Results Roundtable

Alignment Options

Ybor Room, HCC Ybor Campus
Tuesday May 2, 2017
Welcome

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

- Instructions on your table.
- Grab your smartphone or tablet.
- Open your browser.
- Enter meeting code

65 45 59
What You’ll See...

1. Mentimeter
   What is your favorite animal?
   - Kitten
   - Puppy

2. Mentimeter
   What is your favorite animal?
   - Kitten
   - Puppy

3. Mentimeter
   Please wait for the presenter to show the next question.
   Did the question not show up?
   Refresh

Powered by mentimeter.com
Test Question
Pick your favorite Kentucky Derby hat.

Hat 1: People, 28 votes
Hat 2: People, 12 votes
Hat 3: People, 34 votes
PHASE 1 BRAINSTORMING SESSIONS

1. First Brainstorm Session
   Tuesday, March 7, 2017 at 5:30 p.m.
   Tampa Bay History Center

2. Second Brainstorm Session
   Tuesday, April 4, 2017 at 5:30 p.m.
   Tampa Bay History Center

3. Results Roundtable
   Tuesday, May 2, 2017 at 5:30 p.m.
   Ybor Room, HCC Ybor Campus
PHASE 1 BRAINSTORMING SESSIONS

Results Roundtable
Tuesday, May 2, 2017 at 5:30 p.m.
Ybor Room, HCC Ybor Campus

TONIGHT’S AGENDA
• Project Basics
• Screening Process
• Alignment Options
• Options and Ratings
• Feedback & Discussion
Project Basics
STUDY PURPOSE

• Find solutions that support the vision for a **livable, connected, and competitive Downtown**.

• Define alternatives for modernization and extension.

• Assess innovative technologies, costs, benefits, and community impacts.

• Coordinate with the Regional Premium Transit Study.
A Joint Project Agreement between the City of Tampa and FDOT

FDOT (Study Sponsor)

City of Tampa (Owner)

HART (Operator)

PLANNING FRAMEWORK

• InVision Tampa’s Center City Plan recognized the need to extend and expand streetcar operations.

• Uses a broad definition of Downtown--the core and Ybor City plus adjacent urban neighborhoods and districts.
STUDY SCOPE

West River

Tampa Heights

Central Park / Encore

Ybor City

North Hyde Park

Downtown Core

Channel District

Grand Central

Harbour Island

InVision: Tampa Streetcar | City of Tampa
PLANNING FRAMEWORK

• **Tampa Historic Streetcar Extension Study**
  Hillsborough Area Regional Transit Authority
  December 2014

• **Transit Assets & Opportunities Study**
  Hillsborough County MPO & The Tampa Downtown Partnership
  September 2014
PROJECT TIMELINE

PHASE 1
FEASIBILITY
Spring - Summer 2017

KEY TASKS
- Purpose & Need
- Alignment Concepts & Options
- Impact Evaluation
- Funding & Implementation
- FTA Strategy

PHASE 2
PROJECT DEVELOPMENT
Summer 2017 - Summer 2018

KEY TASKS
- Preferred Alternative
- 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.
Coordination with the Regional Transit Feasibility Plan

- Formal coordination underway.
- 5 regional corridors identified for further evaluation.
- 4 of 5 connect Downtown to regional destinations, including Westshore, USF, Brandon, Pasco County, and Pinellas County.
Who’s with us tonight?
What is your interest in the downtown area? (pick your top 3)
Which neighborhood do you live in?

- Downtown Core: 6
- Channel District: 4
- Harbour Island: 1
- Ybor City: 8
- Central Park/Encore: 0
- Tampa Heights: 5
- West River: 2
- Grand Central/UT: 0
- Elsewhere: 46

Total: 72
Where do you live? (enter your zip code)
Which neighborhood do you work in?

- Downtown Core: 26
- Channel District: 6
- Harbour Island: 2
- Ybor City: 6
- Central Park/Encore: 0
- Tampa Heights: 4
- West River: 2
- Grand Central/UT: 1
- Elsewhere: 27

Total respondents: 74
Where do you work? (enter your zip code)
What is your primary way to get between work and home?

