

I have no interest on getting on a bus to go anywhere.

Plant City to Downtown Tampa

East Tampa, Wimauma/Riverview

A Rapid Transit running at better intervals between Ybor Channel District and the Westshore Airport area.

SR 674 WEST

I would like a SunCity, Riverview, Brandon route directly to USF

how about some loop system that you can change lines on that takes you around the city.

Bruce B Downs - Dale Mabry (via Bearrs or Fletcher)

Mathog Rd Riverview to Rocky Point.

Kennedy Blvd

Airport to Brandon Parking Facility

Ruskin to Ybor City

Kennedy Blvd. BRT

Fletcher to Morris Bridge Road to Circle K-absolutely no public transportation out here

Nebraska Ave BRT

Kennedy Blvd

Florida ave

Mango to Raymond James Stadium via MLK Blvd

Pinellas to Netpark Express (2 - Clearwater & St Pete)

A route that connects South Tampa, including MacDill AFB, to downtown tampa.

75S from sun city center with stops in Apollo beach, riverview, brandon, directly to fowler/USF telecom area and south from Wesley chapel to same area.

MLK from Tampa to Plant City BRT

Sheldon Road BRT

US-41 downtown

North dale mabry (North TAMPA) to south TAMPA, GANDY

I4

A line to Hyde Park/TGH area

We need rail, not busses dressed up like rail. That's the route.

Boulevard project

301 and Faulkenberg in Riverview

Train rail from Ruskin to Union Station

Please stop ignoring the rural part of the county . The transportation tax was promise for the WHOLE county

Trains????

Route 200 to Pinellas,
weekdays, Express Bus

Gandy Blvd. to Pinellas Gateway

56th/50th St.

Temple Terrace/Downtown

I-4

S Tampa Manhattan/ Henderson- Downtown

Ybor - USF

Florida Avenue from downtown to Waters Ave?

Rail

Dover park n ride , valrico

75x

Seffner Florida needs access to bus routs to Brandon Mall and stops on Brandon blvd.

laughable

buses dont run the times or go where i need to go

Wimauma
Dr Martin Luther King Blvd E Tampa

Skyway

56th st

Sheldon Rd.

Big Bend Road

Downtown St. Pete to Downtown Tampa

Plant City- Tampa

Cypress Street, Westshore to Downtown

Citrus Park/Northdale to Westshore; or Citrus Park/Northdale to USF

Not a huge fan of bus transport...

New Tampa park n ride to Ashley at night for plays, orchestra etc...and back again at 11 pm

50/56th St BRT (one of the most used routes)

smaller buses more often

Wesley Chapel, New Tampa to Highland Oaks, Citibank, Sabal Park, HCC áreas. Express and local service. I think there is untapped potential in this area for vibrant and robust public transportation availability. Not enough is being done to actively shop the public transportation agenda in these areas.

SR 60 Limited Stop BRT: Gulf to Bay, Rocky Point, International Mall, Westshore Mall

USF/Heights to Beaches

Synchronizing red lights would help traffic tremendously

Veterans Expressway - 54 to Airport with stops at major exits.

How about NONE -- Bus "Rapid" transit is an oxymoron.

What you need to do is replace the large buses that only get 2-4 MPG and are only being used by 0-10 passengers at most with smaller ones such as a Mercedes Sprinter which can carry 19 passengers AND get 24mpg.

As a bonus, they cost 1/10th of a city bus, so you can easily afford more of them and service the routes more frequently. As a side bonus, it'd create more city jobs for additional drivers. One of the reasons I won't take a bus is sitting out in the sun/downpour for 30+ minutes waiting for a bus

MLK

Down Tampa to Plant City

SR 674 - Brandon/River Walk

Miller Rd. or Lithia Pinecrest Rd in Valrico

I-4 Plant City to Tampa airport

southern 301 to USF

South County to Downtown BRT

Citrus Park keystone

Hernando County/Pasco County line, maybe at SR41?

Cypress Ave BRT from DT to TIA

None

Highway expansion and new roads

downtown to britton plaza

East-West Connector, which would help commuters from New Tampa drive to and from downtown Tampa, Tampa Heights, WestShore business district, Tampa International Airport, etc., via I-275

I rode HART buses from New Tampa to downtown Tampa every weekday for more than a year. It was a terrible experience. I won't ever do it again. We need to relieve traffic congestion sooner rather than later by expanding existing roadways and building new ones.

Howard Avenue

Bloomington Avenue BRT

I-75 SOUTH BRT

No Bus "Rapid" Transit

Citrus Park Mall Area

SouthHoward to Downtown

SCC BLVD

Citrus Park to airport

Citrus park to down town

Buses generally have low ridership and slow traffic due to stops and merging into traffic. Funding should go to light or commuter rail.

75N to Bruce B Down and 75S to 301.

Big Bend/75

Ruskin-Apollo Beach-Downtown BRT

Don't waste money on buses. Every time I see buses, they are empty.

Only 2 lane roads in Keystone Odessa area adding turn lanes wold be ok.

Citrus Park to airport express

None - How does this plan help the Keystone area.

Riverview Hwy 301 Express to Downtown Tampa

Lithia/Valrico Area to Downtown

This will help connect us faster throughout Bay area communities.

Stop suggesting costly transit projects before fixing and improving our roads.

Express bus service using managed toll lanes on I-275 - win win for all.

Express toll lanes that can be used by transit/buses

Bus transit is not the answer!

Road widening and new road capacity is needed.

Pasco to USF

Gunn HWY/Race Track Road. We currently have no service although density has increased remarkably.

Ehrlich Road (Gunn Hwy East to USF)

Lithia Pinecrest Extension/Widening

I-75

BUs Rapid Transit is not a priority.

No Transit available in rural area.

Stay out of Keystone

Keep out of Keystone

Why not Plant City to Tampa

FishHawk to Tampa

BRT if there is sufficient proven demand for it!

Fishhawk

Hi speed train from Riverview to Tampa

Light rail from Brandon thru downtown to airport to st pete

Need a faster way out of Southshore... PLEASE!!

US41 Apollo
beach

Riverview to downtown

Downtown tampa to Airport on 275

Downtown - Westshore

Downtown - South Tampa

buy the csx tracks for rail

Sun City Center area to airport

Apollo Beach Ruskin Gulf City.. the forgotten Hillsborough

Apollo Beach, Ruskin, Gulf City...the forgotten Hillsborough

Need to have it go everywhere, make things better for wheelchair accessible, pedestrian.

None. BRT is not the answer to our region's transportation deficiencies.

No bus Rapid Transit

Downtown and USF has their own bus system. I enjoy riding the bus when I get the schedule down pack.

More roads and highways and an expansion of existing ones are what is needed now and will mitigate traffic congestion in the immediate future. Though mass transit is desirable for the distant and maybe intermediate future, more roads and highways and an expansion of existing ones in terms of vehicle capacity remain the needs of today and the immediate future.

South Tampa needs BRT from south of Gandy to downtown.

I do not support bus rapid transit. PLS spend \$ elsewhere.

South Westshore to International Plaza and MacDill AFB Dale Mabry to past Carrollwood. Bring back #36.

Does not impact me.

NA

Westshore South of Gandy / Manhattan Ave South. No enlargement of roads.

Smaller buses - like vans for airports, larger ones, do not have many people on them and slow down traffic cause they take to much time to move

Bloomington Ave

Reinstate stops from Line 4.

Us 41 South Ruskin

St. Petersburg area.

St. Petersburg area.

Focus on high capacity mass transit for the Urban Core.

Widen Morris Bridge Road as an alternate N-S route from Fletcher to (at least) County Line Rd or St Rt 54.

Big Bend 301

Citrus Park to Downtown

Fishhawk Blvd.

Fishhawk Blvd / Bloomingdale Blvd

Tampa/Florida avenues through the Heights.

Gibson to Downtown Tampa

Light rail

Tampa Intl Airport

Lutz BRT

tampa to clearwater brt

Plant City route

none.

I don't use buses

USF/BBDOWNS TO AIRPORT

Fletcher Ave

Revert the tax increase! I have a car and WILL NOT use public transportation!

Martin Luther King Blvd in Seffner

Build the Mass Transit building Hub off I-4.

4 lanes from 78 streey frpm causeway to Madison ave

Gibson Drive-Downtown

Nothing... Taking the Bus Sucks, unless you have no car you do not want to take the BUS...

Green way, All Day!!!!

Florida Avenue and Nebraska Avenue

Buses are theoretically great until you get on with the useless, vulgar and filthy. What's the guarantee that buses will have adequate protection and cleanliness

Lithia/Pinecrest ,also Keyville , Ft.Lonesome ,Sun City Center ,Ruskin

Veteran's Expressway with adjacent Park 'n Ride

MLK in Seffner

South Tampa / Macdill AFB

none

New '43 bridge from west end of Selmon CrossTown Expressway to the east end of I 375 in St. Petersburg, FL. A high winds resistant covered bridge, with a railroad bridge and bike trail incorporated.

No changes

We need train mass transit not more congestion on the roads. Trains should be the number 1 priority. Period. Get that set up then set bus set up to help people use that system.

Downtown to Airport

Van Dyke Road

Carrollwood

I-75 Fowler Ave to Brandon

The best way to connect Pinellas county to downtown Tampa and/other high employment areas

Downtown to airport

Connection to Lithia FL.

your question omits an important point: are these buses using existing lanes? Or are they taking away capacity they will sit idle for 58 min per hour? If the latter, skip this. If the former, rephrase the question so the priorities can be considered in context.

Clearwater Beach to Disney World Main Gate

Seminole heights area

Plant City to TIA

Sun City Center. Ruskin. Apollo Beach to TPA international then downtown

A train from downtown to the airport.

Sheldon Rd. to TIA

Brandon to Tampa Airport

Forget BRT. Light rail is the only way to go. Think TOD not sprawl. Take a long look at Portland, OR Salt Lake City, San Diego.

Westshore toward Pinellas

Morris Bridge

Multiple stops in new Tampa area

Cross creek and bbd area

investigate whether it would be less expensive to buy (shared) Uber rides

Memorial and Hillsborough About.

Veterans and Independents.

BRT is such a waste of money, I don't care how nice the bus is...if people don't ride them now they won't ride them after. What we need is light rail. What we need is the multimodal transit hub we were promised on the land of the current Charleys. What we need is light rail from westshore into downtown. A great location for the central hub to tie everything into would be the huge asphalt parking lots on Kennedy that they picked up at a steal and I'm sure would gladly sell for a nice profit.

Pasco County to downtown Tampa

Sunshine Expressway from Rt. 52 in Pasco, stations at major interchanges. Would be quite "Rapid" with the Express Lanes too !

An elevated train system

Ybor to Airport

Lutz Lake Fern Road

Bayshore boulevard around south Tampa

Plant City limited stops to airport

Town N' Country BRT

How about something in the east area, like Dover and Plant City?

674/Sun City Center

Regular service from Brandon/Valrico to South Tampa/MacDill

Bloomingtondale to downtown Ybor City

MacDill AFB to downtown

Fix our roads!!

Veterans Expressway BRT

Big Bend Rd, Riverview

USF-Downtown Tampa-Tampa Airport

Anywhere south county to anywhere else in the county

Zephyrhills to USF

Kennedy Boulevard

Kennedy Blvd

Lithia Pinecrest

I75 north from Bloomingdale to Fletcher

Alexander st Reynolds st James redman st

None

I would like to see a better Ruskin route.

Don't know what you are referring too with BRT. NO TOLL ROADS AND NO PAY EXPRESS LANES

Please look at bloomingdale ave from 301 to Lithia pinecrest. Also something has to be done with Lithis pinecrest from hwy 60 to fishhawk

I'm not looking for bus service. With the high property and sales tax paid the roads like Lithia Pinecrest should have been expanded over at least 10 years ago. Another option is to further expand the Selmon Expressway to end in the Fish Hawk area. The excess traffic is a significant risk to public safety and frankly are a result of poor county planning and waste of funds spent in other areas. Public buses are not the answer.

Gibsonton/Riverview and south shore area

Dale Mabry Lutz

Plant City to Tampa route

bloomingdale ave, FishHawk Boulevard from Lithia Pinecrest westbound and southbound

anything to/from the airport

FishHawk Ranch and surrounding areas. Very congested with traffic. MART serves the area on a very limited basis

Highway 41 in Apollo Beach / Ruskin. This area is growing tremendously and traffic is building

Plant City, from Brandon to plant City or plant City H C C college to areas surrounding areas

SR 674

Wimauma East is not included

What about Wimauma not enough said, we need it the most.

To Airport Also

Fishhawk, riverview. Takes over 2 hrs to get downdown if there is an accident anywhere in brandon. Fh has only two single lane roads out which causes huge backups trying to get to work.

Seffner parson to windhorst to Kingsway

Seffner connection to Brandon

1. S674 Road, transit should come down main coridor of 674. East to West.

Bus Transport 674 Route & 301 Wimama & Sec.

Wimauma Ruskin ???

All places in Tampa. There are no Section 8 places in Ruskin or Wimauma for Seniors. I live in Ruskin & I'm living in a Section 8 place & the condo living are not good. I'm to move for a new lease by October 1 & can't find nothing. I'm a leader for the Wimauma community & I like living in this area. I'm retired and AARP member.

**SR 674 - 1st choice

Why not bring a stop on Hwy 674 down into Wimauma Railroad St / Hwy 674; consider US 41 South, Busch-Linebaugh - No

1. Add Lithia - Pinecrest Road

Add Lithia Pinecrest needs to be widen to 39.

Florida, Nebraska, Howard, Armenia

Fishhawk Blvd to USF

Fishhawk Blvd to HCC Brandon

Fishhawk Blvd to Brandon Hosp

Fishhawk Blvd to Tampa Gener

Fishhawk Blvd to Brandon Mall

Highway 41 from Lutz

Fishhawk Blvd

Reinstate Route 1 on 22nd St.

Florida Ave

The rest of county ;stop giving everything to TAMPA

South shore to city

Bloomington ave

Anywhere in Plant City BRT

None

Lithia Pinecrest

EVERYWHERE! How about we get that train and have busses that extend from every stop like the entire San Francisco Bay Area. We're very spread out. Everyone needs transit.

Route 60 should be a major connector from Valrico to Pinellas county. Brandon blvd should not be separate from downtown east west access.

Projects

Participants were asked to indicate whether each project should be a priority. 1 indicates yes, 2 indicates no.

USF New Tampa Temple Terrace	USF New Tampa Temple Terrace - Comment
	Do you mean the entire area? This is not a project per se, but a district
	With the USF campus, the VA and Advent Health, in the Temple Terrace area you would think that all street would have sidewalks and street lights by now. The priority of the transportation decision is totally backward and out of sync with the users.
	Too much money for widening, look at innovative intersections
	It would help to know what the plan is
	all of the question on this section....WTF????
	More roads means more congestion. We need public transit
	West Tampa and Main Street/ N. Blvd
	Widen bears to veterans...new tampa blvd to sunset
1	very much needed, please keep safety in mind too, but yes widen it, more lanes, good for everyone
	It should be a priority to turn this into a walkable community, equalizing access for this lower income
1	neighborhood and taking advantage of the population and energy at USF
	This is another area that expansion greatly outpaced the infrastructure. Fix it for what is there now.
1	Don't let it expand more just because there is more infrastructure.
1	East-West Connector between New Tampa Blvd. and I-275.
	The widening that should occur on this would be Fletcher from BBD to Morris Bridge.
	The other locations listed only seem to be impacted during peak times.
1	Widening New Tampa Blvd. would have an adverse impact on the surrounding neighborhoods.
1	But only with increased bus service. It is already too wide for a pedestrian heavy area.
1	It would drive traffic when the hospitals and the university come and go
	Design dedicated (clearly separated from traffic with barriers or curb/grass) bike lanes so that people along Bruce B Downs and Fletcher can get to USF by bike. This means bike/pedestrian overpasses are needed at the I-75 on and off ramps.
	Include a separated, dedicated bike lane on Fletcher that connects to the Trout Creek entrance of
1	Flatwoods Park. Pedestrian/bike overpass needed on I-75 on/off ramps at Morris Bridge Road.
	Shut down and make life easy on us. USF/New Tampa best plan you can't cut lanes on sligh and
1	expand sligh.
1	Provided adequate, separate bike and pedestrian facilities are included.
1	Widen bears from sheldon to bbd
1	East-West Connector between New Tampa and I-275
	We need public transit expanded here! Fowler Ave bus from Fowler + Nebraska to 56th would be
1	amazing!
1	all the building in Pasco county is leading to more commuters from Pasco driving into Hillsborough
	With usf, health, the VA and hospital & living there are lots of people and walkers and bikers. The
1	commute is awful and stressful.

1 USF is horrible. One simple solution on top of what is provided. TIME THE STOPLIGHTS. It will resolve 95% of your problems.

1 The rapid growth and development has caused a strain on the infrastructure.

Multiple bike trail area

1 Widening morris bridge road

1 very congested at rush hour

1 we need to build more lanes around USF- VA and other community needs

1 This area is heavily congested and with USF growing/ more housing going up its imperative to have smooth tragic flow.

1 Yes to widen Bearss (and fix the BBD/Bearss intersection); No to widening New Tampa. Yes to widen Fletcher.

1 The congestion around USF creates significant commuter stress for me. - Especially Fletcher from the 175 off ramps all the way to the Bruce B Downs.

1 Widening the congested major thoroughfares is costly and takes too long. Other solutions should be considered such as convenient bus services

1 Need to find other solutions like mass transit including trains.

1 Synchronize traffic lights from Bearss to /Bruce B. Downs to Hwy 52

1 Fletcher Ave from Florida ave east is ridiculous! I support that it's a neighbourhood, but the back up is CRAZY! The senior zone only contributed to the delays

2 Stop widening roads for more cars and put in more public transit (trains w/ bus connections to get people where they need to go) without destroying more natural habitats! Every time you finish widening a road, you have to start widening again. Do something different! Plan for MAJOR growth.

2 Widening these roads will only encourage further congestion. Folks who buy property in these areas should see the congestion problems before they move in, and we don't need to pave paradise to make more room for their cars. Building express transit lanes or even rail service could help convince folks to get out of their cars for their daily commutes.

2 Stop widening, stop sprawl, provide multimodal solutions

2 What specifically?

2 this will only create more traffic not solve the traffic problem

2 Fletcher at USF is constrained. County study years ago showed it was impactful to the university which exists on both sides of the Rd

2 Very much needed can wait just did construction not long ago

2 Please ensure road and sidewalk environments are enhanced in under-served minority neighborhoods around Tampa before widening.

2 In the Palm River area, the UE-opening of the Maydell Drive Bridge to State Road 60 should be a priority.

2 I don't frequent this area so I can't speak to the current congestion - but again, I don't believe this is nearly as congested as the highways 275 / I-4 and the backup on the bridges that happens every day.

2 I've lived here for almost 20 years now, and they have ALWAYS been improving Bearss and Bruce B Downs. It doesn't work; more people just take those roads!

2 Need to discourage More cars on the road.

2 Stop widening roads

2 consider rail, mass transit instead of more cars

2 Rail! Transit!

2 Expressways needed in this area

- Traffic flow and mitigation techniques should be explored before infrastructural changes. Road widening rarely solves congestion problems and makes streets less pedestrian-friendly.
- 2 These are already some of the most treacherous routes for pedestrians and bicyclists in the county.
- 2 Further widening them would simply increase the annual death toll on these roads.
- I am a cyclist and ride around this area to commute to work and school. It is anxiety-ridden enough riding around cars in the bike lane with the current number of car lanes. Adding more lanes will make it practically impossible to safely cycle around this area.
- 2 Do not widen Any roads to six lanes
- NOOOOOOOOO! Give us public transit in this area and then not everyone has to drive. Have an option that runs all these places and to and from USF - the answer to everything shouldn't be "just widen the all roads"
- I'm a cyclist that rides most of this area daily for my commute to work and school. It is anxiety-ridden enough having to deal with the traffic on Fletcher, adding lanes will make it impossible to feel comfortable cycling around this area.
- 2 Add more service on 41 in Lutz
- 2 Focus on transit first.
- Makes a unsafe area for pedestrians even less safe for them. Money should go towards pedestrian improvements, not adding lanes that will allow cars to go even faster.
- 2 Don't widen roads. Invest in transit/bike/ped.
- These areas are high pedestrian traffic areas, Fletcher especially, and making it 6 lanes will decrease safety
- 2 Widening roads increases pedestrian injuries and incentivises car usage. If you have the corridor space use it for dedicated transit options.
- 2 6 lanes are very dangerous for pedestrians, increase VMT, and do not create a walkable, quality urban environment
- 2 Already dangerous enough for USF students commuting via bike.
- Why widen roads? Not sustainable and environmental and quality of life detriments are too great. Use buses, light rail or mass transit. Wider lanes is just a band-aid for the problem. NOT a well-planned solution for the future.
- 2 More lanes = potential for more traffic, but not necessarily helping the flow
- The congestion only occurs during peak hours. In non-peak, people speed down this road like a raceway (ie: 90 mph fatal crash last year near Rain Tree). This will induce demand and make the road more dangerous. We need complete streets here. We really need a rail stop here. This will get cars off the road and truly decrease congestion.
- 2 This is a prime example of poor planning. Way too much development was allowed in these areas without proper roads. The existing roads all funnel traffic onto one or two arteries, causing major congestion. Instead of widening the congested roads, widen or build parallel roads that can be used to go around the problem areas during rush hour or traffic accidents.
- 2 No widening!
- this area Suitcase city. I see traffic due to Population and Attendance to USF. You might as well widen Morris Bridge road north to hwy54 before. this
- 2 how much more can we take in this area which is ALWAYS under construction. make usf pay for it
- 2 protected bike lanes please. That will cut down on the traffic.
- 2 Yes to new roads, but no to widening existing
- 2 NO SPRAWL building, wider roads is not the answer

- 2 This area is already so unsafe/dubious for pedestrians, the last thing I'd want as a resident is more lanes added everywhere. Alternative transport solutions to cars in the USF area would be vastly preferable.
- 2 Stop widening roads and invest in transit/walkability/bikeability
- 2 We need to think of ways to simply get more cars off the roads. Better means of Mass transit.
- 2 No widening of roads! Get with the future! It's car free!
- 2 A train would be best. Widening wont help.
- 2 No new lanes!!
- 2 Should be done, but not a priority

**Airport
North
Westchase
roads**

Airport North Westchase roads - Comment

- 1 Airport traffic creates a domino effect everywhere else. Agree with prioritizing this.
This might help alleviate 275 traffic from outer suburb commuters to downtown/south
- 1 Tampa/Brandon
Linebaugh needs to be widened all the way to OLDSMAR and turn lanes added. I would suggest a partitioned road. I don't think Anderson road is a problem. Maybe widen Henderson.
- 1 If these routes can be used as alternative routes, they should be planned for multi-modal transportation (bicycles, mopeds, BRT, etc.)
- 1 Linebaugh can be easily widen, also look at intersection improvements at Anderson and Linebaugh
- 1 please widen roads, very much needed with current growth.
- 2 Stop widening roads
- 2 light rail please, light rail please, light rail please, light rail please, and bicycle protected lanes.
- 2 This will induce demand bringing more cars on the road. It will not relieve congestion.
- 2 Need to discourage more cars on the road.
- 2 Stop the sprawl, I live in Westchase, the Linebaugh widening is ridiculous!
- 2 Yes to new roads, but no to widening existing
- 2 Linebaugh must not be widened.
- 2 Add transit options.
Not a priority at the moment. Many of the roads are also used by out of county travelers. Better
- 2 pedestrian improvements though.
- 2 Don't widen roads. Invest in transit/bike/ped.
- 2 More roads just lead to more congestion
- 2 The focus should be on light rail, not more cars.
- 2 No widening!
- 2 Roads wide already and other transit options should relieve congestion
- 2 STOP SPRAWL, widening is not the answer

Interstate Expressway toll lanes	InterstateExpressway toll lanes - Comment
	STOP MAKING IT EXPENSIVE TO DRIVE HERE. Work on mass and rapid transit. Don't use penalties for the middle to lower class families who want to make the most of where they live.
	I-4 is an issue from Tampa until past Plant City. You have major issues in the morning heading east starting in Plant City. I drive this almost everyday and it is a cluster until you pass McIntosh. Seems to me the turn is too sharp in several areas causing drivers to hit brakes and comes to a crawl. What you are suggesting may help in the afternoon, but I-4 needs more lanes.
	This is a MUST to keep Tampa moving with all new traffic in the area. Should build more as this is completed the need will be greater- Build more lanes.
	NO MORE TOLLS. Hillsborough County will soon tax or toll the air we breathe!
1	Jury is still out on whether these interstate toll lanes will pay for themselves.
1	This is the biggest priority. I-4 around the Dover area is a congestion nightmare, especially traveling
1	westbound
1	toll lanes should remain the same price at all times. Paying for a toll is not something everyone wants to do, so there will be less people using toll lanes compared to general purpose lanes
1	The daily commute on I-75 North from the Gibsonton, Brandon, and Riverview areas is a disaster!!!
1	Please, please fix this!
	Interstates should NOT be toll roads
1	Fix the interstate exchanges and widen where NEEDED
1	Use money from I-275 tolls to improve existing infrastructure for all and rely less on gas tax fund.
	While I realize that the variable tolls for express lanes are popular with planners right now, they seem counter productive, in that people will avoid the tolls unless they have a high disposable income. It
1	seems that variable direction express lanes would work better.
1	This should be the top priority of all. The I-4 cluster / downtown traffic is the worst. Having relief and making it easier to drive will impact many people.
1	if it is lanes and not lane, the veterans express lane is a joke, need to offer no tolls for vanpool and car
1	pool over 3 passengers to really reduce traffic
1	Yes!! Train and bike way projects won't cut it. The greater Tampa area is not dense enough.
1	Yes, but minus the higher toll during rush hour. Just keep it 1 standard amount.
1	Interstate lanes
1	Highway congestion is the main problem!
	Express lanes are great! Research shows all income levels support them as they can choose when to
1	pay more to get somewhere faster.
1	I support adding FREE lanes to I-275 and I-4 as well as improving the interchange.
1	No toll
	Improve spaghetti junction: (I-4&275&selmon)
1	not so interested in more tolls, just better vehicle flow.
	We already pay high tolls... paying higher during busy times is just nonsense. If someone is willing to
1	Pay the toll in the first place, they should be benefiting from these and Hance meant's automatically
1	Think 1-4 and 265 should be widened, however disagree with the toll lanes. Should add light rail
	Make 275 SB exit to I4 more than one lane! This is the absolute worst traffic situation I know in
1	Tampa.

1 We shouldn't need toll roads everywhere. What are you doing with the tax money allocated to fixing this?!??

1 This is absolutely needed.

1 There is only so much space. There is only so much money. Please use tolls. Please add variable tolling. Please build the roads that are possible. Please add BRT in those lanes. Please make it so I don't HAVE to drive across the bridge - none of you planners are making it possible (nevermind EASY) for me to NOT drive to my Westshore office. Think about the EMPLOYMENT centers. Westshore, Carillon, etc.

1 Will this fix the 275/I4 interchange? This is the biggest problem I can see, especially with the expanding downtown.

1 I know there's been a LOT of criticism of so-called Lexus Lanes, including the potential for displacing some inner city properties. But how about we, at least for a moment, set aside the politics and do an honest value equation. Would there be sufficient relief of traffic congestion AND sufficient revenue to justify a proposal that, at least on paper, seems to make real sense.

1 Anything to relieve congestion on I75 and I4.

1 BRT Transit would be preferred instead of more toll lane.

1 Please widen and improve major roads, provide services for the hundreds of thousands who use them, not the few who complain. New lanes/tolled lanes improve quality of life. Yes please do this

1 Add lanes, do not add tolls or limit entry points as it will cause more confusion on roads that are already confusing with deadly accidents

1 Please stop adding projects when there are many more which exist for years.

1 ONLY IF these are additional lanes - NOT at the expense of existing lanes

1 There need to be more lanes. Not just changing existing lanes to "toll" lanes.

1 More lanes with no toll. I thought we redid 275 withing the last 10 years. Let's do it right this time.

1 I want to have toll lane lanes from Pasco to downtown. Traffic is horrible. I want a CHOICE.

1 How about a little common sense in interstate design? It makes ZERO sense to add lanes but keep exit lanes at only one lane! That's what creates the bottlenecks. Also, who in the world thought that exit lanes and entrance lanes should be in the same exact 300 ft lane??? For example, Big Bend and I-75...The "Crosstown" was "SOLD" to Hillsborough County residents as a TEMPORARY toll. You people are taxing/tolling us OUT of Hillsborough County. A RESOUNDING NO to additional tolls! Put the EXISTING road tax dollars where they being. Cut out 50% of "supervisor positions" and that will be a good funding start.

1 Yes to lanes no to tolls

1 Please do this. I will pay for this! Great idea.

1 Tolls can help pay for maintenance and encourage alternative transportation. Widening is not recommended. Traffic flow should be evaluated before increasing capacity.

1 Provides motorists another option in order to decrease the volume of traffic due to more people moving to Brandon/Riverview/Sun City Center/Fishhawk.

1 Must have at least 2 lanes in express area to be effective, as single lane gets backed up, defeating the purpose. Also, MUST include additional lanes from 275-S onto I-4 eastbound ramp. Single lane is a disaster!!

1 All of i-275 should have new lanes added. Why are there no solutions listed to improve I-275 south from bears ave?

1 Do not raise toll

1 The I-275 and I-4 intersection is consistently ranked as one of the deadliest places to drive in America every year. Something needs to be done to make it safe. The Congestions caused by the single lane to

get onto I-4 is ridiculous and causes all sorts of traffic problems and accidents. People drive like maniacs trying to cut the line to get onto the I-4 ramp from I-275. It's extremely dangerous.

1 MAJOR Priority. This area is a disaster.

1 If we have to use toll lanes, this is at least a free market solution.

But please do not increase the toll at rush hour when we need it most!! That's not necessary for those who live and work here and provide tax dollars because we live here and need to make a living. Provide better routes like this so people who work here can have a better life to make the city better

1 without going broke to get there!

1 Terrible traffic. Exchanges are horrendous.

1 Major problem area

1 yes, moving people in and out of downtown faster will encourage growth

Toll lanes discriminate against low-income individuals. Though I would benefit from them, I do not feel that this is the proper direction for our community. I would prefer to see a wider variety of mass transit options (rail, increased bus routes) that would offer individuals options other than one more road or lane for more cars. I would ride a train from my home in Plant City to work in Ybor everyday if this were an option, and I would not mind if the cost matched that of a toll lane because I would like

2 to be able to relax during my commute.

What is needed are elevated express lanes from I-4 to an over Kennedy Blvd. That would relieve some of the Southbound traffic that wants to bypass downtown Tampa and takes the current botched Eastbound I-275 interchange at Kennedy out of the picture. 4 lanes to 3 thru lanes and two Kennedy lanes.

2 NO! We don't need any road expansion, period. Supply drives transportation demand. Increasing supply will increase our traffic problems.

2 This plan will not reduce congestion, may actually increase traffic and driving hazards, and is fundamentally unjust on several levels. ALL taxpayers have already paid for the interstate—let's not carve off parts of it for the exclusive use of the economically advantaged.

2 Automation will eliminate the need for traffic control in 25/30 years. It is shortsighted to focus on highway expansion when rail and rapid transit are obviously more effective.

2 need to focus on transit and other options of transportation, not adding lanes

2 NO expansion of I275 into neighborhoods!!

2 No toll lanes. We don't want to turn into Orlando with toll lanes everywhere.

2 Above all else maintain current infrastructure and add modes to entice commuters to take means other than car. Expressway additions and interstate widening will never keep up!

2 Why do we always have to pay more to receive better service.

2 you would have to fight traffic in the travel lanes to get over to the toll lanes. Unless you're going past the Tampa area it wouldn't be useful.

