

APPENDIX I:

TELEPHONE TOWN HALLS

(SUMMARIES AND QUESTIONS & ANSWERS)



Bob Clifford introduced the live telephone town hall event along with panelists County Administrator Mike Merrill, Chief Development and Infrastructure Services Administrator Lucia Garsys, and Jean Duncan, City of Tampa Director of Transportation and Stormwater Services. The panelists introduced themselves, and the format of the telephone town hall was provided.

Mr. Clifford gave the purpose of the call as well as an overview of GoHillsborough, a grassroots effort to discuss and recommend options for a Community Transportation Plan for all of Hillsborough County. Before the questions began, Mr. Clifford provided some local context and information on the current transportation system in Hillsborough County.

Participants were then invited to ask questions on the air. The following is a summary of the questions and answers that went "live" during the telephone town hall meeting. Some clarification or additional information has been added where necessary to the questions and responses.

Total Participants: 6,028

- Peak Participants: 1,941
- Average Participation: 9 minutes
 - Participation 5 to 15 min: 435
 - Participation 15 to 30 min: 180
 - Participation 30 to 60 min: 278

Total Questions Received: 73 (62 from phone, 3 from Facebook, and 8 from email)

- Live Questions: 32 (30 from phone, 1 from Facebook, and 1 from email)

Question 1 from Dominic

My sister just moved here from Chicago and uses HARTPlus. What are the plans for future transportation services for the disabled?

Response

Please reach out to the Hillsborough County Sunshine Line, and you can reach them at 813-272-5900. They provide door-to-door service with a reservation. The important thing about your question is we're going to need an additional investment in order to expand HART's services that they currently provide. This touches on the quality of life issue that we're going to be discussing tonight.

Question 2 from Cheryl

I live in Sun City Center, and my main concern is the traffic on (State Road) 674 between (US) 301 and (Interstate) 75 plus the many developments coming to that area. Are there any plans to widen 674, widen 19th Avenue, and put another entrance to 75 from 19th Avenue?

Response

Currently there are no plans to widen 674, which is a State Road and not a County Road, nor are there plans to widen 19th Avenue. We have heard from some that they would like 19th Avenue widened, but we've also heard from others saying they do not want it widened, and we're taking all comments into consideration. Lastly, there are no plans to provide any interchanges at the intersection of 19th Avenue and I-75.

Question 3 from Renee

Are there any plans to provide bus transportation to the Brandon Town Center and Brandon Mall from the Bloomingdale and Bell Shoals area? There is currently no bus transportation.

Response

There is a route planned for this but it's currently not funded in HART's budget. We are looking at a pilot bus rapid transit route from Brandon to Downtown Tampa as well as to the Tampa International Airport, and we are currently asking state legislators to help fund that pilot project.

Question 4 from Dean

I am happy there is attention being given to improve our bicycle paths, but these bike paths are only divided by a line of paint. Are there any plans to use raised dividers, such as 6-inch high curbs, to help physically separate the bicycles from auto traffic?

Response

We are putting more bicycle infrastructure on all of our city, county, and state roads, and as we work with existing roadway widths and right-of-ways, our first step is to put down bike lanes. We are looking for opportunities to put more separation as well as more physical separation between the bike lanes and the auto lanes. The Florida Department of Transportation has made bicycle safety a top priority, and they're currently working on design standard changes at the state level that allow more opportunities for better bicycle infrastructure for our entire county.

Question 5 from Litha

I'm curious about transportation to nursing homes. I used to go to the Brandon Senior Center, and we need more transportation options to get to nursing homes.

Response

Please reach out to the Hillsborough County Sunshine Line which is a door-to-door service. You can reach them at 813-272-5900. A future possibility could be a bus circulator that would help seniors and others with mobility needs get to nursing homes, doctor's appointments, shopping, etc., but this requires additional funding.

Question 6 from Paulette

Are there any plans for a transit system, not one that takes you from the airport to Disney World, but one that takes you from home to work?

Response

Currently, there is nothing planned or funded, but that's what we're trying to do right now with GoHillsborough which is to find out what the interest is as well as the need. One possibility would be bus rapid transit. Another would be some kind of train such as a modern streetcar. At this point, those types of transit modes are not funded.

Question 7 from Dianna

Why don't we have a bus system here in Plant City? We have a lot of seniors here, and a lot of residents do not drive.

Response

We've heard that same request at some of the meetings we've held in Plant City. One solution for your need would be a bus circulator system to allow residents to get around their city easily and get to the store and other nearby appointments, but that kind of transit system is currently not funded.

Question 8 from Sharon

I'm near the Citrus Park Mall and close to about six different schools, and there is no safe way to cross the Veterans Expressway. It's hard to get to the bike trails as well as a safe place to catch a bus. Is there a plan to add a signal to cross to make it safer?

Response

We'll need to take a closer look and see what is being planned in that area. We are certainly concerned about providing adequate crossings, especially when they're interphased with trails and bicycle lanes. We appreciate you bringing that specific area to our attention, and we are currently combing through all of our streets and roadways with the GoHillsborough effort so thank you for identifying that as a need in that area.

Question 9 from Marilyn

There is a big communication gap between the public and Hillsborough County. How can citizens be heard?

Response

That is the whole purpose behind GoHillsborough, and we have a number of ways for the public to provide their comments and suggestions: by phone by calling 813-274-6922, our website, gohillsborough.org, social media, and most importantly through the GoHillsborough events we're holding around the county. By going to one of these events or contacting us in one of these ways, we can develop a community plan for the community by the community.

Question 10 from Dale

We've suffered a rash of wrong way drivers on our interstates and other major thoroughfares causing fatal crashes – has anyone considered the installation of wrong way spikes across interstate entrance or exit ramps? Any other preventative methods?

Response

The Florida Department of Transportation considers this a paramount issue, and safety is their number one concern. They are looking at all sorts of restrictive measures in order to prohibit those activities and accidents. They've installed some of these measures already, and they will continue to look into this.

Question 11 from Pattie

How will traffic be affected if Costco goes into Westchase? If it does go in, what will it do to our roadways?

Response

Like many other developments, Costco is required to make certain infrastructure improvements, such as turn lanes and signals that help mitigate project traffic. What we are trying to work through right now is that state legislation has constrained how much we can actually get from new developments. Developments can no longer pay for existing deficiencies. They will do what we can have them do and mitigate to the extent that the law provides.

Question 12 from Barbara

We have gotten to this point of unfunded transportation needs for a reason. What are we doing today to prevent this from happening in the future, and can we increase impact fees?

Response

The state legislation has limited our ability to charge impact fees to pay for existing deficiencies. We can do things like raise impact fees such as mobility fees, like Pasco County has done. Over the last 20 years, new development has paid about a 17% share of the total cost, but clearly we need to do more going forward.

Question 13 from Dorothy

We need a new transit system that will relieve some of the traffic on the interstates and other roadways, and a system that will allow us, as well as our visitors and tourists, to get around faster. Are there any plans for this?

Response

You're right, we absolutely need a more robust transit system, whether it's bus rapid transit or rail or modern streetcar. A lack of a robust transit system is holding us back from attracting a number of good paying jobs to this community. What kind of solution that will be is something we need to hear more about from the residents of Hillsborough County.

Question 14 from Ralph

What is the GoHillsborough effort doing in regards to light rail?

Response

Hearing these types of comments from citizens is exactly what the GoHillsborough effort is about so we can listen to comments from citizens and incorporate them into our plan development. We agree that we need to have a transit opportunity and component to our plan to give our residents other choices.

Question 15 from Facebook

Has the county looked into animal crossing bridges – are there any plans for these?

Response

The county has been looking into this. There are no specific plans at this time, but this is something they look to address and if it is warranted and makes sense, they will include them in the overall design of a project.

Question 16 from Charles

Why don't we have HART bus service on Benjamin Road between Hillsborough Avenue and some of the industrial places so people who don't have transportation can get to work?

Response

HART has done a ridership analysis of the transit need in that area, and for that particular area, there doesn't seem to be enough demand. We need to look at ways to get people more easily to where they work, and that's the reason why we're doing this GoHillsborough effort so we can identify the need as well as increase bus service and frequency.

Question 17 from Judy

Commissioner Sandy Murman has indicated many times the County is looking to do a ferry from Apollo Beach to the MacDill Air Force Base area which will alleviate a lot of traffic in that area, especially on (US) 41. We get a lot of questions about it in the community so where are we on the ferry?

Response

We've identified four potential sites in the area which you describe. The next step is to go through an environmental assessment of the potential sites as well as some preliminary design because we need to receive sign-off from some of the federal agencies that govern concerns about manatees and other environmental impacts. Once that is done we will look at ridership and narrow down some of the decisions such as where to put the terminal, where the routes will go, and negotiate an operating agreement with the potential operator of the ferry.

Question 18 from Kristine

Thank you for offering so many ways to stay informed and allowing the transportation discussion to move forward. My question relates to transportation for public high school students, specifically when a school campus is relocated to an area of the county where a HART bus stop is not safely accessible because there is no sidewalk. What can be done about this, and are there any plans to provide students with a HART bus pass, similar to how they do in Polk County with the Polk transit system?

Response

I (Mike Merrill) recently met with the new Hillsborough County Schools Superintendent, and there will be a number of changes to accommodate all students. I believe HART is looking at providing students with passes, and we're looking forward to working with the new schools superintendent to find solutions to the problems you've raised.

Question 19 from Rick

What can I, or any Hillsborough County citizen, do to help secure more funding for transportation?

Response

You're doing it right now. This is the first step to let us know you're interested in investing in transportation, and the next step would be to talk to your County Commissioners, and more importantly, please attend the GoHillsborough events because the next phase is to identify funding options and rank transportation priorities. We need to hear what investments you're willing to make as well as what you really need.

Question 20 from Annie

When will my road get paved? It's been 38 years since Williams Road has been resurfaced. The resurfacing needs to be done north of Sligh Avenue (Frontage Road) to Fowler Avenue because the other part of Williams Road has been resurfaced. We also need a traffic signal at Williams Road and Harney Road.

Response

There are a number of repaving needs within the county, and our city and county engineers rank them so I can't tell you right now where Williams Road ranks, but we do have a pressing need to repave many of our roads. In our county's upcoming budget I plan to recommend that we add more funding for repaving. It's not going to solve all of our problems, but we've taken note of the problem you've identified, and we'll try to get it done as quickly as we can.

Question 21 from Al

Are there plans to regulate growth in Hillsborough County? Such as who is going to build where, how many homes are allowed, etc. because this affects the number of cars on the roads.

Response

The Hillsborough County Comprehensive Plan allows for some guidelines and regulations as to where growth should occur. The Planning Commission is the one who updates the Comprehensive Plan so we encourage you to participate in that process.

Question 21 from Kathy

I work with a lot of elderly people as well as the disabled. There's been a lot of emphasis on the Hillsborough County Sunshine Line, but this is a small solution to a very large problem. What can be done?

Response

You're correct, the Sunshine Line serves a small percentage of the population, and this is what the GoHillsborough effort is all about; to find out the needs, but more importantly, to find ways to invest in the community so we can take care of seniors and children, make sure we continue to create new jobs, and improve the safety of our roads.

Question 23 from Catherine

Thank you for making this call available. I am blind, and I want to thank HART and the Sunshine Line both for the services they provide. There is not enough advertising so people understand what services are available so how can we give HART more publicity?

Response

We agree, and we want whatever services are available maximized for those that need them. We want to make sure people are aware of those services, and with the GoHillsborough effort, we want to find what transit services are needed, like the ones you just described, and figure out ways to provide even more of those services, so thank you for your comment.

Question 24 from Mike

Are there any plans for a circulator in the downtown area for the homeless to get to different social service agencies such as the neighborhood services, the County Center in Downtown Tampa, etc.? Is there any talk of discounted fares to help our most vulnerable neighbors?

Response

There are various discounts for different groups, and we'd like to refer you to HART's website, gohart.org, or call them to find more information on the options that are currently available. We appreciate your comment as we put together a transportation plan with the goal of providing more transportation choices to our residents.

Question 25 from Greg

With this GoHillsborough effort, will there be a historical budget analysis to see where money has gone over the last 20 years?

Response

Yes, this information is available online at gohillsborough.org as well as at the GoHillsborough events. There is information about how money has been spent for the last 20 years, and it is broken down by revenues and expenditures. \$1.3 billion has been spent on transportation, most of which has come from the Community Investment Tax and gas taxes, and most of that has gone to roads (almost \$1 billion, and \$137 million to intersections). You can see this information on the website as well as by going to one of our events.

Question 26 from Angela

I live in Plant City and there is no public transit out here. I think one option is to have people pay for a service instead of having to drive.

Response

We're trying to find a number of different options to allow people to get to where they want to go. One of those is mass transit, and for those who drive, some options would be to provide high occupancy vehicle lanes or toll lanes. We're working on identifying a number of different modes that will serve everyone's needs because the needs in Plant City are different than they are in South County or the City of Tampa so thank you for your comment.

Question 27 from Steve

My grandmother lives near the MacDill area, and I am concerned about transit from southeast Hillsborough County to areas in Tampa. Why aren't there more frequent routes from this area to Tampa?

Response

The issue with the areas you are describing is that the transit ridership demand isn't there right now. What we're looking at for areas like this is a circulator system, but your comments are an important piece to the GoHillsborough effort because it helps us look at ways to move more people in places like yours more frequently when the demand isn't quite there yet.

Question 28 from Robin

I live in the South Tampa/MacDill area, and we still have the old traffic light system and not a "smart" system that moves traffic more efficiently. We also need more left-turn signals.

Response

We have some funding to improve the traffic signals throughout the city and the county, but if we had a fully implemented "smart" traffic system as you call it, or an advanced traffic management system, we can optimize the roadways, and this is a priority for us. In terms of the right and left turn lanes, it's a delicate balance, and these types of movements are studied very carefully because we want to maximize everyone's opportunity to get through intersections.

Question 29 from Denise

I live in the Brandon area, and there are bike lanes on Martin Luther King, Jr. Blvd as well as SR 60, but there are no bike lanes in between, and the ones that do exist are discontinuous along Martin Luther King. Will bike lanes be expanded to major roads, and will the shoulder be widened per new statewide regulations?

Response

Both the city and the county are working on Master Plans to increase our bicycle infrastructure countywide. The state DOT is updating how bicycle lanes should be constructed so with every opportunity that comes along with a widening project or a resurfacing project, we are slowly building onto our grid for a more complete bicycle system.

Question 30 from Ophelia

I live in Lutz, and traffic has increased tremendously. Are there any plans to expand or add sidewalks and bike lanes to Livingston Avenue? Also, public transportation ends south of Livingston.

Response

One of the projects listed in the GoHillsborough plan is the addition of sidewalks and bike lanes on Livingston from Bearss Avenue north to Vandervort Road. The next step is to get more funding. As far as public transportation is concerned, that's as far as it goes presently, but HART is continually looking at options to expand in an efficient manner.

Question 31 from Michael

Why isn't there more communication about the GoHillsborough effort and meetings like these?

Response

We have an extensive engagement program with many ways to get the word out, from our gohillsborough.org website, Facebook, Twitter, YouTube, and we're working with the media. We also have signs posted all around the county. We're going to continue this process over the next month and a half, and we're going to hold many more of these meetings plus calls like these.

Question 32 from John

For any future strategic transportation plan, there must be a transit loop to connect to the MacDill Air Force Base. Also, in the northwest part of the county, I have a particular request for more sidewalks on Dunn Highway and Cain Road. Cain Road has a bus stop for school children, and there are no sidewalks.

Response

The county does have a sidewalk repair and replacement program, but that program needs more funding. You raise an important point because there are numerous places in the county where sidewalk gaps exist, and that's why we are doing this GoHillsborough effort to find out where the needs are.

Bob Clifford introduced the live telephone town hall event along with all panelists which included:

- Hillsborough County Administrator Mike Merrill
- HART Chief Executive Officer Katharine Eagan, and
- City of Tampa Director of Transportation and Stormwater Services Jean Duncan.

