

# Tampa M.I.S.

## Regional Transit Guidelines

This Major Investment Study was commissioned to determine how money can best be spent to create a viable transit system in Tampa/ Hillsborough County. The study not only analyzes transportation alternatives, but also focuses on existing and future land-use changes required for the growth of healthy communities around transit stations.

This approach is predicated on the idea that for transit to truly reduce car trips, it must share a symbiotic relationship with the development that surrounds it. Each works best when the other is well designed.



When working properly, transit-oriented development encourages ridership by providing a wide range of services, such as daycare, a laundromat, and a place to get a newspaper and coffee. When properly located on the walk to and from the station, these services in turn benefit from a steady supply of customers.



# The Process of the Study

Transit-oriented development design options were divided into categories, based on the size and intensity of the station's service area. These categories were used to generate design guidelines for the wide

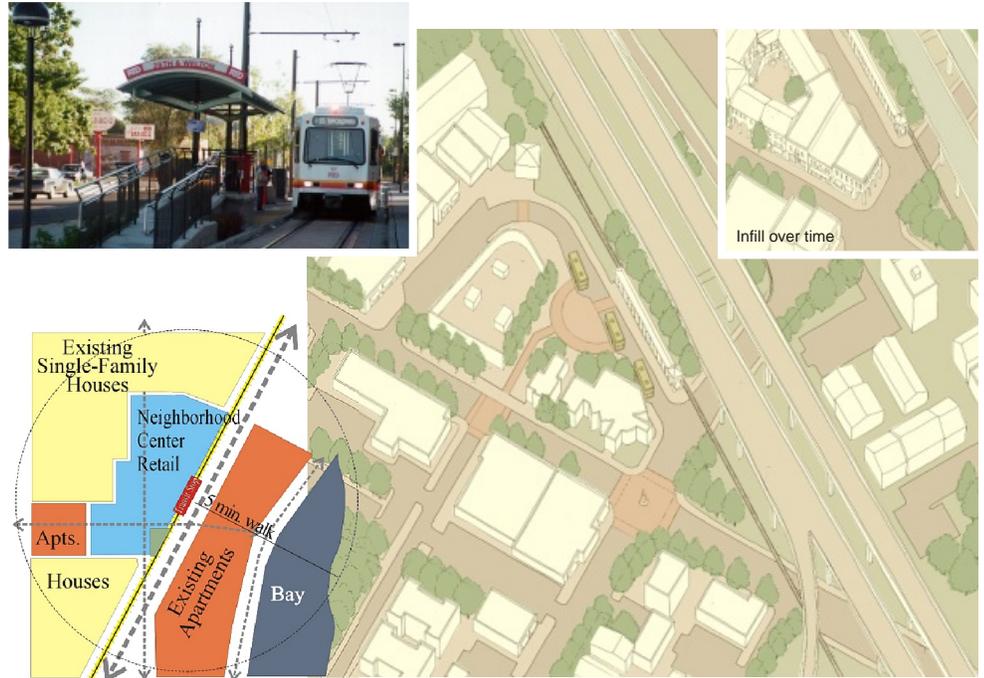
range of situations to be found in the Tampa/ Hillsborough County area. One or more hypothetical study models, based on a real site, was created for each category. These models, designed in detail, were

used to inform a more general set of criteria for station design and surrounding development patterns in each category.

## Local Walk-up Station

Local Walk-up Stations are located in established or emerging neighborhoods. These stations will serve users who reside in the neighborhoods surrounding the station location, or who are employed in adjacent commercial districts. Design of Local Stations is intended to:

- Minimize impact on their surroundings;
- Improve pedestrian links to adjacent uses;
- Emphasize pedestrian scale and amenities; and
- Connect to bus routes.



## Neighborhood Station

Neighborhood Stations provide opportunities for a low to moderate level of new development or redevelopment. These stations will be accessed by walk-up, kiss-and-ride, and some park-and-ride users of the rail transit system. Local bus routes should converge on the station. Design of Neighborhood Stations is intended to:

- Provide a focal point for adjacent neighborhoods in the form of a mixed-use public square or plaza;
- Foster new residential, employment and commercial development or redevelopment at moderate densities within a walkable distance (1/4 mile) from the station;
- Include pedestrian linkages to adjacent uses, and emphasize pedestrian scale and amenities; and,
- Emphasize the linkage with shuttle and local bus connections, with limited park-and-ride facilities.



