



## APPENDIX C (CONTINUED)

### C7 – COMMENTS RECEIVED OUTSIDE WORKSHOPS, I-NEIGHBORHOOD APPLICATION COMMENTS, AND FACEBOOK COMMENTS



## **Comments Received Outside Workshops**

Below is the Comment Form/Survey that GOHillsborough is using during its 12 workshop series, "Making Choices" running from April 6 – 30, 2015. Upon request, we are providing this Comment Form/Survey and the information presented during the workshops for those unable to attend in person. *To be included in the qualitative tabulations*, you must include your name, address & signature acknowledgement. Otherwise, the response while read and reviewed, won't be reflected in the qualitative data. Additionally, we ask that each citizen respond to the survey one time only.

## Public Workshop: Making Choices

Date: 5/12/15

Name: Alex Carroll

Signature: 

Email: aecarrol@mail.usf.edu

Address: 3339 Handy Rd. #526, Tampa

Add me to your email list 

Zip Code: 33618

Phone: 813-244-6340

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	<input checked="" type="radio"/> Yes	No	Don't Know
Gas Tax	<input checked="" type="radio"/> Yes	<input type="radio"/> No	Don't Know
Sales Tax	<input checked="" type="radio"/> Yes	No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %
Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)	<u>30</u> %
Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)	<u>25</u> <u>20</u> %
Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)	<u>30</u> %
Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)	<u>15</u> <u>10</u> %
MUST ADD UP TO	100%

Please flip to other side to leave additional comments.

**Additional Comments:**

It would be helpful to know what percentage of transportation funding is currently being spent on maintenance & safety, roads transit, and bike/ped.

Very informative. Thank you!

You can mail this form to:  
Hillsborough County Government  
Attn: GoHillsborough  
PO Box 1110  
Tampa, FL 33601  
Email us at: [info@gohillsborough.org](mailto:info@gohillsborough.org)

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## Public Workshop: Making Choices

Date: 5/12/15

Name: Vicki Atkins

Signature:

Email: [vicki@vickiatkins.com](mailto:vicki@vickiatkins.com)

Address: 6217 Soaring Ave, Temple Terrace

Add me to your email list 

Zip Code: 33617

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

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Property Tax	Yes	No	Don't Know
Gas Tax	Yes	No	Don't Know
Sales Tax	Yes	No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %
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Federal and State Grants	TBD %
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Tolls considered feasible	TBD %
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Maintenance & Safety

(includes resurfacing, asset preservation and bridge improvements)

30%

Roads

(includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)

40%

Transit

(includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)

15%

Bike/Pedestrian

(includes Sidewalks, Bike Lanes and Multi Use Trails)

15%

MUST ADD UP TO

100%

Please flip to other side to leave additional comments.

**Additional Comments:**

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**Public Workshop: Making Choices**

Name: Phil Winters Signature: [Signature] Email: \_\_\_\_\_ Date: 5/12/15

Address: 5079 Southampton Cir Add me to your email list

Zip Code: 33647 Phone: 813-972-4803

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**#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?**

Property Tax	<u>Yes</u>	No	Don't Know
Gas Tax	<u>Yes</u>	No	Don't Know
Sales Tax	<u>Yes</u>	No	Don't Know

**#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.**

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	<u>30</u> TBD %
Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)	<u>40</u> %
Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)	<u>10</u> %
Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)	<u>25</u> %
Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)	<u>25</u> %
MUST ADD UP TO	<b>100%</b>

*Please flip to other side to leave additional comments.*

Additional Comments:

- (1) more discussion as to what the outcomes that will be received e.g. avg change in commute times.
- (2) more consideration of policies to reduce or shift demand (e.g., compressed work week, parking pricing)
- (3) more incentives to encourage employers to support transit riders, bicyclists and car/van pools. Also to adopt telework
- (4) what are the societal benefits related to the costs (e.g. health, safety, etc)

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## Public Workshop: Making Choices

Date: 5/12/15

Name: \_\_\_\_\_ Signature: \_\_\_\_\_ Email: \_\_\_\_\_

Address: \_\_\_\_\_ Add me to your email list 

Zip Code: \_\_\_\_\_ Phone: \_\_\_\_\_

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Gas Tax	Yes	No	Don't Know
Sales Tax	Yes	No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees

Federal and State Grants

Tolls considered feasible

  
TBD %  
TBD %  
TBD %

10

Maintenance &amp; Safety

(includes resurfacing, asset preservation and bridge improvements)

30 %

Roads

(includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)

30 %

Transit

(includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)

20 %

Bike/Pedestrian

(includes Sidewalks, Bike Lanes and Multi Use Trails)

10 %

MUST ADD UP TO

100%

*Please flip to other side to leave additional comments.*

**Additional Comments:**

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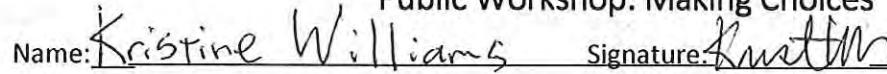
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## Public Workshop: Making Choices

Date: 5/12/15

Name: Kristine Williams Signature:  Email: kwilliams.tpa@gmail.comAddress: 6215 Bayshore Blvd Tampa, FL Add me to your email list 

Zip Code: 33611 Phone: 813-758-5130

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	<input checked="" type="radio"/> Yes	No	Don't Know
Gas Tax	<input checked="" type="radio"/> Yes	No	Don't Know
Sales Tax	<input checked="" type="radio"/> Yes	No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees

TBD % 

Federal and State Grants

TBD % 

Tolls considered feasible

TBD % 

Maintenance &amp; Safety

(includes resurfacing, asset preservation and bridge improvements)

20 %

Roads

(includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)

10 %

Transit

(includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)

40 %

Bike/Pedestrian

(includes Sidewalks, Bike Lanes and Multi Use Trails)

30 %

MUST ADD UP TO

100%

Please flip to other side to leave additional comments.

Additional Comments:

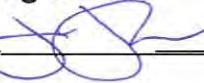
We need much stronger emphasis on efficient premium transit (light rail, BRT) and walking + cycling improvements. It is critical that the elected officials emphasize land use to make this work. More single-use residential subdivisions on the fringe are not needed. We need more residential in core areas where we've already invested in infrastructure. Vertical land use mix to ensure proximity so we can walk. Love the bike share downtown and the riverwalk.

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## Public Workshop: Making Choices

Date:

Name: Jason JackmanSignature: Email: Jackman.813@gmail.comAddress: 14603 oak vine DriveAdd me to your email list Zip Code: 33559Phone: 813-974-6065

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#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	Yes	No	Don't Know
Gas Tax	Yes	No	Don't Know
Sales Tax	Yes	No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees

40 TBD %

Federal and State Grants

30 TBD %

Tolls considered feasible

30 TBD %

Maintenance &amp; Safety

(includes resurfacing, asset preservation and bridge improvements)

15 %

Roads

(includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)

40 %

Transit

(includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)

30 %

Bike/Pedestrian

(includes Sidewalks, Bike Lanes and Multi Use Trails)

15 %

MUST ADD UP TO

100%

Please flip to other side to leave additional comments.

**Additional Comments:**

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## Public Workshop: Making Choices

Date: 5/12/15

Name: Johamary Pena Signature: [Signature] Email: johamary.pena@cuft.usf.edu  
Address: 4724 E 9th Ave Tampa FL 33617 Add me to your email list   
Zip Code: 33617 Phone: 786-350-5951

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#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	<input checked="" type="radio"/> Yes	No	Don't Know
Gas Tax	<input checked="" type="radio"/> Yes	No	<input checked="" type="radio"/> Don't Know
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#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %
Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)	<u>30</u> %
Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)	<u>25</u> %
Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)	<u>30</u> %
Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)	<u>15</u> %
MUST ADD UP TO	100%

Please flip to other side to leave additional comments.

Additional Comments:

Considering the cost of developing Bike/Ped option, a smaller percentage was allocated on my percentage distribution. Bike/Ped is ~~not~~ still crucial, even though it has the smallest percentage.

It would be helpful to see what we currently spend on all four categories.

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## Public Workshop: Making Choices

Date: 5-12-15

Name: Fredrik Zerla Signature: fzerla@verizon.net Email:Address: 1111 N 21<sup>st</sup> TAMPA Add me to your email list Zip Code: 33612 Phone: 813-972-4694

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Gas Tax	<u>Yes</u>	No	Don't Know
Sales Tax	Yes	No	<u>Don't Know</u>

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %

Maintenance & Safety  
(includes resurfacing, asset preservation and bridge improvements) 30%

Roads  
(includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets) 20%

Transit  
(includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies) 30%

Bike/Pedestrian  
(includes Sidewalks, Bike Lanes and Multi Use Trails) 20%

MUST ADD UP TO 100%

Please flip to other side to leave additional comments.

**Additional Comments:**

Please also figure in light rail

Fund HART to make schedules more friendly  
to users.

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PO Box 1110  
Tampa, FL 33601  
Email us at: [info@gohillsborough.org](mailto:info@gohillsborough.org)

3/30/2015

Transportation Planning TED@Hillsborough  
601 E. Kennedy  
Tampa, FL. 33602

Scott A. Corwin  
10609 Carrollbrook Way  
Tampa, FL 33618-4131

321-356-5046

Dear Sir or Madam:

I am attempting to provide input regarding the area's transportation without utilizing the email function. There is no specific address on the brochure, or the website that I could find, and so, I am hoping that this gets to the proper people.

Florida residents with whom I am familiar, who live in DeBary, North of Orlando, have commented on the amazing job Seminole and Orange Counties have done with the utilization of the train line (Sunrail) right through all the towns along the I-4 corridor with stops along the way to Orlando. With the construction of parking lots along the way for the riders of the rails, the morning and afternoon congestion has been greatly reduced, according to their observations.

Perhaps Pasco/Hillsborough/Polk/Pinellas, could do likewise as well as putting a light rail right down the middle of I-75 and I-275, and I-4, and Dale Mabry to ease the traffic congestion, preserve the roads, reduce accidents, and make commuting to work and back home less stressful. Every morning and evening on the news we hear about the traffic congestion crossing the bay. A commuter line from Pinellas would certainly alleviate that.

In addition, a commuter line down the middle of Bearrs and Fletcher to the University could also provide great relief. Why not utilize "deadzone grounds" at Waters and Himes, and construct a parking lot and provide a shuttle up Himes to Busch to use the train line going toward the University area for a commuter line?

At all of the train stops there could be a number of buses awaiting the commuters to transport them into the Westshore, the City Center, or the University.

Sincerely,

Scott A. Corwin

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## Public Workshop: Making Choices

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

Name: Dorothy Signature: \_\_\_\_\_

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

Address: 10127 Haverhill Add me to your email list Zip Code: 33578 Phone: \_\_\_\_\_

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Gas Tax	Yes	No	Don't Know
Sales Tax	Yes	No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

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Federal and State Grants	TBD %
Tolls considered feasible	TBD %

Maintenance & Safety  
(includes resurfacing, asset preservation and bridge improvements) 25%

Roads  
(includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets) 25%

Transit  
(includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies) 25%

Bike/Pedestrian  
(includes Sidewalks, Bike Lanes and Multi Use Trails) 25%

MUST ADD UP TO

100%

Please flip to other side to leave additional comments.

**Additional Comments:**

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**Public Workshop: Making Choices**

Name: Henry Smith Signature: Henry Smith Date: 5-9-15  
Address: P.O. Box 22352 - Tampa Email: bizfromhouse@gmail.com  
Zip Code: 33622 Add me to your email list   
Phone: \_\_\_\_\_

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**#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.**

Increased and Equitable New Development Fees

TBD % 6

Federal and State Grants

TBD % 7

Tolls considered feasible

TBD % 7

Maintenance & Safety

(includes resurfacing, asset preservation and bridge improvements)

10 %

Roads

(includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)

30 %

Transit

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30 %

Bike/Pedestrian

(includes Sidewalks, Bike Lanes and Multi Use Trails)

10 %

**MUST ADD UP TO**

**100%**

*Please flip to other side to leave additional comments.*

**Additional Comments:**

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

Name: Dorothy Signature: \_\_\_\_\_ Email: \_\_\_\_\_Address: 10127 Haverhill Add me to your email list Zip Code: 33578 Phone: \_\_\_\_\_

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Transit  
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Bike/Pedestrian  
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MUST ADD UP TO 100%

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**Additional Comments:**

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## Public Workshop: Making Choices

Name: Stephen P. Weston Signature: SPW Date: 5/9/15  
Email: \_\_\_\_\_  
Address: 4011 W. Bay Villa Ave Add me to your email list   
Zip Code: 33611 Phone: 813 fommna@gmail.com

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	Yes	No	Don't Know
Gas Tax	Yes	No	Don't Know
Sales Tax	Yes	No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD % <u>5</u>
Federal and State Grants	TBD % <u>20</u>
Tolls considered feasible	TBD % <u>10</u>

Maintenance & Safety  
(includes resurfacing, asset preservation and bridge improvements) 25 %

Roads  
(includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets) 20 %

Transit  
(includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies) 15 %

Bike/Pedestrian  
(includes Sidewalks, Bike Lanes and Multi Use Trails) 5 %

Please flip to other side to leave additional comments. **MUST ADD UP TO** 100%

**Additional Comments:**

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Public Workshop: Making Choices

Name: Frank M. Take Signature: Frank M. Take Date: \_\_\_\_\_

Address: 3405 N. Clay Street Add me to your email list

Zip Code: 33605 Phone: \_\_\_\_\_

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

**#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?**

Property Tax	<input checked="" type="radio"/> Yes	No	Don't Know
Gas Tax	<input checked="" type="radio"/> Yes	No	Don't Know
Sales Tax	<input checked="" type="radio"/> Yes	No	Don't Know

**#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.**

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %
Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)	_____ %
Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)	_____ %
Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)	_____ %
Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)	_____ %
MUST ADD UP TO	100%

Please flip to other side to leave additional comments.

**Additional Comments:**

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## Public Workshop: Making Choices

Date: 5/9/15

Name: Destini Duckett Signature: Destini Duckett Email: destiduck28@yahoo.comAddress: 13604 N 21st Street Apt. 103 Add me to your email list  YesZip Code: 833613 Phone: \_\_\_\_\_

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	Yes	No	Don't Know
Gas Tax	Yes	No	Don't Know
Sales Tax	Yes	No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %
Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)	<u>20</u> %
Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)	<u>50</u> %
Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)	<u>10</u> %
Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)	<u>10</u> %

MUST ADD UP TO

100%

Please flip to other side to leave additional comments.

**Additional Comments:**

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Public Workshop: Making Choices

Name: Henry Lemire Signature: \_\_\_\_\_ Email: \_\_\_\_\_ Date: 5/19/14

Address: 1302 S 78 E9 Add me to your email list

Zip Code: 33619 Phone: \_\_\_\_\_

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	Yes	No	Don't Know
Gas Tax	Yes	No	Don't Know
Sales Tax	Yes	No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %
Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)	_____ %
Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)	_____ %
Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)	_____ %
Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)	_____ %
MUST ADD UP TO	100%

Please flip to other side to leave additional comments.

**Additional Comments:**

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## Public Workshop: Making Choices

Date:

Name: William Matos

Signature: 

Email: William.z.matos@gmail.com

Address: 6348 Flamingo dr.

Add me to your email list 

Zip Code: 33572

Phone: 813-850-5173

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	Yes	No	Don't Know
Gas Tax	Yes	No	Don't Know
Sales Tax	Yes	No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %

Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)	25%
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Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)	25%
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Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)	50%
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Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)	0%
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MUST ADD UP TO

100%

Please flip to other side to leave additional comments.

**Additional Comments:**

I want a train

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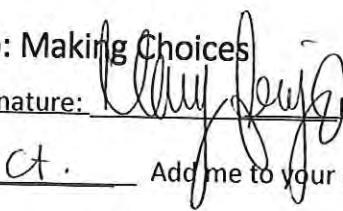
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## Public Workshop: Making Choices

Name: Mary Franjul Signature:  Date: 5/9/15  
Email: flaca-lele92@hotmail.com  
Address: 10209 Cutten Green Ct. Add me to your email list   
Zip Code: Tampa, FL 33615 Phone: \_\_\_\_\_

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	Yes	No	Don't Know
Gas Tax	Yes	No	Don't Know
Sales Tax	Yes	No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %
Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)	<u>30</u> %
Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)	<u>30</u> %
Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)	<u>10</u> %
Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)	<u>30</u> %

Please flip to other side to leave additional comments.

MUST ADD UP TO

100%

**Additional Comments:**

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### Public Workshop: Making Choices

Date: 5/9/15

Name: IdeabBooth Signature: \_\_\_\_\_ Email: \_\_\_\_\_

Address: 1617 E 31st Ave Add me to your email list

Zip Code: 36010 Phone: \_\_\_\_\_

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> No	<input checked="" type="radio"/> Don't Know
Gas Tax	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Don't Know
Sales Tax	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees

5 TBD % 

Federal and State Grants

5 TBD % 

Tolls considered feasible

5 TBD % 

Maintenance & Safety

(includes resurfacing, asset preservation and bridge improvements)

30 %

Roads

(includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)

15 %

Transit

(includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)

15 %

Bike/Pedestrian

(includes Sidewalks, Bike Lanes and Multi Use Trails)

25 %

MUST ADD UP TO

100%

Please flip to other side to leave additional comments.

**Additional Comments:**

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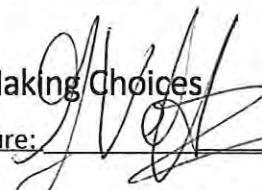
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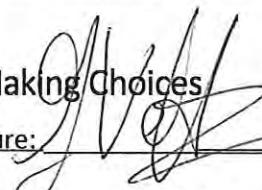
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Public Workshop: Making Choices 

Name: <u>6 Venneit</u>	Signature: 	Date: _____
		Email: _____
Address: _____	Add me to your email list <input type="checkbox"/>	
Zip Code: <u>33615</u>	Phone: _____	

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	Yes	No	Don't Know
Gas Tax	Yes	No	Don't Know
Sales Tax	Yes	No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %	<u>75</u>
Federal and State Grants	TBD %	<u>25</u>
Tolls considered feasible	TBD %	<u>25</u>
Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)		<u>40</u> %
Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)		<u>25</u> %
Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)		<u>25</u> %
Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)		<u>10</u> %
MUST ADD UP TO		<b>100%</b>

Please flip to other side to leave additional comments.

**Additional Comments:**

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Public Workshop: Making Choices

Name: Cynthia Harper Signature: Cynthia Harper Date: \_\_\_\_\_  
Email: CrHarper742@gmail.com

Address: 1005 E Columbia Dr Add me to your email list

Zip Code: Tampa, FL 33605 Phone: 813 999-5849

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	<input checked="" type="radio"/> Yes	No	Don't Know
Gas Tax	<input checked="" type="radio"/> Yes	No	Don't Know
Sales Tax	<input checked="" type="radio"/> Yes	No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %

Maintenance & Safety  
(includes resurfacing, asset preservation and bridge improvements) \_\_\_\_\_ %

Roads  
(includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets) 50%

Transit  
(includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies) 50%

Bike/Pedestrian  
(includes Sidewalks, Bike Lanes and Multi Use Trails) \_\_\_\_\_ %

MUST ADD UP TO 100%

Please flip to other side to leave additional comments.

**Additional Comments:**

I NEED ANY ASSISTANCE OF  
the disable

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### Public Workshop: Making Choices

Date: 5-9-15

Name: Giselle Guillory Signature: Giselle C. Guillory Email: gguillor@usf.edu

Address: 1109 E. Eskimo Avenue Add me to your email list

Zip Code: 33604 Phone: 813-931-3575

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#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	Yes	No	Don't Know
Gas Tax	Yes	No	Don't Know
Sales Tax	Yes	No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %
Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)	<u>50</u> %
Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)	<u>25</u> %
Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)	<u>15</u> <u>10</u> %
Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)	<u>10</u> %
MUST ADD UP TO	100%

Please flip to other side to leave additional comments.

**Additional Comments:**

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Public Workshop: Making Choices

Name: Carylou Hickey Signature: Carylou Hickey Date: \_\_\_\_\_  
Email: h.hickey40@gmail.com

Address: 9128 Sable Ridge Court #1 Add me to your email list

Zip Code: 33610 Phone: 813-270-7345

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	Yes	No	Don't Know
Gas Tax	Yes	No	Don't Know
Sales Tax	Yes	No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %

Maintenance & Safety  
(includes resurfacing, asset preservation and bridge improvements) 50%

Roads  
(includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets) 10%

Transit  
(includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies) 20%

Bike/Pedestrian  
(includes Sidewalks, Bike Lanes and Multi Use Trails) 20%

MUST ADD UP TO 100%

Please flip to other side to leave additional comments.

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**Additional Comments:**

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Public Workshop: Making Choices

Name: Bon Matz Signature: Bon Matz Email: useGANXPL746Xoh.com  
Address: 1245 Tulipwood Dr Add me to your email list   
Zip Code: 33584 - 4939 Phone: 813-689-1553

Date: 5-9-15

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	<input checked="" type="radio"/> Yes	No	Don't Know
Gas Tax	Yes	<input checked="" type="radio"/> No	Don't Know
Sales Tax	Yes	<input checked="" type="radio"/> No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %
Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)	<u>40</u> %
Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)	<u>30</u> %
Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)	<u>15</u> %
Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)	<u>15</u> %

MUST ADD UP TO 100%

Please flip to other side to leave additional comments.

Additional Comments:

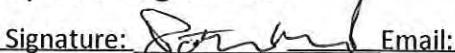
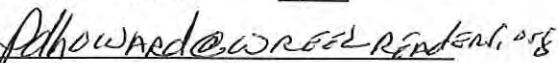
For over 30 years we have been trying to get  
sidewalks completed on Pine St. from the Edge  
of the Oak Valley Subdivision to m HK Blvd. This  
is about a 2 Block length. A few years ago a  
~~apartment complex~~ complex was built in the 5700 Block  
and now some of the young couples walk down  
the roadway and really dare a driver to  
hit them. I have photos of the area where  
there are needed. Feel free to contact me.  
813-689-1553

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Email us at: [info@gohillsborough.org](mailto:info@gohillsborough.org)

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## Public Workshop: Making Choices

Date: 5/9/15

Name: Patricia Howard Signature:  Email:Address: \_\_\_\_\_ Add me to your email list Zip Code: 33637 Phone: 

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	Yes	No	Don't Know
Gas Tax	<input checked="" type="radio"/>	No	Don't Know
Sales Tax	<input checked="" type="radio"/>	No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %
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Federal and State Grants	TBD %
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Tolls considered feasible	TBD %
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Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)	<u>35</u> %
--	-------------

Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)	<u>25</u> %
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Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)	<u>25</u> %
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Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)	<u>15</u> %
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MUST ADD UP TO	100%
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Please flip to other side to leave additional comments.

**Additional Comments:**

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Public Workshop: Making Choices			Date: 5-9-15
Name: <u>Pam McCarville</u>	Signature: 	Email:	
Address: <u>7504 N. Sanibel Cir</u>	Add me to your email list <input type="checkbox"/>		
Zip Code: <u>33637</u>	Phone:		

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	Yes	No	Don't Know
Gas Tax	Yes	No	Don't Know
Sales Tax	Yes	No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %	
Federal and State Grants	TBD %	
Tolls considered feasible	TBD %	
Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)	<u>30</u> %	
Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)	<u>40</u> %	
Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)	<u>15</u> %	
Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)	<u>15</u> %	
MUST ADD UP TO		100%

Please flip to other side to leave additional comments.

**Additional Comments:**

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## Public Workshop: Making Choices

Date: 5-9-15

Name: Maria Signature: M. Lurke Email: \_\_\_\_\_Address: 5264 Tennis Ct Cir Add me to your email list Zip Code: Tampa, FL 33617 Phone: \_\_\_\_\_

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	Yes	No	Don't Know
Gas Tax	Yes	No	Don't Know
Sales Tax	Yes	No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %
Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)	<u>30%</u>
Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)	<u>30%</u>
Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)	<u>30%</u>
Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)	<u>10%</u>
MUST ADD UP TO	100%

Please flip to other side to leave additional comments.

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### Public Workshop: Making Choices

Date: 5/9/15

Name: Christal Primus

Signature: Christal Primus Email: nana.p@03@gmail.com

Address: 919 Windtin Oak Drive

Add me to your email list

Zip Code: 33570

Phone: 813-484-2737

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	<input checked="" type="radio"/> Yes	No	Don't Know
Gas Tax	Yes	<input checked="" type="radio"/> No	Don't Know
Sales Tax	Yes	No	<input checked="" type="radio"/> Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %
Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)	<u>15</u> %
Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)	<u>15</u> %
Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)	<u>35</u> %
Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)	<u>35</u> %
MUST ADD UP TO	100%

Please flip to other side to leave additional comments.

**Additional Comments:**

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Date: 5/9/2015

## Public Workshop: Making Choices

Name: Marcia Biggs Signature: Marcia Biggs Email: Sierra.marcia@gmail.comAddress: \_\_\_\_\_ Add me to your email list 

Zip Code: \_\_\_\_\_ Phone: \_\_\_\_\_

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	Yes	No	Don't Know
Gas Tax	Yes	No	Don't Know
Sales Tax	Yes	No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees *Very important* TBD %  
Federal and State Grants TBD %  
Tolls considered feasible TBD %

Maintenance & Safety *Very important* 20 %  
(includes resurfacing, asset preservation and bridge improvements)

Roads *Very important* 15 %  
(includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)

Transit *Very important* 50 %  
(includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)

Bike/Pedestrian *Very important* 15 %  
(includes Sidewalks, Bike Lanes and Multi Use Trails)

MUST ADD UP TO

100%

Please flip to other side to leave additional comments.

**Additional Comments:**

Very important that developers pay for road widening + infrastructure needs - Should not fall on local residents to pay for cost of increased traffic due to new developments!

Support ferry + mass transit plan

No 1 important to me is offering mass transit (light rail) to the airport - ~~and~~ Commuter rail - see

Metrorail - Miami + Sunrail - Orlando

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## Public Workshop: Making Choices

Date: 5/9/15

Name: Lenn Forte Signature: L. Forte Email:Address: P O Box 334 Add me to your email list Zip Code: Brandon FL 33509 Phone: \_\_\_\_\_

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	Yes	No	Don't Know
Gas Tax	Yes	No	Don't Know
Sales Tax	Yes	No	Don't Know

*Possibly*

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %
Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)	_____ %
Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)	_____ %
Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)	_____ %
Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)	_____ %
MUST ADD UP TO	100%

Please flip to other side to leave additional comments.

**Additional Comments:**

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Public Workshop: Making Choices

Name: Luan Geise Signature: Luan Geise Email: lugeise@tampabay.rr.com Date: 5/9/15

Address: 2903 BEAR OAK Drive Add me to your email list

Zip Code: 33594 Phone: 813-643-6596

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	Yes	No	Don't Know
Gas Tax	Yes	No	Don't Know
Sales Tax	Yes	No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %
Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)	<u>50</u> %
Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)	<u>25</u> %
Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)	<u>20</u> %
Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)	<u>5</u> %
MUST ADD UP TO	100%

Please flip to other side to leave additional comments.

**Additional Comments:**

Very informative Thank you !!

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### Public Workshop: Making Choices

Date: 4-9-2015

 Name: IRMA GUILBEY Signature: \_\_\_\_\_ Email: \_\_\_\_\_

 Address: 1109 E Eskimo Ave Add me to your email list 

 Zip Code: 33604 Phone: \_\_\_\_\_

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

**#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?**

Property Tax	Yes	<input checked="" type="radio"/> No	Don't Know
Gas Tax	Yes	<input checked="" type="radio"/> No	Don't Know
Sales Tax	Yes	<input checked="" type="radio"/> No	Don't Know

**#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.**

Increased and Equitable New Development Fees TBD %

Federal and State Grants TBD %

Tolls considered feasible TBD %

 Maintenance & Safety  
 (includes resurfacing, asset preservation and bridge improvements) \_\_\_\_\_ %

 Roads  
 (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets) \_\_\_\_\_ %

 Transit  
 (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies) \_\_\_\_\_ %

 Bike/Pedestrian  
 (includes Sidewalks, Bike Lanes and Multi Use Trails) \_\_\_\_\_ %

MUST ADD UP TO 100%

Please flip to other side to leave additional comments.

**Additional Comments:**

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## Public Workshop: Making Choices

Date: 5/6/2015

Name: Phan Boston Signature: Phan Boston Email: phanboston@gmail.comAddress: 820 S. Oregon Ave. Add me to your email list Zip Code: 33606 Phone: 813.253.2280

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	Yes	No	Don't Know
Gas Tax	<input checked="" type="radio"/> Yes	No	Don't Know
Sales Tax	<input checked="" type="radio"/> Yes	No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %
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Federal and State Grants	TBD %
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Tolls considered feasible	TBD %
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Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)	<u>25%</u>
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Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)	<u>50%</u>
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Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)	<u>20%</u>
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Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)	<u>5%</u>
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MUST ADD UP TO 100%

Please flip to other side to leave additional comments.

**Additional Comments:**

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## Public Workshop: Making Choices

Date: 3/6/15

Name: Kim Colston Signature: Kim P Email: Kcolston90@gmail.com  
Address: 806 Hickory Fork Dr. Add me to your email list   
Zip Code: 33584 Phone: 813-309-1085

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	Yes	No	Don't Know
Gas Tax	Yes	No	Don't Know
Sales Tax	Yes	No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %
Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)	<u>30</u> %
Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)	<u>20</u> %
Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)	<u>40</u> %
Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)	<u>10</u> %
MUST ADD UP TO	100%

Please flip to other side to leave additional comments.

**Additional Comments:**

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## Public Workshop: Making Choices

Date: 5/6/15

Name: Bennetta CarterSignature: Bennetta CarterEmail: Carterby85@gmail.comAddress: 17620 Lake Key Dr., Odessa, FL Add me to your email list Zip Code: 33556Phone: (813) 926-2670

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	Yes	No	Don't Know
Gas Tax	Yes	No	Don't Know
Sales Tax	Yes	No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %
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Federal and State Grants	TBD %
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Tolls considered feasible	TBD %
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## Maintenance &amp; Safety

(includes resurfacing, asset preservation and bridge improvements)

10 %

## Roads

(includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)

10 %

## Transit

(includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)

10 %

## Bike/Pedestrian

(includes Sidewalks, Bike Lanes and Multi Use Trails)

10 %

MUST ADD UP TO

100%

Please flip to other side to leave additional comments.

**Additional Comments:**

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## Public Workshop: Making Choices

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

Name: Karen BeardSignature: Karen BeardEmail: Beardenterprises@AOL.comAddress: 1308 W. Carissa Court Tampa Add me to your email list Zip Code: 33604

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

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	<input checked="" type="radio"/> Yes	No	Don't Know
Gas Tax	<input checked="" type="radio"/> Yes	No	Don't Know
Sales Tax	Yes	No	<input checked="" type="radio"/> Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees

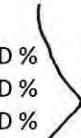
TBD %

Federal and State Grants

TBD %

Tolls considered feasible

TBD %

40%  


Maintenance &amp; Safety

20%  


(includes resurfacing, asset preservation and bridge improvements)

Roads

20%

(includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)

Transit

15%

(includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)

Bike/Pedestrian

5%

(includes Sidewalks, Bike Lanes and Multi Use Trails)

MUST ADD UP TO

100%

Please flip to other side to leave additional comments.

Additional Comments:

Does Transit Expansion include subways/trains? There is no way the transportation needs of the Hillsborough County Community at large, can be met without the use of diverse modes of transportation, i.e., trains/trails.

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**Public Workshop: Making Choices**Date: 3/6/15

Name: Della N. Gaddie Signature: Della Gaddie Email: \_\_\_\_\_  
Address: 15511 Granby Place Add me to your email list   
Zip Code: 33624 Phone: 813-908-0638

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

**#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?**

Property Tax	Yes	No	Don't Know
Gas Tax	Yes	No	Don't Know
Sales Tax	Yes	No	Don't Know

**#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.**

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %
Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)	_____ %
Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)	_____ %
Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)	_____ %
Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)	_____ %
MUST ADD UP TO	<b>100%</b>

*Please flip to other side to leave additional comments.*

**Additional Comments:**

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## Public Workshop: Making Choices

Date: 5/6/15

Name: Areatha Morrow Signature:  Email: areathadst@yahoo.comAddress: 4403 Cawtebar Way Add me to your email list 

Zip Code: Valrico FL 33596 Phone: \_\_\_\_\_

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	<input checked="" type="radio"/> Yes	No	Don't Know
Gas Tax	Yes	<input checked="" type="radio"/> No	Don't Know
Sales Tax	Yes	<input checked="" type="radio"/> No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees TBD %

Federal and State Grants TBD %

Tolls considered feasible TBD %

Maintenance & Safety  
(includes resurfacing, asset preservation and bridge improvements) \_\_\_\_\_%

Roads  
(includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets) \_\_\_\_\_%

Transit  
(includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies) \_\_\_\_\_%

Bike/Pedestrian  
(includes Sidewalks, Bike Lanes and Multi Use Trails) \_\_\_\_\_%

MUST ADD UP TO 100%

Please flip to other side to leave additional comments.

**Additional Comments:**

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## Public Workshop: Making Choices

Date:

Name: MAUREEN S. GOINS Signature: \_\_\_\_\_ Email: maureen.goins@yahoo.com

Address: 13411 SUNVALE PL Add me to your email list

Zip Code: 33626 Phone: (813) 920-0200

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	Yes	No	Don't Know
Gas Tax	Yes	No	Don't Know
Sales Tax	Yes	No	Don't Know

**#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.**

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %

**Maintenance & Safety**  
(includes resurfacing, asset preservation and bridge improvements) **26%**

Roads  
(includes New and Widened Roads, Intersections, Advanced Traffic Management,  
Complete Streets) **30%**

**Transit**  
(includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)  40 %

**Bike/Pedestrian**  
(includes Sidewalks, Bike Lanes and Multi Use Trails) **10 %**

MUST ADD UP TO 100%

*Please flip to other side to leave additional comments.*

**MUST ADD UP TO**

100%

*Please flip to other side to leave additional comments.*

**Additional Comments:**

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## Public Workshop: Making Choices

Date: 5/6/15

Name: Areatha Morrow Signature:  Email: areathadst@yahoo.comAddress: 4403 Castlebar Way Add me to your email list 

Zip Code: Valrico FL 33596 Phone: \_\_\_\_\_

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#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	<input checked="" type="radio"/> Yes	No	Don't Know
Gas Tax	Yes	<input checked="" type="radio"/> No	Don't Know
Sales Tax	Yes	<input checked="" type="radio"/> No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %
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Federal and State Grants	TBD %
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Tolls considered feasible	TBD %
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Maintenance & Safety  
(includes resurfacing, asset preservation and bridge improvements) \_\_\_\_\_%

Roads  
(includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets) \_\_\_\_\_%

Transit  
(includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies) \_\_\_\_\_%

Bike/Pedestrian  
(includes Sidewalks, Bike Lanes and Multi Use Trails) \_\_\_\_\_%

MUST ADD UP TO 100%

Please flip to other side to leave additional comments.

**Additional Comments:**

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### Public Workshop: Making Choices

Name: BIANCA BERRY Signature:  Date: \_\_\_\_\_  
Address: 7020 TIDEWATER TRAIL Add me to your email list   
Zip Code: 33618 Phone: (813)621-8745

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

**#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?**

Property Tax	Yes	No	<u>Don't Know</u>
Gas Tax	Yes	No	<u>Don't Know</u>
Sales Tax	Yes	No	<u>Don't Know</u>

**#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.**

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %
Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)	<u>30</u> %
Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)	<u>30</u> %
Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)	<u>40</u> %
Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)	<u>10</u> %
MUST ADD UP TO	100%

*Please flip to other side to leave additional comments.*

**Additional Comments:**

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### Public Workshop: Making Choices

Date:

Name: \_\_\_\_\_ Signature: \_\_\_\_\_ Email: \_\_\_\_\_

Address: \_\_\_\_\_ Add me to your email list 

Zip Code: \_\_\_\_\_ Phone: \_\_\_\_\_

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

**#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?**

Property Tax	Yes	No	Don't Know
Gas Tax	Yes	No	Don't Know
Sales Tax	Yes	No	Don't Know

**#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.**

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %
Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)	<u>30</u> %
Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)	<u>20</u> %
Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)	<u>10</u> %
Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)	<u>10</u> %
MUST ADD UP TO	100%

Please flip to other side to leave additional comments.

**Additional Comments:**

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Public Workshop: Making Choices Date: 5/6/15

Name: Audrey S. Moore Signature: Judy M Email: \_\_\_\_\_

Address: 4431 Dolphin Dr Add me to your email list

Zip Code: 33617 Phone: (813) 610-3349

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

**#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?**

Property Tax	Yes	<input checked="" type="radio"/> No	Don't Know
Gas Tax	Yes	<input checked="" type="radio"/> No	Don't Know
Sales Tax	<input checked="" type="radio"/> Yes	No	Don't Know

**#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.**

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %

Maintenance & Safety  
(includes resurfacing, asset preservation and bridge improvements) 40 %

Roads  
(includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets) 40 %

Transit  
(includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies) 10 %

Bike/Pedestrian  
(includes Sidewalks, Bike Lanes and Multi Use Trails) 0 %

MUST ADD UP TO **100%**

Please flip to other side to leave additional comments.

**Additional Comments:**

I am pleased to know that the County has gone to great lengths to get citizen feedback in developing plans for our County.

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## Public Workshop: Making Choices

Date: 4-14-15

Name: Doris Weatherford Signature: Email:

Address: 5425 County Road 579 Add me to your email list 

Zip Code: 33584 Phone: 813-626-2731

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	<input checked="" type="radio"/> Yes	No	Don't Know
Gas Tax	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> No	Don't Know
Sales Tax	<input checked="" type="radio"/> Yes	No	<input checked="" type="radio"/> Don't Know

use CSX rails!  
Right now!

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %

Maintenance & Safety  
(includes resurfacing, asset preservation and bridge improvements) 40%

Roads  
(includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets) 10%

Transit  
(includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies) 45%

Bike/Pedestrian  
(includes Sidewalks, Bike Lanes and Multi Use Trails) 5%

MUST ADD UP TO 100%

Please flip to other side to leave additional comments.

**Additional Comments:**

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**Public Workshop: Making Choices**

Name: RON SHARIF Signature: R. Sharif Date: 4-14-15

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

Address: 1001 Westbury Ptz Dr. Add me to your email list

Zip Code: 33511 Phone: 678.296.5461

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	Yes	No	<u>Don't Know</u>
Gas Tax	<u>Yes</u>	No	<u>Don't Know</u>
Sales Tax	Yes	No	<u>Don't Know</u>

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %	<u>15</u>
Federal and State Grants	TBD %	<u>25</u>
Tolls considered feasible	TBD %	<u>25</u>

Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)	<u>10</u> %
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Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)	<u>10</u> %
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Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)	<u>15</u> %
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Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)	<u>10</u> %
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MUST ADD UP TO      100%

Please flip to other side to leave additional comments.

**Additional Comments:**

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## Public Workshop: Making Choices

Date: 4/14/15

Name: MARGARET MORONESignature: Margaret MoroneEmail: dmorone1@verizon.netAddress: 10138 Somersby DrAdd me to your email list Zip Code: 33578Phone: (813) 677-6060

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	Yes	No	Don't Know
Gas Tax	Yes	No	Don't Know
Sales Tax	Yes	No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %

Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)	<u>30</u> %
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Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)	<u>20</u> %
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Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)	<u>20</u> %
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Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)	<u>30</u> %
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MUST ADD UP TO 100%

Please flip to other side to leave additional comments.

**Additional Comments:**

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## Public Workshop: Making Choices

Name: Mary Sheppard Signature: Mary Sheppard Email: billmar65@gmail.com  
Address: 7431 Mtn. Jul-e-p Dr Add me to your email list   
Zip Code: 33574 Phone: 813 677-8330

Date: 

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	<input checked="" type="radio"/> Yes	No	Don't Know
Gas Tax	<input checked="" type="radio"/> Yes	No	Don't Know
Sales Tax	Yes	<input checked="" type="radio"/> No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %

Maintenance & Safety  
(includes resurfacing, asset preservation and bridge improvements) 25%

Roads  
(includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets) 0 %

Transit  
(includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies) 50 %

Bike/Pedestrian  
(includes Sidewalks, Bike Lanes and Multi Use Trails) 25 %

MUST ADD UP TO

100%

Please flip to other side to leave additional comments.

**Additional Comments:**

No more new Roads

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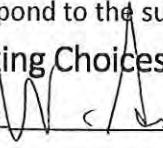
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Attn: GoHillsborough  
PO Box 1110  
Tampa, FL 33601  
Email us at: [info@gohillsborough.org](mailto:info@gohillsborough.org)

Below is the Comment Form/Survey that GOHillsborough is using during its 12 workshop series, "Making Choices" running from April 6 – 30, 2015. Upon request, we are providing this Comment Form/Survey and the information presented during the workshops for those unable to attend in person. *To be included in the qualitative tabulations, you must include your name, address & signature acknowledgement. Otherwise, the response while read and reviewed, won't be reflected in the qualitative data. Additionally, we ask that each citizen respond to the survey one time only.*

## Public Workshop: Making Choices

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

Name: Walt SeeleySignature: Email: Waleath@aol.comAddress: 12506 Shadow Run Blvd.Add me to your email list Zip Code: Riverview

33569

Phone: 813 671 2252

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax

Yes  No 

Don't Know

Gas Tax

Yes  No 

Don't Know

Sales Tax

Yes  No 

Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees

TBD %

?

Federal and State Grants

TBD %

Tolls considered feasible

TBD %

Maintenance &amp; Safety

(includes resurfacing, asset preservation and bridge improvements)

TBD %

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Roads

(includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)

TBD %

25%

Transit

(includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)

TBD %

25%

Bike/Pedestrian

(includes Sidewalks, Bike Lanes and Multi Use Trails)

TBD %

25%

MUST ADD UP TO

100%

Please flip to other side to leave additional comments.

**Additional Comments:**

We lived in Europe for 23 years and know the value of good public transport. However, getting people to use it is difficult at best. Making public transport easy, attractive, and affordable is important. No free transport would be an attraction if it could be paid for from tax dollars, frequent and readily available. Public transport has to be made more usable than the auto or its use will be only by a limited audience.

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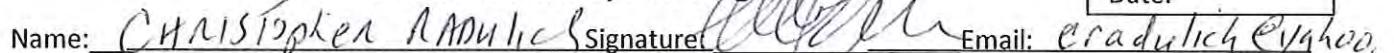
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## Public Workshop: Making Choices

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

Name: Christopher Radulich Signature:  Email: cradulich@yahoo.comAddress: 139 Shell Fills DR Apollo Beach Add me to your email list Zip Code: 33572 Phone: (813) 645-6324

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	Yes	No	Don't Know
Gas Tax	Yes	No	Don't Know
Sales Tax	Yes	No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %

Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)	<u>55%</u>
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Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)	<u>20%</u>
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Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)	<u>20%</u>
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Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)	<u>10%</u>
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MUST ADD UP TO 100%

Please flip to other side to leave additional comments.

**Additional Comments:**

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**Public Workshop: Making Choices**

Name: <u>Johnnie Tracy</u>	Signature: <u>Johnnie Tracy</u>	Date: <u>4/4/15</u>
Address: <u>1412 Astor Commons Pk</u>	Email: <u>accobjdc@yahoo.com</u>	<input type="checkbox"/>
Zip Code: <u>33511</u>	Phone: _____	

Add me to your email list

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

**#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?**

Property Tax	<input checked="" type="radio"/> Yes	No	Don't Know
Gas Tax	<input checked="" type="radio"/> Yes	No	Don't Know
Sales Tax	<input checked="" type="radio"/> Yes	No	Don't Know

**#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.**

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %

Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)	<u>25</u> %
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Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)	<u>25</u> %
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Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)	<u>25</u> %
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Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)	<u>25</u> %
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MUST ADD UP TO      100%

*Please flip to other side to leave additional comments.*

**Additional Comments:**

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## Public Workshop: Making Choices

Date: 4-14-15

Name: Bob Poynton

Signature:

Email:

Address: 1206 Sloan Hill Ave

Add me to your email list 

Zip Code: 33596

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

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?

Property Tax	Yes	No	Don't Know
Gas Tax	Yes	No	Don't Know
Sales Tax	Yes	No	Don't Know

#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.

Increased and Equitable New Development Fees

15% TBD %  
TBD %  
TBD %

Federal and State Grants

Tolls considered feasible

Maintenance &amp; Safety

(includes resurfacing, asset preservation and bridge improvements)

25%

Roads

(includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)

25%

Transit

(includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)

10%

Bike/Pedestrian

(includes Sidewalks, Bike Lanes and Multi Use Trails)

25%

MUST ADD UP TO

100%

Please flip to other side to leave additional comments.

**Additional Comments:**

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Public Workshop: Making Choices

Name: Keith Trader

Signature: Keith Trader

Date:

Email: Keith\_Trader@yahoo.com

Address: 11317 Maybrook Ave

Add me to your email list

Zip Code: 33569

Phone: 813 326 8434

\*By providing your email address to GO Hillsborough, you're opting in to receive email updates about the initiative and public engagement meetings. Comment forms are subject to public records requests.

**#1. Assuming 1) increased and equitable new development fees; 2) consideration of tolling where feasible; and 3) sufficient revenue to leverage state and federal grants, are you willing to consider an increase in any of the following funding sources for transportation improvements?**

Property Tax	Yes	No	Don't Know
Gas Tax	<u>Yes</u>	No	Don't Know
Sales Tax	<u>Yes</u>	No	Don't Know

**#2. Given the priorities that have emerged, what % of transportation funding should be committed to each priority.**

Increased and Equitable New Development Fees	TBD %
Federal and State Grants	TBD %
Tolls considered feasible	TBD %

Maintenance & Safety (includes resurfacing, asset preservation and bridge improvements)	<u>25</u> %
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Roads (includes New and Widened Roads, Intersections, Advanced Traffic Management, Complete Streets)	<u>25</u> %
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Transit (includes New and Expanded Routes, Extended Hours, More Weekend Service and Improved Frequencies)	<u>25</u> %
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Bike/Pedestrian (includes Sidewalks, Bike Lanes and Multi Use Trails)	<u>25</u> %
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MUST ADD UP TO

100%

Please flip to other side to leave additional comments.

**Additional Comments:**

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**Public Comments Received Outside of Workshops**

ID	Date_Received	Name_First	Name_Last	Organization	Address	City	State	Zip	Email	Source	Region	Gen_Comment
457	3/9/2015											
458	3/9/2015					33647	33647					
459	3/9/2015					33647	33647					
682	3/16/2015	Mary Ann	Turkington			33592						
1022	3/30/2015						33635					
1599	5/8/2015	Trevor	Burmeister		431 Hal Colding Rd	Lithia	FL	33547	kasergeant@yahoo.com	County Website		Greetings, I come to you today to discuss my concerns about transportation. I was unable to attend the local meetings as my duties as a local teacher made it difficult to attend, but I wanted to ensure that my voice was heard on the issue. Ultimately, the problem cannot be solved by building more roads or adding lanes. This only compounds the problem. I have lived most of my life in Hillsborough County, but have had the opportunity to live in a variety of areas both in the U.S. and abroad. As a long time resident of East Central Hillsborough I watched as the town of Brandon went from Rural Agricultural, to Middle High Socioeconomic Suburbs to, in some areas High Crime Ridden Lower Socioeconomic hoods. This cycle can be observed anywhere that Urban Sprawl is allowed to occur. As population grows, newer and shinier communities are developed and attract people with the means to move. As the people move, so do local small service industry businesses that support those people that are moving to the new development. As more and more people move farther and farther away from the center of industry, you create a larger and larger log jam of people trying to get to a fixed point to work and a depressed urban center that invites crime and poverty. So what is the solution to this problem? Well here are some actions that can be taken by you, the county commission to address this growing problem: 1) Stop rezoning agricultural and virgin County Land for the construction of housing. Reducing our footprint will immediately stop the problem from getting any worse. We should be building up and not out. 2) Place a moratorium on local government employees' ability to live outside the community they serve. I am not suggesting that we force current county and city employees to move, but I am suggesting that requiring people to live in the community that they serve will have profound effects on the community. Our traffic problems are a symptom of a larger disease. We are in the middle of generating the next housing bubble which is destined to burst when people once again are unable to pay their mortgage. Fanny Mae just announced 3% down payments on federally subsidized loans. This creates false demand, which has led to the resumption of home building on a massive scale. All while we haven't cleared the supply of homes left from the last bubble. This is doubling down on insanity. I implore you to use reason, there is no new industry to sustain this building long term... we cannot sustain the sudden uptick in employment rates long term. Stop the sprawl... and many of the County's traffic, economic, and crime problems will resolve themselves. Thank you for your time. /r Trevor Burmeister 912-271-4859
1600	5/11/2015									County Website		I have been a resident of Hillsborough County for almost thirty years. During that time I have seen numerous attempts by "futurists" to create public transportation projects. The latest manifestation of this is "Go Hillsborough." I am dismayed to see that \$900,000 of taxpayer money has been wasted to pay consultants "Parsons Brinkerhoff," to do a study for a problem which exists only in the minds of people who think that more public transportation is needed in Hillsborough because it exists and is useful in some densely populated (and compact) cities elsewhere. Hillsborough is not New York City, Washington, DC, Boston, etc.! Put some tow trucks on high volume commuter roads. They are the primary transportation problem in Hillsborough County. There is no need for any new tax.
1641	5/7/2015	Robert	Couch		811 Strawberry Lane	Brandon	FL	33511	bcouch@tampabayrr.com	County Website		It would behove you to give some serious consideration to look at where the money has been wasted for the past several years. Look at the lack of work being done now. It is a game you should not play. Bike paths to Titusville and sidewalks through the country from one city to another while we are broke (AINT) very good political planning. As I have expressed in the past, I am against raising taxes now. { little red dots stuck on a poster board is not informing the citizens what really needs to be done. \$959.00 dollars for poster boards and little red stickers don't add up. Does it?? No reply expected. 101v <a href="https://ricochet.com/warning-republicans-nationwide/">https://ricochet.com/warning-republicans-nationwide/</a>

**Public Comments Received Outside of Workshops**

ID	Date_Received	Name_First	Name_Last	Organization	Address	City	State	Zip	Email	Source	Region	Gen_Comment
1643	4/18/2015	Paul	Goss		7801 Kinard Cove Ln	Plant City	FL	33565	pgosss@yahoo.com	County Website		A "HUGE " THANK YOU to Commissioner Murman, She really laid it out , That I and others in the east and South county have been saying to the BOCC and the Go Hillsborough people at the meetings around the county. Here is My proposal , Freeze ALL routes inside the COT ( Tampa ) . and thanks also to another HART representative who also brought up that HART service begins in tampa , and that needs to Change, Tampa is Not where everybody works. 30+ years of TAX on property in the County to Provide Tampa with Complete neighborhood Bus service. As Mrs. Murman said , Zero service in the County VS Full service in Tampa is NOT a fair comparison that HART directors spoke about. I will say it Again , EAST and SOUTH County "will NOT vote for ANY tax that fails to provide bus / transit service in the County that has never in 30+ years had , ADDING any Bus service inside Tampa is and should be a none Starter. as the County has Zero already . Thanks again to Commissioner Murman.
1644	4/19/2015	Paul			Tampa	FL	33625	pacdltpa@gmail.com	County Website			sometimes I wonder why I live here !! PUT A MORATORIUM ON ANY BUILDING CONSTRUCTION FOR 10 YEARS UNTIL YOU FIX TH PROBLEMS YOU CREATED !!! TAX THE CONSTRUCTION, DEVELOPMENT, EXPANSION, URBAN SPRAWL ,DENSITY PROJECTS THAT ARE KILLING AND CHOKING US OUT OF OUR QUALITY OF LIFE. WHEN WILL TH INSANITY END? OR WILL IT AT ALL ? HAD TO WAIT 4 LIGHT CYCLES AT SHELDON AND HILLSBOROUGH AVE. ON FRIDAY TO MAKE A LEFT HAND TURN GOING NORTH. iTS NOT A TRAFFIC PROBLEM ! it's an overpopulation/density problem. stop the construction today. TAMPA — Some Hillsborough County commissioners are still unconvinced the gridlock gripping county roads requires a sales tax referendum to fix the problem. But even as they wrestle with that question, they have new data that indicates how voters might spend additional money for transportation projects if it were available. The 1,000-plus people who participated in county-led transportation meetings this year gave a narrow edge to paving and maintaining existing roads over new or expanded mass transit and building new roads. Though not a scientific poll, the results of the first phase of county's "Go Hillsborough" meetings are important because they represent the views of people who are interested in finding solutions to the gridlock. County Administrator Mike Merrill, who attended nearly all the 16 meetings in the first phase, said the results are what he expected. "What was interesting after halfway through this process is that countywide, the consensus is the same: maintenance of roads; either expanding or building new roads; and mass transit — those three got the most votes. They were very close," Merrill said. The next phase of the process, which runs through May 21, involves asking participants what they are willing to pay for, Merrill said. They will be asked to fill out a comment form that first asks them to circle revenue options, such as increasing the sales tax or raising gas taxes by 5 cents — the most allowed by the state. The bottom part of the form asks what share of any new tax revenues should go toward each of the top four priorities decided in the first phase of meetings: repaving and road maintenance, new and expanded roads, mass transit, and intersection improvements. The participants can choose to give all the money to one priority, or split it up among some or all four, as long as the total is 100 percent. "We're forcing a choice," Merrill said.
1645	4/21/2015	Bruce	Peters		Tampa	FL	33685	bruce4653@yahoo.com	County Website			REDUCE GRIDLOCK BY UPGRADING TRAFFIC SIGNALS AND PUBLIC TRANSPORTATION WITH NEW GAS TAX I hope I have your attention with the above statement. A SMART traffic signal system will reduce the cost to operate a motor vehicle, more than offsetting an additional gas tax. Plus there will be excess funds available to improve public transportation in the Tampa Bay area. A five-cent gas tax would pay for the initial installation at intersections for all major thoroughfares in Hillsborough County. The initial installation could be spread out over 12-18 months so the entire project could be paid from the gas tax receipts. Once installation is complete then the tax can be split-up between the municipalities and the county for their share of annual maintenance and staffing of the SMART system leaving an annual surplus of (?) million to be used to alleviate mass transportation budget issues. Why would drivers agree to a gas tax increase? Because a SMART signal system would SAVE drivers money by reducing gas consumption. The U.S. Dept of Transportation states that the cost of engine idling is 2-4 cents per minute (at \$3.68/gal). That does not count the added cost of fuel used to accelerate from a stop. I did some time/cost studies and found that my vehicle (24 city mpg) was costing me 40-50 cents a gallon to sit at stop lights (not counting the cost to accelerate from all those stops @ 3.60/gal fuel cost. If a SMART signal system could reduce my idling time 25% that would save me 11-12 cents a gallon plus saving me the added cost of gas to accelerate. Plus I would reduce wear and tear on my brakes and tires. Plus I would save more than an hour a week driving around town. The weekly time savings will be greater for daily rush-hour commuters. This is a BENEFIT that can influence the public to embrace the gas tax. What is a SMART traffic signal system? (for info visit: <a href="http://rhythmttraffic.com/">http://rhythmttraffic.com/</a> ) Presently our traffic signals operate on 1970's technology. Sensors determine if traffic is present or not at most major intersections. Then signals are manually set to cycle at pre-determined intervals 24/7, regardless of traffic patterns or volume. Left turn lanes are set to allow a pre-determined number of cars to turn, and damn the time of day or day of the week. Center lane signals are set the same for thru traffic. The SMART system can create real-time flexibility and the synchronizing of traffic signals to AID the movement of traffic depending on real-time flow and volume. For example, signals can be synchronized to allow a vehicle driving the speed limit on Gulf to Bay to go from Hwy 19 to Downtown Clearwater without encountering a RED light. The reality is the current system forces vehicles to sit at red lights during low-volume periods for unnecessary lengths of time when there is no cross traffic. The same signals also impede the flow of traffic during rush hour or other peak traffic periods. Another example: the SMART signals do not cycle for a left turn if no vehicles are detected in the left turn lane. If only 2 cars are turning, then the signal will turn red after the 2 cars have completed their left turns. If 8 cars want to turn left then the SMART system delays a red light until the 8 cars have completed their left turns. SMART signals do have a max cycle time which can be changed. SMART signals should reduce red-light running because drivers won't be as frustrated, making our streets safer. I have no business interest in a SMART Signal System provider. I happen to come from the Kansas City area which installed this system a couple years ago. The Kansas City area accomplished this in a metro area that includes 2 states, 5 counties and almost 20 cities. The Mid America Regional Council was responsible for the metro area coordination of this project. Freeways with traffic lights also contribute to gridlock. Courtney Campbell Causeway and Hwy 19 are two examples. I have not seen this in any other city, where overpasses and exit ramps are the norm. Bruce Peters Bruce4653@yahoo.com

**Public Comments Received Outside of Workshops**

ID	Date_Received	Name_First	Name_Last	Organization	Address	City	State	Zip	Email	Source	Region	Gen_Comment
1775		Norbert and Marie	Gobin		1008 Elm Grove Lane	Valrico	FL	33596	nmgobin@gmail.com	County Website		<p>Hello, I attended the public meeting this evening at Bell Shoals Baptist Church. I had two comments on the map that was on a table that allowed folks to point out their issues.</p> <p>1. Comment #1: Need for westbound right turning lane on Bloomingdale Ave to Kings Ave northbound. Later intersection improvements have right turn lanes such as Bloomingdale Ave at Bell Shoals Rd, at John Moore Rd, at Providence Road, and at Gornto.</p> <p>2. Comment #2: Need for a traffic light at the Valrico Walmart SuperCenter. I made contact with Public Works (Mr. Lyons) and also shared this concern.</p> <p>3. My views on Transit needs? a) There is great express service to MacDill AFB for South Brandon (25LX) and FishHawk (24X) as well as the Downtown 27LX. However, the Bloomingdale area like many others have zero local service. b) As for the Ferry service, well that seems to be a poor use of tax dollars. c) Light rail? It should be funded by the City of Tampa.</p> <p>4. Suggestion for the contractor doing the study: Ride both the first morning 24X and 25LX to the base. No need to go onto the base because there is a stop just outside the South Dale Mabry Gate where a coordinated ride can give one a lift back to Tampa. Also, have someone note the number of vanpools that originate at the Bloomingdale Campo YMCA park and ride on Culbreath Rd at Bloomingdale AVE. A third ride should be taken on the 27LX from FishHawk to Downtown.</p> <p>Thank you, Norbert Gobin 1008 Elm Grove Lane Valrico, FL 33596</p>
7	2/13/2015	Adrienne	Sundheim						potterabs1@aol.com	Email		<p>Dear Commissioner Murman, We met several years ago when you spoke at the Eagles Annual Homeowners Meeting. (Incidentally, I am Gil Singer's mother-in-law.) Although I am one of the Eagles representatives to the Transportation committee, I will be unable to attend the meeting at Town and Country in Feb. I would like to call your attention to the need for extending Countryway Blvd. through to Citrus Park Dr. At present, those of us living in this area either have to go three miles south to Linebaugh or three miles north to S. Mobley in order to go east toward Citrus Park and/or to access the Veterans Expy. There are an estimated 25,000 people living in the area and hundreds of new apartments are being constructed at this time. Many of them are choosing to go west to Countryside mall in order to shop. I have noticed an increasing number of businesses closing in Citrus Park(Westfield) Mall. Extending Countryway Blvd. would not only be a convenience for the residents, but it would surely be a means of improving the business climate at the mall. I hope you will take this into consideration when priorities are set. I know that it has been listed for a long time but as yet, unfunded.</p>
8	2/15/2015	David	Heckman		3802 Castle Key Lane	Valrico	FL	33594	earn4462@aol.com	Email		<p>Sandra: What follows below is not simply being critical of your commentary in the Sunday edition of the Tampa Tribune on the first page of 'Views' which I see as a great cheerleading piece - which is not necessarily bad (as you read on).</p> <p>I say this based upon me being the transportation historian of Hillsborough County (without a doubt) and having been responsible for the design of numerous highways in the county during my 32-year career with FDOT. My service over a 32-year career taught me some of the problems that negatively and directly has effect the quality of transportation in Hillsborough County today. Some cannot be overcome; but there are other types of changes or improvements that can.</p> <p>Organizers of the 'Go Hillsborough' effort have made it that much harder to come up with some real solutions to the transportation problems in Hillsborough County by seeking electronic input from the public and then having 36 sessions whereby the public can discuss them. This will be worse than the Committee of '99 which was appointed by County Commissioners in 1999 with the objective of identifying transportation needs and potential funding sources. Members attended meetings ever weeks for about four (4) months. They were diligent, but unfortunately none of them could offer any worthwhile suggestions about what improvements should be made and really could not identify the funding sources. There was exactly one (1) person qualified to serve on that Committee. At the conclusion of our appointment, I wrote a minority report recommending that the abandoned CSX RR corridor be purchased for the purpose of construction of reverse lanes to be built between downtown and USF. If such action had been taken, the heavy traffic on I-275 between downtown Tampa and USF would have been seen huge relief due to reversible highway lanes built within the RR corridor R/W, and furthermore, another recommendation would have kept large trucks, who are mainly responsible for the extra wear and tear on highways, off of routes to the Port of Tampa such as Dale Mabry, McDill, etc. In one other small example, each table of members was tasked to consider maintenance of bridges and funding sources. I explained to those seated at my table that the Federal Highway Administration funded a national bridge maintenance and repair program whereby the state (or its qualified consultant professional bridge inspectors) inspected every bridge in Florida; whether on the state system or not (such as county bridges or bridges leading into airports). I explained that when a sufficiency rating dropped below a certain safety level, funding for repair or replacement of these bridges was allocated in the FDOT budget.</p> <p>I could go on and on about my experiences which has made me an experienced and seasoned pro about highway transportation. You may recall when in your office I informed you I convinced candidate Jeb Bush to scratch the bullet train from Miami to DISNEY WORLD due to the estimated cost of \$40 billion over 30-40 years - which I pointed out he, his children, his grandchildren and the same for the other heavy weight transportation experts in the room would have to bear. So we made a deal -Jeb: You support me for Governor, and I will scratch the bullet train from the FDOT budget if elected. Well he honored the deal and so did we.</p> <p>While possibly the ideas presented from the 36 session of public workshops may be of use, it can bear no real fruit until and unless a select group of experts in transportation are impaneled to filter through the tons of information received and ideas of non-qualified highway engineers. This select group should be chosen on the bases of their education, training, and experience in transportation as an engineer to weed out the ideas that just will not improve transportation. Our elected officials (with no bad reflection on the ability and smarts of you or the Mayor or other Commissioners) are not qualified to join into discussions about ideas to improve transportation until and unless a Special Transportation Panel investigates, reviews, and comments on information received and considers past mistakes and general engineering design principles used to improve transportation in an urban areas.</p>

**Public Comments Received Outside of Workshops**

ID	Date_Received	Name_First	Name_Last	Organization	Address	City	State	Zip	Email	Source	Region	Gen_Comment
11	2/21/2015	James	Williams				FL		jw.fernst@gmail.com	Email	Central/East Tampa	Sent to Hillsborough/Pinellas County Commissions, City of Tampa/ St. Petersburg Mayors and Commissions as well as others. Mass Transit – Musings from Kansas Preamble: I am a underemployed 62 year old male and long term resident of the City of Tampa having moved here in 1978 and homeowner since 1982. Having witnessed regions growth I, like most residents, see the critical need for solutions to traffic congestion and feel every day its impact in both time and dollars. It is also obvious our current system for public transportation does not meet user needs stifling ridership growth potential. Although voted for, I predicted rail initiatives failure on both sides of the bay because their presentation along with funding proposal, quite frankly, sucked. From reading about attending community workshop, from commentaries to commissioners there never was felt a fully committed mandate to enlist voters. Nor were answers to basic questions available as raw data instead of vague platitudes raising more questions as to viability. Above all where was it going from there? So with a really broad brush I tender this admittedly sophomoric treatise on what I need to be prior to public forum with twice failed methodology. Another failure doing the same thing the same way is not an option. Index: 1) STOP (!!!) Putting the Cart Before the Horse. 2) Go Regional Go Real. 3) Where Are We Going? 4) Who Are the Users? 5) It Will Be Ready WHEN!?!? 6) Partnerships Are People Too. 7) Show Me What's in It For Me. 8) Sales Tax? Forget It!! 9) Be Honest. Subsidies are Forever. 10) Outside the Box. From the Book of James™ 02.16.2015 (pg 1 o 5) 1) Stop!!! Putting the Cart Before the Horse. • Transit system? What transit system? At this point in time there is no system. Past initiatives show rail from point A to point B. Now what? How does it integrate into the whole? Where is that big picture? If there isn't one after all this time, why not? Piece meal is not the answer. • Quit throwing away my money on studies. How much time and money has been spent on rail studies both sides of bay? What wasted effort. (See above.) • It is premature to go public. Not only is there no real proposal for comment, what meetings are currently scheduled in no way are conducive in reaching out to large segments of average tax payers who, dare I remind, mixed rail. However, what is slated may provide some nuggets worth noting as well as insight to opposition. • What about the financials? What is estimated cost to build system? Each leg? To operate? Estimated ridership? Cost of ridership? What funding sources are available? Are partnerships fully explored? Is anyone even working on this? 2) Go Regional Go Real. Partnership between Hillsborough and Pinellas Counties with St. Petersburg and City of Tampa as major co partners along with other Cities would have serious leverage in both Federal and State arenas. Our Congressmen and Legislators brought to the table as working for region first and party second are also crucial. With both lame duck President and Governor golden opportunities exist to enlist not only funding but commitments to express agency review to approval and construction as a jobs creator. A regional transit board would also be able to develop task forces with private partners for specific areas as relating to system entire. Making more manageable sub-parts assure increased oversight adding to cost control as well as expedite construction of each rail segment. 3) Where Are We Going? We need construct a regional master plan proposal of rail service in collaboration with any partners to a specific area. Once agreed to in concept engineering advice would now be brought in. As I picture it the first step would be simplistic and inexpensive yet somewhat labor intensive visual of entire region made up of 4'-0" w X 8'-0" h panels with satellite imagery lamination of both counties in large as possible scale. This make up allows for sectional portability while providing large viewing. Next apply symbol identification of major elements such as office districts (ex: West Shore/Gateway), Hospitals (ex: St Joseph/Bay Front), airports, sports arenas, resorts, museums, condo and apartment towers as well as shopping destinations. Only then can there be holistic observational overview of area entire enabling more cognizant approach to locating rail system components. Used in conjunction with smaller panels of larger scale pertaining to specific areas, a powerful tool to system design as well as community outreach is developed. From the Book of James™ 02.16.2015 (pg 2 o 5) 4) Who Are the Users? Really! Who are they? • Vacationers/Spring Breakers. • Business Travelers. • Residents. • Commuters. A family on vacation at the beach might go to Tampa mid morning to return in evening whereas Breakers would party until Ybor closes down. Business might arrive today and depart with tomorrow's red eye. Residents travel to work and or activities both sides of bay where Commuters are to/from place of employment. I point out these obvious generalities as for any transit system to gain and hold ridership its design must be dictated by destination with equal weight to how it is serviced as well as cost. Meaning how long does it take? How long is the wait? What are the hours? How close does it get me? Above all priority to the maids,
54	3/3/2015	Norbert	Gobin						nmgobin@gmail.com	Email		Thanks to you and Mr. Merrill for listening to my comments. I want to simply restate a few things and add one or two.  1. The MacDill Express bus routes (24X and 25LX) as well as the vanpool program have been an amazing success. Thanks to a President Clinton executive order, DOD members throughout the country enjoy the Transit Incentive Program that provides funds for active duty and federal employees. So yes, it is FREE. I believe it also covers other federal agencies. The monthly HART reports has charts showing ridership. 24X and 25LX were always on top. On the flip side, we have no local service to the Bloomingdale area.  2. Ferry? I think federal funds are being wasted on the pilot effort.  3. Widening of Bell Shoals Rd is the current concern to many in Bloomingdale. I remember when the work was to begin in the spring of 2008! But the new Walmart on Bloomingdale Ave has gotten the most attention.  4. Glad to see the new Bloomingdale Ave fire station being built.  5. I sent John Lyons the email below about my traffic irritation as a customer at the Valrico Home Depot on Hwy 60 and Mt. Carmel. Separately, I told John the new garbage service is working out better than I expected

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ID	Date_Received	Name_First	Name_Last	Organization	Address	City	State	Zip	Email	Source	Region	Gen_Comment
530	3/10/2015									Email		<p>talking with Manatee County Government Administrator Ed Hunzeker.</p> <p>General When we built the Little Manatee South Community Plan(2008-2010) we had discussions surrounding "Regionalization" fostered by the leaders of the two adjacent County's and how that might come into play with our neighbor County; Manatee.</p> <p>Specific: Development of Residential and Commerce in north Manatee County off of the By-pass road and off of Buckeye Rd; the main East-West arterial just south of the Hillsborough County line. This will increase the tax base for Manatee County.</p> <p>A continuation of the Sundance By-Pass, both north and south, will allow much more freedom of movement. Going south for instance would allow for connection to Moccasin Wallow Road and an I-75 interchange. Continuation of the By-Pass road, beyond Moccasin Wallow, could eventually lead to the bridge over the Manatee River and gateway to Rt. 64 opportunities.</p> <p>Future roads such as the Manatee County Port Connector and its potential I-75 interchange would make south Hillsborough and north Manatee Counties a great place to work and play.</p> <p>Current companies such as FedEx Ground already exist off of Buckeye Rd. Competitors such as UPS will want to expand to counter the quick deliveries that are offered by their challenger.</p> <p>North-South routes such as the Sundance By-Pass and the route adjacent to the Economic Development Area within Little Manatee South will create the "suspenders" for</p>
1092	3/26/2015	Neil	Cosentino						tbworld.llc@gmail.com	Email		<p>The simple question is...what do you all recommend ...how much money should go to what improvement in greater mobility?...please keep it simple. If there is a short fall how do we need and how will those funds be spent...Who should know? GOHillsborough Leadership and Staff or the general public? Who has the professional background and experience? needed to answer the following questions: 1. What are your plans to increase mobility in the Tampa Bay Metro? 2. to be continued...</p>
1655	4/7/2015	Christopher A	Midkiff							Email	South County/Sun City	Do you really expect taxpayers of Southeast Hillsborough county to pay for upgrades to Tampa while Southeast Hillsborough remains neglected and under served?
1656	4/7/2015	Shirley	Wood			FL	33547		redgirl813@gmail.com	Email		I live in southeastern Hillsborough Cty. zip code 33547. I have been unable to attend any meetings but want to give my input. My method of transportation is my car. Our county roads in our part of the county are full of potholes which makes a safety hazard due to having to dodge. I am opposed to any new taxes to pay for transportation improvements. I am not sure where our transportation money that is being collected now is being spent. The priority I see in our county is for our roads and bridges to be maintained as they are used by the majority of people in our county. Resurfacing and improvement of our intersections. Also, better traffic flow patterns.
1657	3/27/2015	Teo	Leonard						teo@teoleonard.com	Email		I see that you have used photos of me in your brochures and posters. I do not recall giving you permission for that. Please forward me a copy of the signed release that I supposedly signed immediately. I do not remember giving you my right of publicity for displaying me in your ads.
1106	3/30/2015	Scott	Corwin					33618		Mail		<p>I am attempting to provide input regarding the area's transportation without utilizing the e-mail function. There is no specific address on the brochure, or the website that I could find, and so, I am hoping this gets to the proper people.</p> <p>Florida residents with whom I am familiar, who live in DeBary, North of Orlando, have commented on the amazing job Seminole and Orange counties have done with the utilization of the train line (SunRail) right through all the towns along I-4 corridor with stops along the way to Orlando. With the construction of parking lots along the way for riders of the rails, the morning and afternoon congestion has been greatly reduced, according to their observations.</p> <p>Perhaps Pasco/Hillsborough/Polk/Pinellas, could do likewise as well as putting a light rail right down the middle of I-75, and I-275, and I-4, and Dale Mabry to ease the traffic congestion, preserve the roads, reduce accidents, and make commuting to work and back home less stressful. Every morning and evening on the news we hear about the traffic congestion crossing the bay. A commuter line from Pinellas would certainly alleviate that.</p> <p>In Addition, a commuter line down the middle of Bearrs and Fletcher to the University could also provide great relief. Why not utilize "deadzone grounds" at Waters and Himes, and construct a parking lot and provide a shuttle up Himes to Busch to use the train line going toward the University area for a commuter line?</p> <p>At all of the train stops there could be a number of buses waiting the commuters to transport them into the Westshore, the City Center, or the University.</p>

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												Statement of Positions on Proposed Hillsborough County Transportation Plan
1598	5/6/2015	Joaquin	Arrillaga						manager@wcamanager.com	Mail		Westchase is a community of 3,478 homes in 29 neighborhoods and more than 10,000 residents. The Westchase Community Association (WCA) governs our deed restricted community. WCA functions in the best interests of our residents who share a desire for having the transportation resources and infrastructure necessary to ensuring Hillsborough County's growth.
1642	3/16/2015	Joaquin	Arrillaga						manager@wcamanager.com	Mail		This Statement is intended to present to Hillsborough County the Westchase Community's positions on each of several components of the Transportation Plan under development. Based upon our readings, attendance at multiple Public Meetings and at sessions of the Transportation for Economic Development – Policy Leadership Group (TED), Westchase now shares those positions in the three areas next referenced.
1654	5/5/2015	Rob and Fran	Gamester									1. The Citrus Park Drive Extension from Sheldon Road to Countryway Boulevard  Background: As proposed, the Extension will provide greatly needed sharing of East-West traffic now burdening West Linebaugh from Sheldon Road to Countryway Boulevard, a major corridor between West Pinellas and NW Hillsborough & New Tampa. The Extension would also open a route from Countryway to Citrus Park Drive, to Gunn Highway/West Linebaugh, and even to Busch Boulevard. Estimated cost is \$50 million.  Position: WCA is strongly supportive of this project and is building an Advocacy for new funding initiatives to make it a reality.
1575	4/16/2015	Bob	Poynton		1206 Bloom Hill Avenue		33596			Non-Attendee		2. Montague Street from Manassas Road to Tate Lane - No Existing Lanes to 2 lanes Undivided.  Background: The genesis of this project is, as yet, unclear. However, the Westchase Community is deeply concerned that it would create new traffic scenarios truly burdensome to our West Park Village area. Presently, there is parking on each of the east and west lanes on Montague, leaving only one lane on either side for traffic. A connection to Manassas Road, via an overpass or actual crossing of the CSX rails, with related sights and sounds (crossing lights, signals, gates, locomotive horns) would be disturbing to both the Manassas and West Park Village communities. Widening of streets in West Park Village is unrealistic from both practical and aesthetic viewpoints. The estimated cost is \$2.19 million. Moreover, it is unclear what advantage there is to connecting Waters Avenue, via Montague, into an essentially residential area having only a small number of business entities within.
1576	4/14/2015	Christopher	Radulich		139 Shell Falls Dr.		33572		cradulich@yahoo.com	Non-Attendee		Position: Our community would strongly oppose and be unsupportive of any new revenue initiatives to fund this project. The Westchase Community urges its removal from the Transportation Plan. The Funds originally proposed could be re-directed toward Street Resurfacing/Repair, Infrastructure and New/Expanded Transit Routes.
1577	4/14/2015	Doris	Weatherford		5425 County Road 579		33584			Non-Attendee		Attached petition
1578	4/14/2015	Johnnie	Bracy		1412 Astor Commons Pl		33511		acccbjd@yahoo.com	Non-Attendee		Parking and landscaping of Paula Drive and Ambassador Drive. \$3,800,000 funds withdrawn during recession. Part of community plan funding. Community district lighting district on Paula and Ambassador completed thanks to the Upper Tampa Bay Chamber of Commerce and local property owners. We also asked for and received funding for continuous sidewalks to the commons on Ambassador and Paula.
1579	4/14/2015	Keith	Trader		11317 Maybrook Avenue		33569		keith_trader@yahoo.com	Non-Attendee		adjust - the three TBD 15%
1580	4/14/2015	Margaret	Morone		10138 Somersby Dr		33578		dmorone1@verizon.net	Non-Attendee		
1581	4/14/2015	Mary	Sheppard		7431 Mount Julip Dr.		33578		billmar68@outlook.com	Non-Attendee		
1582	4/14/2015	Ron	Sharif		1001 Westbury Pte. Dr		33511			Non-Attendee		adjust
1583	4/14/2015	Walt	Seely		12506 Shadow Run Blvd.	Riverview	33569		walath@aol.com	Non-Attendee		
1691	5/12/2015	Alex	Carroll		3339 Handy Rd., #526	Tampa	FL	33618	aecarrol@mail.usf.edu	Non-Attendee		
1692	5/12/2015	Vicki	Ahrous		6217 Soaring Avenue	Temple Terrace	FL	33617		Non-Attendee		
1693	5/12/2015	Phil	Winters		5079 Southampton Cir		FL	33647		Non-Attendee		
1694	5/12/2015									Non-Attendee		Q#2 - TBD's marked as 10%
1695	5/12/2015	Jason	Jackman		14603 Oak Vine Drive		FL	33559	jackman813@gmail.com	Non-Attendee		Q#2 - Increased & Equitable New Development Fees 40%, Federal and State Grants 30%, Tolls considered feasible 30%
1696	5/12/2015	Kristine	Williams		6215 Bayshore Blvd	Tampa	FL	33611	kwilliamstpa@gmail.com	Non-Attendee		
1697	5/12/2015	Johamay	Pena		4724 E 98th Avenue	Tampa	FL	33617	johamay pena@cutr.usf.edu	Non-Attendee		
1698	5/12/2015	Fredric	Zerla		11111 N. 21st st.	Tampa	FL	33612	fzerla@verizon.net	Non-Attendee		

**Public Comments Received Outside of Workshops**

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1699	5/6/2015	Phan	Boston		820 S. Oregon Ave		FL	33606	phanboston@gmail.com	Non-Attendee		
1700	5/6/2015	Kim	Colston		806 Hickory Fork Dr		FL	33584	kcolston90@gmail.com	Non-Attendee		
1701	5/6/2015	Bernetta	Carter		17620 Lake Key Dr	Odessa	FL	33556	carterby85@gmail.com	Non-Attendee		
1702	5/6/2015	Della N.	Gaddie		15511 Granby Place		FL	33624		Non-Attendee		
1703	5/6/2015	Areatha	Morrow		4403 Castlebar Way	Valrico	FL	33596	areathadst@yahoo.com	Non-Attendee		
1704	5/6/2015	Maureen S.	Goins		13411 Sunvale Pl		FL	33626	maureengoins@yahoo.com	Non-Attendee		
1705	5/6/2015	Bianca	Berry		7020 Tidewater Trail		FL	33618	mishonna23@gmail.com	Non-Attendee		
1706	5/6/2015									Non-Attendee		
1707	5/6/2015	Karen	Beard		1302 W. Carrisa Court	Tampa	FL	33604	beardenterprise@aol.com	Non-Attendee		Q#2 TBD 40%
1708	5/6/2015	Audrey S.	Moore		4431 Dolphin Dr.		FL	33617		Non-Attendee		
1709	5/9/2015	Stephen P.	Weston		4011 W. Bay Villa Ave		FL	33611	fommna@gmail.com	Non-Attendee		Q#2 - Increased and Equitable 5%, Federal and State 20%, Tolls 10%
1710	5/9/2015	Fran M.	Tate		3405 N. Clay Street		FL	33605		Non-Attendee		
1711	5/9/2015	Destini	Duckett		13604 N. 21st Street Apt 103		FL	33613	destduck178@yahoo.com	Non-Attendee		
1712	5/9/2015	Liz	Hemley		13025 78th St		FL	33619		Non-Attendee		
1713	5/9/2015	Mary	Franjul		10209 Cutter Green Ct	Tampa	FL	33615	flaca-6692@hotmail.com	Non-Attendee		
1714	5/9/2015	Ida B.	Booth		1617 E 31st Ave		FL	33610		Non-Attendee		Q#2 - TBD 5% on each
1715	5/9/2015	G.	Vennett				FL	33615		Non-Attendee		Q#2 - Federal and State 75%, Tolls 25%
1716	5/9/2015	Giselle	Guillory		1109 E. Eskimo Avenue		FL	33604	gguillo@usf.edu	Non-Attendee		
1717	5/9/2015	Carolyn	Hilery		9128 Sable Ridge Grove PL		FL	33610	mileryc40@gmail.com	Non-Attendee		
1718	5/9/2015	Patricia	Howard				FL	33637	pdhoward@wreelreaders.org	Non-Attendee		
1719	5/9/2015	Pam	McCarville		7504 N. Sanibel Cir.		FL	33637		Non-Attendee		
1720	5/9/2015	Maria			5264 Tennis Ct Cir		FL	33617		Non-Attendee		
1721	5/9/2015	Christal	Primous		919 Windton Oak Dr		FL	33570	nanpr03@gmail.com	Non-Attendee		
1722	5/9/2015	Lenn	Forte		PO Box 334	Brandon	FL	33509		Non-Attendee		Q#1 - sales tax - possibly
1723	4/9/2015	Irma	Guillory		1109 E. Eskimo Ave		FL	33604		Non-Attendee		
1724	5/9/2015	Dorothy			10127 Haverhill		FL	33578		Non-Attendee		
1725	5/9/2015	Henry	Smith		P.O. Box 22352	Tampa	FL	33622	bizfromhouse@gmail.com	Non-Attendee		Q#2 Increase 6%, Federal and state 7%, Tolls 7%
1726	5/9/2015	Dorothy			10127 Haverhill		FL	33578		Non-Attendee		
1727	5/9/2015	William	Matos		6348 Flamingo Dr		FL	33572	williamzmatos@gmail.com	Non-Attendee		
1728	5/9/2015	Cynthia	Harper		1005 E. Columbia Dr		FL	33605	crharper742@gmail.com	Non-Attendee		
1729	5/9/2015	LuAnn	Geise		29030 Bear Oak Drive		FL	33594	lugeise@tampabay.rr.com	Non-Attendee		
1730	5/9/2015	Emily	Cusmano		204 N. Gomez Ave		FL	33609	cusmano@gmail.com	Non-Attendee		
1731	5/9/2015	Marcia	Biggs						sierramarzia@gmail.com	Non-Attendee		
1732	5/9/2015	Ron	Matz		1245 Tulipwood Dr.		FL	33584	uscgauxfl74@aol.com	Non-Attendee		
46	2/6/2015									Telephone	Westchase/Town-n-Country/Carrollwood	HART buses are too big and often empty; downtown streetcar isn't useful
48	2/21/2015	Sandy	Reed							Telephone		Very concerned about development in the Bloomingdale/Valrico area, and lack of adequate roads. Lithia Pinecrest and Bloomingdale are at critical mass, but apartments and large stores are going in. How can developers pull permits for these projects without adequate transportation? Ferry is ill-conceived. She comes from a military background and with their come-and-go schedules being on one side of the bay without a car is not going to work.
49	2/22/2015	Karen								Telephone		#31 bus doesn't go all the way to 30th and Shell Point, and it should. Please consider more bus stops closer together. She says there's demand for Saturday service to Tampa, especially when there are events. "Please, please give us a trial bus service on Saturdays."

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ID	Date_Received	Name_First	Name_Last	Organization	Address	City	State	Zip	Email	Source	Region	Gen_Comment
50	2/23/2015									Telephone		Attended 2/19 GH meeting at Town 'N Country library. Wanted to also offer thought that for congested intersections like Dale Mabry at Waters Avenue, there should be an overpass. Overpass would be north and southbound Dale Mabry and eliminate light/crossing at intersection.
51	2/26/2015	Nicole								Telephone		Lives near 50th Street at the Crosstown. No north-south roads off of Adamo that aren't under construction. Big mess. She has to go all the way up to North Tampa to get her children to school at Orange Grove and Blake HS. Need more roads open. What if there was an evacuation? How would people get out? Also, there are barricades, but no work being performed.
52	3/2/2015	Theresa							tjtampa2000@gmail.com	Telephone		She gets around by scooter and lives one block south of Gandy @ Westshore. Only bus service on Gandy is PSTA 100x. Would love to have circular system to go east and west on Gandy to shops, offices, etc. No sidewalk on Bridge St. Roads are in bad shape in the area. Scared to cross Gandy on scooter. Wants reliability of regular bus service, not specialized buses.
412	3/4/2015	Shirley	Young			Brandon	FL			Telephone	Brandon/Riverview	Boyette Road east on Bloomingdale needs a no right turn on red sign. Drivers are continuing to turn right on red, blocking the intersection.
413	3/4/2015	Karen	Lowe							Telephone	Brandon/Riverview	Left a call on the comment line and wasn't able to attend last night's meeting. She is very concerned about the unusual alignment of the Little Road and Durant intersection. Car crashed into a home at the intersection. Ms. Lowe says the intersection needs to better aligned and made into a 4 way stop.
414	3/4/2015	Jeanine	Johnson							Telephone	Brandon/Riverview	Comment on Go Hillsborough line. Concerned about a new subdivision on the north side of Lumsden, east of Lithia-Pinecrest and west of Mt. Carmel. How can roads absorb the extra traffic? Very concerned about the Lumsden/Lithia-Pinecrest intersection. Couldn't attend last night's meeting at Bell Shoals Baptist Church
415	3/4/2015	N/A	N/A							Telephone		Caller left message that government spending needs to be trimmed; funds should be taken from "police" and re-allocated to mass transit. The dollars are available, just need to be moved. Roads are a mess.
416	3/4/2015	N/A	N/A							Telephone	New Tampa/Temple Terrace	The caller indicated he could not make the March 9th New Tampa meeting, as it's hard for him to get there (traffic, congestion). He said transportation is too cheap here, and that there needs to be money for longer, more efficient bus hours/service. Caller says we need a real transit system to be a real city and that he can't see staying here if there aren't better options.
417	3/4/2015	N/A	N/A							Telephone	New Tampa/Temple Terrace	Caller called saying the meeting signs are confusing because it says the meeting is Tuesday, March 9. Lori Hudson checked with the County sign team manager who double-checked the signs in the field. There is some confusion because there is a New Tampa meeting on Monday, Mar 9 and a Temple Terrace meeting on Tuesday, Mar 10.
418	3/5/2015	N/A	N/A							Telephone		Hillsborough County needs more public transportation -- high speed rail or rail connecting the airport to North Tampa. This will create more jobs and reduce traffic on the roads. Also need rail from Tampa to Orlando.
419	3/6/2015	N/A	N/A							Telephone	New Tampa/Temple Terrace	Temple Terrace needs a small city bus that travels within a 5 mile radius that goes from businesses in the area to and from the neighborhoods.
420	3/6/2015	David	Castellano							Telephone	Northwest	Called to say he saw the sign for the transportation public meeting at the corner of Van Dyke and Dale Mabry. He will sue the County if any of his ideas are being discussed. (?)
421	3/9/2015	N/A	N/A							Telephone	New Tampa/Temple Terrace	Caller said some GH signs say March 9; some say March 10 and that there is confusion. ("Note the New Tampa meeting is March 9 and the Temple Terrace meeting is March 10. The back-to-back meetings have caused some confusion. These meetings are not back-to-back in the 2nd Round).
521	3/9/2015	N/A	N/A							Telephone	New Tampa/Temple Terrace	Caller called to say the meeting notice (sign) at 56th Street and Busch Blvd. said Tuesday, March 9, instead of Tuesday, March 10. (Internal note: staff checked the sign and it had correct date)
522	3/9/2015	N/A	N/A							Telephone		Caller called to learn more about the meetings. Said she would go to the gohillsborough.org website.
523	3/11/2015	Chris	Catlin							Telephone	South County/Sun City	Mr. Catlin lives in Wimauma and is recommending all traffic lights down 674 through Sun City be synchronized for better traffic flow.
524	3/11/2015	Charles	Battstein							Telephone	Northeast/Plant City	Mr. Battstein called to find out more information about the meetings, after seeing a GH sign. Lori Hudson returned his call and provided him with an overview of the Go Hillsborough meetings. She explained the purpose of the meetings was to listen to residents' views and concerns about transportation and to ultimately develop a countywide transportation plan. Mr. Battstein plans to attend the 3/16 GH Thonotosassa meeting.
525	3/12/2015	N/A	N/A							Telephone	New Tampa/Temple Terrace	Caller emphasized the need for expanding HART Plus service. He has a sister who is permanently disabled and needs the service in the St. Joseph North area. Caller mentioned he had petitioned HART and the service was under consideration.
526	3/13/2015	N/A	N/A							Telephone		Caller complained that the comment line was not answered by a live individual. Left no number for call back.
527	3/13/2015	N/A	N/A							Telephone	Northeast/Plant City	Caller is a retiree who lives in the Floral Village Mobile Park in Plant City and wants public buses. She says they are desperately needed for elderly retirees like herself (mentioned she was a northerner and used to public transportation). Taxis are too expensive. If Plant City had bus service, it would be more attractive to retirees.
528	3/15/2015	N/A	N/A							Telephone		Caller's message: "Need mass transit. Need mass transit. Need mass transit."
529	3/16/2015	Beverly	N/A							Telephone	Northeast/Plant City	Caller left a message asking what tonight's (3/16 Thonotosassa) meeting was about. Lori Hudson returned her call and walked her through the intent and format of the meeting, and the public participation piece. The caller (who then gave her name as Beverly) asked where the meeting was, and Hudson provided the address and gave directions. Beverly appreciated the call back and said she plans to attend tonight's meeting.
1024	3/19/2015	Ann	Lee	Ann Lee Realty					annlee.realty@verizon.net	Telephone	Brandon/Riverview	Ms. Lee called to ask about the plan for widening Bell Shoals Road from south of Bloomingdale to Fish Hawk Blvd and Boyette. She wants to know details such as where the turn lanes will be placed. Lori Hudson referred the call to County Public Works and John Lyons advised Ben Kneisly is contacting Ms. Lee.
1025	3/19/2015	N/A	N/A							Telephone		Light rail is needed...South County to Brandon to Downtown. It would attract jobs and take pressure off roads.
1026	3/19/2015	N/A	N/A							Telephone		More transportation options are needed.
1027	3/19/2015	N/A	N/A							Telephone		Transportation is very nice
1028	3/19/2015	N/A	N/A							Telephone		Wanted to speak to someone about transportation for handicapped people but gave no phone number for a call back.
1029	3/19/2015	N/A	N/A							Telephone		Bus service is needed from Northwest County, Citrus Park Mall area to MacDill AFB
1030	3/19/2015	N/A	N/A							Telephone	Northwest	Caller from Lutz area, south of Van Dyke Road. Caller says we need light rail. She travels to other metros. Caller gave the example of Dallas with rail and bus service that reaches all segments of the community. For a recent flight out of town, she said she recently took HART Plus and two other buses to get to TIA, which took otwo hours. Caller says leaders must push rail and people will get in to the mindset to use it.
1031	3/19/2015	James	N/A							Telephone	Northeast/Plant City	James from Thonotosassa called to say he couldn't make the meeting last week, but roads are getting worse out in Thonotosassa. Two lane roads can't handle the amount of traffic. "Build roads before building houses."
1032	3/19/2015	Anna	Consalvo							Telephone	New Tampa/Temple Terrace	Caller is 83 and her husband is 86. More public transportation is needed for the elderly. They've lived in other countries and other U.S. cities and can't understand why we don't have rail or something else.
1033	3/19/2015	Cheryl	N/A							Telephone	Brandon/Riverview	Caller identified herself as Cheryl and mentioned transportation on Bloomingdale. Cheryl specifically wanted to know if there will be any other meetings in her area (she had missed the Tele Town Hall meeting call out.) Lori Hudson returned Cheryl's call and advised her of the upcoming March 26 meeting at Bell Shoals Baptist Church from 6-8 p.m. Cheryl appreciated the call back.
1034	3/20/2015	N/A	N/A							Telephone		Please prepare roads before development and building is underway.

**Public Comments Received Outside of Workshops**

ID	Date_Received	Name_First	Name_Last	Organization	Address	City	State	Zip	Email	Source	Region	Gen_Comment	
1035	3/21/2015	N/A	N/A							Telephone		Caller says that the people who need transportation the most are in the MacDill and Gandy area and can't come to a meeting in Temple Terrace. She says that there have to be lots of meetings. Lots and lots of meetings. No information left for call back.	
1036	3/21/2015	Rick								Telephone	Brandon/Riverview	Rick called to ask why the County isn't widening Lithia-Pinecrest near Bloomingdale. He says the road creates gridlock at all times of the day. Rick says Lithia-Pinecrest was recently resurfaced, but there are still potholes and it didn't make a difference overall. He also mentioned the Walmart going in at Bloomingdale and said congestion will only get worse. Rick says please widen the road, he'd even kick in a couple \$. (Public Works staff are returning Rick's call as he requested.)	
1037	3/22/2015	N/A	N/A							Telephone	South Tampa/West Tampa	Caller says Westshore and Gandy is a terrible intersection. All of Westshore should be widened to Gandy and there should be a dedicated turn lane to help get traffic going over the bridge. More businesses in the area mean more buses and trucks. Please widen Westshore or add more roads, caller said.	
1038	3/23/2015	N/A	N/A							Telephone	Northeast/Plant City	Caller from Thonotosassa and Seffner area says improvements for Williams Road near Harney were done and road was closed, but potholes on Williams were not fixed at the time. She says it was the perfect opportunity to get the potholes fixed. Williams Road is in horrible shape.	
1039	3/24/2015	N/A	N/A							Telephone	South County/Sun City	Caller is concerned that the Exploring Options meeting for her area is in Brandon; she lives in Apollo Beach. Also says she has only seen one sign in her area posted for the meeting. Lori Hudson contacted Steve Valdez and confirmed there are two signs a	
1040	3/25/2015	N/A	N/A							Telephone		Caller says he has lived here all his life and the roads around Tampa are in the transportation is the worst he's ever seen. Transportation of all types is lacking.	
1041	3/25/2015	N/A	N/A							Telephone		Caller saw the sign along the highway, but doesn't know what the sign means with regards to transportation issues. Unfortunately, caller left no number for return call.	
1042	3/26/2015	Patty	N/A							Telephone	Brandon/Riverview	Patty called the Comment Line to ask what tonight's meeting at Bell Shoals Baptist is about. She left her name and phone number. Lori Hudson returned her call and left a voicemail explaining the purpose of the meeting. Lori also provided her direct lin	
1043	3/30/2015	N/A	N/A							Telephone	Northwest	Caller would like to see a left turn signal coming off of Hoyt on to Northdale. Caller also says a left turn signal would help cut down on accidents at Handy (?).	
1044	3/30/2015	Mark	inaudible							Telephone		Caller named Mark says congestion is to blame. He said buses are a big problem, because they stop on major roads. When school buses stop and let off students, three other lanes have to stop as well. School buses should drop students off on side streets	
1045	3/30/2015	N/A	N/A							Telephone	South County/Sun City	Caller says the traffic light at Valley Forge and Sun City Center Blvd needs to be adjusted. Only four cars can go through at a time...too short.	
1046	3/31/2015	Mark	Walkup							Telephone		Caller has been to Germany and spoke of the positive experience of electronic trains there. Electric trains take only one lane of traffic and is a positive experience people look forward to, instead of the negative experience people have with buses. Caller says action needs to be taken now on a train system. We have to get away from cars.	
1047	4/1/2015	N/A	N/A							Telephone	Brandon/Riverview	Caller can't get to the meeting on Bell Shoals because it's not accessible by public transportation. She says bus service is badly needed in the community. It's hard to get to libraries or stores. Bus travels east on Bloomingdale Avenue, but getting back west, it takes a lot longer.	
1048	4/1/2015	Neil	Cosentino							Telephone		Wants to know if this transportation program is different than the one proposed in 20101. He says people should be directed to the website where more information can be found.	
1049	4/2/2015	N/A								Telephone		Caller says we have the worst system in the U.S. Public transportation does not exist for people who work 11 a.m. - 7 p.m., or 3 p.m. - 11 p.m. Caller says we need 24 hour service like the jitneys in Miami.	
1050	4/2/2015	N/A								Telephone	Brandon/Riverview	Caller is from Riverview and says more buses at more convenient times are needed.	
1051	4/2/2015	N/A								Telephone	New Tampa/Temple Terrace	Caller says Bruce B. Downs needs to be 4 lanes from Fletcher up to the Pasco county line. Also, lights on Hillsborough Avenue need to be better synchronized. A new entrance on to I-75 would help, or a cut-through to Dale Mabry.	
1052	4/2/2015									Telephone	New Tampa/Temple Terrace	Caller says more transportation is needed in New Tampa and Wesley Chapel. Caller says there's only 1 bus a day, and no cab companies serve the area. The light at the intersection where Walmart is needs improvement.	
1053	4/2/2015	N/A								Telephone	Brandon/Riverview	Caller says better synchronized lights will benefit all commuters, cut down on emissions, and allow for smoother flow of traffic. He also says that he commutes from Riverview to downtown, and that it would really help if there wasn't construction on both major roads at the same time.	
1054	4/2/2015	N/A								Telephone		Caller says she appreciates the Go Hillsborough effort and that all needs are being heard. She no longer drives. She says there's too much development and that taxpayers are keeping developers rich.	
1055	4/3/2015	Deal	Harris							Telephone		Caller says HART doesn't have bus shelters and has bad service on Saturdays, Sundays and holidays.	
1056	4/3/2015	Mamie	Gilmore							Telephone		Caller rides the Sunshine Line and says more drivers are needed so that clients can make their appointments on time. Caller says a supervisor named Felicia is excellent and treats clients like family. Caller says HART needs improvement greatly.	
1057	4/3/2015	Clyde	Gwinn							Telephone		Caller says he's been rear-ended twice -- once on I-275. Both times, the other driver didn't have insurance. He's had too many close calls and wants the state to do something about drivers without insurance.	
1603	4/6/2015	Gregory	Tucker							Telephone	Telephone	Caller complained about a bus driver on the #15 bus. Compliant was relayed to HART Customer Service staff for response.	
1604	4/7/2015	N/A	N/A							Telephone	Brandon/Riverview	Caller is complaining that there is a Go Hillsborough sign at Windhorst and Lakewood for the March 26 meeting and that it should be removed. Lori Hudson confirmed with Steve Valdez that the sign is being picked up.	
1605	4/7/2015	N/A	N/A							Telephone	Telephone	Westchase/Town-n-Country/Carrollwood	Caller complained to say that traffic lights on Dale Mabry between Lambright and Fletcher are not synchronized and cause a great deal of stress for drivers. In particular, the light at Dale Mabry and Waters, heading northbound in the evening, is the worst.
1606	4/8/2015	N/A	N/A							Telephone	Telephone	South County/Sun City	Caller advised that she is interested in ferry service, but wonders why a barge isn't considered to transport people with their cars. More people are apt to use a barge because they will have their car when they get to their destination instead of just being a ferry passenger that's dropped off.
1607	4/8/2015	N/A	N/A							Telephone	Telephone		Caller says it's important to have transit that connects downtown to the airport and to Westshore. This will help get traffic off I-275.
1608	4/9/2015	Paul	Campbell							Telephone	Telephone	Mr. Campbell called to say he drives from Tampa to St. Pete every day and that his drive is horrific. He says what should be a 40 minute commute takes an hour and a half. More commuter options are needed.	
1609	4/9/2015	Natalie	Jones							Telephone	Telephone	South County/Sun City	Ms. Jones says that while Sun City Center is 55+, people w disabilities, and golf cart use, traffic along 674 is horrendous at Hwy. 41 and I-75. Drivers have to wait through 3 traffic light signals. Since Big Bend Road is more commercial, it should be extended to 39. More traffic should go to Big Bend so Sun City Center can retain its "small city" feel.
1610	4/9/2015	N/A								Telephone	Telephone	Brandon/Riverview	Caller says traffic on Hwy 60 east bound between Providence and Parsons is always a bottle neck, especially at lunch and dinner. Lights need to be better timed.
1611	4/10/2015	Todd	Greg Seeney (?)							Telephone	Telephone		Caller does not support light rail. He says we should talk to Disney and have Disney pay for and build a monrail system above ground.
1612	4/10/2015	William	Garrison							Telephone	Telephone		Mr. Garrison requested information about transportation for the elderly to doctor's appointments. Lori Hudson returned Mr. Garrison's phone call and provided him with information about the Sunshine Line service and a contact number.
1613	4/13/2015	N/A	N/A							Telephone	Telephone	South Tampa/West Tampa	A gentleman called to say that Bayshore Drive traffic is way too fast for pedestrians to cross the road safely. Caller suggests drastically reducing the speed limit and adding traffic calming measures.
1614	4/14/2015	N/A	N/A							Telephone	Telephone	Brandon/Riverview	Caller says mass transit is needed greatly due to our poor air quality, which she says is rated an "F" with the state. Caller lives in Brandon and wants to be able to park her vehicle at the beginning of the Selmon Expressway and ride in a tram to the Marion Transit Center. Then, she can walk to her workplace from there.

**Public Comments Received Outside of Workshops**

ID	Date_Received	Name_First	Name_Last	Organization	Address	City	State	Zip	Email	Source	Region	Gen_Comment
1615	4/14/2015	Eloisa	Wooten						Telephone	Telephone	South Tampa/West Tampa	Caller lives on Sligh Avenue, and her granddaughter works on Sligh Avenue at Lambright. She says her granddaughter can't take the bus because the route is out-of-the-way and impractical (currently goes from Sligh to Hillsborough to MLK).
1616	4/15/2015	Marilyn	Nickelson						Telephone	Telephone	Brandon/Riverview	Ms. Nickelson called to complain that the left turn signal on Boyette at Bell Shoals does not work (never turns green), and creates congestion. She also remarked that the timing of the light on Bell Shoals northbound at Nature's Way lets too few cars through the light, and creates unnecessary congestion. Ms. Nickelson asked how to report such problems in the future. Lori Hudson called Ms. Nickelson and left her a voicemail to let her know that 1) these lights have been reported to Public Works and 2) in the future, she can report any issue to the County's customer service line 272-5900.
1617	4/15/2015	N/A	N/A						Telephone	Telephone	South Tampa/West Tampa	Caller said he lives near the work site of I-275 and MacDill Avenue and that mostly there have been no problems, other than dust from the site landing in his neighborhood. He says a train should be put down the middle of the interstate, like they have in Chicago.
1618	4/16/2015	N/A	N/A						Telephone	Telephone	South Tampa/West Tampa	Caller complained about Westshore Blvd being backed up every morning, especially at the intersection of Kennedy Blvd. She says there aren't enough lanes to move traffic and now there is new construction in the area.
1619	4/17/2015	Paul	Body						Telephone	Telephone	Northeast/Plant City	Mr. Paul Body called to say that the need for mass transit in Plant City needs to be revisited. He said it fizzled a few years ago, but now with the growth of Plant City and the I-4 corridor, mass transit is needed. He says several, smaller towns in Pasco and Polk Counties have mass transit.
1620	4/20/2015	John	Zweigart						Telephone	Telephone		Mr. John Zweigart called to ask about any bus driver jobs. Lori Hudson emailed Marco Sandusky and Sandra Morrison at HART, requesting that a HART representative call Mr. Zweigart back.
1621	4/20/2015	N/A	N/A						Telephone	Telephone	Brandon/Riverview	Caller lives in Riverview and takes the bus, usually 53X. She says more bus stops are needed and that she has to ride a bike to get to the bus stop. She says a bus stop at 301 and Fikle would be helpful.
1622	4/21/2015	N/A	N/A						Telephone	Telephone	Brandon/Riverview	Caller says HART bus 53X needs more stops in Riverview. She recommends a stop at a restaurant named Fred's Market. Also, she says bus 46 into Dover needs more stops, too. Caller relies on buses and doesn't have a car.
1623	4/22/2015	Dave	Schultz						Telephone	Telephone		Mr. Schultz called to ask where to get a schedule or agenda of the Go Hillsborough process, how can citizens be copied and how to get notified of meetings? He gave 813 416-0656 as the number to reach him. Lori Hudson tried numerous times to reach Mr. Schultz, but a message comes on that the voicemail box is full and no message can be left. Tried to return calls at 4:05 p.m. on April 22 and 3:09 p.m. on April 23.
1624	4/22/2015	Ralph	Greenlee						Telephone	Telephone	South County/Sun City	Mr. Greenlee called because he could not find projects he'd drawn at GH meetings on the I-Neighborhood app. Lori Hudson called to clarify that only County planned projects were on the map online. Mr. Greenlee expressed his dissatisfaction. Hudson offered to get him a digital version of the map areas he had drawn. Mr. Greenlee agreed, but also requested a printed map. Brian Bollas with PB is preparing the materials for Mr. Greenlee. UPDATE 4/28...Hudson emailed the digital map to Mr. Greenlee and mailed a printed map to him as well.
1625	4/28/2015	Leanne	White						Telephone	Telephone	Brandon/Riverview	Ms. White called about concerns with Lumsden and Durant intersection and Valrico and Durant intersection. She mentioned she had been at a Go Hillsborough meeting at Bell Shoals and was told there would a right turn only from Durant onto Lumsden. She said the developer of a new neighborhood is putting in a left turn lane, headed west on Lumsden and onto Durant. She objects to this. She also says there is no need for a light at Valrico and Durant, that the 4-way stop works fine. Lori Hudson referred the call to Mike Williams in Public Works to call Ms. White about her concerns.
1626	5/2/2015	N/A	N/A						Telephone	Telephone		Why not enact a sin tax on cigarettes and liquor to pay for transportation needs?
1627	5/4/2015	N/A	Campbell						Telephone	Telephone	Brandon/Riverview	The caller expressed concern that roads within the Providence Lakes subdivision are not in good shape and need repaving. Caller's information was given to Public Works and staff called to inform him that roads were micro-surfaced in 2004 and are not scheduled for resurfacing at this time.
1628	5/4/2015	Terry	McGuiness						Telephone	Telephone	Brandon/Riverview	Caller says there is no need to educate the community about transportation/traffic. I-75 north is a parking lot. It's a big mess. Do not allow any more development.
1629	5/5/2015	Gary							Telephone	Telephone		Caller says moe bus terminals/stops are needed near high schools. Buses should have more stops in order to attract more people to use public transportation. Also, buses near high schools can be used instead of school buses.
1630	5/5/2015	Mrs.	Mercer						Telephone	Telephone	Northwest	Mrs. Mercer lives near Dale Mabry and Waters and wants to know what public transportation options are available to her. Her information has been forwarded to HART for contacting the citizen.
1631	5/5/2015	N/A	N/A						Telephone	Telephone	Brandon/Riverview	Caller says public transportation is a necessity and should be modeled after the system in New York City. Buses should stop every 15 minutes with 24 hour service. Caller lives in a rural area of Brandon and says there is no public transportation in her area.
1632	5/6/2015	N/A	N/A						Telephone	Telephone		Caller complained that all government does is spend, spend, spend. Instead, we need to look at cutting. Also, why are we spending money on trails, when those dollars should go to needed road projects.
1633	5/8/2015	Tim	Curtis						Telephone	Telephone		Caller complained about Go Hillsborough signage that says "New Revenue Focus" (for Phase 4). He says do not raise taxes for rail.
1634	5/9/2015	N/A	N/A						Telephone	Telephone	Brandon/Riverview	Caller called to say her family had moved away 10 years ago (military), but recently moved back and bought a house in River Hills. She is very disappointed with the congestion on Little Road, much worse now.
1635	5/9/2015	Tom	McCormick	10329 Carrollwood Ln. #88	Tampa	FL	33618	Telephone	Telephone	Telephone	Northwest	Mr. McCormick called and left a message that he would like to receive information about transportation alternatives. Lori Hudson called Mr. McCormick and provided him information about the Sunshine Line and HART services, and provided him contact numbers.
1636	5/11/2015	N/A	N/A						Telephone	Telephone	Brandon/Riverview	Caller called to say that the construction work on Lithia-Pinecrest could be done better. She is concerned that the markings on the pavement are not well done and will need to be replaced in a few years. Her concern has been sent to Mike Williams, Public Works.
1637	5/12/2015	N/A	N/A						Telephone	Telephone	Brandon/Riverview	The caller says that something needs to be done about the newly expanded exit ramp off I-75 on to SR 60. She says the two lanes are confusing people and that they don't know which lane to be in until they're at the bottom of the ramp. Caller recommends marking the pavement to show the turn lane for 60 West and the turn lane(s) for 60 East.
1638	5/13/2015	N/A	N/A						Telephone	Telephone		Caller complained about the wasteful spending on the Sun Rail project in Orlando, and an addition now to Volusia County. Caller says we don't need light rail. He also complained that he's tired of using Sun Pass and that he is overcharged, paying a bill over and over for use on Sun Pass roads. He says we don't need to raise taxes or raise rates.
1639	5/14/2015	N/A	N/A						Telephone	Telephone		Caller with a very thick accent said that the 31st or 34th route bus was late this morning and already gone by 9:05. Lori Hudson forwarded this information to HART.
1640	5/15/2015	N/A	N/A						Telephone	Telephone		Caller called to say there should be no more taxes for transportation. Caller said there's no need for more tax dollars to be raised and that, like before, if a measure goes before voters it will fail.
1646	5/18/2015	James	Bowers, Jr.						Telephone	Telephone	Central/East Tampa	Mr. Bowers called the Comment Line to ask about transportation options. He stated that he is disabled and in need of transportation services. Lori Hudson called Mr. Bowers and provided him with contact information for the County's Sunshine Line.
1647	5/20/2015	N/A	N/A						Telephone	Telephone	Brandon/Riverview	Caller says that she is very concerned about the intersection of Bloomingdale and Lithia-Pinecrest, and the area around there. Lots of traffic congestion there that makes her commute a long one. She says there is now going to be a super Walmart there and worries about the impact to roads. Caller says roads don't seem to be planned well to handle the increases in traffic.
1649	3/3/2015	Ralph	Greenlee						Telephone	Telephone	South County/Sun City	Called to ask if materials at the Bell Shoals meeting (3/3) will be the same as those at last week's South County meeting. Lori Hudson left a voicemail informing Mr. Greenlee that the same countywide maps are at all meetings
1651	2/15/2015								Telephone	Telephone		Saw the Tribune editorial about the meetings. Asked what time they started.
1652	2/16/2015	Tarrantce	Lenoir						Telephone	Telephone		Had RSVP'd for Feb 17 meeting, but now attending a Mar meeting instead.

**Public Comments Received Outside of Workshops**

ID	Date_Received	Name_First	Name_Last	Organization	Address	City	State	Zip	Email	Source	Region	Gen_Comment
1653	2/18/2015	Ralph	Greenlee							Telephone		Wanted to know who from County staff were attending the February 26 meeting
	3/17/2015	Teresa	Gettell							Telephone		Ms. Gettell called the Go Hillsborough Comment Line because she wanted to RSVP for the March 19 Tele Town Hall meeting. She mentioned that she had tried to RSVP online but wasn't sure it went through. Lori Hudson checked the email account, and saw where Ms. Gettell's RSVP was received. Lori Hudson called and left Ms. Gettell a voicemail that she was RSVP'd for the meeting.
4	2/15/2015	Sue Ann	Curd				FL		sacea3521@gmail.com	Website	Brandon/Riverview	When will the commissioners quit allowing new construction before we have the roads to handle it? Fishhawk and the new construction at Lumsden are prime examples. Lithia Pinecrest is not being widened for the benefit off many because of the loud objections of a few. This would never happen if commissioners were traveling these roads daily.
5	2/14/2015	Karen	Webb						karencares50@yahoo.com	Website	Westchase/Town-n-Country/Carrollwood	Bus Stop #8212 needs to be cleaned, the garbage needs discarding, and it needs sweeping out. Thank You
6	2/15/2015	Robin	Varnadore						jpfestivalrobinv@aol.com	Website	South Tampa/West Tampa	I travel from Plant City to St Pete to volunteer for events & have looked into relocating residence there for about 4 yrs. I find that traveling 275 south from I-4 is a huge problem. If you have any kind of events in that Tampa area you are stuck in traffic. If there was a way for 275 to go totally over that area straight to the beach areas from Clearwater to St pete you would have a lot more people, vacationers & stay cationers traveling more. Traveling 75 south has accidents and back up daily also. Being able to afford to move to the beach area is expensive & I find it hard to rent close to the beach because no one is renting. ? Too many homes for sale? I like hearing about the expansions in St Pete to draw people in & I want to make sure things go thru before I make a move & I can be apart of the community & their fundraising events & possibly a job. I am already the volunteer coordinator for Johns Pass Village in Madiera Beach & they are just too small. Anyway, you can't draw in people when there are only two major highways that is just not big enough for Hillsborough & Pinellas County attractions. Thank you
9	2/19/2015	April	Cooper				FL		lgfan666@gmail.com	Website	South Tampa/West Tampa	I think tire strips should be installed at the express ramps coming and going from the nightlife hotspots: hyde park, soho, casino, ybor, etc. It would hault the wrong way drivers in the act, catch more drivers under the influence and prevent deaths/accidents
10	2/18/2015	Madelle	Becker				FL		mrbecker2@frontier.com	Website	Brandon/Riverview	When are we going to get another I-75 exit between the Gibsonton and Sun City Center exits? The traffic at Big Bend/Apollo Beach is horrific, and with the new hospital it is only going to get worse. I don't know how emergency vehicles are going to get through. Another exit would relieve some of this. Please give us some hope that this is on a list of future projects
42	2/24/2015	Joe	Kilgore						joenmary@hotmail.com	Website	South County/Sun City	I live in Apollo Beach and could not get in at last nights meeting. Therefore, I would like to send in some comments. We need the Apollo Beach blvd Extension to US 301 and ramps at I75. It now takes me 45 minutes to 1 hour to get to I75 from my home during rush hour. Ramp enhancements at Big Bend may help. Letting Waterset off the hook for improvements is unbelievable. US 41 is anightmare. It is unbelievable that Causeway, the Palm River Bridge and US 60 intersections are under construction at the same time. Then CSX closes all the side streets. My commute to MacDill AFB went from 30 minutes to 1-2 hours every morning with no way around. Southshore is growing way faster than anywhere else in the county and infrastructure is still in the 50s.
43	2/24/2015	C. Gerald	Harbison, Jr						gharbison51@gmail.com	Website	South County/Sun City	Big Bend stays backed you in both directions. Ingress and egress to I75 are terrible. We do not play well together and traffic is a mess. Could we try something like timed traffic lights? Traffic control is not traffic congestion. SOMETHING else needs to be tried, and this wouldn't COST anything but time and is reversible. Thank you for your time
44	3/2/2015	Matt	Jellison							Website	Brandon/Riverview	Addressing the traffic signal sequence on SR 60 between Plant City and Brandon would help the flow of traffic. For westbound flow in the mornings, the signal at Dover Rd is not in sequence with Mulrennan Rd at all. From Mulrennan Rd to Mt. Carmel Rd, the signals should change closer together, to help eliminate the start and stop that occurs at every signal. Short of adding an additional lane, flow between Bryan and Parsons is what it is. Traffic flows fairly well from Parsons to Grand Regency, although the signal for the Bandon Mall (Publix) exit can impede traffic flow when not in sequence with the signal at Kings. The sequence for the signals for Grand Regency, the I-75 exits and Falkenburg Rd doesn't seem to take into account the sheer amount of traffic that fills this portion of SR 60. In the evenings, its basically the same issues in the eastbound direction. The major difference would be the length of the green light for eastbound traffic on SR 60 at the signals for Miller Rd, St. Cloud Ave, and Mulrennan Rd. The green light could easily be 10 - 15 seconds longer, with what little traffic is coming off these side roads this time of day. Some infrastructure improvement suggestions would include: Going from 4 way stops to flow inducing traffic signals on the eastern end of Lumsden Rd. Additional travel lanes on Lumsden east of Lithia-Pinecrest as far as possible. Additional travel lanes on SR 60 from Valrico Rd east to County Line Rd. Additional travel lanes and a center turn lane on MLK/SR 574 from Parsons to Plant City. Additional travel lane and center turn lane on US Hwy 92 from I-4 to Plant City. Additional travel lanes on SR 60 from Falkenburg Rd west to 21st/22nd St in Tampa. Additional travel lanes on US 301 from Palm River Rd north to I-4. --
45	3/2/2015	Susan	Lng						susan@swlong.com	Website	Central/East Tampa	We need a transportation referendum in 2016. BUT this time we, the voters, need to know where the transportation system will go in both the long-term and the short-term. We need to know the cost and the type of transportation. We, truthfully, need light rail. It will be expensive int he short run but studies show it will pay for itself through fares and commercial development around the stations. The system may only go from Downtown to the airport initially but a plan needs to be laid out that shows what additional routes will be added over time. New Tampa to Downtown is important. Westshore to the airport and USF to downtown and the airport are also important. In the long run, there need to be shuttle buses from the stops to major parking areas or from the stations to other areas like a sider web. Our buses are not reliable enough to get to and from work on a regular basis People cant reliable get to work on time. We need both E/W routes as well as the already existing N/S routes. The referendum needs to be specific if you want people to vote for it. It also has to include links (in the future) to outlying county areas - maybe a single route to Riverview and a single route to Plant city. The county residents outside the city need to see that they too are going to benefit.
53	3/3/2015	Daryl	Watkins				FL		dwatkins8@yahoo.com	Website	Brandon/Riverview	The solution to the problem is to limit growth. It is obvious! But, we all know too well the power and influence of developers money. With Commissioners, like Higginbotham who parrots Governor Scott's proclamation, "We are open for business!", development will be rubber stamped, "Approved". So here we are attempting to put a band-aid on a severe laceration caused by irresponsible leadership. Apartments = Gridlock. Expanding bus routes will cause further gridlock due to the buses blocking traffic to pickup and let off passengers. According to the charts presented at Belle Shoals Baptist Church, developers have contributed a drop in the bucket for the roads when they are the major cause of the problem.
55	3/4/2015	Spencer	Kass						skass@landmarcrealty.com	Website	South Tampa/West Tampa	I don't see any proposal to update roads for self-driving vehicles, I don't see any proposals to update traffic signals to the new computer automated systems (something that would help the most people for the least money). It is a shame that the Policy leadership group is focused on last year's ideas and not true future planning.
325	2/23/2015	Lisa	Kennedy				33572		grllegend@aol.com	Website		
422	3/9/2015	Vicki	Zamora						vickizamora@kw.com	Website	Brandon/Riverview	I applaud the effort to get the community involved with transportation issues. As a Realtor, my motto is Live, Work, Play - Riverview. I try to persuade people to live near where they work to lessen the commute and all the pit falls that are associated with

**Public Comments Received Outside of Workshops**

ID	Date_Received	Name_First	Name_Last	Organization	Address	City	State	Zip	Email	Source	Region	Gen_Comment
423	3/9/2015	Susan	Lester						pdslester@gmail.com	Website	Brandon/Riverview	1) I would like to see the express buses or park and rides to downtown Tampa expanded to every 15 minutes, Monday through Thursday, 5 am to midnight. Friday's would be 5 am to 2 am (similar to Washington DC). Saturday 7 am to 2 am and Sunday 7am to midnig
460	3/11/2015	Susan	Ketterer						susathorn@aol.com	Website	Brandon/Riverview	I am willing to pay more on my property taxes each year or thru a 1/2 cent sales tax in order to fund public transportation by buses....as long as the bus routes are extended throughout all of Hillsborough County and bus route times are extended as well.
506	3/12/2015	Tom	Rask						tom@rask.com	Website	New Tampa/Temple Terrace	You are not enforcing your so-called "rules of engagement". Your very first rule reads: "Identify yourself. You must use your actual first and last name when you participate, including when posting any comments or participating in any discussions. Of course, you may not represent that you are any other person, whether real or invented, or imply any connection with any person or organization with which you are not in fact associated." Despite this rule, you are allowing people on your FB page to post under fake names, even though I have pointed out that both "Joe Smith" and "Jason Ball" are fake accounts. Your second rule talks about "excessive links to external websites". Look at the posts to your page (not FB comments...posts) by Bill Hutchison. He has repeated his post "what if the gas tax reflected the real cost of driving". If he can do it, and you don't enforce it, so can others. These comments will be shared, along with others, with the Hillsborough County Commission.
507	3/12/2015	Angela	Sotolongo						angiesotolongo@yahoo.com	Website	Central/East Tampa	I did not see a meeting for the wellswood/lowy park central tampa area (33603, 33604) There is a planned re-zoning for 5929 N. Rome (2 lane) for highly intensive use of 78 apartments. This is on the river ant the impact both environmentally and on the roads/traffic will be horrendous. Please advise if there will be a meeting to address the Wellswood/Riverbend area issues.
508	3/15/2015	Vera							driftedpigeon1@aim.com	Website	Northeast/Plant City	Please do not bring the public bus system to Plant City. We are a quiet small town. Those of us who BOUGHT homes here, did so because that was appealing to us. If you can't afford to commute, move to Tampa where the bus system thrives. There is a certain trouble that comes with those in poverty who ride buses. Please keep that riffraff out of our small peaceful town. No one forced any one to move here so don't force your buses on us.
509	3/16/2015	Srinivas	Parsi						sparsi@gmail.com	Website	Brandon/Riverview	Hello, First of all, thanks for organizing multiple events to gather information from the citizens on the issues and also exploring the options. I would like to suggest below two recommendations. 1. Please plan on connecting Selmon Expressway to I-275 so that we can avoid going through downtown and I-4 & I-275 junction for going to the airport. I am a frequent traveler and its always unpredictable on how much time it takes to reach the airport from Brandon area. As you may very well know that the major traffic bottlenecks are around the downtown area and by having direct connection from Selmon Expressway to I-275 so we can avoid downtown traffic and reach the airport in a timely manner. Right now I use Selmon Expressway and get down at the Willow Ave and take the local roads to I-275 which wastes valuable time while hurrying to the airport. 2. Please install a traffic light at the intersection of "Valrico Rd and Sydney Rd" in Valrico. I live close by to this intersection and its scary to take left turn from Sydney Road onto Valrico Road during the peak times. I have seen lot of people going around and taking the turn at the Valrico Rd and Wheeler Rd where there is a traffic light. There were numerous accidents at the intersection of Valrico Rd and Sydney Rd and I am not sure what would catch the county transportation officials attention in installing the traffic light and to stop these accidents. Thanks.
532	3/17/2015	Daryl	Watkins						dwatkins8@yahoo.com	Website	Brandon/Riverview	These transportation workshops are an exercise in futility. The county commissioners are granting rezoning requests for thousands of apartments when they know that the existing roads are already "failed roads". If the developers are not required to take on the responsibility of funding the roads then we are doomed. We are doomed anyway due to commissioners like Higginbotham who will rubber stamp approval for higher density rezoning no matter what. Brandon is on its way to being slums due to the reckless rezoning. The deck is stacked in favor of the developers. There is no solution with our current commissioners in office.
533	3/17/2015	Doug	Gaal						dgaul8@tampabay.rr.com	Website	Northeast/Plant City	I first want to say roads are terrible here in Plant City. Second, sidewalks are needed on Turkey Creek Rd between MLK and 92. Third there is no public transportation to Lakeland or Tampa on the weekends?
723	3/19/2015	Robin	Deoraj						robindeoraj@yahoo.com	Website	New Tampa/Temple Terrace	Can we be sure to encompass smart traffic lights in our future plans?
724	3/19/2015	Steven	Bulger						stevenbulger@hotmail.com	Website	Westchase/Town-n-Country/Carrollwood	One item in the 'Projects Map Legend' is incorrect. The light blue line is not for ATMS as ATMS is the question mark. What does the light blue line on the map mean? I attended your phone meeting tonight. Great idea!
726	3/19/2015	Edith	Farley						edithfarley@me.com	Website	Westchase/Town-n-Country/Carrollwood	When is Hillsborough County going to create the Citrus Park Extension near Citrus Park Mall? Also, Go Hillsborough needs to communicate with the building department. Hillsborough County building department keeps allowing permits for building apartment complexes and the roads can't handle that much traffic. Is there any way that we can have the road size increased BEFORE anyone builds more apartments?
727	3/19/2015	Phyllis	DeFonzo						marisfan1961@yahoo.com	Website	Brandon/Riverview	I partook in your telephone town hall meeting on March 19, 2015, and heard the response given to a caller's inquiry regarding more routes for the FishHawk area. The responder said there was not the demand to justify more routes. Can you please tell me when the last study was done in this regard? Certainly the amount of traffic during rush hours, and the volume on the local streets, may justify a re-look at this to see if demand has increased since your last study. Even one route a day for folks other than MacDill people would be helpful to your goal of easing traffic. Thank you.
728	3/19/2015	Ruth	Brown						rsbrownfhr@verizon.net	Website	Brandon/Riverview	Potential Projects: 1. Widen Lithia-Pinecrest Road (Phase III) to four lanes from Bloomingdale to FishHawk Trails Drive/Hawk Park Blvd. 2. Widen FishHawk Blvd Phase III to four lanes from FishHawk Ridge Drive to Lithia-Pinecrest Road. This includes connecting Randall Middle School traffic at the FishHawk Blvd./FishHawk Crossing Blvd. intersection. 3. Lengthen the FishHawk Blvd Eastbound right-turn lane south onto Osprey Ridge Drive. 4. Provide Funds to resurface FishHawk Ranch Roadways and Sidewalks.
730	3/25/2015	Larry J.	Jones						lkjones13@verizon.net	Website	Brandon/Riverview	With the two new neighborhoods: South Dover Road (Pulte Homes-Highlands) with plans for 107 new homes and Lumsden Road-La Collina with plans for 216 new homes, why don't I see any plans for upgrades to the infrastructure? Road congestion, water supply, sewage, etc. The area around Lumsden/Lithia is already a nightmare and with 216 more homes it can only get worse. I do see on their plans there will be an exit to Lithia but have any of you been in that area in the afternoon to experience the traffic now? I live off Durant Road between 2 schools and don't even attempt to go anywhere during school times in the morning and afternoon. What are the County's plans to address these issues?
731	3/25/2015	Thomas	Huggins						thugginsii@aol.com	Website	New Tampa/Temple Terrace	Please remove SR 579 from the truck route list. It is primarily a residential street and has insufficient lighting and traffic controls. The truck traffic makes it a very dangerous route for residents of the area.
732	3/19/2015	Gregory	Carter						gcarter24@verizon.net	Website	New Tampa/Temple Terrace	I would like the county to remove CR579 from the truck route list. Doing this will reduce traffic and make the roadway safer for residents and churches along the route and in the community. The heavy weight of trucks traveling there route increases work repair needs which will be greatly decreased when trucks are no longer allowed to travel CR579. Mainly, for the safety of our community, please consider not allowing CR579 be used as a truck route. Thank you Gregory Carter.
733	3/20/2015	Christopher	Midkiff						klbrz8@aol.com	Website	Brandon/Riverview	Why do elected officials of Hillsborough County and Florida constantly pursue new development without plans for the infrastructure to support it?
734	3/20/2015	Jeanette	Casida						JLCJCFL@aol.com	Website	Brandon/Riverview	My suggestion for public transportation is to have a jury duty bus. There would be park and ride lots at various locations in the county for buses dedicated to take people to the courthouse in Tampa in the morning and return them to the lots at noon and at 5 or so. It would relieve congestion on the roads since there is so much construction going on. People who don't have cars or those that find driving to downtown Tampa difficult would find doing their civic duty much more pleasant.

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735	3/19/2015	Amber	Duren						amberibduren@gmail.com	website	Westchase/Town-n-Country/Carrollwood	I may not be able to attend one of your meetings, but I have a transportation request. In Westchase, there is a raised grassy median at the intersection of Linebaugh and Race Track road that prevents many people from getting into the left-turn lane. For this reason, traffic is often backed up for 0.5-1 miles on Linebaugh, even during the day on weekdays. This has become a dangerous situation because bigger cars commonly drive over the median to get into the turn lane. The median is degrading because of this. It has no landscaping, so it does not provide any aesthetic value. It would be highly beneficial to the community if this median was removed and the left-turn lane elongated. Thank you for your consideration.
1058	3/19/2015	Shirley	Burdett						shirley810@verizon.net	Website	Brandon/Riverview	I held for an hour and never got the opportunity to pose my question. During the entire "forum" I never really heard any significant answers to the tax payers questions. If you are interested in speaking with me, please feel free to contact me at the number listed above. I was under the impression that Sandy Murman was a participant. I know that she holds a special place in her heart for Adults with Developmental Disabilities. I have heard nothing indicating any plans to try to improve the quality of life of these citizens who had not choice in their lifestyle. It seems that we are more concerned about transportation, traffic, etc. --
1059	3/26/2015	Richard	Pyrczak						rich.pyrczak@gmail.com	Website	Westchase/Town-n-Country/Carrollwood	Part of any reasoned transportation plan will involve rational planning decisions. Getting people out of their cars, which is paramount for livability in a metro area of nearly 3 million people, will require proven urban planning: smaller or no setbacks, cars parked behind businesses, in garages, or underground, more bike lanes, usable sidewalks etc. That said, at least in the urban core, one should be able to move fluidly by bus and/or light rail. That should be a given in an area with this kind of population. Tampans have been spoiled with relatively light traffic compared to Atlantans, for example. People here complain about the traffic, but they have no idea how bad it could get with just a few more cars on the roads. Rather than playing catch up, if people want to preserve a high quality of life, Hillsborough County will need to stay ahead of the curve. So moving people around the core quickly and efficiently is a good start. Express lines linking near suburbs like Town n' Country and downtown would be a great next step. How about simply multiplying buses and routes? Has anyone looked at express bus systems like those of Mexico City, LA, or Bogota, where accordion buses move large numbers of people very quickly down dedicated lanes in the middle of big boulevards, from raised platform "station" to "station?" (with turnstyles). This is much like light rail without all the infrastructure requirements. I would be very happy to pay a significant increase in sales tax, or better yet, a progressive levy to fund such projects, even if I did not see immediate benefits. The benefits will eventually accrue to all. I am strongly considering leaving the area in a few years because of its worship of rampant car culture. It makes what could be a delightful place to live aesthetically gross-- I can't think of any other way of describing the development on Dale Mabry, for example-- unhealthy, and much less livable. Car culture here reduces the area's advantages to sun, heat, decent food, and relatively cheap housing for a major metro area. To not develop other assets by leveraging strong public transportation network is to ignore the community's true potential-- at our own peril.
1060	4/7/2015	Sharon	Calvert						scalvert@tampabay.rr.com	Website	New Tampa/Temple Terrace	Please send me the audio link from last week's tele-townhall and also provide how many residents were called and how many were on the call. In addition, please clarify or confirm if you have or do provide the surveys electronically and whether you also receive the surveys back electronically via email
1061	4/9/2015	Renee	Matthews						r7matthews@gmail.com	Website	South Tampa/West Tampa	My biggest issue with commuting is sitting at extremely long lights, pop-up construction, and distracted and confused drivers.  I would prefer public transportation if it was cost and time efficient. I drive a fuel efficient vehicle so it never makes sense for me to ride the bus. I only spend about \$4.00 in gas per day (36 mph avg)
1062	3/8/2015	Clyde and Angela	Davis						Adavis2216@tampabay.rr.com	Website	Northeast/Plant City	Need a new easement Culvert install it have. Please call ASAP. 813-545-3118
1063	2/18/2015	Mary	Easterly						easterly44@tampabay.rr.com	Website	South County/Sun City	All you ever hear about is "how much it is going to cost" for new roads, repairs, hiring outside consultants, etc. It is very expensive - all of it. My thoughts - have cars inspected every two years using state allocated inspection centers. This was done a few years back. It takes vehicles off the road that are a danger to the highways and people driving on them. Automobiles without stickers will be fined if they don't get an inspection within an allotted time. If not done within that time period, the automobile license will be suspended and the automobile impounded. Using this system will help to take uninsured drivers, unlicensed drivers, and illegal aliens off the roads. Doing so will lessen traffic, save on wear and tear of the roads, and make it safer for everyone driving or walking on the roads. In the end, monies will be generated by using the inspection system by paying for inspections, fines, and will also add business to repair shops, auto retail stores, DEpartment of Motor Vehicles, and increase state revenue for transportation needs.
1064	3/13/2015	Don	Nightengale						donnight@hotmail.com	Website	Central/East Tampa	I live in Historic Ybor and do not own a car. I am a retiree and own my condo. I use my bicycle and I use the Trolley and busses for shopping and getting to medical appointments and entertainment activities. As a town, I find Tampa to be woefully short of bike trails, and information about what trails they do have. I believe Tampa needs to develop a bike trails system for N/S and E/W travel. These trails need to be linked together and include dedicated lanes, not just streets and sidewalks. The bike paths on Bayshore are good examples of well laid out (but marginally maintained) bike paths. I believe those paths should be marked with a bright green or orange paint and have brightly painted symbols designating them as bike paths painted into the roadway. The current paths are simply not sufficient to induce people to ride or protect people who do, which is a shame in a city with as pleasant a weather as Tampa has.  I find the bus system here to be pretty good. It has functional routes and is affordable. It is deserving of taxpayer support. The trolley system from Ybor to Tampa needs better hours. It is difficult to use it functionally from Ybor as it does not start operation till around 11AM. With that type of start time it is ineffective as a commuter operation. The interface between the trolley and the #30 airport bus is also poorly identified. It is a stop on Whiting, but there is no signage or announcement to that effect. In fact there is very little in the way of coordination between the trolley and the busses. After three years of living here I still do not understand how the downtown trolleys on wheels work, who they serve or where and when they go. In general I find Hart to be pretty well run. There will always be issues with ornery riders and frustrated drivers, but for the most part you seem to get the job done. I believe you need to do a better job of communicating with the community with what you are doing well. You need to better identify your routes and the basic transfer process to get people from point a to point b. Use landmarks and destination points. If you have a bus that goes to Busch Gardens for example, SAY SO on the side of the bus, so that people seeing the bus on the route can think "gee, I could take the bus next time I go." That's about it.  What you are doing now is a good start, but you need to develop your ridership into an advocate group that helps improve your system rather than a group trying to save it.

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ID	Date_Received	Name_First	Name_Last	Organization	Address	City	State	Zip	Email	Source	Region	Gen_Comment
1065	4/8/2015	Barbara	Lynch						nola_nyny@hotmail.com	Website	South Tampa/West Tampa	I live in St. Petersburg, but work in South Tampa. Currently I do not have a car so i can not attend the workshops. However the transportation issue directly affects me every day. It is a great challenge to get from St. Petersburg to Tampa on public transportation - so much to the point that I have risked losing my job. More than just providing better transportation for one county, both counties need to work together to make it a united system. There are so many other cities that have been able to figure this out. I am originally from St. Louis and I am amazed at how well their transit system is operated. Tampa is much larger and should be able to provide similar service. Just expanding the highways does not alleviate the traffic. In fact, the traffic on the Howard Franklin coming into Tampa is worse now that the construction for the airport exit is complete. Everyone is forced to drive so the goal should be reducing the number of cars on the road. Even a good car! pool system would help, but from what I have seen that is not available. I signed up for a carpool from 4th and Gandy to South Tampa, and there are NO drivers that go that way - but then why am I always stuck in traffic? I could go on and I would love to be involved as I am very passionate about this topic. Unfortunately, I am limited by transportation so I can not attend the meetings to address this.
1066	4/8/2015	Paul Rodney	Body						rodneybody@yahoo.com	Website	Northeast/Plant City	I am a resident of Plant City and believe our area has some unique issues unlike any other community in Hillsborough County. First of all Plant City is 22 miles from downtown Tampa. It is actually much closer to its larger neighbor of Lakeland in Polk County that is just a short 10 miles away on the I-4 corridor and U.S. 92. In its economy and culture it actually has more in common with Polk County than Hillsborough County. It is not a large city like Tampa nor a part of the suburban sprawl of areas like Brandon/Riverview. Plant City is relatively a small town by Florida standards with a population of 37,000. It is growing being on the I-4 corridor although at a bit smaller pace than the unincorporated urban sprawl areas like Brandon and Riverview. There is a feeling among many residents in Plant City that political officials in Tampa and Hillsborough County look down on Plant City in a rather condescending and patronizing way. I.E. the small country town in the extreme eastern section of the county that is rural, backward and provincial. This stereotype is not really accurate. It is rather a small city with a ton of potential for growth simply because of its location on the I-4 corridor with being close to Lakeland a very progressive mid size city of 101,000 just 10 miles away. In fact on the County Line Road the Plant City and Lakeland city limits are joined together at the hip. Some in Plant City including me think that the politicians and leaders of Hillsborough County should take Plant City more seriously as a place that in time because of its location will need more mass transit attention from Hillsborough County. Plant City is no longer that tiny little town in the rural boondocks of extreme eastern Hillsborough County. It is beginning to grow albeit somewhat slower than the rest of the county. There are now many new homes going up in Plant City along with a new hotel and some upscale apartments. There is also a comprehensive plan to develop the Northeastern Section of the city which will move the city's development closer to Western Lakeland in Polk County.
1067	4/3/2015	Susan							sh389@mindspring.com	Website	South County/Sun City	Maintenance and resurfacing is definitely a huge problem for Kings Point residence using the county roads entering the south gate. The physical area would be 33rd St. SE, left or east on 14th Ave SE and the entire 14th Ave. The population using this area are the elderly (majority over 65), contractors and rural families with bus-age children. This area is in dire need of widening and repair. Someone is going to get hurt or killed. Please address.
1068	4/2/2015	Lynn	Hirschfeld						lyngberg@aol.com	Website	South County/Sun City	Having just listened to the forum of questions and answers this evening, all solutions are having the same type of problems. Sounds like a family situation--not enough money!! Yes, new growth will have to help pay for the development in the area in which they are active. However, all the increased population, present and future, are going to have to help pick up the tab. A county gasoline use tax is the only fair way to accomplish this. If you drive a vehicle then help pay your fair share to make the improvements which are so desperately needed. (This should include buses, taxis, all other forms of mass transit.)
1069	3/26/2015	Neil	Cosentino						TBWorld.LLC@gmail.com	Website	South Tampa/West Tampa	USF Campus - a major stakeholder.  Interim Director D HINEBAUGH BUSINESS SERVICES K SHORT, Director NBRTI D HINEBAUGH, Director D Fink, Graphics Design J Flynn, Faculty -Student -D Fink, Designer V Perk, Faculty -Students B Pessaro, Faculty L Ravenscroft, Program Asst W Teague Graphics Design C Thole, Faculty -Students NCTR J VOLINSKI, Director MOBILITY RESEARCH/  EDUCATION S POLZIN, Director
1070	3/26/2015	Mary	Wells						maryalice.w7@gmail.com	Website	Brandon/Riverview	In Seffner on W. Wheeler Road between Parsons and Highview Road, a sidewalk is needed. Pedestrians and bicyclists have to walk and ride on either a very narrow shoulder or grass on peoples' lawns. Also I think a turning lane is needed onto N. Taylor Road. I was involved in a serious accident there. It is difficult for drivers on Taylor to see when pulling out onto Wheeler. There is a lot of traffic on Wheeler at 5:00 rush hour.

**Public Comments Received Outside of Workshops**

ID	Date_Received	Name_First	Name_Last	Organization	Address	City	State	Zip	Email	Source	Region	Gen_Comment
1071	3/24/2015	Kim	Ruiz						kimrico91@gmail.com	Website	Brandon/Riverview	The voters have repeatedly said we don't want more public transportation. We keep voting it down. You guys don't want to listen. I will NEVER want to take a city bus anywhere. I enjoy the freedom of driving my own car from my own garage to my destinations on my own schedule. I pay money for roads to be maintained and created, which doesn't get done properly. Potholes abound in the Brandon area. Tons of apartments, housing, businesses/retail locations are being built with the existing POOR and INSUFFICIENT roads we have. Do you "Go Hillsborough" people want to address the real problem? Power. Greed. Inconsideration for the freedoms of others. It's all about the money. I don't want public transportation to grow. I don't want to subsidize public transportation for others. If you want to look beneath the surface and trace problems back to their source, you'll find MANY different solutions to the problems that exist. NO to more public transportation. Period.
1072	3/21/2015	Jodi	Cohen						twinsbubble2@gmail.com	Website	New Tampa/Temple Terrace	<a href="https://urbanful.org/2015/03/17/5-solar-projects-excited/?utm_source=Urbanful+Master+List&amp;utm_campaign=298cdf71a8-March_20_Daily_Subscribers_A_B_Test3_20_2015&amp;utm_medium=email&amp;utm_term=0_1df64fbc84-298cdf71a8-197466345">https://urbanful.org/2015/03/17/5-solar-projects-excited/?utm_source=Urbanful+Master+List&amp;utm_campaign=298cdf71a8-March_20_Daily_Subscribers_A_B_Test3_20_2015&amp;utm_medium=email&amp;utm_term=0_1df64fbc84-298cdf71a8-197466345</a>
1073	3/21/2015	Patrick								Website	South County/Sun City	We need more transit to south county! Not so much more routes but more service...routes are too early for me from gibsonton wal mart park n ride.
1074	3/1/2015	Mary-Margaret	Wilson						mmfitzy@aol.com	Website	New Tampa/Temple Terrace	Two things 1. When will the call in numbers be announced? 2. Why no meeting in New Tampa for the Exploring Series, just an oversight? Finally: I truly believe that it is a mistake not to a single person's name associated with this web site is a huge mistake.
1075	4/9/2015	Jonathan	Baton						ranktimepoint@gmail.com	Website	Westchase/Town-n-Country/Carrollwood	(No comments...only name, phone, email)
1076	4/2/2015	Lawrence L	Westcott						llwestcott@verizon.net	Website	New Tampa/Temple Terrace	NO TAX FOR TRACKS. Please send me a survey on the proposed rail plan. Thank you.
1077	2/16/2015	Cyril	Spiro						acsproto@verizon.net	Website	New Tampa/Temple Terrace	Despite the law suit threat the new bridge on New Tampa Blvd is great. Now it's time to go to the next level and build an on ramp to 75 in both directions. This will dramatically reduce traffic on Bruce B Downs. Furthermore, it's time to extend New Tampa Blvd just north of Freedom through the wilderness to 275 and up to sunset blvd; with on ramps to 275 in both directions. This will significantly reduce traffic on Bearrs and County line road. If the residents in New Tampa , Tampa Palms and Lutz are polled, my hunch is that the majority will want this. Please ask them! Thanks, Cyril
1078	2/16/2015	Lew	Sibert						lewsibert@gmail.com	Website	Central/East Tampa	Tampa will never come close to its potential without a multimodal transporation system. We are way behind already; further delays are just not reasonable. We need an educational campaign that tells people what they are spending on their own transportation and how that would compare to use of other transit. We desperately need to increase frequency (every 15) and reach of the trolley NOW. Until that is accomplished, we can and should circulate a HARTPlus van that would mimic the trolley route(s) and build exposure. The trolley should use FL or Franklin Streets. We need a direct - no more than 3 stops - #30 bus to the airport from Ashley & Kennedy. This bus must have plenty of room for luggage ands strollers. The Scott/FDOT plan for pay lanes is unconscionable and once again penalizes the poor and intellectually challenged. Most egregiously, we CANNOT have these lanes - if they happen - dump traffic into Waterworks Park or onto Ashley. Ashley needs to be calmed from 6 to 4 lanes given the high and increasing amount of foot traffic. Light rail makes far more sense than FDOT toll lanes or new road construction. We need it now to the airport, to USF and to St. Pete and Clearwater from downtown Tampa. That's a start.
1079	4/12/2015	Russell	Hires						rhiess@earthlink.net	Website	New Tampa/Temple Terrace	I think your rail plan from before was all wrong. I feel like you picked the wrong route, and that you failed to dream big. It seems that there should be connections in roughly straight lines from where people are to where they want to go: from New Tampa to USF, Downtown, and West Shore. There's something between a triangle, a square, and a pentagon for places people are...Brandon, New Tampa, USF, Downtown, WestShore. Or, you can start small: A train from Brandon Mall to downtown, or even a smaller one from downtown to West Shore...I think it's a mistake to use existing rights of way, because the maps only encourage people to think that they can already go that way because they have a car and there's the interstate, so why would I vote to raise my taxes for a route I already use?
1080	4/12/2015	Christina	Carter						carter96@aol.com	Website	South County/Sun City	What's the deal? In the first set of meetings you held them at both Waterset and the Southshore Regional Library in Ruskin. 4/20 you are having the meeting at Waterset only, which has very limited parking; at the first meeting people were driving through the parking-lot, not seeing a parking-space anywhere, and kept on driving back home (I was almost one of them but at the last minute I decided to park behind two other cars parked in spaces, blocking them both in). The Southshore Regional Library has a huge parking-lot (if that fills they can park along the 1/2 mile of Beth Shields Way, which is actually a driveway to Beth Shields middle-school and the library. Southshore Regional is central to Ruskin, Sun City, Sun City Center, Wimauma, Apollo Beach, Gibsonton, and Riverview. 5/4 you are ignoring us again and wanting us to drive 20+ miles to a meeting at Bell Shoals Baptist. Why do I feel you don't want to hear from your constituents in Southshore? Could it be because you are planning to cut service even more, and you don't want to meet here to hear our complaints? I was born in Tampa and raised in north Riverview/south Brandon. The County used to treat Brandon as if they were an afterthought. When Brandon became large, and they realized they needed the Brandon vote for anything in the County to pass, Riverview was the area treated like the red-headed step-child the County ignored. Now it is Ruskin's turn; maybe we should threaten to secede to Manatee, like Brandon threatened to secede to Polk (before their voice was heard).
1081	4/13/2015	Stu							stwberg1212@yahoo.com	Website	New Tampa/Temple Terrace	As a resident of the Tampa Bay Area, I cannot enough express my frustration with the transportation system in our area. Traffic, terrible road conditions, lack of street lighting and lack of highways are killing the quality of life and economic development in our area. We need rail, BADLY, from downtown to USF passing Ybor, we need more highways, we need paved roads and we need lighting in our streets. As a citizen of the area, I do NOT mind paying slightly higher tax, temporarily, so all of the above mentioned are built.
1082	4/28/2015	Elizabeth	Boynton						eboynton@tampabay.rr.com	Website	New Tampa/Temple Terrace	My wish is for us to have a rail system to hook us up with the rest of the state. If that is not possible, we should put money into a better bus system for the county. There are some areas the bus does not go and that encourages people to drive more often.
1083	4/27/2015	Akilah	Wimbley						wimbleyakilah@yahoo.com	Website	New Tampa/Temple Terrace	RSVP
1084	4/25/2015	Paul	Goss						pgossb@yahoo.com	Website	Northeast/Plant City	ALL HART service inside of the City of Tampa should be frozen . Down town Tampa is not the end point any more for all bus riders. It was One HART Board Member who said this truth at a HART meeting. ALL future Bus routes "MUST" be in the County , where Zero service is Now and has NOT been in the 30+ years County Property Owners have Been taxed for Bus service NOT provided for or Planned. The County Tax payers has for the entire 30+ years of the creation of HART Paid for Tampa to have Complete and full neighborhood Bus service . East and South County will NOT support any Tax to add one bus route in tampa. I agree that Road improvements and maintenance of roads and highways in the County , NOT in the City Limits of Tampa.

**Public Comments Received Outside of Workshops**

ID	Date_Received	Name_First	Name_Last	Organization	Address	City	State	Zip	Email	Source	Region	Gen_Comment
1085	4/23/2015	Edward	Seward						etseward@verizon.net	Website	Central/East Tampa	Clearly, the transportation around Hillsborough has tremendous bottlenecks at different times of the day, different times of the year and different days of the week. And it is getting worse. M-F 7AM - 9 AM - massive transportation needs for commuters to get from their homes in the county and in distant counties to work at the sprawling greater Tampa business locations and students and teachers to get to their proper locations. M-F 4PM - 7 PM - The return of all workers and students to their homes within the county and beyond.. Sun - Sat - Event draws in downtown Tampa to a great extent in the evening hours coming from all areas of the county and beyond with the bottleneck mostly occurring during the incoming to Tampa cycle. There are also local traffic-affecting events that draw traffic to specific sites such as Gasparilla, the MacDill Air show, the fairgrounds, USF games and Dome events, etc. The sprawl of Hillsborough housing creates a difficult choice in providing mass-transit. Mass-transit will not be effective if the concentration of ridership is not large enough. The public will not use mass-transit if it does not travel from/to where they can easily start to where they want to go, when they want to go at a price that is cheaper than would cost them if the drive. I propose light-rail for transportation from/to major outlying areas and other counties to major locations in-county with free-parking at those outer areas. This should include a plan for a link or links to Pinellas. link to/from New Tampa through USF to Tampa. link to/from NW Hillsborough to Tampa link from to/From Fair grounds to/From Tampa For intra-Tampa transit, I propose short-haul monorail system. This would be as much a visual value as a transportation value. It would place Tampa (and Hillsborough) in the short-list of "futuristic city". The construction of a mono-rail would be easier (not cheaper though) than rail as, hopefully, it could be constructed mostly over existing roads. Suggested initial routes from/to a central transit site for both light-rail and monorail: Tampa - Ybor (via cruise terminal) Tampa - Airport (via International Mall) Use the carrot/stick approach to increase usage of the rail systems. Increase the cost of parking in Tampa, increase the price of parking tickets in tampa. Create free parking at the outlying rail STOPS. Create covered walkways from the central rail area outward. Consider elevated walkways from the central rail area. Sell monthly Passes for the rail system. Encourage apartment/high rise growth at the remote rail station areas with incentives. Create covered walkways at the outlying stops to the parking areas. Create a plan for the distant future with identifiable easy to reach steps along the way which will continue to impress the public as each is reached. And officially, publicly reevaluate along the way. Paying for all of this is not an easy answer. One would hope eventually the ridership would pay the maintenance and ongoing costs. Largely, the passenger car is the cause of our traffic and pollution woes, so I would charge them a large portion. Taxing all passenger carrying cars/vehicles (including taxis, limos, including Uber-like services along with the regular passenger car) should be a priority. I would do this through the registration system for passenger vehicles and through a surcharge per-ride for taxis and Uber-like services. Maybe a surcharge on parking at downtown events would be feasible.
1086	4/23/2015	James	Curry						jrcurry@icloud.com	Website	Brandon/Riverview	I'm concerned about the traffic volume on Gornito Lake Road. I live off of the southern section in a gated condo community called Villa Serena (about 1/4 north of Bloomingdale Ave). Since the new section of Gornito Lake Road opened several months ago (SR 60 down to near the east entrance to the mall), the traffic has increased dramatically. I like the new section. It gives everyone another north/south option & probably has cut back on people cutting through the mall to eventually go south on Gornito Lake. I have two additional concerns tied to that volume increase. There is a section of Gornito Lake that is only 2 lanes (between Providence Lake Blvd & Valhalla Pond Road. Traffic is often a mess at the Gornito Lake/Providence Ridge intersection (thru traffic on Gornito Lake & stop sign for Providence Ridge). Southbound Gornito Lake traffic trying to turn left (east) on Providence Ridge backs up traffic during rush hours. Providence Ridge traffic trying to turn left (south) Gornito La! ke has a similar problem, but not as much volume. It's also difficult to see the oncoming northbound Gornito Lake traffic due to Gornito Lake having a winding road in that area. Just recently, a new subdivision broke ground directly across the street (east side of Gornito Lake) from our sole Villa Serena entrance/exit gate. That new community is supposed to eventually have about 400 single homes. That subdivision's primary entrance/exit is directly across from Villa Serena. The last plans I've seen show a minor "rear exit" street to the east side of the new subdivision, but it appears to be one that will see limited use due to its location. Right now, it can be challenging to leave Villa Serena if you want to go north on Gornito Lake. Adding a potential additional 1000 vehicles from the new 400 homes will make it almost impossible. There's just one median cut-thru there with no southbound left turn lane to go into the new subdivision. It will be gridlock in the median cut-thru ! & the inside lane of southbound Gornito Lake. Last I heard, Hillsborough County has no plans to improve Gornito Lake Road (widen the 2 lane section, no plans to add a dedicated left hand turn lane into the new subdivision & no plans to add any traffic lights on Gornito Lake. There are NO traffic lights between Bloomingdale Ave & Providence Lakes Blvd. I hope this is not new information or a new concern & that there are plans already in place, that I'm unaware of, that will address all of my concerns.
1087	4/22/2015	Christopher	Akin						tampachristopher@yahoo.com	Website	Brandon/Riverview	I have a question about the upcoming Making Choices meetings, specifically the Telephone Town Hall meeting on May 4th. On the email invitation I received, it states the meeting is from 6-8pm however when I RSVPd the web site said 7-8pm. Can you tell me what time this meeting starts? Confused here as the information isn't consistent in your materials. Thank you!
1088	4/18/2015	Paul	Rodney						rodneybody@yahoo.com	Website	Northeast/Plant City	I live in Plant City and the city here has a comprehensive plan to develop the Northeast side of town. This will in time make the northeast side of Plant City a bedroom community to its larger neighbor Lakeland just across the county line in Polk County on the I-4 corridor. Plant City is growing albeit a slower pace than some other Hillsborough County Community but Lakeland has grown in leaps and bounds reaching a population of over 100,000. Plant City itself has reached a population of right at 37,000. Right now there is a huge luxury apartment complex going up on Frontage Road east of Plant City on I-4 but still in the boundaries of the Plant City city limits. There are plans for more apartment complex's and subdivision development on property that is in the city limits but unpopulated right now. At the County line Road Plant City Industrial Park there are plans for more commercial, industrial and restaurant development which is practically right across the road from the new huge Amazon plant on the Lakeland Polk County side. Recognizing these facts would make it seem to me that mass transit for Plant City's future needs to be revisited after a few years ago when it was tried and was unsuccessful. I say that because these new developments that are planned will increase Plant City's population as well as the fact that Plant City is right on the rapidly developing I-4 corridor (the main artery between Tampa and Orlando). Near the Plant City HCC campus there are a variety of athletic fields where sports teams come from almost everywhere in central Florida to participate in sports competition. I think now mass transit might actually work for Plant City. BTW there are smaller municipalities than Plant City in other counties that already have Mass transit access. I.E. Auburndale, Bartow, Haines City and Lake Wales on the Polk County Citrus Connection and in Pasco transit comes to the smaller communities of Dade City and Zephyrhills in East Pasco. With Plant City rapidly coming a bedroom community to Lakeland in which the downtowns of Plant City and Lakeland are just 10 miles apart it would be ideal of Plant City could hook up with the Citrus Connection but the Citrus Connection is unfortunately in Polk County with Plant City being in Northeastern Hillsborough. That would make it obvious for transit to come to Plant City in any significant way it would have to come from Hillsborough County of which it is a part. I would also add I have heard some residents in Plant City who live in some of our more economically depressed neighborhoods that mass transit would help them here in town as well. Their reasons are that they can not afford vehicles because of their modest income and many of the retail stores and businesses where they could find employment are on the James L. Redman Blvd. on the south end of town, or on Thonotosassa Rd near exit 19 I-4 or off of the Park Road exit 22 on I-4. Yes for the aforementioned reason the subject of mass transit needs to be revisited in the Northeast/Plant City section in a very significant way. Let's begin the conversation about future mass transit in this area of Hillsborough County. Sincerely, Paul R. Body
1089	4/16/2015	Kevin	Linne						kdlinne@gmail.com	Website	New Tampa/Temple Terrace	Would like to see sidewalk along County Line Road between the boundary of Hillsborough Co. and Pasco Co. Sidewalks from at least Livingston Rd to Bruce B. Downs, along the north and south side of County Line Road are very much needed. Thank you
1090	4/15/2015	Stephanie	Ura						su@harmonwoodslaw.com	Website	Brandon/Riverview	I live in Lithia / Fish Hawk. Something has got to be done about the traffic heading OUT of the Fish Hawk area in the mornings!!! Traffic is almost always backed up and traffic seems to be getting worse and worse.

