



Hillsborough Area Regional Transit Authority

Marco Sandusky

HART

## Mission

HART takes people to the places that enhance their lives.



## Vision

HART invites, inspires and implements sustainable and innovative transportation

# HART Services



Bus



Streetcar



Van



HyperLINK



# BUS



Local, Express,  
Limited Express



MetroRapid



In-Towner





- **Modernizing** the system to deliver better service and lay a strong foundation for future expansion
- **Aligning** routes to better meet the needs of a changing community
- Striving for **excellence** in all that we do

# Comprehensive Operations Analysis

## Background:

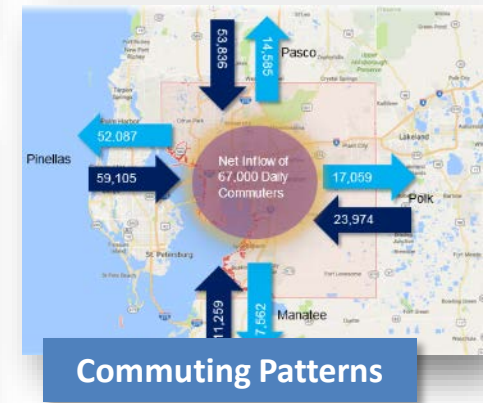
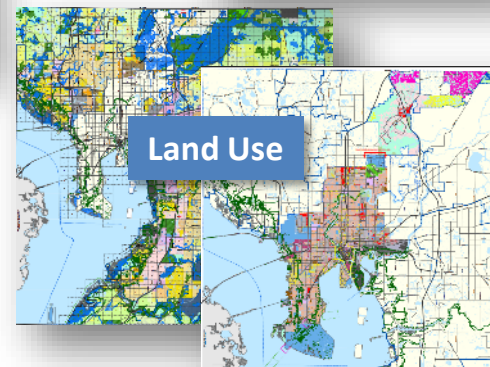
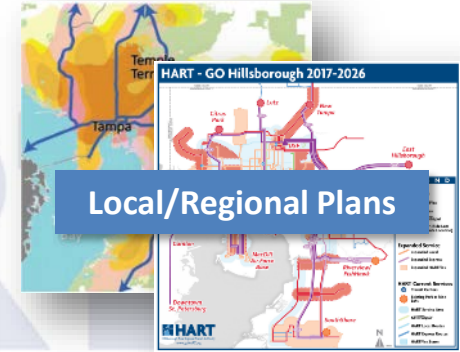
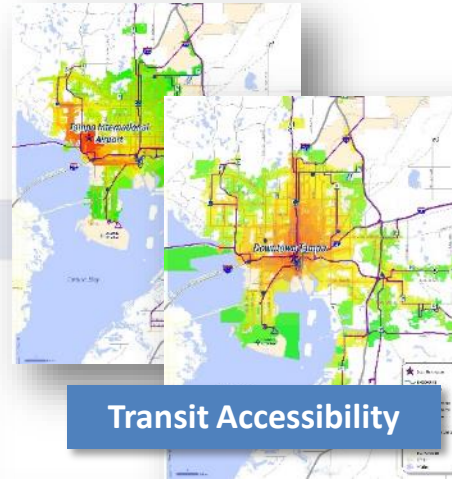
- Engaged Tindale Oliver and Associates in November 2016 to conduct COA concurrently with major update of the HART Transit Development Plan (TDP)
- Most recent HART COA was conducted in 2003
- Robust evaluation of existing service provides a strong foundation for future expansion

# Comprehensive Operations Analysis

Principles:

- **Improve existing rider travel times**, particularly on longer trips
- **Improve directness of travel**, particularly on major corridors
- **Frequency v. Coverage**: focus on productive corridors in the “core” of the network
- **Regional Connections**: focus on frequency and speed

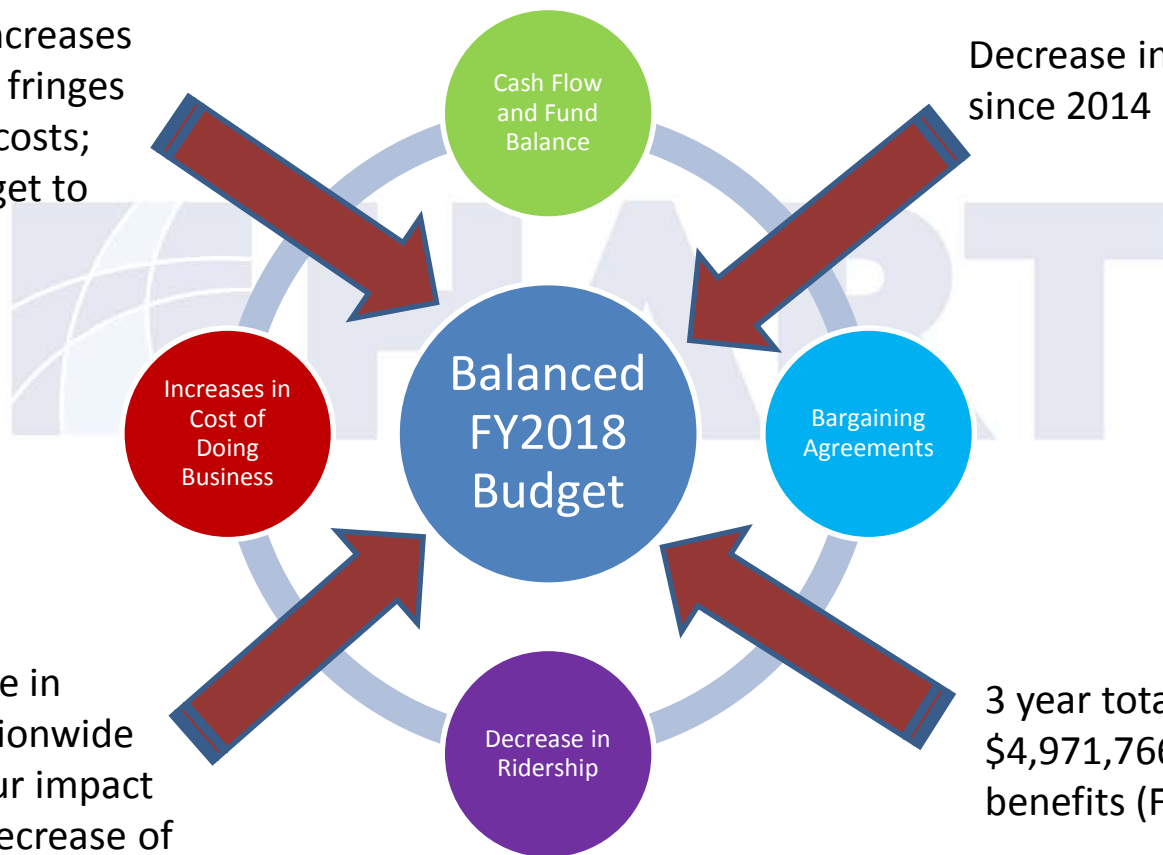
# Situation Appraisal



# Budgetary Pressures for FY2018

Continued increases in personnel fringes and liability costs; true up budget to actuals

Decrease in Fund Balance since 2014 of \$15,000,000



As the decline in ridership nationwide continues, our impact has been a decrease of 11% since 2014

3 year total impact of \$4,971,766 for wages and benefits (FY16-FY18)



# Community engagement

## HART ROUTE TO MISSION MAX



### Your Opinion is Critical in Planning Transit Service

At HART, we're carrying out a major update of its 10-year Transit Development Plan (TDP). This effort focuses on updating the bus network and identifying opportunities to implement innovations, cost-effective solutions that are beyond the bus.

We need your input! As part of this effort, HART is seeking input from the community on their commuting habits and what changes and improvements they would like to see in HART's services.

Go to [goHART.org/TDP](http://goHART.org/TDP) to participate in our public input survey.

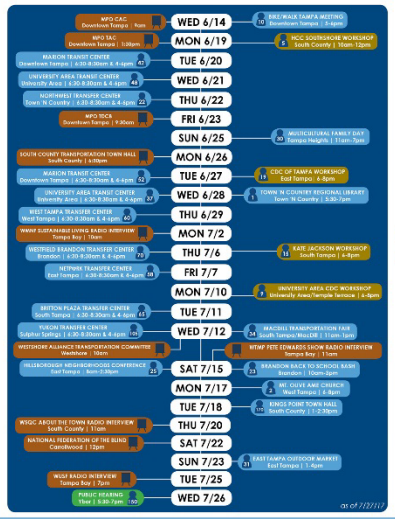
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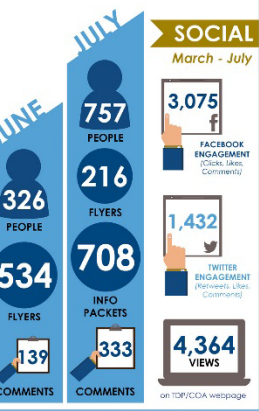
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DATE	LOCATION
Thursday, April 10, 2017 8:30 a.m. to 10:00 a.m. 4 p.m. to 6 p.m.	HART Apex Transit Center UNM Apex Transit Center Tampa, FL
Thursday, April 20, 2017 8:30 a.m. to 10:00 a.m. 4 p.m. to 6 p.m.	HART Apex Transit Center UNM Apex Transit Center Tampa, FL
Saturday, April 22, 2017 10 a.m. to 12 p.m.	Florida Lynn Yarbrough 7021 N. Boulevard, Tampa, FL 33604
Monday, April 24, 2017 10 a.m. to 12 p.m.	HART Apex Transit Center UNM Apex Transit Center 4035 USF Center Circle, Tampa, FL 33606

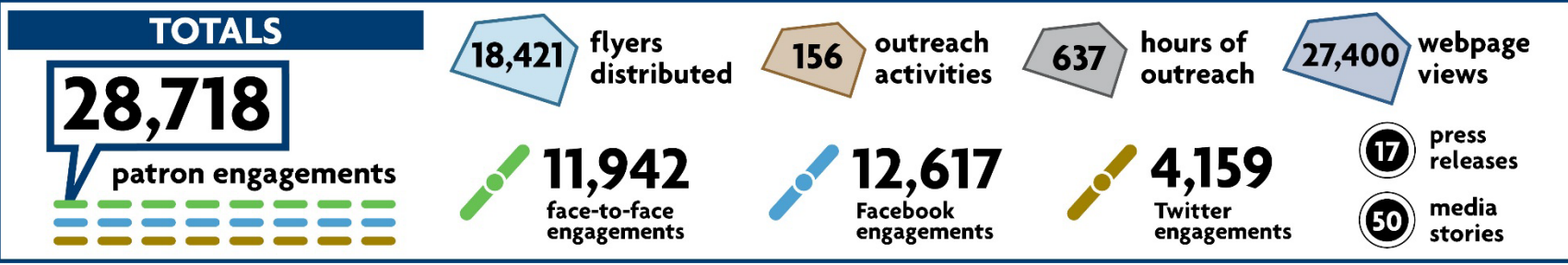
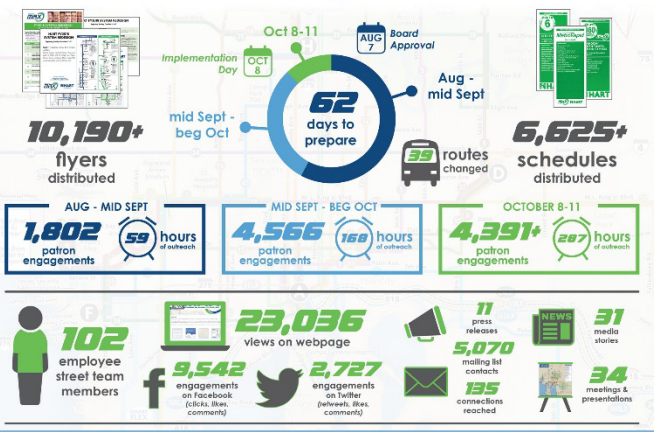
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### FY18 System Redesign & 2027 TDP Outreach



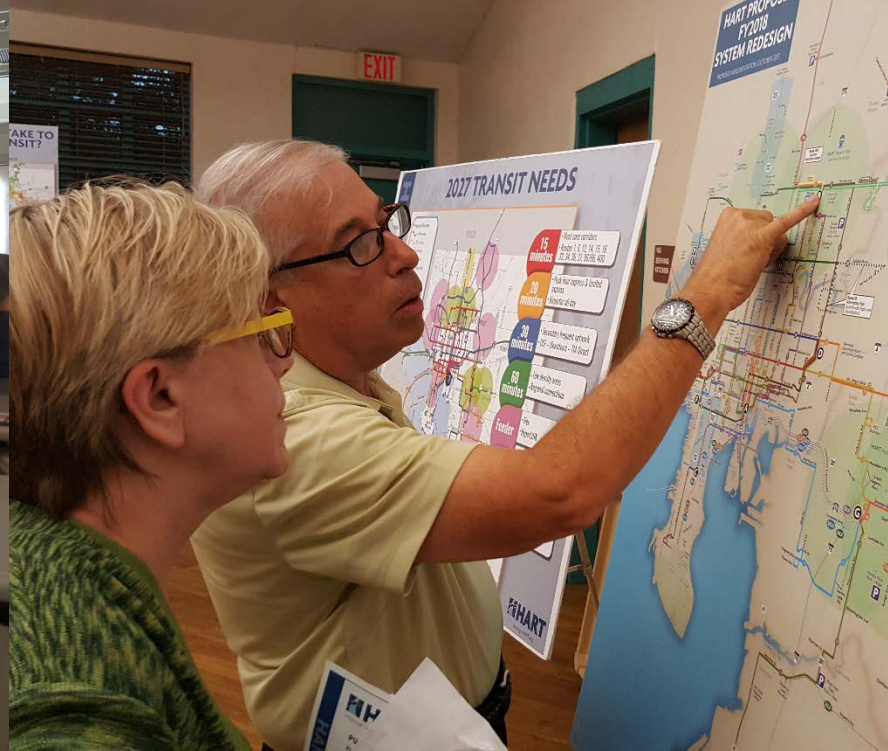
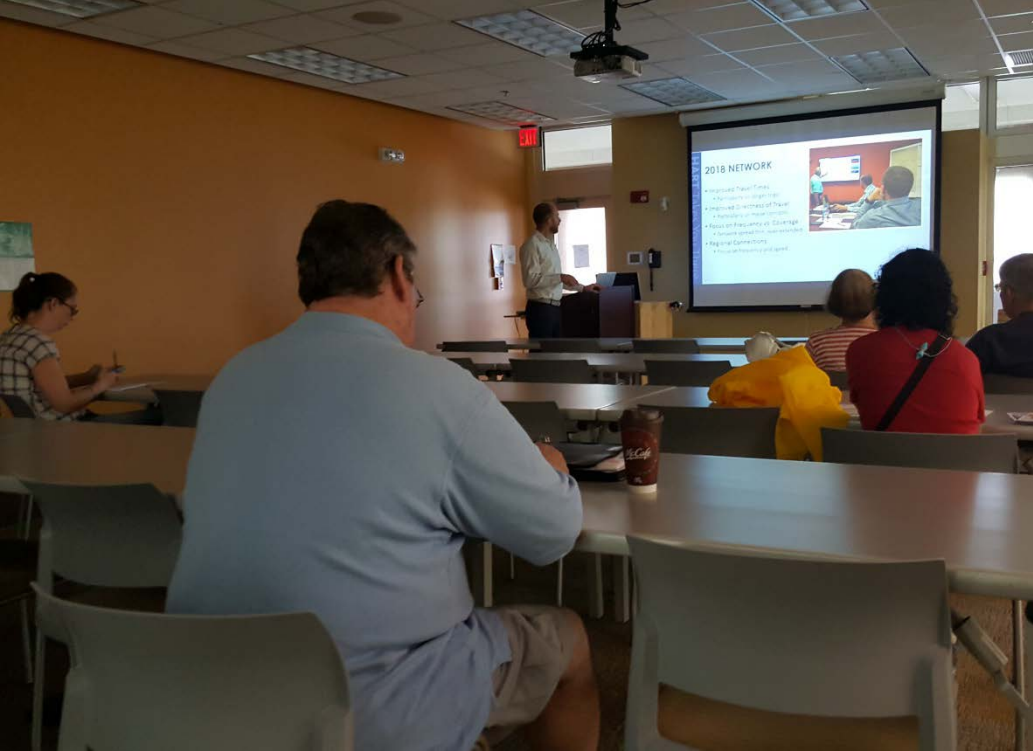
### MISSION MAX OUTREACH AUG - OCT 2017





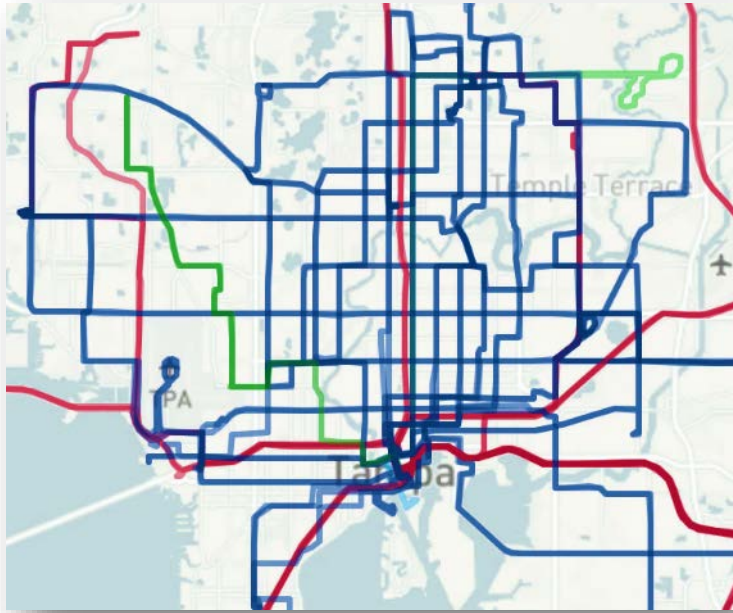




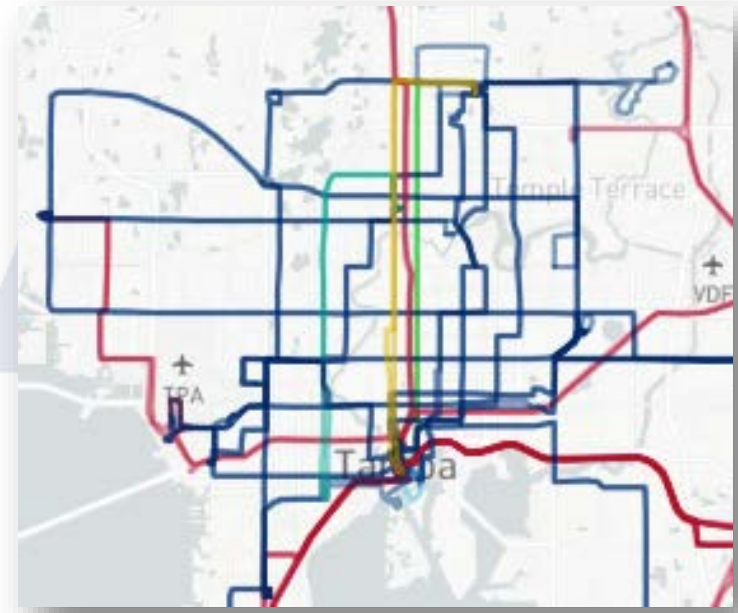




# FY2018 System Redesign



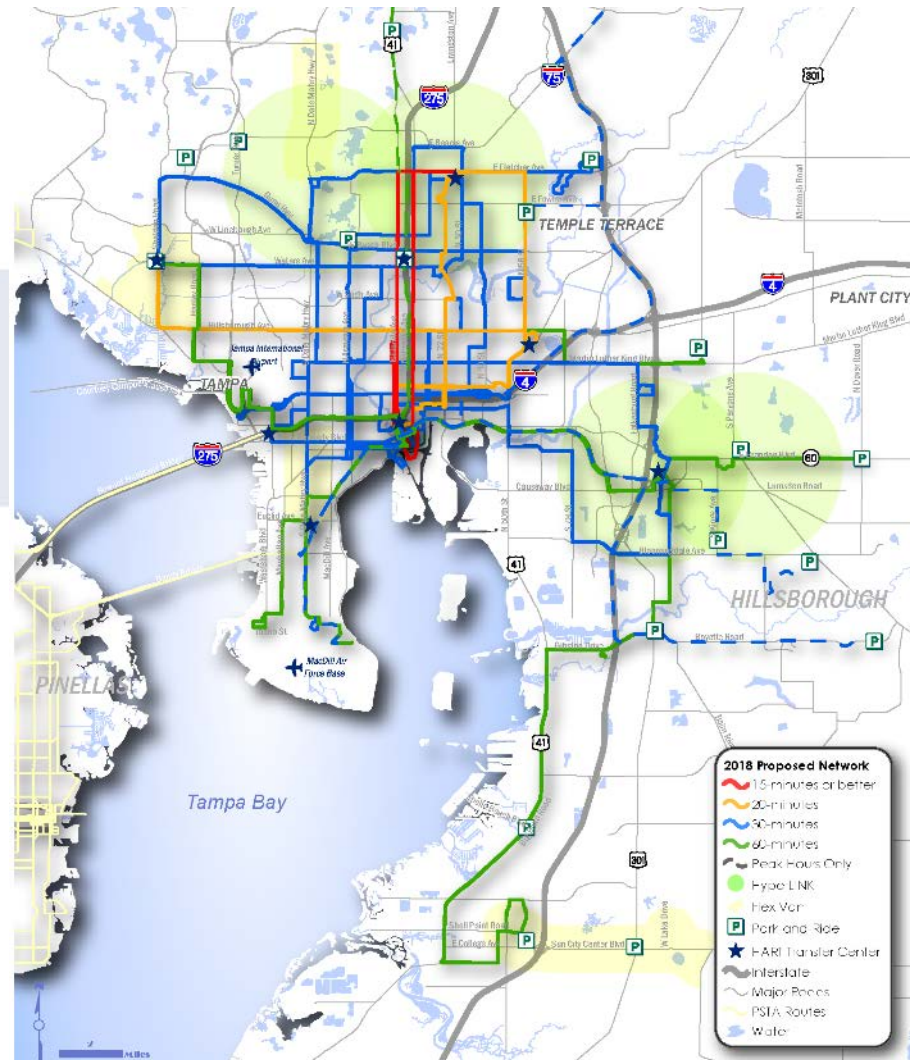
Existing System



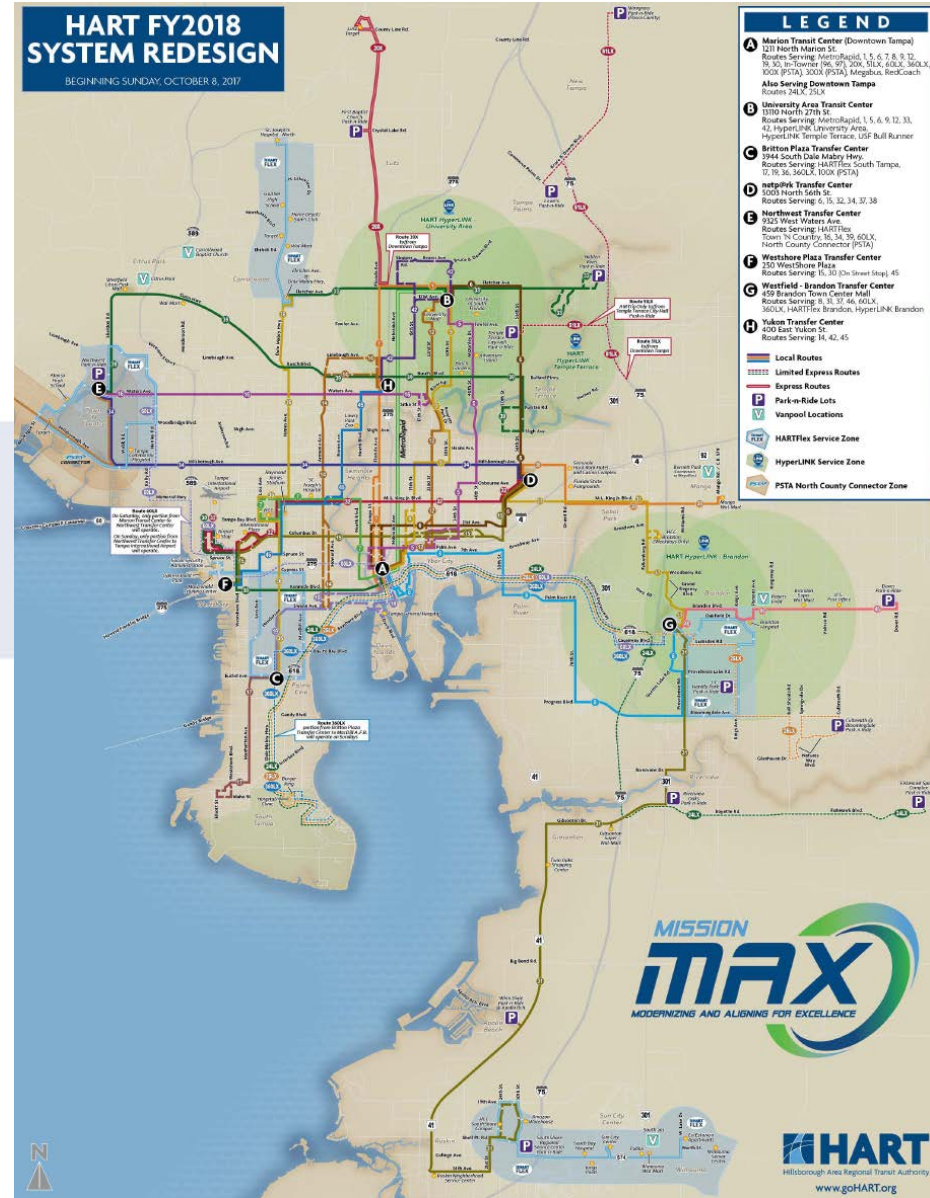
Revised FY2018 System

# FY 2018 Network

- TDP base year
- Guiding principles
  - Improved travel times
  - Frequency on core routes vs. coverage everywhere
  - More directness of travel/less duplication
  - Encourages more peak-hour ridership
  - Greater efficiency - doing more with less



- Network highlights
  - **12-15-min frequency**
    - Route 1 & revamped MetroRapid
  - **20-min frequency**
    - Routes 6, 12, & 34
  - **Shorter trip times on 13 routes**
    - 1, 5, 6, 7, 8, 15, 16, 19, 30, 33, 36, 39, 45
  - **More direct service on 10 routes**
    - 1, 5, 6, 7, 11, 19, 30, 33, 60LX, 360LX
  - **Flex & HyperLINK**
- Base year of 10-year Transit Development Plan







# VAN



HARTFlex



HARTPlus



# HyperLINK



HyperLINK zones: University Area,  
Temple Terrace, Brandon





# STREETCAR

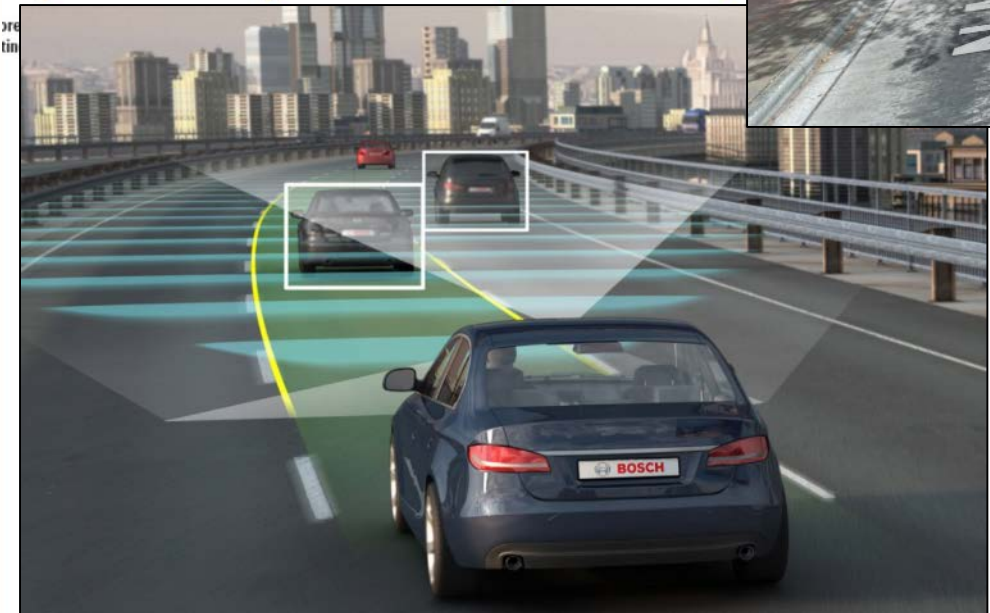
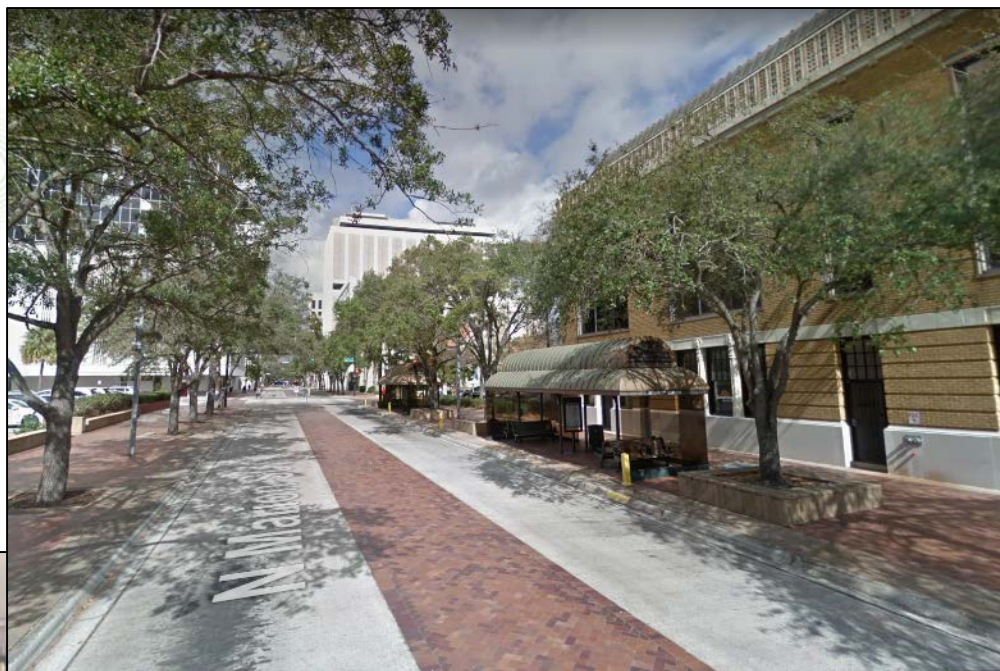
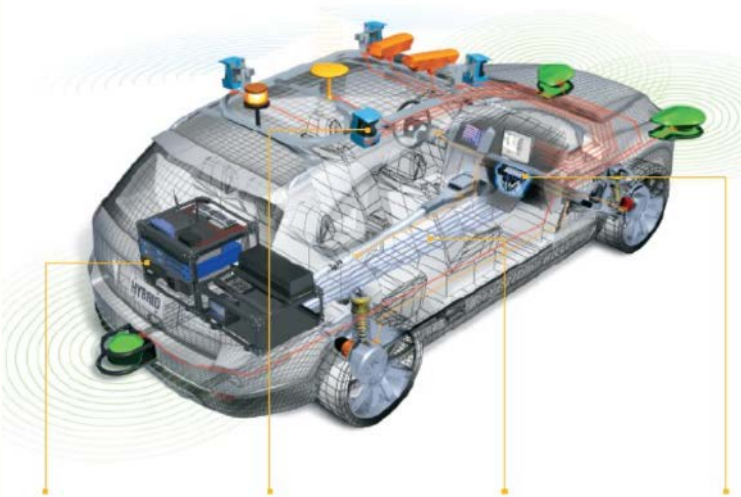


TECO Line Streetcar  
System



HART Takes You There.

# Autonomous Transit



HART Takes You There.



**Flamingo™**

Try our  
**NEW Virtual Ticketing**  
and Download  
the App today!



**HART** [www.goHART.org](http://www.goHART.org) **PSTA**

# Leadership



**megabus.com**



**HART**  
Environmental & Sustainability Management System



**transdev**  
MOBILITY INSPIRED BY YOU



**Signal**  
OUTDOOR




**YELLOW CAB**  
Company of Tampa



**OneBusAway** Tampa

Download the OneBusAway App  
for Real-Time Departure Information

New Dynamic Trip Planner



**Regional Transit Feasibility Plan**  
A ROUTE MAP TO IMPLEMENTATION




**HART**  
[www.goHART.org](http://www.goHART.org)



HART Takes You There.



Follow us on



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# **Regional Transit Feasibility Plan**

A ROUTE MAP TO IMPLEMENTATION

1

What is the project to be built?



(Emphasis of the Regional  
Transit Feasibility Plan)

2

How is it funded?

3

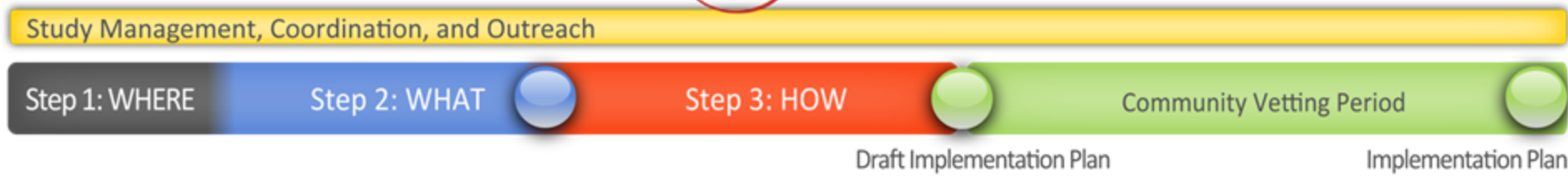
Who is responsible for building and  
maintaining it?



# Purpose of the Plan

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





- 90+** Presentations/meetings
- 1,280+** Participants
- 7,000+** Website visits
- 500+** Social media posts
- 18+** New Articles
- 465+** Comments Received

## **STEP 1:**

**WHERE ARE THE TOP  
PERFORMING  
CONNECTIONS?**

## **STEP 2:**

**WHAT ARE THE BEST  
PROJECTS?**

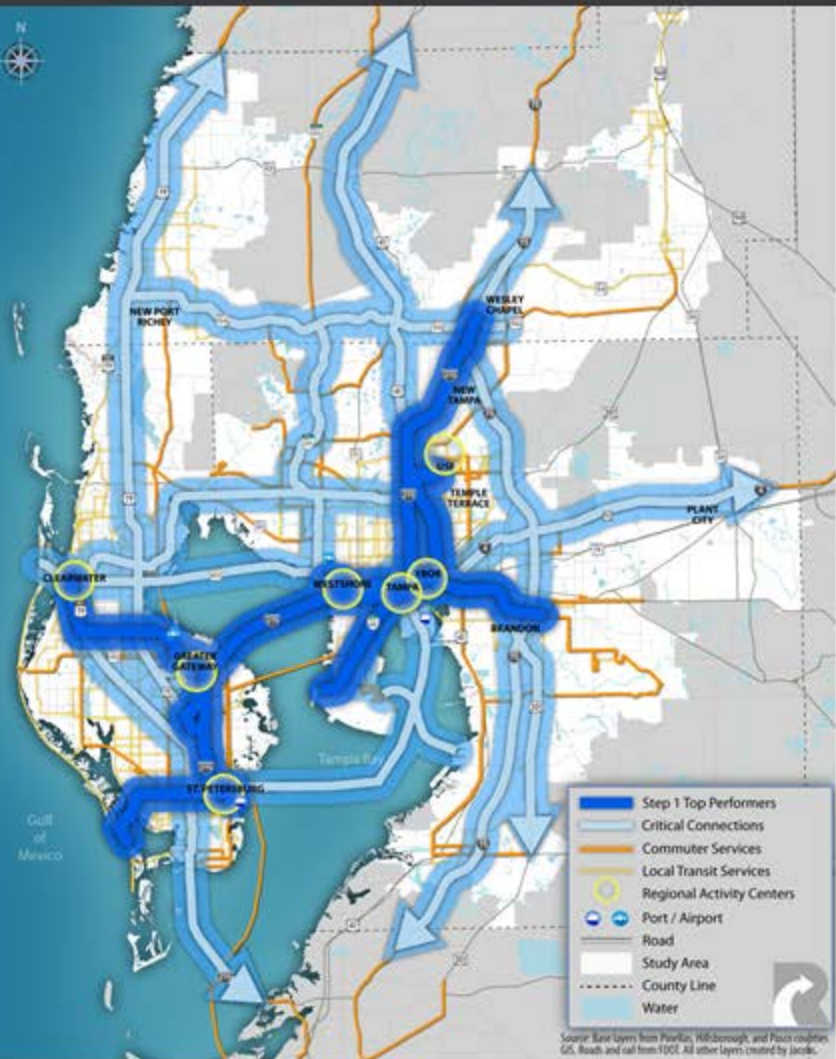
## **STEP 3:**

**HOW AND WHEN ARE  
PROJECTS BUILT?**



# REGIONAL TRANSIT VISION

THE **TOP PERFORMERS** AND CRITICAL REGIONAL CONNECTIONS WOULD SERVE THE FOLLOWING WITHIN ½ MILE OF EACH CONNECTION BY 2040



SERVES APPROX.  
**6 IN 10**  
JOBS (2040)

SERVES APPROX.  
**5 IN 10**  
RESIDENTS (2040)



SERVES APPROX. **2,100**  
JOBS PER MILE (2040)

SERVES APPROX. **3,000**  
RESIDENTS PER MILE (2040)



SERVES APPROX.  
**6 IN 10**  
RESIDENTS WITHOUT CARS  
(2040)

Source: Base layer from Pinellas, Hillsborough, and Pasco counties GIS. Road and rail from USGS. All other layers created by Jacobs.

