Tampa Bay Next
Community Working Groups – Regional Event

May 24, 2017
Real Time Record

CollaborativeLabs
St. Petersburg College
Facilitated Solutions. Immediate Results

Executive Summary

Thank you for attending the Tampa Bay Next Community Working Groups Regional Event on May 24, 2017. 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.

Sample of the Discussion of the 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.
- Optimization of the first mile, last mile.
- Transit across county lines.
- Reduced commuter times.
- Integrated multimodal system.
- Responsible land use and environmental stewardship.
- Preservation of neighborhoods.
- Removal of urban freeways.
- City management of their own transportation issues.
- Use of technology.

Sample of the Discussion about the Safety Focus Area:
- Design our streets to focus on people's safety not vehicles. Consider all users and not just cars.
- Lower speed limits, improve enforcement of speed limits and traffic rules.
- Implement Complete Streets everywhere.
- Provide bike, pedestrian and driver education.

Sample of the Discussion about the Multi-Modal / Options Focus Area:
- Build political will to fund new and different multimodal options.
- Improve bus services / fix the efficiency of buses.
- Improve bicycle and pedestrian accessibility for the public and those with transportation disadvantages.
- Include light rail, monorail, cross-county bus routes, BRT lanes, ferries, and bike lanes, with modern cars.
- Have multi-modal hubs.
- Listen to experts on things like complete streets and then have community dialogue.
- Have Community-based design.
- Have mass transit in dedicated lanes, connecting major regional activity centers.
- Include Complete Streets as part of the multimodal approach.

Sample of the Discussion about the Technology Focus Area:
- Leverage existing assets/infrastructure to enhance with technology that enables people to move more efficiently and confidently with a variety of different choices.

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- Consolidated information into real-time applications, ITS, smart signals, transit priority for signals, electric buses, etc.
- Promote the development of parking availability mobile application.
- Minimize environmental impact.
- Include connected vehicles, autonomous vehicles,
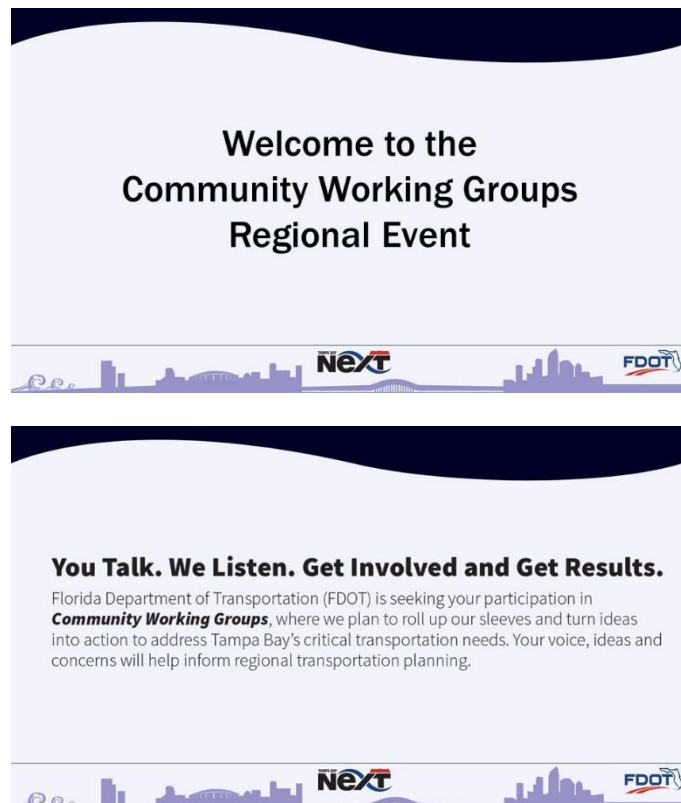- Include Advanced Traffic Management System (ATMS) on all corridors.

Sample of the Discussion about the Funding / Policy Area:
- Re-prioritize the $6 billion for TBX to fund community priorities according to a new (TBD) system of prioritizing transportation resources.
- Find alternative funding – ideas include raise gas tax, impact fees, municipal sales tax, vehicle millage fees, raise driver license user fees, or use funds from Express toll lanes.
- Educate our citizens on how transportation projects are funded and the current lack of funding options.
- Need fewer restrictions on how funds are able to be spent so that it's flexible to cover needed expenses.
- Include in policies more frequent driver education and testing.
- Allocate funds to transportation projects that are proven to be economically equitable and doesn't put undue burden on any particular community.

Next Steps: We look forward to seeing you at the upcoming individual Community Working Group meetings.

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May 24, 2017
5:30pm-8:30pm

5:30pm – 5:45pm	**Welcome and Objectives** Welcome: **Bill Jones, FDOT Director of Transportation Development** Objectives and Collaborative Process: **Andrea Henning, Collaborative Labs**
5:45pm – 6:00pm	**Setting the Stage** Establish the **Context for the Working Groups' Efforts**.
6:00pm – 6:50pm	**Envisioning our Ideal Future** Describe the **Ideal Vision for the Tampa Bay Region**. Participants will work in teams to describe what success looks like including key things that should be focused on to achieve that vision.
6:50pm – 8:10pm	**Defining Ideas** Further develop the **Focus Areas** and identify specific activities that could be undertaken. Participants will work in teams to answer the question: How can we be successful across the region for the identified focus areas?
8:10pm – 8:20pm	**Public Comment**
8:20pm – 8:30pm	**Closing**

Welcome and Objectives

Welcome: **Bill Jones, FDOT Director of Transportation Development**
Objectives and Collaborative Process: **Andrea Henning, Collaborative Labs**

Andrea Henning, Executive Director, Collaborative Labs, St. Petersburg College: I'd like to introduce Bill Jones, FDOT Director of Transportation.

Bill Jones, FDOT Director of Transportation: Welcome to what will be one of many work groups coming up. You'll see from the audience that we have people from Polk, Hillsborough, Pasco and Pinellas. We want to take this to the community level. We want to hear about all modes, all options and where we can go with transportation. The Governor just announced record visitors in Florida. Help us be a partner in this as we go forward.

Welcome

Andrea Henning
Collaborative Labs at SPC

Andrea: I am with the Collaborative Labs. It is an honor for our team to support this. We are at the start of a regional journey. We have three main missions for the evening. We are going to focus on an ideal vision from a regional perspective. We will get to the community level, but we thank you for each of your perspectives for our region. We'll envision our ideal transportation future. Once we begin with the end in mind, then we'll begin to identify ideas to get to that future. We'll look at the common themes, critical needs and how we can address those needs and reach a consensus on how to move forward. You're part of history tonight.

Objectives

- Set the Stage
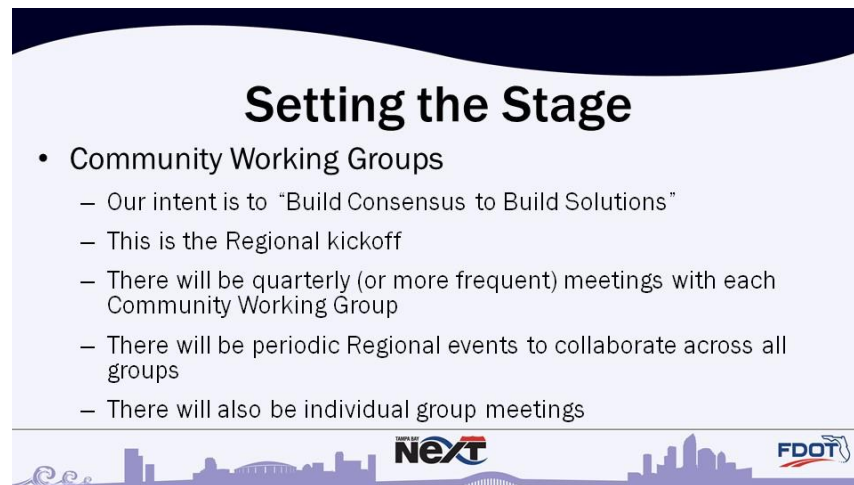- Envision our Ideal Future
- Define Ideas

| **Setting the Stage** |
| Establish the **Context for the Working Groups' Efforts**. |

Andrea: We will be working in 20 different teams representing various community groups. In each of your teams, you'll have a cross-representation of leaders from each of those community groups. First, we'll look at what success looks like for our region. Then, we'll ask how we get there.

Over the next few weeks, we'll have community groups meeting to go much deeper. That will happen in the next few weeks in five different community groups.

How many of you work in one community or county and play in another? What is the common theme? Transportation.

Andrea: How many of you have ever participated in a Collaborative Labs event before? We are part of St. Petersburg College and what we do in hours usually takes weeks or months. It will be meaningful and it will happen at laser speed. Let me introduce you to our team. Joyce will be capturing all the notes. We'll create a Real-Time Record that will be available on the Collaborative Labs site that will be prepared for you. Your community working groups will use it as a springboard for their meetings.

Jonathan will put into picture form what you see as the Tampa Bay future. He'll create a masterpiece of artwork. Tina will be helping to facilitate when you are in your teams. Alison greeted you as you came in and is also a facilitator. PJ is our tech guru, so if you have any questions about the technology, let him know.

> **Envisioning our Ideal Future**
>
> Describe the **Ideal Vision for the Tampa Bay Region**.
>
> Participants will work in teams to describe what success looks like including key things that should be focused on to achieve that vision.

Andrea: Let me show you the ThinkTank software. You have your first team on your badges. You will be in one of the 20 teams. Introduce yourselves, share what community you are from and maybe what organization you represent. Then, you'll need a keyboarder to type in one idea at a time. You'll be able to see your team's ideas as well as the other teams' ideas at the same time. It's a great way to envision the future.

We'll give you about 20 minutes to brainstorm about what success looks like for the future of Tampa Bay. I'll give you a time cue to pick one idea from the list of your team's ideas and drag that idea into the "best ideas" bucket. We have 20 teams developing what success looks like, you'll pick one, and so we'll end up with 20 ideas. Then we will ask a spokesperson from each team to tell us what your team's idea was.

Speaker: Will we see any plans tonight?

Andrea: Tonight is not the night that we'll be unveiling plans. It's about listening.

Speaker: So will the plans be created based on this?

Andrea: Absolutely. This listening piece will be used to inform the community working groups.

Danielle Moran, DOT Consultant: If you want to talk about Tampa Bay Next, we can schedule individual meetings. The community asked us to get all the transportation organizations together to talk about ideas for moving forward.

Speaker: So only the chosen people can speak tonight?

Danielle: If you are here, you are welcome to participate.

Andrea: You have two teams on your badge – *vision* and *ideas*. So go to your *vision* team first.

