



Tampa Bay Next Community Working Group – Kickoff Downtown/East Tampa

June 8, 2017
Real Time Record



Executive Summary

The Tampa Bay Next Downtown Community Working Group had a successful kickoff on June 8, 2017 with over 70 participating community members. This Executive Summary provides some of the highlights from your discussions. The subsequent pages of this Real Time Record (RTR) provide all the supporting details.

Top Priority Focus Areas & Activities That Can Be Undertaken

- Prioritizing transportation solutions like rail, bus, biking, walking that: promotes safety, preserves the downtown core, offers multi-modal access to economic sources, efficiently connects adjacent neighborhoods and counties, assists disadvantaged citizens by offering affordable choices, maximizes accessibility for downtown venues and businesses, preserves neighborhood priorities, offers job opportunities.
- Connect local multi-modal transit to regional multi-modal transit; Develop a Hub and spoke transportation system that offers reliability, frequency, and multimodal system that centers downtown. Making transit available to impacted communities if road expansion is part of the process. Neighborhood and community preservation with safety and available transportation options; More complete multimodal options (Transit, Bike/Ped, etc.) reconnecting of neighborhoods through street grid.
- Neighborhood preservation, complete streets approach to major corridors, prioritize transit expansion (routes and headways) over roadways, automobiles last on priorities.
- See a reversal of priorities so that new money is spent on transit rather than expanding capacity of roadway, which would reduce the footprint needed for cars and parking.

Top Ideas to Organize the Downtown Community Working Group

- Video record all working group meetings from all areas to be viewable 24/7 via YouTube with comments for true community participation.
- Quarterly Meetings with outreach to neighborhood associations, chambers, community stakeholders, and apartment complexes.
- Clear and responsive feedback from FDOT on acceptable ideas prior to subsequent meeting or within 45 days.
- E-mail all meeting summaries to all attendees.
- We should meet when it has an impact, but only after FDOT has first responded to comments/ideas from previous meetings.
- Meetings should be on variable dates and times (to include weekends and weekdays after 6:30), and should include cutting edge technologies to directly engage with people.
- Also pursue other strategies which actively engage the community (without waiting for them to come to you). For example, provide a platform for people to upload videos and photographs documenting their experiences traveling through our community (to inform a problem/solution oriented discussions).

Top Ideas to Organize the Downtown Community Working Group (continued)

- Community organizations and residents meeting at local location, provide tools and resources needed to evaluate and help design network, ability to interface with transportation authorities, clear parameters for what is available to analyze and make decisions about (parking, land use, zoning, land use regulations), varying times to accommodate all residents, hybrid participation methods, specialists available for consulting, monthly or quarterly, can't start from ground zero every time - build solutions every meeting, small victory up-front (parking, complete streets, increased density allowances).
- Community working group meetings should be held at established neighborhood meetings, working with established community groups. This will be done on top of the already established schedule of area meetings.
- Provide Field offices in each community.
- Meetings should be short, no longer than 1 1/2 hours.
- Provide interactive tool for participants to view project documents, community information, and other pertinent information to the process.
- Also provide field trips for participants to view comparable projects and community conditions.
- Frequency: Quarterly for the first two years, then as needed after that based on specific milestones
- Setting: face-to-face with better acoustics combined with virtual teams with a FDOT representative present at each group table
- Structure: team focused initially, then project focused as milestones are met.

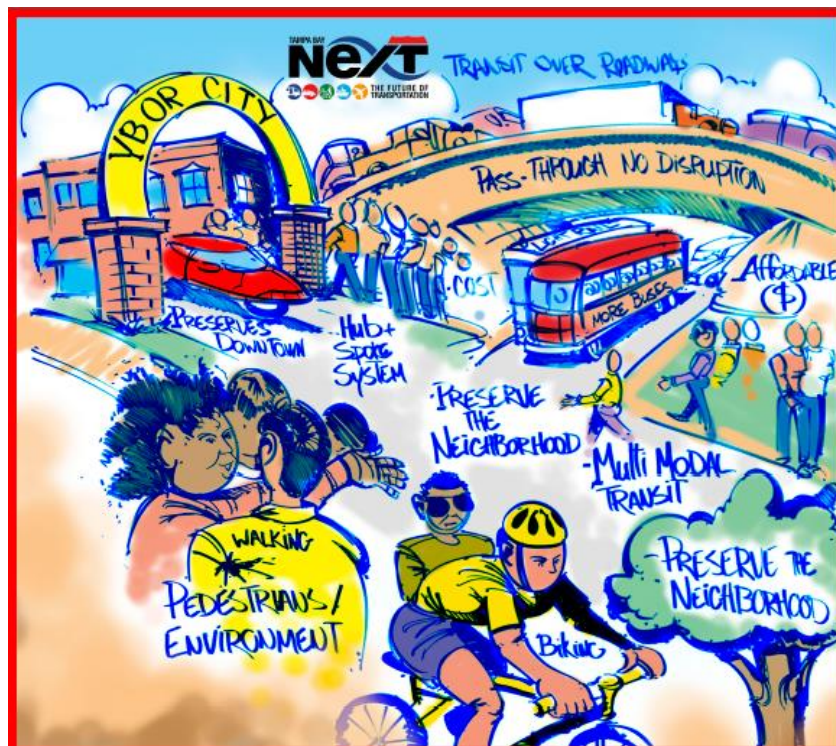
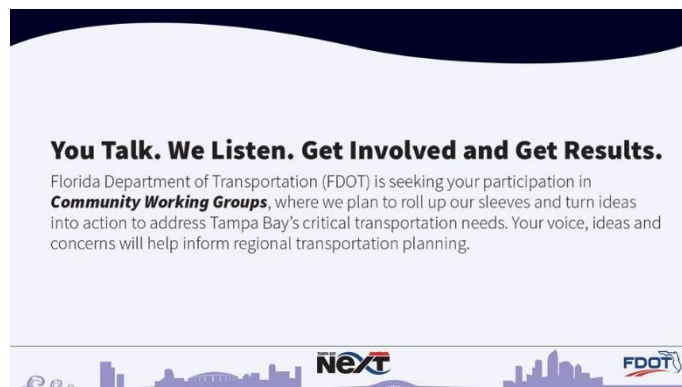


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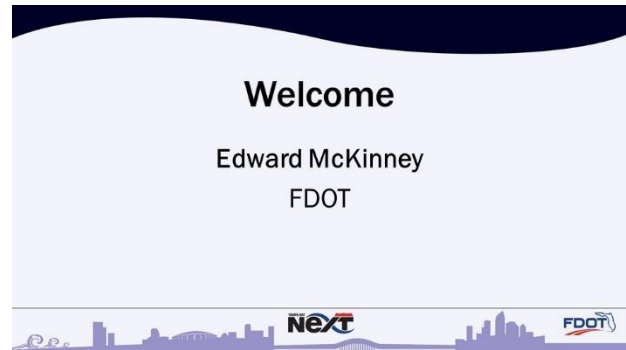
Community Working Group - Kickoff
Downtown
June 8, 2017
5:30pm – 7:30pm