2 Dismiss this project immediate, along with any further widenings. It's not a solution.

2 The example of Los Angeles is great to portray exactly how widening highways just makes the issue worse—this would be a total waste

2 Toll roads should not be prioritized at all. Increasing access to public transit, that being rapid bus, high speed commuter rail on 275, and a commuter water taxi should be prioritized.

2 This is a bad use of money and will not promote sustainable growth in our county. We need to expand light rail to these areas to make our community more attractive to young talent. Expanding highways and encouraging highway use is not a good way to attract top tier companies and young talent.

2 Need mass transit before widening any more of the major arteries

2 Stop making more traffic!!!

2 Not equitable. Poor people would not have shorter drive times

2 More lanes isn't an answer

This project is incredibly ill-conceived. The people have stated clearly that they oppose it, time and again. It cannot achieve its ends. Consider the health of the children near I-275, high rates of breathing problems. Consider that Lexus lanes only increase traffic for the rest of us. Consider that building wider roads depresses property values permanently and destroys neighborhoods.

2 I would worry about this project having a negative effect on vulnerable communities, particularly low income and/or predominately minority communities.

2 HOV lanes! please consider.

2 Dedicated HOV and bus lanes on 275/75/4 would reduce congestion long term, no more toll lanes.

2 Hell no. Don't widen roads. Invest in transit/bike/ped.

2 There should be no interstate lanes or expressway lanes near downtown.

Will increase sprawl when what we should be doing is encouraging higher density development, transit use, etc. You can't build your way out of congestion. Variable pricing tolls will create "Lexus Lanes" that only benefit affluent motorists that don't care what they have to pay; lower income people will not be able to benefit and will suffer with more congestion and diminished transit as the region becomes even less transit-accessible.

2 Not at all. The tolls do nothing to ease congestion and destroy, even further, neighborhoods.

2 Do not support tolls on existing highways

2 Rail would lessen congestion for interstate and toll lanes.

Adding toll lanes will only provide a slightly faster lane for wealthier commuters. Given growth projections, I doubt we could build enough toll lanes to accommodate the traffic overload.

2 No more toll roads if we can help it

2 This shouldn't even be a consideration.

2 Stop with the excess tolls

2 They will just dump out into clogged traffic and back up too

Selmon isn't congested now and already has a high toll and more lanes than I4 & 275. You need to fix that whole I4/275 interchange DT. Absolutely insane all the merging and lane reductions there! How about an upper deck like Selmon that has a single DT exit starting around Ybor and ends at the bay to get through traffic out of that disaster zone?

2 I do not support land expansion (toll or otherwise) west of downtown or north of downtown until transit has been built.

2 I'm sick of paying tolls to solve our congestion issues. LITE RAIL

2 There are sufficient lanes or surface road alternatives to support in-town transportation. Alternatives for people that

2 No toll roads. Encourage use of fewer cars.

2 NO WIDER ROADS! Study after study shows widening roads does not cut down on congestion. Wider roads mean more cars and more congestion.

This project has been publicly challenged multiple times on the basis of environmental justice and environmental racism. Changing the name to disillusion residents is a gross injustice to the vulnerable populations that would be displaced by this project for the benefit of capitalist consumerism.

2 NO toll lanes!!

2 This is a terrible idea and should be dropped from this survey.

2 No, No, a thousand times no. No toll lanes on roads we paid for.

2 Spend the money on LIGHT RAIL please.

2 NO subsidizing those that choose to live in rural areas at the price to local communities - SO WRONG!
More lanes induce demand and do not solve traffic problems. This will add confusion. It will also only benefit the people who can afford to pay the tolls and blow through downtown on their way outside of Hillsborough county. This furthers inequality. What about all the low wage service industry workers who work in downtown? I oppose this.

2 Toll lanes are not an equitable option.

This is the worst idea and should be discarded. There is no point to toll lanes except to increase sprawl, which is a bad investment and makes us a less desirable community

2 NO TOLL ROADS! Add a lane if you need to, but everyone should have the same access, rich and poor. Express lanes are no solution. Miami is a mess. All places I have been in Europe don't need express lanes. Why? The secret solution ;) is public transportation. In the city (tram, bus) with regional (commuter trains) and state-wide (high-speed rail) connections at appropriate frequencies (city: high like every 15 min; regional: medium like every 30 min - 1 hour; state-wide: lower like every hour or every 2 hours).

2 There should be no toll lanes or roads anywhere. They discriminate usage to those that can afford it!

2 Stop all toll options!

This project has been publicly challenged multiple times on the grounds of environmental injustice and environmental racism. Changing the name in an attempt to disillusion residents is a gross injustice to the vulnerable communities that would be displaced for the benefit of capitalist consumerism.

2 Research shows widening highways is expensive and doesn't reduce traffic. Need alternatives to get around in-town, like light rail.

2 No tolls.

2 AVOID ALL TOLLS & ESPECIALLY FLEX TOLLS

2 More lanes and more tolls are not what we need - we need PUBLIC transit options, especially in disadvantaged areas/communities.

2 I think adding lanes on I-75 should be considered, but not I-275. We need to stop encouraging sprawl development and wider interstates is not the smartest investment.

2 Absolutely not. Caters to only people who can afford it by hurting neighborhoods and the rest of the community.

2 Need mass transit, not additional roads

2 Absolutely No toll lanes. This is an easy way for the county to make money, but it creates lanes for people with expendable cash. More lanes for EVERYONE!

2 Caters too much to automobiles. Rarely see anyone in the tolled lanes on the veterans and why should we give sun pass more business after proving they can't handle what they have now.

2 Adding lanes usually does NOT reduce congestion, and this toll would be in effect regressive tax

2 Absolutely NOT. All this does is induce demand and lower ridership of any transit option out there, which leads to more congestion.

2 Toll roads are NOT the answer. They're exclusive to those who can pay. Mass transit and light rail are more sustainable and planning beyond the next 10 years of population growth.

2 This further incentivises the rich and hinders the poor. If you have the corridor space use it for dedicated transit options like rail.

2 NO NO NO NO NO

- 2 Horrible Idea. Yet another way to eat away at people's disposable income.
Something needs to be done on the Interstate system near Tampa, but express lanes may not be the way to go. Very controversial and ultimately may not fix the problem.
- 2 lets make up pay for congestion like the crosstown connector merging into i4 BOTTLENECK
If this is part of Tampa Bay Next, expanding I-275, I am very strongly opposed to this misguided plan that will bring much more harm than good to our city.
- 2 widen all. toll on I-275 and I-4, NO. Selmon or cross town extended across county
- 2 Blvd option needs required with tolled tunnel underneath
- 2 This is a HORRIBLE idea and hurts the poor!!!
You can take those tolls and toll roads and shove them up your arse! We pay far too much for road construction and transportation projects and get little in return. Spend money more wisely. Build for growth rather than keep playing catch-up.

The widening of I-275 in Tampa was a farce. All of that widening, but none of the choke points were appreciably modified. When an 8 lane highway goes down to 4 lanes (I-275 by the Howard Frankenstein), all of the widening in the world isn't going to eliminate the backup.
- 2 This is a mistake at its best and classism at its worst
Does the Selmon really need to be expanded? (I don't commute during rush hour, so I'm ignorant.)

I marked this as non-priority because I want to defer to Tampa NEXT project. If this is a vote for that project, count me as pro-priority.
- 2 Worst use of money!!!
We need to take induced demand seriously, stop wasting money on outdated methods, and protect our inner cities.

**Road
widenings
near rural
area**

Road widenings near rural area - Comment

With development occurring at a rapid pace in Wimauma, our roads are congested now - in 2045 we will be prisoners in our own town. I would like to see both 301 & 674 extended. We also need bicycle trails and walking trails.

Yes, but down in the Lithia area, not up here

Van dyke widening should be high priority

I don't know that area enough to comment

No extension widen roads within Wimauma - its only (1) lanes leading into & out of Wimauma.

1 Widen van dyke should be top priority

The areas just north in Pasco county, along 54, are going to create major traffic jams with all of the new housing developments. This should definitely be a priority

1 Paid for by developers, before the first home foundation is placed!

Traffic through here is ridiculous but only at certain times. Make the old road a toll road in reverse, pay people to use it at off times, to reduce their taxes each trip but taken when the roads are not full of commuters.

1 This should'nt even be a debate, this is NEEDED!

1 301 needs to be widened to Zhills

As long as Hillsborough County is letting developers build in these areas, there will be a need for road improvements.

1 Gas taxes should go to widen and add new lane capacity. I wish costs would have been included in Section 3 like they were in Section 4.

1 Widening rural roads gives Pasco Developers a free ride. There should be a regional impact fee for that.

1 Serious and deadly crashes occur on 301 regularly and congestion leads to dangerous situations. This needs to be an immediate improvement.

1 Essential in the West part of the county now. The east part of the county needs it as well as the next likely development area after Southshore.

1 With all of the ongoing home building North of Cross Creek, Morris Bridge needs to be widened - and soon. Bruce B. Downs won't handle all the North/South traffic from Pasco.

I don't know what traffic is like in these areas currently, BUT let's start widening roads BEFORE it's needed!

1 Also... let's LIMIT GROWTH and DEVELOPMENT until the infrastructure is ready for it. Allowing uncontrolled growth is making life miserable for all of us.

1 The roads around Keystone are in atrocious condition. An overlay priority is desperately needed in Crawley Road and Tarpon Springs Road. Also, bike paths are needed.

1 Include bike lanes

1 Van Dyke needs widening all the way from Gunn Hwy.

1 Regardless of where, if widening is needed, then do it!

1 Joe ebert needs widening and eroding on the edges. Bus parking williams and harndy needs more lanes increased building multiple housing community

1 very congested during rush hour

1 Need this on 302 especially.

1 Since people are moving out to rural areas more frequently, adding more lanes will help the flow of traffic get to those rural areas.

1 This is an extremely dangerous route. Vehicles continually cross double yellow lines, use turn lanes to pass and drive off the road to pass as well.

1 This road can be dangerous. Widening will dramatically reduce congestion and bring better visibility to this stretch of road. It is NEEDED!

1 Add lanes to rural areas before re-widening the urban areas.

1 It is alit of single lanes up this way !?!?

1 Widening rural roads gives Pasco developers a free ride. There should be a regional impact fee for that.

1 Yes but make it SAFE FOR CYCLISTS. The roads are great for recreational cycling, but it has to be safe (divided bike lanes, signals, signs, crossings, etc). Study rural Colorado roads and how they treat cycling lanes.

1 Widening Van Dyke Rd Must be a Top Priority, it is well overdue, with all the Churches and thousands of new residences in the area the existing road is obsolete. There are accidents along there near daily. Traffic is a disaster.

1 Band Dyke needs to be widened as do Gunn and Tarpon Springs Rd. It's way over due.

1 But also improve sidewalks and bike lanes with these projects.

- No to Lutz Lake Fern Road widening - will dump more traffic onto Gunn Hwy; Gunn Hwy cannot handle additional traffic.
- 2 Don't widen roads.
- 2 Acquire land/rights of way for widening but hold off on funding actual construction
- 2 This area contains too much forest and should be preserved as much as possible.
- 2 Anything which reduces congestion without widening the roads.
- I can't believe this is even being considered. Such a waste of money and resources. When it is desperately needed in other areas.
- 2 NO!!!! Is this serious?!? We have an epidemic in Tampa of congestion. Why are we even CONSIDERING rural roads?!??
- Widening rural roads is a prescription for SPRAWL construction & WORSE traffic. Builders add houses, malls & roads for farther commutes and more traffic. Run rail lines & Park & Ride lots. Or leave small roads so nobody has incentive to build in Hernando. Commute on Limited access roads.
- 2 Why are the majority of these options only prioritizing lane widening? Green trails should extend to other area throughout city - including East Tampa. CSX line cut through committee and would likely have to big or impact or community and displacement.
- 2 Leave rural area roads alone
- 2 It is proven that widening roads increases traffic. It does not improve congestion.
- This area is not heavily trafficed and is near Hillsborough's largest park. Therefore it should remain as untrafficed and quiet as possible
- 2 Leave rural Hillsborough alone
- The priority should be in the city. Those coming from the suburbs are coming into the city, so the city should be 1st, rural spaces 2nd.
- 2 Keep rural areas from urban spread
- 2 NO SPRAWL building! wider roads increase traffic
- The priority should be in the city. Those coming from the suburbs are coming into the city, so the city should be 1st, rural spaces 2nd.
- 2 Absolutely not! Protect our rural areas.
- NO WIDER ROADS! Study after study shows widening roads does not cut down on congestion. Wider roads mean more cars and more congestion.
- This is exactly what shouldn't be done. Rural folks don't want the nature of their neighborhoods changed and larger/more roads do that by increasing speeds, making roads unsafer, encourage more development. If there are certain intersections that are problems, fix those.
- 2 Road widening in rural areas should be avoided unless absolutely necessary.
- 2 Not important fr our county at this time and should not even be considered.
- 2 Don't widen roads. Invest in transit/bike/ped.
- 2 Definitely not
- 2 Preserve rural areas by not widening
- 2 People buy in Rural areas for certain reasons
- 2 Stop encouraging sprawl. The only people that benefit are developers.
- 2 This should only be a priority if the rural areas want it and it aligns with their community vision.
- 2 Other more high traffic areas should be the first priority. Impacting the largest volume of traffic first.
- Rapid development is causing the traffic problems. If widening the roads helps residents that live here then it should be done.

- 2 Wider Roads don't work. We need mass transit to stay economically competitive.
- 2 Need to preserve green space not add more cars.
- 2 More wider roads and more traffic encourages sprawl.
This will help Pasco residents come to Hillsborough during peak times. It will also help them leave the area faster, reinforcing the bedroom community lifestyle. How will this support the rural communities? This seems counter to maintaining the rural character of the area.
- 2 There is no usefulness in widening roads
law of congestion- adding more lanes just makes more traffic. widening a road is not going to fix this
- 2 county's transportation issue.
- 2 Need to preserve green areas.
- 2 stop widening and sprawl, provide multimodal solutions
- 2 protected bike lanes please.

Plant City new wider roads	Plant City new wider roads - Comment
	Have it connect to I75 as Selmon
1	Trust planners and needs of Plant City
1	Extending roads may be positive. Widening should be avoided.
1	that Selmon needs to be extended for the lakeland Airport We have a MAJOR highway congestion problem that needs to be addressed. I4 and I275 through Tampa (starting near Westshore mall and going out past Bearss ave has always been a big problem. And just because the road gets widened, doesn't mean more approvals for growth need to occur. We need relief for the existing structure and population.
1	please do this, good project, accommodate growth
1	These projects would be good not only for the local areas, but might also help provide alternative routes when I-4 gets backed up.
1	I-4 is terrible,.
1	PLEASE fix and widen Knights Griffin Rd.! It's getting more and more dangerous trying to avoid potholes and passing vehicles!
1	This area NEVER gets its fair share.
1	Yes to new roads, no to widening.
1	Small city but is growing with growth in greater Tampa bay area too
1	and safer for those who walk and bicycle?
2	Public transit on Alexander Street and in downtown Plant City.
2	Not right now
2	Depends on the desire of the community.
2	I live in the 92 area. Don't want anymore traffic diverter our way
2	Add frequent buses to USF Brandon and downtown. Get more cars off the road.
2	Plant city should focus on density not sprawl This is perfect opportunity to put Plant City into a public transit mindset, being between Tampa and Lakeland (both growing metros)

- 2 wider roads don't help with traffic. It only helps to build more houses & adds more cars.
NO!! You should widen I 4 before you do anything to these streets. There is no congestion and should
- 2 NOT be a priority.
just an over all comment on this section. I saw only 3 that dealt with anything other then roads. Very dispoited if this is what you feel is the priority and goes to show that you will manipulate the results
- 2 to get what you want to be the priorities.
- 2 Stop widening roads
- 2 leave rural area roads alone
- 2 Stop widening roads.
Road widening is only a short term fix. The focus should be to restricting development to urban
- 2 centers with mass transit.
- 2 I do not know enough about this area and the traffic to make an informed decision on this project.
Leave Plant City alone. I live in this area. We live here because we love the small town atmosphere. I
- 2 dont want development pushed on me.
- 2 Can't comment, do not visit.
- 2 stop the SPRAWL, widening roads is not the answer
- 2 Don't widen roads. Invest in transit/bike/ped.
- 2 This just perpetuates the existing problem. Plant City needs RAIL.
- 2 TOD stop connecting through to Orlando.
- 2 don't know
- 2 more construction GREAT means more traffic congestion while it happens, never ending
- 2 protected bike lanes please. That will cut down on the traffic.
- 2 Need to decrease cars on the road and have more mass transit like trains.
- 2 stop the widening and sprawl
- 2 Give them access to light rail between Tampa and plant city.
Keep the remaining rural nature wherever we can and don't encourage endless sprawl in every corner
- 2 of the county.
Plant City should densify, as it was historically a railroad town with a nice downtown, then connect
- 2 regionally with transit.
- 2 NO WIDER ROADS! Study after study shows widening roads does not cut down on congestion. Wider
- 2 roads mean more cars and more congestion.

I4 I75

**Interchange
area roads**

I4 I75 Interchange area roads - Comment

There is too much traffic on I-4 as it is, would this plan promote more?... I realize this is not up to Tampa, but a rail or alternate route to central florida should be considered.

Need joe ebert widing new homes and rode eroding

One more lane would be useless , an imperceptible change. Put in a train down the median.

1 Only add 1 lane. Inducing demand on trucking roads is risky.

1 This interchange needs to be redesigned with longer lead roads for the exits to reduce accidents from sudden lane changes at high speeds.

1 PLEASE FIX THIS!

1 Reducing Highway congestion should be the main priority.

1 Safety #1

It seems like there can be very affordable improvements made that don't require another lane being added. I would start making improvements that will allow better flow.

1 Always a mess...and many accidents caused by it. Please, please, please fix this!

1 this NEEDS to be done!

1 This becomes a dangerous intersection when people realize their only way to 75 is just one lane.

1 This would be my top priority

1 Exits on any roads must have professional engineering.

1 Widen MLK all the way to Plant City, Fletcher, Fowler, BBG add bus services also.

1 25 years this planning could be out dated. Look to the future of travel.

Malfunction Junction was "improved" a few years ago, yet there is still gridlock. Need to make more improvements.

1 Please do this one

This is the second worst junction in the county, behind the infamous malfunction junction at I-4 and I-275 and the Crosstown.

1 Only invest if acclimation of private property is minimal.

The current layout is ineffective and leads to many accidents. I would love to see this interchange safer and the improvements feel like they would accomplish that

1 Same as rural roads, must include pedestrian and bicyclist improvements.

Yes! This interchange is a nightmare. It can still be fixed now. Do it before there are too many developments and it's too late.

1 Yes, yes, OMG yes!

1 To help keep the flow of traffic ...interchange gets very backedup

1 The interchange has been a bottleneck since I moved here in 1973

1 I4 IS THE WORST. Please help.

Malfunction junction continues through decades of poor design! This needs 3 lanes of width in all junctures! Stop under designing these major roads!

1 extend lightfoot road to connect to I75 on/off ramp.

1 improve ramp from 275 onto I4- there is always a back up;

Please actually have the engineers look at the site prior to construction. There are so many areas that are poorly planned but look "pretty".

quit trying to make roads the solution for everything. Stop continuing to tear up malfunction junction and expect it to get better. If you keep making roads a priority you will NEVER solve this issue

2 Stop widening roads

2 Downtown is a bigger priority

2 This area needs BRT more than wider roads.

The language in this question is biased ("support job growth") and will, no doubt skew results in favor of a project clearly supported by those who commissioned the survey. It defies best practices and will undermine public trust.

2 Hasn't there been lots of work there already?

2 NO SPRAWL building, wider roads are not the answer

2 Let's not encourage induced demand. Adding lanes did not work in LA, Houston and many other cities.

NO WIDER ROADS! Study after study shows widening roads does not cut down on congestion. Wider roads mean more cars and more congestion. Why cut off historic neighborhoods from downtown.

2 NO!

2 I don't know this area

2 Extending Sligh is fine, but don't widen roads.

2 Don't widen roads. Invest in transit/bike/ped.

Expanded capacity <> reduced traffic. Basic due diligence shows we need a better long term plan than just expanding and building more roadways

2 Yes to new roads, but no to widening existing

Need to get cars off the road. Add more frequent buses and express lines from plant City to Brandon to downtown. Also to USF.

2 Adding lanes has been proven to not be an effective tool for reducing congestion.

2 We need not to encourage sprawl.

2 Adding lanes did not work in LA, Houston and many other cities.

This reads as hard rock cafe traffic. If Orient Road, start at Hwy 60 and widen north to Hillsboro ave.

2 make on / off connection to selmon at 78th street to points East.

get some out of state or out of COUNTRY engineers to design something USABLE. until you get rid of merging diverging lanes of traffic it will never get solved. orlando downtown i4 a disaster because engineers didnt bank the lanes for the speed of the curves!!! where are you finding the high school

2 drop out traffic engineers in florida????

2 Stop widening and sprawl, provide multimodal solutions

Bloomington Fishhawk roads

Bloomington Fishhawk roads - Comment

roads too narrow and not enough

This doesn't affect me so no thoughts either way.

Can't add lanes no room

I'm not familiar with this area

Create more grid in Brandon.

Slow down development and stop adding pavement.

All the roads in this area are ridiculously crowded. We've been promised road improvements for 25 years. Lithia pinecrest is a joke, considering how many people it serves.

1 Too much developing here. Roads cannot handle current traffic volumes. Must expand and offer alternatives.

1 I have no complaints seem like its getting better.

1 This alone will not solve the real problem which is US 301.

1 I've driven this and it's no picnic. Roads should have been widen before development.

I live in Providence Lakes and need to access Kings several times a week. What should be a 3 minute trip can easily take 15min, not to mention add to the extreme congestion on Lumsden/Causeway or

1 Bloomington. I often near my neighbors make similar remarks.

Also should consider adding traffic lights to some of the intersections in lithia pine crest as traffic

1 continues to increase ie: lithia pinecrest and hawkpark blvd

1 All new home builders should pay a tax to help with this project- so many new homes without the road capacity to move the traffic efficiently. Not to mention emergency vehicles are unable to move quickly in this area.

1 Need more work on Bloomingdale and 60

1 With more houses being built daily and new neighborhoods being approved by the county all the time, these roads need immediate attention.

1 Boyette/301 needs it much more than Fishhawk roads - so if you are including this in those roads then YES!!! I live 1 mile from 75S and it takes me 30 minutes in the morning to go ONE MILE. It's dangerous as well.

1 There is so much new growth in this area, too much has been built without considering the infrastructure. We need wider, better roads. We also need better walking paths or more importantly restore the school buses to these neighborhoods, too many children have been struck by vehicles since the school board got rid of the buses. We pay so much in taxes and even with that I would think people would pay for bus service to protect our kids.

1 lots of new housing developments around and no public transportation

1 Seems reasonable to extend road. Adding lanes will induce demand and not relieve congestion. Park and Ride stations should be added to reduce the number of cars on the road.

1 The traffic here is so awful at most times of the day

1 This has been an F road forever. I live on Lithia Pinecrest and I can hardly take a right out of driveway. Forget about making a left. Told over ten years ago that this road would be four laned.

1 Widen Lithia Pinecrest from Bloomingdale to at least Erindale, but it could be done all the way to Fishhawk. Also expanding Fishhawk to 4 lanes from where it ends now all the way to LP would ease traffic in the whole area. This should be a top priority.

1 Traffic is a major problem in this area and it is only going to get worse. Before housing and shopping is developed proper planning should be implemented

1 This area is over crowded. The builders should foot the bill for road improvement and the replacement of trees that beautify and cleanse our environment.

1 Bloomingdale needs to be widened before ANY more developments are built in this area.

1 As much Transport as possible to lithia

1 This area is a parking lot during rush hour. Homes being built results in more tax revenue which needs to go to local infrastructure.

1 Traffic is crazy here and even worse once school starts due to all the school zones. Lithia Pinecrest NEEDS to be widened.

1 Unbelievable congestion! With home growth down Gibsonton and Lithia Pinecrest.... the infrastructure isn't there to support all of the homes

1 I live on Lithia Pinecrest. I can hardly take a right out of my driveway. Forget about making a left turn out of my driveway. We were told over ten years ago that this road would be expanded to a four lane road. This road has been rated as F for too many years and not been resolved.

1 I live in this area.

1 We are now paying an additional 1% in sales tax and seeing virtually ZERO local improvement

1 Population has increased sharply but no transportation improvements. Traffic is at a standstill multiple times every day.

1 Too many homes being built. Roads cannot support increase in cars on roads

1 Roads are horrible and too much congestion. Please consider road improvements!

Rhodine Rd needs to be widened immediately! Not after the multiple thousands of houses are completed!

1 The intersection of 301/Rhodine is long overdue for widening!

I live on Lithia Pinecrest and I can hardly take a right out of the driveway. Forget about making a left turn out of my driveway. We were told over ten years ago that this road would be expanded to a four lane road. This road has been a F road for too long without any resolution.

1 Development continues, and the roads suffer. The commute for people is already a nightmare, and now there are more cars on the roads due to fewer school buses. It is a disaster.

1 Roads need to be widened from two to six lanes

1 These should have been built (by the developers) before the subdivisions were started (as they do in Fairfax County, VA).

1 What about adding lanes to S. Kings Ave to Lumsden? When the new apts are built (golf range) it is going to be a nightmare from Hwy 60 (Brandon Blvd) to Lumsden.

1 This is very needed!!

1 Bloomingdale traffic study must include the projected development of multi-family housing.

1 The county has approved so much expansion into this area and the infrastructure is insufficient

1 This area is extremely congested and getting worse by the moment!

1 Very congested

1 Stop the building permits and widen the roads, first!!

1 These roadways were inadequate 10 years ago prior to the building boom--road planning for this area has been not only poor but practically non-existent.

1 The charter schools cause traffic issues because children are not bussed. This should be considered before permitting this type of development.

1 We are so congested with no real alternatives.

1 In the two years we have lived in Valrico, the traffic has grown horrible. We live directly off of Lithia Pinecrest at Chelsea Woods. It is continuously dangerous to pull into and out of our street due to the traffic levels.

1 A North/South road that crosses the Alafia is desperately needed. Having only 1 N/S road between Lithia Pinecrest & 301 exemplifies the county's poor planning.

1 Lumsden and Kong's are getting new apartment complexes where once used to be and with the addition of the orthopedic institute and several medical facilities on 60 this is much needed.

1 You should have extended the Crosstown to Fishhawk years ago.

1 This should be a high priority. The area has become so congested with development and there are too few arteries.

1 Traffic is bad and roads are rough

1 Don't like the idea of Providence Lakes road cutting through subdivision, there will be lots of speeders in residential neighborhood, but like the others.

1 FishHawk Blvd and Lithia-Pinecrest Immediately!!!

1 Or you can stop building charter schools, low income housing, and churches to put a hold on people trying to move here. Just saying.

1 This whole area is a clusterf**k and should never have been designed the way it was.

1 gridlock in this area is ridiculous. consider bus route here too in the interim to run to schools so parent and child can ride together.

1 As communities extend into Fishhawk increased vehicle traffic will mandate that roads widen to accommodate the higher volumes of traffic.

Lithia Pinecrest should be extended first. As it connects the other which has at least 4 lane while LP doesn't. Any accidents on LP between Bloomingdale and Fishhawk makes traffic do a

1 Complete 180 which is not practical for emergency vehicles to get through.

1 The roads out in the Lithia/Fishhawk area are woefully inadequate! There are NO 4 lane north-south routes and traffic is consistently at a standstill in the area.

1 Yes please. Even during non-rush hour traffic is terrible.

1 I think these are already in planning/in the works, but need to be widened to service this population

There have been WAY too many approved construction projects (charter school, apartments, townhomes, houses, daycare, etc...) and the roads are still on the bottom of the priority list. Roads needs to be improved FIRST to accommodate all the new construction.

1 Families suffer when parents are stuck in cars for this long. Fishhawk, Lutz, Westchase need to connect to Tampa in a better way.

1 Blommingdale / Fishhawk Roads should be a top, if not the top. Priority as the area has been rejected for 20 years.

1 Bloomingdale is super congested. Start making larger, less congested roads (John Moore Dr. or Bryan, or McMullen connect to major roads such as thru to Boyette or Fishhawk Blvd. There needs to be more through streets. Safety concerns also with only one way in and one way out of towns and subdivisions. There should always be more than one way in and out of anywhere.

1 While some progress has been made, it's not enough. County is approving too many subdivisions and charter schools, which are severely clogging the roads.

1 Expressways needed in this area

1 The traffic in this area is ridiculous. The lights are not synched and this area has been neglected for too long.

1 Restore Florida seaboard rail for commuter rail or rail to trail

1 4 lane from 301 going east where all the development is, south of big bend.

2 Extend roads to make the area more interconnected, but do not add lanes to existing roads.

2 Definitely not. This would just encourage more development and we have had enough out there.

2 This is what developer impact fees is for, yet Hillsborough County doesn't seem to want to raise them. Developers make huge profits, taxpayers are left holding the bag.

2 Mass transit needs to fix this congestion. More lanes wont

2 protected bike lanes please. That will cut down on the traffic.

2 Fixed older already congested neighborhoods first. They have been suffering longer.

2 Utilize light rail.

2 don't know

2 Don't widen roads. Invest in transit/bike/ped.

2 Plain no. Roads should had been funded with impact fees, county failed to hold developers accountable. Any improvements should be last on this list.

2 Rail! Transit!

2 No, although providing them OPTIONS should be an option; they also need to figure out how to raise their own taxes.

2 Add transit options.

2 Yes to new roads, but no to widening existing

2 Extend Providence Lakes but stop adding lanes.

2 Haven't you ruined Eastern Hillsborough County enough by overdevelopment?

- 2 I don't think we should contribute to urban sprawl.
Do not expand roads, ESPECIALLY roads toward rural areas. It only encourages building in far distances; more houses, more people, more cars. It does not eliminate traffic, it NEVER WORKS
- 2 Durant and lumston are overwhelmed feeding traffic from valrico to brandon and then on to tampa access. Yet no plans. Why bring riverview traffic north it should go west.
- 2 Not sure
- 2 sprawl is our demise! stop widening
they already have large roads you need more roads not wider. the limited number of e/w and n/s roads will never solve traffic issues
- 2 benefits people in fishhawk. Make toll road out this way
- 2 Stop widening roads
- 2 Don't add More cars on the road. Add express buses to USF Brandon and downtown.
- 2 We already have too many cars on the road. We need options that take cars off the road.

SouthShore roads

SouthShore roads - Comment

- We need to slow down development and stop adding pavement.
This doesn't affect me so no thoughts either way.
- I'm not familiar with this area
- 1 New roads, but no widening of existing
- 1 Put Wimauma in with this transportation plan.
Soooo much residential construction. Trying to get down big Bend at anytime of the day is an ordeal. It's getting worse and worse. 1 o'clock in the afternoon he can't get off I 275 onto big Bend because of the traffic on Big Bend.
- 1 You cannot wait until 2045 ti fix Big Bend Road and the entrances to 75. It needs to happen now. At the very least, put an entrance lane in the land between 75 and Bullfrog Creek Rd. to get onto 75N to relieve some of the congestion, accidents and issues.
- 1 I live in Wimauma/301/Big Bend corridor. The traffic just going to I-75 towards downtown Tampa is a nightmare!
- 1 Southshore to airport bus service
- 1 We are in need of a bus route to save gas and parking expenses for County employees.
Please slow the development in this area until infrastructure can keep up. AND! Make developments make sense for traffic! No one wants lights every 5 feet. I'm concerned 19th will have too much traffic from water set trying to avoid big bend. Please do not add an interstate exit on 19th.
- 1 Definite yes!!! I believe this is one of the areas that is growing rapidly now. I can only imaging the growth in the next 20 years.
- 1 There needs to be two more exits on I-75, One to Riverview Dr. and another on Symmes Rd to relieve the traffic on Gibsonton. There also needs to be an turn around exit on Gibsonton Road to allow those traveling southbound on Gibsonton Rd to bypass the damn light. :)
- 1 301 S (from Big Bend) 67% improvement.
Add another I75 on/off between Gibsonton & Apollo Beach. Both are far too congested. Adds 20 min to commutes min.
- 1 BIG BEND > 75N/S On ramps NEED FIXING ASAP! Why is this NOT an option!?!?!?
- 1 With all the developments going in along 19th street this needs to be loked at!

