

## Attachment A – Online Comments (March to May 2017)

- » *We live on Harbour Island and work in Brandon. For us, the only use of the streetcar is to visit Ybor City. The streetcar is a 10 minute walk to the Channelside station, but the walk isn't the issue. The issue is the cost of the streetcar. The cost for a 4 mile roundtrip to Ybor for two people is \$10 which is outrageous! We can park in the parking garage and spend \$2-4 depending on the length of the movie. The cost should be a \$1/person. At this price, we'd use the streetcar more often.*
- » *Moving forward, whatever the new system looks like, it needs to extend to the Straz Center. We visit the Straz 5-6 times per year, Curtis Hixon Park (for events) 5-6 times per year, and visit the Tampa Museum of Art 3-4 time per year. For each visit, we have to drive the 2 miles and then find a place to park. On occasion, we'll walk the Riverwalk and take the Downtowner home."*
- » *I feel TECO should have low-floor streetcars, similar to what many modern US streetcars are using, plus switch from a pay as you enter system to a pay before boarding method. In addition the new corridor should be classified as a LRT.*
- » *I would love to see the streetcar do a full loop.*
- » *Tampa needs more forms of transportation for those of us within 2 to 4 miles of downtown. Very inconvenient to drive being so close and this would help drive down other costly transportation options to drive more activity in the urban Core.*
- » *Keep the existing historic system as is. Build a completely separate streetcar or light rail system. It's too costly to try to adapt the current system. Just leave it and build a completely separate system.*
- » *Hi. I think we badly, and I mean badly, need rail or expanded street car in the Tampa Bay area. We are the only major metropolitan area without it. It would help grow our economy and relief traffic. I am willing to pay whatever extra tax to get rail, if not, street car for sure.*
- » *I would love a link to Ballast Point. It would connect my neighborhood of ballast point so easily to downtown*
- » *Tampa Heights and Seminole Heights. Also the trolley should be able to turn lights green as they go to make it a quicker commute.*
- » *South Tampa area would be great.*
- » *Expanding the streetcar system to extend to the Soho/Hyde Park.*
- » *I think the streetcar should go down to Port Tampa like it originally did, as well as into Hyde Park.*
- » *Bayside West. Convert the Uhaul property on Gandy Blvd to a streetcar stop with parking for riders. Use the train tracks to have a route through S Tampa to downtown.*
- » *I think that if the streetcar expanded into Seminole Heights it would be an excellent idea. It is a very up and coming neighborhood with lots of young adults, this expansion of the streetcar into Seminole Heights would be a great way to help business in both Seminole Heights and Ybor.*
- » *Connect the streetcar to Hyde park and SOHO.*
- » *South Tampa, as a means to commute to downtown office buildings.*
- » *I would love to see the streetcar connect to the up and coming Seminole heights area from downtown. The demographics are a perfect fit...along with all the breweries. I think it would be a huge boost to both areas!*
- » *The ideal transit routes for our area would be: USF to downtown and Downtown to the airport. If that is outside the scope of this project as it may well be, then I would suggest continuing north into downtown past Whiting street (on Franklin, Tampa or Ashley) to the Straz Center then to the University of Tampa and Hyde Park. The other end of the line in Ybor should definitely extend down to IKEA, which would be a major attraction. Also, looping the line, perhaps via Palm Ave, would also make a lot of sense.*

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- » *Needs to be modernized and expanded to connect to south Tampa neighborhoods*
- » *We would like have the trolley to be installed on the original lines be used in our original Neighborhoods as real transportation, with a frequency of every 10 to 15 minutes. This will allow for real traffic mitigation. Give us back the trolley for Tampanian not just for tourists.*
- » *I understand there is a problem with crossing CSX tracks and this is preventing the streetcar from going north through downtown.*
- » *Until the City of Tampa can create a viable, dependable way for people to get around the city without the woes of traffic jams and parking meaningful growth will be limited. Focus on getting people to work first and the economy will respond.*
- » *Extend the streetcar west - through West Tampa into Westshore/Airport area.*
- » *I just want to commend you all on a great job thus far! This study will serve as a foundation to opening much needed doors for transit service within TB. I recently attended a public workshop, and commented on the use of somewhat antiquated population and employment data. I wanted to circle back to share both a presentation (which I saw at a TB GIS meeting) and a link that could possibly prove useful for more recent population data, Presentation Link: <http://tampabaygeo.org/swfwmd-popproj-1252017/> Population Projections for Hillsborough County Hillsborough County Link: [http://data-swfwmd.opendata.arcgis.com/datasets/812f887249ac4af39f62d413972e13de\\_8](http://data-swfwmd.opendata.arcgis.com/datasets/812f887249ac4af39f62d413972e13de_8) The great thing about this database in particular is that it considers tourism, whereas the US census does not. Hope this helps! I'm looking forward to being a part of the study as it transcends. Keep up the great work, Danielle Joyce, Greenman-Pedersen, Inc.*
- » *I hear stories from Tampa's old timers about the streetcar running along Bayshore Blvd back in the day. I live along Bayshore and would definitely utilize a streetcar to go north to visit Hyde Park Village, the Riverwalk, Tampa Theater, Art Museum, Amalie Arena, water taxi to Ulele's, etc. and in the other direction, I love going to Ballast Point Park and Pier, the shops along South MacDill and Kojaks. Just like the old days! Thank you for considering this!*
- » *I believe it's a great idea but believe it would yield the best results if it was Looped route. If it extended East-West from the MTC and passed by Perry Harvey Park/Encore to re-connect to the main North-South line parallel with the channel I believe it would not only be effective for those that live and work in this area but for tourists as well.*
- » *I live in Channelside and work in downtown. I would use the streetcar as a daily commute if it went further into Downtown. I am definitely for the expansion and extended hours. - James Hughes, Channelside Resident*
- » *Our Streetcar is too slow and too uncomfortable. Here is my suggestion to solve attract more riders. Time traffic lights to allow the trolley to move along the street without stopping and waiting for traffic lights. Second, improve the seating just a little bit. Finally, stop having ride the trolley fairs. The streetcar is a great asset which is being used as an amusement park ride instead of a serious mode of transportation. People riding for \$.25 are taking a trolley ride, not necessarily trying to reach a destination which is what public transportation is supposed to be. - John Montesano*
- » *I think it would be a great idea for the streetcar if some of the old lines could be re-established. For example, to get it to go down Swann to Old Hyde Park. The old line went down Kennedy to University of Tampa then turned south, ultimately ending up on Swann through Old Hyde Park and then down Rome to Bayshore. Nothing would be cooler than taking the tracks all the way to Ballast Point down Bayshore, which I think would be feasible as the old track bed is there, but there isn't enough at Ballast Point to support the required ridership. Old Hyde Park would be great, though, as you*

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would be connecting a shopping area where there is two parking garages. People would ride it to games and stuff at the forum, not to mention it would be connecting Ybor City, Channelside, the Amalie Arena, Old Hyde Park, and also walking distance to Howard Ave. It seems like it would be the most logical expansion. I live on Harbour Island and would definitely take the streetcar to Hyde Park. - Paul Maney

- » People always criticize the street car because the fare covers so little of its costs. I understand, however, that bus fare covers even less of the cost of buses. And, of course, the fare for driving cars on the roads is \$0.00, so drivers of private vehicles are being subsidized 100% by tax payers. Put in those terms, what's the beef about the street car?
- » NOT EFFICIENT. NOT GOING WHERE PEOPLE NEED TO GO. NOT GOING WHEN PEOPLE NEED TO GO. What makes a great city? Not the above three. Go to AMSTERDAM and see how it's done. Why are we spending \$\$ on rail suitable for heavy freight trains? You are running empty lightweight trolleys. All that heavy weight rail is NOT necessary now or in the future.
- » Although I was unable to attend the three sessions that were held in Ybor, I'm grateful they occurred, and an opportunity was created for voices to be heard. Ironically, the reason I could not make it in time from work was traffic. Having said that, I spent the last 7 years working in Manhattan (one of those years in Brooklyn) and grew very accustomed to/fond of their transit offering. I would defer to and even prefer a transit option throughout downtown and connecting downtown to other areas (tampa heights, ybor, westshore). Especially if those options ran through the night, eliminating the need to drive after perhaps having had a drink or two at dinner. Despite the fact that Tampa is a place of urban sprawl (unfortunately), Houston is very similar and to a much greater degree, but they have a very successful streetcar system that is leveraged for the museum district, as far as their MLS Dynamo

stadium (it would be a HUGE plus if there was some access to Raymond James Stadium and wherever the Rays stadium ends up with this streetcar). Last but not least, I would like us to explore options with the least environmental impact (electric/solar or extremely low emissions) so as to maximize the benefits for reduced car traffic. Thank you for your efforts and thank you for your time.

If there is any way to stay in touch or be informed of future plans please do not hesitate to contact me. [andreas.lagos@outlook.com](mailto:andreas.lagos@outlook.com)

- » The downtown core is growing. This growth is driving a need for better transportation, as evidenced by the 75 minute wait time for The Downtowner service. Proceeding straight up Franklin and over to the new development around Waterworks should be the focus of growth. That neighborhood os about to explode with growth, and could use the city's support in that.
- » The streetcar would be an intrepid paradigm shift in the transit culture and mobility networks of Tampa and Hillsborough county. <https://instagram.com/p/BTue36PAdLb/>. I am in support of socially and economically mobile civic culture.
- » Streetcars have the liberty to reconnect nodes and neighborhoods to the cultural fabric that makes Tampa unique. <https://instagram.com/p/BTugCc7AIHX/>. I envision platforms and stations that generate new public spaces and gathering places for the exchange of hearts, heritage, and hopes.
- » Although I love riding the street cars I think the city should focus on a wider ranging public transit system like a light rail. Yes the downtown should be the city center but in order to make that happen you must accept that we are a polycentric city for now and other than a few roads leading into downtown there is very few options for those without a car. The hart bus system desperately needs improvement in range and route options and the buses them selfs emit a shameful amount of visible pollutants. I love being downtown but without a car I rarely can afford the time and effort it takes to get down there from the usf area. Please before dumping

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*millions into something that will only serve a few, consider a system that will allow the greater Tampa area to enjoy our wonderful and improving downtown.*

- » *I cannot believe we are wasting so much money on a study to expand the street car even further when it is not that important in the scheme of downtown travel. There are other modes that are most cost effective - including the Downtown Trolley and the new electric cars. Not to mention walking.*
- » *Thanks for all of the effort on this website. Debby delights in conducting Internet research and it's really simple to grasp why. Almost all notice all regarding the lively method you produce advantageous thoughts through this website and as well as inspire contribution from website visitors on that area of interest so our simple princess is always learning a lot. Take pleasure in the rest of the year. You have been conducting a glorious job.*
- » *On behalf of the West Tampa Chamber of Commerce, Established 1904, PO BOX 4946, Tampa FL 33677  
Re: East/West River-Ybor – 4.66 miles and 13 stations extending west from Ybor City along the north part of downtown, crossing the Cass Street bridge and running north to Blake High School.  
Ladies and Gentlemen:  
The West Tampa Chamber of Commerce represents 200 businesses in the West Tampa area.  
We strongly endorse and support any and all street car development in our community. The West Tampa area is a perfect hub for residents and businesses to reach from downtown to the airport (and beyond). Your plan facilitates getting to work, and enjoyment of recreational activities by residents and visitors.  
West Tampa enjoys 6 major assets; each of which can be benefited by an expanded street car system. They are: the Medical District; parks & greenspace; Historic Main Street (former street car line); Gateway to all sports venues in Hillsborough including RaJa Stadium, NYY/Steinbrenner, University of Tampa, West Tampa Little League*

*and others; worldwide food, coffee and eateries; cigars; and the Riverfront- West Side.*

*Your reply is welcome and appreciated.*

*We are entrenched and passionate about economic development in West Tampa. Our boundaries are Hillsborough River x Hillsborough Avenue x North Dale Mabry x Kennedy Boulevard. Lets get on board together.*

*Sincerely, Dawn Hudson, President 2017, 2016, West Tampa Chamber of Commerce, [www.westtampachamber.com](http://www.westtampachamber.com)*

- » *There's pretty much nothing that connects Hyde Park (or anywhere in South Tampa) to downtown, so a streetcar expansion that way would be nice.*
- » *I have lived & worked in Channelside/Downtown for four years. I would think the best first route to invest in would be the Hyde park to Channelside. Why? With Hyde Park already built out with entertainment and dining options it'll connect the soon to be built Vinikville. Have dinner in Hyde park and then hop on the trolley to see a concert in downtown and the hop on the trolley again to go drink afterwards on Franklin or Hyde park. Eliminate the need for cars, drunk driving and Link to built up neighborhoods and continue to build out from that hub.*
- » *Expanding the streetcar service through downtown, over the river, to UT along or near the Kennedy Blvd right of way, and ending at or near Hyde Park Village would be an ideal and sustainable expansion: it would connect students to UT campus and Hyde Park residents to dkwnntown/channelside/Ybor. This would have immediate practical use, and as a citizen living near Hyde Park, personally could see myself using the service regularly.*
- » *I like the north south Franklin route for streetcar expansion.*

## Attachment B – First Brainstorm Session – Focus on Purpose and Need

**INVISION: TAMPA STREETCAR**  
**First Brainstorm Session: Purpose & Need**  
Tampa Bay History Center  
Tuesday March 7, 2017

The first of three public meetings for the Invision: Tampa Streetcar project took place on Tuesday, March 7, 2017 at the Tampa Bay History Center. Approximately 100 participants attended. Jean Duncan, P.E., Director, City of Tampa Transportation and Stormwater Services Department gave introductory remarks.

Community participants: 1.) heard an overview of the streetcar study and timeline by Steve Schukraft, HDR. 2.) heard Streetcar 101 by Dave Vozzolo, HDR. 3.) heard an overview on conditions and context by Steve Schukraft, HDR and Clarence Eng, Kimley-Horn. 4.) were introduced to three Concepts for the Future: Downtown Circulator, Venue Connector, and Subregional Link. 5.) Asked to give live feedback to a number of questions through the phone app Mentimeter.

This first meeting marked the beginning of the Study's public outreach.

Comments and questions the community raised are summarized below:

1. The three ideas (Circulator, Venue Connector, Sub-Regional Link) tend to be too singular. Modern streetcar technologies can do all of the above.
2. Taryn Sabia (Tampa Heights) Activity/Density question – how to calculate future activity
  - a. **Response: numbers are from Regional Model. Tampa Bay Regional Transportation Model is based on transportation land use plans and not based on hypothetical expectations.**
3. Comment on history. In 1940's when streetcar system was dismantled the City created ordinances to encourage parking. Legislative action to do away with parking requirements is needed. If parking is to be provided then developers should have to pay impact fees.
4. If you build it they will come. If we could figure out a way to measure the tax base then could find means to finance the system expansion.
  - a. **Response: various funding options will be explored including Tax Increment Financing (TIF) or Special Districts**
5. Max Suarez – we can plan for transit but if no proper development is encouraged then project will not succeed. Aurora Development is a horrible example. It was zoned as residential single use. There are many multi-family development without commercial. Most successful mixed-use examples are in S. Howard Ave.
  - a. **Response: this evaluation (how do we get mixed-use) will be evaluated towards the end of Phase 2. How buildings address public spaces and frontage is an important factor.**
6. No one knows what the future will hold. The market will determine the success or failure of the project. Advise that multiple scenarios be carried forward. Streetcar needs to be agile. A/V will change the urban landscape.
7. Kevin – consider testing that is being conducted in Germany with A/V trams. This did not appear to be in the scope for the Streetcar study. Only identified using Federal funding.
  - a. **Response: we will also look at financing strategies that do not assume Federal funding which could allow for a quicker implementation.**
8. Vance Arnett – Channel District Community Alliance members will use the streetcar if it is “frequent and cool.” They won't get on dirty buses or taxis and don't want to wait an hour for service. The Downtowner and In-Towner is booked with UT students. The recent changes made by HART for early service was not

rolled out properly so people were not aware of this. They want a system that is unique and provides frequent service. Please include stops in Channel District. Channel District contributes a lot of funds via the CRA but during special events such as Gasparilla, all of the streetcar stops between Ybor City and the Barn are closed.

9. Ron Weaver (Stearns Weaver Miller) – Imagine Oct 2018 on the verge of ½% sales tax approval and ask what role did this planning process provide to help in the success of the project/referendum.
10. Chris (Historic Ybor/Sunshine Citizens) – encourage that streetcar service extend beyond downtown area. Currently there are multiple conflicts with all of the circulators. Seems a little redundant, so would like to see benefit more with robust bike lanes throughout downtown. Bike lanes can help people move. Value added with robust bike lane system. Can we have more meetings.
  - a. **Response: City staff will be available to update and solicit input from community groups. More public engagement meetings are planned during Phase 2.**
11. There was talk of Streetcar getting an app. Credit machines sometimes malfunction and sometimes don't carry cash.
  - a. **Response: HART is working on the app. On March 14, 2017, next week, the Flamingo app will start (<http://www.gohart.org/Pages/flamingo.aspx>).**
12. Seminole Heights rep – will presentation be available with responses so that they can share with their neighborhood associations?
  - a. **Response: presentation and survey results will be placed on website: [www.tampagov.net/streetcar](http://www.tampagov.net/streetcar)**
13. John Rodriguez – lives in West Tampa. He takes HART or drives to work. The Streetcar would be more viable if it went to West Tampa and then were to be extended to Raymond James Stadium and eventually link to Tampa International Airport. It needs to combine residential, jobs and tourist. Three legs of the stool is a viable path for sustainability.
14. No connectivity between transit within City. Frustrating to see people coming from buses or cruise ships lugging suitcases in the rain and heat. These facilities are packed but do not have connectivity to one another. Connect transit points.
15. Bayshore Beautiful resident – our transportation grid is not best serving residents of Tampa. It's for commuters who are coming from elsewhere. Every great city has central drop-off point. Where will this be for Tampa?
  - a. **Response: the Marion Transit Center was intended to serve as a hub and has been targeted for connection to the regional services coming from different places and purposes.**
16. Please include HCC students in the outreach.
  - a. **Response: our third meeting on May 2, 2017 will be held on the HCC campus.**
17. Lives outside of downtown and doesn't work. Drives. Takes trolley to go to Ybor but doesn't take the bus. Streetcar is great for people who live and work downtown but the rest of the City gets nothing.
18. Jack Wyatt – grew up in New Orleans and as a kid rode the streetcar there. Are we looking at the CSX corridor for connecting in south Tampa?
  - a. **Response: will be engaged with the Regional Premium Transit Study.**
19. Ron Frank(?) (Channel District) – came back from Portland Oregon and rode the streetcar there. You get pass at station for day, week or longer. Passengers are on honor system with attendant who occasionally checks the tickets. Get rid of time charts that are difficult to read and replace with LED screens at the stations that tell you when the next streetcar will be arriving. Having fair boxes at the trolley takes time. Provide annual pass. Just joined Pirate Water Taxi.
20. Will we look at ensuring that bikes can be placed on the streetcar?
  - a. **Response: modern vehicles provide space for bicycles.**

# INVISION:

## TAMPA STREETCAR

### TRANSFORMING TAMPA'S TRANSIT

The City of Tampa is conducting a public transportation feasibility study for the extension and modernization of the current streetcar system. The goal of this planning process, which is called **InVision: Tampa Streetcar**, is to take the first step towards creating another viable transportation choice for downtown.

## **Brainstorm Session #1**

*"Purpose and Need"*

**Tuesday, March 7, 2017**  
**5:30pm**

**Tampa Bay History Center**  
**801 Old Water St, Tampa, FL 33602**  
*Free parking is located in the Blue Lot*

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*Can't make it? We still want to hear from you.*  
Visit **[tampagov.net/Streetcar](http://tampagov.net/Streetcar)** to share your thoughts.

*Please share this invitation with anyone you believe would be interested in attending this meeting.*

*We look forward to seeing you there.*

# City of Tampa Facebook Event

INSIGHTS SINCE 02/20/2017

**4.3K** Reached  
+0 this week

**159** Viewed  
+0 this week

**53** Responded  
+0 this week

Edit

## INVISION: TAMPA STREETCAR TRANSFORMING TAMPA'S TRANSIT

### Brainstorm Session #1 "Purpose and Need"

#### EVENT TIPS

Next Tip

#### Create New Event



Have another event by City of Tampa Government coming up? Create an event to let people know about it.

Create

English (US) - Español - Português (Brasil) - Français (France) - Deutsch

+

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**MAR 7** InVision: Tampa Streetcar Brainstorm #1  
Public · Hosted by City of Tampa Government

★ Interested

✓ Going

Hootlet

...

Tuesday, March 7 at 5:30 PM - 7:30 PM  
about 3 months ago

Tampa Bay History Center  
801 Old Water St, Tampa, Florida 33602

Show Map

About

Discussion

Write Post | Add Photo/Video | Create Poll

Write something...

**16 Went** · **71 Interested**

Share this event with your followers

## NEWS RELEASE

For Immediate Release

For additional information, please contact:

Ashley Bauman, Public Affairs Director

[\(813\) 274-8262](tel:8132748262)

[Ashley.Bauman@tampagov.net](mailto:Ashley.Bauman@tampagov.net)

**City of Tampa to hold the first “InVision: Tampa Streetcar” brainstorm session on March 7**  
*Residents are encouraged to attend and share their thoughts on improving this important downtown transportation choice*

**Tampa, Fla.** (March 7, 2017) – The City of Tampa is set to hold the first of three public meetings to discuss “Invision: Tampa Streetcar,” a public transportation feasibility study for the extension and modernization of the current streetcar system.

The March 7 meeting will be a community brainstorm session where residents will hear about the planning process and then provide input back to the planning team about the purpose of the project and about the needs of the downtown Tampa community for transportation options.

“Our urban core demands more transportation options. The streetcar system is an underutilized asset and we are taking a hard look at its future. A potential extension of the system through downtown could open up connections to new neighborhoods, jobs, and entertainment.,” **said Mayor Bob Buckhorn.** “The goal of this planning process is to take the first step towards creating another viable transportation choice for Tampa.”

During this project, the planning team will look at a wide range of corridors and technologies, including the possible use of autonomous transit vehicles, and will recommend feasible alternatives and funding strategies. The first phase of Invision: Tampa Streetcar is expected to be complete in early Summer 2017. If the results of the feasibility analysis are positive, a second phase will be initiated to select a preferred alternative and refine plans and strategies.

**The public outreach meeting schedule for Phase 1 of Invision: Tampa Streetcar is as follows:**

**Tuesday, March 7 – Community Brainstorm #1 (Focus on Purpose and Need)**

**Tuesday, April 4 – Community Brainstorm #2 (Focus on Technology and Alignment Alternatives)**

**Tuesday, May 2 – Results Roundtable from 5:30 – 7:30 p.m. at the Tampa Bay History Center, 801 Old Water St., Tampa, FL, 33602 and the results roundtable will be located at the HCC Ybor campus at 2001 N. 14<sup>th</sup> St. (Republica de Cuba) in the Ybor.**

###

# COMMENT FORM

Please share your thoughts and ideas for the future of the Streetcar System.

Comments: \_\_\_\_\_

STOP DOING STUDIES + QUESTIONS  
WHETHER WE WANT THIS OR NOT  
I THINK THE ANSWER IS OBVIOUS - YES!

THE CITIZENS ARE READY TO HELP  
YOU PLAN - WHERE! WHEN!

~~ONE REASON~~

• THE REASON FOR THIS IS FOR WORKERS - !!

PEOPLE WHO ARE LOW INCOME WHO CANNOT  
AFFORD A CAR TO GET TO WORK / HOSPITAL / ETC.

20-

• A 7 DAY A WEEK 24 HOUR FREQUENCY

Date: 03/07/2017

Name: \_\_\_\_\_

Street Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

Please leave in the comment box  
or return by mail to:

ATTN:  
Milton Martinez, P.E.  
City of Tampa Transportation and  
Stormwater Services Department  
306 E. Jackson Street, 4E  
Tampa, FL 33602

# COMMENT FORM

INVISION:   
TAMPA STREETCAR  
TRANSFORMING TAMPA'S TRANSIT

Please share your thoughts and ideas for the future of the Streetcar System.

Comments: CIRCULATOR/VEHICLE CONNECTOR/SUB-REGIONAL CATEGORIES AND  
CONVERSATION IS TOO SINGULAR. A MODERN STREETCAR SYSTEM CAN DO ALL  
OF THE ABOVE IF WE THINK IN TERMS OF A MULTITUDE OF SYSTEMS/LINES.  
ONE LINE EXTENSION IS A START. FOCUS ON REGIONAL EXTENSION AS A  
WHOLISTIC TRANSIT SYSTEM.

CONSIDER SMART GROWTH AND PARKING PLANS IN CONJUNCTION WITH TRANSIT  
PLANS. FIXED GUIDELINE IS MUCH GREATER FOR GROWTH THAN A/V.  
THE ECONOMIC DEVELOPMENT/GROWTH ASSOCIATED WITH FIXED GUIDEWAY  
GREATLY OUTWEIGHS "FLEXIBILITY" OF AUTONOMOUS VEHICLES.

"MODERNIZATION" GOES BEYOND VEHICLES. STATION DESIGN, LAND-USE, MULTI-MODAL,  
PARKING PLANS, POINT-OF-SALE, ~~THAT~~ SMART GROWTH PRINCIPLES, STORMWATER  
MANAGEMENT, BRANDING + ADVERTISING, ETC.

Date: MARCH 7<sup>TH</sup>, 2017

Name: JOSHUA FRANK, MARCH, MUCD.

Street Address: 2016 E. PALM AVE. #15309

City, State, Zip: TAMPA, FL 33605

Phone: 1-(727)-709-7202

Email: frank.joshua1@gmail.com

Please leave in the comment box  
or return by mail to:

ATTN:  
Milton Martinez, P.E.  
City of Tampa Transportation and  
Stormwater Services Department  
306 E. Jackson Street, 4E  
Tampa, FL 33602

# COMMENT FORM

Please share your thoughts and ideas for the future of the Streetcar System.

Comments: My boyfriend and I moved to Ybor specifically to gain access to walkable urban neighborhoods & the streetcar. I would ultimately want a modern streetcar with light rail for regional connectors but even in the existing system the hours & infrequency make it difficult to use. My boyfriend rides the streetcar daily to work and will not be able to do that by the end of this month. We need a system overhaul but even the existing system could work better if hours were extended & it was advertised better.

Date: 3/7/2017

Name: Lee Meach

Street Address: 2010 E Palm Ave, Unit 15309

City, State, Zip: Tampa, FL 33605

Phone: (880) 384-5113

Email: Lcichon12@gmail.com

Please leave in the comment box  
or return by mail to:

ATTN:  
Milton Martinez, P.E.  
City of Tampa Transportation and  
Stormwater Services Department  
306 E. Jackson Street, 4E  
Tampa, FL 33602

# COMMENT FORM

Please share your thoughts and ideas for the future of the Streetcar System.

Comments: Tampa is lacking in transit options so seriously that all 3 ideas are critical to the growth of the city. When focusing on the streetcar downtown, it would be great if it could reach to the edges of downtown & connect to more regional/neighborhood transit options. Transit & the planning department need to look forward together to make the city a better transit city. Why not focus on a backbone of transit along the old streetcar lines?

The current options seem to fight each other & do not get the same promotion/focus from HART/the City.

Date: 7 Mar 17

Name: Lynn Hurtak OSHNA land use chair

Street Address: 5914 N Tampa St

City, State, Zip: Tampa, FL 33604

Phone: (352) 222-6069

Email: lynn.hurtak@gmail.com

Please leave in the comment box  
or return by mail to:

ATTN:  
Milton Martinez, P.E.  
City of Tampa Transportation and  
Stormwater Services Department  
306 E. Jackson Street, 4E  
Tampa, FL 33602

# COMMENT FORM

Please share your thoughts and ideas for the future of the Streetcar System.

**Comments:** Primary need: loop existing track by extending up Franklin to Palm, then across Palm, either connect at 15<sup>th</sup> St. or 22<sup>nd</sup> St. Secondary need: add extension lines from Palm up to Heights, from Convention Center to Hyde Park, from Palm thru Main St out to W. Tampa. Another option would be an East Loop (existing track plus extension to Palm & loop) along with West Loop (up Franklin, west on Palm, south on Boulevard and east on Brorein). Must have multiple cars & loops not lines, to cut wait time. Should have multi-use lanes for streetcar & bikes or streetcar within some turning lanes.

**Date:** 3/7/17

**Name:** Hope Donnelly

**Street Address:** 1617 n. Franklin St.

**City, State, Zip:** Tampa FL 33602

**Phone:** 813-447-9859

**Email:** 8counttampa@gmail.com

Please leave in the comment box  
or return by mail to:

ATTN:  
Milton Martinez, P.E.  
City of Tampa Transportation and  
Stormwater Services Department  
306 E. Jackson Street, 4E  
Tampa, FL 33602

# COMMENT FORM

Please share your thoughts and ideas for the future of the Streetcar System.

**Comments:** We need to focus our system first building transit in downtown to increase density,  
and then extending to outlying neighborhoods, which increases densities outside the  
downtown core. This increases funding for the city to maintain the system.  
Only then do we create regional connections, so those coming from suburbs have  
adequate connections to get around downtown core.

High frequency service is required to make this worth using. This  
comes from someone living in north downtown, without even considering an  
extension. An extension would help even more.

Do not set the streetcar up so that future lines run down  
the middle of the interstate / as part of TBX. You minimize the value  
of fixed transit by limiting the potential for transit oriented development because  
people cannot walk to as many locations when exiting from interstate.

Make sure all stops have sufficient cover, to protect from Florida heat and rain.

**Date:** March 7, 2017

**Name:** Garrett Tozier

**Street Address:** 1108 N. Franklin St. Unit 603

**City, State, Zip:** Tampa, FL 33602

**Phone:** 813-310-0227

**Email:** garrett.a.tozier@gmail.com

Please leave in the comment box  
or return by mail to:

ATTN:  
Milton Martinez, P.E.  
City of Tampa Transportation and  
Stormwater Services Department  
306 E. Jackson Street, 4E  
Tampa, FL 33602

\* WOULD LIKE ACCESS TO THE SLIDERS - "PROJECTIONS"

# COMMENT FORM

INVISION:   
TAMPA STREETCAR  
TRANSFORMING TAMPA'S TRANSIT

Please share your thoughts and ideas for the future of the Streetcar System.

Comments:

Your support will largely depend on the range (distances) of areas it will touch.  
So branch out.

South Beach has an inexpensive 'loop' system. Continuous/frequent.

Makes no sense not to have a similar option "cheap" around downtown + convention + channel district + strip area.

DRIVERLESS BUSES BEGAN TODAY IN CALIFORNIA (ONE CITY). BY THE TIME THIS PROJECT COMES TO FRUITION - IS THIS SOMETHING TO LOOK AT?

Date: 3/7/17

Name: KEN BUKOWSKI

Street Address: 275 BAYSHORE

City, State, Zip: 33604

Phone:

Email: DIRECTOR-KB@OUTLOOK.COM

Please leave in the comment box or return by mail to:

ATTN:  
Milton Martinez, P.E.  
City of Tampa Transportation and Stormwater Services Department  
306 E. Jackson Street, 4E  
Tampa, FL 33602

# COMMENT FORM

INVISION:   
TAMPA STREETCAR  
TRANSFORMING TAMPA'S TRANSIT

Please share your thoughts and ideas for the future of the Streetcar System.

Comments:

In downtown there are numerous modes of public transportation that compete for passengers. Outside this area there is almost no public transportation. I don't use much D-T public transportation. I HAVE TO drive to D-T so I can't use the trolley or buses or any other. I walk. If I could get to D-T w/o my car, I would use these other services. Plus it would provide more riders to available paying local area.

Date:

3/7/17

Name:

SUSAN LONG

Street Address:

921 E BROAD ST

City, State, Zip:

TAMPA FL 33604

Phone:

813-857-4830

Email:

SUSAN@swlong.com

Please leave in the comment box  
or return by mail to:

ATTN:

Milton Martinez, P.E.  
City of Tampa Transportation and  
Stormwater Services Department  
306 E. Jackson Street, 4E  
Tampa, FL 33602

Go to [www.menti.com](http://www.menti.com) and use the code 23 49 81

## Subregional Link

Strongly Disagree

- Important for future success of downtown
- Critical to meet future mobility demands
- Willing to pay more in property/sales tax for service

Strongly Agree



Name	Email	Home Zip Code	Attended_Mtg1	Attended_Mtg2	Attended_Mtg3
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Joseph Citro	JCitro@hotmail	33611	yes	yes	yes
Shannon Rodriguez	shannon.rodriguez@phelps.com	33611	yes	yes	yes
Ryan Morais	<a href="mailto:Morais.Ryan@gmail.com">Morais.Ryan@gmail.com</a>	33604	yes		
Keith Gremmenger	<a href="mailto:Keith.Gremmeger@Kimley-Horn.com">Keith.Gremmeger@Kimley-Horn.com</a>	33606	yes	yes	
Jim Fetzer	<a href="mailto:jfetzer@gohart.org">jfetzer@gohart.org</a>	33852	yes	yes	yes
Tessa Fritz	<a href="mailto:Vertical.Nexus@gmail.com">Vertical.Nexus@gmail.com</a>	33602	yes		
Paul Steinman	<a href="mailto:Paul.Steinman@DOT.State.FL.US">Paul.Steinman@DOT.State.FL.US</a>	33647	yes		
Blake O'Neil	email not legible	33602	yes		yes
Walter Duncan, Jr.	<a href="mailto:DuncanW@gohart.org">DuncanW@gohart.org</a>	33603	yes		
John Rodriguez	sandspur_63@yahoo.com	33607	yes		
John Cowdery	<a href="mailto:JohnDCowdery@gmail.com">JohnDCowdery@gmail.com</a>	33605	yes		
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Kelly Fearon	<a href="mailto:Kelly.Ferron@kimley-horn.com">Kelly.Ferron@kimley-horn.com</a>	33606	yes		
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Jackie Hoffman		33602	yes	yes	
Val Kline		33778	yes	yes	
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Roberta Curry				yes
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M Burdick		33606		
Camilo Soto		33602		
May Lou G		33609		
Dayna Dye	<a href="mailto:daynadye10comcast.net">daynadye10comcast.net</a>	33605		yes
Dave Pacetti	<a href="mailto:dpacetti@tecoenergy.com">dpacetti@tecoenergy.com</a>	33619		yes
Lynn Kroesen	<a href="mailto:kroesen1@hcfllgov.net">kroesen1@hcfllgov.net</a>	33605		yes
Abdel Arauz	<a href="mailto:aarauz@accusoft.com">aarauz@accusoft.com</a>	33605		yes
Emily Arauz	<a href="mailto:arauze93@gmail.com">arauze93@gmail.com</a>	33605		yes
Keith Tarr	<a href="mailto:keithtarr@aol.com">keithtarr@aol.com</a>	33602		yes
Nick Buchanan		33602		yes
Logan Taylor		33602		yes
Jake Hartigan	<a href="mailto:hartiganjp@hotmail.com">hartiganjp@hotmail.com</a>	33602		yes
Mr.&Mrs Chris Sinatko	<a href="mailto:christophersinatko@gmail.com">christophersinatko@gmail.com</a>	33624		yes
Michael A. Nunez	<a href="mailto:rimgmichael@hotmail.com">rimgmichael@hotmail.com</a>	33611		yes
Joshua Frank	<a href="mailto:Frank.joshua1@gmail.com">Frank.joshua1@gmail.com</a>	33605		yes
Tiara Rubio	<a href="mailto:Trubio@suffolk.com">Trubio@suffolk.com</a>			yes
Lorin Shepard	<a href="mailto:lorinshepard@strazcenter.org">lorinshepard@strazcenter.org</a>	33572		yes
Danielle Joyce	<a href="mailto:djoyce@gpinet.com">djoyce@gpinet.com</a>	33572		yes
Beth Alden				
David Bredahl	<a href="mailto:dbredahl@gmail.com">dbredahl@gmail.com</a>	33556		yes
Andy Joe Scaglione	<a href="mailto:ajsTally@aol.com">ajsTally@aol.com</a>			yes
Francisco Pierre-Louis	<a href="mailto:Fpierre@null.net">Fpierre@null.net</a>	33612		yes
Shannon Philipppus	<a href="mailto:sphilippus@gonet.com">sphilippus@gonet.com</a>	33527		yes
Rich Simmons	<a href="mailto:rssimmons@rsa.arch.com">rssimmons@rsa.arch.com</a>	33594		yes
Lea Del Tosto	<a href="mailto:lea.deltosto@stantec.com">lea.deltosto@stantec.com</a>	33606		yes
Ron Weaver	<a href="mailto:rweaver@swmwas.com">rweaver@swmwas.com</a>	33602		yes
Charlie Piatt	<a href="mailto:skypiatt@gmail.com">skypiatt@gmail.com</a>	33612		yes
Craig Fox	<a href="mailto:Craig.Fox@cot.state.fl.us">Craig.Fox@cot.state.fl.us</a>	33617		yes
Topher Morrison		33602		yes
Samantha Pollara	<a href="mailto:spollara@gmail.com">spollara@gmail.com</a>	33611		yes
Cathy Bartolotti	<a href="mailto:cbartolotti@tampa.rr.com">cbartolotti@tampa.rr.com</a>	33607		yes
Emily Phelan	<a href="mailto:phelane@mail.usf.edu">phelane@mail.usf.edu</a>	33613		yes
Jonathan Godwin	<a href="mailto:johnkgodwin@gmail.com">johnkgodwin@gmail.com</a>	33611		yes
Adam Purcell	<a href="mailto:adam.purcell@">adam.purcell@</a>	33613		yes
Tim Schock	<a href="mailto:Tim@TimSchock.com">Tim@TimSchock.com</a>	33609		yes
Ian Whitney	<a href="mailto:ian@ianWhitney.com">ian@ianWhitney.com</a>	33606		yes
Channing Bickford	<a href="mailto:channing.bickford@aecom.com">channing.bickford@aecom.com</a>	33605		yes
Sandra Sroka	<a href="mailto:srokas@tampabay.rr.com">srokas@tampabay.rr.com</a>	33602		yes
Janet Zink	<a href="mailto:jzink@tampaairport.com">jzink@tampaairport.com</a>	33629		yes

Andrea Papandreu	<a href="mailto:andrapapandreu@gmail.com">andrapapandreu@gmail.com</a>	33774	yes
Grant Behlich		33605	yes
Scott Gilner	<a href="mailto:scott.gilner@kimley-horn.com">scott.gilner@kimley-horn.com</a>	33629	yes
Tristan Pike	<a href="mailto:tristan.c.pike@gmail.com">tristan.c.pike@gmail.com</a>	33617	yes
Chris Wojtowicz	<a href="mailto:wa71@aol.com">wa71@aol.com</a>	33605	yes
Bryan Moll	<a href="mailto:bmoll@spprealestate.com">bmoll@spprealestate.com</a>	33606	yes
Tony Monk	<a href="mailto:tonymonkdesign@gmail.com">tonymonkdesign@gmail.com</a>	33602	yes
Brian Ray	<a href="mailto:Brian@RayDesignDevelopment.com">Brian@RayDesignDevelopment.com</a>	32806	yes
Calvin Thornton	<a href="mailto:CalvinThornton@tampagov.net">CalvinThornton@tampagov.net</a>	33619	yes
Margaret Kublins	<a href="mailto:mkublins@vhb.com">mkublins@vhb.com</a>	33602	yes
Milton Martinez	<a href="mailto:milton.martinez@tampagov.net">milton.martinez@tampagov.net</a>		yes



# First Brainstorm Session

## Purpose & Need

Tampa Bay History Center

Tuesday March 7, 2016





# Welcome & Opening Remarks

Jean Duncan, P.E., Director

City of Tampa Transportation and Stormwater

Services Department



INVISION:   
**TAMPA STREETCAR**  
TRANSFORMING TAMPA'S TRANSIT

# Getting Started

Steve Schukraft, HDR



## Get Ready...

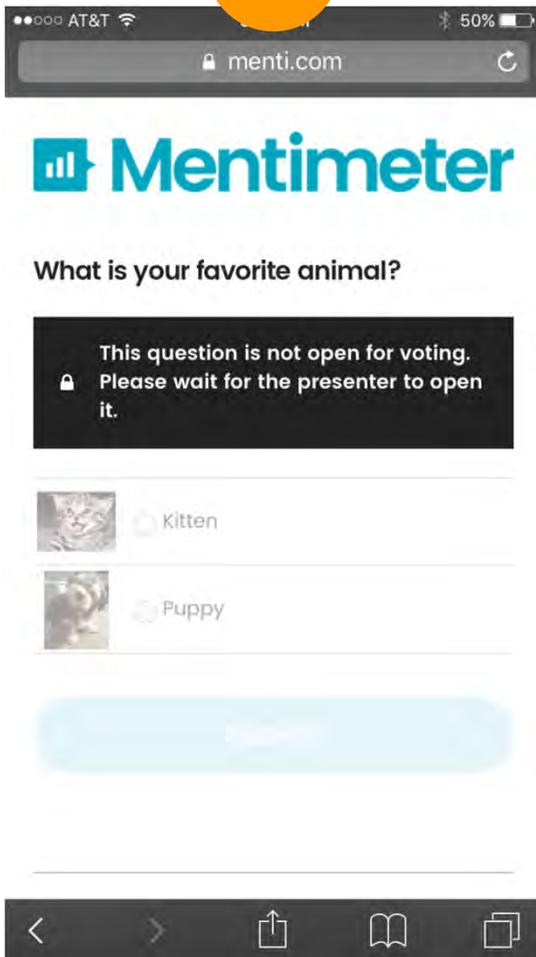
- Instructions on your table.
- Grab your smartphone or tablet.
- Open your browser.
- Access [www.menti.com](http://www.menti.com).
- Enter meeting code

# 23 48 61

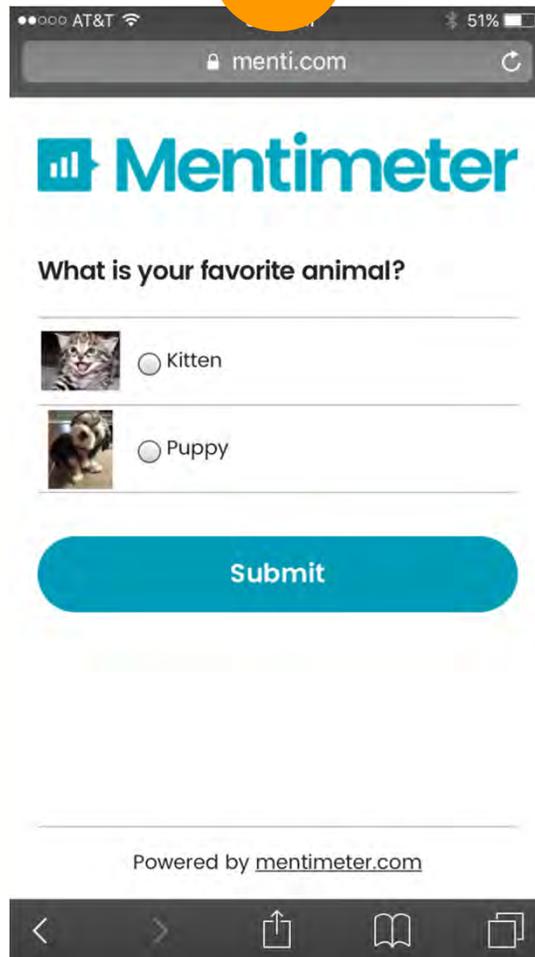


# What you'll see...

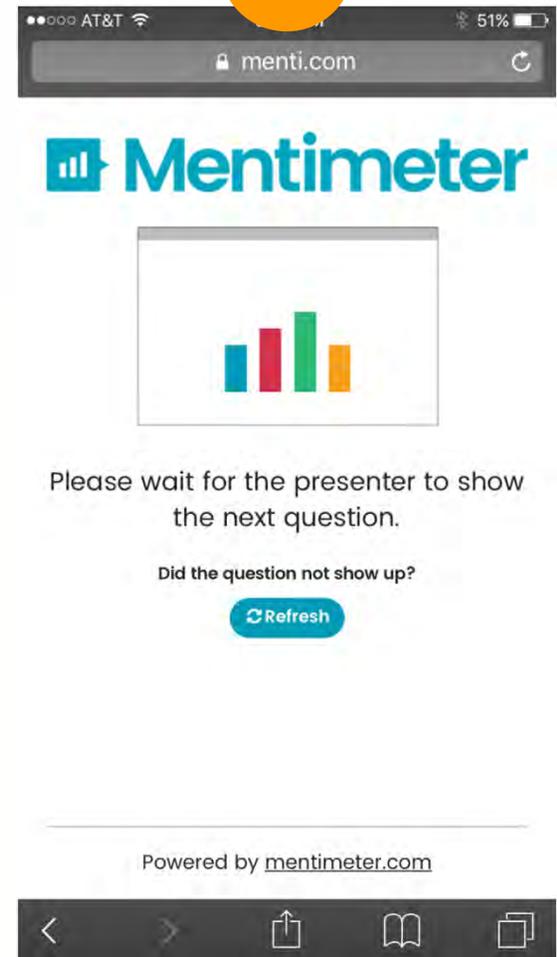
1



2



3



# STUDY PURPOSE



- Find solutions 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 with the Regional Premium Transit Study.

# STUDY MANAGEMENT

## A Joint Project Agreement between the City of Tampa and FDOT



**FDOT (Study Sponsor)**



**City of Tampa (Owner)**



**HART (Operator)**



**HDR (Lead Consultant)**

with Kimley-Horn & Associates, Inc.,  
B2 Communications, Boothe Transit  
Consulting and others.

# PROJECT TIMELINE

## PHASE 1 FEASIBILITY

Spring - Summer 2017

### KEY TASKS

- Purpose & Need
- Concept Alternatives
- Impact Evaluation
- Funding & Implementation
- FTA Request to Advance

## 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.*

# 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

1

## **First Brainstorm Session**

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

### **FOCUS**

- Study Introduction
- Share Early Observations & Ideas

### **FORMAT**

- Presentation with Live Feedback
- Open Forum
- Closing

# PHASE 1 BRAINSTORMING SESSIONS

1

## First Brainstorm Session

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

### PRESENT

Getting Started  
Project Basics  
Existing Conditions  
Downtown's Future

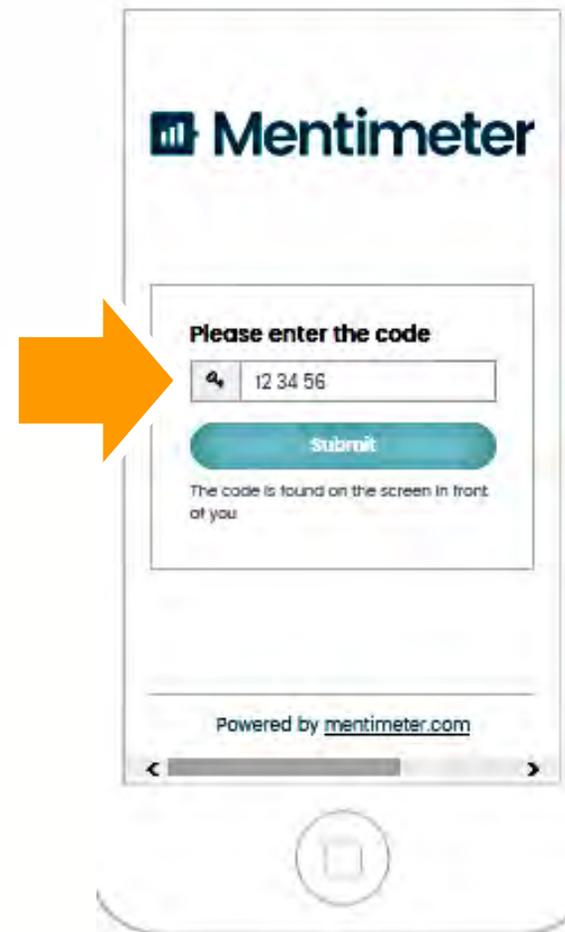
### STRUCTURED Q & A

Q: Test Question  
Q: Who's Here?  
Q: Getting Around?  
Q: Purpose & Need?

## TEST QUESTION

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

**23 48 61**





# Test Question

# What is your favorite animal?

Mentimeter

22



Kitten

77



Puppy

99

INVISION:   
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TRANSFORMING TAMPA'S TRANSIT

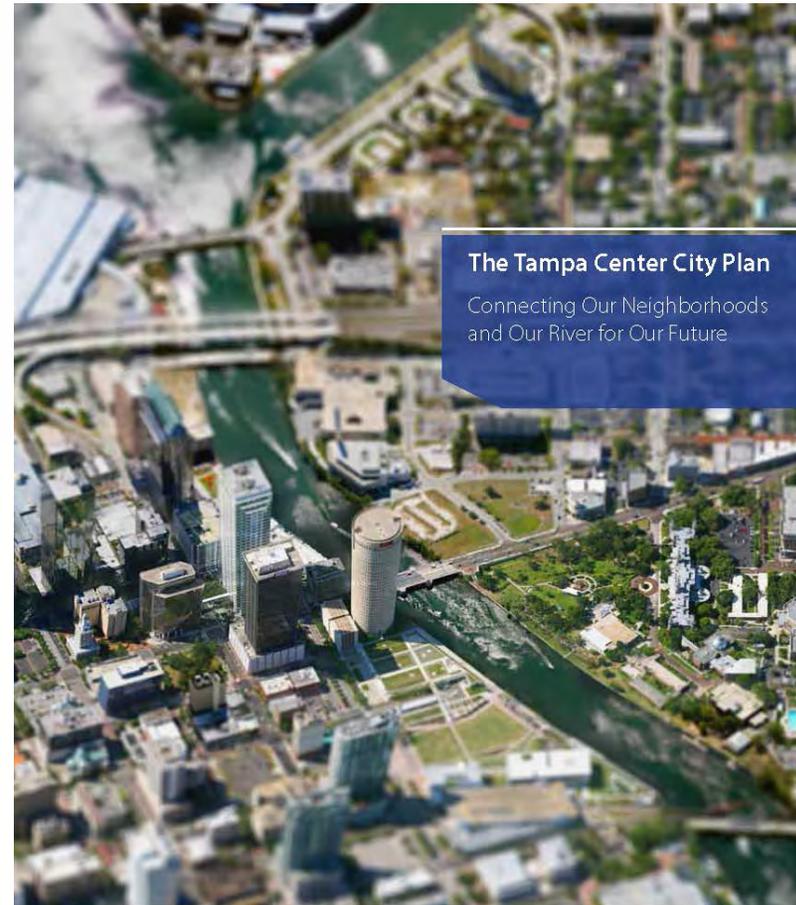
# Project Basics

Steve Schukraft, HDR

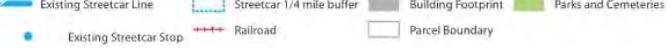
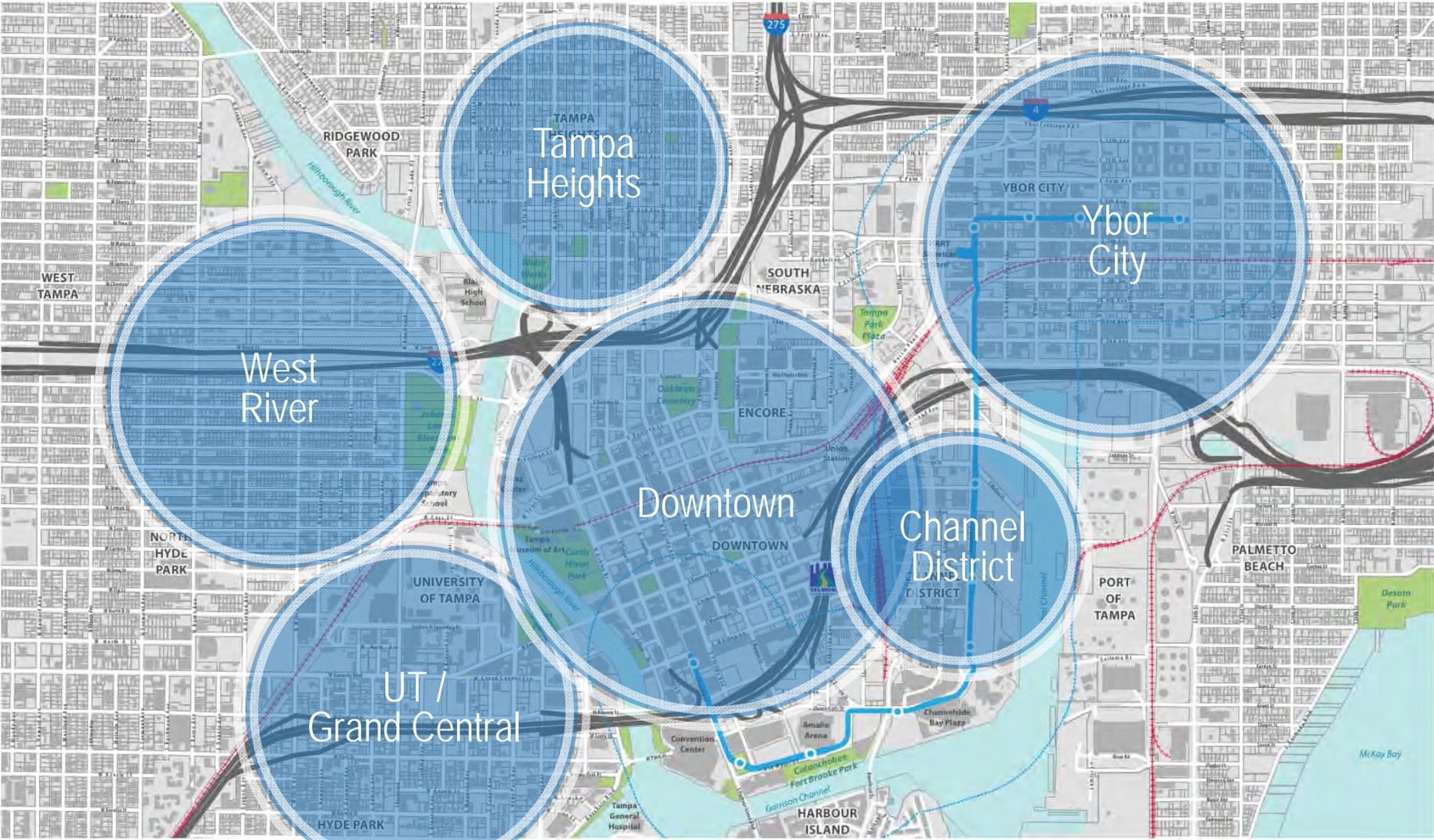


# PLANNING FRAMEWORK

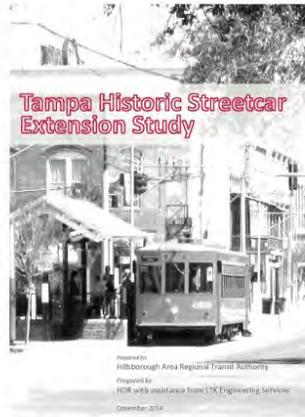
- InVision Tampa's Center City Plan recognized the need to extend and expand streetcar operations.
- Uses a broad definition of Downtown – Ybor, West River, & Tampa Heights



# STUDY SCOPE



# PLANNING FRAMEWORK



- **Tampa Historic Streetcar Extension Study**

Hillsborough Area Regional Transit Authority

December 2014



- **Transit Assets & Opportunities Study**

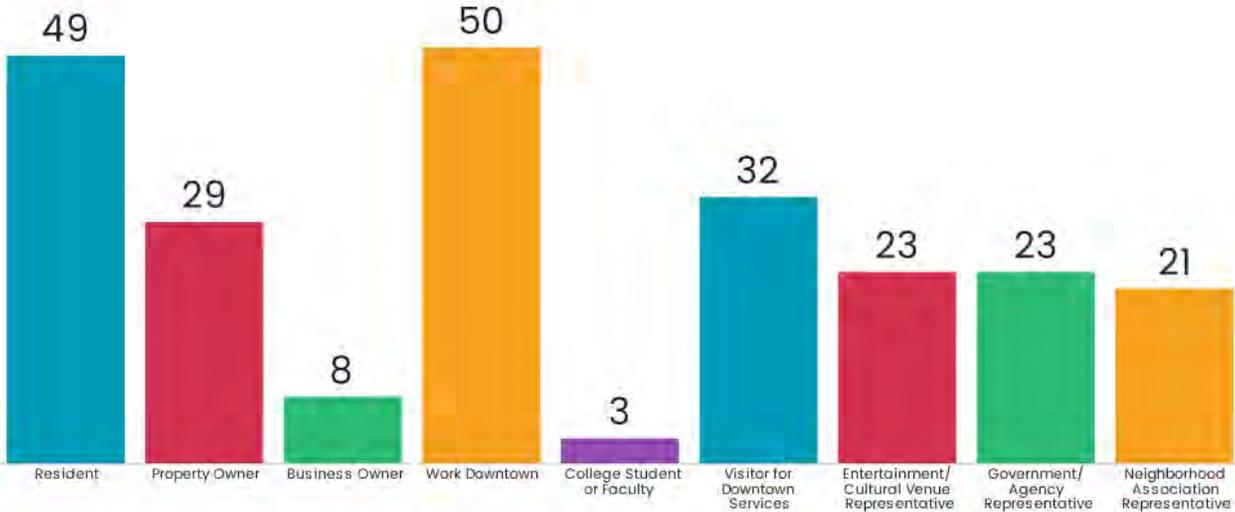
Hillsborough County MPO & The Tampa Downtown Partnership

September 2014



**Who's with us tonight?**

# What is your interest in the downtown area? (pick your top 3)



99

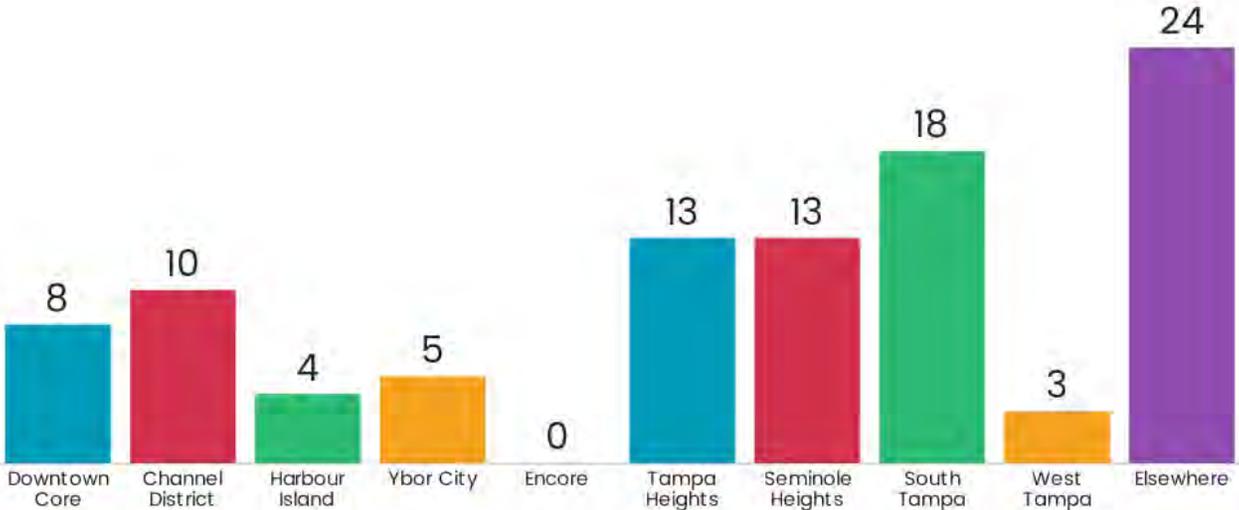
# Where do you live? (please enter your zip code)



99

# What neighborhood do you live in?

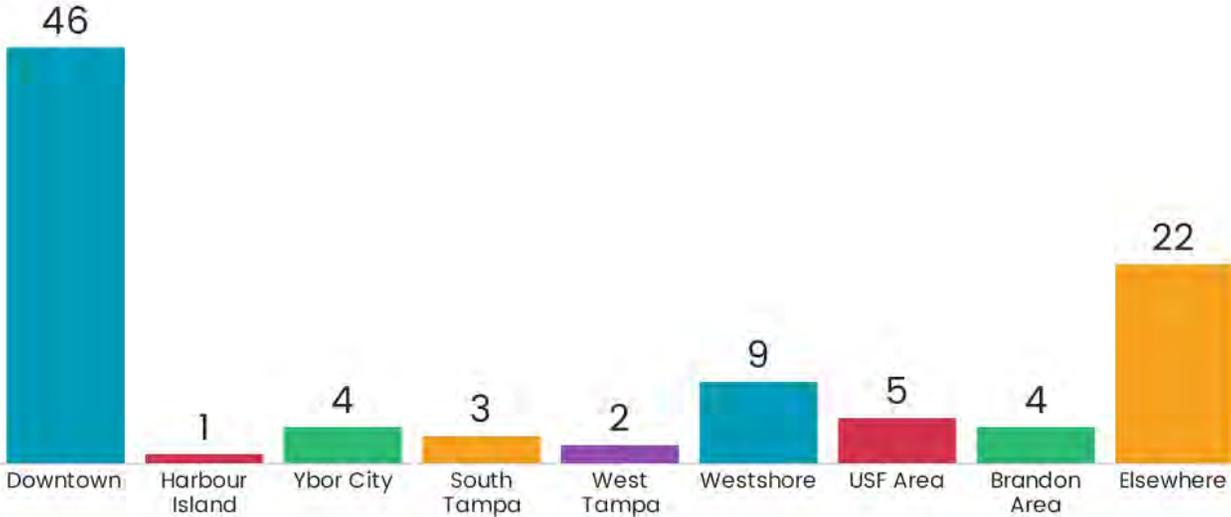
Mentimeter



98

# Where do you work?

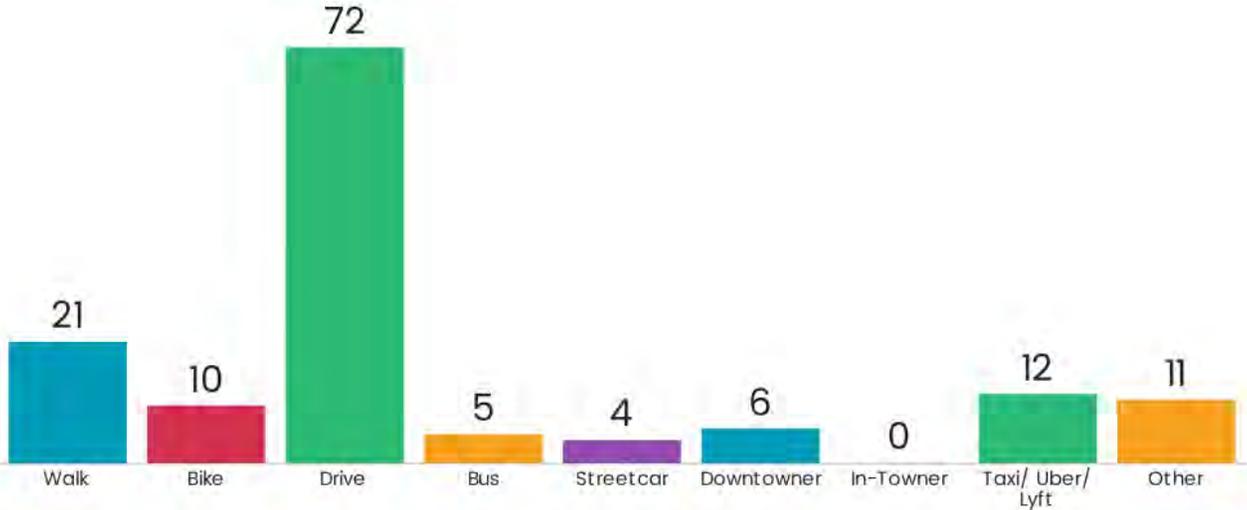
Mentimeter



96

# How do you get to and from work?

Mentimeter



98

INVISION:   
**TAMPA STREETCAR**  
TRANSFORMING TAMPA'S TRANSIT

# Streetcar 101

Dave Vozzolo, HDR



STREETCAR IS NOT...