5:30pm – 5:50pm	<p align="center"><u>Welcome and Objectives</u></p> <p>Welcome: Edward McKinney, FDOT Objectives and Collaborative Process: Andrea Henning, Collaborative Labs</p>
5:50pm – 7:15pm	<p align="center"><u>Part 1: Expanding and Prioritizing Ideas</u></p> <p align="center">30-minutes</p> <p>Participants will work in teams to link the regional focus areas to their community. Reference the Top Ideas from the Regional Kick-Off as a springboard for your Community-Focused Discussions.</p> <p>Brainstorm and reach consensus on the Priority Focus Areas and specific activities that could be undertaken.</p> <p align="center"><u>Part 2: Organizing the Community Working Group</u></p> <p align="center">20-minutes</p> <p>Determine how the group will Organize to do Meaningful Work.</p> <p>Work together to brainstorm how you would like to see the work group organize. Consider things like:</p> <ul style="list-style-type: none"> • Frequency/Length (e.g. once per quarter; once per month, as needed) • Setting (e.g. face-to-face; virtual; hybrid, etc.) • Format/Structure (e.g. Field Trips; Presentations; Project Focused; Team Focused, etc.) <p>We will reconvene for team reports and additional prioritization to move forward.</p>
7:15pm – 7:25pm	<u>Public Comment</u>
7:25pm – 7:30pm	<u>Closing</u>

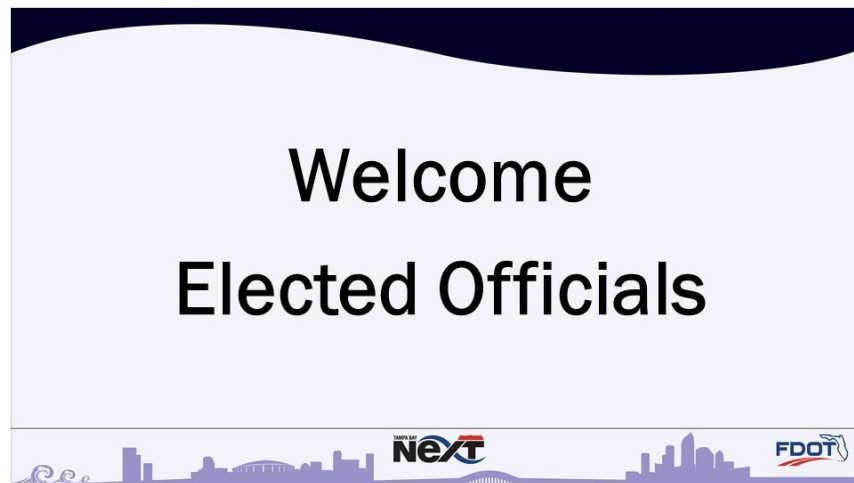
Welcome and Objectives

Welcome: **Edward McKinney, FDOT**

Objectives and Collaborative Process: **Andrea Henning, Collaborative Labs**



Edward McKinney, FDOT Planning and Environmental Administrator: I'd like to welcome all of you here tonight. It is exciting to see the participation by so many groups. I'm Ed McKinney, Planning and Environmental Administrator at FDOT District 7.



Before we get started, I'd like to take a moment to recognize our elected officials. Please stand and be recognized. *Elected officials were recognized.*

We want to thank you for your engagement on transportation. We can't implement the right transportation solutions without you, and we value your partnership.





Ed: You all are aware of the backstory of TBX and how we got here. We know that we need to do things differently. We need to come out with a different approach. This is a true reset, not a rebranding of TBX, and we are engaging the public and involving you in a different conversation.

TBNext is about a conversation and collaboration, and it is not a project. I can't tell you TBNext is going to build this or that, it is what we all decide it is going to be. That's why we launched Tampa Bay Next, and that's why we're holding these Community Working Groups.

When we talk about alternatives, we have to look at different solutions. Express lanes are not the only answer and neither is transit. There is no one solution that will get us to the complete solution. We have to address this from all different angles.

Beth Alden, who is here this evening, calls it triage. We need to attack the problem from every angle. That is a great explanation of how we need to move forward.





Ed: With Tampa Bay Next, FDOT wants to create a comprehensive, multimodal regional transportation system. But we know we can't do that alone. That's why we've invited all our agency partners to participate in the Community Working Groups and be part of the Tampa Bay Next program.

These Community Working Groups are different than anything we've done before. We're bringing all our partners to the table to have meaningful, productive dialogue to move transportation forward. I'd like to take a minute to recognize our agency partners: Nick Finch with Federal Highway Administration, Katherine Eagan with HART, Beth Alden with Hillsborough MPO, Ray Chiamonte with TBARTA, Jean Duncan with the City of Tampa, a representative from THEA, and Anna from THEA, and a representative from Hillsborough County.



Working with all of you, we want to build a comprehensive, multimodal transportation system that achieves regional mobility and meets local needs. To do that, we need to have collaborative conversations both regionally and locally.



Public Involvement

6 Community Working Groups

- Downtown/East Tampa
- Westshore/West Tampa/South Tampa
- Pinellas
- North and West Hillsborough
- East Hillsborough/Polk
- Pasco/Hernando

Ed: We created 6 Community Working Groups throughout Tampa Bay. Why should you participate, and what are we doing with this information? Our mission with these Community Working Groups is to engage you in the transportation planning process and allow you to influence decisions not just with FDOT, but with our partner agencies as well.

What we learned in our Peer Exchange trip to St. Louis is that we need to better understand what transportation means to your community. We need to understand your needs and your values so we can make the right decisions about transportation projects.

Tampa Bay Next Program Information

- Program information table
- Comment cards
- How to get involved

After each meeting, Collaborative Labs will post the “Real Time Record” on our website, and we’ll share that information with Federal Highway Administration, FDOT’s Central Office, and all our local and regional partners. These comments will be documented in the Supplemental Environmental Impact Statement that we’re working on now with FHWA. When we have new concepts developed for project alternatives, we will come to these groups to receive feedback and input.