# CHOOSING MODES

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

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

Ferry and Aerial Propelled Transit



Steel Wheel or Rail Transit



Rubber Tire Rapid Transit





# EMERGING AUTONOMOUS SOLUTIONS

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



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



**MITSUBISHI** Delivered to Tampa International Airport



**2GETTHERE** Operating in Netherlands



# STEP 2 "WHAT": TOP PERFORMING PROJECTS

65+ connections

5 connections

15 projects

3 projects

3 projects

3 projects in order

## PRELIMINARY FTA RATING

Mobility, environmental benefits, congestion relief, cost effectiveness, and land use

## RETURN ON INVESTMENT

Annual crash reduction cost, farebox, energy savings, greenhouse gas and air quality, increased revenue compared to annual capital and operating costs

## IMPACTS

Utility, noise, natural, and cultural resource impacts

## BENEFITS

Serves employment and population growth (2040), elderly, low income, and minority populations

## PUBLIC OPINION

Workshops and website survey

Compete for state and federal grants

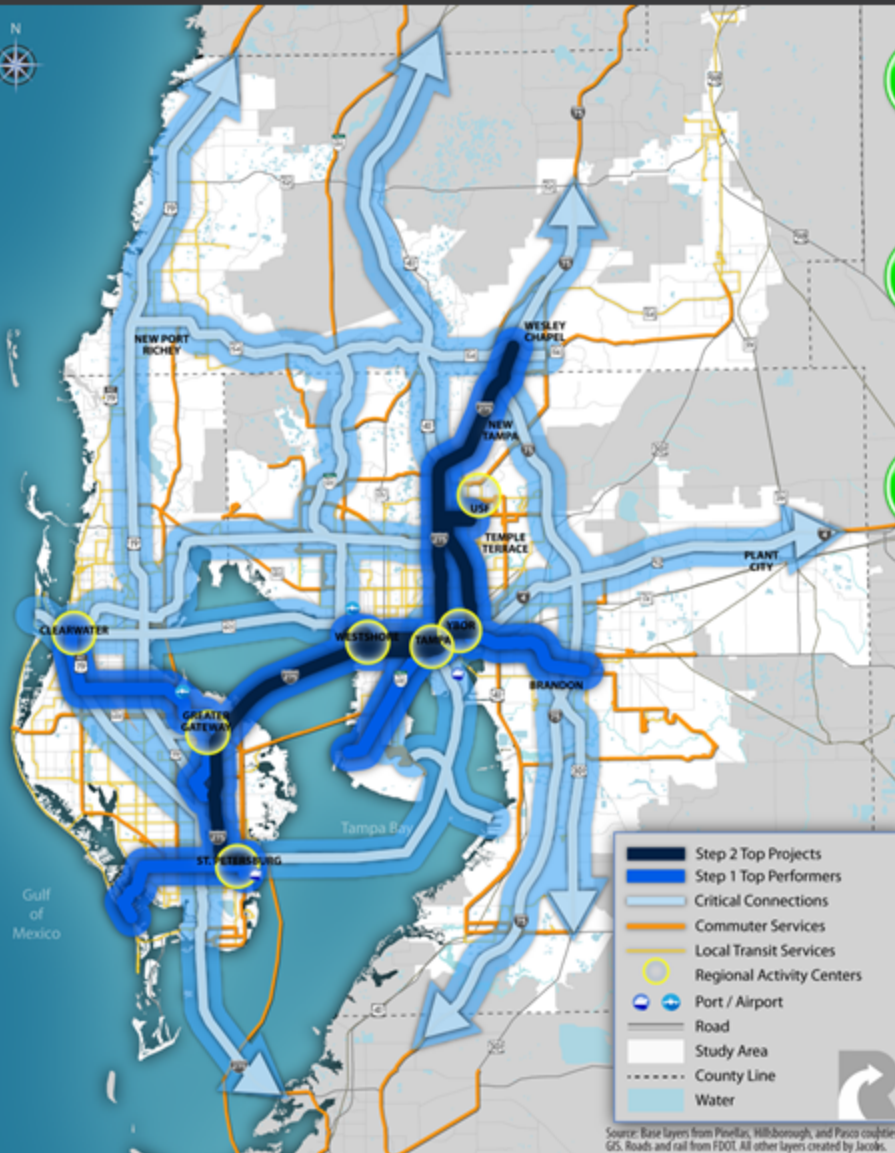
Best serves our region today while supporting tomorrow's growth



# STEP 2 PROJECTS: PRELIMINARY RANKING

Rank	Connection	Mode
<b>1</b>	(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg	Light Rail
<b>2</b>	(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg	Rubber Tire in Exclusive Lane
<b>3</b>	(CSX North) Downtown Tampa to USF	Light Rail
<b>4</b>	(CSX North) Downtown Tampa to USF	Rubber Tire in Exclusive Lane
<b>5</b>	(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg	Commuter Rail
<b>5</b>	(CSX North) Downtown Tampa to USF	Commuter Rail
<b>7</b>	Westshore to Brandon	Rubber Tire in Exclusive Lane
<b>7</b>	Westshore to Brandon	Light Rail
<b>9</b>	(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg	Rubber Tire in Toll Lane
<b>9</b>	(CSX South) South Tampa to Downtown Tampa	Light Rail
<b>11</b>	Clearwater, Gateway, St. Petersburg	Light Rail
<b>12</b>	Clearwater, Gateway, St. Petersburg	Rubber Tire in Exclusive Lane
<b>13</b>	Westshore to Brandon	Commuter Rail
<b>13</b>	(CSX South) South Tampa to Downtown Tampa	Rubber Tire in Exclusive Lane
<b>13</b>	(CSX South) South Tampa to Downtown Tampa	Elevated Rail

# STEP 2 RESULTS: TOP PERFORMING PROJECTS



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



Projects that are the most forward thinking and make the best use of today's technology



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

(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg

(CSX North) Downtown Tampa to USF

# TOP PERFORMING PROJECTS: PHASING

Rubber Tire in Express Lanes	Rubber Tire	Commuter Rail	Light Rail
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## INTERSTATE 275 SEGMENTS

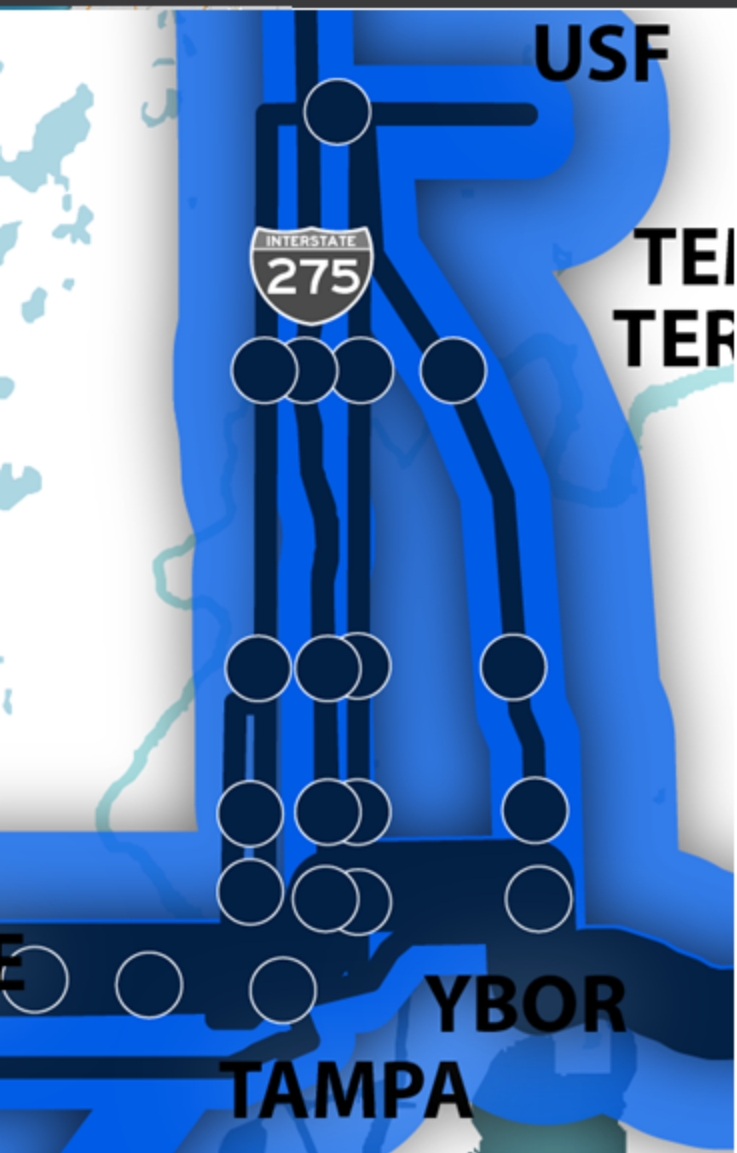
• Gateway to St. Petersburg				
• (34 <sup>th</sup> Street) Gateway to St. Petersburg				
• St. Petersburg to Tampa				
• Westshore to Tampa				
• (Cypress) Westshore to Tampa				
• Westshore, Tampa to USF				
• Tampa to USF				
• (Tampa/Florida) Tampa to USF				
• (Nebraska) Tampa to USF				
• Tampa, USF to Wesley Chapel				

## (CSX NORTH) DOWNTOWN TAMPA TO USF

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# TOP PERFORMING PROJECTS: TAMPA TO USF



## *WHAT TO EXPECT*

Comparison: Nebraska, Florida/Tampa to I-275

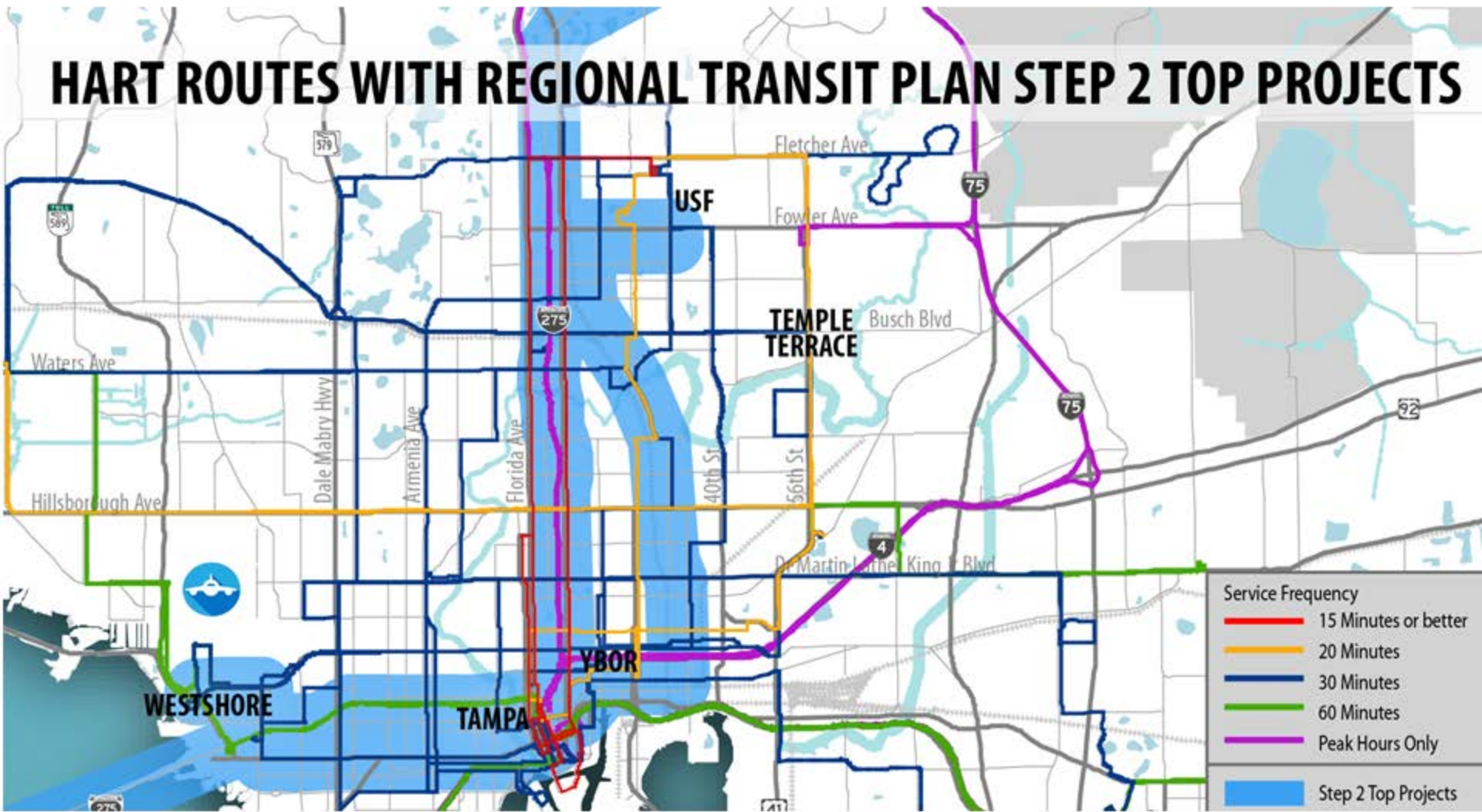
- Ridership
- Cost to Build
- Cost to Operate
- Ability to Compete for Federal Funds

## Preliminary Station Locations

- Ridership, Jobs, and Population
  - Floribraska/21st
  - MLK
  - Hillsborough
  - Waters
  - Fowler

# TOP PERFORMING PROJECTS: TAMPA TO USF

## HART ROUTES WITH REGIONAL TRANSIT PLAN STEP 2 TOP PROJECTS



Service Frequency	
Red line	15 Minutes or better
Orange line	20 Minutes
Blue line	30 Minutes
Green line	60 Minutes
Purple line	Peak Hours Only
Blue shaded area	Step 2 Top Projects

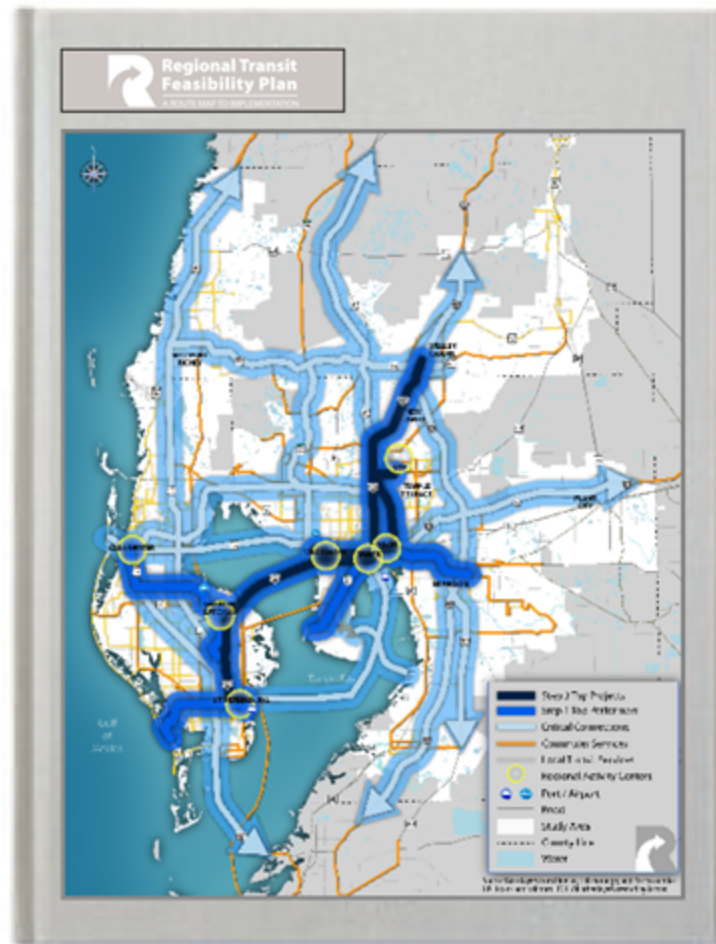
# NEXT STEPS: **DRAFT PLAN**

**1A**

Develop a plan to build each project in the Regional Transit Vision

**1B**

Provide information needed for entrance of the catalyst project(s) into the federal program







# **Regional Transit Feasibility Plan**

A ROUTE MAP TO IMPLEMENTATION

# 2045 Long Range Transportation Plan Regional Scenario Planning

November 2017



**FORWARD  
PINELLAS**  
Integrating Land Use & Transportation



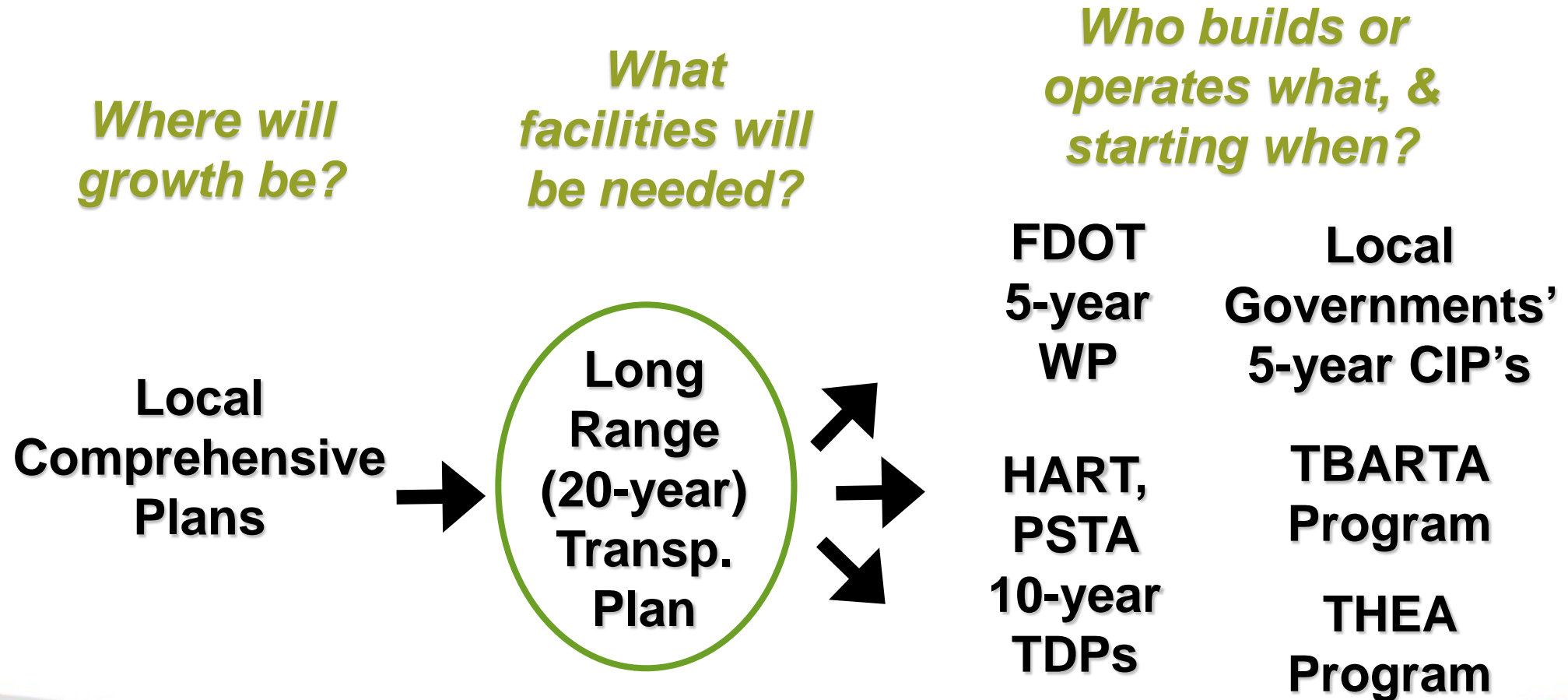
**Hillsborough MPO**  
Metropolitan Planning  
for Transportation

# Why does the Long Range Plan Matter?

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



# How does it fit with other efforts?



West Central Florida  
MPO Chairs Coordinating Committee

2035

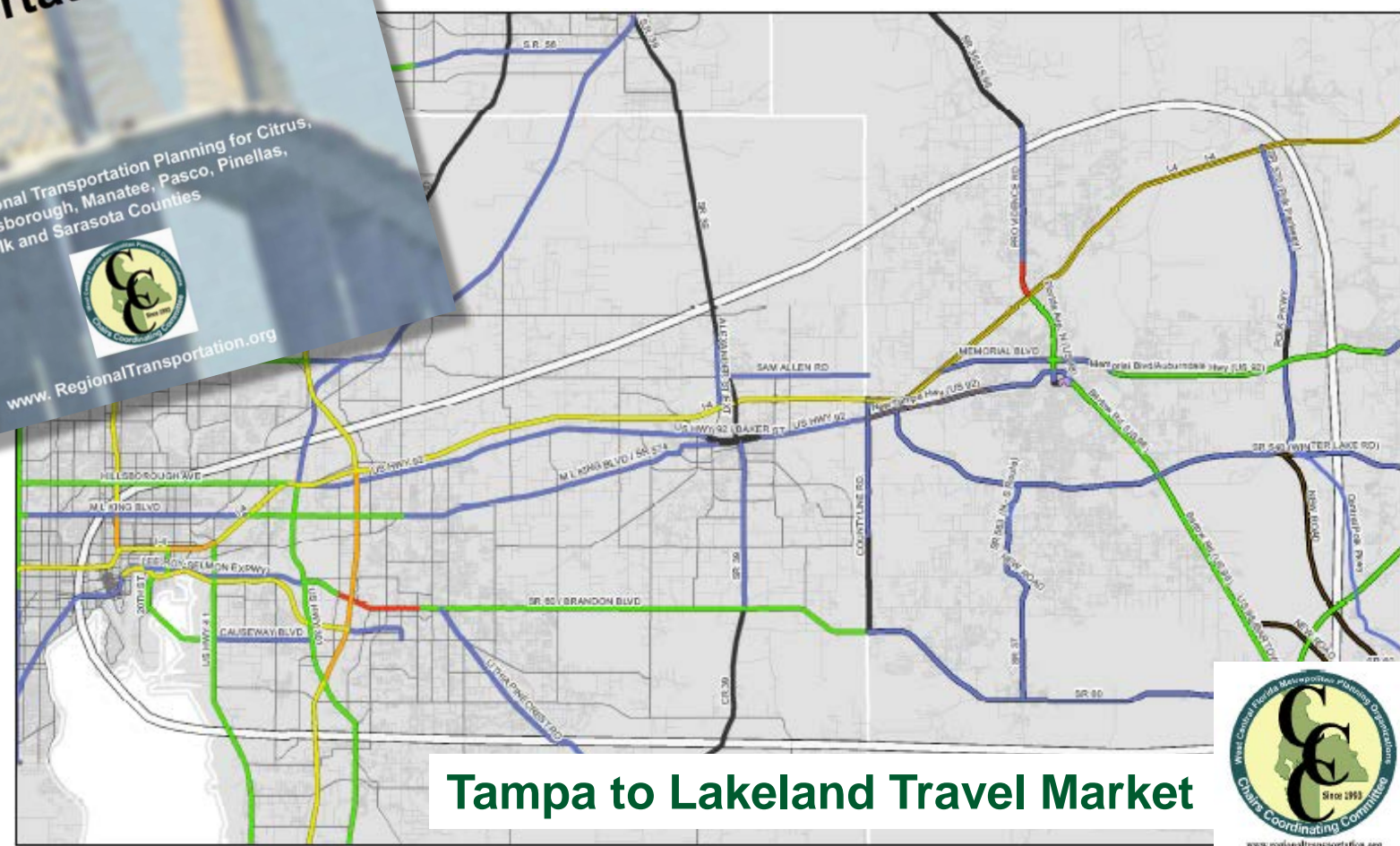
# Regional Long Range Transportation Plan

Coordinating Regional Transportation Planning for Citrus,  
Hernando, Hillsborough, Manatee, Pasco, Pinellas,  
Polk and Sarasota Counties



[www.RegionalTransportation.org](http://www.RegionalTransportation.org)

# How is it coordinated across the region?



Tampa to Lakeland Travel Market

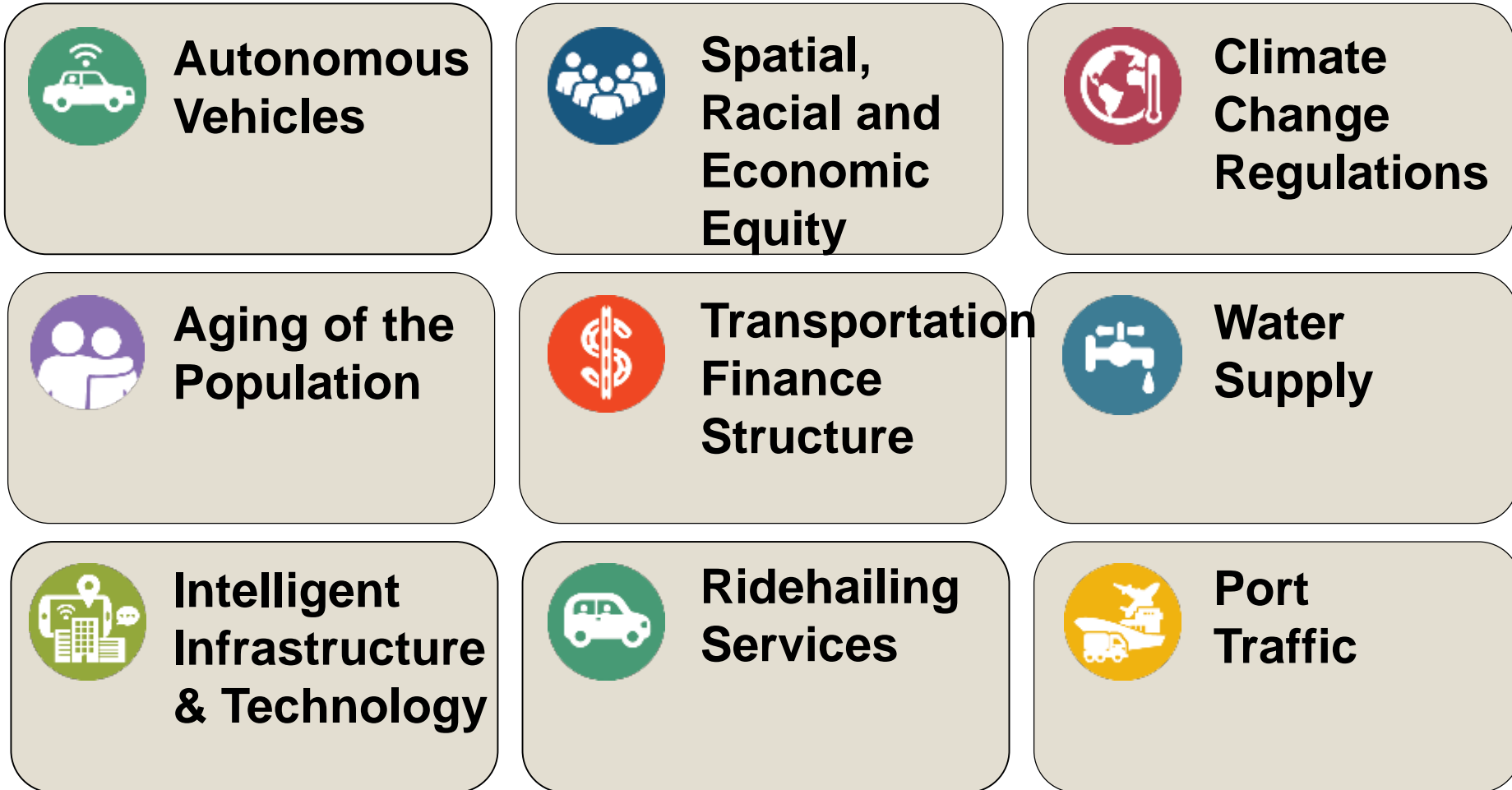
## Regional Travel Needs

Studied by MPO  
Chairs  
Coordinating  
Committee



**2035 LRTP**

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



Key drivers of change for the Atlanta Region





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

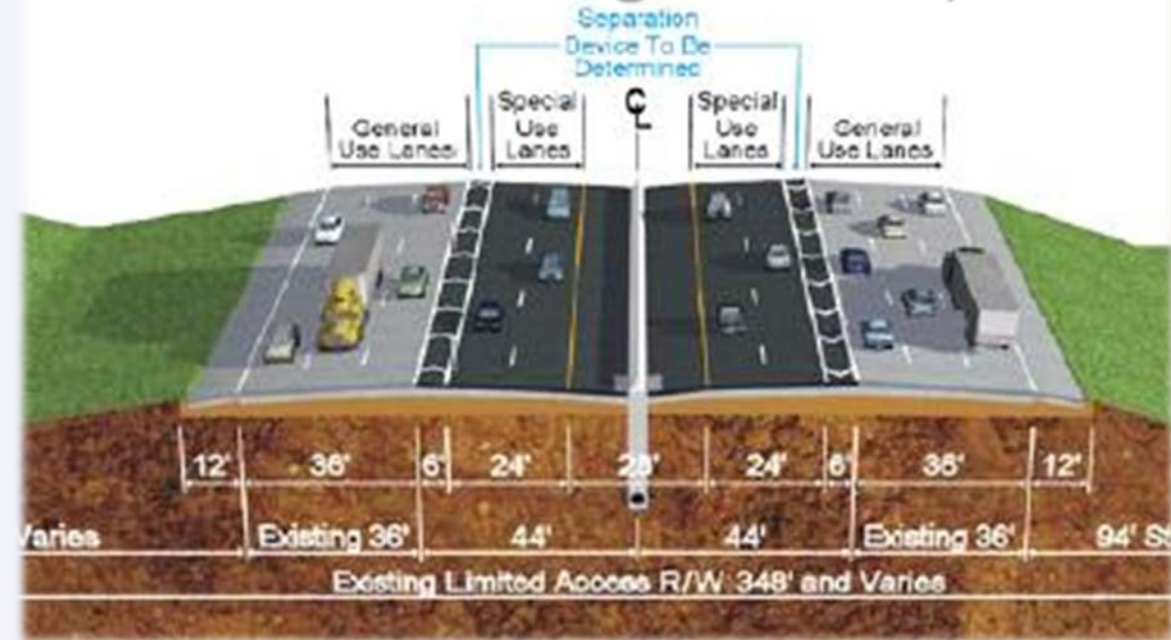
# Interstate Modernization

## Other Concepts Being Evaluated

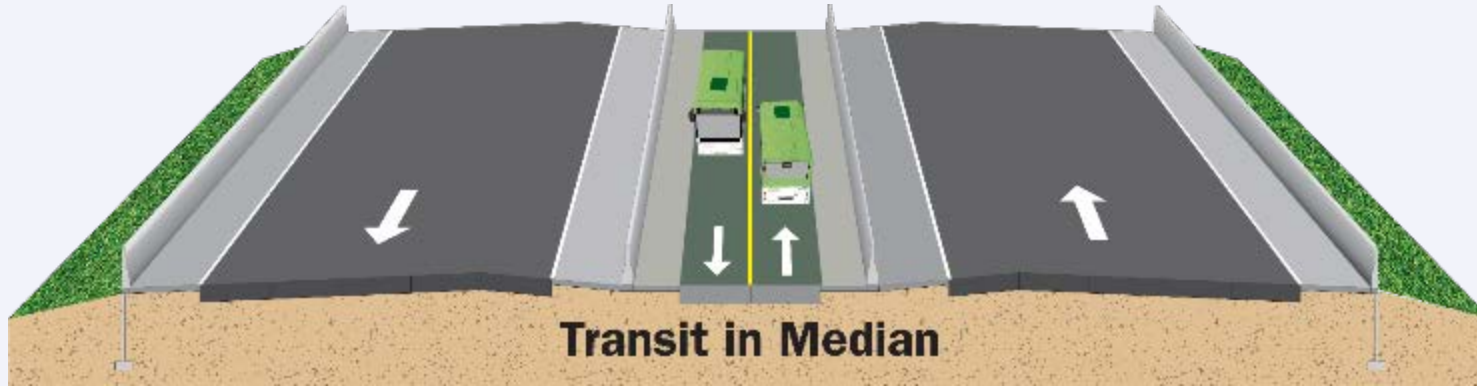
- Beltway
- Trench
- Elevated Lanes
- Reversible Lanes
- Other Mgd. Lane Options
- Boulevard Conversion
- Transit Options

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

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

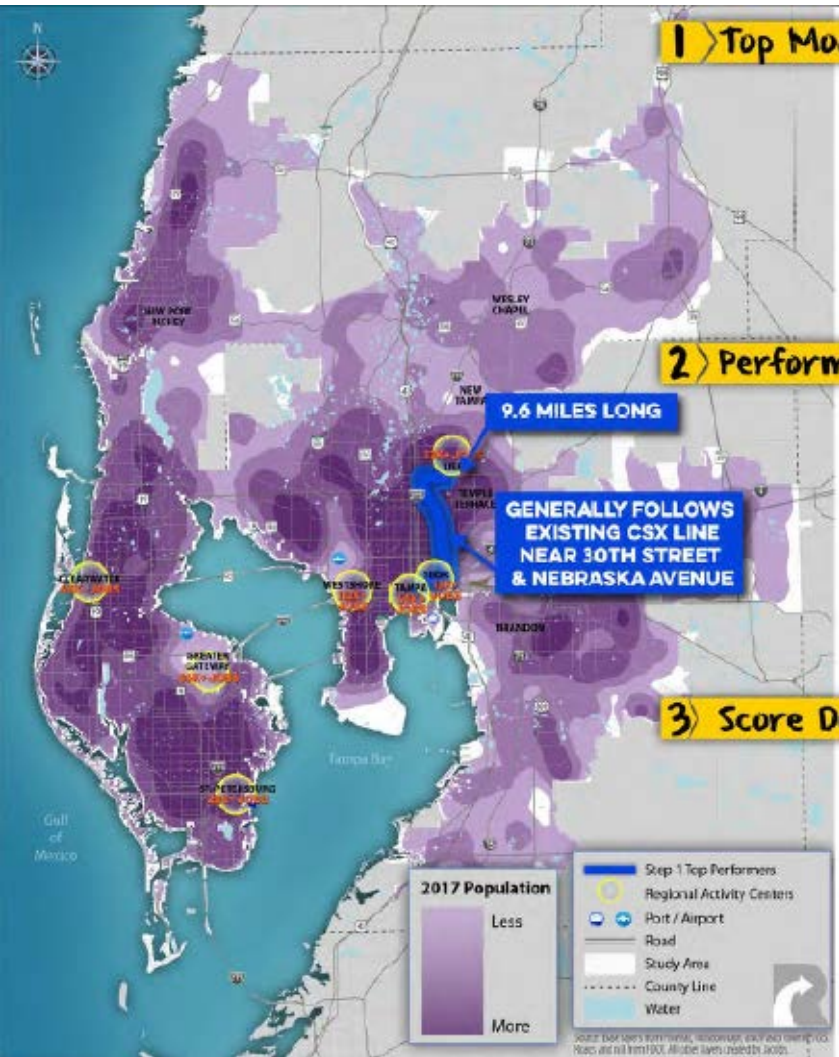


## Options for Premium Transit in Interstate ROW





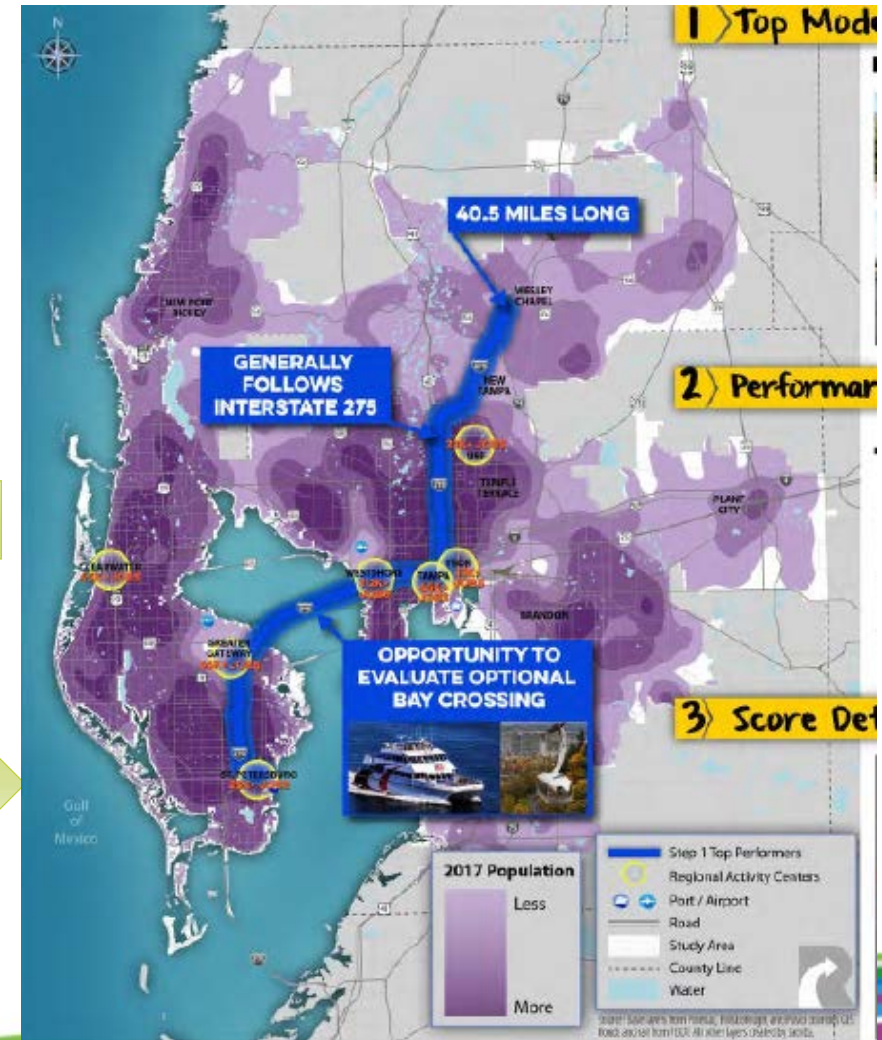
# Regional Transit Feasibility Plan



**Top 2 Potential Corridors  
Have Been Identified per  
Federal Criteria:**

← **USF to Downtown Tampa  
(CSX Corridor)**

**Wesley Chapel to St Pete  
(Interstate Corridor)** →





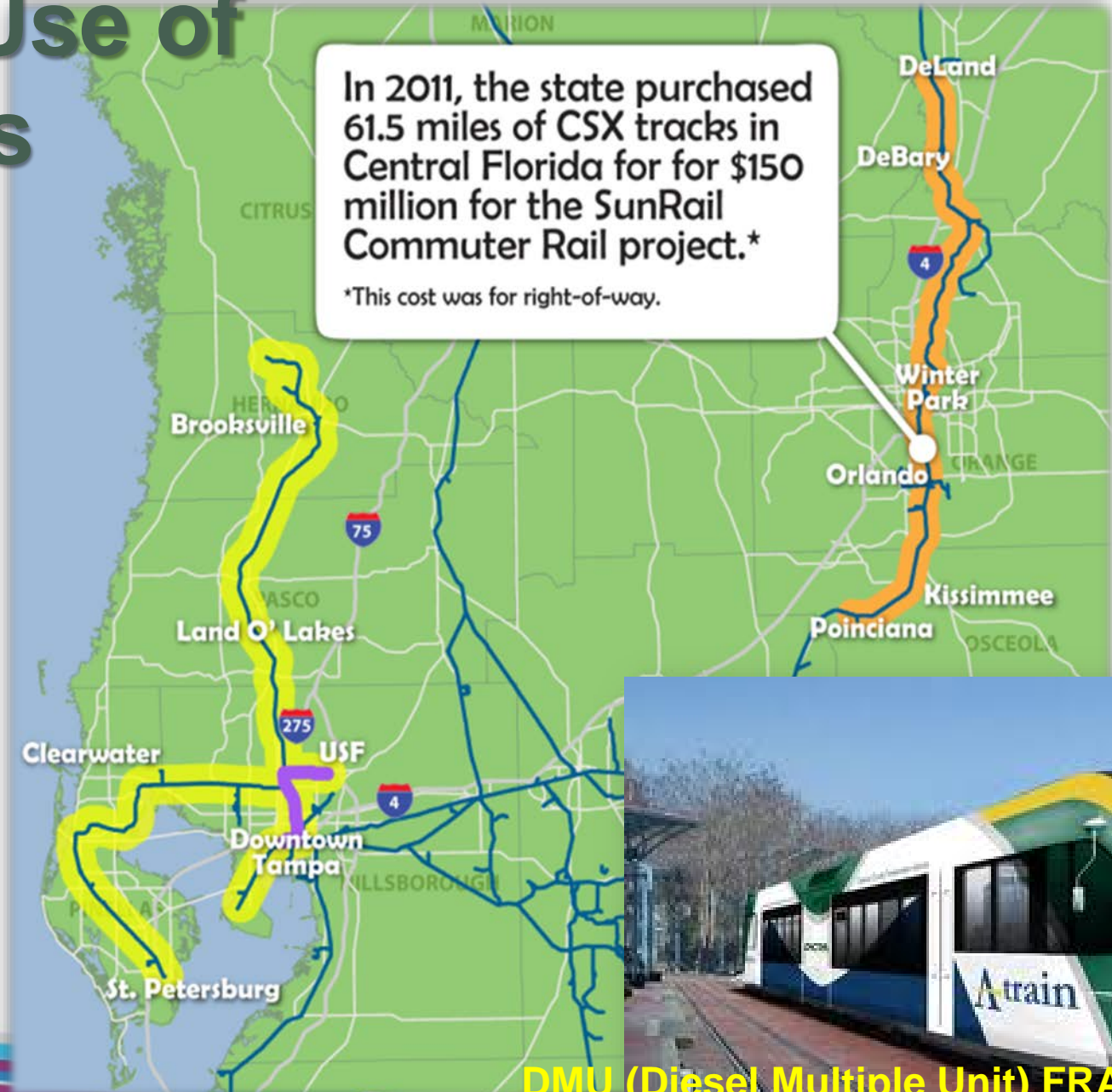
# Bus Rapid Transit & Automation





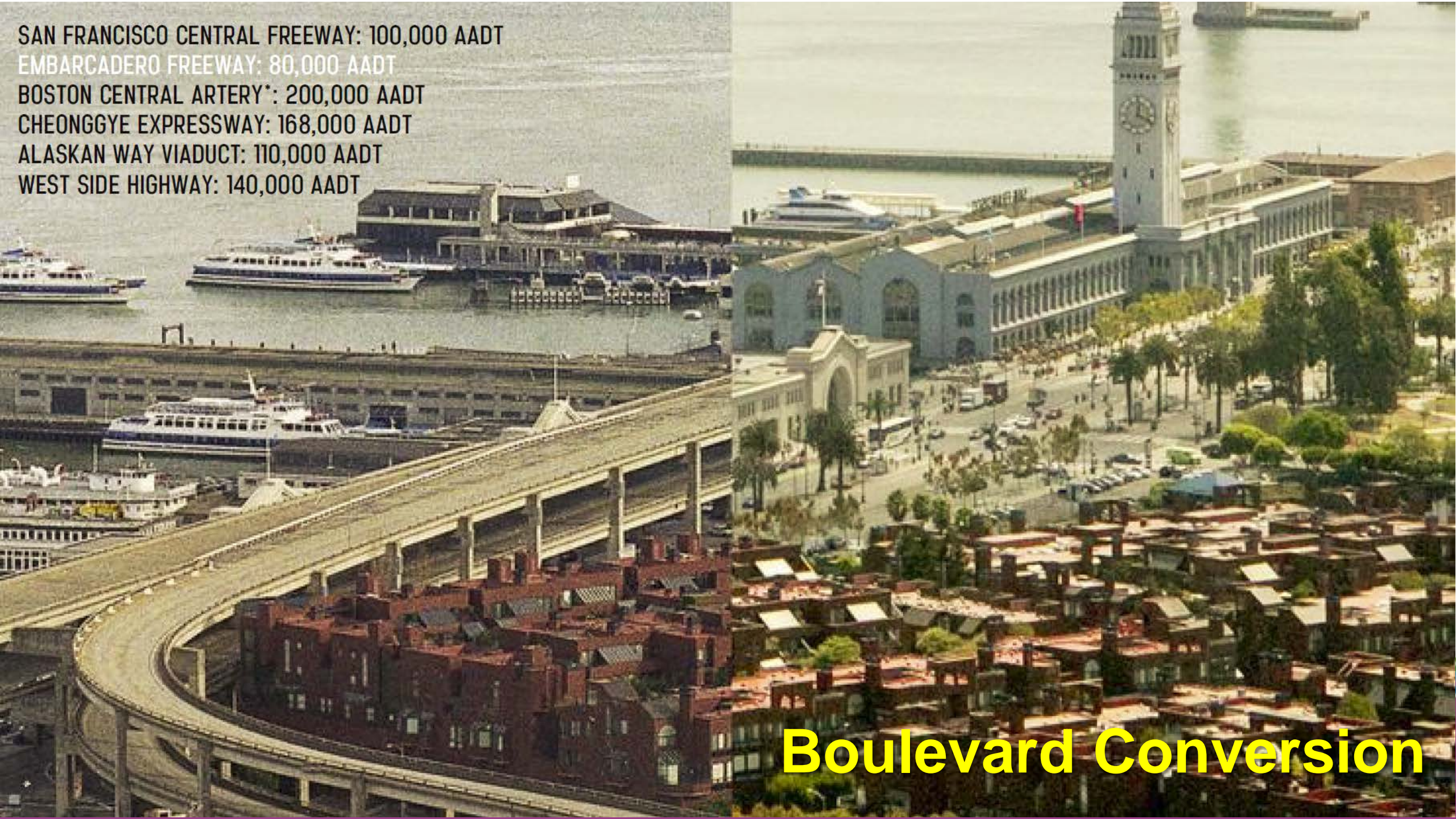
# Reuse &/or Joint Use of CSX Rail Corridors