**Public Comments Received Outside of Workshops**

ID	Date_Received	Name_First	Name_Last	Organization	Address	City	State	Zip	Email	Source	Region	Gen_Comment
1091	4/7/2015	Sara	Hendricks						hendricks@cutr.usf.edu	Website	New Tampa/Temple Terrace	Hello: I provide technical support to a transportation management initiative in the USF area known as the New North Transportation Alliance. Our Chair, Dan Jurman, who is with the Community Foundation of Tampa Bay, expressed interest in having a GoHillsborough presentation at one of our general meetings. Is this a possibility? We meet in the morning. Our next meeting dates are Friday, April 17 and Tuesday, May 12th. Can you call or email me? Thank you.
1093	5/3/2015	John	Denton						mediablitzweb@gmail.com	Website	Westchase/Town-n-Country/Carrollwood	
1584	5/8/2015	Nancy	Pease						ndpease@aol.com	Website	Westchase/Town-n-Country/Carrollwood	I am contacting you to express my support for the Citrus Park Drive extension. The roadway of W. Linebaugh Ave through Westchase has become much more congested in the last two years. Now with new construction of housing and the proposed building of a Costco on Linebaugh and Sheldon Drive, the Citrus Park Drive extension is one way that alleviate congestion on W. Linebaugh Ave. It is the prudent thing to do for our community!!
1585	5/8/2015	Julia	Vakulenko						juliavak@hotmail.com	Website	Westchase/Town-n-Country/Carrollwood	I live in Westwood Lake Community, which is just off Nine Eagles Dr., north of Race Track Rd. Nine Eagles road is only way in and out for our community (and I think for Eagles community as well). Its two lane road (one lane each direction) and there are two schools located just before intersection with Race Track. During school hours the road just gets blocked by cars waiting for drop off or pickup. All of the people from two communities, including school buses, are stuck waiting for parents to pick up/drop off their kids. Two minutes drive becomes 30-45 mins wait. When it's raining - it's even longer... It would help tremendously to residents, parents, kids and school if road, at least by the school areas, get to be wider. Maybe even wider side road on the south bound, or some space where parents can wait without blocking the road. Thank you very much, Julia Vakulenko PS: a lot of people from my community are willing to sign petition or something that you think might help us. Thank you.
1586	5/7/2015	Stacy	McLam						stacymclam@verizon.net	Website	Brandon/Riverview	I got a phone call the other night that introduced me to this forum. First I'd like to commend Hillsborough County departments implementing confence calls etc. to get the public involved in making decisions that effect us all. With Hillsborough County failing in pollution control and being one of the nations most populated yet low income, I strongly feel public transportation across the counties is in high need. There does seem to be traffic flow problems throughout so recommendation is to have green straight ahead lanes and green right arrow lanes to keep it going. I also want to share that with all the building in FishHawk and Riverview and the new traffic lights on 301 Brandon area, that traffic has shifted to 78th street. Because there is no traffic lights or cross walks between Causeway Blv. & Claire Mel Elem. this shift is making it very very dangerous for school bus stops, pedestrians, and resident drivers trying to get onto 78th street.
1587	5/6/2015	Sharon	Poole						sharbeth7@gmail.com	Website	Westchase/Town-n-Country/Carrollwood	WHY is there a crazy and stupid state law that exempts developers from contributing to the cost of roads and other transportation needs?? This is INSANE. No one should be able to build huge apartments and other buildings without a transportation impact study. These developers should be responsible for what they cause on the roads. Repeal the dumb state law!! My other suggestion is that Hillsborough Avenue should be made into a 6-8 lane elevated highway with on and off ramps!!!! It should not take me an hour to drive 7 miles!!!!
1588	5/6/2015	Lois	Brennan							Website	New Tampa/Temple Terrace	I live in Hyde Park where the side streets are two way. At certain times of the day it is nearly impossible to get down these streets with cars coming in both directions. During Gasparilla the streets become one way in order to ease the congestion. I believe this should be done permanently in Hyde Park since the traffic has drastically increased over the years with the addition of new apartments and condos in the area. I would like to see the transportation department consider this suggestion. Thank you for your time. Sincerely, Lois Brennan
1589	5/5/2015	David	Lorick						dlorick1@yahoo.com	Website	New Tampa/Temple Terrace	This region needs a coordinated public transportation plan. Local regional voters are not going to pay what it will cost. Please don't look at increasing sales tax. Instead, please lobby the State to provide a comprehensive urban transportation plan for the State that enables local, State and Federal dollars to be applied. The state of Utah did something like this in 1990's. I know the republican controlled government is all for further suburban sprawl and wider roads to promote land development rather than developing the urban core, but that is the battle the must be fought if we're going to have improved public transportation in Tampa Bay. That's what I think; what do you think ? Dave --
1591	5/15/2015	Sharon	Calvert						scalvert@tampabayrr.com	Website	New Tampa/Temple Terrace	As part of the GoHillsborough campaign, taxpayers have paid PB/Beth Leytham to conduct market analysis, do focus groups and do polling. However, none of the results of any of these activities are on the GoHillsborough website and transparently available to the public. Please provide me a copy of the results of each of these activities that have been conducted to date. Regarding any focus groups or polling, please provide the questions asked, who/demographics/what part of the county of who was polled and how they were selected, when they were polled or part of a focus group and the results. Thank you.
1592	5/14/2015	Nina	Tatlock						tatlock@verizon.net	Website	South County/Sun City	I have been unable to make any of the meetings, but I was wondering if you have considered Municipal Bonds for raising some of the needed funds.
1593	5/14/2015	Alan	Zeleznock						AZELEZNOCK@VERIZON.NET	Website	South Tampa/West Tampa	The focus should be on improving and maintaining our existing roads. There is no need for rail and there is no need for a tax hike. A large part of the existing traffic issues could be resolved by simply implementing an efficient traffic signal control system. It is amazing how often, driving around this county, that I run into delays not because of congestion, but because lights are not in sync. Thank you.
1594	5/14/2015	Sharon	Calvert						scalvert@tampabayrr.com	Website	New Tampa/Temple Terrace	Please send me the total number of distinct individuals and the overall total number of individuals who have attended the GoHillsborough meetings to date. Also please send me the audio link to the last tele-townhall held on May 4th. Thank you. Sharon Calvert
1595	5/13/2015	Tom							tkcaptiva@verizon.net	Website	Northwest	Maintenance is just that maintenance! It should be part of a yearly budget. My HOA budgets for road replacement. Now if your definition of maintenance is the introduction of rail, then you are misleading the public. The Orlando system is a failure as are most light rail systems. "A penny for Hillsborough" is really a 14% increase in the sales TAX! Why don't costs ever go down after projects are completed. If a bridge costs 2,700,000 to build, why does that 2,700,000 in the budget every year. All comes back to maintenance or the lack thereof! --
1596	5/11/2015	Alex	McDaniel						amcdaniel186@gmail.com	Website	South Tampa/West Tampa	Hello, one item that has probably been brought up already is the ridesharing service Uber. Uber has given countless amounts of people rides safely and efficiently home from a night on the town, from bars, doing errands, as a replacement to their work commute and their trip to and from Tampa International Airport. It is one avenue that should be looked into seriously because it could reduce congestion by reducing the amount of cars on the road, since multiple people will be given rides by one vehicle. It would reduce parking as well because ridesharing vehicles do not need parking spots. Hillsborough county should begin ignoring what the PTC (public transportation commission) says about taxi's and fully embrace ridesharing as an important part of all of Hillsborough's transportation needs. The public transportation commission along with the taxi cab companies are fighting to prevent Uber and other ride sharing entities from servicing the Tampa Bay area to only upset the residents of Hillsborough as well as make their lives more difficult by not allowing such a safe and reliable service to them. Uber has a \$1,000,000 commercial insurance policies on all of their rides, all of the drivers pass several background checks and the vehicles are maintained and required to be up to excellent standards at all times. It is time that Hillsborough county looks past the taxi services of the past and looks forward to ridesharing and Uber as a service that could greatly help the county's transportation needs. That is one solution that could help the county tremendously. Another solution I propose I am not as sure of but sounds practical, would be to construct a double decker bridge across the bay over the 275, much like the bridges are in San Francisco. This would greatly increase the capacity of the 275, and prevent bottlenecks on the Tampa side of the bay from occurring, due to the smoother flow of traffic. Do not hesitate to contact me about further discussion about the transportation issues at hand. I would love to help be a part of the solution for the county, I love Tampa Bay and want to see nothing but improvement and greatness for the city, county and surrounding communities. My e-mail is amcdaniel186@gmail.com and my cell phone number is 941-387-6863.
1597	5/4/2015	Nicole	O'Neill						nicoledidio@yahoo.com	Website	South Tampa/West Tampa	Have you considered creating a bike/running trail from Picnic Island to Bayshore?

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ID	Date_Received	Name_First	Name_Last	Organization	Address	City	State	Zip	Email	Source	Region	Gen_Comment
1777	5/22/2015	Amanda	Yaksic						amanda_37@verizon.net	Website	Brandon/Riverview	My conern is that Brandon Academy on Limona Road, Brandon is expanding this fall to accept pre k to 12th grade. Limona Road is already handling way to much traffic with no light at the intersection of Limona & Victoria. We have no sidewalks, people are speeding over the 35 mph, bi-weekly/weekly accidents, folks are running the 4 stop at Limona & Victoria this is now not a safe neighborhood. What can the County do to make it safe to walk and drive.
1778	5/21/2015	Lucy	Williamson							Website	New Tampa/Temple Terrace	
1779	5/21/2015	Lucy	Williamson						lucynkarl@tampabay.rr.com	Website	Northeast/Plant City	we should have air buses to take are kids to and from home to school! but we cant even get a bus to stay on the road a hole school year.the bus I drive was down 5 mouths,,you wont good drivers get us a bus that we don't burn up in and don't brake down all the time
1780	5/21/2015	Christopher	Scioscia						scioscia41@gmail.com	Website	Brandon/Riverview	Maintaining our transportation infrastructure is critical to what we have at this moment and the financial obligations to such should be at the state level. Improving what we have would be the next transition in our ever declining efforts to keep up what we have in a finality type basis. Population growth coupled with How our Homes,suburbs, and small townships is the basis of our problem. Speed Trains, community hubs ,multilevel through-ways , are just a few of the options. Better layouts and consideration for structures to accommodate the now problematic issues , concerning our transportation needs. We create taxable jobs to maintain what we have while investing in a system that works. Financial transparency including: policing current problematic roads , Cost analysis of the spending we do to keep up what keeps failing. Money is being made by the system in place , we will need to reform/redirect monies spent to a more sustainable solution. Hard choices will need to be made. In conclusion( we are basically spending millions filling the same hole over and over again) I have several ideas and could probably sketch out viable alternatives to the needs of the county, I think a fresh outlook wont be seen until the county can be made to redirect funds from entities already making money off the current situation.
1781	5/19/2015	Barbara	von der osten						bvonderosten@gmail.com	Website	Westchase/Town-n-Country/Carrollwood	MY EXPERIENCE: For over three years I lived in France, Italy, Switzerland, and Germany. While there, I took public transportation everywhere - trains, metros, buses and trolleys. I lived in Washington, D.C. and New York City, taking buses, subways and ferries to and from work. When I moved to the Lake Norman area just north of Charlotte, North Carolina, I took the express bus into Charlotte to my job. Then, moving back to Florida, I resigned myself to a 66 mile car commute, each way, to my job in Orlando, loading up on audiobooks and deep breathing. Now I live closer to work here in Tampa, but the commute is still long and slow. Driving sixteen miles takes anywhere from forty-five minutes to an hour and a half. ROADS: Focusing just on roads is stagnant and outdated thinking. The continuous growth in the Tampa Bay area has required more roads, more interstates, and unfortunately, more intersections with timed lights. These lights cannot possibly be synced in a way to allow greater flow of traffic. It's silly for residents and officials alike to promote this as a possibility. It just leads to more frustration. Toll roads are an option. However, many people I have spoken with refuse to take the Veterans Expressway because it is so often a parking lot. Why pay to sit in traffic when they can do it for free on other roads. Drawn out construction on highways is another source for headaches. Find a way to hold contractors accountable for the timeframe to completion. RAIL: If you have never taken light rail before, how can you possibly understand what it is like? Do you like the Monorail at Disney perhaps? That's a start. Light rail is efficient and the mark of a modern city. BUSES: When gas prices rose to \$4.00 a gallon and higher, I was already taking the express bus from my home in the Lake Norman area of North Carolina into Charlotte for my job. With the high price of gas, more and more people began taking the bus, eventually leading to standing room only. Once those gas prices dropped, however, the bus started emptying out and we regulars were back to riding in comfort. More buses is not the answer for Hillsborough County. Better scheduling of buses maybe, but not more buses. Besides, buses just get stuck in traffic along with the rest of us. FERRY: If appropriate ports can be found for a ferry to cross the Bay, then it would be a tremendous addition to the area. I personally would look forward to taking the ferry over to St. Pete from Tampa for a day. I would arrive there less frazzled from traffic, and possibly spend more at the restaurants and shops on either side because of it. However, since I am not a McDill employee, the concept of the ferry loses part of its appeal. It is as if the county and city value only that segment of the population and seek a solution just for them. Instead, promote the ferry option as a partnership between transportation and tourism. Team up with Pinellas and attract more conventions to Tampa and promote the ferry to St. Pete as an extra selling point. You could also promote weddings and other events on the ferry. Ferries work, from the Staten Island-Manhattan ferry carrying workers and tourists back and forth, to the Playa del Carmen-Cozumel ferry which does the same. Present ! this option in a different way, as other than a solution to traffic. TRAM: Talk of throwing money at a tram system really has me confused. For six months I lived in Milan, Italy and took every type of public transportation they had, including a very efficient tram/trolley system. To have one of these in downtown Tampa, or Ybor, seems a bit out of place here. If you close off streets and make them pedestrian only, except for the trolleys, then maybe it's an option. However I don't see it as beneficial to the majority of County residents. MINDSET: There is a rigid mindset that the work day consists of the hours between 8 am and 5 pm only. With this old-school mentality, there can be no solution to the traffic problem. Every morning, like robotic zombies, people climb into their cars and sit in traffic so they can serve that 8-5 work day. In essence, we've all become institutionalized, stuck in routine and unable to think our way out of it. We have to come up with more creative solutions. Businesses can provide staggered work schedules instead of the regimented 8-5 timeframe. Allow people to work from home or remote offices at least one day a week. Provide incentives to those businesses that can find a way to cut traffic by cutting commutes at the same time every day. Start thinking beyond structures to be built. While residents continue to whine like children to their local governments to make their lives easier, believing that government can just make traffic go away, the area just gets more and more crowded, and irritation becomes a way of life. Everyone needs to face reality, and accept change: change in their neighborhood, change in their ways of life, and change in their method of transportation a few days a week. Young people are the key to the future here. Seek them out. Listen to them. They are not so set in their "car ways" as to be blinded to all other options. Reality is, you can only build so many roads, so many intersections, so many highways. There has to be a better way.
1782	5/21/2015	Robin	Vancavage						robinvancavage@yahoo.com	Website	South Tampa/West Tampa	Our priority needs to be mass transit. We are far behind nearly all cities our size. It is embarrassing. It needs to start with downtown to the airport and expand to west chase and up to Usf and expand through the developments in new Tampa.
1783	5/20/2015	Stephen	Fenske	6810 Bloomfield Ridge Place	Seffner	FL	33584	sgfenske@hotmail.com	Website	Northeast/Plant City	taking the time to pursue the public and our opinions on these important transportation issues. For raising the monies needed to pay for infrastructure repairs, expansions and new projects; I understand that the county faces a difficult task. No one wants to pay more property taxes. No one wants to pay higher prices for gas. No one wants to pay higher prices at Hillsborough businesses due to a sales tax increase. Pinellas County consistently uses bed tax dollars from the tourism industry to fund different projects. Has something similar been explored in Hillsborough County? Has the county explored any sources of funding that would have a start date AND an end date? People may be more willing to pay higher taxes, prices or other fees if they know that it will expire on a certain date (but then the county must keep that date). Miami-Dade levies a food and beverage tax on sales of food, beverages and alcohol served at hotels and motels. Could that be explored in Hillsborough County? As a resident, tax payer, and voter in Hillsborough County, I am interested in being part of the solutions for the transportation needs in the county. I also recognize that my contribution, while somewhat small, can be valuable input in the process. Very respectfully, Stephen Fenske 6810 Bloomfield Ridge Place Seffner, 33584	
1784	5/20/2015	Ricky	Cooke						Ricky.Cooke@vr.fl doe.org	Website	Northeast/Plant City	Who would vote concerning the revenue sources (i.e. gas, property, sales tax)? The county commissioners or the general public or both?

**Public Comments Received Outside of Workshops**

ID	Date_Received	Name_First	Name_Last	Organization	Address	City	State	Zip	Email	Source	Region	Gen_Comment
1785	5/11/2015								jebuck41@verizon.net	Website		Currently on these lists: - GoHillsboroughEvents (Private) Comments: Sent to Tampa Tribune and Tampa Bay Times (5/6) Partial Publish Tribune (5/9) The GO Hillsborough Initiative has done a good job involving and informing the public on transportation issues, approaches and funding alternatives through meetings and on its websites. Transportation needs are divided into five groups: Maintenance, Roads and Intersections; Transit; Bike & Pedestrian, which groups can also be split into current and future projects. ◆Current◆ needs (primarily road resurfacing and pedestrian, bicycle and auto safety) neither belong in nor should wait for a 2016 funding vote. Resurfacing is estimated at \$22 million annually. Up to the start of the recession, \$17 million was spent annually with only \$8 million a year spent since with shortfalls accounting for the estimated \$80 million backlog. An estimated \$25 million would be available with a commissioner-approved increase in the gasoline taxes of \$.05 per gallon (from the current \$.07 to the state-maximum \$.12 per gallon) similar to the commissioner-approved increase in Pasco County last September (estimated at \$38 annually per average driver). (With volatile gas prices \$.05 is not significant.) These funds can be used for ◆Maintenance, Roads and Intersections◆ and would cover current requirements for resurfacing and safety, bridge replacements and perhaps some widening and would cut into the backlog. (One wonders where the current \$.07 per gallon equivalent to \$35 million a year is going, which increases the worry that directed funds might be diverted into general funds). ◆Transit◆ is essentially bus (rail is still in the picture) and ferry with GO Hillsborough proposed costs significantly exceeding HART ◆s long-term plans. May 5th articles suggest HART has been told to ◆get with the program◆. A modified HART approach for buses (no rail) is simpler and far less expensive. The ferry should be justified on its own (using shuttles and remote parking to minimize environmental impact). The bus program should be a flexible and evolving one with transportation hubs (see Disney), East-West and North-South express buses during rush hours and with first- and last-mile transport served by a mix of public and private shuttles. Buses should not have priority on the streets and highways, but may use available railways. Funding again is commissioner-approved obtaining \$68 million a year with a 1 mill increase in property taxes, when specifically required. (Note: unlike a sales tax, property tax and gas tax changes can be commissioner-reversed, if not needed.) Rush-hour congestion has resulted from discretionary sprawl with school access and traffic lights the primary bottlenecks. Proposed projects are unlikely to resolve this. Jeff Buck (651-2064) 15737 Phoebe Park, Lithia O fields updated.
47	2/12/2015											Public meetings should not be held at churches
111	2/24/2015	James					33605					
112	2/24/2015											
174	2/26/2015	Lois	Strawn	SCC Resident			33573					
181	2/26/2015	Wendell	Wlaker				33573					
182	2/26/2015	Rosemarie	Walter				33573					
183	2/26/2015	Marilyn	Wakeman	retired			33573					
187	2/26/2015	Jean	Windrow				33573		jswindrow@aol.com			
194	2/26/2015						33578					
207	3/2/2015	R.J.	Falsone				33629					
232	3/2/2015	Doris	Broadwell	Manhattan Avenue UMC			33611					
247	3/2/2015	alan	Clendenin				33606		alan@alanclendenin.com			
252	3/3/2015	John	Cartee	Retired			33584		jkcartee@verizon.net			
254	3/3/2015	Robert	Couch				33511					
266	3/3/2015	Patty	Lathrop				33596		patlathrop@prodigy.net			

**Public Comments Received Outside of Workshops**

ID	Date_Received	Name_First	Name_Last	Organization	Address	City	State	Zip	Email	Source	Region	Gen_Comment
271	3/3/2015	Michael	McQueen				33510		mikemcq@verizon.net			
285	3/3/2015	Craig	Woodward				33594					
288	3/3/2015					33596						
326	2/23/2015	Tom	Kennedy				33572		legend616@aol.com			
327	2/23/2015	Mike Lamarca					33572					
337	2/23/2015	Kendell	Perez				33572		Kperez7@aol.com			
345	2/23/2015	Andrea	Stall				33578		A.Stall21@yahoo.com			
379	2/26/2015	L.	Bowker				33573					
387	2/26/2015	C.	Cahill				33573		Elaine2259@comcast.net			
390	2/26/2015	M.	Campbell				33573		anncamp53@yahoo.com			
393	2/26/2015	Robert E.	Chapp				33573		A6Totorr.boy@aolmail.com			
1094	5/1/2015									New Tampa/Temple Terrace		just wanted to know the last day for Hillsborough county
1095	5/1/2015	-	-									-
1096	4/13/2015											
1097	4/16/2015											
1098	4/9/2015	Bradley	Lanno	N Tampa			33606		bradlanno@gmail.com			
1099	4/13/2015	Christine	Acosta	Pedal Power Promoters, LLC				33629	@pedalpowerpromoters			Roads - Intersections circled
1100	4/29/2015	Eugenia	Clark					33617				#1 Maintenance & Safety
1101	4/28/2015	Joyce	Formica				33617					
1102	4/20/2015	Kathy	Rocha				33592					Q#1 - But everytime taxed in FL does not go where is supposed to often so is a hard sell
1103	4/28/2015	Nancy	Natilson				33603					We need to raise impact fees!
1104	4/27/2015	Steve	Lynch					33565	STEVELYNCHCONSTR@AOL.com			
1105	4/14/2015	Travis	Woodruff				33596		woodyanddiva@yahoo.com			

**Public Comments Received Outside of Workshops**

Date_Received	Name_First	Name_Last	Add_to_Mailing_List	Community_Live	Community_Wor_k	Transportation_Mode	Rate_Mode_Road	Rate_Mode_Intersection	Rate_Mode_Bike-Ped	Rate_Mode_Bridge	Rate_Mode_Transit	Rate_Mode_Comment	Project-Type_1	Project-Type-1-Comment	Project-Type-2	Project-Type-2-Comment	
3/9/2015			FALSE	Tampa Palms/New Tampa		Car	5					Bik/Pedestrian Facilities - good in places/missing or bad in places	ATMS		Complete Street/Enhanced Street		
3/9/2015			FALSE	Sterling Manor/Tampa Palms	USF Health	Bus	4	4	3		2	express commuter bus is great - challenge is th elack of transit to work - home on either end of th etrip. If 5:00 Local #19 bus is late I miss the last commuter express bus home from downtown. Solved by a folding bike on the busm but that's a probelme on rainy evening (summer).	Sidewalk/Bike Lanes		Multi-Use Trail		
3/9/2015			FALSE	Pebble Creek		Car	4	1	2	3	1	Traffic light technology needs improvement - we waste too much time - I calculate at least 40 hours per year wasted at lights. Look to Irvine, CA for positive examples. Morris Bridge Road - build an Animal Bridge connecting the last 2 forest in Hillsborough	ATMS	this will make the most improvement			
3/16/2015	Mary Ann	Turkington	FALSE	Thonotosassa		Car	2					there is a lot of large potholes no transit thru Main St into Tampa, would like longer hrs., weekend extender, new extended route with extended area & hours	Resurfacing	Potholes are so bad, can ruin front end of car & alignment	Bridge Improvements	bridges & roads have to be kept up for safety	
3/30/2015			FALSE											what our area needs is a traffic light on the corner of Hillsborough Ave and Double Branch Road. The roundabout on Montague and Old Memorial needs to be reopened as a complete circle (near new homes * Firehouse, target) Terrible traffic backups daily on Hills to the Veterans and Memorial Blvd. Also need sidewalks on Old Memorial Blvd	FALSE	FALSE	
5/8/2015	Trevor	Burmeister	FALSE														
5/11/2015			FALSE														
5/7/2015	Robert	Couch	FALSE														

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4/18/2015	Paul	Goss	FALSE													
4/19/2015	Paul		FALSE													
4/21/2015	Bruce	Peters	FALSE													

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	Norbert and Marie	Gobin	FALSE													
2/13/2015	Adrienne	Sundheim	FALSE													
2/15/2015	David	Heckman	FALSE													

**Public Comments Received Outside of Workshops**

Date_Received	Name_First	Name_Last	Add to Mailing List	Community_Live	Community_Wor k	Transportation_Mode	Rate_Mode_Road	Rate_Mode_Intersection	Rate_Mode_Bike-Ped	Rate_Mode_Bridge	Rate_Mode_Transit	Rate_Mode_Comment	Project-Type-1	Project-Type-1-Comment	Project-Type-2	Project-Type-2-Comment
2/21/2015	James	Williams	FALSE													
3/3/2015	Norbert	Gobin	FALSE													

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Date_Received	Name_First	Name_Last	Add to Mailing List	Community_Live	Community_Wor k	Transportation_Mode	Rate_Mode_Road	Rate_Mode_Intersection	Rate_Mode_Bike-Ped	Rate_Mode_Bridge	Rate_Mode_Transit	Rate_Mode_Comment	Project-Type-1	Project-Type-1-Comment	Project-Type-2	Project-Type-2-Comment
3/10/2015			FALSE													
3/26/2015	Neil	Cosentino	FALSE													
4/7/2015	Christopher A	Midkiff	FALSE													
4/7/2015	Shirley	Wood	FALSE													
3/27/2015	Teo	Leonard	FALSE										FALSE			FALSE
3/30/2015	Scott	Corwin	FALSE													

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5/6/2015	Joaquin	Arrillaga	FALSE													
3/16/2015	Joaquin	Arrillaga	FALSE													
5/5/2015	Rob and Fran	Gamester	FALSE													
4/16/2015	Bob	Poynton	FALSE													
4/14/2015	Christopher	Radulich	TRUE													
4/14/2015	Doris	Weatherford	FALSE													
4/14/2015	Johnnie	Bracy	FALSE													
4/14/2015	Keith	Trader	TRUE													
4/14/2015	Margaret	Morone	FALSE													
4/14/2015	Mary	Sheppard	FALSE													
4/14/2015	Ron	Sharif	FALSE													
4/14/2015	Walt	Seely	TRUE													
5/12/2015	Alex	Carroll	TRUE													
5/12/2015	Vicki	Ahrous	FALSE													
5/12/2015	Phil	Winters	FALSE													
5/12/2015			FALSE													
5/12/2015	Jason	Jackman	TRUE													
5/12/2015	Kristine	Williams	FALSE													
5/12/2015	Johamay	Pena	TRUE													
5/12/2015	Fredric	Zerla	FALSE													

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5/6/2015	Phan	Boston	FALSE													
5/6/2015	Kim	Colston	FALSE													
5/6/2015	Bernetta	Carter	FALSE													
5/6/2015	Della N.	Gaddie	FALSE													
5/6/2015	Areatha	Morrow	FALSE													
5/6/2015	Maureen S.	Goins	FALSE													
5/6/2015	Bianca	Berry	TRUE													
5/6/2015			FALSE													
5/6/2015	Karen	Beard	TRUE													
5/6/2015	Audrey S.	Moore	FALSE													
5/9/2015	Stephen P.	Weston	TRUE													
5/9/2015	Fran M.	Tate	FALSE													
5/9/2015	Destini	Duckett	TRUE													
5/9/2015	Liz	Hemley	FALSE													
5/9/2015	Mary	Franjul	FALSE													
5/9/2015	Ida B.	Booth	TRUE													
5/9/2015	G.	Vennett	FALSE													
5/9/2015	Giselle	Guillory	FALSE													
5/9/2015	Carolyn	Hilery	TRUE													
5/9/2015	Patricia	Howard	TRUE													
5/9/2015	Pam	McCarville	FALSE													
5/9/2015	Maria		FALSE													
5/9/2015	Christal	Primous	TRUE													
5/9/2015	Lenn	Forte	TRUE													
4/9/2015	Irma	Guillory	FALSE													
5/9/2015	Dorothy		FALSE													
5/9/2015	Henry	Smith	TRUE													
5/9/2015	Dorothy		FALSE													
5/9/2015	William	Matos	TRUE													
5/9/2015	Cynthia	Harper	TRUE													
5/9/2015	LuAnn	Geise	TRUE													
5/9/2015	Emily	Cusmano	TRUE													
5/9/2015	Marcia	Biggs	TRUE													
5/9/2015	Ron	Matz	TRUE													
2/6/2015			FALSE													
2/21/2015	Sandy	Reed	FALSE													
2/22/2015	Karen		FALSE													

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2/23/2015			FALSE													
2/26/2015	Nicole		FALSE													
3/2/2015	Theresa		TRUE													
3/4/2015	Shirley	Young	FALSE	Downtown	West Shore	Walk	3	2	3	5	2		Resurfacing		Transit - Weekend	
3/4/2015	Karen	Lowe	FALSE													
3/4/2015	Jeanine	Johnson	FALSE													
3/4/2015	N/A	N/A	FALSE													
3/4/2015	N/A	N/A	FALSE													
3/4/2015	N/A	N/A	FALSE													
3/5/2015	N/A	N/A	FALSE													
3/6/2015	N/A	N/A	FALSE													
3/6/2015	David	Castellano	FALSE													
3/9/2015	N/A	N/A	FALSE													
3/9/2015	N/A	N/A	FALSE													
3/11/2015	Chris	Catlin	FALSE													
3/11/2015	Charles	Battstein	FALSE													
3/12/2015	N/A	N/A	FALSE													
3/13/2015	N/A	N/A	FALSE													
3/13/2015	N/A	N/A	FALSE													
3/15/2015	N/A	N/A	FALSE													
3/16/2015	Beverly	N/A	FALSE													
3/19/2015	Ann	Lee	TRUE													
3/19/2015	N/A	N/A	FALSE													
3/19/2015	N/A	N/A	FALSE													
3/19/2015	N/A	N/A	FALSE													
3/19/2015	N/A	N/A	FALSE													
3/19/2015	N/A	N/A	FALSE													
3/19/2015	N/A	N/A	FALSE													
3/19/2015	James	N/A	FALSE													
3/19/2015	Anna	Consalvo	FALSE													
3/19/2015	Cheryl	N/A	FALSE													
3/20/2015	N/A	N/A	FALSE													

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3/21/2015	N/A	N/A	FALSE													
3/21/2015	Rick		FALSE													
3/22/2015	N/A	N/A	FALSE													
3/23/2015	N/A	N/A	FALSE													
3/24/2015	N/A	N/A	FALSE										Central	FALSE		FALSE
3/25/2015	N/A	N/A	FALSE											FALSE		FALSE
3/25/2015	N/A	N/A	FALSE											FALSE		FALSE
3/26/2015	Patty	N/A	FALSE											FALSE		FALSE
3/30/2015	N/A	N/A	FALSE											FALSE		FALSE
3/30/2015	Mark	inaudible	FALSE											FALSE		FALSE
3/30/2015	N/A	N/A	FALSE											FALSE		FALSE
3/31/2015	Mark	Walkup	FALSE											FALSE		FALSE
4/1/2015	N/A	N/A	FALSE													
4/1/2015	Neil	Cosentino	FALSE													
4/2/2015	N/A		FALSE													
4/2/2015	N/A		FALSE													
4/2/2015	N/A		FALSE													
4/2/2015			FALSE													
4/2/2015	N/A		FALSE													
4/2/2015	N/A		FALSE													
4/3/2015	Deal	Harris	FALSE													
4/3/2015	Mamie	Gilmore	FALSE													
4/3/2015	Clyde	Gwinn	FALSE													
4/6/2015	Gregory	Tucker	FALSE													
4/7/2015	N/A	N/A	FALSE													
4/7/2015	N/A	N/A	FALSE													
4/8/2015	N/A	N/A	FALSE													
4/8/2015	N/A	N/A	FALSE													
4/9/2015	Paul	Campbell	FALSE													
4/9/2015	Natalie	Jones	FALSE													
4/9/2015	N/A		FALSE													
4/10/2015	Todd	Greg Seeney (?)	FALSE													
4/10/2015	William	Garrison	FALSE													
4/13/2015	N/A	N/A	FALSE													
4/14/2015	N/A	N/A	FALSE													

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4/14/2015	Eloisa	Wooten	FALSE													
4/15/2015	Marilyn	Nickelson	FALSE													
4/15/2015	N/A	N/A	FALSE													
4/16/2015	N/A	N/A	FALSE													
4/17/2015	Paul	Body	FALSE													
4/20/2015	John	Zweigart	FALSE													
4/20/2015	N/A	N/A	FALSE													
4/21/2015	N/A	N/A	FALSE													
4/22/2015	Dave	Schultz	FALSE													
4/22/2015	Ralph	Greenlee	FALSE													
4/28/2015	Leanne	White	FALSE													
5/2/2015	N/A	N/A	FALSE													
5/4/2015	N/A	Campbell	FALSE													
5/4/2015	Terry	McGuiness	FALSE													
5/5/2015	Gary		FALSE													
5/5/2015	Mrs.	Mercer	FALSE													
5/5/2015	N/A	N/A	FALSE													
5/6/2015	N/A	N/A	FALSE													
5/8/2015	Tim	Curtis	FALSE													
5/9/2015	N/A	N/A	FALSE													
5/9/2015	Tom	McCormick	FALSE													
5/11/2015	N/A	N/A	FALSE													
5/12/2015	N/A	N/A	FALSE													
5/13/2015	N/A	N/A	FALSE													
5/14/2015	N/A	N/A	FALSE													
5/15/2015	N/A	N/A	FALSE													
5/18/2015	James	Bowers, Jr.	FALSE													
5/20/2015	N/A	N/A	FALSE													
3/3/2015	Ralph	Greenlee	FALSE													
2/15/2015			FALSE													
2/16/2015	Tarrance	Lenoir	FALSE													

**Public Comments Received Outside of Workshops**

Date_Received	Name_First	Name_Last	Add to Mailing List	Community_Live	Community_Wor_k	Transportation_Mode	Rate_Mode_Road	Rate_Mode_Intersection	Rate_Mode_Bike-Ped	Rate_Mode_Bridge	Rate_Mode_Transit	Rate_Mode_Comment	Project-Type_1	Project-Type-1-Comment	Project-Type-2	Project-Type-2-Comment
2/18/2015	Ralph	Greenlee	FALSE													
3/17/2015	Teresa	Gettell	FALSE													
2/15/2015	Sue Ann	Curd	FALSE													
2/14/2015	Karen	Webb	FALSE													
2/15/2015	Robin	Varnadore	FALSE													
2/19/2015	April	Cooper	FALSE													
2/18/2015	Madelle	Becker	FALSE													
2/24/2015	Joe	Kilgore	FALSE													
2/24/2015	C. Gerald	Harbison, Jr	FALSE													
3/2/2015	Matt	Jellison	FALSE													
3/2/2015	Susan	Lng	TRUE													
3/3/2015	Daryl	Watkins	FALSE													
3/4/2015	Spencer	Kass	FALSE													
2/23/2015	Lisa	Kennedy	TRUE	Apollo Beach	Tampa/Brandon	Car	3	3	2			Bike/Pedestrian Facilities - do not see many. Roads-over crowded, poor signal coordination (for increased flow). X Intersection large	New Road/Road Widening	(1) Use Selmon Exp as your guide - great idea.	ATMS	(2) Increase flow on existing roads. One way at nite effective. Use Selmon Exp as your guide- great idea.
3/9/2015	Vicki	Zamora	FALSE													

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Date_Received	Name_First	Name_Last	Add to Mailing List	Community_Live	Community_Wor_k	Transportation_Mode	Rate_Mode_Road	Rate_Mode_Intersection	Rate_Mode_Bike-Ped	Rate_Mode_Bridge	Rate_Mode_Transit	Rate_Mode_Comment	Project-Type_1	Project-Type-1-Comment	Project-Type-2	Project-Type-2-Comment
3/9/2015	Susan	Lester	FALSE													
3/11/2015	Susan	Ketterer	FALSE													
3/12/2015	Tom	Rask	FALSE													
3/12/2015	Angela	Sotolongo	FALSE													
3/15/2015	Vera		FALSE													
3/16/2015	Srinivas	Parsi	FALSE													
3/17/2015	Daryl	Watkins	FALSE													
3/17/2015	Doug	Gaal	FALSE													
3/19/2015	Robin	Deoraj	FALSE													
3/19/2015	Steven	Bulger	FALSE													
3/19/2015	Edith	Farley	FALSE													
3/19/2015	Phyllis	DeFonzo	FALSE													
3/19/2015	Ruth	Brown	FALSE													
3/25/2015	Larry J.	Jones	FALSE											FALSE		FALSE
3/25/2015	Thomas	Huggins	FALSE											FALSE		FALSE
3/19/2015	Gregory	Carter	FALSE													
3/20/2015	Christopher	Midkiff	FALSE													
3/20/2015	Jeanette	Casida	FALSE													

**Public Comments Received Outside of Workshops**

Date_Received	Name_First	Name_Last	Add to Mailing List	Community_Live	Community_Wor k	Transportation_Mode	Rate_Mode_Road	Rate_Mode_Intersection	Rate_Mode_Bike-Ped	Rate_Mode_Bridge	Rate_Mode_Transit	Rate_Mode_Comment	Project-Type_1	Project-Type-1-Comment	Project-Type-2	Project-Type-2-Comment
3/19/2015	Amber	Duren														
3/19/2015	Shirley	Burdett	FALSE													
3/26/2015	Richard	Pyrczak	FALSE													
4/7/2015	Sharon	Calvert	FALSE													
4/9/2015	Renee	Matthews	FALSE													
3/8/2015	Clyde and Angela	Davis	FALSE													
2/18/2015	Mary	Easterly	FALSE													
3/13/2015	Don	Nightengale	FALSE													

**Public Comments Received Outside of Workshops**

Date_Received	Name_First	Name_Last	Add to Mailing List	Community_Live	Community_Wor_k	Transportation_Mode	Rate_Mode_Road	Rate_Mode_Intersection	Rate_Mode_Bike-Ped	Rate_Mode_Bridge	Rate_Mode_Transit	Rate_Mode_Comment	Project-Type_1	Project-Type-1-Comment	Project-Type-2	Project-Type-2-Comment
4/8/2015	Barbara	Lynch	FALSE													
4/8/2015	Paul Rodney	Body	FALSE													
4/3/2015	Susan		FALSE													
4/2/2015	Lynn	Hirschfeld	FALSE													
3/26/2015	Neil	Cosentino	FALSE													
3/26/2015	Mary	Wells	FALSE													

**Public Comments Received Outside of Workshops**

Date_Received	Name_First	Name_Last	Add to Mailing List	Community_Live	Community_Wor k	Transportation_Mo de	Rate_Mode_Road	Rate_Mode_Intersection	Rate_Mode_Bike-Ped	Rate_Mode_Bridge	Rate_Mode_Transit	Rate_Mode_Comment	Project-Type_1	Project-Type-1-Comment	Project-Type-2	Project-Type-2-Comment
3/24/2015	Kim	Ruiz	FALSE													
3/21/2015	Jodi	Cohen	FALSE													
3/21/2015	Patrick		FALSE													
3/1/2015	Mary-Margaret	Wilson	FALSE													
4/9/2015	Jonathan	Baton	FALSE													
4/2/2015	Lawrence L	Westcott	FALSE													
2/16/2015	Cyril	Spiro	FALSE													
2/16/2015	Lew	Sibert	FALSE													
4/12/2015	Russell	Hires	FALSE													
4/12/2015	Christina	Carter	FALSE													
4/13/2015	Stu		FALSE													
4/28/2015	Elizabeth	Boynton	FALSE													
4/27/2015	Akilah	Wimbley	FALSE													
4/25/2015	Paul	Goss	FALSE													

**Public Comments Received Outside of Workshops**

Date_Received	Name_First	Name_Last	Add to Mailing List	Community_Live	Community_Wor k	Transportation_Mode	Rate_Mode_Road	Rate_Mode_Intersection	Rate_Mode_Bike-Ped	Rate_Mode_Bridge	Rate_Mode_Transit	Rate_Mode_Comment	Project-Type-1	Project-Type-1-Comment	Project-Type-2	Project-Type-2-Comment
4/23/2015	Edward	Seward	FALSE													
4/23/2015	James	Curry	FALSE													
4/22/2015	Christopher	Akin	FALSE													
4/18/2015	Paul	Rodney	FALSE													
4/16/2015	Kevin	Linne	FALSE													
4/15/2015	Stephanie	Ura	FALSE													

**Public Comments Received Outside of Workshops**

Date_Received	Name_First	Name_Last	Add to Mailing List	Community_Live	Community_Wor_k	Transportation_Mode	Rate_Mode_Road	Rate_Mode_Intersection	Rate_Mode_Bike-Ped	Rate_Mode_Bridge	Rate_Mode_Transit	Rate_Mode_Comment	Project-Type_1	Project-Type-1-Comment	Project-Type-2	Project-Type-2-Comment
4/7/2015	Sara	Hendricks	FALSE													
5/3/2015	John	Denton	FALSE													
5/8/2015	Nancy	Pease	FALSE													
5/8/2015	Julia	Vakulenko	FALSE													
5/7/2015	Stacy	McLam	FALSE													
5/6/2015	Sharon	Poole	FALSE													
5/6/2015	Lois	Brennan	FALSE													
5/5/2015	David	Lorick	FALSE													
5/15/2015	Sharon	Calvert	FALSE													
5/14/2015	Nina	Tatlock	FALSE													
5/14/2015	Alan	Zeleznock	FALSE													
5/14/2015	Sharon	Calvert	FALSE													
5/13/2015	Tom		FALSE													
5/11/2015	Alex	McDaniel	FALSE													
5/4/2015	Nicole	O'Neill	FALSE													

**Public Comments Received Outside of Workshops**

Date_Received	Name_First	Name_Last	Add to Mailing List	Community_Live	Community_Wor_k	Transportation_Mode	Rate_Mode_Road	Rate_Mode_Intersection	Rate_Mode_Bike-Ped	Rate_Mode_Bridge	Rate_Mode_Transit	Rate_Mode_Comment	Project-Type_1	Project-Type-1-Comment	Project-Type-2	Project-Type-2-Comment
5/22/2015	Amanda	Yaksic	FALSE													
5/21/2015	Lucy	Williamson	FALSE													
5/21/2015	Lucy	Williamson	FALSE													
5/21/2015	Christopher	Scioscia	FALSE													
5/19/2015	Barbara	von der osten	FALSE													
5/21/2015	Robin	Vancavage	FALSE													
5/20/2015	Stephen	Fenske	FALSE													
5/20/2015	Ricky	Cooke	FALSE													

**Public Comments Received Outside of Workshops**

Date_Received	Name_First	Name_Last	Add_to_Mailing_List	Community_Live	Community_Wor_k	Transportation_Mode	Rate_Mode_Road	Rate_Mode_Intersection	Rate_Mode_Bike-Ped	Rate_Mode_Bridge	Rate_Mode_Transit	Rate_Mode_Comment	Project-Type_1	Project-Type-1-Comment	Project-Type-2	Project-Type-2-Comment
5/11/2015			FALSE													
2/12/2015			FALSE													
2/24/2015	James		FALSE	Tampa	Tampa	Car	4	4	2	4	1	Our transportation program must be coordinated and result in projects which maximize our return on investment	Sidewalk/Bike Lanes	Transit is very much less effective without a safe and comfortable means of going that last mile	Transit - New/Expanded Routes	Fixed guide way routes are critical for a reliable efficient system which would allow me to ditch my car
2/24/2015			FALSE	East Tampa	East Tampa	Car	2	2	1	4	1	No trains please	Intersection Improvement			
2/26/2015	Lois	Strawn	FALSE	Sun City Center		Car	2	2	2	3	2		Resurfacing	most roads are way to bumpy	Intersection Improvement	too many accidents
2/26/2015	Wendell	Wlaker	FALSE	Sun City Center								Fix intersection of 674 and Del Webb Blvd. East by installing left turn lane from Del Webb & no left turn onto Del Webb from 674 directing North bound Del Webb to turn before getting to Del Webb and proceeding on secondary road to turn				
2/26/2015	Rosemarie	Walter	FALSE	Sun City Center		Car	3	1	1		3		Intersection Improvement	biggest accident area	Sidewalk/Bike Lanes	hgih accident occurrence
2/26/2015	Marilyn	Wakeman	FALSE	SCC		Car	4	3	2	3	3		Intersection Improvement	we need to keep traffic moving	Sidewalk/Bike Lanes	it is dangerous to ride a bike in many places
2/26/2015	Jean	Windrow	FALSE	SCC		Car						S.pebble need road repair. Major construction means massive traffic congestion on S. Pebble- what is to be done to relieve (approx 240 homes are going up. Too much traffic). HELP	Resurfacing	S. Pebble Beach Blvd		
2/26/2015			FALSE	Riverview/Brandon	downtown Tampa	Car	3	3	2	4	2	The Roads are not in the best shape and are not safe for all users. Intersections, sidewalks, & protected bike lanes are needed. We need more frequesnt bus service and longer/weekend hours. We need rail connecting major employmenent centers if we really want transportation for economic development.	New Road/Road Widening	yes!	Complete Street/Enhanced Street	major needs
3/2/2015	R.J.	Falsone	FALSE	South Tampa	Retired		1	2	2	2		Need desperately bike on bus racks that can accommodate more bikes - (only holds two presently). Need more & on the trolley/streetcars also!! Thanks	Resurfacing		Sidewalk/Bike Lanes	
3/2/2015	Doris	Broadwell	FALSE	Hillsborough	Retired	Car	3	3	3	3	3		Resurfacing		Intersection Improvement	
3/2/2015	alan	Clendenin	FALSE	Hyde Park		Car	2	2	3	4	2					
3/3/2015	John	Cartee	FALSE	Brandon Groves North (Seffner)		Car	4	3	1	3	1	We need better mass transit to accommodate an aging population				
3/3/2015	Robert	Couch	FALSE	S. Brandon	retired	Car	4	3				roads not being maintained. Int - need camera warnings				
3/3/2015	Patty	Lathrop	TRUE	Valrico	Brandon/Valrico	Car	3	3	4	3	3		Resurfacing		Intersection Improvement	

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3/3/2015	Michael	McQueen	FALSE	Brandon	retired	Car	3	3	4				Asset Preservation	need to maintain what we have	Bridge Improvements	very important that they remain safe and fully functional
3/3/2015	Craig	Woodward	FALSE	Valrico	Valrico	Car	1	4	3	5			Resurfacing	allocate more \$\$ to resurfacing! The roads are unsafe and are beating our vehicles up. We have enough roads we need to focus on fixing what we have. The wear and tear on tires and shocks is expensive.		
3/3/2015			FALSE	Valrico	Drive around th earea	Car	3	2	3	5	5					
2/23/2015	Tom	Kennedy	FALSE	Mira Bay/Apollo Beach	Tampa	Car	2	3	2	1	2	Need medians - shoulder. Roads over crowded. I075/Big Bend Rd. Horrible Access.	Intersection Improvement	more turn lanes	Sidewalk/Bike Lanes	QOL (Quality of Life)
2/23/2015	Mike Lamarca		FALSE	Apollo Beach West of 41	Oldsmar	Car						Roads aren't the problem. Urban sprawl is. If people want to live next to everything, let them move to South Tampa.	Asset Preservation	Preserve the farm land.	ATMS	Since you won't stop new homes, at least time the lights on Big Bend.
2/23/2015	Kendell	Perez	TRUE	Apollo Beach	Retired	Car	1	1	1	2	4		ATMS	Timing of lights on Big Bend need to be improved.	Intersection Improvement	Need better On/Off approaches to Route 75 North from Big Bend.
2/23/2015	Andrea	Stall	FALSE	Avelar Creek		Car	1	1	3		1	Roads - too congested. Intersections - too congested. Bike/Pedestrian Facilities- still need improvement. Transit- not a lot of options	New Road/Road Widening	Take off the congestion and lessen traffic.	Sidewalk/Bike Lanes	Safer for bike use.
2/26/2015	L.	Bowker	FALSE			Car	4	3	3		3		Resurfacing	In front of C of C in SCC (Sun City center).		
2/26/2015	C.	Cahill	FALSE	Sun City Center		Car	4	2		3		Light at each end of Del Webb and 674. East is most important and congested.	Resurfacing		Bridge Improvements	Entry lanes on 75
2/26/2015	M.	Campbell	FALSE	Sun City Center	Retired	Car	2	1	4	4	5	Traffic lights not in sync on 674 and also too long of a wait.	Asset Preservation		Intersection Improvement	
2/26/2015	Robert E.	Chapp	FALSE	S.C.		Car	2	2	2	2	5					
5/1/2015			FALSE													
5/1/2015	-		FALSE													
4/13/2015			FALSE													
4/16/2015			FALSE													
4/9/2015	Bradley	Lanno	FALSE													
4/13/2015	Christine	Acosta	FALSE													
4/29/2015	Eugenia	Clark	FALSE													
4/28/2015	Joyce	Formica	FALSE													
4/20/2015	Kathy	Rocha	FALSE													
4/28/2015	Nancy	Natilson	FALSE													
4/27/2015	Steve	Lynch	TRUE													
4/14/2015	Travis	Woodruff	FALSE													

**Public Comments Received Outside of Workshops**

Date_Received	Name_First	Name_Last	Project-Type-3	Project-Type-3-Comment	Project-Type-4	Project-Type-4-Comment	Map-Markup_Project	Map-Markup_Why	Comments
3/9/2015			Sidewalk/Bike Lanes		Multi-Use Trail		Multiuse paths	improve multiuse pathways between N. 42nd and Fletcher/USF/Hospital Area on Bruce B. Downs	
3/9/2015			Transit - New/Expanded Routes				Bike Lanes & sidewalks	more USF Area bike safe lanes.sidewalks	
3/9/2015							Bridge/Rail	Animal Bridge - reconnect the forest. Rail from SR 54 to Busch Blvd. All USF workers can commute.	
3/16/2015	Mary Ann	Turkington	New Road/Road Widening	would like new rodas & widening but done in moderate time frame	Sidewalk/Bike Lanes	needed for safety			
3/30/2015				FALSE					
5/8/2015	Trevor	Burmeister							
5/11/2015									
5/7/2015	Robert	Couch							

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Date_Received	Name_First	Name_Last	Project-Type-3	Project-Type-3-Comment	Project-Type-4	Project-Type-4-Comment	Map-Markup_Project	Map-Markup_Why	Comments
4/18/2015	Paul	Goss							
4/19/2015	Paul								
4/21/2015	Bruce	Peters							

**Public Comments Received Outside of Workshops**

Date_Received	Name_First	Name_Last	Project-Type-3	Project-Type-3-Comment	Project-Type-4	Project-Type-4-Comment	Map-Markup_Project	Map-Markup_Why	Comments
	Norbert and Marie	Gobin							
2/13/2015	Adrienne	Sundheim							
2/15/2015	David	Heckman							

**Public Comments Received Outside of Workshops**

Date_Received	Name_First	Name_Last	Project-Type-3	Project-Type-3-Comment	Project-Type-4	Project-Type-4-Comment	Map-Markup_Project	Map-Markup_Why	Comments
2/21/2015	James	Williams							
3/3/2015	Norbert	Gobin							

**Public Comments Received Outside of Workshops**

Date_Received	Name_First	Name_Last	Project-Type-3	Project-Type-3-Comment	Project-Type-4	Project-Type-4-Comment	Map-Markup_Project	Map-Markup_Why	Comments
3/10/2015									
3/26/2015	Neil	Cosentino							
4/7/2015	Christopher A	Midkiff							
4/7/2015	Shirley	Wood							
3/27/2015	Teo	Leonard		FALSE					
3/30/2015	Scott	Corwin							

**Public Comments Received Outside of Workshops**

Date_Received	Name_First	Name_Last	Project-Type-3	Project-Type-3-Comment	Project-Type-4	Project-Type-4-Comment	Map-Markup_Project	Map-Markup_Why	Comments
5/6/2015	Joaquin	Arrillaga							
3/16/2015	Joaquin	Arrillaga							
5/5/2015	Rob and Fran	Gamester							
4/16/2015	Bob	Poynton							
4/14/2015	Christopher	Radulich							
4/14/2015	Doris	Weatherford							
4/14/2015	Johnnie	Bracy							
4/14/2015	Keith	Trader							
4/14/2015	Margaret	Morone							
4/14/2015	Mary	Sheppard							
4/14/2015	Ron	Sharif							
4/14/2015	Walt	Seely							
5/12/2015	Alex	Carroll							
5/12/2015	Vicki	Ahrous							
5/12/2015	Phil	Winters							
5/12/2015									
5/12/2015	Jason	Jackman							
5/12/2015	Kristine	Williams							
5/12/2015	Johamay	Pena							
5/12/2015	Fredric	Zerla							

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Date_Received	Name_First	Name_Last	Project-Type-3	Project-Type-3-Comment	Project-Type-4	Project-Type-4-Comment	Map-Markup_Project	Map-Markup_Why	Comments
5/6/2015	Phan	Boston							
5/6/2015	Kim	Colston							
5/6/2015	Bernetta	Carter							
5/6/2015	Della N.	Gaddie							
5/6/2015	Areatha	Morrow							
5/6/2015	Maureen S.	Goins							
5/6/2015	Bianca	Berry							
5/6/2015									
5/6/2015	Karen	Beard							
5/6/2015	Audrey S.	Moore							
5/9/2015	Stephen P.	Weston							
5/9/2015	Fran M.	Tate							
5/9/2015	Destini	Duckett							
5/9/2015	Liz	Hemley							
5/9/2015	Mary	Franjul							
5/9/2015	Ida B.	Booth							
5/9/2015	G.	Vennett							
5/9/2015	Giselle	Guillory							
5/9/2015	Carolyn	Hilery							
5/9/2015	Patricia	Howard							
5/9/2015	Pam	McCarville							
5/9/2015	Maria								
5/9/2015	Christal	Primous							
5/9/2015	Lenn	Forte							
4/9/2015	Irma	Guillory							
5/9/2015	Dorothy								
5/9/2015	Henry	Smith							
5/9/2015	Dorothy								
5/9/2015	William	Matos							
5/9/2015	Cynthia	Harper							
5/9/2015	LuAnn	Geise							
5/9/2015	Emily	Cusmano							
5/9/2015	Marcia	Biggs							
5/9/2015	Ron	Matz							
2/6/2015									
2/21/2015	Sandy	Reed							
2/22/2015	Karen								

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Date_Received	Name_First	Name_Last	Project-Type-3	Project-Type-3-Comment	Project-Type-4	Project-Type-4-Comment	Map-Markup_Project	Map-Markup_Why	Comments
2/23/2015									
2/26/2015	Nicole								
3/2/2015	Theresa								
3/4/2015	Shirley	Young	Bridge Improvements				New road		
3/4/2015	Karen	Lowe							
3/4/2015	Jeanine	Johnson							
3/4/2015	N/A	N/A							
3/4/2015	N/A	N/A							
3/4/2015	N/A	N/A							
3/5/2015	N/A	N/A							
3/6/2015	N/A	N/A							
3/6/2015	David	Castellano							
3/9/2015	N/A	N/A							
3/9/2015	N/A	N/A							
3/11/2015	Chris	Catlin							
3/11/2015	Charles	Battstein							
3/12/2015	N/A	N/A							
3/13/2015	N/A	N/A							
3/13/2015	N/A	N/A							
3/15/2015	N/A	N/A							
3/16/2015	Beverly	N/A							
3/19/2015	Ann	Lee							
3/19/2015	N/A	N/A							
3/19/2015	N/A	N/A							
3/19/2015	N/A	N/A							
3/19/2015	N/A	N/A							
3/19/2015	N/A	N/A							
3/19/2015	N/A	N/A							
3/19/2015	N/A	N/A							
3/19/2015	James	N/A							
3/19/2015	Anna	Consalvo							
3/19/2015	Cheryl	N/A							
3/20/2015	N/A	N/A							

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Date_Received	Name_First	Name_Last	Project-Type-3	Project-Type-3-Comment	Project-Type-4	Project-Type-4-Comment	Map-Markup_Project	Map-Markup_Why	Comments
3/21/2015	N/A	N/A							
3/21/2015	Rick								
3/22/2015	N/A	N/A							
3/23/2015	N/A	N/A							
3/24/2015	N/A	N/A		FALSE					
3/25/2015	N/A	N/A		FALSE					
3/25/2015	N/A	N/A		FALSE					
3/26/2015	Patty	N/A		FALSE					
3/30/2015	N/A	N/A		FALSE					
3/30/2015	Mark	inaudible		FALSE					
3/30/2015	N/A	N/A		FALSE					
3/31/2015	Mark	Walkup		FALSE					
4/1/2015	N/A	N/A							
4/1/2015	Neil	Cosentino							
4/2/2015	N/A								
4/2/2015	N/A								
4/2/2015	N/A								
4/2/2015									
4/2/2015	N/A								
4/2/2015	N/A								
4/3/2015	Deal	Harris							
4/3/2015	Mamie	Gilmore							
4/3/2015	Clyde	Gwinn							
4/6/2015	Gregory	Tucker							
4/7/2015	N/A	N/A							
4/7/2015	N/A	N/A							
4/8/2015	N/A	N/A							
4/8/2015	N/A	N/A							
4/9/2015	Paul	Campbell							
4/9/2015	Natalie	Jones							
4/9/2015	N/A								
4/10/2015	Todd	Greg Seeney (?)							
4/10/2015	William	Garrison							
4/13/2015	N/A	N/A							
4/14/2015	N/A	N/A							

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Date_Received	Name_First	Name_Last	Project-Type-3	Project-Type-3-Comment	Project-Type-4	Project-Type-4-Comment	Map-Markup_Project	Map-Markup_Why	Comments
4/14/2015	Eloisa	Wooten							
4/15/2015	Marilyn	Nickelson							
4/15/2015	N/A	N/A							
4/16/2015	N/A	N/A							
4/17/2015	Paul	Body							
4/20/2015	John	Zweigart							
4/20/2015	N/A	N/A							
4/21/2015	N/A	N/A							
4/22/2015	Dave	Schultz							
4/22/2015	Ralph	Greenlee							
4/28/2015	Leanne	White							
5/2/2015	N/A	N/A							
5/4/2015	N/A	Campbell							
5/4/2015	Terry	McGuiness							
5/5/2015	Gary								
5/5/2015	Mrs.	Mercer							
5/5/2015	N/A	N/A							
5/6/2015	N/A	N/A							
5/8/2015	Tim	Curtis							
5/9/2015	N/A	N/A							
5/9/2015	Tom	McCormick							
5/11/2015	N/A	N/A							
5/12/2015	N/A	N/A							
5/13/2015	N/A	N/A							
5/14/2015	N/A	N/A							
5/15/2015	N/A	N/A							
5/18/2015	James	Bowers, Jr.							
5/20/2015	N/A	N/A							
3/3/2015	Ralph	Greenlee							
2/15/2015									
2/16/2015	Tarrantce	Lenoir							

**Public Comments Received Outside of Workshops**

Date_Received	Name_First	Name_Last	Project-Type-3	Project-Type-3-Comment	Project-Type-4	Project-Type-4-Comment	Map-Markup_Project	Map-Markup_Why	Comments
2/18/2015	Ralph	Greenlee							
3/17/2015	Teresa	Gettell							
2/15/2015	Sue Ann	Curd							
2/14/2015	Karen	Webb							
2/15/2015	Robin	Varnadore							
2/19/2015	April	Cooper							
2/18/2015	Madelle	Becker							
2/24/2015	Joe	Kilgore							
2/24/2015	C. Gerald	Harbison, Jr							
3/2/2015	Matt	Jellison							
3/2/2015	Susan	Lng							
3/3/2015	Daryl	Watkins							
3/4/2015	Spencer	Kass							
2/23/2015	Lisa	Kennedy	Resurfacing	(3) Don't do same roads over and over.					
3/9/2015	Vicki	Zamora							

**Public Comments Received Outside of Workshops**

Date_Received	Name_First	Name_Last	Project-Type-3	Project-Type-3-Comment	Project-Type-4	Project-Type-4-Comment	Map-Markup_Project	Map-Markup_Why	Comments
3/9/2015	Susan	Lester							
3/11/2015	Susan	Ketterer							
3/12/2015	Tom	Rask							
3/12/2015	Angela	Sotolongo							
3/15/2015	Vera								
3/16/2015	Srinivas	Parsi							
3/17/2015	Daryl	Watkins							
3/17/2015	Doug	Gaal							
3/19/2015	Robin	Deoraj							
3/19/2015	Steven	Bulger							
3/19/2015	Edith	Farley							
3/19/2015	Phyllis	DeFonzo							
3/19/2015	Ruth	Brown							
3/25/2015	Larry J.	Jones		FALSE					
3/25/2015	Thomas	Huggins		FALSE					
3/19/2015	Gregory	Carter							
3/20/2015	Christopher	Midkiff							
3/20/2015	Jeanette	Casida							

**Public Comments Received Outside of Workshops**

Date_Received	Name_First	Name_Last	Project-Type-3	Project-Type-3-Comment	Project-Type-4	Project-Type-4-Comment	Map-Markup_Project	Map-Markup_Why	Comments
3/19/2015	Amber	Duren							
3/19/2015	Shirley	Burdett							
3/26/2015	Richard	Pyrczak							
4/7/2015	Sharon	Calvert							
4/9/2015	Renee	Matthews							
3/8/2015	Clyde and Angela	Davis							
2/18/2015	Mary	Easterly							
3/13/2015	Don	Nightengale							

**Public Comments Received Outside of Workshops**

Date_Received	Name_First	Name_Last	Project-Type-3	Project-Type-3-Comment	Project-Type-4	Project-Type-4-Comment	Map-Markup_Project	Map-Markup_Why	Comments
4/8/2015	Barbara	Lynch							
4/8/2015	Paul Rodney	Body							
4/3/2015	Susan								
4/2/2015	Lynn	Hirschfeld							
3/26/2015	Neil	Cosentino							
3/26/2015	Mary	Wells							

**Public Comments Received Outside of Workshops**

Date_Received	Name_First	Name_Last	Project-Type-3	Project-Type-3-Comment	Project-Type-4	Project-Type-4-Comment	Map-Markup_Project	Map-Markup_Why	Comments
3/24/2015	Kim	Ruiz							
3/21/2015	Jodi	Cohen							
3/21/2015	Patrick								
3/1/2015	Mary-Margaret	Wilson							
4/9/2015	Jonathan	Baton							
4/2/2015	Lawrence L	Westcott							
2/16/2015	Cyril	Spiro							
2/16/2015	Lew	Sibert							
4/12/2015	Russell	Hires							
4/12/2015	Christina	Carter							
4/13/2015	Stu								
4/28/2015	Elizabeth	Boynton							
4/27/2015	Akilah	Wimbley							
4/25/2015	Paul	Goss							

**Public Comments Received Outside of Workshops**

Date_Received	Name_First	Name_Last	Project-Type-3	Project-Type-3-Comment	Project-Type-4	Project-Type-4-Comment	Map-Markup_Project	Map-Markup_Why	Comments
4/23/2015	Edward	Seward							
4/23/2015	James	Curry							
4/22/2015	Christopher	Akin							
4/18/2015	Paul	Rodney							
4/16/2015	Kevin	Linne							
4/15/2015	Stephanie	Ura							

**Public Comments Received Outside of Workshops**

Date_Received	Name_First	Name_Last	Project-Type-3	Project-Type-3-Comment	Project-Type-4	Project-Type-4-Comment	Map-Markup_Project	Map-Markup_Why	Comments
4/7/2015	Sara	Hendricks							
5/3/2015	John	Denton							
5/8/2015	Nancy	Pease							
5/8/2015	Julia	Vakulenko							
5/7/2015	Stacy	McLam							
5/6/2015	Sharon	Poole							
5/6/2015	Lois	Brennan							
5/5/2015	David	Lorick							
5/15/2015	Sharon	Calvert							
5/14/2015	Nina	Tatlock							
5/14/2015	Alan	Zeleznock							
5/14/2015	Sharon	Calvert							
5/13/2015	Tom								
5/11/2015	Alex	McDaniel							
5/4/2015	Nicole	O'Neill							

**Public Comments Received Outside of Workshops**

Date_Received	Name_First	Name_Last	Project-Type-3	Project-Type-3-Comment	Project-Type-4	Project-Type-4-Comment	Map-Markup_Project	Map-Markup_Why	Comments
5/22/2015	Amanda	Yaksic							
5/21/2015	Lucy	Williamson							
5/21/2015	Lucy	Williamson							
5/21/2015	Christopher	Scioscia							
5/19/2015	Barbara	von der osten							
5/21/2015	Robin	Vancavage							
5/20/2015	Stephen	Fenske							
5/20/2015	Ricky	Cooke							

**Public Comments Received Outside of Workshops**

Date_Received	Name_First	Name_Last	Project-Type-3	Project-Type-3-Comment	Project-Type-4	Project-Type-4-Comment	Map-Markup_Project	Map-Markup_Why	Comments
5/11/2015									
2/12/2015									
2/24/2015	James		Transit - Extended Hours	I live in Ybor and can't guarantee a ride home from the arena after a hockey game? What's the point of transit service?			Expansion of street car as D.T. circulator - build on an existing, underutilized asset, build from the center out		First light rail or BRT (fixed guide way) corridor must link Downtown and USF, airport to Downtown only would have very little new economic development potential and would not showcase the economical transformative potential of transit/TOD
2/24/2015									
2/26/2015	Lois	Strawn	Complete Street/Enhanced Street						We need noise abatement measures in SCC along Rte 301 & 19. The noise is way annoying day and night
2/26/2015	Wendell	Wlaker							
2/26/2015	Rosemarie	Walter	Transit - New/Expanded Routes	Get traffic off roads	Transit - Extended Hours	Get Traffic off roads			
2/26/2015	Marilyn	Wakeman	Transit - New/Expanded Routes	perhaps smaller more efficient vehicles trying to run on schedule	Transit - Weekend	Light Rail is needed			an interchange at Big Bend & I-75 could help traffic in the fast growing south county
2/26/2015	Jean	Windrow					Something must be done to prevent congestion on S. Pebble once the 240 homes have been built. Is Minto Inc responsible		
2/26/2015			Transit - New/Expanded Routes	need rail to move our county forward					
3/2/2015	R.J.	Falsone	Transit - Weekend		Transit - Frequency				
3/2/2015	Doris	Broadwell	Complete Street/Enhanced Street		Sidewalk/Bike Lanes				
3/2/2015	alan	Clendenin							
3/3/2015	John	Cartee					extend high speed rail to the beach		
3/3/2015	Robert	Couch							
3/3/2015	Patty	Lathrop	New Road/Road Widening						

**Public Comments Received Outside of Workshops**

Date_Received	Name_First	Name_Last	Project-Type-3	Project-Type-3-Comment	Project-Type-4	Project-Type-4-Comment	Map-Markup_Project	Map-Markup_Why	Comments
3/3/2015	Michael	McQueen	New Road/Road Widening	would like to see reversible lanes on interstates (esp I-75)					
3/3/2015	Craig	Woodward						scrap all projects until the roads are repaved. Less utopia and more practical	
3/3/2015									
2/23/2015	Tom	Kennedy	Multi-Use Trail	makes for great communities (QOL)		Ferry Service	Ferry Service !!! It will help decongest roads.		
2/23/2015	Mike Lamarca						Stop the development, Big Bend Rd. is turning into SR 60 in the 90s.	Traffic on Big Bend and US 41 was not a problem before Mira Bay, Waterset, covington, and Harbor Isles.	
2/23/2015	Kendell	Perez	New Road/Road Widening	New road from Big Bend East to 75 North needed to provide smooth entrance to 75 North.			Congestion on Big Bend Road at Route 75 is not being addressed and there is NO plans for a fix. People are going to die on this road.	State representatives need to be invited to a public meeting to understand the impact of building and the unsafe conditions of Big Bend Road. And learn how their laws affect us.	
2/23/2015	Andrea	Stall	Transit - New/Expanded Routes	More flexibility, less car use.					
2/26/2015	L.	Bowker							
2/26/2015	C.	Cahill	Intersection Improvement	Safety concerns			Agreed with one. Do not widen 19th Ave.		
2/26/2015	M.	Campbell	New Road/Road Widening			Improve exit/entry on Del Webb East and 674	Improve exit/entry on Del Webb East and 674 - Too dangerous as is. Very congested.	Oppose 8 ft. wall put over 8ft mound in Valencia Lakes. Too much noise rerouted to Sun City homes.	
2/26/2015	Robert E.	Chapp							
5/1/2015									
5/1/2015	-	-							
4/13/2015									
4/16/2015									
4/9/2015	Bradley	Lanno							
4/13/2015	Christine	Acosta							
4/29/2015	Eugenia	Clark							
4/28/2015	Joyce	Formica							
4/20/2015	Kathy	Rocha							
4/28/2015	Nancy	Natilson							
4/27/2015	Steve	Lynch							
4/14/2015	Travis	Woodruff							

## **I-Neighborhood Application Comments**

## Project Comments

Last Updated: 6/8/2015

Date	Author	In Project	Comment
4/24/2015	SK	HCP49T1C	<p>Either way the community will be impacted by the burden of extra traffic but the path of least resistance seems the logical choice.</p>
4/22/2015	LKSplanz	HCP66T10	<p>ATMS only! do NOT widen! High speed traffic is suppose to use Suncoast/Veterans that's what they are designed for.</p>
			<p>The "app map" shows only one by-pass for the community of Sundance. The Go Hillsborough meetings developed two more; a Lightfoot Rd. and a Buckeye Rd. transit. The TECO easement and the Lightfoot Rd. By-Passes both have an adverse affect on Sundance homeowners; the Buckeye Rd. does not.</p> <p>As important as any of the by-pass schemes is the ability to enforce a by-pass. Who and how will the residents of Sundance be protected from 18-wheelers, dump trucks or just massive new car/truck traffic when major building takes place to the West of our community?</p>
4/22/2015	RRG	HCP49T1C	<p>Sundance stakeholders, County officials and Large landowners West of Sundance must reach consensus as to how and when the 2,000 folks of our affected community will be protected; before any new building takes place within the Little Manatee South area.</p> <p>We all need to tell Hillsborough County how we feel and what it will cost Sundance if the right solution isn't put in place.</p> <p>RRG</p>
4/22/2015	Joecamel	HCP49T1C	<p>This project would impact more properties in Sundance than using the existing roads and implementing traffic calming and controls. Would be less expensive by several million than acquiring land and constructing a complete new road Hillsborough county should look at routing the road through Manatee County to Buckeye. I have not heard TECO's feelings about using their right of way and owned properties for the county to build a road</p>
4/17/2015	jaypull	HCP137T10	<p>The multi-modal path along 301 is fantastic. It is great to see people using it. I hope it is extended down to SR-674 when 301 to 674 is expanded.</p>
4/17/2015	jaypull	HCP20T10	<p>Ideally, there would be a turning lane to turn north onto Valrico Rd, at the moment just one person wanting to turn left can hold up traffic because they have to wait for everybody going West to pass by. It can also be a bit dangerous because some people decide to go and just barely avoid an accident.</p>
4/17/2015	jaypull	LOCAL8	<p>More service along this area is a great idea because it is growing very fast and if people can see that there is service in this area they might use it more.</p>

## Project Comments

Last Updated: 6/8/2015

Date	Author	In Project	Comment
4/17/2015	jaypull	HCP45T1C	This road has gotten busier since it is not as congested at SR-674, it has no lights, and there are ways to get to HCC, Lennard, and 1-75. Not to mention there is more development in the area. This will be needed in the very near future if it is not needed more now.
4/17/2015	jaypull	PTR14T1C	This is desperately needed. This interchange is a mess during rush hours and not as efficient as it could be the rest of the time. Interchange improvements are needed as soon as possible because the Big Bend area, especially 301 and Big Bend, are developing very fast and it's only going to keep developing and growing.
4/17/2015	jaypull	PTR14T1C	I agree that it's not fair that developers are not held accountable for their share. They are part of the reason why traffic gets so bad, they should be expected to help with improving this area. They have an interest in doing so.
4/17/2015	jaypull	FERRY1	I would love for there to be light rail, but this seems like a better option for us now considering people seem so against light rail if they aren't personally going to use it.
4/10/2015	publisherm	HCP165T3O	I have liked the comments I've seen from jamesintampa. Unfortunately I can't tell where/what these asset preservation projects in unincorporated areas might be. We just saw repairs/upgrades along Lutz Lake Fern road -- but I can't tell if that was considered an asset preservation activity or just a by-product of the sewer line connection project.
4/7/2015	ferronusa	FERRY4	This is a tourism project. Critical transportation needs should be addressed and monies spent before tourism transportation.
4/7/2015	ferronusa	FERRY1	Money could be better spent on other transportation issues. Providing a terminal to grow tourism from Channelside to St Pete does not address the real transportation needs. Monies could be better spent on light rail.
4/7/2015	ferronusa	FERRY3	The monies used to pay for this project could be spent for more pressing needs. The ridership would be minimal compared to other potential projects, especially light rail. This should not be a priority project.
4/7/2015	mcalloway	CTCP06T1O	Lighting is a major concern in south county, Symmes road, between US 41 and US 301 need more street lights. Also needed on Balm Riverview Road and Rhodine. A man on a bike was just killed on Rhodine Road. The county owns a large piece of property on the south side of Rhodine, put in a sidewalk connection from US 301 to Lucaya! There is just a small segment that is not there on the south side and the county owns most of that property!

## Project Comments

Last Updated: 6/8/2015

Date	Author	In Project	Comment
4/7/2015	mcalloway	HCP137T1O	BTW, I gave this 5 stars. This is needed as more homes are being approved and built. There are many people who use the multi-modal path on U.S. 301, thank you for building it County and FDOT. It is used many times a day for exercising, as well as for getting to and from work for those who do not own a car. Emphasis needs to be paid especially to the small two lane roadways, like Rhodine, that don't have a shoulder. Sidewalks are needed where shoulders are lacking. Sidewalks are also needed along Gibstonton Drive, on both sides of the road, since there is no safe way for pedestrians to cross Gibsonton, only at Walmart and Mathog, which are about two miles apart, from Walmart to 301. I constantly see pedestrians walking on the roadway. This is needed with all the apartments and mobile homes in the area, not every drives a car! Mitigation money from the developers should be used for these projects, not widening roadways, but putting in sidewalks, as it is cheap and the right of way is there.
4/7/2015	mcalloway	HCP115T1O	This is needed as more development has been approved and being built in south county. We should not be left out, because we are "so far out in the county." We are not and pay a lot of taxes with less bus service and roadway maintenance.
4/7/2015	mcalloway	FLEX1	I agree with Jamesintampa
4/7/2015	mcalloway	PTR13T1O	This is a needed project, has a back up AM and PM, from I-75 to the 301 intersection.
4/7/2015	mcalloway	PTR13T1O	This is a must needed improvement, has issues both AM and PM peak. It has a back up for at least a mile for an hour every AM.
4/6/2015	Katdaws	PTR14T1C	I second CPANinjaDoug's statements. 3 years ago I spoke with an I75 project manager and was told that additional ramps for the I75/Big Bend Road interchange were to be started 2013 yet somehow that got derailed. Since then, my understanding is that Waterset was allowed to reduce the amount of funding it promised toward roadway improvement, which impacted the timeline for the improvements. While it's fair to expect taxpayers to help pay for these road improvements, it's NOT fair that developers are not held accountable for their share. It's unreasonable that the county allows developers to continue building all these new residential areas without including plans to expand the infrastructure IN THE NEAR FUTURE knowing that additional residents bring with them large traffic issues. And the new hospital and talk of a mall right near the I75 interchange will complicate matters even more. How can anyone in county planning think that waiting 10 years for additional entrance/exit ramps is acceptable!?
3/19/2015	SAB	HCP49T1C	This is a great solution to move south county transportation east and west while minimizing traffic increases to the communities of Sundance and Sundance Trails.
3/18/2015	sammyaf	HCP126T1C	The main issue is entering I-75 in the morning and exiting I75 in the evening. What should be a 5 min drive takes me 30 mins to get on or off highway.

## Project Comments

Last Updated: 6/8/2015

Date	Author	In Project	Comment
3/2/2015	LKSplanz	USF03T3C	do the complete street project rather than widen
2/19/2015	phylkenj	FERRY1	This is the most cost effective transit project being considered. It will actually make money! I think the meetings that are going on need to provide some information about this. It requires no new taxes.
2/15/2015	CPANinjaDoug	PTR14T1C	I understand improvements for this intersection are years away. It seems like it'd be extremely easy to add an on ramp northbound by using Bull Frog Creek. This change would practically eliminate the current congestion. As it is mornings we're often backed up as far as Lincoln Road and even evenings can be backed up. (For the evenings, adding just 5 extra seconds to the light would help tremendously)
2/10/2015	jamesintampa	CTCP16T3O	In my opinion, asset preservation should be paid for from property tax revenues (or from user fees) and from no other source. Save other revenue sources (particularly a new sales tax) for projects that have a high return on investment, create more than temporary construction jobs, or can be used to leverage additional federal grant dollars. Please don't waste a penny (or even half penny) on backlog/maintenance projects. We should have been saving all along for maintenance instead of our yearly ceremonial cuts to the ad valorem tax rate. Before asking us to spend tax dollars on maintenance, explain to us why our cities and county accept new roads for maintenance without adequate tax revenues coming in to pay for maintenance/replacement of our existing facilities (not to mention the new roads we keep accepting). Those tax cuts saved me very little but apparently has put us way behind the 8-ball, and I believe it is disingenuous to say we had a budget surplus when it was (or should have been) clear that we needed set aside more money for maintenance of these existing assets.
2/10/2015	jamesintampa	PCP03T3O	In my opinion, asset preservation should be paid for from property tax revenues (or from user fees) and from no other source. Save other revenue sources (particularly a new sales tax) for projects that have a high return on investment, create more than temporary construction jobs, or can be used to leverage additional federal grant dollars. Please don't waste a penny (or even half penny) on backlog/maintenance projects. We should have been saving all along for maintenance instead of our yearly ceremonial cuts to the ad valorem tax rate. Before asking us to spend tax dollars on maintenance, explain to us why our cities and county accept new roads for maintenance without adequate tax revenues coming in to pay for maintenance/replacement of our existing facilities (not to mention the new roads we keep accepting). Those tax cuts saved me very little but apparently has put us way behind the 8-ball, and I believe it is disingenuous to say we had a budget surplus when it was (or should have been) clear that we needed set aside more money for maintenance of these existing assets.

## Project Comments

Last Updated: 6/8/2015

Date	Author	In Project	Comment
2/10/2015	jamesintampa	TTCP18T30	<p>In my opinion, asset preservation should be paid for from property tax revenues (or from user fees) and from no other source. Save other revenue sources (particularly a new sales tax) for projects that have a high return on investment, create more than temporary construction jobs, or can be used to leverage additional federal grant dollars. Please don't waste a penny (or even half penny) on backlog/maintenance projects. We should have been saving all along for maintenance instead of our yearly ceremonial cuts to the ad valorem tax rate. Before asking us to spend tax dollars on maintenance, explain to us why our cities and county accept new roads for maintenance without adequate tax revenues coming in to pay for maintenance/replacement of our existing facilities (not to mention the new roads we keep accepting). Those tax cuts saved me very little but apparently has put us way behind the 8-ball, and I believe it is disingenuous to say we had a budget surplus when it was (or should have been) clear that we needed set aside more money for maintenance of these existing assets.</p>
2/10/2015	jamesintampa	HCP165T30	<p>In my opinion, asset preservation should be paid for from property tax revenues (or from user fees) and from no other source. Save other revenue sources (particularly a new sales tax) for projects that have a high return on investment, create more than temporary construction jobs, or can be used to leverage additional federal grant dollars. Please don't waste a penny (or even half penny) on backlog/maintenance projects. We should have been saving all along for maintenance instead of our yearly ceremonial cuts to the ad valorem tax rate. Before asking us to spend tax dollars on maintenance, explain to us why our cities and county accept new roads for maintenance without adequate tax revenues coming in to pay for maintenance/replacement of our existing facilities (not to mention the new roads we keep accepting). Those tax cuts saved me very little but apparently has put us way behind the 8-ball, and I believe it is disingenuous to say we had a budget surplus when it was (or should have been) clear that we needed set aside more money for maintenance of these existing assets.</p>
2/10/2015	jamesintampa	HCP167T30	<p>In my opinion, asset preservation should be paid for from property tax revenues (or from user fees) and from no other source. Save other revenue sources (particularly a new sales tax) for projects that have a high return on investment, create more than temporary construction jobs, or can be used to leverage additional federal grant dollars. Please don't waste a penny (or even half penny) on backlog/maintenance projects. We should have been saving all along for maintenance instead of our yearly ceremonial cuts to the ad valorem tax rate. Before asking us to spend tax dollars on maintenance, explain to us why our cities and county accept new roads for maintenance without adequate tax revenues coming in to pay for maintenance/replacement of our existing facilities (not to mention the new roads we keep accepting). Those tax cuts saved me very little but apparently has put us way behind the 8-ball, and I believe it is disingenuous to say we had a budget surplus when it was (or should have been) clear that we needed set aside more money for maintenance of these existing assets.</p>

## Project Comments

Last Updated: 6/8/2015

Date	Author	In Project	Comment
2/10/2015	jamesintampa	HCP166T3O	<p>In my opinion, asset preservation should be paid for from property tax revenues (or from user fees) and from no other source. Save other revenue sources (particularly a new sales tax) for projects that have a high return on investment, create more than temporary construction jobs, or can be used to leverage additional federal grant dollars. Please don't waste a penny (or even half penny) on backlog/maintenance projects. We should have been saving all along for maintenance instead of our yearly ceremonial cuts to the ad valorem tax rate. Before asking us to spend tax dollars on maintenance, explain to us why our cities and county accept new roads for maintenance without adequate tax revenues coming in to pay for maintenance/replacement of our existing facilities (not to mention the new roads we keep accepting). Those tax cuts saved me very little but apparently has put us way behind the 8-ball, and I believe it is disingenuous to say we had a budget surplus when it was (or should have been) clear that we needed set aside more money for maintenance of these existing assets.</p>
2/9/2015	jamesintampa	USF03T3C	Focus on transit and bike/ped in this area.
2/9/2015	jamesintampa	USF04T2C	Focus on transit in this area.
2/9/2015	jamesintampa	CTCP09T10	Unclear where this is.
2/9/2015	jamesintampa	CTCP13T10	The Riverwalk is one of the best things to happen to downtown in awhile. We must build upon its success!
2/9/2015	jamesintampa	METRO1	New Tampa hasn't been developed for transit/walkability. Consider this a later tier project unless done as a park and ride.
2/9/2015	jamesintampa	METRO5	It really isn't that rapid. Might be good as an interim service, but this corridor should be evaluated for BRT in a dedicated lane.
2/9/2015	jamesintampa	METRO4	Not clear if this is MetroRapid or BRT. Current MetroRapid isn't really BRT, more like an express bus.
2/9/2015	jamesintampa	METRO3	Unsure where this is.

## Project Comments

Last Updated: 6/8/2015

Date	Author	In Project	Comment
2/9/2015	jamesintampa	METRO2	It really isn't that rapid. Might be good as an interim service, but this corridor should be evaluated for BRT in a dedicated lane.
2/9/2015	jamesintampa	FLEX1	Leverage existing investment (streetcar tracks) and expand (geography and frequency) in conjunction with rubber wheel trolley for use as a Downtown/Channelside/Ybor circulator.
2/9/2015	jamesintampa	PTR03T10	Not clear what is meant by a "complete street" in the industrialized port area.
2/6/2015	fricknbee	HCP128T1C	Bloomingdale should be widened from 301 to Little Rd. Haven't seen that project on here.

## **Facebook Comments**

Timestamp	From	To	Text	Content ID	Parent ID
5/22/2015 0:48	Tim Schock	GO Hillsborough	<p>Tim Schock &gt; GO Hillsborough</p> <p>I'm concerned that the revenue option favored is a sales tax, the very same revenue option that was rejected by voters less than 5 years ago in Hillsborough and just last Nov in Pinellas. I have been to several of the town hall meetings but I have never heard anyone mention of a report contracted by Hillsborough County and issued by AECOM in May 2014. That report states that light rail and BRT will not be effective methods of transportation. It further recommends investing in improvements to existing transit solutions such as Metro Rapid and express services and continue discussions with CSX to utilize existing rail tracks for commuter rail rather than new right of way for light rail. What happened to the report? Why is not part of this discussion?</p>	1602642706678310	
5/20/2015 19:22	GO Hillsborough		<p>GO Hillsborough</p> <p>Our final Telephone Town Hall meeting is tomorrow, May 21 from 7 - 8pm. Join the conversation by calling 1-877-229-8493 (Enter PIN: 110301) RSVP is appreciated by visiting <a href="http://www.GoHillsborough.org">www.GoHillsborough.org</a></p> <p>GO Hillsborough   Your Voices. Your Choices.   Transportation for your everyday life. <a href="http://gohillsborough.org">gohillsborough.org</a></p> <p>GO Hillsborough seeks to understand, explore and help choose transportation options that make sense in the lives of Hillsborough County citizens.</p>	1601922586750320	
5/19/2015 20:12	Adam Metz	GO Hillsborough	<p>Adam Metz &gt; GO Hillsborough</p> <p>Adding new road capacity doesn't actually improve congestion, it just increases the total number of miles travelled by all vehicles.</p> <p>"This is because, for the most part, drivers aren't charged for using roads. So it's not surprising that a valuable resource, given away for free, leads people to use more of it. Economists see this phenomenon in a lot of places, and call it induced demand."</p> <p>The "fundamental rule" of traffic: building new roads just makes people drive more <a href="http://vox.com">vox.com</a></p> <p>Why we can't build our way out of our traffic problems</p>	10154039283691800	
5/18/2015 16:00	GO Hillsborough		<p>GO Hillsborough</p> <p>GO Hillsborough added a new photo â€" at Town 'N Country Regional Public Library.</p> <p>Town 'n Country_FindingConsensus_051815</p>	1601921586750420	
5/18/2015 15:25	Shirley Howell Wood	GO Hillsborough	<p>Shirley Howell Wood &gt; GO Hillsborough</p> <p>â€"Dog and pony showâ™</p> <p>GoHillsborough has started its next phase of meetings on our transportation problems in Hillsborough County. It is holding meetings asking for public input to help solve our transportation problems. However, at the meeting on May 11 no forms were handed out to collect comments unless someone knew to ask for one. Instead of allowing for individual input, they have facilitators who manipulate the discussion in the desired direction, isolating opposing viewpoints so those who organized the meeting in the first place are able to tell the participants and the rest of the community that the conclusions reached at the meeting are the result of public participation. Facilitators are conducting small groups where the only options offered to the participants are options which include additional sources of revenue. At no time was the option given to solve our transportation problems with existing revenue and explain just where our transportation dollars are going. This is not a public forum where there is a genuine effort to get public input. These meetings are a dog and pony show to give the appearance that public input was the driving force behind decisions made concerning transportation problems in Hillsborough.</p> <p>Shirley Wood</p> <p>Lithia</p> <p>Letters to the editor: Black lives matter <a href="http://tbo.com">tbo.com</a></p> <p>Black lives matter</p>	1086946321321700	
5/19/2015 19:37	Bill Hutchison		<p>Bill Hutchison Anything that runs counter to her opinions is a "personal attack."</p> <p>at 19:37:45 on 5/19/2015</p>	1088104707872520	1086946321321700
5/19/2015 18:21	Jason Ball		<p>Jason Ball I'm still waiting for her to point out the "personal attack"... She must have considered it personally offensive when I pointed out the budget realities of an all-roads, all-sprawl growth plan, and how it either forces the govt to levy high taxes to pay for the high infrastructure costs of sprawl, or it forces the govt to pay for the infrastructure by cannibalizing other things the govt does which would otherwise elevate quality of life in the community. There is no magic 3rd way, by which taxes remain low, but the cost of the govt's obligations remain high. We know this is a fact, by simply looking at Hillsborough County's past and present growth agenda (all-roads, all-sprawl), and seeing how it has savaged the county's budget for several decades, and has left our children with a massive multi-billion dollar funding gap, just to pay for the legacy costs of the roads we've already built. The cost to build and maintain roads has skyrocketed over the years. Roads absolutely do not pay for themselves. Not even close. Before another suburban road to nowhere is built in this county, the codes and tax structure need major reform, so that from now on, every sprawling neighborhood built, actually pays for itself in perpetuity, instead of cannibalizing funds paid by other taxpayers living in existing neighborhoods, which were supposed to pay for needs in their own neighborhoods.</p> <p>at 18:21:03 on 5/19/2015</p>	1088030841213240	1086946321321700

Timestamp	From	To	Text	Content ID	Parent ID
5/19/2015 11:40	Bill Hutchison		Bill Hutchison Funny how when you rebut these guys it becomes a "personal attack." So sensitive! at 11:40:05 on 5/19/2015	1087653807917610	1086946321321700
5/19/2015 6:40	Jason Ball		Jason Ball Quote this supposed "personal attack" i made. at 6:40:08 on 5/19/2015	1087428967940100	1086946321321700
5/19/2015 2:52	Shirley Howell Wood		Shirley Howell Wood No, actually replying to your comments is a waste of time. When you resort to attacking the person instead of the opinion there is no point. You want only your option considered, and when a different option such as "use existing revenue" is suggested you go o the attack. All options should be on the table, but you ad others like you do not want that. You want only options that support your point of view. at 2:52:59 on 5/19/2015	1087324794617180	1086946321321700
5/19/2015 2:49	Jason Ball		Jason Ball By choosing not to rebut my remarks, you're admitting that I'm right. Your agenda would only make the budget worse than it already is. We know this is a fact because for the past 40 years, we've developed the county by the all-roads, all-sprawl method you're demanding now. And all we got for our efforts was the lowest wages in the nation, the 11th worst traffic and a multi-billion dollar budget shortfall on infrastructure. The solution you insist is the only possible solution, is already a proven failure. Thanks, but no thanks. at 2:49:13 on 5/19/2015	1087323727950620	1086946321321700
5/19/2015 0:44	Shirley Howell Wood		Shirley Howell Wood Wow Jason, my letter must have hit a nerve. Thank you! at 0:44:20 on 5/19/2015	1087264787956520	1086946321321700
5/18/2015 21:44	Jason Ball		Jason Ball Newsflash, the infrastructure that auto-centric greenfield sprawl needs over time, and what the residents of that sprawl actually pay in taxes, DO NOT ADD UP... We also already know by doing simple arithmetic that NTFT's demand that taxpayers subsidize hundreds of miles worth of new, widened and rebuilt roads would cost several billion dollars... So let's recap here... Unsatisfied with the dearth of amenities and infrastructure offered in your far flung, low value, low revenue 'neighborhood', you have decided that you should be provided with those things and have your quality of life elevated in the process. Except your low value, low revenue tax base doesn't pay enough in taxes to cover the cost... And NTFT is adamant that billions of dollars worth of new suburban roads be paid for strictly out of the existing budget, which has no significant surplus. So basically you are demanding billions be spent serving your personal agenda, but you refuse to pay one red cent towards your own priorities, and instead are demanding that everyone else pay your bills for you... Which begs the question, who exactly do you propose pay your bills for you? Should cops, firefighters and teachers be forced to make personal sacrifices for your agenda? Should the county's poor, disabled and elderly be forced to make personal sacrifices to serve your agenda? Are you proposing to make children suffer at the expense of your agenda? Who? Who have you targeted for a reduced quality of life, to elevate yours? at 21:44:09 on 5/18/2015	1087082981308030	1086946321321700
5/18/2015 3:30	Jason Ball	GO Hillsborough	<p>Jason Ball &gt; GO Hillsborough</p> <p>When you see rightwing radicals screaming for more sprawl and more money wasted on roads that we already can't afford, just remember where they get their information from... Special interests from outside the state of Florida. They don't live in our community, and they don't care about what this community needs. Their only concern is lining their own pockets with our hard earned money. And the less oil we buy, and the less we drive, the less they profit. It's as simple as that. Quote,"The Kochs fund a wide-ranging network of à€œthink tanks, à€ nonprofits and political organizations. Their best-known political arm is Americans for Prosperity and its various offshoots and subsidiaries. David Koch was founding chairman of Americans for Prosperity, and both brothers provided funding for its launch. Among other activities, the group does plenty to manufacture Agenda 21 paranoia, which has cable subscribers around the country convinced that smart growth is a United Nations conspiracy that will lead to one-world government.</p> <p>The Kochs also have plenty of ties to widely quoted, transit-bashing pundits like Randall Oâ€™Toole, Wendell Cox and Stanley Kurtz à€" people employed by organizations that receive Koch funding, like the Cato Institute and the Reason Foundation, and who spout the same talking points against walkability and smart growth."</p> <p>The Koch Brothersâ€™ War on Transit  <a href="http://billmoyers.com">billmoyers.com</a></p> <p>Through their vast network of political nonprofits, the billionaire brothers are attacking infrastructure projects across the nation.</p>	1086211808059280	
5/18/2015 0:16	Shirley Howell Wood	GO Hillsborough	<p>Shirley Howell Wood &gt; GO Hillsborough</p> <p>Shirley Howell Wood shared a link to GO Hillsborough's Timeline.</p> <p>Even pro-transit officials donâ€™t ride HART bus  <a href="http://tbo.com">tbo.com</a></p> <p>TAMPA à€" Rarely, if ever, do the government leaders pushing for more buses and more routes to encourage more riders on Hillsborough Area Regional Transit ride a bus themselves, pointing up the</p>	1085222754827390	
5/17/2015 22:39	Sharon Calvert	GO Hillsborough	<p>Sharon Calvert &gt; GO Hillsborough</p> <p>"Iâ€™ll be very frank, à€ Miranda said in an interview. à€œItâ€™s the freedom you have when you have a set of car keys in your hand.â€ #FixOurRoadsFirst</p> <p>Even pro-transit officials donâ€™t ride HART bus  <a href="http://tbo.com">tbo.com</a></p> <p>TAMPA à€" Rarely, if ever, do the government leaders pushing for more buses and more routes to encourage more riders on Hillsborough Area Regional Transit ride a bus themselves, pointing up the</p>	10205835470038900	
5/18/2015 3:36	Jason Ball		Jason Ball Once again, you take a comment out of context, and act like it's all of the justification this community needs to commit itself to billions more in longterm costs for more roads and more sprawl. We already can't afford the roads that already exist. As your own meme pleads "fix our roads first"... When will you wake up to reality? The roads we've already got, cost more over time than the tax base can afford at present tax rates. That's where the multi-billion dollar funding deficit we've already got came from... Derp, Wake up, this isn't 1985 anymore. Roads cost a lot of money to build and maintain, and WE don't want the expense. at 3:36:13 on 5/18/2015	10205836523745300	10205835470038900

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5/17/2015 15:22	Bill Hutchison	GO Hillsborough	<p>Bill Hutchison &gt; GO Hillsborough</p> <p>The real skinny on transportation subsidies:</p> <p>Amtrak is a public-private partnership, but at the inverse of its competition   All Aboard Ohio...</p> <p>allaboardohio.org</p> <p>Amtrak is a public-private partnership, but at the inverse of its competition kprendergast on May 17, 2015 — Leave a Comment Courtesy AP-Politics In the days following the tragic crash of Amtrak train #188 in Philadelphia, the public profile of Amtrak's infrastructure issues were raised significantly</p> <p>at 15:22:57 on 5/17/2015</p>	1048692878492440	
5/16/2015 17:37	Sharon Calvert	GO Hillsborough	<p>Sharon Calvert &gt; GO Hillsborough</p> <p>This million dollar taxpayer funded GoHillsborough campaign has conducted focus groups, polling and market analysis since they began last November. What questions were asked, who participated in these activities, who was polled, when were they polled and what were the results? This is a publicly funded campaign and the taxpayers who paid should have access to the information. Why isn't the information about these activities transparently provided on the GoHillsborough website?</p> <p>at 17:37:14 on 5/16/2015</p>	1599927793616470	
5/17/2015 13:39	Walter John Slupecki		<p>Walter John Slupecki They should.</p> <p>at 13:39:52 on 5/17/2015</p>	1600163946926180	1599927793616470
5/17/2015 13:39	Bill Hutchison		<p>Bill Hutchison The public should have the right to shape everything that affects the quality of life of their community.</p> <p>at 13:39:27 on 5/17/2015</p>	1600163900259520	1599927793616470
5/17/2015 13:38	Walter John Slupecki		<p>Walter John Slupecki Ikr?</p> <p>at 13:38:22 on 5/17/2015</p>	1600163710259540	1599927793616470
5/17/2015 13:38	Bill Hutchison		<p>Bill Hutchison Who would be against greater fairness and accountability?</p> <p>at 13:38:09 on 5/17/2015</p>	1600163686926210	1599927793616470
5/17/2015 13:35	Walter John Slupecki		<p>Walter John Slupecki Right</p> <p>at 13:35:47 on 5/17/2015</p>	1600163330259580	1599927793616470
5/17/2015 13:35	Bill Hutchison		<p>Bill Hutchison It's only fair and gives the public greater say and holds road projects accountable.</p> <p>at 13:35:36 on 5/17/2015</p>	1600163290259580	1599927793616470
5/17/2015 13:34	Walter John Slupecki		<p>Walter John Slupecki I agree Bill</p> <p>at 13:34:31 on 5/17/2015</p>	1600163166926260	1599927793616470
5/17/2015 13:34	Bill Hutchison		<p>Bill Hutchison I say any new roads or road improvements should be subject to approval by voters at the ballot box, just the same as for transit projects. If roads are so great let them face the same scrutiny transit projects have to endure from critics.</p> <p>at 13:34:08 on 5/17/2015</p>	1600163063592940	1599927793616470
5/17/2015 11:36	Walter John Slupecki		<p>Walter John Slupecki Great question Sharon. But here's an even better question; why do you continue to pitch for the continuance of an UTTERLY FAILED status quo that includes the building of a MONSTROSITY of a toll road through east county?</p> <p>BONUS QUESTION: Why do you resort to Kindergarten-style name calling when you don't get what you want? Last time I checked Sharon, this isn't Kindergarten class.</p> <p><a href="https://hartride2012tampa.wordpress.com/2015/05/05/sorting-through-the-pro-road-agenda-of/">https://hartride2012tampa.wordpress.com/2015/05/05/sorting-through-the-pro-road-agenda-of/</a></p> <p>at 11:36:22 on 5/17/2015</p>	1600136173595630	1599927793616470
5/15/2015 19:16	Jason Ball	GO Hillsborough	<p>Jason Ball &gt; GO Hillsborough</p> <p>When people shilling for special interests try to tell you that Millennials have changed their tune, and are buying cars just as much as preceding generations, so therefore we need to blow all of our taxes for the next 30 years on more roads, don't believe their biased talking points for a second. Millennials are driving less than preceding generations, period. And by the way, kids aged 15-18 getting drivers' licenses is at its lowest level in many decades. Generation Z looks like they will be even less interested in driving than the Millennials are. THAT is the future we need to plan for, unless Hillsborough County's families want to keep watching their children grow up and leave the area, like so many have been doing for years.</p> <p>â€”Quote,â€”There are real problems with the idea that the drop in driving was only temporary or due to the recession â€” and a closer look shows that the picture is more complicated.</p> <p>Consider again the J.D. Power data, which showed that Generation Y bought 27 percent of new cars in 2014, up from 18 percent in 2010 and more than the slightly older Generation X. On its face, that would suggest that young people are buying more cars again, now that the economy is improving.</p> <p>The problem with this analysis is that generations are arbitrarily defined groups. So, as Joe Cortright points out at City Observatory, you need to analyze these numbers on a per-capita basis.</p> <p>Redoing the numbers, Cortright found that the survey included 77.9 million people in Generation Y (born between 1977 and 1994) and just 49.2 million in Generation X (born between 1965 and 1976). So members of Generation Y were still buying way fewer cars per capita: 47.5 for every 1,000 people, compared with 67.1.â€”</p> <p>Young people are driving less than their parents. But why?</p> <p>vox.com</p> <p>It's just not the recession â€” it's something else.</p> <p>at 19:16:17 on 5/15/2015</p>	1084166824930450	

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5/15/2015 19:02	Jason Ball	GO Hillsborough	<p>Jason Ball &gt; GO Hillsborough</p> <p>When the power of govt is used to force everyone to drive, the quality of life of the community suffers. People don't just want options, they need them for their own well being.</p> <p>Biking or walking to work will make you happier and healthier</p> <p>vox.com</p> <p>And driving is the worst choice you can make.</p> <p>at 19:02:51 on 5/15/2015</p>	1084161894930940	
5/15/2015 18:56	Jason Ball	GO Hillsborough	<p>Jason Ball &gt; GO Hillsborough</p> <p>When you see people screaming for more roads, more sprawl and more taxes imposed on everyone else to pay for its endless legacy costs, just remember where this all came from.</p> <p>Highways gutted American cities. So why did they build them?</p> <p>vox.com</p> <p>A story of highway engineers, institutional racism, and the auto industry.</p> <p>at 18:56:35 on 5/15/2015</p>	1084159784931150	
5/15/2015 19:22	Bill Hutchison		<p>Bill Hutchison So THAT'S why transit must always make money, even as we sink vast amounts of taxpayer money into roads! &lt;sarcasm&gt; at 19:22:25 on 5/15/2015</p>	1084168634930270	1084159784931150
5/15/2015 19:04	Jason Ball		<p>Jason Ball Most things we do in this country are for the sake of money, not for the people. at 19:04:36 on 5/15/2015</p>	1084162384930890	1084159784931150
5/15/2015 19:02	Bill Hutchison		<p>Bill Hutchison Which begs the question: Are we building our cities for cars or people? at 19:02:21 on 5/15/2015</p>	1084161741597620	1084159784931150
5/14/2015 18:12	GO Hillsborough	Visit Tampa Bay, Hillsborough County, Florida Government, Bob Buckhorn	<p>GO Hillsborough &gt; Visit Tampa Bay, Hillsborough County, Florida Government, Bob Buckhorn</p> <p>Very interesting article about Florida TaxWatch study. It indicates that as Florida markets to visitors, we must consider the strain on our infrastructure, noting 900 per day increase in population. "Florida must be able to adequately provide capacity for residents and visitors" said Robert Weissert, senior vice president of research. Visit Tampa Bay Hillsborough County, Florida Government Bob Buckhorn</p> <p>Study: Investment key for tourism growth in Florida newsherald.com</p> <p>PANAMA CITY BEACH " With Florida expected to once again break tourism records by welcoming a milestone 100 million visitors this year, a nonprofit research group is urging lawmakers to invest in infrastructure improvements to help continue the industry's growth.</p> <p>at 18:12:04 on 5/14/2015</p>	1599083100367600	
5/18/2015 19:31	Jason Ball		<p>Jason Ball The way transit agencies create tiered service for contributors/non-contributors is to set the fare higher than it may otherwise be, and then offer a significant fare discount to people buying fare cards who have proof of local residency... But the higher fare also hurts local walk-up ridership... The better way to go after tourists is by jacking up the rental car tax, and the tax on taxi services, and keep transit fares low. at 19:31:49 on 5/18/2015</p>	1600631063546140	1599083100367600
5/17/2015 16:39	John Adder		<p>John Adder Maybe I am not very bright but it can be done. Web sites do it as some customers pay sales tax and some do not. Normally, Florida residents have a Florida drivers license so that's a starting point. I understand that Florida needs tourist but tourist usually don't care if they pay a little extra. It was just a thought as I am getting ready to fight the more sales tax proponents. at 16:39:30 on 5/17/2015</p>	1600206490255260	1599083100367600
5/17/2015 11:42	Walter John Slupecki		<p>Walter John Slupecki John Adder QUOTE: "What about two levels of sales tax? One for residents and one for tourist. I really don't want more tourist so I don't want to pay a higher sales tax. But maybe we could charge tourist a higher sales tax for things like rail. Of course, this is primarily on the bed tax platform."</p> <p>What on earth are you saying? That there should be a "special" sales tax just for tourists? Is that even possible in the state of Florida?</p> <p>Last I heard, our bed taxes were maxed out. Nice try though... at 11:42:27 on 5/17/2015</p>	1600137830262130	1599083100367600
5/15/2015 15:39	John Adder		<p>John Adder What about two levels of sales tax? One for residents and one for tourist. I really don't want more tourist so I don't want to pay a higher sales tax. But maybe we could charge tourist a higher sales tax for things like rail. Of course, this is primarily on the bed tax platform. at 15:39:26 on 5/15/2015</p>	1599495073659740	1599083100367600
5/14/2015 20:19	Connie Brinkman		<p>Connie Brinkman All I can say is the new buses are awesome and I am sure metro rapid is even better. Thank U Hillsborough County. at 20:19:47 on 5/14/2015</p>	1599109517031630	1599083100367600
5/14/2015 18:23	Phil Compton		<p>Phil Compton How many more tourists would come back for a 2nd visit if we offered the transit options that they expect, that all other cities our size provide? So many tell us: having to rent and drive a car is not their idea of "going on holiday". How much more would we rake in with additional sales taxes from these folks who instead choose on their future vacations to go anywhere else in the world where they can relax without the stress of driving that we alone mandate our visitors incur? at 18:23:59 on 5/14/2015</p>	1599085010367410	1599083100367600

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5/13/2015 22:32	Adam Metz	GO Hillsborough	<p>Adam Metz &gt; GO Hillsborough</p> <p>"Compared with the high-speed trains of Western Europe and East Asia, American passenger rail is notoriously creaky, tardy, and slow. The Acela, currently the only "high-speed" train in America, runs at an average pace of 68 miles per hour between Washington and Boston; a high-speed train from Madrid to Barcelona averages 154 miles per hour. Amtrak's most punctual trains arrive on schedule 75 percent of the time; judged by Amtrak's lax standards, Japan's bullet trains are late basically 0 percent of the time."</p> <p>Amtrak works exactly the way it was designed to, based on the political ideologies of politicians philosophically opposed to the idea of passenger rail. A good analogy would be oil changes in vehicles. If I refuse to get the oil in my car changed because I am philosophically opposed to the idea of car ownership, my car will eventually stop working. We treat transit exactly the same way in Hillsborough county: we design it to fail because we don't believe in it.</p> <p>How Washington Derailed Amtrak</p> <p>nationaljournal.com</p> <p>A Washington mystery.</p> <p>at 22:32:47 on 5/13/2015</p>	10154026536591800	
5/13/2015 20:58	GO Hillsborough		<p>GO Hillsborough</p> <p>GO Hillsborough added 10 new photos to the album: New Tampa_Temple Terrace_Finding Consensus_051215 â€” at Omar K Lightfoot.</p> <p>New Tampa_Temple Terrace_Finding Consensus_051215</p> <p>at 20:58:12 on 5/13/2015</p>	1598611743748070	
5/13/2015 20:53	GO Hillsborough		<p>GO Hillsborough</p> <p>GO Hillsborough added 9 new photos to the album: Brandon/South County_Finding Consensus_051115 â€” at Bell Shoals Baptist Church.</p> <p>Brandon/South County_Finding Consensus_051115</p> <p>at 20:53:00 on 5/13/2015</p>	1598611003748150	
5/13/2015 17:20	GO Hillsborough		<p>GO Hillsborough</p> <p>There are just 2 more community workshops and a telephone town hall meeting left in our community engagement project. It's time to find consensus and begin discussing the tough choices we'll need to make in order to relieve our worsening traffic flow and congestion. Read more about our final phase:</p> <p><a href="http://gohillsborough.org/blog-finding-consensus/">http://gohillsborough.org/blog-finding-consensus/</a></p> <p>Blog: Finding Consensus - GoHillsborough</p> <p>gohillsborough.org</p> <p>GO Hillsborough seeks to understand, explore and help choose transportation options that make sense in the lives of Hillsborough County citizens.</p> <p>at 17:20:00 on 5/13/2015</p>	1598514500424460	
5/18/2015 3:25	Mary Shofi Volpe		<p>Mary Shofi Volpe Tom: where do you live and how old are you?</p> <p>at 3:25:02 on 5/18/2015</p>	1600345720241340	1598514500424460
5/18/2015 3:23	Mary Shofi Volpe		<p>Mary Shofi Volpe you cannot stop people from moving to Tampa/Florida.</p> <p>at 3:23:13 on 5/18/2015</p>	1600345523574690	1598514500424460
5/18/2015 2:39	Tom Kelly		<p>Tom Kelly Adam, your article states a private entity. If they feel that they have a business case with a financial model, let them do it. There, I support a choo choo! From the same article, "The train will be able to travel an estimated 500-1,000 trips per hour." Really?</p> <p>at 2:39:56 on 5/18/2015</p>	1600328740243040	1598514500424460
5/18/2015 2:30	Tom Kelly		<p>Tom Kelly And the train should stop in front of your house so that you no longer need a car!</p> <p>at 2:30:31 on 5/18/2015</p>	1600326216909960	1598514500424460
5/18/2015 2:29	Tom Kelly		<p>Tom Kelly Fact, NJ spends its gasoline tax revenue on debt service!</p> <p>at 2:29:27 on 5/18/2015</p>	1600326123576630	1598514500424460
5/18/2015 2:26	Tom Kelly		<p>Tom Kelly Mary, knock yourself out on a ferry. It is private sector and self funding.</p> <p>A penny is a 14% increase in the sales tax. And then the same fools want to increase gas taxes. Maybe if gas taxes were spent on roads and not bike paths and other non highway related activities we would not be having this conversation.</p> <p>Who is paying the \$900,000 that this survey is costing? The tax payers? I often hired consultants to validate my business plan so I could then state the "professionals" endorse this as well. I paid them!</p> <p>at 2:26:48 on 5/18/2015</p>	1600325876909990	1598514500424460
5/17/2015 10:02	Shirley Howell Wood		<p>Shirley Howell Wood Then there needs to be an audit showing jus where all of the money has been spent over the past 20 years.</p> <p>at 10:02:15 on 5/17/2015</p>	1600100480265860	1598514500424460

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5/17/2015 7:49	Pierre Castor		<p>Pierre Castor Bonjour</p> <p>OFFRE DE PRÃŠT ENTRE PARTICULIER SÃ‰RIEUX</p> <p>J'ai rÃ©ussi Ã avoir un prÃ©t par l'intermÃ©diaire d'une amie qui m'a mise en contact avec Madame Floriane Talon</p> <p>qui a su me satisfaire au plus vite. Si par ailleurs vous avez besoin d'un crÃ©dit, d'un prÃ©t ou si vous Ãªtes interdits Bancaires, veuillez prendre Contact par mail avec Madame Floriane Talon : floriane.finance.talon38@gmail.com Ps: passez le message enfin d'aider ceux qui sont dans le besoin... Sont Email: floriane.finance.talon38@gmail.com at 7:49:50 on 5/17/2015</p>	1600074730268440	1598514500424460
5/17/2015 5:48	Jason Ball		<p>Jason Ball People who aren't blinded by their political ideology have already explained mathematical reality to you several times. The taxes presently collected aren't enough to pay for any significant expansion of the transportation system, be it roads or transit. In truth, the roads we've already built cost more to maintain than current sprawling, low value tax base can afford to pay for. You can wish and hope it did, but the math proves it does not. And the more roads and sprawl that is built, the less it pays for itself. This is precisely how we wound up in the multi-billion dollar budget hole we're already in. Again, this is not an 'opinion', it is an easily demonstrated, irrefutable fact. If you want a community with strong fiscal health, then stop demanding that we build low value sprawling development which only makes the situation worse.</p> <p>at 5:48:24 on 5/17/2015</p>	1600056340270280	1598514500424460
5/17/2015 5:22	Adam Metz		<p>Adam Metz Rail is hardly "dated."</p> <p><a href="http://www.bizjournals.com/orlando/blog/2015/04/exclusive-7-details-on-new-airport-to-i-drive.html?page=all">http://www.bizjournals.com/orlando/blog/2015/04/exclusive-7-details-on-new-airport-to-i-drive.html?page=all</a></p> <p>at 5:22:02 on 5/17/2015</p>	1600052063604040	1598514500424460
5/17/2015 3:47	Jason Ball		<p>Jason Ball That would also require a state government not completely sell out to developers, and gut growth management regulations that permitted such accountability. It's not common sense that we need, we need voters who won't elect a felon to be governor, and incompetent ideologues to run the legislature and various cabinet positions.</p> <p>at 3:47:17 on 5/17/2015</p>	1600040780271830	1598514500424460
5/17/2015 3:37	Mary Shofi Volpe		<p>Mary Shofi Volpe Sadly, some people are backwards and they don't want to fork over an extra penny for progress. We are outgrowing our highways before they are built or added to. In order to attract good paying jobs, companies and educated employees, we need to have lite rail to attract them here, as it is expected in "large" cities. Would be great for the airport to downtown to USF, to New Tampa, to east Tampa and south. This would take a lot of cars off of the road, and help rid ourselves of traffic nightmares. The bridges could also accommodate rail to St. Pete and Clearwater. A ferry from Tampa to St. Pete, including MacDill AFB would also be beneficial!</p> <p>at 3:37:57 on 5/17/2015</p>	1600039593605290	1598514500424460
5/17/2015 2:17	Liz Gutierrez		<p>Liz Gutierrez Yes and service from apollo beach and other south county communities to downtown tampa, airport, and at least one mall without driving for 45 minutes and between three train lines. 1. Ferry service, commuter rail service, express bus service.</p> <p>at 2:17:19 on 5/17/2015</p>	1600022213607020	1598514500424460
5/17/2015 2:01	Tom Kelly		<p>Tom Kelly It looks like the port, the airport and Hart. All three should be self funding!</p> <p>at 2:01:37 on 5/17/2015</p>	1600018006940780	1598514500424460
5/16/2015 19:40	Shirley Howell Wood		<p>Shirley Howell Wood <a href="http://eyeontampabay.blogspot.com/2015/01/parsons-brinckerhoff-funnels-tax.html">http://eyeontampabay.blogspot.com/2015/01/parsons-brinckerhoff-funnels-tax.html</a></p> <p>at 19:40:08 on 5/16/2015</p>	1599955903613660	1598514500424460
5/16/2015 19:39	Tom Kelly		<p>Tom Kelly A drop in the bucket considering that it "costs" \$187,000,000 a mile for rail construction.</p> <p>at 19:39:19 on 5/16/2015</p>	1599955800280330	1598514500424460
5/16/2015 19:38	Shirley Howell Wood		<p>Shirley Howell Wood Tom Kelly, over \$900,000!!</p> <p>at 19:38:24 on 5/16/2015</p>	1599955690280340	1598514500424460
5/16/2015 19:37	Tom Kelly		<p>Tom Kelly And I bet that "we" are paying for their consultants to "document" that we said we needed rail and were willing to pay for it!</p> <p>at 19:37:42 on 5/16/2015</p>	1599955556947020	1598514500424460
5/16/2015 19:35	Tom Kelly		<p>Tom Kelly Gee Mary, try NYC, Chicago, Boston, Washington DC, you need high density workplaces...Pinellas already said NO!</p> <p>at 19:35:26 on 5/16/2015</p>	1599955310280380	1598514500424460
5/16/2015 16:28	Dinah Byrd Arena		<p>Dinah Byrd Arena Why can't the size of the buses be determined by the number of passengers? I see buses the size of the Queen Mary with 2 or 3 riders. If some of the routes have very low use, can't we use smaller vehicles. Or would that interfere with the kick backs from ordering giant buses?</p> <p>at 16:28:56 on 5/16/2015</p>	1599912593617990	1598514500424460
5/16/2015 4:42	Mary Shofi Volpe		<p>Mary Shofi Volpe how much bigger do we need to be Tom? define "big."</p> <p>at 4:42:15 on 5/16/2015</p>	1599697316972850	1598514500424460
5/16/2015 2:10	Shirley Howell Wood		<p>Shirley Howell Wood Where was this? They are using the Delphi technique to get the outcomes they want. <a href="http://www.vlrc.org/articles/110.html">http://www.vlrc.org/articles/110.html</a></p> <p>at 2:10:44 on 5/16/2015</p>	1599657363643510	1598514500424460
5/16/2015 2:10	Shirley Howell Wood		<p>Shirley Howell Wood The problem is they are using this phase to form consensus that they will present to the commissioners. However, in the small groups, all comments are being worded by the facilitators, not by the individual participants, and all of the options people are being asked to respond to involve tax increases, so they will claim the consensus is that people are in favor of a tax increase to pay for transit. Everyone MUST request an individual comment form and fill it out and put it in the locked collection box.</p> <p>at 2:10:01 on 5/16/2015</p>	1599657280310180	1598514500424460
5/16/2015 2:08	Tom Kelly		<p>Tom Kelly Shirley, Hillsborough just had a meeting on a proposed dog park. 3 locations.. They sold one as the solution, there was no choice.</p> <p>at 2:08:13 on 5/16/2015</p>	1599657003643550	1598514500424460
5/16/2015 2:07	Tom Kelly		<p>Tom Kelly A penny increase in the sales tax is a 14% increase!</p> <p>at 2:07:10 on 5/16/2015</p>	1599656866976890	1598514500424460
5/16/2015 2:05	Tom Kelly		<p>Tom Kelly Rail has been a failure outside of the big cities and is dated and way to expensive.</p> <p>at 2:05:34 on 5/16/2015</p>	1599655690310340	1598514500424460
5/16/2015 1:53	C Kaye Jackson		<p>C Kaye Jackson they want to tax us to pay for this. this is all it is about - finding a way to tax us. why don't they stop building subdivisions in hillsborough county? they don't even consider that existing roads are not adequate when they issue these permits. they are bought by developers. there are two new unnecessary subdivisions being built in brandon right now. one of them is lacocina which is in a hideous location off on 640. roads cannot handle the traffic from this and the other one is david weekly's over priced too tightly congested subdivision on brooker road. they just added 70 homes on brooker road alone and for what reason? it's just greed. the building needs to stop</p> <p>at 1:53:28 on 5/16/2015</p>	1599653403643910	1598514500424460
5/15/2015 14:59	Myra Sims		<p>Myra Sims We need to stop building in Hillsborough County. We don't have enough water. They have drained too many swamps so they could put in condo's. Mary they use buses to go into Tampa. They have tried to solve this problem since the 1970's.</p> <p>at 14:59:29 on 5/15/2015</p>	1599473363661910	1598514500424460

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5/15/2015 12:01	Shirley Howell Wood		Shirley Howell Wood It should be an option. The options should not be decided in advance. If that is the case, then the entire process is a joke and simply an exercise to make it appear that consensus has been reached with all options considered. at 12:01:44 on 5/15/2015	1599434643665780	1598514500424460
5/15/2015 10:27	Walter John Slupecki		Walter John Slupecki Existing revenue will not be enough to resolve our transportation problems in the long term. at 10:27:31 on 5/15/2015	1599417580334150	1598514500424460
5/15/2015 3:03	Mary Shofi Volpe		Mary Shofi Volpe we need light rail, elevated or not and "speed" buses for outlying areas. at 3:03:38 on 5/15/2015	1599174887025090	1598514500424460
5/14/2015 20:30	Joseph R. Fritz		Joseph R. Fritz I'll give you a tough fucking choice....."tough choices" get rid of the DROP program; quit padding your retirements; quit keeping the most expensive employees and get new cheaper/younger/better ones. Really? DROP is giving our Jane Castor a departing gift of \$750,000 and a yearly retirement of like \$140,000 at 20:30:45 on 5/14/2015	1599111903698060	1598514500424460
5/14/2015 19:54	Shirley Howell Wood		Shirley Howell Wood Taxpayers need to demand an audit showing just how our transportation money has been spent over the last 20 yrs. Where has that money gone?? at 19:54:27 on 5/14/2015	1599104037032180	1598514500424460
5/14/2015 11:09	Teo Leonard		Teo Leonard Or maybe before you allow building permits to the developers you consider the traffic issues. OH wait - that would require that someone have common sense in our local government. at 11:09:00 on 5/14/2015	1598893387053240	1598514500424460
5/14/2015 11:07	Teo Leonard		Teo Leonard Maybe if you hadn't given millions and millions in land value and opportunity costs to the Y in South Shore - you would have had the revenue in property tax alone to solve the Big Bend Over and I75 traffic issues. at 11:07:48 on 5/14/2015	1598893297053250	1598514500424460
5/14/2015 2:51	Shirley Howell Wood		Shirley Howell Wood One of the choices needs to be "use existing revenue to solve transportation problems". Why is that option not even given by the facilitators in the small groups?? at 2:51:09 on 5/14/2015	1598731683736080	1598514500424460
5/13/2015 12:53	Laura Lawson	GO Hillsborough	Laura Lawson > GO Hillsborough  My parents, who are in their 70s, want to move somewhere where they can get around on foot and with transit. I expect this is part of a growing trend. What do the communities with the worst problems (we are #2!) have in common?  Safety Tips to Prevent Pedestrian Traffic Deaths and Car Accidents - AARP  aarp.org  A pedestrian dies in a traffic crash every two hours. Here's how towns and cities are trying to cut that number.  at 12:53:46 on 5/13/2015	10153278000098400	
5/13/2015 6:47	Adam Metz	GO Hillsborough	Adam Metz > GO Hillsborough  "On a per-acre basis, sprawling single-use developments such as big-box stores do a poor job of providing governments with needed tax revenue. Dense, mixed-use development, usually downtown or adjacent to transit, is financially much more beneficial."  Best bet for tax revenue: mixed-use downtown development  bettercities.net  Studies in Florida and North Carolina show that dense urban development pays off for local governments. Big-box retail doesn't.  at 6:47:05 on 5/13/2015	10154025193936800	
5/13/2015 6:51	Adam Metz		Adam Metz "Urban development produces a valuable yield, like that of a cash crop, while low-density suburban development is the equivalent of growing an acre of grass. By our estimates, suburban development doesn't even cover the cost of the infrastructure that serves it in a reasonable period of time." at 6:51:41 on 5/13/2015	10154025196926800	10154025193936800
5/13/2015 2:49	Sharon Calvert	GO Hillsborough	Sharon Calvert > GO Hillsborough  Millennials may be turning into their parents after all  "The generation once seen as shunning cars accounted for 27% of new auto sales in the US last year, up 9 percentage points from 2010, according to a recent study by JD Power and Associates."  Millennials may be turning into their parents after all  businessinsider.com  Millennials, typically defined as those born between 1981 and 1997, may be turning into their parents after all.  at 2:49:04 on 5/13/2015	10205808465083800	
5/13/2015 12:14	Laura Lawson		Laura Lawson Saying that some young people feel the need to move out of NYC when they have children is irrelevant to the discussion we are having in Hillsborough County right now. If these folks want a suburban home here, they are set. at 12:14:59 on 5/13/2015	1020580954321100	10205808465083800
5/13/2015 11:16	Bill Hutchison		Bill Hutchison This stuff flies in the face of record breaking ridership for transit and Amtrak and that's despite the fact that both are much smaller than what operated years ago. At the same time, driving has decreased starting in 2004 (well BEFORE the recession) and despite a recent increase is nowhere near projected levels. Air service has retrenched from smaller cities as well.  We are in the middle of a creeping mobility crisis but road zombie rhetoric, fueled by Big Oil funded "think tanks" such as Kato and paid, anti-transit hitmen, continues to spout talking points that are bald faced lies. They would have us forsake any real choices in favor more and more roads, even as the overwhelming evidence shows the folly of such a course.  at 11:16:13 on 5/13/2015	10205809640353200	10205808465083800
5/13/2015 6:23	Jason Ball		Jason Ball Young and old alike want the same thing... And then there are the special interests, political ideologues and road zombies, who will try to coerce society into being beholden to automobiles driven on roads, until their dying breath, no matter what. at 6:23:30 on 5/13/2015	10205808964736300	10205808465083800

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5/13/2015 6:18	Jason Ball		<p>Jason Ball Quote, "The report comes as the United States undergoes a demographic shift toward an older society. By 2030, nearly one in five people will be 65 or older. Surveys consistently show that seniors would prefer to grow older in the communities where they have resided for many years. To address the changes, there has been heightened emphasis on finding or transforming communities to accommodate older people."</p> <p>Among the qualities that make a community livable are its walkability (56 percent of millennials and 46 percent of Baby Boomers say they prefer getting around on foot to using a car in the suburbs, the report says), its housing affordability, and civic engagement and social life..."... <a href="http://www.washingtonpost.com/news/local/wp/2015/05/06/how-to-build-livable-communities-for-older-people-report/">http://www.washingtonpost.com/news/local/wp/2015/05/06/how-to-build-livable-communities-for-older-people-report/</a> at 6:18:19 on 5/13/2015</p>	10205808955056100	10205808465083800
5/13/2015 6:16	Jason Ball		<p>Jason Ball Quote, "Americans of all income levels share many quality of life priorities: walkable neighborhoods, green space, and access to fresh food and public transit. While people with incomes at 200 percent of poverty level (or less) did express a stronger desire for public transit accessibility, 52 percent of Americans overall would prefer to live in communities where they don't need a car very often, and 48 percent feel their communities need better bike lanes."... <a href="http://nextcity.org/daily/entry/survey-millennials-baby-boomers-housing-renters">http://nextcity.org/daily/entry/survey-millennials-baby-boomers-housing-renters</a> at 6:16:49 on 5/13/2015</p>	10205808952216000	10205808465083800
5/13/2015 1:44	Sharon Calvert	GO Hillsborough	<p>Sharon Calvert &gt; GO Hillsborough</p> <p>"Despite what the urban planners claim, accessibility is no substitute for mobility, as mobility gives people access to more economic opportunities and competitive markets. We will reach peak car only when someone could invent a form of transportation that is faster, cheaper, and more convenient than driving, and the only likely such invention is the self-driving car."</p> <p><a href="http://ti.org/antiplanner/?p=10581#more-10581">http://ti.org/antiplanner/?p=10581#more-10581</a> at 1:44:49 on 5/13/2015</p>	1598355243773720	
5/13/2015 10:12	Bill Hutchison		<p>Bill Hutchison We reached peak car in 2004. at 10:12:26 on 5/13/2015</p>	1598445460431370	1598355243773720
5/13/2015 9:46	Walter John Slupecki		<p>Walter John Slupecki Sharon believes that automated vehicles are adequate substitutes for transit. NEWS FLASH: Go visit Europe and Asia. Parts of those continents have AUTOMATED SUBWAYS! Automated subway technologies have been around since...drumroll please...the 1990s!!! at 9:46:15 on 5/13/2015</p>	1598439760431940	1598355243773720
5/13/2015 8:55	Adam Metz		<p>Adam Metz The American Automobile Association estimated that it costs \$8,876 per year to own and operate an average car. So saying that cars are "less expensive than the alternatives for most urban trips" is a subjective statement at best. It's closer to being patently false. An "urban trip" in many U.S. cities is far quicker, cheaper, and easier on foot or on a bicycle, and that includes Tampa's urban core.</p> <p><a href="http://www.doughroller.net/money-management/surprising-lifetime-cost-car-ownership/">http://www.doughroller.net/money-management/surprising-lifetime-cost-car-ownership/</a> at 8:55:34 on 5/13/2015</p>	1598431513766090	1598355243773720
5/13/2015 6:09	Jason Ball		<p>Jason Ball This 'source' has zero credibility. The "Anti-planner" blog was created courtesy of the far right special interest group the "Thoreau Institute", which is a Koch Brothers Family Foundation. The Thoreau Institute holds the sociopathic ideological position that all community planning of all forms is basically evil. As in, local citizens should have no say in how their community is shaped and grows over time, and what they are and are not taxed to pay for. These people believe that issues of such import to us all, should strictly be left up to wealthy landowners, development corporations and their armies of lobbyists and attorneys. You couldn't have found a less credible, more self interested source for information if you tried.</p> <p><a href="http://www.sourcewatch.org/index.php/Koch_Family_Foundations">http://www.sourcewatch.org/index.php/Koch_Family_Foundations</a> at 6:09:11 on 5/13/2015</p>	1598398413769400	1598355243773720
5/13/2015 1:07	Adam Metz	GO Hillsborough	<p>Adam Metz &gt; GO Hillsborough</p> <p>A bike path in an old railroad trench sparked \$200 million in residential development in the heart of Minneapolis. Bike/ped improvements are the highest-returning investments we can make in our cities.</p> <p>Midtown Greenway spurs urban development, especially in Uptown</p> <p><a href="http://www.startribune.com">startribune.com</a></p> <p>How a bike path in an old railroad trench sparked \$200 million in residential development in the heart of Minneapolis. And what still needs to be done.</p>	10154024615496800	
5/12/2015 16:33	Jason Ball	GO Hillsborough	<p>Jason Ball &gt; GO Hillsborough</p> <p>Report 'busts the myth' that drivers cover full cost of roads...</p> <p>Before we can "find consensus", we first have to properly explain the cost implications of each mode of transport (both the upfront and longterm costs), and how it fundamentally impacts not just the govt budget, but also our personal budgets and our quality of life. Every dollar we spend on transportation, is a dollar we don't have for education, parks, economic incentives, etc...</p> <p>Report 'busts the myth' that drivers cover full cost of roads</p> <p><a href="http://www.nj.com">nj.com</a></p> <p>A report says the argument that drivers pay all the costs of road upkeep and construction is no longer true and that better ways to fund transportation must be found.</p>	1082610601752740	
5/12/2015 18:35	Adam Metz		<p>Adam Metz <a href="http://www.citylab.com/commute/2014/01/chicago-suburb-cant-afford-its-roads/8181/">http://www.citylab.com/commute/2014/01/chicago-suburb-cant-afford-its-roads/8181/</a> at 18:35:48 on 5/12/2015</p>	1082648585082270	1082610601752740
5/12/2015 18:07	Adam Metz		<p>Adam Metz <a href="http://www.uspirg.org/reports/usp/do-roads-pay-themselves">http://www.uspirg.org/reports/usp/do-roads-pay-themselves</a> at 18:07:18 on 5/12/2015</p>	1082637605083370	1082610601752740

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5/11/2015 14:02	Shirley Howell Wood	GO Hillsborough	<p>Shirley Howell Wood &gt; GO Hillsborough  #fixourroadsfirst</p> <p>SunRail finishes first year \$27.2 million in the red  orlandosentinel.com</p> <p>The SunRail commuter train finished its first year of operation \$27.2 million in the red, bringing in \$7.2 million while spending \$34.4 million.</p>	1079913032025030	
5/13/2015 23:02	Bill Hutchison		<p>Bill Hutchison Also...Shirley, none of this is an attack or personal. However, I and others will respond to what we feel is a clear bias in favor of roads over everything else. A modern society needs a full portfolio of transportation options for all of its citizens and businesses if it is to function properly. A roads-only "one-size-fits-all" highways-über-alles approach will not meet the need.</p>	1081069478576050	1079913032025030
5/13/2015 22:53	Bill Hutchison		<p>Bill Hutchison Fix our roads first? That's all we have done ever since the first Federal Aid Highway Act was passed in 1916! Along the way, we have spent \$3 trillion on roads and have nothing but more traffic to show for it. Much of that money came from taxpayers and not users. Meanwhile, this open ended spending on roads distorted the transportation marketplace to the point where privately owned and operated transit systems and railroads could not make a profit. As we continued to spend money on roads like drunken sailors, other modes shriveled. And you want MORE money for roads while other modes continue to starve? Please.</p>	1081067508576240	1079913032025030
5/13/2015 22:53	Eddie Dee		<p>Eddie Dee I will add that propping up an overbuilt, unsustainable, road-dominated transportation system that is a half-century out of date while ignoring well documented demand changes toward more transportation choices is very bad planning that does not position the country or your home region to compete in a 21st century economy.</p>	1081067445242920	1079913032025030
5/13/2015 22:29	Eddie Dee		<p>Eddie Dee I see no one attacking you Shirley. Just bringing out a lot of facts that call your view into question. It's discussion and debate (perhaps slightly heated in a spot or two) but not personal attacks.</p>	1081062161910110	1079913032025030
5/13/2015 2:08	Shirley Howell Wood		<p>Shirley Howell Wood Wow, here we go. Attack the person making the comments and ridiculing the comment as "not serious". Roads are a must in this county and are what most people depend on. Even if a rail system was built it would not reach most parts of the county- only from point A to B, and then what?? Buses?? Well, buses use roads too! #fixourroadsfirst</p>	1080713051945020	1079913032025030
5/12/2015 23:39	Bill Hutchison		<p>Bill Hutchison BTW and in reference to the Sunrail story above, they have just been awarded \$93 million in federal funds to extend to Poinciana and Kissimmee. On to Tampa! That oughta give the road zombies the heebie-jeebies!</p>	1080670718615920	1079913032025030
5/12/2015 23:34	Jason Ball		<p>Jason Ball Quote," As to should people who drive more pay more- we already do each time we buy gas and pay a tax on the gas we buy. "... Dead wrong... How many times do people have to show you irrefutable proof that this is a lie, before you stop trying to spread that lie? Math doesn't care about your demonstrably failed ideology, it only cares how much it's costing the rest of us. The suburban experiment is an epic failure. It's time to return to traditional forms of development that have stood the test of time for thousands of years. We should be building vibrant places for people, not paved spaces for cars. <a href="http://www.nj.com/traffic/index.ssf/2015/05/report_busts_the_myth_that_drivers_cover_full_cost_of_roads.html">http://www.nj.com/traffic/index.ssf/2015/05/report_busts_the_myth_that_drivers_cover_full_cost_of_roads.html</a></p>	1080669548616040	1079913032025030
5/12/2015 23:33	Bill Hutchison		<p>Bill Hutchison Road zombies usually do.</p>	1080669241949400	1079913032025030
5/12/2015 23:27	Jason Ball		<p>Jason Ball Shirley Howell Wood - Quote,"The cost gets higher because the roads have been neglected for so long."... lol! Is this a serious answer? You literally believe that a road that has been built, maintained and replaced for the past umpteen years, costs less than a new road built today, which has yet to need maintenance or replacement? How is that possible, when the existing road which needs replaced will be replaced at today's cost, plus it will still have the lifetime cost it has already imposed on taxpayers? Wow, what a shockingly clueless answer.</p>	1080666811949650	1079913032025030
5/12/2015 22:55	Eddie Dee		<p>Eddie Dee Another hazard of the automobile-centered transportation planning. Acres and acres of land used up for parking. At the link below, where very valuable water-front property is taken up by parking lots:</p> <p><a href="http://streetsblog.net/2015/05/12/too-many-cities-make-their-most-valuable-land-worthless/">http://streetsblog.net/2015/05/12/too-many-cities-make-their-most-valuable-land-worthless/</a></p>	1080657098617290	1079913032025030
5/12/2015 22:52	Eddie Dee		<p>Eddie Dee It seems they prefer to ignore that fact.</p>	1080656345284030	1079913032025030
5/12/2015 22:50	Eddie Dee		<p>Eddie Dee <a href="http://www.usatoday.com/story/money/personalfinance/2014/04/24/millennials-prefer-public-transportation/8097555/">http://www.usatoday.com/story/money/personalfinance/2014/04/24/millennials-prefer-public-transportation/8097555/</a></p>	1080655921950740	1079913032025030
5/12/2015 22:49	Bill Hutchison		<p>Bill Hutchison Definition of insanity: To keep building more and more roads to relieve traffic woes and getting more traffic jams instead. Building more roads only induces more driving. Time for a change.</p>	1080655785284080	1079913032025030
5/12/2015 22:45	Eddie Dee		<p>Eddie Dee Millennials are the largest demographic in the workforce, and they prefer public transit over car keys:</p> <p><a href="http://www.bizjournals.com/tampabay/news/news-wire/2015/05/11/millennials-are-now-the-work-forces-largest-age.html?ana=twt">http://www.bizjournals.com/tampabay/news/news-wire/2015/05/11/millennials-are-now-the-work-forces-largest-age.html?ana=twt</a></p>	1080655018617490	1079913032025030
5/12/2015 22:37	Eddie Dee		<p>Eddie Dee Gas taxes don't come close to paying for our roads and it has been that way for a long, long, time. That it has only gotten worse in recent years, and it has more to do with the price of asphalt and concrete more than anything. The majority of people drive now because the government made it that way through killing off privately owned, financed, operated, and maintained rail, interurban, and streetcar systems with publicly owned, financed, and maintained public highways and government-mandated land use patterns that force automobile dependence on people. Like it or not, the evidence is overwhelming that total vehicle miles traveled is declining nationally and demand for alternatives to the car keys is on a steady long term increase. Our highway system is over built. Let's increase transportation freedom. Let more people choose whether or not they want to reach for the car keys. #transportationfreedomfirst</p>	1080653431950990	1079913032025030
5/12/2015 20:09	Shirley Howell Wood		<p>Shirley Howell Wood The cost gets higher because the roads have been neglected for so long. What we need is an accountability study showing just where our transportation money has been going over the past 20 years. The majority of people use our roads for their transportation. Surveys have shown that roads and bridges are at the top of the list for what people want their taxes spent on. As to should people who drive more pay more- we already do each time we buy gas and pay a tax on the gas we buy. As for those unable to drive, there does need to be some improved bus service with improved schedules, but of course these buses also depend on roads. Many of the people who are unable to drive are also shut-ins who depend on caregivers who must drive to their houses- again roads. The majority of the transportation needs is for roads to be maintained. therefore #fixourroadsfirst</p>	1080605001955830	1079913032025030
5/12/2015 19:18	Jason Ball		<p>Jason Ball All of them? Ok, what's the estimated cost on that right now? \$8 billion if we had it all in cash? (probably more like \$15-20 billion to finance it) Ok, where is the money going to come from? Who will pay, and how much? Whose taxes are you proposing to raise, and/or whose quality of life are you proposing to reduce to pay the cost? Do people who drive the most pay the most, or will everyone be coerced to pay equally, whether they drive a lot, a little or not at all? Furthermore, what is your solution for those who are disabled, too young, too old or too poor to drive? These people represent a very large percentage of the county's population. They cannot be ignored merely because they don't represent a majority vote on election day. This is a serious discussion, about crafting a serious solution. Please, let's finally hear yours.</p>	1080586085291050	1079913032025030
5/12/2015 16:40	Shirley Howell Wood		<p>Shirley Howell Wood How about the roads in Hillsborough Cty.</p>	1080453495304310	1079913032025030

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5/12/2015 16:38	Jason Ball		Jason Ball When you say "fix our roads", you clearly have a certain group of people in mind and are referring to specific roads. Can you please detail exactly which group of people you're referring to, and which roads you think need "fixed"? at 16:38:55 on 5/12/2015	1080452791971050	1079913032025030
5/12/2015 16:18	Bill Hutchison		Bill Hutchison Highways lose buckets of money. at 16:18:18 on 5/12/2015	1080446185305040	1079913032025030
5/12/2015 1:47	Shiloh Ryder		Shiloh Ryder at 1:47:39 on 5/12/2015	1080183185331340	1079913032025030
5/12/2015 0:43	Eddie Dee		Eddie Dee How much did the local roads lose? at 0:43:35 on 5/12/2015	1080159958667000	1079913032025030
5/12/2015 0:40	Bill Hutchison		Bill Hutchison Choices first. at 0:40:55 on 5/12/2015	1080159412000390	1079913032025030
5/11/2015 13:36	The TECO Line Streetcar System	GO Hillsborough	<p>The TECO Line Streetcar System &gt; GO Hillsborough</p> <p>Last round of GO Hillsborough meetings begin this week with meetings in Brandon tonight, and Temple Terrace tomorrow. This phase focuses on how best to address Hillsborough County's transportation issues.</p> <p>Last round of community meetings on Go Hillsborough transportation initiative starts Monday</p> <p>tampabay.com</p> <p>TAMPA — A select group of residents has answered the county's toughest question regarding transportation in Hillsborough County: are you willing to pay higher taxes to fund roads and transit?</p>	829411677148171	
5/11/2015 13:09	GO Hillsborough	Bell Shoals Baptist Church	<p>GO Hillsborough &gt; Bell Shoals Baptist Church</p> <p>Our Finding Consensus workshop series begins today at Bell Shoals Baptist Church! Be sure to RSVP and join the transportation discussion!</p> <p>RSVP today for our Finding Consensus workshop series!</p> <p>gohillsborough.org</p> <p>GO Hillsborough seeks to understand, explore and help choose transportation options that make sense in the lives of Hillsborough County citizens.</p>	1597925830483330	
5/11/2015 6:03	Jason Ball	GO Hillsborough	<p>Jason Ball &gt; GO Hillsborough</p> <p>"We often forget that the American pattern of suburban development is an experiment, one that has never been tried anywhere before. We assume it is the natural order because it is what we see all around us. But our own history — let alone a tour of other parts of the world — reveals a different reality. Across cultures, over thousands of years, people have traditionally built places scaled to the individual. It is only the last two generations that we have scaled places to the automobile" ... We can't afford to keep throwing good money after bad... Any plan for growth which does not correct this systemic failure is destined to fail...</p> <p>The American suburbs are a giant Ponzi scheme</p> <p>grist.org</p> <p>Our current pattern of autocentric development does not create real wealth. It creates the illusion of wealth. Today we are in the process of seeing that illusion destroyed, and with it the prosper...</p>	1081926225154510	
5/13/2015 6:05	Jason Ball		Jason Ball Yep. I was one of the guys working up budget numbers about 18 months ago, that the county used to decide to close the WWTP in Carrollwood Village (somewhat confusingly referred to as the 'Dale Mabry' facility). That place was an old mess, and it was going to cost more to fix it and keep it running, than it would cost to just build a pipeline to send the wastewater to the NW plant, which is overbuilt. at 6:05:29 on 5/13/2015	1082835091730290	1081926225154510
5/13/2015 4:47	Tonya Simmons		Tonya Simmons Thanks for your reply! We'd have allot to talk about! For example, as you know, developers build crappy plants then leave it up to local utilities to take them over or decommission them. Bet you've dealt with those situations in your career. Utilities have been getting smarter and getting better codes in place to require better design, thank goodness. at 4:47:40 on 5/13/2015	1082809738399490	1081926225154510
5/12/2015 19:12	Jason Ball		Jason Ball I actually work in the water industry as an estimator/PM. While I agree that ARRA (recovery act) federal funding has basically dried up, there is still lots of funding flowing to greenfield infrastructure projects that count on outside funding, which would never qualify for the funding if the projects had to stand on their own merits. (various CDBG projects quickly come to mind, as do many receiving EPA funding) ... It's a "national priority" to provide clean drinking water and modern sewer systems, but we don't bother having any regard for where people build, and how much it inflates the cost of that agenda. It's backwards, just like how we keep paying for disaster recovery for people who insist on living in the path of hurricanes and floods, or who live in tornado and earthquake prone areas, without living in a safe structure. It's always everyone else who gets to foot the bill for the poor choices made by others. at 19:12:02 on 5/12/2015	1082657841748010	1081926225154510
5/12/2015 18:52	Adam Metz		Adam Metz <a href="http://www.strongtowns.org/journal/2015/5/11/view-from-the-top">http://www.strongtowns.org/journal/2015/5/11/view-from-the-top</a> at 18:52:02 on 5/12/2015	1082652825081850	1081926225154510
5/12/2015 18:49	Adam Metz		Adam Metz <a href="http://www.theatlantic.com/business/archive/2015/01/suburbs-and-the-new-american-poverty/384259/">http://www.theatlantic.com/business/archive/2015/01/suburbs-and-the-new-american-poverty/384259/</a> at 18:49:57 on 5/12/2015	1082652348415230	1081926225154510
5/12/2015 3:14	Tonya Simmons		Tonya Simmons Interesting article. Regarding water and wastewater infrastructure, I don't totally agree. Most utilities are enterprise funds which are funded by ratepayers to maintain existing infrastructure and impact fees to build new infrastructure for new development. The reason many utilities run infrastructure to failure is because they are not allowed to run the utility as a non-profit business that properly maintains and replaces its aging assets because many commissioners and council members don't want to raise rates because it is politically unfavorable. But, in keeping with the author, once things go south, state and federal grants can help. My point is that receiving free capital for new infrastructure is ok. The problem is that until recently, the life-cycle cost was not considered (also in keeping with the author). But, if utilities were able to manage its assets across the assets' life, there wouldn't be such a huge gap today. Local government elected officials should stop passing the buck. at 3:14:50 on 5/12/2015	1082372781776520	1081926225154510

Timestamp	From	To	Text	Content ID	Parent ID
5/11/2015 5:01	Jason Ball	GO Hillsborough	<p>Jason Ball &gt; GO Hillsborough</p> <p>"New Report Finds Drivers Pay Less Than Half the Cost of Roads"</p> <p>Oops... So much for the hollow claim that "roads are paid for with user fees"</p> <p>The truth is, the more someone drives, the more their lifestyle is subsidized by everyone else</p> <p>Any transportation plan which does not address and correct this fundamental corruption of the system is a failure</p> <p>New Report Finds Drivers Pay Less Than Half the Cost of Roads</p> <p>planetizen.com</p> <p>The new report, "Who Pays for Roads? How the 'Users Pays' Myth Gets in the Way of Solutions to America's Transportation Problems" exposes the widening gap between how Americans think we pay for roadways through user fees and how we actually do. As Congress struggles to renew the federal transportation law</p>	1081910628489400	
5/10/2015 3:03	Shirley Howell Wood	GO Hillsborough	<p>Shirley Howell Wood &gt; GO Hillsborough</p> <p>Shirley Howell Wood shared a link to GO Hillsborough's Timeline.</p> <p>Squirrely Taxes</p> <p>westernjournalism.com</p> <p>Cartoons Share on Facebook0 Tweet0 Email PrintSquirrely Taxes A.F. Branco May 8, 2015 at 2:48pm Share on Facebook0 Tweet0 Email PrintAbout the author: A.F. BrancoTags: Radical Environmentalism</p>	1079174118765580	
5/8/2015 22:56	Sharon Calvert	GO Hillsborough	<p>Sharon Calvert &gt; GO Hillsborough</p> <p>Why isn't GoHillsborough fairly, equitably and transparently including comparable transit cost information for HART's vetted and approved 10 year TDP Vision plan? GoHillsborough only provides cost per mile info for high cost fixed guideway transit solutions. Why? Where is the cost per trip or cost per passenger?</p> <p>Eye On Tampa Bay: Finger Pointing the Wrong Folks AT HART Board Meeting</p> <p>eyeontampabay.blogspot.com</p> <p><a href="http://eyeontampabay.blogspot.com/2015/05/finger-pointing-wrong-folks-at-hart.html">http://eyeontampabay.blogspot.com/2015/05/finger-pointing-wrong-folks-at-hart.html</a></p>	10205786681699300	
5/8/2015 22:44	Shirley Howell Wood	GO Hillsborough	<p>Shirley Howell Wood &gt; GO Hillsborough</p> <p>Where is the schedule for the last round of meetings??</p>	1597124660563450	
5/8/2015 20:46	GO Hillsborough	Tampa Bay Times	<p>GO Hillsborough &gt; Tampa Bay Times</p> <p>Our final round of community workshops begin on Monday, May 11. Here's preview from the Tampa Bay Times. We hope you'll join us to share your voices and choices.</p> <p><a href="http://www.tampabay.com/news/transportation/last-round-of-community-meetings-on-go-hillsborough-transportation/2228861">http://www.tampabay.com/news/transportation/last-round-of-community-meetings-on-go-hillsborough-transportation/2228861</a></p> <p>Last round of community meetings on Go Hillsborough transportation initiative starts Monday</p> <p>tampabay.com</p> <p>TAMPA A select group of residents has answered the county's toughest question regarding transportation in Hillsborough County: are you willing to pay higher taxes to fund roads and transit?</p>	1597106797231900	
5/12/2015 9:25	Shirley Howell Wood		<p>Shirley Howell Wood The problem is that none of the choices included "no additional revenue". It was already given that taxes would be increased, just which ones would you be willing to have increased. The facilitators were trained to seem to be listening. However, it is their words that were written down, not the individual ideas. The question is: Where is our transportation money going now? How is it being spent? That question needs to be answered before they even begin to ask for more in higher taxes. The taxpayers have voted for higher taxes for road repair- the CIT tax, the "pennies for potholes", yet that money has not been used to maintain our roads. Why would we think giving them more tax dollars would be any different this time?? #fixourroadsfirst</p>	1598177017124880	1597106797231900

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5/12/2015 5:33	Carolyn Schmitt		Carolyn Schmitt The facilitator (Adam) of my group seemed to listen to what we had to say and they were writing down our thoughts. We spoke of reconfiguring the impact fees, meaning increasing them. And we begrudgingly agreed that the fairest source of new funding would be a 1/2% to 1% increase in sales tax. That way everyone would share in the cost. The percentage to each of the four areas were as follows: maintenance 35%, roads 30%, transit (buses) 30%, bike/ped 5%.		
			We mainly talked about maintenance and roads and what to do about issues in our immediate area. Not sure what they will do with our input but I'm glad I went. So sad not to see more people there. at 5:33:22 on 5/12/2015	1598141267128450	1597106797231900
5/12/2015 2:57	Bill Hutchison		Bill Hutchison Congress bailed out the highway trust fund to the tune of \$63 billion since 2008. at 2:57:24 on 5/12/2015	1598109263798320	1597106797231900
5/12/2015 2:19	Shirley Howell Wood		Shirley Howell Wood Attended the meeting tonight. No individual comment forms were available until I request one from several people. Instead facilitators were taking input and wording that input in their own words, instead of allowing individuals to write their own thoughts. Later the forms were again hidden and were not made available to those signing in until it was again pointed out. This entire process is a farce designed to give the appearance of a consensus for the predetermined outcome. at 2:19:49 on 5/12/2015	1598102260465690	1597106797231900
5/12/2015 1:48	Shiloh Ryder		Shiloh Ryder at 1:48:13 on 5/12/2015	1598097667132810	1597106797231900
5/10/2015 17:06	GO Hillsborough		GO Hillsborough Good idea! We will take care of that first thing tomorrow. Happy Mother's Day! at 17:06:49 on 5/10/2015	1597695463839700	1597106797231900
5/9/2015 7:37	Walter John Slupecki		Walter John Slupecki Regional fare system first. at 7:37:52 on 5/09/2015	1597217490554160	1597106797231900
5/9/2015 1:45	GO Hillsborough		GO Hillsborough Hi Carolyn. Please log on to gohillsborough.org and click on meetings. That will give you the dates, time and locations. Thanks. at 1:45:54 on 5/09/2015	1597168157225760	1597106797231900
5/9/2015 1:45	Shirley Howell Wood		Shirley Howell Wood This should be pinned at the top of your page without having to be asked for. at 1:45:36 on 5/09/2015	1597168130559100	1597106797231900
5/9/2015 1:44	GO Hillsborough		GO Hillsborough Shirley, please log on to www.gohillsborough.org and click on meetings. That will give you the info about dates, times, and locations. at 1:44:20 on 5/09/2015	1597167977225780	1597106797231900
5/9/2015 0:23	Carolyn Schmitt		Carolyn Schmitt Agreed. Where are the signs???	1597153813893860	1597106797231900
5/8/2015 22:43	Shirley Howell Wood		Shirley Howell Wood It would be nice if the dates and times of this last round of meetings was published! at 22:43:19 on 5/08/2015	1597124567230120	1597106797231900
5/8/2015 21:36	Advance Screening		Advance Screening See you there! at 21:36:39 on 5/08/2015	1597114887231090	1597106797231900
5/8/2015 21:15	Neil Cosentino		Neil Cosentino Consolidation first... at 21:15:18 on 5/08/2015	1597110617231520	1597106797231900
5/8/2015 19:39	Hillsborough Area Regional Transit	GO Hillsborough	Hillsborough Area Regional Transit > GO Hillsborough  Last round of GO Hillsborough community meetings begin Monday. Brandon, Temple Terrace, Town N' Country and more on deck for meetings. This round of meetings will focus on building a community consensus about how best to proceed with a transportation plan.  Last round of community meetings on Go Hillsborough transportation initiative starts Monday  tampabay.com  TAMPA — A select group of residents has answered the county's toughest question regarding transportation in Hillsborough County: are you willing to pay higher taxes to fund roads and transit? at 19:39:39 on 5/08/2015	10152850595848000	
5/9/2015 0:27	Aaron Metz		Aaron Metz Tell your Congressman to invest \$15B over 5 years to build 80 miles of elevated passenger guideway in the Tampa area that will be operational 95 years, and the increased federal tax revenue Tampa generates we will pay the investment off before year 30. We need to think this way. Please take a look at my proposed route and post to your Congressperson's Website.  We wasted \$4,400 Billions in Afghanistan and Iraq, how about we INVEST in America for a CHANGE!  <a href="http://dc589.2shared.com/download/zGcdKMtO/Tampa_Rail.pdf?tsid=20150509-002215-ee372cd4">http://dc589.2shared.com/download/zGcdKMtO/Tampa_Rail.pdf?tsid=20150509-002215-ee372cd4</a> at 0:27:09 on 5/09/2015	10152850913198000	10152850595848000
5/7/2015 22:08	GO Hillsborough	Hillsborough Area Regional Transit, Bob Buckhorn	GO Hillsborough > Hillsborough Area Regional Transit, Bob Buckhorn  Interesting article showing the importance of a healthy transportation system on a community Hillsborough Area Regional Transit Bob Buckhorn  Transportation Emerges as Crucial to Escaping Poverty  nytimes.com  The effect of transportation on social mobility is stronger than factors like crime, test scores or the percentage of two-parent families. at 22:08:00 on 5/07/2015	1596694257273150	
5/17/2015 11:47	Walter John Slupecki		Walter John Slupecki The answer right now is NOT consolidating the transit agencies. Allow HART to get the multi-county fare system up and running first. No consolidation talks until then. We already have two wrenches stuck in trying to launch the fare system; 1) All the brouhaha in Tally, and 2) The privatization attempt in Manatee/Sarasota. at 11:47:39 on 5/17/2015	1600139213595320	1596694257273150
5/17/2015 11:45	Walter John Slupecki		Walter John Slupecki I agree with Jason. at 11:45:34 on 5/17/2015	1600138840262030	1596694257273150