The format of the live question and answer call was provided along with a brief welcome from the panelists.

Mr. Clifford gave instructions on how to participate on the call as well as an overview of GoHillsborough, a grassroots outreach effort that includes studying, developing, and building consensus for a community mobility plan for all of Hillsborough County. Tonight's call focuses on understanding and exploring options.

Before the questions began, Mr. Clifford provided an update of outreach collected so far; the priorities include maintenance and resurfacing, new or widened roads, new or expanded transit, and improved intersections, sidewalks, and bicycle lanes. Ten out of the 12 communities agree that maintenance and resurfacing is the number one priority. Countywide, those priorities remain consistent.

Participants were then invited to ask questions on the air. The following is a summary of the questions and answers that went "live" during the telephone town hall meeting. Some clarification or additional information has been added where necessary to the questions and responses.

Total Participants: 6,024

- Peak Participants: 2,083
- Average Participation: 9 minutes
 - Participation 5 to 15 min: 418
 - Participation 15 to 30 min: 162
 - Participation 30 to 60 min: 288

Total Questions Received: 56 (53 from phone, and 3 from email)

- Live Questions: 22

Question 1 from Colette

Are there plans for an express bus system where I can go to a transfer station and get to the airport and back, or maybe to the Tampa Riverwalk (in Downtown Tampa), or even Tampa General Hospital?

Response

HART has service that gets people from Town N' Country, South County, Brandon, and New Tampa, into downtown. These are our express routes, but unfortunately we are only able to run them twice in the morning and twice at night because of limited funding. We also have service that gets you to the airport from downtown, but at this point it is not an express bus. Our longer range transit plans include faster connections from downtown to the airport, and not only via bus, but other options such as smaller vehicles, shuttles, and even ride-share options.

Question 2 from Naomi

How close to South County will the possible rail plan be?

Response

No decision has been made on the type of mode, whether it is rail or bus rapid transit, and that's the purpose of this GoHillsborough exercise. We've heard people say they want rail but also more frequent and expanded bus service. In South County, we've heard that a bus rapid transit service from Sun City Center to Downtown Tampa would be appealing, especially if there is some sort of rail service in the more urban part of the county so they could transfer and go to the airport, Pinellas County, and other destinations.

Question 3 from Susan

I live in the Westchase area. How will this address the traffic on Montague Street and Westchase Drive onto Livingston Avenue, especially with school traffic? Also, what is the status of handling traffic when the new Costco is built on Sheldon Road?

Response

We are working with the Hillsborough County School District to find solutions, and we'll look into the area that you described. Our longer term goal is to better coordinate with the school district. In addition, one of the solutions we're looking at is taking cars off the road via an express bus service, light rail, or commuter rail solution.

In regards to new development, the developer is required to make access improvements around the site, and we'll be monitoring this to ensure developers complete these improvements.

Question 4 from Irene

I'm originally from New York, and I live in Sun City Center, the first place I've ever lived where there are no transit options or sidewalks. Why is this, especially since most of us are seniors?

Response

The county has a sidewalk program where we are working on repairing, improving, and expanding sidewalks, but funding is an issue. As for public transportation, the Sun City Center area is where HART implemented some of our first "flex" route services where vans deviate and

go back into your neighborhoods. There are a couple of bus routes that run once an hour, and service to the Brandon Mall runs twice in the morning and twice in the afternoon. With that said, the Hillsborough County Metropolitan Planning Organization put together a circulator plan for the Sun City Center area, and HART has included this in our longer range plans.

Question 5 from Lisa

Will Plant City ever be connected by mass transit to the rest of Hillsborough County?

Response

Plant City is not currently in the HART service area. Unincorporated Hillsborough County and the Cities of Tampa and Temple Terrace levy a property tax which makes up about half of the funds for HART's operating budget. Plant City does not currently participate in paying that property tax, and as a result, there is no transit service in Plant City proper. HART has completed studies to look at what transit could look like for Plant City, including circulators and other connections to Tampa, but at this point Plant City is not part of the HART network.

Question 6 from Mary Jo

What are the plans for improving access to HART's service for those with disabilities?

Response

Please visit HART's website at goHART.org or send an email to ideas@goHART.org to provide us location information as to where you get on and off the HARTPlus bus so we can work on improving your access. We have a large basic transportation infrastructure program where a transportation engineer goes out and identifies areas where bus stops and sidewalk connections need to be improved for better access.

Question 7 from Dwight

It looks like something is being built on the Pinellas side of the Gandy Bridge, but what is planned for the Hillsborough side?

Response

The City of Tampa has a short-term project at the intersection of Westshore and Gandy Boulevards where we'll be adding turn lanes in all directions to increase the volume of automobiles through that intersection onto Gandy Boulevard from the west side. This project is currently in the design phase, and we'll have some right-of-way acquisition in a two-year time-frame before starting construction. We're looking forward to that intersection improvement and allowing more traffic to get through from the east and west sides of Gandy.

Question 8 from Peggy

I live in eastern Hillsborough County, and I normally get on McIntosh Road onto I-4 to go to work in Tampa. A new school is being built, traffic and accidents are increasing, and I feel we're getting ignored out here.

Response

I (Mike Merrill) recently had a meeting with the new Hillsborough County Schools Superintendent to discuss that area, along with the Florida Department of Transportation, and we found out that many parents prefer to drive their kids to school rather than let them ride the buses. As part of this GoHillsborough effort, we are looking at the area you describe to see

if we can find solutions, such as working and planning more closely with the school district, securing more funding, as well as finding solutions that are equitable for the entire county.

Question 9 from Noreen

I live in Carrollwood, and I find it very difficult to ride the bus. Oftentimes there is no station, only a sign on the side of the road with no bench or protection from the heat or rain, and I don't know where the bus routes go. Can this be improved to help increase ridership?

Response

I (Katharine Eagan) also live in Carrollwood, and I catch the bus at Dale Mabry Highway and Hudson Lane. On a good day it takes me an hour to get in, and when I make my connections, it might take me an hour and a half. You make an excellent point because not every stop has a shelter or a bench. We have about 600 shelters in Hillsborough County, and they're at our busiest stops, so half our riders get on or off at a shelter. The benches at the stops are not a HART program, but we happily have Tampa Jaycees posting benches throughout the county.

There are a couple of ways to find out where the bus is. We have "One Bus Away Tampa" on the internet and the App Store, and we also have a Trip Planner through Google Maps where you select the bus icon and it tells you where to go if you wish to ride transit on your route. We are currently redesigning the information that we post at our shelters and stops, and I will pass your comments along to those working on that.

Question 10 from John

I live on the border of Riverview and Lithia in the Fishhawk area, and they just widened Boyette Road, but there is no right turn-lane at Boyette and Bell Shoals Road. This area continues to expand so why is there no turn-lane?

Response

Boyette and Bell Shoals was just expanded, and we've widened Bell Shoals, but there's currently not a plan to add a right turn-lane off of Boyette at that intersection. While we have spent \$1.3 billion dollars on transportation in the county over the past 20 years, it is becoming more and more difficult to keep up with the needs. We're trying to bring short-term solutions to situations you're talking about with existing funds, but it's going to require the community weighing in on how we're going to invest in our infrastructure.

Question 11 from Dixie

I live in East Tampa. What are the plans to increase transit in this general area, and can we use grants to help fund transit expansion versus taxes?

Response

Both Hillsborough County and HART have been and continue to aggressively apply for grants. The federal government has reduced the amount of grant money that is available so it has become more and more competitive for governments to receive grant funds. Often times, the federal government requires a funding match from local governments and communities so you must have revenue to match the federal grant money.

Regarding other funding sources for transportation, we need to ensure that new growth is paying for itself, and we need to look at all other funding options, including grants, before we begin the conversation of raising taxes to invest in infrastructure.

Question 12 from Paul

The new shopping center on Big Bend Road near Riverview and Wimauma will not be built, but the traffic congestion on I-75 is getting worse. What can the county do to improve exiting 75 here as well as resurfacing our bumpy roads?

Response

There are a number of situations like this throughout the county, and the project you mention is on the list as part of the GoHillsborough initiative. Like many other projects across the county, it's currently not funded. With the limited funds we have, we're focusing on situations where there is a true safety problem due to the number of crashes or other data we have. Additional funding is required to handle our needs, and that means everyone will need to decide to share in that cost if they want to invest in the community.

Question 13 from Kim

I live in eastern Hillsborough County, east of Plant City, and our roads and sidewalks are in bad shape. When will improvements be made out here?

Response

Every year we spend money repaving roads, but we have a significant backlog due to the sheer volume of roads. Hillsborough County maintains 7,000 lane miles of roads which is like driving from Miami to New York to Portland (Oregon) to San Diego and back to Tampa. This problem is so large that what we truly need is for everyone to understand the funding problem in Hillsborough County, know that the plan we're creating serves everyone in the county, and there's a willingness to invest in maintenance.

Question 14 from Mark

I think we should look at solutions that do not encourage sprawl and bring folks closer to the city center where they work, shop, and play. Does the county have a plan to promote more sustainable development?

Response

You make an excellent point because land use decisions must go hand in hand with transportation decisions. Land use decisions that create a more dense and walkable community incentivize the use of transit and must be promoted to prevent the problems we're facing now. There are workshops being held with the County Commission to address the Comprehensive Plan, which is the state required process for determining land use needs. It's important to get this right so you can incentivize growth and transit in the areas you describe.

Question 15 from Ray

I live in Sun City Center on 674, and the traffic out here is tremendous, especially when trying to get to I-75. When are you going to widen 301?

Response

With financial help from the Florida Department of Transportation, US 301, from Balm Road to 674, is funded and will be widened to six lanes. That work will begin next year, and through this GoHillsborough initiative, we'll continue to look at other modes of transportation.

Question 16 from Cleophas

My concern is for maintenance and senior citizens who drive (example provided is Palm River Road from Falkenburg to 78th Street). It's difficult to follow the lane lines (white lines) on the road, especially at night and when it's raining. Can we get reflectors and better maintenance to make it safer to drive?

Response

Projects that improve safety are at the top of our priorities, such as providing road stanchions or keeping up with painting lane lines to help guide traffic, so we've made note of the location you describe.

Question 17 from Stuart

Light rail or another type of transit from downtown (specifically the "Waterfront 20/20" area in the Channel District and central downtown) to the airport needs to be the priority. Are there any plans for this connection?

Response

Downtown to the airport is a common theme we hear when we go out and talk to the public, and it's a critical link that is recognized in our long range planning. In addition, there's an envelope along the interstate that is reserved for a future opportunity to build such a connection, but we currently don't have an active project.

Question 18 from Rick

I live in the NE/Temple Terrace area off of Fowler Avenue and Morris Bridge Road. I see people endanger school children by driving past the bus while they're getting off at their stop. What can be done to improve their safety?

Response

I (Mike Merrill) have been in coordination with the new school district superintendent, and part of the problem is a lack of funding. The new superintendent wants to solve problems like the one you mentioned, and he wants to work with the county to find ways to make funding available for transportation as well as transportation safety projects in and around schools, including bus stops.

Question 19 from Mike

I live in Westchase, I work in the Brandon/Sabal Park area, and my commute can be 45 minutes to an hour and a half. Are there plans for express bus service from remote locations like mine, or North Carrollwood, to employment centers such as downtown or Sabal Park? Can private companies handle this type of service?

Response

Having a strong reliable network of express service remains an aspiration for HART. Regarding your question about private companies, there are a couple of pop-up bus companies, such as Brij or Lease, that use crowdsourcing to collect their data. They are similar to carpools but bigger with dedicated fleets, and those are future options for our community. HART has reached out to these entities to help attract them to Hillsborough County. I also encourage you to visit the TBARTA website at tbarta.com to look at their vanpool option.

Question 20 from Nancy

I live between Van Dyke Road and Dale Mabry Highway, behind St. Joseph's Hospital North, and with all these new developments coming in, what's being done to make sure they pay their fair share to improve the transportation network in the immediate area?

Response

In the area you speak of, as well as many other areas within the county and our cities, we don't have an advanced traffic management system which allows the traffic system to communicate with what's occurring on our roads. For an example, on Sundays a large number of people enter and exit churches in the area you describe. A traffic management system will dynamically optimize the red, yellow, and green time at an intersection to achieve a better throughput (i.e., a larger number of vehicles) going through those intersections.

In the past year, the state legislature took away some of the ability local governments had to assess new growth for deficiencies in transportation. The County Commission is currently involved in workshops to discuss what our options are, such as increasing some of the fees paid by new growth, and you can contribute to this at one of the county's workshops.

Question 21 from Mike

I'm new to the area, and I'm a disabled Veteran living in the Carrollwood area. My four-year old daughter likes to go to the library, but the only service to the Jimmie B. Keel library is via a flex service bus. Also, there are no sidewalks from Dale Mabry to the library.

Response

We've heard comments like yours numerous times throughout the GoHillsborough initiative, and it all comes back to funding. We have a sidewalk program but we also have more needs than funding. What this initiative comes down to is identifying what the community wants the most in terms of investing in our infrastructure.

Your HART flex service deviates off of Dale Mabry, and I'm sitting here with HART's Director of Service Development, and it looks like your library is just outside of the flex zone. We are making the executive decision to include your library in this flex zone because I think we can get

you there to that parking lot. The next time you call your flex scheduler, who will be Allen, we can book your trip so you can get dropped off right there at the library.

Question 22 from Ruth

Why do we allow more development and business expansion when we can't support the transportation?

Response

We need to come up with a system that incentivizes growth in areas where we can emphasize more transit and other types of mobility options. We don't want to prevent people from developing and growing further out into the county, but the further out growth occurs the more costly it is, and a greater share of that cost should be borne by those folks. Also, solving transportation and land use problems separately does not work so we're combining those in our future planning.

Bob Clifford introduced the live Telephone Town Hall event along with panelists Hillsborough County Administrator Mike Merrill, HART Chief Executive Officer Katharine Eagan, City of Tampa Director of Transportation and Stormwater Services Jean Duncan, and Tampa Bay Area Regional Transportation Authority (TBARTA) Executive Director Ray Chiaramonte. A brief welcome from each of the panelists was given. Mr. Clifford then provided the format of the live question and answer event as well as instructions on how to participate on the call.

Next Mr. Chiaramonte described TBARTA. TBARTA represents the seven counties of the Tampa Bay region and is very supportive of the GO Hillsborough effort. Hillsborough County is TBARTA's largest county, representing 34 percent of the Tampa Bay region's population. It is very important that Hillsborough takes the lead in moving the entire region forward in transportation.

Mr. Clifford then gave an overview of GO Hillsborough, a grassroots outreach effort studying, developing, and building consensus around a community mobility plan that protects our declining quality of life. Tonight's call is about making transportation choices regarding priorities and funding.

A major part of this effort is engaging the community and asking for input on these important transportation matters. To date GO Hillsborough has held 24 community, four larger geographic, and two Telephone Town Hall meetings. Over the next several weeks GO Hillsborough will hold more four more large geography meetings and one more Telephone Town Hall. These meetings have been organized into four phases: Understanding the Issues, Exploring Options, Making Choices, and will conclude with Finding Consensus.

Before the questions began, Mr. Clifford provided an update of outreach provided so far. Among our communities, we have distinct commonalities and differences in our transportation needs and desires. Based on feedback from the public, the priorities have consistently been:

- maintain what we have,
- new or widened roads and intersections,
- transit (new modes or expanded service), and
- sidewalks and bicycle lanes.

During Making Choices, our most recent round of engagement, we focused on two issues. The first question focused on: *How should we spend our transportation resources among the priorities?* We heard that "Maintenance" was the #1 priority choice with the highest percentage of funds spent on it, "Transit" and "Roads" were both closely behind, and "Sidewalks and Bike Lanes" considerably further back.

The second question focused on: *What additional financial resources are available and which ones are you willing to consider?* We heard that sales tax and gas tax were the most palatable options people would be willing to consider with property tax significantly behind.