- Walk: 7
- Bike: 3
- Drive: 58
- Bus: 0
- Streetcar: 0
- Downtown: 0
- In-Towner: 0
- Taxi/Uber/Lyft: 1
- No work commute: 8
Phase 1 Screening Process
Comparing Alignment Options

- **Purpose & Need Ratings**
  - Connect Center City Subdistricts
  - Serve Diverse Travel Markets
  - Improve First/Mile Last Mile Connections
  - Support Economic Development
  - Expand Sustainable Transportation Options

- **Performance & Impacts Ratings**
  - Capital & Operating Costs
  - Constructability
Comparing Alignment Options

- General ratings based on initial research and analysis.
- Further analysis underway to be posted on-line when complete.
- More detailed impact and performance evaluations in Phase 2
  - Environmental, Cultural, and Community Impacts
  - Ridership Forecasts
  - Cost and Constructability
  - Air, Noise, and Vibration Impacts
## Rating Factors

### PURPOSE & NEED

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connect Downtown Subdistricts</td>
<td>Connects the Downtown core and recently constructed development.</td>
</tr>
<tr>
<td>Serve Diverse Travel Markets</td>
<td>Population and employment in 2020 within 1/8 mile of alignment and service to transit dependent populations and educational and entertainment destinations.</td>
</tr>
<tr>
<td>Improve First Mile/Last Mile Connections</td>
<td>Access to existing and planned regional transit hubs and parking facilities.</td>
</tr>
<tr>
<td>Support Economic Development</td>
<td>Population and employment in 2040 within 1/8 mile of alignment Service to emerging subdistricts and planned developments.</td>
</tr>
<tr>
<td>Expand Sustainable Transportation Options</td>
<td>Provide an alternative to vehicle travel between Center City destinations and complement other mobility options. Impacts to intersection operations, traffic, and on-street parking.</td>
</tr>
</tbody>
</table>

### PERFORMANCE/IMPACTS

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital &amp; Operating Costs</td>
<td>Costs based on potential track miles, number of possible stations, number of vehicles, and cost factors like river crossings.</td>
</tr>
<tr>
<td>Constructability</td>
<td>Presence of 90 degree turns, highway crossings, railroad crossing, bridge crossings, and signalized intersections.</td>
</tr>
</tbody>
</table>
Population & Employment - 2040
Transit-Supportive Places

=15 TRANSIT-ORIENTED DEVELOPMENTS
Recently Completed & Under Construction (2011 – Present)

- **Residential Units**: 3,750
- **Lodging**: 260 rooms
- **Residential Units**: 2,600
- **Retail Space**: 160,000 sf

[Map showing recently completed and under construction projects]
Planned Development

RESIDENTIAL UNITS
2,050

RETAIL SPACE
80,000 sf

MAJOR DEVELOPMENT DISTRICTS
• North Hyde Park
• West River
• Tampa Heights
• Encore
• Waterfront District
• Port Tampa Bay

[Map showing Planned Development locations with icons for Recently Completed, Under Construction, and Planned Development]
Cultural, Educational, and Entertainment Destinations

- **Water Works Park**
- **Tampa Riverwalk**
- **Tampa Museum Of Art**
- **Glazers Children Museum**
- **Curtis Hixon Waterfront Park**
- **Ybor City**
- **Amalie Arena**
- **Tampa Convention Center**
- **Tampa Bay History Center**
- **The Florida Aquarium**
- **Stetson Law School**
- **University Of Tampa**
- **HCC YBOR**
- **USF Health (Projected)**
- **Julian B Lane Park**
- **Perry Harvey Park**
- **Tampa Museum Of Art**
- **Straz Center**
- **Glazers Children Museum**
- **Curtis Hixon Waterfront Park**
- **Tampa Convention Center**
- **Tampa Riverwalk**

**Visitors and Events Counts**

- **Water Works Park**
- **Tampa Riverwalk**
- **Tampa Museum Of Art**
- **Glazers Children Museum**
- **Curtis Hixon Waterfront Park**
- **Ybor City**
- **Amalie Arena**
- **Tampa Convention Center**
- **Tampa Bay History Center**
- **The Florida Aquarium**

**Student Counts**

- **Stetson Law School**
- **University Of Tampa**
- **HCC YBOR**
- **USF Health (Projected)**

**Event Counts**

- **Tampa Convention Center**
- **Tampa Riverwalk**
- **Amalie Arena**
Regional Connections

