COMMENT FORM

Comments (please print)

- Tie land use to transportation
- Blow up the zoning code
- Implement form-based codes
- Allow developers to implement comp. plans (county vs. city??)
- Eliminate parking requirements

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

Andy Mikulske

Name

Organization (if applicable)

Email

Address

City

State

Zip

County

Phone

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

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Comuníquese Con Nosotros
Nos importa mucho tu opinión del público sobre el proyecto. Si usted tiene preguntas o comentarios, o si simplemente desea más información, por favor comuníquese con nuestro representante, Jilianne Escalera, 813-975-6403, Departamento de Transportación de Florida, 11201 N. McKinley Dr., MS 7-500, Tampa, FL 33612; jilianne.escalera@dot.state.fl.us
COMMENT FORM

TB Next is not senior-friendly. TB Next effect pedestrian activity around the Marion TC if 875 expands?

Also, the addition of 300-car parking lot to accommodate TB Next right of way/traffic influx impact on pedestrians/HART riders.

HART should have more prominence in TB Next. Pedestrian safety improvements are a MUST.

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

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The new proposals are still too car-centric. It will promote sprawl and put our congestion at levels we are at currently, not induced demand. We need alternative routes for roads instead, such as a Beltway through Pasco instead of widened 575. These commuters would use them, they should endure the impact costs. Do not put transit lanes in the middle of/far the interstate; it limits transit-oriented development, which changing growth patterns in urban areas will provide more congestion relief than expanding the interstate. You can fix state road sixty interchange w/p having to affect other areas. Of the alternatives, the elevated South option doesn’t seem as simple as the north and takes less land. But regardless, we need transit first in the urban areas, and that needs to be implemented before commuter transit solutions and before interstate expansion. Also, any interstate expansion needs to consider not providing complete streets for local residents so exits where commuters drive are not speeding through it is safe for local residents.

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