Participants were then invited to ask questions on the air. The following is a summary of the questions and answers that went “live” during the telephone town hall meeting. Some clarification or additional information has been added where necessary to the questions and responses.

Total Participants: 5,876

- Peak Participants: 1,770
- Average Participation: 8 minutes
 - Participation 5 to 15 min: 425
 - Participation 15 to 30 min: 166
 - Participation 30 to 60 min: 255

Total Questions Received: 61 (59 from phone, 1 from Facebook, 1 from email)

- Live Questions: 20 (19 from phone, 1 from email)

Question 1 from Mike

How can the ridesharing industry help improve Hillsborough’s overall transportation?

Response

TBARTA has a pretty robust vanpool program in Hillsborough County, and it extends to other counties in the Tampa Bay region. TBARTA currently has about 100 vans running, and we have a new private sector partner that’s working with us. We have an opportunity to truly expand our rideshare market and hope to expand the program to 300 or 400 vans within the next few years. We also work with schools, primarily charter and magnet schools, on car-sharing and getting students to schools. We want to build on our ridesharing programs in Hillsborough County and then connect with other counties within our region.

Question 2 from John

When are you going to fix what we have? We can’t take care of what we have so why build new roads?

Response

We certainly need to take care of what we have. The GO Hillsborough plan will include a component to take care of what we have, but we also need to add new infrastructure. Adding new infrastructure is one of our most dire economic needs. We must add new capacity as well as new opportunities for linkages with our transportation system, in addition to fixing our existing deficiencies.

Question 3 from Oleg

I believe light rail would be great, not only in Hillsborough County but other Tampa Bay counties. Is there any possibility for this in the near future?

Response

The decision to include light rail will ultimately come from what we hear during this outreach effort, and more than anything, it will depend on what the community is willing to invest in. Rail is an effective yet expensive solution, and we must balance all of our needs. If rail is chosen as the top priority, it will be difficult to implement without a significant investment, but that doesn't mean we can't build a system that can increase ridership that can work towards a rail solution. One way to build ridership is to use bus rapid transit and express buses to start building a culture of people using transit. This is an important step in connecting to our other counties in the region as we build towards a more comprehensive rail system in the future.

Question 4 from Linda

I live in Sun City Center, and we have golf cars out here. I live on the corner of Del Webb (Blvd) and Haverford (Ave), and I've seen three people killed at this corner in the past 10 years. How can we make this intersection safer, such as traffic calming or with a more visible sign, to alert people this is a dangerous intersection?

Response

Safety projects are at the top of our list. I will have a crew look at that intersection tomorrow and see if it's something we can address immediately, but if it's something that is more complicated, we will consider this as part of the countywide transportation plan. Your comment is the reason we're holding this event tonight so we can identify community needs and desires.

Question 5 from Cecelia

I live in Seffner on 579 (Mango Road), and I'd like to know what is going on between I-4 and Sligh Avenue? Also, we have a small road out here that has a lot of traffic, such as school buses.... can this road be widened or paved permanently instead of a rock road?

Response

What you're talking about is the last phase of construction on an intersection improvement at 579 and Mango, and that should be completed in the next six months. There's also some work between I-4 and Thomas which includes widening and improving the flow of traffic. We'll look into the other need you brought up and have someone get back with you.

Question 6 from John

What about light rail from the airport to the hotel area in Westshore and then continuing to Downtown Tampa and onto the Convention Center? These connections will attract and serve both tourists and the hotel market, even up to the Busch Gardens area. What about adding on to our current sales tax or even a bed tax to help fund this type of service?

Response

So everyone on the call is aware, no transportation pays for itself. This includes roads, buses, and light rail. A rail or streetcar solution that runs from downtown to Westshore and the airport will be considered. In addition, the Florida Department of Transportation (FDOT) has given us a

big boost by the construction work they are doing on I-275 which will create a center lane that could be used for rail or bus rapid transit.

You make a good point about giving our tourists and visitors an opportunity to not have to drive so they can really experience Tampa. Currently, people coming into town for conventions receive a preferential cost which is a half cost fair on the streetcar, and we've seen many people use this service to go from downtown (at the Convention Center) over to Channelside for the new restaurants going in and then up to Ybor City, and we will continue to look at ways to make this happen.

Question 7 from Rosa

Tampa is getting bigger and bigger, more development is taking place, many roads need to be repaved, there's not enough frequency in our bus system, and we need to find funding.

Response

We do have roads that are deficient but we're doing the best we can with the resources we have. Resurfacing and maintenance of our existing assets is a priority. Many people say we need to expand our capacity and have choices for our citizens because not everyone wants to drive a car. We are looking to create a balanced plan to address all of these problems.

Funding is a big part of this. We have over 12,000 miles of roadway in Hillsborough County to maintain, and we've been unable to keep up with that need with our current funding source from property taxes. We need to look at other funding and transportation solutions, and that's what we're doing with this effort.

Question 8 from Beverly

I worked for the county for 11 years and every day I took the 50X from Northwest Hillsborough to downtown. They eliminated the service two years ago, and there is no express route west of I-275 that serves the Tampa area to downtown. The 50X route worked well so why was it eliminated?

Response

Currently, the only express service HART has consists of running two trips in the morning and two trips in the afternoon. Part of our vision plan will look at running more express service and running service that is more frequent and reliable. We lost a lot of service from 2008 through 2011, and I look forward to working with you on solutions to get that service back.

Regarding funding, property taxes are not the solution and gas taxes are declining. With this effort we want to know what people value, and you value mass transit, so the question is are we willing to make an investment in the things we really value?

Question 9 from Alice

I would like to have more bus service in eastern Hillsborough County.

Response

We have as much service as we can have with our current budget, and we are constrained with our fleet. What that means is there are no additional buses for rush hour service or service

throughout the day, and currently we just don't have the money to get more service in eastern Hillsborough County.

Question 10 from Josie

If you call HART, and you live in Central Tampa and want to go to Busch Gardens, HART personnel tells you to go downtown to connect with a bus, but that doesn't make sense to me? What is HART's training for their personnel?

Response

It's less of an issue of getting our staff trained and more of an issue of getting more bus service. Our bus network is designed to bring people to Downtown Tampa and make a connection for a more frequent trip. We currently lack the funding and ability to get those faster crosstown connections.

Question 11 from Matt

Is there opportunity to get federal funding?

Response

To get federal funding you must have a local match. In order to provide a local match you must raise local dollars. The federal government tends to look more favorably at areas that provide a local match. This is why it's important to have local transportation funds so you can compete with other areas around the nation for available federal funds.

Question 12 from Cathy

My husband is in a mobility chair, similar to a wheelchair, and the sidewalks are so cracked and raised, sometimes one to two feet in some areas, that he's unable to ride his mobility chair on the sidewalk and has to ride it in the street. This is on Temple Terrace Highway and Copeland, and we live on Davis Road.

Response

We will have someone look at that area and get the information to the City of Temple Terrace. This is a problem throughout the county, especially from a funding standpoint, to keep up with our needs.

Question 13 from Valencia

I'm an elderly lady, and I live in New Tampa. We don't have any public transportation here, and I feel alone because I'm unable to walk down to the main road (Bruce B Downs). What if we collect funds from people who smoke, such as a tax on cigarettes, to fund public transportation?

Response

We have plans in the next year to get circulator service out to New Tampa along Bruce B Downs. It will run during the weekdays and will be hourly service, and we want to put more service out there, but it's the most we can do with the budget we currently have.

Question 14 from Kathy

In my opinion, the biggest problem is 301 and Big Bend Road. There are over 20 subdivisions being developed in that five mile radius, and when everyone is commuting to work from those subdivisions, especially between 7 and 9am, it's extremely congested. Most people travel west on Big Bend and then go north on 75, and the traffic is so bad at the intersection of Simmons Loop and Big Bend that when the light turns green, the intersection is blocked, and it takes three or four light cycles. Are there any plans to widen here and possibly get two turn lanes onto the interstate? Also, the northbound entrance ramp to the interstate from Big Bend needs to be widened to at least two lanes because the entrance ramp is very short. My suggestion to fund this is to get money from developers.

Response

There is a ramp planned by FDOT but it's not funded, and the rest of that roadway is planned and was to be funded partly by developer contributions, but we can no longer collect money from developers for past deficiencies due to a change in the state legislature. We are looking at other funding methods, finding out what people value, and if they're willing to invest in them.

Question 15 from William

Since this is a massive endeavor for the entire county, can there be a study of safe bicycle routes, such as biking to downtown from Seminole Heights or Carrollwood? Also, does the city or the county own the right-of-way along the Hillsborough River so it can be developed as a hiking and bicycling trail to connect Temple Terrace all the way to the downtown area?

Response

The state DOT has taken an active interest in bicycle safety and planning and has changed a lot of their criteria to support bicycle infrastructure on new road construction. Hillsborough County stays up to date with those changes and incorporates them in their new projects. The City of Tampa has a master plan for our bicycle infrastructure, and we're building connectivity to give bicyclists a safer way to travel. We will use our available resources to provide those bicycle infrastructure opportunities, especially when we build more roads so we can spread bicycle connectivity throughout the county.

Your suggestion of connecting Temple Terrace to Downtown Tampa is an excellent example of using existing trails to connect some of our existing recreation sources. That land is owned by the government so it's easy for us to use that property, and that project is on the list.

Question 16 from Lisa

I've lived in South Hillsborough County my entire life, and my family has lived here since 1800. I am willing to pay a lot of money for our necessary road improvements, such as railroad overpasses at 41 and Causeway. This causes traffic from the Port to back up.

Response

We've had three or four GO Hillsborough events in South County, and the projects identified by those residents will be on the list we're developing in order to have an integrated countywide transportation plan.

Question 17 from Joe

How will the projects be prioritized and selected? We need to ensure available funds are directed to the high priorities, such as public transit, maintenance, and resurfacing.

Response

There will probably be more needs than available funding, but there are three ways we're prioritizing projects. The first priority is safety projects; the second priority is taking care of what we have (what we call "asset preservation", whether they are roads or mass transit needs); and the third priority are projects that help us compete economically such as jobs and economic development. We believe this is the fairest way to prioritize, but it also depends on how much people are willing to invest.

Question 18 from Mable

What can citizens do to help raise money for transportation funding and repairs? Should we contact senators, organize a petition, what can we do to help you?

Response

The best way to participate is to do what you're doing now. There are four remaining GO Hillsborough events, and you can go to gohillsborough.com to find out where and when they are. We have multiple ways to find out what citizens are willing to invest in, whether it's social media or by phone or email. Please tell your neighbors, friends, family, and coworkers.

Question 19 from George

Our local government can increase impact fees so may I request that before we look into taxes? Let's make the developers pay their fair-share.

Response

The state law says we cannot collect fees on previous or past deficiencies but we can levy additional charges on new growth and development. We are bringing this forward to the County Commission in a workshop to discuss mobility fees along with how new growth can pay a more equitable share.

Question 20 from Jerry

Within the budget, is there anything that can be done to fund the priorities that were discussed at the beginning of the call?

Response

Within the existing budget, all funds have already been appropriated for projects. Our current sources of funding, such as property taxes, the Community Investment Tax (which expires in 2026), and gas taxes, are no longer reliable sources of funding.

Bob Clifford welcomed participants to the live Telephone Town Hall event and introduced the Town Hall panelists: City of Tampa Director of Transportation and Stormwater Services Jean Duncan, Hillsborough County Chief Development and Infrastructure Administrator Lucia Garsys, Assistant County Administrator Eric Johnson, and Hillsborough Area Regional Transit Authority (HART) Chief Financial Officer Jeff Seward. Tonight's call is about money, revenue, and funding, and how we should address this from a transportation perspective.

Mr. Clifford provided the format of the live question and answer event as well as instructions on how to participate on the call, and each of the panelists provided a brief welcome. Mr. Clifford then gave an overview of *GO Hillsborough*, a grassroots outreach effort studying, developing, and building consensus around a community mobility plan that protects our declining quality of life.

The evening's focus was on finding consensus regarding priorities and the funding to pay for them. A major part of this effort is engaging the community and asking for feedback on important transportation matters. To date there have been 32 community workshops, and three Telephone Town Hall meetings. We've focused these meetings into four phases: Understanding Issues, Exploring Options, Making Choices, and Finding Consensus.

What we have learned from these meetings is that among our communities, we have distinct commonalities and differences in our transportation needs and desires. Based on feedback, priorities have consistently been:

- maintain what we have,
- roads/intersections (new or widened),
- transit (new modes or expanded service), and
- sidewalks and bicycle lanes.

In this last phase we have focused on two specific issues: *How should we spend our financial resources among the priorities?* and *What additional resources would you be willing to consider?*

What we have heard is that maintenance continues to be the top priority throughout the county. Transit and roads are both a very high priority throughout the county, followed by sidewalks and bicycle lanes. We've also been talking about different funding sources, and what we're hearing from people is that sales tax seems to be the most preferred new revenue option that people would be willing to consider with gas tax and property tax significantly less acceptable.

Participants were then invited to ask questions on the air. The following is a summary of the questions and answers that went "live" during the telephone town hall meeting. Some

clarification or additional information has been added where necessary to the questions and responses.

Total Participants: 5,923

- Peak Participants: 1,867
- Average Participation: 8 minutes
 - Participation 5 to 15 min: 386
 - Participation 15 to 30 min: 160
 - Participation 30 to 60 min: 241

Total Questions Received: 59 (55 from phone, 1 from Facebook, 3 from email)

- Live Questions: 19 (all from phone)

Question 1 from Loretta

I think our whole tax system needs to be changed, and we need to spend the money on transportation because our city is full of potholes and eroding roads. I think the transit system run north and south and east and west, and a rapid transit system shouldn't follow the main highways but instead connect popular places so we can easily access the system versus a limited access interstate system.

Response

Besides the transit connectivity comments, the buses need to use our roads to get around and serve our citizens, and thank you for your comments on other funding sources.

North/south and east/west transit connectivity is something we're looking at with our Transit Development Plans. We want to ensure our passengers have the ability to transfer as quickly as possible within our transit network. As far as our MetroRapid system is concerned, it follows the normal traffic flow and goes north/south, and we're looking into an expanded bus rapid transit system as part of our future plans as well as GO Hillsborough. This would mean the buses would have their own specific, designated right away and bus lanes so they don't have to operate in regular traffic, and all of this is being considered, in addition to costs, as part of our planning process.

Question 2 from June

Can we combine the city transit system with the school bus system to be more effective? Financially, if this was given its own funding from the mileage, and if we look at all of our transit needs, including the schools buses and especially the safety issues, we could be more effective.

Response

One of your comments touches on leveraging our funding and partnering with other entities, such as the school district. In addition to school buses, we're looking at the automobile traffic that is changing with school dynamics, such as more schools becoming magnet schools with more kids being driven to school by their parents versus taking a bus. There's a discussion evolving with the School Board regarding these issues.

Question 3 from Carol

Why don't we increase the mileage or go for a sales tax increase? I'm in for anything that will improve getting around in South Tampa. In South Tampa there are very few left turn arrows, and I regularly sit through two or three lights and can't get through the intersection.

Response

We have a very antiquated traffic management system. A traffic management system allows us to balance the demands of vehicles which fluctuate during the day, and one of the components of our countywide transportation plan is to have an advanced traffic management system (ATMS) throughout the county to allow those traffic signals to function more properly and fluctuate those times more efficiently.

One of the things we've heard from more than one caller tonight is the issue of property tax. The challenge is the projects that have been prioritized throughout this GO Hillsborough effort are well over the amount that could be funded by the property tax. The real challenge is how to identify a new funding source to pay for these transportation improvements.

Question 4 from Michael

I've tried public transportation in Hillsborough County, and I work very close to the Marion Transit Center. Using the system is cumbersome, and I used to pick up the bus at Bloomingdale and Kings Hwy to the Marion Transit Center, but it didn't work very well. Just last year I had an accident and was disabled and wheelchair bound but I had no options with HART. How many on the HART Board have actually tried to use our public transportation system and know how inefficient it is to use?