## Light Rail, Metro-Rail or Commuter Rail



### Light Rail/Metro-Rail/Commuter Rail Service

- Dedicated, exclusive right-of-way.
- Longer distances between station stops.
- Higher speeds.
- Several rail cars in a "Train".
- Longer distances served – more oriented toward suburban to downtown travel.



STREETCAR IS TYPICALLY...

## Designed as Urban Circulator



### Typical Urban Circulator Service

- Shorter routes serving downtown and adjoining neighborhoods.
- Operates in mixed traffic.
- More frequent service with smaller vehicles.
- Designed For quick “On” And “Off” the vehicle.
- Riders tend to take shorter trips.

STREETCAR IS EVOLVING...

## Into Urban Hybrid Operations

Urban Circulator that also serves longer trips on dedicated guideway.



### Urban Hybrid

- Mixed traffic in downtowns and dedicated lanes in select segments or outlying areas.
- More frequent service with closer stops in urban center; less frequent service with fewer stops in outlying areas.
- May use same vehicle technology or different vehicles on different segments.

# Modern Streetcars

Standard bus



Vintage Restored Streetcar



Vintage Replica Streetcar



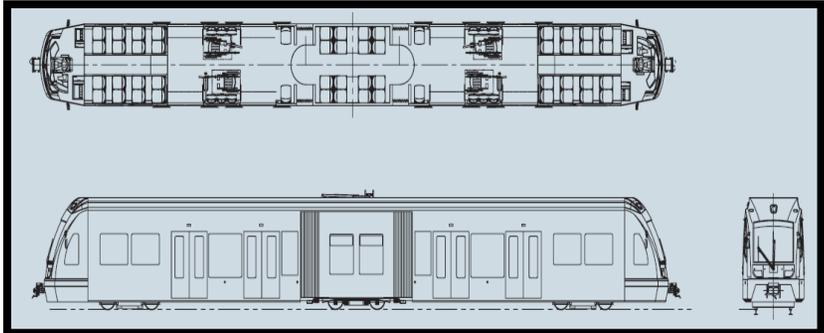
Modern Streetcar



Light Rail



# Modern Streetcars

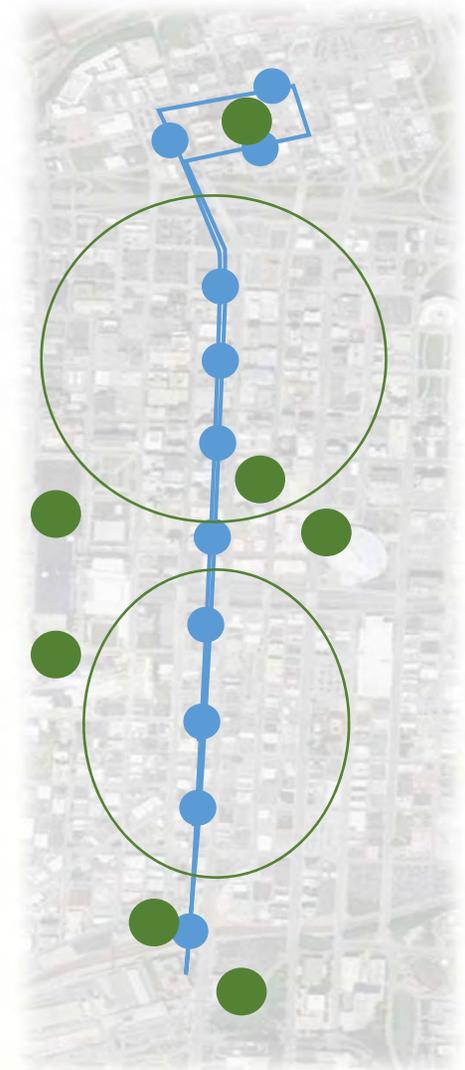


# Stations & Amenities

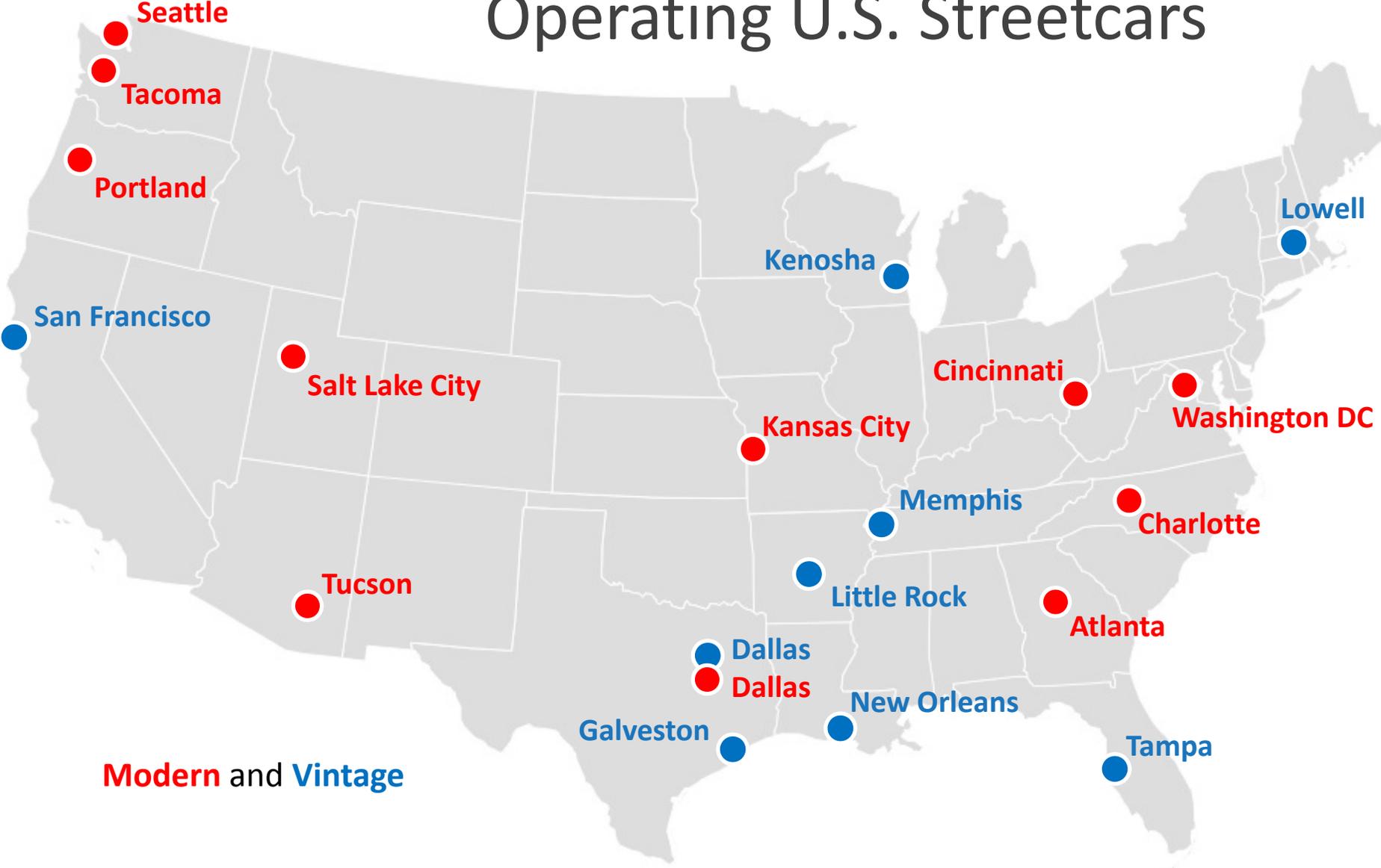


# Keys to Success

- **Connectivity between existing activities and new development.**
- **Active or revitalized urban real estate market.**
- **Great streets, pedestrian-oriented streets.**
- **Willingness to prioritize transit and pedestrians in the urban street network.**
- **Dedicated support for capital and ongoing operating investment.**



# Operating U.S. Streetcars



**Modern** and **Vintage**

# Recent Streetcar Openings



- Salt Lake City Sugarhouse, December 2013
- Tucson Sun Link Streetcar, July 2014
- Atlanta Streetcar, December 2014
- Dallas Oak Cliff Streetcar, April 2015
- Charlotte City LYNX Gold Line, July 2015
- Seattle First Hill Streetcar, January 2016
- DC H Street /Benning Line, February 2016
- Kansas City Downtown Streetcar, May 2016
- Cincinnati Streetcar, September 2016



# Upcoming Streetcar Openings



- Detroit 2017
- Charlotte Gold Line Phase 2 2018
- Milwaukee 2018
- Oklahoma City 2018
- Seattle Central City 2019
- Tacoma Extension 2019
- Santa Ana/Orange County 2020
- Sacramento 2020
- Tempe 2020
- Fort Lauderdale 2020
- Miami/Miami Beach
- Los Angeles
- Brooklyn/Queens Connector

EMERGING TECHNOLOGIES...

## New Autonomous Transit



### Autonomous Transit Service

- Current vehicle options limited but technology is rapidly evolving.
- Can operate in mixed traffic or in exclusive guideways or travel lanes.
- Easy to flex vehicles in and out of service to meet fluctuating demand.





# Conditions & Context

Steve Schukraft, HDR

Clarence Eng, Kimley-Horn



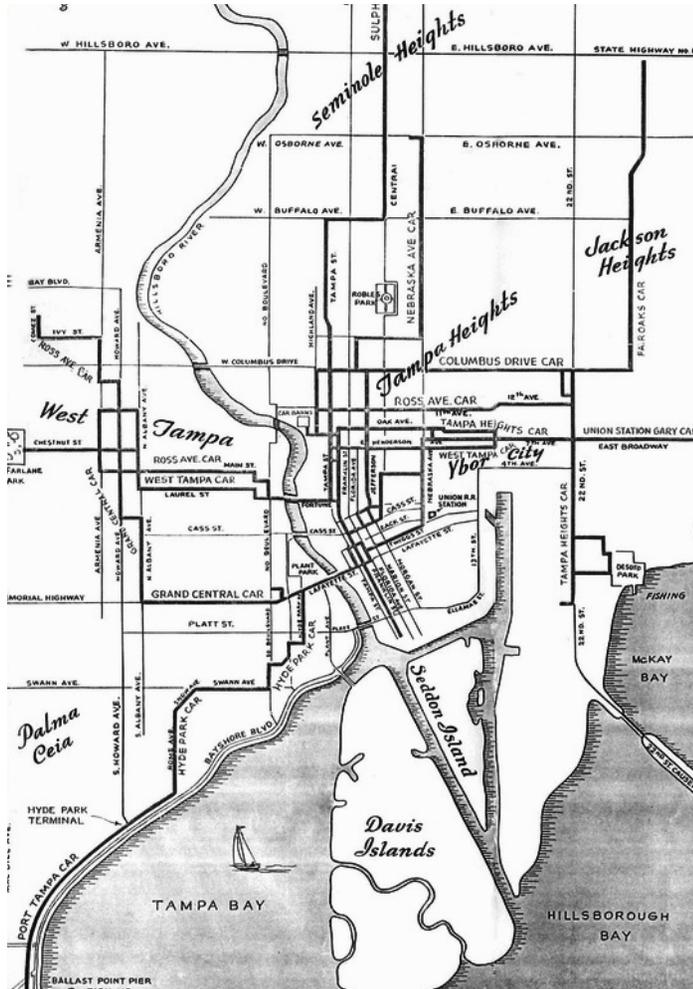
# Streetcar Version 1.0



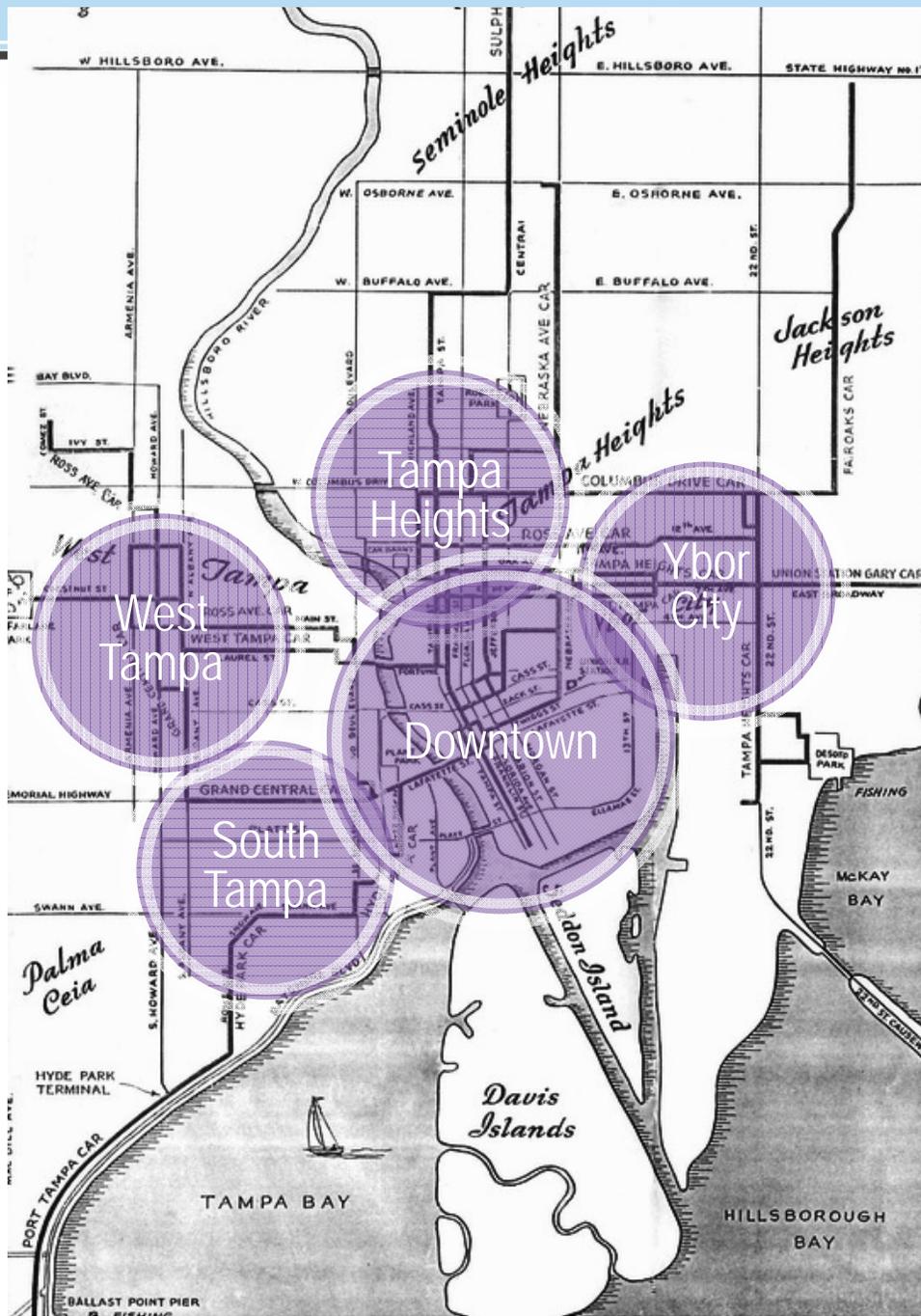
*1885-1920s – Service started in 1885 with wood burning vehicles on rails connecting Downtown Tampa with Ybor City.*



# Streetcar Version 1.0



*1920s to 1940s – The system served up to 24 million passengers a year, and had 190 vehicles in operation on 53 miles of track with service hours from 4:30am to 2:00am.*



# Streetcar Version 2.0



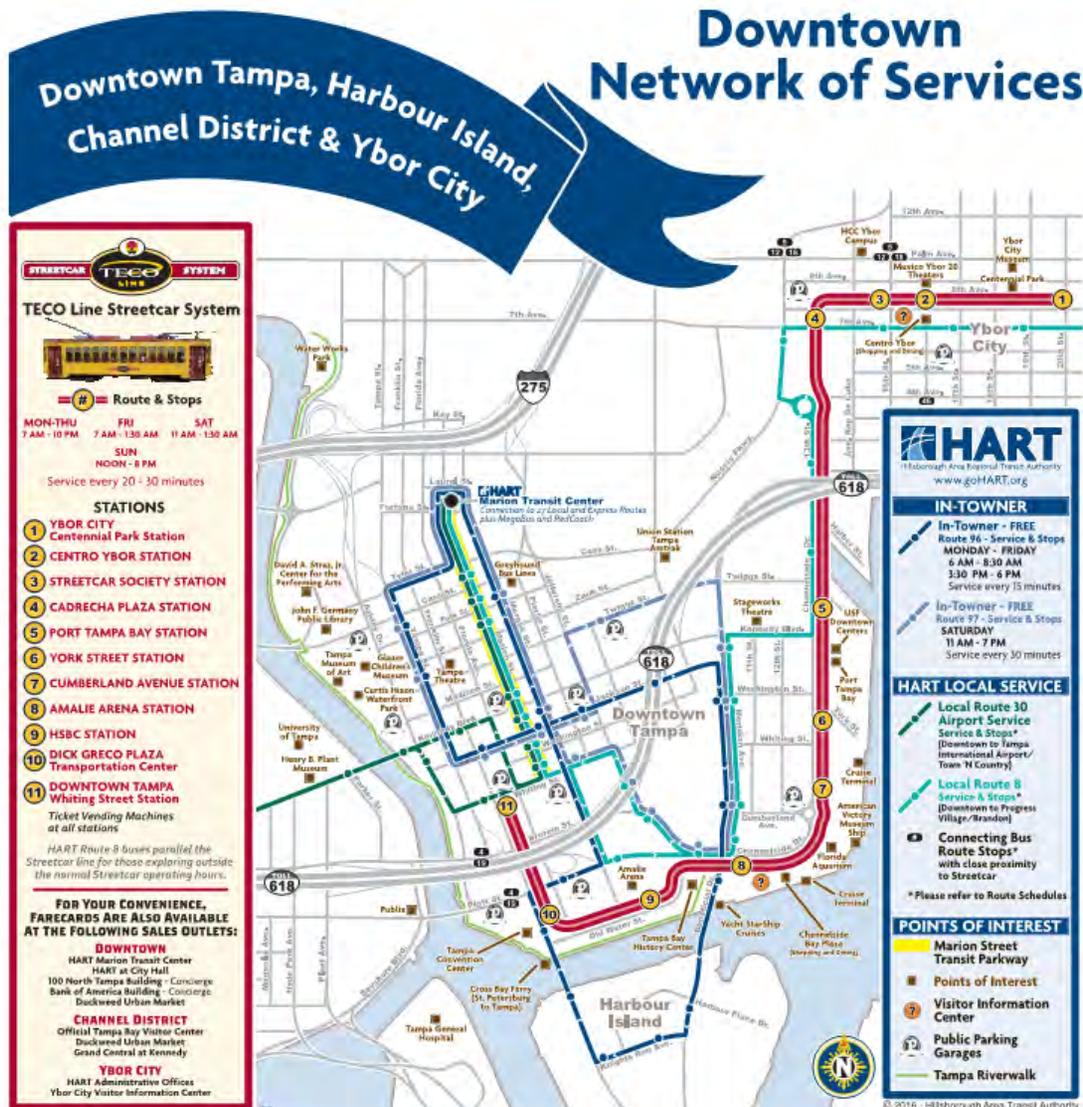
2.7 Miles with 11 Stations

- > Initial (2002)
- > Franklin Street Extension (2010)

# Streetcar Version 2.0

- **Initial Line - October 2002**
  - 2.4 mile 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
- **System Funding & Operations**
  - Operating Revenues (1/3) – Fare Box, Advertising & Leasing
  - Non-Operating Revenues (2/3) – Assessment, CRA, State, FTA, & City
  - Service Hours Extended in Sept 2016
  - Ridership – 38,000 in Jan 2017 (32,000 in Jan 2016)

# Shared Mobility Context



## Downtown

- Streetcar
- In-Towner
- Downtowner
- Water Taxi

## City/Regional

- HART Local & Express
- PSTA Express
- Amtrak
- Regional Bus (MegaBus/ RedCoach)
- Cross-Bay Ferry
- Private Shuttles

# All Mobility Options



## EXISTING

Streetcar  
 Local/Express Bus  
 In-Towner  
 Amtrak  
 Regional Bus  
 Private Shuttles  
 Walking  
 Biking

## RECENT

Downtowner  
 Taxi/Uber/Lyft  
 Bike Share  
 Car Share  
 Water Taxi  
 Water Ferry

## FUTURE

Marion AV Transit  
 Regional Transit  
 Personal AV  
 Shared AV  
 Walking  
 Biking

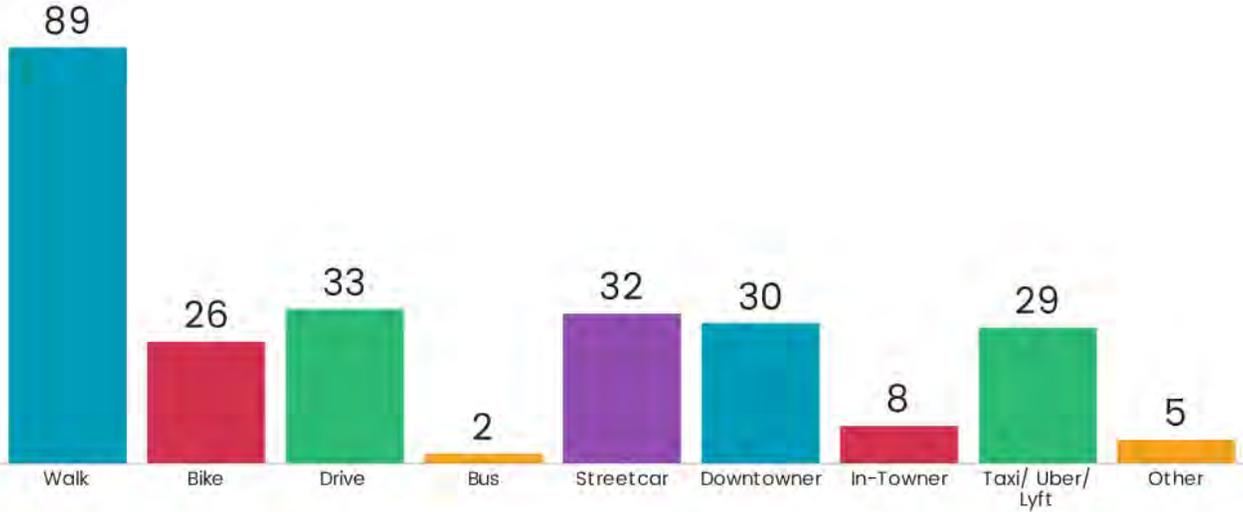


## ROUND 2

**How do you get around  
Downtown?**

# How do you get around downtown?

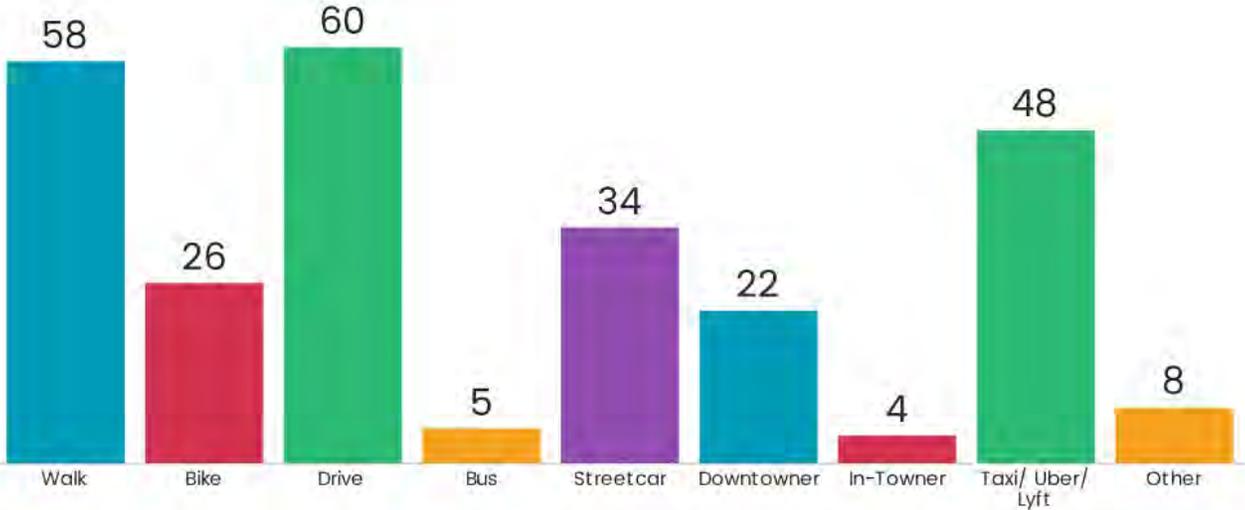
Mentimeter



99

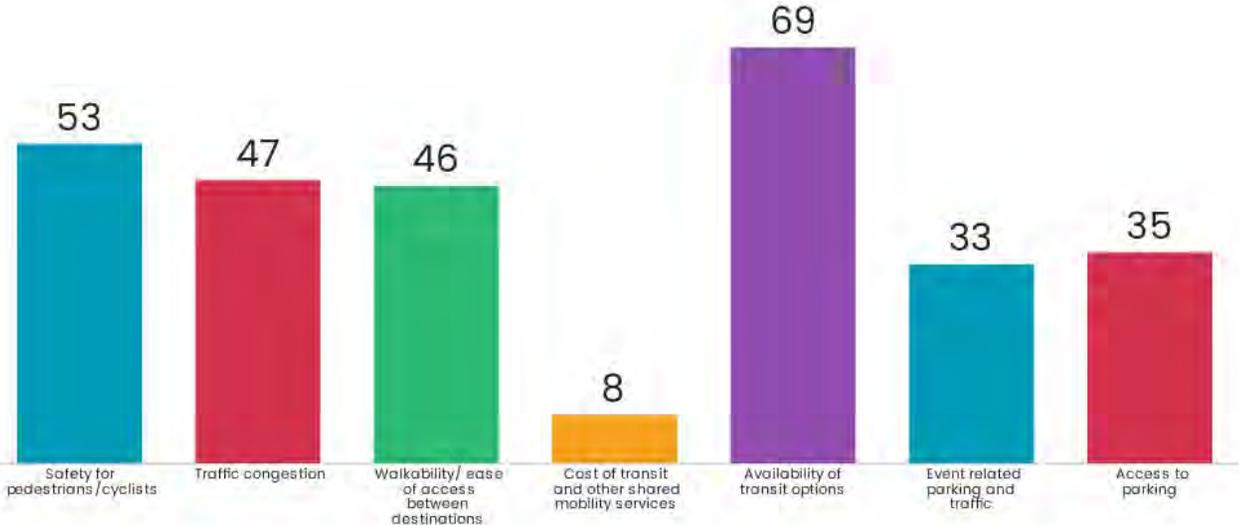
### How do you access special events, entertainment, and cultural destinations?

Mentimeter



101

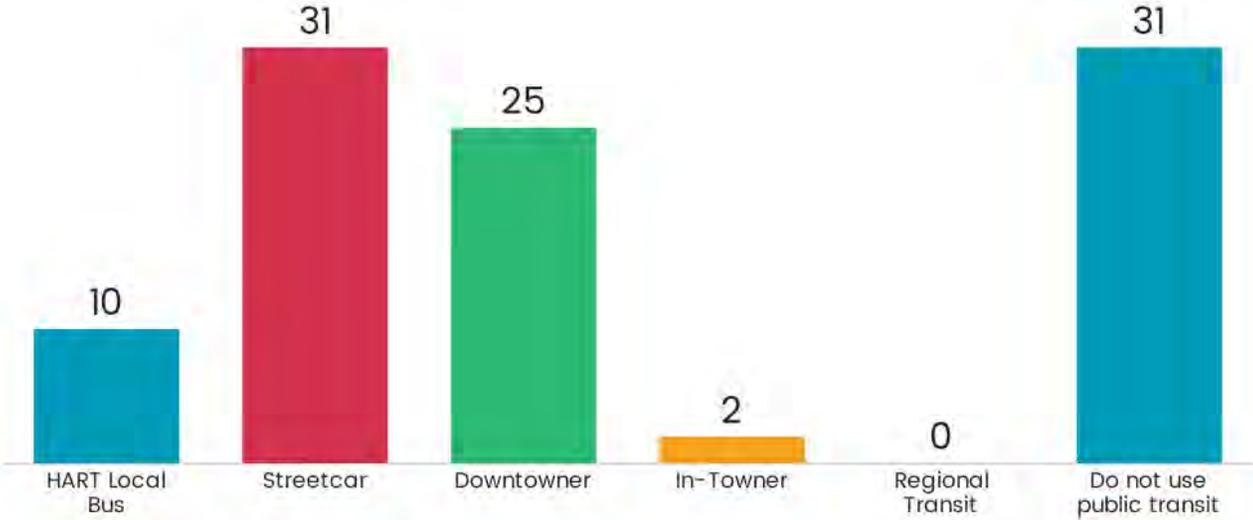
### What is the biggest transportation challenge facing downtown and surrounding neighborhoods? (pick your top 3)



102

# Which mode of public transit do you use most often?

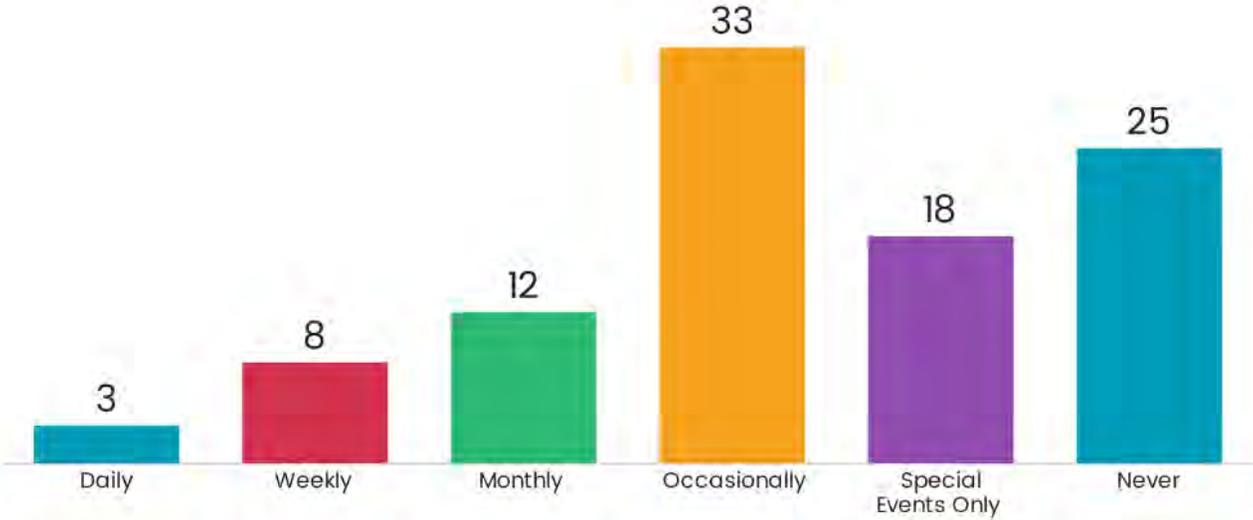
Mentimeter



99

# How often did you ride the Streetcar in the past year?

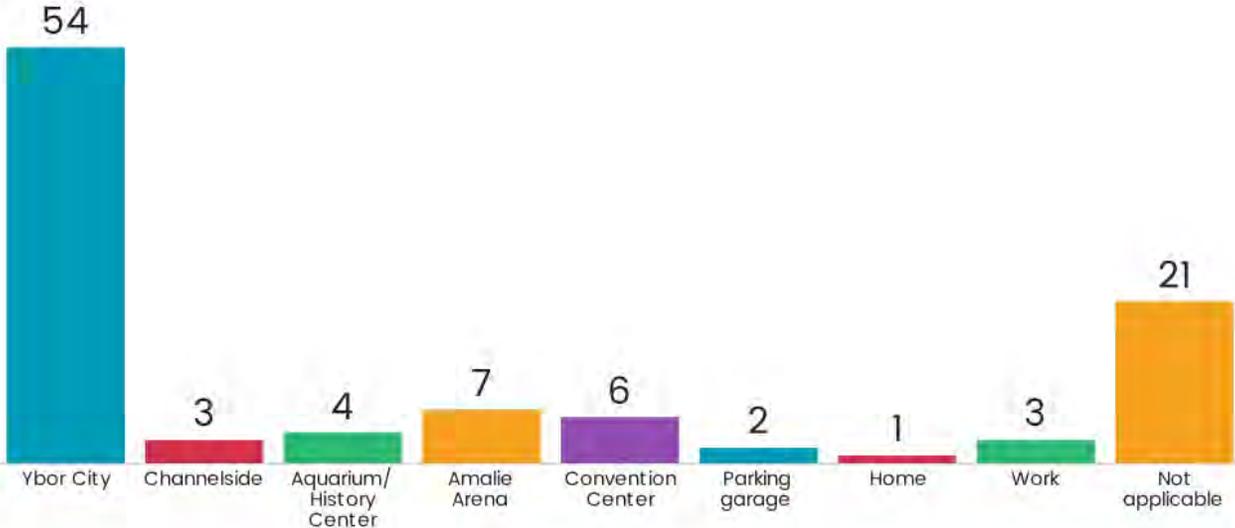
Mentimeter



99

### If you used Streetcar, where was your destination? (pick your top 3)

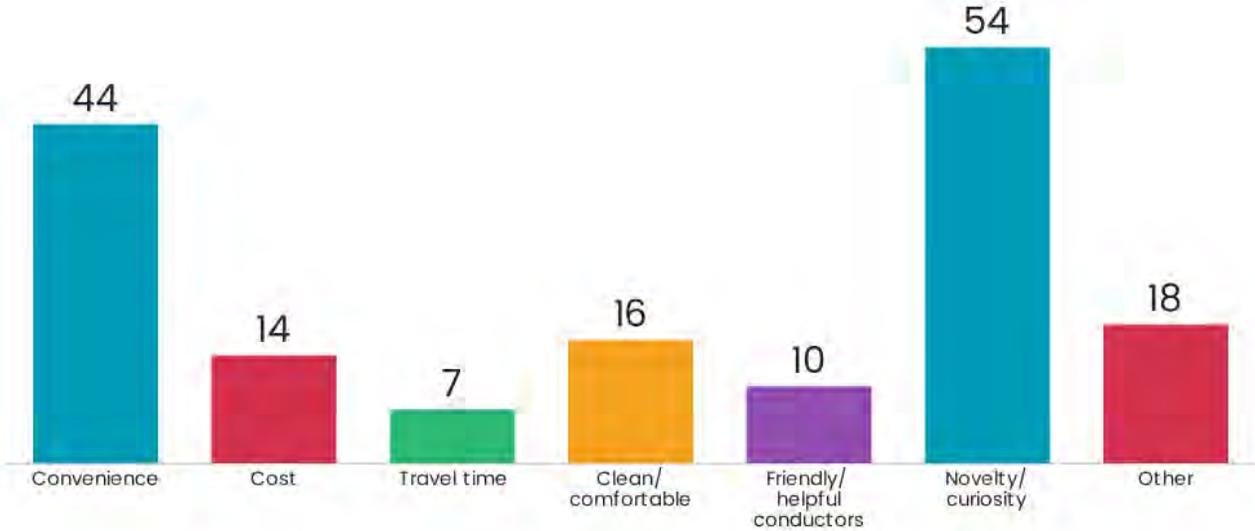
Mentimeter



101

# Why did you choose the Streetcar?

Mentimeter

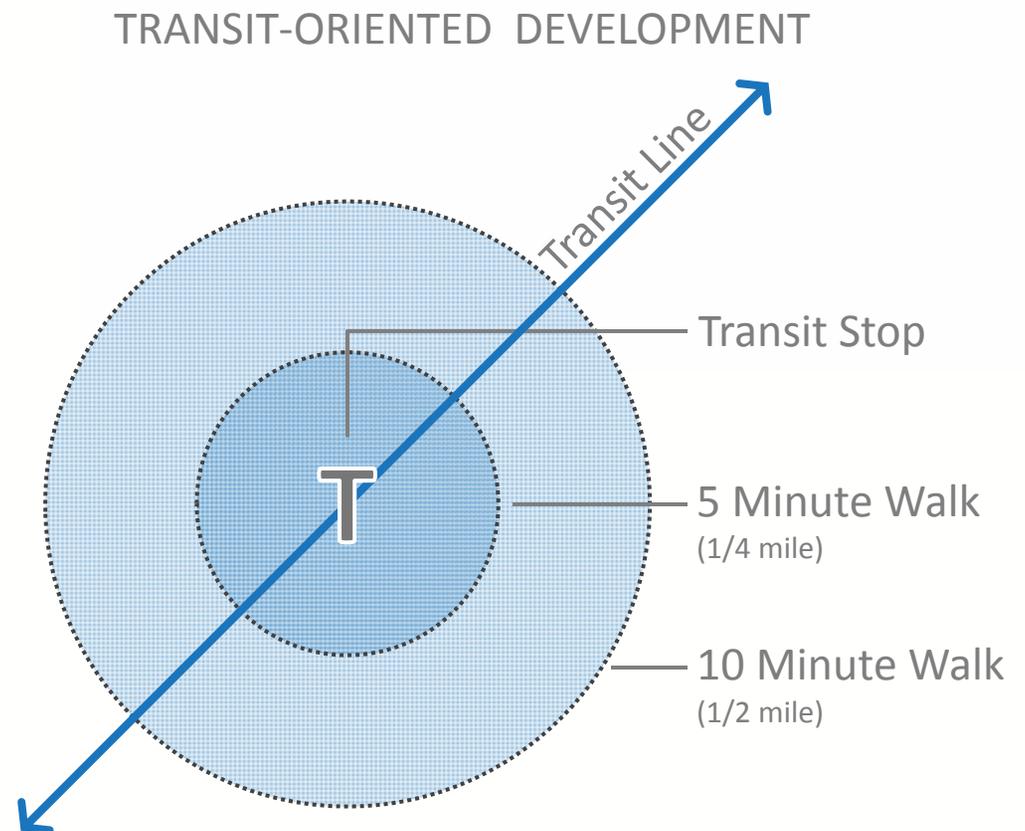


101

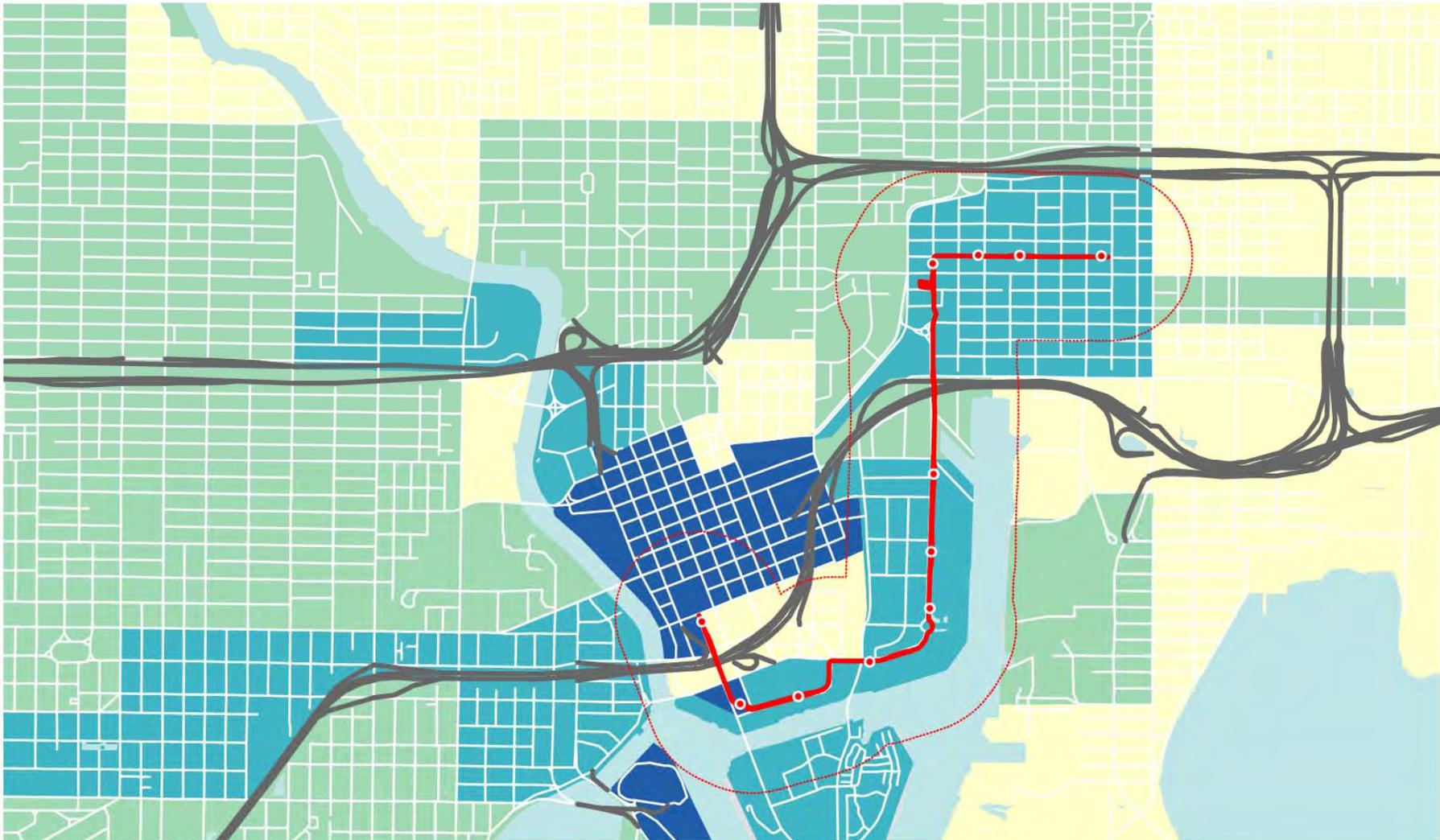
# LAND USE & DEVELOPMENT

*What's needed to support streetcar or other shared mobility services?*

- **High Density**
- **Compact, Urban Form**
- **Transit Supportive Uses**
  - Employment & Housing
  - Education, Entertainment & Cultural Destinations
  - Supporting Retail & Services
- **Highly Walkable Places**
- **Supportive Mobility**



# Population & Employment - 2010

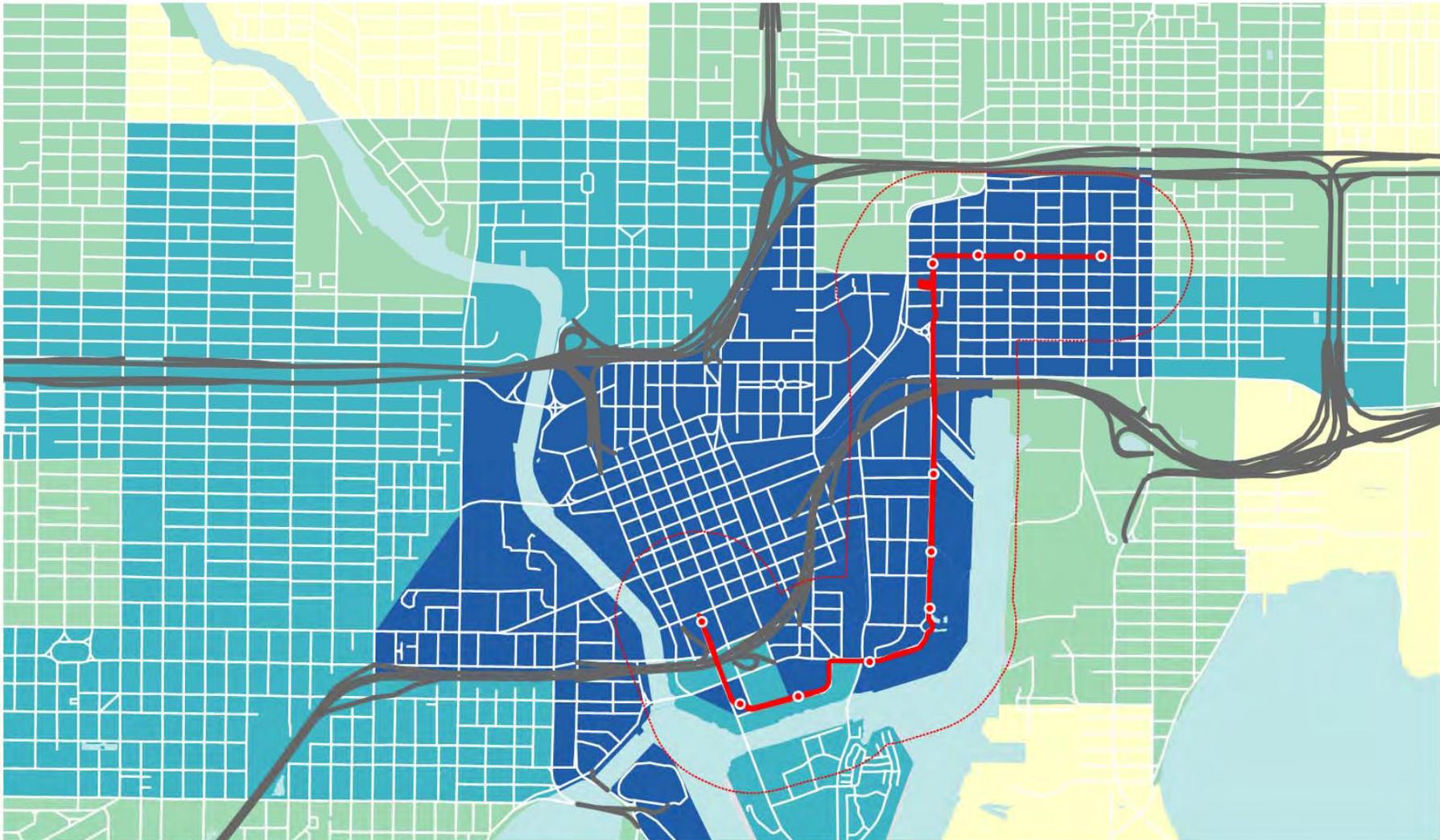


**Activity Density 2010**  
InVision: Tampa Streetcar | City of Tampa

Existing Streetcar  
Streetcar 1/4 mile buffer  
Activity Density  
0-10  
10-20  
20-40  
40+

0 0.125 0.25 0.5 Miles  
NORTH

# Population & Employment - 2040



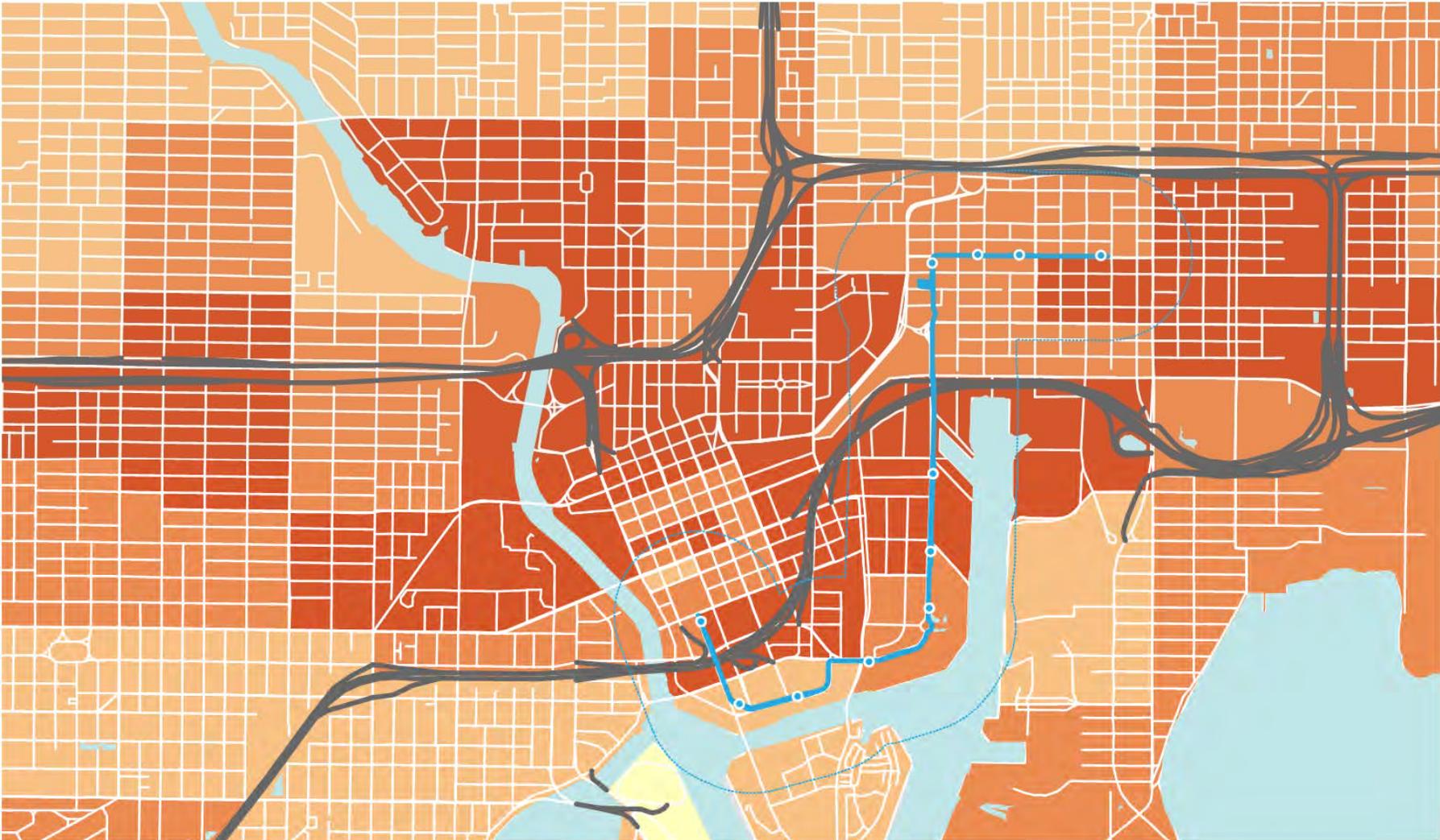
**Activity Density 2040**  
InVision: Tampa Streetcar | City of Tampa

- Existing Streetcar
- Streetcar 1/4 mile buffer
- Activity Density
  - 20-40
  - 0-10
  - 10-20
  - 40+

0 0.125 0.25 0.5 Miles

NORTH

# Population & Employment - CHG 2010-2040



**Activity Density Change (2010-2040)**

InVision: Tampa Streetcar | City of Tampa

Existing Streetcar (solid blue line)  
Existing Streetcar (white dots)  
Streetcar 1/4 mile buffer (dashed blue line)  
% Change in Activity Density (emp+pop/acre)  
0% - 5% (lightest orange)  
6% - 25% (light orange)  
26% - 100% (medium orange)  
101% - 18402% (darkest orange)

0 0.125 0.25 0.5 Miles



## Population & Employment - Summary

	2010	2040	Chg 2010-40 #
Population	55,377	105,029	<b>49,715</b>
Employment	93,186	148,567	<b>55,381</b>
Total	148,563	253,659	<b>105,096</b>

- **Transit supportive densities/intensities** *(projections being updated to capture Waterfront District, Port Tampa Bay, and other plans)*
- **Increasing densities in surrounding neighborhoods**
- **Existing streetcar serves/links some but not all transit-supportive places.**

# TRAVEL DISTANCES



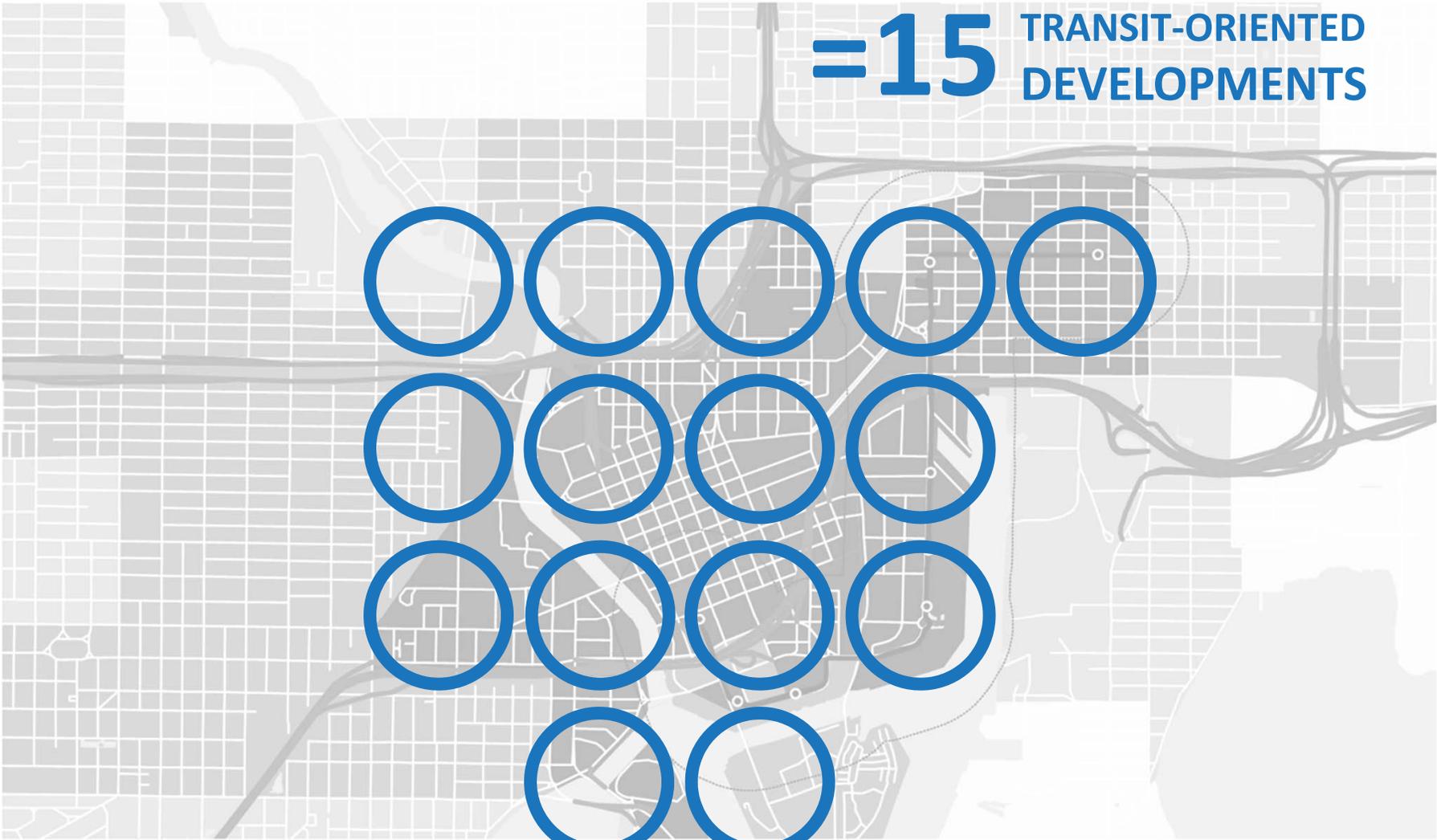
Activity Density 2040  
InVision: Tampa Streetcar | City of Tampa

- Existing Streetcar
- Streetcar 1/4 mile buffer
- Activity Density
- Existing Streetcar
- 0-10
- 10-20
- 20-40
- 40+



# TRANSIT-SUPPORTIVE PLACES

**=15** TRANSIT-ORIENTED DEVELOPMENTS

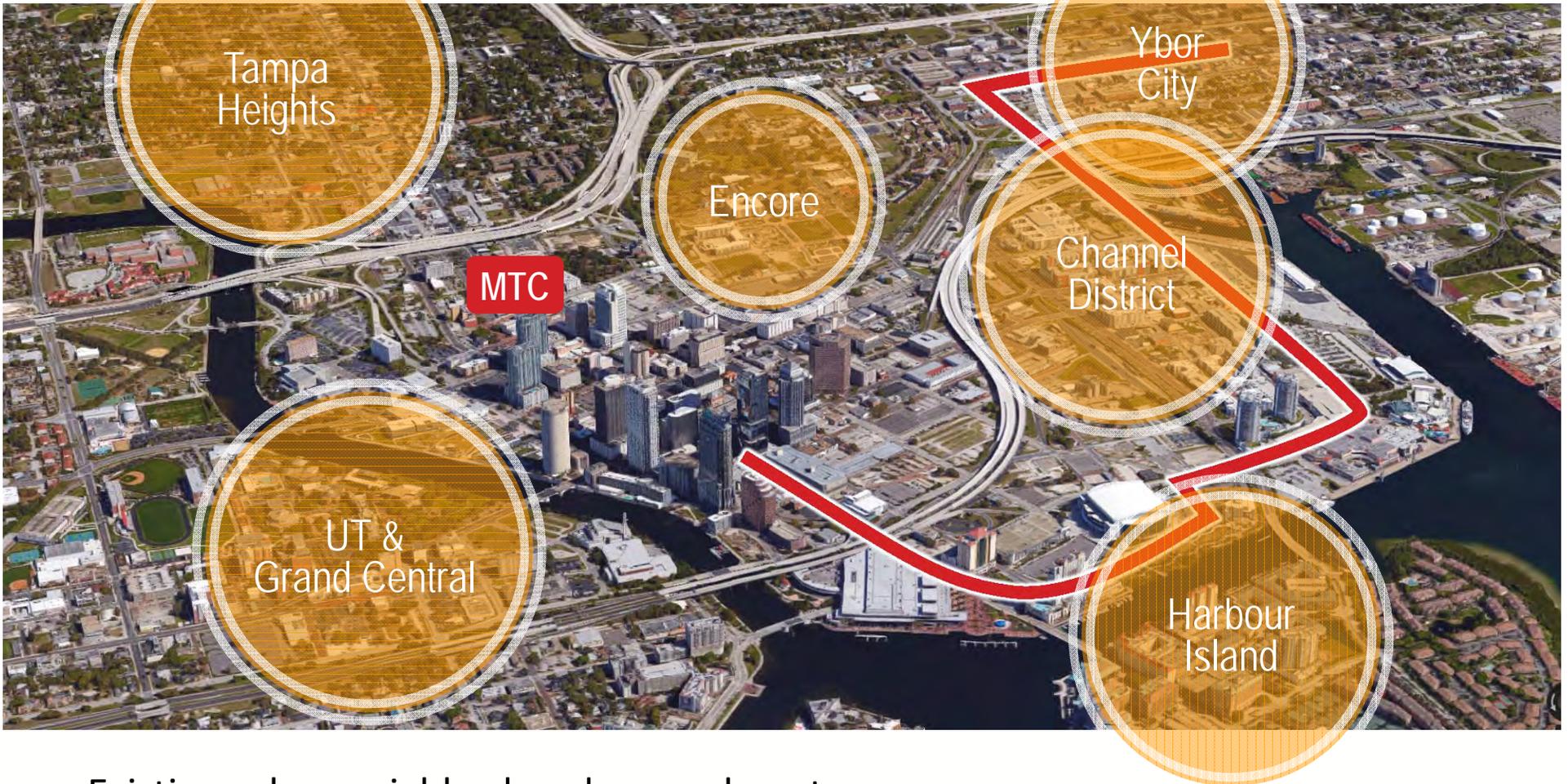


**Activity Density 2040**  
InVision: Tampa Streetcar | City of Tampa

Existing Streetcar  
Activity Density  
0-10  
10-20  
20-40  
40+

0 0.125 0.25 0.5 Miles  
NORTH

# Travel Markets – Urban Neighborhoods



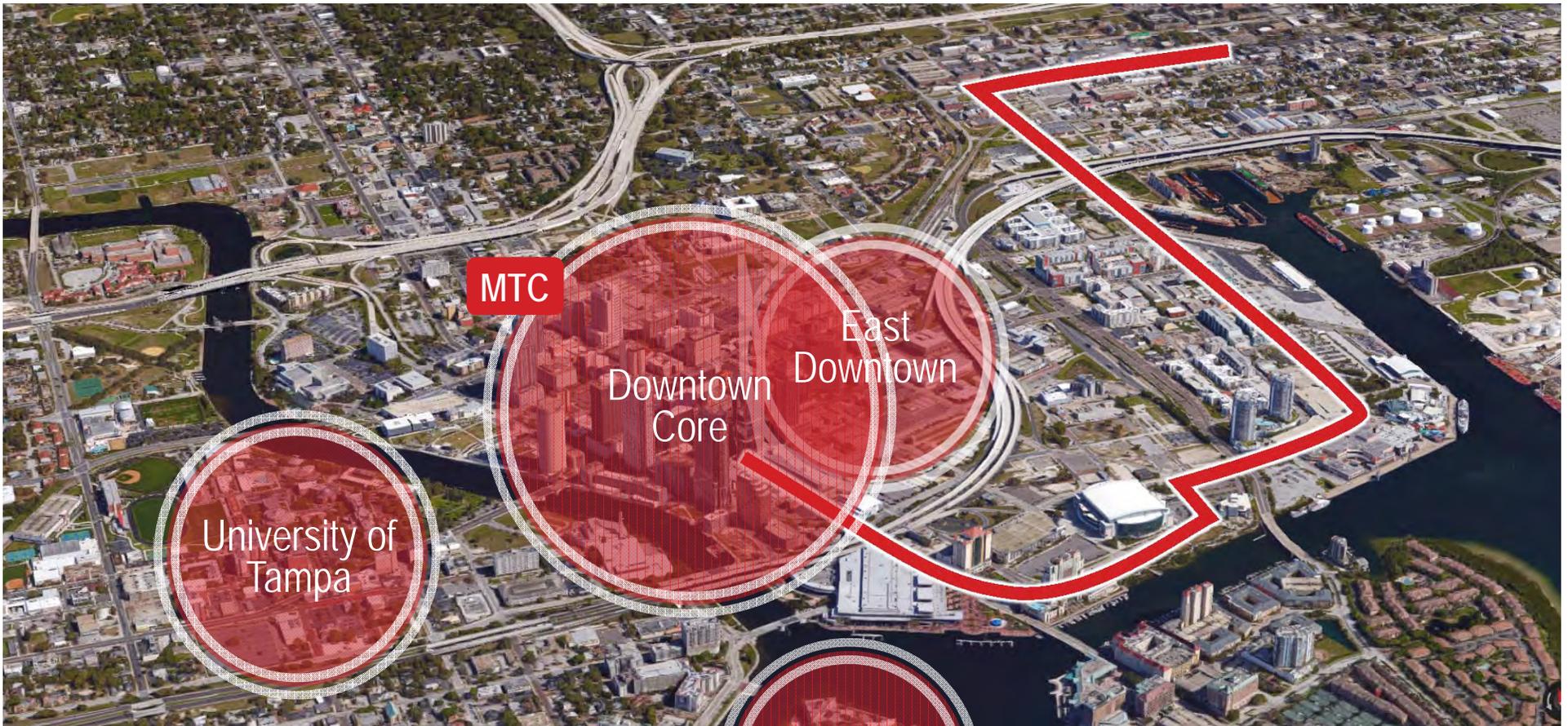
Existing urban neighborhoods near downtown.