Regional Transit Feasibility Plan
• 5 Corridors Identified
• 4 of 5 Connect Downtown to Regional Destinations
  o Westshore
  o USF
  o Brandon
  o Pasco County
  o Pinellas Co
Volume/Capacity Analysis (2020)
Daily Transit Ridership Activity (HART APC)

Approximately 8,200 HART transit riders per weekday in the study area.
Physical Constraints

- River Crossings
- Rail Crossings
- I-275/Selmon Ramps & Structures
- Tight Turns
- Intersections
- Utilities
Connect Downtown Subdistrict
Improve mobility within and between existing City Center sub-districts with transit-supportive land use and development.

Serve Travel Markets
Provide improved mobility to meet the diverse needs of downtown residents, workers, and visitors, including transit-dependent people.

Improve First Mile/Last Mile Connections
Improve access to regional transit services and improve first mile/last mile connections between City Center destinations, regional transit centers, and high capacity parking locations.

Support Economic Development
Advance the InVision: Tampa Center City Plan through the provision of improved mobility service to emerging sub-districts and destinations.

Expand Sustainable Transportation Options
Provide an attractive alternative to single occupancy vehicle travel between City Center origins and destinations. Complement fixed route/schedule, on-demand, and shared mobility options.
Purpose & Need
How important is each Purpose & Need rating factor in comparing each alignment?

- Connect Downtown Subdistricts: Very Important (4.6)
- Service Travel Markets: Not Important At All (3.7)
- Improve First Mile/Last Mile Connections: Not Important At All (3.4)
- Support Economic Development: Very Important (4.1)
- Expand Sustainable Transportation Options: Not Important At All (4)
How would you prioritize the Purpose & Need rating factors?

- Connect Downtown Subdistricts: 37%
- Support Economic Development: 20%
- Expand Sustainable Transportation Options: 16%
- Service Travel Markets: 15%
- Improve First Mile/Last Mile Connections: 12%

82 respondents
Alignment Options
Alignment Option Assumptions

• Represents an initial phase of investment.
• Includes modernization of existing system.
• Allows for future extension.
• Provides exclusive guideway and double-tracking.
• Offers high service frequency and longer operating hours.
• Assumes modern streetcar operations for comparison purposes -- other vehicle types to be evaluated next.
STREETCAR MODERNIZATION

EXISTING STREETCAR
- Assume Modernization for New Vehicle Operation
- Track & Station Modifications
- Improved Level of Service
A N/S FRANKLIN

FAVORABLE
• Connect Downtown Subdistricts
• Improve First Mile/Last Mile Connections
• Capital & Operating Costs

NOT FAVORABLE
• CSX Crossing
• I-275 Crossing
• ROW Impacts
• Parking Impact on Franklin

EXTENSION BASICS
• Track Miles: 2.67
• Number of Stations: 8
N/S TAMPA-FLORIDA COUPLET

FAVORABLE
• Connect Downtown Subdistricts
• Improve First Mile/Last Mile Connections
• Capital & Operating Costs

NOT FAVORABLE
• CSX Crossing
• I-275 Crossing
• Intersection Impacts

EXTENSION BASICS
• Track Miles: 2.60
• Number of Stations: 8
C E/W WEST RIVER-YBOR

FAVORABLE
- Support Economic Development
- Low Traffic Impact

NOT FAVORABLE
- Track Miles
- Costs
- Service to Downtown Core
- River Crossing

EXTENSION BASICS
- Track Miles: 4.66
- Number of Stations: 13
E/W N. HYDE PARK-CHANNEL DISTRICT

FAVORABLE
• Connect Downtown Subdistricts
• Support Economic Development

NOT FAVORABLE
• Improve First Mile/Last Mile Connections
• Track Miles
• Costs
• River Crossing
• CSX Crossings
• Selmon Crossing

EXTENSION BASICS
• Track Miles: 4.93
• Number of Stations: 13
E/W N. HYDE PARK-CONVENTION CENTER COUPLET

FAVORABLE
• Mobility Impacts

NOT FAVORABLE
• Connect Downtown Subdistricts
• First Mile/Last Mile Connections
• CSX Crossing
• Support Economic Development
• River Crossing

