



## Community Working Group Downtown Tampa/East Tampa

September 25, 2017  
Real Time Record



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### Community Working Group – Downtown Tampa/East Tampa

September 25, 2017

6:30 p.m. to 8:30 p.m.

Barrymore Hotel, 111 Fortune Street, Tampa FL

6:30 p.m. – 6:35 p.m.	<b><u>Welcome / Objectives / Event Structure</u></b> Tina Fischer, Collaborative Labs
6:35 p.m. – 7:00 p.m.	<b><u>FDOT District Seven Presentation</u></b> Edward McKinney
7:00 p.m. – 7:15 p.m.	<b><u>Hillsborough County MPO Presentation</u></b> Beth Alden
7:15 p.m. – 7:30 p.m.	<b><u>Regional Transit Feasibility Plan Presentation</u></b> Scott Pringle
7:30 p.m. – 8:30 p.m.	<b><u>Roundtable Discussions (Rotations)</u></b> <ul style="list-style-type: none"> <li>- :15 with Florida Department of Transportation/District Seven</li> <li>- :15 with Hillsborough County Metropolitan Planning Organization</li> <li>- :15 with Regional Transit Feasibility Plan</li> <li>- :15 with Hillsborough Area Regional Transit Authority</li> </ul>
8:30 p.m. – 8:35 p.m.	<b><u>Closing</u></b>

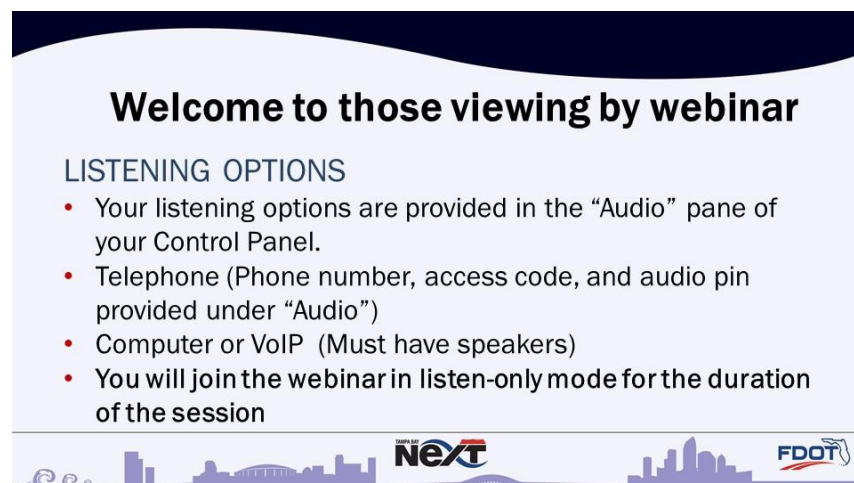
**Welcome / Objectives / Event Structure**

Tina Fischer, Collaborative Labs



**Tina Fischer, Manager, Collaborative Labs, St. Petersburg College:** Good evening. I want to welcome all of you to Round Two of the Department of Transportation Community Working Group. How many of you were at the June 8<sup>th</sup> Community Working Group meeting? Quite a few of you.

We have this presentation set up on WebEx as well.





Please silence your cell phones and limit shuffling of papers so the people on the webinar can hear clearly.

## For those attending in-person

- Please be considerate of web-viewers by limiting outside conversations and shuffling paper during the webinar.
- Place cell phones in quiet mode and leave the room to take calls.



We have presentations from three different groups: the Florida Department of Transportation – District 7, the Hillsborough County Metropolitan Planning Organization, and the Regional Transit Feasibility Plan representative.

## Our agenda this evening

- Tonight will include presentations about ongoing and upcoming activities from the Florida Department of Transportation (FDOT) District Seven, the Hillsborough County Metropolitan Planning Organization and an update on the Regional Transit Feasibility Plan.
- The first half of the meeting will be presentations that can be viewed online or in-person.
- The second half of the meeting will be breakout sessions with FDOT, Hillsborough County Metropolitan Planning Organization, HART and the Regional Transit Feasibility Plan for those who are attending in-person.



Please hold your questions until we get to the roundtable discussions. You will have the opportunity to ask your questions at the roundtables. We want to give you plenty of time to do that. If you have questions, there are comment cards available. Those questions and comments will be addressed and uploaded to *TampaBayNext.com* next week. If there are questions you don't get answered at the roundtables, the leadership staff will stay to answer your questions after the session.

## Questions Will Be Addressed During and After Breakout Sessions

- We have a lot of information to share with you tonight. In order to get through all the presentations, we will address questions during the breakout sessions.
- FDOT leadership and staff will be available after the breakout sessions if you have additional questions or would like further discussion.




## Webinar Questions

- For those viewing online, please utilize the **chat bar** on the right side of your screen to send questions to the Tampa Bay Next team.
- Online questions will be collected and addressed by topic experts.
- Responses will be posted on TampaBayNext.com next week.
- An email notification will be sent to those registered online and those in the TampaBayNext outreach list once questions and responses have been posted.



The document that Joyce is creating is called the Real-Time Record. It contains all your notes for this meeting. All the Real-Time Records from all the previous meetings are also available at the web site.

A presentation slide titled "Real Time Record" with a dark blue header. The slide contains two bullet points, contact information for TampaBayNext.com, and logos for Tampa Bay Next and FDOT. The background features a stylized city skyline.

## Real Time Record

- The Real Time Record will include the first half of tonight's agenda. Due to the format of the breakout sessions, all comments and discussions cannot be recorded.
- If you would like to have your comment included in the Real Time Record, please submit a written comment on one of the comment cards provided, submit your comment via TampaBayNext.com, or submit a comment via the webinar tonight.

**TampaBayNext.com**  
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Tampa Bay **Next** FDOT

We are thankful that you are here and participating in this discussion. Let me turn it over to Edward McKinney.

**Your input matters. Your ideas help  
shape the Tampa Bay Next program.**

**Now on to our presentations**



**FDOT District Seven Presentation**

Edward McKinney



**Bill Jones and Ed McKinney**

**FDOT District Seven**





**Edward McKinney, Florida Department of Transportation District 7 Program Management Administrator:** Thank you all for coming out tonight. We'll try to make it as exciting as we can, but it's maps and drawings. Bill Jones is the Director of Transportation Development. We'll walk through this presentation and explain some of the things we've been working on. These are the results of what you've told us. Are there any elected officials in the room?





You talked. We listened. The last working group met about three months ago. I hope you've been able to review the Real-Time Record on our site. Let's walk through what we've been working on.

The Intermodal Center Study – Wesley Chapel, Westshore, Gateway areas. We're looking at connectivity. We're looking at the next phase of funding.

We formed a tech team to look at tech solutions to transportation problems. How can we incorporate technology solutions to get more capacity?

We advanced the Heights study and will kick it off later this year. How do we want to improve that area for transportation and safety?

Complete streets. This is a conversation that's been going on for some time. The department is excited about that.

We've developed the Citizens Transportation Academy. We've had presentations. We have five more sessions that we'll be rolling out. It's an opportunity for you to be more educated. We know that transportation can be confusing. We'll be using more webinars and recordings online.

## You Talked. We Listened.

What you said you want to see:	What we're doing about it:
<ul style="list-style-type: none"> <li>▶ Hub System for Transit</li> <li>▶ Multimodal Options</li> <li>▶ Technology Solutions</li> <li>▶ Neighborhood Preservation</li> <li>▶ Prioritize Safety</li> <li>▶ Education/Explain Transportation</li> <li>▶ More Online &amp; Recorded Meetings</li> </ul>	<ul style="list-style-type: none"> <li>▶ Intermodal Center Study</li> <li>▶ Funding Next Phase of Project Development for RTFP</li> <li>▶ Formed Tech Team; Working with City and County to Maximize Existing Pavement</li> <li>▶ Advanced the Heights Study; Created New Downtown Interchange Concepts</li> <li>▶ Complete Streets; Working on Improved Road Geometry; Tech Solutions to Enhance Safety</li> <li>▶ Developed Citizens Transportation Academy</li> <li>▶ Utilizing Webinars and Posting Recordings Online</li> </ul>

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**Bill Jones, Director of Transportation Development:** The second bullet – the funding. That's a big thing for this area. We've only done that one time – in St. Petersburg. As of July 18, we've funded \$5M. We're working with local partners on a local funding agreement.







**Ed:** Modernize infrastructure, preparing for the future, embracing collaboration and innovation. We're looking at all solutions. There's no silver bullet. Everything is up for discussion.



Modernize infrastructure

Prepare for the future

Embrace collaboration and innovation



What is Tampa Bay Next? We don't want to come out of here saying we had a conversation, we want to get solutions.



**Tampa Bay Next**  
is a program and  
process of working with  
the community to come  
up with an action plan  
for transportation.



We have several workshops coming up. We'll go into a little bit more detail. You'll be able to provide feedback on those. We'll dive deep into some of these concepts. On Oct 10, there is an open house in the downtown

### Tampa Interstate Study Supplemental Environmental Impact Statement (SEIS) Public Workshop

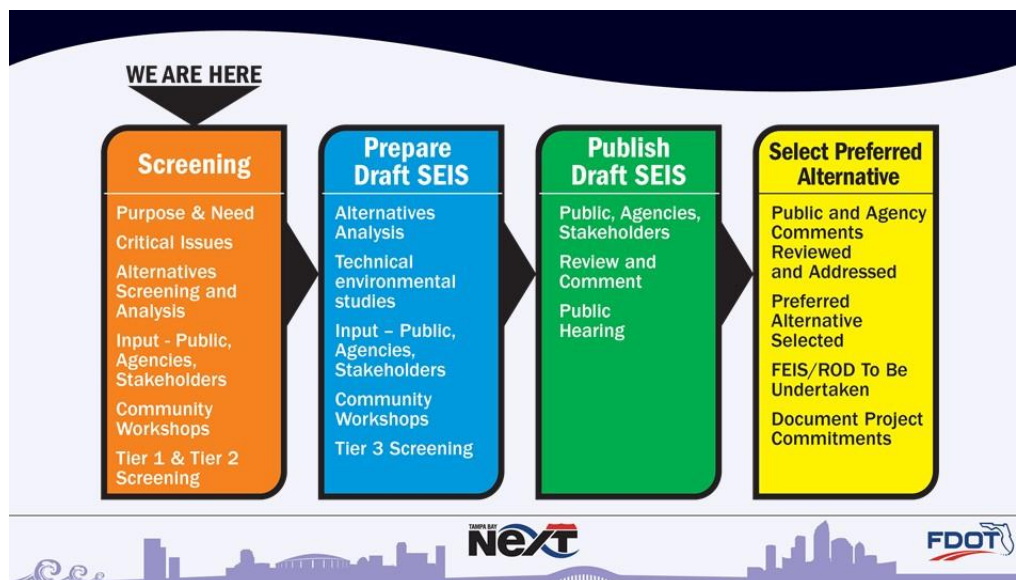
**October 9:**  
Westshore Marriott  
4-7 p.m. (open house style)

**October 10:**  
Hilton Downtown Tampa  
4-7 p.m. (open house style)



Hilton – the same style of presentation. What's the difference between a workshop versus a Community Working Group? The workshop is more an open house. It's a milestone for the Supplemental Environmental Impact Statement (SEIS) event. It's for getting input from the community on the concepts. You can wander around at your own pace. There are various people there to answer questions.

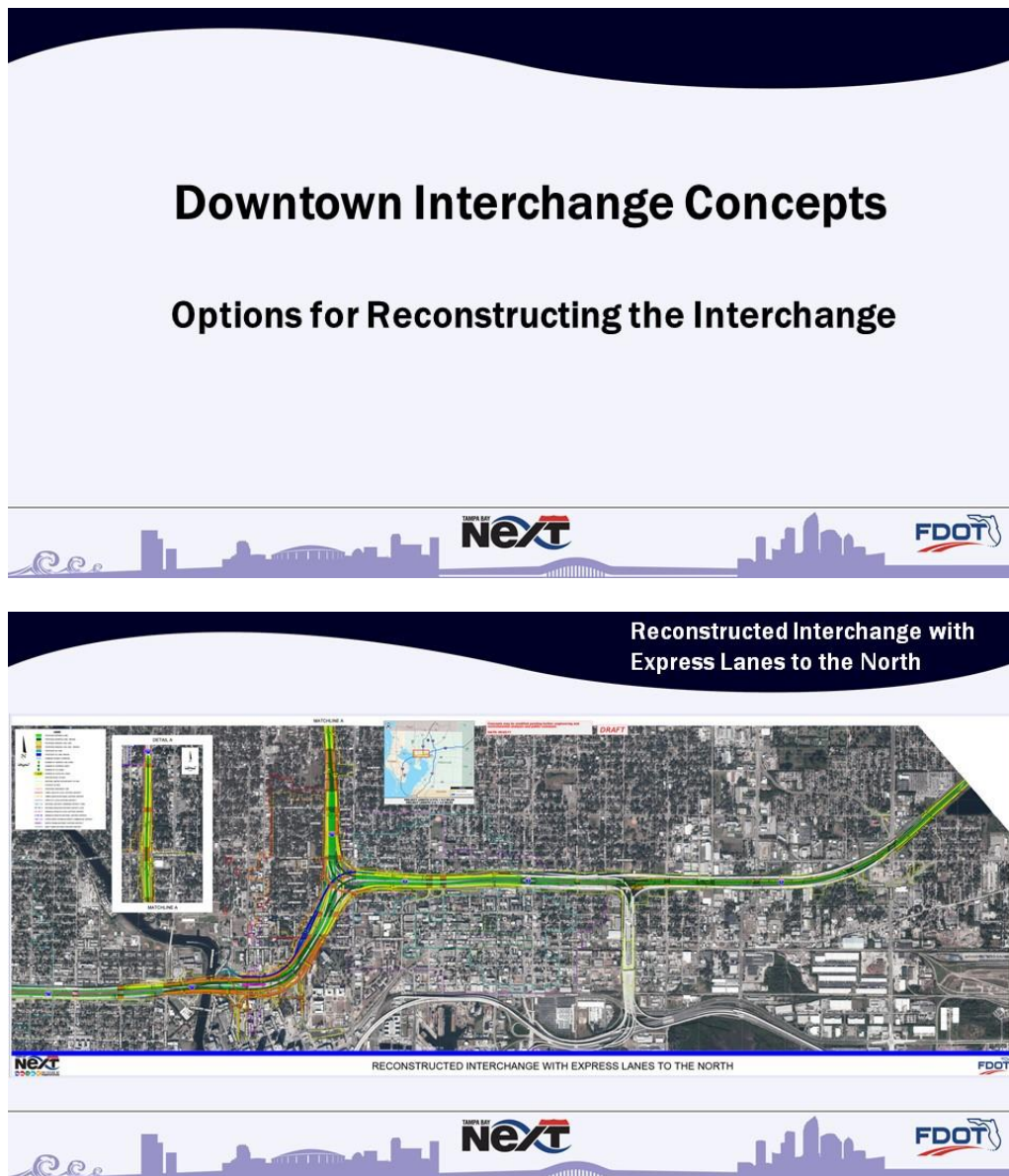
The Community Working Group is a little more collaborative. It includes agency partners and has a big picture discussion. We can talk about a lot of different things in this format. It's about working together. Both the workshops and the working groups provide that opportunity.



We are still in the screening process. We're showing you what we're working on and we want your feedback. In the next phase, we'll look at alternatives.