- 1 Growth has been unprecedented and roads are inadequate
- 1 With all the building going up in Ruskin the roads need to be updated to carry all the people moving in these homes
- 1 South shore growth is faster than infrastructure this needs to be a priority
- 1 This is the worst for over crowding. Too much building here too fast
- 1 We need to update roads around the south shore. There is so much building going on and traffic will continue to get worse
- 1 Please widen these roads, improve quality of life
- 1 This area is long overdue for road development given the explosive growth!
- 1 This area is growing at a fast pace. Get ahead of the problem with infrastructure now while it's cheaper before development.
- 1 Update the on/off ramp at 75/Big Bend
- 1 Disaster now will only be worse later. Road as it is can't handle what we have. Make developers and builders pay their share for roads and lights
- 1 From everything I've read, SOUTH is where the real residential growth in Hillsborough will occur in the coming decades.
- 1 Big Bend over to 75 between 41 and 301. Ultra critical. Add lanes.
- 1 Expand Big bend and fix 75 on ramp
- 1 The highest growth rate is here----should be priority one!
- 1 Hillsborough County has added an incredible amount of housing community permits to south county and has ignored the risk they've added to south county residents when the county chose not to prepare the roads for the sudden growth. This is our county's fastest growing community yet they've seen no road improvements despite an increase in traffic accidents.
- 1 With the growth we have, and are still adding in Southshore, we need this!
- 1 More subsidized housing for seniors (more funds) and Section 8 programs. There is nothing for the seniors. People with low income. Help. We need efficient places to live as there should be no respect to persons. Everything being built says luxury apts. Seniors need something also.
- 1 Where is the specific plan for Wimauma Area
- 1 South shore need tons of help. Way too much construction of home.
- 1 priority
- 1 No- extend 19th Ave (West Lake to US 301)
- 1 Please focus on the growth in Wimauma - We need HELP!!
- 1 Southshore is a critical area with rapid growth and accidents everyday in addition to ridiculously long traffic delays. This area was promised as a priority but we don't see anything happening
- 1 Gibsonton Dr into I-75 is always crazy backed up in the mornings while Gibsonton to 301 is crazy backed up in the afternoon. Wider roads and more lanes would definitely be beneficial
- 1 So many working families have moved here and they need relief!
- 1 very congested especially in the mornings
- 1 Gibsonton Drive- YES! Immediately!!!
- 1 Current roads cannot handle the capacity of the area and the scheduled growth
- 1 674 & 301 with the housing growth. Low income senior developments 55 yrs and older communities.
- 1 Bc I hear about terrible South County congestion
- 1 More infrastructural Wimauma, Florida, more on state 674 and side roads.
- 1 Add link from Westlake Drive to 301 via 19th avenue!!!!!!!!!!!!!!!

- this area is in desperate need, it is growing faster than the roads can support and the current setup makes the traffic worse
- 1 Very important especially Big Bend, exit 246 from I75
- 1 Adding two lanes on US41 from Big Ben to 19th is NOT necessary. All the rest should be priority
- There should be an additional exits between BigBend and 674. Also 674 east of I75 should be widened and have limited access. Then Rickenbacker should be extended from the interstate to 301 for local traffic. Another 2 lane should be built on the other side of 674
- 1 We want to see a project for Southshore area Wimauma - SunCity - Ruskin
- This should be funded immediately, and it's time the builders of all the new homes pay the bulk of this project.
- Big Bend Rd NEEDS to be addressed. People can wait in line for 1.5 hrs trying to get on the I75. It is a total mess and the road can't handle the amount of traffic for the last several years. This problem is only getting worse with all of the homes and apartments being built in this area in such a short notice.
- Adding more lanes on these roads will allow traffic to move more quickly away from I75 in order to thin congestion due to increased vehicular traffic.
- 2 Others need more
- US41 should receive elevated express as a means to draw traffic OFF of 301 and create connection to proposed ferry to South Tampa/MacDill
- 2 STOP SPRAWL, widening is not the answer!
- 2 Rail! Transit!
- 2 They are existing needs that are worse and have been failing for decades before the growth in SS
- As with other suggestions, adding more lanes just encourages more development and we need to stop sprawl.
- 2 will these projects make for safer travel for an aging population?
- 2 Yes to extension and Gibsonton, no to 41 and Symmes.
- 2 Need alternatives to driving rather than just widening roads
- 2 don't know
- 2 Don't widen roads. Invest in transit/bike/ped.
- 2 Spending on roads is a bad investment
- 2 Not sure
- 2 They have cars.
- NO!! This does not have a problem with traffic congestion and should NOT zone a priority. The new housing developments should be responsible for this before it becomes an issue.
- 2 Smart solutions, not wider roads. Especially far from commute. Provide freeways for commuters.
- 2 This alone will not fix real problem which is US 301
- stop the widening and sprawl, 41 is a death trap with high speeds and widening only makes it worse, not better!
- Light rail please, light rail please, light rail please..with Commuter parking lots.. oh and protected bicycle lanes.
- 18th ave to west lake will destroy the subdivisions adjacent with car noise. It is already bad with cars racing on west lake.
- 2 Add more frequent buses that use alternative fuels.

**Elevated
Exp Lanes
major
roads**

Elevated Exp Lanes major roads - Comment

Yes. All the roads going to south shore need improvement.

This should help to relieve congestion on US 301.

A great way to add capacity with little impact to property owners.

1 US301 gets very backed up during peak times. During the evening rush hour, traffic begins to queue onto the Selmon expressway due to people exiting

1 Cost should be shared with developers

While I "support" this, I don't support everywhere. Using existing corridors where congestion is really bad is potentially good but you need to focus these improvements in areas that will not encourage additional sprawl in outlying areas but rather encourage higher density closer in to the urban core.

1 We live in the 21st century and the region is obsessed with 20th century solutions.

1 Would be great to explore re-utilizing existing ROW with more multimodal use with some vehicular traffic shifted to at-grade or elevated limited access lanes.

1 Travel from Riverview to the downtown area is HORRIBLE. Builders keep building but the infrastructure does not match the growth. We express buses from this area to the downtown area and west Tampa area where there is more growth.

1 Riverview Boyette Rd and 301 is ATROCIOUS. It's very dangerous in the morning. Anything to alleviate this bottleneck - complete stop of traffic during rush hour would be a huge win for all residence. It's complete gridlock from 630 to 9 and again 4pm to 630pm

1 Big Bend/I75 is a major issue. I am not sure that just adding lanes to the ramps will be enough.

1 Gibsonton Dr is a complete disaster! There are over 4000 homes being built that will all use this intersection!!

1 301 and I-75 are over capacity and we need relief to go north or south here!

1 This should be number 1! Working people need to get to work.

1 This will provide options for people who want to actually pay to get to their destination without dealing with the traffic.

1 Yes. The selmon should absolutely be expanded.

1 Elevated/ground metro rail north/south to interchange with one running east/west via the airport

1 I want to say yes, but a huge issue with my morning commute is even getting on 75. The Fern Hill traffic light was added but it doesn't help if you have to sit at the light several times.

1 Widening South Westshore

1 This is the closest I could see to add my comment...if you would put an entrance/exit to I75 on Riverview Drive in Riverview, it would help the Bloomingdale Ave and Gibsonton Dr, congestions in the morning and evenings. Come spend a few evenings out here.

1 US 301 is highly congested during peak hours and serious consideration for BRT transit should be considered.

1 Elevated express lanes - What is the impact to local businesses?

1 yes, Exp. lanes help pay for themselves, people want to drive places, projects like this enable people to have a good quality of life

1 Big bend and 75 are a nightmare

1 Riverview is terribly congested. Builders should improve the roads before subdivision & apartment complexes are built.

1 Not sure what the benefits of an elevated expressway would be. Are these just prioritizing areas that need to reduce congestion - maybe just specify that?

1 Helps with the traffic

1 We need more toll road choices

1 We need to ease congestion on the roads near Riverview and Brandon

1 Would be a way to move some of the traffic and get it to flow better

1 I used to be against elevated roadways, but I think we have no choice because of growth. Elevated trains should be considered too.

1 Local traffic to get into shopping anywhere on 301 during rush hour is impossible.

1 Express Lanes to Big Bend Road should be a priority due to the quick expansion of houses and rapidly increasing traffic/cars heading into Tampa.

1 Need more high speed north - south routes

1 Selmon should definitely be extended, but also into the eastern part of the county, durant/fishhawk area before it becomes populated with houses and it cant be done.

1 Southshore is in dire need of expanded options

1 This seems to help out traffic on US 19 in Pinellas. Having limited stop lights with access roads, in my opinion, lightens the traffic snarl for everyone

1 Probably too late. Traffic is at standstill during peak times

1 This would be amazing.

1 We definitely need another way to get to Lithia and South Shore. I-75 and 301 are severely congested during am and pm rush hour.

1 This needs priority as the south corridor growth far exceeds the present infrastructure

1 The expressway exits need smooth exit/entry lane instead of ones controlled by traffic lights. Exit 250 and 246 are a disaster to get on and off due to this, backs up for miles STOP development on 301 until done

1 priority

1 If we could add in an overhead train option rather than car lanes, i feel like that would be more sustainable

1 Extending the Selmon Expressway south would help in decreasing congestion on morning and afternoon commutes to Riverview and Sun City Center as those communities grow exponentially in the near future.

1 This should be the highest priority

1 Every single day it's a nightmare to have big city traffic in rural 2 lane only roads.

1 Need to increase capacity on feeder roads to 301 and 41 and I-75 in Southern Hillsborough

1 Include Bloomingdale Avenue

1 Exit 246 (intersection of I-75N & Big Bend Road Westbound) is an affront before God. I know that predicting traffic flow is touchy, but the traffic congestion that has been allowed to build up there is untenable. Not only that, but further construction in the Eastbound direction on Big Bend only guarantees that this nightmare will get worse. Somehow the cloverleaves that are there now need to be replaced, asap, with multi-lane on ramps so that traffic can flow onto/off I-75 as freely as possible.

1 No tolls

1 Overpass on 301 at progress & Bloomingdales with diverging diamond interchange

1 With the growth in Riverview and south Hillsborough Country, traffic has become nearly unmanageable. We need solutions quickly!

The crook Rick Scott stole away the best chance of train transit from this area. We are smart and I am sure we can all come up with a comprehensive plan for sensible and affordable train/tram transit throughout Hillsborough County

1 Definitely Dale Mabry (Hills to Busch)!! Desperately needed!

2 Big Bend & I75 interchange. Those I didn't answer - are non applicable to me.

2 No more elevated express lanes.

2 Thank you allowing overdevelopment first before roads can handle the increased travel!

This is a monstrosity, hugely expensive, ugly, destructive to property values. It only encourages MORE cars. Transit solutions with park & ride collection points so people and zip into town without burning gas.

We must take problems created by induced demand seriously. Widening and building applies 20th century ideas (many now disproven) to 21st century problems.

2 Paid lanes wouldn't do anything. Widen the existing road!

2 Ugly! Use light rail to get around.

2 The construction would take too long and would not have an immediate impact

STOP subsidizing bad choices by those who choose to live in rural areas. MORE ROADS is not the answer!!!

2 Tired of tolls being the solution....

2 I have no problem with it, just don't think it should be a priority.

i75 already services these people, and the connection points that end up on the exwy are already stressed, would only create more avenues for congestion.

2 Need more mass transit

2 Don't widen roads. Invest in transit/bike/ped.

2 Just no.

2 Why is Dale Mabry lumped in to this item? This entire presentation is very misleading

Traffic flow should be evaluated. The route doesn't cause traffic, the nodes do. Outdated traffic signals may cause more traffic than an increase in volume.

2 If you have a corridor wide enough for elevated lanes, use it instead for elevated rail.

2 will these roads create barriers between communities?

2 Caters too much to automobile traffic. Congestion will be back where we are in 10-15 years.

The residents and business owners clearly said NO, NO, NO to an elevated Gandy road over many years. Yet, the gov't is forcing it down their throats today, despite everyone saying they didn't want it.

Even worse, better traffic signaling systems could have fixed Gandy at a minimal cost compared an elevated roadway.

If this does become a priority, I worry about their viability with self-driving cars, given the time-differentiated travel patterns.

2 We need not to encourage sprawl

2 I like the idea of elevation but it should be for RAIL not cars.

2 Add buses that run on alternative fuel. Get more cars off the road

2 What does this even mean, double deck Dale Mabry?

2 This is insane

2 This is insane. I would fight a new elevated highway on Dale Mabry with every fiber of my being

2 I don't think this proposal is explained well. That you would double deck major roads in our communities.

2 stop the madness with Zillion \$ projects for cars

2 obviously ANOTHER TOLL TAX that will be over budget and take years longer and millions more to build than bidders tell you

2 Toll lanes are exclusive, do not benefit the communities, land is being taken to build these lanes disrupting communities further,

Rightsizing Tampa multilane roads

Rightsizing Tampa multilane roads - Comment

First 2 yes; other areas no

Please define what right sizing means to the public. Does this mean traffic diet? etc

What exactly does this mean?

There are not more lanes than needed

not sure what rightsizing is.

Not really familiar enough to say one way or another.

Rail!

Macdill as well

1 Make dedicated left turn lanes!

1 In addition to continuing to widen existing corridors (although needed), look harder at making new network connections -support a more walkable / bikeable system.

1 I've cycled some of these areas; they can be terrifying. They aren't safe; please make dedicated lanes for bicycles!

1 Would prefer pedestrian and bike lanes that are secure (blocked from roadway like Courtney Campbell Trail). I would not ride in roadway in Tampabay!

1 Dedicate current lanes to bus or bike please:)

1 We should right size ALL roads.

1 Build complete streets while right sizing this road to increase walkability, add protected bike lanes separate from traffic. Especially on Fowler Ave and Sligh, and Bay to Bay. Also add tree coverage to reduce the heat island effect

1 Sorely needed for bicyclists

1 Sligh near Lowry Park/Florida Ave is incredibly difficult for pedestrians/bikes/wheelchairs due to utility poles being in the middle of the sidewalks.

1 better/wider/safer dedicated sidewalks, bike paths and pedestrian walkways are desperately needed all over South Tampa! Especially now with the bike/scooter rentals, more people would use them except for its terrifying to think of trying to ride down our city's terrible, broken, disconnected sidewalks and virtually non-existent street shoulders

1 we've got to have more protected bicycle lanes. "Nuke and pave" is stupid.

1 Safety concerns with bike lanes on edges of existing roads.

1 I would like to see more potholes in major roads being fixed more often.

1 Yes but uses must be separated.

1 This is a relatively modest investment that will encourage walking, biking, and mass transit.

1 Yes!! Narrowing roads to include bike lanes is incredibly wasteful. Very few people walk on the sidewalks but bikers can ride on the sidewalks which works well. Putting bicycles on the street is not only dangerous but it significantly adds to congestion. A bicyclist colliding with a pedestrian will result in minor injuries. A bicyclist colliding with an automobile will result in death.

1 Rightsizing these roads could create very nice business/residential hubs, but they're not walkable or safe.

1 I cannot tell you how frustrated I am with the city purposely narrowing lanes to "slow" cars down. Bikes are allowed to ride on the sidewalk and should do so. They don't need a bike lane. There is no artery besides Bayshore to get downtown without going through 100 un timed stoplights.

1 Tampa is getting too congested, before it gets bigger the roads should be planned, more carefully to accommodate the daily commuters.

1 Fantastic idea! Please add N. Tampa St. from south of MLK to downtown to the list of roads that need to be rightsized. We live on this road and it's WAY over capacity. A perfect opportunity to remove a lane to make room for a dedicate bus lane, protected bike lanes, and wider sidewalks.

1 lanes are too narrow to navigate safely

1 There are 444 bedrooms being put very south on Westshore right now. The density map for 2040 does not support that much traffic on Westshore at ANY hours of the day.

1 Make Tampa Bike and Pedestrian friendly.

1 Create more walk, bike lanes so this will become a safe activity .

1 I would like to see a lane diet / bike lane on El Prado Blvd.

1 These definitely need a road diet! Please also do Florida Ave in Seminole Heights while you're at it!

1 Fowler has too much pavement!

1 Do this for all roads

1 Create bus pullouts

1 N blvd near sligh is very narrow.

1 the planning board (IMO) has granted too much growth and there is insufficient space for roads. Something needs to be done to either stop the sprawl or fix the transportation issues at the time growth projects are approved.

1 Yes, would need nice to have safer roads to promote biking & other means of transportation.

1 Use more protected bike infrastructure, not just paint on pavement. Doesn't have to be expensive, use reflective bollards, parking curbs, and car parking to separate. Dedicated bus lanes in the center when possible.

1 More college students = higher need for safe sidewalks

1 REDUCE lanes everywhere possible

1 I don't know what "rightsizing" means and I study planning lol most people probably don't.

1 Safety is designed. We should look at the design of our safest roads AND our unsafest roads to make changes that allow for safe travel around the county.

1 "Rightsizing" needs to be done thoughtfully and completely. Much of the right sized roads around this area simply redefine shoulders as bike lanes.

1 Improve safety on roads by reducing speed limit and lane size** Sidewalks for walk/bike should be made wider and a lane for bus/public transit ONLY*

1 Please prioritize reducing bike and pedestrian injuries/deaths.

1 Silgh is a terrible street. Any improvement would be great especially turn lanes at Himes N and S bound

1 Bike lanes please!

PLEASE reduce the number of lanes on Bay to Bay Blvd for greater safety and adopt the road diet design that had been recommended by City of Tampa engineers! This road bisects a neighborhood and area residents cannot enjoy walking or biking to area establishments because speeds on the road are so excessive and there are no dedicated bike lanes nor sidewalks that are wide enough to accommodate strollers, etc. This road is NOT currently in keeping with Vision Zero criteria. I would also like to see separated bike lanes on Bayshore Blvd as well as narrowed lanes on that road to encourage reduced speeds. How great if the road could be shut down to vehicular traffic on designated days/times to turn it into the incredible linear park it is waiting to be!

1

We need more protected bike lanes throughout the county. Pinellas has them, Hillsborough lags far behind.

1

1 and Fowler Ave east of USF to I-75

Pick the low hanging fruit first - where most bang for the buck can be had. It would be great to have a long term plan that is implemented over the next 15 years.

1

Yes. No road should be expanded or modified without putting in dedicated pedestrian/bike lanes. Unfortunately, Bruce B Downs was widened, but it is suicidal to cross the I-75 on/off ramps by foot or on bike.

1

1 Better pedestrian improvements is a must.

1 these areas need to be safe for pedestrians/bikers

1 Focus on car alternatives only.

Take care of neighborhood safety and maintain residential areas by patrolling speeding traffic and not allowing businesses and multi family homes into the already crowded area.

1

Restrict the driving. If you have space for more lanes use that space for other dedicated transit options.

2

Do not reduce lanes on Bay to Bay. Cyclists and pedestrians can use parallel streets to navigate and too many of us on the west side rely on Bay to Bay to access the Crosstown expressway and Downtown Tampa.

2

Though the intent sounds good, this practice does more harm than good. The "more lanes than needed" is usually a myth or, worse, driven by a political agenda. If we truly created roads with more lanes than needed in the past, how can we trust you to accurately predict the future need?

2

Bike lanes on Bay to Bay is an insane idea. Too many businesses the cars need to cross bike lanes to access.

2

2 This idea is great but these roads do not improve anything for me.

Why would you ever think there are more lanes than needed on bay to Bay, Sligh or Fowler?

2

Reducing lanes would add congestion.

These roads are too congested to reduce the number lanes to support bike lanes, etc, which will create a safety hazard.

2

Against converting lanes into bike lanes. They are underutilized. An express lane for bus rapid transit perhaps. Otherwise open them up for cars.

2

2 No road diet on Bay to Bay

Rightsizing Tampa Multilane Roads and improve safety with more lanes than needed. How is that rightsizing?

2

2 Bay to bay does NOT have too many lanes.

Putting bike lanes where people drive, is increasing the risk of pedestrian/bicyclist fatalities. Use that space to build a PATH beyond the curb.

2

Gotta love the marketing wank here -- "Rightsizing"? Seriously?

2

The majority of the population of Tampa/St. Pete couldn't safely (due to health) bike mid-day on a day like today for more than 10 or so minutes.

Bikes work great in Europe, Seattle, etc., because they have a climate which allows for it.

C'mon, we even have "healthy" high school students dropping dead on the fields due to heat exhaustion, and they're in the prime of youth.

2 complete streets should be the priority not more cars that kill people

2 resizing up or down?

We do NOT need more bike lanes or walking areas along major roads. The weather in Florida is too hot and rainy most of the year for people to comfortably commute to work, appointments, ANYWHERE by bike or pedestrian methods. Can you name one major city in a climate like ours that has a successful outdoor transportation system?

2 you cant right size ANYTHING why hasnt it been done in decades past??? you all knew the growth coming. just like you build major subdivisions before you construct roads to handle the traffic in and out of them

2 Tampa had wide lanes. now they condensed back.just look at downtown for lack of common sense. now you wish to do it in interbay?

2 No bike lanes in Odessa/Gunn Highway

2 Do NOT take away a travel lane in order to have one lane in each direction with a turn lane and bike lanes.

2 'rightsizing', no only remove lanes if traffic will not degrade below LOS E, otherwise please improve safety without removing lanes please. Road diets can go really badly if done improperly

2 So you fix decades of bad zoning and poor planning with eminent domain? BS

2 I don't understand this description. Is it saying that on these streets there are TOO MANY lanes already and that those lanes would be repurposed for biking/walking? If so, having a bike lane on fowler would be good, or a trolley lane for USF and surrounding area. Bay to Bay doesn't have any room to "take over"....

2 What does rightsizing mean? Speak english not planner speak!!

2 Fowler west of USF does not have too many lanes. Someone has not tried driving through there through rush hour traffic. It can get very, very heavy. If anything, Fowler needs to be widened, on the East side of USF and I don't see that indicated on the map. That should be a priority. So should 56th Street through Temple Terrace. A city that has grown in Traffic, yet the traffic lanes and lights have not kept up.

2 Add frequent buses to USF airport and downtown.we don't need More cars on the road.

Reuse freight rail tracks

Reuse freight rail tracks - Comment

Reuse for passenger rails? I don't understand. There should be a short description of the plan.

Possibly but I have no idea what this means! "Rail" or subway could be an option??

NO additional taxes/fees from property owners. Property owners should receive a huge discount, as we are already paying taxes on everything Commissioners can think of to tax: parking, parks, museums, STADIUMS, roads, schools, and on and on!

No one will use mass transit in Westchase.

Needs to be combined with zoning to support density and other transit oriented development around stations. Land available on corner of Hillsborough Ave and Racetrack Road for a multimodal station, location of tracks/site accommodates for continuing the line into pinellas when they decide to get on board with a regional transit plan. Stations should have bus or BRT feeder routes.

1 Rail travel, even rapid transit, is so much smoother than tire-on-pavement travel, that more people will take advantage of it after their initial skepticism.

1 The rail's there, why not use it? Seems dumb to just let it rot.

1 We have the tracks; we should start to make rail a viable solution in the Bay Area. We'll need to redesign bus routes to feed into rail stations to make sure they're accessible.

1 PRIORITY!

1 Rapid bus is nice, but we need a rail system or alternate transportation that doesn't involve use of the roadways.

1 Carrollwood needs this connection sooner

1 This is the type of project that needs to be prioritized. We need to prioritize light rail, walking/biking trails and real BRT that does not take up a highway lane.

1 Highest Priority

1 Yes!! Pleaaaaaaase

1 As a student leader at USF, please! The university spends hundreds of thousands of dollars each year trying to connect students to downtown and this would allow the money to be spent on new local transit options around the USF area.

1 Rail, Trail, Ferry. Micro - Mobility

1 Need a rail system for mass transit badly. We are the only major metro area without one

1 Use only if they serve the areas needed

1 100% yes. We should be using this resource to connect ththe region and get cars off the road. This would be incredible forthe region. This is what many mayor candidates campaigned on with grandiose support. This should be ththe top priority. It is a fast solution. That should be included in the LRTP.

1 This can be swiftly implemented in phases.

1 I was previously in Dallas TX before moving to Tampa. Visited there 5 years later and was surprised to see the modern light rail system that had been built from downtown to major suburb areas.

1 We need light rail from downtown Tampa & airport to St Pete.

1 Rails WITH trails, 500+ projects like this have been done in US, we need this space for active transport as well as transit

1 Making sure to include pedestrian and cycling as the priority!

1 we need a different mode of public transport in this county besides cars and buses that don't service everyone.

1 Some sort of commuter rail is welcomed by the Tampa Bay community!

1 YES and YES. This is much needed.

1 This should be priority #1

1 Dog park should be used as a central hub for rail transit with lines radiating outward. Each radii

1 Should have smaller localized rail loops and each rail loop should have neighborhood bus lines.

1 This should be the highest priority, and the expansions should be sooner rather than later.

1 This would be huge for myself and many people in my area. I work in Ybor and need this kind of transportation from Lutz.

1 Yes, extend to Brandon mall area. yes with stop at Broadway and river to transfer to Hoovercraft to Macdill and points south

1 Yes, we need rail!!!

1 Widen Rowlett to accommodate a bike lane. Lowering the speed limit to make it safe to share the road.

1 People don't go back and forth between Tampa and Brandon for recreation which equals revenue to business. Making the trip between the two hassle free may help to draw people from both areas.

1 This should run south to gandy area and south

1 Again, if OUTSIDE consultants can demonstrate that some routes would be cost effective WITHOUT enormous and budget-draining annual county ridership subsidies. Fixed-route transit, i.e. light rail, makes absolutely NO sense if it can't be demonstrated that commuters will use existing freight rail lines. And you ought to get a couple of rail passenger car manufacturers to do such a study, including the feasibility of requiring them to ASSEMBLE the rail cars in Hillsborough County, at least partially, to get some extra jobs out of the deal.

1 Oh man yes this needs to happen

1 I am largely in favor of any light rail or train transpiration. But again TIME THE STOPLIGHTS. The trolley from Ybor to downtown should NOT STOP AT INTERSECTIONS!!!

1 I think this is an effective solution only because the tracks and right-of-way are already there. If there was a need to install large portions of tracks, I would disagree.

1 Make sure to have parking and car/scooter/bike rentals at stations even if they are outside of downtown.

1 Light Rail/train to and from south Tampa to downtown would also be awesome.

1 Look at other city that have created rail lines around the city- This will increase the Tampa area business to recruit younger employees who do not want or do not own cars.

1 Please consider using rail- more people moving at the same time/ same directions

1 Trains

1 commuter/light rail. We have got to get with the program on this.

1 RAIL*

1 Much better option than adding lanes on I-275 through existing neighborhoods

1 South Tampa

1 It would be better to make an above ground train using the old track lines.

1 Please put more RAIL in as an option, rather than leaving us with no choice but to put cars on our roads.

1 Get more cars parked, would be super

1 Needs dense multi-use development around stations.

1 This could ease congestion heading southeast into south shore and brandom

1 Yes! Let's take advantage of jump-starting rail transit with existing infrastructure.

1 This is the way to - not express bus lines that serve a small population.

1 First priority is light rail. Busses are useless on overcrowded roads

1 Yes. PLEASE put in a light rail system. It will reduce fatalities, drunk driving and allow for more efficient transportation.

1 It's time for Tampa to join other city's with a metro track. We defently have the amount of ppl for it. If y'all plan it right ppl will be using that instead of driving

1 This should be the number one priority for medium distance transit.

1 Very important!

1 Please have a line to the urban core from South Tampa!

1 This should be a very top priority. Top of the list without question

There are many ways to use the existing rail system throughout the county to alleviate auto congestion. Much easier than building new roads.

1 This should be the #1 priority

Truly great cities have regular train schedules to meet the needs of all citizens, regardless of economy.

1 Concentrate on rail.

This is a fantastic idea. Nothing is more sustainable than existing infrastructure. Rail lines from the heaviest commuter areas would reduce traffic congestion and travel times.

1 This should be the biggest priority

1 All great cities have extensive rail service. All the other projects take away from that

1 This should be among the utmost priorities in order to reduce commuter road traffic.

Top priority:

1 Tampa & the Bay Area need to develop alternate modes of transportation

1 YES YES YES

1 Most important

1 Top Priority

1 The tracks are built and have fairly good access to areas of importance.

This should be number one priority to connect the county. Roads with 4 or more lanes (i.e. SR-60 Brandon), are extremely congested. As an alternative to driving, and as real transit I would use this daily.

This should absolutely be the number one project for our county. Don't worry about future expansion push this entire project now!

Transit is critical, but commuter service will discount many opportunities for dense station areas between downtown and USF.

If you have any hope of providing real transit in this region in this century, this is it. Use BRT on dedicated right of way first if rail can't sustain riders needed.

1 Needed years ago.

Commuter and long distance trains are the only means by which we can both incorporate extensive predicted growth and livable cities.

Reusing, improving, or creating rail lanes could improve the quality of intercity public transit, which could lead to further gains if expanded all the way to the Orlando area. A system similar to the German transit system could net exceptional benefits to the county and the populace.

1 What would they be reused for? Light rail? YES PLEASE!

Yes, but only if rail can make enough stops for practical commuting. If travelers must then find a bus or an uber before reaching their final destination then I'm not sure it will be used.

I would fully support an attempt to add commuter rail in the Hillsborough region. With the number of individuals projected to be moving to Hillsborough county in the near future, and the already horrible traffic, I do not see how any solution, other than improved mass transit, is feasible. I know that, for whatever reason, some governmental bodies in the U.S. seem worried about whether people will actual use mass transit or will it be wasted money, but speaking for myself, I would love to arrive at work each morning not having been already stressed due to having to deal with the nightmare that is currently I-4 from Plant City to Ybor. I would gladly pay almost any price for light-rail to work and back.

1 Rail service along Route 60 is a no-brainer.

1 Light rail to airport.

1 Alternative transportation is tricky. From Brandon to Downtown Tampa would work because a lot of people work/go to school in Downtown.

1 This should be a top priority as the first step in a major alternative to clogging roads.

1 The tracks are already built!!!!

1 Again, every major metro in Florida outside of Tampa Bay utilizes rail. This is an existing system that would knock off the substantial cost and ROW acquisition typically common to rail systems. USE IT.

1 How about light rail. How about that to take cars off the road. We could possibly do that.

1 1000 times yes!

1 Adding more commuter friendly options from up North to highly desirable neighborhoods and areas downtown would be fantastic and would reduce the need for car traffic!

1 and railroad ROW paralleling Fowler to Busch Gardens & beyond

1 Yaasss!!

1 This is a great idea, less cars and get community together.

1 Rail, Trail, Ferry Micro - Mobility.

1 YES. Having fixed rail is a must. We have to stop relying on autos to move people and we need alternatives.

1 This should be the number one priority!!

1 Ease of use for existing infrastructure

1 Mass transit and using existing infrastructure are sensible, lower impact, longer return options.

1 2nd of my 3 highest priorities

1 Definitely

1 Maybe, BUT only makes sense if it gets expanded to connect the freight rail tracks to tram or bus in areas where people live. If you need to change transportation more than once (and wait in between) to get somewhere no one will use it regularly. I grew up in Europe and used public transportation there for 20 years. May be better to design a better network from scratch than use something that was never meant to be used for public transportation (i.e. is not properly connected to where people live).