EXTENSION BASICS
• Track Miles: 3.27
• Number of Stations: 9
FAVORABLE
• Connect Downtown Subdistricts
• Low Track Miles
• Costs

NOT FAVORABLE
• First Mile/Last Mile Connections
• CSX Crossing
• Selmon Crossing

EXTENSION BASICS
• Track Miles: 2.46
• Number of Stations: 8
FAVORABLE
• Connect Downtown Subdistricts
• Improve First Mile/Last Mile Connections
• Constructability

NOT FAVORABLE
• Track Miles
• Costs
• CSX Crossing
• I-275 Crossings

EXTENSION BASICS
• Track Miles: 4.12
• Number of Stations: 12
# Rating Factors

## PURPOSE & NEED

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connect Downtown Subdistricts</td>
<td>Connects the Downtown core and recently constructed development.</td>
</tr>
<tr>
<td>Serve Diverse Travel Markets</td>
<td>Population and employment in 2020 within 1/8 mile of alignment and service to transit dependent populations and educational and entertainment destinations.</td>
</tr>
<tr>
<td>Improve First Mile/Last Mile Connections</td>
<td>Access to existing and planned regional transit hubs and parking facilities.</td>
</tr>
<tr>
<td>Support Economic Development</td>
<td>Population and employment in 2040 within 1/8 mile of alignment Service to emerging subdistricts and planned developments.</td>
</tr>
<tr>
<td>Expand Sustainable Transportation Options</td>
<td>Provide an alternative to vehicle travel between Center City destinations and complement other mobility options. Impacts to intersection operations, traffic, and on-street parking.</td>
</tr>
</tbody>
</table>

## PERFORMANCE/IMPACTS

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital &amp; Operating Costs</td>
<td>Costs based on potential track miles, number of possible stations, number of vehicles, and cost factors like river crossings.</td>
</tr>
<tr>
<td>Constructability</td>
<td>Presence of 90 degree turns, highway crossings, railroad crossing, bridge crossings, and signalized intersections.</td>
</tr>
<tr>
<td>Evaluation Factor</td>
<td>A</td>
</tr>
<tr>
<td>-------------------</td>
<td>---</td>
</tr>
<tr>
<td>Purpose &amp; Need</td>
<td></td>
</tr>
<tr>
<td>Connect Downtown Subdistricts</td>
<td>✔️</td>
</tr>
<tr>
<td>Serve Diverse Travel Markets</td>
<td></td>
</tr>
<tr>
<td>Improve First Mile/Last Mile Connections</td>
<td>✔️</td>
</tr>
<tr>
<td>Support Economic Development</td>
<td></td>
</tr>
<tr>
<td>Expand Sustainable Transportation Options</td>
<td></td>
</tr>
<tr>
<td>Performance/Impacts</td>
<td></td>
</tr>
<tr>
<td>Capital &amp; Operating Costs</td>
<td>✔️</td>
</tr>
<tr>
<td>Constructability</td>
<td></td>
</tr>
</tbody>
</table>

Rating Range: Favorable 🟢 Unfavorable 🟥
Alignment Options
How would you rate each Alignment Option?

A - N/S Franklin: 3.7

B - N/S Tampa-Florida Couplet: 3.6

C - E/W West River-Ybor: 2.4

D - E/W North Hyde Park-Channel District: 2.5

E - E/W North Hyde Park-Convention Center Couplet: 1.7

F - Loop Downtown-Channel District: 2.4

G - Loop Downtown-Ybor: 3.6

Not Favorable

Favorable

73 respondents
Which Alignment Option is your top choice?

- A - N/S Franklin: 11
- B - N/S Tampa-Ft. Florida Couplet: 18
- C - E/W West River-Ybor: 6
- D - E/W North Hyde Park-Channel District: 2
- E - E/W North Hyde Park-Convention Center Couplet: 0
- F - Loop Downtown-Channel District: 5
- G - Loop Downtown-Ybor: 30

72 respondents
Which Alignment Option is your second choice?
Which Alignment Option is your third choice?
### Do you have any additional thoughts or comments on the Alignment Options?

