

PLANT CITY

TRANSIT FEASIBILITY STUDY

FINAL REPORT EXECUTIVE SUMMARY

February 2021



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STUDY OVERVIEW

The Hillsborough Metropolitan Planning Organization (MPO), at the request of the City of Plant City and in partnership with the Hillsborough Area Regional Transit Authority (HART), conducted a study to evaluate transit alternatives for Plant City. Currently, Plant City does not have public transit options for its nearly 40,000 residents and 17,000 workers¹. Previous transit service, which included a circulator to serve community trips and a commuter route connecting to Tampa, were eliminated in 2008 and 2017, respectively, due to budget cuts and modest ridership.

According to the Hillsborough MPO's 2045 projections, Plant City is projected to be one of the fastest growing areas of Hillsborough County, by percent of population growth, projected to grow to over 70,000 residents by 2045². With the potential influx of additional transportation funding through the All For Transportation surtax, a re-evaluation of public transit options to serve the growing city was warranted.

This study is the first step towards implementing a public transit network to meet current and future unmet transportation and mobility needs in the study area. The goal of this study was to determine the current and future needs and feasibility of implementing transit services that will allow residents to fulfill their daily needs which include work, medical, educational, shopping, recreational, and emergency travel commitments.

¹ U.S. Census Bureau; American Community Survey, 2013-2017 5-Year Estimates.

² Hillsborough MPO 2045 Population & Job Growth Update http://www.planhillsborough.org/wp-content/uploads/2019/06/BOCC_May7_2019_Final-version.pdf

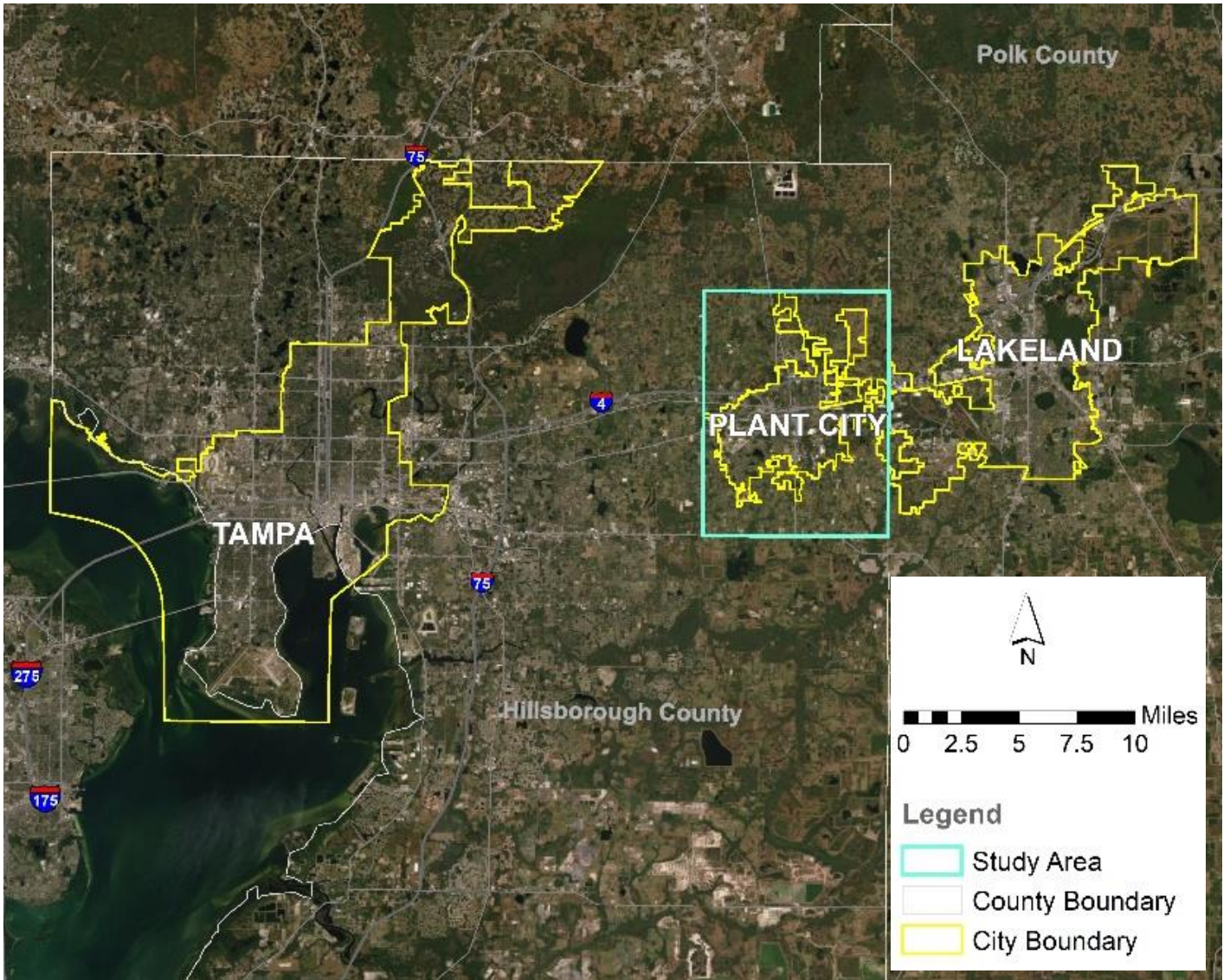


Figure 1: Plant City Travel Market Area

Study Area

Plant City is located on the eastern border of Hillsborough County, between the larger cities of Tampa (population: 392,890³) and Lakeland (population: 110,516⁴). The roughly 70 square miles study area is bound by Knights Griffin Road to the north, Branch Forbes Road to the west, SR 60 to the south, and the Polk County Line (County Line Road) to the east, shown in Figure 2. This study also looked at the broader travel market area of Plant City, Tampa, and Lakeland (Figure 1) for understanding Plant City's local and regional travel and commuting needs.

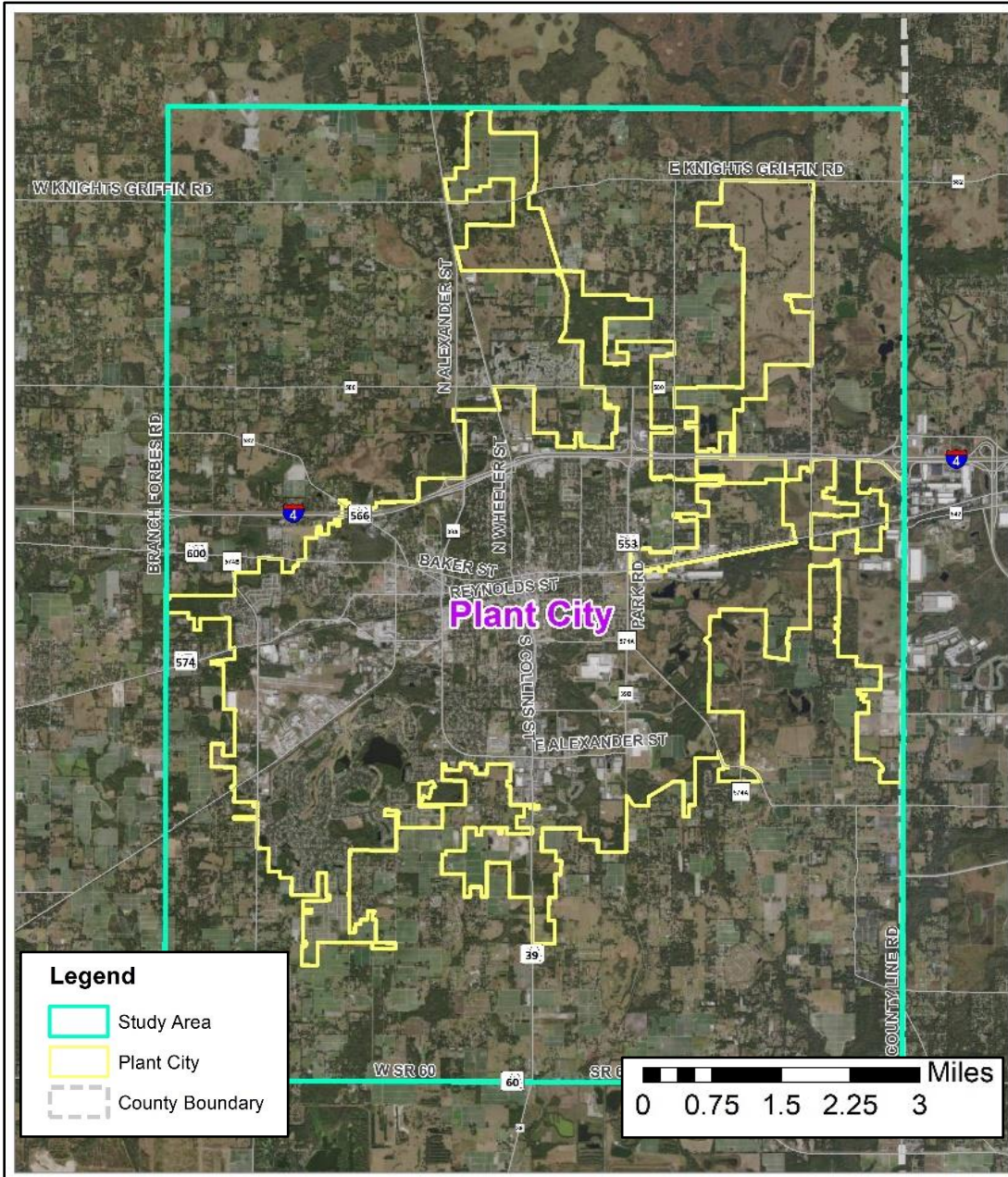


Figure 2: Plant City Transit Study Area

³ U.S. Census Bureau; American Community Survey, 2018 Population Estimate, Tampa, FL.

⁴ U.S. Census Bureau; American Community Survey, 2018 Population Estimate, Lakeland, FL.

Existing Conditions: Summary of Findings

A detailed Existing Conditions and Travel Market Analysis Report, linked [here](#) on the project website (<http://www.planhillsborough.org/plant-city-transit-study/>), evaluated socioeconomic, travel and commuter characteristics, and land development patterns to inform the feasibility of public transit service in Plant City. Some relevant findings are highlighted below. More detail can be found in the above linked report.

DEMOGRAPHICS

- / 40,000 residents⁵
- / 17,000 workers⁶

SOCIOECONOMIC CHARACTERISTICS

- / The MPO developed a methodology for identifying residents who face unique and sometimes overwhelming obstacles related to transportation called Communities of Concern, generally defined by concentrations of minorities, low income, elderly and other disadvantaged populations as described in the MPO's [Nondiscrimination Plan](#). These communities are more likely than others to depend on public transportation to meet their daily needs. The area of highest concern in Plant City is south of Reynolds St and west of Collins St. These areas are shown in Figure 3.

COMMUTING CHARACTERISTICS

- / Based on review of U.S. Census Bureau data, the following commuting characteristics of Plant City residents and workers was found:
 - Nearly 18 percent of Plant City residents work in Tampa.⁷
 - 84 percent of Plant City residents drive alone to work.⁸
 - 47 percent of Plant City residents spend 10 to 29 minutes commuting to work.⁹
 - For households in Plant City with at least one employee, 2.7 percent have no vehicle, 22.5 percent have one vehicle, 49 percent have two vehicles, and 26 percent have three or more vehicles.¹⁰

LAND USE PATTERNS

- / The existing land use in Plant City is primarily single-family residential and agricultural. Multi-family residential and light commercial land uses front the major roadways in the area.
- / Downtown Plant City does not have many housing units and as a result has a lower number of residents than other areas of Plant City. The population density in the downtown area ranges from 2.5 to 5 residents per acre. The major corridors connecting the higher density areas include Park Rd, S Collins St, Alexander St, Reynolds St, and Baker St.
- / Employment activities are concentrated in the center of the study area and the center of Plant City. The highest concentrations of jobs are along Reynolds St with the highest concentration at the South Florida Baptist Hospital, which is the biggest employer in Plant City. The employment density continues to decline towards the periphery of the study area.

⁵ U.S. Census Bureau; American Community Survey, 2013-2017 5-Year Estimates.

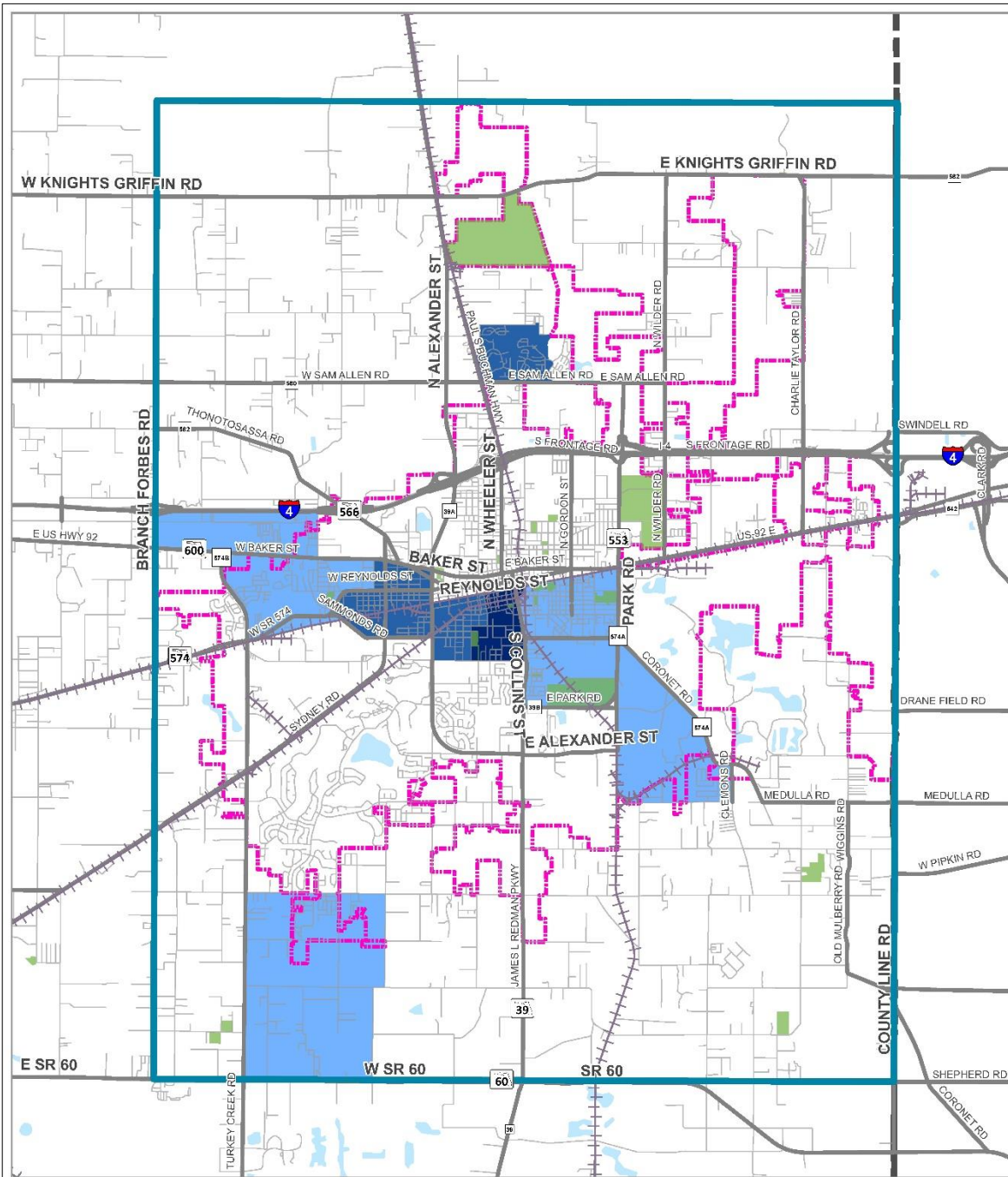
⁶ U.S. Census Bureau; American Community Survey, 2013-2017 5-Year Estimates.

⁷ <https://onthemap.ces.census.gov/>

⁸ U.S. Census Bureau, American Community Survey (2013-2017)








⁹ U.S. Census Bureau, American Community Survey (2013-2017)

¹⁰ U.S. Census Bureau, American Community Survey (2013-2017)



Communities of Concern

Legend

- | | | |
|---|------------|---|
|  | Study Area | Communities of Concern |
|  | Plant City | 0-1 characteristics |
|  | Park |  2 characteristics |
|  | Railroads |  3 characteristics |
| | |  4 characteristics |

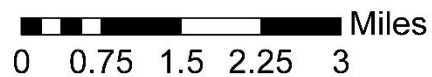


Figure 3: Communities of Concern

PREVIOUS & EXISTING SERVICE

Analysis of the previous transit service was essential in identifying what worked and did not work in the past and how to develop better transit options from those lessons. Two transit options were previously provided in Plant City: an express route connecting Plant City residents to Tampa (Route 28X) and a community circulator that connected residents to local destinations within Plant City (Strawberry Express/Strawberry Connector).

Previous Transit Service

ROUTE 28X

Route 28X was a commuter express service operated by HART from 2010 to 2017. It operated along I-4 and connected Tampa to the western edge of Plant City. It exited I-4 at Thonotosassa Rd to pick up and drop off passengers at a Park and Ride stop at the Mount Zion Assembly of God. The highest year of ridership was the first year of operation (2012), with 14,363 annual riders. Initially the service provided two pickups and drop-offs per day but was cut down to one pickup and drop-off per day in 2012. At the time of this change, it served 30 passengers per day, and 7,474 passengers per year. It was removed from service in 2017 during the Mission Max Comprehensive Operations Analysis in which service throughout Hillsborough County was scaled back due to budget restraints.

STRAWBERRY CONNECTOR

Plant City was previously served by the Strawberry Connector, a community circulator initiated by the City that took residents to work, shopping, recreational, and other trips. Service began on March 19, 2001 through a mutual cooperation agreement between Plant City and HART. From 2001 to June 2005, the service was operated by HART. Plant City operated the service from June 2005 to the end of operation in June of 2008. In the final year of service, the Strawberry Connector experienced an annual ridership of 18,395 riders and 12.3 riders per hour. Ridership was at its peak in the early days of the service when it was provided fare-free, but as fares increased, ridership decreased. Ridership also increased as wait times between buses decreased to every 30 minutes. Service hours and routes were revised several times over the years of service, but generally operated on weekdays from 6:00 am to 6:00 pm with buses every 30 minutes.

The Strawberry Express routes operated along major local corridors like Baker Street, Reynolds Street, Alexander Street, and South Collins Street, and to regional connectors like I-4. Anecdotal history from former Plant City staff members in charge of the service stated that Routes 70 and 71, shown in Figure 4, experienced the highest ridership. These routes connected people from their residences to the shopping plazas along JL Redman Pkwy. The Wal-Mart Super Center on JL Redman Pkwy, just south of Alexander Street, was the most frequented stop.

Existing Transit Service

Though no fixed route public transit is provided in Plant City, some nearby or related services informed the development of transit alternatives.

CITRUS CONNECTION

Citrus Connection is the public transit provider for Polk County. It operates routes serving the major cities of Polk County, including Lakeland. The Red Line operates along County Line Road running from south to north, which

is the eastern boundary of the study area, and the dividing line between Hillsborough County and Polk County. It operates from 5:45 AM to 6:35 PM on weekdays and does not operate on the weekends. The Red Line could be extended beyond County Line Road to connect Plant City and Lakeland.

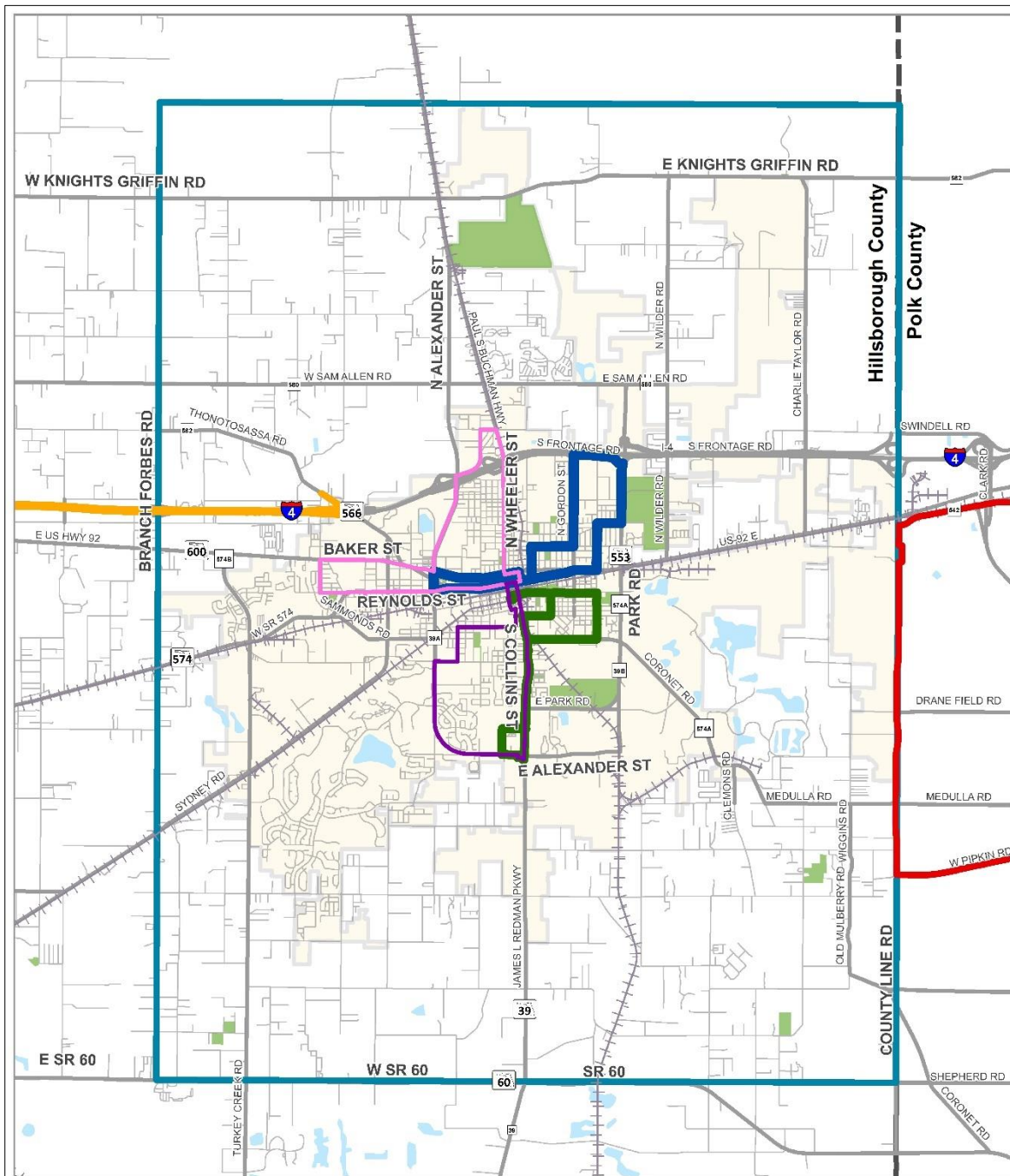
SUNSHINE LINE

The Sunshine Line is a service provided by the Hillsborough County Commission to help eligible people without a car or access to public transportation. It provides door-to-door transportation for elderly, low-income, and disabled people to get to medical appointments, grocery stores, and other trips to meet daily needs. The service ranges from free to \$5 per trip. To receive service, one must meet the requirements and register as a recipient. Trips must be requested 24 hours in advance.

In Plant City, this service is used largely to make medical appointments or grocery trips. Further analysis of the top origins and destinations is provided in the above referenced [Travel Market Report](#).

OTHER TRANSPORTATION PROVIDERS

- / Uber & Lyft – Anecdotal conversations with Plant City staff revealed that Uber and Lyft services are popular methods of travel for visitors to the city.
- / Taxi services – Taxi services also provide point-to-point transportation for visitors, similar to Uber and Lyft.
- / Shuttles for farm workers – the large number of farms surrounding the Plant City area creates a need for farm workers to access their daily needs. Through anecdotal conversations with Plant City staff, it was understood that farm workers are typically provided shuttle service from their employer to the grocery stores, medical appointments, and recreational trips.
- / Greyhound Bus – Greyhound Buses provide a daily service between Tampa and Plant City. The bus departs Tampa at 1:12 pm and arrives in Plant City at 1:52 pm. It departs Plant City at 3:57 pm and arrives in Tampa at 4:37 pm.
- / TBARTA commuter services – The Tampa Bay Area Regional Transit Authority provides commuter services to residents of the Tampa Bay region. They provide vanpool services and connect carpool riders with one another.



Previous & Existing Transit Routes

Legend

- | | | |
|------------|-------------------------------------|----------------------------|
| Study Area | Previous Routes | Existing Routes |
| Plant City | 028 East County Express | Citrus Connection Red Line |
| Park | Strawberry Connection Routes | |
| Railroads | Route 70 | |
| | Route 71 | |
| | Route 72 | |
| | Route 73 | |

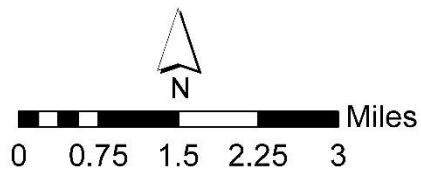


Figure 4: Previous and Existing Transit Services

COMMUNITY ENGAGEMENT

Stakeholders and the community were engaged at key points throughout the study process, to help the study team understand preferences for transit service, key destinations, and feedback about prior service. The study included two stakeholder meetings and a public open house. An equitable approach to outreach was used throughout the study in order to gather feedback from disadvantaged populations and those most in need of transit service. Perspectives from other major stakeholders was also sought through the stakeholder group.

Stakeholder Focus Group 1

The first of two stakeholder focus group meetings with key local and regional stakeholders was held on February 19, 2020 at the Plant City City Hall. The meeting was also open to the public. The agencies listed below were specifically invited, but public meeting notices were shared on HART, MPO, and Plant City's websites and social media channels and posted at Plant City City Hall.

These representatives from the following agencies and organizations attended:

- Hillsborough Area Regional Transit
- Hillsborough County Sunshine Line
- Citrus Connection
- TECO
- Polk Transportation Planning Organization
- Plant City Main Street
- Hillsborough Community College (HCC)
- Plant City Chamber of Commerce
- City of Lakeland
- Plant City
- Hillsborough County Economic Development
- Improvement League of Plant City
- South Florida Baptist Hospital
- FDOT District 1

This meeting included a presentation and activities to understand benefits, challenges, and keys to success of implementing transit service. A mapping activity identified key destinations and future areas of growth. Results of this activity can be found in the previously reference Existing Conditions & Travel Market Report. Based on feedback from this meeting, goals for transit service in Plant City were identified.

Goals

With assistance from the stakeholder focus group attendees, three goals for proposed transit service were developed:

- **Goal 1:** Implement useful and reliable service for people who need it most (Communities of Concern)
- **Goal 2:** Use transit to incentivize development in downtown Plant City
- **Goal 3:** Connect Plant City to Tampa and Lakeland with transit

The goals of this study are consistent with the Plant City Comprehensive Plan, described in more detail under the Challenges & Opportunities section.

Stakeholder Focus Group 2 & Survey

A second stakeholder focus group meeting was held on May 21, 2020 in a virtual format due to the COVID-19 Pandemic public gathering restrictions. About 30 participants attended the meeting, which included a presentation of initial transit service alternatives developed from input from the first focus group meeting. Following this meeting, a public survey was shared with numerous groups across Plant City to reach as many groups as possible. The survey was open for a few weeks and received 120 responses. The main purpose of the survey was to gather feedback on the initial set of route alternatives that were developed based on feedback from the first stakeholder meeting. The detailed results of this survey are included in the Appendix. The transit service alternatives were updated and augmented based on feedback received, which were shared at the public open house.

The survey was posted on Plant City, HART, and MPO twitter and facebook accounts and shared with the following groups:

- Hillsborough County Library Services
- Hillsborough County Sunshine Line
- Hillsborough County Human Resources
- Hillsborough County Office of Neighborhood Relations
- Homeowner & Neighborhood Associations
- Hillsborough County Social Services
- Churches in Plant City
- NAACP
- Hillsborough County Health Care Services

In general, the following feedback was received, which was used to update and refine the proposed alternatives that were shared at the public open house and that are presented in this report:

- Almost half of respondents (49%) strongly agreed that the proposed goals captured the needs of the community
- Support for a circulator service was evidenced, but support for the first proposed alternative was 50/50
 - Many requested that fares be kept affordable for seniors and low income riders
 - Comments stated it should cover areas including Alexander St, Turkey Creek, Walden Lake, and low income apartments at Woodbridge
 - 50% of respondents preferred the circulator over the on-demand service
 - Many respondents requested that the circulator operate more frequently, with shorter wait times between buses
- Preferences for a limited stop route were also shared
 - There was a 50/50 split in belief that the previous service, Route 28X, met the needs of the community
 - A route along I-4 received the most support with 32% of respondents selecting this route as their primary choice. A route along MLK and instituting the previous 28X were tied for the next most preferred route.
 - Respondents also commented that a route connecting Plant City and Lakeland would be preferred

Virtual Public Open House & Survey

Due to COVID-19 gathering restrictions, the last public engagement event was a virtual public open house, which shared the refined set of transit service alternatives that were updated following feedback gathered from the second stakeholder meeting and the public survey. A live presentation was also provided through a webinar to provide details about the study and to assist the public with the virtual open house. The same

groups notified about the first public survey were also notified about the public open house. Flyers were distributed through the local library, local grocery stores, and a laundromat notifying about the open house. The open house was also shared through the MPO, HART, and Plant City's websites and social media.