Envisioning our Ideal Future – Team Reports

What is the Ideal Future?
1. Seamless (Team 3)
2. Multimodal transit. (Team 18)
3. No highways. (Team 18)
4. Zero deaths/Vision Zero (Team 18)
5. Better bicycle mobility, protected bike lanes (Team 17)
6. Complete streets. (Team 18)
7. Fix current problems prior to creating new infrastructure. (Team 18)
8. No Tolls (Team 3)
9. Robust transit. (Team 18)
10. Reduce commuter times (Team 7)
11. Using 21st century cloud based transportation system. (Team 16)
12. Transportation equity, everyone regardless of age, ability, or income has access to the destination and the services that they need. (Team 18)
13. Low cost to execute (Team 3)
14. Fastlane (Team 3)
15. Fewer highways, more transit, faster safer transportation without cars (Team 17)
16. Measures of success: Safety, Vision Zero, Cost of transportation below national average, transport not an obstacle for jobs, (Team 15)
17. More bus routes (Team 7)
18. Fewer traffic jams, smoother traffic flow with cars (Team 17)
19. Walkability, walkable street blocks. Using smarter land use. (Team 16)
20. BRT (Team 7)
21. Give people an option to driving. (Team 15)
22. increased multi-transportation city to city, Tampa to St Pete faster (Team 17)
23. Increased multi-transportation city to city, Tampa to St Pete faster, more options, more routes from county to county (Team 17)
24. Sidewalk infrastructure improvements (Team 17)
25. Should NOT include more highway lanes, toll lanes especially I275 i4 exchange (Team 17)
26. Remove 275 north of Tampa - have mass transportation, multiple car routes, (Team 17)
27. Interconnected mass transport system - Tampa, St Pete, Orlando, Clearwater - so you can stay more than a few hours (Team 17)
28. Need to commit to fund these transportation initiatives, (Team 17)
29. Need to be able to live in Tampa without a car, to be able to get to work, shopping, school, on mass transport (Team 17)
30. Increase mass transportation options for people who live in east Tampa, west Tampa, where there is need (Team 17)
31. More options to go around Tampa and not through it to get around region (Team 17)
32. Transit oriented development (Team 7)

33. Something that connects the entire county, not just the city of Tampa. (Team 18)
34. All our communities connected with multiple modes of transportation (Team 3)
35. Increased bus service. (Team 15)
36. More routes, more frequency, reduced headway. (Team 15)
37. Mobility without the need to drive a car (Team 3)
38. Interconnected transportation (Team 10)
39. Smart transportation systems/technology (Team 15)
40. Paid for by consumers (Team 7)
41. Timing. Put infrastructure in place before the communities grow instead of after. (Team 15)
42. Car optional (Team 10)
43. Lots of choices (Team 9)
44. Multiple choices in how regional centers are connected (Team 10)
45. Transit oriented development: tying development decisions to transit (Team 10)
46. Access to jobs tied to transit opportunities (Team 10)
47. Smart roads (Team 10)
48. More functional bike lanes for all uses. Getting to work, school, restaurants. (Team 16)
49. Find adequate, and fair funding to keep the system running. (Team 15)
50. Increased quality of life (Team 7)
51. Sustainable, obtainable solution. (Team 15)

52. Multimodal options (Team 9)
53. No bottlenecks around I-4 (Team 4)
54. Answers beyond more lanes of traffic (Team 3)
55. Improving regional mobility (Team 7)
56. Reliable trip times (Team 9)
57. Water borne transportation (Team 12)
58. Green public transportation (Team 20)
59. Accommodate high-tech (electric car stations) (Team 19)
60. Technology transitions (Team 9)
61. Congestion proof transit options (Team 4)
62. Increased accessibility (Team 7)
63. Connects people to jobs (Team 4)
64. Autonomous vehicles designed to work in concert with infrastructure (Team 3)
65. Flexible technology and transitions (Team 9)
66. Safety for pedestrians and bicyclists (Team 20)
67. No fatalities (Team 4)
68. Increase public transit (Team 11)
69. Mobility choice- (Team 20)
70. Optimize first mile, last mile (Team 10)
71. Healthy transportation options such as walking and biking and transit (Team 12)
72. Technology: everything should be on the table, autonomous vehicles, bus, BRT, light rail, monorail, everything, including systems which may not yet have been envisioned. (Team 15)
73. Not negatively impact air quality (Team 7)

74. Automated connected electric & shared (ACES) (Team 9)
75. Land use planning that incorporates transportation planning (Team 4)
76. Choices (Team 4)
77. More carpool lanes, HOV lanes. (Team 15)
78. Infrastructure to support good transportation/resiliency (Team 12)
79. Multimodal transit - strategy for safety and mobility of pedestrians, cyclist and vehicles. (Team 8)
80. Transit that is adaptive to the emerging technology (Team 3)
81. Alternate routes for commuters that currently need to go through Tampa. (Team 16)
82. Not negatively impact community aesthetics (Team 7)
83. Incentives for business to have staggered employee start times/dates (Team 4)
84. Transit orientated development (Team 3)
85. No more destruction of communities, mobility is not more important than local communities. (Team 18)
86. Different options for short and long trips (Team 20)
87. Pedestrian and bicycle friendly (Team 11)
88. Transportation that considers socioeconomic and generational needs. (Team 8)
89. A system that doesn't exacerbate poverty. Doesn't destroy urban neighborhoods (Team 8)
90. Urban freeway removal (Team 8)
91. More transportation options. (Team 15)
92. High capacity vehicles take priority (Team 12)
93. Solutions to the first and last mile (Team 3)
94. Accommodates all groups of people (Team 4)
95. Increase technology in transit (Team 7)
96. Affordable Transportation (Team 4)
97. Stay flexible (Team 14)
98. More collaborative experience between bicycles, pedestrians and auto traffic. (Team 11)
99. Transportation plans that includes all scales of rail transit. Light rail, commuter rail, high speed rail. (Team 16)
100. Success as a reasonable commute time. (Team 15)
101. Integration of local communities of the region down to the local level- looking at the macro and the micro (Team 14)
102. Transportation that increases the value of our communities (Team 3)
103. Options that extend across county lines, including all modes - transit and trails. (Team 11)
104. Increase walkability (Team 7)
105. Improved design for much better safety a la vision zero (Team 12)
106. Improve public transit (bus lines) by having more busses running and in areas where there is the most need. USF, Airport, etc. (Team 19)
107. Connecting Pinellas and Hillsborough (St Pete to Tampa, use the water?) (Team 3)
108. Intercity connectivity with regional options (Team 4)
109. One regional MPO (Team 11)
110. Affordable enough to get implemented (Team 4)
111. Park and ride (Team 19)

112. Improve regional emergency evacuation options (Team 7)
113. Comprehensive master solutions with choices that work together (Team 20)
114. System that is affordable for all users (Team 12)
115. A transportation system that is proactive and plans for the future (Team 14)
116. Accepting of new technologies and modes of transport (Team 4)
117. Address concern for local population, instead of purely for projections and tourism (Team 3)
118. Funding, funding, funding! (Team 15)
119. Utilizes technology (Team 14)
120. Tunnels? (Team 7)
121. All bus stops should have shade (Team 19)
122. Scalable (Team 14)
123. Park and ride options (Team 12)
124. Multitude of choices (Team 14)
125. The best solutions that avoids displacement of people (Team 20)
126. Development based on small, walkable street grid. (Team 16)
127. Dedicated funding (Team 7)
128. Successful, efficient, reliable, convenient, pleasant to use bus system. (Team 15)
129. Transportation that has a return on investment (Team 3)
130. Walkability and able to ride bicycles (Team 20)
131. Transportation system that is financially sustaining (Team 9)
132. Embraces autonomous vehicles (Team 14)
133. Sustainable and resilient in terms of future use (Team 4)
134. Better maintenance on existing roads (Team 11)
135. Better management of traffic flow (Team 11)
136. Think long term while doing short term planning (Team 12)
137. Having choices other than cars (Team 14)
138. Better bus schedules, more frequent stops and more busses running at areas of most need (Team 19)
139. High Speed Ferry (Team 6)
140. Trolley Expansion (Team 6)
141. Neighborhood Connectivity (Team 6)
142. Convenient Integrated Transportation (Team 6)
143. Moving People rather than cars (Team 6)
144. Complete Streets (Team 6)
145. Bicycle Highway (Team 6)
146. Climate sensitive system (Team 14)
147. Use existing capacity more efficiently before creating new (Team 11)
148. Above ground metro connecting Pinellas with Hillsborough (Team 19)
149. The ability to live a relative full life without vehicle ownership - Embrace new ideas to get around (Team 4)
150. The lowest total cost for housing and transportation (Team 20)
151. Existing surface road corridors instead of interstate corridors (Team 3)
152. CART: Community ad valorem recovery tax. (Team 16)
153. Incentives and disincentives for using public transportation (Team 11)
154. Looks like other cities with successful transportation systems (Team 14)

155. Automated connected electric & shared (ACES) (Team 9)
156. Makes other metro areas jealous!!! (Team 4)
157. More shade trees. (Team 16)
158. Reliable and trustworthy. Safe. (Team 4)
159. Is accessible for all and is a safe system (Team 14)
160. A sustainable funding source for non-highway transportation. (Team 1)
161. Collaborative, equitable, multimodal solutions that allow people to live, work and play where ever they want. (Team 2)
162. Inter-county rail (here to Orlando for example). (Team 2)
163. A culture of trust between communities and planners; community led conversation; boost the bus system and take into account the amount of seniors we have in our county. (Team 2)
164. Creative solutions that are community driven. (Team 2)
165. Multi-modal options; convert CSX to commuter rail; utilize our bay for transit with ferries; triple capacity of our bus system; complete streets. (Team 2)
166. Feet and wheel focused planning that starts at the front door, not that garage door. WALKABILITY. (Team 2)
167. Respond in a way that is simple, resilient, and takes into account the very real environmental changes such as climate change and sea level rise. E.g., boosting the bus system. (Team 2)

Best Ideal Futures
1. Integrated multimodal system. (Team 15)
2. Responsible land use and environmental stewardship (Team 12)
3. Prioritize multiple aspects of transportation (safety, health, affordability, community cohesiveness), not just speed to destination. (Team 18)
4. Multimodal - effective options that include pedestrian and bike friendliness, transit across county lines. (Team 11)
5. Transportation options to make a car-optional scenario doable: combination of car services, driverless cars, drones, high speed rail, bus services, bike and pedestrian paths. Optimize first mile, last mile. (Team 10)
6. A community that prioritizes funding for all modes of transportation! (Team 12)
7. Reduce commuter times with dedicated funding via multi-model transportation and increased accessibility, while preserving neighborhoods. (Team 7)
8. Transportation options that are reliable, efficient and well-funded. (Team 3)
9. Urban freeway removal replaced with affordable multimodal transit options (Team 8)
10. Automated connected electric & shared (ACES) transportation to move people and goods safely and efficiently while preserving the environment and being flexible to change. (Team 9)
11. Allow the cities to manage their own transportation issues instead of forcing them to submit to the counties. Allow local options. (Team 15)
12. Affordable, safe, accessible, localized/regional transit (Team 16)

13. Transportation Choices - Light Rail/Cars/Transit/Bikes/Buses/Ride Sharing/Sidewalks/etc. - ALL MODES (Team 4)

14. A regional, multi-modal transportation system with multiple choices. (Team 1)

15. Public transit now. Metro line like other metropolitan areas. (Team 19)

16. Increased networked multimodal transportation accessible to all users. More mass transit routes and more frequent routes, within city, and from city to city, county to county, using technology to notify users of availability. (Team 17)

17. Transportation system that values quality of life, is scalable, innovative, flexible, accommodating and gives people choices. (Team 14)

18. Transportation solutions that have a minimal impact on the physical, natural, and human environments. (Team 16)

19. TAKE ACTION NOW. Build resilient, multi-model system in a creative, COMMUNITY-DRIVEN way. Focus on walkability and buses first. Focus on moving people, not cars. (Team 2)

20. Hub and spoke model connecting regions outside of Tampa to the people in surrounding neighborhoods. This will incorporate multiple forms of transportation including rail to major throughways with ferry/bus/bike/automated vehicles for more specific locations. Roadways should consider access roads, HOV lanes, rapid transit to more quickly connect people with businesses and entertainment. (Team 6)

21. Comprehensive solution that priorities everything but the personal automobile (Team 20)

Team 15

Carl: Integrated multi-modal system. Everything has to be on the table, autonomous vehicles, buses, light rail, monorail. We need to find ways to pay for it all. The figure that came up was $2.50/year/person would buy us a world-class transportation system. I can afford that!

Team 12

Cheryl: Responsible land use and environmental stewardship. Contain sprawl, conserve green space, have an active community with a variety of transportation modes.

Team 18

Alvin: Prioritize multiple aspects of transportation (safety, health, affordability, community cohesiveness), not just speed to destination. Anything we choose prioritizes multiple aspects – not just the time it takes to get from point A to point B.

Team 11

Speaker: Multimodal - effective options that include pedestrian and bike friendliness, transit across county lines. Multi-modal approach – also using existing capacity as efficiently as we can before we create new capacity.