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



DMU (Diesel Multiple Unit) FRA-compliant vehicle operating in Dallas Ft Worth



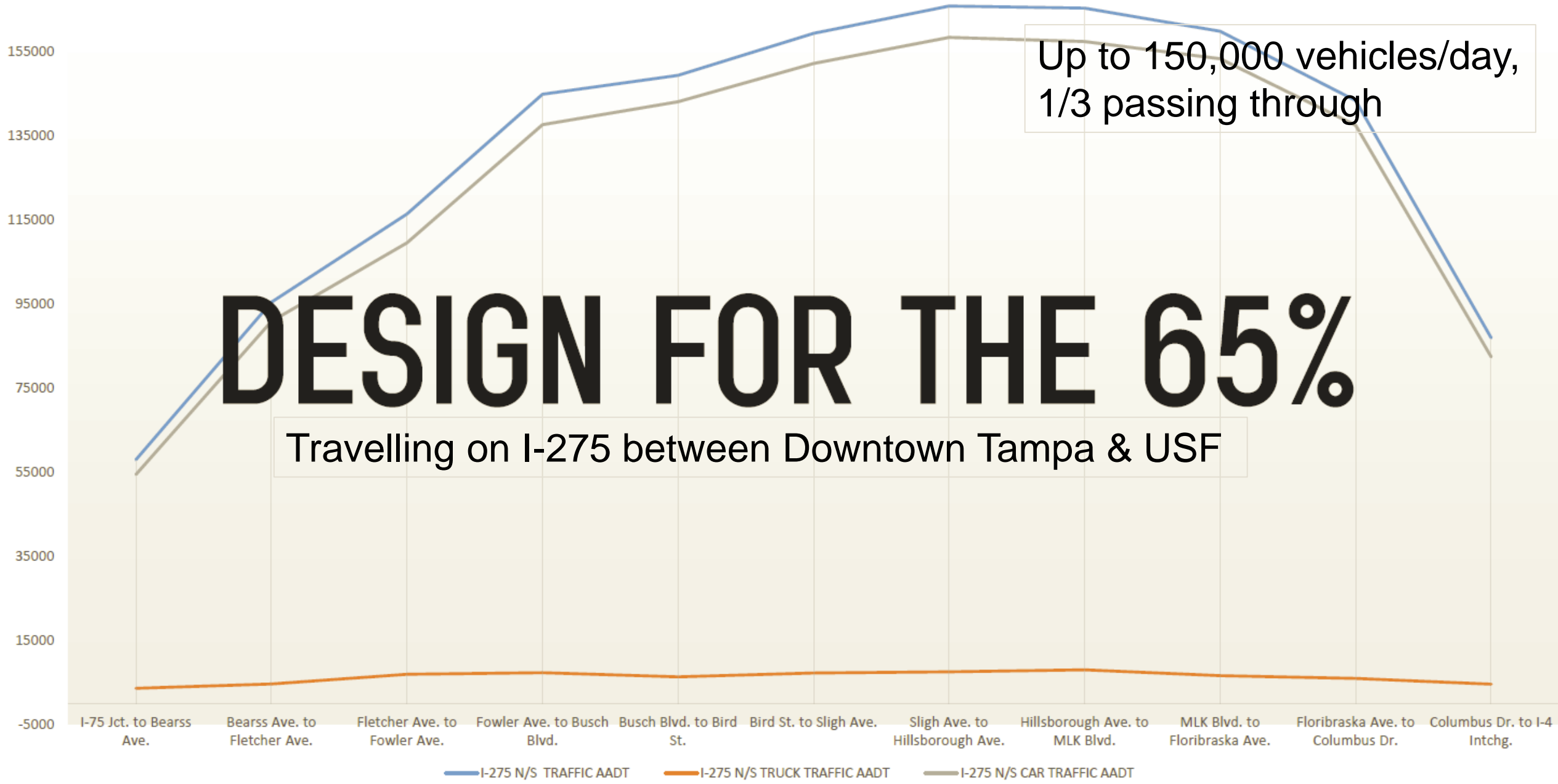


SAN FRANCISCO CENTRAL FREEWAY: 100,000 AADT  
EMBARCADERO FREEWAY: 80,000 AADT  
BOSTON CENTRAL ARTERY\*: 200,000 AADT  
CHEONGGYE EXPRESSWAY: 168,000 AADT  
ALASKAN WAY VIADUCT: 110,000 AADT  
WEST SIDE HIGHWAY: 140,000 AADT

# Boulevard Conversion



# Boulevard Conversion



# DESIGN FOR THE 65%

Travelling on I-275 between Downtown Tampa & USF

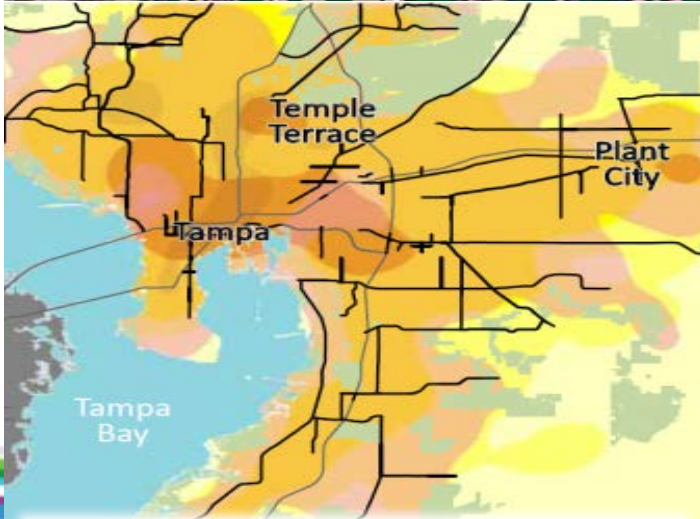
Up to 150,000 vehicles/day,  
1/3 passing through

I-275 N/S TRAFFIC AADT I-275 N/S TRUCK TRAFFIC AADT I-275 N/S CAR TRAFFIC AADT

# Playing out some very different futures ....

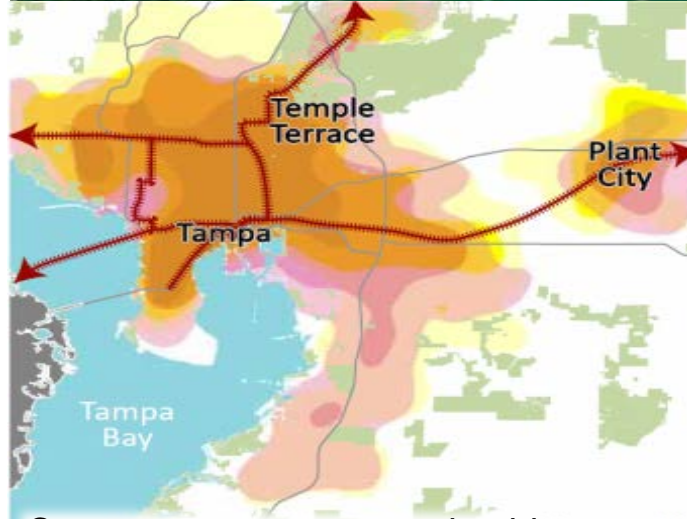
Hillsborough's *Imagine 2040* Scenarios were a combo of transportation & development decisions

A. "Suburban Dream" (Trend)



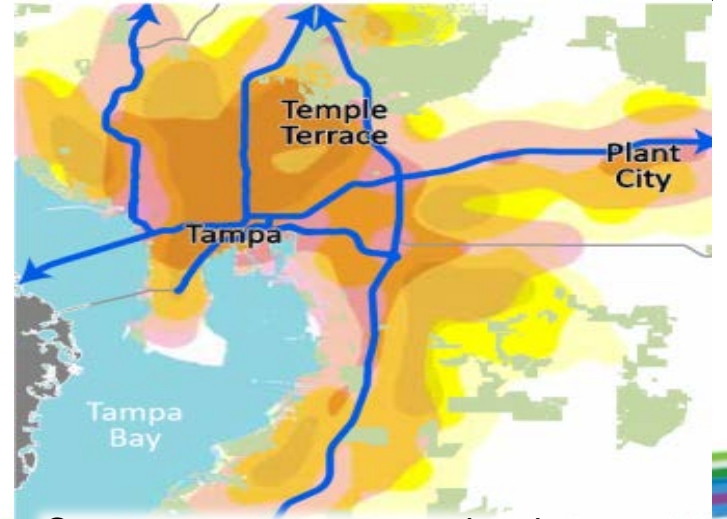
Expand the growth boundary to make room for new suburbs. Extend roads & water lines, rebuild major intersections.

B. "Bustling Metro" (Rail & TOD)



Create new town centers in older commercial areas. Add rapid bus, rail, circulator shuttles, walk/bike connections.

C. "New Corporate Ctrs." (on Exp. Lanes)



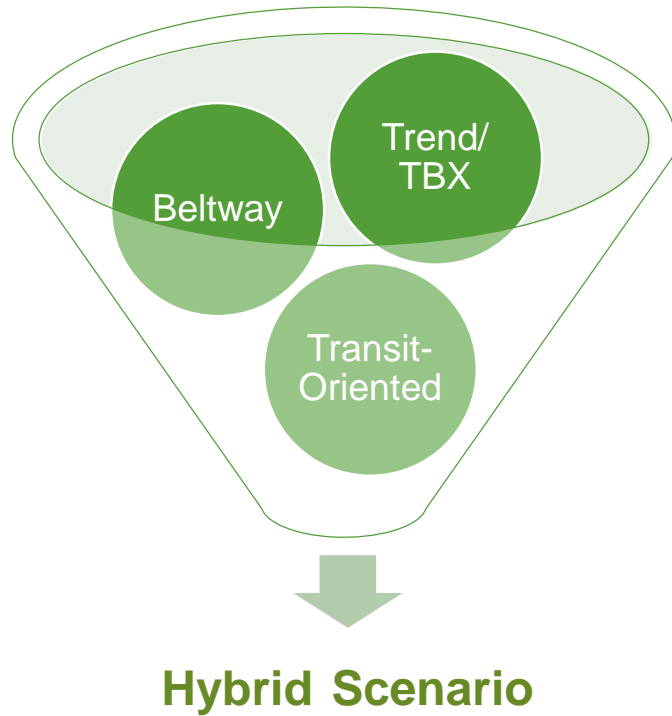
Create new corporate parks along major highways. Add new express toll lanes in the interstates (I-4, I-75, I-275)





# Tampa Bay TMA Role

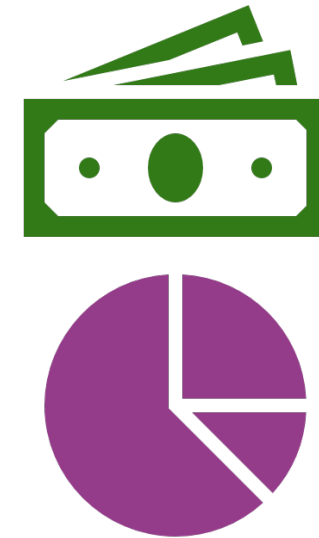
## Build 2045 Growth Scenarios



## Create Public Survey Tools



## Develop Funding & Cost Sharing Strategies for Hybrid Scenario





# Moving Forward Together



Hillsborough MPO  
Metropolitan Planning  
for Transportation

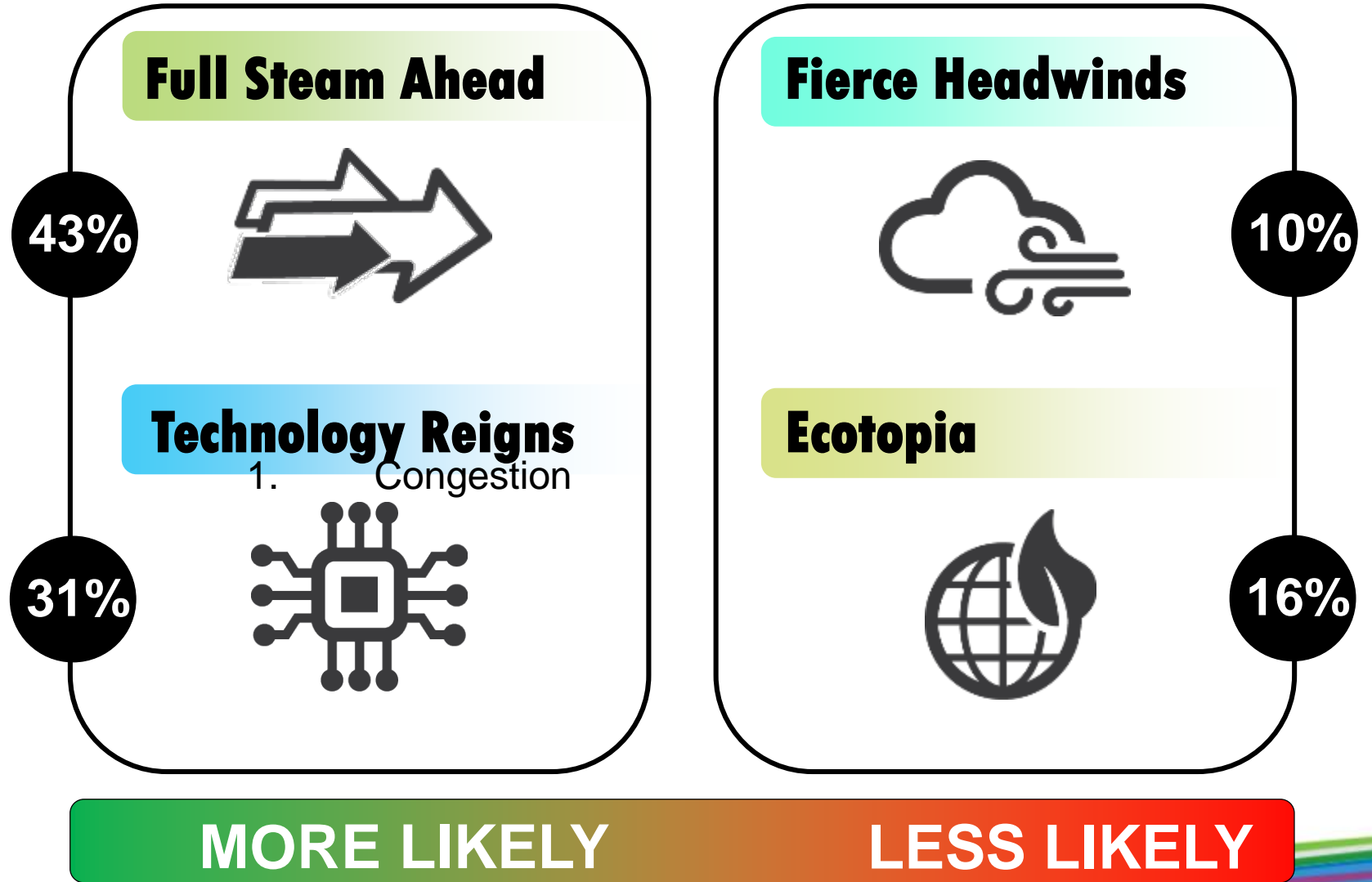


FORWARD  
PINELLAS



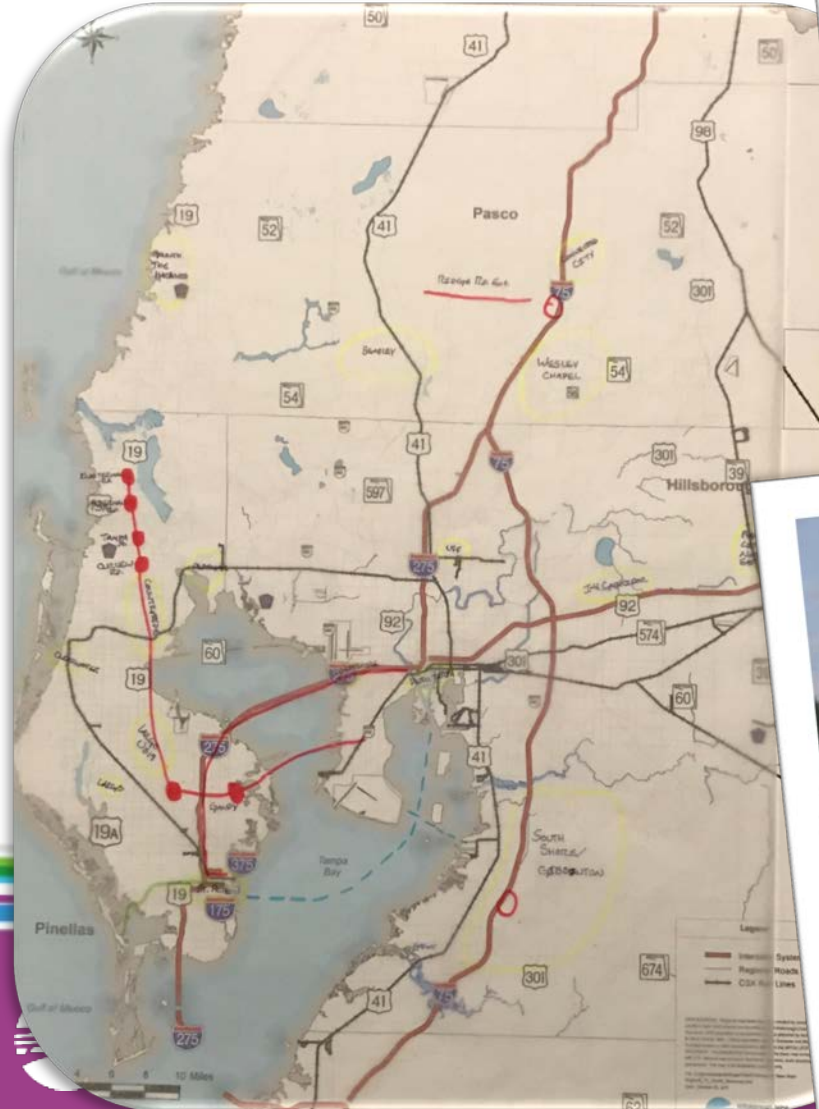
# Atlanta Region's Plan: online gaming beta test results

*What might scenarios for the Tampa Bay TMA look like?*





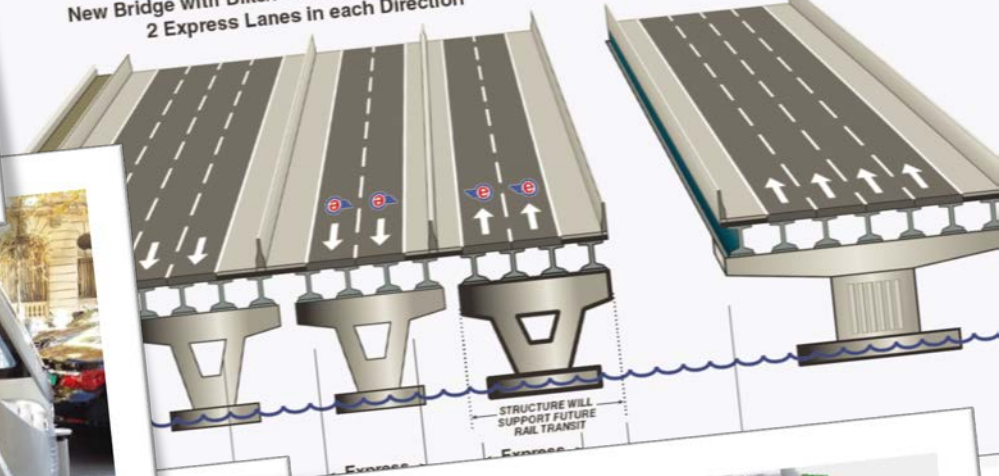
# Trend + Technology



This Is What We Are Proposing To Build In 2020.

New Bridge with Bike/Ped Trail on the Outside and 2 Express Lanes in each Direction

Existing Southbound Converts to Northbound

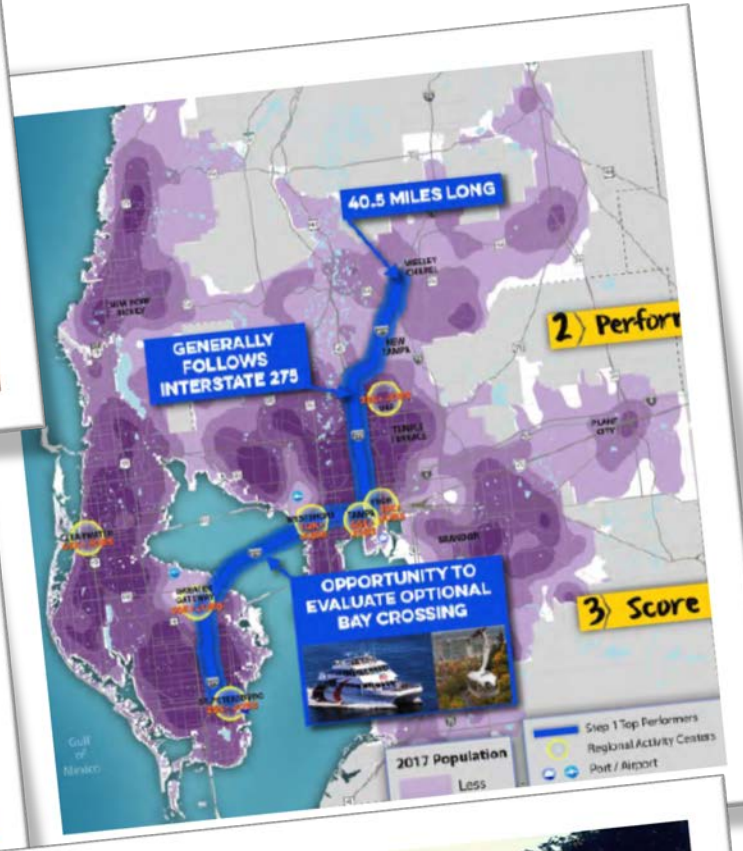
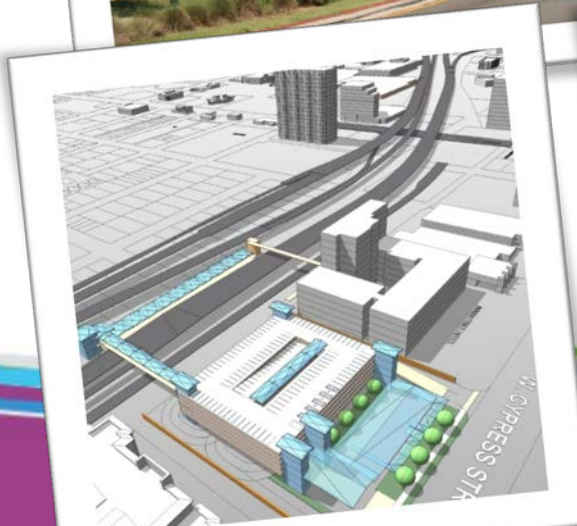
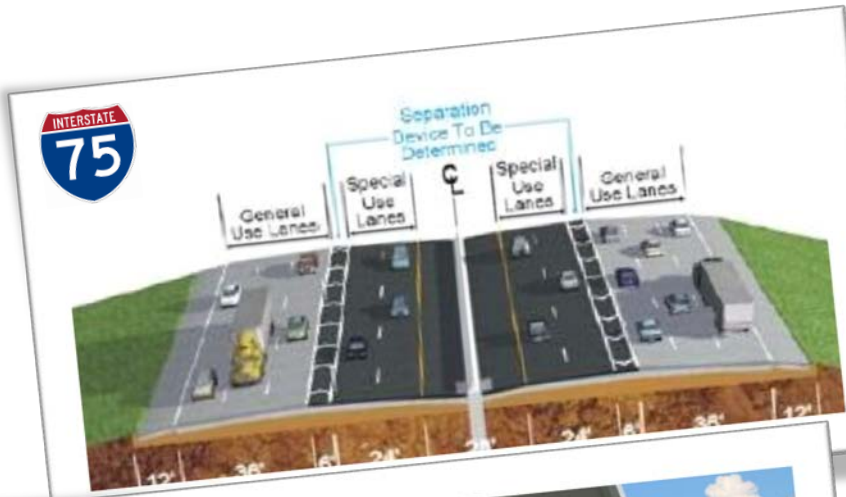
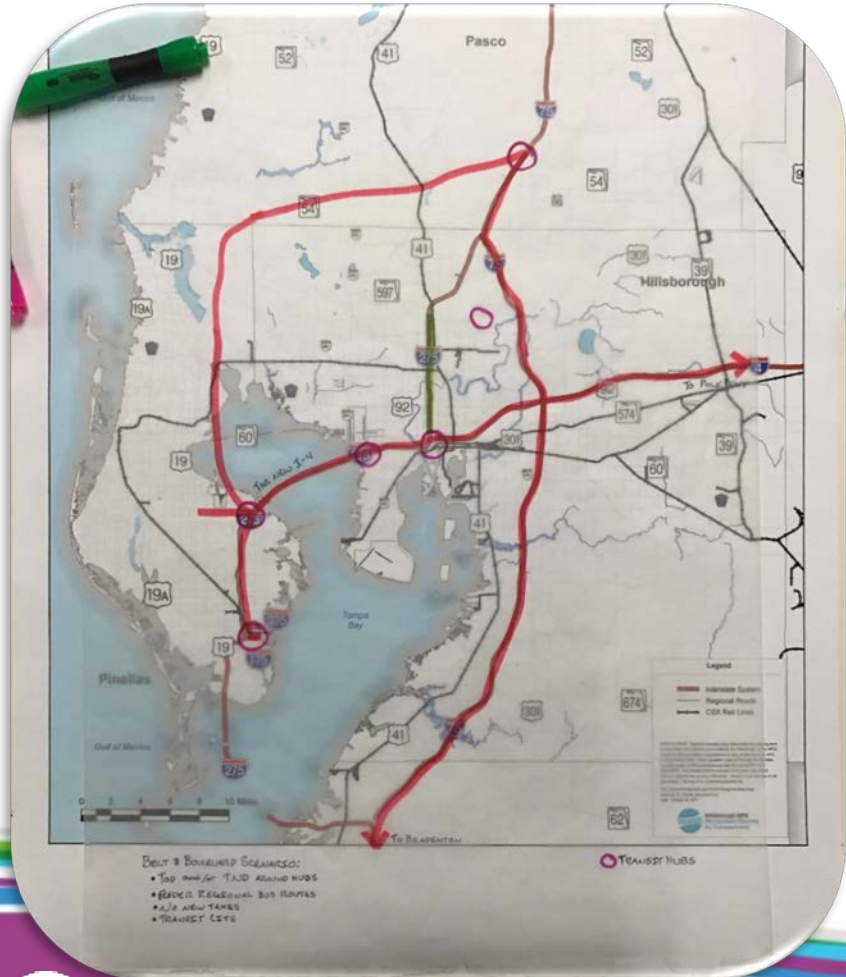


FOX 5 RAMP METERS HELP TO UNCLOG HIGHWAYS LEADING TO INTERSTATES  
#fox5atl  
8:55 42'



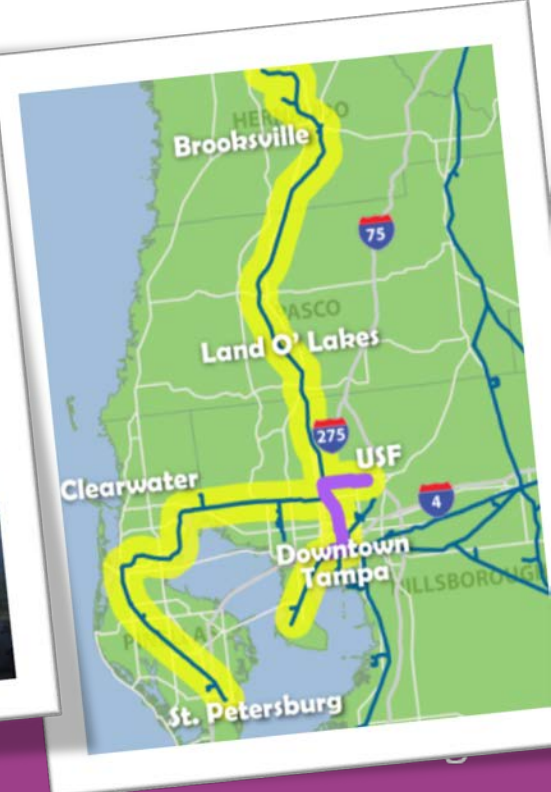
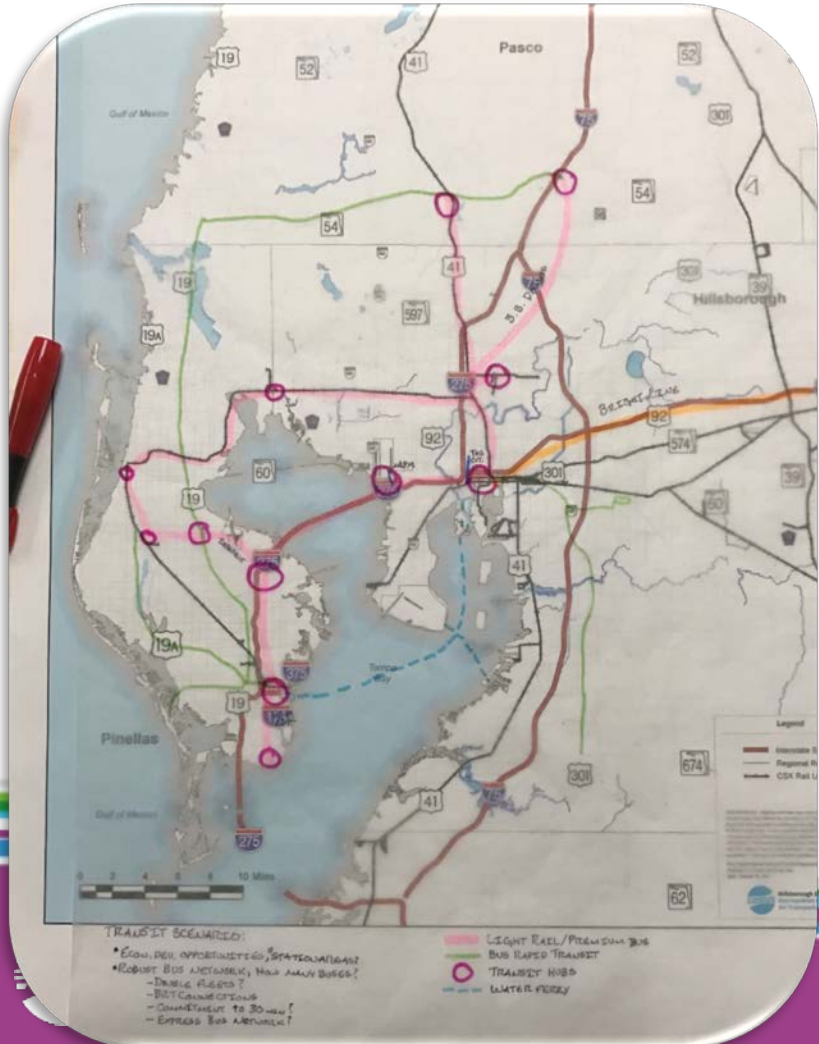


# Belt & Boulevard





# Transit Oriented Development



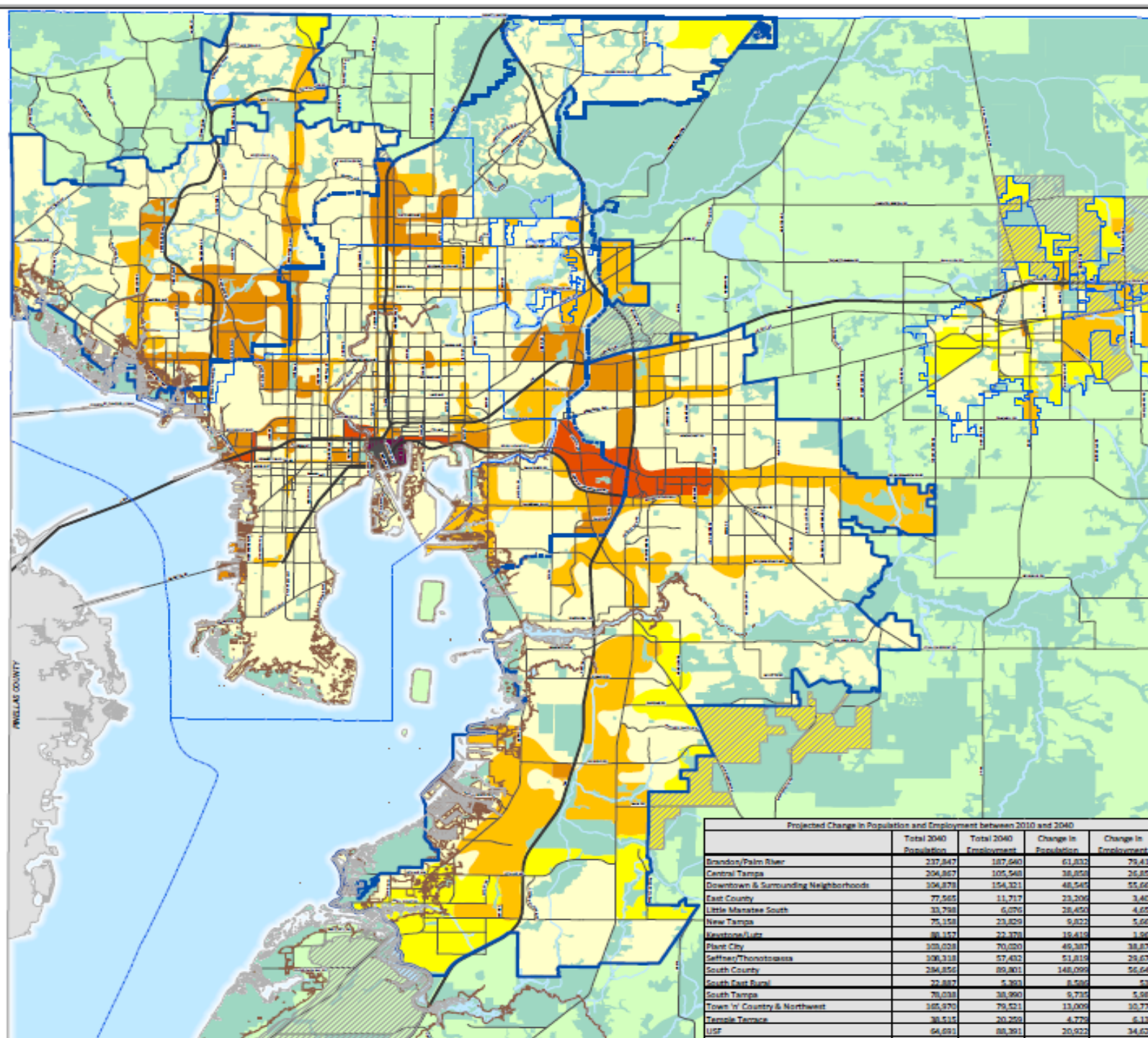


# Growth Projections and Distribution

- All based on a series of assumptions
- Change any assumption = different result
- Assumptions from 2013 already shifting