The website included several virtual rooms covering different topics to provide participants with helpful background information along with the alternatives for the circulator and limited stop service. The virtual open house was available for three weeks from August 24th to September 13th, to allow the public time to review the information and provide feedback through the surveys provided on the website. In general, a majority of survey responders (55 percent), said they would use transit service if it was available in Plant City. A summary of feedback pertaining to the two service types (circulator and limited stop) are provided in the Summary of Alternatives section.

Challenges & Opportunities

The following challenges and opportunities summarize the information gathered through the existing conditions and travel market analysis and public feedback. These considerations informed the alternatives developed in this study.

CHALLENGES

- First and last mile transit stop accessibility must be considered to facilitate safe, easy access for transit users.
- Public perception of public transit is a consistent challenge for transit agencies across the country.
- The low-density, auto-oriented nature of residential and employment developments throughout the study area are at the low end of the densities required to support transit.
- Vehicle ownership is high in the study area, posing a barrier to transitioning people from personal vehicles to public transit.
- Differences in population types, from students, visitors, and elderly, vary greatly throughout the study area (and over the course of the year) making it difficult to create a one-size-fits all service option.
- Service efficiency may be difficult given the long distances between the residential, employment and service centers.
- Significant walking distances off main roads, extreme weather conditions in the summer, and high-speed corridors make first/last mile connections to bus stops challenging.

OPPORTUNITIES

- There is a need for transportation access for Communities of Concern. Initiating transit service may help this group access needed destinations.
- Plant City is a rapidly developing city, and transit may help to attract additional new businesses or residents. Land use policies can help to incentivize denser development closer to the core and create a more supportive landscape for transit.
- Fluctuations in part-time and seasonal visitors may provide opportunities for flex routing and scheduling options. Special event activities may also benefit from flex public transportation services to reduce parking and congestion issues.
- Numerous stakeholders support public transportation and are interested in developing options and choices within the study area and broader region. There may be opportunities to partner with local employers to fund marketing campaigns, advertisements, and passenger facilities.

LAND USE CONSIDERATIONS

This study developed three transit alternative goals based on feedback received from the Stakeholder Focus Group meetings and the public open house surveys. These goals provide transit access to people who need it

the most, help to incentivize downtown development and connect Plant City with Tampa and possibly Lakeland. All these goals can be achieved in the future through coordination between Plant City and HART.

The central business district in Plant City is the focus of the Plant City Community Redevelopment Plan, adopted in 1984. Future development and redevelopment in the downtown area is guided by the Community Redevelopment Agency, which is served by the City Commission. The redevelopment plan focuses on increasing office and commercial activity, establishing new businesses and rehabilitation of existing structures within the downtown central business district, much of which has already been accomplished by 2010. The Plant City Comprehensive Plan has been developed with the consideration to further redevelop Downtown. Both the Community Redevelopment Plan and the Midtown Redevelopment Vision Plan, adopted in 2007, focus on the development of additional residential multi-family uses to support increases in retail, commercial and office space development. The downtown is designed to have an urban character and to have the intensity and density of land use to encourage pedestrian movement within the downtown core. These developments would be coordinated with the objectives of the Community Redevelopment Plan.

Further, the Plant City Comprehensive Plan Land Use Policy has specifically laid out policies that promote downtown redevelopment. Land Use Objective 4.2 is stated as follows: Continue to implement incentive programs and urban design guidelines that will promote high quality private and public development in Downtown and Midtown.

Policy 4.2.6 to accomplish that objective is defined as noted. Promote Downtown and Midtown redevelopment through the use of zoning or other incentives, which will encourage mixed use of residential, office and commercial developments, thereby reducing the number of trips generated through internal capture.

Additionally, the Plant City Code of Ordinances Sec. 102-1412 includes allowances for off-street parking reductions in Downtown and the Midtown redevelopment district. Off-street parking is not required in certain parts of Downtown near the Downtown core. Midtown District can have up to 15% reduction in parking (Sec. 102-1421) which can be further reduced up to 25% through an application for an Alternative Midtown Design to be approved by the City Commission.

These goals, objectives and policies support Plant City's desire to offer transit service to provide access to jobs and other destinations for the residents.

Plant City also recognizes that commercial development and redevelopment are emerging issues in the community. Hence, it is important to offer employment opportunities to young adults within Plant City and not to make it as a bedroom community to Tampa and Lakeland. To achieve this, the municipality is also focusing on improving employment opportunities through redevelopment programs in Downtown and Midtown, in addition to the establishment of the Mixed Use Gateway, along James L. Redman Parkway. These are the some of the areas that will be connected through the proposed transit route alternatives.

Alexander Street, Reynolds Street and Baker Street are additional areas of future growth centered around the South Florida Baptist Hospital. There are many commercial uses around this area including doctor's offices, pharmacies, restaurants, banks. The Plant City Comprehensive Plan encourages commercial uses supporting the hospital in this area through the South Florida Baptist Hospital Overlay District.

The Midtown Redevelopment Project by Plant City has laid out proposals to focus on development west of Downtown that have historic and commercial importance. The Midtown Project has plans to be developed as a mixed-use development with residential and retail uses built around the Village Green Park located south of downtown. It is almost an acre park built in 2014 which will act as a key activity park with amenities for public.

The project also focuses on improving areas that will provide access to the South Florida Baptist Hospital, Strawberry Festival Grounds along Reynolds St, Walden Lake, Plant City High School along Alexander Street, Plant City Stadium along Park Road and Lakeside Station Logistics Park Industrial Area near County Line Road. The transit alternative options evaluated in this study could provide access to these destinations within Plant City and promote industrial, commercial and economic development.

SUMMARY OF ALTERNATIVES

A set of transit service alternatives was developed and evaluated for a circulator service within Plant City and limited stop service to connect Plant City to Tampa, other areas of Hillsborough County, and Polk County. The alternatives evaluated were developed based on research conducted for the Existing Conditions & Travel Market Report and feedback from the stakeholder meetings. Alternatives were developed in Remix, which provided planning-level costs and a summary of performance measures.

This section presents the alternatives analyzed and compares the options based on cost and other measures. Public sentiment from the Open House survey is noted. No preferred alternatives are identified at this time, which is a next step for HART and the City of Plant City to take should this service move forward. Further analysis will need to be conducted by HART to refine estimated costs. Each alternative is overlaid with the various characteristics of communities of concerns in Appendix 4.

Circulator Service

The study evaluated three circulator options; two fixed route options and one on-demand service similar to the Downtowner service in Downtown Tampa.

FIXED ROUTE OPTIONS

The fixed route circulator options were based on variations from the previous Strawberry Connector service. These options were developed based on what worked well during the previous service and the highest ridership routes and stops.

ASSUMPTIONS

The fixed route evaluation used the following assumptions:

- / \$600K capital cost for each new 40-foot bus (per HART estimates)
- / Paratransit costs are an additional 12% of operating costs
- / Operates from 6 am to 10 pm, 7 days/week

Case Study

The following case study was selected as a similar sized population and area that implemented a circulator service to use as a comparison for the proposed service options in Plant City.

VISTA TRANSIT, SIERRA VISTA, AZ

With a population of 45,000, Sierra Vista is the commercial, education, and medical hub of southeast Arizona. Originally established in 1994, Vista Transit was initially operated by Catholic Community Services on a passenger service request basis. Today, Vista Transit operates throughout Sierra Vista and Fort Huachuca with five local bus routes.

- Service Area: 152 mi²
- Service Area Population: 45,166
- Regular One-Way Fare: \$1.25
- Monthly Pass: \$40.00
- Service: five fixed routes; demand responsive
- Fleet: five fixed route buses, two demand responsive buses
- Ridership: 140,960 annual unlinked trips
- Total Operating Expenditure: \$1,065,063/\$402,355 local funds
- Fare Revenues: \$105,543



Option A

Option A is one route, based on the highest ridership route through the previous service.

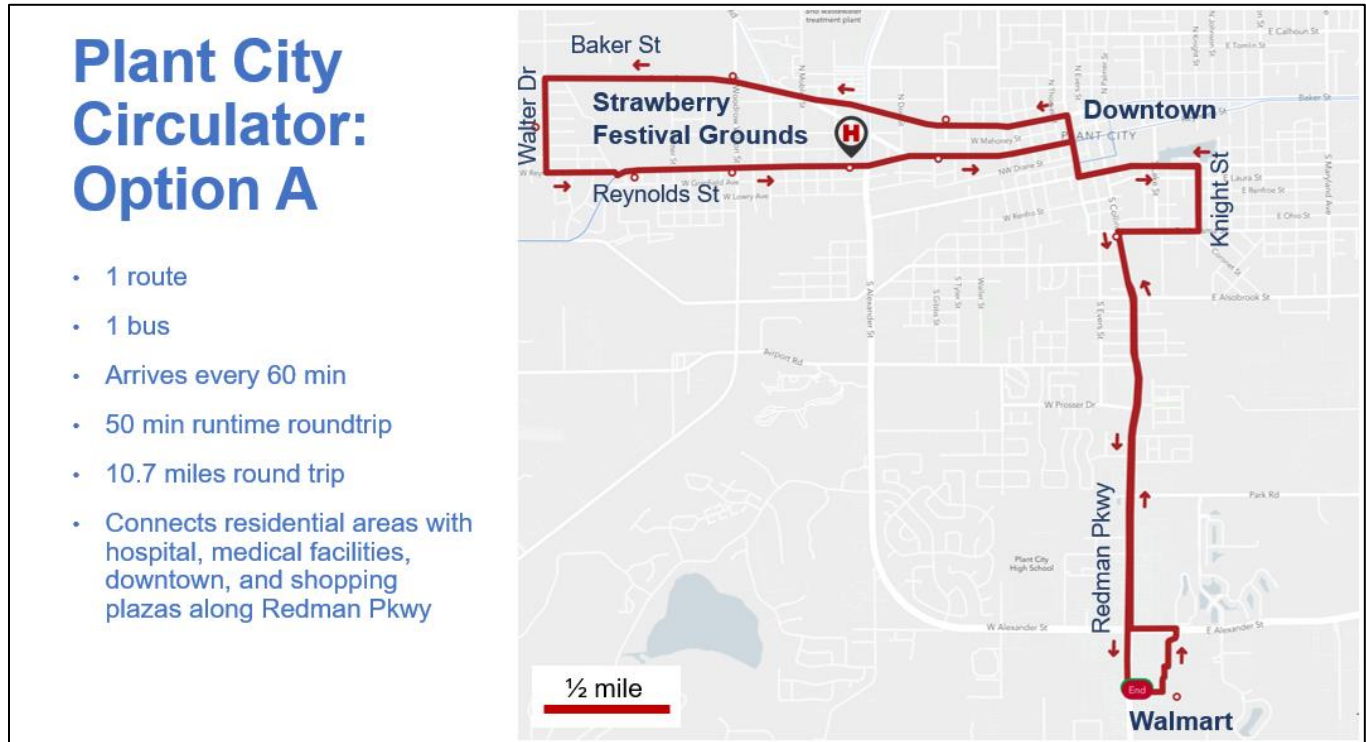


Figure 5: Circulator Option A

Option B

Option B would provide two routes, which would cover more area in Plant City and provide more frequent service than Option A.

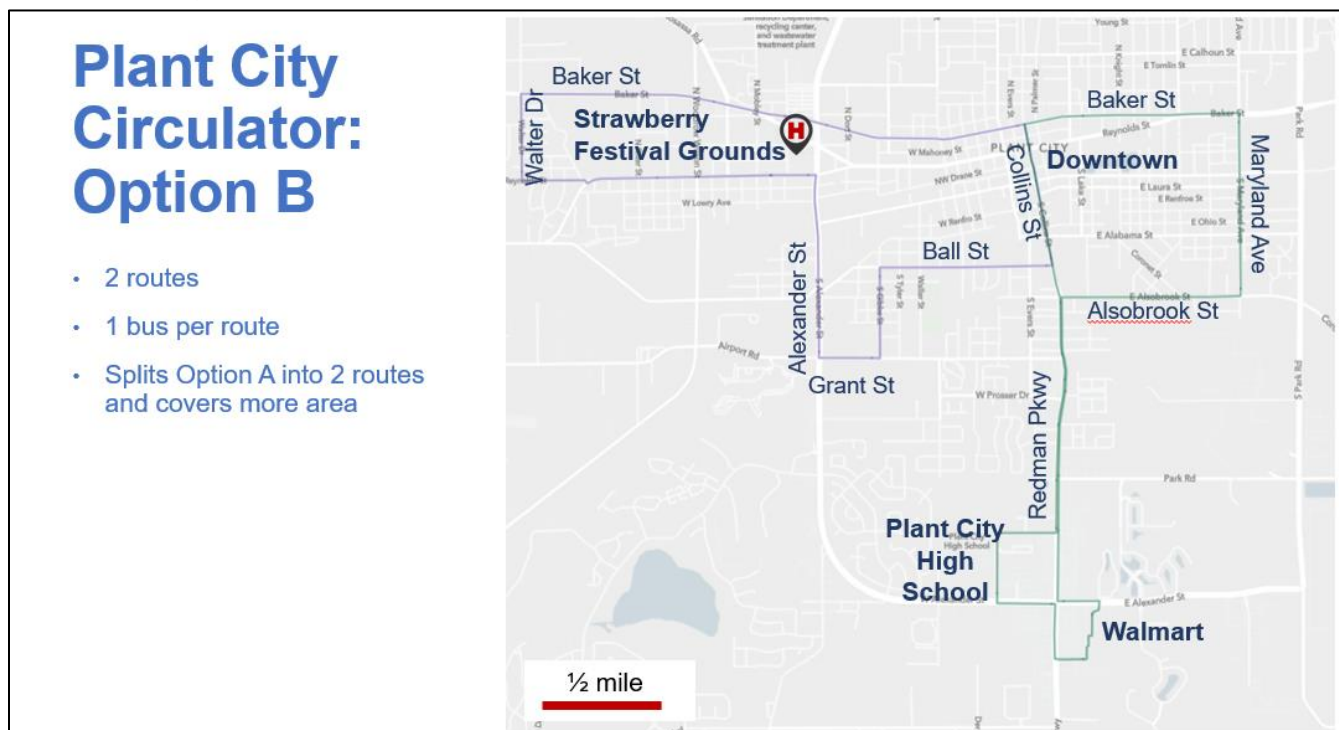


Figure 6: Circulator Option B

OPTION B, ROUTE 1

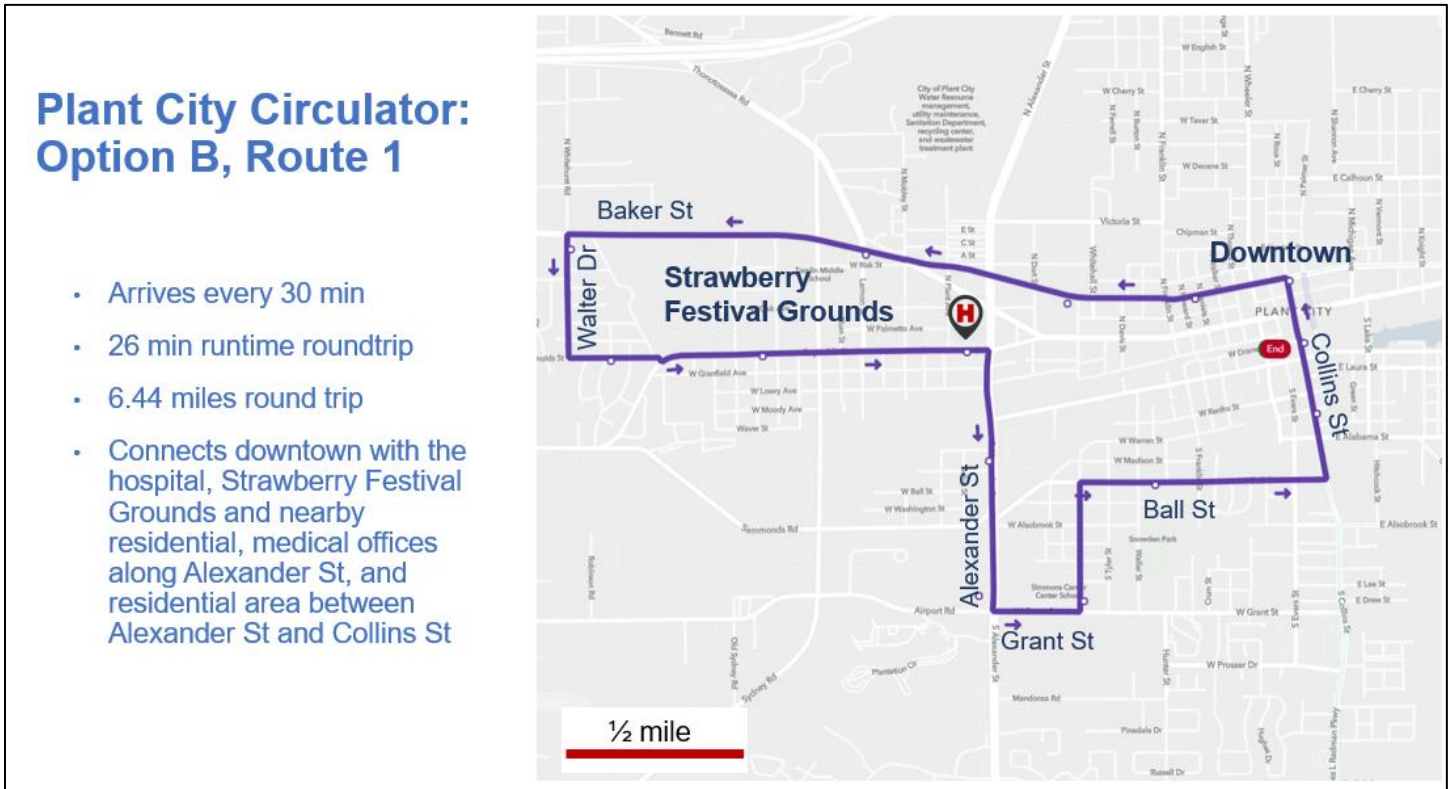


Figure 7: Circulator Option B, Route 1

OPTION B, ROUTE 2

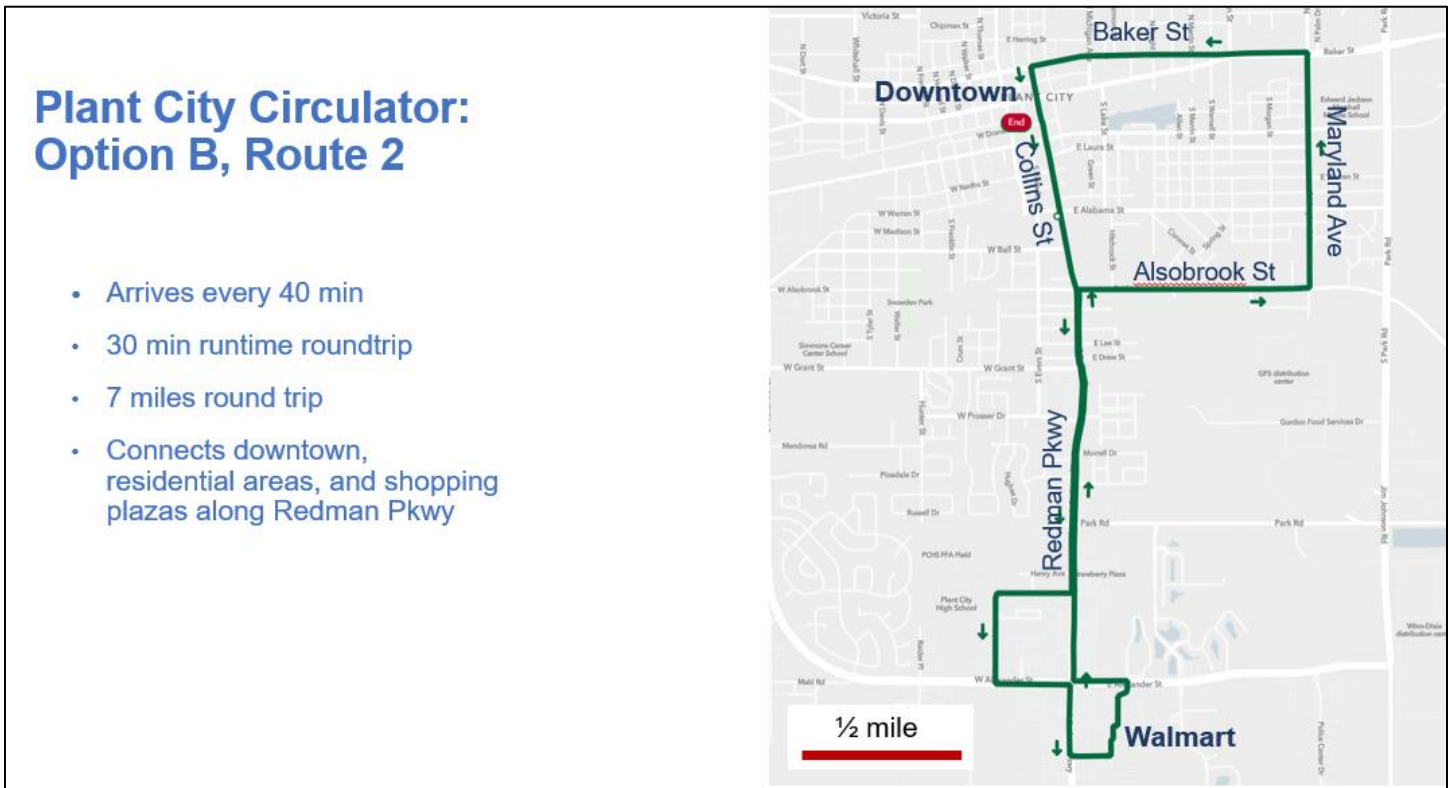


Figure 8: Circulator Option B, Route 2

Fixed Route Circulator Comparison

A comparison of the two circulator service options is shown in the table below. All information is from Remix.

Table 1: Plant City Circulator Comparison

Performance Measures	Option A	Option B, Routes 1 & 2
Annual Operating Cost	\$600 - \$650K	\$1.12M-\$1.22M
Paratransit Cost	\$72K-78K	\$136K-146K
# of vehicles	1	2
Capital Costs	\$600K	\$1.2M
Frequency	60 min	30 min (route 1) 40 min (route 2)
Travel Time (round trip)	50 min	26 min (route 1) 30 min (route 2)
Connection to other routes	Limited stop alternatives ¹¹	Limited stop alternatives
# of people within ½ mile	10,056	18,741
# of jobs within ½ mile	4,942	7,737
% in poverty within ½ mile	18.74%	19.2%
% minority within ½ mile	64.7%	61.5%
% seniors within ½ mile	11.2%	13.5%
% households w/no vehicles within ½ mile	9.0%	8.2%

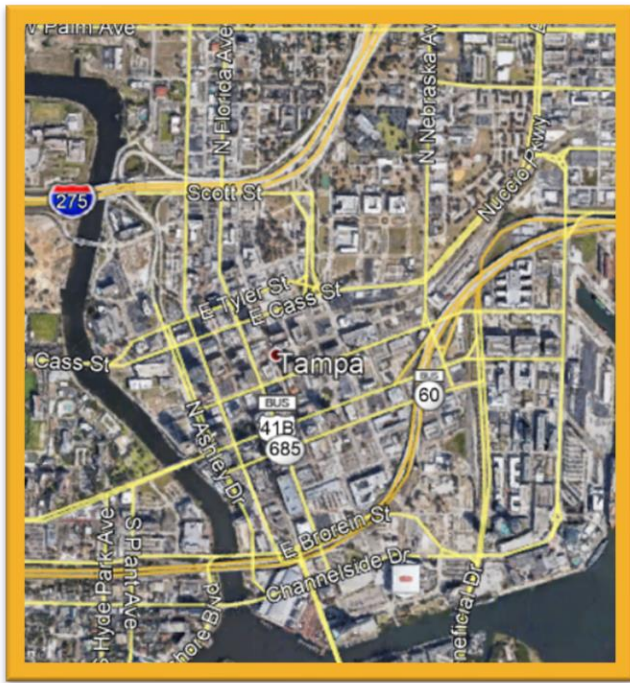
Note: All costs are planning-level cost estimates. Any route will require more in-depth analysis by HART staff for more detailed cost estimates.

Option C: On-Demand Service

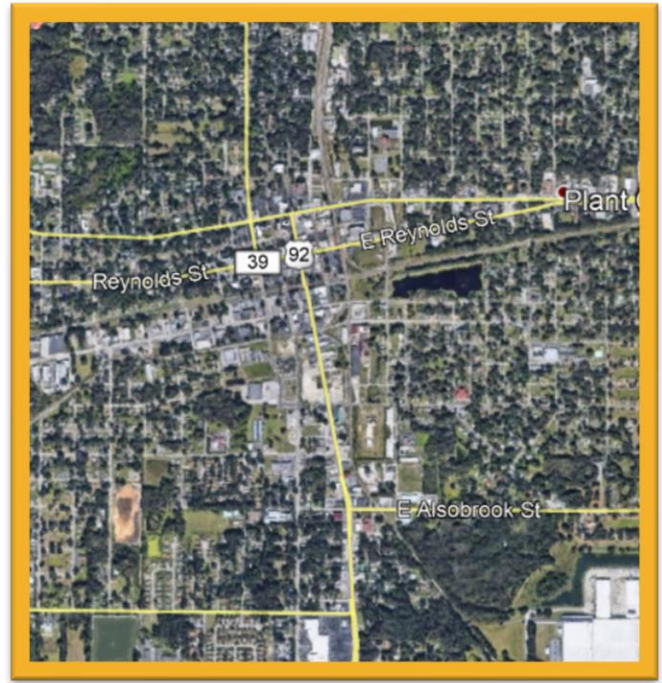
A 3rd Option to consider is an on-demand flex route similar to the Downtowner in downtown Tampa. This service would provide point-to-point service for riders. This was discussed through conversations and presentations with Plant City as an attractive alternative. For comparison, the Downtowner in Tampa costs approximately \$1.6M per year to operate with 6 vehicles covering an area of 2 square miles. The service was partially funded with grant funds from FDOT.

The following maps depict the same sized area in downtown Tampa and Plant City. By comparison, the area covered by downtown Tampa includes many more people than the area in Plant City. From a financial perspective, this service would be more costly than fixed route service and reach fewer people.

¹¹ Limited stop alternatives are those transit service options described in the next section



Downtown Tampa



Plant City

Figure 9: Downtown Tampa and Plant City Area Size Comparison

PUBLIC PREFERENCES: CIRCULATOR SERVICE

Based on feedback from the Open House survey, **Option B, with two shorter routes**, received greater public support for implementation. Over **eighty-five percent** of survey respondents selected Option B. This option was developed following the second stakeholder meeting in which feedback was shared that shorter, more frequent routes covering a larger area would be preferred.

Limited Stop Service CONNECTIONS TO TAMPA

The study evaluated five limited stop options that would connect Plant City to Tampa and other parts of Hillsborough County, and one route to connect Plant City to Lakeland.

ASSUMPTIONS

The fixed route evaluation used the following assumptions:

- / \$600K capital cost for each new 40-foot bus (per HART estimates)
- / Operates:
 - Monday – Friday from 6 am to 8 pm
 - Saturday/Sunday from 10 am to 8 pm

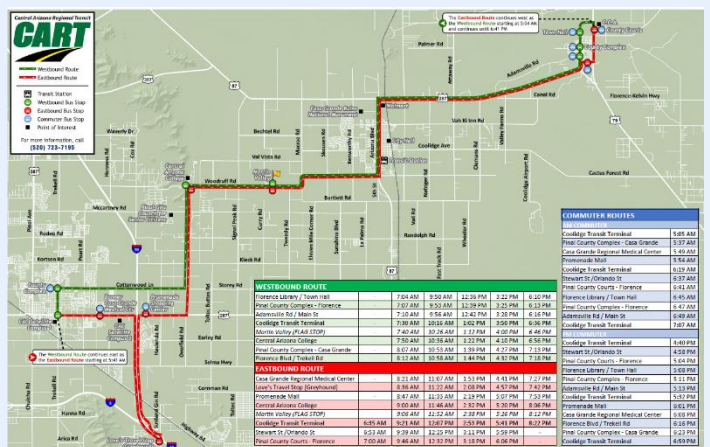
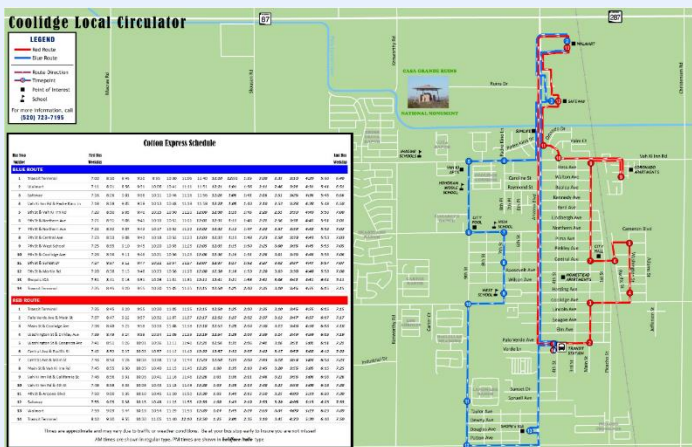
Case Study

The following case study was selected to provide an example of a similar sized population and area that implemented a regional transit service to connect residents to surrounding communities.

COTTON EXPRESS & CENTRAL ARIZONA REGIONAL TRANSIT (CART), COOLIDGE, AZ

The City of Coolidge Transit Department operates the Cotton Express (local Coolidge bus service) and CART (Central Arizona Regional Transit – regional bus service). The Cotton Express bus system provides Deviated Fixed Route bus service and On Demand service throughout The City of Coolidge Monday through Friday. The CART bus system provides regional route services to neighboring communities for employment, medical, and personal trips.