# Travel Markets – Urban Neighborhoods



New and emerging urban neighborhoods.

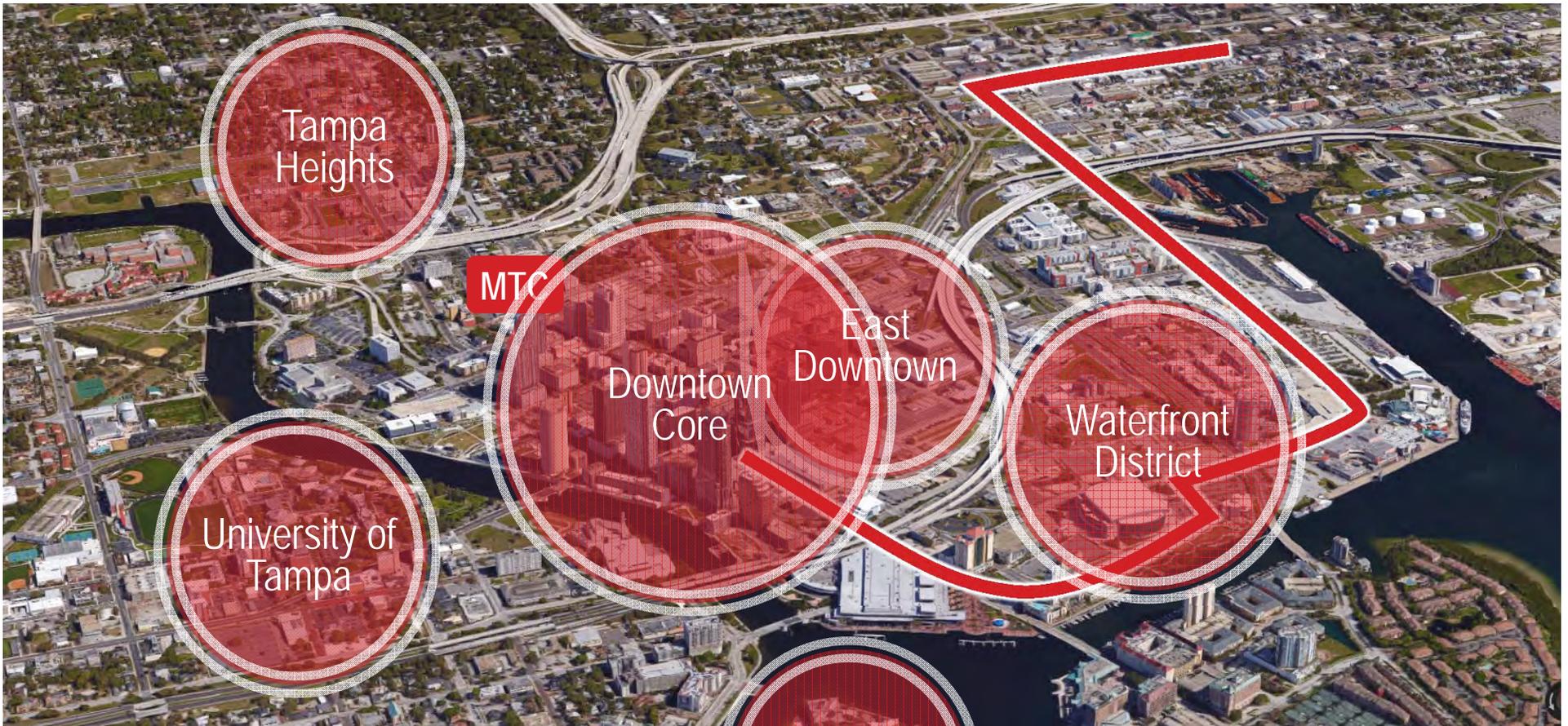
# Travel Markets – Employment Centers



Employment-intensive subdistricts.



# Travel Markets – Employment Centers



Jobs concentrated in distinct districts.



# Travel Markets – Cultural & Entertainment



*Cultural and entertainment destinations aligned along waterfronts.*



## ROUND 3

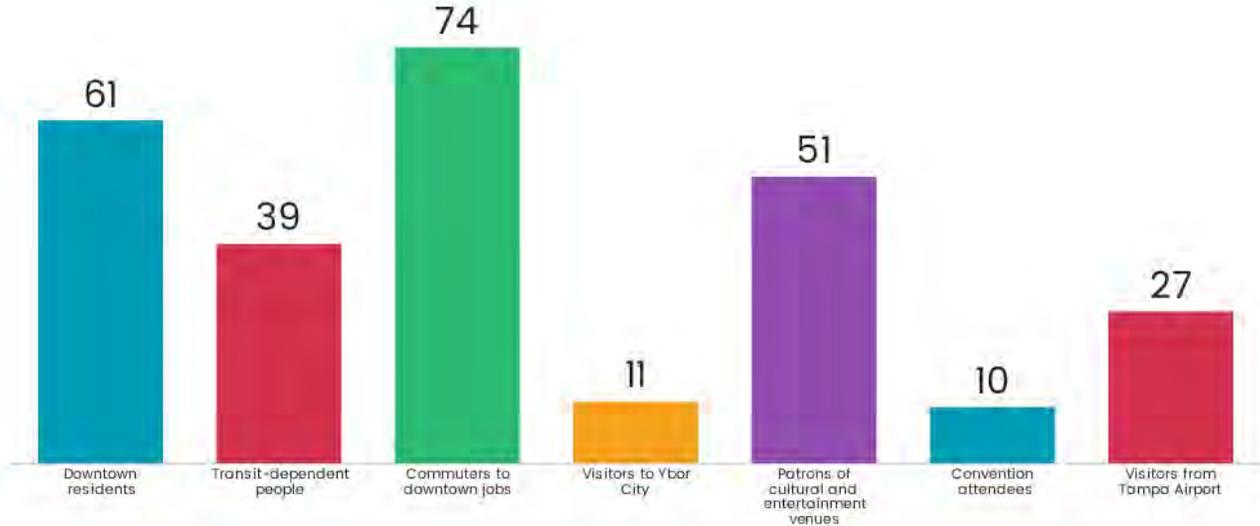
# Downtown mobility solutions?

# How important are the following factors in creating successful mobility solutions for downtown?



97

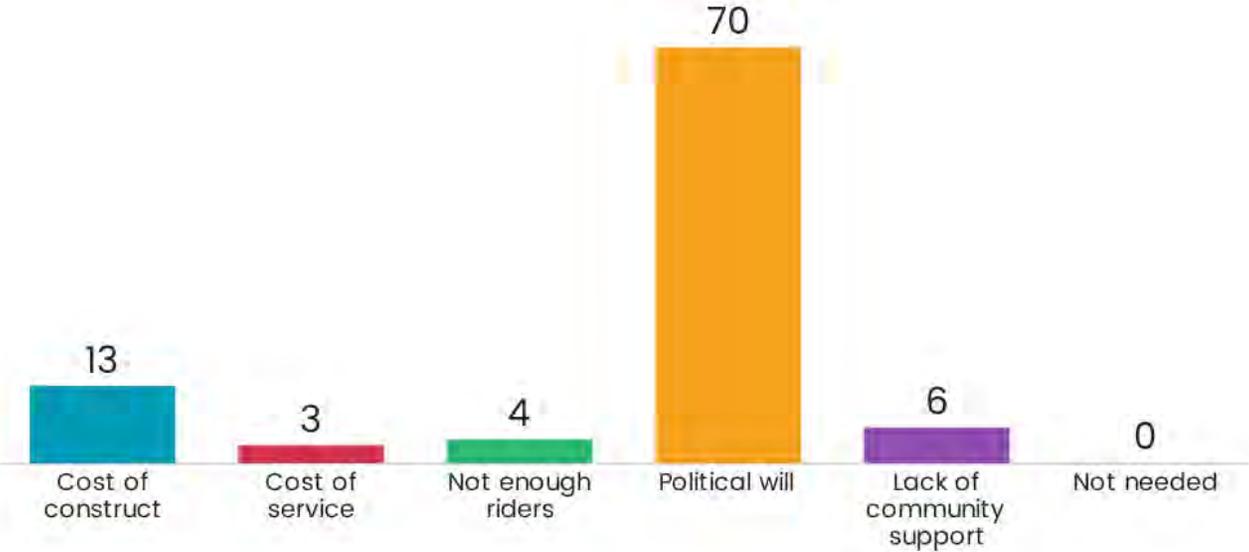
### What PRIMARY TRAVEL MARKETS should we focus on for a downtown mobility solution? (pick your top 3)



94

### What is the biggest barrier to implementing a downtown mobility solution?

Mentimeter



96



# Concepts for the Future

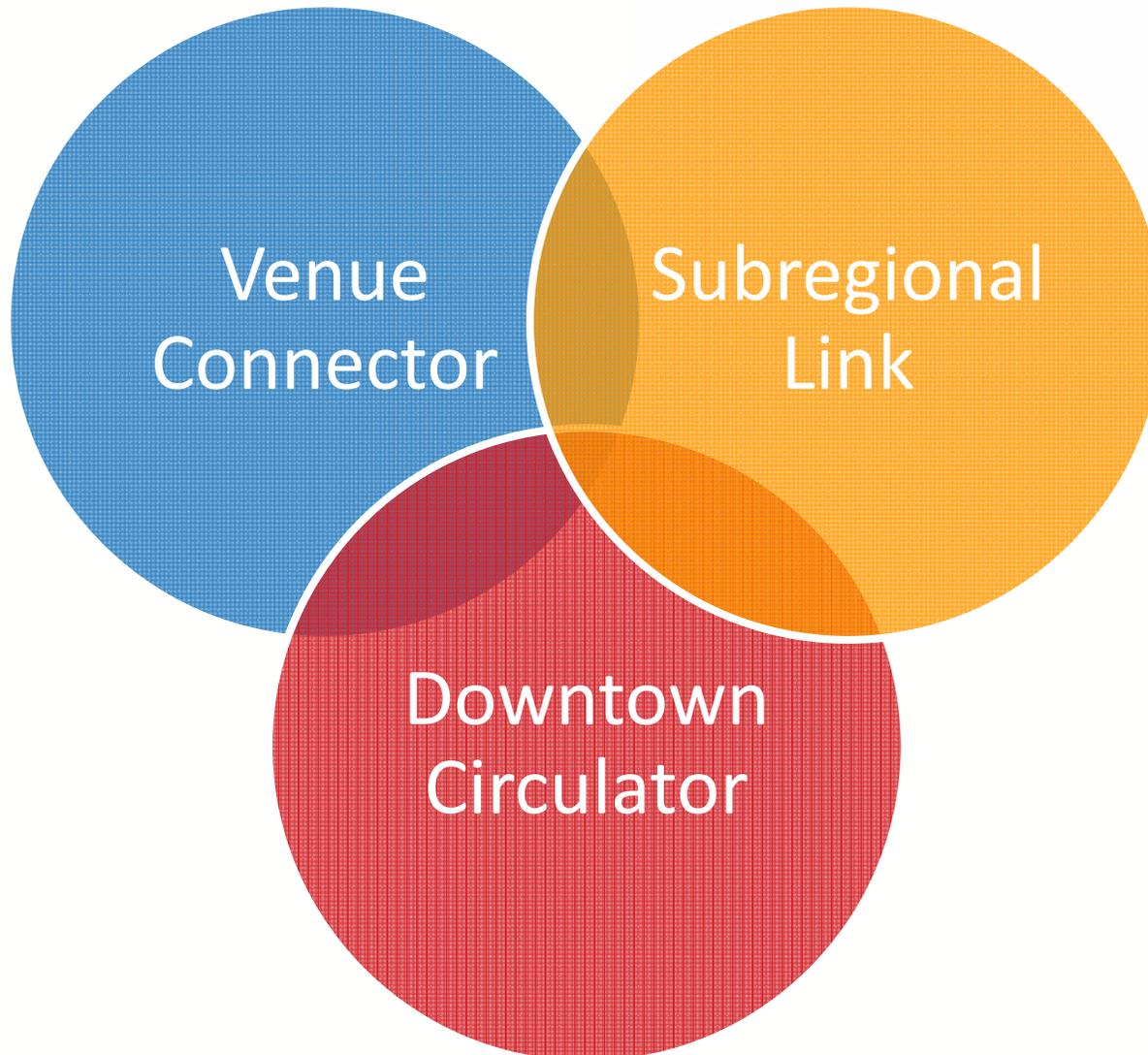
Steve Schukraft, HDR

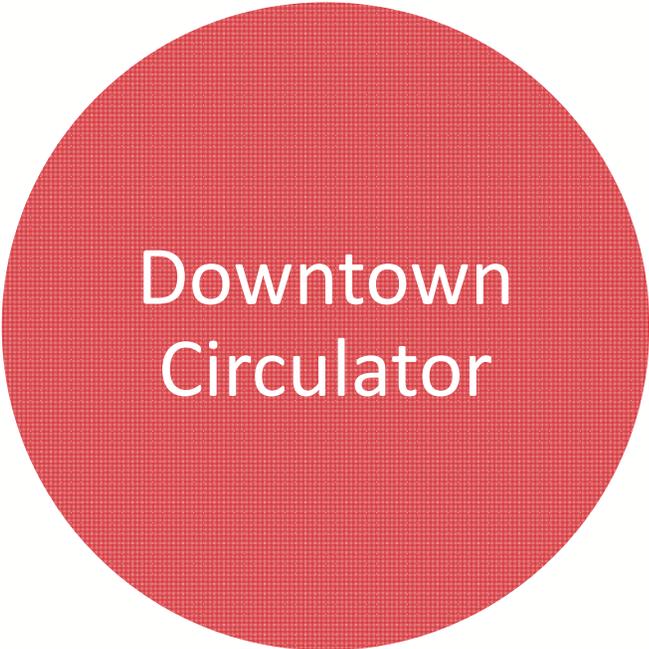


# Concepts for the Future

- Basic ways to think about travel markets and transit service.
- At this stage in the process, we **focus on purpose, not specific routes or technologies.**
- Spark discussion about possibilities.
- Set the stage for further research and more specific alternatives.

# Concepts for the Future

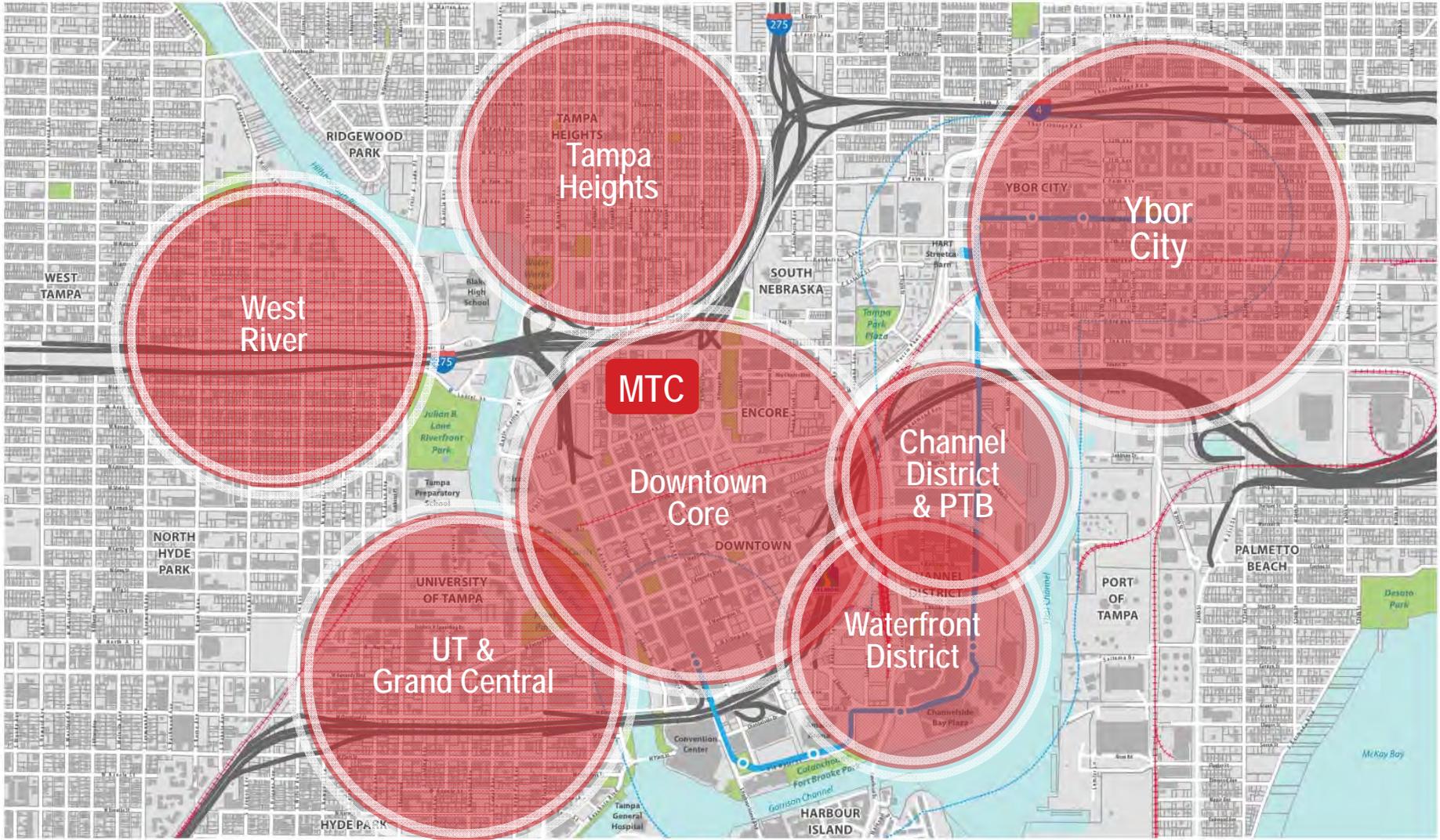




## Downtown Circulator

- **Connects housing, jobs, and shopping, and entertainment destinations.**
- Provides **a convenient alternative to driving** for downtown residents and workers.
- Service within the downtown, Ybor, and nearby neighborhoods would be frequent.
- Direct links to regional transit service.

# Downtown Circulator



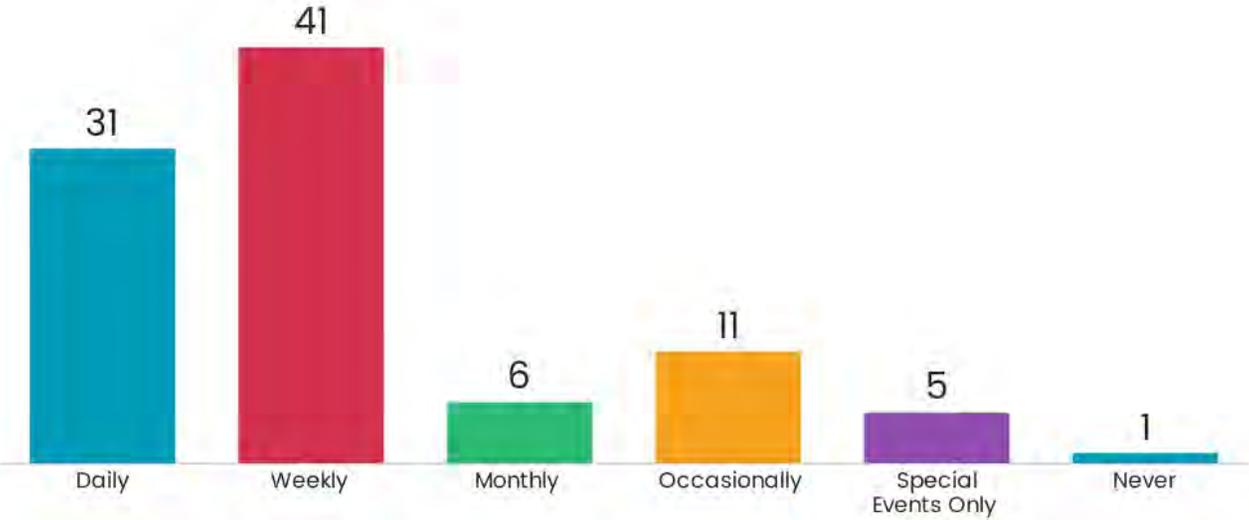
# Downtown Circulator



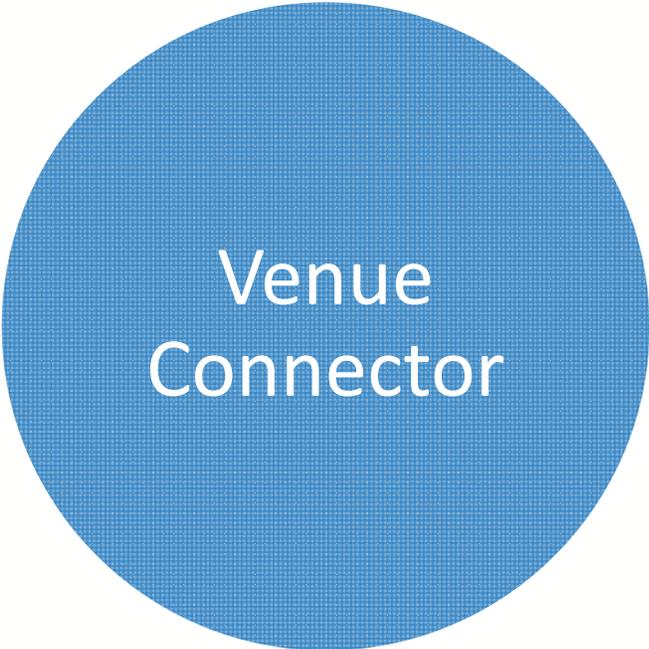
97

# How often would you use a Downtown Circulator service?

Mentimeter



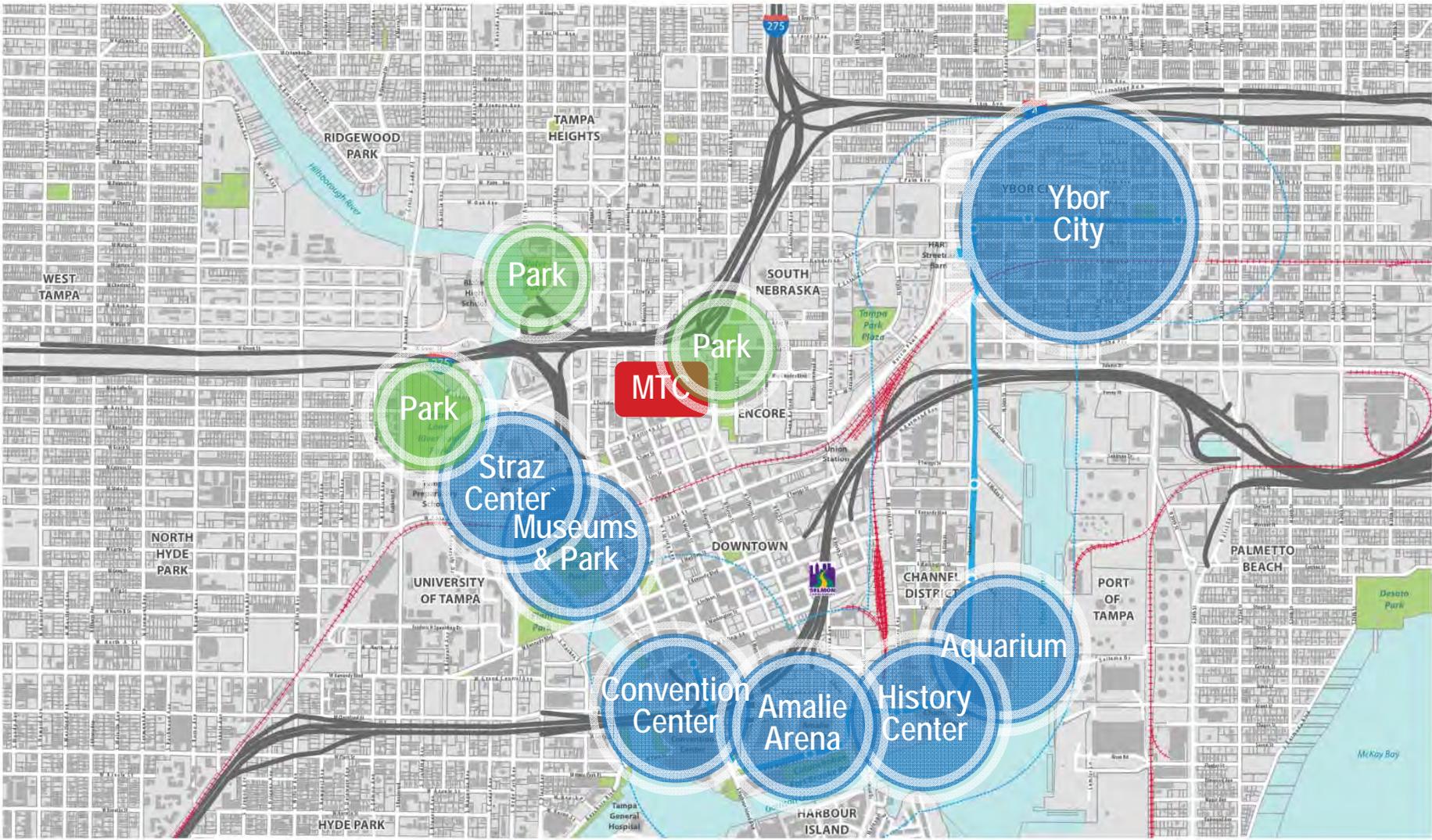
95



## Venue Connector

- Directly link **cultural, entertainment, and tourist destinations** in Downtown, Ybor City, and nearby neighborhoods.
- Service focused on **serving visitors and event patrons.**
- Stops close to key venues and major parking resources.

# Venue Connector



# Venue Connector

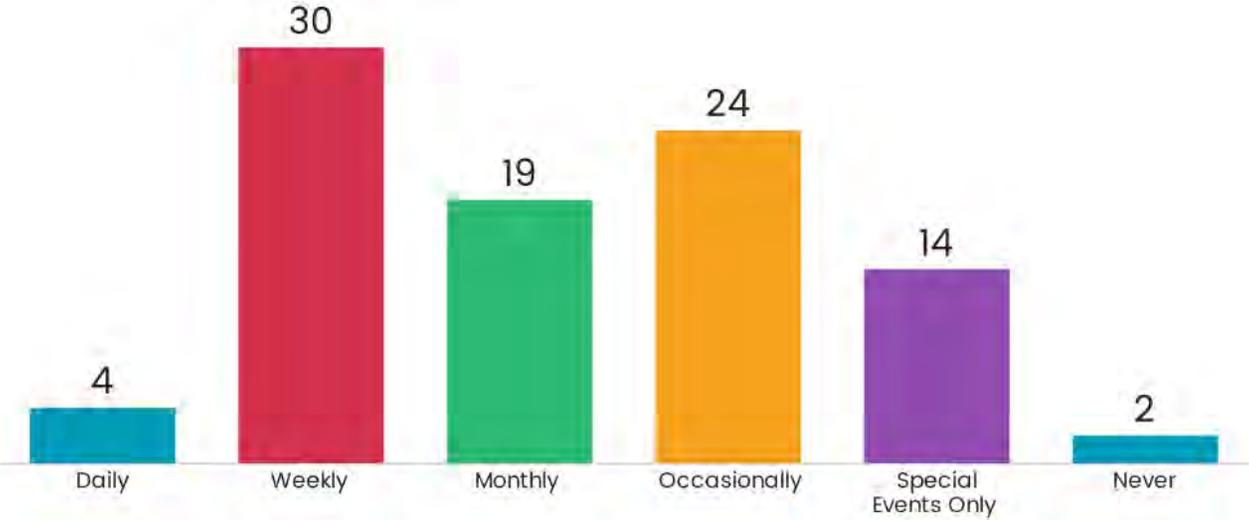
Mentimeter



89

# How often would you use a Venue Connector service?

Mentimeter



93

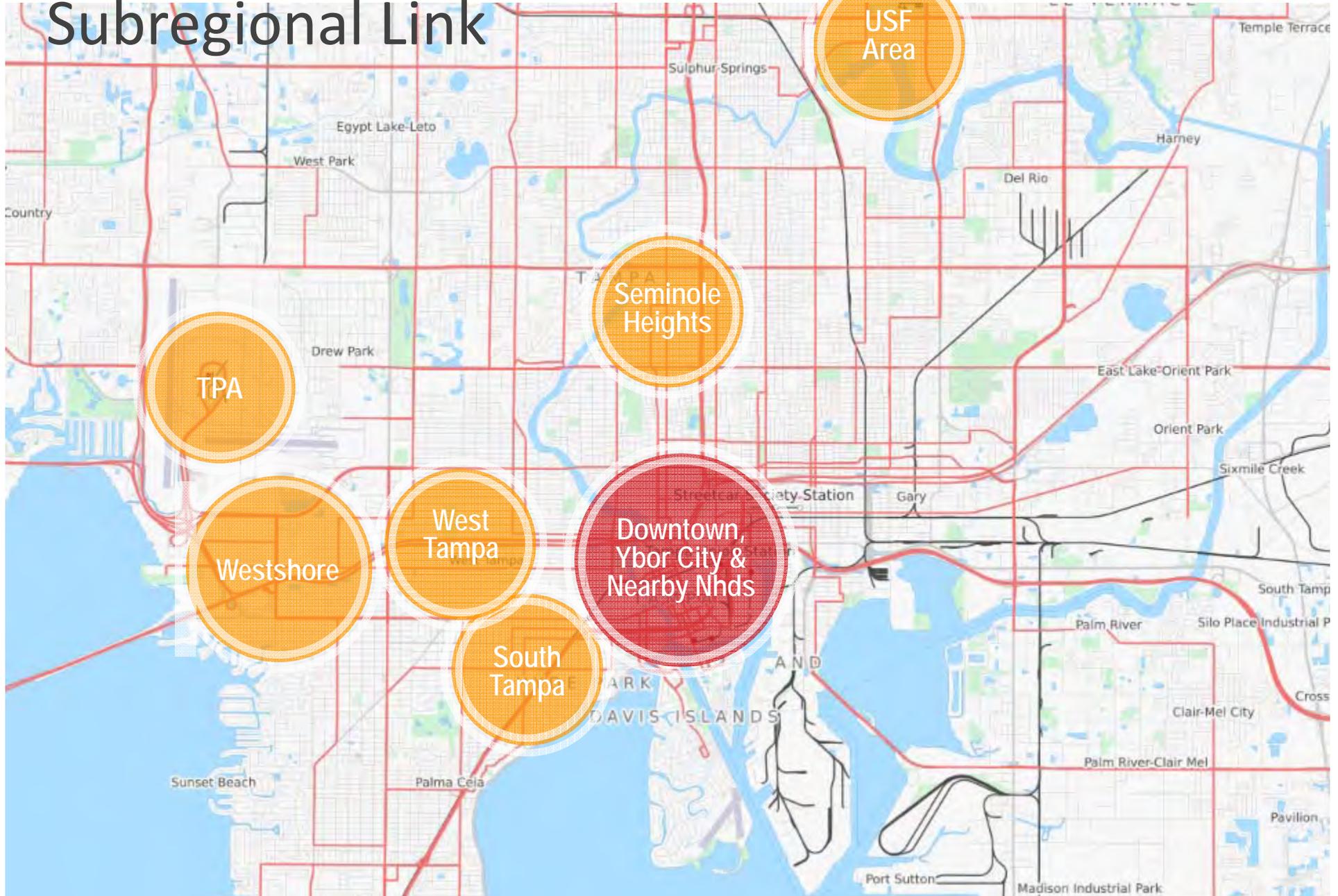


## Subregional Link

- Designed to allow **future connections to activity centers in the City** such as Westshore and Tampa International Airport.
- Serves areas beyond Downtown, Ybor City, and nearby neighborhoods.
- Service would require fewer stops Downtown and faster travel speeds.



# Subregional Link



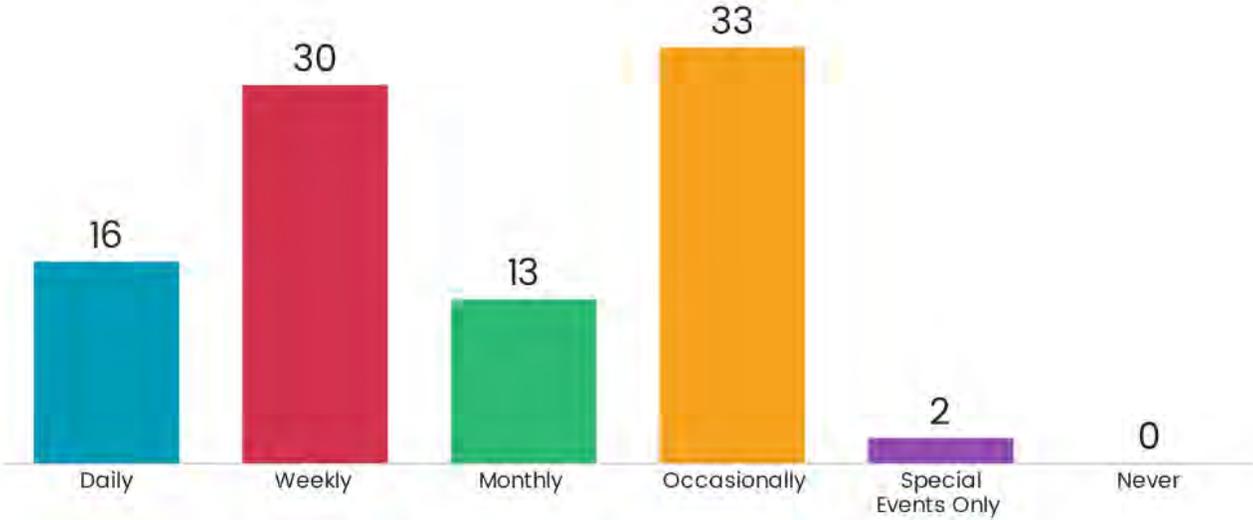
# Subregional Link



89

# How often would you use a Subregional Link service?

Mentimeter



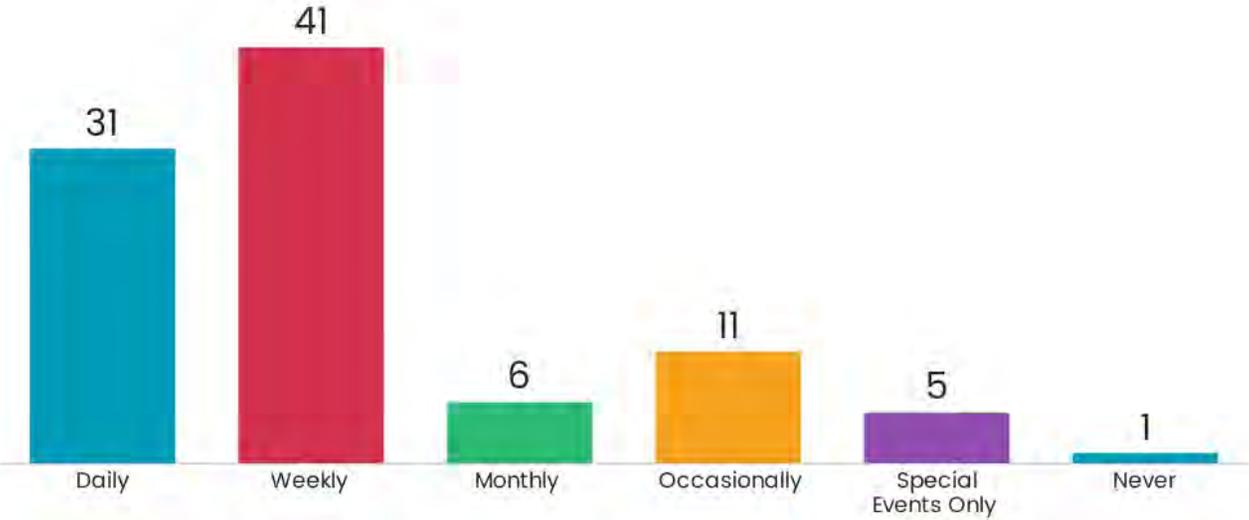
94

# Recap

## Concepts for the Future

# How often would you use a Downtown Circulator service?

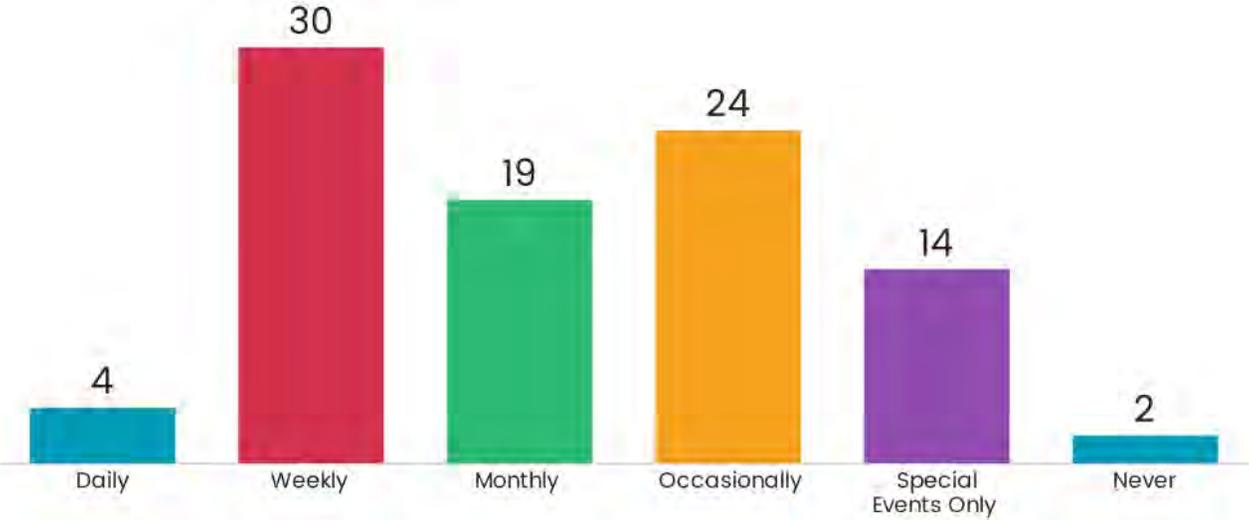
Mentimeter



95

# How often would you use a Venue Connector service?

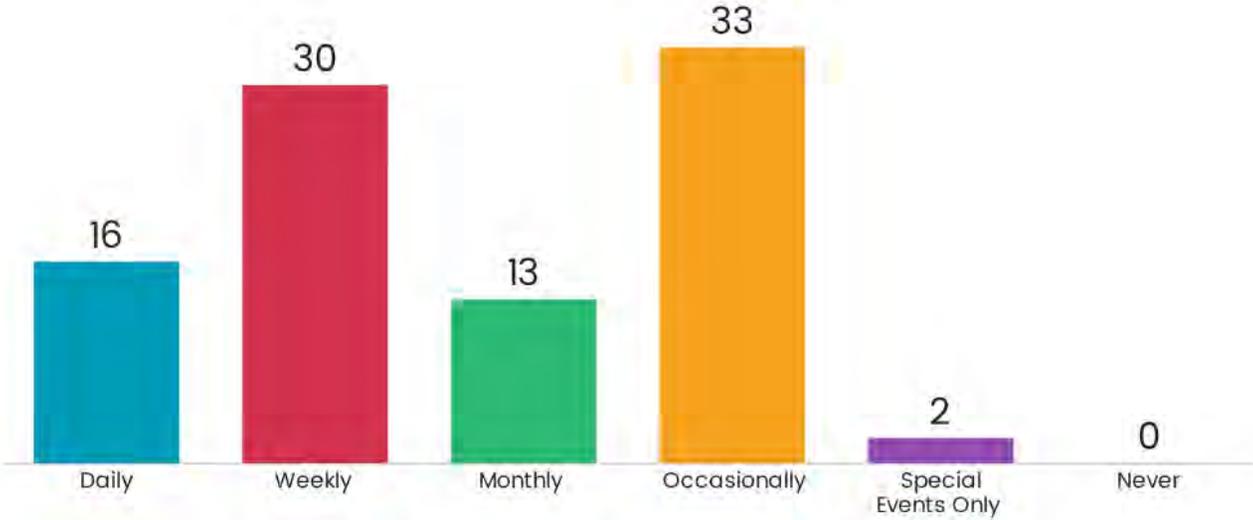
Mentimeter



93

# How often would you use a Subregional Link service?

Mentimeter



94

INVISION:   
**TAMPA STREETCAR**  
TRANSFORMING TAMPA'S TRANSIT

# Open Dialogue

Steve Schukraft, HDR



# OPEN DIALOGUE

- **Please be brief – 1 minute or less.**
- **Let us know your name and your interest in Downtown.**
- **Try to focus on purpose and need – we'll discuss and debate potential alignments in future sessions.**
- **Please use the comment form for additional thoughts.**

## STAY ENGAGED

- **Fill out a Comment Form – Share your thoughts and ideas with the team.**
- **Attend the Second Brainstorm Session and the Results Roundtable.**
- **Check the project website for updates [www.tampagov.net/streetcar](http://www.tampagov.net/streetcar)**
- **Follow the City of Tampa on Facebook and Twitter @CityofTampa.**
- **Contact the City Project Manager Milton Martinez, P.E. at (813) 274-8998 or streetcar@tampagov.net.**

# 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

INVISION:   
TAMPA STREETCAR  
TRANSFORMING TAMPA'S TRANSIT

**THANK YOU!**



## Attachment C – Second Brainstorm Session – Focus on Corridor Options

**INVISION: TAMPA STREETCAR**  
**Second Brainstorm Session: Corridor Options**  
Tampa Bay History Center  
Tuesday April 4, 2017

The second of three public meetings for the Invision: Tampa Streetcar project took place on Tuesday, April 4, 2017 at the Tampa Bay History Center. Approximately 60 participants attended. Jean Duncan, P.E., Director, City of Tampa Transportation and Stormwater Services Department gave introductory remarks.

Community participants: 1.) heard an overview of the streetcar study, timeline, and recap of comments from meeting one by Steve Schukraft, HDR. 2.) heard an overview on draft purpose and need by Steve Schukraft, HDR and Clarence Eng, Kimley-Horn. 4.) were introduced to Corridor Options by Steve Schukraft, HDR. 5.) asked to give live feedback to a number of questions through the phone app Mentimeter.

Comments and questions the community raised are summarized below:

1. During intro, question raised about why broader neighborhoods not in Center City definition (e.g., Hyde Park)?
2. Question on which planned development to service – noted that streetcar currently serves the waterfront district – are we implying that we will remove or move existing streetcar?
3. How would you prioritize P&N statements – clarify that these are not mutually exclusive (e.g., connect subdistricts would also support first and last mile).
4. Palmetto Beach resident - The diagonal corridor option does not seem to serve downtown. Is that intentional?
5. Lorin Shepherd, Straz Center employee - Suggests that we observe and take the pulse of the city. Determine the mobility needs at different times of day/locations within Center City. (i.e., parking demands/availability are different throughout the day or days of the week depending on activities and locations.)
6. Jim Cloar, Harbour Island resident (ULI District Council Chair, Tampa Bay) - Encourages us to look at as many markets as can be served. Early streetcar only focused on Ybor market. Relieving congestion is a big need, in particular from Hyde Park area.
7. Special events attendee – Congestion related to special events, need to look at services between special events locations and park n ride facilities.
8. Dave Slaggie, Seminole Heights resident – City Center has an inconsistent transit system, really two separate systems (bus and streetcar) that are not connected (i.e., streetcar stops two blocks way from closest bus line, even farther away from Marion Transit Center). We need to look at integration of streetcar and bus services.
9. Jan Smith, Lutz resident (Former HART board) – Attends special events in downtown at Straz Center, uses the parking garage at Oriega. Need for parking/access for downtown residents. Also concerned about access for new medical school to/from Tampa General and how many trips during day? Need to look at those numbers.
10. Josh Frank, Ybor City resident, downtown employee – Believe that residents from the Encore development are underrepresented at these meetings. Believes that Nebraska Avenue could be major corridor for future service given the existing high ridership on the HART BRT service.

11. Camilo Soto, Tampa Heights resident - Surprised to not see the \*(CSX option) not listed?  
Really liked the N/S Corridor C option.
12. Mike Scott, CBD employee – Are water-based transit options being considered, including the water taxi or additional shuttle service beyond current services – perhaps between the medical school to TGH.
13. Hyde Park resident. – Question: What is the best value/technology for service downtown, to use existing streetcar vs. rubber wheeled options. Cost is an important consideration and additional education on the costs of different options would be very helpful.  
2<sup>nd</sup> comment – Frequently bikes around the City Center area several times a month to see what is happening in terms of new development. He’s a developer and is evaluating markets and new developments. Is curious what current entertainment districts (i.e. Soho and Hyde Park Village) will look like if the development shifts more/moves to downtown.
14. Joseph Citro, Bayshore resident, downtown worker, interest in Ybor City – A service that provides downtown circulation is one thing, but we have 75,000 commuters daily going downtown. Does Marion Transit Center have enough capacity to serve massive switch to transit ridership? (not sure of question, but really focused on regional and commuter traffic – I guess related to our study via first/last mile. (interested in intermodal center property)
15. Lorin Shepherd, Straz Center employee (2<sup>nd</sup> comment) - Earlier someone mentioned congestion. Wonders about dispersal of development vs. centralizing development in one area of the city. Is it possible that we need more than one multimodal center?
16. Danielle Joyce – Preface that this is an exciting time, thanks for study efforts. Question 1: Noted that presentation showed population/employment numbers from 2010, when the economy was in a downturn. There has been a big increase in downtown residents/employees since then. Will you look at more recent data to address the upswing since 2010?  
Question 2: Is this study considering the sea level rise study recently published by City? What will be the potential impact on development and alignments?
17. Brian Kazimierowski, downtown core resident – Despite concerns on current streetcar service, hard to deny the economic development that has occurred. Any consideration of east side alignment to encourage new potential investments or serve as connection between venues and parking locations?
18. Rich Clarendon, MPO – Consideration should be given for extendability of options (i.e., ability to expand service beyond to the north, south, west). Important to look at urban core, but hope it is a starter for something bigger. Understands need for coordination with Regional Study, but that is a different study/market.
19. Tampa Heights, resident. – Requests that new service should not be placed down the center of I-275. Need to focus on development
20. Rachel Radawec, Downtown resident/employee, walks to work. Downtown is about 1 square mile. Walking is primary mode, 20 minutes. Look at ways to improve walking.
21. Kimberly Overman, economist. There is a ROI in relation to development near transit. Making connection to transit is economically important. Appreciates the story.

# City of Tampa Facebook Event

INSIGHTS SINCE 03/09/2017

**9.4K** Reached  
+0 this week

**567** Viewed  
+2 this week

**193** Responded  
+0 this week

Edit ...



## EVENT TIPS

Next Tip

### Create New Event



Have another event by City of Tampa Government coming up? Create an event to let people know about it.

Create

English (US) · Español · Português (Brasil) · Français (France) · Deutsch



Privacy · Terms · Advertising · Ad Choices · Cookies · More  
Facebook © 2017

**APR 4** InVision: Tampa Streetcar Brainstorm #2  
Public · Hosted by City of Tampa Government

★ Interested   ✓ Going

Hootlet ...

Tuesday, April 4 at 5:30 PM - 7:30 PM  
about 2 months ago

Tampa Bay History Center  
801 Old Water St, Tampa, Florida 33602

Show Map

About

Discussion

Write Post | Add Photo/Video | Create Poll

Write something...

**35 Went · 141 Interested**  
Share this event with your followers

## NEWS RELEASE

For Immediate Release

For additional information, please contact:

Ashley Bauman, Public Affairs Director

[\(813\) 274-8262](tel:8132748262)

[Ashley.Bauman@tampagov.net](mailto:Ashley.Bauman@tampagov.net)

### **City of Tampa to hold the second “InVision: Tampa Streetcar” brainstorm session on April 4**

*Residents encouraged to attend and share their thoughts on such topics as  
technology and route alternatives*

**Tampa, Fla.** (April 4, 2017) – The City of Tampa will be holding the second of three public meetings to discuss “InVision: Tampa Streetcar,” a public transportation feasibility study for the extension and modernization of the current streetcar system, on Tuesday, April 4, 2017 at 5:30 p.m. at the Tampa Bay History Center.

The April 4 meeting will be the second brainstorm session for this project. This meeting will focus on technology and route alternatives for the Tampa Streetcar system. At the first brainstorm session, held on March 7, 125 attendees helped consultants further clarify the purpose of the project and discussed the needs of the downtown Tampa community for transportation options.

“The excellent attendance at the first brainstorm session, along with the over 800 responses we received to our first Streetcar survey, illustrates the importance of this project to Tampa residents,” **said Tampa Mayor Bob Buckhorn**. “This second public meeting will help us move closer to our goal of creating another viable transportation choice for Tampa.”

During this project, the planning team will look at a wide range of corridors and technologies, including the possible use of autonomous transit vehicles, and will recommend feasible alternatives and funding strategies. The first phase of InVision: Tampa Streetcar is expected to be complete in early Summer 2017. If the results of the feasibility analysis are positive, a second phase will be initiated to select a preferred alternative and refine plans and strategies.

**The public outreach meeting schedule for Phase 1 of InVision: Tampa Streetcar is as follows:**

**Tuesday, March 7 – Community Brainstorm #1 (Focus on Purpose and Need)  
COMPLETED**

**Tuesday, April 4 – Community Brainstorm #2 (Focus on Technology and  
Alignment Alternatives), Tampa Bay History Center, 801 Old Water Street, Tampa**

**Tuesday, May 2 – Results Roundtable from 5:30 – 7:30 p.m. at the Tampa Bay  
History Center, 801 Old Water St., Tampa, FL, 33602 and the results roundtable  
will be located at the HCC Ybor campus at 2001 N. 14<sup>th</sup> St. (Republica de Cuba) in  
Ybor City.**

###



# COMMENT FORM

Please share your thoughts and ideas for the future of the Streetcar System.

**Comments:** I recently moved to the Tampa area from Cleveland, OH. Downtown CLE doesn't have a Streetcar, but rather they have 3 distinct Circulator routes using rubber tire trolley. Has an extended circulator system been examined for Downtown. It would be great to have a circulator from Ybor to MTC and another from the waterfront district to MTC. You could have two loops that meet in one place where connections could be made. Currently it doesn't appear you're looking at connectivity, but rather serving certain markets. You need to connect what currently exists (bike/ped, bus, ...). The idea behind transit is to move people to where they need to go, not necessarily promote Econ Dev. Rubber Tire is way less expensive also, as you know.

**Date:** \_\_\_\_\_

**Name:** \_\_\_\_\_

**Street Address:** \_\_\_\_\_

**City, State, Zip:** \_\_\_\_\_

**Phone:** \_\_\_\_\_

**Email:** \_\_\_\_\_

Please leave in the comment box  
or return by mail to:

ATTN:  
Milton Martinez, P.E.  
City of Tampa Transportation and  
Stormwater Services Department  
306 E. Jackson Street, 4E  
Tampa, FL 33602

# COMMENT FORM

Please share your thoughts and ideas for the future of the Streetcar System.