# Imagine 2040 Vision Map





# Imagine 2040 Growth Projections

- Vacant and developable land in Cities and Urban Service Area
- Redevelopment along corridors
- Transit Oriented Development
- Expansion Areas – Plant City, Urban Service Area
- Continued rural scale development



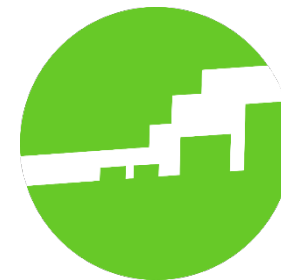


# Imagine 2040 Growth Distribution

	<u>Population Growth</u>	<u>% of Population Growth</u>	<u>Employment Growth</u>	<u>% of Employment Growth</u>
Station Area Development	94,584	16%	91,436	23%
Redevelopment	40,633	7%	59,686	15%
Greenfield Development*	440,768	77%	249,695	62%
*Includes approximately 57,000 people and 19,600 jobs in new expansion areas				
Total	575,985	100%	400,781	100%

# Hillsborough County Population and Employment Projections and Allocations

DECEMBER 2017



**Hillsborough County**  
**City-County**  
**Planning Commission**

# Results

- Trend analysis of demographic shifts and market and real estate forecasts
- Assessment of scenarios for whether they achieve our goals:
  - Quality of Life
  - Fiscal Sustainability
  - Economic prosperity
  - Responsible Growth
  - Consistency of Action
- Updated population and job projections to be utilized for future planning efforts

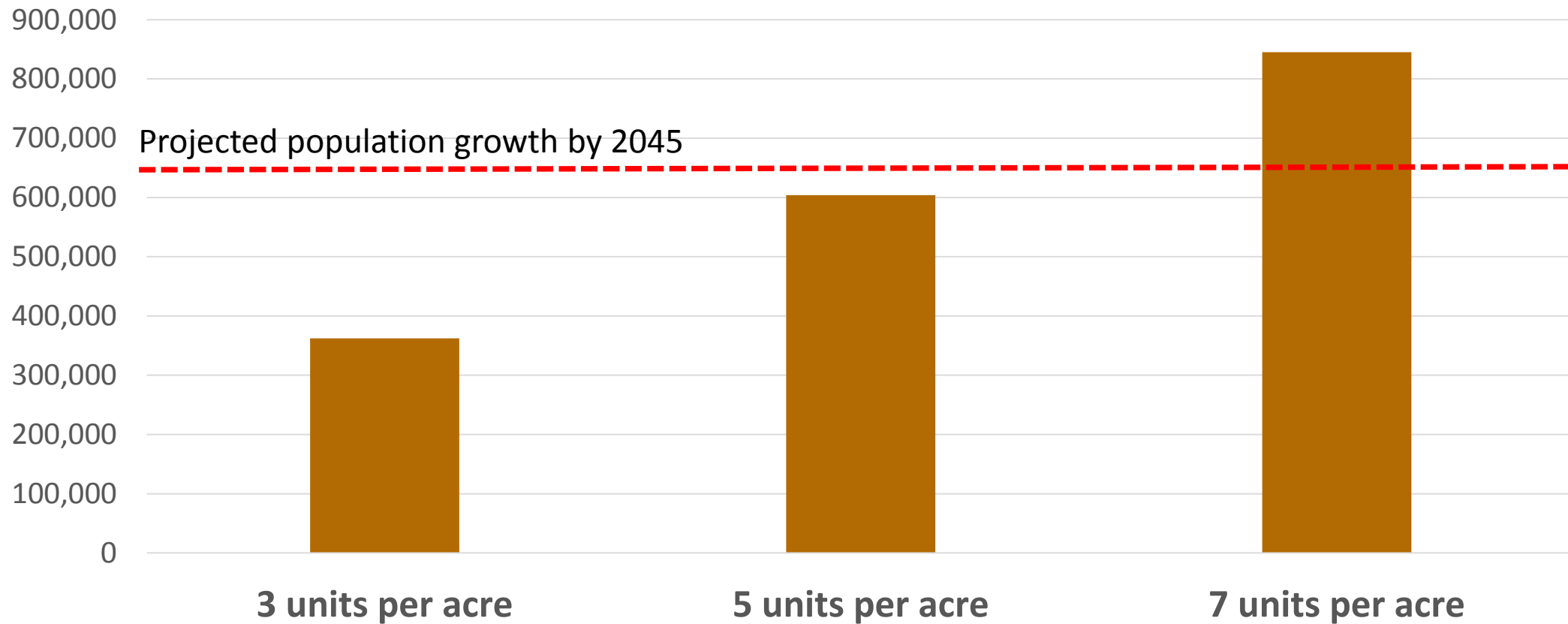


# Carrying capacity

- Hillsborough County will add roughly 630,000 people and 340,000 jobs by 2045<sup>1</sup>.
- There are approximately 75,000 acres of unconstrained vacant and redevelopable land within the USA and Plant City.
- Assume 52,500 acres (70%) are residential and 22,500 acres (30%) are non-residential.

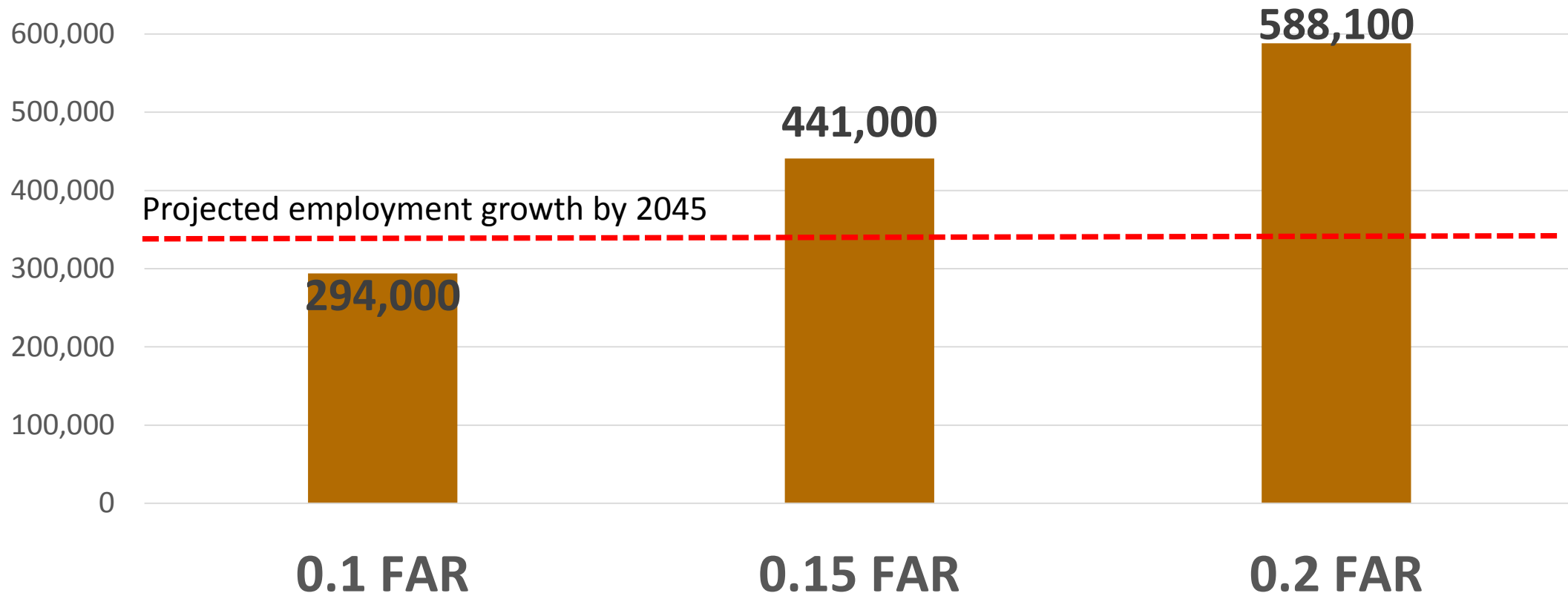
<sup>1</sup> Based on BEBR medium projection and current population to employment ratio.

# How much population can 52,500 acres accommodate?



Assumes 2.3 persons per household.

# How much employment can 22,500 acres accommodate?

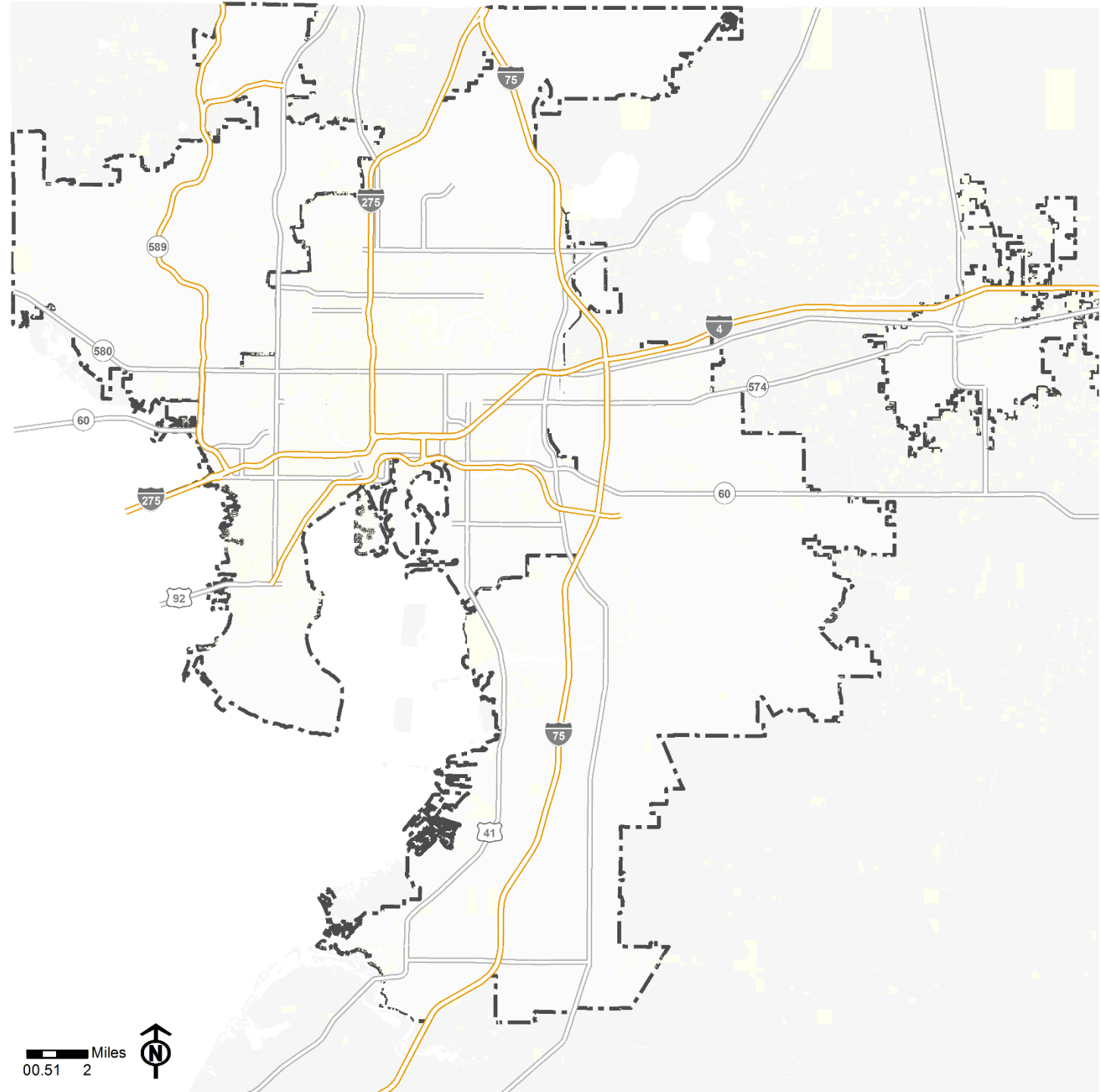
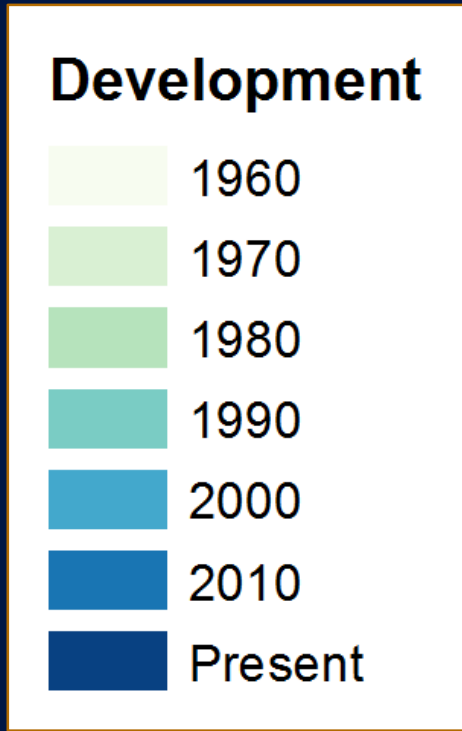


Assumes 3 employees per 1,000 square feet.



# Land Use Trends

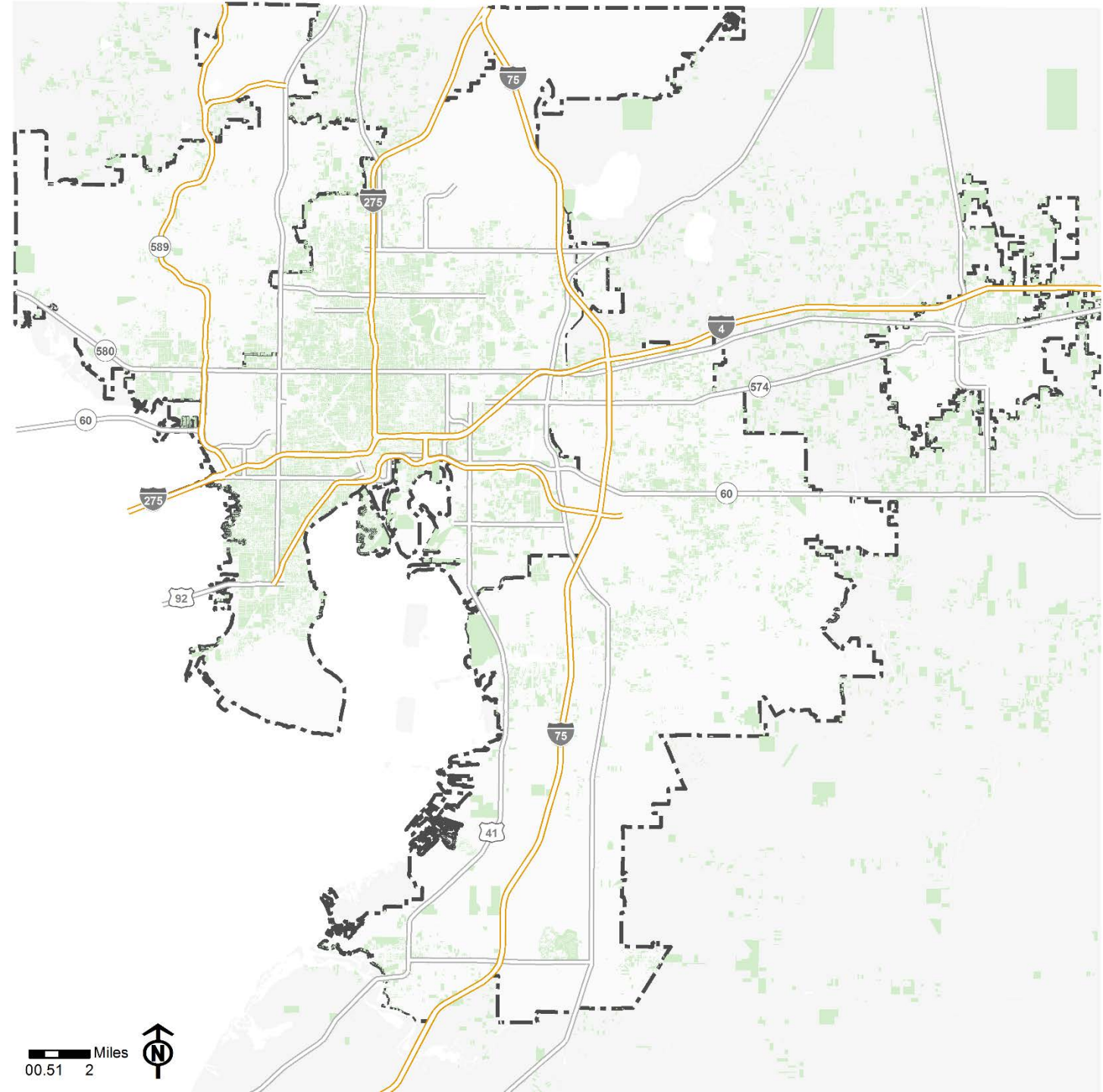
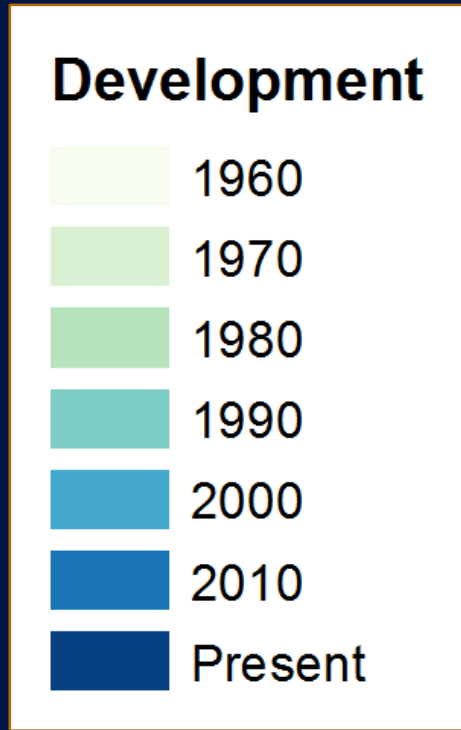
## Developed land: 1960



Source: Hillsborough County MPO

# Land Use Trends

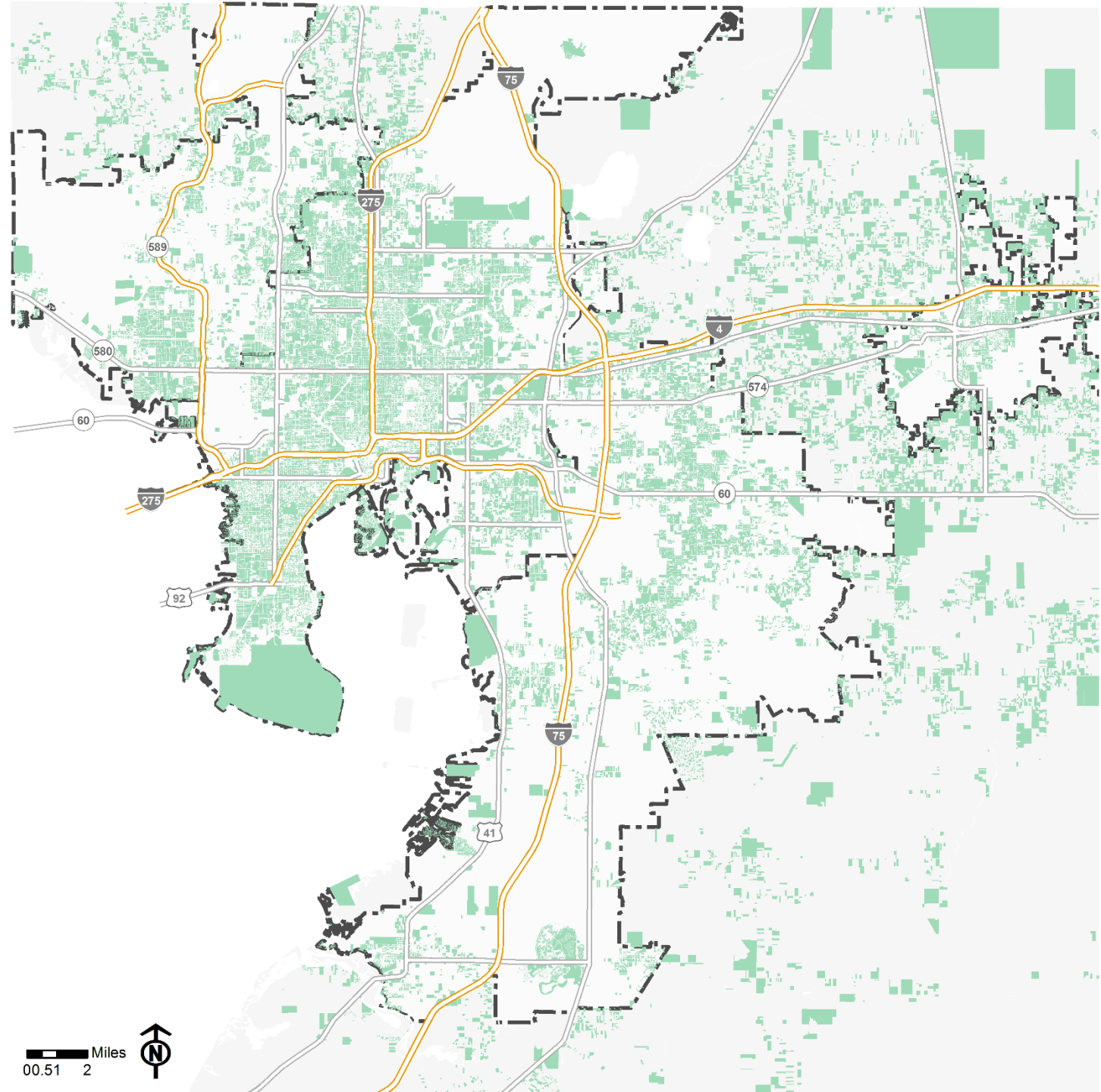
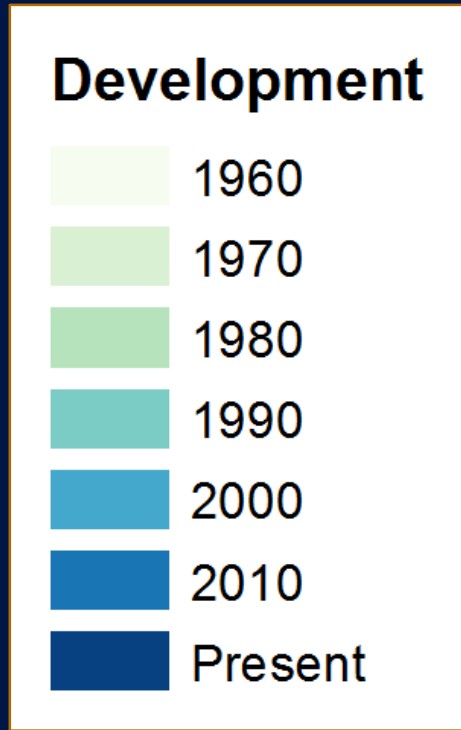
## Developed land: 1970



Source: Hillsborough County MPO

# Land Use Trends

## Developed land: 1980

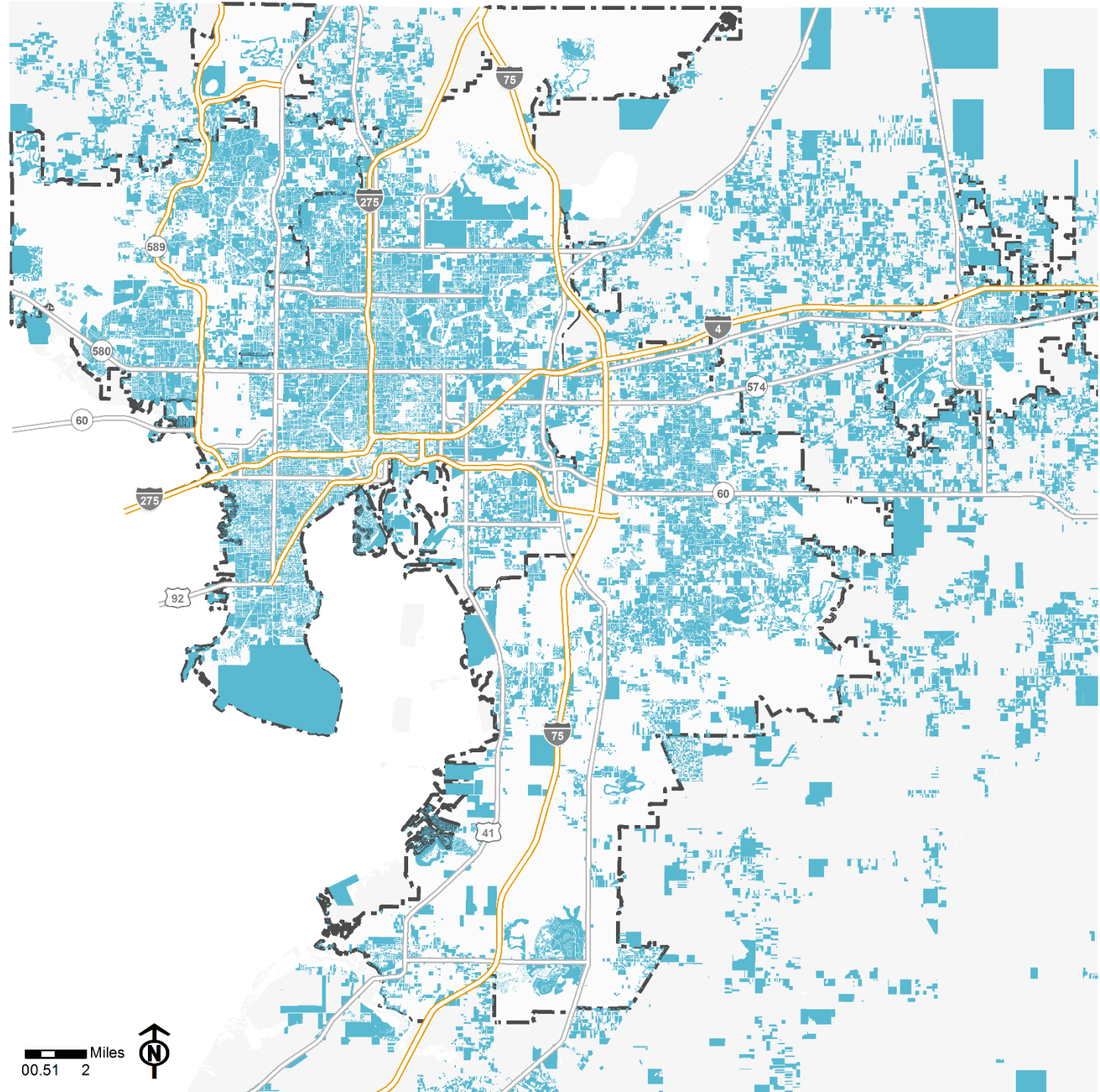
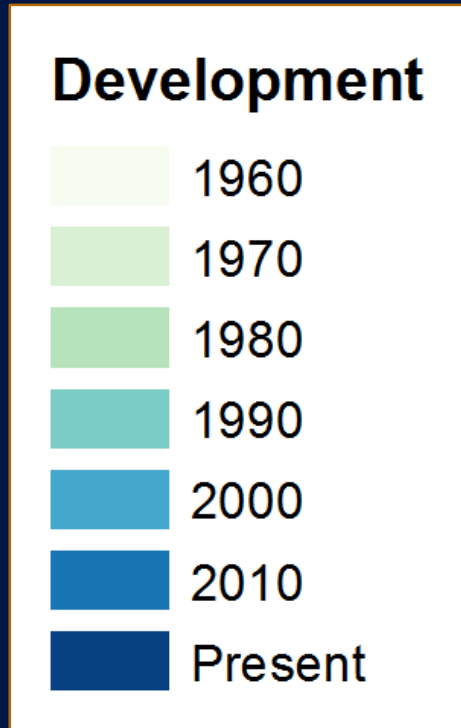


Source: Hillsborough County MPO



# Land Use Trends

## Developed land: 1990

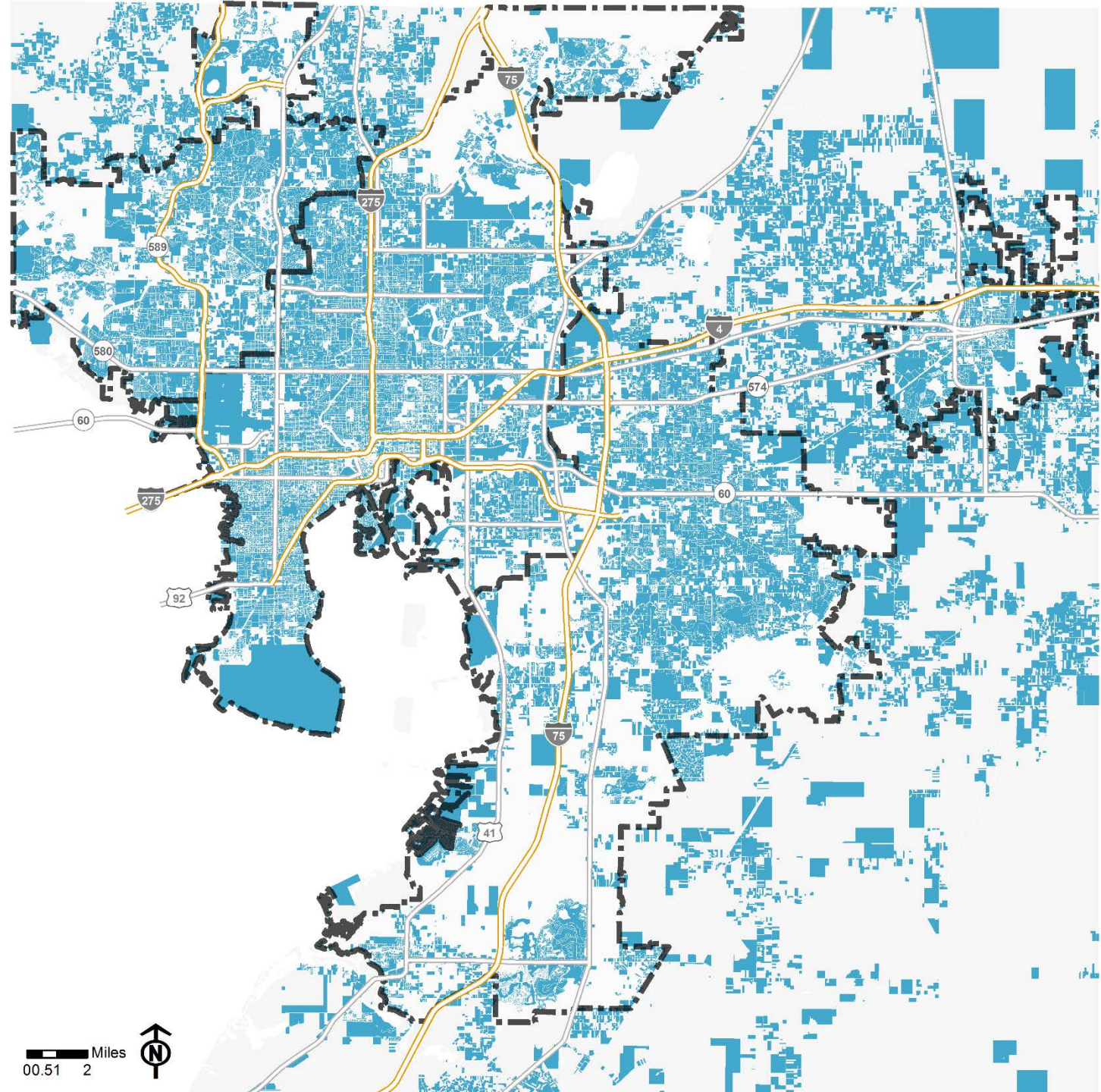
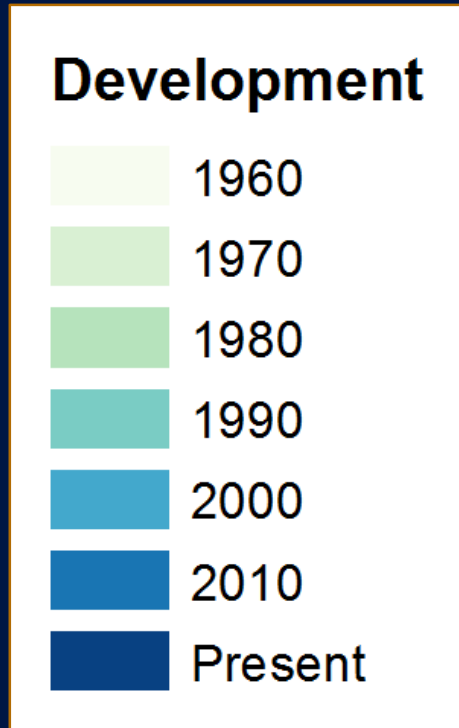


Source: Hillsborough County MPO



# Land Use Trends

## Developed land: 2000

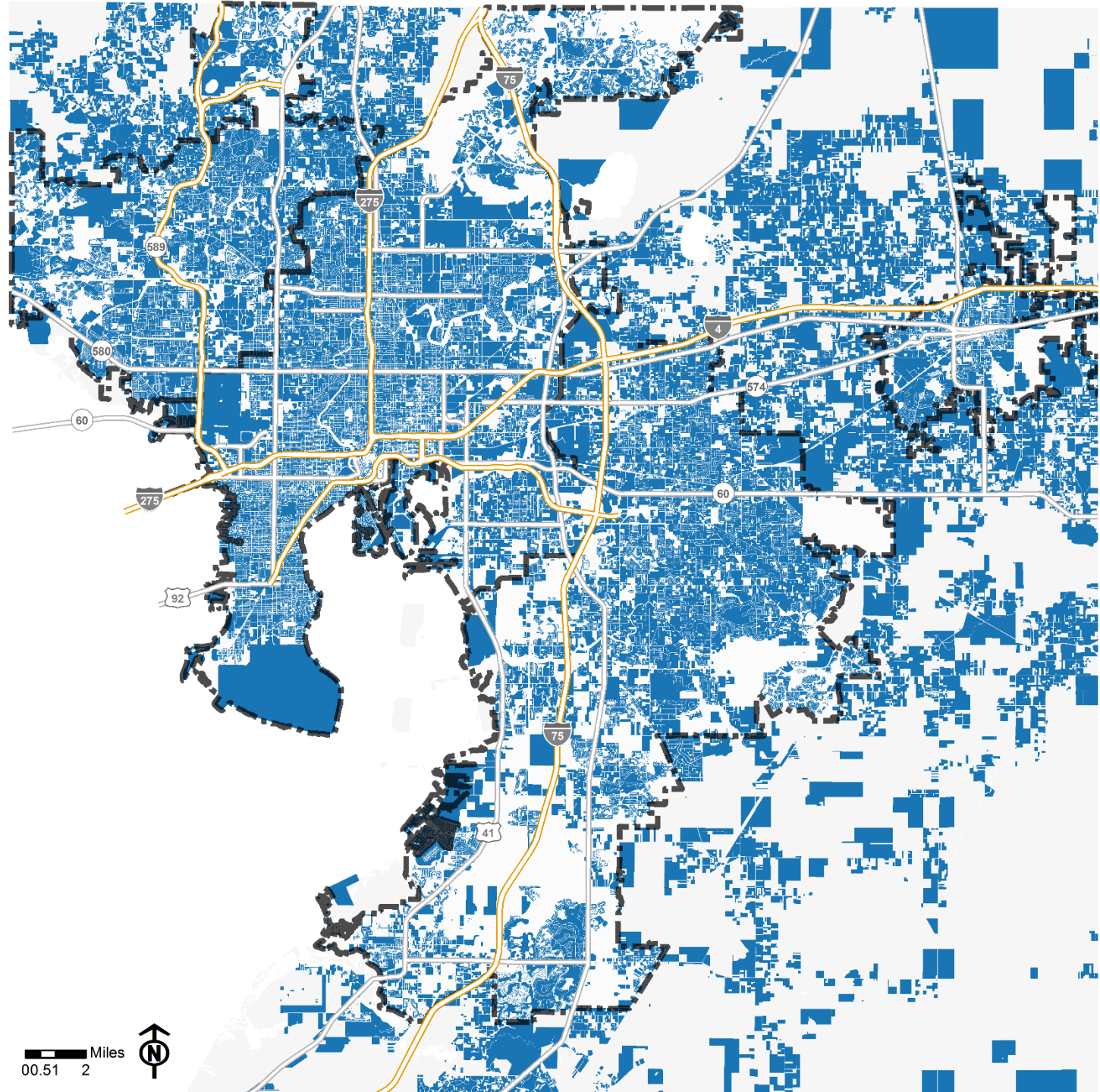
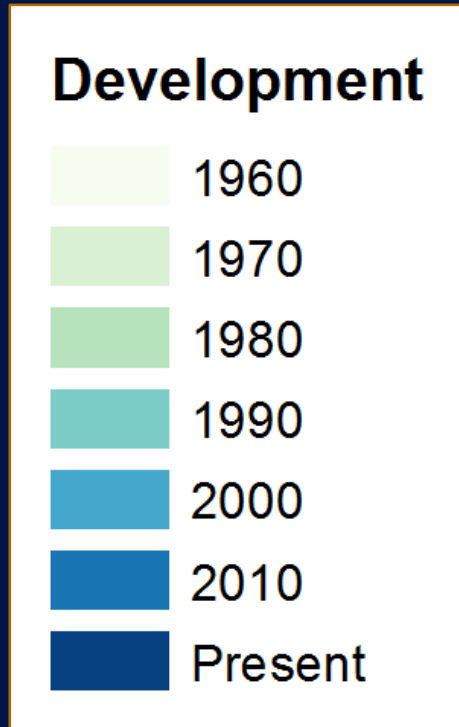


Source: Hillsborough County MPO



# Land Use Trends

## Developed land: 2010

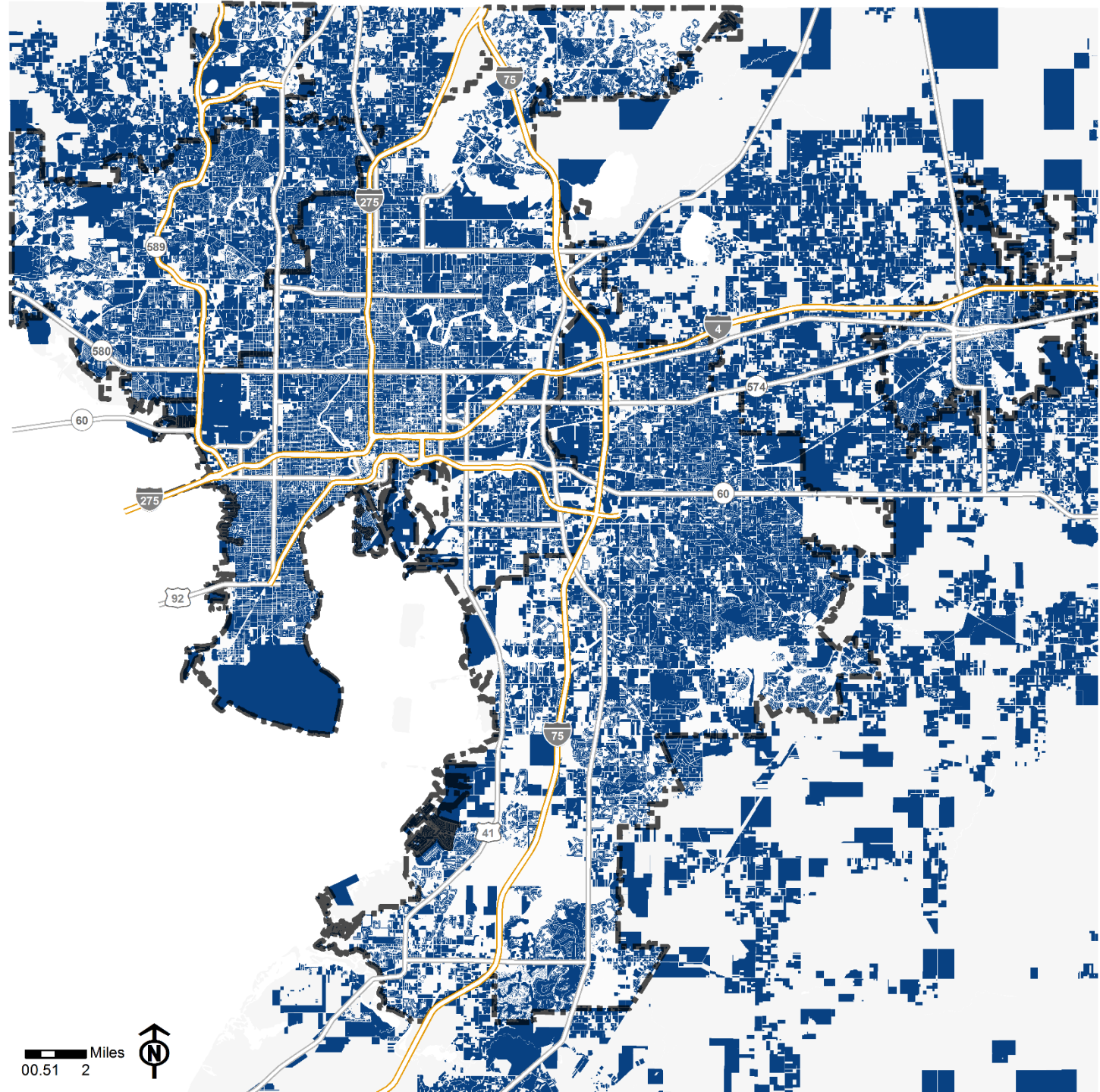
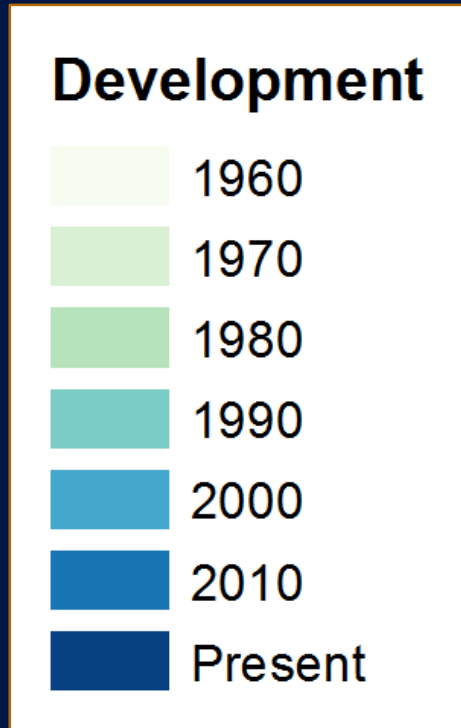


Source: Hillsborough County MPO




# Land Use Trends

## Developed land: Present



Source: Hillsborough County MPO



# Land Use: For Consideration

- We will likely consume all developable land before 2045.
- How will the market respond?
- Redevelopment, infill and intensification.
- Growth pressure on USA expansion.