1 Reuse existing lanes to help congested suburban areas!

1 if you build it

1 they will come

1 Reuse for pedestrian/bike trails

1 Wider roads don't work. We need mass transit to stay economically competitive.

1 Absolutely!! Now is the time!!!!

2 Shouldn't be a priority now but down the line. Add BRT and rail first.

2 What about light rail connecting westshore and downtown through south tampa?

2 A waste of money. Noody rides it even when free. It takes too long to get anywhere on it. I would give it a yes if it were made into a loop but increased operating costs will be forever and county-wide taxpayers should not have to pay to support such a limited transportation option.

2 Need to know more

2 If it was a great idea, the existing railway companies would have already done this.

2 Someone has to come up with a better way to convince the citizens that rail is a way to go. The whole area is pretty negative on public transportation in general. The replacement of the economy parking bus system at Tampa international airport is a great example. However, they screwed up the implementation with an extremely poor execution to get to the train.

- 2 I lived in Dallas for close to 7 years. They did something similar and it was a failure. I think the money can be spent on my forward thinking solutions.
- 2 ONLY if there is proven demand for it, not if it will be a waste
- 2 This is not ready.
- 2 I think residents want to see freight rail tracks gone, period.
- 2 Need mass transit to have bus, train, not csx line. Need new train tracks
- 2 No save them for light rail use. We HAVE to stop using cars to solve transportation problems. "Nuke and pave"/ "We widen roads- that's what we do" is stupid.
- 2 Already have many services focused on downtown to USF - why add another. Focus transit on underserved areas of the county/city
- 2 no one uses rail, will be a long term drain with little benefits
- 2 you people have NO IDEA how much it cost for rail maintenance and this will have to be subsidized FOREVER

Rapid transit Downtown Airport	Rapid transit Downtown Airport - Comment
	Run rapid transit on Veterans/Suncoast Parkway to connect to TIA, Midtown, WS and DT; use express lanes for BRT.
	WHO is going to pay for this LONG term?
	This sounds like a decent idea, but I don't know how it payed for itself. I moved here from Minneapolis who is all about LRT & BRT. When no one talks about is the crime rates. The LRT is riddled with crime and gang activity on the trains and surrounding the stops. The BRT parking lots are magnets for vandals and car thief's. They claim the systems exceeded ridership goals, but that is largely due to sporting event ridership and all the homeless that live on the trains. For a young system, they are actually reducing service hours and replacing them with normal bus routes.
	Not sure. Floridians love having/driving their own cars.
	Eventually we need rapid transit at the airport. Right now we need to focus on other parts of the transportation issue with this asa slightly longer term goal. I need ease in getting to work before I need ease going to the airport.
	Depends on the proposal
	The city has successfully strangled the Gandy corridor and all of the residential development.
	D finitely need
1	I have been riding the bus since I was 17 years old now I am 64 years old I have seen too many unnecessary changes for the better.
1	Rail, not bus
1	Rail from downtown and Westshore to Westchase area. I'm looking for a job and trying to avoid companies with locations in downtown because of traffic from Linebaugh.
1	makes sense to have transit between dense areas and major hubs like Tampa Airport
1	How we don't already have this is mind boggling. Anytime someone visits me they are bewildered about not having a rapid transit option to downtown. Many cities our size have this.
1	Must-have given how many out-of-town visits we get in Tampa.
1	This should be an elevated rail line that won't be hindered by existing traffic (like a subway)

1 it should be rail

1 Westshore mall could be turned a multimodal station with people mover going to the airport.

Please don't interpret this as yes if location TBD is more lanes on I-275. I'm all for enhancing mass transit at street level, but widening interstates, adding bus stops, then calling that transit is a

1 dangerous joke.

1 I support more mass transit, rail and ferries. I oppose road widening and tolls roads. Tolls, in my view, discriminate against lower income populations.

1 Visitors to Tampa need to be able to get places without first obtaining a car. Rail or rapid transit from the Rental Car Center to downtown and other points of interest would go a long way toward showing that we know how to move people and welcome them to our city.

1 How about the new uptown?

1 Airport rail system should go to downtown and USF.

1 Build monorail. BRT uses existing lanes, use that r/w to get the transit off the road. It is faster and out of the way. It also uses less r/w than adding an additional lane.

1 HART should offer non-stop express service during peak hours between major sub-areas (ie: from Citrus Park Transit Station to USF Transit station or Brandon to Westshore)

1 Airport traffic is one of the major contributors to 275 backup. Offering rapid transit in my opinion, would greatly reduce the traffic and improve commuting conditions for others

1 Need to extend the train it of the terminal to USF and downtown Tampa and St Pete.

1 this should be 2nd highest priority

1 I am a regular commuter between St Pete and Tampa and would like to see transportation between the 2 for commuters.

1 This is something I might even use -- airport parking is expensive *AND* if you're trying to get people downtown, making it easier to get from the airport to downtown is one heck of a good start.

1 One of the most important things we can do to bring visitors, whether on business or pleasure trips, to key areas without increasing congestion

1 TPA-Downtown-Westshore connections. Consider purchasing Westshore mall to demolish and build multimodal transport station, accommodate for BRT, Rail down 275 to downtown station which connects to USF-Downtown line and continues east into Brandon. Downtown station should accommodate for intercity rail (Virgin Trains) as well.

1 This benefits both residents (due to reduced traffic caused by airport-related congestion) and tourists who do not feel ripped off the second they arrive.

1 Include connection to Raymond James Stadium

1 Include Carrollwood and USF

1 Rail!

1 Given the heavy investment in the airport it makes sense to now connect it with the core.

1 Business travelers and park-and-ride users would use it frequently.

1 Rail to TIA is a good idea

1 A Tram connecting TPA auto rental terminal to downtown, terminating at the train station that's already downtown should be a high priority. Before downtown grows any more. Let it grow around mass transit, not the other way around.

1 This is a no brainers starting point for rail in Tampa Bay. Get the tourists off the road first and show that it works and then the rest of the area will follow

1 A rail would be amazing

1 Ought to be top priority!

1 Rail only.

Work with Pinellas County and fed officials on I-275 rebuild to combine federal and money from BOTH counties to establish BRT to beaches AND primary Pinellas employer corridors, i.e., top five employment area and/or contiguous employment areas that would be cost-effective for business

1 commuters ... with the right incentives for companies to sponsor BRT ticket subsidies for employees.

Yes, I support this in principle provided the corridor is at street level and not along I-275. The latter is unsafe, not inviting to riders, and is, frankly, an excuse to pursue widening of the interstate, which is

1 incredibly harmful to our community.

1 As long as this rapid transit is on a surface road and is fixed guideway.

1 Light rail to connect with Virgin and other possible rail projects

Westshore is chocked with traffic. Getting out of South Tampa would be difficult in the evening of a

1 hurricane.

Makes little sense to have express bus service to downtown if riders cannot link up with additional bus / streetcar service within the Tampa Metro area(s)

1 It should be a priority ONLY IF you extend rapid transit to eastern Hillsborough County.

1 More Service on Sunday (beside every hour).

This is one of the most heavily congested areas. People from out of town coming for

1 conferences/conventions downtown would benefit greatly from transit through this corridor

1 Getting tourists, business visitors from/to TPA without rental car/parking spots.

Absolutely. This will get worse and stifle Tampa's growth. Every major city has a train straight

1 downtown from the airport. Do it!!

Yes! There should be light rail transportation from the airport to downtown Tampa. And ideally out to the beaches.

1 NOT BUSES, light rail should be the priority with limited use of busses.

1 Make it to where you can buy pass easier. Partner with Lyft so late night workers can get home.

1 Rail only. Not bus

1 Elevated rail. Airport is one of the lowest areas and the nearby roads will be flooding in the future.

1 Any mode of transportation that reduces the amount of cars on the road should be considered.

1 RAIL not buses

Must be at street grade level. Should be on Cypress. No infrastructure in middle of interstate. It's ridiculous.

1 This is a critical pain point for why I cannot currently use public transit. This section is most important to me.

1 This project could be very beneficial for visitors to our city!

1 Tourism! We need to make it easier for people who arrive to get into town and spend their money

1 Corridor determination is 1st step

Wonderful idea, especially if other public transportation would link efficiently downtown with outer parts of the bay area (Brandon, Riverview, Ruskin, etc)

1 Should be rail that works with CSX tracks

1 Only if airport is sharing funds to build it.

1 Rail, but busses

1 Yes but BRT and NOT light rail.

Use csx lines for rail transit and use BRT in dedicated lanes on wide roads like Dale Mabry, Fowler,

1 Florida, and Tampa.

1 Rapid train would be far, far more effective in getting large numbers of people efficiently around the area.

1 Definitely should be light rail. Look to Portland Oregon. for inspiration.

1 this needs greater detail in order to ask the public to weigh in on it. If this is just double speak for the fake BRT on the highway I do NOT support this

1 Rail, either light rail or monorail.

1 Please choose the rail

1 We need a light rail system to connect TPA to downtown and St. Pete and the beaches.

1 This would provide infrastructure support for business.

1 This should be a top priority for real transit and economic growth, rather than never ending road widening.

1 So important

1 Rail! A train from Riverview to the airport or Waters Ave would be great and cut down on so much traffic, since so many jobs are over by the airport!

1 A reliable connection between TPA should be an obvious priority to get business travelers to business centers.

1 3rd of my 3 highest priorities

1 Rapid transit OFF OF THE INTERSTATE ONLY

1 This is so important. Any self respecting metro has this option, I do not know why we are not further along here. The transit envelope exists in the 275 median or use Cypress St with its massive ROW.

1 Rapid transit TPA > Downtown - YES. And to points north also.

1 We have such a wonderful airport, but when people arrive and end up stuck in the congested traffic between the airport and downtown, it ruins any good impression our airport has made.

1 Rail!! Let's convert CSX tracks.

1 Yes absolutely using light rail. Then this can be hooked into the bright line once we get rid of the dead wood on the County commission

1 Along with BRT to USF

1 Essential for economic growth.

1 This should be top priority

1 Light rail only not bus rapid transit

1 If it is rail, yes. If it is Bus, no

1 Hopefully lots more of "beyond" a train with 4 stops makes no sense.

1 With the growth of downtown, it would make sense to start with a train system from the airport to downtown - then onto Brandon. There should also be a line from USF to Downtown. However, it should not interfere with surface traffic.

1 Extend it north.

1 Yes, anything to keep people so reliant on their vehicles to get around.

1 This is a great idea!

1 This is long overdue! Tampa needs to enter the 21 century as far as rapid transit is concerned. This would greatly reduce the number of cars on the road, thereby alleviating gridlock.

1 Airport should be connected to much more than downtown. A tram/light rail network should connect the airport to downtown, USF/New Tampa; North Tampa, Brandon, etc.

1 Should be a priority if the Rapid Transit option is Rail... not Bus.

1 #1

- 1 Clean energy road expansions should be #1 Priority
I like the idea of a rail connecting these areas and obviously that would need a new corridor. I do not like a new corridor if it is just a rapid bus. Because of the dedicated rapid bus lane I said no but if it is
- 2 a dedicated rail line (possibly elevated) then I would say yes.
I have not seen a poll demonstrating that the majority of users of the airport are coming from
- 2 downtown. Rapid Bus would be preferable to rail. Rail is just plain stupid.
downtown is not even 10 minutes away!! rail to the burbs from the airport. geeeze
- 2 Considering the location is TBD, I'm assuming it will involve the displacement of socially and economically disadvantaged populations. Based on this assumption I cannot support any project that would justify such environmental injustice.
- 2 Considering the location is TBD I assume it would most likely impact the socially and economically disadvantaged the most. Based on this assumption I cannot support any project that would result in this type of environmental injustice.
- 2 Any future plans for rapid transit system from St. Pete to Tampa? Reduce bridge traffic!
You need to think east side of county first. rails are in place to go east. little improvement . Rail go around the north side of town. Main street to airport, via railhead at Cass and the river and points
- 2 East, yes.
- 2 Hart already serves this need.
- 2 I don't support bus rapid transit at all.

New water transit system	New water transit system - Comment
	Ferry service will only work if people can connect to other good forms of transit on both sides. If I drive to the ferry and then find myself stranded at the other end, that's useless.
	I won't comment on the priority, but if the new ferry system doesn't carry cars, public transportation will have to radically improve at both ends of the route.
	require extraordinarily high benefit/cost ratios for approval of any proposal. I want no subsidization of MacDill's contractors
1	#1 Priority! Massive opportunity here!
1	Yes, but there needs to be ample transportation in the areas of the ferry stops or what is the point? We need to ensure access to the ferry terminals is easy, both for pedestrians and for vehicles.
1	Integrating bus/rail service with water destinations would make it a viable solution.
1	Reduce DUIs! Less roads, more public transit. While water commute is likely slower, offering another option for those that end up having jobs
1	across the bridge is great
1	I want to see more options between st Pete and tampa
1	The ferry system between St Pete and Downtown should also include wifi for commuters.
1	With McDill stepping up their portion of funding for route specific schedule Could extend up Hillsborough River to Lowry Park to bring people from the Heights to downtown for
1	hockey or st pete for baseball/soccer
1	Providing regular water transit from Apollo Beach/Riverview to MacDill AFB would take cars off so many roads that are currently congested. I believe it would solve more problems than most people believe.

1 Bring it to westshore

We can't just keep building wider roads, soon we are nothing but a freeway. Think creatively, use waterways. The ferry to St Pete sold out most of the winter!

1 South - E.G. Simmons Regional Park to North Straub Park (pedestrian ferry only).

1 We need all transit options.

I would use this frequently! I'm very excited. It is reminiscent of robust systems in the north. Ensure it is connected to a multimodal transit network for increased use, convenience, and connectivity.

Have seen the proposal by HMS Ferries & South Swell Development Group for permanent passenger ferry service. Reminds me of the excellent ferry service from Sausalito to downtown San Francisco.

1 Take advantage of our excellent bay to help with meeting our transportation needs.

1 Need more options to get cars off the road.

But only if it's cost effective. I realize this can be a chicken or egg dilemma. But surely an unbiased, OUTSIDE consultant can determine - including focus groups - if ferries can at least be reasonably market-driven, combining both commuters AND tourism, i.e. another alternative to get to the beaches, downtown St. Pete and visa versa, from beaches, etc., to concerts, events in Tampa..

1 Have affordable parking for commuters near the ferry stations.

Stunning that in a region so defined by water, we have yet to have a reliable and affordable commuter ferry system. Second most important priority to rail but cheaper and easier to implement in a short time frame.

1 Should also look into gandy to st Pete

1 Model after WSDOT system please

This would have to be accompanied by public outreach because it would be hard to get people to use it enough to be environmentally and fiscally sound.

1 Again anyway to minimize cars on road, pollution, accidents, all will help the other this way

1 This would be amazing, needs to dock near land services like bus stations, bike rentals etc.

1 need something geared towards commuters, not the existing ferry

1 Need additional departure and arrival times to make this work

1 YES

1 Crucial. I won't go to Pinellas County by car. The traffic is too unpredictable.

1 absolutely - it blows me away this doesn't already exist

There should only be downtown Tampa to downtown Saint Pete. McDill and south Hillsboro county should be cut and those funds redirected to main route.

With all the waterways, we should make good use of them, as they are usable year-round for commutation purposes. Three bridges cannot handle all the traffic.

Yes but this should connect to Port Tampa and be synced with CSX. Also because its destinations are servicing the base Federal Funding should be used. We need to have at least 4 ferries at min for ideal headways. No massive park 'n rides and also use hybrid diesel or fuel cell technology since Ferries pollute the air more heavily than other forms of transit.

ONLY if appropriate road connectivity improvements are made to bring people to it along with ample free or reduced cost parking (garages)

I support this option provisionally, but the US government must pay for a substantial amount of the cost to provide service for the AFB. Not fair for county residents to bear most of the cost.

i like this idea, but the system would have to have long hours. i know a lot of people who work in tampa but live in st. pete or apollo beach

1 Having the ferry port on base does not help the surrounding Ballast Point neighborhoods get to downtown. The only bus line on that part of the peninsula terminates on the base as well.

1 Reliability and frequency are key factors.

1 Must be economical

1 Price big factor

1 Great for tourists

1 This would be great. But it has to be priced right so actual commuters use it, and it's not just a novelty for tourists.

1 I would love to see this implemented in this area.

1 Providing vehicle ferry from Apollo Beach to downtown Tampa and MacDill AFB would decrease congestion on I75 and the Selmon Exp.

1 Yes, for commuters and not just tourists to limit carbon emissions and bridge commuters

1 Will there be a "express" option? Or will there only be a ferry going into the bay and one out?

1 We need a ferry or a bridge between Apollo Beach and MacDill.

1 Only fair if all cities and counties participate.

1 Sounds like something for voters to vote

1 Helps reduce traffic congestion without putting more cars (more lanes) on the road.

1 Must include times where locals would realistically use a round trip for both work and pleasure. Ending a ferry ride at 9 pm on a Saturday doesn't help anyone.

1 I use this all the time when in service

1 Needed

1 This will provide another option for people to travel!

1 GREAT idea.

1 Yes! Yes! And don't forget how many people work at TGH! We would love a ferry from south shore!!!

1 Mixed feelings. The proposed system isn't really that great for connecting St. Pete and Tampa - which I guess Hillsborough doesn't really care about, but people who live here do. To improve connection between South County and the AFB seems good - especially for the amount of seed money to get things started. I would like to push the company to provide more service between St. Pete and Tampa.

1 This should be a major priority for removing normal commuter traffic from some of the most overused roadways.

1 This is one of the quickest and easiest transit projects for this area to undertake.

1 Safe and fun! Great idea, more options please

1 This is much needed to alleviate congestion and add more options

1 this will only make sense if once people reach other side there is a fast way for them to reach destination. Feedback is travel time with ferry is no different than driving

1 Must include cars and bikes on the ferry too.

1 The focus should be on connecting downtown Tampa with DTSP.

2 There isn't enough demand to justify the cost. It's cute, sounds great in press releases, but in practice isn't all that great.

2 Water transit via hoover craft from palm river, station at Broadway, Maydell, to points south. railhead is Broadway and river, to points east

2 Idiots. We need new bridges. There are NONE across Hillsborough Bay! Dorks! Stupid people.

2 There's the reason why our commutes are the longest in the country, no bridges!!!! I-375 to the X-

Town, Ruskin/Sun City to South Tampa, a civilian airport at Mac Dill Field with the new bridge over to St. Pete! Dopes! Idiots! You guys should buy some glasses, hire some smarter, much smarter people there. I'm embarrassed to live here.

This should just be a bridge. Ferry's take more time than driving and cost more than gas/tolls to drive. They also stop running at night. Then let's look at the environmental impact of adding all this fuel inefficient boat traffic to the bay vs just building a bridge and being done with it. If this was a real solution, and made sense, where is the same proposal to add ferry routes that parallel the 3 existing and congested bridges??

2 This is a complete waste of money to only serve a few.

The water transit system is probably a tourist driven modal. I'm not against it - I love tourism money as much as anyone - but the tourists also drive and they won't want to come to this city where two counties essentially become parking lots at 5 pm.

If this is the survey actual improvements are probably 5-10 years from usable. Shouldn't this survey have been like a decade ago??

2 Hard to imagine you'd have the ridership for this.

2 Who is making money off this?

2 I think water transit is good, but I don't believe it should be a priority over roadways at this time.

Must secure parking location adjacent to loading for Park-N-Ride. Does not reduce congestion on roads; nice to have once other transportation/congestion issues addressed.

2 This sounds like a bad idea. Without an thoroughly integrated and rapid transportation system (rail and bus), this would be fluff project.

2 Stupid waste of money

2 This is stupid

Initial numbers I've seen are too expensive, and currently there is a lack of transit once you get to either of these locations.

2 This only benefits AFB employees. Bad expenditure

2 This is the biggest waste of main, the lowest bang for the buck, extremely limited client base

2 Important but not a priority. Let HART manage water ferry service -- not a private entity

Only if it is very minimal government investment. Should deregulate enough that private enterprise can offer this type of service. We don't need to pay millions and get usage like the streetcar. There needs to be better truthfulness about these water systems. The one going to MacDill can't (without a big investment) dock at the (East) location shown on the survey. Instead it will have to dock at the already established South dock. Huge difference! CENTCOM & SOCOM passengers could walk from the East area, will have to be bused from South area (adding travel time).

2 Water transit should not be a priority until there is a suitable metro network to handle the connection on land.

only works for commuters if there are options to get to the ferry stops easily. Why not have service start from the west end of Cypress Street, seems like that would be a quicker water route, and less traffic congestion getting to it than to downtown.

2

Extend Downtown Streetcar	Extend Downtown Streetcar - Comment
	Anything we can do to take cars off the road, the better. I worked for DOT and for the bus system, I believe the answer is multi-modal transit eliminating the automobiles and trucks, or at least making it difficult to make the decision to avoid mass transit.
1	Need to get cars off the road and decrease use if fossil fuels .
1	this should be the highest priority
1	Prioritize projects in low income areas.
1	This should absolutely go to Soho and Bayshore. Reduce the car transportation and make our town not dependent on cars but public transportation.
1	Since parking downtown is basically a monopoly for 717 and many city garages are at capacity, extending the streetcar service would allow those who work downtown to park further out and save money as well.
1	It has been mentioned multiple times to extend to East Tampa, yet this is also continuously ignored.
1	Must get to Tampa Heights at least, preferably Seminole Heights
1	Absolutely crucial to bring more life to downtown
1	Reduce downtown traffic, and leave parking for tourists / visitors.
1	We need to absolutely reduce the amount of cars riding the streets of Tampa everyday. Give us more opportunity to rely on the city and to pay the city small fees to use these modes of transportation that will literally save lives.
1	This would help so much!
1	It's something I like but won't have the impact of other options
1	Full service to promote the downtown tourism industry that seems to be blossoming
1	There are modern streetcars now that should be used and the old time ones used on a separate line for the tourists.
1	Taking the streetcar North through Tampa Heights into seminole heights creates a legitimate car alternative to getting into downtown for work and play.
1	The street car if it is all over the city will be used more. It is absolutely wonderful transportation mode, a signature of our beautiful city, cost-effective (once ridership goes up – which will happen with extension) and will drag more lineal's downtown.
1	We need multiple options that don't involve more cars.
	Out of the mass transit ideas, this one's relatively cheap and could actually work. I'd love to see it extend up the west side of downtown, near the hotels, so people could take the streetcar from their hotels to the convention center.
1	We screwed up in demolishing the Harbor Island Peoplemover many years ago. It may have been underutilized then, but it definitely would get used now.
1	connection to downtown grand central station
1	Frequency should be under ten minutes
1	I ride the streetcar weekly and would ride more if there was more to ride. Great way to get around ybor and downtown. Would love to take street car from Brandon to my office in ybor
1	Public transportation first! Less young adults are buying vehicles.
1	The streetcars should be replaced with light rail and extended.

1 Connecting the 4 disparate economic zones (Downtown, Ybor, Chanellside, Tampa, Heights) is needed to make them all succeed.

1 YES! But again TIME THE STOPLIGHTS. The streetcar should NOT have to stop at intersections. It defeats the whole purpose.

1 Most important of ALL changes is that the lights need to be TIMED!!! So much of the traffic is self inflicted because people are waiting at stoplights with no cars coming. Even the trains have to stop at intersections which is just absurd. This MUST be changed.

1 Abandon streetcars and convert to light rail, then extend.

1 The total absence of rail as a part of the transportation calculus is a public demonstration of the lack of commitment of the region to serious advances in fast, safe, economical, and equalitarian transportation options. A free, downtown-wide street car will go far to alleviate congestion and parking woes, provide access, and contribute to the quality of environment. Serious thought should be given to service into the residential neighborhoods including South Tampa, Seminole, and West Tampa. And get rail to the airport!!!!

1 Keep it FREE

1 I believe the Streetcar should extend to Ikea.

1 It would be nice if the street car could connect Tampa Heights, Hyde Park & Ybor so that visitors don't have to rent cars and some commuters wouldn't have to pay for parking downtown. Make sure there is decent parking at the Tampa Heights stop for people who may want to pay for cheaper parking there and ride the trolley the rest of the way in.

1 Yes yes yes - take it south too!

1 Streetcar should be replaced with light rail

1 Yes the Streetcar should go West, utilizing Main, Rome, Cypress and O'Brien to connect to the ConRac.

1 This needs to be a part week transportation mode for people that live close to downtown. Possibly extend this north bound on Florida Ave as far north to HB Ave

1 YES!!! I could get rid of my car.

1 This needs to be upgraded to a light rail. Minneapolis has this and its great

1 An expansion of the streetcar would be incredible! Look at how many people are using it as of late.

1 This is crucial for making a real liveable downtown core that is anyway divided by freeways

1 Highest priority! I live in Seminole Heights and work downtown. My wife and I share one car.

1 Yes! This will ease downtown congestion and encourage people to take various modes of transit into the city center.

1 I use these all the time. Would love it to be extended!

1 With all the positive changes in the Channelside area, the streetcar should be an integral part of transportation for the USF students and the entire downtown experience.

1 Yes yes yes yes yes!! The streetcar should be extended. For tourism purposes this would be invaluable.

1 To East Tampa

1 This should be the highest priority.

1 When modernizing, pls don't take away the historic cars! They give an extra charm to both the downtown and Ybor area and are part of history. If possible, maybe a mix of modern and historic cars could be used?!

1 Route needs to turn left on whiting then right on Ashly go to stray center then take Doyle Carlton dr to ulele and armature work to Palm ave

1 Streetcar should extend as far north as sulphur springs.

The streetcar is not only alternative transportation, it is an amenity and an attraction. There are many successful examples of streetcars around the world and Tampa's relatively small downtown footprint

1 is a good place for a reliable, sustainable alternative.

There should definitely be a connecting leg to the South Tampa neighborhoods. We still have to drive 2 miles to get there and park before using this transit, which takes away parking spaces from others

1 who really do need to drive from much further away.

1 This should be prioritized below other transit projects

1 Straight up highland to Tampa heights and Seminole heights

This needs to be a major priority- and stop letting FDOT determine how it is laid out (ex: they switch

1 the rail because they continue to value CAR los on Florida Ave- NOT THE POINT

1 Through Seminole Heights to the Zoo on Sligh would be so much better.

1 Great for tourists

1 Tampa needs this! This could also help out her areas of Tampa!

1 This is critical

1 This should be a major priority to increase transit in the urban core and travel for locals and tourists.

1 Extend and more lines.

Connect residential neighborhoods to job centers and encourage mid rise development and eliminate parking nearby parking requirements.

1 This is a MAJOR YES!

1 Regular schedules and at-grade.

1 Extend to Brandon Mall and airport.

1 Yes, I think this is a brilliant idea

1 Keep it free and add AC

1 Only serves small # of people but it's a transit option

Yes, but it should be a modern tram and the network needs to be extended to where people live or can get to by changing transportation not more than once with brief waiting times in between. All systems you are considering need to be integrated with each other and wait times short (use apps so people can see when the next transportation arrives).

1 with extensive, early outreach to local residents on scoping and location

1 This should be a number one priority and should extend to South Tampa, Westshore, and airport.

a form of light rail that does not stop at traffic lights that loops the city is something that could drive people to use it similar to what san diego currently has.

1 Beyond light rail, this should be number one. Move people in a better way.

This should be a major priority for local connection. We need to reconnect the districts around downtown Tampa and the streetcar is the perfect way to accomplish this. Please move forward with building the expansion and studying further expansion in to Seminole Heights and across the river, potentially connecting TIA and Westshore with Downtown.

1 We REALLY REALLY NEED handicap accessible parking that is very cheap. Street parking is impossible without danger from passing cars, and getting to (and into) surrounding buildings is hard in a wheelchair.

1 Anything we can do to promote safe access to and from our beautiful downtown is supported.

1 I want the street car to go all the way up to sligh ave on Florida ave.

- 1 This is a no-brained. The street car isn't very useful except for game days and drinking at Ybor. It needs to serve a useful community and business purpose.
- 1 First & highest of my 3 main priorities
- 1 It has been mentioned multiple times to extend to East Tampa, yet this is also continuously ignored. Mass transit is a better way to plan farther in the future. If the streetcar was linked to satellite parking, game night and major event traffic would be reduced.
- 1 Yes, definitely, but it has to be priced right so locals and commuters will actually use it, and it's not just a novelty for tourists.
- 1 The most exciting part of any transportation plan that I've heard is to use CSX tracks from South Tampa to downtown Tampa. I would come to downtown Tampa far more often if I didn't have to worry about finding and paying for parking that's near my destinations.
- 1 N to Seminole Hrs, E then N through E Tampa
- 1 Keep grade separated and install transit prioritization on traffic lights to increase speed of line
- 2 No way to get there from most of the county, so why pour more money into it?
- 2 the trolley already has no users and is a drain on taxpayers, why expand a failed project
- 2 Money is lost only useful for events in the area
- 2 mostly a tourist thing
- 2 extend car service from downtown to brandon mall. stops at 50th street, maydell 78th street, , Hwy 301 , mall, points east
- 2 I doubt there will be enough riders to justify expense
- 2 Is this even used as is? Why spend more money on it?
- 2 It should not be extended if a lot of people are not using this service.
- 2 waste of money
- 2 To the best of my knowledge, the streetcar has not been cost effective.
- 2 streetcars...really? Tampa has the worst transit of the 4 large cities I have lived in. It would seem the issue is those who need transit are not white. I am an older white guy.
- 2 to where? I'd agree if I knew to where.
- 2 Just adds to congestion and is a "novelty" that is not helping. I live next to the line so I know.
- 2 That does not do anything to lessen the congestion to traveling into downtown.
- 2 Trains of any kind are a 19th century solution. Use expanded bus and us lanes as they go anywhere you want them to.
- 2 Very little ridership now. Should be eliminated.

Greenway Trail corridors	Greenway Trail corridors - Comment
	This is a must. There are NO safe places to walk or ride a bike in this area.
1	Cycling and walking should be given high priority in our planning in general. They've had short shrift here in Tampa, but we need them as we become a bigger city. Think Chicago and New York!
1	Designate greenspace now
1	Please we don't have any green space or trails over here.
1	Only if the budget is reasonable as this would have little impact on congestion. If combined with dense multiuse zoning, this trail could be a huge asset in the future.

- 1 This will greatly improve quality of life and preserve green space.
- Trails are great for allowing extended access to outdoors, however, a lower priority than fixing major congestion. It's HOT here and people aren't likely to bike long distances to arrive sweaty to work.
- 1 Lets maintain what we have before we build, more adding more maintenance issues.
- this is a fantastic draw to bring in add'l tourism and local visitors to the downtown area!! Plus plan to build local businesses along the way to generate economic \$\$:)
- 1 This will allow folks to use bicycles for more than just exercising. AND will cut down on the traffic.
- We should continue to enhance one of America's Great Places (APA), the riverwalk. This landmark multimodal corridor is decades in the making. There is grand support for preserving the Upper Tampa Bay Trail.
- 1 Since scooters will become more prevalent they should have their own lane on the corridor. Similat to the motorbike paths they have in Holland.
- Increasing bike access throughout town could help reduce reliance on cars and make bus/rail commuting more feasible.
- 1 why don't you go UP with a tram or gondola system. Get off the street. clear the roadways.
- Place palm river road in this equation with a pedestrian over pass at I-75 on east end of palm river road
- 1 I am definitely in favor of making things more walkable and bikeable. Due to the traffic congestion I rarely drive anymore. NOTE: this does NOT mean narrowing lanes for bike lanes. Bike lanes cause MORE congestion and will cause MORE fatalities. Simply continue allowing bicycles on sidewalks
- Roads are dangerous. Every day you hear of bad car accidents. People need safe lanes to walk and bike
- 1 This is a relatively small investment that improves quality of life and encourages the public to think about transportation in new ways that ultimately will help us shift away from our dependence on individual automobile ownership.
- Extend the greenway/Trail across to St. Petersburg Florida on top of the new '43 bridge taking an electric railroad subway connection across Old Tampa Bay.
- There are currently NO BRIDGES across Hillsborough Bay and none are planned, well it is never going to freeze over to become bloody obvious, use your noodles, dolts, we need bridges over the water obstacles! ARE YOU ALL IMBECILES?
- 1 I don't know about the road outside of the City of Tampa, so I did not vote. I think a focus should be on walking/biking & better bus transportation. I do not support toll lanes at all. It's a fiasco, & an embarrassment.
- 1 LONG AS IT IS HELPING THE WORLD I'M IN
- 1 Study the Suncoast Trail in Pasco.
- 1 Can we please extend Upper Tampa Trail to Copeland Road as a 1st Step.
- 1 Please complete phase B of upper Tampa Bay Trail.
- 1 We need a cross walk at Gunn Highway and Wayne rd. In Odessa. What is the process to ask for that
- The Upper Tampa Bay connection should use Gunn Highway as part of the connection, not residential areas.
- 1 Not transit oriented but could be a valuable asset in the future.
- 1 This could be used as alternative transport corridor on bikes and scooters.
- Yes to trails, diferent modes of transportation, please make priority lower income areas think about
- 1 Kirby canal area by Armenia and Sligh Ave
- The Riverwalk has has been an outstanding success for the city of Tampa. Connecting other routes to it would only capitalize on this.