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5/10/2015 17:20	Jason Ball		Jason Ball Actually no, I'm not overly concerned with getting Hillsborough transit riders to any other county, until their own county first has dramatically improved transit. I see no point in regional connections, until the local connections are there. Moreover, I don't want transit resources wasted serving unwalkable suburban areas, until the already urbanized parts of the county are brought up to snuff. (and concurrently, I don't think they should be taxed for urban transit, just like I don't think that urban areas should be taxed to build a road network used by suburban drivers...) We need to start inward and expand outward. Trying to serve everyone all at once is a recipe for disaster imho. at 17:20:08 on 5/10/2015	1597697790506130	1596694257273150
5/10/2015 16:58	Neil Cosentino		Neil Cosentino Jason ... we all want the same thing - do we not want a better seamless # MMM metro wide mobility at a lower cost? ... if we agree that is we want then road GOHillsborough is taking is headed in the wrong direction... and please do not say again the consolidation is too difficult...and costly that is simply wrong. at 16:58:55 on 5/10/2015	1597693443839900	1596694257273150
5/10/2015 16:46	Jason Ball		Jason Ball Neil, try talking to the actual workers at the agencies (not the pols running it). They can explain it better than anyone else. Basically the two agencies aren't big enough to be worth merging. The cost it would take to merge them would take decades to recuperate. What would make sense is to make sure they cooperate better than they have in the past, so that in the future, consolidation could be possible, if not viable. But they are already taking those steps, like with the regional fare card.... Besides, there's no guarantee that consolidation is even the best move. You have to remember, the agencies are facing different realities.. PSTA is in a built-out county that inevitably is going to become increasingly stagnant over time (both the population they serve and their own revenues). Their challenge as a transit agency is much different than HART's, which serves a county that is already about 50% more populous today, and will be about twice as populous in just 15-20 years. Hillsborough County doesn't need to risk its scarce transit resources being put into a pool where they are directed to benefit the agenda of outlying counties. at 16:46:18 on 5/10/2015	1597691217173460	1596694257273150
5/10/2015 14:07	John Adder		John Adder I am one of the "folks" who hate paying taxes. However, I understand that government has to collect taxes to operate. I pay more than my fair share as I am one of the 50% of Americans who actually pay federal income tax. I do believe that 7% sales tax is more than adequate. If the politicians stopped wasting money, it would be enough. For example: how much did it cost to put bicycle lanes on highway 60 in Brandon? I noticed bike riders use common sense and ride on the sidewalks. Only a fool or suicidal person would use the bike lanes. That's my primary complaint if sales tax is raised. Give a politician money and they will find something to spend it on, even if its building bicycle lanes on highway 60. I won't even get into spending 170 million to buy the Glazer family a new football stadium. at 14:07:07 on 5/10/2015	1597647673844480	1596694257273150
5/9/2015 22:46	Jerome Griffin		Jerome Griffin All the taxes we pay and we cant even fix the fuckin potholes at 22:46:13 on 5/09/2015	1597385047204070	1596694257273150
5/9/2015 20:57	Adam Metz		Adam Metz I admit I don't know the answers to those questions, nor do I know the planning density for light rail. All I do know is that Miami and Orlando are building next generation transit systems including maglev. But Tampa Bay is supposed to accept being just another set of suburbs and gets nothing. at 20:57:24 on 5/09/2015	1597371153872130	1596694257273150
5/9/2015 19:19	Neil Cosentino		Neil Cosentino BULL ! nonsense - there are good solutions - they just want more money to spend ...WELL guess what ....we are rated 98 of 100 large counties and its not because we have a consolidated BUS Metro Transit system... at 19:19:52 on 5/09/2015	1597354327207150	1596694257273150
5/9/2015 19:07	Neil Cosentino		Neil Cosentino No one answers the important questions; for example investors would not build a large shopping mall unless the location met three numbers: the density, expendable income and easy access ... if light rail meets the planning criteria then build a METRO system, if not determine when it will them build...but do not use public money to waste on Civic Charm Bracelet Projects - funded by hidden special interests and touted by lobbyists who hide who is paying them directly or indirectly... at 19:07:15 on 5/09/2015	1597352690540640	1596694257273150
5/9/2015 18:51	Neil Cosentino		Neil Cosentino Who knows the planning density for light rail? at 18:51:38 on 5/09/2015	1597350410540870	1596694257273150
5/9/2015 18:51	Neil Cosentino		Neil Cosentino No one answers the important questions; for example investors would for example build a large shopping mall unless the location met three three numbers: the density, the expendable income and access ... at 18:51:25 on 5/09/2015	1597350387207540	1596694257273150
5/9/2015 7:42	Walter John Slupecki		Walter John Slupecki Not to mention the amount of state and possibly even federal funding that would be required to streamline everything. at 7:42:19 on 5/09/2015	1597218033887440	1596694257273150
5/9/2015 7:41	Walter John Slupecki		Walter John Slupecki A study that was FORCED by the interests of Sen. Latvala. HART is not ready for a merger, so Sen. Latvala needs to quit trying to force one. Let HART implement the regional fare system first. at 7:41:01 on 5/09/2015	1597217890554120	1596694257273150
5/8/2015 19:21	Adam Metz		Adam Metz I'm also going to post this again because it cannot be emphasized strongly enough - the suburbs were built by cars. The suburbs *depend exclusively* on people owning cars. Yet poverty in the suburbs is surging. How could that be? Well, watch the video. You tell me if you honestly believe that single mother's life is made *easier* by maintaining that old beater of a car that is all she can afford. Because the alternative to that car is a decent transit system where she lives.  <a href="http://www.pbs.org/newshour/bb/nation-jan-june14-povertysuburb_01-11/">http://www.pbs.org/newshour/bb/nation-jan-june14-povertysuburb_01-11/</a> at 19:21:59 on 5/08/2015	1597093907233190	1596694257273150
5/8/2015 19:11	Adam Metz		Adam Metz "Less than 2% of Hillsborough residents use transit and the average bus occupancy is 8 riders on buses with room for 50. .... If transit is so important, why isn't transit being utilized?"  Answer: Because it's infrequent and unreliable. We spend the vast *overwhelming* share of our current tax dollars building new roads. Case in point: FDOT wants to spend 9 BILLION DOLLARS on tolled express lanes - not only do you have to have a car to use that, you have to have thousands of extra dollars per year in disposable income. Compared to other cities similar to Tampa in size, transit does not exist here. at 19:11:50 on 5/08/2015	1597092357233340	1596694257273150
5/8/2015 19:02	Adam Metz		Adam Metz Hillsborough county has the 11th worst traffic in the country, but no one here is commuting on trains. Hillsborough is also ranked 98th out of the 100 largest counties when it comes to income mobility for poor families. Pinellas county, the highest ranked county in Florida, comes in at #33.  <a href="http://www.tampabay.com/news/politics/hillsborough-ranks-low-in-national-study-of-income-mobility/2228287">http://www.tampabay.com/news/politics/hillsborough-ranks-low-in-national-study-of-income-mobility/2228287</a> at 19:02:37 on 5/08/2015	1597090930566820	1596694257273150
5/8/2015 17:15	Jason Ball		Jason Ball lolol... You Pinellas County trolls just look silly now... You do realize that people can read the article themselves, right? When there's only one mode of transportation offered, it's a given that whatever that mode of transport is, it will be "the key to life"... Oh the irony of someone obsessed with using the power of govt to force everyone to drive, whether they can afford it or not, smugly declaring that roads are "needed" to live. What a scumbag attitude that is. at 17:15:16 on 5/08/2015	1597070457235530	1596694257273150
5/8/2015 16:55	John Burgess		John Burgess "The study notes the connection in places with notoriously long commutes and poverty, including Atlanta (train), Boston (train), Dallas (train), Denver (train), Los Angeles (train), New York (train), Orlando, Fla. (train), and Birmingham, Ala." ..... The cities with trains are leading in the poverty connection. .... Less than 2% of Hillsborough residents use transit and the average bus occupancy is 8 riders on buses with room for 50. .... If transit is so important, why isn't transit being utilized? .... .... â€œThe car,â€ Mr. Baker said, â€œis the key to life in Frederick.â€ at 16:55:14 on 5/08/2015	1597064197236160	1596694257273150
5/8/2015 16:38	Jason Ball		Jason Ball We're already \$8 billion in the hole on transportation, because of the obsession with roads that we can't afford. Hey, I know, let's double down on the failed status quo, and waste another generations' worth of economic output on roads... #WhatCouldGoWrong at 16:38:03 on 5/08/2015	1597032740572640	1596694257273150
5/8/2015 16:33	Jason Ball		Jason Ball I look at it like this... If being 100% dependent on automobiles was the right choice, we wouldn't be \$8 billion in the hole on transportation, we wouldn't have among the worst commuter fatality rates in the nation, we wouldn't be subject to highest transportation costs in the nation, we wouldn't have one of the longest commutes in the nation (measured by time or distance), and we wouldn't have the lowest prevailing wages of any major metro in the nation. If the all-roads, all sprawl growth model is such a successful tool of prosperity, then why do the longterm results suck so bad? Let me guess, this is like the whole trickle down tax cuts for the rich scams... We just have to double down and wait another generation, and THEN the positive results will finally start to appear? hahahaha, yeah right. Go sell stupid some place else, we're all stocked up here. at 16:33:50 on 5/08/2015	1597027537239830	1596694257273150
5/8/2015 12:58	Neil Cosentino		Neil Cosentino We taxpayers paid for a study ...ask HART and PSTA for a copy. at 12:58:13 on 5/08/2015	1596944740581440	1596694257273150

Timestamp	From	To	Text	Content ID	Parent ID
5/8/2015 12:42	Walter John Slupecki		Walter John Slupecki And that list is not even inclusive. at 12:42:33 on 5/08/2015	1596941340581780	1596694257273150
5/8/2015 12:42	Walter John Slupecki		Walter John Slupecki Do you realize Neil how many challenges are involved in a merger? Each agency does things differently, that matter needs to be resolved first, along with unification of the fare system. Then, we would need joint garages for buses and trains. Like in HART and PSTA's situation, there needs to be a joint facility somewhere in northwest Hillsborough. Not to mention all the funding that would be needed to execute such a task. We would no doubt need tons of state and even federal funding for this expanse of a merger to go through seamlessly. Nothing will happen overnight. at 12:42:23 on 5/08/2015	1596941310581780	1596694257273150
5/8/2015 12:38	Bill Hutchison		Bill Hutchison 80+ years of building roads has only gotten us more traffic jams. Time for a change! at 12:38:09 on 5/08/2015	1596940483915200	1596694257273150
5/8/2015 12:25	Bill Hutchison		Bill Hutchison Fortunately, the ultimate decision on the future of transportation in Hillsborough County rests with residents, not Sharon. It's just a fact that 80+ years of building highways to the exclusion of all else has only led to traffic jams and air pollution. It's time for a change. at 12:25:13 on 5/08/2015	1596937243915520	1596694257273150
5/8/2015 11:38	Neil Cosentino		Neil Cosentino Regional fares are a subset of consolidation... at 11:38:44 on 5/08/2015	1596877973921450	1596694257273150
5/8/2015 11:31	Neil Cosentino		Neil Cosentino Who says Consolidation DOES NOT save tax money and more important provides more seamless metro mobility? Sub-franchising 24/7 curb rights to private enterprise in locations and times when PSTA, HART MATS do not - can not operate is the smart thing to do... we need to end this cocoon mentality.... at 11:31:44 on 5/08/2015	1596876900588220	1596694257273150
5/8/2015 6:31	Jason Ball		A couple of quotes from the actual article detailing the situation that GO Hillsborough postedâ€¢  Quote,â€¢ He was on his bicycle that snowy morning last December, about an hour northwest of Washington, because the bus service in Frederick was so erratic. Routes were far apart and the buses often late, making a 30-minute bike ride, whatever the weather, a better option.  His commuting problems highlight a central theme for many low-income people trying to build a better life: A lack of reliable and efficient transportation is often a huge barrier.â€¢  Quote,â€¢ For Mr. Baker and his fiancÃ©e, Andrea Zona, the lack of good transportation has been one of the few downsides of moving to Frederick County. He grew up in Washington and moved to the city of Frederick four years ago to study at Hood College, where he met Ms. Zona.â€¢  This manâ€™s declaration that his familyâ€™s fate is entirely dependent on having a car that runs is not a positive declaration, it is a statement of the intractable situation he find himself in. Places where living without a car is not needed are so limited that their prices are beyond what he can afford, but the less desired cheap housing that he can afford is in a small city far removed from good jobs, necessitating the need for an expensive car to be able to survive there.  The â€marketâ€™ is not meeting the â€demandâ€™ he presents. Even providing him a charity car is a stop-gap measure. Itâ€™s O&M costs still exceed the cost of transit, and when it inevitably breaks down, heâ€™s back to square one again.  There are millions of families that are being jammed up the same way this one is, being forced to drive when they canâ€™t afford it. And there are plenty of them right here in Hillsborough County. Building more roads doesnâ€™t serve their needs. Govt getting out of the way and letting walkable development occur in plentitude among the countyâ€™s job centers is what is needed. Cost effective mass transit linking them together is what is needed.  We do not need more roads. Building more roads creates more future cost obligations that we canâ€™t afford. Thatâ€™s how we got \$8 billion in the hole. We need a different approach. Not a repeat fo what every other city does, but our own solution which works for the needs all of our countyâ€™s citizens, not just the ones who insist on driving.	1596830143926230	1596694257273150
5/8/2015 5:37	Walter John Slupecki		Walter John Slupecki Exactly Sharon, what goes on in MD is completely irrelevant to Go Hillsborough. at 5:37:58 on 5/08/2015	1596815180594390	1596694257273150
5/8/2015 5:36	Jason Ball		Jason Ball And since you brought this "solution" up, can you please explain what the transportation needs of a small rural city in Maryland have to do with Hillsborough County's rapidly growing and urbanizing population of 1,300,000? This county adds the entire population of Frederick Md every two years. Derp... <a href="https://www.google.com/maps/place/Frederick,+MD/@39.5299358,-77.5216845,8z/data=!4m2!3m1!1s0x89c9c50c8cbdaee3:0xda6247bdbd111c99">https://www.google.com/maps/place/Frederick,+MD/@39.5299358,-77.5216845,8z/data=!4m2!3m1!1s0x89c9c50c8cbdaee3:0xda6247bdbd111c99</a> at 5:36:58 on 5/08/2015	1596814100594500	1596694257273150
5/8/2015 5:28	Adam Metz		Adam Metz If cars are the key to prosperity, then why is this happening:  <a href="http://www.pbs.org/newshour/bb/nation-jan-june14-povertysuburb_01-11/">http://www.pbs.org/newshour/bb/nation-jan-june14-povertysuburb_01-11/</a> at 5:28:03 on 5/08/2015	1596813190594590	1596694257273150
5/8/2015 5:27	Jason Ball		Jason Ball What does the transportation needs of a small rural city in Maryland have to do with Hillsborough County's rapidly growing and urbanizing population of 1,300,000? This county adds the entire population of Frederick Md every two years. Derp... <a href="https://www.google.com/maps/place/Frederick,+MD/@39.5299358,-77.5216845,8z/data=!4m2!3m1!1s0x89c9c50c8cbdaee3:0xda6247bdbd111c99">https://www.google.com/maps/place/Frederick,+MD/@39.5299358,-77.5216845,8z/data=!4m2!3m1!1s0x89c9c50c8cbdaee3:0xda6247bdbd111c99</a> at 5:27:33 on 5/08/2015	1596813130594600	1596694257273150
5/8/2015 5:10	Phil Compton		Phil Compton Some folks hate paying taxes so much for anything they don't themselves use that they lose sight of the greatest economic tyranny of all: how everyone here has no real choice but to buy and maintain a car or 3, even if it means spending most of their income on them. Practically all that money leaves the local economy. Give people a real option, the thousands of dollars each saves by not having to own those cars goes back into the local economy instead. Property values rise as freed up funds are used to repair and maintain homes instead of cars. We all benefit, even those who will always prefer to drive their Buicks. at 5:10:33 on 5/08/2015	1596810757261500	1596694257273150
5/8/2015 5:05	Adam Metz		Adam Metz I believe there would also have to be some sort of regional tax structure to fund it, and I don't think Pinellas or Manatee would go for that any time soon. at 5:05:44 on 5/08/2015	1596808443928400	1596694257273150
5/8/2015 4:38	Walter John Slupecki		Walter John Slupecki No consolidation talks until we fully implement the regional fare system. at 4:38:10 on 5/08/2015	1596803110595600	1596694257273150
5/8/2015 4:37	Walter John Slupecki		Walter John Slupecki Fix Our Roads as in let's complete the Veterans Expressway through Lutz and Malfunction Junction first. Let's complete the incomplete highways we have before building ANY NEW ROADS. at 4:37:09 on 5/08/2015	1596802850595630	1596694257273150
5/8/2015 4:30	Jason Ball		Jason Ball So the GOP's plan for transportation in a county of 1,300,000 people, with another 30,000+ moving in every year, is a charity program which has only given away a few cars in its history. And note what the car was, an old beater that is less safe, less reliable, more polluting and more costly to maintain... This "plan" is ridiculously inadequate and is a non-starter. Thanks, but no thanks. at 4:30:31 on 5/08/2015	1596802127262370	1596694257273150
5/8/2015 4:24	Walter John Slupecki		Walter John Slupecki Sharon here continues to push for the continuance of the pro-road status quo. She wants us to be FOREVER be car dependent and wants expensive toll roads and Lexus Lanes to be built, including a SPRAWLING tolled beltway out in east county (AKA the "Green Swath of Death). Let's complete the Veterans Expressway through Lutz and hook it up to I-275 first. NO NEW ROADS, including TOLL ROADS, until all of the incomplete highways like the Veterans are finished.  <a href="https://hartride2012tampa.wordpress.com/2015/05/05/sorting-through-the-pro-road-agenda-of/">https://hartride2012tampa.wordpress.com/2015/05/05/sorting-through-the-pro-road-agenda-of/</a> at 4:24:56 on 5/08/2015	1596779773931270	1596694257273150
5/8/2015 2:38	Neil Cosentino		Neil Cosentino Consolidation FIRST at 2:38:27 on 5/08/2015	1596736690602240	1596694257273150

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5/8/2015 2:17	Bill Hutchison		Bill Hutchison So says one person from the article, but Frederick HAS train service. It comes in quite handy for the commute to DC, where the jobs are. You can't change that. at 2:17:49 on 5/08/2015	1596730333936210	1596694257273150
5/8/2015 1:51	Sharon Calvert		Sharon Calvert Article never mentioned the train was the "key of life in Frederick". at 1:51:02 on 5/08/2015	1596726850603230	1596694257273150
5/8/2015 1:50	Adam Metz		Adam Metz In many places, not having a car means having a much lower quality of life. And in Florida, suburban sprawl capital of the world, even one car is frequently not enough. <a href="http://www.citylab.com/commute/2015/04/how-car-reliance-squeezes-the-middle-class/390678/">http://www.citylab.com/commute/2015/04/how-car-reliance-squeezes-the-middle-class/390678/</a> at 1:50:11 on 5/08/2015	1596726733936570	1596694257273150
5/8/2015 1:46	Bill Hutchison		Bill Hutchison Frederick MD has commuter trains to Washington DC. at 1:46:30 on 5/08/2015	1596726087269970	1596694257273150
5/8/2015 1:11	Sharon Calvert		Sharon Calvert At the end of this article: "But Mr. Baker and Ms. Zona seem to have solved, at least for now, their transportation problems. In January, they discovered a silver 2001 Toyota Corolla listed for \$1,700 on the website of a local nonprofit, Second Chances Garage. Spotted with old stickers for Chicago sports teams, it has changed their daily routines. Commuting is easy, and they can now get to less expensive stores like Walmart and Target." â€œThe car,â€ Mr. Baker said, â€œis the key to life in Frederick.â€ <a href="http://eyetontampabay.blogspot.com/2014/10/car-access-provides-best-economic.html">http://eyetontampabay.blogspot.com/2014/10/car-access-provides-best-economic.html</a> at 1:11:58 on 5/08/2015	1596720110603900	1596694257273150
5/8/2015 0:58	Shirley Howell Wood		Shirley Howell Wood â€œThe car,â€ Mr. Baker said, â€œis the key to life in Frederick.â€ as it is in most people's lives. #fixourroadsfirst at 0:58:38 on 5/08/2015	1596718480604060	1596694257273150
5/7/2015 14:17	John Adder	GO Hillsborough	John Adder > GO Hillsborough  If you are a property owner in Hillsborough County, you are paying taxes to Hillsborough County Transit Authority. If you drive a car, you are already paying gas taxes each time you pay for gas. Do not let the people who want to increase the sales tax fool you. Just remember these are the same people who built bicycle lanes on highway 60 in Brandon. Yes the same bike lanes that no one uses. These are the same people who fooled the voters with the Community Investment Tax which built a new stadium for the Glazer family. at 14:17:06 on 5/07/2015	1596590580616850	
5/8/2015 22:21	Jason Ball		Jason Ball John Adder - Except that's not what happened at all. "Voters" never rejected a funding plan for the stadium, the only vote they got, they approved it. It was the state legislature who deep-sixed the first option, funding the stadium with a rental car tax, so then it was funded with the sales tax/CIT plan. It was very clear what the CIT went towards. I remember, I actually voted, did you?. My guess is you never bothered paying attention to what was going on back then, just like how you obviously don't know what's going on now, hence your totally inaccurate depiction of both the past and the present situations. Just for future reference, there's this thing called Google, which enables any person to go back and look at everything going on in 1996... For anyone interested in the truth, read on.. <a href="http://www.sptimes.com/Sports/RJS/91898/Stadium_rose_despite_.html">http://www.sptimes.com/Sports/RJS/91898/Stadium_rose_despite_.html</a> at 22:21:57 on 5/08/2015	1597122080563700	1596590580616850
5/8/2015 21:23	Adam Metz		Adam Metz We got screwed by previous county commissions, simply put. They borrowed against the community investment tax through 2027 because they lacked the guts to ask for a tax increase ten years ago. But they did not solve the problem, they just delayed the inevitable - which is a tax increase. I honestly do not see a way around it. at 21:23:41 on 5/08/2015	1597111677231410	1596590580616850
5/8/2015 20:17	Adam Metz		Adam Metz (1) We all pay property taxes so we have already paid for these roads to be built. If we would stop building new roads ever farther out in the sticks, property taxes could also cover maintenance, and we could eventually phase out the gas tax, saving everyone money.  (2) Again, we all pay property taxes to fund HART, so we have already paid for this. If we had not overburdened our current tax structure with sprawl growth, the natural growth of property taxes as more people move here could maintain the bus system. Also, raising fares only punishes people who try to use the bus system.  (3) Because bikes should be as expensive as cars, even though they don't burn gasoline and require no insurance and only minimal maintenance? Or is it just because drivers are jealous of the flexibility bikes allow compared to the inflexibility of cars? Also - property taxes again - bicyclists pay those too. This suggestion is so far beyond rationality or logic it is simply incomprehensible. The only possible explanation is that you are philosophically opposed to bicyclists using the same roads as you. Well get used to it. lol  (4) See #3.  (5) More philosophy. lol at 20:17:01 on 5/08/2015	1597101777232400	1596590580616850
5/8/2015 12:18	Bill Hutchison		Bill Hutchison Please tell me exactly HOW a rail system is doomed to fail? In terms of ridership? Hard to believe when rail systems around the country are carrying record numbers of passengers. Tampa will be no different. Doomed to fail because you expect rail to be totally self supporting and for profit when the highways it will have to compete with are heavily subsidized?  You and I are just going to disagree here. I see rail as a means to get people out of highway gridlock. Buses get caught in the same traffic jams as everyone else so that is not a real solution. It's also a proven fact that new light rail lines have been generators of new development as well. I've seen it with my own eyes. at 12:18:54 on 5/08/2015	1596936177248960	1596590580616850
5/8/2015 10:00	John Adder		John Adder I am not fooled. You make my point. Raise the gas tax so that users of the roads will pay for the roads. Raise the fees for bus riders and bike riders. Just no rail system that is doomed to fail. Enough money already wasted like bicycle lanes on highway 60 in Brandon at 10:00:27 on 5/08/2015	1596862233923020	1596590580616850
5/8/2015 9:59	John Adder		John Adder History lesson: Voters voted against a new stadium for the Bucs. However, the politicians then decided to fool the voters by coming up with a Community Investment Tax for schools and safety. Oh, in the small print, a new stadium for the Bucs. So voters voted against a new stadium when it was a stand alone vote. But when the CIT was touted as for children and safety, then the voters voted for it. Lies and cheating by sneaking in the new stadium into a vote for children and safety. You are wrong as it was never very, very clear that the CIT would build a new stadium for the Bucs. When it was very, very clear as a stand alone vote, it failed. But then the lying and cheating started. at 9:59:16 on 5/08/2015	1596862077256370	1596590580616850
5/8/2015 9:49	John Adder		John Adder My solution is user fees. Specifically, (1) raise the gas tax so that users of the roads pay more. (2) Raise the fees for bus riders (3) Charge fees for bicycle riders. Could be in the form of a special tax on new bikes or require license plate for bikes. (4) Do not allow politicians to waste money like the bicycle lanes on highway 60 in Brandon. (5) Do not allow rail as it is doomed to fail. (6) Probably more user fees that I am not thinking of. Bottom line: user of the roads should pay more in some form or other. Just do not raise sales tax. at 9:49:18 on 5/08/2015	1596860873923160	1596590580616850
5/8/2015 4:48	Adam Metz		Adam Metz So what solution would you propose? We do not have the money to maintain our current infrastructure. However we are still building new roads, which will also go without maintenance and eventually fall apart. And with each passing year, our roads will fall apart faster and faster as more people move to Hillsborough and these neglected roads carry an ever increasing traffic load. People will eventually stop moving here, when the quality of life in Hillsborough becomes bad enough. at 4:48:25 on 5/08/2015	1596804740595440	1596590580616850

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5/8/2015 4:25	Jason Ball		Jason Ball Quote,"These are the same people who fooled the voters with the Community Investment Tax which built a new stadium for the Glazer family."... Who was "fooled" by the CIT? It was very, very clear what it was going towards. The only people who didn't know what they were voting for were irresponsible fools who had not taken the time to inform themselves and shouldn't have been voting in that case. at 4:25:10 on 5/08/2015	1596780650597850	1596590580616850
5/7/2015 20:32	Bill Hutchison		Bill Hutchison Highways are not self-sufficient. Gas taxes only pay for about 50% of the costs of roads. All the rest comes from general revenues (taxpayers, whether they drive or not), property taxes, bonds and the like. Don't be fooled. at 20:32:14 on 5/07/2015	1596673877275190	1596590580616850
5/5/2015 13:44	GO Hillsborough	TBO.com, Hillsborough Area Regional Transit	GO Hillsborough > TBO.com, Hillsborough Area Regional Transit  Good news is that HART staff is working and participating with GoHillsborough. What would you like to see in the bus transit plan? Let us know your thoughts ... TBO.com Hillsborough Area Regional Transit  Bus system urged to shift into high gear, spend more  tbo.com  TAMPA â€¢ The countyâ€™s transit agency must sync its vision for future bus rapid transit service with a larger transportation plan now in the works or risk getting pushed to the curb, off at 13:44:54 on 5/05/2015	1595952444014000	
5/13/2015 17:11	Bill Hutchison		Bill Hutchison I don't like corporate welfare for stadiums, either. Team owners try to hold the public and elected officials hostage to get glitzy new stadiums in order to make more money, but I think we are finally getting tired of that. That still does not invalidate the development of better bus and rail transit. at 17:11:07 on 5/13/2015	1598540633755180	1595952444014000
5/12/2015 1:46	Jason Ball		money for their practice facility, and don't pay much in taxes on any of it)... But the info was always out there, and the newspapers constantly tied the CIT to the Bucs stadium saga. I specifically remember. I've been opposed to this corporate welfare stadium crap ever since I was old enough to understand the scam... The things is, the people complaining about the giveaway to a profitable football team should be doubly ticked about the even greater sum being flushed away on interest and finance charges, for all of the greenfield infrastructure built on the front end under the CIT, that was built with bonds and loans paid back over the length of the tax (3 decades). Now each year we pay out millions for interest and fees to 'investors', instead of those taxes we pay going towards needs right here in our own county... And let's not forget, it has been the pro-roads, pro-sprawl Republican Party that has largely controlled the BOCC and therefore the both the county's budget and growth agenda for the past umpteen years. Their choices as leaders have directly led to the lousy situation that residents are demanding be fixed today. The fact of the matter is, better planning and fiscal stewardship in the past when Republicans were in charge, would have lessened many of the consequences we're confronted with today. Their ideology has not changed. Those folks are still clamoring for more sprawl, more roads farther out, more tolls, more of our region's natural beauty graded, filled in and paved over. More of the same failed status quo that we already know we can't afford, and we don't value for its lousy quality of life. The status quo is a non-starter. The sprawl experiment failed. Time to return to our traditional community values. Vibrant places built for people, not empty spaces built for cars.	1598097567132820	1595952444014000
5/12/2015 1:08	Jason Ball		Jason Ball I stand by my remark that the only people who got "tricked" were people not paying attention. at 1:08:20 on 5/12/2015	1598092107133370	1595952444014000
5/12/2015 0:56	Laura Lawson		Laura Lawson Last I checked a big portion of the CIT went for roads.... at 0:56:02 on 5/12/2015	1598090467133530	1595952444014000
5/12/2015 0:43	Bill Hutchison		Bill Hutchison 80 years of building roads has only gotten us more congestion. Time for a change! at 0:43:15 on 5/12/2015	1598088150467100	1595952444014000
5/11/2015 18:55	Jason Ball		non-revenue producing lands that roads consume? And all of the land and resources wasted on parking lots that are often empty and underused? Where's your demand for a cost accounting of the huge sum of money spent on death and injury from driving? Or from the dramatically increased need for police, fire and EMS that roads require? Where's your demand for the cost accounting of the huge sums blown on interest and finance charges, based on the fact that virtually all greenfield infrastructure is paid for with debt, based on the hope that the new growth will somehow pay more in taxes, than the infrastructure cost. Sadly, we know that this is a fantasy at best, and a cynical lie at worst. Auto-centric greenfield development comes nowhere close to paying for itself... How do we know this? Because the Tampa Bay area is a national model for the "all-roads, all-sprawl" growth model that tea party radicals like you fervently insist that we keep subsidizing. We've been developing our community for 4 decades, in the same exact way that you have demanded. And the results are, we have the 11th worst traffic in the nation, the dead last worst transit system of any major metros in the nation, the lowest prevailing wages of any major metro in America, the most dangerous commute in America, and a massive \$6 BILLION funding deficit on transportation. Indeed, let's have a thorough and robust discussion of transportation costs... ALL of them. at 18:55:56 on 5/11/2015	1598031687139410	1595952444014000
5/11/2015 18:47	John Adder		John Adder I could interpret that as a threat but I won't. at 18:47:31 on 5/11/2015	1598030193806230	1595952444014000
5/11/2015 18:46	John Adder		John Adder I could interpret that as a threat but I won't. at 18:46:55 on 5/11/2015	1598030080472900	1595952444014000
5/11/2015 18:43	John Adder		John Adder You are correct as there was one vote. I stand corrected. However, when it was clear that public would not vote for the stadium on a stand alone vote, then they went for the children and safety. That is how they fooled the public. It was gambled that the voters would want stuff for the children and safety. The stadium was included in the vote b/c it was clear that it would not pass on its own. Voters were fooled and lied to. Yes, I was here and of course voted against it but about 53% voted for it. BTW, some of the CIT was targeted to road but that did not work out well. at 18:43:17 on 5/11/2015	1598029490472960	1595952444014000
5/11/2015 18:35	Jason Ball		Jason Ball Quote," The rail supporters are out in force and will lie & cheat to get their rails built. .... The only person lying here is you... You keep blatantly lying by stating that " Remember, we voted down funding a football stadium but they came back with the Community Investment Tax.", but this a blatant lie. There was not two votes for a stadium, there was one, and the voters approved it. The funding that was rejected was the first proposal, for a car rental tax to fund the stadium, but the state legislature wouldn't allow it. The voters didn't reject it, politicians did. And again, anyone who tries to claim that they didn't know the CIT was going to fund Raymond James Stadium is either lying, or is so ignorant of the historical record, as to have no credibility on the subject. Seriously, did you even live here then, because your depiction of what actually happened is way, way off... A link to the truth for those interested in seeing that this guy's claims are total BS. <a href="http://articles.orlandosentinel.com/1996-04-16/sports/9604150805_1_tampa-rental-car-tax-stadium">http://articles.orlandosentinel.com/1996-04-16/sports/9604150805_1_tampa-rental-car-tax-stadium</a> at 18:35:56 on 5/11/2015	1598028217139760	1595952444014000
5/11/2015 17:50	Bill Hutchison		Bill Hutchison Lie and cheat? You better back off that charge, mister. at 17:50:21 on 5/11/2015	1598020203807230	1595952444014000
5/11/2015 17:45	GO Hillsborough		GO Hillsborough To clarify for all GoHillsborough followers, MetroRapid and BRT (fixed guideway) are two different road configurations, different technologies, and different amenities. As such, there are different costs. Additionally, to allow for the discussion of differences, Go Hillsborough included by BRT (fixed guideway) and MetroRapid corridors in our maps.  For more information, click on <a href="http://www.gohart.org/departments/planning/planning-projects.html">http://www.gohart.org/departments/planning/planning-projects.html</a>  This is HARTâ€™S TDP, including the Vision Plan, which is designed to better consider and address unmet and growing transit needs in Hillsborough County. It lists all proposed improvements by fiscal year, both funded and unfunded, as well as breaks out estimates for operating and capital expenses separately. at 17:45:42 on 5/11/2015	1598019273807320	1595952444014000
5/7/2015 17:31	Jason Ball		Jason Ball Sorry, it was the funny little symbols, and listed arrangement of your post that makes it seem like it's copy/pasted. And I def don't work for HART. at 17:31:00 on 5/07/2015	1596638720612040	1595952444014000
5/6/2015 20:36	John Adder		John Adder voters - be very careful. The rail supporters are out in force and will lie & cheat to get their rails built. We voted down a new tax in 2010 but they are back again in 2016. Remember the Community Investment Tax in the 1990s. The politicians fooled us then but do not let it happen again. Remember, we voted down funding a football stadium but they came back with the Community Investment Tax. It was for schools and safety and (oh by the way) it included a new football stadium in the small print. The Glazer family is still profiting from taxpayers. Let them build their doomed to fail rail and anything else they want. Just do not let them raise our taxes. Example: they built bicycle lanes on HW 60 in Brandon. Bicycle lanes only a fool would use or someone wanting to commit suicide. Programs like bicycle lanes on HW 60 and rail are where taxpayer's money will be spent. at 20:36:52 on 5/06/2015	1596288407313740	1595952444014000

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5/6/2015 20:35	Jason Ball		everyone else who isn't consuming as much. This is exactly what people opposed to transit howl for, personalized cost accountability in our infrastructure, where each person using something like a road or a mode of mass transit is billed for their use of it, and the cost of their use is not 'socialized' onto others. Insofar as the disabled, elderly and indigent are not billed for costs they obviously cannot possibly pay anyways, I 100% agree, everyone should pay according to what their use costs everyone else. I personally think this whole GO Hillsborough debate is moot, until we first set the system straight with regards to fair land use and taxation to build the solutions that both the pro-roads and pro-transit crowds are each clamoring for. Each agenda has its place, and each agenda should fully pay its own way both today and over time, and not spread costs onto other users with hollow rhetoric about how "everyone uses the roads" or, "everyone benefits from transit, even if they don't use it". Get f-ing real. Show everyone the true costs of dependency on autos and roads. Show them the costs of building walkable neighborhoods that make transit viable. Let people decide based on the full range of costs that profoundly impact the rest of our lives, and let people choose what sort of future they want for the neighborhoods their children will inherit. at 20:35:24 on 5/6/2015	1596288203980430	1595952444014000
5/6/2015 20:07	Bill Hutchison		Bill Hutchison Roads don't pay for themselves either. Never have and never will. at 20:07:51 on 5/6/2015	1596284443980800	1595952444014000
5/6/2015 16:21	Jason Ball		Jason Ball Quote, "I support user fees"... So we all agree then. The suburbs can start paying for their own road needs throughout the county, strictly out of their own tax base, and the urbanized areas will pay for their own transit, strictly out of their own tax base. Seriously, when can we start the reform process? We're beyond ready. at 16:21:34 on 5/6/2015	1596244380651470	1595952444014000
5/6/2015 16:17	Jason Ball		Jason Ball Don't bring up the truth with hard numbers like that, you're going to freak these pro-sprawl Koch brother sycophants out. at 16:17:06 on 5/6/2015	1596243600651550	1595952444014000
5/6/2015 13:59	Raf Graulau		Raf Graulau We should start with first impressions. The airport bus should become a shuttle bus instead with plenty of space for luggage and less seats. Promote it at the airport like other cities do. It's a great service that can help make us look like we have at least some decent transportation from TIA to downtown. at 13:59:00 on 5/6/2015	1596213160654600	1595952444014000
5/6/2015 13:55	Raf Graulau		Raf Graulau Here, start paying up each time you leave your driveway: <a href="http://usa.streetsblog.org/2015/05/05/american-roads-depend-on-handouts-from-bus-riders-cyclists-pedestrians/">http://usa.streetsblog.org/2015/05/05/american-roads-depend-on-handouts-from-bus-riders-cyclists-pedestrians/</a> at 13:55:46 on 5/6/2015	1596212633987980	1595952444014000
5/6/2015 9:46	John Adder		John Adder No new taxes! I will vote against any proposal for added tax.. Politicians fooled voters with Community Investment Tax & Glazer family is still profiting from taxpayer funded stadium. I support user fees. If you want rail, figure out how the riders can pay for it. Just don't expect me to pay more taxes as I will never ride the train. If rail is such a good idea, why not get a for-profit company build it? at 9:46:24 on 5/6/2015	1596164273992820	1595952444014000
5/6/2015 3:05	James DeCambre		James DeCambre wow jason ball, i feel pretty stupid.  i hope you don't work for HART handling customer inquiries regularly. if you do, you should either (a) change your job, or (b) get training on how to interact with other humans.  i did not copy / paste, it actually came from my head. my suggestions were in fact relevant, i was just uninformed - but now slapped back in to shape. nevertheless, i will continue to give feedback, unlike probably 99% of the HART ridership. at 3:05:21 on 5/6/2015	1596096653999580	1595952444014000
5/5/2015 22:30	Dolly Ferrer		Dolly Ferrer Shelter at every bus stop! It's a shame ppl must stand unprotected from the blazing sun n torrential summer storms. If HART had a better running system with more buses n better transfer more ppl would leave their cars behind n use HART at 22:30:54 on 5/5/2015	1596047087337870	1595952444014000
5/5/2015 22:28	Jason Ball		Jason Ball I agree. Let's fix our existing roads first. We can start by finishing the Veterans' link with I275 and I75. Then we can finish the Selmon's connection to the Gandy Bridge/Pinellas, and extend it eastward through southern Brandon and Riverview, like it needs to, to provide a bypass for those folks to get into Tampa, without having to fight through Brandon to get to the current terminus of the Selmon, or an on ramp for I75... These are no-brainer projects, with obvious benefits to a great many people. Surely you're on board with your support of them? at 22:28:51 on 5/5/2015	1596046864004560	1595952444014000
5/5/2015 22:25	Jason Ball		Jason Ball James DeCambre - HART already does all of that... Where did you copy/paste this from, because it's not even relevant here. Whoever told you this is what HART needs to be doing flat out doesn't know what they're talking about, and you need to start getting your information from someone credible. at 22:25:37 on 5/5/2015	1596046410671270	1595952444014000
5/5/2015 20:26	Emma Runion		Emma Runion Fix the Roads First! at 20:26:43 on 5/5/2015	1596029034006340	1595952444014000
5/5/2015 20:07	Hillsborough Area Regional Transit		Hillsborough Area Regional Transit Hey James,  Thanks for the response! We have actually started phasing out our smaller buses in favor of all 40' foot buses due to overcrowding on routes.  We currently utilize GPS tracking on our buses and have OneBusAway Tampa which provides real-time arrival information for HART bus service. We are close to implementing a feature where you can actually see the bus moving as you described.  HART also operates "Flex" service in areas where it currently doesn't make sense to operate full 40' foot fixed route bus service. HARTFlex vans operate along a "fixed route" but have the ability to "flex" a certain distance from the route. at 20:07:51 on 5/5/2015	1596025897339990	1595952444014000
5/5/2015 19:31	Lisa A Cacciola		Lisa A Cacciola Later hours of operation would be a start. at 19:31:43 on 5/5/2015	1596021187340460	1595952444014000
5/5/2015 19:09	Austin Gibble		Austin Gibble I would say 40' buses on local routes, but every good transit system needs a backbone to its network in the form of real, high capacity Bus Rapid Transit with 60/65' vehicles or with light rail (depending on the anticipated ridership. If that anticipated ridership is above 25,000/day, light rail would be more effective in the long run because of its lower operational costs). at 19:09:32 on 5/5/2015	1596017987340780	1595952444014000
5/5/2015 19:01	Austin Gibble		Austin Gibble NAILED IT! at 19:01:34 on 5/5/2015	1596016357340940	1595952444014000
5/5/2015 18:55	Laura Dee Ell		Laura Dee Ell I would like to see expanded services that run on regular, readable schedules. Frequent, regular stops need to be convenient so that walking to & from stops isn't several miles. Realistic routes from suburbs to schools, businesses, medical centers. Drop-off and pick-up points near shopping plazas that don't require the rider to walk another quarter-mile to get to the nearest store in the plaza. Fares that encourage ridership. A pleasant experience that entices people to utilize the bus system. As it is now, I have access to none of this. at 18:55:12 on 5/5/2015	1596015414007700	1595952444014000
5/5/2015 18:41	Bill Hutchison		Bill Hutchison Even if this statistical mish-mash is true, costs are not the only consideration. We need MORE than roads. at 18:41:12 on 5/5/2015	1596013277341250	1595952444014000
5/5/2015 18:39	Bill Hutchison		Bill Hutchison I would like the county to listen to what residents are saying. at 18:39:30 on 5/5/2015	1596013030674610	1595952444014000
5/5/2015 18:28	Brentin Mosher		Brentin Mosher Try the One Bus Away app at 18:28:04 on 5/5/2015	1596010670674850	1595952444014000

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5/5/2015 17:30	Laura Lawson		Laura Lawson We have a lot of challenges because the way this county was allowed to develop in such a sprawling manner imposes significant costs for miles and miles of roads, which all residents pay for no matter how little of them they regularly use. It also makes providing transit to those areas very costly and difficult. We have stop permitting more sprawl. We have been building more and wider roads for decades and things only get worse for drivers. It is time to provide viable alternatives to car travel. We have to do everything at once. Continuing to throw the vast majority of our resources at roads is not a solution. It is nothing more than more of the same. at 17:30:03 on 5/05/2015	1596001997342380	1595952444014000
5/5/2015 15:38	Cathy James		Cathy James You have to have routes and times to convince people to leave their cars in the suburbs and ride the bus to work downtown or to a hockey game. I can not ride the bus from Riverview to work downtown, stay for a hockey game and get back to Riverview after the game. CRAZY at 15:38:20 on 5/05/2015	1595978270678090	1595952444014000
5/5/2015 15:09	James DeCambra		James DeCambra o Smaller more maneuverable, more cost effective buses  o GPS tracking systems  o Web / Mobile app users can see vehicles, know when they'll arrive  o Long term, build in route flexibility at 15:09:19 on 5/05/2015	1595969074012340	1595952444014000
5/5/2015 14:50	Phil Compton		Phil Compton I would too! People all over the county are saying they want buses that run early, late and often, 7 days a week. at 14:50:49 on 5/05/2015	1595965210679390	1595952444014000
5/5/2015 14:24	Sharon Calvert		Sharon Calvert First GoHillsborough needs to be honest about costs, They equate cost per mile that does NOT include right of way for dedicated bus lane fixed guideway BRT and fixed guideway rail with 10 year TOTAL cost to build, operate and DOES include right of way of HART's 10 year Vision Plan TDP. Why aren't the costs for each of the proposed future MetroRapid corridors stated? Because to build 80 miles of Shared lane BRT is about \$143 million while a 9 mile dedicated land BRT recently cost \$570 million. Breakdown the costs of HART's vetted TDP Vision Plan that is currently not funded so the public understands the cost differences. The public and the PLG deserve this information when Parsons presents their plan next month. Why wasn't this information presented to PLG as part of GoHillsborough taxpayer funded campaign? Costs should be compared equally so taxpayers understand what they may be asked to pay for. at 14:24:48 on 5/05/2015	1595960060679910	1595952444014000
5/5/2015 14:23	Kevin Wright		Kevin Wright HART should sell the buses, and sign up for UBER. Fixed route fixed, schedule is a proven loser. at 14:23:38 on 5/05/2015	1595959884013260	1595952444014000
5/5/2015 14:06	Kimberly Tedder		Kimberly Tedder Weekend and later service to Southshore area please. at 14:06:38 on 5/05/2015	1595956654013580	1595952444014000
5/5/2015 13:52	Shirley Howell Wood		Shirley Howell Wood #fixourroadfirst I would like for the county to listen to what people are saying. at 13:52:29 on 5/05/2015	1595953854013860	1595952444014000
5/4/2015 22:06	John Adder	GO Hillsborough	John Adder > GO Hillsborough  Reminder about Community Investment Tax in the 1990s. Pubic voted not to fund a new stadium for football. However, that did not stop the push for a new stadium. It was then combined with a new tax that was sold for schools, kids, and safety. The stadium was also included in the small print. New tax passed as Community Investment which also included a new stadium. Remember new tax failed in 2010. They will try again in 2016 but please do not be fooled. The rail people want a new tax for rail. at 22:06:31 on 5/04/2015	1595775740698340	
5/7/2015 15:28	Bill Hutchison		Bill Hutchison Lie or cheat? Wouldn't dream of it. It's pretty straightforward, really. First we have to decide what we want and then we vote on it. I don't know much about CIT, but just because there might have been a problem with it does not mean we should never, ever try anything else.  Also, why should we have to find investors for rail when highways are so heavily subsidized? Isn't that a double standard? And how would it be possible for a privately run transit company to make a profit if roads are taxpayer supported? It just isn't possible. BTW, we HAD self supporting transit in this country, but that was before massive support by all levels of government for roads made it impossible to make a profit.  Do not think that my "love" for rail is some exercise in nostalgia. If I thought for one minute that people would not ride, I would not support it. That is not the case. Transit, especially rail transit, is breaking records, driven by Millennials who like transit rich urban settings. I myself am a senior who does not want to drive everywhere. Our society is complex and that demands real choices, not just spending megabucks on roads, while all other modes starve. at 15:28:01 on 5/07/2015	1596612420614670	1595775740698340
5/7/2015 13:33	John Adder		John Adder OK. I guess I was correct with your love of rail. Nothing wrong with that. Just do not lie or cheat to fool voters into voting themselves a sales tax increase. Not to repeat myself, but CIT was a big lie about building a football stadium. If you want rail, get your funding and build it. Good luck with finding investors. at 13:33:47 on 5/07/2015	1596578400618070	1595775740698340
5/7/2015 12:24	Bill Hutchison		Bill Hutchison Wrong. I live in Florida and have nothing to do with Texas. And rail is anything but doomed. It's been a success and it's exactly what we need here to give ourselves a way to get out of highway traffic. We can keep on building roads, but all that does is induce more driving and at what cost? at 12:24:32 on 5/07/2015	1596565317286050	1595775740698340
5/6/2015 20:29	John Adder		John Adder Ok. Then it should be a user fee. Do not raise sales taxe as I already pay enough and many do not pay any. Increase bus fees, increase gas taxes is ok with me. Just do not raise my taxes for a doomed rail program. I noticed that you are from Texas and deeply involved in rail. That tells me everything I need to know. at 20:29:00 on 5/06/2015	1596287520647160	1595775740698340
5/6/2015 13:17	Bill Hutchison		Bill Hutchison And my point is all of that aside, we need comprehensive solutions that involve more than the same old highway only approach. Tampa is already deadly for pedestrians and traffic will not get better, no matter how many roads we build. It's time for a change.  Your post implies that any initiative will be corrupt, so we should just stand pat. That's just an excuse to do nothing and it's a recipe for failure. The ONE thing we can't do is sit on our hands.  Oh, by the way, highways already consume vast quantities of taxpayer money and have for 100 years. Where are you on that? Apparently, that's alright, never mind that roads don't support themselves, but rail is an anathema. Talk about a double standard.  No, we need a wide array of transportation CHOICES which will help all of us as we go about our daily business. Continued reliance on a highway-only, one-size-fits-all "solution" will not accomplish that goal. at 13:17:26 on 5/06/2015	1596204577322120	1595775740698340
5/6/2015 9:32	John Adder		John Adder My point was that politicians fooled taxpayers with Community Investment Tax. We had already voted against a new stadium but they hid it with new tax for schools & safety. People like me do not forget and will vote against any new tax. We voted against rail in 2010 and will vote against rail again in 2016. My job is to remind voters how we were fooled in the 1990s and that rail supporters will never stop trying to take taxpayer money. at 9:32:32 on 5/06/2015	1596161610659750	1595775740698340
5/5/2015 12:52	Bill Hutchison		Bill Hutchison Here's a reminder that 80 years of highway-centered transportation policies have not solved traffic problems. Time for other solutions. at 12:52:56 on 5/05/2015	1595938790682030	1595775740698340

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5/1/2015 11:15	GO Hillsborough		GO Hillsborough  Have you ever tried taking the bus, riding your bike or walking to work? What was your experience?  at 11:15:01 on 5/01/2015	1587228664886380	
5/10/2015 14:29	Neil Cosentino		Neil Cosentino Have you ever tried to take one bus from Tampa to St Pete..Clearwater..bradenton..plant city...Bradenton...?  Lots of luck! They do not want a consolidated Metro system...ask the lobbyists at 14:29:03 on 5/10/2015	1597653300510580	1587228664886380
5/10/2015 1:33	Hal Herrington		Hal Herrington Yes,a 40 minute commute by car takes 2 and a half to 3 and a half hour by bus w/ bike.Pinellas info line is fast,can init stop # and find out arrival times intnly,but Hillsborough you have to wait several minutes for an operator. at 1:33:16 on 5/10/2015	1597452667197310	1587228664886380
5/10/2015 1:21	Grace Cantu-Griffis		Grace Cantu-Griffis Riding the bus is probably safer than riding a bike now days. Years ago you could ride the bus anywhere and was never late, of course that was before the interstate and the huge volume of vehicles. at 1:21:38 on 5/10/2015	1597451190530790	1587228664886380
5/10/2015 0:40	Robert Lorin Andrews		Robert Lorin Andrews I often use a combination of bicycling and taking the bus. Florida has the highest bicyclist fatality rate in the nation largely because of bad drivers. But most bad drivers choose to drive safely when passing me. (See my FB pic.) at 0:40:19 on 5/10/2015	1597442663864980	1587228664886380
5/10/2015 0:38	Misha La Garconne Aleka		Misha La Garconne Aleka Too far, too hot, too dangerous at 0:38:46 on 5/10/2015	1597442397198340	1587228664886380
5/9/2015 23:57	Donna Stanley Dieter		Donna Stanley Dieter We were dependent on public transportation for 15 years. For a combined 7 years, I commuted to work by bus. What I remember most is avoiding fire ants at the bus stops and the frustration of just-missing connecting buses. at 23:57:17 on 5/09/2015	1597401633869080	1587228664886380
5/9/2015 22:40	Julie Cantu		Julie Cantu In high school. .that was my transportation to work and home...That was life..we grew up using the city transportation bus.. at 22:40:00 on 5/09/2015	1597384203870830	1587228664886380
5/9/2015 20:04	Dawn Mc Laughlin		Dawn Mc Laughlin Tampa and Brandon are not bike friendly. Almost hit daily at 20:04:12 on 5/09/2015	1597361960539720	1587228664886380
5/9/2015 19:57	Alex Hamann		Alex Hamann Uhm, have you been outside? Walking anywhere is out of the question. Its too damn hot! I thought could walk to burger king, I came back home with a whopper and a yeast infection from all the sweat. at 19:57:46 on 5/09/2015	1597360883873160	1587228664886380
5/9/2015 19:00	Scott MacLean		Scott MacLean Downtown ymca? at 19:00:04 on 5/09/2015	1597351677207410	1587228664886380
5/9/2015 15:00	Carol Ann Stapleton		Carol Ann Stapleton Sucked! From habana & Hillsborough to Hillsborough and 56th. Had to walk from Jean St to Hillsborough, to get the bus, hated it!!! at 15:00:24 on 5/09/2015	1597304447212130	1587228664886380
5/9/2015 13:36	Ser Ge		Ser Ge I just have to say that riding a bus in Tampa and cycling here is fucking bullshit and needs alot of improvements at 13:36:07 on 5/09/2015	1597283310547580	1587228664886380
5/9/2015 10:36	Jim Pegg		Jim Pegg Death at 10:36:59 on 5/09/2015	1597247573884490	1587228664886380
5/9/2015 3:31	Mike Scott		Mike Scott We need better 16 route service we need later hours and earlier hours across the tampa area we are growing and people don't just work 9/5 we need better hours for all not just some at 3:31:46 on 5/09/2015	1597182410557670	1587228664886380
5/9/2015 0:39	Sherry Bartel		Sherry Bartel I was a sweaty mess! I prefer my air conditioned car! Quit pushing mass transit down our throats! at 0:39:37 on 5/09/2015	1597155657227010	1587228664886380
5/8/2015 23:58	Terry Abraham		Terry Abraham Yes, and loved it! at 23:58:44 on 5/08/2015	1597151010560810	1587228664886380
5/8/2015 22:09	Mary O'Dea		Mary O'Dea Bike lanes that cars stay out of! at 22:09:25 on 5/08/2015	1597120720563840	1587228664886380
5/8/2015 22:08	Mary O'Dea		Mary O'Dea Agree! I love biking and used to bike every where until I moved here. It's too dangerous on the streets here. at 22:08:56 on 5/08/2015	1597120670563850	1587228664886380
5/8/2015 22:07	Mary O'Dea		Mary O'Dea Can you catch a bus that easily to Westshore Mall area? I work over there, and I am really tired of the morning commute? Even changing downtown would be fine if it's reliable enough. at 22:07:38 on 5/08/2015	1597120553897190	1587228664886380
5/8/2015 18:02	Bobbie Cagnolatti		Bobbie Cagnolatti LOL at the people making comments about sidewalk issues when wanting to ride their bikes. Sidewalks are for walkers peeps... not bikes. Bikes are to be on the streets. Now with that being said Hillsborough is a horrible place to trying using a bike as your transportation. I live in Clearwater/Largo area now and it is VERY common to see people using bikes, mopeds & adult trikes out here. And these alternate transportsations are not used just by the low income people out here either. And the reason people enjoy using other transportation then their vehicle is due to the fact IT'S SAFER out here! Police won't hesitate to pull your car over if you're caught sitting on a cross path at a stop light, driving in a bike lane, not giving pedestrians the right away when their light states to cross, etc. PLUS we also have a lot of major cross roads signs that light up stating no right turns when someone has pushed the crossing button to cross a road. Cops out here LOVE sitting & waiting for the jerks who decide they're above the law & turn when that sign is lit up telling them not too. Hillsborough county could learn a little bit about how to make it safer for people not commuting by vehicles. at 18:02:16 on 5/08/2015	1597077967234780	1587228664886380
5/8/2015 17:33	Lilli Buie		Lilli Buie I take the bus sometimes and I like it!!!! Don't have yo worry about traffic, and you can sight see while the bus driver is doing all the hard work!!you can buy a four dollar pass and use it all day!! And you don't have to worry about traffic!!so yes the bus is very helpful and I also enjoy riding on them!! at 17:33:49 on 5/08/2015	1597073410568570	1587228664886380
5/8/2015 17:33	De'Andre Long		De'Andre Long It sucked. I depended on it to get to work and later college. I ended up losing the job because of the 2nd and early 3rd shift work they wanted from me. No bus ran this late. I'm certain this limited from me other opportunities as well.  Going back to school was a pain. 1.5 - 2 hours there and 2 - 3 hrs back. All this with 6 - 9 hours in trade school. The afternoon buses were always over seated. It was a circus. at 17:33:06 on 5/08/2015	1597073310568580	1587228664886380
5/8/2015 16:57	Barry Shapiro		Barry Shapiro Its really dangerous here and applies to riding a motorcycle to work.... In my opinion folks just don't care about other folks on two wheels.. Read the stats - <a href="http://www.news-press.com/story/news/local/2015/03/06/surprising-facts-florida-bike-crashes/24431091/">http://www.news-press.com/story/news/local/2015/03/06/surprising-facts-florida-bike-crashes/24431091/</a> at 16:57:01 on 5/08/2015	1597064530569460	1587228664886380
5/8/2015 13:19	Javier Ramirez		Javier Ramirez No direct bus route to the mtc...and riding your bike is not easy if you have to go through downtown... at 13:19:52 on 5/08/2015	1596950523914190	1587228664886380
5/8/2015 7:41	Regina Green		Regina Green Hard but Rewarding at 7:41:04 on 5/08/2015	1596839953925250	1587228664886380
5/8/2015 4:34	Lynn Wildfire		Lynn Wildfire Dangerous ; always worry about my mom having to use the bus- too many cars for cycling-i walked miles to work and back in the 90's-things are different now at 4:34:26 on 5/08/2015	1596802570595660	1587228664886380

Timestamp	From	To	Text	Content ID	Parent ID
5/8/2015 3:43	Jan Egan		Jan Egan Slow.....Fell...Didn't Make It at 3:43:09 on 5/08/2015	1596750583934190	1587228664886380
5/7/2015 22:54	David Branch		David Branch Live in hillsborough, work in pinellas. In the past I could drive half way, park at the gandy/friendship trail and get a good 1 hr ride 18 miles to work! Now the span is closed and the bridge w traffic is the only option- not a good one. Buses would be a 4 hour trip from my neighborhood- so out of the question. at 22:54:43 on 5/07/2015	1596700013939240	1587228664886380
5/7/2015 22:39	Junior Reyes		Junior Reyes Lost my time in all that shit at 22:39:25 on 5/07/2015	1596698280606080	1587228664886380
5/7/2015 22:23	Denise Montoya		Denise Montoya Love it!!! at 22:23:34 on 5/07/2015	1596695810606330	1587228664886380
5/7/2015 20:43	Billy Sanders		Billy Sanders Be nice if Hillsborough County actually had a reliable public transportation system and other options than just a bus. We should look to states like Colorado and cities like Denver for notes... at 20:43:11 on 5/07/2015	1596675600608350	1587228664886380
5/7/2015 20:42	Billy Sanders		Billy Sanders ABSOLUTELY TERRIBLE, showed up to work a hot mess sweaty, and 45 min late!	1596675530608360	1587228664886380
5/7/2015 20:21	Phoenix McKinney		Phoenix McKinney Last time I rode bike in Tampa, a driver stayed on my tail then cursed me horribly at the light. No more biking. When walking have nearly been hit more than I ce who properly in the crosswalk, including a recent miss by a delivery truck that made no effort to stop edited doing the right on red. Need elevated pedestrian ways. at 20:21:26 on 5/07/2015	1596670970608820	1587228664886380
5/7/2015 15:13	Ana Montanez		Ana Montanez Buses here in Florida Will you run 24hour like in New York New Jersey and some other states it would be great at 15:13:05 on 5/07/2015	1596610063948240	1587228664886380
5/7/2015 14:29	Edna Hansen		Edna Hansen Yes many times at 14:29:02 on 5/07/2015	1596595267283050	1587228664886380
5/7/2015 14:09	Elaine Niles		Elaine Niles Hart line is considered one of the worse bus lines in the Country by people who used transit systems elsewhere in the USA at 14:09:45 on 5/07/2015	1596587507283830	1587228664886380
5/7/2015 14:05	Elaine Niles		Elaine Niles Bus line is NOT dependable to get to your stop on time if you have to connect to another. They will not alert the connecting bus that a passenger is on the way to connect., or either they bypass your stop too early & do not wait at 14:05:20 on 5/07/2015	1596586740617240	1587228664886380
5/7/2015 13:20	Billy Livsey		Billy Livsey There is a classist "I wouldn't be caught dead on public trans attitude from particularly white south Tampa snobs. at 13:20:06 on 5/07/2015	1596576033951640	1587228664886380
5/7/2015 12:22	Traci Pelletier		Traci Pelletier If you got rid of all the "texting while driving" idiots you would cut traffic issues in half. Otherwise too dangerous and buses are not reliable at 12:22:15 on 5/07/2015	1596564740619440	1587228664886380
5/7/2015 11:00	Staci Segan		Staci Segan it sucks at 11:00:20 on 5/07/2015	1596549720620940	1587228664886380
5/7/2015 10:56	Charmen Boyd Brundidge		Charmen Boyd Brundidge I used to work two jobs, and it was hard because I got off at 10:00 pm from the second job, but the Temple Terrace bus already stopped running. I had to catch cabs a lot, and that doesn't save money. at 10:56:15 on 5/07/2015	1596548567287720	1587228664886380
5/7/2015 10:29	Noris Villegas		Noris Villegas at 10:29:53 on 5/07/2015	1596541233955120	1587228664886380
5/7/2015 10:24	Luis E. Barba Martin		Luis E. Barba Martin I biked for a solid year and a half before driving and I was nearly hit more times than I remember, and I stopped at reds, yielded at signs in my neighborhood, never weaves and only used sidewalks and bike lanes. Drivers have no respect for bikes here in Tampa. at 10:24:57 on 5/07/2015	1596538220622090	1587228664886380
5/7/2015 10:22	Luis E. Barba Martin		Luis E. Barba Martin This app was the best when I used the bus system at 10:22:54 on 5/07/2015	1596537863955460	1587228664886380
5/7/2015 4:33	Tootie Truly Hu		Tootie Truly Hu Yes, when I lived in Illinois at 4:33:47 on 5/07/2015	1596378747304700	1587228664886380
5/7/2015 4:04	La Señoradeca sa		La Señoradeca sa Yes Indeed  I take the bus all the time,  Even from Orlando with Megabus.com  My discount bus pass Help\$ at 4:04:29 on 5/07/2015	1596374090638500	1587228664886380
5/7/2015 3:07	Kaiser D Harlock		Kaiser D Harlock As often as I have to use it, I'd appreciate weekend service, as my local stop doesn't provide that. Really makes it harder to get around, and they could go later than 8 pm at 3:07:00 on 5/07/2015	1596363593972890	1587228664886380
5/7/2015 1:38	Mike McCarthy		Mike McCarthy Got hit by a car crossing hillsborough at longboat otw to work..... Fuck that shit. at 1:38:49 on 5/07/2015	1596350327307550	1587228664886380
5/7/2015 1:13	Kaydee Brigman		Kaydee Brigman No thank u.I love my car. at 1:13:02 on 5/07/2015	1596346557307920	1587228664886380
5/7/2015 0:59	JooLee Voye		JooLee Voye it takes six buses and five hours to go from Brandon to Carrollwood. thank Beelzebub I only have to do that once a month... at 0:59:44 on 5/07/2015	1596344803974770	1587228664886380
5/6/2015 22:13	Toriejean Yung Cheng		Toriejean Yung Cheng It sucks. Sorry if offensive at 22:13:44 on 5/06/2015	1596303800645530	1587228664886380
5/6/2015 21:13	Darren Ewing		Darren Ewing I rode a bike and was tired I walked and was more tired I tried to take a bus but it didn't run that late so I got stuck halfway to work and they fired me. I think I'll buy a car unless te bus starts, running 24/7 at 21:13:56 on 5/06/2015	1596294907313090	1587228664886380
5/6/2015 19:31	Jessica Jahblessed Bartels		Jessica Jahblessed Bartels hot at 19:31:02 on 5/06/2015	1596277860648130	1587228664886380
5/6/2015 16:14	Rosa M Diaz-Brito		Rosa M Diaz-Brito I used to live off of Fletcher Avenue and worked in downtown St pete. My car broke down one day on the Howard Franklin and I had to take 3 buses to get to work everyday. One to Downtown Tampa, one to Gateway Plaza in St Pete and the last one to Downtown. Talk about a commute. And I had the shift from 2-12 midnight. Needed a ride every night from a family member since the buses didn't run that late. I did it for about 3 months. I had to quit my job. Took long to fix my car. at 16:14:13 on 5/06/2015	1596243013984940	1587228664886380

Timestamp	From	To	Text	Content ID	Parent ID
5/6/2015 16:12	Frank Ender		Frank Ender I thought about this too but the homeless would use it as a clubhouse. at 16:12:23 on 5/06/2015	1596242680651640	1587228664886380
5/6/2015 15:28	Suzi Marteny		Suzi Marteny I've ridden my bike to work many times. Unfortunately, there are inadequate resources in downtown to accommodate daily bike commuting UNLESS your employer has a shower/locker room. It would be nice to have a central hub where folks could pay a small monthly fee to rent a locker and use showers. Also, we need secure bike parking. at 15:28:27 on 5/06/2015	1596232807319300	1587228664886380
5/6/2015 12:05	Jennifer Joy		Jennifer Joy I used to take Hartline out of South Tampa. It was incredible slow compared to using my own car. However, this was 15 years ago as a teenager, so I don't know if there have been significant changes. at 12:05:15 on 5/06/2015	1596189770656940	1587228664886380
5/6/2015 11:33	Kathy Echevarria		Kathy Echevarria One day when I have nothing to I will try it! at 11:33:57 on 5/06/2015	1596184160657500	1587228664886380
5/6/2015 10:18	Angelleta White		Angelleta White I appreciate the city bus but they need to run 24hrs a day. If you get off work 4am you have to wait a hour and a half on the first bus an you are screwed if it's a holiday at 10:18:18 on 5/06/2015	1596170310658880	1587228664886380
5/6/2015 10:06	Ta'Quan Smith		Ta'Quan Smith I use the bus to commute to & from work and it's really convenient, but it should run later on just about all routes especially on the weekends when people are planning to stay out a little bit later than usual. at 10:06:19 on 5/06/2015	1596168640659050	1587228664886380
5/6/2015 9:24	Andrew Thornton		Andrew Thornton The hood of a BMW. That was my experience. at 9:24:53 on 5/06/2015	1596160463993200	1587228664886380
5/5/2015 22:28	Sylvia A Rosario		Sylvia A Rosario If I walked to work I'd get there in a month! Lol! at 22:28:14 on 5/05/2015	1596046787337900	1587228664886380
5/5/2015 22:11	ArleneandJack Oliver		ArleneandJack Oliver Got off the Bus another bus almost ran me over in the cross walk your bus drivers speed cut people off and tailgate. Other cars!!!!!! at 22:11:15 on 5/05/2015	1596044604004790	1587228664886380
5/5/2015 21:48	Dolly Ferrer		Dolly Ferrer Horrid at 21:48:45 on 5/05/2015	1596041897338390	1587228664886380
5/5/2015 20:31	Rudine Williams		Rudine Williams Riding the bus can be ruff at times because every bus driver don't show caring experience to the handicapped some of them don't look out for your safety like they should. The last bus driver i had was great in the morning at 5:55 a.m. evening scared me. at 20:31:03 on 5/05/2015	1596029797339600	1587228664886380
5/5/2015 20:18	Jean Strohs		Jean Strohs NO. Rode a horse once and it was awesome! at 20:18:33 on 5/05/2015	1596027444006500	1587228664886380
5/5/2015 20:04	Holman Marcella		Holman Marcella Busses do need to run later for all the second as shift working people to get home and third shift workers to get to work. Not just a couple busses that still leave you stranded miles from home either..I mean people need their connecting busses to run later too. Same with weekends, people work weekends too, and people who ride to work during week need busses to shop, run errands, and church on weekends. at 20:04:35 on 5/05/2015	1596025424006700	1587228664886380
5/5/2015 19:58	Holman Marcella		Holman Marcella The bus is always adventurous to say the least. :) at 19:58:59 on 5/05/2015	1596024794006770	1587228664886380
5/5/2015 19:49	Bob Sollenberger		Bob Sollenberger Didn't work out. I got all sweaty. at 19:49:41 on 5/05/2015	1596023554006890	1587228664886380
5/5/2015 19:00	Jennifer Kopf		Jennifer Kopf Tampa is the only place I have lived as an adult where walking, biking, and public transit were not the main methods of transport. I log many more miles in my car here, and have the fat body to prove it! at 19:00:32 on 5/05/2015	1596016184007630	1587228664886380
5/5/2015 15:23	Cindy Pendleton-Overton		Cindy Pendleton-Overton Neighborhood streets need sidewalks for walkers and bicyclists. And we need later bus services for almost all routes. at 15:23:22 on 5/05/2015	1595973477345230	1587228664886380
5/5/2015 14:57	Shirley Howell Wood		Shirley Howell Wood Are you asking that of our govt. officials? I don't think I've ever seen one of them biking to work or on the bus unless it was for a photo op. No, mass transit if for the little people, not the "leaders". #fixourroadsfirst at 14:57:21 on 5/05/2015	1595966230679290	1587228664886380
5/5/2015 14:48	Phil Compton		Phil Compton I'm lucky to live in an area of Seminole Heights that's only a few blocks from a bus that goes downtown via Ybor, as well as the relatively fast MetroRapid bus that goes down Nebraska to downtown. I've always had a great experience as a rider. Trouble is, the bus from Ybor doesn't run past 8 at night, and only once an hour on weekends, again stopping early in the evening. The MetroRapid stops after business hours and doesn't run at all on weekends. We need buses that run early, late and often 7 days a week, and we need Bus Rapid Transit: buses that run in their own lanes so they don't get stuck in traffic. Not just for my neighborhood, but for every neighborhood in the county. at 14:48:34 on 5/05/2015	1595964730679440	1587228664886380
5/5/2015 14:18	Frank Ender		Frank Ender If you are interviewing for a job not near a hub, good luck. You have to leave several hours early and bring a change of clothes because this is Florida and you are going to sweat. It is very unreliable and burdensome. at 14:18:25 on 5/05/2015	1595958920680020	1587228664886380
5/5/2015 11:24	Julia Rivera		Julia Rivera I bike almost every day. It's very dangerous. Tried to take the bus once. Didn't work. You need to have exact change. at 11:24:10 on 5/05/2015	1595917317350850	1587228664886380
5/5/2015 5:29	Anneliese Meier		Anneliese Meier Walking on S. Howard can be hazardous to your health. at 5:29:40 on 5/05/2015	1595845077358070	1587228664886380
5/5/2015 4:44	Martin Clear		Martin Clear I relied on buses for transportation for years. Never minded. There was not even one instance in which I was late for anything because of the bus. at 4:44:29 on 5/05/2015	1595833650692550	1587228664886380
5/5/2015 3:38	Alexis Dombrowski		Alexis Dombrowski Buses should run later on the weekends. So I can get home from the Amalie Arena. The one bus away app is sometimes messed up. It says the bus is coming and then the next time I look at it, it says no buses for next amount of minutes. Some of the bus drivers are very rude. So tired of running for the bus and the bus drivers seeing me and keep going. Messed up!! I have to leave two hours before I have to work to get to downtown because I run for the bus and risk getting hit by a car just to try to catch the bus. Some of these buses are packed! I know they cant really do anything about it, but you have people yelling and cursing at you if you accidentally step on their foot when the bus is packed and no where to sit or barely stand. at 3:38:01 on 5/05/2015	1595824814026760	1587228664886380
5/5/2015 3:37	Viviana Ellisse Moreno		Viviana Ellisse Moreno I had taken the bus, not so bad wish it had run faster and earlier , when I was working at 6am I had to be late to work because the bus didn't come to citrus park until 6am at 3:37:48 on 5/05/2015	1595824790693430	1587228664886380
5/5/2015 3:31	Alexis Dombrowski		Alexis Dombrowski I have that same problem with bus drivers see me running for the bus and I wave my arms, and they'll keep going. They'll look right at you too. Like really, I'm going to be late for work. I hate the downtown bus station. Horrible and scary at night at 3:31:30 on 5/05/2015	1595823957360180	1587228664886380
5/5/2015 3:07	Candace Gray		Candace Gray Scared to just take a ride..you get ran over.scream & yelled out..almost killed...go toa bike park... at 3:07:09 on 5/05/2015	1595821560693760	1587228664886380
5/5/2015 1:21	Wade Alan		Wade Alan I bike 250+ miles a week to get to work everyday. From Brandon to Seminole heights and back. I have no complaints. at 1:21:19 on 5/05/2015	1595806174028630	1587228664886380

Timestamp	From	To	Text	Content ID	Parent ID
5/5/2015 1:16	Howard Lopez		Howard Lopez There is no mass transit in Plant City,can't even get a cab,,,sucks...why I'm moving at 1:16:06 on 5/05/2015	1595805264028720	1587228664886380
5/5/2015 1:12	Patti Murphy		Patti Murphy And the only day the buses should run Sunday schedule is ON SUNDAY at 1:12:19 on 5/05/2015	1595804674028780	1587228664886380
5/5/2015 1:11	Heather Acosta		Heather Acosta I don't use my bike down here. It's bad enough seeing how people drive when I'm in my car among them. at 1:11:31 on 5/05/2015	1595804577362120	1587228664886380
5/5/2015 1:10	Patti Murphy		Patti Murphy Over all Hartline is good there are some things I have noticed in the 9 years I've lived here buses need to be cleaned every day buses don't connect with each other some drivers will see you running for the bus and won't stop and most of all there are some really rude bus drivers men and women and the rest rooms at UATC and downtown are absolutely filthy at 1:10:20 on 5/05/2015	1595803777362200	1587228664886380
5/5/2015 0:29	Patti Morris		Patti Morris Biking around Tampa is not safe and I ride all over. Been hit, cursed at, beer bottle thrown at me, more than a few times. A few areas are ok but people in Tampa are married to their cars and have total disregard when it comes to sharing the road. Sidewalks are mostly beat up or just are not continuous. \$5 Uber to downtown and there in 5-10 minutes or hour plus bus ride and save a couple of bucks...hmmm tough choice. at 0:29:03 on 5/05/2015	1595798497362730	1587228664886380
5/4/2015 23:36	David Rios		David Rios Need more buses that runs frequently in south shore... at 23:36:01 on 5/04/2015	1595790120696900	1587228664886380
5/4/2015 21:59	Jack Neu		Jack Neu After waiting 20 min for the rain to stop I got soaked riding my bike home at end of day. at 21:59:35 on 5/04/2015	1595774804031770	1587228664886380
5/4/2015 20:42	Hillsborough Area Regional Transit		Hillsborough Area Regional Transit Great to see that you're using OBA Tampa! at 20:42:41 on 5/04/2015	1595761284033120	1587228664886380
5/4/2015 19:38	Scott Booth		Scott Booth Drivers don't look for pedestrians at crosswalks! I almost get hit every day I am out on the bus system! at 19:38:54 on 5/04/2015	1595749434034300	1587228664886380
5/4/2015 18:57	Xaxira Velasco		Xaxira Velasco The bus takes FOREVER. Sometimes I feel like I could walk faster. at 18:57:52 on 5/04/2015	1595743244034920	1587228664886380
5/4/2015 17:58	Latrenia Bryant		Latrenia Bryant I'll walk around downtown, channel side, ybor & the Bayshore strip but anything else is not conducive to my life style. I â™; the trolley but as for the bus...only if I had no other mode of transportation. at 17:58:28 on 5/04/2015	1595731627369420	1587228664886380
5/4/2015 17:57	Chris Woodard		Chris Woodard Biked a long time ago and the thing I remember most was the psychotic drivers. I never weaved in and out between cars, but they threw things at me, tried to see how close to my left pedal they could get and in general made themselves look like real asshats. at 17:57:20 on 5/04/2015	1595731414036100	1587228664886380
5/4/2015 17:56	J Wayne Graves		J Wayne Graves Bus could be faster â™; at 17:56:15 on 5/04/2015	1595730974036150	1587228664886380
5/4/2015 17:18	Kimberly Tedder		Kimberly Tedder Too far to walk. I ride when it is cooler, but had many issues with flat tires due to debris along the route (US 41/causeway into downtown) I take the bus regularly and just wish that south county had service on weekends and later in evenings- I get off work at 8pm downtown and get "stranded" in Brandon trying to get the rest of the way home at 17:18:35 on 5/04/2015	1595717047370870	1587228664886380
5/3/2015 19:02	Laura Lawson		Laura Lawson The One Bus Away app makes a big difference in eliminating uncertainty at 19:02:32 on 5/03/2015	1595461680729740	1587228664886380
5/3/2015 17:09	Jason Ball		Jason Ball I used to take the bus several times a month for various things, then they eliminated one of the routes near me, which cut an entire range of places I had access to. Then they cut the headways on the two routes which do remain, so the buses come less than twice an hour. Such headways are completely useless unless you meticulously lay out a schedule, and then pray the buses are somehow on time in spite of automobile congestion hogging the public right of way. So, I don't even bother trying to ride the bus for work or leisure... Same thing happened to the streetcar when I worked downtown for numerous years. At first, the streetcar had a schedule and headways that was at least useful for lunch and the happy hour crowd, then the self serving suburban yahoos who run the county cut funding and diverted it to the suburbs, even though the development filling in along the streetcar line was paying way more in new property taxes, than the streetcar costs to operate (unlike suburban bus routes, which generate nothing of the sort). Now, the streetcar is virtually useless, unless you rearrange your life to suit its useless schedule... None of this should come as a surprise to anyone who is aware of the fact that this metro is DEAD LAST in transit funding out of the nation's most populous metros. Thank God the city has finally taken the advice that a number of us have suggested for years, which is for the city to pursue its own transit. The only way to end the malfeasance of county 'leaders' on urban issues, is to eliminate them from the equation all together. at 17:09:02 on 5/03/2015	1595438994065350	1587228664886380
5/1/2015 21:30	Bob Terri		Bob Terri I've taken the bus and it was just fine. At the time the route and time were a good match. Egypt Lake to downtown. at 21:30:37 on 5/01/2015	1594858720790040	1587228664886380
4/30/2015 16:15	GO Hillsborough	TBO.com	GO Hillsborough > TBO.com  Here is another opinion piece from TBO.com. What are your thoughts?  Rail wonâ€™t relieve traffic headaches  tbo.com  Around the time I moved to this area more than 20 years ago, the Veterans Expressway opened. It was supposed to relieve traffic congestion and shorten commuting times for drivers living north of Tampa at 16:15:10 on 4/30/2015	1594460727496510	
5/3/2015 21:53	Jason Ball		Jason Ball Emma Runion - Transit should be run by the city. The county can't be trusted to run it, and should be cut out all together. They shouldn't have to pay any taxes towards it, but they shouldn't get any access to it either. And in turn, urban residents should be unhinged from being compelled to pay for any suburban roads, as well as for urban road capacity built to serve suburban commuters, not urban residents. Everyone should pay for what they use, not what others use. at 21:53:09 on 5/03/2015	1595504744058770	1594460727496510
5/2/2015 22:24	Walter John Slupecki		Walter John Slupecki #fixourtransitfirst, #completetheveteransexwytpa at 22:24:00 on 5/02/2015	1595191357423440	1594460727496510
5/2/2015 19:56	Bill Hutchison		Bill Hutchison #fixourtransitfirst at 19:56:00 on 5/02/2015	1595157997426780	1594460727496510
5/2/2015 16:35	Bill Hutchison		Bill Hutchison "Rail would do nothing to alleviate traffic."  A broad brush statement that glosses over the fact that in too many cases, we have no choice but to drive. Building more and more roads will not help, either. at 16:35:42 on 5/02/2015	1595095650766350	1594460727496510
5/2/2015 2:13	Jason Ball		Jason Ball The same exact thing can be said of every last road built in any outlying part of the county, yet the other 75% of the county who don't live in such places, get stuck footing the bill just the same. It's called shared sacrifice. #fixourtransitfirst at 2:13:53 on 5/02/2015	1594898907452690	1594460727496510

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5/1/2015 21:41	Tom Danahy		Tom Danahy Dear editorial staff: Just go to any major city with a broadly spread, frequent and round-the-clock rail service that is incorporated into a fully-funded and functional mass-transit system, and after seeing the sea of humanity moving through it, then try again to support this ridiculous opinion piece's anti-rail message with a straight face. at 21:41:34 on 5/01/2015	1594860420789870	1594460727496510
5/1/2015 20:53	Jason Ball		Jason Ball Quote, "no one knows what the broad transit bucket actually means" ... Let us give you a hint... It means Tampa's residents are demanding effective transit even more so now than they did 5 years ago. Tampa demands solutions that make its neighborhoods better, instead of destroying them with more roads built to serve suburban commuters. Any transportation package which maintains the failed status quo, and does not sufficiently address the transit needs of this county is DOA. Welcome to the concept of shared sacrifice. You go. We go. at 20:53:05 on 5/01/2015	1594850620790850	1594460727496510
5/1/2015 10:24	Bill Hutchison		Bill Hutchison Kevin obviously has not been at Tampa Union Station at train time. BTW, Baltimore has something Tampa does not: the Amtrak Northeast Corridor and dozens of passenger trains. We have one train a day and the reason for that is there is a widespread federal commitment to passenger rail for the Northeast but not here. We should ask out elected officials why. Meanwhile we choke on fumes and traffic. at 10:24:35 on 5/01/2015	1594708347471740	1594460727496510
5/1/2015 10:22	Bill Hutchison		Bill Hutchison Let the exurbans pay for exurban toll roads. at 10:22:52 on 5/01/2015	1594708080805100	1594460727496510
5/1/2015 10:16	Walter John Slupecki		Walter John Slupecki Sharon Calvert QUOTE: "Obfuscation - here is the chart and no one knows what the broad transit bucket actually means- is it improve our existing service, add more MetroRapid BRT's, is it some kind of rail - light rail, commuter rail. Streetcar, dedicated lane BRT or some other variation - managed bus toll lanes, is it a monorail or a ferry? No one knows."  Phil and Kevin said it very well. Meanwhile, you continue to push for the continuance of the pro-road status quo, including a MONSTROSITY of a toll road in east county that will do nothing to relieve congestion but will instead cause even more sprawl in the county, and possibly damage environmentally sensitive lands. How about we complete the Veterans Expressway through Lutz and connect it to I-275 first? at 10:16:00 on 5/01/2015	1594706907471890	1594460727496510
5/1/2015 8:18	David Branch		David Branch Properly planned rail or better bus routes and frequency would help. In my commute across the bay - 4 bus changes and at least 4 hours of travel force me to drive just to work a full day and deal with family duties. Cost is second. I spend \$4 each way in diesel - a bus ride easily double that- and that would approach my car payment for the month. at 8:18:53 on 5/01/2015	1594686520807260	1594460727496510
4/30/2015 22:08	John Hamilton-Earle		John Hamilton-Earle I would think so at 22:08:07 on 4/30/2015	1594583740817540	1594460727496510
4/30/2015 21:56	Christopher J M Kennis		Christopher J M Kennis the amount of people that use an improved transit line grows with said improvements (i.e. you widen an interstate more people use it simultaneously), no one thing can be fixed or improved to be the solution, all things must be improved at the same time to provide more options to meet commuting needs, if people don't see an incentive for commuting why use mass transit, they all just drive... at 21:56:12 on 4/30/2015	1594582034151040	1594460727496510
4/30/2015 21:40	Emma Runion		Emma Runion Will the county maintain the rail like they do the roads? Which is not at all? at 21:40:44 on 4/30/2015	1594580284151220	1594460727496510
4/30/2015 21:39	Emma Runion		Emma Runion FIX THE ROADS! Fix Our Roads First at 21:39:43 on 4/30/2015	1594580110817900	1594460727496510
4/30/2015 20:22	Adam Metz		Adam Metz Amtrak's problems begin and end in Congress, which keeps trying to kill it. The street car was designed as a tourist trap and shockingly that's all it is currently good for. Implementation is everything. at 20:22:09 on 4/30/2015	1594565004152750	1594460727496510
4/30/2015 20:12	Kevin Thurman		Kevin Thurman Kevin Wright You may not know this but use of the Amtrak station with no increase in service is up 372% in the last decade over 9 times any of our roads. at 20:12:46 on 4/30/2015	1594563760819540	1594460727496510
4/30/2015 20:11	Kevin Thurman		Kevin Thurman Ummm -- The chart only includes new transit leaving out 213 votes for other transit improvements, while "roads" and "Maintenance" combine 1 or more categories. Also you can see which six meetings. Finally are you saying that Sun City center represents over 20% of Hillsborough County population like it represents in that sample? Finally -- your point about what kind of new transit is accurate, but on the similar point no one knows what kind of new roads we would build, 4 lane divided, tolls lanes, neighborhood streets, complete streets, interchanges, etc. They are all included. at 20:11:42 on 4/30/2015	1594563627486220	1594460727496510
4/30/2015 20:10	Adam Metz		Adam Metz It's a good article but makes no mention at all of the number of people in Hillsborough county who cannot afford a car. And actually, our society is so dependent on cars than even one is not enough for a family when multiple people are trying to get to school and work at the same time. And what happens if that one car breaks down? There is no leeway whatsoever. at 20:10:55 on 4/30/2015	1594563527486230	1594460727496510
4/30/2015 20:06	Phil Compton		Phil Compton Well, Sharon, I hope you noted the particular type of transit you'd prefer to emphasize, and where, at the Making Choices meetings you participated in. I did. at 20:06:37 on 4/30/2015	1594562614152980	1594460727496510
4/30/2015 19:48	Sharon Calvert		Sharon Calvert Obfuscation - here is the chart and no one knows what the broad transit bucket actually means- is it improve our existing service, add more MetroRapid BRT's, is it some kind of rail - light rail, commuter rail. Streetcar, dedicated lane BRT or some other variation - managed bus toll lanes, is it a monorail or a ferry? No one knows. at 19:48:18 on 4/30/2015	1594557140820200	1594460727496510
4/30/2015 18:59	Walter John Slupecki		Walter John Slupecki Shirley Howell Wood, QUOTE: "Rail would do nothing to alleviate traffic in most of the county. From point A to point B is not where the majority of people need to get to."  Passenger rail will be able to get people to and from major employment centers and other major destinations quickly and easily, instead of being bogged down in highway congestion. at 18:59:39 on 4/30/2015	1594537447488830	1594460727496510
4/30/2015 18:36	Kevin Thurman		Kevin Thurman My response: Joe -- "According to the responses, most residents want to fix the existing roads and bridges. Although city dwellers have slightly different priorities than those living in, say, south Hillsborough, the consensus seems to be that rail can wait." Is false.  6 of 12 meeting areas place New/Expanded transit routes as their #1 priority. Maintenance & New roads received 3 each. Transit categories overall received more votes than maintenance or new roads. And if you normalize for population (South county overrepresented) then transit continues to be the number one choice by far. at 18:36:03 on 4/30/2015	1594532664155980	1594460727496510
4/30/2015 17:32	Dan OhNeill		Dan Oh'Neill Wow, you get angry quickly. If you want to have a back and forth Facebook fight with someone, pick someone else. I will say, you compared the type of rail we are discussing here with Amtrak and the streetcar? Neither of those services take people from where they live to where they work, so it is apples and oranges. Good luck to you, I hope your anger subsides. at 17:32:40 on 4/30/2015	1594502980825610	1594460727496510
4/30/2015 17:20	Kevin Wright		Kevin Wright A transit authority, that refuses to address congestion will never solve the problem. The largest commuting population in Hillsborough county is the government worker. We know where they work, and the times that they enter the roads. If the transit authority, cannot focus on the big sweet spot of commuter congestion, how will they ever help those who have more random times and places to go?  Fire the transit staff, and hire people who are paid based on ridership. Then you will see some results. at 17:20:38 on 4/30/2015	1594497837492800	1594460727496510

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4/30/2015 17:15	Kevin Wright		<p>Kevin Wright "Anytime rail is expanded to an area, economies explode."</p> <p>You know Dan, you are probably to young to know anything about this, but there is an AMTRAK TRAIN Station, and a street car line, in downtown Tampa. TODAY. They have NO CUSTOMERS, and must be supported with welfare.</p> <p>But I do agree with you, you hit the nail on the head. Take downtown Baltimore, they have exactly what you are looking for: Mass transit trains, a burgeoning population, and an exploding economy. It has worked out so well for the residents of Baltimore, that they burn their own cars. Why don't you take your wisdom to Baltimore, and leave us stupid rubes here in the dark ages, to suffer, without such modern conveniences?</p> <p>at 17:15:17 on 4/30/2015</p>	1594496454159600	1594460727496510
4/30/2015 17:10	Phil Compton		<p>Phil Compton There's a new myth making the rounds right now: that most people who have participated in Go Hillsborough meetings have noted fixing roads as their top priority. Simply not true! Transit has actually received more votes than resurfacing existing roads or building new and wider roads. Whatever YOUR priorities are, your last chance to make YOUR choice is tonight in Lutz: St. Timothy Catholic Church, 17512 Lakeshore Road, Lutz, FL 33558. Good news is it only takes a few minutes to fill out the simple one page form to tell the county how you'd like to see the, prioritize fixing this broken transportation system we all endure here. And you won't miss seeing who the Bucs pick either - just drop by any time between 6 &amp; 8.</p> <p>at 17:10:58 on 4/30/2015</p>	1594495374159710	1594460727496510
4/30/2015 16:55	Grant Rimbey Leed AP		<p>Grant Rimbey Leed AP Media General, defenders of the status quo</p> <p>at 16:55:54 on 4/30/2015</p>	1594487657493810	1594460727496510
4/30/2015 16:53	Shirley Howell Wood		<p>Shirley Howell Wood Rail would do nothing to alleviate traffic in most of the county. From point A to point B is not where the majority of people need to get to. #fixourroadsfirst</p> <p>at 16:53:21 on 4/30/2015</p>	1594487170827200	1594460727496510
4/30/2015 16:38	Jeff Collignon		<p>Jeff Collignon There are more benefits to rail and improved bus tours than just less alleviated traffic. People that can afford reliable cars can't get to good jobs in our city. Rail and bus would allow for that as well as a little less traffic. So do both? The city/county should pay for public transit and those that buy gas should pay for road maintenance. People in the 'burbs love their cars and will never see the benefit to public transit because they don't need it.</p> <p>at 16:38:19 on 4/30/2015</p>	1594466967495880	1594460727496510
4/30/2015 16:26	Dan OhNeill		<p>Dan OhNeill Traffic may not get significantly better, but it will get significantly worse without rail. As population increases, more options are needed. Highways can only be so wide, and we are reaching the limit on many of them. Population will not stop growing, but our roads will. Rail is necessary to compensate for that increase.</p> <p>Anytime rail is expanded to an area, economies explode. The economic benefit will far outweigh the short term costs</p> <p>at 16:26:09 on 4/30/2015</p>	1594463917496190	1594460727496510
4/30/2015 16:00	GO Hillsborough		<p>GO Hillsborough</p> <p>GO Hillsborough added a new photo â€" at St Timothy Catholic Church.</p> <p>Northwest/Lutz_MakingChoices_043015</p> <p>at 16:00:00 on 4/30/2015</p>	1599466226995960	
4/28/2015 16:00	GO Hillsborough		<p>GO Hillsborough</p> <p>GO Hillsborough added a new photo.</p> <p>Temple Terrace_MakingChoices_042815</p> <p>at 16:00:00 on 4/28/2015</p>	1599467476995830	
4/27/2015 16:00	GO Hillsborough		<p>GO Hillsborough</p> <p>GO Hillsborough added a new photo â€" at Thonotosassa Branch Library.</p> <p>Thonotosassa_Making Choices_042715</p> <p>at 16:00:00 on 4/27/2015</p>	1599105610365350	
4/27/2015 11:15	GO Hillsborough		<p>GO Hillsborough</p> <p>Hillsborough Community College students â€" do you ever have to travel between campuses for class? Whatâ€™s your commute like?</p> <p>at 11:15:00 on 4/27/2015</p>	1593029670972950	
5/3/2015 3:40	Kimberly Cook		<p>Kimberly Cook Crazy ass hell!</p> <p>at 3:40:07 on 5/03/2015</p>	1595279527414630	1593029670972950
5/3/2015 3:20	Jamal 'Roman' Arrington		<p>Jamal 'Roman' Arrington I have to rely on public transportation and I don't believe I would be able to attend more than one campus a semester but the buses that go to Brandon and Dale Mabry are not reliable or varied so I just stay at Ybor even though I am missing out on classes like Creative Writing and African-American Lit</p> <p>at 3:20:24 on 5/03/2015</p>	1595273407415240	1593029670972950
5/2/2015 23:52	Nicholi Burney		<p>Nicholi Burney nope still the same</p> <p>at 23:52:01 on 5/02/2015</p>	1595207560755160	1593029670972950
5/2/2015 23:47	Kat Evans		<p>Kat Evans Ybor IS the criminal justice campus soooo as a CJ major, you should be aware of that</p> <p>at 23:47:41 on 5/02/2015</p>	1595205510755360	1593029670972950
5/2/2015 23:22	Noeh Armando Rubio Aguirre		<p>Noeh Armando Rubio Aguirre Was crazy taking classes at all campuses (except for the one in Ruskin or Sun City (Center)) some day classes to night classes just to do my double major, we should have our own little underground transportation to all campuses linked. ....</p> <p>at 23:22:41 on 5/02/2015</p>	1595201140755800	1593029670972950
5/2/2015 18:37	Nurse Phillips		<p>Nurse Phillips 10 mins to Brandon and 10 mins to Southshore Campus no traffic for me only thing that suck for Brandon campus is parking</p> <p>at 18:37:42 on 5/02/2015</p>	1595125484096700	1593029670972950
5/2/2015 17:59	Autumn Elizabeth Gillen		<p>Autumn Elizabeth Gillen It takes me 45 mins. to get to the Ybor campus when I take I-75 to I-4. Traffic can be congested, but it is never a standstill. I travel between the Ybor campus and the Dale Mabry campus often and that commute only takes 15 to 20 mins. I've considered taking the bus before, but unfortunately they do not have bus routes in Thonotosassa.</p> <p>at 17:59:50 on 5/02/2015</p>	1595118690764040	1593029670972950

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5/2/2015 16:47	LaQuita Favoraintfair Davis		LaQuita Favoraintfair Davis I attended Dale Mabry campus and I personally think it's better than Brandon. at 16:47:46 on 5/02/2015	1595099304099320	1593029670972950
5/2/2015 1:58	Taylor Grace		Taylor Grace I had classes at all 4 campuses one semester; between Brandon, Plant City, Dale Mabry, and Ybor, I sure racked up the mileage, oil changes, and gas bills!! They should have offered more honors courses in Plant City, so that Dale Mabry is not even a consideration when you live 5 minutes from the pc campus!! at 1:58:49 on 5/02/2015	1594897217452860	1593029670972950
5/2/2015 1:50	Charmaine Silva		Charmaine Silva I have taken DM classes, parking is horrible, they should just build a parking garage so we all get okay parking. I have to leave an hour before class starts in order to make it on time since the traffic is so bad. I been to ybor and don't like the walking, if you like city life then this campus is for you, I been to Brandon campus also, this was better for me, parking was okay. It's about 10 minutes from me at 1:50:02 on 5/02/2015	1594896137452970	1593029670972950
5/2/2015 0:52	Tacarra Dionne		Tacarra Dionne Traffic sucks! at 0:52:33 on 5/02/2015	1594889040787010	1593029670972950
5/1/2015 22:07	Kate Shelton		Kate Shelton I live near Southshore campus but most of my classes are in Ybor. I hate the commute, theres always trains blocking or roadworks and idiots on the road. Eats up so much of my time. I wish more classes were online. at 22:07:59 on 5/01/2015	1594863930789520	1593029670972950
5/1/2015 20:53	Victor Rivera-Santos		Victor Rivera-Santos My first semester at hcc i would drive to plant city for my 9:30am class. Then at 11:00am i would leave to Brandon for my 1pm class to 8pm. That was on Mondays and wednesdays. Tuesdays and Thursdays I would go to Ruskin. Other semesters i was at Brandon campus. My last semester I was at Dale Mabry and Brandon. Traffic wasn't too bad as long as you knew the traffic patterns. Parking wasn't bad either, but that's because I knew where to look. at 20:53:02 on 5/01/2015	1594850604124190	1593029670972950
5/1/2015 18:25	Frankie Jones		Frankie Jones I'm fine at dale mabry campus I think this campus is much better than the other ones. Besides who needs to drive to class when you stay across the street lol at 18:25:15 on 5/01/2015	1594827854126460	1593029670972950
5/1/2015 4:52	Amber Nellums Vitoff		Amber Nellums Vitoff I only had to do this when I was in their Hcc Honors program. Otherwise, it was fairly easy to get all of my classes done at the Brandon campus. The honors classes are spread out all over the place. I finally decided that it wasn't worth the gas money I was wasting, so I dropped the honors courses! at 4:52:57 on 5/01/2015	1594647027477880	1593029670972950
5/1/2015 4:39	Shawn Mosher		Shawn Mosher There was on semester i had to go to three different campuses (on campus a day) but it stunk. Plant City needs access to more classes and better times at 4:39:25 on 5/01/2015	1594645184144730	1593029670972950
4/30/2015 23:56	Jamie Spencer		Jamie Spencer Terrible after 5pm takes 45min to get to ybor cuz its stop and go all the time at 23:56:44 on 4/30/2015	1594599720815940	1593029670972950
4/30/2015 23:42	James JMajesty		James JMajesty Dale marby ybor campuses sux its all bout brandon at 23:42:20 on 4/30/2015	1594597764149470	1593029670972950
4/30/2015 23:19	Brittney Marie Nolan		Brittney Marie Nolan When I went to HCC, all my classes were at dale mabry, except one semester I had one class that was at the ybor campus. However, it was the diving class so we met at the dive shop next to 275 on bearss. Now I attend full sail online. Way better online set up. Blackboard sucks and does not make you want to be engaged. at 23:19:07 on 4/30/2015	1594594367483140	1593029670972950
4/30/2015 22:22	Rebecca Hill		Rebecca Hill Dale Mabry is my main campus, about 45m from me. Although this semester and last I've been driving one day a week all the way to South Shore, an hour and a half drive, but luckily for two classes. I did it to have a good teacher for A&P courses!! at 22:22:21 on 4/30/2015	1594585404150710	1593029670972950
4/30/2015 21:57	Patricia Baca		Patricia Baca 30 minutes from Land O Lakes/Lutz to Ybor City Campus via I-275 at 21:57:20 on 4/30/2015	1594582230817690	1593029670972950
4/30/2015 19:29	Tarah Santana		Tarah Santana My electives were in ybor as well at 19:29:01 on 4/30/2015	1594552097487370	1593029670972950
4/30/2015 19:26	Tarah Santana		Tarah Santana In 2008 I took classes at dale mabry and ybor but I took early classes so the only problem was parking at dale mabry at 19:26:55 on 4/30/2015	1594551657487410	1593029670972950
4/30/2015 17:30	Jonny Louis		Jonny Louis Well the construction blocking off over 60% of the Dale Mabry Campus doesn't help. Commuting is tough at HCC. Some help would be lovely! at 17:30:03 on 4/30/2015	1594502167492360	1593029670972950
4/30/2015 14:46	Jacob W Hill		Jacob W Hill Shit. This semester I could barely afford the bus so I missed so many of my classes. at 14:46:48 on 4/30/2015	1594430650832850	1593029670972950
4/30/2015 14:38	J Isaac Boudreaux		J Isaac Boudreaux Yeah, then you have to walk a mile to the library. I was taking a class on the 3rd floor and from the garage to there was enough to ditch class once every few weeks. at 14:38:09 on 4/30/2015	1594427870833130	1593029670972950
4/30/2015 14:18	Stormy Smith		Stormy Smith I would never take a class at the Bandon, Southshore or plant city campus and I don't see a reason to go to Ybor. I talk all my classes at dale Mabry and I love in Carrollwood. It's 30 minutes with non rush hour traffic. I avoid rush hour at 14:18:31 on 4/30/2015	1594421457500430	1593029670972950
4/30/2015 14:16	Ray Stephens		Ray Stephens Not what I meant. I major in criminal justice. I have to go to Ybor just for my elective classes Which is a pain. at 14:16:33 on 4/30/2015	1594420944167150	1593029670972950
4/30/2015 14:16	Stormy Smith		Stormy Smith The parking garage? at 14:16:31 on 4/30/2015	1594420920833820	1593029670972950
4/30/2015 14:15	Stormy Smith		Stormy Smith A lot of community colleges have multiple campuses in Florida at 14:15:17 on 4/30/2015	1594420574167190	1593029670972950
4/30/2015 14:00	Monica Renee Fender		Monica Renee Fender I live all the way in zephyrhills and go to ybor for one day a week it sucks they need to have classes for medical in Brandon and plant city when I signed up I thought I would be going to plant city been to Brandon once and ybor every since it sucks at 14:00:24 on 4/30/2015	1594415924167650	1593029670972950
4/30/2015 9:45	Elaine Niles		Elaine Niles In the beginning I had class in Brandon, 1/2 hour to get to Plant City campus down I-4. Not bad consisting I left Brandon campus at 4:15 on the dot, or traffic would be nuts. Then I realized online class was available. It sure makes it nice not having to drive to another campus! at 9:45:57 on 4/30/2015	1594333860842530	1593029670972950
4/30/2015 9:23	Zach Land		Zach Land 20 minutes a day between Thonotosassa and the Brandon Campus in good traffic if I'm lucky. at 9:23:24 on 4/30/2015	1594328897509690	1593029670972950
4/30/2015 6:04	J Isaac Boudreaux		J Isaac Boudreaux Shit, then you on the wrong bus. Lol at 6:04:48 on 4/30/2015	1594286977513880	1593029670972950

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4/30/2015 6:01	J Isaac Boudreaux		J Isaac Boudreaux Bad in the mornings and worse in the evenings. Avoid the I-275/I-4 junction because that's always jacked up.  HCC can't do anything about that, though.  Someone needs to come up with a new idea on how to do parking in Ybor campus. at 6:01:31 on 4/30/2015	1594286414180600	1593029670972950
4/30/2015 4:47	Alexis Dombrowski		Alexis Dombrowski Ybor campus from my place, takes about 2 hours on the bus to get to class. I had a 8:00am class, I had to wake up at 4:30am and leave between 5:30 and 5:45 to make it to class by 8:00. at 4:47:00 on 4/30/2015	1594271594182090	1593029670972950
4/30/2015 4:27	Wehttam Nroaa Nworb		Wehttam Nroaa Nworb Brandon to PC last semester during rush hour with thirty minutes between classes öÙŽöÙŽöÙŽöÙŽ  Learned from that experience! at 4:27:08 on 4/30/2015	1594268040849110	1593029670972950
4/30/2015 3:50	Prince Okeke		Prince Okeke Nah! I'm smart enough to know the effects it will have on me so I take all my classes at dale Mabry campus. at 3:50:48 on 4/30/2015	1594254580850450	1593029670972950
4/30/2015 1:56	Erin Sleeper		Erin Sleeper I primarily go to Brandon campus. But last semester I went to Dale Mabry. I switched because I was spending like \$60 a week in gas, sometimes more. Brandon is closer to me so I spend less money on gas, but since it's a smaller campus the class selection is smaller. I'm now finding it hard to find classes that work with my schedule all at one campus. The drive to Brandon is not too bad, around 5 though it gets really crazy... the drive to and from Dale Mabry was long and there was way too much traffic. Unfortunately I'll be having to make the drive to Dale Mabry campus this summer for my math class because I couldn't find anything else that worked with my schedule at Brandon campus. at 1:56:00 on 4/30/2015	1594232350852680	1593029670972950
4/30/2015 1:42	Demi Davis		Demi Davis Traffic is terrible from new tampa to dale Mabry for morning classes it'll take at least an hour and the same to Brandon campus once you get to Brandon campus parking suck so bad! Literally had to leave home 2 hours prior to make it on time, find parking, and get inside class without breathing like I just came from a triathlon - good times lol. That was about 5 years ago hopefully it's gotten better. at 1:42:28 on 4/30/2015	1594229727519610	1593029670972950
4/30/2015 1:07	Melissa Lotus Buck		Melissa Lotus Buck Drove 35 min to united and another 30 min in traffic to get to Dale Mabry for one class...always late with professors that didn't understand. Completely sucked in a 2000 Dodge neon and when my car finally blew an engine I got kicked out of class. Thanks again! at 1:07:26 on 4/30/2015	1594223277520250	1593029670972950
4/30/2015 1:00	Thomas Reynolds		Thomas Reynolds 10 minutes to Ybor  15 minutes to ybor and back via  275 to downtown ashley road exit  to kennedy right on himes  left on columbus to dalemabry at 1:00:09 on 4/30/2015	1594221874187060	1593029670972950
4/30/2015 0:27	Spencer Elliott		Spencer Elliott I used to travel on i4 west Monday-Friday to get to ybor campus from seffner, fl in my 2000 Toyota Camry :-))) at 0:27:36 on 4/30/2015	1594216520854260	1593029670972950
4/30/2015 0:17	Melannie Arelys Rosa FontÁinez		Melannie Arelys Rosa FontÁinez I have to drive south to the Southshore campus then back north to Brandon campus or just home. Depending on time, traffic gets crazy. at 0:17:42 on 4/30/2015	1594214957521080	1593029670972950
4/29/2015 23:33	Daria Alexandria Leon		Daria Alexandria Leon I take the bus and majority of the time it's a smooth transit at 23:33:52 on 4/29/2015	1594206617521920	1593029670972950
4/29/2015 22:22	Ray Stephens		Ray Stephens HCC needs to have classes at just one campus,not where students have to travel between multiple. at 22:22:04 on 4/29/2015	1594193374189910	1593029670972950
4/29/2015 19:42	Antwon Paris		Antwon Paris This coming summer I have to go all the way to plant city for classes at 19:42:31 on 4/29/2015	1594160814193160	1593029670972950
4/28/2015 23:04	Raf Graulau		Raf Graulau I only live about 2 miles from there and the commute by bike is just hellish, that involved taking Himes to Tampa Bay Blvd. at 23:04:00 on 4/28/2015	1593757944233450	1593029670972950
4/27/2015 15:33	Ivanka Kokot		Ivanka Kokot When I went to HCC I would sometimes go Ybor one day, and Brandon the other. I got pretty burnt out. Between commuting to my classes and going to work, the rest of my day was spent driving or sitting in traffic. But I made it out alive lol! For Brandon, I'd avoid 60 and go through Lakewood and Woodbury to get to class. For Ybor, traffic wasn't as bad a few years ago like it is, so it wasn't a long commute but if the train came, well then you were just out of luck. :P I did use some other streets to cut through when traffic was bad though. at 15:33:13 on 4/27/2015	1593141174295130	1593029670972950
4/27/2015 11:19	Walter John Slupecki		Walter John Slupecki A majority of my HCC classes were at the Dale Mabry campus. However, I did have a couple of classes in Ybor, so I would travel via Columbus Dr, N Boulevard, and Palm Ave from the Dale Mabry Campus to the Ybor Campus. Traffic was sometimes a headache going to Ybor due to rush hour traffic. at 11:19:10 on 4/27/2015	1593030677639510	1593029670972950
4/26/2015 18:00	GO Hillsborough	TBO.com	GO Hillsborough > TBO.com  This editorial was published TBO.com today. Do you agree or disagree with this perspective? Please let us know your take.  Transportation at a crossroads  tbo.com  The â€œGo Hillsboroughâ€ public outreach sessions suggest that citizens have a solid grasp of the countyâ€™s formidable transportation challenges and are discerning about solutions. at 18:00:54 on 4/26/2015	1592766494332600	
5/3/2015 15:13	Paul Parsons		Paul Parsons No! It's time to shut up or put up over taxation. Only an idiot thinks civilization can continue on this anti taxation platform that has been an ABSOLUTE and MISERABLE FAILURE. Civilization is not "free" and the arguments are anti civilization. Cut coupons on your own time. at 15:13:47 on 5/03/2015	1595413397401240	1592766494332600

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5/1/2015 16:56	Jason Ball		Jason Ball And like the trolling ideologue you are Tom, you leave out the statistical reality that out of the nation's 30 most populous metros (of which Tampa ranks 18th), Tampa is 2nd to last in highway lane miles per capita, and is dead last in transit. Your implication is that this region has already invested more than enough in robust transportation infrastructure, congruent to our population and economy, when the verifiable numbers prove otherwise. This is how we wind up with the 11th worst traffic in the nation. Because the region is dead last in transportation infrastructure. Dead last! As in, the exact opposite of your implication that we're just fine as-is. Why do you even bother posting this intellectually bankrupt nonsense? You add z-e-r-o to the discussion. Do you seriously think all of the other grown adults in the area aren't aware that pols tend to be egocentric people, who look out for themselves and their cronies more than they do the people who look up to them as leaders and community role models? C'mon Tom, surely you do, you're a pol yourself. You're literally one of the people you're always warning the general public to never heed and never elect to office. Oh the irony. at 16:56:45 on 5/01/2015	1594794734129770	1592766494332600
4/30/2015 16:29	Dan OhNeill		Dan OhNeill "If you build it, they will come." Anywhere that rail is built, economies boom. It is a short term investment with a large long term pay out. at 16:29:25 on 4/30/2015	1594464884162760	1592766494332600
4/27/2015 17:36	Tom Rask		Tom Rask You failed to mention your solution: raise taxes! You guys always want a bigger slice of the pie. Always more, never enough. at 17:36:59 on 4/27/2015	1593184740957440	1592766494332600
4/27/2015 17:34	Tom Rask		Tom Rask Disagree. They always want a bigger slice of the pie for taxes based on a false narrative and manufactured crisis. First, the sales tax was 0%, Then it became 2%, then 4%, then 5%, then 6%, then 7% and now they want it to be 8%. Always more, never enough. The Go Hillsborough has turned into a money-making opportunity for Beth Leytham and the usual set of cronies. at 17:34:27 on 4/27/2015	1593183040957610	1592766494332600
4/27/2015 15:06	Shirley Howell Wood		Shirley Howell Wood There needs to be an accounting as to how our current transportation money is being spent before even mentioning a tax increase. The citizens of Hillsborough do NOT want a tax increase! The voters voted for a "penny for potholes" in the 80's and it has been renewed over the years, yet our roads are a MESS! Notice the money was for POTHOLEs- road maintenance, but where did that money go?? The commissioners are right to ask for this information before even considering asking for additional tax money! #fixourroadsfirst. at 15:06:45 on 4/27/2015	1593131197629460	1592766494332600
4/27/2015 4:33	Kevin Thurman		Kevin Thurman Christopher - there is literally zero polling or data that shows that. In fact, it says the opposite. The key is not making any rail 42% of the ballot or more like in previous attempts at 4:33:19 on 4/27/2015	1592931750982740	1592766494332600
4/27/2015 1:59	De'Andre Long		De'Andre Long Pretty thoughtful piece.  I hope something practical is figured out the next time and that passenger security is factored in the plans well. at 1:59:28 on 4/27/2015	1592899400985970	1592766494332600
4/26/2015 22:19	Christopher Cochran		Christopher Cochran Put rail on the table and it's doomed. Maybe a penny for Pinellas type scenario with transit built into from the start. at 22:19:40 on 4/26/2015	1592832190992690	1592766494332600
4/26/2015 18:23	Kevin Thurman		Kevin Thurman I believe that the public is not more opposed to rail than ATMS (one of the lowest vote getters in public surveys). We ask our planners to be experts and rail is something they believe is necessary, it's a red hearing that people don't want any. They don't want a silver bullet whether it's rail or roads. They are right it should not be the centerpiece neither should any one project. The centerpiece needs to be the people. Not just some areas or some people, but every part of the county. They all have different needs and no one part should be handicapped. City voters shouldn't tell south county they don't need to widen any roads any more than south county should tell city voters they don't need any rail. We need to compromise and work together on projects and funding sources. at 18:23:21 on 4/26/2015	1592776830998230	1592766494332600
4/26/2015 16:41	Sharon Calvert	GO Hillsborough	Sharon Calvert > GO Hillsborough  GoHillsborough campaign is in its final stretch and it has entirely neglected transportation innovation that is occurring in the private sector - from ride-sharing, innovation with private sector bus services or jitney like services to autonomous vehicle and driver-assisted technology. Apparently HART isn't. Good for them!  HART looking into Uber, Lyft to close gap in Hillsborough bus system  HART looking into Uber, Lyft to close gap in Hillsborough bus system - Tampa Bay Business Journal  bizjournals.com  While the Public Transportation Commission continues to clamp down on the rideshare companies, HART sees them, as well as other operators, as a potential solution to a missing link in its system. at 16:41:11 on 4/26/2015	10205716488424500	
5/8/2015 14:23	Bill Hutchison		Bill Hutchison Meh. at 14:23:39 on 5/08/2015	10205784729530500	10205716488424500
4/29/2015 4:53	Walter John Slupecki		Walter John Slupecki Sharon has done it again, spreading misinformation in hopes that people will continue the pro-road status quo at 4:53:12 on 4/29/2015	10205735783626800	10205716488424500
4/26/2015 22:54	Bill Hutchison		Bill Hutchison And what do highway contractors spend on lobbying without any public input whatsoever? at 22:54:49 on 4/26/2015	10205719526420400	10205716488424500
4/26/2015 18:13	GO Hillsborough		GO Hillsborough Thanks for this interesting article. We would like to clarify the poster's statement to avoid confusion or misinformation for other Go Hillsborough fans and followers, HART has been actively engaged in Go Hillsborough from the outset, including organizational meetings as well as participating in and sharing important information and ideas during all of our Go Hillsborough workshops and telephone town hall meetings. at 18:13:40 on 4/26/2015	10205717204762400	10205716488424500
4/25/2015 22:52	Sharon Calvert	GO Hillsborough	Sharon Calvert > GO Hillsborough  Transportation innovation is occurring in the private sector. No taxpayer subsidies needed.  The Uber of Buses Comes to DC  The Uber of Buses Comes to DC  www.the-american-interest.com  A innovative new bus service is making its way to DC. Technology is changing our commute for the betterâ€and our lives more broadly. at 22:52:09 on 4/25/2015	10205711070929000	
5/3/2015 18:42	Jason Ball		Jason Ball The Tea Party Beltway'sâ€ destructive alignment through eastern Hillsborough might well be the single dumbest infrastructure proposal I've ever seen locally. Clearly, there would be a much greater benefit to the economy, to livability of existing residents and for regional evacuation purposes, by connecting the Veterans across northern Hillsborough to I-275 and I-75, and from extending the Selmon eastward, as well as westward into Pinellas. Indeed, let's #fixourroadsfirst, by finishing the Veterans and the Selmon. at 18:42:07 on 5/03/2015	10205761082019300	10205711070929000

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5/3/2015 18:26	Walter John Slupecki		Walter John Slupecki You know Bill, I think you're on to something, especially being that Sharon here supports the "Green Swath of Death" out in east county. at 18:26:42 on 5/03/2015	10205761020057700	10205711070929000
5/3/2015 18:25	Bill Hutchison		Bill Hutchison I just wonder what it is about transit in general and rail in particular, that gives people like Sharon Calvert the heebie-jeebies? Does she think it represents the end of her own freedom to drive everywhere? It doesn't. Is it because she thinks the next light rail line will bankrupt the entire country? It won't. Is it because transit represents some global attempt to control people by forcing them to all live in urban high rises? It won't.  All transit does give everyone choices. That's really what it's all about. Maybe She feels threatened by choices? Well, no one is suggesting that she give up her car or her lifestyle, but SHE is trying to impose hers on anyone who doesn't want drive everywhere. There is a very odd sort of thinking going on here. at 18:25:35 on 5/03/2015	10205761017057700	10205711070929000
5/3/2015 18:19	Jason Ball		Jason Ball Three problems with Bridj from the 'conservative' perspective... One, it does in fact count on subsidies. As a VC firm not turning a profit, they are receiving various tax breaks. Two, it's a scheduled al a carte service directed at transit 'choice' riders willing to pay 2-3x the cost of a typical transit fare, in exchange for a more comfortable ride. Three, Bridj is very much a 'big brother' corporation, which farms reams of personal data about people that don't even use their service. For their model to work, personal privacy must be surrendered by the entire community, for the benefit of a few people with the money to use the service... People want their taxes to go to the public good of the many, not privatized profits for the connected few. People want more affordable transportation options, not more expensive ones. People want their privacy respected in the information age, not trampled in the name of somebody else's profit. If this is the best you've got, then thanks but no thanks. at 18:19:35 on 5/03/2015	10205760991977000	10205711070929000
4/29/2015 4:54	Walter John Slupecki		Walter John Slupecki Sharon continues to support a sprawling tolled beltway in east county that no one wants. How about we complete the Veterans through Lutz? at 4:54:31 on 4/29/2015	10205735787546900	10205711070929000
4/29/2015 4:53	Walter John Slupecki		Walter John Slupecki Sharon continues to believe that ride sharing is a SUBSTITUTE for transit. IT'S NOT! NEWS FLASH! at 4:53:41 on 4/29/2015	10205735785186900	10205711070929000
4/26/2015 14:05	Bill Hutchison		Bill Hutchison My point is that even supposed free market solutions will still rely on massive public support in order to function. Uber is not a cure-all nor is it building any roads. More of the same old road zombie thinking will not solve our problems. Not everyone wants road based solutions. at 14:05:46 on 4/26/2015	10205715412117600	10205711070929000
4/26/2015 13:58	Sharon Calvert		Sharon Calvert So do public transit buses so what is your point? What's the cost per trip of roads and highly utilized rubber wheeled solutions vs fixed guideways/rail? The costs per trip for Highly utilized assets that benefit many is much less than under utilized assets that benefit much fewer. Do some basic math. at 13:58:29 on 4/26/2015	10205715374476600	10205711070929000
4/26/2015 6:03	Bill Hutchison		Bill Hutchison They still rely on taxpayer supported roads. End of discussion. at 6:03:52 on 4/26/2015	10205713390427000	10205711070929000
4/23/2015 16:00	GO Hillsborough		GO Hillsborough  GO Hillsborough added a new photo â€" at trinkle building HCC.  Northeast/Plant City_Making Choices_042315  at 16:00:00 on 4/23/2015	1599104723698770	
4/23/2015 3:38	Sharon Calvert	GO Hillsborough	Sharon Calvert > GO Hillsborough  "Millennials -- also known as Generation Y -- accounted for 27 percent of new car sales in the U.S. last year, up from 18 percent in 2010, according to J.D. Power & Associates. Theyâ€™ve zoomed past Gen X to become the second-largest group of new car buyers after their boomer parents. Millennials are starting to find jobs and relocating to the suburbs and smaller cities, where public transport is spotty."  It's a false narrative that millennials don't want cars.  Millennials Embrace Cars, Defying Predictions of Sales Implosion  bloomberg.com  Connecting decision makers to a dynamic network of information, people and ideas, Bloomberg quickly and accurately delivers business and financial information, news and insight around the world. at 3:38:15 on 4/23/2015	10205691811127600	
5/4/2015 16:45	Jason Ball		Jason Ball Actually, if you had ever bothered to do some legitimate research, instead of parroting the talking points fed to you by GOP â€"think tanksâ€, you would discover that Millennials are indeed buying more cars as career and family choices force them to make lifestyle compromises they would rather not have to make. It's not that Millennials are gleefully embracing the high cost, danger and soul sucking experience of being forced to drive everywhere... It's that most places in America have been so thoroughly screwed up by 6 decades worth of subsidizing auto-centric sprawl, that there's literally not enough of the walkable urban spaces people traditionally live in to meet all of the demand. So yes millions of Millennials are being forced to live in auto-centric suburbs they would rather never live in, but don't have any choice... How do we know this is true? Because traditional walkable urban areas continue to command a major price premium well beyond what the typical auto centric suburb is worth. If the places you claim were better, they would be worth more. But they're not worth more, because they're not better places to live. at 16:45:22 on 5/04/2015	10205765808857500	10205691811127600
4/23/2015 10:46	Walter John Slupecki		Walter John Slupecki More lousy lies from whatever source it is that you used Sharon, to convince voters that the Millennials movement is a huge sham. Really? Where is J.D. Power getting its stats from? at 10:46:03 on 4/23/2015	10205693235443200	10205691811127600
4/23/2015 3:30	GO Hillsborough		GO Hillsborough  Ever had trouble parking at USF? Or even just getting on campus? Let us know how youâ€™d improve transportation on and around the campus!  at 3:30:01 on 4/23/2015	1591148494494400	
5/2/2015 4:28	Jason Ball		Jason Ball For the tens of millions that would cost, they could double Bull Runner instead, and reduce traffic throughout the entire campus and surrounding neighborhood, instead of increasing it. More parking means more cars on campus, which means more traffic, not less. at 4:28:05 on 5/02/2015	1594925290783380	1591148494494400
4/28/2015 23:07	Raf Graulau		Raf Graulau With so many apartment buildings around USF there should be protected bike lanes all over the place leading to school. Even within USF you have disappearing bike lanes or no lanes. There is no reason to take a car to USF when you live less than 3-5 miles from campus unless there is a thunderstorm. Make it easier and safe to bike commute so parking won't be an issue. Learn from other schools and what they have done to encourage bike commuting. at 23:07:26 on 4/28/2015	1593758570900060	1591148494494400
4/28/2015 15:09	Stephanie Olson Skupien		Stephanie Olson Skupien This is off campus, but highly traveled by students and staff: At last year's Bulls Walk and Bike Week it was proposed that 42nd street would have 2 crosswalks put in, the bike lanes cleaned up and re-striped as well as better lighting. The person who presented this was from Hills. county and said that the money was already in place to start last fall and finish by this spring. NOTHING has been done or even started. With the increase in student housing on this street and the high amount of foot and bike traffic, someone will probably get killed before all the safety features are in place. PLEASE look into this. at 15:09:43 on 4/28/2015	1593566807585900	1591148494494400

Timestamp	From	To	Text	Content ID	Parent ID
4/28/2015 4:31	Christina Paul		Christina Paul And the garages have sensors to let students know when the garage is full. Would save us a lot of time.... at 4:31:58 on 4/28/2015	1593384180937490	1591148494494400
4/28/2015 3:40	Daniel Vieira		Daniel Vieira Why not just paint the lines diagonal and makes the parking lots one way traffic. Would cost next to nothing and create 20% more spots overnight. at 3:40:45 on 4/28/2015	1593373260938590	1591148494494400
4/28/2015 3:39	Daniel Vieira		Daniel Vieira SIMPLE SOLUTION: Diagonal parking spots and one way lanes. Would increase parking on campus by 20% overnight. at 3:39:27 on 4/28/2015	1593372824271960	1591148494494400
4/28/2015 3:38	Daniel Vieira		Daniel Vieira I had a parking pass that cost \$250 a year and it STILL took me a half hour to park each day in class. The worst is when I had to pay 3 -5 bucks because the only spot open was for pay parking and I didn't want to miss class. The is while half the lot was empty because it is reserved for faculty. at 3:38:36 on 4/28/2015	1593372670938650	1591148494494400
4/28/2015 3:36	Ariel Pitcher		Ariel Pitcher More parking structures.  Traffic lights that adjust to the flow of traffic.  More handicap parking on campus.  Make drop off locations with quick more accessible.  Enforce pedestrian, skate boarders and bicyclist laws  More pay per hour parking spaces  Crossing guards need to create better traffic flows. at 3:36:29 on 4/28/2015	1593371810938730	1591148494494400
4/28/2015 1:32	Megan Jones		Megan Jones Omg YES, thank you!! I have to arrive a few hours early to class just to get a spot in a garage! I've started taking morning classed just so I don't have to waste time before class because I have to get there by 9 to get a decent parking spot. at 1:32:26 on 4/28/2015	1593343664274880	1591148494494400
4/28/2015 0:27	Rachel Fanti		Rachel Fanti I suggest extending the Collins parking garage into the adjacent parking lot. This would create a garage twice the size of what exists now. The entire first floor could be devoted to faculty parking. at 0:27:35 on 4/28/2015	1593329394276310	1591148494494400
4/28/2015 0:01	Arnold Hilaga		Arnold Hilaga And God forbid you improvise, then it's wheel clamp city. at 0:01:01 on 4/28/2015	1593323890943520	1591148494494400
4/28/2015 0:00	Arnold Hilaga		Arnold Hilaga Then come back to your belongings missing from your car, maybe even the entire car....lol. at 0:00:00 on 4/28/2015	1593323760943540	1591148494494400
4/27/2015 22:07	Alexander De La Cruz		Alexander De La Cruz id like to see the entire grass area to the west of the embassy suites turned into a free commuter parking lot, decal free parking for anyone and everyone not wanting to be shafted each semester for parking permits... at 22:07:34 on 4/27/2015	1593300744279170	1591148494494400
4/27/2015 21:37	Sean McNulty		Sean McNulty Do a traffic study for all of USF. The signal timing plan for the light on magnolia and holly needs to be changed (there's too much green time for the EW traffic) and the light at Palm and fletcher actually has an unnecessary phase in it now that the construction of the Flats at 4200 is finished (there are only 3 legs to the intersection instead of 4 but the light is phased for 4 legs).  I'm sure you would discover many more easy to fix problems with a comprehensive traffic study.  Also, installing detectors on some lights would help a lot. at 21:37:38 on 4/27/2015	1593292547613320	1591148494494400
4/27/2015 19:10	Xavier Betancourt		Xavier Betancourt Usf health students need a parking garage we pay \$200 for a parking permit and end up walking a mile because the our lot is always full or paying for \$75 tickets because after spending 30 minutes driving around trying to find a spot we end up parking in a reserved spot otherwise were late to class !! at 19:10:44 on 4/27/2015	1593242337618350	1591148494494400
4/27/2015 18:44	Matt Lucas		Matt Lucas Lol @ ride a motorcycle... No way with tampa drivers.  More, taller parking garages and a raised railway that runs from university mall to the engineering buildings, preferably one that uses electromagnets for sustainability at 18:44:30 on 4/27/2015	1593230414286200	1591148494494400
4/27/2015 14:17	Sean Kelly		Sean Kelly I'm with Ivanka. If a student/staff lives within a 3 mile radius of campus (even more as far as I'm concerned) the city should have complete infrastructure available to safely bike to campus. It does seem to be improving but more students and staff need to get out of the car and onto a bike. at 14:17:31 on 4/27/2015	1593112600964650	1591148494494400
4/27/2015 12:12	Ciara Lizama Montesanto		Ciara Lizama-Montesanto Or E. at 12:12:26 on 4/27/2015	1593064660969450	1591148494494400
4/27/2015 12:05	Ciara Lizama Montesanto		Ciara Lizama-Montesanto Sundome: parking garage  Behind the Library: parking garage  More food diversity by library and business area at 12:05:58 on 4/27/2015	1593057030970210	1591148494494400
4/27/2015 10:30	Charles Martin Garcia		Charles Martin Garcia You don't have to worry about this anymore Alyssa ☺ at 10:30:59 on 4/27/2015	1593017644307480	1591148494494400
4/26/2015 22:02	Carli Walko		Carli Walko Take out the parking lot in front of the library and make it a pretty park area, and add a huge garage to the back. at 22:02:18 on 4/26/2015	1592828707659710	1591148494494400
4/26/2015 4:37	John Pilz		John Pilz Partner with University Mall to get more parking! at 4:37:15 on 4/26/2015	159250141023900	1591148494494400
4/26/2015 2:42	Joe Evans		Joe Evans Uber and lyft are so much better than anything the univ is or has provided. at 2:42:53 on 4/26/2015	1592473497695230	1591148494494400

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4/25/2015 23:03	Stephen Pecoraro		Stephen Pecoraro I went to usf few yrs ago. Parking was bad then too at 23:03:35 on 4/25/2015	1592413977701180	1591148494494400
4/25/2015 21:12	James Swantek		James Swantek Parking garage at library at 21:12:17 on 4/25/2015	1592388697703710	1591148494494400
4/25/2015 21:10	Mills Parton		Mills Parton Ride a motorcycle, plenty of spots up front by electric cars plug in. at 21:10:18 on 4/25/2015	1592388287703750	1591148494494400
4/25/2015 16:40	Marta Ramos Mercado		Marta Ramos Mercado I would get to school well over an hour early to spend 30 minutes finding parking! Or I would just get there at 7:30 in the morning to get a spot and then spend the rest of my time in the library studying. It was horrible! As a graduate student I would love to go study at the library but I refuse to pay the ridiculously over priced parking pass so I study at home. I agree with most here that first floor of the parking by the library is usually empty. And most of the special reserved parking that are non-student are barely used. at 16:40:17 on 4/25/2015	1592297324379510	1591148494494400
4/25/2015 13:35	Ian Betti		Ian Betti Look at ucf and see how many garages they have compared to us. Just might want to learn from them at 13:35:43 on 4/25/2015	1592226731053240	1591148494494400
4/25/2015 7:33	Carolyn Copeland Lang		Carolyn Copeland Lang I drive past two floors of mostly empty resident spots every day. There are enough spaces on campus, but they are misallocated. at 7:33:01 on 4/25/2015	1592094081066500	1591148494494400
4/25/2015 7:00	Nick Joyce		Nick Joyce Make a monorail system that loops around 46th and 42nd street and make the housing along the path only available to students! Prioritize the area to students and improve the security in the area allowing resident and foreign students to be safe and able to get to the university area. Have the monorail wrap around the university and alleviate the traffic allowing for more building and expanding of the schools resources! at 7:00:48 on 4/25/2015	1592085691067340	1591148494494400
4/25/2015 5:13	Carmi Jimenez		Carmi Jimenez If the garages had sensors that let you know how many available parking spots there are on each floor and the entire garage, it would be helpful. So basically if they built a new garage it would be nice if it had that feature. Another thing that dumbounds me is that there always seem to be so many teacher/staff parking spots available while the students are left to circle the parking lots like vultures. Why can't we SHARE the parking spots with the teachers. They could be S/GZ1 parking spots. at 5:13:26 on 4/25/2015	1592063931069520	1591148494494400
4/25/2015 5:01	Megan Doherty		Megan Doherty Parking garage on the back side of the Lib. It's incredibly central and a huge space. Also make pay to park spaces something you can pay for with an app on your phone. Those machines take FOREVER. And then get rid of the parking lot in front of the lib. Crossing that parking lot is so dangerous. at 5:01:43 on 4/25/2015	1592061674403080	1591148494494400
4/25/2015 4:46	Olivia Patch		Olivia Patch We need (1) more park and ride options (2) the school should have some sort of contract with UBER, students pay a ridiculous amount of money for parking passes only to get tickets because there is no parking (3) to incentivize ride sharing/ car pools, (4) rail.. Yes (5) more parking garages.. Yes (6) BTW, creating bike/ walk lanes on fletcher/ fowler is useless unless the crime around the area is addressed, to name a few ideas at 4:46:11 on 4/25/2015	1592057857736790	1591148494494400
4/25/2015 4:43	Ivanka Kokot		Ivanka Kokot That is a great idea, I second this. at 4:43:01 on 4/25/2015	1592056284403620	1591148494494400
4/25/2015 1:45	P.j. Lalka		P.j. Lalka If you build another parking garage... Don't reserve so many spots for GZ1 permits! It's ridiculous that the first half of the garage by the library is NOTHING BUT THOSE. Seriously, they're always empty. No one wants to pay \$800. at 1:45:25 on 4/25/2015	1591999544409290	1591148494494400
4/24/2015 23:38	Michelle Brittingham		Michelle Brittingham I'm actually in a transportation engineering course here at usf now and our semester project revolved around this topic. What I believe were the best ideas utilized an additional express (brt) style bus around the campus area, smart parking utilization, bike lanes and hydraulic parking garages. The least expensive being smart parking. A great amount of traffic revolves around individuals trying to find parking spots. Feel free to message me if you would like more elaborate information on our research and ideas! I hope this is a project that is currently being heavily focused on! at 23:38:37 on 4/24/2015	1591961254413120	1591148494494400
4/24/2015 23:13	Nicole Poling		Nicole Poling Parking stickers are too much money! at 23:13:03 on 4/24/2015	1591954321080480	1591148494494400
4/24/2015 23:03	Kristina DeShong		Kristina DeShong Worst parking EVER! at 23:03:04 on 4/24/2015	1591952267747350	1591148494494400
4/24/2015 21:25	Rob Prus		Rob Prus Less bullshit football and spend the money on anything else ever. at 21:25:06 on 4/24/2015	1591931894416060	1591148494494400
4/24/2015 18:11	Paulina Vo		Paulina Vo No guaranteed parking if parking decal is purchased. Need more areas to parked! And not talking about building another parking garage, just more lots would be nice. at 18:11:50 on 4/24/2015	1591866017755980	1591148494494400
4/24/2015 17:24	Christopher Cochran		Christopher Cochran Bull runner is free people. Build a huge parking garage at University Mall and take the bull runner. at 17:24:45 on 4/24/2015	1591832411092670	1591148494494400
4/24/2015 17:05	Kevin Mahoney		Kevin Mahoney HART Route 57 and Route 18 need to operate more frequently and later on in the night. 57 needs to run on Sundays. at 17:05:12 on 4/24/2015	1591799591095950	1591148494494400
4/24/2015 16:57	Brianna Miller		Brianna Miller Another parking garage! at 16:57:44 on 4/24/2015	1591793911096520	1591148494494400
4/24/2015 16:22	Ashlee Highfill		Ashlee Highfill The library lot needs to be a parking garage and there needs to be a bigger parking garage by the MSC. at 16:22:02 on 4/24/2015	1591778594431390	1591148494494400
4/24/2015 15:54	Dane Rahaman-Singh		Dane Rahaman-Singh Longboarding from my apartment to class has for four years been the most efficient use of my time when it comes to commuting to class. at 15:54:41 on 4/24/2015	1591766284432620	1591148494494400
4/23/2015 5:18	Ivanka Kokot		Ivanka Kokot Also, off campus is not very bike friendly. I would never in my life, EVER bike down Fletcher. Even on the sidewalk I'd get scared. The orange bikes all over the USF area say enough. :( at 5:18:55 on 4/23/2015	1591175247825050	1591148494494400
4/23/2015 5:09	Ivanka Kokot		Ivanka Kokot USF's parking stickers are super expensive and all for the privilege of competing for a parking spot at various hours of the day lol. And then it's worse when the sundome is being used for an event. It's also not very visitor friendly. It'd be great if they had a huge free overflow parking spot off campus that had regular buses come pick you up. I don't know where they'd put it though, the area is very dense. I'm a recently graduated student who still has a life there, but I'm not going to pay for another parking pass when I only go up there once a week. I just park off campus at a friend's apartment complex or in a nearby plaza and either walk into campus, or have my boyfriend pick me up.  However, USF is very bike friendly. They have a rentable bike program that is beneficial. I decided against using it because their bikes were uncomfortable for me because they were usually too tall and having to call at the door to return it every day was a pain. I ended up getting my own foldable bike and brought it to school every day for the semester I needed it. My classes were back to back and on completely opposite sides of campus. Buses were way to slow to get me there in time, so I zipped through campus on my wonderful little Dahon. :) I would love more protected bike lanes in the TB area so I could ride it around some more. I love that little thing. at 5:09:39 on 4/23/2015	1591173294491920	1591148494494400
4/23/2015 4:48	Estevan Baza		Estevan Baza Reduce car access points to campus. It will funnel all that car traffic to fewer areas and reduce congestion on other main roads surrounding campus at 4:48:36 on 4/23/2015	1591165691159340	1591148494494400
4/23/2015 4:37	Jason Ball		Jason Ball A more traditional college town type of land use around the school that is denser and much easier to get around the area on foot or by bicycle. There's good movement in this direction, with the increased density already being developed, but there's a lot more to be done with the way the buildings are arranged, and the way that peds and cyclists have to fight dangerous traffic. Forcing students to drive and pay high tuition costs is almost criminal, it's so onerous. at 4:37:05 on 4/23/2015	1591162917826290	1591148494494400

Timestamp	From	To	Text	Content ID	Parent ID
4/23/2015 3:59	Darrell Barton		Darrell Barton Rail please!!!! at 3:59:19 on 4/23/2015	1591154254493820	1591148494494400
4/23/2015 3:57	Dan OhNeill		Dan OhNeill rail rail rail at 3:57:08 on 4/23/2015	1591153867827190	1591148494494400
4/23/2015 3:49	Walter John Slupecki		Walter John Slupecki Which is why I used Bull Runner when I attended USF Tampa. at 3:49:08 on 4/23/2015	1591152351160680	1591148494494400
4/21/2015 16:00	GO Hillsborough		GO Hillsborough  GO Hillsborough added a new photo â€‘ at The Landing At Waterset.  South County_Making Choices_042114  at 16:00:00 on 4/21/2015	1594162080859700	
4/20/2015 16:58	GO Hillsborough	Tampa Tribune	GO Hillsborough > Tampa Tribune  The momentum is building for Go Hillsborough, with everyone working together to figure out a solution to this transportation crisis. Check out the latest article on our efforts from Tampa Tribune  <a href="http://tbo.com/news/transportation/citizens-input-helps-id-hillsborough-transportation-needs-20150418/">http://tbo.com/news/transportation/citizens-input-helps-id-hillsborough-transportation-needs-20150418/</a>  Citizensâ€™ input helps ID Hillsborough transportation needs  tbo.com  TAMPA â€‘ Some Hillsborough County commissioners are still unconvinced the gridlock gripping county roads requires a sales tax referendum to fix the problem.  at 16:58:26 on 4/20/2015	1590064711269440	
4/29/2015 4:55	Walter John Slupecki		Walter John Slupecki I'm not a troll Tom. You are. Stop drinking Kool Aid. Goodbye. at 4:55:25 on 4/29/2015	1593869894222260	1590064711269440
4/27/2015 18:14	Ray Micharski		Ray Micharski Dumbest statement I've read in awhile. Public transportation is what's needed. Less cars on the road, less congestion. at 18:14:27 on 4/27/2015	1593209177621660	1590064711269440
4/27/2015 16:50	Tom Kelly		Tom Kelly According to a recent article, half of our property taxes go to towards the Port of Tampa, Southwest Florida Water Management and finally the Tampa bus system. Is this expense justified? A one cent increase in the sales tax is in reality a 14% increase in everything that we buy! at 16:50:31 on 4/27/2015	1593167617625820	1590064711269440
4/27/2015 14:35	Brian Craig Turner		Brian Craig Turner How about use the underutilized assets already in place, such as railways that support only freight now, for light rail paths. Seems like with collaborative scheduling and a few side rail additions, we could have light rail available. Time for the RR monopoly to embrace using this public asset to everyone's advantage. at 14:35:28 on 4/27/2015	1593118977630680	1590064711269440
4/27/2015 13:04	Glen Launey		Glen Launey I dont know a single person who doesnt own a car who wants one at 13:04:31 on 4/27/2015	1593085474300700	1590064711269440
4/27/2015 12:53	Colleen Collins Lamothe		Colleen Collins Lamothe Of course your just thinking of your needs, there are many people that depend on the bus system to get around tampa, not everyone owned a car! at 12:53:15 on 4/27/2015	1593082040967710	1590064711269440
4/27/2015 11:20	Mike DeMinico		Mike DeMinico I seem to remember a similar committee back when I got to Tampa. 50 years ago.....doesn't seem like they worked the problem out..... at 11:20:23 on 4/27/2015	1593030874306160	1590064711269440
4/27/2015 2:16	Derek Spalding		Derek Spalding I read consolidation as managed urban sprawl. Lol. Zoning laws that slow this would help too. at 2:16:11 on 4/27/2015	1592902567652320	1590064711269440
4/26/2015 21:44	Dom Cirello		Dom Cirello I'm against tax increases and crises manufactured for a political agenda. Figure out a solution that works within the facts in the ground. If you can't force people to ride a train because not everyone works downtown, accept the situation or provide a workable solution for the situation. at 21:44:33 on 4/26/2015	1592824150993500	1590064711269440
4/26/2015 19:27	Nate Fear		Nate Fear Im against tax increases.. stop funding those who are able to work and support themselves.. stop wasting tax money on projects that do not improve the community. . at 19:27:39 on 4/26/2015	1592796297662950	1590064711269440
4/26/2015 5:20	Debbie Cabrera		Debbie Cabrera How Bout sending all the non natives back where they came from! Yes I'm being rude, snitty or whatever but traffic has gotten ridiculous and I am tired of it! Since when do we have a Metro area? Born and raised here and never thought I would ever hate it Very sad! at 5:20:20 on 4/26/2015	1592529671022950	1590064711269440
4/26/2015 1:43	Dan Strickland		Dan Strickland I just think it's odd that Tampa is doing construction work on 275. The work they are doing is from a almost 30 year old idea. In 1987 they were talking about widening 275. What took so long? at 1:43:26 on 4/26/2015	1592451141030800	1590064711269440
4/26/2015 1:39	Dan Strickland		Dan Strickland They will never get rid of busses. at 1:39:22 on 4/26/2015	1592450287697550	1590064711269440
4/25/2015 21:18	Scott Simmons		Scott Simmons LMAO what a joke !!!!! at 21:18:46 on 4/25/2015	159238984370250	1590064711269440
4/25/2015 15:41	Joe Masotti		Joe Masotti I think we need to figure how to 'tag' a vehicle that is in an 'Exit Only' lane, then, if they cut back into traffic (having used the exit lane as their personal "I SHAVED 4.5 SECONDS OFF MY COMMUTE!") figure out a way to kick them off the highway, like some pinball machine flipper kicks the ball off the table.  Also, if I'm in a left-lane entrance, and matching traffic speed, and there's space for me to get behind the car in front of you, and you speed up to cut me off, I should be able to ram your vehicle off the road and into the ditch. Not only should I NOT get a ticket, I should get some kind of reward.  My point is, much of the blame lies with arrogant, selfish, moronic drivers who use their vehicle as some of territory musk gland. If people would just relax a tiny little bit, and be courteous more often than they are complete douchbags, traffic congestion would ease some - like magic. at 15:41:00 on 4/25/2015	1592277011048210	1590064711269440

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4/25/2015 15:34	Joe Masotti		<p>Joe Masotti Have you ever tried to get on I-275N from Jackson St.? It is VERY easy to get confused and make the wrong decision. There are other examples of poor signage around the city. I do agree, however that drunk drivers (and distracted drivers, and just plain stupid drivers) are a big part of this particular problem.  at 15:34:29 on 4/25/2015</p>	1592274761048440	1590064711269440
4/25/2015 15:31	Joe Masotti		<p>Joe Masotti I rode the bus to work a couple of times. It took me well over an hour to get from the bus stop that was three blocks from my house to the bus stop that was in front of my office.    That same trip took me less than 15 minutes by car - even on a moderately bad traffic day.    Unless and until Tampa can provide me with a transit system that can bring those times a LOT closer together, I'll drive to work. And that will never happen.  at 15:31:48 on 4/25/2015</p>	1592273801048530	1590064711269440
4/25/2015 14:59	Phoenix McKinney		<p>Phoenix McKinney Poor design engineering. Bad drivers. Confusing signage. Poor maintenance. Every man for himself mentality.  at 14:59:07 on 4/25/2015</p>	1592261687716410	1590064711269440
4/25/2015 14:48	Darrell Berlin		<p>Darrell Berlin The Taxi Cab companies are the ones fighting against Uber because it's takin away from their business.  at 14:48:12 on 4/25/2015</p>	1592258167716760	1590064711269440
4/25/2015 14:37	Matthew Petrik		<p>Matthew Petrik Yeah I'm pretty sure they are currently illegal... The county is ticketing uber drivers for improper insurance and licensing. These are cars that are already on the road. If Im going from a to b and decide to take a fare from someone headed the same way.. i get to make a couple bucks in the process... what's wrong with that?!</p>	1592248937717690	1590064711269440
4/25/2015 14:11	Mark Leonard		<p>Mark Leonard Uber/Lyft is just another car on the roadways. And they're illegal in Hillsborough County, aren't they? Please fill us in.  at 14:11:53 on 4/25/2015</p>	1592241627718420	1590064711269440
4/25/2015 13:58	Tim Lewis		<p>Tim Lewis Stupid traffic engineers are the reason - along with the people that approves the plans. Left Lane exits and entrances have never worked and never will ! 1 lane exit \ entranced can never handle enough traffic between interstates. I-4 to 275 north or south is stupid. 275 southbound to i-4 is stupid. The Howard franklin crammed in to 2 lanes eastbound and again a single lane entrance from Eisenhower. These are just a few spots that could have been better planned by a 5 year old !  at 13:58:25 on 4/25/2015</p>	1592236357718940	1590064711269440
4/25/2015 12:02	Tom Rask		<p>Tom Rask You claim that "no one want to talk to Tom Rask".....yet you keep talking to me. Now who's the troll?  at 12:02:10 on 4/25/2015</p>	1592184904390760	1590064711269440
4/25/2015 11:57	Walter John Slupecki		<p>Walter John Slupecki Not entirely. They will help to some degree, but not entirely curtail the problem. Drunk drivers MUST STAY OFF THE ROADS. Hello? Designated driver? Get a designated driver for gosh sake!  at 11:57:25 on 4/25/2015</p>	1592178731058040	1590064711269440
4/25/2015 11:55	Walter John Slupecki		<p>Walter John Slupecki No one wants to talk to you anyways Tom. Free Speech is one thing, but when you throw trash at the transit supporters and those in favor of transportation choices by insulting their intelligence, I'm sorry, that's NOT Free Speech. Goodbye Tom.  at 11:55:17 on 4/25/2015</p>	1592178214391420	1590064711269440
4/25/2015 4:27	Mike Watterson		<p>Mike Watterson I also partly agree with Glen Launey as the csx trains should be limited in length. They block a main road such as hwy 60 for 20 or 30 minutes and all you can do is wait or try to turn around, which causes all types of delays...  at 4:27:14 on 4/25/2015</p>	1592053441070570	1590064711269440
4/24/2015 16:21	Bob Sollenberger		<p>Bob Sollenberger Who wants to talk to them? They are the problem.  at 16:21:49 on 4/24/2015</p>	1591778554431390	1590064711269440
4/24/2015 14:51	Tom Rask		<p>Tom Rask Walter, free speech is not spam. No matter how many times you call it "spam", it still isn't spam under the federal CAN-SPAM act. You really need to read up on the law in this area.    I get it - you don't like free speech. No need for further discussion with you on this topic.  at 14:51:07 on 4/24/2015</p>	1591741797768400	1590064711269440
4/24/2015 14:24	Karla Kemp		<p>Karla Kemp Quit giving tax breaks to businesses and make them invest in the transportation needs of their employees and customers.  at 14:24:25 on 4/24/2015</p>	1591731394436110	1590064711269440
4/24/2015 13:42	Bob Sollenberger		<p>Bob Sollenberger Don't worry the new flashing signs will take care of that.  at 13:42:11 on 4/24/2015</p>	1591715811104330	1590064711269440
4/24/2015 13:40	Bob Sollenberger		<p>Bob Sollenberger We should tear it all down and start all over.  at 13:40:37 on 4/24/2015</p>	1591715471104370	1590064711269440
4/24/2015 12:47	Barbara Baker		<p>Barbara Baker If you don't think we have a transportation crises, you either live way out in the boondocks in northeast hillsborough, never travel by car anywhere near I4/I75 or are blind. Talk to commuters!  at 12:47:51 on 4/24/2015</p>	1591691681106740	1590064711269440
4/24/2015 10:40	Walter John Slupecki		<p>Walter John Slupecki Uh, yes Tom, you do, by spamming voters to go against REAL TRANSPORTATION PROGRESS.  at 10:40:50 on 4/24/2015</p>	1591649117777670	1590064711269440
4/24/2015 8:36	Rick Dean Sr.		<p>Rick Dean Sr. How about just get rid of them if they can't figure out the problems! And find people that can figure out the problem!  at 8:36:39 on 4/24/2015</p>	1591605441115370	1590064711269440
4/24/2015 4:25	Carter Taliaferro		<p>Carter Taliaferro Just stop driving the wrong way people...  at 4:25:22 on 4/24/2015</p>	1591558071120110	1590064711269440
4/24/2015 1:46	Mike Watterson		<p>Mike Watterson How about doing one project at a time. The entire county is under construction and Bob's barrels are everywhere. I'm convinced the area spend more on cones and barrels then on getting work done. And construction is a reason why there is so much congestion. Bruce b downs has been under construction for 8 years. Now they are moving south and tearing up roads. Finish the ones already a mess.....  at 1:46:27 on 4/24/2015</p>	1591523914456850	1590064711269440
4/23/2015 15:34	Tom Rask		<p>Tom Rask I have powers of coercion? I thought such powers were reserved for government.    A policy discussion is not "coercion".  at 15:34:38 on 4/23/2015</p>	1591341327808450	1590064711269440
4/23/2015 15:17	Walter John Slupecki		<p>Walter John Slupecki You know what I mean by "Go Home" Tom, stop trolling with Go Hillsborough, or you can stay put in Pinellas. Hillsborough is NOT Pinellas. Stop trying to coerce voters in counties other than your own to go against REAL transportation progress. You've spammed Polk County as well. Stop spamming Hillsborough.  at 15:17:31 on 4/23/2015</p>	1591336067808970	1590064711269440
4/23/2015 14:02	Tabitha Pellegrine		<p>Tabitha Pellegrine We are taxed too much already! Hart is subsidized and should not be. No more taxes!  at 14:02:49 on 4/23/2015</p>	1591311951144720	1590064711269440
4/23/2015 14:01	Tabitha Pellegrine		<p>Tabitha Pellegrine We do NOT have a transportation crisis!  at 14:01:47 on 4/23/2015</p>	1591311084478140	1590064711269440
4/23/2015 11:16	Tom Rask		<p>Tom Rask What do you mean "go home"? I am home right now as I write this. But I do drive in Hillsborough, so if your pols were to continue making bone-headed, congestion-causing transportation decisions (that is their record), then it affects me.    Talk to the hand, Walter. Or rather: talk to mayor Bob Buckhorn, who took it upon himself to come to my county and other counties to advocate for a sales tax increase. What's good for the goose is good for the gander.  at 11:16:19 on 4/23/2015</p>	1591257281150180	1590064711269440
4/23/2015 10:47	Walter John Slupecki		<p>Walter John Slupecki Let HART establish the regional fare system BEFORE we start talking about consolidation of agencies. Things are going to get 10X worse if the attempted privatization move in Manatee/Sarasota succeeds.  at 10:47:12 on 4/23/2015</p>	1591248887817690	1590064711269440

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4/23/2015 10:44	Walter John Slupecki		Walter John Slupecki Tom Rask, GO HOME! You have ZERO business in Hillsborough County transportation matters. You're a Pinellas resident who clearly believes, along with others who opposed Greenlight Pinellas, that we Hillsborough residents should have stayed out of Pinellas' transportation matters. If you're going to try to meddle with another county's affairs after telling those same residents to stay out of your own county's matters, then that's just plain hypocrisy! Stop trying to coerce Hillsborough voters into trying to go against Go Hillsborough. at 10:44:17 on 4/23/2015	1591248277817750	1590064711269440
4/23/2015 10:43	Walter John Slupecki		Walter John Slupecki Tom Rask, GO HOME! You have ZERO business in Hillsborough County transportation matters. You're a Pinellas resident who clearly believes, along with others who opposed Greenlight Pinellas, that we Hillsborough residents should have stayed out of Pinellas' transportation matters. If you're going to try to meddle with another county's affairs after telling those same residents to stay out of your own county's matters, then that's just plain hypocrisy! Stop trying to coerce Hillsborough voters into trying to go against Go Hillsborough. at 10:43:11 on 4/23/2015	1591248001151110	1590064711269440
4/23/2015 7:35	Matthew Petrik		Matthew Petrik Uber!! at 7:35:14 on 4/23/2015	1591203957822180	1590064711269440
4/22/2015 23:29	Carter Taliaferro		Carter Taliaferro They need to ID the reason everyone is driving the wrong way and killing people!!!!!!! at 23:29:20 on 4/22/2015	1591096514499590	1590064711269440
4/22/2015 22:07	Glen Launey		Glen Launey The main things that messes up traffic are trains and city busses! Get rid of the busses and build a few overpasses and watch things clear up! at 22:07:20 on 4/22/2015	1591077244501520	1590064711269440
4/22/2015 21:54	Tony LaColla		Tony LaColla Consolidation won't save the billions we need to fix the transportation system. We need to increase revenue. at 21:54:01 on 4/22/2015	1591074844501760	1590064711269440
4/22/2015 2:17	Jason Ball		Jason Ball So Hillsborough's not allowed to address it's own transportation needs, until we talk a bunch of other counties into merging their transit agencies with HART? Why? at 2:17:32 on 4/22/2015	1590669274542320	1590064711269440
4/21/2015 13:02	Neil Cosentino		Neil Cosentino Consolidation before taxation... at 13:02:47 on 4/21/2015	1590379454571300	1590064711269440
4/21/2015 1:26	Derek Spalding		Derek Spalding Tom your comment raises a very interesting question: how does our city compare to others in taxes who do have better transit systems than ours? On a high level Tampa has some of the lowest taxes in the country. So our current problems are actually man-made. We don't tax our citizens enough for all services we try to offer. It's all about priorities. If we want better transportation we need to raise taxes and we need to find funding from other departments at the same time. A tax hike, in my mind, is necessary for all modes of transport. Especially if we want to model our economic and city development after cities such as those on this list who do have better transit systems like Denver. <a href="https://smartasset.com/taxes/lowest-taxes-in-america">https://smartasset.com/taxes/lowest-taxes-in-america</a> at 1:26:10 on 4/21/2015	1590190701256840	1590064711269440
4/20/2015 20:18	Tom Rask		Tom Rask Yes, and "this transportation crisis" was entirely man-made. Thanks, politicians and bureaucrats. We know you need a "crisis" to increase taxes. at 20:18:59 on 4/20/2015	1590120071263910	1590064711269440
4/20/2015 16:50	GO Hillsborough		GO Hillsborough  GO Hillsborough added 12 new photos to the album: West-South Tampa_Making Choices_041315 ª at Manhattan Avenue United Methodist Church & Preschool.  West-South Tampa_Making Choices_041315  at 16:50:29 on 4/20/2015	1590062404603010	
4/20/2015 13:34	GO Hillsborough		GO Hillsborough  Tampa has its first buffered bike lane along Platt Street. Would you like to see more of these lanes to encourage bicycles as an alternative form of transportation?  <a href="http://www.tampabay.com/news/localgovernment/drivers-and-bicyclists-seeking-alliance-on-platt-street/2225506">http://www.tampabay.com/news/localgovernment/drivers-and-bicyclists-seeking-alliance-on-platt-street/2225506</a>  Drivers and bicyclists seeking alliance on Platt Street  tampabay.com  TAMPA ª It was one of cyclist Kris Milster's first trips in the new bike lane on Platt Street Tuesday afternoon and he was already dancing an unsteady tango with a Camaro.  at 13:34:29 on 4/20/2015	1589983947944180	
4/20/2015 23:26	Misha La Garconne Aleka		Misha La Garconne Aleka Joe Cruz at 23:26:49 on 4/20/2015	1590163197926260	1589983947944180
4/20/2015 21:39	Julia Rivera		Julia Rivera Tampa is an older city so streets are not built for bikelanes? I am from Germany. Lol! Our cities are much older and we have a lot more bike lanes. The difference is our drivers pay a lot more attention. at 21:39:11 on 4/20/2015	1590137757928800	1589983947944180
4/20/2015 18:40	William Glen Bateman		William Glen Bateman Population is a PROBLEM, we should be sick of "progress"- attracted ENOUGH residents, stop now, accomodate with decent infrastructure. Native- 3rd genrn. at 18:40:33 on 4/20/2015	1590096027932980	1589983947944180
4/20/2015 17:16	Erin Gentle		Erin Gentle Boo negative feedback! This improvement makes a huge difference and a huge step in the right direction. I bike this road regularly and as a biker the buffered lane changes the whole experience when compared to previous condition. Yes there are things that still can be done from the motorist and cyclist side (I agree there are cyclist that do not follow the rules and it makes me cringe...like biking the wrong way in the lane) but as a resident of this area I love the improvement and can't wait till the construction on Cleveland is complete. Great job Tampa!!! at 17:16:07 on 4/20/2015	1590069597935620	1589983947944180
4/20/2015 17:10	Charles Fox		Charles Fox Maybe switch Macdill south of Kennedy to single lane in both directions with center turn lane for both lanes and bike lanes on both sides. Forces cars to stay at constant speeds instead of zipping around cars turning and accidents occurring, plus gives bikes safe lanes. Thoughts? at 17:10:45 on 4/20/2015	1590067951269120	1589983947944180
4/20/2015 15:22	Kevin Wright		Kevin Wright Where possible, bicycles, by signage and planning, should be directed to lower traffic SIDE STREETS, so that they do not have to compete with heavy trucks. Platt street is FAIL, SWANN WOULD BE MUCH BETTER. at 15:22:39 on 4/20/2015	1590030391272870	1589983947944180
4/20/2015 14:56	Jack Neu		Jack Neu Probably be used even less then the pedestrian/bicycle bridge across the bay! at 14:56:26 on 4/20/2015	1590020124607230	1589983947944180
4/20/2015 14:43	Walter John Slupecki		Walter John Slupecki Careful what you wish for Neil, your consolidation wish might turn into a privatized nightmare if the merger/privatization attempt succeeds in Manatee/Sarasota counties. at 14:43:21 on 4/20/2015	1590015841274330	1589983947944180