Response

One of the things we're looking at with this GO Hillsborough effort is expanding or adding new transit routes, increasing transit frequencies, and expanding weekend and evening hours. To improve the system and increase our service will require an influx of money, especially between the Brandon area and Downtown Tampa. We have a paratransit and flex service but they're both constrained due to a lack of funding. With additional revenues we're looking at increasing frequencies and expanding our bus routes, flex routes, and bus rapid transit. Please give us a call because I would like to help address your issues.

Question 5 from Eugene

Hwy 39 goes past my house through Plant City and Hwy 60, and they built sidewalks on both sides of the highway there but barely anyone uses them, and no one uses the sidewalks from the intersection of 60 and 39 all the way to Turkey Creek. What should have been included was to expand the bike path by two feet. Also, I think the gas tax is an appropriate way to fund the system.

Response

The Tampa Bay region is notorious for having a large amount of accidents and fatalities involving pedestrians and bicyclists, and the county has a program to get sidewalks into neighborhoods. We're also accessing where the most effective use would be for this program, and we're looking at other alternatives and options such as wider multi-use paths.

Question 6 from Linda

Why don't we use municipal bonds to pay for these improvements instead of looking at taxes?

Response

Bonding is a great tool, and it's a way to spread the cost of infrastructure improvements over a period of time. However, a bond issue requires a revenue source to make the annual debt payments. It's a tool that will be part of any strategy moving forward but it still requires a funding source to pay for it, and that's part of the challenge is determining what funding source would be appropriate.

Also, property taxes don't generate enough revenue which is a challenge for us today. It doesn't have the ability to redirect existing revenues. Property taxes as a funding source for bonds require a referendum, and the challenge with property taxes is that they're paid by property owners alone. Given the dollar amounts we're looking at it really requires a new revenue source.

Question 7 from Larry

In my opinion the gas tax is the best and fairest way to raise additional revenues. My question is why are we spending money on expanding roadways when we need to maintain and protect what we have? Also, we continue to ignore multimodal transportation improvements and mass transit, so how much money are we spending on developing wider roads which get filled with single passenger vehicles?

Response

This touches on what we've been talking about during the entire GO Hillsborough effort which is striking a balance between needs and funding.

Your point is the number one priority we've been hearing which is to maintain what we have. We're not really widening many roads any more, mainly on Bruce B Downs and Bell Shoals, but there is no additional funding at the county level for widening. Beyond that what you'll see widened right now are Florida DOT projects along our interstates. It is a balancing act between our needs and funding, and we share your concerns.

Question 8 from Joe

When will the County Commission have the final outcomes of these community meetings, and at what point does this all come together so we know whether or not there will be a new revenue initiative? Secondly, the consensus of the group I was in in Northwest Tampa was we should look at a combination an increase in sales tax and gas tax and not touch property tax as a source of revenue for implementation of the comprehensive mobility plan. However, the gas tax is not a large source of revenue and is diminishing with automobiles becoming more and more fuel efficient and people driving less.

Response

On June 11 certain recommendations will go to the Board of County Commissioners and their partners, also known as the Policy Leadership Group (PLG), which includes the three mayors in Hillsborough County (the mayors of Plant City, Tampa, and Temple Terrace) as well as the chairperson of HART. They will look at these recommendations and make a decision on how to

move forward. After that, in all likelihood, there will be additional meetings to determine exact projects. The June 11 meeting will be a televised meeting, and they'll make a decision on how to move forward.

Question 9 from Debbie

I am personally very unclear as to how decisions are made because there seems to be inconsistencies between neighborhoods. I'm also greatly concerned about decisions made, particularly on heavily congested major roadways, where they're reducing roadways for on-street parking plus neighborhood intrusion. I'm reluctant in contributing more money because we don't get heard. If the process was clearly stated and followed, potentially I would have much more comfort.

Response

You are being heard tonight, and a big part of this effort is to hear people and react accordingly and appropriately to the comments we hear from folks. There is a planning process at a high level all the way to a more detailed level, down to the decisions made regarding on-street parking. We do transportation modelling of our roadways to make sure any changes are going to balance the needs and accommodate all modes and all users.

Originally our roads were built to be more car-centric, and the recent trend is to have safer accommodations for all users of the roadways, including pedestrians, bicyclists, and drivers, and there's a process to make those changes. Part of that process includes modeling to make sure we're balancing congestion needs with the neighborhood cut through potentials, and with the width of the roadway. When the situation warrants, as money is available, and the significance is there, changes can be made. In addition, public meetings are made available to the best extent possible. I believe I speak for all of our other government agencies when I say we do our best to ensure we have citizen input on everything we do.

Question 10 from Renee

I think a sales tax is a fair way to fund our transportation needs. My question is will the planning board consider the transportation impact from new subdivisions? I live in Brandon off of John Moore Road, and it takes me 10 minutes or more in the morning to get out of my street, and the traffic that backs up for over half a mile from Lumsden, and it keeps getting worse.

Response

We've heard this concern and question at a number of meetings. We're looking into everything you mentioned, such as how new development affects the transportation system, plus the recent changes in state law which restrict the amount developers are required to pay for their impacts. As we move forward with Go Hillsborough, we're looking at changes in the development fees that will be paid by developers that will accommodate some of the impact that's created by new development.

Question 11 from Jeanie

What about implementing a 'sin tax' in addition to a sales tax? This could be a tax on beer at entertainment venues, sporting events, or night clubs, or even a tax on cigarettes? Also, I live near Brandon and Valrico, and there's a lot of big development occurring so how about a rail system into Downtown Tampa that can take people into the central part of the city from outlying areas to have airport access and access for disabled people so they can easily get to places such as Tampa General?

Response

Local governments are constrained in two ways in the authority they have to raise revenues, one way is the Florida Constitution, and the other is the Florida Legislature which defines what revenues are available to local governments. The tax options you speak of aren't currently available to local governments unless there's a change at the state level.

A major discussion that our GO Hillsborough meetings have focused on is the idea of transit options and choices, and we are looking into bus rapid transit and other options as part of this discussion.

Question 12 from Jim

How about using existing funds to pay for projects?

Response

We have been putting dollars into our transportation system, and in the last 20 years we've invested 1.3B dollars, a good portion of that came from the Community Investment Tax which the voters approved back in the 1990s, as well as gas taxes, impact fees, state and federal grants, some of the property taxes we've been able to spare, as well as receiving over 100M in developer contributions for specific improvements. The challenge is having adequate revenue to take care of maintenance and our existing assets. Also, we can't redirect revenue from existing programs because those funds pay for critical public safety needs. Once those are funded there's very little remaining so our ultimate challenge is we can't use existing funds to pay for projects, and we need a new source of funding.

Question 13 from Ken

We've only received 100M from developers for infrastructure improvements over the last 20 years? This is a very small amount from developers and builders so maybe a sales tax is the fairest way to fund our transportation needs because we need a way to ensure everyone is contributing their fair share.

Response

As we move forward in this effort, we are including in our assumptions that any additional revenue will also be accompanied by increased and equitable fees from developers, whether that's through impact or mobility fees.

Question 14 from Jaclyn

Mass transit works wonderfully in other cities, but I fear people in Tampa won't be willing to give up their cars.

Response

Thank you for your comment. We are looking at best practices from transportation and transit initiatives in other areas of the country and hoping to apply those lessons learned here. We are also aware we have grown very differently than other areas that have more density or are more urbanized so we're trying to balance those to get to the answers that will work here.

Question 15 from Christina

I agree with the sales tax idea for funding. I ride HARTPlus, and it's challenging with my disability, especially since the hours were changed, and I can only go from Tampa to Brandon. My father lives in Plant City, and I can't use transit to see him because HARTPlus doesn't go out there. What about partnering with other counties to link paratransit service? I'm also very happy about the multi-use paths because the gas emissions from automobiles and trucks are very unhealthy.

Response

Currently, additional hours for any service we have are very limited because HART's mileage is capped, and we can't levy additional revenues in the basic funding construct. As far as Plant City is concerned, we are bound by our state charter, and currently Plant City does not levy our .5 mileage rate. However, in the future we are looking to work with Plant City leaders to see what service can be added.

Question 16 from John

One way to leverage more funds is by working with the private sector and creating a hub system for transit throughout the city. Businesses can promote their hubs, like the Amalie Arena, locations in Channelside, Raymond James Stadium, and other popular places and destinations.

Response

Thank you for your suggestion. Partnering with the private sector as well as marketing future transit service is one of the things we're looking at for a possible revenue source.

Question 17 from Steve

The people who use the transportation need to pay for it, and that includes any transportation expansion, improvements, or maintenance. Some of these user-based funding options include the gas tax, development fees, and toll lanes. Also, we should prioritize the funds that are collected so they towards people's top projects.

Response

We are looking into all of these user-based funding options as well as leveraging funds with the private sector. There are opportunities to use toll roads which the FDOT is looking into doing with express lanes on our interstate system, but to leverage federal and state grant dollars we must have local dollars to match it so we're looking at those local funding sources as well.

Question 18 from William

I think a sales tax is the best way to fund transportation improvements because it's not entirely on our citizens. Tourists and visitors would pay and contribute to it. Also, as a USF student, I want to see light rail between the "hot spots" in Tampa, such as downtown to the airport, Channelside, and even Busch Gardens.

Response

Thank you for your comments on funding options and public transportation improvements.

Question 19 from Bob

I live in Brandon. They're putting in center medians on Lumsden and Bloomingdale, and it's causing more accidents and traffic congestion. As for a funding source, I think we should better use the money we have because I'm not a fan of taxes. Also, can the county expand their flashing yellow light system such as the one at Bloomingdale after the Selmon Expressway?

Response

Your comments on center turn lanes touches on the balance between access and safety and being able to provide access for businesses and property owners in a safe manner.

Your other point touches on the ability to have adaptive signals, such as the flashing signals you mentioned. We've received a lot of interest in those types of signals from the GO Hillsborough meetings, yet we don't have the funding to implement them throughout the county so it comes down to the question we've been asking throughout this phase which is "how do you fund it?"



GO Hillsborough Telephone Town Hall Meetings



March 19, 2015 - Understanding the Issues

Recorded, Non-Live Questions & Comments *Note: Some may appear in more than one category.*

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
Asset Preservation	Growth management	Countywide	I've lived here all of my life, and I hate growth. When can we deter growth? We are building too many roads.

GO Hillsborough Response

The Hillsborough City-County Planning Commission and Metropolitan Planning Organization (MPO), along with Hillsborough County and the Cities of Tampa, Temple Terrace, and Plant City, recently completed public outreach to address how growth anticipated through the year 2040 will be accommodated. This visioning process was known as "Imagine 2040." The results of that process were incorporated into the MPO's Long Range Transportation Plan. This plan identifies and prioritizes transportation needs for all of Hillsborough County. Hillsborough County and the three cities within are now working to incorporate the results of the outreach process into their respective Comprehensive Plans. A Comprehensive Plan is the long range plan that directs how growth will occur in the area. The plan addresses how and where land will be used to accommodate expected growth, the protection of environmental resources, and the provision of infrastructure to support future and current population. It also includes a schedule of improvements that help implement the plan.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
Resurfacing	Uneven roads & potholes	Outside City of Tampa	I would love to see more buses throughout the county, but before we decide to invest more money in HART, there are parts of the road lifted by trees on Habana, and the potholes need repairs. Beyond the city line needs a lot of help.

GO Hillsborough Response

Habana is partly in the City of Tampa and partly in Hillsborough County's jurisdiction. The portion north of Hillsborough Avenue has been referred to Hillsborough County's Transportation Maintenance team for investigation, and the portion south of Hillsborough Avenue has been referred to the City of Tampa.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
ATMS	Congestion	I-4 & I-275	Are there plans to relieve congestion by the I-4 and I-275 interchange?
ATMS	Congestion	Riverview to I-75 (East Hillsborough)	There is traffic congestion around the Riverview Post Office (Gibsonton Dr/Boyette Rd.) to I-75. What can be done about this?
ATMS	Traffic lights	SR 674 (South County)	Traffic on 674 is getting worse. Can the traffic light times be adjusted?
ATMS	Traffic lights	Countywide	What can be done to upgrade traffic lights in Hillsborough County?
ATMS	Traffic lights	Countywide	Can we be sure to encompass smart traffic lights in our future plans?
ATMS	Traffic lights	None specified	I want to suggest a traffic light near my home.
ATMS	Traffic management	None specified (new Wal-mart)	What are the plans to control traffic where the new Walmart is going in?
ATMS	Turn signal	Eastbound side of MLK Jr. Blvd.	Eastbound side of MLK is very congested because of turn signal; this is a serious safety issue. Are there plans to address this?

GO Hillsborough Response

The Florida Department of Transportation (FDOT) is in the process of updating the previous Project Development & Environment (PD&E) study to identify improvements to relieve congestion at the I-4 and I-275 interchange. You can find the previous study at <http://archived.fdotd7studies.com/tampa-interstate-study>. To find the status of the project you may contact FDOT at 813-975-6000.

FDOT has conducted a PD&E study and identified the improvements needed to improve the traffic congestion in that area of Riverview. The improvements are currently not funded. The GO Hillsbororough initiative, in partnership with FDOT, is an effort not only to identify the improvements but also the potential funding source for these improvements.

Traffic signal adjustments and retiming are part of the Advanced Traffic Management System (ATMS) project along S.R. 674.

GO Hillsborough is accepting suggestions from residents for transportation improvements, such as traffic lights. ATMS projects will better coordinate signals in corridors around the County. You can make your ideas known by attending any GO Hillsborough meeting, visiting the web at gohillsborough.org or calling the Comment Line at 813-274-6922.

In general, developers are required to provide for adequate site access via turn lanes or signals at their site entrances.

If the specific location at MLK can be identified, the county can review the signal timing at that intersection. More information may be found by calling the FDOT at 813-975-6000.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
New Roads/Widening	Barriers	County Line Road/Pasco Co.	Are there plans to remove barriers (along) County Line Road?
New Roads/Widening		Big Bend Rd. (East Hillsborough)	What are you doing in the Big Bend area?
New Roads/Widening	New Road	Citrus Park Extension	When is Hillsborough County going to create the Citrus Park Extension near Citrus Park Mall?
New Roads/Widening	Road Widening & Sidewalks/Bike Lanes	Livingston	I live in the Lutz area off of the Northern end of Livingston Avenue and over the past 15 years that we've lived here the traffic has increased tremendously. I'd like to know if there are any plans in the works to expand Livingston. We need Sidewalks and/or bike lanes. At the present time there is not even any area along the street where the school kids can wait for the buses. Another issue that we have is that public transportation ends at the southern end of Livingston near Bearss Avenue. There is nothing for young people who may want to work at the local mall can use if they dont have access to a vehicle who live north of Bearss

GO Hillsborough Response

The decision to block Kinnan Road at the County Line was made by Pasco County. Hillsborough County staff has been working with Pasco to see if the barriers can be removed.

There will be retiming/coordinating the signals on Big Bend Road. Developers have requirements to widen various segments of the road as well. Lastly, there was significant input from the community at the GO Hillsborough meeting in the area and projects will be considered as part of the effort.

Hillsborough County has completed the Project Development and Environment (PD&E) study for the extension of Citrus Park Drive from its current terminus, just east of Deer Park Elementary to Sheldon Road. Unfortunately there is no funding available for the construction of this roadway. This projects has been added to the list of projects in the GO Hillsborough initiative and could be funded if and when additional funding becomes available.

Livingston Avenue from Vandervort Road to Bearss Avenue has been identified as a potential project for widening from the current two-lanes to four-lanes. As part of the widening project, sidewalk and bike lanes will be added along this segment of roadway. Unfortunately, there is no funding for this project. This project has been added to the GO Hillsborough initiative and could be funded if and when additional funding becomes available.

It should be noted that the Lutz Community Plan, adopted in the Hillsborough County Comprehensive Plan, requires that two-lane local and collector roadways connecting rural roads that transect the community will remain in their present form, except for safety improvements rather than widening of roadways.