Comments:

To relieve Stray congestion, folks would only use an option with very little walking - park & ride, or transit to a very close location near the Stray. They're dressed up, with heels, & don't want to sweat! 😊

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Street Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

Please leave in the comment box  
or return by mail to:

ATTN:  
Milton Martinez, P.E.  
City of Tampa Transportation and  
Stormwater Services Department  
306 E. Jackson Street, 4E  
Tampa, FL 33602

# COMMENT FORM

Please share your thoughts and ideas for the future of the Streetcar System.

Comments: I think we eventotlay need to think about public Transportation  
to the airport, even if that is the streetcar to the transit center  
and then a bus to the airport.

If you build out the existing line up through option C to the  
heights it could help connect to the Metro Rapid to get to  
USF.

Date: 4/4/17

Name: Joellyn Carpenter

Street Address: Moving to Harbour Island

City, State, Zip: End of the month

Phone: \_\_\_\_\_

Email: Joellyn.Carpenter@gmail.com

Please leave in the comment box  
or return by mail to:

ATTN:  
Milton Martinez, P.E.  
City of Tampa Transportation and  
Stormwater Services Department  
306 E. Jackson Street, 4E  
Tampa, FL 33602

# COMMENT FORM

Please share your thoughts and ideas for the future of the Streetcar System.

Comments: - Do not put streetcar down the middle of the interstate.  
Any consideration of corridor E should be on regular streets, otherwise you lose part of the last 1/4 mile to interstate.

- Also, do not aim to connect the streetcar to regional/commuter extensions down the interstate, because those will likewise be ineffective as they will not have 1/4 mile transit beyond the exit in downtown. The exception would be Brightline, if it had 2 stops (downtown Tampa) (Somewhere in Pinellas). The CSX lines, along w/ light rail at street level from Westshore → Downtown → USF will suffice w/o using the interstates.

- Corridor C could capitalize on existing development, so do that first. Then loop back to Ybor via Palm Spine while creating corridor D.

- Using the CSX lines, w/ stops @ UT, Downtown (Hub of corridor C), & @ Ybor will take care of the other E/W connections

-> Modernize the current system & improve Greenway to unlock more transit-oriented development

Date: April 4, 2017

Name: Garrett Tozier

Street Address: 1108 N. Franklin St. #603

City, State, Zip: Tampa, FL 33602

Phone: 813.310.0227

Email: garrett.a.tozier@gmail.com

Please leave in the comment box  
or return by mail to:

ATTN:  
Milton Martinez, P.E.  
City of Tampa Transportation and  
Stormwater Services Department  
306 E. Jackson Street, 4E  
Tampa, FL 33602

# COMMENT FORM

Please share your thoughts and ideas for the future of the Streetcar System.

Comments: Ideally the streetcar would be routed deeper into downtown Tampa, via a walkable corridor that connects the riders to retail/restaurant destinations.  
Looping the route to eventually connect back to the existing route.

My ideal corridor would be PHASE 1 North via Franklin St to 7th Ave + then 2nd Phase East on 7th Ave back to Ybor.

An optional turnback location could happen at Franklin + Palm.

Date: 4-4-17

Name: Taylor Ralph

Street Address: 3703 W San Juan St

City, State, Zip: Tampa, FL 33629

Phone: 813-463-3099

Email: ~~sr@taylor~~ taylor @

realbuildingconsultants.com

Please leave in the comment box or return by mail to:

ATTN:  
Milton Martinez, P.E.  
City of Tampa Transportation and Stormwater Services Department  
306 E. Jackson Street, 4E  
Tampa, FL 33602

# COMMENT FORM

Please share your thoughts and ideas for the future of the Streetcar System.

Comments: You ask how people get to work / school, but you don't ask if they have the means to travel to work by any other means than by car. For example, I live in the urban core but cannot get to my work by any other means than by car.

Instead of Zip Code, I would prefer to see availability to note where you live/work by neighborhood / place name.

Date: 4.4.17  
Name: \_\_\_\_\_  
Street Address: \_\_\_\_\_  
City, State, Zip: Tampa, FL 33610  
Phone: \_\_\_\_\_  
Email: \_\_\_\_\_

Please leave in the comment box or return by mail to:  
  
ATTN:  
Milton Martinez, P.E.  
City of Tampa Transportation and Stormwater Services Department  
306 E. Jackson Street, 4E  
Tampa, FL 33602

# COMMENT FORM

Please share your thoughts and ideas for the future of the Streetcar System.

Comments:

This TRAM connects to NOTHING

Even There even is NO stop here at the History Center:

① Think TOURISTS ② THINK RAIN ③ Think HOT Summer

↳ TOURISTS - same for Aquarium

↳ → Same for Convention Ctr.

You have to walk forever.

In 2012

⇒ I live near the Zoo + stupidly moved here from Stuart FL thinking life in a city, as I got older (76) would be great as I want to drive less + less.

One of the first thing I wanted to do was go from home to the Convention Ctr for a meet Expo! NO WAY with Transit. NOTHING connects.

Can that tram go to MARION.? (Right now I take 2 buses to get to MARION. I don't want to drive at night BUT I want season tickets

to STRAZ, I want to get to the LIBRARY, the MUSEUM, HISTORY

Date: GET ME THERE on.

Name: Jessica BERGM, TRANSIT.

Street Address: 704 W HIAWATHA street.

City, State, Zip: TAMPA. FL.

Phone: \_\_\_\_\_

Email: JTB350@hotmail.com.

Please leave in the comment box or return by mail to:

ATTN:

Milton Martinez, P.E.

City of Tampa Transportation and Stormwater Services Department

306 E. Jackson Street, 4E

Tampa, FL 33602

→ I don't care how! Bus or TRAM!!

## Diagonal Corridor

- Connects Hyde Park, North Hyde Park, Grand Central, Central Downtown, Central Park, and West City.
- Serves West Shore development areas, north Downtown, and Terrace.

**City of Tampa**  
InVision: Tampa Streetcar | City of Tampa  
**CORRIDOR OPTIONS**



Name	Email	Home Zip Code	Attended_Mtg1	Attended_Mtg2	Attended_Mtg3
Owen LaFave	OLafave@gmail.com	33602	yes	yes	
Joseph Citro	JCitro@hotmail	33611	yes	yes	yes
Shannon Rodriguez	shannon.rodriguez@phelps.com	33611	yes	yes	yes
Ryan Morais	<a href="mailto:Morais.Ryan@gmail.com">Morais.Ryan@gmail.com</a>	33604	yes		
Keith Gremmenger	<a href="mailto:Keith.Gremmeger@Kimley-Horn.com">Keith.Gremmeger@Kimley-Horn.com</a>	33606	yes	yes	
Jim Fetzer	<a href="mailto:jfetzer@gohart.org">jfetzer@gohart.org</a>	33852	yes	yes	yes
Tessa Fritz	<a href="mailto:Vertical.Nexus@gmail.com">Vertical.Nexus@gmail.com</a>	33602	yes		
Paul Steinman	<a href="mailto:Paul.Steinman@DOT.State.FL.US">Paul.Steinman@DOT.State.FL.US</a>	33647	yes		
Blake O'Neil	email not legible	33602	yes		yes
Walter Duncan, Jr.	<a href="mailto:DuncanW@gohart.org">DuncanW@gohart.org</a>	33603	yes		
John Rodriguez	sandspur_63@yahoo.com	33607	yes		
John Cowdery	<a href="mailto:JohnDCowdery@gmail.com">JohnDCowdery@gmail.com</a>	33605	yes		
Ingrid Smith	Ingrid.Jacoba@verizon.net	33604	yes		
Kelly Fearon	<a href="mailto:Kelly.Ferron@kimley-horn.com">Kelly.Ferron@kimley-horn.com</a>	33606	yes		
Wanda Thompson	<a href="mailto:Wanda.Thompson@TampaGov.net">Wanda.Thompson@TampaGov.net</a>	33610	yes	yes	
Bryan Kazimierowski	<a href="mailto:Kazimieb@yahoo.com">Kazimieb@yahoo.com</a>	33602	yes	yes	yes
Ed McKilley	<a href="mailto:Edward.mckilley@DOT.State.FL.US">Edward.mckilley@DOT.State.FL.US</a>	33584	yes		
Chris Katsares	ckatsares@yahoo.com	33606	yes		
Christina Kopp	<a href="mailto:koppck@pbworld.com">koppck@pbworld.com</a>	34637	yes		
Steve Rosenstork	<a href="mailto:Rosenstorks@goHART.org">Rosenstorks@goHART.org</a>	33605	yes		
Meredith Wheeler	<a href="mailto:mwheeler@vinik.com">mwheeler@vinik.com</a>	33606	yes		
Maria Eremeev	<a href="mailto:eremeevmaria@gmail.com">eremeevmaria@gmail.com</a>	33609	yes		
Aldo Valedon	<a href="mailto:Aldo.valedon@gmail.com">Aldo.valedon@gmail.com</a>	33602	yes	yes	
Chris Vela	<a href="mailto:Cmvela311@gmail.com">Cmvela311@gmail.com</a>	33605	yes		
Lee Meach	<a href="mailto:LCichonlz@gmail.com">LCichonlz@gmail.com</a>	33605	yes		
LeAnn Honecutt	honey.cutt@gte.net	33603	yes	yes	
Abbey Dohring Ahern	<a href="mailto:abbey@dohringgroup.com">abbey@dohringgroup.com</a>	33602	yes		yes
Stephen Williams	stephen2424@gmail.com	33629	yes		
Susan Long	<a href="mailto:susan@swlong.com">susan@swlong.com</a>	33604	yes		yes
Leonid Evemeev	<a href="mailto:coileap@yahoo.com">coileap@yahoo.com</a>	33609	yes		
Kyle Harper	<a href="mailto:Kyle.Harper@parsons.com">Kyle.Harper@parsons.com</a>	33525	yes		yes
Jeffrey Siewert	<a href="mailto:siewertj@ayresassociates.com">siewertj@ayresassociates.com</a>	33606	yes		
Adam Metz	<a href="mailto:Adam.Metz@alumni.ucu.edu">Adam.Metz@alumni.ucu.edu</a>	33602	yes		yes
Daryl Krumpsieg	<a href="mailto:Daryl_Krumpsieg@gensler.com">Daryl_Krumpsieg@gensler.com</a>	33713	yes		yes
Donna Stark	<a href="mailto:destark@gmail.com">destark@gmail.com</a>	33603	yes		
Ruth Reyes Burckard	<a href="mailto:ReyesBurckardR@goHART.org">ReyesBurckardR@goHART.org</a>	33605	yes	yes	
Jeff Zampitella	<a href="mailto:downtownriverarts@gmail.com">downtownriverarts@gmail.com</a>	33602	yes		
Kimberly Overman	<a href="mailto:vote@kimberlyoverman.com">vote@kimberlyoverman.com</a>	33603	yes	yes	yes
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Gregory Bencini	brocking@goHART.org	33647	yes	yes	
Ray Wong	Ray_Wong@	33609	yes		
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# Second Brainstorm Session

# Corridor Options

Tampa Bay History Center

Tuesday April 4, 2017





# Welcome & Opening Remarks

Jean Duncan, P.E., Director

City of Tampa Transportation and Stormwater

Services Department





# Getting Started

Steve Schukraft, HDR



# Get Ready...

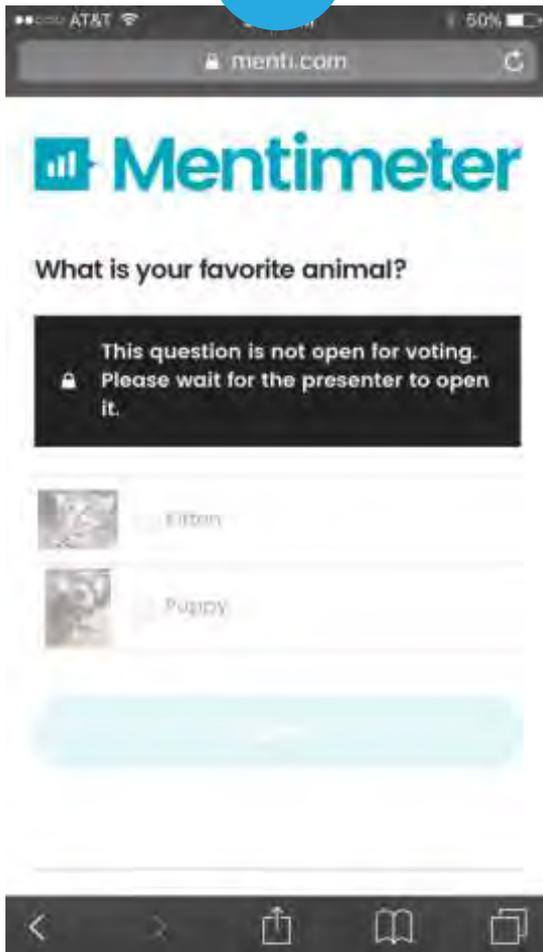
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- Grab your smartphone or tablet.
- Open your browser.
- Access [www.menti.com](http://www.menti.com).
- Enter meeting code

# 43 69 62

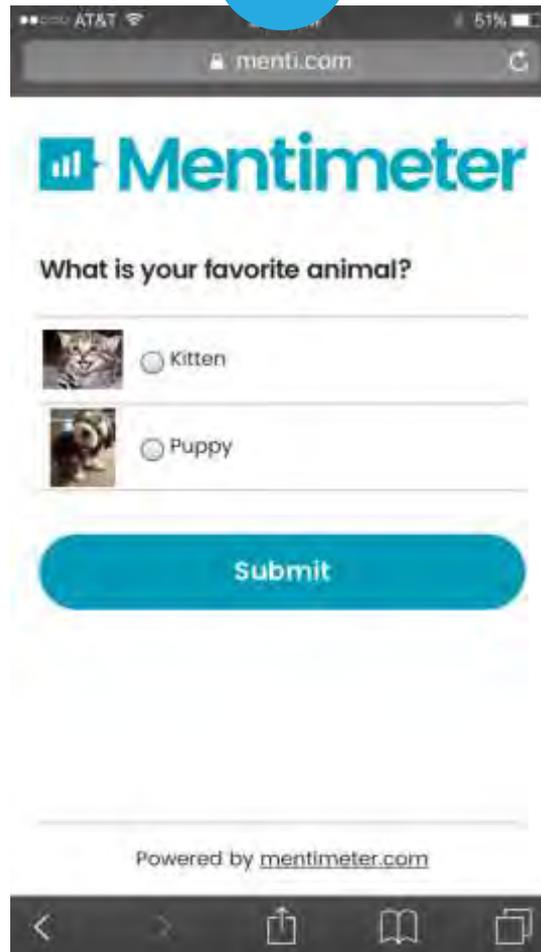


# What You'll See...

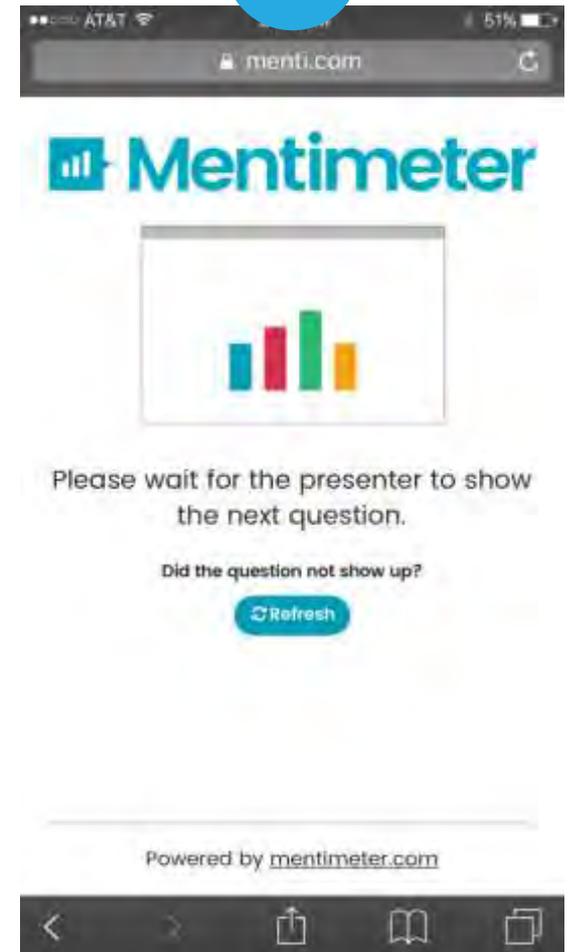
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2



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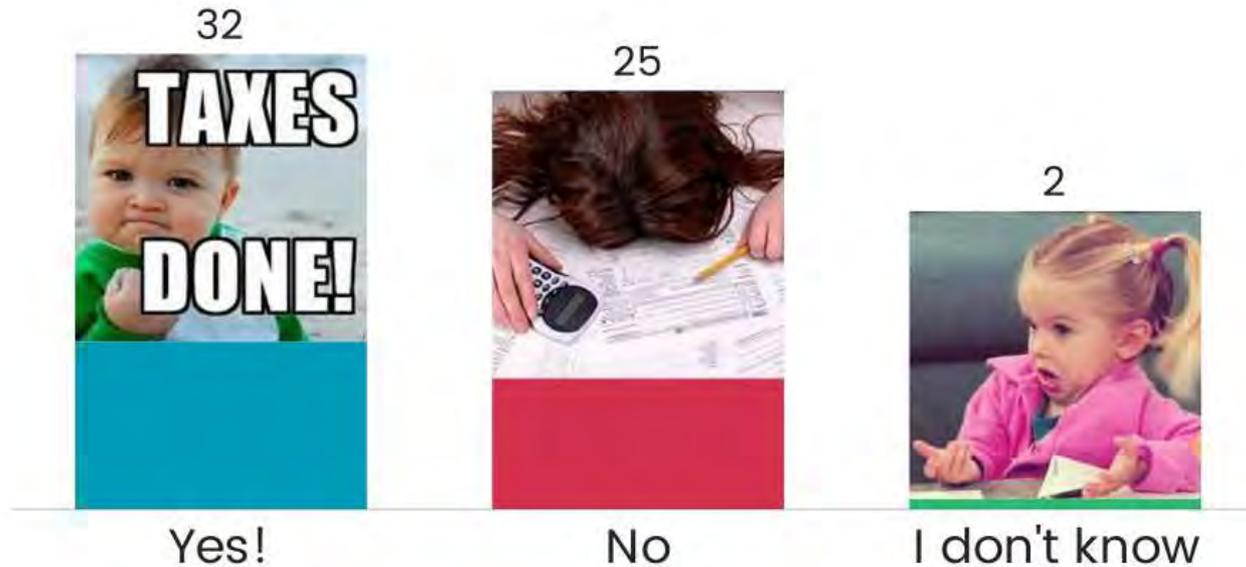




# Test Question

# Have you done your taxes yet?

Mentimeter



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# 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

# What we heard...



# What we heard...

**“The service will need high frequency to succeed.”**

**“Primarily, we need strong downtown connectivity.”**

**“focus on transit-dependent workers.”**

**“The three different options seem too singular.”**

**“Secondly, create regional extensions.”**

**“Consider future transit options.”**

**“We need all of the above.”**

**“Loop the existing track.”**

### COMMENT FORM



Please share your thoughts and ideas for the future of the Streetcar System.

Comments: Primary need: loop existing track up Franklin to Palm, then across P connect at 15<sup>th</sup> St. or 22<sup>nd</sup> St. Second extension lines from Palm up to Convention Center to Hyde Park, from Main St out to W. Tampa. Another be an East Loop (existing track plus Palm + loop) along with West Loop West on Palm, South on Boulevard on Brorain). Must have multiple not lines, to cut wait time. Should lanes for streetcars & bikes or within some turning lanes.

Date: 3/7/17  
 Name: Hope Donnelly  
 Street Address: [Redacted]  
 City, State, Zip: Tampa FL 33602  
 Phone: [Redacted]  
 Email: [Redacted]

Please leave in the comment box or return by mail to:  
 ATTN: Milton Martinez, PE  
 City of Tampa Transportation and Stormwater Services Department  
 306 E. Jackson Street, 4E  
 Tampa, FL 33602

### COMMENT FORM



Please share your thoughts and ideas for the future of the Streetcar System.

Comments: Transit Hub Connected  
 • Union Train Station  
 • Cruise Terminal  
 • MTC - Marion Transit Center  
 • Trolley Stops & Trolley Bus  
 • Greyhound Station  
 • Water Taxi & eventual greens  
 Please connect these dots!

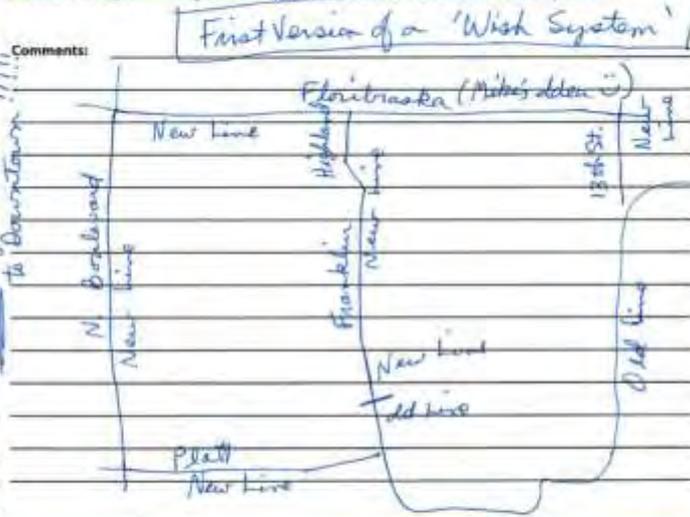
Date: 3-7-2017  
 Name: Ingrid Smith  
 Street Address: [Redacted]  
 City, State, Zip: 33604  
 Phone: [Redacted]  
 Email: [Redacted]

Please leave in the comment box or return by mail to:  
 ATTN: Milton Martinez, PE  
 City of Tampa Transportation and Stormwater Services Department  
 306 E. Jackson Street, 4E  
 Tampa, FL 33602

### COMMENT FORM

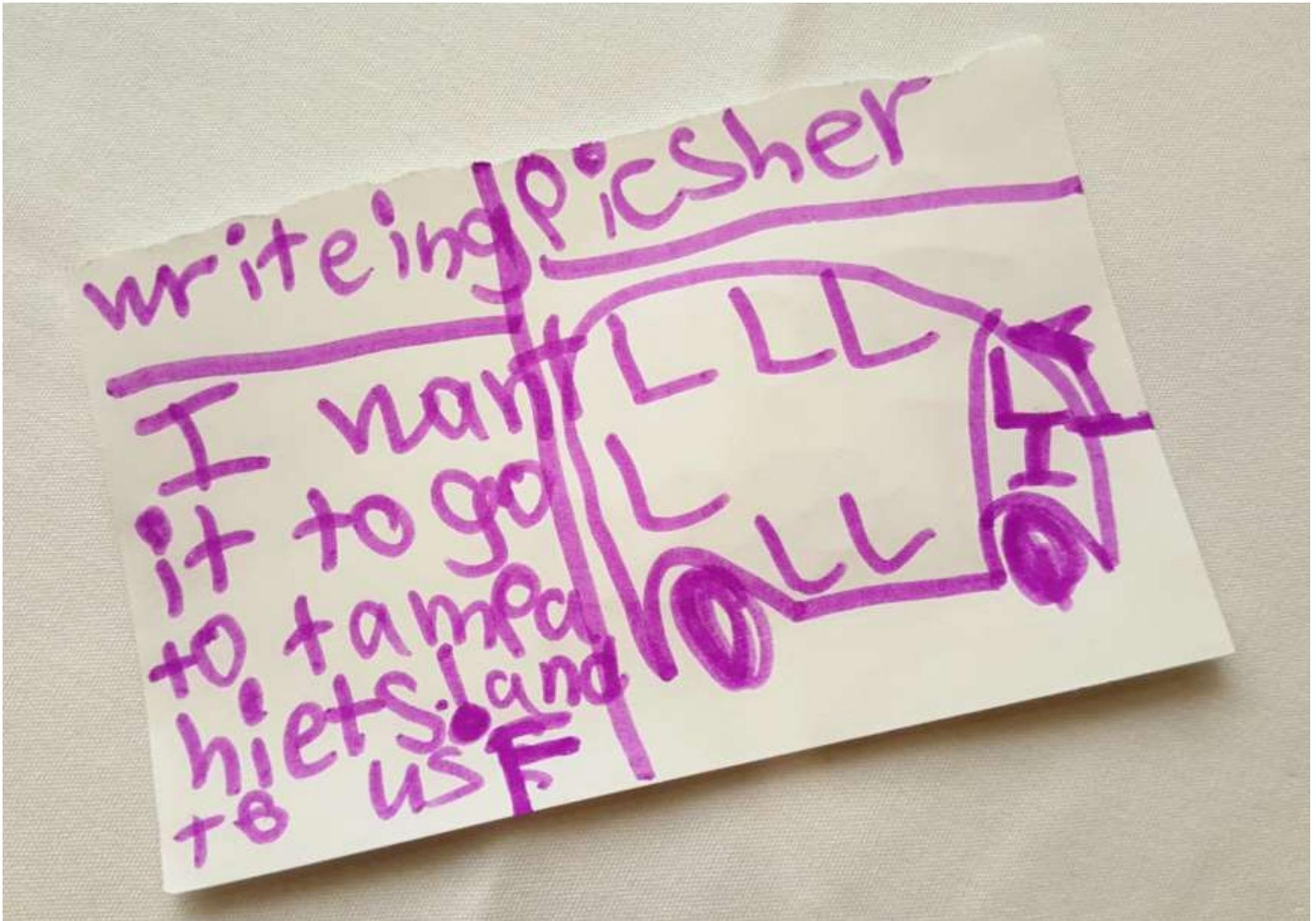


Please share your thoughts and ideas for the future of the Streetcar System.



Date: Tues, March 7  
 Name: LaCine Honeysett  
 Street Address: [Redacted]  
 City, State, Zip: TAMPA, FL 33603-  
 Phone: [Redacted]  
 Email: [Redacted]

Please leave in the comment box or return by mail to:  
 ATTN: Milton Martinez, PE  
 City of Tampa Transportation and Stormwater Services Department  
 306 E. Jackson Street, 4E  
 Tampa, FL 33602



# PHASE 1 BRAINSTORMING SESSIONS

2

## Second Brainstorm Session

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

### Tonight's Agenda

- Review Project Basics
- Draft Purpose & Need
- Discussion of Corridor Options



# Project Basics

Steve Schukraft, HDR



# 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.

# STUDY MANAGEMENT

## A Joint Project Agreement between the City of Tampa and FDOT



**FDOT (Study Sponsor)**



**City of Tampa (Owner)**



**HART (Operator)**

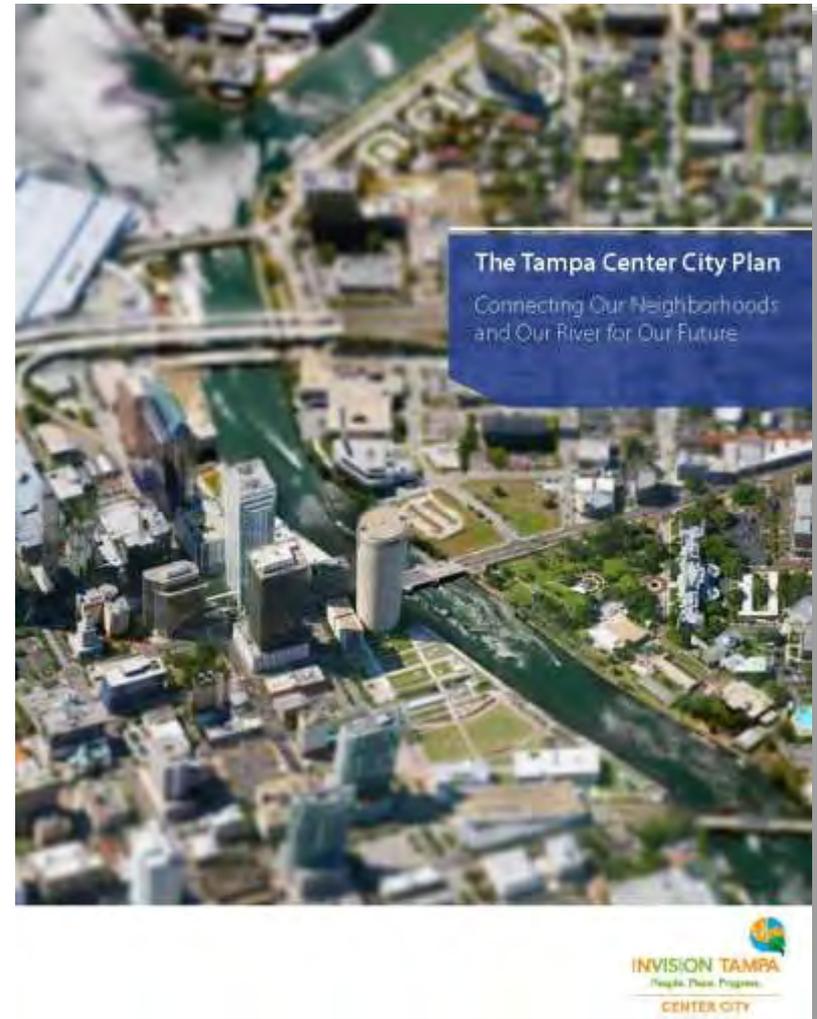


**HDR (Lead Consultant)**

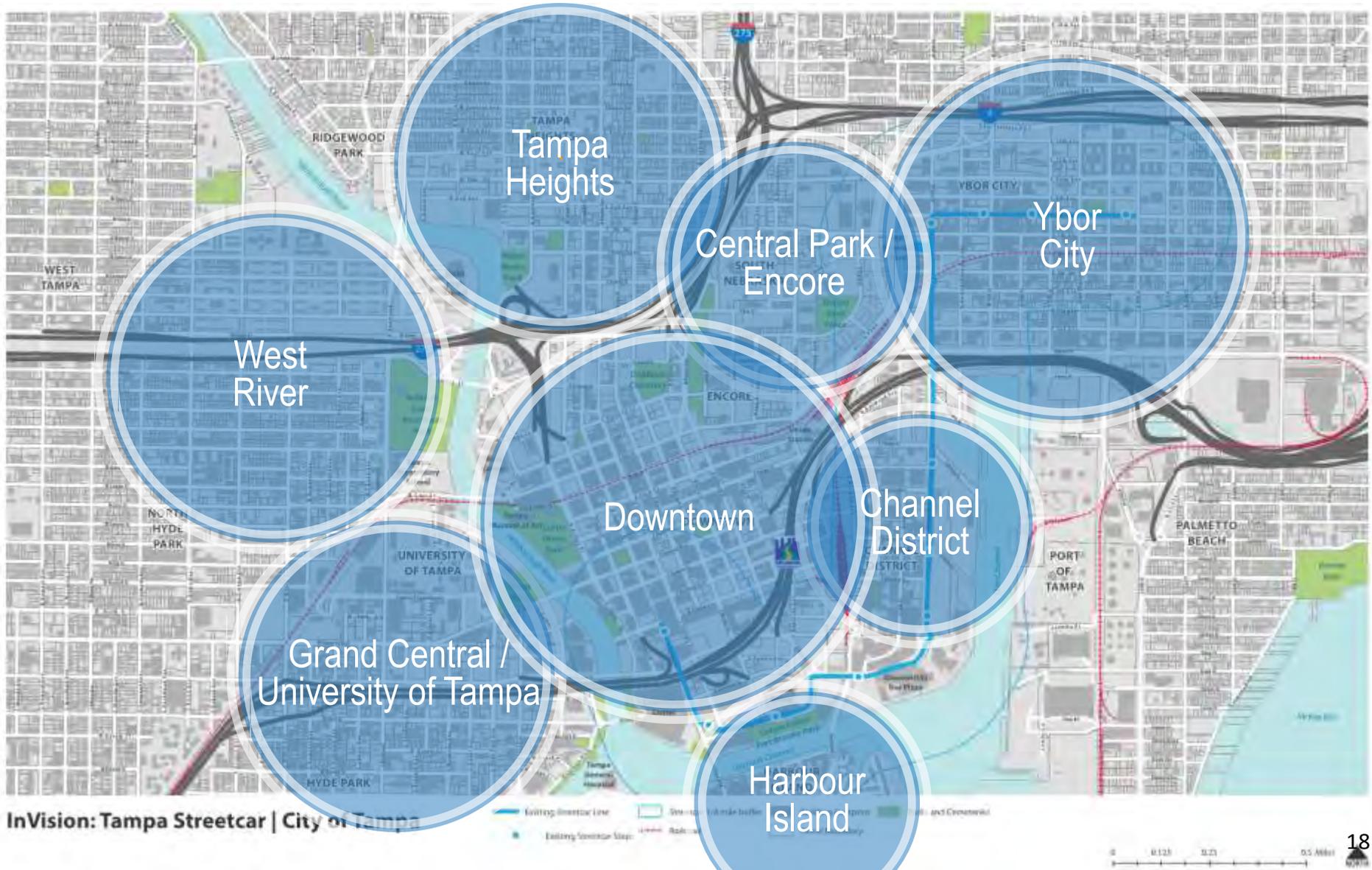
with Kimley-Horn & Associates, Inc.,  
B2 Communications, Boothe Transit  
Consulting and others.

# PLANNING FRAMEWORK

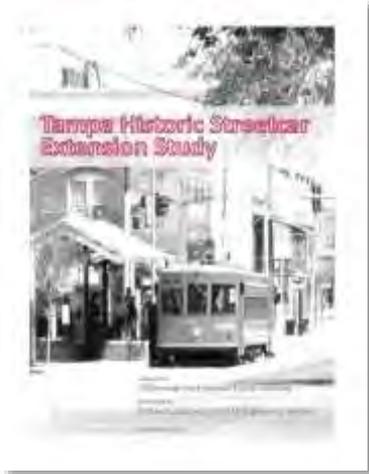
- InVision Tampa's Center City Plan recognized the need to extend and expand streetcar operations.
- Uses a broad definition of Downtown – Ybor City, Central Park, West River, Channel District, Harbour Island, & Tampa Heights.



# STUDY SCOPE



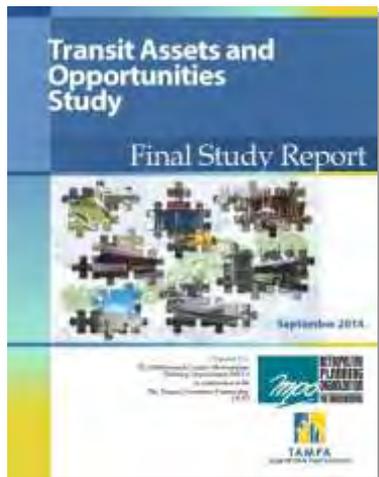
# PLANNING FRAMEWORK



- **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

# PLANNING FRAMEWORK

## RELATED STUDIES UNDERWAY

- **Regional Premium Transit Study**
- **Transit Development Plan Update**
- **Autonomous Transit Pilot Project**

# PROJECT TIMELINE

## PHASE 1

### FEASIBILITY

Spring - Summer 2017

#### KEY TASKS

- Purpose & Need
- Concept Alternatives
- Impact Evaluation
- Funding & Implementation
- FTA Request to Advance

## PHASE 2

### PROJECT DEVELOPMENT

Summer 2017 - Summer 2018

#### KEY TASKS

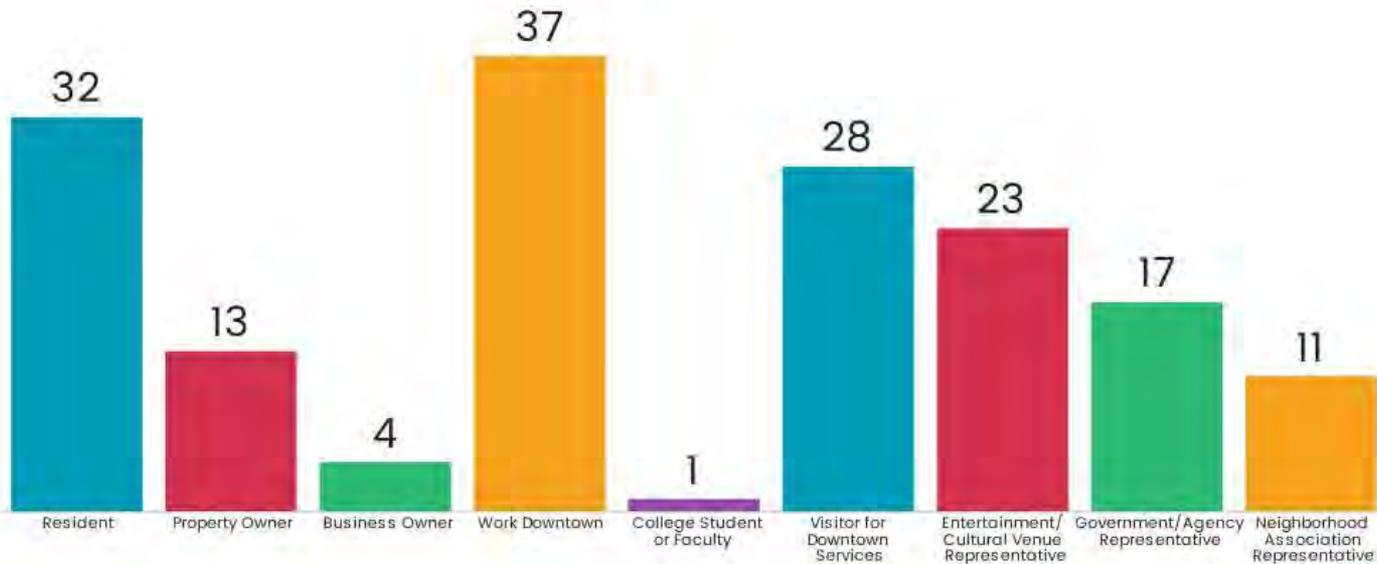
- Preferred Alternative
- Preliminary Design & Engineering
- Impact Assessment
- Funding & Implementation
- FTA Request for Funding

*Stakeholder engagement and communications through both phases with workshops, briefings, web site, social media, etc.*



**Who's with us tonight?**

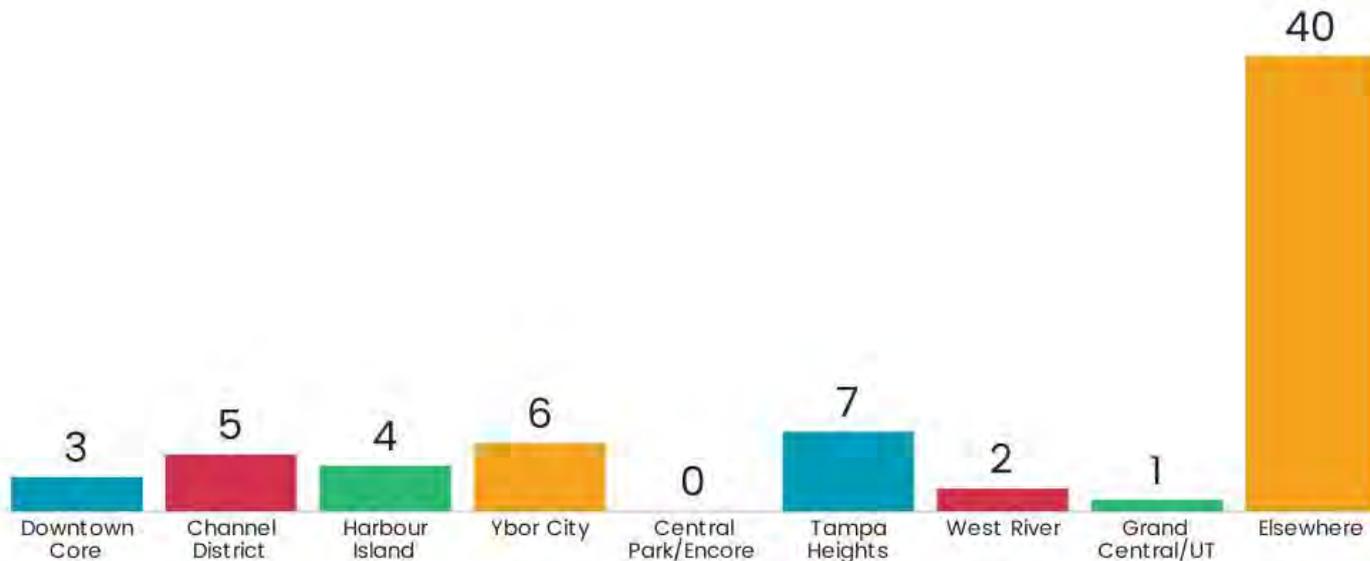
## What is your interest in the downtown area? (pick your top 3)



65

# What neighborhood do you live in?

Mentimeter

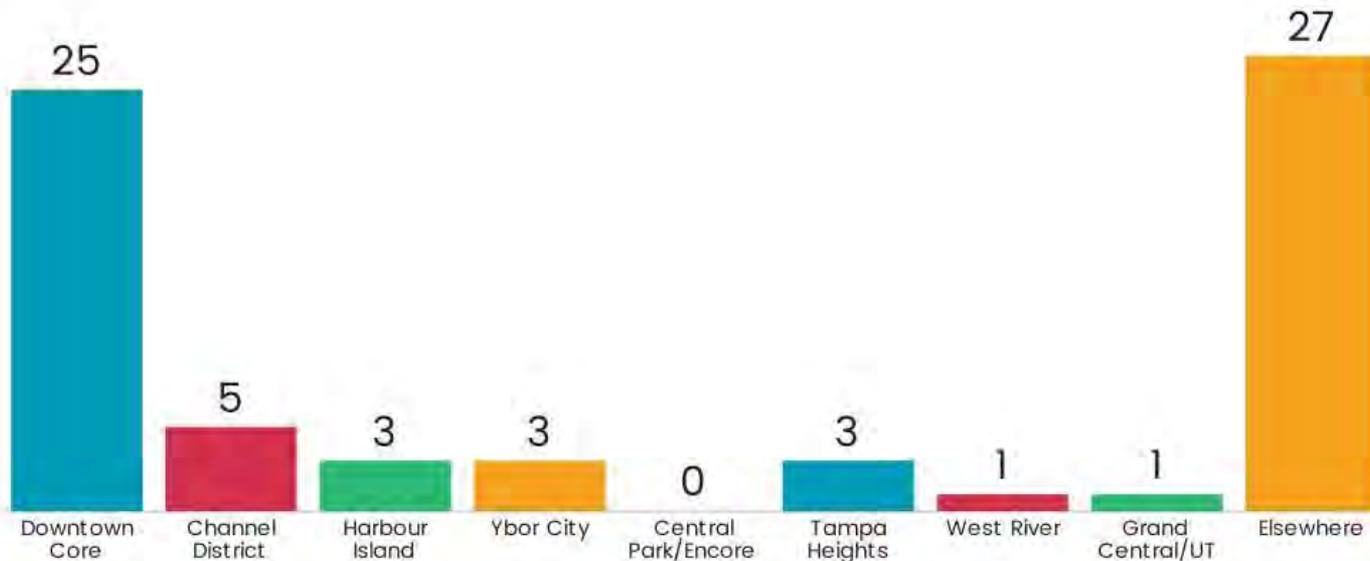


68



# What neighborhood do you work in?

Mentimeter



68

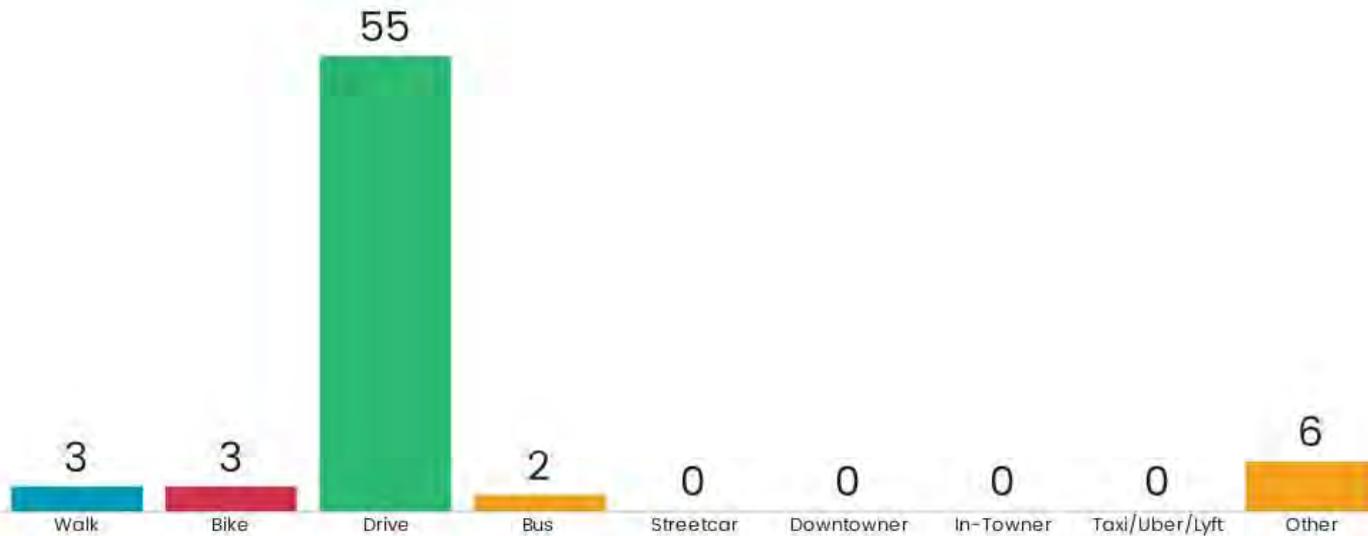
# Where do you work? (enter your zip code)

Mentimeter



68

# What's your primary way to get between home and work?



69



# Draft Purpose & Need

Steve Schukraft, HDR

Clarence Eng, Kimley-Horn



# Draft Purpose & Need Statement

- Statement is a description of **opportunities, issues, and problems** that can be addressed by a potential transit investment.
- **Key considerations in drafting the statement:**
  - Land Use and Economic Development
  - Mobility Improvement and Congestion Relief
  - Environmental and Community Benefits-Impacts
- **Important tool to develop and evaluate options and alternatives.**



**Connect Downtown Subdistrict**



**Serve Travel Markets**



**Improve First Mile/Last Mile Connections**



**Support Economic Development**

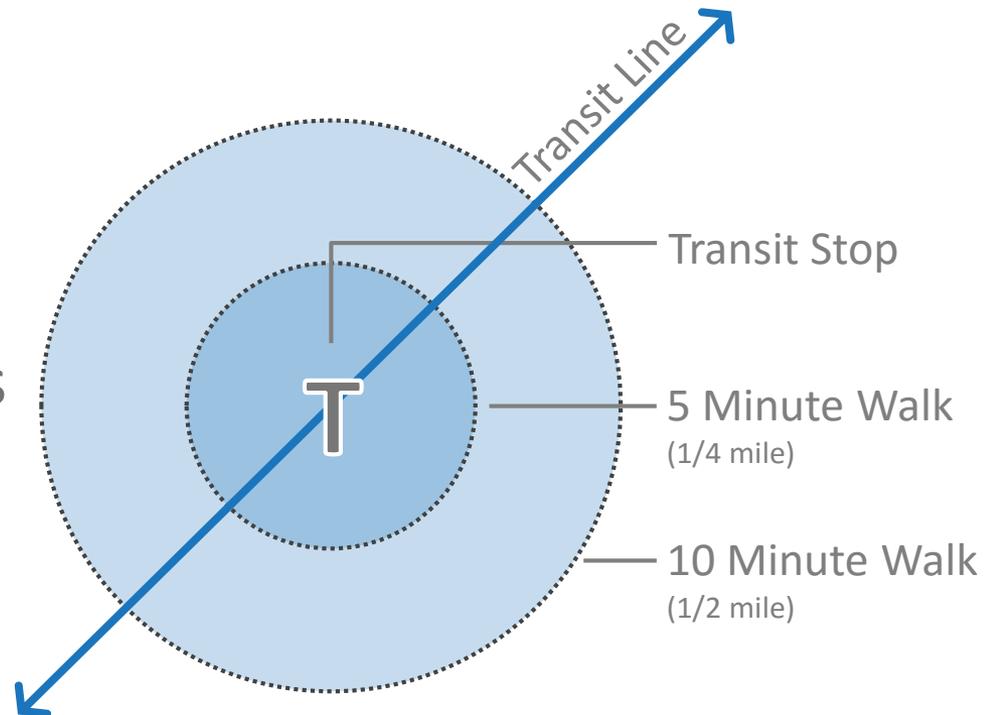


**Expand Sustainable Transportation Options**

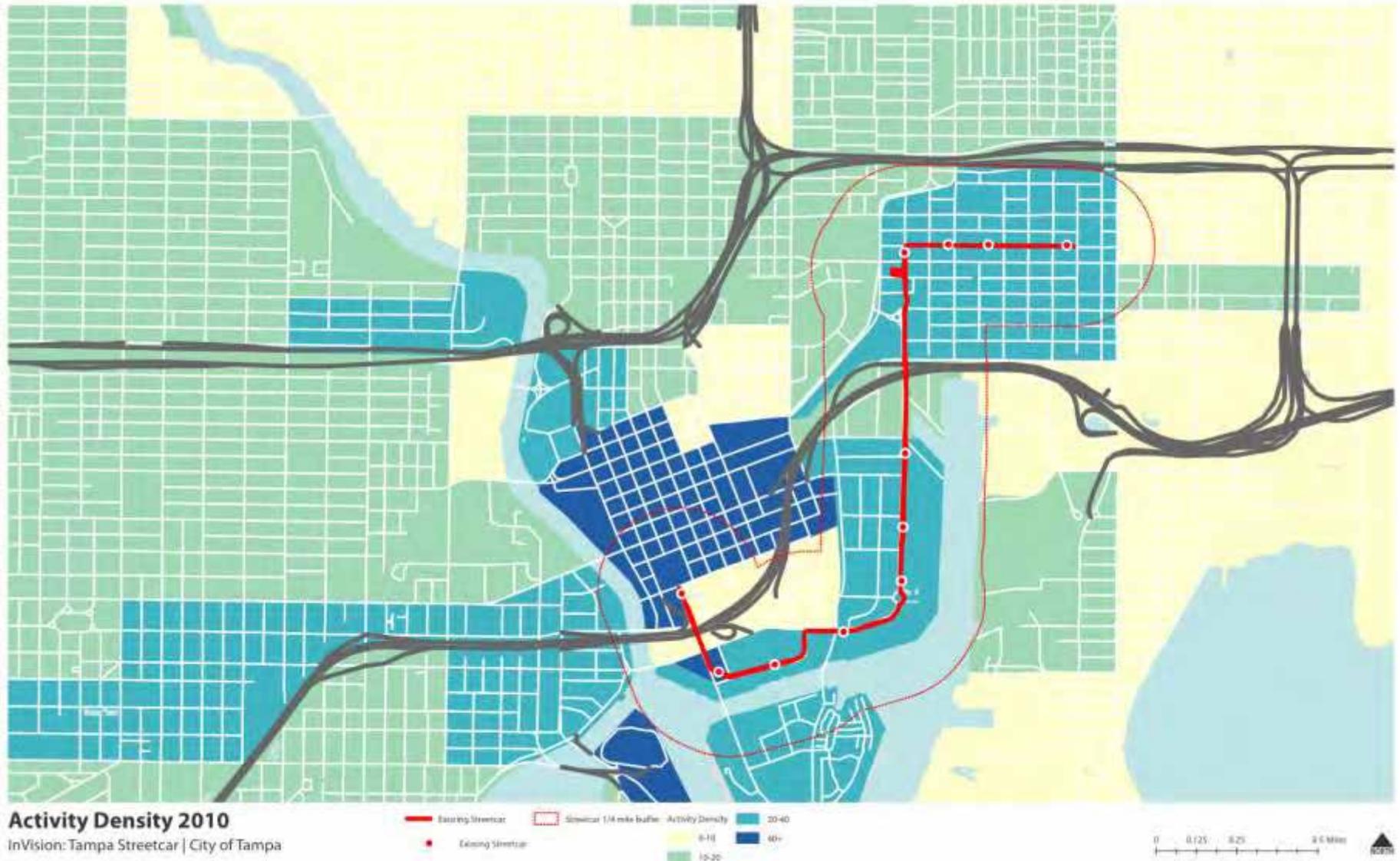
# Connect Downtown Subdistricts

Improve mobility within and between existing City Center subdistricts with transit-supportive land use and development.

- High Density
- Compact, Urban Form
- Transit Supportive Uses
- Highly Walkable Places
- Supportive Mobility



# Population & Employment - 2010



# TRAVEL DISTANCES



Activity Density 2040

INVISION: Tampa Streetcar | City of Tampa

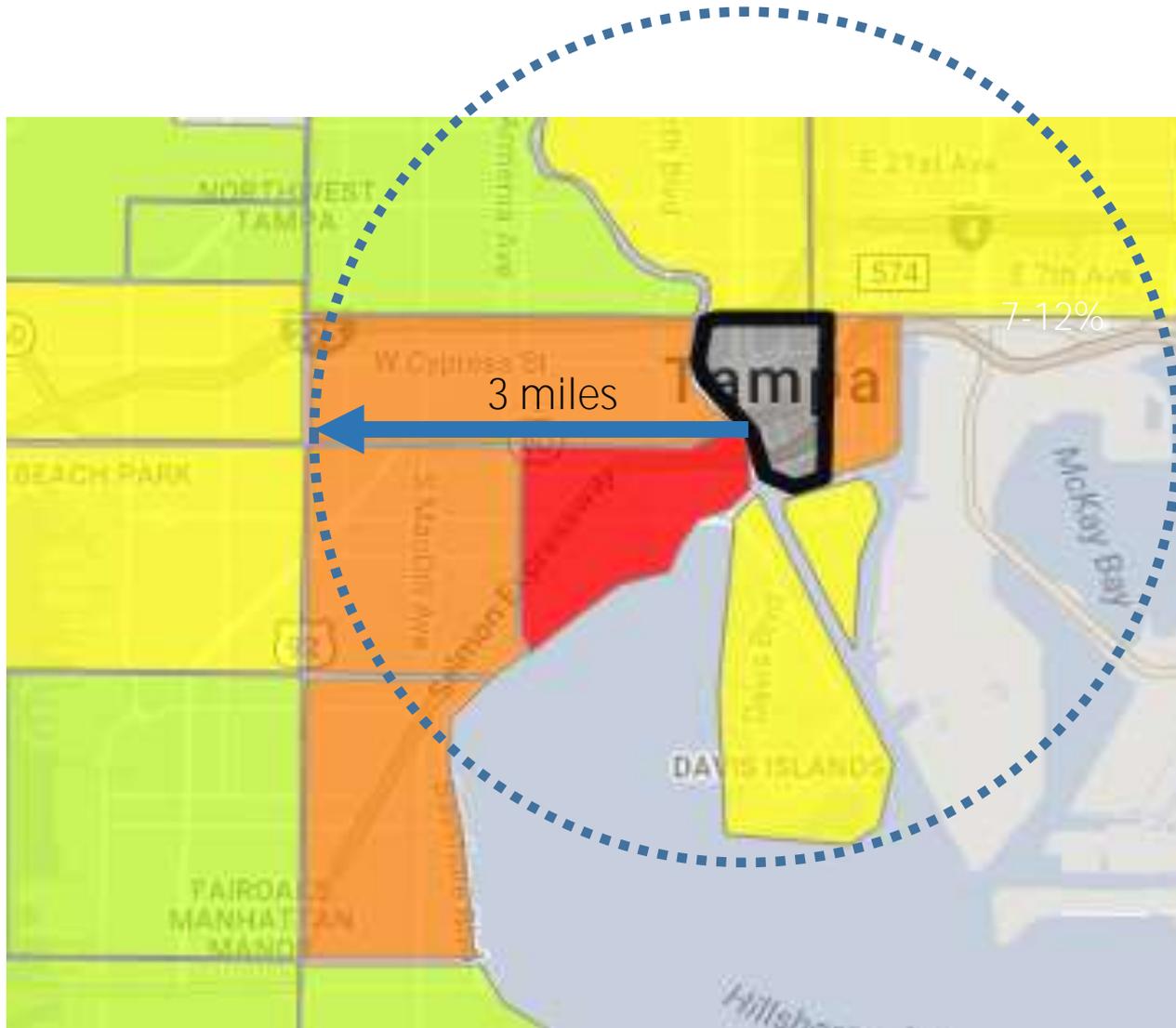


# Serve Travel Markets

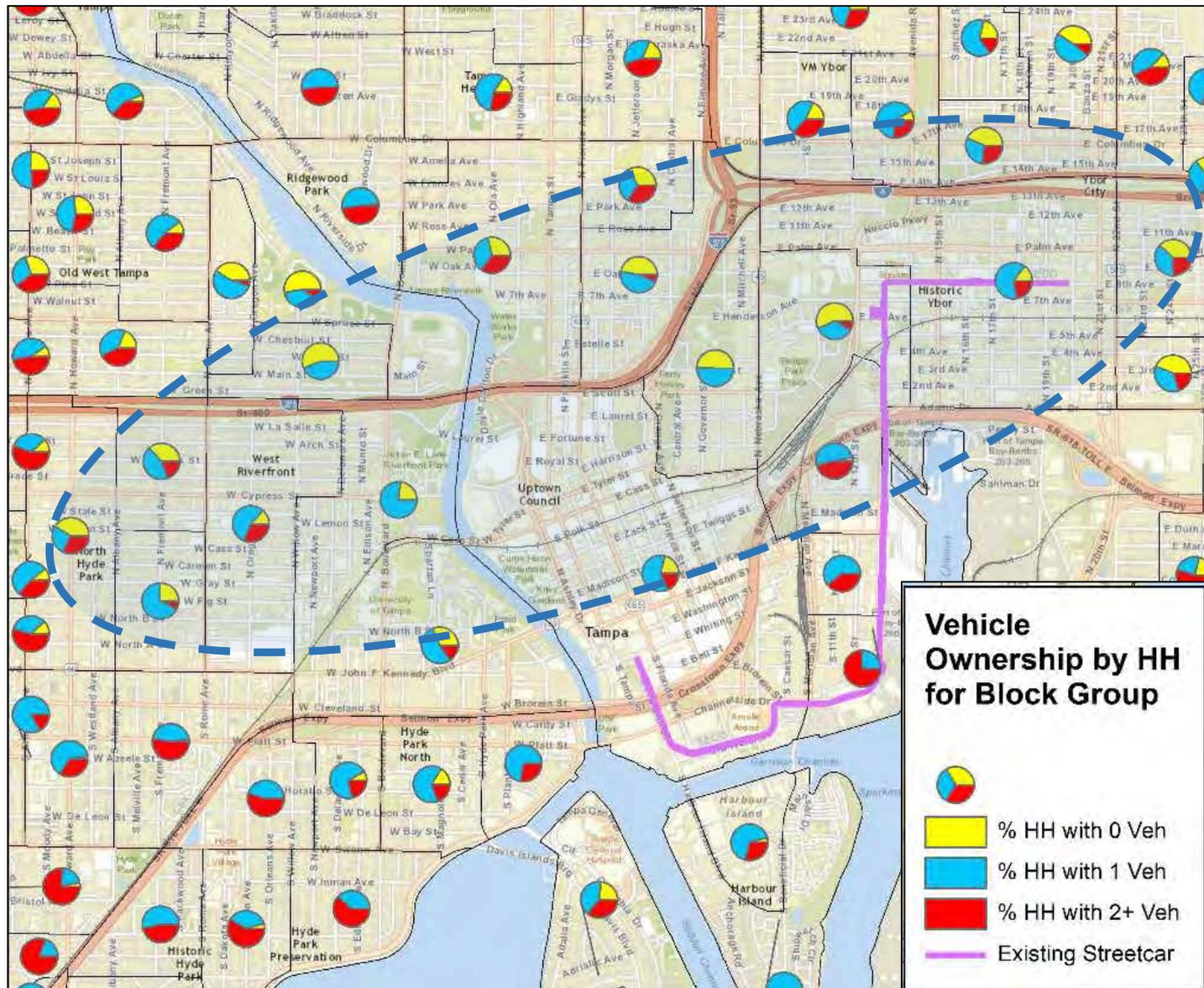
Provide improved mobility to meet the diverse needs of City Center residents, workers, and visitors, including transit-dependent people.