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4/20/2015 14:08	Michelle Eceiza		Michelle Eceiza It might not be the safest thing... I mean, I guess we could ask for a highway for cyclist, something with rails, or idk, but this is definitely nicer than no bike lane at all or just a thin lane with white stripes. At least it's identified with another paint color bringing awareness that that's for bikes. Now they need to start enforcing cyclist to follow the law on the road. I think a lot of times (not sure of the percentage), cyclist get hit because they don't follow the rules. They don't use the proper hand signals, cross the street where they shouldn't be, ride against traffic, don't follow the street lights same as a vehicle, etc. We need to be more educated. And yes, it could be better, but it's a step in the right direction. I would like to see these cyclist lanes in streets around Ybor, seminal heights, i.e. Hillsborough Ave., and Nebraska Ave. These are busy streets for cyclist and they need help! at 14:08:40 on 4/20/2015	1589997824609460	1589983947944180
4/20/2015 13:54	Michelle Eceiza		Michelle Eceiza YES! at 13:54:36 on 4/20/2015	1589993011276610	1589983947944180
4/20/2015 13:52	Janet Abusaid Knight		Janet Abusaid Knight Still not safe. There is nothing "buffering" the impact from a car; there is some extra space and green paint. There has got to be a safer solution. Distracted drivers frequently swerve out of their own lane and the cyclist is still too vulnerable. at 13:52:56 on 4/20/2015	1589990217943560	1589983947944180
4/20/2015 13:52	Neil Cosentino		Neil Cosentino FASTA FL would like to debate ...challenge those who are against consolidation first and for taxation 1st... at 13:52:15 on 4/20/2015	1589990101276900	1589983947944180
4/20/2015 13:38	Laura Lawson		Laura Lawson Yes. at 13:38:52 on 4/20/2015	1589985527944030	1589983947944180
4/20/2015 13:35	Daniel Berkowitz		Daniel Berkowitz Soon to be renamed "Splat Street". at 13:35:35 on 4/20/2015	1589984247944150	1589983947944180
4/17/2015 11:50	Bill Hutchison	GO Hillsborough	Bill Hutchison > GO Hillsborough  Just as I suspected:  3 Charts That Explain How Car-Reliance Squeezes the Middle Class  citylab.com  New data on transportation spending paints an alarming picture. at 11:50:13 on 4/17/2015	1031649886863410	
4/16/2015 18:00	GO Hillsborough		GO Hillsborough  Have you ever ridden the USF Bull Runner or a HART bus? What would encourage you to ride more often? at 18:00:01 on 4/16/2015	1588095441466370	
4/20/2015 9:18	James Brown		James Brown I ride hart at 9:18:31 on 4/20/2015	1589883867954190	1588095441466370
4/20/2015 3:31	Nadine Ellen Keris		Nadine Ellen Keris More efficiency and would love a rail system. Best way a city can bloom and profit at 3:31:01 on 4/20/2015	1589798231296090	1588095441466370
4/20/2015 1:19	Douga ReedaVille		Douga ReedaVille buses to the Rays games at 1:19:42 on 4/20/2015	1589767677965810	1588095441466370
4/19/2015 19:00	Rachael Sterling Pruitt		Rachael Sterling Pruitt Later hours nights and weekends at 19:00:19 on 4/19/2015	1589634964645750	1588095441466370
4/19/2015 4:40	Aaliyah Norman		Aaliyah Norman Better terminal locations!!!! at 4:40:06 on 4/19/2015	1589277531348160	1588095441466370
4/19/2015 4:39	Aaliyah Norman		Aaliyah Norman More reasonable hours on all routes especially new Tampa which is LIMITED!!! The buses to be clean thoroughly and smell clean at 4:39:34 on 4/19/2015	1589277341348180	1588095441466370
4/19/2015 3:03	Catherine Coleman Sanders		Catherine Coleman Sanders more hours and run later and more on weekends to at 3:03:01 on 4/19/2015	1589242668018310	1588095441466370
4/18/2015 20:10	Beatriz Flores		Beatriz Flores Hart Monday through Friday its my way of getting to work at 20:10:23 on 4/18/2015	1589144748028100	1588095441466370
4/18/2015 15:39	Slick Vick DaRuler		Slick Vick DaRuler More transit service to the new tampa area, better later connections with psta busses, it would be nice to have a beach day without driving! at 15:39:51 on 4/18/2015	1589067521369160	1588095441466370
4/18/2015 15:03	Tim Heberlein		Tim Heberlein More frequency, grid bus system, circulator system that connects to a light rail line at 15:03:58 on 4/18/2015	1589056681370240	1588095441466370
4/18/2015 2:36	Phil Compton		Phil Compton If you want to see better bus service, come out and vote for it at the GO Hillsborough meeting on Making Choices. Nearest to USF is Tuesday, April 28 at Omar Lightfoot Center, 10901 N. 56th St. in Temple Terrace. Drop by for a few minutes between 6 & 8pm and tell Hillsborough County leaders how you'd spend a few billion of new transportation dollars: new roads in the burbs, or the transit you want? You won't get it unless you ask for it. Now would be good. Be there. at 2:36:59 on 4/18/2015	1588781564731090	1588095441466370
4/17/2015 22:03	Christopher Murphy		Christopher Murphy Larger buses, more routes, 24 hour service, more frequency of buses, better more up to date and secure facilities. at 22:03:19 on 4/17/2015	1588705738072010	1588095441466370
4/17/2015 11:53	Bill Hutchison		Bill Hutchison Curitaba, Brazil has a bus system which should be studied:  <a href="http://urbanhabitot.org/files/25.Curitiba.pdf">http://urbanhabitot.org/files/25.Curitiba.pdf</a>  Key sentence is short but sweet:  "Transportation and land-use planning in Curitiba is closely coordinated."  Without reforms in land use, transit will have a hard time serving the public. We must have both land use reform AND a commitment to better public transportation. at 11:53:58 on 4/17/2015	1588444658098110	1588095441466370

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4/17/2015 11:52	Bill Hutchison		Bill Hutchison <a href="http://www.publictransit.us/pllibrary/specialreports/sr1.curitibaBRT.pdf">http://www.publictransit.us/pllibrary/specialreports/sr1.curitibaBRT.pdf</a> at 11:52:23 on 4/17/2015	1588444268098150	1588095441466370
4/17/2015 5:23	Jason Ball		Jason Ball Reestablish usable headways, and more routes heading directly to places people need to go, like malls, the airport, SoHo, Ybor, and so on. Then amend the land use and tax policy so that people can actually start living along such corridors without a car, and without being obligated for car related expenses, like paying for parking and being taxed for roads that they don't drive on. at 5:23:49 on 4/17/2015	1588261311449780	1588095441466370
4/17/2015 2:46	Efraim Rivkin		Efraim Rivkin Yes if there is more buses and they would stop more frequently. at 2:46:31 on 4/17/2015	1588226464786600	1588095441466370
4/17/2015 0:33	Gina Collins		Gina Collins Yes especially. In Brandon at 0:33:59 on 4/17/2015	1588188068123770	1588095441466370
4/17/2015 0:33	Gina Collins		Gina Collins I wish the buses that do Brandon area run longer n on weekends at 0:33:20 on 4/17/2015	1588187924790450	1588095441466370
4/16/2015 23:58	Azania Lee		Azania Lee Free rides we pay taxes... at 23:58:08 on 4/16/2015	1588179781457930	1588095441466370
4/16/2015 23:36	Kim Bachschmid		Kim Bachschmid Later hours, have #4, #46 run on weekends. Plus have service weekends to pinellas county. Reevaluate some of your routes. Plus do a metro rapid from Valrico down Rt. 60 to Westshore area. Have the Streetcar run early. at 23:36:37 on 4/16/2015	1588175678125010	1588095441466370
4/16/2015 23:24	Nina Moseley		Nina Moseley Extend the routs to more locations and longer hours at 23:24:13 on 4/16/2015	1588173298125250	1588095441466370
4/16/2015 23:22	Catherine Hartley		Catherine Hartley If it didn't take a half hour to go 2 miles at 23:22:20 on 4/16/2015	1588172918125290	1588095441466370
4/16/2015 23:02	De'Andre Long		De'Andre Long Later and better oriented routes. at 23:02:18 on 4/16/2015	1588169634792280	1588095441466370
			Ingrid Jacoba â's I ride daily to work downtown for past ~8yrs. â€¢ Do NOT go to Sat/Sun schedule for weekday holidays. Most of us riding work normal hrs even on Holidays and need the earlier/later schedule .. and quite a few routes don't even run on wknds. ...!! at 22:46:51 on 4/16/2015		
4/16/2015 22:46	Ingrid Jacoba			1588166051459310	1588095441466370
4/16/2015 21:03	Jennifer Morgan		Jennifer Morgan I would like the 7 and 8 to run later on Thursday Friday and Saturday at 21:03:31 on 4/16/2015	1588142191461690	1588095441466370
4/16/2015 20:39	Ivanka Kokot		Ivanka Kokot Never HART, but Bullrunner yes. I love Bullrunner, but it's really slow, arriving and getting you to your location. In the time I would spend waiting for it to arrive at my stop and take me to destination, I could have walked across campus faster. at 20:39:58 on 4/16/2015	1588135471462370	1588095441466370
4/16/2015 20:01	Kimberly Tedder		Kimberly Tedder Ditto the later hours and weekends. I ride regularly, but have to seek rides home and to work on the weekends since there's no service out my way. at 20:01:34 on 4/16/2015	1588127461463170	1588095441466370
4/16/2015 19:59	Kimberly Tedder		Kimberly Tedder Here's the article.. <a href="http://tbo.com/news/business/hart-adding-wi-fi-to-tampa-buses-20150302/">http://tbo.com/news/business/hart-adding-wi-fi-to-tampa-buses-20150302/</a> at 19:59:00 on 4/16/2015	1588126894796560	1588095441466370
4/16/2015 19:45	Holman Marcella		Holman Marcella Later hours and better weekend hours. People still work nights and weekends, especially students at 19:45:36 on 4/16/2015	1588123488130230	1588095441466370
4/16/2015 19:17	Orelve Brito		Orelve Brito Soy cubano mi trabajo era precisamente ese en cuba estoy estudiando para poder aplicar en dicho trabajo es mi sueÃ±o realizarlo aqui. at 19:17:17 on 4/16/2015	1588116768130900	1588095441466370
4/16/2015 19:10	Christopher Furtado		Christopher Furtado They tested it on some routes, but the test is over and I'm not sure what ever came of it! at 19:10:09 on 4/16/2015	1588114801464430	1588095441466370
4/16/2015 19:08	Kimberly Tedder		Kimberly Tedder they're supposed to have wi-fi coming soon to all routes I was reading somewhere at 19:08:58 on 4/16/2015	1588114531464460	1588095441466370
4/16/2015 18:52	Christopher Furtado		Christopher Furtado Mobile WiFi would be a awesome on the LX and X routes. I could see it as a definite plus for college students with limited data plans on the USF shuttle! at 18:52:59 on 4/16/2015	1588110314798210	1588095441466370
			Hillsborough Area Regional Transit > GO Hillsborough  GO Hillsborough "Making Choices" workshop continues tomorrow night at the Mt. Olive A.M.E. Church, located at 1902 West La Salle Street in Tampa. Riding HART? The route 7 is your best bet.  meetings Archives - GoHillsborough  gohillsborough.org  GO Hillsborough seeks to understand, explore and help choose transportation options that make sense in the lives of Hillsborough County citizens.		
4/15/2015 19:45	Hillsborough Area Regional Transit	GO Hillsborough	at 19:45:37 on 4/15/2015	10152805602108000	
4/16/2015 16:47	Hillsborough Area Regional Transit		Hillsborough Area Regional Transit Route 7 last trip is 8:30 leaving MTC northbound and 9:40 SB from Citrus Super Wal-Mart. at 16:47:32 on 4/16/2015	10152807613503000	10152805602108000
4/15/2015 22:07	Diane Harris		Diane Harris And is transit still available when it's over or are they stuck there till the morning? at 22:07:58 on 4/15/2015	10152805857843000	10152805602108000
4/15/2015 20:27	Connie Brinkman		Connie Brinkman Yeah I heard about you guys. Nice that you are having meetings on the actual routes themselves, question is, can we get everybody to let go of their vehicles and ride? Prayin for yall. at 20:27:26 on 4/15/2015	10152805669478000	10152805602108000

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4/14/2015 23:00	GO Hillsborough		GO Hillsborough  Jeff Vinikâ€™s Channel District plans could include creating a full streetcar loop through downtown, Channelside and Ybor City. How else would you improve transportation in downtown Tampa?  at 23:00:01 on 4/14/2015	1587277258214850	
4/21/2015 0:59	Derek Spalding		Derek Spalding Build more trains Joshua not shut current ones down. Build it in high traffic areas and people will ride. Like event centers. I'd far rather park in ybor and ride the trolley to a lightning game than worry about downtown traffic.  at 0:59:19 on 4/21/2015	1590184621257450	1587277258214850
4/20/2015 12:47	Faith Kubicki		Faith Kubicki Subway, light rail, anything that people can actually use for M-F commuting!  at 12:47:16 on 4/20/2015	1589946177947960	1587277258214850
4/20/2015 11:18	Bob Terri		Bob Terri Probably expensive but critical mass is the object... with UT population and the new TGH complex at north end of the complex (wanting to access USF Med School and TGH) that is increased ridership. Plus picking up streetcar outside downtown eliminates more cars downtown. Less need to build city parking garages (offset dollars).  at 11:18:30 on 4/20/2015	1589913924617850	1587277258214850
4/20/2015 8:01	Ryan Trombley		Ryan Trombley That would be a lot of money just to go over the bridge to UT.  at 8:01:15 on 4/20/2015	1589864414622800	1587277258214850
4/20/2015 0:59	Javier Rivera		Javier Rivera Train with stops thru TIA, downtown, channel side, Ybor, Ray Jay, and maybe Hyde park.  at 0:59:28 on 4/20/2015	1589762554632990	1587277258214850
4/19/2015 18:10	Tom Rask		Tom Rask Cordell Chavis - flattery will get you nowhere. Noteworthy that you have nothing to say about the guy who claims I said something I never said.  at 18:10:28 on 4/19/2015	1589613891314520	1587277258214850
4/19/2015 17:12	Cordell Chavis		Cordell Chavis It's a good thing you don't live in Hillsborough county or Tampa  at 17:12:35 on 4/19/2015	1589516037990980	1587277258214850
4/19/2015 17:11	Cordell Chavis		Cordell Chavis A fully operational light rail.  at 17:11:42 on 4/19/2015	1589515807991000	1587277258214850
4/19/2015 14:36	Winston Park		Winston Park Making sure Uber is legal  at 14:36:35 on 4/19/2015	1589444974664750	1587277258214850
4/19/2015 0:55	Darrelesha Kelly		Darrelesha Kelly Really its just more traffic  at 0:55:02 on 4/19/2015	1589203178022260	1587277258214850
4/19/2015 0:27	Bill Hutchison		Bill Hutchison No it isn't  at 0:27:46 on 4/19/2015	1589199014689340	1587277258214850
4/19/2015 0:27	Bill Hutchison		Bill Hutchison No.  at 0:27:20 on 4/19/2015	1589198964689350	1587277258214850
4/18/2015 21:48	Tara Louise		Tara Louise NOT CHARGE AS MUCH!!  at 21:48:31 on 4/18/2015	1589173434691900	1587277258214850
4/18/2015 20:16	Loren Ash		Loren Ash Have the streetcars run at all hours instead of just mon thru fri this is the busiest state for tourism we really need to step it up  at 20:16:41 on 4/18/2015	1589146611361250	1587277258214850
4/18/2015 17:24	Blake Propst		Blake Propst I believe any addition to the streetcar network should include a modernization of the actual cars used. Yes, nostalgia is great, but it's not functional. We need a modern downtown corridor metro system to operate on a regular basis.  at 17:24:32 on 4/18/2015	1589100541365860	1587277258214850
4/18/2015 16:39	Natasha Goodley		Natasha Goodley When are we going to talk about actual plans....we've been speaking figuratively for decades now.....  at 16:39:31 on 4/18/2015	1589086574700590	1587277258214850
4/18/2015 13:35	Sheely Alexander		Sheely Alexander This is a great step forward, i would suggest that the route includes SOHO as well.  at 13:35:00 on 4/18/2015	1589020908040490	1587277258214850
4/18/2015 13:12	Joe Masotti		Joe Masotti No one rides the existing street cars. We just need more parking. Mass transit works in NYC, Boston, SF. It won't work in Tampa.  at 13:12:50 on 4/18/2015	1589013054707940	1587277258214850
4/18/2015 9:26	Walter John Slupecki		Walter John Slupecki Really Tom? Okay, just checking on that. Cause I know Sharon is pushing for that toll road even though I know she is denying it. But...I know that you'd probably be happy if our transit systems are privatized.  at 9:26:46 on 4/18/2015	1588936938048890	1587277258214850
4/18/2015 8:46	Alex Thrachee Gully		Alex Thrachee Gully Just keep your uber duber driving self IN your uber duber car! Uber has no say so in nothing. If uber goes to \$20 I bet you will NOT be getting contacted for pick ups during the day. You will be needed only to drunks at night and that is all for \$20. Think dude, think logically  at 8:46:19 on 4/18/2015	1588928078049770	1587277258214850
4/18/2015 0:38	Tom Rask		Tom Rask Walter, I have never expressed an opinion about the toll road you speak of. Stop lying.  at 0:38:37 on 4/18/2015	1588747678067810	1587277258214850
4/18/2015 0:08	Walter John Slupecki		Walter John Slupecki And people like Tom and Sharon want a sprawling monstrosity of a toll road to go through east Hillsborough that no one wants. Let's complete the Veterans through Lutz first.  at 0:08:11 on 4/18/2015	1588738454735400	1587277258214850
4/17/2015 23:58	Joshua Smith		Joshua Smith Shut that train down! Simple  at 23:58:50 on 4/17/2015	1588736698068910	1587277258214850
4/17/2015 23:58	Joshua Smith		Joshua Smith We need that toll road thank you  at 23:58:29 on 4/17/2015	1588736638068920	1587277258214850
4/17/2015 23:58	Joshua Smith		Joshua Smith No they don't. The best thing is to privatize HART and shut the streetcar down!  at 23:58:09 on 4/17/2015	1588736564735590	1587277258214850
4/17/2015 21:51	Sharon Calvert		Sharon Calvert Obviously some folks on this thread did not understand the question was about transportation in downtown  at 21:51:54 on 4/17/2015	1588703964738850	1587277258214850
4/17/2015 21:16	Walter John Slupecki		Walter John Slupecki And what's worse is that sprawling monstrosity of a toll road that no one wants.  at 21:16:22 on 4/17/2015	1588696001406310	1587277258214850
4/17/2015 8:20	Jason Ball		Jason Ball That would only help with parking. No help on cost, congestion, walkability or safety. An all around pretty useless suggestion, considering downtown Tampa has an abundance of parking, not a lack of it.  at 8:20:40 on 4/17/2015	1588302148112360	1587277258214850

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4/17/2015 5:48	Jason Ball		Jason Ball Heretofore, who cared if anyone ever rode it? As a transit tool, it's so underbuilt and underfunded, that it's little more than a curiosity. But as a development tool, the streetcar encouraged so much new development, that the tax collections from those developments far exceeds the few hundred grand needed to subsidize annual operating expenses. It creates a net positive in the annual budget, and the subsidy that is paid, comes out of downtown area taxes, not the county's general fund. The streetcar did exactly what it was built to do; spur major investment in the redevelopment of the Channel District and Ybor. And now that downtown is starting to fill in, and it's clear the number of people moving around is increasing, and it's cost prohibitive and impractical to widen most roads downtown, it's time to shift the streetcar from a neglected development tool and curiosity for tourists, into a usable transportation mode for downtown area travelers. The cost to do so will be about as much as was spent on a highway flyover up at BBD and I-75 (about \$50 million), so I don't see how anyone can dare complain about the investment. Downtown property owners pay many, many millions in taxes each and every year, and the bulk of that money winds up being spent elsewhere in the county, not downtown where it was generated. Downtown doesn't merely 'deserve' such an investment in their neighborhood, they've literally already paid for it. at 5:48:27 on 4/17/2015	1588266928115890	1587277258214850
4/17/2015 2:29	William S. Brenaman		William S. Brenaman That is a start but that downtown needs a ppl mover like downtown Miami has. Almost all medium and to a lesser extent all major cities need rapid transit at 2:29:14 on 4/17/2015	1588222331453680	1587277258214850
4/17/2015 1:05	De'Andre Long		De'Andre Long Well... I would be more concerned about the county and not just Tampa. at 1:05:43 on 4/17/2015	1588200851455830	1587277258214850
4/16/2015 19:39	Tom Rask		Tom Rask Derek Spalding - you are correct (as I learned today), and I agree that they should have done it sooner. at 19:39:16 on 4/16/2015	1588121421463770	1587277258214850
4/16/2015 18:59	Derek Spalding		Derek Spalding It seems like it's increasing now since they've started pairing around special events. Should have done that from the start. <a href="http://www.masstransitmag.com/press_release/12065513/teco-line-streetcar-system-reaps-increased-ridership-during-special-events">http://www.masstransitmag.com/press_release/12065513/teco-line-streetcar-system-reaps-increased-ridership-during-special-events</a> at 18:59:43 on 4/16/2015	1588112241464690	1587277258214850
4/16/2015 1:49	John Allen George		John Allen George Bus lanes, linear routes and 24 hour buses on major thoroughfares. It's not rocket science. at 1:49:59 on 4/16/2015	1587730498169530	1587277258214850
4/16/2015 0:25	Sharon Calvert		Sharon Calvert Uber, Lyft and golf cart short hop rides - no taxpayer subsidies needed. at 0:25:39 on 4/16/2015	1587711948171380	1587277258214850
4/15/2015 23:50	Daniel Becker		Daniel Becker Please go visit Portland, Oregon to get ideas on urbanism. at 23:50:13 on 4/15/2015	1587703614838880	1587277258214850
4/15/2015 21:26	Susan Dinning Lane		Susan Dinning Lane Yea, for sure a new street car for Seminole Heights...then back to Ybor City and then Downtown Riverside!!! :) at 21:26:02 on 4/15/2015	1587675424841700	1587277258214850
4/15/2015 18:33	Tom Rask		Tom Rask I would improve transportation by not running street cars that have declining ridership, and which never came close to projections. at 18:33:08 on 4/15/2015	1587632561512660	1587277258214850
4/15/2015 16:10	Derek Spalding		Derek Spalding How about incentivizing businesses and commuters to drive at off peak hours. We have open roads in the off hours just waiting to be driven on. Power utilities do this with their fixed infrastructure through lower rates at night. We have the supply on off hours. Let's match that supply with increased demand and at the same time reducing the demand during peak commuting hours. at 16:10:24 on 4/15/2015	1587579738184610	1587277258214850
4/15/2015 12:18	Billy Livsey		Billy Livsey Streetcar should extend from Whiting to Tampa Theatre and Straz to Marion Transit center. The major bus routes should all run 24/7. 7 day a week express svc to Clearwater Beach and Downtown St. Pete at 12:18:08 on 4/15/2015	1587488314860410	1587277258214850
4/15/2015 12:02	Luciano Prida		Luciano Prida Needs to connect the city's pearls airport WS S Howard downtown Aquarium Straz ybor city Zoo back to Ray Jay finish the loop through international mall back at airport at 12:02:03 on 4/15/2015	1587483268194250	1587277258214850
4/15/2015 3:25	Carlos Cabral		Carlos Cabral And a message to the people of uber make the price \$20 dollars a ride at lease!! at 3:25:00 on 4/15/2015	1587345064874740	1587277258214850
4/15/2015 3:24	Carlos Cabral		Carlos Cabral Yes!!! Make Uber Official in Tampa! They bring home people safe at Night!!!! at 3:24:15 on 4/15/2015	1587344864874760	1587277258214850
4/15/2015 1:32	Bob Terri		Bob Terri The streetcar needs to loop around University of Tampa as it used to do. It should cross over Kennedy bridge up to north boulevard north boulevard to cass cross river to performing arts center and 3 museums and turn down franklin street - that could be yhe west loop. And the channelside to Ybor the east loop. It is a natural routing serving a great downtown west bank and ybor population. at 1:32:34 on 4/15/2015	1587319294877320	1587277258214850
4/15/2015 0:41	Holman Marcella		Holman Marcella All of those places plus extend it on over to hyde park and soho at 0:41:16 on 4/15/2015	1587301091545800	1587277258214850
4/15/2015 0:26	Kevin Wright		Kevin Wright Stop the war against UBER and LYFT. at 0:26:07 on 4/15/2015	1587297784879470	1587277258214850
4/15/2015 0:20	Adam Metz		Adam Metz Extend it and modernize it! Also, complete streets! at 0:20:14 on 4/15/2015	1587296288212950	1587277258214850
4/15/2015 0:16	Kim Bachschmid		Kim Bachschmid New street car Seminole Heights, then Hyde Park, SoHo.... at 0:16:25 on 4/15/2015	1587295634879680	1587277258214850
4/14/2015 23:37	Walter John Slupecki		Walter John Slupecki Circulator bus through downtown instead of the rubber trolley. at 23:37:40 on 4/14/2015	1587285571547360	1587277258214850
4/14/2015 23:28	Carlos Cabral		Carlos Cabral Extended to go to UT,University of Tampa and The Soho District at 23:28:06 on 4/14/2015	1587283124880930	1587277258214850
4/14/2015 16:00	GO Hillsborough		GO Hillsborough  GO Hillsborough added a new photo â€" at Bell Shoals Baptist Church.  Brandon_Making Choices_041415  at 16:00:00 on 4/14/2015	1590053901270520	
4/13/2015 19:01	Rob Altus	GO Hillsborough	Rob Altus > GO Hillsborough  Can I still come to tonight's meeting even if I didn't RSVP? Just saw the sign for it last night. at 19:01:48 on 4/13/2015	1586715521604360	
4/13/2015 19:59	GO Hillsborough		GO Hillsborough Hi,Rob. Absolutely you can come without an RSVP. We'd love to hear from you, and look forward to seeing you. at 19:59:58 on 4/13/2015	1586727938269790	1586715521604360

Timestamp	From	To	Text	Content ID	Parent ID
4/13/2015 3:38	Jason Ball	GO Hillsborough	Jason Ball > GO Hillsborough  How Suburban Sprawl Works Like a Ponzi Scheme  theatlanticcities.com  Ending the economic crisis in cities means ensuring a higher rate of return on infrastructure investments  at 3:38:46 on 4/13/2015	1066326690047790	
4/13/2015 3:45	Jason Ball		Jason Ball I think it will be insightful to certain people. And there is of course no silver bullet for this area's needs, because there is no other area with our region's unique set of challenges. at 3:45:01 on 4/13/2015	1066328376714290	1066326690047790
4/13/2015 3:43	Jason Ball		Jason Ball It's time to end the scam. Enough is enough. <a href="http://www.citylab.com/politics/2012/09/fiscal-conservatives-case-against-sprawl/3311/">http://www.citylab.com/politics/2012/09/fiscal-conservatives-case-against-sprawl/3311/</a> at 3:43:27 on 4/13/2015	1066328053380990	1066326690047790
4/13/2015 3:43	Kevin Thurman		Kevin Thurman I am generally a fan of Marohn. But I find him less useful in places like Tampa that are growing and will grow no matter what we do. Lots of great insight, but not a bible. at 3:43:13 on 4/13/2015	1066327996714330	1066326690047790
4/12/2015 1:46	Linda Russell Higgins	GO Hillsborough	Linda Russell Higgins > GO Hillsborough  Traffic in the Tampa Bay Area was tolerable, but now is horrible, and drains me from my life. A commute from Brandon to Tampa should not take longer than an hour. I'm severely disappointed in our transportation system.  Bill Hutchison > GO Hillsborough  The End of the Driving Boom: US PIRG report:  <a href="http://uspirg.org/sites/pirg/files/reports/A%20New%20Direction%20vUS.pdf">http://uspirg.org/sites/pirg/files/reports/A%20New%20Direction%20vUS.pdf</a>  Quote:  The Crest of the Wave: Driving Trends in the 21st Century  By the late 1990s, the rapid rise in vehicle travel that characterized the Driving Boom began to slow, then stop, and ultimately reverse. Americans now drive no more in total than they did in 2004 and no more on average than they did at the end of Bill Clinton's first term as president. The recent reduction in vehicle travel is nearly unprecedented in American history.  The longest previous drop in vehicle travel was during World War II.  It's a period of gasoline rationing and extraordinary societal disruption. It took five years and the conclusion of the war for 1941 levels of driving to be surpassed again in 1946. The United States has now gone more than five years since its last peak in vehicle travel.  Why the Driving Boom Is Over ... and Why It's Not Coming Back  There are many reasons to believe that driving per-capita has peaked, at least for the foreseeable future, signaling the end of the Driving Boom. While the total number of miles driven on American roads may inch upwards over time with population growth, the pace of that increase in vehicle travel—if it occurs at all—will be far slower than during the Driving Boom years.  Saturated with Driving  In the decades after World War II, rising incomes put automobile ownership within reach of an increasing number of Americans. The construction of new highways and development of new low-density suburbs created a new—and to many, appealing—automobile-oriented lifestyle.  The increased participation of women in the workforce, particularly from the 1960s onward, put millions of new commuters on the roads and changed travel patterns in fundamental ways. Meanwhile, dramatic improvements in vehicles and the opening of shiny new highways enabled Americans to increase the number of miles they drove without sacrificing time for work or leisure.  Each of these changes led more Americans to take to the roads, helping to fuel the dramatic increase in the number of miles driven between World War II and 2004. By the turn of the 21st century, however, these trends had largely played themselves out, and	1585840855025160	
4/11/2015 12:54	Bill Hutchison	GO Hillsborough	GO Hillsborough  Check out our blog for this brief summary of our Issues & Opportunities report. <a href="http://gohillsborough.org/issues-and-opportunities/">http://gohillsborough.org/issues-and-opportunities/</a>  You can read the entire report at <a href="http://www.GoHillsborough.org">www.GoHillsborough.org</a>  GO Hillsborough Issues & Opportunities Report - GoHillsborough  gohillsborough.org  GO Hillsborough seeks to understand, explore and help choose transportation options that make sense in the lives of Hillsborough County citizens.  at 16:33:01 on 4/10/2015	1028238990537830	
4/10/2015 16:33	GO Hillsborough		Walter John Slupecki Tom Rask, QUOTE: "The "opportunity" that they see if for a tax increase. To make sure government gets a bigger slice of the pie. No matter how big the pie, always they want a bigger percentage slice. Always more, never enough." - Tom here continues to troll in Hillsborough's waters with the assumption that everything will go downhill like Pinellas. Hillsborough isn't Pinellas. We won't settle for privatized transit and more toll roads. at 0:06:10 on 4/18/2015	1585113875097860	
4/18/2015 0:06	Walter John Slupecki		Tom Rask The "opportunity" that they see if for a tax increase. To make sure government gets a bigger slice of the pie. No matter how big the pie, always they want a bigger percentage slice. Always more, never enough. at 18:36:43 on 4/15/2015	1588737928068790	1585113875097860
4/15/2015 18:36	Tom Rask		Tom Rask The "opportunity" that they see if for a tax increase. To make sure government gets a bigger slice of the pie. No matter how big the pie, always they want a bigger percentage slice. Always more, never enough. at 18:36:43 on 4/15/2015	1587633348179240	1585113875097860

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4/10/2015 13:28	GO Hillsborough	Tampa Bay Times	<p>GO Hillsborough &gt; Tampa Bay Times</p> <p>Check out the Tampa Bay Times story on yesterday's Stand up for Transportation Day. Do you utilize HART as a transportation option?</p> <p><a href="http://www.tampabay.com/news/transportation/masstransit/transit-town-hall-draws-plenty-of-comments/2224876">http://www.tampabay.com/news/transportation/masstransit/transit-town-hall-draws-plenty-of-comments/2224876</a></p> <p>Transit 'town hall' draws plenty of comments</p> <p>tampabay.com</p> <p>TAMPA — As the bus rumbled down Nebraska Avenue on Thursday, Kelvin Allen told U.S. Rep. Kathy Castor that he switches buses three times to get home from school most days.</p>	1585116185097630	
4/12/2015 6:25	Joshua Smith		<p>Joshua Smith What a scam! This is why transit must be privatized</p> <p>at 6:25:00 on 4/12/2015</p>	1586009431674970	1585116185097630
4/10/2015 23:36	Shirley Howell Wood		<p>Shirley Howell Wood I bet the congresswoman has never seen the inside of a Hart bus before.</p> <p>at 23:36:44 on 4/10/2015</p>	1585311985078050	1585116185097630
4/10/2015 14:12	Carlos Cortes		<p>Carlos Cortes Katie Nickerson</p> <p>at 14:12:59 on 4/10/2015</p>	1585137368428840	1585116185097630
4/10/2015 12:43	GO Hillsborough		<p>GO Hillsborough</p> <p>Here is some more information to think about as you consider your transportation choices and how we should pay for them ...</p> <p>at 12:43:00 on 4/10/2015</p>	1585098268432750	
4/14/2015 3:17	Jason Ball		<p>Jason Ball I see no reason for urban areas to continue to be forced to subsidize suburban areas. WWII is long since over. The interstate highway system is completely built out, and then some. Where is the national prerogative to keep enduring the high costs of issuing debt to subsidize greenfield sprawl? There literally is none. It's in both our national and regional best interests to end a program that used to serve a purpose, but is now nothing but an expensive scam. There should be no further discussion of any sort of growth of anything, until the scam is first ended, and the whole intertwined issues of land use, zoning and taxation are all reformed to reflect a fair system, which imposes costs upon each person, according to what they actually use, not what the political system has been rigged to coerce them to pay.</p> <p>at 3:17:14 on 4/14/2015</p>	1586883098254270	1585098268432750
4/13/2015 11:40	Walter John Slupecki		<p>Walter John Slupecki Jason, I fully agree. However, I've always believed in a balanced approach when it comes to having another sales tax referendum, especially after the disaster that was Greenlight. If we take roads out of the equation, regardless of how much you and I don't want those tax dollars to subsidize roads, we will lose votes. The referendum process will also have a greater chance of being sabotaged by NTFT.</p> <p>at 11:40:38 on 4/13/2015</p>	1586551518287430	1585098268432750
4/13/2015 2:37	Jason Ball		<p>Jason Ball I don't favor using a sales tax billed to everyone, to have even a portion of it pay for more roads through agricultural lands and wilderness. NO. We already pay a sales tax to fund more sprawl, and look where that got us. Mired with billions in ongoing legacy costs that there isn't a sufficient tax base to pay for. No sales tax for roads. Let them pay for it with a gas tax or preferably a VMT. As it is now, the sprawl we've already got has blown the county's longterm budget to the point that we've got sockpuppets for those entrenched in the failed status quo demanding that we cut education, police, urban transit and everything else in the budget, to divert ever more resources to their parasitic mode of development. No more. We need to amend land use and freeze the urban service boundary in place, to ensure that no more taxpayer money is used to subsidize budget breaking greenfield development which does not create a sufficient tax base to pay for the high costs of the infrastructure such a pattern of development consumes over time. If some neighborhood wants to build outside of the urban service boundary, they can incorporate a city, and become responsible for their own budget, and let their poor choices kill their community's land value and livability, not ours.</p> <p>at 2:37:50 on 4/13/2015</p>	1586366288305950	1585098268432750
4/10/2015 21:46	Aaron Metz		<p>Aaron Metz The Chinese are going to start building cities that are clean and more attractive to live in than Tampa.</p> <p>This is a competition folks and we need to get into the game.</p> <p>Start planning the routes now elevated fast passenger rail servicing both International airports both Tampa and St Pete downtowns and north suburbia.</p> <p><a href="http://mobile.nytimes.com/2015/04/03/world/asia/china-asian-infrastructure-investment-bank.html?_r=0&amp;referrer=at 21:46:55 on 4/10/2015">http://mobile.nytimes.com/2015/04/03/world/asia/china-asian-infrastructure-investment-bank.html?_r=0&amp;referrer=at 21:46:55 on 4/10/2015</a></p>	1585293055079940	1585098268432750
4/10/2015 12:46	Walter John Slupecki		<p>Walter John Slupecki The sales tax will allow for a funding balance for roads, transit, and ped/bike facilities. The property tax should be kept however. The two together can provide for the funding we need to build a better transportation system, even if the sales tax is just a quarter of a cent.</p> <p>at 12:46:48 on 4/10/2015</p>	1585099428432640	1585098268432750
4/9/2015 21:23	GO Hillsborough		<p>GO Hillsborough</p> <p>There are several ways to raise revenue to pay for our transportation needs. Which would you choose?</p> <p>at 21:23:40 on 4/09/2015</p>	1584821018460480	

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4/18/2015 22:43	Kevin Wright		<p>Kevin Wright Is it not, ladies and gentlemen, instructive about what we are dealing with here?</p> <p>NO ONE, EVER, who knows me and knows the facts, would confuse my thoughts with any thoughts but my very own. Heritage and Cato are fine institutions but I do not subscribe, nor do I feel the need to. Under normal circumstances, I would take it as a compliment. However, Walter, is no fan of objective public policy criticism, and he cannot even do the slightest amount of thinking about what a transit customer might consider.</p> <p>Let us say, you want to go to a movie with a date. Are you going to check out the HARTLINE bus schedule. or are you going to look at what UBER might have to offer? In many cases, the consumer is doing EXACTLY that, and choosing UBER and not HART.</p> <p>Yet, with all the righteousness of some kind of "expert" Walter makes the bold pronouncement, that UBER is not a substitute for transit. Now if Walter is trying to tell us, that HART is only the lowest common denominator people mover for people who have no choice, Walter is telling us who he perceives the only customer for HART is. Walter is so blind to the realities of life in America, that he does not realize, that this lowest common denominator attitude of public transit, is EXACTLY what dooms it to failure. Walter, I know my neighbors, and I can tell you, that when and if they have any kind of choice, they will choose another method of transport - Even if Walking or the bike. They HATE the way they are made to feel on public transit, like a nuisance.</p> <p>You can say a lot of bad things about UBER or LYFT, but you cannot say that they believe their customers to be a nuisance.</p> <p>This personal attack on me, is perhaps a projection of what Walter John Slupecki is accustomed to seeing in his own life - getting talking points and passing them off as his own.</p> <p>My experience, of riding buses, and seeing marginal ridership on these buses, is the main driving force behind my opinions.</p> <p>Add to this, my personal discovery of the unwillingness of transit officials to do something that would actually increase ridership, and you have all you need to know about the well of my opinions. Job one at public transit is job security, wages and benefits, JOB two, is pleasing Federal overlords, getting people from point A to point B, is a lower priority.</p> <p>You sir, owe me an apology, but I seriously doubt that you have the class to utter one. at 22:43:16 on 4/18/2015</p>	1589182578024320	1584821018460480
4/18/2015 21:32	Walter John Slupecki		<p>Walter John Slupecki Kevin Wright QUOTE: "Transit, because of the lethargy that transit "leaders" itself have embraced, has made public transit, among the LAST choices for mobility that the American Public is prepared to make. This silly argument with net based ride sharing services is a classic example, but not the only example." - Excuse me, but where did you hear that? If it is coming from Heritage or Cato, then it's a LIE. at 21:32:35 on 4/18/2015</p>	1589170524692190	1584821018460480
4/18/2015 10:44	Kevin Wright		<p>Kevin Wright Transit, because of the lethargy that transit "leaders" itself have embraced, has made public transit, among the LAST choices for mobility that the American Public is prepared to make. This silly argument with net based ride sharing services is a classic example, but not the only example. at 10:44:20 on 4/18/2015</p>	1588954981380410	1584821018460480
4/18/2015 9:35	Walter John Slupecki		<p>Walter John Slupecki You all (including Sharon) think that Uber and Lyft are substitutes to transit. As I've said before, they are not. at 9:35:45 on 4/18/2015</p>	1588938461382070	1584821018460480
4/17/2015 15:00	Kevin Wright		<p>Kevin Wright Every Taxpayer, who abuts any road, pays taxes for access to his own property. The INCREASE in value to that property owner, more than compensates that property owner, for the taxes that are paid over the life of the property. This is not a perfect system, because not all roads are equal.</p> <p>How much more unfair, is it for property owners, who have little to no proximity to transit routes, to subsidize the properties that have easy access to transit routes? at 15:00:27 on 4/17/2015</p>	1588584441417470	1584821018460480
4/17/2015 11:58	Kevin Thurman		<p>Kevin Thurman Are we going to do the same for empty less used roads? Where I live the roads are used a lot more than say Bloomingdale -- should they pay more because of that? at 11:58:10 on 4/17/2015</p>	1588445848097990	1584821018460480
4/13/2015 0:27	Walter John Slupecki		<p>Walter John Slupecki Yeah, okay. at 0:27:41 on 4/13/2015</p>	1586338128308770	1584821018460480
4/13/2015 0:27	Walter John Slupecki		<p>Walter John Slupecki Ride sharing is not a substitute for transit at 0:27:17 on 4/13/2015</p>	1586338064975440	1584821018460480
4/12/2015 6:27	Joshua Smith		<p>Joshua Smith Traffic will flow much faster with express lanes. Instead of running empty buses around town, run privately run minivans. at 6:27:29 on 4/12/2015</p>	1586009818341600	1584821018460480
4/11/2015 17:29	Walter John Slupecki		<p>Walter John Slupecki A lot of us drive around this county and know what is needed. Yet too many people are set on keeping Tampa Bay in the 1950s. That's not how it works. at 17:29:57 on 4/11/2015</p>	1585729468369630	1584821018460480
4/10/2015 22:36	Cindy Combee Rodriguez		<p>Cindy Combee Rodriguez Good explanation Jason. You saved me a lot of typing! at 22:36:49 on 4/10/2015</p>	1585301435079100	1584821018460480
4/10/2015 22:33	Edith Stewart		<p>Edith Stewart Obviously, sir, you do not drive around this county very much. at 22:33:57 on 4/10/2015</p>	1585300975079150	1584821018460480
4/10/2015 22:33	Edith Stewart		<p>Edith Stewart We have one of the lowest gas taxes in the state - we give away the revenue to the gasoline companies. However, it does not generate enough \$\$ for our needs. Impose both increased gas tax and transportation sales surtax. at 22:33:02 on 4/10/2015</p>	1585300735079170	1584821018460480
4/10/2015 19:59	Jason Ball		<p>region's outlying areas are so severely sprawled and laid out so inefficiently, that they can't afford to pay their own high costs, based on what's actually collected in taxes. Low density greenfield sprawl means low value tax base, unless it's all huge mansions, and our sprawl definitely is not that. Low value tax base means, there isn't much tax revenues to pay for anything. But the catch is, the infrastructure costs that must be paid to sustain greenfield development, and to turn these suburban wastelands into the livable and desirable neighborhoods that virtually every resident decides it needs turned into after they move in, costs lots and lots of money. Way beyond what the tax bases of these outer areas can ever generate when assessed at a rate folks are willing to pay. So instead, they are systematically subsidized with mechanisms like govt bonds so that infrastructure can be built in today's greenfield development, and will be paid off by everyone in the county over the following 20-30 years, ( Which is what they did with CIT by the way, because that's exactly what taxpayers demanded leaders of the time do. forget the future implications, they wanted more roads right away, they didn't want to only build what they could afford as the money was actually collected. So, a bunch of roads were built on debt, and now money that could have been used to pay for more infrastructure today, is instead being used to pay for the interest on the roads suburban residents just had to have back in the 90s. The same exact mentality that people have today about "fix our roads first" is directly the mentality that leaders headed in the past, leading us to the very issues today that these people are perpetually complaining about.</p>	1585270025082240	1584821018460480
4/10/2015 19:40	Bill Hutchison		<p>Bill Hutchison And that's the issue. We keep building further and further out at an ever increasing cost, while established areas languish. Stop building new roads and FIX IT FIRST and build a MULTI-MODAL SYSTEM. at 19:40:58 on 4/10/2015</p>	1585264098416170	1584821018460480
4/10/2015 19:38	Jason Ball		<p>Jason Ball The local bed tax is already maxed out according to what is allowed per state law. If Hillsborough's tourism market keeps growing, that will actually free up the ability to add one more cent to it sometime in the next few years, but that only raises a few million dollars a year, and any such tax is required to be put towards things which boost tourism, not necessarily benefits local commuters. It would barely make a dent anyways. Transportation infrastructure spending in this community is deficient by billions of dollars... But I agree, all revenue streams should be looked at, and should be decided upon based on what's most equitable, to ensure that those who benefit from infrastructure the most, pay the most. at 19:38:42 on 4/10/2015</p>	1585263498416230	1584821018460480
4/10/2015 19:34	Jason Ball		<p>Jason Ball This area is already dead last out of the nation's largest metros for transit infrastructure and 2nd to last for highway infrastructure. Exactly how does cutting it even more help? at 19:34:10 on 4/10/2015</p>	1585262411749670	1584821018460480
4/10/2015 19:28	Walter John Slupecki		<p>Walter John Slupecki How about Lutz starts paying for its own roads using its own money? at 19:28:12 on 4/10/2015</p>	1585260551749860	1584821018460480

Timestamp	From	To	Text	Content ID	Parent ID
4/10/2015 19:27	Walter John Slupecki		Walter John Slupecki Stop pushing for a massive suburban toll road in East County Sharon. If that's what you want, let's complete the Veterans through Lutz. at 19:27:39 on 4/10/2015	1585260405083210	1584821018460480
4/10/2015 19:24	Bill Hutchison		Bill Hutchison No, prioritize a multi-modal TRANSPORTATION SYSTEM, not just "roads first." We've had "roads first" for decades and all it's gotten us is traffic jams. For that matter, we should ban the idea of building more new roads and concentrate on the above until the inequality is corrected. at 19:24:30 on 4/10/2015	1585259371749980	1584821018460480
4/10/2015 14:37	Sharon Calvert		Sharon Calvert Asking for funding options before having a plan of what is to be funded? Without a plan, no one knows the cost of what is to be funded. Let's see the plan first. at 14:37:40 on 4/10/2015	1585155421760370	1584821018460480
4/10/2015 14:30	Sharon Calvert		Sharon Calvert GoHillsborough needs to provide what the current annual transportation funding is today for roads, transit, port, airport. How much and what revenue sources are paying for each. Taxpayers should understand what they currently pay and what it is paying for before they are asked to pay more. at 14:30:20 on 4/10/2015	1585153011760610	1584821018460480
4/10/2015 14:23	Sharon Calvert		Sharon Calvert Prioritize roads in existing budget first to show that the county is serious that our local road funding is a priority. Our revenues continue to increase with no additional funds going to roads. Do this before asking for additional revenues. If any additional revenue requested, it should be short term, no longer than 5-10 years and no 30 year tax increase since we've already experienced the CIT tax blow out. This protects the taxpayers and if successful can be renewed. We need to see results and success in the near future not decades out. The county can bond for 10 years and is a myth that bonding must be 30 years. at 14:23:36 on 4/10/2015	1585147651761150	1584821018460480
4/10/2015 12:49	Kevin Wright		Kevin Wright Sign up HART with LYFT. Then the Farebox will pay for all the service the community NEEDS. at 12:49:16 on 4/10/2015	1585100328432550	1584821018460480
4/10/2015 12:48	Kevin Wright		Kevin Wright I know this sounds crazy, but how about signing HART up for UBER, then, it will PAY FOR ITSELF, based upon the rides people actually need. at 12:48:19 on 4/10/2015	1585100055099240	1584821018460480
4/10/2015 12:11	Bill Hutchison		Bill Hutchison Love that double standard: transit must ALWAYS be self supporting, while roads are subsidized to the hilt. at 12:11:15 on 4/10/2015	1585084715100770	1584821018460480
4/10/2015 12:10	Bill Hutchison		Bill Hutchison Another approach might be to establish Tax Increment Financing zones near light rail stops and plow the added revenue back into the system. That income could also be leveraged as a match for federal transit grants or loans. at 12:10:20 on 4/10/2015	1585084561767460	1584821018460480
4/10/2015 12:08	Bill Hutchison		Bill Hutchison <crickets> at 12:08:26 on 4/10/2015	1585084075100840	1584821018460480
4/10/2015 10:46	Walter John Slupecki		Walter John Slupecki I think that this should be given a look at 10:46:47 on 4/10/2015	1585059308436650	1584821018460480
4/10/2015 10:46	Walter John Slupecki		Walter John Slupecki See, this is what I'm talking about. All these rail haters want transit to be privatized. That's the absolute WORST option that there is. See what happened in Fairfield, CA a few years ago. They are still operated by a private operator, MV. These contractors simply cannot deliver quality and safe transit service.  <a href="http://californiawatch.org/money-and-politics/private-contractor-struggles-deliver-public-bus-service-records-show-18823">http://californiawatch.org/money-and-politics/private-contractor-struggles-deliver-public-bus-service-records-show-18823</a> at 10:46:04 on 4/10/2015	1585059198436660	1584821018460480
4/10/2015 10:41	Joshua Smith		Joshua Smith The ultimate solution is to have no taxes and to let the private sector take over transit. at 10:41:34 on 4/10/2015	1585058095103440	1584821018460480
4/10/2015 10:39	Walter John Slupecki		Walter John Slupecki I agree that CIT might not be the best option. But I don't think you're in favor of a sales tax either. So yes, what is your solution? What do you recommend? at 10:39:34 on 4/10/2015	1585057561770160	1584821018460480
4/10/2015 10:38	Walter John Slupecki		Walter John Slupecki Then what is your solution Shirley? That we privatize HART? The streetcar? All the while, we're building more and more toll roads? at 10:38:22 on 4/10/2015	1585057168436860	1584821018460480
4/10/2015 1:26	Spencer Kass		Spencer Kass If we have to have a new tax why not increase the bed tax, why is that not on the list? <a href="http://www.bizjournals.com/tampabay/news/2014/11/11/buoyed-by-record-bed-tax-collections-visit-tampa.html?page=all">http://www.bizjournals.com/tampabay/news/2014/11/11/buoyed-by-record-bed-tax-collections-visit-tampa.html?page=all</a> at 1:26:44 on 4/10/2015	1584875815121660	1584821018460480
4/9/2015 23:44	Sandy Murray		Sandy Murray Gas and sales is most fair. at 23:44:45 on 4/09/2015	1584851671790750	1584821018460480
4/9/2015 23:26	Ivanka Kokot		Ivanka Kokot Gas and sales I like the most out of the options. CIT is ridiculous. That's too long to wait. And I think everyone should contribute to a public transportation tax, so taxing only property owners seem unfair. at 23:26:16 on 4/09/2015	1584848388457740	1584821018460480
4/9/2015 23:12	Shirley Howell Wood		Shirley Howell Wood CIT Tax- Are you kidding?? Tax payers were already fooled with that one!! Not again!! We are still paying for that one! "Another reason the tax can't pay for big projects is that prior county commissions borrowed heavily against the CIT for drainage, transportation and other needs requested by constituents." <a href="http://tbo.com/news/politics/hillsboroughs-community-investment-tax-tapped-out-b82480305z1">http://tbo.com/news/politics/hillsboroughs-community-investment-tax-tapped-out-b82480305z1</a> at 23:12:53 on 4/09/2015	1584845601791350	1584821018460480
4/9/2015 21:57	Spencer Kass		Spencer Kass How about no tax, cut current spending in other departments if you so need the money at 21:57:28 on 4/09/2015	1584828301793080	1584821018460480
4/9/2015 19:31	Sharon Calvert	GO Hillsborough	Sharon Calvert > GO Hillsborough  Syniverse employees prefer suburbs not downtown.  "Not counting the top executives of Syniverse at the New Tampa campus, the average pay is \$100,000 a year. They are highly technical jobs and not easy to replace. Of those, the good and best employees were overwhelmingly in favor of staying where they were. "We want to attract and develop and keep good people," he said. "There was just a strong preference among the good and great people there to stay in New Tampa."  Syniverse CEO: No downtown tower, but other good things happening  tbo.com  TAMPA From his office in the SunTrust tower, the president of Syniverse Technologies can look down at the site where his company came very, very close to building a new headquarters tower an at 19:31:19 on 4/09/2015	10205588961996400	
4/10/2015 10:35	Walter John Slupecki		Walter John Slupecki Sharon wants a sprawling suburban toll road in East County. How about let's complete the Veterans through Lutz and connect it to I-275? at 10:35:52 on 4/10/2015	10205593359026300	10205588961996400

Timestamp	From	To	Text	Content ID	Parent ID
4/9/2015 17:38	GO Hillsborough		<p>GO Hillsborough</p> <p>GO Hillsborough shared their album.</p> <p>GO Hillsborough</p> <p>Westchase/Town 'n Country_Making Choices_040815</p> <p>at 17:38:30 on 4/9/2015</p>	1584746581801250	
4/9/2015 16:00	GO Hillsborough		<p>GO Hillsborough</p> <p>GO Hillsborough added a new photo â€" at Regan Park.</p> <p>Central-East Tampa_Making Choices_040915</p> <p>at 16:00:00 on 4/9/2015</p>	1590058347936740	
4/9/2015 4:18	Connect Tampa Bay	GO Hillsborough	<p>Connect Tampa Bay &gt; GO Hillsborough</p> <p>nother death on this street that tens of thousands of pedestrians use everyday. Why? Because FDOT insists on using this street as one to drive fast and put as much as 1.25 miles between each crosswalk in the most transit dependent neighborhood in Hillsborough County. That is like asking drivers for a 30 minute delay on 5 minute drive. We need a better solution. If up to 30% of the residents near a street don't own a car then is that the best way to design this street?</p> <p>FDOT said it would take 16 months to build a crosswalk in August. We need more than one crosswalk we need this street to be safe for all users. FDOT owes it to the people losing their lives on this road to look at all FOUR E's (Education, Enforcement, and Engineering, and Encouragement) and make it safe so we don't post about another death at Hillsborough and 42nd or 43rd.</p> <p>This is also why we MUST attend the GO Hillsborough meetings and demand that pedestrian and cycling have resources to protect all users of the roads. So we aren't just funding \$100M a mile interstate projects when we are waiting for crosswalks that will cost less than a million.</p> <p>Police: Pedestrian killed while crossing Hillsborough near 43rd Street</p> <p>tbo.com</p> <p>Tampa police said a pedestrian is dead after a Wednesday night crash at East Hillsborough Avenue and North 43rd Street.</p> <p>at 4:18:44 on 4/9/2015</p>	663106770482838	
4/9/2015 4:23	Daryl Clark		<p>Daryl Clark agreed.</p> <p>at 4:23:20 on 4/9/2015</p>	663108650482650	663106770482838
4/8/2015 14:54	Madeline EndBsl Orio	GO Hillsborough	<p>Madeline EndBsl Orio &gt; GO Hillsborough</p> <p>As a HART bus driver, I took offense to the Tampa Tribune printing on the front page of Sunday's paper how many complaints HART received in 2014. The editors chose not to print my response. In a nutshell, the number of complaints are equivalent to fewer than 4 in 20,000. That's the capacity of a sold out event at the Amalie Arena, and that is IF every complaint is valid. No one is perfect, we make mistakes, but we are not going to compromise safety to keep a rigid schedule that is clearly published as "subject to traffic and weather conditions". Keep this in mind if and when it comes up. Thank you.</p> <p>at 14:54:37 on 4/8/2015</p>	1584197495189500	
4/10/2015 11:59	Bill Hutchison		<p>Bill Hutchison To all those critics out there: try driving a bus in the crazy traffic we have here AND deal with the public.</p> <p>at 11:59:04 on 4/10/2015</p>	1585081545101090	1584197495189500
4/10/2015 10:37	Walter John Slupecki		<p>Walter John Slupecki Very well said Madeline. And it's a true shame that some people out there go as far as to file sham complaints to make the agency look bad. I'm sure this practice happens a lot at PSTA as well.</p> <p>at 10:37:07 on 4/10/2015</p>	1585056835103560	1584197495189500
4/8/2015 14:11	Sharon Calvert	GO Hillsborough	<p>Sharon Calvert &gt; GO Hillsborough</p> <p>What does the GoHillsborough category "new expanded transit routes" mean? Is it buses, ferries, some kind of rail as light rail, commuter rail, streetcar? No one at the GoHillsborough meetings could explain other than it's a broad, catch-all category for transit. There are all very different transit options. Since GoHillsborough did NOT capture such information, how do they know what was actually meant when selected? Why didn't GoHillsborough differentiate the transit modes/options as they differentiated so many of the road options?</p> <p>at 14:11:04 on 4/8/2015</p>	1584183081857600	
4/10/2015 10:37	Walter John Slupecki		<p>Walter John Slupecki You figure out the answer to that question Sharon.</p> <p>at 10:37:39 on 4/10/2015</p>	1585057021770210	1584183081857600
4/8/2015 13:08	Sharon Calvert	GO Hillsborough	<p>Sharon Calvert &gt; GO Hillsborough</p> <p>We are already voting with our own wallets and individual preferences without any coercion for ride sharing services. Why isn't the GoHillsborough effort including private sector solutions such as ride sharing or other innovative private sector solutions as another transportation option(s)? This million dollar effort should not be avoiding transportation innovation that is occurring in the private sector.</p> <p>Uber's popularity surges; business travelers avoiding taxis</p> <p>tbo.com</p> <p>Business travelers are shifting away from taxis and limos, favoring Uber rides instead</p> <p>at 13:08:31 on 4/8/2015</p>	10205578028403100	

Timestamp	From	To	Text	Content ID	Parent ID
4/8/2015 13:04	GO Hillsborough		GO Hillsborough  Quickie Reminder about "Stand Up for Transportation Day". Yet another way to have Your Voices. Your Choices heard. Today @ 10 a.m. @ Marion Street Transit Center.  castor.house.gov  castor.house.gov  at 13:04:58 on 4/08/2015	1584157361860180	
4/8/2015 19:25	Shirley Howell Wood		Shirley Howell Wood @GoHillsborough, your post says today. at 19:25:22 on 4/08/2015	1584298415179400	1584157361860180
4/8/2015 19:02	Adam Metz		Adam Metz I am really looking forward to this event and possibly meeting Representative Castor. She is an outstanding legislator fighting for our interests in DC. at 19:02:43 on 4/08/2015	1584291668513410	1584157361860180
4/8/2015 17:18	Carlos Cortes		Carlos Cortes Event takes place Thursday 4/9 at 17:18:59 on 4/08/2015	1584260055183240	1584157361860180
4/8/2015 15:56	Sharon Calvert		Sharon Calvert This is a "TRANSIT TOWN HALL with  U.S. REPRESENTATIVE KATHY CASTOR" - this day is sponsored by APTA, the American Public Transportation Association, the primary transit lobbyist in DC: <a href="http://www.apta.com/about/Pages/default.aspx">http://www.apta.com/about/Pages/default.aspx</a> at 15:56:38 on 4/08/2015	1584229401852970	1584157361860180
4/8/2015 14:24	Shirley Howell Wood		Shirley Howell Wood So you post this one hour before this was to occur?? Interesting, she still hasn't had time to answer for her support of obamacare or even meet with her constituents who are having problems with that issue! at 14:24:04 on 4/08/2015	1584187218523860	1584157361860180
4/7/2015 19:54	GO Hillsborough		GO Hillsborough  With the first phase of our community workshops complete, it's time to report on your feedback and share our insight. View our Issues & Opportunities Report at <a href="http://gohillsborough.org/wp-content/uploads/2015/04/GoHills-IO-Report.pdf">http://gohillsborough.org/wp-content/uploads/2015/04/GoHills-IO-Report.pdf</a> at 19:54:58 on 4/07/2015	1583897631886150	
4/20/2015 15:52	Scott Wadsworth		Scott Wadsworth How about fix all the pothole infested streets! No trains either! Criminal magnets. at 15:52:08 on 4/20/2015	1590041577938420	1583897631886150
4/20/2015 15:45	Rex Gordon		Rex Gordon We need more toll roads .... More bike lanes ... And a drive thru on each corner to give money to the bums on each corner ... Get them some shade as its hot out there .... Also less potholes at 15:45:55 on 4/20/2015	1590038461272070	1583897631886150
4/20/2015 15:44	Rex Gordon		Rex Gordon Sharon wants toll roads ????? Wtf at 15:44:15 on 4/20/2015	1590037897938790	1583897631886150
4/20/2015 15:42	Rex Gordon		Rex Gordon How about bike lanes at 15:42:51 on 4/20/2015	1590037447938830	1583897631886150
4/20/2015 2:23	Shirley Howell Wood		Shirley Howell Wood You mean they are trying hard to ignore what the voters said in 2010?? What "they" are doing is using the delphi technique to make the outcome look the way they want it to look. the voters made it clear in 2010 that roads are the priority. #fixourroadsfirst at 2:23:36 on 4/20/2015	1589780917964490	1583897631886150
4/20/2015 2:05	Mariana Portales		Mariana Portales All that money for nothing ridiculous at 2:05:18 on 4/20/2015	1589777094631540	1583897631886150
4/20/2015 1:48	Ivan Isom		Ivan Isom I love traffic at 1:48:57 on 4/20/2015	1589773604631890	1583897631886150
4/19/2015 22:09	Mark Gray		Mark Gray Just what everyone wants more back ups more over crowding more traffic yep it looks so nice cars people everywhere what the fuck is wrong with anyone who wants or like this trash it looks has bad has new York an all of them big city's just discussing hillsborough Co its no a good place to live thanks for the discussing mess y'all created thanks for wasting tax dollars an now Hillsborough Co the garbage dump of Florida at 22:09:18 on 4/19/2015	1589733477969230	1583897631886150
4/19/2015 13:50	Kevin Thurman		Kevin Thurman Same with new/wider roads. That could mean 8 lane highways or two lane roads. One costs \$10 m a mile kills few people the other costs \$80 million a mile+ and kills more people. at 13:50:51 on 4/19/2015	1589427501333160	1583897631886150
4/19/2015 13:01	Brian Shaffer		Brian Shaffer Rail SYSTEM at 13:01:37 on 4/19/2015	1589405978001980	1583897631886150
4/19/2015 5:15	Piper LeDoux Sutor		Piper LeDoux Sutor Seriously ? Still doesn't work at 5:15:14 on 4/19/2015	1589287128013870	1583897631886150
4/18/2015 14:50	Bill Hutchison		Bill Hutchison there might not be a mention of toll roads "in the above comment" but that's what we keep hearing from Sharon. at 14:50:49 on 4/18/2015	1589052384704010	1583897631886150
4/18/2015 14:16	Azania Lee		Azania Lee Hurry up tare down West Tampa North Boulevard .... Its a very dangerous place to live with children. at 14:16:44 on 4/18/2015	1589037354705510	1583897631886150
4/18/2015 11:42	Carl Edwards		Carl Edwards The problem is Hillsborough county keeps building thousands of new homes without building any new roads to handle the traffic from the development. Ever been on fishhawk blvd/bloomingdale ave/big bend rd. At 7:30am or 4:30 pm ? This is why Polk county has no problem with traffic, build the roads first then the homes. Dumb ass planners. at 11:42:08 on 4/18/2015	1588971778045400	1583897631886150
4/18/2015 9:39	Walter John Slupecki		Walter John Slupecki I agree that some things with this process sound vague, but Hillsborough is trying hard not to repeat the mistakes of 2010. They know what they're doing. But people like Sharon will never be satisfied. at 9:39:07 on 4/18/2015	1588939501381960	1583897631886150
4/18/2015 9:37	Walter John Slupecki		Walter John Slupecki Shirley, Sharon here does not want us to have any transportation choices. She instead wants a disastrous toll road to be built in East County. at 9:37:57 on 4/18/2015	1588939268048650	1583897631886150
4/18/2015 2:56	James White		James White I think the answer is for the County's Development Services, and Zoning departments to STOP recommending approval for every damn inappropriate Rezoning, Variance, and Special Land Use application that comes down the pike! They are ruining our neighborhoods and communities by completely disregarding our Community Plans! at 2:56:45 on 4/18/2015	1588785731397340	1583897631886150
4/18/2015 1:15	Shirley Howell Wood		Shirley Howell Wood Walter, everyone may answer that question differently, but the category does not reflect that. at 1:15:33 on 4/18/2015	1588757294733520	1583897631886150

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4/18/2015 1:14	Shirley Howell Wood		Shirley Howell Wood I see no mention of toll roads in the above comment. The comment points out how the workshops have not made it possible for people to express what they actually want as far as transit. We are being led with choices that will make it easy for them to claim, a consensus that doesn't actually exist. The categories are too vague. at 1:14:39 on 4/18/2015	1588755228067060	1583897631886150
4/17/2015 22:26	Karen Stillman		Karen Stillman What or when were they thinking. ? Got it. Not!! at 22:26:38 on 4/17/2015	1588711208071460	1583897631886150
4/17/2015 22:25	Karen Stillman		Karen Stillman Crazy glad I'm not in it at 22:25:17 on 4/17/2015	1588710894738160	1583897631886150
4/10/2015 12:12	Bill Hutchison		Bill Hutchison Right, Walter John Slupecki. Exurban toll roads will only fuel a wave of massive sprawl while established neighborhoods get shortchanged. at 12:12:42 on 4/10/2015	1585085211767390	1583897631886150
4/9/2015 23:45	Bill Hutchison		Bill Hutchison <a href="https://fbcdn-sphotos-f-a.akamaihd.net/hphotos-ak-xap1/v/t1.0-9/11149563_10152863612741317_5954296701617036001_n.jpg?oh=f1e8dc5248d978a8be706a0e020cc7&amp;oe=55ACE8C7&amp;gda_=1437757842_b1521623f65a3f4baf1a282c5adac0d1">https://fbcdn-sphotos-f-a.akamaihd.net/hphotos-ak-xap1/v/t1.0-9/11149563_10152863612741317_5954296701617036001_n.jpg?oh=f1e8dc5248d978a8be706a0e020cc7&amp;oe=55ACE8C7&amp;gda_=1437757842_b1521623f65a3f4baf1a282c5adac0d1</a> at 23:45:28 on 4/09/2015	1584851828457400	1583897631886150
4/9/2015 23:05	Martha Bingham		Martha Bingham High speed Rail Pasco- Hillsborough makes sense at 23:05:45 on 4/09/2015	1584843361791580	1583897631886150
4/9/2015 6:07	Walter John Slupecki		Walter John Slupecki Good question Sharon, what do you think that answer is? at 6:07:06 on 4/09/2015	1584494261826490	1583897631886150
4/9/2015 6:06	Walter John Slupecki		Walter John Slupecki Tom Rask has popped up from his rabbit hole to insult voters yet again. Tom, you should know by now that this isn't Pinellas. at 6:06:43 on 4/09/2015	1584494205159830	1583897631886150
4/9/2015 6:06	Walter John Slupecki		Walter John Slupecki Sharon needs to quit pushing for a behemoth toll road in East County. I agree 100% that we need to pay more attention to our roads, but building more toll roads isn't the answer. at 6:06:08 on 4/09/2015	1584494121826500	1583897631886150
4/8/2015 17:04	Sharon Calvert		Sharon Calvert For roads, GoHillsborough even differentiated resurfacing with asset preservation when resurfacing is part of preserving our road assets. Yet GoHillsborough did not provide any ability to differentiate between any transit options. at 17:04:14 on 4/08/2015	1584256118516970	1583897631886150
4/8/2015 16:59	Sharon Calvert		Sharon Calvert There were numerous differentiations of categories related to different types of road improvements so why wasn't there the ability for people to differentiate among the types of transit options? Why was just a big broad catch-all category called transit used? How will GoHillsborough know what transit type anyone who selected that category meant? at 16:59:35 on 4/08/2015	1584253048517270	1583897631886150
4/8/2015 16:50	Sharon Calvert		Sharon Calvert What does the category "new expanded transit routes" mean? Is it buses, ferry boats, light rail, commuter rail, high speed rail, streetcar? How does GoHillsborough know what was meant since they did not differentiate any of the transit options? at 16:50:48 on 4/08/2015	1584250081850900	1583897631886150
4/8/2015 16:20	Tom Rask		Tom Rask Their report is a joke. they claim that over 1,000 people have "joined the GoHillsborough effort". No, they haven't. at 16:20:10 on 4/08/2015	1584240141851900	1583897631886150
4/8/2015 16:19	Eureka Springs, Arkansas - Eurekasprings.com		Eureka Springs, Arkansas - Eurekasprings.com test at 16:19:34 on 4/08/2015	1584239931851920	1583897631886150
4/8/2015 16:08	Tom Rask		Tom Rask They list over 1,000 "engaged citizens", yet my name is not on there. They further claim that these people have " joined the GO Hillsborough team". No, they haven't, they liked your page in order to see what is going on. This report is one big effort aimed at increasing taxes to benefit special interests. at 16:08:21 on 4/08/2015	1584233611852550	1583897631886150
4/8/2015 13:43	Sharon Calvert		Sharon Calvert Why was their such granularity in the categories that differentiate "asset preservation" and resurfacing (which is part of asset preservation) and the other road categories yet just one big broad category called "new expanded transit routes"? Why didn't GoHillsborough differentiate the various transit modes/options as they differentiated various road options? at 13:43:13 on 4/08/2015	1584171398525440	1583897631886150
4/8/2015 13:35	Sharon Calvert		Sharon Calvert What does the category "expanded transit routes" mean? No one at one of your meetings could explain other than it was a catch-all broad category for transit. Is that buses, ferries, some kind of rail service such as light rail, commuter rail, streetcar? How does GoHillsborough differentiate what that category actually is? at 13:35:34 on 4/08/2015	1584169231858990	1583897631886150
4/7/2015 16:00	GO Hillsborough		GO Hillsborough  GO Hillsborough added a new photo à€' at Town 'N Country Regional Public Library.  Westchase, Town 'n Country_Making Choices_040715  at 16:00:00 on 4/07/2015	1584745288468050	
4/7/2015 4:45	Jason Ball	GO Hillsborough	Jason Ball > GO Hillsborough  GO Hillsborough results already indicate that the county's residents in all corners of the county are strongly in favor of addressing our deficient and unsafe pedestrian and cycling infrastructure. The consensus is there. Now it's time to come together and make it happen. In the past, this community has come together and built some of the most impressive and cost effective infrastructure projects in America (TIA, Selmon Reversible Lanes, Skyway, etc). We've already done it before. The time has come for us to do it again. That process of finding effective solutions begins by looking and seeing what other places are doing, seeing what works, and if it can be adapted to be part of a successful solution here.  How Paris Plans to Become the 'World Capital of Cycling'  citylab.com  Lower speed limits, tax credits and loads more bike lanes are all forthcoming. Will it be enough?  at 4:45:39 on 4/07/2015	1062739293739870	
4/9/2015 5:10	Jason Ball		Jason Ball The longer we wait... <a href="http://tbo.com/news/crime/crash-at-hillsborough-43rd-street-leaves-one-dead-20150408/?fb_action_ids=663110740482441&amp;fb_action_types=og.comments">http://tbo.com/news/crime/crash-at-hillsborough-43rd-street-leaves-one-dead-20150408/?fb_action_ids=663110740482441&amp;fb_action_types=og.comments</a> at 5:10:49 on 4/09/2015	1063972690283190	1062739293739870

Timestamp	From	To	Text	Content ID	Parent ID
4/6/2015 20:31	GO Hillsborough	Tampa Bay Times	<p>GO Hillsborough &gt; Tampa Bay Times</p> <p>What's the best way to pay for our increasing transportation needs? Check out Tampa Bay Times coverage of Go Hillsborough.</p> <p><a href="http://www.tampabay.com/news/transportation/with-issues-identified-hillsborough-transportation-plan-tackles-money/2224312">http://www.tampabay.com/news/transportation/with-issues-identified-hillsborough-transportation-plan-tackles-money/2224312</a></p> <p>With issues identified, Hillsborough transportation plan tackles money question</p> <p>tampabay.com</p> <p>TAMPA — Do you want wider roads? An expanded bus system? What about better bike trails or smoother traffic flow? Okay — now which is worth your money, and how do you want to pay for it? It's time to choose.</p> <p>at 20:31:00 on 4/06/2015</p>	1583418905267360	
4/8/2015 4:29	Derek Spalding		<p>Derek Spalding Raise sales tax to cover all sorts of transport needs. Pull money from other dept such as fire or human services.</p> <p>at 4:29:21 on 4/08/2015</p>	1584012145208030	1583418905267360
4/7/2015 1:25	Jeff Haning		<p>Jeff Haning Consolidate and reduce the Hillsborough county govt. Encourage and reward cost reduction in departments rather than mentality that you must spend entire budget every year to get that much for budget next year</p> <p>at 1:25:27 on 4/07/2015</p>	1583490118593570	1583418905267360
4/6/2015 20:48	Adam Metz		<p>Adam Metz I think state and federal money should be part of it. But if we are not willing to invest in ourselves why should they?</p> <p>at 20:48:24 on 4/06/2015</p>	1583425885266660	1583418905267360
4/6/2015 16:40	Uriah Wagner	GO Hillsborough, Uriah Wagner	<p>Uriah Wagner &gt; GO Hillsborough, Uriah Wagner</p> <p>I know one teenage voice will not be heard that well, but I say, that you shouldn't think about expanding the transportation into the lesser populated areas because most of the money that you make transportation wise is from the less populated areas because we do not have that kind of transportation. so have the buses run in Ruskin in all the other lesser populated areas, add more routes for those who are inconvenienced, extend the bus times, in that should increase your transportation budget needs.</p> <p>Uriah Wagner</p> <p>at 16:40:42 on 4/06/2015</p>	1583348738607710	
4/6/2015 16:00	GO Hillsborough		<p>GO Hillsborough</p> <p>GO Hillsborough added a new photo — at SouthShore Regional Library.</p> <p>South County Sun City Center_Making Choices_040615</p> <p>at 16:00:00 on 4/06/2015</p>	1584757485133500	
4/5/2015 1:49	GO Hillsborough	Tampa Bay Times	<p>GO Hillsborough &gt; Tampa Bay Times</p> <p>What do you think we should do about our escalating congestion? Tampa Bay Times</p> <p>Tampa Bay traffic congestion is even worse than Boston, study finds</p> <p>tampabay.com</p> <p>TAMPA — What's black, marked with white stripes — and red all over? Tampa Bay's streets.</p> <p>at 1:49:10 on 4/05/2015</p>	1582712578671320	
4/10/2015 12:34	Walter John Slupecki		<p>Walter John Slupecki Allow the regional fare system to be implemented and made efficient first before we start discussing consolidation. HART wasn't ready for consolidation when Sen. Latvala forced the study upon them and PSTA. I don't think they'll be ready to talk about consolidation until at least til this fare system is in place.</p> <p>at 12:34:02 on 4/10/2015</p>	1585094938433090	1582712578671320

Timestamp	From	To	Text	Content ID	Parent ID
4/10/2015 12:33	Bill Hutchison		<p>Bill Hutchison Let me put it this way:</p> <ul style="list-style-type: none"> <li>a) NO toll roads</li> <li>b) FIX existing roads</li> <li>c) Complete streets/more ped/bike access</li> <li>d) Massive expansion of bus system</li> <li>e) Extend streetcar into a downtown loop and into nearby neighborhoods</li> <li>f) Extend TIA people mover to West Shore and downtown.</li> <li>g) Extend Sunrail to Tampa.</li> </ul> <p>Pay for it with a mix of:</p> <ul style="list-style-type: none"> <li>a) Tax Increment Financing</li> <li>b) Bed taxes</li> <li>c) Other local tax levies</li> <li>d) Repurposing of new highway construction money for transit</li> <li>e) Leverage local income with federal transit grants or loans.</li> </ul> <p>Shirley, Hillsborough County does not exist in a vacuum. It is not so unique that successes elsewhere can't happen here. The only impediment is your outmoded thinking.</p> <p>at 12:33:38 on 4/10/2015</p>	1585094835099760	1582712578671320
4/10/2015 12:32	Walter John Slupecki		<p>Walter John Slupecki Bill said it very well Shirley.</p> <p>at 12:32:26 on 4/10/2015</p>	1585094401766470	1582712578671320
4/10/2015 12:32	Walter John Slupecki		<p>Walter John Slupecki Shirley, any transit experience, regardless of where it was, can have an impact here in Hillsborough. I've rode The Tide LRT in Norfolk, VA. That system has TONS of potential, but they face the same problems as we do here. Same goes for the TECCOLine. If that line can be expanded and modernized, do you realize what it can do for us? It can allow for even more bus routes, including those from the suburbs, to feed into the Marion Transit Center and get people into downtown employers faster because the streetcar will be able to run more efficiently, and we can have a downtown bus circulator to feed into corridors not reachable by the streetcar.</p> <p>at 12:32:15 on 4/10/2015</p>	1585094335099810	1582712578671320
4/10/2015 12:22	Shirley Howell Wood		<p>Shirley Howell Wood Bill Hutchison that is a very vague, non-specific statement. We are not talking about elsewhere, we are talking about Hillsborough Cty. and what will relieve our traffic problems here. Our roads are what most people use and want to see maintained. #fixourroadsfirst</p> <p>at 12:22:25 on 4/10/2015</p>	1585091295100120	1582712578671320
4/10/2015 12:14	Bill Hutchison		<p>Bill Hutchison Funny how real-life experience elsewhere refutes your arguments, Shirley.</p> <p>at 12:14:00 on 4/10/2015</p>	1585085625100680	1582712578671320
4/9/2015 22:54	Shirley Howell Wood		<p>Shirley Howell Wood Douglas, the point is that a fixed rail would NOT help the people traveling across that bridge or those who travel many of our roads because a rail would be from point A to point B and not everyone would be traveling between those two points. Those traveling across that bridge would still have to drive to get across the bridge. Fixed rail does NOT make sense. Flexible bus routes, maybe, if there is then a system that will take people where they need to go after they get across the bridge.</p> <p>at 22:54:18 on 4/09/2015</p>	1584839961791920	1582712578671320
4/9/2015 19:46	Douglas Perreault		<p>Douglas Perreault Where I grew up there were multi-level buildings that had restaurants, grocery stores and shops on the ground floor and apartments above. People didn't need to drive. They just went downstairs to shop, eat or work. Here it's practically illegal as zoning laws won't allow mixed development like that. It's crazy that they actually force you to drive to get a bite to eat or to get a gallon of milk.</p> <p>at 19:46:51 on 4/09/2015</p>	1584790701796840	1582712578671320
4/9/2015 19:43	Douglas Perreault		<p>Douglas Perreault Actually rail "would" help this situation. If you got 30% of the people off that bridge because they were commuting via a separate light rail (that wasn't crossing highways) you'd have 30% fewer cars on that bridge -- and they could all then travel far more smoothly. Another thing to look at is that there are probably no more than 40 cars in each of those four lanes on that bridge in that photo. That means you could put everyone on that bridge onto 4 busses. The road would be practically empty in that case. (This is just an example, assuming there's only one person in each car -- a fair assumption at commute times -- and not meant to be a suggestion that everyone take the bus)</p> <p>at 19:43:04 on 4/09/2015</p>	1584789525130290	1582712578671320
4/9/2015 17:06	John Shope		<p>John Shope You need to run for mayor! You got my vote!</p> <p>at 17:06:09 on 4/09/2015</p>	1584737568468820	1582712578671320
4/8/2015 18:10	Corina Barnette		<p>Corina Barnette Ridiculous.</p> <p>at 18:10:20 on 4/08/2015</p>	1584276525181590	1582712578671320
4/8/2015 14:48	Shirley Howell Wood		<p>Shirley Howell Wood Our roads have been de-funded over the years - result is congestion and crumbling roads. No longer have CIT tax for roads and county diverted property taxes away from roads during the recession. Revenues have increased but county has not re-allocated any of those increased revenues to our roads. Our roads are the county's largest and most highly utilized assets and they must be preserved, maintained and improved. County must put roads as a top priority in their budget first before asking for any more of our hard</p> <p>at 14:48:56 on 4/08/2015</p>	1584195821856330	1582712578671320
4/8/2015 14:44	Shirley Howell Wood		<p>Shirley Howell Wood Our roads have been de-funded over the years - result is congestion and crumbling roads. No longer have CIT tax for roads and county diverted property taxes away from roads during the recession. Revenues have increased but county has not re-allocated any of those increased revenues to our roads. Our roads are the county's largest and most highly utilized assets and they must be preserved, maintained and improved. County must put roads as a top priority in their budget first before asking for any more of our hard</p> <p>at 14:44:27 on 4/08/2015</p>	1584194395189810	1582712578671320
4/8/2015 14:38	Shirley Howell Wood		<p>Shirley Howell Wood Our roads have been de-funded over the years - result is congestion and crumbling roads. No longer have CIT tax for roads and county diverted property taxes away from roads during the recession. Revenues have increased but county has not re-allocated any of those increased revenues to our roads. Our roads are the county's largest and most highly utilized assets and they must be preserved, maintained and improved. County must put roads as a top priority in their budget first before asking for any more of our hard</p> <p>at 14:38:28 on 4/08/2015</p>	1584192671856650	1582712578671320

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4/8/2015 14:17	Sharon Calvert		Sharon Calvert Our roads have been de-funded over the years - result is congestion and crumbling roads. No longer have CIT tax for roads and county diverted property taxes away from roads during the recession. Revenues have increased but county has not re-allocated any of those increased revenues to our roads. Our roads are the county's largest and most highly utilized assets and they must be preserved, maintained and improved. County must put roads as a top priority in their budget first before asking for any more of our hard earned dollars. #FixOurRoadsFirst at 14:17:52 on 4/08/2015	1584185571857360	1582712578671320
4/8/2015 13:53	Sharon Calvert		Sharon Calvert Since the county has de-funded our roads over the years and they have not been properly funded, our local roads have not been maintained, preserved and improved resulting in more congestion and crumbling roads. The most critical transportation funding gap our county has is our roads which is the county's largest and most highly utilized assets. The county hasn't had CIT money for roads for years and the county diverted all property tax revenues that have historically funded our roads to other things when the recession hit to balance the county budget. Our revenues have been going back up but none has gone back to funding our roads. The County must first prioritize the county budget to put road funding as a top priority they tell us it is instead of funding much lower priority items, including the county commissioners pet projects. When they do that, then we know they are truly serious about funding our roads if they don't reflect road funding as a budget priority, why should taxpayers give them any more of our hard earned dollars? #FixOurRoadsFirst at 13:53:04 on 4/08/2015	1584174555191790	1582712578671320
4/8/2015 13:50	Lloyd A Brodnax		Lloyd A Brodnax Light rail is the obvious solution. The citizens of this great State of Florida need 2B educated and exercise common sense in electing politicians at 13:50:29 on 4/08/2015	1584173481858560	1582712578671320
4/7/2015 13:58	Jeff Haning		Jeff Haning Buses are a part of the congestion problem. Sloooooowwww. Express HART route for 17 miles is expected to take "less than an hour" Might as well drive and have flexibility to run errands or go out to lunch at 13:58:03 on 4/07/2015	1583762955232950	1582712578671320
4/6/2015 16:00	Neil Cosentino		Neil Cosentino Millions in Hotel Taxes are collected. Guess who uses the buses....solution have the Hotel at 16:00:48 on 4/06/2015	1583335035275740	1582712578671320
4/6/2015 14:13	William Dennis		William Dennis Yes...consolidate and make transportation free of charge during peak hours. at 14:13:19 on 4/06/2015	1583292188613360	1582712578671320
4/6/2015 14:11	William Dennis		William Dennis Rail is a no go...unfair limitations and too costly for underserved. at 14:11:00 on 4/06/2015	1583291395280110	1582712578671320
4/6/2015 14:08	William Dennis		William Dennis Answer: Hartline. Adopt 24 hrs. service. Create more access (bus stops and routes). Quadruple fleet from 5:00 am-6:00pm. Eliminate fare charges during targeted time. Charge fare from 7:00 pm- 5:00 am. Eliminate duplicity of Hillsborough County Schools bus services. Add 0.1 local sales tax plus school bus budgeted money...nap time. That's all I've got for now. at 14:08:34 on 4/06/2015	1583289828613600	1582712578671320
4/6/2015 13:11	Neil Cosentino		Neil Cosentino A consolidated rail system is in our future...but we can not even consolidate our bus systems.... at 13:11:13 on 4/06/2015	1583267211949190	1582712578671320
4/6/2015 13:08	Neil Cosentino		Neil Cosentino Use the 88 million tax surplus and consolidate TB mobility at 13:08:36 on 4/06/2015	1583266331949280	1582712578671320
4/6/2015 3:54	Rosa Rivera		Rosa Rivera They should have approved the railway. That would help with that congestion . at 3:54:51 on 4/06/2015	1583117728630810	1582712578671320
4/6/2015 3:17	Holly Smith		Holly Smith Imagine that ðŸ” at 3:17:53 on 4/06/2015	1583109671964950	1582712578671320
4/6/2015 2:40	Nora Rosero		Nora Rosero Uy que feo trÃ¡fico at 2:40:48 on 4/06/2015	1583098935299350	1582712578671320
4/5/2015 21:53	Janice Lamphere-Rosier		Janice Lamphere-Rosier Get some new engineers at 21:53:00 on 4/05/2015	1583038015305440	1582712578671320
4/5/2015 21:18	Bill Garabrant		Bill Garabrant LOL Sherry M Smith at 21:18:57 on 4/05/2015	1583031628639420	1582712578671320
4/5/2015 18:31	Walter John Slupecki		Walter John Slupecki We need to have a lot of these things working together in balance and harmony. We can have a good transportation system without sacrificing one thing for another. at 18:31:32 on 4/05/2015	1582995915309650	1582712578671320
4/5/2015 18:27	Walter John Slupecki		Walter John Slupecki Jack and Shirley, not every single employer is going to allow for mass numbers of employees to telecommute, no matter how great of a thing it is. Not every employer is going to allow for flex hours either.  All of what you both said aren't substitutions for transit. Just like ride sharing (Uber, Lyft) and autonomous vehicles also aren't substitutions for transit. They all are pieces to the bigger transportation picture, and if done right, all these can work together in harmony. One isn't supposed to substitute another.  What NTFT wants is for transit to be privatized and dissolved while pushing for more and more toll roads. I agree 100% that many of our roads need repair, but the Calverts, et. al. need to quit pushing under the surface, a massive tolled beltway in east county that will only bring forth more sprawl. How about #completetheVeteransExpresswayTampa and link it to I-275, as what should have been done in the 80s/90s? at 18:27:06 on 4/05/2015	1582994895309760	1582712578671320
4/5/2015 18:23	Jeff Haning		Jeff Haning Light rail, buses and Personal Rapid transit will all be needed to address future needs at 18:23:39 on 4/05/2015	1582993991976510	1582712578671320
4/5/2015 18:13	Jack Neu		Jack Neu Keep in mind the TomTom study measures the change from non rush hour to rush hour time periods. Let's first see a multi city study that compares number of commuters, travel distances and times during both periods.  Voluntary flex hours for downtown businesses. Downtown partnership monitor and publicize which companies participate and to what percent.  Provide better high speed internet throughout Bay Area. Provide incentives for telecommuting. Much easier to move information than it is to move people. at 18:13:41 on 4/05/2015	1582991641976750	1582712578671320
4/5/2015 18:08	Sherry M Smith		Sherry M Smith Put a giant gate up at all entrances to Hillsborough and Pinellas County and don't let the northerners in!!! at 18:08:04 on 4/05/2015	1582990425310200	1582712578671320
4/5/2015 15:59	Bill Garabrant		Bill Garabrant we build freeways rated for yesterday, 275 when done will have the same # of lanes as the old one, The Howard Franklin has FOUR lanes coming into Tampa and right away drops to two all the mergers are a joke jam four into two 4/275 oh and you get to pay to park on the Veterans at 15:59:56 on 4/05/2015	1582955255313720	1582712578671320
4/5/2015 14:55	Grant Rimbey Leed AP		Grant Rimbey Leed AP Provide transportation options, learn what "induced demand" means at 14:55:16 on 4/05/2015	1582926681983240	1582712578671320
4/5/2015 14:36	Misha La Garconne Aleka		Misha La Garconne Aleka Joe Cruz at 14:36:11 on 4/05/2015	1582920118650570	1582712578671320
4/5/2015 14:27	Connie Brinkman		Connie Brinkman Watch cartoons, The Jetsons and Scooby Doo, at 14:27:31 on 4/05/2015	1582917375317510	1582712578671320

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4/5/2015 12:55	Bill Hutchison		Bill Hutchison Rail works elsewhere. It'll work here. at 12:55:20 on 4/05/2015	1582879968654580	1582712578671320
4/5/2015 12:26	Kevin Wright		Kevin Wright More technology for our roads will allow more people to use the roads at the same time. New Toll roads, built with NEW TECHNOLOGY, will make Florida personal transportation the envy of the world. at 12:26:07 on 4/05/2015	1582868821989030	1582712578671320
4/5/2015 11:13	Margaret DeBellotte		Margaret DeBellotte Improve the public transportation! Duh! at 11:13:56 on 4/05/2015	1582845395324710	1582712578671320
4/5/2015 11:09	Jo Laurie Penrose		Jo Laurie Penrose Feasible--alot more transit, add in light rail. Probably not feasible--stop growing. at 11:09:49 on 4/05/2015	1582844291991480	1582712578671320
4/5/2015 3:19	Harry H Tsang		Harry H Tsang dysfunction junction! at 3:19:32 on 4/05/2015	1582739002002010	1582712578671320
4/5/2015 3:07	Ivanka Kokot		Ivanka Kokot I second what Douglas says. Light rail please. at 3:07:50 on 4/05/2015	1582736112002300	1582712578671320
4/5/2015 2:57	Adam Metz		Adam Metz There is no easy or cheap solution, that's for sure. Just give people options - alternatives to sitting on the interstate for hours. Connect the key destinations and major employment centers via LRT. Significantly expand the bus system and build complete streets to encourage pedestrian and bicycle activity and increase safety. Land use and zoning also need to complement the transit improvements to encourage people to live along or near transit corridors. at 2:57:21 on 4/05/2015	1582732795335970	1582712578671320
4/5/2015 2:02	Douglas Perreault		encouraging sprawl by approving every subdivision in every corner of the county without requiring the infrastructure be in place to support it. Instead start working on more vertical downtown living spaces (that is, high rise apartments) with grocery stores one can reach without needing a car. Do the same in New Tampa, and Brandon. The streetcar is not helpful. We need light rail that doesn't have to share the streets (so traffic jams are not an issue) that goes from the airport to Westshore to downtown. It also needs to go from downtown to Brandon and down to at least Riverview if not Sun City Center. It also needs to go north from downtown past Lowry Park Zoo, past Busch Gardens and the University of South Florida up into the New Tampa area. You need some Park & Ride lots near the terminuses.  Now, apply these same principles to Pinellas County -- and then link the downtown St Pete area to downtown Tampa via a light rail across the bay. One last thing -- be sure there is WiFi available on the light rail trains. That way commuters such as myself can get work done while on the way to/from the office. We would not only be more productive workers, but better rested and less stressed if we knew exactly how long our commute was going to take. at 2:02:32 on 4/05/2015	1582715852004330	1582712578671320
4/5/2015 1:57	Shirley Howell Wood		Shirley Howell Wood Oh yea, rail would really fix the problem shown in the picture! (snarc) Fixed rail is NOT the solution! Flexible work hours, more work from home, flexible bus routes, but NOT a rail system in a fixed location!! #fixourroadsfirst at 1:57:39 on 4/05/2015	1582714985337750	1582712578671320
4/5/2015 1:51	Carlos Cortes		Carlos Cortes RAIL! Did I say rail? It's a future payoff. Look at Miami. at 1:51:00 on 4/05/2015	1582713102004600	1582712578671320
4/3/2015 21:44	GO Hillsborough	Bob Buckhorn	GO Hillsborough > Bob Buckhorn  Read about Mayor Bob Buckhorn's for Tampa's Streetcars. What do you think?  Buckhorn: TECO Line Streetcar, regional transit a priority for second term  bizjournals.com  Inaugurated for a second term Wednesday, Tampa Mayor Bob Buckhorn committed to continue his emphasis on mass transit, including the TECO Line Streetcar. at 21:44:26 on 4/03/2015	1582145268728050	
4/30/2015 17:50	Angie Ferguson		Angie Ferguson Will the project be funded by the CRAs???	1594513394157910	1582145268728050
4/13/2015 21:05	Walter John Slupecki		Walter John Slupecki I've been on many HART routes, including the 2, 5, and 6, and many buses during the day have been filled to capacity. at 21:05:57 on 4/13/2015	1586742561601660	1582145268728050
4/13/2015 0:36	Kevin Wright		Kevin Wright Every time I pass a municipal bus, ride a bus, or see a bus in Hillsborough or Pinellas county, it is either close to empty, or seriously under capacity. That is the insult to every taxpayer. at 0:36:04 on 4/13/2015	1586339651641950	1582145268728050
4/13/2015 0:30	Walter John Slupecki		Walter John Slupecki Ride sharing isn't a substitute for transit. Transit and ride sharing can work together, but ride sharing will NEVER replace the need for meaningful transit. Just how much potential demand is there for what is essentially a cheaper cab ride?  If you want to disagree with my points, that's fine. But don't insult my intelligence. at 0:30:39 on 4/13/2015	1586338651642050	1582145268728050
4/12/2015 22:53	Kevin Wright		Kevin Wright Walter, everything that you know about transit is wrong. You repeat failed ideas, in order to persuade people that somehow, the failed solutions of the past are going to work out different this time. Meanwhile, the digital revolution is transforming the American Road. This county can't even wrap its collective leadership mind around UBER and LYFT. Do you really expect me to listen to people so invested in the status quo, as "transportation experts???"  "Are not substitutes for transit." Really Walter, do you even read what you write, before you post it? Wouldn't it be better, to smoke a cigarette, watch a movie and then come back to your thoughts, before you put them out there for the world to see? SHEESH.  Hundreds of thousands of people are using these new innovations, and as they become more commonplace, they will evolve to be even more consumer friendly. Bus service, as exemplified by how urban mass transit has now become manifest, is simply income transfer dressed up as a transit system. Politicians get elected by promising free rides for votes, paid for by rich people. at 22:53:32 on 4/12/2015	1586315698311010	1582145268728050
4/12/2015 22:27	Walter John Slupecki		Walter John Slupecki Kevin and Josh, please give me ONE VALID source by which states that Disney did not want to expand monorail and instead wanted buses. I've still yet to hear anything on that. at 22:27:38 on 4/12/2015	1586310324978210	1582145268728050
4/12/2015 22:26	Walter John Slupecki		Walter John Slupecki As much as I love monorails, they won't be as easy to build as you might think. They face the same challenges as light rail and heavy rail, and on top of that, you have to provide elevators at every station, as they will be elevated.  Shuttle trams are nice for LOCALIZED runs, but not an extensive network. Sorry, I'm not on board with that one. at 22:26:40 on 4/12/2015	1586310151644900	1582145268728050
4/12/2015 22:12	Bob Terri		Bob Terri One mode of transport I find interesting to explore is the tram. Very successful at Disney Busch Gardens Universal. They are very flexible eco efficient easy to use approachable familiar form of transport for a lot of people. I could see trams activated East west for downtown to westshore; mall to mall north south along westshore and over to ray jay stadium; looping downtown east west and north south; gandy to downtown along bayshore. A complete loop through the USF Community. Trams can add and delete cars as ridership rises and falls within the area. Trams connect to longer distance rides at 22:12:29 on 4/12/2015	1586307851645130	1582145268728050

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4/12/2015 22:04	Walter John Slupecki		<p>Walter John Slupecki Kevin, I've told Sharon this countless times, while automated vehicles are indeed a game changer for transportation, they are NOT substitutes for transit. They never will be...even if we had automated buses.</p> <p>Josh (AKA Troll Bus), that's the same old baseless rhetoric all over again. As I've also told Sharon, ride sharing is also NOT a substitute for transit. They can work together with transit if done right. I do agree that the PTC needs to go. They're only mission is to protect ridiculously expensive cab companies. Express Lanes will only create induced demand.</p> <p>at 22:04:09 on 4/12/2015</p>	1586306141645300	1582145268728050
4/12/2015 22:00	Joshua Smith		<p>Joshua Smith Shut down this boondoggle streetcar! Privatize HART! Abolish the empty buses! Run privately run door to door minivans!</p> <p>at 22:00:56 on 4/12/2015</p>	1586305628312020	1582145268728050
4/12/2015 22:00	Joshua Smith		<p>Joshua Smith Disney realized that its nonsensical to expand their monorail, they have buses that run more efficiently. The Las Vegas monorail is a financial vacuum. They won't survive. Why should Tampa deal with the same vacuum? Privatize transit, get rid of the empty buses and replace them with privately run door to door minivans</p> <p>at 22:00:05 on 4/12/2015</p>	1586305504978700	1582145268728050
4/12/2015 21:58	Joshua Smith		<p>Joshua Smith Yes they are.</p> <p>at 21:58:50 on 4/12/2015</p>	1586305338312050	1582145268728050
4/12/2015 21:58	Joshua Smith		<p>Joshua Smith And get those what you all call "Lexus Lanes" built sooner than later. We can have these Express Lanes work like clockwork and run private vans through them instead of empty buses.</p> <p>Also, let's give Uber and Lyft a real chance to prosper by abolishing that stupid PTC.</p> <p>at 21:58:31 on 4/12/2015</p>	1586305301645380	1582145268728050
4/12/2015 21:53	Kevin Wright		<p>Kevin Wright I agree Walter, new toll roads should be built. Let us build them robot vehicle compatible.</p> <p>Florida Autobahn 2.0</p> <p>at 21:53:58 on 4/12/2015</p>	1586304291645480	1582145268728050
4/12/2015 21:53	Walter John Slupecki		<p>Walter John Slupecki You know what Kevin? I too support VMT. But do you want costly Lexus Lanes that will only create induced demand? Or how about that rotten east county toll road that Sharon Calvert here wants? Are those the solutions to our transportation problems? No, they're not!</p> <p>at 21:53:08 on 4/12/2015</p>	1586304048312170	1582145268728050
4/12/2015 21:51	Kevin Wright		<p>Kevin Wright That is a nice thoughtful reply Mr. Ball. I have never supported leap frog development. Those who buy properties in such poorly planned communities, should expect to deal with the consequences. I do support a Vehicle Mileage Tax, to replace the gas tax, that charges road users for the actual mileage that the spend on the roads. A sophisticated license plate, that utilizes GPS data, road data, and vehicle data, could solve the funding problems of people who pay TOO MUCH for roads, and TOO LITTLE for roads.</p> <p>By charging for the actual use of the roads, similar to, but far more sophisticated than SUNPASS, every road, would become a toll road.</p> <p>As for your belief, that some other hypothetical mode of transportation is more efficient than automobiles, you may have a case, but nothing is more efficient than a bicycle.</p> <p>So if efficiency is your answer, bicycle more; our roads will accommodate you and your family for that transportation mode.</p> <p>Now I know what you are thinking: "big brother." Sorry Jason, look at your smart phone, that horse has been out of the barn, for over a decade.</p> <p>The bottom line is this: when the STATE, owns the transportation rolling stock, efficiencies dramatically decline. Roads allow the state, and private ownership of the rolling stock, to coexist.</p> <p>You do believe in coexist, don't you?</p> <p>at 21:51:33 on 4/12/2015</p>	1586303678312210	1582145268728050
4/12/2015 21:44	Walter John Slupecki		<p>Walter John Slupecki Right Jason, why don't these far flung suburbs start using their own money to pay for their own roads? We'll start in Lutz.</p> <p>And Sharon here, QUOTE: "The street car is now bankrupt which ironically Mayor Buckhorn predicted when he was the lone city councilman that opposed it in the 1990's when Buckhorn said it did NOT have a viable business plan. Now the Mayor is doubling down on expanding the streetcar then he can figure out how to pay for it."</p> <p>Uh really Sharon? Okay, you can say that all these politicians are flip floppers all you want, but what about your continual agenda to push down our throats an east county toll road that we don't want or need? How about let's complete the Veterans through Lutz and hook it up to I-275? That should have been done back in the 80s.</p> <p>at 21:44:56 on 4/12/2015</p>	1586302651645650	1582145268728050
4/12/2015 21:12	Jason Ball		<p>being crammed down people throats, let's talk about the massively subsidized greenfield developments. Let's talk about urban property owners who have paid tens of thousands of dollars in taxes over the years, only to see those funds they worked for, get diverted to subsidize suburban greenfield developments, rather than be used to take care of the things that urban residents paid the taxes towards in the first place. I looked it up and did the math. The small community I live in has paid over \$1.8 million in property taxes over the past 15 years. For the overall neighborhood, we're talking tens of millions of dollars paid. During that time, our neighborhood has received ZERO back towards fixing our pothole filled 30-50 year old roads, and most importantly transit. (They did build a couple hundred yards of new sidewalk on one road in the neighborhood, but I looked it up, that was largely paid for with a federal grant, not our own local money) Density of the overall neighborhood is over 10,000 people per square mile. This is several times more dense than outlying suburban areas. The roads are totally clogged at the rushes, but ironically, it's not urban residents causing the gridlock, it's the suburbanites fleeing their beloved neighborhoods to come to ours for work, shopping and entertainment that their under built communities lack. Roads cannot be further widened here without great expense, the only way to increase transportation capacity is through other modes which are far more space efficient than automobiles could ever be. Instead of our needs being met, transit service has actually been cut nearly in half during that time, so that even more money could be diverted to suburban priorities. So, in return for the almost \$2 million we've personally paid in taxes, we get our transit service cut in half, and we get our roads</p>	1586296088312970	1582145268728050
4/10/2015 19:38	Kevin Wright		<p>Kevin Wright Whenever I hear "multi-modal" I know that I am conversing with a person that has done more to contribute to the problem, than solve it.</p> <p>at 19:38:58 on 4/10/2015</p>	1585263628416220	1582145268728050
4/10/2015 19:38	Kevin Wright		<p>Kevin Wright What has gotten us traffic jams is poor planning by so called "experts." For example, the County, including the schools is the largest employer in the county, and contributes the most commuters on the roads. What efforts have ever been made to target those commuters, analyze their commutes, and they design and apply, the mass transit WE ALREADY HAVE, to meet their needs?</p> <p>at 19:38:06 on 4/10/2015</p>	1585263381749570	1582145268728050
4/10/2015 19:34	Bill Hutchison		<p>Bill Hutchison No, prioritize a multi-modal TRANSPORTATION SYSTEM, not just "roads first." We've had "roads first" for decades and all it's gotten us is traffic jams. For that matter, we should ban the idea of building more new roads and concentrate on the above until the inequality is corrected.</p> <p>at 19:34:58 on 4/10/2015</p>	1585262738416310	1582145268728050
4/10/2015 19:32	Kevin Wright		<p>Kevin Wright Why is it that mass transit and tax increases are always promoted with sloppy thinking? Ever heard of the classic fallacies? Google it. Try using so logic and intelligence. It does not follow that spending more will increase pedestrian safety. No amount of spending in mass transit is going to change pedestrian behavior. Only teaching pedestrian safety and enforcing pedestrian right of way laws, will accomplish that.</p> <p>at 19:32:34 on 4/10/2015</p>	1585262005083050	1582145268728050
4/10/2015 19:27	Bill Hutchison		<p>Bill Hutchison We have the highest death rate in the country for pedestrians. That alone tells me we need more than just roads.</p> <p>at 19:27:43 on 4/10/2015</p>	1585260418416540	1582145268728050
4/10/2015 13:00	Kevin Wright		<p>Kevin Wright So after 50 years of Disney Experience, teaching everyone who cares to learn, here in Florida, why do municipal systems prove that they cannot work, with almost exactly the same equipment?</p> <p>at 13:00:18 on 4/10/2015</p>	1585106475098600	1582145268728050

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4/10/2015 12:50	Kevin Wright		Kevin Wright Roads work, everytime that they are tried. They work for bicyclists, walkers, joggers, EVs, heavy commercial transport, all 24/7. at 12:50:51 on 4/10/2015	1585103351765580	1582145268728050
4/10/2015 12:15	Bill Hutchison		Bill Hutchison Meanwhile, you think it's OK to spend \$9 billion in taxpayer money to build more and more roads? at 12:15:23 on 4/10/2015	1585086035100640	1582145268728050
4/8/2015 15:41	Sharon Calvert		Sharon Calvert The street car is now bankrupt which ironically Mayor Buckhorn predicted when he was the lone city councilman that opposed it in the 1990's when Buckhorn said it did NOT have a viable business plan. Now the Mayor is doubling down on expanding the streetcar then he can figure out how to pay for it. at 15:41:24 on 4/08/2015	1584222258520350	1582145268728050
4/8/2015 15:36	Sharon Calvert		Sharon Calvert The street car is now bankrupt which ironically Mayor Buckhorn predicted when he was the lone city councilman that opposed it in the 1990's when Buckhorn said it did NOT have a viable business plan. Now the Mayor is doubling down on expanding the streetcar then he can figure out how to pay for it. at 15:36:08 on 4/08/2015	1584220375187210	1582145268728050
4/5/2015 18:35	Walter John Slupecki		Walter John Slupecki Streetcar to Marion, then build outward to the TIA. at 18:35:35 on 4/05/2015	1582996795309570	1582145268728050
4/5/2015 18:35	Walter John Slupecki		Walter John Slupecki Right Bill. And Shirley, more TOLL ROADS definitely aren't the answer. at 18:35:05 on 4/05/2015	1582996625309580	1582145268728050
4/5/2015 16:40	Bill Hutchison		Bill Hutchison Fixed rail IS one answer of several. Roads alone are no solution. at 16:40:18 on 4/05/2015	1582966611979250	1582145268728050
4/5/2015 15:28	Shirley Howell Wood		Shirley Howell Wood Fixed rail is NOT the answer! at 15:28:36 on 4/05/2015	1582945611981350	1582145268728050
4/5/2015 12:57	Bill Hutchison		Bill Hutchison More roads and more driving is not the answer. at 12:57:23 on 4/05/2015	1582880631987850	1582145268728050
4/4/2015 20:52	Shirley Howell Wood		Shirley Howell Wood And Bob Terri Rail from which point A to which point B?? And then what? Fixed rail is NOT the answer. It would do nothing to alleviate the congestion in the majority of the county. at 20:52:33 on 4/04/2015	1582645832011330	1582145268728050
4/4/2015 20:43	Shirley Howell Wood		Shirley Howell Wood Bob Terri You mean like the monorail from Harbor Island that was SUCH a success?? at 20:43:57 on 4/04/2015	1582644072011510	1582145268728050
4/4/2015 4:26	Adam Metz		Adam Metz Extend the street car to Westshore/TPA. at 4:26:07 on 4/04/2015	1582257238716860	1582145268728050
4/3/2015 23:52	Bob Terri		Bob Terri Street car street car street car. Perfect for downtown. MONORAIL in the style of Disney throughout Bay Area. That is far better design for our landscape. Disney proved how good it works. at 23:52:58 on 4/03/2015	1582183748724200	1582145268728050
4/3/2015 22:14	Jeb Bjorn		Jeb Bjorn Build Light Rail at 22:14:21 on 4/03/2015	1582150835394160	1582145268728050
4/3/2015 22:03	Kevin Wright		Kevin Wright What is it about politics, that makes seemingly normal people want to cram down a form of transportation that the community has repeatedly rejected, and they do not use themselves? at 22:03:39 on 4/03/2015	1582148688727710	1582145268728050
4/3/2015 12:45	GO Hillsborough		GO Hillsborough  Hillsborough County has a \$750 million backlog of repaving/sidewalk/safety projects, not including any new road widening or building, or transit improvements. Help us make some of these tough choices on how to move forward at an upcoming workshop! RSVP at <a href="http://www.GoHillsborough.org">www.GoHillsborough.org</a> at 12:45:01 on 4/03/2015	1581959365413310	
4/18/2015 22:33	Darrin M. Barnwell		Darrin M. Barnwell Tampa is not Boston or New York, where most of the people live, work, shop, and socialize in the downtown area. I have no desire to be " stuck in the 50's." But, the overwhelming majority of people have at least one, if not multiple vehicles, and most areas have ample parking. I dont know many people willing to give up their own transportation for public transit. We are too spread out to make it viable. at 22:33:48 on 4/18/2015	1589180264691220	1581959365413310
4/18/2015 21:35	Walter John Slupecki		Walter John Slupecki Darrin Barnwell QUOTE: "People move to places like Tampa, to get away from overcrowding cities, and then complain when we are not have what they left behind. Many of us are happy with the city the way it is. Are there some problems, sure, like everywhere else. But I personally do not see a need for any major swing towards mass transit. If that is what you desire, there are plenty of cities that can accommodate your needs." Well, not everyone wants Tampa to remain stuck in the 1950s. Tampa is an evolving city by which the infrastructure cannot remain stuck in the 1950s. Last time I checked, it was 2015...not 1955. at 21:35:58 on 4/18/2015	1589171048025470	1581959365413310
4/13/2015 21:09	Walter John Slupecki		Walter John Slupecki Sharon Calvert is among those who want to ram through a toll road through east Hillsborough that will cause more sprawl. How about let's finish the Veterans Expressway through Lutz? at 21:09:38 on 4/13/2015	1586743144934930	1581959365413310
4/10/2015 16:52	Darrin M. Barnwell		Darrin M. Barnwell People move to places like Tampa, to get away from overcrowding cities, and then complain when we are not have what they left behind. Many of us are happy with the city the way it is. Are there some problems, sure, like everywhere else. But I personally do not see a need for any major swing towards mass transit. If that is what you desire, there are plenty of cities that can accommodate your needs. at 16:52:01 on 4/10/2015	1585205365088710	1581959365413310
4/10/2015 12:03	Bill Hutchison		Bill Hutchison Who is "we?" at 12:03:14 on 4/10/2015	1585082831767630	1581959365413310
4/10/2015 3:23	Shiloh Ryder		Shiloh Ryder Chris Shalosky Gregg Prentice Nancy G. Fogle Nathalie Tomczak Vickie Montney Yvonne Pribyl Markas Bell at 3:23:00 on 4/10/2015	1584912178451360	1581959365413310
4/10/2015 3:21	Shiloh Ryder		Shiloh Ryder And that's how everybody gets away with it....the public still trusts that people in power will do the right thing at 3:21:53 on 4/10/2015	1584911705118080	1581959365413310
4/10/2015 2:54	Ilse Hilliard		Ilse Hilliard What they have done to Fletcher Ave. , between Nebraska and 30th St. is the biggest joke going. I refuse to use that road, traffic was bad before but now it's ridiculous and these people cross wherever they damn well please. One huge parking lot!!!! at 2:54:59 on 4/10/2015	1584900608452520	1581959365413310
4/10/2015 1:04	Peter Trippé		Peter Trippé Ditto, Ray at 1:04:38 on 4/10/2015	1584870435122200	1581959365413310
4/9/2015 22:47	Darryl Morrison		Darryl Morrison Living in Hillsborough County is like living back in the 19 forties they need to get wit it if we're going to ever be successful at 22:47:08 on 4/09/2015	1584838598458720	1581959365413310
4/9/2015 16:58	Bill Hutchison		Bill Hutchison Whoopee. BTW, have you noticed how few pay any attention to this stuff? at 16:58:36 on 4/09/2015	1584733948469180	1581959365413310

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4/9/2015 16:58	Judi K. Bickham Ryba		Judi K. Bickham Ryba Michigan needs this at 16:58:31 on 4/09/2015	1584733925135850	1581959365413310
4/9/2015 16:57	Holly Harris		Holly Harris Just do it!! at 16:57:29 on 4/09/2015	1584733505135900	1581959365413310
4/9/2015 16:06	Miguel Camilo		Miguel Camilo Buen provecho hno at 16:06:20 on 4/09/2015	1584701305139120	1581959365413310
4/9/2015 14:43	Bill Hutchison		Bill Hutchison No one cares. at 14:43:24 on 4/09/2015	1584659451809970	1581959365413310
4/9/2015 13:34	Sharon Calvert		Sharon Calvert For transparency, Kevin Thurman is the Executive Director of the local transit lobbying organization Connect Tampa Bay, which was an offshoot of TRANSITION Tampa Bay, a previous committee under deep pocketed special interest Tampa Bay Partnership. Brandie Miklus, a co-founder and Director of transit advocacy group Connect Tampa Bay was working the sign in table and handing out the surveys at the GoHillsborough public engagement meeting on Feb. 19th at the Town N Country Library. Here's how all the politically well connected cozy relationships fit together who are working this taxpayer funded GoHillsborough campaign: <a href="http://eyeontampabay.blogspot.com/2015/02/the-cronies-take-over-transportation.html">http://eyeontampabay.blogspot.com/2015/02/the-cronies-take-over-transportation.html</a>	1584630658479510	1581959365413310
4/9/2015 11:41	Bill Hutchison		Bill Hutchison They live in some sort of parallel universe. at 11:41:42 on 4/09/2015	1584594231816490	1581959365413310
4/9/2015 11:40	Kevin Thurman		Kevin Thurman Bill Hutchison distortion is the tea party playbook. Do it creating multiple organizations with the same members: TBCOST, NTFT, & Tea Party. You'd think now she's an executive of the Republican Party would have something better to do than lie about the county budget. at 11:40:08 on 4/09/2015	1584593731816540	1581959365413310
4/9/2015 11:36	Bill Hutchison		Bill Hutchison Kevin Thurman You have to wonder why these people have to twist things when they already are the beneficiaries of a massively subsidized road system. They have everything their way and yet they have to take potshots at those of us who merely want some choices?  BTW, Sharon complains that property taxes are not being used to pay for roads, but she should really be overjoyed because that's a direct non-user SUBSIDY, something one would think she'd oppose. But, no. She wants it both ways: Public non-user subsidies for roads, but nothing for transit. at 11:36:54 on 4/09/2015	1584592421816670	1581959365413310
4/9/2015 4:49	Kevin Thurman		Kevin Thurman "Animal Services has more funding than our roads in FY2015." FALSE. You have a point of view but it doesn't mean you have to lie about things. Here is the link to the budget: <a href="http://www.hillsboroughcounty.org/DocumentCenter/View/14505">http://www.hillsboroughcounty.org/DocumentCenter/View/14505</a>  County Budget for Transportation FY 15 was \$59,034,820 (Page 43)  County budget for All of Code enforcement, which contains animal services in FY 15 was less than \$22 Million (Page 42)  You are comparing the OPERATING budget for Animal Services with the CAPITAL budget for Transportation. Which is odd considering you'd still be wrong as the capital budget includes \$5 million for transportation and \$1.3 million.  Also if you bothered to look at REVENUES for each department you'd find that Animal services (under code enforcement) produces revenue as well (Page 78). So it's not something you can cut to pay for \$35 Million a mile road widenings.  But I am asking a simple question which you refuse to answer -- what should be cut to pay for the roads or are you asking for a property tax increase? at 4:49:57 on 4/09/2015	1584432131832700	1581959365413310
4/9/2015 4:46	Kevin Thurman		Kevin Thurman And some cars don't stop for red lights & speed 20pm faster than they should on streets people live on making them 9 times more likely to kills pedestrians. Also tens of thousands of people use transit and walk on our streets everyday -- we don't need to make sure they can get to work? at 4:46:04 on 4/09/2015	1584431055166140	1581959365413310
4/9/2015 4:26	Sharon Calvert		Sharon Calvert The county stopped using property tax revenues to fund our roads when the recession hit about the same time the county blew out the CIT tax that also funded roads. The county historically used property tax revenues for roads and the county diverted those monies when the recession hit to balance the budget. Since then, county revenues are increasing and none has gone back to funding our roads. Why? Exactly where is all the increased revenues going? GoHillsborough should be informing the public what monies today are funding transportation in Hillsborough County. Property taxes fund HART and the Port Authority and user fees funds the airport. Today it's basically only our gas tax, which is a dwindling tax, that is funding roads together with a very small amount of impact fees. Animal Services has more funding than our roads in FY2015. Why doesn't GoHillsborough specifically state how transportation is locally funded today and how much funding that currently generates for roads, transit, port, airport per year? at 4:26:51 on 4/09/2015	1584426008499980	1581959365413310
4/9/2015 2:28	Kevin Thurman		Kevin Thurman Mark Calvert ATMS is awesome, the only issue is that it would cost hundreds of millions to do countywide. We don't have hundreds of millions right now. at 2:28:04 on 4/09/2015	1584401438502440	1581959365413310
4/9/2015 2:26	Kevin Thurman		Kevin Thurman All things including Sheriff's Office, Fire Rescue, and Code Enforcement to name three? at 2:26:35 on 4/09/2015	1584401151835800	1581959365413310
4/9/2015 1:51	Sharon Calvert		Sharon Calvert #FixOurRoads First and Time our Lights which is the biggest bang for the buck for increasing throughput. County Commissioners need to put road funding as a top priority they keep telling us they are but they aren't funding our roads. Instead, the county has defunded our roads and the first thing to do is prioritize our EXISTING budget with roads as top priority over other things, including their lower priority "pet projects". at 1:51:06 on 4/09/2015	1584394418503140	1581959365413310
4/9/2015 1:08	Darrin M. Barnwell		Darrin M. Barnwell We do not need mass transit. Everything here is so spread out, and most of us have cars. Most of the buses I see have barely a handful of people. The bus stops now are either right in front of, or right after intersections, causing jams. Then the riders get out and do not cross at the light, they run across the traffic. So put them farther from the intersections since they aren't using the lights. at 1:08:44 on 4/09/2015	1584383105170940	1581959365413310
4/8/2015 21:34	Janice Lamphere-Rosier		Janice Lamphere-Rosier Sidewalks in lutz, Livingston ave. just north of skipper or Bearss . No safe place to walk on most of the street. I was told to much work to get done. at 21:34:25 on 4/08/2015	1584325498510030	1581959365413310
4/8/2015 16:01	Mark Mc ELwain		Mark Mc ELwain Fix the bridge by the old fire house in ruskin its been closed and nothing been done sinnce thanksgiving at 16:01:41 on 4/08/2015	1584231525186090	1581959365413310
4/8/2015 12:33	Shiloh Ryder		Shiloh Ryder Linda Dunn Vickie Montney Yvonne Pribyl Brad Cooper Kelly McCall Ward at 12:33:01 on 4/08/2015	1584147831861130	1581959365413310
4/8/2015 2:43	Kim Bachschmid		Kim Bachschmid I'm sick of all the bullshit, make it right! at 2:43:36 on 4/08/2015	1583989151877000	1581959365413310
4/8/2015 2:42	Kim Bachschmid		Kim Bachschmid Get your real values together! !!! at 2:42:15 on 4/08/2015	1583988918543690	1581959365413310

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4/8/2015 2:00	Urban Frontiernicrofarm		Urban Frontiernicrofarm LMAO this is an oxymoron at 2:00:39 on 4/08/2015	1583979151878000	1581959365413310
4/8/2015 1:21	Ray Nizer		Ray Nizer Sounds like a plan! Let's push for it! at 1:21:45 on 4/08/2015	1583970918545490	1581959365413310
4/8/2015 0:20	Gloria De Jesus		Gloria De Jesus Use some of that money to fix Columbus Drive road .....ðŸŽðŸŽ at 0:20:47 on 4/08/2015	1583957095213540	1581959365413310
4/7/2015 22:13	Mary Holland		Mary Holland Landscape the median of Gunn Highway from Dale Mabry to the Veterans . It was to be done both during the construction and the widening and was never done. Don't know what they did with the money allocated for the landscaping. Palm trees all the way down would look nice. at 22:13:39 on 4/07/2015	1583926751883240	1581959365413310
4/7/2015 19:55	Patrick Roark		Patrick Roark It's about time at 19:55:29 on 4/07/2015	1583897975219450	1581959365413310
4/7/2015 19:31	Steve Dixon		Steve Dixon BILL You Are SO RIGHT at 19:31:43 on 4/07/2015	1583892105220040	1581959365413310
4/7/2015 18:15	Mark Calvert		Mark Calvert I agree! ATMS is a quick and cost effective win. at 18:15:49 on 4/07/2015	1583873331888580	1581959365413310
4/7/2015 18:12	Kevin Thurman		Kevin Thurman It's great everyone is here saying what they want but everyone also needs to go to a meeting and have their voice heard. at 18:12:35 on 4/07/2015	1583872598555320	1581959365413310
4/7/2015 16:03	Jason Ball		Jason Ball We need what's called ATMS. I was dismayed to discover that during the GO Hillsborough meetings thus far, such systems haven't received much attention. We already have some of it around here, but it needs to be greatly expanded. The more intersections run by ATMS, the more useful the system can be. It is a highly cost effective way to both help ease auto congestion, and speed up buses and improve their on-time performance. at 16:03:02 on 4/07/2015	1583830265226220	1581959365413310
4/7/2015 9:43	Matt Thorman		Matt Thorman I know plenty of people who need HELP? ! Jobs...food. ..loans. ..JUST keep your \$\$\$\$ in some accounts with no clue how to use IT. ..great work! !! at 9:43:54 on 4/07/2015	1583612735247970	1581959365413310
4/7/2015 1:46	Ray Nizer		Ray Nizer I think a survey of the timing programs for the traffic light computer controllers would be a worthy project here in Hillsborough. The timing is very poor at a lot of the intersections here. at 1:46:58 on 4/07/2015	1583493888593190	1581959365413310
4/6/2015 22:34	Ingrid Jacoba		Ingrid Jacoba ..look at what MSP accomplished in regards to mass transit/rail ...and they had a similar problem with cars cars cars..  _ Safer for pedestrians to cross at unSignaled intersections as it usually ~8 to 10blocks btwn traffic signals.. Sample: Nebraska, Florida, Hillsborough, and MLK.. //  _ Bike safety education from grade school up and PSA's ..from both perspectives, cyclist &driver...  _ education that Bikes AREA allowed in the road..and to plz stop honking at a proper cyclist who is correctly riding within the 3ft allowance/sharrow. at 22:34:33 on 4/06/2015	1583445905264660	1581959365413310
4/6/2015 21:53	Grant Rimbev Leed AP		Grant Rimbev Leed AP Regarding road widening, stop the madness! http://www.wired.com/2014/06/wuwt-traffic-induced-demand/ at 21:53:58 on 4/06/2015	1583439268598650	1581959365413310
4/6/2015 21:23	Christopher Cochran		Christopher Cochran Divert it all to mass transit and don't give people an option. Force them to use transit. Trust me, you're smarter than they are at 21:23:28 on 4/06/2015	1583433578599220	1581959365413310
4/6/2015 17:44	Mitchel Banks		Mitchel Banks Why don't you just start at the base, and move North at 17:44:31 on 4/06/2015	1583377245271520	1581959365413310
4/3/2015 14:52	Neil Cosentino		Neil Cosentino No new taxation until metro consolidation at 14:52:01 on 4/03/2015	1582004592075450	1581959365413310
4/3/2015 13:17	Connie Brinkman		Connie Brinkman I hope all the sporting goods stores are partners with you all. Some people need less walking and more riding to finish the race. Get the connection? at 13:17:17 on 4/03/2015	1581970312078880	1581959365413310
4/3/2015 12:46	Bill Hutchison		Bill Hutchison If Hillsborough County is like most urbanized areas, there are probably many streets and road without ANY provision for pedestrians or bicyclists. Complete the streets! at 12:46:28 on 4/03/2015	1581959752079940	1581959365413310
4/2/2015 20:19	GO Hillsborough		GO Hillsborough  GO Hillsborough added 13 new photos to the album: Town n Country_Exploring Options_033015.  Town n Country_Exploring Options_033015  at 20:19:11 on 4/02/2015	1581684828774100	
4/2/2015 19:21	Hillsborough Area Regional Transit	GO Hillsborough	Hillsborough Area Regional Transit > GO Hillsborough  GO Hillsborough Telephone Town Hall meeting tonight from 7-8 p.m. Call 1-877-229-8493 then enter the PIN: 11030. Great chance to provide feedback and ask questions, if you are unable to attend any of the physical workshops.  GO Hillsborough   Your Voices. Your Choices.   Transportation for your everyday life.  gohillsborough.org  GO Hillsborough seeks to understand, explore and help choose transportation options that make sense in the lives of Hillsborough County citizens.  at 19:21:00 on 4/02/2015	10152778723358000	

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4/2/2015 13:14	GO Hillsborough		<p>GO Hillsborough</p> <p>There's still time to register for tonight's Telephone Town Hall meeting! Join us from 7-8pm by calling 1-877-229-8493 then enter the PIN: 11030. RSVP's are appreciated online at <a href="http://www.GoHillsborough.org">www.GoHillsborough.org</a>. We want to hear from you!</p> <p>GO Hillsborough   Your Voices. Your Choices.   Transportation for your everyday life.</p> <p><a href="http://gohillsborough.org">gohillsborough.org</a></p> <p>GO Hillsborough seeks to understand, explore and help choose transportation options that make sense in the lives of Hillsborough County citizens.</p> <p>at 13:14:02 on 4/02/2015</p>	1581542355455010	
4/2/2015 23:38	Amanda Hakkarainen		<p>Amanda Hakkarainen I randomly recv. A call this evening for the town hall. I was happy that I answered the phone. I was very impressed by the organization of the call, and sincere effort put in to getting the publics input. I live in Plant City. Thank you for all the work your team puts into making our transportation better. It was incredible hearing all the questions, and all the thoughtful responses.</p> <p>at 23:38:19 on 4/02/2015</p>	1581736655435580	1581542355455010
4/2/2015 12:45	GO Hillsborough		<p>GO Hillsborough</p> <p>How far away do you live from where you work? When determining solutions for our community, do you think it's essential to connect our residential and employment centers?</p> <p>at 12:45:01 on 4/02/2015</p>	1581532752122640	
4/3/2015 19:30	Bill Hutchison		<p>Bill Hutchison White elephants? You mean all those rail and bus transit services people use every day to get to work or for discretionary travel? Things aren't quite the way you portray them. Again, it's all been a one-sided, highways "uber-alles" approach up to this point and that doesn't go far enough. I'm not against roads but a large and complex society demands a portfolio of transportation options that are missing too much of the time.</p> <p>at 19:30:57 on 4/03/2015</p>	1582113288731250	1581532752122640
4/3/2015 19:23	Phil Compton		<p>Phil Compton And you might admit to being part of the travesty of our congested roads that is a result of putting all our resources into roads, roads and more roads. Let's try something that will actually work for a change. Let's invest in more ways to use those roads that doesn't clog them up as much.</p> <p>at 19:23:13 on 4/03/2015</p>	1582111228731460	1581532752122640
4/3/2015 17:44	Kevin Wright		<p>Kevin Wright How about you take responsibility for the litter of white elephants across the sunshine state from all the times we listened to the transit boosters? You might build some credibility by admitting mistakes.</p> <p>at 17:44:50 on 4/03/2015</p>	1582061735403070	1581532752122640
4/3/2015 17:41	Bill Hutchison		<p>Bill Hutchison You don't have to listen if you don't want to. Meanwhile, Phil Compton and I, along with others, will continue to work for real choices.</p> <p>at 17:41:29 on 4/03/2015</p>	1582060632069850	1581532752122640
4/3/2015 15:09	Mitch Cumstein		<p>Mitch Cumstein Yes Sandy Murray . I live in Apollo beach and don't drive. I can't even get to Tampa on the weekend. Also if I wanna get back home during the week, I have to be at Brandon mall by 6:45pm or I'm walking home.</p> <p>at 15:09:43 on 4/03/2015</p>	1582010745408170	1581532752122640
4/3/2015 12:44	Kevin Wright		<p>Kevin Wright Bill, and Phil, I know that this is hard to imagine, but roads are the most democratized form of transportation imaginable, short of flying cars. Roads accomodate, motorcycles, walkers, bicycles, heavy trucks, buses, and soon, robot vehicles.</p> <p>Technology, will make roads much more fuel efficient, safe, and allow denser traffic flows.</p> <p>Everything that you know about roads is wrong.</p> <p>I refuse to listen to those invested in the failures of the past. I am going with Jeff Bezos and Elon Musk.</p> <p>at 12:44:45 on 4/03/2015</p>	1581959308746650	1581532752122640
4/3/2015 12:18	Bill Hutchison		<p>Bill Hutchison Kevin, this is about giving ALL of our citizens the choices they should have as they move around the area. We do NOT have any real choices at this point. What we DO have is a Sovietized one-size fits all, roads-only "solution" that does not meet the needs of those who can't drive or do not want to drive everywhere, all the time. As Phil Compton says, this is NOT freedom. It's tyranny.</p> <p>at 12:18:31 on 4/03/2015</p>	1581951685414080	1581532752122640
4/3/2015 12:07	Bill Hutchison		<p>Bill Hutchison Whatever. With I-4 being torn up for the next six years due to yet another mega highway project, Sunrail's future is assured. I might add that opponents conveniently forget to mention that this is still a new service in a place that never had commuter trains and yet people are riding. Only a critic would pooh-pooh 25,000 riders. Here's an idea: make Sunrail free all the time. After all, roads are subsidized to the hilt.</p> <p>at 12:07:03 on 4/03/2015</p>	1581948038747780	1581532752122640
4/3/2015 12:06	Karen J Gard		<p>Karen J Gard Yes the ability to staff position and for team members to commute to business are essential to building a strong economy</p> <p>at 12:06:44 on 4/03/2015</p>	1581947945414450	1581532752122640
4/3/2015 11:17	Connie Brinkman		<p>Connie Brinkman Yes</p> <p>at 11:17:19 on 4/03/2015</p>	1581933765415870	1581532752122640
4/3/2015 3:30	Dennis Hough		<p>Dennis Hough Hahahahaha</p> <p>at 3:30:08 on 4/03/2015</p>	1581785348764040	1581532752122640
4/3/2015 3:21	Chef Vicki		<p>Chef Vicki some days i get to dawn my space suit and try to persuade the bees to let me take some of their regurgitated nectar. if for some reason they are having a bad day.... then i run like heck!!</p> <p>at 3:21:25 on 4/03/2015</p>	1581783438764240	1581532752122640
4/3/2015 3:16	Dennis Hough		<p>Dennis Hough Make a u - turn at the toilet ..head down the stairs ..cross over the retention pond ..and then run like hell !</p> <p>at 3:16:33 on 4/03/2015</p>	1581782292097680	1581532752122640
4/3/2015 3:05	Chef Vicki		<p>Chef Vicki i take the hallway then a sharp left... no, make that a sharp right to get coffee then a left</p> <p>at 3:05:47 on 4/03/2015</p>	1581779988764580	1581532752122640
4/3/2015 2:40	Shirley Howell Wood		<p>Shirley Howell Wood Nope, not old news. The recent "surge" is again due to offering free rides. SunRail serves 25,000 during free weekend <a href="http://www.news-journalonline.com/article/20150323/NEWS/150329786/-1/BUSINESS03">http://www.news-journalonline.com/article/20150323/NEWS/150329786/-1/BUSINESS03</a></p> <p>at 2:40:43 on 4/03/2015</p>	1581774168765160	1581532752122640
4/3/2015 2:37	Phil Compton		<p>Phil Compton Old, tired news. Ridership is just fine.</p> <p>at 2:37:47 on 4/03/2015</p>	1581773448765230	1581532752122640
4/3/2015 2:36	Phil Compton		<p>Phil Compton Of course when you go to school and learn how to read, you might like to ride a bus that has wi-fi (they all will very soon) so you have something to do while going to work instead of just listening to Jack Harris, et. al. Heck, you can even text! Our system = NO choice BUT to drive. To me that is NOT freedom - it's tyranny.</p> <p>at 2:36:50 on 4/03/2015</p>	1581773158765260	1581532752122640
4/3/2015 2:15	Kevin Wright		<p>Kevin Wright you should have been with me the Day at a Town Hall in New Tampa, where Jack Harris and Pam Iorio were pimping the rail tax. I told her, that I am so glad that kids go to school and learn the most important lesson in life, one they never forget. A lesson that defines their self image - RIDING THE BUS SUCKS and you will do whatever it takes, to get your own car and be FREE.</p> <p>at 2:15:33 on 4/03/2015</p>	1581769368765640	1581532752122640

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4/3/2015 2:12	Tom Kelly		Tom Kelly Kevin, in my neighborhood the school buses come and no one rides them, the parents drive them and pick them up. at 2:12:33 on 4/03/2015	1581768732099040	1581532752122640
4/3/2015 2:01	Derek Spalding		Derek Spalding Yup. When the service is done on the weekends for special events the trains are filled to capacity. at 2:01:34 on 4/03/2015	1581765902099320	1581532752122640
4/3/2015 2:00	Tom Kelly		Tom Kelly People are riding SunRail? at 2:00:13 on 4/03/2015	1581765615432680	1581532752122640
4/3/2015 1:54	Kevin Wright		Kevin Wright Yeah, we know their names, addresses, the time school starts, the time it closes, and they still will not market bus service to them. at 1:54:46 on 4/03/2015	1581764672099450	1581532752122640
4/3/2015 1:53	Tom Kelly		Tom Kelly Teachers, parents and school buses! at 1:53:28 on 4/03/2015	1581764418766140	1581532752122640
4/3/2015 1:28	Kevin Wright		Kevin Wright The fastest growing segment of commuting is telecommuting. A large percentage of private vehicles on the road are delivery, service, contractors, and salesmen. They cannot take the bus. at 1:28:01 on 4/03/2015	1581759905433260	1581532752122640
4/3/2015 1:22	Rosa Mercado		Rosa Mercado Light rail!!! at 1:22:54 on 4/03/2015	1581758698766710	1581532752122640
4/3/2015 1:08	Clemente Aused Sr		Clemente Aused Sr Yes, better opportunities, if there were. at 1:08:45 on 4/03/2015	1581755775433670	1581532752122640
4/3/2015 0:34	De'Andre Long		De'Andre Long Yes but with equitable and extraordinary security! at 0:34:23 on 4/03/2015	1581745775434670	1581532752122640
4/3/2015 0:30	De'Andre Long		De'Andre Long Yes! at 0:30:09 on 4/03/2015	1581745295434720	1581532752122640
4/2/2015 22:50	Jeff Haning		Jeff Haning Personal rapid transit. Designed in loops. 35 mph nonstop that can tie residential areas to airport (hub), stadiums, offices, malls and other businesses. Smaller stations. Let malls and businesses pay for stations. No bus drivers necessary. GPS controlled and battery powered. Not an answer to every problem but needs to be in the discussion at 22:50:19 on 4/02/2015	1581725408770040	1581532752122640
4/2/2015 21:52	Shirley Howell Wood		Shirley Howell Wood Sun Rail is NOT a success. Ridership is down unless they give the rides away for free. Rail is NOT the answer. going from a fixed point A to point B and then what?? #fixourroadsfirst http://articles.orlandosentinel.com/2014-05-30/news/os-sunrail-ridership-statistics-20140530_1_sunrail-ridership-fares-may-16 at 21:52:34 on 4/02/2015	1581716742104240	1581532752122640
4/2/2015 17:36	Adam Metz		Adam Metz It's all about giving people options to get from point a to point b. We need more choices than the mess that is I-275. at 17:36:30 on 4/02/2015	1581638212112090	1581532752122640
4/2/2015 17:28	Ivanka Kokot		Ivanka Kokot Of course. I'm currently unemployed, but maybe getting a job in West Tampa and I live in Brandon. I am excited about the job, because as a recent college grad, I really need it. But I am not looking forward to the commute, and am still wondering if it pays enough to warrant going out there, even though the experience may be worth the deficit I incur. I wish my car and gas prices didn't hold me back from accessing jobs. at 17:28:26 on 4/02/2015	1581635592112350	1581532752122640
4/2/2015 14:30	Derek Spalding		Derek Spalding We also need to connect our residential and event centers. One main reason people are riding the SunRail in Orlando is for sporting events, cultural events, and commuting to/from work. Your peak times on any rail transit will be commuting hours, and special events like lightning games and concerts. at 14:30:37 on 4/02/2015	1581567522119160	1581532752122640
4/2/2015 13:18	Sandy Murray		Sandy Murray Roads are not the answer. We need mass transit trains or trams north to south east to west. at 13:18:51 on 4/02/2015	1581543422121570	1581532752122640
4/2/2015 13:16	Christopher Cochran		Christopher Cochran As a tax payer that should be the primary reason any road is built...built for a sustainable tax base. No work-home connection means no work and no pay for residents and no tax base for Government. Roads connecting activity centers that are not work and living related are useless if the tax base had no money to spend.  The real challenge comes in providing alternative modes of transportation for a diverse public with different transportation needs. Innovation and cooperation is paramount to making it a successful venture at 13:16:12 on 4/02/2015	1581542792121630	1581532752122640
4/1/2015 12:51	GO Hillsborough		GO Hillsborough  GO Hillsborough added 8 new photos to the album: Brandon _Exploring Options032615 â€" at Bell Shoals Baptist Church.  Brandon _Exploring Options032615  at 12:51:10 on 4/01/2015	1580817332194180	
4/1/2015 3:21	GO Hillsborough		GO Hillsborough  â€œWe can stick our head in the sand and pretend it is going to fix itself, magically. Itâ€™s not,â€ Buckhorn said. â€œTransportation hasnâ€™t been funded adequately for decades and it has caught up to us.â€  Tampa area ranked 11th in nation for traffic congestion  tbo.com  TAMPA â€" During afternoon rush hour, 53 percent of commuters in the Tampa metro area are mired in gridlock. In the mornings, 34 percent sit in traffic. This region ranks 11th in the nation for at 3:21:19 on 4/01/2015	1580658378876740	
4/2/2015 16:11	Jason Ball		Jason Ball The people living in outlying Greenfield suburban developments don't pay enough in taxes to come anywhere even remotely close to covering the cost of their lifestyle. They are heavily subsidized by the rest of us living in long since established areas that the county has neglected for decades, while taking millions in taxes just the same. Make new sprawl actually pay for itself like it should, and urban areas will have all of the funding they need to fulfill their infrastructure needs. at 16:11:40 on 4/02/2015	1581614085447840	1580658378876740
4/1/2015 21:29	Dan McCarthy		Dan McCarthy There are two problems with the Bay area transportation system. The improvements that have been proposed over the years benefit very few at the expense of all taxpayers. Help for the bulk of the taxpayers has always been a promise in the future, a future that never seems to come around. Follow the money. Secondly, the county commissioners think that public transportation should be self sufficient. If you only count revenues against the operating costs it never will. But if you think in terms of roads you don't have to build and maintain public mass transit is a bargain. But again follow the money to see who opposes mass transit. Finally, mass transit is too expensive, doesn't go where people want and need to go and doesn't go when people want and need to go. at 21:29:10 on 4/01/2015	1580981135511130	1580658378876740
4/1/2015 18:36	Neil Cosentino		Neil Cosentino The reality is that HART can not deliver - we need Public-Private-Partnerships i.e., Public [ Hart ] + Private [ Small businesses ] Partnerships [ PPP ] that lease/franchise curb rights and routes to COMMUNITY based UBERJITneys. FMI 813-784-4669 only then will you get door-to-door 27/4 community based mobility tailored to each communities needs ... This will and can never happen with the HART system.... at 18:36:22 on 4/01/2015	1580944098848170	1580658378876740

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4/1/2015 16:53	Catherine Hartley		Catherine Hartley "Government workers" include teachers, garbage collectors, BUS DRIVERS, the folks who fill potholes, firefighters, and police officers (btw almost all of your city/county property taxes go to public safety), not to mention the Air Force personnel. If they don't get a paycheck, they aren't buying stuff. Destroying the local economy isn't the answer to getting people to ride transit. at 16:53:37 on 4/01/2015	1580914622184450	1580658378876740
4/1/2015 12:58	Kevin Wright		Kevin Wright And why does it rank thusly? Because the planning commission, refused to follow the development plan, and approved leap frog growth all over the county. The county commission, has an affection for mass transit, squandering millions on projects that go begging for riders, while ignoring even the basic needs of the roads.  The largest single group of commuters on the roads, are government workers, until government workers, use the government mass transit system, paychecks should be withheld from government managers. at 12:58:30 on 4/01/2015	1580825325526710	1580658378876740
4/1/2015 12:08	Catherine Hartley		Catherine Hartley The solution to our traffic problem is not more or wider roads; that's like loosening your belt to lose weight. A better alternative is to make all of our schools "A" rated schools so that families will live closer to work. Almost everyone I talk to my age that have children say the schools are the only reason they live in the suburbs and spend up to two hours a day in traffic. at 12:08:42 on 4/01/2015	1580797638862820	1580658378876740
4/1/2015 11:20	Neil Cosentino		Neil Cosentino NO TAXATION UNTIL CONSOLIDATION at 11:20:55 on 4/01/2015	1580772962198620	1580658378876740
4/1/2015 11:16	David Hey		David Hey We need transit in separated lanes. I am a big advocate for transit but when I am sitting in the same traffic that I could have been sitting in my car it lowers the value of the trip. Most people riding transit are already taking extra time to walk to a bus stop or park and ride, they don't then just want to sit in the same traffic. at 11:16:17 on 4/01/2015	1580765485532700	1580658378876740
4/1/2015 10:01	Gina Collins		Gina Collins We need more buses in Brandon especially on south kings n Bloomingdale Ave. Plus we need them to run on the weekends at 10:01:15 on 4/01/2015	1580743565534890	1580658378876740
4/1/2015 8:04	Adam Metz		Adam Metz Serious problems require serious solutions and 500,000 additional people living here with no new revenue qualifies as a very serious problem. Higher county taxes do not have to be the only answer, but new revenue sources MUST be found somewhere. Federal and state dollars are available plus private investment but there are no other ways to provide the levels of municipal services people want without additional revenue. Public employees have already taken pay cuts to the bone and we are no closer to solving this problem of how to keep providing services to ever more people. at 8:04:06 on 4/01/2015	1580720062203910	1580658378876740
4/1/2015 6:25	Adam Metz		Adam Metz It's only going to get worse. Something like 800 people move to Florida each day, and the Tampa Bay area is one of the fastest growing parts of Florida. And Hillsborough County has a grand total of \$44 million to spend on roads. The good news is that Florida has several hundred miles of beaches where Floridians can bury their heads in the sand. lol at 6:25:27 on 4/01/2015	1580697535539490	1580658378876740
4/1/2015 4:34	Jack Neu		Jack Neu The last TomTom study I checked measures congestion change from low to high, not total congestion. I assume this one is similar. at 4:34:38 on 4/01/2015	1580673505541900	1580658378876740
4/1/2015 3:38	Shirley Howell Wood		Shirley Howell Wood Voters thought they were voting to fund transportation when they voted for the CIT tax. When voters voted for the CIT tax they were told it would provide for roads and road repair but the money was squandered by our county commission, Now they are wanting us to vote to give them more money?? NO! <a href="http://tbo.com/news/politics/hillsboroughs-community-investment-tax-tapped-out-b82480305z1">http://tbo.com/news/politics/hillsboroughs-community-investment-tax-tapped-out-b82480305z1</a> at 3:38:42 on 4/01/2015	1580661962209720	1580658378876740
3/31/2015 23:10	Sharon Calvert	GO Hillsborough	Sharon Calvert > GO Hillsborough  Sharon Calvert shared a link to GO Hillsborough's timeline.  Tampa Mayor Bob Buckhorn skeptical of county transit tax success in 2016  We need to #FixOurRoadsFirst!  Tampa Mayor Bob Buckhorn skeptical of county transit tax success in 2016  tampabay.com  Tampa Mayor Bob Buckhorn, one of the region's biggest cheerleaders, is not optimistic about the chances of a successful Hillsborough transit referendum next year. at 23:10:11 on 3/31/2015	10205518354271200	
3/31/2015 19:13	Neil Cosentino	GO Hillsborough	Neil Cosentino > GO Hillsborough  Neil Cosentino wrote on GO Hillsborough's timeline.  True / False  T/F <> The GOAL in private enterprise is revenue, profits, stock appreciation...the successful ones satisfy customer needs  T/F <> There are no stated-published-public GOALS in Government  REF: Public Transportation?  Q&A Questions / Answers  Q <> What should be their published GOALS?  A <> Your answer here... at 19:13:17 on 3/31/2015	1580536815555560	

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3/31/2015 16:00	GO Hillsborough		GO Hillsborough  GO Hillsborough added a new photo â€" at Hillsborough Community College John R. Trinkle Center.  Plant City/Northeast_Exploring Options_033115  at 16:00:00 on 3/31/2015	1581692715439970	
3/30/2015 19:45	GO Hillsborough		GO Hillsborough  GO Hillsborough added a new photo.  Tampa Bay is ranked highest in the nation for pedestrian casualties. How do you think we should address this issue as a community?  at 19:45:02 on 3/30/2015	1580083055600940	
4/5/2015 4:25	Paul Hall		Paul Hall Run across the road faster at 4:25:36 on 4/05/2015	1582751355334110	1580083055600940
4/4/2015 23:24	Elizabeth Nelson		Elizabeth Nelson INSANE drivers who ignore the rules but these fools Jay walking or just running out in the middle of 4 lane major road doesn't help!!! at 23:24:51 on 4/04/2015	1582679348674640	1580083055600940
4/4/2015 21:00	David Von Liebhaber		David Von Liebhaber Keep your ass on the sidewalk and you won't get hit by a car stupid. at 21:00:27 on 4/04/2015	1582647428677840	1580083055600940
4/4/2015 20:56	Carlos Cortes		Carlos Cortes Pedestrian crosswalks should be better lit with more signage. Walk signs that are 12"x12" is not sufficient. at 20:56:29 on 4/04/2015	1582646735344570	1580083055600940
4/4/2015 20:56	Carlos Cortes		Carlos Cortes Pedestrian crosswalks should be better lit with more signage. Walk signs that are 12"x12" is not sufficient. at 20:56:12 on 4/04/2015	1582646635344580	1580083055600940
4/4/2015 20:53	Heyward Kerns		Heyward Kerns Tampa's sidewalks start (and stop) without rhyme or reason. at 20:53:19 on 4/04/2015	1582646065344640	1580083055600940
4/4/2015 20:50	Heyward Kerns		Heyward Kerns We (Tampa Bay) have a TON of turning lanes. An intersection near my work has right turning lane that changes to a green arrow AFTER giving pedestrians the "WALK" signal. The pedestrians are crossing 9 lanes of traffic, with cars turning from three directions. Talk about a cluster! at 20:50:09 on 4/04/2015	1582645182011390	1580083055600940
4/4/2015 20:22	Daisy Nunez		Daisy Nunez Lighting more of it... at 20:22:10 on 4/04/2015	1582639295345320	1580083055600940
4/4/2015 20:09	Eric Martin		Eric Martin Fix our Dam roads at 20:09:37 on 4/04/2015	1582637112012200	1580083055600940
4/4/2015 19:22	Kevin Weiser		Kevin Weiser In urban areas like NYC or Chicago people know to watch for vehicles because you will be run over if you are not alert and aware. Only in Florida do pedestrians think they always have the right of way against something 20 times your bodyweight. at 19:22:49 on 4/04/2015	1582625738680010	1580083055600940
4/4/2015 19:09	Pam Hill		Pam Hill Teach them to look both ways before crossing the street. I can't tell you how many times people have stepped out right in front of me and "dared" me to hit them! at 19:09:45 on 4/04/2015	1582622842013630	1580083055600940
4/4/2015 19:02	Anni Ellis		Anni Ellis Even if they are on a sidewalk which dictated a stop red hand for the space he crossed? I was in the turn lane with a green light. He was not in a lane at all. He was riding his bike not walking it. at 19:02:30 on 4/04/2015	1582598058682770	1580083055600940
4/4/2015 17:46	Fredrick Dever		Fredrick Dever Everyone drive.ðŸ“ at 17:46:42 on 4/04/2015	1582576212018290	1580083055600940
4/4/2015 17:36	Jim Papy		Jim Papy Pedestrian should carry guns at 17:36:59 on 4/04/2015	1582573772018540	1580083055600940
4/4/2015 16:59	Neicy Showers		Neicy Showers Yes indeed. at 16:59:18 on 4/04/2015	1582561398686440	1580083055600940
4/4/2015 16:36	Chelsea Smith		Chelsea Smith I agree. I enjoy walking and riding but not the stigma from car drivers impatience. at 16:36:46 on 4/04/2015	1582552705353980	1580083055600940
4/4/2015 16:34	Chelsea Smith		Chelsea Smith We need to fix the sidewalks! You have some stopping and u have to go in the road and uneven pavement. My dad is paralyzed from riding a bicycle. Now in a wheelchair its hard up to roll up a 4" deviation or bike over. Our weather is nice for riding all year we need to get it together and make our sidewalks safe! at 16:34:27 on 4/04/2015	1582552165354030	1580083055600940
4/4/2015 16:31	Miriam Abascal Kessler		Miriam Abascal Kessler Education and Outreach in various languages and pictures. The new crossings and landscapes on Fletcher are beautiful, but I see people, not using them and jaywalking at times.  I also see people disregard the "red" flashing" do not cross lights for crossing the street on Fletcher around Moffitt/USF.  A frequent traveler of Fletcher...ðŸ™ at 16:31:33 on 4/04/2015	1582551268687450	1580083055600940
4/4/2015 16:08	Phillip Thomas		Phillip Thomas I was born and raised here and this city has grown so much in the last 20 years. Tampa is not a pedestrian friendly city. I've been to many large cities and Tampa is set ridiculously for pedestrian traffic. at 16:08:27 on 4/04/2015	1582545265354720	1580083055600940
4/4/2015 15:43	Dina Vann		Dina Vann 1. Sidewalks in residential neighborhoods so we can walk our dogs and kids and exercise without fear of being run over. 2. Speed tables on residential roads parallel to busy ones to slow down impatient drivers who speed down them as cut-throughs. 3. Require builders to build sidewalks entire areas where they build and add people on top of people for safety. 4. Remove city council's ability to overrule the city's recommendations when it comes to businesses and their affects on residential neighborhoods. at 15:43:55 on 4/04/2015	1582537425355500	1580083055600940
4/4/2015 15:19	Karla Edelson-Solomon		Karla Edelson-Solomon Very sad. Educate drivers as well as pedestrian. I see it everyday pedestrians walking across busy streets not using crosswalks or crossing at lights. Most times there is one just a few feet away. I also see drivers not giving pedestrians the right of way when they have the light to cross. We all need to be educated to avoid these senseless casualties. at 15:19:02 on 4/04/2015	1582529555356290	1580083055600940
4/4/2015 15:05	Bryant R. Camareno		Bryant R. Camareno Let's not wait for a casualty to happen before we take notice of roads that desperately need pedestrian access and good lighting. Perhaps a hotline could be established where the citizens can identify problem areas and our community leaders need to go out and take notice of areas that need help! at 15:05:46 on 4/04/2015	1582522578690320	1580083055600940

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4/4/2015 15:03	Mark Rodriguez		Mark Rodriguez For a real opinion go to: <a href="http://www.executivenerve.com/">http://www.executivenerve.com/</a> at 15:03:39 on 4/04/2015	1582521372023780	1580083055600940
4/4/2015 14:37	De' Traveler		De' Traveler I like the signs between the two lanes that announce it is law to yield to pedestirans (like on Boulevard at University of Tampa/etc.) at 14:37:05 on 4/04/2015	1582507022025210	1580083055600940
4/4/2015 14:36	Ginger Austin		Ginger Austin Train them to run faster!! at 14:36:17 on 4/04/2015	1582506752025240	1580083055600940
4/4/2015 13:21	Linda Kay Simons		Linda Kay Simons Slow down at.crosswalks. people just don't look at 13:21:21 on 4/04/2015	1582466618695920	1580083055600940
	Jodi Pierce		Jodi Pierce What do the other cities have that we don't?  I definitely think better and more public transportation is an issue. The jaywalking/crossing is insane for walkers and bicyclists. West Tampa is horrible about this. at 12:14:55 on 4/04/2015	1582441762031740	1580083055600940
4/4/2015 12:01	Aaron A. Feraro		Aaron A. Feraro Better public transportation at 12:01:02 on 4/04/2015	1582437195365530	1580083055600940
4/4/2015 11:41	Grace Cantu-Griffis		Grace Cantu-Griffis First off the pedestrians need to be aware of reading signs of where to use the crosswalks are and use them, but I see it as being too lazy to walk those few more steps. Same goes for students who know better but still ignore the rules. at 11:41:06 on 4/04/2015	1582431325366110	1580083055600940
4/4/2015 11:17	Roshell Altamirano		Roshell Altamirano Pedestrians need to follow their own instructions and walk where pedestrians are allowed just saying at 11:17:01 on 4/04/2015	1582412592034650	1580083055600940
4/4/2015 8:12	Gary Parker		Gary Parker That's why I avoid the crosswalk.. at 8:12:52 on 4/04/2015	1582370488705530	1580083055600940
4/4/2015 6:53	Charles F Miller III		Charles F Miller III Natural Selection???	1582349035374340	1580083055600940
4/4/2015 5:14	Aykut Reyes		Aykut Reyes Don't cross on the red hand at 5:14:42 on 4/04/2015	1582326218709960	1580083055600940
4/4/2015 4:58	Cate Hammer		Cate Hammer Is that the crossing where the lights are on the sides and don't go over the road? (Near the gas station) It is so hard to see pedestrians there. I have seen near crashes and almost been rear ended myself. I thing that crossing is very dangerous for everyone. At least the ones on Fletcher you can see. at 4:58:54 on 4/04/2015	1582288622047050	1580083055600940
4/4/2015 4:48	Cate Hammer		Cate Hammer Bike riders are not pedestrians. They have the same right of ways as cars. Mind you, they are also supposed to follow the same laws as cars. If they want to be pedestrian then they have to get off the bike and walk beside it. at 4:48:58 on 4/04/2015	1582262818716300	1580083055600940
4/4/2015 4:19	Steven Thiel Jr		Steven Thiel Jr quit walking in front of cars. DUH at 4:19:48 on 4/04/2015	1582256028716980	1580083055600940
4/4/2015 2:49	Elaine Niles		Elaine Niles Ask those Walmart pedestrians to look before they walk across those designated crosswalks! You can be halfway through when no one is there then, they just walk right out there because it's their right! at 2:49:07 on 4/04/2015	1582236258718950	1580083055600940
4/4/2015 2:47	Eric Johnson		Eric Johnson How about, don't walk in front of moving cars... Even if you have the right of way... Don't be stupid! Look both ways... Assume drivers don't see you, you will be right about 1/2 the time! at 2:47:29 on 4/04/2015	1582236038718980	1580083055600940
4/4/2015 2:33	Joyce Beeman		Joyce Beeman What did you say? Gloria? You speak English? at 2:33:03 on 4/04/2015	1582233278719250	1580083055600940
4/4/2015 2:31	Joyce Beeman		Joyce Beeman Idiots need to cross the streets at a light and or cross walk. Not in the middle of the street with traffic going . Duh! at 2:31:23 on 4/04/2015	1582231065386140	1580083055600940
4/4/2015 2:28	Barry Shapiro		Barry Shapiro License drivers, take away their cell phones and require drivers to actually pay attention. Ask the officers at any accident they will say the same! No license, no insurance, distracted..... at 2:28:08 on 4/04/2015	1582230442052870	1580083055600940
4/4/2015 0:34	Janice Dent		Janice Dent ... An 8 year old could pass the test! If you had better teaching for drivers that would cut many accidents! at 0:34:08 on 4/04/2015	1582193412056570	1580083055600940
4/4/2015 0:32	Janice Dent		Janice Dent There is one thing that would really help in this area! many, many many of the drivers in Florida are really terrible, most have no road manners at all! When I took the Florida driving test and realized how very easy it was to pass at 0:32:40 on 4/04/2015	1582193202056590	1580083055600940
4/4/2015 0:18	Fred Box		Fred Box Look both ways. Yield to heavy moving vehicles. at 0:18:38 on 4/04/2015	1582190358723540	1580083055600940
4/3/2015 23:41	Irza Martinez		Irza Martinez El problema que veo en muchas situaciones es que el tiempo que hay para cruzar legalmente es muy corto y hay 8 carriles de trÃ¡fico. Hay personas que no pueden avanzar al igual que otros. TambiÃ©n hay camionetas muy altas con ruedas gigantescas y no sÃ© si los choferes pueden ver a una persona de baja estatura cruzando frente a ellos. at 23:41:49 on 4/03/2015	1582180678724510	1580083055600940
4/3/2015 22:44	Cheree Walden		Cheree Walden Make people in this stupid state take a driving test again. at 22:44:49 on 4/03/2015	1582167365392510	1580083055600940
4/3/2015 22:42	Rick Troy Andrew		Rick Troy Andrew If I were walking and drivers here in FL try that bs with me I would pull out my 45 and spray them down at 22:42:20 on 4/03/2015	1582166985392550	1580083055600940
4/3/2015 22:03	Milagros Ricart		Milagros Ricart STOP !!! Crossing.... fines may help to save lives!!! Drivers slow down when you see a pedestrian !!!! Learning process for the dead ones..... at 22:03:25 on 4/03/2015	1582148635394380	1580083055600940
4/3/2015 22:02	Janet Abusaid Knight		Janet Abusaid Knight Thank you for all your work on this Chris!!! I'll go look for it! at 22:02:12 on 4/03/2015	1582148362061080	1580083055600940
4/3/2015 21:53	Shane Gilbey		Shane Gilbey Get Nikki Manecke off the road at 21:53:53 on 4/03/2015	1582147058727870	1580083055600940
4/3/2015 21:46	Mike Gary		Mike Gary Well, I walk or bus everywhere I go (almost) the key to safety is awareness and actually using the cross-walks as they're intended to be used. You're not invincible people, stuff happens, wether it be the driver on the cell phone or the pedestrian doing the same, be aware of your surroundings and you'll have a higher chance of getting home to your ramen noodles. at 21:46:31 on 4/03/2015	1582145638728020	1580083055600940
4/3/2015 21:02	Savannah Caton		Savannah Caton Use the crosswalks!!!! at 21:02:29 on 4/03/2015	1582134618729120	1580083055600940
4/3/2015 18:56	Jose Ortiz		Jose Ortiz I have seen pedestrian cross the road or street like they own it. Even without looking and Driver's don't stay behind. Still texting and driving. at 18:56:47 on 4/03/2015	1582100642065850	1580083055600940