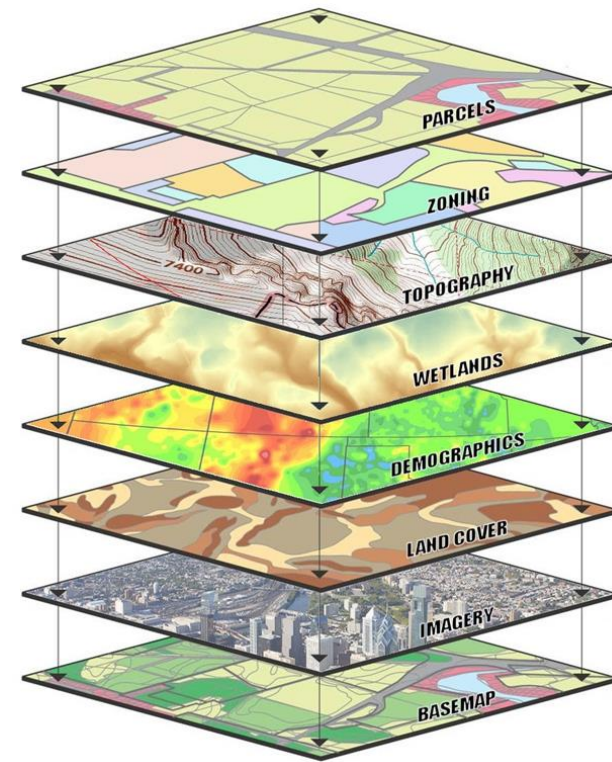
An aerial photograph of a city grid with various colored overlays. Yellow and red areas are prominent, with some blue and green patches. The text is overlaid on the map.

*Where will growth go?*  
Suitability Analysis



# Suitability Analysis

- “Rates” land for development.
- Based on factors that you decide.
- Weighting give some factors importance over others.



# Suitability Factors

**H** = High influence

**M** = Medium influence

**L** = Low influence

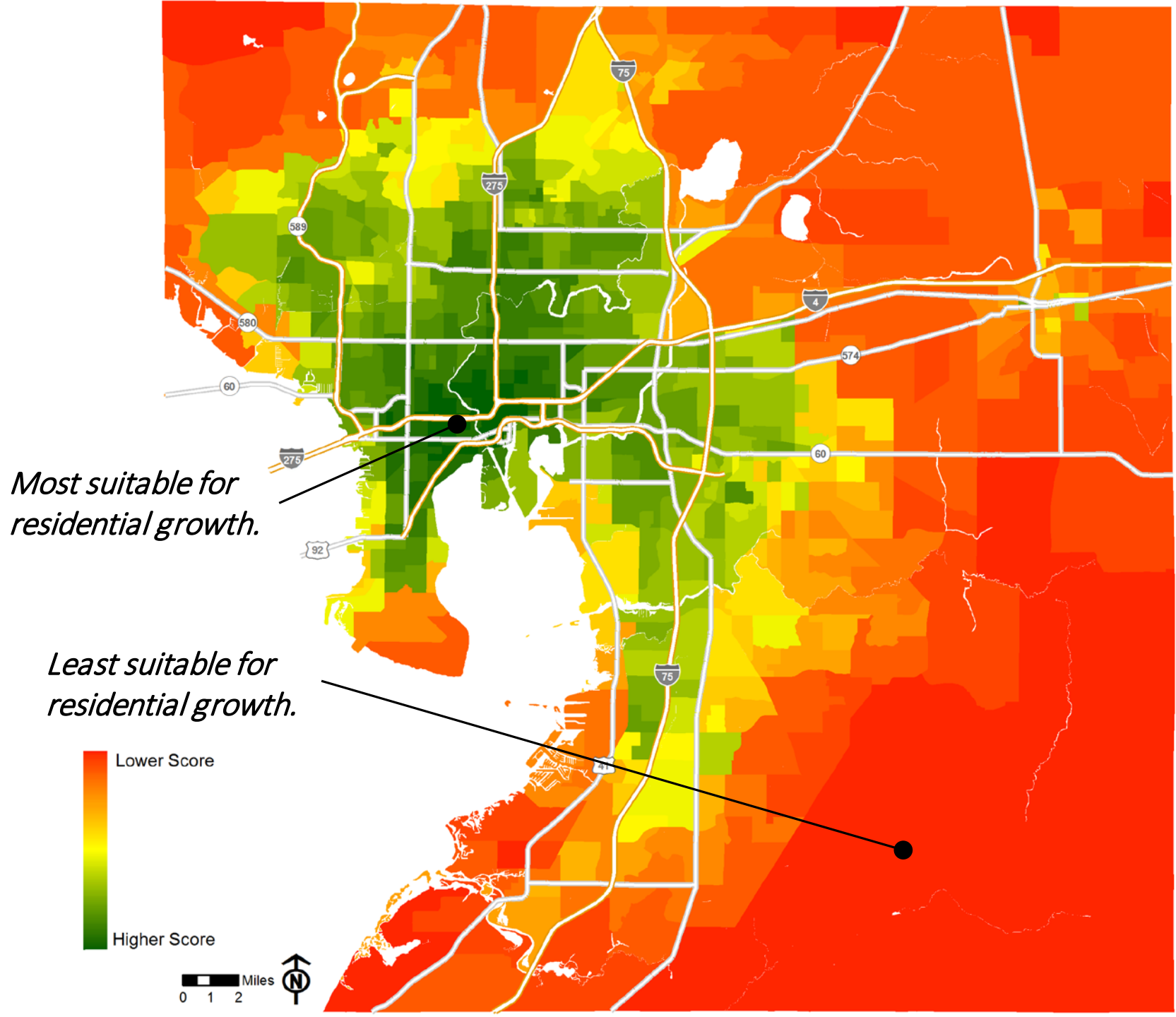
Criteria	Residential	Commercial	Industrial
Expressway access	M	H	L
Urban services	H	H	H
Utilities*	H	H	H
Transit	H	H	
Airport access		L	L
Intermodal access			H
Rail access			M
Walkability*	H	H	
Arterial frontage		M	
Population proximity*	H	M	
Jobs proximity	M	H	
USF proximity	L	H	
Waterfront access	M	M	
Growth hotspot (residential)	H		
Growth hotspot (non-residential)	M	H	
Coastal Hazard Zone	M	L	L
Floodplain	M	L	L
School proximity	H		
Park and greenway proximity*	H		

\*Pending updates

# Suitability Score *Residential*

*The higher the score, the more suitable for development*

# DRAFT









# Next Steps



# Timeline

- Trend and Market Analysis – Winter 2017/2018
- Alternative Scenarios – Early Spring 2018
- How do the scenarios perform? – Late Spring 2018
- Outreach – Summer 2018
- Hybrid Scenario – Fall 2018



# Discussion: What Information Will You Want To Have About The Scenarios?

- Traffic
- Accessibility
- Environment
- Community Health
- Fiscal Impact
- More thoughts ....



TAMPA BAY

# Next



THE FUTURE OF  
TRANSPORTATION

The "Next" logo features the word "Next" in a large, bold, black sans-serif font. The letter "N" is partially enclosed by a blue arc above it. The letter "T" is partially enclosed by a blue arc below it. A red arc is positioned above the top of the "T".

# Why Tampa Bay Next?

Tampa Bay Next is addressing 4 distinct problems.



**DESIGN**



**DEMAND**



**CHOICE**



**CONSENSUS**



# What Has Changed?

Delayed schedule of interstate studies to align with Regional Transit Feasibility Plan

Stopped Right of Way acquisition for I-275 corridor through Tampa

Funded project development (\$5 million) for regional transit catalyst project

Reduced footprint of downtown interchange concepts (in addition to no build option)

More coordination with transit planning and land use planning

New concepts for I-275 N that do not involve express lanes

Working with neighborhoods to develop plan for interim uses of FDOT-owned properties

Accelerated schedule for Heights study (Florida Ave & Tampa Street)

# Tampa Interstate Study SEIS

## ***Study Timeline:***

Jan. 2017 – Begin Study

Oct. 2017 – Public Workshop #1

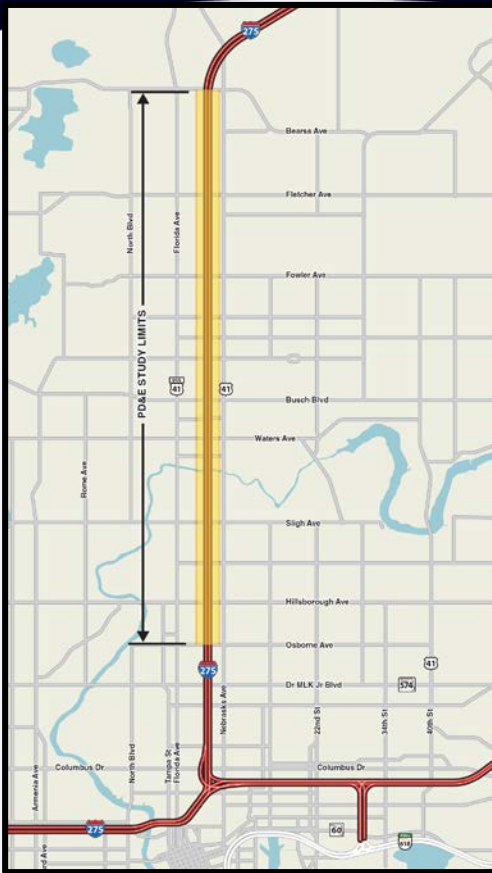
2018 – Technical Analysis &  
Data Collection

Dec. 2018 – Public Workshop #2

Mid 2019 – Public Hearing

- Refining 4 Downtown Interchange Concepts – up to MLK, Jr. Blvd.





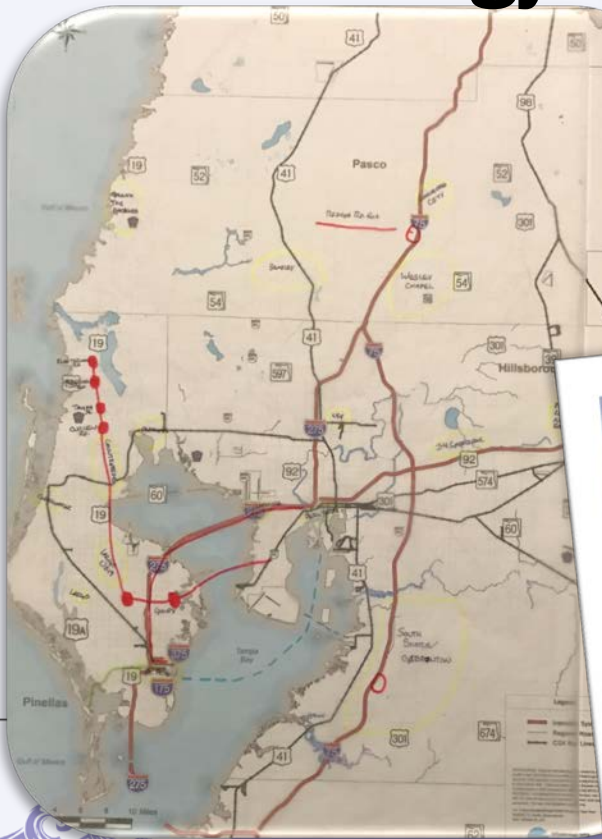
## I-275 North PD&E Study

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

- Separate study, but overlaps with Downtown Interchange (Tampa Interstate Study)
- Working with MPOs, HART, City of Tampa, and Hillsborough County
- Outreach activities and technical analysis coordinated with Heights Study, Regional Transit Plan & Long Range Transportation Plan
- Refined concepts - early Spring 2018



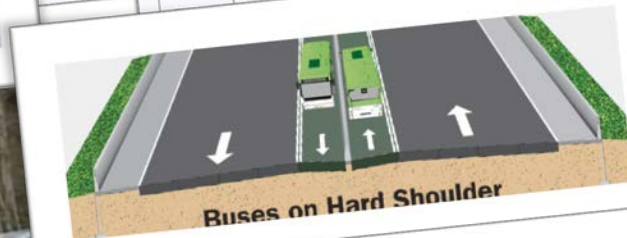
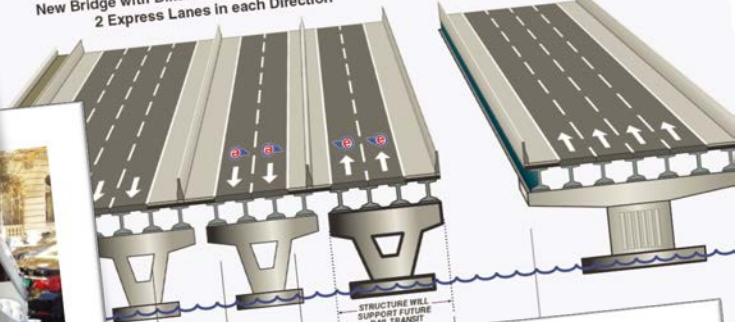
# Trend + Technology



This Is What We Are Proposing to Build In 2020.

New Bridge with Bike/Ped Trail on the Outside and 2 Express Lanes in each Direction

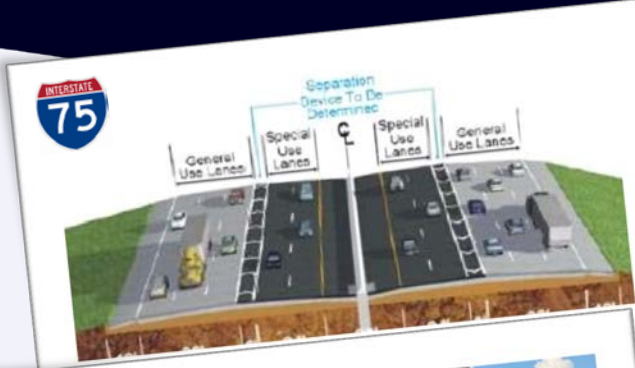
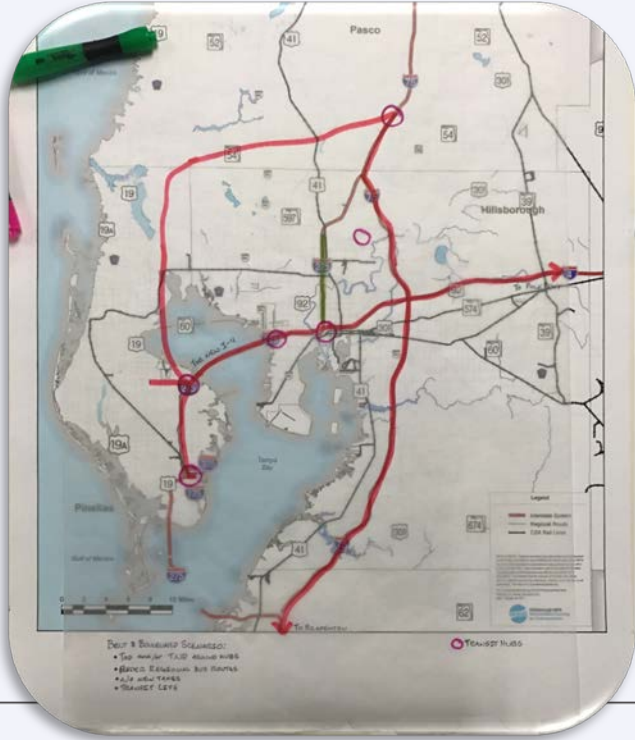
Existing Southbound Converts to Northbound



Buses on Hard Shoulder

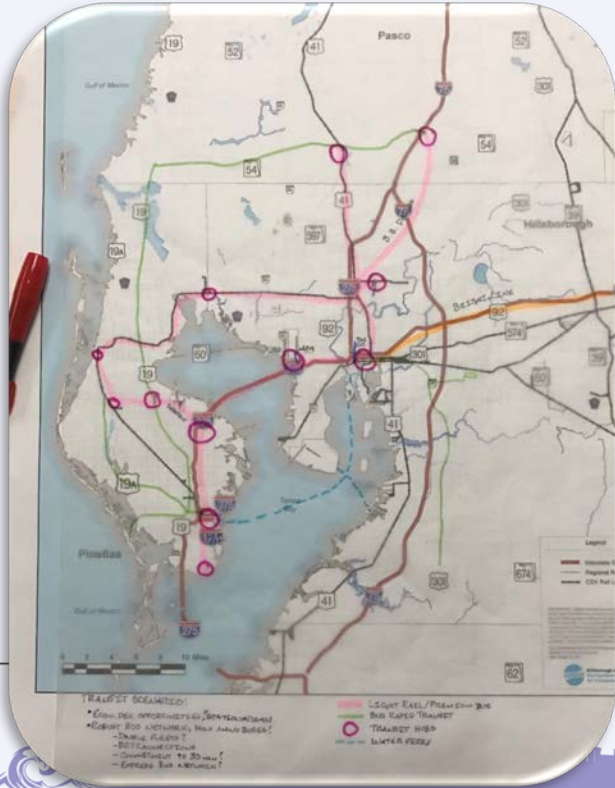


# Belt & Boulevard





# Transit Oriented Development





## (Long Term/Ulimate)

### Westshore Interchange Reconstruction

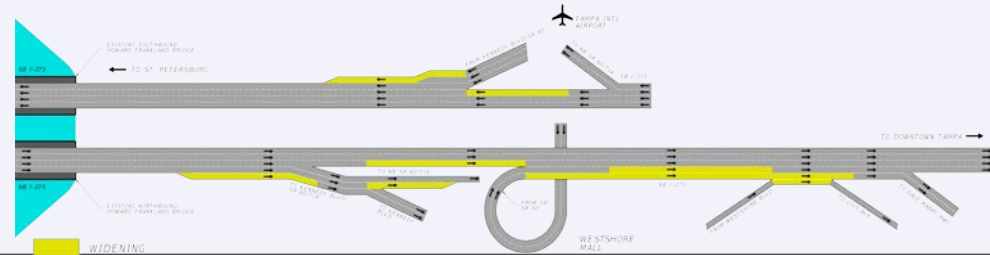


## (Short Term/Interim)

### I-275 Operational Improvements

NOT TO SCALE

This is our upcoming project to reduce congestion on I-275 at SR 60. Construction Scheduled 2019-2020

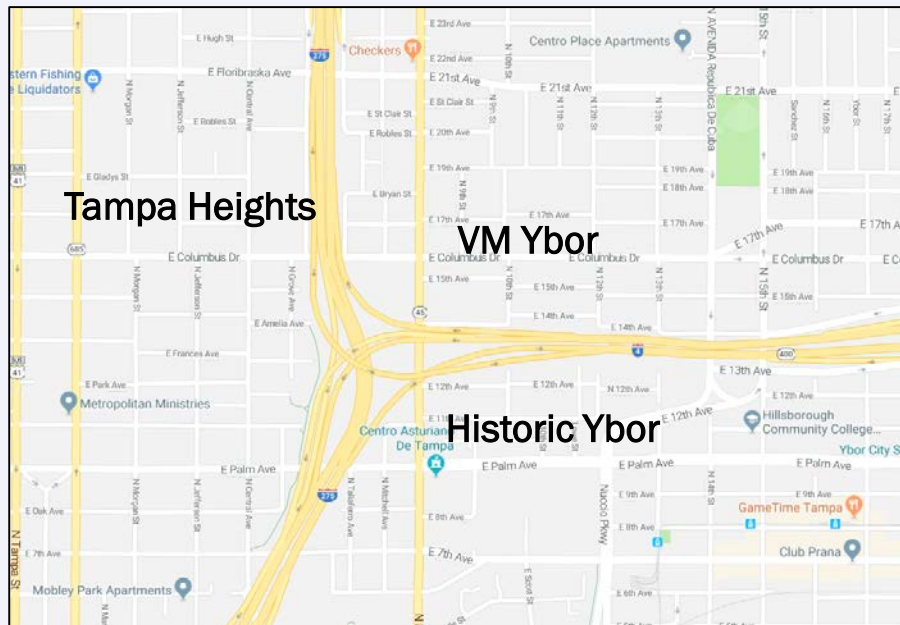


# I-275 North – Short Term/Mid-Range Improvements?

We'll be launching a survey after the holidays –  
What short term/mid-range improvements do you want to see?



# Neighborhood Public Safety Check - 10/27/17







## Next Community Working Group February/March 2018

# HEIGHTS MOBILITY STUDY

Short Term Improvements and Visioning

December 13, 2017





# What is the Heights Mobility Study?

**Phase I:** Identify *immediate improvements* to the Florida Avenue and Tampa Street/Highland Avenue corridor between downtown Tampa and the Hillsborough River and begin forming a *comprehensive vision* for the corridor.

**Phase II:** Develop an *implementation plan* for achieving the vision.





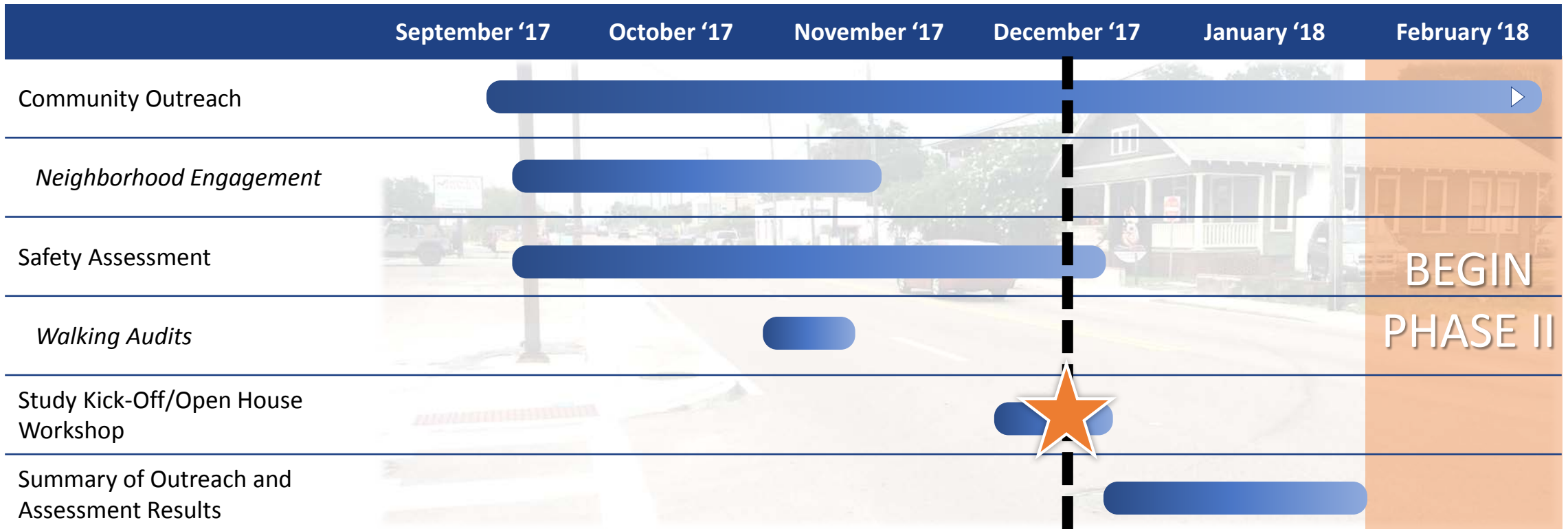


# Phase I Objectives

- **Short-Term Safety and Mobility Improvements**
  - Identify opportunities for **short-term safety and mobility improvements** that can be implemented right away (short term)
- **Public Engagement**
  - Develop a clear understanding of existing community character and mobility strategies to support existing community needs
  - Build a consensus around a vision and goals for the Florida Avenue/Tampa Street corridor (study corridor)



# Phase I Schedule





# What Area are We Looking At?







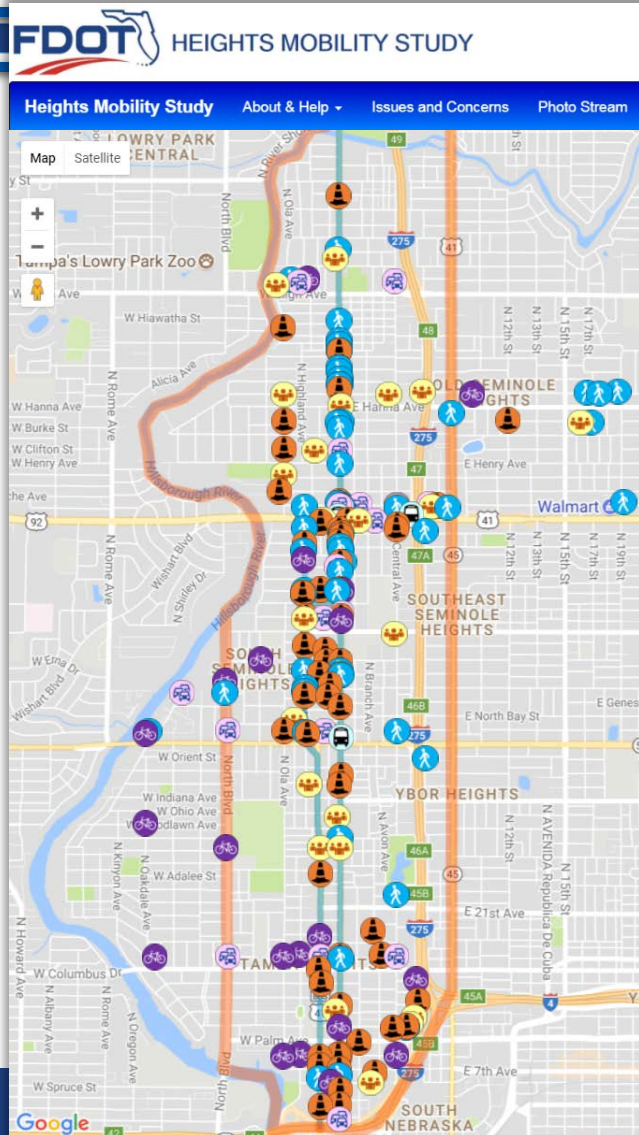
# Short-Term Improvements

- Identifying Issues
  - Interactive Mapping
  - Walking Audits
- Developing Solutions
  - Short-Term/Intermediate Improvements vs. Transformative Improvements



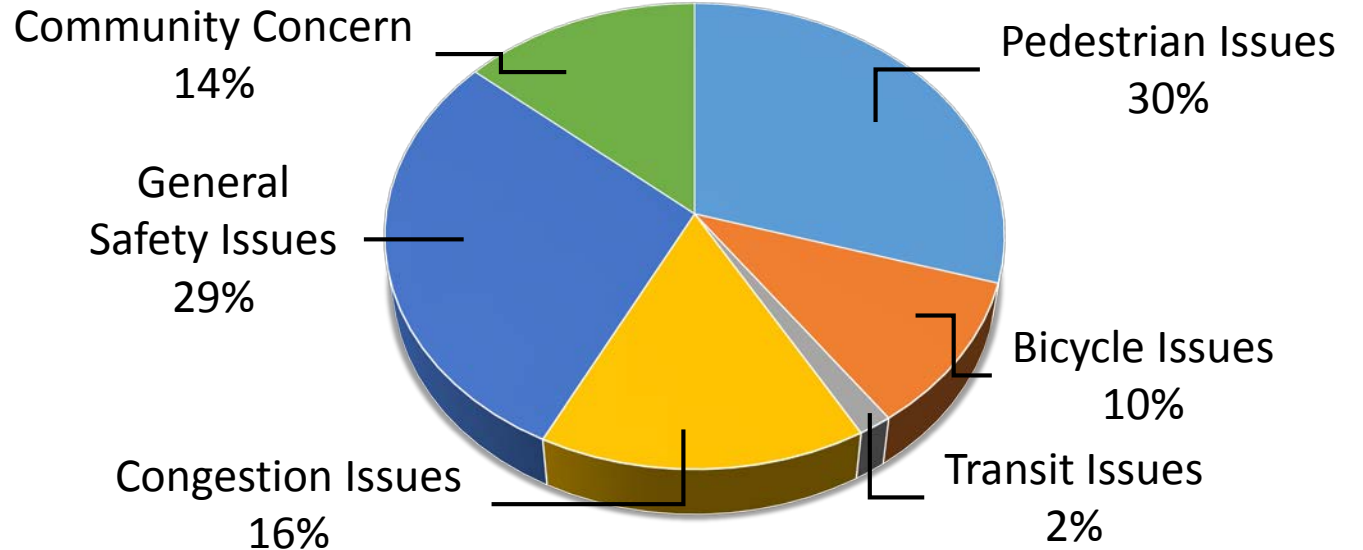


# Virtual Comment Map Input



## Opportunity to Share Issues and Concerns

- 260 Contributors
- 192 Points Added to the Map
- Break-Down by Category:









# Walking Audits

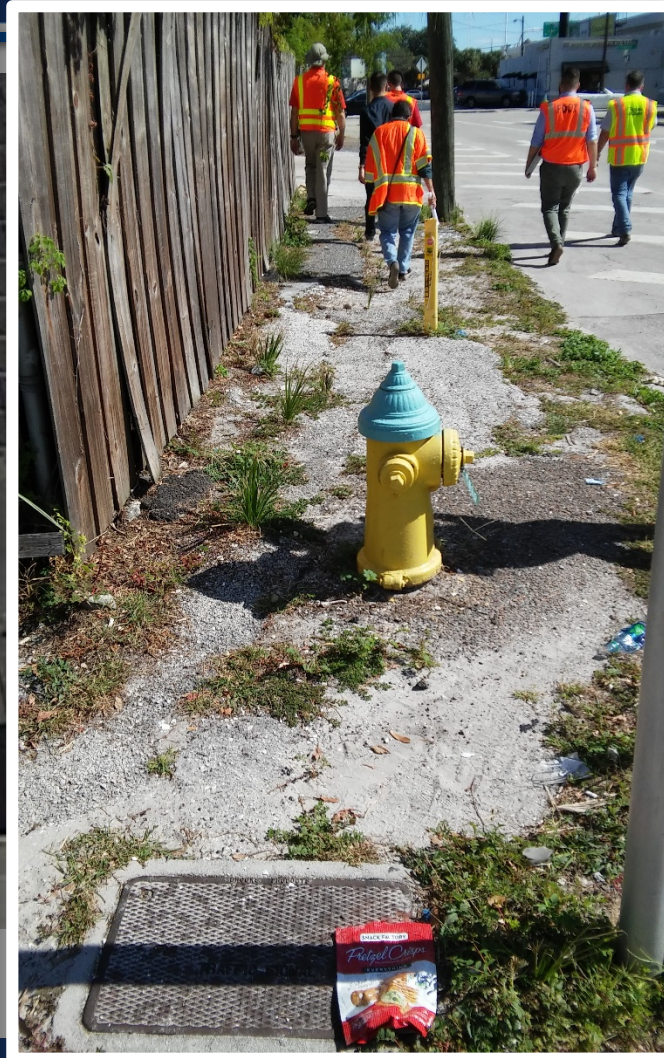
- November 14<sup>th</sup> (I-275 to Dr. Martin Luther King Jr. Blvd.)
- November 15<sup>th</sup> (Dr. Martin Luther King Jr. Blvd. to Bird St.)