Team 10
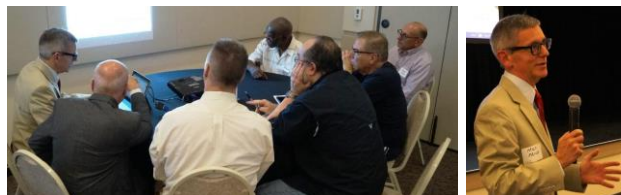
Milo: Transportation options to make a car-optional scenario doable: combination of car services, driverless cars, drones, high speed rail, bus services, bike and pedestrian paths. Optimize first mile, last mile. We combined a couple of ideas. We want it all.

Team 7

Michelle: We had broad representation across the region, including Largo, Tampa, MPOs, and Representative Kathy Castor's office. Reduce commuter times with dedicated funding via multi-model transportation and increased accessibility, while preserving neighborhoods. Increase accessibility so it's available to everyone.

Team 3

Bradley: Transportation options that are reliable, efficient and well-funded. Most people only have one option, a car. More options. Reliable - some people take bicycles or the tram but they are often unreliable.

Team 8

Doug: Urban freeway removal replaced with affordable multimodal transit options. Take interstates out of the urban core. Multi-model transit options. The time of the urban interstate has come and gone. Where this has happened, San Francisco, for example, it's a magic bullet. Tampa Bay is unique – we're so far behind, we can just look around.

Team 9

Barb: Automated connected electric & shared (ACES) transportation to move people and goods safely and efficiently while preserving the environment and being flexible to change. Our discussion centered around ACES transportation, which really expands on some of the technologies that we see now in our cars. Cruise control, lane changing. The automation in cars. We could see all sizes of vehicles used for different uses. Connected and talking to each other so traffic flows more smoothly. In the planning, maintain flexibility because we don't know what technology is coming.

Team 16

Austin: Affordable, safe, accessible, localized/regional transit. Prepare for the next generation of transportation that is smart and connected but that doesn't preclude existing options. Create 20-minute communities. Anything you need is included within a 20-minute walk. Various modes of transportation including creating dignity in riding the bus.

Team 4

Ann: Transportation Choices - Light Rail/Cars/Transit/Bikes/Buses/Ride Sharing/Sidewalks/etc. - ALL MODES. Choose whatever is convenient – all kinds of transit. Better pedestrian walkways, bikes. Anything that gives people choices.

Team 1
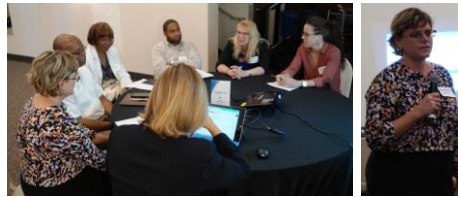
Cassandra: A regional, multi-modal transportation system with multiple choices. We had a long discussion about choices and expanding the opportunities for public transportation, but also walking and cycling. Making sure people have what they need to go quickly, safely and efficiently. Not saying that public transportation is any particular mode.

Team 19

Karen: Public transit now. Metro line like other metropolitan areas. A sense of urgency. Not have to wait for the changes that are coming. Curious about how it will be paid for. We know that FDOT is putting on these extravaganzas – is the State paying? A personal pet peeve – all bus stops need to have shade.

Team 17

Jasmine: Increased networked multimodal transportation accessible to all users. More mass transit routes and more frequent routes, within city, and from city to city, county to county, using technology to notify users of availability. Make them connected to our devices. Fast and efficient.

Team 14

Kimberly: Transportation system that values quality of life, is scalable, innovative, flexible, accommodating and gives people choices. We started with ideas that value the quality of life of all citizens in our area, regardless of economic status or age. Use the resources we have in our communities that take care of the citizens in the counties. Scalable so we are not reinventing the wheel. Something you can build on. Innovative, flexible and accommodating. People have a choice about taking care of their families, work, health care, employment and recreation. Families and the ways we survive and take care of ourselves and our bodies is an important part of a system we put in.

Team 2

Pat Kemp, Hillsborough County Commissioner: We had people from Pasco, Hillsborough, and Pinellas County. Take Action Now. Build a resilient, multi-model system in a creative, community-driven way. Focus on walkability and buses first. Focus on moving people, not cars. We want a system that works for people, not just cars. Regional ferry, using existing rail. Tripling our bus system. Multiple congestion-proof options.

Team 6

Andrew: Hub and spoke model connecting regions outside of Tampa to the people in surrounding neighborhoods. This will incorporate multiple forms of transportation including rail to major throughways with ferry/bus/bike/automated vehicles for more specific locations. Roadways should consider access roads, HOV lanes, rapid transit to more quickly connect people with businesses and entertainment. I was born and raised here and want to stay, so I'm very vested in this project. We had people from Sun City Center, Ybor, Tampa Heights, and

South Tampa. We aren't going to come up with the perfect solution, and we need to get started yesterday. It's about economic prosperity in our region. Start with commercialized regions. Connect surrounding neighborhoods to downtown. Connect the outlying dense regions. Then walkable communities, bike lanes. Hub and spoke model is our vision.

Team 20

Bill: Comprehensive solution that prioritizes everything but the personal automobile. Comprehensive solution that encompasses a variety.

Common Themes
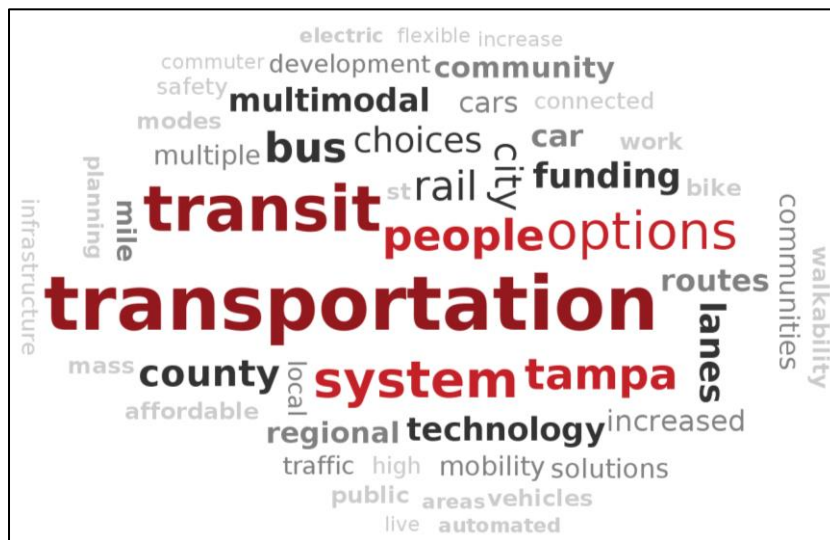
Andrea: There is great alignment of the teams. Danielle is going to come up and explain more about why we are here tonight.

Danielle: I wanted to clarify why we are here and how it is different. We have transportation agencies, TBARTA, MPO's and other transportation agencies. It will take to work to get there. Transportation is the most contentious topic in our community. It will take all of us coming together and reaching a consensus. Express lanes are one of the options on the table. (*Boo's*). We are happy to talk about the other options. We understand that transportation is important. We want to hear about transit funding and integrated options.

> **Defining Ideas**
>
> Further develop the **Focus Areas** and identify specific activities that could be undertaken.
>
> Participants will work in teams to answer the question: How can we be successful across the region for the identified focus areas?

Andrea: I'm going to ask Alison to review the themes that came up in your visioning.

Alison: The next activity is an opportunity to dig into the common themes that came up in your teams. The first is *Safety*. The second is *Multi-Modal and Choices*. The third is around *Technology*. The changes that cars are having and other technology choices. Fourth is *Funding and Policy.* It might extend into environmental and community policies. You'll have a chance to give these more thought.

Andrea: In this second activity, we are looking for your ideas to get us to the future. Again, we'll ask for a keyboard savvy person. You'll start with the *Safety* bucket. We'll spend about 10 minutes per bucket. Once we get a good list, we'll ask you to pick your best idea for *Safety*. The second is *Multi-Modal Options*. Then you'll go to the *Technology* bucket and the *Policy/Funding* buckets. You'll go to the team number on your badge for "*Ideas*."

Prioritizing Top Ideas

Focus Area #1: Safety

Focus Area 1 Safety: Brainstorm Ideas
1. Safe bike lanes! (Team 2)
2. protected bike lanes, wider sidewalks on both sides of the street, elevated guideways, more sidewalks, pedestrian walkway over road (Team 17)
3. Pedestrian safety. (Team 20)
4. Lighted posts separating bike lanes. (Team 2)
5. Cars and highways kill people (Team 18)
6. design for people not cars (Team 18)
7. Shady bus stops. (Team 20)
8. protected bike lanes (Team 14)
9. slow drivers down (Team 4)
10. Speed kills- slow down our streets (Team 18)
11. Comfortable biking (Team 18)
12. limit one-way streets- fast (Team 18)
13. Public education, for example, how to interact with bicycles and pedestrians. (Team 20)
14. separate bicyclists from traffic (Team 4)
15. Appropriate speeds for the land use context. Speed limits are too high in most areas. (Team 13)
16. Make it safe and convenient for people to cross the street. Marked crosswalks are too far apart. (Team 13)
17. Street lighting is essential. It should not be considered an enhancement. (Team 13)
18. May need to consider additional traffic signals or other ways for people to cross streets. (Team 13)
19. Pavement markings and signs should be more visible. Consider better color and more visibility (Team 13)
20. More driver education and more frequent driver education - better licensing requirements (Team 13)
21. Complete streets that are safe for all users of all abilities regardless of mode. (Team 13)
22. Good signage (Team 3)
23. Rethink intersections with pedestrians in mind -- not only cars. (Team 2)
24. traffic calming (Team 14)
25. Separated bike lanes, with curbs or other way to keep safe from cars. (Team 5)
26. Lower speed limit and strengthen enforcement against speeding. (Team 19)
27. synchronizing signals and lights (Team 14)
28. Street lighting (Team 2)
29. sidewalks (Team 2)
30. Bike lanes should be physically protected/separated from heavy truck or car traffic (Team 18)
31. sidewalks and bike lanes (Team 3)
32. more transit- safer for more people, automated- less human error (Team 14)
33. Shaded sidewalks that are buffered from car traffic (Team 18)

34. address right turn on red pedestrian safety issue (Team 4)
35. honoring the individual rather than the machine (Team 1)
36. pedestrian overpasses/ wide, safe sidewalks (Team 14)
37. Solar powered lights at bus stops. (Team 20)
38. Frequent signaled pedestrian crossings (Team 18)
39. safety training/education (Team 3)
40. lane narrowing (Team 14)
41. Stoplights for cars at pedestrian crossings (Team 2)
42. Sidewalks: ADA, wider, well maintained (Team 5)
43. well marked and bold crosswalks (Team 4)
44. Fund automated options for safety. (Team 19)
45. Safe Routes to School (Team 18)
46. light up bike lanes (Team 20)
47. Lighting under overpasses for nighttime safety (Team 2)
48. lower speed limits (Team 1)
49. prepare for vehicle automation/ plan for keeping people safe (Team 14)
50. crosswalks and crosswalk awareness training for drivers (Team 20)
51. eliminate sidewalk gaps (Team 4)
52. Trail lighting in urban sections of the trails (Team 2)
53. Prioritize bike ped dollars on safety improvements, not recreational trails. (Team 10)
54. enforce traffic law (speed limits); don't run people over on foot or on bikes (Team 14)
55. better lighting (Team 17)
56. AV technology proliferation (Team 5)
57. more streetlights, esp in outer areas (Team 4)
58. Enforce road laws on bicyclist. (Team 10)
59. Cameras on trails (Team 2)
60. buffer of parked cars, then bike lane, then sidewalk - more safety for more people (Team 14)
61. protected bikeways (Team 1)
62. setbacks and sight distances (Team 4)
63. more protected crosswalks (Team 14)
64. complete streets (Team 1)
65. Update our safety education in the community. (Speeding, slow lane/fast lane, bike safety (share the road)) (Team 19)
66. capacity managed highways and roads to maintain safe speeds (Team 5)
67. safer intersections (Team 4)
68. Shade for bus stops and bus stops back off the corner. (Team 2)
69. road diets (Team 5)
70. complete streets on all roads (Team 4)
71. Bus lanes that take them out of traffic for passenger safety. (Team 2)
72. integrating bike traffic onto major roadways for accessibility (Team 17)
73. Traffic calming measures (roundabouts) (Team 19)
74. outlaw texting while driving (Team 14)