- 1 Tampa needs to become more bike and pedestrian friendly. One of the biggest negatives currently.
- 1 Amenities like this make Florida an amazing place to live. They are economically and socially valuable.
Quality of life/tourism/etc
- We that live in the bay are enjoy nature and our proximity to it. I would love to have a safe area to
- 1 work out and enjoy it!
- 1 adding trails is a good thing, not so much for traffic easements but for health
- 1 Should include electric bike/scooter charging areas
- 1 Our disjointed/uncompleted trails are a big disappointment.
- 1 Priority
- Our bike network is too patchy. We have a significant recreational bike community in Tampa, a well-
- 1 connected bike network will quickly be used.
- Better greenways brings more people to the area, better the quality of life, and brings investment to
- 1 the county.
- This is extremely important, the pedestrian/bike deaths here are tremendous, and many people use
- 1 them as their only form of transport here.
- 1 Yes, more safe places to bike and walk in Hills Co
- The bike trail at Courtney Campbell is a gem, and we need more pedestrian an bike avenues that
- 1 allow for safe travel and recreation.
- 1 Have been waiting for years for completion
- It is fairly inexpensive compared to these other options so it should be funded. When greenways are
- 1 connected to each other, it starts to become a real system that can be used for transit, recreation, and tourism. Ideally, greenways are linking to mass transit corridors that accept bikes.
- This is a far better way to encourage bike transit than adding bike lanes along busy, congested roads.
- 1 For example, I rarely, if ever, see anyone riding in the dedicated bike lanes along Azelee or the ones on Cass in downtown Tampa.
- Please focus on improving bicycle travel in the region and offering opportunities for commuting by
- 1 bike. The current regional situation is abysmal for bicycle commuting. Recreational opportunities are needed too. Florida's development pattern of non-connected subdivisions makes trails and other corridors even more necessary.
- 1 we need to bring people to nature to benefit their physical and mental health
- Great idea, also for visitors. Make sure it's not just connected to Riverwalk but also to other parts of
- 1 Tampa/New Tampa.
- Greenways and trails are of massive importance to quality of life in our region as are better walk/bike
- 1 connections. We are woefully underperforming in our sidewalk connections and funding of walk/bike.
- 1 Safer environment for pedestrians and cyclers
- Need more protected bike lanes. especially east/west. Upper Tampa Bay Trail completion has been
- 1 promised for years.
- All greenway/trail project must connect to transit in a meaningful way. Active transit amenities -
- 1 abundant covered bike parking, restrooms, bike repair services, should all be at trailhead served by BRT
- 1 Include tree/shade in trail design
- 2 This would be nice, but we have bigger concerns right now
- I am in highly in favor of anything that makes the city more walkable and bikeable. Our climate allows
- 2 this to be an effective method of transportation 8-9 months out of the year.

- 2 This should be privately funded.
- 2 fix the roads first
- 2 Get the roads straightened first
- I'm all in favor of adding as many walk/bike trails as we can afford but I think Hillsborough has many
- 2 more critical priority needs
- 2 I'm saying no to this because I don't think this is a priority, not because I don't think it's a good idea.
- 2 If it is roads vs greenways, the existing road infrastructure needs to be addressed first.
- 2 The money should be spent on area that will improved motorized traffic congestion.
- 2 Not unless you are going to provide armed guards the entire length
- Waste of money. Trails are not used enough to warrant the expenditure in my opinion, of course. It's
- 2 recreation not a mode of transportation
- I think the SR60 to downtown section should follow Cypress St because adjacent to the interstate and
- 2 retaining wall is uninviting
- 2 More bike paths. Not bike lanes.
- 2 Boondoggle. Use the funds to move more people.

Downtown Interchange

Participants were asked to rate four scenarios from one star to five stars.

No Build	No Build - Comment
	Why is a monorail/subway system not on the radar to reduce carbon footprint versus have more cars on the road? Tampa is now a major city - like Boston and NYC- this seems like a way to go with systems from suburbs to downtown and USF area.
	This shouldn't even be an option.
	There should be a railway on i4 and 275 - not more roads. Something reliable, safe, and sturdy for Florida weather.
	This is not a good option in any way.
	I don't know what unreliable congestion means. Suggest changing wording
	More roads = more cars. we need to think outside the car model and the ubiquitous car centered society
	A "No Build" option is not sufficient to handle regional and local growth, and maintain economic competitiveness.
	The Braess traffic Paradox..... https://www.youtube.com/watch?v=ZiauQXIKs3U
	Instead, enforce and/or lower speed limits. Have more mass transit- busses and light rail. Get cars off the roads. Teach driver education in high schools to improve safety, as well.
	Improvements must be made!
	I -4 needs a wider lanes from:75 into change too I -4. Traffic is always backup to Branford Road
	Horrible idea
	Really?
	Run rail system in middle of these interstate roads.
	changes are needed.
	THIS IS NOT AN OPTION!!!
	Simple paving of roads in Keystone area needs to be done.

This is just not sufficient

Don't take homes. This hurts people in the inner city for the benefit of the suburbs. Need to decrease cars on the road not increase.

Actual impact is not included on any option. Need all info to select an option. The streetcar needs to be extended into East Tampa.

Have concern re closing Floribraska and 21st st exists

Not sure about any of the options I read them not sure.

Seems like recent construction at I/4 to 75 has made that area more congested.

Do Nothing! We need to stop closing exits in East Tampa. If those are your only options, then do nothing!

get off the streets and go up

not an option

This shouldn't even be an option.

Mal-function Junction was not improved with the last "improvement project"...only enlarged. You cannot funnel 4-6 lanes of traffic down to one-lane exits/merges to other major roads and NOT expect major bottleneck backups to occur.

If we had mass transit, some of these car traffic problems would take care of themselves

I find it amazing that nowhere in this survey is any mention of light rail, which is what is REALLY needed rather than expanding roads and bus routes

The worst possible solution to the worst interchange in the metro area.

No stars. While understandable, given the metro area growth and increase in traffic usage, we have to adapt and, if required, relocate any residents to other neighborhoods with fair remuneration (market price).

Need to reconfigure so that changes are not too close together may need to study other cities where multiple changes are sequenced better

Must do something

Put a train that runs either on street or freeway

What's going to happen to Wimauma.

This obviously not working

I'm disabled.

ZERO stars

this is a horrible idea to do nothing

DIG UP ROBLES POND CEMETERY THATS UNDER IT

Wasn't this already "fixed?"

You and Tampa have encouraged so much development, you are the ones killing all these people in accidents. It needs to stop, or at least slow down. Negative Population Growth, Amen.

1 Something needs to be done to this area

1 On my daily commute from New Tampa to Downtown is a nightmare. Every single day we witness an accident!

We can't no-build because we must do something... Instead of focusing on increased traffic through the interchange, focus efforts on distributing traffic. Create new business districts (aka westshore) centralized in New Tampa, Westchase, Apollo Beach to create more jobs away from downtown and

1 WBD where people live. We can reduce traffic volumes on the interstates this way. Smart vehicles will

make huge advancements in traffic safety by eliminating the human error and lack of attention of drivers that cannot be designed around.

1 To do this is like burying your head in the sand and giving up.

1 Totally unacceptable

Whoever designed the Southbound 275 exit to I-4, the I-4 to the Selmon left lane ramp and the Selmon to I-4 on ramp should be fired, made to pay back their salary and prevented from using their license to design roads/bridges/ramps ever again. All 3 of those ramps are creating worse traffic

1 issues than they were supposed to eliminate.

1 Anyone who votes for this needs to wake up.

1 Gotta do something!

Please see previous comments on the Trackless Tram. IMHO this could and should be the first step in removing vehicles from local roads. Transit centers at key locales would be developed over time, beginning the process of "connecting" the people to the city. It can be done - just requires a first step. More lanes and gimmicks will not resolve this problem. The introduction of automated vehicles and smaller buses can and will connect transit hubs to local areas, getting riders home with a simple

1 second connection, thus they can now leave that car at home!!

1 This is not an option. How can I be expected to take this survey seriously after an option like that.

1 not an acceptable option

It's beyond time to do something. Doing nothing would make all the other regional improvements leading to this interchange less effective and thus such a waste of investments.

1 We need to change this!

1 A daily commuter

Visibility on 275 is poor. All of the ups and downs over the surface roads I believe is the main reason why there are accidents which add to the build up of traffic. People have a hard time perceiving depth and slow suddenly near those points. Elevate more of the road and it will likely improve.

1 It's ridiculous to NOT try to resolve this situation. Most recent changes have made it better

1 Incompetent nitwits designed this thing.

Doing this option is telling your citizens "keep having your 45 to 2 hour commute times. We don't give a whit about you."

How much of our citizens lives do you want to waste driving a stupid car? If I was riding a light rail car downtown, to the airport to St.. Pete, to Brandon, to Westchase, I could use the Wi-Fi and get some work done. I could make some phone calls and work on my laptop while I'm sitting down while a professional (as opposed to amateur which is what we have now) driver gets me to my destination.

I don't know what your idea government is but the United States Constitution states federal government was established to "promote the general Welfare." I firmly believe this is what all governments are supposed to do.

Making us all drive, wreck our cars exposing us to drivers texting or drinking, making us waste our lives commuting long hours is not promoting the general welfare.

I realize that most people submitting their comments or contractors or lobbyists or some other scum like that. I'm just a guy who is sick of Hillsborough County/Brandon/Carrollwood/South Tampa/

1 Hillsborough County traffic

1 Worse possible option ever.

your dumass engineers havent fixed it in 30 years now its time to find some traffic people from around the world that know what theyre doing. pay to consult them like all the other millions you
1 throw away on consultants that do nothing except line pockets with \$\$

1 Something needs to be done about severe crash hotspot

No Build BUT also No Build or Further Action on Previous Studies. The only action that should happen is that the DTI must be removed.

1 ABSOLUTELY NO WIDENING EVEN WITHING THE ROW.

You can't do nothing here. Something has to be done eventually. The longer you wait the more
1 expensive it will be.

1 This should not be an option for Tampa's investment in its roads

1 Not an option for today or the future

1 No

1 This is a severe inconvenience to the commuters in Hillsborough County!

1 safety hazard with severe crashes frequent

transitions between 275 and 4 are treacherous at best. need to solve as freight and commuter travel
1 will not decrease over time

1 The No Build is not a viable option

Need better lanes . issues on 275 s florabraka exit and rounte 4. Painting more of lane north of
1 interchange maybe at "Bird".

1 Can't vote for zero stars

1 Doing nothing will only make things worse.

1 unacceptable to do nothing

1 Construction must part of smart planning

Need more police monitoring HIGH SPEED DANGEROUS DRIVERS.... Too many accidents. I drive 275
1 daily and fear for my children's and my life. It's 55 mph and Nobody follows this!!! Where are the
1 police? I never NEVER see them monitoring traffic!!!

Airport to Ybor in 30 minutes? When? Midnight? By helicopter?

1 No, something needs to be done. Something should have been done already.

Something has to change. You can't keep it the way it is. It will get worse with all the people moving
1 into this area

1 There is no scenario in which this is a successful use of resources.

1 It's broken and obviously needs to be fixed. Leaving it alone is tantamount to negligent homicide.

1 No way

It is the single most reason I moved from Branson to Town and country, bc it's so unbelievably
1 ridiculously congested bc of incoming traffic from the easy and west, the crops town and from ybor
1 and then so quickly into another merge. These people are inconsiderate and some are just
1 incompetent and don't how to merge. At very exit or entrance there is a back.

1 This should not be an option. The interchange is a disaster

Taking no action shouldn't be an option. While we want to protect homes and businesses, change for
1 the greater good is much needed to make this area commutable.

1 This cannot be left alone. Malfunction Junction is a constant mess.

1 This is not an option

1 Not viable. The existing configuration is not viable now. In ten years it becomes impassable

- 1 Place is a freaking train wreck, something has to be done
- 1 Doing nothing is the worst option. It isn't an option!
- 1 Not an option.
- 1 I do not see any stars in the space to rate or any way to add a number. I give a 1, as I want changes.
- 1 Need roads
- 1 whoever designed the current layout should not be in this line of work
- 1 Doing nothing is not an option
- 1 SOMETHING HAS TO BE DONE...TO DO NOTHING IS NOT AN OPTION
- 1 This is continual congestion and I HATE this intersection. Something HAS to be done soon!
- 1 Dumb! A do nothing option will only have to be fixed later.
Absolutely not a reliable option. Lives should not be put on the line for the sake of existing homes/businesses. Not doing anything about this vital situation will only cause more harm in the long run.
- 1 Take ALL of the money from buses, light rail, and street cars. Then use it to think forward like your predecessors in the early 20th century! Like it or not, MAKE ROOM for cars on the streets.
- 1 No action is the worst option. We need commuter relief!
- 1 This would be stupid to do nothing!!!!
- 1 DOING NOTHING IS CRAZY
- 1 Why does traffic back up at Armenia/Howard exit?
- 1 Not acceptable; poor dangerous design
- 1 We have to do something. This is NOT viable at all.
Traffic is awful. Doing nothing is not an option to think about. Does not help our region and commuters.
- 1 this is not an option and deserves ZERO STARS!
- 1 i275 needs immediate help!
- 1 This one's impossible. Mass transit would help, but design dysfunctional
Reaction and cleanup time after accidents are not acceptable which in NY clearing time is so quick
- 1 there really should be a better quicker response clean and clear time
This interchange always back up heading West on I-4. Not doing anything about it will create further
- 1 problems as the population increases.
- 1 No build is not even an option.
I want it rebuilt but with no blind hills. Avoid more lanes through the interchange by smartly designing it with banks incorporated to allow for higher speed. Angling the curves will permit traffic to flow more freely by permitting the traffic to have visibility needed to navigate the interchange
- 1 The status quo obviously doesn't work and will get worse as our population expands in the downtown area.
- 1 This is NOT an option- We need to have roadways that grow with Tampa Bay.
If I could give this no stars I would. While construction cost may be \$0, what about the cost to commuters who are dependent on these roadways each day to go to and from their places of employment and provide for their families? What about the cost to movement of freight and goods? What about the cost of lives. You state this is a hot spot for severe crashes and doing nothing can chance one life being shortened. You as a countywide organization have a responsibility to ensure transportation is effective and efficient for ALL residents, not just those in the urban core. The county and region are all connected by this interchange and doing nothing still has a cost.

1 While doing nothing is an option....it's a terrible one

This interchange is one of the worst designs I've ever seen, and the people using it are extremely unqualified to navigate it. The combination of overambitious, timid, distracted, aged, and unfamiliar drivers present cannot navigate such complexity. It needs more capacity and less complexity.

1 There needs to be campaigns, and incentives, to encourage companies to allow flex hours so that people commute at different times. Even better, encourage companies to allow remote work from home scenarios when practical.

1 It needs to be redone for safety concern alone. It is a major headache and mess.

1 Doing nothing about the current situation can be convenient but it's not right.

1 Stupid option

1 Flyover to I-4 and Floribaska needs attention, Franklin Street area needs attention

1 Doing nothing doesn't solve the issue. I-4 is a horrible mess to be avoided when possible.

2 If its working don't disrupt it. If not, it needs to be planned out.

2 The airport is not the problem! It's all the major venues downtown.

2 Severe crash hotspot is not the satisfactory

The congestion is when you are trying to get on I-4 and want to go North on I-275 you have to wait to merge. There's enough space to make that a right turn lane.

2 If this option goes forward then you invest the monies into PSAs on common courtesy while driving and how that can improve flow of traffic and reduce car accidents.

2 if the engineers did not put that little dip at Columbus as you head east from I-275 to I-4 . People would not stop or slow, causing traffic to back up. that needs to be fixed. I-275 expanded north with no catering lanes.

2 How could this interchange have been so poorly engineered and designed in the last update? 275 S Orlando exit....WTF? A child could have come up with a better design.

3 why not put in an above ground rail type system I would use if a centralized parking area and could catch a train type to ray j, airport, downtown, tropicanna had plus our major

3 This is a terrible survey. Where is the boulevard option? There are more than 4 options without including leading photos.

3 Fix the crash spots without making more and more lanes. More lanes is just more stress. Protect housing and neighborhoods rather than expand roads.

3 In conjunction with Add express lane flyovers

3 Please consider more extensive multimodal designs including a boulevard design that will reconnect this neighborhood.

3 The instructions don't say if 1 star means this is a major issue, or 5 stars is major issue. This is confusing

3 Go big or go home. Would rather see money spent on transit than a half ass job that will need to be fixed again in 15 years.

3 Use to the way it is

4 Save your money if 3 or 4 are legitimate "options".

4 I avoid driving in the I-275/I-4 Interstate area within Tampa at all costs. It's extremely congested in some parts.

4 Widening the highway isn't going to help anything. Make public transportation a viable option in Tampa. What is so wrong with that!

4 Flyover from 275 to I4 should be widened with possible improved messaging for Orlando exit so not to clog entire south bound towards downtown or at Pete

4 Give the area a break from construction. The limited jobs don't help out our area and just cause a mess for years. A better fix would be okay if it solves it for a decade, otherwise let it be for a few more years.

4 The tax money is to build alternatives to driving. More roads will do nothing.

4 Interchange will always have traffic, state needs to stop lying that any construction will ease congestion.

4 I don't think a no build would be a bad option if we could get our public transportation up to snuff. Every major city has traffic, but the good cities have equally important public transportation options for commuters.

4 Maybe add better signage. But don't waste money on this lost cause.

4 INVEST IN LIGHT RAIL

4 Look for ways to shift commuters to other transportation options.

4 Only if sound walls and landscaping are included.

4 I have assumed 5 is best and 1 is worst. But, it doesn't say.

4 It has a priority one project.

5 need to focus on transit, not widening roads

5 Need mass transit to have bus, train, not csx line. Need new train tracks

5 I desire to see no interstate expansion to occur outside or within the I-275/I-4 Downtown Interchange Right-of-Way Footprint, and to not move forward with any recommended interstate expansion plans proposed under the original interstate Environmental Impact Study.

5 We need to put in a good mass transit system ,express lanes for ride share and expand public transport options. (like Portland OR)

5 The other options are terrible and adversely impact the neighborhoods adjoining the interchange.

5 This was already supposedly fixed years ago. Can't believe they're going to get it right this time either. NO, don't destroy neighborhoods for cars!!

5 The priority should be getting people off the interstates..a bypass of down town should be the priority. keep people moving e to west and north and south out of the state out of downtown areas

5 Why build when it's finished it will become obsolete

5 There are other options! Provide alternatives to remove 10%, 30%, 50% of drivers. What will happen when gas hits \$4, \$5, \$10 / gallon and we have 20 lanes of empty freeway and people riding bicycles?

5 Remove N-S I-275 from Bearss to I-4

5 The problem with the interchange now is people know it gets backed up so they cut everyone off at the 275/I4 split and that causes a back up. Same thing happens at 275 and 60. People cutting everyone off is the problem.

5 Better than our current build alternatives

5 quit building!!!

5 The community has already rejected the "build" options Buy more buses!

5 Stop expanding the same roads look to create alternate major hwys for traffic and provide mass transit options.

5 rail. quit widening these freeways and start thinking about mass transit options

5 We need a transit train that connects tamp city limits with many stops

5 Cities across the nation have stopped this madness, why our leaders don't comprehend that widening only makes things worse is unbelievable! multi-modal solutions +mix-used land uses+ density intensification is the answer! not lanes

5 This should include mitigating crash spots with safety solutions.

5 Additional lanes will bring additional cars.

Spend this money on TRANSIT INVESTMENTS. Expanding the interstate will only induce demand and result in the same congestion we see now weeks later. Expanding the interstate is putting a bandaid on a gunshot wound. Invest in other modes of mobility if you want to reduce interstate congestion;

5 provide us with ways to get around that do not include driving SOVs.

Continuing to do more of the same is not solving any problems. It is just "kicking the can down the road." Continuing to add lanes is not the answer. Alternate solutions and or curbing development that

5 keeps adding autos to the road must be the goal.

5 Don't rebuild anything, add in a high speed rail!

This is the only option for the Tampa heights community. The businesses and families deserve more from the MPO. Tampa Heights is Tampa's oldest suburb and it's urban core. People over highways.

5 The local residents of the Heights all vote for the no build option. We should respect their vote as widening will greatly affect the Heights area and no one else.

5 Stop expanding roads and invest in mass transit.

5 Boulevard Tampa

Transit first. We need transit first before interstate expansions. Not buying that expansion has to come first - it is bull fed to us by FDOT which is pushing for larger roads.

5 Most congestion is caused by the constant or unnecessary expansions which waste our money and turn our roads into permanent work in progress and reduced lanes. Just pave the existing roads.

Building more roads is NOT sustainable. Look into more sustainable, non-car based travel options. We don't have long to act. We need courage to plan for a rapidly changing future.

5 Turn I-275 into a boulevard.

5 We should really consider light rail

This is the ONLY scenario that is acceptable- unprecedented organizing and consistent clear communication from all over the area has said this. this madness represented in the other scenarios needs to stop. the crash rates and injuries on other FDOT controlled roads is even higher. We need

5 TRANSIT not this perpetuating highway expansion.

5 Study how to turn 275 into an urban street-level boulevard.

This survey is a push-poll, biasing answers through non-neutral descriptions. The severe crashspot is due to FDOT's incompetent design of the I-4 junction, which pushes cars out three lanes trying to get to the turnoff. Remove a lane or two of traffic on each side and replace with trains and you'll seriously cut down on pollution, accidents, and traffic, and give commuters more work time.

5 Less roads, more road diets, more robust public transportation.

More lanes will only lead to more congestion. We need to incentivize people out of cars and into dependable, frequent public transportation. Look at real cities and what they are doing for the 21st century ...Paris, London, AMS, etc.

5 Please build railroads.

5 With tunnel underneath

This is the only option that puts a equity frame on the process. We don't need to tear down more housing and displace folks for roads that will be congested no matter the number of lanes

5 This is a misleading phrase for simply deciding to do or build something else. No build does not mean no further construction, it means, we choose to look into alternative strategies. Sigh.

5 Tampa has voted for alternative transport, buses, rail, bike!

5 This should be priority one.

I am tired of spending money on outdated solutions. I do not want to spend money on roads. Put
5 money into light rail to make a difference. It's embarrassing that we have not even started this.

5 There is plenty of room for a rapid rail system and without one we're doomed to fail.

5 Focus on transit not roads!

We are spending City of Tampa and Hillsborough County tax dollars to make it easier for people from
5 Pasco to take their money out of the city/county. It has to stop. Please add viable alternatives to
5 driving a car if you want to reduce traffic.

the No Build is the only acceptable item at this time- that the DTI is in the survey is insulting. Stop
5 perpetuating induced demand and expansion of the highway!

5 You already tried to fix it once. Why would you do it again?

5 The ages to use cars are NOT getting their licenses!!! USE RAIL FOR MASS TRANSIT.

5 This is not forward thinking...we need more small on demand bus transportation

We need to encourage alternatives to highway transport. I live in a neighborhood which was heavily
5 impacted by removal of streetcar and construction of highway. It is going against a lot to try to
5 rebuild the neighborhood and I think we need to use our transportation dollars on other things.

Save the billions of dollars this project would cost and divert it to mass transit. This is the only way to
5 ever fix the problem

This part of Tampa is one of the fastest growing areas of downtown. It's also becoming an area that
5 could be a draw for outside visitors, a defining neighborhood similar to those in Austin and Portland.
5 Dividing it and destroying it with further roads is a mistake. It won't solve the long term issue.

The county should do more research into the boulevard concept. Replacing plans to expand, which
5 will not fix the problem, with reliable rail systems, will allow locals without cars and tourists to get
5 around the city. Stop dividing the neighborhoods by widening the interstates.

The urban core should not get further destroyed for additional widening. Work on mass transit and
5 give travelers options to avoid the interchange - eg connect I75 with US19. NO WIDENING! it will just
5 induce more traffic

Police cars even PARKED along I275 would slow drivers down from Hillsborough to Westshore. Slow
5 traffic down. If they can't slow down, then they should perhaps turn around and go BACK WHERE
5 THEY CAME FROM

Realign the crash sites first traffic calming can be done. It's poorly marked as well. Traffic is stressful
5 bumper to bumper to make sure you are in the proper lane to merge, moving too fast with aggressive
5 drivers making it further unsafe.

Having lived in Tampa Bay my entire life I've only witness construction that delays traffic for years and
5 does nothing to prevent the burden of traffic. Construction just cannot keep up with the growing
5 population.

5 One more lane will not help. Put in a train for commuters. I would use it often.

The no build scenario does not preclude non-capacity operational and safety improvements.
5 Proposed improvements must be studied and vetted with the community. The use of "severe crash
5 hotspot" introduces an inaccurate negative bias to the survey. STOP trying to manipulate results.

5 Might as well none of these will fix it

5 Best option.

5 Add separator on I4 ramp to prevent line jumping.

5 Put your money on mass transit, and not more of the same. Adding express lanes is not the fix.

5 We need a rail system.

5 Add robust TSM&O and TDM strategies to no build scenario

5 The same amounts of money can be spent on alternative forms of transportation. Let's take cars off the road and let the existing infrastructure function for the job and capacity it was originally designed for.

5 I would prefer that Interstate 275 be converted to a street level boulevard with a light-rail line in the middle and includes bike lanes according to urban planner Josh Franks proposal.

Safety Traffic

Quick Fix Safety Traffic Quick Fix - Comment

Please build rail.

Need to fix all the merging at WB I4 between 22 St/Selmon Connector to 275. Suggest having a northbound entrance ramp from 22nd St to NB 275 and a southbound entrance ramp from 22nd St to SB 275. Also need a northbound 275 and southbound 275 entrance ramps from the Selmon Connector. This would reduce amount of merging traffic in the small area. Also decrease the sharp left turn from WB I4 to SB 275.

A quick fix plus a long range plan for growth

This is a dumb way to ask this question

Too minimal.

Spend the money on rail.

I do not see any stars in the space to rate or any way to add a number. I give a 3

Connect suncoast/veterans to 275 and thus reduce traffic. Fix SB 275 to 4 ramp.

This is line 28 of the TIP, Table 2. It's crap there and here.

My star ranking is negative 5.

1 ,Fix, is subjective and NoBuild means NO, ...and that means No lane additions.

1 FDOT has built this mess, they can't fix it = induced demand!

1 FIRE THEM ALL for constantly building something that doesn't work! tax payers money being thrown out the window.

1 i275 needs MORE help

1 than this!

1 what does "fixes i-275 to I-4" mean? If it means more lanes then no. If it means adding barriers so that people can't jump in at the last moment then yes. You can do this without affecting the Floribaska exit too, if the focus was really on ALL TRANSPORTATION, not just roads.

1 Sounds like the last bandaid... it made the matter worse! Not an option.

1 until you ELIMINATE merging traffic closer than 2 miles from on/off ramps NOTHING WITH CHANGE

1 Most congestion is caused by the constant or unnecessary expansions which waste our money and turn our roads into permanent work in progress and reduced lanes. Just pave the existing roads.

1 Light rail

1 stupid option

1 Rapid rail system not more asphalt

1 The longer we delay with major improvements the more the cost to the taxpayer.

1 No faith in FDOT the deadliest roads in America. Seems no one cares.

1 This option is only a patch and will not fix the problem.

1 Not even a full 1 star

1 doesn't provide capacity enhancements Tampa Bay needs

1 Perhaps this project is not clear enough but it seems like adding more ramps but only contribute to the bottleneck that already exists.

1 Abstaining because I don't really know what "fix" means in this instance. Repair pavement? Re-design/engineer? This is the only option other than no-build I would support and contingent upon Westshore interchange being a separate project - un-coupled from dt

1 Not enough! Need to do more

1 Seemingly temporary, shortsighted fix with minimal reduction in complexity of intersection.

No Build BUT also No Build or Further Action on Previous Studies. The only action that should happen is that the DTI must be removed.

1 ABSOLUTELY NO WIDENING EVEN WITHING THE ROW.

1 Stop funding conventional car transportation options. Copy progressive cities. Younger generations do not want to be dependent on cars. We are concerned about climate change and emissions and having a sustainable future.

1 Not a long-term solution.

1 No ramps on Morgan St, North Blvd, and 15th St. These are some of the few routes to the urban core that have less motorized vehicles and are therefore safer for cyclists and pedestrians.

1 This is no "fix" and nothing will be quick about it. It also increases induced demand and the load of car traffic into Ybor City

1 Not enough information provided

2 Safety doesn't include adding more lanes. There needs to be clear directions for the lane changes and no access to cut people off. No new lanes are needed!

2 This is only a short term fix. As downtown continues to go and the population grows, the issues will begin to crop up again

2 I was born and raised in Tampa. I am a fan of historic districts and history. Having said that, we have to build an interstate for the future. Sticking our head in the ground to protect Seminole Heights and Tampa Heights isn't going to solve the problems we have of moving people around the city. We also have to think about an emergency evacuation. Let's do it right the first time, move historic buildings if necessary so that then the historic districts can move forward without any lingering questions about the interstate's impact. It would have been easier 10-20 years ago and it will be easier now than 10-20 years in the future.

2 At a min you should do this

2 Only with federal and state funding. Safety enhancement is good but will not prevent future congestion. Not very forward thinking.

2 This is too little too late

2 Tolerable depending on construction time estimate.

2 Settle for this in interim.

2 Better than nothing

2 Anything is better than what you have, but this isn't enough to meet today's capacity and you know it. You don't build roads for 5 years ago, you build them for 30 years from now. If this was a first step and fit with option 4, then maybe...otherwise this is just a waste of money.

2 This is a bandaid it won't solve any problems

2 Again adding lanes does not solve the problem. I agree a safer interchange is possible.

2 Should get rid of these large roads going through town and put in a real mass transit system (subway/el-train style)

2 Not enough to ease congestion

2 Will only fix the I-275 problem in one area

2 This will not suffice long-term.

Adding ramp lanes is most important, but added travel lanes are necessary to reduce

2 congestion/travel times/driver dissatisfaction

2 Fix MLK entrance to 275 to I4 lane

Need more information on how adding ramp lanes would impact the area with ramps. What
3 ramps/where.

This a serious problem and must be corrected. It is unsafe for all drivers at this location. The rate of
3 accidents is unacceptable for this area on 275/ I-4 . I think the Full Rebuild is most important- How
3 this area has been neglected for too long and should be addressed.

3 What about mass transit commuter rail options? You can only add so many lanes.

3 I am not against adding ramps, however the cost seems high.

Again- this can happen without an SEIS. These are operational improvements that DOT can do at the
3 drop of a hat. Need to think bigger.

3 I think thru traffic lanes need to be added as well

3 add mass transit option

3 "Fixes" for what two years? three years? Until traffic builds back up.

The lesser of all the evils I guess. Driving South on 275 everyday during rush hour in the evenings
something needs to be done with the I-4 ramp....maybe adding an additional lane would help. Also

3 give people more notice of when they need to get over.