- City Center Residents
- City Center Workers
- Students/Faculty
- Shoppers/Diners
- Tourists/Business
- Arts/Culture/Sports
- Courts & Gov't Offices
- Special Events

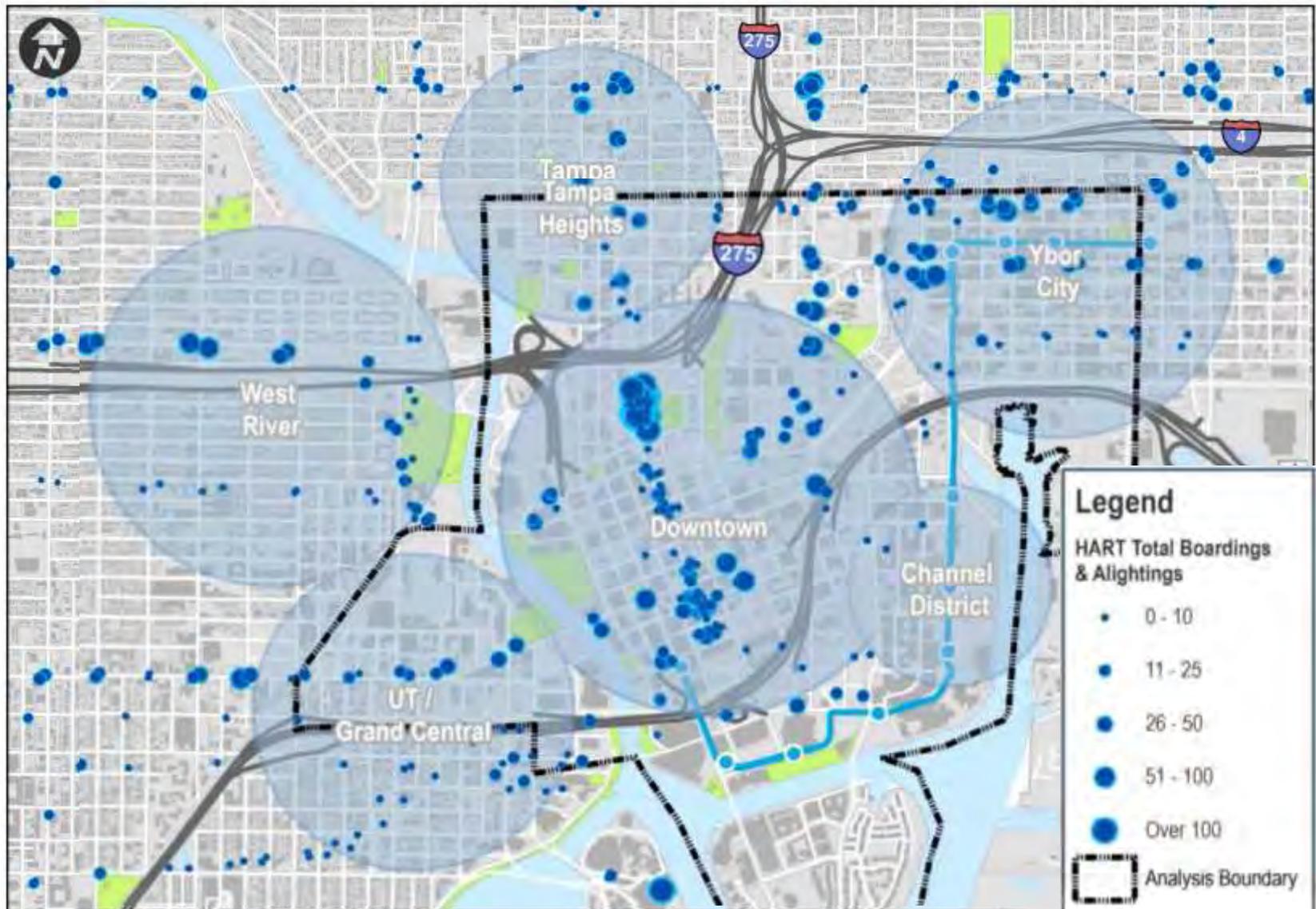
# City Center / Downtown Core Travel Markets



# Household Vehicle Ownership (2010)



# Daily Transit Ridership Activity (HART APC)



Approximately **8,200** HART transit riders per weekday in the study area. 38

# 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.

## MTC & MARION TRANSITWAY

- Express and Local Bus
- Regional Bus

## UNION STATION

- Amtrak

## GARRISON CHANNEL

- Water Ferry

## FUTURE TRANSIT HUBS

- Intermodal Center
- Bright Line/All Aboard Florida
- Regional Fixed Guideway

## PUBLIC PARKING RESOURCES

- Garages – Poe, Ft Brooke, Whiting, and Ybor City

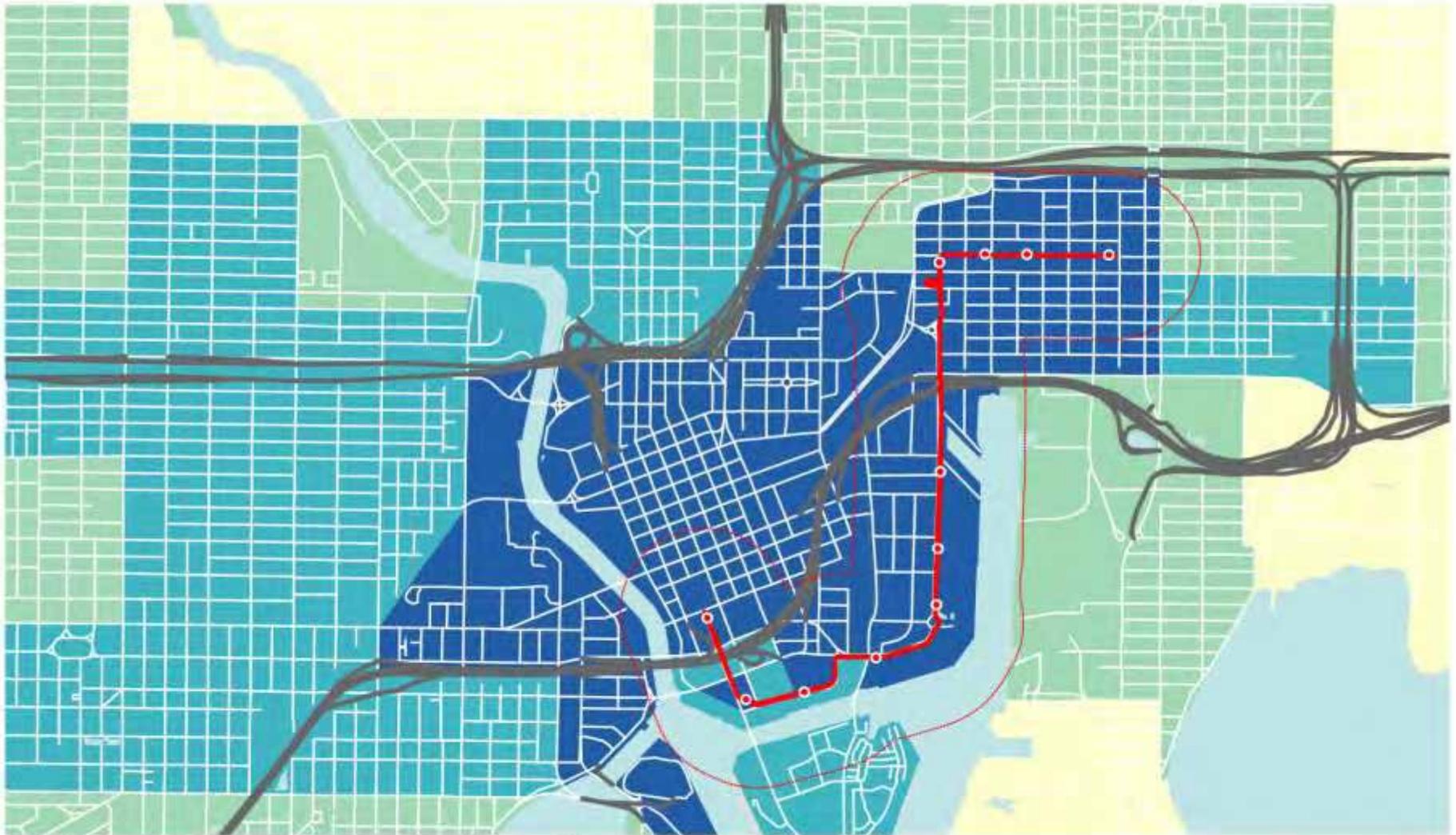
# Support Economic Development

Advance the InVision City Center development plan through the provision of improved mobility service to emerging subdistricts and destinations.



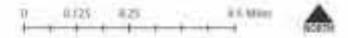
- Waterfront District
- Port Tampa Bay
- Central Park/Encore
- The Heights
- West River
- Grand Central/University of Tampa

# Population & Employment - 2040



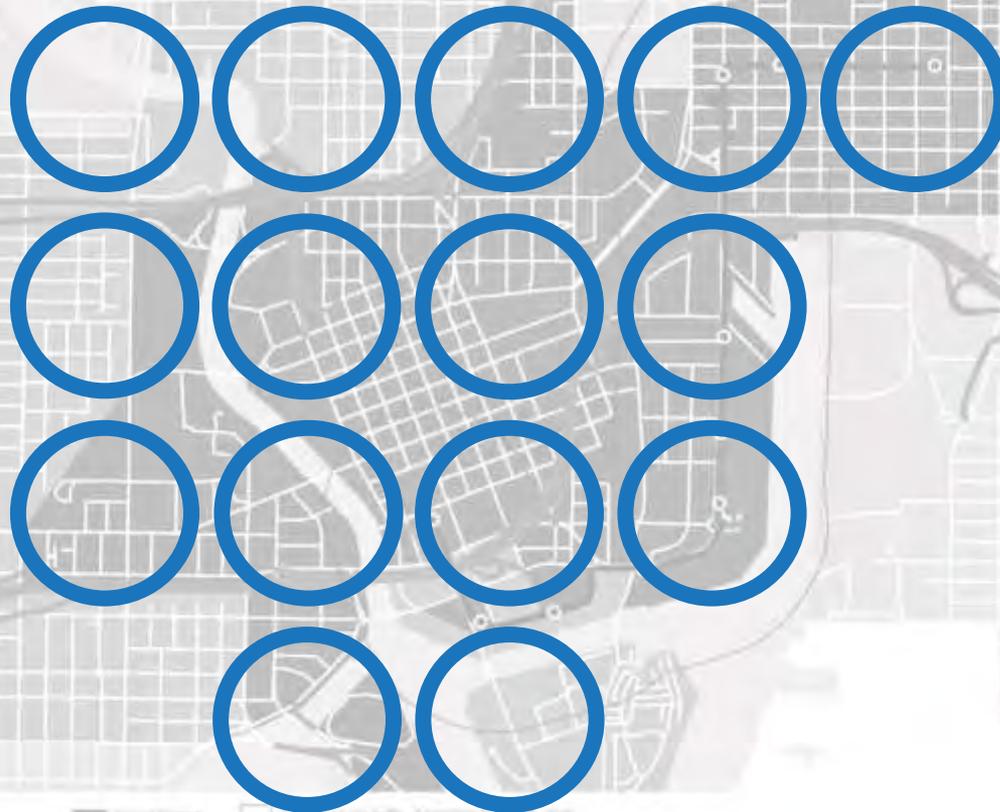
**Activity Density 2040**

InVision: Tampa Streetcar | City of Tampa



# Transit-Supportive Places

**=15** TRANSIT-ORIENTED DEVELOPMENTS



Activity Density 2040

INVISION: Tampa Streetcar | City of Tampa



# Travel Markets – Urban Neighborhoods



New and emerging urban neighborhoods.

# Travel Markets – Employment Centers



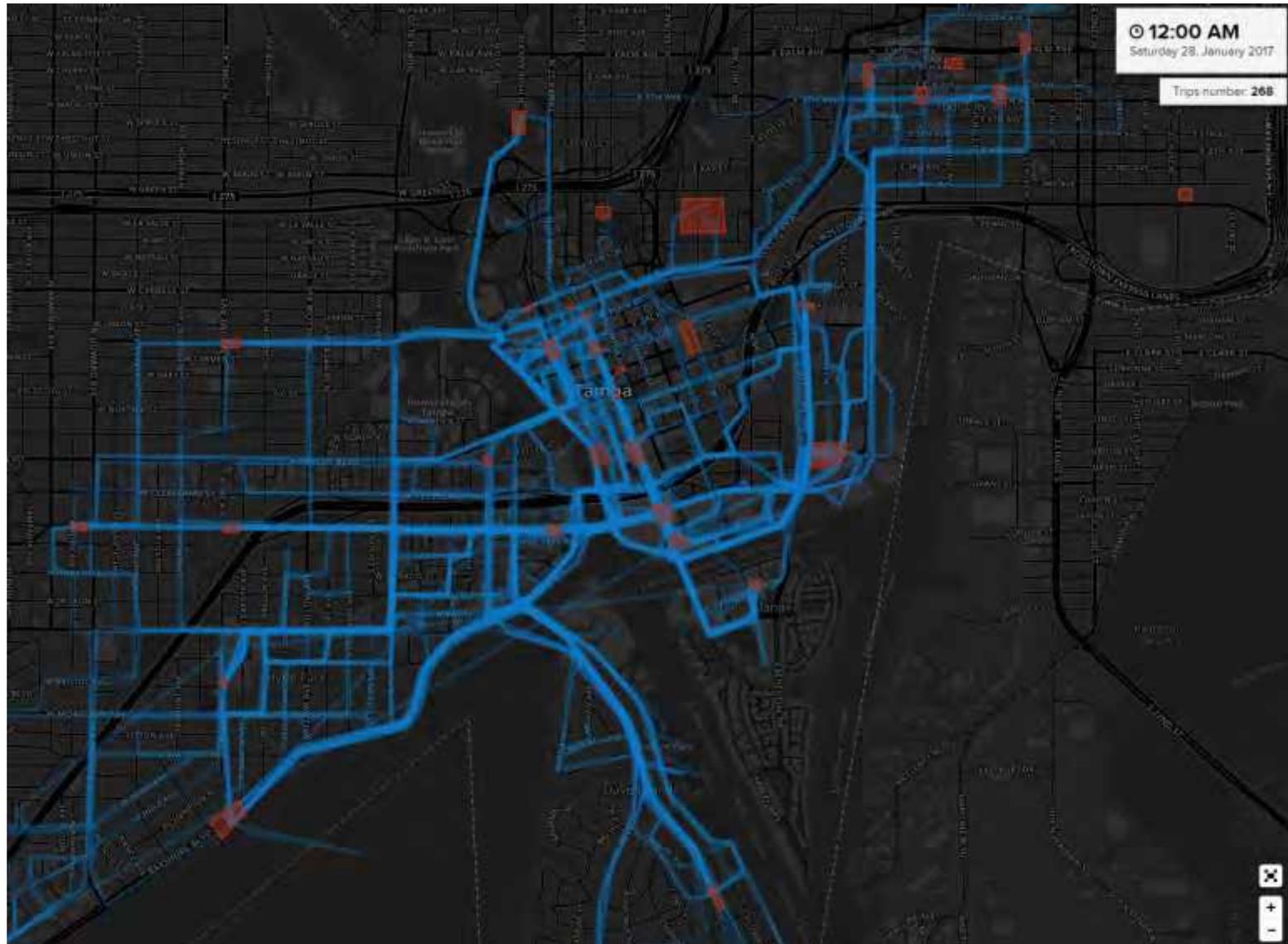
New employment cluster in several locations.

# Expand Sustainable Transportation Options

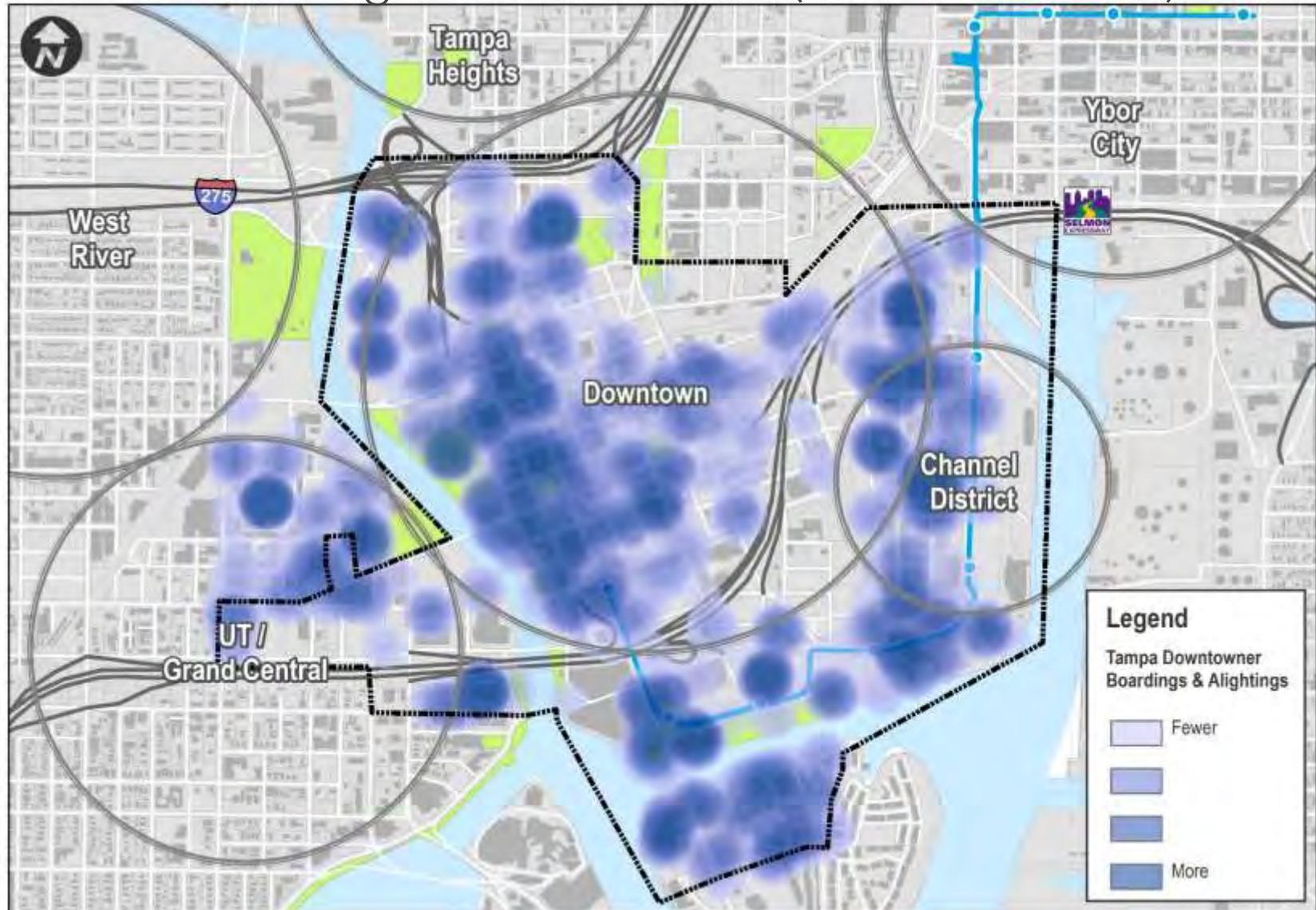
Provide an attractive alternative to single occupancy vehicle travel between City Center origins and destinations. Complement fixed route/schedule, on-demand, and shared mobility options.



# Tampa Coast Bike Ridership (Saturday, Jan 28, 2017)



# Downtown Origin-Destinations (ITD 2016-2017)



Approximately 9,200 Downtowner trips per month; 337 average weekday trips

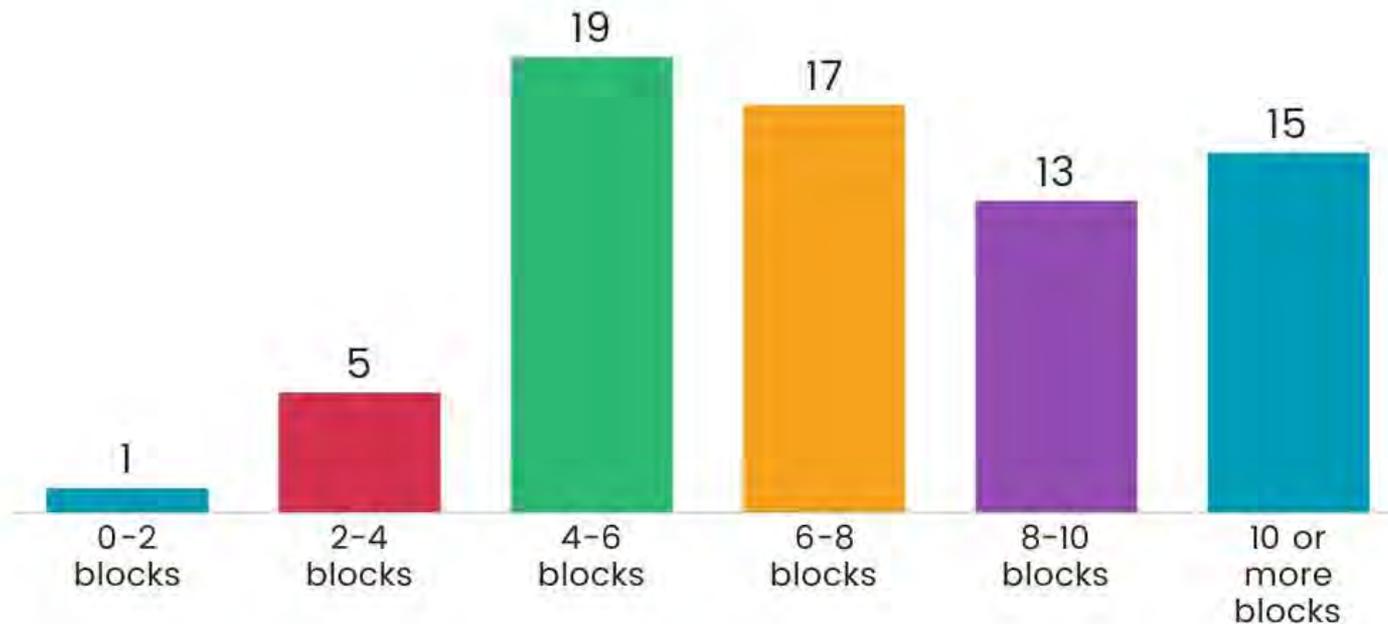


## ROUND 3

**Draft Purpose & Need?**

What is the longest distance you would consider walking to a City Center destination?

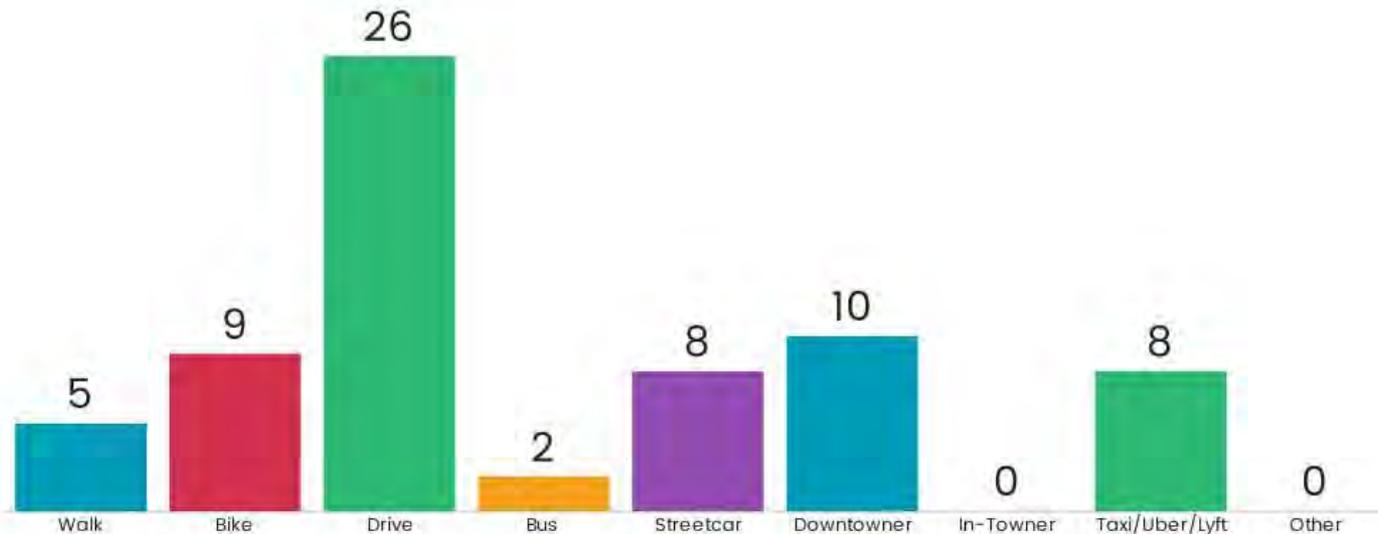
Mentimeter



70

For a typical City Center trip of more than 1 mile, how would you make the trip?

Mentimeter



68

Which existing City Center subdistricts should have the highest priority for enhanced transit service? (pick up to three)

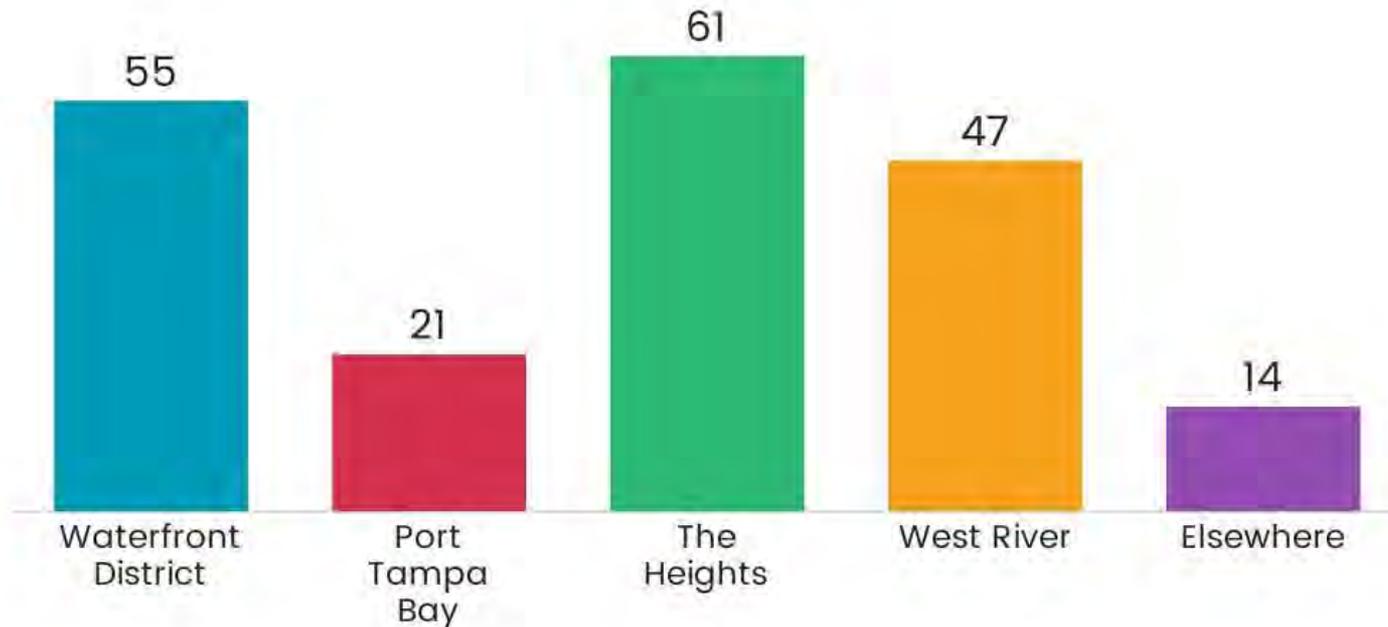
Mentimeter



70

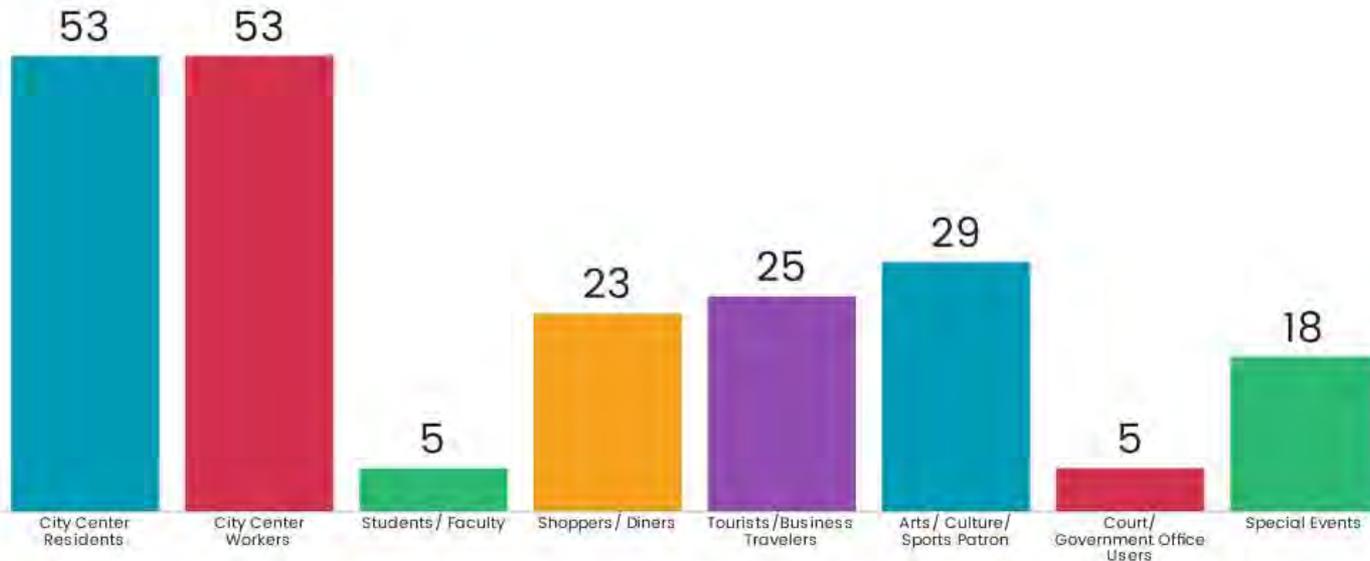
Which planned developments should have the highest priority for enhanced transit service? (pick up to three)

Mentimeter



72

## What primary travel markets should be focused on for a City Center transit solution? (pick your top 3)



72

# How important is each draft Purpose & Need Statement?



71

## How would you prioritize the draft Purpose & Need Statements?

Mentimeter



74



# Corridor Options

Steve Schukraft, HDR

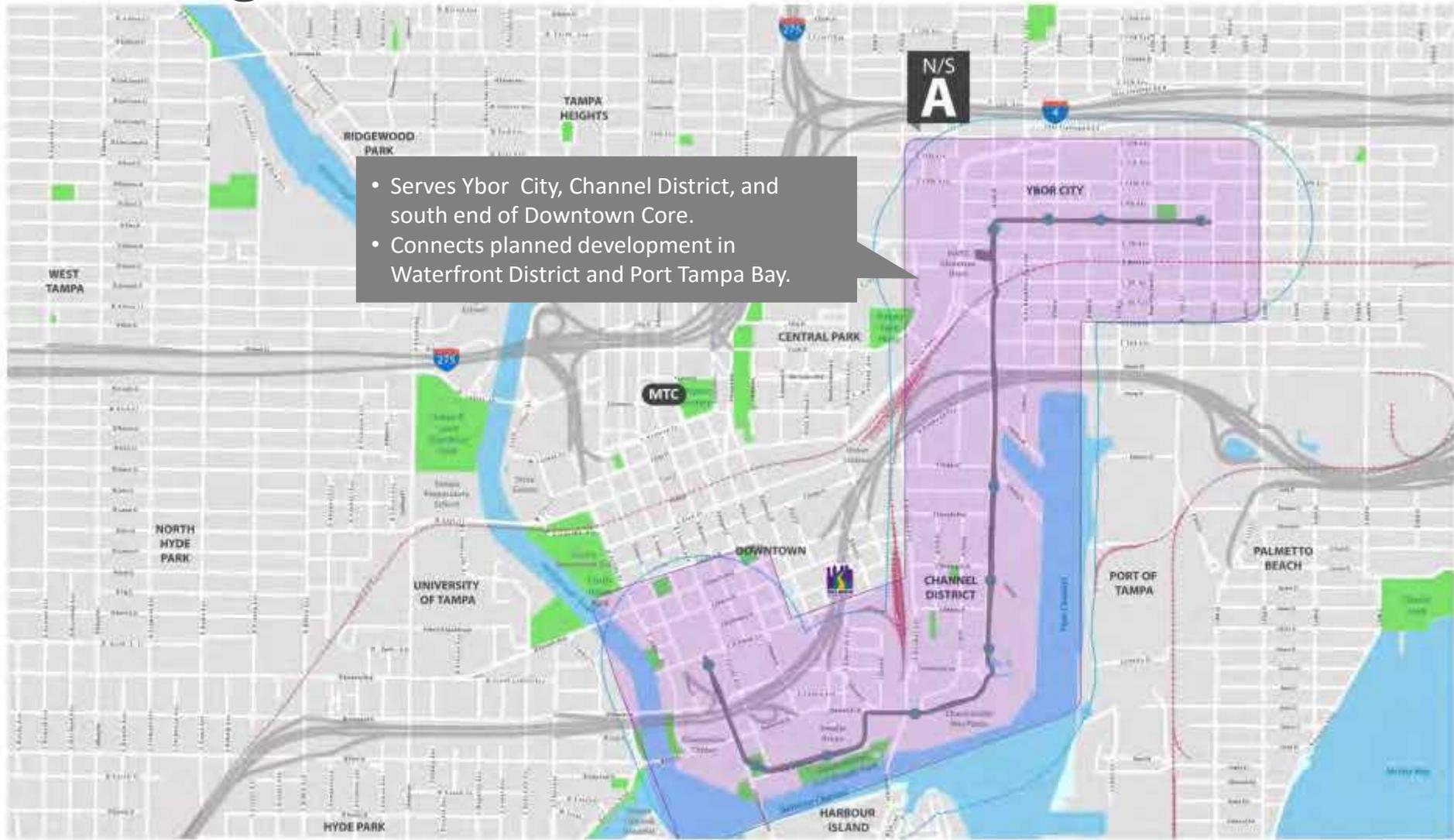


# Corridor Options

- Identify Productive Corridors (NOT ALIGNMENTS)
  - Generate ridership to justify investment.
  - Advance elements of the purpose and need.
    - Connect Downtown Subdistricts
    - Serve Travel Markets
    - Improve First Mile/Last Mile Connections
    - Support Economic Development
    - Expand Sustainable Transportation Options
- Build Foundation for Next Steps
  - Alternative definition.
  - Initial assessment of constraints and challenges.

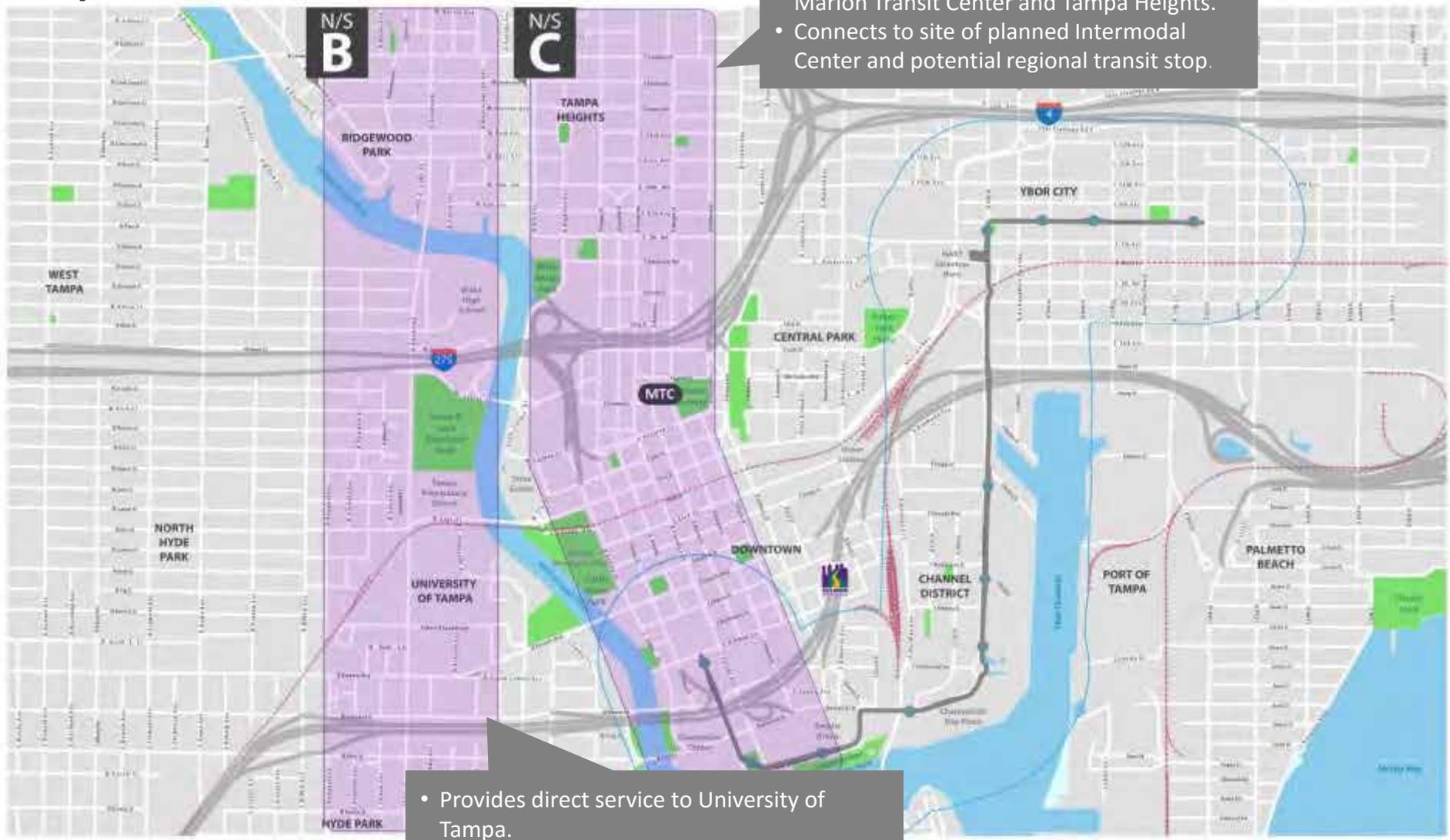
# Existing Streetcar

- Serves Ybor City, Channel District, and south end of Downtown Core.
- Connects planned development in Waterfront District and Port Tampa Bay.



# N/S Corridors

- Serves Downtown Core and connects to Marion Transit Center and Tampa Heights.
- Connects to site of planned Intermodal Center and potential regional transit stop.



- Provides direct service to University of Tampa.
- Connects emerging subdistricts along the Boulevard and Willow Corridors.

# E/W Corridors

- Connects Tampa Heights to Ybor City.
- Serves the Heights and potential development along the Palm and 7<sup>th</sup> Avenue corridors.

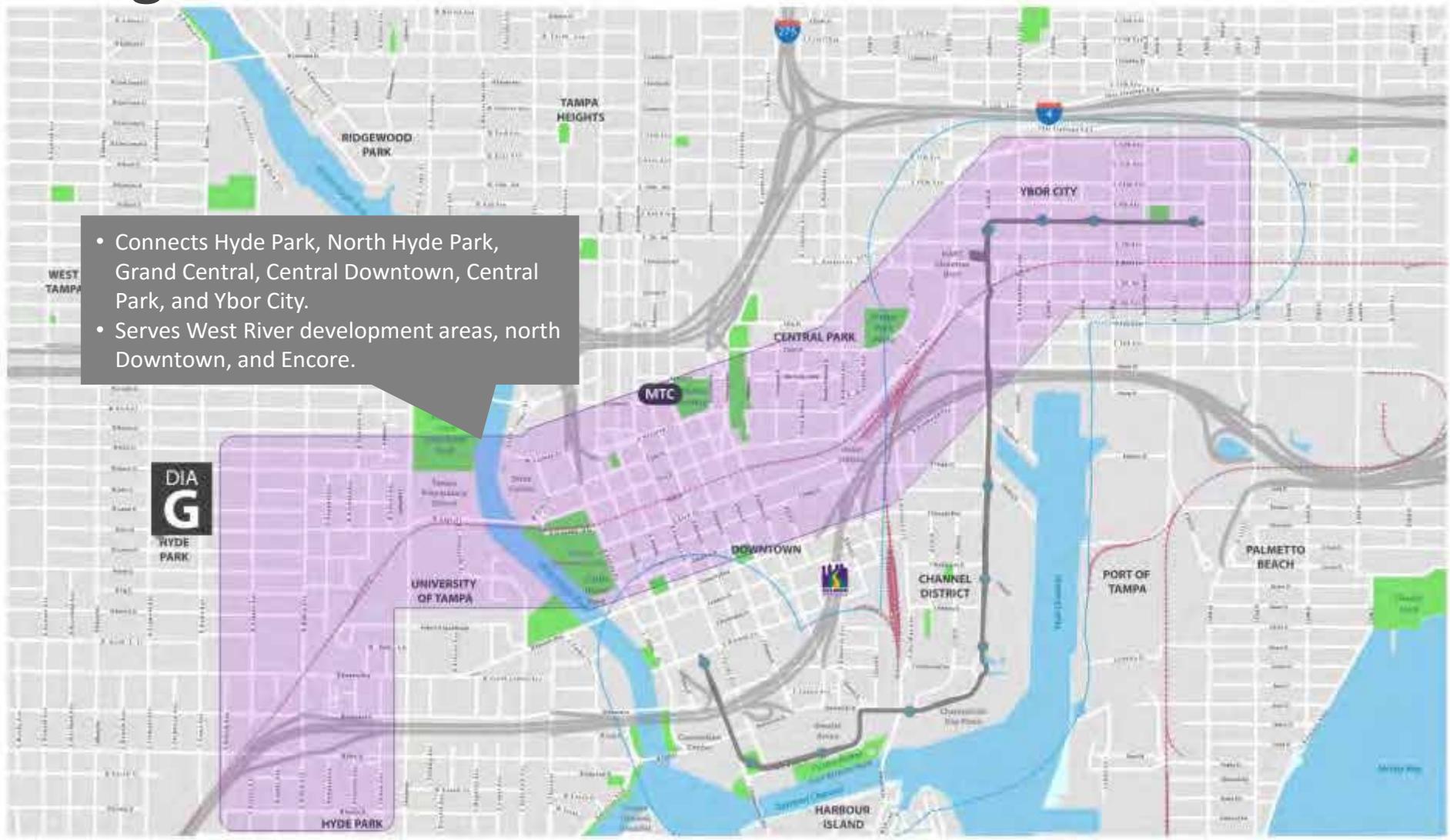


- Connects West Tampa to North Downtown, Central Park, and Ybor City.
- Connects East River development, Marion Transit Center and Intermodal Center site.

- Connects North Hyde Park, Grand Central, south Downtown Core and the Channel District.
- Serves development areas in Grand Central, North Hyde Park, and the Waterfront District.

# Diagonal Corridor

- Connects Hyde Park, North Hyde Park, Grand Central, Central Downtown, Central Park, and Ybor City.
- Serves West River development areas, north Downtown, and Encore.



# Corridor Option Discussion

## KEY QUESTIONS BY CORRIDOR

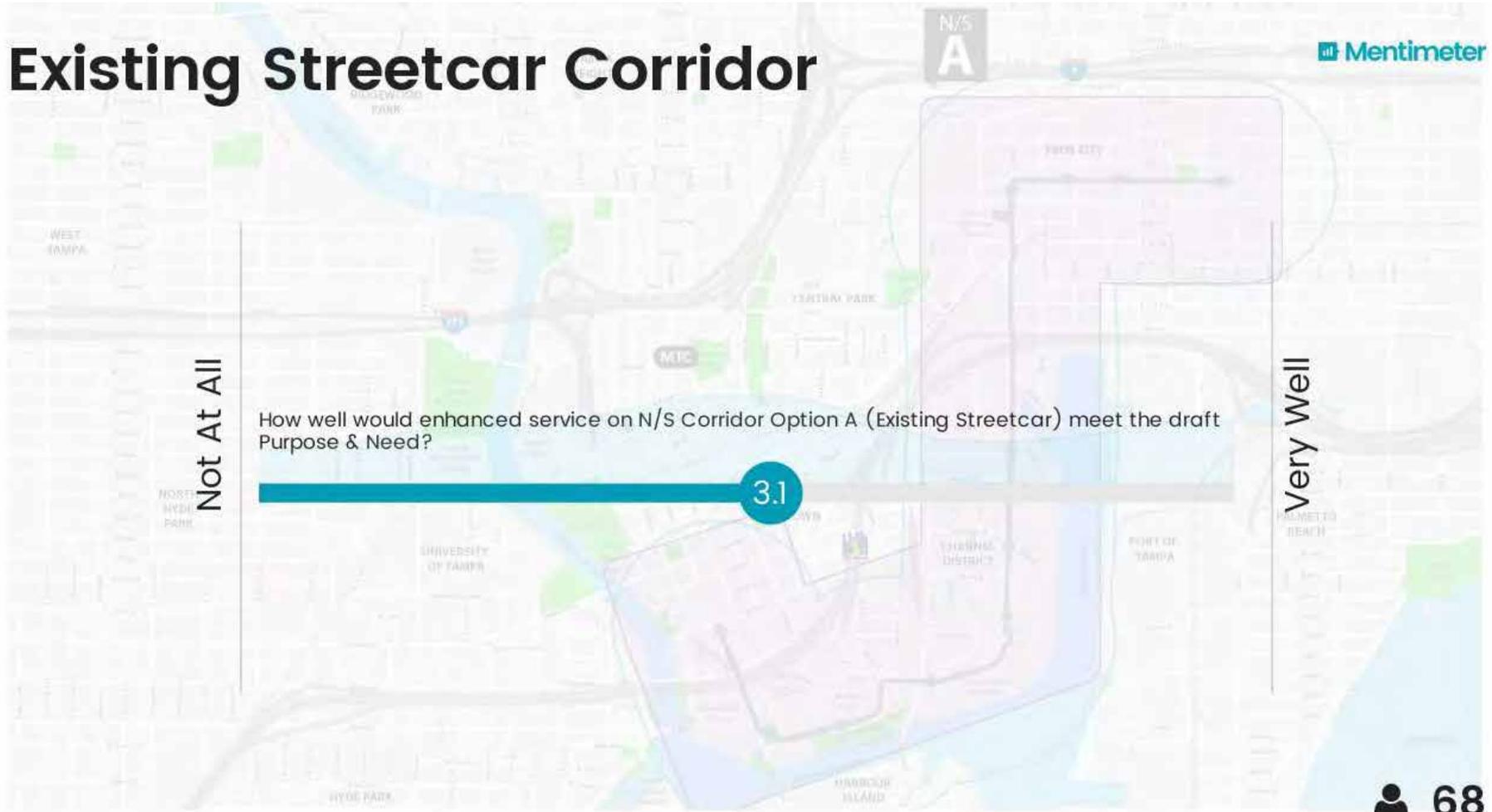
- **Would enhanced transit service support the Purpose and Need?**
  - Connect Downtown Subdistricts
  - Serve Travel Markets
  - Improve First Mile/Last Mile Connections
  - Support Economic Development
  - Expand Sustainable Transportation Options
- **Will development in the corridor generate ridership and support a major investment?**



## ROUND 4

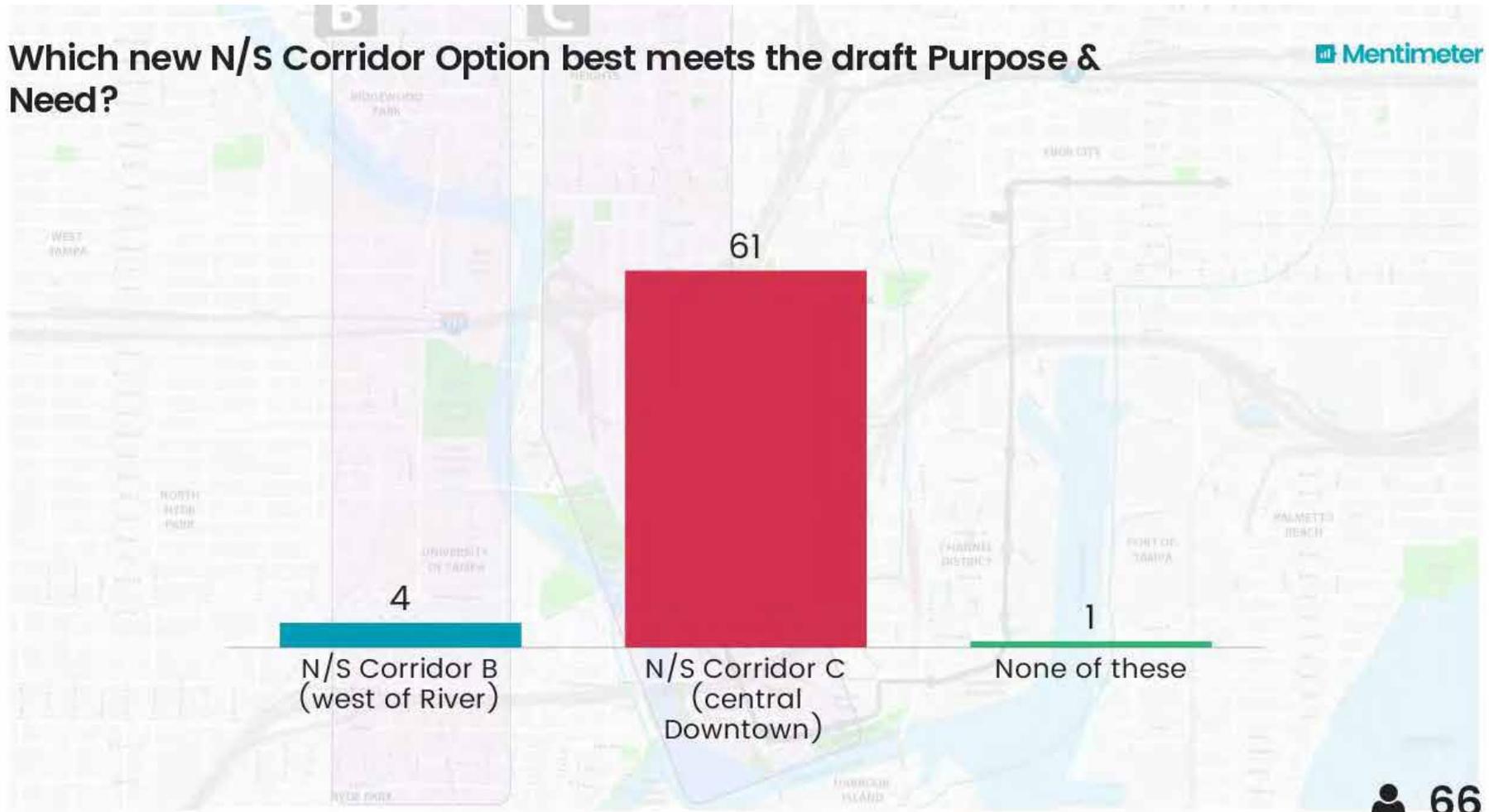
# Corridor Options?

# Existing Streetcar Corridor



# Which new N/S Corridor Option best meets the draft Purpose & Need?

Mentimeter



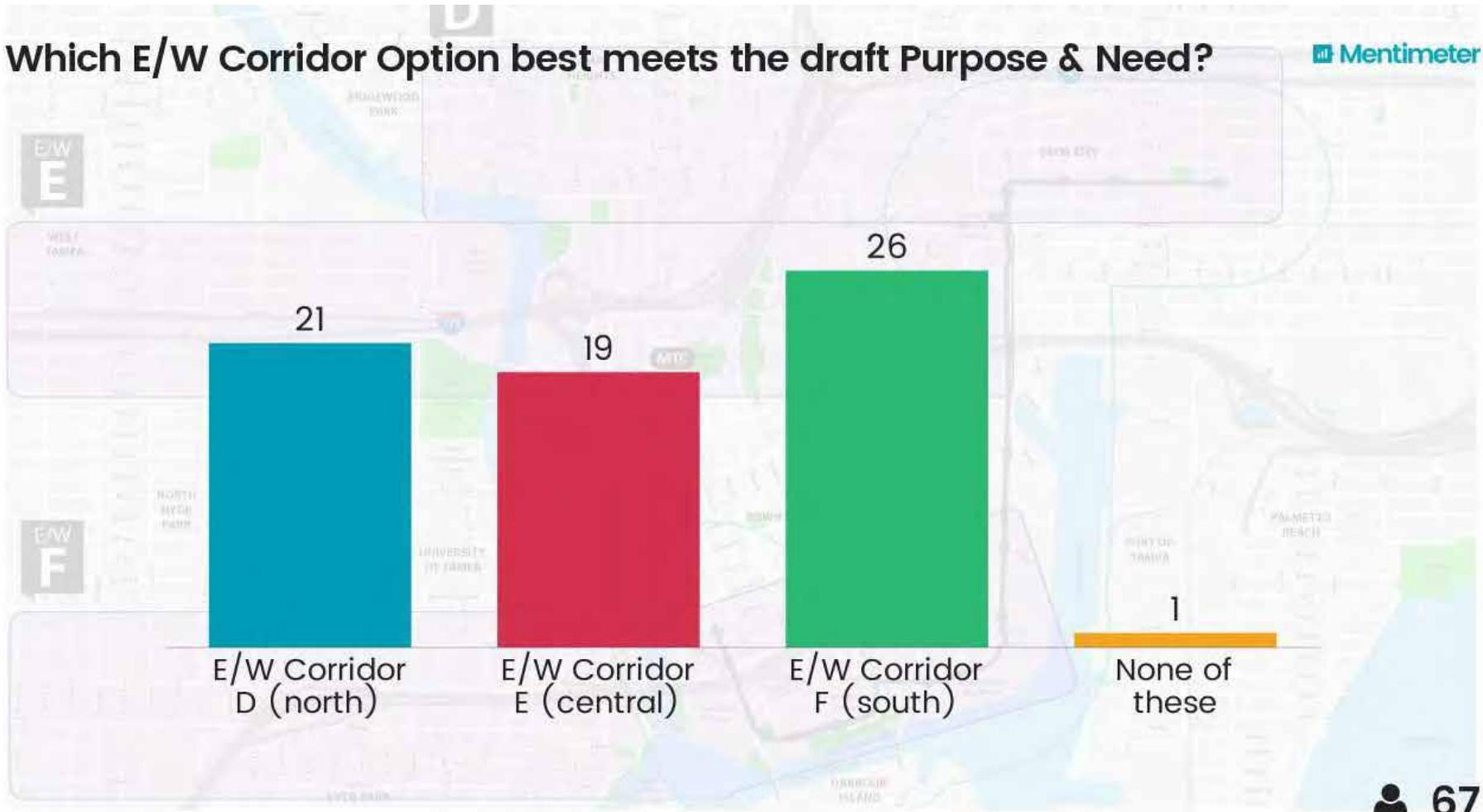


## Are there other N/S corridors that should be considered?

21st/22nd	Highland
21st/22nd Ave.	Howard & or Armenia
Airport	Howard Ave
Airport	Howard ave
Airport	Howard/Armenia and Airport
Airport	Hyde Park Village to downtown
Ashley	Nebraska Ave
Bay shore	Nebraska Ave. Has the highest existing bus ridership.
Bayshore	Need connections to USF and New Tampa
Columbus Drive in Tampa Heights at Central Ave	Needs to go north of 275
Franklin	Not Franklin
Franklin	Rail along the right of way north and south of 275
Franklin	Rome Ave Howard/Aremia Palm Avenue
Franklin	Seminole heights
Franklin	South Howard Ave (SoHo)
FRANKLIN ST. Makes sense, walkable/pedestrian friendly, close to amenities, far enough away to penetrate deeper into downtown	Swing over to Tampa Heights.