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75. driver education regarding pedestrians and cyclists (Team 11)
76. Well-lit transit stops (Team 10)
77. create ped friendly environments in dense areas (Team 4)
78. Smart technology re: security (Team 7)
79. comprehensive and cohesive bicycle networks on designated roadways (Team 17)
80. Solar power lighting on walking routes/streets/parks (Team 8)
81. people need to be made aware that drivers, bicyclists and pedestrians -- safety training., (Team 20)
82. leverage technology to support safety (Team 11)
83. education pedestrian and bicyclists for safe practices (Team 11)
84. educate all users to the rules of the roads and enforce those laws (Team 11)
85. better lighting for paths, trails, streets- overall (Team 14)
86. conversion of two-way to one-way streets (Team 4)
87. Pedestrian, driver, bicyclist safety training. (Team 20)
88. Slow down traffic. (Team 16)
89. Something better around crosswalks... (Team 8)
90. roundabouts (Team 17)
91. Convert ways to get off the road- more bike paths, trails, connected!!! - that can take someone from one point to another (that is somewhere somebody wants to go) (Team 14)
92. Educational strategy for all modes (Team 7)
93. safety education (Team 17)
94. Dedicated bus indents for bus stops (Team 8)
95. improved traffic enforcement, crosswalks, better design (Team 5)
96. Preserve some high capacity corridors for moving traffic. (Team 10)
97. Dedicated bus lanes during high traffic times (Team 8)
98. More east-west connections that are safe for cyclists (Team 14)
99. More crosswalks (Team 10)
100. NO ROUND ABOUTS (Team 8)

Top 1 Idea
1. We can't educate our way out of traffic deaths- we need to design our streets to focus on people's safety not vehicles. Nothing (speed, mobility, etc.) is more important than human life. (Team 18)
2. Well-funded pedestrian and bike lanes, crosswalks, and underpasses with shade and lighting. (Team 2)
3. Automated, connected technologies (Team 3)
4. Safer, well-designed and maintained bike lanes, traffic management that reduces accidents, and pedestrian safety measures. (Team 15)
5. Implement complete streets to include lighting, ped amenities, appropriate speeds, marked crosswalks, protected bike lanes, trees, landscaping, etc. (Team 4)
6. Building infrastructure serving people, not cars. Also no toll roads. (Team 16)

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7. Designing roadways for all users and not just cars - skinnier lanes, street trees, traffic calming methods, designated bikeways with a connected network, roundabouts, safety education (Team 17)

8. Wider sidewalks, lower speed limits in congested areas and better lighting (Team 7)

9. Prioritize areas for safety in areas with fatalities. (Team 10)

10. Traffic calming WITH transit (Team 14)

11. automated traffic management system (Team 5)

12. Implement Complete Streets everywhere that makes all modes safe for all users. This includes lighting, pavement markings, signs, better crosswalks, and regulations for driver education, especially hands-free devices. (Team 13)

13. Define safety for more than drivers but prioritizes vulnerable users (Team 11)

14. Wider sidewalks/better lighting/bus lanes/etc. (Team 8)

15. Protection for all modes of transportation including complete streets, bikeways, lower speed limits, pedestrian awareness zones, transit options. (Team 1)

16. Lower speed limits, improve enforcement of speed limits and traffic rules (specifically: red light cameras not privately run), improve public safety, bike, pedestrian and driver education. (Team 19)

17. Public service announcements concerning safe walking, biking, and so on. (Team 20)

Alison: I tried to identify some unique characteristics. The first bucket focused on safety for people. #2 was about sidewalks and pedestrian walkways. #5 is particularly about bike lanes. #9 was about complete streets. There were some overlaps, but we want to get a sense of what you personally think is the most important. You'll choose three in order of what you believe is the most important.

Choose your Top 3 Activities that can be undertaken for Focus Area 1: Safety

1. We can't educate our way out of traffic deaths- we need to design our streets to focus on people's safety not vehicles. Nothing (speed, mobility, etc.) is more important than human life. (Team 18) / designing roadways for all users and not just cars - skinnier lanes, street trees, traffic calming methods, designated bikeways with a connected network, roundabouts, safety education (Team 17) / Lower speed limits, improve enforcement of speed limits and traffic rules (specifically: red light cameras not privately run), improve public safety, bike, pedestrian and driver education. (Team 19) / Protection for all modes of transportation including complete streets, bikeways, lower speed limits, pedestrian awareness zones, transit options. (Team 1) – 21%

2. Wider sidewalks, lower speed limits in congested areas and better lighting (Team 7) / Well-funded pedestrian and bike lanes, crosswalks, and underpasses with shade and lighting. (Team 2) – 8%

3. Building infrastructure serving people, not cars. Also no toll roads. (Team 16) – 15%

4. automated, connected technologies (Team 3) – 7%

5. Safer, well-designed and maintained bike lanes, traffic management that reduces accidents, and pedestrian safety measures. (Team 15) / Wider sidewalks/better lighting/bus lanes/etc. (Team 8) – 13%

6. Prioritize areas for safety in areas with fatalities. (Team 10) – 4%

7. traffic calming WITH transit (Team 14) – 5%

8. automated traffic management system (Team 5) – 8%

9. Implement Complete Streets everywhere that makes all modes safe for all users. This includes lighting, pavement markings, signs, better crosswalks, and regulations for driver education, especially hands-free devices. (Team 13) / implement complete streets to include lighting, ped amenities, appropriate speeds, marked crosswalks, protected bike lanes, trees, landscaping, etc. (Team 4) – 16%

10. define safety for more than drivers but prioritizes vulnerable users (Team 11) – 4%

Top Activities for Focus Area #1: Safety

- We can't educate our way out of traffic deaths- we need to design our streets to focus on people's safety not vehicles. Nothing (speed, mobility, etc.) is more important than human life. (Team 18) / designing roadways for all users and not just cars - skinnier lanes, street trees, traffic calming methods, designated bikeways with a connected network, roundabouts, safety education (Team 17) / Lower speed limits, improve enforcement of speed limits and traffic rules (specifically: red light cameras not privately run), improve public safety, bike, pedestrian and driver education. (Team 19) / Protection for all modes of transportation including complete streets, bikeways, lower speed limits, pedestrian awareness zones, transit options. (Team 1) – 21%
- Implement Complete Streets everywhere that makes all modes safe for all users. This includes lighting, pavement markings, signs, better crosswalks, and regulations for driver education, especially hands-free devices. (Team 13) / implement complete streets to include lighting, ped amenities, appropriate speeds, marked crosswalks, protected bike lanes, trees, landscaping, etc. (Team 4) – 16%
- Building infrastructure serving people, not cars. Also no toll roads. (Team 16) – 15%
- Safer, well-designed and maintained bike lanes, traffic management that reduces accidents, and pedestrian safety measures / Wider sidewalks/better lighting/bus lanes/etc. (Team 8) – 13%

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Focus Area #2: Multi-modal Options

Focus Area 2 Multimodal Options: Brainstorm Ideas

1. Expanding streetcar, commuter rail, dedicated bus lanes. (Team 16)
2. Integrated technology that helps people find, decide on, and access/pay for transportation options (Team 18)
3. Invest in and improve the bus network (Team 18)
4. Bus transfers (Team 20)
5. Core network of frequent, effective bus service (Team 18)
6. More bus rapid transit (Team 3)
7. Fast lanes for bus rapid transit (Team 2)
8. More bike lanes/pedestrian amenities (Team 3)
9. Commuter rail (Team 3)
10. congestion-proof transit: express buses in express lanes, ferries, rail (Team 3)
11. Rubber wheeled circulators in high-density residential and employment centers (Team 3)
12. cross-county service (Team 3)
13. Short-distance/circulator bus routes (Team 2)
14. Park and rides where needed (Team 18)
15. More and better transfer points. Smoothly change between bus/walking/bike/car/tram (Team 2)
16. Better bus service (Team 4)
17. Smaller buses for areas with lower ridership (Team 2)
18. Light rail (Team 14)
19. Tripling funding for bus transportation systems (Team 20)
20. Solve for short trips- more than 40% of trips are under 3 miles long which can be biked in 20 minutes. More than 1/4 of car trips are under 1 mile long and can be walked in 20 minutes. (Team 18)
21. All systems to bike racks and parking (Team 14)
22. Require specific percentage of funding to be spent on different modes (Team 4)
23. Utilize existing right-of-way for transit. (Team 18)
24. Connected bike lanes - so can get somewhere, travel from place to place (Team 14)
25. Implement Complete Streets (Team 13)
26. Managed bus toll lanes (Team 5)
27. Multimodal hubs - connecting different modes of transportation to central area - expanded multimodal hubs in different communities - 'Brandon, Clearwater, Westshore, downtown Tampa, downtown St Pete, plant city (Team 17)
28. Dedicated mass transit - bus on dedicated lanes - grade separated transit options such as rail and trolley (Team 17)
29. Water transportation using river and bay - ferry etc. (Team 17)
30. Demand response -- flexible busing or transit for areas with fluctuating demand (Team 2)
31. Increased funding for local transit (Team 4)
32. Robust transit with frequent service and many stations (good, covered, safe bus stops/rail stations) (Team 14)
33. Street car system extension (Team 5)

34. Increasing funding for new types of transportation, public transportation (Team 20)
35. More frequent buses (Team 2)
36. Extended bus routes. (Team 2)
37. Waterway transportation options - taxies, ferry (Team 5)
38. Regional transit - from county to county, or large developed area to area (Team 14)
39. Light rail or commuter rail. (Team 2)
40. USF TO downtown Tampa and downtown Tampa to the airport. (Team 20)
41. Commuter options for outlying counties (Team 5)
42. CSX tracks to create transit (Team 11)
43. Fixed guideway plus TOD (Team 14)
44. Expand trolley service. (Team 2)
45. Downtown Gulfport to the airport! (Team 20)
46. Solutions appropriate for hot climate, e.g., shelters (Team 4)
47. Environmentally friendly - electric cars (Team 5)
48. Small area circulators (Team 11)
49. Ferry to/from St. Pete (Team 2)
50. Dedicated transit to healthcare facilities (Team 5)
51. Land use zoning specific to transit stations - to increase TOD (so development is dense, offers something to do and that is useful adjacent to the transit mode) (Team 14)
52. Explore financially sustainable options for multi-modes. (Team 10)
53. Uber, Lyft, self-driving cars integrated with multimodal public transportation. (Team 20)
54. Robust bike lane network (Team 4)
55. Definitive funding source for multi-mode options. (Team 10)
56. Better/promotion of Car/ride sharing services (Team 5)
57. Uber/lift connects people to buses/rail transit. (Team 2)
58. Last mile make require other options like private cars, Uber, Lyft, and so on. (Team 20)
59. Bikes!\ (Team 20)
60. Expanding the street car to connect more close-in neighborhoods. While using light rail/regional rail to connect outer neighborhoods to the inner areas. (Team 8)
61. Spine of light rail in major corridors (like across the bridge). (Team 2)
62. Seamless transfers between modes (Team 4)
63. Placing retail and useful services in stations- revenue generation (Team 14)
64. Bus Toll Lane concepts (Team 10)
65. Accessibility through smart technology (Team 7)
66. Walkable environment - walk shed, awnings, appealing to walk (Team 14)
67. Context-sensitive transportation (Team 4)
68. Tripling the bus system immediately. (Team 20)
69. Expand shared transportation (Team 11)
70. Bike shares- expand them, safely, more and more frequently connected (Team 14)
71. Expand and modernize the streetcar (Team 14)
72. Education about multi-modal use, on the model of recycling. (Team 10)
73. More ferry service- especially to serve south Hillsborough County (also cross bay) (Team 14)