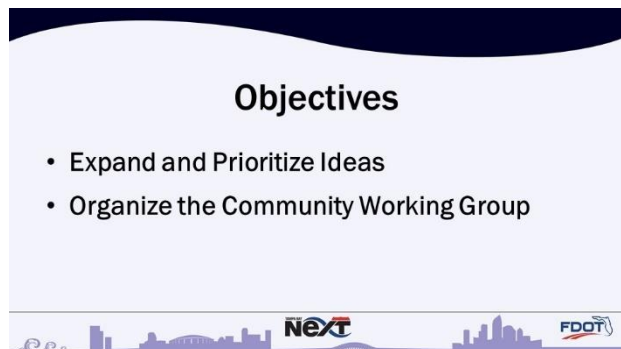
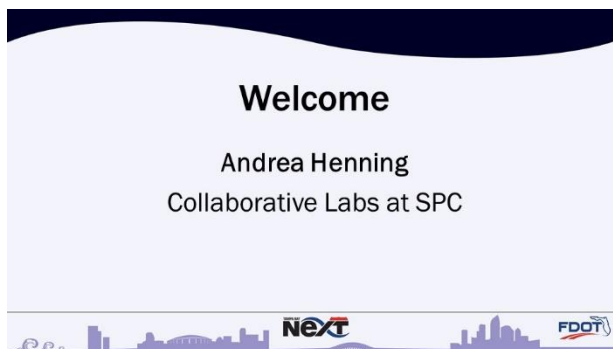
If you want to get specific information related to Tampa Bay Next, we have an FDOT project manager. HART also has a table where you can get more information about the Regional Transit Feasibility Plan and other transit information.



Ed: We have an active website, please engage with us and participate in the conversations. This has to be a true regional solution.

Thank you so much for being here. We know how important transportation is to our community, and we appreciate your dedication and involvement. Your input matters. Your ideas help shape the Tampa Bay Next program. Now I'll turn it over to Andrea Henning with Collaborative Labs.

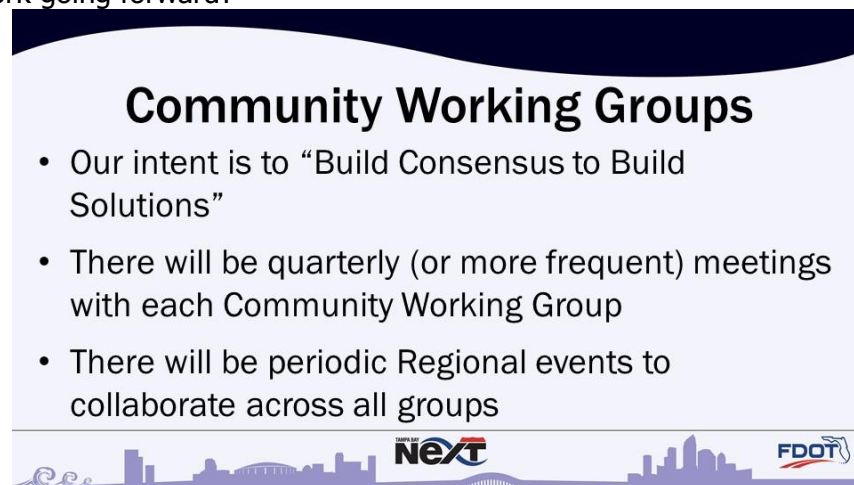
Objectives and Collaborative Process



Andrea Henning, Executive Director, Collaborative Labs, St. Petersburg College: Welcome everyone! Thank you for your participation in tonight's important Community Working Group discussion! Your voice matters and your perspective matters. We want to get a collaborative view. Our first objective is to expand and prioritize ideas for the Downtown/East Tampa community.

How many participated in the May 24 Regional Event? Many of you. The top regional idea and needs were prioritized at this event. You may want to reference those ideas in the Executive Summary handout at your tables, but tonight, we want you to focus on the Downtown and East Tampa community and prioritize your specific needs going forward.

Our second objective is how are you going to organize as a Community Working Group to do meaningful work going forward?

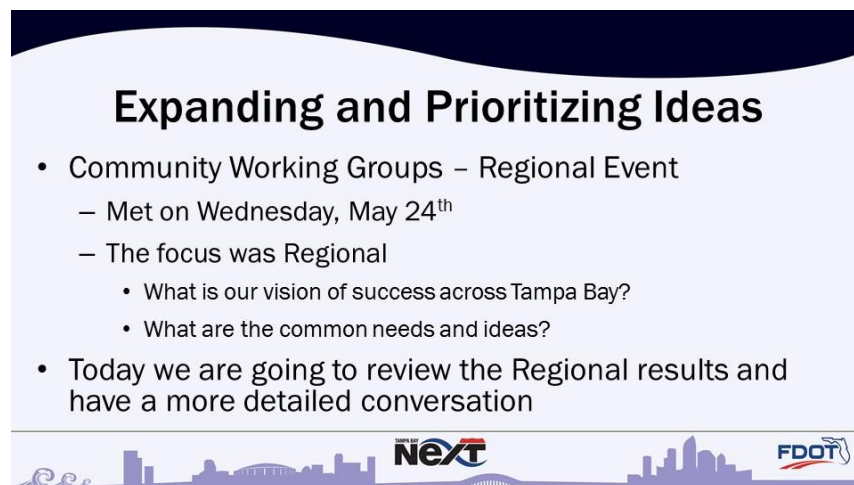


Community Working Groups

- Our intent is to “Build Consensus to Build Solutions”
- There will be quarterly (or more frequent) meetings with each Community Working Group
- There will be periodic Regional events to collaborate across all groups

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Andrea: Our goal is to build consensus to build solutions. We are also looking at how frequently each Community Working Group will meet. It may be monthly, quarterly or some other time frame. We will also have periodic regional meetings with the 6 community working groups so that we can collaborate across the Tampa Bay Region.



Expanding and Prioritizing Ideas

- Community Working Groups – Regional Event
 - Met on Wednesday, May 24th
 - The focus was Regional
 - What is our vision of success across Tampa Bay?
 - What are the common needs and ideas?
- Today we are going to review the Regional results and have a more detailed conversation

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If you were at the May 24 event, you may remember we identified what a vision for success can look like for the Tampa Bay Region. We also looked at common needs and ideas for the regional area.

At your table, you have a reference of the top ideas from the regional meeting and you may want to use these ideas as a springboard for discussions on what this community needs.



Andrea: On May 24th, at the Regional Kick-Off Meeting, Jonathan, our artist, depicted visually what the participants prioritized in terms of success looks like for the Tampa Bay Region. This evening we will build upon this regional idea and he will be creating a visual for the Downtown Community Working Group, according to what you identify as priorities this evening.

I would like to highlight some of the features of the ideal future for regional transportation that were articulated at the May 24th meeting. There were a lot of ideas that came forward during the visioning piece.



Ideal Future of Regional Transportation:


- Transportation system that is scalable, reliable, safe, efficient and well-funded.
- Transportation options to make a car-optional scenario doable: combination of car services, driverless cars, drones, high speed rail, metro line, bus services, bike and pedestrian paths.
- Multiple aspects of transportation (safety, health, affordability, community cohesiveness) prioritized, not just speed to destination.




Andrea: You will notice the prioritized ideas from the May 24th session fell into one of four focus areas: safety, multi-modal, technology, and funding/policy.

Four Focus Areas:

- Safety
- Multi-Modal / Options
- Technology
- Funding / Policy



Logos for Tampa Bay Next and FDOT are visible at the bottom of the slide.

As Ed mentioned there are 6 community working groups, and this Downtown Kickoff is the first one.