<table>
<thead>
<tr>
<th>Consider re-align the existing track &amp; operating test: <a href="https://medium.com/@kmthurman/we-need-to-do-something-about-the-tampa-streetcar-but-its-not-why-you-think-b076c89f0bb7">https://medium.com/@kmthurman/we-need-to-do-something-about-the-tampa-streetcar-but-its-not-why-you-think-b076c89f0bb7</a></th>
<th>G is best but move the line from Franklin to Marion just north of Tyler so it connects directly with MTC.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Option B allows for additional phases more than any other option.</td>
<td>A, B, C and G go north of the interstate and could have possible future connections.</td>
</tr>
<tr>
<td>Airport</td>
<td>Csx tracks are crossable. Connect to transit center. Create loop, use Cass/Nuccio. Next minor extensions are to Heights, to West Bank/UT/HP.</td>
</tr>
<tr>
<td>Connect west shore and international mall</td>
<td>You just mentioned expanding for future development potential? So are we not working on streetcar for the current residents?</td>
</tr>
<tr>
<td>G loop development is</td>
<td>Circulation in downtown, but with anticipation of additional future connections.</td>
</tr>
<tr>
<td>Thanks for not putting alignments in middle of 275. With A/B/F as 1st phase, next use CSX to S Tampa and Alignment D to TPA. It has to connect to other modes.</td>
<td>Depending on the corridor chosen for the first phase. I think the most important decision will be planning for future flexibility.</td>
</tr>
<tr>
<td>Please consider Marion transit parkway too. Let people use it for work commute then other last mile solut</td>
<td>It’s important to look at the what is along the route for destinations as well as commuters to achieve a balance result of ridership.</td>
</tr>
<tr>
<td>Go north to Tampa heights. No loop yet.</td>
<td>Options should be open to extend north to USF/west toward airport and westshore.</td>
</tr>
<tr>
<td>Perhaps people will be less enamored of loops once they see the cost/benefit. Best of luck with next steps!</td>
<td>Make connections where pop density exists. Use E/W connections (C/D) to grab University, North Hyde Park &amp; South Tampa tax dollars, A/B 2nd</td>
</tr>
<tr>
<td>G does not go far enough north which would benefit economic development. Combine A and G and then C.</td>
<td>Study the returns that would be generated by a $6 billion investment in transit...expanding alignment options far beyond the current limit.</td>
</tr>
<tr>
<td>the east west component of alignment G should move north ... look at Columbus, Floribraska, MLK, etc.</td>
<td>I think any solution will have to tie into a few other heavy commute lines. I see these including the airport, shopping/retail, and suburbs.</td>
</tr>
<tr>
<td>Utilize N Morgan St instead of Franklin St for N/S Alignment. It will better connect the government and office buildings downtown.</td>
<td>The streetcar should connect Ybor, downtown, Tampa Heights, and West River.</td>
</tr>
</tbody>
</table>
### Do you have any additional thoughts or comments on the Alignment Options?

<table>
<thead>
<tr>
<th>Thought / Suggestion</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Serving school districts (high schools and colleges) should be taken into consideration. This would have benefits working families</td>
<td>Why are you only looking to extension to downtown. The study should have taken advantage of existing development at Belmont Heights and a.</td>
</tr>
<tr>
<td>I like the routes that get to folks who or would ride buses or rideshare.</td>
<td>Go further north into Seminole Heights or west from Tampa Heights to West Tampa.</td>
</tr>
<tr>
<td>West routes stop short of Howard and Armenia activity centers. Why? The streetcar moves tourists. Embrace that.</td>
<td>Connect to busses at Marion Ctr, to ferry, to the 5 reg prem study corridors, Greyhound, Amtrak, AV Pilot on Marion, DMU on S Tpa rail line.</td>
</tr>
<tr>
<td>1. Include ENCORE! / Perry H. Park &amp; Union Station in G.</td>
<td>It should a combination of different options- use Ashley, cross the river. Stay off Franklin st.</td>
</tr>
<tr>
<td>2. Future extension to West River and SoHo</td>
<td></td>
</tr>
<tr>
<td>3. Consider proximity to bike trails</td>
<td></td>
</tr>
<tr>
<td>Regardless of street route having a useful loop is the key to sustainability.</td>
<td>Option G doesn't go far enough North</td>
</tr>
<tr>
<td>I would like more connectivity to Seminole Heights. Until then connectivity to MTC would be important</td>
<td>G loop development potential is greater than you think - Tampa Heights office village, 7th Ave, palm Ave, salvation army redevelopment,</td>
</tr>
<tr>
<td>Prefer loops</td>
<td>I loved E as a possible phase 2 investment even though it didn't seem to break through in this meeting.</td>
</tr>
<tr>
<td>Examine how the streetcar will tie into a future light rail system. Don't duplicate probable future efforts to extend LR to west shore / USF</td>
<td>The city needs to adjust land use to allow for more development in the urban core.</td>
</tr>
<tr>
<td>Focus on first extension through Franklin, then evaluate a loop at a later date</td>
<td>Connecting residences, jobs, &amp; entertainment is essential (Tampa Heights, downtown, and Ybor) is essential for riding habits to form: loop!</td>
</tr>
<tr>
<td>Will parking be available at any streetcar stops for commuters?</td>
<td>Sorry. Downtown visitors not tourists.</td>
</tr>
<tr>
<td>Anticipate airport connectivity</td>
<td></td>
</tr>
<tr>
<td>What would a streetcar system look like if funding were no object?</td>
<td>Franklin is the better than Tampa / Florida for economic development, T/F is better for local residents and ease of access</td>
</tr>
<tr>
<td>Prefer phasing, east downtown should connect first follow by a west, over the river, connection...n Hyde park. No TBX.</td>
<td>Great job!</td>
</tr>
</tbody>
</table>
Do you have any additional thoughts or comments on the Alignment Options?