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74. Light rail (Team 14)
75. Heavy regional commuter rail (Team 14)
76. High speed rail between metros (Team 14)
77. Express buses on shoulders (Team 10)
78. Understanding regional differences and respecting local culture (Team 11)
79. Accommodate driverless cars, AV, ride sharing and other new technologies (Team 3)

Top 1 Idea
1. Build political will to fund new and different multimodal options- starting with low-hanging fruit such as improving bus service. (Team 18)
2. Flexible modal options that can be shared by many people - public transit, shared vehicles, with high-capacity autonomous vehicles. The options should make the first/last mile safe and convenient for pedestrians and bicyclists. (Team 13)
3. Improved bus services/systems (Team 5)
4. Rail, ferries, cross-county bus routes, BRT lanes, improved bus routes, and bike lanes. Listen to experts on things like complete streets and then have community dialogue. Community-based design. (Team 15)
5. CSX lines for commuter rail supplemented by dedicated bus lane (BRT) for connectivity (especially across the bay). (Team 2)
6. Prioritize pedestrians, bicyclists, transit users, and drivers in that order. Also no toll roads. (Team 16)
7. Everything has to be on the table, the right tool for the right situation. (Team 10)

8. Embrace autonomous vehicles as a means of getting in to the city or nearby neighborhood where you can connect to the localized transportation network. This is an option to go along with expanding the street car to connect more close-in neighborhoods. While using light rail/regional rail to connect outer neighborhoods to the inner areas. (Team 8)
9. First and last mile solutions (Team 7)
10. Multimodal hubs, mass transit in dedicated lanes, connecting major regional activity centers (St Pete/Clearwater/downtowns/Brandon/etc.) - complete streets as part of multimodal approach (Team 17)
11. Adequate funding for Hart and PSTA, address first/last mile, ferry, utilize existing rail infrastructure for commuters, develop multimodal hubs, connected sidewalks, bikeways and trails. (Team 1)
12. Prioritized, well-funded, context-sensitive solutions, including better bus service, seamless connections, robust bike network, etc. (Team 4)
13. Solves our first and last mile problems (Team 11)
14. Fixed guideway plus TOD (Team 14)
15. Fix efficiency of bus (add more HART FLEX, more busses with more stops, prioritize funding of the bus system). Improve bicycle and pedestrian accessibility for the public and those with transportation disadvantages. Include light rail, monorail, with modern cars.   Need more robust, urban public transportation system. (Team 19)
16. Express lanes for bus service, automated vehicles and other new technologies (Team 3)

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17. Plan on allocating funding to new modes of public transportation as well as tripling the bus system RIGHT NOW! (Team 20)

Speaker: Can you explain fixed guideway (#14 – Fixed guideway plus TOD)?

Michelle: A dedicated system, light-rail, heavy commuter, moving many people including transit-oriented development.

Choose your Top 3 Activities that can be undertaken for <u>Focus Area 2:Multimodel_Options</u>

1. **Build political will to fund new and different multimodal options- starting with low-hanging fruit such as improving bus service. (Team 18) – 13%**

2. Everything has to be on the table, the right tool for the right situation. (Team 10) – 7%

3. Flexible modal options that can be shared by many people - public transit, shared vehicles, with high-capacity autonomous vehicles. The options should make the first/last mile safe and convenient for pedestrians and bicyclists. (Team 13) – 7%

4. **Improved bus services/systems (Team 5) / Fix efficiency of bus (add more HART FLEX, more busses with more stops, prioritize funding of the bus system,). Improve bicycle and pedestrian accessibility for the public and those with transportation disadvantages. Include light rail, monorail, with modern cars. Need more robust, urban public transportation system. (Team 19) / Rail, ferries, cross-county bus routes, BRT lanes, improved bus routes, and bike lanes. Listen to experts on things like complete streets and then have community dialogue. Community-based design. (Team 15) – 21%**

5. CSX lines for commuter rail supplemented by dedicated bus lane (BRT) for connectivity (especially across the bay). (Team 2) – 9%

6. Prioritize pedestrians, bicyclists, transit users, and drivers in that order. Also no toll roads. (Team 16) / prioritized, well-funded, context-sensitive solutions, including better bus service, seamless connections, robust bike network, etc. (Team 4) – 7%

7. Embrace autonomous vehicles as a means of getting in to the city or nearby neighborhood where you can connect to the localized transportation network. This is an option to go along with expanding the street car to connect more close-in neighborhoods. While using light rail/regional rail to connect outer neighborhoods to the inner areas. (Team 8) / accommodate driverless cars, AV, ride sharing and other new technologies (Team 3) – 5%

8. First and last mile solutions (Team 7) / solves our first and last mile problems (Team 11) – 7%

9. **multi-modal hubs, mass transit in dedicated lanes, connecting major regional activity centers (st pete/Clearwater/downtowns/Brandon/etc) - complete streets as part of multimodal approach (Team 17) / Adequate funding for Hart and PSTA, address first/last mile, ferry, utilize existing rail infrastructure for commuters, develop multimodal hubs, connected sidewalks, bikeways and trails. (Team 1) – 15%**

10. Fixed guideway plus TOD (Team 14) – 8%

Top Activities for Focus Area #2: Multi-modal Options

- Improved bus services/systems (Team 5) / Fix efficiency of bus (add more HART FLEX, more busses with more stops, prioritize funding of the bus system,). Improve bicycle and pedestrian accessibility for the public and those with transportation disadvantages. Include light rail, monorail, with modern cars. Need more robust, urban public transportation system. (Team 19) / Rail, ferries, cross-county bus routes, BRT lanes, improved bus routes, and bike lanes. Listen to experts on things like complete streets and then have community dialogue. Community-based design. (Team 15) – 21%
- multi-modal hubs, mass transit in dedicated lanes, connecting major regional activity centers (St Pete/Clearwater/downtowns/Brandon/etc) - complete streets as part of multimodal approach (Team 17) / Adequate funding for Hart and PSTA, address first/last mile, ferry, utilize existing rail infrastructure for commuters, develop multimodal hubs, connected sidewalks, bikeways and trails. (Team 1) – 15%
- Build political will to fund new and different multimodal options- starting with low-hanging fruit such as improving bus service. (Team 18) – 13%

Focus Area #3: Technology

Focus Area 3 Technology: Brainstorm Ideas
1. Interconnected transportation information and access from technology (Team 18)
2. Tech exists- you can look up different options, but the options just aren't great. (Team 18)
3. ATMS (Team 5)
4. Single payer app/system for Coast Bike Share, buses etc. (Team 18)
5. Autonomous vehicles. (Team 20)
6. Promote autonomous vehicle options for all modes of transit including rideshare through transit (Team 5)
7. Integrated bus/multimodal vehicle schedules. (Team 20)
8. Connected vehicle network: could reduce traffic and increase safety. (Team 2)
9. Apps (Team 17)
10. More apps (Team 17)
11. Elevated cable cars or maglev (Team 2)
12. Smart lanes that adapt to traffic (Team 20)
13. App that shows when the bus will show up at a bus stop. (Team 2)
14. Thin film solar panels, 3-d printed integrated into cars, buses, and other vehicles (Team 20)
15. Integrate mobile transportation applications with local businesses as advertisers (Team 5)
16. consolidated information in app, w/ real-time info (Team 4)
17. Seamless integration of modes through technology (Team 7)
18. More GPS integration in cars -- windshield display? (Team 2)
19. Solar roads (Team 13)
20. Leverage transportation infrastructure of the Internet of Things (Team 13)

21. Autonomous vehicles (buses/cars) (Team 8)
22. "Smart" traffic lights, like with LEDs. (Team 20)
23. Better timing of traffic lights (Team 20)
24. Innovative pavement surfaces that can convert pedestrian or vehicle traffic to energy. (Team 13)
25. Smart traffic signals, signal priority for buses (Team 4)
26. Easier ways to pay when getting on and off the bus. An App or something like it. (Team 8)
27. Planning with an eye toward future technology. (Team 10)
28. Disable texting while car is moving faster than 25 mph (Team 14)
29. Automated vehicle technology that's affordable, or can be made affordable through aftermarket devices (Team 13)

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30. Wi-Fi on buses and public transportation. Would allow commuters to work or have access to internet for longer commutes. (Team 8)
31. Smart traffic signals- with preference for pedestrians and cyclists (Team 14)
32. Zero emissions vehicles (Team 20)
33. Remain flexible so that we can integrate new technologies into transit. (Team 2)
34. Linking all modes through technology. (Team 10)
35. AV transit vehicles (Team 14)
36. Sustainable methods for transportation, e.g. electric buses, to minimize environmental impact (Team 4)
37. Seamlessly tie in all transportation options to easily determine best way to reach job/airport/etc. (Team 8)
38. Smart phoned enabled app- pay fare card, maps, schedules- real time - for ALL modes, in one place (Team 14)
39. Need to connect tourist attractions/cultural hubs (Ybor/Clearwater/St. Pete/Hyde Park/Downtown/etc.) to attract tourists. (Team 8)
40. Technology that acknowledges that not everyone has a smartphone- or wants one. Displays that ask you if you want to text, use app, also that has audible prompts (Team 14)
41. Use tech to improve first mile last mile - synchronize all these (so you can easily see all systems available to you) (Team 14)
42. Improved wayfinding across all transportation (Team 14)

Top 1 Idea
1. Better utilize technology to understand trends and make data-driven decisions, eg where are people walking/biking, stress levels. (Team 18)
2. One platform for regional connectivity (Team 11)
3. Leverage existing assets/infrastructure to enhance with technology that enables people to move more efficiently and confidently with a variety of different choices. People should be able to feel assured that they'll arrive safely. Traffic signals should be well-coordinated, adaptive, and capable of communicating with vehicles and mobile devices/phones. Traffic signals should prioritize high capacity vehicles. (Team 13)
4. Promote the development of parking availability mobile application (Team 5)
5. Connected vehicles, autonomous vehicles, real-time apps for transit routes for mapping and fares, transit signal priority and dedicated bus lanes, regional fares. (Team 15)
6. Build transit now and remain flexible on implementing new tech as it comes. (Team 2)
7. Real-time transportation apps to integrate all modes (Team 7)
8. Increase solar panels on roads to integrate solar electric with buses and rail, etc. (Team 20)
9. Consolidated info app, ITS, smart signals, transit priority for signals, electric buses to minimize envir impacts. (Team 4)
10. Technology to solve human problems, not vice versa. We need to use technology because it provides value, not just because we can do it. (Team 10)
11. Use technology to promote dense cities, not perpetuate sprawl. Also not toll roads. (Team 16)
12. Comprehensive app or card to cover each person's cost of all multi-modal transportation options. Smart enforcement of speed limits. Smart parking options needed. (Team 19)

13. using solar, electric transit services and cars (connected to transit services), technology-friendly bus stops (can charge phone at bus stops), pre-pay transit fares through phone for all transit services, consolidate existing apps, screen with live information on transit routes at bus stops, bicycle alert apps for delays or problems on designated bike routes, downtown circulator AV (Team 17)

14. Advanced Traffic Management System (ATMS) on all corridors, embrace autonomous vehicles, using mobile devices as a choice for payment, routes and connections, using drones to survey traffic and accidents, apps to encourage rideshare. (Team 1)

15. Simplify bus and other mode systems to make non-users able to quickly learn how to use it (Team 14)

16. Accommodations for automated, connected vehicles and shared economy (Team 3)

17. Electronic payments for transportation/integration with other multimodal options. Need to have ability track all forms of transportation usage under one platform/app. (Team 8)

Alison: #4 was talking about technology, particularly about apps.