- Regular One-Way Fare: Cotton Express: \$1.00 (\$0.50 more for deviated route); CART: \$2.00
- Monthly Pass: Cotton Express: \$45.00; CART: \$60.00
- Service: Cotton Express: two deviated flex routes; CART: two fixed routes and AM/PM commuter routes
- Fleet: ten fixed route buses, one demand responsive bus
- Ridership: 36,407 annual unlinked trips
- Total Operating Expenditure: \$936,143/\$309,948 local funds
- Fare Revenues: \$39,054



Via I-4 & Selmon Expressway (former Route 28X)

The first route evaluated was the previous 28X park and ride service that picked up passengers off of Thonotasssa Rd. It route south near Brandon and then west along the Selmon Expressway to the Marion Transfer Center in downtown Tampa. This route is estimated to arrive every 45 min and have a one way travel time of 45 min. The service would cost roughly \$950K-1.25M per year.

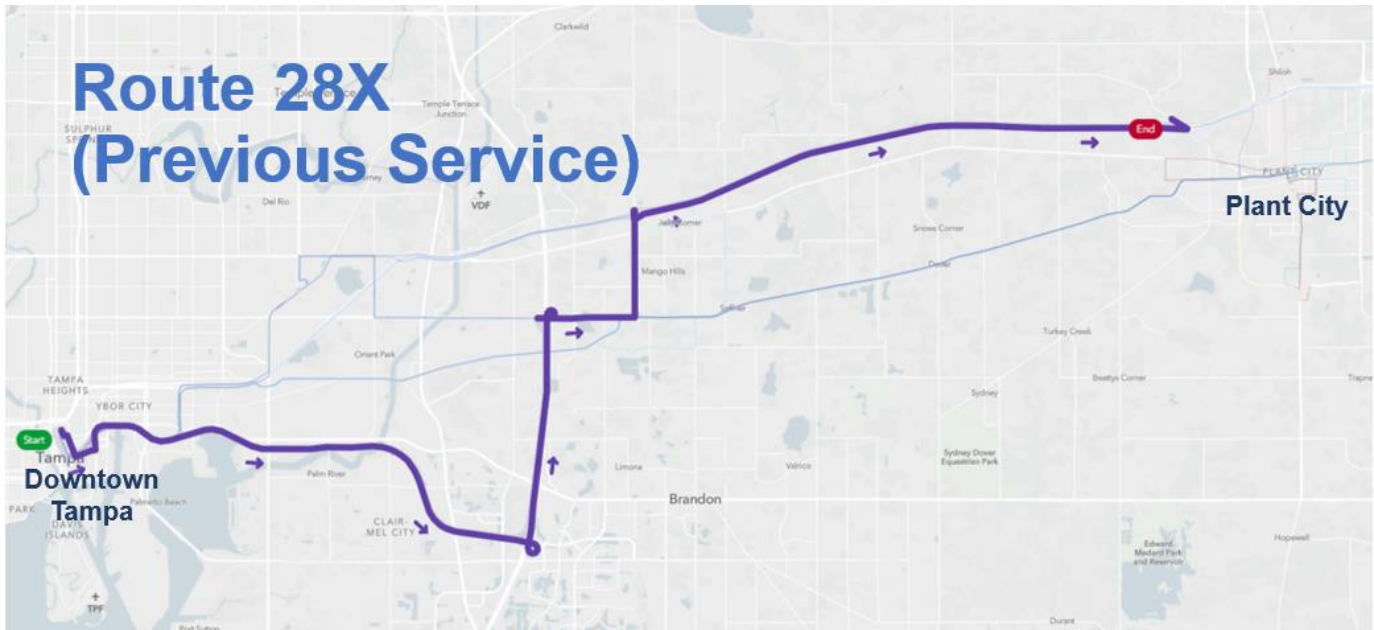


Figure 10: Route 28X

Via I-4

The second limited stop option would connect Plant City to Tampa along I-4 with a stop at Netpark, which is a major transfer hub for HART. This would give Plant City residents access to other destinations around the county, besides downtown Tampa. This service would also roughly cost \$950K-1.25M per year to operate. It would arrive every 45 min and travel time from Plant City to Tampa would be roughly 45 min.

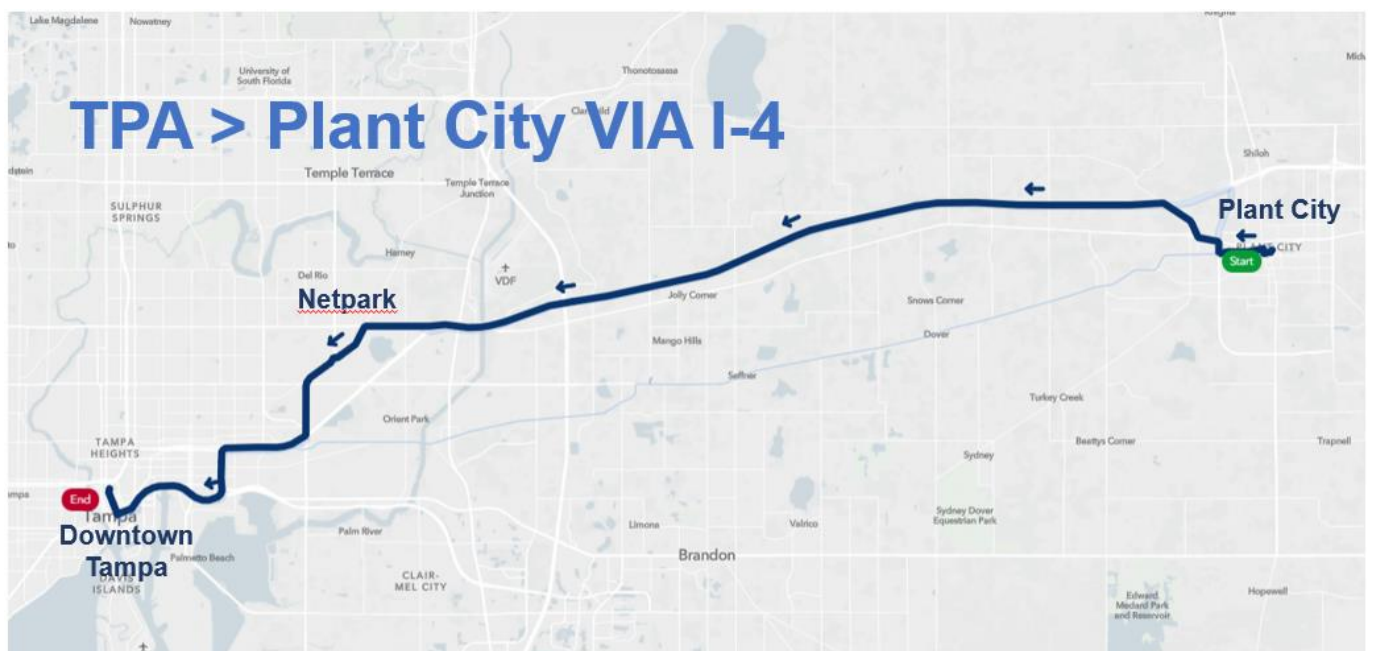


Figure 11: Plant City to Tampa via I-4

Via MLK

A 3rd option would connect Plant city to downtown Tampa by a route along SR 574/MLK. It would stop at the Walmart in Mango, which allows Plant City riders to transfer to Route 38 if not heading to downtown. It would then travel on along MLK to the Selmon Expressway and on to downtown Tampa. This service would cost slightly less than the previous two routes with an estimated annual cost of \$990-950K. It would arrive every 60 min and have a one way travel time of 50 min.



Figure 12: Plant City to Tampa via MLK

Via I-4 & MLK

A 4th option connecting Plant City to Tampa would be a mix of the I-4 and MLK routes. This route would head west from downtown Plant City along MLK towards the Mango Walmart. From there it would head north to I-4 where it would stop at Netpark. From Netpark it would head into downtown Tampa. This route would also cost roughly \$950K to 1M per year. It would arrive every 60 min and have a one way travel time of 50 min.

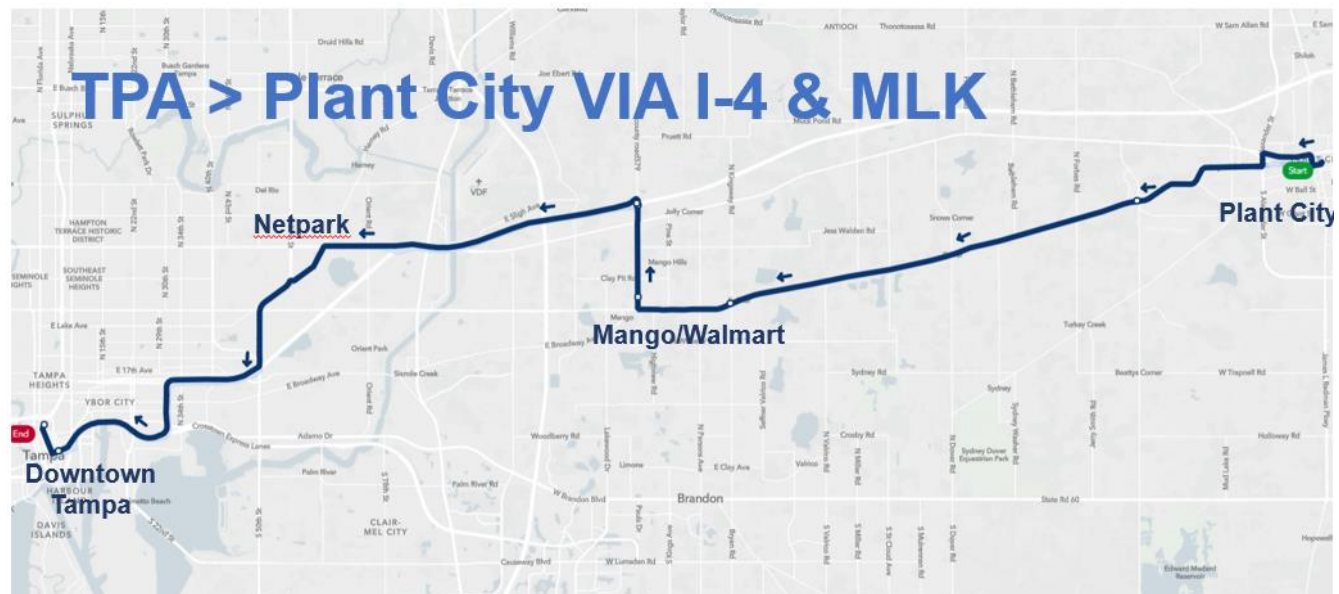


Figure 13: Plant City to Tampa via I-4 & MLK

Route 38 Extension

A 5th option is an extension of the existing Route 38 which operates between the Netpark transfer facility to the Walmart in Mango. This extension would extend the route from the Walmart along MLK to downtown Plant City.

This route would cost roughly \$950K-1M per year to operate. It would arrive every 60 min with a 50 min one way travel time for the full route. It would require Plant City riders to transfer either at the Mango Walmart or the Netpark facility to get to downtown Tampa or elsewhere in the county.



Figure : Plant City to Tampa via Route 38 Extension

PUBLIC PREFERENCES: LIMITED STOP SERVICE TO TAMPA

Seventy three percent of Open House survey respondents prioritized Downtown Tampa as the primary destination for a limited stop service. Nearly **sixty-five percent of respondents chose the I-4/MLK route** as the preferred alternative.

Limited Stop to Tampa Route Comparison

For comparison, the limited stop route options are shown in the table below. All information is from Remix.

Table 2: Limited Stop to Tampa Route Comparison

Performance Measures	28X	I-4	MLK	Rt. 38 Ext	I-4 + MLK
Annual Operating Cost	\$950K-1.25M	\$950K-1.25M	\$900-950K	\$950K-1M	\$950K - \$1M
Cost per Day	Weekday: \$3K Sat/Sun: \$2,228	Weekdays: \$2,800 Sat/Sun: \$2,800	Weekdays: \$2,700 Sat/Sun: \$2K	Weekdays: \$3K Sat/Sun: \$2,250	Weekdays: \$3K Sat/Sun: \$2,250
Frequency	45 min	45 min	60 min	60 min	60 min
Travel Time (one-way)	45 min	40 min	50 min	50 min	50 min
# of Vehicles	2	2	2	2	2
Capital Cost	\$1.2M	\$1.2M	\$1.2M	\$1.2M	\$1.2M
Transfers to get to Downtown Tampa	0	0	0	1	0
# of people within ½ mile	44,596	15,509	19,848	6,644	20,734
# of jobs within ½ mile	104,602	77,783	70,672	11,685	77,458
% in poverty within ½ mile	20.6%	24.7%	20%	19.4%	21.5%
% minority within ½ mile	55%	58.6%	50.9%	62.1%	55.7%
% seniors within ½ mile	10.1%	12.9%	10.5%	11.1%	12.6%
% no vehicles within ½ mile	9.9%	13.6%	11.9%	9.0%	12.9%

Note: All costs are planning-level cost estimates. Any route will require more in-depth analysis by HART staff for more detailed cost estimates.

CONNECTION TO LAKELAND

A limited stop service connecting between Plant City and Lakeland was also evaluated, though this service would likely require coordination with Citrus Connection to provide the service.

Plant City to Lakeland

Based on feedback from the stakeholder meetings and surveys, a route connecting Plant City to Lakeland is also preferred. The route alternative proposed would begin in downtown Plant City and run along US 92/New Tampa Hwy, stop near the Amazon Distribution Center on County Line Rd, and continue on to downtown Lakeland.

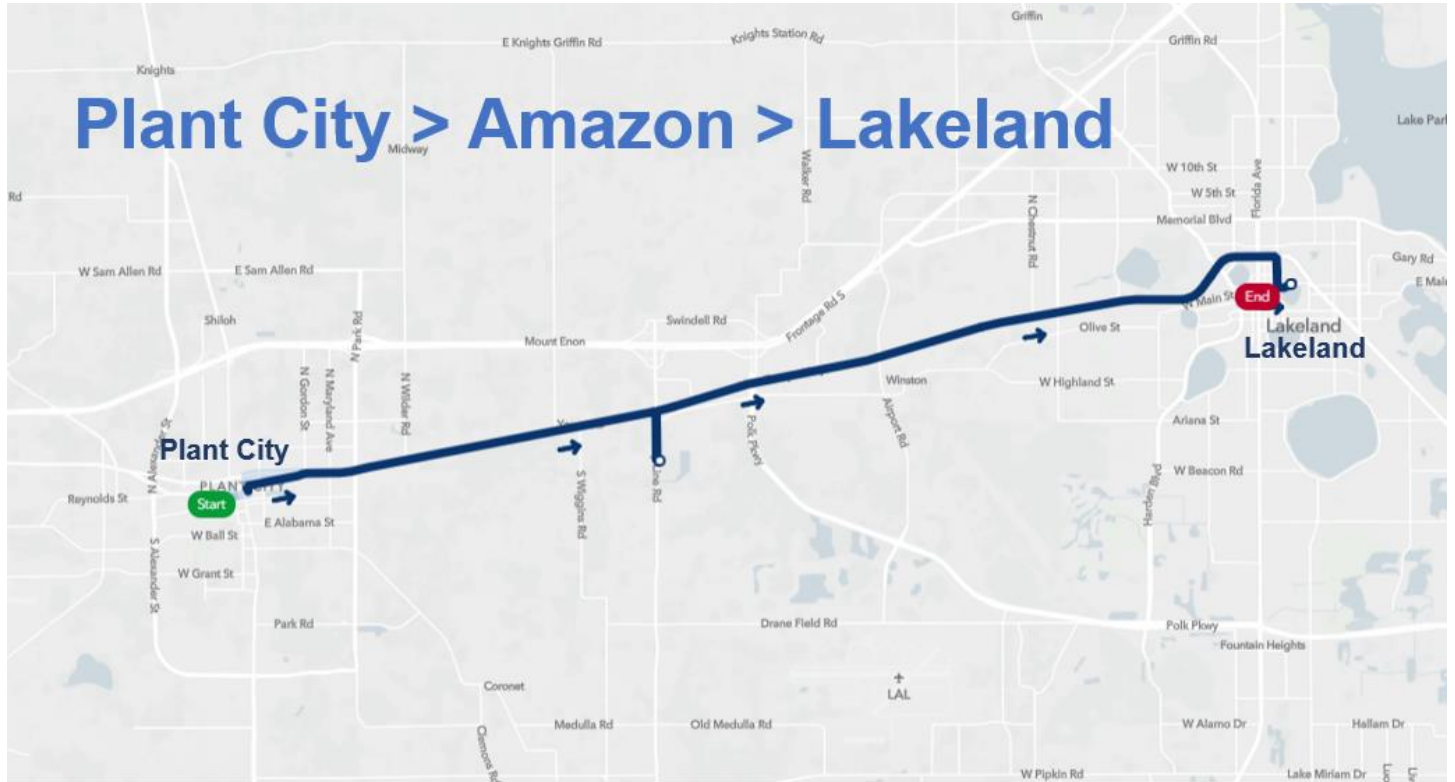


Figure 14: Plant City to Lakeland via US 92

Table 3: Plant City to Lakeland Performance Measures

Performance Measures	Plant City to Lakeland
Annual Operating Cost	\$460K - \$510K
Cost per Day	Weekday: \$1,400 Sat/Sun: \$1K
Frequency	60 min
Travel Time (one way)	25 min
Connection to other routes	Circulators, limited stop routes
# of vehicles	1
Capital Cost	\$600K
# of people within ½ mile	4,955
# of jobs within ½ mile	8,416
% in poverty within ½ mile	23.3%
% minority within ½ mile	47.1%
% seniors within ½ mile	17.1%
% no vehicles within ½ mile	19.5%

NEXT STEPS

Throughout the study, there was clear support for public transit service in Plant City. The service would not only assist people without adequate personal transportation options with meeting their daily needs, but it would also support businesses and development. The survey results helped to identify the needs of the community and service to the areas that had potential growth in the future. Increasing densities in and around Downtown Plant City will make transit more successful in the area. This is supported by ongoing plans such as the Midtown Redevelopment Project and the Plant City Comprehensive Plan.

Towards the end of this study, it was learned that South Florida Baptist Hospital has plans to relocate its main facility to an area in northeastern Plant City to allow room for expansion. The proposed routes in this study do not reach this area, because at the time of this study there are no other major destinations for transit in this area. Further analysis of route alternatives should consider this relocation, as the hospital is a major anchor for medical trips.

Identifying a preferred alternative requires further coordination between HART and Plant City. The transit service options outlined in this study are planning-level cost estimates and identification of a preferred alternative would require further analysis by HART. Funding for the service would also need to be considered, and would require a financial commitment from Plant City, which is currently not part of HART's service area and contributing towards HART service.

APPENDICES

- / Appendix 1: Funding Opportunities
- / Appendix 2: Survey 1 Summary
- / Appendix 3: Open House Survey Summary
- / Appendix 4: Communities of Concern Characteristics

Appendix 1: Funding Opportunities

Public transit systems are often funded through a combination of programs and revenue sources, such as state grants, passenger fares, advertisement revenues and local contributions; however, most systems typically rely on federal grants to help cover a significant portion of a system capital costs. A summary of relevant local, state and federal funds is provided below.

FEDERAL SOURCES

The Federal Transit Administration (FTA) is funded through the surface transportation program. Funds are distributed through several programs as established in the current transportation authorization. Programs provide funding for capital facilities, equipment, and operations.

FTA Section 5307 Urbanized Area Formula

The Urbanized Area Formula Grant program provides grants to support public transportation to urbanized areas with a population of 50,000 or more. Funds are distributed based on a formula that reflects the level of transit service provision, population, and other factors and funds are primarily used to support capital programs, rather than operating costs. Section 5307 funds require a 20% match for capital purchases and, if eligible, a 50% match for operating costs. Lake Havasu City is eligible to apply for this funding and the money could be used to implement recommendations from this plan.

Bus and Bus Facilities

The Section 5339 bus and bus facilities funding program provides funding for facility construction, renovation, and vehicles. Eligible capital projects include the acquisition of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers, and shop and garage equipment. These funds can also be transferred by the state to supplement urban and rural formula grant programs. Program funding is 80% federally funded and requires a 20% non-federal match. Lake Havasu City is eligible to apply for this funding and the money could be used for capital purchases, such as buses, to support transit implementation.

FTA 5310 Enhance Mobility of Seniors and Individuals with Disabilities

This program is intended to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas—large urbanized (with a population over 200,000), small urbanized (with a population between 50,000- 200,000), and rural (with a population under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services. Eligible grant partners include private non-profit organizations, governmental authorities where no non-profit organizations are available to provide service, and governmental authorities approved to coordinate services.

STATE PROGRAMS

Available sources from the State of Florida, as identified in the Florida Statutes and/or Florida Department of Transportation Procedures are listed below:

Park and Ride Lot Program

As part of the commuter assistance program to encourage transit and carpools, the Park and Ride Lot Program provides funding to purchase or lease land to construct park and ride lots based on FDOT criteria.

Public Transit Block Grant Program

Established by the Florida Legislature, the Public Transit Block Grant Program provides funds for eligible transit capital and operating costs, consistent with local government comprehensive plans. Funds are awarded to public transit providers eligible to receive funding from the Federal Transit Administration's Sections 5307 and 5311 and to Community Transportation Coordinators.

Public Transit Service Development Program

The Public Transit Service Development Program, also enacted by the Florida Legislature, provides initial funding for special projects that incorporate new or innovative techniques to improve or expand public transit services. Projects may include new technologies, routes, services, or the purchase of special transportation services.

Transit Corridor Program

The Transit Corridor Program provides discretionary funds based on need to support new services within specific corridors that will reduce or alleviate congestion or other mobility issues. These funds may be used for transit capital or operating expenses identified in a Transit Development Plan, Congestion Management System Plan, or other formal study undertaken by a public agency. Additional state resources may be available to local governments and transit agencies to provide for the local share of project costs.

LOCAL FUNDING SOURCES

Local jurisdictions have enacted taxes or earmarked existing taxes specifically for transit operations. Portions of motor vehicle registration fees, portions of local sales tax, and documents taxes for registration of public documents (e.g., deeds and mortgages, licenses, etc.) can be applied to public transit service.

At present, Plant City does not contribute towards the charter agreement with HART in order to receive transit service. This would be a first step towards funding a local transit service in Plant City.

PRIVATE FUNDING SOURCES

In addition to the traditional funding sources, funds from one or more private sources may be used for capital costs and for operations. These are specific to the private funding provider.

UNIVERSITY PROGRAMS

Many institutes of higher learning have found it advantageous to support a public transit agency by applying student activity fees and other charges to students and then offering unlimited, free use of the transit service. In this way, the educational institution can give mobility to students who may not have access to automobiles and yet avoid the staffing, infrastructure, liability, and specialized knowledge needed to run a transit operation. Service can be scalable, allowing the institution to "purchase" only as much service as is needed while capitalizing on the economies of scale of the existing transit provider. HART sponsors the U-PASS Program with the University of South Florida (USF). With valid USF ID cards, USF students can ride all HART services for free and USF faculty and staff can ride for twentyfive cents. Students pay for this service through an activity fee and HART invoices USF each month.

based on the number of passengers. A similar program could be enacted with HCC's Plant City campus.

PUBLIC PRIVATE PARTNERSHIPS

A Public-Private Partnerships (PPPs) is a contractual agreement between a public agency and a private entity as a way to accelerate delivery of transportation projects. The private partner may contribute to the design, construction, financing, and operations and maintenance of projects or any combination thereof. PPPs are usually reserved for large infrastructure projects. Central to the success of PPPs is a revenue stream that can repay any initial cost incurred by the private entity. Transit has traditionally found this arrangement challenging as the revenue source, fares, is typically insufficient to provide the necessary revenue. Toll roads built under a PPP arrangement use the tolls as repayment. In some cases, the public sector may simply pay an annual availability pay in lieu of tolls, in effect paying the tolls on behalf of the users.

CORPORATE TRANSIT PROGRAM

HART offers the Corporate Transit Program to encourage the use of public transportation. This program provides nontaxable fare subsidies up to \$240 per employee per month toward the cost of public transportation. Federal law entitles all US employees to this tax-deductible business expense.

Appendix 2: Survey 1 Summary

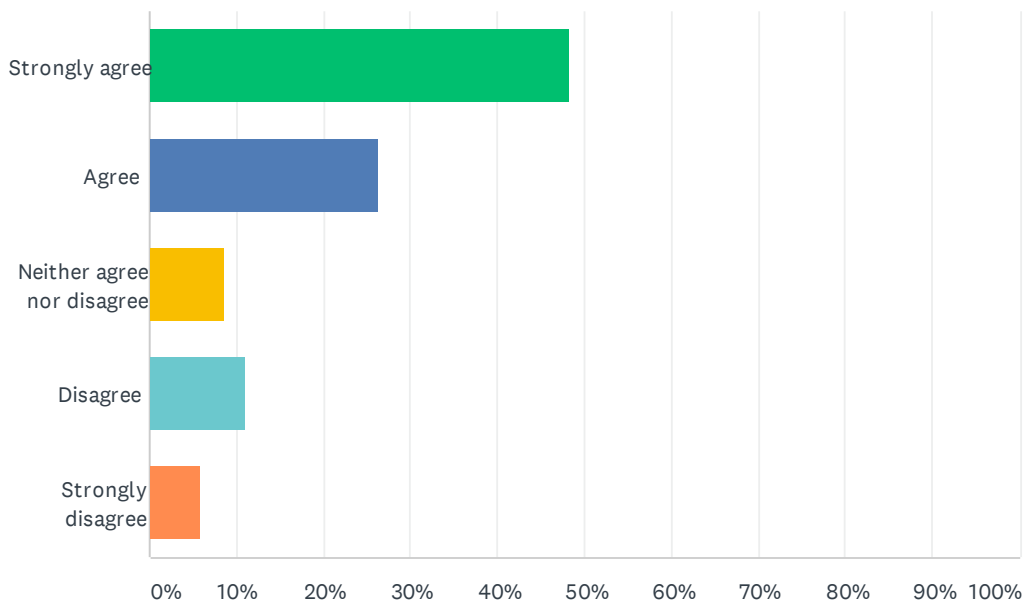
Q1 Please type in your contact information.

Answered: 96 Skipped: 22

ANSWER CHOICES	RESPONSES	
Name	98.96%	95
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	100.00%	96
Country	0.00%	0
Email Address	94.79%	91
Phone Number	0.00%	0

Q2 At the first stakeholder meeting, ideas and comments received from the attendees helped identify the goals for the Plant City Transit Master Plan. In your opinion, do you believe these goals capture the needs of the community?· Implement useful and reliable service for people who need it most (Communities of Concern & persons with disabilities)· Use transit to incentivize development downtown· Connect Plant City to Lakeland/Polk County and Tampa with transit

Answered: 118 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	48.31%	57
Agree	26.27%	31
Neither agree nor disagree	8.47%	10
Disagree	11.02%	13
Strongly disagree	5.93%	7
TOTAL		118

Plant City Transit Study Survey

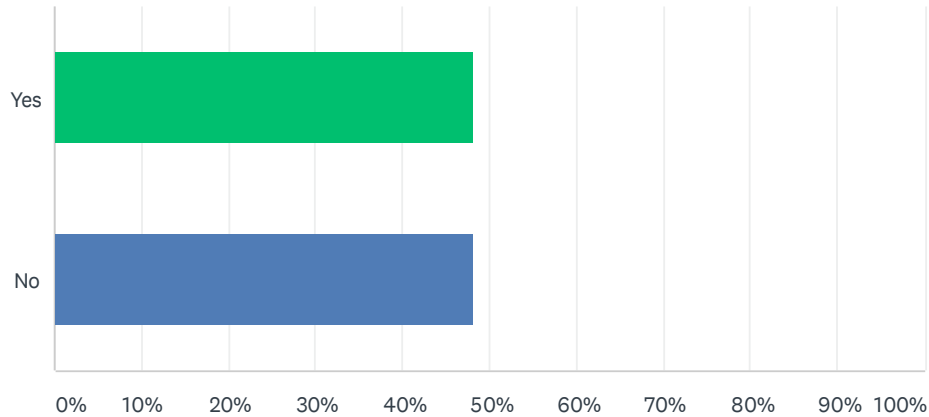
#	COMMENTS	DATE
1	I don't think people would use it. They didn't before.	6/28/2020 9:06 AM
2	It would open up a lot of opportunities. Employment, Doctor Appointments, Court, Shopping and Entertainment. It would allow more people to visit Plant City.	6/27/2020 10:44 PM
3	I don't see a need for transit to Tampa/Lakeland. A shuttle or bus for writhing City limits would be nice. Especially if it had a pickup at PCHS at dual enrollment release time. This would allow more students to take advantage of that program. A line from downtown up Alexander to ALDI and back down 39 would be great for many.	6/27/2020 10:02 PM
4	This type of transit will only be beneficial to persons from other cities who want to attend the Strawberry Festival. During the other 50 weeks of the year it wouldn't be used. Waste of taxpayer money.	6/27/2020 6:19 PM
5	With all the fuss over a virus, mass transit is the absolute last thing we need. Where's the common sense?	6/27/2020 6:10 PM
6	The design of the Plant City community and the surrounding areas do not lend themselves to mass transit. The costs of redesigning and rebuilding the infrastructure would be immense and not sustainable.	6/27/2020 5:38 PM
7	Plant City does not need and will not support mass transit. It will just a waste of tax dollars.	6/27/2020 2:13 PM
8	Use bus passes or something to that effect.	6/27/2020 9:24 AM
9	Definitely would be nice to get a bus to Lakeland or Brandon	6/27/2020 7:49 AM
10	It might help low income or disadvantaged people get to shopping or better employment.	6/26/2020 12:44 PM
11	I would love transit to downtown Tampa when Covid-19 ends. We often go down to the Straz, museums, riverwalk, restaurants, Hyde Park etc and hate dealing with traffic and parking.	6/26/2020 10:08 AM
12	Plant City should have a FLEX and two buses 7 days a week! Have a third ling bus to stay in Plant City limits! Flex leaving and coming Library! Look into connecting with Polk County transit!	6/26/2020 5:38 AM
13	Public transportation will enable graduated high school students with no reliable transportation to have access to more jobs opportunities and a wider variety of post-secondary education options such as technical colleges.	6/25/2020 9:23 PM
14	We need public transit!	6/25/2020 6:47 PM
15	I'm a retired HART driver and during the 9 years I drove buses in Hillsborough County I thought it was the stupidest thing I'd heard yet that we did not link to Plant City. I don't know if it's true but in the early days of my employment I heard that it's because "Plant City officials didn't want to." If that's true jeez talk about cutting off your nose to spite your face! I'm happy to hear about this discussion. Plant City needs to start thinking of its citizens!	6/23/2020 7:38 PM
16	Where were the meetings advertised? I know we are in COVID19 mode, but I don't recall seeing the advertisements about the meetings. Who are the members of the stakeholder group?	6/23/2020 12:42 PM
17	While extremely important to implement useful and reliable service for communities of concern. We need to get people who have the ability to drive, out of their cars by providing routes popular to the masses that may be faster, easier, and less stressful than driving. Lets use these profitable routes to support the less or unprofitable routes that may serve communities of concern. This maximizes transit use for all, rather than just one group.	6/16/2020 3:19 PM
18	There are alot of clientele that need to get to Tampa or Polk County, but do not have personal transportation. I think it would be a great benefit, especially with the growth Plant City is receiving.	6/16/2020 7:39 AM
19	badly needed	6/15/2020 11:16 PM
20	Ultimately two types of transit service should be considered between Lakeland and Tampa. A more localized service should be considered along the US 92 corridor, with express bus service being planned along Interstate 4	6/12/2020 5:07 PM
21	The first priority was addressed, but this may be at the expense of successful implementation of developing downtowns and connecting Plant City/Lakeland.	5/29/2020 3:12 PM

Plant City Transit Study Survey

22	- Useful and reliable service in areas dense enough to justify, regardless of socioeconomic status. - Transit follows existing demand. Not if we build it they will come. - Step 1: Connect PC to Lakeland if/when demand makes route viable; Step 2: Connect PC to Tampa (and, indirectly, Lakeland to Tampa) when infrastructure changes to make the route viable/useful.	5/28/2020 4:38 PM
23	Anything to improve transportation on I-4.	5/28/2020 4:36 PM

Q3 The proposed Plant City circulator is intended to connect lower-income residential areas to jobs, health care, shopping, and grocery stores. Based on the information you've seen, do you believe the proposed route alternative meets the needs of the community?