This only serves as a temporary solution. Our growing population will make this an issue again. We
3 need better solutions for long term growth.

The interchange NEEDS to be redone, but a quick fix only masks the problem until it springs up again.
I4 WB to 275+Downtown exits is always congested due to merging into 275. 275 SB to I4 is always
3 congested due to the 1-lane ramp.

3 Doesn't address Franklin Street

3 Significantly better than nothing, but let's do it right

Use angles in the curves to allow for higher speed through the interchange. Avoid more blind hills
3 within these curves

If a full rebuild is impractical or unsustainable, a quick safety traffic fix may be able to buy some time.

3 Full Rebuild preferred, but quick fix for severe budgetary concerns.

The goal should be to have fewer cars on the road, not more road for more cars. If money exists or
can be raised for a full rebuild of our highway system, that money can and should be better used to
3 build a state of the art (and hopefully carbon-neutral) mass transit system.

There is NO FIX. Always trying to bring more businesses in but NOT fixing the already existing
highways. Will never be able to keep up. Too much building and let's take care of it AFTER the
3 fact!!!!

3 Would like more detail on "the fix" to sufficiently rate

The left lane access from the selmon connector to i-4 west is horrible for anyone heading to i-275
3 north. Likewise the left lane exit to the connector from i-275 east.

3 A start

I would give option 2 five stars if it added a 3rd southbound through lane on I-275. From my
3 understanding, non of the options address this issue without extreme impacts.

4 Not convinced this would work. Must change traffic flow before MLK, maybe at Hillsborough Ave.

4 Add lane from MLK exit to Hillsborough exit on N 275.

THIS is what we need. Also don't forget about the airport on-ramp near the HF bridge which chokes traffic as well.

4 This seems like the solution to the problem with malfunction junction.

4 If something must be done other than taking down the interstate, then the least invasive option is best
Any way to convert Downtown exit to I-4 -> I-275? Downtown traffic can flow to Ybor or combined on I-4 exit.

I would like to see an option that fix I4 corridor and add rail down the center of 275. Park locations at Bearrs, Fulkenburg and Gun Highway.

4 ramps already have space for extra lanes

Saving lives and reducing property damage should be worth \$200M, right? Also, this interchange's reputation could benefit from a simple face lift.

Most of the backup going SB on I-275 is because of this ramp. With a viable transit solutions, added lanes may not be necessary. CONSIDER MONORAIL.

4 Please add proposed exits and any impact regarding property acquisition.

The connections to I-4 to/from the north need to be improved first. Also consider adding c/d lanes between I-275 and Ybor to eliminate weaving. Those two things should reduce congestion and improve flow throughout the interchange.

4 Good quick fix, for a more affordable price.

Not opposed to reasonable fixes, but transit has to be part of the solution. Transit lines (CSX, new lines, Virgin) should all be determined or aligned before moving forward with any type of road construction. If it can't be done all together, it shouldn't be done at all.

Safety is important--lets spend what is necessary to save lives, and invest everything beyond that into real long transit term solutions.

4 More Traffic law enforcement will immediately relieve some wrecks.

Improving on/off traffic will improve thru lane traffic by reducing the number of cars stopping in thru lanes to merge onto ramps. Must also lengthen merge lanes AFTER the interchange to keep traffic moving.

4 Good value for money

Do something to fix these ramps soon. Helping address areas with crashes is needed. While we need additional through lanes, improving how drivers move to and from the ramps is still important.

Less construction and no impact on homes and businesses is good. If we can get better public transportation, this option is ideal.

A full rebuild would be great, but seems too expensive. I think this solution would ease congestion a great deal - the ramps definitely need more lanes. The backups resulting from this terrible single lane design are insane.

4 200 million a ridiculous price. Maybe you should ask President Trump to negotiate for you!

4 see my other comments it needs to be done

This was already discussed at the MPO hearing. The best option is the one proposed by Secretary Gwen that would affect only six properties north of I-4, fix I-275 ramps to/from I-4, add general lanes north of MLK to Bearrs and cost ~\$300mm.

5 INVEST IN LIGHT RAIL

5 Relieve traffic WITHOUT expanding the freeway's footprint.

From SB-275 onto EB-4, the hump over Columbus is what creates major delays on the ramp. Also, if delineators were used to not allow driver's to jump into the ramp lane at the last second, safety would be improved easily.

I do feel that an added lane from I275South to I-4 East is necessary and should have always been 2 lanes. Very costly though for such a small fix.

Do something about that ridiculous on ramp from Selman to I-4 with the short merge lane, it is a disaster and is backed up at all hours. Traffic through downtown/Ybor is still congested because no one wants to get in this mess

This makes sense

A good option because low impact/low cost but does not solve the problems at the root of our traffic headaches.

no more adding lanes and destroying neighborhoods. focus on transit and other modes of transportation and improving safety

6 homes (N side of I-4)

The I-4 exit from I-275 south should be two lanes vs. only one like it is now. Traffic always backs up at that exit. This should be in the top three of your priorities.

I prefer minimal to no impacts to the Tampa Heights/Ybor/Seminole Heights neighborhoods.

Engineer that designed Selmon crossover merging into high speed lanes of I4 needs to rethink it.

Let's SLOW DOWN the ramps ... downtown is dangerous for pedestrians along Tampa and Ashley where cars are traveling at way too high illegal speeds and running the red lights.

Probably best option. Same with the issues of the Westshore interchange, eliminate the bottleneck areas where you force cars from merge lanes and lessen the number of lanes.

low cost and reduces crashes, less impact on families

I275 south to I4 east is a nightmare. Fix it!!!

This should be done regardless of LRTP options

Flattening the hills and otherwise improving visibility on these ramps would help, bc it often feels like most of the traffic is due to unexpected/uncertain braking

I think if its possible to alleviate some congestion with the expansion of some surface roads and transit this would be preferable. cheaper, low impact, and focuses on transit growth, no business or neighborhood disruption. The addition of 1 short stretch of through lane at the interchange would help though. Boston ended up putting all their highway underground. Imagine if we didnt have I-4 cutting Ybor in half.

Fixes crashes without displacing locals

Need to let drivers know rt4 is lane painted around bird exit. Floribrska becomes a problem too.

Out of the presented options, I like this one the best because I do not like Express Lanes. I think some kind of change to the east bound land of I-4 when heading south on I-275 is very needed. Congestion is caused by people who try to skip ahead of the backed up I-4 on-ramp lane and stop in the dedicated downtown exit lane. This is very dangerous and is what causes slowdowns in this whole area. For some reason people slow down on the on ramp, possible due to its height and curve and this also leads to the slow down in this area. Anything that can be done to reduce these 2 problems would help.

Extend I-4 entrance ramp from Selmon connector all the way through to I-275-S. Thus adding a S-bound lane through the I-275/I-4S.bound merge. Expand merger lanes as needed.

Prevent traffic in Downtown exit lanes from "barging" into I-275-S ramp lanes.

Prevent exit from Selmon Connector to I-275-N bound. (force exit to 41 (50th st) thence to I-275 N bound exit lanes) or flyover to I-275 exit ramps or all the way to I -275 N bound.

On N bound I-275 exit to E bound I-4 extend the present forced merge lane till passed the Selmon exit.

Light rail please! Put 2 train tracks smack down the middle of 275. O and with commuter parking lots at every major intersection.

However, of all the options, I like this a lot better than anything else. because: We don't know what's going to happen. Tampa is one of the areas that is going to be severely affected by global warming.

5 We should be conservative and spending the taxpayers money.

5 Add alternate transportation methods to this plan

5 Best option! Improve safety without harming the neighborhoods!

5 This is only a good fix if no additional lanes are added north and south which is the current proposal.

This is important. A good quick fix is to put barriers around the i-4 exit ramp from I-275 southbound. It will prevent late mergers and clear up traffic downstream.

5 This is the only construction that should be done to existing freeways, unless you're adding mass transit dedicated lanes.

until transit is a viable option (Light Rail or at least BRT) I see no point in exploring the other options as a long term fix. We cannot build our way out of traffic. Other modes must be utilized.

5 This is an excellent suggestion as it eliminates the widening of 275 into the Heights.

5 This is the best one

Option 2 seems most sensible as it reduces crashes and doesn't affect homeowners and is less costly than Option 3.

5 Short-term option can be implemented quickly

improvements to ramps will fix most problems with traffic flow; forcing mergers sooner than later is a proven solution

5 Safety is important, so we need to fix a highway that had a poor design to start. Impact to homes/businesses has to remain 0, and cost has to be low. We can't face spending billion(s) of dollars to have to backtrack again in a couple decades.

5 We need to do this immediately, in addition to looking into future long-term improvements.

5 This plus changes to entrance ramps from Ashley to 275 north should be changed

5 The backup is often tamp related. I would expand the i4 ramps.

Safety is the top priority for any work on 275. The Tampa Bay area have awful rates of accidents and 275 needs to serve as an example of safety. Adding more lanes would simply throw more unknowns into the mix with greater traffic flow added. This is simply the responsible choice for dealing with the biggest problems we know we have.

5 I-275 S to I-4 E has a shockwave right before the flyover. Figure out how to improve driver behavior to reduce the shockwave before widening.

The SB 275 ramp to I-4 needs to be widened to two lanes. The backup of traffic is what causes the crashes.

Fix the digital signage to stop making up stories. Because it states congestion ahead, traffic stops then. It doesn't prevent, but rather causes accidents.

5 N. Blvd. option

Sound barriers and landscaping should be done first. Then start other construction. This will make citizens more likely to support future projects. This should have been done 10 years ago. What people can not see due to walls and landscaping is less likely to concern them. A public relations

5 improvement is a MUST.

5 What would really help is to fix that catastrophic ramp entrance from the Selmon Connector onto I-4 W. I don't know why they couldn't make them enter into their own lane then merge about a mile in. It creates such a congestion and a big hassle trying to move across all the lanes if you want to go to 275 N.

5 Anything you can do to fix traffic is welcomed. Getting to I-4 from north Tampa would be great if better ramp.

5 The I-275 & I-4 Interchange definitely need to be fixed.
So does Northbound I-275 coming off of the Howard Franklin Bridge!!
(Horrible bottleneck)

5 TAKE OUT MLK AND FLORIBRASKA EXITS!!! THERE WILL BE LESS CARS NOT MORE BY 2040. LOOK AT WHO GETS LICENSES!!

**Add
Express
Lane
Flyover**

Add Express Lane Flyover - Comment

no

Actual impact is not included on any option

I do not see any stars in the space to rate or any way to add a number. I give a 4

I feel like we are not getting the whole story of this scenario...are express lanes for cars? buses? transit?

Need more specific planned impact than this stupid picture - show the proposed build!!

No express lanes over the DTI. Just end Brightline in Ybor. Leave as is on the west side of DTI. Don't destroy North Blvd w dangerous traffic. It's a rare walkable, safe street in Tampa w/ a university, several schools & neighborhoods.

Cannot read the bottom of description, including impact. Cannot vote w/o knowing.

Best fix listed, in this section.

Zero stars

Spend the money on rail. Look into the Boulevard idea.

This looks like options C and D under the SEIS study. Absolutely not. No interstate expansion (ROW and/or added lane capacity) through the urban core. My star rating is negative 5. This "plan" has been taken off the TIP by FDOT. Not a priority. Why is it here at all. Trap for the unwary. Another example of trying to manipulate results.

Not if they are tolled

ZERO STARS

NO flyover or destruction of so many homes!

This is the same bad wine in shiny new bottles.

We desperately need to relieve the S and Northbound Dale Mabry traffic especially during rush hour. What plans do you have for this?

This would be my preference as it lessens I pact to historic areas. I would not be in favor of anything that includes tearing down historic architecture.

Monorail service

Space changes further apart

Option #3 makes the most sense if not Option #3 then Option #2 is my second choice.

High speed trains would take all of these people off the road and have a smaller footprint.

Put buses as in Rapid Transit

Are these express lanes toll roads?

1 Terrible idea. Won't fix traffic, destroys the city, and redoes past mistakes. Would rather have a multi-modal blvd then i-275.

1 NOOOOOOOOOO. LOOK AT THOSE GETTING LICENSES TO DRIVE. THERE WILL BE LESS CARS NOT MORTE BY 2040

1 \$700 million and we still have to pay a toll! Should be open to everyone

1 This is would be crippling to a community that is just now recovering and developing. It would take away homes and businesses.

1 We could do a light rail instead. Lots of countries and states do it. We're just too backwards to try for the things other people have proven to work for 30 years.

1 We don't need express lanes

1 Implement the BlvdTampa plan. Eliminate I-275 north of the downtown interchange.

1 Again continuing to perpetuate the very problems this disastrous interchange creates. Destroys the revitalization of our urban core. I can't imagine Cascade Investments and Water Street see this as beneficial to lease rates...

1 No, express lanes would decimate historic Tampa Heights as another example of structural racism. They deepen inequality and do not solve the problem.

1 Stop adding to interstates. Stop widening roads

1 NOOOOOOOOOO! absurdity!!! convenience should not trump health and safety of adjacent communities

1 Can I give this 0 stars?

1 does adding express lanes mean TOLL ROADS? We know these don't get administered properly. Look at all the airports at are balking about SunPass.

1 Terrible option for people with anxiety. Faster is not always better

1 Expensive, destorys historic neighborhoods, and only serves those that can afford it

1 This is an expensive, marginal improvement. We should be focusing on securing funding for more transformation transit projects.

1 express lanes are regressive, no mention of transit

1 It will impact more than 75 homes with the increase noise as demand increases to meet increased capacity, I guarantee it.

1 NO EXPRESS LANES

1 Do not expand highways.

1 Express lanes are not the answer. Or, better, they are just the answer for some people. It will not solve the congestion problem. It will just put MORE cars on our roads not fewer. Now, even people who want to use public transportation because they have done so in other pelaces where they lived have no options here in Tampa. When people arrive at the airport and there is no meaningful public transportation it's a shock. Invest the 700 million in a modern and frequent network of public transportation that people can use to get to work and to get to shopping, entertainment, the beaches, downtowns (Tampa + St. Petersburg), airport, green spaces, trails and parks. Building express lanes is a 20th century solution. If that where Tampa should be headed, built express lanes and all the retirees will be happy. Young people will move/stay away for a 21 century live style elsewhere.

I am not opposed to minimal impact widening, but it should be part of mass transit package. No more expansions until transit has a plan - it would motivate FDOT to quickly find a way for mass transit so they can build the roads they want.

1 We need lanes going north and south! I am in transit three & a half hours daily getting to work and back.

1 A rail system is more viable long term given the investment.

Based on the language, this is clearly favored by those sponsoring this survey. A little critical thinking tells us that, despite the loaded rhetoric, there are many ways to improve safety (lower speed limits, better signage, etc) that don't involve widening roads. Widening roads, in fact, creates induced demand and more traffic, and thus more confusion and danger. Apart from the dangers on the road itself, widening and the resulting increase in cars will add more noise and pollution to the area, further endangering the health and well being of those who live and work in or near downtown.

1 A new flyover would reduce future interchange options if the interchange needs rebuilding in the future.

1 lunacy! more car capacity goes against all that is learned throughout the nation

1 Widening or adding fly overs are only short term solutions. Mass transit, in the form of rail and bus routes is the only long term solutions.

1 Doesn't fix anything.

1 NO IMPACT TO BUSINESSES & neighborhoods!

1 No express lanes (no tax on tax). An aggressive light rail/transportation reduces traffic on existing roadway.

1 No express lanes. This is a solution for haves and a penalty for the have nots

1 Express Lanes implies tolls. NOPE!

1 I dont see how this will ease current as well as prevent future congestion

1 This doesn't show the cost, it's covered by stars are you trying to hide the cost?

1 Express lanes just don't work

1 Express lanes are a boondoggle.

1 Will do nothing to relieve traffic and kicks the can down the road NOTHING

1 I really rate it ZERO. NO LANE EXPANSION.

1 NO! These are historic neighborhoods quickly changing for the better. These build options ruin these neighborhoods, cut off downtown, make a scenic city look like a mess of highways and will result in more traffic. We need less traffic, not more traffic.

1 why is there not an option for 0 stars

1 Do not take homes from the vulnerable community to benefit the wealthy who can afford to pay a toll to flyover the area to their job and back home.

1 No more traffic!!

1 this makes no sense. who thought one up

1 dream on

1 This is a bad option for our neighborhoods. We focus too much on satisfying people that live in rural parts of our county or even those that don't even live in our county! The majority of Hillsborough residents would not benefit from

1 Something like this.

1 this is simply widening the roads but lifting them up so their high-rise widening roads. Stupid idea.

1 Light rail please!

1 Not ok with any impact to homes/businesses. I-4 Ybor/downtown already took out my family's homes and business years ago. Stop ripping through neighborhoods.

1 No toll lanes on the interstate.

1 The time difference in traffic does not change enough to be worth +\$700M, No Build=15-30 mins, Flyover=11mins

1 Absolutely not.

1 Only if the express lane was FUNCTIONAL. The ones on the Veterans stink because if you get behind someone not going fast, you can't bail out. Check the ones on northern DC.

1 Rail! Transit!

1 Stop trying to make these "flyover lanes" happen, they are not beneficial and has been shown in other communities to increase supply of cars instead of sustainable transit.

1 I just don't think something like this will fix anything and it will totally change the character of the area. Our historic buildings and businesses are more important than these flyovers.

1 Damaging communities around this terribly designed road will not improve anyone's transportation options!

1 No thanks.

1 again, mass transport should be the priority for getting to and from the Airport. Keeping cars off the road. I lived in DC 25 years and can count of my hand the number of times I had a friend drop me off at the airport. I used mass transit to get to both national and BWI. I didn't fly out of Dulles.

1 This would not reduce severe crashes, as anyone who has studied the issue can tell you. Give up on TBX, it's dead.

1 Can we do no stars? This is terrible.

1 No express lanes widen existing roads

1 We don't need more Lexus lanes that remain underutilized

1 Why? Invest in rail and sustainable transportation options. You are flushing money down the toilet.

1 We can't keep maintaining concrete and supporting cars.

1 zero stars

1 will not solve bottleneck

1 At no time should toll lanes be included. Many people have a hard time paying bills. Adding toll lanes would bring more hardship

1 Favors the rich who can afford to pay the tolls. Treating a symptom, not the problem: lack of transit options.

1 Adding lanes attracts more traffic. We need less cars and more public transportation. Look at Portland, OR for examples of good public transportation and traffic management.

1 Why is there no mention of a transit system from Orlando, Plant City etc. to Downtown Tampa, the airport etc. so that all this rebuilding of lanes stuff doesn't need to happen?

1 Too much funding for this project that would take too long to see completion. Similar funding could be used for rail and rapid bus transit

1 Additional Express lanes only help those who can afford it, which would alienate the largest majority of the populace. Instead of solving an issue, the issue would persist and create an added eyesore for the county.

1 No express lanes

1 Imperative this advises these express lanes would be tolled.

1 adding lanes won't solve the congestion problem. induced demand

1 The faster express lanes would probably increase severe accidents.

NO! PROVIDE ADEQUATE PUBLIC TRANSPORTATION OPTIONS WITH SATELLITE PARKING IN STRATEGIC LOCATIONS THAT ARE ALSO IN THE PATH OF MAJOR PUBLIC TRANSPORTATION ROUTES.

1 We don't want to pay to drive on the roads!

1 NO NO and NO -

No Build BUT also No Build or Further Action on Previous Studies. The only action that should happen is that the DTI must be removed.

ABSOLUTELY NO WIDENING EVEN WITHING THE ROW.

1 NO FLY OVERS.

1 Please build rail

1 INVEST IN LIGHT RAIL

1 No equity in express lane

Most congestion is caused by the constant or unnecessary expansions which waste our money and

1 turn our roads into permanent work in progress and reduced lanes. Just pave the existing roads.

1 Its going to be hell driving around while yall are building this

1 0 stars

1 How does this reduce severe crashes?

1 No Build means NO

This has to be >60% benefit to the traveling public. If it only helps the minority of commuters, don't

2 spend the money in this cycle.

2 This solution fixes too few problems for its complexity.

2 Express lanes suck. Modernize existing ramps and there will be no need for express lanes

2 This solution is unclear whether the express lane will cost a fee for the drivers.

2 Better than nothing but still a bandaid. Not the correct option.

2 Words are not really legible. There is no map.

2 How can option 3 have no further construction with \$700 million in construction costs?

2 anything that impacts homes or businesses is a no for me, unless it is very minute

2 No go.

2 put the money into an above ground train system look at airport and the rail system being used

2 70% of complete rebuild cost with a likely increase in intersection complexity seems steep.

This is better than nothing, but barely. The problem isn't just going east-west. This wouldn't address

2 the daily traffic problems heading northbound on I-275.

2 How much history in Ybor will be destroyed by this?

If these are Express lanes with dynamic pricing, that needs to be stated here, otherwise this is deceiving. Express lanes with dynamic pricing are too expensive for the average driver and go underused, resulting the same amount of traffic on existing lanes and solving nothing. If the purpose is to encourage people to carpool, then go with mass transit before this. I moved here from Dallas/Fort Worth and we had these. If the public had been fully disclosed on what this was we would've never had them built. Too expensive to travel on. However, I would choose this over a full rebuild w/express lanes if it comes down to it, due to less impact to homes and provides a good view

2 of the city.

2 It would help, but design and construction would increase delays for a long period of time

- where are you going to have entry and exit??? that is a big part of this question, which you haven't explained. How about use all that wasted space you created in the middle of the last expansion by Dale Mabry/ Howard Ave. The new Lois Ave. exit is a death trap. You come to a stop sign that you have to turn your whole body left to see around the corner.
- 2 All for a speedier transit to airport, but perhaps extend out from 75 with an I4/275 add in
- 3 Better than option 4
- Seriously why is there nothing on this survey about adding a rail system. Only fools keep adding to a system that is broken
- 3 Will this address the backup on I-275 on the Howard Frankland bridge? If so, I would add a star and give it 4 stars
- 3 I-275 S and N bound ramps (to and from I-4) need to be widened to 2 lanes.
This will provide good benefits to all, nice bypass for express lane users, who will help fund project.
- 3 Better than minor fixes or doing nothing
- 3 Rail line with routes south and north can help congestion.
- 3 It would be expensive and not fix the problem.
- Would approve this more if less homes in the historic areas were impacted. Reduce the impact to historic neighborhoods and this would be a 5 star option.
- 3 If express lanes are toll lanes, express lanes suck
- 3 Only if you do not rebuild
- Tentative support. Depends on what structures are being impacted and what other mitigation is going to repair neighborhoods.
- 3 Are the express lanes tolled? We need more information.
- Each of these options more or less tackle the issue by expanding lanes or not, an option which can be just as accident-prone and traffic-heavy as doing nothing (see rush-hour in Atlanta, DC, LA.) While building separate express roads would be a better solution than simply adding lanes, there isn't any information provided about how to account for transit changes in the next 20 years. For instance, if we have 6 lanes on 275, how will that be helpful if/when autonomous vehicles become the norm? Will there be specific lanes for mass transit, or conversion for light rail? I don't think all of these options listed are necessarily bad, but they don't seem to be accounting for additional alternatives in conjunction with them.
- 3 Does this only help those coming from I4 or is there a way for those coming from other places to utilize the express lane? Those coming from the north but needing to go all the way to the Howard Frankland should have a way to get on it so those of us going somewhere in between can get through easier.
- 3 I live off of WestShore just south of Kennedy. My husband has invested everything in our home and buying an empty lot for a yard. If this impacts our neighborhood, I do not support it. If it stays north of Kennedy, then I do support it.
- 3 75 homes and businesses is still too many
- I would give this 5 stars if this included a transit envelope and commitment to build it, BRT or Rail. Its ridiculous that there's no rapid transit between downtown and the airport.
- 3 Toll Express Lanes may help long term. Fees can be collect to pay for improvements and if it costs money to drive people will consider alternate routes. If driving is "free" and transit costs a fee they will always drive.
- 3 This might be the best option to help reduce traffic, but I think a priority should be made for traffic driving North-South on 275, rather than traffic crossing from East to West (i-4 to airport)
- 3 Needs to include 275 South.

3 I would only support the Express lanes if there were BRT only exits/entrances making a BRT system effective.

3 Impact to home and businesses should be minimized or eliminated

3 I like the improved safety and that it has lower impact on neighborhoods than the Full Rebuild, but I don't like that it would take away homes and businesses.

3 Toll lanes do not assist the general public.

3 costly but useful

4 I appreciate your diligence. I've been watching for a while now (original A & B, C & D plans). This is a good way to get feedback. T.Y.

4 I prefer minimal to no impacts to the Tampa Heights/Ybor/Seminole Heights neighborhoods.

4 What the cost and is it going to change with the traffic volume?

4 Could we have rail instead?

4 AH C or D

4 Hard to think about spending \$700m on flyover lanes as I remember the overruns, delays and costly re-work from the Crosstown Expressway construction.

4 Make this a toll road. I don't have a problem paying a toll for the convenience

4 Anything that cuts down gridlock is worth it, especially since we now have the sales tax increase to help pay for it.

4 Adding lanes is needed, however giving those that come off of selman connector to go north on 275 will be quite beneficial as well

4 Getting there. This would need to be compatible with option 4 though or you are wasting people's time and money

4 If there's money and people are willing, this can be good.

4 wasn't this supposed to have already been done years ago on I-275?

4 I travel to Westshore and Downtown from SouthShore. I would definitely use this, but I think its an expensive and ugly expansion on a 20th century model. I think a combination of Safety/Traffic Quick fix and the addition of something minimal, maybe a reversible express or transit lane would be a good option. Like the Selmon.

4 Please rethink I275 SB having MLK merge and I4 exit in same lane, as this can be a hotspot for crashes and backups as well.

4 I thought this was already on the books? Malfunction Junction needs to be corrected, it is very dangerous.

4 Why can't this option include wider lane flyovers and north lanes reducing home & business impact? Can we go back to engineers with this. Can we look at Cali which has a lot of fly overs?

4 Cqn't be done in a vacuum....must be combined with fixes to both the Howard Franklin Bridge and Courtney Campbell Causeway connections past the Airport.

4 I sympathize with homeowners and businesses but Tampa is only going to continue to grow and I feel quick fixes will only delay the inevitable. The benefit of fewer crashes and improved travel time outweigh these costs, in my opinion.

5 Best value for money

5 We have the money, we need this. So just build it.

5 Ask President Trump to negotiate your price!

5 This will reduce the congestion in that area, and while it impacts homes and businesses, it is a reduced impact compared to the full rebuild

5 perfect solution. Other plans are not fair to businesses and homeowners.

5	In addition add light rail, trolley, and other options to get around.
5	Something is needed! This would be a good solution to work with what's already there. This makes the most sense. Being new to the area, it makes no sense to me for the lanes going north on 275 when people are trying to go to the airport or beyond on I-4.
5	plan for it & get the money before Orlando or other cities get it This option is great because it allows for bypassing the interchange, especially for those that don't need to go into downtown and is headed towards St.Pete. I believe having some flyover ramp going from East to West (skipping over the Interchange) can help with the flow of traffic, especially if people just want to go straight out to St. Petersburg. This way they don't have to go through the congested traffic if they are heading out to the beaches.
5	How would this connect to the Selmon Connector? Otherwise not useful
5	go for it! Make sure there is a fly over at Kennedy Blvd to fix that mis-designed interchange.
5	If we don't do something drastic now, we'll just be doing another "fix" after this one is finished.
5	Best Compromise. Leaves money for other projects. Of course, this one and the full rebuild depends on how this will impact the homes and businesses. If these people are fairly compensated, go for it.
5	As stated, this area has the most crashes, fatalities, and congestion. If this is not improved and rebuilt, none of the other projects will mater. THIS NEEDS A REBUILD
5	I feel like this could be the least impactful to people who live in the area but have the best impact for people who travel through the area. This highway needs to be fixed. It's no longer viable for the amount of traffic and people who live in the county. This should have been addressed years before all of this growth.
5	Needs Transit LANE
5	Add car pool lanes and incentivize car pools and public transportation and add tolls for gas guzzling big vehicles that are not car pooled
5	This is the best for the money. Remember, we are an auto-centric civilization. Quit pushing all that transit stuff that no one uses.
5	Great idea to build more lanes for commuters in a region that keeps growing and will need better roadways to stay competitive in the marketplace as businesses and individuals look for places to relocate.
5	Orlando is doing this and it will work
5	Best option presented here. Added ramp lanes are most important, but adding through lanes to improve travel times are needed too.
5	Yes! EL are needed
5	Cheaper in the near term; costs for ANY IMPROVEMENT will only increase in future years
5	Add monorail from Orlando to Clearwater with Express stop parking for commuters during week, and visitors .
5	Prefer Option 3 over 2

Full Rebuild w Exp Lanes	Full Rebuild w Exp Lanes - Comment
	Zero stars
	Shockingly horrible.

Terrible.

The streetcar needs to be extended into East Tampa

These options are all unacceptable. We need to get rid of 275 and make a boulevard that can be access by mass transit, walking and bike.

Disaster completely...where is the damn train

Don't do this, get a train line to airport and downtown

I do not see any stars in the space to rate or any way to add a number. I give a 2

This does not apply to me as I try to a majority of the time to use public transportation. In regards to the cost, it would seem the monies would be available due to the \$1.25 tax increase.

The survey is way to large.

NO!! NO!! NO!! NO!! NO!!

This looks like the age old engineer's solution. Hopefully there are enough people that are smart enough that alternative action is needed, ASAP. TRACKLESS TRAMS. Automated Transit Systems. Both will make huge projects like this unnecessary. First step - STOP designing for more cars, and begin designing for a mass transit system that can work. Start with the Tampa to Orlando connection (macro scale and easy to install). Build some MOmentum. Then sell the public on other important connections, Airport to downtown. Mall to downtown. Sarasota to Tampa and on and on and on. It has to start somewhere. More lanes is the worst possible solution here. Look at other city failures from similar approaches. Time to do something bold and new!!

This is insane

Spend the money on rail. Look into the boulevard idea.

NO!

Still need more than this generic image!!! What is the proposed build area? What homes/businesses are impacted?? Is my children's school affected (Roland park K-8)??

Absolutely not.

Completely unacceptable as the community has made very clear for years now

Make express lanes from I4 to the Howard Franklin Bridge.

The biggest problem is merging. People don't. What I have seen that really appears to work are the LONG transition ramps from one highway to another with the cement wall blocking drivers from making unsafe moves. While some may not like that the lane doesn't allow them to switch lanes, it keeps things moving.

No

ZERO STARS

NO - more lanes just means more crashes in the future as the population grows, displaces people, and makes the urban landscape concrete. LIGHT RAIL is the solution for the future.

Ridiculous. not worth a star

NO, NO, NO!!!!!!! Interstate ruined the West Tampa I grew up in, as well as Ybor City. NO MORE RUINING HISTORICAL COMMUNITIES!!!!!!

Horrible idea!

God please no. The 90s called, they want their cars-only attitude back. Trying to make you smile at this point!

All these options suck. Get rid of I 275, make a blvd with reliable public transit.

I approve of growth but I see nothing for seniors in our Wimauma and Ruskin area. We need Wild Grace, Shady Housing development.

Adding lanes doesn't solve problem, only more cars come on freeway, problem not solved.

No impact to any home and cost to the government

Roads in Wimauma Area.

This is not even a potential fix. It should not be on the survey at this time.

The downtown interchange needs to be done away with. It's outlived its usefulness.

Get some valid options. These are skewed towards getting the flyover

If you would build a network of rail throughout Tamoia it would be better

rebuild without Express Lanes

This is options A and B under the SEIS. FDOT has pulled from TIP. Not a priority. No interstate expansion through the urban core. And ... are you kidding me? Star rating is negative 5. MPO should be ashamed for putting this monstrosity in the survey. Malpractice. MPO does not work for FDOT but you'd be justified in thinking so.