Choose your Top 3 Activities that can be undertaken for Focus Area 3: Technology

1. Better utilize technology to understand trends and make data-driven decisions, e.g. where are people walking/biking, stress levels. (Team 18) – 11%

2. one platform for regional connectivity (Team 11) – 5%

3. **Leverage existing assets/infrastructure to enhance with technology that enables people to move more efficiently and confidently with a variety of different choices. People should be able to feel assured that they'll arrive safely. Traffic signals should be well-coordinated, adaptive, and capable of communicating with vehicles and mobile devices/phones. Traffic signals should prioritize high capacity vehicles. (Team 13) – 17%**

4. **Promote the development of parking availability mobile application (Team 5) / Connected vehicles, autonomous vehicles, real time apps for transit routes for mapping and fares, transit signal priority and dedicated bus lanes, regional fares. (Team 15) / Real-time transportation apps to integrate all modes (Team 7) / Advanced Traffic Management System (ATMS) on all corridors, embrace autonomous vehicles, using mobile devices as a choice for payment, routes and connections, using drones to survey traffic and accidents, apps to encourage rideshare. (Team 1) – 14%**

5. Comprehensive app or card to cover each person's cost of all multi-modal transportation options. Smart enforcement of speed limits. Smart parking options needed. (Team 19) – 5%

6. Build transit now and remain flexible on implementing new tech as it comes. (Team 2) – 11%

7. increase solar panels on roads to integrate solar electric with buses and rail, etc. (Team 20) – 3%

8. **Consolidated info app, ITS, smart signals, transit priority for signals, electric buses to minimize envir impacts. (Team 4) / using solar, electric transit services and cars (connected to transit services), technology-friendly bus stops (can charge phone at bus stops), pre-pay transit fares through phone for all transit services, consolidate existing apps, screen with live information on transit routes at bus stops, bicycle alert apps for delays or problems on designated bike routes, downtown circulator AV (Team 17) – 16%**

9. Technology to solve human problems, not vice versa. We need to use technology because it provides value, not just because we can do it. (Team 10) – 6%

10. Use technology to promote dense cities, not perpetuate sprawl. Also not toll roads. (Team 16) – 12%

Top Activities for Focus Area #3: Technology
• Leverage existing assets/infrastructure to enhance with technology that enables people to move more efficiently and confidently with a variety of different choices. People should be able to feel assured that they'll arrive safely. Traffic signals should be well-coordinated, adaptive, and capable of communicating with vehicles and mobile devices/phones. Traffic signals should prioritize high capacity vehicles. (Team 13) – 17%
• Consolidated info app, ITS, smart signals, transit priority for signals, electric buses to minimize envir impacts. (Team 4) / using solar, electric transit services and cars (connected to transit services), technology-friendly bus stops (can charge phone at bus stops), pre-pay transit fares through phone for all transit services, consolidate existing apps, screen with live information on transit routes at bus stops, bicycle alert apps for delays or problems on designated bike routes, downtown circulator AV (Team 17) – 16%
• Promote the development of parking availability mobile application (Team 5) / Connected vehicles, autonomous vehicles, real time apps for transit routes for mapping and fares, transit signal priority and dedicated bus lanes, regional fares. (Team 15) / Real-time transportation apps to integrate all modes (Team 7) / Advanced Traffic Management System (ATMS) on all corridors, embrace autonomous vehicles, using mobile devices as a choice for payment, routes and connections, using drones to survey traffic and accidents, apps to encourage rideshare. (Team 1) – 14%

Focus Area #4: Policy/Funding

Focus Area 4: Funding/Policy Brainstorm Ideas

1. Financially sustainable funding sources (Team 11)
2. Highway projects on public referendum like transit (Team 11)
3. Every local trip should be able to be completed on local streets (Team 11)
4. assured interconnectivity (Team 11)
5. How do we build community and political will for transit and other transportation solutions? (Team 18)
6. Make transit more appealing (shaded, Wi-Fi, comfortable, frequent) so that it becomes a positive option for all. (Team 18)
7. Change impact fee structure- new capacity is not always what's needed. (Team 18)

8. Prioritize investments in transit over new capacity on the roads. (Team 18)
9. De-incentivize sprawl. (Team 18)
10. Incentivize high-density urban development and infill/redevelopment. (Team 18)
11. Listen to people not just economic development groups. (Team 18)
12. Municipal sales tax authority (Team 13)
13. More Complete Streets policies and implementation (Team 13)
14. Need funding mechanisms aside from the gas tax (Team 13)
15. Publicly financed/voter-owned elections. (Team 18)
16. Users of the service are the predominant payers of the service. (Team 5)
17. Match funding to priorities including walking, biking, transit etc. (Team 18)

18. Having the technology providers pay a percentage for the infrastructure needed to make new tech work. (Team 10)
19. Cross county integration (Team 20)
20. Meetings need to be in public, accessible venues. (Team 18)
21. Impact fees for new construction (Team 10)
22. public/private partnerships. (Team 20)
23. Sustainable funding source(s) for alternative modes (Team 7)
24. Allow municipalities to enact transportation surtax. (Team 10)
25. FDOT spend funds on transit instead of express lanes. (Team 2)
26. Congestion pricing (Team 5)
27. FDOT spends funds on multimodal transit instead of express lanes (Team 17)
28. Taxes - sales tax, gas tax, property taxes, mileage tax, (Team 17)
29. Revenue from transportation hubs spent towards maintenance and operations (Team 17)
30. Money saved from efficiency gains through solar (Team 17)
31. Transparent cycle of money flow (Team 17)
32. Allow cities to raise taxes for transit - sales taxes (Team 17)
33. Tax on all interstate users going through urban cores (Team 17)
34. Any raise in taxes will require broad public support and as a result a system easily understood and available to all residents (Team 17)
35. We all pay for all modes of transportation today- it is not equitable though. (Team 18)
36. public/private partnerships - encourage direct private transportation investments (Team 5)
37. Allow for transit millage caps to be raised or removed by a referendum. (Team 10)
38. Use funds from Express toll lanes on to improve multimodal options. (Team 16)
39. Cities need the legal ability to raise their own funding for transportation improvements. (Team 18)
40. Ensure public-private partnerships or privately-funded projects still benefit the public interest. (Team 18)
41. Charge for parking and use it to fund transit. (Team 2)
42. Park and rides (Team 20)
43. As in Europe, all money generated from tickets to go back into the transportation system. (Team 19)
44. Toll all highways. (Team 19)
45. Engage private sector (Team 3)
46. Residential and commercial have to pay for infrastructure needs they create (Team 14)
47. Maximize local gas tax option (Team 10)
48. Urban service boundaries- tighten them up (Team 14)
49. Any express lanes should be transit-first. They should be considered transit ways that can be accessed by personal vehicles as long as it doesn't impede transit service. (Team 13)
50. Align state funding priorities with economic interests- 80% of state GDP is in top 5 metro areas but FDOT and the Legislature instead focus on trips between counties/regions. Need to focus locally. (Team 18)
51. More public input (Team 16)

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52. Allow cities to conduct referendums (Team 5)
53. More policy focused on TOD (Transit Oriented Development) (Team 14)
54. Better utilize existing resources (Team 3)
55. Spend the majority of transit money on TRANSIT, not toll roads. (Team 20)
56. Increase impact fees in outer/sprawling areas to better align with costs of sprawl. (Team 18)
57. Cost Benefit analysis should play a bigger role in prioritizing projects, spend money where it solves transportation problems. (Team 10)
58. Tax the rich! (Team 20)
59. Actually listen to citizens, not just pretend to listen to them (Team 16)
60. Make sure transit system stations have revenue generation attracting development (services, retail, things that serve those using the line and generate revenue) (Team 14)
61. Linking transportation projects to economic development. (Team 10)
62. Employ citizen feedback from meetings in actual plans. (Team 16)
63. User fees (Team 3)
64. Incremental funding for TOD zones (Team 14)
65. Add capacity via non-car options. (Team 18)
66. Policy - funds should only go to transportation projects that are proven to be economically equitable, and doesn't put undue burden on any particular community. (Team 13)
67. Infrastructure costs money to maintain- pay your taxes! (Team 14)
68. Factor in lifetime costs of transportation investments when making decisions including maintenance. (Team 18)
69. Carbon tax and raise the gas tax (Team 14)
70. Implement policies that encourage walking and biking to school (and fund needed safety improvements). (Team 18)
71. Social equity is critical to success (Team 13)
72. Create solutions before determining how to fund (Team 3)
73. Our citizens need to be educated on how transportation projects are funded and the current lack of funding options. (Team 13)

74. Need fewer restrictions on how funds are able to be spent so that it's flexible to cover needed expenses. (Team 13)
75. Other options could include municipal sales tax, increased caps on millage rates, and increased user fees on driver licensing. (Team 13)
76. Naming rights for our highways and byways. (Team 8)
77. Policies should include more frequent driver education and testing, along with Complete Streets. (Team 13)
78. Funds should only go to transportation projects that are proven to be economically equitable and doesn't put undue burden on any particular community. (Team 13)

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Top 1 Idea

1. Fair and equitable (Team 4)
2. Fair and equitable policy that raises gas tax, impact fees, judges transit ROI on development potential, increased tax base, alleviating congestion, implements transit, bicycle, and pedestrian options, and doesn't rely on technology to save us. (Team 4)
3. Transit should be judged by ROI that takes in development opportunities, higher tax base, alleviating congestion, etc. (Team 4)
4. Raise gas tax, impact fees for transportation funding (Team 4)
5. Our citizens need to be educated on how transportation projects are funded and the current lack of funding options. Need fewer restrictions on how funds are able to be spent so that it's flexible to cover needed expenses. Need more options than the gas tax that should be increased. Other options could include municipal sales tax, increased caps on millage rates, and increased user fees on driver licensing. Policies should include more frequent driver education and testing, along with Complete Streets. Funds should only go to transportation projects that are proven to be economically equitable and doesn't put undue burden on any particular community. (Team 13)
6. Plan for and implement transit, pedestrian and bicycle options first (Team 4)
7. Prioritize older neighborhoods for historic preservation, redevelopment opportunities, improved existing infrastructure (Team 4)
8. Don't expect technology to save us (Team 4)
9. understanding/educating regional differences and respecting local culture (Team 11)
10. More accountable models of P3 (Team 4)
11. Vehicle millage fees - the more you drive, the more you pay regardless of fuel source/miles per gallon (Team 5)
12. Implement available funding sources that do not require a local referendum (Team 7)
13. Needs to be subsidized (will not be able to support itself). Investment in transportation will spur growth in local business and attract larger companies to move to Tampa area. (Team 8)
14. Spend the majority on transit, not toll roads; park and rides; tax the rich! (Team 20)
15. Funding structure that maximizes our ability to secure federal and state funds for a regional transportation system based on expert advice. (Team 15)
16. Use funds from Express toll lanes on to improve multimodal options and community transportation needs. (Team 10)

17. There was no consensus on funding for transportation infrastructure (Team 2)
18. Localized focus on funding, not state level. (Team 16)
19. RE-PRIORITIZE THE $6 BILLION FOR TBX TO FUND COMMUNITY PRIORITIES according to a new (TBD) system of prioritizing transportation resources. (Team 18)
20. Leverage public and private partnerships (Team 3)
21. Sprawl made financially painful (Team 14)
22. A head tax of 2.50$ per person per year to cover cost of multimodal transportation options. Mileage tax. Use money from speed tix/red light tix to fund transportation options. Toll the highways during rush hour. (Team 19)

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23. Raise taxes while redirecting state funds towards multimodal transportation - direct existing city and county funds and taxes such as bed tax or Uber/Lyft taxes towards same. Get federal funding -Tampa project in 'Washington DC (Team 17)
24. Put in plan to eliminate the gas tax with vehicle miles traveled, user fees. (Team 1)