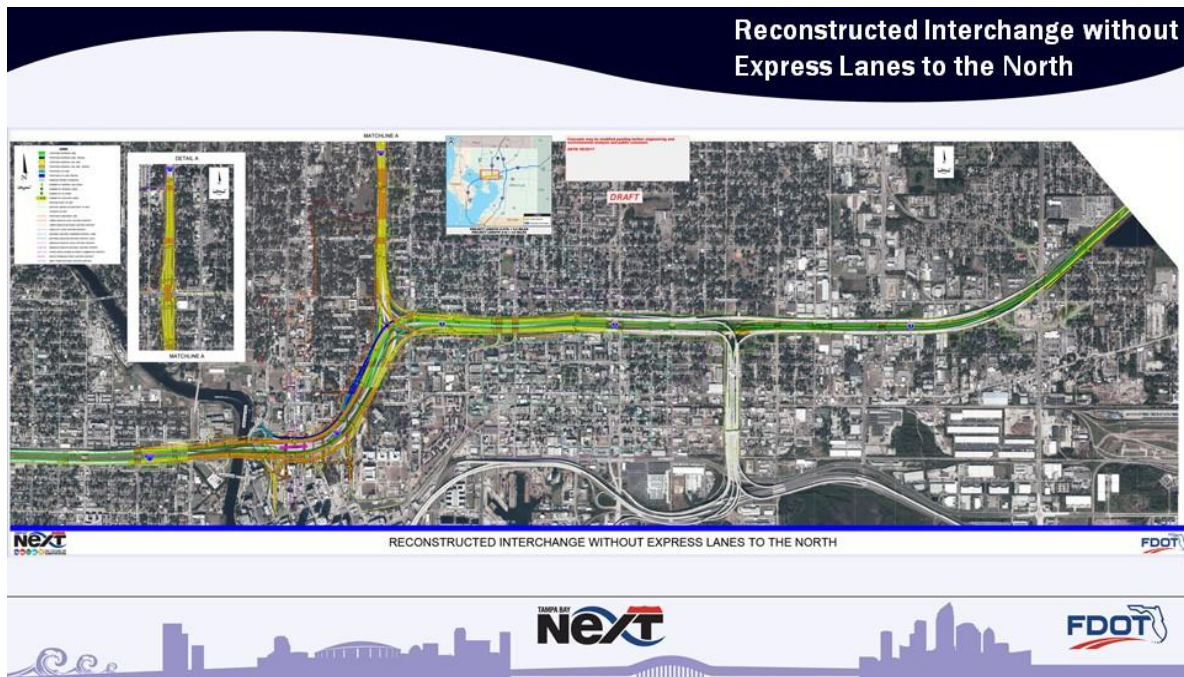
**Bill:** We know the challenges are large. We have a record number of vehicle miles traveled this year. What about bicycles, and pedestrians? The charge we gave ourselves at the FDOT is to open the play book. There are several displays around the room. We have FDOT staff here.

At the workshops on October 9<sup>th</sup> and 10<sup>th</sup>, you'll see more of these. The first you'll see is the reconstructed interchange option. We have downtown with express lanes to the north. East- west we have express lanes. It's a full reconstruction of the interchange. It also improves operational things





What if there is an opportunity to not use express lanes? They can be tolled or not tolled. That decision is still in the works. Some of the impacts to the community are still too large from this. What if we don't use express lanes?



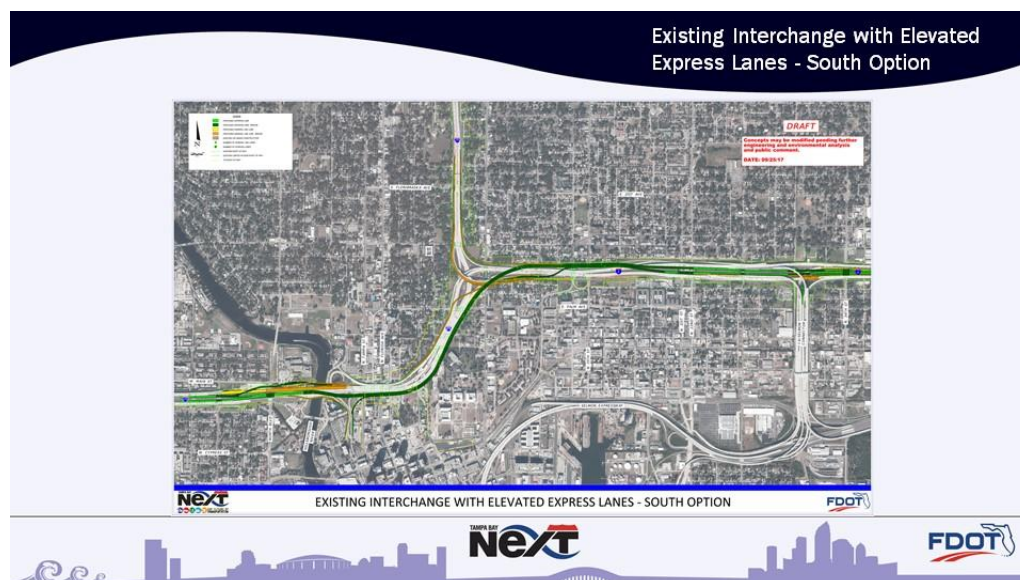
That wasn't enough though. We have options for modifying the existing interchange. What if we still provide that connectivity? These are brand new concepts.

# Downtown Interchange Concepts

## Options for Modifying the Existing Interchange



What if we have the existing interchange with elevated express lanes – south. This option sends express lanes to the I-275 corridor. We do not impact the north side of the interchange in this option. Express lanes would come across. There would be minor improvements to the interchange. Then we'd go south along the river.



The North Option. We looked at going to the north side of I-275. It could be tolled or non-tolled. There are small operational improvements. What allows opportunities with the north? We're looking forward to your comments on these. Back to Ed.



**Ed:** This is a work in progress. There are a lot of moving parts. There are still discussions about transit and technology. This region wants transparency from the department. That's why we are showing you these options.

I-275 North PD&E study: This is a separate study.

**I-275 North PD&E Study**

I-275 North from north of MLK Blvd to north of Bearss Ave.

- Separate study, but connected to options for the Downtown Interchange
- Outreach activities – Late Fall (dates TBD)
- Working with Hillsborough MPO, City of Tampa, and Hillsborough County

next FDOT

There is a range of alternatives. Convert inside the shoulder to an additional lane? Buses on the hard shoulders, tear down the interstate and put in a boulevard? Single express lane with transit corridor – is that something the community wants? Elevated, reversible express lanes, reversible express lanes, elevated single express lanes, trench with single lanes.



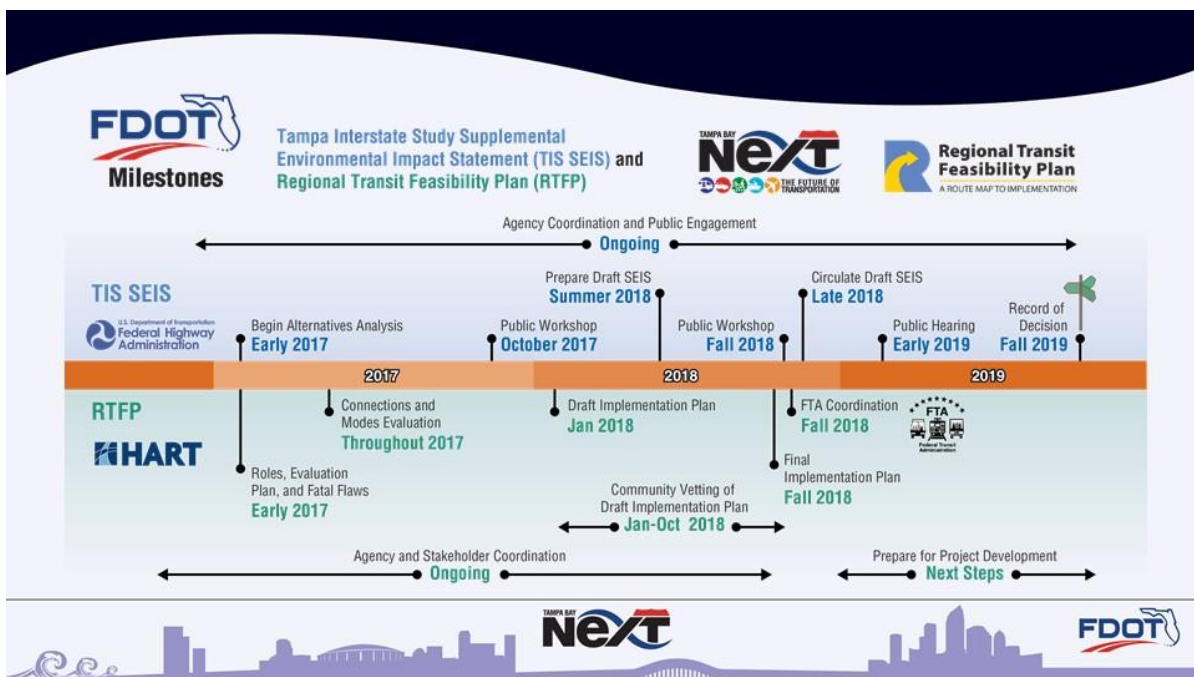
### Range of Alternatives I-275 North

- General Use Lanes
- Buses on Hard Shoulder
- Boulevard
- Single Express Lane with Transit Corridor
- Elevated Reversible Express Lanes
- Reversible Express Lanes
- Elevated Single Express Lanes
- Trench with Single Express Lanes



We have several configurations for you to look at. We definitely want your comments and feedback on those.

We have aligned the Tampa Interstate study with the Regional Transit Feasibility Study.



Moving forward together. It's in all of our best interests to work together on this with our partners in the other counties, the TBARTA, and the other agencies.





Next steps: This information is available online. We have Citizen Transportation Academies coming up. We have several public meetings. We try to keep the conversation at a level we can all understand. Beth is our next presenter.

## Next Steps

Date	Time	Event Name	Location
Thursday, October 5	5:30 p.m. – 7:30 p.m.	Westshore/West Tampa/South Tampa Community Working Group - Meeting #2	Centre Club, 8th Floor 123 S. Westshore Blvd., Tampa, FL 33609
Friday, October 6	12:00 p.m.	Citizens Transportation Academy Metropolitan Planning Process	Online Webinar (or attend at FDOT) 11201 McKinley Drive, Tampa, FL 33612
Monday, October 9	4:00 p.m. – 7:00 p.m.	Tampa Interstate Study, SEIS Public Workshop - Westshore	Marriott Westshore 1001 N. Westshore Blvd., Tampa, FL 33607
Tuesday, October 10	4:00 p.m. – 7:00 p.m.	Tampa Interstate Study, SEIS Public Workshop - Downtown Tampa	Hilton Downtown Tampa 211 N. Tampa Street, Tampa, FL 33602
Friday, October 13	12:00 p.m.	Citizens Transportation Academy Introduction to Transportation Project Development	Online Webinar (or attend at FDOT) 11201 McKinley Drive, Tampa, FL 33612
Friday, October 20	12:00 p.m.	Citizen Transportation Academy Introduction to Transit: Transit Modes and How They Work	Online Webinar (or attend at FDOT) 11201 McKinley Drive, Tampa, FL 33612
Friday, October 27	12:00 p.m.	Citizen Transportation Academy How Transportation Projects are Funded	Online Webinar (or attend at FDOT) 11201 McKinley Drive, Tampa, FL 33612
Thursday, November 2	12:00 p.m.	Citizen Transportation Academy Congestion Management Strategies	Online Webinar (or attend at FDOT) 11201 McKinley Drive, Tampa, FL 33612
Tuesday, November 14	5:30 p.m. – 7:30 p.m.	Howard Frankland Bridge Public Hearing	Tampa Marriott Westshore 1001 N. Westshore Blvd., Tampa, FL 33607
Thursday, November 16	5:30 p.m. – 7:30 p.m.	Howard Frankland Bridge Public Hearing	Hilton-St. Pete Carillon Park 950 Lake Carillon Dr., St. Petersburg, FL 33716

**WEBINAR COURSES**

<b>September 22</b>	Regional Transportation Roles and Responsibilities
<i>Note: There will be no session on Sept. 29 due to the TMA Leadership Meeting</i>	
<b>October 6</b>	Metropolitan Planning Process
<b>October 13</b>	Introduction to Transportation Project Development
<b>October 20</b>	Introduction to Transit: Transit Modes and How They Work
<b>October 27</b>	How Transportation Projects are Funded
<b>November 2</b>	Congestion Management Strategies

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## Hillsborough County MPO Presentation

Beth Alden



**Beth Alden, Hillsborough MPO Executive Director:** Good evening. We'll be talking about the long-range transportation plan. When they look at environmental studies, they are looking at the slight differences in the placement of roads.



Why does it matter? It identifies priority projects now being funded.

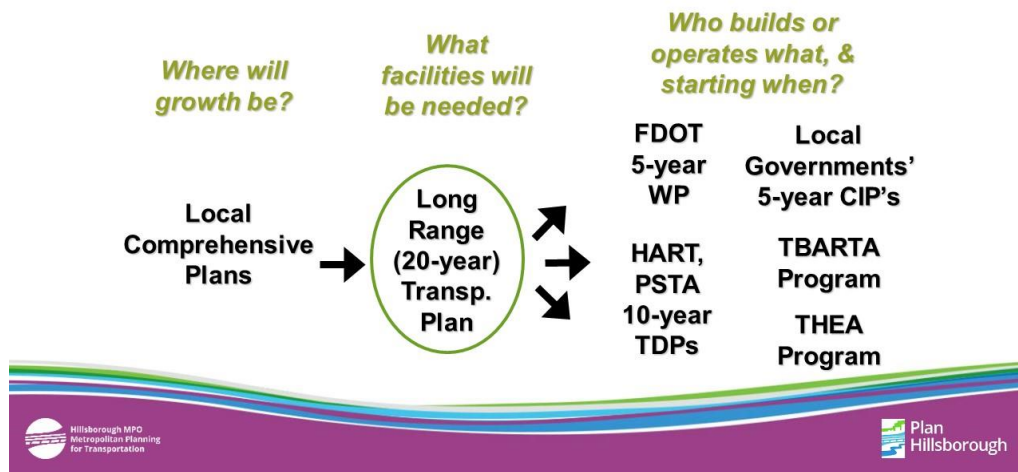
## Why does the Long Range Plan Matter?

- Identifies priority projects now being funded, for example:
  - Howard Frankland Bridge
  - I-275/SR 60 Interchange
  - Replacement Buses
  - Advanced Traffic Management Systems
  - South Coast Greenway & other trails
- Conveys our priorities for federal & state funding to Washington, DC & Tallahassee



Where does it fit with other planning efforts? It lays out where growth will be and how we will accommodate population growth while maintaining quality of life. What are the major facilities that will be needed? Roadways, buses, potentially rail, trails, on-road bicycling facilities. As we communicate that long-range plan to our potential funding sources, those projects get implemented.

## How does it fit with other efforts?



How is it coordinated across the region? The MPO's talk to each other, we have a formal planning agreement. We have an overlay plan for the eight-county region.

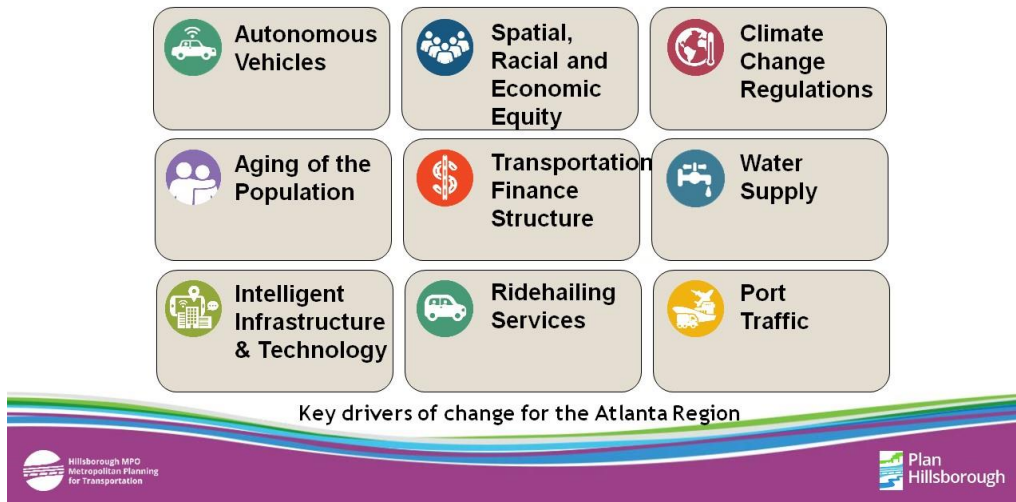
## How is it coordinated across the region?