Expanding and Prioritizing Ideas

What is most important for our Community?
Why?



Logos for Tampa Bay Next and FDOT are visible at the bottom of the slide.



Part 1: Expanding and Prioritizing Ideas

Participants will work in teams to link the regional focus areas to their community. Reference the Top Ideas from the Regional Kick-Off as a springboard for your Community-Focused Discussions. Brainstorm and reach consensus on the **Priority Focus Areas** and **specific activities that could be undertaken**.

Part 2: Organizing the Community Working Group

Determine how the group will **Organize to do Meaningful Work**.

Work together to brainstorm how you would like to see the work group organize. Consider things like:

- **Frequency/Length** (e.g. once per quarter; once per month, as needed)
- **Setting** (e.g. face-to-face; virtual; hybrid, etc.)
- **Format/Structure** (e.g. Field Trips; Presentations; Project Focused; Team Focused, etc.)

We will reconvene for team reports and additional prioritization to move forward.



Andrea: I would like to set you up for success in your team breakouts. Part 1 will be to expand and prioritize ideas from the regional discussion. What Top Focus Areas and Activities do we want to focus on in the Downtown East/Tampa Community? When you get to your team, you will appoint a keyboarder, and use our brainstorming software to add your ideas one at a time. You will also want to appoint a spokesperson, because when we come back together as a group, you will want someone to share your key ideas.

Part 1: Expanding & Prioritizing Ideas

You will have 30 mins to work in your teams

1. Find your team (Appoint a Keyboarder & Spokesperson)
2. Reference the Ideas from the Regional Kick-Off as a springboard for brainstorming Community-focused Ideas
3. Work together to brainstorm **Priority Focus Areas & specific activities that could be undertaken**
4. Then select the Top 1 Idea



PJ is going to show us our brainstorming software. You will see ideas of your teams as well as the other teams. You will see brainstorming buckets for Teams 1-6 and 7-13. You will determine the key priorities for your downtown area. Next to each idea you will see the team number. You will see your ideas as well as the ideas from other teams in the main area.

We will then ask each team to reach consensus on one top idea. We have 11 teams and each team will reach consensus of their top idea. Tina is our documenter and will record the ideas and discussion from today's event. Every idea will be included in the Real Time Record.

Andrea: Then we will go to Part 2 in your team breakouts, and you will talk about how you want to organize as a Downtown Community Working Group going forward because this will be the first of many meetings. You may discuss frequency or length of meetings, setting, and format and structure. You may want to meet quarterly, face-to-face, take field trips, have presentations, or create projects or teams. These are the things you will consider moving forward as a community working group.



You will brainstorm how we will organize as community working group and get ideas from everyone around the table. You will then select your top idea for your team.

Those are your two missions tonight.

Part 2: Organizing the Community Working Group

You will have 20 mins to work in your teams

1. Work together to brainstorm how you would like to see the work group organize. Consider things like:
 - **Frequency/Length** (e.g. once per quarter; once per month, as needed)
 - **Setting** (e.g. face-to-face; virtual; hybrid, etc.)
 - **Format/Structure** (e.g. Field Trips; Presentations; Project Focused; Team Focused, etc.)
2. Then select the top 1 Idea





Expanding and Prioritizing Ideas – Team Reports

Brainstorm Priority Focus Areas and specific activities that could be undertaken.

1. Fixed Guideway Rail (Team 6)
2. Downtown Interchange must be redesigned, however respected of impacts to the local community and contains an element (BRT) included inside of the redesign. (Team 6)
3. Multi-modal transit: First & Last Mile solutions (Pedestrian, rideshare options), Add frequency (Team 6)
4. Reconstruction of the original urban grid of Tampa, prioritizing protected bike lanes and dedicated transit lanes on arterials. (Team 6)
5. Add protected bike lanes and dedicated transit lanes on corridors (that are under capacity 90% of the day) like Florida and Highland/Tampa Streets in the heights that the Hart network can capitalize on with consistent running times outside of traffic. (Team 6)
6. Neighborhood and community preservation with safety and available transportation options. (Team 1)
7. Maximize existing transportation infrastructure and create supplemental transportation options to improve available transit for all citizens. (Team 1)
8. Reliable transportation options, protected guideways for transit efficiency. (Team 1)
9. Making transit available to impacted communities if road expansion is part of the process (Team 1)
10. Multiple aspects of transportation for those communities that need to have options (Team 1)
11. Minimize negative impacts to communities (Team 1)
12. Safety first (Team 1)
13. Expanded choices for the downtown district, including affordable parking and transit. There are many desirable venues, but people will have difficulty traversing and accessing these venues. (Team 3)
14. Capability to get everywhere around the county / region in less time on any mode of travel or road - reducing commuter time (Team 2)
15. Smart multi-modal transportation systems - includes all transportation options. (Team 2)
16. Working with the business community to stagger business / employee times. (Team 2)
17. Integrating technology into transportation planning / system (Team 2)
18. Transportation planning needs to consider employment and industry trend changes. (Team 2)
19. Solutions that compliment both the downtown core and adjacent neighborhoods. (Team 3)



20. street car, transit for greater downtown and how does it connect to the regional transit, preserve the neighborhoods, connecting major employment centers, no tolls, bike lanes, multi-modal transit: buses, cars, bikes, ways to augment the bus system via other modes of transit, highway to boulevard project (tear down I275 north of Downtown) (Team 4)
21. Connectivity for all residents and visitors to the downtown area. Accessibility within downtown trips and trips in/out of the downtown area. (Team 3)
22. Solutions that improve multi-modal transportation while minimizing socioeconomic, environmental impacts and cut-through traffic (neighborhoods). (Team 3)
23. reconnecting the neighborhoods near the interstate via parks and pedestrian and bike paths, designing transit options for people using methods other than cars (complete streets), rail transit between Orlando and Tampa, (Team 4)
24. more public transportation (Team 11)
25. public transportation throughout focus area (Team 9)
26. connecting surrounding neighborhoods (Team 9)
27. connecting area to the greater region (Team 9)
28. Quality of life for residents who remain (Team 7)
29. complete streets approach connecting neighborhoods (Team 9)
30. mass transportation including rail, bus, rapid bus, streetcar (Team 9)
31. Environmental impacts (noise, dust) (Team 7)
32. commuters come from a small radius and could be aided by public transpo (Team 11)
33. innovative busses (Team 9)
34. focus on safety for people not vehicles (Team 8)
35. purchasing CSX line (Team 11)
36. land use towards transit oriented development along major corridors (Team 9)
37. preserving neighborhoods - ybor downtown (Team 9)
38. Would like to see better transit on a local level with the bus service and to USF. (Team 10)
39. undervaluing the impact of sprawl, inner cities subsidizing (Team 7)
40. strategic approach to transit - north south east west (Team 9)
41. more options beyond personal automobiles (Team 8)
42. Repave the streets and sidewalks so they are safe. (Team 10)
43. parking to support transit on outskirts of service areas (Team 9)
44. No destruction of housing, no toll roads, no destruction of businesses, commuter train connect to USF. (Team 10)
45. autonomous vehicles (Team 11)
46. Preserve neighborhoods (Team 12)
47. We are close to the last, if not the last major city without fixed transit (Team 7)