Speaker: What happened to Team 18's idea? *Reprioritize the $6B TBX funding for community priorities.   (This was inserted and #7 was taken out of the polling slide.)*

Choose your Top 3 Activities that can be undertaken for Focus Area 4: Funding/Policy

1. fair and equitable (Team 4)- 4%

2. transit should be judged by ROI that takes in development opportunities, higher tax base, alleviating congestion, etc. (Team 4) – 6%

3. **raise gas tax, impact fees for transportation funding (Team 4) / Vehicle millage fees - the more you drive, the more you pay regardless of fuel source/miles per gallon (Team 5) / Use funds from Express toll lanes on to improve multimodal options and community transportation needs. (Team 10) – 14%**

4. **Our citizens need to be educated on how transportation projects are funded and the current lack of funding options. Need fewer restrictions on how funds are able to be spent so that it's flexible to cover needed expenses. Need more options than the gas tax that should be increased. Other options could include municipal sales tax, increased caps on millage rates, and increased user fees on driver licensing. Policies should include more frequent driver education and testing, along with Complete Streets. Funds should only go to transportation projects that are proven to be economically equitable and doesn't put undue burden on any particular community. (Team 13) – 14%**

5. plan for and implement transit, pedestrian and bicycle options first (Team 4) – 7%

6. prioritize older neighborhoods for historic preservation, redevelopment opportunities, improved existing infrastructure (Team 4) / understanding/educating regional differences and respecting local culture (Team 11) – 7%

7. **Re-prioritize the $6 billion for tbx to fund community priorities according to a new (TBD) system of prioritizing transportation resources. – 20%**

8. Implement available funding sources that do not require a local referendum (Team 7) / Funding structure that maximizes our ability to secure federal and state funds for a regional transportation system based on expert advice. (Team 15) / more accountable models of P3 (Team 4) – 10%

9. Needs to be subsidized (will not be able to support itself). Investment in transportation will spur growth in local business and attract larger companies to move to Tampa area. (Team 8) – 7%

10. Spend the majority on transit, not toll roads; park and rides; tax the rich! (Team 20) – 11%

Top Activities for Focus Area: Funding/Policy

- Re-prioritize the $6 billion for TBX to fund community priorities according to a new (TBD) system of prioritizing transportation resources. – 20%
- Raise gas tax, impact fees for transportation funding (Team 4) / Vehicle millage fees - the more you drive, the more you pay regardless of fuel source/miles per gallon (Team 5) / Use funds from Express toll lanes on to improve multimodal options and community transportation needs. (Team 10) – 14%
- Our citizens need to be educated on how transportation projects are funded and the current lack of funding options. Need fewer restrictions on how funds are able to be spent so that it's flexible to cover needed expenses. Need more options than the gas tax that should be increased. Other options could include municipal sales tax, increased caps on millage rates, and increased user fees on driver licensing. Policies should include more frequent driver education and testing, along with Complete Streets. Funds should only go to transportation projects that are proven to be economically equitable and doesn't put undue burden on any particular community. (Team 13) – 14%

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NOTE: *Team 4 spokesperson, Rich Clarendon, informed the facilitators that his team had mistakenly placed all their brainstorming ideas for Policy/Funding in the "best idea" bucket at the beginning of the round. He said the team chose idea #2 (Fair and equitable policy that raises gas tax, impact fees, judges transit ROI on development potential, increased tax base, alleviating congestion, implements transit, bicycle, and pedestrian options, and doesn't rely on technology to save us.) as their top idea.*

Common Themes

Artwork

Andrea: All of the brainstorming, polling and team ideas will be available in a Real-Time Record and will also inform the community workshops coming up. We'll ask Jonathan to speak to his artwork. He will add full color and will take it to final artwork and this will also be made available to you.


Jonathan: We had a lot of vibrant discussion in the visioning exercise. Someone mentioned choices – how you move around, transportation, in lifestyle and the transportation that supports your lifestyle. Preserving neighborhoods, quality of life, and freeway removal. Down below, I'll include information about the four themes.
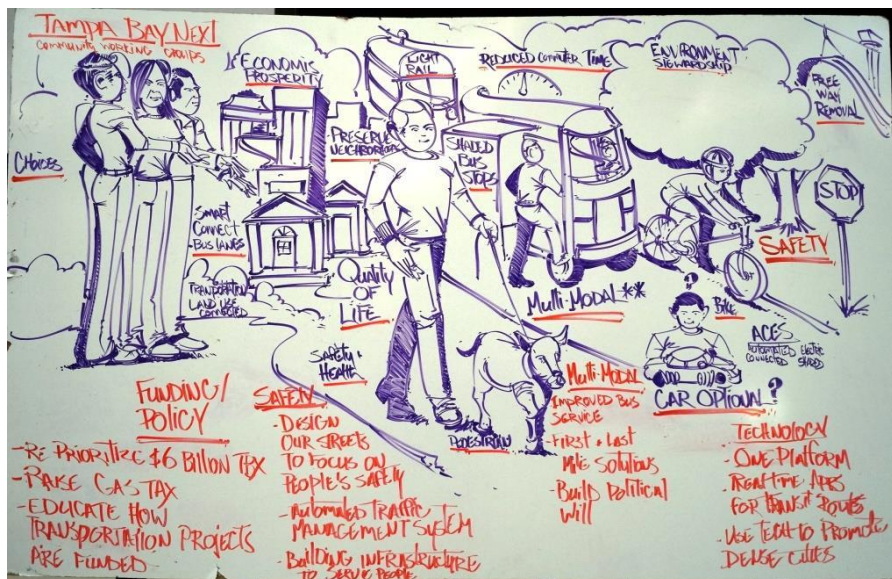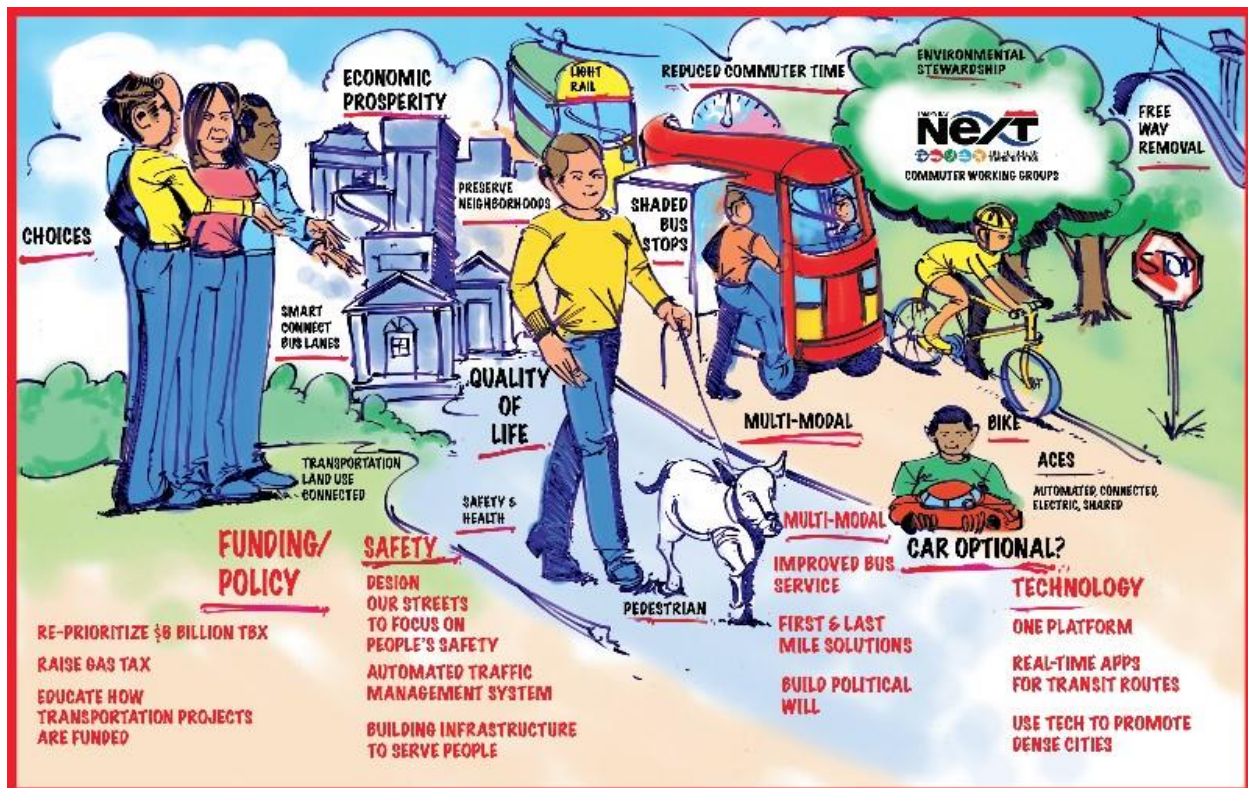
Alison: If you didn't sign in when you came in, please do so you can be kept informed.   We'll go into the public comment period.

Public Comment/Closing
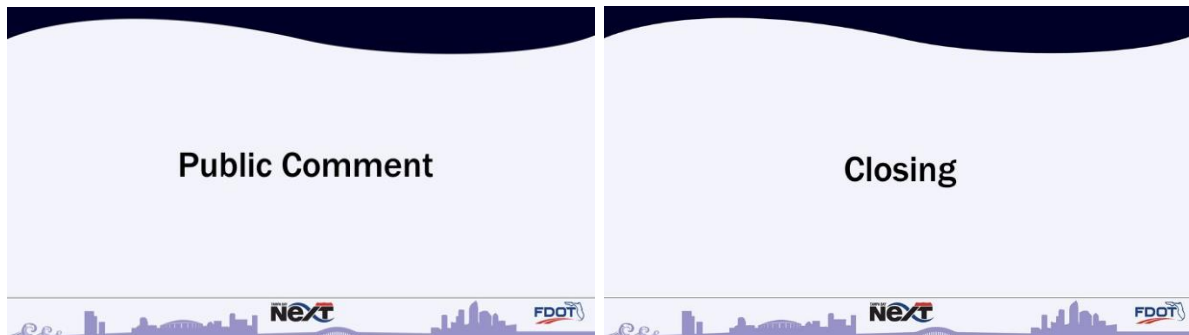
Alison: There are five people who have submitted requests for public comment.

NOTE: Only two of the five people who signed cards were present for public comment.

Dale Tindell: My major concern is the Howard Franklin Parking Lot. I'm from Pinellas County and sometimes we're delayed 30 minutes going to the airport. The problem in Tampa Bay is not the Howard Franklin Bridge. It is the failure of FDOT. It is twenty miles of parking lot. They want to build a bridge. Tell FDOT, "Don't spend or waste money on replacing the bridge. Spend it elsewhere." We need to fix the roadways, not replace the bridge.

Ron Weaver: We need a half cent sales tax in 2018, not 2020. A lot of waste was squeezed out. We need transit rail, buses and we need to do it with a half-cent sales tax in 2018. Whoever runs for Governor, with Federal matching of $3.3B over 30 years that we desperately need, we need a half-cent sales tax in 2018.

Alison: The team is still collecting written comments in the lobby.

Aaron Metz: We have the regional transit feasibility plan, Tampa Bay Next, and a national $1T spending plan. We need to be first in line. I encourage all of you to come together for something we support.

Alison: We'll have someone come up after the session and answer your questions.