Answered: 102 Skipped: 16



ANSWER CHOICES	RESPONSES	
Yes	48.04%	49
No	48.04%	49
TOTAL		102

Plant City Transit Study Survey

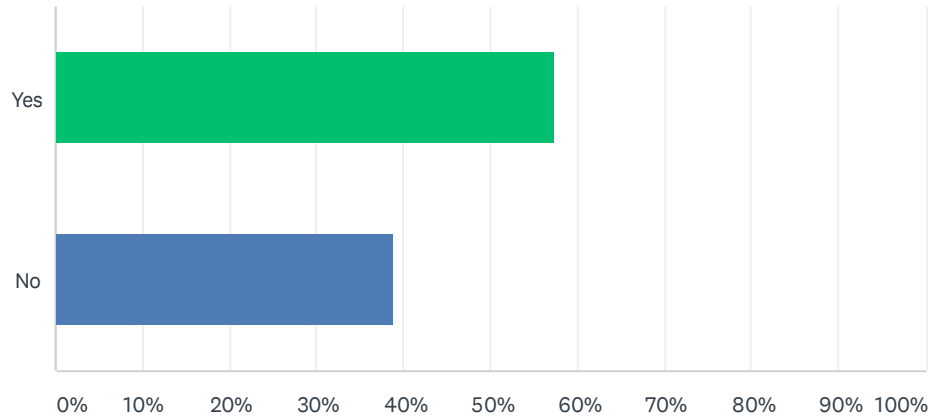
#	OTHER (PLEASE SPECIFY)	DATE
1	Think route should be a little more spread out to include Park Rd area	6/29/2020 10:47 AM
2	Percentage of senior's in the area is disproportionate to the percentage of minorities. This does not justify the cost. Most minorities in the area have vehicles, whereas many seniors reach a point where they should not be or cannot be driving.	6/29/2020 8:43 AM
3	ANY routes considered should be AT LEAST similar to the ones from the original HARTline expansion in Plant City.. and NOT the useless Strawberry Express buses that came along after. The original HARTline routes covered FAR more areas.. at least until HART and the city decided to cut them in half. There were originally 4 lines running at the same time, 2 on a north/south route, and 2 on an east/west route.. each going opposite directions. The routes should be the MINIMUM, and even expanded to other areas of town. The City of Plant City continues to state the ridership was less than 1%, or even stating 0 riders by the time that the service was cancelled. Well, what do you expect when YOU are the ones that basically destroyed the routes, which resulted in less riders??	6/28/2020 2:22 AM
4	Felton's has to be included! It has a Dollar Store and Laundry. The path would cross by the Government Offices. Alexander St. Needs to be included. There are a lot of low income living off Alexander St.	6/27/2020 10:53 PM
5	Should include the Alexander loop and specifically a stop in front of PCHS at dual enrollment release time on school days.	6/27/2020 10:05 PM
6	Route needs to accommodate the area on Thonotosassa and I-4	6/27/2020 8:10 PM
7	Is this a joke? This is ridiculous.	6/27/2020 6:16 PM
8	We have double of everything on each end of town	6/27/2020 5:47 PM
9	At the identified cost of \$90-\$100 per trip cost identified, it would take far more people than those who would avail themselves of the service to make this proposed transit plan be at a rate that would be lower than potential ride-sharing services such as Uber or Lyft.	6/27/2020 5:44 PM
10	There are a lot of doctor/medical offices on Alexander that would be missed.	6/27/2020 4:46 PM
11	It doesn't meet the needs of the community because it is effectively trying to kill a mosquito with a nuclear weapon. Small, targeted solutions like taxi or share rides is all that is needed. If people can't afford that then small subsidies can assist.	6/27/2020 2:17 PM
12	The town needs more than 1 loop to get to the needed places	6/27/2020 7:49 AM
13	I was a driver for the old bus system and this doesn't seem to address the needs of the community for those elderly living in north plant city.	6/26/2020 10:38 PM
14	You are missing the entire area along Alexander	6/26/2020 10:17 PM
15	The route is too short.	6/26/2020 6:29 PM
16	Should include all of Alexander and Turkey Creek	6/26/2020 3:44 PM
17	i believe the area needs to be bigger. it needs to connect people near marshall middle school as well	6/26/2020 1:04 PM
18	It doesn't fit my needs/wants at all but probably does if low income is your priority.	6/26/2020 10:10 AM
19	Expand!	6/26/2020 5:40 AM
20	Should also include those in the low income apartment complexes of Woodbridge, Park Springs and others	6/25/2020 9:35 PM
21	It is a start	6/25/2020 6:51 PM
22	Maybe, but I'm not sure that the proposed route will capture some of our Plant City residents that will need the service most. I do realize that its a program that could be expanded once data is further collected.	6/24/2020 7:26 PM
23	why not have a stop in Walden Lake it is your largest community in PC.	6/24/2020 4:46 PM
24	Lost of transit needs in the community 39/Sam Allen Rd. Lots of seniors, 4 different communities,many who dont have cars, and development in construction, Park Rd & Sam	6/23/2020 9:50 PM

Plant City Transit Study Survey

	Allen, including talk of building a new South Florida Baptist Hospital, and supporting facilities.	
25	Service Boundary should be moved West to Forbes Rd	6/23/2020 8:00 PM
26	I'm not a Plant City resident but just from this map you aren't covering enough of the city. Not all our patrons are low income!	6/23/2020 7:41 PM
27	How do people that do not live directly on the route get to that point?	6/23/2020 12:45 PM
28	Although this does route would move people to downtown and Wal-mart, it doesn't seem to work as a means of getting folks to the job centers - particularly the one's along County Line Rd. Not too dissimilar to the route of the previously failed bus route.	6/23/2020 12:23 PM
29	There are alot of people that need transportation that are not on this route.How would those that live in rural areas get to their destination?	6/16/2020 7:46 AM
30	needed in southwest part of city, Ball St.	6/15/2020 11:24 PM
31	However, I think there should be a route by the high school for kids who need the bus for school and cannot ride the school bus due to the mile restriction.	6/15/2020 6:57 PM
32	Park & Cherry would be a good boundary (getting people to HCC campus). And this doesn't actually go into any neighborhoods at all so people within the neighborhoods would still have to find a way to get to Reynolds or Baker. Those are already main roads where many things are focused. It basically caters to the festival grounds for the focus of making sure people parking in residential areas can easily get to the festival grounds. If it is going to get low income people (without a car) to workplaces - IT NEEDS TO PICK UP on the residential streets then carry to main roadways.	6/15/2020 4:25 PM
33	The transit system needs to go into the lower income neighborhoods.	6/15/2020 4:06 PM
34	I don't have enough information, will defer to local representatives.	6/12/2020 5:09 PM
35	you are not in the areas that need it the most. what about the low income housing area of west side off of S Alexander to the old sweet bay Senior living Facility's getting to Dr. offices on Timber lane.	6/12/2020 3:30 PM
36	any bus route with a frequency of 60 minutes would be unlikely to be successful. We should be looking at routes that can sustain 20 minute headwinds.	6/3/2020 5:21 PM
37	Even the needy will not use service with 60 min headways. Or, at least, so few will use it the whole system will fail yet again.	5/28/2020 4:46 PM

Q4 An on-demand service, similar to the Downtowner service provided in Downtown Tampa, would allow riders to request rides, whether from point-to-point or hub-to-hub. Based on the information you've seen, do you believe the proposed route alternative meets the needs of the community?

Answered: 103 Skipped: 15



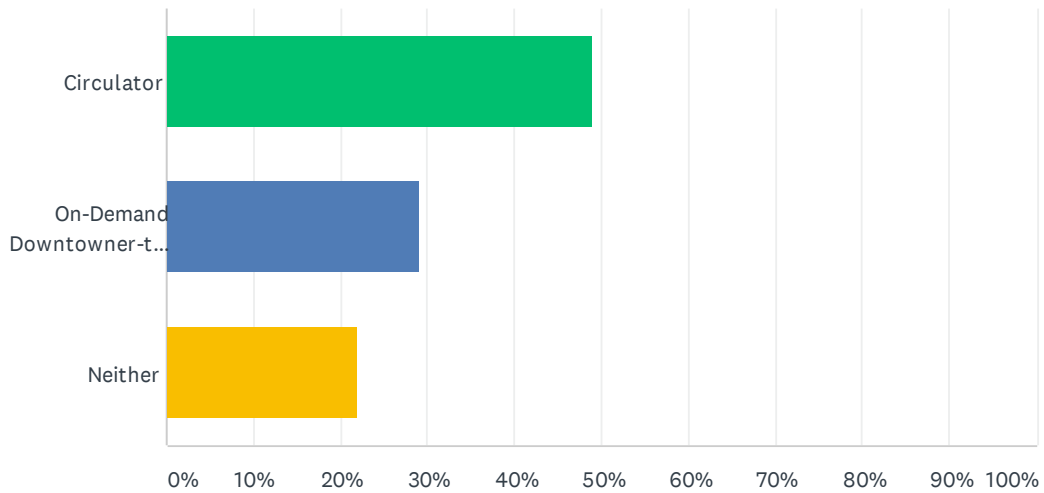
ANSWER CHOICES	RESPONSES	
Yes	57.28%	59
No	38.83%	40
TOTAL		103

Plant City Transit Study Survey

#	OTHER (PLEASE SPECIFY)	DATE
1	The cost could be prohibitive for many seniors in the area.	6/29/2020 8:43 AM
2	It really only services Baker East and West and Collins/Jim Rehman North and South. It is not Handicap friendly. It is not a route for Elderly to get to. It would be hard for Mother's with small Children to walk that far. It makes no sense. If you have to walk to 39 to catch the bus, you are pretty much at where you are going.	6/27/2020 10:53 PM
3	A \$5.09 cost would probably mean a higher price point for the riders correct? That cost would probably be comparable to what an Uber/Lyft costs.	6/27/2020 10:05 PM
4	We barely got our roads paved. This is a waste of taxpayer money. Which crooks proposed this? What's in it for them?	6/27/2020 6:16 PM
5	If these run after hours this would great. Also it would help those who are disabled to get door to door access	6/27/2020 4:46 PM
6	Getting closer. We probably only need 2 vehicles and it taxpayers should foot a much smaller part of the cost.	6/27/2020 2:17 PM
7	I don't know	6/26/2020 10:10 AM
8	Downtowner is awesome. The previous HARTHyperLink was awesome but poorly managed and resources were horrible as well as constant app issues. Comm center should have been located in county	6/26/2020 5:40 AM
9	The Tampa programs off a cheaper service for these rides for low income individuals with disabilities. Would this also be available on the Plant City plan?	6/25/2020 9:35 PM
10	This may be a great option for those with a variety of disabilities.	6/25/2020 9:25 PM
11	In a city the size of Plant City, I feel the on demand service will be widely used. Nice option.	6/24/2020 7:26 PM
12	I don't have enough information to make a sound decision and past bus line in Plant City showed the community under utilized the service.	6/23/2020 12:45 PM
13	Although this is a convenient service, I don't feel it's cost effective.	6/23/2020 12:23 PM
14	Yes but if you are thinking about clean energy vehicles it should be hydrogen vehicles that use internal combustion engines or fuel cells not inefficient electric vehicles whos batteries contain toxic chemicals that can harm wildlife.	6/16/2020 5:33 PM
15	I beleive Sunshine Line takes care of those needs currently.	6/16/2020 7:46 AM
16	See previous notes. This route doesn't make it possible for people in the neighborhoods to get into the downtown and commerce areas. It's basically festival grounds to Walmart. No Feltons? None of the parks are connected, either.	6/15/2020 4:25 PM
17	N/A	6/12/2020 5:09 PM
18	as long as the vehicles can work with handicap accessible .	6/12/2020 3:30 PM
19	This would be helpful to those than cannot drive but would not be a transit solution connecting people to downtown and connecting Plant City to Lakeland or Tampa.	6/3/2020 5:21 PM
20	This is too expensive, not scalable, and increases traffic. Fixed-routes in dense areas with 10 min headways. If that is not currently possible, I think we'd be better to wait until it is.	5/28/2020 4:46 PM

Q5 Between the two potential service types for transit within Plant City, which do you prefer?

Answered: 100 Skipped: 18



ANSWER CHOICES	RESPONSES	
Circulator	49.00%	49
On-Demand Downtowner-type service	29.00%	29
Neither	22.00%	22
TOTAL		100

Q6 Do you have any other comments you would like to share with the project team regarding the Plant City Circulator option to connect areas within Plant City?

Answered: 41 Skipped: 77

Plant City Transit Study Survey

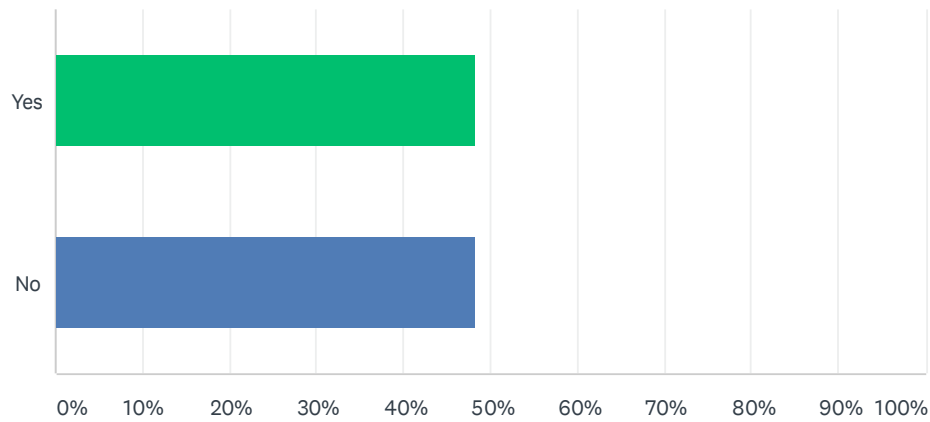
#	RESPONSES	DATE
1	Service should be based on need for the general, total population and not based on minority data alone. This plan takes that population into a bigger picture but really the senior population is the one that needs this the most, seniors in the minority as well as non minority seniors.	6/29/2020 8:43 AM
2	No	6/29/2020 7:43 AM
3	Waste of tax payer money.	6/28/2020 9:08 AM
4	Because then there is a established route. People will set their time according to the route.	6/27/2020 10:53 PM
5	A stop at HCC would also be very helpful.	6/27/2020 10:05 PM
6	The need is not worth the cost. With ride services that are already available the needs can be met.	6/27/2020 8:10 PM
7	Plant City isn't that large. People who need to go places here find a way. Out of town folks arrive by car. The low income folks who would use this system to get to PC are highly unlikely to bring revenue to PC. As for people using it for transportation to jobs, we first need the jobs. This is a huge waste of taxpayer money that could be utilized better.	6/27/2020 6:24 PM
8	\$1.6M could do a lot more for the real needs of people in our community instead of funding already rich politicians. Stop wasting taxpayer money on a project that was voted down in the past, for good reason,	6/27/2020 6:16 PM
9	No	6/27/2020 5:53 PM
10	I believe that existing ride-share services can do what is needed far more efficiently than a City provided service.	6/27/2020 5:44 PM
11	I did not see any routes to County Line. Did I miss something? We also need a straight connect from downtown Plant City to Downtown Tampa.	6/27/2020 4:46 PM
12	Keeping more vital businesses in route or connecting with Lakeland would be great options	6/27/2020 7:49 AM
13	Driving the old bus system and being an Uber driver and on demand system in plant city seems like the better option.	6/26/2020 10:38 PM
14	No	6/26/2020 10:17 PM
15	No	6/26/2020 7:59 PM
16	I think this is a great idea, plant city need something like this for people who don't own a car.	6/26/2020 7:57 PM
17	Since there are those of us who can't drive this would be most helpful to us.	6/26/2020 6:29 PM
18	Is both a possibility?	6/26/2020 6:18 PM
19	Alexander street as a busy street with many businesses including a busy plaza like the one that house Winn Dixie and Ross would benefit a lot from public transit stop there, as that plaza employees a lot of lower income employees with transportation needs.	6/26/2020 3:39 PM
20	Keep the cost of using the circulator as low as possible for our elderly/low income families. Perhaps an annual rider pass would be better than paying per ride. It doesn't do any good if it isn't an affordable option.	6/26/2020 11:29 AM
21	On demand, circular and FLEX	6/26/2020 5:40 AM
22	No	6/25/2020 10:24 PM
23	It's hitting most of the locations so that part of the route is fine but is it close to where folks live?	6/25/2020 9:35 PM
24	Please include training for drivers regarding intellectual disabilities, autism and mental health	6/25/2020 9:35 PM
25	Already commented within survey.	6/25/2020 9:25 PM
26	we need stops at all large neighborhoods.	6/24/2020 4:46 PM
27	need more than just the 1 circulator route	6/23/2020 9:50 PM
28	Keep the faith.	6/23/2020 9:24 PM

Plant City Transit Study Survey

29	Should have Service from Downtown To Plant City. Or Netpark TC To Plant City	6/23/2020 8:53 PM
30	No	6/23/2020 6:42 PM
31	Need commuter routes to Tampa and Lakeland - possibly a commuter that connects the jobs along County Line Rd to downtown.	6/23/2020 12:23 PM
32	I like both.any bus in plant City would be a God send	6/16/2020 4:05 PM
33	Plant City includes Bealsville also fo the elderly.	6/16/2020 2:31 PM
34	I believe that Sunshine Line is doing a great job at fulfilling the transportation needs locally within Plant City and immediate areas. However, it would benefit those that need to get to Lakeland or other cities within Polk County.	6/16/2020 7:46 AM
35	If this is for residents and not primarily for tourists it needs to have stops within the neighborhoods rather than just trolling through downtown.	6/15/2020 4:25 PM
36	None	6/14/2020 10:51 PM
37	there is a lot of the area that is not accessible to the transit what about them. is this going to operate on Saturday and Sunday ?	6/12/2020 3:30 PM
38	This option would likely be unsuccessful in terms of being worth the money used. Transit can work in Plant City, but this specific proposal would be likely to give transit a bad reputation and potentially set back transit progress in Downtown Plant City.	6/3/2020 5:21 PM
39	For Number 4 it would depend on the projected ridership. If the fixed route can't support the ridership the on-demand service will provide coverage.	6/2/2020 5:15 PM
40	Hyperlink sucked when HART was providing that service, circulator will gain momentum once available.	6/1/2020 5:11 PM
41	I appreciate the effort and am glad we are doing this, but these options seem out of touch.	5/28/2020 4:46 PM

Q7 Route 28X was the previous service connecting Plant City to downtown Tampa. It operated as a park and ride service picking up riders off the I-4 exit at Thonotosassa Rd. Based on the information you've seen, do you believe the proposed route alternative meets the needs of the community?

Answered: 87 Skipped: 31



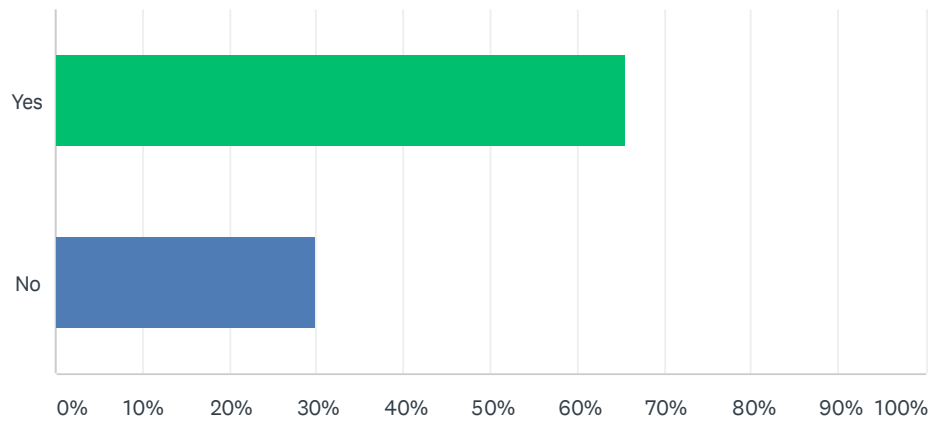
ANSWER CHOICES	RESPONSES	
Yes	48.28%	42
No	48.28%	42
TOTAL		87

Plant City Transit Study Survey

#	OTHER (PLEASE SPECIFY)	DATE
1	Again... go back to the ORIGINAL version of this. It picked up riders at the Mt. Zion church off Thonotosassa Rd. (just off I-4) and went directly to the downtown HART hub... NOT to Brandon, etc.. If You are going to consider Brandon, then it should be it's own route. Also, the previous mentioned "express" route had more than one scheduled pickup/return buses.	6/28/2020 2:38 AM
2	If you need to go to Tampa and don't have a vehicle how are you going to get to a park and ride off I-4 and Thonotosassa? The Park with the Fountain would be the best centrally located stop. A portion of Mad Zone parking could be leased if needed.	6/28/2020 12:38 AM
3	I'm in favor of individual routes from Tampa and Lakeland servicing Plant City	6/27/2020 8:14 PM
4	It needs to be a straight route between both downtown's. No extra stops with no changing of buses.	6/27/2020 4:56 PM
5	Excellent idea.	6/26/2020 8:00 PM
6	With only one pickup and drop off location in Plant City, this would make it extremely difficult for those living in the southside of town to get to the hub. Are there any plans to have a second route that goes through Brandon to Downtown?	6/26/2020 11:36 AM
7	Adjust. Walmart and Public Library systems serve good points as Park N Rides	6/26/2020 5:49 AM
8	I think there should be a route into Tampa but more than one departure and return route are needed. I was teaching in Tampa and wanted to utilize this service. There was a departure time that worked but I would not have gotten home until 6pm or after and that was rough.	6/25/2020 9:50 PM
9	It will offer better, more realistic locations to catch the bus.	6/25/2020 9:37 PM
10	Not sure. I have only perused the available information provided, and will take a more in-depth look!	6/24/2020 7:41 PM
11	needs stops in brandon and Lakeland	6/24/2020 4:48 PM
12	Pickup would have to be closer to down town and need to run all day not just once a day like old system	6/16/2020 4:20 PM
13	Exit 21 is less congested.	6/16/2020 2:31 PM
14	It will benefit those that have ample transportation to get to the hub. However, those that are in wheelchairs, scooters, or otherwise have no means to get to the hub are disadvantaged.	6/16/2020 7:51 AM
15	It's slightly better than the Thonotosassa park and ride, but still not the best option. It's an incredibly long journey.	6/15/2020 4:34 PM
16	this needs to be more than one in the morning and one in the afternoon. Two in the morning and Two in the afternoon would be nicer.	6/12/2020 3:50 PM
17	The trip length is too long.	6/3/2020 5:25 PM
18	Do you have projected ridership in comparison to the other routes? Consider input from the City of Lakeland. Though based on travel time and cost, if this serves the people it may be the better option. Will the additional people (~3000 to 10,000) and jobs (~11K to 12K) within 1/2 mile double the ridership since the cost is almost doubled. Also, this option provides the quickest travel time.	6/2/2020 5:16 PM
19	This is less useful then a car and so will not be used at sufficient rates to be viable long-term.	5/28/2020 4:54 PM

Q8 This option would be a limited stop route that operates on the Selmon Expressway and I-4 from downtown Tampa to Netpark, Plant City, the Amazon Distribution Center, and Lakeland. Based on the information you've seen, do you believe the proposed route alternative meets the needs of the community?

Answered: 90 Skipped: 28



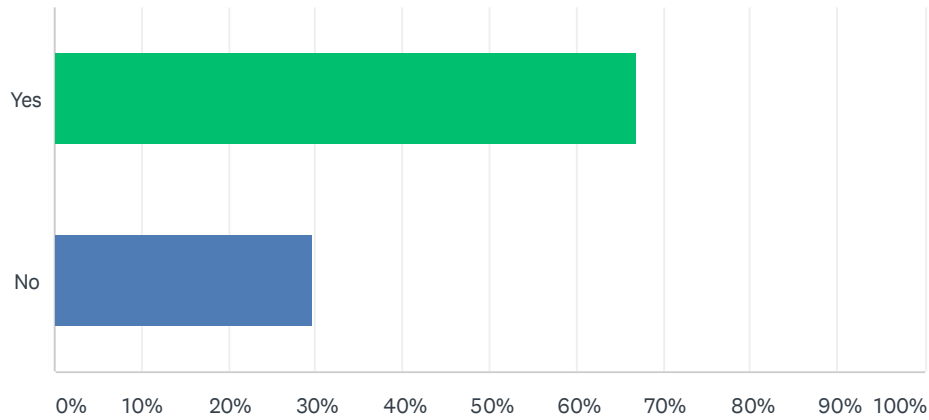
ANSWER CHOICES	RESPONSES	
Yes	65.56%	59
No	30.00%	27
TOTAL		90

Plant City Transit Study Survey

#	OTHER (PLEASE SPECIFY)	DATE
1	Who actually comes up with these STUPID, and time wasting routes?? seriously?? ANY bus service to any areas should include MULTIPLE buses and times.	6/28/2020 2:38 AM
2	No body lives around or goes to Net Park.	6/28/2020 12:38 AM
3	I don't think that mass transit to other cities would actually be used. Would be better to cover the entire town by adding Alexander Street and Park Road (HCC) to the route.	6/27/2020 10:08 PM
4	Again, the infrastructure needed to support a connector like this does not exist and would be exorbitantly expensive to put in. This would include the need to change the long-seated preferences of the local citizens to have their independent transportation.	6/27/2020 5:50 PM
5	This will help those outside of Plant City to obtain jobs in the County Line area provided that either Hillsborough or Polk County or both run service up and down County Line road.	6/27/2020 4:56 PM
6	Only if there was a hub to change buses	6/27/2020 7:52 AM
7	This depends on the real bus rout.	6/26/2020 6:38 PM
8	Awesome idea. Amazon Lakeland Ln Regional Airport and other points of interest and Hospital	6/26/2020 5:49 AM
9	Maybe	6/24/2020 7:41 PM
10	Local from Plant City to Lakeland, connection to other HART routes at NetPark center, easier access to I-4, and transfer at Netpark to other Hart services. Maybe even run along US92 (limited stops between Seffner/Mango & outskirts of Plant City, Major traffic light intersections), and local Plant City to Lakeland. It would serve MANY transit dependable citizens, currently w/o any transit service.	6/23/2020 9:57 PM
11	This route seems too long for a commuter. The Old 28x took about 1.5 hours (not 45 min. as stated) and only went as far east as Thonotosassa Rd. Amazon is probably far enough - maybe a Polk Connector from County Line to Downtown Lakeland.	6/23/2020 12:46 PM
12	Where in Lakeland would it stop at.how far into Lakeland would it run to	6/16/2020 4:20 PM
13	I-4 is backed up a lot an alternative would be &2.	6/16/2020 2:31 PM
14	this would help a lot of residents getting to jobs and medical Appointments at the Watson clinics Lakeland cancer and other places in Lakeland. is this going to be a round trip with multiple trips a day ? this would be the fastest trip.	6/12/2020 3:50 PM
15	This seems to make most sense but it would be good to identify the travel patterns - where are people coming from and where do they need to go. It is interesting the travel time is longer by staying on I-4. Based on the market, maybe it would not be necessary to stop at Netpark.	6/2/2020 5:16 PM
16	Plant City - Amazon - Lakeland makes sense with 20 min headways. I am guessing based on the size of this route that is not the plan. Without frequent headways, it will fail.	5/28/2020 4:54 PM

Q9 This option would be a limited stop route that operates along the Selmon Expressway and Dr. MLK Jr. Blvd from downtown Tampa through 50th St to the Mango Walmart, Plant City, Amazon Distribution Center, and Lakeland. Based on the information you've seen, do you believe the proposed route alternative meets the needs of the community?