The image shows the cover of the '2035 Regional Long Range Transportation Plan' by the West Central Florida MPO Chairs Coordinating Committee. Below the cover is a map titled 'Tampa to Lakeland Travel Market' showing various transportation routes. To the right, the text 'Regional Travel Needs' is followed by 'Studied by MPO Chairs Coordinating Committee'. At the bottom right, there is a logo for the '2035 LRTP' with the number 5.

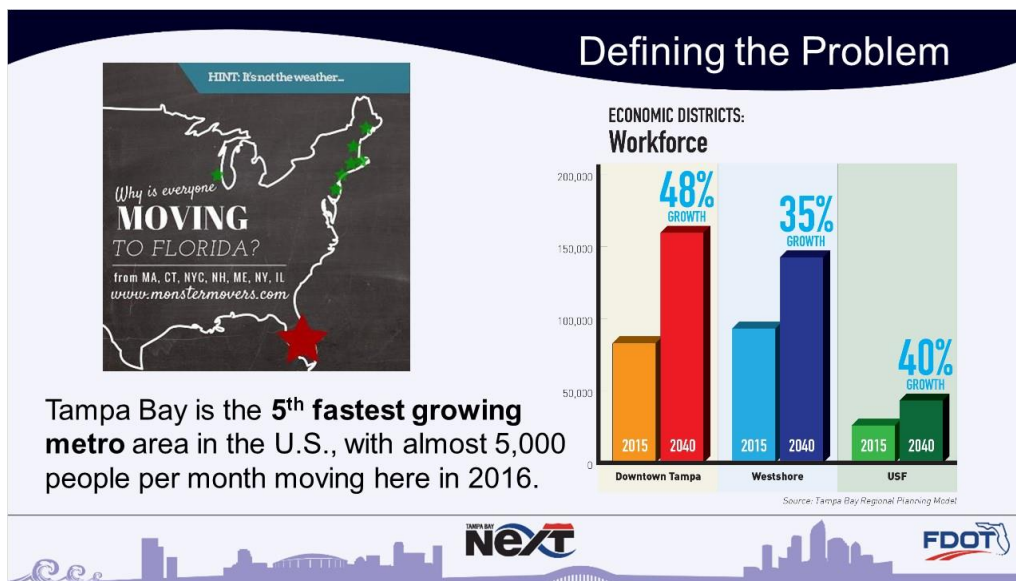


There are a lot of uncertainties. Atlanta is also talking about transportation finance structure, water supply, ride hailing services and autonomous vehicles.

### What trends will shape what Tampa Bay looks like in 2045?



Defining the problem. We have some challenges with growth.



Ed shared this with you earlier.



**Tampa Bay Next**  
is a process of working  
with the community to  
come up with an action  
plan for transportation.



The MPO's plan is similar to those of Tampa Bay Next because all types of transportation are being considered.

**The Program Includes:**

Interstate Modernization 	Transit 	Bicycle/Pedestrian Facilities 
Complete Streets 	Transportation Innovation 	Freight Mobility 



Interstate Modernization: As we look at the growth forecasts for the city of Tampa, how will these concepts affect how we grow?

Interstate Modernization		
Project	Public Hearing	Preferred Alternative
Howard Frankland Bridge	Fall 2017	Express Lanes (4 non-tolled)
Westshore Area Interchange (SEIS)	Early 2019	Evaluating Express Lanes <b>and other concepts</b>
Westshore to Downtown Corridor (SEIS)	Early 2019	Evaluating Express Lanes <b>and other concepts</b>
Downtown Interchange (SEIS)	Early 2019	Evaluating Express Lanes <b>and other concepts</b>
I-275 Innovation Corridor	Early 2019	Evaluating Express Lanes <b>and other concepts</b>
I-4 and Connector	October 2015	Express Lanes
I-75 Operational Improvements	TBD	TBD

Other concepts being evaluated. What does this mean for Tampa Heights and Seminole Heights? How is the traffic from Pasco to Pinellas going to move? One idea – the I-75 express lanes have been a project for many years.

### Interstate Modernization

#### Other Concepts Being Evaluated

- Converting I-275 to a Boulevard north of Downtown Tampa
- Beltway
- Trench
- Elevated Lanes
- Reversible Lanes
- Other Mgd. Lane Options
- Transit Options

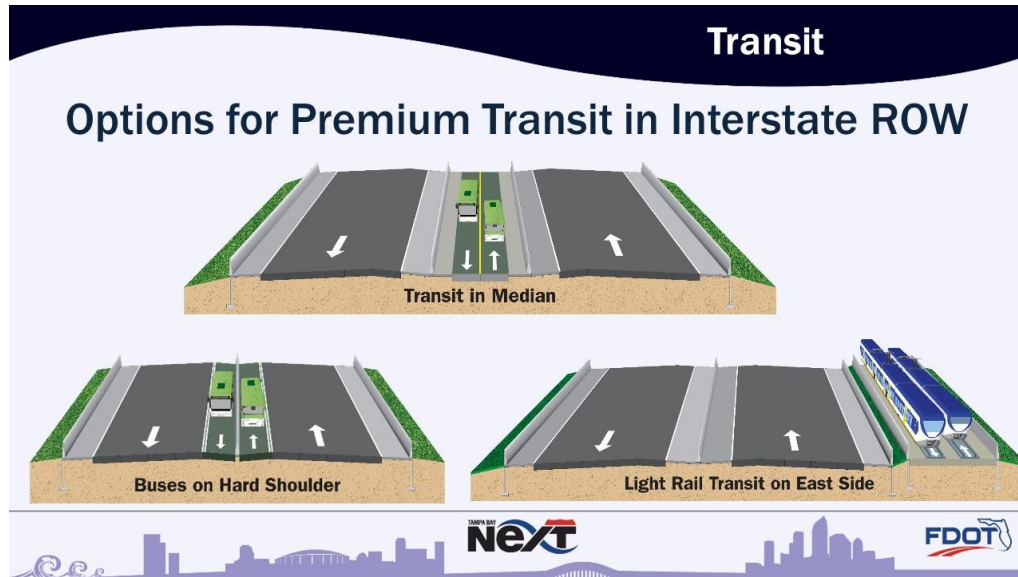
#### MPO Chairs' Coordinating Committee High Priorities (2012)

##### #1: I-75 Managed Lanes w/ Transit

The diagram illustrates a cross-section of a multi-lane highway. It shows four lanes on each side of a central median. The lanes are labeled from left to right: General Use Lanes, Special Use Lanes, Special Use Lanes, and General Use Lanes. Dimensions are provided for each lane and the median. The total width of the highway is 94 feet. The diagram also shows the existing limited access right-of-way (R/W) and the existing 36-foot wide lanes.

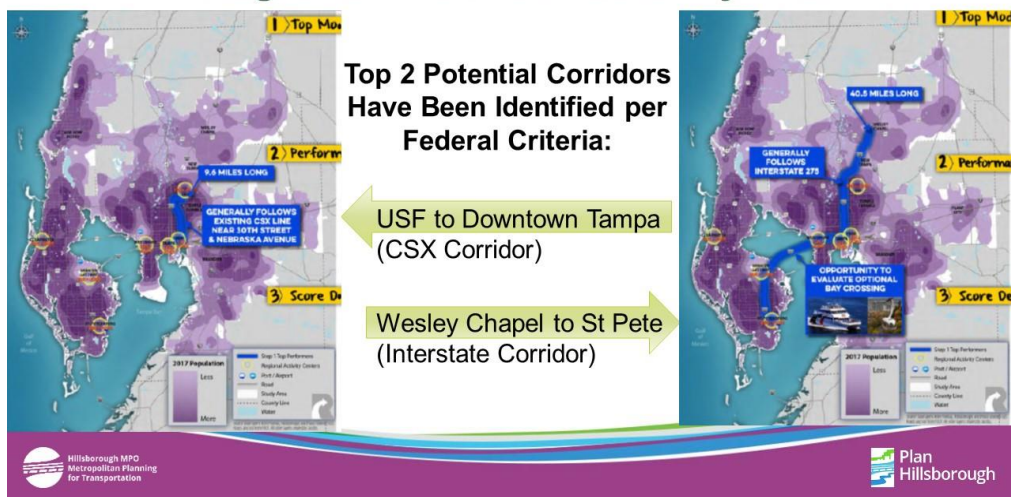


Options for Premium Transit: All of these have implications for growth. What type of growth will happen around the stations?

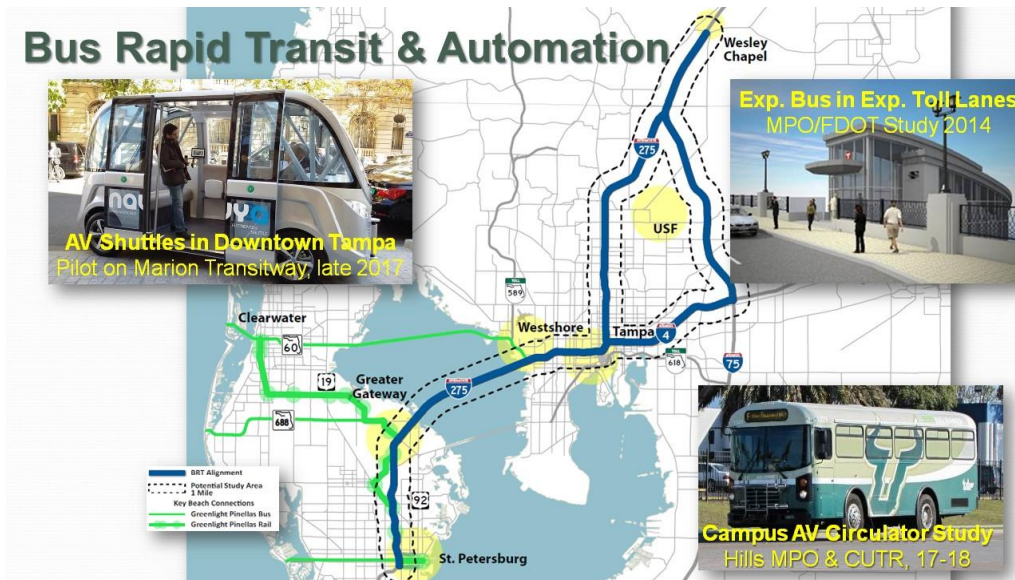


In the Regional Transit Feasibility Plan, the top two potential corridors have been identified. This has serious implications for the long-range plan.

## Regional Transit Feasibility Plan



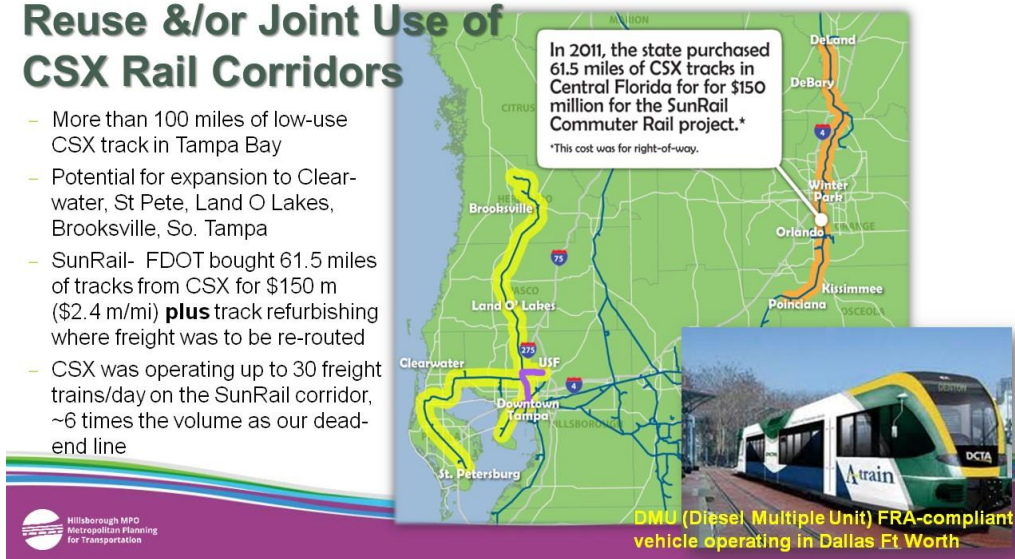
Bus Rapid Transit on I-275. That's something we've looked at in the past and may connect autonomous vehicles in the future. A pilot is starting before the end of the year. There is potential to link those up.



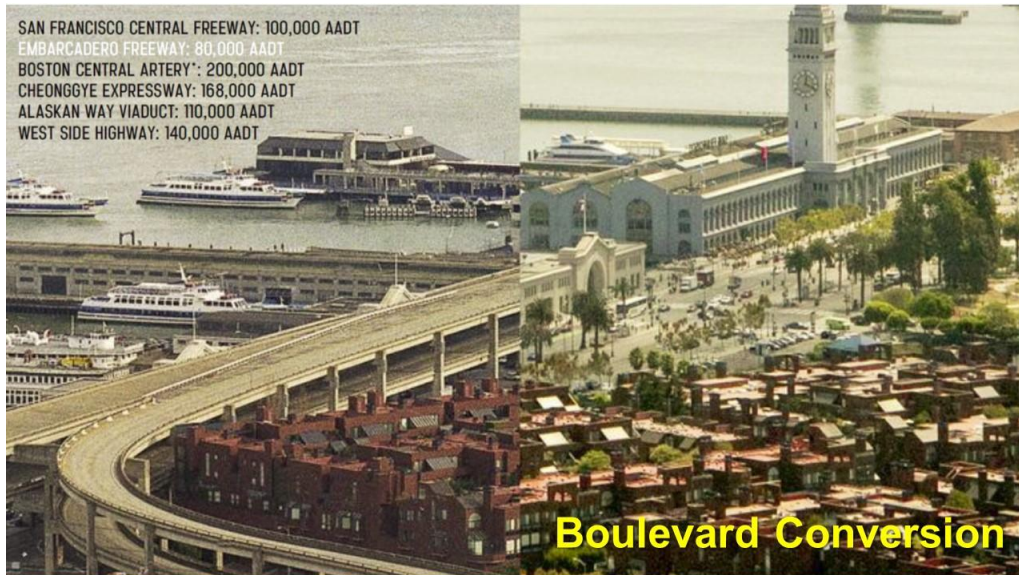
CSX Rail Corridor – what could happen on that corridor? Line from downtown Tampa to USF. We look at how that stacks up to the Sun Rail corridor. It was a valuable corridor for CSX. It was a lot of work to move it. Since it is a dead-end line, it has less value and it makes sense to make use of it differently.