Speaker Request Card — Number 1

To be completed prior to providing public statement at this meeting

Meeting - May 24, 2017
Tampa Bay Next
Community Working Group Regional Kickoff Meeting

FDOT

PLEASE PRINT:

Name: Neil Cosentino

Email: NPNUSA @ gmail.com

Phone: 813 784 4669

County: Hill

Representing: Self _____ Firm NPN USA
Government Agency _____
Civic Organization _____
Homeowners Association _____
Other _____

No show

Speaker Request Card — Number 2

To be completed prior to providing public statement at this meeting

Meeting - May 24, 2017
Tampa Bay Next
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FDOT

PLEASE PRINT:

Name: Kevin O'Neill

Email: Kevin @ Turn2Liberty.com

Phone: 813-803-0338

County: HILLSBOROUGH

Representing: Self _____ Firm LIBERTARIAN PARTY OF HILLSBOROUGH Co.
Government Agency _____
Civic Organization ✓
Homeowners Association _____
Other _____

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Speaker Request Card Number 3
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FDOT

PLEASE PRINT:

Name: DALE TINDALL

Email: JUSTTHETRUTH@YAHOO.COM

Phone: 727-543-7411

County: PINELLAS

Representing: Self _____ Firm _____
Government Agency _____
Civic Organization _____
Homeowners Association _____
Other _____ SELF

Speaker Request Card Number 4
To be completed prior to providing public statement at this meeting

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FDOT

PLEASE PRINT:

Name: Tony Krol

Email: _____

Phone: 813 892 7525

County: Hillsborough

Representing: Self ✓ Firm _____
Government Agency _____
Civic Organization _____
Homeowners Association _____
Other _____

NO Show

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Speaker Request Card Number 5

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FDOT

PLEASE PRINT:

Name: _Ron Weaver_

Email: _rweaver@stearnsweaver.com_

Phone: _222 5002_

County: _Hillsb_

Representing: Self _✓_   Firm _____
Government Agency _____
Civic Organization _____
Homeowners Association _____
Other _____

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Tampa Bay Next
Community Working Group
Regional Kickoff Meeting

TAMPA BAY NEXT
THE FUTURE OF TRANSPORTATION

Wednesday, May 24, 2017 at 5:30 pm
Bryan Glazer Family Jewish Community Center
522 N. Howard Avenue, Tampa, FL 33606

COMMENT FORM

Comments (please print)

PLEASE include Pasco County Cities Chambers of Commerce's Rotary Clubs in these workshops.

Since the Regional growth is taking the lead of MPO and most funding - it is crucial that All Area Counties have a sense of the big picture.

Thankyou All For your continued efforts of our state, Counties and Neighborhoods!

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

Name   Kelly Miller

Email   Kelly@getinvolvedchca.com   Organization (if applicable)

Address

City   State   Zip

County

Phone

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Tampa, Florida 33612
TampaBayNext@dot.state.fl.us

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TAMPA BAY NeXT
THE FUTURE OF TRANSPORTATION

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COMMENT FORM

Comments (please print)

For bike lane development and renovations, I would like to suggest / request more median protected bike lanes like the one on Cass St. in downtown. Or create/move parallel parking lanes in between bike lanes and car/traffic lanes.
Thank you.

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

Name: Ericka Leigh   Organization (if applicable): Self

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City: Tampa   State: FL   Zip: 33605

County: Hillsborough

Phone:

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TAMPA BAY NEXT — THE FUTURE OF TRANSPORTATION

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COMMENT FORM

Comments (please print)

I encourage you to see Tampa for what it is. A juvenile city poised for immense growth in the next few years. A city of people begging for different ways to get around. The location of a $3 Billion investment into a downtown urban core. A city situated on the water, looking towards the future, and I beg you to not let that future be $6 billion forgotten in expanded roads, neglected cyclists, walkers, ~~cyclists~~ and squandered potential. Let Tampa be the southeast city of the bay; a place where people aren't bound by cars, but emancipated by their choice of transit.

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

Name: Alexia Rotberg
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COMMENT FORM

Comments (please print)

Beginning this conversation with a focus on regional transportation needs encourages a focus on long car trips to the detriment of making real change. This is because we have historically neglected local public transportation options, which are necessary in order to effectively implement regional public transit. In addition, focusing on long commutes fails to take into consideration the value of encouraging land use policies and possibilities that would allow people to have more housing options closer to work where car travel is not necessary. There is no automobile/highway solution to traffic congestion.

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

we experience. FDOT needs to be serious about funding local public transit in order

Name Laura Lawson

Organization (if applicable)

Email lauralaw@mindspring.com

Address 304 W Hilda Street

City Tampa **State** FL **Zip** 33603

County Hillsborough

Phone 813 732 6663

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to support regional public transit.

FDOT

In addition regional trips cause us not to focus on bike and ped.

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COMMENT FORM

Comments (please print)

PLEASE ADD THE 2 HYDE PARK
NEIGHBORHOOD ASSNS. TO THE
WORKING GROUPS = HPPI &HHPNA
Hyde Park Preservation Inc. + Historic Hyde
Park Neighborhood Assn. They are not on
your list of working groups.

Also, STOP TBX. TRANSIT, NOT TOLLS!

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

Rochelle Reback   HPPI
Name   Organization (if applicable)

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Email

715 S. Delaware Ave
Address

Tampa   FL   33606
City   State   Zip

Hillsb.
County

813 361 9660
Phone

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COMMENT FORM

Comments (please print)

TBX is a classist, racist, destructive and unhealthy plan for the Tampa Bay Community. It will destroy neighborhoods and exemplify us as an archaic city in terms of mobility, environmentalism and fairness. Also, TBX will hurt our economy, not help it.

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

Name: Justin Garcia

Email: justingtampa@gmail.com

Organization (if applicable):

Address:

City:

State:

Zip: 33604

County: Hillsborough

Phone:

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COMMENT FORM

Comments (please print)

Please re-prioritize funding for tolled express lanes for multi-modal transit. This means to INNOVATE, by partnering with existing infastructure such as implementing commuter rail on existing CSX tracks. Commuter rail with a frequent schedule really connects this region with no new infastructure. Create TOD for stations, meaning access to coffee shops, food vendors and retail at the station points to generate extra revenue to subsidise operation beyond what is collected through fares. We need a Regional transit system! Also simplify the bus system with easy, color coded lines.

(If more space is needed, please continue on back.) green line, brown line, etc.

Name: Tony Krol

Organization (if applicable)

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City: Tampa   State: FL   Zip: 33603

County: Hillsborough

Phone: 813 892 2525

☐ Please add me to the project notification list.

PLEASE RETURN COMMENTS TO:

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

FDOT

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Tampa Bay Next
Community Working Group
Regional Kickoff Meeting

TAMPA BAY
NeXT
THE FUTURE OF
TRANSPORTATION

Wednesday, May 24, 2017 at 5:30 pm
Bryan Glazer Family Jewish Community Center
522 N. Howard Avenue, Tampa, FL 33606

COMMENT FORM

Comments (please print)

I am from the Nurses union (NNU) and
the DSA. My groups(the citizens), my
friends + family here in the Bay
Area are telling you to throw away
this bad idea TBX and implement
a more efficient bus system + build
alternative options such as light rail
or monorail w/ modern cars. It's
time we dignify our city, respect
ourselves and build smart, green
public transportation. You have a very
vocal constituency + the results are unanimous

(If more space is needed, please continue on back.)   after today, you can see

Name Kara Malin   Organization (if applicable) NNU

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Address 6006 N. Eustace Ave

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County Hillsborough

Phone 954-298-1059

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COMMENT FORM

Comments (please print)

Fully Loaded ROI Analysis
of TBX vs. other
options

Environmental Impact Assessment
complete?

Why only express toll lanes?

(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)

Any talk about expanding interstates & toll lanes needs to stop. FDOT needs to recognize that induced demand will only make Tampa Bay's transportation issues worse. Instead, focus first on transit. Study transit, w/o a focus on regional connections. We need transit to be focused on filling-in local, urban areas and benefit from transit-oriented development. Only after implementing local, fixed-guideway transit should we build regional transit.

If you want more roads, build a beltway through the suburbs in North Hills & Pasco instead of continuing the harm to the urban core. Update studies to the interstate / TBX with consideration of transit studies and alternative routes (mentioned above) and see if reduced sprawl projections & TOD make further expansion of the interstate necessary.

Vision: alternative modes of transportation, focusing on moving people (not cars) connecting people and allowing safe walk/bike.

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

Garrett Tozier
Name   Organization (if applicable)

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Email

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Address

Tampa   FL   33602
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Hillsborough
County

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Wednesday, May 24, 2017

Hello FDOT Community Outreach, TBX team, Tampa Bay Planners,

I am speaking as the designated representative of the Libertarian Party of Hillsborough County, per the direction of our Chairman.

We appreciate that the FDOT staff and planners, are responding to top down objectives laid out by your department directors and the Governor. Please do appreciate that the People of Hillsborough County are at odds with the plans that FDOT have proposed so far, and has left the People with a severe loss of good faith in FDOT.

Possible solutions and remedies to the known transit problems of our community in Tampa Bay, yet presently un-approved are:

1. FDOT, and the related Government sub-divisions, should put out a request for proposal for private corporations to submit plans for a 'tollway' funded, non-taxpayer funded, transit solutions to our region. Some of the most likely to succeed versions would be:
   - Mono-rail Loop
   - Light-Rail Loop
   - Conversion of CSX Track beds for use in North-South commuter line, running from Ybor up 28th and 22nd Streets, out past Busch Blvd.
2. Additionally, a recent proposal from a recent grad of USF proposed creating a Tampa City Center North. This plan has the existing I-275, North of I-4, through Busch Blvd, being the region of the city center, and having the re-alignment of the freeway, returned to a surface street solution for that entire stretch, freeing up dozens of city blocks of land development of the city center. This is obviously a major private/public partnership, but clearly is a new idea worth further planning and assessing.

Here are the list of non-starters for our region:

1. Converting 'freeways' into 'tollways'.
2. Using our tax payer money to fund coercive road designs that funnel our People into 'tollways', that are operated by FDOT or private investors. Any plan must enable a competing option, even if the taxpayers are the ones that funded the 'freeway' alternate route.
3. FDOT's continued accumulations of real estate in our neighborhoods, has resulted in deserts of abandoned properties, blight and economic deserts. This presumptuous purchasing, presuming that your FDOT grand plan of 'tollways' as the solution, is a fraud because the plan is not approved, not vetted by the public, and not decided on. The impact of property owners adjacent to the blight that you have created is an economic loss and must stop.

In the end, the Libertarian Party of Hillsborough County is suggesting that the Florida Constitution Revision Commission propose breaking-up the existing FDOT into regional, smaller, and locally accountable versions, so that the People of this region can have our own solution, not ones from an agency that is clearly not seeking to solve transit, but is more focused on adding highway lanes and tolls. We will not accept that. We seek a transit solution when the People's tax money is being spent or bonded.

Kevin O'Neill

Political Action Chairman of the Libertarian Party of Hillsborough County

ww.LPHC.org

politicalaction@hillsboroughlibertarians.org

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COMMENT FORM

Comments (please print)

We need tolls now

(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)

FDOT HELD COMMUNITY MEETINGS TO GARNER INFORMATION ON RESIDENTS' DESIRES AND THOUGHTS ON TRANSPORTATION DURING TBX DISCUSSIONS. THE SAME TYPE OF COMMENTS AND WANTS WERE EXPRESSED DURING THOSE MEETINGS AS WERE EXPRESSED TONIGHT. RESIDENTS HAVE EXPRESSED THAT THEY WANT TRANSIT OPTIONS AS TOP PRIORITY, YET THESE WERE SEEN AS "ADD-ONS" BY FDOT. IT SEEMS AS IF FDOT HAS ITS MIND MADE UP ON THEIR PLAN, BUT ARE NOT WILLING TO GIVE PEOPLE INSIGHT AND COVERING IT AS WORKSHOPS FOR PUBLIC OPINION. I HOPE THE DEPT LISTENS TO WHAT WAS EXPRESSED TONIGHT AND THESE THOUGHTS THAT WILL CONTINUE TO BE VOICED AT FUTURE MEETINGS. PUBLIC OPINION HAS NOT CHANGED.

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

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Organization (if applicable)

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County: HILLS.

Phone:

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