Answered: 91 Skipped: 27



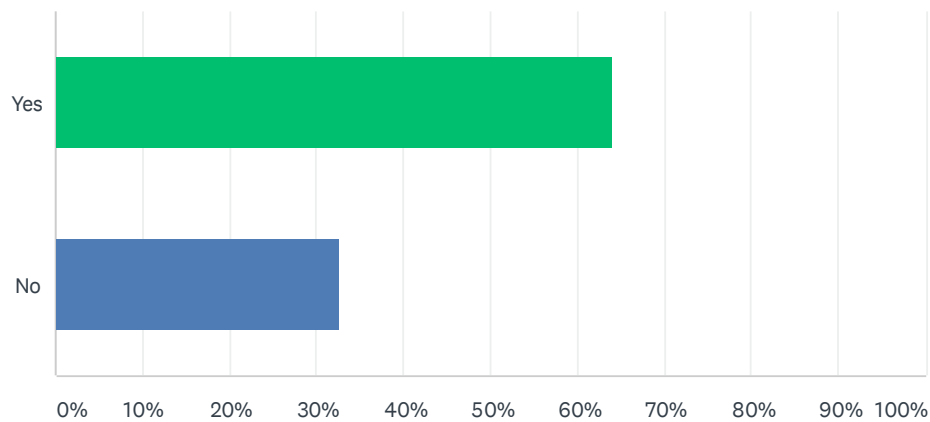
ANSWER CHOICES	RESPONSES	
Yes	67.03%	61
No	29.67%	27
TOTAL		91

Plant City Transit Study Survey

#	OTHER (PLEASE SPECIFY)	DATE
1	Again... another USELESS route that some government idiot came up with without doing research There is ALREADY a line that goes to the Mango/Seffner area shown... if anything, a route FROM Plant City to there, and the Brandon area would be better. As well as, a separate line to Lakeland and Polk County areas.	6/28/2020 2:38 AM
2	See my other remarks above	6/27/2020 4:56 PM
3	Not for those of us who can't drive like me.	6/26/2020 6:38 PM
4	Less stops better. Crosstown to FalkenburgRd right on MLK Dr proceed to Mango Seffner options stay off I4 due to traffic. Use 92 or MLK to travel to Plant City	6/26/2020 5:49 AM
5	It may work depending on number if runs and stops in that pass through Plant City.	6/25/2020 9:37 PM
6	Maybe	6/24/2020 7:41 PM
7	I believe this route would be very slow based on traffic, Road size and number of lights	6/24/2020 7:07 AM
8	Better, but I'm afraid this trip would be too long for a commuter. Brandon/Mango with a few additional stops is probably a seperate commuter. Plant City/County Line should stand alone. Is there a demand for riders going from Downtown Lakeland to Downtown Tampa in the AM?	6/23/2020 12:46 PM
9	many more people would ride this but only on US Hwy 92 to and from festival grounds Lakeland to ride their system this looks to be the better so far but need lots more buses.	6/12/2020 3:50 PM
10	Identify the market/need.	6/2/2020 5:16 PM
11	People will just drive.	5/28/2020 4:54 PM

Q10 This option would extend the existing Route 38 that connects the Mango Walmart to Netpark. It would be operated along MLK from Mango to Plant City and could be extended further to Lakeland. Based on the information you've seen, do you believe the proposed route alternative meets the needs of the community?

Answered: 89 Skipped: 29

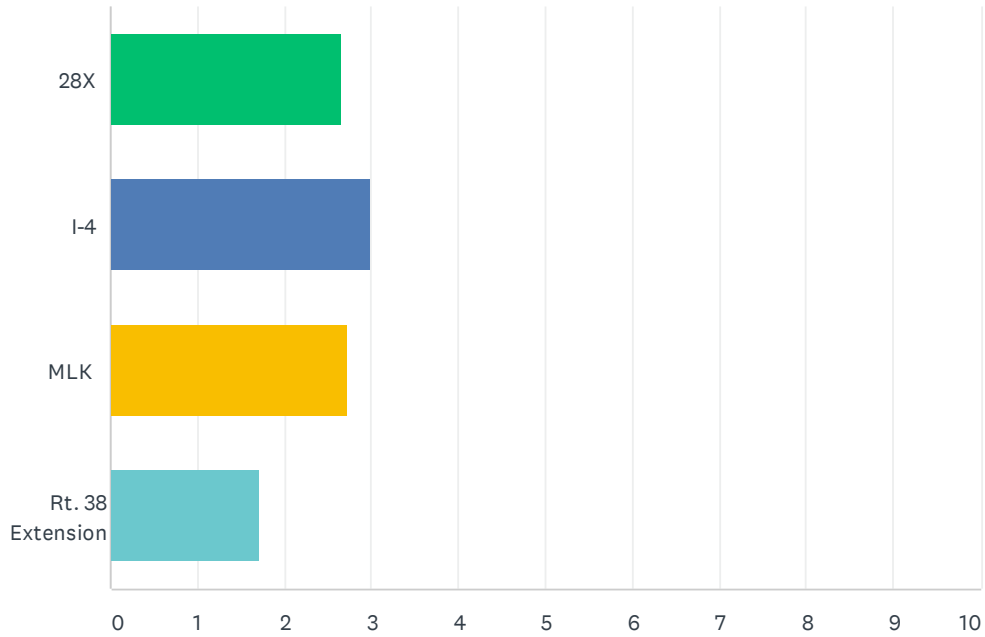


ANSWER CHOICES	RESPONSES	
Yes	64.04%	57
No	32.58%	29
TOTAL		89

#	OTHER (PLEASE SPECIFY)	DATE
1	First of all, the area mentioned is SEFFNER, NOT Mango. IF this was even considered a possible route, it should be taken on I-4.. would be faster. Unless, other stops along 574 were added, as well as a similar route added to US92 to cover both areas.	6/28/2020 2:38 AM
2	Walmart is not the only store in Plant city.	6/26/2020 6:38 PM
3	Good option!! Last bus at midnight leaving Netpark and last bus leaving Mango Walmart at Midnight30 hours. Park N Ride at Walmart would be sufficient. Route 46 can connect with 38	6/26/2020 5:49 AM
4	Yes, there are many people's homes that the transport would pass by.	6/25/2020 9:37 PM
5	Maybe	6/24/2020 7:41 PM
6	Not sure what the numbers show as far as Netpark employees in the E. Hillsborough zip codes, but if there's a need...	6/23/2020 12:46 PM

Q11 Taking into account the estimated costs, travel times, frequency, and other performance measures please rank your preference for which of the Plant City to Tampa/Lakeland connectors should be implemented, with 1 being most preferred and 4 being least preferred.

Answered: 85 Skipped: 33



	1	2	3	4	N/A	TOTAL	SCORE
28X	29.87% 23	16.88% 13	20.78% 16	19.48% 15	12.99% 10	77	2.66
I-4	32.10% 26	30.86% 25	14.81% 12	8.64% 7	13.58% 11	81	3.00
MLK	21.52% 17	27.85% 22	24.05% 19	10.13% 8	16.46% 13	79	2.73
Rt. 38 Extension	6.10% 5	7.32% 6	23.17% 19	42.68% 35	20.73% 17	82	1.71

Q12 Do you have any other comments you would like to share with the project team regarding the intercity transit option to connect Plant City with Tampa or Lakeland?

Answered: 42 Skipped: 76

Plant City Transit Study Survey

#	RESPONSES	DATE
1	I think connecting Lakeland, Plant City And Tampa is a great idea.	6/29/2020 10:56 AM
2	No	6/29/2020 7:44 AM
3	Don't waste the money on this.	6/28/2020 9:09 AM
4	Martin Luther King 574 is a good route. It would be good to take I-4 to the Mango Exit, south to Martin Luther King/574 into Plant City.	6/28/2020 12:38 AM
5	Transit within Plant City only would be preferred.	6/27/2020 10:08 PM
6	These funds would be better utilized to improve Plant City's streets that Plant City residents travel on everyday. Bringing in people from the low income areas proposed would only bring in more crime with it.	6/27/2020 6:28 PM
7	We don't need mass transit. We need policy makers to stop wasting money. Covid, alone, doesn't need to travel via mass transit, nor any other deadly illness.	6/27/2020 6:19 PM
8	No	6/27/2020 5:54 PM
9	Again, this is an exorbitantly expensive project that would not be utilized enough to justify. The density of both population and jobs do not lend themselves to mass transit.	6/27/2020 5:50 PM
10	If you make it early mornings and late afternoons with none at noon and not run the entire day, your cost could go down.	6/27/2020 4:56 PM
11	I feel for plant city's people connecting with Lakeland would be a better option.	6/27/2020 7:52 AM
12	No	6/26/2020 10:21 PM
13	No.	6/26/2020 10:18 PM
14	No	6/26/2020 6:38 PM
15	I think inner city transit is something more in demand, and definitely would like to see that implemented	6/26/2020 3:41 PM
16	In today's political climate, I see a need to connect the so-called low income areas with employment and shopping hubs.	6/26/2020 12:59 PM
17	As suggested in a previous comment, as long as this options is affordable for citizens, it's a good plan and a necessary one. Our city's seniors and low income families need an affordable transportation option.	6/26/2020 11:36 AM
18	Keep in mind activities such as events! Weekend service would be nice too! Start time with Flex 8am. End time 8pm. Big bus around 5-6am Plant City bus and connectors to Plant City from Netpark/Downtown/Mango first bus 5-6am. Leaving plant city to Mango to Netpark and or Downtown 4am. Early bus to catch early buses	6/26/2020 5:49 AM
19	No	6/25/2020 10:28 PM
20	Please consider flexible hours on availability. I have clients with intellectual disabilities who work and have to be in at 6am but have trouble getting transportation at that time of the morning via public service options.	6/25/2020 9:50 PM
21	none	6/25/2020 9:38 PM
22	No	6/25/2020 9:37 PM
23	Just that I am grateful you are spending endless hours trying to make the Plant City area better connected and available to ALL of our residents. Thank you	6/24/2020 7:41 PM
24	Please make this happen with on and. off stops to and from. Thank you.	6/24/2020 10:27 AM
25	Maybe along us92 to/from Netpark to Plant City	6/23/2020 9:57 PM
26	Tampa To Lakeland	6/23/2020 8:56 PM
27	N/A	6/23/2020 8:05 PM
28	Although most of the focus seems to be on commuter routes and circulars for folks without	6/23/2020 12:46 PM

Plant City Transit Study Survey

vehicles - some thought should be given to weekend event ridership in order to help change the image of public transit only being for the indigent.

29	For plant city route best use mini buses to start with and lots of advertisement. people didn't get a lot of info on old bus and a lot of people never knew it was running until it was too late. also a route from plant city down city into Brandon wrap around return down I4 would be great too.	6/16/2020 4:20 PM
30	Everyone especially the elderly is not on line. Is there a way for them to do the survey also?	6/16/2020 2:31 PM
31	badly need for those that have no transportation or cannot drive	6/15/2020 11:36 PM
32	No	6/15/2020 7:00 PM
33	N/A	6/15/2020 4:34 PM
34	None	6/14/2020 10:54 PM
35	Would it be possible to evaluate routes that utilize Interstate 4 to the US 98 interchange in Lakeland (Gow B. Fields Park and Ride Facility) or to the Downtown Terminal via Memorial Boulevard?	6/12/2020 5:21 PM
36	we need more than 3/4 mile on either side this is large community that has had transportation taken away with no warning why should anybody trust you not to do that again	6/12/2020 3:50 PM
37	Any route with headwinds longer than 20 minutes is unlikely to work. Start with options that have 20 minute headwinds and let residents choose between those. Those routes will be much shorter but will be a better starting place because they will actually be reliably used.	6/3/2020 5:25 PM
38	It would be good to have a ridership estimate for each route and a market analysis of where people are coming from and going to. Potentially, larger employers along the routes could be asked for zip codes of employees or if they have ideas where their employees live and the need for transit. Does HART or locals have this knowledge based on existing and previous service. And/or it may be good to hear from the public what would serve them the best.	6/2/2020 5:16 PM
39	I4 is always so jammed by traffic from commuters or accidents & people's lack of attention @ I4/I275 interchange, avoid this at all cost for your choice of transit servicing Plant City.	6/1/2020 5:22 PM
40	I believe a more frequent, dense and direct connection between Plant City and Lakeland would increase ridership and longterm sustainability.	5/29/2020 3:19 PM
41	Anything to help getting out of Plant City	5/28/2020 4:55 PM
42	None of these are even close to viable. The only thing that might possibly be viable is Plant City to Lakeland. I think we need to think baby steps, and a project that can get cross-county funding and split the remainder between the two cities & HART might make sense now, would not be high risk, and if it works out could be something that could be expanded incrementally (e.g. add Amazon Stop; tie in with new PC local transit).	5/28/2020 4:54 PM

Q13 Is there anything else you would like to share with the project team?

Answered: 29 Skipped: 89

Plant City Transit Study Survey

#	RESPONSES	DATE
1	The should sponsor special fares and rates for the Florida State Fair, Hillsborough County Fair and the Strawberry Festival. They should have special Visit Plant City ride cards. The cards could get you 10% off restaurant, stores and entertainment in Plant City. The cards could also be sold in Plant City. They can be reloaded for fares, but never expire for the discounts. They should have card machines that take credit/debit cards. Sometimes you just don't have cash money. There could be a shuttle system to take you from your house to the bus stop. This could be with a small charge. We would need Bus Stops with seats and covers. Some dummy took all the benches away in Plant City. The benches could be brought and maintained by businesses with their logos imprinted on the bench.	6/28/2020 12:38 AM
2	Do your Jobs	6/27/2020 6:19 PM
3	No	6/27/2020 5:54 PM
4	Please vote no to another mass transit boondoggle.	6/27/2020 5:50 PM
5	No	6/26/2020 10:21 PM
6	In the near future could it be possible to have a connection to Brandon.	6/26/2020 10:18 PM
7	No	6/26/2020 6:38 PM
8	N/a	6/26/2020 3:41 PM
9	Many Plant City residents also travel to Brandon for doctors, shopping, etc. If there is any plans to connect Plant City to Brandon (and then perhaps downtown), that would be another great option and a need of the community.	6/26/2020 11:36 AM
10	Be smart this time! FIRE SECURITY COMPANY!!!! Keep the Armed contracts for future Security Enforcement Companies!!! - M.A.S.S.	6/26/2020 5:49 AM
11	No	6/25/2020 10:28 PM
12	Door to door services for those with intellectual disabilities. There is a medicaid waiver service for these individuals to access their community but the waiting list is currently eight years long. Meaning these individuals exit school at 22 years old and then sit at home during the day while their parents work with no way or anywhere to go.	6/25/2020 9:50 PM
13	no	6/25/2020 9:38 PM
14	Please remember to keep in mind working with the high schools about any updated options to use public transportation to get to their post-secondary school. The cost needs to be within a reasonable range of affordability.	6/25/2020 9:37 PM
15	I was a City Commissioner in Plant City from 1992 - 1998 and what you are proposing for our area was not even an option. This is progress at its best.	6/24/2020 7:41 PM
16	No.. not at this time.	6/24/2020 10:27 AM
17	It should of been bus service there years ago	6/23/2020 8:06 PM
18	N.A	6/23/2020 8:05 PM
19	Just please have someone with experience run system on plant city side.last bus we didn't have a dependable source.the people in Walden woods was very disagreeable w bus in plant city.so riders got alot of hassle from folks not wanting bus.but it's been needed for sooo long now.before we had folks to go back and forth to work and people shopping etc.. but from city stand point it didn't make them money so they screwed up last bus very badly.but it's a great idea too long coming and I will enjoy riding it especially if u have a Sunday route.i can get back to church and go movies.thank you for the attention and future service	6/16/2020 4:20 PM
20	Thanks hope you get this information to the elderly because a lot of them are on their own.	6/16/2020 2:31 PM
21	every one don't have assets to transportation	6/15/2020 11:36 PM
22	No	6/15/2020 7:00 PM
23	I do hope changes are made. PC desperately needs more public transportation infrastructure. It's not a very large city and it would be nice to have this option.	6/15/2020 4:34 PM

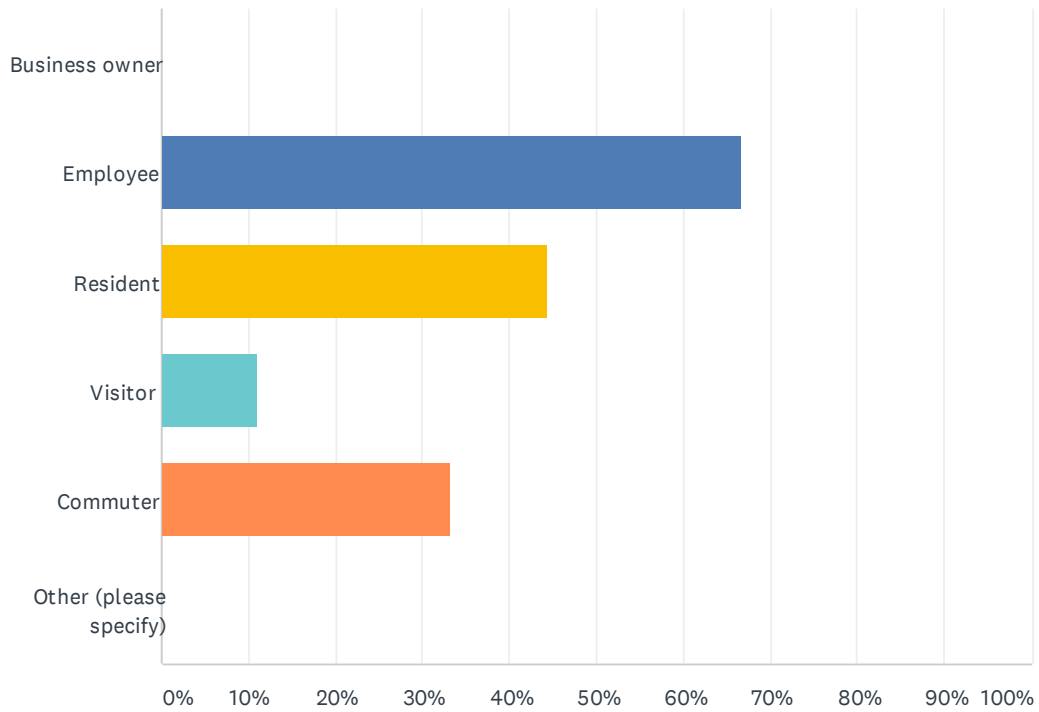
Plant City Transit Study Survey

24	None	6/14/2020 10:54 PM
25	Long-term, express bus service should be evaluated within the Interstate 4 Managed Lanes currently under evaluation by FDOT. Commuter/Intercity rail should also be evaluated between the Orlando area (SunRail) and Tampa via Lakeland and Plant City. It should be noted that FDOT, Citrus Connection and the City of Lakeland are evaluating a new intermodal center/terminal site in Lakeland adjacent to the RP Funding Center on the west side of Downtown (between Main and Lemon Streets).	6/12/2020 5:21 PM
26	Looking forward to presentations from your study, thanks.	6/1/2020 5:22 PM
27	Thank you for all the dedication and work you are investing in this important project.	5/29/2020 3:19 PM
28	This system will be crucial to the residents of Plant City and those without transportation.	5/29/2020 7:08 AM
29	I think we need plan that is honest about what can and cannot work, both financially and politically. Transit has no credibility in our town. If we try again with an untenable route that only serves low-income neighborhoods, those low-income people will ultimately not be served because they residents will kill it. A majority of our residents voted for the Surtax, but that majority could switch sides if we push another idealistic transit plan on them. We must get this right. Let's hire Jarrett Walker or someone like that to do a small preliminary sketch and work from there.	5/28/2020 4:54 PM

Appendix 3: Open House Survey Summary

Q1 Please complete the following statement: I am a _____ in Plant City.
Select all that apply.

Answered: 9 Skipped: 0

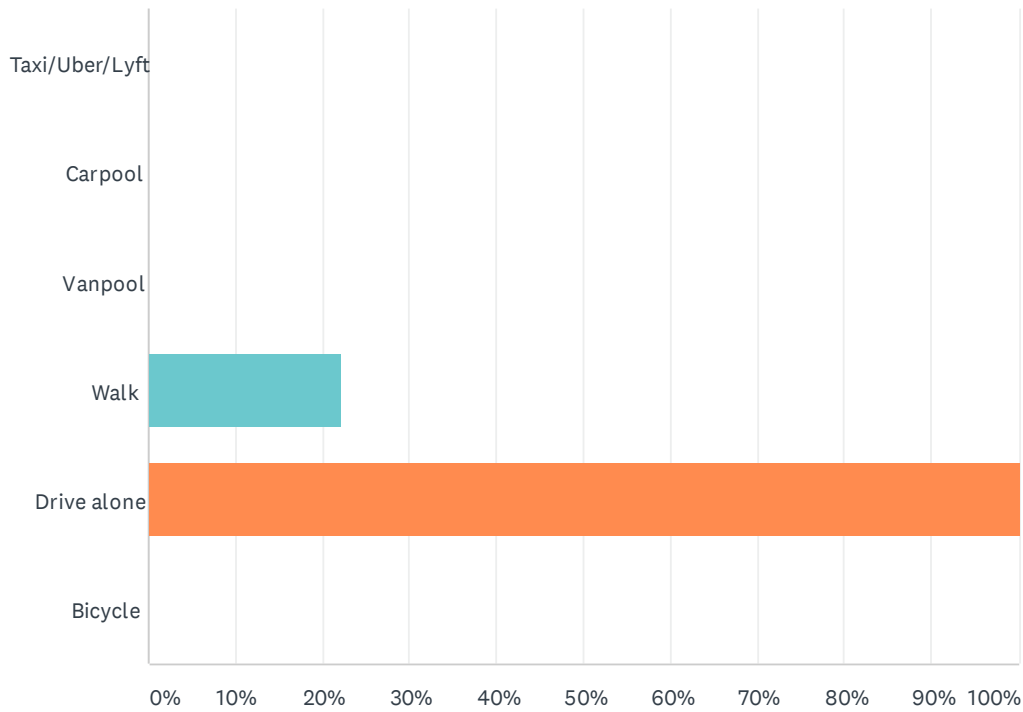


ANSWER CHOICES	RESPONSES
Business owner	0.00% 0
Employee	66.67% 6
Resident	44.44% 4
Visitor	11.11% 1
Commuter	33.33% 3
Other (please specify)	0.00% 0
Total Respondents: 9	

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q2 What form of transportation do you currently take to travel into, out of, or around the study area? Select all that apply.

Answered: 9 Skipped: 0

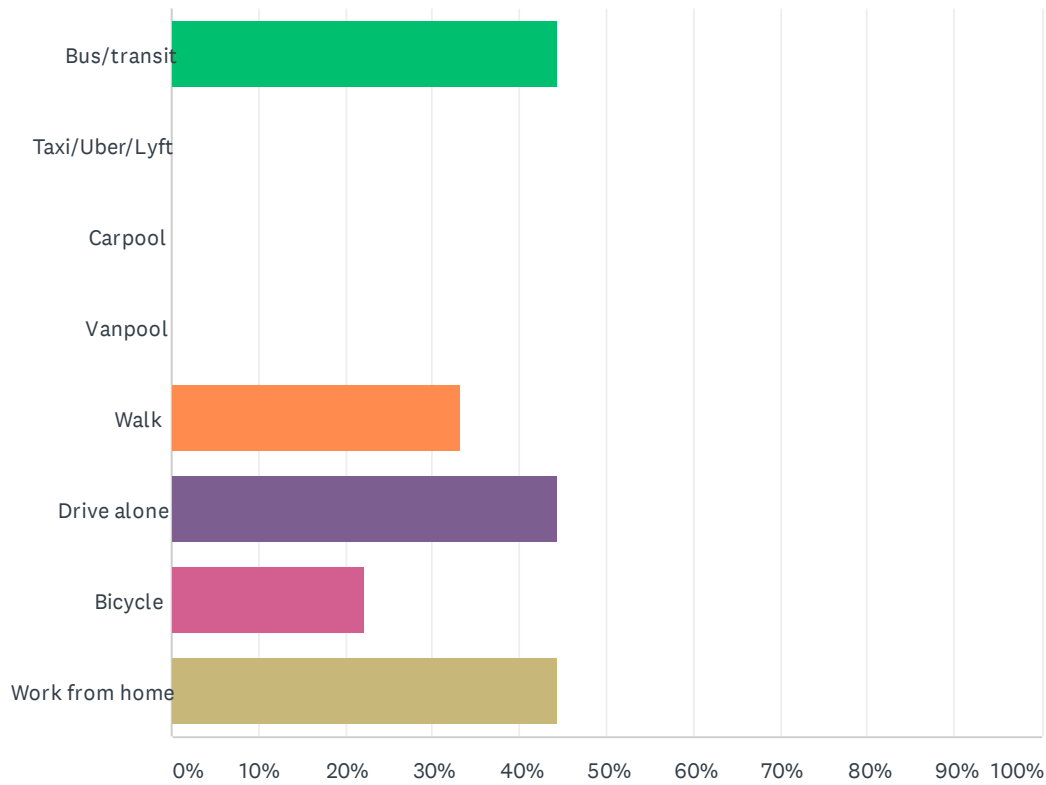


ANSWER CHOICES	RESPONSES
Taxi/Uber/Lyft	0.00% 0
Carpool	0.00% 0
Vanpool	0.00% 0
Walk	22.22% 2
Drive alone	100.00% 9
Bicycle	0.00% 0
Total Respondents: 9	

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q3 Which of the following forms of transportation would you like to use more frequently?

Answered: 9 Skipped: 0

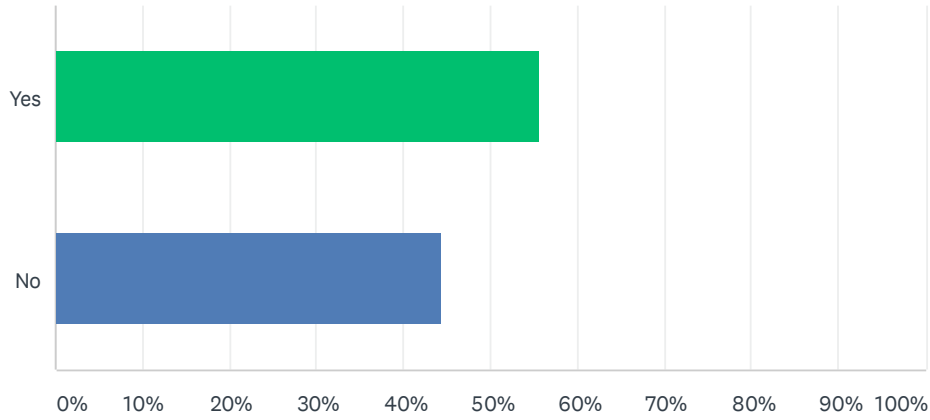


ANSWER CHOICES	RESPONSES
Bus/transit	44.44% 4
Taxi/Uber/Lyft	0.00% 0
Carpool	0.00% 0
Vanpool	0.00% 0
Walk	33.33% 3
Drive alone	44.44% 4
Bicycle	22.22% 2
Work from home	44.44% 4
Total Respondents: 9	

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q4 If transit service was available in Plant City, would you use it?

Answered: 9 Skipped: 0

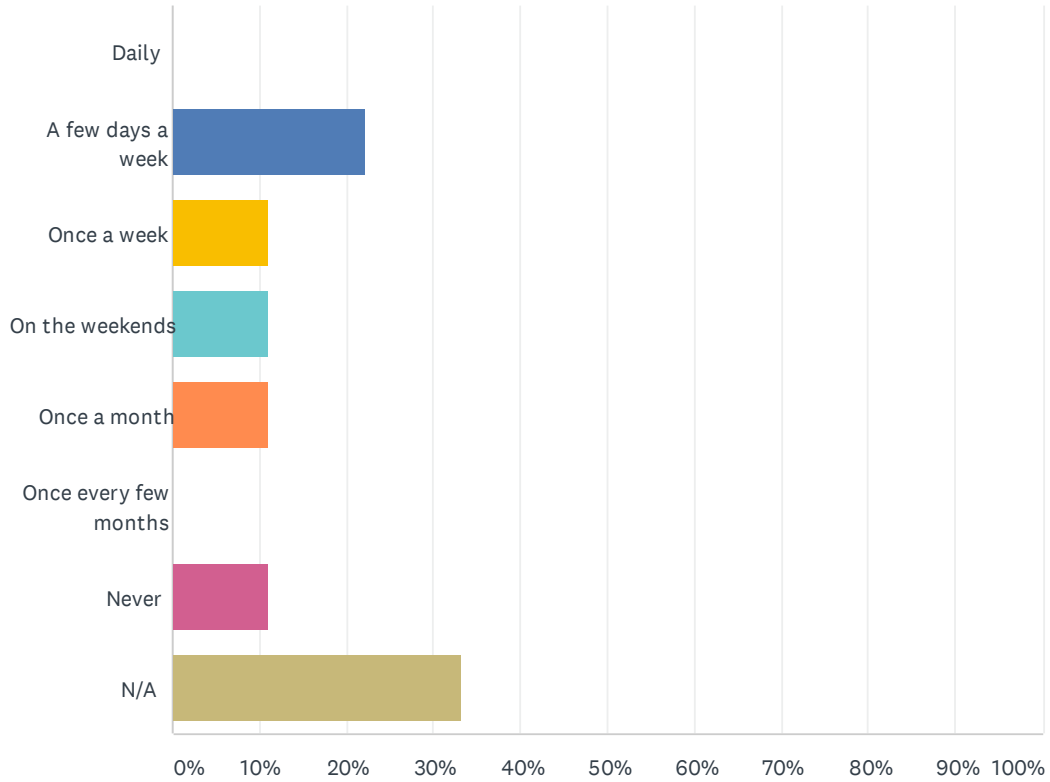


ANSWER CHOICES	RESPONSES
Yes	55.56% 5
No	44.44% 4
TOTAL	9

#	OTHER (PLEASE SPECIFY)	DATE
1	Depends on the times offered. Work begins at 8 - I need a service that runs prior to 8	8/25/2020 11:51 AM

Q5 If you answered yes, how often do you think you would use the service?