48. Protect impacted residents from the pollution and noise of highway projects; build sound walls (Team 12)
49. More walkable areas (Team 12)
50. Transit across county lines (Team 12)
51. encourage use of transit through demand management, de incentivize automobile use, stop subsidizing roadway and sprawl, TOD (Team 9)
52. Need more options to get around - opens economic opportunities (Team 7)
53. Take the offer of CSX for existing rail and use that to connect the counties and the USF area. Preserve the integrity of neighborhoods and communities. (Team 10)
54. greater opportunities for transferring between transit lines at all points along the lines (easier transfers) (Team 8)
55. better neighborhood connectivity (Team 8)
56. designated high speed bus lanes with adjacent bike lanes (Team 11)
57. extension of streetcar, add additional lines further into neighborhoods (Team 7)
58. Raising gas tax? (Team 9)
59. high speed busses on the highway (Team 11)
60. reduce the share of car trips into downtown to 50% of all trips (Team 8)
61. Subsidized ferry service that is frequent and affordable. Keep air quality in mind. Less emphasis on cars. (Team 10)
62. Automatic speed readers (Team 12)
63. Fix I275 southbound ramp to I-4. Needs two lanes. (Team 12)
64. Reconnect the street grid (Team 12)
65. True multimodal transportation: buses, microtransit, walkability, trails, autonomous, etc. (Team 12)
66. continuous bicycle facilities/lanes (Team 11)
67. Slow traffic, make walking a possible option. Focus on making complete streets on 6 lane arterials (Team 7)
68. smooth sidewalks (Team 11)
69. increase frequency of bus service with short headways (Team 8)
70. Add bike lanes with lighted posts that would not only make it safer by keeping the cyclist visible, but it would also put a structure between the cyclist and the vehicle. (Team 10)
71. Elevated expressway without tolls (Team 11)
72. Comprehensive analysis of the mode choices - highway construction, maintenance, crashes, health vs. other modes like transit, walking, cycling. (Team 7)



Top Ideas

1. Transportation project / plan needs to be affordable / cost-feasible, achievable, and supported by an engaged community. Project should fit in with overall regional plans, be transparent, and be accessible for all. The business community and private entities need to be willing to pitch in to the funding mechanism. (Team 2)
2. Prioritizing transportation solutions like rail, bus, biking, walking that: promotes safety, preserves the downtown core, offers multi-modal access to economic sources, efficiently connects adjacent neighborhoods and counties, assists disadvantaged citizens by offering affordable choices, maximizes accessibility for downtown venues and businesses, preserves neighborhood priorities, offers job opportunities. (Team 3)
3. Neighborhood preservation, complete streets approach to major corridors, prioritize transit expansion (routes and headways) over roadways, automobiles last on priorities (Team 9)
4. light rail down interstate (Team 11)
5. connect local multi-modal transit to regional multi-modal transit (Team 4)
6. Develop a Hub and spoke transportation system that offers reliability, frequency, and multimodal system that centers downtown. Making transit available to impacted communities if road expansion is part of the process. Neighborhood and community preservation with safety and available transportation options. (Team 1)
7. focus on the pedestrian environment and network as a first consideration (not last) (Team 8)
8. See a reversal of priorities so that new money is spent on transit rather than expanding capacity of roadway, which would reduce the footprint needed for cars and parking. (Team 10)
9. More buses, more places, more often (Team 12)
10. Comprehensive analysis of the mode choices - highway construction, maintenance, crashes, health vs. other modes like transit, walking and cycling and the impact urban sprawl has on city residents who subsidize (Team 7)
11. More complete multimodal options (Transit, Bike/Ped, etc.) reconnecting of neighborhoods through street grid. (Team 6)



Andrea: I would like each time to share their top idea. Team 1?

Team 1



Ed Bembrey: Ours is number 5. Develop a hub and spoke transportation system that centers downtown, especially around Marion and Scott Street area. Neighborhood and community preservation is important to me because I live in the Tampa Heights community.

Team 2



Andrea read Team 2's top idea which was #1 in the list.

Team 3



Danielle Joyce read Team 3's top idea which was #2 in the list.

Team 4



Rick Fernandez: We chose to connect local multi-modal transit to regional as our first choice and preservation of neighborhoods as our second.

Team 5 became Team 12.

Team 12



Rob Rosner: We focused on the neighborhoods and put more buses, more places, more often to keep neighborhoods connected. We wanted to look for a forward answer which for us was the busing option.

Team 6



Nancy: We focused on neighborhoods as a whole to bring multimodal transportation options, while protecting the corridor that connects the neighborhoods. We want to look for transportation to pass through neighborhoods without disrupting them.

Team 7



Speaker: We thought there should be a budgetary component to help us make decisions. We suggest a comprehensive analysis is done that looks at all the costs for all the mode choices. We do not just want to build roads, because the cost is not just construction but also the cost of emergency vehicles, crashes, and insurance rates. There's a health cost, too. When you live next to a highway, it impacts your health. We want to look at transit, walking, cycling, and the undervalue of urban sprawl to the overvalue cost of health.

Team 8



Speaker: What's great about building consensus is that all of our ideas up there, but our top choice was focus on the pedestrian environment first.

Team 9

Speaker: We believe that neighborhood preservation should be the goal of every transportation plan. Complete street approach, bicycle, buses, equal access and equal safety. Prioritize transit, focus on providing existing and planned communities to come. Parking at remote areas should be included in planning so we don't starve the system. Parking at remote locations will promote downtown. Prioritize transit over roadways and automobiles.

Team 10

Andy Harris: We want to see a reversal of priorities so that new money is spent on transit rather than expand roadways. The expansion of these is putting disruptive pressure on neighborhoods and quality of life. We want to see the investment start there.

Team 11

Rick: We chose light rail down the interstate although our other ideas are also up there.