GO Hillsborough
Telephone Town Hall Meetings



March 19, 2015 - Understanding the Issues

Recorded, Non-Live Questions & Comments *Note: Some may appear in more than one category.*

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
Sidewalks/Bike Lanes	Sidewalk gaps	Orange Grove Drive (East Tampa)	There are no sidewalks on Orange Grove. Are there plans to change this?
Sidewalks/Bike Lanes	Strollers and wheelchairs	None specified	The raised grating near sidewalks makes it difficult for strollers and wheelchairs. Are you aware of this?
Sidewalks/Bike Lanes	Safety/enforcement	Countywide	Will pedestrian and bicycle laws now be enforced?

GO Hillsborough Response

The Orange Grove Drive sidewalk was previously requested by other citizens and is now on the unfunded Sidewalk Replacement List.

All sidewalks are required by federal law to comply with the Americans with Disabilities Act (ADA). If there are specific locations that are not in compliance, Hillsborough County can investigate and make changes as appropriate. If this is the case, please contact the County's InfoLine at 813-272-5900.

GO Hillsborough is looking into transportation improvements, such as bicycle lanes, sidewalks, trails and improved intersections, to make walking and cycling safer.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
New/Expanded Transit Routes	Access/airport	Airport	I've lived in Hillsborough since 1968. Why is there no northern or eastern access to the airport?
New/Expanded Transit Routes	Access/hospital	Oakhill/Miller Rd (East Hillsb Co.)	I live in Oakhill mobile village near Miller Road; does HART operate here or do I have to go to Dover? Is there bus service to the hospital?
New/Expanded Transit Routes	Bus routes	HART service area	Why is the HART bus not running its usual route?
New/Expanded Transit Routes	Bus service expansion	HART service area	I would love to see more buses throughout the county, but before we decide to invest more money in HART, there are parts of the road lifted by trees on Habana, and the potholes need repairs. Beyond the city line needs a lot of help.
New/Expanded Transit Routes	Bus stops	None specified	How do you designate where bus stops go?
New/Expanded Transit Routes	Schools	Hillsborough Ave	School buses that stop in middle of Hillsborough (Ave) are not sensible. Are there any plans to develop a system for smaller buses?
New/Expanded Transit Routes	Schools	FishHawk	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.
New/Expanded Transit Routes	Bus Routes	Livingston	I live in the Lutz area off of the Northern end of Livingston Avenue and over the past 15 years that we've lived here the traffic has increased tremendously. I'd like to know if there are any plans in the works to expand Livingston. We need Sidewalks and/or bike lanes. At the present time there is not even any area along the street where the school kids can wait for the buses. Another issue that we have is that public transportation ends at the southern end of Livingston near Bearss Avenue. There is nothing for young people who may want to work at the local mall can use if they dont have access to a vehicle who live north of Bearss

GO Hillsborough Response

GO Hillsborough is considering all options to connect the major destinations, such as the Tampa International Airport (TPA). TPA is currently updating their Master Plan, and you can get more information and provide input by visiting <http://www.tampaairport.com/general-aviation-master-plan>.

There is a HART route running by the Oakhill Village (Route 46). It was extended last year to serve Brandon Blvd. between the Brandon Mall and Dover Rd. Route 46 operates Monday - Friday on an hourly basis. There is a bus stop for west bound 46 directly in front of Oakhill Village and one across the street and about 100 feet west for the east bound return. The 46 will connect to HART Route 37 and Brandon HART Flex at the mall for a connection to Brandon Hospital. Also, the 46 will continue to Downtown Tampa Marion Transit Center for connections to other hospitals including the VA hospital, Tampa General, Memorial Hospital, and USF Hospitals and Clinics. For more information on services from Oakhill Village please call customer service at 813-254-4278.

For specific HART route questions, please call a Customer Service Representative at 813-254-4278.

The criteria for the placement of a bus stop involves spacing between stops, the ability for a stop to be or potentially made to be compatible with standards of the ADA, ease of pedestrian access, the presence of an attractor such as a retail center or office building, and, in the case of a signalized intersection, whether or not the stop can be placed on the far side or after the vehicle has cleared the intersection.

The Hillsborough County School District has no plans for using smaller buses or to discontinue using major roadways for student transportation. Bus stops along roadways are designed with student safety and transportation efficiency in mind. HART is looking at providing students with passes, and Hillsborough County looks forward to working with the new Hillsborough County Schools Superintendent to find solutions to the problems being raised involving school transportation.

A FishHawk (FishHawk/Lithia/Bloomingdale) local route is in HART's Transit Development Plan. The Plan also continues current Express service to MacDill AFB, or to a potential ferry dock, and downtown Tampa. In addition, a Direct FishHawk to USF and Westshore connection is in the proposed plan.

HART is proposing to do what is called a 'First Mile – Last Mile' project to connect persons out of the reach of present transit services and connect them to HART transit buses. The first pilot zones will be late 2015 to early 2016 and the North University area is being considered. If you are outside the current service area, you can call and have a van pick you up and take you to a HART transit center. When this is ready it will be announced so stay tuned and visit the HART web site www.gohart.org for details.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
New/Expanded Transit Routes	Light rail	None specified	Is it possible to use cable cars?
New/Expanded Transit Routes	Light rail	South County to Downtown Tampa to Airport	I would like to see light rail from South County to Downtown Tampa and then to the airport, is this possible?
New/Expanded Transit Routes	Regional	Hillsborough to Pinellas (I-275 and/or Gandy)	We need a transportation system from Hillsborough to Pinellas so we can visit the museums, the St. Pete Pier, etc.
New/Expanded Transit Routes	Regional	Hillsborough to Pinellas	Are there any plans for connectivity with other counties' bus service, such as St. Pete or Clearwater?

GO Hillsborough Response

The most important thing about these comments is the fact that we need an additional investment in order to expand HART's current services. This is directly connected to our county's quality of life so thank you for your comments as we seek to understand how transportation impacts your daily lives.

We need a more robust transit system, whether it's bus rapid transit or rail or modern streetcar. A lack of a robust transit system is holding us back from attracting a number of good paying jobs to this community. While there is nothing planned or funded, GO Hillsborough is assessing the interest in and need for transit options such as bus rapid transit (BRT), modern street cars, and other fixed guideway services.

HART provides connections at its Marion Transit Center to Pinellas Routes 100X and 300X and at Northwest Transit Center to Pinellas' North County Connector. To learn more, please call our customer service line at 813-254-4278.



GO Hillsborough
Telephone Town Hall Meetings



March 19, 2015 - Understanding the Issues

Recorded, Non-Live Questions & Comments *Note: Some may appear in more than one category.*

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
New/Expanded Transit Routes	Seniors/elderly	East Walden Lake	Are there buses for the elderly in East Walden Lake?
New/Expanded Transit Routes	Seniors/elderly	Plant City	There is no transportation for seniors in Plant City. Will this change with this plan?
New/Expanded Transit Routes	Special needs/ Circulators	Countywide VA locations	I used to ride the bus to work , but now I am ill. Are there smaller buses that go to the VA?
New/Expanded Transit Routes	Special needs/ disabilities	Countywide	What are your plans for people with special needs and disabilities?
New/Expanded Transit Routes		None specified	People need services. How can I volunteer and help people get to where they want to go?

GO Hillsborough Response

The most important thing about these comments is the fact that we need an additional investment in order to expand HART’s current services. This is directly connected to our county's quality of life so thank you for your comments as we seek to understand how transportation impacts your daily lives.

The Hillsborough County Sunshine Line provides transportation for people who are disabled or unable to transport themselves and must rely on others for access to health care, employment, education, shopping, etc. For more information, contact the County's InfoLine at 813-272-5900. In addition, there is a HARTPlus system but there are service limitations. An additional investment is needed in transit to more fully serve the disabled community.

HART cannot presently serve incorporated Plant City because Plant City is not a taxpaying member of HART. HART is an independent public authority which Plant City has not opted to join. HART does have plans for service to Plant City should Plant City decide to join HART. Hillsborough County's Sunshine Line may be another option (as shown above).

For options to the VA, please call our Customer Service line at 813-254-4278 and talk to a representative about your options using HARTPlus. If HARTPlus does not prove to be a viable option, please see above for information on the Sunshine Line.

For volunteer opportunities, please contact 2-1-1 Tampa Bay Cares, by dialing 2-1-1 or by going to their website www.211tampabay.org. 211 Tampa Bay Cares matches people to needed resources.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
Extended Transit Hours	Special needs/ disabilities	HART service area	Do you have control/input into taxi service for wheelchair vans? Apparently only 3 in area, and this is a problem. HART buses with wheelchair capabiity do not run on weekends or nights. This is a critical need.
Extended Transit Hours		HART service area	Are there plans to increase the number of hours of operation for HART? I would really benefit from having bus access 24 hours a day, especially in the USF area.
Extended Transit Hours		HART service area	The HART schedule I currently have has only three morning departures for the route 27X route from FishHawk to downtown, all before 7 a.m. Are there any plans for additional departures to serve downtown commuters who need to arrive downtown around 9 am? Thank you.

GO Hillsborough Response

HART does run wheelchair service into the night and weekends. All HART buses are wheelchair ramp equipped. Regarding taxi service, HART offers HARTPlus paratransit but it is comparable to regular bus in terms of times and territory as regular bus i.e. if the regular bus service does not run in an area on a particular time and day then HARTPlus cannot run there either. HART is evaluating a taxi voucher system to supplement HARTPlus service.

Having a strong reliable transit system with extended transit hours remains an aspiration for HART, and with additional funding, we can improve service in many ways such as better evening and weekend service. At the present time, HART has neither the funds nor vehicles to expand service on any route in the HART system.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
More Weekend Transit Service	Special needs/ disabilities	HART service area	Do you have control/input into taxi service for wheelchair vans? Apparently only 3 in area, and this is a problem. HART buses with wheelchair capability do not run on weekends or nights. This is a critical need.

GO Hillsborough Response

HART does run wheelchair service into the night and weekends. All HART buses are wheelchair ramp equipped. Regarding taxi service, HART offers HARTPlus paratransit but it is comparable to regular bus in terms of times and territory as regular bus i.e. if the regular bus service does not run in an area on a particular time and day then HARTPlus cannot run there either. HART is evaluating a taxi voucher system to supplement HARTPlus service.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
All Transit Categories	Funding	HART service area	Hillsborough County has a population of 1.3M with less than 200 buses, and Salt Lake City, Utah has 1.8M with 650+ buses. There is inadequate funding of HART and inadequate use of HART.
All Transit Categories	Increase ridership	HART service area	What incentives are going to be available to the community to increase ridership therefore income?
All Transit Categories	Accessibility	HART service area	Why isn't access to public transportation given more consideration when government is issuing tax credits and tax exemptions to corporations and developers?

GO Hillsborough Response

It's true that HART has much less transit service per capita when compared to similar sized cities and counties, but the most important thing about these comments is the fact that we need an additional investment in order to expand HART’s current services. This directly connects to how our county gets around and the choices citizens have to get around. More funding for additional transit services and other transportation improvements will make these types of things more attractive to use and will increase interest and use.

Please recognize that the justification of these programs is job creation and the resulting economic impact. Providing a viable transit system to serve choice riders and provide employers and their employees an effective transit option is part of what GO Hillsborough intends to achieve.

March 19, 2015 - Understanding the Issues

Recorded, Non-Live Questions & Comments *Note: Some may appear in more than one category.*

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
Other	Funding	Countywide	Why are bonds not being used instead of taxes?
Other	Incentives	None specified	Are there transit oriented development (TOD) tax credits?
Other	Public Transportation Commission	Countywide	Can the GO Hillsborough team look into reducing the regulations that the Hillsborough County Public Transportation Commission (PTC) has? It would be a good idea to offer more opportunities and more choices, such as ride-share programs like Uber and Lyft, and that could attract more "choice riders."
Other	Special uses	Countywide	Is there any way to limit eyesores, such as flashing neon lights, along the highways?
Other	Funding	Countywide	Why are we spending so much money to beautify the exit ramps? With approximately 50 + trees per exit ramp. 50 coming on to the road on I-75 and 50 on the off ramp off I-75. If we don't use that money there that would most likely give you several millions of dollars for use in general revenue to provide and fix transportation. EX: neighbor in accidents and can't drive. Medicare scheduled transport to dr from subcontractors and they never show up or are three hours late? why are you wasting money on these companies ...complained often and nothing ever done about them. Better screening for sub contractors in transportation would and should be needed.
Other	Technology	Countywide	I have been reading a few articles about roads that are built to generate solar energy. Is this something that is on your committee's radar? It is experimental technology at this point, but may indeed develop into a viable alternative that would be especially useful in Florida.
Other	Special Uses	Countywide	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?
Other	Development	Countywide	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?

GO Hillsborough Response

Thank you for letting us know you're interested in investing in transportation and for providing ideas for funding options. We need to hear what investments you're willing to make as well as what you really need.

Hillsborough County's Land Development Code, Section 7.02.02.B, prohibits animated signs however it does allow changeable copy signs. The difference between the two are an animated sign has action or motion including changing colors and a changeable copy sign has a fixed message for six seconds then changes.

Changes to the PTC regulatory authority would require action by the Florida Legislature. Many communities are facing similar challenges to how to protect the public while allowing new approaches to transportation. Alternative transportation choices is certainly party of the overall picture being contemplated by the GO Hillsborough team.

Hillsborough County is aware of solar road technology. Solar Roadways are still in the research and development stage in the United States and therefore are not being considered at this time. As the technology becomes more proven and accepted, it will be considered.

There are no standalone wildlife crossing projects being considered right now. As road improvement projects are permitted and implemented, animal crossings will be built when required by permitting agencies.

As a part of the development review process, apartment projects undergo a concurrency review to assess the capacity of roadways in the vicinity. If the roadways are found to not have sufficient capacity to handle the traffic generated by the new project at the adopted level of service, mitigation of the traffic impacts must be provided. Due to changes in state law, the project can mitigate its traffic impacts through payment of a proportionate share contribution which is calculated using a formula established in the state law. If an apartment project elects to make a proportionate share payment, the County does not have the authority to withhold building permits based on a lack of capacity on the roadway system.

April 2, 2015 - Exploring Options

Recorded, Non-Live Questions & Comments *Note: Some may appear in more than one category.*

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
Resurfacing	I-275 construction	Dale Mabry Hwy & Lois Ave	The construction on I-275 has inceased the traffic and has damaged roads, especially on Dale Mabry Hwy and Lois Ave. Will these roads be repaired and resurfaced?

GO Hillsborough Response

Contractors are required to fix incidental impacts to surrounding roads that are necessary for traffic flow during construction.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
ATMS	Growth/development	Town 'N Country	I live in Fountainview Estates, and the development in the area is extensive. Are there plans for traffic flow?

GO Hillsborough Response

There are several projects identified in the vicinity that would benefit the traffic conditions in the area. Some of the projects include the Citrus Park Drive extension connecting Countryway Boulevard and Sheldon Road, widening Linebaugh Road (four-lanes to six-lanes) from Sheldon Road to Dale Mabry Highway, widening Wilsky Boulevard (two-lanes to four-lanes) from Linebaugh Avenue to Hanley Road, and a Bike/Pedestrian facility on Sheldon Road from Linebaugh Road to Hillsborough Avenue. For more information please visit the **GO Hillsborough website at <http://gohillsborough.org>**

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
Intersections	Safety	SR 674 (Sun City Center)	The intersection of 674 and Del Webb Boulevard, by the McDonald's, is very dangerous. We were told it was going to be fixed, and we've been waiting, and it's still not fixed.
Intersections	Safety & left turn needed	SR 674 (South County)	On 674 it is illegal to make a left turn, and there are many accidents. Are there plans to improve this?
Intersections	Traffic light	Elliot Drive & Hillsborough Ave (Town 'N Country)	Are there plans for a traffic light on Elliot Drive and Hillsborough Ave?

