Fourth Public Workshop

Alignment Recommendations

Ferguson Law Center
Tuesday October 24, 2017
Welcome

Jean Duncan, P.E., Director
City of Tampa Transportation & Stormwater Services Department
Getting Started
Get Ready...

- Instructions on your table.
- Grab your smartphone or tablet.
- Open your browser.
- Access [www.menti.com](http://www.menti.com).
- Enter meeting code:

   88 35 15
What you’ll see...

NOT OPEN

OPEN

IN BETWEEN
Test Question
What is your favorite Halloween candy?

- **Reeses' Peanut Butter Cups**: 20
- **Candy Corn**: 4
- **Skittles**: 6
- **Sour Patch Kids**: 8
- **Snickers**: 9
Project Basics
STUDY PURPOSE

- Identify a solution that supports the **vision for a livable, connected, and competitive Downtown**.
- Define alternatives for modernization and extension.
- Assess innovative technologies, costs, benefits, and community impacts.
- Coordinate closely with the Regional Premium Transit Plan.
A Joint Project Agreement between the City of Tampa and FDOT

FDOT (Study Sponsor)

City of Tampa (Owner)

HART (Operator)

PLANNING FRAMEWORK

- InVision Tampa Center City Plan recognized the need to extend and improve streetcar operations.
- Uses a broad definition of Downtown – Ybor, West River, & Tampa Heights.
STUDY AREA
STUDY OVERVIEW

PHASE 1
FEASIBILITY
Spring - Summer 2017

KEY TASKS
- Purpose & Need
- Alignment Concepts
- Concept Evaluation
- Preferred Option
- Funding & Implementation Strategies

PHASE 2
PROJECT DEVELOPMENT
Fall 2017 - Fall 2018

KEY TASKS
- FTA Request to Advance
- Preliminary Design & Engineering
- Impact Assessment
- Funding & Implementation
- FTA Request for Funding

Stakeholder engagement and communications through both phases with workshops, briefings, web site, social media, etc.
PUBLIC & STAKEHOLDER CONSULTATION

1. Public Workshops
   - First Brainstorm Session
     March 7, 2017
   - Second Brainstorm Session
     April 4, 2017
   - Results Roundtable
     May 2, 2017
   - Alignment Workshop
     October 24, 2017

2. Stakeholder Meetings
   - Agency Stakeholders
     FDOT, HART, Planning
     Commission, MPO, Port
     Tampa Bay, TBARTA,
     THEA, & Hillsborough
     County
   - Community Groups &
     Organizations
Who’s with us tonight?
What is your interest in the downtown area? (pick your top 3)

- Resident: 22
- Property Owner: 17
- Business Owner: 5
- Work Downtown: 23
- College Student/Faculty: 1
- Visitor for Downtown Services: 16
- Entertainment/Cultural Venue Representative: 6
- Government/Agency Representative: 10
- Neighborhood Association Representative: 11

Total responses: 50
Which neighborhood do you live in?

- Downtown Core: 11
- Channel District: 2
- Harbour Island: 3
- Ybor City: 3
- Central Park/Encore: 0
- Tampa Heights: 6
- West River: 1
- Grand Central/UT: 0
- Elsewhere: 24

Total respondents: 50
Where do you live? (enter your zip code)
Which neighborhood do you work in?

- Downtown Core: 26
- Channel District: 2
- Harbour Island: 0
- Ybor City: 3
- Central Park/Encore: 0
- Tampa Heights: 2
- West River: 2
- Grand Central/UT: 1
- Elsewhere: 15

Total: 51
Where do you work? (enter your zip code)

33602
33701  33609  33578
33619  33511  33629
33606  33605
33607  33647
33329  33621
33610
What is your primary way to get between work and home?

- Drive: 36
- Walk: 5
- Bike: 3
- Bus: 1
- Streetcar: 0
- Downtown or In-Town: 1
- Taxi/Uber/Lyft: 0
- No work commute: 2

Total respondents: 49
How many previous streetcar workshops have you attended?