Prioritizing Top Ideas

Top Three Priority Focus Areas and specific activities that could be undertaken

1. Transportation project / plan needs to be affordable / cost-feasible, achievable, and supported by an engaged community. Project should fit in with overall regional plans, be transparent, and be accessible for all. The business community and private entities need to be willing to pitch in to the funding mechanism. (Team 2) – 11%
2. Prioritizing transportation solutions like rail, bus, biking, walking that: promotes safety, preserves the downtown core, offers multi-modal access to economic sources, efficiently connects adjacent neighborhoods and counties, assists disadvantaged citizens by offering affordable choices, maximizes accessibility for downtown venues and businesses, preserves neighborhood priorities, offers job opportunities. (Team 3) – 20%
3. Neighborhood preservation, complete streets approach to major corridors, prioritize transit expansion (routes and headways) over roadways, automobiles last on priorities (Team 9) – 15%
4. Light rail down interstate (Team 11) – 3%
5. Connect local multi-modal transit to regional multi-modal transit (Team 4)/ Develop a Hub and spoke transportation system that offers reliability, frequency, and multimodal system that centers downtown. Making transit available to impacted communities if road expansion is part of the process. Neighborhood and community preservation with safety and available transportation options. (Team 1) / More complete multimodal options (Transit, Bike/Ped, etc.) reconnecting of neighborhoods through street grid. – 20%
6. Focus on the pedestrian environment and network as a first consideration (not last) (Team 8) – 6%
7. See a reversal of priorities so that new money is spent on transit rather than expanding capacity of roadway, which would reduce the footprint needed for cars and parking. (Team 10) – 13%
8. More buses, more places, more often (Team 12) – 5%
9. Comprehensive analysis of the mode choices - highway construction, maintenance, crashes, health vs. other modes like transit, walking and cycling and the impact urban sprawl has on city residents who subsidize (Team 7) – 7%

Top Priority Focus Areas

- Prioritizing transportation solutions like rail, bus, biking, walking that: promotes safety, preserves the downtown core, offers multi-modal access to economic sources, efficiently connects adjacent neighborhoods and counties, assists disadvantaged citizens by offering affordable choices, maximizes accessibility for downtown venues and businesses, preserves neighborhood priorities, offers job opportunities. (Team 3) – 20%
- Connect local multi-modal transit to regional multi-modal transit (Team 4)/ Develop a Hub and spoke transportation system that offers reliability, frequency, and multimodal system that centers downtown. Making transit available to impacted communities if road expansion is part of the process. Neighborhood and community preservation with safety and available transportation options. (Team 1) / More complete multimodal options (Transit, Bike/Ped, etc.) reconnecting of neighborhoods through street grid. – 20%
- Neighborhood preservation, complete streets approach to major corridors, prioritize transit expansion (routes and headways) over roadways, automobiles last on priorities (Team 9) – 15%
- See a reversal of priorities so that new money is spent on transit rather than expanding capacity of roadway, which would reduce the footprint needed for cars and parking. (Team 10) – 13%

There was a two-way tie for first place.



Ed: It is important to note that #5, 2, and 3 have neighborhood preservation in common.

Common Themes



Organizing the Community Working Group – Team Reports

How should the Community Working Group organize?

1. More logical separation, i.e. separate downtown and east Tampa. (Team 3)
2. Quarterly meetings staggered across the working group area with a variety of times. (Team 2)
3. Provide an online meeting option for each community working group, so individuals can participate virtually if they aren't able to physically attend the meeting. (Team 2)
4. Open field offices in each community to gather more public input for the TBNext process. (Team 2)
5. Time Frame - Meetings should be no longer than 1 1/2 hours. (Team 2)
6. Provide interactive tool for participants to view project documents, community information, and other pertinent information for the working group process. (Team 2)
7. Responsibility should be to come to the community where they are, not have the community come to FDOT. (Team 6)
8. Partner with neighborhood associations and make the working groups an agenda item every month or other month to discuss and advance the TBNext conversation and work toward whatever it is we're working toward. Which is still unclear to table 6. (Team 6)
9. FDOT and designers must bring working plan documents to each meeting for ongoing input from the working group. And, participating individuals can pitch their own plans for consideration. (Team 2)
10. What is a "working group"? (Team 2)



11. evenings after work not before 6 (Team 9)
12. snacks (Team 9)
13. fewer meeting more action (Team 8)
14. After work and snacks provided (Team 7)
15. move meetings churches/community involvement to get more involvement with added virtual participation (Team 11)
16. later start times (after 6:30), variable times during the day, and variable days of the week (weekends) (Team 8)
17. more outreach and information sent out (Team 11)
18. engage the community, go to where they are -- don't make them come to you (Team 8)
19. First need to organize and motivate neighbors, only a few know (Team 7)
20. consider use of cutting edge and broad-reaching technologies in direct engagement (Team 8)
21. Provide food (Team 12)
22. Vote on the options that are being studied by FDOT (Team 12)
23. the format of the meetings should be that FDOT responds to the first round of meetings with changes to priorities and plans before bringing it back to the CWG to achieve consensus (Team 8)
24. Meet as needed (Team 7)
25. provide a quieter meeting space so we can think and hear each other without yelling (Team 8)
26. Meeting on site for a particular concern (Team 7)
27. Meet every other month face to face and provide food. (Team 12)
28. provide a platform for people to upload videos and photographs documenting their experiences traveling through our community (problem/solution oriented discussions) (Team 8)
29. Provide childcare/activities for kids so that people with kids can participate (Team 12)
30. participatory budgeting: conduct a small pilot program where CWGs can direct funds to specific priorities/projects (Team 8)
31. Working group should set the measurements for what success is (Team 12)
32. Monthly, on a weekday evening (after 6 p.m.) Face to face. Not virtual. Guest speakers from other cities that are having successful transit. (Team 10)



Top Ideas

1. Organizing that promotes maximum coordination with other working group areas; more logical separation (i.e. downtown and East Tampa); face-to-face meetings on a quarterly basis for at least a one year period, unless a more urgent need arises; locations that promote easy access for all who want to participate; presentations that assist with educating meeting attendees on the known/documented transportation issues being faced in each working group, different technologies, funding and responsibility, and infrastructure jurisdiction. (Team 3)

2. community organizations and residents meeting at local location, provide tools and resources needed to evaluate and help design network, ability to interface with transportation authorities, clear parameters for what is available to analyze and make decisions about (parking, land use, zoning, land use regulations), varying times to accommodate all residents, hybrid participation methods, specialists available for consulting, monthly or quarterly, can't start from ground zero every time - build solutions every meeting, small victory up-front (parking, complete streets, increased density allowances), (Team 9)
3. move meetings to churches/community centers to get more involvement with added virtual participation (Team 11)
4. Community working group meetings should be held at established neighborhood meetings, working with established community groups. This will be done on top of the already established schedule of area meetings. Provide Field offices in each community. Meetings should be short, no longer than 1 1/2 hours. Provide interactive tool for participants to view project documents, community information, and other pertinent information to the process. Also provide field trips for participants to view comparable projects and community conditions. (Team 2)
5. Frequency: Quarterly for the first two years, then as needed after that based on specific milestones, Setting: face-to-face with better acoustics combined with virtual teams with a FDOT representative present at each group table, Structure: team focused initially, then project focused as milestones are met. (Team 4)
6. Location with better acoustics! (Team 7)
7. Video record all working group meetings from all areas to be viewable 24/7 via YouTube with comments for true community participation. Quarterly Meetings with outreach to neighborhood associations, chambers, community stakeholders, and apartment complexes. Clear and responsive feedback from FDOT on acceptable ideas prior to subsequent meeting or within 45 days. E-mail all meeting summaries to all attendees. (Team 1)
8. We should meet when it has an impact, but only after FDOT has first responded to comments/ideas from previous meetings. Meetings should be on variable dates and times (to include weekends and weekdays after 6:30), and should include cutting edge technologies to directly engage with people. Also pursue other strategies which actively engage the community (without waiting for them to come to you). For example, provide a platform for people to upload videos and photographs documenting their experiences traveling through our community (to inform a problem/solution oriented discussions). (Team 8)
9. Need clear options about what can be done; these options should be voted on by the working group. Working group should meet face to face every other month (with food provided). (Team 12)
10. Working groups that are broken down into people that are specialized in specific issues. (Bus lanes, bike lanes, pedestrian issues, fixed guideway, etc.). Clarity on meetings - (Team 6)

Andrea read the top ideas for How should the community working group organize?