GO Hillsborough Response

Traffic signal adjustments and retiming are part of the Advanced Traffic Management System (ATMS) project along S.R. 674.

The specific location on SR 674 is not clear. We would recommend contacting the Florida Department of Transportation (FDOT) at 813-975-6000, as SR 674 is a State road.

There are no plans for a signal on Hillsborough Avenue at Elliott Drive. However, Hillsborough Avenue is a State Road so FDOT would make that final determination.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
New Roads/Widening	Access	Bloomingdale & 301 to get to Selmon Exwy	In Riverview at Bloomingdale and 301 we need more access to 75N to access the Crosstown. Any plans for making more access?
New Roads/Widening	Congestion	Lithia Pinecrest, from Fishhawk Blvd to Bloomingdale Ave	Lithia Pinecrest Road is horrible with the volume of traffic that uses it. When will it be widened to four lanes from Fishhawk Boulevard to Bloomingdale Avenue?
New Roads/Widening	Construction delay	Parsons/Mcintosh	Parsons/Mcintosh construction is taking much longer than what was originally told. What is the estimated completion date?
New Roads/Widening	Interstate off ramp, engineering, & new exit	Big Bend/I-75 off ramp Big Bend, from 41 to 301 Apollo Beach Blvd & I-75 exit	The Big Bend/I-75 on/off-ramp is completely inadequate. A major re-engineering must be done on that exit, and a major redo is required for Big Bend road from U.S. 41 to/from Hyw 301. Please prioritize this project. In addition, consider adding a new exit at Apollo Beach Blvd and I-75. That would relieve pressure on Big Bend Road and provide another east/west artery to/from U.S. 41 and 301.
New Roads/Widening	New road & safety	Morris Street Rd from Cross Creek to I-75 & Morris Bridge (Northeast Hillsborough)	Is there a plan to somehow extend Morris Street Road from Cross Creek to I-75? We need better lighting on Morris Bridge.

April 2, 2015 - Exploring Options

Recorded, Non-Live Questions & Comments *Note: Some may appear in more than one category.*

GO Hillsborough Response

FDOT has studied the possibility of an additional travel lane on the U.S.301 northbound On-Ramp to I-75 Northbound. This concept does not have funding at this time.

Hillsborough County conducted a Project Development & Environment (PD&E) study for Lithia Pinecrest Road from S.R. 60 to C.R. 39. This study identified the need for widening Lithia Pinecrest Road to a 4-lane road, from Fishhawk Trails Drive to Lumsden Road. This widening project is adopted into the 2040 Long Range Transportation Plan (LRTP) by the Metropolitan Planning Organization (MPO). Unfortunately, there is no funding available for widening Lithia Pinecrest. As funding becomes available this project could be considered for widening.

The nature of the question regarding Parsons/Mcintosh is not clear from the initial information provided. Please contact Lori Hudson at 813-307-8388 with additional details on your inquiry.

The interchange at Big Bend Road and I-75, as well as widening Big Bend Road from US 41 to I-75 are projects that have been identified and are included in the GO Hillsborough Community Transportation Plan. Project Development and Environment (PD&E) and preliminary design have been conducted regarding the potential improvement of the interchange.

The Florida Department of Transportation has publicly stated that anything beyond an interchange will not be allowed at this location due to the proximity to the existing Big Bend Road interchange. In addition, they will be retiming/coordinating the signals on Big Bend Road. Other developers also have requirements to widen various segments of the road as well. Lastly, there was significant input from the community at the GO Hillsborough meeting in the area and projects will be considered as part of the effort.

Due to environmentally sensitive lands along this corridor, widening of Morris Bridge Road may not be feasible. The Hillsborough County Long Range Transportation Plan (LRTP) identifies this corridor as a two-lane enhanced roadway, i.e., a roadway with turn lanes at intersections, paved shoulders, sidewalks, or streetlights, etc. While these improvements may not significantly increase the capacity of the roadway, it will provide for a safer driving experience for residents. At this point of time Hillsborough County does not have funding to construct these improvements. We have added the two-lane enhancement project to the list of projects in the GO Hillsborough initiative which could be constructed when funding becomes available.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
Complete Streets/Enhancements	Safety (speed humps)	Briarwood Ave & North Blvd (Carrollwood)	We need speed humps around Briarwood to get to North Blvd.

GO Hillsborough Response

For questions concerning traffic calming measures on county roadways, please contact Bob Campbell at 813-272-5170. Please be advised that the program is community funded so any costs associated with the design and construction of traffic calming measures would be the responsibility of the community.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
Sidewalks/Bike Lanes	Special needs	Countywide	I am blind and as a pedestrian there are no sidewalks. Have you thought about audible light signals?

GO Hillsborough Response

All sidewalks are required by federal law to comply with the Americans with Disabilities Act (ADA). If there are specific locations that are not in compliance, Hillsborough County can investigate and make changes as appropriate. If this is the case, please contact the County's InfoLine at 813-272-5900.

Audible crossing signals have been used at various locations around the County. Installation at a particular intersection is typically initiated at the request of a citizen with the need for such a device. Please contact Bob Campbell at 813-272-5170 for more information or to make a request.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
New/Expanded Transit Routes	Bus only lanes	HART service area	Any plans to add more pull over lanes for buses to pull over so buses don't hold up traffic?
New/Expanded Transit Routes	Bus service expansion	Livingston Avenue	What is the plan for expanding service on Livingston Avenue?
New/Expanded Transit Routes	Bus service expansion	John Moore Rd/ Parsons Ave (East Hillsborough)	Will there be a route extended to John Moore/Parsons?
New/Expanded Transit Routes	No mass transit	Florida	Mass transit will make Florida lose its appeal to many people. We don't want to be in NY. Your thoughts?
New/Expanded Transit Routes	New bus service	Odessa (Northwest Hillsborough)	There is no public transportation in the Odessa area, but are there plans for this? I have a disabled child.

April 2, 2015 - Exploring Options

Recorded, Non-Live Questions & Comments *Note: Some may appear in more than one category.*

GO Hillsborough Response

Yes, there are plans to add more pull over lanes for buses. Typically HART plans, designs, and builds new bus pull out locations. However, when road projects are built, the County coordinates with HART to include bus pull outs where needed and along existing or planned routes.

Livingston Avenue and Odessa may be areas where traditional transit service may not be effective or warranted. HART is in the planning stage of starting a service that picks up in this type of area and delivers patrons to HART bus stops or transit centers. There will be a pilot project in 2016, and HART will look at the North University area as a potential target area.

Regarding John Moore Rd/Parsons Ave, HART is looking at several unserved areas of Brandon for potential service, but at the present time HART has no funding for additional routes or vehicles.

Mass transit in the State of Florida is a policy decision, and this conversation is about the needs for Hillsborough County's different communities and neighborhoods.

The most important thing about these comments is the fact that we need an additional investment in order to expand HART's current services. This is directly connected to our county's quality of life so thank you for your comments as we seek to understand how transportation impacts your daily lives.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
New/Expanded Transit Routes	New bus service	Plant City	We need more services and buses going to Plant City.
New/Expanded Transit Routes	New bus service	Plant City	There is no transportation from Plant City to the airport. Will there be new services added to this area?

GO Hillsborough Response

Plant City is presently not a member of HART. HART is a public authority, similar to the airport, that member jurisdictions pay property tax into. Plant City has opted not to join HART and consequently persons living in incorporated Plant City pay no tax into HART. HART's charter prohibits HART from serving areas that do not pay into the Authority. Plant City used to contract service from HART bus discontinued the contract in 2005. HART has plans for local and express service should Plant City decide to join HART.

Another option may be Hillsborough County's Sunshine Line which provides transportation for people who are disabled or unable to transport themselves and must rely on others for access to health care, employment, education, shopping, etc. For more information, contact the County's InfoLine at 813-272-5900. In addition, there is a HARTPlus system but there are service limitations. An additional investment is needed in transit to more fully serve the disabled community.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
New/Expanded Transit Routes	Rail	New Tampa	Is there going to be light rail out to New Tampa?
New/Expanded Transit Routes	Rail	Port Tampa to Downtown Tampa	Why is the existing rail line from Port Tampa to downtown not being utilized? Goes through major urban corridor.
New/Expanded Transit Routes	Rail	None specified	Why not a monorail?
New/Expanded Transit Routes	Rail	Hillsborough to Pinellas	Will light rail be extended to Pinellas County?

GO Hillsborough Response

The GO Hillsborough initiative is considering all options, and one of the several options is to connect Downtown Tampa to New Tampa with a premium transit system. Please be aware that a detailed study must be conducted per Federal Transit Administration (FTA) requirements to receive any potential funding from the Federal government.

The rail line is currently owned by CSX who uses this rail line to transportation freight to and from the Port of Tampa.

HART's longer range transit plans include faster connections from downtown to the airport, and not only via bus, but other options such as smaller vehicles, shuttles, and even ride-share options.

HART provides connections at its Marion Transit Center to Pinellas Routes 100X and 300X and at Northwest Transit Center to Pinellas' North County Connector. To learn more, please call our customer service line at 813-254-4278.

As part of the GO Hillsborough initiative the leadership is considering various premium transit options and corridors that may be feasible.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
New/Expanded Transit Routes	Seniors/Circulators	Countywide	Will there be shuttles (small vans or buses) for short distances to doctor appointments and shopping so seniors have options?
New/Expanded Transit Routes	Seniors/elderly	Eisenhower & Memorial area (Town 'N Country)	Close to Eisenhower Blvd and Memorial Highway, I go to a Senior Center on Paula and Enterprise and have to walk 6 blocks for the bus which drops me off at an extremely dangerous intersection. There used to be a bus on George Rd but it no longer runs there. Seniors need better service.
New/Expanded Transit Routes	Special needs/disabilities	n/a	I have a disabled daughter who relies on private transportation which is not reliable.
New/Expanded Transit Routes	Special needs/disabilities	n/a	I am disabled and am waiting for open heart surgery. Why don't we have a Megabus like Orlando?
New/Expanded Transit Routes	Special needs/disabilities/ride-sharing	Countywide	Katharine, explain the grant money for a new taxi service for those with disabilities. How is this going to work to provide more rides? And what do you think of the bill for Uber?



GO Hillsborough Telephone Town Hall Meetings



April 2, 2015 - Exploring Options

Recorded, Non-Live Questions & Comments *Note: Some may appear in more than one category.*

GO Hillsborough Response

For seniors, HART offers HARTPlus for qualifying disabled persons. Please call Customer Service at 813-254-4278 for information. If HARTPlus does not prove to be a viable option, please see below for information on the Sunshine Line.

There is still a bus at George Road, route 30. Please call customer service at 813-254-4278 for more information.

HART has a very aggressive program for meeting the needs of the disabled community. All vehicles are fully ADA compliant, and HART annually budgets funds to make bus stops more accessible via concrete landing pads, shelters, and connections to sidewalks.

The Hillsborough County Sunshine Line provides transportation for people who are disabled or unable to transport themselves and must rely on others for access to health care, employment, education, shopping, etc. For more information, contact the County's InfoLine at 813-272-5900. An additional investment is needed in transit to more fully serve the disabled community.

For more information on MegaBus service, please visit MegaBus.com; they have service in Orlando and Tampa.

Regarding a taxi service for the disabled, details are still being worked out. Basically, a person would buy a voucher for a deeply discounted rate, and HART would pay for the difference. A person can call one of several taxi firms that have been qualified and schedule their ride directly from the taxi company. As far as UBER, that has to be worked out with the Hillsborough County Public Transportation Commission (PTC), and HART is in talks with the PTC.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
More Weekend Transit Service	Regional	Tampa to St. Pete	I live in St. Pete, and there are no buses on the weekend. Why?
More weekend transit service	Sundays	HART Route 57	What is in the plan for HART Route 57? Are there any Sunday trip plans?

GO Hillsborough Response

Pinellas Suncoast Transit Authority (PSTA) provides service within Pinellas County and to and from Hillsborough County. They have some service during the weekends. For more information contact PSTA.

HART is evaluating adding weekend service to all routes presently running without weekend service as soon as the necessary funding becomes available.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
Improved Transit Frequencies	Service suggestions	HART service area	HART needs to station buses at strategic locations so when buses break down one is available, and HART should use their HARTPlus drivers during busy times of day.

GO Hillsborough Response

This is a good idea but at the present time HART does not have the buses or funds to do this except at a few locations. HART would like to expand 'service protection' buses as equipment and funds become available.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
Other	Airport	n/a	Has anyone considered there needs to be a new airport?
Other	DOT	State	I am a retired DOT employee and would like to share my thoughts about design.
Other	Funding	Countywide	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.)
Other	HART CAC involvement	n/a	Can the HART Consumer and Advisor Committee, where individuals give ideas and suggestions, be started again?
Other	TBX (Tampa Bay Express Lanes)	Tampa Bay interstate system	\$9B is earmarked for the addition of express lanes. Can some of this money be used for infrastructure instead?

GO Hillsborough Response

GO Hillsborough is considering all options to connect the major destinations, such as the Tampa International Airport (TPA). TPA is currently updating their Master Plan, and you can get more information and provide input by visiting <http://www.tampaairport.com/general-aviation-master-plan>.

Please contact Lori Hudson at 813-307-8388 for design questions, and she will direct you based on the nature of the project you would like to discuss.

Regarding individuals providing ideas and suggestions to HART, there are several venues to voice opinions. The HART Board and Finance, Governance, and Administration Committees meet once a month and have open public comment time. Comments may also be sent in to customer service via phone or website. HART is also active on social media and comments may be posted there.

The Florida Department of Transportation has been considering express lanes on interstates throughout the Tampa Bay area as part of a statewide implementation effort of express toll lanes. Funding would not be utilized for local road projects.



GO Hillsborough
Telephone Town Hall Meetings



May 4, 2015 - Making Choices

Recorded, Non-Live Questions & Comments *Note: Some may appear in more than one category.*

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
Asset Preservation	Funding	Countywide	I've observed two things: a perpetual lack of funding and a perpetual need. Other cities have wonderful transportation systems so are we allowed to raise funds in other ways, and if so, would you include public rallies?
Asset Preservation	Funding	None specified	Can the Florida Lottery be used to fund road repairs and other assets?

GO Hillsborough Response

Most states and local governments face similar challenges to funding transportation infrastructure and operations including maintenance. The federal government, which provides funds to leverage state and local funds, has been similarly challenged to raise funds needed for transportation. The funding choices available to Florida local government are limited by a combination of the Florida Constitution and Statutes enacted by the Florida Legislature. The funding needs identified to address transportation in our community are measured in terms of billions of dollars over the next 20-30 years. So, while any added funding is certainly helpful, the scale of need really drives a focus on a large recurring funding source from those available to Florida local governments – sales taxes, property taxes, and/or gasoline taxes – in conjunction with grants, development contributions, and tolling.

A lottery for transportation is a policy issue and cannot be answered here.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
Resurfacing	Asset Preservation	None specified	I live on a dead end road and we need a drainage pipe replaced, pavement patched, and no one has been back to dig out the ditch.
Resurfacing	Construction materials	N/A	Why do we continue to use tar? Is there something better we can use?
Resurfacing	Safety	Hwy 41	The road conditions are so poor on Hwy 41 that it's become dangerous. When will this be repaved?

GO Hillsborough Response

We would like to get more information regarding the concern expressed such as the roadway where the drainage pipe was replaced. Please contact us through our Customer Service Center website at <https://service.hillsboroughcounty.org/311/> so that we can address the concern appropriately.

When new roads are built, different pavement alternatives are considered. Factors such as initial cost, long term maintenance, and serviceability of the road are considered. Absent extremely high truck traffic, which most County and City roads do not have, it is almost always more economical in the long term to use asphalt instead of other materials.

Please provide more information of the segment of roadway on Hwy 41 that is of concern. The Florida Department of Transportation (FDOT) has programmed (i.e., applied funding towards) a resurfacing project on U.S. 41 in South County which may address your concerns. If you have any question please contact FDOT at 813-975-6000 for more information.