Timestamp	From	To	Text	Content ID	Parent ID
4/3/2015 17:50	Tina Buggs		Tina Buggs Use cross walks at 17:50:50 on 4/03/2015	1582063698736210	1580083055600940
4/3/2015 17:44	Sara-jane Wilson		Sara-jane Wilson You Think at 17:44:28 on 4/03/2015	1582061638736420	1580083055600940
4/3/2015 15:51	Christine Raybuck		Christine Raybuck Start ticketing jaywalkers! at 15:51:12 on 4/03/2015	1582026008739980	1580083055600940
4/3/2015 13:42	Shirley Howell Wood		Shirley Howell Wood I would like to see th data on how many of those pedestrian csusualties are the result of pedestrians not following pedestrian laws. at 13:42:06 on 4/03/2015	1581980015411240	1580083055600940
4/3/2015 13:11	Norma Camero Reno		Norma Camero Reno We should increase the punishment monetary and Jail time, PEOPLE Will be more careful at 13:11:48 on 4/03/2015	1581968708745710	1580083055600940
4/3/2015 11:36	Chris Currie		Chris Currie https://www.change.org/p/mayor-bob-buckhorn-city-of-tampa-install-a-crosswalk-on-palm-ave-ola-ave at 11:36:37 on 4/03/2015	1581938312082080	1580083055600940
4/3/2015 11:04	Chris Currie		Chris Currie We'll have it posted on the Tampa Heights Website www.tampaheights.org at 11:04:55 on 4/03/2015	1581930302082880	1580083055600940
4/3/2015 10:50	Cara Michelle Knight		Cara Michelle Knight Chris, I want to sign that petition when it is ready. How/where do I find it? at 10:50:06 on 4/03/2015	1581926528749930	1580083055600940
4/3/2015 9:38	CharlesSpanky H Smith		CharlesSpanky H Smith As a bus driver, I have noticed more than when I was just driving my car. Both pedestrians and drivers are at fault with how bad it is here. People cross whever they want. Even with strollers and small children (shudders). At the same time, drivers could care less about whats going on around them. Put the phone down and stop fooling with your radio while moving. It can wait until your at a stop. at 9:38:24 on 4/03/2015	1581909825418260	1580083055600940
4/3/2015 9:35	Tony Flores		Tony Flores People need to slow down at 9:35:17 on 4/03/2015	1581909265418320	1580083055600940
4/3/2015 9:22	Mary Hearing		Mary Hearing Get rid of the moronic bike lanes that got me hit by a car in 2008 and put more side walks and cross walks at 9:22:58 on 4/03/2015	1581906975418550	1580083055600940
4/3/2015 8:12	Kat Daniels		Kat Daniels 100% Agreed Carlos Cortes at 8:12:19 on 4/03/2015	1581867075422540	1580083055600940
4/3/2015 7:14	Hung Kung Brown		Hung Kung Brown no pedestrians need to use the cross walk like they should and be safe. as you see on fletcher before 15th and busch before nebraska ave. these morons still run out in the middle of the street smh. the city provided safer mechanism for crossing the street, still put their life at risk by darting across on coming traffic at 7:14:27 on 4/03/2015	1581848448757730	1580083055600940
4/3/2015 7:11	Hung Kung Brown		Hung Kung Brown plus the engineering in tampa is remedial these "engineers" who design these roads and highways that last three years do a piss poor job. tampa is forever growing, why not add the necessary lanes to the highway and be done instead of one lane at time. tampa and all this damn construction pisses me off at 7:11:41 on 4/03/2015	1581847475424500	1580083055600940
4/3/2015 7:09	Hung Kung Brown		Hung Kung Brown tampa bay is ranked in damn near everything, pedestrian casualties, motorcycle casualties, bicycle casualties, human trafficking, drug trafficking the list goes on at 7:09:50 on 4/03/2015	1581847048757870	1580083055600940
4/3/2015 7:04	Lois MacFarland		Lois MacFarland Pedestrian bridges over main thoroughfares. at 7:04:38 on 4/03/2015	1581846005424650	1580083055600940
4/3/2015 6:53	Mac Dooley		Mac Dooley Tampa has always needed sidewalks.  in reading these remarks i am astonished at how hostile drivers are toward walkers. As they sit in air conditioned cars they fume at someone on foot walking in sweltring heat at 6:53:29 on 4/03/2015	1581844185424830	1580083055600940
4/3/2015 5:42	Greg Dooley		Greg Dooley Require sidewalks. Allowing homes to be built with no place for pedestrians except the street is asking g for pedestrian injury and deaths. at 5:42:26 on 4/03/2015	1581827165426530	1580083055600940
4/3/2015 5:08	Lisa Rodriguez		Lisa Rodriguez Our roads are dangerous for walkers and bikers. TOO many FAILED ROADWAYS, and the new development just keeps coming, with no thought to our roads and infrastructure. at 5:08:30 on 4/03/2015	1581810635428180	1580083055600940
4/3/2015 4:51	Timothy Dionne		Timothy Dionne More cars? at 4:51:14 on 4/03/2015	1581807162095200	1580083055600940
4/3/2015 4:13	Jay Silveira		Jay Silveira Free cars for everybody at 4:13:18 on 4/03/2015	1581796335429610	1580083055600940
4/3/2015 3:21	Greg Hartz		Greg Hartz Well tell them not to wear black at night and carry a flashlight and stay in the cross walk at 3:21:20 on 4/03/2015	1581783412097570	1580083055600940
4/3/2015 2:28	Sheri Matthes		Sheri Matthes I wonder how the rates compare to California and new york at 2:28:32 on 4/03/2015	1581771312098780	1580083055600940
4/3/2015 2:09	Danielle Marie Johnston		Danielle Marie Johnston Sheri Matthes... see told ya! Lol at 2:09:09 on 4/03/2015	1581767972099120	1580083055600940
4/3/2015 1:48	Barbara Wilcox		Barbara Wilcox jaywalkers can get a fine at 1:48:57 on 4/03/2015	1581763505432900	1580083055600940
4/3/2015 1:38	Kelly Quick		Kelly Quick I Think there should be A Hot Line where there public can Voice there Strong Feelings about who and What they just saw while Driving and where. I Think adding turn arrows at busy intersections would Help ALOT. WHEN only One car can turn due to on coming traffic everyone runs the light. Pedestrian are a second thought to those beating the light See it Everyday Lovely Overcrowded S. Tpa at 1:38:46 on 4/03/2015	1581761802099730	1580083055600940
4/3/2015 1:09	Anni Ellis		Anni Ellis I recently was turning on my green light and a bike rider ran right into my rear truck wheel area. There was a red hand for no pedestrians and another truck turned legally in front before I did. Fortunately, when I stopped and got out...he was ok and was able to ride away... But I was shocked and dismayed at the blatant disregard of signals. at 1:09:42 on 4/03/2015	1581755918766990	1580083055600940
4/3/2015 0:57	John Nertney		John Nertney Cross at the light. at 0:57:03 on 4/03/2015	1581752402100670	1580083055600940
4/2/2015 23:50	Kris Owens Hoffman		Kris Owens Hoffman I sat down to yet day and watched numerous pedestrians walk against the lights and stop cars that had the green. The cops travel on bikes downtown and don't enforce the law. That would be a starting point... at 23:50:48 on 4/02/2015	1581739075435340	1580083055600940

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4/2/2015 23:48	De'Andre Long		De'Andre Long More sidewalks and streetlights. at 23:48:02 on 4/2/2015	1581738525435390	1580083055600940
4/2/2015 23:30	Mike Combs		Mike Combs I've seen people get hit by a car because they didn't use the crosswalk and then get a ticket afterwards for jay walking. I think to myself , well that's sucks, but you should've used the crosswalk. Oh well that'll learn ya. at 23:30:57 on 4/2/2015	1581735062102410	1580083055600940
4/2/2015 23:06	Andrea Bartley Trout		Andrea Bartley Trout I would be curious the cities that have pedestrian right away versus those that do not.  Sarasota \$166 fine  Tampa? at 23:06:17 on 4/2/2015	1581729475436300	1580083055600940
4/2/2015 22:54	Nakia Love		Nakia Love Give everyone free cars an no one is left walking..lmao. But seriously I live in Tampa an its always someone getting hit walking across the street. I'm sick of it. at 22:54:08 on 4/2/2015	1581726918769890	1580083055600940
4/2/2015 22:47	Maxine J. Edwards		Maxine J. Edwards TEACH FOLKS HOW TO CROSS THE STREET! WHAT IS WRONG??? I AM FROM NY! COME ON FLORIDA!! at 22:47:15 on 4/2/2015	1581724565436790	1580083055600940
4/2/2015 22:23	Mark Mc ELwain		Mark Mc ELwain Turn of the devises and pay attenion at 22:23:11 on 4/2/2015	1581720682103840	1580083055600940
4/2/2015 22:03	Mary Klein		Mary Klein Both drivers and pedestrians need education! at 22:03:38 on 4/2/2015	1581718205437430	1580083055600940
4/2/2015 21:39	Faye Cullen		Faye Cullen Work as a downtown guide see a lot of drivers not watching out for pedestrians and vise versa where the pedestrian not paying attention. Rules should be in forced far as driving for I have to cross streets everyday and communicate with drivers to stop so I can cross. I pray that something can be done thanks. at 21:39:41 on 4/2/2015	1581714632104450	1580083055600940
4/2/2015 21:23	Jenifer Miya		Jenifer Miya Some of the problems I've encountered are... Many people take it upon themselves to cross despite signals telling them not to as well as not using crosswalks. at 21:23:46 on 4/2/2015	1581711528771430	1580083055600940
4/2/2015 21:22	Gale Vaccaro		Gale Vaccaro In addition cycling safety need to be added to that too.ºÝ€Ýš at 21:22:29 on 4/2/2015	1581711362104780	1580083055600940
4/2/2015 19:52	David Hey		David Hey When you design every major roadway to be a highway, what do you think is going to happen? at 19:52:08 on 4/2/2015	1581675858774990	1580083055600940
4/2/2015 19:41	Larry Faust		Larry Faust Before this can be addressed, how and where are they getting injured? at 19:41:00 on 4/2/2015	1581671152108800	1580083055600940
4/2/2015 19:23	Mariana Portales		Mariana Portales Every driver need to take a refresh course yearly at 19:23:21 on 4/2/2015	1581667052109210	1580083055600940
4/2/2015 19:08	Jeff Haney		Jeff Haney Stop walking in front of cars at 19:08:56 on 4/2/2015	1581663392109570	1580083055600940
4/2/2015 18:20	Amber Watson Friedling		Amber Watson Friedling Well idiots walk right in front of cars constantly at 18:20:04 on 4/2/2015	1581650898777490	1580083055600940
4/2/2015 18:10	Tammy Valley		Tammy Valley More sidewalks and big tickets for jaywalking. People will step out in front of a car instead of walking 5 ft to use a walkway that is equipped with flashing lights to alert cars they are crossing. A lot of people here are too lazy to see to their own safety and the safety of their children. at 18:10:45 on 4/2/2015	1581648338777750	1580083055600940
4/2/2015 18:05	Kelley Parris		Kelley Parris We have some good suggestions from our town hall meeting on children and pedestrian safety. I will be happy to share at some point. at 18:05:58 on 4/2/2015	158164698211210	1580083055600940
4/2/2015 17:55	Fiorella Covais		Fiorella Covais 1. Pedestrians need to cross at intersections. 2. Certain intersections need the pedestrians buttons to change the lights. Example - the area on Busch Blvd, near 12 or 14th st. There has been at least 1 fatality there and, several serious injuries, within a few blocks. at 17:55:41 on 4/2/2015	1581644322111480	1580083055600940
4/2/2015 17:50	Ann Fuller		Ann Fuller Good public transportation would be great at 17:50:13 on 4/2/2015	1581642648778310	1580083055600940
4/2/2015 17:35	Chris Currie		Chris Currie Janet, The TH Civic Association is putting together a petition & Working with the developer of The Heights project to get one put in.  P.S. - Tampa ranks #1 in pedestrian fatalities in the US. at 17:35:11 on 4/2/2015	1581637635445480	1580083055600940
4/2/2015 17:15	Janet Abusaid Knight		Janet Abusaid Knight I think there needs to be a crosswalk @ Palm and Ola too. It is difficult to cross here with all my the new traffic! How is the pedestrian volume determined?? Would a petition help?  It is dangerous to try to get a family across this intersection with no crosswalk. Why do we have to wait for someone to be injured to do something? at 17:15:32 on 4/2/2015	1581632332112680	1580083055600940
4/2/2015 17:14	Jim Evans		Jim Evans 1. Provide cars to more pedestrians! 2. Eliminate sidewalks! at 17:14:29 on 4/2/2015	1581632148779360	1580083055600940
4/2/2015 16:52	Sandra Reeder Horton		Sandra Reeder Horton Wayne, call me. I'm in Bradenton. Not sure I have your number right. at 16:52:33 on 4/2/2015	1581625142113400	1580083055600940
4/2/2015 15:12	Autumn Cox		Autumn Cox I am not from Florida. I just moved here a few months ago. I have lived in Northern California, Montana, Nevada, Texas and driven through several states more than once. I just have to say that the worse drivers I have seen have been here in Florida. Just slow the crap down! Pay attention! And for the live of life get off your damn phones while driving! at 15:12:10 on 4/2/2015	1581583108784270	1580083055600940
4/2/2015 14:05	James Musicman Morales		James Musicman Morales The road test to get your drivers license is done in a parking lot! What do you expect from Florida drivers? Put the student driver ON the ROAD for the road test! Anybody can pass the parking lot test ! Also not enough public transportation ! Bike lanes are too narrow and too close to traffic! There aren't enough street lights either!!!! at 14:05:36 on 4/2/2015	1581560425453200	1580083055600940
4/2/2015 13:50	Kevin M. Considine		Kevin M. Considine Put plows on the front of vehicles so pedestrians just get pushed to the side with only minor abrasions.....jk at 13:50:33 on 4/2/2015	1581555342120380	1580083055600940
4/2/2015 13:32	Cynthia Dlanuez		Cynthia Dlanuez Just drive down Fletcher and see why. They ignore all the expenses the city put in for lighted crosswalks and just walk out in front of the cars. at 13:32:06 on 4/2/2015	1581549472120970	1580083055600940

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4/2/2015 13:14	Donna Holland		Donna Holland I am from California and have lived in different states and overseas, I have been here almost twenty years and love this area. Except for lack of respect, care given to pedestrians, motorcycles, bicycles.. Need more sidewalks in the rural areas. So people can be safe while choosing other mean to get where they would like to go. My middle son was killed in 2009 when a truck made a left hand turn in front of him. Please look twice, and stop texting for heavens sake at 13:14:59 on 4/02/2015	1581542495455000	1580083055600940
4/2/2015 12:59	Cindy Taylor		Cindy Taylor I agree whit you at 12:59:12 on 4/02/2015	1581537755455470	1580083055600940
4/2/2015 12:19	Jacque Parent		Jacque Parent Adam u dont know what u talking about at 12:19:56 on 4/02/2015	1581523908790190	1580083055600940
4/2/2015 12:18	Jacque Parent		Jacque Parent dose anyone knows how much crosswalks cost at 12:18:45 on 4/02/2015	1581520868790490	1580083055600940
4/2/2015 12:00	Kate Lufkin Briley		Kate Lufkin Briley Wow- amazed by the comments re: pedestrians fault! How about the numbers of drivers speeding out of the carline at school to almost run over a student doing the right thing and walking to school and using the crosswalk or the multitudes of drivers texting and not paying attention. I think 'Tampanians' need to get out and see the world and see how real cities handle traffic and pedestrians. at 12:00:03 on 4/02/2015	1581515528791030	1580083055600940
4/2/2015 11:55	Mike Reyer		Mike Reyer How about finding a way to make people use the goddamn crosswalk at 11:55:30 on 4/02/2015	1581514418791140	1580083055600940
4/2/2015 11:53	Ron Fortune		Ron Fortune POLICE ENFORCE THE TRAFFIC LAWS ON THE BOOKS NOW!!ðŸ‡ðŸ‡,ðŸ‡ðŸ‡,	1581513335457910	1580083055600940
4/2/2015 11:37	Carol Dell		Carol Dell There is a big problem with pedestrians crossing busy roads without going to the cross walk. I see it all the time on Hillsborough Ave., Busch Blvd., and even Fletcher Ave. where elaborate systems of lights have been installed to use in order to cross the road. The most frustrating is when people in dark clothes dart out in front of traffic at night pulling children along or pushing a baby stroller! It is a nightmare. at 11:37:39 on 4/02/2015	1581508455458400	1580083055600940
4/2/2015 10:57	Richard Flores		Richard Flores Don't walk. Not enough sidewalks. Up north there's a sidewalk on every street not just the main streets either. Surprising a lot of main streets don't have sidewalks. First thing we noticed when we moved down here in '81. Florida is getting overpopulated and is one of the shittiest states. at 10:57:55 on 4/02/2015	1581498182126090	1580083055600940
4/2/2015 10:44	Rooker Sean		Rooker Sean I think they should put the blinking signs with lights and have more controll of crosswalks though out Tampa and Hillsboro county mainly Nebraska Avenue north and south. Well there wouldn't be jaywalkers if they put the crosswalks about a 3 block radius then it wouldn't bother people but pedestrian safety is a must at 10:44:01 on 4/02/2015	1581495095459740	1580083055600940
4/2/2015 10:20	Cathy Holbrook		Cathy Holbrook They've put several crosswalks in on Fletcher. People still cross several yards down, not at the crosswalk! Or they push the button as they walk by with no intention of even crossing. I've been downtown 15 times in the last 2 months and everyone crosses the street with a very clear RED HAND displayed on the walk sign. People, that means "STOP!" It's not your turn..... at 10:20:59 on 4/02/2015	1581488102127100	1580083055600940
4/2/2015 9:56	Julissa Lopez Golden		Julissa Lopez-Golden Drivers in Tampa just dntbgive a fuck i see them evening speed in school zones. at 9:56:35 on 4/02/2015	1581480255461220	1580083055600940
4/2/2015 9:47	Maureen Tidwell		Maureen Tidwell Teach people to always, always use the crossings provided, everyday you see people darting thru traffic when not that far away is a crossing, pure laziness. at 9:47:32 on 4/02/2015	1581478682128040	1580083055600940
4/2/2015 9:12	Lechiam Miachel		Lechiam Miachel Create sidewalks. This community is growing faster than can be kept up with at 9:12:24 on 4/02/2015	1581471018795480	1580083055600940
4/2/2015 5:24	John Rankin		John Rankin Elevated cross walks... keep the pedestrians away from the cars!!! at 5:24:51 on 4/02/2015	1581396632136250	1580083055600940
4/2/2015 5:07	Cain Vereen		Cain Vereen Enforce existing laws. at 5:07:59 on 4/02/2015	1581389255470320	1580083055600940
4/2/2015 4:29	Jason Brooks		Jason Brooks More pedestrians could start actually using designated crosswalks instead of crossing where drivers do not expect them to be crossing. It pisses me of when I see someone cross 30-40 feet away from an actual crosswalk. at 4:29:56 on 4/02/2015	1581265238816060	1580083055600940
4/2/2015 3:59	William Dennis		William Dennis Free Hartline transit...triple bus fleet..24 hr service at 3:59:25 on 4/02/2015	1581258142150100	1580083055600940
4/2/2015 3:54	Alexander Parmelee		Alexander Parmelee Stop making pedestrians and people using public transportation feel like second-class citizens. Maybe we can start by not making the bus stops in the ghetto fully exposed to splashes from cars as they pass by. Did anybody designing the city realize that we are living in a wetland? at 3:54:49 on 4/02/2015	1581257455483500	1580083055600940
4/2/2015 3:37	Phil Hernandez		Phil Hernandez I really wish people would walk on the sidewalks . I passed at least four people walking In the road wearing dark clothes tonight . at 3:37:03 on 4/02/2015	1581116185497630	1580083055600940
4/2/2015 3:34	Brenda Bell		Brenda Bell And every day and every evening the majority of the cars on Fletcher Ave still try to go before you are across or won't stop when the lights are flashing  Now I know not everyone uses the crosswalk but I do and look what happened to me!!!! at 3:34:21 on 4/02/2015	1581085988833980	1580083055600940
4/2/2015 3:31	Brenda Bell		Brenda Bell Well I can tell you that I got hit a year ago walking home from work  The driver ran me over in the crosswalk  He was cited for failure to yield to a pedestrian because I had the right of way  He got a ticket  I ended up with a fractured tibea plateau  He gave fake insurance to the deputy  Florida Hospital didn't do their job right and Morgan and Morgan dropped my case seven months after not doing anything for me  And now I have a jacked up knee/ leg for the rest of my life at 3:31:42 on 4/02/2015	1581076892168220	1580083055600940

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4/2/2015 3:13	Esteban Venture		Esteban Venture Not just the drivers fault ED. People jaywalking on 40th st. at all hours was so bad TPD had to put up electric signs warning drivers. The major problem is,as Adam stated, we are not designed as a pedestrian friendly community. Change starts with electing county commissioners and city council members who will address the problem. at 3:13:41 on 4/02/2015	1581073085501940	1580083055600940
4/2/2015 3:04	Philosaurus WR-Rex		Philosaurus WR-Rex Don't let everyone drive like maniacs all the time... at 3:04:12 on 4/02/2015	1581069905502260	1580083055600940
4/2/2015 2:37	Caroline Rogers		Caroline Rogers Yes I do. Have seen many pedestrians in the ER!! at 2:37:07 on 4/02/2015	1581060052169910	1580083055600940
4/2/2015 1:45	John Martina		John Martina Get rid of the pedestrians. at 1:45:08 on 4/02/2015	1581048428837740	1580083055600940
4/2/2015 1:29	Gloria Garcia		Gloria Garcia NYC u call normal hell u wont just hot a few its like a heard of cows crossing of course the cars stop at 1:29:48 on 4/02/2015	1581045425504700	1580083055600940
4/2/2015 1:27	Gloria Garcia		Gloria Garcia I work at HCC Community college and we have a crossing for the students and the drivers dnt care who is crossing i have had to put my hand out so they will slow down and u know they get angry with you because they have to stop, there has been a few students that have actually dogged cars to cross And we have the city of police in ybor and where do u think u can find them, parked in our parking lots and doing nothing. They should be out there clocking these cars and giving out tickets. Its against the law for them not stopping for people at a cross walk. at 1:27:42 on 4/02/2015	1581044952171420	1580083055600940
4/2/2015 1:21	Crystal Hill Cook		Crystal Hill Cook People Rea have no idea how to use a crosswalk. I see it all the time at work in Pinellas when we carry them off to the hospital. at 1:21:00 on 4/02/2015	1581043608838220	1580083055600940
4/2/2015 0:36	Uta Kuhn		Uta Kuhn By educating our drivers to drive more carefully around pedestrians and to encourage pedestrians to use properly marked crossings. How about putting those flashing crosswalk lights at every pedestrian crossing like they've done on Gulf Blvd on St. Pete Beach. Would sure help because those flashing lights do get your attention! at 0:36:37 on 4/02/2015	1581033372172580	1580083055600940
4/2/2015 0:07	Gerald Lee Roberts		Gerald Lee Roberts Cell phones should shut down when moving more than 5 mph. at 0:07:38 on 4/02/2015	1581011702174740	1580083055600940
4/1/2015 23:59	Will Main		Will Main Lmao. at 23:59:02 on 4/01/2015	1581010102174900	1580083055600940
4/1/2015 23:07	Maximilian Von Stober		Maximilian Von Stober We don't its natures way of weeding out stupid people seems to be a influx of stupid here why don't we try and fix that at 23:07:29 on 4/01/2015	1581000282175880	1580083055600940
4/1/2015 23:00	Nicole Page		Nicole Page True story I was hit by an suv just walking at 23:00:33 on 4/01/2015	1580998985509350	1580083055600940
4/1/2015 22:40	Greg Metty		Greg Metty Stop jaywalking at 22:40:07 on 4/01/2015	1580994795509770	1580083055600940
4/1/2015 21:34	Nancy Natale Dozier		Nancy Natale Dozier You just pushed one of my hot buttons. Though I agree sidewalks and better lighting is warranted, tickets need to be given out to jay walkers, double fines if jay walking with minors. Same goes for bikes, stiff fines need to be given. If a pedestrian or biker is injured or killed, even if drive is not in the wrong, the driver will never recover from the incident. at 21:34:29 on 4/01/2015	1580981895511060	1580083055600940
4/1/2015 21:27	Kirby Smith		Kirby Smith Teach you dumb assets how to drive at 21:27:46 on 4/01/2015	1580980878844490	1580083055600940
4/1/2015 21:18	Shannon West		Shannon West Get a bicycle. Lol at 21:18:57 on 4/01/2015	1580979142178000	1580083055600940
4/1/2015 21:02	Heather Acosta		Heather Acosta What about pedestrian bridges over busy intersections? I've seen them in other places, and down here it might be a good idea to try them out. at 21:02:42 on 4/01/2015	1580976245511620	1580083055600940
4/1/2015 20:10	Evelyn Butts		Evelyn Butts What happened to look both ways before you cross the street at 20:10:06 on 4/01/2015	1580965165512730	1580083055600940
4/1/2015 20:06	Rebecca Smith		Rebecca Smith Should have sidewalks everywhere. My neighborhood has hardly any. I risk my life every time I go to the store. It would help a lot. at 20:06:49 on 4/01/2015	1580964542179460	1580083055600940
4/1/2015 20:04	Jean Josephson		Jean Josephson More sidewalks and lighting? at 20:04:37 on 4/01/2015	1580963695512880	1580083055600940
4/1/2015 19:57	Sandy Murray		Sandy Murray We need east west and north south commuter trains to ease congestion Brandon to Airport and Bearss to Downtown. at 19:57:55 on 4/01/2015	1580962048846370	1580083055600940
4/1/2015 19:49	Pamela Devold		Pamela Devold Enforce jaywalking most of these accidents are because idiots are too lazy to walk to a crosswalk to cross the road at the crosswalk I live in Tampa we keep putting these stupid things up because pedestrians refuse to go where they need to be to cross the road the pedestrian is the problem not the drivers at 19:49:01 on 4/01/2015	1580960145513230	1580083055600940
4/1/2015 19:46	Elias Lou Abusaid		Elias Lou Abusaid Pedestrians are loathed in the Tampa Bay Area.....it carries stigma that the walker is too poor to own a car or use a bus, I personally have tried walking instead of driving and had objects thrown at me, called names (ie bum)....it's just too dangerous.....it's the local culture here that breeds this phenomena ....vs. NYC ....where walking is normal.... at 19:46:16 on 4/01/2015	1580959595513290	1580083055600940
4/1/2015 19:30	Mike Mcfarlan		Mike Mcfarlan Eliminate the morons from the population by letting them get hit at 19:30:17 on 4/01/2015	1580956078846970	1580083055600940
4/1/2015 19:26	Sunshine State		Sunshine State Build more roads here the streets are too congested and people are too in a hurry at 19:26:04 on 4/01/2015	1580955165513730	1580083055600940
4/1/2015 19:06	Gwen Wagner Small		Gwen Wagner Small DEFINATELY YES !!! at 19:06:44 on 4/01/2015	1580950315514210	1580083055600940
4/1/2015 19:03	Chris Currie		Chris Currie I've been fighting with the City about installing a crosswalk @ Palm and Ola ... apparently it doesn't meet pedestrian volume requirements.  Seems ridiculous to plow money into a park and then refuse a crosswalk to get to it.  #bobuckhorn #ulele #sohocapital #tampaheightscivicassociation #friendsoftheriverwalk #theheightstampa at 19:03:04 on 4/01/2015	1580949555514290	1580083055600940
4/1/2015 19:00	Erik Theiss		Erik Theiss How timely....I literally just saw two kids skateboarding down Hillsborough Ave., against traffic in the right hand lane just before and intersection. Its like they wanna get squished! I pointed at the wide side walk next to the street and they just looked at me stupidly.... at 19:00:59 on 4/01/2015	1580949262180990	1580083055600940

Timestamp	From	To	Text	Content ID	Parent ID
4/1/2015 18:56	Linda Rich		Linda Rich Canada has the friendliest cities for pedestrian and bicycle traffic . Design streets with appropriate sidewalks and crossings. at 18:56:57 on 4/01/2015	1580948595514390	1580083055600940
4/1/2015 18:35	EJ Ford		EJ Ford Punish drivers for failure to yield to pedestrians. Revoke licenses! at 18:35:12 on 4/01/2015	1580943848848190	1580083055600940
4/1/2015 18:15	James White		James White Stop approving inappropriate development applications in our neighborhoods! What the Planning Commission is allowing, and in some cases encouraging, is almost criminal. at 18:15:55 on 4/01/2015	1580939468848630	1580083055600940
4/1/2015 18:09	Kathy Mullen		Kathy Mullen Better mass transit. at 18:09:37 on 4/01/2015	1580938082182100	1580083055600940
4/1/2015 18:07	Harold Moore		Harold Moore Buy everybody a car..... at 18:07:47 on 4/01/2015	1580937732182140	1580083055600940
4/1/2015 17:42	Rico Russell		Rico Russell Look both ways before crossing at 17:42:48 on 4/01/2015	1580930985516150	1580083055600940
4/1/2015 17:13	Catherine Hartley		Catherine Hartley If someone is hit by a car going 30 mph or faster, he/she has an 80% chance of dying. Stop putting places we walk to on roads with design speeds more than 20 mph. The County LDC requires schools to be on collector and arterial roads. It's time we change our thinking about transportation, land use, and site design. at 17:13:26 on 4/01/2015	1580920615517180	1580083055600940
4/1/2015 8:39	Tara Baca McLaughlin		Tara Baca McLaughlin Has anyone ever done a study of sidewalks in our community? Try walking from the new restaurant Ava on S. Howard down to Berns also on S. Howard- there is not even a complete sidewalk all the way. And why can't we get more crosswalks on Bayshore? Narrowing the lanes is good but it still does not address the problem of safe and legal crossing for pedestrians. at 8:39:30 on 4/01/2015	1580726665536580	1580083055600940
4/1/2015 3:56	Brian Smith		Brian Smith Build public transportation in the city with walk ways keeping people off streets...MONO RAIL! at 3:56:29 on 4/01/2015	1580665775542670	1580083055600940
4/1/2015 0:59	Janice Lamphere-Rosier		Janice Lamphere-Rosier I see a new application on Fletcher ave made for pedestrians to cross safely and they still deem it necessary to cross any where they find more convenient. And yes drivers don't seem to know to yield at the lights for pedestrians. The lights are not set correctly at many traffic crossings to allow a safe crossing for the pedestrians at 0:59:39 on 4/01/2015	1580623535546890	1580083055600940
3/31/2015 20:22	Neil Cosentino		Neil Cosentino Find the person[s] in City County State government who are responsible for reducing the rate. Then have them show us the numbers - set the goal at 10% lower and come-up with programs that will result in lowering the number by 10% at 20:22:26 on 3/31/2015	1580554875553760	1580083055600940
3/31/2015 19:52	Clemente Aused Sr		Clemente Aused Sr Live in front of two university's and no cross walk, when dark it's like frogger with blind folds. at 19:52:36 on 3/31/2015	158054798887780	1580083055600940
3/31/2015 19:13	Neil Cosentino		Neil Cosentino Set a Goal at 19:13:42 on 3/31/2015	1580536875555560	1580083055600940
3/31/2015 5:21	Hadewijch De Vids		Hadewijch De Vids Education,education. Drivers and pedestrians at 5:21:09 on 3/31/2015	1580239235585320	1580083055600940
3/31/2015 4:00	Anneliese Meier		Anneliese Meier Design would help immensely. The new crossing on S. Howard by Bern's is just terrible. Education and perhaps a CAM for awhile would all be helpful. At least we are walking more..... at 4:00:41 on 3/31/2015	1580218498920730	1580083055600940
3/31/2015 1:25	Kirk Dabolt		Kirk Dabolt Take away cell phones & ear buds at 1:25:00 on 3/31/2015	1580170422258870	1580083055600940
3/31/2015 0:41	Pamela Puca		Pamela Puca Mostly adults. Kids have more sense. at 0:41:55 on 3/31/2015	1580155042260410	1580083055600940
3/31/2015 0:41	Derek Spalding		Derek Spalding Traffic cams, probation of license after 2-3 red light runs, and more citations for jaywalkers. Highways are not an area to cross outside of a crosswalk! Common sense here people. at 0:41:52 on 3/31/2015	1580155032260410	1580083055600940
3/31/2015 0:26	Joanna Hayston Rydzewski		Joanna Hayston Rydzewski Hey Pam, I agree with that too.... Kids need and even adults need to stop and look both ways, use cross walks, remove head sets off heads, stop texting while driving or walking across road. at 0:26:32 on 3/31/2015	1580150305594220	1580083055600940
3/30/2015 23:43	Ivanka Kokot		Ivanka Kokot Create more crosswalks in convenient areas. at 23:43:21 on 3/30/2015	1580137678928810	1580083055600940
3/30/2015 23:42	Ivanka Kokot		Ivanka Kokot Agreed at 23:42:05 on 3/30/2015	1580137282262180	1580083055600940
3/30/2015 23:38	Pamela Puca		Pamela Puca Pedestrians need to pay more attention and not be texting and talking while walking. Pay attention to what they are doing. at 23:38:01 on 3/30/2015	1580136408928940	1580083055600940
3/30/2015 23:29	Rafeeqah Salaam		Rafeeqah Salaam start revoking licenses. Patrol check because everyother driver isn't licensed nor are they insured. Ppl driving with fake insurance. so many ppl dying because noone cares about the speed laws in this state. There are no pedestrian sidewapks nor is it any well lit streets. Im fron a big city and this state is complete garbage when it comes to enforcing the law. at 23:29:07 on 3/30/2015	1580134848929090	1580083055600940
3/30/2015 23:13	Joanna Hayston Rydzewski		Joanna Hayston Rydzewski we need to teach in driving school for the younger ones coming out on the road to learn to not text and drive, if your friends are distracting you tell them to shut up or get out of the car, pay attention to the other drivers near and around you, put your cell phone in the console on the car and till your off the road, they will leave a message for you to return call. People already out there need to read the drivers manual online for the new rules and get updated on what is legal now. we are still injured from a driver who admitted he was distracted but wouldn't tell the police what the distraction was. we are still going back and forth to therapy for over a yr and sister is awaiting surgery. we were stopped and he came from no where and hit us while we were at dead stop and he hit us at impact of 60 MPH. He never hit breaks and we went on top of car in front of us. Had he not been distracted we would be still healthy. he runs red lights without full stops, he passes cars without knowing another car was coming head on into him. He should not be on the road or have a license. you need stricker laws where you actually have to take time to sit in driving school instead of online course. anyone can take that class for you. \$160.00 later no points on record. at 23:13:41 on 3/30/2015	1580132292262680	1580083055600940
3/30/2015 23:05	Karen J Gard		Karen J Gard Police should be as diligent if not more so in addressing(ticketing)jay walkers and bicyclist not conforming to rules of the road as they are to setting up radar sites and running tags. Some intersection may need to prohibit right turn on red. County/state needs to look at multimodal areas and ensure there are adequate means to move for cyclist(bike lanes ) pedestrians(side walks). Developers have a responsibility in creating communities that work not just for vehicles. Quit creating entrance and egress point for shopping centers that leave out the thought cyclist and pedestrians will use walkway too. Mark cross walks on roads and parking lots . It is shameful Tampa Bay gets this designation year after year. at 23:05:17 on 3/30/2015	1580131068929470	1580083055600940
3/30/2015 21:41	Jack Neu		Jack Neu Education and enforce existing laws. Cars don't stop for pedestrians in crosswalks and also run red flights and roll through stop signs. Pedestrians cross anywhere they choose. at 21:41:46 on 3/30/2015	1580111298931450	1580083055600940
3/30/2015 21:23	Carlos Cortes		Carlos Cortes Yes. You are completely correct. Drivers do not understand the law "no turning when pedestrians in crosswalk" at 21:23:19 on 3/30/2015	1580107558931820	1580083055600940
3/30/2015 21:22	Kimberly Tedder		Kimberly Tedder on the flip side, as a pedestrian I can't tell you how many times I've nearly been hit IN the crosswalk when it is my turn-- usually, because a driver wanting to make a right hand turn can't be bothered to ensure they have the right of way.. they check for traffic, but not crosswalk signs. at 21:22:00 on 3/30/2015	1580107255598520	1580083055600940

Timestamp	From	To	Text	Content ID	Parent ID
3/30/2015 20:59	Christopher Cochran		Christopher Cochran Obviously the other answer is to put ad shelters at all 15000 bus stops in the area to fund projects ;) at 20:59:07 on 3/30/2015	1580102558932320	1580083055600940
3/30/2015 20:38	Adam Metz		Adam Metz We have no excuse for not correcting this. at 20:38:31 on 3/30/2015	1580096392266270	1580083055600940
3/30/2015 20:36	Carlos Cortes		Carlos Cortes Great point stranger!! at 20:36:09 on 3/30/2015	1580095755599670	1580083055600940
3/30/2015 20:35	Carlos Cortes		Carlos Cortes Education. The pedestrian and the driver. Pedestrian most importantly. I see it everyday....pedestrians not using the cross walks, expecting drivers to stop for them. Of those numbers, how many are the fault of the pedestrian? ? at 20:35:05 on 3/30/2015	1580095532266360	1580083055600940
3/30/2015 20:16	Heather Acosta		Heather Acosta education. stricter laws concerning distracted driving, speeding, and just plain dangerous driving. lots of people around here seem to think they can get away with anything they want on the road without consequence, because we have very lax rules. at 20:16:33 on 3/30/2015	1580090462266870	1580083055600940
3/30/2015 20:14	Christopher Cochran		Christopher Cochran The only way to address this issue is to require FDOT to actually work hand in hand with transit agencies, neighborhood associations, and MPOs. While they technically do, it seems that it is done to check off a requirement on a checklist instead of actually putting recommendations into the work program. People must demand change and it starts with your local representatives. at 20:14:55 on 3/30/2015	1580090088933570	1580083055600940
3/30/2015 20:14	Bill Hutchison		Bill Hutchison Right: Design roads to move the most vehicles as fast as possible, with wide lanes and few obstructions. Drivers respond by going as fast as they can and peds get run over. at 20:14:05 on 3/30/2015	1580089938933590	1580083055600940
3/30/2015 19:52	Adam Metz		Adam Metz It's all in the design. People will drive as fast as they feel comfortable going, regardless of what the speed limit sign says. 12 foot wide lanes give drivers the feeling that they can go faster easily and safely. Two or three 12 foot wide lanes is a highway, simply put. And we run these highways right through the middle of neighborhoods - where they don't belong - so it should be no surprise we have so many fatalities. at 19:52:51 on 3/30/2015	1580085102267400	1580083055600940
3/30/2015 19:48	Bill Hutchison		Bill Hutchison No surprise there! at 19:48:21 on 3/30/2015	1580084055600840	1580083055600940
3/28/2015 0:02	Hillsborough County, Florida Government, City of Tampa Government, City of Temple Terrace, Hillsborough Area Regional Transit, GO Hillsborough, Beth Alden, Derek Doughty, Councilwoman Lisa J. Montelione- District 7 Tampa Palms, New & North Tampa, Yvonne Yolie Capin, Mark Sharpe, Ramond Chiaramonte, Tony Garcia, Lisa Kramer Silva, Jennifer Straw, Brandie Miklus, Florida's Largest Home Show, Lynn Urban Planner, Alex English	Hillsborough MPO > Hillsborough County, Florida Government, City of Tampa Government, City of Temple Terrace, Hillsborough Area Regional Transit, GO Hillsborough, Beth Alden, Derek Doughty, Councilwoman Lisa J. Montelione- District 7 Tampa Palms, New & North Tampa, Yvonne Yolie Capin, Mark Sharpe, Ramond Chiaramonte, Tony Garcia, Lisa Kramer Silva, Jennifer Straw, Brandie Miklus, Florida's Largest Home Show, Lynn Urban Planner, Alex English  Hillsborough MPO added 2 new photos.  Planning Commission - Hillsborough County and Hillsborough MPO were honored to receive TWO awards today at the Tampa Bay Regional Planning Council's Future of the Region Awards for #Imagine2040:  - 1st place in the Public Education category  - The coveted One Bay Future of the Region Award  Thank you to the nearly 6000 citizens who helped create a vision to guide our future and our partners in planning: Hillsborough County, Florida Government, City of Tampa Government, City of Temple Terrace, the City of Plant City, Hillsborough Area Regional Transit, and the GO Hillsborough Transportation for Economic Development Policy Leadership Group.  Thanks for joining us to receive these awards today Beth Alden, Derek Doughty, Commissioner Les Miller, Councilwoman Lisa J. Montelione- District 7 Tampa Palms, New & North Tampa Yvonne Yolie Capin, Mark Sharpe, Ramond Chiaramonte, Tony Garcia, Lisa Kramer Silva, Mayor Rick Lott, Rich Clarendon, Mark Hudson, Krista Kelly, Jennifer Straw, Brandie Miklus, the Florida's Largest Home Show's John Turner and Lynn Urban Planner. Also, thank you Alex English for joining us in your mom's honor, whose creative contributions to #imagine2040 were inspiring. Jane will be greatly missed.  at 0:02:53 on 3/28/2015	10153219731147200		
3/25/2015 20:04	Hillsborough Area Regional Transit	GO Hillsborough	Hillsborough Area Regional Transit > GO Hillsborough  Thanks to everyone that has come out to GO Hillsborough meetings so far. Four additional meetings in the first phase of the process are scheduled in Brandon, Tampa, Plant City and a telephone town hall.  Public input helps shape Hillsborough transportation plan  tampabay.com  TAMPA â€“ If it wasn't clear before that voters in different parts of the county have different transportation needs, it is now. at 20:04:46 on 3/25/2015	10152763374058000	
3/25/2015 19:15	GO Hillsborough		GO Hillsborough  GO Hillsborough added a new photo â€“ at Omar K Lightfoot.  Temple Terrace/University_Exploring Options 032415  at 19:15:18 on 3/25/2015	1577836882492220	

Timestamp	From	To	Text	Content ID	Parent ID
3/25/2015 18:47	GO Hillsborough		<p>GO Hillsborough</p> <p>Our recent telephone town hall meeting attracted 6,000 residents. Read more about it, and the newest phase of our conversations, Exploring Options: <a href="http://gohillsborough.org/meeting-recap-319-telephone-town-hall/">http://gohillsborough.org/meeting-recap-319-telephone-town-hall/</a></p> <p>Meeting Recap: 3/19 Telephone Town Hall - GoHillsborough</p> <p>gohillsborough.org</p> <p>GO Hillsborough seeks to understand, explore and help choose transportation options that make sense in the lives of Hillsborough County citizens.</p> <p>at 18:47:59 on 3/25/2015</p>	1577831355826110	
3/25/2015 17:18	GO Hillsborough	Tampa Bay Times	<p>GO Hillsborough &gt; Tampa Bay Times</p> <p>Here is an interesting piece by Tampa Bay Times They are also posting the citizen input as we get it in! <a href="http://www.tampabay.com/news/transportation/public-input-helps-shape-hillsborough-transportation-plan/2222605">http://www.tampabay.com/news/transportation/public-input-helps-shape-hillsborough-transportation-plan/2222605</a></p> <p>Public input helps shape Hillsborough transportation plan</p> <p>tampabay.com</p> <p>TAMPA — If it wasn't clear before that voters in different parts of the county have different transportation needs, it is now.</p> <p>at 17:18:53 on 3/25/2015</p>	1577810315828210	
3/30/2015 22:06	Walter John Slupecki		<p>Walter John Slupecki Sharon, you really must think that all this is useless. Dots on the board show what people want to see. Not automatically saying subsidize roads more.</p> <p>at 22:06:30 on 3/30/2015</p>	1580118505597400	1577810315828210
3/26/2015 23:03	Sharon Calvert		<p>Sharon Calvert "Clamoring" for rail? According to what? Rail is not a dot board option so how did the Times make that determination?</p> <p>at 23:03:59 on 3/26/2015</p>	1578367105772540	1577810315828210
3/26/2015 2:43	Shirley Howell Wood		<p>Shirley Howell Wood The article says ""We intend to share what the input is showing us about folks' values, priorities, commonalities and differences," said George Walton, senior vice president for Parsons Brinckerhoff, a consulting firm that is being paid \$900,000 to develop the plan and handle public outreach." So, just who is going to determine just what the input is showing? Whose interpretation will the commissioners hear???? Would be nice if the commissioners were there themselves to hear from themselves what their constituents are saying! #fixourroadsfirst</p> <p>at 2:43:23 on 3/26/2015</p>	1577946085814640	1577810315828210
3/25/2015 18:06	Connie Brinkman		<p>Connie Brinkman Really hoping Walmart partners with you all and other metro systems.</p> <p>at 18:06:50 on 3/25/2015</p>	1577821065827140	1577810315828210
3/25/2015 14:50	GO Hillsborough		<p>GO Hillsborough</p> <p>GO Hillsborough added a new photo — at Omar K Lightfoot.</p> <p>New Tampa/Temple Terrace - Understanding the Issues 031015</p> <p>at 14:50:01 on 3/25/2015</p>	1577760855833160	
3/25/2015 14:38	Sharon Calvert	GO Hillsborough	<p>Sharon Calvert &gt; GO Hillsborough</p> <p>Think Millennials Prefer The City? Think Again.</p> <p>"According to U.S. Census Bureau data released this week, 529,000 Americans ages 25 to 29 moved from cities out to the suburbs in 2014; only 426,000 moved in the other direction. Among younger millennials, those in their early 20s, the trend was even starker: 721,000 moved out of the city, compared with 554,000 who moved in."</p> <p>False narratives simply do not add up.</p> <p>Think Millennials Prefer The City? Think Again.</p> <p>fivethirtyeight.com</p> <p>Here's the usual media narrative: Millennials prefer cities to suburbs. They love renting lofts and disdain single-family homes; they ride the subway (or take an Uber) because they barely know how ...</p> <p>at 14:38:27 on 3/25/2015</p>	10205465147261100	
4/3/2015 13:17	Bill Hutchison		<p>Bill Hutchison Not so fast:</p> <p><a href="http://cityobservatory.org/twenty-somethings-are-choosing-cities-really/?utm_content=buffer4b54b&amp;utm_medium=social&amp;utm_source=facebook.com&amp;utm_campaign=buffer">http://cityobservatory.org/twenty-somethings-are-choosing-cities-really/?utm_content=buffer4b54b&amp;utm_medium=social&amp;utm_source=facebook.com&amp;utm_campaign=buffer</a></p> <p>at 13:17:32 on 4/03/2015</p>	10205534916205300	10205465147261100
3/25/2015 13:57	GO Hillsborough		<p>GO Hillsborough</p> <p>GO Hillsborough added 5 new photos to the album: New Tampa - Understanding the Issues, March 9 — at New Tampa Community Park.</p> <p>New Tampa - Understanding the Issues, March 9</p> <p>at 13:57:05 on 3/25/2015</p>	1577732035836040	

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3/25/2015 12:45	GO Hillsborough		<p>GO Hillsborough</p> <p>Being near water, Hillsborough County has many transportation options that other regions don't. What do you think about the proposed high-speed ferry project? Would you ride it? <a href="http://cltampa.com/politicalanimal/archives/2014/11/06/advocates-for-high-speed-ferry-project-in-hillsborough-announce-new-committee#.VLIrStzQql">http://cltampa.com/politicalanimal/archives/2014/11/06/advocates-for-high-speed-ferry-project-in-hillsborough-announce-new-committee#.VLIrStzQql</a></p> <p>Advocates for high-speed ferry project in Hillsborough announce new committee</p> <p>cltampa.com</p> <p>"Our mission is to get ferries up and running as soon as possible," reads the group's mission statement.</p> <p>at 12:45:01 on 3/25/2015</p>	1576813165927930	
3/26/2015 1:32	Neil Cosentino		<p>Neil Cosentino Show us the numbers...all the numbers...this is great idea in 20? years...</p> <p>at 1:32:53 on 3/26/2015</p>	157792685816580	1576813165927930
3/25/2015 23:55	Juan Badillo		<p>Juan Badillo How much it will cost to used</p> <p>at 23:55:10 on 3/25/2015</p>	1577901379152440	1576813165927930
3/25/2015 19:45	Amina Daher		<p>Amina Daher Congratulations</p> <p>at 19:45:30 on 3/25/2015</p>	1577843752491540	1576813165927930
3/25/2015 17:16	Adam Metz		<p>Adam Metz Being able to take a ferry from downtown Tampa to downtown St Pete and vice versa would be awesome.</p> <p>at 17:16:04 on 3/25/2015</p>	1577809632494950	1576813165927930
3/25/2015 15:45	Lucila Rodriguez		<p>Lucila Rodriguez Congratulations.</p> <p>at 15:45:21 on 3/25/2015</p>	1577782255831020	1576813165927930
3/25/2015 15:11	Christopher Furtado		<p>Christopher Furtado I live in Ruskin and work on Macdill. I would pay anything to get back just a fraction of the 2+ hours I spend commuting every day!</p> <p>at 15:11:54 on 3/25/2015</p>	1577769572498960	1576813165927930
3/25/2015 15:08	Coast Bike Share		<p>Coast Bike Share With the possibility of bike share going regional, and a ferry system as well we could not only make Hillsborough easier to navigate, but connect our two major regional cities as well.</p> <p>at 15:08:28 on 3/25/2015</p>	1577768189165760	1576813165927930
3/25/2015 14:23	Ivanka Kokot		<p>Ivanka Kokot I would. I go from Valrico to Port Tampa and back multiple times a week to see my boyfriend. It gets old and tiring making that drive. But my willingness to use it also depends on how much it would cost.</p> <p>at 14:23:28 on 3/25/2015</p>	1577749695834280	1576813165927930
3/24/2015 22:10	GO Hillsborough		<p>GO Hillsborough</p> <p>GO Hillsborough added 10 new photos to the album: New Tampa - Understanding the Issues, March 9 â€“ at New Tampa Community Park.</p> <p>New Tampa - Understanding the Issues, March 9</p> <p>at 22:10:38 on 3/24/2015</p>	1577444722531440	
3/23/2015 19:30	GO Hillsborough		<p>GO Hillsborough</p> <p>Our next set of interactive workshops begin Today! RSVP to help us explore the options available. <a href="http://gohillsborough.org/category/meetings/">http://gohillsborough.org/category/meetings/</a></p> <p>meetings Archives - GoHillsborough</p> <p>gohillsborough.org</p> <p>GO Hillsborough seeks to understand, explore and help choose transportation options that make sense in the lives of Hillsborough County citizens.</p> <p>at 19:30:02 on 3/23/2015</p>	1576811775928070	
3/21/2015 20:06	Neil Cosentino	GO Hillsborough	<p>Neil Cosentino &gt; GO Hillsborough</p> <p>Who knows and/or wants to know the professional planning criteria for Light Rail systems ...the required RDU ... FMI FASTA Florida 813-784-4669</p> <p>at 20:06:12 on 3/21/2015</p>	1575867286022520	
3/21/2015 19:06	Neil Cosentino	GO Hillsborough	<p>Neil Cosentino &gt; GO Hillsborough</p> <p>Who are the members of the GO Hillsborough Leadership Team?</p> <p>at 19:06:53 on 3/21/2015</p>	1575854059357170	
3/22/2015 18:19	Neil Cosentino		<p>Neil Cosentino Why us ? lets hear for the the HART board members, ...the GO Hillsborough Leadership Team FIRST ....the Commissioners, the Mayors the policy leaders group NOW what do they recommend their solutions first ??? this is not what we do...we are the citizens - we are the Privates ...lets hear from the Generals ..what does the MPO say ? what are their Visions Missions GOALS [ VMGs ] and the MPO/CACs and the Planning Commission staff do ...lets hear from them first ...</p> <p>at 18:19:02 on 3/22/2015</p>	1576278769314700	1575854059357170
3/22/2015 16:28	GO Hillsborough		<p>GO Hillsborough Hi, Neil. Thanks for your questions.</p> <p>Go Hillsborough is led by all seven Hillsborough County Commissioners, the mayors of Plant City, Tampa and Temple Terrace, as well as the chair of the HART board, and referred to as the Policy Leadership Group. These elected leaders have come together to study, develop, and create consensus around a comprehensive community mobility plan that ensures continued quality of life and economic prosperity now and well into the future.</p> <p>In 2014, Parsons Brinckerhoff, the international engineering firm with expertise in transportation, joined the PLG team to analyze and validate existing data and information, to conduct broad community engagement and to recommend options for the Community Transportation Plan. Currently, we are providing citizens with multiple opportunities to participate in creating our Community Transportation Plan. Whether through online town hall meetings and social channels or through more traditional methods, including public and neighborhood meetings, one-on-one discussions and community speaking engagements, every citizen can have their voice and choice heard. At the conclusion of this outreach, PB will offer its recommendations to the Leadership Group. Please log on to <a href="http://www.gohillsborough.org">www.gohillsborough.org</a> for additional information.</p> <p>at 16:28:01 on 3/22/2015</p>	1576242552651660	1575854059357170

Timestamp	From	To	Text	Content ID	Parent ID
3/21/2015 19:06	Neil Cosentino	GO Hillsborough	<p>Neil Cosentino &gt; GO Hillsborough</p> <p>Has the GO Hillsborough Leadership Team review the bus consolidation study? and do they support or not support the consolidation of bus transit systems - If Not? Why Not? If they support consolidation - what action are they taking to "MAKE IT HAPPEN?"</p> <p>Q&amp;A from the Center for Global Mobility/FASTA Florida 813-784-4669</p> <p>at 19:06:04 on 3/21/2015</p>	1575853879357190	
3/20/2015 16:41	GO Hillsborough	Tampa Tribune	<p>GO Hillsborough &gt; Tampa Tribune</p> <p>Thanks to the more than 6,000 residents who attended last night's first telephone town hall meeting! Read what the Tampa Tribune had to say about it:</p> <p><a href="http://tbo.com/news/politics/more-than-6000-participate-in-transportation-call-in-event-20150319/">http://tbo.com/news/politics/more-than-6000-participate-in-transportation-call-in-event-20150319/</a></p> <p>News &amp; Blog   GO Hillsborough   Transportation for your everyday life.</p> <p>gohillsborough.org</p> <p>GO Hillsborough seeks to understand, explore and help choose transportation options that make sense in the lives of Hillsborough County citizens.</p> <p>at 16:41:01 on 3/20/2015</p>	1575252019417380	
3/21/2015 17:56	Sharon Calvert		<p>Sharon Calvert Please provide a link to the audio recording. Thanks</p> <p>at 17:56:23 on 3/21/2015</p>	1575832982692610	1575252019417380
3/20/2015 16:49	Rick Breckinridge		<p>Rick Breckinridge It was fantastic. Thanks so much for the invitation. Way to spur involvement and progress!</p> <p>at 16:49:29 on 3/20/2015</p>	1575261669416410	1575252019417380
3/20/2015 14:30	GO Hillsborough		<p>GO Hillsborough</p> <p>When it comes to transportation in Hillsborough County, what are we doing right? What do you want to see more of?</p> <p>at 14:30:01 on 3/20/2015</p>	1575202406089010	
3/21/2015 5:11	Ivanka Kokot		<p>Ivanka Kokot What you're doing right: excluding I-275 and the fletcher/fowler part of i-75, Tampa has excellent highways. Particularly the newest additions, the selmon/expressway and I-4 connection. They are a pleasure to drive, particularly at night, and allow for a lovely drive through the city. Call me strange, but I honestly find them aesthetically pleasing, great condition, clean, and easy to drive on.</p> <p>What do I want to see?: I desperately want to see a light rail. I would love to see a light rail connecting Downtown, South Tampa, Brandon, Temple Terrace/USF, Plant City and Carrollwood. Especially with late night hours Thursday-Sunday at the least. I greatly admire the tre system in Dallas.</p> <p>at 5:11:28 on 3/21/2015</p>	1575499472725970	1575202406089010
3/21/2015 4:26	Shirley Howell Wood		<p>Shirley Howell Wood #fixourroads People depend on our roads. the must be maintained.</p> <p>at 4:26:46 on 3/21/2015</p>	1575488756060370	1575202406089010
3/20/2015 20:46	Adam Metz		<p>Adam Metz The Good: Go Hillsborough has been an excellent way to solicit the input of as many Hillsborough county residents as possible while also providing education about our transportation system and county planning. The process been conducted professionally, transparently and fairly, giving everyone who wanted to speak an opportunity to do so.</p> <p>The Bad: 500,000 additional residents are expected to live in this county by 2035. Fixing our roads is obvious, but if we expect everyone to drive their own cars, we will literally choke ourselves to death. We must make it possible to get from point A to point B without a car by significantly expanding the bus system, providing complete streets that are safe for bicyclists and pedestrians, and connecting Tampa International Airport to the the largest business district in Florida [Westshore] with a light rail line.</p> <p>The Ugly: We have \$8 billion in repairs that need to be made to the roads we have right now. We have \$44 million to spend. If we do nothing, it's all downhill from here.</p> <p>at 20:46:39 on 3/20/2015</p>	1575329576076290	1575202406089010
3/20/2015 14:52	Kimberly Tedder		<p>Kimberly Tedder HART routes with expanded hours to south Riverview/Sun city/ruskin/Apollo beach. No buses on weekends and later at night stinks. Tired of fighting to get someone to pick me up off the number 8 route or walking eight miles to get home because no one can be bothered to help a friend with transportation issues. Tired of paying thirty to sixty dollars in cab fares daily to get to/from work on the weekends.</p> <p>at 14:52:09 on 3/20/2015</p>	1575212059421370	1575202406089010
3/20/2015 14:37	Jo Laurie Penrose		<p>Jo Laurie Penrose More transit in the unincorporated area. Cycle tracks, which IMO are safer than bike paths.</p> <p>at 14:37:36 on 3/20/2015</p>	1575205702755340	1575202406089010
3/20/2015 10:51	Neil Cosentino	GO Hillsborough	<p>Neil Cosentino &gt; GO Hillsborough</p> <p>Does GO Hillsborough - support GO'ing from Tampa &amp; Brandon, for example ... to downtown St.Pete?, to downtown Clearwater, via PIE?, to downtown Lakeland via LAL ? to downtown Bradenton ? to downtown Sarasota, via SRQ? ...to New Port Richy via TPA? and PIE? or do they want us to drive to increase parking revenue? Does GO support a consolidated bus transit system? if not why not?</p> <p>at 10:51:44 on 3/20/2015</p>	1575097392766170	
3/20/2015 0:09	Edith Loumiet Farley	GO Hillsborough	<p>Edith Loumiet Farley &gt; GO Hillsborough</p> <p>Go Hillsborough needs to communicate with the building department. Hillsborough County building department keeps allowing permits for building apartment complexes and the roads can't handle that much traffic. Is there any way that we can have the road size increased BEFORE anyone builds more apartments?</p> <p>at 0:09:12 on 3/20/2015</p>	1574945316114710	
3/20/2015 0:05	Edith Loumiet Farley	GO Hillsborough	<p>Edith Loumiet Farley &gt; GO Hillsborough</p> <p>When is Hillsborough County going to create the Citrus Park Extension near Citrus Park Mall?</p> <p>at 0:05:00 on 3/20/2015</p>	1574944732781440	

Timestamp	From	To	Text	Content ID	Parent ID
3/19/2015 23:19	Heather Acosta	GO Hillsborough	Heather Acosta > GO Hillsborough  I'm curious about whether the county has looked into animal crossing bridges. I'm sure you've heard of them/ seen them. Any plans for those in the works?  at 23:19:49 on 3/19/2015	1574934129449170	
3/19/2015 21:40	Sharon Calvert	GO Hillsborough	Sharon Calvert > GO Hillsborough  Amazon Gets Experimental Airworthiness Certificate <a href="http://www.faa.gov/news/updates/?newsId=82225">http://www.faa.gov/news/updates/?newsId=82225</a>  Amazon Gets Experimental Airworthiness Certificate <a href="http://www.faa.gov">www.faa.gov</a>  March 19â€The Federal Aviation Administration today issued an experimental airworthiness certificate to an Amazon Logistics, Inc. unmanned aircraft (UAS) design that the company will use for research and development and crew training. The FAA typically issues experimental certificates to manufacturerâ€  at 21:40:34 on 3/19/2015	10205425055498800	
3/19/2015 20:36	Neil Cosentino	GO Hillsborough	Neil Cosentino > GO Hillsborough  Please respond ...who is funded this website //thanks  at 20:36:02 on 3/19/2015	1574893862786530	
3/19/2015 22:26	GO Hillsborough		GO Hillsborough Hi, Neil. Hillsborough County is funding Go Hillsborough. Thanks for posting.  at 22:26:31 on 3/19/2015	1574921742783740	1574893862786530
3/19/2015 14:30	GO Hillsborough		GO Hillsborough  2010 saw an influx of bicyclist deaths on Hillsborough County roadways with a total of 12 fatalities--over twice the national average. What can we do to make roads safer for all?  at 14:30:00 on 3/19/2015	1574774106131840	
3/28/2015 3:06	Shirley Howell Wood		Shirley Howell Wood Cyclists are part of the problem. I had one cross the road in front of me today in the middle of a road, not at a corner or crossing. Many cyclists think they are above the law. I wonder how many of the accidents involving cyclists are the result of them not following the law. at 3:06:53 on 3/28/2015	1578866762389240	1574774106131840
3/21/2015 14:21	Angela Henry		Angela Henry Teach cyclists which side of the road they should be on! I see so many cyclists riding against the traffic. at 14:21:36 on 3/21/2015	1575715616037680	1574774106131840
3/20/2015 11:59	Joe Bagadonutz		Joe Bagadonutz Any more current data? at 11:59:21 on 3/20/2015	1575127739429810	1574774106131840
3/19/2015 23:21	Heather Acosta		Heather Acosta Perhaps license renewals should require a test to pass. People seem to forget the rules and courtesies of the road. at 23:21:27 on 3/19/2015	1574934382782470	1574774106131840
3/19/2015 17:52	Kimberly Tedder		Kimberly Tedder I agree with guarded bike lanes, but that can only help so much if a car is going fast enough they'll even jump the "posts" or a curb.. higher fines for distracted driving.. texters swerving into bike lanes/etc. at 17:52:05 on 3/19/2015	1574852876123960	1574774106131840
3/19/2015 16:47	Ivanka Kokot		Ivanka Kokot Guarded bike lanes at 16:47:10 on 3/19/2015	1574831116126130	1574774106131840
3/19/2015 14:37	Jo Laurie Penrose		Jo Laurie Penrose More noticeable signage so that motorists will see the cyclists. Drivers are so distracted now they don't see much around them. at 14:37:55 on 3/19/2015	1574777212798190	1574774106131840
3/18/2015 21:06	Shirley Howell Wood	GO Hillsborough	Shirley Howell Wood > GO Hillsborough  Shirley Howell Wood shared a photo to GO Hillsborough's timeline.  #fixourroadsfirst  Dude Perfect  at 21:06:10 on 3/18/2015	1047736511909340	
3/18/2015 20:00	GO Hillsborough		GO Hillsborough  Florida received a C- report card rating for its infrastructure, which factors in roads and transit. Learn more about how the @ASCE thinks we can improve: <a href="http://www.infrastructurereportcard.org/florida/florida-overview/">http://www.infrastructurereportcard.org/florida/florida-overview/</a>  2013 Report Card for America's Infrastructure   Florida Overview <a href="http://www.infrastructurereportcard.org">infrastructurereportcard.org</a>  Amidst the visible need for highway, bridge and pothole repairs, we often forget the growing needs of our nationâ€™s water infrastructure. According to ASCEâ€™s Report Card, there are 240,000 water main breaks per year and...Read More >>  at 20:00:00 on 3/18/2015	1574236466185600	
3/18/2015 20:08	Adam Metz		Adam Metz We would get an F if they factored in safety. at 20:08:21 on 3/18/2015	1574397569502820	1574236466185600

Timestamp	From	To	Text	Content ID	Parent ID
3/18/2015 17:31	Sharon Calvert	GO Hillsborough	<p>Sharon Calvert &gt; GO Hillsborough</p> <p>Hillsborough County should not get stuck paying for transportation solutions that may become irrelevant in the not so distant future.</p> <p>AN AUTONOMOUS CAR IS GOING CROSS-COUNTRY FOR THE FIRST TIME</p> <p>An Autonomous Car Is Going Cross-Country for the First Time   WIRED</p> <p>wired.com</p> <p>Automotive supplier Delphi is taking its autonomous car across the country.</p>	10205416529445700	
3/18/2015 16:44	GO Hillsborough		<p>GO Hillsborough</p> <p>Want to know about the discussion at our Understanding the Issues workshops? Check out our latest blog post: <a href="http://gohillsborough.org/meeting-recap-new-tampa-temple-terrace-and-lutz/">http://gohillsborough.org/meeting-recap-new-tampa-temple-terrace-and-lutz/</a></p> <p>MEETING RECAP: New Tampa, Temple Terrace and Lutz - GoHillsborough</p> <p>gohillsborough.org</p> <p>GO Hillsborough seeks to understand, explore and help choose transportation options that make sense in the lives of Hillsborough County citizens.</p>	1574228629519720	
3/18/2015 15:42	GO Hillsborough		<p>GO Hillsborough</p> <p>GO Hillsborough added a new photo â€" at trinkle building HCC.</p> <p>Plant City/Northeast_Understanding the Issues _031715</p>	1574299209512660	
3/16/2015 17:13	Darla Beattie	GO Hillsborough	<p>Darla Beattie &gt; GO Hillsborough</p> <p>Does anyone have any updated info about this much needed road improvement at Valrico Rd. and Front St.? It was supposed to begin 2012, and nothing has been done. The traffic backup on Valrico Rd. can be horrible, especially when the trains come.</p> <p><a href="https://www.youtube.com/watch?v=cbuUAxnhcjg&amp;list=PL807AA4E96B41562E&amp;index=45">https://www.youtube.com/watch?v=cbuUAxnhcjg&amp;list=PL807AA4E96B41562E&amp;index=45</a></p> <p>CIP 69601.402 Front St. &amp; Valrico North</p> <p>youtube.com</p> <p>Hillsborough County Major Community Project for Intersection Improvements for Front Street and Valiro North Road CIP: 69601.402 Major Community Projects <a href="#">http...</a></p>	1001025533258850	
3/18/2015 0:15	Darla Beattie		<p>Darla Beattie Thank you for the update!</p> <p>at 0:15:29 on 3/18/2015</p>	1001919273169480	1001025533258850
3/17/2015 17:57	GO Hillsborough		<p>GO Hillsborough Hi, Darla. We checked in with the county official Mike Williams regarding your question.</p> <p>The project design and land acquisition has been held up due to coordination issues with the railroad. He believe they have cleared up most of these issues and are now moving forward with evaluating alternatives with regard to the railroad crossing. Hope this helps. Thanks.</p> <p>at 17:57:35 on 3/17/2015</p>	1001758063185600	1001025533258850
3/16/2015 16:00	GO Hillsborough		<p>GO Hillsborough</p> <p>GO Hillsborough added 20 new photos to the album: Thonotosassa_Understanding the Issues_031615.</p> <p>Hillsborough Co. Public Library- Thonotosassa</p> <p>Thonotosassa_Understanding the Issues_031615</p> <p>Hillsborough Co. Public Library- Thonotosassa</p>	1573671519575430	

Timestamp	From	To	Text	Content ID	Parent ID
3/16/2015 15:18	Shirley Howell Wood	GO Hillsborough	<p>Shirley Howell Wood &gt; GO Hillsborough</p> <p>"If anyone doubts that money's driving the GoHillsborough train, just look at this information from the Tampa Bay Times, October 21, 2014 by Caitlin Johnson. She writes "While Walton (firm senior vice-president) said Parsons Brinckerhoff has not done work specifically for Greenlight Pinellas, the firm has donated \$50,000 to the cause. It has also donated \$500 apiece to some Hillsborough commissioners, including Crist and Al Higginbotham." <a href="http://eyeontampabay.blogspot.com/2015/03/parsons-brinckerhoff-making-millions.html">http://eyeontampabay.blogspot.com/2015/03/parsons-brinckerhoff-making-millions.html</a></p> <p>Eye On Tampa Bay: Parsons Brinckerhoff Making Millions From Taxpayers in FL For Decades</p> <p><a href="http://eyeontampabay.blogspot.in">eyeontampabay.blogspot.in</a></p> <p>at 15:18:33 on 3/16/2015</p>	1046299105386420	
3/17/2015 1:48	Shirley Howell Wood		<p>Shirley Howell Wood The CCNA process is not a bid process and that was for MISCELLANEOUS Engineering services NOT to do public engagement and write a transportation plan. They did not VET as the County never provided any upfront requirements.</p> <p>at 1:48:21 on 3/17/2015</p>	1046665665349760	1046299105386420
3/16/2015 17:47	GO Hillsborough		<p>GO Hillsborough Hello. For clarity,</p> <p>Parsons Brinckerhoff was one of ten engineering firms selected by Hillsborough County to provide general and civil engineering services through a competitive process in 2012, consistent with the Consultant's Competitive Negotiations Act (CCNA). These firms serve as a pool to draw from.</p> <p>In August 2014, the Policy Leadership Group (PLG) directed staff to hire a national engineering firm with transportation expertise and local knowledge to handle its community transportation plan and public engagement.</p> <p>The county is permitted to access the procured engineering firms in 2 ways; one, by rotation and two, by Direct Select. Because of the specificity of direction by the PLG board, the County chose the Direct Select manner to access the engineering firm pool. Although not required, the County additionally put together a team to ensure a thorough review and vetting.</p> <p>at 17:47:30 on 3/16/2015</p>	1046455262037470	1046299105386420
3/16/2015 14:26	GO Hillsborough	Tampa Tribune	<p>GO Hillsborough &gt; Tampa Tribune</p> <p>GO Hillsborough offers its first Telephone Town Hall Meeting this Thursday. Check out what the Tampa Tribune had to say about it:</p> <p><a href="http://tbo.com/news/transportation/hillsborough-transportation-debate-takes-to-the-phones-20150315/">http://tbo.com/news/transportation/hillsborough-transportation-debate-takes-to-the-phones-20150315/</a></p> <p>Hillsborough transportation debate takes to the phones</p> <p>tbo.com</p> <p>TAMPA -- For at least two years, an ongoing debate has raged about the future of Hillsborough County's transportation system.</p> <p>at 14:26:55 on 3/16/2015</p>	1573150909627490	
3/19/2015 3:33	Jason Ball		<p>Jason Ball Quote,"Survey after survey show that people want the roads fixed. Use the money to fix the roads instead of wasting it on these expensive and dopey phone propaganda efforts."... Cite your source. I would love to see these scientific surveys (several of them, as you assert) which show that Hillsborough County residents want strictly nothing but more and wider roads. Prove that no Hillsborough residents anywhere are demanding mass transit options in growing urban areas, aren't demanding walkability in the county's designated town centers, aren't demanding trails for cyclists. Aren't demanding safer, more livable neighborhoods where their kids can actually go outside without getting run over. Prove that Hillsborough residents want nothing but bigger and more expensive roads to the far reaches of the county, so that what remains of the county's farmland and watersheds can be paved over with tract housing. Prove it. Or perhaps this is just another easily refuted attempt at propaganda for the road builders from a washed up politician who doesn't even live in Hillsborough County?</p> <p>at 3:33:55 on 3/19/2015</p>	1574527769489800	1573150909627490
3/18/2015 11:36	Bill Hutchison		<p>Bill Hutchison Those surveys are a drop in the bucket compared to the massive and extreme sums we routinely spend on roads. Rask is just afraid of change and choice.</p> <p>Change is constant and any modern society has to have a wide array of transportation choices to meet its needs.</p> <p>at 11:36:24 on 3/18/2015</p>	1574124456196800	1573150909627490
3/18/2015 10:37	Walter John Slupecki		<p>Walter John Slupecki Tom Rask QUOTE: "Survey after survey show that people want the roads fixed. Use the money to fix the roads instead of wasting it on these expensive and dopey phone propaganda efforts."</p> <p>Tom, you said the exact same thing about the Greenlight Pinellas telephone town halls; that they're a waste of taxpayer dollars. How about let's complete the Veterans Expressway through Lutz and build an off ramp through Mark and Sharon's backyard? I know you're trying to copy them here.</p> <p>at 10:37:16 on 3/18/2015</p>	1574084726200770	1573150909627490
3/17/2015 0:55	Tom Rask		<p>Tom Rask Survey after survey show that people want the roads fixed. Use the money to fix the roads instead of wasting it on these expensive and dopey phone propaganda efforts.</p> <p>at 0:55:29 on 3/17/2015</p>	1573355406273710	1573150909627490
3/15/2015 17:47	Shirley Howell Wood	GO Hillsborough	<p>Shirley Howell Wood &gt; GO Hillsborough</p> <p>"Attorney Brian Willis conveniently fails to disclose he is co-founder and President of the local transit lobbyist Connect Tampa Bay while making misleading statements on Trib's front page commentary." <a href="http://eyeontampabay.blogspot.com/2015/03/a-9-billion-answer.html">http://eyeontampabay.blogspot.com/2015/03/a-9-billion-answer.html</a></p> <p>Eye On Tampa Bay: A \$9 billion answer?</p> <p><a href="http://eyeontampabay.blogspot.com">eyeontampabay.blogspot.com</a></p> <p>at 17:47:39 on 3/15/2015</p>	1045832118766450	
3/16/2015 19:59	Bill Hutchison		<p>Bill Hutchison Congratulations! You got the last word, not that anyone is listening. Have a nice day.</p> <p>at 19:59:26 on 3/16/2015</p>	1046510245365300	1045832118766450
3/16/2015 16:13	Shirley Howell Wood		<p>Shirley Howell Wood That is actually what was on the ballot when the voters voted for the CIT tax and it passed and the county squandered the money on everything except what the voters wanted which was to repair and maintain our roads. That is why the voters will NOT approve any more taxes for transportation. the county cannot be trusted to spend it as they say they will.</p> <p>at 16:13:49 on 3/16/2015</p>	1046369242046070	1045832118766450

Timestamp	From	To	Text	Content ID	Parent ID
3/16/2015 16:11	Bill Hutchison		Bill Hutchison Yes, so let's have any road improvements on the ballot as well. It's only fair. at 16:11:23 on 3/16/2015	1046364668713200	1045832118766450
3/16/2015 16:08	Shirley Howell Wood		Shirley Howell Wood Yes, the voters are a pesky thing to have to put up with, but that is how our system works. We are not a regional area like so many who want to bypass the voters would like. at 16:08:41 on 3/16/2015	1046360048713660	1045832118766450
3/16/2015 15:58	Bill Hutchison		Bill Hutchison Yeah funny how we have to go to the ballot box and put up with you, but roads just seem to happen. Hey, we are not going to agree on this. Transit will be on the ballot box again and sooner or later we will win. at 15:58:13 on 3/16/2015	1046351832047810	1045832118766450
3/16/2015 15:06	Shirley Howell Wood		Shirley Howell Wood Ha ha, the ballot box?? We have already been there and the people spoke. at 15:06:12 on 3/16/2015	1046291312053860	1045832118766450
3/16/2015 15:06	Bill Hutchison		Bill Hutchison I'm not an elite and I want real choices, not just more roads. at 15:06:03 on 3/16/2015	1046291225387210	1045832118766450
3/16/2015 15:05	Bill Hutchison		Bill Hutchison Massive taxpayer supported roads destroyed the ability of privately own and operated transit to make a profit. at 15:05:17 on 3/16/2015	1046290925387240	1045832118766450
3/16/2015 15:04	Shirley Howell Wood		Shirley Howell Wood What we actually have going on is the citizens have spoken in elections and in the "informational" meeting that have been held for the past several years and are now being held, but the outcome is not what the powers that be want. It is a case of the elites thinking the citizens do not know what is best so they have to tell us what is best. People are sick of speaking and being ignored. #fixourroadsfirst at 15:04:51 on 3/16/2015	1046290675387260	1045832118766450
3/16/2015 15:03	Bill Hutchison		Bill Hutchison Disagree. No point in going any further. The ballot box is the next stop. at 15:03:23 on 3/16/2015	1046290088720650	1045832118766450
3/16/2015 15:01	Shirley Howell Wood		Shirley Howell Wood Public agencies have had to step in because there is NOT the ridership they anticipated. ALL rail and mass transit is heavily subsidized by the govt. Even Sun Rail is now in trouble. The majority of people need roads and that has to be our priority. #fixourroadsfirst at 15:01:59 on 3/16/2015	1046289692054030	1045832118766450
3/16/2015 14:59	Bill Hutchison		Bill Hutchison Do not agree. We have a highway system on steroids after decades of massive public spending, while privately owned and operated transit shriveled to the point where public agencies had to step in. We still have a one-size-fits-all non-system that does not meet the needs of a large and complex society. Time for a change. Any studies are peanuts compared to the massive (\$9 billion) cost of more roads. at 14:59:07 on 3/16/2015	1046288482054150	1045832118766450
3/16/2015 14:52	Shirley Howell Wood		Shirley Howell Wood Our roads are being neglected while our money is being wasted on study after study and on expensive PR firms (hired with no bid) to try to get us to vote to raise our taxes. We passed the CIT tax and it was NOT spent as we were told it would be. Now they want us to agree to more taxes to pay for a transportation system many of us would not use. Roads are what the majority of people use and what needs to be the priority. at 14:52:24 on 3/16/2015	1046286188721040	1045832118766450
3/16/2015 14:48	Bill Hutchison		Bill Hutchison https://fbcdn-sphotos-f-a.akamaihd.net/hphotos-ak-xap1/v/t1.0-9/s851x315/10384033_10152566267571317_898545538517979088_n.jpg?oh=60d030ebc5bcd52646a46c3d20a6e4e2&oe=55707C4E&gda_=1433950838_d6fd2f3d464390e6186b3f1cf7d18260 at 14:48:45 on 3/16/2015	1046284578721200	1045832118766450
3/16/2015 14:45	Bill Hutchison		Bill Hutchison Seen it. Disagree. Build a multimodal transportation system that meets the needs of all of Tampa's citizens. Roads are important but they aren't the only game in town. at 14:45:25 on 3/16/2015	1046281358721530	1045832118766450
3/16/2015 14:43	Shirley Howell Wood		Shirley Howell Wood #fixourroadsfirst at 14:43:02 on 3/16/2015	1046280542054940	1045832118766450
3/16/2015 14:40	Bill Hutchison		Bill Hutchison Yes, yes...and it's a distraction that fails to move the ball. at 14:40:39 on 3/16/2015	1046279545388370	1045832118766450
3/16/2015 13:43	Shirley Howell Wood		Shirley Howell Wood What it does show is the deception being used to try to get the outcome wanted by the powers that be in this county. at 13:43:22 on 3/16/2015	1046255288724130	1045832118766450
3/16/2015 13:14	Bill Hutchison		Bill Hutchison Whoopee. That still does not answer the issue of designing a transportation system---not just highways---that will meet the present and future needs to Tampa. at 13:14:00 on 3/16/2015	1046243128725350	1045832118766450
3/13/2015 13:15	GO Hillsborough		GO Hillsborough  GO Hillsborough added 2 new photos.  Transportation encompasses much more than roads and transit. For instance, sidewalks are a necessary inclusion to any "complete" street to ensure the safety of pedestrians. at 13:15:00 on 3/13/2015	1569796699962910	
3/18/2015 10:38	Walter John Slupecki		Walter John Slupecki Mhm at 10:38:36 on 3/18/2015	1574084976200750	1569796699962910
3/17/2015 16:07	Jason Ball		Jason Ball He must not know how to click on a picture preview, to see the whole picture. at 16:07:06 on 3/17/2015	1573621516247090	1569796699962910
3/17/2015 0:28	Walter John Slupecki		Walter John Slupecki Tom says Clown School? What nonsense! at 0:28:35 on 3/17/2015	1573348649607710	1569796699962910
3/15/2015 0:22	Tom Rask		Tom Rask They talk about sidewalks....and then show a pictures of a crosswalk and a red brick building? Clown school alert! at 0:22:17 on 3/15/2015	1572114809731100	1569796699962910
3/13/2015 18:55	Adam Metz		Adam Metz We need complete streets. at 18:55:44 on 3/13/2015	1571504396458810	1569796699962910
3/13/2015 14:19	Walter John Slupecki		Walter John Slupecki In my area (South Tampa), there are many streets without sidewalks, while others are buckling. I've seen far worse areas of the county where sidewalks are either damaged or inefficient and corridors that desperately need sidewalks that don't have sidewalks.  With that being said, I fully understand your points and why you feel that things aren't right with this process. at 14:19:54 on 3/13/2015	1571322116477030	1569796699962910

Timestamp	From	To	Text	Content ID	Parent ID
3/13/2015 14:12	Gregg Prentice		<p>Gregg Prentice If sidewalks are so important, then why do the 30+ workshops have an erroneous posterboard showing sidewalks throughout our county as deficient when they're clearly not?</p> <p>My whole subdivision was shown as deficient even after having been brought up to handicap codes 5+ years ago.</p> <p>One of the workshop workers acknowledged there are known problems with that map, and that they were hearing many complaints about the misinformation.</p> <p>If one of the workshop posterboards was KNOWN to be significantly flawed and is being displayed anyways, how much of the rest of the presented "facts" are known to be "acceptable" deception?</p> <p>at 14:12:22 on 3/13/2015</p>		1571317476477500 1569796699962910
3/13/2015 13:27	Walter John Slupecki		<p>Walter John Slupecki I agree completely!</p> <p>at 13:27:44 on 3/13/2015</p>		1571286766480570 1569796699962910
3/13/2015 1:32	Walter John Slupecki	GO Hillsborough	<p>Walter John Slupecki &gt; GO Hillsborough</p> <p>Go Hillsborough, please ban these troll buses or whatever they call themselves.</p> <p>at 1:32:52 on 3/13/2015</p>		1571092839833300
3/12/2015 16:00	GO Hillsborough		<p>GO Hillsborough</p> <p>GO Hillsborough added 4 new photos to the album: Lutz/Northwest Tampa_Understanding the Issues 031215 ¦ at St Timothy Catholic Church.</p> <p>Lutz/Northwest Tampa_Understanding the Issues 031215</p> <p>at 16:00:00 on 3/12/2015</p>		1573667889575790
3/12/2015 12:00	Tom Rask	GO Hillsborough	<p>Tom Rask &gt; GO Hillsborough</p> <p>God does not exist, and the pope is a clown. Let's see if the moderator removes this post.</p> <p>at 12:00:58 on 3/12/2015</p>		1570836169858960
3/12/2015 12:00	Tom Rask	GO Hillsborough	<p>Tom Rask &gt; GO Hillsborough</p> <p>What if we honestly analyzed how transit is doing in America? See <a href="http://ti.org/antiplanner/?p=10380">http://ti.org/antiplanner/?p=10380</a></p> <p>Record Spending by Transit Industry   The Antiplanner</p> <p>ti.org</p> <p>Record Spending by Transit Industry Leave a reply The American Public Transit Association (APTA) announced yesterday that Americans rode transit a ¦record¦ 10.8 billion trips in 2014. At least, it's a record since 1956, when Americans rode transit 11.0 billion trips. Even then, the numbers are suspect</p> <p>at 12:00:16 on 3/12/2015</p>		1562281594054020
3/14/2015 18:40	Jason Ball		<p>Jason Ball Uh oh, looks like we've got another troll from Pinellas County who is not smarter than Yogi Bear!</p> <p>at 18:40:11 on 3/14/2015</p>		1563686133913570 1562281594054020
3/14/2015 18:15	Devin Henderson		<p>Devin Henderson Jason Ball...I mean Walter, let's also compare how much money Morroni spent (billboards, numerous commercials, etc.) as compared to the amount of money spent by Mr. Rask. Also, Mr. Rask only campaigned about 1/6 of the time as Mr. Morroni. If Tom had been able to spend the time and money Morroni did, Mr. Rask would certainly have won.</p> <p>at 18:15:25 on 3/14/2015</p>		1563679143914270 1562281594054020
3/14/2015 18:05	Jason Ball		<p>Jason Ball Meanwhile, how is Hillsborough County's HART transit system doing? Quote, "HART has set a new record for five consecutive years, and 10 out of the last 11." <a href="http://www.bizjournals.com/tampabay/news/2014/10/10/hart-breaks-bus-ridership-record-for-fifth-year-in.html">http://www.bizjournals.com/tampabay/news/2014/10/10/hart-breaks-bus-ridership-record-for-fifth-year-in.html</a></p> <p>at 18:05:37 on 3/14/2015</p>		1563676650581180 1562281594054020
3/14/2015 18:04	Devin Henderson		<p>Devin Henderson Jason...I mean Walter, why do you block me from commenting on your tiny little pages, then try to talk to me through pseudo accounts? Either unblock me and we'll talk on your page(s), or commit to an interview live on radio, then we'll talk.</p> <p>at 18:04:32 on 3/14/2015</p>		1563676397247870 1562281594054020
3/14/2015 18:04	Jason Ball		<p>Jason Ball Meanwhile, transit ridership is at a 58 year high... Quote, "Americans took 10.8 billion trips on public transportation in 2014, which is the highest annual public transit ridership number in 58 years, according to a report released today by the American Public Transportation Association (APTA)."</p> <p>"In 2014, people took a record 10.8 billion trips on public transportation -- the highest annual ridership number in 58 years," said Phillip Washington, APTA Chair and CEO &amp; General Manager of the Regional Transportation District in Denver. "Some public transit systems experienced all-time record high ridership last year. This record ridership didn't just happen in large cities. It also happened in small and medium size communities."</p> <p>Some of the public transit agencies reporting record ridership system-wide were located in the following cities: Albany, NY; Boston, MA; Canton, OH; Columbus, OH; Denver, CO; Indianapolis, IN; Madison, WI; Minneapolis, MN; Olympia, WA; Orlando, FL; St. Petersburg, FL; Riverside, CA; Salt Lake City, UT; San Francisco, CA; Seattle, WA; Spokane, WA; Tampa, FL; and Wenatchee, WA." <a href="http://www.apta.com/mediacenter/pressreleases/2015/Pages/150309_Ridership.aspx">http://www.apta.com/mediacenter/pressreleases/2015/Pages/150309_Ridership.aspx</a></p> <p>at 18:04:05 on 3/14/2015</p>		1563676200581230 1562281594054020
3/14/2015 17:59	Jason Ball		<p>Jason Ball Quote, "Record spending and consistently decreasing demand?" ... Clearly, you're referring to automobiles, whose use has declined for 9 consecutive years now, including 2014.</p> <p>at 17:59:11 on 3/14/2015</p>		1563674837248030 1562281594054020
3/14/2015 0:36	Devin Henderson		<p>Devin Henderson Record spending and consistently decreasing demand? If transit were a private business it would have went bankrupt long ago!</p> <p>at 0:36:53 on 3/14/2015</p>		1563209690627880 1562281594054020
3/13/2015 21:44	Jason Ball		<p>Jason Ball lollolol... You mean when you lost roughly 2:1?</p> <p>John Morroni (l) 23,389</p> <p>Tom Rask 11,966</p> <p>at 21:44:36 on 3/13/2015</p>		1563081167307400 1562281594054020

Timestamp	From	To	Text	Content ID	Parent ID
3/12/2015 22:46	Tom Rask		Tom Rask See my financial disclosure from my campaign last year. There are the " superior real world results " you are looking for. at 22:46:19 on 3/12/2015	1562508537364660	1562281594054020
3/12/2015 22:22	Jason Ball		Jason Ball It's easy to claim you're right when things go wrong, when complaining is literally the only thing you ever do. You can start crowing about how you were right all along, when you actually produce superior real world results. Get off that high horse and prove your worth Tom. Succeed where others have failed. I triple dog dare you. at 22:22:34 on 3/12/2015	1562503437365170	1562281594054020
3/12/2015 22:19	Jason Ball		Jason Ball These aren't "facts", it's ideological slant cooked up by armies of political operatives paid millions of dollars by special interests with a self serving agenda to push. The funny part in all of this is how you post all of this special interest slant, over and over, in the apparent belief that no one else has ever seen it before. As if folks local to Tampa, can't reach out to folks in other cities, who have already been through these same exact word games with your ideological counterpart in every other city in the US when they improved their transit? No wonder you got blindsided in such a crushing electoral defeat from a washed up pol overstaying his welcome. How embarrassing for you, to be "the greater evil" in an election where the voters were strictly choosing between the lesser of two evils. at 22:19:02 on 3/12/2015	1562502464031930	1562281594054020
3/12/2015 21:44	Tom Rask		Tom Rask When you can't attack the facts, you attack the messenger. The data in the original article speaks for itself. at 21:44:54 on 3/12/2015	1562494710699380	1562281594054020
3/12/2015 21:39	Jason Ball		Jason Ball The "Anti-planner" blog was created courtesy of the far right special interest group the "Thoreau Institute", which is part of the Koch Brothers Family Foundation. The Thoreau Institute holds the sociopathic ideological position that all community planning of all forms is basically evil. As in, local citizens should have no say in how their community is shaped and grows over time, and what they are and are not taxed to pay for. These people believe that issues of such import to us all, should strictly be left up to wealthy landowners, development corporations and their armies of attorneys. Tom, you couldn't have found a less credible, more dishonest source for information if you tried. <a href="http://www.sourcewatch.org/index.php/Koch_Family_Foundations">http://www.sourcewatch.org/index.php/Koch_Family_Foundations</a> at 21:39:24 on 3/12/2015	1562492997366210	1562281594054020
3/12/2015 15:00	Tom Rask		Tom Rask ...and once again, you walk into the trap. Here is an article from 2007 ( <a href="http://bit.ly/1L1ZyLM">http://bit.ly/1L1ZyLM</a> ) in which Randal O'Toole criticizes the Big Dig project, which was a "highway spending" project by any definition of the term.  As always, just assertions from the statist, and then they move on to another topic when they are shown to be stupifyingly wrong. at 15:00:21 on 3/12/2015	1562344070714440	1562281594054020
3/12/2015 14:53	Bill Hutchison		Bill Hutchison That's your opinion. I was referring to the article, not whatever it is you might be thinking. at 14:53:53 on 3/12/2015	1562341844048000	1562281594054020
3/12/2015 13:01	Tom Rask		Tom Rask The Big Dig is a road project I was highly critical of, so once again, you are wrong. Government failure is government failure, regardless of whether it comes in the form of light rail, the Big Dig or Zerocare. at 13:01:09 on 3/12/2015	1562301340718710	1562281594054020
3/12/2015 12:39	Bill Hutchison		Bill Hutchison Funny how these guys never attack highway spending. Where's a story like: "Highway Contractor Welfare Queens" or "Massive Taxpayer Giveaway For Roads?" It's all very hypocritical. at 12:39:41 on 3/12/2015	1562295154052670	1562281594054020
3/12/2015 3:07	Walter John Slupecki	GO Hillsborough	Walter John Slupecki > GO Hillsborough  Go Hillsborough needs to ban Tom Rask, who clearly does not want us to have any transportation choices, nor is willing to constructively contribute to the discussion. He would rather deliberately spam his way through these threads in order to derail the conversation while blatantly insulting voter intelligence. at 3:07:03 on 3/12/2015	1570624933213420	
3/12/2015 15:06	Bill Hutchison		Bill Hutchison Always with the insulting and condescending language. What a guy. No one is going to take you seriously as long as you resort to that stuff. at 15:06:49 on 3/12/2015	1570930619849520	1570624933213420
3/12/2015 15:04	Tom Rask		Tom Rask Dream on, Billy Hut. Any dirty plan they put to the voters will fail because they can no longer control the message. at 15:04:40 on 3/12/2015	1570929296516320	1570624933213420
3/12/2015 12:47	Bill Hutchison		Bill Hutchison Tom thinks the same old tactics he used in Pinellas County will work here, but he seems not to notice that he really is in a distinct minority on this page. That is a direct contrast to the Greenlight Pinellas page, where the trolls ran wild. There are other differences as well and these also work against Rask and his allies. at 12:47:07 on 3/12/2015	1570865973189320	1570624933213420
3/12/2015 12:08	Tom Rask		Tom Rask This from the guy who debates himself using his real name and the fake FB account "Jason Ball". We all get it - you just hate free speech. That is why you debate yourself. at 12:08:56 on 3/12/2015	1570838106525440	1570624933213420
3/11/2015 21:12	Bill Hutchison	GO Hillsborough	Bill Hutchison > GO Hillsborough  What if the gas tax reflected the real cost of driving? One expert says the tax would be \$4.36/gallon. While that won't happen anytime soon, it does tell us that driving is artificially cheap:  <a href="http://www.citylab.com/commute/2015/01/the-real-reason-us-gas-is-so-cheap-is-americans-don-t-pay-the-true-cost-of-driving/384200/">http://www.citylab.com/commute/2015/01/the-real-reason-us-gas-is-so-cheap-is-americans-don-t-pay-the-true-cost-of-driving/384200/</a>  The Real Reason U.S. Gas Is So Cheap Is Americans Don't Pay the True Cost of Driving  citylab.com  A gas tax that fully corrected for the social impact of car reliance would upend life as we know it. at 21:12:58 on 3/11/2015	1010180515677010	
3/11/2015 19:53	Tom Rask	GO Hillsborough	Tom Rask > GO Hillsborough  Comedian John Oliver on Infrastructure. See <a href="http://ti.org/antiplanner/?p=10375#more-10375">http://ti.org/antiplanner/?p=10375#more-10375</a>  John Oliver on Infrastructure   The Antiplanner  ti.org  John Oliver on Infrastructure Leave a reply Given that American attentions spans have grown so short that the only way we can learn anything is through comedy, John Oliver's report on infrastructure is a welcome addition to the debate. He gets some things wrong, but many things right. The Antiplanner at 19:53:10 on 3/11/2015	1561577064124470	

Timestamp	From	To	Text	Content ID	Parent ID
3/11/2015 17:33	Tom Rask	GO Hillsborough	<p>Tom Rask &gt; GO Hillsborough</p> <p>What if we honestly analyzed how transit is doing in America? See <a href="http://ti.org/antiplanner/?p=10380">http://ti.org/antiplanner/?p=10380</a></p> <p>Record Spending by Transit Industry   The Antiplanner</p> <p>ti.org</p> <p>Record Spending by Transit Industry Leave a reply The American Public Transit Association (APTA) announced yesterday that Americans rode transit at a record 10.8 billion trips in 2014. At least, it's a record since 1956, when Americans rode transit 11.0 billion trips. Even then, the numbers are suspect.</p> <p>at 17:33:05 on 3/11/2015</p>	1561541537461360	
3/11/2015 21:48	Jason Ball		<p>Jason Ball lolol... Tom Rask, non-Hillsborough resident, before any "facts" can be "attacked" you would first have to post some actual "facts", not the corporate sponsored slant you keep soiling this page with. But you go ahead and keep telling yourself whatever soothes those tender hurt fee fees of yours. Poor old Tiny Tom, he of epic electoral defeat. He still can't outsmart Yogi Bear!</p> <p>at 21:48:15 on 3/11/2015</p>	1561603844121800	1561541537461360
3/11/2015 21:40	Tom Rask		<p>Tom Rask When you can't attack the facts, you attack the messenger. Which is what Jason Ball does. "Jason Ball" isn't even his real name, it is Walter Slupecki.</p> <p>at 21:40:14 on 3/11/2015</p>	1561602384121940	1561541537461360
3/11/2015 21:28	Jason Ball		<p>Jason Ball Beware of far right radical outsiders like this Tom Rask attempting to poison this county's democratic processes with misinformation. The "Anti-planner" blog was created courtesy of the far right special interest group the "Thoreau Institute", which is a Koch Brothers Family Foundation. The Thoreau Institute holds the sociopathic ideological position that all community planning of all forms is basically evil. As in, local citizens should have no say in how their community is shaped and grows over time, and what they are and are not taxed to pay for. These people believe that issues of such import to us all, should strictly be left up to wealthy landowners, development corporations and their armies of attorneys. Tom, you couldn't have found a less credible, more dishonest source for information if you tried. <a href="http://www.sourcewatch.org/index.php/Koch_Family_Foundations">http://www.sourcewatch.org/index.php/Koch_Family_Foundations</a></p> <p>at 21:28:58 on 3/11/2015</p>	1561600557455460	1561541537461360
3/11/2015 14:48	Bill Hutchison	GO Hillsborough	<p>Bill Hutchison &gt; GO Hillsborough</p> <p>What if the gas tax reflected the real cost of driving? One expert says the tax would be \$4.36/gallon. While that won't happen anytime soon, it does tell us that driving is artificially cheap:</p> <p><a href="http://www.citylab.com/commute/2015/01/the-real-reason-us-gas-is-so-cheap-is-americans-dont-pay-the-true-cost-of-driving/384200/">http://www.citylab.com/commute/2015/01/the-real-reason-us-gas-is-so-cheap-is-americans-dont-pay-the-true-cost-of-driving/384200/</a></p> <p>The Real Reason U.S. Gas Is So Cheap Is Americans Don't Pay the True Cost of Driving</p> <p>citylab.com</p> <p>A gas tax that fully corrected for the social impact of car reliance would upend life as we know it.</p> <p>at 14:48:06 on 3/11/2015</p>	1009887592372970	
3/11/2015 19:49	Tom Rask		<p>Tom Rask Does your response make you "no one"?</p> <p>Just keep quoting "experts" sitting at universities in the former East Germany who are seeking to calculate the "optimal" fuel tax.</p> <p>Did you graduate from German-speaking university? If yes, was it Universität von der Luhser?</p> <p>Luhser is as Luhser does. Keep digging that hole for yourself.</p> <p>at 19:49:41 on 3/11/2015</p>	1010146022347130	1009887592372970
3/11/2015 19:05	Bill Hutchison		<p>Bill Hutchison No one is listening to you, Tom.</p> <p>at 19:05:20 on 3/11/2015</p>	1010092465685810	1009887592372970
3/11/2015 17:39	Tom Rask		<p>Tom Rask Your so-called expert was trying to "calculate the optimal fuel tax for Germany". Ummm....we are not Germany, their population density is more than 3 times higher than ours. You struck out again.</p> <p>One again, you fall flat on your face. "Du bist ein Luhser", as the Germans would say.</p> <p>at 17:39:56 on 3/11/2015</p>	1009961522365580	1009887592372970
3/11/2015 12:45	GO Hillsborough		<p>GO Hillsborough</p> <p>How much does owning a car cost? According to this study by the @United Way, cars are more than 11 times more expensive than public transportation. Check out the full study here: <a href="http://www.unitedwaysuncoast.org/wp-content/uploads/2014/11/ALICE-Executive-Summary-FIN.pdf">http://www.unitedwaysuncoast.org/wp-content/uploads/2014/11/ALICE-Executive-Summary-FIN.pdf</a></p> <p>at 12:45:00 on 3/11/2015</p>	1570289313246980	
3/20/2015 17:11	Bill Hutchison		<p>Bill Hutchison Mark you can forget your Tea Party/ free market "solutions." That ship sailed the day the Federal government passed the first Federal Aid Highway Act in 1916. Ever since then we have had transportation subsidies and they aren't going away. You throw out quite a few red herrings yourself but that won't change 100 years of government involvement in transportation. The truth is that any modern society needs a wide array of transportation option so it can function efficiently and meet the needs of all citizens. That includes better public transportation.</p> <p>at 17:11:57 on 3/20/2015</p>	1575269602748950	1570289313246980
3/19/2015 15:22	Jason Ball		<p>Jason Ball Actually, yes I do want to cut long haul transit routes that are poorly executed, in favor of a much higher intensity of transit in a much more compact area. If the route can't come even remotely close to paying for itself (say 50% recovery from fare box and route ad placement), then why run it? The same for the roads. If it can't be justified over time to pay for itself, then whoever's using it needs to pay those costs, not the taxpayer at large. I've been saying to change the way new growth is looked at in the county for many years. Getting rid of growth subsidized by non-users should be a central focus of this entire discussion. I've said since before 2010, THAT is the discussion which needs to be had. Crap planning is crap planning, regardless of where it is. I told you before, I grew up in full blown rural areas, including 1980s era Citrus Park. Maybe there are other people who want to see the county covered in urban canyons, but I am not among them. I'll-o-a-t-h-e seeing the natural beauty close to town being destroyed in favor of the crap growth this county has had. Just like it ticks me off to see so many encumbrances placed on urban development, that it is basically mandated to be expensive, by forcing low density where the market demands higher density, and by forcing the inclusion of costly amenities that the building's occupants may or may not actually want.</p> <p>at 15:22:51 on 3/19/2015</p>	1574792466130000	1570289313246980
3/19/2015 11:54	Mark Calvert		<p>Mark Calvert HART, which is better run than many transit agencies, only recovers 24% of its operating expense from fares. The rest is subsidized mostly from you ad valorem taxes and federal funds. If you want to go further with your own logic on road utilization, we can also apply that to transit. Lots of buses and routes have low utilization also. Do you want to cut those too? Jason, then I assume you can't wait any longer to tear down the trolley. You're the proponent of forcing changes to peoples choice to live where they want, into some densely packed, stacked and packed, noisy canyon of towers, car free to boot, not me. I'll give up road subsidies if you give transit subsidies. Deal?</p> <p>at 11:54:38 on 3/19/2015</p>	1574698486139400	1570289313246980

Timestamp	From	To	Text	Content ID	Parent ID
3/19/2015 3:44	Jason Ball		<p>Jason Ball Quote,"Transit is subsidized at a much higher rate on passenger miles traveled than roads." Is this a joke? Please cite your source which states that "subsidy per passenger mile" is the lynchpin statistic to use when comparing the cost effectiveness of these modes... Or should I start whipping out moronic statistics, like the fact that when it comes to road networks, outlying collectors and neighborhood streets run at less than 10% of capacity, and never, ever come even remotely close to either "paying for themselves" or even "are paid for by those using them". According to your own logic, we upstanding taxpayers are obligated to either tear up all of these costly boondoggle roads, or tax cheats like you will have to start ponying up the full cost of the infrastructure you consume. Or third option, drop the nonsensical BS, and stop wasting everyone's time pretending that the entirety of Hillsborough County has exactly the same needs as your far flung suburb does.</p>	1574539742821940	1570289313246980
3/19/2015 1:36	Sharon Calvert		<p>Sharon Calvert "Marge Waller and Mark Allen Hughes in a research paper for the Progressive Policy Institute of the Democratic Leadership Council.</p> <p>In most cases, the shortest distance between a poor person and a job is along a line driven in a car. Prosperity in America has always been strongly related to mobility and poor people work hard for access to opportunities. For both the rural and inner-city poor, access means being able to reach the prosperous suburbs of our booming metropolitan economies, and mobility means having the private automobile necessary for the trip. The most important response to the policy challenge of job access for those leaving welfare is the continued and expanded use of cars by low-income workers" <a href="http://www.newgeography.com/content/002666-how-lower-income-citizens-commute">#Fix Our Roads First</a></p>	1574478522828060	1570289313246980
3/15/2015 17:30	Mark Calvert		<p>Mark Calvert Transit is subsidized at a much higher rate on passenger miles traveled than roads, so you can give up that claim. Unless you want to make transit fully sustainable with its own funding source, you'll continue to be dissatisfied with the results, as transit will continue to be subject to the whims of the political process, and most taxpayers who don't use or benefit from it. I refer you to Greenlight Pinellas if you need a refresher on that lesson why taxpayers won't vote for tax increases for something that does benefit them.</p> <p>I've never stated there is a one size fits all solution, so you can kill that red herring now. But you continue to ignore the roads that the vast majority use every day by choice - its more convenient, effective, time saving, and many cases as I've stated when I started this, cheaper. That's reality. Until a transit option is cheaper, faster and more convenient than the automobile, it will struggle for riders.</p> <p>But if you want transit to be truly sustainable, it must cover much more of its own costs, which will mean increase fares in many cases. Seniors, millenials, choice riders that can pay the full fare should pay the full costs and not be subsidized by those of us who chose not to use transit. It's the right thing to do for the long term sustainability transit, and for those who chose not to use transit.</p>	1572512416358000	1570289313246980
3/15/2015 17:20	Mark Calvert		<p>Mark Calvert Transit is subsidized at a much higher rate on passenger miles traveled than roads. You will continue to be dissatisfied with transit options while it is funded from other sources rather than paying its own way, as its funding will continually be subject to political battles. I'd rather take that \$40B you cite and devolve it back to the states, who know their needs better than any bureaucrat in DC. We are talking about local transportation issues, so there is no need for federal involvement or funds. I refer you to Greenlight Pinellas if you need further reminder that people will not tax themselves for projects they won't benefit from.</p> <p>I've never stated anything about highway only, or one size fits all solution, so you can stop that red herring now. But you continue to ignore the reality of the convenience and effectiveness of auto transportation that that vast majority of people use and benefit from every day.</p> <p>You, seniors, millenials can have your choice on transportation. If you are able to pay full fare, pay the full fare so your choice is sustainable. Its the right thing to do.</p>	1572508663025050	1570289313246980
3/14/2015 14:22	Bill Hutchison		<p>Bill Hutchison "Transit needs to be sustainable with its own funding source."</p> <p>That is not possible since 100 years of massive subsidies for roads distorted the transportation marketplace to the point where the private companies that provided transit services were driven out of business. They won't be returning and it's ludicrous to think they could, or that transit could be financially sustainable, in the face of continuing public policies that favor the automobile and which also continue to pour vast sums into roads.</p> <p>Continuing to single-mindedly focus on costs only does not address social needs of those can't or don't want to drive. These people are banished to the nether regions of society because our continuing emphasis on a highway-only "one-size-fits-all" solution. This really is an insidious form of discrimination and should be grounds for civil rights and ADA lawsuits.</p> <p>That also does not take into account those of us who do not want to drive everywhere. There are large segments of the population (Millennials and Seniors) who do not want to drive everywhere. Again, their needs are not being met by our single minded focus on highways. Transportation should be based on more than a strict dollars and cents argument. The common public good is an overriding factor and a road only "vision" will not deliver the transportation system Tampa needs.</p> <p>If we were really serious about providing transportation choices for all citizens, we would fund transit on a par with highways. When was the last time we spent \$40 billion a year on transit on a national basis?</p>	1571926259749950	1570289313246980
3/13/2015 21:29	Walter John Slupecki		<p>Nice try Mark, but that's not even close to being funny.</p> <p>QUOTE: "I'll give up subsidies for roads if you give subsidies for transit. And don't call the gas tax a subsidy. It's essentially a user fee. Just keep it for roads since drivers pay the gas tax, it should be used to support those who pay it. Stop siphoning gas tax off to pay for everything else. Transit needs to be sustainable with its own funding source."</p> <p>Sounds like you're for more toll roads, Walter. Finally coming around to more user pays?"</p> <p>I used to be very much okay with toll roads, but now that so many of them are being built, and we're being forced to use them as a "way to escape congestion", I am very much opposed to toll roads, especially ones that we don't need.</p> <p>Answer this Mark and Sharon, why are you both pushing for a monstrosity of a toll road in East Hillsborough when it will only cause more sprawl and possibility tons of environmental damage?</p> <p>If you want us to end subsidies for transit, then the subsidies for roads must end too. Let's also abolish gas taxes and replace them with VMT, since that will be implemented nationwide eventually, might as well start now.</p> <p>Let's give transit a dedicated funding source, sales taxes, impact fees, oh wait...you both don't want those do you? What solution do you and Sharon have for that? But first, answer the E Hillsborough toll road question.</p> <p>QUOTE: "We've never stated anything about defund , slash and privatize transit. You keep claiming that Walter, and you know its a lie. I literally grabbed the microphone publicly stated in a meeting this past week that transit must be part of the solution for Hillsborough County. But it must be sustained with its own funding to maintain its viability for the long term."</p> <p>And the same principle applies to roads as well."</p> <p>You and Sharon are consistently in denial. Using #fixourroadsfirst as a false faÃ§ade for more toll roads while ensuring that transit is privatized. Neither of you will ever admit to it that this is what you both want. Your pal Barb Kitchen Haselden can't hide what she said about privatizing PSTA during a forum at SPC.</p>	1571555506453700	1570289313246980

Timestamp	From	To	Text	Content ID	Parent ID
3/13/2015 19:11	Mark Calvert		<p>Mark Calvert We've never stated anything about defund , slash and privatize transit. You keep claiming that Walter, and you know its a lie. I literally grabbed the microphone publicly stated in a meeting this past week that transit must be part of the solution for Hillsborough County. But it must be sustained with its own funding to maintain its viability for the long term.</p> <p>And the same principle applies to roads as well. at 19:11:26 on 3/13/2015</p>		
3/13/2015 19:07	Mark Calvert		<p>Mark Calvert I'll give up subsidies for roads if you give subsidies for transit. And don't call the gas tax a subsidy. It's essentially a user fee. Just keep it for roads since drivers pay the gas tax, it should be used to support those who pay it. Stop siphoning gas tax off to pay for everything else. Transit needs to be sustainable with its own funding source.</p> <p>Sounds like you're for more toll roads, Walter. Finally coming around to more user pays? at 19:07:27 on 3/13/2015</p>		
3/13/2015 18:20	Walter John Slupecki		<p>Walter John Slupecki Mark Calvert, QUOTE: "I agree with " Everyone should be free to live where they want and have the transportation that supports that decision. " yet you Jason and Walt are trying force something upon me which I've never written, stated, nor believe in. I believe you are free to live on top of Vinikville in the penthouse or a van down by the river. as long as you pay for it. You can get around the town and the USA however you like. I resent having to pay for your choices, just as much as you resent having to pay for my choices. I'll gladly give up subsidies for my choices if you give up subsidies for your choices. Its not a free choice when someone else has to pay that will never use the service. That is why Hillsborough referendum in 2010, Greenlight in 2014 lost. Most people will not pay for something they don't use."</p> <p>Jason and I are forcing something upon you that you don't believe in? Look Mark, you might not have explicitly stated your agenda, but the agenda that you and Sharon push underground is very clear; defund, slash, and privatize transit for more toll roads.</p> <p>How about we end all subsidies for roads? at 18:20:19 on 3/13/2015</p>		
3/13/2015 18:19	Jason Ball		<p>Jason Ball It's rather blatantly clear that the survey is exploring the end user costs an ALICE (Asset Limited, Income Constrained, Employed) resident faces in the real world. It's literally called the "ALICE Report"... If you can't figure that out by reviewing the report, then there's really nothing to say.</p> <p>Anyone who wants to get into a discussion about the real world, macroscale costs of mass transportation versus auto-centric transportation, by all means let's please do so. In this region's political discourse, there has never been a vigorous hashing out of what the total costs are that a resident faces with each mode of transport, and the impact such choices have on a wide range of consequences of auto-centric transportation, such as the cost of first responders, healthcare, policing, land use, parking, insurance, upkeep, pollution, and on and on. All of those effects of auto centric transportation have a real world cost associated with them. So I wholeheartedly agree, let's be 100% "open" and "transparent" here with this process, and explain in the fullest detail possible exactly what costs are what. My God please let's finally have exactly that discussion. at 18:19:38 on 3/13/2015</p>		
3/13/2015 17:33	Walter John Slupecki		<p>Walter John Slupecki Sharon Calvert, QUOTE: "This article is misleading as it does not take into account the full operational costs of public transportation aka transit that someone must pay for vs the costs associated with owning a car. That is comparing apples to oranges and is a false narrative. GoHillsborough cherry picked a statement and a small paragraph out of a 220 page document - how disingenuous and unfair to this process and continues to erode the trust in this effort."</p> <p>As I just told Mark, what you both expecting from this report? That every single transit rider scenario has to be covered? All costs published? What are both trying to say? at 17:33:22 on 3/13/2015</p>		
3/13/2015 17:26	Walter John Slupecki		<p>Walter John Slupecki Mark Calvert, QUOTE: "The study conveniently ignore the full costs of transit, only considering the fares (\$36 a month.. so their transit rider is only riding transit about 9 - 12 times a month), not the costs to operate transit, which are heavily subsidized. This statement is extremely misleading. On page 30, of a 220 page report, by the way, you could have cited the page rather than make us find it for you.</p> <p>I am not against transit, and want HART TDP funded, but misleading statements like this erode trust in the process."</p> <p>Go Hillsborough messed up by not linking the full article, definitely not good. However, what do you expect out of any such report Mark? That every single transit rider scenario has to be covered? I'm not getting your point at all. at 17:26:09 on 3/13/2015</p>		
3/13/2015 15:23	Mark Calvert		<p>Mark Calvert Can you defend your position, cite any facts, or just call use names? at 15:23:59 on 3/13/2015</p>		

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3/13/2015 15:15	Ken Elliott		<p>Ken Elliott The Calverts are petty.  I'm willing to bet they have the same attitude toward public schools.  If their kids don't go there, why should they subsidize yours?  That's not the point.  These Tea folks are small potatoes.  They are not a force to deal with, and they are not important.  The biggest challenge here is getting the Dems to vote.  When the "left" shows up at the polls, the Calverts and their ideology don't stand a chance.  That's why we have the Oval Office.  Those who are against public transit will vote EVERY time.  Plenty of people voted for the ACA, even though they don't use it.  It's called investing in your society.  The Tea Party can't take away our choices.  It's our own lack of voting that allows people like the Calverts to make our choices for us.  at 15:15:53 on 3/13/2015</p>	1571362923139620	1570289313246980
3/13/2015 13:29	Sharon Calvert		<p>Sharon Calvert This article is misleading as it does not take into account the full operational costs of public transportation aka transit that someone must pay for vs the costs associated with owning a car. That is comparing apples to oranges and is a false narrative. GoHillsborough cherry picked a statement and a small paragraph out of a 220 page document - how disingenuous and unfair to this process and continues to erode the trust in this effort.  at 13:29:03 on 3/13/2015</p>	1571288146480430	1570289313246980
3/13/2015 13:18	Mark Calvert		<p>Mark Calvert The study conveniently ignore the full costs of transit, only considering the fares (\$36 a month.. so their transit rider is only riding transit about 9 - 12 times a month), not the costs to operate transit, which are heavily subsidized. This statement is extremely misleading. On page 30, of a 220 page report, by the way, you could have cited the page rather than make us find it for you.  I am not against transit, and want HART TDP funded, but misleading statements like this erode trust in the process.  at 13:18:07 on 3/13/2015</p>	1571283033147610	1570289313246980
3/13/2015 13:08	Mark Calvert		<p>Mark Calvert Walter, sorry, I was not aware your ego was so delicate. I'll consider your sensitivity in my future comments with you.  at 13:08:23 on 3/13/2015</p>	1571277599814820	1570289313246980
3/13/2015 13:08	GO Hillsborough		<p>GO Hillsborough Good Morning. One of our commenters couldn't find "cars are more than 11 times more expensive than public transportation" in the link we provided. Turns out, we posted the executive summary rather than the entire report and want to be sure to share the link to the full report with all of you. The reference is on page 30. Thanks, and we apologize for the any confusion.  <a href="http://www.unitedwaysuncoast.org/wp-content/uploads/2014/11/14UW-ALICE-Report_FL_Lowres_11.6.14.pdf">http://www.unitedwaysuncoast.org/wp-content/uploads/2014/11/14UW-ALICE-Report_FL_Lowres_11.6.14.pdf</a>  at 13:08:11 on 3/13/2015</p>	1571277553148160	1570289313246980
3/13/2015 13:06	Mark Calvert		<p>Mark Calvert I agree with " Everyone should be free to live where they want and have the transportation that supports that decision. " yet you Jason and Walt are trying force something upon me which I've never written, stated, nor believe in. I believe you are free to live on top of Vinikville in the penthouse or a van down by the river. as long as you pay for it. You can get around the town and the USA however you like. I resent having to pay for your choices, just as much as you resent having to pay for my choices. I'll gladly give up subsidies for my choices if you give up subsidies for your choices. Its not a free choice when someone else has to pay that will never use the service. That is why Hillsborough referendum in 2010, Greenlight in 2014 lost. Most people will not pay for something they don't use.  at 13:06:55 on 3/13/2015</p>	1571276359814940	1570289313246980
3/13/2015 10:54	Bill Hutchison		<p>Bill Hutchison "Bill and Jason apparently want to force everyone into their ideal planned urban raked and stacked community..."  BS. Everyone should be free to live where they want and have the transportation that supports that decision. On the other hand, you rant about us when it's really you who wants everyone to live in the same suburban places as you. It's really quite amusing, Mark.  at 10:54:15 on 3/13/2015</p>	1571233966485850	1570289313246980
3/13/2015 10:48	Bill Hutchison		<p>Bill Hutchison "You're apparently dissatisfied with my choice, Bill."  I am dissatisfied with you trying to impose your choice on others, whether they want it or not. You like your artificially cheap, subsidized ride on highways, but rant endlessly about others who simply want choices to go about their daily activities.  at 10:48:21 on 3/13/2015</p>	1571230936486150	1570289313246980
3/13/2015 7:46	Jason Ball		<p>Jason Ball Why is a self proclaimed lover of "freedom" and "fairness" defending coercive big government tax policy? Pretty sad when the guy attacked as a "liberal" has to interject and call out a "conservative" over unjust tax policy. How about this; toll all limited access highways at a rate which fully pays their cost to build, maintain, widen and replace as congestion demands over time. Drop all coercive big government regulations on private property, such as requirements for the construction of automobile parking, driveways, huge setbacks from the public right of way and so on. Eliminate any sales taxes, gas taxes and property taxes assessed to pay for roads (and all road related expenses), and instead impose a VMT which utilizes a GIS database which varies the tax rate the driver is charged for each mile traveled, based on relevant vehicle metrics (such as weight), the cost of the road they're using and so on. Think of the HPMS on steroids... Any sort of incentivizing of consumer behavior to drive less/off-peak, or to help offset costs for low income commuters, can be done with the software billing the account used to pay the taxes as they're assessed. Get rid of the coercive system of taxation that hamstrings our economic freedom, and lords over property owners with an iron fist. This system of taxation and related laws do not distribute the cost of roads fairly to users, and as the very purpose of this discussion reminds us, doesn't cover the cost of roads over time anyways.  at 7:46:33 on 3/13/2015</p>	1571178376491410	1570289313246980
3/13/2015 4:27	Jason Ball		<p>Jason Ball Quote,"You're apparently dissatisfied with my choice, Bill."... The "dissatisfaction" is with your authoritarian demand to have your lifestyle subsidized by hundreds of thousands of other Hillsborough County residents who have never once in their entire lives driven on the roads to nowhere that you're demanding they be taxed to pay for. Where do you get this self righteous arrogance that transit must be paid exclusively by transit users and no one else, but far flung roads to nowhere, that are only used by a minuscule handful of county residents living along such roads, have to be underwritten by everyone equally, whether they ever use such roads or not? You people cry about "big bad government", unless it's being corrupted to subsidize your personal lifestyle. If you want better service from your government, then try actually paying enough to cover the cost of your expectations, instead of demanding that everyone else pay your bills for you.  at 4:27:11 on 3/13/2015</p>	1571130073162910	1570289313246980

Timestamp	From	To	Text	Content ID	Parent ID
3/13/2015 4:21	Walter John Slupecki		<p>Walter John Slupecki Mark Calvert, QUOTE: "Walter, there is a name for one who hides behind a moniker trolling the internet. Glad you came out of your sock." Similar phrase your wife uttered several months ago during Greenlight. You both really think we transit supporters are just full of it huh?</p> <p>Nice job calling me a troll too. That's not what I am btw, but it is what Tom Rask is. I think that you and Sharon are trolls in your own right. Nothing convinces either of you the truth, only what you both perceive as the truth.</p> <p>Another QUOTE from you, "You're apparently dissatisfied with my choice, Bill. The automobile operational costs are paid 100% by the owner by their choice. HART which is pretty representative of transit only recovers 25% of its operational cost from the users. Why should non-transit users subsidize your choice by 75%?" Excuse me, but then why on earth do we continue to subsidize roads that few people use? Why do we have to subsidize YOUR car centric lifestyle? How about start with using your own funds to fix your own neighborhood roads, and even chip in some money to complete the void that is the Veterans through Lutz. Maybe then we all won't build that off ramp through your backyard.</p> <p>at 4:21:14 on 3/13/2015</p>	1571128823163030	1570289313246980
3/13/2015 4:13	Jason Ball		<p>Jason Ball Quote,"Mark Calvert Hillsborough County 2015 budget is \$6.5M for roads. You won't admit it but that's the truth."... No, it absolutely is not "the truth". it is your ideological slant, and nothing more. Otherwise, you would in the same sentence also mention the hundreds of millions spent on roads in the past. Roads that were built with debt issued in the past, but paid for with today's tax collections. The money was already spent 20 years ago, doing exactly what you're demanding be done with yet another tax increase, "Fix your roads first". Such funds paid for roads built to serve far flung locations where the deficient tax base cannot pay for its own infrastructure (but politically entrenched developers and landowners can make millions)... Let's put it this way Mark, your statement would never, ever hold up in court as being the beginning and end of testimony about how roads are funded in Hillsborough County. Don't worry though, you don't have to admit that you're being intellectually dishonest. Anyone with a brain already knows it for themselves.</p> <p>at 4:13:36 on 3/13/2015</p>	1571126906496560	1570289313246980
3/13/2015 2:55	Bill Hutchison		<p>Bill Hutchison No Mark. You have a right to your choice but you do not have a right to try impose that choice on me.</p> <p>at 2:55:19 on 3/13/2015</p>	1571110553164860	1570289313246980
3/13/2015 2:41	Mark Calvert		<p>Mark Calvert Walter, there is a name for one who hides behind a moniker trolling the internet. Glad you came out of your sock.</p> <p>at 2:41:37 on 3/13/2015</p>	1571108419831740	1570289313246980
3/13/2015 2:36	Mark Calvert		<p>Mark Calvert You're apparently dissatisfied with my choice, Bill. The automobile operational costs are paid 100% by the owner by their choice. HART which is pretty representative of transit only recovers 25% of its operational cost from the users. Why should non-transit users subsidize your choice by 75%?</p> <p>at 2:36:48 on 3/13/2015</p>	1571107486498500	1570289313246980
3/13/2015 2:27	Walter John Slupecki		<p>Walter John Slupecki Btw Mark, what is it to you if you are called a tyrant? Sharon has called me a childish "Sock Puppet". Don't think I've forgotten about that.</p> <p>at 2:27:17 on 3/13/2015</p>	1571105779832000	1570289313246980
3/13/2015 2:26	Walter John Slupecki		<p>Walter John Slupecki I agree Bill</p> <p>at 2:26:10 on 3/13/2015</p>	1571105539832030	1570289313246980
3/13/2015 1:37	Bill Hutchison		<p>Bill Hutchison Mark, you must feel threatened by the prospect of people having real choices.</p> <p>at 1:37:52 on 3/13/2015</p>	1571094276499820	1570289313246980
3/13/2015 1:37	Mark Calvert		<p>Mark Calvert Won't call me name, but implies I'm a tyrant. LOL.</p> <p>at 1:37:32 on 3/13/2015</p>	1571094209833160	1570289313246980
3/13/2015 1:36	Mark Calvert		<p>Mark Calvert Bill and Jason apparently want to force everyone into their ideal planned urban raked and stacked community when clearly most people in Hillsborough County have chosen live outside Jason's urban, packed and congested paradise. Who's tyrannical?</p> <p>at 1:36:17 on 3/13/2015</p>	1571093696499880	1570289313246980
3/13/2015 1:32	Walter John Slupecki		<p>Walter John Slupecki Go Hillsborough, please ban these troll buses or whatever they call themselves.</p> <p>at 1:32:32 on 3/13/2015</p>	1571092213166690	1570289313246980
3/13/2015 1:31	Walter John Slupecki		<p>Walter John Slupecki I'm done with you "buses". You all WILL be reported to Facebook. Shut down your account or else.</p> <p>at 1:31:46 on 3/13/2015</p>	1571091999833380	1570289313246980
3/13/2015 1:29	Walter John Slupecki		<p>Walter John Slupecki They crossed that line during Greenlight Bill. Yet they continue to troll.</p> <p>at 1:29:58 on 3/13/2015</p>	1571091479833430	1570289313246980
3/13/2015 1:27	Walter John Slupecki		<p>Walter John Slupecki Mark, seriously, my point is, you have a ton of toll roads being built or getting ready to be built, and those plans are not getting a good look by the taxpayers. Meanwhile, people like you and Sharon want to force us to continue to prop up your car centric lifestyle while transit gets slashed left and right and pedestrian facilities lie incomplete. I think Jason's description of you fits well Mark.</p> <p>at 1:27:52 on 3/13/2015</p>	1571091059833470	1570289313246980
3/13/2015 1:27	Jason Ball		<p>Jason Ball Quote,"The Truth Buses V2</p> <p>How about let's have a privately owned transit system with minivans instead of wasted empty buses? We can do that for way cheaper!... lololol, ok prove it's "way cheaper".</p> <p>at 1:27:49 on 3/13/2015</p>	1571091039833480	1570289313246980
3/13/2015 1:25	Bill Hutchison		<p>Bill Hutchison You want to push your road only "solution" on everyone else and you are rigid to insist on that. I won't call you a name, but at the very least you want to impose your tyranny on everyone else.</p> <p>at 1:25:17 on 3/13/2015</p>	1571090379833540	1570289313246980
3/13/2015 1:23	Walter John Slupecki		<p>Walter John Slupecki Character assassination by the "buses"!</p> <p>at 1:23:41 on 3/13/2015</p>	1571090006500250	1570289313246980
3/13/2015 1:11	Mark Calvert		<p>Mark Calvert I cite facts and get called an ideologue. None you guys ever have stated a single fact to counter anything I've posted. Who's the ideologue?</p> <p>at 1:11:47 on 3/13/2015</p>	1571086896500560	1570289313246980
3/13/2015 1:10	Mark Calvert		<p>Mark Calvert There are over 7000 lane miles of Hillsborough County roads ... not supposed to be maintained by the state. TBX, the interstates, etc are state roads, and supposed to be maintained by FDOT not the county.</p> <p>at 1:10:59 on 3/13/2015</p>	1571086759833900	1570289313246980
3/13/2015 1:10	The Truth Buses V2		<p>The Truth Buses V2 Bill, Jason, and Walt don't know that truth. - Bus 911</p> <p>at 1:10:24 on 3/13/2015</p>	1571086623167250	1570289313246980
3/13/2015 1:09	Bill Hutchison		<p>Bill Hutchison Says the guy who doesn't have the courage to back up his words with his own name.</p> <p>at 1:09:58 on 3/13/2015</p>	1571086519833930	1570289313246980
3/13/2015 1:09	The Truth Buses V2		<p>The Truth Buses V2 I, bus 911, have a 8 year old Chevy and it gets me around just fine. - Bus 911</p> <p>at 1:09:47 on 3/13/2015</p>	1571086473167270	1570289313246980
3/13/2015 1:09	Bill Hutchison		<p>Bill Hutchison TRUTH.</p> <p>at 1:09:20 on 3/13/2015</p>	1571086376500610	1570289313246980
3/13/2015 1:09	The Truth Buses V2		<p>The Truth Buses V2 How about let's have a privately owned transit system with minivans instead of wasted empty buses? We can do that for way cheaper! What about driverless pods? - Bus 915</p> <p>at 1:09:00 on 3/13/2015</p>	1571086289833950	1570289313246980
3/13/2015 1:08	The Truth Buses V2		<p>The Truth Buses V2 Circus? Of course this is all a circus, circus because of the transit cronies. Right Sharon? - Bus 2015</p> <p>at 1:08:02 on 3/13/2015</p>	1571086116500630	1570289313246980
3/13/2015 1:06	The Truth Buses V2		<p>The Truth Buses V2 Sharon only wants the best for everyone. :) - Bus 911</p> <p>at 1:06:27 on 3/13/2015</p>	1571085086500740	1570289313246980
3/13/2015 1:06	The Truth Buses V2		<p>The Truth Buses V2 Privatize HART and be done with it already! - Bus 915</p> <p>at 1:06:02 on 3/13/2015</p>	1571084869834090	1570289313246980

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3/13/2015 1:05	The Truth Buses V2		The Truth Buses V2 Maybe you both can be her chauffeur. :) ~ Bus 2015 at 1:05:30 on 3/13/2015	1571084769834100	1570289313246980
3/13/2015 1:05	The Truth Buses V2		The Truth Buses V2 LIES! - Bus 911 at 1:05:03 on 3/13/2015	1571084699834110	1570289313246980
3/13/2015 1:04	The Truth Buses V2		The Truth Buses V2 Whaaaaaaaaaaaaat? - Bus 901 at 1:04:47 on 3/13/2015	1571084626500780	1570289313246980
3/13/2015 1:04	The Truth Buses V2		The Truth Buses V2 We buses support devolution! Empower the states! ~ Bus 2015 at 1:04:10 on 3/13/2015	1571084506500800	1570289313246980
3/13/2015 0:52	Walter John Slupecki		Walter John Slupecki Neither you or Sharon know what the truth is Mark. at 0:52:41 on 3/13/2015	1571081289834450	1570289313246980
3/13/2015 0:52	Walter John Slupecki		Walter John Slupecki Mark, you know that TBX and the toll road expansion agenda isn't even as vetted as the HART TDP, yet you and Sharon continue to believe that everything about transit has to be scrutinized down to the penny. As I've said before, I 100% agree that our roads need to be fixed, but the underlying agenda that you both continue to carry forth is privatize transit for more toll roads. #fixourroadsfirst is NOT to be a façade for toll road expansion, yet you both are doing just that. at 0:52:11 on 3/13/2015	1571081086501140	1570289313246980
3/13/2015 0:48	Bill Hutchison		Bill Hutchison This is worth a repeat:  "Tampa is the highest cost metropolitan city in the country for transportation costs. Forty percent of the working poor's income is spent on transportation as opposed to 24.6% of the general population's. The bus system is not only inadequate, running infrequently and with very few routes, but it does not run in the evening or on holidays when many hospitality employees work."...  That nails it! at 0:48:24 on 3/13/2015	1571080173167900	1570289313246980
3/13/2015 0:37	Mark Calvert		Mark Calvert Hillsborough County 2015 budget is \$6.5M for roads. You won't admit it but that's the truth. Oh the county spends many times that on HART alone. at 0:37:36 on 3/13/2015	1571078199834760	1570289313246980
3/12/2015 23:57	Bill Hutchison		Bill Hutchison Just what I thought. An intellectually bankrupt approach that is easily debunked. at 23:57:05 on 3/12/2015	1571069266502320	1570289313246980
3/12/2015 23:40	Bill Hutchison		Bill Hutchison I might add that we HAD a totally self supporting public transportation system until massive public spending on roads destroyed the ability of transit companies to make a profit! at 23:40:20 on 3/12/2015	1571065423169370	1570289313246980
3/12/2015 23:33	Jason Ball		Jason Ball ^He's being a typical ideologue, supplanting intellectual dishonesty for the objective truth, by referencing local funding only, even though that's but a small fraction of the overall cost paradigm... Roads are in fact largely funded through federal and state funds coerced from everyone, not the users of those specific roads. But he can't mention that, or he would have to admit that his "solution" to the county's transportation crisis isn't a solution at all, but is rather a perpetuation of what created the problem in the first place. at 23:33:16 on 3/12/2015	1571063866502860	1570289313246980
3/12/2015 23:23	Jason Ball		Jason Ball Quote, "But why should we subsidize 80% of "choice riders" transit fares?"... Because prevailing govt policy compels all non-drivers to subsidize auto-centric transportation infrastructure, thereby taking away from them considerable monies that they could have used to pay their own way, according to their own real world needs. End the big government coercion of all residents to underwrite whatever infrastructure is built throughout the county, and change the laws to fairly tax those who consume infrastructural resources. It's a simple concept. No one pays for anything beyond what they actually use. So if you're sick of paying taxes you feel that you're not getting any value out of yourself, then join with us advocates for a new vision for the county in our call for tax and zoning reform which will end the failed regulations of today, where every resident gets stuck paying for countywide roads and/or transit that he/she may or may not ever actually use. It's very simple. People who frequent the suburbs will pay for their own infrastructure, strictly according to what they actually use, and people who frequent urban areas will do likewise. (and people who frequent both will pay accordingly) You can't get anymore fair and "free" than that. at 23:23:42 on 3/12/2015	1571061319836450	1570289313246980
3/12/2015 23:21	Bill Hutchison		Bill Hutchison ^ Something is rotten with that statement, especially in view of the massive rebuilding of I-275 thru downtown and the pricetag for that. I'll leave it to others to look into this. at 23:21:12 on 3/12/2015	1571060686503180	1570289313246980
3/12/2015 23:17	Bill Hutchison		Bill Hutchison Yes and some people can't even afford clunkers or are physically unable to drive. If you can afford to drive and are healthy, you're golden. If not, you are banished to the nether regions of society because you can't easily get around. I personally think that policies that reinforce this bias should be subject to lawsuits under ADA and civil rights statutes. It's an insidious form of discrimination.  That also does not take into account those of us who do not want to drive everywhere. There are large segments of the population (Millennials and Seniors) who do not want to drive everywhere. Again, their needs are not being met by our single minded focus on highways. Transportation should be based on more than a strict dollars and cents argument. The common public good is an overriding factor and your road only "vision" will not deliver the transportation system Tampa needs.  You know the cost of everything and the value of nothing. at 23:17:14 on 3/12/2015	1571059646503280	1570289313246980
3/12/2015 22:16	Mark Calvert		Mark Calvert HART gets more funding from Hillsborough County than our roads do. at 22:16:30 on 3/12/2015	1571044543171460	1570289313246980
3/12/2015 21:57	Walter John Slupecki		Walter John Slupecki News Flash: HART has a funding gap at 21:57:29 on 3/12/2015	1571040393171870	1570289313246980
3/12/2015 21:56	Sharon Calvert		Sharon Calvert The 8K is based on a new car - we have 10 year old cars, therefore the cost is less. But why should we subsidize 80% of "choice riders" transit fares? Shouldn't they pay their "fare share" and a much more market priced ticket? at 21:56:48 on 3/12/2015	1571040196505230	1570289313246980
3/12/2015 21:36	Jason Ball		Jason Ball What's even more ridiculous is her fervent demands that everyone be compelled by law to pay for the outlying roads she uses, regardless of whether anyone else ever drives on them or not, but that she shouldn't be subject to paying her fair share on any other community infrastructure that she doesn't personally endorse. But that's how these far right radicals think. That they are the only Americans worthy of the government's attention, and that all other Americans are just pathetic deadbeats who should either shut up and die, or join the cause and become a rightwing bigot too. at 21:36:52 on 3/12/2015	1571035039839080	1570289313246980
3/12/2015 21:23	Jason Ball		Jason Ball lololol, thank you Sharon, for making the point of urban transit proponents for us. Following the link you provided leads to the website of the only such "free car" charity operating in the Tampa Bay area, "Wheels of Success"... It is there, that they provide an explanation for why they felt compelled to create a charity which attempts to provide increased mobility to the working poor in the Tampa Bay area specifically... Quote, "Tampa is the highest cost metropolitan city in the country for transportation costs. Forty percent of the working poor's income is spent on transportation as opposed to 24.6% of the general population's. The bus system is not only inadequate, running infrequently and with very few routes, but it does not run in the evening or on holidays when many hospitality employees work."... So they literally created a charity which gives away free cars to the working poor, because the transit system is so underfunded and useless, that people who would otherwise depend on it for affordable transportation, cannot... Sharon, I'm sorry, but you couldn't be any more tone deaf and arrogant in your position on the transportation needs of Hillsborough residents if you tried. <a href="http://www.wheelsofsuccess.org/about-us/index.html">http://www.wheelsofsuccess.org/about-us/index.html</a> at 21:23:18 on 3/12/2015	1571031729839410	1570289313246980
3/12/2015 21:20	Bill Hutchison		Bill Hutchison If you can't drive this is not a solution. at 21:20:53 on 3/12/2015	1571031393172770	1570289313246980
3/12/2015 21:11	Bill Hutchison		Bill Hutchison Didja hear that all you minimum wage earners? It ONLY costs \$8,876 per year to own a piece of American dream! at 21:11:10 on 3/12/2015	1571029396506310	1570289313246980

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3/12/2015 21:06	Sharon Calvert		Sharon Calvert "AAA released the results of its annual "Your Driving Costs" study today, revealing a 2.7 percent decrease in the cost to own and operate a sedan in the U.S. The average cost fell 1.64 cents to 59.2 cents per mile, or \$8,876 per year, based upon 15,000 miles of annual driving." <a href="http://newsroom.aaa.com/2014/05/owning-and-operating-your-vehicle-just-got-a-little-cheaper-aaas-2014-your-driving-costs-study/">http://newsroom.aaa.com/2014/05/owning-and-operating-your-vehicle-just-got-a-little-cheaper-aaas-2014-your-driving-costs-study/</a> at 21:06:21 on 3/12/2015	1571028539839730	1570289313246980
3/12/2015 20:41	Jason Ball		sprawling development that is 100% dependent on automobiles, even though such sprawling patterns of development in fact do not generate enough of a tax base to sustain its own infrastructure over time. There literally is no such thing as greenfield development which "pays for itself". ALL of it is subsidized by the funneling of funds from outside sources, and by compelled behavior imposed on the community through the force of law. Want to build a traditional walkable urban development which doesn't impose unnecessary land and parking costs onto its inhabitants? Sorry, that's against the law. You either have to supply space for a bunch of automobiles at great additional expense per post-war auto-centric ideology, or you can't even build at all. From the taxpayer's perspective, this is big government coercion at its worst. Developers build as they please, according to these demonstrably failed zoning laws, and it is taxpayers who are stuck with the bill maintaining all of the deficient infrastructure the developer did or did not build correctly on old farmland. Where's the righteous indignation from all you self proclaimed lovers of free markets over that basic truth? Or maybe the reality is that none of you knee-jerk reactionaries have ever bothered educating yourself enough to actually know what you're talking about. Imagination, beliefs, emotional impulses and ideology are all really great facets of being a human being. But they have zero to do with becoming enlightened enough on a subject to see the objective truth for what it really is. At this point, you all give off a strong whiff of being slaves to your ideology.	1571020169840560	1570289313246980
3/12/2015 20:38	Bill Hutchison		Bill Hutchison So? Abolish the mode-specific highway trust fund and let highways compete for each dollar, along with every other government program. at 20:38:09 on 3/12/2015	1571019613173950	1570289313246980
3/12/2015 20:22	Walter John Slupecki		Walter John Slupecki Here we go again with more pushing of your agenda to privatize transit.  Devolution of the HTF is a terrible plan. at 20:22:50 on 3/12/2015	1571016669840910	1570289313246980
3/12/2015 20:00	Bill Hutchison		Bill Hutchison And there you go...speaking the same old road zombie rhetoric... Methinks you are seriously out of step with most people here. They recognize the importance of roads but are also aware that any modern city needs other option as well, such as transit. Your rhetoric will not solve the problem. at 20:00:54 on 3/12/2015	1571011929841390	1570289313246980
3/12/2015 19:57	Sharon Calvert		Sharon Calvert In 1983 Congress created the Mass Transit account within the Highway Trust Fund. This act began the diversion of our road user fees, federal gas taxes, to mass transit. This enabled greater expanded siphoning of our federal gas taxes to rail and bus transit, ferry boats, bike paths, sidewalks and recreational trails. Today our federal gas taxes are expanded beyond even those activities and includes air quality mitigation, historic resources, environmental goals and other ancillary purposes. At the same time the scope for the use of our federal gas taxes was being greatly expanded, vehicles continued to become more fuel efficient and vehicles fueled by other types of energy began to be introduced: hybrids, electric, natural gas, etc. As CAFE standards increase fuel efficiency and the public uses more non-gasoline powered vehicles, the funding problem gets worse. The circular logic of heavily subsidizing mass transit and other ancillary activities through dwindling vehicle user fees eventually becomes unsustainable and reality hits. <a href="http://eyeontampabay.blogspot.com/2014/06/eliminate-highway-trust-fund-and.html">http://eyeontampabay.blogspot.com/2014/06/eliminate-highway-trust-fund-and.html</a> at 19:57:02 on 3/12/2015	1571011166508130	1570289313246980
3/12/2015 19:54	Mark Calvert		Mark Calvert Hmm... where in this study does it cite anything about auto vs. transit expense? I can't find it...  But HART buses cost \$0.80 Operating Expense per Passenger Mile ( <a href="http://www.ntdprogram.gov/ntdprogram/pubs/profiles/2013/agency_profiles/4041.pdf">http://www.ntdprogram.gov/ntdprogram/pubs/profiles/2013/agency_profiles/4041.pdf</a> )  AAA published auto costs per mile at \$0.592 ( <a href="http://newsroom.aaa.com/2014/05/owning-and-operating-your-vehicle-just-got-a-little-cheaper-aaas-2014-your-driving-costs-study/">http://newsroom.aaa.com/2014/05/owning-and-operating-your-vehicle-just-got-a-little-cheaper-aaas-2014-your-driving-costs-study/</a> )  HART is actually more expensive on a per passenger mile basis.  Oh, and HARTs fortunately recovers about 25% of its operating costs from the fare box... which means about \$0.60 per passenger mile is covered by the local, state, federal funds... your taxes. at 19:54:36 on 3/12/2015	1571010566508190	1570289313246980
3/12/2015 19:39	Bill Hutchison		Bill Hutchison Maybe Sharon should offer to chauffeur everyone around town? It's ridiculous to think a city the size of Tampa should be totally dependent on roads. at 19:39:46 on 3/12/2015	1571007066508540	1570289313246980
3/12/2015 19:19	Walter John Slupecki		Walter John Slupecki More evidence that you don't want us to have any transportation choices. at 19:19:47 on 3/12/2015	1571003133175600	1570289313246980
3/12/2015 19:19	Walter John Slupecki		Walter John Slupecki Well Sharon, you don't want us to have any transportation choices, so there.  By the way, how about making Go Hillsborough answer the million dollar question as to why they're running a circus? at 19:19:12 on 3/12/2015	1571002929842290	1570289313246980
3/12/2015 19:18	Walter John Slupecki		Walter John Slupecki Continue on with your car-centric pipe dream Sharon. You don't want us to have any transportation choices. at 19:18:02 on 3/12/2015	1571002623175650	1570289313246980
3/12/2015 19:17	Walter John Slupecki		Walter John Slupecki I agree Bill at 19:17:02 on 3/12/2015	1571002356509010	1570289313246980
3/12/2015 18:59	Walter John Slupecki		Walter John Slupecki Sharon, ride-sharing is only a piece of the transportation puzzle. You continue to think that it will effectively substitute the need for meaningful public transit like buses and trains. News flash; it doesn't! Ride-sharing will NEVER be a substitute to public transit. at 18:59:38 on 3/12/2015	1570998143176100	1570289313246980
3/12/2015 17:23	Bill Hutchison		Bill Hutchison I think too many people fall into the trap of comparing the meager transit we have today with driving on a fully built out road system that is the result of decades of auto-focused public spending to the near exclusion of all else.  On top of that, they cavalierly dismiss the fact that a significant number of Tampa's residents do not own a motor vehicle. They can't afford one or are physically unable to drive and find it very difficult to go about their activities because we have a subpar transit system. I ran a cross one person the other day who said he had to turn down a job because he did not have a car and there was no transit. at 17:23:59 on 3/12/2015	1570974029845180	1570289313246980
3/12/2015 15:04	Bill Hutchison		Bill Hutchison How about having a transportation system that makes driving an option instead of a "one size fits all" solution? Not all of us can or should drive...or want to drive everywhere. at 15:04:09 on 3/12/2015	1570929069849670	1570289313246980
3/12/2015 14:17	Sharon Calvert		Sharon Calvert How about enabling ride-sharing services that makes it easy and inexpensive to get from where you are to exactly where you need to go exactly when you want? at 14:17:59 on 3/12/2015	1570910393184870	1570289313246980
3/12/2015 14:16	Sharon Calvert		Sharon Calvert Charities That Offer Free Cars for Low Income Families <a href="http://save.lovetoknow.com/Free_Cars_for_Low_Income_Families">http://save.lovetoknow.com/Free_Cars_for_Low_Income_Families</a> at 14:16:07 on 3/12/2015	1570909843184930	1570289313246980
3/12/2015 14:14	Sharon Calvert		Sharon Calvert Car Access Provides Best Economic Opportunities <a href="http://eyeontampabay.blogspot.com/2014/10/car-access-provides-best-economic.html">http://eyeontampabay.blogspot.com/2014/10/car-access-provides-best-economic.html</a> at 14:14:54 on 3/12/2015	1570909453184970	1570289313246980
3/12/2015 14:12	Sharon Calvert		Sharon Calvert Where in the link provided does it make the statement GoHillsborough posted? If GoHillsborough wants "choice" riders, who can afford cars, to ride heavily taxpayer funded transit, then why shouldn't "choice" riders pay their "fair share" of a market priced ticket? <a href="http://eyeontampabay.blogspot.com/2013/09/deceptions-on-transit-solutions-dont.html">http://eyeontampabay.blogspot.com/2013/09/deceptions-on-transit-solutions-dont.html</a> at 14:12:23 on 3/12/2015	1570908709851710	1570289313246980
3/12/2015 12:47	Shirley Howell Wood		Shirley Howell Wood The cases where someone can "forgo the car" are few, while the cases of people who need and depend on their cars are many. That is why it is imperative that we maintain our roads. #fixourroadsfirst at 12:47:15 on 3/12/2015	1570866089855970	1570289313246980

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3/12/2015 11:03	Walter John Slupecki		Walter John Slupecki While you are right on the point that a personal vehicle is required for many occupations, there are cases where you can forgo the car. Purchasing a monthly transit pass is far cheaper than spending money on DMV fees, insurance, gas, parking and tolls, and maintenance, not to mention dealing with breakdowns. at 11:03:22 on 3/12/2015	1570803566528890	1570289313246980
3/12/2015 7:32	Shirley Howell Wood		Shirley Howell Wood Transit does not work for so many. Going from point A to point B then what? The article mentions home care giver. If a person works for an agency that provides home health care, their place of employment differs daily. Same for many service connected jobs. The idea that a person could ride rail to these jobs is a joke. Buses also do not work since so many of the routes require a person to make many transfers and would take several hours to get to where they are needing to go. Cars are necessary in so many occupations, and therefore roads must be maintained. #fixourroadsfirst at 7:32:34 on 3/12/2015	1570740659868510	1570289313246980
3/12/2015 3:03	Walter John Slupecki		Walter John Slupecki You can purchase a monthly transit pass for far less than all the costs associated with owning a personal vehicle. at 3:03:15 on 3/12/2015	1570624399880140	1570289313246980
3/11/2015 21:06	Bill Hutchison		Bill Hutchison "If transit ideologues didn't take 16% of the HTF and blow it on transit, there would be no shortfall."  False. In FY 2014 Congress transferred \$10 billion in non-user general funds to the Highway Trust Fund. at the same time, \$5 billion came out of the HTF for transit. Thus, if we took all of the transit funding and put it back into the HTF, we still would have a \$5 billion shortfall.  <a href="http://www.cbo.gov/sites/default/files/cbofiles/attachments/43884-2014-02-Highway_Trust_Fund.pdf">http://www.cbo.gov/sites/default/files/cbofiles/attachments/43884-2014-02-Highway_Trust_Fund.pdf</a>  It's worth noting that the HTF has been running deficits since 2008 , with the \$60 billion difference coming from non-user general revenues. The CBO estimates this will add up to \$168 billion over ten years. The problem is insufficient gas tax revenues, not what we spend on transit.  <a href="http://www.dot.gov/highway-trust-fund-ticker">http://www.dot.gov/highway-trust-fund-ticker</a>  On the state level, here are the actual numbers for the state of Wisconsin FY 2004-2008 that shows where highway money comes from and where it goes. I expect Florida is not much different:  \$8.7 billion general revenue (i.e., non-users)\$3.1 billion federal\$3.0 billion borrowing\$7.4 billion from users (gas tax, registrations, etc)  Total: \$22.2 billion. Of that, transit got \$562 million, which means that if the transit money went back it would not cover the combined \$11.7 billion shortfall from borrowing and non-user general funds.  <a href="http://usa.streetsblog.org/2011/12/12/transit%E2%80%99s-not-sucking-the-taxpayer-dry-roads-are/">http://usa.streetsblog.org/2011/12/12/transit%E2%80%99s-not-sucking-the-taxpayer-dry-roads-are/</a> at 21:06:29 on 3/11/2015	1570541336555110	1570289313246980
3/11/2015 21:04	Bill Hutchison		Bill Hutchison "Roads are paid for through fuel taxes"  False. The Federal Highway trust fund has been propped up with General Revenue (non-user) funds since 2008, amounting to well over \$60 billion. The federal gas tax has not been raised since 1993 and its spending power has been eroded by a double whammy of inflation and a long term decline in driving. General revenues and property taxes also pay for state and local roads. at 21:04:47 on 3/11/2015	1570540973221820	1570289313246980
3/11/2015 19:43	Bill Hutchison		Bill Hutchison The expense of car ownership is what is driving many to settle in transit-rich urban areas. at 19:43:02 on 3/11/2015	1570424196566830	1570289313246980
3/11/2015 19:07	Adam Metz		Adam Metz I spend over \$2000/year on car insurance and maintenance alone. Not including gas. I am fortunate enough to afford it but that's \$2000 that doesn't go into the local economy. Like TB Rays tickets for example... at 19:07:17 on 3/11/2015	1570412909901290	1570289313246980
3/11/2015 15:57	Tom Rask		Tom Rask Neither the term "public transportation" (nor the word "transit") are mentioned even once in this report. Not once. Typical sleight of hand that I have come to expect.  If everybody rides transit, who is going to subsidize it? Right now, gas taxes go to transit. If nobody drives, then who are you going to bleed for money? at 15:57:56 on 3/11/2015	1570359519906630	1570289313246980
3/11/2015 15:51	Tom Rask		Tom Rask You mean like in those million dollar condos in downtown? Yeah, I could see why they would not be able to afford a car after buying a million dollar condo. Can't fix stupid. at 15:51:09 on 3/11/2015	1570355659907010	1570289313246980
3/11/2015 13:15	Bill Hutchison		Bill Hutchison The expense of car ownership is what is driving many to settle in transit-rich urban areas. at 13:15:03 on 3/11/2015	1570298389912740	1570289313246980
3/11/2015 3:28	Shirley Howell Wood	POT HOLES ARE US, GO Hillsborough	Shirley Howell Wood > POT HOLES ARE US, GO Hillsborough  Shirley Howell Wood shared a photo to GO Hillsborough's timeline.  #fixourroadsfirst <a href="https://www.facebook.com/975WQBE/photos/a.482575453579.262720.99575968579/10152122689253580/?type=1&amp;theater">https://www.facebook.com/975WQBE/photos/a.482575453579.262720.99575968579/10152122689253580/?type=1&amp;theater</a>  97.5 WQBE-FM  POT HOLES ARE US at 3:28:09 on 3/11/2015	1043210412361950	
3/10/2015 19:00	GO Hillsborough		GO Hillsborough  We have two more meetings this week, so come out and make your voice heard! Visit <a href="http://www.GoHillsborough.org">www.GoHillsborough.org</a> for updates and to view our iNeighborhood app which displays planned road projects throughout the County.  <a href="http://go.hillsborough.org/meetings-recap-understanding-issues-march-6/">http://go.hillsborough.org/meetings-recap-understanding-issues-march-6/</a>  Meetings Recap: Understanding the Issues, March 6 - GoHillsborough  go.hillsborough.org  GO Hillsborough seeks to understand, explore and help choose transportation options that make sense in the lives of Hillsborough County citizens. at 19:00:01 on 3/10/2015	1569773193298590	

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3/10/2015 18:57	GO Hillsborough		<p>GO Hillsborough</p> <p>GO Hillsborough added 7 new photos to the album: West Tampa/South Tampa_Understanding the Issues_030215 â€" at Manhattan Avenue United Methodist Church &amp; Preschool.</p> <p>West Tampa/South Tampa_Understanding the Issues_030215</p> <p>at 18:57:19 on 3/10/2015</p>	1569862603289650	
3/12/2015 12:41	Walter John Slupecki		<p>Walter John Slupecki I really enjoyed attending this workshop. :) at 12:41:30 on 3/12/2015</p>	1570864033189510	1569862603289650
3/10/2015 3:31	William Beers	GO Hillsborough	<p>William Beers &gt; GO Hillsborough</p> <p>Great news report on WTSP Ch 10 tonight, they blew the myth of 14.5 million riders a year on PSTA out of the water. Only 10 of its bus routes have a passenger ridership to justify use, 14 bus routes carry 34 passengers per day, another 12 bus routes carry 21 passengers per day</p> <p>at 3:31:08 on 3/10/2015</p>	1569372866671960	
3/11/2015 1:50	Bill Hutchison		<p>Bill Hutchison No it isn't. at 1:50:15 on 3/11/2015</p>	1569947646614480	1569372866671960
3/11/2015 0:15	William Beers		<p>William Beers Its called smoke &amp; mirrors</p> <p>at 0:15:51 on 3/11/2015</p>	1569932549949320	1569372866671960
3/10/2015 22:36	Bill Hutchison		<p>Bill Hutchison PSTA counts passengers the same way every other transit operator in the country does:</p> <p><a href="https://ridepsta.wordpress.com/2013/02/14/passenger-counting-101/">https://ridepsta.wordpress.com/2013/02/14/passenger-counting-101/</a></p> <p>at 22:36:07 on 3/10/2015</p>	1569911606618090	1569372866671960
3/9/2015 19:22	Sharon Calvert	GO Hillsborough	<p>Sharon Calvert &gt; GO Hillsborough</p> <p>Another transportation option - let's get it done this year so ride sharing services can operate legally in FL.</p> <p><a href="http://tbo.com/news/politics/uber-lyft-and-other-car-services-may-get-help-from-lawmakers-20150308/">http://tbo.com/news/politics/uber-lyft-and-other-car-services-may-get-help-from-lawmakers-20150308/</a></p> <p>at 19:22:17 on 3/09/2015</p>	1569173300025250	
3/10/2015 21:57	Bill Hutchison		<p>Bill Hutchison Great...if you can drive...or want to.</p> <p>at 21:57:05 on 3/10/2015</p>	1569904456618800	1569173300025250
3/9/2015 14:10	GO Hillsborough		<p>GO Hillsborough</p> <p>Many of our homes and jobs are not accessible via public transportation. If HART were to expand its bus system, where should it go first?</p> <p>at 14:10:57 on 3/09/2015</p>	1568986690043910	
3/16/2015 21:38	Bill Hutchison		<p>Bill Hutchison Better idea: Junk the \$9 billion tolled lane idea and spend it on better transit, light rail, streetcars, complete streets, trails, revamped arterials, etc...i.e.,...spend it where it will do the most good.</p> <p>at 21:38:23 on 3/16/2015</p>	1573309912944920	1568986690043910
3/16/2015 16:07	Bill Hutchison		<p>Bill Hutchison Yeah and funny how "solutions" like \$9 billion tolled lanes are continually being pushed while driving has declined over the last ten years and transit grew. Not so funny is the societal costs of the roads.</p> <p>Also, it's funny how transit issues have to endure the rigors of the ballot box while roads just seem to happen.</p> <p>at 16:07:46 on 3/16/2015</p>	1573190806290170	1568986690043910
3/16/2015 15:41	Jason Ball		<p>Jason Ball Quote, "Tom Rask Reality check - there is no need or demand for more transit. And that is why we are not gonna have rail transit, which is the goal of this whole sham 'Go Hillsborough' outreach. See the AECOM study last from last year.</p> <p>Oh, you mean the boilerplate report that refers to itself as a "cursory review"? (pg 27). That wasn't a "study", it was a "report" to gauge the viability of a New Starts application if it was made today, based on past trends, not future ones. For someone who claims to have your education, one would think you would know the difference between a "study" and a "report".</p> <p>The report by AECOM, which even though it admits the report is merely a cursory review of existing information, goes ahead and pulls this conclusion out of thin air anyways... Quote,"The prospect of a network of managed lanes within the Tampa Bay region provides an extremely attractive opportunity to provide high quality, higher speed Rapid Bus or Enhanced Bus on managed lane services" (pg 28).</p> <p>And looky here, check out which engineering firm proudly declares that they are, "leading the charge on toll roads, guiding the vision, development and operations of toll facilities and managed lanes" <a href="http://www.aecom.com/tolling">http://www.aecom.com/tolling</a>.</p> <p>Nope, there's no ideological agenda being pushed here folks. Move along now, and don't complain when you can't afford the commute to work anymore, because AECOM successfully lobbied to build toll roads that will cost you as much as \$30 a day or more to use. I'm sure that perpetually miserable scolds like Tom Rask will still be around to tell you how wrong you were to build toll roads too.</p> <p>at 15:41:52 on 3/16/2015</p>	1573177782958130	1568986690043910
3/14/2015 20:47	Jason Ball		<p>Jason Ball Quote,"Tom Rask Reality check - there is no need or demand for more transit."</p> <p>Dead wrong.</p> <p>Quote,"Hillsborough Area Regional Transit has yet again broken a yearly ridership record, transporting 14.9 million passengers in fiscal year 2014, up 2 percent from last year. HART has set a new record for five consecutive years, and 10 out of the last 11."</p> <p><a href="http://www.bizjournals.com/tampabay/news/2014/10/10/hart-breaks-bus-ridership-record-for-fifth-year-in.html">http://www.bizjournals.com/tampabay/news/2014/10/10/hart-breaks-bus-ridership-record-for-fifth-year-in.html</a></p> <p>at 20:47:52 on 3/14/2015</p>	1572062029736380	1568986690043910