## Reuse &/or Joint Use of CSX Rail Corridors

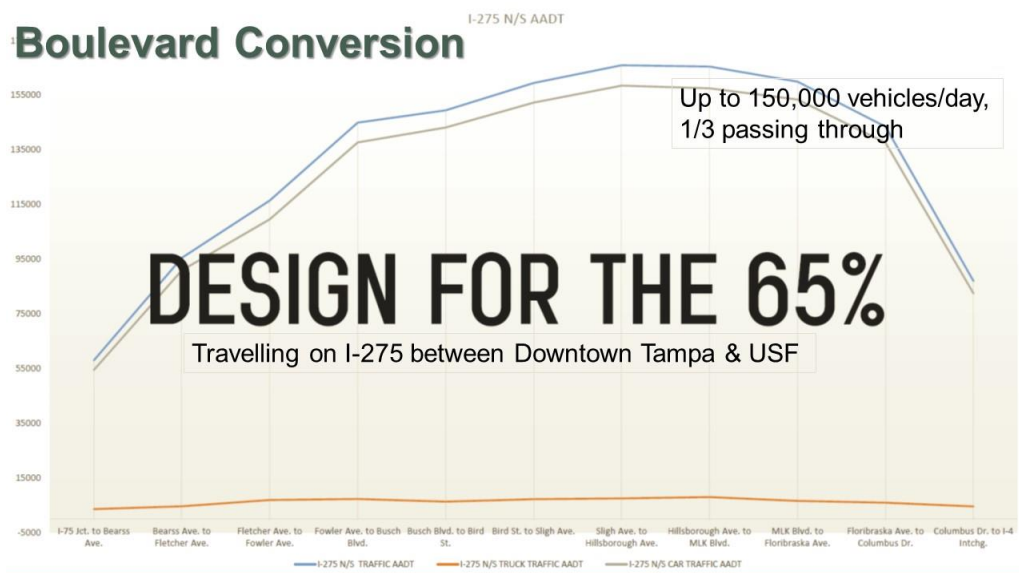
- More than 100 miles of low-use CSX track in Tampa Bay
- Potential for expansion to Clearwater, St Pete, Land O Lakes, Brooksville, So. Tampa
- SunRail- FDOT bought 61.5 miles of tracks from CSX for \$150 m (\$2.4 m/mi) **plus** track refurbishing where freight was to be re-routed
- CSX was operating up to 30 freight trains/day on the SunRail corridor, ~6 times the volume as our dead-end line



Boulevard Conversion (I stole this from Josh Frank). What happens to the traffic if we go to a separated grade?



Design for the 65% of trips travelling from downtown Tampa and USF. Could we accommodate the 50K that are passing through on express lanes?

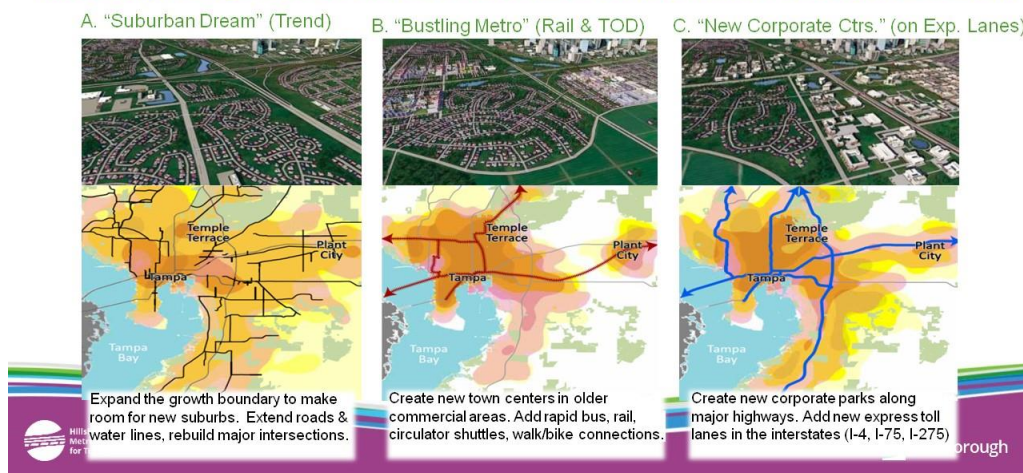




We are playing out some very different futures. The choices play into each other. The way that we played these out in the long-range plan was to take them to logical extremes. So in the Imagine 2040, we don't put any limits on urban sprawl. Then we look at what roads need to be extended. On the other hand, if we did as much rail, infill and redevelopment as you can fit in there... that's the "Bustling Metro." The third scenario was express lanes on all of the interstates. All of these are exaggerated and are not meant to be realistic, but it allows us to look at a hybrid scenario.

## Playing out some very different futures ....

Hillsborough's *Imagine 2040* Scenarios were a combo of transportation & development decisions



Tampa Bay TMA Role – a tri-county level. Look at different scenarios and bring them into a hybrid scenario. Let the public give input on that. Then, in 2019, work on cost and funding strategies.

## Tampa Bay TMA Role



Ed alluded to us moving forward together. That's how we propose to do it. The next is to craft the scenarios and we want your input on that. We'll crunch the numbers and bring them back to you.



We have three multiple choice questions that you can react to with your cell phones. Text PLANCOM to 22333. Once you've sent that text message, you'll get an acknowledgement back. Your first question is "What "big ideas" or drivers of change could most affect how and where we grow? You can choose three.

**Question 1: What "big ideas" or drivers of change could most affect how & where we grow? (Select 3)**

- |   |   |
|---|---|
| 1. Vacant land availability                         | 7. Shared mobility services             |
| 2. Declining gas tax, more reliance on tolls & fees | 8. Aging population                     |
| 3. Dramatic traffic growth                          | 9. Income stagnation                    |
| 4. Deferred maintenance                             | 10. Access to job centers               |
| 5. Investing in fixed transit                       | 11. Tourism industry strength           |
| 6. Automated vehicles                               | 12. Freight/logistics industry strength |
|   | 13. Climate change                      |



What "big ideas" or drivers of change could most affect how & where we grow? (Select 3)			
Access to job centers	10		
Aging population	1		
Automated vehicles	10		
Climate change	8		
Declining gas tax; more reliance on tolls & fees	5		
Deferred maintenance	1		
Dramatic traffic growth	13		
Freight/logistics industry strength			
Income stagnation			
Investing in fixed transit	15		
Shared mobility services	4		
Tourism industry strength	2		
Vacant land availability	5		
<b>Total</b>	<b>74</b>		

Second question: What are the best strategies to accommodate population growth?

We have a lot of votes for dramatic traffic growth and investing in fixed transit.

Redevelop cities and older suburbs at higher densities and redevelop around fixed guided transit stations.

### Question 2: What are the best strategies to accommodate population growth? (Select 2)

1. Redevelop cities & older suburbs at higher densities
2. Redevelop older commercial strip corridors as townhomes & apts.
3. Re/develop around new fixed-guideway transit stations
4. Develop agricultural land as needed
5. Develop new towns in outlying areas
6. Develop along interstate hwy & expressway corridors
7. Don't accommodate it
8. Other



What are the best strategies to accommodate population growth? (Select 2)		
Develop agricultural land as needed		
Develop along interstate hwy & expressway corridors	3	
Develop new towns in outlying areas	1	
Don't accommodate it		
Other		
Re/develop around new fixed-guideway transit stations	17	
Redevelop cities & older suburbs at higher densities	29	
Redevelop older commercial strip corridors as townhomes & apts	8	
<b>Total</b>	<b>58</b>	

Last question: For our future populations' needs, how should we focus transportation resources? First commuter/light rail line, advanced traffic management systems & AV/CV readiness. Walk & bike facilities. Better bus service in counties.

### Question 3: For our future populations' needs, how should we **focus transportation resources**? (Select 3)

1. Add lanes to interstate hwys
2. Build more elevated hwys
3. Widen 4-6 lane rds to 6-8 lanes
4. Innovative intersections & interchanges
5. Advanced traffic management systems & AV/CV readiness
6. Maintain pavement & bridges
7. Better bus service in counties
8. Transit connecting counties
9. First commuter/light rail line
10. Walk & bike facilities
11. Step up safety improvements & traffic calming
12. Better freight rail & truck routes
13. Other





For our future populations' needs, how should we focus transportation resources? (Select 3)				
Add lanes to interstate hwy's	7			
Advanced traffic management systems & AV/CV readiness	11			
Better bus service in counties	14			
Better freight rail & truck routes	4			
Build more elevated hwy's	5			
First commuter/light rail line	17			
Innovative intersections & interchanges	11			
Maintain pavement & bridges	2			
Other	3			
Step up safety improvements & traffic calming	8			
Transit connecting counties	3			
Walk & bike facilities	14			
Widen 4-6 lane roads to 6-8 lanes				
<b>Total</b>	<b>99</b>			

What is your home zip code? Thank you. Then we'll open up a polling question that will allow you to add anything else you would like to share with us. We do track where the survey input is coming from across the county.

## Closing Questions

What is your home zip code?

[https://www.polleverywhere.com/free\\_text\\_polls/Ps32w047uVWO68w](https://www.polleverywhere.com/free_text_polls/Ps32w047uVWO68w)

Are there any additional things we should consider?

[https://www.polleverywhere.com/free\\_text\\_polls/7kgAvB2LfzXUD7e](https://www.polleverywhere.com/free_text_polls/7kgAvB2LfzXUD7e)



## Count by Zip Code

15708	1	33611	1
33572	2	33617	2
33584	1	33625	1
33602	7	33629	1
33603	2	33634	1
33604	2	33637	1
33605	2	33647	1
33606	3	33675	1
33607	1	33680	1
33609	1	33705	1
33610	1	34639	1

## Are there any additional things we should consider?

Dream of pushing most new population into existing areas must face harsh reality of how that doesn't play well when attempted in real life. Always attempt

Let's have serious conversations about local funding

Beth, please make people in unincorporated Hillsborough county incur the full consumer cost of living in rural areas. Lower property taxes and cheaper land should come with increased transportation costs. That is Economics and makes sense for macroeconomic municipal planning. Now if only the commissioners could vote this way \*sigh\*

Include the planning of green infrastructure to deal with stormwater on a system basis, instead of a project/case by case basis, which is what is usually done

Focus on urban infill. Build transit in urban areas first, then commuter. Transit instead of interstate expansion

Focus on improving bus headways and dedicated lanes off the interstate. Providing bicycle and pedestrian safety through protected infrastructure. Network

Cool way to collect data from group

Land use code matters

Elevated rail

Finance structure and adequate funding across all modes.

Thank you for all you do!!!

Better way to connect Tampa/St Pete/Clearwater as a tri-city area

Whatever happened to travel demand management?

Transit, light rail, busses!

Great presentation, Beth! Thank you!

Blow up zoning codes

How everything gets funded realistically

That is the end of my presentation. I'd like to talk with you more about scenario development. Scott is up next.





## **Regional Transit Feasibility Plan Presentation**

Scott Pringle



**Scott Pringle, Group Director, Jacobs Engineering:**

Thank you, Beth. Good evening. Commissioner Kemp just joined us tonight.

You've heard about some of these. Multi-modal is my passion. I'll go through the Regional Transit Feasibility Plan tonight pretty quickly so you can go to the breakout sessions.

What is the project to be built – to build a premium transit system for Tampa Bay? One that gets people from A to B very quickly. Fixed Transit is premium transit. What do we need to do to implement premium transit? What do we need to build? How do we fund that project? Third, who owns it? My job is primarily to answer the first question.



**1**

What is the project to be built?



(Emphasis of the Regional Transit Feasibility Plan)

**2**

How is it funded?

**3**

Who is responsible for building and maintaining it?

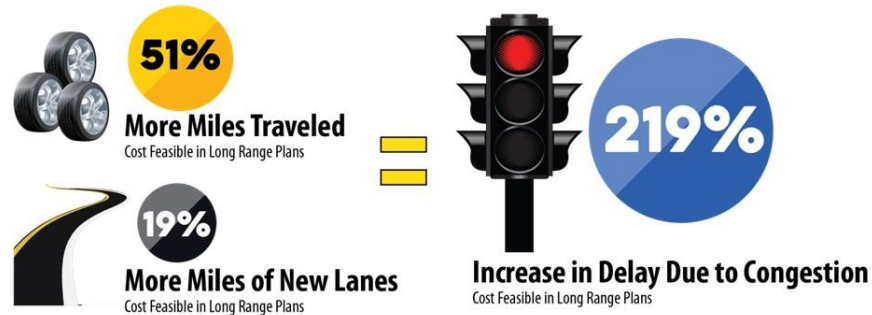


APPROACH

Traveling to our regional centers in 2040. We're seeing a lot of growth in travel. Can premium transit be another option?

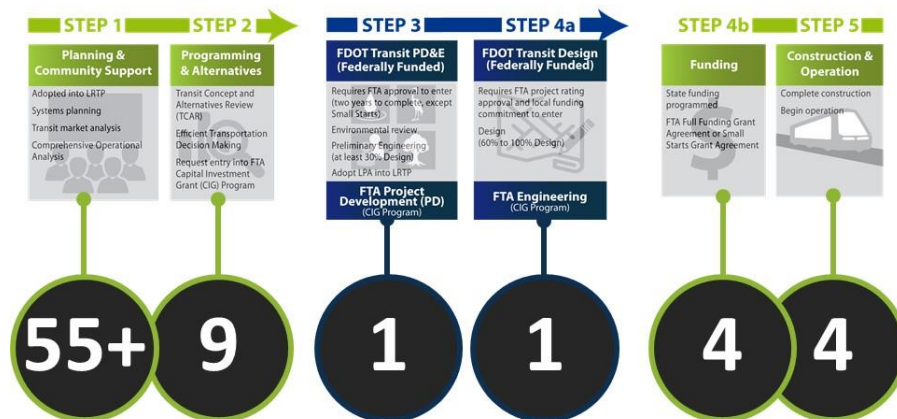
### Traveling to Our Regional Centers in 2040...

Source: Adopted MPO Long Range Transportation Plans (Hillsborough, Pasco, and Pinellas)



### Regional Transit Feasibility Plan EVALUATION PLAN

Step 1. We've done a lot of planning, but we haven't been as successful in getting funding.



Number of Projects Over the Past 30+ Years in Tampa Bay

### Regional Transit Feasibility Plan FEDERAL AND STATE GRANT PROCESS



Purpose of plan: Finding the project, compete for federal and state projects. Identify projects that make the best use of technology and also it has to serve Tampa Bay today and in the future.



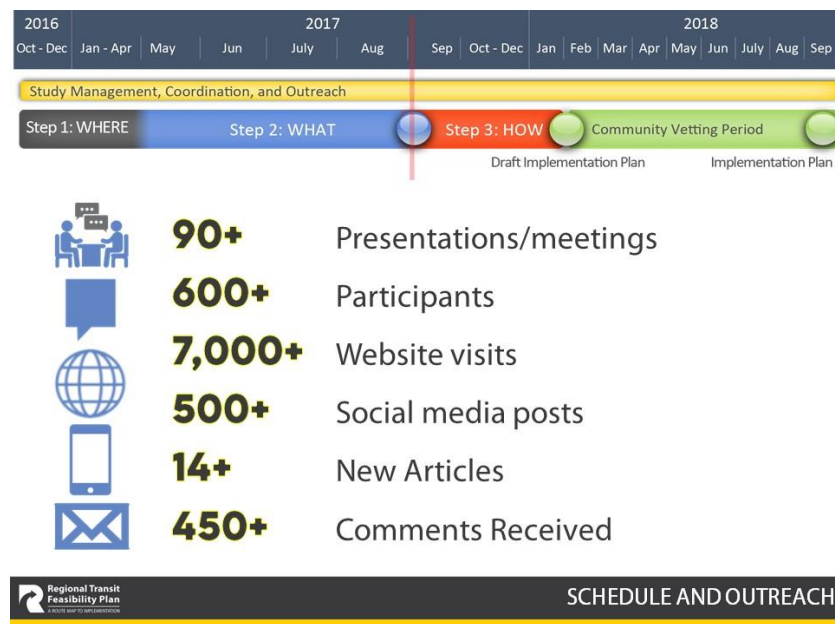
## Purpose of the Plan

- ✓ Projects that have the greatest potential to be funded (compete for state and federal grants) and implemented
- ✓ Projects that are the most forward thinking and make the best use of today's technology
- ✓ Projects that best serve our region today while supporting tomorrow's growth

**Regional Transit Feasibility Plan**

APPROACH

We're about three-quarters of the way through phase one. By January of 2018, we'll have a draft plan. For the rest of the year, until October, we'll be vetting that plan with the public. We've had some meetings, website visits. Everything is on our website: [TBregionaltransit.com](http://TBregionaltransit.com).