# Short Term Improvements: Kay Street Sidewalk Gap

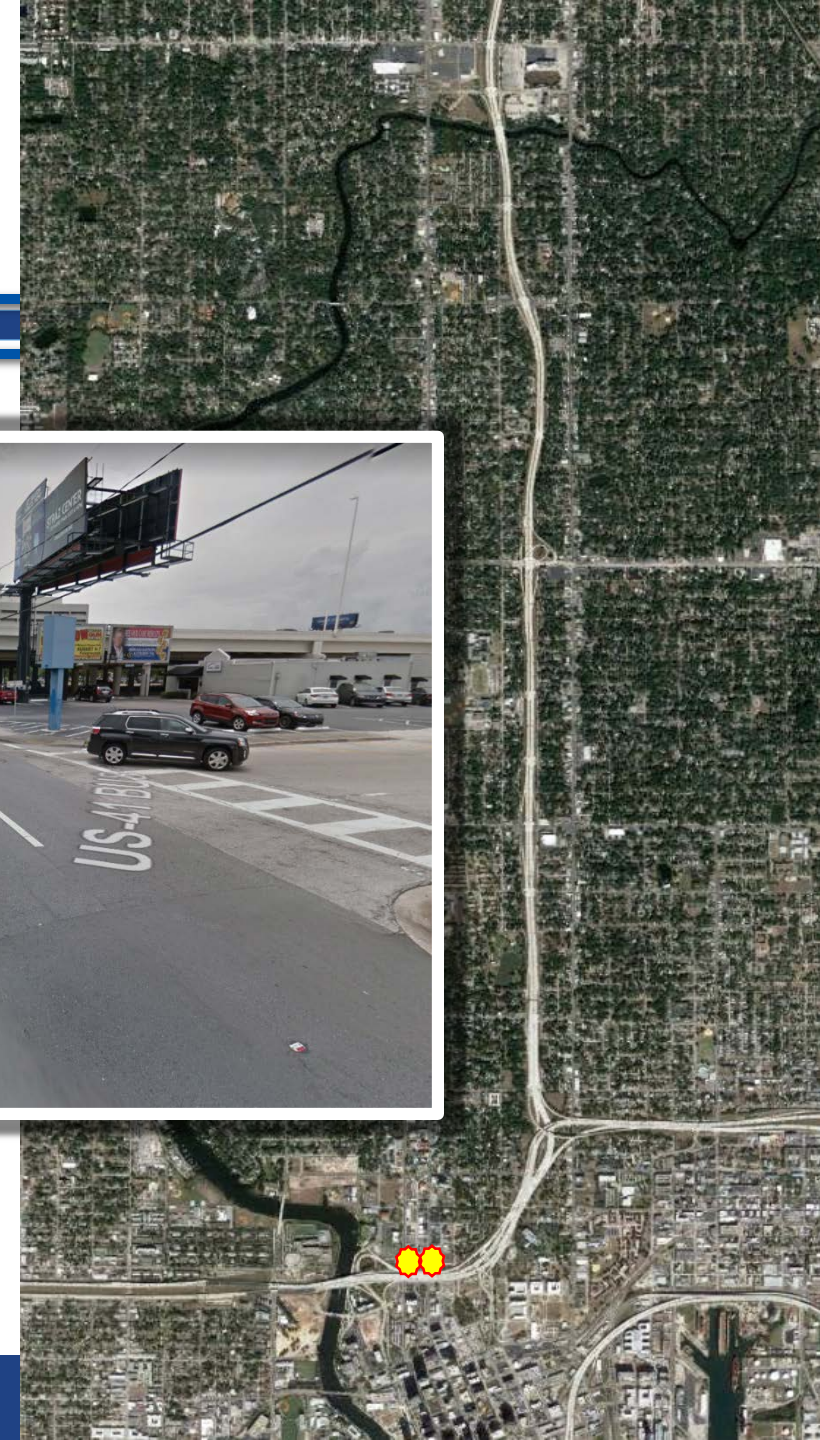






# Short Term Improvements: Florida Ave. at Kay Street

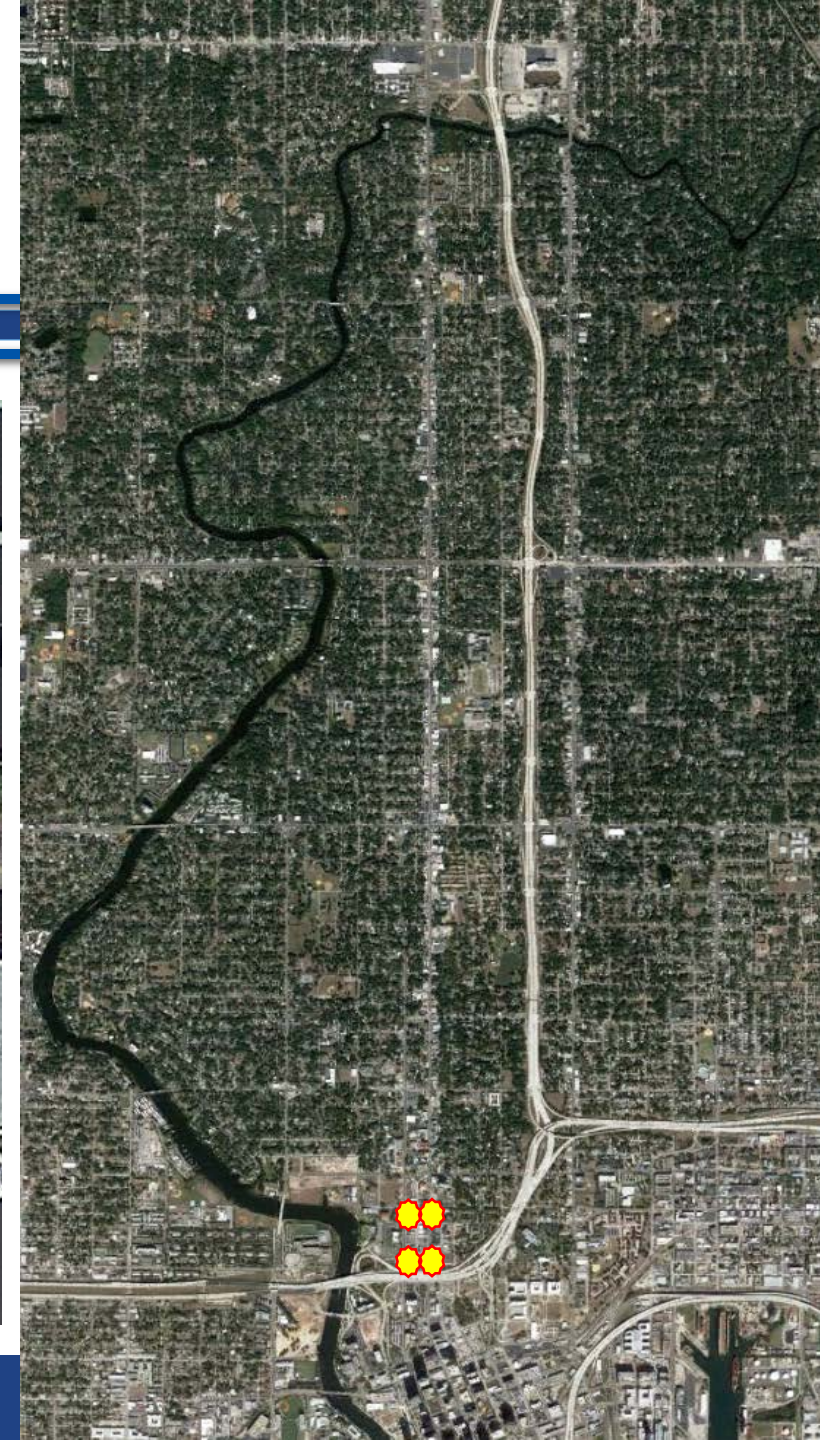
Consider converting left-most lane  
as a left-turn only lane at Kay Street.







# Short Term Improvements: Henderson Avenue



Consider New  
Traffic Signal

Consider 4-  
Way Stop\*



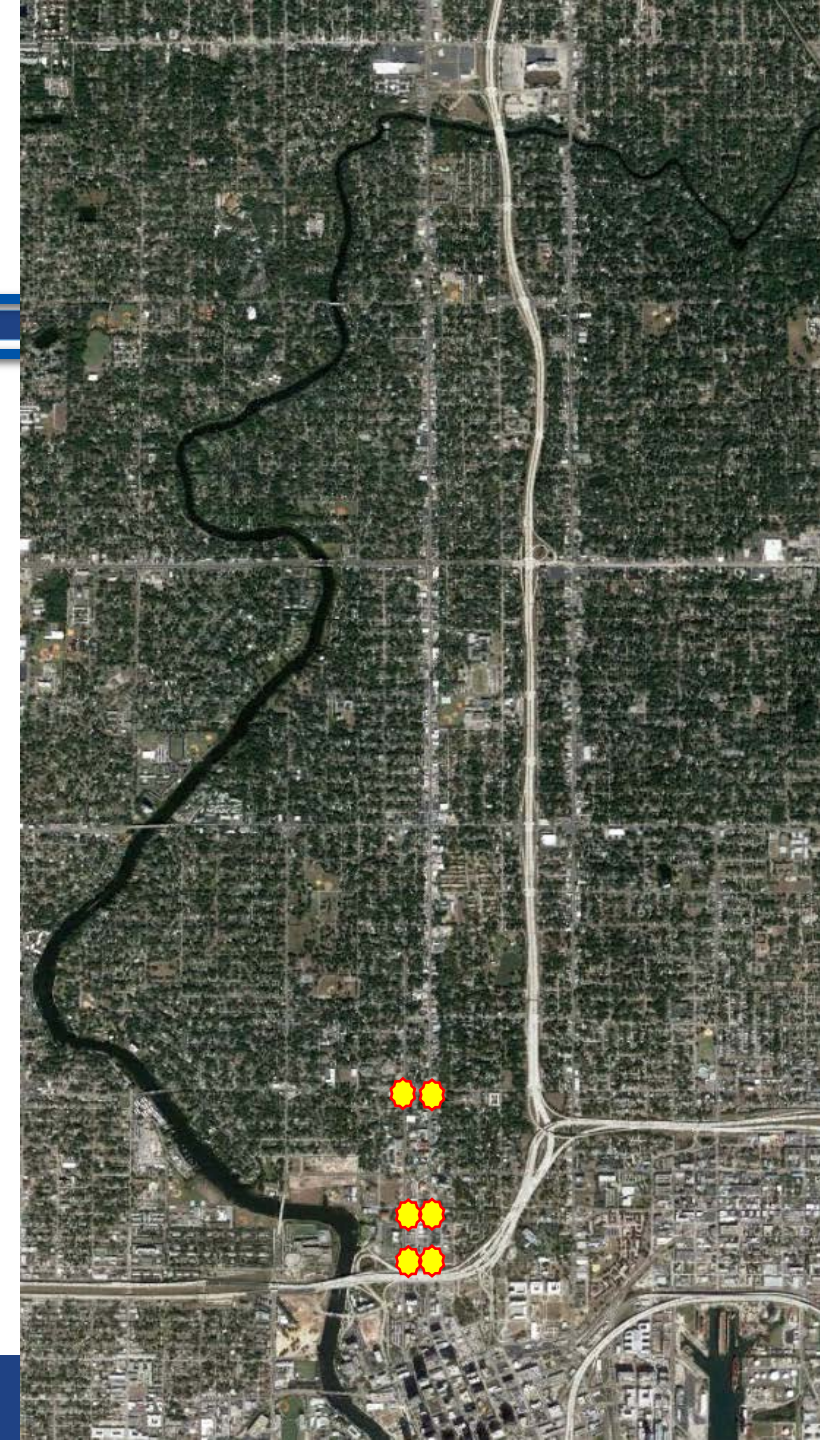




# Short Term Improvements: Columbus Drive

Curb Extension  
& Bike Lane  
Enhancements

Curb Extension  
& Realign  
Crosswalks

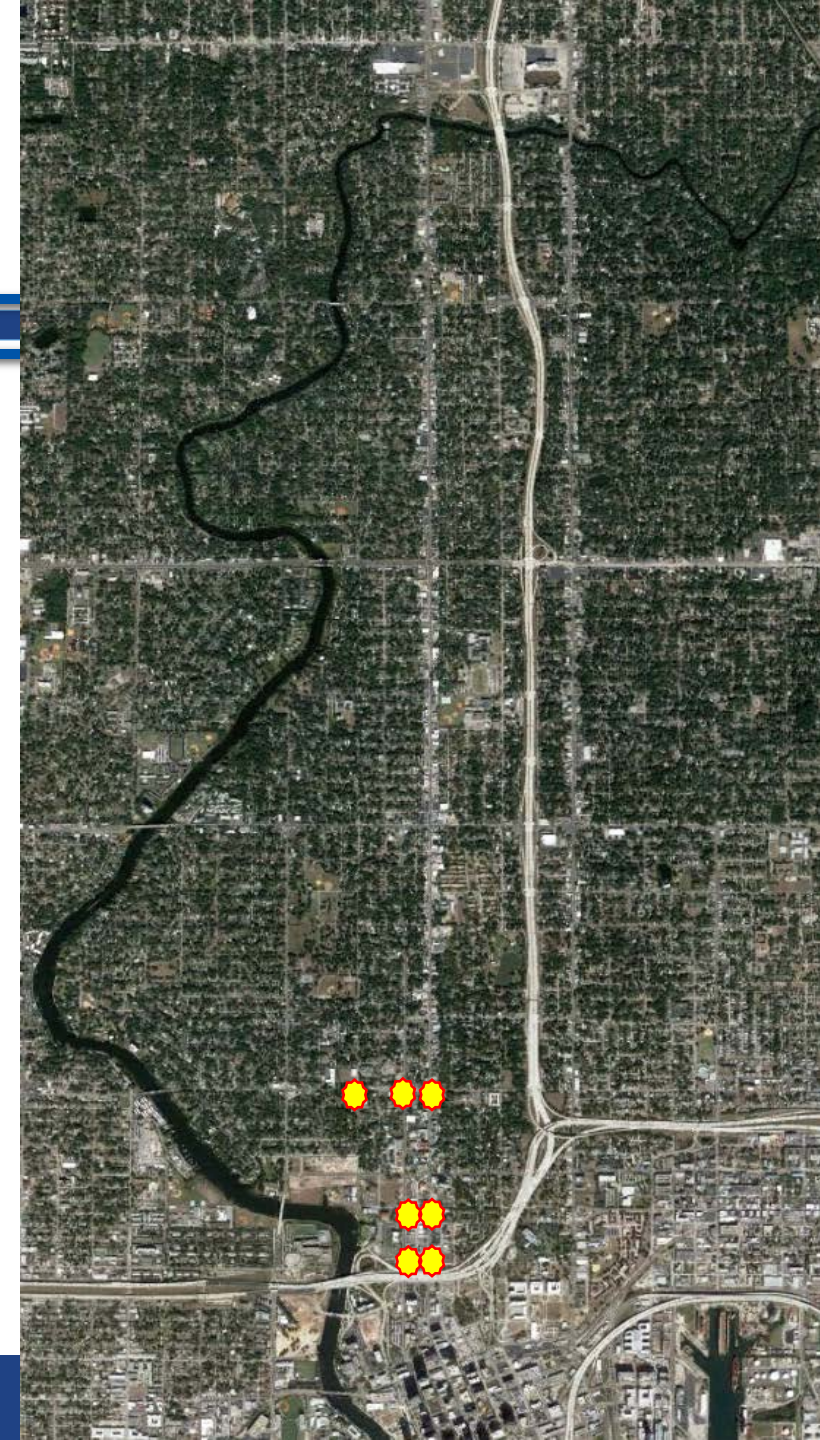






# Short Term Improvements: Columbus Drive

Consider providing marked crosswalk for pedestrians and "Ola Avenue Bike Boulevard" urban trail.

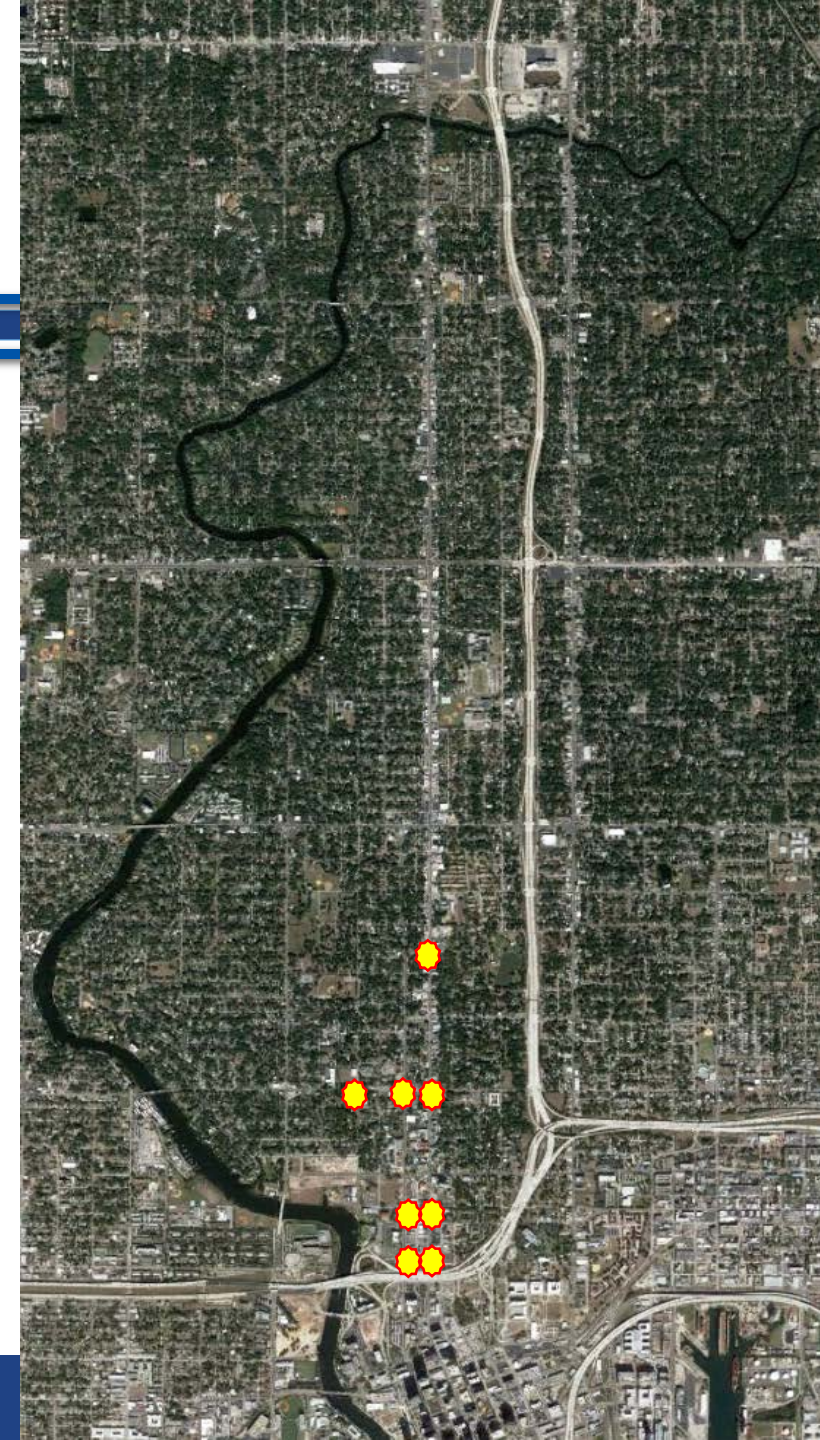






# Short Term Improvements: Florida Ave at E 26<sup>th</sup> Ave

Consider providing mid-block crosswalk with rectangular rapid flash beacon

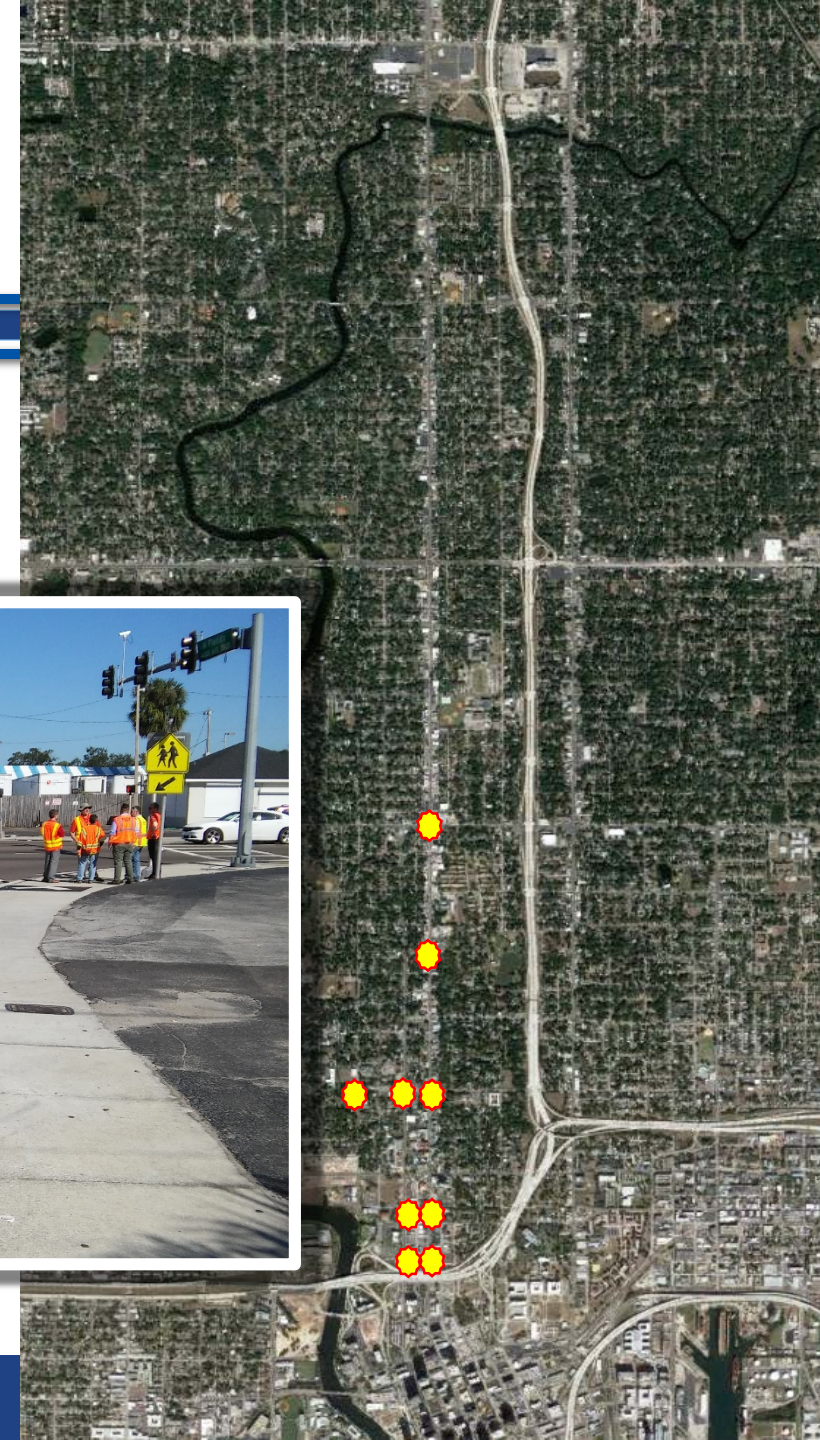
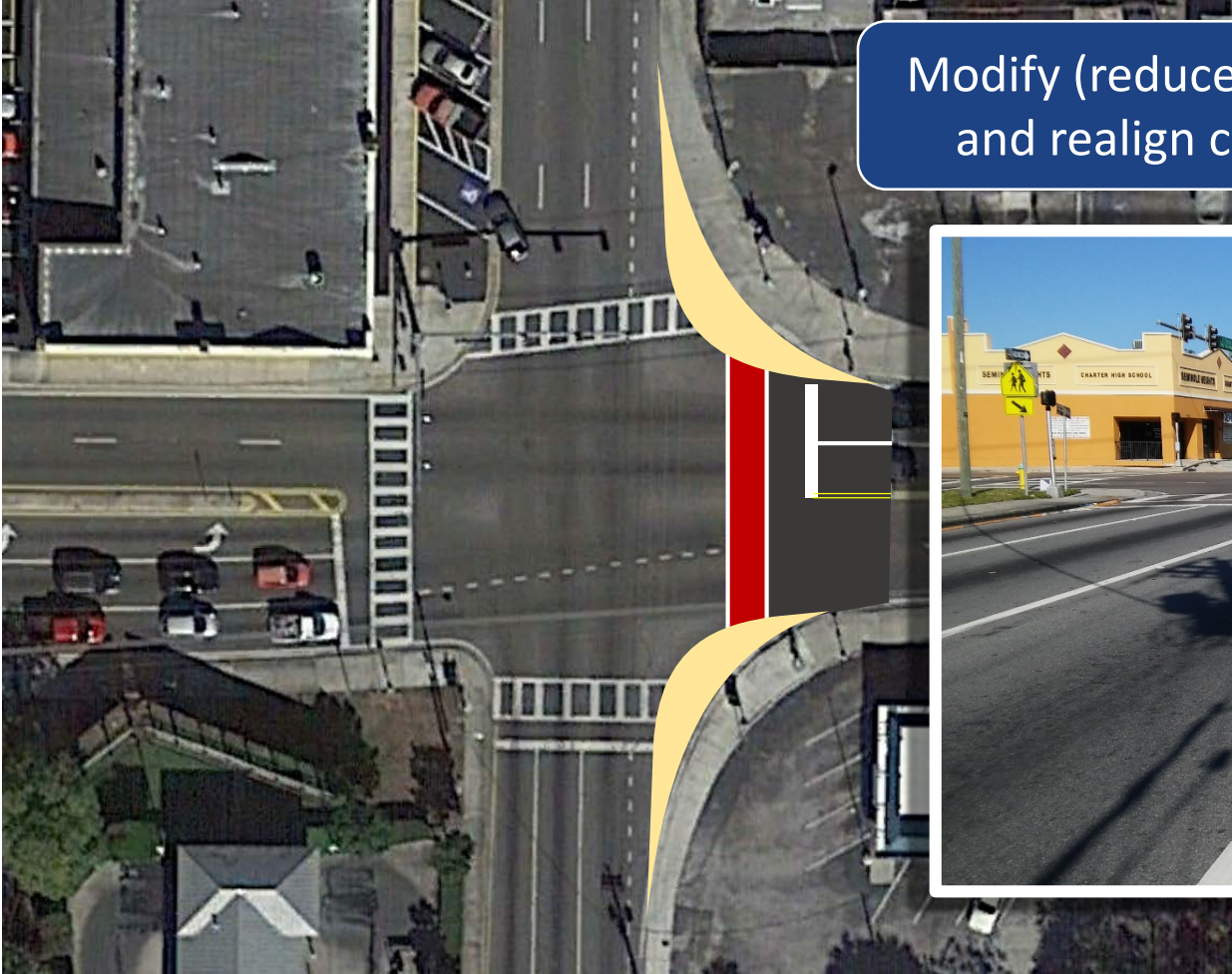






# Short Term Improvements: Martin Luther King Jr. Blvd.

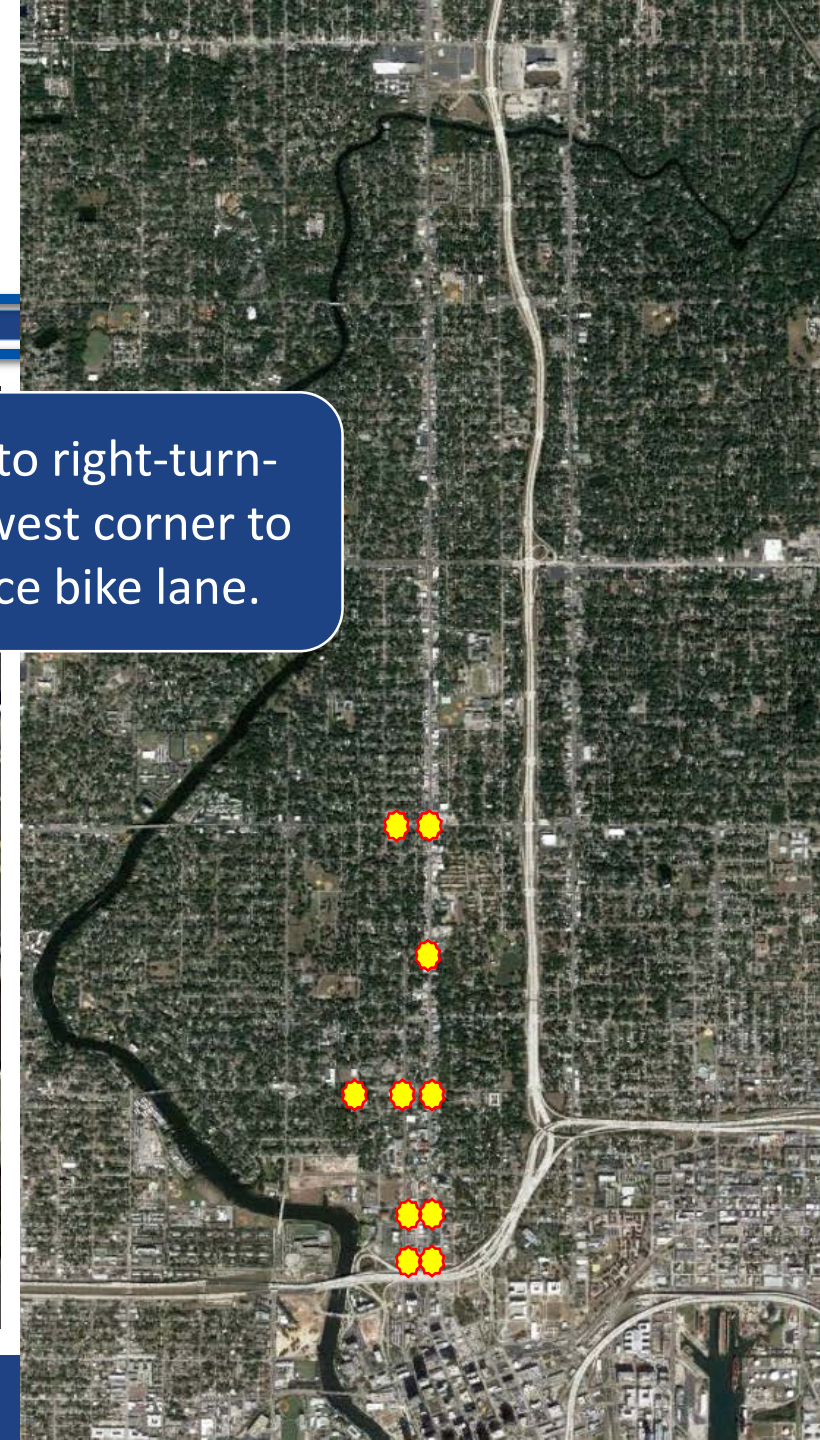
Modify (reduce) turn radii  
and realign crosswalk







# Short Term Improvements: Martin Luther King Jr. Blvd.

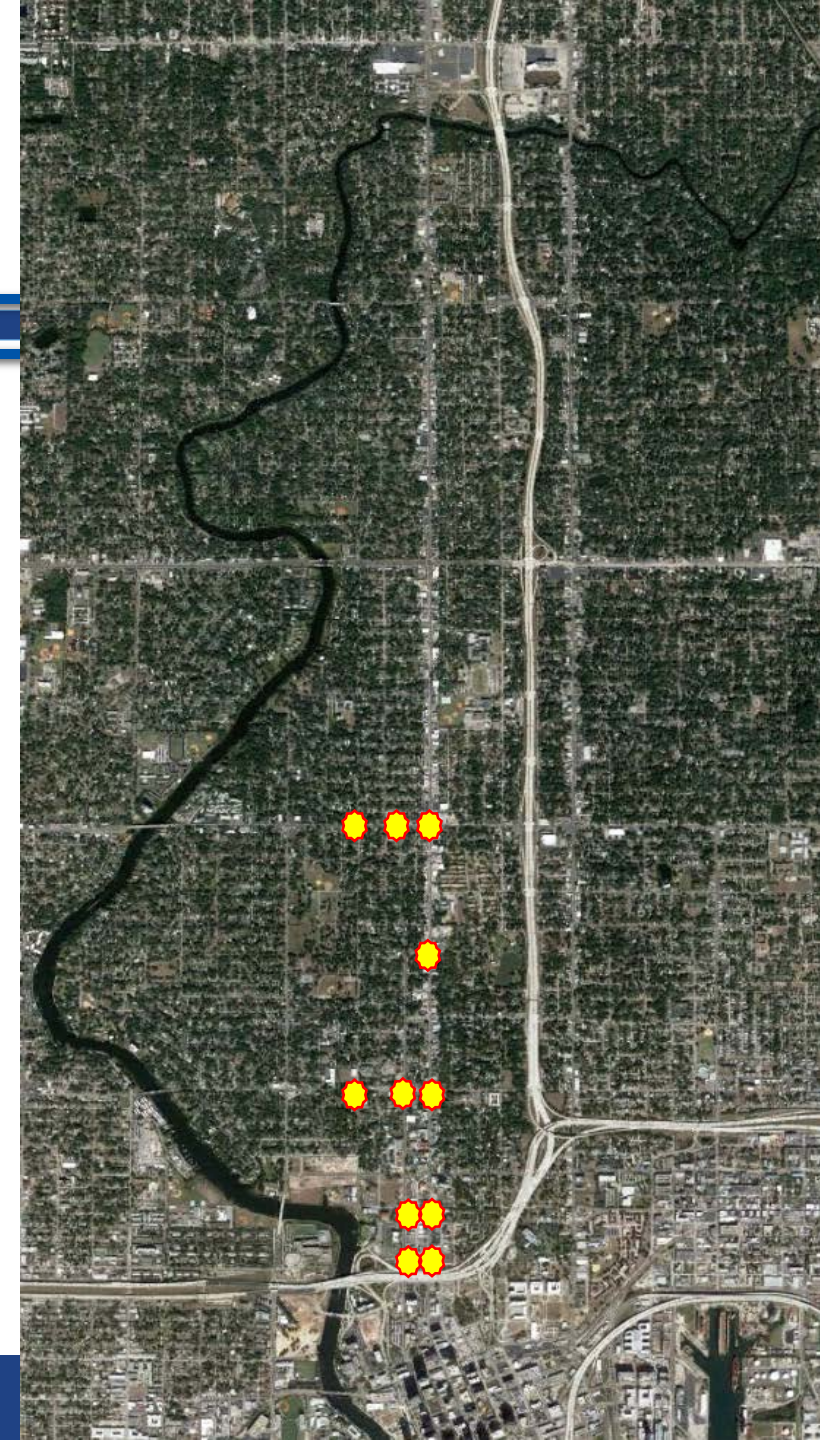
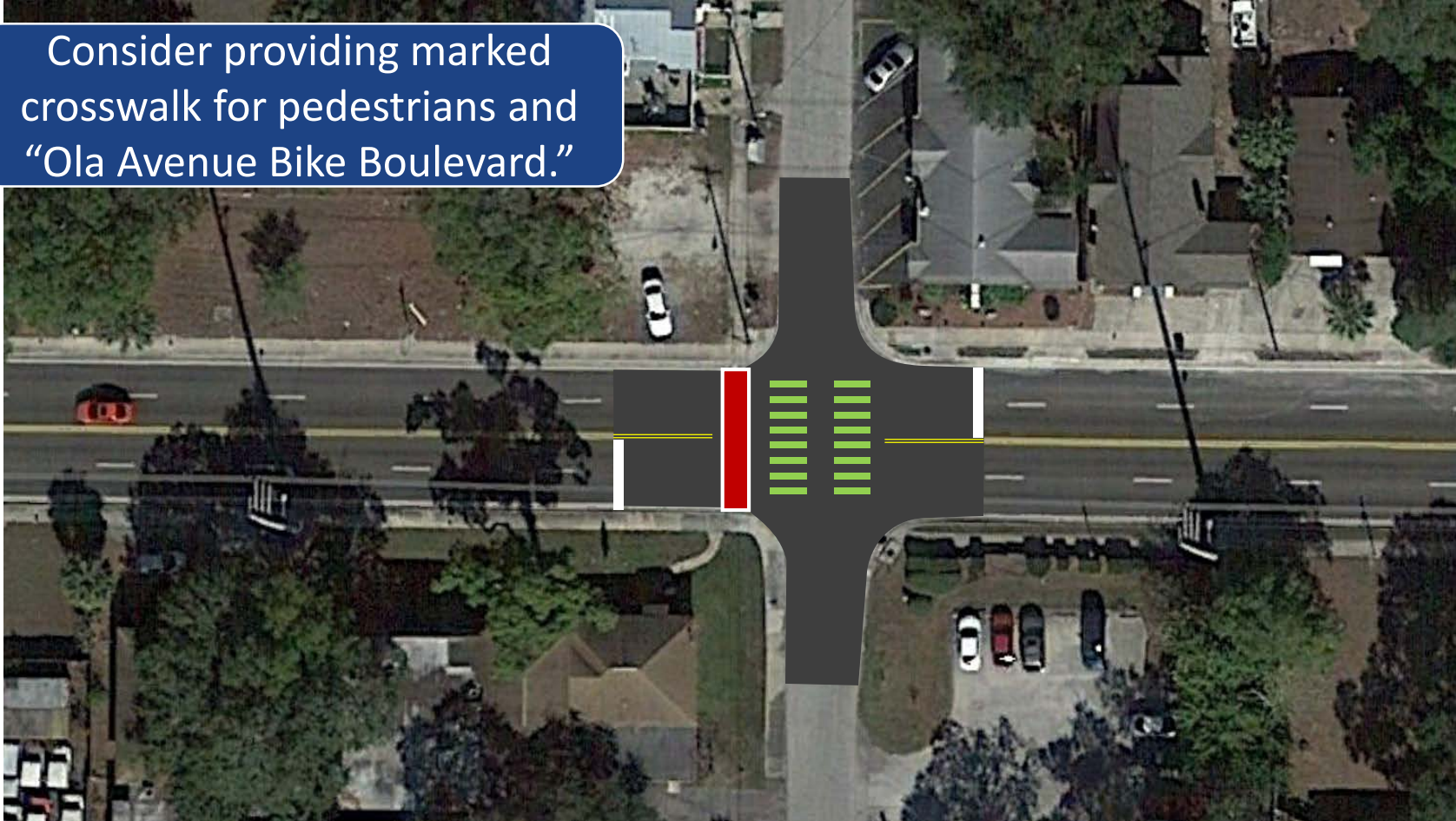






# Short Term Improvements: Martin Luther King Jr. Blvd.

Consider providing marked crosswalk for pedestrians and "Ola Avenue Bike Boulevard."