- 0: 20
- 1: 8
- 2: 9
- 3: 16

Total respondents: 53
Project Context
1885-1920s Started in 1885 with rail connecting Downtown Tampa and Ybor City.

1920s to 1940s Served up to 24 million passengers a year with 190 vehicles, 53 miles of track, and hours from 4:30am to 2:00am.
EXISTING SYSTEM

2.7 Miles Alignment with 11 Stations

EXISTING SYSTEM

- **Initial Line - October 2002**
  - 2.4 miles initial system with 10 Stations
  - Single track, exclusive guideway with CSX crossing
  - Replica vehicles plus 1 restored vehicle

- **First Extension - December 2010**
  - 0.33 mile extension to Fort Brooke Garage

- **2016 Revenue - $1,677,800**
  - 1/3 Operating (Fare Box, Ads & Leasing)
  - 2/3 Non-Operating (Assessment, CRA, FTA, FDOT, & City)

- **Ridership Sept 2016 to Aug 2017**
  - Total - 290,228
  - Lowest Month - 14,307 in Aug 2017
  - Highest Month - 37,978 in Jan 2017
NEW DEVELOPMENT

Transit supportive densities and intensities in the Downtown Core and surrounding areas.
NEW DEVELOPMENT

Almost 220,000 people living and working downtown in 2040 -- an increase of 65,000 residents and employees between 2020-2040.
Multiple modes will be required to provide connections within the Center City and between the Center City and destinations across the City.
Existing and new cultural, entertainment, and educational venues are attracting increasing levels of activity.
Regional Transit Feasibility Plan

- **2 Top Performing Projects**
  - Wesley Chapel to St Pete
  - USF-Downtown (CSX North)

- **3 Modes Under Study**
  - Rubber Tire Transit (BRT)
  - Modern Streetcar/Light Rail
  - Commuter Rail/Diesel Multiple Unit
LIGHT RAIL, METRO-RAIL & COMMUTER RAIL

KEY CHARACTERISTICS
- Dedicated, exclusive rights-of-way.
- Longer distances between stops.
- High travel speeds with multiple, high capacity cars.
- Oriented toward suburb to downtown travel.
- Poor fit for urban districts.
HISTORIC & REPLICA STREETCAR

KEY CHARACTERISTICS
- Shorter routes serving tourist and entertainment destinations.
- Use of historic or replica vehicles.
- Operates in mixed traffic or exclusive guideway.
- Slower travel speeds with lower capacity vehicles.
- Requires ramps and special equipment for ADA access.
MODERN STREETCAR

KEY CHARACTERISTICS
- Circulator service and sub-regional connections.
- Operates in mixed traffic or exclusive guideway.
- Shorter routes serving downtowns and close-in districts.
- Frequent service with mid-capacity vehicles.
- Designed for quick “on” and “off” the vehicle.
RUBBER TIRE / AUTONOMOUS VEHICLES

KEY CHARACTERISTICS
- Wide range of sizes and capacities.
- Rapidly evolving technologies.
- Operates in mixed traffic or exclusive guideway.
- Operates on fixed or variable routes.
- Different vehicle types can share same guideway.
What are 3 most important reasons enhanced transit is needed in Downtown Tampa?
What are the 3 most significant barriers to providing enhanced transit service in Downtown Tampa?
Alignment Options & Evaluation
ALIGNMENT OPTIONS

Assumptions for Extension Options

- An initial phase of investment allowing for future extensions.
- Includes modernization of existing system.
- Maximizes exclusive guideway and double-tracking.
- Assumes high frequency service and longer operating hours.
- Modern streetcar operations used for comparison purposes only. Other vehicle types to be evaluated next.
# EVALUATION METHOD