What we have heard. We hear this a lot – stop talking and start building. Also, a lot about the type of mode.

## WHAT WE HAVE HEARD

"Rail has left the station, focus on Rubber Tire"  
 "Stop talking, start building"  
 "Autonomous Vehicles are a no brainer"  
 "Focus on Land Use and Economic Growth"  
 "Need frequent rail transit"  
 "Use CSX"  
 "Need a Connection to the Airport"



SCHEDULE AND OUTREACH

Step 3: We've done a lot of work in this.



- ✓ Data collection and plans review
- ✓ Travel market and purpose and need
- ✓ Step 1 evaluation
- ✓ Ridership forecasting
- ✓ Operating plans
- ✓ Station locations
- ✓ Transit mode assignment
- ✓ Step 2 evaluation and return on investment



SCHEDULE AND OUTREACH

Step 1: Where are the top performing connections? What are the best projects? This is where we are right now. In Step 2, we identify the best projects. Then in Step 3, we have to figure out how and when projects are built. That's the draft plan in January.

## STEP 1: WHERE ARE THE TOP PERFORMING CONNECTIONS?

## STEP 2: WHAT ARE THE BEST PROJECTS?

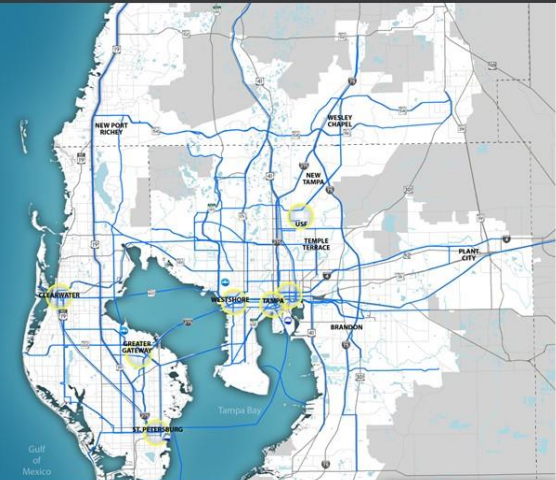
## STEP 3: HOW AND WHEN ARE PROJECTS BUILT?


EVALUATION PLAN

Step 1 "Where": This is the long-range plan for the region.

### STEP 1 "WHERE"


#### EVALUATING TOP PERFORMING CONNECTIONS



#### STEP ONE


##### CONNECTIONS EVALUATED

- 67 connections
- All adopted in current LRTPs
- Cost Affordable and Needs


STEP 1 EVALUATION


Evaluation criteria for Step 1.

## Purpose of the Plan

 Projects that have the greatest potential to be funded (compete for federal grants) and implemented

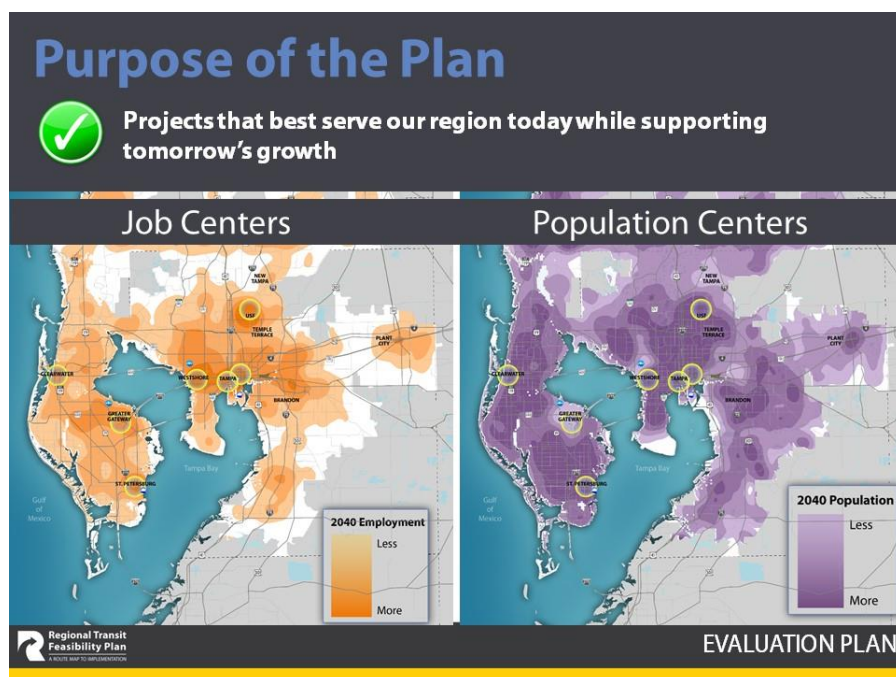
### Step One Evaluation Criteria

- Most studied
- **Activity centers served**
- **Trips to activity centers**
- **Jobs and population per mile**
- Resiliency
- Amenities
- **Transit Oriented Development (TOD) policies and Community Reinvestment Areas (CRAs) served**



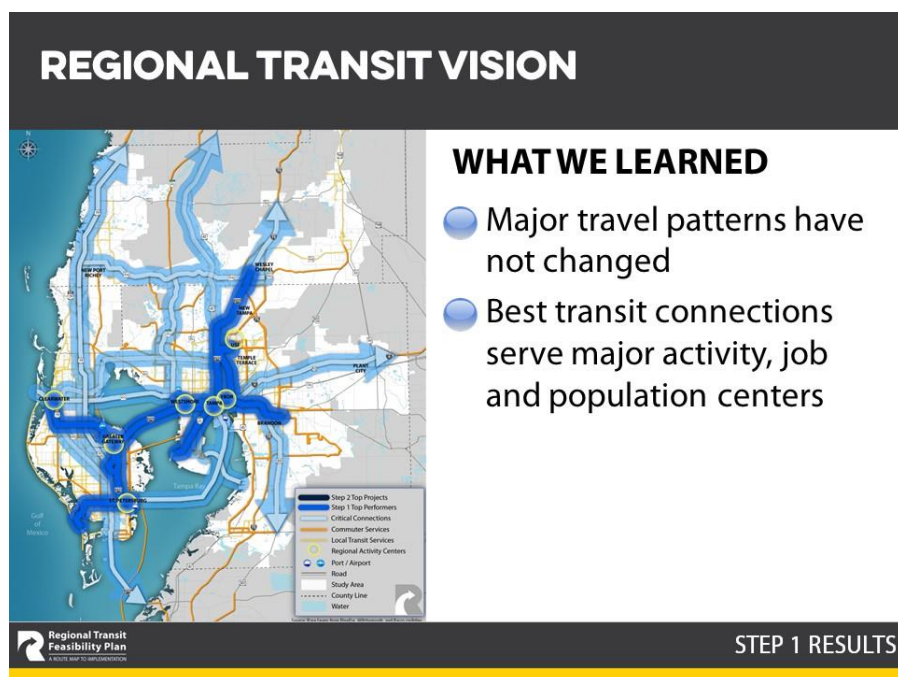
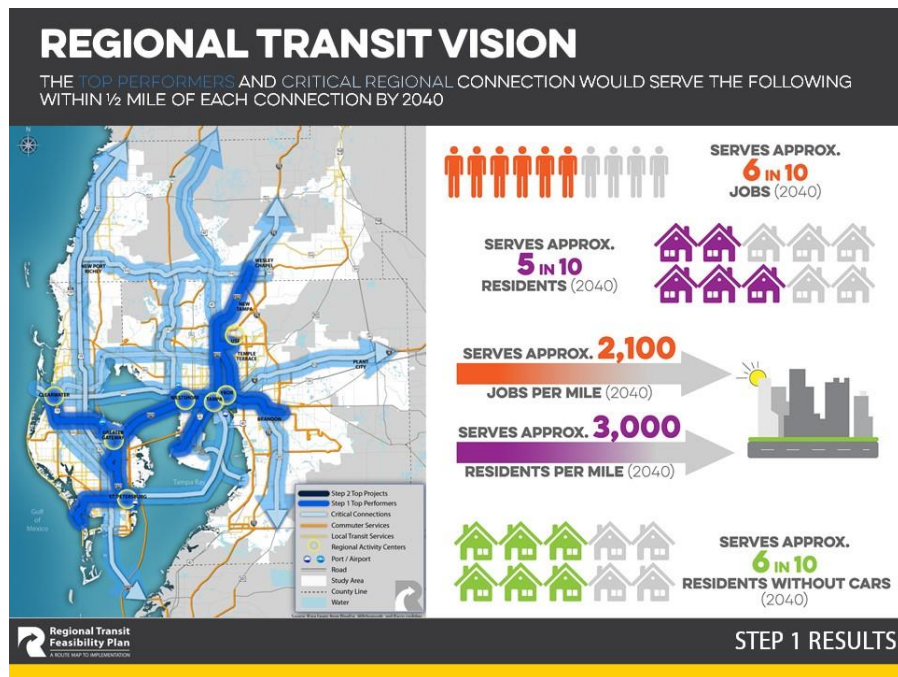
EVALUATION PLAN

We focused on jobs and population. It builds the case for implementing a project. Where are the population centers?





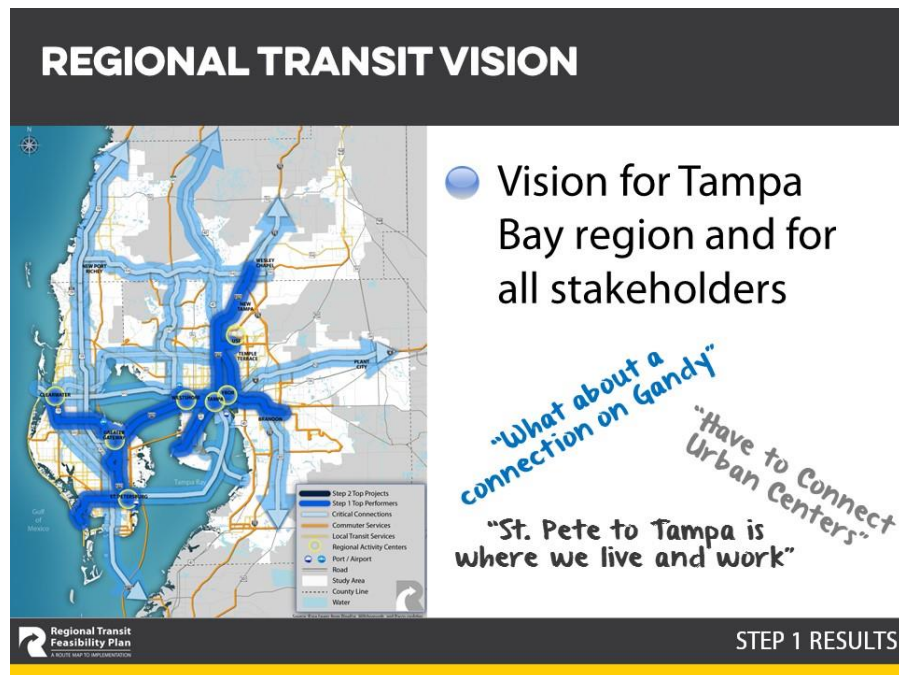
Regional Transit Vision: When we start connecting those centers to our jobs, we have a regional transit vision. We're trying to take it to the next step – not just the vision, but the path forward. Our needs have not changed over the last decade. When we look at 2040, we'll serve 6 out of 10 jobs, over half the residents. The darker blue lines are the top connecting corridors.



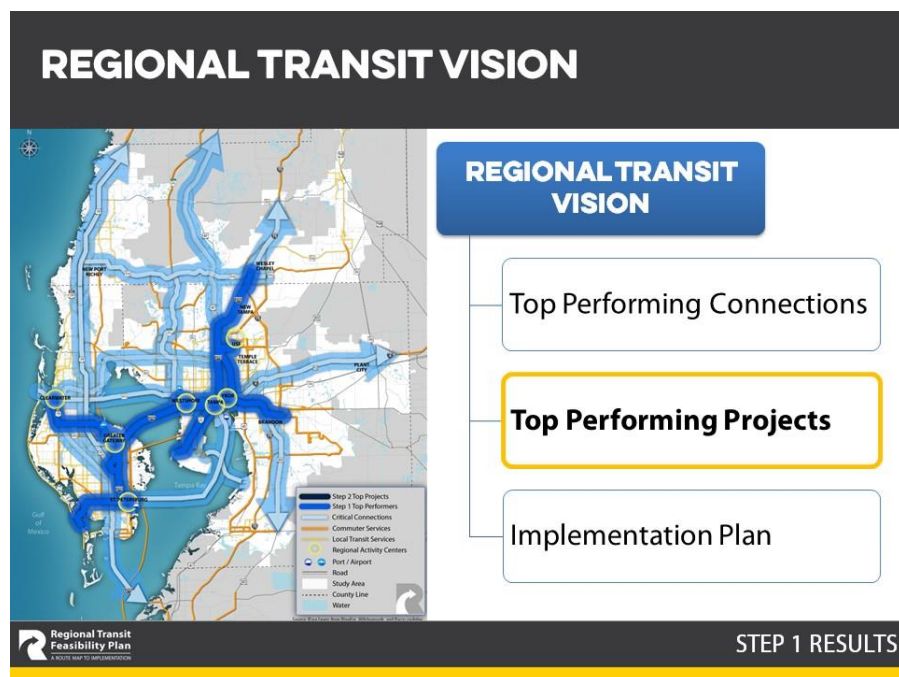




Vision for Tampa Bay region: Some comments: Get me to my job and activity centers.



The next step is the top performing projects.




Choose modes: ferries, gondolas, rubber tire solutions – bus, and we looked at steel wheel – rail.

## CHOOSING MODES


Understanding the travel needs of riders along and near each of the top connections illustrates which modes best serve that need, such as:

- Capacity
- Average Trip Distance
- Type of Work Trips
- Population Characteristics


Ferry and Aerial Propelled Transit



Steel Wheel or Rail Transit



Rubber Tire Rapid Transit




Regional Transit Feasibility Plan

TRANSIT MODES

Modes: Rubber tire. This is on our website. Look at each one of these modes. Each mode is designed to serve a certain type of market. Buses serve commuters. Other modes are moving people between neighborhoods.

## MODES: RUBBER TIRE


**IN TOLL LANE**



Rubber tire vehicles in toll lanes is express service commonly used in urban areas and typically intended to run faster than local bus service between commuter destination points. These buses do not make as many stops as local bus service and often take routes that are quicker, such as toll lanes. Buses may operate out of park and ride lots, in some cases only during rush hour in the peak direction.

Type of Service:	Medium and long distance trips	Operating Speeds:	10-65 MPH
Type of Station:	On-street, shelter, or park and ride	Capacity: (passengers/hour)	590-900
Spacing between Stations:	Varies, generally more than 5 miles	Corridor Width:	28 FT
Examples:	Tampa to Orlando Megabus (pictured); Tampa, FL; St. Petersburg, FL; Orlando, FL	Turning Radius Required:	44 FT


**IN DEDICATED LANE**



Rubber tire vehicles in dedicated lanes is often referred to as Bus Rapid Transit (BRT) which has specialized design, branding, services, and infrastructure that improve quality of service and reduce delay. Buses run in their own lane dedicated to buses and may be given priority at intersections. This service aims to combine the capacity and speed of rail with the flexibility, lower cost, and simplicity of a bus.


Type of Service:	Local and medium distance trips	Operating Speeds:	10-65 MPH
Type of Station:	On-street, shelter, or platform	Capacity: (passengers/hour)	480-1,250
Spacing between Stations:	1/4 mile to 3 miles	Corridor Width:	28 FT
Examples:	Los Angeles, CA (pictured); Las Vegas, NV; Eugene, OR; Cleveland, OH; Boston, MA	Turning Radius Required:	44-75 FT

**AUTONOMOUS SOLUTIONS**



Autonomous solutions are fully automated forms of transit with rubber-tire vehicles operating along a guideway. The most common application in the U.S. is at airports, such as Tampa International. These systems span a variety of designs, from subway-like advanced rapid transit (ART) systems to smaller car-like vehicles known as group rapid transit (GRT) with vehicles sized for around 20 passengers.