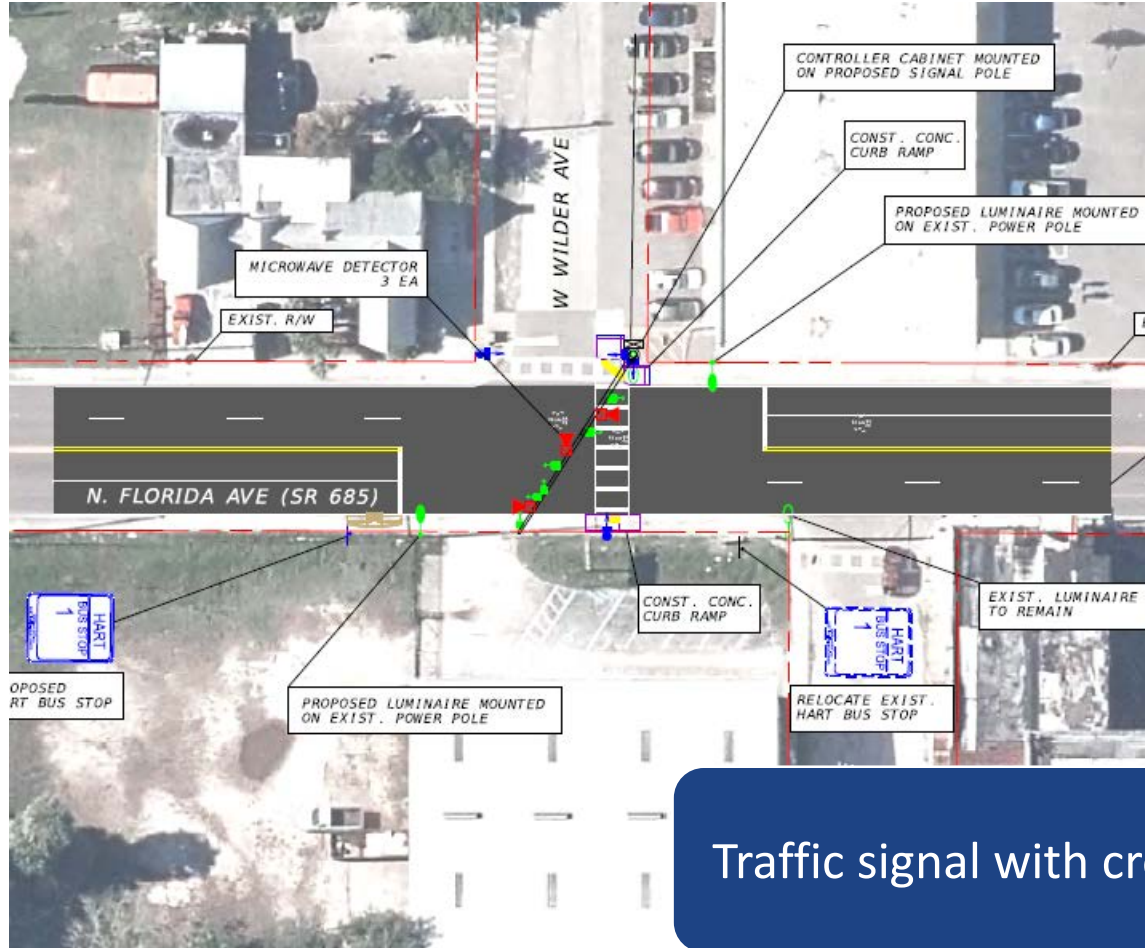




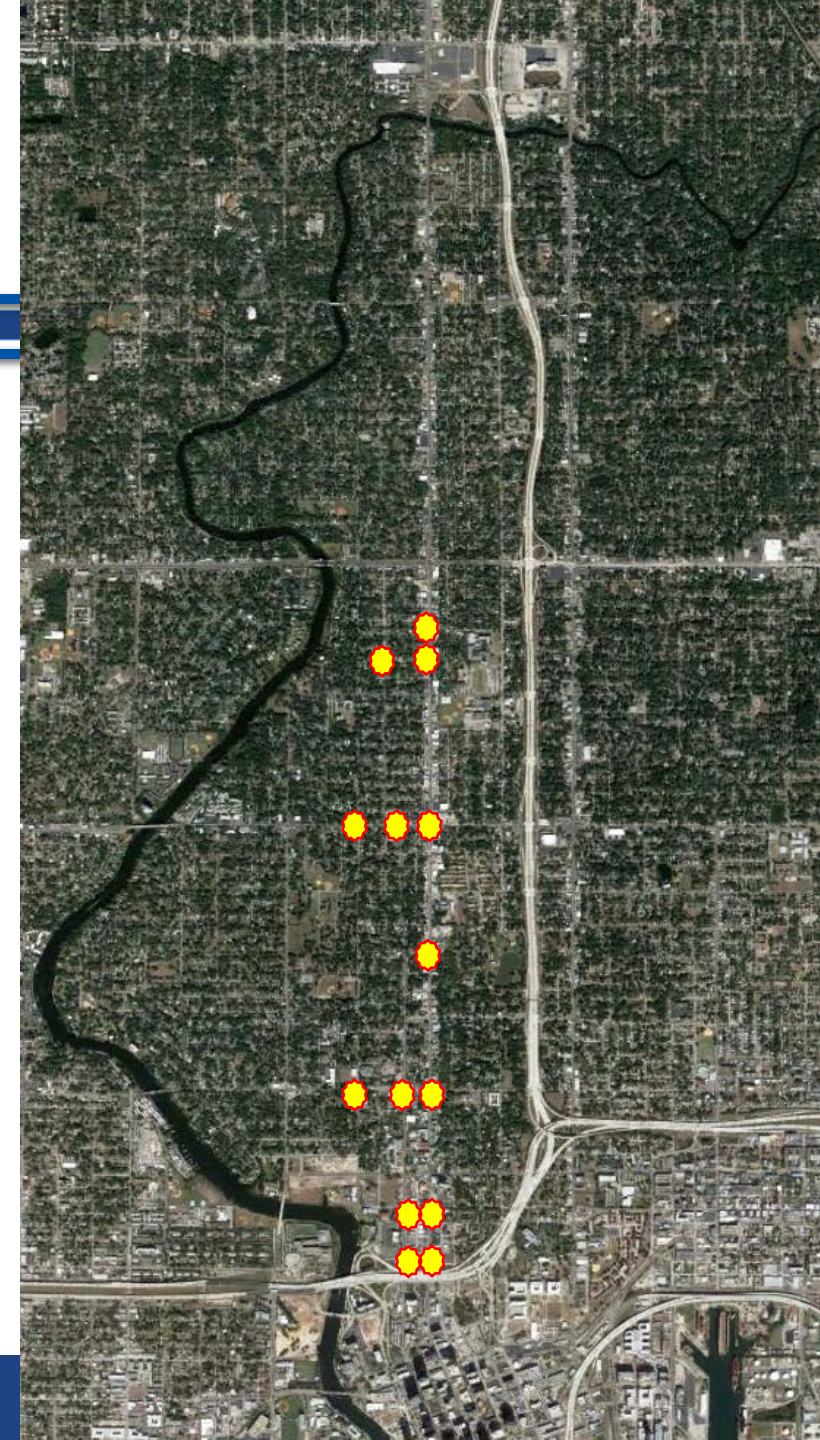




# Short Term Improvements: Wilder Avenue



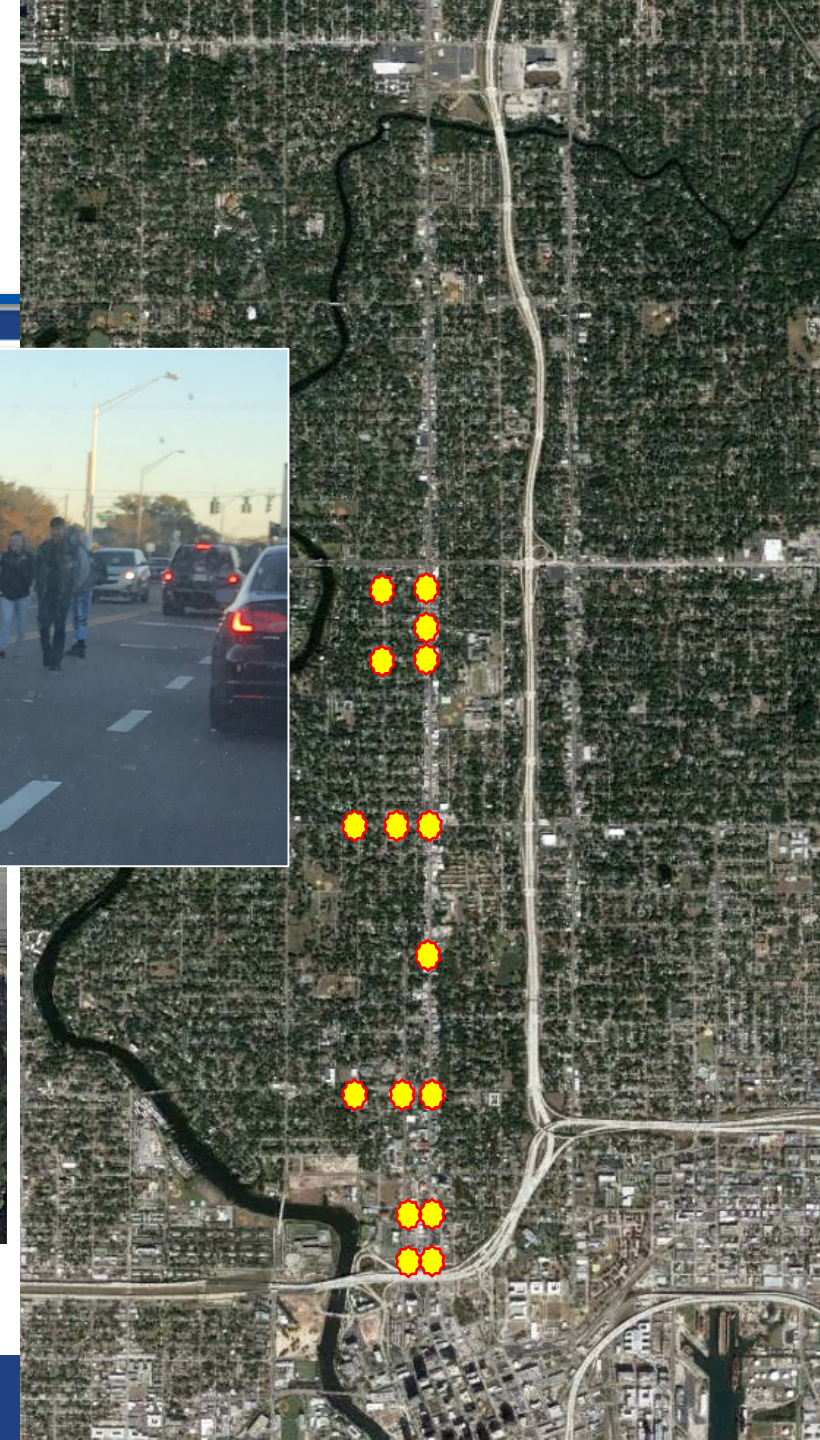
Traffic signal with crosswalk.







# Short Term Improvements: Giddens Avenue



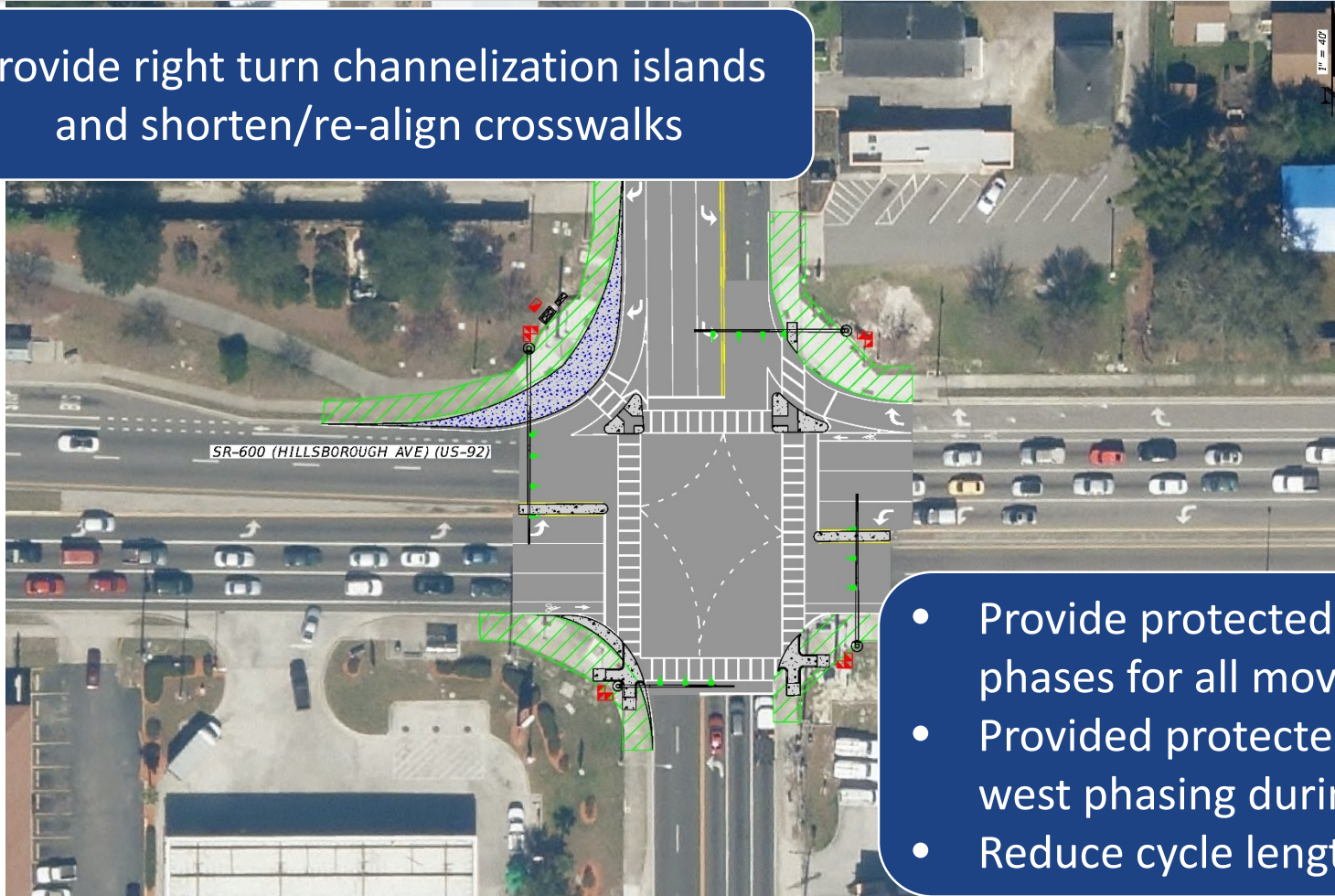
Terminate left turn lanes with raised islands to prevent abuse of center turn lane and reduce cut-through traffic along Giddens. Also provides median refuge for crossing Florida Avenue.



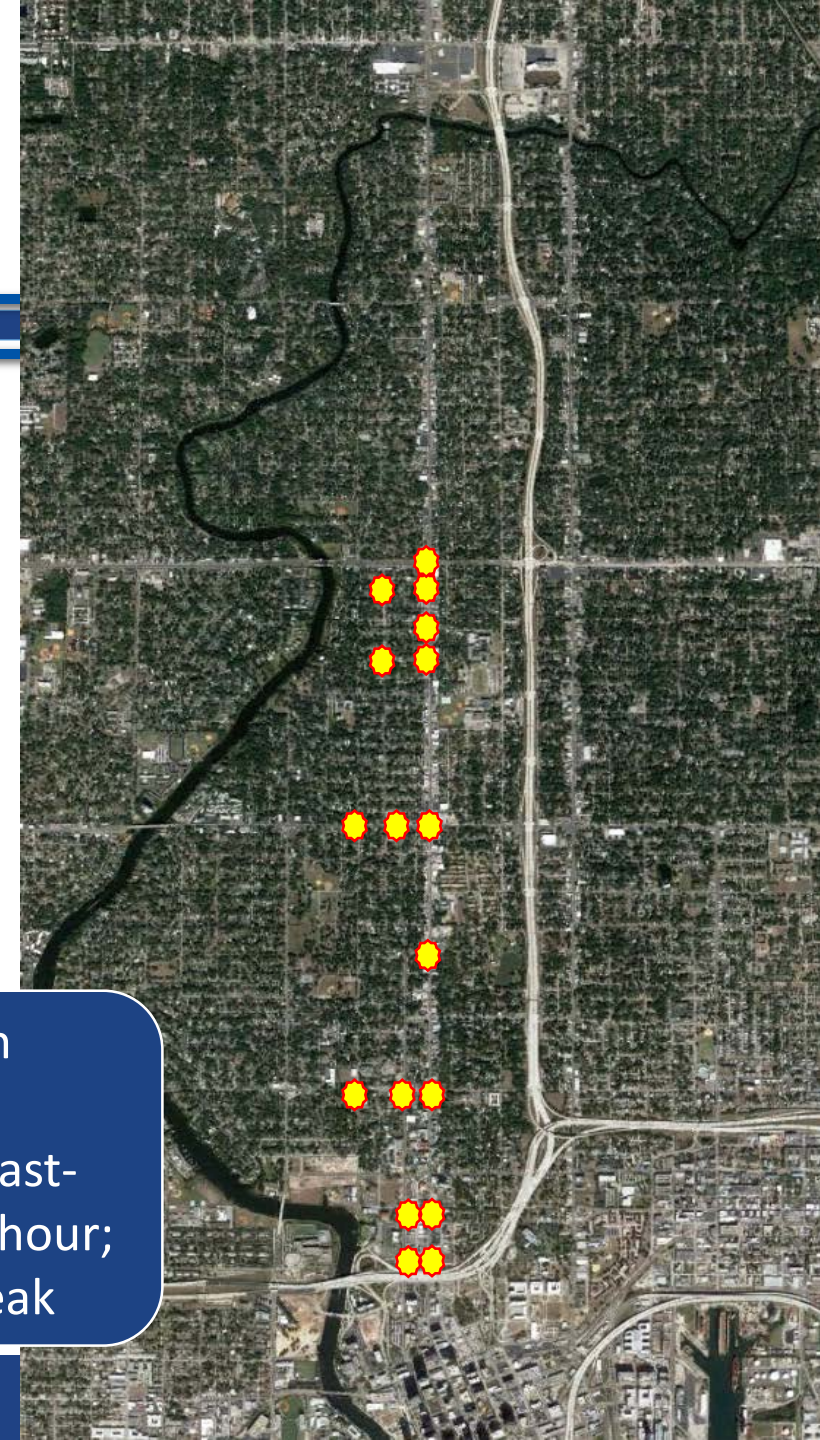


# Short Term Improvements: Florida Ave. at Hillsborough Ave.

Provide right turn channelization islands and shorten/re-align crosswalks



- Provide protected left turn phases for all movements;
- Provided protected-only east-west phasing during peak hour;
- Reduce cycle length off-peak

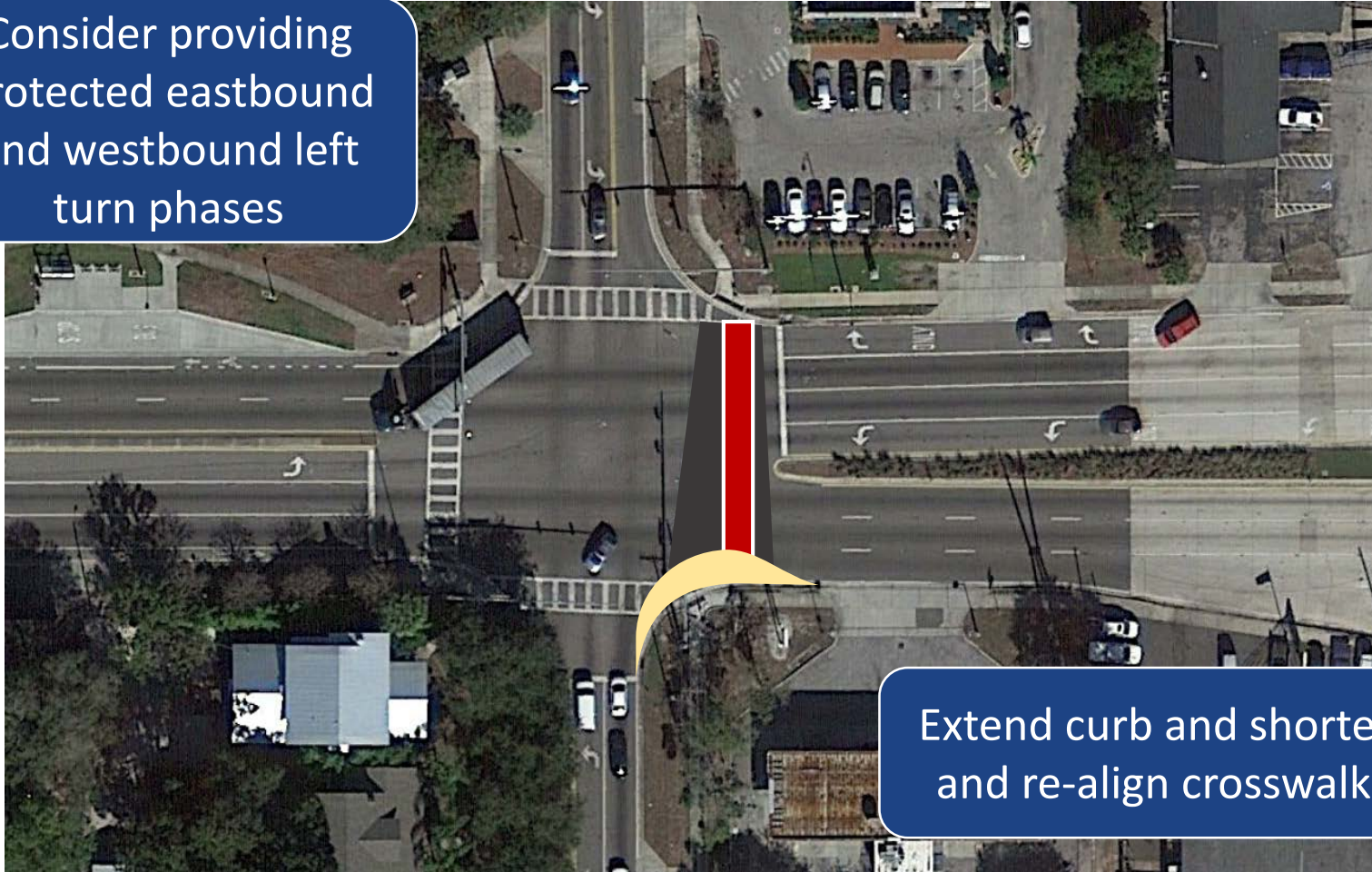




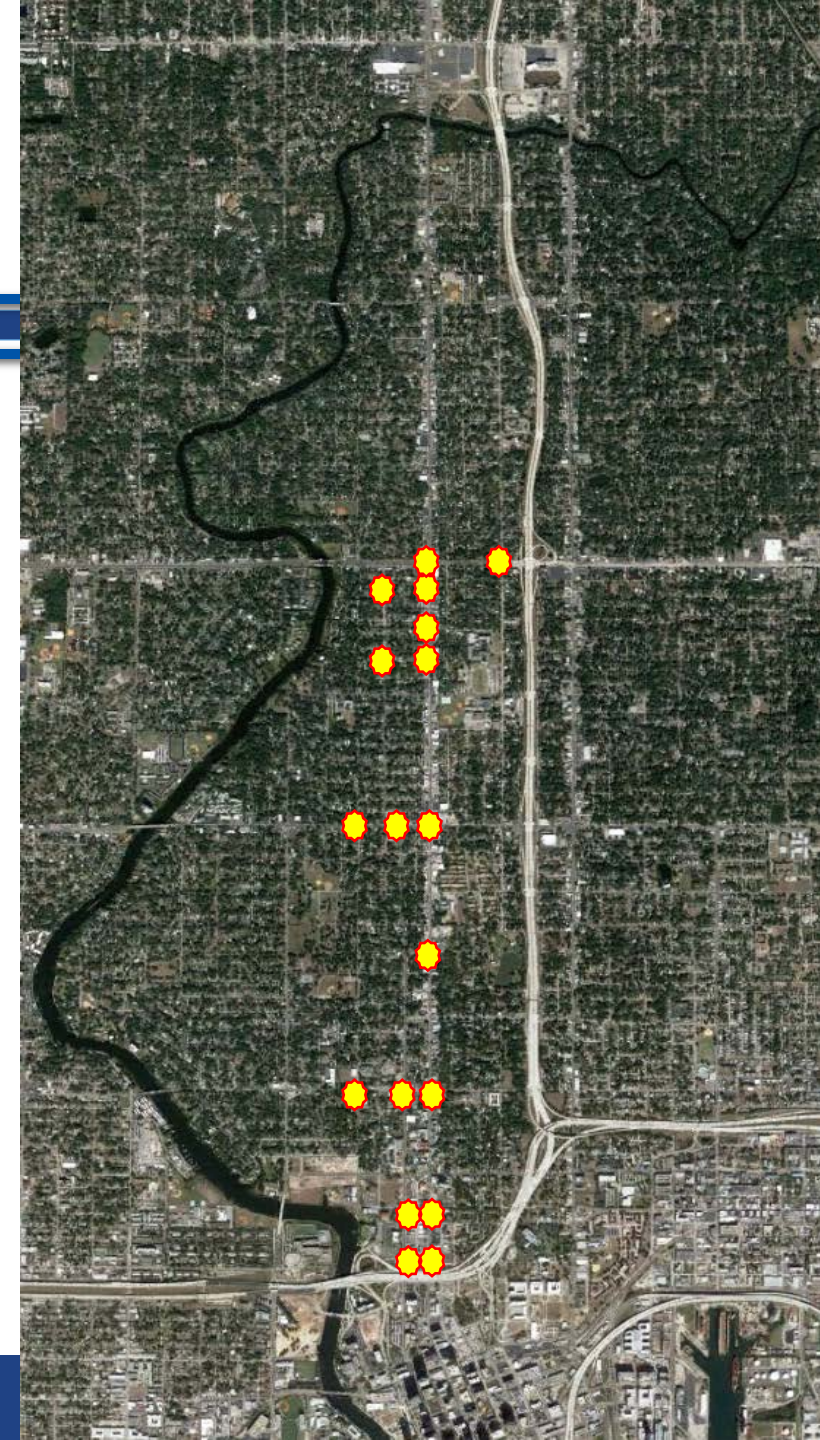


# Short Term Improvements: Hillsborough Ave. at Central Ave.

Consider providing protected eastbound and westbound left turn phases



Extend curb and shorten and re-align crosswalk.

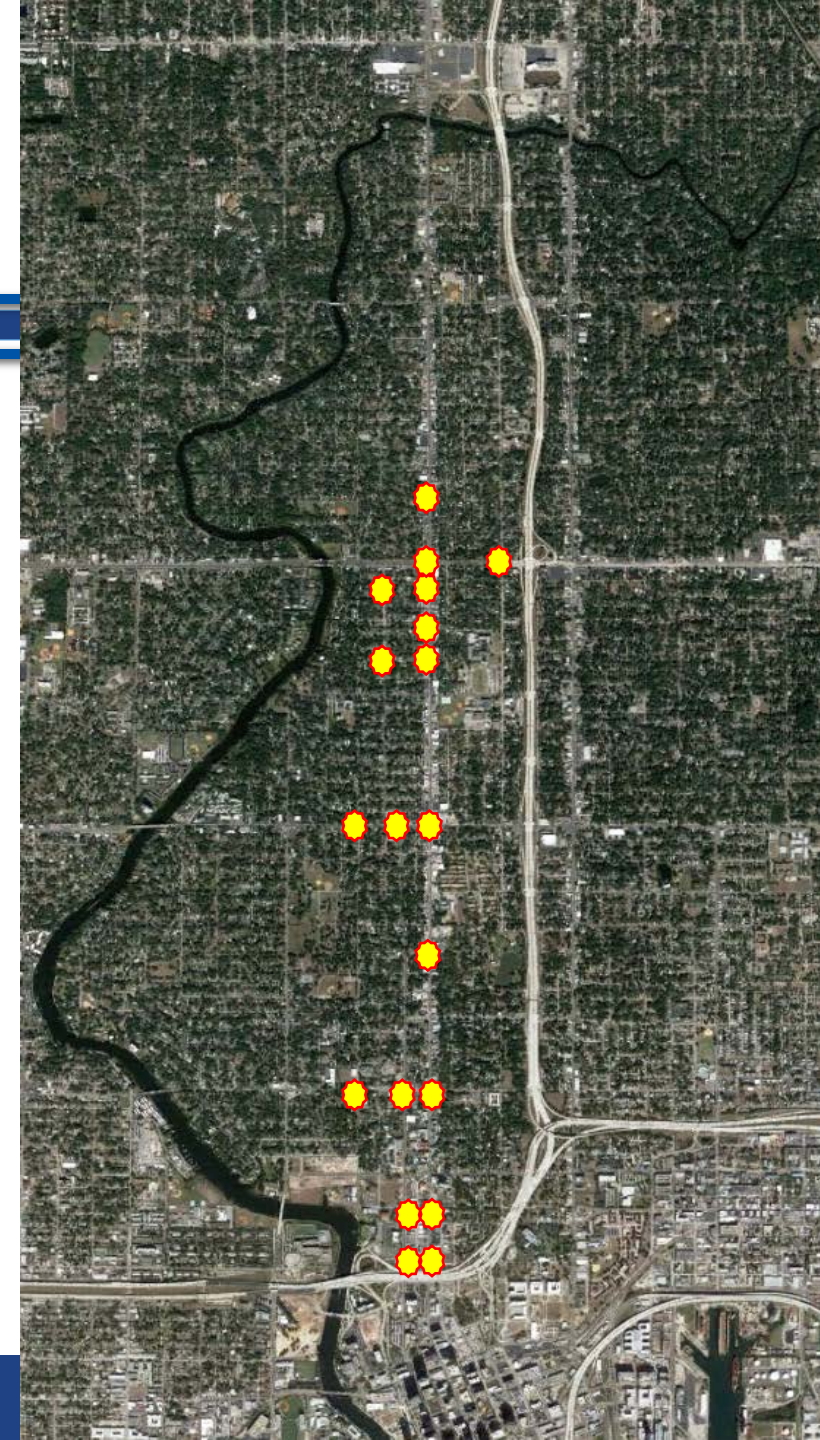
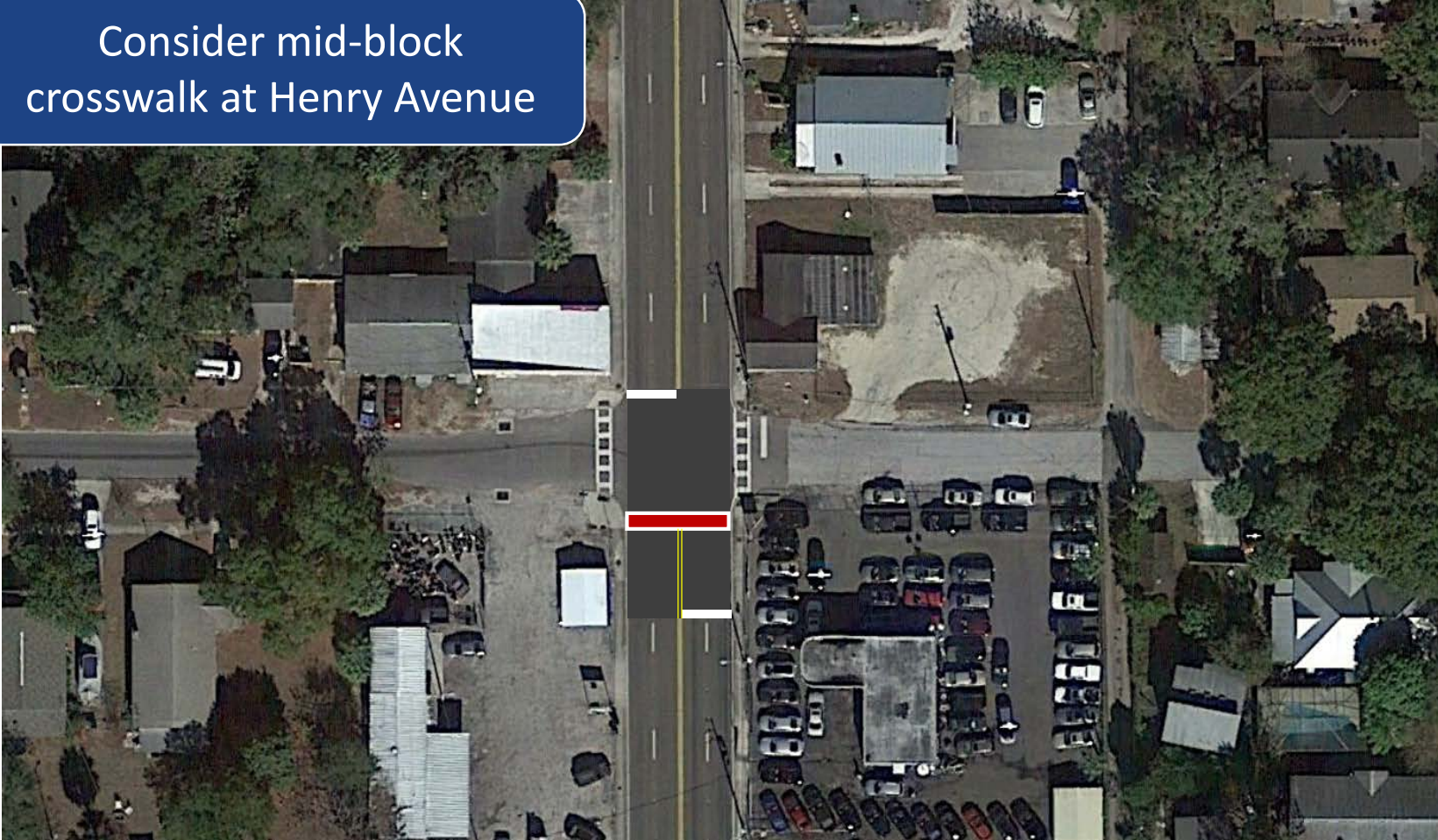






# Short Term Improvements: Florida Ave. at Henry Ave.

Consider mid-block  
crosswalk at Henry Avenue

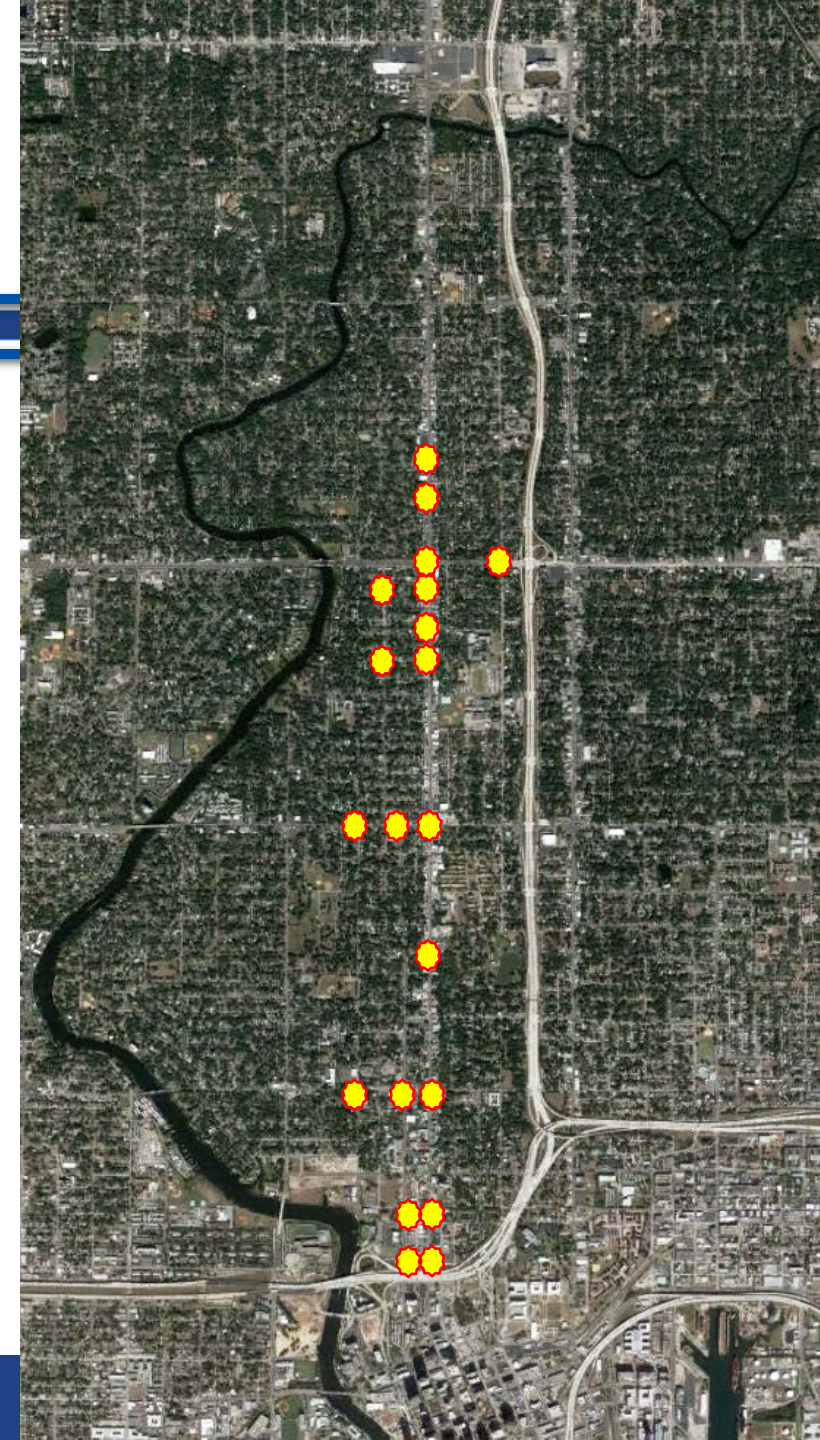






# Short Term Improvements: Florida Ave. at Idlewild Ave.

Consider mid-block crosswalk at Idlewild Ave.



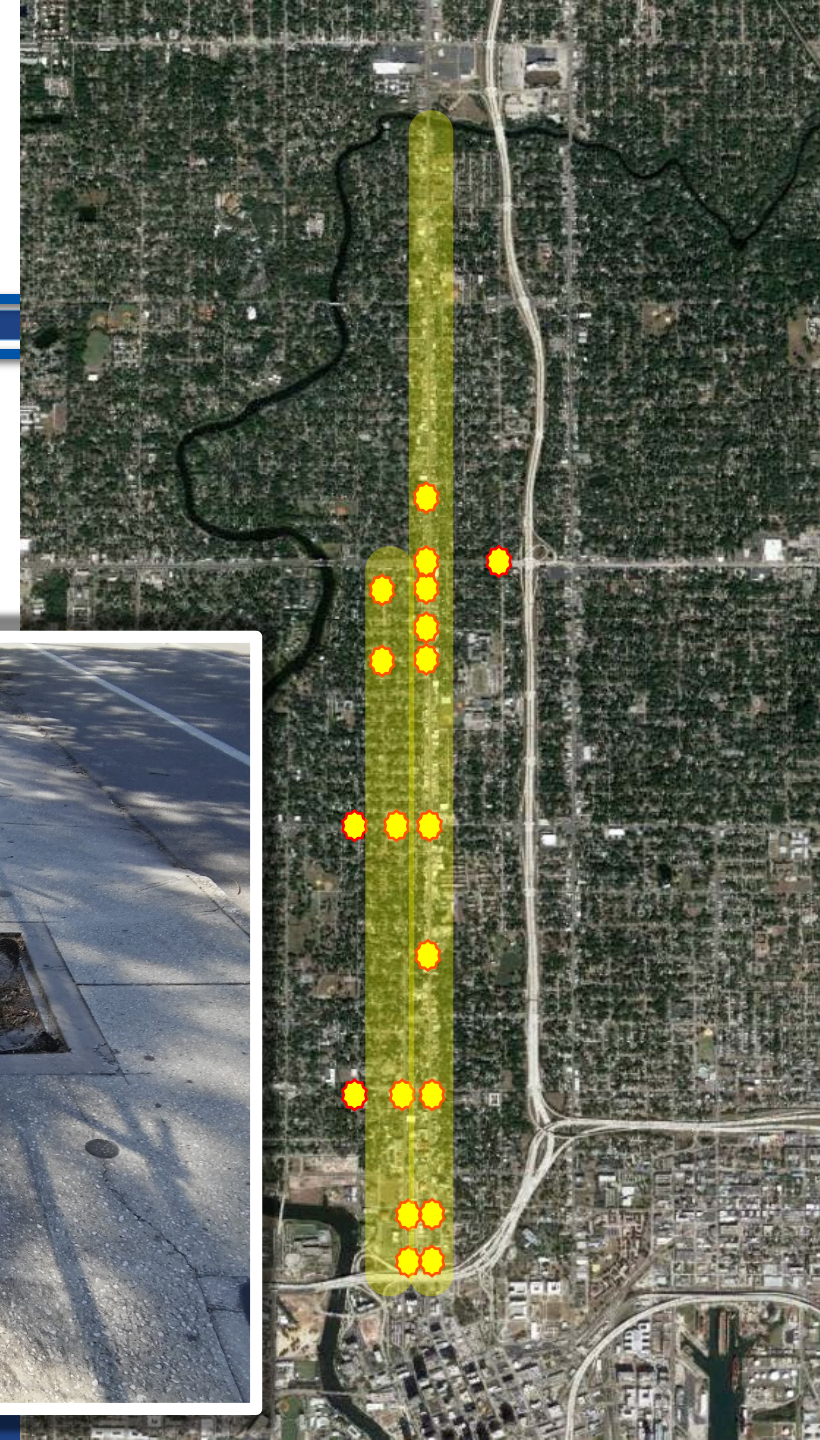




# Short Term Improvements: Corridor-wide improvements

## General Vision Highlights:

- Lighting enhancement, especially at signalized intersections and crosswalks
- Speed enforcement
- Sidewalk maintenance
- General maintenance





# Engagement and Visioning

- **Public Engagement**

- Develop a clear understanding of existing community character and mobility strategies to support community needs
- Build a consensus around a transportation vision and goals for the study corridor.