GO Hillsborough is accepting suggestions from residents for transportation improvements, such as maintenance and resurfacing. You can make your ideas known by attending any GO Hillsborough meeting, visiting the web at gohillsborough.org or calling the Comment Line at 813-274-6922.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
ATMS	Complete Streets/Enhancements	Hamilton Ave & Himes Ave (edge of City of Tampa)	Are there plans for a traffic light at Hamilton and Himes by the hospital? Also, how does someone get speed bumps added to busy streets?
ATMS	Intersection Improvements	Bloomingdale Ave & Providence Rd (East Hillsborough)	How can we resolve the traffic confusion and congestion at Bloomingdale and Providence?
ATMS	Intersection Improvements	Busch Blvd & 56 St (City of Temple Terrace)	Can the light on 56th and Busch be extended? Only two cars can go through at a time, and I'm a senior, 71 years old, who got a \$276 ticket.
ATMS	New Roads/Widening	Hwy 301 & Boyette Rd SR 60 & Kingsway (East Hillsborough)	The turning lane after the bridge at Hwy 301 and Boyette Road is always backed up, and there's not enough room to get to it. Same thing on Hwy 60 and Kingsway.

GO Hillsborough Response

The intersection of Hamilton and Himes is not on Hillsborough County's list of signalization projects. Periodically the County will conduct a traffic signal warrant study at locations of known traffic issues. The list is updated, prioritized, and constructed as and when funding becomes available. Residents can request the County to look at the need for speed bumps on neighborhood streets. For concerns about traffic calming measures on county roadways, please contact Bob Campbell at 813-272-5170. Due to lack of funding for the neighborhood traffic calming program, residents would be responsible for paying for implementing the project, if the need is identified.

Over the years we have made several improvements to address the traffic issues at the intersection of Bloomingdale and Providence. If there is a specific concern that you want us to address please let us know. Please contact us through our Customer Service Center website at <https://service.hillsboroughcounty.org/311/> so that we can address the concern appropriately.

Regarding Busch Blvd & 56th St, the traffic signals timing is programmed to address the heavy flow of traffic, based on the hour of day. The majority of the green time is usually allocated to the major traffic movements which leaves side roads with little time to clear traffic. The traffic engineers constantly review signal timing plans and adjust the timing to address traffic flows that change over time. If you have a specific concern please do not hesitate to contact us. You can contact Lori Hudson at HUDSONLE@hillsboroughcounty.org or 813-307-8388 to coordinate a response.

We are aware of the traffic congestion at the intersection of Hwy 301 & Boyette Rd. The traffic congestion you are experiencing at this location is a factor of the signal timing at this intersection and geometry of the intersection (number and length of travel lanes). Due to heavy volume of traffic going south on U.S. 301, traffic ends up blocking the traffic, like yourself, trying to make a left turn. Several projects have been identified in the area to provide traffic congestion relief, like widening Gibsonton Drive from U.S. 301 to Interstate 75, reconfiguring the Interstate 75 ramps at Gibsonton Drive, and synchronizing the traffic signals along U.S. 301 south of Gibsonton Drive and Boyette Road/Gibsonton Drive. Unfortunately we do not currently have funding for any of these projects. Our leadership, through the GO Hillsborough initiative, is exploring options for revenue.

GO Hillsborough is accepting suggestions from residents for transportation improvements, such as traffic lights. Advanced Traffic Management Systems, otherwise known as ATMS, projects will better coordinate signals in corridors around the County. You can make your ideas known by attending any GO Hillsborough meeting, visiting the web at gohillsborough.org or calling the Comment Line at 813-274-6922.



GO Hillsborough Telephone Town Hall Meetings



May 4, 2015 - Making Choices

Recorded, Non-Live Questions & Comments *Note: Some may appear in more than one category.*

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
New Roads/Widening	Asset Preservation	Riverbend (City of Tampa)	I live in Riverbend and am concerned about new construction...can the road handle it?
New Roads/Widening	Tampa Bay Express (TBX)	Interstates	How will the "fast lane" work, meaning when you have more than two people in a car?
New Roads/Widening	Timing	Bell Shoals Rd (East Hillsborough)	When is the widening of Bell Shoals Blvd going to happen?

GO Hillsborough Response

We would like to know more information about the location of the new development you refer to in Riverbend. State law and the Hillsborough County land development code requires that certain infrastructure be in place at the time of development. Please contact us through our Customer Service Center website at <https://service.hillsboroughcounty.org/311/> so that we can address the concern appropriately.

Tampa Bay Express is a system of express toll lanes that will be built as an addition to existing interstate routes. These new lanes give drivers a choice of paying a toll in order to enjoy a better commute. Express toll lanes are currently used in other cities across the U.S., where they are reducing commute times and relieving overall traffic congestion. For more information on these express lanes, please visit www.tampabayexpress.com

The Bell Shoals widening project will begin in Fall 2015 and be finished within 30 months. If you need specific information please contact our project manager for the project, Benjamin Kniesly, P.E., at knieslyb@hillsboroughcounty.org or 813-307-1758.

GO Hillsborough is accepting suggestions from residents for transportation improvements, such as new roads and widening. You can make your ideas known by attending any GO Hillsborough meeting, visiting the web at gohillsborough.org or calling the Comment Line at 813-274-6922.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
Complete Streets/Enhancements	Parking/special needs	Downtown Tampa	The parking meters by the Tampa Convention Center are always bagged. Folks that are disabled must go five to eight blocks... can we get a City Ordinance to allow more options for those who are disabled (handicapped stickers near there)?
Complete Streets/Enhancements	Safety	Grant Park @ MLK Jr Blvd (City of Tampa/East Tampa)	In the Grant Park area there are speed bumps by MLK, but we need more because of the kids. Why do the speed bumps stop at certain points?

GO Hillsborough Response

Providing adequate options for people that are disabled is an important component of an efficient transportation system. The cities, county and HART are taking all suggestions as part of the GO Hillsborough effort, and will review opportunities to improve handicapped accessibility.

Based on need, feasibility, and funding, speed humps are provided for traffic calming, and to improve safety. Project suggestions are being considered as part of the Go Hillsborough effort.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
Sidewalks/Bike Lanes	Asset Preservation	301 to Plant City	Will the sidewalks be repaired from 301 to Plant City?
Sidewalks/Bike Lanes	Safety	Hillsborough Avenue	Can safety crosswalks be added on Hillsborough Ave like they are on Fletcher?

GO Hillsborough Response

It is unclear what segment of sidewalk from 301 to Plant City is of concern. Please contact our Customer Service Center website at <https://service.hillsboroughcounty.org/311/> so that we can address the concern appropriately.

Pedestrian and bike safety is a critical need throughout Hillsborough County. The GO Hillsborough effort includes pedestrian and bike enhancements throughout the community areas, including features such as crosswalks. Project suggestions are being collected and considered. There are various projects and intersection improvements along Hillsborough Ave within the Community Transportation Plan, that could potentially provide pedestrian improvements as part of the project.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
Multi-use Trails	Bike/running	Picnic Island to Bayshore Blvd (South Tampa)	Have you considered creating a bike/running trail from Picnic Island to Bayshore?

GO Hillsborough Response

Pedestrian and bike facilities, as well as multi-use trails are important components in adding to the safety and functionality of the transportation system. The City of Tampa has focused on improving pedestrian and bike mobility with the Tampa Riverwalk, and plans such as Tampa's Green ARTery Perimeter Trail, and the East-West Green Spine (both projects within the Go Hillsborough effort). The trails plan to connect Tampa's parks, greenspaces, and neighborhoods. These plans do not currently connect to Picnic Island, however a connection to Picnic Island will be reviewed for feasibility as part of the next phase of community engagement in the Fall 2015.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
New/Expanded Transit Services	Asset Preservation	South Tampa	We need to improve the local bus system, particularly in South Tampa, and continue paving the roads properly. (Should) not be financed like the Florida Aquarium.
New/Expanded Transit Services	Disabled/special needs	Countywide	What about transportation for the disabled, and how much would it cost to train the drivers?
New/Expanded Transit Services	Elevated transportation	City of Tampa	I am a lifetime resident of South Tampa, and my wife travels 45 minutes each way to work. Will elevated transportation for the City of Tampa be considered?
New/Expanded Transit Services	Funding	Countywide	I agree we need more reliable transportation.
New/Expanded Transit Services	High speed rail	Regional	How far away are we from getting the "bullet" train?
New/Expanded Transit Services	Improved Transit Frequencies	Countywide	Why don't we use smaller buses with more frequent service? It seems there are few riders on the large buses.
New/Expanded Transit Services	Improved Transit Frequencies	Countywide	Many buses are mostly empty so can we use smaller buses?
New/Expanded Transit Services	Light rail from airport to downtown	City of Tampa	What about rail from the airport to downtown with specific costs for people to vote on? Time would be saved by using this type of transportation.
New/Expanded Transit Services	Light rail from airport to Westshore to downtown	City of Tampa	We aren't building roads fast enough, and they're becoming obsolete. We need to think ahead and find a solution such as light rail from the airport to Westshore to downtown. We need to prepare now or the price will continue to go up!



GO Hillsborough
Telephone Town Hall Meetings



May 4, 2015 - Making Choices

Recorded, Non-Live Questions & Comments *Note: Some may appear in more than one category.*

GO Hillsborough Response

Thank you for your comment. HART will consider South Tampa service, including additional frequency and routes, in developing its next 10-year plan this summer.

HART drivers/operators receive eight weeks of training prior to becoming actual operators. Additional training is provided through the year.

Elevated transportation is doubtful due to high costs.

A 'bullet train' is not something that is in discussion right now.

Buses, like traffic, run fuller during particular hours. Buses, like roads, need to be designed to accommodate the heaviest loads. You can't close a road from four lanes to two just because the road may be underutilized. The same is true of buses. In order to operate during times of lower loads you would need a second bus which is very wasteful. Also, the largest operating cost is the cost of the driver and fuel which is about the same for a 40 ft. bus when compared to a 29 ft. bus.

Before rail is a viable alternative, especially for federal grants, a much more robust bus transit system, such as bus rapid transit (BRT), is needed to precede it with ridership that can support it. A lack of a robust transit system is holding us back from attracting a number of good paying jobs to this community. While there is nothing planned or funded, GO Hillsborough is assessing the interest in and need for transit options such as BRT, modern street cars, and other fixed guideway services.

The most important thing about these comments is the fact that we need an additional investment in order to expand HART's current services. This is directly connected to our county's quality of life so thank you for your comments as we seek to understand how transportation impacts your daily lives.

HART's longer range transit plans include faster connections from downtown to the airport, and not only via bus, but other options such as smaller vehicles, shuttles, and even ride-share options. GO Hillsborough is considering all options to connect the major destinations, such as the Tampa International Airport (TPA). TPA is currently updating their Master Plan, and you can get more information and provide input by visiting <http://www.tampaairport.com/general-aviation-master-plan>.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
New/Expanded Transit Services	Sidewalks/Bike Lanes	Plant City	The City of Plant City has limited transportation options... when will this change?
New/Expanded Transit Services	Train service from Port Tampa	City of Tampa	Fifteen years ago there was train service from the Port Tampa. It was just temporary, only lasted about a month, but was it successful?
New/Expanded Transit Services	Water ferry	Hillsborough River (City of Tampa)	Can the Hillsborough River be used for transportation? The City of Tampa has lots of docks so what about water transportation such as small ferries?
New/Expanded Transit Services		Countywide	How many people on the panel will be using this?

GO Hillsborough Response

Plant City is presently not a member of HART. HART is a public authority, similar to the airport, that member jurisdictions pay property tax into. Plant City has opted not to join HART and consequently persons living in incorporated Plant City pay no tax into HART. HART's charter prohibits HART from serving areas that do not pay into the Authority. Plant City used to contract service from HART bus discontinued the contract in 2005. HART has plans for local and express service should Plant City decide to join HART.

Another option may be Hillsborough County's Sunshine Line which provides transportation for people who are disabled or unable to transport themselves and must rely on others for access to health care, employment, education, shopping, etc. For more information, contact the County's InfoLine at 813-272-5900. In addition, there is a HARTPlus system but there are service limitations. An additional investment is needed in transit to more fully serve the disabled community.

The temporary rail project (The Regio Sprinter) was a HART local passenger rail demonstration project on CSX tracks. The demonstration project provided service for throughout downtown Tampa and surrounding neighborhoods. Funding for the project did not extend beyond demonstration.

A water ferry project is on the drawing boards for Apollo Beach/Gibson to the MacDill Airforce Base (AFB) area. If that is successful we may see other similar projects gain momentum.

The GO Hillsborough panel includes transportation officials and local government officials from the entities participating in the Hillsborough Transportation for Economic Development (TED) Policy Leadership Group (PLG), including Hillsborough County, the Cities of Plant City, Tampa, and Temple Terrace, and Hillsborough Area Regional Transit (HART). Feedback from the community engagement, including the telephone town hall, will be used as identify community needs and projects for community-driven transportation plan.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
More Weekend Transit Service		Route 41	I work weekends so it would be nice to have weekend service on bus route 41.

GO Hillsborough Response

HART is evaluating adding weekend service to all routes presently running without weekends as soon as the necessary funding becomes available.


Having a strong reliable transit system with extended transit hours remains an aspiration for HART, and with additional funding, we can improve service in many ways such as better evening and weekend service.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
Improved Transit Frequencies	New/Expanded Transit Services	None specified	With limited express service in our bus system it takes twice as long. How can you encourage people to use it?

GO Hillsborough Response

You bring up a very valid point. Transit now takes longer than private cars, and the best way to get people to use transit is to place a travel time incentive. Services such as HART's MetroRapid where there can be signal priority, queue jump lanes, and maybe limited fixed guideway where available is planned. Additionally, express bus in high occupancy vehicle (HOV) lanes as well as operating from regional park and rides is also a part of making transit faster.

We need an additional investment in order to expand HART's current services. This directly connects to how our county gets around and the choices they have to get around. More funding for additional transit services and other transportation improvements will make these types of things more attractive to use and will increase interest and use.

		<div>GO Hillsborough Telephone Town Hall Meetings</div>			
May 4, 2015 - Making Choices					
Recorded, Non-Live Questions & Comments <i>Note: Some may appear in more than one category.</i>					
Comment Category	Comment Subcategory	Comment Geography	Comment or Question		
Other	Construction	Hwy 41	What is being done on Hwy 41?		
Other	FDOT	Countywide	Can there be coordination with state transportation?		
Other	Funding	Regional	What about the money that was to fund the bullet train? Can we use that or is that off the table? That could have stimulated everything including funding for our roads and preserving what we have.		
Other	Funding	N/A	Could traffic court or traffic tickets help fund some of the transportation projects?		
Other	Funding	Countywide	If we're going to raise taxes it should be a tax on alcohol.		
Other	Funding	N/A	I have thoughts about funding that I would like to share.		
Other	Funding	Regional	I have a solution to fund this... we should fine litterers \$500 and before you know it all will be paid for. This is how St. Pete does it.		
Other	Funding	Countywide	If property taxes came down I would rather pay the previous amount to improve our roads and public transportation.		
Other	Funding	Countywide	Reminder about the Community Investment Tax in the 1990s. The public 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.		
Other	Interstate	I-275 and Selmon Expressway	The Selmon Expressway exits feed into the left lane of traffic which causes people to yield on wrong side. Also, why is the exit lane on 275 westbound in the left lane? There isn't enough time to get across to exit 275N.		
Other	Neighborhood impacts	N/A	How will this affect the neighborhoods involved?		
Other	Ridesharing	Countywide	There are empty seats in cars, and we need to figure out a way to fill them.		
GO Hillsborough Response					
<p>We would need to get more information on the location of concern on U.S. 41. Since U.S. 41 is a Florida Department of Transportation (FDOT) road, you could also contact FDOT directly at 813-975-6000 for more information regarding the ongoing project on U.S. 41.</p> <p>All projects are coordinated with the FDOT if the project impacts FDOT roadways and vice versa.</p> <p>Federal funds offered for a Florida bullet train were redirected to other uses after they were declined by the State of Florida. The bullet train, however, would not have resolved our local transportation funding needs for moving people and goods within our community.</p> <p>These funds are currently levied and used in accordance with Florida Statutes. They don't present a funding solution for transportation.</p> <p>The GO Hillsborough Leadership is considering all options to fund our future transportation needs.</p> <p>Thank you for your comment. The ultimate design includes right-hand exit lanes and express lanes where the current exit lanes are located. The current location of the exit lanes is part of a phased, interim solution, and will be changed upon implementation of the ultimate interstate design.</p> <p>The GO Hillsborough Community Transportation Plan is identifying projects that can improve quality of life and mobility for the communities and neighborhoods throughout the County. These projects include enhancements to the streets and roads, pedestrian and bike facilities, and transit facilities that serve the neighborhoods throughout Hillsborough County.</p> <p>Thank you for letting us know you're interested in investing in transportation and for providing ideas for funding options. We need to hear what investments you're willing to make as well as what you really need.</p>					

May 21, 2015 - Finding Consensus

Recorded, Non-Live Questions & Comments *Note: Some may appear in more than one category.*

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
Asset Preservation	New Roads/Widening	Palm River/Brandon	Schedule and plan repairs so they don't occur too close together. We live in Apollo Beach, and 41 is so congested it takes 45 minutes to get from Palm River Road to I-75 plus Adamo and Causeway are both blocked.
Asset Preservation	Funding	Countywide	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. 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.