Type of Service:	Local to medium distance trips	Operating Speeds:	10-45 MPH
Type of Station:	Platform or elevated platform	Capacity: (passengers/hour)	120-2,000+
Spacing between Stations:	Varies, generally less than 1 mile	Corridor Width:	30 FT
Examples:	Heathrow Airport, London (pictured); Metromover, Miami, FL; Tampa International Airport, Tampa, FL	Turning Radius Required:	35-75 FT



**Regional Transit Feasibility Plan**

A ROUTE MAP TO AMBITION

TRANSIT MODES


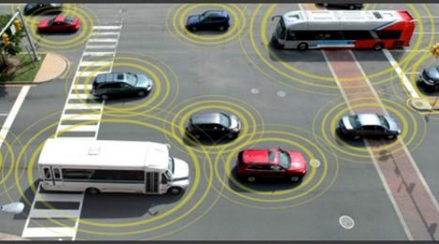
Rubber tire: The second dot: The industry is moving towards autonomy. We are taking a serious look at this. On the rail side, there is autonomy in many cities across the country. We've had autonomous rubber tire at the airport since the 70's.

## MODES: RUBBER TIRE

✓ Projects that have the greatest potential to be funded (compete for state & federal grants) and implemented


**✓ PROJECTS THAT ARE THE MOST FORWARD THINKING AND MAKE THE BEST USE OF TODAY'S TECHNOLOGY**

✓ Projects that best serve our region today while supporting tomorrow's growth

### Autonomous Solutions

- Rail
- Rubber Tire



**Regional Transit Feasibility Plan**

A ROUTE MAP TO AMBITION

TRANSIT MODES

Smaller vehicles:



## MODES: RUBBER TIRE

**NAVYA ARMA SHUTTLE** Operating in Switzerland and France



**EASYMILE** Operating in the Netherlands, Australia, Singapore



**MITSUBISHI** Delivered to Tampa International Airport



**2GETTHERE** Operating in Netherlands



EMERGING AUTONOMOUS SOLUTIONS

You can see some of the stats on those – but I've highlighted third generation – 16 people at 38 mph. If we take this platform and put it in its own lane, how fast can it go? We have to be prepared for this.

## MODES: RUBBER TIRE

Credit: Characteristics provided by manufacturer websites

MANUFACTURER	HEADQUARTERS	TOP SPEED/PASSENGERS
NAVYA	Paris France	25 MPH / 12 Passengers Per Vehicle
EASY MILE	Toulouse France	28 MPH / 15 Passengers Per Vehicle
AURO ROBOTICS	California	25 MPH / 12 Passengers Per Vehicle
<b>2GETTHERE</b>	<b>Netherlands</b>	<b>38 MPH / 16 Passengers Per Vehicle</b>
LOCAL MOTORS	Chandler Arizona	25 MPH / 8 Passengers Per Vehicle
ULTRA GLOBAL	Bristol UK	25 MPH / 8 Passengers Per Vehicle



Most applications operate in a mixed travel environment

**CAN IT GO FASTER IN A DEDICATED LANE?**




EMERGING AUTONOMOUS SOLUTIONS

Mode: Steel wheel

## MODES: STEEL WHEEL


**MODERN STREETCAR / LIGHT RAIL**



**Modern Streetcar or Light Rail** uses steel-tracked fixed guideways and electric-powered trains. Light rail operates in its own lane or with vehicles. Light rail can operate as a single train or as multiple vehicles coupled together. The term "light rail" was coined to convey the vehicle's design, "...for light loads and fast movement."

Type of Service:	Local, medium, and long distance trips	Operating Speeds:	30-65 MPH
Type of Station:	Platform	Capacity: (passengers/hour)	590-2,500+
Spacing between Stations:	Approximately 1 mile	Corridor Width:	40 FT
Examples:	Phoenix, AZ (pictured); Charlotte, NC; Portland, OR; Salt Lake City, UT	Turning Radius Required:	62 FT


**COMMUTER RAIL**



**Commuter Rail** consists of a traditional locomotive pulling several passenger rail cars. Commuter rail is a regional service that primarily operates between a city center, the suburbs, and commuter towns or other locations that draw large numbers of commuters. The Federal Rail Administration allows the operation of commuter rail vehicles on active freight lines with appropriate safety measures in place.


Type of Service:	Medium to long distance trips	Operating Speeds:	30-80 MPH
Type of Station:	Platform	Capacity: (passengers/hour)	600-6,000
Spacing between Stations:	2 miles to 5 miles or more	Corridor Width:	100 FT
Examples:	SunRail, Orlando, FL (pictured); Denver, CO; Long Island, NY; Chicago, IL	Turning Radius Required:	140 FT

**ELEVATED RAIL**



**Elevated Rail** is powered by electricity that runs through a rail below or above the vehicle. The electric rail requires it to operate exclusive from other vehicles and elevated to protect riders from the electrical current. The technology has a larger carrying capacity than light rail and modern streetcar.

Type of Service:	Local and medium distance trips	Operating Speeds:	40-70 MPH
Type of Station:	Elevated platform	Capacity: (passengers/hour)	1,000-4,000+
Spacing between Stations:	Varies, generally 1/4 to 1 mile	Corridor Width:	40-100 FT
Examples:	Las Vegas, NV (pictured); Seattle, WA; Chicago, IL; Miami, FL; Vancouver, Canada	Turning Radius Required:	200-330 FT




Regional Transit Feasibility Plan  
A ROUTE MAP TO IMPROVEMENT

TRANSIT MODES

Mode: Water and Air.

## MODES: WATER AND AIR


**WATER FERRY**



**Water Ferry** is used to shuttle passengers between destinations separated by large water bodies. Vessels vary in size from small water taxis to large high speed ferries and carry passengers and/or automobiles and cargo. Service typically consists of only point-to-point trips with no stops in between. This form of transit is affected by weather and sea conditions and may not be able to operate during fog, high winds, or choppy conditions.


Type of Service:	Medium and long distance trips	Operating Speeds:	25-35 MPH
Type of Station:	Dock or slip	Capacity: (passengers/hour)	100-2,400
Spacing between Stations:	Varies greatly, generally more than 1 mile	Corridor Width:	Not Applicable
Examples:	Tampa/St. Petersburg, FL (pictured); Boston, MA; New York, NY; Newport, RI	Turning Radius Required:	NOT APPLICABLE

**AERIAL CABLE TRANSIT**



**Aerial Cable Transit** consists of passenger cabins suspended on cables. The fixed cables provide support for the cabins while an electric motor moves the cable. This form of transit is not a continuous corridor but instead is limited to the footprint of the cable support poles and station areas. Alignments are linear or straight with direction changes occurring at stations and/or special angle mechanisms.

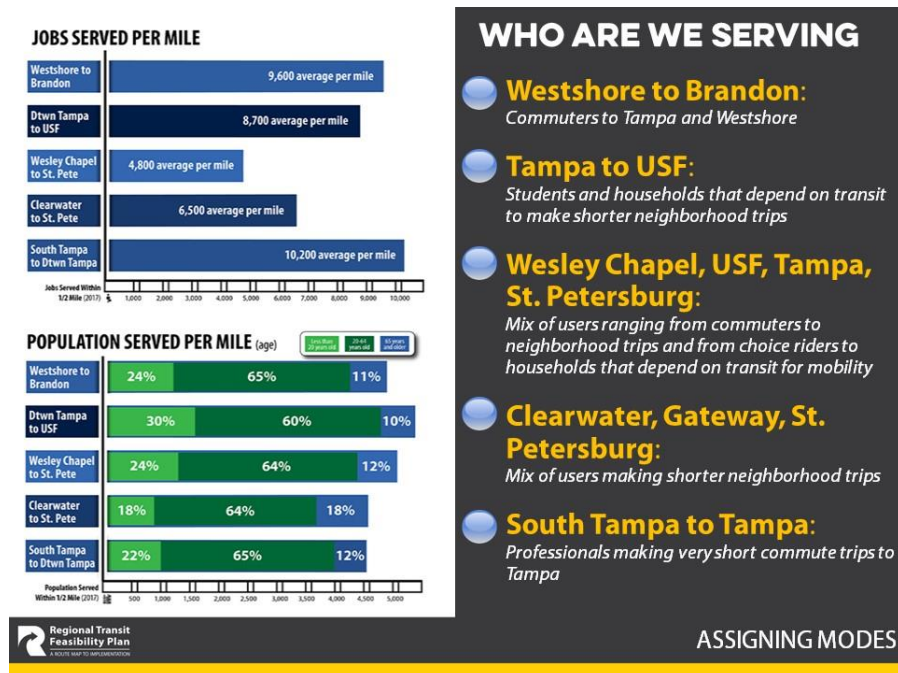
Type of Service:	Local distance trips	Operating Speeds:	10-30 MPH
Type of Station:	Elevated platform	Capacity: (passengers/hour)	320-1,100
Spacing between Stations:	Generally 1/10 to 1/2 mile	Corridor Width:	40 FT
Examples:	Portland, OR (pictured); Telluride, CO; New York, NY; La Paz, Bolivia; Medellin, Colombia	Turning Radius Required:	0 FT



Regional Transit Feasibility Plan  
A ROUTE MAP TO IMPROVEMENT

TRANSIT MODES

Who are we serving? Back and forth to work or to activities.

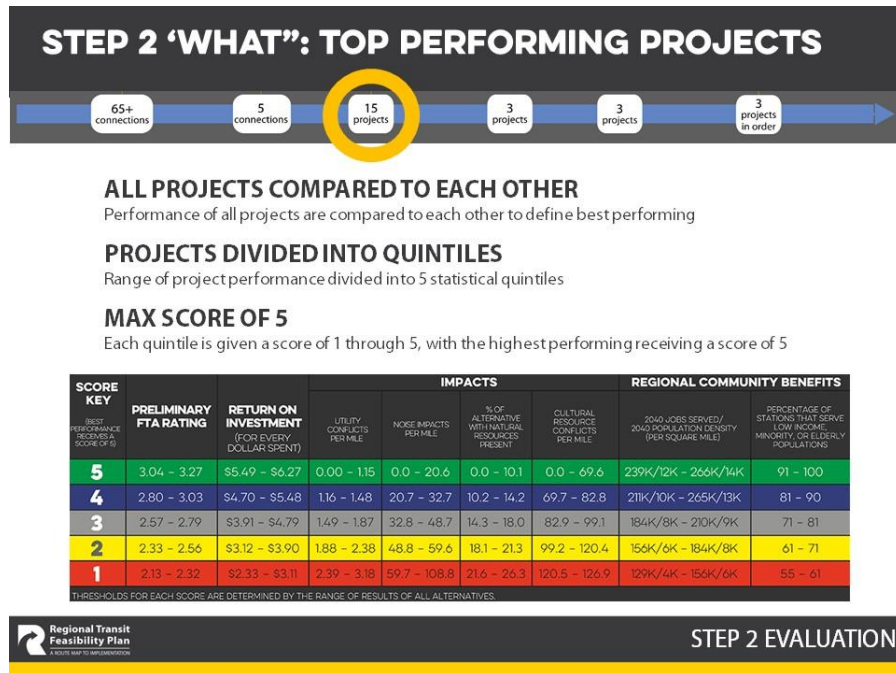


Step 2: This is where we are today. We look at where we compete for state and federal grants.

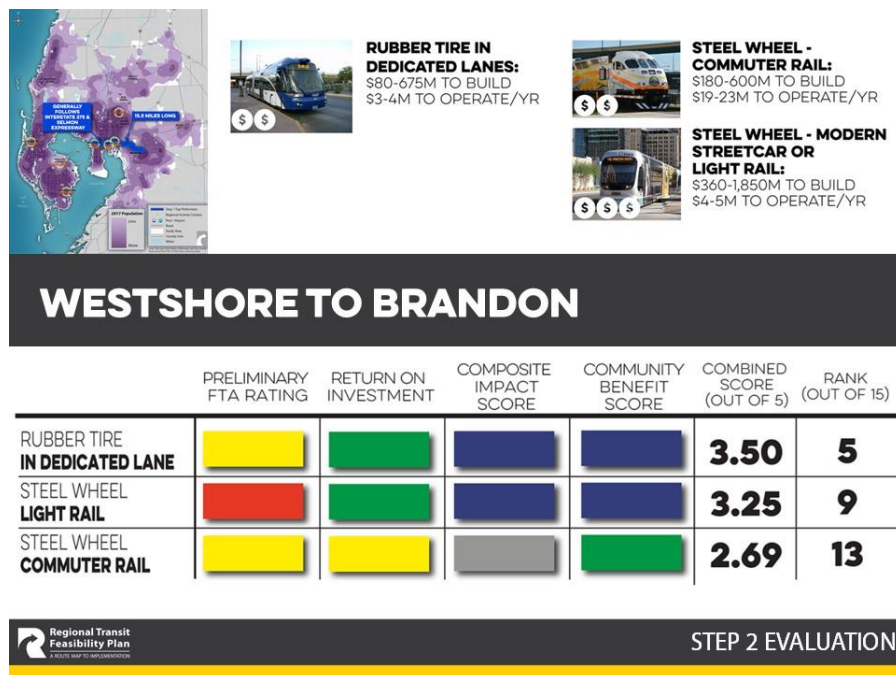


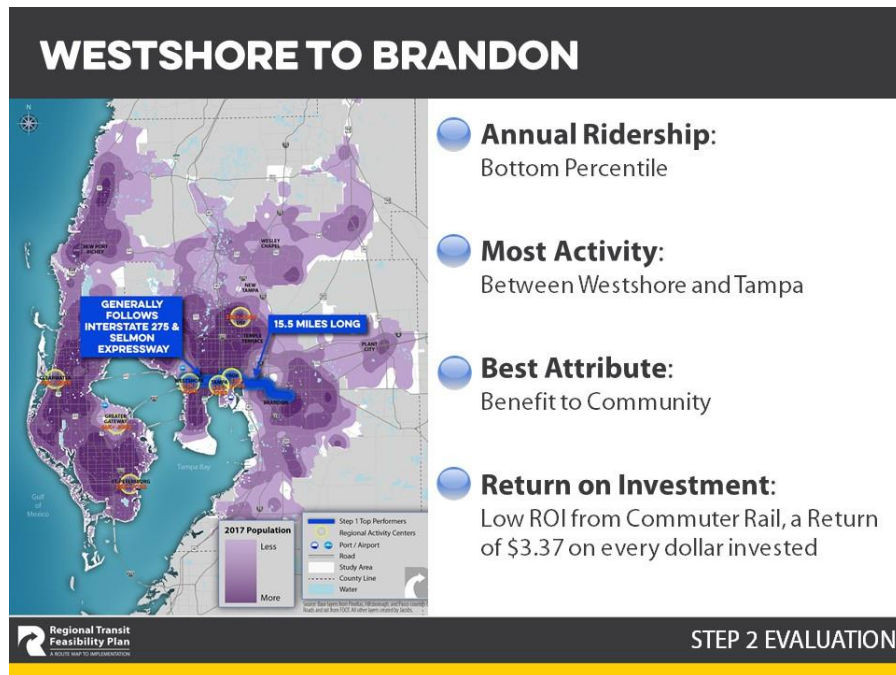


Scoring. We took the top 15 compared to each other with 5 being good and 1 not so good.