Timestamp	From	To	Text	Content ID	Parent ID
3/11/2015 19:01	Bill Hutchison		<p>Bill Hutchison Highway-only solutions will not solve the problem. We need to:</p> <ul style="list-style-type: none"> <li>- Maintain existing highways</li> <li>- Vastly enhance bus service</li> <li>- Extend the streetcar to form a downtown loop</li> <li>- Extend the streetcar to nearby neighborhoods</li> <li>- Build a downtown-airport light rail line</li> <li>- Extend Sunrail to Tampa</li> </ul> <p>at 19:01:44 on 3/11/2015</p>	1570411339901450	1568986690043910
3/11/2015 17:32	Tom Rask		<p>Tom Rask Christopher Furtado - your initial comment was that an "express bus to the base would be nice". Well, HART has not identified your route as a priority....so if you guys want it, then your agency can pay for it.</p> <p>Florida Polytechnic (to name just one government entity) pays Polk Transit to operate buses on a contract basis. Legoland (private sector) does the same.</p> <p>As for Bill's dumb comment: so he wants to end all intragovernmental transfer payments? OK, I will take that deal. End them all, including those from USDOT to transit authorities. Etc. etc. ALL of them.</p> <p>at 17:32:12 on 3/11/2015</p>	1570388906570360	1568986690043910
3/11/2015 17:17	Tom Rask		<p>Tom Rask The fact that you failed to realize whose stupidity should be solved makes my point perfectly.</p> <p>As for your those misleading "record ridership" claims: they don't account for population growth. In 1980, the average urban American rode transit 51 times a year; in 2014, it was just 41 times. See <a href="http://ti.org/antiplanner/?p=10380">http://ti.org/antiplanner/?p=10380</a></p> <p>I will respect opinions that are based on facts. Not assertions, unicorns and rainbows.</p> <p>at 17:17:16 on 3/11/2015</p>	1570383883237520	1568986690043910
3/11/2015 16:43	Bill Hutchison		<p>Bill Hutchison More roads won't solve the problem, Tom.</p> <p>at 16:43:01 on 3/11/2015</p>	1570372373238680	1568986690043910
3/11/2015 16:41	Bill Hutchison		<p>Bill Hutchison You have your opinion Tom. Too bad you don't respect mine.</p> <p>at 16:41:00 on 3/11/2015</p>	1570371703238740	1568986690043910
3/11/2015 16:37	Walter John Slupecki		<p>Walter John Slupecki Tom Rask doesn't realize that the AECOM assessment is pure baloney, as I've explained to Sharon Calvert. I don't need an engineering degree, nor need to be a rocket scientist to know how many fallacies are in that assessment. The false mindset that MetroRapid is simply "good enough" for Hillsborough is quite sickening. Yet they all continue to believe it's "the right thing" for the county. Once again, these people (Tom, the Calverts) do not want us here in Hillsborough to have any transportation choices.</p> <p>Tom also believes that the record ridership numbers on both HART and PSTA are nothing but huge shams to fool the public into thinking that both agencies need to be privatized. Contracting out these agencies to MV Transportation or TransDev will not solve our transit system problems, that move will only make the situation worse.</p> <p>at 16:37:50 on 3/11/2015</p>	1570370909905490	1568986690043910
3/11/2015 16:35	Bill Hutchison		<p>Bill Hutchison Stupidity? Tom, you shouldn't beat up on yourself like that.</p> <p>You have your opinion. Too bad you don't respect mine.</p> <p>at 16:35:37 on 3/11/2015</p>	1570370473238870	1568986690043910
3/11/2015 15:46	Tom Rask		<p>Tom Rask "Sprawl" is the term government-luvin' stats use to describe suburban living. They then proceed with platitudes like "balance needed"....as if suburban living was a problem that needs to be "solved" and "balanced" with urban high density living.</p> <p>Here is a better problem to solve: stupidity.</p> <p>at 15:46:00 on 3/11/2015</p>	1570353673240550	1568986690043910
3/11/2015 15:45	Anthony Nachor		<p>Anthony Nachor Go ahead with your reality check, Tom, but your claims are simply made up and do not make any sense.</p> <p>As a graduating city planner with a focus on transportation, it is time for Tampa to enhance its mobility and accessibility options. Has anyone even considered the idea of transit-oriented development yet? I could work on one, with a little help... perhaps converting a short portion of Kennedy from a roadway to a transitway would also work to allow more bus lines to use it and make Downtown Tampa (instead of just Marion TC) a true transit hub.</p> <p>at 15:45:42 on 3/11/2015</p>	1570353549907220	1568986690043910
3/11/2015 15:40	Tom Rask		<p>Tom Rask Reality check - there is no need or demand for more transit. And that is why we are not gonna have rail transit, which is the goal of this whole sham "Go Hillsborough" outreach. See the AECOM study last from last year: <a href="http://www.mediafire.com/view/28zbc521xapzaot/Hillsborough%20County%20Transit%20Options%20Assessment%20v5%202014-050714%20FINAL.pdf">http://www.mediafire.com/view/28zbc521xapzaot/Hillsborough%20County%20Transit%20Options%20Assessment%20v5%202014-050714%20FINAL.pdf</a></p> <p>at 15:40:40 on 3/11/2015</p>	1570352253240690	1568986690043910
3/11/2015 14:56	Tom Rask		<p>Tom Rask Bill Hutchison - I was giving you a courtesy heads-up so that you can retain a copy of your comments if you wish. I explained why I am doing it. You chose to take that a some kind of game aimed at you.</p> <p>at 14:56:58 on 3/11/2015</p>	1570338119908770	1568986690043910
3/11/2015 14:17	Walter John Slupecki		<p>Walter John Slupecki Go Hillsborough needs to ban Tom Rask ASAP. He is proving again and again that he is willing to do anything to deliberately derail the conversation.</p> <p>at 14:17:24 on 3/11/2015</p>	1570324759910100	1568986690043910
3/11/2015 14:16	Walter John Slupecki		<p>Walter John Slupecki What? Tom, you're a pretty good liar to think that I'm Jason. Wait until all this gets posted on <a href="http://www.whoistomrask.com">www.whoistomrask.com</a>, which I have no connection to.</p> <p>at 14:16:12 on 3/11/2015</p>	1570321693243740	1568986690043910
3/11/2015 14:08	Bill Hutchison		<p>Bill Hutchison Those who pooh-pooh transit choices also advocate unworkable exurban tolled lanes as a solution to area transportation issues. All that will do is accelerate sprawl and induce yet more driving, which will fill up these new roads soon after they are built. Meanwhile, the urban areas of Hillsborough will still have subpar transit and residents will still find it difficult to get around unless they drive...if they can afford to.</p> <p>at 14:08:19 on 3/11/2015</p>	1570319813243930	1568986690043910
3/11/2015 14:02	Bill Hutchison		<p>Bill Hutchison Tom, you can say whatever you want. it's a free country. I will express my opinions as well. That's they way things work. Go ahead and delete your comments, but remember, two can play that game.</p> <p>at 14:02:49 on 3/11/2015</p>	1570317976577450	1568986690043910
3/11/2015 13:57	Walter John Slupecki		<p>Walter John Slupecki Folks, please find out the truth on Tom Rask and how he deliberately contributed to the trashing of Greenlight Pinellas at <a href="http://www.whoistomrask.com">www.whoistomrask.com</a></p> <p>at 13:57:50 on 3/11/2015</p>	1570316666577580	1568986690043910

Timestamp	From	To	Text	Content ID	Parent ID
3/11/2015 13:56	Walter John Slupecki		<p>Walter John Slupecki Tom Rask doesn't realize that the AECOM assessment is pure baloney, as I've explained to Sharon Calvert. I don't need an engineering degree, nor need to be a rocket scientist to know how many fallacies are in that assessment. The false mindset that MetroRapid is simply "good enough" for Hillsborough is quite sickening. Yet you all continue to believe it's "the right thing" for the county. Once again, you all do not want us here in Hillsborough to have any transportation choices.</p> <p>Tom also believes that the record ridership numbers on both HART and PSTA are nothing but huge shams to fool the public into thinking that both agencies need to be privatized. Contracting out these agencies to MV Transportation or TransDev will not solve our transit system problems, that move will only make the situation worse.</p> <p>at 13:56:13 on 3/11/2015</p>	1570316163244300	1568986690043910
3/11/2015 13:49	Jason Ball		<p>Jason Ball That's why Tom Rask, non Hillsborough resident, deleted his ignorant remarks and came back with the weak claim that "Tampa won't get rail transit"... What he's too wrapped up in his little world of hate to grasp, is the fact that Hillsborough's urban residents don't care whether improved mass transit is run on a great bus network, or on a combined rail and bus network. Either way, the facts on the ground prove Tom is flat out wrong. Hillsborough County is growing (already 50% more populous than Pinellas) and needs a major investment into its severely deficient urban infrastructure.</p> <p>at 13:49:22 on 3/11/2015</p>	1570313909911190	1568986690043910
3/11/2015 13:47	Tom Rask		<p>Tom Rask Aha! So Jason Ball is Walter. Got it. Thread being deleted in 3, 2, 1.....</p> <p>at 13:47:06 on 3/11/2015</p>	1570313376577910	1568986690043910
3/11/2015 13:45	Tom Rask		<p>Tom Rask Jason Ball (not his real name) says that I delete my own remarks: yes, I delete a remark when Jason Ball (not his real name) responds. It is one of the stated rules of engagement for this board that we must use our real names.....and Mr. Ball (not his real name) does not. Therefore, this thread will also be deleted shortly. Please take note, Walter and Bill Hutchison.</p> <p>Mr. Ball refuses to come out from behind the hockey mask and renounce his chainsaw hacktivist ways. And he is calling me a radical? Sure.</p> <p>So what Walter John Slupecki is saying is that Hillsborough County spent taxpayer dollars in May of last year to produce a study....which he now dismisses as pure baloney. Exactly how are they wrong when say that transit ridership "remains modest"? What part of their advice that Hillsborough County should "approach making transit investments cautiously and prudently" does he disagree with? How are they wrong when they say that "light rail transit in either corridor would not qualify for an FTA medium or higher rating, which is the usual threshold to be considered for federal funds."</p> <p>at 13:45:11 on 3/11/2015</p>	1570309969911580	1568986690043910
3/11/2015 13:35	Walter John Slupecki		<p>Walter John Slupecki Yep, because Tom believes that the record ridership numbers on both HART and PSTA are nothing but huge shams to fool the public into thinking that both agencies need to be privatized. Contracting out these agencies to MV Transportation or TransDev will not solve our transit system problems, that move will only make the situation worse.</p> <p>at 13:35:12 on 3/11/2015</p>	1570307279911850	1568986690043910
3/11/2015 13:31	Jason Ball		<p>Jason Ball Quote,"Hillsborough Area Regional Transit has yet again broken a yearly ridership record, transporting 14.9 million passengers in fiscal year 2014, up 2 percent from last year. HART has set a new record for five consecutive years, and 10 out of the last 11.".</p> <p>This is the headline that Tom The Troll was so desperate to have not be seen, that he resorted to the cowardly tactic of deleting his remarks and reposting them, so that the damning rebuttal to his ignorance would be deleted... You can cower in the corner Tom, but you can't hide from the sunlight of the truth. Once again, Tom Rask is not smarter than Yogi Bear. <a href="http://www.bizjournals.com/tampabay/news/2014/10/10/hart-breaks-bus-ridership-record-for-fifth-year-in.html">http://www.bizjournals.com/tampabay/news/2014/10/10/hart-breaks-bus-ridership-record-for-fifth-year-in.html</a></p> <p>at 13:31:37 on 3/11/2015</p>	1570306253245290	1568986690043910
3/11/2015 13:15	Jason Ball		<p>Jason Ball Lol, typical move of a troll here to disrupt these proceedings, not participate in them constructively.</p> <p>So now Tom Rask, non Hillsborough resident, makes uninformed, factually incorrect posts, and when he is effectively rebutted, he deletes his remark, which deletes the rebuttal that revealed his ignorance, then reposts his same misinformation, which then appears without any rebuttal. This sort of classless, despicable behavior is the very definition of trolling. Which is what the citizens of this area have come to expect from certain radical activists. Their agenda is not quality of life, it is control.</p> <p>at 13:15:29 on 3/11/2015</p>	1570298516579390	1568986690043910
3/11/2015 12:19	Walter John Slupecki		<p>Walter John Slupecki Tom, the AECOM assessment is pure baloney in my opinion, as I've explained to Sharon Calvert. I don't need an engineering degree, nor need to be a rocket scientist to know how many fallacies are in that assessment. The false mindset that MetroRapid is simply "good enough" for Hillsborough is quite sickening. Yet you all continue to believe it's "the right thing" for the county. Once again, you all do not want us here in Hillsborough to have any transportation choices.</p> <p>at 12:19:38 on 3/11/2015</p>	1570281679914410	1568986690043910
3/11/2015 10:26	Tom Rask		<p>Tom Rask Reality check - there is no need or demand for more transit. And that is why we are not gonna have rail transit, which is the goal of this whole sham "Go Hillsborough" outreach. See the AECOM study last from last year: <a href="http://www.mediafire.com/view/28zbc521xapzaot/Hillsborough%20County%20Transit%20Options%20Assessment%20v5%202014-050714%20FINAL.pdf">http://www.mediafire.com/view/28zbc521xapzaot/Hillsborough%20County%20Transit%20Options%20Assessment%20v5%202014-050714%20FINAL.pdf</a></p> <p>at 10:26:16 on 3/11/2015</p>	1570217896587460	1568986690043910
3/11/2015 6:14	Walter John Slupecki		<p>Walter John Slupecki Of course though, Tom will say "That's a lie" just like how NTFT is arguing that PSTA's ridership is a huge sham. HART counts its riders the same way PSTA does.</p> <p>at 6:14:39 on 3/11/2015</p>	1569997036609540	1568986690043910
3/11/2015 6:13	Jason Ball		<p>Jason Ball And by the way... Quote,"Hillsborough Area Regional Transit has yet again broken a yearly ridership record, transporting 14.9 million passengers in fiscal year 2014, up 2 percent from last year. HART has set a new record for five consecutive years, and 10 out of the last 11." <a href="http://www.bizjournals.com/tampabay/news/2014/10/10/hart-breaks-bus-ridership-record-for-fifth-year-in.html">http://www.bizjournals.com/tampabay/news/2014/10/10/hart-breaks-bus-ridership-record-for-fifth-year-in.html</a></p> <p>at 6:13:07 on 3/11/2015</p>	1569996689942910	1568986690043910
3/10/2015 23:10	Walter John Slupecki		<p>Walter John Slupecki Public-Private Partnerships are one thing, which I support. But Tom is for contracting out HART to a private company like TransDev or MV Transportation, so my thought is, Tom is implying privatization of HART.</p> <p>at 23:10:40 on 3/10/2015</p>	1569916873284230	1568986690043910
3/10/2015 22:41	Christopher Furtado		<p>Christopher Furtado Not sure what Tom is implying because we pay just like regular riders to use these buses, granted we get federal subsidy to encourage the use of public transportation. My comment was merely to point out that expansion of military personnel into the Southshore/Ruskin/Apollo Beach area in my opinion would garner enough ridership to support an express route to the base. How HART goes about creating that expansion I'll leave to HART</p> <p>at 22:41:58 on 3/10/2015</p>	1569912523284660	1568986690043910
3/10/2015 22:37	Walter John Slupecki		<p>Walter John Slupecki Tom, I agree with Jason.</p> <p>at 22:37:18 on 3/10/2015</p>	1569911806618070	1568986690043910
3/10/2015 22:30	Bill Hutchison		<p>Bill Hutchison Interesting. Have one government entity pay another.</p> <p>at 22:30:00 on 3/10/2015</p>	1569910643284850	1568986690043910
3/10/2015 22:26	Walter John Slupecki		<p>Walter John Slupecki So what you're saying Tom is, privatize? I think yes...</p> <p>at 22:26:52 on 3/10/2015</p>	1569910143284900	1568986690043910

Timestamp	From	To	Text	Content ID	Parent ID
3/10/2015 22:07	Bill Hutchison		<p>Bill Hutchison Exurban tollways or tolled lanes will do nothing but accelerate sprawl and induce driving at the fringes. Not a solution. Balance is needed.</p> <ul style="list-style-type: none"> <li>- Maintain the existing roads</li> <li>- Retain and greatly enhance bus service with ten minute headways on core routes</li> <li>- More express bus services to outlying areas</li> <li>- Extend and improve existing streetcar to form a downtown loop and start to extend into nearby neighborhoods</li> <li>- Trolley/light rail line downtown Tampa to Airport</li> <li>- Extend Sunrail to Tampa.</li> </ul> <p>at 22:07:40 on 3/10/2015</p>	1569906633285250	1568986690043910
3/10/2015 21:45	De'Andre Long		<p>De'Andre Long They should go to later schedules!</p> <p>It doesn't just matter where they go if it doesn't include 2nd and 3rd shift accommodations.</p> <p>at 21:45:54 on 3/10/2015</p>	1569902359952340	1568986690043910
3/10/2015 20:52	Jason Ball		<p>Jason Ball Maybe in your stagnant county, but in Hillsborough County, which is growing quickly, and is the economic powerhouse of the region today more than ever, there is plenty of pent up demand for walkable neighborhoods and effective transit to link them together. And as the county continues to grow, there will be even more demand for it in the coming years as Hillsborough County continues to expand its leadership role as the economic engine of this region. You should stick to fixing the woes ailing your own county Tom. You had a chance to elevate quality of life in Pinellas County and beyond, and failed to accomplish anything productive for anyone. Looks like the real leadership in this region will come from Hillsborough County, just like it always has.</p> <p>at 20:52:14 on 3/10/2015</p>	1569891966620050	1568986690043910
3/10/2015 17:12	Tom Rask		<p>Tom Rask Reality check - there is no need or demand for more transit.</p> <p>at 17:12:47 on 3/10/2015</p>	1569830809959500	1568986690043910
3/10/2015 17:11	Tom Rask		<p>Tom Rask Great, let the military pay for that. Contract services are available with HART.</p> <p>at 17:11:30 on 3/10/2015</p>	1569830496626200	1568986690043910
3/10/2015 16:06	Anthony Nachor		<p>Anthony Nachor If that's the reality, it is time to really reconsider Hillsborough's priorities and consider adding more transit lines (if not extend current lines) to serve such communities. Maybe a new service doing MacDill-Tampa Airport would work, if not additional Brandon-Downtown Tampa services will be needed. But, I won't be contented with the mentality of "MetroRapid is good enough"; if the Nebraska corridor deserves to have a BRT line, then Hillsborough County, HART, and this group should forge a long-term plan to upgrade key bus services (and develop bus line "spokes" out of the stations it will propose) so that even more people can be served by transit.</p> <p>I know I may not be from the area, but, with my extensive knowledge of transit (taking it from a pedestrian point-of-view), I can certainly lend a helping hand to develop ideas for HART to craft better bus lines.</p> <p>at 16:06:55 on 3/10/2015</p>	1569812916627950	1568986690043910
3/10/2015 0:19	Walter John Slupecki		<p>Walter John Slupecki 1: South County</p> <p>2: East County</p> <p>3: Airport</p> <p>4: MacDill</p> <p>5: Northeast County</p> <p>at 0:19:30 on 3/10/2015</p>	1569266416682600	1568986690043910
3/9/2015 18:38	Jordan Brown		<p>Jordan Brown upgrade the buses, bring back the system were you can call a bus if you have a passenger that needs to connect and the buses are near each other</p> <p>at 18:38:23 on 3/09/2015</p>	1569126386696610	1568986690043910
3/9/2015 17:30	Charles Billi		<p>Charles Billi To the airport. Simple.</p> <p>at 17:30:31 on 3/09/2015</p>	1569105300032050	1568986690043910
3/9/2015 16:19	Christopher Furtado		<p>Christopher Furtado Lots of military in the Ruskin/Sun City Center area now. A direct express bus to the base would be nice!</p> <p>at 16:19:52 on 3/09/2015</p>	1569084523367460	1568986690043910
3/9/2015 14:36	GO Hillsborough		<p>GO Hillsborough Hi, Wesley. Thanks for participating in Go Hillsborough and we hope you will continue to post. However, under our Rules of Engagement we do not allow advertising or solicitations. Moving forward, please refrain from posting in that manner. No solicitation or advertising. <a href="http://gohillsborough.org/rules-of-engagement/">http://gohillsborough.org/rules-of-engagement/</a></p> <p>at 14:36:46 on 3/09/2015</p>	1568998683376040	1568986690043910
3/9/2015 14:32	Wesley Harris		<p>Wesley Harris Uber is available in all areas of Hillsborough and Pinellas County for half the price of a taxi.</p> <p>\$20 off your first Uber ride!</p> <p>Just use my Uber promo code, w45di. Redeem it at <a href="https://www.uber.com/invite/w45di">https://www.uber.com/invite/w45di</a></p> <p>at 14:32:10 on 3/09/2015</p>	1568997366709510	1568986690043910
3/9/2015 14:27	Kimberly Tedder		<p>Kimberly Tedder South county! Ruskin/Riverview/Apollo beach/gibsonton need something besides express routes that only run a few times a day and do not run late enough and only run Mon-fri</p> <p>at 14:27:41 on 3/09/2015</p>	1568995800043000	1568986690043910
3/9/2015 14:27	Cathy James		<p>Cathy James HART should work first with Hillsborough County. The county has lots of employees in a 28 story County Center building that drive to work each day even though they have set schedules and are perfect candidates for bus. You have to get past the perception of citizens that bus travel is for poor people only and I don't want to be thought of as poor. The county should subsidize the employees' bus fare to change behavior. You will have to expand schedules like 27LX and other express. The employees of HART need to provide better customer service to its ridership with smiles and welcoming comments when passengers get on the bus and thank you when the passengers exit the bus.</p> <p>at 14:27:23 on 3/09/2015</p>	1568995673376350	1568986690043910

Timestamp	From	To	Text	Content ID	Parent ID
3/9/2015 1:33	Shirley Howell Wood	GO Hillsborough	<p>Shirley Howell Wood &gt; GO Hillsborough</p> <p>Shirley Howell Wood shared a link to GO Hillsborough's timeline.</p> <p>The Truth on the Community Investment Tax</p> <p>examiner.com</p> <p>Back in 1996, The Community Investment Tax (CIT) was sold to the voters of Hillsborough County as a wise investment for police, schools and roads.</p>	1042077265808600	
3/9/2015 1:30	Shirley Howell Wood	GO Hillsborough	<p>Shirley Howell Wood &gt; GO Hillsborough</p> <p>Shirley Howell Wood shared a link to GO Hillsborough's timeline.</p> <p>The Truth on the Community Investment Tax</p> <p>examiner.com</p> <p>Back in 1996, The Community Investment Tax (CIT) was sold to the voters of Hillsborough County as a wise investment for police, schools and roads.</p>	1042076299142030	
3/9/2015 1:30	Shirley Howell Wood	GO Hillsborough	<p>Shirley Howell Wood &gt; GO Hillsborough</p> <p>Shirley Howell Wood shared a link to GO Hillsborough's timeline.</p> <p>The Truth on the Community Investment Tax</p> <p>examiner.com</p> <p>Back in 1996, The Community Investment Tax (CIT) was sold to the voters of Hillsborough County as a wise investment for police, schools and roads.</p>	1042076189142040	
3/9/2015 1:29	Shirley Howell Wood	GO Hillsborough	<p>Shirley Howell Wood &gt; GO Hillsborough</p> <p>Shirley Howell Wood shared a link to GO Hillsborough's timeline.</p> <p>The Truth on the Community Investment Tax</p> <p>examiner.com</p> <p>Back in 1996, The Community Investment Tax (CIT) was sold to the voters of Hillsborough County as a wise investment for police, schools and roads.</p>	1042075989142060	
3/9/2015 1:29	Shirley Howell Wood	GO Hillsborough	<p>Shirley Howell Wood &gt; GO Hillsborough</p> <p>Shirley Howell Wood shared a link to GO Hillsborough's timeline.</p> <p>The Truth on the Community Investment Tax</p> <p>examiner.com</p> <p>Back in 1996, The Community Investment Tax (CIT) was sold to the voters of Hillsborough County as a wise investment for police, schools and roads.</p>	1042075782475420	
3/9/2015 1:28	Shirley Howell Wood	GO Hillsborough	<p>Shirley Howell Wood &gt; GO Hillsborough</p> <p>Shirley Howell Wood shared a link to GO Hillsborough's timeline.</p> <p>The Truth on the Community Investment Tax</p> <p>examiner.com</p> <p>Back in 1996, The Community Investment Tax (CIT) was sold to the voters of Hillsborough County as a wise investment for police, schools and roads.</p>	1042075675808760	

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3/9/2015 1:28	Shirley Howell Wood	GO Hillsborough	<p>Shirley Howell Wood &gt; GO Hillsborough</p> <p>Shirley Howell Wood shared a link to GO Hillsborough's timeline.</p> <p>The Truth on the Community Investment Tax</p> <p>examiner.com</p> <p>Back in 1996, The Community Investment Tax (CIT) was sold to the voters of Hillsborough County as a wise investment for police, schools and roads.</p>	1042075595808770	
3/9/2015 1:28	Shirley Howell Wood	GO Hillsborough	<p>Shirley Howell Wood &gt; GO Hillsborough</p> <p>Shirley Howell Wood shared a link to GO Hillsborough's timeline.</p> <p>The Truth on the Community Investment Tax</p> <p>examiner.com</p> <p>Back in 1996, The Community Investment Tax (CIT) was sold to the voters of Hillsborough County as a wise investment for police, schools and roads.</p>	1042075529142110	
3/6/2015 15:15	GO Hillsborough		<p>GO Hillsborough</p> <p>We'll be in New Tampa, Temple Terrace and Northwest County next week! Be sure to check out an upcoming workshop!</p> <p>RSVP for a GO Hillsborough Workshop</p> <p>gohillsborough.org</p> <p>GO Hillsborough seeks to understand, explore and help choose transportation options that make sense in the lives of Hillsborough County citizens.</p>	1566126673663250	
3/5/2015 15:07	GO Hillsborough		<p>GO Hillsborough</p> <p>GO Hillsborough added 2 new photos.</p> <p>We often forget how much roads cost to build and maintain. Did you know that Hillsborough County spent \$1.3 B on road construction and improvements in the last 20 years?</p>	1565788803697030	
3/10/2015 22:29	Jason Ball		<p>Jason Ball ^Sorry, but you're as uninformed as usual... It's a pilot project to test the viability of an autonomous mass transit vehicle to serve as an urban circulator. It would be used as a tool to improve transportation choices in urban neighborhoods, not to replace privately owned and manually driven automobiles for suburban commuters. <a href="http://static1.squarespace.com/static/53448e4ee4b044acbaa8dfed/t/5493682de4b0b09de1fc22c8/1417898036378/?format=1500w">http://static1.squarespace.com/static/53448e4ee4b044acbaa8dfed/t/5493682de4b0b09de1fc22c8/1417898036378/?format=1500w</a></p>	1569910573284860	1565788803697030
3/10/2015 22:03	Bill Hutchison		<p>Bill Hutchison Transportation, like education and everything else...even drinking water...is viewed by some as something to be sacrificed on the altar of privatization. Privatized roads are no solution, as the bankruptcy of the outfit leasing the Indiana Turnpike shows. Profits are great, but NOT at the expense of the public interest.</p>	1569905873285330	1565788803697030
3/10/2015 21:54	Bill Hutchison		<p>Bill Hutchison Tolted lanes are not going to solve the problem and have issues as well:</p> <p><a href="http://www.dissentmagazine.org/article/stuck-in-traffic-free-market-theory-meets-the-highway-lobby">http://www.dissentmagazine.org/article/stuck-in-traffic-free-market-theory-meets-the-highway-lobby</a></p>	1569904039952180	1565788803697030

Timestamp	From	To	Text	Content ID	Parent ID
3/10/2015 20:32	Anthony Nachor		<p>Anthony Nachor That is NOT a rethink. Sorry. Move along.</p> <p>If you wanna privatize HART, PSTA, or any transit agency, look at what happened here in San Francisco where MV reigns supreme (its HQ is in Fairfield, northeast of SF). It loves to reap profits at the expense of cutting needed bus services for its transit operations, and it is NON-UNIONIZED. Some of the transit agencies that MV acts as a contractor (and with horror stories to tell) include:</p> <ul style="list-style-type: none"> <li>- SamTrans (services to SF, Coastsde, and Redwood City)</li> <li>- WestCAT (Hercules and Pinole)</li> <li>- Fairfield-Suisun Transit</li> <li>- Marin Transit (West Marin Stagecoach and select school services)</li> <li>- Vacaville Citycoach</li> <li>- Tri-Delta Transit (Antioch, Pittsburg)</li> <li>- San Leandro Links (San Leandro)</li> <li>- Wheels (Livermore, Pleasanton, and Dublin)</li> </ul> <p>at 20:32:45 on 3/10/2015</p>	1569888043287110	1565788803697030
3/10/2015 19:40	The Truth Buses V2		The Truth Buses V2 Gravy train? We thought that included all of you transit supporters too? - Bus 911 at 19:40:36 on 3/10/2015	1569873086621940	1565788803697030
3/10/2015 19:37	The Truth Buses V2		The Truth Buses V2 Re-think = Letting the private sector take over. Easy enough. :) ~ Bus 2015 at 19:37:27 on 3/10/2015	1569872126622030	1565788803697030
3/10/2015 19:36	The Truth Buses V2		The Truth Buses V2 What crazies? We're the truth tellers. Scared yet? - Bus 2015 at 19:36:29 on 3/10/2015	1569871639955420	1565788803697030
3/10/2015 19:35	The Truth Buses V2		<p>The Truth Buses V2 Many of us buses are longtime Hillsborough residents. Four are in Pinellas but they don't comment here.</p> <p>Transit supporters don't get it. Private enterprise has the solutions that governments don't, except the tolled express lanes. - Bus 911. at 19:35:10 on 3/10/2015</p>	1569871413288770	1565788803697030
3/10/2015 19:32	The Truth Buses V2		The Truth Buses V2 Blah blah, tolled express lanes will do wonders in resolving congestion. We can even run those private vans through them! - Bus 901 at 19:32:45 on 3/10/2015	1569870953288820	1565788803697030
3/10/2015 18:32	Bill Hutchison		<p>Bill Hutchison Exurban tollways or tolled lanes will do nothing but accelerate sprawl and induce driving at the fringes. Not a solution. Balance is needed.</p> <ul style="list-style-type: none"> <li>- Maintain the existing roads</li> <li>- Retain and greatly enhance bus service with ten minute headways on core routes</li> <li>- More express bus services to outlying areas</li> <li>- Extend and improve existing streetcar to form a downtown loop and start to extend into nearby neighborhoods</li> <li>- Trolley/light rail line downtown Tampa to Airport</li> <li>- Extend Sunrail to Tampa.</li> </ul> <p>at 18:32:51 on 3/10/2015</p>	1569855273290390	1565788803697030
3/10/2015 17:52	The Truth Buses V2		The Truth Buses V2 Privatize HART! - Bus 912 at 17:52:57 on 3/10/2015	1569845589958020	1565788803697030
3/10/2015 17:51	The Truth Buses V2		The Truth Buses V2 Better yet, let's just privatize HART and replace all the buses with door to door vans. - Bus 902 at 17:51:33 on 3/10/2015	1569845159958060	1565788803697030
3/10/2015 16:13	Anthony Nachor		<p>Anthony Nachor And by the way, not only it costs money to repair them; when heavy traffic strikes, it costs people valuable time as well, especially when something happens on the road (e.g. accidents, collisions, fender benders). The money that could have been spent on roads can be better utilized to do other things, like building bikeways to provide Tampanians an alternative to driving, enhancing and expanding HART services to serve even more people (making them choice commuters), and promoting compact urban development in the 'burbs so that residents do not have to drive so far just to get to work.</p> <p>I tell you: if you have roadways that have a Level of Service of D and below (F), more than likely, road maintenance can be prohibitively expensive that, if you even close that road for a day, traffic jams ensue, costing people valuable time, money, and patience. We really need to rethink how we want Hillsborough County to develop infrastructure-wise, and I believe it starts by reconsidering how people deal with traffic and commute to and from work.</p> <p>at 16:13:51 on 3/10/2015</p>	1569814829961100	1565788803697030
3/10/2015 14:25	The Truth Buses V2		The Truth Buses V2 Rail does nothing but waste taxpayer money. Few will ride the train. The REAL solution is door to door privately operated minivans that can easily maneuver through neighborhoods. HART buses can't do that. ~ Bus 2015. at 14:25:16 on 3/10/2015	1569763983299510	1565788803697030
3/10/2015 14:23	The Truth Buses V2		The Truth Buses V2 Oh, and autonomous vehicles, which are coming soon to our area! ~ Bus 911. at 14:23:50 on 3/10/2015	1569763636632880	1565788803697030

Timestamp	From	To	Text	Content ID	Parent ID
3/10/2015 14:23	The Truth Buses V2		The Truth Buses V2 We don't need expanded transit. We need REAL solutions like privately owned/operated door to door minivans, allowance for Uber and Lyft to operate, and Tolled Express Lanes. ~ Bus 911. at 14:23:14 on 3/10/2015	1569763453299570	1565788803697030
3/10/2015 2:00	Cathy James		Cathy James Thanks for the thoughts Kevin. I too went to one of the meetings. I attended the meeting at Bell Shoals and had to see the retirees mark more roads and widen roads. They will not vote for rail and they don't support expanding bus because they don't ride public transportation. They might bump into a poor person!!! at 2:00:01 on 3/10/2015	1569355336673710	1565788803697030
3/10/2015 1:07	John Crain		John Crain Were. The roads still suck at 1:07:28 on 3/10/2015	1569345760008000	1565788803697030
3/10/2015 0:32	Mike Watterson		Mike Watterson Why has Bruce b downs, and 75 been a mess since I've lived in tampa? 2007 at 0:32:05 on 3/10/2015	1569268623349050	1565788803697030
3/9/2015 23:31	Kino Butler		Kino Butler They worrying bout what's on the top what about what's holding this shit up at 23:31:14 on 3/09/2015	1569254820017100	1565788803697030
3/9/2015 22:00	Sharon Day		Sharon Day Where? at 22:00:24 on 3/09/2015	1569206906688560	1565788803697030
3/9/2015 20:44	Kevin Wright		Kevin Wright Outsiders are easy to screen for. They usually have pictures of some place up north on their Facebook profile. at 20:44:40 on 3/09/2015	1569191800023400	1565788803697030
3/9/2015 20:42	Ed Newberry		Ed Newberry Yeah every road I drive on is torn up by construction crews. How come it takes 20 years to finish. LOL at 20:42:17 on 3/09/2015	1569191313356780	1565788803697030
			Kevin Wright Cathy, I have been participating in the "public discussions" with transit officials for years, and offering similar suggestions. Your suggestions are good. They are not going to listen to you. The ONLY way that such suggestions are listened to, is if HART, pays some consultant to make the suggestions. Offering free advice about free rides has proven a waste of time.		
3/9/2015 20:39	Kevin Wright		Bottom line is, no one, and I mean no one, receives anything extra in their pay envelope if ridership is up. The objective is to go through the motions with as little hassle as possible. Too many people would be a hassle. at 20:39:55 on 3/09/2015	1569190996690150	1565788803697030
3/9/2015 20:13	Shirley Howell Wood		Shirley Howell Wood Not sure who you are calling an outsider, but I was born and raised here and have lived in Hillsborough all of my life. But I do agree with you that only those in Hillsborough should have a say in this decision. at 20:13:24 on 3/09/2015	1569186490023930	1565788803697030
3/9/2015 19:17	Jason Ball		Jason Ball Can someone explain why this page dedicated to discussing a Hillsborough County issue, keeps being trolled by interloping outsiders? Need to bar outsiders, just like St Pete did with their recent discussion about their pier's redevelopment. at 19:17:08 on 3/09/2015	1569171593358750	1565788803697030
3/9/2015 19:04	Jason Ball		Jason Ball At this early juncture, this discussion shouldn't have anything to do with transit or cars specifically, and should have everything to do with making sure that everyone agrees that those in the community who consume the most taxpayer funded infrastructure, pay the most. You pay for what you consume. Where transit is available, the affected neighborhoods should be paying enough to fund it (and no one else). And if you drive on urban roads, you should pay enough to fund them (and no one else)... And if you drive on suburban roads, you should pay enough to fund them (and no one else)... And to that point, it is not the fiscal duty of the entire community to bail out people who move to greenfield developments for the allure of cheap housing and the corresponding cheap property tax bill, and then realize after they move in that the roads, sewers, water, fire, police, schools and parks are all deficient, and the taxes they pay are nowhere near enough to cover the cost of replicating a city's worth of infrastructure and amenities in their far flung suburb. The cost of that sprawl must be paid for by its inhabitants, and no one else. It was their choice to sacrifice amenities and infrastructure, for a cheap house and a cheap tax bill. The consequences are theirs to endure, and no one else's. at 19:04:02 on 3/09/2015	1569133186695930	1565788803697030
3/9/2015 18:55	Jason Ball		Jason Ball Out of the nation's most populous metros, the Tampa Bay area is 2nd to last in per capita highway lane miles. Yet at the same time, the Tampa Bay area is also just 124th in per capita transit funding out of all US metros of any size. The bay area isn't investing enough in any of its transportation infrastructure, because the place has been built so inefficiently, that the tax base can barely sustain what's already built. Instead of developing bustling urban neighborhoods, which generate millions in tax revenues, which can be used to fund infrastructure, this area builds more sprawl, which rarely generates enough tax income to even pay for its own needs, let alone contribute to regional issues. Again, this is not about transit vs cars, it is about horribly inefficient sprawl, and how it is hampering this region's economy and quality of life. There is no point in raising taxes to invest in transportation, if the same failed post-war planning model that created this mess, is perpetuated. Dedicating precious limited resources to developing more greenfield sprawl will not make things better. It will in fact make them worse. at 18:55:23 on 3/09/2015	1569130836696160	1565788803697030
3/9/2015 18:37	Jason Ball		Jason Ball Brian Halifax - You must be responding to a different discussion, because this particular one has nothing to do with transit. I am strictly remarking about the undisputed fact that development based on the sprawling post-war planning model costs its inhabitants more in today's dollars than the more compact traditional pre-war planning model costs its inhabitants in today's dollars. It has nothing to do with transit, and everything to do with making sure that those in the community who consume the most taxpayer funded infrastructure, pay the most. To that point, it is not the fiscal duty of the entire community to bail out people who move to greenfield developments for the allure of cheap housing and the corresponding cheap property tax bill, and then realize after they move in that the roads, sewers, water, fire, police, schools and parks are all deficient, and the taxes they pay are nowhere near enough to cover the cost of replicating a city's worth of infrastructure and amenities in their far flung suburb. The cost of that sprawl must be paid for by its inhabitants, and no one else. It was their choice to sacrifice amenities and infrastructure, for a cheap house and a cheap tax bill. The consequences are theirs to endure, and no one else's. at 18:37:09 on 3/09/2015	1569126063363310	1565788803697030
3/9/2015 17:52	Don Bischoff		Don Bischoff Welp, how about quit going with the cheapesat biddert becasue you end up spending twice the amount to do the repairs. Seems as though BOCC has the money to do everything twice but the money to do it right the first time. Always remember the old saying: you get what you pay for as evidenced in our horrible roads. at 17:52:15 on 3/09/2015	1569111146698130	1565788803697030
3/9/2015 17:32	Cathy James		Cathy James HART needs to figure out how to convince people that buses are not just for poor people. They need to start with county center employees, find out who will ride the bus, where they will ride to and then subsidize all ridership until riding becomes a habit. That will mean friendly customer service oriented drivers, park & ride areas for us to park our cars and wi-fi on the buses. After county center, you go to the other tall buildings and make it worth the employees' while to leave the cars in the suburbs. Give employees a wrap around ad on a bus for every 5 or 10 employees that begin riding. Have a gift card so I can load money on a card to use when I want to. Make it so I can ride to town, see a lightning game or have a drink with friends after work, then ride back out to the suburbs. at 17:32:15 on 3/09/2015	1569106200031960	1565788803697030
3/9/2015 16:33	Karen Stillman		Karen Stillman And our part of hills borough county line is still so bad to bad it's not highly used!!! at 16:33:33 on 3/09/2015	1569089053367010	1565788803697030
3/9/2015 15:56	Jackie Berry		Jackie Berry All that money and roads are still horrible at 15:56:30 on 3/09/2015	1569030393372870	1565788803697030
3/9/2015 14:52	Shirley Howell Wood		Shirley Howell Wood Anna the idea behind calling it Tampa Bay is to try to go regional. A regional board would not be elected and thereby bypass the voters. at 14:52:13 on 3/09/2015	1569008266708420	1565788803697030
3/9/2015 14:47	Ann McGill		Ann McGill Its Tampa not Tampa bay! Last time i checked! County is huge and needs roads fixed and sewer lines fixed.\$\$\$\$ at 14:47:45 on 3/09/2015	1569006520041930	1565788803697030
3/9/2015 14:29	Carole Brennan		Carole Brennan WHERE???? at 14:29:26 on 3/09/2015	1568996580042920	1565788803697030
3/9/2015 13:25	James White		James White Www.lutzflorida.org at 13:25:11 on 3/09/2015	1568965516712690	1565788803697030

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3/9/2015 13:21	James White		James White We need to have a "Sunset" on all Special Land a Use, Variances, and Rezonings. at 13:21:52 on 3/09/2015	1568964050046170	1565788803697030
3/9/2015 13:18	James White		James White Hillsborough County Development Services and Planning Commission bend over backwards to say "Yes" to Special Land Use applicants and developers. In a recent case, the Assnt. County Attorney rendered that the 21 Community Plans (compiled by the area residents to protect their communities from inappropriate growth) were just "aspirational and visionary, but hold NO regulatory standing at all". According to a State Statute, this is incorrect, and it is contributing greatly to urban creep. The Commissioners could not care less. Pretty soon, there will be as congested and dense as Pinellas. at 13:18:16 on 3/09/2015	1568962946712950	1565788803697030
3/9/2015 11:01	Phil Compton		Phil Compton We have a bus system with the problems you note not due to our geography, density, or any other problem, but simply because we invest in transit at a much lower rate than all other U.S. communities our size do. Buying more buses and hiring more drivers would allow HART to have a totally different system of transfers, so that buses could run early, late and often, getting everyone to their destination much more quickly, with brief waits at bus stops that are covered from the elements, as with their one MetroRapid line. This isn't rocket science, it's just a matter of employing the practices used successfully everywhere else. Even with its current limitations, HART ridership continues to climb steadily among those who do prefer it to driving their cars. at 11:01:13 on 3/09/2015	1568778693398040	1565788803697030
3/9/2015 10:52	Kyle Insley		Kyle Insley Who cares. The roads still suck. Been on 301 or 75 lately? Apparently not. 1.3b in 20 years. 20 years? Part of that is my money. I'm not seeing any return. Fix the pot hole by my office you damn Thieves at 10:52:14 on 3/09/2015	1568771343398780	1565788803697030
3/9/2015 9:37	Latrenia Bryant		Latrenia Bryant Seems like there's ALWAYS construction going on. Road detours, lane merges etc..I just wish one project could be COMPLETED before the other starts. All major roads are being worked on at the same time with the exception of the SELMON FREEWAY and I suspect that's because it's a toll road and more \$\$\$ will be made if all major roads are slow due to construction :( at 9:37:58 on 3/09/2015	1568525090090070	1565788803697030
3/9/2015 7:58	Brian Halifax		Brian Halifax This area isn't for you and your hate is disgusting. Typical liberalism type mentality, they know what's best for everyone else. Meanwhile they drive their cars daily pointing fingers at everyone else. Tampa Bay isn't a big city, but there are some great pockets of density. To expect a major change in this area makes no sense. Move to a dense urban area now while you can still enjoy it, if you hurry you can even help subsidize it too!	1568430660099510	1565788803697030
3/9/2015 7:48	Brian Halifax		Brian Halifax The problem that exists in our low density for transportation is that no one wants to ride a bus that can afford a car. They don't get you to all your destinations efficiently while leaving you in the weather waiting for connections. Rail options won't get you door to door either. It sounds nice but even major cities have limited areas of rail and bussing that serves commuters well. at 7:48:44 on 3/09/2015	1568422176767030	1565788803697030
3/9/2015 7:43	Brian Halifax		Brian Halifax The roads are a needed reality. It boggles the mind how these few people want something so different than what is realistic for the bay area. Surely some dense pockets exist but to expect something to replace cars for daily commuting is ridiculous. Door to door service would be too costly for such a 'suburban' sprawl. Too bad the haters don't just move on to a place that suites their needs for public transportation. at 7:43:03 on 3/09/2015	1568420990100480	1565788803697030
3/9/2015 5:35	Lynn Roberts		Lynn Roberts They got ripped off..I'd be looking for the receipt and getting my money back lol at 5:35:51 on 3/09/2015	1568355110107070	1565788803697030
3/9/2015 5:25	Boston George		Boston George Nd road still ain't about sht at 5:25:36 on 3/09/2015	1568353006773950	1565788803697030
3/9/2015 3:42	Joshua Goble		Joshua Goble Bol and still ain't fix the right shyt fuckn pathetic at 3:42:20 on 3/09/2015	1568250023450910	1565788803697030
3/9/2015 1:32	Shirley Howell Wood		Shirley Howell Wood Taxed and promised improved roads- Instead, wasted. <a href="http://www.examiner.com/article/the-truth-on-the-community-investment-tax">http://www.examiner.com/article/the-truth-on-the-community-investment-tax</a> at 1:32:35 on 3/09/2015	1568224203453490	1565788803697030
3/8/2015 23:33	John Hamilton-Earle		John Hamilton-Earle Spend more at 23:33:55 on 3/08/2015	1568181373457780	1565788803697030
3/8/2015 21:47	Larry Schwartz		Larry Schwartz Hillsborough County did not spend all that did they? Feds and State? Either way it is taxpayer money. at 21:47:37 on 3/08/2015	1568151850127390	1565788803697030
3/8/2015 19:24	Dale Chastain		Dale Chastain You wouldn't think so the way they look. at 19:24:01 on 3/08/2015	1568115146797730	1565788803697030
3/8/2015 18:28	GO Hillsborough		GO Hillsborough Thanks so much for participating with Go Hillsborough, and we hope you will continue to engage with your fellow citizens here on our page. We do want to remind everyone to offer your thoughts and opinions with politeness and respect for one another. Here is a link to our Rules of Engagement.  <a href="http://go.hillsborough.org/rules-of-engagement/">http://go.hillsborough.org/rules-of-engagement/</a>  at 18:28:40 on 3/08/2015	1568100130132570	1565788803697030
3/8/2015 14:32	Walter John Slupecki		Walter John Slupecki And let's complete the Veterans through Lutz while we're at it Sharon. Pay for your own roads + fill in a transportation void that your community killed off long ago. #offramp thru your backyard too.  And folks, please #sayno to that sprawling toll east Hillsborough toll road that Sharon so badly wants.  #noeasthillsboroughtollroad at 14:32:23 on 3/08/2015	1568020043473910	1565788803697030
3/8/2015 14:26	Dan Murphy		Dan Murphy Not around where I live! at 14:26:05 on 3/08/2015	1568017550140820	1565788803697030
3/8/2015 14:24	Bryan Mattair		Bryan Mattair I'm glad someone is getting roads repaired because Plant Cities roads are horrible and haven't seen repairs in years. I mean the roads are literally falling apart. at 14:24:50 on 3/08/2015	1568016943474220	1565788803697030
3/8/2015 14:23	Jason Ball		Jason Ball I knew you wouldn't have a compelling explanation as to why you think residents of urban neighborhoods and compact pre-war suburbs should have to pay for your sprawling neighborhood's deficient infrastructure, instead of the taxes they pay going to repair existing stuff in their own neighborhoods? Seems like while the rest of us work our butts off to make our neighborhoods a better place to live, people like you sit around at your little wingnut activist gatherings and obviously complain how it's everyone else's fault but your own that the neighborhood you chose to live in doesn't even have the tax base to pay for its own needs. Again, if you're so desperate to #fixyourneighborhoodsroadsfirst, then #drainyourownbankaccount and #payforityourself. at 14:23:59 on 3/08/2015	1568016586807590	1565788803697030
3/8/2015 10:09	Chris BucsAddict Elmore		Chris BucsAddict Elmore Correction.... Taxpayers paid 1.3 billion at 10:09:47 on 3/08/2015	1567885580154020	1565788803697030
3/8/2015 7:18	Angel Arocho		Angel Arocho Need replacing on Nebraska ave from Fletcher ave going toward Busch blvd. at 7:18:49 on 3/08/2015	1567731410169440	1565788803697030

Timestamp	From	To	Text	Content ID	Parent ID
3/8/2015 6:11	Walter John Slupecki		Walter John Slupecki Shirley, I agree with Jason. It's the same flawed principles that Sharon Calvert is preaching. I agree 100% that our roads have to be fixed. But don't do that while completely mothballing pedestrian walkability and transit improvements. More importantly, don't use #fixourroadsfirst as a disguise for more toll roads, which is exactly what Sharon is doing. More and more roads while transit gets choked off and privatized is exactly what Sharon and others in the same group want, while simultaneously pushing for a sprawling toll road in eastern Hillsborough that we clearly do not need. at 6:11:05 on 3/08/2015	1567702653505650	1565788803697030
3/8/2015 6:06	Walter John Slupecki		Walter John Slupecki Now we wait for Tom Rask to further trash this thread...smh. at 6:06:19 on 3/08/2015	1567701613505750	1565788803697030
3/8/2015 5:31	Jason Ball		Jason Ball I don't understand why there can't at least be a rule that if you do a govt contract and you royally screw it up (as seems to happen constantly in Florida, and especially the Tamp Bay area), then you get blacklisted from doing anymore govt work... And I don't mean the company name, I mean the people on the management team at the company that did the screwed up work. If these people go work for some other company in the future, then that company can't bid on govt work. End the gravy train where incompetent work is rewarded because of 'connections', and watch how fast contractors raise their level of performance. It's the same thing the private sector does to screw ups. They don't get hired. at 5:31:30 on 3/08/2015	1567683153507600	1565788803697030
3/8/2015 5:27	Jason Ball		Jason Ball Oh God, here come the crazies with their conspiracy theories, tinfoil hats, amazing offers for Amway products and the 'enlightenment of Scientology'. at 5:27:17 on 3/08/2015	1567682026841040	1565788803697030
3/8/2015 5:19	Jason Ball		you moved to an outlying suburban area where the infrastructure and amenities were clearly deficient, but the housing was cheap, that was your lifestyle choice to trade cheap housing and the corresponding low taxes for a bare bones "neighborhood" with insufficient roads, and inadequate amenities like schools, police, fire and parks. Sorry, you get what you pay for. You bought in a cheap neighborhood and pay cheap taxes, and you're sitting here with a straight face demanding that people living in urban areas, who already pay more for their housing and taxes, endure another tax increase to pay for things you claim you need, but are too cheap to pay for yourself? What fantasy world are you living in where it's "freedom" for urban residents get stuck with the bill to fulfill your lifestyle requirements, while their own needs continue to be sacrificed? Just like rightwingers themselves always say, the only people who should pay for infrastructure are the people using it. Well, virtually no one living in urban areas uses any of the county's vast expanse of suburban infrastructure, so why are we stuck paying for it? Just like how the county is now dipping into urban TIF funds to bail out the cooked books in east county, where the tax base can't afford to keep up with the high cost of so much sprawl. Tell you what, let's make a deal. You suburban ideologues pay for your own crap out in the sticks and keep your hands off urban tax revenues, and we'll build all of the transit we want with our own money. I'll bet you in 30 years, that the city will be booming and prosperous even more than it is today, and the suburbs will turn into ghettos without the ongoing subsidy they receive today. Just look at any city in America. The very instant that a suburb is no longer propped up with funding beyond what its own tax base can	1567680216841220	1565788803697030
3/8/2015 4:00	Shirley Howell Wood		Shirley Howell Wood Citizens are awake!! Delphi Technique- "More and more, we are seeing citizens being invited to participate in various forms of meetings, councils, or boards to help determine public policy in one field or another. They are supposedly being included to get input from the public to help officials make final decisions on taxes, education, community growth or whatever the particular subject matter might be....Actually, the desired conclusions had been established, in the back room, long before the meeting ever took place. There are variations in the technique to fit special situations but, in general, the procedure outlined above takes place." <a href="http://www.virc.org/articles/110.html">http://www.virc.org/articles/110.html</a> at 4:00:02 on 3/08/2015	1567659940176590	1565788803697030
3/8/2015 3:57	Shirley Howell Wood		Shirley Howell Wood Jason Ball You talk about what you call a "subsidy for sprawl" which you say is what happens when roads are built and maintained in suburban areas, yet you have no problem with those living in those areas subsidizing transit and rail that would never be used by those living in the "far flung areas". We, the voters have spoken when we voted down the transit tax. We want to #fixourroadsfirst. That is what has been shown in survey after survey to be the number one priority of citizens in our county. Now our county is spending over \$900,000 to hold informational meetings which are nothing more than the Delphi Technique being applied to make it appear that people want rail. Where exactly did this money come from? The citizens of Hillsborough have already made it clear what they want, it is just not the answer the powers that be want to hear! #fixourroadsfirst at 3:57:56 on 3/08/2015	1567659163510000	1565788803697030
3/8/2015 3:09	Gio Canoli		Gio Canoli NB 41 from the Florida & Nebraska split to SR54 really needs a major layer of asphalt! It might be the counties worst! at 3:09:54 on 3/08/2015	1567648963511020	1565788803697030
3/8/2015 1:15	Edward Livingston		Edward Livingston The 1.3 billion should have been spent 20 years AGO....  The our network of roads could handle 2015 traffic. at 1:15:47 on 3/08/2015	1567607523515160	1565788803697030
3/8/2015 1:10	Mimi Love		Mimi Love N still broke...the streets sucks at 1:10:30 on 3/08/2015	1567606336848610	1565788803697030
3/7/2015 22:13	Gwendolyn Hinson		Gwendolyn Hinson That's all?!? at 22:13:36 on 3/07/2015	1567562550186320	1565788803697030
3/7/2015 16:04	Baron Hillard		Baron Hillard Yea cause most of it was spent in the same damn spot. Messing up traffic at 16:04:28 on 3/07/2015	1567354340207150	1565788803697030
3/7/2015 14:24	Phil Compton		Phil Compton Jason Ball is right. Sprawl costs us all. No more subsidizing it at the expense and deprivation of all the neighborhoods that have already paid their way. Whatever we do with transportation, it cannot be perverted into another taxpayer subsidy for developers. That's all we've done for 50 years, and it's why we have such massive problems throughout the county, at 14:24:10 on 3/07/2015	1567315650211010	1565788803697030
3/7/2015 13:30	Blaine Schnepp		Blaine Schnepp Our roads have went to shit with all the construction and uneven lanes drive down i75 or i275 and open your eyes it is horrible why can't they work on a mile at time not 20 miles at a time I see accidents all the time lately due to these stupid uneven lanes and old paint line causing cars to drift and pull into other lanes at 13:30:23 on 3/07/2015	1567286710213910	1565788803697030
3/7/2015 12:41	Walter John Slupecki		Walter John Slupecki And why do you continue to support a sprawling toll road out in E Hillsborough that we clearly don't need? at 12:41:01 on 3/07/2015	1567269953548920	1565788803697030
3/7/2015 12:39	Walter John Slupecki		Walter John Slupecki Sharon, how about we complete the Veterans Expressway to fill a huge transportation void that your community caused back in the 80s/90s. at 12:39:47 on 3/07/2015	1567269363548980	1565788803697030
3/7/2015 10:07	Jason Ball		Jason Ball If outlying suburbs like Lutz lack the necessary infrastructure and amenities to satisfy your lifestyle, then why did you move there? Here's what you do. Either sell and move to an area which has a tax base which can sustain the quality of life you require, or get together with your neighbors, form a CDD for Lutz, raise taxes on yourself, and pay for the things you've been too cheap to pay for heretofore. You could move to S Tampa right now and get what you're always complaining about that you don't have out in Lutz, but we all know that your house would also cost three times as much. Not sure why you think it's on the rest of us to pay to improve your neighborhood's roads and amenities, but that's your problem, not ours. at 10:07:05 on 3/07/2015	1567192103556700	1565788803697030
3/7/2015 9:49	Jason Ball		Jason Ball Before another cent is blown on the improvement of suburban roads, land use and the tax code must first be amended to end the subsidy of such sprawl. People who move to far flung locations that are obviously deficient when it comes to roads and amenities, need to be the ones paying the bill for the roads and amenities they demand be furnished after they move in and try to claim with a straight face that they honestly thought the sprawl would end on its own, right after they moved in... The systemic subsidy of suburban sprawl is one of the worst forms of big government coercion we as a society face in America. The absolute dumbest thing we could possibly do is raise taxes for more roads and more sprawl, and continue to perpetuate the failed ideology of 'more roads, more sprawl'... NO NEW TAXES FOR ROADS UNLESS THE SPRawl ENDS! <a href="http://usa.streetsblog.org/2015/03/05/sprawl-costs-the-public-more-than-twice-as-much-as-compact-development/">http://usa.streetsblog.org/2015/03/05/sprawl-costs-the-public-more-than-twice-as-much-as-compact-development/</a> at 9:49:27 on 3/07/2015	1567187186890530	1565788803697030
3/7/2015 8:59	Eric Alvarez		Eric Alvarez Its a darn shame DOT has no quality control system. Worse roads since Arkansas. I hate a new stretch of pavement and 2 months later...oops, lets patch it. Worse patch department ever. Its like they do it on purpose. In my world, when a vendor fails, we make em do it right or no paycheck. Don't get me started on traffic control. En-fur-iating. Poor infrastructure, selling houses by the thousand, in communities by the dozen and waiting until citizens are killing each other before they expand. Now these pissed citizens, that invested in paradise, are chock by years of consturction. By the time your finished with a project, growth s ays, start over. Shameful. Not improbable to believe, half the money is sitting on runways around the world. Certainly not in pavement and planning. I want my money back for auto repair. Shameful at 8:59:36 on 3/07/2015	1567175393558370	1565788803697030
3/7/2015 2:26	Gloria Nieves		Gloria Nieves I know n appreciate that these workers are very hard workers at 2:26:35 on 3/07/2015	1566918723584040	1565788803697030
3/7/2015 1:36	Phil Compton		Phil Compton Maintain what we've got before we build anything new. There are those who'd divert funds to new roads for more sprawl developments 1st. at 1:36:39 on 3/07/2015	1566907856918460	1565788803697030

Timestamp	From	To	Text	Content ID	Parent ID
3/7/2015 1:04	Sharon Calvert		Sharon Calvert Our local Roads are the most highly utilized asset the county owns. Our county grew by 600K over the last 25 years and today there are 1.5 million trips per day on f rated roads in Hillsborough County. Our roads must be maintained, preserved and improved but our local roads have been neglected for years. Our road funding has been de-funded Since the CIT tax is no longer available for roads and the county stopped using property tax revenue, that historically have funded our roads, during the recession to balance the budget. While county tax revenues are up, none has gone back to funding our roads. Today the county basically only has a dwindling gas tax funding our local roads for a county of 1100 square miles and a county that is growing. The 2010 rail referendum in Hillsborough County was to spend \$1.5 Billion dollars of capital to build a high cost 10 mile train, with operating costs over \$20 million a year, so don't forget how much rail costs that does too little, benefits too few and does nothing to relieve congestion. #Fix Our Roads First because 98% of us use them everyday and buses need them too. at 1:04:41 on 3/07/2015	1566901013585810	1565788803697030
3/6/2015 22:16	B John Ovink		B John Ovink No. Must be roads I don't drive on. at 22:16:18 on 3/06/2015	1566851716924070	1565788803697030
3/6/2015 19:58	Diana Cook		Diana Cook well somebody's kept employed at 19:58:21 on 3/06/2015	1566791883596720	1565788803697030
3/6/2015 14:41	Derek Spalding		Derek Spalding I'd be interested to see how our tax structure and where we spend those dollars compare to similar counties of our population size. I can tell you we certainly spend more on human services and early childhood development than in previous counties I've lived in. at 14:41:33 on 3/06/2015	1566682786940970	1565788803697030
3/5/2015 23:01	Walter John Slupecki		Walter John Slupecki Yep at 23:01:45 on 3/05/2015	1566113553664560	1565788803697030
3/5/2015 17:14	William S. Brenaman		William S. Brenaman And still repairing and rebuilding at 17:14:38 on 3/05/2015	1566006283675280	1565788803697030
3/5/2015 0:43	Spencer Kass	GO Hillsborough	Spencer Kass > GO Hillsborough  I don't see any proposal to update roads for self-driving vehicles, I don't see any proposals to update traffic signals to the new computer automated systems (something that would help the most people for the least money). It is a shame that the Policy leadership group is focused on last year's ideas and not true future planning. at 0:43:10 on 3/05/2015	1565388697070380	
3/9/2015 18:48	Jordan Brown		Jordan Brown there priorities aren't where they should be . it starts with the boss at the top at 18:48:52 on 3/09/2015	1569129366696310	1565388697070380
3/4/2015 22:04	GO Hillsborough		GO Hillsborough  Wondering what Go Hillsborough is all about? Take a look, and join us at our next workshop. <a href="http://youtu.be/dDlr3bDBaDA">http://youtu.be/dDlr3bDBaDA</a>  Go Hillsborough  youtube.com  What is Go Hillsborough all about? Find out in this short video. <a href="http://www.gohillsborough.com">www.gohillsborough.com</a> at 22:04:49 on 3/04/2015	1565353457073900	
3/4/2015 17:10	Bill Hutchison	GO Hillsborough	Bill Hutchison > GO Hillsborough  Tolled lanes may have their issues, as this article shows:  <a href="http://www.dissentmagazine.org/article/stuck-in-traffic-free-market-theory-meets-the-highway-lobby">http://www.dissentmagazine.org/article/stuck-in-traffic-free-market-theory-meets-the-highway-lobby</a>  Stuck in Traffic: Free-Market Theory Meets the Highway Lobby   Dissent Magazine  <a href="http://dissentmagazine.org">dissentmagazine.org</a>  Stuck in Traffic: Free-Market Theory Meets the Highway Lobby Benjamin Ross & Summer 2006 Put a conservative in the driver's seat, and he can sound like a utopian Marxist. If you ask him about food, housing, or health care, he'll explain how buying it and selling it in the marketplace creates at 17:10:13 on 3/04/2015	1005599219468470	
3/4/2015 14:34	GO Hillsborough		GO Hillsborough  Imagine that your commute was cut by 30 minutes. What would you do with that extra time? at 14:34:00 on 3/04/2015	1564807813795130	
3/4/2015 14:47	Jo Laurie Penrose		Jo Laurie Penrose Why commute? Move to where you work! at 14:47:19 on 3/04/2015	1565196683756240	1564807813795130
3/4/2015 14:39	Matthew Jellison		Matthew Jellison I'd settle for 5-10 minutes.... A little extra sleep in the morning and more time with the kids in the afternoon... at 14:39:25 on 3/04/2015	1565193320423250	1564807813795130

Timestamp	From	To	Text	Content ID	Parent ID
3/4/2015 14:01	GO Hillsborough	Tampa Tribune	<p>GO Hillsborough &gt; Tampa Tribune</p> <p>Check out what the Tampa Tribune had to say about last night's workshop in Brandon.</p> <p><a href="http://tbo.com/news/business/workshop-explores-transportation-improvements-20150303/">http://tbo.com/news/business/workshop-explores-transportation-improvements-20150303/</a></p> <p>Workshop explores transportation improvements</p> <p>tbo.com</p> <p>BRANDON — A train of red dots chugged down the columns marked —intersection improvements, —resurfacing, —and —expanded service— for buses when dozens</p> <p>at 14:01:54 on 3/04/2015</p>	1565181587091090	
3/3/2015 22:35	GO Hillsborough		<p>GO Hillsborough</p> <p>There is a lot of interest in Go Hillsborough from citizens, our elected officials and the local media. Read ABC Action News - WFTS/TV coverage of us.</p> <p><a href="http://www.abcactionnews.com/news/hillsborough-regional-news/traffic-congestion-complaints-hillsborough-county-wants-to-hear-from-you">http://www.abcactionnews.com/news/hillsborough-regional-news/traffic-congestion-complaints-hillsborough-county-wants-to-hear-from-you</a></p> <p>Traffic congestion complaints? Hillsborough County wants to hear from you</p> <p>www.abcactionnews.com</p> <p>We have to build that case and we aren't there yet," said Hillsborough County Commissioner Sandy Murman speaking of light rail.</p> <p>at 22:35:14 on 3/03/2015</p>	1564946423781270	
3/3/2015 17:00	GO Hillsborough		<p>GO Hillsborough</p> <p>GO Hillsborough added 10 new photos to the album: Brandon - Understanding the Issues/030315 — at Bell Shoals Baptist Church.</p> <p>Brandon - Understanding the Issues/030315</p> <p>at 17:00:00 on 3/03/2015</p>	1565950010347580	
3/3/2015 16:23	Sharon Calvert	GO Hillsborough	<p>Sharon Calvert &gt; GO Hillsborough</p> <p>Why wasn't HART's TDP, a vetted plan, ever publicly and transparently presented to the Transportation Policy Leadership Group? Shouldn't that information have been part of the information gathering of this group? <a href="http://www.gohart.org/tdp/fy_2014/plans.pdf">http://www.gohart.org/tdp/fy_2014/plans.pdf</a></p> <p>www.gohart.org</p> <p>gohart.org</p> <p>at 16:23:06 on 3/03/2015</p>	10205308188657200	
3/9/2015 20:04	Sharon Calvert		<p>Sharon Calvert HART's 10 year approved TDP is not displayed anywhere for the public to see it at the public engagement meetings. When will it be?</p> <p>at 20:04:16 on 3/09/2015</p>	10205350853083800	10205308188657200
3/9/2015 18:48	Jordan Brown		<p>Jordan Brown i agree</p> <p>at 18:48:12 on 3/09/2015</p>	10205350332350800	10205308188657200
3/8/2015 0:00	Walter John Slupecki		<p>Walter John Slupecki Dream on "buses".</p> <p>at 0:00:07 on 3/08/2015</p>	10205337718035500	10205308188657200
3/7/2015 23:59	Walter John Slupecki		<p>Walter John Slupecki Thank you. I knew something was presented to the PLG at some point not long ago.</p> <p>at 23:59:03 on 3/07/2015</p>	10205337712475300	10205308188657200
3/5/2015 17:53	GO Hillsborough		<p>GO Hillsborough Yes, it was. In fact,</p> <p>HART's CEO Philip Hale made a presentation on the HART TDP to the Policy Leadership Group on November 13, 2013. The presentation may be found here: <a href="http://www.hillsboroughcounty.org/DocumentCenter/View/10037">http://www.hillsboroughcounty.org/DocumentCenter/View/10037</a></p> <p>at 17:53:11 on 3/05/2015</p>	10205320369721800	10205308188657200
3/4/2015 11:15	The Truth Buses V2		<p>The Truth Buses V2 The REAL solution - Tolled Express Lanes! TBX is going to be excellent! Oh, and privatize HART. - Bus 911</p> <p>at 11:15:25 on 3/04/2015</p>	10205312468164200	10205308188657200
3/3/2015 14:45	GO Hillsborough		<p>GO Hillsborough</p> <p>Bus ridership increased 6% year-over-year per the December 2014 review. Have you ever ridden a HART bus? What was your experience?</p> <p>at 14:45:01 on 3/03/2015</p>	1564817213794190	
3/21/2015 20:03	Neil Cosentino		<p>Neil Cosentino That is why we need PPP FASTA Florida UBERJITNEY service</p> <p>at 20:03:48 on 3/21/2015</p>	1575866476022600	1564817213794190
3/3/2015 17:42	Kimberly Tedder		<p>Kimberly Tedder Ride them all the time. Only complaint is that they don't run late enough and on weekends down to south county areas like Ruskin and Riverview.</p> <p>at 17:42:05 on 3/03/2015</p>	156487052045530	1564817213794190
3/3/2015 14:49	Tom Rask		<p>Tom Rask Did you get that young man's permission to use his picture? Or is he a paid model? And why don't you show some of the rowdy homeless people and bejeweled welfare recipients who so often ride the buses?</p> <p>at 14:49:56 on 3/03/2015</p>	1564820053793910	1564817213794190

Timestamp	From	To	Text	Content ID	Parent ID
3/2/2015 14:43	GO Hillsborough		<p>GO Hillsborough</p> <p>We've got 3 more open-house style workshops this week in South Tampa, Brandon and New Tampa. Come out and make your voice heard! RSVP here:</p> <p>RSVP for a GO Hillsborough Workshop</p> <p>gohillsborough.org</p> <p>GO Hillsborough seeks to understand, explore and help choose transportation options that make sense in the lives of Hillsborough County citizens.</p> <p>at 14:43:46 on 3/02/2015</p>	1564335507175700	
3/5/2015 1:17	Walter John Slupecki		<p>Walter John Slupecki Ms. Hudson, I thank you very much for the clarification on this matter. Clearly, Tom and Sharon here will never believe what Ms. Hudson said.</p> <p>at 1:17:39 on 3/05/2015</p>	1565396503736260	1564335507175700
3/4/2015 15:56	Sharon Calvert		<p>Sharon Calvert The County Clerk's office is looking into how the county awarded this contract by not using a transparent, open bid process. The CCNA process was used last June to renew contracts for a number of engineering firms for Miscellaneous Engineering services not for a public engagement to create a county transportation plan or for a PR branding effort such as GoHillsborough. The county provided no upfront requirements, which would have been part of a normal bid process, to Parsons and awarded the contract to them for a scope of work titled for a Transportation referendum. There is NO referendum and this work should not have been awarded as such to Parsons with that assumption. The county commissioners voted to renew the umbrella miscellaneous engineering contracts in June. They never voted to specifically award a contract to Parsons for this PR branding effort. When the county awarded Parsons the contract the county had only budgeted \$500K for the million dollar contract they awarded Parsons. How does that happen? They awarded the contract and months later had to "find" the other \$500K to pay for the contract. No one has been able to answer why this effort is costing taxpayers a million dollars - that's what happens when there is no bid process or upfront requirements that results in a transparent cost estimate <a href="http://eyetontampabay.blogspot.com/2015/01/hillsborough-county-and-parsons.html">http://eyetontampabay.blogspot.com/2015/01/hillsborough-county-and-parsons.html</a></p> <p>at 15:56:03 on 3/04/2015</p>	1565224233753490	1564335507175700
3/4/2015 13:04	Tom Rask		<p>Tom Rask Ms. Hudson, thanks for the info, but your answer is a what I call a bureaucratic response. It essentially says "we checked all the boxes, therefore the outcome was kosher". I beg to differ.</p> <p>Parsons has also been selected by PSTA for work here in Pinellas County. All PSTA had to do to get the "desired outcome" was to have the RFP include a much of stuff they didn't need, thereby excluding all but Parsons. They are thus able to shape "the conversation" to get policy outcomes from which they stand to reap huge profits.</p> <p>Here is my suggestion: let them do this Go Hillsborough work...as long as they are excluded from carrying out any of the work that comes out of the process. They won't take that deal, because corrupting the public policy process is very profitable for them.</p> <p>My mistrust in government in transportation issues is deep. As long as bay area county governments (and the feds) keep raiding the transportation funds for other purposes, as long as you keep pushing for light rail and TECO streetcar extensions, my mistrust will only increase.</p> <p>at 13:04:32 on 3/04/2015</p>	1565164753759440	1564335507175700
3/3/2015 20:00	GO Hillsborough		<p>GO Hillsborough Hello. This is Lori Hudson with the Hillsborough County Administration Office. I'd like to clarify some of the information you shared about our procurement process.</p> <p>Through a competitive process in 2012, consistent with the Consultantâ€™s Competitive Negotiations Act (CCNA), Parsons Brinckerhoff was one of ten engineering firms selected by Hillsborough County to provide general and civil engineering services. These firms serve as a pool to draw from.</p> <p>In August 2014, the Policy Leadership Group (PLG) directed staff to hire a national engineering firm with transportation expertise and local knowledge to handle its community transportation plan and public engagement.</p> <p>The county is permitted to access the procured engineering firms in 2 ways; one, by rotation and two, by Direct Select. Because of the specificity of direction by the PLG board, the County chose the Direct Select manner to access the engineering firm pool. Although not required, the County additionally put together a team to ensure a thorough review and vetting.</p> <p>at 20:00:24 on 3/03/2015</p>	1564909053785010	1564335507175700
3/2/2015 17:22	Walter John Slupecki		<p>Walter John Slupecki I plan to attend tonight's workshop. Looking forward to expressing my concerns about transportation in my area of Hillsborough.</p> <p>(Ignores Tom Rask)</p> <p>at 17:22:17 on 3/02/2015</p>	1564401207169130	1564335507175700
3/2/2015 17:03	Kevin Thurman		<p>Kevin Thurman Tom Rask, 7 (more actually) elected representatives of the voters of Hillsborough county have voted multiple times to start Go Hillsborough. Those represent ice specifically request a "transportation company" with experience in a variety of fields lead the team. Hence parsons. You live in Pinellas and comment a lot on the Internet, even though they are politicians, I trust them over you.</p> <p>at 17:03:48 on 3/02/2015</p>	1564395407169710	1564335507175700
3/2/2015 16:57	Adam Metz		<p>Adam Metz I was very impressed at the session I attended about two weeks ago. I particularly liked the countywide maps that show all the different proposed projects. It was inspiring to see how transportation alternatives and connectivity can reshape Hillsborough county.</p> <p>at 16:57:26 on 3/02/2015</p>	1564393517169890	1564335507175700
3/2/2015 15:18	Tom Rask		<p>Tom Rask "GO Hillsborough seeks to understand, explore and help choose transportation options".....no, they don't. You want specific outcomes.</p> <p>Voters, please understand that "GO Hillsborough" is an effort created by Parson Brinckerhoff, a private global company that will benefit greatly by capital contracts that you pay for. They received a non-bid contract for this "work" they are doing for the county.</p> <p>at 15:18:07 on 3/02/2015</p>	1564354243840490	1564335507175700
3/2/2015 14:27	Bill Hutchison	GO Hillsborough	<p>Bill Hutchison &gt; GO Hillsborough</p> <p><a href="http://www.slate.com/articles/news_and_politics/politics/2015/02/america_s_transportation_system_discriminates_against_minorities_and_poor.single.html">http://www.slate.com/articles/news_and_politics/politics/2015/02/america_s_transportation_system_discriminates_against_minorities_and_poor.single.html</a></p> <p>How Americaâ€™s Transportation System Discriminates Against the Most Vulnerable</p> <p>slate.com</p> <p>At the easternmost edge of Lake Erie, where the lake meets the Niagara River, the Peace Bridge connects the United States and Canada. The two-thirds-of-a-mile-long bridge is one of the busiest border crossings between the two countries, connecting Canadaâ€™s Fort Erie with Buffalo, New York. Every dayâ€</p> <p>at 14:27:47 on 3/02/2015</p>	1004416669586730	
3/4/2015 11:15	The Truth Buses V2		<p>The Truth Buses V2 (buses shake wheels)</p> <p>at 11:15:50 on 3/04/2015</p>	1005455506149510	1004416669586730

Timestamp	From	To	Text	Content ID	Parent ID
2/27/2015 18:11	GO Hillsborough		GO Hillsborough  GO Hillsborough added 13 new photos to the album: South County/Sun City - Understanding the Issues, Feb. 26 â€" at SouthShore Regional Library.  South County/Sun City - Understanding the Issues, Feb. 26 at 18:11:00 on 2/27/2015	1563061240636460	
3/3/2015 11:29	Walter John Slupecki		Walter John Slupecki I agree with you 110%! at 11:29:43 on 3/03/2015	1564738737135370	1563061240636460
2/27/2015 18:13	Kimberly Tedder		Kimberly Tedder I was stuck working, wish I could have been there. South county NEEDS transportation help badly. Like.. maybe some buses that run late and on WEEKENDS and more frequently. at 18:13:57 on 2/27/2015	1563061777303070	1563061240636460
2/27/2015 18:08	GO Hillsborough		GO Hillsborough  GO Hillsborough added 13 new photos to the album: Central-East Tampa - Understanding the Issues, Feb 24 â€" at Ragan Park.  Central-East Tampa - Understanding the Issues, Feb 24 at 18:08:22 on 2/27/2015	1563060413969870	
2/25/2015 21:40	GO Hillsborough		GO Hillsborough  When investing in transportation, every \$1 yields \$4.40 in benefits for residents and businesses. That's a 440% return! at 21:40:00 on 2/25/2015	1562279340714650	
3/9/2015 20:35	Shirley Howell Wood		Shirley Howell Wood There are several on here posting under alias names. at 20:35:21 on 3/09/2015	1569190126690230	1562279340714650
3/7/2015 1:26	Jeff Haning		Jeff Haning I'm open to any options. We need to get out of the box thinking from these folks at 1:26:07 on 3/07/2015	1566905733585340	1562279340714650
3/7/2015 1:23	Jeff Haning		Jeff Haning Like you suggest....a balanced approach. No one solution. PRTs would be a gap filler between bus and light rail. I'd love to take a prt to dinner, the mall, Bucs game. Airport (or to the north, tile alley) would be a nice bus, PRT and It rail hub at 1:23:27 on 3/07/2015	1566905186918730	1562279340714650
3/7/2015 0:44	Walter John Slupecki		Walter John Slupecki So are you saying that autonomous vehicles and mini shuttles are the solution? at 0:44:28 on 3/07/2015	1566897376919510	1562279340714650
3/5/2015 2:03	Jeff Haning		Jeff Haning What do you think of PRT (personal rapid transit)? Lighter, faster, cheaper and more flexible than rail. Where are our innovators? at 2:03:18 on 3/05/2015	1565406240401960	1562279340714650
3/5/2015 1:24	Walter John Slupecki		Walter John Slupecki We need a balanced approach to transportation that includes roadway improvements, transit improvements, and pedestrian/bike facility improvements. It cannot be just one group gets the treatment and everything else gets neglected. at 1:24:52 on 3/05/2015	1565397980402780	1562279340714650
3/5/2015 1:15	Walter John Slupecki		Walter John Slupecki Sharon, I am going to reply in the same manner as I did on your blog. You clearly do not want us to have any transportation choices. I agree 100% that our roads need to be fixed, but clearly your view of a balanced approach isn't the same as mine. That's okay though, we'll agree to disagree on that one. But bottom line is, your viewpoint of how transportation should be in Hillsborough clearly isn't what we want transportation to be for the county. And obviously, you continue to believe that HART has no funding gap. News flash, it does.  While all these entities (HART, PSTA, Port Tampa Bay, etc.) have been able to get some degree of funding, they donâ€™t get enough funding. Property taxes alone are not enough to provide the level of funding that HART needs to expand. We both saw how property taxes and values dropped in 2007 and 2008 and how negatively impacted HART was by the downturn. While HART has done better than some transit agencies out there, they are not on very good footing. Another economic hiccup like what we saw between 2007 and 2010 could put HART in a precarious position to where they will have no choice but to slash services across the board. A fare hike will not remedy that situation either. at 1:15:09 on 3/05/2015	1565396023736310	1562279340714650
3/5/2015 1:09	Walter John Slupecki		Walter John Slupecki Tom Rask believes that Joe is a fake account? How hysterical. Tom loves what he does best, spamming voters in other counties. Go Hillsborough, please ban Tom from your page. He isn't constructively contributing to the discussions here and never will either. at 1:09:17 on 3/05/2015	1565394533736460	1562279340714650

Timestamp	From	To	Text	Content ID	Parent ID
			<p>Bill Hutchison "If transit ideologues didn't take 16% of the HTF and blow it on transit, there would be no shortfall."</p> <p>False. In FY 2014 Congress transferred \$10 billion in non-user general funds to the Highway Trust Fund. at the same time, \$5 billion came out of the HTF for transit. Thus, if we took all of the transit funding and put it back into the HTF, we still would have a \$5 billion shortfall.</p> <p><a href="http://www.cbo.gov/sites/default/files/cbofiles/attachments/43884-2014-02-Highway_Trust_Fund.pdf">http://www.cbo.gov/sites/default/files/cbofiles/attachments/43884-2014-02-Highway_Trust_Fund.pdf</a></p> <p>It's worth noting that the HTF has been running deficits since 2008 , with the \$60 billion difference coming from non-user general revenues. The CBO estimates this will add up to \$168 billion over ten years. The problem is insufficient gas tax revenues, not what we spend on transit.</p> <p><a href="http://www.dot.gov/highway-trust-fund-ticker">http://www.dot.gov/highway-trust-fund-ticker</a></p> <p>On the state level, here are the actual numbers for the state of Wisconsin FY 2004-2008 that shows where highway money comes from and where it goes. I expect Florida is not much different:</p> <p>\$8.7 billion general revenue (i.e., non-users)</p> <p>\$3.1 billion federal</p> <p>\$3.0 billion borrowing</p> <p>\$7.4 billion from users (gas tax, registrations, etc)</p> <p>Total: \$22.2 billion</p> <p>Of that, transit got \$562 million, which means that if the transit money went back it would not cover the combined \$11.7 billion shortfall from borrowing and non-user general funds.</p> <p><a href="http://usa.streetsblog.org/2011/12/12/transit%20not-sucking-the-taxpayer-dry-roads-are/">http://usa.streetsblog.org/2011/12/12/transit%20not-sucking-the-taxpayer-dry-roads-are/</a> at 22:57:11 on 3/04/2015</p>		
3/4/2015 22:57	Bill Hutchison			1565364373739480	1562279340714650
3/4/2015 22:27	Joe Smith		<p>Joe Smith So, GO Hillsborough, now that it's also a proven fact that "Tom Rask" has lied about his name, enforce the very rule he is demanding be enforced and ban him.</p> <p>at 22:27:29 on 3/04/2015</p>	1565359143740000	1562279340714650
3/4/2015 22:26	Joe Smith		<p>Joe Smith The thing about trolls is, they will lie right up until the truth punches them in the mouth. And they'll pretend they're an expert one minute, and too clueless to understand the basics the next. Joe is obviously short for Joseph. Just like how "Tom" Rask's real name is "Thomas" Rask. He says so right on his own website. "Welcome to Rask.com - the home on the web for Thomas ("Tom") Rask" - <a href="http://www.rask.com/">http://www.rask.com/</a></p> <p>at 22:26:03 on 3/04/2015</p>	1565358897073360	1562279340714650
3/4/2015 22:05	Joe Smith		<p>Joe Smith Poor Tom Rask, He can't even do basic arithmetic. He is not smarter than Yogi Bear. Revenues from gas taxes are less than \$30 billion today, and have never exceeded \$35 billion in any given year.</p> <p><a href="http://www.fhwa.dot.gov/policyinformation/pubs/hf/pl11028/images/fig62.jpg">http://www.fhwa.dot.gov/policyinformation/pubs/hf/pl11028/images/fig62.jpg</a> Yet that paltry funding level wouldn't have even paid for the cost of building and maintaining highways (not all roads, just highways) back in the 1980s, and is several times short of what is needed to cover the cost today. <a href="http://www.fhwa.dot.gov/policyinformation/pubs/hf/pl11028/images/fig62.jpg">http://www.fhwa.dot.gov/policyinformation/pubs/hf/pl11028/images/fig62.jpg</a> Once again, this Tom Rask troll reveals himself to be incompetent on this issue and lacking any credibility whatsoever.</p> <p>at 22:05:35 on 3/04/2015</p>	1565353683740540	1562279340714650
3/4/2015 22:00	Tom Rask		<p>Tom Rask Go Hillsborough - Mr. Smith (not his real name) has now stated in writing that Joe Smith is not his real name. Enforce your own rules.</p> <p>at 22:00:16 on 3/04/2015</p>	1565352693740640	1562279340714650
3/4/2015 21:57	Joe Smith		<p>Joe Smith Tom Rask - I own property in Hillsborough County and vote in its elections. Do you? I couldn't find you anywhere in the tax records. That must make you a meddling outsider. Please, prove me wrong. My first name is "Joseph", and I created a 2nd Facebook account to protect my right to privacy. Funny how people like you who claim to love "freedom" and "liberty" suddenly hate it when it's inconvenient to their agenda to serve themselves. You sir, are a joke, and anyone who takes a look into your background knows it. <a href="http://www.whoistomrask.com/">http://www.whoistomrask.com/</a></p> <p>at 21:57:38 on 3/04/2015</p>	1565352300407350	1562279340714650
3/4/2015 21:57	Bill Hutchison		<p>Bill Hutchison GO Hillsborough I agree with Joe Smith...and if there is a question about Mr. Smith being a real name, what about this "Truth Buses" who keeps posting?</p> <p>at 21:57:13 on 3/04/2015</p>	1565352227074020	1562279340714650
3/4/2015 21:50	Joe Smith		<p>Joe Smith Go Hillsborough - Per your own guidelines, "No spamming or intentional disruptions. You agree not to deliberately disrupt discussions with repetitive messages, meaningless messages".... Just as soon as you start enforcing this rule against the outside trolls disrupting this public forum, regular users interested in fruitful discussions won't have to take matters into their own hands and call out the trolls. Do the job we pay taxes for you to do, or get the hell out of the way of the citizens who presently have to do it for you.</p> <p>at 21:50:26 on 3/04/2015</p>	1565351070407470	1562279340714650
3/4/2015 21:34	Tom Rask		<p>Tom Rask Go Hillsborough - your rules of engagement (not "rules FOR engagement") state that "you must use your actual first and last name when you participate". This person has broken that rule. This person is not named Joe Smith, he has no FB friends and the account was created last month.</p> <p>Your failure to ban a fake FB user who calls me "an angry, bitter man whose obvious character flaws" etc. etc.....that has been duly noted.</p> <p>at 21:34:21 on 3/04/2015</p>	1565346657074580	1562279340714650
3/4/2015 21:28	GO Hillsborough		<p>GO Hillsborough Hi, Joe. Thanks for giving us your thoughts, and we hope you will do so often. Just FYI, we do have a few basic ground rules for engagement to ensure an open and respectful exchange of ideas. Those rules do include refraining from making derogatory remarks about others. (<a href="http://go.hillsborough.org/rules-of-engagement/">http://go.hillsborough.org/rules-of-engagement/</a>) Thanks.</p> <p>at 21:28:16 on 3/04/2015</p>	1565345473741370	1562279340714650
3/4/2015 21:27	Tom Rask		<p>Tom Rask If transit ideologues didn't take 16% of the HTF and blow it on transit, there would be no shortfall. Politicians create problems like this, then use the problems to argue for more taxes.</p> <p>at 21:27:39 on 3/04/2015</p>	1565345360408040	1562279340714650
3/4/2015 20:52	Joe Smith		<p>Joe Smith Tom Rask can run his mouth the same as any two bit hack can, but when his remarks are scrutinized against factual reality, they are revealed to be nothing but the feeble rantings of an angry, bitter man whose obvious character flaws and mathematical incompetence explain well how he burned his bridges in his chosen profession of electrical engineering, and now desperately clings to a meager career as an internet troll and political hatchetman.</p> <p>at 20:52:28 on 3/04/2015</p>	1565323630410220	1562279340714650
3/4/2015 20:47	Joe Smith		<p>Joe Smith Tom Rask also takes issue with the term "benefits" to describe the positive economic effects of sensible public investment in transportation infrastructure. But it is a term that was chosen by Rick Scott's FDOT, and they use the word constantly. As we see in the referenced report from FDOT, also on Page 6, "With adjustments for the present value of future benefits, total benefits will be \$141.7 billion. Costs reflect the Work Program budget in 2014 dollars. Economic benefits are projected 25 years past the completion of the Work Program, to FY 2043. The ratio of total benefits to costs is 4.4. This means, on average, every dollar invested in the Work Program will yield about \$4.40 in economic benefits for Florida from the beginning of the Work Program to FY 2043."</p> <p><a href="http://www.dot.state.fl.us/planning/Policy/economic/macroimpacts0115.pdf">http://www.dot.state.fl.us/planning/Policy/economic/macroimpacts0115.pdf</a></p> <p>at 20:47:41 on 3/04/2015</p>	1565298213746090	1562279340714650

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3/4/2015 20:44	Joe Smith		<p>Joe Smith No surprise that a slicked up loser politician from Pinellas desperate for attention would insert himself into the proceedings of another county, where he has no standing as a property owner, business owner, or even as a voter. What is surprising is that a person who claims to be an engineering expert and a credible critic of GO Hillsborough's mission to improve the county's transportation, can't even do basic arithmetic. \$141.7 ÷ \$32.1 = benefit to cost ratio of 4.4. See Page 6 of the attached.  <a href="http://www.dot.state.fl.us/planning/Policy/economic/macroimpacts0115.pdf">http://www.dot.state.fl.us/planning/Policy/economic/macroimpacts0115.pdf</a></p> <p>at 20:44:16 on 3/04/2015</p>	1565297603746150	1562279340714650
3/4/2015 17:15	Bill Hutchison		<p>Bill Hutchison "Roads are paid for through fuel taxes"</p> <p>False. The Federal Highway trust fund has been propped up with General Revenue (non-user) funds since 2008, amounting to well over \$60 billion. The federal gas tax has not been raised since 1993 and its spending power has been eroded by a double whammy of inflation and a long term decline in driving. General revenues and property taxes also pay for state and local roads.</p> <p>at 17:15:14 on 3/04/2015</p>	1565244277084820	1562279340714650
3/4/2015 15:18	Sharon Calvert		<p>Sharon Calvert GoHillsborough effort is about funding our LOCAL roads which have been defunded. The county spent all the future revenues of the CIT tax and stopped using property tax general revenues for roads, which has historically been used to fund our local roads, to balance the budget when the recession hit. As our county revenues started increasing, none of those dollars have gone back to funding roads. HART has a dedicated property tax millage as does the Port Authority and TIA has dedicated user fees so yes we do need a balanced approach - the county needs to re-fund our local roads, which have now been neglected for years. As a result of not appropriately funding our roads, some of them are becoming safety issues.</p> <p>at 15:18:38 on 3/04/2015</p>	1565210220421560	1562279340714650
3/4/2015 13:41	Tom Rask		<p>Tom Rask Mr. Hutchison is clearly unfamiliar with the card game Bridge, in which the term "dummy" is used. He further assumed that my comment was directed at him. Clearly, he felt that the shoe fit, and who am I to argue with him. Sorry, but I can't help him get out of that hole he dug for himself.</p> <p>Roads are paid for through fuel taxes. So they are paid for by the users. Transit is not paid for by the users, it is in fact subsidized by taxpayers. That should answer Mr. Hutchison's red herring of a "question".</p> <p>Note further that transit agencies do NOT pay any fuel tax on the fuel they buy. In other words, transit users don't pay for the use of the road. In fact, by raiding fuel tax funds to pay for transit, they make the other users of the road pay for their use of the road.</p> <p>at 13:41:27 on 3/04/2015</p>	1565176390424940	1562279340714650
3/4/2015 12:42	Bill Hutchison		<p>Bill Hutchison Whoever would call me names is not worth replying to. My question was rhetorical more than anything else. I was underscoring the point I made earlier that transit issues have to endure the rigors of a ballot campaign while roads get a pass. There is something fundamentally wrong with that.</p> <p>at 12:42:36 on 3/04/2015</p>	1565157930426790	1562279340714650
3/4/2015 11:16	The Truth Buses V2		<p>The Truth Buses V2 Tollled Express Lanes are the solution. Not all this mess. - Bus 2015</p> <p>at 11:16:38 on 3/04/2015</p>	1565132343762680	1562279340714650
3/4/2015 11:16	The Truth Buses V2		<p>The Truth Buses V2 Can you say "Privatize HART?"</p> <p>at 11:16:13 on 3/04/2015</p>	1565132213762690	1562279340714650
3/4/2015 11:14	The Truth Buses V2		<p>The Truth Buses V2 SOULTION: Privatize HART, build tolled express lanes! - Bus 2015</p> <p>at 11:14:51 on 3/04/2015</p>	1565131830429400	1562279340714650
3/4/2015 11:14	The Truth Buses V2		<p>The Truth Buses V2 What rules Go Hillsborough? You all aren't even enforcing your rules, so there. We buses can post now. - Bus 901</p> <p><a href="http://eyeontampabay.blogspot.com/2015/02/go-hillsborough-enabling-lies-and-insults.html">http://eyeontampabay.blogspot.com/2015/02/go-hillsborough-enabling-lies-and-insults.html</a></p> <p>at 11:14:03 on 3/04/2015</p>	1565131623762750	1562279340714650
3/4/2015 11:12	The Truth Buses V2		<p>The Truth Buses V2 We buses are loving watching this thread. Keep it up Tom and Devin! You guys are doing great! Let's privatize HART so that we can really get some progress going, that is Tolled Express Lanes...the REAL solution to our congestion problems. - Bus 901</p> <p>at 11:12:46 on 3/04/2015</p>	1565131377096110	1562279340714650
3/4/2015 3:32	Bill Hutchison		<p>Bill Hutchison Who called me a name. Whoever would do that is not worth replying to. My question was rhetorical more than anything else. I was underscoring the point I made earlier that transit issues have to endure the rigors of a ballot campaign while roads get a pass. There is something fundamentally wrong with that.</p> <p>at 3:32:35 on 3/04/2015</p>	1565018903774020	1562279340714650
3/4/2015 3:24	Shannon Evans		<p>Shannon Evans Bill, I think he called you a name because roads dont need a referendum.</p> <p>at 3:24:11 on 3/04/2015</p>	1565016050440970	1562279340714650
3/4/2015 3:12	Bill Hutchison		<p>Bill Hutchison Does anyone have an answer to my question: What referendums have we had for roads? what have been the results? I am aware of a ballot initiative in Pinellas County for a freeway that was killed by the voters years ago. I am mainly speaking of countywide issues as opposed to local streets.</p> <p>at 3:12:24 on 3/04/2015</p>	1565013007107950	1562279340714650
3/4/2015 3:04	Shannon Evans		<p>Shannon Evans Whats funny Tom is that you lost the election too, yet you still keep on pushing. And yet somehow you use that same argument about greenlight losing to shun transit. Fortunately we both know, that even though something didnt pass, there ARE still people out there who DID vote for it, and who DO want transit to be invested in.</p> <p>at 3:04:57 on 3/04/2015</p>	1565010107108240	1562279340714650
3/4/2015 2:57	Walter John Slupecki		<p>Walter John Slupecki See Tom, you're already making this a Greenlight-style mudfest. We don't need this. Go Hillsborough, please ban Tom Rask from your page. It's clear that he will not cease with the nonsense trolling.</p> <p>at 2:57:22 on 3/04/2015</p>	1565008353775080	1562279340714650
3/4/2015 2:56	Walter John Slupecki		<p>Walter John Slupecki Even more hilarious, is how TBX (aka Lexus Lanes) is getting very limited public input and yet we have to shell out over \$6 Billion for it. Talk about a plan that is largely unvetted.</p> <p>at 2:56:15 on 3/04/2015</p>	1565008077108440	1562279340714650
3/4/2015 2:54	Shannon Evans		<p>Shannon Evans Thats funny how you guys argue in circles. "Dont spend money on transit!" And then the county listens and votes against the billion investment. And then you say "well if its such a good investment, why dont they spend billions on it?!"</p> <p>Hilarious.</p> <p>at 2:54:59 on 3/04/2015</p>	1565007863775130	1562279340714650
3/4/2015 2:51	Shannon Evans		<p>Shannon Evans Spend the budget on the roads that they are already tolling us on! Uh. Can you say "wasted tax?"</p> <p>at 2:51:46 on 3/04/2015</p>	1565007213775190	1562279340714650
3/4/2015 2:50	Shannon Evans		<p>Shannon Evans Im interested in seeing how Tom Rask got 340% when 1*440%=4.4. And I didnt even need a calculator.</p> <p>And Pinellas county DID attempt to invest Billions on transit. But you guys turned down the vote.</p> <p>at 2:50:12 on 3/04/2015</p>	1565006873775230	1562279340714650
3/4/2015 1:48	Tom Rask		<p>Tom Rask Dummy alert. Evacuate the dance floor.</p> <p>at 1:48:17 on 3/04/2015</p>	1564994893776420	1562279340714650
3/4/2015 0:31	Bill Hutchison		<p>Bill Hutchison And how many referenda have there been for roads? They seem to just happen, unlike transit. Just curious.</p> <p>at 0:31:19 on 3/04/2015</p>	1564975737111670	1562279340714650
3/3/2015 15:40	Bill Davis		<p>Bill Davis BS</p> <p>at 15:40:39 on 3/03/2015</p>	1564837473792170	1562279340714650

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3/3/2015 15:17	Tom Rask		Tom Rask Mr. Elliott (a PSTA bus driver) seems to forget that they DID put more transit to a vote multiple times (4) in multiple counties in the Bay Area....and it lost every time. Of all the policy tools they had to chose from, they chose that hammer...and they lost. at 15:17:10 on 3/03/2015	1564830050459570	1562279340714650
3/3/2015 15:09	Ken Elliott		Ken Elliott ^ Devin, you make a good point.  Point being, since nobody is voting for the new toll roads being built, I guess they're not needed either.  Transit improvements need to be pushed through like road improvements.  No more referendums.  If you're against transit funding, then you'll just have to hope a tea party person can get elected. at 15:09:42 on 3/03/2015	1564827643793150	1562279340714650
3/3/2015 15:02	Derek Spalding		Derek Spalding Tom its 440%. ROI formula is \$5.40-\$1 / \$1. That equals 4.4 or 440%. Notice they said returns \$4.40, meaning you invest a dollar and get \$5.4 back or a \$4.40 return. It's can be confusing to someone who wasn't trained in finance, but rather electrical engineering. at 15:02:03 on 3/03/2015	1564824170460160	1562279340714650
3/3/2015 14:53	Tom Rask		Tom Rask GO Hillsborough is bad at math. It is not a 440% return, it is a 340% return. And if the return in "benefits" is that good, why don't we spend billions more?  If they are this bad at math, how bad are they at governing? I don't believe their numbers or weasel words like "benefits" for a minute. at 14:53:52 on 3/03/2015	1564821130460470	1562279340714650
3/3/2015 11:28	Walter John Slupecki		Walter John Slupecki As I was telling Sharon, we need a balanced approach. Putting money all into one thing will not solve the problem. We need to properly allocate the funds into each category; roads, transit, ped/bike. at 11:28:46 on 3/03/2015	1564738410468740	1562279340714650
3/3/2015 11:27	Walter John Slupecki		Walter John Slupecki Sharon, I agree that our roads need to be fixed. But why do that and neglect transit? Neglect our pedestrian/bike facilities and leave them unfinished? We need a balanced approach! at 11:27:00 on 3/03/2015	1564738003802110	1562279340714650
3/2/2015 15:26	Devin Henderson		Devin Henderson Much needed for who, Ken? The people have voted no, time and time again. at 15:26:49 on 3/02/2015	1564357427173500	1562279340714650
3/2/2015 3:12	Sharon Calvert		Sharon Calvert If transportation truly had those results, then why hasn't transportation been THE top priority in our county budget? Because it is road investment that produces those results but our roads have been neglected for years. #FixOurRoadsFirst at 3:12:48 on 3/02/2015	1564120763863840	1562279340714650
3/2/2015 0:24	Ken Elliott		Ken Elliott Go Hillsborough-  No problem. I wish you guys all the best in your endeavor to provide much needed improvements to public transit. at 0:24:02 on 3/02/2015	1564081473867770	1562279340714650
3/1/2015 19:46	Tom Rask		Tom Rask GO Hillsborough - I want to remind you that you are expending tax dollars operating this FB page. So if you remove one of my comments without being able to demonstrate a compelling government interest for doing so, expect a 42 USC §1983 federal civil rights lawsuit, or other legal action as appropriate.  My comments are carefully calibrated. Nothing I have said on this board warrants your tax dollar funded censorship.  Go ahead, make my day.  Scratch my itch. at 19:46:41 on 3/01/2015	1564004753875440	1562279340714650
3/1/2015 19:37	GO Hillsborough		GO Hillsborough rules of engagement. <a href="http://gohillsborough.org/rules-of-engagement/">http://gohillsborough.org/rules-of-engagement/</a> . Please also be mindful. Thanks very much. at 19:37:02 on 3/01/2015	1564002787208970	1562279340714650
3/1/2015 19:36	GO Hillsborough		GO Hillsborough Tom, Bill, Devin, Ken -- Hello, Tom and Bill, I want to remind you about our Rules of Engagement. We ask that you contribute respectful and polite comments and content.  We do reserve the ability to remove any content or ban a participant who refuses to follow guidelines. In the event content or comments are removed, they do remain a part of public record; however, no one will be able to see or respond to them on this site. Devin and Ken -- here is a link to the at 19:36:34 on 3/01/2015	1564002660542310	1562279340714650
3/1/2015 19:28	Tom Rask		Tom Rask Kevin Thurman - who appointed you moderator? The special interests that you serve with Connect Tampa Bay?  Do you mean "respectful" as you were during the Greenlight debate? Like when you held a press conference in DT St. Pete where you had Dr. McKalip and myself on a poster with Hitler?? Is that what you mean by "respectful"? Did you seek the facts ( <a href="http://www.rask.com/parody">www.rask.com/parody</a> ) or at least talk to me before you sucked a body part so very publicly at that press con?  Regarding your comment "most don't live in Hillsborough" - how provincial of you! You didn't live in Pinellas when you held your dishonorable hit job of a press conference, so why don't you just be quiet and stop hating on free speech.  Face the facts: your friends in Club Crony can't control the message anymore. at 19:28:43 on 3/01/2015	1564000953875820	1562279340714650
3/1/2015 18:09	Kevin Thurman		Kevin Thurman Most of you on this thread don't live in Hillsborough. I'd ask everyone from outside the county to be respectful of each other. This isn't how things work here. at 18:09:32 on 3/01/2015	1563978807211370	1562279340714650
3/1/2015 12:01	Gloria Graham		Gloria Graham Polk County's transportation is so flawed.... at 12:01:47 on 3/01/2015	1563835940558990	1562279340714650
3/1/2015 3:46	Kathy Brown		Kathy Brown That depends on how you invest in transportation. If you put dollars into rail in an area like Hillsborough, you are going to lose! Fix our roads first! at 3:46:46 on 3/01/2015	1563696337239610	1562279340714650
3/1/2015 0:21	Thomas Teamhard Luckett		Thomas Teamhard Luckett Welcome to the most advanced country on earth. Honestly 2015 and no train? Public transport here is hilarious. at 0:21:19 on 3/01/2015	1563645887244660	1562279340714650
2/28/2015 20:36	Ken Elliott		Ken Elliott The fact that Greenlight had a Tom Rask approval percentage means that Hillsborough has it's work cut out for them, for sure. at 20:36:26 on 2/28/2015	1563596110582970	1562279340714650

Timestamp	From	To	Text	Content ID	Parent ID
2/28/2015 2:44	Walter John Slupecki		Walter John Slupecki Keep on talking Tom...keep chugging along... at 2:44:01 on 2/28/2015	1563207160621860	1562279340714650
2/28/2015 2:43	Bill Hutchison		Bill Hutchison Sure is. I'm saving myself for people who matter. at 2:43:05 on 2/28/2015	1563206903955220	1562279340714650
2/28/2015 2:13	Devin Henderson		Devin Henderson Very simple minded response, Bill... at 2:13:00 on 2/28/2015	1563199690622610	1562279340714650
2/28/2015 1:20	Bill Hutchison		Bill Hutchison Grunt grunt grunt...still more than you have. at 1:20:20 on 2/28/2015	1563186783957230	1562279340714650
2/28/2015 1:18	Tom Rask		Tom Rask He has regressed from "whatever" to "blah". What's next - grunting? at 1:18:01 on 2/28/2015	1563186350623940	1562279340714650
2/28/2015 0:56	Bill Hutchison		Bill Hutchison Blah Blah Blah that's all Rask has...who cares? at 0:56:19 on 2/28/2015	1563182053957710	1562279340714650
2/28/2015 0:41	Walter John Slupecki		Walter John Slupecki Keep on talking Tom... at 0:41:26 on 2/28/2015	1563178907291360	1562279340714650
2/27/2015 23:20	B John Ovink		B John Ovink Yes, and my clients won't be able to use the excuse that their car broke down anymore! at 23:20:01 on 2/27/2015	1563160690626510	1562279340714650
2/27/2015 18:25	Terry Walters Jr		Terry Walters Jr at 18:25:08 on 2/27/2015	1563073720635210	1562279340714650
2/27/2015 14:23	Paulette Chapin		Paulette Chapin Not a elates train for airport to Disney. Let Disney and Tampa airport pay for that one. I could see a train ran like the subways in New York. It cheap made for the working man but of course will accommodate all of the snowbirds and tourist. at 14:23:03 on 2/27/2015	1562967903979120	1562279340714650
2/27/2015 12:25	Tom Rask		Tom Rask Where's Bill? Has be been banned?!? Bill SHOULD be banned. Ban, ban, ban ! The less "bad" speech, the better. Government, please CONTROL the situation.  Walter's logic in a nutshell. at 12:25:17 on 2/27/2015	1562928697316380	1562279340714650
2/27/2015 10:27	Walter John Slupecki		Walter John Slupecki Tom, you're once again insulting voter intelligence. Your trolling activities should be banned from this page. at 10:27:38 on 2/27/2015	1562893027319940	1562279340714650
2/26/2015 23:47	Devin Henderson		Devin Henderson Typical. It seems to me like the new fad is that if you cannot face the facts, just say "whatever" and ignore them. I'd say Bill hates facts more than he does free speech. at 23:47:51 on 2/26/2015	1562759723999940	1562279340714650
2/26/2015 23:40	Tom Rask		Tom Rask i didn't start the fire. You just hate free speech, don't you? at 23:40:27 on 2/26/2015	1562753774000540	1562279340714650
2/26/2015 23:37	Walter John Slupecki		Walter John Slupecki Tom, are you going to turn this into a social media mudfest, just like Greenlight? at 23:37:09 on 2/26/2015	1562753137333930	1562279340714650
2/26/2015 18:06	Bill Hutchison		Bill Hutchison Stop being juvenile and moronic. Your words. Better? at 18:06:39 on 2/26/2015	1562669527342290	1562279340714650
2/26/2015 12:17	Jesus De Armas		Jesus De Armas Some needs to wake up Rick Scott and the Legislature at 12:17:25 on 2/26/2015	1562512604024650	1562279340714650
2/26/2015 12:07	Tom Rask		Tom Rask Note the juvenile and moronic word "whatever". at 12:07:49 on 2/26/2015	1562510370691540	1562279340714650
2/26/2015 3:30	Bill Hutchison		Bill Hutchison Whatever. at 3:30:44 on 2/26/2015	1562374160705160	1562279340714650
2/25/2015 23:08	Tom Rask		Tom Rask Note the weasel word "benefits". at 23:08:51 on 2/25/2015	1562297077379540	1562279340714650
2/24/2015 20:40	GO Hillsborough		GO Hillsborough  GO Hillsborough added 11 new photos to the album: South County - Understanding The Issues, Feb 23 â€" at Waterset by Newland Communities.  South County - Understanding The Issues, Feb 23  at 20:40:47 on 2/24/2015	1561909587418290	
2/24/2015 17:28	Anneliese Meier	GO Hillsborough	Anneliese Meier > GO Hillsborough  West Tampa and South Tampa Residents: Please put Monday, March 2 on your calendars for a very important Transit Meeting. Your input is needed and YOU CAN MAKE A DIFFERENCE in our community. The meeting will be held at the Manhattan Avenue United Methodist Church 4211 S. Manhattan Ave, Tampa from 6 - 8 pm. You can come anytime in that two hour time frame.  at 17:28:54 on 2/24/2015	1561858864090030	
2/23/2015 15:21	GO Hillsborough		GO Hillsborough  GO Hillsborough added 12 new photos to the album: Westchase/Town n Country/Carrollwood - Understanding the Issues, â€" at Town 'N Country Regional Public Library.  Westchase/Town n Country/Carrollwood - Understanding the Issues,  at 15:21:02 on 2/23/2015	1561252444150670	
2/21/2015 15:28	GO Hillsborough		GO Hillsborough  Did you know that more than half of the Community Investment Tax was spent on transportation projects?  at 15:28:00 on 2/21/2015	1560297960912780	

Timestamp	From	To	Text	Content ID	Parent ID
3/9/2015 1:37	Sharon Calvert		Sharon Calvert The word to remember is "WAS" spent and that included lots of sidewalks and ancillary projects. However, CIT money hasn't been available for roads for years and today we have many failed and failing roads. What should be shown by the county to the public is what the CURRENT annual local funding is for transportation in the county: county property tax for HART, county property tax for the Port, user fees for the airport and dwindling gas tax for roads. #FixOurRoadsFirst There's a need to re-prioritize our county budget as revenues have been increasing and fund our roads. at 1:37:12 on 3/09/2015	1568225230120060	1560297960912780
3/9/2015 1:25	Shirley Howell Wood		Shirley Howell Wood And 50% was spent (wasted) on what?? CIT was passed in 1996 with the promise to improve roads and transportation. It was wasted on pet projects, and now we are expected to approve another tax?? Let's see, it gave us the stadium, and oh yes. the Regent in Riverview which has actually been used to charge outrageous prices for weddings and ceremonies. at 1:25:46 on 3/09/2015	1568223153453600	1560297960912780
3/4/2015 3:14	Shannon Evans		Shannon Evans Yay! Lets keep adding lanes to our roads until we have to knock down buildings! Make room! I mean they are doing such an awesome job on building them now! Why not give them more moola! I mean who needs a pretty landscape?! We have to make room for more roads! at 3:14:06 on 3/04/2015	1565013420441240	1560297960912780
2/27/2015 10:29	Walter John Slupecki		Walter John Slupecki Agreed Bill, Sharon here does not want us to have transportation choices. Only Lexus Lanes and a sprawling toll road in east county. at 10:29:03 on 2/27/2015	1562893430653240	1560297960912780
2/21/2015 22:08	Bill Hutchison		Bill Hutchison Awww...you don't want us to have any choices...meanie. at 22:08:35 on 2/21/2015	1560414064234510	1560297960912780
2/21/2015 19:00	Sharon Calvert		Sharon Calvert There has been NO CIT tax available for roads for years after the county commissioners borrowed against the future revenue stream and then the recession hit. We're still paying the tax to pay the debt off until the tax expires in 2026 but there is basically NO CIT money available for roads from now until then. CIT WAS used for roads, it is NOT now. The only funding our county roads have today is gas tax and very small amount of impact fees. GoHillsborough should be stating where we are TODAY and what county funding is going to transportation TODAY which includes the Port Authority property taxes and HART property taxes. at 19:00:37 on 2/21/2015	1560366590905920	1560297960912780
2/20/2015 13:27	Bill Hutchison	GO Hillsborough	Bill Hutchison > GO Hillsborough  Study shows need for transportation reform:  <a href="https://cdn.americanprogress.org/wp-content/uploads/2015/01/DeGood_Highways_reportUPDATE.pdf">https://cdn.americanprogress.org/wp-content/uploads/2015/01/DeGood_Highways_reportUPDATE.pdf</a>  cdn.americanprogress.org  cdn.americanprogress.org at 13:27:38 on 2/20/2015	998820253479707	
2/19/2015 16:01	GO Hillsborough		GO Hillsborough  GO Hillsborough added 5 new photos to the album: West Tampa - Understanding the Issues Feb. 17 Workshop.  Thanks to all who came out to make their VOICES heard!  West Tampa - Understanding the Issues Feb. 17 Workshop  Thanks to all who came out to make their VOICES heard! at 16:01:23 on 2/19/2015	1559181544357760	
2/18/2015 20:26	GO Hillsborough	Creative Loafing Tampa	GO Hillsborough > Creative Loafing Tampa  Another take on what folks are thinking about transportation in our community Creative Loafing Tampa  Local leaders want to know why your commute sucks  cltampa.com  Time to tackle Hillsborough's many transportation woes...or try to...again. at 20:26:41 on 2/18/2015	1558772791065300	
2/20/2015 2:16	Derek Spalding		Derek Spalding Oh and if you read the 2010 referendum it was for enhanced bus service, road improvements, and light rail. All three. It failed because it was a vote on a tax increase. Those rarely win. In both Portland, OR and salt lake city voters voted tax increases down. They increased tax anyways, build a better system. Citizens liked it, then a second tax increase was put to voters for more light rail and that vote won. Point is people hate taxes on something not built yet. at 2:16:06 on 2/20/2015	1559337621008820	1558772791065300
2/20/2015 1:49	Derek Spalding		Derek Spalding Tom before assuming people know what you mean by rail cartel can you please explain via links what you base your bias on? I want rail, bus, and roads. If your basis is on big business that builds a rail system one could argue that road projects are a special interest road cartel. It's huge money to build roads as well. at 1:49:00 on 2/20/2015	1559332887675960	1558772791065300
2/19/2015 2:25	Tom Rask		Tom Rask Such a classy headline! Not.  Creative Loafing has no credibility. Just look at this one things they wrote in their article: "an effort to fund a transportation overhaul proposal with a slight sales tax increase failed in the county in 2010".  Ummm....that would be the sales tax increase for rail that failed by 58% to 42%. So it wasn't for "transportation", it was a massive tax increase to feed the special interest rail cartel.  The only thing that sucks is Creative Loafing. at 2:25:16 on 2/19/2015	1558862204389690	1558772791065300
2/18/2015 20:37	Wesley Harris		Wesley Harris Get done with the I-275 construction and that should make traffic flow a little better. Also make transportation more affordable and more reliable. But its always about money to the county and the hcptc. #abolishthehcptc #uberon at 20:37:31 on 2/18/2015	1558775607731690	1558772791065300

Timestamp	From	To	Text	Content ID	Parent ID
2/18/2015 17:39	GO Hillsborough		<p>GO Hillsborough</p> <p>Thanks to all who came out to make their VOICES heard!</p> <p>West Tampa - Understanding the Issues Feb. 17 Workshop</p> <p>Thanks to all who came out to make their VOICES heard!</p> <p>at 17:39:25 on 2/18/2015</p>	1558720701070510	
2/18/2015 16:39	GO Hillsborough		<p>GO Hillsborough</p> <p>Terrific to see so many people brave the rain and have their VOICES heard!</p> <p>Audience suggests ways to improve Hillsborough transit</p> <p>tbo.com</p> <p>TAMPA â€ Elvira Reyes said sheâ€™s lived all over the United States and the Tampa area is the most dangerous place sheâ€™s ever seen for pedestrian safety.</p> <p>at 16:39:20 on 2/18/2015</p>	1558704224405490	
2/18/2015 17:28	Anna Voids		<p>Anna Voids First...Fix our roads!</p> <p>at 17:28:12 on 2/18/2015</p>	1558716961070880	1558704224405490
2/18/2015 17:11	Adam Metz		<p>Adam Metz I'm proud to be part of a community where people can be heard. County staff did a great job laying out all the information. I was very impressed with everything I saw. Gotta make it happen though.</p> <p>at 17:11:06 on 2/18/2015</p>	1558712627737980	1558704224405490
2/18/2015 14:34	Hillsborough Area Regional Transit	GO Hillsborough	<p>Hillsborough Area Regional Transit &gt; GO Hillsborough</p> <p>Thanks to everyone that came out and participated in the first GO Hillsborough meeting, despite the weather. Next transportation workshop is Thursday from 6-8 p.m. at the Town 'n Country Regional Public Library.</p> <p>Audience suggests ways to improve Hillsborough transit</p> <p>tbo.com</p> <p>TAMPA â€ Elvira Reyes said sheâ€™s lived all over the United States and the Tampa area is the most dangerous place sheâ€™s ever seen for pedestrian safety.</p> <p>at 14:34:38 on 2/18/2015</p>	1558659711076610	
2/18/2015 4:40	GO Hillsborough		<p>GO Hillsborough</p> <p>Great kickoff workshop. ... join us Thursday in Town N Country</p> <p><a href="http://tbo.com/news/politics/audience-suggests-ways-to-improve-hillsborough-transit-20150217/?page=1">http://tbo.com/news/politics/audience-suggests-ways-to-improve-hillsborough-transit-20150217/?page=1</a></p> <p>at 4:40:34 on 2/18/2015</p>	1558447194431190	
2/19/2015 13:17	Tom Rask		<p>Tom Rask Kevin Thurman - release the list of contributors to your organization Connect Tampa Bay. Then "the people" (whose opinion you claim to value) can follow the money.</p> <p>at 13:17:21 on 2/19/2015</p>	1559094881033090	1558447194431190
2/18/2015 14:06	Kevin Thurman		<p>Kevin Thurman Tom Rask - the citizens of Hillsborough County came out and participated. There are 15 more meetings. As someone who has lived in Tampa longer than I ever did in DC I can tell you that there were a lot of people with different opinions that represent Hillsborough and I hope everyone comes out and judges the process and gives their opinion like TBCOST's Ken Roberts did saying it was a well balanced meeting.</p> <p>at 14:06:58 on 2/18/2015</p>	1558650337744210	1558447194431190
2/18/2015 13:54	Bill Hutchison		<p>Bill Hutchison Yes, great event. Thanks.</p> <p>at 13:54:02 on 2/18/2015</p>	1558646064411310	1558447194431190
2/18/2015 12:31	Tom Rask		<p>Tom Rask Yes, a great event where the options were predetermined by the bureaucrats (as reported in the Trib). Except that someone (probably Washington DC operative Kevin Thurman) took a red marker and wrote "light rail".</p> <p>I will be sure to bring markers of multiple colors when I attend one of these events so that I may do the same. I will write "stop raiding the transportation fund", "rail failed in Atlanta" and a few other things.</p> <p>at 12:31:39 on 2/18/2015</p>	1558608437748400	1558447194431190
2/18/2015 11:46	Kevin Thurman		<p>Kevin Thurman It was a great event and we hope that everyone comes out and this truly becomes the peoples process</p> <p>at 11:46:18 on 2/18/2015</p>	1558597231082860	1558447194431190
2/18/2015 5:19	Adam Metz		<p>Adam Metz I had a great night. Thank you!</p> <p>at 5:19:04 on 2/18/2015</p>	1558455084430400	1558447194431190
2/17/2015 14:48	Hillsborough Area Regional Transit	GO Hillsborough	<p>Hillsborough Area Regional Transit &gt; GO Hillsborough</p> <p>First GO Hillsborough meeting is 6 p.m. today at Mt. Olive A.M.E. Church. This is your chance to help craft Hillsborough County's transportation plan. We hope to see you there.</p> <p>Sandra Murman: Help shape Hillsboroughâ€™s transportation future</p> <p>tbo.com</p> <p>Beginning this week, residents, businesses and organizations throughout Hillsborough County have multiple opportunities to actively participate in creating transportation plans in their neighborhoods</p> <p>at 14:48:26 on 2/17/2015</p>	1558195521123030	

Timestamp	From	To	Text	Content ID	Parent ID
2/17/2015 14:05	GO Hillsborough		<p>GO Hillsborough</p> <p>Our first open house style workshop starts today! There's still time to RSVP to the West Tampa meeting tonight, and the Westchase/Town 'n Country/Carrollwood meeting later this week. We hope to see you there!</p> <p>Feb. 17 - Understanding Issues: West Tampa</p> <p>gohillsborough.org</p> <p>GO Hillsborough seeks to understand, explore and help choose transportation options that make sense in the lives of Hillsborough County citizens.</p> <p>at 14:05:16 on 2/17/2015</p>	1558167301125850	
2/27/2015 10:34	Walter John Slupecki		<p>Walter John Slupecki And Tom should be banned from this page because once again, he is insulting voter intelligence, as he has done here with Bill. If you three want to debate, come over to my Truth Page and we all will debate.</p> <p>at 10:34:31 on 2/27/2015</p>	1562894990653080	1558167301125850
2/27/2015 10:32	Walter John Slupecki		<p>Walter John Slupecki The Calverts and Tom Rask want us to suffer while they get the toll roads that they want. Anything to make themselves happy while the rest of us have no transportation choices.</p> <p>at 10:32:51 on 2/27/2015</p>	1562894377319810	1558167301125850
2/18/2015 2:55	Bill Hutchison		<p>Bill Hutchison Backatcha.</p> <p>at 2:55:50 on 2/18/2015</p>	1558426704433240	1558167301125850
2/18/2015 2:06	Tom Rask		<p>Tom Rask Bill Hutchison - yes, you have a right to your own opinion.....no matter how silly and misguided that opinion is.</p> <p>at 2:06:54 on 2/18/2015</p>	1558416177767630	1558167301125850
2/18/2015 0:14	Mark Calvert		<p>Mark Calvert #FixOurRoadsFirst</p> <p>at 0:14:08 on 2/18/2015</p>	1558387354437180	1558167301125850
2/18/2015 0:13	Mark Calvert		<p>Mark Calvert You want us to subsidize your choices at extravagant rates. I know you'll say it roads are subsidized, etc. Will you give up your 80% transit subsidy if we give up our 2% road subsidy?</p> <p>at 0:13:21 on 2/18/2015</p>	1558387214437190	1558167301125850
2/17/2015 23:46	Anna Voida		<p>Anna Voida How about fixing our roads first!</p> <p>at 23:46:02 on 2/17/2015</p>	1558382611104320	1558167301125850
2/17/2015 20:36	Bill Hutchison		<p>Bill Hutchison I do think it's interesting that I am labeled as an ideologue simply because I want choices. I thought we all had a right to our opinions in this country?</p> <p>at 20:36:43 on 2/17/2015</p>	1558337534442160	1558167301125850
2/17/2015 20:33	Bill Hutchison		<p>Bill Hutchison The chart in the first article shows exactly what is coming and going from the highway trust fund. The transit funding is in there, as is the billions in general funds (as opposed to user fees, such as the gas tax) going to highways</p> <p>at 20:33:08 on 2/17/2015</p>	1558336554442260	1558167301125850
2/17/2015 20:26	Bill Hutchison		<p>Bill Hutchison I sure do. And I'm an unpaid volunteer who believes that we need all forms of transportation. I have nothing to hide. I live here and hate the traffic.</p> <p>BTW, you forgot the page for the National Association of Railroad Passengers I encourage everyone to join both organizations!</p> <p>at 20:26:02 on 2/17/2015</p>	1558334347775810	1558167301125850
2/17/2015 19:07	Tom Rask		<p>Tom Rask In the interest of full disclosure, Mr. Hutchison is a National Association of Railroad Passengers Representative. He is also sits on the board of the "Florida Coalition of Rail Passengers", which in turn "advocate for Amtrak, commuter rail, intercity rail and transit". Apparently, they advocate regardless of cost, suitability, driverless cars or anything else that might change the mind of a reasonable person. They are truly ideologues. See <a href="http://floridacoalitionofrailpassengers.memberlodge.com/page-326145">http://floridacoalitionofrailpassengers.memberlodge.com/page-326145</a></p> <p>at 19:07:21 on 2/17/2015</p>	1558308344445080	1558167301125850
2/17/2015 19:01	Tom Rask		<p>Tom Rask You fail to mention that 16 cents of every dollar coming in to the HTF (Highway Trust Fund) is spent on transit - not roads. This nonsense started in 1983, when 11% was allocated to transit, and increased to 16% in 1993. It's the highway trust fund (for roads), and it not be be spent feeding the Transit Ideology / Special Interest black hole.</p> <p>Just let the federal fuel tax go to the HTF where it gets spent on roads, and everything will be fine. Better yet, devolve the spending to each state and let them do what they want.</p> <p>The facts simply are not on your side, Mr. Hutchison. Stop clinging to your trains and your ideology.</p> <p>at 19:01:12 on 2/17/2015</p>	1558306747778570	1558167301125850
2/17/2015 16:08	Bill Hutchison		<p>Bill Hutchison Logically, you should be calling for roads to support themselves.</p> <p>at 16:08:02 on 2/17/2015</p>	1558239124452000	1558167301125850
2/17/2015 16:06	Bill Hutchison		<p>Bill Hutchison Still more: The federal highway trust fund is bankrupt. This from a Pew report:</p> <p>1957 through 2000, trust fund revenue exceeded spending in 31 out of 44 years, allowing for the accumulation of significant reserves. Over roughly the past decade, however, those surpluses have turned to shortfalls. In 10 of the past 12 years, revenue lagged behind spending. Responses and outlook. The federal government initially made up for those gaps by drawing down trust fund balances. By the end of 2007, however, those savings had declined to half of their 2000 levels, and some policymakers feared that they would dry up completely.</p> <p>Beginning in 2008, federal policymakers initiated a series of transfers, totaling over \$60 billion as of 2014, mostly from the general fund, into the trust fund to help compensate for shortfalls.<sup>42</sup> In some years, these transfers exceeded the level needed to make up for shortfalls, temporarily boosting reserves, but they have not addressed the underlying problem: Revenue dedicated to transportation has not kept up with spending authorized by Congress.<sup>43</sup> Barring other changes, trust fund shortfalls will only increase in future years.</p> <p>The Congressional Budget Office projects that trust fund revenue will continue to stagnate while spending authority—the amount the federal government permits states to commit to projects—will grow to keep up with inflation (though it will decline relative to the cost of project construction, which tends to grow faster than general inflation). (See Figure 8.) Over the next 10 years, the trust fund would need to take in an additional \$162 billion to maintain current real spending levels, according to the agency's baseline projections.</p> <p><a href="http://www.pewtrusts.org/~media/Assets/2014/09/SurfaceTransportationIntergovernmentalChallengesFunding.pdf?la=en">http://www.pewtrusts.org/~media/Assets/2014/09/SurfaceTransportationIntergovernmentalChallengesFunding.pdf?la=en</a></p>	1558238597785390	1558167301125850
2/17/2015 15:37	Bill Hutchison		<p>Bill Hutchison More:</p> <p><a href="http://usa.streetsblog.org/2011/01/04/actually-highway-builders-roads-don-t-pay-for-themselves/">http://usa.streetsblog.org/2011/01/04/actually-highway-builders-roads-don't-pay-for-themselves/</a></p> <p>at 15:37:54 on 2/17/2015</p>	1558214874454430	1558167301125850

Timestamp	From	To	Text	Content ID	Parent ID
2/17/2015 15:32	Bill Hutchison		<p>Bill Hutchison Transit isn't bleeding the taxpayers dry...roads are:</p> <p><a href="http://usa.streetsblog.org/2011/12/12/transit%E2%80%99s-not-sucking-the-taxpayer-dry-roads-are/">http://usa.streetsblog.org/2011/12/12/transit%E2%80%99s-not-sucking-the-taxpayer-dry-roads-are/</a>  at 15:32:44 on 2/17/2015</p>	1558213391121240	1558167301125850
2/17/2015 14:46	Tom Rask		<p>Tom Rask Typo alert: on your website, you call it "Understanding the Issues", here you call it "Understanding Issues".</p> <p>Anyway, I understand the issues just fine: you raid the transportation trust fund and use it for other purposes, then you poormouth in order to seek higher taxes. Just stop that anti-social behavior, and then we can talk.</p> <p>Fix the roads first!</p> <p>at 14:46:53 on 2/17/2015</p>	1558195091123070	1558167301125850
2/16/2015 20:07	GO Hillsborough		<p>GO Hillsborough</p> <p>GO Hillsborough commented on their own link.</p> <p>at 20:07:15 on 2/16/2015</p>	1557798021162780	
2/16/2015 19:45	GO Hillsborough	Sandy Murman, Bob Buckhorn, TBO.com	<p>GO Hillsborough &gt; Sandy Murman, Bob Buckhorn, TBO.com</p> <p>Check out these columns by Commissioner Sandy Murman and Mayor Bob Buckhorn. (via TBO.com)</p> <p>"We are â€" together â€" creating recommendations that reflect consensus around a community transportation plan all of us can be proud of, support and help implement â€" a plan that will make a positive difference in your everyday life."</p> <p>Hillsborough County's Transportation Crossroads</p> <p>gohillsborough.org</p> <p>at 19:45:00 on 2/16/2015</p>	1557749037834340	
2/17/2015 12:30	Anna Voids		<p>Anna Voids Show me where the money will come from. As long as I'm not charged, taxed etc and roads are fixed first I'm all for it. Question... what raw hard data is there to show that it will be cost worthy? How has the current transportation in place been financially independent?</p> <p>at 12:30:40 on 2/17/2015</p>	1558131984462710	1557749037834340
2/17/2015 11:42	Adam Metz		<p>Adam Metz Transit is something all of Hillsborough county can benefit from, so the more people participate and get involved, the better transit system we shall have.</p> <p>at 11:42:13 on 2/17/2015</p>	1558097844466130	1557749037834340
2/17/2015 11:38	Tom Rask		<p>Tom Rask Agree with you on the roads, but why do you think rail transit is a good idea?</p> <p>at 11:38:14 on 2/17/2015</p>	1558095461133030	1557749037834340
2/17/2015 1:44	Anna Voids		<p>Anna Voids Fix our roads first. Once they are fixed, THEN build the rail</p> <p>at 1:44:23 on 2/17/2015</p>	1557885717820670	1557749037834340
2/16/2015 21:36	Tom Rask		<p>Tom Rask Hey Parsons Brinckerhoff ! Before you attempt to lecture me about my use of language below, remember that elected officials are public figures. So I can call Buckhorn whatever I want all day long and you can use public funds to stop me or "counsel" me.</p> <p>at 21:36:22 on 2/16/2015</p>	1557817694494140	1557749037834340
2/16/2015 21:31	Tom Rask		<p>Tom Rask Opinion pieces by paid shills for Club Crony. The chuckleheaded mayor of Tampa Bob Buckhorn keeps insisted that we MUST have rail transit, even though it loses badly each time it's on the ballot. He even said it after the epic failure of Greenlight Pinellas. Buckhorn is nothing but a glad-handing clown.</p> <p>Wake up folks, your vote doesn't count anymore. Club Crony runs the show, and if nothing else, cronies are connected !!</p> <p>at 21:31:52 on 2/16/2015</p>	1557817017827540	1557749037834340
2/16/2015 13:23	GO Hillsborough	TBO.com	<p>GO Hillsborough &gt; TBO.com</p> <p>According to TBO.com, now is the time to make your voice heard!</p> <p>"The county must do something. It has more than a \$3 billion backlog of immediate transportation needs, endures gridlock daily, is one of the most dangerous counties in the nation for pedestrians and bikers, and offers few options to people who canâ€™t or donâ€™t want to drive.â€</p> <p>Editorial: Time for serious transportation talk</p> <p>tbo.com</p> <p>The usual naysayers are attacking an outreach program seeking Hillsborough residentsâ€™ views on transportation.</p> <p>at 13:23:16 on 2/16/2015</p>	1557658884510020	
2/19/2015 17:56	Derek Spalding		<p>Derek Spalding Tom just because the average daily vehicle miles of travel has decreased does not mean an individual is driving less as an individual. It could mean we have more cars on the road driving as an example. As an example say we had five cars driving 20 miles each per day. That would be an average of 20 miles. Now say you add 10 more cars the next year, but they live closer to work so only drive 10 miles each. The averages goes down <math>(5*20)+(10*10) / 15 \text{ cars} = 200/15= 13.33</math> miles average. On paper the average looks like people are driving less, but the fact remains that you went from 5 cars to 15 cars the next year. Thus on a fixed roadway you will experience congestion at given points.</p> <p>at 17:56:59 on 2/19/2015</p>	1559220664353850	1557658884510020
2/18/2015 0:58	Larry Faust		<p>Larry Faust One of the problems is the Hillsborough County Public Transportation Commission (PTC) . An antiquated agency that exists only to preserve and protect the dysfunctional taxi monopoly and obstruct the progress that would help resolve Hillsborough County's transportation problems #AbolishtheHCPTC</p> <p>at 0:58:05 on 2/18/2015</p>	1558398007769450	1557658884510020
2/17/2015 11:37	Adam Metz		<p>Adam Metz I agree wholeheartedly with the mayor and I look forward to supporting a transit referendum on the ballot next year.</p> <p>at 11:37:11 on 2/17/2015</p>	1558095161133060	1557658884510020

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2/17/2015 1:19	Bill Hutchison		Bill Hutchison Thanks for sharing. at 1:19:47 on 2/17/2015	1557879274487990	1557658884510020
2/16/2015 23:55	Tom Rask		Tom Rask Did you know that they took the word "gullible" out of the dictionary? at 23:55:47 on 2/16/2015	1557861631156420	1557658884510020
2/16/2015 23:52	William S. Brenaman		William S. Brenaman If we don't act that \$3 billion backlog will soon turn to \$33 billion then guess what? at 23:52:27 on 2/16/2015	1557861031156480	1557658884510020
2/16/2015 22:54	Bill Hutchison		Bill Hutchison No. I am not gullible. I actually know the issue. But YOU are blind. at 22:54:24 on 2/16/2015	1557832394492670	1557658884510020
2/16/2015 22:53	Bill Hutchison		Bill Hutchison That's OK Tom. You do a fine job of showing the world what sort of person you are. at 22:53:28 on 2/16/2015	1557832244492690	1557658884510020
2/16/2015 21:25	Tom Rask		Tom Rask Yeah, Tyler. That means not calling me an idiot. You are engaging in Freudian projection. at 21:25:25 on 2/16/2015	1557815724494340	1557658884510020
2/16/2015 21:24	Tom Rask		Tom Rask I am all for calling them as I see them. You are gullible. at 21:24:18 on 2/16/2015	1557815554494360	1557658884510020
2/16/2015 20:07	GO Hillsborough		GO Hillsborough Hey, Tyler. Thanks for giving us your thoughts, and we hope you will do so often. Just FYI, we do have a few basic ground rules for engagement to ensure an open and respectful exchange of ideas. Those rules include refraining from making derogatory remarks about others. ( <a href="http://gohillsborough.org/rules-of-engagement/">http://gohillsborough.org/rules-of-engagement/</a> ) Thanks. at 20:07:12 on 2/16/2015	1557798004496110	1557658884510020
2/16/2015 20:03	Bill Hutchison		Bill Hutchison You are a naysayer. I'd say they call 'em like they sees 'em. at 20:03:17 on 2/16/2015	1557797144496200	1557658884510020
2/16/2015 16:59	Tyler Heun		Tyler Heun This tom guy is an idiot. We don't need more planning. We need doing. at 16:59:13 on 2/16/2015	1557738161168760	1557658884510020
2/16/2015 13:38	Tom Rask		<p>Tom Rask The third word in this editorial is "naysayers", so that kind of sets the tone. I like to think of myself as a "number-sayer", not a "naysayer".</p> <p>Let's look at the numbers: the Federal Highway Administration's latest available figures for the Tampa / St. Petersburg Metro Area for Average Daily Vehicle Miles of Travel (<a href="http://1.usa.gov/1FLfefP">http://1.usa.gov/1FLfefP</a>):</p> <p>2010 - 63.0 million miles      2011 - 60.9 million miles      2012 - 60.7 million miles</p> <p>So people are driving LESS than before....yet our roads are clogged?!?</p> <p>The reason the roads are clogged in the Tampa Bay area is due to corrupt politicians who raid the transportation trust funds FOR THEIR OWN "PURPOSES". They then urge you to pass new taxes on yourselves to fix the transportation problems they created.</p> <p>Demand that they do their job instead.</p> <p>NO MORE TAXES FOR POLITICIANS AND THEIR CRONIES.</p>	1557665517842690	1557658884510020
2/16/2015 13:37	Anna Voida		Anna Voida Yes more the reason why we should fix our roads first. For safety and tourism ! at 13:37:10 on 2/16/2015	1557664804509430	1557658884510020
2/15/2015 20:04	Anna Voida	GO Hillsborough	<p>Anna Voida &gt; GO Hillsborough</p> <p>Fix our roads first!</p>	1557248247884420	
2/15/2015 3:59	John Weeks	GO Hillsborough	<p>John Weeks &gt; GO Hillsborough</p> <p>We have wasted enough tax dollars on mass transit!!! You just can't have mass transit running empty. Why should tax payers support mass transit and car payments, insurance,gas taxes Give others this service and pay a fraction of the real cost!!</p>	1556874041255180	
2/14/2015 15:47	GO Hillsborough	TBO.com	<p>GO Hillsborough &gt; TBO.com</p> <p>GO Hillsborough is all about YOUR voices and choices. While sharing your opinions and thoughts, please also remember to be courteous so the process of developing our Community Transportation Plan is pleasant for all! (via TBO.com)</p> <p>Digital comments on transit shielded</p> <p>tbo.com</p> <p>TAMPA â€“ Hillsborough County officials took action Thursday to make sure any public comments arising out of upcoming meetings on transportation improvements remain open to the public as well as</p>	1556619511280630	
2/17/2015 1:20	Bill Hutchison		Bill Hutchison Nah...I want one of them anti-"Murican, Agenda 21 trains! I'm sure you'll like that! at 1:20:22 on 2/17/2015	1557879427821300	1556619511280630
2/17/2015 0:20	Tom Rask		Tom Rask Comrades! Take the bus! It gets you off the road so that Bill can get through! at 0:20:41 on 2/17/2015	1557867451155830	1556619511280630
2/17/2015 0:05	Bill Hutchison		Bill Hutchison Hah. Yes, a choice as opposed to the Soviet style one-size-fits-all highway-only transportation "system" we now have. at 0:05:02 on 2/17/2015	1557864937822750	1556619511280630

Timestamp	From	To	Text	Content ID	Parent ID
2/16/2015 23:53	Tom Rask		Tom Rask Same old talk about "choices", which you expect others to make use of. Just not you. at 23:53:55 on 2/16/2015	1557861324489780	1556619511280630
2/16/2015 20:09	Bill Hutchison		Bill Hutchison I guess I just imagined that 100 mile jam on I-4 all way from Orlando to Tampa and the jam I sat in all the way from I-75 thru town and all the way to Clearwater. Oh and traffic was stopped on all the other roads as well. We need choices. at 20:09:23 on 2/16/2015	1557798307829420	1556619511280630
2/14/2015 16:13	Tom Rask		Tom Rask Another confused Trib article which confuses "transit" with "transportation". We already had the "transit discussion", and it lost big at the polls in both Hillsborough and Pinellas.  GoHillsborough is a fake transportation discussion, rigged by Parsons Brinckerhoff and the politicians they 50 Shades of Grey with. OK, so not literally, but they definitely have the politicians under their control. at 16:13:32 on 2/14/2015	1556639224611990	1556619511280630
2/14/2015 16:08	Tom Rask		Tom Rask Federal Highway Administration's latest available figures for the Tampa / St. Petersburg Metro Area. Average Daily Vehicle Miles of Travel ( <a href="http://1.usa.gov/1FLfefP">http://1.usa.gov/1FLfefP</a> ):  2010 - 63.0 million 2011 - 60.9 million 2012 - 60.7 million  So FEWER miles are driven in our area than before (despite more snowbirds coming)....yet our roads are clogged?!? How can that be?  Roads are clogged in the Tampa Bay area due to corrupt politicians who raid the transportation trust funds FOR THEIR OWN "PURPOSES". They then urge you to pass new taxes on yourselves to fix the transportation problems they created.  Demand that they do their job instead.  NO MORE TAXES FOR POLITICIANS AND THEIR CRONIES. at 16:08:27 on 2/14/2015	1556637351278840	1556619511280630
2/14/2015 15:35	John Burgess > GO Hillsborough		According to US Census studies of Hillsborough County:  <a href="http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=bkmk">http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=bkmk</a>  "COMMUTING TO WORK"  Workers 16 years and over 577,297  Car, truck, or van -- drove alone 461,778 80.0%  Car, truck, or van -- carpooled 55,266 9.6%  Public transportation (excluding taxicab) 8,770 1.5%  Walked 9,595 1.7%  Other means 11,406 2.0%  Worked at home 30,482 5.3%  Mean travel time to work (minutes) 25.7  90% of workers in Hillsborough County choose the freedom of driving their cars and trucks to work. Their average commute time is 26 minutes.  It seems that 90% of the money raised from a tax increase should be used to maintain and upgrade our roads.  Less than 2% of any population in any city other than the large, high density cities (New York, Chicago, San Francisco, Philadelphia, Boston, Washington, DC) depend on public transit.  ".....the trends of the past 10 years indicate virtually no retrenchment in automobile orientation, as major metropolitan areas rose from 84 percent suburban and exurban in 2000 to 86 percent in 2010. This is despite unprecedented increases in gasoline prices and the disruption of the housing market during worst economic downturn since the Great Depression."	862289640479161	
2/13/2015 15:12	GO Hillsborough	FDOT	GO Hillsborough > FDOT  According to FDOT, the average commute in Hillsborough County is 25.6 minutes. How long is your commute? Is that good or not so good?  at 15:12:00 on 2/13/2015	1555227534753160	
3/9/2015 1:27	Shirley Howell Wood		Shirley Howell Wood Yes, Tom, the CIT trust fund was wasted on the stadium and the Regent in Riverview. I was not used as we were promised. at 1:27:31 on 3/09/2015	1568223400120240	1555227534753160
2/16/2015 20:03	Bill Hutchison		Bill Hutchison <rolling my eyes> at 20:03:57 on 2/16/2015	1557797301162850	1555227534753160
2/16/2015 11:56	Natalia Velez Valera		Natalia Velez Valera 25 to 30min Tampa to Largo in the morning before 7am. If I leave work after 3pm over an hour to return home. at 11:56:41 on 2/16/2015	1557624557846790	1555227534753160
2/15/2015 18:12	Douglas Perreault		Douglas Perreault It takes me nearly an hour to go from Summerfield (Apollo Beach area) to Westshore. Half of that time is waiting at lights or at poorly designed intersections. at 18:12:55 on 2/15/2015	1557196717889570	1555227534753160

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2/14/2015 15:37	Tom Rask		Tom Rask Yes, the average commute is only 26 minutes and the number of Vehicle Miles Traveled (VMT:s) is lower now than in 2006. Driverless cars are on the horizon, and they will increase the throughput of the freeways. So let's think about these things before we create another slush fund for the politicians under the guise of "transit". at 15:37:09 on 2/14/2015	1556615967947650	1555227534753160
2/14/2015 2:19	Walter John Slupecki		Walter John Slupecki 20 mins from South Tampa to St. Pete/Gateway in the morning.  Afternoon back to South Tampa; anywhere from 35 mins to over an hour depending on traffic. at 2:19:21 on 2/14/2015	1556314834644430	1555227534753160
2/14/2015 0:05	Willie Lawson		Willie Lawson 20 minutes from East Tampa to Brandon. at 0:05:03 on 2/14/2015	1556278911314690	1555227534753160
2/13/2015 20:15	Kevin Thurman		Kevin Thurman 0 minutes work from home but still spend about 20% of my day travelling for work or errands. at 20:15:06 on 2/13/2015	1556226761319900	1555227534753160
2/13/2015 19:59	Cathy James		Cathy James 45 minutes from door in Riverview to door on Kennedy Blvd. at 19:59:29 on 2/13/2015	1556222857986960	1555227534753160
2/12/2015 16:25	GO Hillsborough		GO Hillsborough  Our interactive workshops start next week! We're kicking off in West Tampa and the Westchase/Town 'n Country/Carrollwood area. Be sure to RSVP here: <a href="http://gohillsborough.org/category/meetings/meetings_Archives - GoHillsborough">http://gohillsborough.org/category/meetings/meetings_Archives - GoHillsborough</a>  gohillsborough.org  GO Hillsborough seeks to understand, explore and help choose transportation options that make sense in the lives of Hillsborough County citizens. at 16:25:00 on 2/12/2015	1555226758086570	
2/14/2015 15:01	Mark Sharpe		Mark Sharpe This is one of the most important issues we face as a community. Thank you for involving the citizens in a serious conversation about our economic future and quality of life. at 15:01:18 on 2/14/2015	1556580137951230	1555226758086570
2/11/2015 15:54	GO Hillsborough		GO Hillsborough  GO Hillsborough added a milestone from February 3: at 15:54:51 on 2/11/2015	1555225908086660	
2/10/2015 15:15	GO Hillsborough		GO Hillsborough  Do you think that economic development and improving transportation go hand in hand? at 15:15:00 on 2/10/2015	1552495858359660	
2/12/2015 3:29	Kevin Thurman		Kevin Thurman One is critical to the other - every type of business and every person needs transportation to succeed economically. But just as important we need a system that gives people choices to promote all types of economic activity and innovation. That also means improvements our system should strive to make sure transportation isn't a barrier to equity of economic opportunity. at 3:29:10 on 2/12/2015	1555406751401900	1552495858359660
2/11/2015 4:57	Kimberly Overman		Kimberly Overman Absolutely! at 4:57:14 on 2/11/2015	1554944098114840	1552495858359660
2/10/2015 20:07	Frank Ender		Frank Ender Absolutely... if you build it, they will come. It equals the infrastructure, they equals jobs or companies. at 20:07:03 on 2/10/2015	1554840534791860	1552495858359660
2/10/2015 18:48	Adam Metz		Adam Metz Yes I think they do at 18:48:10 on 2/10/2015	1554821098127140	1552495858359660
2/9/2015 14:51	The TECO Line Streetcar System	GO Hillsborough	The TECO Line Streetcar System > GO Hillsborough  Local leaders launch GO Hillsborough to seek input on Hillsborough County transit fixes. A total of 36 public meetings and workshops are scheduled.  Workshops to seek input on Hillsborough transit fixes  tbo.com  TAMPA â€“ Go Hillsborough,â€ the countyâ€™s effort to learn what types of transportation improvements residents would support, will hold its first community workshops next wee at 14:51:17 on 2/09/2015	1554237914852120	
2/9/2015 14:35	GO Hillsborough		GO Hillsborough  Want to explore transportation possibilities in Hillsborough? Check out our online forum, which shows potential projects in your neighborhood!  GO Hillsborough   I-Neighborhood App  <a href="http://app.gohillsborough.org">app.gohillsborough.org</a>  I-Neighborhood App at 14:35:01 on 2/09/2015	1552495391693040	

Timestamp	From	To	Text	Content ID	Parent ID
2/8/2015 18:27	GO Hillsborough		GO Hillsborough  GO Hillsborough commented on their own status.  at 18:27:02 on 2/08/2015	1553809461561630	
2/8/2015 0:07	No Tax For Tracks Hillsborough Truth Page	NoTaxForTracks , GO Hillsborough	No Tax For Tracks Hillsborough Truth Page > NoTaxForTracks, GO Hillsborough  Hillsborough County residents have a CLEAR choice. Either we can work together and share ideas to build a better transportation system, or we can sit back and get brainwashed by the ongoing lies and misinformation from NoTaxForTracks. Which path will YOU choose?  at 0:07:22 on 2/08/2015	1553275554948360	
2/7/2015 16:25	GO Hillsborough		GO Hillsborough  Transportation affects many aspects of our life--from traveling to work to getting to the hospital in an emergency. What solutions could make transportation better in Hillsborough?  at 16:25:01 on 2/07/2015	1552495255026390	
2/17/2015 18:47	Derek Spalding		Derek Spalding The discussion shouldn't be what to build first, that's up to politicians to work with civil engineers to determine greatest transportation needs from a cost/benefit analysis. What us taxpayers need to discuss is how to pay for those priorities. I for one think a tax for use system is the best fair way to pay for improvements. Tax drivers for using the system at the gas pump, at tolls, and at the purchase of a new car. The same could be done for rail, tax those that use it and those businesses that benefit from the extra foot traffic near the stations.  at 18:47:53 on 2/17/2015	1558302404445670	1552495255026390
2/17/2015 18:38	Derek Spalding		Derek Spalding I have read many of articles stating a generational shift in transportation preferences. The millennials, which now outnumber the baby boomers, pick areas to live and work that have multiple transportation options. I am one of them. I'd far prefer to take a train or bus to work, if the commute time is close to the same as the drive time. It takes me 30-45 minutes each way to get to work. The current bus system takes 2.5 hours each way to do the same. We need an integrated system that includes better roads, buses, trains, ride shares, biking lanes, HOV lanes and transit cameras across the entire system. Look at any major metropolitan transport system and there is a little of everything to work in tandem. Heck even my hometown of Salt Lake City, which has less people than Tampa metro, has a commuter line and few light rail lines and streetcar lines. Ridership continues to exceed expectations there and is one of the great examples of an integrated system.  at 18:38:46 on 2/17/2015	1558300017779240	1552495255026390
2/14/2015 15:44	Tom Rask		Tom Rask Note that Kevin Thurman (below) is a former Wash DC operative who spent 8 years toadying to politicians (see his LinkedIn profile at <a href="http://linkd.in/1vKHKOy">http://linkd.in/1vKHKOy</a> ).  Kind of makes you wonder where the funding for his "non-profit" comes from. The "non-profit" that always shills for the rail cartel and that is his only visible means of support.  at 15:44:55 on 2/14/2015	1556618731280710	1552495255026390
2/8/2015 5:16	Kevin Thurman		Kevin Thurman Taking taxis or rideshare a for everything trip and every person just isn't feasible. Also they use the same roads that need fixing. But I completely agree we need to find a way to make their competitive price & ease legal. We shouldn't settle for legal though - we need to innovate in all areas.  at 5:16:36 on 2/08/2015	1553349464940970	1552495255026390
2/8/2015 1:38	Wesley Harris		Wesley Harris There is already a great solution. Politicians need to make rideshare companies legal. They are such an affordable way around town.  at 1:38:59 on 2/08/2015	1553299084946000	1552495255026390
2/8/2015 0:04	No Tax For Tracks Hillsborough Truth Page		No Tax For Tracks Hillsborough Truth Page Kevin, I could not agree with you more. If we fail to innovate and move ahead with better transportation options, Hillsborough County will wind up falling to the mercy of NoTaxForTracks and their hammer of lies. - Walt Slupecki  at 0:04:55 on 2/08/2015	1553275108281740	1552495255026390
2/7/2015 18:55	Kevin Thurman		Kevin Thurman It's great that you have so many ways to give input, because it's important that we look at all solutions. Nothing is a silver bullet - no single train, highway or idea is going to solve our transportation problems or help create new economic opportunity on its own.  However, I think we haven't spent enough time trying to look at ways we can use new technology and fresh thinking to get us out of expensive status quo we have found ourselves in. Look to other cities around the world, be bold, and turn transportation from one of our issues to one of our advantages.  We should absolutely make sure that some of the concepts include innovation which means they won't be on any lists that we already have.  at 18:55:54 on 2/07/2015	1553203088288940	1552495255026390
2/6/2015 17:57	GO Hillsborough		GO Hillsborough  GO Hillsborough likes a link.  at 17:57:38 on 2/06/2015	1552818658327380	
2/6/2015 15:56	South Tampa Chamber of Commerce	GO Hillsborough	South Tampa Chamber of Commerce > GO Hillsborough  GO Hillsborough is providing citizens with multiple opportunities to participate in creating our Community Transportation Plan. Whether through online town hall meetings and social channels or through more traditional methods, including public and neighborhood meetings, one-on-one discussions and community speaking engagements, every citizen can have their voice and choice heard.  Upcoming Meetings - GO Hillsborough  gohillsborough.org  GO Hillsborough seeks to understand, explore and help choose transportation options that make sense in the lives of Hillsborough County citizens.  at 15:56:49 on 2/06/2015	1552786924997220	
2/6/2015 15:00	GO Hillsborough		GO Hillsborough  We've reached a critical point in Hillsborough County. We must figure out our transportation plan. Share our page and get your friends talking about this important issue!  at 15:00:00 on 2/06/2015	1552495115026400	

Timestamp	From	To	Text	Content ID	Parent ID
2/8/2015 21:45	No Tax For Tracks Hillsborough Truth Page		No Tax For Tracks Hillsborough Truth Page Right, NTFT knows they aren't liked. But that will not stop them from trying to push their Defund, Slash, Privatize agenda. And yes, we cannot let them bully us around. - Walt Slupecki at 21:45:47 on 2/08/2015	1553864081556170	1552495115026400
2/8/2015 5:20	Kevin Thurman		Kevin Thurman It's not a household name. They wish it was. The people that do know them don't like them. I've seen the polling. However, you're right they and everyone else has a voice. We can't let them bully people into not taking part in the process. at 5:20:20 on 2/08/2015	1553350121607570	1552495115026400
2/8/2015 0:01	No Tax For Tracks Hillsborough Truth Page		No Tax For Tracks Hillsborough Truth Page I've already shared this page with all of my viewers. YOU DO HAVE A VOICE everyone, we have to work together to ensure that Hillsborough County's transportation situation will get better, and not worse. Remember, NoTaxForTracks is a household name. We cannot let Tea Party interests destroy Tampa Bay. - Walt Slupecki at 0:01:49 on 2/08/2015	1553274408281810	1552495115026400
2/5/2015 19:29	GO Hillsborough		GO Hillsborough  Interested in getting involved with GO Hillsborough? RSVP to one of our upcoming interactive workshops!  Upcoming Meetings - GO Hillsborough  gohillsborough.org  GO Hillsborough seeks to understand, explore and help choose transportation options that make sense in the lives of Hillsborough County citizens.  at 19:29:05 on 2/05/2015	1552460225029890	
2/3/2015 3:41	GO Hillsborough		GO Hillsborough  Welcome to the GO Hillsborough page! We want to understand YOUR transportation needs and issues to help make Hillsborough County a better place to live, work and play. Be sure to share your thoughts about transportation and check out www.GoHillsborough.org to learn more!  at 3:41:23 on 2/03/2015	1550986555177260	
2/8/2015 18:31	Matt Koza		Matt Koza Why? Because I speak the truth? Delete me from the page! I don't care. The governor is a thief  at 18:31:27 on 2/08/2015	1553810361561540	1550986555177260
2/8/2015 18:26	GO Hillsborough		GO Hillsborough Hey, Matt. Thanks for giving us your thoughts, and we hope you will do so often. Just FYI, we do have a few basic ground rules for engagement to ensure an open and respectful exchange of ideas. Those rules do include refraining from making derogatory remarks about others. ( <a href="http://gohillsborough.org/rules-of-engagement/">http://gohillsborough.org/rules-of-engagement/</a> ) Thanks.  at 18:26:58 on 2/08/2015	1553809444894970	1550986555177260
2/7/2015 13:02	Matt Koza		Matt Koza If the asshole governor would have passed the bill for the train system it wouldn't be so bad. You're on your own Hillsborough, I know a lot of back roads.  at 13:02:45 on 2/07/2015	1553090924966820	1550986555177260