# Which E/W Corridor Option best meets the draft Purpose & Need?

Mentimeter

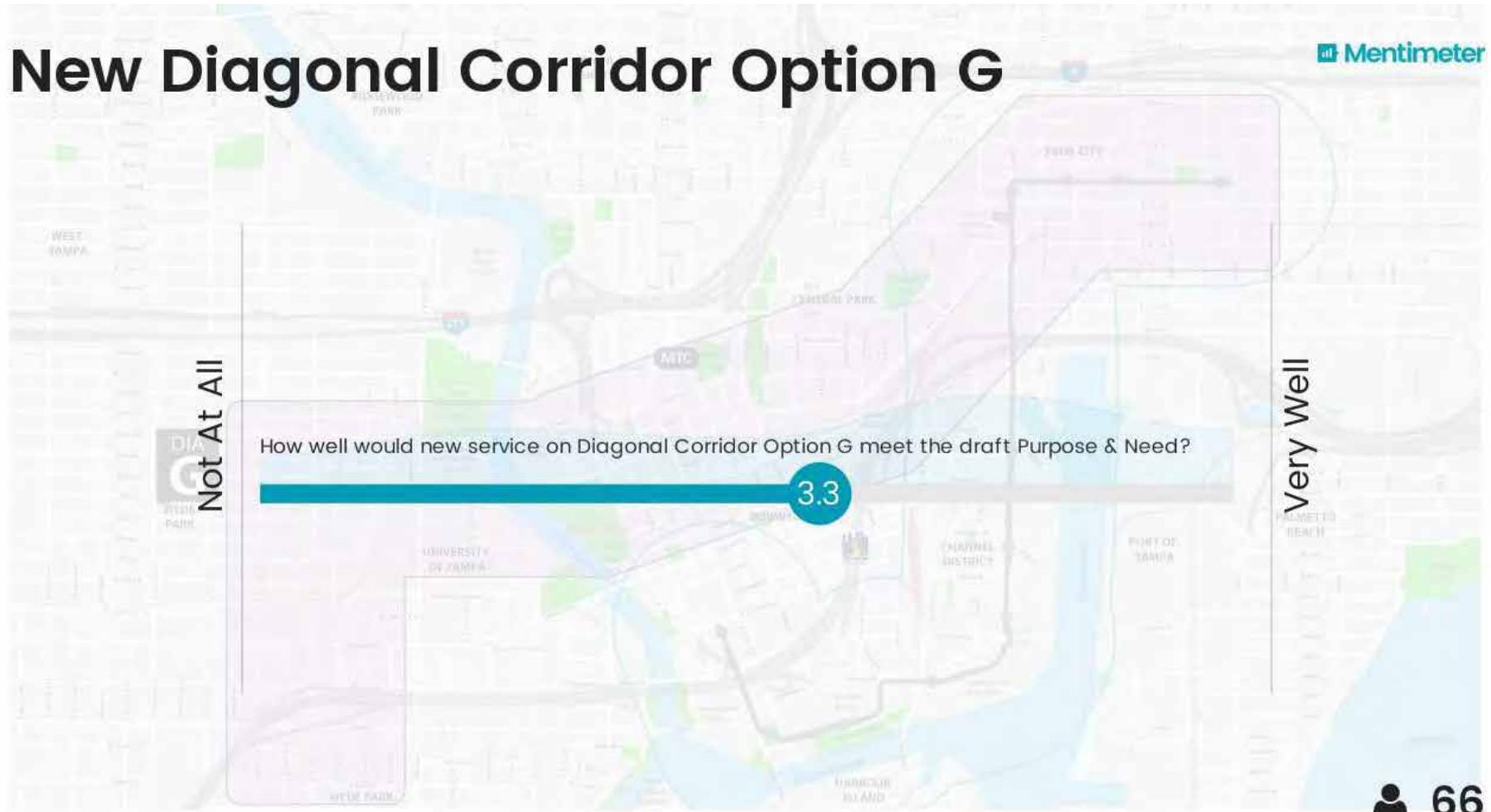


## Are there other E/W corridors that should be considered?

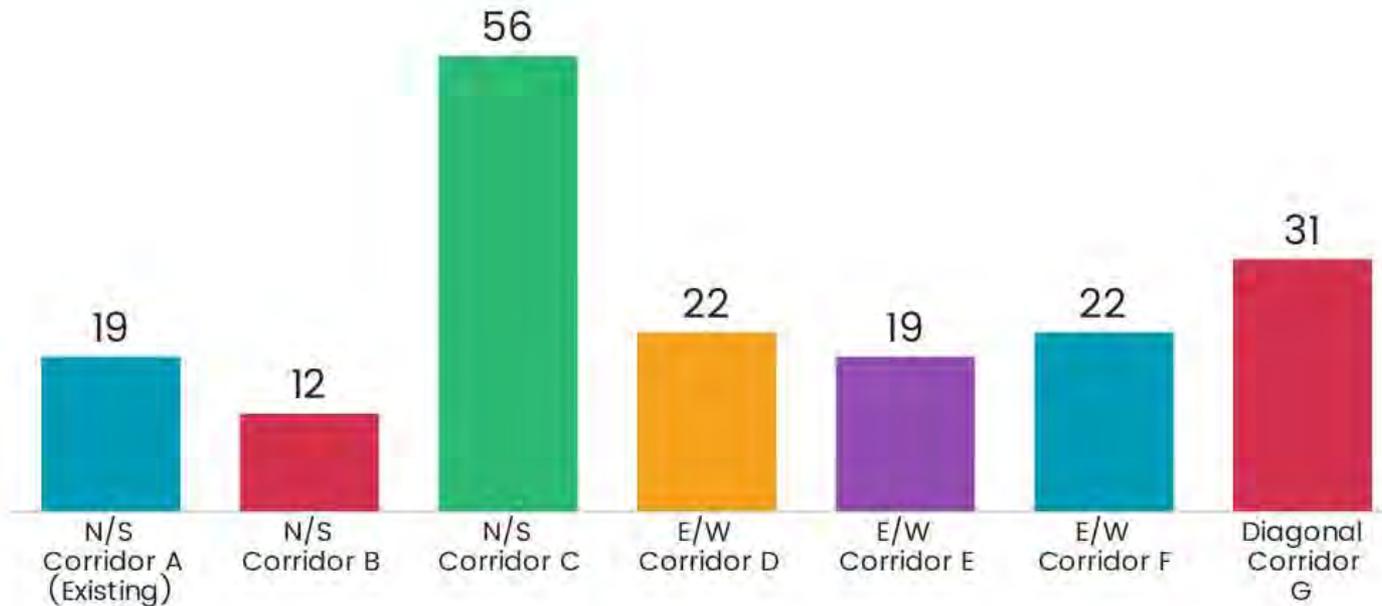


7th Ave to connect back w/ streetcar in Ybor. Loop allows continuous loop & interesting ride for riders. Could make N/S and E/W 2 lines	Floribrasca/MLK/Columbus (Further North)
Airport	HPV VIA UT to Straz then south
Airport	Into Westshore and to the airport.
Airport	Kennedy
Airport	Kennedy
Azeele	Kennedy
Bayshore	Kennedy and Jackson
Bruce Wayne Monorail System	Kennedy ave
Columbus	Kennedy to west shore
Columbus	Kennedy west
Columbus	Main St or Cass St to West Tampa
Columbus ave	Main Street into downtown.
Columbus to River connect to Water Taxi	North south has greater potential for ridership and development opportunities
Columbus to stadium / HCC	Not Kennedy
Columbus/Floribrasca/Central Ave	Not that I can gather
Combine B E and F but on west side of river	Palm Avenue
Connect to Palmetto Beach	Pinellas
Connect to Westshore & Airport	Rail along the right if was on I4
CSX LINE	Swann
Cypress	The Csx tracks should take care of east west
Do NOT put transit down the middle of the interstate.	The diagonal option
Floribrasca	Westshore
	Yes, to facilitate regional connections. :)

# New Diagonal Corridor Option G



## Select the top 3 corridors for improved or new service.



65

## Are there any other corridors that should be considered?



Airport	Cypress to TIA
Airport	Do NOT put transit down the interstate, including regional/commuter (exception: brightline)
Airport	Floribraska/MLK/Columbus (Further North). 21st/22nd Ave.
Airport	Hillsborough River
Airport	Je ne sais pas
Airport	Loop existing through channelside
Airport	Loop that includes downtown
Airport and Westshore	Main Street Westward. Nebraska Ave.
Airport to downtown	Make full loop around city to reconnect what 275 divided
Airport. Westshore.	Nebraska
Airport/Westshore	New baseball stadium
Autonomous vehicle/ no fixed corridor	Not Kennedy
Bring back Sulphur Springs!	Rome
Bring back the green line intowner	Seminole Heights
Columbus	Seminole Heights as a bridge to the Innovation District
Columbus Ave, Cass st for E/W. I think N/S corridor has to be Franklin as North Franklin areas (and Heights) has so much potential.	Soho eventually to Port Tampa
Connect downtown to USF area	Think twice before you destroy the pedestrian mall potential Franklin street mall has and can be. Keep street car on perimeter. walk to core
Connect the existing line to the MTC bus station	Too many choices for center city already
Corridors that contribute to regional connections to facilitate travel into & out of the downtown area.	USF Connection
Crossing river will be a challenge!	USF connection
CSX	West Tampa/Stadium
Cypress & Cass street	Westshore
	Westshore/International/airport
	whatever is the most aesthetic



# Open Dialogue

Steve Schukraft, HDR



# OPEN DIALOGUE

- Be brief – 1 minute or less.
- Be nice.
- Let us know your name and interest in Downtown – live, work, visit, etc.
- Focus on tonight's topics:
  - Purpose and Need
  - Corridor Options
- Use the comment form for additional thoughts.

# STAY ENGAGED

- Fill out a Comment Form.
- Attend the Results Roundtable on Tuesday, May 2, 2017 at 5:30 p.m. at the Ybor Room, HCC Ybor Campus
- Check the project website for updates – [www.tampagov.net/streetcar](http://www.tampagov.net/streetcar)
- Follow the City of Tampa on Facebook and Twitter @CityofTampa.
- Email the project team at [streetcar@tampagov.net](mailto:streetcar@tampagov.net).
- Contact the City Project Manager Milton Martinez, P.E. at (813) 274-8998.

INVISION:   
TAMPA STREETCAR  
TRANSFORMING TAMPA'S TRANSIT

**THANK YOU!**



## Attachment D – Results Roundtable

**INVISION: TAMPA STREETCAR**  
**Results Roundtable: Alignment Options**  
Ybor Room, HCC Ybor Campus  
Tuesday May 2, 2017

The final of three public meetings for the Invision: Tampa Streetcar project took place on Tuesday, May 2, 2017 at the Ybor Room, HCC Ybor Campus. Approximately 80 participants attended. Jean Duncan, P.E., Director, City of Tampa Transportation and Stormwater Services Department gave introductory remarks.

Community participants: 1.) heard an overview of the streetcar study, timeline, and recap of comments from meeting one by Steve Schukraft, HDR. 2.) heard an overview on the alternate options screening process by Steve Schukraft, HDR and Clarence Eng, Kimley-Horn. 4.) were introduced to Alignment Options and rating factors by Steve Schukraft, HDR. 5.) asked to give live feedback to a number of questions through the phone app Mentimeter.

Comments and questions the community raised are summarized below:

1. Lorrin Shepard (Straz Center) – Can Ashley Drive be considered for the N-S alignment. It has plenty of width and capacity?
2. Ron Weaver (Stearns Weaver Miller) – can alignments provide an interface with other modes such as ferry service or Hyperloop connection to USF?
3. Unknown – can alignment segments be phased?
4. Kimberly Overman (The Financial WII, Inc.) – will the detailed slides be available on-line since handouts did not include the comments shown on the alignment slides
5. Michael English (THS, Inc.) – a loop route should follow through Encore and Nuccio Parkway. For Option G, it may be preferable to use Florida Ave instead of Franklin St to reduce costs of impacts and Esplanade constraint.
6. Kimberly Overman (The Financial WII, Inc.) – working on rubber wheel trolley to connect with streetcar. Pushing for FDOT to advance it corridor study for Florida Ave in its WP. Success should be measured by how much the project opens to development.
7. Taryn Sabia (Tampa Heights) – how is economic potential being weighed? With alignment G, the economic development potential along 7th Ave is enormous.
  - a. **Response: looking at 2040 pop/emp data from TBRPM and 1/8-mile from alignment.**
8. Chris Vila (Historic Ybor/Sunshine Citizens) – Would also like to connect to Encore. Alignment F still crosses CSX.
9. Unknown – was West River connection to high school considered?
10. Taryn Sabia - if you are looking at 1/8-mile alignment does become specific. On those particular E-W streets, it is a big deal.
11. Kevin – are we going to update the TAZ model?
  - a. **Response: will report planned and under construction developments.**
12. Unknown – are we looking at realignment of existing tracks?
  - a. **Response: not in great detail at this time.**
13. Unknown – from planning perspective average walk in a mile is 20-minutes. What is the expected length that we anticipate riders to walk?
  - a. **Response: looking at 1/4 –mile and 10-minute walk.**
14. Kimberly Overman – there is a lot more opportunity for development in the areas connected by a loop.
  - a. **Response: Must demonstrate potential ridership on opening day (2020) balanced with potential for future economic development.**

15. Unknown – can we look at Floribraska Ave as potential E-W loop?
16. Unknown – how are we factoring economic development? And how are we looking at future expansion?
  - a. **Response: looking at City's transit supported land use initiatives. The areas further north to Columbus Dr. are not in the books.**
17. Ron Weaver – have we considered an overlay district and considered the contributions from airport and Pinellas County?
18. Kimberly Overman – commending the team for the level of public engagement. She has not seen this level of outreach from the Regional Transit Study.
19. Michael English – why is connection to Marion Transit Center not being emphasized?
  - a. **Response: MTC connection is not precluded. Study will need to follow NEPA process and not predetermine locations.**
20. Chris Vila – are the potential alignment corridors under control of FDOT? Would like Alignment G to loop back to Marion Transit Center before heading north
  - a. **Response: roadway ownership or maintenance agency is not a factor in the screening process.**
21. Unknown – what are the historical preservation considerations? Ybor no longer has a cigar factory. When TBX comes through what will you do to tear up the project and reconstruct. Will taxes be raised to pay for project?
22. Chris Vila – how do we make recommendations for mailing and outreach to underrepresented communities? Wide range of demographics and neighborhoods to be served. Can use “Next Door” for outreach. Use brick and mortar locations for outreach and not just social media and web-based outreach.

# INVISION:

## TAMPA STREETCAR

### TRANSFORMING TAMPA'S TRANSIT

The City of Tampa is conducting a public transportation feasibility study for the extension and modernization of the current streetcar system. The goal of this planning process, which is called **InVision: Tampa Streetcar**, is to take the first step towards creating another viable transportation choice for downtown.

## Results Roundtable

**Tuesday, May 2, 2017**  
**5:30pm**

**HCC Ybor Campus - Ybor Room**  
**2001 N. 14th St. (Republica de Cuba) in Ybor City**

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*Can't make it? We still want to hear from you.  
Visit [tampagov.net/Streetcar](http://tampagov.net/Streetcar) to share your thoughts.*

*Please share this invitation with anyone you believe  
would be interested in attending this meeting.*

*We look forward to seeing you there.*

# City of Tampa Facebook Event

INSIGHTS SINCE 04/11/2017

**6.7K** Reached  
+0 this week

**983** Viewed  
+0 this week

**177** Responded  
+0 this week

Edit ...



## Results Roundtable

**MAY 2** InVision: Tampa Streetcar Results Roundtable

Public · Hosted by City of Tampa Government

★ Interested

✓ Going

Hootlet

...

Tuesday, May 2 at 5:30 PM - 8:30 PM  
about 1 month ago

2001 N 15th St, Tampa

Show Map

About

Discussion

Write Post | Add Photo/Video | Create Poll

Write something...

**33** Went · **134** Interested

Share this event with your followers

### EVENT TIPS

Next Tip

#### Help People Find Your Page's Events



Reorder the tabs on City of Tampa Government's Timeline so Events is one of the first tabs.

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## **NEWS RELEASE**

For Immediate Release

For additional information, please contact:

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### **City of Tampa to hold “Results Roundtable,” the final “InVision: Tampa Streetcar” public meeting, on May 2**

**Tampa, Fla.** (May 2, 2017) – The City of Tampa will hold the third and final public meeting to discuss “InVision: Tampa Streetcar,” phase one of a two-phase public transportation feasibility study for the extension and modernization of the current streetcar system, on Tuesday, May 2 at 5:30 p.m. at the Hillsborough Community College campus in Ybor City.

The May 2 meeting is called a Results Roundtable, focusing on several alignment alternatives that have been identified as the best options for an expanded streetcar system. These alternatives were determined after extensive evaluation and public input. The public input included comments received from close to 200 people who attended two previous public meetings, along with over 800 surveys completed by the public.

“Public input is playing an integral part in this project, and I am pleased with the large amount of feedback the planning team has received from the public to date,” said **Tampa Mayor Bob Buckhorn**. “It is critical that the public continues to stay involved by attending the Results Roundtable and providing feedback on the alignment alternatives that have been identified.”

During this project, the planning team has looked at a wide range of potential corridors and technologies, including the possible use of autonomous transit vehicles, and will recommend feasible alternatives and funding strategies. The first phase of InVision: Tampa Streetcar is expected to be complete this summer. If the results of the feasibility analysis are positive, the second phase will be initiated to select a preferred alternative and refine plans and strategies.

Free Parking: Free parking for the meeting is available in the North Fernando Noriega Jr. garage. Use the student entrance on 9<sup>th</sup> Avenue.

#### **The public outreach meeting schedule for Phase 1 of InVision: Tampa Streetcar:**

- **March 7 – Community Brainstorm #1 (Focus on Purpose and Need) Completed**
- **April 4 – Community Brainstorm #2 (Focus on Technology and Alignment Alternatives) Completed**
- **May 2 – Results Roundtable from 5:30-7:30 p.m. at the HCC Ybor campus, Ybor Room, at 2001 N 14<sup>th</sup> St. (Republica de Cuba) in Ybor City.**

###

# COMMENT FORM

Please share your thoughts and ideas for the future of the Streetcar System.

Comments:

YOUR SURVEYS FOR THESE EVENTS ARE

SOMEWHAT BIASED - SERVING THE 33000 DISTRICT

IF YOU TOOK THIS TO THE OUTSIDE DISTRICTS NORTH +

WEST OF RIVER YOU WOULD GET A MUCH DIFFERENT

PREFERENCE - A+B ARE NOT THE BEST

SERVE THE PUBLIC WHO NEED AN ALTERNATIVE

MODE OPTIONS - MAJOR RESIDENTIAL

DEVELOPMENT IS HAPPENING IN NORTH +

WEST OF DOWNTOWN / ECONOMIC DEVELOPMENT

IS BEST SERVED THERE

ALSO - PLEASE ENLARGE YOUR TEXT AT BOTTOM

OF COLUMNS WHEN YOU ARE PRESENTING RESULTS

CANNOT READ!!

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Street Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

Please leave in the comment box  
or return by mail to:

ATTN:

Milton Martinez, P.E.

City of Tampa Transportation and  
Stormwater Services Department

306 E. Jackson Street, 4E

Tampa, FL 33602

# COMMENT FORM

Please share your thoughts and ideas for the future of the Streetcar System.

Comments: LETS GET THIS STARTED. STOP  
WAITING FOR PERMISSION. OUR CITY  
HAS A LETHARGIC ECONOMY. THE  
FIRST LINK SHOULD GO TO ~~THE~~ BLIGHTED  
AREA AND REDEVELOPMENT WILL HAPPEN.  
DONT BE AFRAID OF PROSPERITY.  
I PERSONALCY HAVE SEEN GOOD RESULTS  
IN WASHINGTON DC WITH METRO.

Date: 3 MAY 17

Name: BENJAMIN BUCKLEY

Street Address: 902 N. ROME AVE

City, State, Zip: TAMPA 33606

Phone: 813-992-4735

Email: LIGNUMTX@aol.com

Please leave in the comment box  
or return by mail to:

ATTN:  
Milton Martinez, P.E.  
City of Tampa Transportation and  
Stormwater Services Department  
306 E. Jackson Street, 4E  
Tampa, FL 33602



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David Andrews	<a href="mailto:k Slater@verizon.net">k Slater@verizon.net</a>	33602	yes	
J Bergman	<a href="mailto:JTB350@hotmail.com">JTB350@hotmail.com</a>	33604	yes	
Nina Mabileau	<a href="mailto:nina.mabileau@tampa.gov">nina.mabileau@tampa.gov</a>	33602	yes	yes
Sergio Quevedo	<a href="mailto:squevedo@gmt.com">squevedo@gmt.com</a>	33584	yes	
Sheff Crowder	<a href="mailto:Sheff@corrfoundation.org">Sheff@corrfoundation.org</a>	33609	yes	
Roberta Curry				yes
Ray Chiaramonte	TBARTA	33626	yes	
Craig Fox	<a href="mailto:CraigFox44@gmail.com">CraigFox44@gmail.com</a>	33612	yes	
Danielle Joyce	<a href="mailto:djoyce@gpinet.com">djoyce@gpinet.com</a>	33602	yes	
Nathan Martinez	<a href="mailto:Nathanmartinez_03@yahoo.com">Nathanmartinez_03@yahoo.com</a>	33605	yes	
Tony Garcia	<a href="mailto:GarciaT@">GarciaT@</a>	33602	yes	
Marcia Mejia	<a href="mailto:marcia.mejia@mailhouse.gov">marcia.mejia@mailhouse.gov</a>	33609	yes	yes
Robert Bertini	<a href="mailto:rbertini@usf.edu">rbertini@usf.edu</a>	33617	yes	
Dennis Joyce	<a href="mailto:djoyce@tampabay.com">djoyce@tampabay.com</a>	33612	yes	
Brad Larino	<a href="mailto:bradlarino@gmail.com">bradlarino@gmail.com</a>	33605	yes	
Amanda Brown	<a href="mailto:akb1710@yahoo.com">akb1710@yahoo.com</a>	33610	yes	yes
M Burdick		33606		
Camilo Soto		33602		
May Lou G		33609		
Dayna Dye	<a href="mailto:daynadye10comcast.net">daynadye10comcast.net</a>	33605		yes
Dave Pacetti	<a href="mailto:dpacetti@tecoenergy.com">dpacetti@tecoenergy.com</a>	33619		yes
Lynn Kroesen	<a href="mailto:kroesen1@hcf.gov.net">kroesen1@hcf.gov.net</a>	33605		yes
Abdel Arauz	<a href="mailto:aarauz@accusoft.com">aarauz@accusoft.com</a>	33605		yes
Emily Arauz	<a href="mailto:arauze93@gmail.com">arauze93@gmail.com</a>	33605		yes
Keith Tarr	<a href="mailto:keithtarr@aol.com">keithtarr@aol.com</a>	33602		yes
Nick Buchanan		33602		yes
Logan Taylor		33602		yes
Jake Hartigan	<a href="mailto:hartiganjp@hotmail.com">hartiganjp@hotmail.com</a>	33602		yes
Mr.&Mrs Chris Sinatko	<a href="mailto:christophersinatko@gmail.com">christophersinatko@gmail.com</a>	33624		yes
Michael A. Nunez	<a href="mailto:rimgmichael@hotmail.com">rimgmichael@hotmail.com</a>	33611		yes
Joshua Frank	<a href="mailto:Frank.joshua1@gmail.com">Frank.joshua1@gmail.com</a>	33605		yes
Tiara Rubio	<a href="mailto:Trubio@suffolk.com">Trubio@suffolk.com</a>			yes
Lorin Shepard	<a href="mailto:lorinshepard@strazcenter.org">lorinshepard@strazcenter.org</a>	33572		yes
Danielle Joyce	<a href="mailto:djoyce@gpinet.com">djoyce@gpinet.com</a>	33572		yes
Beth Alden				
David Bredahl	<a href="mailto:dbredahl@gmail.com">dbredahl@gmail.com</a>	33556		yes
Andy Joe Scaglione	<a href="mailto:ajsTally@aol.com">ajsTally@aol.com</a>			yes
Francisco Pierre-Louis	<a href="mailto:Fpierre@null.net">Fpierre@null.net</a>	33612		yes
Shannon Philipppus	<a href="mailto:sphilippus@gonet.com">sphilippus@gonet.com</a>	33527		yes
Rich Simmons	<a href="mailto:rssimmons@rsa.arch.com">rssimmons@rsa.arch.com</a>	33594		yes
Lea Del Tosto	<a href="mailto:lea.deltosto@stantec.com">lea.deltosto@stantec.com</a>	33606		yes
Ron Weaver	<a href="mailto:rweaver@swmwas.com">rweaver@swmwas.com</a>	33602		yes
Charlie Piatt	<a href="mailto:skypiatt@gmail.com">skypiatt@gmail.com</a>	33612		yes
Craig Fox	<a href="mailto:Craig.Fox@cot.state.fl.us">Craig.Fox@cot.state.fl.us</a>	33617		yes
Topher Morrison		33602		yes
Samantha Pollara	<a href="mailto:spollara@gmail.com">spollara@gmail.com</a>	33611		yes
Cathy Bartolotti	<a href="mailto:cbartolotti@tampa.rr.com">cbartolotti@tampa.rr.com</a>	33607		yes
Emily Phelan	<a href="mailto:phelane@mail.usf.edu">phelane@mail.usf.edu</a>	33613		yes
Jonathan Godwin	<a href="mailto:johnkgodwin@gmail.com">johnkgodwin@gmail.com</a>	33611		yes
Adam Purcell	<a href="mailto:adam.purcell@">adam.purcell@</a>	33613		yes
Tim Schock	<a href="mailto:Tim@TimSchock.com">Tim@TimSchock.com</a>	33609		yes
Ian Whitney	<a href="mailto:ian@ianWhitney.com">ian@ianWhitney.com</a>	33606		yes
Channing Bickford	<a href="mailto:channing.bickford@aecom.com">channing.bickford@aecom.com</a>	33605		yes
Sandra Sroka	<a href="mailto:srokas@tampabay.rr.com">srokas@tampabay.rr.com</a>	33602		yes
Janet Zink	<a href="mailto:jzink@tampaairport.com">jzink@tampaairport.com</a>	33629		yes

Andrea Papandreu	<a href="mailto:andrapapandreu@gmail.com">andrapapandreu@gmail.com</a>	33774	yes
Grant Behlich		33605	yes
Scott Gilner	<a href="mailto:scott.gilner@kimley-horn.com">scott.gilner@kimley-horn.com</a>	33629	yes
Tristan Pike	<a href="mailto:tristan.c.pike@gmail.com">tristan.c.pike@gmail.com</a>	33617	yes
Chris Wojtowicz	<a href="mailto:wa71@aol.com">wa71@aol.com</a>	33605	yes
Bryan Moll	<a href="mailto:bmoll@spprealestate.com">bmoll@spprealestate.com</a>	33606	yes
Tony Monk	<a href="mailto:tonymonkdesign@gmail.com">tonymonkdesign@gmail.com</a>	33602	yes
Brian Ray	<a href="mailto:Brian@RayDesignDevelopment.com">Brian@RayDesignDevelopment.com</a>	32806	yes
Calvin Thornton	<a href="mailto:CalvinThornton@tampagov.net">CalvinThornton@tampagov.net</a>	33619	yes
Margaret Kublins	<a href="mailto:mkublins@vhb.com">mkublins@vhb.com</a>	33602	yes
Milton Martinez	<a href="mailto:milton.martinez@tampagov.net">milton.martinez@tampagov.net</a>		yes



# 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



INVISION:   
TAMPA STREETCAR  
TRANSFORMING TAMPA'S TRANSIT

# Getting Started



# Get Ready...

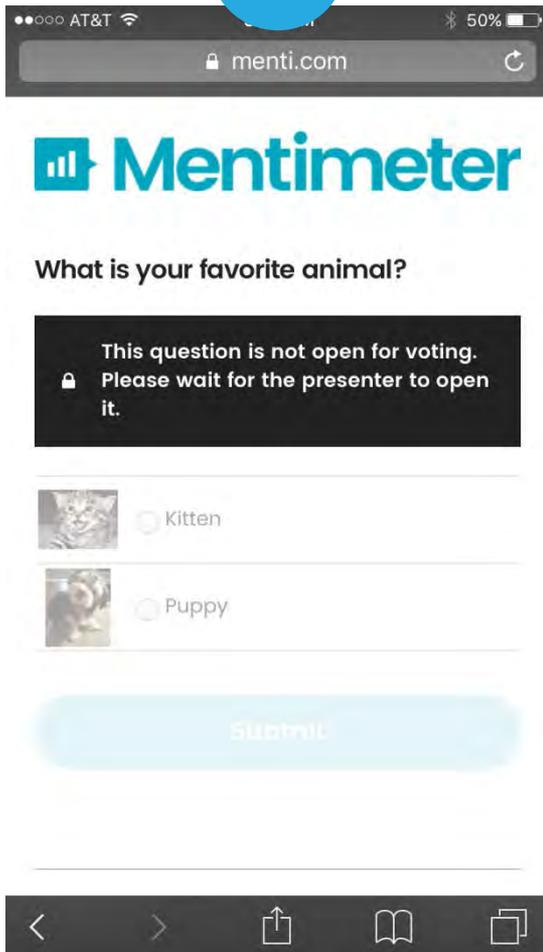
- Instructions on your table.
- Grab your smartphone or tablet.
- Open your browser.
- Access [www.menti.com](http://www.menti.com).
- Enter meeting code

# 65 45 59

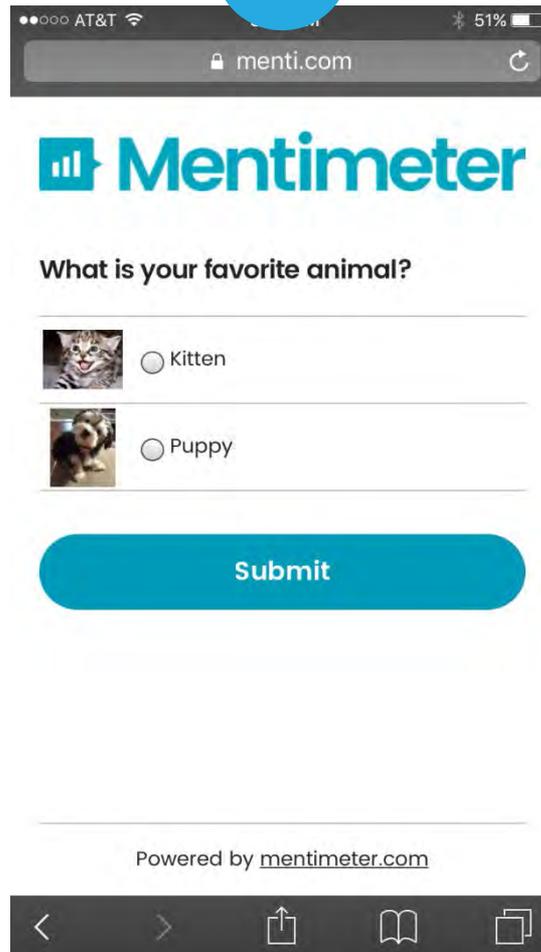


# What You'll See...

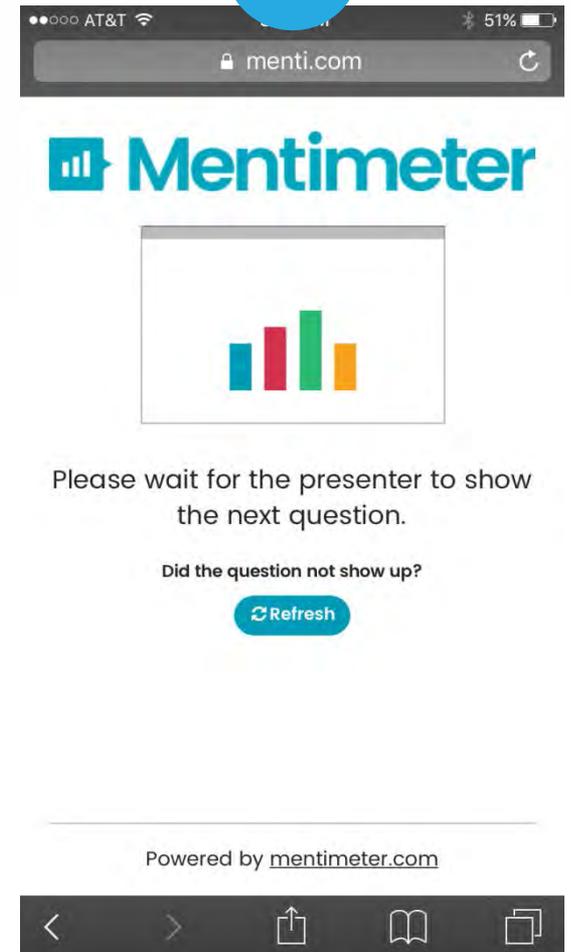
1



2



3





# Test Question

# Pick your favorite Kentucky Derby hat.

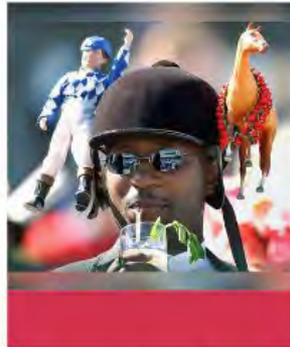
Mentimeter

28



Hat 1

12



Hat 2

34



Hat 3

74

# 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

3

## 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

INVISION:   
**TAMPA STREETCAR**  
TRANSFORMING TAMPA'S TRANSIT

# 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.

# STUDY MANAGEMENT

## A Joint Project Agreement between the City of Tampa and FDOT



**FDOT (Study Sponsor)**



**City of Tampa (Owner)**



**HART (Operator)**

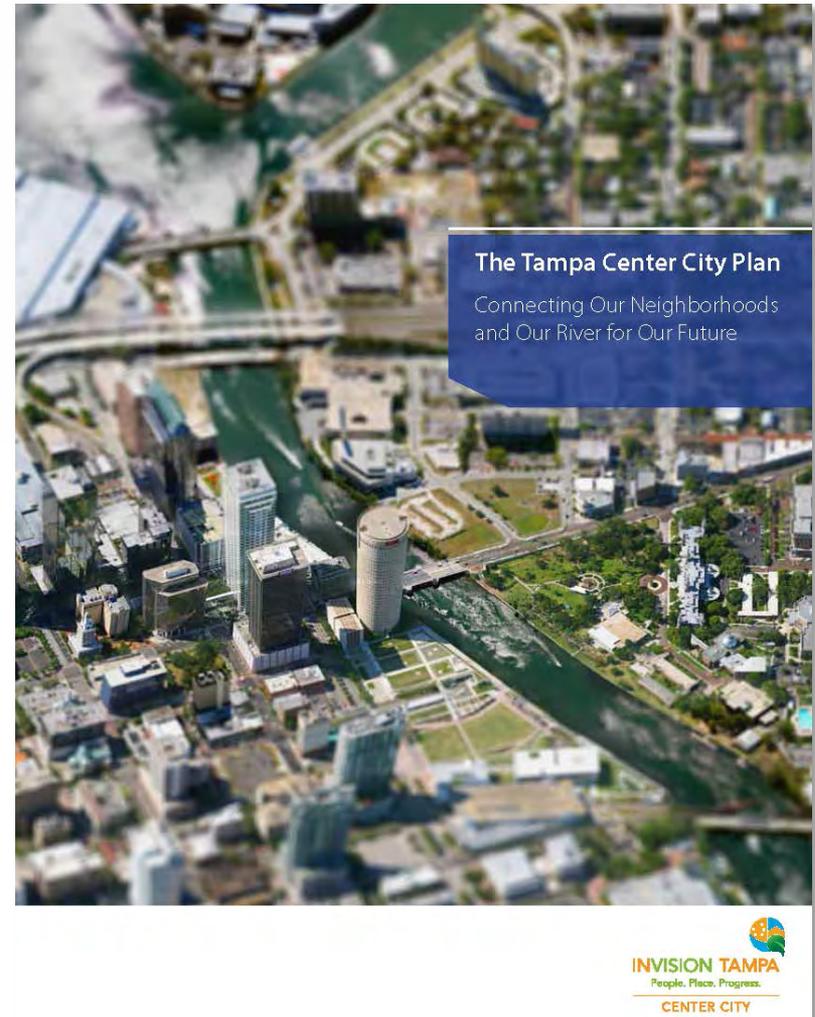


**HDR (Lead Consultant)**

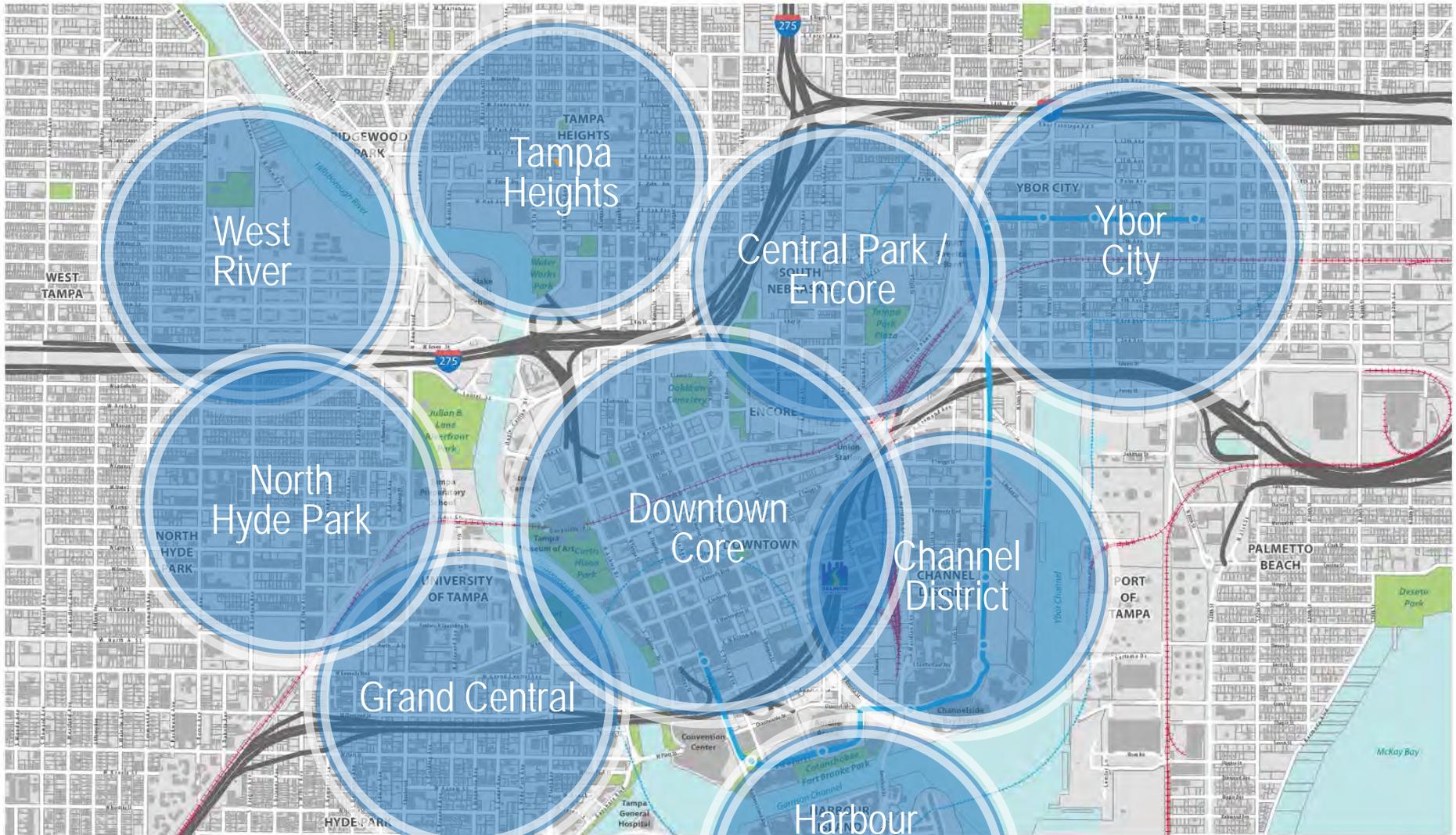
with Kimley-Horn & Associates, Inc.,  
B2 Communications, Boothe Transit  
Consulting and others.

# PLANNING FRAMEWORK

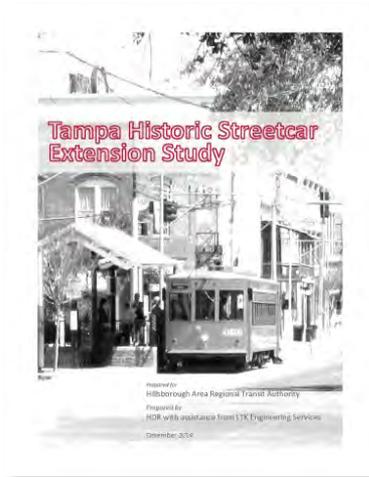
- InVision Tampa's Center City Plan recognized the need to extend and expand streetcar operations.
- Uses a broad definition of Downtown--the core and Ybor City plus adjacent urban neighborhoods and districts.



# STUDY SCOPE



# 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.*

# PROJECT COORDINATION



&



## Coordination with the Regional Transit Feasibility Plan

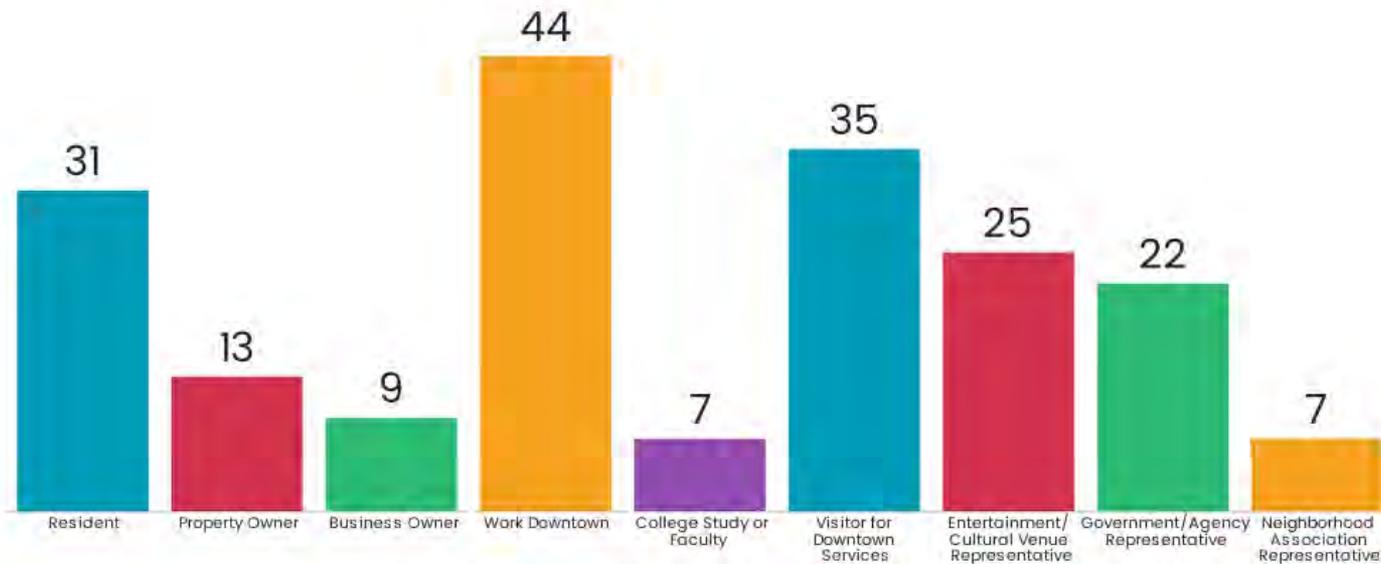
- Formal coordination underway.
- 5 regional corridors identified for further evaluation.
- 4 of 5 connect Downtown to regional destinations, including Westshore, USF, Brandon, Pasco County, and Pinellas County.



**Who's with us tonight?**

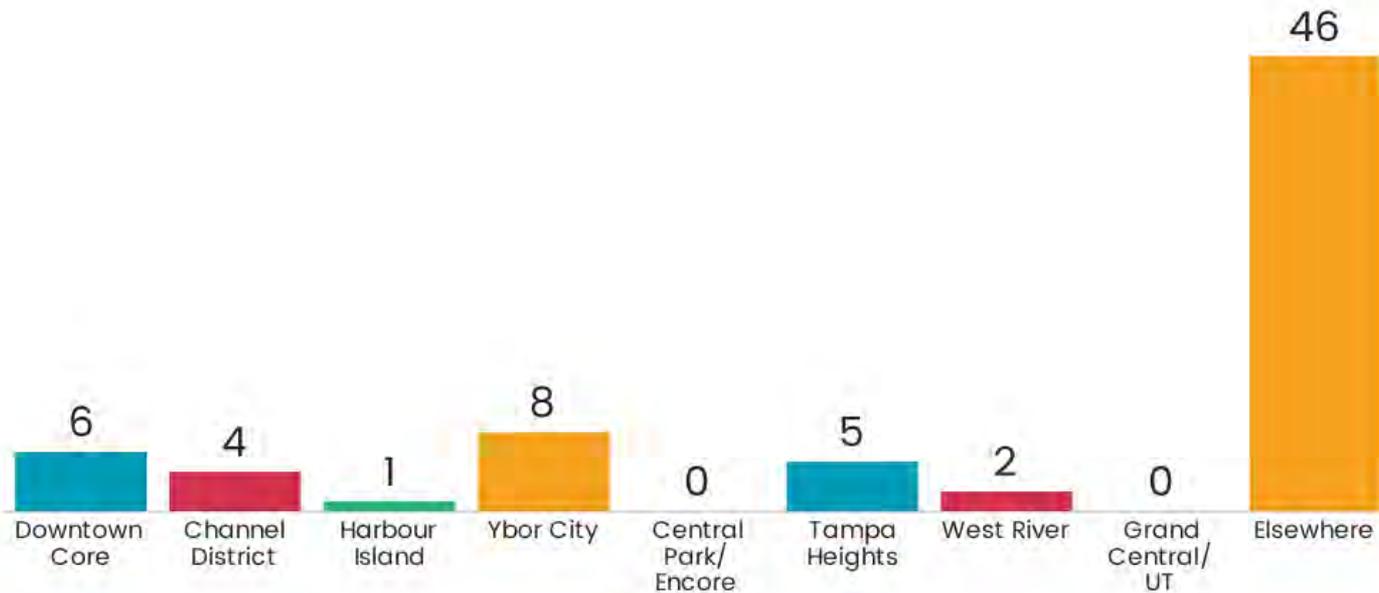


# What is your interest in the downtown area? (pick your top 3)



72

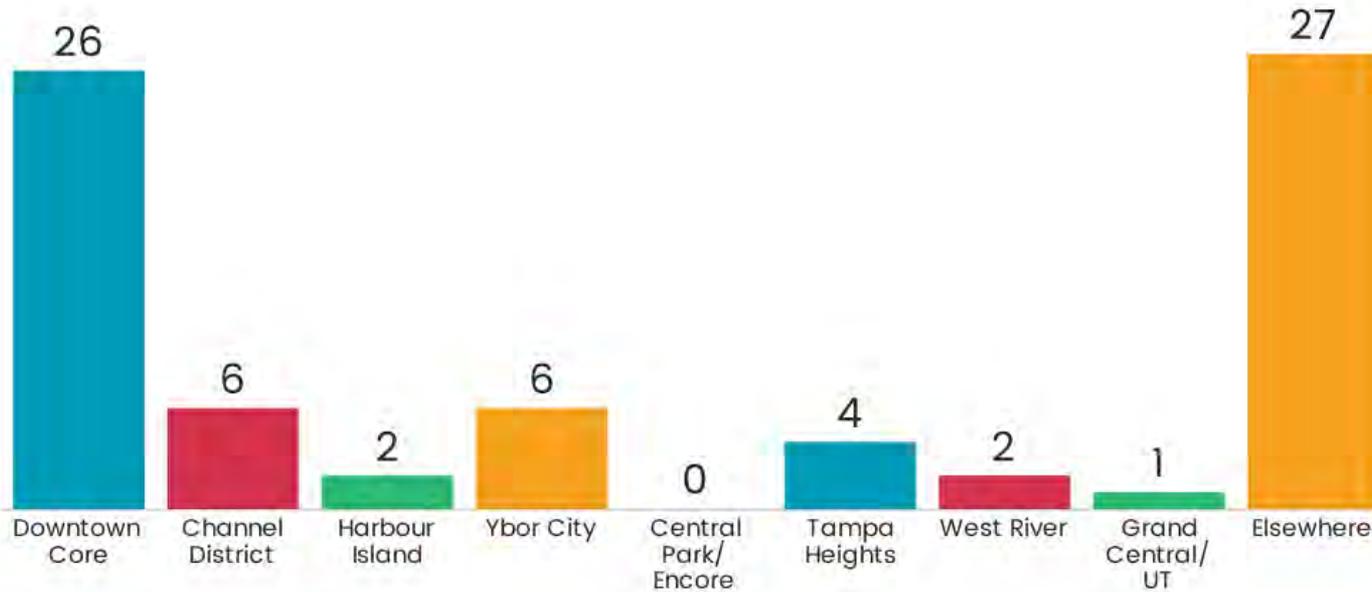
# Which neighborhood do you live in?



72



# Which neighborhood do you work in?



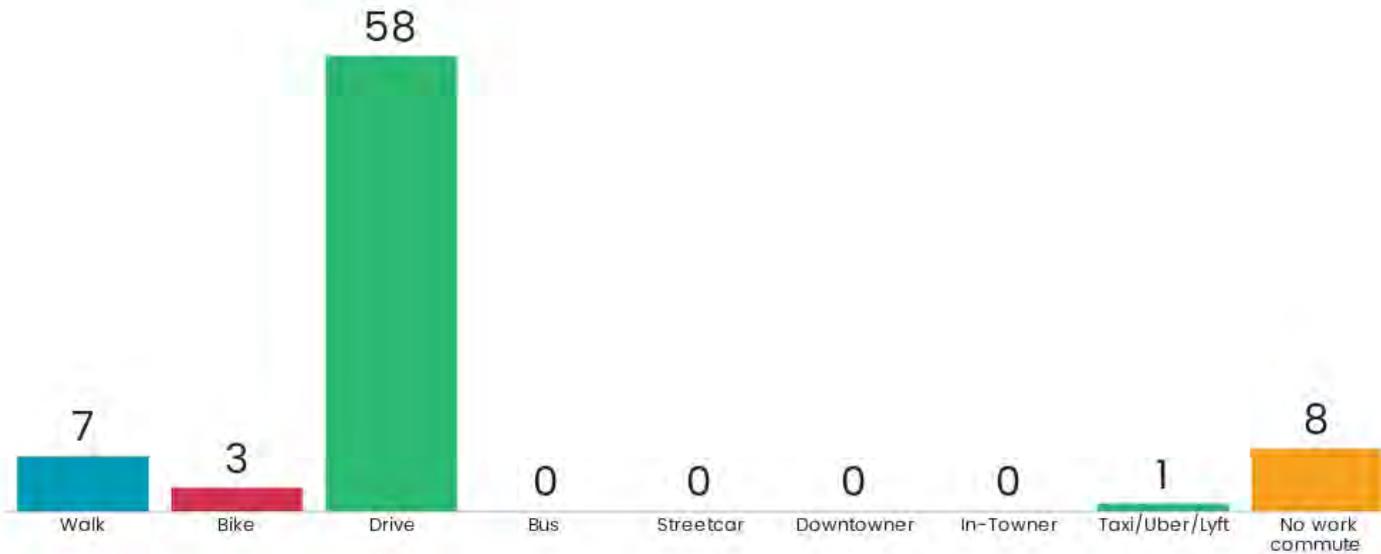
74

# Where do you work? (enter your zip code)



 75

# What is your primary way to get between work and home?



77



# 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

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

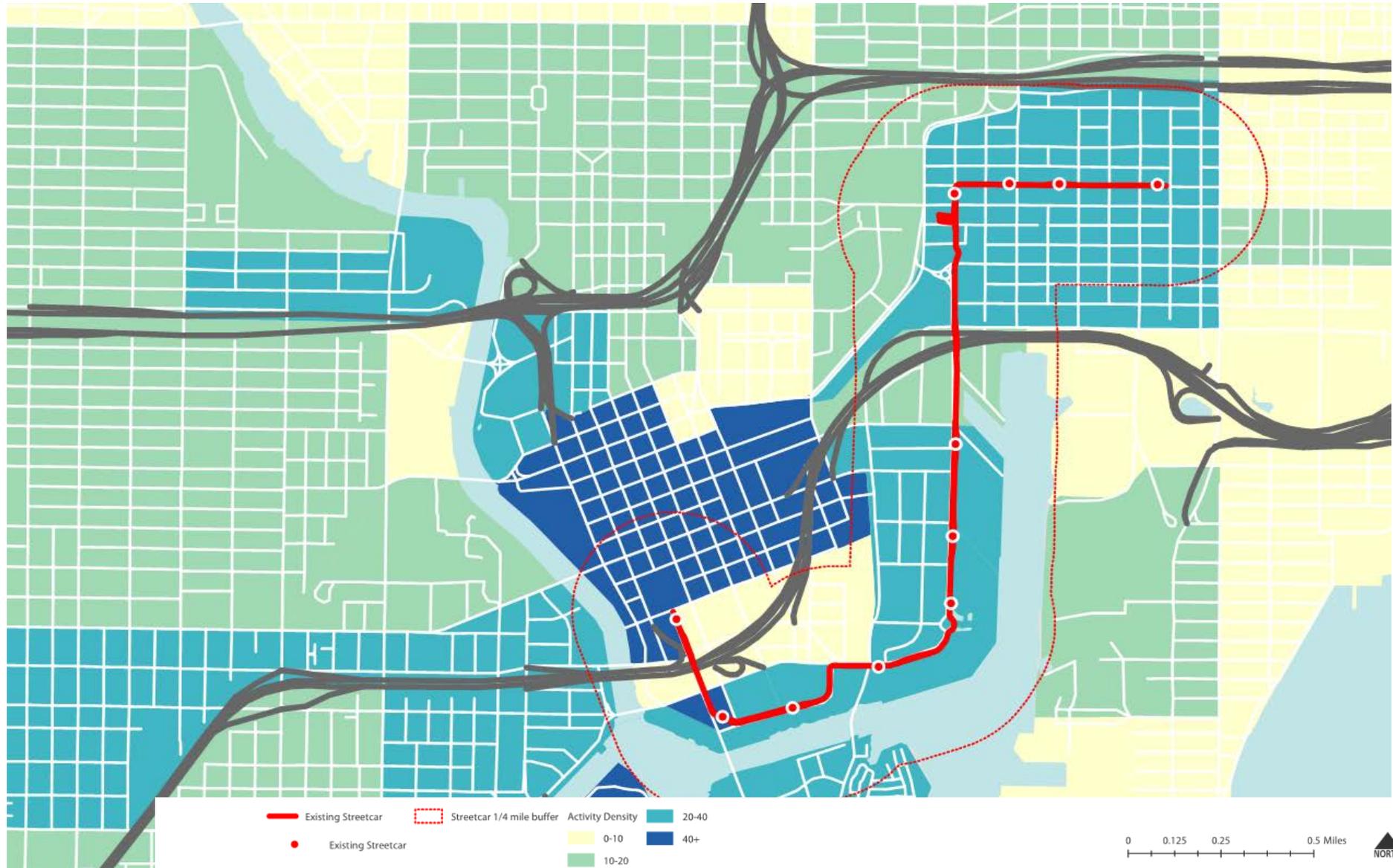
## PERFORMANCE/IMPACTS

Capital & Operating Costs	Costs based on potential track miles, number of possible stations, number of vehicles, and cost factors like river crossings.
Constructability	Presence of 90 degree turns, highway crossings, railroad crossing, bridge crossings, and signalized intersections.