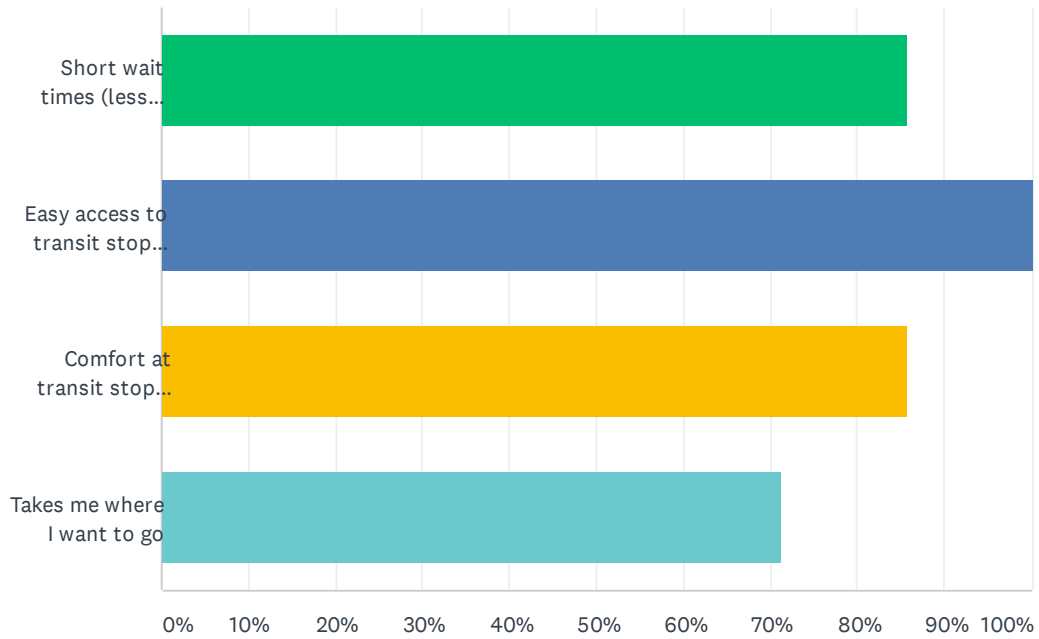
Answered: 9 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	0.00%	0
A few days a week	22.22%	2
Once a week	11.11%	1
On the weekends	11.11%	1
Once a month	11.11%	1
Once every few months	0.00%	0
Never	11.11%	1
N/A	33.33%	3
TOTAL		9

Q6 What would it take for you to take transit in Plant City?

Answered: 7 Skipped: 2

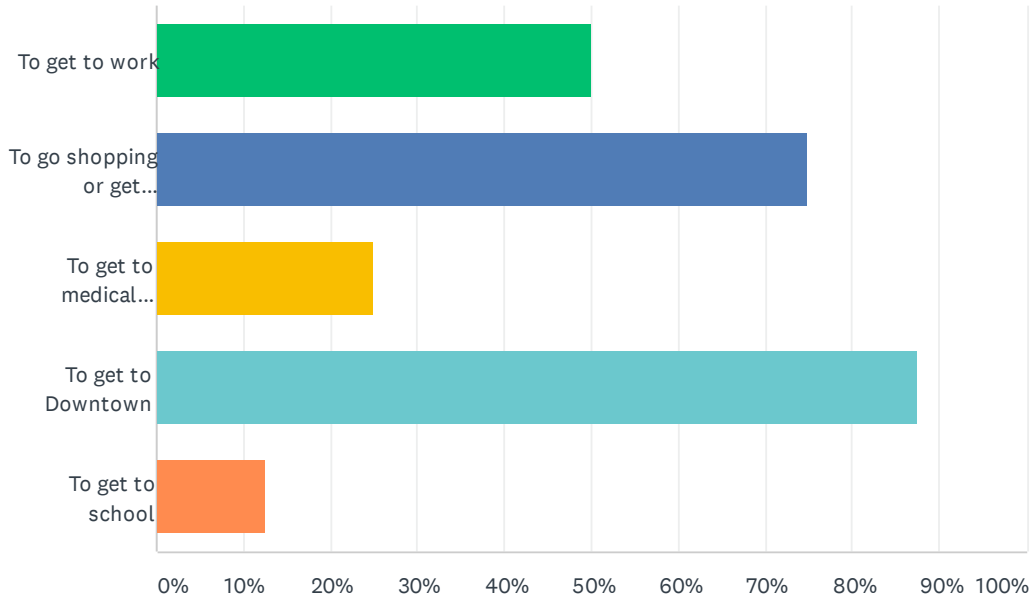


ANSWER CHOICES	RESPONSES	
Short wait times (less than 20 minutes)	85.71%	6
Easy access to transit stops (less than 1/4 mile distance)	100.00%	7
Comfort at transit stops: shade, lighting, trash cans	85.71%	6
Takes me where I want to go	71.43%	5
Total Respondents: 7		

#	OTHER (PLEASE SPECIFY)	DATE
1	I would not use public transit here.	9/11/2020 11:00 PM
2	none	9/11/2020 12:24 PM

Q7 What would you use transit for?

Answered: 8 Skipped: 1

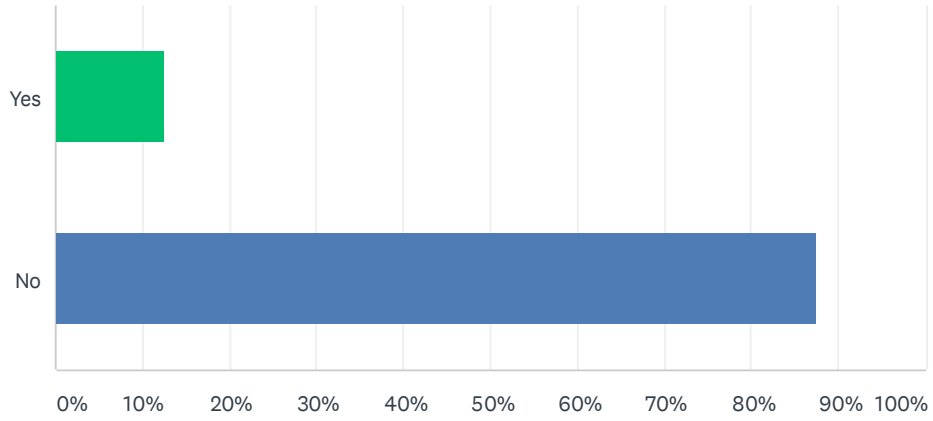


ANSWER CHOICES	RESPONSES
To get to work	50.00% 4
To go shopping or get groceries	75.00% 6
To get to medical appointments	25.00% 2
To get to Downtown	87.50% 7
To get to school	12.50% 1
Total Respondents: 8	

#	OTHER (PLEASE SPECIFY)	DATE
1	N/A	9/11/2020 11:00 PM

Q1 When the Strawberry Connector service was running, did you use the service?

Answered: 8 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	12.50%	1
No	87.50%	7
TOTAL		8

Q2 What did you like about the Strawberry Connector service?

Answered: 4 Skipped: 4

#	RESPONSES	DATE
1	I didn't use it.	9/11/2020 11:13 PM
2	I like that it stopped at Walmart.	8/25/2020 9:18 PM
3	met my need for transit	8/25/2020 8:16 PM
4	Never used it	8/25/2020 10:30 AM

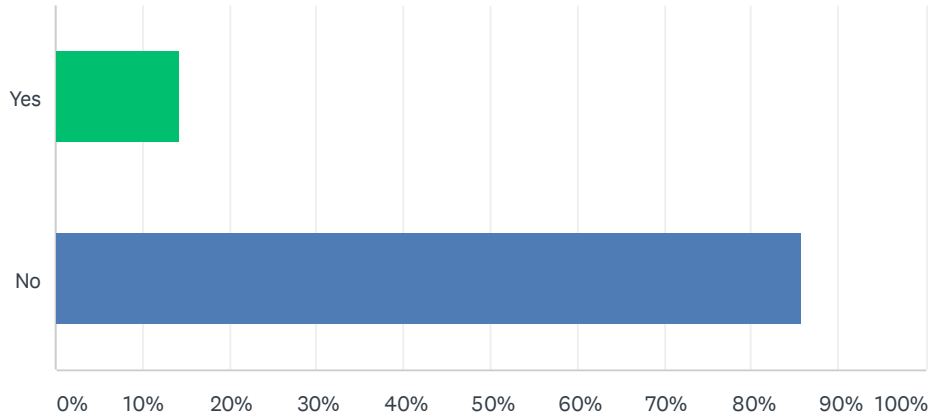
Q3 Was there anything you would have improved about the Strawberry Connector service?

Answered: 5 Skipped: 3

#	RESPONSES	DATE
1	no	9/11/2020 11:13 PM
2	I would have the prices listed so we can know before we board the bus. I would also like it to run later as well as more stops.	8/25/2020 9:18 PM
3	on time record	8/25/2020 8:16 PM
4	Increase the number of stops	8/25/2020 11:46 AM
5	I'm a senior and won't be driving for ever. Will need assistance.	8/25/2020 10:30 AM

Q4 When Route 28X was in operation connecting Plant City and Tampa, did you use the service?

Answered: 7 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	14.29%	1
No	85.71%	6
TOTAL		7

Q5 What did you like about the 28X service?

Answered: 3 Skipped: 5

#	RESPONSES	DATE
1	i didn't use it.	9/11/2020 11:13 PM
2	good to have, didn't need it	8/25/2020 8:16 PM
3	Fast ride to Tampa!	8/25/2020 10:30 AM

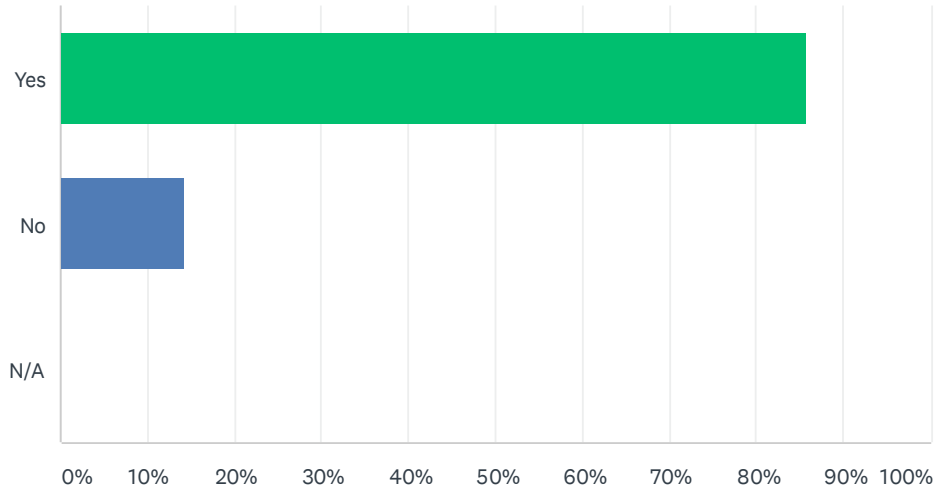
Q6 Was there anything you would improve about the 28X service?

Answered: 3 Skipped: 5

#	RESPONSES	DATE
1	no	9/11/2020 11:13 PM
2	no	8/25/2020 8:16 PM
3	More times to and from Plant City to Tampa. Week ends would be great.	8/25/2020 10:30 AM

Q1 From what you learned on the Transit & Land Use tab, do you think Plant City's current development pattern could support frequent transit service?

Answered: 7 Skipped: 0

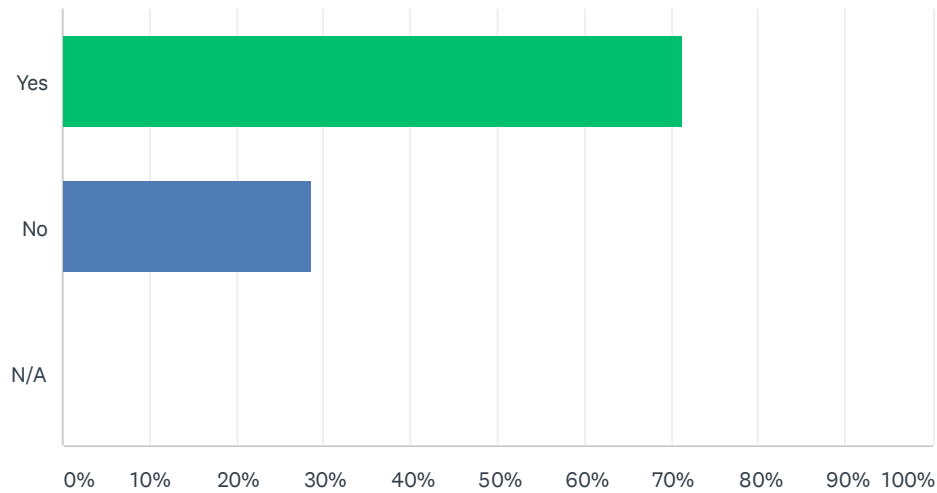


ANSWER CHOICES	RESPONSES
Yes	85.71% 6
No	14.29% 1
N/A	0.00% 0
TOTAL	7

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q2 Would you support increasing residential density along major corridors and stops to support more frequent transit service?

Answered: 7 Skipped: 0

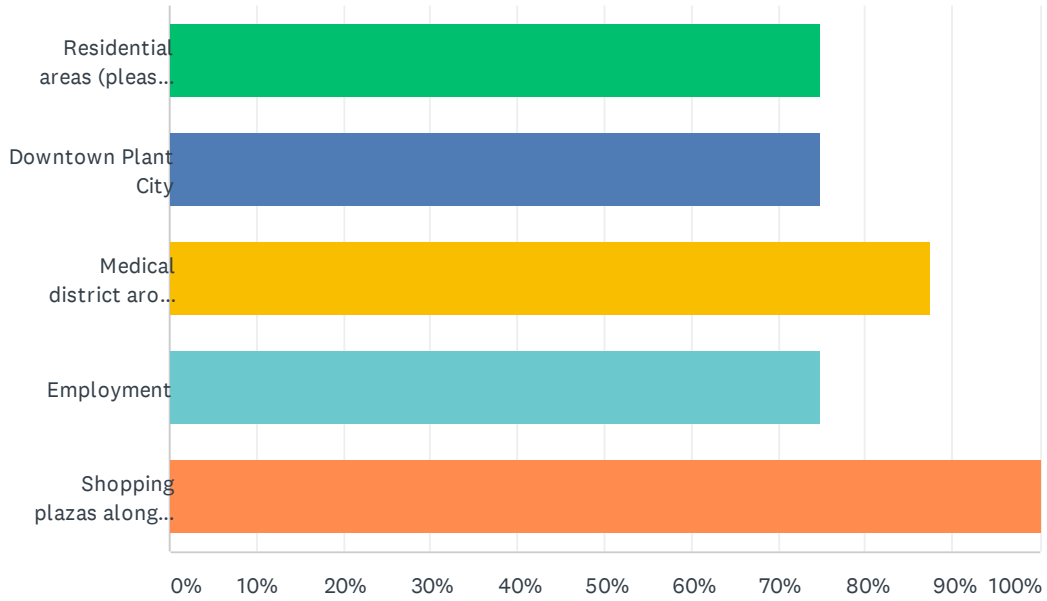


ANSWER CHOICES	RESPONSES	
Yes	71.43%	5
No	28.57%	2
N/A	0.00%	0
TOTAL		7

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q1 What areas should a circulator service connect to in Plant City? (Select all that apply)

Answered: 8 Skipped: 1



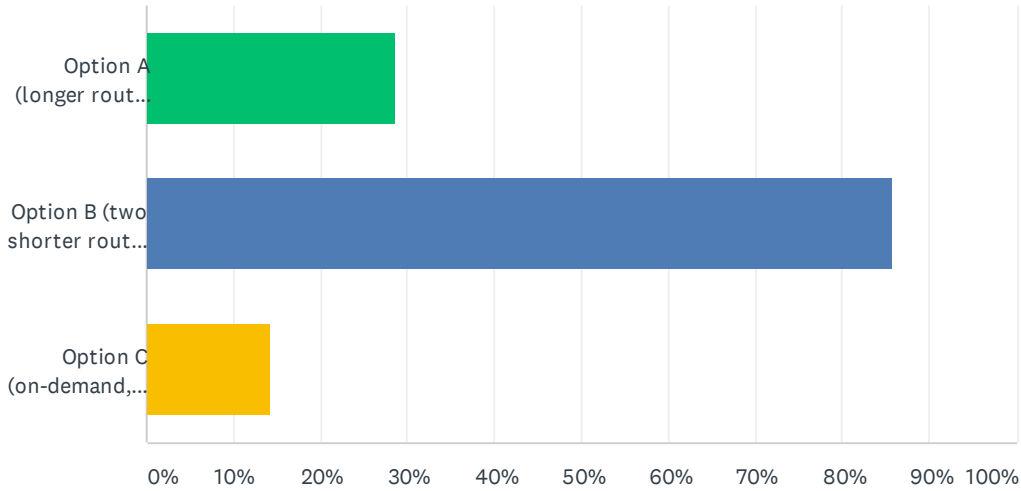
ANSWER CHOICES	RESPONSES
Residential areas (please specify)	75.00% 6
Downtown Plant City	75.00% 6
Medical district around the Hospital	87.50% 7
Employment	75.00% 6
Shopping plazas along Redman Pkwy	100.00% 8
Total Respondents: 8	

Plant City Transit Study Open House Survey_Circulator Options

#	PLEASE SPECIFY IF YOU CHOSE RESIDENTIAL AREAS OR HAVE OTHER COMMENTS	DATE
1	Walden Lake	9/15/2020 3:42 PM
2	residential areas along State Road 39 (Alexander Street)	9/12/2020 2:06 PM
3	N/A	9/11/2020 11:21 PM
4	Residential areas east of downtown appear to have a greater potential for ridership. Residential areas west of the Midtown Development area may also have a greater potential for ridership. Both of these areas are lower-income areas where households may not have vehicle transportation available.	9/11/2020 4:40 PM
5	Certainly apartment areas and independent elderly housing areas. There also should be a Boarding plaza somewhere , where local residents could drop off someone needing a ride to Tampa? Brandon for appointments etc. I currently take several patients to Tampa/Brandon to physicians, but I am nearing 80 and will not longer be able to do that.	8/31/2020 11:06 AM
6	also recreational areas like the Sansone/OMA/Ellis-Methvin ball fields off Park Road or the Planteen Rec Center and Sadye Gibbs Martin CC Community Center.	8/25/2020 8:26 PM
7	Lincoln Park	8/25/2020 12:09 PM

Q2 Of the proposed circulator alternatives, which do you support?

Answered: 7 Skipped: 2



ANSWER CHOICES	RESPONSES
Option A (longer route, but cheaper)	28.57% 2
Option B (two shorter routes, but more costly)	85.71% 6
Option C (on-demand, most expensive)	14.29% 1
Total Respondents: 7	

#	OTHER (PLEASE SPECIFY)	DATE
1	None	9/11/2020 11:21 PM
2	The areas of the route boundaries on the east side of the town appear to have a greater walking distance to make a connection with the service.	9/11/2020 4:40 PM
3	Would suggest a transit plaza location so that riders could be dropped of or picked up at a location.(perhaps the court house parking lot.	8/31/2020 11:06 AM

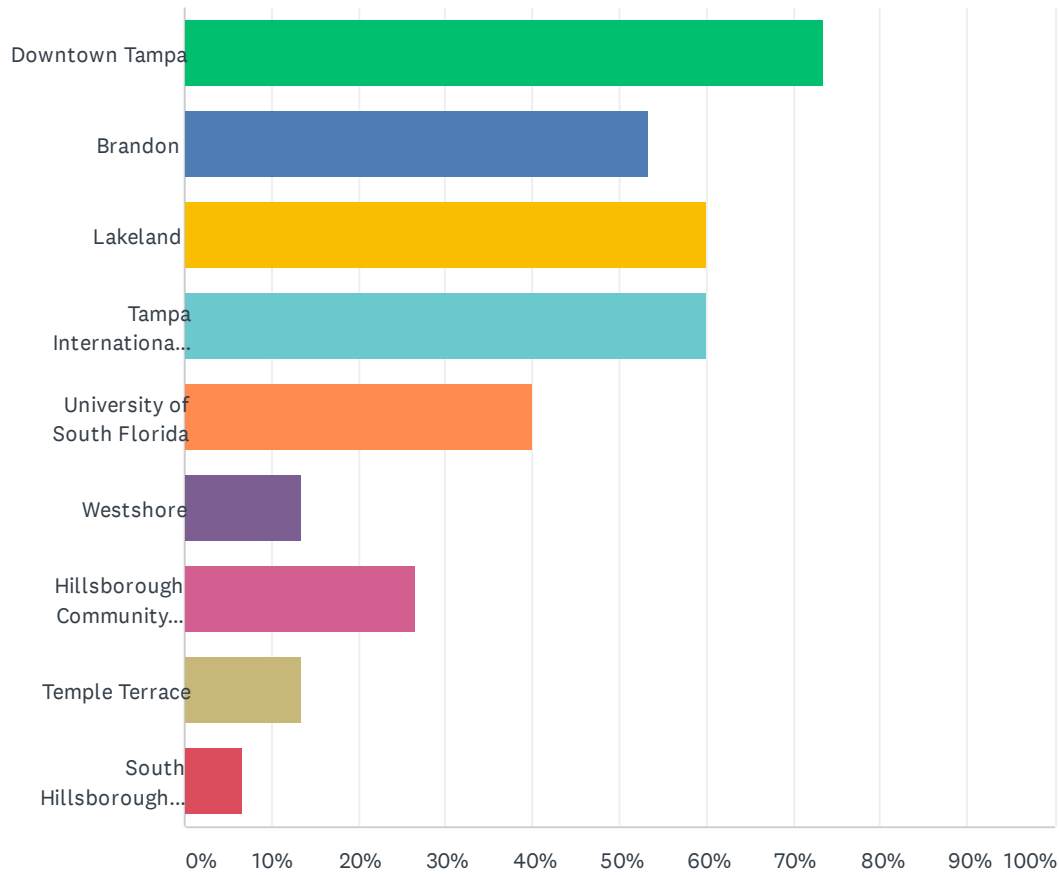
Q3 Do you have any additional comments on the proposed circulator service in Plant City?

Answered: 6 Skipped: 3

#	RESPONSES	DATE
1	Need to connect to Walmart and downtown Plant City	9/15/2020 3:42 PM
2	I do not want it here in plant city.	9/11/2020 11:21 PM
3	No	9/7/2020 11:12 AM
4	no	8/31/2020 11:06 AM
5	no	8/25/2020 8:26 PM
6	I didn't see an option that included our industrial park areas. These options seem more for recreational or medical use.	8/25/2020 12:09 PM

Q1 What areas would you like to access via bus service from Plant City?

Answered: 15 Skipped: 1



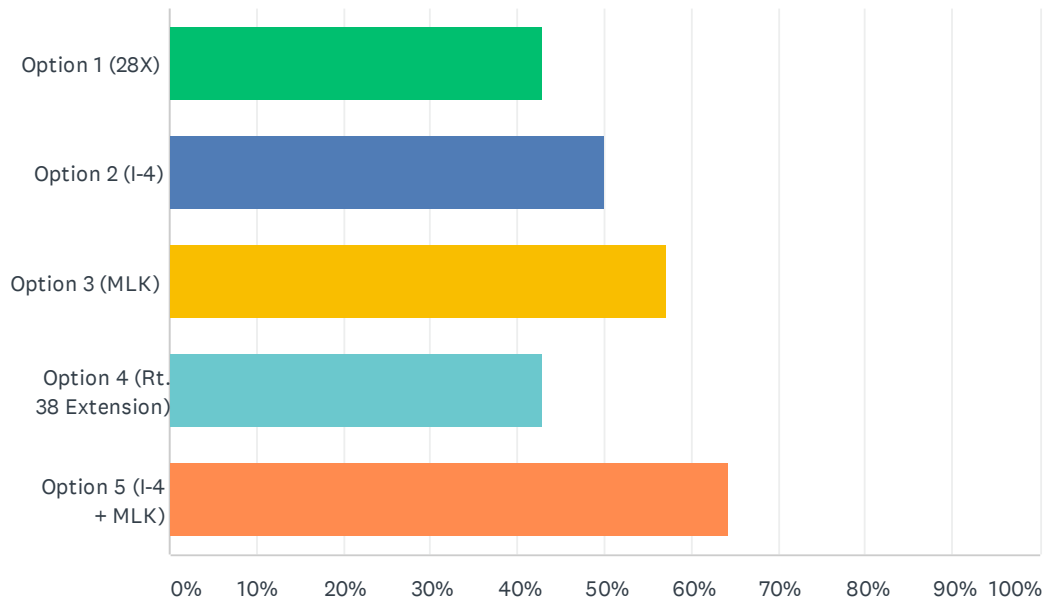
ANSWER CHOICES	RESPONSES
Downtown Tampa	73.33% 11
Brandon	53.33% 8
Lakeland	60.00% 9
Tampa International Airport	60.00% 9
University of South Florida	40.00% 6
Westshore	13.33% 2
Hillsborough Community College	26.67% 4
Temple Terrace	13.33% 2
South Hillsborough County	6.67% 1
Total Respondents: 15	

Plant City Transit Study Open House Survey_Limited Stop Route

#	OTHER (PLEASE SPECIFY)	DATE
1	None	9/11/2020 11:27 PM
2	Several need access to Brandon for physician services	8/31/2020 11:12 AM

Q2 Of the proposed limited stop route alternatives, which do you support (select as many as you like)?

Answered: 14 Skipped: 2



ANSWER CHOICES	RESPONSES	
Option 1 (28X)	42.86%	6
Option 2 (I-4)	50.00%	7
Option 3 (MLK)	57.14%	8
Option 4 (Rt. 38 Extension)	42.86%	6
Option 5 (I-4 + MLK)	64.29%	9
Total Respondents: 14		

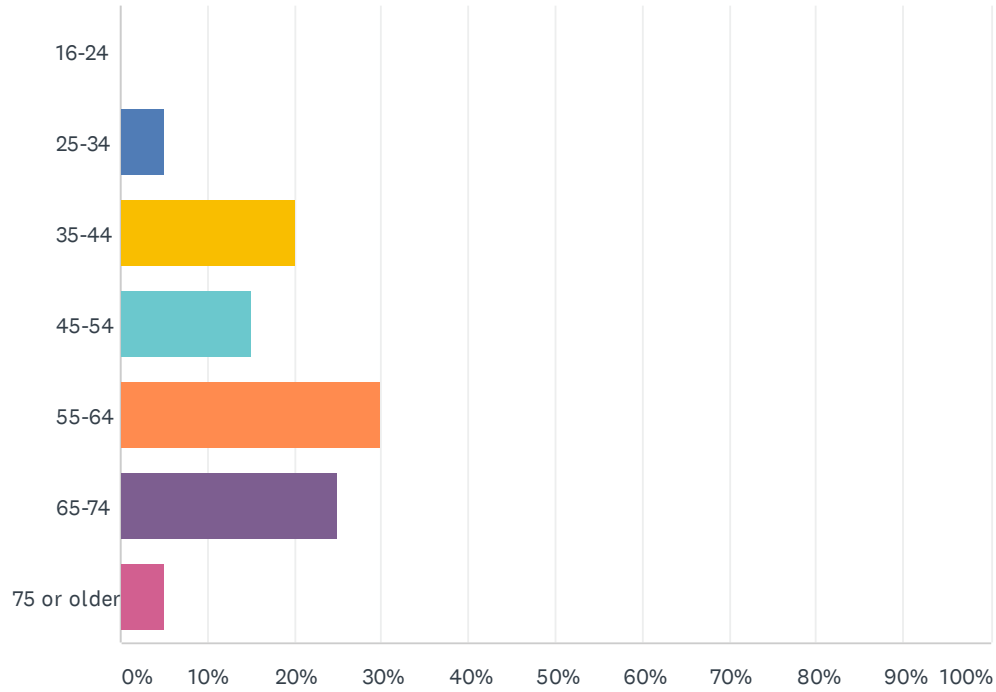
Q3 Do you have any additional comments on the proposed limited stop service to connect Plant City with other areas of the county?