Time	From	To	Text	Content ID	Parent ID
5 18:05	GO Hillsborough		GO Hillsborough at 18:05:35 on 5/20/2015	1601921780083730	
5 18:05	GO Hillsborough		GO Hillsborough at 18:05:34 on 5/20/2015	1601921766750400	
5 18:05	GO Hillsborough		GO Hillsborough at 18:05:33 on 5/20/2015	1601921743417070	
5 18:05	GO Hillsborough		GO Hillsborough at 18:05:33 on 5/20/2015	1601921746750400	
5 18:05	GO Hillsborough		GO Hillsborough at 18:05:33 on 5/20/2015	1601921670083750	
5 18:05	GO Hillsborough		GO Hillsborough at 18:05:30 on 5/20/2015	1601921683417080	
5 18:05	GO Hillsborough		GO Hillsborough at 18:05:30 on 5/20/2015	1601921693417080	
5 18:05	GO Hillsborough		GO Hillsborough at 18:05:27 on 5/20/2015	1601921620083750	
5 18:05	GO Hillsborough		GO Hillsborough at 18:05:27 on 5/20/2015	1601921623417080	
5 18:05	GO Hillsborough		GO Hillsborough at 18:05:27 on 5/20/2015	1601921626750420	
5 18:05	GO Hillsborough		GO Hillsborough at 18:05:24 on 5/20/2015	1601921590083750	
5 18:05	GO Hillsborough		GO Hillsborough at 18:05:24 on 5/20/2015	1601921593417090	
5 18:05	GO Hillsborough		GO Hillsborough at 18:05:23 on 5/20/2015	1601921586750420	
5 14:53	GO Hillsborough		GO Hillsborough at 14:53:35 on 5/15/2015	1599469930328920	
5 14:52	GO Hillsborough		GO Hillsborough at 14:52:38 on 5/15/2015	1599467740329140	
5 14:52	GO Hillsborough		GO Hillsborough at 14:52:37 on 5/15/2015	1599467710329140	
5 14:52	GO Hillsborough		GO Hillsborough at 14:52:36 on 5/15/2015	1599467673662480	
5 16:24	Frank Ender		Frank Ender Larry... at 16:24:48 on 5/15/2015	1599507693658480	#####
5 14:52	GO Hillsborough		GO Hillsborough at 14:52:36 on 5/15/2015	1599467676995810	
5 14:52	GO Hillsborough		GO Hillsborough at 14:52:34 on 5/15/2015	1599467636995820	
5 14:52	GO Hillsborough		GO Hillsborough at 14:52:33 on 5/15/2015	1599467610329150	
5 14:52	GO Hillsborough		GO Hillsborough at 14:52:33 on 5/15/2015	1599467613662480	
5 14:52	GO Hillsborough		GO Hillsborough at 14:52:31 on 5/15/2015	1599467560329160	
5 14:52	GO Hillsborough		GO Hillsborough at 14:52:30 on 5/15/2015	1599467543662490	
5 14:52	GO Hillsborough		GO Hillsborough at 14:52:29 on 5/15/2015	1599467540329160	
5 14:52	GO Hillsborough		GO Hillsborough at 14:52:28 on 5/15/2015	1599467530329160	
5 14:52	GO Hillsborough		GO Hillsborough at 14:52:26 on 5/15/2015	15994674746995830	
5 14:52	GO Hillsborough		GO Hillsborough at 14:52:26 on 5/15/2015	1599467480329160	
5 14:46	GO Hillsborough		GO Hillsborough at 14:46:21 on 5/15/2015	1599466333662610	
5 14:46	GO Hillsborough		GO Hillsborough at 14:46:20 on 5/15/2015	1599466303662620	
5 14:46	GO Hillsborough		GO Hillsborough at 14:46:20 on 5/15/2015	1599466320329280	
5 14:46	GO Hillsborough		GO Hillsborough at 14:46:20 on 5/15/2015	1599466323662610	
5 14:46	GO Hillsborough		GO Hillsborough at 14:46:19 on 5/15/2015	1599466273662620	
5 14:46	GO Hillsborough		GO Hillsborough at 14:46:19 on 5/15/2015	1599466276995950	
5 14:46	GO Hillsborough		GO Hillsborough at 14:46:17 on 5/15/2015	1599466230329290	
5 14:46	GO Hillsborough		GO Hillsborough at 14:46:17 on 5/15/2015	1599466233662620	
5 14:46	GO Hillsborough		GO Hillsborough at 14:46:16 on 5/15/2015	1599466226995960	
5 20:02	GO Hillsborough		GO Hillsborough at 20:02:30 on 5/14/2015	1599105833698660	
5 20:02	GO Hillsborough		GO Hillsborough at 20:02:27 on 5/14/2015	1599105773698670	
5 20:02	GO Hillsborough		GO Hillsborough at 20:02:27 on 5/14/2015	1599105777032000	
5 20:02	GO Hillsborough		GO Hillsborough at 20:02:26 on 5/14/2015	1599105723698670	
5 20:02	GO Hillsborough		GO Hillsborough at 20:02:26 on 5/14/2015	1599105727032010	
5 20:02	GO Hillsborough		GO Hillsborough at 20:02:24 on 5/14/2015	1599105700365340	

Timestamp	From	To	Text	Content ID	Parent ID
5 20:02	GO Hillsborough		GO Hillsborough at 20:02:24 on 5/14/2015	1599105703698680	
5 20:02	GO Hillsborough		GO Hillsborough at 20:02:23 on 5/14/2015	1599105637032020	
5 20:02	GO Hillsborough		GO Hillsborough at 20:02:23 on 5/14/2015	1599105640365350	
5 20:02	GO Hillsborough		GO Hillsborough at 20:02:22 on 5/14/2015	1599105633698680	
5 20:02	GO Hillsborough		GO Hillsborough at 20:02:21 on 5/14/2015	1599105607032020	
5 20:02	GO Hillsborough		GO Hillsborough at 20:02:21 on 5/14/2015	1599105610365350	
5 19:57	GO Hillsborough		GO Hillsborough at 19:57:39 on 5/14/2015	1599104773698770	
5 19:57	GO Hillsborough		GO Hillsborough at 19:57:39 on 5/14/2015	1599104780365430	
5 19:57	GO Hillsborough		GO Hillsborough at 19:57:36 on 5/14/2015	1599104723698770	
5 19:57	GO Hillsborough		GO Hillsborough at 19:57:35 on 5/14/2015	1599104710365440	
5 19:57	GO Hillsborough		GO Hillsborough at 19:57:35 on 5/14/2015	1599104713698770	
5 19:57	GO Hillsborough		GO Hillsborough at 19:57:32 on 5/14/2015	1599104660365450	
5 19:57	GO Hillsborough		GO Hillsborough at 19:57:32 on 5/14/2015	1599104663698780	
5 20:57	GO Hillsborough		GO Hillsborough at 20:57:10 on 5/13/2015	1598611953748050	
5 20:57	GO Hillsborough		GO Hillsborough at 20:57:08 on 5/13/2015	1598611890414720	
5 20:57	GO Hillsborough		GO Hillsborough at 20:57:08 on 5/13/2015	1598611893748060	
5 20:57	GO Hillsborough		GO Hillsborough at 20:57:08 on 5/13/2015	1598611897081390	
5 20:57	GO Hillsborough		GO Hillsborough at 20:57:05 on 5/13/2015	1598611820414730	
5 20:57	GO Hillsborough		GO Hillsborough at 20:57:05 on 5/13/2015	1598611823748060	
5 20:57	GO Hillsborough		GO Hillsborough at 20:57:04 on 5/13/2015	1598611817081400	
5 20:57	GO Hillsborough		GO Hillsborough at 20:57:01 on 5/13/2015	1598611740414740	
5 20:57	GO Hillsborough		GO Hillsborough at 20:57:01 on 5/13/2015	1598611743748070	
5 20:57	GO Hillsborough		GO Hillsborough at 20:57:01 on 5/13/2015	1598611747081400	
5 20:52	GO Hillsborough		GO Hillsborough at 20:52:16 on 5/13/2015	1598611087081470	
5 20:52	GO Hillsborough		GO Hillsborough at 20:52:16 on 5/13/2015	1598611090414800	
5 20:52	GO Hillsborough		GO Hillsborough at 20:52:16 on 5/13/2015	1598611093748140	
5 20:52	GO Hillsborough		GO Hillsborough at 20:52:14 on 5/13/2015	1598611040414810	
5 20:52	GO Hillsborough		GO Hillsborough at 20:52:14 on 5/13/2015	1598611043748140	
5 20:52	GO Hillsborough		GO Hillsborough at 20:52:14 on 5/13/2015	1598611047081470	
5 20:52	GO Hillsborough		GO Hillsborough at 20:52:13 on 5/13/2015	1598611007081480	
5 20:52	GO Hillsborough		GO Hillsborough at 20:52:13 on 5/13/2015	1598611010414810	
5 20:52	GO Hillsborough		GO Hillsborough at 20:52:12 on 5/13/2015	1598611003748150	
			GO Hillsborough		
5 11:15	GO Hillsborough		Have you ever tried taking the bus, riding your bike or walking to work? What was your experience? at 11:15:01 on 5/01/2015	1587228664886380	
5 14:57	Shirley Howell Wood		Shirley Howell Wood Are you asking that of our govt. officials? I don't think I've ever seen one of them biking to work or on the bus unless it was for a photo op. No, mass transit if for the little people, not the "leaders". #fixourroadsfirst at 14:57:21 on 5/05/2015	1595966230679290	#####
5 14:48	Phil Compton		Phil Compton I'm lucky to live in an area of Seminole Heights that's only a few blocks from a bus that goes downtown via Ybor, as well as the relatively fast MetroRapid bus that goes down Nebraska to downtown. I've always had a great experience as a rider. Trouble is, the bus from Ybor doesn't run past 8 at night, and only once an hour on weekends, again stopping early in the evening. The MetroRapid stops after business hours and doesn't run at all on weekends. We need buses that run early, late and often 7 days a week, and we need Bus Rapid Transit: buses that run in their own lanes so they don't get stuck in traffic. Not just for my neighborhood, but for every neighborhood in the county. at 14:48:34 on 5/05/2015	1595964730679440	#####
5 14:18	Frank Ender		Frank Ender If you are interviewing for a job not near a hub, good luck. You have to leave several hours early and bring a change of clothes because this is Florida and you are going to sweat. It is very unreliable and burdensome. at 14:18:25 on 5/05/2015	1595958920680020	#####
5 11:24	Julia Rivera		Julia Rivera I bike almost every day. It's very dangerous. Tried to take the bus once. Didn't work. You need to have exact change. at 11:24:10 on 5/05/2015	1595917317350850	#####
5 5:29	Anneliese Meier		Anneliese Meier Walking on S. Howard can be hazardous to your health. at 5:29:40 on 5/05/2015	1595845077358070	#####

Time	From	To	Text	Content ID	Parent ID
15:44	Martin Clear		Martin Clear I relied on buses for transportation for years. Never minded. There was not even one instance in which I was late for anything because of the bus. at 4:44:29 on 5/05/2015	1595833650692550	#####
15:38	Alexis Dombrowski		Alexis Dombrowski Buses should run later on the weekends. So I can get home from the Amalie Arena. The one bus away app is sometimes messed up. It says the bus is coming and then the next time I look at it, it says no buses for next amount of minutes. Some of the bus drivers are very rude. So tired of running for the bus and the bus drivers seeing me and keep going. Messed up!! I have to leave two hours before I have to work to get to downtown because I run for the bus and risk getting hit by a car just to try to catch the bus. Some of these buses are packed! I know they cant really do anything about it, but you have people yelling and cursing at you if you accidentally step on their foot when the bus is packed and no where to sit or barely stand. at 3:38:01 on 5/05/2015	1595824814026760	#####
15:37	Viviana Ellisie Moreno		Viviana Ellisie Moreno I had taken the bus, not so bad wish it had run faster and earlier , when I was working at 6am I had to be late to work because the bus didn't come to citrus park until 6am at 3:37:48 on 5/05/2015	1595824790693430	#####
15:31	Alexis Dombrowski		Alexis Dombrowski I have that same problem with bus drivers see me running for the bus and I wave my arms, and they'll keep going. They'll look right at you too. Like really, I'm going to be late for work. I hate the downtown bus station. Horrible and scary at night at 3:31:30 on 5/05/2015	1595823957360180	#####
15:30	Candace Gray		Candace Gray Scared to just take a ride..you get ran over.scream & yelled out..almost killed...go toa bike park... at 3:07:09 on 5/05/2015	1595821560693760	#####
15:21	Wade Alan		Wade Alan I bike 250+ miles a week to get to work everyday. From Brandon to Seminole heights and back. I have no complaints. at 1:21:19 on 5/05/2015	1595806174028630	#####
15:16	Howard Lopez		Howard Lopez There is no mass transit in Plant City,cant even get a cab,,,sucks...why I'm moving at 1:16:06 on 5/05/2015	1595805264028720	#####
15:12	Patti Murphy		Patti Murphy And the only day the buses should run Sunday schedule is ON SUNDAY at 1:12:19 on 5/05/2015	1595804674028780	#####
15:11	Heather Acosta		Heather Acosta I don't use my bike down here. It's bad enough seeing how people drive when I'm in my car among them. at 1:11:31 on 5/05/2015	1595804577362120	#####
15:10	Patti Murphy		Patti Murphy Over all Hartline is good there are some things I have noticed in the 9 years I've lived here buses need to be cleaned every day buses don't connect with each other some drivers will see you running for the bus and won't stop and most of all there are some really rude bus drivers men and women and the rest rooms at UATC and downtown are absolutely filty at 1:10:20 on 5/05/2015	1595803777362200	#####
15:09	Patti Morris		Patti Morris Biking around Tampa is not safe and I ride all over. Been hit, cursed at, beer bottle thrown at me, more than a few times. A few areas are ok but people in Tampa are married to their cars and have total disregard when it comes to sharing the road. Sidewalks are mostly beat up or just are not continuous. \$5 Uber to downtown and there in 5-10 minutes or hour plus bus ride and save a couple of bucks...hmmm touch choice. at 0:29:03 on 5/05/2015	1595798497362730	#####
15:36	David Rios		David Rios Need more buses that runs frequently in south shore... at 23:36:01 on 5/04/2015	1595790120696900	#####
15:59	Jack Neu		Jack Neu After waiting 20 min for the rain to stop I got soaked riding my bike home at end of day. at 21:59:35 on 5/04/2015	1595774804031770	#####
15:42	Hillsborough Area Regional Transit		Hillsborough Area Regional Transit Great to see that you're using OBA Tampa! at 20:42:41 on 5/04/2015	1595761284033120	#####
15:38	Scott Booth		Scott Booth Drivers don't look for pedestrians at crosswalks! I almost get hit every day I am out on the bus system! at 19:38:54 on 5/04/2015	1595749434034300	#####
15:57	Xaxira Velasco		Xaxira Velasco The bus takes FOREVER. Sometimes I feel like I could walk faster. at 18:57:52 on 5/04/2015	1595743244034920	#####
15:58	Latrenia Bryant		Latrenia Bryant I'll walk around downtown, channel side, ybor & the Bayshore strip but anything else is not conducive to my life style. I â™; the trolley but for as the bus...only if I had no other mode of transportation. at 17:58:28 on 5/04/2015	1595731627369420	#####
15:57	Chris Woodard		Chris Woodard Biked a long time ago and the thing I remember most was the psychotic drivers. I never weaved in and out between cars, but they threw things at me, tried to see how close to my left pedal they could get and in general made themselves look like real asshats. at 17:57:20 on 5/04/2015	1595731414036100	#####
15:56	J Wayne Graves		J Wayne Graves Bus could be faster â™; at 17:56:15 on 5/04/2015	1595730974036150	#####
15:18	Kimberly Tedder		Kimberly Tedder Too far to walk. I ride when it is cooler, but had many issues with flat tires due to debris along the route (US 41/causeway into downtown) I take the bus regularly and just wish that south county had service on weekends and later in evenings- I get off work at 8pm downtown and get "stranded" in Brandon trying to get the rest of the way home at 17:18:35 on 5/04/2015	1595717047370870	#####
15:02	Laura Lawson		Laura Lawson The One Bus Away app makes a big difference in eliminating uncertainty at 19:02:32 on 5/03/2015	1595461680729740	#####
15:09	Jason Ball		entire range of places I had access to. Then they cut the headways on the two routes which do remain, so the buses come less than twice an hour. Such headways are completely useless unless you meticulously lay out a schedule, and then pray the buses are somehow on time in spite of automobile congestion hogging the public right of way. So, I don't even bother trying to ride the bus for work or leisure... Same thing happened to the streetcar when I worked downtown for numerous years. At first, the streetcar had a schedule and headways that was at least useful for lunch and the happy hour crowd, then the self serving suburban yahoos who run the county cut funding and diverted it to the suburbs, even though the development filling in along the streetcar line was paying way more in new property taxes, than the streetcar costs to operate (unlike suburban bus routes, which generate nothing of the sort). Now, the streetcar is virtually useless, unless you rearrange your life to suit its useless schedule... None of this should come as a surprise to anyone who is aware of the fact that this metro is DEAD LAST in transit funding out of the nation's most populous metros. Thank God the city has finally taken the advice that a number of us have suggested for years, which is for the city to pursue its own transit. The only way to end the malfeasance of county 'leaders' on urban	1595438994065350	#####
15:30	Bob Terri		Bob Terri I've taken the bus and it was just fine. At the time the route and time were a good match. Egypt Lake to downtown. at 21:30:37 on 5/01/2015	1594858720790040	#####
15:48	GO Hillsborough		GO Hillsborough at 19:48:25 on 4/29/2015	1594162224193020	
15:48	GO Hillsborough		GO Hillsborough at 19:48:25 on 4/29/2015	1594162227526360	
15:48	GO Hillsborough		GO Hillsborough at 19:48:21 on 4/29/2015	1594162187526360	
15:48	GO Hillsborough		GO Hillsborough at 19:48:18 on 4/29/2015	1594162120859700	
15:48	GO Hillsborough		GO Hillsborough at 19:48:18 on 4/29/2015	1594162127526370	
15:48	GO Hillsborough		GO Hillsborough at 19:48:18 on 4/29/2015	1594162130859700	
15:48	GO Hillsborough		GO Hillsborough at 19:48:15 on 4/29/2015	1594162070859710	



## **GO Hillsborough Facebook Export**

### Photo Posts

ip	From	To	Text	Content ID	Parent ID
19:48	GO Hillsborough		GO Hillsborough at 19:48:15 on 4/29/2015	1594162077526370	
19:48	GO Hillsborough		GO Hillsborough at 19:48:15 on 4/29/2015	1594162080859700	
			GO Hillsborough		
11:15	GO Hillsborough		Hillsborough Community College students â€“ do you ever have to travel between campuses for class? Whatâ€™s your commute like? at 11:15:00 on 4/27/2015	1587228441553070	
14:46	Jacob W Hill		Jacob W Hill Shit. This semester I could barely afford the bus so I missed so many of my classes. at 14:46:48 on 4/30/2015	1594430650832850	#####
J Isaac Boudreaux			J Isaac Boudreaux Yeah, then you have to walk a mile to the library. I was taking a class on the 3rd floor and from the garage to there was enough to ditch class once every few weeks. at 14:38:09 on 4/30/2015	1594427870833130	#####
Stormy Smith			Stormy Smith I would never take a class at the Bandon, Southshore or plant city campus and I don't see a reason to go to Ybor. I talk all my classes at dale Mabry and I love in Carrollwood. It's 30 minutes with non rush hour traffic. I avoid rush hour at 14:18:31 on 4/30/2015	1594421457500430	#####
Ray Stephens			Ray Stephens Not what I meant. I major in criminal justice. I have to go to Ybor just for my elective classes Which is a pain. at 14:16:33 on 4/30/2015	1594420944167150	#####
Stormy Smith			Stormy Smith The parking garage? at 14:16:31 on 4/30/2015	1594420920833820	#####
Stormy Smith			Stormy Smith A lot of community colleges have multiple campuses in Florida at 14:15:17 on 4/30/2015	1594420574167190	#####
Monica Renee Fender			Monica Renee Fender I live all the way in zephyrhills and go to ybor for one day a week it sucks they need to have classes for medical in Brandon and plant city when I signed up I thought I would be going to plant city been to Brandon once and ybor every since it sucks at 14:00:24 on 4/30/2015	1594415924167650	#####
Elaine Niles			Elaine Niles In the beginning I had class in Brandon, 1/2 hour to get to Plant City campus down I-4. Not bad consisting I left Brandon campus at 4:15 on the dot, or traffic would be nuts. Then I realized online class was available. It sure makes it nice not having to drive to another campus! at 9:45:57 on 4/30/2015	1594333860842530	#####
Zach Land			Zach Land 20 minutes a day between Thonotosassa and the Brandon Campus in good traffic if I'm lucky. at 9:23:24 on 4/30/2015	1594328897509690	#####
J Isaac Boudreaux			J Isaac Boudreaux Shit, then you on the wrong bus. Lol at 6:04:48 on 4/30/2015	1594286977513880	#####
J Isaac Boudreaux			J Isaac Boudreaux Bad in the mornings and worse in the evenings. Avoid the I-275/I-4 junction because that's always jacked up. HCC can't do anything about that, though.		
J Isaac Boudreaux			Someone needs to come up with a new idea on how to do parking in Ybor campus. at 6:01:31 on 4/30/2015	1594286414180600	#####
Alexis Dombrowski			Alexis Dombrowski Ybor campus from my place, takes about 2 hours on the bus to get to class. I had a 8:00am class, I had to wake up at 4:30am and leave between 5:30 and 5:45 to make it to class by 8:00. at 4:47:00 on 4/30/2015	1594271594182090	#####
Wehttam Noraa Nworb			Wehttam Noraa Nworb Brandon to PC last semester during rush hour with thirty minutes between classes 8Y:ZâY:ZâY:Z Learned from that experience! at 4:27:08 on 4/30/2015	1594268040849110	#####
Prince Okeke			Prince Okeke Nah! I'm smart enough to know the effects it will have on me so I take all my classes at dale Mabry campus. at 3:50:48 on 4/30/2015	1594254580850450	#####
Erin Sleeper			Erin Sleeper I primarily go to Brandon campus. But last semester I went to Dale Mabry. I switched because I was spending like \$60 a week in gas, sometimes more. Brandon is closer to me so I spend less money on gas, but since it's a smaller campus the class selection is smaller. I'm now finding it hard to find classes that work with my schedule all at one campus. The drive to Brandon is not too bad, around 5 though it gets really crazy... the drive to and from Dale Mabry was long and there was way too much traffic. Unfortunately I'll be having to make the drive to Dale Mabry campus this summer for my math class because I couldn't find anything else that worked with my schedule at Brandon campus. at 1:56:00 on 4/30/2015	1594232350852680	#####
Demi Davis			Demi Davis Traffic is terrible from new tampa to dale Mabry for morning classes it'll take at least an hour and the same to Brandon campus once you get to Brandon campus parking suck so bad! Literally had to leave home 2 hours prior to make it on time, find parking, and get inside class without breathing like I just came from a triathlon - good times lol. That was about 5 years ago hopefully it's gotten better. at 1:42:28 on 4/30/2015	1594229727519610	#####
Melissa Lotus Buck			Melissa Lotus Buck Drove 35 min to ybor and another 30 min in traffic to get to Dale Mabry for one class...always late with professors that didn't understand. Completely sucked in a 2000 Dodge neon and when my car finally blew an engine I got kicked out of class. Thanks again! at 1:07:26 on 4/30/2015	1594223277520250	#####
Thomas Reynolds			Thomas Reynolds 10 minutes to Ybor 15 minutes to ybor and back via 275 to downtown ashley road exit to kennedy right on himes left on columbus to dalemabry at 1:00:09 on 4/30/2015	1594221874187060	#####
Spencer Elliott			Spencer Elliott I used to travel on i4 west Monday-Friday to get to ybor campus from seffner, fl in my 2000 Toyota Camry :-))) at 0:27:36 on 4/30/2015	1594216520854260	#####
Melannie Arelis Rosa FontAñez			Melannie Arelis Rosa FontAñez I have to drive south to the Southshore campus then back north to Brandon campus or just home. Depending on time, traffic gets crazy. at 0:17:42 on 4/30/2015	1594214957521080	#####
Daria Alexandria Leon			Daria Alexandria Leon I take the bus and majority of the time it's a smooth transit at 23:33:52 on 4/29/2015	1594206617521920	#####
Ray Stephens			Ray Stephens HCC needs to have classes at just one campus,not where students have to travel between multiple. at 22:22:04 on 4/29/2015	1594193374189910	#####
Antwon Paris			Antwon Paris This coming summer I have to go all the way to plant city for classes at 19:42:31 on 4/29/2015	1594160814193160	#####
Raf Graulau			Raf Graulau I only live about 2 miles from there and the commute by bike is just hellish, that involved taking Himes to Tampa Bay Blvd. at 23:04:00 on 4/28/2015	1593757944233450	#####

id	From	To	Text	Content ID	Parent ID
515:33	Ivanka Kokot		Ivanka Kokot When I went to HCC I would sometimes go Ybor one day, and Brandon the other. I got pretty burnt out. Between commuting to my classes and going to work, the rest of my day was spent driving or sitting in traffic. But I made it out alive lol! For Brandon, I'd avoid 60 and go through Lakewood and Woodbury to get to class. For Ybor, traffic wasn't as bad a few years ago like it is, so it wasn't a long commute but if the train came, well then you were just out of luck. :P I did use some other streets to cut through when traffic was bad though. at 15:33:13 on 4/27/2015		1593141174295130 #####
511:19	Walter John Slupecki		Walter John Slupecki A majority of my HCC classes were at the Dale Mabry campus. However, I did have a couple of classes in Ybor, so I would travel via Columbus Dr, N Boulevard, and Palm Ave from the Dale Mabry Campus to the Ybor Campus. Traffic was sometimes a headache going to Ybor due to rush hour traffic. at 11:19:10 on 4/27/2015		1593030677639510 #####
15:30	GO Hillsborough		GO Hillsborough  Ever had trouble parking at USF? Or even just getting on campus? Let us know how you'd improve transportation on and around the campus! at 3:30:01 on 4/23/2015		1587227731553140
15:4:37	John Pilz		John Pilz Partner with University Mall to get more parking! at 4:37:15 on 4/26/2015		1592520141023900 #####
15:2:42	Joe Evans		Joe Evans Uber and lyft are so much better than anything the univ is or has provided. at 2:42:53 on 4/26/2015		1592473497695230 #####
523:03	Stephen Pecoraro		Stephen Pecoraro I went to usf few yrs ago. Parking was bad then too at 23:03:33 on 4/25/2015		1592413977701180 #####
521:12	James Swantek		James Swantek Parking garage at library at 21:12:17 on 4/25/2015		1592388697703710 #####
521:10	Mills Parton		Mills Parton Ride a motorcycle, plenty of spots up front by electric cars plug in. at 21:10:18 on 4/25/2015		1592388287703750 #####
516:40	Marta Ramos Mercado		Marta Ramos Mercado I would get to school well over an hour early to spend 30 minutes finding parking! Or I would just get there at 7:30 in the morning to get a spot and then spend the rest of my time in the library studying. It was horrible! As a graduate student I would love to go study at the library but I refuse to pay the ridiculously over priced parking pass so I study at home. I agree with most here that first floor of the parking by the library is usually empty. And most of the special reserved parking that are non-student are barely used. at 16:40:17 on 4/25/2015		1592297324379510 #####
513:35	Ian Betti		Ian Betti Look at ucf and see how many garages they have compared to us. Just might want to learn from them at 13:35:43 on 4/25/2015		1592226731053240 #####
15:7:33	Carolyn Copeland Lang		Carolyn Copeland Lang I drive past two floors of mostly empty resident spots every day. There are enough spaces on campus, but they are misallocated. at 7:33:01 on 4/25/2015		1592094081066500 #####
15:7:00	Nick Joyce		Nick Joyce Make a monorail system that loops around 46th and 42nd street and make the housing along the path only available to students! Prioritize the area to students and improve the security in the area allowing resident and foreign students to be safe and able to get to the university area. Have the monorail wrap around the university and alleviate the traffic allowing for more building and expanding of the schools resources! at 7:00:48 on 4/25/2015		1592085691067340 #####
15:5:13	Carmi Jimenez		Carmi Jimenez If the garages had sensors that let you know how many available parking spots there are on each floor and the entire garage, it would be helpful. So basically if they built a new garage it would be nice if it had that feature. Another thing that dumbounds me is that there always seem to be so many teacher/staff parking spots available while the students are left to circle the parking lots like vultures. Why can't we SHARE the parking spots with the teachers. They could be S/GZ1 parking spots. at 5:13:26 on 4/25/2015		1592063931069520 #####
15:5:01	Megan Doherty		Megan Doherty Parking garage on the back side of the Lib. It's incredibly central and a huge space. Also make pay to park spaces something you can pay for with an app on your phone. Those machines take FOREVER. And then get rid of the parking lot in front of the lib. Crossing that parking lot is so dangerous. at 5:01:43 on 4/25/2015		1592061674403080 #####
15:4:46	Olivia Patch		Olivia Patch We need (1) more park and ride options (2) the school should have some sort of contract with UBER, students pay a ridiculous amount of money for parking passes only to get tickets because there is no parking (3) to incentivize ride sharing/ car pools, (4) rail.. Yes (5) more parking garages.. Yes (6) BTW, creating bike/ walk lanes on Fletcher/ Fowler is useless unless the crime around the area is addressed, to name a few ideas at 4:46:11 on 4/25/2015		1592057857736790 #####
15:4:43	Ivanka Kokot		Ivanka Kokot That is a great idea, I second this. at 4:43:01 on 4/25/2015		1592056284403620 #####
15:1:45	P.j. Laika		P.j. Laika If you build another parking garage... Don't reserve so many spots for GZ1 permits! It's ridiculous that the first half of the garage by the library is NOTHING BUT THOSE. Seriously, they're always empty. No one wants to pay \$800. at 1:45:25 on 4/25/2015		159199544409290 #####
523:38	Michelle Brittingham		Michelle Brittingham I'm actually in a transportation engineering course here at usf now and our semester project revolved around this topic. What I believe were the best ideas utilized an additional express (brt) style bus around the campus area, smart parking utilization, bike lanes and hydraulic parking garages. The least expensive being smart parking. A great amount of traffic revolves around individuals trying to find parking spots. Feel free to message me if you would like more elaborate information on our research and ideas! I hope this is a project that is currently being heavily focused on! at 23:38:37 on 4/24/2015		1591961254413120 #####
523:13	Nicole Poling		Nicole Poling Parking stickers are too much money! at 23:13:03 on 4/24/2015		1591954321080480 #####
523:03	Kristina DeShong		Kristina DeShong Worst parking EVER! at 23:03:04 on 4/24/2015		1591952267747350 #####
521:25	Rob Prus		Rob Prus Less bullshit football and spend the money on anything else ever. at 21:25:06 on 4/24/2015		1591931894416060 #####
518:11	Paulina Vo		Paulina Vo No guaranteed parking if parking decal is purchased. Need more areas to park! And not talking about building another parking garage, just more lots would be nice. at 18:11:50 on 4/24/2015		1591866017755980 #####
517:24	Christopher Cochran		Christopher Cochran Bull runner is free people. Build a huge parking garage at University Mall and take the bull runner. at 17:24:45 on 4/24/2015		1591832411092670 #####
517:05	Kevin Mahoney		Kevin Mahoney HART Route 57 and Route 18 need to operate more frequently and later on in the night. 57 needs to run on Sundays. at 17:05:12 on 4/24/2015		1591799591095950 #####
516:57	Brianna Miller		Brianna Miller Another parking garage! at 16:57:44 on 4/24/2015		1591793911096520 #####
516:22	Ashlee Highfill		Ashlee Highfill The library lot needs to be a parking garage and there needs to be a bigger parking garage by the MSC. at 16:22:02 on 4/24/2015		1591778594431390 #####
515:54	Dane Rahaman-Singh		Dane Rahaman-Singh Longboarding from my apartment to class has for four years been the most efficient use of my time when it comes to commuting to class. at 15:54:41 on 4/24/2015		1591766284432620 #####

Time	From	To	Text	Content ID	Parent ID
15:18	Ivanka Kokot		Ivanka Kokot Also, off campus is not very bike friendly. I would never in my life, EVER bike down Fletcher. Even on the sidewalk I'd get scared. The orange bikes all over the USF area say enough. :( at 5:18:55 on 4/23/2015	1591175247825050	#####
			lol. And then it's worse when the sundome is being used for an event. It's also not very visitor friendly. It'd be great if they had a huge free overflow parking spot off campus that had regular buses come pick you up. I don't know where they'd put it though, the area is very dense. I'm a recently graduated student who still has a life there, but I'm not going to pay for another parking pass when I only go up there once a week. I just park off campus at a friend's apartment complex or in a nearby plaza and either walk into campus, or have my boyfriend pick me up.		
			However, USF is very bike friendly. They have a rentable bike program that is beneficial. I decided against using it because their bikes were uncomfortable for me because they were usually too tall and having to call at the door to return it every day was a pain. I ended up getting my own foldable bike and brought it to school every day for the semester I needed it. My classes were back to back and on completely opposite sides of campus. Buses were way to slow to get me there in time, so I zipped through campus on my wonderful little Dahon. :) I would love more protected bike lanes in the TB area so I could ride it around some more. I love that little thing.	1591173294491920	#####
15:09	Ivanka Kokot		Estevan Baza Reduce car access points to campus. It will funnel all that car traffic to fewer areas and reduce congestion on other main roads surrounding campus at 4:09:39 on 4/23/2015	1591165691159340	#####
15:48	Estevan Baza		Jason Ball A more traditional college town type of land use around the school that is denser and much easier to get around the area on foot or by bicycle. There's good movement in this direction, with the increased density already being developed, but there's a lot more to be done with the way the buildings are arranged, and the way that peds and cyclists have to fight dangerous traffic. Forcing students to drive and pay high tuition costs is almost criminal, it's so onerous.		
15:43	Jason Ball		at 4:37:05 on 4/23/2015	1591162917826290	#####
15:39	Darrell Barton		Darrell Barton Rail please!!!!!! at 3:59:19 on 4/23/2015	1591154254493820	#####
15:37	Dan OhNeill		Dan OhNeill rail rail rail at 3:57:08 on 4/23/2015	1591153867827190	#####
15:39	Walter John Slupecki		Walter John Slupecki Which is why I used Bull Runner when I attended USF Tampa. at 3:49:08 on 4/23/2015	1591152351160680	#####
16:49	GO Hillsborough		GO Hillsborough at 16:49:58 on 4/20/2015	1590062607936320	
16:49	GO Hillsborough		GO Hillsborough at 16:49:58 on 4/20/2015	1590062611269650	
16:49	GO Hillsborough		GO Hillsborough at 16:49:56 on 4/20/2015	1590062577936320	
16:49	GO Hillsborough		GO Hillsborough at 16:49:55 on 4/20/2015	1590062547936320	
16:49	GO Hillsborough		GO Hillsborough at 16:49:55 on 4/20/2015	1590062557936320	
16:49	GO Hillsborough		GO Hillsborough at 16:49:51 on 4/20/2015	1590062514602990	
16:49	GO Hillsborough		GO Hillsborough at 16:49:48 on 4/20/2015	1590062464603000	
16:49	GO Hillsborough		GO Hillsborough at 16:49:47 on 4/20/2015	1590062457936330	
16:49	GO Hillsborough		GO Hillsborough at 16:49:47 on 4/20/2015	1590062461269670	
16:49	GO Hillsborough		GO Hillsborough at 16:49:43 on 4/20/2015	1590062401269670	
16:49	GO Hillsborough		GO Hillsborough at 16:49:43 on 4/20/2015	1590062404603010	
16:49	GO Hillsborough		GO Hillsborough at 16:49:43 on 4/20/2015	1590062407936340	
16:36	GO Hillsborough		GO Hillsborough at 16:36:06 on 4/20/2015	1590058564603390	
16:36	GO Hillsborough		GO Hillsborough at 16:36:05 on 4/20/2015	1590058554603390	
16:36	GO Hillsborough		GO Hillsborough at 16:36:02 on 4/20/2015	1590058527936730	
16:35	GO Hillsborough		GO Hillsborough at 16:35:59 on 4/20/2015	1590058501270060	
16:35	GO Hillsborough		GO Hillsborough at 16:35:57 on 4/20/2015	1590058474603400	
16:35	GO Hillsborough		GO Hillsborough at 16:35:54 on 4/20/2015	1590058457936730	
16:35	GO Hillsborough		GO Hillsborough at 16:35:51 on 4/20/2015	1590058391270070	
16:35	GO Hillsborough		GO Hillsborough at 16:35:51 on 4/20/2015	1590058394603410	
16:35	GO Hillsborough		GO Hillsborough at 16:35:51 on 4/20/2015	1590058397936740	
16:35	GO Hillsborough		GO Hillsborough at 16:35:47 on 4/20/2015	1590058351270080	
16:35	GO Hillsborough		GO Hillsborough at 16:35:47 on 4/20/2015	1590058354603410	
16:35	GO Hillsborough		GO Hillsborough at 16:35:46 on 4/20/2015	1590058347936740	
16:23	GO Hillsborough		GO Hillsborough at 16:23:49 on 4/20/2015	1590054114603830	
16:23	GO Hillsborough		GO Hillsborough at 16:23:49 on 4/20/2015	1590054117937170	
16:23	GO Hillsborough		GO Hillsborough at 16:23:45 on 4/20/2015	1590054061270510	
16:23	GO Hillsborough		GO Hillsborough at 16:23:44 on 4/20/2015	1590054047937170	
16:23	GO Hillsborough		GO Hillsborough at 16:23:43 on 4/20/2015	1590054027937180	

ip	From	To	Text	Content ID	Parent ID
§ 16:23	GO Hillsborough		GO Hillsborough at 16:23:40 on 4/20/2015	1590053984603850	
§ 16:23	GO Hillsborough		GO Hillsborough at 16:23:40 on 4/20/2015	1590053987937180	
§ 16:23	GO Hillsborough		GO Hillsborough at 16:23:36 on 4/20/2015	1590053947937180	
§ 16:23	GO Hillsborough		GO Hillsborough at 16:23:33 on 4/20/2015	1590053917937190	
§ 16:23	GO Hillsborough		GO Hillsborough at 16:23:32 on 4/20/2015	1590053901270520	
§ 16:23	GO Hillsborough		GO Hillsborough at 16:23:32 on 4/20/2015	1590053904603860	
			GO Hillsborough		
§ 18:00	GO Hillsborough		Have you ever ridden the USF Bull Runner or a HART bus? What would encourage you to ride more often? at 18:00:01 on 4/16/2015	1587228244886420	
15 9:18	James Brown		James Brown I ride hart at 9:18:31 on 4/20/2015	1589883867954190	#####
15 3:31	Nadine Ellen Keris		Nadine Ellen Keris More efficiency and would love a rail system. Best way a city can bloom and profit at 3:31:01 on 4/20/2015	1589798231296090	#####
15 1:19	Douga ReedaVille		Douga ReedaVille buses to the Rays games at 1:19:42 on 4/20/2015	158976777965810	#####
	Rachael Sterling Pruitt		Rachael Sterling Pruitt Later hours nights and weekends at 19:00:19 on 4/19/2015	1589634964645750	#####
15 4:40	Aaliyah Norman		Aaliyah Norman Better terminal locations!!!! at 4:40:06 on 4/19/2015	1589277531348160	#####
15 4:39	Aaliyah Norman		Aaliyah Norman More reasonable hours on all routes especially new Tampa which is LIMITED!!! The buses to be clean thoroughly and smell clean at 4:39:34 on 4/19/2015	1589277341348180	#####
15 3:03	Catherine Coleman Sanders		Catherine Coleman Sanders more hours and run later and more on weekends to at 3:03:01 on 4/19/2015	1589242668018310	#####
§ 20:10	Beatriz Flores		Beatriz Flores Hart Monday through Friday its my way of getting to work at 20:10:23 on 4/18/2015	1589144748028100	#####
§ 15:39	Slick Vick DaRuler		Slick Vick DaRuler More transit service to the new tampa area, better later connections with psta busses, it would be nice to have a beach day without driving! at 15:39:51 on 4/18/2015	1589067521369160	#####
§ 15:03	Tim Heberlein		Tim Heberlein More frequency, grid bus system, circulator system that connects to a light rail line at 15:03:58 on 4/18/2015	1589056681370240	#####
15 2:36	Phil Compton		Phil Compton If you want to see better bus service, come out and vote for it at the GO Hillsborough meeting on Making Choices. Nearest to USF is Tuesday, April 28 at Omar Lightfoot Center, 10901 N. 56th St. in Temple Terrace. Drop by for a few minutes between 6 & 8pm and tell Hillsborough County leaders how you'd spend a few billion of new transportation dollars: new roads in the burbs, or the transit you want? You won't get it unless you ask for it. Now would be good. Be there. at 2:36:59 on 4/18/2015	1588781564731090	#####
§ 22:03	Christopher Murphy		Christopher Murphy Larger buses, more routes, 24 hour service, more frequency of buses, better more up to date and secure facilities. at 22:03:19 on 4/17/2015	1588705738072010	#####
			Bill Hutchison Curitaba, Brazil has a bus system which should be studied:  <a href="http://urbanhabitat.org/files/25.Curitiba.pdf">http://urbanhabitat.org/files/25.Curitiba.pdf</a>  Key sentence is short but sweet:  "Transportation and land-use planning in Curitiba is closely coordinated."  Without reforms in land use, transit will have a hard time serving the public. We must have both land use reform AND a commitment to better public transportation.		
§ 11:53	Bill Hutchison		at 11:53:58 on 4/17/2015	1588444658098110	#####
§ 11:52	Bill Hutchison		Bill Hutchison <a href="http://www.publictransit.us/plibrary/specialreports/sr1.curitibaBRT.pdf">http://www.publictransit.us/plibrary/specialreports/sr1.curitibaBRT.pdf</a> at 11:52:23 on 4/17/2015	1588444268098150	#####
15 5:23	Jason Ball		Jason Ball Reestablish usable headways, and more routes heading directly to places people need to go, like malls, the airport, SoHo, Ybor, and so on. Then amend the land use and tax policy so that people can actually start living along such corridors without a car, and without being obligated for car related expenses, like paying for parking and being taxed for roads that they don't drive on. at 5:23:49 on 4/17/2015	1588261311449780	#####
15 2:46	Efraim Rivkin		Efraim Rivkin Yes if there is more buses and they would stop more frequently. at 2:46:31 on 4/17/2015	1588226464786600	#####
15 0:33	Gina Collins		Gina Collins Yes especially. In Brandon at 0:33:59 on 4/17/2015	1588188068123770	#####
15 0:33	Gina Collins		Gina Collins I wish the buses that do Brandon area run longer n on weekends at 0:33:20 on 4/17/2015	1588187924790450	#####
§ 23:58	Azania Lee		Azania Lee Free rides we pay taxes... at 23:58:08 on 4/16/2015	1588179781457930	#####
§ 23:36	Kim Bachschmid		Kim Bachschmid Later hours, have #4, #46 run on weekends. Plus have service weekends to pinellas county. Reevaluate some of your routes. Plus do a metro rapid from Valrico down Rt. 60 to Westshore area. Have the Streetcar run early. at 23:36:37 on 4/16/2015	1588175678125010	#####
§ 23:24	Nina Moseley		Nina Moseley Extend the routs to more locations and longer hours at 23:24:13 on 4/16/2015	1588173298125250	#####
§ 23:22	Catherine Hartley		Catherine Hartley If it didn't take a half hour to go 2 miles at 23:22:20 on 4/16/2015	1588172918125290	#####
§ 23:02	De'Andre Long		De'Andre Long Later and better oriented routes. at 23:02:18 on 4/16/2015	1588169634792280	#####

id	From	To	Text	Content ID	Parent ID
			Ingrid Jacoba ´s I ride daily to work downtown for past ~8yrs.  Do NOT go to Sat/Sun schedule for weekday holidays. Most of us riding work normal hrs even on Holidays and need the earlier/later schedule  .. and quite a few routes don't even run on wknds.  ...! at 22:46:51 on 4/16/2015		
522:46	Ingrid Jacoba		Jennifer Morgan I would like the 7 and 8 to run later on Thursday Friday and Saturday at 21:03:31 on 4/16/2015	1588166051459310	#####
521:03	Jennifer Morgan		Ivanka Kokot Never HART, but Bullrunner yes. I love Bullrunner, but it's really slow, arriving and getting you to your location. In the time I would spend waiting for it to arrive at my stop and take me to destination, I could have walked across campus faster. at 20:39:58 on 4/16/2015	1588142191461690	#####
520:39	Ivanka Kokot		Kimberly Tedder Ditt the later hours and weekends. I ride regularly, but have to seek rides home and to work on the weekends since there's no service out my way. at 20:01:34 on 4/16/2015	1588135471462370	#####
520:01	Kimberly Tedder		Kimberly Tedder Here's the article.. <a href="http://tbo.com/news/business/hart-adding-wi-fi-to-tampa-buses-20150302/">http://tbo.com/news/business/hart-adding-wi-fi-to-tampa-buses-20150302/</a> at 19:59:00 on 4/16/2015	1588126894796560	#####
519:59	Kimberly Tedder		Holman Marcella Later hours and better weekend hours. People still work nights and weekends, especially students at 19:45:36 on 4/16/2015	1588123488130230	#####
519:45	Holman Marcella		Orelve Brito Soy cubano mi trabajo era precisamente ese en cuba estoy estudiando para poder aplicar en dicho trabajo es mi sueño realizarlo aqui. at 19:17:17 on 4/16/2015	1588116768130900	#####
519:17	Orelve Brito		Christopher Furtado They tested it on some routes, but the test is over and I'm not sure what ever came of it! at 19:10:09 on 4/16/2015	1588114801464430	#####
519:08	Christopher Furtado		Kimberly Tedder they're supposed to have wi-fi coming soon to all routes I was reading somewhere at 19:08:58 on 4/16/2015	1588114531464460	#####
518:52	Kimberly Tedder		Christopher Furtado Mobile WiFi would be a awesome on the LX and X routes. I could see it as a definite plus for college students with limited data plans on the USF shuttle! at 18:52:59 on 4/16/2015	1588110314798210	#####
523:00	GO Hillsborough		GO Hillsborough  Jeff Vinikâ€™s Channel District plans could include creating a full streetcar loop through downtown, Channelside and Ybor City. How else would you improve transportation in downtown Tampa? at 23:00:00 on 4/14/2015	1587219948220580	
150:59	Derek Spalding		Derek Spalding Build more trains Joshua not shut current ones down. Build it in high traffic areas and people will ride. Like event centers. I'd far rather park in ybor and ride the trolley to a lightning game than worry about downtown traffic. at 0:59:19 on 4/21/2015	1590184621257450	#####
512:47	Faith Kubicki		Faith Kubicki Subway, light rail, anything that people can actually use for M-F commuting! at 12:47:16 on 4/20/2015	1589946177947960	#####
511:18	Bob Terri		Bob Terri Probably expensive but critical mass is the object... with UT population and the new TGH complex at north end of the complex (wanting to access USF Med School and TGH) that is increased ridership. Plus picking up streetcar outside downtown eliminates more cars downtown. Less need to build city parking garages (offset dollars). at 11:18:30 on 4/20/2015	1589913924617850	#####
158:01	Ryan Trombley		Ryan Trombley That would be a lot of money just to go over the bridge to UT. at 8:01:15 on 4/20/2015	1589864414622800	#####
150:59	Javier Rivera		Javier Rivera Train with stops thru TIA, downtown, channel side, Ybor, Ray Jay, and maybe Hyde park. at 0:59:28 on 4/20/2015	1589762554632990	#####
518:10	Tom Rask		Tom Rask Cordell Chavis - flattery will get you nowhere. Noteworthy that you have nothing to say about the guy who claims I said something I never said. at 18:10:28 on 4/19/2015	1589613891314520	#####
517:12	Cordell Chavis		Cordell Chavis It's a good thing you don't live in Hillsborough county or Tampa at 17:12:35 on 4/19/2015	1589516037990980	#####
517:11	Cordell Chavis		Cordell Chavis A fully operational light rail. at 17:11:42 on 4/19/2015	1589515807991000	#####
514:36	Winston Park		Winston Park Making sure Uber is legal at 14:36:35 on 4/19/2015	1589444974664750	#####
150:55	Darrelesha Kelly		Darrelesha Kelly Really its just more traffic at 0:55:02 on 4/19/2015	1589203178022260	#####
150:27	Bill Hutchison		Bill Hutchison No it isn't at 0:27:46 on 4/19/2015	1589199014689340	#####
150:27	Bill Hutchison		Bill Hutchison No. at 0:27:20 on 4/19/2015	1589198964689350	#####
521:48	Tara Louise		Tara Louise NOT CHARGE AS MUCH!! at 21:48:31 on 4/18/2015	1589173434691900	#####
520:16	Loren Ash		Loren Ash Have the streetcars run at all hours instead of just mon thru fri this is the busiest state for tourism we really need to step it up at 20:16:41 on 4/18/2015	1589146611361250	#####
517:24	Blake Propst		Blake Propst I believe any addition to the streetcar network should include a modernization of the actual cars used. Yes, nostalgia is great, but it's not functional. We need a modern downtown corridor metro system to operate on a regular basis. at 17:24:32 on 4/18/2015	1589100541365860	#####
516:39	Natasha Goodley		Natasha Goodley When are we going to talk about actual plans....we've been speaking figuratively for decades now..... at 16:39:31 on 4/18/2015	1589086574700590	#####
513:35	Sheely Alexander		Sheely Alexander This is a great step forward, i would suggest that the route includes SOHO as well. at 13:35:00 on 4/18/2015	1589020908040490	#####
513:12	Joe Masotti		Joe Masotti No one rides the existing street cars. We just need more parking. Mass transit works in NYC, Boston, SF. It won't work in Tampa. at 13:12:50 on 4/18/2015	1589013054707940	#####
159:26	Walter John Slupecki		Walter John Slupecki Really Tom? Okay, just checking on that. Cause I know Sharon is pushing for that toll road even though I know she is denying it. But...I know that you'd probably be happy if our transit systems are privatized. at 9:26:46 on 4/18/2015	1588936938048890	#####
158:46	Alex Thrachee Gully		Alex Thrachee Gully Just keep your uber duber driving self IN your uber duber car! Uber has no say so in nothing. If uber goes to \$20 I bet you will NOT be getting contacted for pick ups during the day. You will be needed only to drunks at night and that is all for \$20. Think dude, think logically at 8:46:19 on 4/18/2015	1588928078049770	#####

id	From	To	Text	Content ID	Parent ID
15 0:38	Tom Rask		Tom Rask Walter, I have never expressed an opinion about the toll road you speak of. Stop lying. at 0:38:37 on 4/18/2015	1588747678067810	#####
15 0:08	Walter John Slupecki		Walter John Slupecki And people like Tom and Sharon want a sprawling monstrosity of a toll road to go through east Hillsborough that no one wants. Let's complete the Veterans through Lutz first. at 0:08:11 on 4/18/2015	1588738454735400	#####
§ 23:58	Joshua Smith		Joshua Smith Shut that train down! Simple at 23:58:50 on 4/17/2015	1588736698068910	#####
§ 23:58	Joshua Smith		Joshua Smith We need that toll road thank you at 23:58:29 on 4/17/2015	1588736638068920	#####
§ 23:58	Joshua Smith		Joshua Smith No they don't. The best thing is to privatize HART and shut the streetcar down! at 23:58:09 on 4/17/2015	1588736564735590	#####
§ 21:51	Sharon Calvert		Sharon Calvert Obviously some folks on this thread did not understand the question was about transportation in downtown at 21:51:54 on 4/17/2015	1588703964738850	#####
§ 21:16	Walter John Slupecki		Walter John Slupecki And what's worse is that sprawling monstrosity of a toll road that no one wants. at 21:16:22 on 4/17/2015	1588696001406310	#####
15 8:20	Jason Ball		Jason Ball That would only help with parking. No help on cost, congestion, walkability or safety. An all around pretty useless suggestion, considering downtown Tampa has an abundance of parking, not a lack of it. at 8:20:40 on 4/17/2015	1588302148112360	#####
15 5:48	Jason Ball		curiosity. But as a development tool, the streetcar encouraged so much new development, that the tax collections from those developments far exceeds the few hundred grand needed to subsidize annual operating expenses. It creates a net positive in the annual budget, and the subsidy that is paid, comes out of downtown area taxes, not the county's general fund. The streetcar did exactly what it was built to do; spur major investment in the redevelopment of the Channel District and Ybor. And now that downtown is starting to fill in, and it's clear the number of people moving around is increasing, and it's cost prohibitive and impractical to widen most roads downtown, it's time to shift the streetcar from a neglected development tool and curiosity for tourists, into a usable transportation mode for downtown area travelers. The cost to do so will be about as much as was spent on a highway flyover up at BBD and I-75 (about \$50 million), so I don't see how anyone can dare complain about the investment. Downtown property owners pay many, many millions in taxes each and every year, and the bulk of that money winds up being spent elsewhere in the county, not downtown where it was generated. Downtown doesn't merely 'deserve' such an investment in their neighborhood, they've literally already paid for it.	1588266928115890	#####
15 2:29	William S. Brenaman		William S. Brenaman That is a start but that downtown needs a ppl mover like downtown Miami has. Almost all medium and to a lesser extent all major cities need rapid transit at 2:29:14 on 4/17/2015	1588222331453680	#####
15 1:05	De'Andre Long		De'Andre Long Well... I would be more concerned about the county and not just Tampa. at 1:05:43 on 4/17/2015	1588200851455830	#####
§ 19:39	Tom Rask		Tom Rask Derek Spalding - you are correct (as I learned today), and I agree that they should have done it sooner. at 19:39:16 on 4/16/2015	1588121421463770	#####
§ 18:59	Derek Spalding		Derek Spalding It seems like it's increasing now since they've started pairing around special events. Should have done that from the start. <a href="http://www.masstransitmag.com/press_release/12065513/eco-line-streetcar-system-reaps-increased-ridership-during-special-events">http://www.masstransitmag.com/press_release/12065513/eco-line-streetcar-system-reaps-increased-ridership-during-special-events</a> at 18:59:43 on 4/16/2015	1588112241464690	#####
15 1:49	John Allen George		John Allen George Bus lanes, linear routes and 24 hour buses on major thoroughfares. It's not rocket science. at 1:49:59 on 4/16/2015	1587730498169530	#####
15 0:25	Sharon Calvert		Sharon Calvert Uber, Lyft and golf cart short hop rides - no taxpayer subsidies needed. at 0:25:39 on 4/16/2015	1587711948171380	#####
§ 23:50	Daniel Becker		Daniel Becker Please go visit Portland, Oregon to get ideas on urbanism. at 23:50:13 on 4/15/2015	1587703614838880	#####
§ 21:26	Susan Dinning Lane		Susan Dinning Lane Yea, for sure a new street car for Seminole Heights...then back to Ybor City and then Downtown Riverside!!! :) at 21:26:02 on 4/15/2015	1587675424841700	#####
§ 18:33	Tom Rask		Tom Rask I would improve transportation by not running street cars that have declining ridership, and which never came close to projections. at 18:33:08 on 4/15/2015	1587632561512660	#####
§ 16:10	Derek Spalding		Derek Spalding How about incentivizing businesses and commuters to drive at off peak hours. We have open roads in the off hours just waiting to be driven on. Power utilities do this with their fixed infrastructure through lower rates at night. We have the supply on off hours. Let's match that supply with increased demand and at the same time reducing the demand during peak commuting hours. at 16:10:24 on 4/15/2015	1587579738184610	#####
§ 12:18	Billy Livsey		Billy Livsey Streetcar should extend from Whiting to Tampa Theatre and Straz to Marion Transit center. The major bus routes should all run 24/7. 7 day a week express svc to Clearwater Beach and Downtown St. Pete at 12:18:08 on 4/15/2015	1587488314860410	#####
§ 12:02	Luciano Prida		Luciano Prida Needs to connect the city's pearls airport WS S Howard downtown Aquarium Straz ybor city Zoo back to Ray Jay finish the loop through international mall back at airport at 12:02:03 on 4/15/2015	1587483268194250	#####
15 3:25	Carlos Cabral		Carlos Cabral And a message to the people of uber make the price \$20 dollars a ride at lease!! at 3:25:00 on 4/15/2015	1587345064874740	#####
15 3:24	Carlos Cabral		Carlos Cabral Yes!!! Make Uber Official in Tampa! They bring home people safe at Night!!!! at 3:24:15 on 4/15/2015	1587344864874760	#####
15 1:32	Bob Terri		Bob Terri The streetcar needs to loop around University of Tampa as it used to do. It should cross over Kennedy bridge up to north boulevard north boulevard to cass cross river to performing arts center and 3 museums and turn down franklin street - that could be yhe west loop. And the channelside to Ybor the east loop. It is a natural routing serving a great downtown west bank and ybor population. at 1:32:34 on 4/15/2015	1587319294877320	#####
15 0:41	Holman Marcella		Holman Marcella All of those places plus extend it on over to hyde park and soho at 0:41:16 on 4/15/2015	1587301091545800	#####
15 0:26	Kevin Wright		Kevin Wright Stop the war against UBER and LYFT. at 0:26:07 on 4/15/2015	1587297784879470	#####
15 0:20	Adam Metz		Adam Metz Extend it and modernize it! Also, complete streets! at 0:20:14 on 4/15/2015	1587296288212950	#####
15 0:16	Kim Bachschmid		Kim Bachschmid New street car Seminole Heights, then Hyde Park, SoHo.... at 0:16:25 on 4/15/2015	1587295634879680	#####
§ 23:37	Walter John Slupecki		Walter John Slupecki Circulator bus through downtown instead of the rubber trolley. at 23:37:40 on 4/14/2015	1587285571547360	#####
§ 23:28	Carlos Cabral		Carlos Cabral Extended to go to UT,University of Tampa and The Soho District at 23:28:06 on 4/14/2015	1587283124880930	#####
§ 12:43	GO Hillsborough		GO Hillsborough  Here is some more information to think about as you consider your transportation choices and how we should pay for them ... at 12:43:00 on 4/10/2015	1584821428460440	

id	From	To	Text	Content ID	Parent ID
I5 3:17	Jason Ball		Jason Ball I see no reason for urban areas to continue to be forced to subsidize suburban areas. WWII is long since over. The interstate highway system is completely built out, and then some. Where is the national prerogative to keep enduring the high costs of issuing debt to subsidize greenfield sprawl? There literally is none. It's in both our national and regional best interests to end a program that used to serve a purpose, but is now nothing but an expensive scam. There should be no further discussion of any sort of growth of anything, until the scam is first ended, and the whole intertwined issues of land use, zoning and taxation are all reformed to reflect a fair system, which imposes costs upon each person, according to what they actually use, not what the political system has been rigged to coerce them to pay. at 3:17:14 on 4/14/2015	1586883098254270	#####
I5 11:40	Walter John Slupecki		Walter John Slupecki Jason, I fully agree. However, I've always believed in a balanced approach when it comes to having another sales tax referendum, especially after the disaster that was Greenlight. If we take roads out of the equation, regardless of how much you and I don't want those tax dollars to subsidize roads, we will lose votes. The referendum process will also have a greater chance of being sabotaged by NTFT. at 11:40:38 on 4/13/2015	1586551518287430	#####
I5 2:37	Jason Ball		wilderness. NO. We already pay a sales tax to fund more sprawl, and look where that got us. Mired with billions in ongoing legacy costs that there isn't a sufficient tax base to pay for. No sales tax for roads. Let them pay for it with a gas tax or preferably a VMT. As it is now, the sprawl we've already got has blown the county's longterm budget to the point that we've got sockpuppets for those entrenched in the failed status quo demanding that we cut education, police, urban transit and everything else in the budget, to divert ever more resources to their parasitic mode of development. No more. We need to amend land use and freeze the urban service boundary in place, to ensure that no more taxpayer money is used to subsidize budget breaking greenfield development which does not create a sufficient tax base to pay for the high costs of the infrastructure such a pattern of development consumes over time. If some neighborhood wants to build outside of the urban service boundary, they can incorporate a city, and become responsible for their own budget, and let their poor choices kill their community's land value and livability, not ours. at 2:37:50 on 4/13/2015	1586366288305950	#####
I5 21:46	Aaron Metz		Aaron Metz The Chinese are going to start building cities that are clean and more attractive to live in than Tampa.  This is a competition folks and we need to get into the game.  Start planning the routes now elevated fast passenger rail servicing both International airports both Tampa and St Pete downtowns and north suburbia.  <a href="http://mobile.nytimes.com/2015/04/03/world/asia/china-asian-infrastructure-investment-bank.html?_r=0&amp;referrer=at%2021:46:55%20on%204/10/2015">http://mobile.nytimes.com/2015/04/03/world/asia/china-asian-infrastructure-investment-bank.html?_r=0&amp;referrer=at%2021:46:55%20on%204/10/2015</a>	1585293055079940	#####
I5 12:46	Walter John Slupecki		Walter John Slupecki The sales tax will allow for a funding balance for roads, transit, and ped/bike facilities. The property tax should be kept however. The two together can provide for the funding we need to build a better transportation system, even if the sales tax is just a quarter of a cent. at 12:46:48 on 4/10/2015	1585099428432640	#####
I5 21:23	GO Hillsborough		GO Hillsborough  There are several ways to raise revenue to pay for our transportation needs. Which would you choose? at 21:23:40 on 4/09/2015	1584820988460480	
I5 22:43	Kevin Wright		NO ONE, EVER, who knows me and knows the facts, would confuse my thoughts with any thoughts but my very own. Heritage and Cato are fine institutions but I do not subscribe, nor do I feel the need to. Under normal circumstances, I would take it as a compliment. However, Walter, is no fan of objective public policy criticism, and he cannot even do the slightest amount of thinking about what a transit customer might consider.  Let us say, you want to go to a movie with a date. Are you going to check out the HARTLINE bus schedule, or are you going to look at what UBER might have to offer? In many cases, the consumer is doing EXACTLY that, and choosing UBER and not HART.  Yet, with all the righteousness of some kind of "expert" Walter makes the bold pronouncement, that UBER is not a substitute for transit. Now if Walter is trying to tell us, that HART is only the lowest common denominator people mover for people who have no choice, Walter is telling us who he perceives the only customer for HART is. Walter is so blind to the realities of life in America, that he does not realize, that this lowest common denominator attitude of public transit, is EXACTLY what dooms it to failure. Walter, I know my neighbors, and I can tell you, that when and if they have any kind of choice, they will choose another method of transport - Even if Walking or the bike. They HATE the way they are made to feel on public transit, like a nuisance.  You can say a lot of bad things about UBER or LYFT, but you cannot say that they believe their customers to be a nuisance.  This personal attack on me, is perhaps a projection of what Walter John Slupecki is accustomed to seeing in his own life - getting talking points and passing them off as his own.  My experience, of riding buses, and seeing marginal ridership on these buses, is the main driving force behind my opinions.  Add to this, my personal discovery of the unwillingness of transit officials to do something that would actually increase ridership, and you	1589182578024320	#####
I5 21:32	Walter John Slupecki		Walter John Slupecki Kevin Wright QUOTE: "Transit, because of the lethargy that transit "leaders" itself have embraced, has made public transit, among the LAST choices for mobility that the American Public is prepared to make. This silly argument with net based ride sharing services is a classic example, but not the only example." - Excuse me, but where did you hear that? If it is coming from Heritage or Cato, then it's a LIE. at 21:32:35 on 4/18/2015	1589170524692190	#####
I5 10:44	Kevin Wright		Kevin Wright Transit, because of the lethargy that transit "leaders" itself have embraced, has made public transit, among the LAST choices for mobility that the American Public is prepared to make. This silly argument with net based ride sharing services is a classic example, but not the only example. at 10:44:20 on 4/18/2015	1588954981380410	#####
I5 9:35	Walter John Slupecki		Walter John Slupecki You all (including Sharon) think that Uber and Lyft are substitutes to transit. As I've said before, they are not. at 9:35:45 on 4/18/2015	1588938461382070	#####
I5 15:00	Kevin Wright		Kevin Wright Every Taxpayer, who abuts any road, pays taxes for access to his own property. The INCREASE in value to that property owner, more than compensates that property owner, for the taxes that are paid over the life of the property. This is not a perfect system, because not all roads are equal.  How much more unfair, is it for property owners, who have little to no proximity to transit routes, to subsidize the properties that have easy access to transit routes? at 15:00:27 on 4/17/2015	1588584441417470	#####
I5 11:58	Kevin Thurman		Kevin Thurman Are we going to do the same for empty less used roads? Where I live the roads are used a lot more than say Bloomingdale - should they pay more because of that? at 11:58:10 on 4/17/2015	1588445848097990	#####

id	From	To	Text	Content ID	Parent ID
15 0:27	Walter John Slupecki		Walter John Slupecki Yeah, okay. at 0:27:41 on 4/13/2015	1586338128308770	#####
15 0:27	Walter John Slupecki		Walter John Slupecki Ride sharing is not a substitute for transit at 0:27:17 on 4/13/2015	1586338064975440	#####
15 6:27	Joshua Smith		Joshua Smith Traffic will flow much faster with express lanes. Instead of running empty buses around town, run privately run minivans. at 6:27:29 on 4/12/2015	1586009818341600	#####
§ 17:29	Walter John Slupecki		Walter John Slupecki A lot of us drive around this county and know what is needed. Yet too many people are set on keeping Tampa Bay in the 1950s. That's not how it works. at 17:29:57 on 4/11/2015	1585729468369630	#####
§ 22:36	Cindy Combee Rodriguez		Cindy Combee Rodriguez Good explanation Jason. You saved me a lot of typing! at 22:36:49 on 4/10/2015	1585301435079100	#####
§ 22:33	Edith Stewart		Edith Stewart Obviously, sir, you do not drive around this county very much. at 22:33:57 on 4/10/2015	1585300975079150	#####
§ 22:33	Edith Stewart		Edith Stewart We have one of the lowest gas taxes in the state - we give away the revenue to the gasoline companies. However, it does not generate enough \$\$ for our needs. Impose both increased gas tax and transportation sales surtax. at 22:33:02 on 4/10/2015	1585300735079170	#####
§ 19:59	Jason Ball		Jason Ball Shirley Howell Wood Quote, "CIT Tax- Are you kidding?? Tax payers were already fooled with that one!! Not again!! We are still paying for that one!"... The CIT money was spent on exactly what it was promised to be spent on. The problem is, again, this region's outlying areas are so severely sprawled and laid out so inefficiently, that they can't afford to pay their own high costs, based on what's actually collected in taxes. Low density greenfield sprawl means low value tax base, unless it's all huge mansions, and our sprawl definitely is not that. Low value tax base means, there isn't much tax revenues to pay for anything. But the catch is, the infrastructure costs that must be paid to sustain greenfield development, and to turn these suburban wastelands into the livable and desirable neighborhoods that virtually every resident decides it needs turned into after they move in, costs lots and lots of money. Way beyond what the tax bases of these outer areas can ever generate when assessed at a rate folks are willing to pay. So instead, they are systematically subsidized with mechanisms like govt bonds so that infrastructure can be built in today's greenfield development, and will be paid off by everyone in the county over the following 20-30 years. ( Which is what they did with CIT by the way, because that's exactly what taxpayers demanded leaders of the time do. forget the future implications, they wanted more roads right away, they didn't want to only build what they could afford as the money was actually collected. So, a bunch of roads were built on debt, and now money that could have been used to pay for more infrastructure today, is instead being used to pay for the interest on the roads suburban residents just had to have back in the 90s. The same exact mentality that people have today about "fix our roads first" is directly the mentality that leaders heeded in the past, leading us to the very issues today that these people are perpetually complaining about. at 19:59:35 on 4/10/2015	1585270025082240	#####
§ 19:40	Bill Hutchison		Bill Hutchison And that's the issue. We keep building further and further out at an ever increasing cost, while established areas languish. Stop building new roads and FIX IT FIRST and build a MULTI-MODAL SYSTEM. at 19:40:58 on 4/10/2015	1585264098416170	#####
§ 19:38	Jason Ball		Jason Ball The local bed tax is already maxed out according to what is allowed per state law. If Hillsborough's tourism market keeps growing, that will actually free up the ability to add one more cent to it sometime in the next few years, but that only raises a few million dollars a year, and any such tax is required to be put towards things which boost tourism, not necessarily benefits local commuters. It would barely make a dent anyways. Transportation infrastructure spending in this community is deficient by billions of dollars... But I agree, all revenue streams should be looked at, and should be decided upon based on what's most equitable, to ensure that those who benefit from infrastructure the most, pay the most. at 19:38:42 on 4/10/2015	1585263498416230	#####
§ 19:34	Jason Ball		Jason Ball This area is already dead last out of the nation's largest metros for mass transit infrastructure and 2nd to last for highway infrastructure. Exactly how does cutting it even more help? at 19:34:10 on 4/10/2015	1585262411749670	#####
§ 19:28	Walter John Slupecki		Walter John Slupecki How about Lutz starts paying for its own roads using its own money? at 19:28:12 on 4/10/2015	1585260551749860	#####
§ 19:27	Walter John Slupecki		Walter John Slupecki Stop pushing for a massive suburban toll road in East County Sharon. If that's what you want, let's complete the Veterans through Lutz. at 19:27:39 on 4/10/2015	1585260405083210	#####
§ 19:24	Bill Hutchison		Bill Hutchison No, prioritize a multi-modal TRANSPORTATION SYSTEM, not just "roads first." We've had "roads first" for decades and all it's gotten us is traffic jams. For that matter, we should ban the idea of building more new roads and concentrate on the above until the inequality is corrected. at 19:24:30 on 4/10/2015	1585259371749980	#####
§ 14:37	Sharon Calvert		Sharon Calvert Asking for funding options before having a plan of what is to be funded? Without a plan, no one knows the cost of what is to be asked to be funded. Let's see the plan first. at 14:37:40 on 4/10/2015	1585155421760370	#####
§ 14:30	Sharon Calvert		Sharon Calvert GoHillsborough needs to provide what the current annual transportation funding is today for roads, transit, port, airport. How much and what revenue sources are paying for each. Taxpayers should understand what they currently pay and what it is paying for before they are asked to pay more. at 14:30:20 on 4/10/2015	1585153011760610	#####
§ 14:23	Sharon Calvert		Sharon Calvert Prioritize roads in existing budget first to show that the county is serious that our local road funding is a priority. Our revenues continue to increase with no additional funds going to roads. Do this before asking for additional revenues. If any additional revenue requested, it should be short term, no longer than 5-10 years and no 30 year tax increase since we've already experienced the CIT tax blow out. This protects the taxpayers and if successful can be renewed. We need to see results and success in the near future not decades out. The county can bond for 10 years and is a myth that bonding must be 30 years. at 14:23:36 on 4/10/2015	1585147651761150	#####
§ 12:49	Kevin Wright		Kevin Wright Sign up HART with LYFT. Then the Farebox will pay for all the service the community NEEDS. at 12:49:16 on 4/10/2015	1585100328432550	#####
§ 12:48	Kevin Wright		Kevin Wright I know this sounds crazy, but how about signing HART up for UBER, then, it will PAY FOR ITSELF, based upon the rides people actually need. at 12:48:19 on 4/10/2015	1585100055099240	#####
§ 12:11	Bill Hutchison		Bill Hutchison Love that double standard: transit must ALWAYS be self supporting, while roads are subsidized to the hilt. at 12:11:15 on 4/10/2015	1585084715100770	#####
§ 12:10	Bill Hutchison		Bill Hutchison Another approach might be to establish Tax Increment Financing zones near light rail stops and plow the added revenue back into the system. That income could also be leveraged as a match for federal transit grants or loans. at 12:10:20 on 4/10/2015	1585084561767460	#####
§ 12:08	Bill Hutchison		Bill Hutchison <crickets> at 12:08:26 on 4/10/2015	1585084075100840	#####
§ 10:46	Walter John Slupecki		Walter John Slupecki I think that this should be given a look at 10:46:47 on 4/10/2015	1585059308436650	#####
§ 10:46	Walter John Slupecki		Walter John Slupecki See, this is what I'm talking about. All these rail haters want transit to be privatized. That's the absolute WORST option that there is. See what happened in Fairfield, CA a few years ago. They are still operated by a private operator, MV. These contractors simply cannot deliver quality and safe transit service. <a href="http://californiawatch.org/money-and-politics/private-contractor-struggles-deliver-public-bus-service-records-show-18823">http://californiawatch.org/money-and-politics/private-contractor-struggles-deliver-public-bus-service-records-show-18823</a> at 10:46:04 on 4/10/2015	1585059198436660	#####

id	From	To	Text	Content ID	Parent ID
510:41	Joshua Smith		Joshua Smith The ultimate solution is to have no taxes and to let the private sector take over transit. at 10:41:34 on 4/10/2015	1585058095103440	#####
510:39	Walter John Slupecki		Walter John Slupecki I agree that CIT might not be the best option. But I don't think you're in favor of a sales tax either. So yes, what is your solution? What do you recommend? at 10:39:34 on 4/10/2015	1585057561770160	#####
510:38	Walter John Slupecki		Walter John Slupecki Then what is your solution Shirley? That we privatize HART? The streetcar? All the while, we're building more and more toll roads? at 10:38:22 on 4/10/2015	1585057168436860	#####
151:26	Spencer Kass		Spencer Kass If we have to have a new tax why not increase the bed tax, why is that not on the list? <a href="http://www.bizjournals.com/tampabay/news/2014/11/11/buoyed-by-record-bed-tax-collections-visit-tampa.html?page=all">http://www.bizjournals.com/tampabay/news/2014/11/11/buoyed-by-record-bed-tax-collections-visit-tampa.html?page=all</a> at 1:26:44 on 4/10/2015	1584875815121660	#####
523:44	Sandy Murray		Sandy Murray Gas and sales is most fair. at 23:44:45 on 4/09/2015	1584851671790750	#####
523:26	Ivanka Kokot		Ivanka Kokot Gas and sales I like the most out of the options. CIT is ridiculous. That's too long too wait. And I think everyone should contribute to a public transportation tax, so taxing only property owners seem unfair. at 23:26:16 on 4/09/2015	1584848388457740	#####
523:12	Shirley Howell Wood		Shirley Howell Wood CIT Tax- Are you kidding?? Tax payers were already fooled with that one!! Not again!! We are still paying for that one! "Another reason the tax can't pay for big projects is that prior county commissions borrowed heavily against the CIT for drainage, transportation and other needs requested by constituents." <a href="http://tbo.com/news/politics/hillsboroughs-community-investment-tax-tapped-out-b8248030521">http://tbo.com/news/politics/hillsboroughs-community-investment-tax-tapped-out-b8248030521</a> at 23:12:53 on 4/09/2015	1584845601791350	#####
521:57	Spencer Kass		Spencer Kass How about no tax, cut current spending in other departments if you so need the money at 21:57:28 on 4/09/2015	1584828301793080	#####
518:15	GO Hillsborough		GO Hillsborough at 18:15:12 on 4/09/2015	1584762271799690	
518:15	GO Hillsborough		GO Hillsborough at 18:15:10 on 4/09/2015	1584762235133020	
518:15	GO Hillsborough		GO Hillsborough at 18:15:08 on 4/09/2015	1584762181799690	
518:15	GO Hillsborough		GO Hillsborough at 18:15:06 on 4/09/2015	1584762158466360	
518:15	GO Hillsborough		GO Hillsborough at 18:15:04 on 4/09/2015	1584762135133030	
518:15	GO Hillsborough		GO Hillsborough at 18:15:05 on 4/09/2015	1584762138466370	
518:15	GO Hillsborough		GO Hillsborough at 18:15:01 on 4/09/2015	1584762101799700	
518:15	GO Hillsborough		GO Hillsborough at 18:15:00 on 4/09/2015	1584762088466370	
518:14	GO Hillsborough		GO Hillsborough at 18:14:59 on 4/09/2015	1584762075133040	
518:14	GO Hillsborough		GO Hillsborough at 18:14:58 on 4/09/2015	1584762045133040	
518:14	GO Hillsborough		GO Hillsborough at 18:14:57 on 4/09/2015	1584762041799710	
518:04	GO Hillsborough		GO Hillsborough at 18:04:58 on 4/09/2015	1584759491799960	
518:04	GO Hillsborough		GO Hillsborough at 18:04:55 on 4/09/2015	1584759435133300	
518:04	GO Hillsborough		GO Hillsborough at 18:04:55 on 4/09/2015	1584759438466640	
518:04	GO Hillsborough		GO Hillsborough at 18:04:55 on 4/09/2015	1584759445133300	
517:56	GO Hillsborough		GO Hillsborough at 17:56:47 on 4/09/2015	1584757478466830	
517:56	GO Hillsborough		GO Hillsborough at 17:56:47 on 4/09/2015	1584757481800160	
517:56	GO Hillsborough		GO Hillsborough at 17:56:47 on 4/09/2015	1584757485133500	
517:33	GO Hillsborough		GO Hillsborough at 17:33:37 on 4/09/2015	1584745351801380	
517:33	GO Hillsborough		GO Hillsborough at 17:33:37 on 4/09/2015	1584745355134710	
517:33	GO Hillsborough		GO Hillsborough at 17:33:35 on 4/09/2015	1584745318468050	
517:33	GO Hillsborough		GO Hillsborough at 17:33:33 on 4/09/2015	1584745298468050	
517:33	GO Hillsborough		GO Hillsborough at 17:33:33 on 4/09/2015	1584745301801380	
517:33	GO Hillsborough		GO Hillsborough at 17:33:32 on 4/09/2015	1584745288468050	
519:54	GO Hillsborough		GO Hillsborough With the first phase of our community workshops complete, it's time to report on your feedback and share our insight. View our Issues & Opportunities Report at <a href="http://go.hillsborough.org/wp-content/uploads/2015/04/GoHills-IO-Report.pdf">http://go.hillsborough.org/wp-content/uploads/2015/04/GoHills-IO-Report.pdf</a> at 19:54:57 on 4/07/2015	1583896421886270	
515:52	Scott Wadsworth		Scott Wadsworth How about fix all the pothole infested streets! No trains either! Criminal magnets. at 15:52:08 on 4/20/2015	1590041577938420	#####
515:45	Rex Gordon		Rex Gordon We need more toll roads .... More bike lanes ... And a drive thru on each corner to give money to the bums on each corner ... Get them some shade as its hot out there .... Also less potholes at 15:45:55 on 4/20/2015	1590038461272070	#####
515:44	Rex Gordon		Rex Gordon Sharon wants toll roads ???? Wtf at 15:44:15 on 4/20/2015	1590037897938790	#####
515:42	Rex Gordon		Rex Gordon How about bike lanes at 15:42:51 on 4/20/2015	1590037447938830	#####

id	From	To	Text	Content ID	Parent ID
15 2:23	Shirley Howell Wood		Shirley Howell Wood You mean they are trying hard to ignore what the voters said in 2010?? What "they" are doing is using the delphi technique to make the outcome look the way they want it to look. the voters made it clear in 2010 that roads are the priority. #fixourroadsfirst at 2:23:36 on 4/20/2015	1589780917964490	#####
15 2:05	Mariana Portales		Mariana Portales All that money for nothing ridiculous at 2:05:18 on 4/20/2015	1589777094631540	#####
15 1:48	Ivan Isom		Ivan Isom I love traffic at 1:48:57 on 4/20/2015	1589773604631890	#####
15 22:09	Mark Gray		Mark Gray Just what everyone wants more back ups more over crowding more traffic yep it looks so nice cars people everywhere what the fuck is wrong with anyone who wants or like this trash it looks has bad has new York an all of them big city's just discussing hillsborough Co its not a good place to live thanks for the discussing mess y'all created thanks for wasting tax dollars an now Hillsborough Co the garbage dump of Florida at 22:09:18 on 4/19/2015	1589733477969230	#####
15 13:50	Kevin Thurman		Kevin Thurman Same with new/wider roads. That could mean 8 lane highways or two lane roads. One costs \$10 m a mile kills few people the other costs \$80 million a mile+ and kills more people. at 13:50:51 on 4/19/2015	1589427501333160	#####
15 13:01	Brian Shaffer		Brian Shaffer Rail SYSTEM at 13:01:37 on 4/19/2015	1589405978001980	#####
15 5:15	Piper LeDoux Sutor		Piper LeDoux Sutor Seriously? Still doesn't work at 5:15:14 on 4/19/2015	1589287128013870	#####
15 14:50	Bill Hutchison		Bill Hutchison there might not be a mention of toll roads "in the above comment" but that's what we keep hearing from Sharon. at 14:50:49 on 4/18/2015	1589052384704010	#####
15 14:16	Azania Lee		Azania Lee Hurry up take down West Tampa North Boulevard .... Its a very dangerous place to live with children. at 14:16:44 on 4/18/2015	1589037354705510	#####
15 11:42	Carl Edwards		Carl Edwards The problem is Hillsborough county keeps building thousands of new homes without building any new roads to handle the traffic from the development. Ever been on fishhawk blvd/bloomingdale ave/big bend rd. At 7:30am or 4:30 pm ? This is why Polk county has no problem with traffic, build the roads first then the homes. Dumb ass planners. at 11:42:08 on 4/18/2015	1588971778045400	#####
15 9:39	Walter John Slupecki		Walter John Slupecki I agree that some things with this process sound vague, but Hillsborough is trying hard not to repeat the mistakes of 2010. They know what they're doing. But people like Sharon will never be satisfied. at 9:39:07 on 4/18/2015	1588939501381960	#####
15 9:37	Walter John Slupecki		Walter John Slupecki Shirley, Sharon here does not want us to have any transportation choices. She instead wants a disastrous toll road to be built in East County. at 9:37:57 on 4/18/2015	1588939268048650	#####
15 2:56	James White		James White I think the answer is for the County's Development Services, and Zoning departments to STOP recommending approval for every damn inappropriate Rezoning, Variance, and Special Land Use application that comes down the pike! They are ruining our neighborhoods and communities by completely disregarding our Community Plans! at 2:56:45 on 4/18/2015	1588785731397340	#####
15 1:15	Shirley Howell Wood		Shirley Howell Wood Walter, everyone may answer that question differently, but the category does not reflect that. at 1:15:33 on 4/18/2015	1588757294733520	#####
15 1:14	Shirley Howell Wood		Shirley Howell Wood I see no mention of toll roads in the above comment. The comment points out how the workshops have not made it possible for people to express what they actually want as far as transit. We are being led with choices that will make it easy for them to claim, a consensus that doesn't actually exist. The categories are too vague. at 1:14:39 on 4/18/2015	1588755228067060	#####
15 22:26	Karen Stillman		Karen Stillman What or when were they thinking? Got it. Not!! at 22:26:38 on 4/17/2015	1588711208071460	#####
15 22:25	Karen Stillman		Karen Stillman Crazy glad I'm not in itðY'f at 22:25:17 on 4/17/2015	1588710894738160	#####
15 12:12	Bill Hutchison		Bill Hutchison Right, Walter John Slupecki. Exurban toll roads will only fuel a wave of massive sprawl while established neighborhoods get shortchanged. at 12:12:42 on 4/10/2015	1585085211767390	#####
15 23:45	Bill Hutchison		Bill Hutchison <a href="https://fbcdn-sphotos-f-a.akamaihd.net/hphotos-ak-xap1/v/t1.0-9/11149563_10152863612741317_5954296701617036001_n.jpg?oh=f1e8dcfd5248d978a8be706a0e020cc72&amp;oe=55ACE8C7&amp;amp;_gda_=1437757842_b1521623f65a3f4ba1fa282c5adac0d1">https://fbcdn-sphotos-f-a.akamaihd.net/hphotos-ak-xap1/v/t1.0-9/11149563_10152863612741317_5954296701617036001_n.jpg?oh=f1e8dcfd5248d978a8be706a0e020cc72&amp;oe=55ACE8C7&amp;amp;_gda_=1437757842_b1521623f65a3f4ba1fa282c5adac0d1</a> at 23:45:28 on 4/09/2015	1584851828457400	#####
15 23:05	Martha Bingham		Martha Bingham High speed Rail Pasco- Hillsborough makes sense at 23:05:45 on 4/09/2015	1584843361791580	#####
15 6:07	Walter John Slupecki		Walter John Slupecki Good question Sharon, what do you think that answer is? at 6:07:06 on 4/09/2015	1584494261826490	#####
15 6:06	Walter John Slupecki		Walter John Slupecki Tom Rask has popped up from his rabbit hole to insult voters yet again. Tom, you should know by now that this isn't Pinellas. at 6:06:43 on 4/09/2015	1584494205159830	#####
15 6:06	Walter John Slupecki		Walter John Slupecki Sharon needs to quit pushing for a behemoth toll road in East County. I agree 100% that we need to pay more attention to our roads, but building more toll roads isn't the answer. at 6:06:08 on 4/09/2015	1584494121826500	#####
15 17:04	Sharon Calvert		Sharon Calvert For roads, GoHillsborough even differentiated resurfacing with asset preservation when resurfacing is part of preserving our road assets. Yet GoHillsborough did not provide any ability to differentiate between any transit options. at 17:04:14 on 4/08/2015	1584256118516970	#####
15 16:59	Sharon Calvert		Sharon Calvert There were numerous differentiations of categories related to different types of road improvements so why wasn't there the ability for people to differentiate among the types of transit options? Why was just a big broad catch-all category called transit used? How will GoHillsborough know what transit type anyone who selected that category meant? at 16:59:35 on 4/08/2015	1584253048517270	#####
15 16:50	Sharon Calvert		Sharon Calvert What does the category "new expanded transit routes" mean? Is it buses, ferry boats, light rail, commuter rail, high speed rail, streetcar? How does GoHillsborough know what was meant since they did not differentiate any of the transit options? at 16:50:48 on 4/08/2015	1584250081850900	#####
15 16:20	Tom Rask		Tom Rask Their report is a joke. they claim that over 1,000 people have "joined the GoHillsborough effort". No, they haven't. at 16:20:10 on 4/08/2015	1584240141851900	#####
15 16:19	Eureka Springs, Arkansas - Eurekasprings.com		Eureka Springs, Arkansas - Eurekasprings.com test at 16:19:34 on 4/08/2015	1584239931851920	#####
15 16:08	Tom Rask		Tom Rask They list over 1,000 "engaged citizens", yet my name is not on there. They further claim that these people have "joined the GO Hillsborough team". No, they haven't, they liked your page in order to see what is going on. This report is one big effort aimed at increasing taxes to benefit special interests. at 16:08:21 on 4/08/2015	1584233611852550	#####

id	From	To	Text	Content ID	Parent ID
513:43	Sharon Calvert		Sharon Calvert Why was their such granularity in the categories that differentiate "asset preservation" and resurfacing (which is part of asset preservation) and the other road categories yet just one big broad category called "new expanded transit routes"? Why didn't GoHillsborough differentiate the various transit modes/options as they differentiated various road options? at 13:43:13 on 4/08/2015	1584171398525440	#####
513:35	Sharon Calvert		Sharon Calvert What does the category "expanded transit routes" mean? No one at one of your meetings could explain other than it was a catch-all broad category for transit. Is that buses, ferries, some kind of rail service such as light rail, commuter rail, streetcar? How does GoHillsborough differentiate what that category actually is? at 13:35:34 on 4/08/2015	1584169231858990	#####
512:45	GO Hillsborough		GO Hillsborough  Hillsborough County has a \$750 million backlog of repaving/sidewalk/safety projects, not including any new road widening or building, or transit improvements. Help us make some of these tough choices on how to move forward at an upcoming workshop! RSVP at <a href="http://www.GoHillsborough.org">www.GoHillsborough.org</a> at 12:45:00 on 4/03/2015	1580985798844000	
522:33	Darrin M. Barnwell		Darrin M. Barnwell Tampa is not Boston or New York, where most of the people live, work, shop, and socialize in the downtown area. I have no desire to be "stuck in the 50's." But, the overwhelming majority of people have at least one, if not multiple vehicles, and most areas have ample parking. I dont know many people willing to give up their own transportation for public transit. We are too spread out to make it viable. at 22:33:48 on 4/18/2015	1589180264691220	#####
521:35	Walter John Slupecki		Walter John Slupecki Darrin Barnwell QUOTE: "People move to places like Tampa, to get away from overcrowding cities, and then complain when we are not have what they left behind. Many of us are happy with the city the way it is. Are there some problems, sure, like everywhere else. But I personally do not see a need for any major swing towards mass transit. If that is what you desire, there are plenty of cities that can accommodate your needs."  Well, not everyone wants Tampa to remain stuck in the 1950s. Tampa is an evolving city by which the infrastructure cannot remain stuck in the 1950s. Last time I checked, it was 2015...not 1955. at 21:35:58 on 4/18/2015	1589171048025470	#####
521:09	Walter John Slupecki		Walter John Slupecki Sharon Calvert is among those who want to ram through a toll road through east Hillsborough that will cause more sprawl. How about let's finish the Veterans Expressway through Lutz? at 21:09:38 on 4/13/2015	1586743144934930	#####
516:52	Darrin M. Barnwell		Darrin M. Barnwell People move to places like Tampa, to get away from overcrowding cities, and then complain when we are not have what they left behind. Many of us are happy with the city the way it is. Are there some problems, sure, like everywhere else. But I personally do not see a need for any major swing towards mass transit. If that is what you desire, there are plenty of cities that can accommodate your needs. at 16:52:01 on 4/10/2015	1585205365088710	#####
512:03	Bill Hutchison		Bill Hutchison Who is "we?" at 12:03:14 on 4/10/2015	1585082831767630	#####
153:23	Shiloh Ryder		Shiloh Ryder Chris Shalosky Gregg Prentice Nancy G. Fogle Nathalie Tomczak Vickie Montney Yvonne Pribyl Markas Bell at 3:23:00 on 4/10/2015	1584912178451360	#####
153:21	Shiloh Ryder		Shiloh Ryder And that's how everybody gets away with it....the public still trusts that people in power will do the right thing at 3:21:53 on 4/10/2015	1584911705118080	#####
152:54	Ilse Hilliard		Ilse Hilliard What they have done to Fletcher Ave. , between Nebraska and 30th St. is the biggest joke going. I refuse to use that road, traffic was bad before but now it's ridiculous and these people cross wherever they damn well please. One huge parking lot!!!!!! at 2:54:59 on 4/10/2015	1584900608452520	#####
151:04	Peter Trippé		Peter Trippé Ditto, Ray at 1:04:38 on 4/10/2015	1584870435122200	#####
522:47	Darryl Morrison		Darryl Morrison Living in Hillsborough County is like living back in the 19 forties they need to get wit it if we're going to ever be successful at 22:47:08 on 4/09/2015	1584838598458720	#####
516:58	Bill Hutchison		Bill Hutchison Whoopee. BTW, have you noticed how few pay any attention to this stuff? at 16:58:36 on 4/09/2015	1584733948469180	#####
516:58	Judi K. Bickham Ryba		Judi K. Bickham Ryba Michigan needs this at 16:58:31 on 4/09/2015	1584733925135850	#####
516:57	Holly Harris		Holly Harris Just do it!! at 16:57:29 on 4/09/2015	1584733505135900	#####
516:06	Miguel Camilo		Miguel Camilo Buen provecho hno at 16:06:20 on 4/09/2015	1584701305139120	#####
514:43	Bill Hutchison		Bill Hutchison No one cares. at 14:43:24 on 4/09/2015	1584659451809970	#####
513:34	Sharon Calvert		Sharon Calvert For transparency, Kevin Thurman is the Executive Director of the local transit lobbying organization Connect Tampa Bay, which was an offshoot of TRANSITION Tampa Bay, a previous committee under deep pocketed special interest Tampa Bay Partnership. Brandie Miklus, a co-founder and Director of transit advocacy group Connect Tampa Bay was working the sign in table and handing out the surveys at the GoHillsborough public engagement meeting on Feb. 19th at the Town N Country Library. Here's how all the politically well connected cozy relationships fit together who are working this taxpayer funded GoHillsborough campaign: <a href="http://eyeontampabay.blogspot.com/2015/02/the-cronies-take-over-transportation.html">http://eyeontampabay.blogspot.com/2015/02/the-cronies-take-over-transportation.html</a> at 13:34:06 on 4/09/2015	1584630658479510	#####
511:41	Bill Hutchison		Bill Hutchison They live in some sort of parallel universe. at 11:41:42 on 4/09/2015	1584594231816490	#####
511:40	Kevin Thurman		Kevin Thurman Bill Hutchison distortion is the tea party playbook. Do it creating multiple organizations with the same members: TBCOST, NTF, & Tea Party. You'd think now she's an executive of the Republican Party would have something better to do than lie about the county budget. at 11:40:08 on 4/09/2015	1584593731816540	#####
511:36	Bill Hutchison		Bill Hutchison Kevin Thurman You have to wonder why these people have to twist things when they already are the beneficiaries of a massively subsidized road system. They have everything their way and yet they have to take potshots at those of us who merely want some choices?  BTW, Sharon complains that property taxes are not being used to pay for roads, but she should really be overjoyed because that's a direct non-user SUBSIDY, something one would think she'd oppose. But, no. She wants it both ways: Public non-user subsidies for roads, but nothing for transit. at 11:36:54 on 4/09/2015	1584592421816670	#####

Time	From	To	Text	Content ID	Parent ID
I5 4:49	Kevin Thurman		<p>Kevin Thurman "Animal Services has more funding than our roads in FY2015." FALSE. You have a point of view but it doesn't mean you have to lie about things. Here is the link to the budget: <a href="http://www.hillsboroughcounty.org/DocumentCenter/View/14505">http://www.hillsboroughcounty.org/DocumentCenter/View/14505</a></p> <p>County Budget for Transportation FY 15 was \$59,034,820 (Page 43)</p> <p>County budget for All of Code enforcement, which contains animal services in FY 15 was less than \$22 Million (Page 42)</p> <p>You are comparing the OPERATING budget for Animal Services with the CAPITAL budget for Transportation. Which is odd considering you'd still be wrong as the capital budget includes \$5 million for transportation and \$1.3 million.</p> <p>Also if you bothered to look at REVENUES for each department you'd find that Animal services (under code enforcement) produces revenue as well (Page 78). So it's not something you can cut to pay for \$35 Million a mile road widenings.</p> <p>But I am asking a simple question which you refuse to answer -- what should be cut to pay for the roads or are you asking for a property tax increase?</p> <p>at 4:49:57 on 4/09/2015</p>	1584432131832700	#####
I5 4:46	Kevin Thurman		<p>Kevin Thurman And some cars don't stop for red lights &amp; speed 20pm faster than they should on streets people live on making them 9 times more likely to kill pedestrians. Also tens of thousands of people use transit and walk on our streets everyday -- we don't need to make sure they can get to work?</p> <p>at 4:46:04 on 4/09/2015</p>	1584431055166140	#####
I5 4:26	Sharon Calvert		<p>Sharon Calvert The county stopped using property tax revenues to fund our roads when the recession hit about the same time the county blew out the CIT tax that also funded roads. The county historically used property tax revenues for roads and the county diverted those monies when the recession hit to balance the budget. Since then, county revenues are increasing and none has gone back to funding our roads. Why? Exactly where is all the increased revenues going? GoHillsborough should be informing the public what monies today are funding transportation in Hillsborough County. Property taxes fund HART and the Port Authority and user fees funds the airport. Today it's basically only our gas tax, which is a dwindling tax, that is funding roads together with a very small amount of impact fees. Animal Services has more funding than our roads in FY2015. Why doesn't GoHillsborough specifically state how transportation is locally funded today and how much funding that currently generates for roads, transit, port, airport per year?</p> <p>at 4:26:51 on 4/09/2015</p>	1584426008499980	#####
I5 2:28	Kevin Thurman		<p>Kevin Thurman Mark Calvert ATMS is awesome, the only issue is that it would cost hundreds of millions to do countywide. We don't have hundreds of millions right now.</p> <p>at 2:28:04 on 4/09/2015</p>	1584401438502440	#####
I5 2:26	Kevin Thurman		<p>Kevin Thurman All things including Sheriff's Office, Fire Rescue, and Code Enforcement to name three?</p> <p>at 2:26:35 on 4/09/2015</p>	1584401151835800	#####
I5 1:51	Sharon Calvert		<p>Sharon Calvert #FixOurRoads First and Time our Lights which is the biggest bang for the buck for increasing throughput. County Commissioners need to put road funding as a top priority they keep telling us they are but they aren't funding our roads. Instead, the county has defunded our roads and the first thing to do is prioritize our EXISTING budget with roads as top priority over other things, including their lower priority "pet projects".</p> <p>at 1:51:06 on 4/09/2015</p>	1584394418503140	#####
I5 1:08	Darrin M. Barnwell		<p>Darrin M. Barnwell We do not need mass transit. Everything here is so spread out, and most of us have cars. Most of the buses I see have barely a handful of people. The bus stops now are either right in front of, or right after intersections, causing jams. Then the riders get out and do not cross at the light, they run across the traffic. So put them farther from the intersections since they aren't using the lights.</p> <p>at 1:08:44 on 4/09/2015</p>	1584383105170940	#####
I5 21:34	Janice Lamphere-Rosier		<p>Janice Lamphere-Rosier Sidewalks in lutz, Livingston ave. just north of skipper or Bearss . No safe place to walk on most of the street. I was told to much work to get done.</p> <p>at 21:34:25 on 4/08/2015</p>	1584325498510030	#####
I5 16:01	Mark Mc ELwain		<p>Mark Mc ELwain Fix the bridge by the old fire house in ruskin its been closed and nothing been done sinnce thanksgiving</p> <p>at 16:01:41 on 4/08/2015</p>	1584231525186090	#####
I5 12:33	Shiloh Ryder		<p>Shiloh Ryder Linda Dunn Vickie Montney Yvonne Pribyl Brad Cooper Kelly McCall Ward</p> <p>at 12:33:01 on 4/08/2015</p>	1584147831861130	#####
I5 1:43	Kim Bachschmid		<p>Kim Bachschmid I'm sick of all the bullshit, make it right !</p> <p>at 2:43:36 on 4/08/2015</p>	1583989151877000	#####
I5 2:42	Kim Bachschmid		<p>Kim Bachschmid Get your real values together!!!!</p> <p>at 2:42:15 on 4/08/2015</p>	1583988918543690	#####
I5 2:00	Urban Frontiermicrofar		<p>Urban Frontiermicrofarm LMAO this is an oxymoron</p> <p>at 2:00:39 on 4/08/2015</p>	1583979151878000	#####
I5 1:21	Ray Nizer		<p>Ray Nizer Sounds like a plan! Let's push for it!</p> <p>at 1:21:45 on 4/08/2015</p>	1583970918545490	#####
I5 0:20	Gloria De Jesus		<p>Gloria De Jesus Use some of that money to fix Columbus Drive road .....ØYŽØYŽ</p> <p>at 20:47 on 4/08/2015</p>	1583957095213540	#####
I5 22:13	Mary Holland		<p>Mary Holland Landscape the median of Gunn Highway from Dale Mabry to the Veterans . It was to be done both during the construction and the widening and was never done. Don't know what they did with the money allocated for the landscaping. Palm trees all the way down would look nice.</p> <p>at 22:13:39 on 4/07/2015</p>	1583926751883240	#####
I5 19:55	Patrick Roark		<p>Patrick Roark It's about time</p> <p>at 19:55:29 on 4/07/2015</p>	1583897975219450	#####
I5 19:31	Steve Dixon		<p>Steve Dixon BILL You Are SO RIGHT</p> <p>at 19:31:43 on 4/07/2015</p>	1583892105220040	#####
I5 18:15	Mark Calvert		<p>Mark Calvert I agree! ATMS is a quick and cost effective win.</p> <p>at 18:15:49 on 4/07/2015</p>	1583873331888580	#####
I5 18:12	Kevin Thurman		<p>Kevin Thurman It's great everyone is here saying what they want but everyone also needs to go to a meeting and have their voice heard.</p> <p>at 18:12:35 on 4/07/2015</p>	158387259855320	#####
I5 16:03	Jason Ball		<p>Jason Ball We need what's called ATMS. I was dismayed to discover that during the GO Hillsborough meetings thus far, such systems haven't received much attention. We already have some of it around here, but it needs to be greatly expanded. The more intersections run by ATMS, the more useful the system can be. It is a highly cost effective way to both help ease auto congestion, and speed up buses and improve their on-time performance.</p> <p>at 16:03:02 on 4/07/2015</p>	1583830265226220	#####
I5 9:43	Matt Thorman		<p>Matt Thorman I know plenty of people who need HELP! ? Jobs...food..loans. ..JUST keep your \$\$\$ in some accounts with no clue how to use IT...great work!!</p> <p>at 9:43:54 on 4/07/2015</p>	1583612735247970	#####
I5 1:46	Ray Nizer		<p>Ray Nizer I think a survey of the timing programs for the traffic light computer controllers would be a worthy project here in Hillsborough. The timing is very poor at a lot of the intersections here.</p> <p>at 1:46:58 on 4/07/2015</p>	1583493888593190	#####

id	From	To	Text	Content ID	Parent ID
522:34	Ingrid Jacoba		Ingrid Jacoba ..look at what MSP accomplished in regards to mass transit/rail ...and they had a similar problem with cars cars cars..  _ Safer for pedestrians to cross at unSignaled intersections as it usually ~8 to 10blocks btwn traffic signals.. Sample: Nebraska, Florida, Hillsborough, and MLK.. //		
521:53	Grant Rimbev Leed AP		_ Buke safety education from grade school up and PSA's ..from both perspectives, cyclist &driver...  _education that Bikes AREA allowed in the road..and to plz stop honking at a proper cyclist who is correctly riding within the 3ft allowance/sharrow.		
521:23	Christopher Cochran		at 22:34:33 on 4/06/2015  Christopher Cochran Divert it all to mass transit and don't give people an option. Force them to use transit. Trust me, you're smarter than they are	1583445905264660	#####
517:44	Mitchel Banks		at 21:23:28 on 4/06/2015  Mitchel Banks Why don't you just start at the base, and move North	1583433578599220	#####
514:52	Neil Cosentino		at 17:44:31 on 4/06/2015  Neil Cosentino No new taxation until metro consolidation	1583377245271520	#####
513:17	Connie Brinkman		at 14:52:01 on 4/03/2015  Connie Brinkman I hope all the sporting goods stores are partners with you all. Some people need less walking and more riding to finish the race. Get the connection?	1582004592075450	#####
512:46	Bill Hutchison		at 13:17:17 on 4/03/2015  Bill Hutchison If Hillsborough County is like most urbanized areas, there are probably many streets and road without ANY provision for pedestrians or bicyclists. Complete the streets!	1581970312078880	#####
520:37	GO Hillsborough		at 12:46:28 on 4/03/2015  GO Hillsborough	1581959752079940	#####
520:36	GO Hillsborough		at 20:37:20 on 4/02/2015  GO Hillsborough	1581693685439880	
520:35	GO Hillsborough		at 20:36:01 on 4/02/2015  GO Hillsborough	1581693022106610	
520:35	GO Hillsborough		at 20:35:59 on 4/02/2015  GO Hillsborough	1581692985439950	
520:35	GO Hillsborough		at 20:35:57 on 4/02/2015  GO Hillsborough	1581692965439950	
520:35	GO Hillsborough		at 20:35:54 on 4/02/2015  GO Hillsborough	1581692902106620	
520:35	GO Hillsborough		at 20:35:53 on 4/02/2015  GO Hillsborough	1581692872106630	
520:35	GO Hillsborough		at 20:35:48 on 4/02/2015  GO Hillsborough	1581692765439970	
520:35	GO Hillsborough		at 20:35:48 on 4/02/2015  GO Hillsborough	1581692775439970	
520:35	GO Hillsborough		at 20:35:44 on 4/02/2015  GO Hillsborough	1581692715439970	
520:14	GO Hillsborough		at 20:14:26 on 4/02/2015  GO Hillsborough	1581685322107380	
520:14	GO Hillsborough		at 20:14:24 on 4/02/2015  GO Hillsborough	1581685298774050	
520:14	GO Hillsborough		at 20:14:17 on 4/02/2015  GO Hillsborough	1581685218774060	
520:14	GO Hillsborough		at 20:14:13 on 4/02/2015  GO Hillsborough	1581685158774060	
520:14	GO Hillsborough		at 20:14:09 on 4/02/2015  GO Hillsborough	1581685108774070	
520:14	GO Hillsborough		at 20:14:05 on 4/02/2015  GO Hillsborough	1581685062107410	
520:14	GO Hillsborough		at 20:14:02 on 4/02/2015  GO Hillsborough	1581685018774080	
520:13	GO Hillsborough		at 20:13:54 on 4/02/2015  GO Hillsborough	1581684922107420	
520:13	GO Hillsborough		at 20:13:53 on 4/02/2015  GO Hillsborough	1581684905440760	
520:13	GO Hillsborough		at 20:13:51 on 4/02/2015  GO Hillsborough	1581684882107420	
520:13	GO Hillsborough		at 20:13:48 on 4/02/2015  GO Hillsborough	1581684828774100	
520:13	GO Hillsborough		at 20:13:46 on 4/02/2015  GO Hillsborough	1581684802107430	
520:13	GO Hillsborough		at 20:13:44 on 4/02/2015  GO Hillsborough	1581684782107430	
512:45	GO Hillsborough		at 12:45:01 on 4/02/2015  GO Hillsborough  How far away do you live from where you work? When determining solutions for our community, do you think it's essential to connect our residential and employment centers?	1580985312177380	
519:30	Bill Hutchison		at 19:30:57 on 4/03/2015  Bill Hutchison White elephants? You mean all those rail and bus transit services people use every day to get to work or for discretionary travel? Things aren't quite the way you portray them. Again, it's all been a one-sided, highways "uber-allies" approach up to this point and that doesn't go far enough. I'm not against roads but a large and complex society demands a portfolio of transportation options that are missing too much of the time.	1582113288731250	#####
519:23	Phil Compton		at 19:23:13 on 4/03/2015  Phil Compton And you might admit to being part of the travesty of our congested roads that is a result of putting all our resources into roads, roads and more roads. Let's try something that will actually work for a change. Let's invest in more ways to use those roads that doesn't clog them up as much.	1582111228731460	#####
517:44	Kevin Wright		at 17:44:50 on 4/03/2015  Kevin Wright How about you take responsibility for the litter of white elephants across the sunshine state from all the times we listened to the transit boosters? You might build some credibility by admitting mistakes.	1582061735403070	#####

id	From	To	Text	Content ID	Parent ID
5 17:41	Bill Hutchison		Bill Hutchison You don't have to listen if you don't want to. Meanwhile, Phil Compton and I, along with others, will continue to work for real choices. at 17:41:29 on 4/03/2015	1582060632069850	#####
5 15:09	Mitch Cumstein		Mitch Cumstein Yes Sandy Murray . I live in Apollo beach and don't drive. I can't even get to Tampa on the weekend. Also if I wanna get back home during the week, I have to be at Brandon mall by 6:45pm or I'm walking home. at 15:09:43 on 4/03/2015	1582010745408170	#####
			Kevin Wright Bill, and Phil, I know that this is hard to imagine, but roads are the most democratized form of transportation imaginable, short of flying cars. Roads accomodate, motorcycles, walkers, bicycles, heavy trucks, buses, and soon, robot vehicles.		
			Technology, will make roads much more fuel efficient, safe, and allow denser traffic flows.		
			Everything that you know about roads is wrong.		
5 12:44	Kevin Wright		I refuse to listen to those invested in the failures of the past. I am going with Jeff Bezos and Elon Musk. at 12:44:45 on 4/03/2015	1581959308746650	#####
			Bill Hutchison Kevin, this is about giving ALL of our citizens the choices they should have as they move around the area. We do NOT have any real choices at this point. What we DO have is a Sovietized one-size fits all, roads-only "solution" that does not meet the needs of those who can't drive or do not want to drive everywhere, all the time. As Phil Compton says, this is NOT freedom. It's tyranny. at 12:18:31 on 4/03/2015	1581951685414080	#####
5 12:07	Bill Hutchison		Bill Hutchison Whatever. With I-4 being torn up for the next six years due to yet another mega highway project, Sunrail's future is assured. I might add that opponents conveniently forget to mention that this is still a new service in a place that never had commuter trains and yet people are riding. Only a critic would pooh-pooh 25,000 riders. Here's an idea: make Sunrail free all the time. After all, roads are subsidized to the hilt. at 12:07:03 on 4/03/2015	1581948038747780	#####
5 12:06	Karen J Gard		Karen J Gard Yes the ability to staff position and for team members to commute to business are essential to building a strong economy at 12:06:44 on 4/03/2015	1581947945414450	#####
5 11:17	Connie Brinkman		Connie Brinkman Yes at 11:17:19 on 4/03/2015	1581933765415870	#####
15 3:30	Dennis Hough		Dennis Hough Hahahahaha at 3:30:08 on 4/03/2015	1581785348764040	#####
15 3:21	Chef Vicki		Chef Vicki some days I get to dawn my space suit and try to persuade the bees to let me take some of their regurgitated nectar. if for some reason they are having a bad day.... then I run like heck!! at 3:21:25 on 4/03/2015	1581783438764240	#####
15 3:16	Dennis Hough		Dennis Hough Make a u - turn at the toilet ..head down the stairs ..cross over the retention pond ..and then run like hell ! at 3:16:33 on 4/03/2015	1581782292097680	#####
15 3:05	Chef Vicki		Chef Vicki i take the hallway then a sharp left... no, make that a sharp right to get coffee then a left at 3:05:47 on 4/03/2015	1581779988764580	#####
15 2:40	Shirley Howell Wood		Shirley Howell Wood Nope, not old news. The recent "surge" is again due to offering free rides. SunRail serves 25,000 during free weekend <a href="http://www.news-journalonline.com/article/20150323/NEWS/150329786/-1/BUSINESS03">http://www.news-journalonline.com/article/20150323/NEWS/150329786/-1/BUSINESS03</a> at 2:40:43 on 4/03/2015	1581774168765160	#####
15 2:37	Phil Compton		Phil Compton Old, tired news. Ridership is just fine. at 2:37:47 on 4/03/2015	1581773448765230	#####
15 2:36	Phil Compton		Phil Compton Of course when you go to school and learn how to read, you might like to ride a bus that has wi-fi (they all will very soon) so you have something to do while going to work instead of just listening to Jack Harris, et. al. Heck, you can even text! Our system = NO choice BUT to drive. To me that is NOT freedom - it's tyranny. at 2:36:50 on 4/03/2015	1581773158765260	#####
15 2:15	Kevin Wright		Kevin Wright you should have been with me the Day at a Town Hall in New Tampa, where Jack Harris and Pam Iorio were pimping the rail tax. I told her, that I am so glad that kids go to school and learn the most important lesson in life, one they never forget. A lesson that defines their self image - RIDING THE BUS SUCKS and you will do whatever it takes, to get your own car and be FREE. at 2:15:33 on 4/03/2015	1581769368765640	#####
15 2:12	Tom Kelly		Tom Kelly Kevin, in my neighborhood the school buses come and no one rides them, the parents drive them and pick them up. at 2:12:33 on 4/03/2015	1581768732099040	#####
15 2:01	Derek Spalding		Derek Spalding Yup. When the service is done on the weekends for special events the trains are filled to capacity. at 2:01:34 on 4/03/2015	1581765902099320	#####
15 2:00	Tom Kelly		Tom Kelly People are riding SunRail? at 2:00:13 on 4/03/2015	1581765615432680	#####
15 1:54	Kevin Wright		Kevin Wright Yeah, we know their names, addresses, the time school starts, the time it closes, and they still will not market bus service to them. at 1:54:46 on 4/03/2015	1581764672099450	#####
15 1:53	Tom Kelly		Tom Kelly Teachers, parents and school buses! at 1:53:28 on 4/03/2015	1581764418766140	#####
15 1:28	Kevin Wright		Kevin Wright The fastest growing segment of commuting is telecommuting. A large percentage of private vehicles on the road are delivery, service, contractors, and salesmen. They cannot take the bus. at 1:28:01 on 4/03/2015	1581759905433260	#####
15 1:22	Rosa Mercado		Rosa Mercado Light rail!!! at 1:22:54 on 4/03/2015	1581758698766710	#####
15 1:08	Clemente Aused Sr		Clemente Aused Sr Yes, better opportunities, if there were. at 1:08:45 on 4/03/2015	1581755775433670	#####
15 0:34	De'Andre Long		De'Andre Long Yes but with equitable and extraordinary security! at 0:34:23 on 4/03/2015	1581745775434670	#####
15 0:30	De'Andre Long		De'Andre Long Yes! at 0:30:09 on 4/03/2015	1581745295434720	#####
5 22:50	Jeff Haning		Jeff Haning Personal rapid transit. Designed in loops. 35 mph nonstop that can tie residential areas to airport (hub), stadiums, offices, malls and other businesses. Smaller stations. Let malls and businesses pay for stations. No bus drivers necessary. GPS controlled and battery powered. Not an answer to every problem but needs to be in the discussion at 22:50:19 on 4/02/2015	1581725408770040	#####
5 21:52	Shirley Howell Wood		Shirley Howell Wood Sun Rail is NOT a success. Ridership is down unless they give the rides away for free. Rail is NOT the answer, going from a fixed point A to point B and then what?? #fixourroadsfirst <a href="http://articles.orlandosentinel.com/2014-05-30/news/os-sunrail-ridership-statistics-20140530_1_sunrail-ridership-fares-may-16">http://articles.orlandosentinel.com/2014-05-30/news/os-sunrail-ridership-statistics-20140530_1_sunrail-ridership-fares-may-16</a> at 21:52:34 on 4/02/2015	1581716742104240	#####
5 17:36	Adam Metz		Adam Metz It's all about giving people options to get from point a to point b. We need more choices than the mess that is I-275. at 17:36:30 on 4/02/2015	1581638212112090	#####
5 17:28	Ivanka Kokot		Ivanka Kokot Of course. I'm currently unemployed, but maybe getting a job in West Tampa and I live in Brandon. I am excited about the job, because as a recent college grad, I really need it. But I am not looking forward to the commute, and am still wondering if it pays enough to warrant going out there, even though the experience may be worth the deficit I incur. I wish my car and gas prices didn't hold me back from accessing jobs. at 17:28:26 on 4/02/2015	1581635592112350	#####

Time	From	To	Text	Content ID	Parent ID
5 14:30	Derek Spalding		Derek Spalding We also need to connect our residential and event centers. One main reason people are riding the SunRail in Orlando is for sporting events, cultural events, and commuting to/from work. Your peak times on any rail transit will be commuting hours, and special events like lightning games and concerts. at 14:30:37 on 4/02/2015	1581567522119160	#####
5 13:18	Sandy Murray		Sandy Murray Roads are not the answer. We need mass transit trains or trams north to south east to west. at 13:18:51 on 4/02/2015	1581543422121570	#####
5 13:16	Christopher Cochran		Christopher Cochran As a tax payer that should be the primary reason any road is built..built for a sustainable tax base. No work-home connection means no work and no pay for residents and no tax base for Government. Roads connecting activity centers that are not work and living related are useless if the tax base had no money to spend.  The real challenge comes in providing alternative modes of transportation for a diverse public with different transportation needs. Innovation and cooperation is paramount to making it a successful venture at 13:16:12 on 4/02/2015	1581542792121630	#####
5 12:49	GO Hillsborough		GO Hillsborough at 12:49:31 on 4/01/2015	1580818342194080	
5 12:49	GO Hillsborough		GO Hillsborough at 12:49:29 on 4/01/2015	1580818125527430	
5 12:49	GO Hillsborough		GO Hillsborough at 12:49:26 on 4/01/2015	1580817942194120	
5 12:49	GO Hillsborough		GO Hillsborough at 12:49:26 on 4/01/2015	1580817955527450	
5 18:47	Ivanka Kokot		Ivanka Kokot These ladies were very nice. I enjoyed talking with them. at 18:47:26 on 4/01/2015	1580946625514580	#####
5 12:49	GO Hillsborough		GO Hillsborough at 12:49:23 on 4/01/2015	1580817665527480	
5 12:49	GO Hillsborough		GO Hillsborough at 12:49:20 on 4/01/2015	1580817365527510	
5 12:49	GO Hillsborough		GO Hillsborough at 12:49:20 on 4/01/2015	1580817372194180	
5 12:49	GO Hillsborough		GO Hillsborough at 12:49:19 on 4/01/2015	1580817332194180	
5 19:45	GO Hillsborough		GO Hillsborough  Tampa Bay is ranked highest in the nation for pedestrian casualties. How do you think we should address this issue as a community? at 19:45:01 on 3/30/2015	1580027872273130	
15 4:25	Paul Hall		Paul Hall Run across the road faster at 4:25:36 on 4/05/2015	1582751355334110	#####
5 23:24	Elizabeth Nelson		Elizabeth Nelson INSANE drivers who ignore the rules but these fools Jay walking or just running out in the middle of 4 lane major road doesn't help!!! at 23:24:51 on 4/04/2015	1582679348674640	#####
5 21:00	David Von Liebhaber		David Von Liebhaber Keep your ass on the sidewalk and you won't get hit by a car stupid. at 21:00:27 on 4/04/2015	1582647428677840	#####
5 20:56	Carlos Cortes		Carlos Cortes Pedestrian crosswalks should be better lit with more signage. Walk signs that are 12"x12" is not sufficient. at 20:56:29 on 4/04/2015	1582646735344570	#####
5 20:56	Carlos Cortes		Carlos Cortes Pedestrian crosswalks should be better lit with more signage. Walk signs that are 12"x12" is not sufficient. at 20:56:12 on 4/04/2015	1582646635344580	#####
5 20:53	Heyward Kerns		Heyward Kerns Tampa's sidewalks start (and stop) without rhyme or reason. at 20:53:19 on 4/04/2015	1582646065344640	#####
5 20:50	Heyward Kerns		Heyward Kerns We (Tampa Bay) have a TON of turning lanes. An intersection near my work has right turning lane that changes to a green arrow AFTER giving pedestrians the "WALK" signal. The pedestrians are crossing 9 lanes of traffic, with cars turning from three directions. Talk about a cluster! at 20:50:09 on 4/04/2015	1582645182011390	#####
5 20:22	Daisy Nunez		Daisy Nunez Lighting more of it... at 20:22:10 on 4/04/2015	1582639295345320	#####
5 20:09	Eric Martin		Eric Martin Fix our Dam roads at 20:09:37 on 4/04/2015	1582637112012200	#####
5 19:22	Kevin Weiser		Kevin Weiser In urban areas like NYC or Chicago people know to watch for vehicles because you will be run over if you are not alert and aware. Only in Floriduh do pedestrians think they always have the right of way against something 20 times your bodyweight. at 19:22:49 on 4/04/2015	1582625738680010	#####
5 19:09	Pam Hill		Pam Hill Teach them to look both ways before crossing the street. I can't tell you how many times people have stepped out right in front of me and "dared" me to hit them! at 19:09:45 on 4/04/2015	1582622842013630	#####
5 19:02	Anni Ellis		Anni Ellis Even if they are on a sidewalk which dictated a stop red hand for the space he crossed? I was in the turn lane with a green light. He was not in a lane at all. He was riding his bike not walking it. at 19:02:30 on 4/04/2015	1582598058682770	#####
5 17:46	Fredrick Dever		Fredrick Dever Everyone drive.ØY at 17:46:42 on 4/04/2015	1582576212018290	#####
5 17:36	Jim Papy		Jim Papy Pedestrian should carry guns at 17:36:59 on 4/04/2015	1582573772018540	#####
5 16:59	Neicy Showers		Neicy Showers Yes indeed. at 16:59:18 on 4/04/2015	1582561398686440	#####
5 16:36	Chelsea Smith		Chelsea Smith I agree. I enjoy walking and riding but not the stigma from car drivers impatience. at 16:36:46 on 4/04/2015	1582552705353980	#####
5 16:34	Chelsea Smith		Chelsea Smith We need to fix the sidewalks! You have some stopping and u have to go in the road and uneven pavement. My dad is paralyzed from riding a bicycle. Now in a wheelchair its hard up to roll up a 4" deviation or bike over. Our weather is nice for riding all year we need to get it together and make our sidewalks safe! at 16:34:27 on 4/04/2015	1582552165354030	#####
5 16:31	Miriam Abascal Kessler		Miriam Abascal Kessler Education and Outreach in various languages and pictures. The new crossings and landscapes on Fletcher are beautiful, but I see people, not using them and jaywalking at times.  I also see people disregard the "red" flashing" do not cross lights for crossing the street on Fletcher around Moffitt/USF. A frequent traveler of Fletcher...ØY™ at 16:31:33 on 4/04/2015	1582551268687450	#####
5 16:08	Phillip Thomas		Phillip Thomas I was born and raised here and this city has grow so much in the last 20 years. Tampa is not a pedestrian friendly city. Ive been to many large cities and tampa is set ridiculously for pedestrian traffic. at 16:08:27 on 4/04/2015	1582545265354720	#####

id	From	To	Text	Content ID	Parent ID
515:43	Dina Vann		Dina Vann 1. Sidewalks in residential neighborhoods so we can walk our dogs and kids and exercise without fear of being run over. 2. Speed tables on residential roads parallel to busy ones to slow down impatient drivers who speed down them as cut throughs. 3. Require builders to sidewalk entire areas where they build and add people on top of people for safety. 4. Remove city council's ability to overrule the city's recommendations when it comes to businesses and their affects on residential neighborhoods. at 15:43:55 on 4/04/2015	1582537425355500	#####
515:19	Karla Edelson-Solomon		Karla Edelson-Solomon Very sad. Educate drivers as well as pedestrian. I see it everyday pedestrians walking across busy streets not using crosswalks or crossing at lights. Most times there is one just a few feet away. I also see drivers not giving pedestrians the right of way when they have the light to cross. We all need to be educated to avoid these senseless casualties. at 15:19:02 on 4/04/2015	1582529555356290	#####
515:05	Bryant R. Camareno		Bryant R. Camareno Let's not wait for a casualty to happen before we take notice of roads that desperately need pedestrian access and good lighting. Perhaps a hotline could be established where the citizens can identify problem areas and our community leaders need to go out and take notice of areas that need help! at 15:05:46 on 4/04/2015	1582522578690320	#####
515:03	Mark Rodriguez		Mark Rodriguez For a real opinion go to: <a href="http://www.executivenerve.com/">http://www.executivenerve.com/</a> at 15:03:39 on 4/04/2015	1582521372023780	#####
514:37	De' Traveler		De' Traveler I like the signs between the two lanes that announce it is law to yield to pedestrians (like on Boulevard at University of Tampa/etc.) at 14:37:05 on 4/04/2015	1582507022025210	#####
514:36	Ginger Austin		Ginger Austin Train them to run faster!! at 14:36:17 on 4/04/2015	1582506752025240	#####
513:21	Linda Kay Simons		Linda Kay Simons Slow down at crosswalks. people just don't look at 13:21:21 on 4/04/2015	1582466618695920	#####
512:14	Jodi Pierce		Jodi Pierce What do the other cities have that we don't?  I definitely think better and more public transportation is an issue. The jaywalking/crossing is insane for walkers and bicyclists. West Tampa is horrible about this. at 12:14:55 on 4/04/2015	1582441762031740	#####
512:01	Aaron A. Feraro		Aaron A. Feraro Better public transportation at 12:01:02 on 4/04/2015	1582437195365530	#####
511:41	Grace Cantu-Griffis		Grace Cantu-Griffis First off the pedestrians need to be aware of reading signs of where to use the crosswalks are and use them, but I see it as being too lazy to walk those few more steps. Same goes for students who know better but still ignore the rules. at 11:41:06 on 4/04/2015	1582431325366110	#####
511:17	Roshell Altamirano		Roshell Altamirano Pedestrians need to follow their own instructions and walk where pedestrians are allowed just saying at 11:17:01 on 4/04/2015	1582412592034650	#####
515:12	Gary Parker		Gary Parker That's why I avoid the crosswalk.. at 8:12:52 on 4/04/2015	1582370488705530	#####
515:53	Charles F Miller III		Charles F Miller III Natural Selection???	1582349035374340	#####
515:14	Aykut Reyes		Aykut Reyes Don't cross on the red hand at 5:14:42 on 4/04/2015	1582326218709960	#####
515:48	Cate Hammer		Cate Hammer Is that the crossing where the lights are on the sides and don't go over the road? (Near the gas station) It is so hard to see pedestrians there. I have seen near crashes and almost been rear ended myself. I thing that crossing is very dangerous for everyone. At least the ones on Fletcher you can see. at 4:58:54 on 4/04/2015	1582288622047050	#####
515:48	Cate Hammer		Cate Hammer Bike riders are not pedestrians. They have the same right of ways as cars. Mind you, they are also supposed to follow the same laws as cars. If they want to be pedestrian then they have to get off the bike and walk beside it. at 4:48:58 on 4/04/2015	1582262818716300	#####
515:49	Steven Thiel Jr		Steven Thiel Jr quit walking in front of cars. DUH at 4:19:48 on 4/04/2015	1582256028716980	#####
515:29	Elaine Niles		Elaine Niles Ask those Walmart pedestrians to look before they walk across those designated crosswalks! You can be halfway through when no one is there then, they just walk right out there because it's their right! at 2:49:07 on 4/04/2015	1582236258718950	#####
515:27	Eric Johnson		Eric Johnson How about, don't walk in front of moving cars... Even if you have the right of way... Don't be stupid! Look both ways... Assume drivers don't see you, you will be right about 1/2 the time! at 2:47:29 on 4/04/2015	1582236038718980	#####
515:33	Joyce Beeman		Joyce Beeman What did you say? Gloria? You speak English? at 2:33:03 on 4/04/2015	1582233278719250	#####
515:31	Joyce Beeman		Joyce Beeman Idiots need to cross the streets at a light and or cross walk. Not in the middle of the street with traffic going . Duh! at 2:31:23 on 4/04/2015	1582231065386140	#####
515:28	Barry Shapiro		Barry Shapiro License drivers, take away their cell phones and require drivers to actually pay attention. Ask the officers at any accident they will say the same! No license, no insurance, distracted..... at 2:28:08 on 4/04/2015	1582230442052870	#####
515:34	Janice Dent		Janice Dent ... An 8 year old could pass the test! If you had better teaching for drivers that would cut many accidents! at 0:34:08 on 4/04/2015	1582193412056570	#####
515:32	Janice Dent		Janice Dent There is one thing that would really help in this area! many, many many of the drivers in Florida are really terrible, most have no road manners at all! When I took the Florida driving test and realized how very easy it was to pass at 0:32:40 on 4/04/2015	1582193202056590	#####
515:18	Fred Box		Fred Box Look both ways. Yield to heavy moving vehicles. at 0:18:38 on 4/04/2015	1582190358723540	#####
523:41	Irza Martinez		Irza Martinez El problema que veo en muchas situaciones es que el tiempo que hay para cruzar legalmente es muy corto y hay 8 carriles de tráfico. Hay personas que no pueden avanzar al igual que otros. También hay camionetas muy altas con ruedas gigantescas y no sé si los choferes pueden ver a una persona de baja estatura cruzando frente a ellos. at 23:41:49 on 4/03/2015	1582180678724510	#####
522:44	Cheree Walden		Cheree Walden Make people in this stupid state take a driving test again. at 22:44:49 on 4/03/2015	1582167365392510	#####
522:42	Rick Troy Andrew		Rick Troy Andrew If I were walking and drivers here in FL try that bs with me I would pull out my 45 and spray them down at 22:42:20 on 4/03/2015	1582166985392550	#####
522:03	Milagros Ricart		Milagros Ricart STOP !!! Crossing.... fines may help to save lives!!! Drivers slow down when you see a pedestrian !!!! Learning process for the dead ones..... at 22:03:25 on 4/03/2015	1582148635394380	#####
522:02	Janet Abusaid Knight		Janet Abusaid Knight Thank you for all your work on this Chris!!! I'll go look for it! at 22:02:12 on 4/03/2015	1582148362061080	#####
521:53	Shane Gilbey		Shane Gilbey Get Nikki Manecke off the road at 21:53:53 on 4/03/2015	1582147058727870	#####

ip	From	To	Text	Content ID	Parent ID
5 21:46	Mike Gary		Mike Gary Well, I walk or bus everywhere I go (almost) the key to safety is awareness and actually using the cross-walks as they're intended to be used. You're not invincible people, stuff happens, whether it be the driver on the cell phone or the pedestrian doing the same, be aware of your surroundings and you'll have a higher chance of getting home to your ramen noodles. at 21:46:31 on 4/03/2015	1582145638728020	#####
5 21:02	Savannah Caton		Savannah Caton Use the crosswalks!!!! at 21:02:29 on 4/03/2015	1582134618729120	#####
5 18:56	Jose Ortiz		Jose Ortiz I have seen pedestrian cross the road or street like they own it. Even without looking and Driver's don't stay behind. Still texting and driving. at 18:56:47 on 4/03/2015	1582100642065850	#####
5 17:50	Tina Buggs		Tina Buggs Use cross walks at 17:50:50 on 4/03/2015	1582063698736210	#####
5 17:44	Sara-jane Wilson		Sara-jane Wilson You Think at 17:44:28 on 4/03/2015	1582061638736420	#####
5 15:51	Christine Raybuck		Christine Raybuck Start ticketing jaywalkers! at 15:51:12 on 4/03/2015	1582026008739980	#####
5 13:42	Shirley Howell Wood		Shirley Howell Wood I would like to see the data on how many of those pedestrian casualties are the result of pedestrians not following pedestrian laws. at 13:42:06 on 4/03/2015	1581980015411240	#####
5 13:11	Norma Camero Reno		Norma Camero Reno We should increase the punishment monetary and Jail time, PEOPLE Will be more careful at 13:11:48 on 4/03/2015	1581968708745710	#####
5 11:36	Chris Currie		Chris Currie https://www.change.org/p/mayor-bob-buckhorn-city-of-tampa-install-a-crosswalk-on-palm-ave-ola-ave at 11:36:37 on 4/03/2015	1581938312082080	#####
5 11:04	Chris Currie		Chris Currie We'll have it posted on the Tampa Heights Website www.tampaheights.org at 11:04:55 on 4/03/2015	1581930302082880	#####
5 10:50	Cara Michelle Knight		Cara Michelle Knight Chris, I want to sign that petition when it is ready. How/where do I find it? at 10:50:00 on 4/03/2015	1581926528749930	#####
15 9:38	CharlesSpanky H Smith		CharlesSpanky H Smith As a bus driver, I have noticed more than when I was just driving my car. Both pedestrians and drivers are at fault with how bad it is here. People cross wherever they want. Even with strollers and small children (shudders). At the same time, drivers could care less about what's going on around them. Put the phone down and stop fooling with your radio while moving. It can wait until you're at a stop. at 9:38:24 on 4/03/2015	1581909825418260	#####
15 9:35	Tony Flores		Tony Flores People need to slow down at 9:35:17 on 4/03/2015	1581909265418320	#####
15 9:22	Mary Hearing		Mary Hearing Get rid of the moronic bike lanes that got me hit by a car in 2008 and put more side walks and cross walks at 9:22:58 on 4/03/2015	1581906975418550	#####
15 8:12	Kat Daniels		Kat Daniels 100% Agreed Carlos Cortes at 8:12:19 on 4/03/2015	1581867075422540	#####
15 7:14	Hung Kung Brown		Hung Kung Brown no pedestrians need to use the cross walk like they should and be safe. as you see on Fletcher before 15th and Busch before Nebraska Ave. these morons still run out in the middle of the street smh. the city provided safer mechanism for crossing the street, still put their life at risk by darting across on coming traffic at 7:14:27 on 4/03/2015	1581848448757730	#####
15 7:11	Hung Kung Brown		Hung Kung Brown plus the engineering in Tampa is remedial these "engineers" who design these roads and highways that last three years do a piss poor job. Tampa is forever growing, why not add the necessary lanes to the highway and be done instead of one lane at a time. Tampa and all this damn construction pisses me off at 7:11:41 on 4/03/2015	1581847475424500	#####
15 7:09	Hung Kung Brown		Hung Kung Brown Tampa Bay is ranked in damn near everything, pedestrian casualties, motorcycle casualties, bicycle casualties, human trafficking, drug trafficking the list goes on at 7:09:50 on 4/03/2015	1581847048757870	#####
15 7:04	Lois MacFarland		Lois MacFarland Pedestrian bridges over main thoroughfares. at 7:04:38 on 4/03/2015	1581846005424650	#####
15 6:53	Mac Dooley		Mac Dooley Tampa has always needed sidewalks.  in reading these remarks I am astonished at how hostile drivers are toward walkers. As they sit in air conditioned cars they fume at someone on foot walking in sweltering heat at 6:53:29 on 4/03/2015	1581844185424830	#####
15 5:42	Greg Dooley		Greg Dooley Require sidewalks. Allowing homes to be built with no place for pedestrians except the street is asking for pedestrian injury and deaths. at 5:42:26 on 4/03/2015	1581827165426530	#####
15 5:08	Lisa Rodriguez		Lisa Rodriguez Our roads are dangerous for walkers and bikers. TOO many FAILED ROADWAYS, and the new development just keeps coming, with no thought to our roads and infrastructure. at 5:08:30 on 4/03/2015	1581810635428180	#####
15 4:51	Timothy Dionne		Timothy Dionne More cars? at 4:51:14 on 4/03/2015	1581807162095200	#####
15 4:13	Jay Silveira		Jay Silveira Free cars for everybody at 4:13:18 on 4/03/2015	1581796335429610	#####
15 3:21	Greg Hartz		Greg Hartz Well tell them not to wear black at night and carry a flashlight and stay in the cross walk at 3:21:20 on 4/03/2015	1581783412097570	#####
15 2:28	Sheri Matthes		Sheri Matthes I wonder how the rates compare to California and New York at 2:28:32 on 4/03/2015	1581771312098780	#####
15 2:09	Danielle Marie Johnston		Danielle Marie Johnston Sheri Matthes... see told ya! Lol at 2:09:09 on 4/03/2015	1581767972099120	#####
15 1:48	Barbara Wilcox		Barbara Wilcox jaywalkers can get a fine at 1:48:57 on 4/03/2015	1581763505432900	#####
15 1:38	Kelly Quick		Kelly Quick I think there should be a Hot Line where there public can voice there strong feelings about who and what they just saw while driving and where. I think adding turn arrows at busy intersections would help ALOT. WHEN only one car can turn due to oncoming traffic everyone runs the light. Pedestrians are a second thought to those beating the light See it Everyday Lovely Overcrowded S. Tpa at 1:38:46 on 4/03/2015	1581761802099730	#####
15 1:09	Anni Ellis		Anni Ellis Recently was turning on my green light and a bike rider ran right into my rear truck wheel area. There was a red hand for no pedestrians and another truck turned legally in front before I did. Fortunately, when I stopped and got out...he was ok and was able to ride away... But I was shocked and dismayed at the blatant disregard of signals. at 1:09:42 on 4/03/2015	1581755918766990	#####
15 0:57	John Nertney		John Nertney Cross at the light. at 0:57:03 on 4/03/2015	1581752402100670	#####
5 23:50	Kris Owens Hoffman		Kris Owens Hoffman I sat down to yet day and watched numerous pedestrians walk against the lights and stop cars that had the green. The cops travel on bikes downtown and don't enforce the law. That would be a starting point... at 23:50:48 on 4/02/2015	1581739075435340	#####

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523:48	De'Andre Long		De'Andre Long More sidewalks and streetlights. at 23:48:02 on 4/02/2015	1581738525435390	#####
523:30	Mike Combs		Mike Combs I've seen people get hit by a car because they didn't use the crosswalk and then get a ticket afterwards for jay walking. I think to myself , well that's sucks, but you should've used the crosswalk. Oh well that'll learn ya. at 23:30:57 on 4/02/2015	1581735062102410	#####
523:06	Andrea Bartley Trout		Andrea Bartley Trout I would be curious the cities that have pedestrian right away versus those that do not.  Sarasota \$166 fine  Tampa? at 23:06:17 on 4/02/2015	1581729475436300	#####
522:54	Nakia Love		Nakia Love Give everyone free cars an no one is left walking..lmao. But seriously I live in Tampa an its always someone getting hit walking across the street. I'm sick of it. at 22:54:08 on 4/02/2015	1581726918769890	#####
522:47	Maxine J. Edwards		Maxine J. Edwards TEACH FOLKS HOW TO CROSS THE STREET! WHAT IS WRONG??? I AM FROM NY! COME ON FLORIDA!! at 22:47:15 on 4/02/2015	1581724565436790	#####
522:23	Mark Mc ELwain		Mark Mc ELwain Turn of the devises and pay attention at 22:23:11 on 4/02/2015	1581720682103840	#####
522:03	Mary Klein		Mary Klein Both drivers and pedestrians need education! at 22:03:38 on 4/02/2015	1581718205437430	#####
521:39	Faye Cullen		Faye Cullen Work as a downtown guide see a lot of drivers not watching out for pedestrians and vice versa where the pedestrian not paying attention. Rules should be in forced far as driving for I have to cross streets everyday and communicate with drivers to stop so I can cross. I pray that something can be done thanks. at 21:39:41 on 4/02/2015	1581714632104450	#####
521:23	Jenifer Miya		Jenifer Miya Some of the problems I've encountered are... Many people take it upon themselves to cross despite signals telling them not to as well as not using crosswalks. at 21:23:46 on 4/02/2015	1581711528771430	#####
521:22	Gale Vaccaro		Gale Vaccaro In addition cycling safety need to be added to that too.δY€δY\$ at 21:22:29 on 4/02/2015	1581711362104780	#####
519:52	David Hey		David Hey When you design every major roadway to be a highway, what do you think is going to happen? at 19:52:08 on 4/02/2015	1581675858774990	#####
519:41	Larry Faust		Larry Faust Before this can be addressed, how and where are they getting injured? at 19:41:00 on 4/02/2015	1581671152108800	#####
519:23	Mariana Portales		Mariana Portales Every driver need to take a refresh course yearly at 19:23:21 on 4/02/2015	1581667052109210	#####
519:08	Jeff Haney		Jeff Haney Stop walking in front of cars at 19:08:56 on 4/02/2015	1581663392109570	#####
518:20	Amber Watson Friedling		Amber Watson Friedling Well idiots walk right in front of cars constantly at 18:20:04 on 4/02/2015	1581650898777490	#####
518:10	Tammy Valley		Tammy Valley More sidewalks and big tickets for jaywalking. People will step out in front of a car instead of walking 5 ft to use a walkway that is equipped with flashing lights to alert cars they are crossing. A lot of people here are too lazy to see to their own safety and the safety of their children. at 18:10:45 on 4/02/2015	158164833877750	#####
518:05	Kelley Parris		Kelley Parris We have some good suggestions from our town hall meeting on children and pedestrian safety. I will be happy to share at some point. at 18:05:58 on 4/02/2015	1581646982111210	#####
517:55	Fiorella Covais		Fiorella Covais 1. Pedestrians need to cross at intersections. 2. Certain intersections need the pedestrians buttons to change the lights. Example - the area on Busch Blvd, near 12 or 14th st. There has been at least 1 fatality there and, several serious injuries, within a few blocks. at 17:55:41 on 4/02/2015	1581644322111480	#####
517:50	Ann Fuller		Ann Fuller Good public transportation would be great at 17:50:13 on 4/02/2015	1581642648778310	#####
517:35	Chris Currie		Chris Currie Janet, The TH Civic Association is putting together a petition & working with the developer of The Heights project to get one put in.  P.S. - Tampa ranks #1 in pedestrian fatalities in the US. at 17:35:11 on 4/02/2015	1581637635445480	#####
517:15	Janet Abusaid Knight		Janet Abusaid Knight I think there needs to be a crosswalk @ Palm and Ola too. It is difficult to cross here with all my new traffic! How is the pedestrian volume determined?? Would a petition help?  It is dangerous to try to get a family across this intersection with no crosswalk. Why do we have to wait for someone to be injured to do something? at 17:15:32 on 4/02/2015	1581632332112680	#####
517:14	Jim Evans		Jim Evans 1. Provide cars to more pedestrians! 2. Eliminate sidewalks! at 17:14:29 on 4/02/2015	1581632148779360	#####
516:52	Sandra Reeder Horton		Sandra Reeder Horton Wayne, call me. I'm in Bradenton. Not sure I have your number right. at 16:52:33 on 4/02/2015	1581625142113400	#####
515:12	Autumn Cox		Autumn Cox I am not from Florida. I just moved here a few months ago. I have lived in Northern California, Montana, Nevada, Texas and driven through several states more than once. I just have to say that the worse drivers I have seen have been here in Florida. Just slow the crap down! Pay attention! And for the love of life get off your damn phones while driving! at 15:12:10 on 4/02/2015	1581583108784270	#####
514:05	James Musicman Morales		James Musicman Morales The road test to get your drivers license is done in a parking lot! What do you expect from Florida drivers? Put the student driver ON the ROAD for the road test! Anybody can pass the parking lot test ! Also not enough public transportation ! Bike lanes are too narrow and too close to traffic! There aren't enough street lights either!!!! at 14:05:36 on 4/02/2015	1581560425453200	#####
513:50	Kevin M. Consideine		Kevin M. Consideine Put plows on the front of vehicles so pedestrians just get pushed to the side with only minor abrasions.....jk at 13:50:33 on 4/02/2015	1581555342120380	#####
513:32	Cynthia Dlanuez		Cynthia Dlanuez Just drive down Fletcher and see why. They ignore all the expenses the city put in for lighted crosswalks and just walk out in front of the cars. at 13:32:06 on 4/02/2015	1581549472120970	#####
513:14	Donna Holland		Donna Holland I am from California and have lived in different states and overseas, I have been here almost twenty years and love this area. Except for lack of respect, care given to pedestrians, motorcycles, bicycles.. Need more sidewalks in the rural areas. So people can be safe while choosing other mean to get where they would like to go. My middle son was killed in 2009 when a truck made a left hand turn in front of him. Please look twice, and stop texting for heavens sake at 13:14:59 on 4/02/2015	1581542495455000	#####
512:59	Cindy Taylor		Cindy Taylor I agree whit you at 12:59:12 on 4/02/2015	1581537755455470	#####

ip	From	To	Text	Content ID	Parent ID
§ 12:19	Jacque Parent		Jacque Parent Adam u dont know what u talking about at 12:19:56 on 4/02/2015	1581523908790190	#####
§ 12:18	Jacque Parent		Jacque Parent dose anyone knows how much crosswalks cost at 12:18:45 on 4/02/2015	1581520868790490	#####
§ 12:00	Kate Lufkin Briley		Kate Lufkin Briley Wow- amazed by the comments re: pedestrians fault! How about the numbers of drivers speeding out of the carline at school to almost run over a student doing the right thing and walking to school and using the crosswalk or the multitudes of drivers texting and not paying attention. I think 'Tampanians' need to get out and see the world and see how real cities handle traffic and pedestrians. at 12:00:03 on 4/02/2015	1581515528791030	#####
§ 11:55	Mike Reyer		Mike Reyer How about finding a way to make people use the goddamn crosswalk at 11:55:30 on 4/02/2015	1581514418791140	#####
§ 11:53	Ron Fortune		Ron Fortune POLICE ENFORCE THE TRAFFIC LAWS ON THE BOOKS NOW!!óY‡óY‡,óY‡óY‡.	1581513335457910	#####
§ 11:37	Carol Dell		Carol Dell There is a big problem with pedestrians crossing busy roads without going to the cross walk. I see it all the time on Hillsborough Ave., Busch Blvd., and even Fletcher Ave. where elaborate systems of lights have been installed to use in order to cross the road. The most frustrating is when people in dark clothes dart out in front of traffic at night pulling children along or pushing a baby stroller! It is a nightmare. at 11:37:39 on 4/02/2015	1581508455458400	#####
§ 10:57	Richard Flores		Richard Flores Don't walk. Not enough sidewalks. Up north there's a sidewalk on every street not just the main streets either. Surprising a lot of main streets don't have sidewalks. First thing we noticed when we moved down here in '81. Florida is getting overpopulated and is one of the shittiest states. at 10:57:55 on 4/02/2015	1581498182126090	#####
§ 10:44	Rooker Sean		Rooker Sean I think they should put the blinking signs with lights and have more control of crosswalks though out Tampa and Hillsboro county mainly Nebraska Avenue north and south. Well there wouldn't be jaywalkers if they put the crosswalks about a 3 block radius then it wouldn't bother people but pedestrian safety is a must at 10:44:01 on 4/02/2015	1581495095459740	#####
§ 10:20	Cathy Holbrook		Cathy Holbrook They've put several crosswalks in on Fletcher. People still cross several yards down, not at the crosswalk! Or they push the button as they walk by with no intention of even crossing. I've been downtown 15 times in the last 2 months and everyone crosses the street with a very clear RED HAND displayed on the walk sign. People, that means "STOP!" It's not your turn..... at 10:20:59 on 4/02/2015	1581488102127100	#####
I5 9:56	Julissa Lopez-Golden		Julissa Lopez-Golden Drivers in Tampa just don't give a fuck i see them evening speed in school zones. at 9:56:35 on 4/02/2015	1581480255461220	#####
I5 9:47	Maureen Tidwell		Maureen Tidwell Teach people to always, always use the crossings provided, everyday you see people darting thru traffic when not that far away is a crossing, pure laziness. at 9:47:32 on 4/02/2015	1581478682128040	#####
I5 9:12	Lechiam Miachel		Lechiam Miachel Create sidewalks. This community is growing faster than can be kept up with at 9:12:24 on 4/02/2015	1581471018795480	#####
I5 5:24	John Rankin		John Rankin Elevated cross walks... keep the pedestrians away from the cars!!! at 5:24:51 on 4/02/2015	1581396632136250	#####
I5 5:07	Cain Vereen		Cain Vereen Enforce existing laws. at 5:07:59 on 4/02/2015	1581389255470320	#####
I5 4:29	Jason Brooks		Jason Brooks More pedestrians could start actually using designated crosswalks instead of crossing where drivers do not expect them to be crossing. It pisses me off when I see someone cross 30-40 feet away from an actual crosswalk. at 4:29:56 on 4/02/2015	1581265238816060	#####
I5 3:59	William Dennis		William Dennis Free Hartline transit...triple bus fleet...24 hr service at 3:59:25 on 4/02/2015	1581258142150100	#####
I5 3:54	Alexander Parmelee		Alexander Parmelee Stop making pedestrians and people using public transportation feel like second-class citizens. Maybe we can start by not making the bus stops in the ghetto fully exposed to splashes from cars as they pass by. Did anybody designing the city realize that we are living in a wetland? at 3:54:49 on 4/02/2015	1581257455483500	#####
I5 3:37	Phil Hernandez		Phil Hernandez I really wish people would walk on the sidewalks . I passed at least four people walking in the road wearing dark clothes tonight . at 3:37:03 on 4/02/2015	1581116185497630	#####
I5 3:34	Brenda Bell		Brenda Bell And every day and every evening the majority of the cars on Fletcher Ave still try to go before you are across or won't stop when the lights are flashing Now I know not everyone uses the crosswalk but I do and look what happened to me!!!! at 3:34:21 on 4/02/2015	1581085988833980	#####
I5 3:31	Brenda Bell		Brenda Bell Well I can tell you that I got hit a year ago walking home from work The driver ran me over in the crosswalk He was cited for failure to yield to a pedestrian because I had the right of way He got a ticket I ended up with a fractured tibia plateau He gave fake insurance to the deputy Florida Hospital didn't do their job right and Morgan and Morgan dropped my case seven months after not doing anything for me And now I have a jacked up knee/ leg for the rest of my life at 3:31:42 on 4/02/2015	1581076892168220	#####
I5 3:13	Esteban Venture		Esteban Venture Not just the drivers fault ED. People jaywalking on 40th st. at all hours was so bad TPD had to put up electric signs warning drivers. The major problem is, as Adam stated, we are not designed as a pedestrian friendly community. Change starts with electing county commissioners and city council members who will address the problem. at 3:13:41 on 4/02/2015	1581073085501940	#####
I5 3:04	Philosaurus WR-Rex		Philosaurus WR-Rex Don't let everyone drive like maniacs all the time... at 3:04:12 on 4/02/2015	1581069905502260	#####
I5 2:37	Caroline Rogers		Caroline Rogers Yes I do. Have seen many pedestrians in the ER!! at 2:37:07 on 4/02/2015	1581060052169910	#####
I5 1:45	John Martina		John Martina Get rid of the pedestrians. at 1:45:08 on 4/02/2015	1581048428837740	#####
I5 1:29	Gloria Garcia		Gloria Garcia NYC u call normal hell u wont just hot a few its like a heard of cows crossing of course the cars stop at 1:29:48 on 4/02/2015	1581045425504700	#####

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			Gloria Garcia I work at HCC Community college and we have a crossing for the students and the drivers dnt care who is crossing i have had to put my hand out so they will slow down and u know they get angry with you because they have to stop, there has been a few students that have actually dogged cars to cross And we have the city of police in ybor and where do u think u can find them, parked in our parking lots and doing nothing. They should be out there clocking these cars and giving out tickets. Its against the law for them not stopping for people at a cross walk. at 1:27:42 on 4/02/2015		
I5 1:27	Gloria Garcia			1581044952171420	#####
I5 1:21	Crystal Hill Cook		Crystal Hill Cook People Rea have no idea how to use a crosswalk. I see it all the time at work in Pinellas when we carry them off to the hospital. at 1:21:00 on 4/02/2015	1581043608838220	#####
I5 0:36	Uta Kuhn		Uta Kuhn By educating our drivers to drive more carefully around pedestrians and to encourage pedestrians to use properly marked crossings. How about putting those flashing crosswalk lights at every pedestrian crossing like they've done on Gulf Blvd on St. Pete Beach. Would sure help because those flashing lights do get your attention! at 0:36:37 on 4/02/2015	1581033372172580	#####
I5 0:07	Gerald Lee Roberts		Gerald Lee Roberts Cell phones should shut down when moving more than 5 mph. at 0:07:38 on 4/02/2015	1581011702174740	#####
§ 23:59	Will Main Lmao.		Will Main Lmao. at 23:59:02 on 4/01/2015	1581010102174900	#####
§ 23:07	Maximilian Von Stober		Maximilian Von Stober We don't its natures way of weeding out stupid people seems to be a influx of stupid here why don't we try and fix that at 23:07:29 on 4/01/2015	1581000282175880	#####
§ 23:00	Nicole Page		Nicole Page True story I was hit by an suv just walking at 23:00:33 on 4/01/2015	1580998985509350	#####
§ 22:40	Greg Metty		Greg Metty Stop jaywalking at 22:40:07 on 4/01/2015	1580994795509770	#####
§ 21:34	Nancy Natale Dozier		Nancy Natale Dozier You just pushed one of my hot buttons. Though I agree sidewalks and better lighting is warranted, tickets need to be given out to jay walkers, double fines if jay walking with minors. Same goes for bikes, stiff fines need to be given. If a pedestrian or biker is injured or killed, even if drive is not in the wrong, the driver will never recover from the incident. at 21:34:29 on 4/01/2015	1580981895511060	#####
§ 21:27	Kirby Smith		Kirby Smith Teach you dumb assets how to drive at 21:27:46 on 4/01/2015	1580980878844490	#####
§ 21:18	Shannon West		Shannon West Get a bicycle. Lol at 21:18:57 on 4/01/2015	1580979142178000	#####
§ 21:02	Heather Acosta		Heather Acosta What about pedestrian bridges over busy intersections? I've seen them in other places, and down here it might be a good idea to try them out. at 21:02:42 on 4/01/2015	1580976245511620	#####
§ 20:10	Evelyn Butts		Evelyn Butts What happened to look both ways before you cross the street at 20:10:06 on 4/01/2015	1580965165512730	#####
§ 20:06	Rebecca Smith		Rebecca Smith Should have sidewalks everywhere. My neighborhood has hardly any. I risk my life every time I go to the store. It would help a lot. at 20:06:49 on 4/01/2015	1580964542179460	#####
§ 20:04	Jean Josephson		Jean Josephson More sidewalks and lighting? at 20:04:37 on 4/01/2015	1580963695512880	#####
§ 19:57	Sandy Murray		Sandy Murray We need east west and north south commuter trains to ease congestion Brandon to Airport and Bearss to Downtown. at 19:57:55 on 4/01/2015	1580962048846370	#####
§ 19:49	Pamela Devoid		Pamela Devoid Enforce jaywalking most of these accidents are because idiots are too lazy to walk to a crosswalk to cross the road at the crosswalk I live in Tampa we keep putting these stupid things up because pedestrians refuse to go where they need to be to cross the road the pedestrian is the problem not the drivers at 19:49:01 on 4/01/2015	1580960145513230	#####
§ 19:46	Elias Lou Abusaid		Elias Lou Abusaid Pedestrians are loathed in the Tampa Bay Area.....it carries stigma that the walker is too poor to own a car or use a bus, I personally have tried walking instead of driving and had objects thrown at me, called names (ie bum)....it's just too dangerous.....it's the local culture here that breeds this phenomena ....vs. NYC ....where walking is normal.... at 19:46:16 on 4/01/2015	1580959595513290	#####
§ 19:30	Mike Mcfarlan		Mike Mcfarlan Eliminate the morons from the population by letting them get hit at 19:30:17 on 4/01/2015	1580956078846970	#####
§ 19:26	Sunshine State		Sunshine State Build more roads here the streets are too congested and people are too in a hurry at 19:26:04 on 4/01/2015	1580955165513730	#####
§ 19:06	Gwen Wagner Small		Gwen Wagner Small DEFINATELY YES !!! at 19:06:44 on 4/01/2015	1580950315514210	#####
§ 19:03	Chris Currie		Chris Currie I've been fighting with the City about installing a crosswalk @ Palm and Ola ... apparently it doesn't meet pedestrian volume requirements.  Seems ridiculous to plow money into a park and then refuse a crosswalk to get to it.  #bobuckhorn #ulele #sohocapital #tampaheightscivicassociation #friendsoftheriverwalk #theheightstampa at 19:03:04 on 4/01/2015	1580949555514290	#####
§ 19:00	Erik Theiss		Erik Theiss How timely....I literally just saw two kids skateboarding down Hillsborough Ave., against traffic in the right hand lane just before and intersection. Its like they wanna get squished! I pointed at the wide side walk next to the street and they just looked at me stupidly.... at 19:00:59 on 4/01/2015	1580949262180990	#####
§ 18:56	Linda Rich		Linda Rich Canada has the friendliest cities for pedestrian and bicycle traffic . Design streets with appropriate sidewalks and crossings. at 18:56:57 on 4/01/2015	1580948595514390	#####
§ 18:35	EJ Ford		EJ Ford Punish drivers for failure to yield to pedestrians. Revoke licenses! at 18:35:12 on 4/01/2015	1580943848848190	#####
§ 18:15	James White		James White Stop approving inappropriate development applications in our neighborhoods! What the Planning Commission is allowing, and in some cases encouraging, is almost criminal. at 18:15:55 on 4/01/2015	1580939468848630	#####
§ 18:09	Kathy Mullen		Kathy Mullen Better mass transit. at 18:09:37 on 4/01/2015	1580938082182100	#####
§ 18:07	Harold Moore		Harold Moore Buy everybody a car..... at 18:07:47 on 4/01/2015	1580937732182140	#####
§ 17:42	Rico Russell		Rico Russell Look both ways before crossing at 17:42:48 on 4/01/2015	1580930985516150	#####
§ 17:13	Catherine Hartley		Catherine Hartley If someone is hit by a car going 30 mph or faster, he/she has an 80% chance of dying. Stop putting places we walk to on roads with design speeds more than 20 mph. The County LDC requires schools to be on collector and arterial roads. It's time we change our thinking about transportation, land use, and site design. at 17:13:26 on 4/01/2015	1580920615517180	#####

ip	From	To	Text	Content ID	Parent ID
15 8:39	Tara Baca McLaughlin		Tara Baca McLaughlin Has anyone ever done a study of sidewalks in our community? Try walking from the new restaurant Ava on S. Howard down to Berns also on S. Howard- there is not even a complete sidewalk all the way. And why can't we get more crosswalks on Bayshore? Narrowing the lanes is good but it still does not address the problem of safe and legal crossing for pedestrians. at 8:39:30 on 4/01/2015	1580726665536580	#####
15 3:56	Brian Smith		Brian Smith Build public transportation in the city with walk ways keeping people off streets...MONO RAIL!! at 3:56:29 on 4/01/2015	1580665775542670	#####
15 0:59	Janice Lamphere-Rosier		Janice Lamphere-Rosier I see a new application on Fletcher ave made for pedestrians to cross safely and they still deem it necessary to cross any where they find more convenient. And yes drivers don't seem to know to yield at the lights for pedestrians. The lights are not set correctly at many traffic crossings to allow a safe crossing for the pedestrians at 0:59:39 on 4/01/2015	1580623535546890	#####
15 20:22	Neil Cosentino		Neil Cosentino Find the person[s] in City County State government who are responsible for reducing the rate. Then have them show us the numbers - set the goal at 10% lower and come-up with programs that will result in lowering the number by 10% at 20:22:26 on 3/31/2015	1580554875553760	#####
15 19:52	Clemente Aused Sr		Clemente Aused Sr Live in front of two university's and no cross walk, when dark it's like frogger with blind folds. at 19:52:36 on 3/31/2015	1580547988887780	#####
15 19:13	Neil Cosentino		Neil Cosentino Set a Goal at 19:13:42 on 3/31/2015	1580536875555560	#####
15 5:21	Hadewijch De Vids		Hadewijch De Vids Education,education. Drivers and pedestrians at 5:21:09 on 3/31/2015	1580239235585320	#####
15 4:00	Anneliese Meier		Anneliese Meier Design would help immensely. The new crossing on S. Howard by Bern's is just terrible. Education and perhaps a CAM for awhile would all be helpful. At least we are walking more..... at 4:00:41 on 3/31/2015	1580218498920730	#####
15 1:25	Kirk Dabolt		Kirk Dabolt Take away cell phones & ear buds at 1:25:00 on 3/31/2015	1580170422258870	#####
15 0:41	Pamela Puca		Pamela Puca Mostly adults. Kids have more sense. at 0:41:55 on 3/31/2015	1580155042260410	#####
15 0:41	Derek Spalding		Derek Spalding Traffic cams, probation of license after 2-3 red light runs, and more citations for jaywalkers. Highways are not an area to cross outside of a crosswalk! Common sense here people. at 0:41:52 on 3/31/2015	1580155032260410	#####
15 0:26	Joanna Hayston Rydzewski		Joanna Hayston Rydzewski Hey Pam, I agree with that too.... Kids need and even adults need to stop and look both ways, use cross walks, remove head sets off heads, stop texting while driving or walking across road. at 0:26:32 on 3/31/2015	1580150305594220	#####
15 23:43	Ivanka Kokot		Ivanka Kokot Create more crosswalks in convenient areas. at 23:43:21 on 3/30/2015	1580137678928810	#####
15 23:42	Ivanka Kokot		Ivanka Kokot Agreed at 23:42:05 on 3/30/2015	1580137282262180	#####
15 23:38	Pamela Puca		Pamela Puca Pedestrians need to pay more attention and not be texting and talking while walking. Pay attention to what they are doing. at 23:38:01 on 3/30/2015	1580136408928940	#####
15 23:29	Rafeeqah Salaam		Rafeeqah Salaam start revoking licenses. Patrol check because every other driver isn't licensed nor are they insured. People driving with fake insurance, so many ppl dying because no one cares about the speed laws in this state. There are no pedestrian sidewalks nor is it any well lit streets. From a big city and this state is complete garbage when it comes to enforcing the law. at 23:29:07 on 3/30/2015	1580134848929090	#####
15 23:13	Joanna Hayston Rydzewski		Joanna Hayston Rydzewski we need to teach in driving school for the younger ones coming out on the road to learn to not text and drive, if your friends are distracting you tell them to shut up or get out of the car, pay attention to the other drivers near and around you, put your cell phone in the console on the car and till you're off the road, they will leave a message for you to return call. People already out there need to read the drivers manual online for the new rules and get updated on what is legal now. we are still injured from a driver who admitted he was distracted but wouldn't tell the police what the distraction was. we are still going back and forth to therapy for over a yr and sister is awaiting surgery. we were stopped and he came from nowhere and hit us while we were at dead stop and he hit us at impact of 60 MPH. He never hit breaks and we went on top of car in front of us. Had he not been distracted we would be still healthy. He runs red lights without full stops, he passes cars without knowing another car was coming head on into him. He should not be on the road or have a license. you need stricter laws where you actually have to take time to sit in driving school instead of online course. anyone can take that class for you. \$160.00 later no points on record. at 23:13:41 on 3/30/2015	1580132292262680	#####
15 23:05	Karen J Gard		Karen J Gard Police should be as diligent if not more so in addressing(ticketing)jay walkers and bicyclist not conforming to rules of the road as they are to setting up radar sites and running tags. Some intersection may need to prohibit right turn on red. County/state needs to look at multimodal areas and ensure there are adequate means to move for cyclist(bike lanes ) pedestrians(side walks). Developers have a responsibility in creating communities that work not just for vehicles. Quit creating entrance and egress point for shopping centers that leave out the thought cyclist and pedestrians will use walkway too. Mark cross walks on roads and parking lots . It is shameful Tampa Bay gets this designation year after year. at 23:05:17 on 3/30/2015	1580131068929470	#####
15 21:41	Jack Neu		Jack Neu Education and enforce existing laws. Cars don't stop for pedestrians in crosswalks and also run red lights and roll through stop signs. Pedestrians cross anywhere they choose. at 21:41:46 on 3/30/2015	1580111298931450	#####
15 21:23	Carlos Cortes		Carlos Cortes Yes. You are completely correct. Drivers do not understand the law "no turning when pedestrians in crosswalk" at 21:23:19 on 3/30/2015	1580107558931820	#####
15 21:22	Kimberly Tedder		Kimberly Tedder on the flip side, as a pedestrian I can't tell you how many times I've nearly been hit IN the crosswalk when it is my turn-- usually, because a driver wanting to make a right hand turn can't be bothered to ensure they have the right of way.. they check for traffic, but not crosswalk signs. at 21:22:00 on 3/30/2015	1580107255598520	#####
15 20:59	Christopher Cochran		Christopher Cochran Obviously the other answer is to put ad shelters at all 15000 bus stops in the area to fund projects :) at 20:59:07 on 3/30/2015	1580102558932320	#####
15 20:38	Adam Metz		Adam Metz We have no excuse for not correcting this. at 20:38:31 on 3/30/2015	1580096392266270	#####
15 20:36	Carlos Cortes		Carlos Cortes Great point stranger!! at 20:36:09 on 3/30/2015	1580095755599670	#####
15 20:35	Carlos Cortes		Carlos Cortes Education. The pedestrian and the driver. Pedestrian most importantly. I see it everyday...pedestrians not using the cross walks, expecting drivers to stop for them. Of those numbers, how many are the fault of the pedestrian? ? at 20:35:05 on 3/30/2015	1580095532266360	#####
15 20:16	Heather Acosta		Heather Acosta education. stricter laws concerning distracted driving, speeding, and just plain dangerous driving. lots of people around here seem to think they can get away with anything they want on the road without consequence, because we have very lax rules. at 20:16:33 on 3/30/2015	1580090462266870	#####
15 20:14	Christopher Cochran		Christopher Cochran The only way to address this issue is to require FDOT to actually work hand in hand with transit agencies, neighborhood associations, and MPOs. While they technically do, it seems that it is done to check off a requirement on a checklist instead of actually putting recommendations into the work program. People must demand change and it starts with your local representatives. at 20:14:55 on 3/30/2015	1580090088933570	#####