# Vision Concepts: Past Studies

## The Greater Seminole Heights Vision Plan

"Vision without action is a dream. Action without vision is simply passing the time. Action with Vision is making a positive difference."

-Joel Barker, Corporate Trainer



Land Development Coordination - Growth Management & Development Services - City of Tampa



## URBAN DESIGN GUIDE TAMPA INTERSTATE STUDY

## TAMPA BAY EXPRESS COMMUNITY ENGAGEMENT FOR THE DOWNTOWN TAMPA INTERCHANGE I-275 AT I-4 FINAL REPORT

### Tampa Heights Plan: Rebuilding Community



The Tampa Center City Plan  
Connecting Our Neighborhoods  
and Our River for Our Future



**A VISION WITHOUT A TASK IS BUT A DREAM.  
A TASK WITHOUT A VISION IS DRUDGERY.  
BUT A VISION WITH A TASK CAN CHANGE THE WORLD.**  
*Streets of Hope*

Adopted by Tampa Heights Citizen Advisory Committee - May 1, 2002  
Amended September 17, 2002 and November 6, 2002  
Adopted by Tampa Heights Community - November 12, 2002  
Planning Commission Finding of Consistency with the Tampa Comprehensive Plan - December 9, 2002  
Adopted by Tampa City Council-Resolution 2003-237 - February 20, 2003







# Vision Concepts: Past Studies

## General Vision Highlights:

- Heritage, identity, community
- Safety
- Connectivity
- Economic prosperity
- Mobility options, including transit, walking
- Neighborhood focus, with some desire noted to serve surrounding City



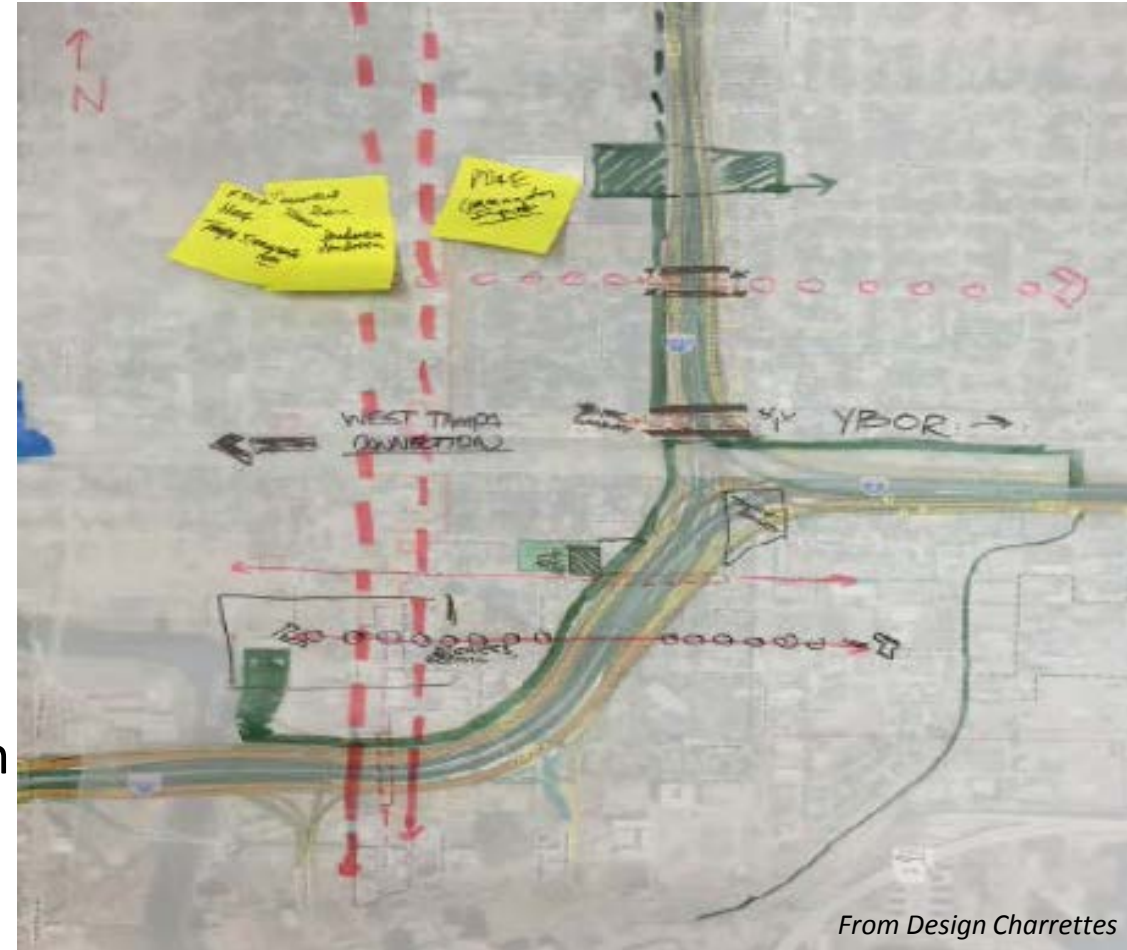




# Vision Concepts: Past Studies

## Transportation Vision Highlights:

- Transit options, improvements
- Transit connectivity to key destinations
- Neighborhood trolley, circulators
- Pedestrian and cyclist emphasis
- Bike lanes and sidewalks
- Streetscape, lighting, trees
- Drainage
- Sustainable design
- 2-way circulation
- Strong street grid
- Street parking, shared/centralized parking
- Traffic calming
- Greenway and open space connectivity



From Design Charrettes



# Community Engagement

- **Neighborhood Meetings**

- South Seminole Heights – 10/18
- Old Seminole Heights – 10/24
- Heights Urban Core Chamber – 10/25
- Tampa Heights – 9/28 & 10/26

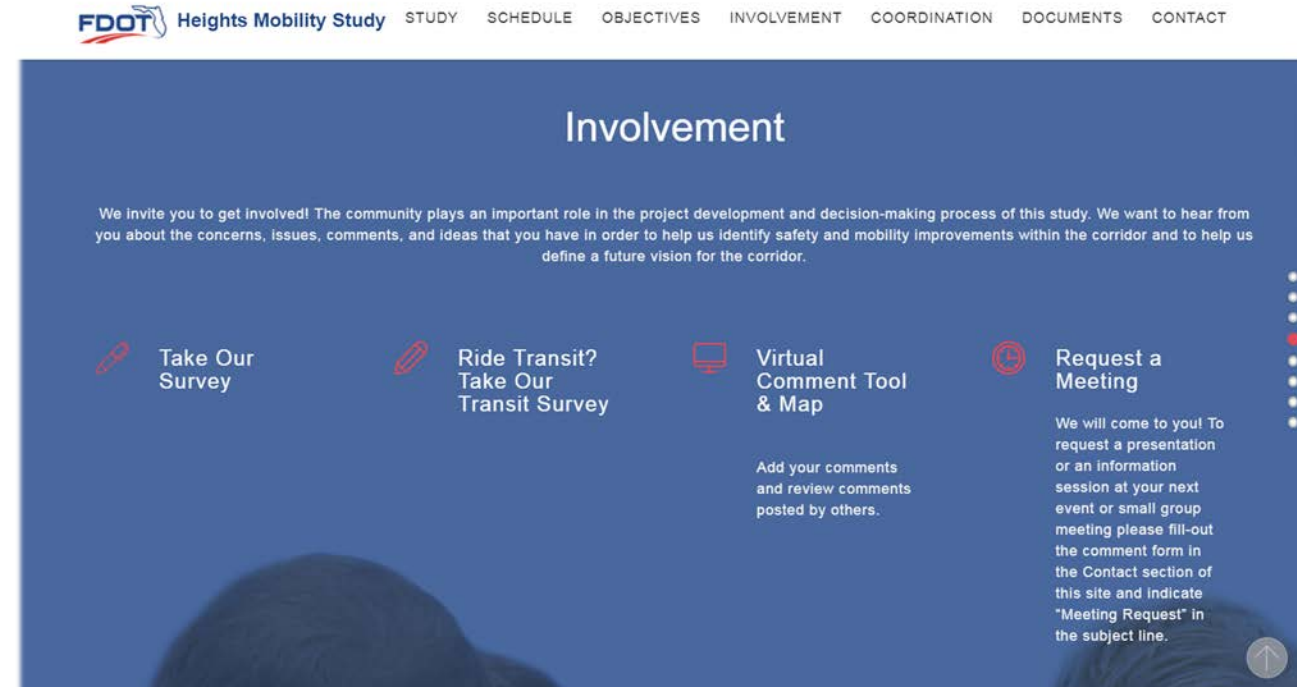






# Community Engagement

- Interactive Website
  - Survey
  - Mapping
- Community Events
  - Seminole Heights Sunday Market
  - Winn-Dixie Pop-Up
  - Tampa Heights Jr Civic Assoc.





# Online Survey

- Better understanding of travel behavior
- What type of improvements would you like to see?
- Provide input on developing a transportation vision

***319 Surveys  
Received***

**FDOT** Heights Mobility Study - Phase I Survey

**9. How often do you frequent businesses along the Florida/Tampa Corridor?**

Several times a week

A few times a month

A few times a year

I do not patronize businesses along the Florida/Tampa Corridor.

**10. How often to you travel along the Florida/Tampa Corridor to get to/from work/school?**

Several times a week

A few times a month

A few times a year

I do not use the Florida/Tampa Corridor to get to/from work/school.

Prev Next

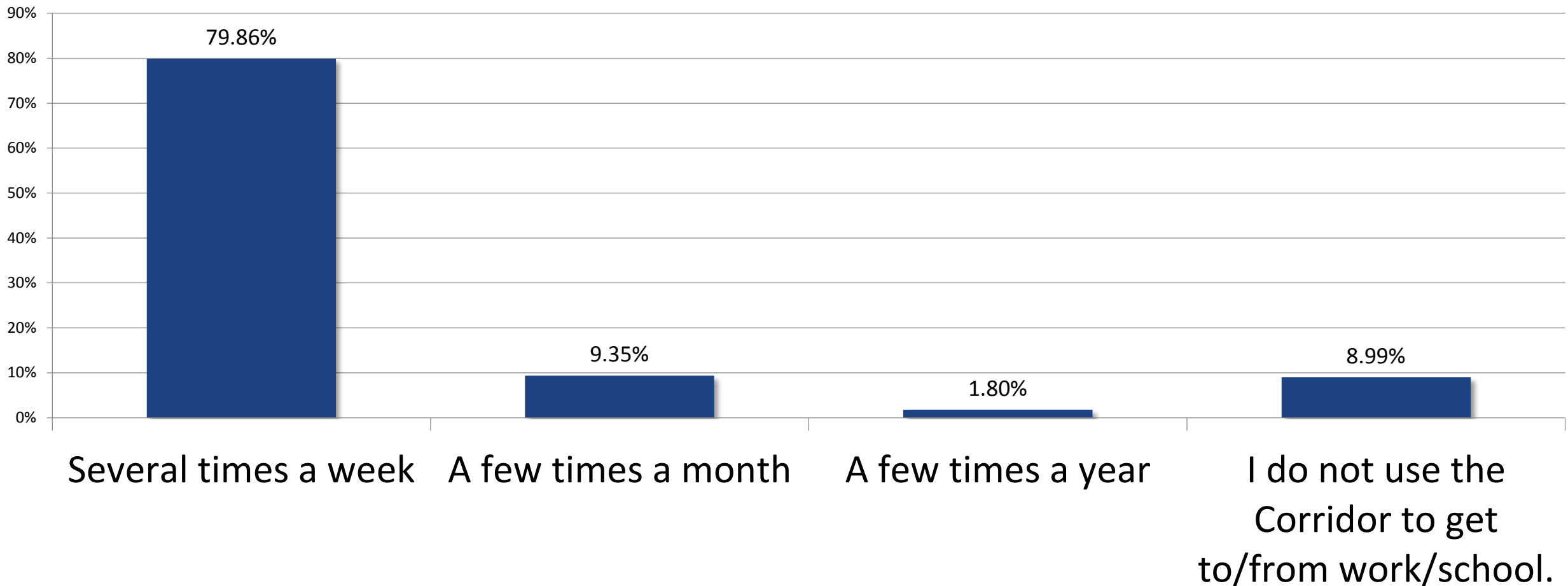






# Vision Concepts: Online Survey

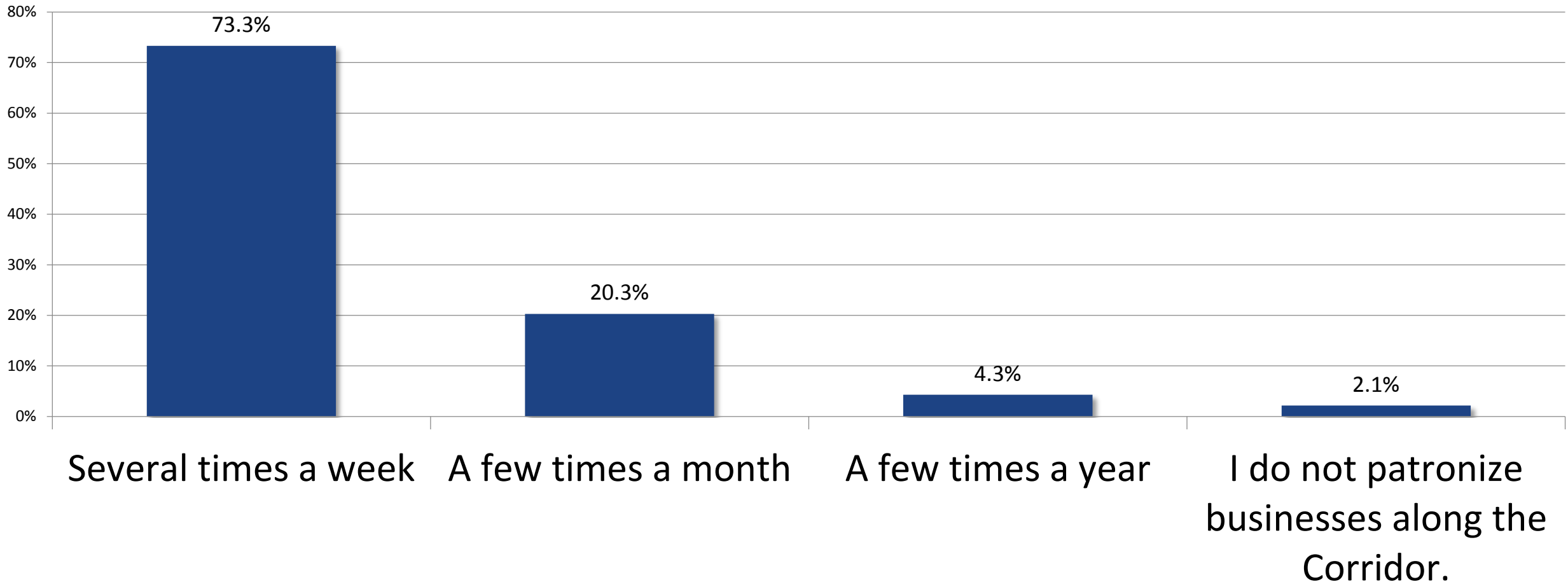
How often do you travel along the Florida/Tampa Corridor to get to/from work/school?





# Vision Concepts: Online Survey

How often do you frequent businesses along the Florida/Tampa Corridor?

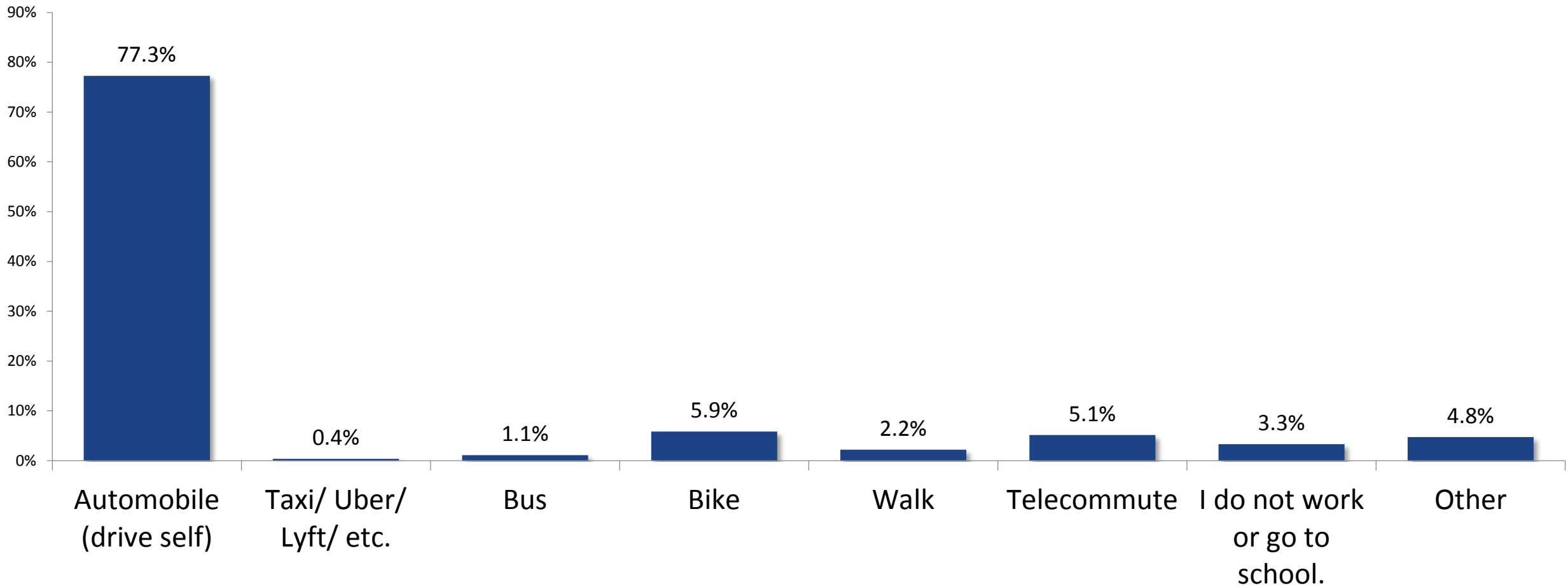






# Vision Concepts: Online Survey

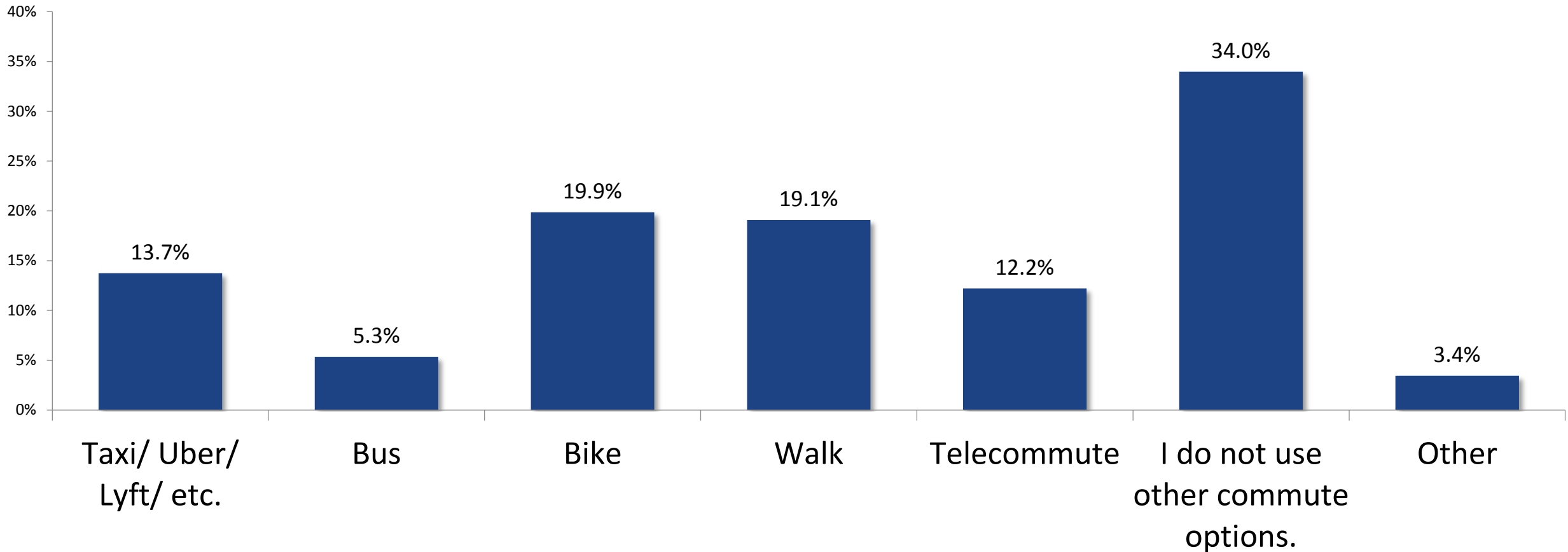
How often do you most often commute to work/school?





# Vision Concepts: Online Survey

Which other transportation modes do you use to commute to work/school at least once a month?

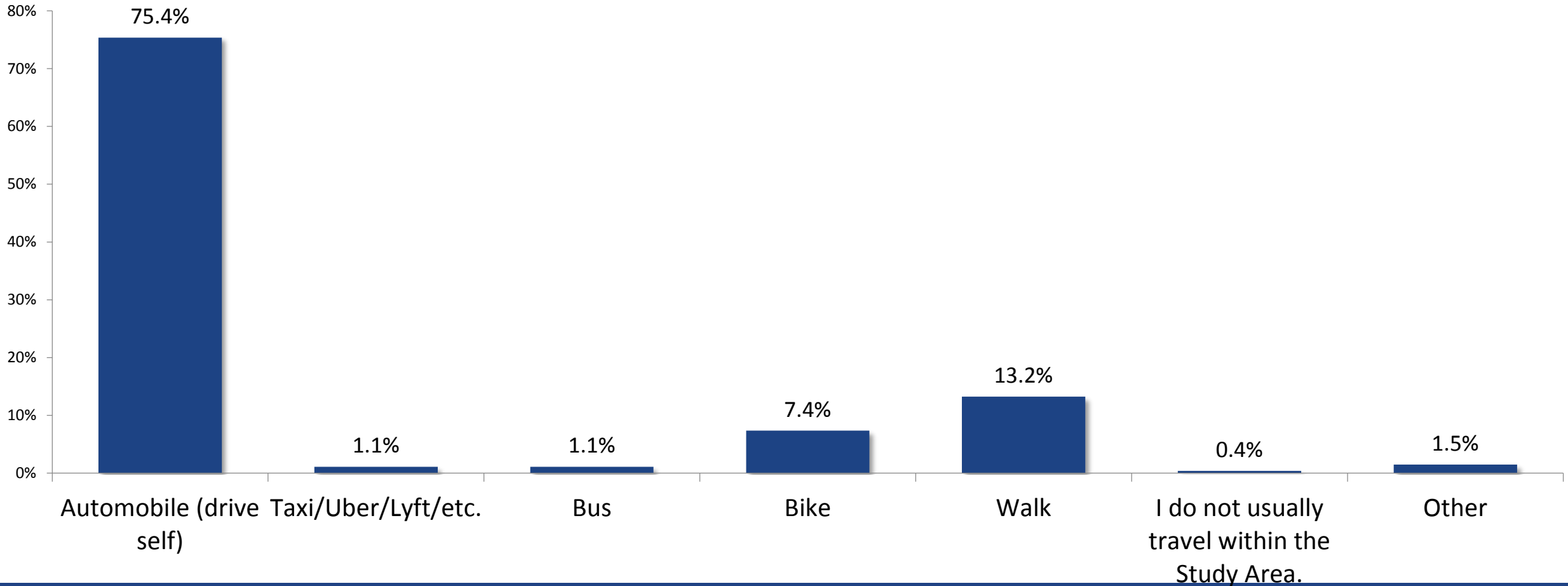






# Vision Concepts: Online Survey

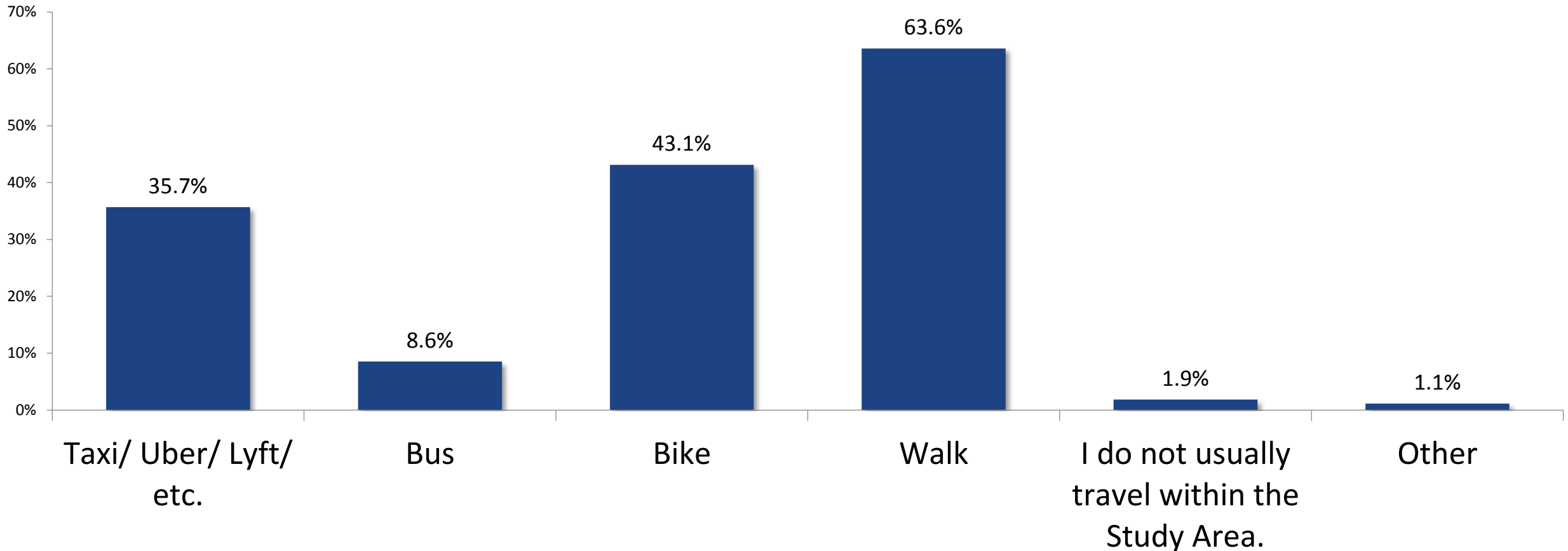
What is the transportation mode you use most often within the Study Area?





# Vision Concepts: Online Survey

Which other transportation modes do you use for traveling within the Study Area?







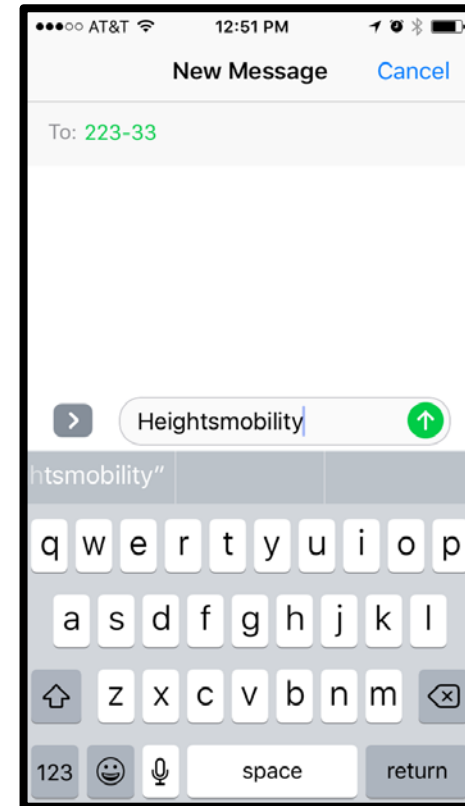
# Polling Questions

Text

HEIGHTSMOBILITY

To 22333

Or go to [Pollev.com/heightsmobility](https://Pollev.com/heightsmobility) through a web-enabled device





# Vision Concepts: Online Survey

Survey Results Indicate that Existing Conditions for Transportation Modes are Generally Poor; the Following Were Rated as the Top Priority Issues:



Transportation/  
Community Safety



Bike/Walk



Traffic Speeds



Connectivity/Access



Streetscape



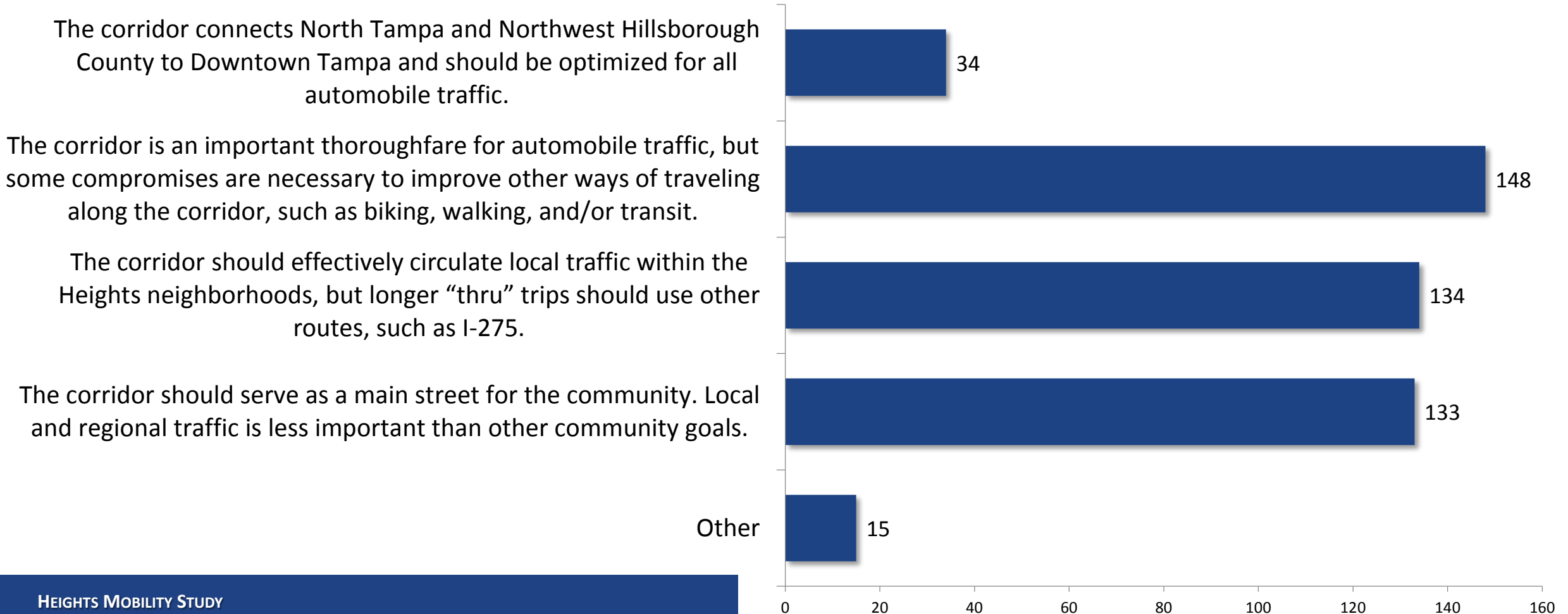
Transit





# Vision Concepts: Online Survey

Select the two statements that best reflect your transportation vision for the Florida/Tampa Corridor:

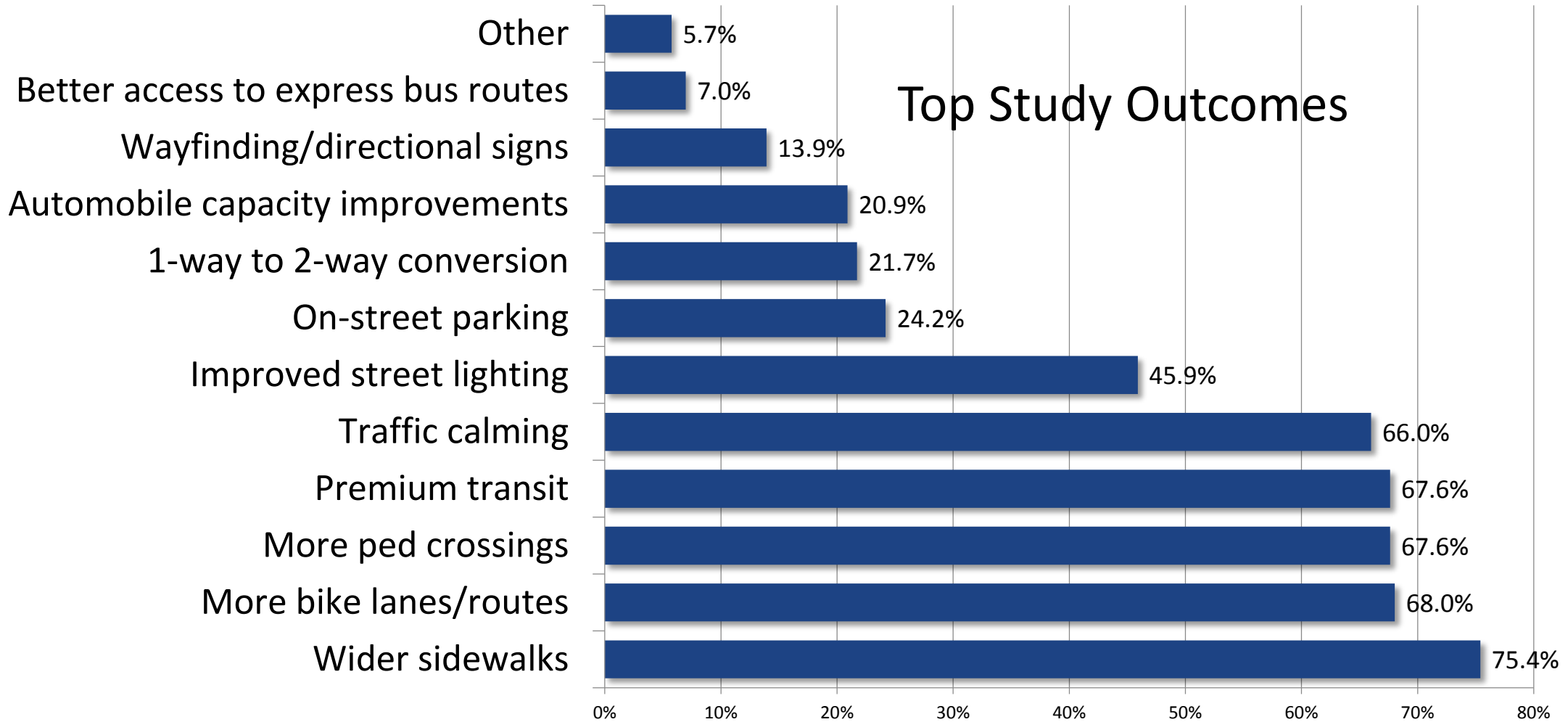




# Vision Concepts: Online Survey



## Top Study Outcomes







## Next Steps:

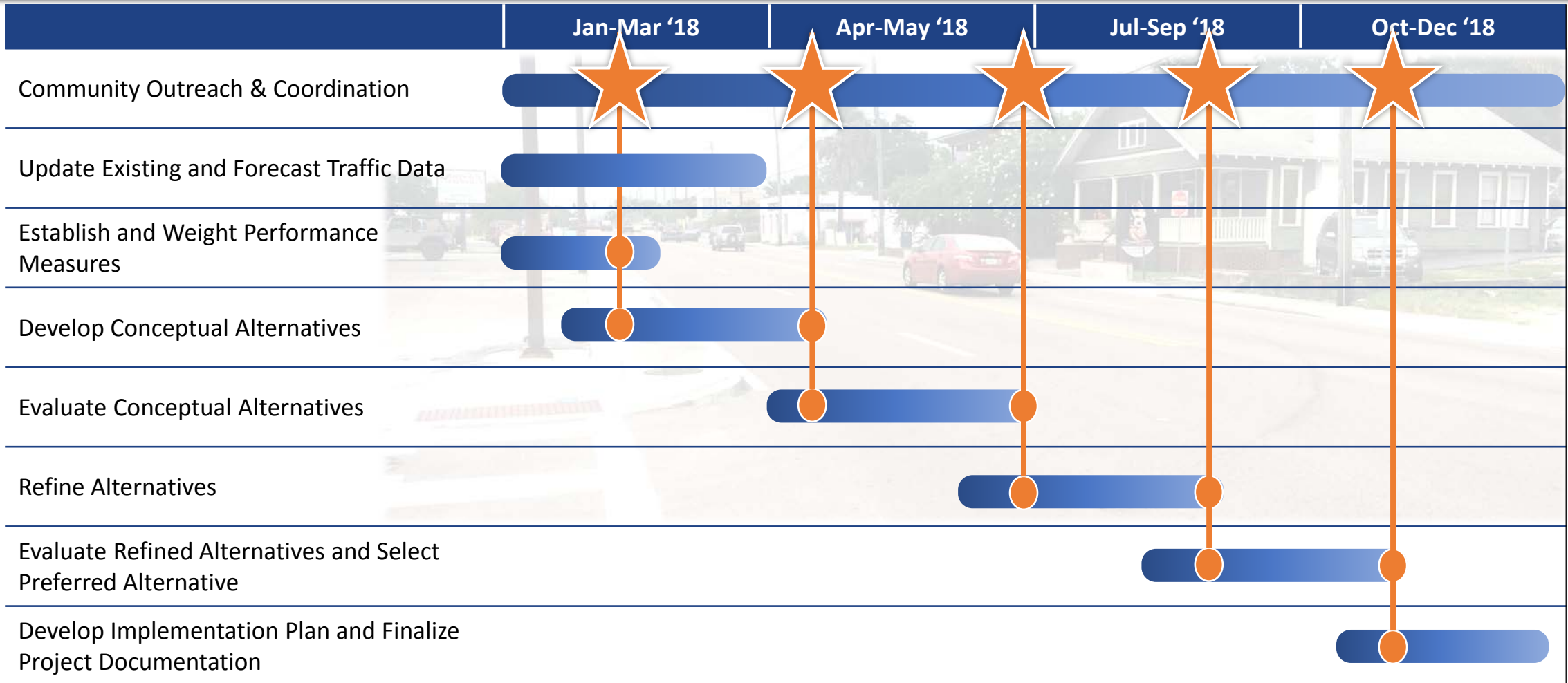
- Website:
  - Post Survey Results
  - Post Short-Term Recommendations to WikiMaps site to collect community comments
- Implementation
  - Coordinate with FDOT, City of Tampa, and other stakeholder agencies to fully vet and implement short-term recommendations
  - Begin Phase II Technical Work and Community Engagement Activities in 2018.

**KEEP  
THE  
HEIGHTS  
MOVING**

Visit [HeightsMobility.com](https://www.HeightsMobility.com)  
to get involved.



# Phase II Schedule







# Contact Information

Project Website

[www.heightsmobility.com](http://www.heightsmobility.com)

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