Answered: 9 Skipped: 7

#	RESPONSES	DATE
1	Going down Baker into downtown passes by several apt complexes and tons of homes giving resident the opportunity to have access to bus to do shopping,Dr. Appointment etc.Its about time again to have public transportation and with the size and growth in Plant City I hope city leaders will this time around stay intelligent and keep a vital service to the community.Not everybody can afford a SUV.	9/13/2020 8:46 AM
2	No	9/11/2020 11:27 PM
3	Not sure. But still think a centralized "service Plaza pickup should be an option. (I worked at the Health Dept when we had former transit services and migrant users who had children's appts in tampa could not get there as there were no "pick-ups in migrant areas.)	8/31/2020 11:12 AM
4	We need a bus route. Public transportation is the way of the future. People call Bruton Memorial Library where I work all the time asking about bus routes so they can get where they need to be, and it pains me to tell them we don't have one. A bus route would be a great thing for Plant City and the surrounding area. It would clear up congestion on the roads. Plant City's population is expanding and roads are getting crowded. People need transportation options that don't involve cars. Buses will help solve those problems. Other cities have bus routes and it works great for them. Public transportation is also better for the environment. Greenland's ice sheet has melted because of global warming caused by too many man-made gases in the atmosphere. Some of this is caused specifically by vehicle exhaust. Water levels rise when ice sheets melt, and Florida is on the coast. Our coastal communities and businesses will flood. Hurricanes will get worse because the ocean water is getting warmer. We need to do everything we can to stop global warming, and buses will help accomplish this goal. They get vehicles off the street, and so produce less total exhaust. The people of Plant City and the surrounding area would be greatly served by a bus route, and it would help the rest of Florida, too.	8/28/2020 5:02 PM
5	Hcc	8/27/2020 2:48 AM
6	Wednesday, August 26, 2020 Hillsborough MPO Propose Plant City Express Bus Route Survey Comments I am really that this new propose Plant City Express would have all day bidirectional bus service just the existing Route 275LX. Instead only morning trips and evening trips only like the former Route 28X. This Plant City needs to run all day. You guys should consider later hours of operation and/or higher frequency on the new propose Plant City express when the Florida Strawberry Festival is occurring. My opinion, the propose Plant City express should be temporary to midnight in both directions every year during the time the Florida Strawberry Festival is occurring. My opinion, I pick the MLK routing option. Because, of two important reasons. The first reason is because the MLK routing option could provide additional bus route along MLK between Downtown Plant City and Mango/Seffner. People would be able to get and off in between Mango and Plant City. Which you cannot get off on Interstate 4, and you cannot put bus stop on Interstate 4. The second reason why I pick the MLK routing option is because it could be first bus route to serve the Florida Strawberry Festival Grounds and the Florida State Fairgrounds at the same time. Because, of these two fair events alone, I think new propose Plant City express could be successful.	8/26/2020 3:50 PM
7	no	8/25/2020 8:33 PM
8	My family would also utilize the Lakeland Option 6	8/25/2020 12:28 PM
9	Week end ridership important	8/25/2020 10:43 AM

Q1 What is your age?

Answered: 20 Skipped: 0



ANSWER CHOICES	RESPONSES
16-24	0.00% 0
25-34	5.00% 1
35-44	20.00% 4
45-54	15.00% 3
55-64	30.00% 6
65-74	25.00% 5
75 or older	5.00% 1
TOTAL	20

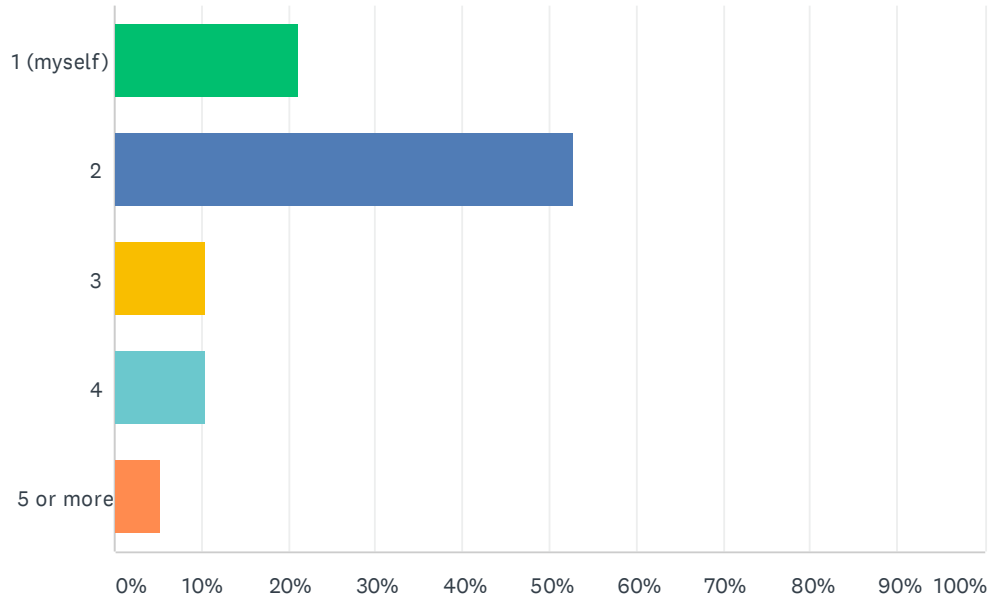
Q2 How long have you been living or working in Plant City?

Answered: 19 Skipped: 1

#	RESPONSES	DATE
1	2yrs	9/15/2020 5:51 PM
2	3	9/15/2020 3:45 PM
3	1979	9/13/2020 8:35 AM
4	I do not live or work in Plant City.	9/12/2020 2:09 PM
5	20 years	9/11/2020 11:38 PM
6	25 years	9/11/2020 5:23 PM
7	66 years	9/11/2020 4:48 PM
8	30 years	9/8/2020 5:16 PM
9	5 years	9/7/2020 9:23 AM
10	30 years	9/6/2020 8:32 PM
11	Live here for 57 years	9/5/2020 10:13 PM
12	10 years	9/5/2020 2:00 PM
13	19 months	9/5/2020 11:54 AM
14	25 - 30 years	9/5/2020 11:05 AM
15	25yr	8/27/2020 9:50 PM
16	62 yrs living, 46 working	8/25/2020 8:35 PM
17	40 years	8/25/2020 12:30 PM
18	38 years	8/25/2020 12:09 PM
19	Over 30 years	8/25/2020 10:32 AM

Q3 How many people currently live in your household?

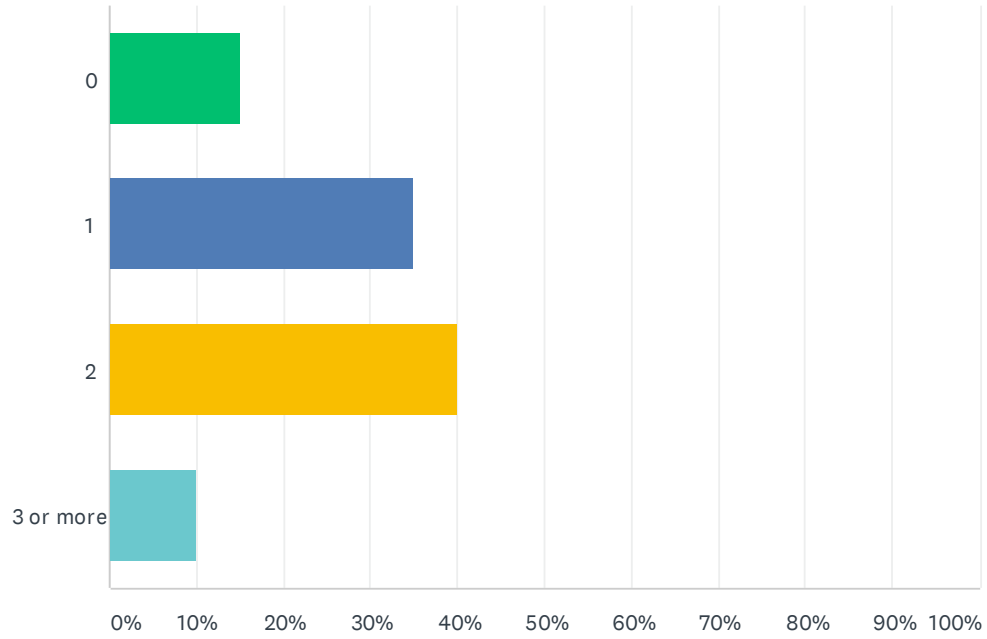
Answered: 19 Skipped: 1



ANSWER CHOICES	RESPONSES	
1 (myself)	21.05%	4
2	52.63%	10
3	10.53%	2
4	10.53%	2
5 or more	5.26%	1
TOTAL		19

Q4 How many vehicles are in your household?

Answered: 20 Skipped: 0



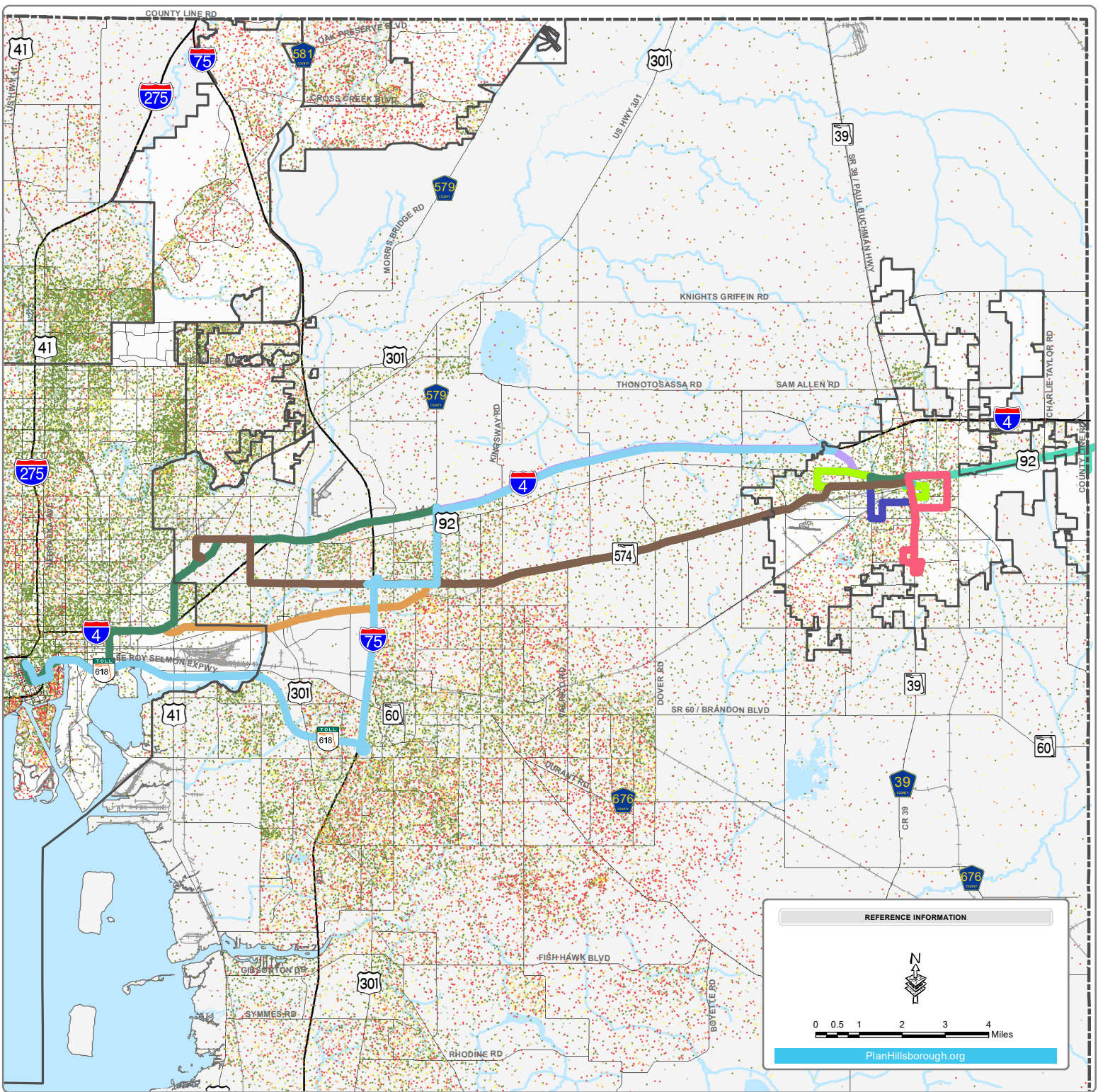
ANSWER CHOICES	RESPONSES	
0	15.00%	3
1	35.00%	7
2	40.00%	8
3 or more	10.00%	2
TOTAL		20

Q5 What is your home zipcode?

Answered: 20 Skipped: 0

#	RESPONSES	DATE
1	33566	9/15/2020 5:51 PM
2	33566	9/15/2020 3:45 PM
3	33563	9/13/2020 8:35 AM
4	33803	9/12/2020 2:09 PM
5	33566	9/11/2020 11:38 PM
6	33563	9/11/2020 5:23 PM
7	33563	9/11/2020 4:48 PM
8	33563	9/8/2020 5:16 PM
9	33542	9/7/2020 9:23 AM
10	33565	9/6/2020 8:32 PM
11	33563	9/5/2020 10:13 PM
12	33563	9/5/2020 2:00 PM
13	33565	9/5/2020 11:54 AM
14	33565	9/5/2020 11:05 AM
15	33563	8/31/2020 11:14 AM
16	33566	8/27/2020 9:50 PM
17	33565	8/25/2020 8:35 PM
18	33563	8/25/2020 12:30 PM
19	33563	8/25/2020 12:09 PM
20	33566	8/25/2020 10:32 AM

Appendix 4: Communities of Concern Characteristics



REFERENCE INFORMATION

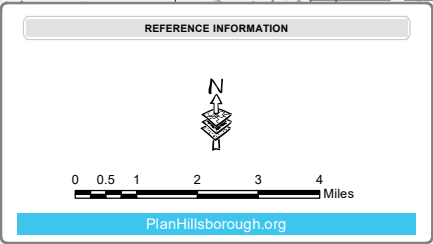
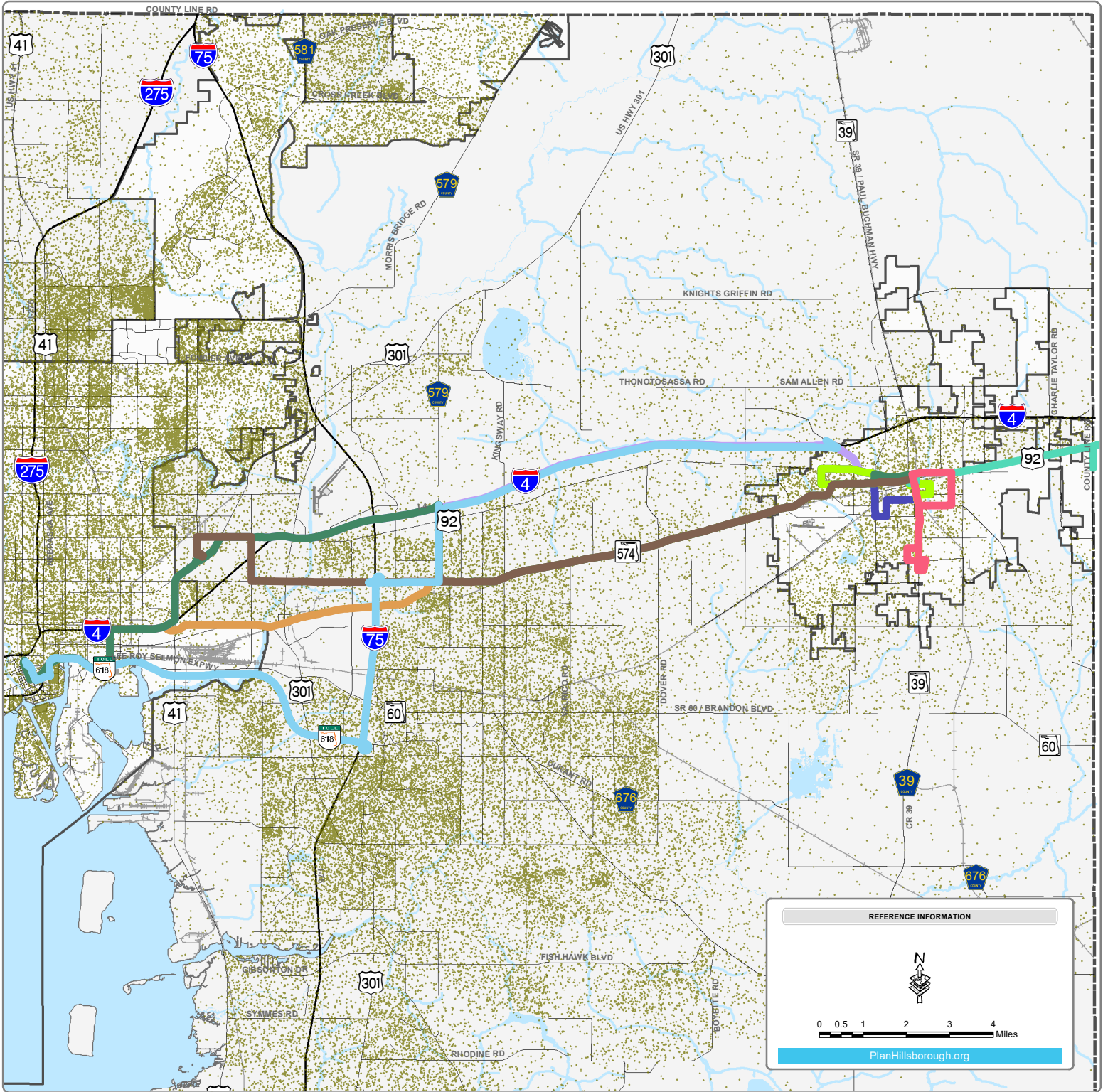
0 0.5 1 2 3 4 Miles

PlanHillsborough.org

HILLSBOROUGH COUNTY, FLORIDA
PLANT CITY TRANSIT PLAN
PROPOSED ROUTES AND
RESIDENT HOUSEHOLD INCOME

LEGEND

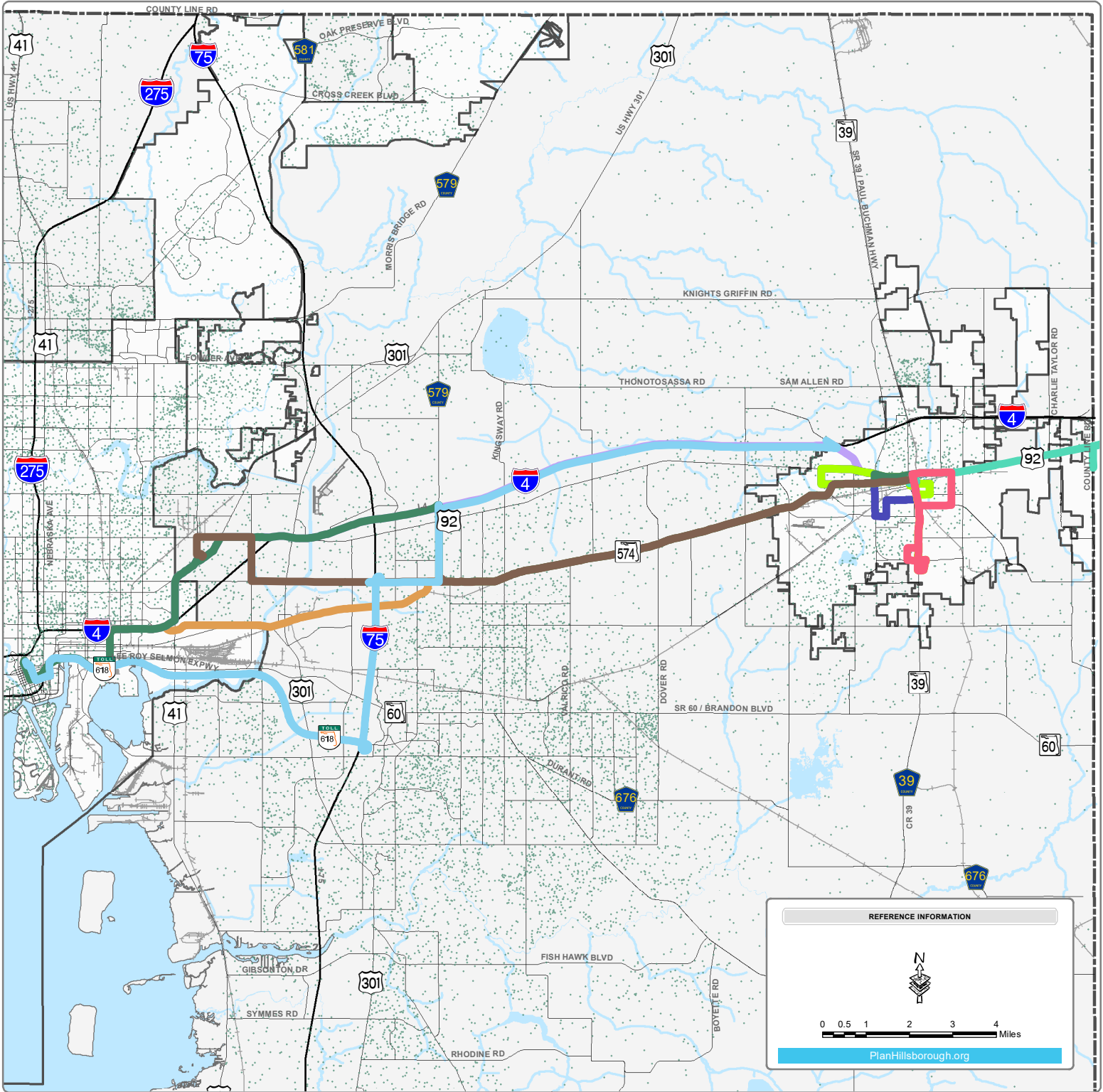
	FINAL CIRCULATOR OPTION A - INBOUND		0 - \$39,999
	FINAL CIRCULATOR OPTION B1 - INBOUND		\$40,000 - \$59,999
	FINAL CIRCULATOR OPTION B2 - INBOUND		\$60,000 - \$74,999
	FINAL LS 28X - INBOUND		\$75,000 - \$99,999
	FINAL LS RT.38 EXT - INBOUND		\$100,000 OR GREATER
	FINAL LS VIA I-4 + MLK - INBOUND		CITY LIMIT
	FINAL LS VIA I-4 - INBOUND		COUNTY BOUNDARY
	FINAL LS VIA MLK - INBOUND		ROADS
	FINAL PC-LAKELAND (LIMITED STOP) - INBOUND		RAILROADS



HILLSBOROUGH COUNTY, FLORIDA
PLANT CITY TRANSIT PLAN
PROPOSED ROUTES AND
RESIDENTS WITH DISABILITY

LEGEND

	PLANT CITY TRANSIT ROUTES FINAL CIRCULATOR OPTION A - INBOUND		PERSONS WITH DISABILITY 1 DOT = 10 PERSONS
	FINAL CIRCULATOR OPTION B1 - INBOUND		PERSONS WITH A DISABILITY
	FINAL CIRCULATOR OPTION B2 - INBOUND		CITY LIMIT
	FINAL LS 28X - INBOUND		COUNTY BOUNDARY
	FINAL LS RT.38 EXT - INBOUND		ROADS
	FINAL LS VIA I-4 + MLK - INBOUND		RAILROADS
	FINAL LS VIA I-4 - INBOUND		BAY & WATER BODIES
	FINAL LS VIA MLK - INBOUND		
	FINAL PC-LAKELAND (LIMITED STOP) - INBOUND		



REFERENCE INFORMATION

0 0.5 1 2 3 4 Miles

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HILLSBOROUGH COUNTY, FLORIDA

PLANT CITY TRANSIT PLAN
PROPOSED ROUTES AND
HOUSEHOLDS WITH OLDER ADULTS

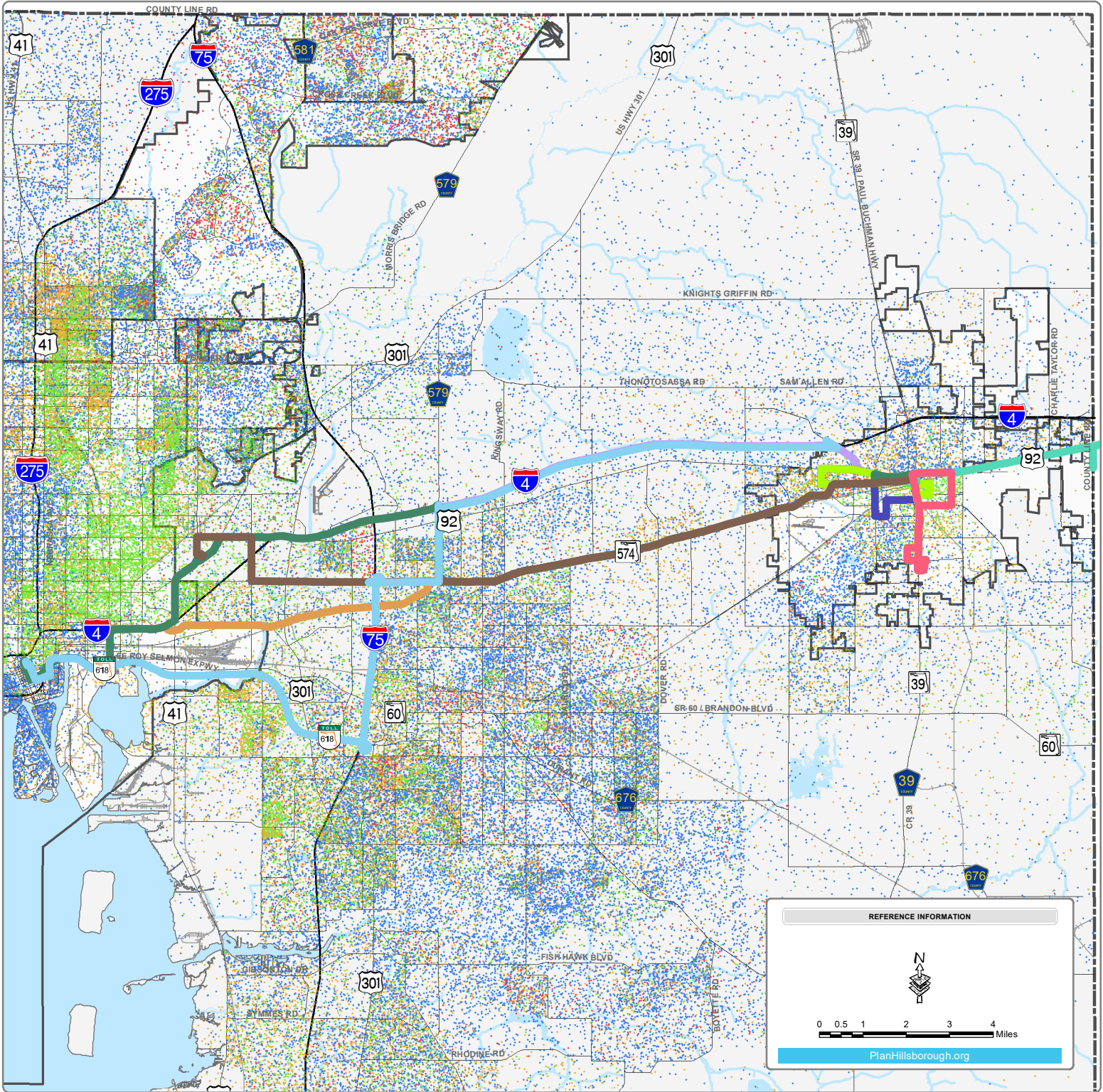
LEGEND

PLANT CITY TRANSIT ROUTES

- FINAL CIRCULATOR OPTION A - INBOUND
- FINAL CIRCULATOR OPTION B1 - INBOUND
- FINAL CIRCULATOR OPTION B2 - INBOUND
- FINAL LS 28X - INBOUND
- FINAL LS RT.38 EXT - INBOUND
- FINAL LS VIA I-4 + MLK - INBOUND
- FINAL LS VIA I-4 - INBOUND
- FINAL LS VIA MLK - INBOUND
- FINAL PC-LAKELAND (LIMITED STOP) - INBOUND

OLDER ADULTS

- 1 DOT = 10 PERSONS
- OLDER ADULTS (65+)
- CITY LIMIT
- COUNTY BOUNDARY
- ROADS
- RAILROADS
- BAY & WATER BODIES



REFERENCE INFORMATION

0 0.5 1 2 3 4 Miles

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HILLSBOROUGH COUNTY, FLORIDA