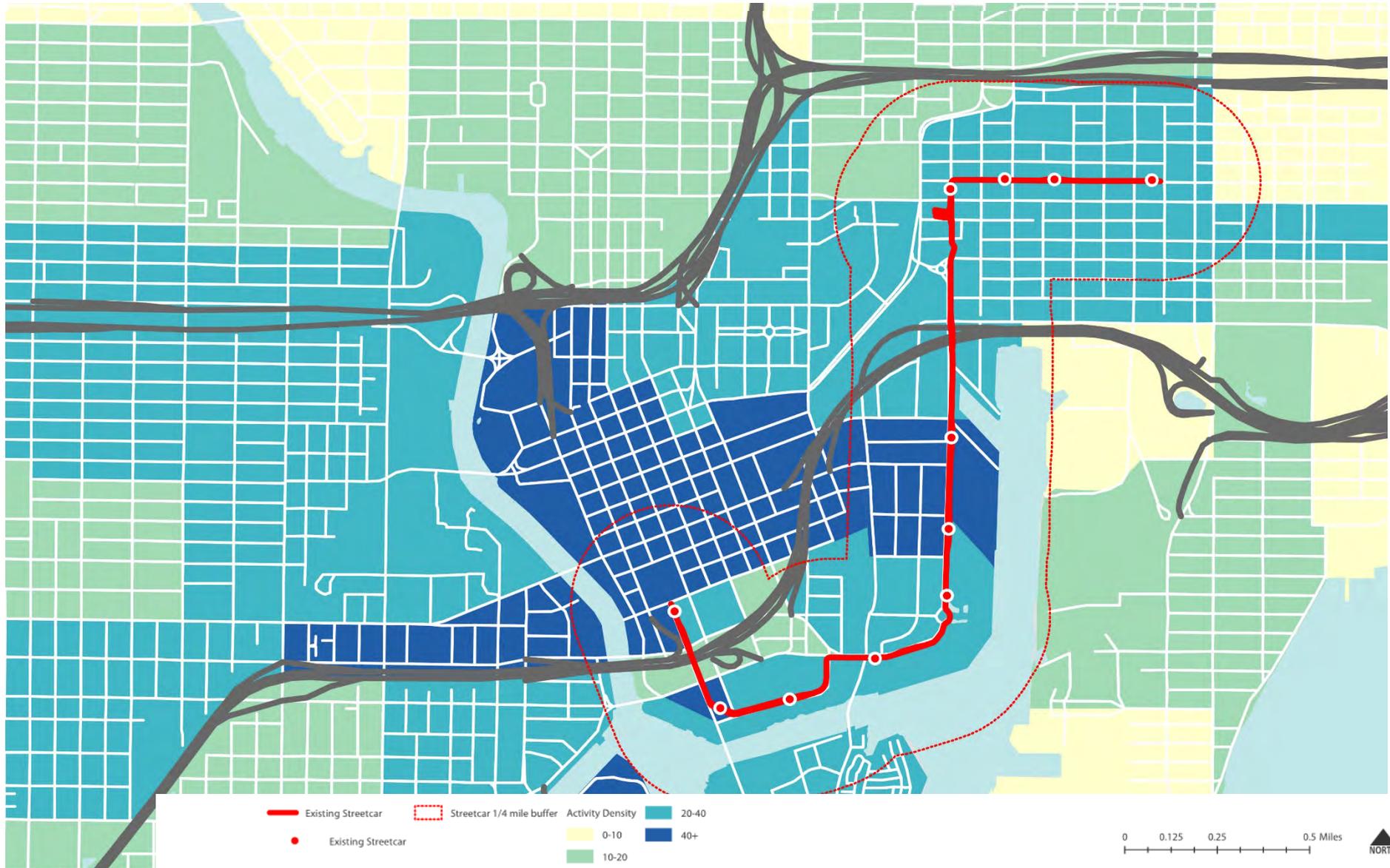


RATING RANGE: FAVORABLE ← → UNFAVORABLE

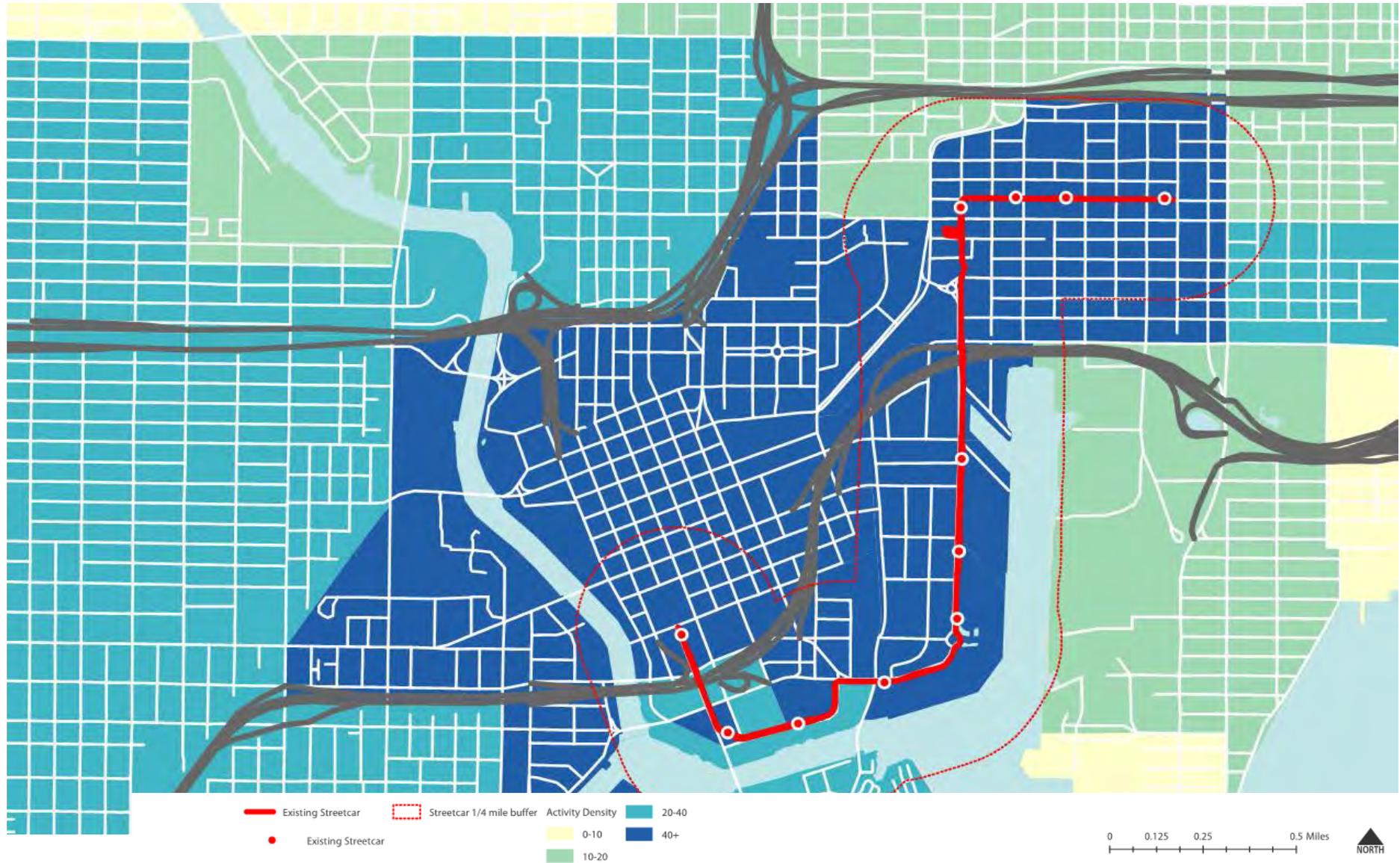
# Population & Employment - 2010



# Population & Employment - 2020

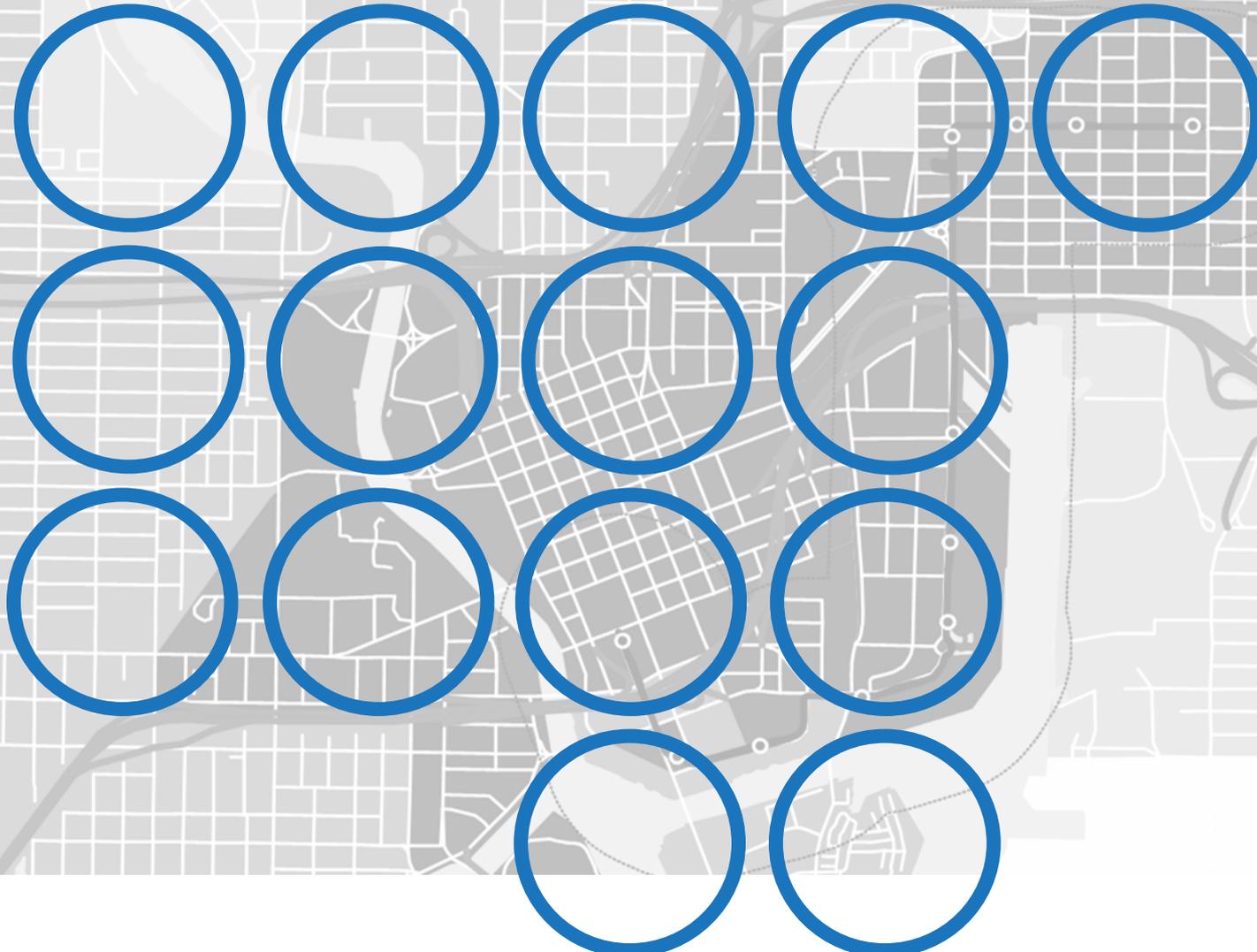


# Population & Employment - 2040



# Transit-Supportive Places

**=15** TRANSIT-ORIENTED DEVELOPMENTS



# Recently Completed & Under Construction (2011 – Present)

RESIDENTIAL UNITS

**3,750**

LODGING

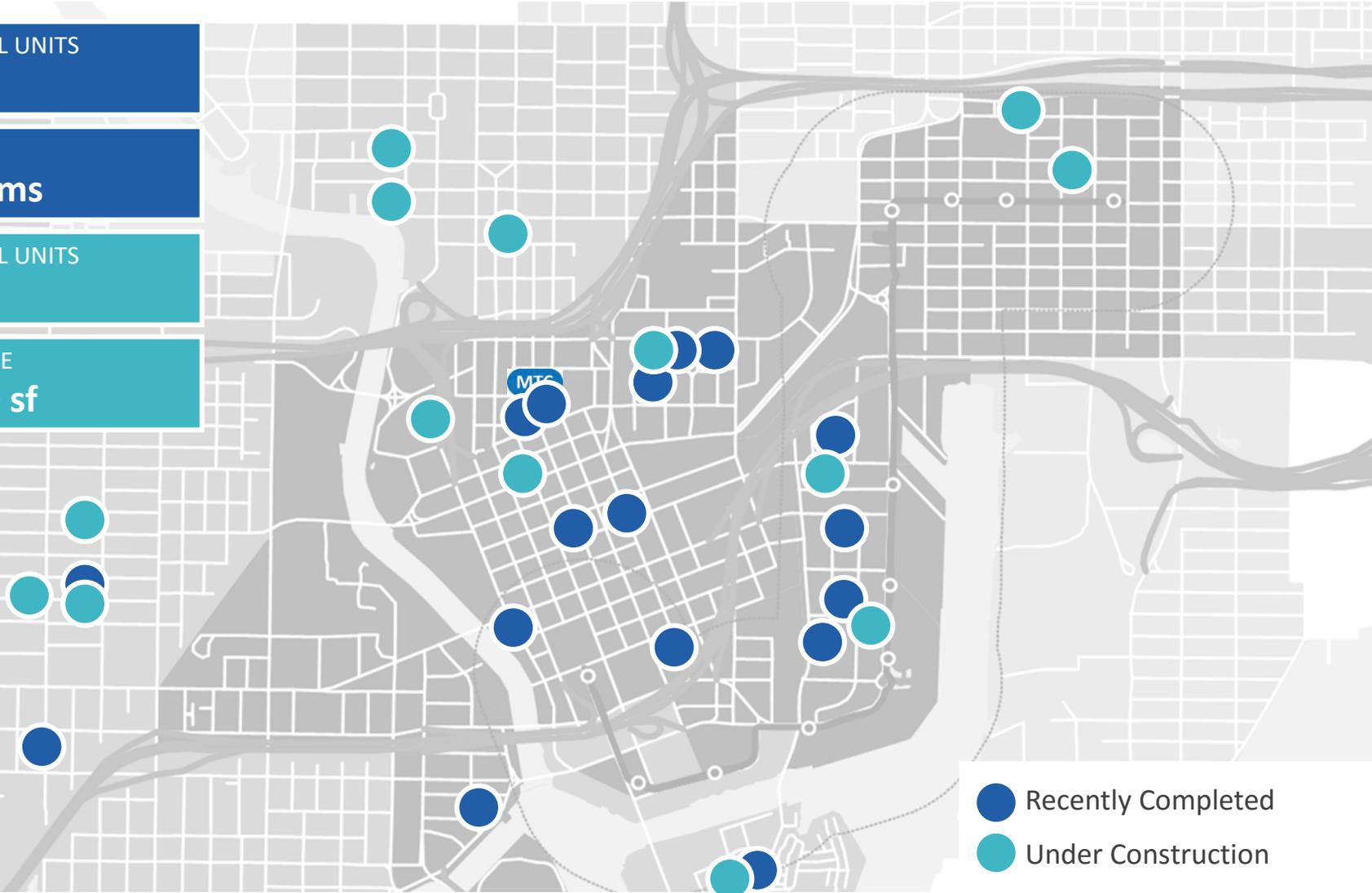
**260 rooms**

RESIDENTIAL UNITS

**2,600**

RETAIL SPACE

**160,000 sf**



# Planned Development

RESIDENTIAL UNITS

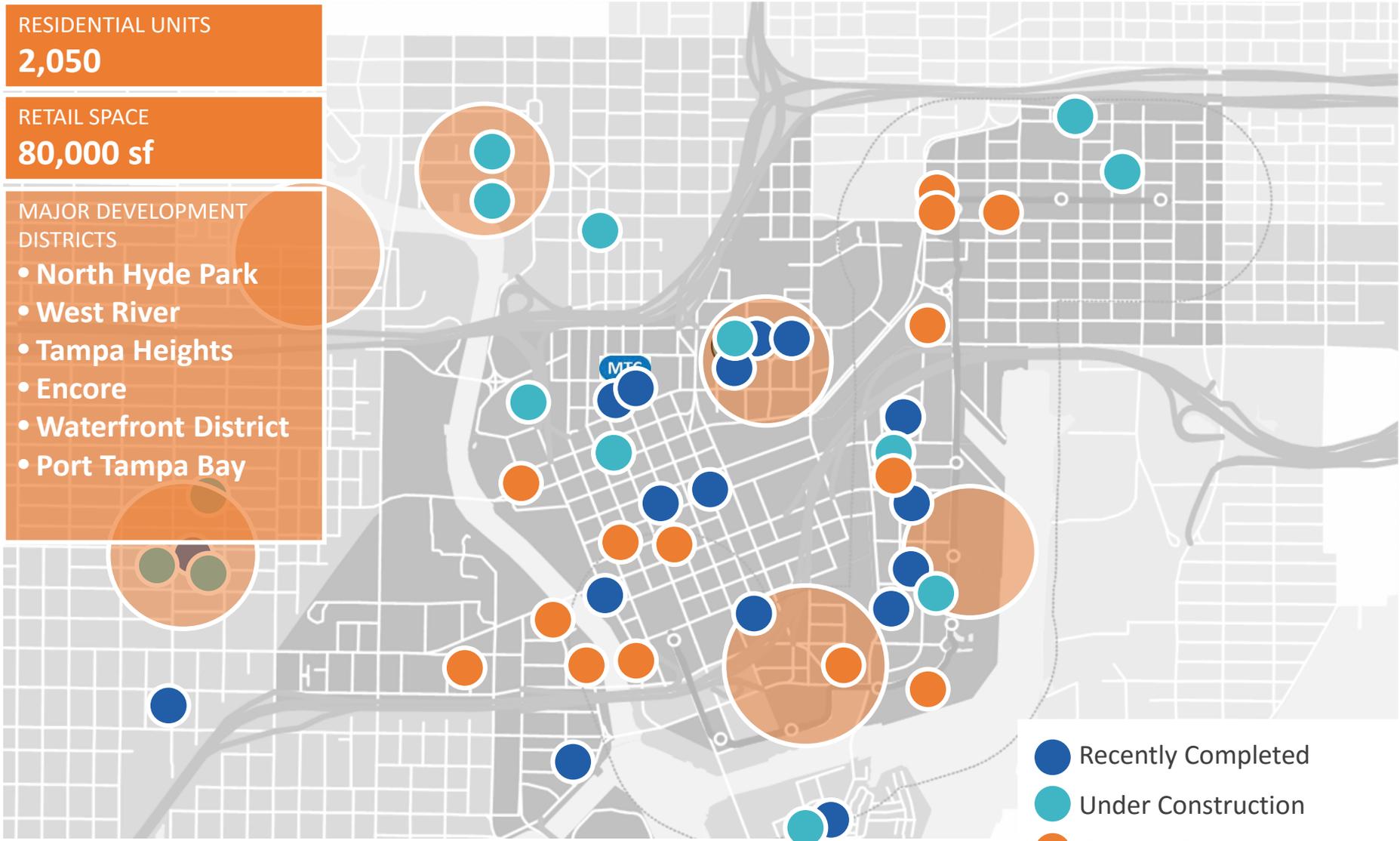
2,050

RETAIL SPACE

80,000 sf

MAJOR DEVELOPMENT DISTRICTS

- North Hyde Park
- West River
- Tampa Heights
- Encore
- Waterfront District
- Port Tampa Bay

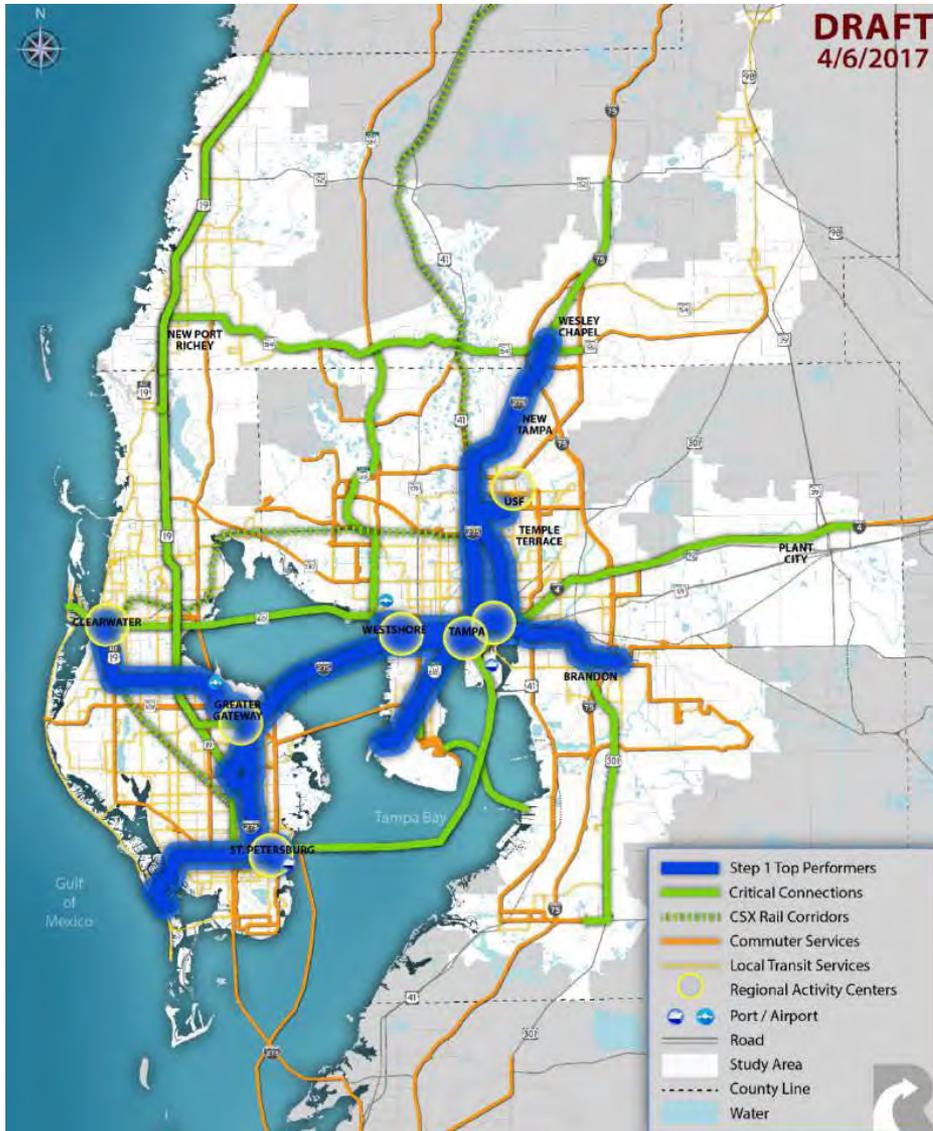


- Recently Completed
- Under Construction
- Planned Development

# Cultural, Educational, and Entertainment Destinations



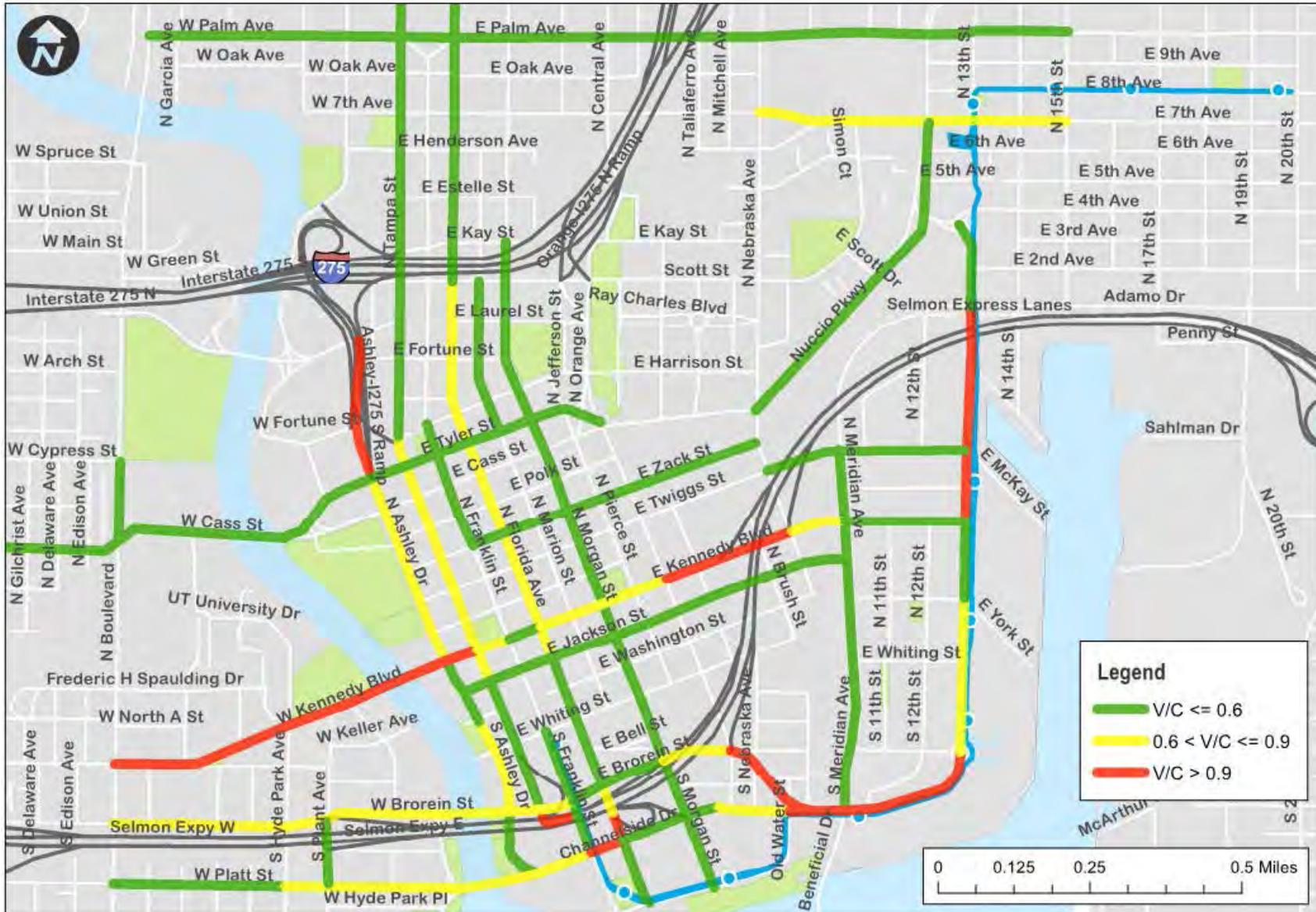
# Regional Connections



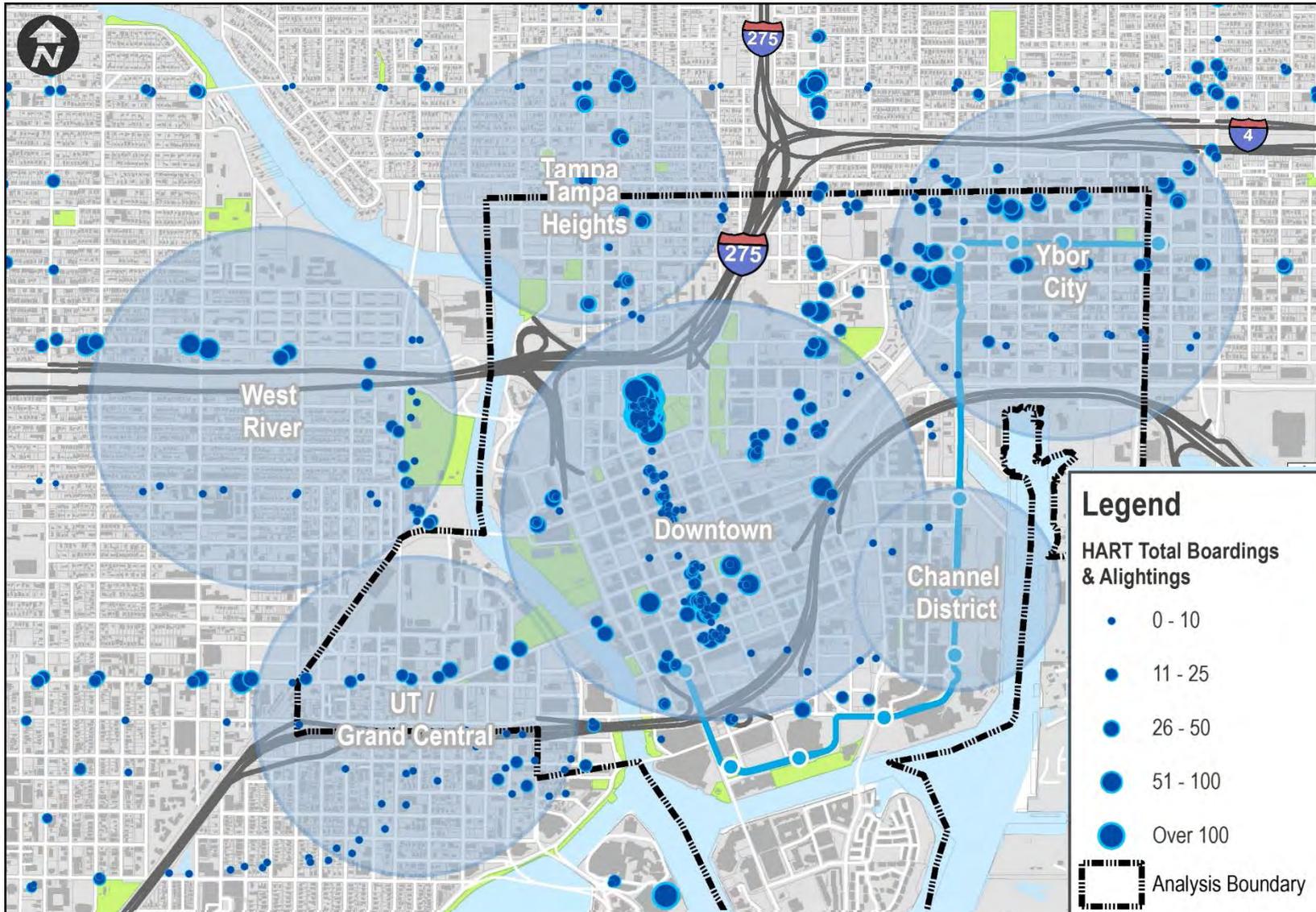
## Regional Transit Feasibility Plan

- 5 Corridors Identified
- 4 of 5 Connect Downtown to Regional Destinations
  - Westshore
  - USF
  - Brandon
  - Pasco County
  - Pinellas Co

# Volume/Capacity Analysis (2020)



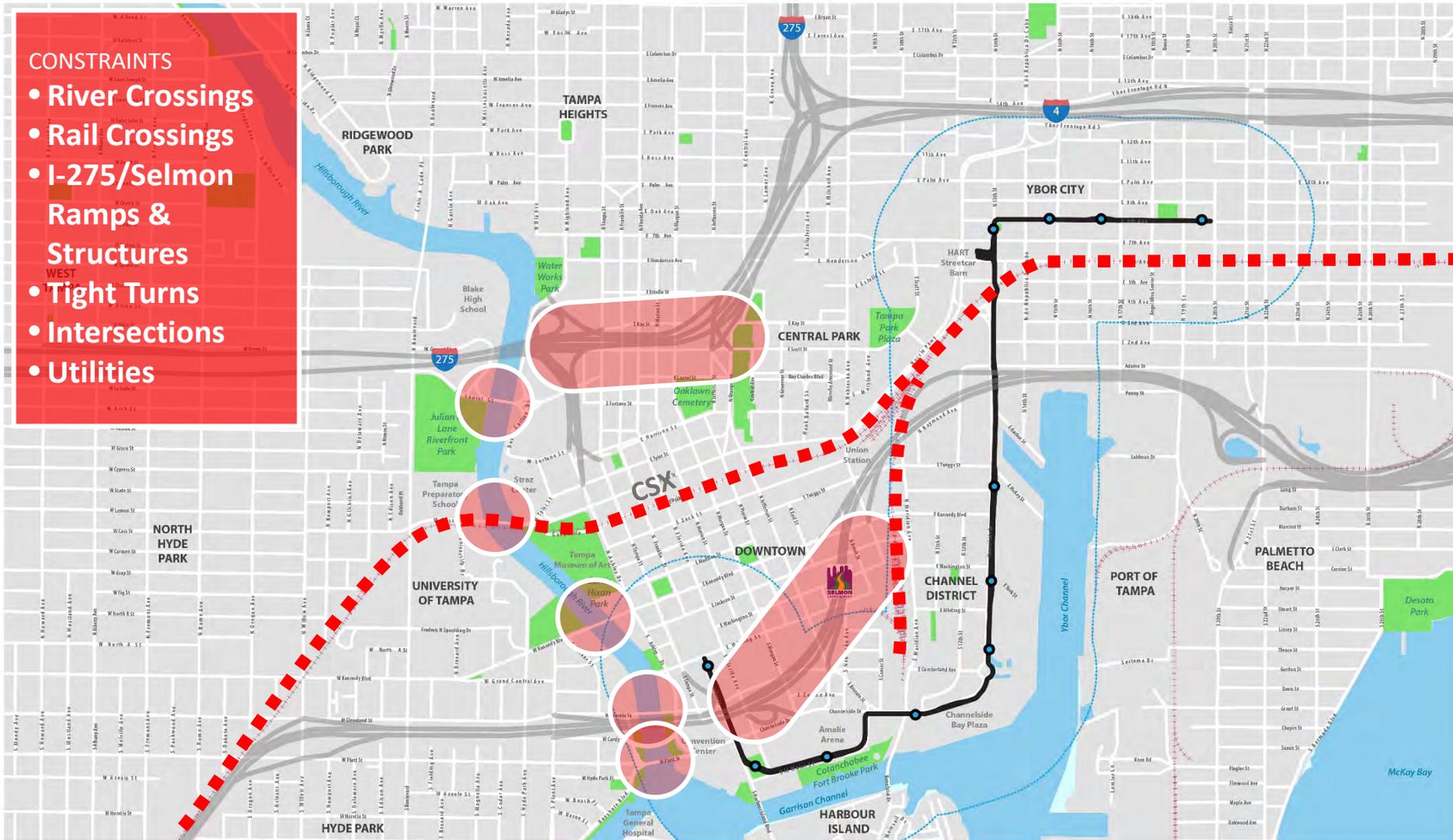
# Daily Transit Ridership Activity (HART APC)



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

# Physical Constraints

- 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?



82



## How would you prioritize the Purpose & Need rating factors?



82



# Alignment Options



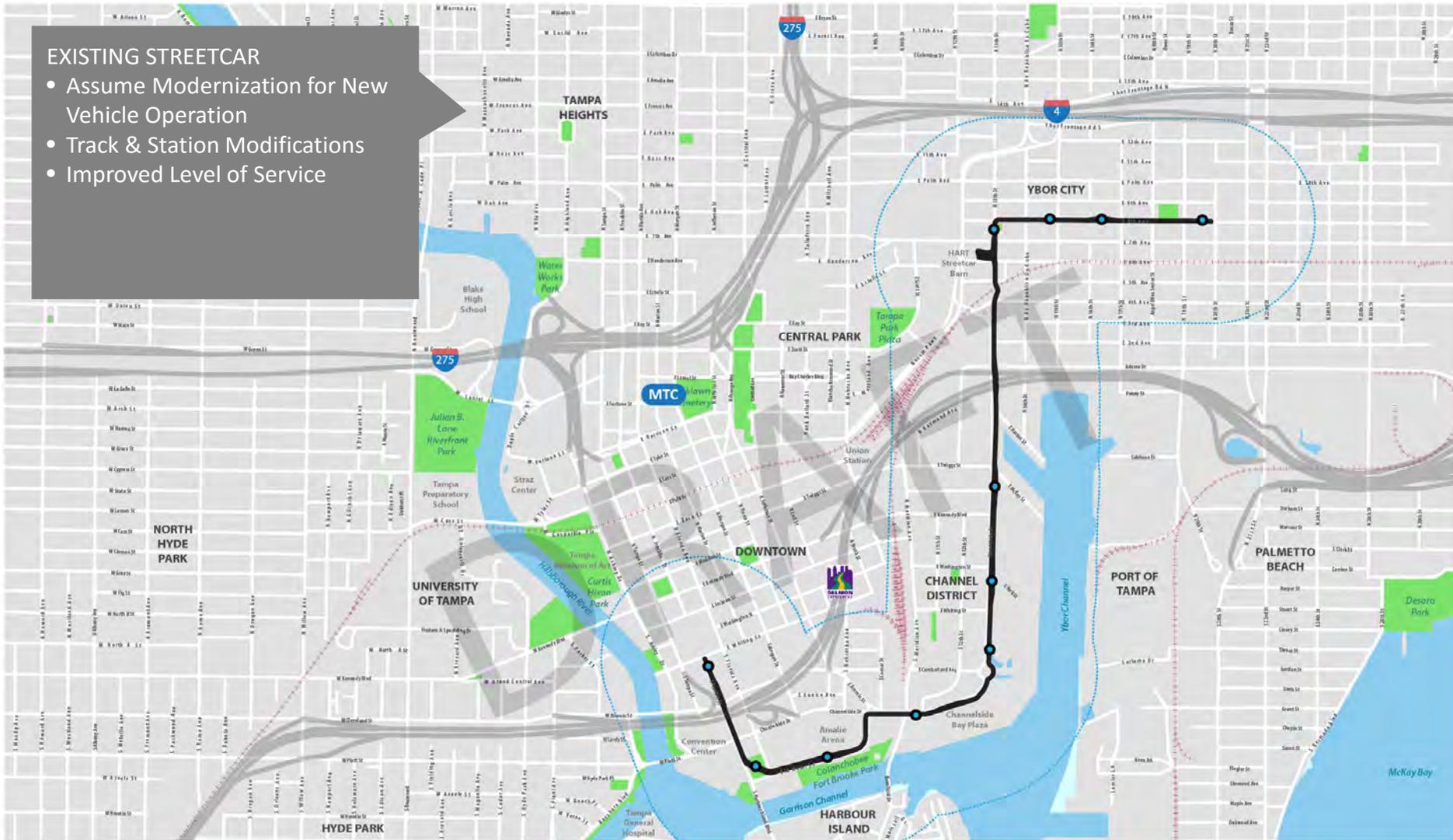
# Alignment Option Assumptions

- 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.

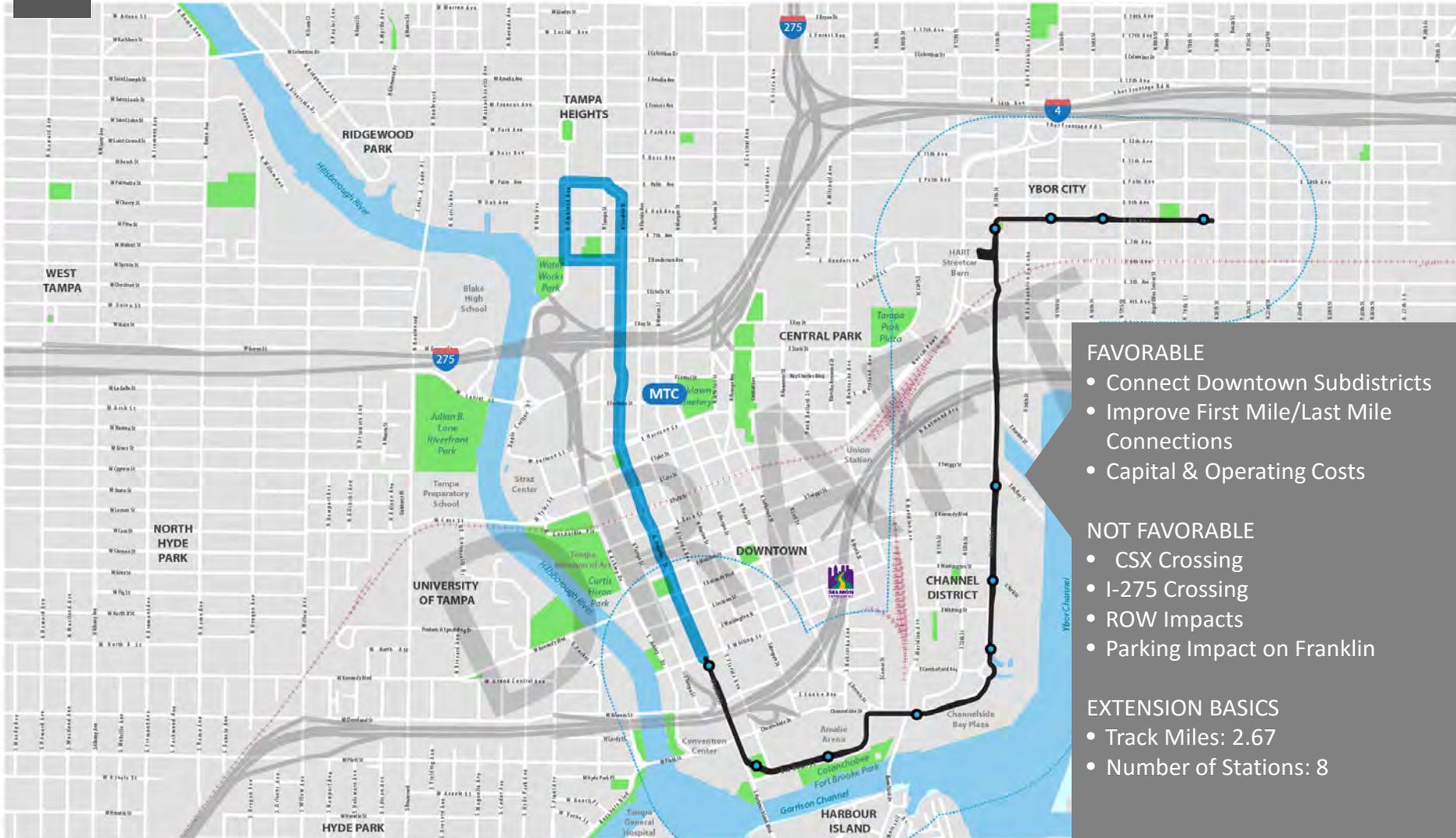
# STREETCAR MODERNIZATION

## EXISTING STREETCAR

- Assume Modernization for New Vehicle Operation
- Track & Station Modifications
- Improved Level of Service



# A N/S FRANKLIN



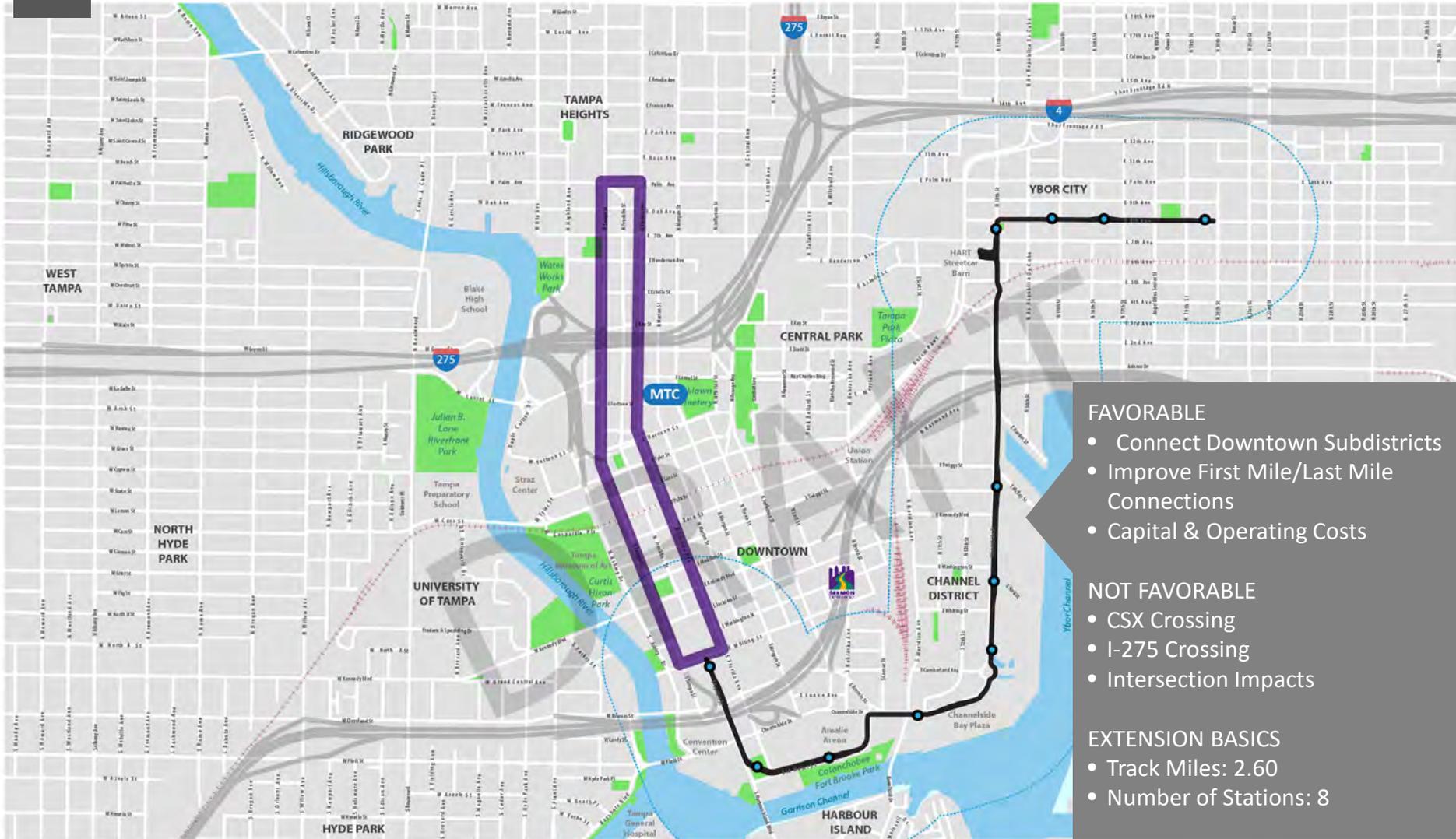
- FAVORABLE**
- Connect Downtown Subdistricts
  - Improve First Mile/Last Mile Connections
  - Capital & Operating Costs

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

- EXTENSION BASICS**
- Track Miles: 2.67
  - Number of Stations: 8

# B

## N/S TAMPA-FLORIDA COUPLER

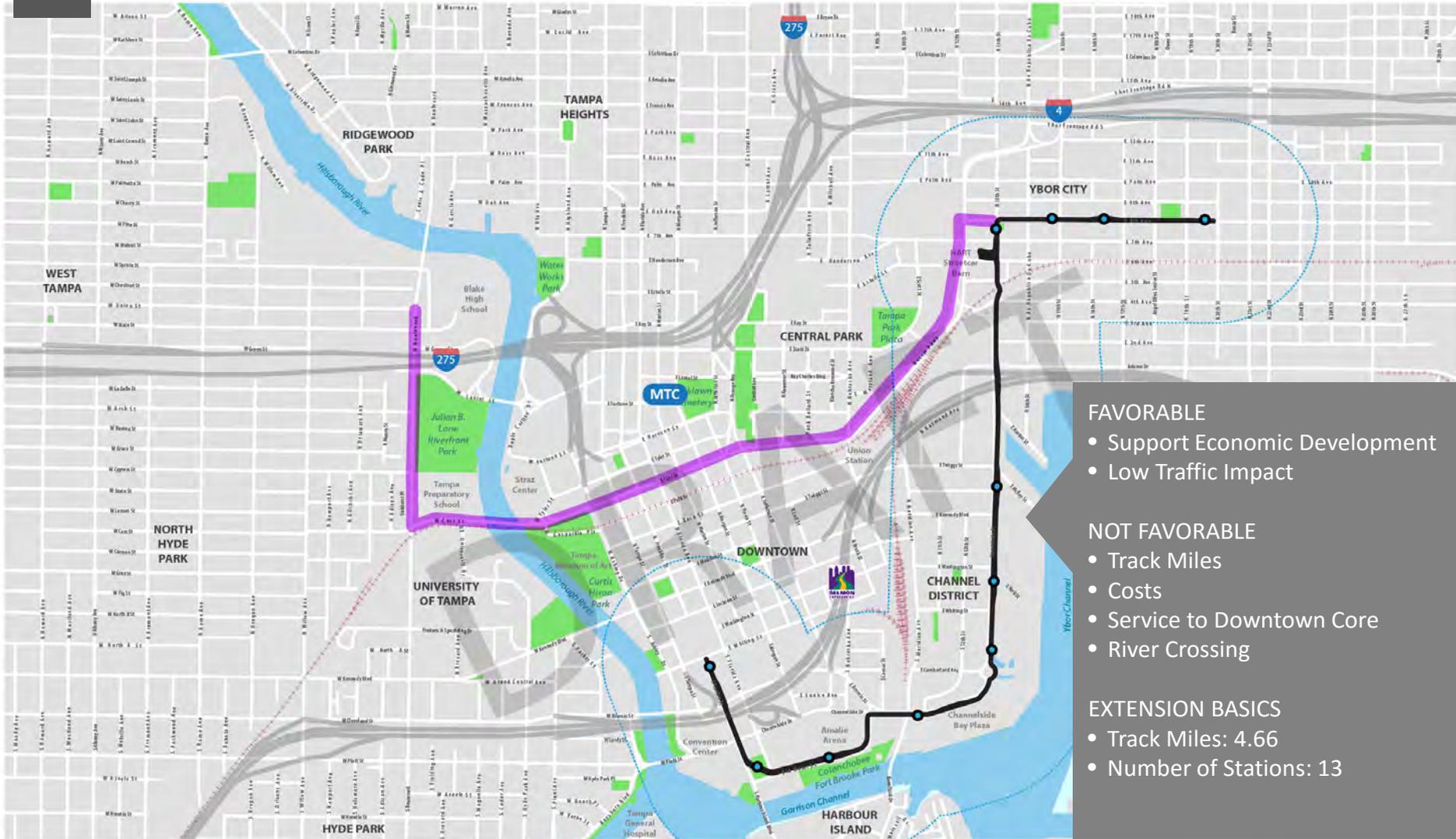


- FAVORABLE**
- Connect Downtown Subdistricts
  - Improve First Mile/Last Mile Connections
  - Capital & Operating Costs

- 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



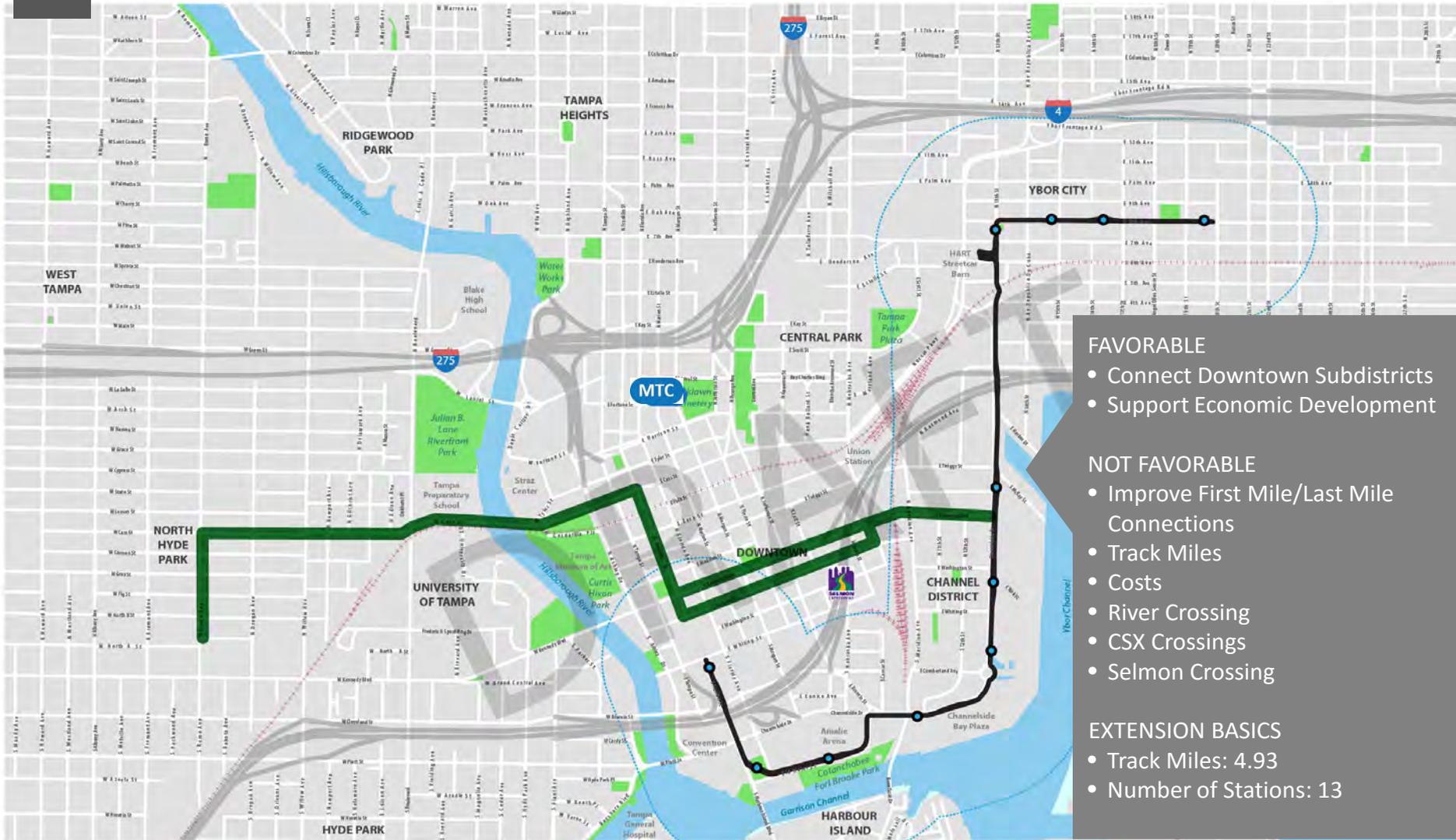
- FAVORABLE**
- Support Economic Development
  - Low Traffic Impact

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

- EXTENSION BASICS**
- Track Miles: 4.66
  - Number of Stations: 13

# D

## E/W N. HYDE PARK-CHANNEL DISTRICT



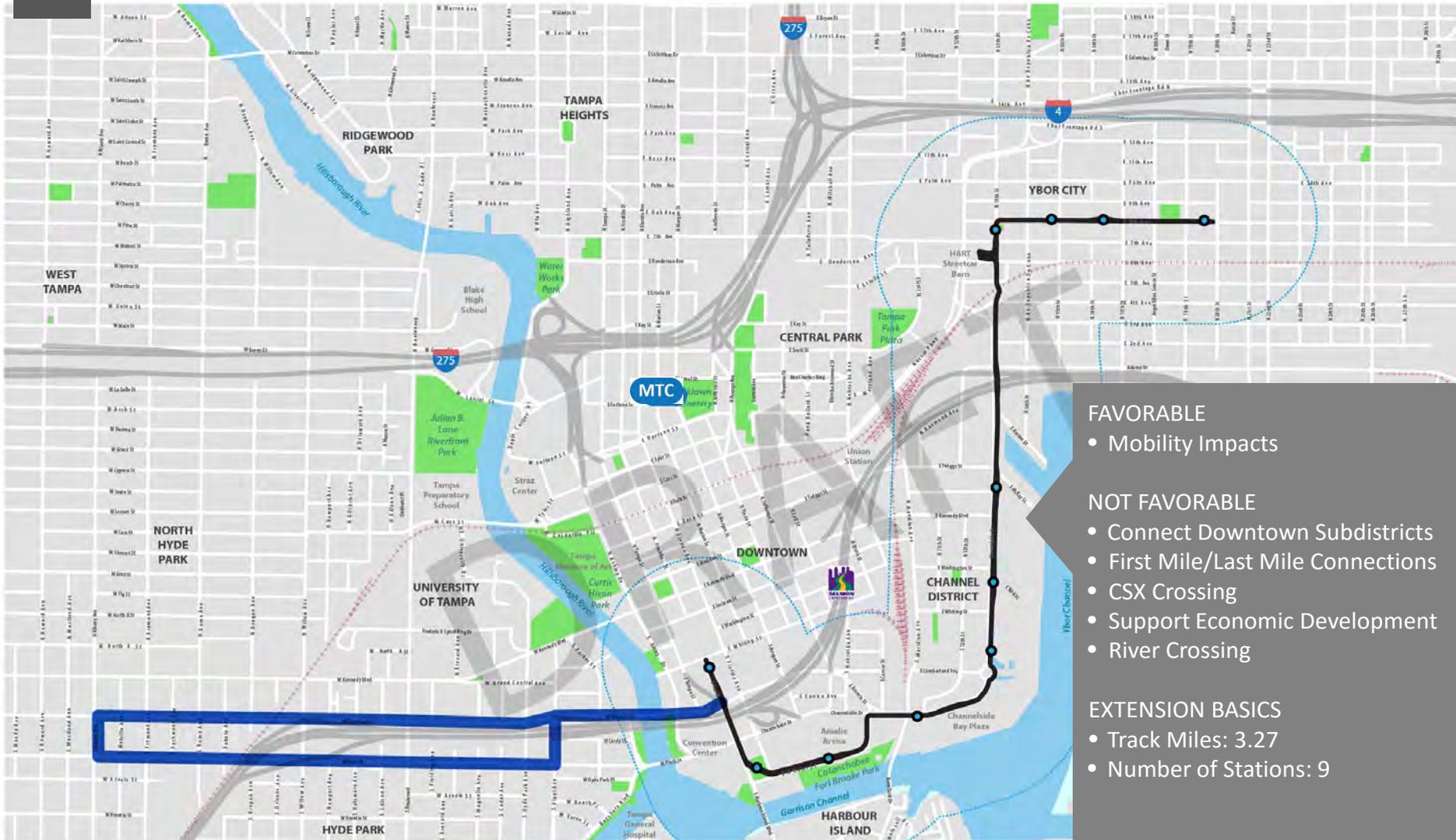
- FAVORABLE**
- Connect Downtown Subdistricts
  - Support Economic Development

- 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

# E/W N. HYDE PARK-CONVENTION CENTER COUPLER



**FAVORABLE**

- Mobility Impacts

**NOT FAVORABLE**

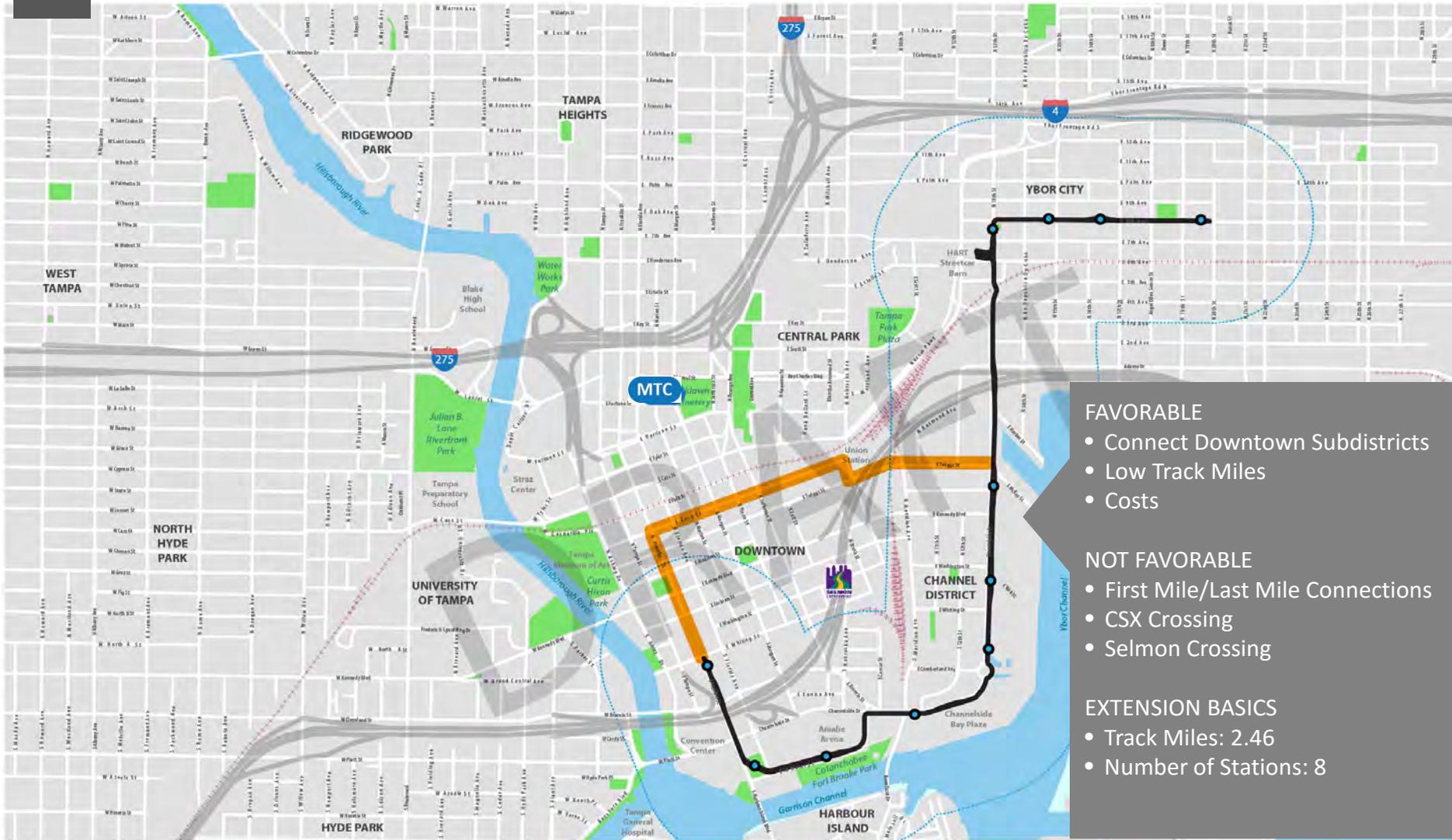
- Connect Downtown Subdistricts
- First Mile/Last Mile Connections
- CSX Crossing
- Support Economic Development
- River Crossing

**EXTENSION BASICS**

- Track Miles: 3.27
- Number of Stations: 9

# F

## LOOP DOWNTOWN-CHANNEL DISTRICT



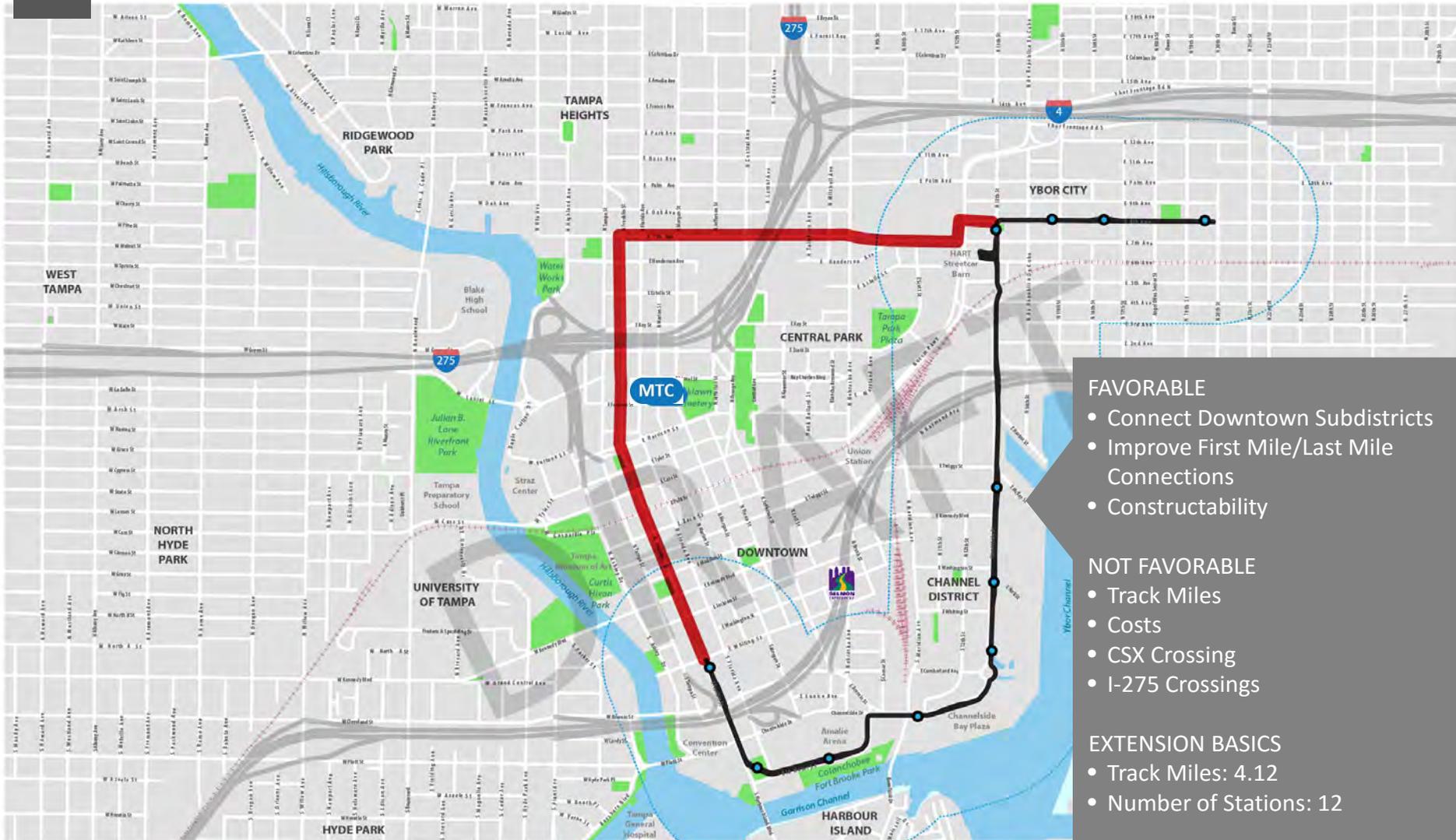
- FAVORABLE**
- Connect Downtown Subdistricts
  - Low Track Miles
  - Costs

- NOT FAVORABLE**
- First Mile/Last Mile Connections
  - CSX Crossing
  - Selmon Crossing

- EXTENSION BASICS**
- Track Miles: 2.46
  - Number of Stations: 8

# G

## LOOP DOWNTOWN-YBOR



**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

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

## PERFORMANCE/IMPACTS

Capital & Operating Costs	Costs based on potential track miles, number of possible stations, number of vehicles, and cost factors like river crossings.
Constructability	Presence of 90 degree turns, highway crossings, railroad crossing, bridge crossings, and signalized intersections.