Note: minimal time savings between airport and MLK comparing no build against full rebuild in express lanes.

Forget it.

No! More lanes is not the answer. That will just create more congestion. Light rail, light rail, light rail. Why aren't you investing in a future transportation plan instead of this old tired one?

This solution is worth the money, with the only downside being the homes and businesses that are impacted

Zero stars

This intersection has been a problem since the late 1970s.

There's really a need for rail/train from downtown to USF and downtown to airport. These plans

1 should not move forward until all pieces (like rail/train) are considered and decided on.

1 Something has to be done on exit ramps.

Such an outdated form of transportation design. won't work, too expensive, destroys too much of the

1 city.

We just "rebuilt" I-275. You need to address the choke points. Why is there only one lane from I-275 SB to I-4 EB? Why are there only two lanes in each direction at the base of the HF bridge?

These "express" lanes become gridlock lanes once an accident happens in them. At least with a wide-

1 open interstate, there's room to get around accidents.

1 this is insanity

You can't pave your way out of congestion; traffic will expand to fit.

1 It also harms neighborhoods, especially more heavily minority neighborhoods.

1 ridiculous and shameful this is a serious option

1 can you include analysis on how light rail and rapid transit will change the I4.

1 No more roads please. Invest in rail and rapid transit. We build roads, more cars and trucks will come.

The extremely high cost and construction time does not justify it. New methods of transportation need to be built first (example of expanding and updating street car to Seminole heights and utilizing

1 rail to connect the 70,000 students and staff in the USF area to downtown)

1 Absolutely no more destruction to homes and neighborhoods for this road.

1 Insanity!

1 ABSOLUTELY NO. No expansion of the interstate into urban neighborhoods.

1 NO WIDER ROADS! Study after study shows widening roads does not cut down on congestion. Wider roads mean more cars and more congestion.

1 This level of investment should be used for transit instead

1 you can spend 100 trillion \$\$ but until people learn how to drive NOTHING CHANGES

1 Probably what should be done but too expensive and too much public impact.

1 More lanes induces demand. We need single occupant vehicles off the road (public transit!). Do not displace 220 homes for this to benefit only a few who can afford to pay the toll. Do not further inequality.

1 Absolutely not a good idea.

1 Too costly and time consuming. May not even help alleviate traffic

1 Express lanes are for those who can afford to spend more on transportation. People in Hillsborough County already spend way too much money on transportation each year.

1 All this does is encourage people to get in their cars. Impacting 200+ homes and businesses is effectively removing an entire neighborhood. A mass-transit based improvement should really be considered. Imagine what \$1B in mass transit could accomplish for the City of Tampa moving forward!

1 Is this a joke? If you want to destroy the beautiful community we have, this would be the answer.

1 RIDICULOUS

1 This is the worst idea and we would be ridiculed by other developing cities around the country if this is pursued. This approach takes away our capacity for economic growth and makes the city less desirable.

1 We can't build enough roads to meet the future demand. Our future requires some new roads and a robust public transportation solution with all available options on the table.

1 This ultimately creates MORE danger, not less. More congestion, more confused and aggressive driving, more noise, and more pollution.

1 I strongly oppose a full rebuild.

1 Sounds great but too expensive

1 This is a really, really stupid idea.

1 Full Rebuild -> Fewer Lanes

1 Look into the proposed Boulevard project instead, which would provide affordable local rail and faster long rail for connecting Tampa to St Pete, south Tampa Bay, University Area, and Wesley Chapel. This will also help with tourism as an affordable means to travel the Bay Area.

1 Another billion down the drain, like the last "fix"

1 How can you think 28 lanes through the urban core is a good idea?!?

1 Mass Transit

1 Again priorities should be mass transit..not roads. WE should be making stronger livable neighborhoods a priority, building small business that makes neighborhoods walkable for their neighborhoods. getting grocery stores in them. I live in Ybor and the closest grocery store is the windixie which is a poor excuse for a grocery store. I have to drive 10 to 15 minutes to get to a grocery store that has good produce and not heavily reliable on processed foods like the windixie to make money.

1 All we can count on from you people is stupidity it appears. Watch traffic from a satellite/balloon over time and increase width as necessary. Simulate construction of new routes to reduce traffic instead of limiting your eyes only to the area of previous incompetence. Search out the old designers and execute them for negligence.

1 No Build BUT also No Build or Further Action on Previous Studies. The only action that should happen is that the DTI must be removed.

ABSOLUTELY NO WIDENING EVEN WITHING THE ROW.

NO FULL REBUILD!

Too much impact and construction causes issues for years. Too expensive when also trying to inspire
1 buy in for alternative transport modes.

- 1 NO toll lanes at all. We can't pay bills now, and you want to charge us to drive i4 and i275? Bad idea. I rather stay in "traffic" for \$1 Billion. The gain is not in pair with the cost. The impact (homes and
1 businesses) is not worth the expense.

- 1 This is horrible.

- 1 Destroys Tampa.

This is insane. I will likley move out of the area, possibly even the State, if our Governor allow this
1 insanity from the FL-DOT. FL-DOT must be broken up into regional authorities, with far less input
1 from the administration, and greatest input and power from the local commissioners of the counties.

- 1 adding lanes won't solve congestion problem. induced demand

This doesn't really fix the problem, as a EW corridor to serve folks from North Tampa to Westshore/St.
1 Pete should be done (i.e., SR56/54).

- 1 No more lanes!

Adding more lanes had never worked as a long term solution.

- 1 More lanes will just equal adding more lanes again in the future.

- 1 RAIL

Seems like an absolutely unfeasible and ridiculous idea. It would be outdated before it was even
1 finished being built. The goal should be to reduce the number of single person automobile trips not
1 facilitate them!

- 1 Take the money and invest in transit oriented development making neighborhoods to central
1 downtown districts.

- 1 If a Full Rebuild is 'on the table', why isn't the idea of over head rail an option? Built up and through
1 the middle of I275 & I4. Model the NE; they move millions of people very effectively.

- 1 All these ideas concerning inner city traffic & nothing concerning for the county (Hillsborough). - no
1 roads coming into /on 674 (widening the roads) - more houses, less roads. - safety roads/sidewalks
1 goig around Wimauma.

Your goals are for those in downtown, New Tampa, USF area's. No mention as to how you will look at
1 growth in Wimamua & SCC Ect . How do you assist with growth in the area's that are growing due to
1 new business such as "Amazon"

- 1 No express lanes. Widen existing roads!

- 1 Too costly for local populations

Eliminate "Lexus Lane" the poorest must have access to same roads as the richest, they work at the
1 airport as custodians & luggage handlers. It is unfair to create a new "wealthy class", Limited access
1 lanes .. FOR ALL, or for none.

- 1 Seems financially unfeasible.

- 1 Terrible option!

- 1 We need not invest in the future of auto commuting, especially single driver options. Leave the road
1 system as is with needed repair and safety improvements at minimal cost.

- 1 Tampa will be destroyed. This is nowhere near New York City. Stop inventing and keep in mind we are
1 Tampa. Be proud.

- 1 Mass transit option is best

Quit talking about express lanes. the people who can least afford them are the ones who need them. If I have money and can afford it, I pay a toll. If I am poor with an older car that gets crap mileage, I buy more gas, pay more in road use tax, and can't afford to use the express lane and get better mileage. Toll roads are evil.

1 We pay gas taxes to build roads. Raise the tax and hit everyone, but provide for all.

1 No more traffic!!

Read studies about induced demand: more roads = more traffic.

1 Why not eliminate lanes to reduce "severe crashes?"

This is Tampa Bay not New York City. Please stop inventing and take pride in where you're

1 living/working. Be proud of Tampa.

This will destroy the central city neighborhoods. The loss of tax revenue over 200 homes and business comes out to millions of dollars each year; the widened interstate will also decrease property value (tax revenue to city) of homes/business next to the newly widened roadway.

\$1 billion is a mind boggling cost. Gas tax does not pay for maintenance of existing roads, why are we building more? When the region adds another 500,000 people, will we double the size of the

1 interchange again? How much will that cost?

1 Repair existing roads now! Repair, Repair, Repair.

1 Adding lanes has been proven not to be an effective tool for reducing congestion.

1 Or spend half this amount for a rail system

1 this is so WRONG on so many levels! unreal that its a choice

1 will create years of problems.....

1 220? HELL NO

1 In all four proposals, the closing of the Florida Avenue exit off of I-275 should not be included.

1 I don't want to ruin the heart of Tampa with express roads.

1 I suggest we focus spending on alternatives to more road traffic.

Been here 20 years and put up with 3 'rebuid's'. Leave what's in place and add elevated express

1 lanes.

Absolutely not! How many times does this battle have to be fought? People have spoken against this and urban sprawl needs to develop their own economy instead of relying on destroying local

1 neighborhoods. NO.

Hopefully, by implementing the BRT, Greenways, etc., the traffic on the interchange will be reduced. I don't want to see people lose their homes or buisnesses. It seems to me that it would cost more than just construction costs.

1 Tampa should not steal taxes from rest of the county.

1 Stop widening roads. Take down 275. Review the boulevard concept

This is not a good option. We shouldn't have to pay \$1 billion for the poor planning of previous

1 admins. It impacts too many people and stunts the growth of our county and city.

Please don't do this to my city. This is a horrible idea and will put Tampa behind more innovative cities

1 doing wonderful things with transportation.

Impacts too many homes in place

Traffic floods in at peak times and no matter how wide or increased roadway connections are available... road congestion will exist. More foresight in getting commuters out of cars and into other

1 modes of transportation is what needs to be implemented soon.

1 Simply adding new lanes is not the solution

1 Mass Transit

No more lanes. Reduce lanes. Less motorized vehicles in the urban core. More public transportation, bike boulevards, more buffered bike lanes, enhanced pedestrian cross walks, public education on bike safety and pedestrian safety. Drivers in the Tampa Bay area are too aggressive. Research what Berkeley, CA does to educate the public about bike safety and pedestrian safety. They are doing it right.

1 Expensive and unnecessary. Express lanes only benefit the commuters, not those traveling through the interchange to further destinations

I find it amazing that none of the options actually propose ways to remove cars from the roads. If you build something like this, you will need to do it again 5 - 10 years after construction is finished. We need alternative means to commute...not the same ol' same ol' writ large.

1 Too disruptive

1 OVER OUR DEAD BODIES

1 Can;t you work on graduating to that end?

1 zero stars, please don't please please please don't

We need to make mass transit more available and less accommodation for car so people will have to more to the mass transit option

1 No more Lexus lanes.

1 SHOULD Be FIRED FOR DESTRUCTION of a community!!! HORRIFIC, STUPID,MPO should be embarrassed to think this is even an option!

1 Most congestion is caused by the constant or unnecessary expansions which waste our money and turn our roads into permanent work in progress and reduced lanes. Just pave the existing roads.

1 The country needs to spend on roads in eastern hillsb county, lithia Pinecrest needs to be 4 lanes from St rd 39 to highway 60

1 No. Never. FDOT needs to listen to what we want. Terrible idea. Invest in something else that wont further fuck up the urban core for more cars. Pass this on to your supervisor.

1 billion dollars?? Please have some forward thought about the next 20-30 years in this area. This is not what we want.

1 Why doesn't FDOT just have the Legislature eliminate cities, instead of killing them piecemeal?

1 No no no no! Costs way too much, negatively affects way too many.

1 I would much rather see the 1-75, Veterans, I-4 and the E/W part of 275 become the 'big highways' and see the N-S portion of 275 wound down, slowed down. Ideally I'd rather see it be a local train route and not a road at all, unlikely as that seems to happen.

1 Highway is already huge, where is proof wider highways would reduce crashes?

1 Description is highly confusing for the amount of money involved

1 Adding lanes damages our communities and has not been demonstrated to relieve congestion.

1 I believe you are not being forthright here and calling this TBX now renamed to Tampa Bay Next. The neighborhoods directly impacted by this so-called solution are strongly opposed. There are better solutions that make our city more liveable and improve the traffic, but you don't appear to be considering those other solutions.

1 This is awful, expensive, and impacts too many people for just 2 mins off the commute

1 Studies have shown that adding lanes does not decrease congestion. Stop adding lanes! Give us alternatives!

This will not fix the traffic problems in the area. This will just destroy homes and business. After countless years of construction, the traffic will just keep building and filling up these new lanes making them useless, Just like the last widening of 275 through downtown

1 Rail! Transit!

1 There is already and east-west corridor for transit that is dedicated.

More lanes will only be a short term solution for our growing metro, which will simply encourage more sprawl. Areas such as Lutz, which prides itself on its more rural character, would quickly be consumed by developers with more lanes.

1 Mass transit!!!

1 It's impacting way to many businesses and costs way too much!

1 No Build means No!

1 Please build rail.

1 0 stars

This would be the worst option, making Tampa a city to drive through, rather than a place to do business, to enjoy, and to live. Quality to life would decrease with the destruction of our city and its neighborhoods.

Worst scenario- destroy urban core to support sprawl. Only a temporary fix as with continued sprawl there will be ever increasing traffic- time to change the thought process, invest in alternative (mass) transportation!

1 I would give this negative 5 stars if I could!

1 NO! EXPANSION IS NOT THE SOLUTION!

1 Implement BlvdTampa plan and eliminate I-275 north of the downtown interchange.

1 Worst possible option. Just forget about TBX already.

1 Impacts sound like they would be too great.

Worse option. Life is not a video game. More lanes is very stressful. A total nightmare for people with anxiety, older drivers, and generally anyone who is not a race car driver. Faster is not always best. It is just more stress.

Express lanes are not the answer. Or, better, they are just the answer for some people. It will not solve the congestion problem. It will just put MORE cars on our roads not fewer. Now, even people who want to use public transportation because they have done so in other pelaces where they lived have no options here in Tampa. When people arrive at the airport and there is no meaningful public transportation it's a shock. Invest the 1000 million in a modern and frequent network of public transportation that people can use to get to work and to get to shopping, entertainment, the beaches, downtowns (Tampa + St. Petersburg), airport, green spaces, trails and parks. Building express lanes is a 20th century solution. If that where Tampa should be headed, built express lanes and all the retirees will be happy. Young people will move/stay away for a 21 century live style elsewhere.

1 Worst plan ever!

Absolutely, utterly UNACCEPTABLE. The MPO should be leading the fight against this kind of lunacy.

1 You are supposed to represent US and protect the community.

Would not give this even 1 star - awful for the county by encouraging sprawl, terrible for City, residents for so many reasons. The main people helped are long commuters, many of whom are coming from outside the county. If we want to scale capacity, decrease pollution, increase safety.., transit is only option. It is insane to say that transit can not be done without full rebuild - there is all kind of room in median to work with right now and interchanges can be dealt with somehow. Stop

killing our burgeoning city with a mode of transportation that is dying - we don't have time to wait for mass transit until after a major project like is completed.

1 This is a terrible idea. You will have congestion for a decade in the construction and within a half a year at most after construction. Trains and walkable cities solve the problems this is supposed to handle.

1 This would be the best way to solve the issues for the long term, but the number of people negatively impacted is too severe.

1 Do not expand highways.

1 I don't think the value of difference over the express lane is worth it.

1 Absolutely not. We do not need more lanes, we need more alternate options with an emphasis on transit.

1 This is a horrible use of time, money, and resources. It does nothing but contribute to the cause of the problem. Tampa goes from being one of the best places to live to just another city.

1 Our city has greater needs - focus on getting people out of cars with better public transit! Enough spending on roadways and interstate that are poorly engineered

1 If we can spend \$1 billion on this, we can spend some on light rail and protected bike paths. The worst backup is going south on I-275 to eastbound 4, add another flyover lane. Also, widening I-275 to four lanes from Bears to I-4 both north and south would help. But there should be some part of the negotiation that says no further expansion without significantly expanding light rail/bus/bike transit options first. Maybe that time is now, since the recent modifications to "Malfunction Junction" did not really resolve the issues, and never will since we cannot catch up with population growth. It is time to invest in alternate transit options like light rail, expanded protected paths for bikes, ebikes, scooters, segways, pedestrians, etc. We need to confront our fossil fuel use, and this full rebuild is an example of making it worse.

1 Too long for the construction and over inflated construction cost!

1 No due to budget and impact on historic neighborhood.

1 None of these are good. Something needs to be done going north.

1 This is an expensive *long term* investment for marginal improvement. We should be focusing on securing funding for more transformation transit projects that will scale much better than this long term.

1 This is a colossal mistake, no express lanes that cut out the urban core!

1 Whoever suggested this option should be fired.

1 If these are Express lanes with dynamic pricing, that needs to be stated here, otherwise this is deceiving. Express lanes with dynamic pricing are too expensive for the average driver and go underused, resulting the same amount of traffic on existing lanes and solving nothing. If the purpose is to encourage people to carpool, then go with mass transit before this. I moved here from Dallas/Fort Worth and we had these. If the public had been fully disclosed on what this was we would've never had them built. Too expensive to travel on.

1 I would've picked 0 stars if possible, rebuilding and destroying more historic neighborhoods is not the answer

1 INVEST IN LIGHT RAIL

2 Leave Keystone area as is - No widening

2 Too much money and impact to homeowners. Traffic will be even worse during rebuild.

2 Efficient, dependable mass transit is a better, more sustainable choice.

2 This would get 5 stars is you omitted the express lanes.

2 Need a more immediate solution

2 Again, express lanes cost money for drivers.

rail system you keep adding lanes but what good is it spend the money on something that will allow future growth ie when salmon updates why all the statues people don't see middle could have been designed to handle a rail type system that circles have parking

2 At least Franklin Street area starts getting addressed, but still no transit mentioned

2 NO EXPRESS LANES

Is this possible without a full rebuild? Utilizing existing infrastructure is favorable unless the rebuild uses the same footprint and is better for traffic flow.

2 AH A or B

2 All stoplights should be timed by computer. Smart City.

2 Construction duration would be a nightmare, greater impact to neighborhoods

We could reduce many crashes by encouraging carpooling, rideshares, and other options that take cars off the road with our growing population. Also analyse WHY so many crashes are happening. For example, 275-MLK S exit has a lot because S Hillsborough entrance dumps right into the exit-only lanes, causing major jams and accidents when trying to immediately merge to centre or be forced off 275 again.

2 Low rating due to the cost and impact on surrounding area. This is a dream! But how can we afford it?

2 Too expensive, too much impact to neighborhoods and will be out-grown before it's completed.

2 Pay people to leave the county. It could wind up to be cheaper than having them here.

3 Cost prohibitive

The Pinellas-Tampa-Orlando corridor needs a long-term transit solution, preferably elevated rail that can get the tourists off the roads. TOD along the corridor and spurs lines to the suburbs. I do not think adding more lanes of traffic solves anything.

3 great if you have the money

I am skeptical that spending 1 billion dollars will remedy what has become the greatest transportation debacle in US history. With each progressive "fix," the engineer geniuses have added a tangle of roadway problems. Who believed that adding the Selmon connector to I-4 was going to be a good idea! Time to stop throwing money and resources at this. Perhaps build instead an improved Selmon highway to accommodate downtown traffic and those headed to Pinellas.

3 Would be wonderful, but the impacts and cost seem exorbitant.

3 1B? That's an exorbitant price tag.

3 Completion time?

3 The idea in and of itself is good, but a billion is a bit pricey

3 I like this option except for the cost which sounds exorbitant

3 Great idea but impacts a lot of people

A larger solution of this magnitude is appropriate, but I still believe there are other options. One example is stacked roads to help improve this corridor and minimize the footprint and impact to surrounding neighborhoods.

3 Instead of adding express lanes, and because people want transit, BUILD MONORAIL in its place. It uses minimal space and r/w, gets traffic off the roads, and it can be easily connected to the people mover at the airport. Yes it is more expensive, but you will have the money from the express lanes, r/w that won't need to be acquired, etc.

Project should be split into phases with focus on non-express lane expansion. 275SB to 4EB should be focus by elimination of exits to city road and widening of flyover. 275NB to 4EB can be improved by better 275SB to 4EB entrance location

3 my answer really depends on what the plans are for the displaced homes and business as well as where the funding is coming from.

3 This would be my favorite but you have got to dump the transit garbage. We are an auto-centric civilization!

3 Whatever you use more common sense than the last rebuild to put single ramps connecting major arteries is plain crazy.

3 Would be great, but I think the additional cost in money and time will not be worth the benefits

3 Build a rapid train system. Stop building more roads. Get people off the roads. A train system is better for the environment and faster, and would put less drivers on the roads.

3 Why is so little attention paid to N / S traffic?

3 Add 2 more lanes each way on i275 by westshore. It's ridiculous to have that bottleneck there.

3 If not building a public transport system then a full rebuild. But by the time it's done, more will be needed

3 In the future don't change scoring scale. Section #2 1 is not important. Section 4 #1 is least important.

4 Without addition of a metro train or rapid transit this plan is incomplete and too expensive

4 have a separate lane for trucks and high-profile vehicles

If there's money and people are willing, this can be good. As a layperson with no background knowledge on traffic safety, I would like to know what's the recommended solution. Is it this one?

4 That would help with my vote.

4 Would still like to see a high-speed train to the airport area.

4 Can't have 275 down

4 We've been through this. Rail should be in the equation

4 This seems like the best idea for the long run however it is expensive would need federal funds

Hate the price tag, but if we are going to keep growing the way we are, it is better to do this now than keep kicking the can down the road.

4 No need for Transit. Autonomous cars will replace

I know several neighborhoods are dead set against this, but I believe it would be for the greater good, especially if lanes could be repurposed for mass transit if mass transit ever catches on. However, the cost seems ridiculous.

4 Do this but WITHOUT adding capacity. Rebuild for safety, add express lanes and transit corridor, but do not add total capacity.

Price tag is staggering, not sure if this actually helps with traffic once on i-4, in which case my rating of this choice would be lower. For this price light rail should be considered to Orlando to help congestion in this area and go with a less expensive option here.

4 Need metro rail / high speed rail type transport. Expanding roads may not be an option on a long run

We need to take a much longer view of infrastructure planning. How will the rapid growth in Polk County and elsewhere impact Hillsborough? No more short-term fixes; they waste more than they save.

4 How about a connection between the Selmon, directly into I-275 and bypass Malfunction Junction?

4 I-275 S and N bound ramps (to and from I-4) need to be widened to 2 lanes.

4 depends on transit, bicycle and pedestrian accommodations

4 No express lanes

5 We all know this is the right one to do for The Tampa Bay Area! If not just don't bother doing anything .thankyou

5 This is one of the most dangerous interchanges I've experienced in my 35 years as a driver. It should be fixed before more people die. Why officials can't or won't do something about it is a mystery to me.

5 I would only be for it if rapid transit is a part of it and Federal dollars are utilized.

5 Yes, get it right this time! And don't get cheap with it! Do it right this time.

Quick fixes often cause additional long term problems in addition to already existing ones. If a short round of inconvenience can lead to long lasting convenience, it will be worth it in the long run.

5 Improving the east-west traffic may also lead to more of Orlando's business staying in Hillsborough in pursuit of savings on accommodations.

5 Let's FINALLY fix this. Do away with the roller coaster and include express lanes thru interchange to the north (merging into 275N - scenario A)

5 Please rebuild as this highway in its current form is dangerous and overcrowded.

5 No additional pay express lanes

5 Improving safety and increasing access to airport are both hugely important!

5 I am only choosing this as someone not directly impacted by this widening. I believe we can achieve the expansion we need with the eliminating the 1-4 and selmon merge nightmares by design in the Lany Flyover design reducing community impact. I would also add community perks to this area with additional parks under the flyovers, food truck rallies, and a large community center. Roller rinks, sports etc.

5 We are way behind on this. It would be really nice to add rail opportunities from Orlando/Disney to Tampa's airport with stop(s) in downtown Tampa

5 #4 best option for future as county grows - Everything may change

5 13,000 homes and apartments are in the works within and around Wimauma. You are ignoring us and the horrid congestion and traffic we face each day.

5 Add area for rail lanes so Tampa is ready when funding for rail is available.

5 Best scenario based on number of hazards present currently. Probably reduction to 4 stars due to unfortunate impact to homes.

The other options are sunk costs that are not going to solve the problem. Why continue to pour the limited resources (time, money) into solutions that aren't solutions?

Is there a scenario where this option is not required?

There is a paradigm with climate change and deep uncertainty that suggests that with an uncertain future alternatives that will provide the best multi-scenario-benefits should be chosen. But in this case: the population is coming. Build it right the first time and don't waste money because people don't understand how infrastructure investment works.

Better yet: EDUCATE the public on WHY a billion dollar infrastructure investment is necessary. Explain what drives these decisions and that endlessly spending money here (two billion if you all progress through all three alternatives) ultimately results in more construction (inconvenience) less value, and tons of unnecessary spending.

5 Instead of surveys with no real information to make informed choices, why not do an alternatives

analysis and EDUCATE the public on the drivers and WHY. We are way more helpful when we have real information to use in making our decisions.

5 this area is terrible. Need to clean it up.

5 Option #4 We must plan further into the future. After this - High speed rail:)

5 dream about it & it will not happen, since Tampa is in the 20th century for roads

5 Fix this area correctly and move on. Has been a patch work since it was first built and never corrected fully since.

5 i believe with growth rate as it stands, our best solution is to think 20 years down the road and what makes sense then, to hopefully solve problem before it becomes unbareable

5 Don't tear down I-275 North! Worst idea I have ever heard about!

5 Light rail needs to be considered

5 Why is this even up for debate? Do it already!

This is the real solution and we all know it. Government has a purpose, and an important purpose is roads and transit. The sooner you fix these problems....the right way....the cheaper it is. We all know you have to do something like this to solve the congestion and the longer you wait the higher the cost and the higher the economic costs are to the area. Fix it right the first time.

5 Yes, people will be impacted by this, and some people will lose their homes. Compensate them fairly for those homes and move on. There is a greater good here.

5 I support a full rebuild of the downtown interchange including express lanes.

5 Do it right and get moving on it. It needs it.

5 This is beyond necessary!!!!

5 This is the best choice. The entire bridge sysemtem was (by construction standards) a terrible design that should have never happened.

5 We have to expand for Tampa to be able to support its continued growth....we cant let 220 or so homes or business stop the progress of an entire area....we have the 2nd or 3rd largest population in the state. Yet will have roads that can only handle the population from the 70s

5 This is the only option given the areas explosive growth!

5 We need to really fix malfunction junction NOW. No more band aids.

5 This is expensive, but what is gained in safety, travel time & traffic flow would be well worth it in my opinion.

5 This is really the only viable option to meet growth and future traffic demands!

5 This is similar to what we've done with the Selmon and the Vets junction mess that used to exist at the intersection of SR60 and Independence/Memorial and/589. This is perhaps the best use of driving resources for the growth of the economy. Although it still does not change that we need some sort of efficient bus service throughout the south tampa neighborhoods (hyde park, palma ceia, downtown, west shore) and moving upward toward westchase and north tampa.

5 Best project here, though more homes affected, the improvements to hundreds of thousands of people far outweighs this. This project would be highly beneficial to Tampa Bay, please do something large scale like this.

We definitely need more public transit.

The crossover from the Selmon should connect to the express lanes.

5

It was a grievous mistake to put the entrances and exits to the crossover on the left. Perhaps this project can rectify that somehow.

5 No band aid fix! This is the only solution and should really be planned for what Tampa will be 20 years from now. If I-4 was a breeze to travel at ALL times, I would imagine the traffic complaints would be nearly non-existent.

5 Incorporate BRT lanes meant for everyday working commuters throughout the region.

5 If we are going to make transportation multi-modal and accommodate future technology then highway and road construction must be one of the modals

5 I've lived in this area for 39 years! Poor planning has created gridlock and dangerous driving conditions, hostile drivers. A rebuild will be very hard, but it is necessary!

5 If express lanes are toll lanes, express lanes suck

5 Need to talk more about Southshore. It is so hard to get anywhere. We are forgotten when it comes to roads and transportation BUT they keep building more homes.

5 This is the best option and it's still arguably inadequate. In the late 1950s as the Washington DC area built the Capitol beltway, Maryland built three lanes in Virginia just two. That single decision to do things cheaply cost the Commonwealth of Virginia billions of dollars over 40 years. Every day we wait to make major improvements costs the region in productivity and future construction costs

5 *singing* If we're gonna do it, do it right now.

5 Only with federal and state funding of course. Creating a transit corridor is the critical factor with this plan.

5 The entire area is currently a mess, hence the infamous name it was given: Malfunction Junction. It needs to be completely rebuilt with expanded lanes.

5 do this please

5 This is the only option that sufficiently addresses and improves thousands of residents' commuting issues.

5 The only true way to solve the interchange is with a full rebuild.

5 This improved traffic significantly on the veterans' and I think this will help tremendously

5 Of course, this one and the Express lane flyover depends on how this will impact the homes and businesses. If these people are fairly compensated, go for it.

5 This is what is needed for Tampa's future growth rather than just adding express lanes. We need better roads without paying a toll for everything

5 Again monorail from Orlando to TIA to Clearwater with commuter parking every 20 miles or what's feasible, and Express for visitors from tourists to residents.

5 Express lanes MUST be HOV - why has this been ignored?

5 The county and state are 15 years behind the population explosion.

5 important part of this is the long term development of transit corridor

5 Need light rail from TPA to Downtown.

5 Significant area growth requires more capacity

5 Despite the high cost, if the project truly resolves or significantly improves traffic issues, I'm all for it

5 Malfunction Junction is decades behind completely demolish and rebuild do it for the future

5 Again, make this a toll area, you could recoup some of the expense of fixing this area

5 why not include a subway or train.

5 Families with childcare expenses can't pay express lane fee and will have increased childcare before and after school expenses because of even slower local lanes after this is built.

5 if we are going to spend 700 billion and still have traffic issues 10 years from now; Lets do it right the first time!

5 Option 4 more lanes to head to the south part of hillsborough county.

5 unfortune to those in the way of progress. no tolls on I-275 and I-4.

As much as I hate to admit it, the crazy looking plan is the best plan to maintain safety and to reduce congestion in all directions. Signage will need to be placed way before ramps to prevent confusion.

5 Impacted homes will need to be included in the budget

Go all the way or no build. I've lived in Tampa since 1985 and there is constant construction and nothing changes for the better. If there are changes, start from scratch. "Fixing" what we have has not been working.

5 I give this 5 stars ONLY if the bus/express (I assume this means toll) lane is in addition to the 4 through lanes with no tolls.If one of the 4 lanes is a toll lane I give this 2 stars.

5 We need this until mass transit gets further developed

5 Get is done so we don't have another 15 years of construction cones on the highway.

It's TIME we fix the interchange. A small group is holding back the entire region! Many more will benefit than the few that will be impacted. FDOT has improved this project greatly over the past few years. BUILD IT NOW!

5 Definitely costly but will improve the whole city's traffic and accident situation

I support tolling the managed lanes and having express bus have reliable times by utilizing them. This also provides more capacity for hurricane evacuations and speeds commutes for general purpose lanes as well.

5 We are in this situation because we have applied band aids for years. Build Option 4.

Great that this option will provide the best design for reducing crashes and making it safer for drivers. We are so connected as a region east/west that this will really help us grow and help move goods and people from Tampa Bay to other places like Orlando and the east coast of Florida. Love idea of express lanes so we have more choice in how we get to our destinations! Excellent.

5 Stop taking the cheap way out, bandaids don't fix compound fractures. Fix the problem!

5 The Full Rebuild should be started tomorrow !

5 We need to improve this critical interchange for safety and reduced delays.

5 Spend the investment to do it right!

5 Please pick this!

5 It should of considered more growth in the beginning.

The problem with any improvements to the I-4/I-275 interchange, or I-4 as a whole, is that it won't solve the issues caused by bad drivers and the lack of enforcement of the laws they are violating. When you have a stretch of road that is used by those who drive too slowly in the wrong lanes, impeding the flow of traffic, and this leads to those who drive recklessly, for example using the downtown exit lane to pass others in the southbound I-275 exit, I highly doubt improvements will help unless the new design creates lanes that separate sooner to prevent passing in adjacent lanes, but this still would not fix the issue with cars riding side-by-side across multiple lanes doing the same speed.