**PLANT CITY TRANSIT PLAN
PROPOSED ROUTES AND
HOUSEHOLDS WITH RACIAL AND
ETHNIC GROUPS**

Hillsborough MPO
Metropolitan Planning
for Transportation

Hillsborough County
City-County
Planning Commission

LEGEND

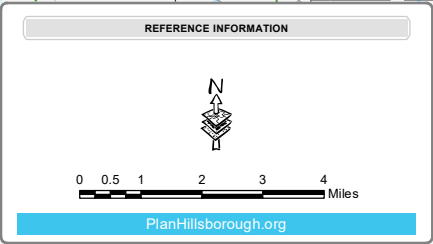
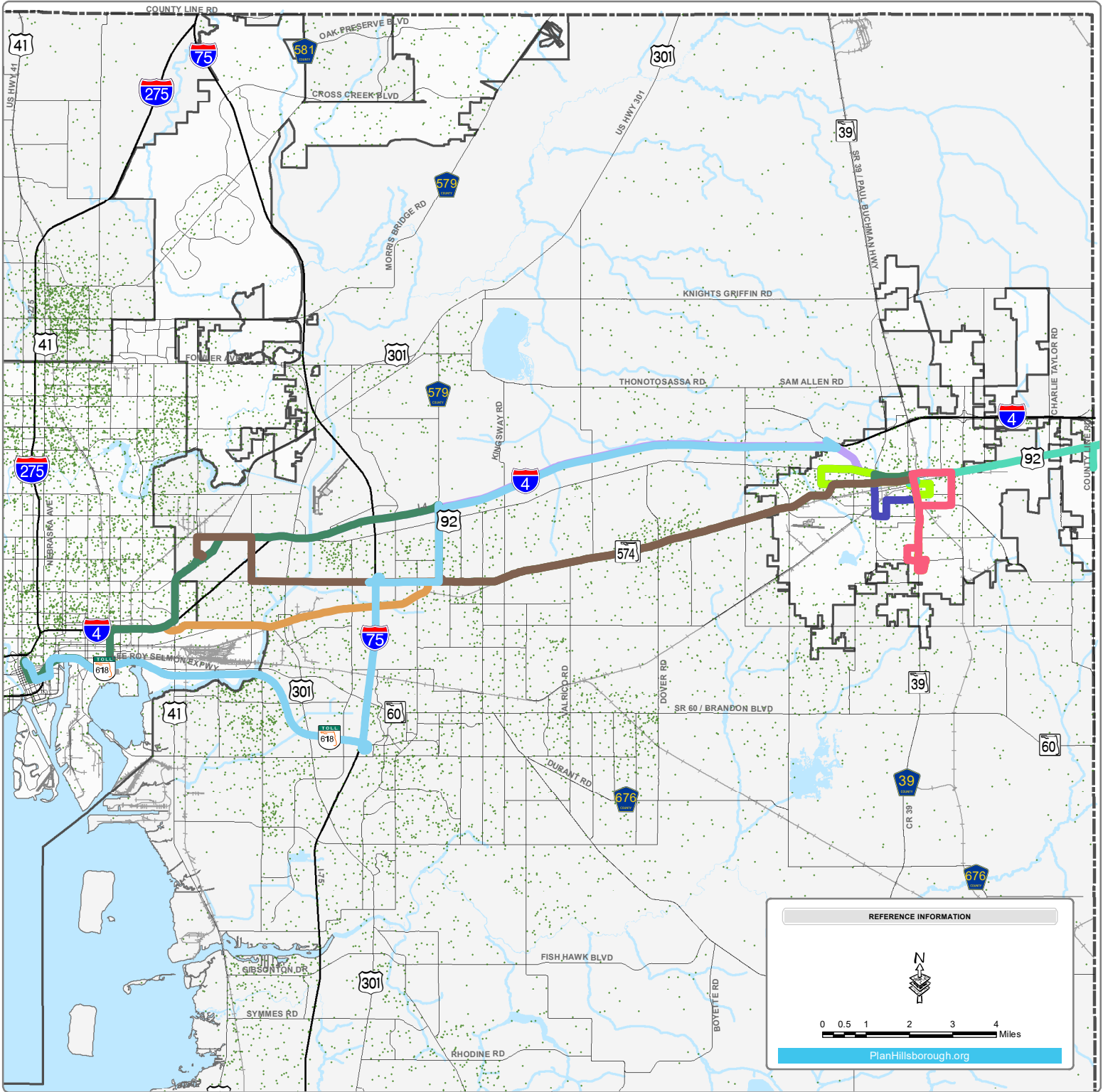
PLANT CITY TRANSIT ROUTES

- FINAL CIRCULATOR OPTION A - INBOUND
- FINAL CIRCULATOR OPTION B1 - INBOUND
- FINAL CIRCULATOR OPTION B2 - INBOUND
- FINAL LS 28X - INBOUND
- FINAL LS RT.38 EXT - INBOUND
- FINAL LS VIA I-4 + MLK - INBOUND
- FINAL LS VIA I-4 - INBOUND
- FINAL LS VIA MLK - INBOUND
- FINAL PC-LAKELAND (LIMITED STOP) - INBOUND

RACIAL AND ETHNIC GROUPS


1 DOT = 10 PERSONS

- WHITE
- BLACK
- ASIAN
- HISPANIC
- NATIVE INDIAN & ALASKAN NATIVE
NATIVE HAWAIIAN & OTHER PACIFIC
ISLANDER
- SOME OTHER RACE
- TWO OR MORE RACES




HILLSBOROUGH COUNTY, FLORIDA

**PLANT CITY TRANSIT PLAN
PROPOSED ROUTES AND
HOUSEHOLDS WITH
NO HIGH SCHOOL DIPLOMA**



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Metropolitan Planning
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City-County
Planning Commission

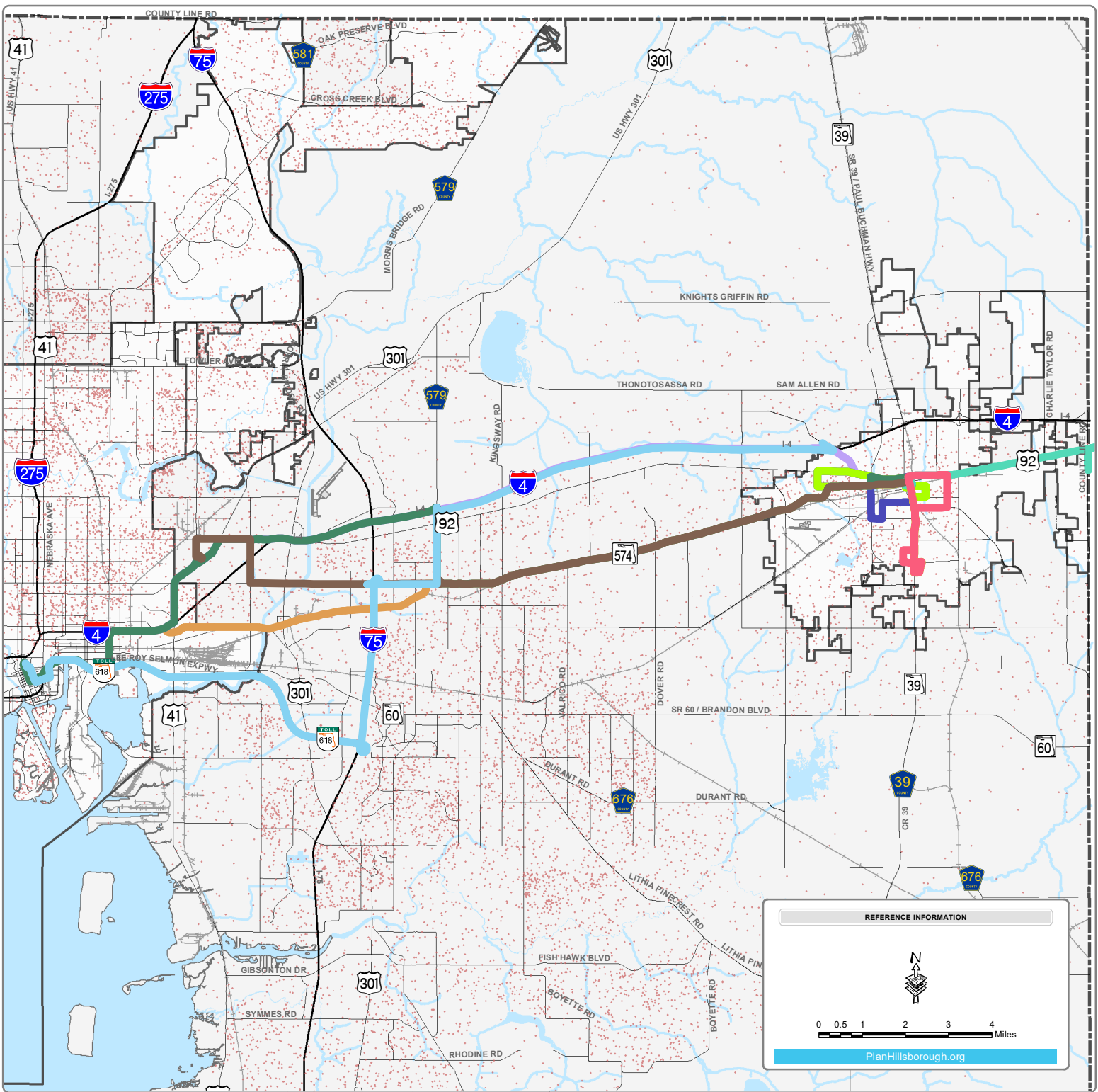
LEGEND

PLANT CITY TRANSIT ROUTES

- FINAL CIRCULATOR OPTION A - INBOUND
- FINAL CIRCULATOR OPTION B1 - INBOUND
- FINAL CIRCULATOR OPTION B2 - INBOUND
- FINAL LS 28X - INBOUND
- FINAL LS RT.38 EXT - INBOUND
- FINAL LS VIA I-4 + MLK - INBOUND
- FINAL LS VIA I-4 - INBOUND
- FINAL LS VIA MLK - INBOUND
- FINAL PC-LAKELAND (LIMITED STOP) - INBOUND

PERSONS WITH NO HIGH SCHOOL DIPLOMA

- 1 DOT = 10 PERSONS
- PERSONS WITH NO HIGH SCHOOL DIPLOMA
- CITY LIMIT
- COUNTY BOUNDARY
- ROADS
- RAILROADS
- BAY & WATER BODIES



REFERENCE INFORMATION

0 0.5 1 2 3 4 Miles

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HILLSBOROUGH COUNTY, FLORIDA

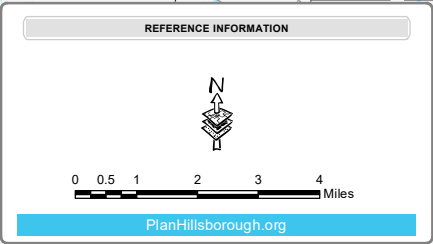
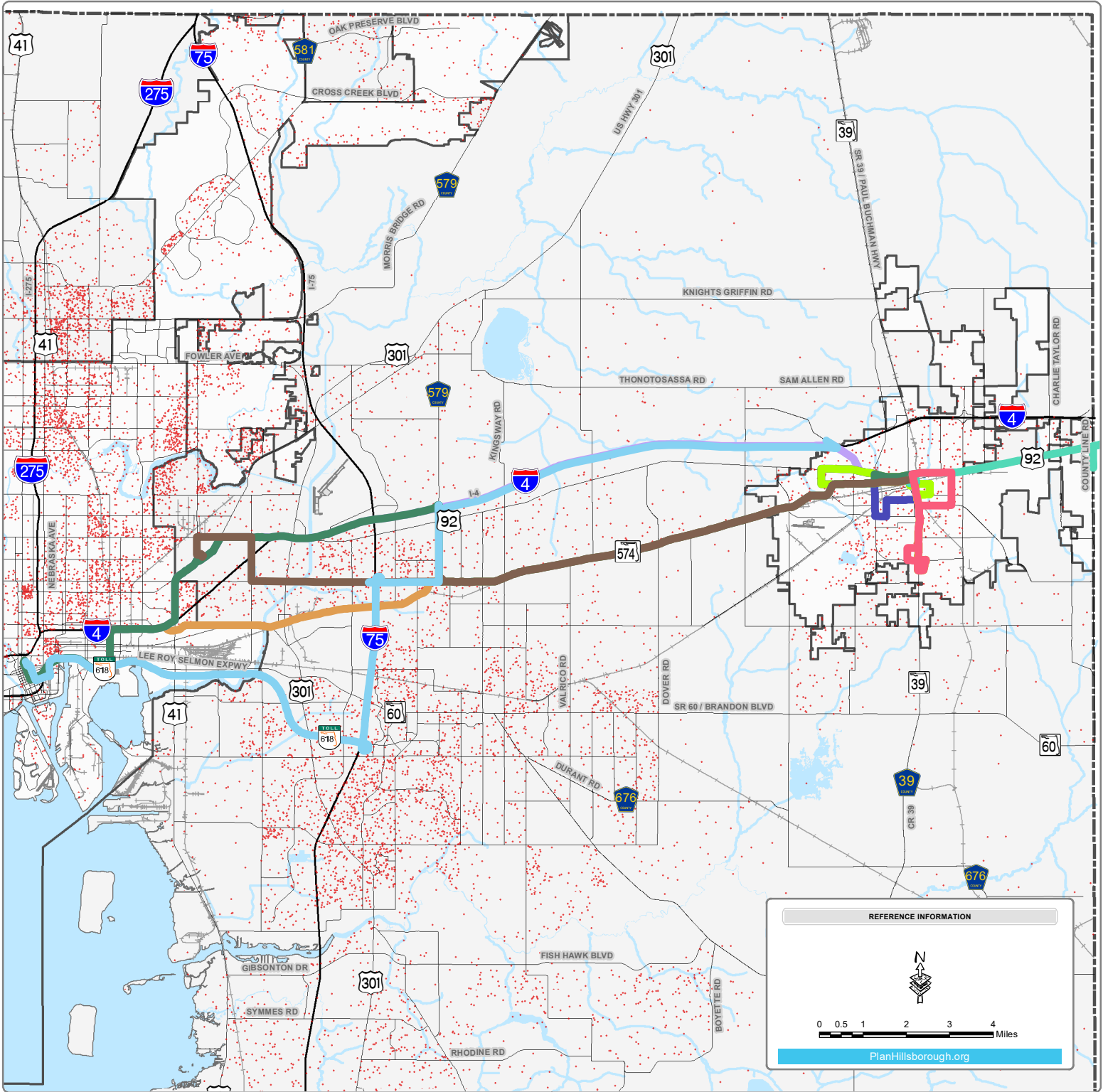
**PLANT CITY TRANSIT PLAN
PROPOSED ROUTES AND
HOUSEHOLDS WITH YOUTH**

Hillsborough MPO
Metropolitan Planning
for Transportation

Hillsborough County
City-County
Planning Commission


LEGEND

	FINAL CIRCULATOR OPTION A - INBOUND		1 DOT = 10 PERSONS
	FINAL CIRCULATOR OPTION B1 - INBOUND		YOUNG PERSONS
	FINAL CIRCULATOR OPTION B2 - INBOUND		CITY LIMIT
	FINAL LS 28X - INBOUND		COUNTY BOUNDARY
	FINAL LS RT.38 EXT - INBOUND		ROADS
	FINAL LS VIA I-4 + MLK - INBOUND		RAILROADS
	FINAL LS VIA I-4 - INBOUND		BAY & WATER BODIES
	FINAL LS VIA MLK - INBOUND		
	FINAL PC-LAKELAND (LIMITED STOP) - INBOUND		




HILLSBOROUGH COUNTY, FLORIDA

**PLANT CITY TRANSIT PLAN
PROPOSED ROUTES AND
HOUSEHOLDS WITH FEMALE HEAD**






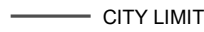












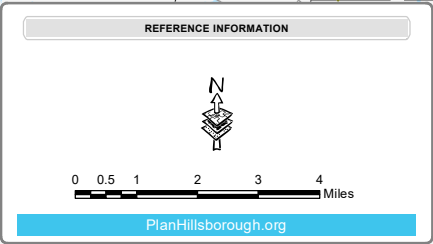
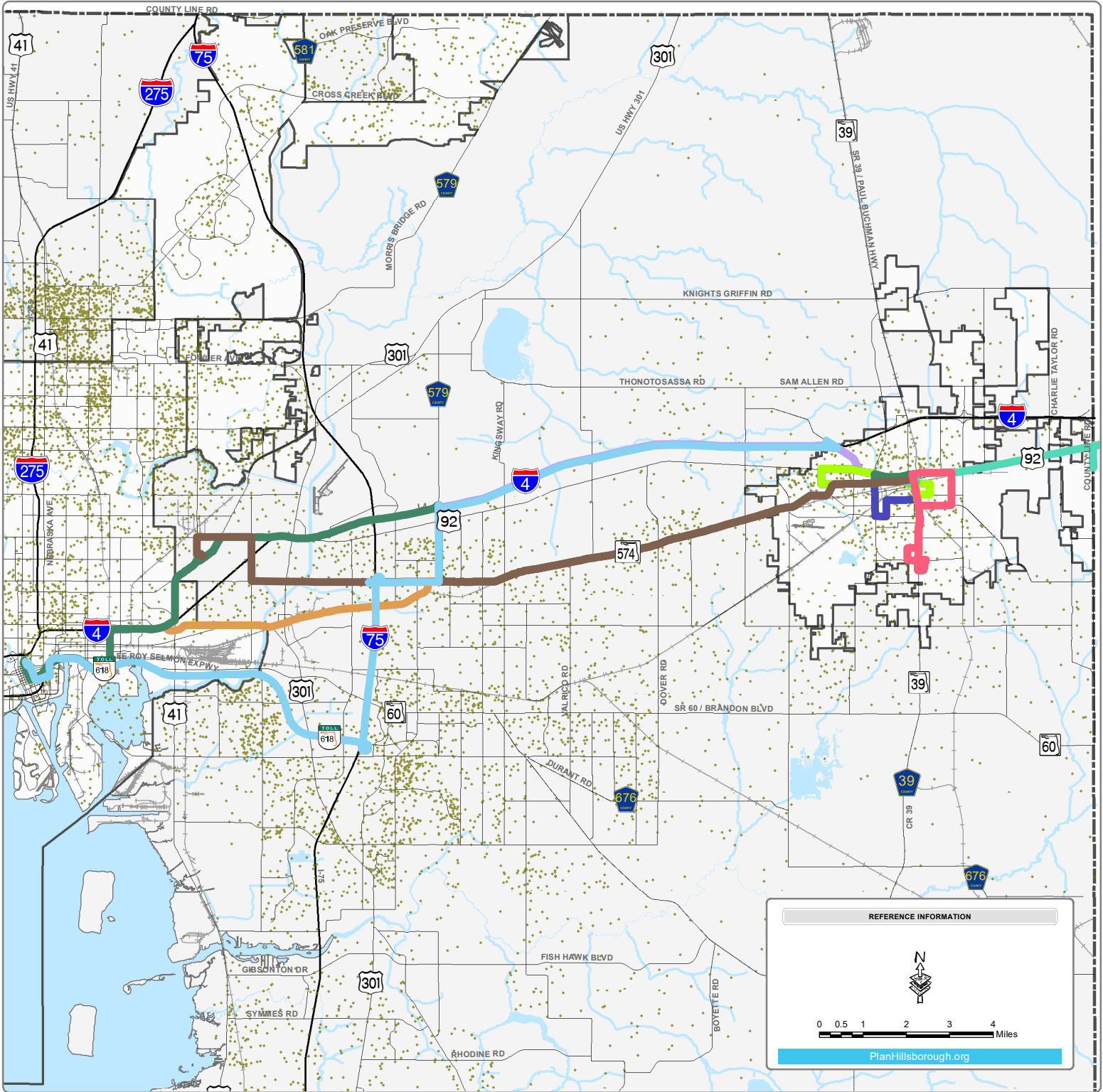
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LEGEND

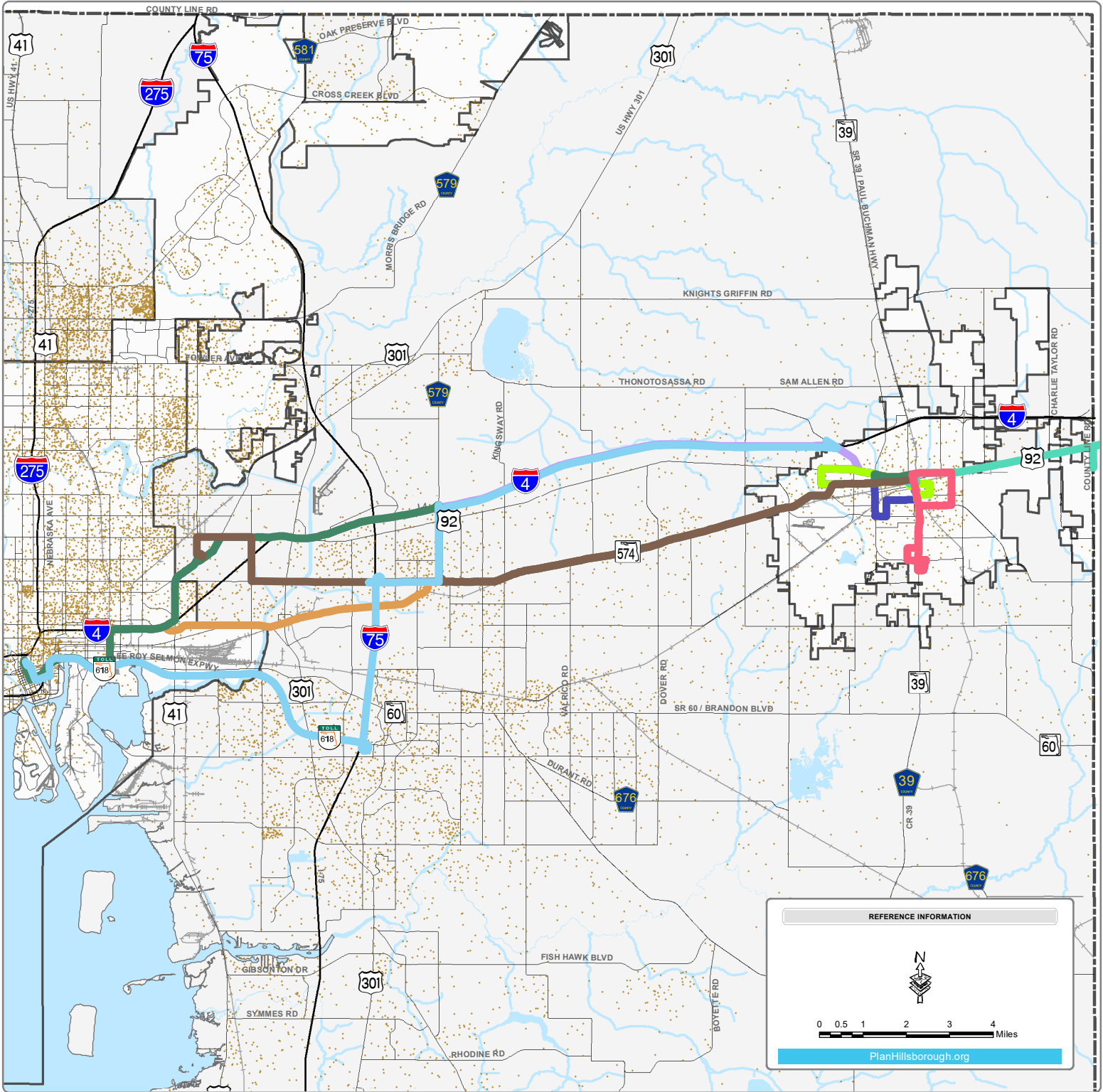
PLANT CITY TRANSIT ROUTES		HOUSEHOLDS WITH FEMALE HEAD	
	FINAL CIRCULATOR OPTION A - INBOUND		1 DOT = 4 HOUSEHOLDS
	FINAL CIRCULATOR OPTION B1 - INBOUND		FEMALE HEAD HOUSEHOLDS
	FINAL CIRCULATOR OPTION B2 - INBOUND		CITY LIMIT
	FINAL LS 28X - INBOUND		COUNTY BOUNDARY
	FINAL LS RT.38 EXT - INBOUND		ROADS
	FINAL LS VIA I-4 + MLK - INBOUND		RAILROADS
	FINAL LS VIA I-4 - INBOUND		BAY & WATER BODIES
	FINAL LS VIA MLK - INBOUND		
	FINAL PC-LAKELAND (LIMITED STOP) - INBOUND		



**HILLSBOROUGH COUNTY, FLORIDA
PLANT CITY TRANSIT PLAN
PROPOSED ROUTES AND
LIMITED ENGLISH
PROFICIENT POPULATION**

LEGEND

<p>PLANT CITY TRANSIT ROUTES</p> <ul style="list-style-type: none"> FINAL CIRCULATOR OPTION A - INBOUND FINAL CIRCULATOR OPTION B1 - INBOUND FINAL CIRCULATOR OPTION B2 - INBOUND FINAL LS 28X - INBOUND FINAL LS RT.38 EXT - INBOUND FINAL LS VIA I-4 + MLK - INBOUND FINAL LS VIA I-4 - INBOUND FINAL LS VIA MLK - INBOUND FINAL PC-LAKELAND (LIMITED STOP) - INBOUND 	<p>LIMITED ENGLISH PROFICIENT</p> <ul style="list-style-type: none"> 1 DOT = 10 PERSONS LIMITED ENGLISH PROFICIENT CITY LIMIT COUNTY BOUNDARY ROADS RAILROADS BAY & WATER BODIES
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REFERENCE INFORMATION

0 0.5 1 2 3 4 Miles

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HILLSBOROUGH COUNTY, FLORIDA

**PLANT CITY TRANSIT PLAN
PROPOSED ROUTES AND
LOW INCOME HOUSEHOLDS**

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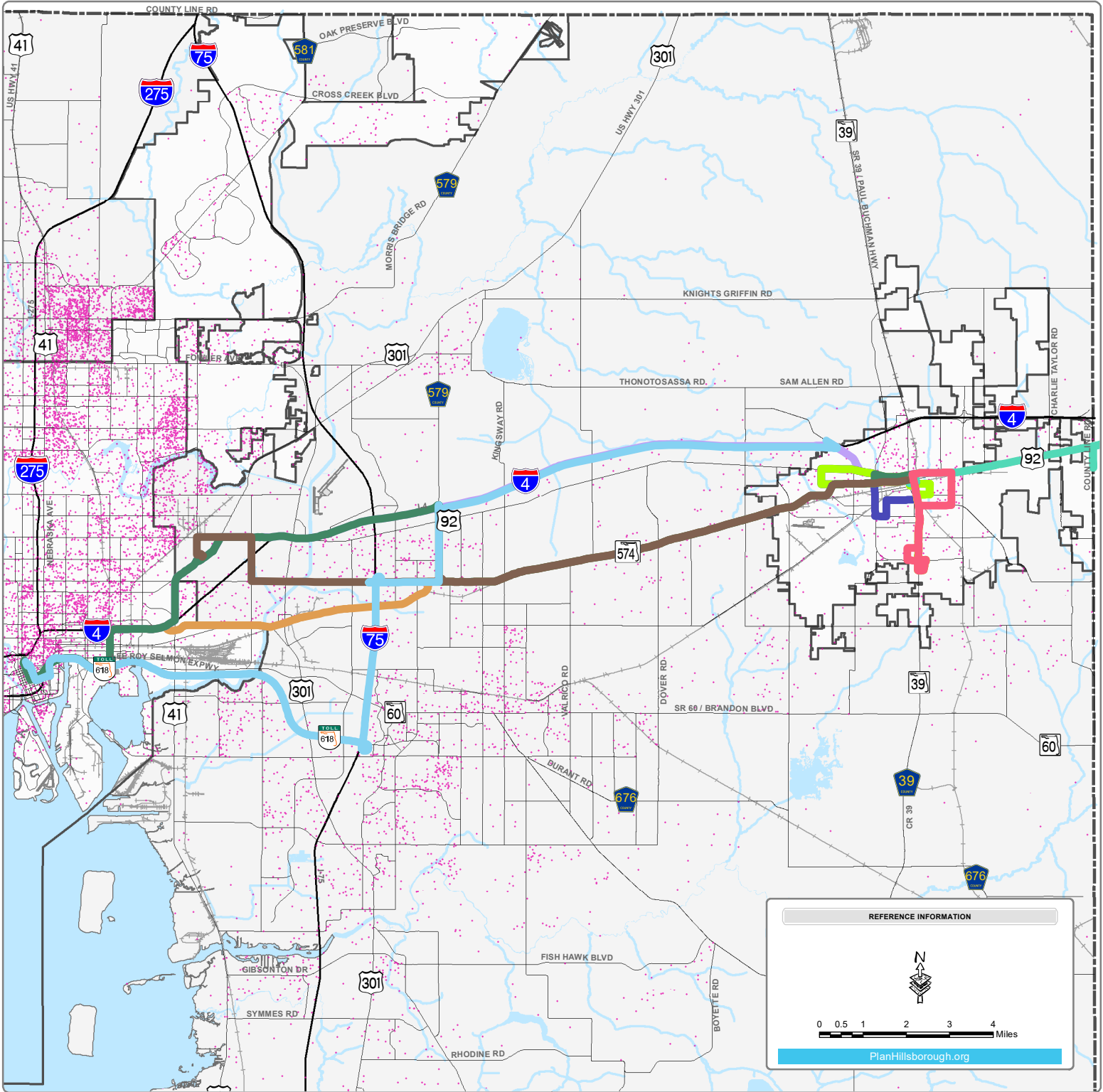
LEGEND

PLANT CITY TRANSIT ROUTES

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- FINAL CIRCULATOR OPTION B1 - INBOUND
- FINAL CIRCULATOR OPTION B2 - INBOUND
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- FINAL LS VIA I-4 + MLK - INBOUND
- FINAL LS VIA I-4 - INBOUND
- FINAL LS VIA MLK - INBOUND
- FINAL PC-LAKELAND (LIMITED STOP) - INBOUND

LOW INCOME HOUSEHOLDS

- 1 DOT = 2 HOUSEHOLDS
- LOW INCOME HOUSEHOLDS
- CITY LIMIT
- COUNTY BOUNDARY
- ROADS
- RAILROADS
- BAY & WATER BODIES



REFERENCE INFORMATION

0 0.5 1 2 3 4 Miles

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HILLSBOROUGH COUNTY, FLORIDA
PLANT CITY TRANSIT PLAN
PROPOSED ROUTES AND
ZERO VEHICLE HOUSEHOLDS

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City-County
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LEGEND

	FINAL CIRCULATOR OPTION A - INBOUND		1 DOT = 2 HOUSEHOLDS
	FINAL CIRCULATOR OPTION B1 - INBOUND		ZERO VEHICLE HOUSEHOLDS
	FINAL CIRCULATOR OPTION B2 - INBOUND		CITY LIMIT
	FINAL LS 28X - INBOUND		COUNTY BOUNDARY
	FINAL LS RT.38 EXT - INBOUND		ROADS
	FINAL LS VIA I-4 + MLK - INBOUND		RAILROADS
	FINAL LS VIA I-4 - INBOUND		BAY & WATER BODIES
	FINAL LS VIA MLK - INBOUND		
	FINAL PC-LAKELAND (LIMITED STOP) - INBOUND		