# Community Station

Community Stations serve areas larger than their immediate surroundings. These station areas may provide moderate to high levels of new development or redevelopment potential. Community Stations will be accessed by kiss-and-ride and park-and-ride users and local buses. Walk-up use may also be significant. Design of Community Stations is intended to:

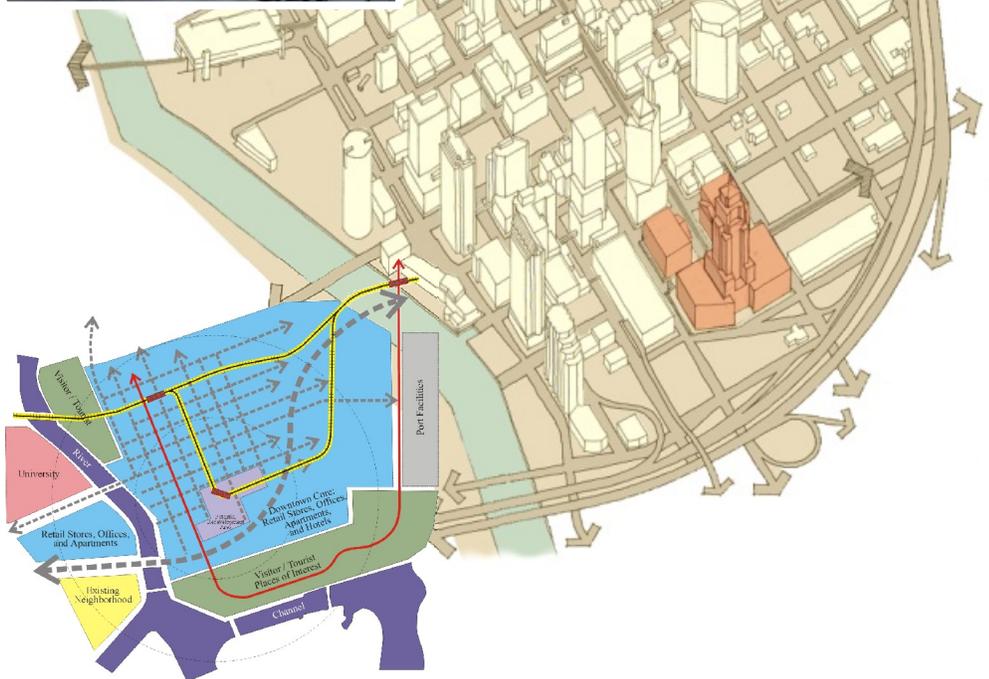
- Provide a major public space with substantial, multi-level retail, service and employment development linking the public square with the immediately surrounding area;
- Promote substantial new infill or redevelopment of residential uses within walking distance of the station;
- Stimulate moderate to high density development over time, accommodating retail, office and residential units with structured parking; and,
- Serve as a transit hub for the surrounding community accommodating kiss-and-ride facilities, structured park-and-ride spaces, local bus bays, shuttle bus drop-offs and improved pedestrian access to adjoining development.



# Regional Station

Regional Stations serve as the destinations for various the metropolitan area activities and events. They are located adjacent to or within regional activity centers, such as central business districts, major institutions, employment or retail centers. These stations will provide improved pedestrian connections to the heart of the regional center, including employment, government, retail and services and residential uses. Design of regional stations is intended to:

- Supplement an extensive system of pedestrian amenities providing walkable connections to all uses in the regional centers;
- Stimulate adjacent redevelopment in mature areas;
- Integrate transit access into large-scale development or redevelopment opportunities;
- Stimulate future infill development closer to station locations in developing areas; and
- Facilitate regional activity located in a public plaza or along a major pedestrian spine.



# "It's what's outside the window that matters."

-Ed Crawford, of the Alliance for Mass Transit & Livable Communities, on making transit work in Tampa.

## Tampa M.I.S.

Location: Hillsborough County, Florida  
Client: The Hillsborough County Board of Commissioners  
Team: Joseph Kohl, James Dougherty, Bill Boothe, Diana Mendes, John McNamara  
Consultants: BRW, Tampa Bay Engineering, The Planning Commission  
Illustrations: James Dougherty, Joseph Kohl



## Approach:

The consultant team met with the client group and local planners in a series of meetings, workshops, and design sessions. The project generated public participation and support by including the public in meetings and "hands on" work sessions.

## Status:

The consulting team has completed the project and made recommendations to the client for further evaluation. Implementation of the recommendations will take several years.



A detailed graphic guidelines booklet was created explaining the results of the study. Important qualitative and implementation guidelines for each transit study category are provided. Guidelines are also provided for how these categories function together as a comprehensive transit system.



DOVER, KOHL & PARTNERS  
town planning

1571 Sunset Drive Coral Gables, FL 33143  
tel: (305) 666-0446 fax: (305) 666-0360 http://www.doverkohl.com