GO Hillsborough Response

Due to budget shortfalls over the years the County has not be able to keep up with the maintenance and repairs of roadways. The GO Hillsborough initiative intends to address the funding needs.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
ATMS	Sidewalks/Bike Lanes	Countywide	I heard about the benefits of adaptive controls, but I'd like to talk to the other side. Adaptive controls are more dangerous for bicyclists and pedestrians. They lower the bar for motorists and raise the bar for others. I would be glad to talk more about this; I bike commute to work now, and it has become very scary.
ATMS	Timed Caution Lights	Countywide	Should implement a count down system, similar to timed crosswalks, at caution lights.
ATMS	Traffic Signals	Countywide	I want to share thoughts on advanced traffic signals.

GO Hillsborough Response

Hillsborough County does not use adaptive controls at this point in time. Every care is taken to accommodate (as feasible) all modes of transportation while timing traffic signals. If you have any concerns at a specific location, please do not hesitate to contact us at 813-307-1868.

The Manual on Uniform Traffic Control Devices (MUTCD) is the national standard for signals or other traffic control devices and does not allow for counters on caution lights.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
Sidewalks/Bike Lanes	Safety	None specified	A lot of people are afraid to bike at night.
Sidewalks/Bike Lanes	Sidewalk Master Plan	Countywide	What happened to the sidewalk master plan?

GO Hillsborough Response

The County maintains a master list of sidewalk needs (gaps and repairs). The projects are constructed as and when funding becomes available. The master needs of sidewalks has been incorporated into our county's Long Range Transportation Plan (prepared by the Hillsborough County Metropolitan Planning Organization).

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
New/Expanded Transit Routes	Bus technology	HART	Have you considered natural gas buses?
New/Expanded Transit Routes	Economic Development	Countywide	How can we attract visitors without mass transit? Has anyone looked at other cities for ideas?
New/Expanded Transit Routes	Extended Hours & Improved Frequencies	Countywide	I am concerned about transportation in Hillsborough, especially for people who cannot drive. We need a better system.
New/Expanded Transit Routes	Extended Hours & Improved Frequencies	Countywide	I am 89 years old and have issues living on a main artery. I'm a member of a Museum and it takes me several hours to get there on 2 or 3 buses. Are there any solutions?

GO Hillsborough Response

HART is replacing via attrition all diesel buses with compressed natural gas (CNG) vehicles. 22 CNG buses were received in February 2015 and are now on the street.

Visit Tampa Bay, our convention and visitors bureau, does a phenomenal job of attracting tourists and conventions, with increasing numbers each year. However, mass transit for large numbers of visitors remains a challenge. Parsons Brinckerhoff was selected to lead the Go Hillsborough initiative, in part, because of their knowledge of and experience with other cities' transit projects.

For transit access for the elderly, please call HARTPlus at 813-254-4278.

Transit that serves senior citizens in developments is likely a service suited for Hillsborough County Sunshine Line - call 813-272-7272 for information.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
New/Expanded Transit Routes	Extended Hours & Improved Frequencies	Countywide	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?

GO Hillsborough Response

The AECOM report is available on the County's web site <http://www.hillsboroughcounty.org/DocumentCenter/View/12668>. The Executive Summary of that report states:

Findings: Based upon this review, it appears the Northeast Corridor linking Downtown Tampa and the University of South Florida and the West Corridor linking downtown to the Westshore development and airport show the most promise; however, the analysis also determined that:

- Transit ridership in Hillsborough County has shown impressive growth but remains modest for a community considering rail transit investments. The vast majority of new rail projects implemented over the past few decades have occurred in communities where existing transit ridership levels are significantly higher than those currently observed in Hillsborough County.
- At this time, it appears 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.
- Bus rapid transit was found to be more cost effective for these corridors, with one option in the Northeast Corridor being just over the cost effectiveness threshold to qualify for a medium rating.

Recommendations: There is significant room for ridership growth in the area before a major investment in light rail transit would be viable. Hillsborough County should undertake steps to build patronage on the current bus transit system and develop a long-term transit and land use strategy that will support fixed-guideway transit, and that could allow a project to qualify for federal funds. Specific recommendations include:

- Continue investing in improvements to existing bus services, such as expansion of the MetroRapid enhanced bus system, which will help to increase transit use in key corridors. A full bus rapid transit option in some corridors might qualify for FTA funding once the projected ridership is higher and investment costs are lower.
- Develop a long-term transit/land-use plan that identifies travel corridors that could be developed to contain high capacity transit, and adopt specific land use policies that encourage transit-supportive development in these corridors.
- Include in the transit/land use plan a dedicated local funding source for transit investments, which will demonstrate a commitment to fund fixed-guideway transit
- Invest in complete streets and other infrastructure that can create more walkable, transit supportive development in these key corridors, including Downtown circulator.
- Continue dialogue with CSX to determine if commuter rail options are operationally feasible and cost effective in their rights-of-way.



GO Hillsborough
Telephone Town Hall Meetings



May 21, 2015 - Finding Consensus

Recorded, Non-Live Questions & Comments *Note: Some may appear in more than one category.*

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
New/Expanded Transit Routes	Flex service	None specified	Will you take away our existing transit system for something different? Is there a bus that will come into developments to take senior citizens out?
New/Expanded Transit Routes	Improved Transit Frequencies	Balm/Riverview (South County)	I've lived here for 44 years. The closest bus stop to me is 4 miles away which I hitchhike to from Balm-Riverview Rd and Woodside Dr.
New/Expanded Transit Routes	Mass transit	Downtown to airport (expand to Westcase, USF, & New 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 Westchase and up to USF and expand through the developments in New Tampa.
New/Expanded Transit Routes	Modes	Countywide	Speed Trains, community hubs ,multi-level through-ways, are just a few of the options.
New/Expanded Transit Routes	Rail	Regional (Hillsborough & Pinellas)	Has any conversation taken place regarding cooperative transportation with Pinellas? Why has a rail system not been considered?
New/Expanded Transit Routes	Regionalism	Unclear (Tampa Bay counties?)	Will HART have consistent lines in all counties?
New/Expanded Transit Routes	Ridership studies	HART	Have studies been completed regarding ridership?
New/Expanded Transit Routes		US 301 (2-lane area)	Traveling along 301 is difficult because it's only 2 lanes, and bus service is non existent in our area...are there plans to improve this?
New/Expanded Transit Routes		Unclear (N is in Tampa, S is in Riverview)	Why isn't there a bus system closer to Falkenburg Rd?

GO Hillsborough Response

For transit access for the elderly, please call HARTPlus at 813-254-4278.

Transit that serves senior citizens in developments is likely a service suited for Hillsborough County Sunshine Line - call 813-272-7272 for information.

Regarding Balm-Riverview Rd and transit access, plans call for a flex route on Big Bend Road. Depending on where you are on Balm-Riverview, you may be within the flex zone and qualify to be picked up on weekdays on-demand.

Regarding cooperative transportation with Pinellas, yes, HART and PSTA cooperate on a variety of areas including some joint purchasing, a uniform system of fare collection, and potential joint routing. HART welcomes PSTA vehicles to the Marion Transit Center and the Northwest Transit Center. Rail will likely require considerable federal investment and federal investment will require a significantly more robust bus transit system to be in place to help develop transit and support rail before federal investment is likely to come this way.

We do not have enough information to answer the question regarding consistent lines in all counties, but we left a message for the caller to call us back.

There have been significant numbers of studies and surveys that consider ridership. In addition, a comprehensive on-board survey is required every 4 to 6 years, and the most recent one was done in April 2014. HART Planning also revisits land use, population, and employment projections annually to determine prime transit growth areas.

Regarding transit access along 301, the 53LX presently travels the 301 corridor from Kings Point to the Brandon Mall. It will be expanded in 2016.

Falkenburg Rd has bus service between MLK and Woodbury. Falkenburg south of the mall area does not have the employment nor residential density to justify a full transit route. Falkenburg will be re-evaluated during this GO Hillsborough process.

HART's longer range transit plans include faster connections from downtown to the airport, and not only via bus, but other options such as smaller vehicles, shuttles, and even ride-share options. GO Hillsborough is considering all options to connect the major destinations, such as the Tampa International Airport (TPA). TPA is currently updating their Master Plan, and you can get more information and provide input by visiting <http://www.tampaairport.com/general-aviation-master-plan>.

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
Improved Transit Frequencies	Extended Transit Hours	HART	Most people use cars; buses take longer. What is the advantage of a bus system?
Improved Transit Frequencies	Extended Transit Hours	HART	Timing of buses needs to be improved; people have quit their jobs because of the bus schedule.

GO Hillsborough Response

In Hillsborough County, it is true that buses are in traffic with everyone else and typically make more stops. At present bus routes take longer than cars. Advantages to bus are they are less expensive than private autos, they take cars off the street, some people find them more relaxing to use because they can read, listen to their iPods, and generally have a stress-free commute by not driving in traffic. Routes like MetroRapid attempt to introduce methods to quicken the ride.

Transit now takes longer than private cars, and the best way to get people to use transit is to place a travel time incentive. Services such as HART's MetroRapid where there can be signal priority, queue jump lanes, and maybe limited fixed guideway where available is planned. Additionally, express bus in high occupancy vehicle (HOV) lanes as well as operating from regional park and rides is also a part of making transit faster.

We need an additional investment in order to expand HART's current services. This directly connects to how our county gets around and the choices they have to get around. More funding for additional transit services and other transportation improvements will make these types of things more attractive to use and will increase interest and use.



GO Hillsborough
Telephone Town Hall Meetings



May 21, 2015 - Finding Consensus

Recorded, Non-Live Questions & Comments *Note: Some may appear in more than one category.*

Comment Category	Comment Subcategory	Comment Geography	Comment or Question
Other	Asset Preservation	Countywide	How much do "snowbirds" contribute to the wear and tear of our transportation system? Is it more than what residents contribute?
Other	School buses	Countywide	We should have air buses to take our kids to and from home to school! But we can't even get a bus to stay on the road a whole school year. The bus I drive was down 5 months; you want good drivers get us a bus that we don't burn up in and don't break down all the time.
Other	Covered bus benches/safety	Rural areas	A majority of bus benches are not covered, and this could be a safety issue. Any thought of covering any, particularly in rural areas?
Other	Funding	Countywide	Consider a user-fee or some sort of prioritized program so families/communities decide how to use their funds.
Other	Funding	Countywide	I think the way to make more money would be through a sales tax so everyone is called upon to pay.
Other	Funding	Countywide	Government officials raise money for campaigns, can't they raise money for these projects in the same way?
Other	Funding	Countywide	I prefer a sales tax for funding.
Other	Funding	Statewide	Idea for funding: why don't we have a lottery for transportation? I've worked for state government outside of Florida, and we should look to see where money can be saved plus add a lottery.
Other	Funding	HART service area	Ideas for funding: charge higher fares for bus riders and eliminate low ridership routes.
Other	Funding	Countywide	Ideas for funding: advertising revenue, registration tax, and event promotions.
Other	Funding	Countywide	If funding is through sales tax, how long will it be in effect?
Other	Funding	East Hillsborough	Raising the sales tax to create revenue...if that isn't going to do anything for the Valrico/Lithia/Dover area then taxing isn't fair.
Other	Funding	Tampa	Idea for funding: Tampa should charge \$50 with each house sale
Other	Funding	Countywide	I support a gas tax.
Other	Funding	HART	Why are the buses structured in such a way to not be profitable? Seating is not a good position. If you restructured buses back in 50-60s better seating.
Other	Funding	Countywide	Why does the tax need to be a 30 year tax?
Other	Funding	Countywide	Idea for funding: tax visitors for revenue
Other	Funding	Countywide	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 won't be seen until the county can be made to redirect funds from entities already making money off the current situation.
Other	Funding	Countywide	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.
Other	HARTPlus	HART	I use HARTPlus and enjoy it. It's a good program.
Other	Prioritization & Regionalism	Regional (Hillsborough &	I agree with this plan and applaud the town hall, but a group is needed to prioritize how the plan works. Is this only Hillsborough or does it include Pinellas?

GO Hillsborough Response

The visitors to Hillsborough County contribute to maintenance of the transportation system through gas taxes when they purchase gas. Hence, their contribution is proportionate to how much they use our transportation system, just as it is for all users. The gas taxes help pay towards maintenance (wear and tear) of the system.

The GO Hillsborough Leadership is considering all options to fund our future transportation needs. User fees are also a consideration in the overall funding options.

Thank you for your suggestion. The comfort of passengers is an important component of the bus transit system. Upgraded shelters will be considered as part of road enhancement projects in the Community Transportation Plan, and as part of the HART shelter program.

A lottery for transportation, advertising revenue, a registration tax, and event promotions are all policy issues and cannot be answered here.

Regarding charging higher fares and eliminating low ridership routes, HART's fares are reviewed annually. HART recovers about 25% of cost via fares, which is above the national average. Unfortunately, bus services can never charge enough to recover full fare cost because pricing would be outside most persons' ability to afford. That is why transit is a public sector service. Low productivity routes are reviewed constantly; routes deleted in the past few years for low ridership include: 23X, 26X, 50X, 52LX, 83, 84, 86, 87, 88, 89, 97, 98. Other routes have been cutback due to low ridership.

Regarding government officials raising money for these types of projects, they cannot. The funding need is measured in billions of dollars over the next 20-30 years. Addressing transportation needs requires a substantial on-going funding source dedicated to transportation infrastructure and operations.

Buses are not profitable because the cost of service outstrips the willingness of people to pay for it via fares and has nothing to do with seating.

There are options regarding the length of a sales tax. A longer timeframe facilitates the use of financing – spreading the cost of infrastructure costs over a longer period more consistent with the useful life of the asset. While a recent proposal in Pinellas County was for an indefinite period, there has been no consideration of that approach in Hillsborough County.

A sales tax does not need to be a 30-year tax. A shorter period may reduce the opportunity to finance large projects over their useful life or to use local funds to leverage State and federal funds.

GO Hillsborough Community Transportation Plan includes projects throughout the entire County. You can find projects in your community by visiting the project website www.gohillsborough.org.

The GO Hillsborough effort only includes Hillsborough County.

Thank you for letting us know you're interested in investing in transportation and for providing ideas for funding options. We need to hear what investments you're willing to make. The most important thing is the fact that we need an additional investment in order to expand HART's current services. This is directly connected to our county's quality of life so thank you for your comments as we seek to understand how transportation impacts your daily lives.