RATING RANGE: FAVORABLE ← → UNFAVORABLE

Evaluation Factor	A N/S Franklin	B N/S Tampa-Florida Couplet	C E/W West River-Ybor	D E/W North Hyde Park-Channel District	E E/W North Hyde Park-Convention Center Couplet	F Loop Downtown-Channel District	G Loop Downtown-Ybor
<b>PURPOSE &amp; NEED</b>							
Connect Downtown Subdistricts	●	●	●	●	●	●	●
Serve Diverse Travel Markets	●	●	●	●	●	●	●
Improve First Mile/Last Mile Connections	●	●	●	●	●	●	●
Support Economic Development	●	●	●	●	●	●	●
Expand Sustainable Transportation Options	●	●	●	●	●	●	●
<b>PERFORMANCE/IMPACTS</b>							
Capital & Operating Costs	●	●	●	●	●	●	●
Constructability	●	●	●	●	●	●	●

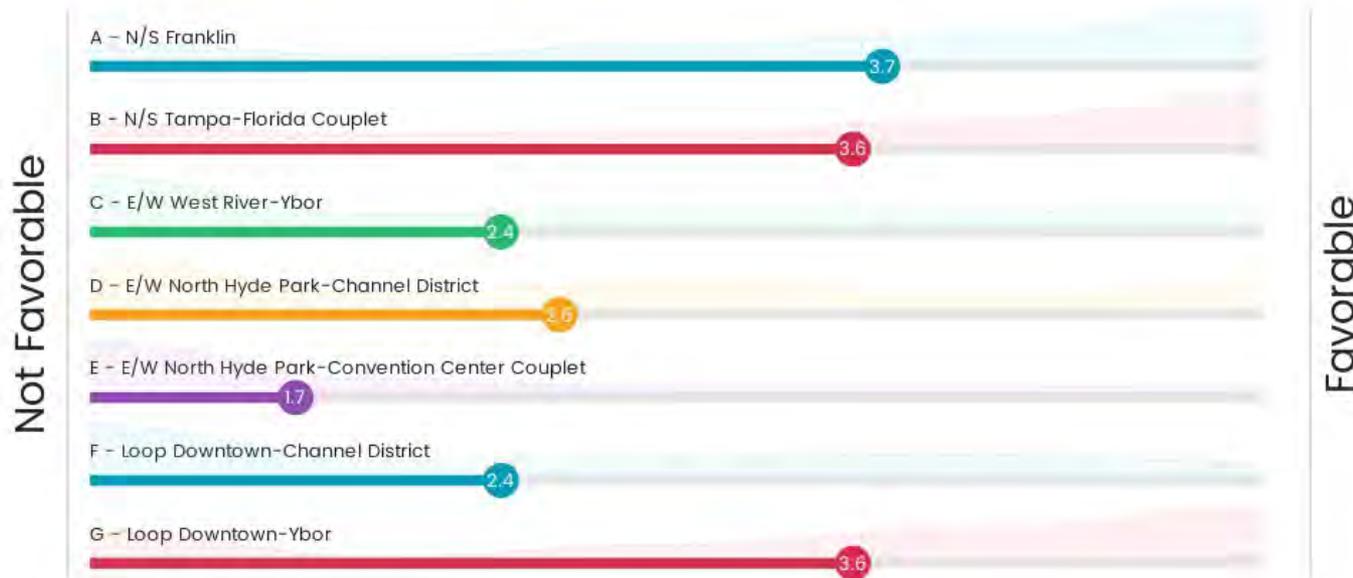


RATING RANGE: FAVORABLE ← → UNFAVORABLE



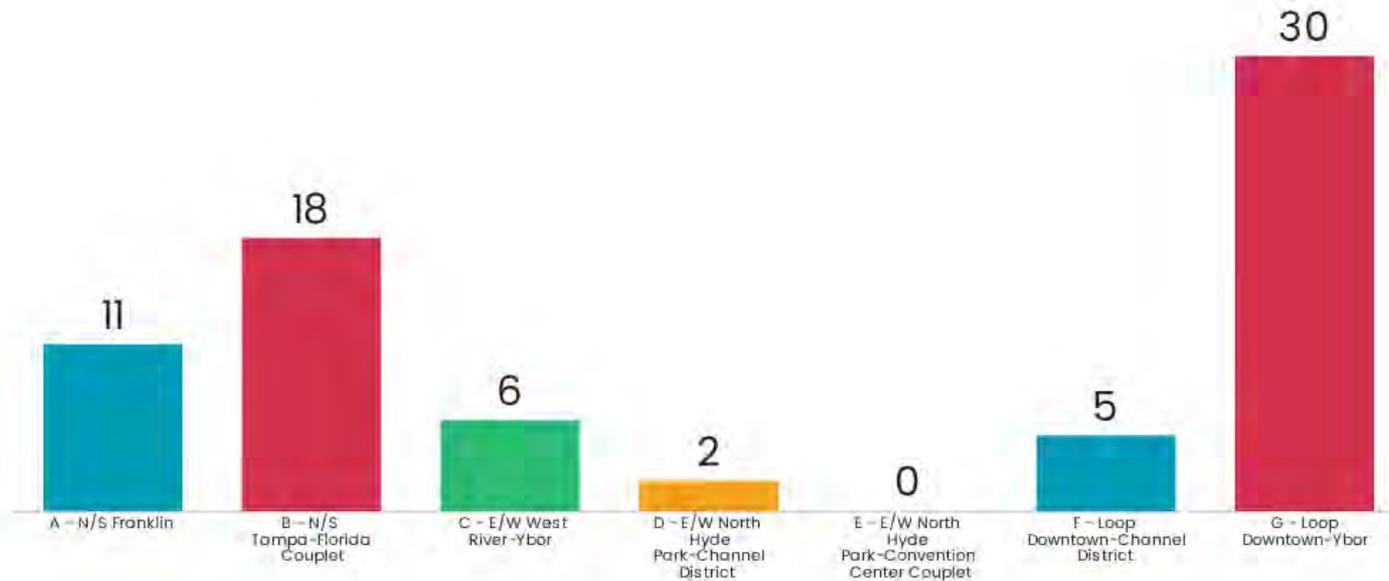
# Alignment Options

# How would you rate each Alignment Option?



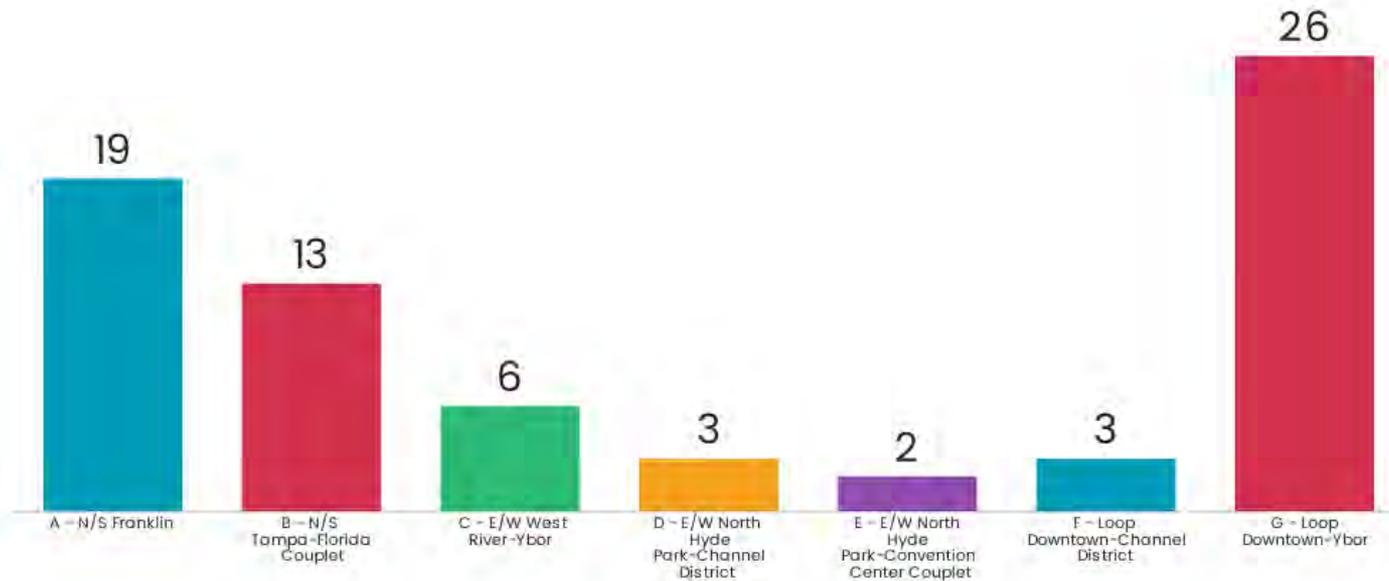
73

# Which Alignment Option is your top choice?



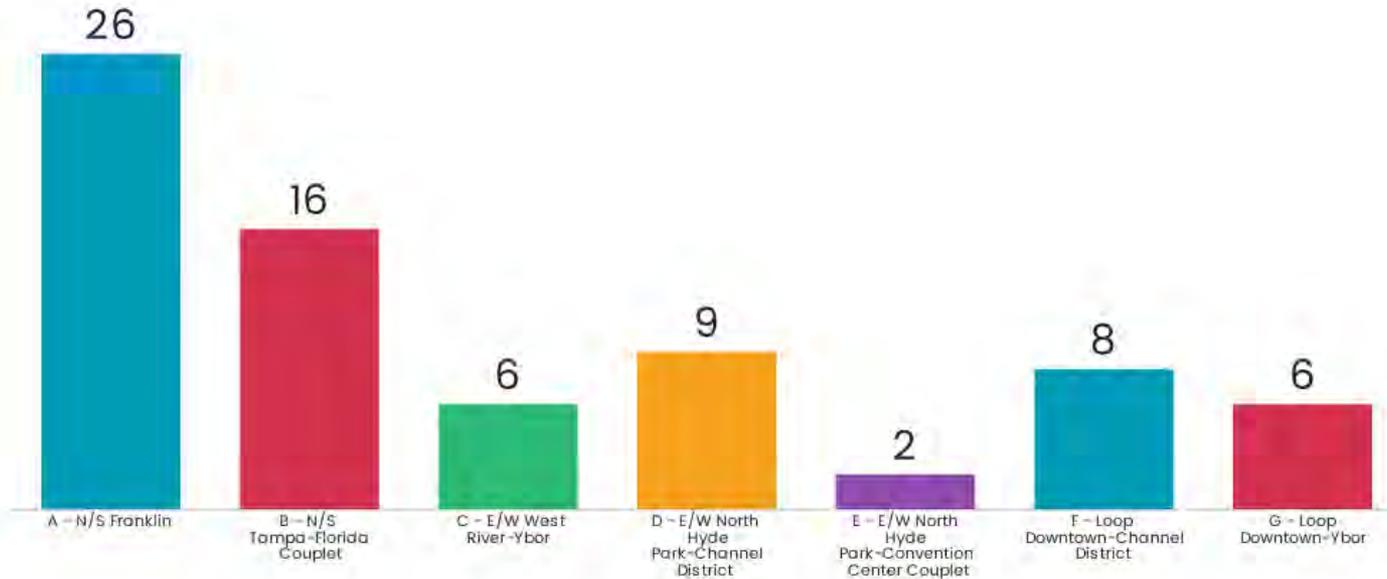
72

# Which Alignment Option is your second choice?



72

# Which Alignment Option is your third choice?



 73

# Do you have any additional thoughts or comments on the Alignment Options?

Consider re-align the existing track & 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>	G is best but move the line from Franklin to Marion just north of Tyler so it connects directly with MTC.
Option B allows for additional phases more than any other option.	A, B, C and G go north of the interstate and could have possible future connections.
Airport	Csx tracks are crossable. Connect to transit center. Create loop, use Cass/Nuccio. Next minor extensions are to Heights, to West Bank/UT/HP
Connect west shore and international mall	You just mentioned expanding for future development potential? So are we not working on streetcar for the current residents?
G loop development is	Circulation in downtown, but with anticipation of additional future connections.
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	Depending on the corridor chosen for the first phase. I think the most important decision will be planning for future flexibility.
It has to connect to other modes Please consider Marion transit parkway too Let people use it for work commute then other last mile solut	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.
Go north to Tampa heights. No loop yet. Perhaps people will be less enamored of loops once they see the cost/benefit. Best of luck with next steps!	Options should be open to extend north to USF/west toward airport and westshore
G does not go far enough north which would benfit economic development. Combine A and G and then C.	Make connections where pop density exists. Use E/W connections (C/D) to grab University, North Hyde Park & South Tampa tax dollars, A/B 2nd
the east west component of alignment G should move north ... look at Columbus, Floribraska, MLK, etc.	Study the returns that would be generated by a \$6 billion investment in transit...expanding alignment options far beyond the current limit.
Utilize N Morgan St instead of Franklin St for N/S Alignment. It will better connect the government and office buildings downtown.	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.
	The streetcar should connect Ybor, downtown, Tampa Heights, and West River.

# Do you have any additional thoughts or comments on the Alignment Options?

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

# Do you have any additional thoughts or comments on the Alignment Options?

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



# Options & Ratings Discussion



# NEXT STEPS

## PHASE 1

### FEASIBILITY

Spring - Summer 2017

## PHASE 2

### PROJECT DEVELOPMENT

Summer 2017 - Summer 2018

- Further evaluation of alignment options.
  - Costs, Ridership, and Impacts
  - 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](http://www.tampagov.net/streetcar)
- Follow the City of Tampa on Facebook and Twitter @CityofTampa.
- Email the project team at [streetcar@tampagov.net](mailto:streetcar@tampagov.net).
- Contact the City Project Manager Milton Martinez, P.E. at (813) 274-8998.

INVISION:   
TAMPA STREETCAR  
TRANSFORMING TAMPA'S TRANSIT

**THANK YOU!**



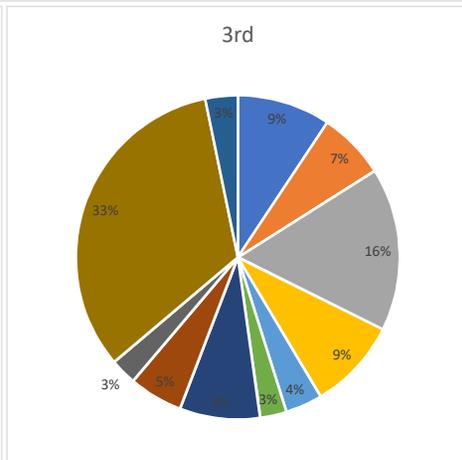
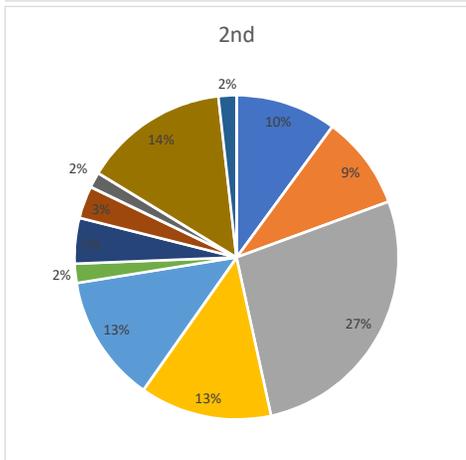
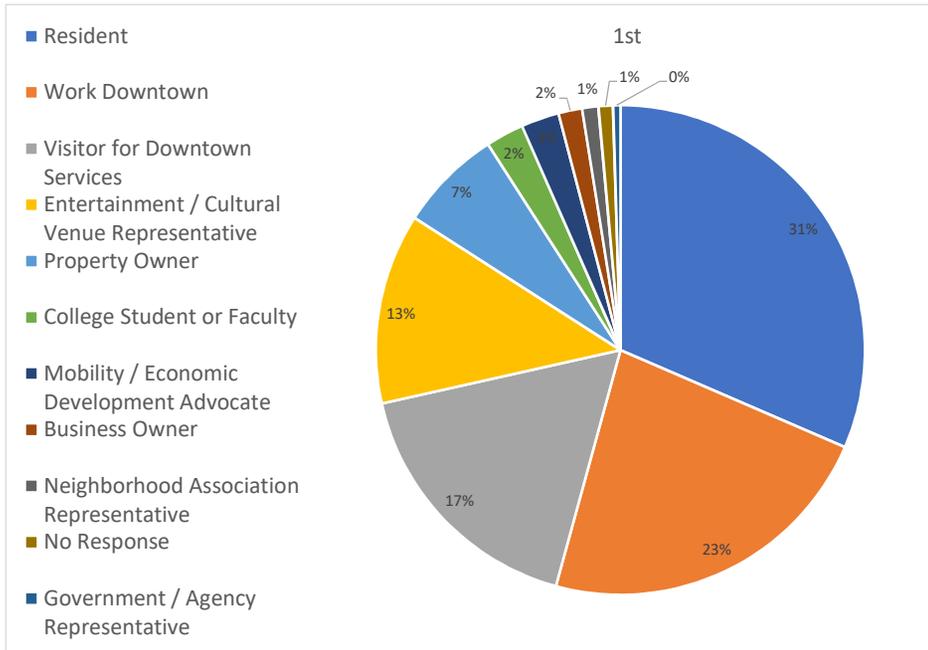
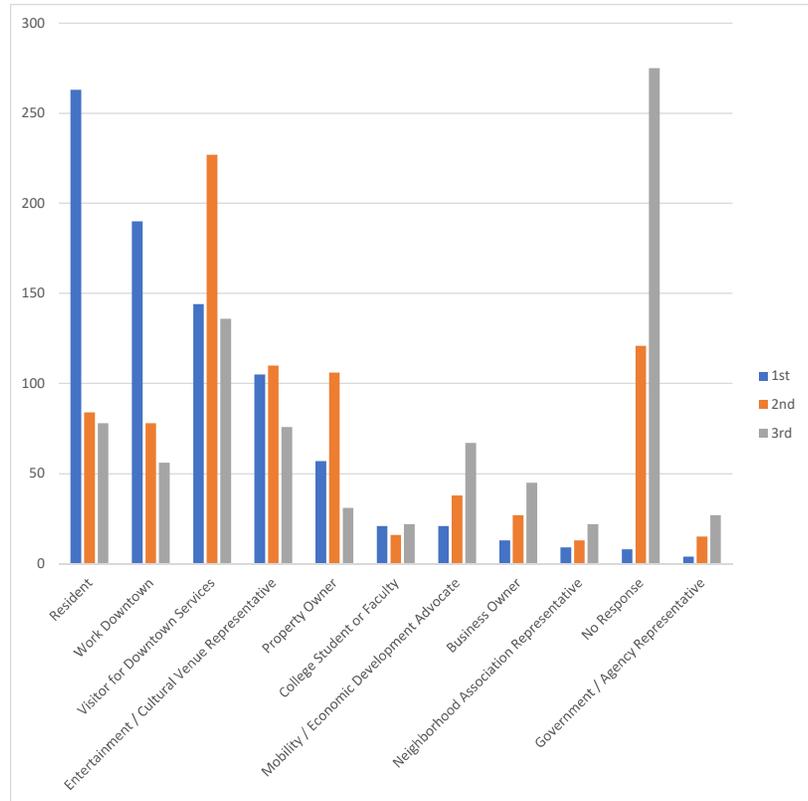
## Attachment E - Survey Results

# Streetcar Survey

## SECTION 1- TELL US A LITTLE ABOUT YOURSELF

Q1. What is your interest in the downtown area? Rank top 3.

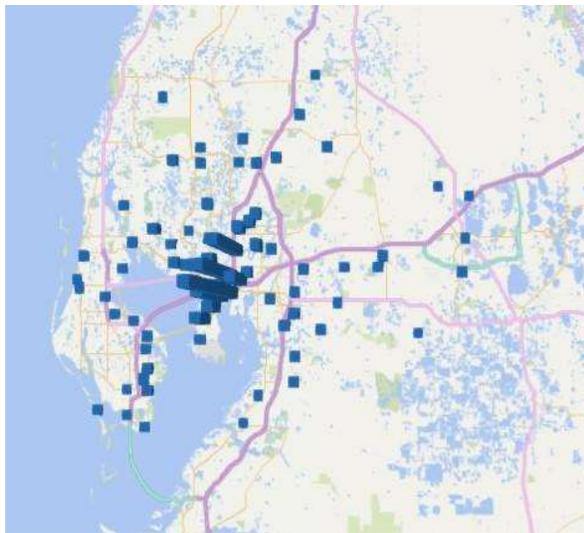
	Responses		
	1st	2nd	3rd
Resident	263	84	78
Work Downtown	190	78	56
Visitor for Downtown Services	144	227	136
Entertainment / Cultural Venue Representative	105	110	76
Property Owner	57	106	31
College Student or Faculty	21	16	22
Mobility / Economic Development Advocate	21	38	67
Business Owner	13	27	45
Neighborhood Association Representative	9	13	22
No Response	8	121	275
Government / Agency Representative	4	15	27



# Streetcar Survey

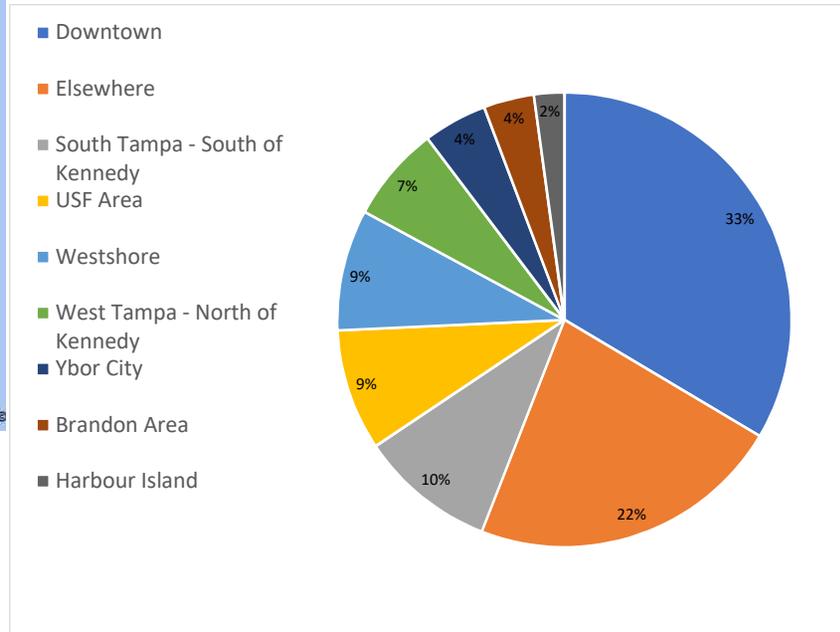
## SECTION 1- TELL US A LITTLE ABOUT YOURSELF

### Q2. Where do you live?



### Q3. Where do you work?

	Responses
Downtown	280
Elsewhere	187
South Tampa - South of Kennedy	81
USF Area	72
Westshore	72
West Tampa - North of Kennedy	57
Ybor City	38
Brandon Area	30
Harbour Island	18



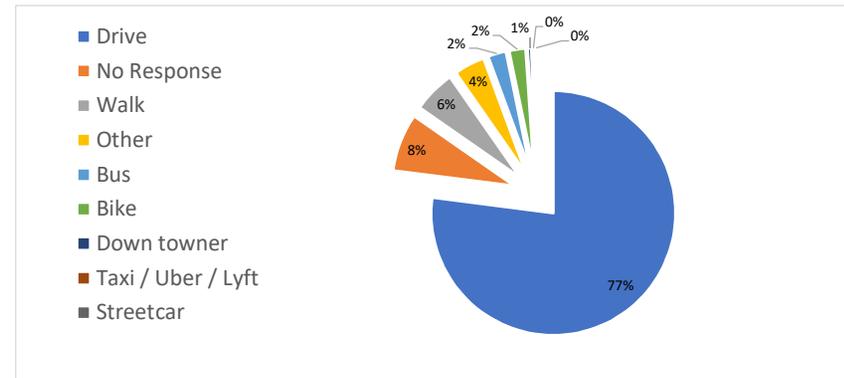
# Streetcar Survey

## SECTION 2- HOW DO YOU GET AROUND DOWNTOWN NOW?

Please indicate the top forms of transportation you use to access downtown.

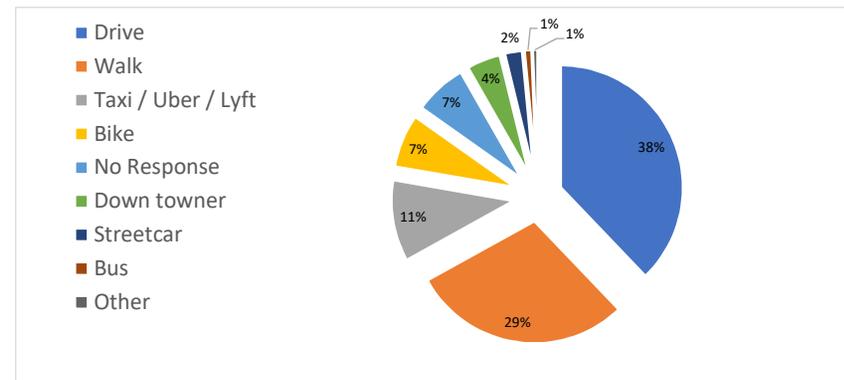
### Q4. How do you get to and from work?

	Responses
Drive	643
No Response	64
Walk	47
Other	34
Bus	20
Bike	18
Down townner	4
Taxi / Uber / Lyft	3
Streetcar	2



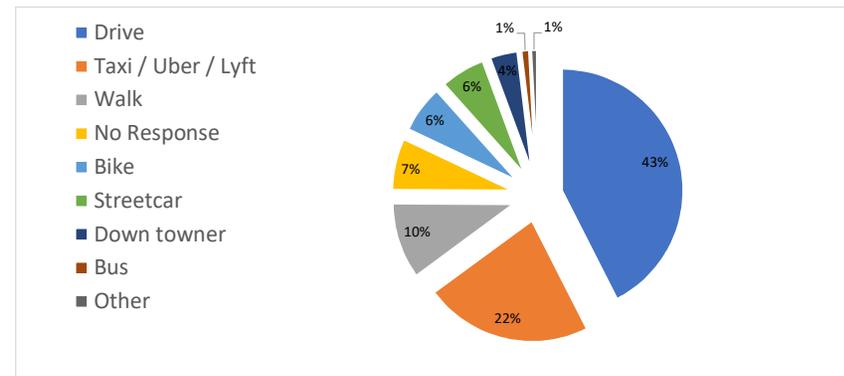
### Q5. How do you get around downtown during the day, in the evenings and on weekends?

	Responses
Drive	316
Walk	243
Taxi / Uber / Lyft	90
Bike	59
No Response	58
Down townner	37
Streetcar	19
Bus	8
Other	5



### Q6. How do you access special events, entertainment and cultural destinations?

	Responses
Drive	355
Taxi / Uber / Lyft	187
Walk	85
No Response	58
Bike	53
Streetcar	50
Down townner	31
Bus	9
Other	7

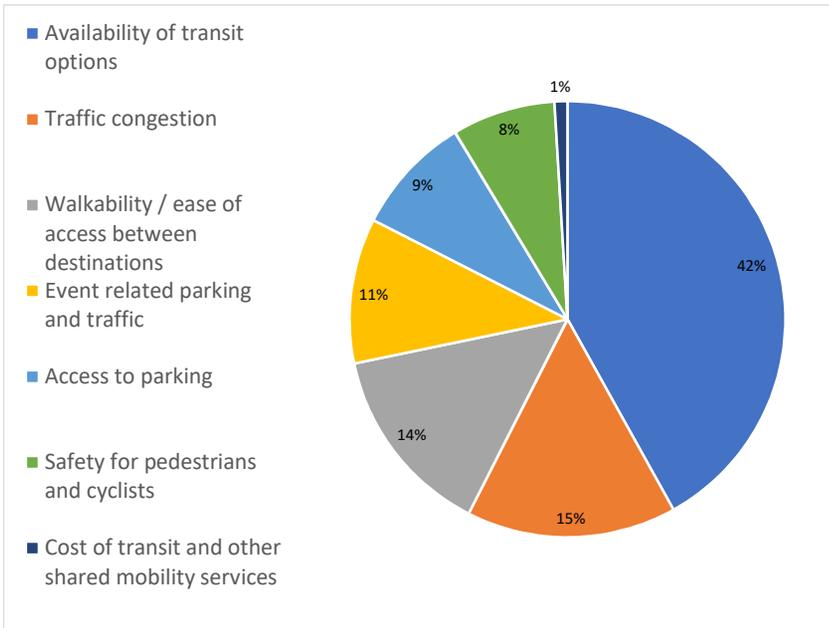


# Streetcar Survey

## SECTION 2- HOW DO YOU GET AROUND DOWNTOWN NOW?

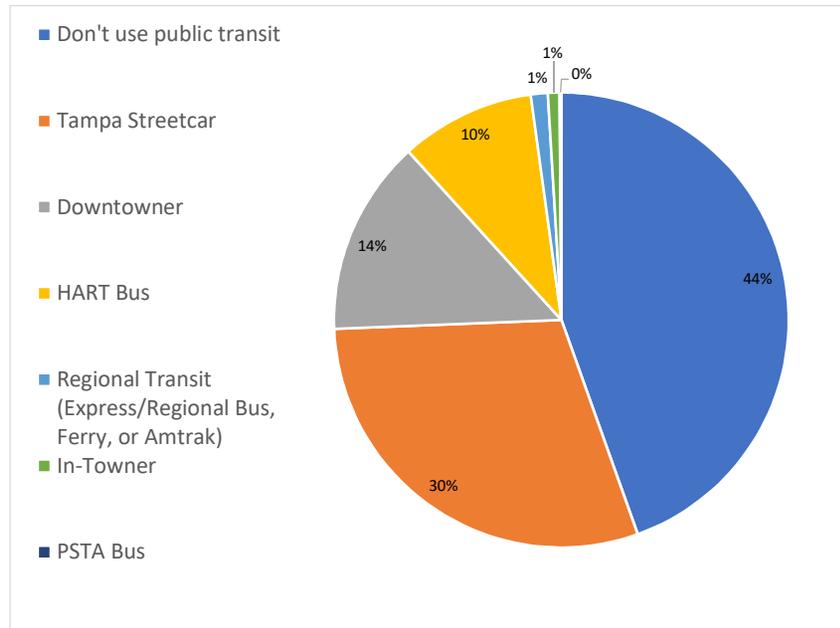
**Q7. What is the biggest transportation challenge facing downtown and surrounding neighborhoods?**

	Responses
Availability of transit options	350
Traffic congestion	130
Walkability / ease of access between destinations	119
Event related parking and traffic	90
Access to parking	74
Safety for pedestrians and cyclists	64
Cost of transit and other shared mobility services	8



**Q8. If you use public transit, which mode did you use? If more than one, please indicate the mode you use most often.**

	Responses
Don't use public transit	372
Tampa Streetcar	249
Downtownner	116
HART Bus	80
Regional Transit (Express/Regional Bus, Ferry, or /	10
In-Towner	7
PSTA Bus	1

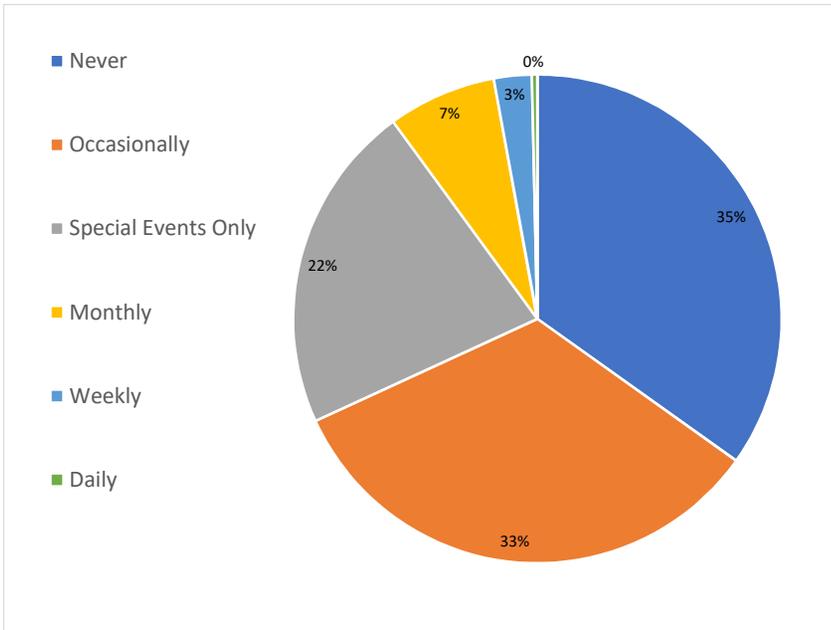


# Streetcar Survey

## SECTION 2- HOW DO YOU GET AROUND DOWNTOWN NOW?

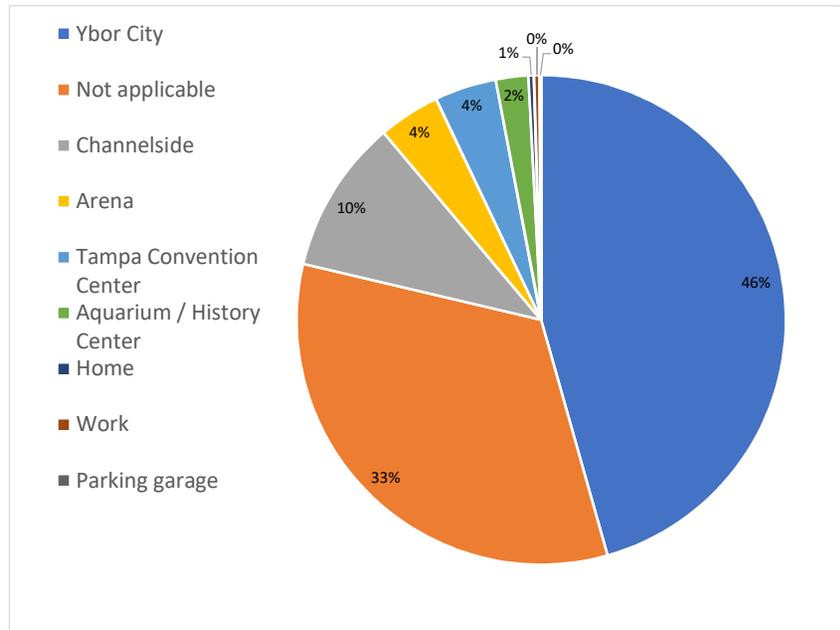
**Q9. How often did you ride the Tampa Streetcar in the past year?**

	Responses
Never	291
Occasionally	278
Special Events Only	182
Monthly	60
Weekly	21
Daily	3



**Q10. Where did you typically go using the Streetcar?**

	Responses
Ybor City	381
Not applicable	276
Channelside	85
Arena	34
Tampa Convention Center	34
Aquarium / History Center	18
Home	3
Work	3
Parking garage	1

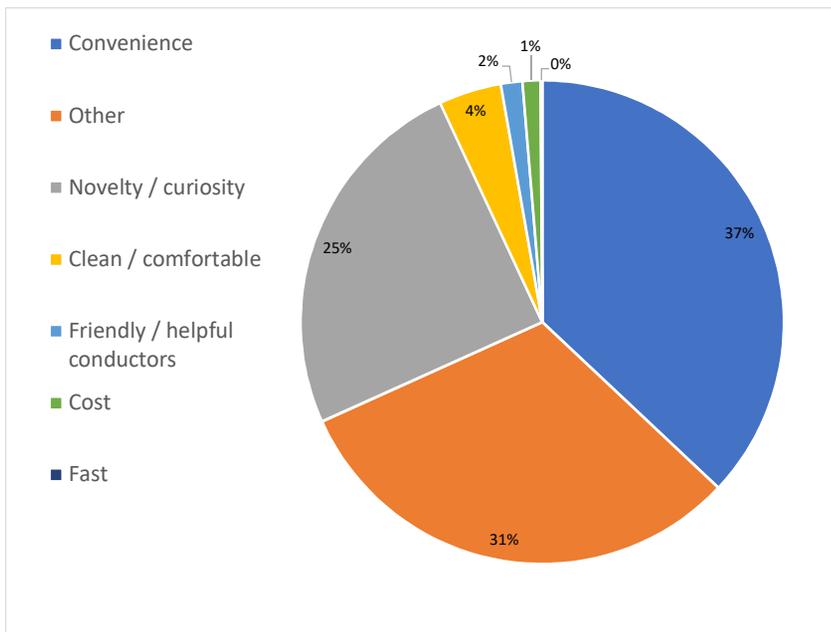


# Streetcar Survey

## SECTION 2- HOW DO YOU GET AROUND DOWNTOWN NOW?

### Q11. Why did you choose the streetcar?

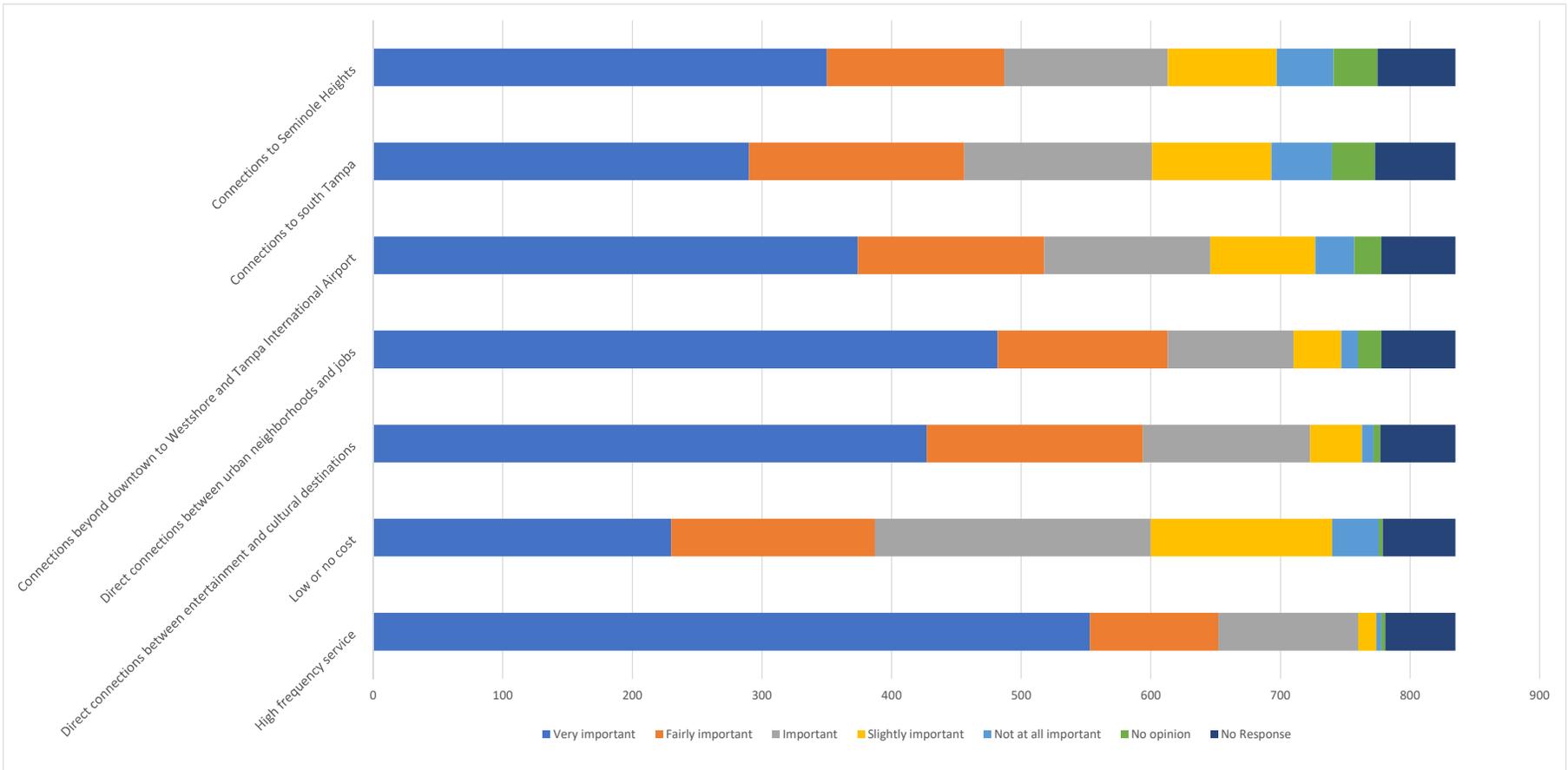
	Responses
Convenience	309
Other	261
Novelty / curiosity	207
Clean / comfortable	35
Friendly / helpful conductors	12
Cost	10
Fast	1



# Streetcar Survey

## SECTION 3- THE FUTURE OF DOWNTOWN MOBILITY

How important are the following factors in creating successful mobility solutions for downtown? (Q12-Q18)

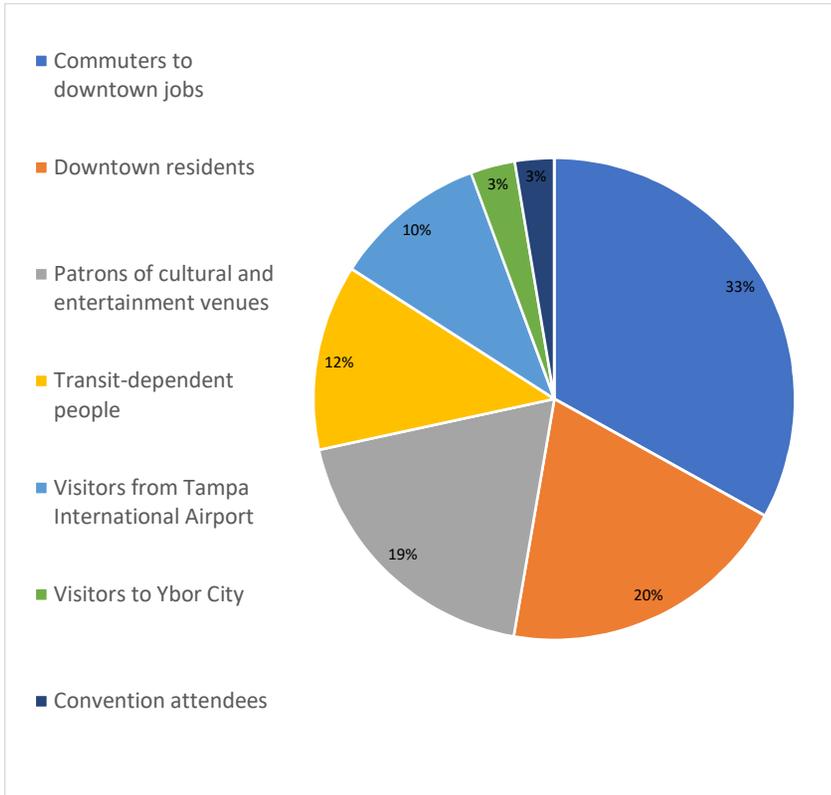


# Streetcar Survey

## SECTION 3- THE FUTURE OF DOWNTOWN MOBILITY

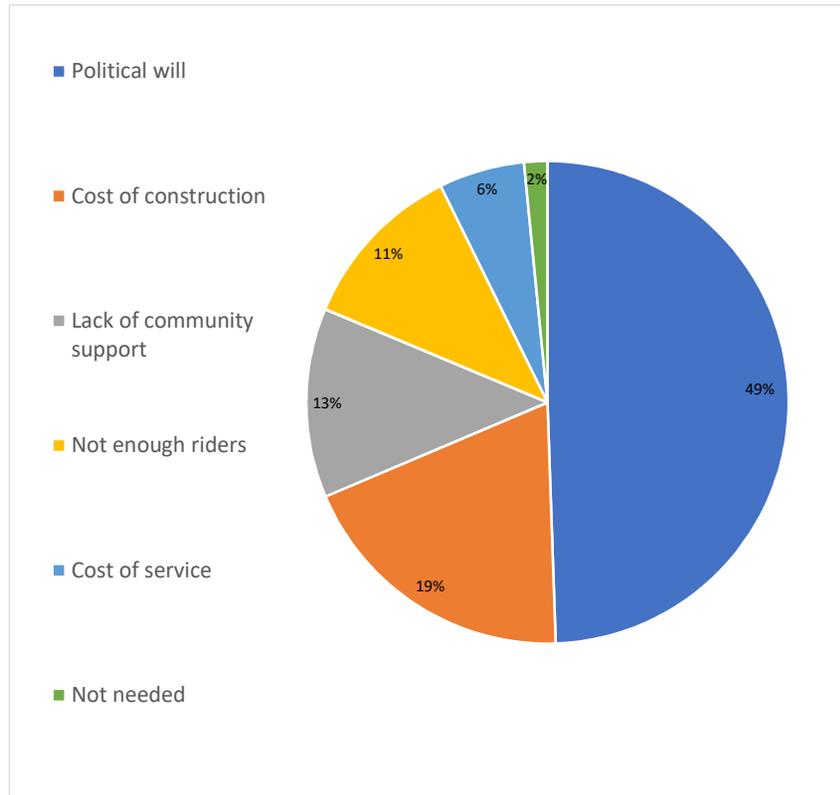
### Q19. What PRIMARY TRAVEL MARKETS should we focus for a streetcar mobility solution?

Commuters to downtown jobs	276
Downtown residents	164
Patrons of cultural and entertainment venues	158
Transit-dependent people	104
Visitors from Tampa International Airport	86
Visitors to Ybor City	25
Convention attendees	22



### Q20. What is the biggest barrier to implementing a downtown mobility solution?

Political will	413
Cost of construction	160
Lack of community support	106
Not enough riders	95
Cost of service	48
Not needed	13

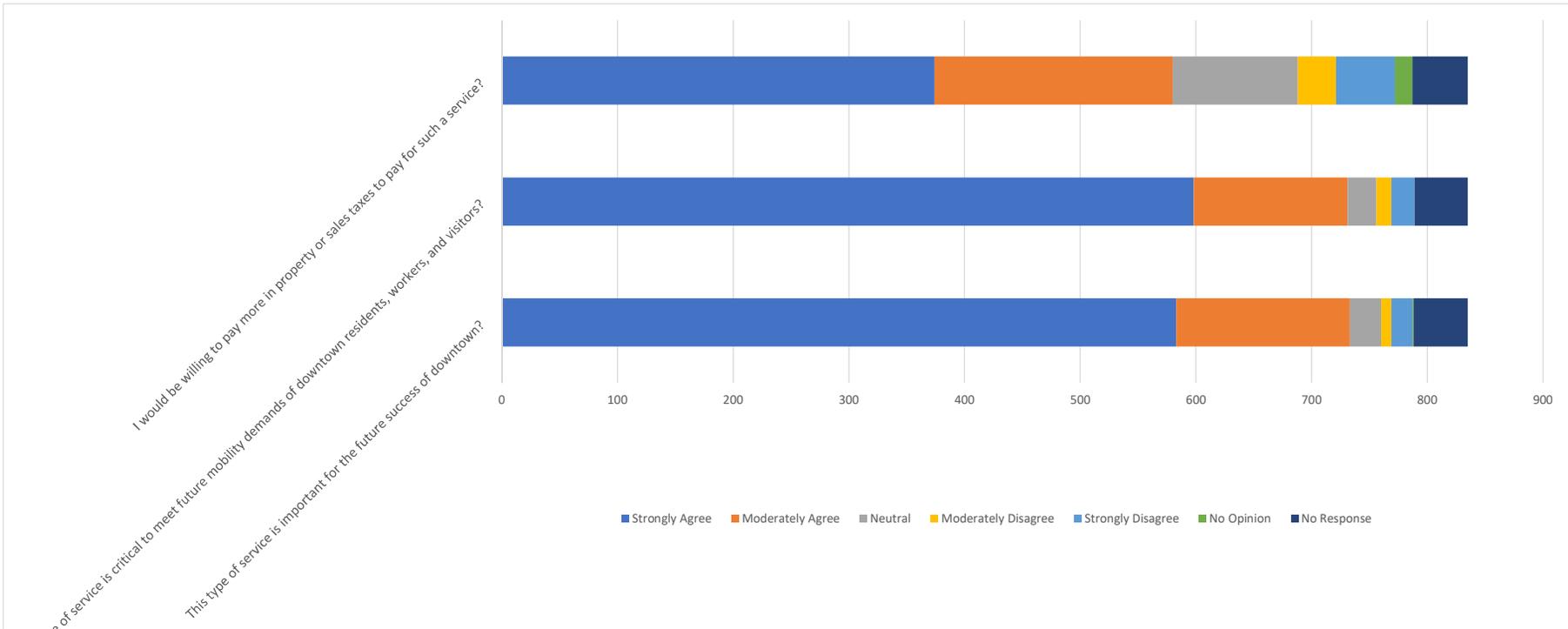


# Streetcar Survey

## SECTION 4 – MOBILITY CONCEPTS

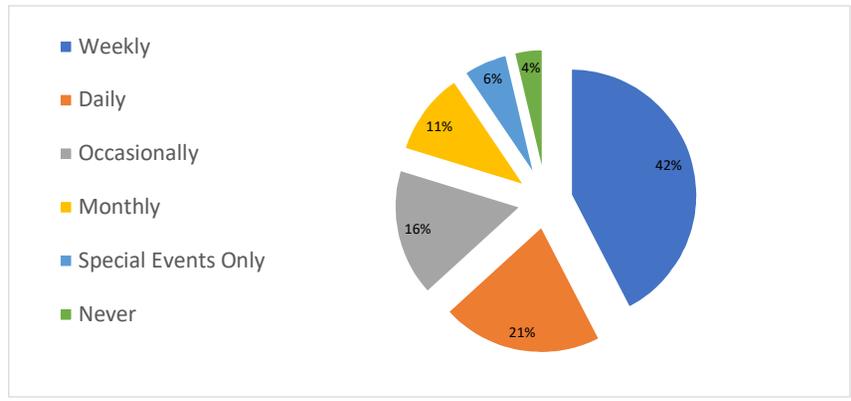
### Downtown Circulator

Indicate your level of agreement with the following statements (Q21-Q23)



### Q24. How often would you use the service?

Frequency	Responses
Weekly	354
Daily	174
Occasionally	138
Monthly	90
Special Events Only	48
Never	31

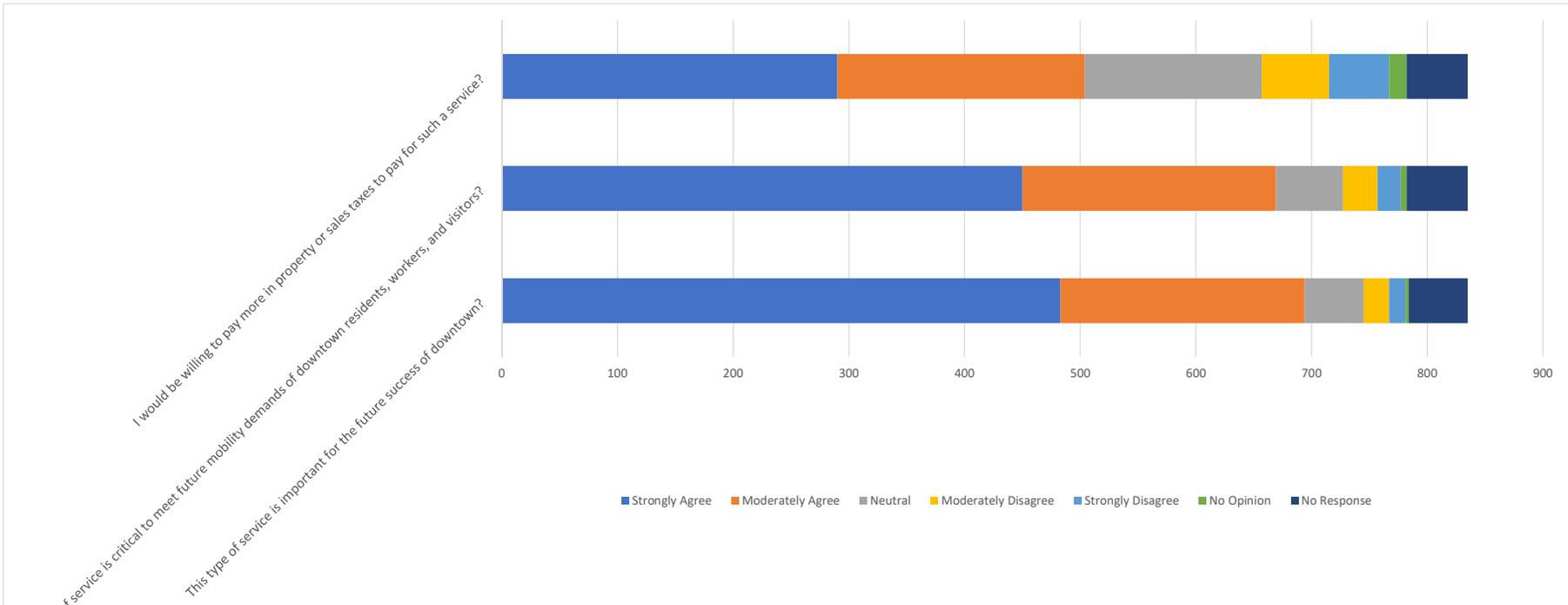


# Streetcar Survey

## SECTION 4 – MOBILITY CONCEPTS

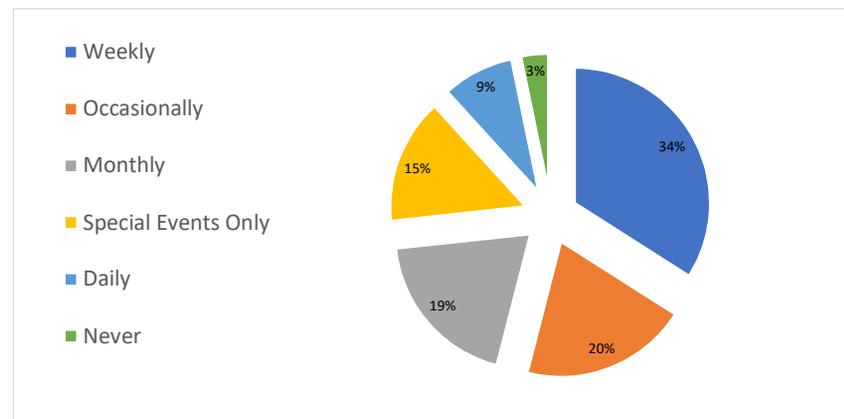
### Venue Connector

Indicate your level of agreement with the following statements (Q25-Q27)



### Q28. How often would you use the service?

Frequency	Responses
Weekly	284
Occasionally	167
Monthly	161
Special Events Only	125
Daily	71
Never	27

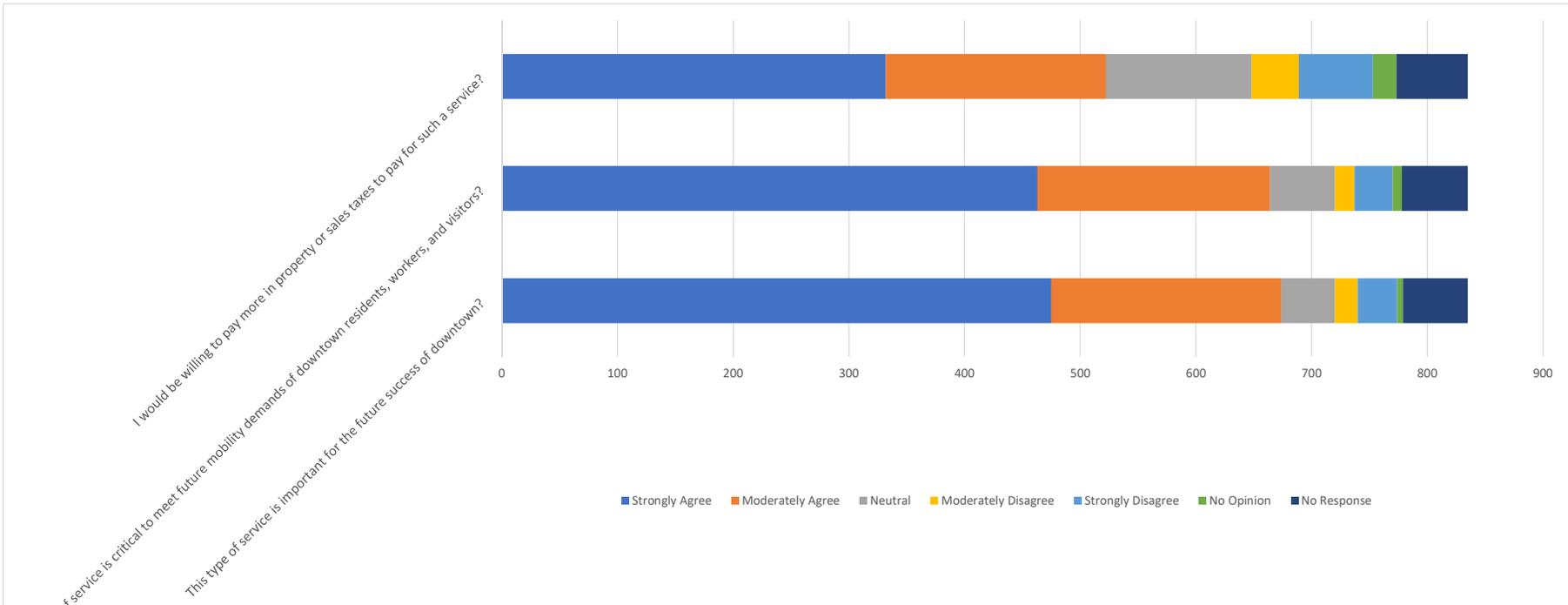


# Streetcar Survey

## SECTION 4 – MOBILITY CONCEPTS

### Subregional Link

Indicate your level of agreement with the following statements (Q29-Q31)



### Q32. How often would you use the service?

Response	Count
Occasionally	275
Weekly	178
Monthly	147
Daily	101
Never	70
Special Events Only	64