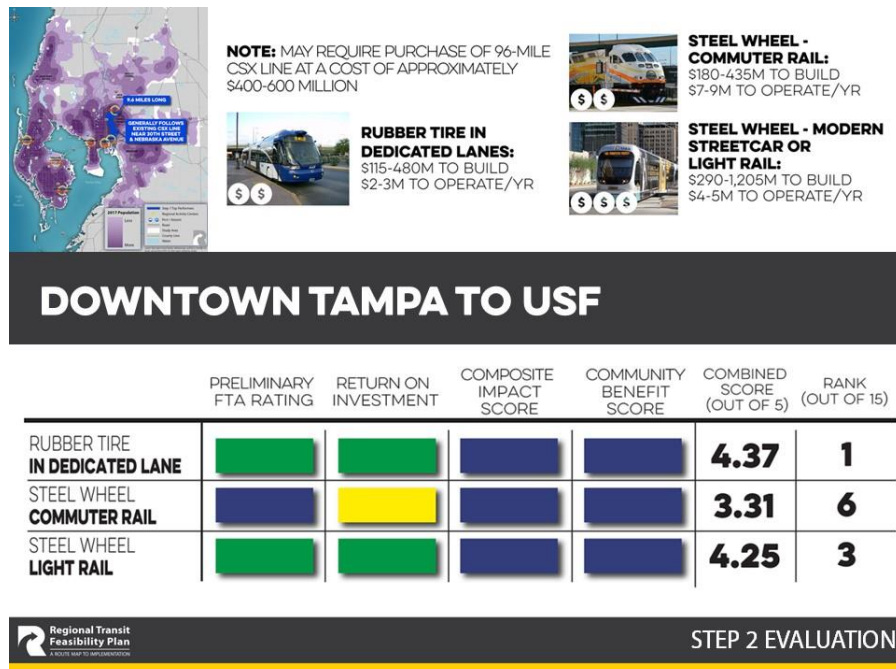


Westshore to Brandon: You can see how these projects rank against each other.

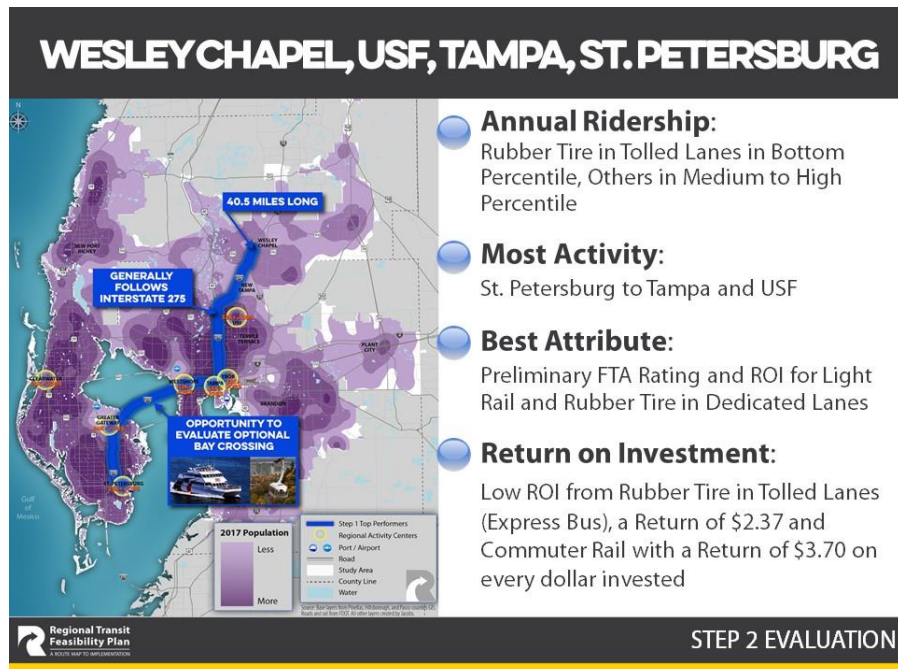
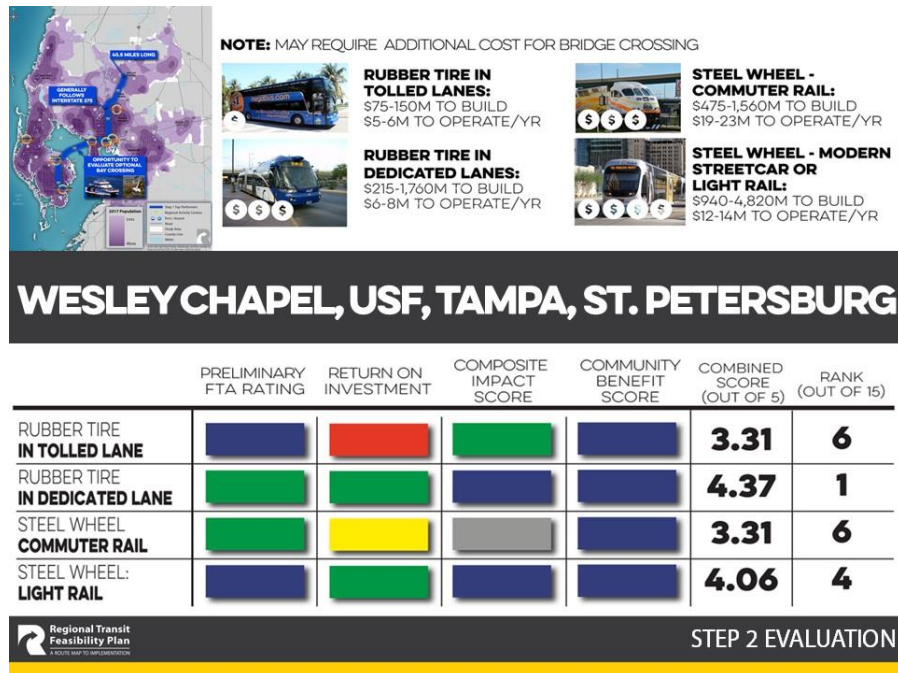


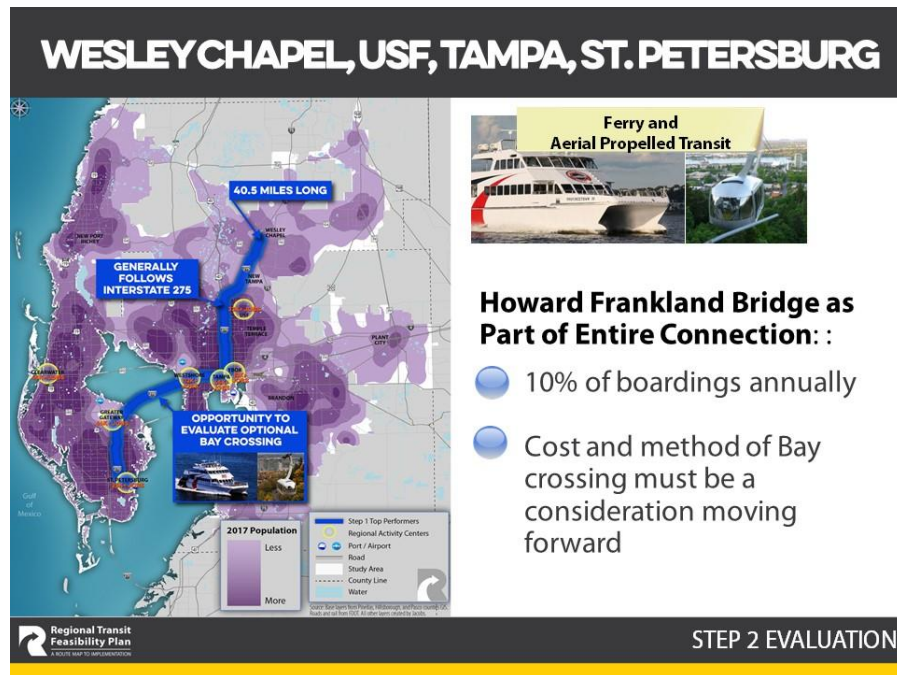


Downtown Tampa to USF.

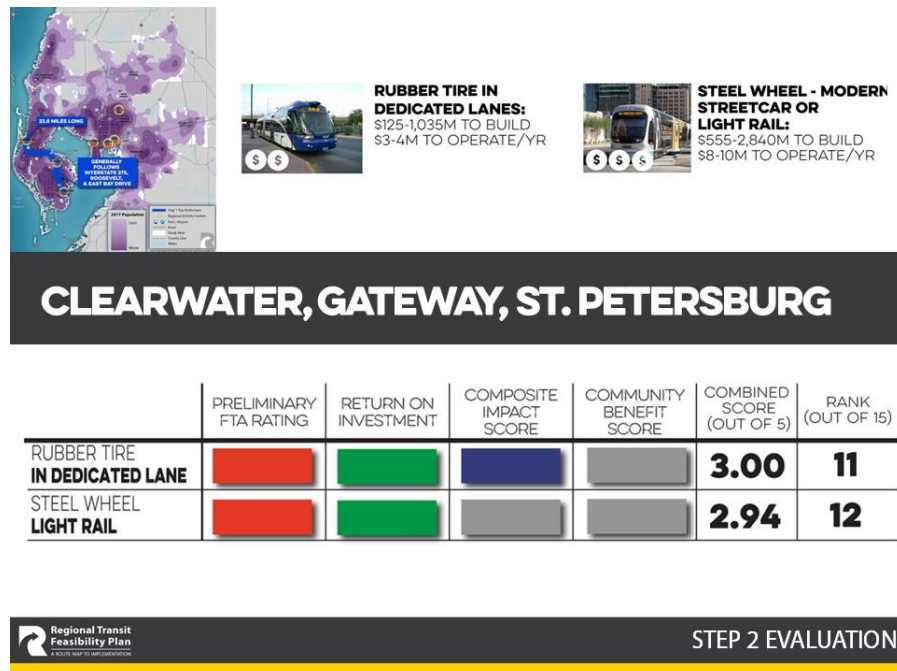


Wesley Chapel, USF, Tampa, St. Petersburg.

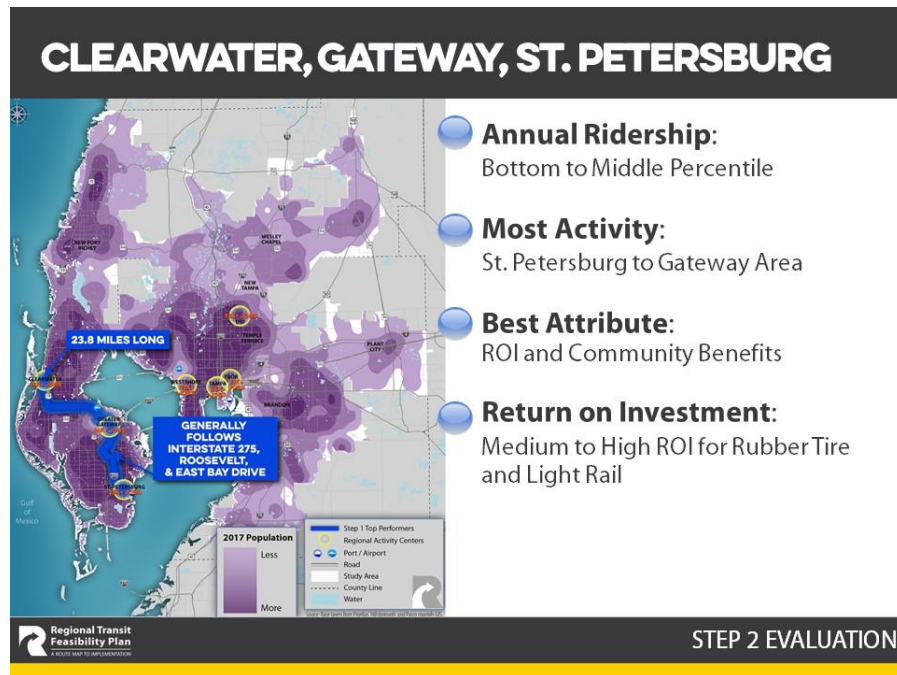




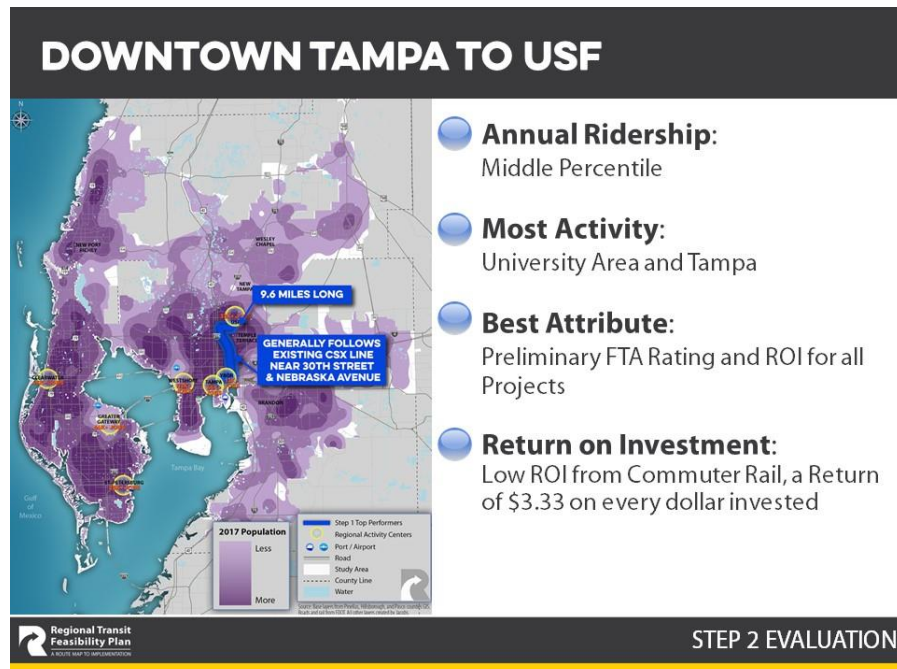
Clearwater, Gateway, St. Petersburg.



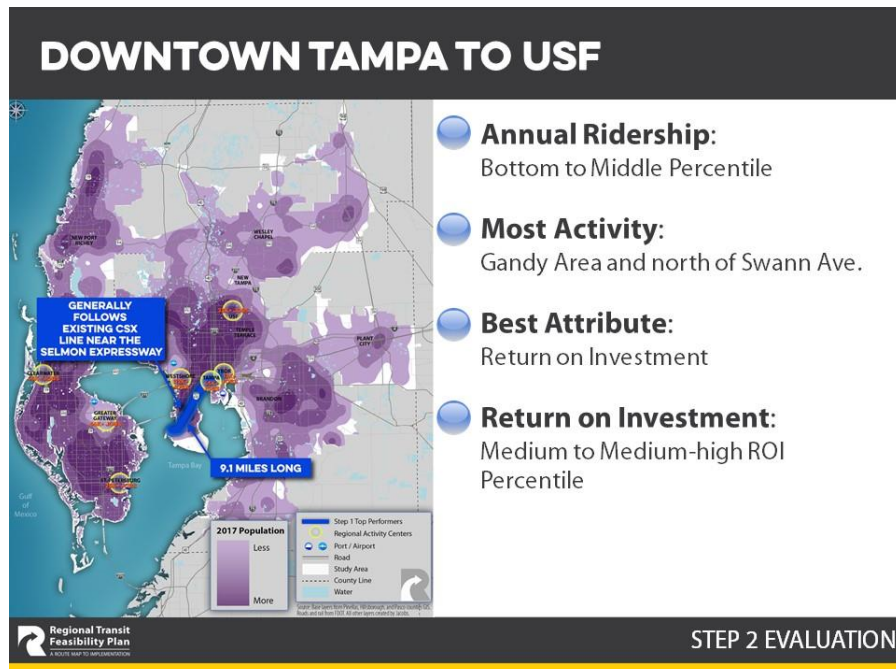
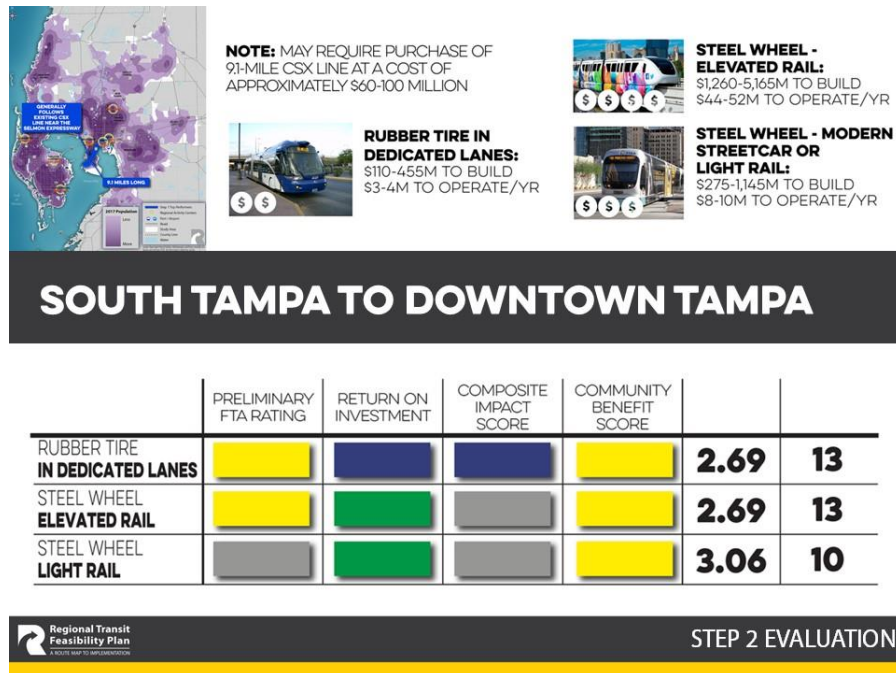




Downtown Tampa to USF:




## South Tampa to downtown Tampa.




Step 2 projects. There are two connections that are rising to the top. Which mode makes sense? There is definitely some agreement.