Andrea: If you would like, we will do what we did last time for the Regional event and sift through your ideas and create some prioritized themes from your ideas. Please choose your top three ideas.

Top Three ideas for How should the Community Working Group organize?

1. Organizing that promotes maximum coordination with other working group areas; more logical separation (i.e. downtown and East Tampa); face-to-face meetings on a quarterly basis for at least a one year period, unless a more urgent need arises; locations that promote easy access for all who want to participate; presentations that assist with educating meeting attendees on the known/documented transportation issues being faced in each working group, different technologies, funding and responsibility, and infrastructure jurisdiction. (Team 3) – 10%
2. Community organizations and residents meeting at local location, provide tools and resources needed to evaluate and help design network, ability to interface with transportation authorities, clear parameters for what is available to analyze and make decisions about (parking, land use, zoning, land use regulations), varying times to accommodate all residents, hybrid participation methods, specialists available for consulting, monthly or quarterly, can't start from ground zero everytime - build solutions every meeting, small victory up-front (parking, complete streets, increased density allowances), (Team 9) – 13%
3. Move meetings to churches/community centers to get more involvement with added virtual participation (Team 11) – 9%
4. Community working group meetings should be held at established neighborhood meetings, working with established community groups. This will be done on top of the already established schedule of area meetings. Provide Field offices in each community. Meetings should be short, no longer than 1 1/2 hours. Provide interactive tool for participants to view project documents, community information, and other pertinent information to the process. Also provide field trips for participants to view comparable projects and community conditions. (Team 2) – 12%
5. Frequency: Quarterly for the first two years, then as needed after that based on specific milestones, Setting: face-to-face with better acoustics combined with virtual teams with a FDOT representative present at each group table, Structure: team focused initially, then project focused as milestones are met. (Team 4) – 12%
6. Location with better acoustics! (Team 7) – 0%
7. Video record all working group meetings from all areas to be viewable 24/7 via YouTube with comments for true community participation. Quarterly Meetings with outreach to neighborhood associations, chambers, community stakeholders, and apartment complexes. Clear and responsive feedback from FDOT on acceptable ideas prior to subsequent meeting or within 45 days. E-mail all meeting summaries to all attendees. (Team 1) – 15%
8. We should meet when it has an impact, but only after FDOT has first responded to comments/ideas from previous meetings. Meetings should be on variable dates and times (to include weekends and weekdays after 6:30), and should include cutting edge technologies to directly engage with people. Also pursue other strategies which actively engage the community (without waiting for them to come to you). For example, provide a platform for people to upload videos and photographs documenting their experiences traveling through our community (to inform a problem/solution oriented discussions). (Team 8) – 15%
9. Need clear options about what can be done; these options should be voted on by the working group. Working group should meet face to face every other month (with food provided). (Team 12) – 8%
10. Working groups that are broken down into people that are specialized in specific issues. (Bus lanes, bike lanes, pedestrian issues, fixed guideway, etc). Clarity on meetings - (Team 6) – 7%

Top Ideas to Organize the Community Working Group

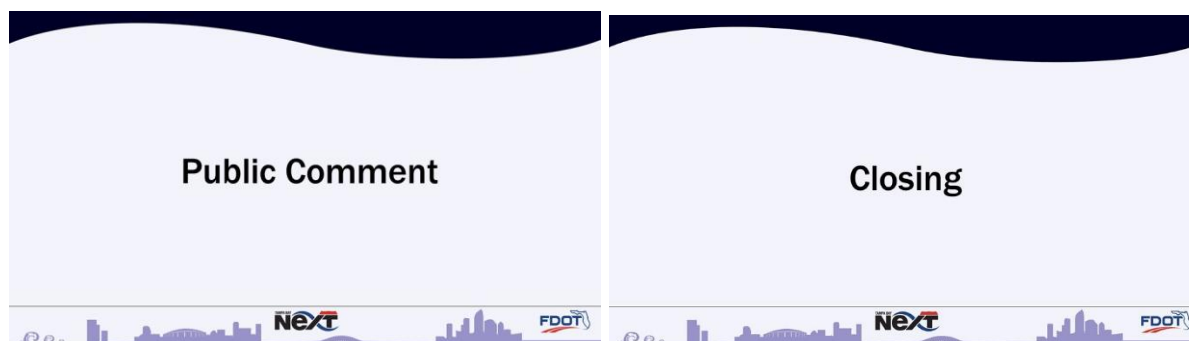
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- Community organizations and residents meeting at local location, provide tools and resources needed to evaluate and help design network, ability to interface with transportation authorities, clear parameters for what is available to analyze and make

decisions about (parking, land use, zoning, land use regulations), varying times to accommodate all residents, hybrid participation methods, specialists available for consulting, monthly or quarterly, can't start from ground zero every time - build solutions every meeting, small victory up-front (parking, complete streets, increased density allowances), (Team 9) – 13%

- Community working group meetings should be held at established neighborhood meetings, working with established community groups. This will be done on top of the already established schedule of area meetings. Provide Field offices in each community. Meetings should be short, no longer than 1 1/2 hours. Provide interactive tool for participants to view project documents, community information, and other pertinent information to the process. Also provide field trips for participants to view comparable projects and community conditions. (Team 2) – 12%
- Frequency: Quarterly for the first two years, then as needed after that based on specific milestones, Setting: face-to-face with better acoustics combined with virtual teams with a FDOT representative present at each group table, Structure: team focused initially, then project focused as milestones are met. (Team 4) – 12%

There was a two-way tie for first and third place.