Facebook Ad Comments

anything either unless it has numerous stops like a subway I'm not giving up my vehicle to ride a train that doesn't stop anywhere near my job, and most others won't either.
2 months ago

There is nothing you can do. With all the building and supposedly new construction projects that are supposed to be improvements, you all make it worse. More building and construction just puts more developments and vehicles on the road. You'll never know be able to keep up with the over building.
2 months ago

Elevated fixed monorail.
2 months ago

Yes I am tired of waiting in my car I'm stuck in the traffic!
2 months ago

Oh, one more suggestion have a fast outside lane for autos that have more than two people in their cars as California does.
2 months ago

First order of the day. Fix the roads we already have with the new tax \$\$. Then put laws into effect that have developers and builders pay continuous annual fees to take care of the roads where they build w/o charging future homeowners. Then reset all the red lights in the county to match the heavier traffic patterns so traffic moves more quickly. And last of all invoke a tax on people from other counties who work in Hillsborough county. This would have to be done by the employers at their accounting departments.
2 months ago

Seeing as how we have a nice high sales tax rate to solve this traffic problem. I am confident traffic will be flowing along smoothly vel'y soon

Elevated L 
2 months ago

Put a border wall around FL So we don't have more people coming into our state!
2 months ago

Build more lanes on highways and streets! Add light rails along the interstates. I saw a lot of those in Ca and they seem to keep the traffic going smoothly. Use the state money, and make the Dem mayors liable if they put that mon in their pockets!
2 months ago

How about a raised hwy 60 through Brandon with exit and entrance ramps like us 19 has through Clearwater / countryside, oh and do something with I4 275 interchange that is a nightmare no matter what time it is...
2 months ago

make Florida an Open Primary state and get rid of the Dems & Reps who do nothing for our public transport problems. We need light rail or a monorail around the interstates or a dedicated lane for express buses like in Sun City Center and it absolutely sucks if you want to get to St Pete or Tampa without a car. Wake up people!
2 months ago

Build Infrastructure BEFORE houses
2 months ago

Fund light rail. Limit development. Developers should pay a substantial impact fee and be responsible for all road improvements or upgrades around what they build.
2 months ago

Get the state troopers out on the interstate and start enforcing the left hand lane laws

2 months ago

..indeed! —like the speed limit for one!

2 months ago

The perception that a driver can do the speed limit in the left lane is exactly what the left hand law addresses that that driver should move to the lane regardless of the speed limit


2 months ago

We need more bus and metro train system a lot people need to go work all bus are full we need train special Hillborough

2 months ago

This is clickbait

2 months ago

Elevated monorail along 275, 75, 14 to connect Tampa, St. Pete, Airport, train station, Downtown and  Tampa. Uber, Lyft, Taxes, and Busses can disperse travelers to final destinations

2 months ago

Tram from airport to Brandon

2 months ago

We need better transportation. It costs too much money to own two or more vehicles. Too many inexperienced drivers on the roads that causes accidents. Plus I don't like driving anyway. I prefer to get front door drop off services.

2 months ago

As a person ages driving a car is often not an option. Electric wheelchairs are becoming more sophisticated. More neighborhoods planned with electric wheelchairs in mind.

2 months ago

Stop building sky—high apts and start thinking about the impact. It's not about money (yes it is). Just because a developer pays an impact fee doesn't mean he should be allowed to crowd more people into less space. Soon they will be widening the road right behind my house, I will lose part of my property, this will not stop the problem. Planning more proper roads ahead of time. This city/county is going to lose its charm and become an eyesore (think New York, Los Angeles, Tokyo) sooner than you think.

2 months ago

Get socialist Democrats out of your government. I moved to Manatee

2 months ago

No build. No build. No build.

2 months ago

Tired of driving through potholes on Perry

2 months ago

Stop building houses and apartments without the roads to support the traffic. It's that simple. Someone is putting the money before common sense.

2 months ago

More manufacturing jobs

2 months ago

Please do something about the homeless in town and country. It's getting to the point where we are afraid of going to certain stores. Even the library parking.

2 months ago

Stop buying busses and invest in trains for existing tracks!!!!!!

2 months ago

just make the problem worse
2 months ago

This is why there was the option to add your thoughts/comments I hope you did
2 months ago

The surveys are worthless they are designed and have been for the past number of years to provide you with predetermined answers.

2 months ago

This is hysterical! Sorry my friends but the way things have been going is not following the plan now. The push/pull surveys don't really provide input nor is anyone listening. I would be nice to give us back our choice of lifestyles but that would mean you would have to quit hiding behind "density" and required minimums. Quit ignoring and argue for the people who have spoken. ULJ studies that have clearly stated what you and the commissioners are doing is ruining communities and creating massive safety hazards for our children and residents in this area. Why are you ignoring us?
2 months ago

Trains on existing tracks! Busses just block traffic!
2 months ago

Link for survey just like our government... It's broken
2 months ago

Stop building.
2 months ago

Who ever designed this survey should be removed from the project as inept
2 months ago

They can only build all those houses if someone or some people approve them. We have had commissioners on the take in the past. Just saying.
months ago

Just another local government scam on the hundreds I have witnessed
months ago

Be futuristic and build a complete elevated transit system down the middle of interstate, Dale Mabry and Crosstown. Quite thinking cheap and using existing tracks that will just interrupt traffic flow even more. Busses should be for neighborhood to transit stations and not on roads.
months ago

They should have built the Mon down I-4 in the 70's.
2 months ago

The interstate highways is obsolete because they are finished building them. There is no fix
months ago

If they stopped building houses for more people here our roads wouldn't be so congested.
months ago

This is like the 5th "survey" I've seen from MPO, HART, or County on transportation in 10 years. Get off the pot and take action.

Oh and survey is a joke

Long range planning, hire firms that do not design things that have to be destroyed to build the next improvement. Veterans expressway is an example of that how much demo by bad planning
a month ago

I think the area needs more mass transit options
The scarcity of options forces me to use my car more than I would like.
a month ago

Star trek transporters. Anything else is a waste of money.
a month ago

Builders are building everywhere but not keeping up w roads and transportation.
a month ago

Trams, Trains, Monorails and Femes.
a month ago

On the other hand here's an idea-- why not get scooters and allow them on sidewalks and bike lanes? That way after pedestrians get tired of being run over and pushed off the sidewalks they will all go back to driving cars, at least the people not in the hospital. Oh sorry Tampa has already done that. Back to do nothing.
a month ago

Elevated fixed monorail.
2 months ago

Please guarantee no Rays tickets
2 months ago

No build. No build. No build...
2 months ago

if you have to ask you've already missed the bus
2 months ago

Do nothing. You have screwed it up badly already
2 months ago

LIGHT RAIL throughout the greater Tampa me area is at the top of the list (for me!) -SORRY, not interested in the free tix (lol.)
2 months ago

Adding more lanes will never be the solution. Adding more lanes today will lead to adding more lanes tomorrow. It will just be a continuous "quick fix" pretending to be a "long term" solution. The investment in a smarter road system and a light rail system that does not utilize roadways is what the region needs as the population grows.
25 days ago

No more roads to nowhere! Lite rail, if you really want to take the Bay Area to the next level. It's time!
25 days ago

Listen to what the people are voting for instead of appealing it. Remember governments WORK FOR THE PEOPLE!!!
a month ago

How many surveys must we take for you all?
a month ago

TRAINS. Tampa Bay is sp and there are many residents who do not own cars due financial reasons or cannot drive due to physical limitations such as age, eyesight, epilepsy, etc. Trains are safe, w affected by seasonal flooding or daily traffic, and very € especially since electric trains can be powered by the ☿ here in the Sunshine State!!

2 months ago

Trains actually will be affected by seasonal flooding and daily traffic, unless they are elevated. And elevated steel wheel trains aren't practical. Hence my advocacy for monorail above 2 months ago

BUT build for express and monorail service Mechanical failures are inevitable any system so you have to be able to route around you get the broken down train off the monorail. The Metro system suffers due to no concept of express running alongside local segments in the same right way.

a month ago

They took away the public transportation in neighborhood Bus #18, then Hyperlink Seems like progress went backwards.

2 months ago

Make the whole Tampa Bay area people-friendly! More sidewalks, crosswalks and crosswalk signals. Bike lanes. PUBLIC TRANSPORTATION IS A MUST!!! AND PLEASE, PLEASE, PLEASE ENFORCE USE OF TURN SIGNALS FOR BOTH TURNS AND MERGING!! AND PLEASE, PLEASE, PLEASE, PLEASE. PLEASE PAINT LEFT-TURN GUIDELINES ON THE GROUND AT EVERY – EVERY INTERSECTION ALL OVER THE AREA!!!!!!

2 months ago

Blocking this site, represent us or go home

No more lanes for malfunction junction! 2 months ago

Urban Core Readers: Beware this survey, especially that portion related to the Downtown Interchange.

Please emphasize the no build option. Other options expand the DTI footprint and do damage to surrounding neighborhoods. Inexplicably, the survey offers up the projects now captured in Line 28 of the TIP and the four DTI alternatives being studied under the SEIS. It is a trap for the unwary and invites a garbage in garbage out scenario.

Michelle Cookson Christopher Vela Tim Keepert Missy Martin Shane Michael Ragiel Debi Scoggins Johnson Maurice Rosas Doug Jesseph Jason Ball Adam Metz Justin Ricke Aaron David Valdivia Rebecca Payne Holly Hogan Jim Hartnett Lena Young Manella Smith Kimberly Overman Patricia Kemp Amanda Brown Laura Lawson Cameron Clark Laura Bestman Clark Kelly Short Grimsdale Stan Lasater Doreen Jesseph 2 months ago

REALLY important! thanks - it has been provided members of OSHNA.

2 months ago

I just took it on a desktop. Not sure

...can't look on a desktop where it was made available. Had no issues with the function of the poll, but I def had issues with the questions. If I'm remembering the right poll, I even went and made comments on other questions about issues I had on questions where making your own answer wasn't an option.

2 months ago

A sky rail system. People that have to commute and have to spend 3-5 hours getting to and from work. Going green is never bad.

2 months ago

I would like to see common sense in the engineering. For example they put oncoming ramps before exit ramps. So you have to get through oncoming traffic to exit in a short distance. The way they put in islands forcing you to do a u-turn to get to the desired business. Can't they simulate that on a computer and see how difficult their planning or lack of affects our time money it cost gas to go out of our way. Not to mention not very green thinking. 2. Why are we not using as-fault made of recyclable plastics? It utilizes billions of tons of garbage, it last 25 years and it soaks down the heat. When are we going to stop being so back woods. I want federal audits on all of the contracts we have awarded in the last 8 years

2 months ago

Would go to games more likely if had fast train conveniently located

2 months ago

Why bother? We spoke until we were blue in the face last night. We said what we wanted. In November of last year 50% of Hillsborough residents voted for what we want.

2 months ago

Leave Bay to Bay alone. Build more lanes but don't make them Express Lexus Lanes!!

2 months ago

to work across the bay. A 21st century transit system should seamlessly interconnect the region. A daily/ 3 day/ etc "Unipass" for both systems would move us closer to the regional transit systems of other parts of America.

2 months ago

I think the Flamingo cards accommodate this
<http://www.gohart.org/pages/flamingo.aspx>

how much is the survey costing us?

This survey is Terribly designed

2 months ago

They don't care what we think. Look at the penny for transportation bill just passed. They know people don't read so used misleading verbiage to sucker south county to vote for it thinking we'd get some help. Shame on them and shame on

Mike. Where did you acquire your screwed up, selfish, me attitude. Are you a millennial?

a month ago

: No I'm a 34 year shipyard worker and a 55 year old man, I bought my first car when I was 17 years old and have had one ever since. Since when is taking care of yourself considered selfish?

a month ago

are you on welfare? Who do I exactly owe anything to and why after all these years are YOU not taking care of me?

Grow up

a month ago

Light cycles could be better synchronized for traffic flow. Some lights are way too short at busy intersections. Also, turn lanes are very short, not long enough to allow many people to turn. Brandon area is a nightmare ...
2 months ago

So there's actually a reason for that: State roads have signal priority so the lights will stay green longer.
2 months ago

not the ones that turn off onto major crossroads like Valrico and Parsons. Like 5-6 cars are let through. It's horrible.
2 months ago

tried completing the survey using ios/iphone how the survey functioned on my mobile seemed / was fairly 'confusing.' - I doubt that much made it though to be tabulated. Besides, not really interested in any of those tree tax. ADDED: In any case, I live in the Valrico area—about a mile or so from SR60/Brandon Blvd. I noticed there was a bus stop about 1 1/2 miles from my place—it was on SR 60. IF--big "IF"--there were a place to safely lock-up a bicycle somewhere (at or near any close-by bus-stop) AND there were a relatively decent schedule of buses running into Tampa (like to Ybor, especially. --evenings into late-evening--maybe every 30 minutes or every hour, then I probably would be much more inclined to ride. It would all depend upon the hours of the day and/or evening.... as well as the frequency.
2 months ago

Bike lockers would be really great! The buses will accommodate bike on front racks, but then have to feel good about locking it up at next destination/or there even be a bike rack (Ybor City does have them).
2 months ago

Have a 24 hr Bus that drives around Tampa

2 months ago

Flying car

2 months ago

Light Rail.

2 months ago

Car

2 months ago

Keep bicycles off the roads

2 months ago

35 mph on secondary roads!!!!!!!!!!!!!!!!!!!!!! the self absorbed self centered entitled mentality that causes slaughter on our highways!!!!!! no studies no cost just sit down. The lack of enforcement stands out as blight also
2 months ago

Get off your phone and obey traffic laws. Most drivers don't have a clue to what the laws of the road are. It's more like my car, my road screw up
2 months ago

No buses to Lutz!

2 months ago

More bike lanes and side walks please!

2 months ago

Rampant over development must stop

2 months ago

have high impacts for new developments!

2 months ago

does that mean for developers?

2 months ago

No build! No build! No build!

2 months ago

new charter school on Bloomingdale and Gen Shvals. Stop
place for it. High school half mile down Bloomingdale, middle
school 1 mile North along with a large private school Gridlock
starts at 3 pm because of existing schools, now it will be
absolute disaster with all the traffic added to the charter school
next fall. You can't load traffic on failed roads then fix roads.
South county is now seeing that. Look at Big Bend road, even
Saturday and Sunday is grid lock from I75 past 301 but just
keep building.
a month ago

This is more like a "push pole" than a legitimate survey.

a month ago

This was a HORRIBLE survey ... I live in
Riverview..... nothing is going to help our disaster of traffic
here! REVERT THE TAX INCREASE NOW!

a month ago

Put our taxes back to what they were this was
a scam and people didn't fully understand what was being
voted on!

a month ago

and it is also in spanish, so all the illegals can vote on this
too? bad enough you lied to the voters and crammed that
rail idea in as a "pothole" solution sure, put another tax and
raise taxes, that will make us voters go to the poles
a month ago

I am a polk Polk county resident, why am I seeing this?

a month ago

As I said before please do nothing you have
screwed it up bad enough already!

a month ago

RMLNNT!

No new taxes. If it makes economic sense government out
of the way and the private sector will do it. are sick of
politicians getting rich from pink elephant project a month
ago

Who is the idiot who designed the poll a month ago

It's unlikely development will slow down :

least for now Instead of putting stupid measures on the bal
for sales tax increases, get developers to pay fair impact fe
The Hillsborough county sales tax increase was voted in wi
no plan as to how it would be spent. You can't stop people
coming, but at least be smart about development.

a month ago

Exactly, it was b.s to raised the sales tax without a
real plan. Probably jus cash grab by the politicians.
a month ago

Ok, were you at any meetings to offer these
suggestions?

a month ago

I did not hear about it t the vote for the sales tax
increase. A person not beir at the meeting still does
not change the fact they rais the sales tax without
what appears to be a set plan. know simple things
like this are difficult for someone you who recieves
their informantion from propagand pages like
Occupy Democrats.

a month ago

my plan is to remove all of you corrupt politicians from office.
23 days ago

They need to do more commuter parking lots and have more commuter buses that go directly into Tampa. We were really surprised when we moved here for the lack of public transportation.
24 days ago

Light rail, similarly to Miami, right down the Selman, especially while it is being expanded, up Dale Mabry to the stadium, airport and out. No cross bay fairy. Stupid waste of time! Worst idea was Water Street! Who thought of that?
24 days ago

did light rail solve the traffic problems in miami? did light rail turn into a socialist taxation?
24 days ago

We need fix and Add lanes to the roads. To meet the current need. Light rail, monorail or other choice would be great but a comprehensive system would be needed to be successful.
24 days ago

Keep you tickets for losers and drop the tax. Oh I forgot it's already in your pockets
25 days ago

How about putting turning lanes on busy roads to avoid a 1/2 mile backup because ONE car wants to make a left turn? S Dale Mabry in Palma Ceia area, S Westshore between Kennedy and Bay to Bay, Henderson between Manhattan and Dale Mabry just to name a few. All get horribly backed up because someone wants to make a left turn
25 days ago

Just like Dale Mabry. 50 mph speed limit. No traffic. Hardly any street lights. beautiful. Florida is soooo stupid!
a month ago

Streetlight situation comical if it wasn't so dangerous. Do any of these traffic personnel travel to real cities?
a month ago

and who invented such long traffic lights anyway?

Hardly a way to move traffic

23 days ago

left hand turning signals should be longer at busy intersections

23 days ago

What about our neighborhood streets that are laying in waste?

Perry Ave between Indiana and Woodlan

24 days ago

In Florida, ballot measures can be adopted by petition. If an interest is organized and collect an adequate number of signatures. It's placed on the ballot. I know I received several mail pieces from proponents ahead of the election. I'm just not easily swayed by such B.S. Once the tax increase was adopted, the government entities who's job it became to offer implementation plans realized they had not with the necessary expertise or who was willing to assume the risk. They put out an appeal for persons with related backgrounds who could step up. So it's not me. I don't know where it went from there.
a month ago

Oh I'm sure they have just collect on both sides like all departments or governments do

a month ago

Doesn't matter, they'll do what they want to do. Mostly go into their pockets. In four years they'll need more.

a month ago

Public transportation thumbs down

a month ago

Quit asking for more taxes. You don't have enough? Don't spend until you SAVE it
a month ago

Wishing for 45 yrs.
a month ago

impossible to do this.
a month ago

Yes, giant toll gates at the County lines that makes it too expensive for any more people to move here. If I wanted to live in Miami, I'd move there!...
a month ago

For the decades of living here transportation has always been last priority for the city the buses run late and limited times in places
a month ago

Here's an idea ... quit approving Building permits for multi-unit apartments.
a month ago

The best plan is "user pays " no matter which mode is used, stop taxing one set of people to pay for the transportation of others. Unless you want to send me some tax money for my car payments!
a month ago

Looking at this wrong we need to establish much larger work zones. but up under performing areas create massive work zones then shopping zones the residential zones. The way it is now you would have to pick your job based on public transportation to avoid commute We do not plan far enough in advance. When we know growth rate we still don't plan for it. Veterans is a good example look how much had to be torn down with the latest construction. Plan for the future.

Stay home
a month ago

Disappointing survey We really need a monor service here Offering walking and biking lanes will not solve the multitude of problems
a month ago

We need to fix the badly broken bus system before anything else. People are suffering because we have one of the worst mass transit systems in the country that STILL doesn't even try to serve the disadvantaged population who rely on it the most. Our council, commission and HART are so out of touch with the community it is supposed to serve that it's ridiculous
a month ago

I agree. I lived in Chicago for many years and I didn't even need to have a car
a month ago

You need a car like an adult in Florida. We drive cars here because we work and buy one because we do not depend on a City to give us a ride. You need a ride that is your own business. Take care of yourself, We do not want to buy a Car for ourselves and then buy you a train or a bus because you are too lazy to buy a car and take care of your own business Every normal person works and saves their money and buys themselves a car Try that. Since the beginning of time you are your own keeper and no one should have to provide you with transportation, We are not your slave.
a month ago

I too wonder where those (bike lane) decisions came from
2 months ago

So...lemme see if I have this straight. You're worried about bicyclists getting run over. So you want them "in your traffic lanes" (where, legally they're allowed to be *now*) instead of in their own lanes? Do I have that right? (Protip: I do)

2 months ago

Of course you have that right. I don't want to see car drivers in your bicycle lane, which I do. All bicyclists should ride with the traffic instead of against, which I see. All bicyclists, pedestrians, motorcyclists should always heed the "rules of the road..." wear reflective wear, helmets, lights...Whatever.

For those who didn't already realize...we've already missed out on this. The Metropolitan Planning Organization - the organization which now is Forward Pinellas - put this out for engineering planning in 2003, to a Tampa engineering firm called Grimail-Crawford, and they brought back a 2 billion dollar main loop. The MPO voted 5-0 on the plan and took it to the County Commission which voted 3-2 against. Had the count passed it, you'd be riding it right now. Actually you'd have been riding it for the last decade. a month ago

I can't open the survey, but the one person one car has to change. We can't continue to build roads when we can't take care of the ones built. Public transportation is the solution for now and you give people incentives to use the transportation. Bicycle paths should not be painted strips on existing pavement. Please proper lanes and incentives
a month ago

Hahaha...take the survey win tickets to Bucs games?!?! Try taking public trans to one of those games THAT "LL ANSWER ALL YOUR QUEST
a month ago

Really bad limited survey. There is no service in eastern S Tampa or Hyde Park Village.
a month ago

Yes: I have but no one listens

a month ago

How about protected left-turn traffic signals at intersections with a turn lane? And it's not just

the intersections with older signals from the 1990s or earlier. So many intersections are getting these huge traffic signal arrangements with more than a dozen lights yet some still lack left-turn signals - east-bound Tampa Bay Boulevard at Dale Mabry, Bougainvillea at Nebraska, and northbound 50th St at Fowler are examples of more recent installations. If you've got a turn lane, give it a left-turn signal, PLEASE!

22 days ago

How about not allowing 2 or more homes to be built on every lot in the city limits!

22 days ago

Open a back road from Gandy on to Westshore for people going south!

22 days ago

No more tolls that hurt people with outrageous fees!!! Sunpass has stolen from people because the service sucks so bad.

22 days ago

We need trains! Up and down our interstate highways. Start with I 75 then I 95 then 301 and US 19. Get some people off the roads. We can do this so easy before it's too late to plan around our expanding population

23 days ago

QUIT BUILDING!

Squeezing in apartments on every corner! Hmmm wonder why there are so many cars and traffic sucks. I thought the 8.5% tax morons voted for had all this figured out. Did I win the tickets 😞😞😞

23 days ago

Well ~definitely NOT~ the express lanes you are trying to install on I-275 in Tampa. However, do install light rail

I took that survey You have to choose among the bad choices provided without being able to actually provide your own thoughts.
a month ago

I just took it and it had a "add your own option button on every page ..
24 days ago

you can add your own comments for where you'd want the BRT to go, or a comment on which "major investments" or which option for I-275/I-4 interchange, but the way this was laid out means any comments on any of those pages will be, more-or-less disregarded Any time a survey has free-form comments those are usually tossed aside unless there are an overwhelming number that match No, what I was talking about was they should have first provided an overview option Instead of just their choices of "Our flavor of BRT because we don't want to listen to those who say this won't work," "more roads because you can never have enough roads," "try again with Malfunction Function," they should have had a "rate on a scale of 1-5, (the above choices, light rail, other) You could write in the "other" box things like "more greenways," "replace I-275 with local roads " etc Simply allowing open-ended comments, though, is just for appearances I guarantee when this survey's results are released they will tout how much people are all for a certain BRT route and all for building more roads even if that isn't really the case
24 days ago

Ack! Door zone! If there's only one buffer, I'd rather have it between me and the parked cars than between me and the travel lane
a month ago

Yep, it's Russian
23 days ago
what's their hurry?

Is this the same MPO that is considering tearing down part of I-275 to pacify a small mob of urban activists? The same MPO where 4 members of the board from the Hillsborough County commission voted against I-275 improvements, voting for the only project that will improve the commute time to the airport? Small irony they chose a photo of a Russian air freighter.
25 days ago

Antonov's frequently visit TPA delivering or picking up special oversized freight.
25 days ago

I'm talking about marketing, credibility. Not what might come in from time to time.
25 days ago

AGREED . it is not what you would call a "representative image" of Tampa International Airport
25 days ago

The photographer had a sense of humor. The suits who OK'd it were just that, suits, 23 days ago

the Ukrainians need all the good publicity that they can get . (it's an amazing aircraft

Also need to include counties to 13 that are already included as these feed counties.
25 days ago

Maybe you should go to the sexist, ignorant management that you have in your terminals. I'll drive to Orlando before I see you again. #Stellarsucks!
25 days ago

Just make sure NO organization Steals the additional taxes that are for transportation.

21 days ago

The streets need to be paved.

21 days ago

Repeal the additional sales tax 😞😞😞

21 days ago

Light rail and BRT from downtown to US/new Tampa to the northeast, Brandon, south county Westshore and TIA, Town & Country and north west, Carolwood, north county

22 days ago

Yes raised express lanes would help, especially along rt 60 west from the crosstown exp. Also you can alleviate a lot of traffic through Tampa by putting in an express bridge from East side of bay to South Tampa! Starting at Madison & rt 41 and go straight across to Gandy Blvd, come in just north of Hawthorne point condo's with raised express level to go down the middle of Gandy to get to the Gandy bridge!

22 days ago

I used to drive South rt 41 into Tampa and saw a lot of traffic going through Tampa and on the Crosstown to get to the Gandy!

22 days ago

Nice paved streets in our community. The ones that are down to gravel like on Tarawynd Ct if they can't afford to pave our roads after years it will probably take more taxes to get all those improvements.

24 days ago

Get rid of the busses Uber can do the job cheaper and clog our roads much less

24 days ago

Rightsizing roads mean road diets? This MP is looking at tearing down 10 miles of a major interstate that is a major evacuation route in Hillsborough and Tampa Bay, an interstate that hundreds of thousands use everyday. Is that what the MPO considers "rightsizing"

24 days ago

All they ever do is run these surveys and they never do anything that any of the committees or experts suggest. They're going to do what they want to do regardless of our input. Input may be required by law, but they ain't going to pay attention to it. Don't waste your time. Now if you happen to have a lot of money and own a concrete company or a roadside construction sign company, now we're talkin. Lots of money to give to campaign contributions so that no matter what anybody wants, you're going to get the opportunity to see more concrete. We've needed some sort of mass transit elevated system from northdale to downtown to westshore to ybor City since 1986. everyone knew it. All the committee's recommended. It never happens. These kinds of postings just make me mad.

24 days ago

Same thing we had in Pinellas the whole 31 years I lived there. They've still never done anything to calm that storm down, other than extravagant overpasses on 19.

21 days ago

How about repairing the existing streets, before using the new resource for additions of any type.

24 days ago

I got ideas but like many of us in this world our thoughts, ideas, and voices aren't heard. So if you want my opinion just ask me.

25 days ago

Like the idea

25 days ago

I see the survey is designed to generate the results you want.

25 days ago

Light rail still isn't on this list of options... 😞

This is why Tampa will stay as a country down city.....so backwards. So happy I moved to South Florida.....

25 days ago

Tickets for lighting or Lightning???

a month ago

I don't know. Does somebody think that right-sizing includes tearing out most of I-275? Because that truly is a non-starter. You want to destroy Tampa Bay, I can't think of any more effective way to do it. And no, you don't get a second chance.

a month ago

I'm a pilot. I've a pretty on my aircraft. 😊

25 days ago

That's a great picture of the R plane Antonov An-124.

h ago

Ukrainian now...

23 days ago

The people who truly rely on Tampa's mass transit system ARE NOT GOING TO THE AIRPORT! Stop prioritizing things that won't benefit the people you serve!

23 days ago

Uber!

23 days ago

Once you pay for mall parking, and that will be the case, the plan falls apart. A-la harbour island. Need a feeder train from multiple location. Yes, suitcases need to be considered. Had to laugh about downtown st pete wanting a bus to the beach. Let's see where the beach chair, umbrella, cooler and towels fit on the bus.

23 days ago

Jason Dugal

23 days ago

The problem with public transport to the airport is that people are carrying luggage.

23 days ago

The elevated rail system.

23 days ago

They can have buses run every 10 minutes from the malls to the airport and the malls could have all the parking. That would also bring more foot traffic to the malls. That would be a win for all.

24 days ago

or any other commercial airport in this country. The person who selected this photo and the editor who approved it shouldn't be involved with aviation-related topics. 😊
a month ago

Indeed
a month ago
That Antonov made regular visits to TPA.
25 days ago

I'ma see if I can get a flight out on that sucker.
25 days ago
it's privately owned. I saw it with my very own eyes. It's effing huge. I wish I could have caught a takeoff or landing.
25 days ago

You're kinda looking like you don't know what you're talking about.
25 days ago

Who?
25 days ago

Let's be cool, man. Just having a Sat morning chat.
25 days ago

The point I was making is that the aircraft doesn't represent TPA like a 737-8 might. That's all
25 days ago

Sorry man, you clearly don't know what you are talking about. 🙄🙄
25 days ago

Not to mention every week you see

I've never flown in a C-5 before a month ago

It's not a C-5. It's a Russian An-124
a month ago

Wells looks like a C-5 Russian plane
a month ago

A C-5 has a high 25 days ago

My mistake
25 days ago

Wells All the ones that come here are Ukrainian.
23 days ago

Too complicated!
a month ago

This survey is a joke. Choose which boondoggle do you want to waste out taxpayers money on a month ago

The new tax..oh y baby. Watch is squandered on a fleet of new green buses that smell like French fries.
a month ago

It's really not funny! These same people are going to be reviewing this supposed survey
a month ago

I'm from NW Indiana and they have a company that has buses that take you to the airport. If we had that here they would have small stations all over in the 4 county area. You catch the bus closer to home it could work with all 3 airports
25 days ago

I thought it was the antinov also Need to build an elevated rail system Its time to catch up with the future
a month ago

This must be from the time MacDill was repaving their runways and TPA was kind enough to overcharge the US Air Force for ramp space
a month ago

how about a commuter train or rapid transit? Or is it always the money,money money? That's why Tampa Bay needs to re-think what is good for the years ahead. Bus service does not always cut it especially in this area where bus services really stink!
a month ago

It's so spread out down here. I'm not sure rail will work, except intercity service from TPA TO Tampa to Orlando, with stops at Disney, and MCO
25 days ago

love of cars that's the problem Tampa had a decent public transportation service years ago then screwed it up I come from Philadelphia where public transportation has been in place for generations and it works for them Even a direct commuter train to the airport!
24 days ago

Just think of south Hillsboro for a chNge .the area is exploding with development and no real access 20 days ago

There should be a dedicated fixed guideway transit on surface roads into Downtown Roads like Cass, Main, Rome, Cypress, and O'Brien to the Conrac are candidates. I believe the City owns some are retention area on the east side of O'Brien. So there could be some modifications. Not only this would be great for Downtown but also for Westshore You can have an express run and also non-express. This would have been perfect prior to the Midtown Project or TOD along Main but it isn't too late.
20 days ago

Stecker Hell, I just want to know why there

is no northern

outerbelt that connects 589, 75 and 275, Having to get off 589, go to Dale, then slog down 54 (past that friggin mall that added 4 lights) . I know of no other major city that does not have an outerbelt. Some even have an innerbelt and an outerbelt. I had hope until they ended 597 at Dale and let those apartments be built where the road should have gone. 21 days

That would be nice, but Lutz said no So instead of having express traffic going around Lutz, if you need to get across N Hillborough you get to clog up the local roads instead. It would also help local traffic in the area if 275 had an exit at Livingston
20 days ago

Adds 15 minutes to my schedule to get through that friggin Outlet mall light debacle.
20 days ago

An-124? Are the Russians meddling in this campaign?
21 days ago