<table>
<thead>
<tr>
<th>PURPOSE &amp; NEED</th>
<th>PERFORMANCE &amp; IMPACT</th>
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</thead>
<tbody>
<tr>
<td>Connect Downtown Districts</td>
<td>Population &amp; Employment Served</td>
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<tr>
<td>Serve Diverse Travel Markets</td>
<td>Capital &amp; Operating Costs</td>
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<td>Improve First Mile/Last Mile Connections</td>
<td>Cost Effectiveness</td>
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<td>Support Economic Development</td>
<td>Constructability/Operational Constraints</td>
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<tr>
<td>Expand Sustainable Transportation Options</td>
<td>Traffic &amp; Parking Impacts</td>
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<tr>
<td></td>
<td>Community &amp; Environment Impacts</td>
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11 Evaluation Categories  
32 Measures
Modernization costs (upgrades to alignment, traction power system, and station; acquisition of 8 modern streetcar vehicles; and improvements to maintenance and storage facility) range from $62 to $75 million.
<table>
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<tr>
<th>Evaluation Category</th>
<th>North/South</th>
<th>East/West</th>
<th>Loop</th>
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<tbody>
<tr>
<td><strong>Purpose &amp; Need Considerations</strong></td>
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**OVERALL RATING**

![Rating](RatingKey.png)
Recommendations
What is your initial reaction to the Alignment A/B recommendation?

- Very Favorable: 12
- Favorable: 28
- Neutral: 2
- Not Favorable: 6
- Not sure: 1

Total: 49
Should the City take Alignment A/B into the next phase of planning and project development?

- Yes: 42
- No: 3
- Not Sure: 3

Total respondents: 48
Between recommended Alignments A and B, do you have a preference?

- A-N/S Franklin Street: 14
- B-N/S Tampa Street - Florida Avenue: 18
- Combination of A and B: 10
- No preference: 3
- Prefer another option: 3

Total respondents: 48
Which transit technology option do you think may work best along the recommended alignment?

- Replica Streetcar: 8
- Modern Streetcar: 27
- Rubber-tire/ Autonomous: 14
If you do not support Alignment A or B, which alignment option do you prefer?

- C - E/W West River-Ybor: 2
- D - E/W North Hyde Park-Channel District: 2
- E - E/W North Hyde Park-Convention Center Couplet: 4
- F - Loop Downtown-Channel District: 7
- G - Loop Downtown-Ybor: 10
For future extensions, where would you prefer service?
FUTURE EXTENSIONS

Modernization of Existing System

North/South Alignment

Future Extension Options

Preferred Alignment
InVision: Tampa Streetcar | City of Tampa
SUMMARY & NEXT STEPS

Recommendations

- Modernization
  - Upgrade for Selected Mode
  - More Frequent Service
  - One-Seat Trip

- A/B Extension
  - Low Cost
  - Strong Ridership
  - First Mile/Last Mile Link

- Future Extension
  - West Tampa / Westshore
  - Seminole Heights
  - Loop to Ybor

Next Steps

- Alignment Plans

- Transit Modes Evaluation
  - Replica Streetcar
  - Modern Streetcar
  - Rubber Tire/Autonomous

- Costs & Ridership

- Impact Assessment

- Funding Plan
Questions
NEXT STEPS

**PHASE 1**
**FEASIBILITY**
Spring - Summer 2017

**Completed**
- Existing Conditions
- Purpose & Need
- Option Evaluation & Recommendations

**October/November**
- Implementation Strategy
- FTA Project Development Request

**PHASE 2**
**PROJECT DEVELOPMENT**
Fall 2017 - Fall 2018

**Fall 2017 - Fall 2018**
- Alignment Plans
- Transit Modes Evaluation
- Costs & Ridership
- Impact Assessments
- Funding & Implementation

*Stakeholder engagement and communications to continue through second phase with additional workshops, briefings, web site, social media, etc.*
Thank You!
| Let’s do this! | Park and ride options? | Rubber tire for maximum flexibility |
| Do it | Has flooding been taken into account | Rubber tire for max flexibility lowest cost |
| Connect Hyde Park and Howard Ave | Tie ticketing system to buses/bikeshare/etc | How will you cross CSX? |
| why was the space feasibility not considered BEFORE a decision about the recommended routes? | Look forward not backward | Let’s make it happen! |