Public Comment/Closing

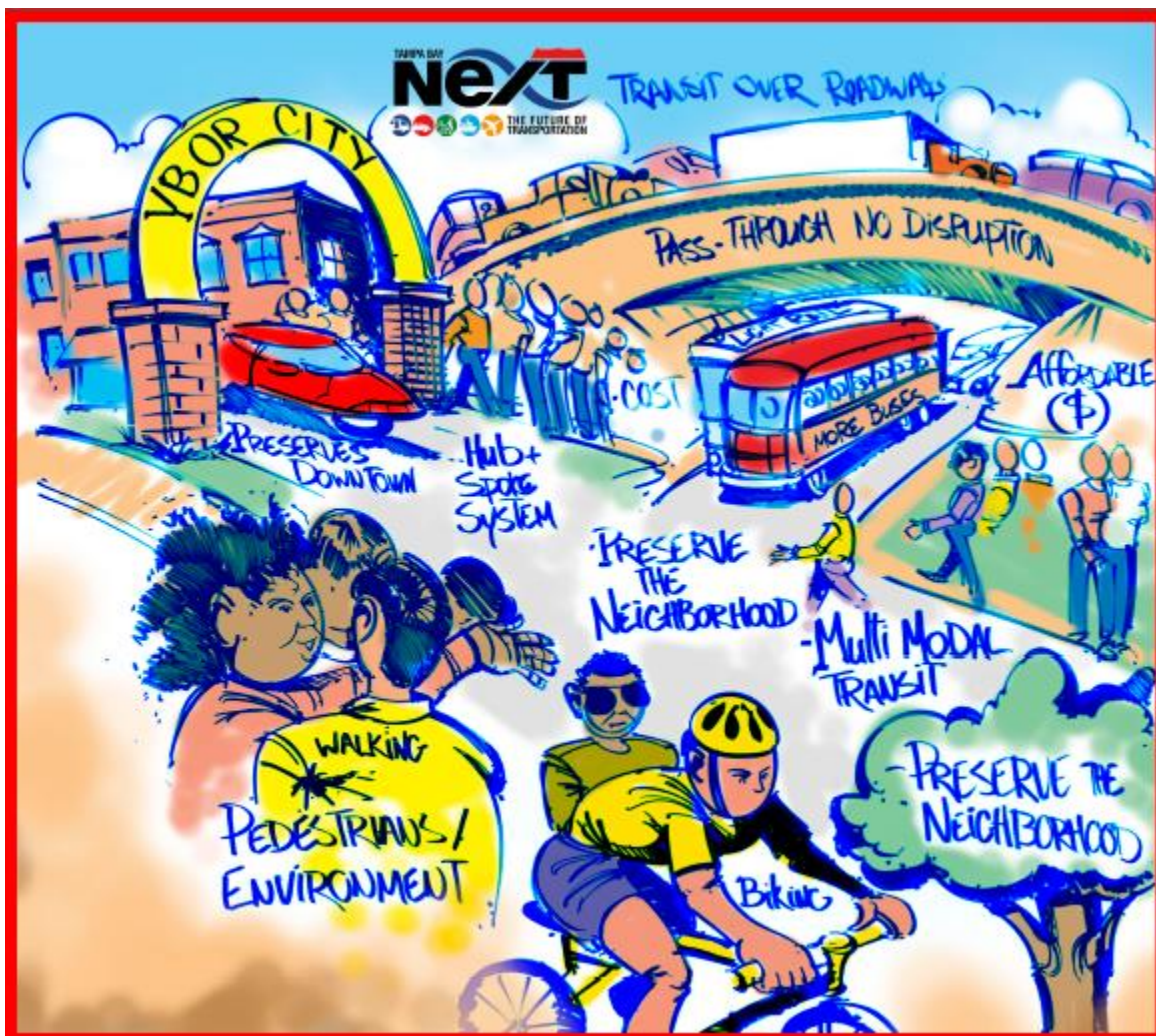


No public comment cards were submitted during this event.

Andrea: I invite you to go to Tampabaynext.com. All the information tonight will be in the Real Time Record. There are cards provided in the back with the information on it. You may also leave your comments on the website. Thank you for coming and please give yourself a round of applause!



Artwork



Tampa Bay Next

Community Working Group Meeting
Downtown / East Tampa



Thursday, June 8, 2017 at 5:30 pm
Centro Asturiano de Tampa
1913 N. Nebraska Avenue, Tampa, FL 33602

COMMENT FORM

There needs to be more outreach where
Comments (please print)
FDOT goes to the people - their
churches, community centers, provides info
online, make it about their needs - it's their
TAX DOLLARS.
There needs to be a fundamental shift
in approach that starts with people -
not how can we move more CARS.
The original frame is flawed - embrace
transportation - not just road building

(If more space is needed, please continue on back.)

Michelle Cookson Sunshine Citizens
Name Organization (if applicable)
Email mcooksonfl@mac.com
Address 6002 N Suwanee
City Tampa State Zip 33604
County
Phone

☐ Please add me to the project notification list.

PLEASE RETURN COMMENTS TO:

Florida Department of Transportation
11201 N. McKinley Drive, MS 7-500
Tampa, Florida 33612
TampaBayNext@dot.state.fl.us



Note: This is public record. Public participation is solicited without regard to national origin, age, sex, religion, disability or family status. You may submit comments at this event or email comments to: Madeline.Pfingsten@dot.state.fl.us and/or mail to Florida Department of Transportation, 11201 N. McKinley Drive, MS 7-500, Tampa, Florida 33612.

Comuniquese Con Nosotros

Nos importa mucho la opinión del público sobre el proyecto. Si usted tiene preguntas o comentarios, o si simplemente desea más información, por favor comuniquese con nuestra representante, Lilliam Escalera, 813-975-6403, Departamento de Transportación de Florida, 11201 N. McKinley Dr., MS 7-500, Tampa, FL 33612, lilliam.escalera@dot.state.fl.us

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COMMENT FORM

I am still unsure as to what this process is providing input for. Are all of the old TBX plans in the trash? I hope so! I hope that new plans based on actual citizen input will be devised from scratch and presented to the public during this process.

If this is not the case then I do not have much faith in this process

(If more space is needed, please continue on back.)

Name _____ Organization (if applicable) _____

Email _____

Address _____

City _____ State _____ Zip _____

County _____

Phone _____

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COMMENT FORM

Comments (please print)

Don't Pave over The Heights

(If more space is needed, please continue on back.)

Name Organization (if applicable)

Email

Address

City State Zip

County

Phone

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COMMENT FORM

Comments (please print)

meeting
FORMAT confusing And useless. Without stated goals,
Timeframes And such of work groups, what are
we doing And where is this going.

(If more space is needed, please continue on back.)

Name _____ Organization (if applicable) _____

Email _____

Address _____

City _____ State _____ Zip _____

County _____

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COMMENT FORM

Comments (please print)

Please allow those that can't attend community meetings to listen and learn about this discussion by videotaping and publishing the meeting so they can be viewed by phone, computer, library computer, etc. The citizens that are not able to attend need to be able to participate.

(If more space is needed, please continue on back.)

Name Kimberly Overman Organization (if applicable) CAC-MPO
~~Vote for~~ info@hucc.biz
Email 4610 N Central Ave
Address Tampa FL 33603
City Hillsborough State Zip
County
Phone

☒ Please add me to the project notification list.

PLEASE RETURN COMMENTS TO:

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