<table>
<thead>
<tr>
<th>Suggestion</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Or 22nd street corridor.</td>
<td></td>
</tr>
<tr>
<td>Study corridor options for a loop further north. Columbus, Floribraska,</td>
<td></td>
</tr>
<tr>
<td>MLK...</td>
<td></td>
</tr>
<tr>
<td>Would rather see b or g (as opposed to a) - Franklin is great as it is.</td>
<td></td>
</tr>
<tr>
<td>If you, use Florida or Tampa St.</td>
<td></td>
</tr>
<tr>
<td>Public safety should be a key consideration. Take into account DUI density regions and benefits of public transit.</td>
<td></td>
</tr>
<tr>
<td>Can any of these options be funded without federal dollars?</td>
<td></td>
</tr>
<tr>
<td>8th in Ybor would have to be totally double tracked with option G</td>
<td></td>
</tr>
<tr>
<td>G is best because it provides a 2 way full loop. Without it, it would be</td>
<td></td>
</tr>
<tr>
<td>a 20+ minute trip to go from The Heights to Ybor-faster to walk</td>
<td></td>
</tr>
<tr>
<td>Examine redevelopment potential (vacant land, high land value with low</td>
<td></td>
</tr>
<tr>
<td>structure value), don’t just look at existing plans, not complete</td>
<td></td>
</tr>
<tr>
<td>G opens up usage to all neighborhood north of New e/w line</td>
<td></td>
</tr>
<tr>
<td>Ignore Marion Transit center, it’ll be cheaper to relocate it, after light rail or BRT it will be relocated anyway</td>
<td></td>
</tr>
<tr>
<td>Current streetcar ends in terrible places for extension, how will you avoid that moving forward</td>
<td></td>
</tr>
</tbody>
</table>
Options & Ratings Discussion
NEXT STEPS

PHASE 1
FEASIBILITY
Spring - Summer 2017

PHASE 2
PROJECT DEVELOPMENT
Summer 2017 - Summer 2018

• Further evaluation of alignment options.
  o Costs, Ridership, and Impacts
  o Technology/Vehicle Alternatives
• Preliminary Funding & Implementation Strategy.
• Coordination with Regional Study, CSX, and other key stakeholders.
• Workshop on alignment screening Summer 2017.
DISCUSSION

• Tell us your name and interest in Downtown – live, work, visit, etc.
• Focus on alignment options and comparison.
• Use the Comment Form for additional thoughts.
• More information on-line soon and Phase 2 workshops later in the Summer and Fall.
STAY ENGAGED

• Fill out a Comment Form.
• Check the project website for additional information on the alignment options: www.tampagov.net/streetcar
• Follow the City of Tampa on Facebook and Twitter @CityofTampa.
• Email the project team at streetcar@tampagov.net.
• Contact the City Project Manager Milton Martinez, P.E. at (813) 274-8998.
THANK YOU!