STEP 2 PROJECTS: TECHNICAL RANKING			
Rank	Connection	Mode	Project Score
1	(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg	Rubber Tire in Exclusive Lane	4.37
1	(CSX North) Downtown Tampa to USF	Rubber Tire in Exclusive Lane	4.37
3	(CSX North) Downtown Tampa to USF	Light Rail	4.25
4	(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg	Light Rail	4.06
5	Westshore to Brandon	Rubber Tire in Exclusive Lane	3.50
6	(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg	Rubber Tire in Toll Lanes	3.31
6	(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg	Commuter Rail	3.31
6	(CSX North) Downtown Tampa to USF	Commuter Rail	3.31
9	Westshore to Brandon	Light Rail	3.25
10	(CSX South) South Tampa to Tampa	Light Rail	3.06
11	Clearwater, Gateway, St. Petersburg	Rubber Tire in Exclusive Lane	3.00
12	Clearwater, Gateway, St. Petersburg	Light Rail	2.94
13	Westshore to Brandon	Commuter Rail	2.69
13	(CSX South) South Tampa to Tampa	Rubber Tire in Exclusive Lane	2.69
13	(CSX South) South Tampa to Tampa	Elevated Rail	2.69


**STEP 2 EVALUATION**

We got the same answers from the public. A lot of consistency.

STEP 2 PROJECTS: PUBLIC OPINION RANKING			
Rank	Connection	Mode	Project Score
1	(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg	Light Rail	126
2	(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg	Rubber Tire in Exclusive Lane	64
3	(CSX North) Downtown Tampa to USF	Light Rail	58
4	(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg	Commuter Rail	38
5	Clearwater, Gateway, St. Petersburg	Light Rail	37
6	(CSX South) South Tampa to Tampa	Light Rail	33
7	Westshore to Brandon	Light Rail	29
8	(CSX North) Downtown Tampa to USF	Commuter Rail	26
9	(CSX North) Downtown Tampa to USF	Rubber Tire in Exclusive Lane	23
10	Westshore to Brandon	Rubber Tire in Exclusive Lane	21
11	(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg	Rubber Tire in Toll Lane	19
12	Clearwater, Gateway, St. Petersburg	Rubber Tire in Exclusive Lane	16
13	Westshore to Brandon	Commuter Rail	12
14	(CSX South) South Tampa to Tampa	Rubber Tire in Exclusive Lane	8
15	(CSX South) South Tampa to Tampa	Elevated Rail	2


**STEP 2 EVALUATION**

Next steps: I'll be here. Please go to our website. We have another meeting this Friday. Transportation Management Leadership Group. In November and December, we'll be looking at those projects and how we can implement those.



### September 29, 2017: TMA Meeting

- Rescheduled
- Review and discuss results



- Alignments
- Value Engineering (revisiting performance)
- Phasing
- Prioritizing for implementation





**Tina:** Can you tell that we have some passionate people about transportation? I'd like to introduce David Gwynn, FDOT District 7 Secretary.



At this time, I'd like to invite you to talk to the presenters and look at their plans and give them your comments. If you want your comments included in the Real-Time Record, please fill out the form.

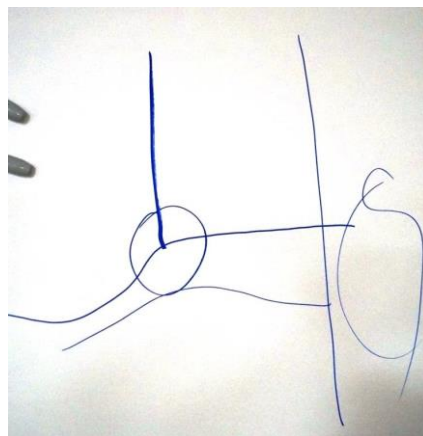
Ed McKinney will be at Table 1, Beth Alden at Table 2, HART at Table 3 and Scott Pringle at Table 4.

### **Roundtable Discussions (Rotations)**

- :15 with Florida Department of Transportation/District Seven
- :15 with Hillsborough County Metropolitan Planning Organization
- :15 with Regional Transit Feasibility Plan
- :15 with Hillsborough Area Regional Transit Authority

*(The decision was made to allow participants to choose the table or tables they wanted to visit in a more open house format.)*

### **Table 1 – Florida Department of Transportation/District 7**



**Table 2 – Hillsborough County MPO**

Is MPO working with all counties.  
 Land use development  
 MPO structure and purpose  
 Green Infrastructure  
 Safe roadway crossings - MLK / 26<sup>th</sup>

- Is MPO working with all counties?
- Land use development
- MPO structure and purpose.
- Green infrastructure
- Safe roadway crossings – MLK/26th

**Table 3 – Hillsborough Area Regional Transit Authority**

HART:

- ET Highest riding Constituents
- No other means of Transportation
- Routes are getting longer
- Senior citizens concerns
- Connectivity concerns in DT/ET
- Make the local transit does not get lost in the regional discussion.
- Pedestrian safety/improvements
- Bus routes improvements
- What does HART need to do to make change?
- Change the mindset of the whole TBA, that we need to invest in transit.

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- Bus routes improvements
- What does HART need to do to make change?
- Change the mindset of the whole Tampa Bay area, that we need to invest in transit

- Find alternatives to invest in more Buses.
- A Big DT development Plan, may cause other challenges
- Commuter route Bet. airport & DT
- Changing the stigma of ~~riding~~ public transit

- Find alternatives to invest in more buses.
- A big DT development plan may cause other challenges
- Commuter route between airport and DT
- Changing the stigma of riding public transit

**Table 4 – Regional Transit Feasibility Plan**



- RTFP 9/25/17
- Funding
  - Consensus
  - light rail
  - autonomous vehicles (impact on transit)
  - Rubber tire
  - Buses provide greater flexibility for planning & operations
  - Stigma still w/ rubber-tire buses
  - Opportunity for on-demand transit
  - Envelope preserved for transit
  - Elevated vs shoulder vs. existing
  - Challenge: how to get from medians to transit station

- Funding
- Consensus – light rail, autonomous vehicles (impact on transit)
- Rubber tire
- Buses provide greater flexibility for planning & operations
- Stigma still w/ rubber-tire buses
- Opportunity for on-demand transit
- Envelope preserved for transit
- Elevated vs. shoulder vs. existing
- Challenge: how to get from medians to transit station



RTFP 12

Platforms - required structure to serve from medians

Expansion of footprint?  
How impacts Westshore?  
How impacts Heights?

Pragmatic phasing of implementation

- Focus on Urban core needed before expanding to rural destinations

Stations important to regional - to be able to serve the core activity centers

- Platforms – require structure to serve from medians
- Expansion of footprint? How impacts Westshore? How impacts Heights?
- Pragmatic phasing of implementation
- Focus on urban core needed before expanding to rural destinations
- Stations important to regional – to be able to serve the core activity centers

RTFP 13

Connection + mode = project

Value analysis - opportunity for steel wheel:  
Downtown Tpa ↔ Westshore

Level investment relevant to success

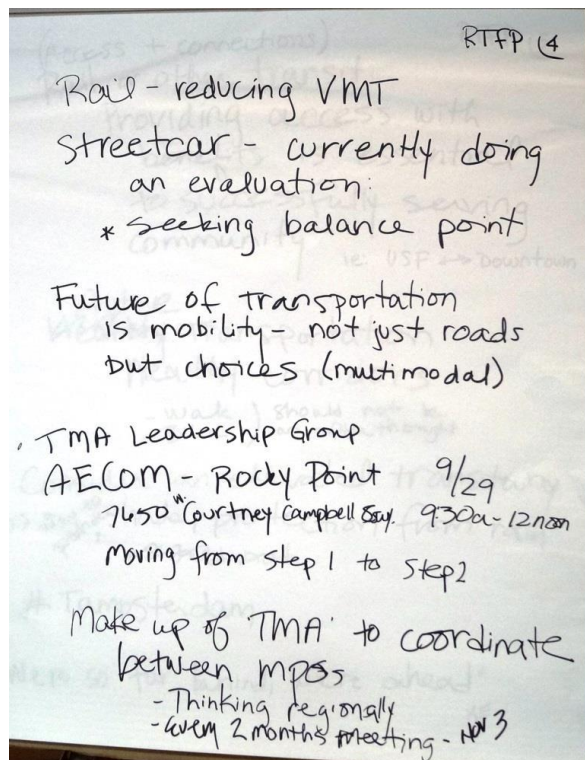
Street car (Downtown Tampa) potential for extension?

\*Circulation system  
\*Evaluating options

Studying core 'cities'

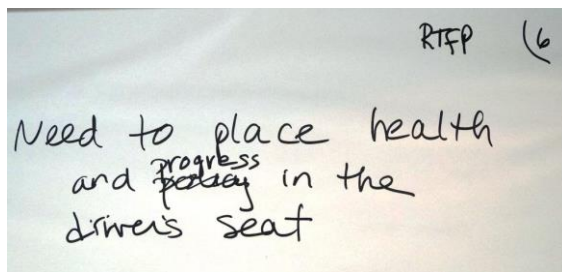
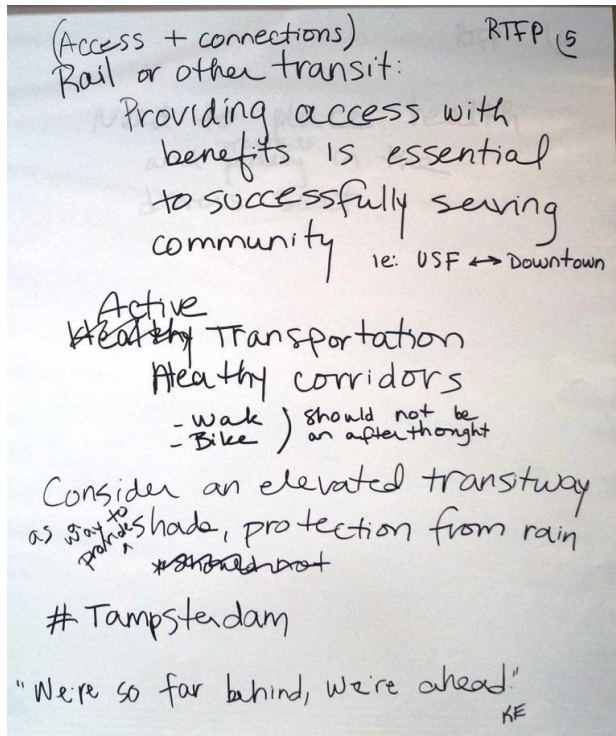
- Connection + Mode = Project
- Value analysis – opportunity for steel wheel: Downtown Tampa ↔ Westshore
- Level investment relevant to success
- Street car (Downtown Tampa) potential for extension? Circulation system/evaluating options
- Studying core "cities"





- Rail – reducing VMT
- Streetcar – currently doing an evaluation – seeking balancing point
- Future of transportation is mobility – not just roads, but choices (multi-modal)
- TMA Leadership Group meets: AECOM – Rocky Point – 9/29, 9:30a – 12 noon
- 7650 Courtney Campbell Causeway
- Moving from Step 1 to Step 2
- Make up of TMA to coordinate between MPOs. Thinking regionally, every 2 months meeting so again Nov 3

- (Access + connections)
- Rail or other transit: Providing access with benefits is essential to successfully serving community. i.e. USF <→ Downtown
- Active transportation
- Healthy corridors. Walk/bike should not be an afterthought
- Consider an elevated transit way as a way to provide shade, protection from rain
- #Tampsterdam
- "We're so far behind, we're ahead" KE



- Need to place health and progress in the driver's seat

### WebEx Chat

*There was one WebEx Chat participant. There was no identifying information/comments.*

## Comments/Questions

**Tampa Bay Next**

**Next** EVENT: 9/25 DT CWG #2

**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.)

Name: Andy Mikulski Organization (if applicable):

Email:

Address:

City: State: Zip:

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

**FDOT**

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

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### Comment Sheet #1

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

Andy Mikulski

**Tampa Bay Next** EVENT: 9/25 DT / ET CWG HART TABLE

**COMMENT FORM**

Comments (please print):

- How will TBNext effect pedestrian activity around the Marion TC if 275 expands?
- Also the addition of 300-car parking lot to accommodate TBNext right of way/traffic - influx impact on pedestrians/HART riders.
- HART should have more prominence in TBNext.
- Pedestrian safety improvements are a MUST.

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

Name: Organization (if applicable):

Email:

Address:

City: State: Zip:

County:

Phone:

☐ Please add me to the project notification list.

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### Comment Sheet #2

TBNext is not senior friendly. How will TBNext effect pedestrian safety/activity around the Marion TC if 275 expands? Also the addition of 300-car parking lot to accommodate TBNext right of way/traffic – influx impact on pedestrians/HART riders.  
HART should have more prominence in TBNext.  
Pedestrian safety improvements are a must.

**Tampa Bay Next**

**Next** THE FUTURE OF TRANSPORTATION

EVENT: *Downtown CWG General - 9-25-17*

**COMMENT FORM**

The new proposals are still too car centric. It will promote sprawl and put our congestion at levels we are at currently: ~~at~~ induced demand. We need alternative routes for roads instead. Such as a Beltway through Pasco instead of widened 275. Those commuters would use them, they should endure the impact/costs. Do not put transit lanes in the middle of/near 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/o having to affect other areas. Of the alternatives, the elevated south option doesn't turn as sharply in 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 provide complete streets for local residents so exits where commuters drive are not speeding through/it is safe for local residents.

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

Name: *Gweneth Tancig* Organization (if applicable): \_\_\_\_\_

Email: *gweneth@tancig.org*

Address: *110 S.W. Franklin St. #1605*

City: *Tampa, FL 33602* State: \_\_\_\_\_ Zip: \_\_\_\_\_

County: *Hillsborough*

Phone: *813.310.0227*

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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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### Comment Sheet #3

The new proposals are still too car centric. It will promote sprawl and put our congestion at levels we are at currently: induced demand. We need alternative routes for roads instead, such as a Beltway through Pasco instead of widened 275. Those commuters would use them, they should endure the impact/costs. Do not put transit lanes in the middle of/near 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/o having to affect other areas. Of the alternatives, the elevated south option doesn't turn as sharply 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 provide complete streets for local residents so exits where commuters drive are not speeding through/it is safe for local residents.