Time	From	To	Text	Content ID	Parent ID
5 20:14	Bill Hutchison		Bill Hutchison Right: Design roads to move the most vehicles as fast as possible, with wide lanes and few obstructions. Drivers respond by going as fast as they can and peds get run over. at 20:14:05 on 3/30/2015	1580089938933590	#####
5 19:52	Adam Metz		Adam Metz It's all in the design. People will drive as fast as they feel comfortable going, regardless of what the speed limit sign says. 12 foot wide lanes give drivers the feeling that they can go faster easily and safely. Two or three 12 foot wide lanes is a highway, simply put. And we run these highways right through the middle of neighborhoods - where they don't belong - so it should be no surprise we have so many fatalities. at 19:52:51 on 3/30/2015	1580085102267400	#####
5 19:48	Bill Hutchison		Bill Hutchison No surprise there! at 19:48:21 on 3/30/2015	1580084055600840	#####
5 21:45	Hillsborough MPO		Hillsborough MPO at 21:45:47 on 3/27/2015	#####	
5 19:15	GO Hillsborough		GO Hillsborough at 19:15:29 on 3/25/2015	1577837022492210	
5 19:15	GO Hillsborough		GO Hillsborough at 19:15:26 on 3/25/2015	1577837002492210	
5 19:15	GO Hillsborough		GO Hillsborough at 19:15:23 on 3/25/2015	1577836952492220	
5 19:15	GO Hillsborough		GO Hillsborough at 19:15:23 on 3/25/2015	1577836955825550	
5 19:15	GO Hillsborough		GO Hillsborough at 19:15:22 on 3/25/2015	1577836945825550	
5 19:15	GO Hillsborough		GO Hillsborough at 19:15:18 on 3/25/2015	1577836882492220	
5 19:15	GO Hillsborough		GO Hillsborough at 19:15:18 on 3/25/2015	1577836885825560	
5 19:15	GO Hillsborough		GO Hillsborough at 19:15:18 on 3/25/2015	1577836889158890	
5 14:50	GO Hillsborough		GO Hillsborough at 14:50:16 on 3/25/2015	1577761242499790	
5 14:50	GO Hillsborough		GO Hillsborough at 14:50:16 on 3/25/2015	1577761249166450	
5 14:50	GO Hillsborough		GO Hillsborough at 14:50:12 on 3/25/2015	1577761145833130	
5 14:50	GO Hillsborough		GO Hillsborough at 14:50:10 on 3/25/2015	1577761069166470	
5 14:50	GO Hillsborough		GO Hillsborough at 14:50:10 on 3/25/2015	1577761072499810	
5 14:50	GO Hillsborough		GO Hillsborough at 14:50:10 on 3/25/2015	1577761079166470	
5 14:50	GO Hillsborough		GO Hillsborough at 14:50:06 on 3/25/2015	1577760952499820	
5 14:50	GO Hillsborough		GO Hillsborough at 14:50:06 on 3/25/2015	1577760955833150	
5 14:50	GO Hillsborough		GO Hillsborough at 14:50:06 on 3/25/2015	1577760965833150	
5 14:50	GO Hillsborough		GO Hillsborough at 14:50:02 on 3/25/2015	1577760865833160	
5 14:50	GO Hillsborough		GO Hillsborough at 14:50:01 on 3/25/2015	1577760855833160	
5 14:50	GO Hillsborough		GO Hillsborough at 14:50:01 on 3/25/2015	1577760859166490	
			GO Hillsborough		
5 13:56	GO Hillsborough		Station 2 â€“ Powerpoint Loop - <a href="http://go.hillsborough.org/useful-documents/">http://go.hillsborough.org/useful-documents/</a> at 13:56:00 on 3/25/2015	1577732079169370	
5 13:56	GO Hillsborough		GO Hillsborough		
5 13:56	GO Hillsborough		Station 6 & 7 - Priorities & Map Exercises at 13:56:00 on 3/25/2015	1577732075836040	
			GO Hillsborough		
5 13:55	GO Hillsborough		Station 5 â€“ We are experiencing a decline in our quality of life at 13:55:57 on 3/25/2015	1577732039169380	
			GO Hillsborough		
5 13:55	GO Hillsborough		Station 1 â€“ Community Snapshot: We are a very big community; larger than 8 states and the District of Columbia at 13:55:56 on 3/25/2015	1577732035836040	
			GO Hillsborough		
5 13:55	GO Hillsborough		Station 3 & 4 â€“ Weâ€™ve spent \$1.3B in transportation over the last 20 years but our infrastructure is still becoming increasingly difficult to maintain. at 13:55:56 on 3/25/2015	1577732032502710	
			GO Hillsborough		
5 22:10	GO Hillsborough		at 22:10:13 on 3/24/2015	1577444895864760	
			GO Hillsborough		
5 22:10	GO Hillsborough		at 22:10:12 on 3/24/2015	1577444872531430	
			GO Hillsborough		
5 22:10	GO Hillsborough		at 22:10:11 on 3/24/2015	1577444835864760	
			GO Hillsborough		
5 22:10	GO Hillsborough		at 22:10:11 on 3/24/2015	1577444839198100	
			GO Hillsborough		
5 22:10	GO Hillsborough		at 22:10:09 on 3/24/2015	1577444802531430	
			GO Hillsborough		
5 22:10	GO Hillsborough		at 22:10:08 on 3/24/2015	1577444782531430	
			GO Hillsborough		
5 22:10	GO Hillsborough		at 22:10:07 on 3/24/2015	1577444779198100	

Op	From	To	Text	Content ID	Parent ID
§ 22:10	GO Hillsborough		GO Hillsborough at 22:10:04 on 3/24/2015	1577444715864770	
§ 22:10	GO Hillsborough		GO Hillsborough at 22:10:04 on 3/24/2015	1577444722531440	
§ 22:10	GO Hillsborough		GO Hillsborough at 22:10:04 on 3/24/2015	1577444725864770	
			GO Hillsborough		
§ 14:30	GO Hillsborough		When it comes to transportation in Hillsborough County, what are we doing right? What do you want to see more of? at 14:30:01 on 3/20/2015	1574258082850100	
I5 5:11	Ivanka Kokot		Ivanka Kokot What you're doing right: excluding I-275 and the fletcher/fowler part of i-75, Tampa has excellent highways. Particularly the newest additions, the selmon/expressway and I-4 connection. They are a pleasure to drive, particularly at night, and allow for a lovely drive through the city. Call me strange, but I honestly find them aesthetically pleasing, great condition, clean, and easy to drive on.  What do I want to see?: I desperately want to see a light rail. I would love to see a light rail connecting Downtown, South Tampa, Brandon, Temple Terrace/USF, Plant City and Carrollwood. Especially with late night hours Thursday-Sunday at the least. I greatly admire the train system in Dallas. at 5:11:28 on 3/21/2015	1575499472725970	#####
I5 4:26	Shirley Howell Wood		Shirley Howell Wood #fixourroads People depend on our roads. the must be maintained. at 4:26:46 on 3/21/2015	1575488756060370	#####
			Adam Metz The Good: Go Hillsborough has been an excellent way to solicit the input of as many Hillsborough county residents as possible while also providing education about our transportation system and county planning. The process been conducted professionally, transparently and fairly, giving everyone who wanted to speak an opportunity to do so.  The Bad: 500,000 additional residents are expected to live in this county by 2035. Fixing our roads is obvious, but if we expect everyone to drive their own cars, we will literally choke ourselves to death. We must make it possible to get from point A to point B without a car by significantly expanding the bus system, providing complete streets that are safe for bicyclists and pedestrians, and connecting Tampa International Airport to the the largest business district in Florida [Westshore] with a light rail line.  The Ugly: We have \$8 billion in repairs that need to be made to the roads we have right now. We have \$44 million to spend. If we do nothing, it's all downhill from here. at 20:46:39 on 3/20/2015	1575329576076290	#####
§ 14:52	Kimberly Tedder		Kimberly Tedder HART routes with expanded hours to south Riverview/Sun city/ruskin/Apollo beach. No buses on weekends and later at night stinks. Tired of fighting to get someone to pick me up off the number 8 route or walking eight miles to get home because no one can be bothered to help a friend with transportation issues. Tired of paying thirty to sixty dollars in cab fares daily to get to/from work on the weekends. at 14:52:09 on 3/20/2015	1575212059421370	#####
§ 14:37	Jo Laurie Penrose		Jo Laurie Penrose More transit in the unincorporated area. Cycle tracks, which IMO are safer than bike paths. at 14:37:36 on 3/20/2015	1575205702755340	#####
			GO Hillsborough  2010 saw an influx of bicyclist deaths on Hillsborough County roadways with a total of 12 fatalities--over twice the national average. What can we do to make roads safer for all?  at 14:30:00 on 3/19/2015	1574252216184020	
I5 3:06	Shirley Howell Wood		Shirley Howell Wood Cyclists are part of the problem. I had one cross the road in front of me today in the middle of a road, not at a corner or crossing. Many cyclists think they are above the law. I wonder how many of the accidents involving cyclists are the result of them not following the law. at 3:06:53 on 3/28/2015	1578866762389240	#####
§ 14:21	Angela Henry		Angela Henry Teach cyclists which side of the road they should be on! I see so many cyclists riding against the traffic. at 14:21:36 on 3/21/2015	1575715616037680	#####
§ 11:59	Joe Bagadonutz		Joe Bagadonutz Any more current data? at 11:59:21 on 3/20/2015	1575127739429810	#####
§ 23:21	Heather Acosta		Heather Acosta Perhaps license renewals should require a test to pass. People seem to forget the rules and courtesies of the road. at 23:21:27 on 3/19/2015	1574934382782470	#####
			Kimberly Tedder I agree with guarded bike lanes, but that can only help so much if a car is going fast enough they'll even jump the "posts" or a curb.. higher fines for distracted driving.. texters swerving into bike lanes/etc. at 17:52:05 on 3/19/2015	1574852876123960	#####
§ 16:47	Ivanka Kokot		Ivanka Kokot Guarded bike lanes at 16:47:10 on 3/19/2015	1574831116126130	#####
§ 14:37	Jo Laurie Penrose		Jo Laurie Penrose More noticeable signage so that motorists will see the cyclists. Drivers are so distracted now they don't see much around them. at 14:37:55 on 3/19/2015	1574777212798190	#####
§ 15:42	GO Hillsborough		GO Hillsborough at 15:42:40 on 3/18/2015	1574299699512610	
			GO Hillsborough at 15:42:37 on 3/18/2015	1574299649512610	
§ 15:42	GO Hillsborough		GO Hillsborough at 15:42:37 on 3/18/2015	1574299652845950	
			GO Hillsborough at 15:42:37 on 3/18/2015	1574299656179280	
§ 15:42	GO Hillsborough		GO Hillsborough at 15:42:22 on 3/18/2015	1574299519512630	
			GO Hillsborough at 15:42:22 on 3/18/2015	1574299522845960	
§ 15:42	GO Hillsborough		GO Hillsborough at 15:42:22 on 3/18/2015	1574299526179290	
			GO Hillsborough at 15:42:18 on 3/18/2015	1574299442845970	
§ 15:42	GO Hillsborough		GO Hillsborough at 15:42:18 on 3/18/2015	1574299446179300	
			GO Hillsborough at 15:42:18 on 3/18/2015	1574299452845970	
§ 15:42	GO Hillsborough		GO Hillsborough at 15:42:13 on 3/18/2015	1574299366179310	
			GO Hillsborough at 15:42:13 on 3/18/2015	1574299372845980	

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3 15:42	GO Hillsborough		GO Hillsborough at 15:42:13 on 3/18/2015	1574299382845970	
3 15:42	GO Hillsborough		GO Hillsborough at 15:42:09 on 3/18/2015	1574299212845990	
3 15:42	GO Hillsborough		GO Hillsborough at 15:42:09 on 3/18/2015	1574299216179320	
3 15:42	GO Hillsborough		GO Hillsborough at 15:42:08 on 3/18/2015	1574299209512660	
3 15:35	GO Hillsborough		GO Hillsborough at 15:35:41 on 3/18/2015	1574297336179510	
3 15:35	GO Hillsborough		GO Hillsborough at 15:35:42 on 3/18/2015	1574297286179520	
3 15:35	GO Hillsborough		GO Hillsborough at 15:35:42 on 3/18/2015	1574297289512850	
3 15:35	GO Hillsborough		GO Hillsborough at 15:35:42 on 3/18/2015	1574297292846180	
3 15:35	GO Hillsborough		GO Hillsborough at 15:35:05 on 3/18/2015	1574297169512860	
3 15:35	GO Hillsborough		GO Hillsborough at 15:35:03 on 3/18/2015	1574297139512870	
3 15:35	GO Hillsborough		GO Hillsborough at 15:35:01 on 3/18/2015	1574297079512870	
3 15:35	GO Hillsborough		GO Hillsborough at 15:35:01 on 3/18/2015	1574297082846200	
3 15:35	GO Hillsborough		GO Hillsborough at 15:35:01 on 3/18/2015	1574297092846200	
3 15:34	GO Hillsborough		GO Hillsborough at 15:34:48 on 3/18/2015	1574296939512890	
3 15:34	GO Hillsborough		GO Hillsborough at 15:34:47 on 3/18/2015	1574296936179550	
3 15:34	GO Hillsborough		GO Hillsborough at 15:34:44 on 3/18/2015	1574296849512890	
3 15:34	GO Hillsborough		GO Hillsborough at 15:34:44 on 3/18/2015	1574296852846230	
3 15:34	GO Hillsborough		GO Hillsborough at 15:34:44 on 3/18/2015	1574296856179560	
3 15:34	GO Hillsborough		GO Hillsborough at 15:34:40 on 3/18/2015	1574296806179570	
3 15:34	GO Hillsborough		GO Hillsborough at 15:34:40 on 3/18/2015	1574296819512900	
15 2:51	Spencer Kass		Spencer Kass i keep seeing this slide posted, and under the proposed ideas these percentages change to what? the truth is these percentages are not going to change. at 2:51:49 on 3/19/2015	1574518886157360	#####
3 15:34	GO Hillsborough		GO Hillsborough at 15:34:39 on 3/18/2015	1574296802846230	
3 18:51	GO Hillsborough		GO Hillsborough at 18:51:14 on 3/17/2015	1573670099575570	
3 18:51	GO Hillsborough		GO Hillsborough at 18:51:13 on 3/17/2015	1573670089575570	
3 18:51	GO Hillsborough		GO Hillsborough at 18:51:11 on 3/17/2015	1573670052908910	
3 18:51	GO Hillsborough		GO Hillsborough at 18:51:11 on 3/17/2015	1573670056242240	
3 18:51	GO Hillsborough		GO Hillsborough at 18:51:09 on 3/17/2015	1573669999575580	
3 18:51	GO Hillsborough		GO Hillsborough at 18:51:06 on 3/17/2015	1573669949575580	
3 18:51	GO Hillsborough		GO Hillsborough at 18:51:06 on 3/17/2015	1573669952908920	
3 18:51	GO Hillsborough		GO Hillsborough at 18:51:06 on 3/17/2015	1573669956242250	
3 18:50	GO Hillsborough		GO Hillsborough at 18:50:37 on 3/17/2015	1573669812908930	
3 18:50	GO Hillsborough		GO Hillsborough at 18:50:36 on 3/17/2015	1573669779575600	
3 18:50	GO Hillsborough		GO Hillsborough at 18:50:34 on 3/17/2015	1573669752908940	
3 18:50	GO Hillsborough		GO Hillsborough at 18:50:32 on 3/17/2015	1573669722908940	
3 18:50	GO Hillsborough		GO Hillsborough at 18:50:31 on 3/17/2015	1573669706242280	
3 18:50	GO Hillsborough		GO Hillsborough at 18:50:31 on 3/17/2015	1573669709575610	
3 18:50	GO Hillsborough		GO Hillsborough at 18:50:29 on 3/17/2015	1573669659575610	
3 18:50	GO Hillsborough		GO Hillsborough at 18:50:27 on 3/17/2015	1573669632908950	
3 18:50	GO Hillsborough		GO Hillsborough at 18:50:27 on 3/17/2015	1573669636242280	
3 18:50	GO Hillsborough		GO Hillsborough at 18:50:24 on 3/17/2015	1573669592908950	
3 18:50	GO Hillsborough		GO Hillsborough at 18:50:24 on 3/17/2015	157366959575620	
3 18:50	GO Hillsborough		GO Hillsborough at 18:50:24 on 3/17/2015	1573669602908950	

id	From	To	Text	Content ID	Parent ID
518:35	GO Hillsborough		GO Hillsborough at 18:35:47 on 3/17/2015	1573665482909360	
518:35	GO Hillsborough		GO Hillsborough at 18:35:47 on 3/17/2015	1573665486242700	
518:35	GO Hillsborough		GO Hillsborough at 18:35:44 on 3/17/2015	1573665432909370	
518:35	GO Hillsborough		GO Hillsborough at 18:35:44 on 3/17/2015	1573665436242700	
513:15	GO Hillsborough		GO Hillsborough at 13:15:01 on 3/13/2015	1569788476630400	
513:15	GO Hillsborough		GO Hillsborough at 13:15:01 on 3/13/2015	1569796609962920	
			GO Hillsborough  How much does owning a car cost? According to this study by the @United Way, cars are more than 11 times more expensive than public transportation. Check out the full study here: <a href="http://www.unitedwaysuncoast.org/wp-content/uploads/2014/11/ALICE-Exec-Summary-FIN.pdf">http://www.unitedwaysuncoast.org/wp-content/uploads/2014/11/ALICE-Exec-Summary-FIN.pdf</a> at 12:45:00 on 3/11/2015	1569774189965160	
512:45	GO Hillsborough		Bill Hutchison Mark you can forget your Tea Party/ free market "solutions." That ship sailed the day the Federal government passed the first Federal Aid Highway Act in 1916. Ever since then we have had transportation subsidies and they aren't going away. You throw out quite a few red herrings yourself but that won't change 100 years of government involvement in transportation. The truth is that any modern society needs a wide array of transportation option so it can function efficiently and meet the needs of all citizens. That includes better public transportation. at 17:11:57 on 3/20/2015	1575269602748950	#####
517:11	Bill Hutchison		much more compact area. If the route can't come even remotely close to paying for itself (say 50% recovery from fare box and route ad placement), then why run it? The same for the roads. If it can't be justified over time to pay for itself, then whoever's using it needs to pay those costs, not the taxpayer at large. I've been saying to change the way new growth is looked at in the county for many years. Getting rid of growth subsidized by non-users should be a central focus of this entire discussion. I've said since before 2010, THAT is the discussion which needs to be had. Crap planning is crap planning, regardless of where it is. I told you before, I grew up in full blown rural areas, including 1980s era Citrus Park. Maybe there are other people who want to see the county covered in urban canyons, but I am not among them. I l-o-a-t-h-e seeing the natural beauty close to town being destroyed in favor of the crap growth this county has had. Just like it ticks me off to see so many encumbrances placed on urban development, that it is basically mandated to be expensive, by forcing low density where the market demands higher density, and by forcing the inclusion of costly amenities that the building's occupants may or may not actually want.	1574792466130000	#####
511:54	Mark Calvert		Mark Calvert HART, which is better run than many transit agencies, only recovers 24% of its operating expense from fares. The rest is subsidized mostly from you ad valorem taxes and federal funds. If you want to go further with your own logic on road utilization, we can also apply that to transit. Lots of buses and routes have low utilization also. Do you want to cut those too? Jason, then I assume you can't wait any longer to tear down the trolley. You're the proponent of forcing changes to peoples choice to live where they want, into some densely packed, stacked and packed, noisy canyon of towers, car free to boot, not me. I'll give up road subsidies if you give transit subsidies. Deal? at 11:54:38 on 3/19/2015	1574698486139400	#####
153:44	Jason Ball		Jason Ball Quote,"Transit is subsidized at a much higher rate on passenger miles traveled than roads." Is this a joke? Please cite your source which states that "subsidy per passenger mile" is the lynchpin statistic to use when comparing the cost effectiveness of these modes... Or should I start whipping out moronic statistics, like the fact that when it comes to road networks, outlying collectors and neighborhood streets run at less than 10% of capacity, and never, ever come even remotely close to either "paying for themselves" or even "are paid for by those using them". According to your own logic, we upstanding taxpayers are obligated to either tear up all of these costly boondoggle roads, or tax cheats like you will have to start ponying up the full cost of the infrastructure you consume. Or third option, drop the nonsensical BS, and stop wasting everyone's time pretending that the entirety of Hillsborough County has exactly the same needs as your far flung suburb does. at 3:44:45 on 3/19/2015	1574539742821940	#####
151:36	Sharon Calvert		Sharon Calvert "Marge Waller and Mark Allen Hughes in a research paper for the Progressive Policy Institute of the Democratic Leadership Council.  In most cases, the shortest distance between a poor person and a job is along a line driven in a car. Prosperity in America has always been strongly related to mobility and poor people work hard for access to opportunities. For both the rural and inner-city poor, access means being able to reach the prosperous suburbs of our booming metropolitan economies, and mobility means having the private automobile necessary for the trip. The most important response to the policy challenge of job access for those leaving welfare is the continued and expanded use of cars by low-income workers" <a href="http://www.newgeography.com/content/002666-how-lower-income-citizens-commute">#Fix Our Roads First</a> at 1:36:14 on 3/19/2015	1574478522828060	#####
517:30	Mark Calvert		want to make transit fully sustainable with its own funding source, you'll continue to be dissatisfied with the results, as transit will continue to be subject to the whims of the political process, and most taxpayers who don't use or benefit from it. I refer you to Greenlight Pinellas if you need a refresher on that lesson why taxpayers won't vote for tax increases for something that does benefit them.  I've never stated there is a one size fits all solution, so you can kill that red herring now. But you continue to ignore the roads that the vast majority use every day by choice - its more convenient, effective, time saving, and many cases as I've stated when I started this, cheaper. That's reality. Until a transit option is cheaper, faster and more convenient than the automobile, it will struggle for riders.  But if you want transit to be truly sustainable, it must cover much more of its own costs, which will mean increase fares in many cases. Seniors, millenials, choice riders that can pay the full fare should pay the full costs and not be subsidized by those of us who chose not to use transit. It's the right thing to do for the long term sustainability transit, and for those who chose not to use transit. at 17:30:32 on 3/15/2015	1572512416358000	#####
517:20	Mark Calvert		Mark Calvert Transit is subsidized at a much higher rate on passenger miles traveled than roads. You will continue to be dissatisfied with transit options while it is funded from other sources rather than paying its own way, as its funding will continually be subject to political battles. I'd rather take that \$40B you cite and devolve it back to the states, who know their needs better than any bureaucrat in DC. We are talking about local transporation issues, so there is no need for federal involvement or funds. I refer you to Greenlight Pinellas if you need further reminder that people will not tax themselves for projects they won't benefit from.  I've never stated anything about highway only, or one size fits all solution, so you can stop that red herring now. But you continue to ignore the reality of the convenience and effectiveness of auto transportation that that vast majority of people use and benefit from every day.  You, seniors, millenials can have your choice on transportation. If you are able to pay full fare, pay the full fare so your choice is sustainable. Its the right thing to do. at 17:20:35 on 3/15/2015	1572508663025050	#####

Time	From	To	Text	Content ID	Parent ID
5 14:22	Bill Hutchison		<p>That is not possible since 100 years of massive subsidies for roads distorted the transportation marketplace to the point where the private companies that provided transit services were driven out of business. They won't be returning and it's ludicrous to think they could, or that transit could be financially sustainable, in the face of continuing public policies that favor the automobile and which also continue to pour vast sums into roads.</p> <p>Continuing to single-mindedly focus on costs only does not address social needs of those can't or don't want to drive. These people are banished to the nether regions of society because our continuing emphasis on a highway-only "one-size-fits-all" solution. This really is an insidious form of discrimination and should be grounds for civil rights and ADA lawsuits.</p> <p>That also does not take into account those of us who do not want to drive everywhere. There are large segments of the population (Millennials and Seniors) who do not want to drive everywhere. Again, their needs are not being met by our single minded focus on highways. Transportation should be based on more than a strict dollars and cents argument. The common public good is an overriding factor and a road only "vision" will not deliver the transportation system Tampa needs.</p> <p>It's ridiculous to think that the needs of a large and complex society could be met with such a narrow focus. If we were really serious about providing transportation choices for all citizens, we would fund transit on a par with highways. When was the last time we spent \$40 billion a year on transit? I mean, seriously? I mean, seriously?</p> <p>Walter John Slupecki, QUOTE: "Walter, sorry, I was not aware your ego was so delicate. I consider your sensitivity in my future comments with you."</p> <p>Nice try Mark, but that's not even close to being funny.</p> <p>QUOTE: "I'll give up subsidies for roads if you give subsidies for transit. And don't call the gas tax a subsidy. It's essentially a user fee. Just keep it for roads since drivers pay the gas tax, it should be used to support those who pay it. Stop siphoning gas tax off to pay for everything else. Transit needs to be sustainable with its own funding source.</p> <p>Sounds like you're for more toll roads, Walter. Finally coming around to more user pays?"</p> <p>I used to be very much okay with toll roads, but now that so many of them are being built, and we're being forced to use them as a "way to escape congestion", I am very much opposed to toll roads, especially ones that we don't need.</p> <p>Answer this Mark and Sharon, why are you both pushing for a monstrosity of a toll road in East Hillsborough when it will only cause more sprawl and possibility tons of environmental damage?</p> <p>If you want us to end subsidies for transit, then the subsidies for roads must end too. Let's also abolish gas taxes and replace them with VMT, since that will be implemented nationwide eventually, might as well start now.</p> <p>Let's give transit a dedicated funding source, sales taxes, impact fees, oh wait...you both don't want those do you? What solution do you and Sharon have for that? But first, answer the E Hillsborough toll road question.</p> <p>QUOTE: "We've never stated anything about defund , slash and privatize transit. You keep claiming that Walter, and you know its a lie. I literally grabbed the microphone publicly stated in a meeting this past week that transit must be part of the solution for Hillsborough County. But it must be sustained with its own funding to maintain its viability for the long term.</p> <p>And the same principle applies to roads as well."</p>	1571926259749950	#####
5 21:29	Walter John Slupecki		<p>Mark Calvert We've never stated anything about defund , slash and privatize transit. You keep claiming that Walter, and you know its a lie. I literally grabbed the microphone publicly stated in a meeting this past week that transit must be part of the solution for Hillsborough County. But it must be sustained with its own funding to maintain its viability for the long term.</p> <p>And the same principle applies to roads as well.</p>	1571555506453700	#####
5 19:11	Mark Calvert		<p>At 19:11:26 on 3/13/2015</p> <p>Mark Calvert I'll give up subsidies for roads if you give subsidies for transit. And don't call the gas tax a subsidy. It's essentially a user fee. Just keep it for roads since drivers pay the gas tax, it should be used to support those who pay it. Stop siphoning gas tax off to pay for everything else. Transit needs to be sustainable with its own funding source.</p> <p>Sounds like you're for more toll roads, Walter. Finally coming around to more user pays?</p>	1571508066458440	#####
5 19:07	Mark Calvert		<p>At 19:07:27 on 3/13/2015</p> <p>Mark Calvert I agree with " Everyone should be free to live where they want and have the transportation that supports that decision. " yet you Jason and Walt are trying force something upon me which I've never written, stated, nor believe in. I believe you are free to live on top of Vinikville in the penthouse or a van down by the river. as long as you pay for it. You can get around the town and the USA however you like. I resent having to pay for your choices, just as much as you resent having to pay for my choices. I'll gladly give up subsidies for my choices if you give up subsidies for your choices. Its not a free choice when someone else has to pay that will never use the service. That is why Hillsborough referendum in 2010, Greenlight in 2014 lost. Most people will not pay for something they don't use."</p> <p>Jason and I are forcing something upon you that you don't believe in? Look Mark, you might not have explicitly stated your agenda, but the agenda that you and Sharon push underground is very clear; defund, slash, and privatize transit for more toll roads.</p>	1571507283125180	#####
5 18:20	Walter John Slupecki		<p>At 18:20:19 on 3/13/2015</p> <p>Walter John Slupecki Mark Calvert, QUOTE: "I agree with " Everyone should be free to live where they want and have the transportation that supports that decision. " yet you Jason and Walt are trying force something upon me which I've never written, stated, nor believe in. I believe you are free to live on top of Vinikville in the penthouse or a van down by the river. as long as you pay for it. You can get around the town and the USA however you like. I resent having to pay for your choices, just as much as you resent having to pay for my choices. I'll gladly give up subsidies for my choices if you give up subsidies for your choices. Its not a free choice when someone else has to pay that will never use the service. That is why Hillsborough referendum in 2010, Greenlight in 2014 lost. Most people will not pay for something they don't use."</p> <p>Jason and I are forcing something upon you that you don't believe in? Look Mark, you might not have explicitly stated your agenda, but the agenda that you and Sharon push underground is very clear; defund, slash, and privatize transit for more toll roads.</p> <p>How about we end all subsidies for roads?</p>	1571475249795050	#####
5 18:19	Jason Ball		<p>At 18:19:38 on 3/13/2015</p> <p>Jason Ball It's rather blatantly clear that the survey is exploring the end user costs an ALICE (Asset Limited, Income Constrained, Employed) resident faces in the real world. It's literally called the "ALICE Report"... If you can't figure that out by reviewing the report, then there's really nothing to say.</p> <p>Anyone who wants to get into a discussion about the real world, macroscale costs of mass transportation versus auto-centric transportation, by all means let's please do so. In this region's political discourse, there has never been a vigorous hashing out of what the total costs are that a resident faces with each mode of transport, and the impact such choices have on a wide range of consequences of auto-centric transportation, such as the cost of first responders, healthcare, policing, land use, parking, insurance, upkeep, pollution, and on and on. All of those effects of auto centric transportation have a real world cost associated with them. So I wholeheartedly agree, let's be 100% "open" and "transparent" here with this process, and explain in the fullest detail possible exactly what costs are what. My God please let's finally have exactly that discussion.</p>	1571471039795480	#####

Time	From	To	Text	Content ID	Parent ID
5 17:33	Walter John Slupecki		<p>Walter John Slupecki Sharon Calvert, QUOTE: "This article is misleading as it does not take into account the full operational costs of public transportation aka transit that someone must pay for vs the costs associated with owning a car. That is comparing apples to oranges and is a false narrative. GoHillsborough cherry picked a statement and a small paragraph out of a 220 page document - how disingenuous and unfair to this process and continues to erode the trust in this effort."</p> <p>As I just told Mark, what you both expecting from this report? That every single transit rider scenario has to be covered? All costs published? What are both trying to say?</p> <p>at 17:33:22 on 3/13/2015</p>		
5 17:26	Walter John Slupecki		<p>Walter John Slupecki Mark Calvert, QUOTE: "The study conveniently ignore the full costs of transit, only considering the fares (\$36 a month.. so their transit rider is only riding transit about 9 - 12 times a month), not the costs to operate transit, which are heavily subsidized. This statement is extremely misleading. On page 30, of a 220 page report, by the way, you could have cited the page rather than make us find it for you.</p> <p>I am not against transit, and want HART TDP funded, but misleading statements like this erode trust in the process."</p> <p>Go Hillsborough messed up by not linking the full article, definitely not good. However, what do you expect out of any such report Mark? That every single transit rider scenario has to be covered? I'm not getting your point at all.</p> <p>at 17:26:09 on 3/13/2015</p>	1571440146465230	#####
5 15:23	Mark Calvert		<p>Mark Calvert Can you defend your position, cite any facts, or just call use names?</p> <p>at 15:23:59 on 3/13/2015</p>	1571366476472600	#####
5 15:15	Ken Elliott		<p>Ken Elliott The Calverts are petty.</p> <p>I'm willing to bet they have the same attitude toward public schools.</p> <p>If their kids don't go there, why should they subsidize yours?</p> <p>That's not the point.</p> <p>These Tea folks are small potatoes.</p> <p>They are not a force to deal with, and they are not important.</p> <p>The biggest challenge here is getting the Dems to vote.</p> <p>When the "left" shows up at the polls, the Calverts and their ideology don't stand a chance.</p> <p>That's why we have the Oval Office.</p> <p>Those who are against public transit will vote EVERY time.</p> <p>Plenty of people voted for the ACA, even though they don't use it.</p> <p>It's called investing in your society.</p> <p>The Tea Party can't take away our choices.</p> <p>It's our own lack of voting that allows people like the Calverts to make our choices for us.</p> <p>at 15:15:53 on 3/13/2015</p>	1571362923139620	#####
5 13:29	Sharon Calvert		<p>Sharon Calvert This article is misleading as it does not take into account the full operational costs of public transportation aka transit that someone must pay for vs the costs associated with owning a car. That is comparing apples to oranges and is a false narrative. GoHillsborough cherry picked a statement and a small paragraph out of a 220 page document - how disingenuous and unfair to this process and continues to erode the trust in this effort.</p> <p>at 13:29:03 on 3/13/2015</p>	1571288146480430	#####
5 13:18	Mark Calvert		<p>Mark Calvert The study conveniently ignore the full costs of transit, only considering the fares (\$36 a month.. so their transit rider is only riding transit about 9 - 12 times a month), not the costs to operate transit, which are heavily subsidized. This statement is extremely misleading. On page 30, of a 220 page report, by the way, you could have cited the page rather than make us find it for you.</p> <p>I am not against transit, and want HART TDP funded, but misleading statements like this erode trust in the process.</p> <p>at 13:18:07 on 3/13/2015</p>	1571283033147610	#####
5 13:08	Mark Calvert		<p>Mark Calvert Walter, sorry, I was not aware your ego was so delicate. I'll consider your sensitivity in my future comments with you.</p> <p>at 13:08:23 on 3/13/2015</p>	1571277599814820	#####
5 13:08	GO Hillsborough		<p>GO Hillsborough Good Morning. One of our commenters couldn't find "cars are more than 11 times more expensive than public transportation" in the link we provided. Turns out, we posted the executive summary rather than the entire report and want to be sure to share the link to the full report with all of you. The reference is on page 30. Thanks, and we apologize for the any confusion.</p> <p><a href="http://www.unitedwaysuncoast.org/wp-content/uploads/2014/11/14UW-ALICE-Report_FL_Lowres_11.6.14.pdf">http://www.unitedwaysuncoast.org/wp-content/uploads/2014/11/14UW-ALICE-Report_FL_Lowres_11.6.14.pdf</a></p> <p>at 13:08:11 on 3/13/2015</p>	1571277553148160	#####
5 13:06	Mark Calvert		<p>Mark Calvert I agree with " Everyone should be free to live where they want and have the transportation that supports that decision. " yet you Jason and Walt are trying force something upon me which I've never written, stated, nor believe in. I believe you are free to live on top of Vinikville in the penthouse or a van down by the river, as long as you pay for it. You can get around the town and the USA however you like. I resent having to pay for your choices, just as much as you resent having to pay for my choices. I'll gladly give up subsidies for my choices if you give up subsidies for your choices. Its not a free choice when someone else has to pay that will never use the service. That is why Hillsborough referendum in 2010, Greenlight in 2014 lost. Most people will not pay for something they don't use.</p> <p>at 13:06:55 on 3/13/2015</p>	1571276359814940	#####
5 10:54	Bill Hutchison		<p>Bill Hutchison "Bill and Jason apparently want to force everyone into their ideal planned urban raked and stacked community..."</p> <p>BS. Everyone should be free to live where they want and have the transportation that supports that decision. On the other hand, you rant about us when it's really you who wants everyone to live in the same suburban places as you. It's really quite amusing, Mark.</p> <p>at 10:54:15 on 3/13/2015</p>	1571233966485850	#####
5 10:48	Bill Hutchison		<p>Bill Hutchison "You're apparently dissatisfied with my choice, Bill."</p> <p>I am dissatisfied with you trying to impose your choice on others, whether they want it or not. You like your artificially cheap, subsidized ride on highways, but rant endlessly about others who simply want choices to go about their daily activities.</p> <p>at 10:48:21 on 3/13/2015</p>	1571230936486150	#####

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I5 7:46	Jason Ball		guy attacked as a "liberal" has to interject and call out a "conservative" over unjust tax policy. How about this; toll all limited access highways at a rate which fully pays their cost to build, maintain, widen and replace as congestion demands over time. Drop all coercive big government regulations on private property, such as requirements for the construction of automobile parking, driveways, huge setbacks from the public right of way and so on. Eliminate all general revenue raids, sales taxes, gas taxes and property taxes assessed to pay for roads (and all road related expenses), and instead implement a VMT which utilizes a GIS database which varies the tax rate the driver is charged for each mile traveled, based on relevant vehicle metrics (such as weight), the cost of the road they're using and so on. Think of the HPMS on steroids... Any sort of incentivizing of consumer behavior to drive less/off-peak, or to help offset costs for low income commuters, can be done with the software billing the account used to pay the taxes as they're assessed. Get rid of the coercive system of taxation that hamstrings our economic freedom, and lords over property owners with an iron fist. This system of taxation and related laws do not distribute the cost of roads fairly to users, and as the very purpose of this discussion reminds us, doesn't cover the cost of roads over	1571178376491410	#####
I5 4:27	Jason Ball		Jason Ball Quote, "You're apparently dissatisfied with my choice, Bill."... The "dissatisfaction" is with your authoritarian demand to have your lifestyle subsidized by hundreds of thousands of other Hillsborough County residents who have never once in their entire lives driven on the roads to nowhere that you're demanding they be taxed to pay for. Where do you get this self righteous arrogance that transit must be paid exclusively by transit users and no one else, but far flung roads to nowhere, that are only used by a minuscule handful of county residents living along such roads, have to be underwritten by everyone equally, whether they ever use such roads or not? You people cry about "big bad government", unless it's being corrupted to subsidize your personal lifestyle. If you want better service from your government, then try actually paying enough to cover the cost of your expectations, instead of demanding that everyone else pay your bills for you. at 4:27:11 on 3/13/2015	1571130073162910	#####
I5 4:21	Walter John Slupecki		came out of your sock." Similar phrase your wife uttered several months ago during Greenlight. You both really think we transit supporters are just full of it huh?  Nice job calling me a troll too. That's not what I am btw, but it is what Tom Rask is. I think that you and Sharon are trolls in your own right. Nothing convinces either of you the truth, only what you both perceive as the truth.  Another QUOTE from you, "You're apparently dissatisfied with my choice, Bill. The automobile operational costs are paid 100% by the owner by their choice. HART which is pretty representative of transit only recovers 25% of its operational cost from the users. Why should non-transit users subsidize your choice by 75%?" Excuse me, but then why on earth do we continue to subsidize roads that few people use? Why do we have to subsidize YOUR car centric lifestyle? How about start with using your own funds to fix your own neighborhood roads, and even chip in some money to complete the void that is the Veterans through Lutz. Maybe then we all won't build that off ramp through your backyard. at 4:21:14 on 3/13/2015	1571128823163030	#####
I5 4:13	Jason Ball		Jason Ball Quote, "Mark Calvert Hillsborough County 2015 budget is \$6.5M for roads. You won't admit it but that's the truth..." No, it absolutely is not "the truth". it is your ideological slant, and nothing more. Otherwise, you would in the same sentence also mention the hundreds of millions spent on roads in the past. Roads that were built with debt issued in the past, but paid for with today's tax collections. The money was already spent 20 years ago, doing exactly what you're demanding be done with yet another tax increase, "Fix your roads first". Such funds paid for roads built to serve far flung locations where the deficient tax base cannot pay for its own infrastructure (but politically entrenched developers and landowners can make millions)... Let's put it this way Mark, your statement would never, ever hold up in court as being the beginning and end of testimony about how roads are funded in Hillsborough County. Don't worry though, you don't have to admit that you're being intellectually dishonest. Anyone with a brain already knows it for themselves. at 4:13:36 on 3/13/2015	1571126906496560	#####
I5 2:55	Bill Hutchison		Bill Hutchison No Mark. You have a right to your choice but you do not have a right to try impose that choice on me. at 2:55:19 on 3/13/2015	1571110553164860	#####
I5 2:41	Mark Calvert		Mark Calvert Walter, there is a name for one who hides behind a moniker trolling the internet. Glad you came out of your sock. at 2:41:37 on 3/13/2015	1571108419831740	#####
I5 2:36	Mark Calvert		Mark Calvert You're apparently dissatisfied with my choice, Bill. The automobile operational costs are paid 100% by the owner by their choice. HART which is pretty representative of transit only recovers 25% of its operational cost from the users. Why should non-transit users subsidize your choice by 75%? at 2:36:48 on 3/13/2015	1571107486498500	#####
I5 2:27	Walter John Slupecki		Walter John Slupecki Btw Mark, what is it to you if you are called a tyrant? Sharon has called me a childish "Sock Puppet". Don't think I've forgotten about that. at 2:27:17 on 3/13/2015	1571105779832000	#####
I5 2:26	Walter John Slupecki		Walter John Slupecki I agree Bill at 2:26:10 on 3/13/2015	1571105539832030	#####
I5 1:37	Bill Hutchison		Bill Hutchison Mark, you must feel threatened by the prospect of people having real choices. at 1:37:52 on 3/13/2015	1571094276499820	#####
I5 1:37	Mark Calvert		Mark Calvert Won't call me name, but implies I'm a tyrant. LOL. at 1:37:32 on 3/13/2015	1571094209833160	#####
I5 1:36	Mark Calvert		Mark Calvert Bill and Jason apparently want to force everyone into their ideal planned urban raked and stacked community when clearly most people in Hillsborough County have chosen live outside Jason's urban, packed and congested paradise. Who's tyrranical? at 1:36:17 on 3/13/2015	1571093696499880	#####
I5 1:32	Walter John Slupecki		Walter John Slupecki Go Hillsborough, please ban these troll buses or whatever they call themselves. at 1:32:32 on 3/13/2015	1571092213166690	#####
I5 1:31	Walter John Slupecki		Walter John Slupecki I'm done with you "buses". You all WILL be reported to Facebook. Shut down your account or else. at 1:31:46 on 3/13/2015	1571091999833380	#####
I5 1:29	Walter John Slupecki		Walter John Slupecki They crossed that line during Greenlight Bill. Yet they continue to troll. at 1:29:58 on 3/13/2015	1571091479833430	#####
I5 1:27	Walter John Slupecki		Walter John Slupecki Mark, seriously, my point is, you have a ton of toll roads being built or getting ready to be built, and those plans are not getting a good look by the taxpayers. Meanwhile, people like you and Sharon want to force us to continue to prop up your car centric lifestyle while transit gets slashed left and right and pedestrian facilities lie incomplete. I think Jason's description of you fits well Mark. at 1:27:52 on 3/13/2015	1571091059833470	#####
I5 1:27	Jason Ball		Jason Ball Quote, "The Truth Buses V2  How about let's have a privately owned transit system with minivans instead of wasted empty buses? We can do that for way cheaper!"... lololol, ok prove it's "way cheaper". at 1:27:49 on 3/13/2015	1571091039833480	#####
I5 1:25	Bill Hutchison		Bill Hutchison You want to push your road only "solution" on everyone else and you are rigid to insist on that. I won't call you a name, but at the very least you want to impose your tyranny on everyone else. at 1:25:17 on 3/13/2015	1571090379833540	#####
I5 1:23	Walter John Slupecki		Walter John Slupecki Character assassination by the "buses"! at 1:23:41 on 3/13/2015	1571090006500250	#####
I5 1:11	Mark Calvert		Mark Calvert I cite facts and get called an ideologue. None you guys ever have stated a single fact to counter anything I've posted. Who's the ideologue? at 1:11:47 on 3/13/2015	1571086896500560	#####
I5 1:10	Mark Calvert		Mark Calvert There are over 7000 lane miles of Hillsborough County roads ... not supposed to be maintained by the state. TBX, the interstates, etc are state roads, and supposed to be maintained by FDOT not the county. at 1:10:59 on 3/13/2015	1571086759833900	#####

id	From	To	Text	Content ID	Parent ID
15 0:52	Walter John Slupecki		Walter John Slupecki Neither you or Sharon know what the truth is Mark. at 0:52:41 on 3/13/2015	1571081289834450	#####
15 0:52		Walter John Slupecki	Walter John Slupecki Mark, you know that TBX and the toll road expansion agenda isn't even as vetted as the HART TDP, yet you and Sharon continue to believe that everything about transit has to be scrutinized down to the penny. As I've said before, I 100% agree that our roads need to be fixed, but the underlying agenda that you both continue to carry forth is privatize transit for more toll roads. #fixourroadsfirst is NOT to be a fâ§ade for toll road expansion, yet you both are doing just that. at 0:52:11 on 3/13/2015	1571081086501140	#####
15 0:48	Bill Hutchison		Bill Hutchison This is worth a repeat:  "Tampa is the highest cost metropolitan city in the country for transportation costs. Forty percent of the working poor's income is spent on transportation as opposed to 24.6% of the general population's. The bus system is not only inadequate, running infrequently and with very few routes, but it does not run in the evening or on holidays when many hospitality employees work."...  That nails it! at 0:48:24 on 3/13/2015	1571080173167900	#####
15 0:37	Mark Calvert		Mark Calvert Hillsborough County 2015 budget is \$6.5M for roads. You won't admit it but that's the truth. Oh the county spends many times that on HART alone. at 0:37:36 on 3/13/2015	1571078199834760	#####
§ 23:57	Bill Hutchison		Bill Hutchison Just what I thought. An intellectually bankrupt approach that is easily debunked. at 23:57:05 on 3/12/2015	1571069266502320	#####
§ 23:40	Bill Hutchison		Bill Hutchison I might add that we HAD a totally self supporting public transportation system until massive public spending on roads destroyed the ability of transit companies to make a profit! at 23:40:20 on 3/12/2015	1571065423169370	#####
§ 23:33	Jason Ball		Jason Ball ^He's being a typical ideologue, supplanting intellectual dishonesty for the objective truth, by referencing local funding only, even though that's but a small fraction of the overall cost paradigm... Roads are in fact largely funded through federal and state funds coerced from everyone, not the users of those specific roads. But he can't mention that, or he would have to admit that his "solution" to the county's transportation crisis isn't a solution at all, but is rather a perpetuation of what created the problem in the first place. at 23:33:16 on 3/12/2015	1571063866502860	#####
§ 23:23	Jason Ball		drivers to subsidize auto-centric transportation infrastructure, thereby taking away from them considerable monies that they could have used to pay their own way, according to their own real world needs. End the big government coercion of all residents to underwrite whatever infrastructure built throughout the county, and change the laws to fairly tax those who consume infrastructural resources. It's a simple concept. No one pays for anything beyond what they actually use. So if you're sick of paying taxes you feel that you're not getting any value out of yourself, then join with us advocates for a new vision for the county in our call for tax and zoning reform which will end the failed regulations of today, where every resident gets stuck paying for countywide roads and/or transit that he/she may or may not ever actually use. It's very simple. People who frequent the suburbs will pay for their own infrastructure, strictly according to what they actually use, and people who frequent urban areas will do likewise. (and people who frequent both will pay accordingly) You can't get anymore fair and "free" than that. at 23:23:42 on 3/12/2015	1571061319836450	#####
§ 23:21	Bill Hutchison		Bill Hutchison ^ Something is rotten with that statement, especially in view of the massive rebuilding of I-275 thru downtown and the price tag for that. I'll leave it to others to look into this. at 23:21:12 on 3/12/2015	1571060686503180	#####
§ 23:17	Bill Hutchison		Bill Hutchison Yes and some people can't even afford clunkers or are physically unable to drive. If you can afford to drive and are healthy, you're golden. If not, you are banished to the nether regions of society because you can't easily get around. I personally think that policies that reinforce this bias should be subject to lawsuits under ADA and civil rights statutes. It's an insidious form of discrimination.  That also does not take into account those of us who do not want to drive everywhere. There are large segments of the population (Millennials and Seniors) who do not want to drive everywhere. Again, their needs are not being met by our single minded focus on highways. Transportation should be based on more than a strict dollars and cents argument. The common public good is an overriding factor and your road only "vision" will not deliver the transportation system Tampa needs.  You know the cost of everything and the value of nothing. at 23:17:14 on 3/12/2015	1571059646503280	#####
§ 22:16	Mark Calvert		Mark Calvert HART gets more funding from Hillsborough County than our roads do. at 22:16:30 on 3/12/2015	1571044543171460	#####
§ 21:57	Walter John Slupecki		Walter John Slupecki News Flash: HART has a funding gap at 21:57:29 on 3/12/2015	1571040393171870	#####
§ 21:56	Sharon Calvert		Sharon Calvert The 8K is based on a new car - we have 10 year old cars, therefore the cost is less. But why should we subsidize 80% of "choice riders" transit fares? Shouldn't they pay their "fare share" and a much more market priced ticket? at 21:56:48 on 3/12/2015	1571040196505230	#####
§ 21:36	Jason Ball		Jason Ball What's even more ridiculous is her fervent demands that everyone be compelled by law to pay for the outlying roads she uses, regardless of whether anyone else ever drives on them or not, but that she shouldn't be subject to paying her fair share on any other community infrastructure that she doesn't personally endorse. But that's how these far right radicals think. That they are the only Americans worthy of the government's attention, and that all other Americans are just pathetic deadbeats who should either shut up and die, or join the cause and become a rightwing bigot too. at 21:36:52 on 3/12/2015	1571035039839080	#####
§ 21:23	Jason Ball		Jason Ball lolol, thank you Sharon, for making the point of urban transit proponents for us. Following the link you provided leads to the website of the only such "free car" charity operating in the Tampa Bay area... It is there, that they provide an explanation for why they felt compelled to create a charity which attempts to provide increased mobility to the working poor... Quote, "Tampa is the highest cost metropolitan city in the country for transportation costs. Forty percent of the working poor's income is spent on transportation as opposed to 24.6% of the general population's. The bus system is not only inadequate, running infrequently and with very few routes, but it does not run in the evening or on holidays when many hospitality employees work."... So they literally created a charity which gives away free cars to the working poor, because the transit system is so underfunded and useless, that people who would otherwise depend on it for affordable transportation, cannot... Sharon, I'm sorry, but you couldn't be any more tone deaf and arrogant in your position on the transportation needs of Hillsborough residents if you tried. <a href="http://www.wheelsofsuccess.org/about-us/index.html">http://www.wheelsofsuccess.org/about-us/index.html</a> at 21:23:18 on 3/12/2015	1571031729839410	#####
§ 21:20	Bill Hutchison		Bill Hutchison If you can't drive this is not a solution. at 21:20:53 on 3/12/2015	1571031393172770	#####
§ 21:11	Bill Hutchison		Bill Hutchison Didja hear that all you minimum wage earners? It ONLY costs \$8,876 per year to own a piece of American dream! at 21:11:10 on 3/12/2015	1571029396506310	#####
§ 21:06	Sharon Calvert		Sharon Calvert "AAA released the results of its annual â€œYour Driving Costsâ€™ study today, revealing a 2.7 percent decrease in the cost to own and operate a sedan in the U.S. The average cost fell 1.64 cents to 59.2 cents per mile, or \$8,876 per year, based upon 15,000 miles of annual driving." <a href="http://newsroom.aaa.com/2014/05/owning-and-operating-your-vehicle-just-got-a-little-cheaper-aaa-s-2014-your-driving-costs-study/">http://newsroom.aaa.com/2014/05/owning-and-operating-your-vehicle-just-got-a-little-cheaper-aaa-s-2014-your-driving-costs-study/</a> at 21:06:21 on 3/12/2015	1571028539839730	#####

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520:41	Jason Ball		<p>with a straight face that we vote to keep knowingly hamstringing our community by doubling down on the same failed pattern of sprawling development that is 100% dependent on automobiles, even though such sprawling patterns of development in fact do not generate enough of a tax base to sustain its own infrastructure over time. There literally is no such thing as greenfield development which "pays for itself". ALL of it is subsidized by the funneling of funds from outside sources, and by compelled behavior imposed on the community through the force of law. Want to build a traditional walkable urban development which doesn't impose unnecessary land and parking costs onto its inhabitants? Sorry, that's against the law. You either have to supply space for a bunch of automobiles at great additional expense per post-war auto-centric ideology, or you can't even build at all. From the taxpayer's perspective, this is big government coercion at its worst. Developers build as they please, according to these demonstrably failed zoning laws, and it is taxpayers who are stuck with the bill maintaining all of the deficient infrastructure the developer did or did not build correctly on old farmland. Where's the righteous indignation from all you self proclaimed lovers of free markets over that basic truth? Or maybe the reality is that none of you knee-jerk reactionaries</p>	1571020169840560	#####
520:38	Bill Hutchison		<p>Bill Hutchison So? Abolish the mode-specific highway trust fund and let highways compete for each dollar, along with every other government program. at 20:38:09 on 3/12/2015</p>	1571019613173950	#####
520:22	Walter John Slupecki		<p>Walter John Slupecki Here we go again with more pushing of your agenda to privatize transit.  Devolution of the HTF is a terrible plan. at 20:22:50 on 3/12/2015</p>	1571016669840910	#####
520:00	Bill Hutchison		<p>Bill Hutchison And there you go...speaking the same old road zombie rhetoric... Methinks you are seriously out of step with most people here. They recognize the importance of roads but are also aware that any modern city needs other option as well, such as transit. Your tired and worn out road zombie rhetoric will not solve the problem. at 20:00:54 on 3/12/2015</p>	1571011929841390	#####
519:57	Sharon Calvert		<p>Sharon Calvert In 1983 Congress created the Mass Transit account within the Highway Trust Fund. This act began the diversion of our road user fees, federal gas taxes, to mass transit. This enabled greater expanded siphoning of our federal gas taxes to rail and bus transit, ferry boats, bike paths, sidewalks and recreational trails. Today our federal gas taxes are expanded beyond even those activities and includes air quality mitigation, historic resources, environmental goals and other ancillary purposes. At the same time the scope for the use of our federal gas taxes was being greatly expanded, vehicles continued to become more fuel efficient and vehicles fueled by other types of energy began to be introduced: hybrids, electric, natural gas, etc. As CAFE standards increase fuel efficiency and the public uses more non-gasoline powered vehicles, the funding problem gets worse. The circular logic of heavily subsidizing mass transit and other ancillary activities through dwindling vehicle user fees eventually becomes unsustainable and reality hits. <a href="http://eyeontampabay.blogspot.com/2014/06/eliminate-highway-trust-fund-and.html">http://eyeontampabay.blogspot.com/2014/06/eliminate-highway-trust-fund-and.html</a> at 19:57:02 on 3/12/2015</p>	1571011166508130	#####
519:54	Mark Calvert		<p>Mark Calvert Hmmmm. where in this study does it cite anything about auto vs. transit expense? I can't find it...  But HART buses cost \$0.80 Operating Expense per Passenger Mile (<a href="http://www.ntdprogram.gov/ntdprogram/pubs/profiles/2013/agency_profiles/4041.pdf">http://www.ntdprogram.gov/ntdprogram/pubs/profiles/2013/agency_profiles/4041.pdf</a>)  AAA published auto costs per mile at \$0.592 (<a href="http://newsroom.aaa.com/2014/05/owning-and-operating-your-vehicle-just-got-a-little-cheaper-aaa-as-2014-your-driving-costs-study/">http://newsroom.aaa.com/2014/05/owning-and-operating-your-vehicle-just-got-a-little-cheaper-aaa-as-2014-your-driving-costs-study/</a>)  HART is actually more expensive on a per passenger mile basis.  Oh, and HARTs fortunately recovers about 25% of its operating costs from the fare box... which means about \$0.60 per passenger mile is covered by the local, state, federal funds... your taxes. at 19:54:36 on 3/12/2015</p>	1571010566508190	#####
519:39	Bill Hutchison		<p>Bill Hutchison Maybe Sharon should offer to chauffeur everyone around town? It's ridiculous to think a city the size of Tampa should be totally dependent on roads. at 19:39:46 on 3/12/2015</p>	1571007066508540	#####
519:19	Walter John Slupecki		<p>Walter John Slupecki More evidence that you don't want us to have any transportation choices. at 19:19:47 on 3/12/2015</p>	1571003133175600	#####
519:19	Walter John Slupecki		<p>Walter John Slupecki Well Sharon, you don't want us to have any transportation choices, so there.  By the way, how about making Go Hillsborough answer the million dollar question as to why they're running a circus? at 19:19:12 on 3/12/2015</p>	1571002929842290	#####
519:18	Walter John Slupecki		<p>Walter John Slupecki Continue on with your car-centric pipe dream Sharon. You don't want us to have any transportation choices. at 19:18:02 on 3/12/2015</p>	1571002623175650	#####
519:17	Walter John Slupecki		<p>Walter John Slupecki I agree Bill at 19:17:02 on 3/12/2015</p>	1571002356509010	#####
518:59	Walter John Slupecki		<p>Walter John Slupecki Sharon, ride-sharing is only a piece of the transportation puzzle. You continue to think that it will effectively substitute the need for meaningful public transit like buses and trains. News flash; it doesn't! Ride-sharing will NEVER be a substitute to public transit. at 18:59:38 on 3/12/2015</p>	1570998143176100	#####
517:23	Bill Hutchison		<p>Bill Hutchison I think too many people fall into the trap of comparing the meager transit we have today with driving on a fully built out road system that is the result of decades of auto-focused public spending to the near exclusion of all else.  On top of that, they cavalierly dismiss the fact that a significant number of Tampa's residents do not own a motor vehicle. They can't afford one or are physically unable to drive and find it very difficult to go about their activities because we have a subpar transit system. I ran a cross one person the other day who said he had to turn down a job because he did not have a car and there was no transit. at 17:23:59 on 3/12/2015</p>	1570974029845180	#####
515:04	Bill Hutchison		<p>Bill Hutchison How about having a transportation system that makes driving an option instead of a "one size fits all" solution? Not all of us can or should drive...or want to drive everywhere. at 15:04:09 on 3/12/2015</p>	1570929069849670	#####
514:17	Sharon Calvert		<p>Sharon Calvert How about enabling ride-sharing services that makes it easy and inexpensive to get from where you are to exactly where you need to go exactly when you want? at 14:17:59 on 3/12/2015</p>	1570910393184870	#####
514:16	Sharon Calvert		<p>Sharon Calvert Charities That Offer Free Cars for Low Income Families <a href="http://save.lovetoknow.com/Free_Cars_for_Low_Income_Families">http://save.lovetoknow.com/Free_Cars_for_Low_Income_Families</a> at 14:16:07 on 3/12/2015</p>	1570909843184930	#####
514:14	Sharon Calvert		<p>Sharon Calvert Car Access Provides Best Economic Opportunities <a href="http://eyeontampabay.blogspot.com/2014/10/car-access-provides-best-economic.html">http://eyeontampabay.blogspot.com/2014/10/car-access-provides-best-economic.html</a> at 14:14:54 on 3/12/2015</p>	1570909453184970	#####
514:12	Sharon Calvert		<p>Sharon Calvert Where in the link provided does it make the statement GoHillsborough posted? If GoHillsborough wants "choice" riders, who can afford cars, to ride heavily taxpayer funded transit, then why shouldn't "choice" riders pay their "fair share" of a market priced ticket? <a href="http://eyeontampabay.blogspot.com/2013/09/deceptions-on-transit-solutions-dont.html">http://eyeontampabay.blogspot.com/2013/09/deceptions-on-transit-solutions-dont.html</a> at 14:12:23 on 3/12/2015</p>	1570908709851710	#####
512:47	Shirley Howell Wood		<p>Shirley Howell Wood The cases where someone can "forgo the car" are few, while the cases of people who need and depend on their cars are many. That is why it is imperative that we maintain our roads. #fixourroadsfirst at 12:47:15 on 3/12/2015</p>	1570866089855970	#####

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511:03	Walter John Slupecki		Walter John Slupecki While you are right on the point that a personal vehicle is required for many occupations, there are cases where you can forgo the car. Purchasing a monthly transit pass is far cheaper than spending money on DMV fees, insurance, gas, parking and tolls, and maintenance, not to mention dealing with breakdowns. at 11:03:22 on 3/12/2015		1570803566528890 #####
157:32	Shirley Howell Wood		Shirley Howell Wood Transit does not work for so many. Going from point A to point B then what? The article mentions home care giver. If a person works for an agency that provides home health care, their place of employment differs daily. Same for many service connected jobs. The idea that a person could ride rail to these jobs is a joke. Buses also do not work since so many of the routes require a person to make many transfers and would take several hours to get to where they are needing to go. Cars are necessary in so many occupations, and therefore roads must be maintained. #fixourroadsfirst at 7:32:34 on 3/12/2015		1570740659868510 #####
153:03	Walter John Slupecki		Walter John Slupecki You can purchase a monthly transit pass for far less than all the costs associated with owning a personal vehicle. at 3:03:15 on 3/12/2015		1570624399880140 #####
521:06	Bill Hutchison		Bill Hutchison "If transit ideologues didn't take 16% of the HTF and blow it on transit, there would be no shortfall."  False. In FY 2014 Congress transferred \$10 billion in non-user general funds to the Highway Trust Fund. at the same time, \$5 billion came out of the HTF for transit. Thus, if we took all of the transit funding and put it back into the HTF, we still would have a \$5 billion shortfall.  <a href="http://www.cbo.gov/sites/default/files/cbofiles/attachments/43884-2014-02-Highway_Trust_Fund.pdf">http://www.cbo.gov/sites/default/files/cbofiles/attachments/43884-2014-02-Highway_Trust_Fund.pdf</a>  It's worth noting that the HTF has been running deficits since 2008 , with the \$60 billion difference coming from non-user general revenues. The CBO estimates this will add up to \$168 billion over ten years. The problem is insufficient gas tax revenues, not what we spend on transit.  <a href="http://www.dot.gov/highway-trust-fund-ticker">http://www.dot.gov/highway-trust-fund-ticker</a>  On the state level, here are the actual numbers for the state of Wisconsin FY 2004-2008 that shows where highway money comes from and where it goes. I expect Florida is not much different:  \$8.7 billion general revenue (i.e., non-users)\$3.1 billion federal\$3.0 billion borrowing\$7.4 billion from users (gas tax, registrations, etc)  Total: \$22.2 billion. Of that, transit got \$562 million, which means that if the transit money went back it would not cover the combined \$11.7 billion shortfall from borrowing and non-user general funds.  <a href="http://usa.streetsblog.org/2011/12/12/transit%20%99s-not-sucking-the-taxpayer-dry-roads-are/">http://usa.streetsblog.org/2011/12/12/transit%20%99s-not-sucking-the-taxpayer-dry-roads-are/</a> at 21:06:29 on 3/11/2015		1570541336555110 #####
521:04	Bill Hutchison		Bill Hutchison "Roads are paid for through fuel taxes"  False. The Federal Highway trust fund has been propped up with General Revenue (non-user) funds since 2008, amounting to well over \$60 billion. The federal gas tax has not been raised since 1993 and its spending power has been eroded by a double whammy of inflation and a long term decline in driving. General revenues and property taxes also pay for state and local roads. at 21:04:47 on 3/11/2015		1570540973221820 #####
519:43	Bill Hutchison		Bill Hutchison The expense of car ownership is what is driving many to settle in transit-rich urban areas. at 19:43:02 on 3/11/2015		1570424196566830 #####
519:07	Adam Metz		Adam Metz I spend over \$2000/year on car insurance and maintenance alone. Not including gas. I am fortunate enough to afford it but that's \$2000 that doesn't go into the local economy. Like TB Rays tickets for example... at 19:07:17 on 3/11/2015		1570412909901290 #####
515:57	Tom Rask		Tom Rask Neither the term "public transportation" (nor the word "transit") are mentioned even once in this report. Not once. Typical sleight of hand that I have come to expect from government.  If everybody rides transit, who is going to subsidize it? Right now, gas taxes go to transit. If nobody drives, then who are you going to bleed for money? at 15:57:56 on 3/11/2015		1570359519906630 #####
515:51	Tom Rask		Tom Rask You mean like in those million dollar condos in downtown? Yeah, I could see why they would not be able to afford a car after buying a million dollar condo. Can't fix stupid. at 15:51:09 on 3/11/2015		1570355659907010 #####
513:15	Bill Hutchison		Bill Hutchison The expense of car ownership is what is driving many to settle in transit-rich urban areas. at 13:15:03 on 3/11/2015		1570298389912740 #####
518:52	GO Hillsborough		GO Hillsborough at 18:52:36 on 3/10/2015		1569861479956430
518:52	GO Hillsborough		GO Hillsborough at 18:52:34 on 3/10/2015		1569861429956440
518:52	GO Hillsborough		GO Hillsborough at 18:52:34 on 3/10/2015		1569861436623100
518:52	GO Hillsborough		GO Hillsborough at 18:52:32 on 3/10/2015		1569861409956440
518:52	GO Hillsborough		GO Hillsborough at 18:52:31 on 3/10/2015		1569861386623110
518:52	GO Hillsborough		GO Hillsborough at 18:52:30 on 3/10/2015		1569861366623110
518:52	GO Hillsborough		GO Hillsborough at 18:52:30 on 3/10/2015		1569861369956440
514:10	GO Hillsborough		GO Hillsborough Many of our homes and jobs are not accessible via public transportation. If HART were to expand its bus system, where should it go first? at 14:10:57 on 3/09/2015		1568984926710750
521:38	Bill Hutchison		Bill Hutchison Better idea: Junk the \$9 billion tolled lane idea and spend it on better transit, light rail, streetcars, complete streets, trails, revamped arterials, etc...i.e.,...spend it where it will do the most good. at 21:38:23 on 3/16/2015		1573309912944920 #####
516:07	Bill Hutchison		Bill Hutchison Yeah and funny how "solutions" like \$9 billion tolled lanes are continually being pushed while driving has declined over the last ten years and transit grew. Not so funny is the societal costs of the roads.  Also, it's funny how transit issues have to endure the rigors of the ballot box while roads just seem to happen. at 16:07:46 on 3/16/2015		1573190806290170 #####

Time	From	To	Text	Content ID	Parent ID
5 15:41	Jason Ball		<p>which is the goal of this whole sham "Go Hillsborough" outreach. See the AECOM study last from last year."</p> <p>Oh, you mean the boilerplate report that refers to itself as a "cursory review"? (pg 27). That wasn't a "study", it was a "report" to gauge the viability of a New Starts application if it was made today, based on past trends, not future ones. For someone who claims to have your education, one would think you would know the difference between a "study" and a "report".</p> <p>The report by AECOM, which even though it admits the report is merely a cursory review of existing information, goes ahead and pulls this conclusion out of thin air anyways.... Quote, "The prospect of a network of managed lanes within the Tampa Bay region provides an extremely attractive opportunity to provide high quality, higher speed Rapid Bus or Enhanced Bus on managed lane services" (pg 28).</p> <p>And looky here, check out which engineering firm proudly declares that they are, "leading the charge on toll roads, guiding the vision, development and operations of toll facilities and managed lanes" <a href="http://www.aecom.com/tolling">http://www.aecom.com/tolling</a>.</p> <p>Nope, there's no ideological agenda being pushed here folks. Move along now, and don't complain when you can't afford the commute to work anymore, because AECOM successfully lobbied to build toll roads that will cost you as much as \$30 a day or more to use. I'm sure that perpetually miserable scolds like Tom Rask will still be around to tell you how wrong you were to build toll roads too.</p>		1573177782958130 #####
5 20:47	Jason Ball		<p>Jason Ball Quote,"Tom Rask Reality check - there is no need or demand for more transit."</p> <p>Dead wrong.</p> <p>Quote,"Hillsborough Area Regional Transit has yet again broken a yearly ridership record, transporting 14.9 million passengers in fiscal year 2014, up 2 percent from last year. HART has set a new record for five consecutive years, and 10 out of the last 11."</p> <p><a href="http://www.bizjournals.com/tampabay/news/2014/10/10/hart-breaks-bus-ridership-record-for-fifth-year-in.html">http://www.bizjournals.com/tampabay/news/2014/10/10/hart-breaks-bus-ridership-record-for-fifth-year-in.html</a></p>		1572062029736380 #####
5 19:01	Bill Hutchison		<p>Bill Hutchison Highway-only solutions will not solve the problem. We need to:</p> <ul style="list-style-type: none"> <li>- Maintain existing highways</li> <li>- Vastly enhance bus service</li> <li>- Extend the streetcar to form a downtown loop</li> <li>- Extend the streetcar to nearby neighborhoods</li> <li>- Build a downtown-airport light rail line</li> <li>- Extend Sunrail to Tampa</li> </ul> <p>at 19:01:44 on 3/11/2015</p>		1570411339901450 #####
5 17:32	Tom Rask		<p>Tom Rask Christopher Furtado - your initial comment was that an "express bus to the base would be nice". Well, HART has not identified your route as a priority....so if you guys want it, then your agency can pay for it.</p> <p>Florida Polytechnic (to name just one government entity) pays Polk Transit to operate buses on a contract basis. Legoland (private sector) does the same.</p> <p>As for Bill's dumb comment: so he wants to end all intragovernmental transfer payments? OK, I will take that deal. End them all, including those from USDOT to transit authorities. Etc. etc. ALL of them.</p> <p>at 17:32:12 on 3/11/2015</p>		1570388906570360 #####
5 17:17	Tom Rask		<p>Tom Rask The fact that you failed to realize whose stupidity should be solved makes my point perfectly.</p> <p>As for your those misleading "record ridership" claims: they don't account for population growth. In 1980, the average urban American rode transit 51 times a year; in 2014, it was just 41 times. See <a href="http://ti.org/antiplanner/?p=10380">http://ti.org/antiplanner/?p=10380</a></p> <p>I will respect opinions that are based on facts. Not assertions, unicorns and rainbows.</p> <p>at 17:17:16 on 3/11/2015</p>		1570383883237520 #####
5 16:43	Bill Hutchison		<p>Bill Hutchison More roads won't solve the problem, Tom.</p> <p>at 16:43:01 on 3/11/2015</p>		1570372373238680 #####
5 16:41	Bill Hutchison		<p>Bill Hutchison You have your opinion Tom. Too bad you don't respect mine.</p> <p>at 16:41:00 on 3/11/2015</p>		1570371703238740 #####
5 16:37	Walter John Slupecki		<p>Walter John Slupecki Tom Rask doesn't realize that the AECOM assessment is pure baloney, as I've explained to Sharon Calvert. I don't need an engineering degree, nor need to be a rocket scientist to know how many fallacies are in that assessment. The false mindset that MetroRapid is simply "good enough" for Hillsborough is quite sickening. Yet they all continue to believe it's "the right thing" for the county. Once again, these people (Tom, the Calverts) do not want us here in Hillsborough to have any transportation choices.</p> <p>Tom also believes that the record ridership numbers on both HART and PSTA are nothing but huge shams to fool the public into thinking that both agencies need to be privatized. Contracting out these agencies to MV Transportation or TransDev will not solve our transit system problems, that move will only make the situation worse.</p> <p>at 16:37:50 on 3/11/2015</p>		1570370909905490 #####
5 16:35	Bill Hutchison		<p>Bill Hutchison Stupidity? Tom, you shouldn't beat up on yourself like that.</p> <p>You have your opinion. Too bad you don't respect mine.</p> <p>at 16:35:37 on 3/11/2015</p>		1570370473238870 #####
5 15:46	Tom Rask		<p>Tom Rask "Sprawl" is the term government-luvin' stats use to describe suburban living. They then proceed with platitudes like "balance needed"....as if suburban living was a problem that needs to be "solved" and "balanced" with urban high density living.</p> <p>Here is a better problem to solve: stupidity.</p> <p>at 15:46:00 on 3/11/2015</p>		1570353673240550 #####
5 15:45	Anthony Nachor		<p>Anthony Nachor Go ahead with your reality check, Tom, but your claims are simply made up and do not make any sense.</p> <p>As a graduating city planner with a focus on transportation, it is time for Tampa to enhance its mobility and accessibility options. Has anyone even considered the idea of transit-oriented development yet? I could work on one, with a little help... perhaps converting a short portion of Kennedy from a roadway to a transitway would also work to allow more bus lines to use it and make Downtown Tampa (instead of just Marion TC) a true transit hub.</p> <p>at 15:45:42 on 3/11/2015</p>		1570353549907220 #####

Op	From	To	Text	Content ID	Parent ID
5 15:40	Tom Rask		<p>Tom Rask Reality check - there is no need or demand for more transit. And that is why we are not gonna have rail transit, which is the goal of this whole sham "Go Hillsborough" outreach. See the AECOM study last from last year:  <a href="http://www.mediafire.com/view/28zbc521xapzaot/Hillsborough%20County%20Transit%20Options%20Assessment%20v5%2014-050714%20FINAL.pdf">http://www.mediafire.com/view/28zbc521xapzaot/Hillsborough%20County%20Transit%20Options%20Assessment%20v5%2014-050714%20FINAL.pdf</a>  at 15:40:40 on 3/1/2015</p>		1570352253240690 #####
5 15:38	Jason Ball		<p>Jason Ball Yes, Tom Rask, non-Hillsborough resident, thinks it's fun and games to troll the public proceedings of another county. Tom Rask, the well known serial troll who thought he could become a slicked up politician living off of the public dole, until the voters in Pinellas gave him one of the most crushing electoral defeats in recent history. Tom The Troll is not smarter than Yogi Bear.  at 15:38:35 on 3/1/2015</p>		1570351756574070 #####
5 14:56	Tom Rask		<p>Tom Rask Bill Hutchison -- I was giving you a courtesy heads-up so that you can retain a copy of your comments if you wish. I explained why I am doing it. You chose to take that a some kind of game aimed at you.  at 14:56:58 on 3/1/2015</p>		1570338119908770 #####
5 14:17	Walter John Slupecki		<p>Walter John Slupecki Go Hillsborough needs to ban Tom Rask ASAP. He is proving again and again that he is willing to do anything to deliberately derail the conversation.  at 14:17:24 on 3/1/2015</p>		1570324759910100 #####
5 14:16	Walter John Slupecki		<p>Walter John Slupecki What? Tom, you're a pretty good liar to think that I'm Jason. Wait until all this gets posted on <a href="http://www.whoistomrask.com">www.whoistomrask.com</a>, which I have no connection to.  at 14:16:12 on 3/1/2015</p>		1570321693243740 #####
5 14:08	Bill Hutchison		<p>Bill Hutchison Those who pooh-pooh transit choices also advocate unworkable exurban tolled lanes as a solution to area transportation issues. All that will do is accelerate sprawl and induce yet more driving, which will fill up these new roads soon after they are built. Meanwhile, the urban areas of Hillsborough will still have subpar transit and residents will still find it difficult to get around unless they drive...if they can afford to.  at 14:08:19 on 3/1/2015</p>		1570319813243930 #####
5 14:02	Bill Hutchison		<p>Bill Hutchison Tom, you can say whatever you want. It's a free country. I will express my opinions as well. That's they way things work. Go ahead and delete your comments, but remember, two can play that game.  at 14:02:49 on 3/1/2015</p>		1570317976577450 #####
5 13:57	Walter John Slupecki		<p>Walter John Slupecki Folks, please find out the truth on Tom Rask and how he deliberately contributed to the trashing of Greenlight Pinellas at <a href="http://www.whoistomrask.com">www.whoistomrask.com</a>  at 13:57:50 on 3/1/2015</p>		1570316666577580 #####
5 13:56	Walter John Slupecki		<p>Walter John Slupecki Tom Rask doesn't realize that the AECOM assessment is pure baloney, as I've explained to Sharon Calvert. I don't need an engineering degree, nor need to be a rocket scientist to know how many fallacies are in that assessment. The false mindset that MetroRapid is simply "good enough" for Hillsborough is quite sickening. Yet you all continue to believe it's "the right thing" for the county. Once again, you all do not want us here in Hillsborough to have any transportation choices.    Tom also believes that the record ridership numbers on both HART and PSTA are nothing but huge shams to fool the public into thinking that both agencies need to be privatized. Contracting out these agencies to MV Transportation or TransDev will not solve our transit system problems, that move will only make the situation worse.  at 13:56:13 on 3/1/2015</p>		1570316163244300 #####
5 13:49	Jason Ball		<p>Jason Ball That's why Tom Rask, non Hillsborough resident, deleted his ignorant remarks and came back with the weak claim that "Tampa won't get rail transit"... What he's too wrapped up in his little world of hate to grasp, is the fact that Hillsborough's urban residents don't care whether improved mass transit is run on a great bus network, or on a combined rail and bus network. Either way, the facts on the ground prove Tom is flat out wrong. Hillsborough County is growing (already 50% more populous than Pinellas) and needs a major investment into its severely deficient urban infrastructure.  at 13:49:22 on 3/1/2015</p>		1570313909911190 #####
5 13:47	Tom Rask		<p>Tom Rask Aha! So Jason Ball is Walter. Got it. Thread being deleted in 3, 2, 1.....  at 13:47:06 on 3/1/2015</p>		1570313376577910 #####
5 13:45	Tom Rask		<p>Tom Rask Jason Ball (not his real name) says that I delete my own remarks: yes, I delete a remark when Jason Ball (not his real name) responds. It is one of the stated rules of engagement for this board that we must use our real names....and Mr. Ball (not his real name) does not. Therefore, this thread will also be deleted shortly. Please take note, Walter and Bill Hutchison.    Mr. Ball refuses to come out from behind the hockey mask and renounce his chainsaw hacktivist ways. And he is calling me a radical? Sure.    So what Walter John Slupecki is saying is that Hillsborough County spent taxpayer dollars in May of last year to produce a study....which he now dismisses as pure baloney. Exactly how are they wrong when say that transit ridership "remains modest"? What part of their advice that Hillsborough County should "approach making transit investments cautiously and prudently" does he disagree with? How are they wrong when they say that "light rail transit in either corridor would not qualify for an FTA medium or higher rating, which is the usual threshold to be considered for federal funds."  at 13:45:11 on 3/1/2015</p>		1570309969911580 #####
5 13:35	Walter John Slupecki		<p>Walter John Slupecki Yep, because Tom believes that the record ridership numbers on both HART and PSTA are nothing but huge shams to fool the public into thinking that both agencies need to be privatized. Contracting out these agencies to MV Transportation or TransDev will not solve our transit system problems, that move will only make the situation worse.  at 13:35:12 on 3/1/2015</p>		1570307279911850 #####
5 13:31	Jason Ball		<p>Jason Ball Quote, "Hillsborough Area Regional Transit has yet again broken a yearly ridership record, transporting 14.9 million passengers in fiscal year 2014, up 2 percent from last year. HART has set a new record for five consecutive years, and 10 out of the last 11."    This is the headline that Tom The Troll was so desperate to have not be seen, that he resorted to the cowardly tactic of deleting his remarks and reposting them, so that the damning rebuttal to his ignorance would be deleted... You can cower in the corner Tom, but you can't hide from the sunlight of the truth. Once again, Tom Rask is not smarter than Yogi Bear.  <a href="http://www.bizjournals.com/tampabay/news/2014/10/10/hart-breaks-bus-ridership-record-for-fifth-year-in.html">http://www.bizjournals.com/tampabay/news/2014/10/10/hart-breaks-bus-ridership-record-for-fifth-year-in.html</a>  at 13:31:37 on 3/1/2015</p>		1570306253245290 #####
5 13:15	Jason Ball		<p>Jason Ball Lol, typical move of a troll here to disrupt these proceedings, not participate in them constructively.    So now Tom Rask, non Hillsborough resident, makes uninformed, factually incorrect posts, and when he is effectively rebutted, he deletes his remark, which deletes the rebuttal that revealed his ignorance, then reposts his same misinformation, which then appears without any rebuttal. This sort of classless, despicable behavior is the very definition of trolling. Which is what the citizens of this area have come to expect from certain radical activists. Their agenda is not quality of life, it is control.  at 13:15:29 on 3/1/2015</p>		1570298516579390 #####
5 13:11	Bill Hutchison		<p>Bill Hutchison Those who pooh-pooh transit choices also advocate unworkable exurban tolled lanes as a solution to area transportation issues. All that will do is accelerate sprawl and induce yet more driving, which will fill up these new roads soon after they are built. meanwhile, the urban areas of Hillsborough will still have subpar transit and residents will still find it difficult to get around unless they drive...if they can afford to.  at 13:11:54 on 3/1/2015</p>		1570297536579490 #####

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512:19	Walter John Slupecki		Walter John Slupecki Tom, the AECOM assessment is pure baloney in my opinion, as I've explained to Sharon Calvert. I don't need an engineering degree, nor need to be a rocket scientist to know how many fallacies are in that assessment. The false mindset that MetroRapid is simply "good enough" for Hillsborough is quite sickening. Yet you all continue to believe it's "the right thing" for the county. Once again, you all do not want us here in Hillsborough to have any transportation choices. at 12:19:38 on 3/11/2015	1570281679914410	#####
512:08	Walter John Slupecki		Walter John Slupecki Tom, the AECOM assessment is pure baloney in my opinion, as I've explained to Sharon Calvert. I don't need an engineering degree, nor need to be a rocket scientist to know how many fallacies are in that assessment. The false mindset that MetroRapid is simply "good enough" for Hillsborough is quite sickening. Yet you all continue to believe it's "the right thing" for the county. Once again, you all do not want us here in Hillsborough to have any transportation choices. at 12:08:19 on 3/11/2015	1570278586581390	#####
510:26	Tom Rask		Tom Rask Reality check - there is no need or demand for more transit. And that is why we are not gonna have rail transit, which is the goal of this whole sham "Go Hillsborough" outreach. See the AECOM study last from last year: <a href="http://www.mediafire.com/view/28zbc521xapzaot/Hillsborough%20County%20Transit%20Options%20Assessment%20v5%2014-050714%20FINAL.pdf">http://www.mediafire.com/view/28zbc521xapzaot/Hillsborough%20County%20Transit%20Options%20Assessment%20v5%2014-050714%20FINAL.pdf</a> at 10:26:16 on 3/11/2015	1570217896587460	#####
156:14	Walter John Slupecki		Walter John Slupecki Of course though, Tom will say "That's a lie" just like how NTFT is arguing that PSTA's ridership is a huge sham. HART counts its riders the same way PSTA does. at 6:14:39 on 3/11/2015	1569997036609540	#####
156:13	Jason Ball		Jason Ball And by the way... Quote, "Hillsborough Area Regional Transit has yet again broken a yearly ridership record, transporting 14.9 million passengers in fiscal year 2014, up 2 percent from last year. HART has set a new record for five consecutive years, and 10 out of the last 11." <a href="http://www.bizjournals.com/tampabay/news/2014/10/10/hart-breaks-bus-ridership-record-for-fifth-year-in.html">http://www.bizjournals.com/tampabay/news/2014/10/10/hart-breaks-bus-ridership-record-for-fifth-year-in.html</a> at 6:13:07 on 3/11/2015	1569996689942910	#####
523:10	Walter John Slupecki		Walter John Slupecki Public-Private Partnerships are one thing, which I support. But Tom is for contracting out HART to a private company like TransDev or MV Transportation, so my thought is, Tom is implying privatization of HART. at 23:10:40 on 3/10/2015	1569916873284230	#####
522:41	Christopher Furtado		Christopher Furtado Not sure what Tom is implying because we pay just like regular riders to use these buses, granted we get federal subsidy to encourage the use of public transportation. My comment was merely to point out that expansion of military personnel into the Southshore/Ruskin/Apollo Beach area in my opinion would garner enough ridership to support an express route to the base. How HART goes about creating that expansion I'll leave to HART at 22:41:58 on 3/10/2015	1569912523284660	#####
522:37	Walter John Slupecki		Walter John Slupecki Tom, I agree with Jason. at 22:37:18 on 3/10/2015	1569911806618070	#####
522:30	Bill Hutchison		Bill Hutchison Interesting. Have one government entity pay another. at 22:30:00 on 3/10/2015	1569910643284850	#####
522:26	Walter John Slupecki		Walter John Slupecki So what you're saying Tom is, privatize? I think yes... at 22:26:52 on 3/10/2015	1569910143284900	#####
522:07	Bill Hutchison		Bill Hutchison Exurban tollways or tolled lanes will do nothing but accelerate sprawl and induce driving at the fringes. Not a solution. Balance is needed.  - Maintain the existing roads  - Retain and greatly enhance bus service with ten minute headways on core routes  - More express bus services to outlying areas  - Extend and improve existing streetcar to form a downtown loop and start to extend into nearby neighborhoods  - Trolley/light rail line downtown Tampa to Airport  - Extend Sunrail to Tampa. at 22:07:40 on 3/10/2015	1569906633285250	#####
521:45	De'Andre Long		De'Andre Long They should go to later schedules!  It doesn't just matter where they go if it doesn't include 2nd and 3rd shift accommodations. at 21:45:54 on 3/10/2015	1569902359952340	#####
520:52	Jason Ball		Jason Ball Maybe in your stagnant county, but in Hillsborough County, which is growing quickly, and is the economic powerhouse of the region today more than ever, there is plenty of pent up demand for walkable neighborhoods and effective transit to link them together. And as the county continues to grow, there will be even more demand for it in the coming years as Hillsborough County continues to expand its leadership role as the economic engine of this region. You should stick to fixing the woes ailing your own county Tom. You had a chance to elevate quality of life in Pinellas County and beyond, and failed to accomplish anything productive for anyone. Looks like the real leadership in this region will come from Hillsborough County, just like it always has. at 20:52:14 on 3/10/2015	1569891966620050	#####
517:12	Tom Rask		Tom Rask Reality check - there is no need or demand for more transit. at 17:12:47 on 3/10/2015	1569830809959500	#####
517:11	Tom Rask		Tom Rask Great, let the military pay for that. Contract services are available with HART. at 17:11:30 on 3/10/2015	1569830496626200	#####
516:06	Anthony Nachor		Anthony Nachor If that's the reality, it is time to really reconsider Hillsborough's priorities and consider adding more transit lines (if not extend current lines) to serve such communities. Maybe a new service doing MacDill-Tampa Airport would work, if not additional Brandon-Downtown Tampa services will be needed. But, I won't be contented with the mentality of "MetroRapid is good enough"; if the Nebraska corridor deserves to have a BRT line, then Hillsborough County, HART, and this group should forge a long-term plan to upgrade key bus services (and develop bus line "spokes" out of the stations it will propose) so that even more people can be served by transit.  I know I may not be from the area, but, with my extensive knowledge of transit (taking it from a pedestrian point-of-view), I can certainly lend a helping hand to develop ideas for HART to craft better bus lines. at 16:06:55 on 3/10/2015	1569812916627950	#####
150:19	Walter John Slupecki		Walter John Slupecki 1: South County  2: East County  3: Airport  4: MacDill  5: Northeast County at 0:19:30 on 3/10/2015	1569266416682600	#####

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518:38	Jordan Brown		Jordan Brown upgrade the buses, bring back the system were you can call a bus if you have a passenger that needs to connect and the buses are near each other at 18:38:23 on 3/09/2015	1569126386696610	#####
517:30	Charles Billi		Charles Billi To the airport. Simple. at 17:30:31 on 3/09/2015	1569105300032050	#####
516:19	Christopher Furtado		Christopher Furtado Lots of military in the Ruskin/Sun City Center area now. A direct express bus to the base would be nice! at 16:19:52 on 3/09/2015	1569084523367460	#####
514:36	GO Hillsborough		GO Hillsborough Hi, Wesley. Thanks for participating in Go Hillsborough and we hope you will continue to post. However, under our Rules of Engagement we do not allow advertising or solicitations. Moving forward, please refrain from posting in that manner. No solicitation or advertising. <a href="http://go.hillsborough.org/rules-of-engagement/">http://go.hillsborough.org/rules-of-engagement/</a> at 14:36:46 on 3/09/2015	1568998683376040	#####
			Wesley Harris Uber is available in all areas of Hillsborough and Pinellas County for half the price of a taxi.  \$20 off your first Uber ride!  Just use my Uber promo code, w45di. Redeem it at <a href="https://www.uber.com/invite/w45di">https://www.uber.com/invite/w45di</a> at 14:32:10 on 3/09/2015	1568997366709510	#####
514:32	Wesley Harris		Kimberly Tedder South county! Ruskin/Riverview/Apollo beach/gibsonton need something besides express routes that only run a few times a day and do not run late enough and only run Mon-fri at 14:27:41 on 3/09/2015	1568995800043000	#####
514:27	Cathy James		Cathy James HART should work first with Hillsborough County. The county has lots of employees in a 28 story County Center building that drive to work each day even though they have set schedules and are perfect candidates for bus. You have to get past the perception of citizens that bus travel is for poor people only and I don't want to be thought of as poor. The county should subsidize the employees' bus fare to change behavior. You will have to expand schedules like 27LX and other express. The employees of HART need to provide better customer service to its ridership with smiles and welcoming comments when passengers get on the bus and thank yous when the passengers exit the bus. at 14:27:23 on 3/09/2015	1568995673376350	#####
515:12	GO Hillsborough		GO Hillsborough at 15:12:59 on 3/05/2015	1565941937015050	
515:12	GO Hillsborough		GO Hillsborough at 15:12:59 on 3/05/2015	1565941940348390	
515:12	GO Hillsborough		GO Hillsborough at 15:12:59 on 3/05/2015	1565941560348420	
515:12	GO Hillsborough		GO Hillsborough at 15:12:56 on 3/05/2015	1565941570348420	
515:12	GO Hillsborough		GO Hillsborough at 15:12:56 on 3/05/2015	1565941580348420	
515:12	GO Hillsborough		GO Hillsborough at 15:12:12 on 3/05/2015	1565939103682000	
515:12	GO Hillsborough		GO Hillsborough at 15:12:12 on 3/05/2015	1565939107015340	
515:12	GO Hillsborough		GO Hillsborough at 15:12:04 on 3/05/2015	1565939017015340	
515:12	GO Hillsborough		GO Hillsborough at 15:12:04 on 3/05/2015	1565939020348680	
515:12	GO Hillsborough		GO Hillsborough at 15:12:04 on 3/05/2015	1565939023682010	
515:07	GO Hillsborough		GO Hillsborough at 15:07:01 on 3/05/2015	1565788390363740	
515:07	GO Hillsborough		GO Hillsborough at 15:07:01 on 3/05/2015	1565788600363720	
517:06	Jose Ramos		Jose Ramos Yea, But we are always behind 10 years in the planning of these roads. Remember, Hillsborough is growing like crazy and your road construction is way behind for the amount of cars coming in every day. We have too much traffic jams... It is crazy. at 17:06:22 on 3/09/2015	1569099950032580	#####
514:45	GO Hillsborough		GO Hillsborough  Bus ridership increased 6% year-over-year per the December 2014 review. Have you ever ridden a HART bus? What was your experience? at 14:45:01 on 3/03/2015	1564367067172540	
520:03	Neil Cosentino		Neil Cosentino That is why we need PPP FASTA Florida UBERJITNEY service at 20:03:48 on 3/21/2015	1575866476022600	#####
517:42	Kimberly Tedder		Kimberly Tedder Ride them all the time. Only complaint is that they don't run late enough and on weekends down to south county areas like Ruskin and Riverview. at 17:42:05 on 3/03/2015	1564870520455530	#####
514:49	Tom Rask		Tom Rask Did you get that young man's permission to use his picture? Or is he a paid model? And why don't you show some of the rowdy homeless people and bejeweled welfare recipients who so often ride the buses? at 14:49:56 on 3/03/2015	1564820053793910	#####
518:10	GO Hillsborough		GO Hillsborough at 18:10:33 on 2/27/2015	1563061123969800	
518:10	GO Hillsborough		GO Hillsborough at 18:10:31 on 2/27/2015	1563061087303140	
518:10	GO Hillsborough		GO Hillsborough at 18:10:30 on 2/27/2015	1563061037303140	
518:10	GO Hillsborough		GO Hillsborough at 18:10:30 on 2/27/2015	1563061043969810	
518:10	GO Hillsborough		GO Hillsborough at 18:10:28 on 2/27/2015	1563061010636480	
518:10	GO Hillsborough		GO Hillsborough at 18:10:27 on 2/27/2015	1563060987303150	
518:10	GO Hillsborough		GO Hillsborough at 18:10:26 on 2/27/2015	1563060977303150	
518:10	GO Hillsborough		GO Hillsborough at 18:10:24 on 2/27/2015	1563060890636490	
518:10	GO Hillsborough		GO Hillsborough at 18:10:24 on 2/27/2015	1563060893969820	
518:10	GO Hillsborough		GO Hillsborough at 18:10:23 on 2/27/2015	1563060887303160	

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518:10	GO Hillsborough		GO Hillsborough at 18:10:19 on 2/27/2015	1563060833969830	
518:10	GO Hillsborough		GO Hillsborough at 18:10:19 on 2/27/2015	1563060837303160	
518:10	GO Hillsborough		GO Hillsborough at 18:10:19 on 2/27/2015	1563060840636500	
518:07	GO Hillsborough		GO Hillsborough at 18:07:23 on 2/27/2015	1563060097303240	
518:07	GO Hillsborough		GO Hillsborough at 18:07:23 on 2/27/2015	1563060120636570	
518:07	GO Hillsborough		GO Hillsborough at 18:07:22 on 2/27/2015	1563060093969900	
518:07	GO Hillsborough		GO Hillsborough at 18:07:21 on 2/27/2015	1563060050636570	
518:07	GO Hillsborough		GO Hillsborough at 18:07:20 on 2/27/2015	1563060020636580	
518:07	GO Hillsborough		GO Hillsborough at 18:07:19 on 2/27/2015	1563060007303250	
518:07	GO Hillsborough		GO Hillsborough at 18:07:19 on 2/27/2015	1563060010636580	
518:07	GO Hillsborough		GO Hillsborough at 18:07:18 on 2/27/2015	1563059997303250	
518:07	GO Hillsborough		GO Hillsborough at 18:07:17 on 2/27/2015	1563059973969920	
518:07	GO Hillsborough		GO Hillsborough at 18:07:17 on 2/27/2015	1563059977303250	
518:07	GO Hillsborough		GO Hillsborough at 18:07:15 on 2/27/2015	1563059923969920	
518:07	GO Hillsborough		GO Hillsborough at 18:07:15 on 2/27/2015	1563059927303250	
518:07	GO Hillsborough		GO Hillsborough at 18:07:14 on 2/27/2015	1563059920636590	
		GO Hillsborough			
521:40	GO Hillsborough		When investing in transportation, every \$1 yields \$4.40 in benefits for residents and businesses. That's a 440% return! at 21:40:00 on 2/25/2015	1562276397381610	
520:35	Shirley Howell Wood		Shirley Howell Wood There are several on here posting under alias names. at 20:35:21 on 3/09/2015	1569190126690230	#####
I5 1:26	Jeff Haning		Jeff Haning I'm open to any options. We need to get out of the box thinking from these folks at 1:26:07 on 3/07/2015	1566905733585340	#####
I5 1:23	Jeff Haning		Jeff Haning Like you suggest...a balanced approach. No one solution. PRTs would be a gap filler between bus and light rail. I'd love to take a prt to dinner, the mall, Bucs game. Airport (or to the north, tile alley) would be a nice bus, PRT and It rail hub at 1:23:27 on 3/07/2015	1566905186918730	#####
I5 0:44	Walter John Slupecki		Walter John Slupecki So are you saying that autonomous vehicles and mini shuttles are the solution? at 0:44:28 on 3/07/2015	1566897376919510	#####
I5 2:03	Jeff Haning		Jeff Haning What do you think of PRT (personal rapid transit)? Lighter, faster, cheaper and more flexible than rail. Where are our innovators? at 2:03:18 on 3/05/2015	1565406240401960	#####
I5 1:24	Walter John Slupecki		Walter John Slupecki We need a balanced approach to transportation that includes roadway improvements, transit improvements, and pedestrian/bike facility improvements. It cannot be just one group gets the treatment and everything else gets neglected. at 1:24:52 on 3/05/2015	1565397980402780	#####
I5 1:15	Walter John Slupecki		transportation choices. I agree 100% that our roads need to be fixed, but clearly your view of a balanced approach isn't the same as mine. That's okay though, we'll agree to disagree on that one. But bottom line is, your viewpoint of how transportation should be in Hillsborough clearly isn't what we want transportation to be for the county. And obviously, you continue to believe that HART has no funding gap. News flash, it does. While all these entities (HART, PSTA, Port Tampa Bay, etc.) have been able to get some degree of funding, they don't get enough funding. Property taxes alone are not enough to provide the level of funding that HART needs to expand. We both saw how property taxes and values dropped in 2007 and 2008 and how negatively impacted HART was by the downturn. While HART has done better than some transit agencies out there, they are not on very good footing. Another economic hiccup like what we saw between 2007 and 2010 could put HART in a precarious position to where they will have no choice but to slash services across the board. A fare hike will not remedy that situation either. at 1:15:09 on 3/05/2015	1565396023736310	#####
I5 1:09	Walter John Slupecki		Walter John Slupecki Tom Rask believes that Joe is a fake account? How hysterical. Tom loves what he does best, spamming voters in other counties. Go Hillsborough, please ban Tom from your page. He isn't constructively contributing to the discussions here and never will either. at 1:09:17 on 3/05/2015	1565394533736460	#####

Time	From	To	Text	Content ID	Parent ID
5 22:57	Bill Hutchison		<p>Bill Hutchison "If transit ideologues didn't take 16% of the HTF and blow it on transit, there would be no shortfall."</p> <p>False. In FY 2014 Congress transferred \$10 billion in non-user general funds to the Highway Trust Fund. at the same time, \$5 billion came out of the HTF for transit. Thus, if we took all of the transit funding and put it back into the HTF, we still would have a \$5 billion shortfall.</p> <p><a href="http://www.cbo.gov/sites/default/files/cbofiles/attachments/43884-2014-02-Highway_Trust_Fund.pdf">http://www.cbo.gov/sites/default/files/cbofiles/attachments/43884-2014-02-Highway_Trust_Fund.pdf</a></p> <p>It's worth noting that the HTF has been running deficits since 2008 , with the \$60 billion difference coming from non-user general revenues. The CBO estimates this will add up to \$168 billion over ten years. The problem is insufficient gas tax revenues, not what we spend on transit.</p> <p><a href="http://www.dot.gov/highway-trust-fund-ticker">http://www.dot.gov/highway-trust-fund-ticker</a></p> <p>On the state level, here are the actual numbers for the state of Wisconsin FY 2004-2008 that shows where highway money comes from and where it goes. I expect Florida is not much different:</p> <p>\$8.7 billion general revenue (i.e., non-users)</p> <p>\$3.1 billion federal</p> <p>\$3.0 billion borrowing</p> <p>\$7.4 billion from users (gas tax, registrations, etc)</p> <p>Total: \$22.2 billion</p> <p>Of that, transit got \$562 million, which means that if the transit money went back it would not cover the combined \$11.7 billion shortfall from borrowing and non-user general funds.</p> <p><a href="http://usa.streetsblog.org/2011/12/12/transit%E2%80%99s-not-sucking-the-taxpayer-dry-roads-are/">http://usa.streetsblog.org/2011/12/12/transit%E2%80%99s-not-sucking-the-taxpayer-dry-roads-are/</a></p> <p>at 22:57:11 on 3/04/2015</p>	1565364373739480	#####
5 22:27	Joe Smith		<p>Joe Smith So, GO Hillsborough, now that it's also a proven fact that "Tom Rask" has lied about his name, enforce the very rule he is demanding be enforced and ban him.</p> <p>at 22:27:29 on 3/04/2015</p>	1565359143740000	#####
5 22:26	Joe Smith		<p>Joe Smith The thing about trolls is, they will lie right up until the truth punches them in the mouth. And they'll pretend they're an expert one minute, and too clueless to understand the basics the next. Joe is obviously short for Joseph. Just like how "Tom" Rask's real name is "Thomas" Rask. He says so right on his own website. "Welcome to Rask.com - the home on the web for Thomas ("Tom") Rask" -</p> <p><a href="http://www.rask.com/">http://www.rask.com/</a></p> <p>at 22:26:03 on 3/04/2015</p>	1565358897073360	#####
5 22:05	Joe Smith		<p>Joe Smith Poor Tom Rask, He can't even do basic arithmetic. He is not smarter than Yogi Bear. Revenues from gas taxes are less than \$30 billion today, and have never exceeded \$35 billion in any given year.</p> <p><a href="http://www.fhwa.dot.gov/policyinformation/pubs/hf/pl11028/images/fig62.jpg">http://www.fhwa.dot.gov/policyinformation/pubs/hf/pl11028/images/fig62.jpg</a> Yet that paltry funding level wouldn't have even paid for the cost of building and maintaining highways (not all roads, just highways) back in the 1980s, and is several times short of what is needed to cover the cost today. <a href="http://www.fhwa.dot.gov/policyinformation/pubs/hf/pl11028/images/fig62.jpg">http://www.fhwa.dot.gov/policyinformation/pubs/hf/pl11028/images/fig62.jpg</a> Once again, this Tom Rask troll reveals himself to be incompetent on this issue and lacking any credibility whatsoever.</p> <p>at 22:05:35 on 3/04/2015</p>	1565353683740540	#####
5 22:00	Tom Rask		<p>Tom Rask Go Hillsborough - Mr. Smith (not his real name) has now stated in writing that Joe Smith is not his real name. Enforce your own rules.</p> <p>at 22:00:16 on 3/04/2015</p>	1565352693740640	#####
5 21:57	Joe Smith		<p>Joe Smith Tom Rask - I own property in Hillsborough County and vote in its elections. Do you? I couldn't find you anywhere in the tax records. That must make you a meddling outsider. Please, prove me wrong. My first name is "Joseph", and I created a 2nd Facebook account to protect my right to privacy. Funny how people like you who claim to love "freedom" and "liberty" suddenly hate it when it's inconvenient to their agenda to serve themselves. You sir, are a joke, and anyone who takes a look into your background knows it.</p> <p><a href="http://www.whostomrask.com/">http://www.whostomrask.com/</a></p> <p>at 21:57:38 on 3/04/2015</p>	1565352300407350	#####
5 21:57	Bill Hutchison		<p>Bill Hutchison GO Hillsborough I agree with Joe Smith...and if there is a question about Mr. Smith being a real name, what about this "Truth Buses" who keeps posting?</p> <p>at 21:57:13 on 3/04/2015</p>	1565352227074020	#####
5 21:50	Joe Smith		<p>Joe Smith Go Hillsborough - Per your own guidelines, "No spamming or intentional disruptions. You agree not to deliberately disrupt discussions with repetitive messages, meaningless messages" ... Just as soon as you start enforcing this rule against the outside trolls disrupting this public forum, regular users interested in fruitful discussions won't have to take matters into their own hands and call out the trolls. Do the job we pay taxes for you to do, or get the hell out of the way of the citizens who presently have to do it for you.</p> <p>at 21:50:26 on 3/04/2015</p>	1565351070407470	#####
5 21:34	Tom Rask		<p>Tom Rask Go Hillsborough - your rules of engagement (not "rules FOR engagement") state that "you must use your actual first and last name when you participate". This person has broken that rule. This person is not named Joe Smith, he has no FB friends and the account was created last month.</p> <p>Your failure to ban a fake FB user who calls me "an angry, bitter man whose obvious character flaws" etc. etc.....that has been duly noted.</p> <p>at 21:34:21 on 3/04/2015</p>	1565346657074580	#####
5 21:28	GO Hillsborough		<p>GO Hillsborough Hi, Joe. Thanks for giving us your thoughts, and we hope you will do so often. Just FYI, we do have a few basic ground rules for engagement to ensure an open and respectful exchange of ideas. Those rules do include refraining from making derogatory remarks about others. (<a href="http://gojhillsborough.org/rules-of-engagement/">http://gojhillsborough.org/rules-of-engagement/</a>) Thanks.</p> <p>at 21:28:16 on 3/04/2015</p>	1565345473741370	#####
5 21:27	Tom Rask		<p>Tom Rask If transit ideologues didn't take 16% of the HTF and blow it on transit, there would be no shortfall. Politicians create problems like this, then use the problems to argue for more taxes.</p> <p>at 21:27:39 on 3/04/2015</p>	1565345360408040	#####
5 20:52	Joe Smith		<p>Joe Smith Tom Rask can run his mouth the same as any two bit hack can, but when his remarks are scrutinized against factual reality, they are revealed to be nothing but the feeble rantings of an angry, bitter man whose obvious character flaws and mathematical incompetence explain well how he burned his bridges in his chosen profession of electrical engineering, and now desperately clings to a meager career as an internet troll and political hatchetman.</p> <p>at 20:52:28 on 3/04/2015</p>	1565323630410220	#####

id	From	To	Text	Content ID	Parent ID
520:47	Joe Smith		<p>Joe Smith Tom Rask also takes issue with the term "benefits" to describe the positive economic effects of sensible public investment in transportation infrastructure. But it is a term that was chosen by Rick Scott's FDOT, and they use the word constantly. As we see in the referenced report from FDOT, also on Page 6, "With adjustments for the present value of future benefits, total benefits will be \$141.7 billion. Costs reflect the Work Program budget in 2014 dollars. Economic benefits are projected 25 years past the completion of the Work Program, to FY 2043. The ratio of total benefits to costs is 4.4. This means, on average, every dollar invested in the Work Program will yield about \$4.40 in economic benefits for Florida from the beginning of the Work Program to FY 2043."</p> <p><a href="http://www.dot.state.fl.us/planning/Policy/economic/macroleimpacts0115.pdf">http://www.dot.state.fl.us/planning/Policy/economic/macroleimpacts0115.pdf</a></p>	1565298213746090	#####
520:44	Joe Smith		<p>Joe Smith No surprise that a slicked up loser politician from Pinellas desperate for attention would insert himself into the proceedings of another county, where he has no standing as a property owner, business owner, or even as a voter. What is surprising is that a person who claims to be an engineering expert and a credible critic of GO Hillsborough's mission to improve the county's transportation, can't even do basic arithmetic. \$141.7 - \$32.1 = benefit to cost ratio of 4.4. See Page 6 of the attached.</p> <p><a href="http://www.dot.state.fl.us/planning/Policy/economic/macroleimpacts0115.pdf">http://www.dot.state.fl.us/planning/Policy/economic/macroleimpacts0115.pdf</a></p>	1565297603746150	#####
517:15	Bill Hutchison		<p>Bill Hutchison "Roads are paid for through fuel taxes"</p> <p>False. The Federal Highway trust fund has been propped up with General Revenue (non-user) funds since 2008, amounting to well over \$60 billion. The federal gas tax has not been raised since 1993 and its spending power has been eroded by a double whammy of inflation and a long term decline in driving. General revenues and property taxes also pay for state and local roads.</p>	1565244277084820	#####
515:18	Sharon Calvert		<p>Sharon Calvert GoHillsborough effort is about funding our LOCAL roads which have been defunded. The county spent all the future revenues of the CIT tax and stopped using property tax general revenues for roads, which has historically been used to fund our local roads, to balance the budget when the recession hit. As our county revenues started increasing, none of those dollars have gone back to funding roads. HART has a dedicated property tax millage as does the Port Authority and TIA has dedicated user fees so yes we do need a balanced approach - the county needs to re-fund our local roads, which have now been neglected for years. As a result of not appropriately funding our roads, some of them are becoming safety issues.</p>	1565210220421560	#####
513:41	Tom Rask		<p>Tom Rask Mr. Hutchison is clearly unfamiliar with the card game Bridge, in which the term "dummy" is used. He further assumed that my comment was directed at him. Clearly, he felt that the shoe fit, and who am I to argue with him. Sorry, but I can't help him get out of that hole he dug for himself.</p> <p>Roads are paid for through fuel taxes. So they are paid for by the users. Transit is not paid for by the users, it is in fact subsidized by taxpayers. That should answer Mr. Hutchison's red herring of a "question".</p> <p>Note further that transit agencies do NOT pay any fuel tax on the fuel they buy. In other words, transit users don't pay for the use of the road. In fact, by raiding fuel tax funds to pay for transit, they make the other users of the road pay for their use of the road.</p>	1565176390424940	#####
512:42	Bill Hutchison		<p>Bill Hutchison Whoever would call me names is not worth replying to. My question was rhetorical more than anything else. I was underscoring the point I made earlier that transit issues have to endure the rigors of a ballot campaign while roads get a pass. There is something fundamentally wrong with that.</p>	1565157930426790	#####
511:16	V2	The Truth Buses	<p>The Truth Buses V2 Tollled Express Lanes are the solution. Not all this mess. - Bus 2015</p>	1565132343762680	#####
511:16	V2	The Truth Buses	<p>The Truth Buses V2 Can you say "Privatize HART?"</p>	1565132213762690	#####
511:14	V2	The Truth Buses	<p>The Truth Buses V2 SOULTION: Privatize HART, build tolled express lanes! - Bus 2015</p>	1565131830429400	#####
511:14	V2	The Truth Buses	<p>The Truth Buses V2 What rules Go Hillsborough? You all aren't even enforcing your rules, so there. We buses can post now. - Bus 901</p> <p><a href="http://eyeontampabay.blogspot.com/2015/02/gohillsborough-enabling-lies-and-insults.html">http://eyeontampabay.blogspot.com/2015/02/gohillsborough-enabling-lies-and-insults.html</a></p>	1565131623762750	#####
511:12	V2	The Truth Buses	<p>The Truth Buses V2 We buses are loving watching this thread. Keep it up Tom and Devin! You guys are doing great! Let's privatize HART so that we can really get some progress going, that is Tollled Express Lanes...the REAL solution to our congestion problems. - Bus 901</p>	1565131377096110	#####
153:32	Bill Hutchison		<p>Bill Hutchison Who called me a name. Whoever would do that is not worth replying to. My question was rhetorical more than anything else. I was underscoring the point I made earlier that transit issues have to endure the rigors of a ballot campaign while roads get a pass. There is something fundamentally wrong with that.</p>	1565018903774020	#####
153:24	Shannon Evans		<p>Shannon Evans Bill. I think he called you a name because roads dont need a referendum.</p>	1565016050440970	#####
153:12	Bill Hutchison		<p>Bill Hutchison Does anyone have an answer to my question: What referendums have we had for roads? what have been the results? I am aware of a ballot initiative in Pinellas County for a freeway that was killed by the voters years ago. I am mainly speaking of countywide issues as opposed to local streets.</p>	1565013007107950	#####
153:04	Shannon Evans		<p>Shannon Evans Whats funny Tom is that you lost the election too, yet you still keep on pushing. And yet somehow you use that same argument about greenlight losing to shun transit. Fortunately we both know, that even though something didnt pass, there ARE still people out there who DID vote for it, and who DO want transit to be invested in.</p>	1565010107108240	#####
152:57	Walter John Slupecki		<p>Walter John Slupecki See Tom, you're already making this a Greenlight-style mudfest. We don't need this. Go Hillsborough, please ban Tom Rask from your page. It's clear that he will not cease with the nonsense trolling.</p>	1565008353775080	#####
152:56	Walter John Slupecki		<p>Walter John Slupecki Even more hilarious, is how TBX (aka Lexus Lanes) is getting very limited public input and yet we have to shell out over \$6 Billion for it. Talk about a plan that is largely unvetted.</p>	1565008077108440	#####
152:54	Shannon Evans		<p>Shannon Evans Thats funny how you guys argue in circles. "Dont spend money on transit!" And then the county listens and votes against the billion investment. And then you say "well if its such a good investment, why dont they spend billions on it??!"</p> <p>Hilarious.</p>	1565007863775130	#####
152:51	Shannon Evans		<p>Shannon Evans Spend the budget on the roads that they are already tolling us on! Uh. Can you say "wasted tax?"</p>	1565007213775190	#####
152:50	Shannon Evans		<p>Shannon Evans Im interested in seeing how Tom Rask got 340% when 1*440%=4.4. And I didnt even need a calculator.</p> <p>And Pinellas county DID attempt to invest Billions on transit. But you guys turned down the vote.</p>	1565006873775230	#####
151:48	Tom Rask		<p>Tom Rask Dummy alert. Evacuate the dance floor.</p>	1564994893776420	#####

id	From	To	Text	Content ID	Parent ID
15 0:31	Bill Hutchison		Bill Hutchison And how many referenda have there been for roads? They seem to just happen, unlike transit. Just curious. at 0:31:19 on 3/04/2015	1564975737111670	#####
15 15:40	Bill Davis		Bill Davis BS at 15:40:39 on 3/03/2015	1564837473792170	#####
15 15:17	Tom Rask		Tom Rask Mr. Elliott (a PSTA bus driver) seems to forget that they DID put more transit to a vote multiple times (4) in multiple counties in the Bay Area...and it lost every time. Of all the policy tools they had to chose from, they chose that hammer...and they lost. at 15:17:10 on 3/03/2015	1564830050459570	#####
			Ken Elliott ^ Devin, you make a good point.  Point being, since nobody is voting for the new toll roads being built, I guess they're not needed either.  Transit improvements need to be pushed through like road improvements.  No more referendums.  If you're against transit funding, then you'll just have to hope a tea party person can get elected. at 15:09:42 on 3/03/2015	1564827643793150	#####
15 15:09	Ken Elliott				
15 15:02	Derek Spalding		Derek Spalding Tom its 440%. ROI formula is \$5.40-\$1 / \$1. That equals 4.4 or 440%. Notice they said returns \$4.40, meaning you invest a dollar and get \$5.4 back or a \$4.40 return. It's can be confusing to someone who wasn't trained in finance, but rather electrical engineering. at 15:02:03 on 3/03/2015	1564824170460160	#####
15 14:53	Tom Rask		Tom Rask GO Hillsborough is bad at math. It is not a 440% return, it is a 340% return. And if the return in "benefits" is that good, why don't we spend billions more?  If they are this bad at math, how bad are they at governing? I don't believe their numbers or weasel words like "benefits" for a minute. at 14:53:52 on 3/03/2015	1564821130460470	#####
15 11:28	Walter John Slupecki		Walter John Slupecki As I was telling Sharon, we need a balanced approach. Putting money all into one thing will not solve the problem. We need to properly allocate the funds into each category; roads, transit, ped/bike. at 11:28:46 on 3/03/2015	1564738410468740	#####
15 11:27	Walter John Slupecki		Walter John Slupecki Sharon, I agree that our roads need to be fixed. But why do that and neglect transit? Neglect our pedestrian/bike facilities and leave them unfinished? We need a balanced approach! at 11:27:00 on 3/03/2015	1564738003802110	#####
15 15:26	Devin Henderson		Devin Henderson Much needed for who, Ken? The people have voted no, time and time again. at 15:26:49 on 3/02/2015	1564357427173500	#####
15 3:12	Sharon Calvert		Sharon Calvert If transportation truly had those results, then why hasn't transportation been THE top priority in our county budget? Because it is road investment that produces those results but our roads have been neglected for years. #FixOurRoadsFirst at 3:12:48 on 3/02/2015	1564120763863840	#####
15 0:24	Ken Elliott		Ken Elliott Go Hillsborough-  No problem. I wish you guys all the best in your endeavor to provide much needed improvements to public transit. at 0:24:02 on 3/02/2015	1564081473867770	#####
15 19:46	Tom Rask		Tom Rask GO Hillsborough - I want to remind you that you are expending tax dollars operating this FB page. So if you remove one of my comments without being able to demonstrate a compelling government interest for doing so, expect a 42 USC §1983 federal civil rights lawsuit, or other legal action as appropriate.  My comments are carefully calibrated. Nothing I have said on this board warrants your tax dollar funded censorship.  Go ahead, make my day.  Scratch my itch. at 19:46:41 on 3/01/2015	1564004753875440	#####
15 19:37	GO Hillsborough		GO Hillsborough rules of engagement. <a href="http://gohillsborough.org/rules-of-engagement/">http://gohillsborough.org/rules-of-engagement/</a> . Please also be mindful. Thanks very much. at 19:37:02 on 3/01/2015	1564002787208970	#####
15 19:36	GO Hillsborough		GO Hillsborough Tom, Bill, Devin, Ken -- Hello, Tom and Bill, I want to remind you about our Rules of Engagement. We ask that you contribute respectful and polite comments and content.  We do reserve the ability to remove any content or ban a participant who refuses to follow guidelines. In the event content or comments are removed, they do remain a part of public record; however, no one will be able to see or respond to them on this site. Devin and Ken -- here is a link to the at 19:36:34 on 3/01/2015	1564002660542310	#####
15 19:28	Tom Rask		Tom Rask Kevin Thurman - who appointed you moderator? The special interests that you serve with Connect Tampa Bay?  Do you mean "respectful" as you were during the Greenlight debate? Like when you held a press conference in DT St. Pete where you had Dr. McKalip and myself on a poster with Hitler?? Is that what you mean by "respectful"? Did you seek the facts ( <a href="http://www.rask.com/parody">www.rask.com/parody</a> ) or at least talk to me before you sucked a body part so very publicly at that press con?  Regarding your comment "most don't live in Hillsborough" - how provincial of you! You didn't live in Pinellas when you held your dishonorable hit job of a press conference, so why don't you just be quiet and stop hating on free speech.  Face the facts: your friends in Club Crony can't control the message anymore. at 19:28:43 on 3/01/2015	1564000953875820	#####
15 18:09	Kevin Thurman		Kevin Thurman Most of you on this thread lives in Hillsborough. I'd ask everyone from outside the county to be respectful of each other. This isn't how things work here. at 18:09:32 on 3/01/2015	1563978807211370	#####
15 12:01	Gloria Graham		Gloria Graham Polk County's transportation is so flawed.... at 12:01:47 on 3/01/2015	1563835940558990	#####
15 3:46	Kathy Brown		Kathy Brown That depends on how you invest in transportation. If you put dollars into rail in an area like Hillsborough, you are going to lose! Fix our roads first! at 3:46:46 on 3/01/2015	1563696337239610	#####
15 0:21	Thomas Teamhard Luckett		Thomas Teamhard Luckett Welcome to the most advanced country on earth. Honestly 2015 and no train? Public transport here is hilarious. at 0:21:19 on 3/01/2015	1563645887244660	#####
15 20:36	Ken Elliott		Ken Elliott The fact that Greenlight had a Tom Rask approval percentage means that Hillsborough has it's work cut out for them, for sure. at 20:36:26 on 2/28/2015	1563596110582970	#####
15 2:44	Walter John Slupecki		Walter John Slupecki Keep on talking Tom...keep chugging along.. at 2:44:01 on 2/28/2015	1563207160621860	#####

id	From	To	Text	Content ID	Parent ID
15 2:43	Bill Hutchison		Bill Hutchison Sure is. I'm saving myself for people who matter. at 2:43:05 on 2/28/2015	1563206903955220	#####
15 2:13	Devin Henderson		Devin Henderson Very simple minded response, Bill... at 2:13:00 on 2/28/2015	1563199690622610	#####
15 1:20	Bill Hutchison		Bill Hutchison Grunt grunt grunt...still more than you have. at 1:20:20 on 2/28/2015	1563186783957230	#####
15 1:18	Tom Rask		Tom Rask He has regressed from "whatever" to "blah". What's next - grunting? at 1:18:01 on 2/28/2015	1563186350623940	#####
15 0:56	Bill Hutchison		Bill Hutchison Blah Blah Blah that's all Rask has...who cares? at 0:56:19 on 2/28/2015	1563182053957710	#####
15 0:41	Walter John Slupecki		Walter John Slupecki Keep on talking Tom... at 0:41:26 on 2/28/2015	1563178907291360	#####
§ 23:20	B John Ovink		B John Ovink Yes, and my clients won't be able to use the excuse that their car broke down anymore! at 23:20:01 on 2/27/2015	1563160690626510	#####
§ 18:25	Terry Walters Jr		Terry Walters Jr at 18:25:08 on 2/27/2015	1563073720635210	#####
§ 14:23	Paulette Chapin		Paulette Chapin Not a elates train for airport to Disney. Let Disney and Tampa airport pay for that one. I could see a train ran like the subways in New York. It cheap made for the working man but of course will accommodate all of the snowbirds and tourist. at 14:23:03 on 2/27/2015	1562967903979120	#####
			Tom Rask Where's Bill? Has he been banned?!? Bill SHOULD be banned. Ban, ban, ban ! The less "bad" speech, the better. Government, please CONTROL the situation.		
§ 12:25	Tom Rask		Walter's logic in a nutshell. at 12:25:17 on 2/27/2015	1562928697316380	#####
§ 10:27	Walter John Slupecki		Walter John Slupecki Tom, you're once again insulting voter intelligence. Your trolling activities should be banned from this page. at 10:27:38 on 2/27/2015	1562893027319940	#####
§ 23:47	Devin Henderson		Devin Henderson Typical. It seems to me like the new fad is that if you cannot face the facts, just say "whatever" and ignore them. I'd say Bill hates facts more than he does free speech. at 23:47:51 on 2/26/2015	1562759723999940	#####
§ 23:40	Tom Rask		Tom Rask i didn't start the fire. You just hate free speech, don't you? at 23:40:27 on 2/26/2015	1562753774000540	#####
§ 23:37	Walter John Slupecki		Walter John Slupecki Tom, are you going to turn this into a social media mudfest, just like Greenlight? at 23:37:09 on 2/26/2015	1562753137333930	#####
§ 18:06	Bill Hutchison		Bill Hutchison Stop being juvenile and moronic. Your words. Better? at 18:06:39 on 2/26/2015	1562669527342290	#####
§ 12:17	Jesus De Armas		Jesus De Armas Some needs to wake up Rick Scott and the Legislature at 12:17:25 on 2/26/2015	1562512604024650	#####
§ 12:07	Tom Rask		Tom Rask Note the juvenile and moronic word "whatever". at 12:07:49 on 2/26/2015	1562510370691540	#####
15 3:30	Bill Hutchison		Bill Hutchison Whatever. at 3:30:44 on 2/26/2015	1562374160705160	#####
§ 23:08	Tom Rask		Tom Rask Note the weasel word "benefits". at 23:08:51 on 2/25/2015	1562297077379540	#####
§ 20:40	GO Hillsborough		GO Hillsborough at 20:40:27 on 2/24/2015	1561909484084960	
§ 20:40	GO Hillsborough		GO Hillsborough at 20:40:26 on 2/24/2015	1561909450751630	
§ 20:40	GO Hillsborough		GO Hillsborough at 20:40:25 on 2/24/2015	1561909424084970	
§ 20:40	GO Hillsborough		GO Hillsborough at 20:40:25 on 2/24/2015	1561909427418300	
§ 20:40	GO Hillsborough		GO Hillsborough at 20:40:23 on 2/24/2015	1561909390751640	
§ 20:40	GO Hillsborough		GO Hillsborough at 20:40:21 on 2/24/2015	1561909357418310	
§ 20:40	GO Hillsborough		GO Hillsborough at 20:40:21 on 2/24/2015	1561909364084980	
§ 20:40	GO Hillsborough		GO Hillsborough at 20:40:19 on 2/24/2015	1561909330751650	
§ 20:40	GO Hillsborough		GO Hillsborough at 20:40:17 on 2/24/2015	1561909257418320	
§ 20:40	GO Hillsborough		GO Hillsborough at 20:40:17 on 2/24/2015	1561909260751650	
§ 20:40	GO Hillsborough		GO Hillsborough at 20:40:17 on 2/24/2015	1561909264084990	
§ 15:06	GO Hillsborough		GO Hillsborough at 15:06:22 on 2/23/2015	1561213197487930	
§ 15:06	GO Hillsborough		GO Hillsborough at 15:06:22 on 2/23/2015	1561213200821260	
§ 15:06	GO Hillsborough		GO Hillsborough at 15:06:20 on 2/23/2015	1561213157487930	
§ 15:06	GO Hillsborough		GO Hillsborough at 15:06:19 on 2/23/2015	1561213127487930	
§ 15:06	GO Hillsborough		GO Hillsborough at 15:06:19 on 2/23/2015	1561213130821270	
§ 15:06	GO Hillsborough		GO Hillsborough at 15:06:16 on 2/23/2015	1561213100821270	
§ 15:06	GO Hillsborough		GO Hillsborough at 15:06:15 on 2/23/2015	1561213044154610	
§ 15:06	GO Hillsborough		GO Hillsborough at 15:06:15 on 2/23/2015	1561213047487940	
§ 15:06	GO Hillsborough		GO Hillsborough at 15:06:14 on 2/23/2015	1561213034154610	
§ 15:06	GO Hillsborough		GO Hillsborough at 15:06:11 on 2/23/2015	1561212970821280	

Op	From	To	Text	Content ID	Parent ID
\$ 15:06	GO Hillsborough		GO Hillsborough at 15:06:11 on 2/23/2015	1561212974154620	
\$ 15:06	GO Hillsborough		GO Hillsborough at 15:06:11 on 2/23/2015	1561212977487950	
\$ 15:28	GO Hillsborough		GO Hillsborough  Did you know that more than half of the Community Investment Tax was spent on transportation projects? at 15:28:00 on 2/21/2015	1559890914286820	
I5 1:37	Sharon Calvert		Sharon Calvert The word to remember is "WAS" spent and that included lots of sidewalks and ancillary projects. However, CIT money hasn't been available for roads for years and today we have many failed and failing roads. What should be shown by the county to the public is what the CURRENT annual local funding is for transportation in the county: county property tax for HART, county property tax for the Port, user fees for the airport and dwindling gas tax for roads. #FixOurRoadsFirst There's a need to re-prioritize our county budget as revenues have been increasing and fund our roads. at 1:37:12 on 3/09/2015	1568225230120060	#####
I5 1:25	Shirley Howell Wood		Shirley Howell Wood And 50% was spent (wasted) on what?? CIT was passed in 1996 with the promise to improve roads and transportation. It was wasted on pet projects, and now we are expected to approve another tax?? Let's see, it gave us the stadium, and oh yes. The Regent in Riverview which has actually been used to charge outrageous prices for weddings and ceremonies. at 1:25:46 on 3/09/2015	1568223153453600	#####
I5 3:14	Shannon Evans		Shannon Evans Yay! Lets keep adding lanes to our roads until we have to knock down buildings! Make room! I mean they are doing such an awesome job on building them now! Why not give them more moola! I mean who needs a pretty landscape?! We have to make room for more roads! at 3:14:06 on 3/04/2015	1565013420441240	#####
\$ 10:29	Walter John Slupecki		Walter John Slupecki Agreed Bill, Sharon here does not want us to have transportation choices. Only Lexus Lanes and a sprawling toll road in east county. at 10:29:03 on 2/27/2015	1562893430653240	#####
\$ 22:08	Bill Hutchison		Bil Hutchison Awww...you don't want us to have any choices...meanie. at 22:08:35 on 2/21/2015	1560414064234510	#####
\$ 19:00	Sharon Calvert		Sharon Calvert There has been NO CIT tax available for roads for years after the county commissioners borrowed against the future revenue stream and then the recession hit. We're still paying the tax to pay the debt off until the tax expires in 2026 but there is basically NO CIT money available for roads from now until then. CIT WAS used for roads, it is NOT now. The only funding our county roads have today is gas tax and very small amount of impact fees. GoHillsborough should be stating where we are TODAY and what county funding is going to transportation TODAY which includes the Port Authority property taxes and HART property taxes. at 19:00:37 on 2/21/2015	1560366590905920	#####
\$ 16:01	GO Hillsborough		GO Hillsborough at 16:01:14 on 2/19/2015	1559181457691100	
\$ 16:01	GO Hillsborough		GO Hillsborough at 16:01:14 on 2/19/2015	1559181464357770	
\$ 16:01	GO Hillsborough		GO Hillsborough at 16:01:11 on 2/19/2015	1559181381024440	
\$ 16:01	GO Hillsborough		GO Hillsborough at 16:01:11 on 2/19/2015	1559181384357770	
\$ 16:01	GO Hillsborough		GO Hillsborough at 16:01:11 on 2/19/2015	1559181387691110	
\$ 17:38	GO Hillsborough		GO Hillsborough at 17:38:28 on 2/18/2015	1558720264403890	
\$ 17:38	GO Hillsborough		GO Hillsborough at 17:38:28 on 2/18/2015	1558720284403880	
\$ 17:38	GO Hillsborough		GO Hillsborough at 17:38:26 on 2/18/2015	1558720211070560	
\$ 17:38	GO Hillsborough		GO Hillsborough at 17:38:26 on 2/18/2015	1558720214403890	
\$ 17:38	GO Hillsborough		GO Hillsborough at 17:38:26 on 2/18/2015	1558720217737220	
\$ 17:38	GO Hillsborough		GO Hillsborough at 17:38:24 on 2/18/2015	1558720164403900	
\$ 17:38	GO Hillsborough		GO Hillsborough at 17:38:24 on 2/18/2015	1558720167737230	
\$ 17:38	GO Hillsborough		GO Hillsborough at 17:38:24 on 2/18/2015	1558720171070560	



**GO Hillsborough Facebook Export**  
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Timestamp	From	To	Text	Content ID	Parent ID
4/24/2015 21:02		GO Hillsborough, Bryan Harris	<p>Check out my stand up video <a href="https://www.youtube.com/watch?v=HD4M_51HggQ">https://www.youtube.com/watch?v=HD4M_51HggQ</a> Let me know if it's funny</p> <p>Participants: GO Hillsborough, Bryan Harris at 21:02:03 on 4/24/2015</p>	t_mid.14299093 22966:70a3b79f cfda7b3b98	
4/24/2015 21:02	Bryan Harris	GO Hillsborough	<p>Bryan Harris at 21:02:03 on 4/24/2015</p> <p>Check out my stand up video <a href="https://www.youtube.com/watch?v=HD4M_51HggQ">https://www.youtube.com/watch?v=HD4M_51HggQ</a></p> <p>Let me know if it's funny</p>	m_mid.1429909 322966:70a3b 79fcda7b3b9 8	t_mid.1429909 322966:70a3b 79fcda7b3b9 8
3/28/2015 0:45		Teo Leonard, GO Hillsborough	<p>I have noticed that you have used multiple photos of me in your presentations and brochures. I do not recall giving you permission to use photographs of me promoting your organization. Please provi</p> <p>Participants: Teo Leonard, GO Hillsborough at 0:45:48 on 3/28/2015</p>	t_mid.14275035 48617:72ef93ef df19e96e59	
4/3/2015 2:26	GO Hillsborough	Teo Leonard	<p>GO Hillsborough at 2:26:12 on 4/03/2015</p> <p>Hi, Mr. Leonard. We've checked in with legal related to your question about permission to use photographs taken in a public meeting. Given that these were publicly advertised meetings and there is a reasonable expectation that activities and attendance are in the public realm, we are not required to have photo releases executed. That said, we have removed you from our materials and will refrain from including you in the future. Since we don't know what you look like beyond the small picture on the facebook email you sent to us, please let us know that we've removed the correct person and/or whether we've missed a photo. Thanks so much for your participation in Go Hillsborough.</p>	m_mid.1428027 971916:f8709a1 a23fe333c78	t_mid.1427503 548617:72ef9 3efdf19e96e5 9
3/28/2015 0:45	Teo Leonard	GO Hillsborough	<p>Teo Leonard at 0:45:48 on 3/28/2015</p> <p>I have noticed that you have used multiple photos of me in your presentations and brochures. I do not recall giving you permission to use photographs of me promoting your organization. Please provide me with the signed release.</p>	m_mid.1427503 548617:72ef93e fdf19e96e59	t_mid.1427503 548617:72ef9 3efdf19e96e5 9



## GO Hillsborough Facebook Export

### Message Threads

Timestamp	From	To	Text	Content ID	Parent ID
3/16/2015 13:48		Neil Cosentino, GO Hillsborough	From: FASTA Florida [ TBWorld.LLC@gmail.com 813-784-4669 ] Who is funding GO Hillsborough? thanks neil  Participants: Neil Cosentino, GO Hillsborough at 13:48:17 on 3/16/2015	t_mid.1426513696632:0fb0e41deb30247896	
3/16/2015 13:48	Neil Cosentino	GO Hillsborough	Neil Cosentino  at 13:48:17 on 3/16/2015  From: FASTA Florida [ TBWorld.LLC@gmail.com 813-784-4669 ]  Who is funding GO Hillsborough?  thanks  neil	m_mid.1426513696632:0fb0e41deb30247896	t_mid.1426513696632:0fb0e41deb30247896
3/9/2015 20:02		Walter John Slupecki, GO Hillsborough	It's hard to keep a discussion civil and on track when you have trolls like Tom Rask who ate intentionally and continuing to derail the conversation. Please do something about these trolls, or your pa  Participants: Walter John Slupecki, GO Hillsborough at 20:02:44 on 3/09/2015	t_mid.1425931363923:2e81d9fd74d46ae784	
3/13/2015 1:34	Walter John Slupecki	GO Hillsborough	Walter John Slupecki  at 1:34:05 on 3/13/2015  Go Hillsborough, please ban these troll buses or whatever they call themselves. And please ban Tom Rask. They both continue to deliberately derail the discussion. Thank you.	m_mid.1426210445417:b0339761a2fa3c0a45	t_mid.1425931363923:2e81d9fd74d46ae784
3/10/2015 15:57	Walter John Slupecki	GO Hillsborough	Walter John Slupecki  at 15:57:03 on 3/10/2015  Thank you for your reply. I try hard to abide by your rules, but it is a challenge to try to do so when there are many who want to derail the conversation and turn threads into Greenlight Pinellas style mudfests.	m_mid.1426003023376:547198e4052f32f170	t_mid.1425931363923:2e81d9fd74d46ae784



## GO Hillsborough Facebook Export

### Message Threads

Timestamp	From	To	Text	Content ID	Parent ID
3/10/2015 14:39	GO Hillsborough	Walter John Slupecki	<p>GO Hillsborough at 14:39:18 on 3/10/2015</p> <p>Hi. Walter. We appreciate your interest in Go Hillsborough. Please know that while we encourage everyone to participate, we also watch carefully to ensure that the Rules of Engagement are followed. In fact, we have issued several reminders to date, and have "hidden" non compliant posts.</p>	m_mid.1425998358093:9a853df79404048e48	t_mid.1425931363923:2e81d9fd74d46ae784
3/9/2015 20:02	Walter John Slupecki	GO Hillsborough	<p>Walter John Slupecki at 20:02:44 on 3/09/2015</p> <p>It's hard to keep a discussion civil and on track when you have trolls like Tom Rask who ate intentionally and continuing to derail the conversation. Please do something about these trolls, or your page will quickly become the Greenlight Pinellas/PSTA Facebook Page of Hillsborough County. It's clear that Sharon Calvert, Tom Rask, and many others do not want us to have any transportation choices and they will do all they can to trash and troll the discussion.</p> <p>Thank you.</p>	m_mid.1425931363923:2e81d9fd74d46ae784	t_mid.1425931363923:2e81d9fd74d46ae784
2/26/2015 23:48	Jason Ball, GO Hillsborough		<p>Can someone please explain why a well known serial troll who goes by the name of Tom Rask, is allowed to troll what are supposed to be constructive discussions among Hillsborough County voters? Tom Ra</p> <p>Participants: Jason Ball, GO Hillsborough at 23:48:38 on 2/26/2015</p>	t_mid.1424994518765:b148e91a63baafb224	
4/13/2015 2:20	Jason Ball	GO Hillsborough	<p>Jason Ball at 2:20:38 on 4/13/2015</p> <p>Just a heads up that user "Joshua Smith" is a sockpuppet account created by Pinellas resident Devin Henderson, who is someone you have already blocked other such accounts for.</p>	m_mid.1428891638636:7c0f397eec0517ca28	t_mid.1424994518765:b148e91a63baafb224



## GO Hillsborough Facebook Export

### Message Threads

Timestamp	From	To	Text	Content ID	Parent ID
3/14/2015 18:42	Jason Ball	GO Hillsborough	<p>Jason Ball  at 18:42:50 on 3/14/2015</p> <p>Here we go again... This is the person who was using the moniker "The Truth Buses" that was already removed.... This person will in fact routinely violate your TOS until he is forcibly removed. He is not a Hillsborough resident either... Quote, "Devin Henderson Jason...I mean Walter, why do you block me from commenting on your tiny little pages, then try to talk to me through pseudo accounts? Either unblock me and we'll talk on your page(s), or commit to an interview live on radio, then we'll talk." ... <a href="https://www.facebook.com/GoHillsborough/posts/1562281594054026?reply_comment_id=1563676397247879&amp;total_comments=4">https://www.facebook.com/GoHillsborough/posts/1562281594054026?reply_comment_id=1563676397247879&amp;total_comments=4</a></p>	m_mid.1426358570175:26b34fa cc5ee1b4779	t_mid.1424994518765:b148e 91a63baafb224
3/11/2015 19:19	Jason Ball	GO Hillsborough	<p>Jason Ball  at 19:19:52 on 3/11/2015</p> <p>Correction, make that FOUR times that this serial troll manipulating your page into the ground, has deleted and reposted a demonstrably false comment, to strip it of the rebuttal pointing out that it's misinformation. Once again, DO YOUR JOB, or an increasingly large number of Hillsborough residents whose right to participate without obstruction will be compelled to consider all remedies of this situation, including legal action.</p>	m_mid.1426101592237:5f47ad4 a0c96884c25	t_mid.1424994518765:b148e 91a63baafb224
3/11/2015 16:45	Jason Ball	GO Hillsborough	<p>Jason Ball  at 16:45:10 on 3/11/2015</p> <p>Here we go AGAIN. The serial troll Tom Rask, who is an outsider to these proceedings, has yet again deleted his misinforming post which was rebutted with the facts, and has reposted it for a 3rd time, so that the rebuttal is stripped out... So now what? Actual Hillsborough residents trying to constructively participate in this process have to waste more of our time yet again re-posting our remarks, and pray the serial troll doesn't yet again manipulate your ill managed and ill conceived public discussion process? DO YOUR #\$\$%^\$ JOB!</p>	m_mid.1426092310368:f0ff20e0 e60ac21758	t_mid.1424994518765:b148e 91a63baafb224
3/11/2015 16:44	Jason Ball	GO Hillsborough	<p>Jason Ball  at 16:44:24 on 3/11/2015</p> <p>(unknown message)</p>	m_mid.1426092264003:d05a02 33520bf7bc50	t_mid.1424994518765:b148e 91a63baafb224



**GO Hillsborough Facebook Export**  
Message Threads

Timestamp	From	To	Text	Content ID	Parent ID
3/11/2015 14:07	Jason Ball	GO Hillsborough	<p>Jason Ball  at 14:07:41 on 3/11/2015</p> <p>Also, why is there a non-Hillsborough resident running around making repeated trolling posts with an account which doesn't even remotely follow the TOS you claim you are enforcing? The Truth Buses V2 ... GET YOUR ACT TOGETHER AND DO THE JOB YOU ARE BEING PAID TO DO!</p>	m_mid.1426082 861802:1550f59 7abf72d4e42	t_mid.1424994 518765:b148e 91a63baafb22 4
3/11/2015 13:57	Jason Ball	GO Hillsborough	<p>Jason Ball  at 13:57:08 on 3/11/2015</p> <p>here we go again... Outside trolls are once again making serious disruptions to the ongoing discussions that Hillsborough residents are trying to have amongst themselves... So now Tom Rask, outside interloper, makes uninformed, factually incorrect posts, and when he is effectively rebutted, he deletes his remark, which deletes the rebuttal that revealed his ignorance, then reposts his same misinformation, which then appears without any rebuttal. This sort of classless, despicable behavior is the very definition of trolling. I have run online communities for 15 years and counting, and I can honestly say that I know of no site which would not ban a user demonstrating the disruptive behavior that Tom Rask has already consistently displayed in a short period of time. You claim you will remove disruptive content. DO YOUR JOB AND PROVE IT.</p>	m_mid.1426082 228735:8f868f9 059f9333963	t_mid.1424994 518765:b148e 91a63baafb22 4
3/10/2015 17:09	Jason Ball	GO Hillsborough	<p>Jason Ball  at 17:09:07 on 3/10/2015</p> <p>People should be free to post just about whatever they like, so long as they are not openly calling people names like "moron" etc... What should not occur is for outside people who have nothing to do with Hillsborough County, coming in and disrupting our county's sacred political process. Shutting out the trolls gives the process integrity and helps provide a sense of trust between participants and the overseers we are paying to mediate the process and keep it constructive and on task.</p>	m_mid.1426007 347940:c1ea64d 4694fa9b954	t_mid.1424994 518765:b148e 91a63baafb22 4



**GO Hillsborough Facebook Export**  
Message Threads

Timestamp	From	To	Text	Content ID	Parent ID
3/10/2015 14:40	GO Hillsborough	Jason Ball	<p>GO Hillsborough at 14:40:32 on 3/10/2015</p> <p>Jason -- We appreciate your interest in Go Hillsborough. Please know that while we encourage everyone to participate, we also watch carefully to ensure that the Rules of Engagement are followed. In fact, we have issued several reminders to date, and have "hidden" non compliant posts.</p>	m_mid.1425998 431840:949643 22f976b8fb87	t_mid.1424994 518765:b148e 91a63baafb22 4
3/9/2015 19:11	Jason Ball	GO Hillsborough	<p>at 19:11:23 on 3/09/2015</p> <p>Quote, "Brian Halifax This area isn't for you and your hate is disgusting. Typical liberalism type mentality, they know what's best for everyone else. Meanwhile they drive their cars daily pointing fingers at everyone else. Tampa Bay isn't a big city, but there are some great pockets of density. To expect a major change in this area makes no sense. Move to a dense urban area now while you can still enjoy it, if you hurry you can even help subsidize it too!"</p> <p>WHY do Hillsborough resident have to endure trolling and abusive commentary from outsiders who have no affiliation whatsoever with Hillsborough County, while we try to come together and figure out our country's transportation problems? "Brian Halifax" is not a Hillsborough resident, property owner, voter, business owner or employee at a Hillsborough firm. He has no standing to make commentary in this forum, and is violating the TOS you keep claiming you're enforcing.</p> <p>The city of St Petersburg wisely barred all input from non-city residents during its recently completed Pier evaluation process. This is the same thing</p>	m_mid.1425928 283327:838e18 a6f079888856	t_mid.1424994 518765:b148e 91a63baafb22 4



**GO Hillsborough Facebook Export**  
Message Threads

Timestamp	From	To	Text	Content ID	Parent ID
2/26/2015 23:48	Jason Ball	GO Hillsborough	<p>Jason Ball at 23:48:38 on 2/26/2015</p> <p>Can someone please explain why a well known serial troll who goes by the name of Tom Rask, is allowed to troll what are supposed to be constructive discussions among Hillsborough County voters? Tom Rask is not a resident of Hillsborough County, he does not own property in the county, and he does not work in Hillsborough County. What he does do however, is actively works for and donates his time and money to political organizations (such as 'No Tax For Tracks') dedicated to halting community gatherings such as the one that GO Hillsborough is undergoing right now... Why is this person permitted to troll these discussions and discourage constructive participants. My name is Jason Ball. I own property in the county and I vote every election. And I, like many others I know who feel the same way, WILL NOT waste our time and effort participating in a sham process which is set up from the start to be trolled, obfuscated and subverted by non-constructive outside participants, who apparently have a vested interest in this process failing... Get these destructive influences out of our community's process now!</p>	m_mid.1424994518765:b148e91a63baafb224	t_mid.1424994518765:b148e91a63baafb224
2/18/2015 15:25		Bill Hutchison, GO Hillsborough	<p>Please either fire a shot across Tom Rask's bow or block him altogether. He's already calling me an ideologue and is exhibiting bullying behavior. "In the interest of full disclosure, Mr. Hutchison</p> <p>Participants: Bill Hutchison, GO Hillsborough</p> <p>at 15:25:59 on 2/18/2015</p>	t_mid.1424273159562:9f9d355499b87ba456	
3/11/2015 18:57	Bill Hutchison	GO Hillsborough	<p>Bill Hutchison at 18:57:19 on 3/11/2015</p> <p>Rask is now calling me "dumb" and "stupid." If you aren't going to do anything about him or that BUS character the gloves are going to come off. I've played by the rules. I expect the same in return.</p>	m_mid.1426100239863:e26dfeb345e77cd171	t_mid.1424273159562:9f9d355499b87ba456
3/10/2015 22:05	Bill Hutchison	GO Hillsborough	<p>Bill Hutchison at 22:05:37 on 3/10/2015</p> <p>WHY do you continue to allow BUS to post under a fake name?</p>	m_mid.1426025137289:14903c0f8dc6b96606	t_mid.1424273159562:9f9d355499b87ba456



**GO Hillsborough Facebook Export**  
Message Threads

Timestamp	From	To	Text	Content ID	Parent ID
3/4/2015 12:47	Bill Hutchison	GO Hillsborough	<p>Bill Hutchison at 12:47:49 on 3/04/2015</p> <p>He also posted this nugget directed at you:</p> <p>The Truth Buses V2</p> <p>What rules Go Hillsborough? You all aren't even enforcing your rules, so there. We buses can post now. - Bus 901</p>	m_mid.1425473 269616:a9dbc3f dc1bc0b3766	t_mid.1424273 159562:9f9d3 55499b87ba4 56
3/4/2015 12:44	Bill Hutchison	GO Hillsborough	<p>Bill Hutchison at 12:44:11 on 3/04/2015</p> <p>You also have a person posting under a false name:</p> <p>The Truth Buses V2</p> <p>We buses are loving watching this thread. Keep it up Tom and Devin! You guys are doing great! Let's privatize HART so that we can really get some progress going, that is Tolled Express Lanes...the REAL solution to our congestion problems. - Bus 901</p> <p>You have better put your foot down of you will lose control of this page.</p>	m_mid.1425473 051763:de845ef 6d3a3b4d678	t_mid.1424273 159562:9f9d3 55499b87ba4 56



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Message Threads

Timestamp	From	To	Text	Content ID	Parent ID
3/4/2015 2:38	Bill Hutchison	GO Hillsborough	<p>at 2:38:58 on 3/04/2015</p> <p>Here is the passage from rules of engagement. I'm honoring them. Rask is not and he's already using defamatory and insulting language.</p> <p>Be courteous, respectful and appropriate. You agree that your comments, ideas and feedback will be constructive and will not sharply criticize or attack another participant or their ideas, including the use of all capital, all bold or all italic letters or objectionable avatars or emojis, or excessive links to external websites.</p> <p>Further, you agree to refrain from posting or uploading anything obscene, hateful, blasphemous or derogatory or anything that is defamatory, libelous or invades another person's privacy or proprietary rights.</p> <p>If you need to ask yourself whether it's appropriate, it's probably not appropriate.</p>	m_mid.1425436 738510:982afec 21263883399	t_mid.1424273 159562:9f9d3 55499b87ba4 56
3/4/2015 2:33	Bill Hutchison	GO Hillsborough	<p>Bill Hutchison</p> <p>at 2:33:16 on 3/04/2015</p> <p>Bill Hutchison</p> <p>And how many referenda have there been for roads? They seem to just happen, unlike transit. Just curious.</p> <p>Tom Rask Dummy alert. Evacuate the dance floor.</p> <p>That's an insult. I should not have to put up with that. It's only going to get worse if he is allowed to post. please block him</p>	m_mid.1425436 396014:4b74a6 e55fbc12fd59	t_mid.1424273 159562:9f9d3 55499b87ba4 56



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Timestamp	From	To	Text	Content ID	Parent ID
2/27/2015 20:54	Bill Hutchison	GO Hillsborough	<p>Bill Hutchison  at 20:54:23 on 2/27/2015</p> <p>You guys had better keep a tight lid on Tom Rask, Sharon Calvert, "Bus" and other anti transit trolls or they will bury this page. I just went through this with the Greenlight Pinellas campaign and it was disgusting the way they ran supporters off. They really ought to be banned outright. If they aren't I might not support you.</p>	m_mid.1425070462900:ef2aad2184027fb981	t_mid.1424273159562:9f9d355499b87ba456
2/18/2015 15:25	Bill Hutchison	GO Hillsborough	<p>Bill Hutchison  at 15:25:59 on 2/18/2015</p> <p>Please either fire a shot across Tom Rask's bow or block him altogether. He's already calling me an ideologue and is exhibiting bullying behavior.</p> <p>"In the interest of full disclosure, Mr. Hutchison is a National Association of Railroad Passengers Representative. He is also sits on the board of the "Florida Coalition of Rail Passengers", which in turn "advocate for Amtrak, commuter rail, intercity rail and transit". Apparently, they advocate regardless of cost, suitability, driverless cars or anything else that might change the mind of a reasonable person. They are truly ideologues."</p> <p>Thanks.</p>	m_mid.1424273159562:9f9d355499b87ba456	t_mid.1424273159562:9f9d355499b87ba456
2/17/2015 3:03	Orelve Brito, GO Hillsborough		<p>Hola soy cubano y estoy loco por pertenecer a esa maravillosa compaÃ±ia, yo trabajaba en cuba mi antiguo pais en esa hermosa profencion a diario veo pasar por donde yo vivo esos hermosos y confortables b</p> <p>Participants: Orelve Brito, GO Hillsborough at 3:03:31 on 2/17/2015</p>	t_mid.1424142211042:a6abd5c7c952935518	



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2/17/2015 3:03	Orelve Brito	GO Hillsborough	<p>Orelve Brito  at 3:03:31 on 2/17/2015</p> <p>Hola soy cubano y estoy loco por pertenecer a esa maravillosa compaÃ±ia, yo trabajaba en cuba mi antiguo pais en esa hermosa profencion a diario veo pasar por donde yo vivo esos hermosos y confortables bus y habeces saludo a los choferes tanto hombres como mujeres, yo le pido a dios todos los dias que me de la oportunidad de perteeecer a esa compaÃ±ia y me imagino tambiem a esa gran familia saludos de un cubano soÃ±ador.</p>	m_mid.1424142 211042:a6abd 211042:a6abd5c 7c952935518	t_mid.1424142 211042:a6abd 5c7c952935518
2/13/2015 21:37	Ed Equality Lally, GO Hillsborough		<p>Hi Kathy,</p> <p>Participants: Ed Equality Lally, GO Hillsborough</p> <p>at 21:37:45 on 2/13/2015</p>	t_mid.14238634 65277:ea06605 97577b3be66	
2/13/2015 21:37	Ed Equality Lally	GO Hillsborough	<p>Ed Equality Lally</p> <p>at 21:37:45 on 2/13/2015</p> <p>Hi Kathy,</p>	m_mid.1423863 465277:ea0660 597577b3be66	t_mid.1423863 465277:ea066 0597577b3be66